

IL Route 92 Traffic Engineering Study



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Stanley Consultants INC.

A Stanley Group Company
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Executive Summary

In May 2007, the City of Rock Island retained Stanley Consultants to perform a traffic study to investigate the feasibility of relocating the Illinois Route 92 (IL 92) Corridor within the City of Rock Island. IL 92 enters Rock Island along the Rock Island Parkway. The Rock Island Parkway terminates at Centennial Bridge, which connects Rock Island to Davenport, Iowa over the Mississippi River. East of the Centennial Bridge IL 92 continues along 1st Avenue, adjacent to the Mississippi River. Rock Island IL 92 follows 5th Avenue to the one-way couple of 6th and 7th Avenues before entering the City of Moline.

The City's objectives to relocate IL 92 within the city limits are consistent with previous planning studies for development along the IL 92 corridor. A riverfront park along 1st Avenue is planned where the existing gaming boat and armory are located. The gaming boat plans to relocate to a site near Interstate 280 and has begun its construction. The 1st Avenue corridor would be narrowed to one lane in each direction with parallel parking adjacent to the planned park space. The Iowa Interstate Line railroad tracks are located immediately adjacent to 5th Avenue in the vicinity of the Augustana College athletic fields. The City desires to reduce 5th Avenue to 2-lanes in each direction affording the separation and screening of the tracks from the roadway and athletic fields. Along 7th Avenue east of 38th Street, the City desires to create a residential boulevard with wide landscape medians. This improvement will provide cohesion amongst the residential neighborhoods located along 7th Avenue. To meet these objective the following concept options were evaluated by this study for feasibility:

- Investigate moving marked IL 92 off 1st Avenue to 4th and 5th Avenues.

Two options were investigated to reroute the IL 92 traffic from 1st Avenue to 4th and 5th Avenues:

1. Convert 16th and 17th Streets to one-way pairs south of 1st Avenue.

2. Upgrade the 11th Street Interchange on the Rock Island Parkway to a full diamond interchange.
- IL 92 from 24th Street to 38th Street – Investigate reducing 5th Avenue from three westbound lanes and two eastbound lanes to two lanes in each direction.
 - IL 92 from 38th Street to 46th Street – Investigate operating 6th Avenue and 7th Avenue as two-way streets and moving marked IL 92 off 7th Avenue.

The concept options were evaluated for acceptable Level of Service (LOS) operations, queue back-ups, safety, and right-of-way impacts. The various alternates were analyzed with 2007 traffic reassignments for the relocation of IL 92 and then re-analyzed for 2027 traffic projections. Required geometric improvements and their associated impacts have been identified to execute the concept options evaluated. Accident histories were reviewed to determine recurring patterns and evaluated to ensure the concept options did not exacerbate existing conditions.

The concept options were evaluated using Synchro traffic software. The concept options were additionally modeled in SimTraffic to check for anomalies in the analysis. LOS A, B, and C are desirable while, LOS D is acceptable but, less than desirable. The capacity results were generally LOS C or better with a resounding majority of the locations operating at LOS A or B. The 2027 evaluation for 17th Street at 1st Avenue dropped from LOS A to LOS D for the one-way pair concept along 16th and 17th Streets.

The relocation IL 92 route marking from 1st Avenue to 4th and 5th Avenues is feasible when combined with the construction of a full diamond interchange at 11th Street. A curve along 4th Avenue at 17th Street will require realignment to meet standards however. Though more costly than converting 16th and 17th Streets to a one-way pair, this option provides minimal impact to the existing adjacent land uses aside from right-of-way acquisition to construct the 4th Avenue curve and interchange improvements.

The option of converting 16th and 17th Streets to a one-way pair is less costly to construct but carries numerous impacts to both the adjacent land use and resulting operation. Parking would be lost as the diagonal parking must be converted to parallel parking for the accommodation of a third through lane. Stop control along 16th and 17th Streets would be removed at 2nd and 3rd Avenues complicating pedestrian accessibility within the business district. At the south end of the one-way pairs, very little separation is available between 16th and 17th Streets along 5th Avenue. The close proximity of these two intersections precludes the installation of a traffic signal at 16th Street and results in congestive issues for eastbound IL 92 traffic turning onto 5th Avenue. This option is not recommended for further development.

The 5th Avenue corridor adjacent to the Augustana College athletic fields may be reduced to two westbound lanes and still yield acceptable levels of service. West of 30th Street the lane reduction afford a bi-directional turn lane into residential streets and commercial driveways. The screening of the railroad tracks across from the athletic fields may only be accomplished by dead ending the one lane entrance of 5th Avenue from the east. Removing the outside lane by tapering the edge of pavement will not accomplish screening the tracks as the taper is present throughout the vicinity of the athletic fields. The 5th Avenue entrance into the curve near 38th Street could not be accomplished without severe property acquisition. The region of 5th Avenue proposed to dead

end may ultimately be redeveloped and realigned with a proposed “T” intersection at 38th Street, as discussed further below.

The 6th and 7th Avenue corridors may be converted to 2-way operation and still yield acceptable levels of service. Required improvements to accomplish this option include reconstructing the curve at 38th Street to connect eastbound 5th Avenue to 6th Avenue, construct a new “T” intersection along this curve for 38th Street, construct intersection improvements along 46th Street to accommodate dual turning movements, and upgrade existing traffic signals to accommodate 2-way operation. The 7th Avenue corridor may be constructed as a residential boulevard and greatly improves signal operations at 38th street by removing the split phase signal operation. Without this conversion, operating conditions on 38th Street approaching 7th Avenue will continue to deteriorate and ultimately push the intersection level of service to F.

In order to achieve a change in the route marking for IL 92, IDOT District Two will initially prepare a submittal to the Route Marking Committee (RMC), which has representation by both the IDOT Central Office (CO) and Federal Highway Administration (FHWA). The submittal will document the reasons for the desired change in the route marking, and fully document the conditions along the new route. The proposed route marking change is reviewed by the RMC and comments and questions are addressed, as required, by the District. Once satisfied with the proposal, the RMC will approve the route marking change for implementation by the District. This entire process should be expected to take 12 to 18 months.

At this time, Federal funding of the improvements is not anticipated. As such, a Cultural Resource Survey has not been completed as required by Section 106 of the Historic Preservation Act. A Cultural Resource Survey will be conducted to assess potential impacts to historic or pre-historic properties should Federal funding be utilized.

Recommended IL 92 improvements are summarized on the following illustration, Figure ES-1.

The recommendations in this study provide a framework for the IL 92 Corridor as identified by previous development studies. The objectives analyzed will enhance the quality of life for residents of Rock Island as the planned developments bring forward new growth and public amenities.

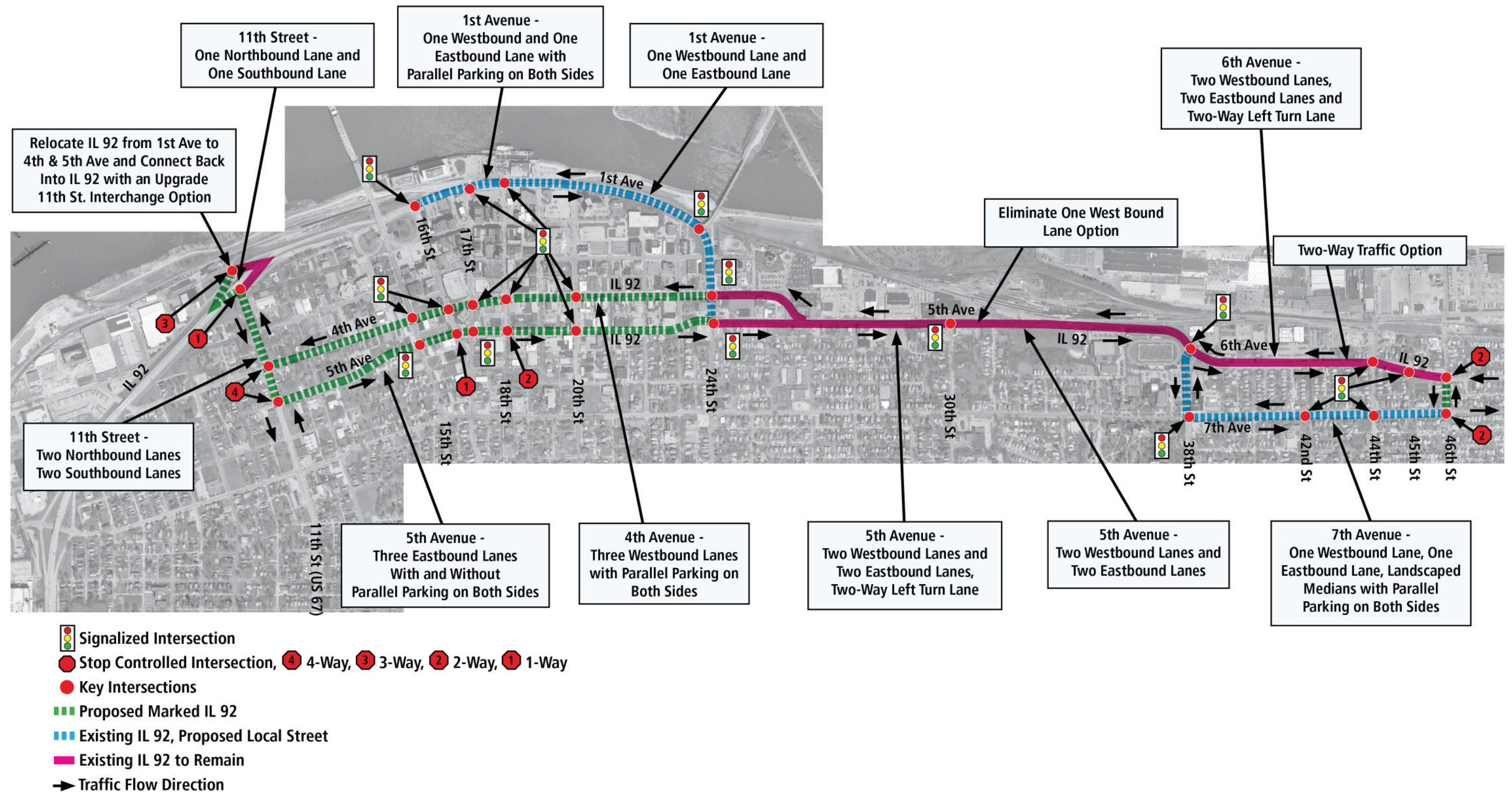


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IL 92 Recommended Concept

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2027 PM 38th-46th St.

2007 AM 24th-38th St.

2007 PM 24th-38th St.

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2007 AM 16th & 17th St.

2007 PM 16th & 17th St.

2027 AM 16th & 17th St.

2027 PM 16th & 17th St.

2007 AM 11th St. Interchange

2007 PM 11th St. Interchange

2027 AM 11th St. Interchange

2027 PM 11th St. Interchange

Introduction

Purpose & Location

The purpose of this report is to investigate the feasibility of the following changes along the IL 92 Corridor from 11th Street to 46th Street in Rock Island:

- IL 92 from the Rock Island Parkway to 24th Street – Investigate moving marked IL 92 off 1st Avenue to 4th and 5th Avenues. The existing four-lane roadway along 1st Avenue would then be reduced to a two-lane facility with parallel parking.

Two options will be investigated to reroute the IL 92 traffic from 1st Avenue to 4th and 5th Avenues:

1. Convert 16th and 17th Streets to one-way pairs between 1st Avenue and 3rd Avenue. Eastbound IL 92 will follow southbound 16th Street to eastbound 5th Avenue and westbound IL 92 will follow westbound 4th Avenue to northbound 17th Street.
 2. Upgrade the 11th Street Interchange on the Rock Island Parkway to a full interchange. IL 92 will follow 11th Street to the existing one-way pairs along 4th and 5th Avenues.
- IL 92 from 24th Street to 38th Street – Investigate reducing 5th Avenue from three westbound lanes and two eastbound lanes to two lanes in each direction.
 - IL 92 from 38th Street to 46th Street – Investigate operating 6th Avenue and 7th Avenue as two-way streets and moving marked IL 92 off 7th Avenue.

Figure A1, Vicinity Map, shows the study's location. Figure A2 and A3 illustrate the existing condition and concept options for the IL 92 reconfiguration and relocation. (Note: All figures are found in Appendix A.)

Objectives

The objectives of this traffic study follow recommendations outlined in previous development studies and concept plans, referenced at the end of this section. Below are highlights of the objectives considered:

- IL 92 from Rock Island Parkway to 24th Street – The City’s objective is to develop a riverfront park where the existing gaming boat and armory are located. Therefore, the City would like to reduce traffic and provide a more pedestrian friendly atmosphere along 1st Avenue.
- IL 92 from 24th Street to 38th Street – The City’s objective is add more green space and landscaping next to the railroad for a buffer to soften this section of the roadway.
- IL 92 from 38th Street to 46th Street – The City’s objective is to enhance the entrance into the City while creating a residential context along 7th Avenue via the creation of a landscaped boulevard.

Previous Studies

Previous studies providing background for the objectives of this study include:

- Rock Island Parkway Concept Design Plan, December 2001.
- RiverVision, July 2004.
- Quad City Industrial Center Vision Plan, A Blueprint for Reuse and Renewal (Columbia Park), December 2004.
- Armory Park, October 2007.

Existing Study Area Conditions

Existing Conditions

The length of IL 92 considered by this study is more than two and a half miles long. The number of lanes, adjacent parking, traffic control, and traffic operation vary greatly in traveling through the study corridor. Adjacent land uses range from residential to commercial to the Augustana College. A break down of the existing conditions for the primary segments to be analyzed is discussed below. This discussion will include the existing roadway characteristics, traffic control, traffic volumes, and the operating level of service as well as summarize any deficiencies identified.

Roadway Characteristics

38th Street to 46th Street

IL 92 is located along the one-way couple of 6th and 7th Avenues within this section of the study area. IL 92 splits from a two-way flow onto the one-way streets at 38th Street. Eastbound traffic curves onto southbound 38th Street and then continues east via dual left turns onto 7th Avenue. Westbound traffic curves around 38th Street to merge with 5th Avenue traffic immediately west of this section.

The 6th Avenue roadway consists of a four-lane, one-way arterial traveling westbound carrying an average daily traffic volume of 6,700 vehicles. The travel lanes are 12-feet in width with 8-foot wide parallel parking lanes on both sides. The on-street parallel parking is from 39th Street to 45th Street. East of this section of the project study area 6th Avenue is a two-lane, one-way arterial within the jurisdictional limits of Moline.

The primary land use along the north side of 6th Avenue is commercial with light industrial. Along the south side, the land use is primarily residential with some commercial.



Existing 6th Avenue – View looking west near 43rd Street.

East of 38th Street, 7th Avenue consists of a four-lane, one-way arterial traveling eastbound carrying an average daily traffic volume of 10,000 vehicles. The travel lanes are 12-feet in width with 8-foot wide parallel parking lanes on both sides throughout this section of the study area. Turn lanes are channelized along IL 92 at the 38th Street and 46th Street intersections with 7th Avenue. East of the project study area, 7th Avenue is a two-lane, one-way arterial within the jurisdictional limits of Moline. West of the project area, 7th Avenue is a two-lane, two-way arterial street.

The primary land use adjacent to 7th Avenue is residential. Mixed commercial along with educational and churches may also be found within this section of the study. A school is located along the south side between 41st and 42nd Streets. Augustana College is located along 7th Avenue immediately west of 38th Street. A church is located on the northeast corner of 7th Avenue and 44th Street, and Northeast corner of 7th Avenue and 45th Street.



Existing 7th Avenue – View looking east at 44th Street.

24th Street to 38th Street

IL 92 enters this section of the study area along 24th Street onto 4th and 5th Avenues. West of 27th Street, 4th and 5th Avenues operate as a one-way couple. 4th Avenue is comprised of a three-lane section with 12-foot lanes traveling westbound carrying an average daily traffic volume of 10,300 vehicles. Off-street parking is prevalent along this section of 4th Avenue. Turn lanes are channelized at the intersection of 24th Street and 4th Avenue with a single right turn lane carrying IL 92 traffic from westbound 4th Avenue to northbound 24th Street. The adjacent land use consists of office and light industrial.

West of 26th Street, 5th Avenue is a three-lane section with 12-foot lanes traveling eastbound carrying an average daily traffic volume of 8,500 vehicles. A single southbound left turn lane carries IL 92 traffic from 24th Street onto eastbound 5th Avenue. Prior to the 27th Street intersection the northern most lane drops into a left turn lane, resulting in two eastbound lanes past 27th Street. The adjacent land use is commercial.

East of 27th Street, 4th and 5th Avenues merge into a two-way five-lane section with two eastbound and three westbound lanes. The lanes are 12-feet wide with a 4-foot painted median. Turn lanes are channelized at the 30th Street intersection for left turning traffic in each direction as well as the eastbound right turn. Raised medians are present along the length of the left turn channelization. Adjacent land use varies is a mix of office and commercial and light industrial with the bus barn transit service facility and heavy rail switching along the north side. Athletic fields for Augustana College back onto 5th Avenue opposite the heavy rail exposure.



Existing 5th Avenue – View looking west near 37th Street.

11th Street to 24th Street

Within this section of the study, IL 92 follows the Rock Island Parkway onto 1st Avenue, curving onto 24th Street before turning onto 4th and 5th Avenues as described above. 1st Avenue generally begins at the Centennial Bridge overpass, where the roadway ceases to be a four-lane divided expressway. At the intersection of 1st Avenue and 16th Street, a 16-foot wide channelized eastbound right-turn lane wraps around to the northbound Centennial Bridge entrance ramp. The ramp may only be accessed by southbound 16th Street traffic.

East of the Centennial Bridge 1st Avenue is generally a five-lane section with 11-foot wide lanes. The center lane provides left turn channelization at all intersections except for 19th Street, where the pavement narrows to a four-lane section with a 4-foot flush median. East of 20th Street the center lane/flush median becomes a 15-foot wide raised landscaped median. This section of IL 92 carries an average daily traffic volume of 8,100 vehicles. South of the Arsenal on 24th Street, IL 92 traffic increases to an average daily traffic volume of 10,500 vehicles.

The adjacent land use is generally mixed office and commercial use. Located on the north side of 1st Avenue at 18th Street is a riverboat casino, planned to relocate from this site to near Interstate 280. Access to the Rock Island Arsenal is located off 24th Street, north of 4th Avenue.



Existing 1st Avenue – View looking west from 18th Street.

4th Avenue is a westbound one-way corridor with three 12-foot lanes with 8-foot wide parallel parking lanes on both sides. Between 15th and 24th Streets, streetscape improvements have been constructed and include “bumped out” street corners to shield the parking lane as well as shorten the pedestrian crossing distances, brick colored crosswalks bands, and parkway landscaping. Average daily traffic volumes range from 2,200 vehicles near 11th Street to 6,100 vehicles west of 24th Street. There is a sharp jog in the 4th Avenue alignment at 17th Street. Guide markings have been installed across the intersection to help mitigate the abrupt shift in alignment. The adjacent land use is primarily office and commercial.



Existing 4th Avenue – View looking west near 20th Street.

Between 11th and 14th Streets, 5th Avenue is an eastbound one-way corridor with 12-foot wide lanes. East of 14th Street, 5th Avenue reduces to three 12-foot wide lanes. There is 8-foot wide parallel parking lane along both sides of 5th Avenue from 11th Street to 14th Street and from 17th Street to 24th Street. Between 15th and 24th Streets, streetscape improvements have been constructed and include brick colored crosswalks bands, parkway landscaping, and “bumped out” street corners (from 17th to 24th Streets only) to shield the parking lane as well as shorten the pedestrian crossing distances. Average daily traffic volumes range from 5,800 to 6,400 vehicles along 5th Avenue between 11th and 24th Streets. The adjacent land use is primarily office and commercial.



Existing 5th Avenue – View looking east near 16th Street.

Between 1st and 3rd Avenues, 16th Street is a two-lane road with 12-foot wide lanes. South of 3rd Avenue, 16th Street becomes a southbound one-way street with a 12-foot wide right-turn lane at 4th Avenue. As discussed previously, the entrance ramp for northbound Centennial Bridge traffic is located on 16th Street, just south of 1st Avenue. There is 8-foot wide parallel parking lane from 2nd Avenue to 4th Avenue on the west side of the road. There is diagonal parking from 1st Avenue to 3rd Avenue on the east side of the road and from 4th Avenue to 5th Avenue on the west side of the road as well. Along 16th Street the average daily traffic volume is 1,500 south of 2nd Avenue. The adjacent land use is primarily office and commercial.



Existing 16th Street – View looking south near 2nd Avenue.

Between 1st and 3rd Avenues, 17th Street is a two-lane road with 12-foot wide lanes. 17th Street is a northbound one-way street between 3rd and 5th Avenues. There is an 8-foot wide parallel parking lane from 1st Avenue to 3rd Avenue on the west side of the road and diagonal parking from 1st Avenue to 5th Avenue on the east side of the road. Northbound left turns are channelized at 1st and 3rd Avenues. Along 17th Street the average daily traffic volume is 2,350 north of 5th Avenue. The adjacent land use is primarily office and commercial.



Existing 17th Street – View looking south.

South of the eastbound Rock Island Parkway entrance ramp 11th Street is a four-lane roadway with 12-foot wide lanes and a flush median north of 4th Avenue. The northbound lanes merge to form the Rock Island Parkway entrance ramp. The two southbound lanes are comprised of the westbound exit ramp and frontage road at the north side of the interchange. Along 11th Street the average daily traffic volume is 1,200 south of 2nd Avenue. The adjacent land use is primarily residential south of the expressway.



Existing 11th Street – View looking north near 4th Avenue.

The existing 11th Street Interchange is a half-diamond configuration providing an eastbound entrance ramp and westbound exit ramp for the Rock Island Parkway (IL 92). Both ramps are 16' wide with 4' inside shoulders and 6' outside shoulders. A frontage road exists along the north side of the Rock Island Parkway extending westward from the exit ramp terminal. 11th Street begins at the exit ramp and provides one-way operation of two southbound lanes underneath the expressway. At the interchange, northbound 11th Street traffic is forced onto the eastbound entrance ramp. Significant trucking activity is located immediately north of the interchange. This traffic currently utilizes the 7th avenue interchange and crosses at-grade railroad tracks to access the expressway, sometimes causing backups across the tracks. The average daily traffic volume underneath the expressway is approximately 500 vehicles per day.



Existing 11th Street Interchange – View looking north.

Traffic Controls

Appendix B contains the existing traffic signal timing data provided by the City of Rock Island used in analyzing existing conditions. The following discussion summarizes the speed limits and traffic control found along corridors within the study area.

38th Street to 46th Street

The speed limit along 6th and 7th Avenues is 30 miles-per-hour. The 44th and 45th Street intersections with 6th Avenue are signalized and coordinated for 6th Avenue. All other cross streets are stopped controlled for the cross street. The intersection at 38th Street is an uncoordinated signalized intersection. This signal is currently operating split phased north/south as a result of the southbound dual left sharing a lane with the southbound through movement. The 42nd and 44th Street intersections with 7th Avenue are signalized and coordinated for 7th Avenue. All other cross streets are stopped controlled for the cross street.

24th Street to 38th Street

The speed limit from 24th Street to 28th Street is 30 miles-per-hour along 4th and 5th Avenues. The 4th and 5th Avenue intersections with 24th Street are signalized and coordinated for 24th Street. The speed limit increases to 40 miles-per-hour between 28th and 37th Streets. The intersection of 30th Street and 5th Avenue is signalized and uncoordinated.

11th Street to 24th Street

The speed limit on 1st Avenue is 30 miles-per-hour. The intersection of 16th Street and 1st Avenue is signalized and uncoordinated. The intersections of 1st Avenue at 17th, 18th, and

24th (Rock Island Arsenal) Streets are signalized and coordinated for 1st Avenue. All other cross streets with 1st Avenue in this section are stop controlled for the cross street.

The speed limit on 4th Avenue is 30 miles-per-hour. The intersection of 15th Street and 4th Avenue is signalized and coordinated for 15th Street. The intersections of 16th, 17th, 18th, and 20th Streets along 4th Avenue are signalized and coordinated for 4th Avenue. The intersection of 24th Street and 4th Avenue is signalized and coordinated for 24th Street. All other cross streets intersecting 4th Avenue in this section are stop controlled for the cross street.

The speed limit on 5th Avenue is 30 miles-per-hour. The intersection of 15th Street and 5th Avenue is signalized and coordinated for 15th Street. The intersections of 17th and 20th Streets along 5th Avenue are signalized and coordinated for 5th Avenue. The intersection of 24th Street and 5th Avenue is signalized and coordinated for 24th Street. All other cross streets intersecting 5th Avenue in this section are stop controlled for the cross street.

The speed limit on 16th Street and 17th Street is 30 miles-per-hour with signalized locations as discussed above. The intersections of 16th and 17th Streets with 2nd and 3rd Avenues are stop controlled for all approaches.

The speed limit on 11th Street is 30 miles per-hour. The intersection of 4th with 11th Street is stopped controlled for all approaches, while 5th Avenue is controlled only eastbound.

Traffic Volumes

Manual 12-hour traffic counts were performed by Stanley Consultants, Inc. from 6:30 a.m. - 6:30 p.m. The traffic counts included pedestrians and classified heavy vehicles separately for each 15 minute interval. City of Rock Island staff manually counted peak hour turning movements for minor cross streets along 5th and 6th Avenues to determine the usage and need for exclusive left turn lanes along 5th and 6th Avenues.

Appendix B contains the raw data obtained from the turning movement counts as well as the summarized peak hour factors, percent heavy vehicles, and peak hour turning movement diagrams.

Existing Level of Service

Intersection performance for existing conditions was determined using the methodologies described in Chapters 16 and 17 of the Highway Capacity Manual. The performance measure described in the Highway Capacity Manual is seconds of delay, which may be translated into a Level of Service (LOS). The intersection LOS ranks from A to F, with LOS F being the worst operational performance. The LOS thresholds are described as follows:

- LOS A Low traffic density, very low delay, favorable progression
- LOS B Minimum delay, good progression
- LOS C Increase delay, fair progression
- LOS D Adverse progression resulting from increased delay, unstable flow

- LOS E Long delays, poor progression to all movements
- LOS F Traffic volumes exceed capacity, poor progression on all movements

Synchro traffic software was utilized to calculate the existing delay and LOS performance. The analysis incorporated existing traffic volumes, signal phasing, and timing patterns. SimTraffic was used to simulate traffic operations to analyze for deficient operations, such as queue backups. Detailed output reports from Synchro may be found in Appendix C.

38th Street to 46th Street

The existing LOS within this section of the study area is generally at LOS A or B. This section of IL 92 operates fairly well, except at the intersection of 38th Street and 7th Avenue. The LOS for this intersection is LOS D in the morning and LOS F in the afternoon. The poor LOS results for this intersection may be attributed to large traffic volumes and the type of signal phasing employed due to geometric constraints of the intersection. The calculated delay and LOS results are shown in Appendix B.

24th Street to 38th Street

The existing LOS at the intersections of 4th and 5th Avenues with 24th Street is a LOS B. The LOS at the intersection 30th Street and 5th Avenue is LOS C. The calculated delay and LOS results are shown in Appendix B.

11th Street to 24th Street

The intersections within this section of the study area generally operate at LOS A or B. The intersections LOS for this alternative are all acceptable with minor delays during peak hours. The calculated delay and LOS results are shown in Appendix B.

Deficiencies

38th Street to 46th Street

The 38th Street and 7th Avenue intersection operates at LOS F in the afternoon. This signal is currently operating split phased north/south as a result of the southbound dual left sharing a lane with the southbound through movement. Right-of-way constraints prohibit widening the intersection without impacting adjacent Augustana College property. The poor traffic operation is evidenced by excessive southbound traffic queues backing up around the curve from 5th Avenue. The high left turn volume is hard to get through the intersection in a timely manner from longer cycle lengths.

24th Street to 38th Street

The westbound reverse curve connecting 5th Avenue to 4th Avenue, between 25th Street and 27th Street, does not comply with minimum radius requirements for a 30 mph design speed. The existing curve will meet the requirements of a 25 mph design speed.

11th Street to 24th Street

The westbound reverse curve through the intersection of 17th Street and 4th Avenue does not comply with minimum radius requirements for a 30 mph design speed. The existing curve will meet the requirements of a 20 mph design speed.

Projected Traffic

2007 Traffic Distribution & Traffic Re-Assignments

The primary analysis undertaken by this traffic study is for the relocation of the marked route for IL 92 within the City of Rock Island. Base traffic was determined and reassigned to the concept option route. A small percentage of traffic was assumed to re-route onto IL 92 from adjacent arterials or marked highways.

38th Street to 46th Street

The 6th Avenue and 7th Avenue corridors will be evaluated as two-way streets, relocating marked eastbound IL 92 from 7th Avenue onto 6th Avenue. The 7th Avenue would be converted to a boulevard with wide landscaped medians. The baseline traffic for eastbound IL 92 through this section was taken to be 100 percent of the southbound left turn at the intersection of 38th Street and 7th Avenue. Additionally, 20 percent of northbound right turn traffic for this intersection was assumed to relocate to 6th Avenue as well. Likewise, 20 percent of the existing turning traffic was assumed to relocate from 6th or 7th Avenue along 44th Street. The eastbound relocated traffic at the intersection of 44th Street and 6th Avenue was distributed based on the existing movement patterns for the intersection of 44th Street and 7th Avenue.

The westbound 5th Avenue traffic east of 38th Street was reassigned to the southbound right turn at the intersection of 44th Street and 6th Avenue, not as part of this concept option, but rather for the elimination of the third westbound lane on 5th Avenue between 24th Street and 38th Street.

Figure A34 (see Appendix A) graphically shows the distribution volumes for relocating IL 92 and the associated traffic diversions assumed. Existing traffic volumes are shown on Figure A31. The resulting baseline traffic used for analysis is shown on Figure A37.

24th Street to 38th Street

Westbound 5th Avenue traffic at 38th Street was reassigned to the southbound right turn at the intersection of 44th Street and 6th Avenue. This traffic adjustment will be evaluated as part of the 2-way conversion of 6th and 7th Avenues. The overall volume of westbound traffic through this section of the study area will remain unchanged from existing. Existing traffic volumes are shown on Figure A32.

16th & 17th Street One-Way Pairs

The 16th and 17th Street corridors will be evaluated as one-way pairs in relocating IL 92 from 1st Avenue to 4th and 5th Avenues and 16th and 17th Streets. Baseline IL 92 traffic was determined by subtracting turning movements onto 1st Avenue within the corridor from the through traffic exiting the corridor. Cross street traffic was re-routed on 2nd and 3rd Avenues in converting 16th and 17th Streets to 2-way operation.

Figure A35 graphically shows the distribution volumes for relocating IL 92. Existing traffic volumes are shown on Figure A33. The resulting baseline traffic used for analysis is shown on Figure A38.

11th Street Full Interchange

The baseline traffic for the 11th Street Full Interchange option was calculated the same as the 16th and 17th Street one-way pairs. Additionally, a portion of the westbound left turn traffic was assumed to relocate to the westbound right turn to utilize the 11th Street interchange in lieu of the 7th Avenue interchange.

Figure A36 graphically shows the distribution volumes for relocating IL 92 and the associated traffic diversions assumed. Existing traffic volumes are shown on Figure A33. The resulting baseline traffic used for analysis is shown on Figure A39.

2027 Traffic Growth Projections

The Bi-State Regional Commission was contacted to determine the annual growth rate for this corridor in projecting 2027 traffic. An annual growth rate of 1.15 percent was provided based on their regional transportation models. This growth rate is uniformly applied in analyzing 2027 traffic conditions. The 2027 projected traffic used for analysis is shown on Figure A40 to A43.

Concept Options & Analysis

Several concept options were developed from past area planning studies in coordinating with the City of Rock Island. The concept options were evaluated for acceptable Level of Service (LOS) operations, queue back-ups, safety, and right-of-way impacts. The various alternates were analyzed with 2007 traffic reassignments for the relocation of IL 92 and then re-analyzed for 2027 traffic projections. Geometric improvements identified by the analysis were investigated for feasibility and compliance to design criteria.

Along roadways that would be converted to IL 92 marking access conditions would be reviewed by Illinois Department of Transportation to determine whether any access consolidation is possible. The potential for raised medians at specific intersections would be assessed.

Concept Options Proposed Improvements

The concept options for proposed improvements were tested using the manuals listed below as references and guidance during this study:

- Bureau of Local Roads and Streets Manual, 2006, Illinois Department of Transportation.
- Bureau of Design and Environment Manual, 2002, Illinois Department of Transportation.
- Manual of Uniform Traffic Control Devices, 2000/2001 Edition, American Association of State Highway and Transportation Officials (AASHTO).
- A Policy on Geometric Design of Highway and Streets, 2004, AASHTO.
- Highway Capacity Manual, 2000, Transportation Research Board

The design criteria for development of the concept options may be found in Appendix B.

Within the study corridor, on-street bike lanes are not present. Where feasible, the outside lane has been widened to 13-feet. Further analysis for the inclusion or need of dedicated bike lanes was not undertaken by this study.

38th Street to 46th Street

The marked route of IL 92 is currently split on the one way couple of 6th and 7th Avenues along this section of the study. This study evaluates the operation and feasibility of converting both 6th and 7th Avenues to two-way operation combined with the relocation of eastbound IL 92 from 7th Avenue onto 6th Avenue.

The 6th Avenue corridor was evaluated as a five-lane, two-way arterial roadway. On the west end of this section, the existing curve connecting eastbound 5th Avenue to southbound 38th Street is proposed to realign with 6th Avenue similar to the current westbound reverse curve connecting 6th and 5th Avenues. Northbound 38th Street currently merges with westbound 6th Avenue via an auxiliary lane at the midpoint of the reverse curve. This intersection would be reconstructed as a standard “T” intersection with a traffic signal. The existing traffic signals at 44th and 45 Streets would remain. A two-way left turn lane (TWLTL) is provided from 39th Street to west of 44th Street. Dedicated left turn lanes would be provided at 44th Street as well as 38th Street. On the east end of this section, IL 92 will make a dual right turn from eastbound 6th Avenue to southbound 46th Street followed by a dual left turn onto eastbound 7th Avenue. The dual turns would be free flowing, unrestricted movements. Future traffic conditions will likely warrant a traffic signal at the intersection of 7th Avenue and 46th Street. The existing parking along 6th Avenue will be eliminated to accommodate the proposed center lane. The parking along 46th Street will also be eliminated for safety and capacity.

The 7th Avenue corridor was evaluated as a two-lane two-way collector roadway with a wide raised landscaped median. The existing parallel parking along 7th Avenue would remain. Left turns would be provided at the existing signalized intersections at 38th, 42nd, and 44th Streets. Traffic control along 7th Avenue would remain the same as the existing condition, with exception to the traffic signal at 38th Street. The 38th Street signal currently operates split-phase for the 38th Street movements due to the existing southbound dual left sharing a lane with the southbound through movement. The southbound shared lane would be re-stripped to a dedicated southbound through, creating a standard single left turn lane. Thus, the traffic signal would no longer be required to operate in a split-phase manner, but rather in a standard fashion adding capacity to the intersection operations.

The proposed geometrics for this concept option are shown on Figures A4 through A7. The typical cross-section are shown on Figures A49 and A50. Estimated right-of-way (ROW) impacts to construct this option are shown on Figure A44.

24th Street to 38th Street

Along this section of the study IL 92 carries three westbound lanes and two eastbound lanes. Two-way traffic is provided along 5th Avenue between 27th and 38th Streets. IL 92 splits to one way couples at both 27th Street and 38th Street. This study evaluated the elimination of the third westbound lane along the two-way section of 5th Avenue. Elimination of the third

westbound lane will allow additional separation and screening from the existing railroad tracks along the north side. Two through lanes in each direction would remain along 5th Avenue. West of 27th Street, 5th Avenue will remain as it exists today with three westbound lanes and two eastbound lanes on the one way couple of 4th and 5th Avenues.

Two alternates were considered for the elimination of the third westbound lane at the east end of this section. The third westbound lane is introduced via the merge of 5th and 6th Avenues near 38th Street. Two lanes enter from 6th Avenue with the third, outside lane entering from 5th Avenue. The first alternate considered removal of the third lane by tapering the outside edge of pavement. Little benefit was recognized as the length of taper paralleled the length of adjacent railroad tracks. By the time the third lane was eliminated, the railroad tracks began to separate further from the roadway. The second alternate considered removal of the third lane by dead ending the single lane merging 5th Avenue with the two lanes from 6th Avenue. The 5th Avenue traffic from the east was routed through the traffic signal at 44th Street and 6th Avenue, representing a three block diversion at most. Alternately, that traffic has the option of turning from the stop controlled streets west of 44th Street. The second alternate was selected for analysis development as it allows for the separation and screening of the railroad tracks from the start of this section. The first alternate containing the lane drop was removed from further consideration.

Left turn lanes are channelized at the 30th Street signal on 5th Avenue. West of this intersection the 5-lane section is continued with a two-way left turn lane down the center lane. The bi-directional turn lane will provide optimal separation of left turning and through traffic along 5th Avenue.

The proposed geometrics for this concept option are shown on Figures A8 through A11B. Figure A11A shows the edge of pavement taper to eliminate the third lane whereas Figure A11B shows dead ending 5th Avenue from the east. The typical section for this section are shown on A51 and A52. Existing ROW will not be impacted by the removal of the third westbound lane along 5th Avenue. All improvements will be completed within the existing pavement limits.

16th & 17th Street One-Way Pairs

This concept option will remove IL 92 traffic from 1st Avenue. The marked route for IL 92 would move over to the existing one-way pair of 4th and 5th Avenues and continue up 16th and 17th Streets to get back to the Rock Island Parkway. This requires converting 16th and 17th Streets to a one-way pair. Portions of 16th and 17th Streets are already operating as one-way streets. The cross-section for both 16th and 17th Street will be three lanes with parking on both sides. The outer two lanes will be shared with turning movements at minor cross streets. Dual northbound left turns will be provided at the intersection of 17th Street with 1st Avenue as well as dual eastbound right turns at the intersection of 1st Avenue with 16th Street. The existing parking along 16th and 17th Streets will be converted from diagonal to parallel. The intersection corner bump outs will be re-configured to account for the change in parking type.

Traffic signals will remain at existing signalized intersections. Stop control will be removed from 16th and 17th Streets at 2nd and 3rd Avenues. The intersection of 16th Street with

5th Avenue will remain 2-way stop controlled, stopping 16th Street traffic. The extremely close proximity of the 17th Street signal on 5th Avenue precludes the installation of a traffic signal at 16th Street. The 16th Street intersection with 5th Avenue had been signalized in the past, but had the signal removed due to congestion issues caused by a lack of storage between the signals.

The reverse curve along 4th Avenue at 17th Street will be reconstructed to meet current design standards. The existing geometry and traffic control along 4th and 5th Avenues will otherwise remain the same as existing conditions.

In relocating the marked route for IL 92, the 1st Avenue cross-section will be reduced to one lane in each direction with left turn lanes at major streets. Parallel parking will be provided along both sides of 1st Avenue as feasible.

The proposed geometrics for this concept option are shown on Figures A12 through A18. Estimated ROW impacts to construct this option are shown on Figures A45 and A46.

11th Street Full Interchange

The 11th Street half diamond interchange will be upgrade to a full diamond by adding an eastbound exit ramp and westbound entrance ramp. The existing frontage road at the intersection on the north side of the interchange will be realigned in a “jug handle” configuration to maintain full access to the frontage road. Stop control will be provided for the exit ramps and frontage road traffic. The 11th Street traffic entering the Rock Island Parkway will be free flowing. Underneath the expressway bridge 11th Street will be converted from two southbound one-way lanes to a single lane in each direction with a raised median. The existing geometry and traffic control along 11th Street will otherwise remain the same as existing conditions.

The reverse curve along 4th Avenue at 17th Street will be reconstructed to meet current design standards. The existing geometry and traffic control along 4th and 5th Avenues will otherwise remain the same as existing conditions.

In relocating the marked route for IL 92, the 1st Avenue cross-section will be reduced to one lane in each direction with left turn lanes at major streets. Parallel parking will be provided along both sides of 1st Avenue as feasible.

The proposed geometrics for this concept option are shown on Figures A19 through A30. The typical sections are shown on A52, A53, and A54 for this option. The property, off 3rd Avenue between Station 8 to 11 of Ramp C will be required to be acquired. Therefore, these buildings will be displaced. Estimated ROW impacts to construct this option are shown on Figures A47 and A48.

Present and Future Level of Service

Intersection performance of the concept options was determined upon the methodologies described in Chapters 16 and 17 of the Highway Capacity Manual. The performance measure described in the Highway Capacity Manual is seconds of delay, which may be translated into a

Level of Service (LOS). The intersection LOS ranks from A to F, with LOS F being the worst operational performance. The LOS thresholds are described as follows:

- LOS A Low traffic density, very low delay, favorable progression
- LOS B Minimum delay, good progression
- LOS C Increase delay, fair progression, stable operations
- LOS D Adverse progression resulting from increased delay, unstable flow
- LOS E Long delays, poor progression to all movements
- LOS F Traffic volumes exceed capacity, poor progression on all movements

Synchro traffic software was utilized to optimize signal cycle lengths, splits, and coordination offsets in reporting intersection performance for delay and resulting LOS. SimTraffic was used to simulate traffic operations to analyze for deficient operations, such as queue backups not reflected in the capacity analysis. Detailed output reports from Synchro may be found in Appendix C.

38th Street to 46th Street

The intersections on 6th and 7th Avenues generally remained the same, with some locations slipping from LOS A to LOS B. The performance at the 38th Street intersection with 7th Avenue dramatically improved to LOS B from LOS D in the morning and LOS F in the evening. This improvement is primarily attributed to the removal of the split phase operation by elimination of the dual southbound left turn movement. By use of a single southbound left turn lane with standard signal operations, capacity is greatly improved. The 2007 and 2027 LOS and control delay for both the existing base condition and the concept option are shown in Appendix B.

24th Street to 38th Street

By reducing westbound 5th Avenue to two westbound lanes, the amount of delay for the intersection of 5th Avenue and 30th Street was increased by a few seconds. The resulting LOS remained at C, thus indicating no major impacts. The introduction of the bi-directional turn lane should also improve operations as through traffic will not be required to drive around a vehicle waiting to turn left. The 2007 and 2027 LOS and control delay for both the existing base condition and the concept option are shown in Appendix B.

16th & 17th Street One-Way Pairs

The intersections along 4th and 5th Avenues as well as 16th and 17th Streets generally remained the same with some locations slipping from LOS A to LOS B. The only significant reduction in service occurs at the intersection of 17th Street and 1st Avenue. In 2027 the intersection operation drops from LOS B (13.1 seconds delay) for existing base conditions to LOS D (53.1 seconds delay) for this concept option. The 2007 and 2027 LOS and control delay for both the existing base condition and the concept option are shown in Appendix B.

11th Street Full Interchange

The intersections along 4th and 5th Avenues as well as 11th Street generally operate at LOS A or B. Absent of any improvements the intersection of 5th Avenue at 24th Street will reduce to LOS D (35.9 seconds delay) from the existing 2007 base condition of LOS C (30.4 seconds delay). In relocating the IL 92 traffic off 1st Avenue, and subsequently 24th Street, the LOS at this location will improve to LOS B with only 17.3 seconds of delay in 2027. A similar improvement in service is experienced at the 24th Street intersection with the Arsenal drive, though not as dramatic. The 2007 and 2027 LOS and control delay for both the existing base condition and the concept option are shown in Appendix B.

Queue

The queues reported by Synchro are calculated using the Poisson Method for the signalized intersections. Additionally, the traffic operations were modeled in SimTraffic to identify any anomalies of the capacity analysis. Each concept option was simulated five times and visually checked for any breakdown in traffic operations. Minimum storage length and taper requirements taken from the Illinois Department of Transportation Bureau of Design and Environment Manual were met for geometric design.

38th Street to 46th Street

The queues within this concept option do not spill back out of the turn lanes and thus do not interfere with through lane operations. Intersection queues are found in both the Synchro analysis reports located in Appendix C.

24th Street to 38th Street

At the intersection of 30th Street and 5th Avenue, the westbound traffic queue increased as a result of the westbound lane reduction. The additional traffic queues may impact the accessibility of the left turn lanes at the start of each cycle. However, the intersection LOS is still within acceptable limits at LOS C (24.8 seconds delay) for 2027 traffic. Intersection queues are found in the Synchro analysis reports located in Appendix C.

16th & 17th Street One-Way Pairs

The queues within this concept option do not spill back to adjacent intersections and thus do not interfere with operations. Intersection queues are found in both the Synchro analysis reports located in Appendix C.

11th Street Full Interchange

The queues within this concept option do not spill back to adjacent intersections and thus do not interfere with operations. Intersection queues are found in both the Synchro analysis reports located in Appendix C.

Accident Overview

Accident reports for the past three years, June 2004 to June 2007, were obtained from the Rock Island Police Department. A total of 547 accident reports were collected for the traffic study area. Of these, 44 (8 percent) were personal injury accidents and the remainder causing property

damage only. No fatalities were reported. Accidents were summarized by location, accident type, accident severity, road conditions, and weather and may be found in Appendix B.

38th Street to 46th Street

A high number of rear ends accidents occurred at the intersection of 38th Street and 7th Avenue for southbound movement. These collisions were most likely a result of the congested conditions for traffic backing up around the curve from 5th Avenue, possibly due to limited sight distance. The proposed concept option to relocate IL 92 from 7th Avenue to 6th Avenue should reduce the rear end collisions. Interim measures to mitigate the existing circumstances may include the installation of advance warning signs.

24th Street to 38th Street

Discernable accident patterns along 5th Avenue between 24th and 38th Streets were not evident. The proposed concept option for this section should not impact safety along 5th Avenue. The bi-directional left turn lane will additionally protect left turning traffic from westbound through traffic approaching from behind.

16th & 17th Street One-Way Pairs & 11th Street Full Interchange

Accident patterns were noted at the following intersections and are further discussed below:

- 4th Avenue at 15th Street
- 4th Avenue at 19th Street
- 4th Avenue at 24th Street
- 5th Avenue at 16th Street
- 5th Avenue at 19th Street

The intersection of 4th Avenue and 15th Street experienced a discernable accident pattern of angle collisions between northbound and westbound traffic. Sight obstructions were not observed. The collisions may have been caused by driver error resulting from inattention or aggressive behavior. The proposed geometric improvements for this concept option will not contribute to the accident history of this location.

The intersection of 4th Avenue and 19th Street experienced a discernable accident pattern of angle collisions between southbound and westbound traffic. Sight obstructions were not observed. The collisions may have been caused by aggressive driving behavior or failure to comply with the stop sign control for 19th Street. The proposed geometric improvements for this concept option will not contribute to the accident history of this location. Traffic signals may be warranted upon further study and investigation of alternate measures.

The intersection of 4th Avenue and 24th Street experienced a discernable accident pattern of angle collisions between southbound and westbound traffic. Sight obstructions were not observed. The collisions may have been caused by driver error resulting from inattention or aggressive behavior. The proposed geometric improvements for this concept option will not contribute to the accident history of this location. Relocating IL 92 traffic from 1st Avenue

onto 4th and 5th Avenues will reduce conflicting traffic volumes and thus should reduce the occurrence of this collision type.

The intersection of 5th Avenue and 16th Street experienced a discernable accident pattern of angle collisions between southbound and eastbound traffic. Sight obstructions were not observed. The collisions may have been caused by aggressive driving behavior or failure to comply with the stop sign control for 16th Street. The proposed geometric improvements for this concept option will not contribute to the accident history of this location. The increased traffic on 16th Street for the one-way pair concept option may contribute to the accident experience at this location due to an increase in conflicting traffic volumes. The close proximity of the 17th Street signal on 5th Avenue precludes the installation of traffic signals as a mitigation measure. The 11th Street interchange concept option will not increase traffic along 16th Street and thus will not likely contribute to the occurrence of this collision type.

The intersection of 5th Avenue and 24th Street experienced a discernable accident pattern of eastbound rear end collisions. Sight obstructions were not observed. The collisions may have been caused by inattentive drivers approaching traffic stopped at the intersection.

Conclusions and Recommendations

Conclusions

This report has been prepared for the City of Rock Island and Illinois Department of Transportation to investigate the operational impact of relocating marked Illinois Route 92 (IL 92) within the City of Rock Island. The following concept options were evaluated:

- IL 92 from 38th Street to 46th Street – Operating 6th Avenue and 7th Avenue as a two-way streets and relocate eastbound marked IL 92 off 7th Avenue.
- IL 92 from 24th Street to 38th Street – Reduce 5th Avenue from three westbound lanes and two eastbound lanes to two lanes in each direction.
- IL 92 from Rock Island Parkway to 24th Street – Relocate marked IL 92 off 1st Avenue to 4th and 5th Avenues. Reduce 1st Avenue to a two lane facility with left turns and parallel parking.

Two options were investigated to reroute the IL 92 traffic from 1st Avenue to 4th and 5th Avenues:

1. Convert 16th and 17th Streets to one-way pairs between 1st Avenue and 3rd Avenue.
2. Upgrade the 11th Street Interchange on the Rock Island Parkway to a full interchange.

Results of the analysis for operating 6th and 7th Avenues as two-way streets and dead ending 5th Avenue indicate that the existing roadway infrastructure, reconfigured to handle two-way traffic, is sufficient to support IL 92 traffic along 6th Avenue. Geometric modifications to accommodate the 2-way conversion include reconstructing the reverse curve near 6th Avenue and 38th Street to directly route traffic between west 5th Avenue and east 6th Avenue. A new “T” intersection will be created at 38th Street. Likewise, intersection improvements will be required to construct a dual eastbound right turn at 46th Street and 6th Avenue to allow traffic to free flow into a dual left turn at 7th Avenue. The westbound traffic along 6th Avenue will experience a slight

increase in travel time through the corridor due to the reduced lanes. The eastbound traffic however will likely experience a decrease in travel time due to the elimination of travel through the split phase signal operation at 38th Street and 7th Avenue. Pedestrian travel within the study area will remain unchanged along 6th Avenue. Wide landscaped medians will provide a refuge for pedestrians traversing the 7th Avenue corridor.

Results of the analysis to reduce 5th Avenue to two westbound lanes between 24th and 38th Streets indicate the proposed roadway infrastructure is sufficient to support the lane reduction. Westbound traffic will experience a slight increase in travel time and queuing as a result of the lane reduction. The creation of the two-way left turn lane west of 30th Street will provide better protection of the left turning traffic from through traffic approaching from behind. Pedestrian access within the corridor will remain unchanged from existing conditions. The marked crosswalk length will remain unchanged and therefore will not improve conditions for pedestrian traffic.

The existing roadway infrastructure is sufficient to support relocating marked IL 92 from 1st Avenue to 4th and 5th Avenues and along the 16th and 17th Street one way pairs. IL 92 traffic will experience a slight increase in travel time due to the increased level of traffic control along the proposed corridor. Existing collision patterns at the intersection of 16th Street and 5th Avenue indicate potentially unavoidable impacts for this concept option. Likewise, diagonal parking will be lost in converting to parallel parking along the proposed route. Pedestrian access within the 16th and 17th Street corridors will experience more difficulty crossing the proposed corridor due to the removal of stop control along 16th and 17th Streets as well as the additional third lane provided on the corridor. An existing curve along 4th Avenue at 17th Street will be reconstructed to meet standard requirements

The existing infrastructure along 4th and 5th Avenues, in conjunction with the construction of a full diamond interchange on 11th Street, will sufficiently support the relocation of IL 92 traffic. The frontage road intersection on the north side of the interchange would be reconfigured as a “jug handle” to maintain existing full access. Pedestrian access within the 4th and 5th Avenue corridors will remain unchanged from existing conditions.

The marked route of IL 92 may be relocated as studied without significantly impacting travel to the IL 92 traffic. Relocating IL 92 traffic off 7th Avenue will avoid a potentially major bottleneck at the 38th Street traffic signal, resulting from the split phase signal operation. By keeping the IL 92 traffic on 4th and 5th Avenues at 24th Street, the volume of left and right turns will reduce and result in smoother travel through the intersection with fewer conflicting volumes, potentially reducing the angle collisions experienced. The conversion of 16th and 17th Street to one-way operation will cause a loss of parking downtown parking, complicate pedestrian travel, and potentially aggravate existing collision patterns at 5th Avenue. The construction of a full diamond interchange for 11th Street onto Rock Island Parkway will accommodate the relocation of IL 92 traffic onto 11th Street, while maintaining frontage road access to the north of the interchange. Reduction of a westbound through lane along 5th Avenue between 24th and 38th Streets should not significantly impact corridor operations. The lane reduction accommodates separation and screening of the adjacent railroad tracks as well as the creation of a two-way turn lane for turning traffic onto minor side streets.

In order to achieve a change in the route marking for IL 92, IDOT District Two will initially prepare a submittal to the Route Marking Committee (RMC), which has representation by both the IDOT Central Office (CO) and Federal Highway Administration (FHWA). The submittal will document the reasons for the desired change in the route marking, and fully document the conditions along the new route. The proposed route marking change is reviewed by the RMC and comments and questions are addressed, as required, by the District. Once satisfied with the proposal, the RMC will approve the route marking change for implementation by the District. This entire process should be expected to take 12 to 18 months.

Recommendations

Conversion of 6th Avenue and 7th Avenue to 2-way operation will enhance operations along IL 92 with its relocation to 6th Avenue. The relocation of IL 92 will also add cohesion to the residential section along 7th Avenue when reconstructed to a residential boulevard standard with wide landscaped medians. The following improvements are recommended to carry out this concept option:

- Reconstruct the reverse curve connecting 5th Avenue to 6th Avenue at 38th Street.
- Realign 38th Street, constructing a “T” intersection with the reverse curve.
- Construct intersection improvements at 6th Avenue/46th Street and 7th Avenue/46th Street to accommodate the proposed dual turning movements.
- Reconstruct 46th Street pavement to arterial standards to withstand IL 92 traffic.
- Install new traffic signal at 38th Street/6th Avenue reverse curve.
- Modify and upgrade traffic signals along 6th Avenue and 7th Avenue for 2-way operation.
- Revise southbound lane configuration and signal operation at 7th Avenue/38th Street to provide a single southbound left turn, removing the current split phase operation.
- Reconstruct 7th Avenue with wide landscaped medians reducing to one lane in each direction, providing turn lanes at key intersections.
- Re-stripe 6th Avenue to provide two lanes in each direction with a bi-directional turn lane/dedicated left turn lanes as proposed.

Reducing 5th Avenue to provide two lanes in each direction between 27th Street and 38th Street will enhance the roadway character by allowing further separation and screening of the adjacent railroad tracks opposite the athletic fields for Augustana College. West of 30th Street, a two-way left turn lane may be striped to better accommodate left turn traffic onto City streets and commercial/industrial driveways within the corridor. The following improvements are recommended to carry out this concept option:

- Remove the third westbound lane to reconstruct a parkway with screening between 30th Street and 38th Street. Storm sewer improvements are required in conjunction with removal of the outside westbound lane.
- Dead end westbound 5th Avenue at 38th Street just prior to the 6th Avenue reverse curve.

- Re-stripe 5th Avenue between 27th Street and 30th Street to provide a two-way left turn lane.

Relocating IL 92 from 1st Avenue to 4th Avenue and 5th Avenue will allow the City of Rock Island to develop 1st Avenue for local use along the riverfront. Converting 16th Street and 17th Street fully to one-way operation will reduce parking and complicate pedestrian accessibility within the downtown area. The short separation of 16th Street and 17th Street along 5th Avenue may create congestion for eastbound IL 92 traffic turning onto 5th Avenue. This concept option is not recommended.

Reconstructing the 11th Street interchange at the Rock Island Parkway will accommodate IL 92 traffic along 11th Street as well as provide an additional full access point along the expressway prior to reaching surface street conditions at 1st Avenue. The full diamond interchange may be constructed in a manner that maintains full access to the frontage road by means of a “jug handle” configuration. The following improvements are recommended to carry out this concept option:

- Upgrade the 11th Street interchange of the Rock Island Parkway to a full diamond interchange. Guardrail and retaining walls are required to minimize impacts to the frontage road north of the interchange.
- Realign the frontage road north of the interchange and reconstruct the intersection to maintain full access of the frontage road.
- Reconstruct curve along 4th Avenue at 17th Street to meet standards.
- Remove outside lane along 1st Avenue east of 20th Street and reconstruct to install new curb & gutter as well as storm sewer improvements required by the removal of the outside lane.
- Re-stripe 1st Avenue west of 20th Street to provide parallel parking and reduce 1st Avenue to one lane in each direction.

Within the study corridor, on-street bike lanes are not present. Where feasible, the outside lane has been widened to 13-feet. Further analysis for the inclusion or need of dedicated bike lanes was not undertaken by this study.

Along roadways that would be converted to IL 92 marking access conditions would be reviewed by Illinois Department of Transportation to determine whether any access consolidation is possible. The potential for raised medians at specific intersections would be assessed.

At this time, Federal funding of the improvements is not anticipated. As such, a Cultural Resource Survey has not been completed as required by Section 106 of the Historic Preservation Act. A Cultural Resource Survey will be conducted to assess potential impacts to historic or pre-historic properties should Federal funding be utilized. A cursory review of the National List of Historic Places identified Augustana College and the Rock Island Lines Passenger Station as potential properties, with little likelihood of impact by this project.

Opinion of Probable Study Costs

Disclaimer

Cost estimates are Stanley Consultants' opinions of probable construction cost. Construction costs are made on the basis of our experience and represent our best judgment. We have no control over cost of labor, materials, equipment, contractor's methods, or over competitive bidding or market conditions. Therefore, we do not guarantee that proposals, bids, or actual construction costs will not vary from estimates.

Opinion of Probable Study Cost

The tables in Appendix B summarize the opinion of probable project cost. This estimate includes construction cost only. This estimate does not include design, real estate acquisition, engineering, legal, geotechnical, and administration. Construction Costs are based on an Engineering News Record Construction Cost Index (ENR-CCI) of 7959 for July 2007.

Appendix A

Figures

Vicinity Map
Existing Conditions
IL 92 Relocation Options
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Appendix B

Tables

Existing Peak Hour Factors & Truck Percentages

Existing Peak Hour Counts Data Diagrams

Level of Service (LOS)

Accident Summary Tables

Geometric Design Criteria

Probable Cost Estimate

Existing Peak Hour Factors & Truck Percentages



**Table B-1 6th Avenue & 46th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/1/2007
Start Time 6:30
Site Code 1

Street Name 46th St.--From North

Street Name 46th St.--From North				6th Ave.--From East				46th St.--From South				6th Ave.--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	150	74	60	232	6280	100	35	105	177	0	6	0	0	0	12

Vehicle Breakdown

Cars	0	144	69		228	6072	89		101	173	0		0	0	0
Single	0	6	3		4	176	6		3	3	0		0	0	0
Multi	0	0	2		0	32	5		1	1	0		0	0	0

Vehicle Percentages

% Cars	0.0%	96.0%	93.2%		98.3%	96.7%	89.0%		96.2%	97.7%	0.0%				
% Single	0.0%	4.0%	4.1%		1.7%	2.8%	6.0%		2.9%	1.7%	0.0%				
% Multi	0.0%	0.0%	2.7%		0.0%	0.5%	5.0%		1.0%	0.6%	0.0%				

Peak Hour Factor

AM PHF	0.000	0.667	0.583		0.875	0.965	0.417		0.750	0.417	0.000				
PM PHF	0.000	0.639	0.625		0.778	0.866	0.667		0.583	0.792	0.000				



**Table B-2 7th Avenue & 46th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/1/2007

Start Time 6:30

Site Code 2

Street Name 46th St--From North

	7th Ave--From East				46th St--From South				7th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	269	101	1	27	0	0	0	28	0	76	94	20

Vehicle Breakdown

Cars	257	100	1	0	0	0	0	74	94	224	7145	57
Single	11	1	0	0	0	0	0	2	0	6	203	1
Multi	1	0	0	0	0	0	0	0	0	1	50	0

Vehicle Percentages

% Cars	95.5%	99.0%	100.0%	0.0%	97.4%	100.0%	97.0%	96.6%	98.3%
% Single	4.1%	1.0%	0.0%	0.0%	2.6%	0.0%	2.6%	2.7%	1.7%
% Multi	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.7%	0.0%

Peak Hour Factor

AM PHF	0.583	0.500	0.000	0.000	0.375	0.417	0.365	0.974	0.417
PM PHF	0.673	0.583	0.000	0.000	0.375	0.583	0.667	0.850	0.583



**Table B-3 6th Avenue & 44th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/2/2007

Start Time 6:30

Site Code 3

Street Name 44th St--From North

	44th St--From North				6th Ave--From East				44th St--From South				6th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	1	573	537	24	431	5795	251	43	669	1583	0	15	0	0	0	66

Vehicle Breakdown

Cars	1	566	531		424	5590	242		651	1483	0					
Single	0	4	3		7	156	3		15	56	0					
Multi	0	3	3		0	49	6		3	44	0					

Vehicle Percentages

% Cars	100.0%	98.8%	98.9%		98.4%	96.5%	96.4%		97.3%	93.7%	0.0%					
% Single	0.0%	0.7%	0.6%		1.6%	2.7%	1.2%		2.2%	3.5%	0.0%					
% Multi	0.0%	0.5%	0.6%		0.0%	0.8%	2.4%		0.4%	2.8%	0.0%					

Peak Hour Factor

AM PHF	0.000	0.700	0.794		0.650	0.768	0.800		0.795	0.800	0.000					
PM PHF	0.000	0.776	0.821		0.722	0.900	0.643		0.750	0.953	0.000					

**Table B-4 7th Avenue & 44th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/2/2007
Start Time 6:30
Site Code 4

Street Name 44th St--From North

	Left	Thru	Right	Peds	7th Ave--From East	Left	Thru	Right	Peds	44th St--From South	Left	Thru	Right	Peds	7th Ave--From West	Left	Thru	Right	Peds
TOTAL	179	846	1	28	0	0	0	0	37	0	982	464	23	1260	6680	610	41		

Vehicle Breakdown

Cars	172	830	1	0	0	0	0	0	961	461	1141	6410	599						
Single	4	14	0	0	0	0	0	0	20	3	69	207	11						
Multi	3	2	0	0	0	0	0	0	1	0	50	63	0						

Vehicle Percentages

% Cars	96.1%	98.1%	100.0%						0.0%	97.9%	99.4%				90.6%	96.0%	98.2%		
% Single	2.2%	1.7%	0.0%						0.0%	2.0%	0.6%				5.5%	3.1%	1.8%		
% Multi	1.7%	0.2%	0.0%						0.0%	0.1%	0.0%				4.0%	0.9%	0.0%		

Peak Hour Factor

AM PHF	0.500	0.859	0.000						0.000	0.845	0.788				0.744	0.862	0.604		
PM PHF	0.833	0.839	0.000						0.000	0.848	0.885				0.840	0.877	0.783		



Start Date 5/3/2007
Start Time 6:30
Site Code 5
Street Name 38th St--From North

AM PHF	0.000	0.768	0.000	0.951	0.250	0.773	0.000	0.769	0.000
PM PHF	0.000	0.938	0.000	0.979	0.000	0.900	0.000	0.756	0.000



**Table B-6 7th Avenue & 38th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/3/2007
Start Time 6:30 AM
Site Code 6

Street Name	38th St--From North			7th Ave--From East				38th St--From South				7th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
TOTAL	5871	2483	1271	66	0	0	0	38	833	1346	1170	62	62	2330	750
Vehicle Breakdown															
Cars	5532	2431	1256		0	0	0		822	1322	1145		59	2236	735
Single	213	42	12		0	0	0		8	21	20		2	86	13
Multi	126	10	3		0	0	0		3	3	5		1	8	2
Vehicle Percentages															
% Cars	94.2%	97.9%	98.8%						98.7%	98.2%	97.9%		95.2%	96.0%	98.0%
% Single	3.6%	1.7%	0.9%						1.0%	1.6%	1.7%		3.2%	3.7%	1.7%
% Multi	2.1%	0.4%	0.2%						0.4%	0.2%	0.4%		1.6%	0.3%	0.3%
Peak Hour Factor															
AM PHF	0.932	0.810	0.809						0.792	0.833	0.769		0.583	0.858	0.696
PM PHF	0.907	0.949	0.934						0.721	0.646	0.867		0.625	0.813	0.811

**Table B-7 6th Avenue & 45th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/8/2007

Start Time 6:30

Site Code 7

Street Narr 45th St--From North

	6th Ave--From East				45th St--From South				6th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	17	33	19	49	5956	35	4	88	26	0	43

Vehicle Breakdown

Cars	0	17	26	47	5730	30	83	20	0	0	0	0
Single	0	0	2	2	176	5	5	4	0	0	0	0
Multi	0	0	5	0	50	0	0	2	0	0	0	0

Vehicle Percentages

% Cars	0.0%	100.0%	78.8%	95.9%	96.2%	85.7%	94.3%	76.9%	0.0%			
% Single	0.0%	0.0%	6.1%	4.1%	3.0%	14.3%	5.7%	15.4%	0.0%			
% Multi	0.0%	0.0%	15.2%	0.0%	0.8%	0.0%	0.0%	7.7%	0.0%			

Peak Hour Factor

AM PHF	0.000	0.000	0.500	0.000	0.877	0.500	0.750	0.000	0.000			
PM PHF	0.000	0.500	0.250	0.500	0.866	0.375	0.750	0.375	0.000			



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**Table B-8 7th Avenue & 42nd Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 6/13/2007

Start Time 6:30 AM

Site Code 8

Street Name 42nd St--From North

	42nd St--From North			7th Ave--From East				42nd St--From South				7th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	119	37	0	83	0	0	0	7	0	69	79	24	142	8478	92	79

Vehicle Breakdown

Cars	114	35	0		0	0	0		0	68	78		135	8143	86	
Single	5	2	0		0	0	0		0	1	1		7	242	6	
Multi	0	0	0		0	0	0		0	0	0		0	93	0	

Vehicle Percentages

% Cars	95.8%	94.6%	0.0%						0.0%	98.6%	98.7%		95.1%	96.0%	93.5%	
% Single	4.2%	5.4%	0.0%						0.0%	1.4%	1.3%		4.9%	2.9%	6.5%	
% Multi	0.0%	0.0%	0.0%						0.0%	0.0%	0.0%		0.0%	1.1%	0.0%	

Peak Hour Factor

AM PHF	0.583	0.417	0.000						0.000	0.438	0.625		0.536	0.969	0.875	
PM PHF	0.643	0.250	0.000						0.000	0.750	0.625		0.583	0.817	0.472	



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**Table B-9 5th Avenue & 38th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/9/2007

Start Time 6:30

Site Code 9

Street Name N/A--From North

	5th Ave--From East				38th St--From South				5th Ave--From West							
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds				
TOTAL	0	0	0	0	0	2177	0	0	0	6160	0	1	0	6962	0	0

Vehicle Breakdown

Cars	0	2054	0	0	5963	0	0	6701	0
Single	0	70	0	0	145	0	0	188	0
Multi	0	53	0	0	52	0	0	73	0

Vehicle Percentages

% Cars	0.0%	94.4%	0.0%	0.0%	96.8%	0.0%	0.0%	96.3%	0.0%
% Single	0.0%	3.2%	0.0%	0.0%	2.4%	0.0%	0.0%	2.7%	0.0%
% Multi	0.0%	2.4%	0.0%	0.0%	0.8%	0.0%	0.0%	1.0%	0.0%

Peak Hour Factor

AM PHF	0.000	0.836	0.000	0.000	0.747	0.000	0.000	0.801	0.000
PM PHF	0.000	0.836	0.000	0.000	0.870	0.000	0.000	0.867	0.000



**Table B-10 5th Avenue & 30th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/9/2007
Start Time 6:30 AM
Site Code 10

Street Name	30th St--From North			5th Ave--From East				30th St--From South				5th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	68	21	38	1	561	7559	82	15	1292	20	96	27	62	6855	1332	7
Vehicle Breakdown																
Cars	40	16	16		550	7278	42		1253	17	90		24	6634	1257	
Single	28	5	22		8	198	39		37	3	6		38	151	73	
Multi	0	0	0		3	83	1		2	0	0		0	70	2	
Vehicle Percentages																
% Cars	58.8%	76.2%	42.1%		98.0%	96.3%	51.2%		97.0%	85.0%	93.8%		38.7%	96.8%	94.4%	
% Single	41.2%	23.8%	57.9%		1.4%	2.6%	47.6%		2.9%	15.0%	6.3%		61.3%	2.2%	5.5%	
% Multi	0.0%	0.0%	0.0%		0.5%	1.1%	1.2%		0.2%	0.0%	0.0%		0.0%	1.0%	0.2%	
Peak Hour Factor																
AM PHF	0.500	0.250	0.333		0.750	0.764	0.500		0.880	0.000	0.563		0.750	0.782	0.830	
PM PHF	0.417	0.500	0.250		0.857	0.849	0.500		0.907	0.250	0.625		0.500	0.855	0.910	



**Table B-11 1st Avenue & 24th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/10/2007
Start Time 6:30 AM
Site Code 11

Street Name	24th St--From North			1st Ave--From East				24th St--From South				1st Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
TOTAL	2711	5	1280	6	4	2667	2606	0	0	0	0	0	893	1819	4

Vehicle Breakdown

Cars	2695	5	1272		4	2447	2599		0	0	0		889	1674	4
Single	15	0	5		0	145	7		0	0	0		3	103	0
Multi	1	0	3		0	75	0		0	0	0		1	42	0

Vehicle Percentages

% Cars	99.4%	100.0%	99.4%		100.0%	91.8%	99.7%						99.6%	92.0%	100.0%
% Single	0.6%	0.0%	0.4%		0.0%	5.4%	0.3%						0.3%	5.7%	0.0%
% Multi	0.0%	0.0%	0.2%		0.0%	2.8%	0.0%						0.1%	2.3%	0.0%

Peak Hour Factor

AM PHF	0.866	0.000	0.750		0.000	0.846	0.769						0.800	0.756	0.000
PM PHF	0.652	0.000	0.589		0.000	0.820	0.703						0.641	0.918	0.000



**Table B-12 4th Avenue & 24th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/17/2007

Start Time 6:30

Site Code 12

Street Name 24th St--From North

	24th St--From North				4th Ave--From East				24th St--From South				4th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	2	4129	277	12	320	5003	3876	22	744	1638	1	4	0	0	0	8

Vehicle Breakdown

Cars	0	3997	271		299	4826	3699		725	1622	1		0	0	0	
Single	1	84	5		21	159	108		17	15	0		0	0	0	
Multi	1	48	1		0	18	69		2	1	0		0	0	0	

Vehicle Percentages

% Cars	0.0%	96.8%	97.8%		93.4%	96.5%	95.4%		97.4%	99.0%	100.0%					
% Single	50.0%	2.0%	1.8%		6.6%	3.2%	2.8%		2.3%	0.9%	0.0%					
% Multi	50.0%	1.2%	0.4%		0.0%	0.4%	1.8%		0.3%	0.1%	0.0%					

Peak Hour Factor

AM PHF	0.000	0.855	0.792		0.719	0.731	0.901		0.625	0.775	0.000					
PM PHF	0.000	0.868	0.591		0.578	0.797	0.921		0.779	0.872	0.000					



**Table B-13 5th Avenue & 24th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/17/2007
Start Time 6:30 AM
Site Code 13
Street Name 24th St--From North

	24th St--From North			5th Ave--From East				24th St--From South				5th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	2896	1543	3	17	0	0	0	54	0	2113	157	55	293	5504	852	25

Vehicle Breakdown

Cars	2752	1524	3		0	0	0		0	2084	147		289	5288	829	
Single	98	19	0		0	0	0		0	26	9		3	181	20	
Multi	46	0	0		0	0	0		0	3	1		1	35	3	

Vehicle Percentages

% Cars	95.0%	98.8%	100.0%						0.0%	98.6%	93.6%		98.6%	96.1%	97.3%	
% Single	3.4%	1.2%	0.0%						0.0%	1.2%	5.7%		1.0%	3.3%	2.3%	
% Multi	1.6%	0.0%	0.0%						0.0%	0.1%	0.6%		0.3%	0.6%	0.4%	

Peak Hour Factor

AM PHF	0.851	0.863	0.000						0.000	0.792	0.329		0.792	0.713	0.650	
PM PHF	0.811	0.768	0.000						0.000	0.872	0.650		0.563	0.869	0.730	



**Table B-14 4th Avenue & 20th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/22/2007

Start Time 6:30

Site Code 14

Street Name 20th St--From North

Street Name	20th St--From North				4th Ave--From East				20th St--From South				4th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	845	162	33	266	4782	437	34	498	550	0	32	0	0	0	66

Vehicle Breakdown

Cars	0	747	150		261	4627	384		483	499	0		0	0	0	
Single	0	96	9		4	131	50		14	50	0		0	0	0	
Multi	0	2	3		1	24	3		1	1	0		0	0	0	

Vehicle Percentages

% Cars	0.0%	88.4%	92.6%		98.1%	96.8%	87.9%		97.0%	90.7%	0.0%					
% Single	0.0%	11.4%	5.6%		1.5%	2.7%	11.4%		2.8%	9.1%	0.0%					
% Multi	0.0%	0.2%	1.9%		0.4%	0.5%	0.7%		0.2%	0.2%	0.0%					

Peak Hour Factor

AM PHF	0.000	0.783	0.750		0.650	0.750	0.839		0.460	0.891	0.000					
PM PHF	0.000	0.732	0.583		0.729	0.817	0.750		0.778	0.794	0.000					

**Table B-15 5th Avenue & 20th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/22/2007

Start Time 6:30

Site Code 15

Street Name 20th St--From North

	20th St--From North				5th Ave--From East				20th St--From South				5th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	509	596	0	25	0	0	0	34	2	915	152	17	223	5672	485	47

Vehicle Breakdown

Cars	463	551	0	0	0	0	2	864	149	216	5519	466
Single	44	45	0	0	0	0	0	50	3	6	120	18
Multi	2	0	0	0	0	0	0	1	0	1	33	1

Vehicle Percentages

% Cars	91.0%	92.4%	0.0%	100.0%	94.4%	98.0%	96.9%	97.3%	96.1%
% Single	8.6%	7.6%	0.0%	0.0%	5.5%	2.0%	2.7%	2.1%	3.7%
% Multi	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.4%	0.6%	0.2%

Peak Hour Factor

AM PHF	0.750	0.596	0.000	0.000	0.694	0.575	0.750	0.873	0.808
PM PHF	0.759	0.850	0.000	0.000	0.875	0.550	0.750	0.774	0.889



**Table B-16 1st Avenue & 18th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/10/2007

Start Time 6:30

Site Code 16

Street Name 18th St--From North

1st Ave--From East

18th St--From South

1st Ave--From West

	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	263	51	220	137	221	3709	378	196	163	58	205	13	349	2681	246	76

Vehicle Breakdown

Cars	262	50	219		216	3455	373		160	57	205		347	2465	225	
Single	0	1	1		5	164	3		2	1	0		2	167	20	
Multi	1	0	0		0	90	2		1	0	0		0	49	1	

Vehicle Percentages

% Cars	99.6%	98.0%	99.5%		97.7%	93.2%	98.7%		98.2%	98.3%	100.0%		99.4%	91.9%	91.5%	
% Single	0.0%	2.0%	0.5%		2.3%	4.4%	0.8%		1.2%	1.7%	0.0%		0.6%	6.2%	8.1%	
% Multi	0.4%	0.0%	0.0%		0.0%	2.4%	0.5%		0.6%	0.0%	0.0%		0.0%	1.8%	0.4%	

Peak Hour Factor

AM PHF	0.571	0.500	0.350		0.625	0.840	0.938		0.750	0.250	0.500		0.750	0.836	0.550	
PM PHF	0.813	0.625	0.636		0.844	0.650	0.817		0.750	0.375	0.591		0.672	0.891	0.806	

**Table B-17 1st Avenue & 17th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/15/2007

Start Time 6:30

Site Code 17

Street Name 17th St--From North

1st Ave--From East

17th St--From South

1st Ave--From West

	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	216	48	270	19	189	3738	228	16	241	57	252	5	254	2612	165	15

Vehicle Breakdown

Cars	213	45	264		188	3559	223		234	51	206		250	2504	161	
Single	3	3	6		1	97	5		6	6	46		4	64	4	
Multi	0	0	0		0	82	0		1	0	0		0	44	0	

Vehicle Percentages

% Cars	98.6%	93.8%	97.8%		99.5%	95.2%	97.8%		97.1%	89.5%	81.7%		98.4%	95.9%	97.6%	
% Single	1.4%	6.3%	2.2%		0.5%	2.6%	2.2%		2.5%	10.5%	18.3%		1.6%	2.5%	2.4%	
% Multi	0.0%	0.0%	0.0%		0.0%	2.2%	0.0%		0.4%	0.0%	0.0%		0.0%	1.7%	0.0%	

Peak Hour Factor

AM PHF	0.500	0.000	0.250		0.563	0.615	0.917		0.550	0.500	0.625		0.875	0.849	0.542	
PM PHF	0.917	0.750	0.844		0.708	0.743	0.250		0.875	0.500	0.773		0.625	0.757	0.354	



**Table B-18 4th Avenue & 17th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/24/2007

Start Time 6:30

Site Code 18

Street Narr 17th St--From North

	4th Ave--From East				17th St--From South				4th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	0	3	42	13	4867	618	68	1052	978	1	20

Vehicle Breakdown

Cars	0	0	3	13	4678	605	1031	963	1	0	0	0
Single	0	0	0	0	170	13	17	15	0	0	0	0
Multi	0	0	0	0	19	0	4	0	0	0	0	0

Vehicle Percentages

% Cars	0.0%	0.0%	100.0%	100.0%	96.1%	97.9%	98.0%	98.5%	100.0%			
% Single	0.0%	0.0%	0.0%	0.0%	3.5%	2.1%	1.6%	1.5%	0.0%			
% Multi	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%	0.0%	0.0%			

Peak Hour Factor

AM PHF	0.000	0.000	0.000	0.250	0.828	0.629	0.705	0.833	0.000			
PM PHF	0.000	0.000	0.250	0.000	0.898	0.917	0.737	0.750	0.000			



Stanley Consultants INC.

**Table B-19 5th Avenue & 17th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/24/2007

Start Time 6:30 AM

Site Code 19

Street Name 17th St--From North

Street Name	17th St--From North				5th Ave--From East				17th St--From South				5th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
TOTAL		0	0	0	15	0	0	0	30	3	1649	464	18	390	5564	11	15

Vehicle Breakdown

Cars	0	0	0		0	0	0			3	1633	450				383	5361	11	
Single	0	0	0		0	0	0			0	14	12				6	171	0	
Multi	0	0	0		0	0	0			0	2	2				1	32	0	

Vehicle Percentages

% Cars											100.0%	99.0%	97.0%			98.2%	96.4%	100.0%	
% Single											0.0%	0.8%	2.6%			1.5%	3.1%	0.0%	
% Multi											0.0%	0.1%	0.4%			0.3%	0.6%	0.0%	

Peak Hour Factor

AM PHF											0.000	0.825	0.839			0.875	0.845	0.000	
PM PHF											0.000	0.820	0.865			0.750	0.790	0.250	



Stanley Consultants INC.

**Table B-20 1st Avenue & 16th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/15/2007

Start Time 6:30 AM

Site Code 20

Street Name 16th St--From North

	16th St--From North					1st Ave--From East					16th St--From South					1st Ave--From West			
	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds
TOTAL	0	0	0	9	0	2083	2321	1	0	0	204	0	162	5	0	4	2903	3042	0

Vehicle Breakdown

Cars	0	0	9	2057	2159	1	201	0	158	4	2788	2983
Single	0	0	0	23	80	0	3	0	3	0	67	38
Multi	0	0	0	3	82	0	0	0	1	0	48	21

Vehicle Percentages

% Cars	98.8%	93.0%	100.0%	98.5%	0.0%	97.5%	100.0%	96.0%	98.1%
% Single	1.1%	3.4%	0.0%	1.5%	0.0%	1.9%	0.0%	2.3%	1.2%
% Multi	0.1%	3.5%	0.0%	0.0%	0.0%	0.6%	0.0%	1.7%	0.7%

Peak Hour Factor

AM PHF	0.497	0.845	0.000	0.750	0.000	0.750	0.000	0.872	0.835
PM PHF	0.654	0.852	0.000	0.413	0.000	0.500	0.250	0.683	0.745



Stanley Consultants INC.

**Table B-21 4th Avenue & 16th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/29/2007

Start Time 6:30 AM

Site Code 21

Street Name 16th St--From North

	16th St--From North					4th Ave--From East					16th St--From South					4th Ave--From West			
	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds
TOTAL		1	982	225	36	575	4742	3	34		0	0	0	22		0	0	0	37

Vehicle Breakdown

Cars	1	964	220		565	4559	3		0	0	0		0	0	0
Single	0	17	2		8	161	0		0	0	0		0	0	0
Multi	0	1	3		2	22	0		0	0	0		0	0	0

Vehicle Percentages

% Cars	100.0%	98.2%	97.8%		98.3%	96.1%	100.0%								
% Single	0.0%	1.7%	0.9%		1.4%	3.4%	0.0%								
% Multi	0.0%	0.1%	1.3%		0.3%	0.5%	0.0%								

Peak Hour Factor

AM PHF	0.000	0.792	0.500		0.500	0.815	0.000								
PM PHF	0.000	0.845	0.625		0.725	0.884	0.000								



Stanley Consultants INC

**Table B-22 5th Avenue & 16th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/29/2007

Start Time 6:30 AM

Site Code 22

Street Name 16th St--From North

	16th St--From North			5th Ave--From East					16th St--From South					5th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
TOTAL	662	824	1	11	0	0	0	10	0	0	0	11	0	4416	429	28		

Vehicle Breakdown

Cars	646	812	1		0	0	0		0	0	0		0	4244	426
Single	15	11	0		0	0	0		0	0	0		0	143	3
Multi	1	1	0		0	0	0		0	0	0		0	29	0

Vehicle Percentages

% Cars	97.6%	98.5%	100.0%										0.0%	96.1%	99.3%
% Single	2.3%	1.3%	0.0%										0.0%	3.2%	0.7%
% Multi	0.2%	0.1%	0.0%										0.0%	0.7%	0.0%

Peak Hour Factor

AM PHF	0.750	0.750	0.000										0.000	0.868	0.800
PM PHF	0.783	0.809	0.000										0.000	0.777	0.794



Stanley Consultants INC.

**Table B-23 4th Avenue & 15th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/30/2007

Start Time 6:30 AM

Site Code 23

Street Name 15th St--From North

	15th St--From North			4th Ave--From East				15th St--From South				4th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	5299	852	8	178	1602	2598	18	63	3077	0	6	0	0	0	12

Vehicle Breakdown

Cars	0	5193	819		173	1502	2545		60	2986	0		0	0	0	
Single	0	99	31		3	88	51		3	85	0		0	0	0	
Multi	0	7	2		2	12	2		0	6	0		0	0	0	

Vehicle Percentages

% Cars	0.0%	98.0%	96.1%		97.2%	93.8%	98.0%		95.2%	97.0%	0.0%					
% Single	0.0%	1.9%	3.6%		1.7%	5.5%	2.0%		4.8%	2.8%	0.0%					
% Multi	0.0%	0.1%	0.2%		1.1%	0.7%	0.1%		0.0%	0.2%	0.0%					

Peak Hour Factor

AM PHF	0.000	0.913	0.815		0.500	0.700	0.865		0.563	0.865	0.000					
PM PHF	0.000	0.812	0.853		0.700	0.892	0.845		0.375	0.885	0.000					



Stanley Consultants INC.

**Table B-24 5th Avenue & 15th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/30/2007

Start Time 6:30 AM

Site Code 24

Street Name 15th St--From North

Street Name	15th St--From North				5th Ave--From East				15th St--From South				5th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	3118	2221	2	2	0	0	0	26	4	2208	98	6	971	1411	83	11

Vehicle Breakdown

Cars	3066	2175	2		0	0	0		4	2165	94		920	1315	81
Single	42	43	0		0	0	0		0	42	3		44	80	2
Multi	10	3	0		0	0	0		0	1	1		7	16	0

Vehicle Percentages

% Cars	98.3%	97.9%	100.0%					100.0%	98.1%	95.9%			94.7%	93.2%	97.6%
% Single	1.3%	1.9%	0.0%					0.0%	1.9%	3.1%			4.5%	5.7%	2.4%
% Multi	0.3%	0.1%	0.0%					0.0%	0.0%	1.0%			0.7%	1.1%	0.0%

Peak Hour Factor

AM PHF	0.774	0.771	0.000					0.000	0.881	0.750			0.828	0.807	0.417
PM PHF	0.875	0.962	0.000					0.000	0.824	0.500			0.845	0.707	0.500



**Table B-25 11th Street & Frontage Road
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/16/2007

Start Time 6:30 AM

Site Code 25

Street Name _ From North

Street Name	Exit IL 92 From East--From East				11th St--From South				Frontage Rd--From West							
_ From North	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	0	0	0	294	275	0	0	0	0	0	0	0	13	191	2

Vehicle Breakdown

Cars	0	0	0	283	217	0	0	0	0	6	161
Single	0	0	0	8	31	0	0	0	0	6	15
Multi	0	0	0	3	27	0	0	0	0	1	15

Vehicle Percentages

% Cars	96.3%	78.9%	0.0%	0.0%	46.2%	84.3%
% Single	2.7%	11.3%	0.0%	0.0%	46.2%	7.9%
% Multi	1.0%	9.8%	0.0%	0.0%	7.7%	7.9%

Peak Hour Factor

AM PHF	0.650	0.650	0.000	0.000	0.250	0.438
PM PHF	0.583	0.554	0.000	0.000	0.000	0.781



Stanley Consultants INC.

**Table B-27 4th Avenue & 11th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/31/2007

Start Time 6:30 AM

Site Code 26

Street Name 11th St--From North

Street Name	11th St--From North				4th Ave--From East				11th St--From South				4th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	0	916	50	12	1882	397	59	0	118	1082	0	0	136	0	190	2

Vehicle Breakdown

Cars	0	873	46		1788	374	56		106	1057	0		130	0	181
Single	0	30	3		86	22	2		10	20	0		4	0	5
Multi	0	13	1		8	1	1		2	5	0		2	0	4

Vehicle Percentages

% Cars	0.0%	95.3%	92.0%		95.0%	94.2%	94.9%		89.8%	97.7%	0.0%		95.6%	0.0%	95.3%
% Single	0.0%	3.3%	6.0%		4.6%	5.5%	3.4%		8.5%	1.8%	0.0%		2.9%	0.0%	2.6%
% Multi	0.0%	1.4%	2.0%		0.4%	0.3%	1.7%		1.7%	0.5%	0.0%		1.5%	0.0%	2.1%

Peak Hour Factor

AM PHF	0.000	0.857	0.375		0.840	0.656	0.375		0.563	0.782	0.000		0.938	0.000	0.625
PM PHF	0.000	0.750	0.500		0.790	0.750	0.500		0.500	0.807	0.000		0.688	0.000	0.714



**Table B-28 5th Avenue & 11th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/31/2007
Start Time 6:30 AM
Site Code 27

Street Name	11th St--From North				5th Ave--From East				11th St--From South				5th Ave--From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	188	2737	50	11	0	0	0	5	172	1199	1527	6	46	438	179	6

Vehicle Breakdown

Cars	168	2637	50	0	0	0	167	1171	1437	44	409	163
Single	12	83	0	0	0	0	4	25	72	1	23	16
Multi	8	17	0	0	0	0	1	3	18	1	6	0

Vehicle Percentages

% Cars	89.4%	96.3%	100.0%	0.0%	0.0%	0.0%	97.1%	97.7%	94.1%	95.7%	93.4%	91.1%
% Single	6.4%	3.0%	0.0%	0.0%	0.0%	0.0%	2.3%	2.1%	4.7%	2.2%	5.3%	8.9%
% Multi	4.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.6%	0.3%	1.2%	2.2%	1.4%	0.0%

Peak Hour Factor

AM PHF	0.625	0.879	0.500	0.500	0.817	0.852	1.000	0.833	0.857
PM PHF	1.000	0.848	0.333	0.542	0.893	0.906	0.750	0.788	0.646



**Table B-29 4th Avenue & 18th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/23/2007
Start Time 6:30 AM
Site Code 28

Street Name	18th St--From North				4th Ave--From East				18th St--From South				4th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
TOTAL	0	529	173	85	259	4887	397	71	158	183	0	49	0	0	0	108	
Vehicle Breakdown																	
Cars	0	519	162		251	4690	383		155	177	0		0	0	0		
Single	0	9	9		8	183	12		3	5	0		0	0	0		
Multi	0	1	2		0	14	2		0	1	0		0	0	0		
Vehicle Percentages																	
% Cars	0.0%	98.1%	93.6%		96.9%	96.0%	96.5%		98.1%	96.7%	0.0%						
% Single	0.0%	1.7%	5.2%		3.1%	3.7%	3.0%		1.9%	2.7%	0.0%						
% Multi	0.0%	0.2%	1.2%		0.0%	0.3%	0.5%		0.0%	0.5%	0.0%						
Peak Hour Factor																	
AM PHF	0.000	0.889	0.750		0.656	0.749	0.636		0.500	0.500	0.000						
PM PHF	0.000	0.696	0.688		0.775	0.934	0.750		0.625	0.821	0.000						



**Table B-30 5th Avenue & 18th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 5/23/2007
Start Time 6:30 AM
Site Code 29

Street Name	18th St--From North			5th Ave--From East				18th St--From South				5th Ave--From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
TOTAL	604	200	0	44	0	0	0	49	0	168	95	30	197	5381	174	66

Vehicle Breakdown

Cars	594	195	0		0	0	0		0	166	95		189	5213	173	
Single	9	5	0		0	0	0		0	2	0		8	134	1	
Multi	1	0	0		0	0	0		0	0	0		0	34	0	

Vehicle Percentages

% Cars	98.3%	97.5%	0.0%						0.0%	98.8%	100.0%		95.9%	96.9%	99.4%	
% Single	1.5%	2.5%	0.0%						0.0%	1.2%	0.0%		4.1%	2.5%	0.6%	
% Multi	0.2%	0.0%	0.0%						0.0%	0.0%	0.0%		0.0%	0.6%	0.0%	

Peak Hour Factor

AM PHF	0.727	0.750	0.000						0.000	0.600	0.542		0.594	0.868	0.688	
PM PHF	0.777	0.929	0.000						0.000	0.750	0.625		0.917	0.912	0.688	



**Table B-31 3rd Avenue & 17th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 6/12/2007

Start Time 6:30 AM

Site Code 30

Street Name 17th St--From North

	Left	Thru	Right	Peds	3rd Ave--From East			Peds	17th St--From South			Peds	3rd Ave--From West			Peds
TOTAL	248	0	299	521	0	680	255	166	424	738	216	152	345	863	0	139

Vehicle Breakdown

Cars	238	0	274		0	622	175		416	730	213		295	779	0	
Single	10	0	25		0	55	77		6	5	1		48	83	0	
Multi	0	0	0		0	3	3		2	3	2		2	1	0	

Vehicle Percentages

% Cars	96.0%	0.0%	91.6%		0.0%	91.5%	68.6%		98.1%	98.9%	98.6%		85.5%	90.3%	0.0%	
% Single	4.0%	0.0%	8.4%		0.0%	8.1%	30.2%		1.4%	0.7%	0.5%		13.9%	9.6%	0.0%	
% Multi	0.0%	0.0%	0.0%		0.0%	0.4%	1.2%		0.5%	0.4%	0.9%		0.6%	0.1%	0.0%	

Peak Hour Factor

AM PHF	0.719	0.000	0.643		0.000	0.767	0.750		0.600	0.652	0.444		0.788	0.667	0.000	
PM PHF	0.827	0.000	0.646		0.000	0.819	0.800		0.605	0.602	0.568		0.667	0.776	0.000	



**Table B-32 3rd Avenue & 16th Street
Illinois Route 92 Traffic Study
Truck Percentages and Peak Hour Factors**

Start Date 6/13/2007

Start Time 6:30 AM

Site Code 31

Street Name 16th St--From North

	Left	Thru	Right	Peds	3rd Ave--From East				Peds	16th St--From South				Peds	3rd Ave--From West				Peds
TOTAL	164	514	326	119	Left 293	Thru 1093	Right 236	130	Left 0	Thru 0	Right 0	243	Left 319	Thru 1209	Right 599	114			

Vehicle Breakdown

Cars	93	499	318		286	1006	231		0	0	0		290	1145	592	
Single	71	13	6		7	86	5		0	0	0		29	61	6	
Multi	0	2	2		0	1	0		0	0	0		0	3	1	

Vehicle Percentages

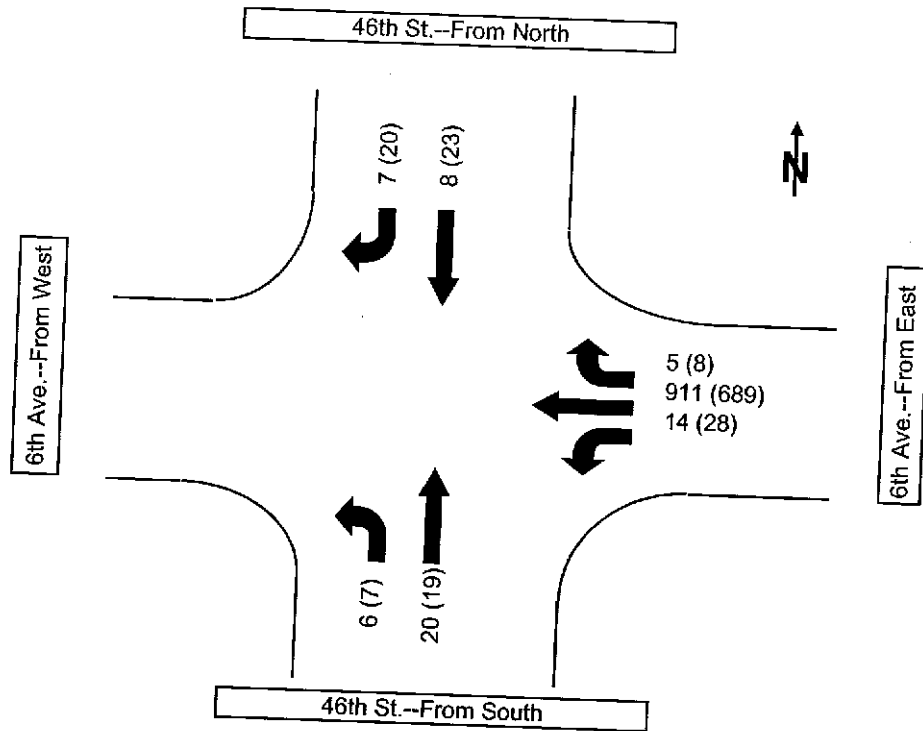
% Cars	56.7%	97.1%	97.5%		97.6%	92.0%	97.9%						90.9%	94.7%	98.8%	
% Single	43.3%	2.5%	1.8%		2.4%	7.9%	2.1%						9.1%	5.0%	1.0%	
% Multi	0.0%	0.4%	0.6%		0.0%	0.1%	0.0%						0.0%	0.2%	0.2%	

Peak Hour Factor

AM PHF	0.542	0.598	0.633		0.875	0.803	0.712						0.750	0.797	0.703	
PM PHF	0.583	0.789	0.813		0.659	0.931	0.500						0.864	0.879	0.815	

Existing Peak Hour Counts Data Diagrams

Table B-33 6th Avenue & 46th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram

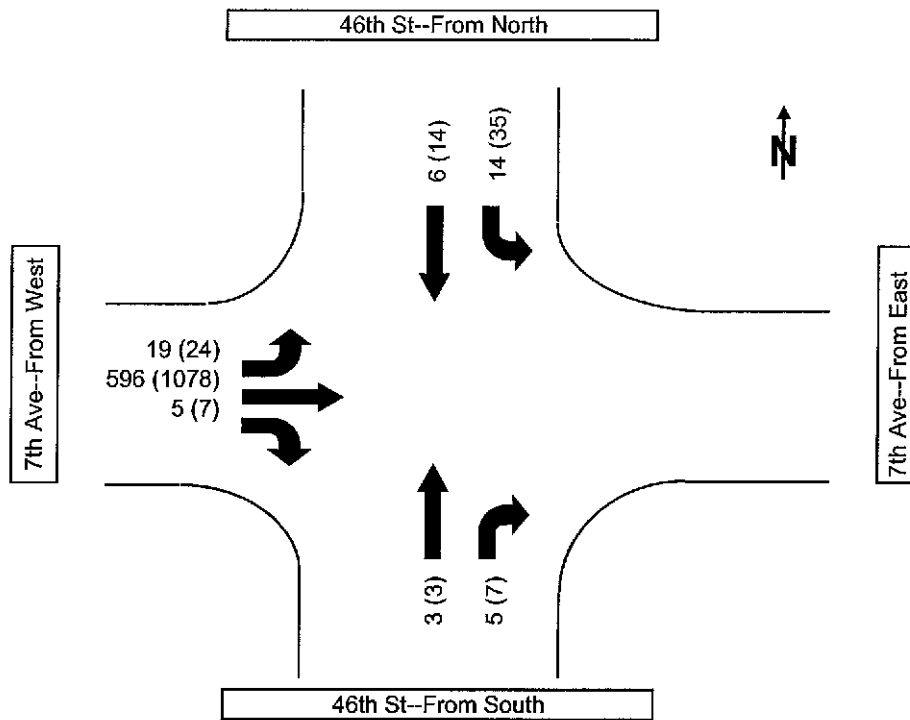


Site Code 1
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:30 PM to 5:30 PM
Count Date May 1, 2007

% Trucks AM (PM)
SB 0.0% (0%)
WB 3.4% (2.6%)
NB 0.0% (0%)

		Conflicting Peds	
	Right Turn	AM (PM)	Left Turn
West Leg	0 (2)	East Leg	2 (3)
North Leg	4 (3)	South Leg	0 (1)
East Leg	2 (3)	West Leg	0 (2)
South Leg	0 (1)	North Leg	4 (3)

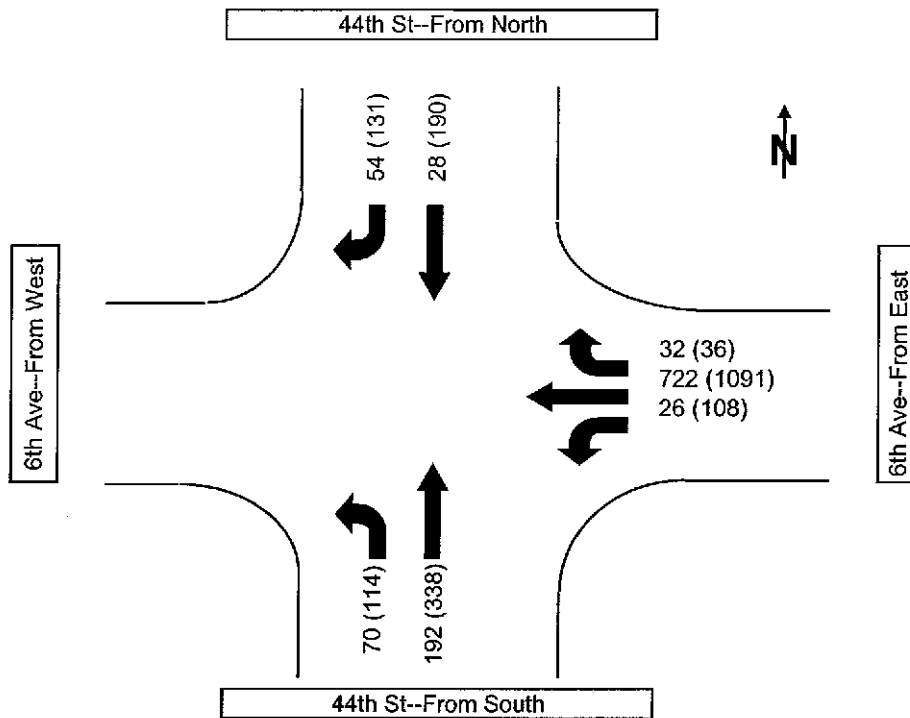
Table B-34 7th Avenue & 46th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 2
AM Peak 7:45 AM to 8:45 AM
PM Peak 4:30 PM to 5:30 PM
Count Date May 1, 2007

% Trucks AM (PM)			Conflicting Peds			
	AM	(PM)	Right Turn	AM (PM)	Left Turn	AM (PM)
SB	0.0%	(0%)	West Leg	1 (0)	East Leg	4 (1)
NB	0.0%	(0%)	North Leg	0 (0)	South Leg	1 (2)
EB	5.5%	(0.8%)	East Leg	4 (1)	West Leg	1 (0)
			South Leg	1 (2)	North Leg	0 (0)

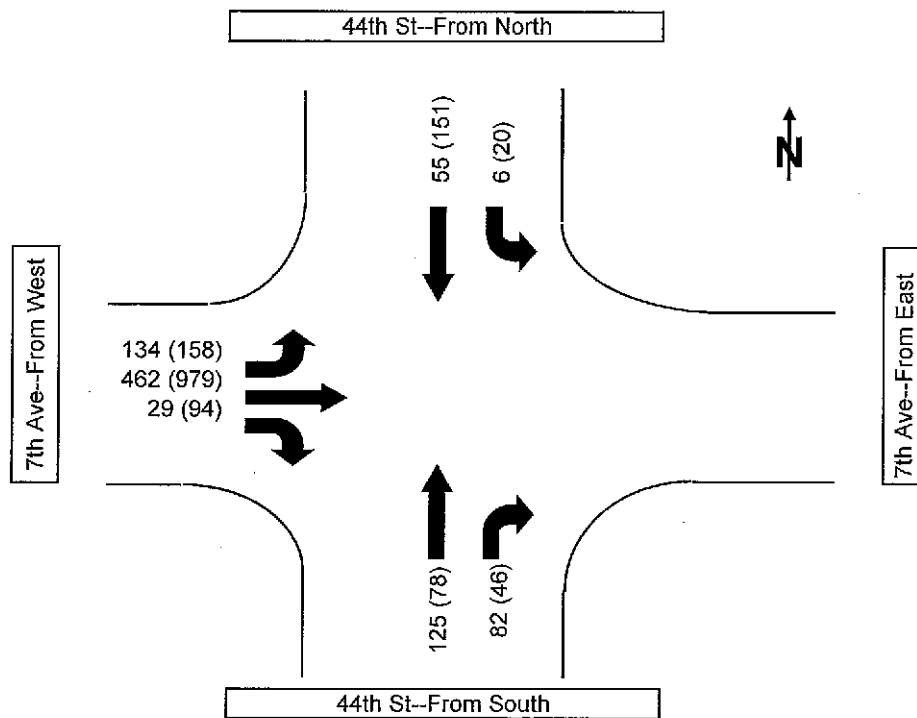
Table B-35 6th Avenue & 44th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 3
AM Peak 7:30 AM to 8:30 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 2, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	1.2%	(0.6%)	West Leg	6 (9)	East Leg	1 (20)
WB	3.3%	(4.7%)	North Leg	0 (6)	South Leg	1 (2)
NB	3.4%	(3.6%)	East Leg	1 (20)	West Leg	6 (9)
			South Leg	1 (2)	North Leg	0 (6)

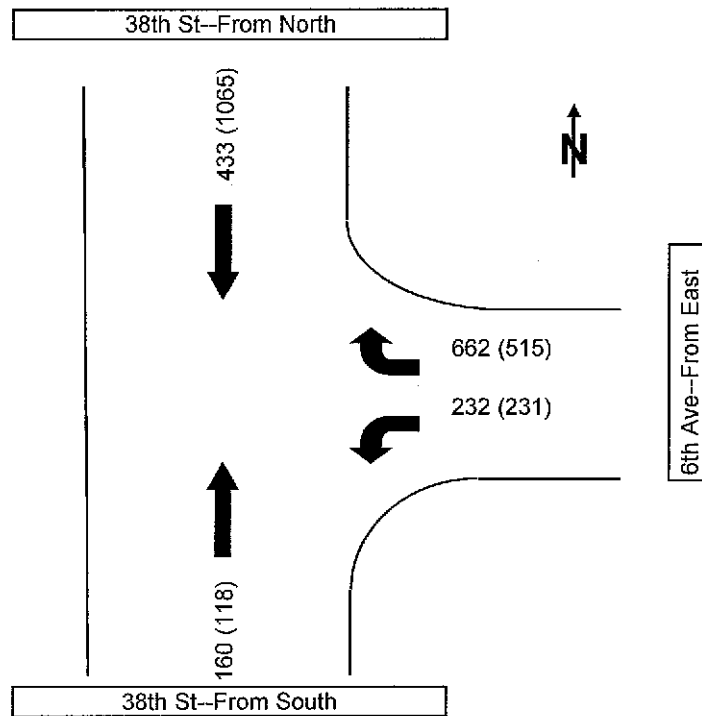
Table B-36 7th Avenue & 44th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 4
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:30 PM to 5:30 PM
Count Date May 2, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	8.2%	(0%)	West Leg	9 (3)	East Leg	1 (6)
NB	1.9%	(0.8%)	North Leg	14 (3)	South Leg	2 (1)
EB	8.0%	(1.3%)	East Leg	1 (6)	West Leg	9 (3)
			South Leg	2 (1)	North Leg	14 (3)

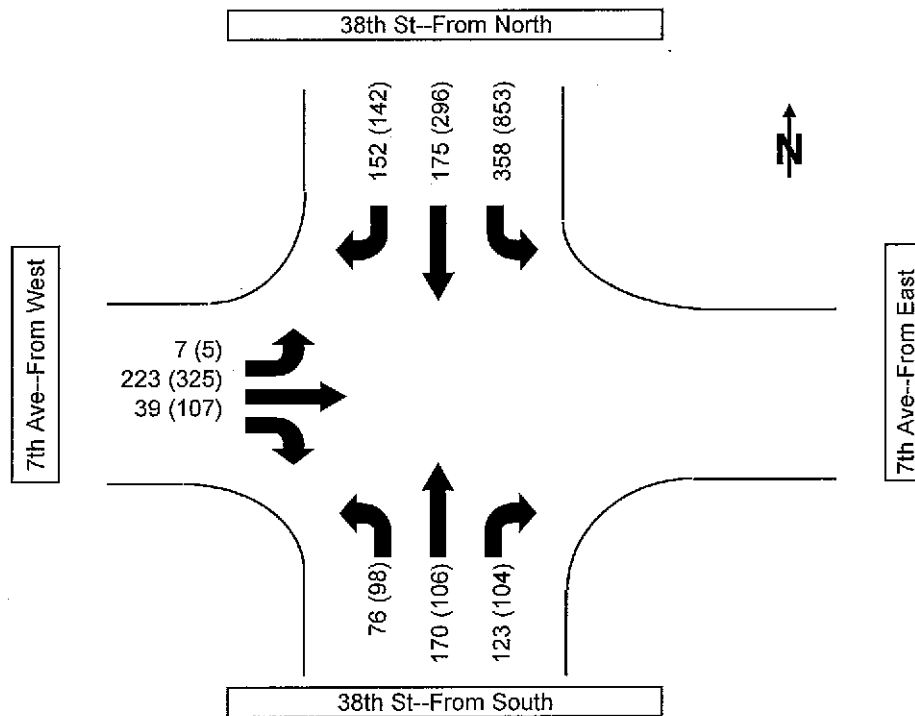
Table B-37 6th Avenue & 38th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 5
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 3, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	3.7%	(0.8%)	West Leg	0 (2)	East Leg	0 (0)
WB	2.5%	(1.7%)	North Leg	0 (4)	South Leg	1 (60)
NB	1.3%	(0.8%)	East Leg	0 (0)	West Leg	0 (2)
			South Leg	1 (60)	North Leg	0 (4)

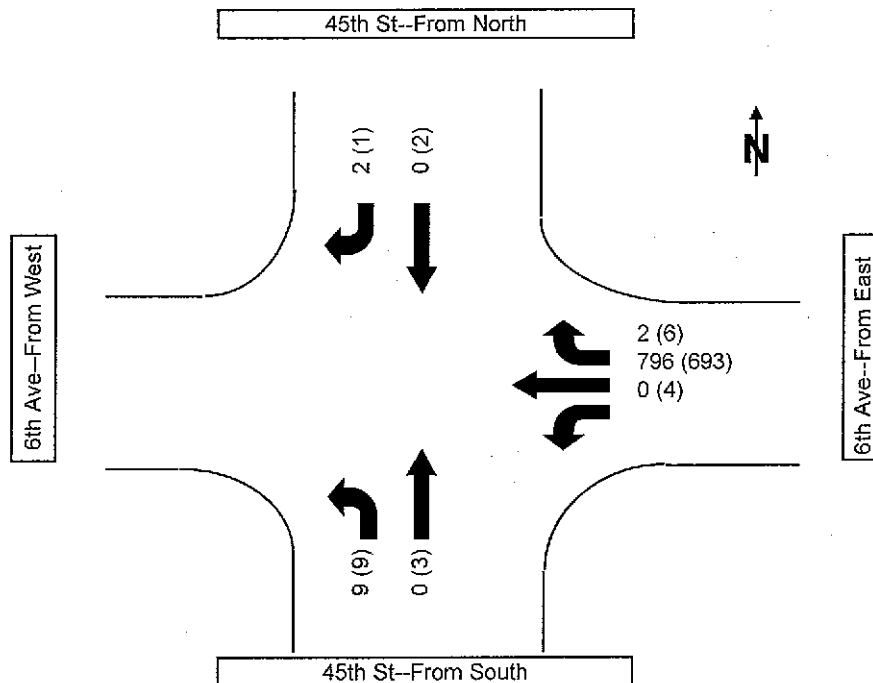
Table B-38 7th Avenue & 38th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 6
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 3, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	6.6%	(1.3%)	West Leg	0 (0)	East Leg	5 (1)
NB	1.6%	(0.3%)	North Leg	6 (8)	South Leg	6 (9)
EB	4.8%	(1.4%)	East Leg	5 (1)	West Leg	0 (0)
			South Leg	6 (9)	North Leg	6 (8)

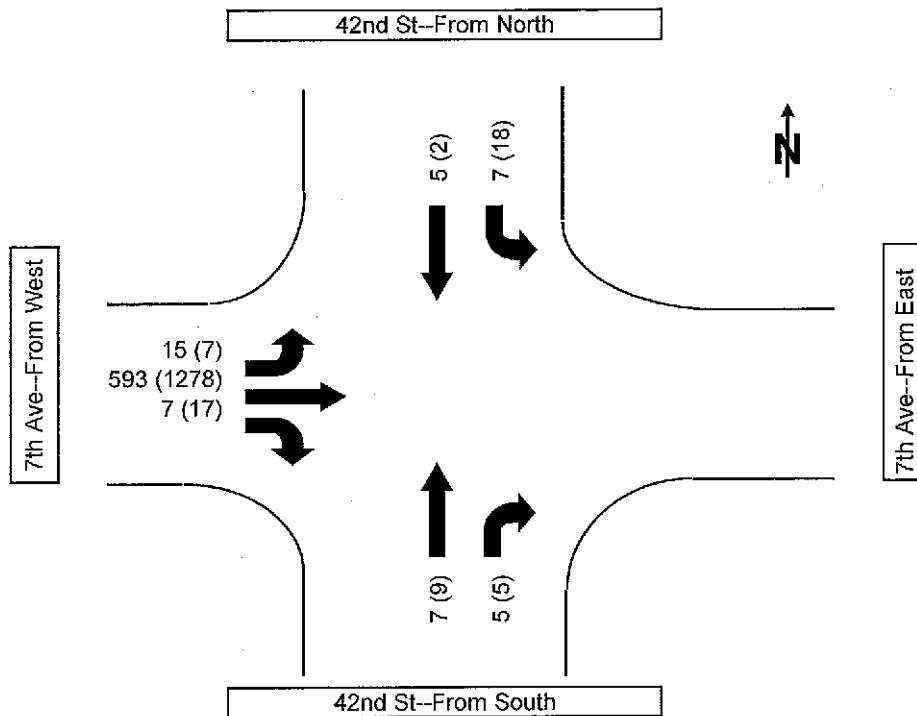
Table B-39 6th Avenue & 45th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 7
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 8, 2007

% Trucks AM (PM)		Conflicting Peds			
		Right Turn	AM (PM)	Left Turn	AM (PM)
SB	0.0% (33.3%)	West Leg	4 (0)	East Leg	1 (1)
WB	2.4% (2.7%)	North Leg	1 (2)	South Leg	0 (0)
NB	11.1% (0%)	East Leg	1 (1)	West Leg	4 (0)
		South Leg	0 (0)	North Leg	1 (2)

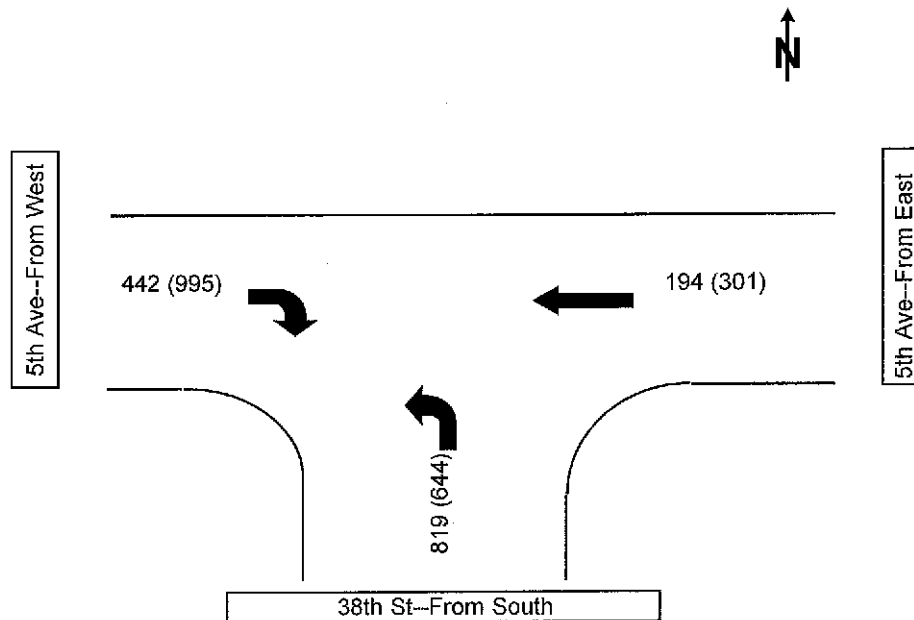
Table B-40 7th Avenue & 42nd Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 8
AM Peak 7:45 AM to 8:45 AM
PM Peak 4:30 PM to 5:30 PM
Count Date June 13, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	25.0%	(0%)	West Leg	8 (3)	East Leg	1 (0)
NB	0.0%	(0%)	North Leg	6 (0)	South Leg	7 (0)
EB	5.4%	(1.2%)	East Leg	1 (0)	West Leg	8 (3)
			South Leg	7 (0)	North Leg	6 (0)

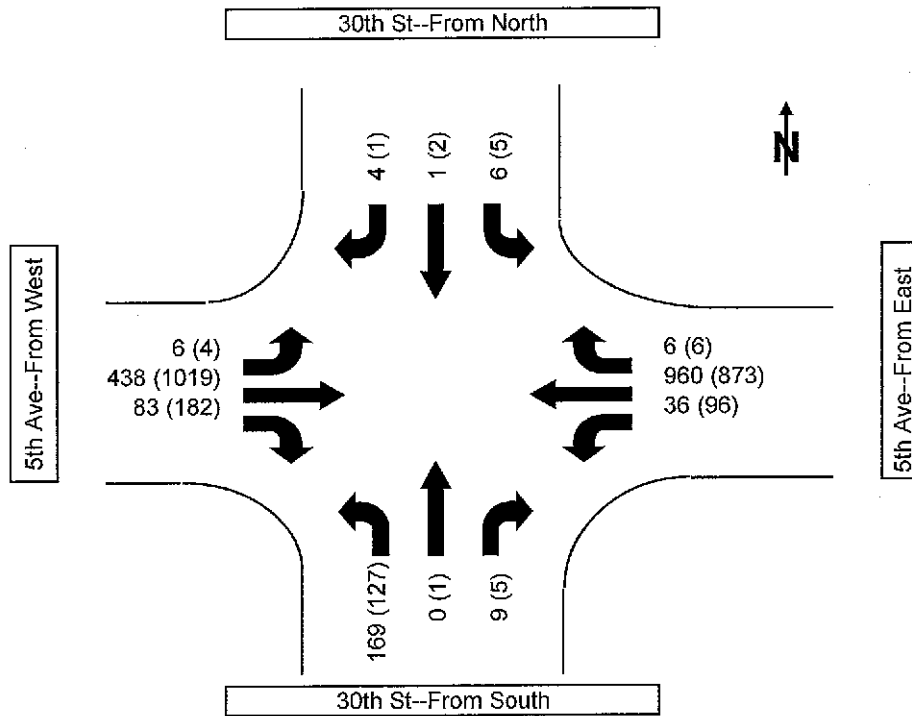
Table B-41 5th Avenue & 38th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 9
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 9, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
WB	5.7%	(5%)	West Leg	0 (0)	East Leg	0 (0)
NB	3.1%	(2.2%)	North Leg	0 (0)	South Leg	0 (0)
EB	9.0%	(0.6%)	East Leg	0 (0)	West Leg	0 (0)
			South Leg	0 (0)	North Leg	0 (0)

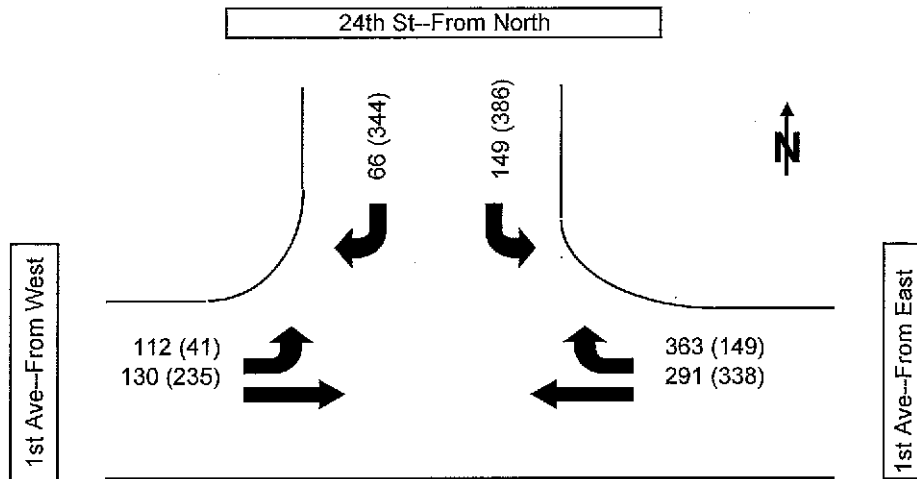
Table B-42 5th Avenue & 30th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 10
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:30 PM to 5:30 PM
Count Date May 9, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	36.4%	(25%)	West Leg	1 (1)	East Leg	1 (1)
WB	3.2%	(3.7%)	North Leg	0 (0)	South Leg	2 (6)
NB	2.8%	(0.8%)	East Leg	1 (1)	West Leg	1 (1)
EB	9.9%	(0.7%)	South Leg	2 (6)	North Leg	0 (0)

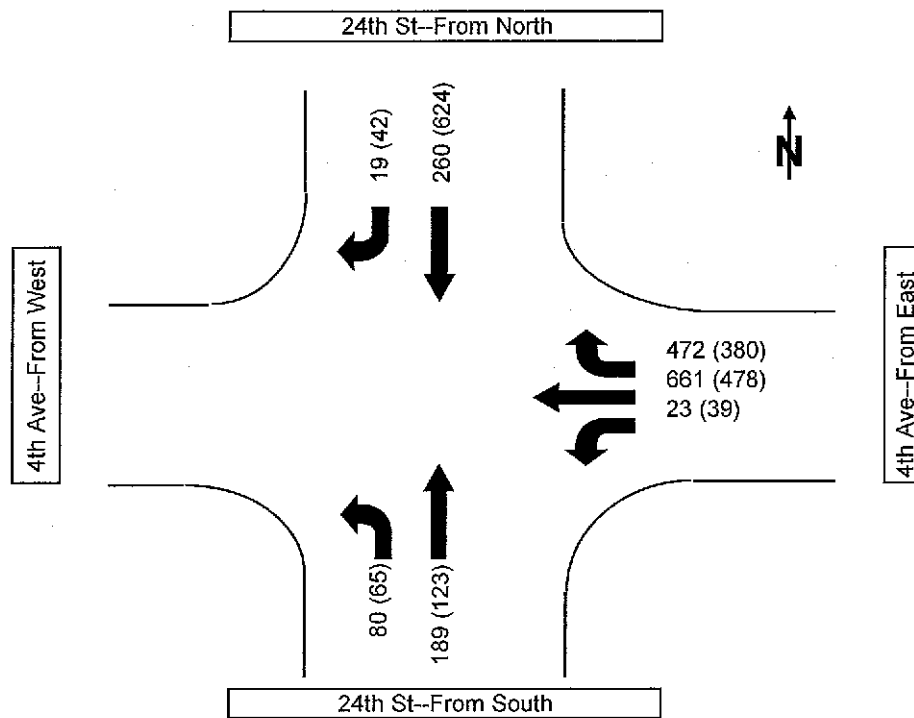
Table B-43 1st Avenue & 24th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 11
AM Peak 7:30 AM to 8:30 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 10, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	1.9%	(0.1%)	West Leg	0 (1)	East Leg	0 (0)
WB	1.7%	(5.1%)	North Leg	0 (0)	South Leg	0 (0)
EB	6.6%	(3.6%)	East Leg	0 (0)	West Leg	0 (1)
			South Leg	0 (0)	North Leg	0 (0)

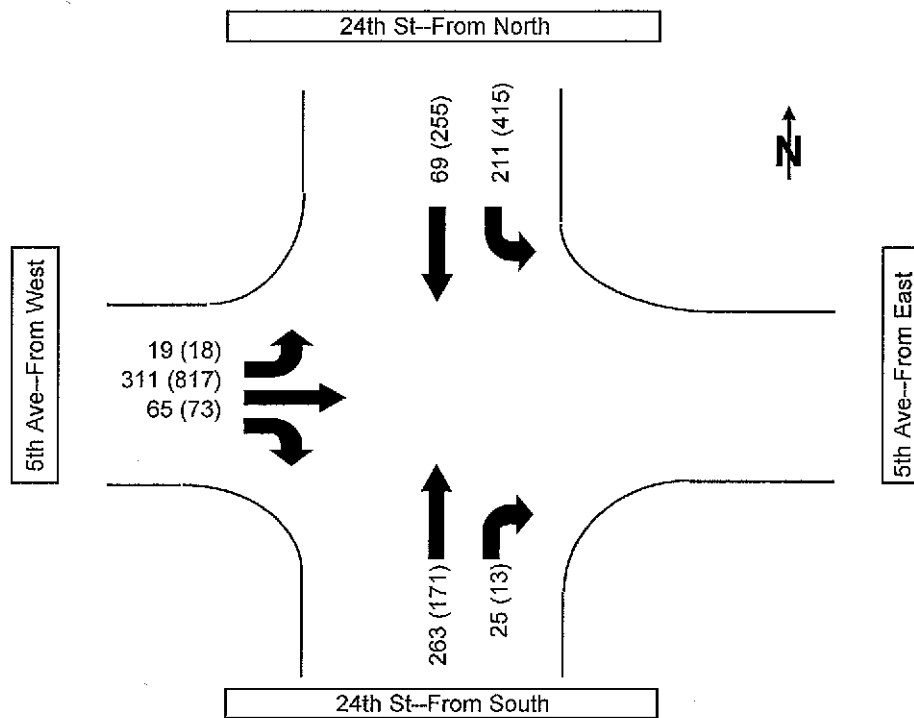
**Table B-44 4th Avenue & 24th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram**



Site Code 12
 AM Peak 7:30 AM to 8:30 AM
 PM Peak 4:15 PM to 5:15 PM
 Count Date May 17, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	7.2%	(1.8%)	West Leg	0 (0)	East Leg	1 (5)
WB	4.4%	(2.8%)	North Leg	1 (2)	South Leg	0 (0)
NB	1.5%	(1.6%)	East Leg	1 (5)	West Leg	0 (0)
			South Leg	0 (0)	North Leg	1 (2)

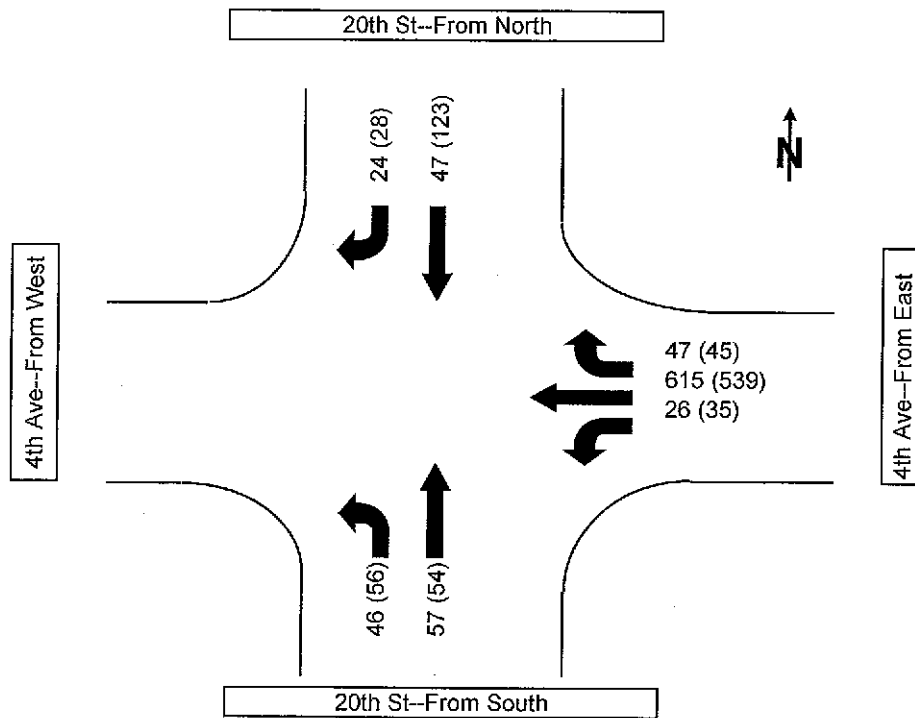
Table B-45 5th Avenue & 24th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 13
AM Peak 7:15 AM to 8:15 AM
PM Peak 4:30 PM to 5:30 PM
Count Date May 17, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	6.8%	(1.8%)	West Leg	2 (1)	East Leg	0 (3)
NB	1.4%	(2.2%)	North Leg	0 (0)	South Leg	8 (3)
EB	6.1%	(0.9%)	East Leg	0 (3)	West Leg	2 (1)
			South Leg	8 (3)	North Leg	0 (0)

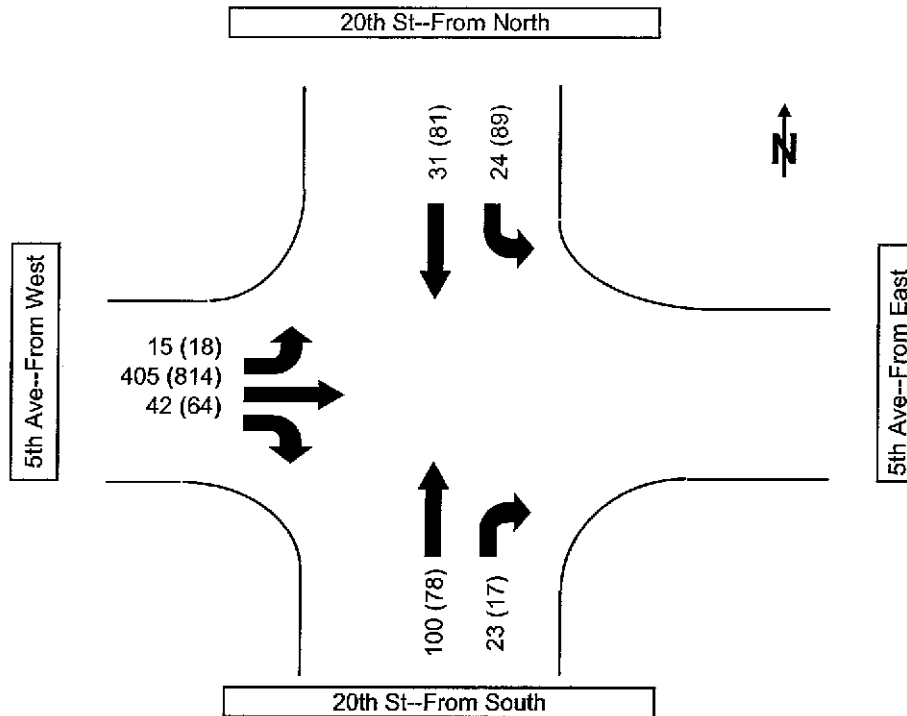
**Table B-46 4th Avenue & 20th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram**



Site Code 14
AM Peak 7:30 AM to 8:30 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 22, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	15.5%	(6%)	West Leg	8 (2)	East Leg	3 (5)
WB	2.9%	(3.4%)	North Leg	2 (2)	South Leg	0 (1)
NB	4.9%	(3.6%)	East Leg	3 (5)	West Leg	8 (2)
			South Leg	0 (1)	North Leg	2 (2)

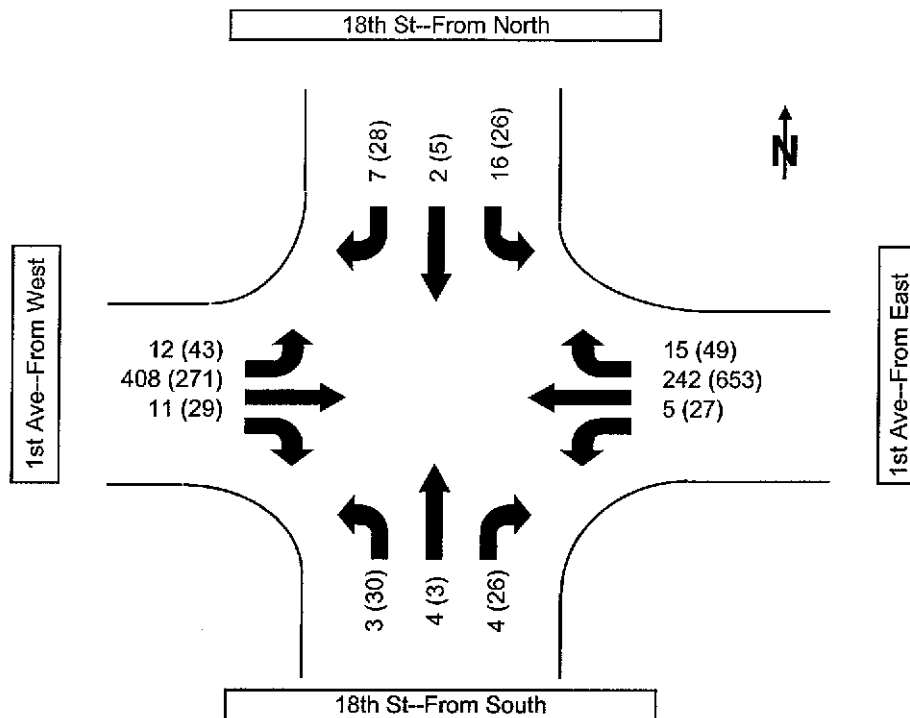
Table B-47 5th Avenue & 20th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 15
AM Peak 7:45 AM to 8:45 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 22, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	16.4%	(3.5%)	West Leg	6 (5)	East Leg	4 (3)
NB	2.4%	(4.2%)	North Leg	1 (2)	South Leg	1 (2)
EB	4.8%	(1%)	East Leg	4 (3)	West Leg	6 (5)
			South Leg	1 (2)	North Leg	1 (2)

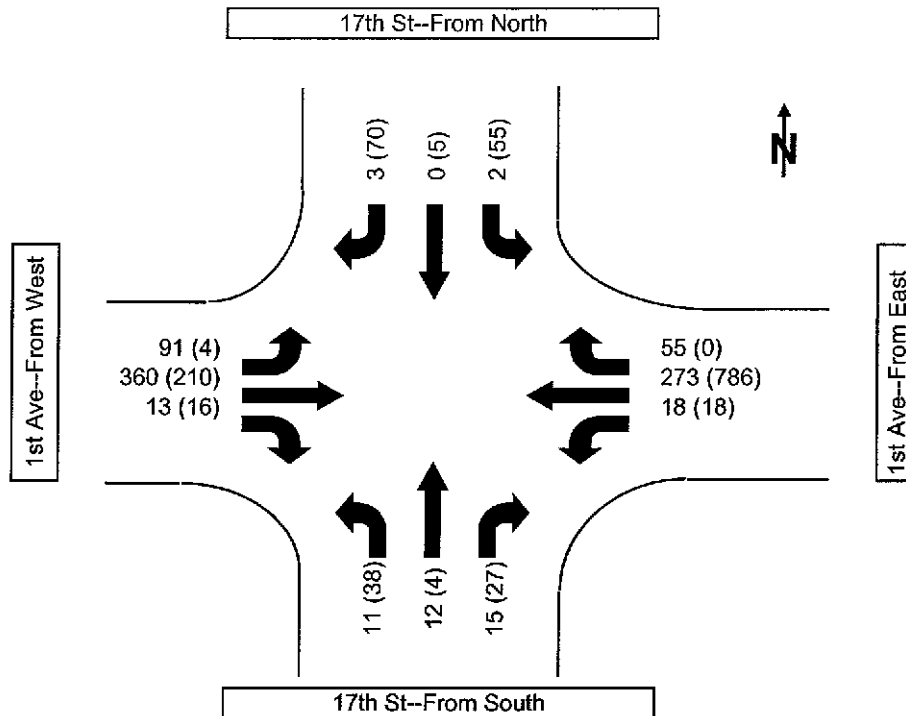
**Table B-48 1st Avenue & 18th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram**



Site Code 16
AM Peak 6:30 AM to 7:30 AM
PM Peak 4:00 PM to 5:00 PM
Count Date May 10, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	4.0%	(0%)	West Leg	2 (4)	East Leg	4 (23)
WB	4.2%	(4%)	North Leg	3 (7)	South Leg	0 (0)
NB	9.1%	(0%)	East Leg	4 (23)	West Leg	2 (4)
EB	4.6%	(4.4%)	South Leg	0 (0)	North Leg	3 (7)

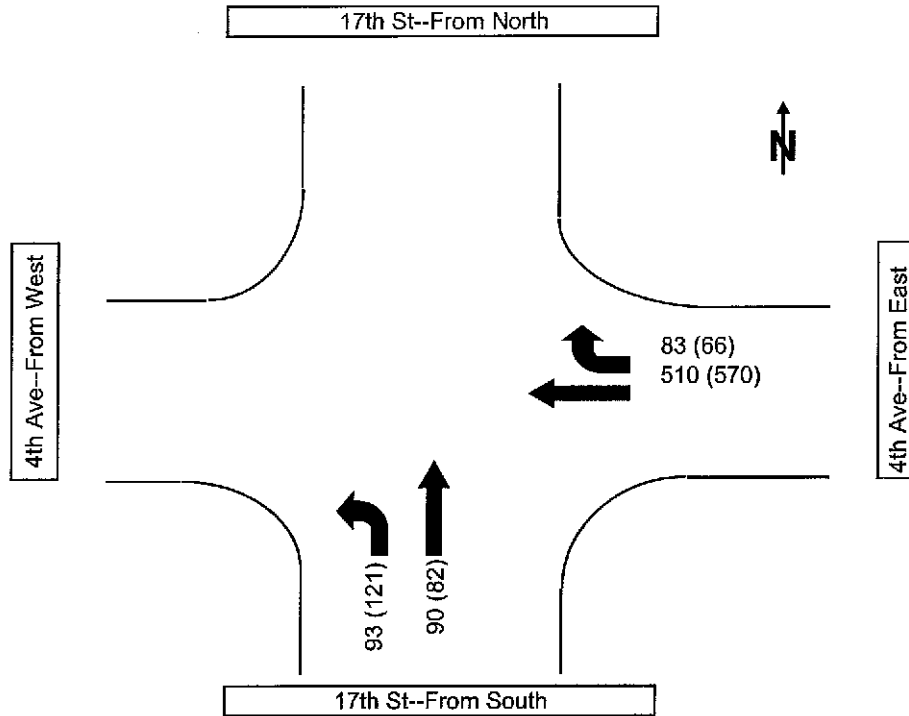
**Table B-49 1st Avenue & 17th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram**



Site Code 17
 AM Peak 7:00 AM to 8:00 AM
 PM Peak 3:30 PM to 4:30 PM
 Count Date May 15, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	20.0%	(0.8%)	West Leg	1 (0)	East Leg	0 (5)
WB	3.2%	(3.1%)	North Leg	0 (0)	South Leg	0 (1)
NB	18.4%	(8.7%)	East Leg	0 (5)	West Leg	1 (0)
EB	1.5%	(2.2%)	South Leg	0 (1)	North Leg	0 (0)

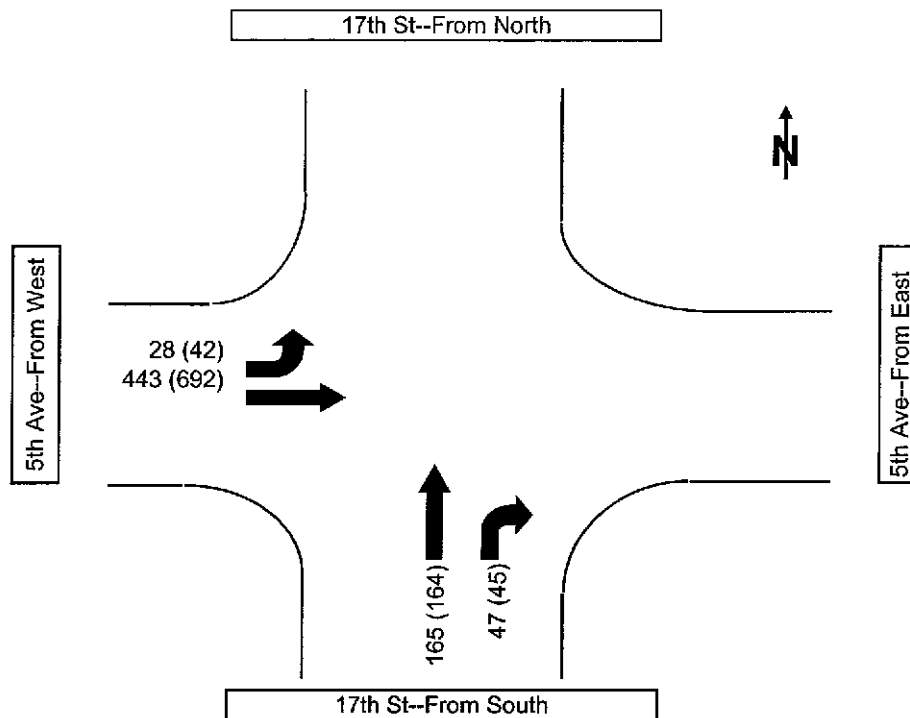
Table B-50 4th Avenue & 17th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 18
AM Peak 7:30 AM to 8:30 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 24, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
WB	2.9%	(2.7%)	West Leg	0 (2)	East Leg	3 (6)
NB	1.1%	(2%)	North Leg	4 (2)	South Leg	0 (5)
			East Leg	3 (6)	West Leg	0 (2)
			South Leg	0 (5)	North Leg	4 (2)

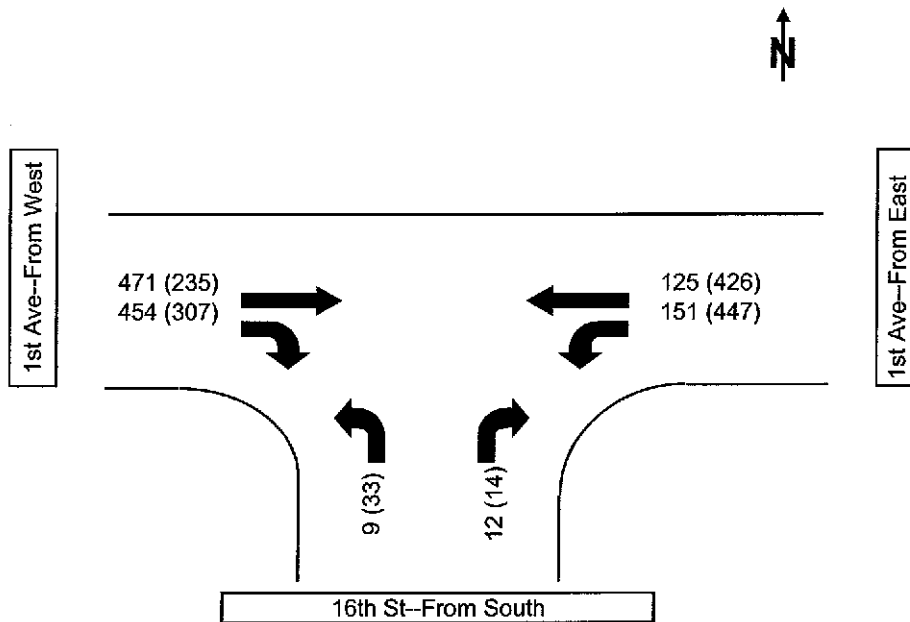
Table B-51 5th Avenue & 17th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 19
AM Peak 7:45 AM to 8:45 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 24, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
NB	1.4%	(0.5%)	West Leg	0 (1)	East Leg	5 (1)
EB	6.4%	(0.8%)	North Leg	1 (2)	South Leg	2 (2)
			East Leg	5 (1)	West Leg	0 (1)
			South Leg	2 (2)	North Leg	1 (2)

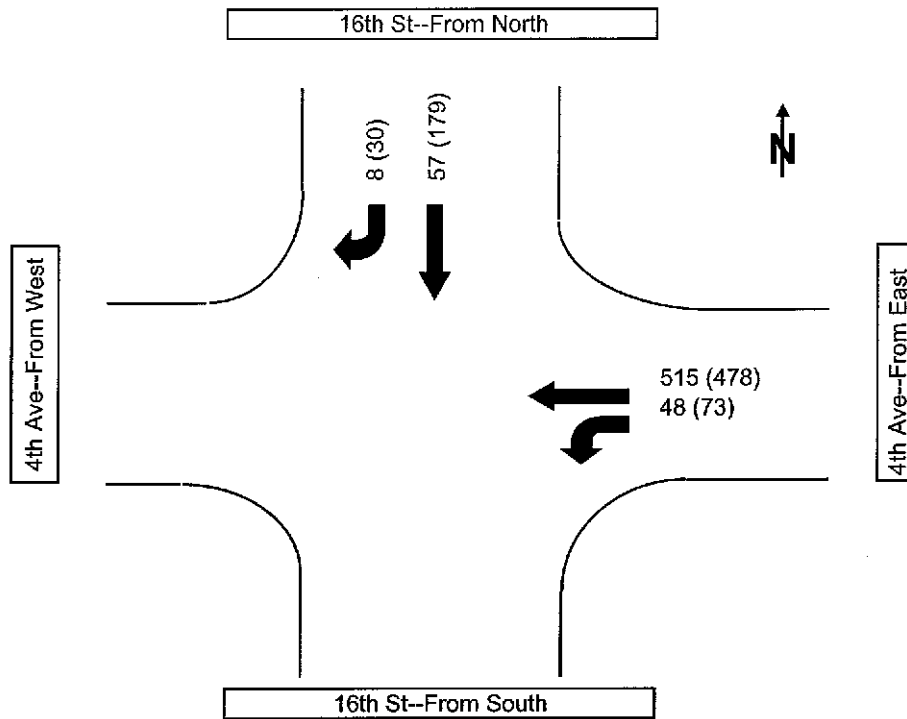
Table B-52 1st Avenue & 16th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 20
AM Peak 7:00 AM to 8:00 AM
PM Peak 3:45 PM to 4:45 PM
Count Date May 15, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
WB	1.4%	(3.6%)	West Leg	0 (0)	East Leg	0 (0)
NB	0.0%	(0%)	North Leg	0 (0)	South Leg	0 (1)
EB	1.4%	(1.5%)	East Leg	0 (0)	West Leg	0 (0)
			South Leg	0 (1)	North Leg	0 (0)

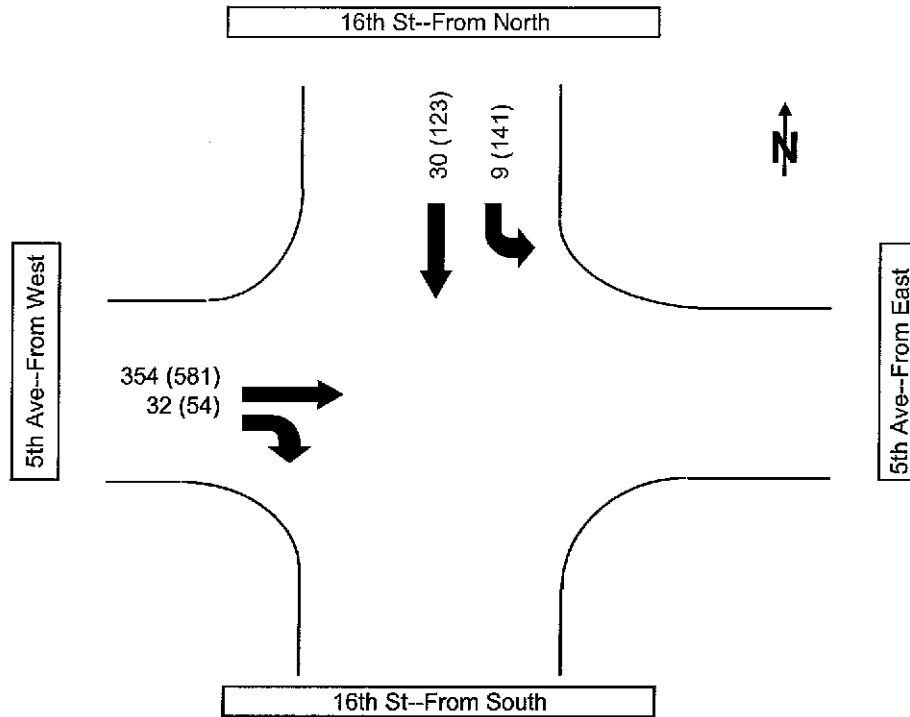
**Table B-53 4th Avenue & 16th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram**



Site Code 21
AM Peak 7:15 AM to 8:15 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 29, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	4.6%	(1%)	West Leg	2 (2)	East Leg	0 (5)
WB	3.0%	(1.3%)	North Leg	0 (3)	South Leg	1 (1)
			East Leg	0 (5)	West Leg	2 (2)
			South Leg	1 (1)	North Leg	0 (3)

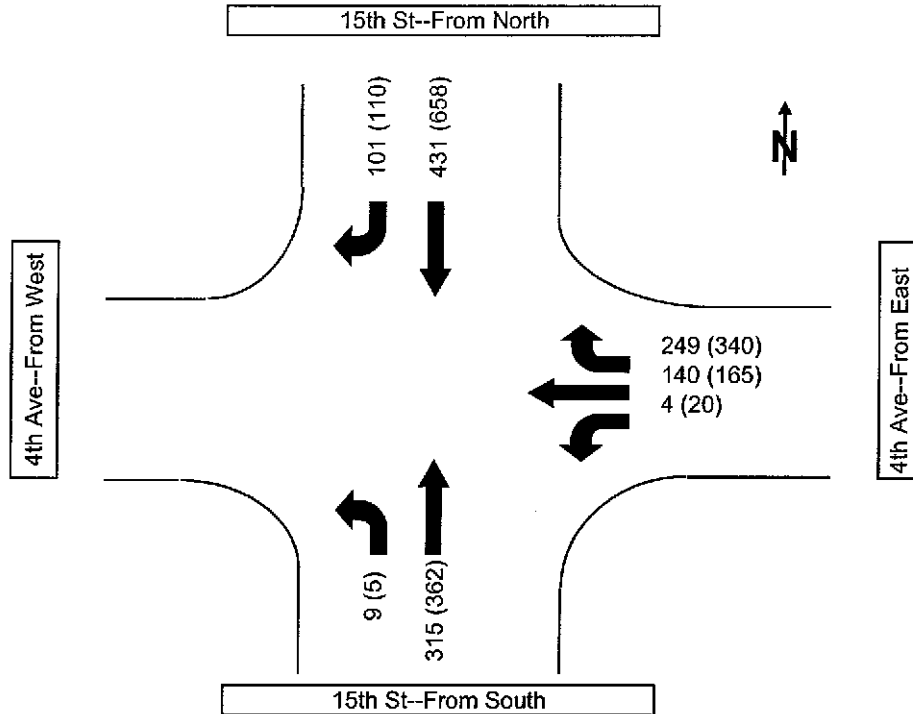
Table B-54 5th Avenue & 16th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 22
AM Peak 6:30 AM to 7:30 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 29, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	2.6%	(0.4%)	West Leg	1 (4)	East Leg	0 (0)
EB	2.8%	(1.6%)	North Leg	0 (0)	South Leg	1 (0)
			East Leg	0 (0)	West Leg	1 (4)
			South Leg	1 (0)	North Leg	0 (0)

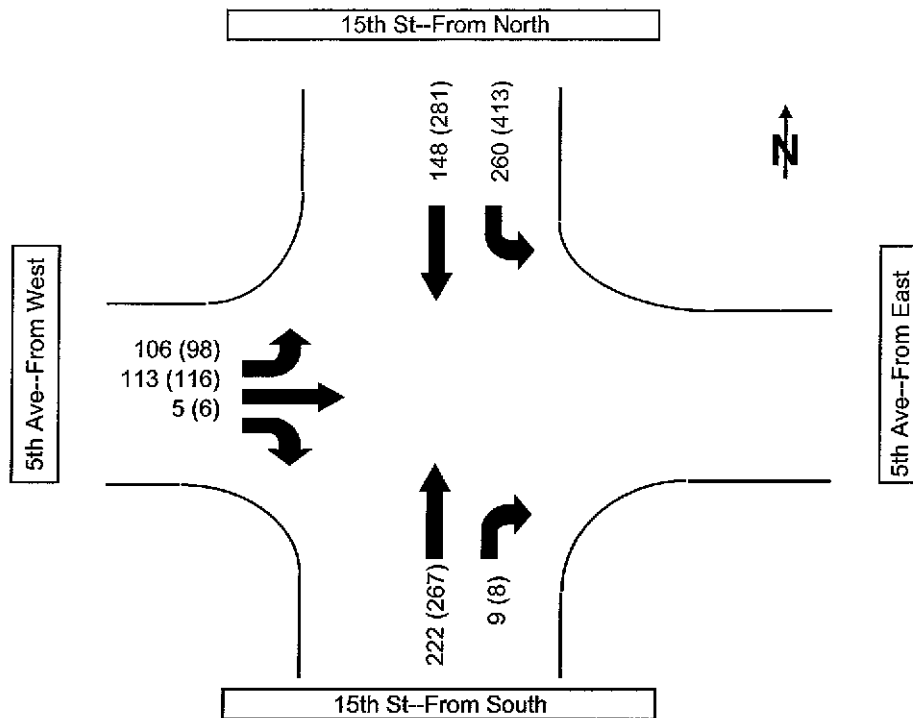
Table B-55 4th Avenue & 15th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 23
AM Peak 7:15 AM to 8:15 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 30, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	3.2%	(0.9%)	West Leg	0 (2)	East Leg	5 (2)
WB	4.8%	(2.3%)	North Leg	0 (2)	South Leg	1 (2)
NB	2.5%	(1.6%)	East Leg	5 (2)	West Leg	0 (2)
			South Leg	1 (2)	North Leg	0 (2)

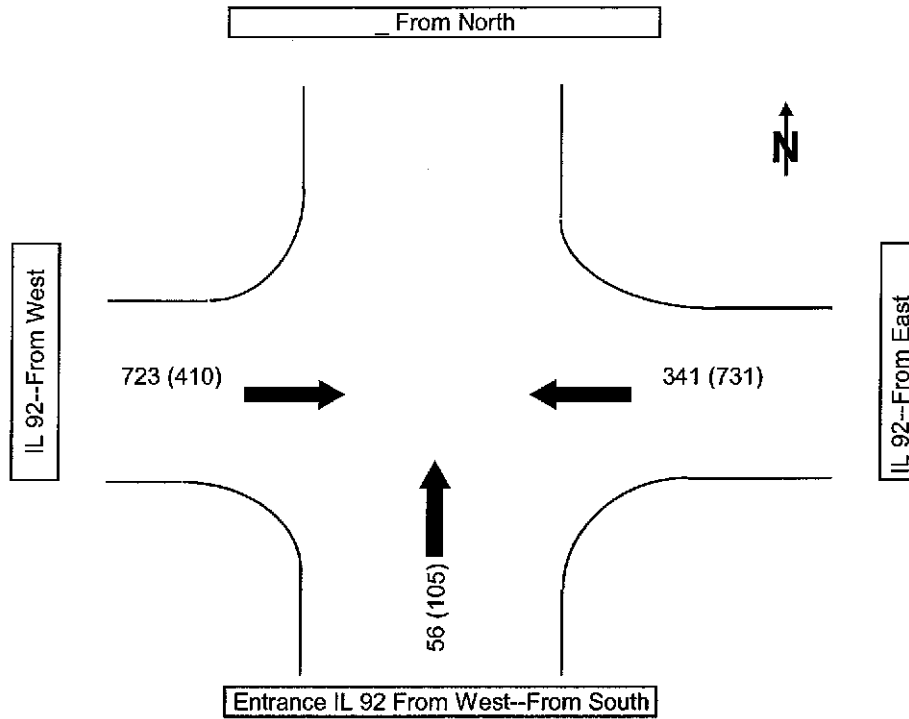
Table B-56 5th Avenue & 15th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 24
AM Peak 7:00 AM to 8:00 AM
PM Peak 4:30 PM to 5:30 PM
Count Date May 30, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	2.2%	(0.9%)	West Leg	1 (4)	East Leg	6 (1)
NB	1.7%	(0.7%)	North Leg	1 (0)	South Leg	1 (1)
EB	6.7%	(1.4%)	East Leg	6 (1)	West Leg	1 (4)
			South Leg	1 (1)	North Leg	1 (0)

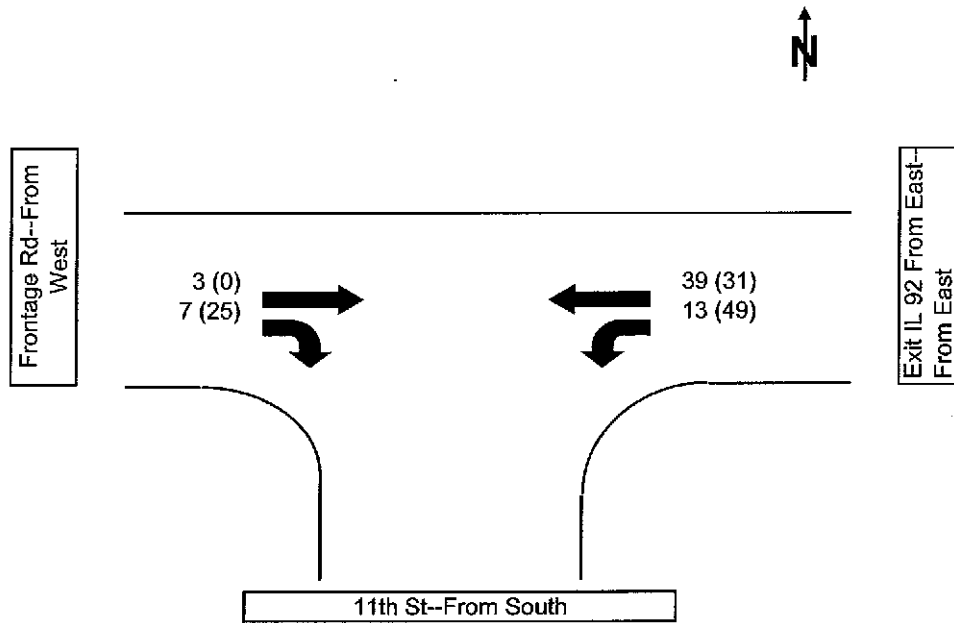
Table B-57 IL 92 & 11th Street Entrance Ramp
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 25
 AM Peak 7:00 AM to 8:00 AM
 PM Peak 3:30 PM to 4:30 PM
 Count Date May 16, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
WB	8.5%	(3.4%)	West Leg	0 (0)	East Leg	0 (0)
NB	5.4%	(2.9%)	North Leg	0 (0)	South Leg	0 (0)
EB	3.6%	(3.4%)	East Leg	0 (0)	West Leg	0 (0)
			South Leg	0 (0)	North Leg	0 (0)

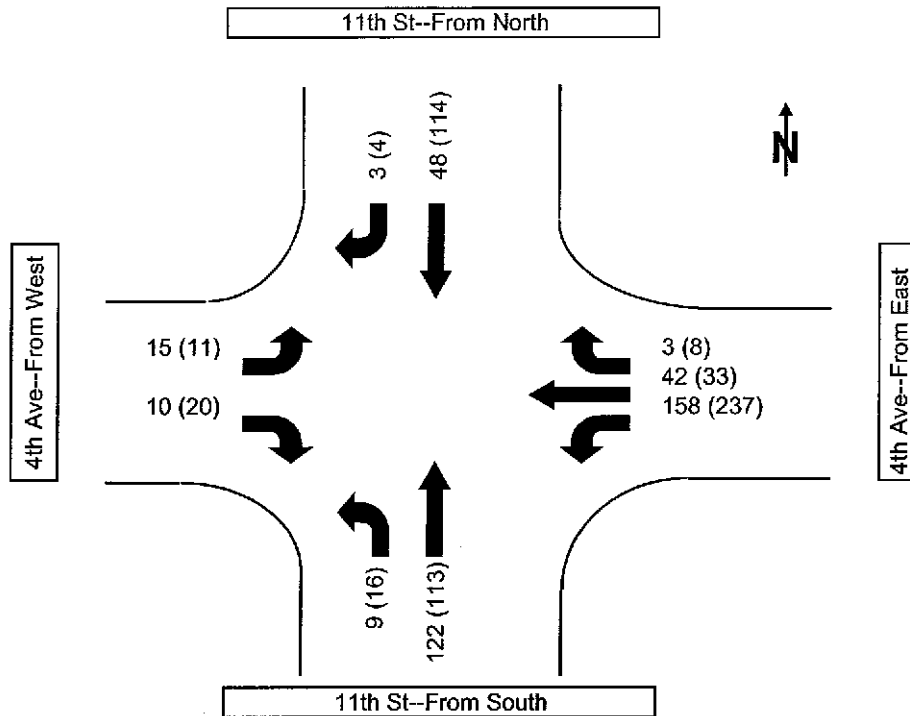
Table B-58 11th Street & Frontage Road
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 25
AM Peak 7:15 AM to 8:15 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 16, 2007

% Trucks AM (PM)		Conflicting Peds			
WB	5.8% (12.5%)	Right Turn	AM (PM)	Left Turn	AM (PM)
EB	50.0% (12%)	West Leg	0 (0)	East Leg	0 (0)
		North Leg	0 (0)	South Leg	0 (0)
		East Leg	0 (0)	West Leg	0 (0)
		South Leg	0 (0)	North Leg	0 (0)

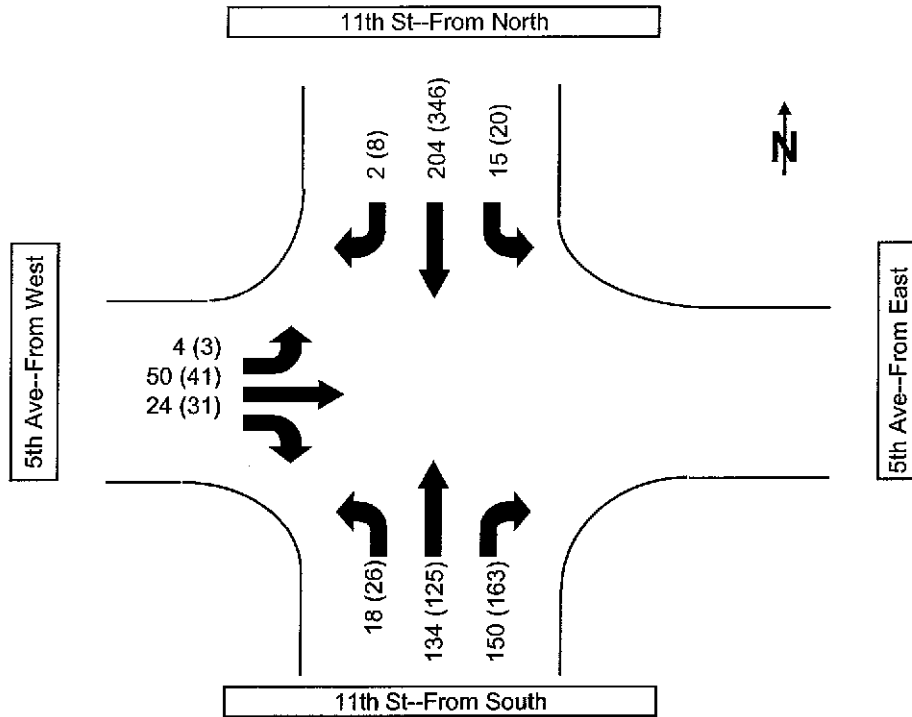
Table B-59 4th Avenue & 11th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 26
AM Peak 7:30 AM to 8:30 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 31, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	11.8%	(3.4%)	West Leg	0 (0)	East Leg	0 (0)
WB	8.4%	(2.9%)	North Leg	0 (6)	South Leg	0 (0)
NB	1.5%	(1.6%)	East Leg	0 (0)	West Leg	0 (0)
EB	8.0%	(6.5%)	South Leg	0 (0)	North Leg	0 (6)

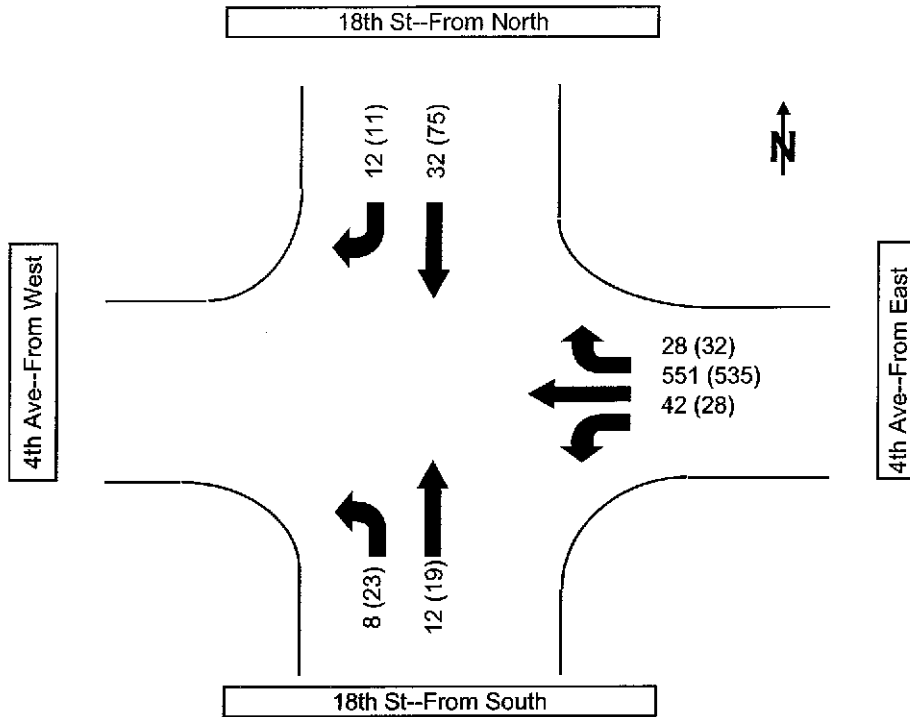
**Table B-60 5th Avenue & 11th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram**



Site Code 27
 AM Peak 7:30 AM to 8:30 AM
 PM Peak 3:30 PM to 4:30 PM
 Count Date May 31, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	6.8%	(2.7%)	West Leg	0 (0)	East Leg	1 (0)
NB	3.3%	(3.2%)	North Leg	0 (4)	South Leg	0 (2)
EB	7.7%	(4%)	East Leg	1 (0)	West Leg	0 (0)
			South Leg	0 (2)	North Leg	0 (4)

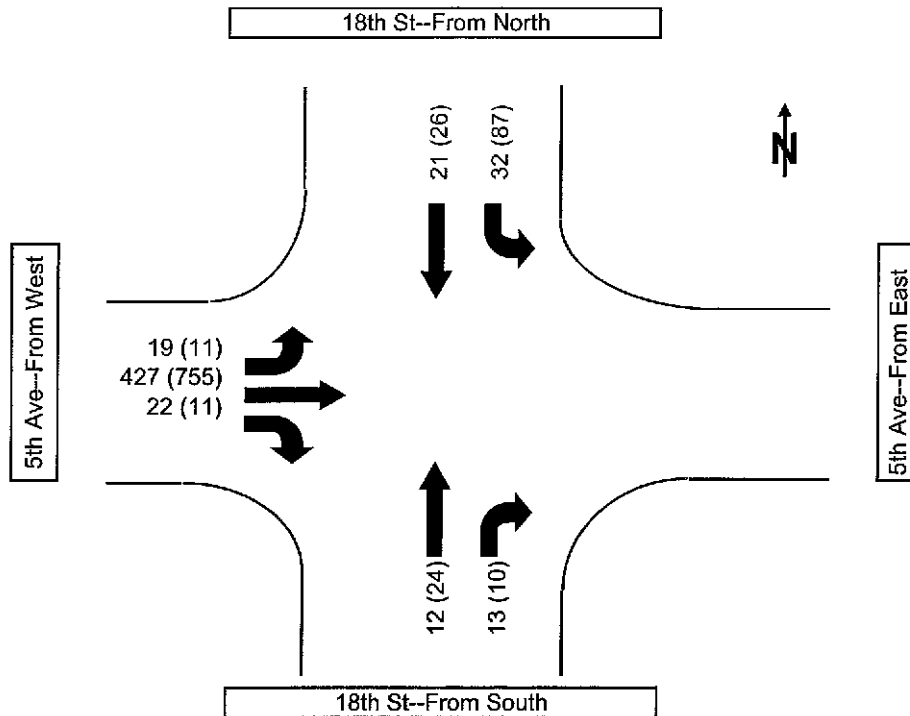
Table B-61 4th Avenue & 18th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 28
AM Peak 7:30 AM to 8:30 AM
PM Peak 3:30 PM to 4:30 PM
Count Date May 23, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	6.8%	(2.3%)	West Leg	14 (6)	East Leg	11 (3)
WB	4.5%	(3.5%)	North Leg	2 (3)	South Leg	9 (5)
NB	5.0%	(0%)	East Leg	11 (3)	West Leg	14 (6)
			South Leg	9 (5)	North Leg	2 (3)

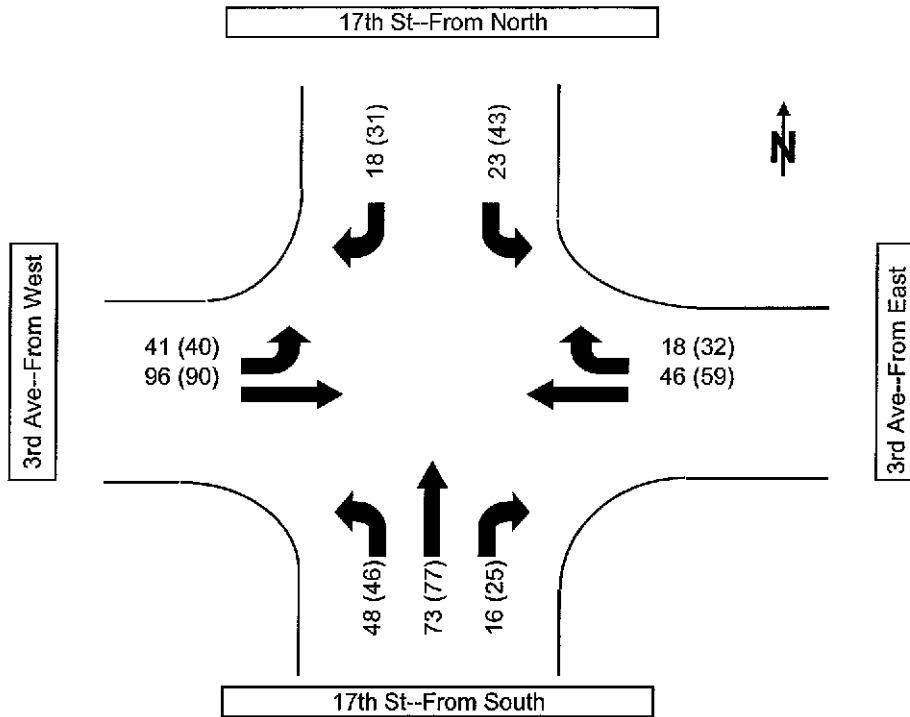
Table B-62 5th Avenue & 18th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 29
AM Peak 7:30 AM to 8:30 AM
PM Peak 4:15 PM to 5:15 PM
Count Date May 23, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	3.8%	(0%)	West Leg	10 (10)	East Leg	3 (3)
NB	0.0%	(0%)	North Leg	4 (3)	South Leg	3 (3)
EB	6.6%	(1.2%)	East Leg	3 (3)	West Leg	10 (10)
			South Leg	3 (3)	North Leg	4 (3)

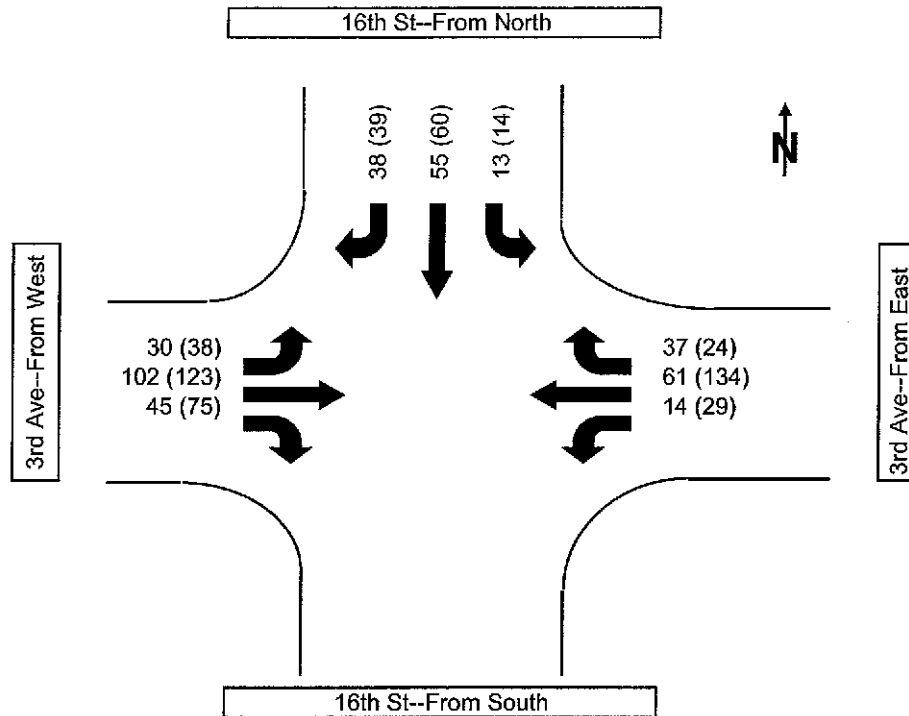
Table B-63 3rd Avenue & 17th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 30
AM Peak 7:45 AM to 8:45 AM
PM Peak 3:30 PM to 4:30 PM
Count Date June 12, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	7.3%	(5.4%)	West Leg	18 (9)	East Leg	11 (7)
WB	21.9%	(12.1%)	North Leg	32 (60)	South Leg	18 (11)
NB	0.7%	(1.4%)	East Leg	11 (7)	West Leg	18 (9)
EB	8.0%	(10%)	South Leg	18 (11)	North Leg	32 (60)

Table B-64 3rd Avenue & 16th Street
Illinois Route 92 Traffic Study
Existing Peak Hour Diagram



Site Code 31
AM Peak 7:45 AM to 8:45 AM
PM Peak 3:45 PM to 4:45 PM
Count Date June 13, 2007

% Trucks AM (PM)			Conflicting Peds			
			Right Turn	AM (PM)	Left Turn	AM (PM)
SB	7.5%	(6.2%)	West Leg	2 (10)	East Leg	17 (9)
WB	7.1%	(5.3%)	North Leg	5 (7)	South Leg	24 (18)
EB	4.0%	(2.5%)	East Leg	17 (9)	West Leg	2 (10)
			South Leg	24 (18)	North Leg	5 (7)

Accident Summary Tables

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All Accidents within 100 ft. are considered in the intersection

Table B-72 24th-38th Traffic Study Accident Analysis
2004, 2005, 2006, 2007 data
Illinois Route 92 Traffic Study

LOCATION	YEAR	COLLISION TYPE												INJURY TYPE						ROADWAY SURFACE			TIME		TOTAL										
		ANGLE	LEFT TURN	REAR END	HEAD ON	SIDE SWIPE	PARK VEH.	OVER-TURN	OFF RD. FIX OB.	PED/BIKE	OTHER	FATAL	PERS. INJURY A	PERS. INJURY B	PERS. INJURY C	PROP. DAM.	NONE	DRY	WET	ICY	DAY	NIGHT													
24th St and 4th Ave	2004	3	17	0	0	1	7	0	0	0	3	0	1	0	0	3	0	1	0	1	3	28	4	27	0	4	0	2	3	22	1	11	3.8	32	
	2005	5	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	11	0	10	1	1	0	0	6	6	0	0	12	0		
	2006	5	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2	0	9	1	0	0	8	2	0	0	0	9.5	0		
	2007	4	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	6	0	4	2	1	0	5	2	2	0	0	6.8	0		
24th to 27th St on 4th Ave	2004	0	0	0	1	0	3	0	1	0	2	0	0	0	0	0	1	4	0	0	0	9	1	10	0	1	0	0	1	7	0	4	1	11	0
	2005	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	2	0	2	2	1	0	0	2	1	0	0	0	2.8	0		
	2006	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	2	0	0	3	0	4	0	0	0	0	2	2	0	0	0	4	0		
	2007	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	0	0	0	0	2	1	0	0	0	3	0		
27th Street and 4th Avenue	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
24th Street and 5th Avenue	2004	2	9	0	1	2	11	0	0	0	4	0	0	0	0	0	0	0	0	0	4	25	4	21	0	3	0	1	4	22	0	3	4	25	0
	2005	3	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	6	1	0	0	5	2	0	0	0	0	7	0		
	2006	2	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	7	2	0	0	9	0	0	0	0	0	9	0		
	2007	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0	1	0	4	1	0	0	0	0	5	0		
24th to 27th St on 5th Ave	2004	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	9	0	7	0	2	0	0	0	5	0	4	0	9	0
	2005	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4	0	4	0	0	0	3	1	0	0	0	0	4	0		
	2006	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	0	2	1	1	0	0	1	2	0	0	0	0	3	0		
	2007	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	1	1	0	1	1	0	0	0	0	2	0		
27th Street and 5th Avenue	2004	1	3	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	0	3	6	3	7	0	0	0	0	2	5	1	2	3	7	0	
	2005	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	0		
	2006	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	2	0	3	0	0	0	0	2	1	0	0	0	0	2.8	0		
	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
27th to 30th St on 5th Ave	2004	0	1	0	1	1	6	0	0	0	0	0	0	0	0	1	1	0	0	2	7	2	8	0	1	0	0	1	8	1	1	2	9	0	
	2005	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0		
	2006	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	2	0	0	0	2	0	0	0	0	0	2	0		
	2007	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	1	0	0	3	0	0	0	0	0	3	0		
30th Street and 5th Avenue	2004	0	3	0	0	0	1	0	0	0	3	0	1	0	0	0	0	0	1	0	0	8	0	8	0	1	0	0	0	5	0	4	0	9	0
	2005	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	0	0	3	0		
	2006	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	3	0	3	1	0	0	0	2	2	0	0	0	0	3.8	0		
	2007	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	2	0		
30th to 37th St on 5th Ave	2004	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	6	0	6	0	0	0	0	0	2	0	4	0	6	0	
	2005	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	3	3	0	0	0	0	0	3	0	0	0	3	0		
	2006	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	3	0	3	0	3	3	0	0	0	0	2	1	0	0	0	3	0		
	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
37th Street and 5th Avenue	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
38th St and 5th Ave	2004	0	0	0	0	0	0	0	1	0	0	0	1	1	7	0	0	0	2	0	0	0	0	0	0	0	0	0	4	1	7	1	11	0	
	2005	0	0	0	0	0	1	0	1	5	0	0	1	0	0	0	1	7	7	1	0	3	5	0	0	0	0	0	0	0	0	8	0		
	2006	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	1	0		
	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	1	0		
TOTAL	2004	6	35	0	3	6	33	0	1	0	15	0	2	0	1	3	23	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	15	118	
	2005	11	2	9	0	7	1	1	9	0	3	0	0	0	0	0	1	2	40	38	4	1	23	20	0	0	0	0	0	0	43	0			
	2006	11	0	10	1	6	1	0	8	1	1	0	0	2	10	0	33	34	5	0	28	11	38	0	0	0	0	0	0	0	38	0			
	2007	7	1	8	0	2	0	0	3	0	2	0	0	1	3	0	21	17	4	2	18	5	23	5	0	0	0	0	0	0	23	0			

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Number of Crashes for Subject Year
Σ# Total Number of Crashes During Study Period

All Accidents within 100 ft. are considered in the intersection

LOCATION	YEAR	COLLISION TYPE													INJURY TYPE						ROADWAY SURFACE			TIME		TOTAL												
		ANGLE		LEFT TURN		REAR END		HEAD ON		SIDE SWIPE		PARK VEH.		OVER-TURN	OFF RD. FIX OB.	PED/BIKE	OTHER	FATAL	PERS. INJURY A	PERS. INJURY B	PERS. INJURY C	PROP. DAM.	NONE	DRY	WET		ICY	DAY	NIGHT									
16th St and □1st Ave	2004	1	2	0	1	1	5	0	0	0	1	1	1	0	0	0	1	0	0	0	0	1	2	2	0	8	3	9	0	1	0	1	1	8	2	3	3	11
	2005	1		1		2		0		0		0	1	0	0	0	0	0	0	0	0	2	0	5		3	1		1		4	1		5				
	2006	0		0		2		0		1		0	0	0	0	0	0	0	0	0	0	3		3	0		0		3	0			3					
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0		0	0		0		0	0		0		0				
16th to 17th St on 1st Avenue	2004	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0.3	2.5	
	2005	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
	2006	0		0		1		0		0		0	0	0	0	0	0	0	0	0	0	1		1	0		0		0	0	1		1					
	2007	1		0		0		0		0		0	0	0	0	0	0	0	0	1	0	1		1	0		0		1	0		0		1.3				
17th St and □1st Ave	2004	0	7	0	0	1	1	0	0	0	1	1	2	0	0	0	0	0	0	0	1	0	2	2	9	2	11	0	1	0	0	0	8	2	4	2	12	
	2005	5		0		0		0		0		1	0	0	0	0	0	0	0	0	2	4		5	1		0		4	2		6						
	2006	1		0		0		0		0		0	0	0	0	0	0	0	0	0	2		2	0		0		2	0		2							
	2007	1		0		0		0		1		0	0	0	0	0	0	0	0	0	0	2		2	0		0		2	0		2						
17th to 18th St on 1st Avenue	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5			
	2005	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2006	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3				
18th St and 1st Avenue	2004	2	10	0	1	0	2	0	0	1	2	2	2	0	0	1	2	0	0	1	2	3	5	15	7	15	0	4	0	1	6	10	1	10	7	20		
	2005	3		1		1		0		0		0	0	0	0	0	0	0	0	1	4		2	2		2		1		2	3		5					
	2006	3		0		1		0		1		0	0	0	0	1	0	0	0	0	4		5	1		1		2	4			5.8						
	2007	2		0		0		0		0		0	0	0	0	0	0	0	0	0	2		1	1		0		0	2		2			2				
18th to 24th St on 1st Avenue	2004	1	4	1	2	0	1	0	0	0	2	0	0	0	0	0	5	0	0	0	0	2	2	12	1	10	0	3	1	1	2	7	0	7	2	14		
	2005	2		0		0		0		2		0	0	0	1	0	0	0	0	1	0	2	3		5	0		0	3	2		5						
	2006	1		1		1		0		0		0	0	2	0	0	0	0	0	0	5		2	3		0		1	4			5.3						
	2007	0		0		0		0		0		0	0	2	0	0	0	0	0	0	0	2		2	0		0		1	1		2						
24th St and 1st Avenue	2004	0	0	0	0	2	8	0	0	1	2	0	1	0	0	0	3	0	0	0	1	0	0	3	14	2	12	1	2	0	1	3	9	0	6	3	15	
	2005	0		0		2		0		1		1	0	2	0	0	0	0	0	0	6		6	0		1		3	5		6.8							
	2006	0		0		2		0		0		0	0	0	0	0	0	0	0	0	2		2	0		0		2	0		2							
	2007	0		0		2		0		0		0	0	1	0	0	0	0	0	0	3		2	0		0		2	0		2							
1st to 4th Ave on 24th Ave	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2005	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2006	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11th St and 4th Avenue	2004	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1		
	2005	1		0		0		0		0		0	0	0	0	0	0	0	0	0	1		0	1		0	0	1		1	0		1					
	2006	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11th to 15th St on 4th Avenue	2004	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	1	3	0	0	0	1	4	0	0	1	3.8	
	2005	1		0		0		0		0		0	0	0	0	0	0	0	0	0	0	1		1	0		0		1	0		1						
	2006	1		0		0		0		0		0	0	0	0	0	0	0	0	0	0	1		1	0		1		2	0			1.8					
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15th St and 4th Avenue	2004	9	20	0	0	1	5	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	11	28	11	28	1	1	0	0	9	22	3	7	12	29		
	2005	4		0		2		0		0		0	0	0	0	0	0	0	0	0	6		6	0		0		5	1		6							
	2006	5		0		2		1		1		0	0	0	0	0	0	0	0	0	9		9	0		0		6	3		9							
	2007	2		0		0		0		0		0	0	0	0	0	0	0	0	0	2		2	0		0		2	0		2							
15th to 16th St on 4th Avenue	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2005	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2006	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16th St and 4th Avenue	2004	0	4	0	1	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3	9	2	6	1	2	0	1	2	6	1	3	3	9		
	2005	2		1		0		0		0		0	0	0	0	0	0	0	0	0	3		2	0		1		3	0		3							
	2006	2		0		0		0		0		0	0	0	0	0	0	0	0	0	2		1	1		0		0	2		2							
	2007	0		0		0		0		1		0	0	0	0	0	0	0	0	0	1		1	0		0		1	0		1							
16th to 17th St on 4th Avenue	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2005	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2006	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	2007	0		0		0		0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17th St and 4th Avenue	2004	0	1	0	0	0	1	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0	1	5	0	4	1	2	0	0	1	3	0	3	1	5.8		
	2005	1		0		1		0		0		0	1	0		0	0	0	0	0	3		2	1		0		2	1		3							
	2006	0		0		0																																

[illegible]

B-73 11th-24th Traffic Study Accident Analysis
2004, 2005, 2006, 2007 data
Illinois Route 92 Traffic Study

LOCATION	YEAR	COLLISION TYPE												INJURY TYPE						ROADWAY SURFACE			TIME		TOTAL																				
		ANGLE	LEFT TURN	REAR END	HEAD ON	SIDE SWIPE	PARK VEH.	OVER-TURN	OFF RD. FIX OB.	PED/BIKE	OTHER	FATAL	PERS. INJURY A	PERS. INJURY B	PERS. INJURY C	PROP. DAM.	NONE	DRY	WET	ICY	DAY	NIGHT																							
3rd Ave and 16th Street	2004	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	1	0	7	0	7	0	1	0	0	0	6	0	2	0	8								
	2005	1		0		0		0		1		0		0		0		0		0		3		3		3		7	0	1		0		2	1	3									
	2006	0		0		1		0		0		1		0		2		0		0		1		3		3		1		0		3		1		4									
	2007	1		0		0		0		0		0		0		0		0		0		1		3		1		0		0		3		1		4									
3rd to 4th Ave on 16th St	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	2005	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2006	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2007	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
4th to 5th Ave on 16th St	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3									
	2005	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2006	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2007	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
1st to 2nd Ave on 17th St	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3									
	2005	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2006	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2007	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
2nd Ave and 17th Street	2004	0	2	0	0	1	5	0	0	0	3	1	5	0	0	0	1	0	0	0	0	2	16	2	13	0	3	0	0	0	0	6	2	10	2	16									
	2005	2		0		2		0		1		2		0		1		0		0		8		6		2		0		4		4		8											
	2006	0		0		2		0		1		2		0		0		0		0		5		4		1		0		2		3		5											
	2007	0		0		0		0		1		0		0		0		0		0		1		1		0		0		0		1		1											
2nd to 3rd Ave on 17th St	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
	2005	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2006	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2007	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
3rd Ave and 17th Street	2004	0	4	0	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	7	0	5	0	12										
	2005	1		1		1		0		0		2		0		0		1		1		7		7		0		0		4		3		7											
	2006	1		0		1		0		0		0		0		0		0		0		3		3		0		0		3		0		3											
	2007	2		0		0		0		0		0		0		0		0		0		2		2		0		0		0		2		2											
3rd to 4th Ave on 17th St	2004	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3									
	2005	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2006	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2007	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
4th to 5th Ave on 17th St	2004	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1									
	2005	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2006	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0									
	2007	0		0		0		0		0		1		0		0		0		0		0		1		0		0		1		0		1		0									
TOTAL	2004	28	122	2	12	8	53	0	1	11	35	5	22	0	0	3	25	0	3	2	6	0	0	0	0	5	38	4	26	4	12	52	243	52	222	6	36	1	21	43	183	16	96	59	280
	2005	43		7		18		0		10		8		0		11		1		2		0		0		4		18		6		91		81		11		8	63	37		100			
	2006	31		1		19		1		10		8		0		5		1		2		0		0		18		13		1		65		59		15		4	48	30		78			
	2007	20		2		8		0		4		1		0		6		1		0		0		0		11		8		1		35		30		4	8	29	13		43				

#	Σ#
#	
#	

Number of Crashes for Subject Year
Σ# Total Number of Crashes During Study Period

All Accidents within 100 ft. are considered in the intersection

Geometric Design Criteria

Table B-74 Geometric Design Criteria
Illinois Route 92 Traffic Study

Functional Classification		Other Principal Arterial					
Design Forecast Year		20 Years (BDE Figure 31-4A)					
Design Speed(MPH)							
		Posted Speed (MPH)			Design Speed (MPH)		
	Frontage Road A	25			25		
	16th St, 17th St	25			30		
	1st Ave, 4th Ave, 6th Ave, 7th Ave	30			35		
	38th St 46th St, & 5th Ave (11th-30th St)	30			35		
	5th Ave (30th St to 37th St)	40			40		
	6th Ave/46th St (Dual Right Turn)	n/a			20		
	Interchange Ramps	n/a			50		
Lane Widths		(BDE Figures 48-6B&48-6C, BDE 37-3.02)					
	Travel Lane	11 ft min, 12 ft des					
	Auxiliary Lane	11 ft min, 12 ft des (single turn lane)					
		22 ft min, 24 ft des (dual turn lanes)(1)					
	Flush TWLT Bi-Directional	12 ft des, 14' max					
	Parking Lane	8 ft min, 10 ft des					
	Ramps	16 ft min					
	Ramps Inside Shoulder	4 ft min					
	Ramps Outside Shoulder	6 ft min					
Taper Rates		(BDE Figure 36-3J)					
	Design Speed(mph)	<35		35/40			
	Approach Taper (widen on both side)	35:1		40:1			
	Approach Taper (widen on one side)	25:1		30:1			
	Left or Right Turn Taper	9:1		11:1			
	Storage	115 ft		115 ft			
Clear Zone		1.5 feet behind face of curb (BDE 38-3.02f)					
Horizontal Alignment		(BDE Figure 48-5B, 36-2K, 32-2E, 31-3A)					
	Superelevation	2% max	4% max	4% max	4% max	4% max	6% max
	Design Speed	20 mph	25 mph	30 mph	35 mph	40 mph	50mph
	Minimum Curve Radii(Turning-Roadway)	-	145 ft	230 ft	345 ft	490 ft	835 ft
	Minimum Curve Radii(Open-Roadway)	90 ft	-	-	-	-	-
	Stopping Sight Distance	-	200 ft	200 ft	250 ft	305 ft	425 ft
Vertical Alignment		(BDE Figures 48-6B&48-6C, BDE 37-3.02)					
	Longitudinal Ramp Grades	+4% to -6%					
	Longitudinal Urban Grades	0.3% min, 0.5% min desirable					
Crest Vertical Curve		(BDE Figure 33-4A)					
	Design Speed	30 mph	35 mph	40 mph	50 mph		
	Stopping Sight Distance	200 ft	250 ft	305 ft	425 ft		
	Minimum 'K'	19	25	44	84		
Sag Vertical Curve		(BDE Figure 33-4E)					
	Design Speed	30 mph	35 mph	40 mph	50 mph		
	Stopping Sight Distance	200 ft	250 ft	305 ft	425 ft		
	Minimum 'K'	37	49	64	96		
Minimum Level of Service (LOS)		(BDE 31-4.04)					
	Intersection	LOS = D					
	Approach	LOS = D					
Design Vehicle		(BDE Figure 36-1R)					
	Freeway Ramp	WB-65					
	Arterial to Arterial	WB-65					
	Arterial to Collector	WB-65					
	Collector to Local	SU or WB-50					

Probable Cost Estimate



**Table B-76 Elimination of 3rd Westbound Lane, 5th Avenue
Probable Cost Estimate
Illinois Route 92 Traffic Study**

Item No.	Pay Item	Unit	Quantity	Unit Cost	Cost
1)	Pavement Removal	SY	2,560	\$ 12.00	\$ 30,714
2)	Pavement Replacement	SY	108	\$ 60.00	\$ 6,510
3)	Sidewalk Removal	SY	494	\$ 12.00	\$ 5,924
4)	Sidewalk Replacement	SY	489	\$ 36.00	\$ 17,614
5)	Curb and Gutter Removal	LF	1,893	\$ 5.00	\$ 9,467
6)	Curb and Gutter Replacement	LF	1,898	\$ 25.00	\$ 47,442
7)	SB 6.12 Median Replacement	SY	67	\$ 35.00	\$ 2,333
8)	Pavement Marking	LF	14,536	\$ 0.50	\$ 7,268
9)	Top Soil	SY	2,432	\$ 5.00	\$ 12,162
10)	Sodding	SY	2,432	\$ 1.00	\$ 2,432
11)	Inlet Type A w/ Frame and Grate Removal	EA	19	\$ 175.00	\$ 3,325
12)	Inlet Type A w/ Frame and Grate Replacement	EA	19	\$ 1,500.00	\$ 28,500
13)	Manhole Type A w/ Frame and Grate Removal	EA	0	\$ 250.00	\$ -
14)	Manhole Type A w/ Frame and Grate Replacement	EA	0	\$ 3,000.00	\$ -
15)	12" Storm Sewer Removal	LF	60	\$ 20.00	\$ 1,200
16)	15" Storm Sewer Removal	LF	96	\$ 20.00	\$ 1,920
17)	12" Storm Sewer Replacement	LF	42	\$ 50.00	\$ 2,100
18)	15" Storm Sewer Replacement	LF	48	\$ 50.00	\$ 2,400
				Undeveloped Design Details 20%	\$ 36,262
				Total	\$ 217,573
				Probable Cost Use	\$ 220,000



Stanley Consultants INC.

**Table B-75 2-Way Conversion of 6th Avenue & 7th Avenue
Probable Cost Estimate
Illinois Route 92 Traffic Study**

Item No.	Pay Item	Unit	Quantity	Unit Cost	Cost
1)	Pavement Removal	SY	19,758	\$ 12.00	\$ 237,092
2)	Pavement Replacement	SY	17,415	\$ 60.00	\$ 1,044,903
3)	Sidewalk Removal	SY	2,065	\$ 12.00	\$ 24,776
4)	Sidewalk Replacement	SY	2,070	\$ 36.00	\$ 74,518
5)	Curb and Gutter Removal	LF	7,319	\$ 5.00	\$ 36,597
6)	Curb and Gutter Replacement	LF	9,183	\$ 25.00	\$ 229,565
7)	SB 6.12 Median Replacement	SY	1,220	\$ 35.00	\$ 42,686
8)	Pavement Marking	LF	30,863	\$ 0.50	\$ 15,431
9)	Top Soil	SY	8,711	\$ 5.00	\$ 43,557
10)	Sodding	SY	8,711	\$ 5.00	\$ 43,557
11)	Inlet Type A w/ Frame and Grate Removal	EA	25	\$ 175.00	\$ 4,375
12)	Inlet Type A w/ Frame and Grate Replacement	EA	25	\$ 1,500.00	\$ 37,500
13)	Manhole Type A w/ Frame and Grate Removal	EA	0	\$ 250.00	\$ -
14)	Manhole Type A w/ Frame and Grate Replacement	EA	1	\$ 3,000.00	\$ 3,000
15)	12" Storm Sewer Removal	LF	24	\$ 20.00	\$ 480
16)	15" Storm Sewer Removal	LF	130	\$ 20.00	\$ 2,608
17)	12" Storm Sewer Replacement	LF	24	\$ 50.00	\$ 1,200
18)	15" Storm Sewer Replacement	LF	156	\$ 50.00	\$ 7,824
19)	21" Storm Sewer Replacement	LF	359	\$ 60.00	\$ 21,523
20)	Traffic Signal Replacement	LS	3	\$ 125,000.00	\$ 375,000
21)	Excavation	CY	3,014	\$ 25.00	\$ 75,338
				Undeveloped Design Details 20%	\$ 464,306
				Total	\$ 2,785,836
				Probable Cost Use	\$ 2,790,000



Table B-77 16th Street & 17th Street One-Way Pairs
Probable Cost Estimate
Illinois Route 92 Traffic Study

Item No.	Pay Item	Unit	Quantity	Unit Cost	Cost
1)	Pavement Removal	SY	6,726	\$ 12.00	\$ 80,709
2)	Pavement Replacement	SY	4,679	\$ 60.00	\$ 280,722
3)	Sidewalk Removal	SY	2,425	\$ 12.00	\$ 29,102
4)	Sidewalk Replacement	SY	1,946	\$ 36.00	\$ 70,070
5)	Curb and Gutter Removal	LF	4,902	\$ 5.00	\$ 24,509
6)	Curb and Gutter Replacement	LF	2,174	\$ 25.00	\$ 54,340
7)	SB 6.12 Median Replacement	SY	0	\$ 35.00	\$ -
8)	Pavement Marking	LF	20,855	\$ 0.50	\$ 10,428
9)	Top Soil	SY	2,362	\$ 5.00	\$ 11,812
10)	Sodding	SY	2,362	\$ 5.00	\$ 11,812
11)	Inlet Type A w/ Frame and Grate Removal	EA	20	\$ 175.00	\$ 3,500
12)	Inlet Type A w/ Frame and Grate Replacement	EA	20	\$ 1,500.00	\$ 30,000
13)	Manhole Type A w/ Frame and Grate Removal	EA	0	\$ 250.00	\$ -
14)	Manhole Type A w/ Frame and Grate Replacement	EA	0	\$ 3,000.00	\$ -
15)	15" Storm Sewer Removal	LF	107	\$ 20.00	\$ 2,149
16)	15" Storm Sewer Replacement	LF	215	\$ 50.00	\$ 10,774
17)	Traffic Signal Reconfigured	LS	1	\$ 15,000.00	\$ 15,000
18)	Excavation	CY	225	\$ 25.00	\$ 5,625
Undeveloped Design Details 20%					\$ 128,110
				Total	\$ 768,661
				Probable Cost Use	\$ 770,000



**Table B-78 11th Street Full Interchange
Probable Cost Estimate
Illinois Route 92 Traffic Study**

Item No.	Pay Item	Unit	Quantity	Unit Cost	Cost
1)	Pavement Removal	SY	9,478	\$ 12.00	\$ 113,740
2)	Pavement Replacement	SY	16,680	\$ 60.00	\$ 1,000,818
3)	Sidewalk Removal	SY	1,024	\$ 12.00	\$ 12,285
4)	Sidewalk Replacement	SY	1,099	\$ 36.00	\$ 39,572
5)	Curb and Gutter Removal	LF	5,957	\$ 5.00	\$ 29,783
6)	Curb and Gutter Replacement	LF	9,678	\$ 25.00	\$ 241,955
7)	SB 6.12 Median Replacement	SY	0	\$ 35.00	\$ -
8)	Pavement Marking	LF	20,147	\$ 0.50	\$ 10,074
9)	Top Soil	SY	6,937	\$ 5.00	\$ 34,685
10)	Sodding	SY	7,412	\$ 5.00	\$ 37,059
11)	Inlet Type A w/ Frame and Grate Removal	EA	24	\$ 175.00	\$ 4,200
12)	Inlet Type A w/ Frame and Grate Replacement	EA	28	\$ 1,500.00	\$ 42,000
13)	Manhole Type A w/ Frame and Grate Removal	EA	3	\$ 250.00	\$ 750
14)	Manhole Type A w/ Frame and Grate Replacement	EA	7	\$ 3,000.00	\$ 21,000
15)	12" Storm Sewer Removal	LF	160	\$ 20.00	\$ 3,200
16)	15" Storm Sewer Removal	LF	103	\$ 20.00	\$ 2,059
17)	12" Storm Sewer Replacement	LF	300	\$ 50.00	\$ 15,000
18)	15" Storm Sewer Replacement	LF	211	\$ 50.00	\$ 10,547
19)	18" Storm Sewer Replacement	LF	500	\$ 55.00	\$ 27,500
20)	Traffic Signal Reconfigured	LS	1	\$ 15,000.00	\$ 15,000
21)	Embankment	CY	19,060	\$ 25.00	\$ 476,500
22)	Excavation	CY	1,290	\$ 15.00	\$ 19,350
23)	Retaining Wall	SY	130	\$ 375.00	\$ 48,750
24)	Guardrail	LF	1,000	\$ 40.00	\$ 40,000
Undeveloped Design Details 20%					\$ 449,165
				Total	\$ 2,694,991
				Probable Cost Use	\$ 2,690,000

Appendix C

Existing Raw Data

Raw Traffic Count Data

Existing Traffic Signal and Timing Data

Raw Traffic Count Data

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 6thave&46thst
Site Code : 00000001
Start Date : 5/1/2007
Page No : 1

Groups Printed- Cars - SU & Bus - Multi-Unit

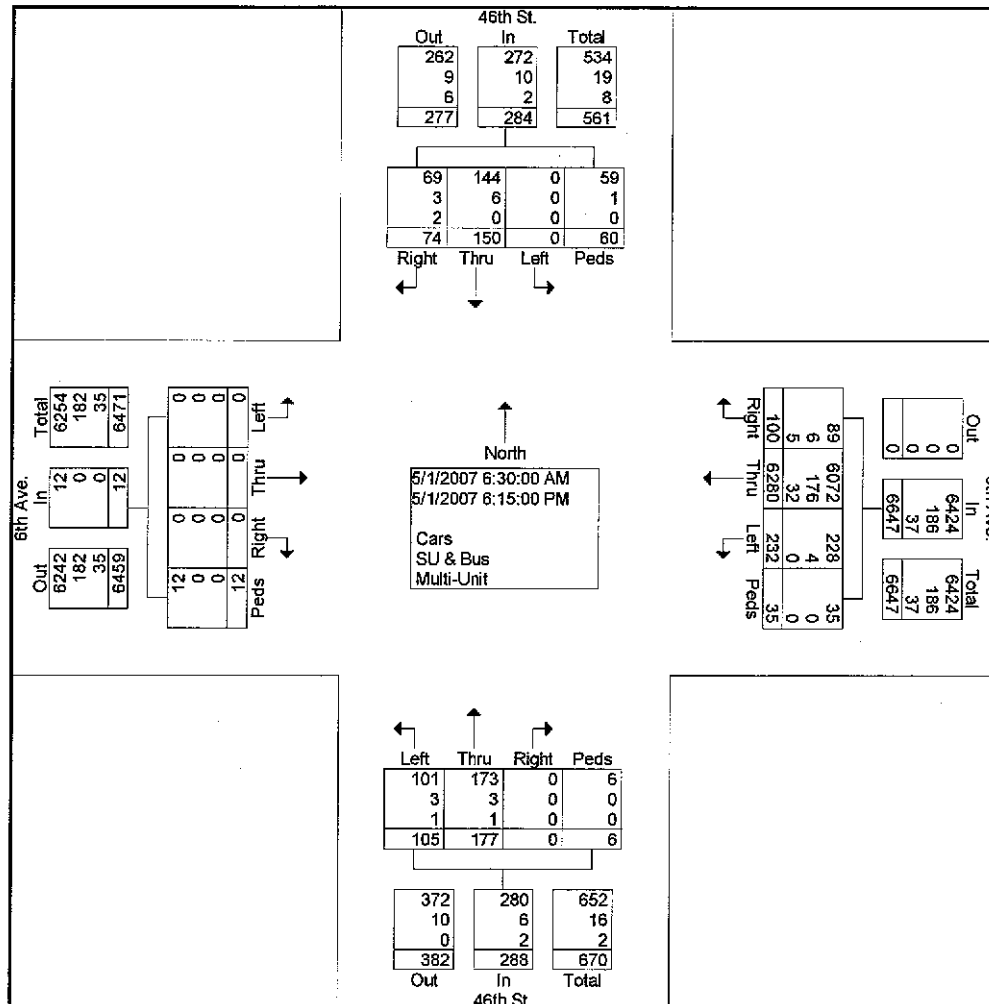
Start Time	46th St. From North					6th Ave. From East					46th St. From South					6th Ave. From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30	0	1	0	1	2	1	177	1	0	179	3	5	0	0	8	0	0	0	0	0	189
06:45	0	2	0	0	2	3	136	0	2	141	2	4	0	0	6	0	0	0	0	0	149
Total	0	3	0	1	4	4	313	1	2	320	5	9	0	0	14	0	0	0	0	0	338
07:00	0	2	0	0	2	1	115	0	1	117	1	4	0	0	5	0	0	0	1	1	125
07:15	0	2	0	0	2	1	165	3	0	169	2	4	0	0	6	0	0	0	0	0	177
07:30	0	2	1	0	3	2	213	0	0	215	1	3	0	0	4	0	0	0	0	0	222
07:45	0	3	3	0	6	4	230	1	0	235	2	12	0	0	14	0	0	0	0	0	255
Total	0	9	4	0	13	8	723	4	1	736	6	23	0	0	29	0	0	0	1	1	779
08:00	0	2	2	0	4	4	232	1	1	238	1	5	0	0	6	0	0	0	0	0	248
08:15	0	1	1	4	6	4	236	3	1	244	2	0	0	0	2	0	0	0	0	0	252
08:30	0	1	0	0	1	3	153	3	1	160	2	1	0	0	3	0	0	0	0	0	164
08:45	0	0	0	2	2	5	137	0	1	143	0	3	0	0	3	0	0	0	0	0	148
Total	0	4	3	6	13	16	758	7	4	785	5	9	0	0	14	0	0	0	0	0	812
09:00	0	1	3	1	5	3	138	2	1	144	2	5	0	3	10	0	0	0	0	0	159
09:15	0	4	2	0	6	4	94	0	0	98	2	1	0	0	3	0	0	0	0	0	107
09:30	0	2	2	0	4	2	90	5	0	97	0	1	0	0	1	0	0	0	0	0	102
09:45	0	7	2	1	10	3	106	0	0	109	1	4	0	1	6	0	0	0	0	0	125
Total	0	14	9	2	25	12	428	7	1	448	5	11	0	4	20	0	0	0	0	0	493
10:00	0	2	0	0	2	1	112	2	1	116	5	5	0	0	10	0	0	0	0	0	128
10:15	0	1	0	1	2	2	122	0	1	125	1	2	0	1	4	0	0	0	1	1	132
10:30	0	2	1	0	3	3	109	3	0	115	2	1	0	0	3	0	0	0	0	0	121
10:45	0	0	5	0	5	4	113	3	0	120	3	0	0	0	3	0	0	0	0	0	128
Total	0	5	6	1	12	10	456	8	2	476	11	8	0	1	20	0	0	0	1	1	509
Break																					
11:15	0	3	1	0	4	5	72	1	0	78	1	0	0	0	1	0	0	0	0	0	83
11:30	0	6	2	0	8	6	101	2	0	109	1	2	0	0	3	0	0	0	0	0	120
11:45	0	3	0	2	5	5	127	4	0	136	4	5	0	0	9	0	0	0	0	0	150
Total	0	12	3	2	17	16	300	7	0	323	6	7	0	0	13	0	0	0	0	0	353
12:00	0	1	2	0	3	5	128	7	0	140	2	5	0	0	7	0	0	0	1	1	151
12:15	0	2	0	1	3	4	125	1	0	130	0	5	0	0	5	0	0	0	0	0	138
12:30	0	3	0	0	3	4	109	3	0	116	4	2	0	0	6	0	0	0	1	1	126
12:45	0	3	1	1	5	3	97	6	0	106	4	2	0	0	6	0	0	0	0	0	117
Total	0	9	3	2	14	16	459	17	0	492	10	14	0	0	24	0	0	0	2	2	532
13:00	0	3	0	0	3	5	112	5	1	123	2	7	0	0	9	0	0	0	0	0	135
13:15	0	3	1	0	4	2	118	2	3	125	3	4	0	0	7	0	0	0	0	0	136
13:30	0	2	1	0	3	5	118	1	1	125	3	5	0	0	8	0	0	0	0	0	136
13:45	0	2	0	0	2	7	120	2	0	129	3	2	0	0	5	0	0	0	1	1	137
Total	0	10	2	0	12	19	468	10	5	502	11	18	0	0	29	0	0	0	1	1	544
Break																					
14:15	0	3	2	0	5	8	104	1	0	113	2	2	0	0	4	0	0	0	0	0	122
14:30	0	7	1	0	8	10	128	2	1	141	5	4	0	0	9	0	0	0	0	0	158
14:45	0	5	4	0	9	6	142	3	0	151	3	8	0	0	11	0	0	0	1	1	172
Total	0	15	7	0	22	24	374	6	1	405	10	14	0	0	24	0	0	0	1	1	452
15:00	0	3	0	0	3	9	122	3	0	134	1	6	0	0	7	0	0	0	0	0	144
15:15	0	3	3	0	6	12	150	0	0	162	2	7	0	0	9	0	0	0	0	0	177
15:30	0	5	0	1	6	5	159	6	1	171	5	4	0	0	9	0	0	0	0	0	186
15:45	0	0	2	0	2	7	156	2	2	167	4	5	0	0	9	0	0	0	1	1	179
Total	0	11	5	1	17	33	587	11	3	634	12	22	0	0	34	0	0	0	1	1	686
16:00	0	11	3	7	21	4	141	1	0	146	2	3	0	0	5	0	0	0	0	0	172
16:15	0	3	2	2	7	9	140	2	1	152	4	2	0	0	6	0	0	0	1	1	166
16:30	0	4	5	0	9	8	169	2	0	179	2	4	0	0	6	0	0	0	1	1	195
16:45	0	3	8	0	11	6	175	3	3	187	1	6	0	1	8	0	0	0	0	0	206
Total	0	21	18	9	48	27	625	8	4	664	9	15	0	1	25	0	0	0	2	2	739

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Groups Printed- Cars - SU & Bus - Multi-Unit

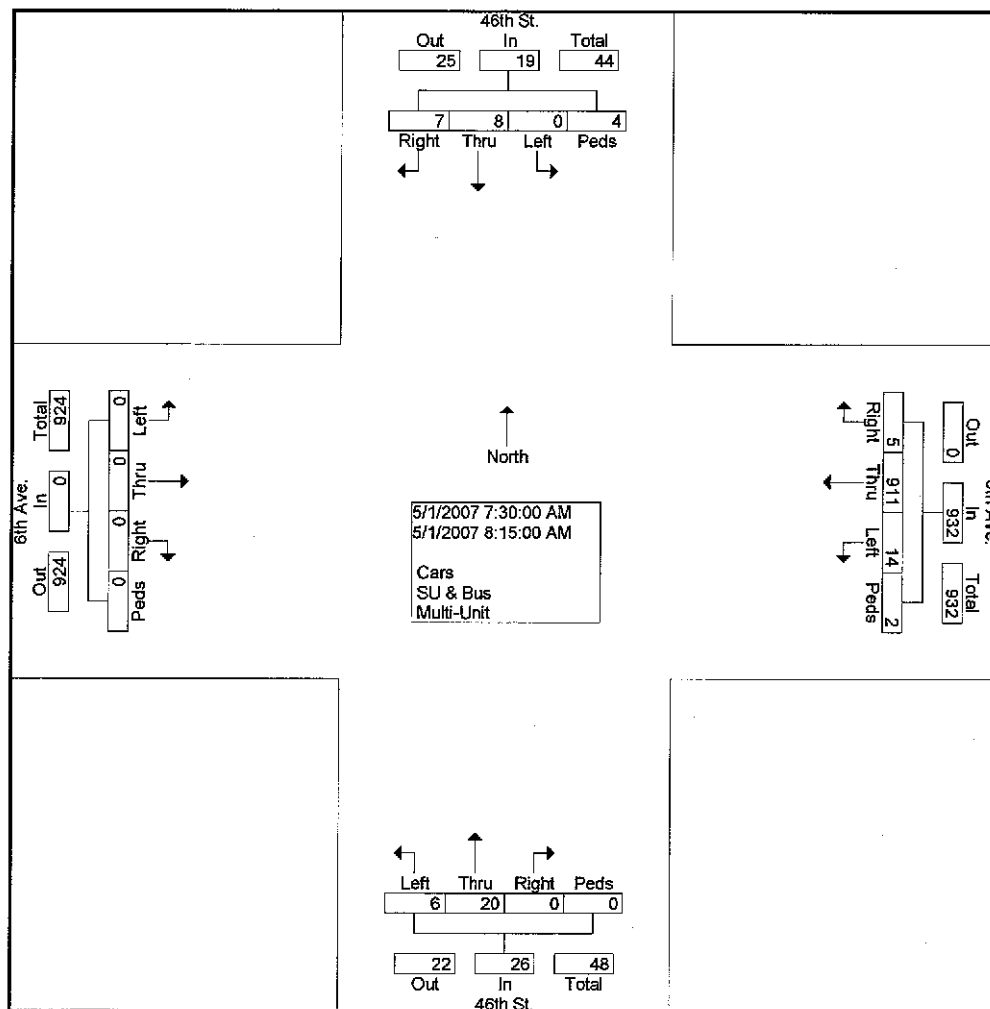
Start Time	46th St. From North					6th Ave. From East					46th St. From South					6th Ave. From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
17:00	0	7	1	3	11	5	199	2	0	206	1	4	0	0	5	0	0	0	0	0	222
17:15	0	9	6	0	15	9	146	1	0	156	3	5	0	0	8	0	0	0	1	1	180
17:30	0	7	4	20	31	7	146	3	0	156	6	2	0	0	8	0	0	0	1	1	196
17:45	0	9	2	13	24	10	122	3	4	139	2	9	0	0	11	0	0	0	1	1	175
Total	0	32	13	36	81	31	613	9	4	657	12	20	0	0	32	0	0	0	3	3	773
18:00	0	2	1	0	3	9	92	2	8	111	0	3	0	0	3	0	0	0	0	0	117
18:15	0	3	0	0	3	7	84	3	0	94	3	4	0	0	7	0	0	0	0	0	104
Grand Total	0	150	74	60	284	232	628	100	35	6647	105	177	0	6	288	0	0	0	12	12	7231
Apprch %	0.0	52.8	26.1	21.1		3.5	94.5	1.5	0.5		36.5	61.5	0.0	2.1		0.0	0.0	0.0	100.0		
Total %	0.0	2.1	1.0	0.8	3.9	3.2	86.8	1.4	0.5	91.9	1.5	2.4	0.0	0.1	4.0	0.0	0.0	0.0	0.2	0.2	



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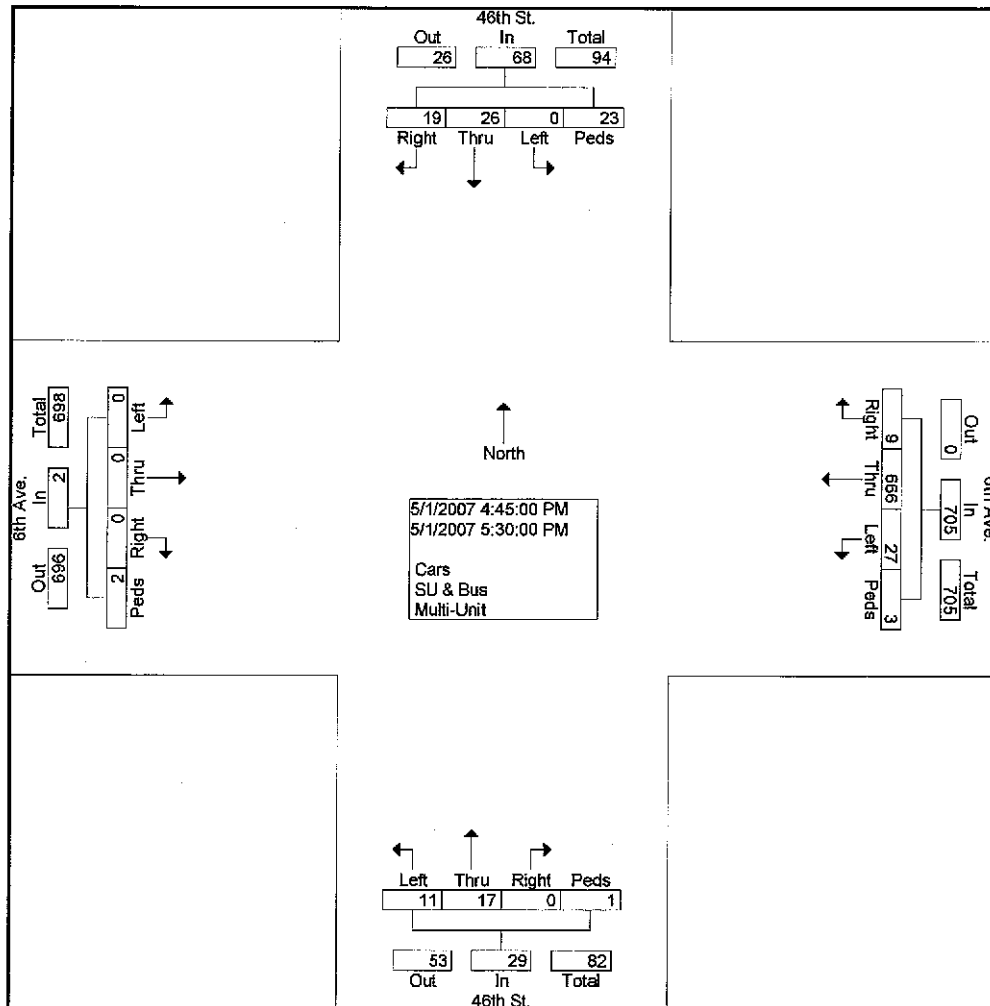
	46th St. From North					6th Ave. From East					46th St. From South					6th Ave. From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	0	8	7	4	19	14	911	5	2	932	6	20	0	0	26	0	0	0	0	0	977
Percent	0.0	42.1	36.8	21.1		1.5	97.7	0.5	0.2		23.1	76.9	0.0	0.0		0.0	0.0	0.0	0.0		
07:45																					
Volume	0	3	3	0	6	4	230	1	0	235	2	12	0	0	14	0	0	0	0	0	255
Peak Factor																					0.958
High Int.	07:45					08:15					07:45					6:15:00 AM					
Volume	0	3	3	0	6	4	236	3	1	244	2	12	0	0	14						
Peak Factor	0.79					0.95					0.46										
	2					5					4										



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	46th St. From North					6th Ave. From East					46th St. From South					6th Ave. From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	26	19	23	68	27	666	9	3	705	11	17	0	1	29	0	0	0	2	2	804
Percent	0.0	38.2	27.9	33.8		3.8	94.5	1.3	0.4		37.9	58.6	0.0	3.4		0.0	0.0	0.0	100.0		
17:00																					
Volume	0	7	1	3	11	5	199	2	0	206	1	4	0	0	5	0	0	0	0	0	222
Peak Factor																					0.905
High Int.	17:30					17:00					16:45					17:15					
Volume	0	7	4	20	31	5	199	2	0	206	1	6	0	1	8	0	0	0	1	1	
Peak Factor	0.548					0.856					0.906					0.500					



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Groups Printed- Cars - SU & Bus - Multi-Unit

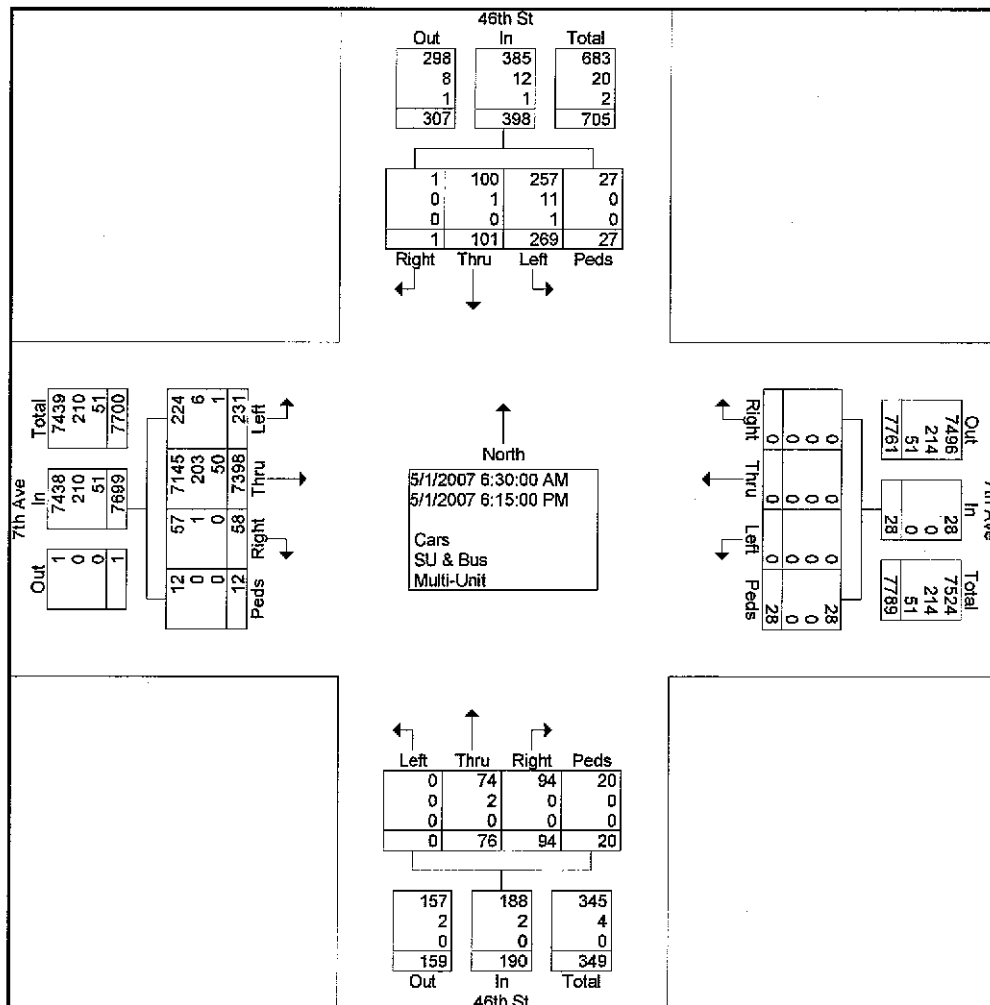
Start Time	46th St From North					7th Ave From East					46th St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6	73	0	0	79	81
06:45	4	1	0	0	5	0	0	0	0	0	0	0	2	0	2	7	81	2	3	93	100
Total	4	1	0	0	5	0	0	0	0	0	0	2	2	0	4	13	154	2	3	172	181
07:00	5	0	0	0	5	0	0	0	2	2	0	1	1	1	3	5	93	0	0	98	108
07:15	3	0	0	1	4	0	0	0	1	1	0	3	3	0	6	3	97	0	0	100	111
07:30	5	0	0	0	5	0	0	0	0	0	0	0	2	0	2	6	125	1	0	132	139
07:45	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	13	149	3	0	165	172
Total	19	1	0	1	21	0	0	0	3	3	0	4	6	1	11	27	464	4	0	495	530
08:00	2	2	0	0	4	0	0	0	2	2	0	0	3	0	3	3	152	0	0	155	164
08:15	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2	1	142	0	0	143	150
08:30	4	0	0	0	4	0	0	0	2	2	0	2	1	1	4	2	153	2	1	158	168
08:45	2	0	1	0	3	0	0	0	1	1	0	0	0	1	1	5	132	0	0	137	142
Total	10	5	1	0	16	0	0	0	5	5	0	3	5	2	10	11	579	2	1	593	624
09:00	3	3	0	0	6	0	0	0	0	0	0	0	3	0	3	7	113	0	0	120	129
09:15	7	2	0	0	9	0	0	0	0	0	0	2	4	0	6	1	125	0	0	126	141
09:30	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	2	128	1	0	131	136
09:45	10	1	0	1	12	0	0	0	0	0	0	0	2	2	4	5	125	1	0	131	147
Total	23	7	0	1	31	0	0	0	0	0	0	2	10	2	14	15	491	2	0	508	553
10:00	2	1	0	1	4	0	0	0	0	0	0	5	3	1	9	6	103	1	0	110	123
10:15	3	2	0	0	5	0	0	0	0	0	0	0	1	0	1	4	126	0	0	130	136
10:30	3	1	0	0	4	0	0	0	0	0	0	1	3	0	4	5	131	2	0	138	146
10:45	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	2	108	1	0	111	115
Total	9	6	0	1	16	0	0	0	0	0	0	6	8	1	15	17	468	4	0	489	520
Break																					
11:15	4	5	0	0	9	0	0	0	0	0	0	1	0	0	1	0	99	0	2	101	111
11:30	9	3	0	0	12	0	0	0	0	0	0	1	1	1	3	3	144	2	0	149	164
11:45	7	1	0	0	8	0	0	0	0	0	0	2	3	0	5	6	174	2	0	182	195
Total	20	9	0	0	29	0	0	0	0	0	0	4	4	1	9	9	417	4	2	432	470
12:00	4	3	0	2	9	0	0	0	0	0	0	2	0	0	2	6	143	2	2	153	164
12:15	3	2	0	0	5	0	0	0	0	0	0	2	2	0	4	3	114	0	0	117	126
12:30	4	1	0	0	5	0	0	0	0	0	0	4	5	0	9	4	145	3	1	153	167
12:45	3	3	0	0	6	0	0	0	0	0	0	2	5	0	7	4	126	1	0	131	144
Total	14	9	0	2	25	0	0	0	0	0	0	10	12	0	22	17	528	6	3	554	601
13:00	5	4	0	0	9	0	0	0	0	0	0	2	4	0	6	8	129	2	0	139	154
13:15	3	3	0	0	6	0	0	0	0	0	0	2	1	0	3	5	191	0	0	196	205
13:30	6	1	0	0	7	0	0	0	0	0	0	2	1	0	3	4	157	1	0	162	172
13:45	5	3	0	0	8	0	0	0	0	0	0	1	2	0	3	4	152	1	0	157	168
Total	19	11	0	0	30	0	0	0	0	0	0	7	8	0	15	21	629	4	0	654	699
14:00	1	1	0	2	4	0	0	0	0	0	0	3	0	0	3	6	172	3	0	181	188
14:15	12	5	0	1	18	0	0	0	0	0	0	2	0	0	2	4	144	0	0	148	168
14:30	8	2	0	0	10	0	0	0	0	0	0	5	3	0	8	8	207	1	0	216	234
14:45	6	3	0	0	9	0	0	0	0	0	0	3	3	0	6	6	141	0	0	147	162
Total	27	11	0	3	41	0	0	0	0	0	0	13	6	0	19	24	664	4	0	692	752
15:00	5	4	0	0	9	0	0	0	0	0	0	3	4	2	9	5	193	0	0	198	216
15:15	9	2	0	0	11	0	0	0	0	0	0	2	1	1	4	8	239	4	1	252	267
15:30	12	1	0	1	14	0	0	0	0	0	0	2	1	0	3	8	270	0	0	278	295
15:45	5	1	0	0	6	0	0	0	0	0	0	3	0	8	11	12	200	3	0	215	232
Total	31	8	0	1	40	0	0	0	0	0	0	10	6	11	27	33	902	7	1	943	1010

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Groups Printed- Cars - SU & Bus - Multi-Unit

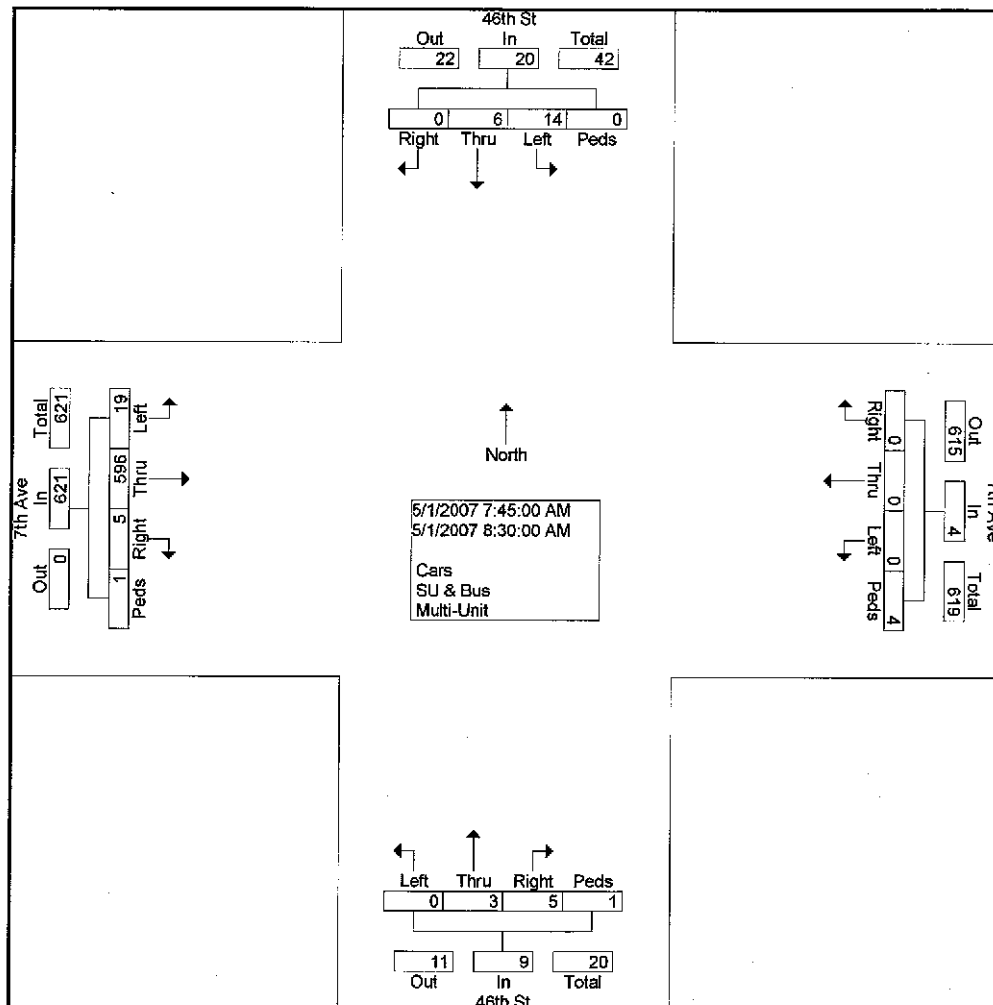
Start Time	46th St From North					7th Ave From East					46th St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	15	1	0	0	16	0	0	0	0	0	0	2	1	0	3	2	250	1	1	254	273
16:15	1	8	0	0	9	0	0	0	0	0	0	2	4	0	6	2	183	1	0	186	201
16:30	9	3	0	0	12	0	0	0	0	0	0	2	1	0	3	6	317	1	0	324	339
16:45	6	3	0	0	9	0	0	0	0	0	0	0	3	0	3	4	277	1	0	282	294
Total	31	15	0	0	46	0	0	0	0	0	0	6	9	0	15	14	1027	4	1	1046	1107
17:00	13	2	0	0	15	0	0	0	0	0	0	0	2	2	4	5	262	3	0	270	289
17:15	7	6	0	0	13	0	0	0	1	1	0	1	1	0	2	9	222	2	0	233	249
17:30	14	0	0	10	24	0	0	0	0	0	0	4	4	0	8	5	196	7	1	209	241
17:45	15	4	0	8	27	0	0	0	10	10	0	1	5	0	6	6	129	1	0	136	179
Total	49	12	0	18	79	0	0	0	11	11	0	6	12	2	20	25	809	13	1	848	958
18:00	6	1	0	0	7	0	0	0	8	8	0	1	2	0	3	2	137	0	0	139	157
18:15	7	5	0	0	12	0	0	0	1	1	0	2	4	0	6	3	129	2	0	134	153
Grand Total	269	101	1	27	398	0	0	0	28	28	0	76	94	20	190	231	7398	58	12	7699	8315
Apprch %	67.6	25.4	0.3	6.8		0.0	0.0	0.0	100.0		0.0	40.0	49.5	10.5		3.0	96.1	0.8	0.2		
Total %	3.2	1.2	0.0	0.3	4.8	0.0	0.0	0.0	0.3	0.3	0.0	0.9	1.1	0.2	2.3	2.8	89.0	0.7	0.1	92.6	



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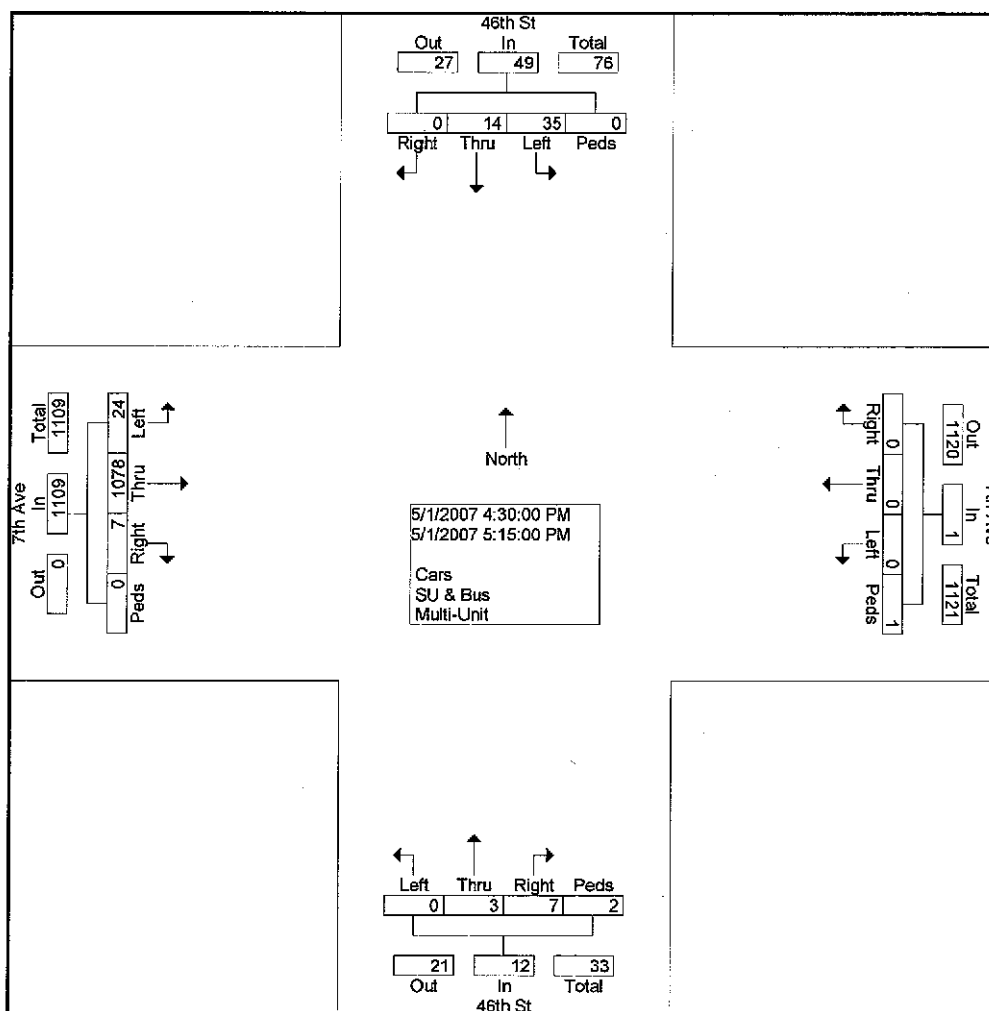
	46th St From North					7th Ave From East					46th St From South					7th Ave From West					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersect on	07:45																				
Volume	14	6	0	0	20	0	0	0	4	4	0	3	5	1	9	19	596	5	1	621	654
Percent	70.	30.	0.0	0.0		0.0	0.0	0.0	100		0.0	33.	55.	11.		3.1	96.	0.8	0.2		
	0	0							0			3	6	1			0				
07:45 Volume	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	13	149	3	0	165	172
Peak Factor																					0.951
High Int.	07:45					08:00					08:30					07:45					
Volume	6	1	0	0	7	0	0	0	2	2	0	2	1	1	4	13	149	3	0	165	
Peak Factor	0.71					0.50					0.56					0.94					
	4					0					3					1					



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	46th St From North					7th Ave From East					46th St From South					7th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:30																				
Volume	35	14	0	0	49	0	0	0	1	1	0	3	7	2	12	24	107	7	0	1109	1171
Percent	71.4	28.6	0.0	0.0		0.0	0.0	0.0	100.0		0.0	25.0	58.3	16.7		2.2	97.2	0.6	0.0		
16:30 Volume Peak Factor	9	3	0	0	12	0	0	0	0	0	0	2	1	0	3	6	317	1	0	324	339
High Int. Volume Peak Factor	17:00 13	2	0	0	15 0.81 7	17:15 0	0	0	1	1 0.25 0	17:00 0	0	2	2	4 0.75 0	16:30 6	317	1	0	324 0.85 6	0.864



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 7thAve&44thSt
Site Code : 00000004
Start Date : 5/2/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

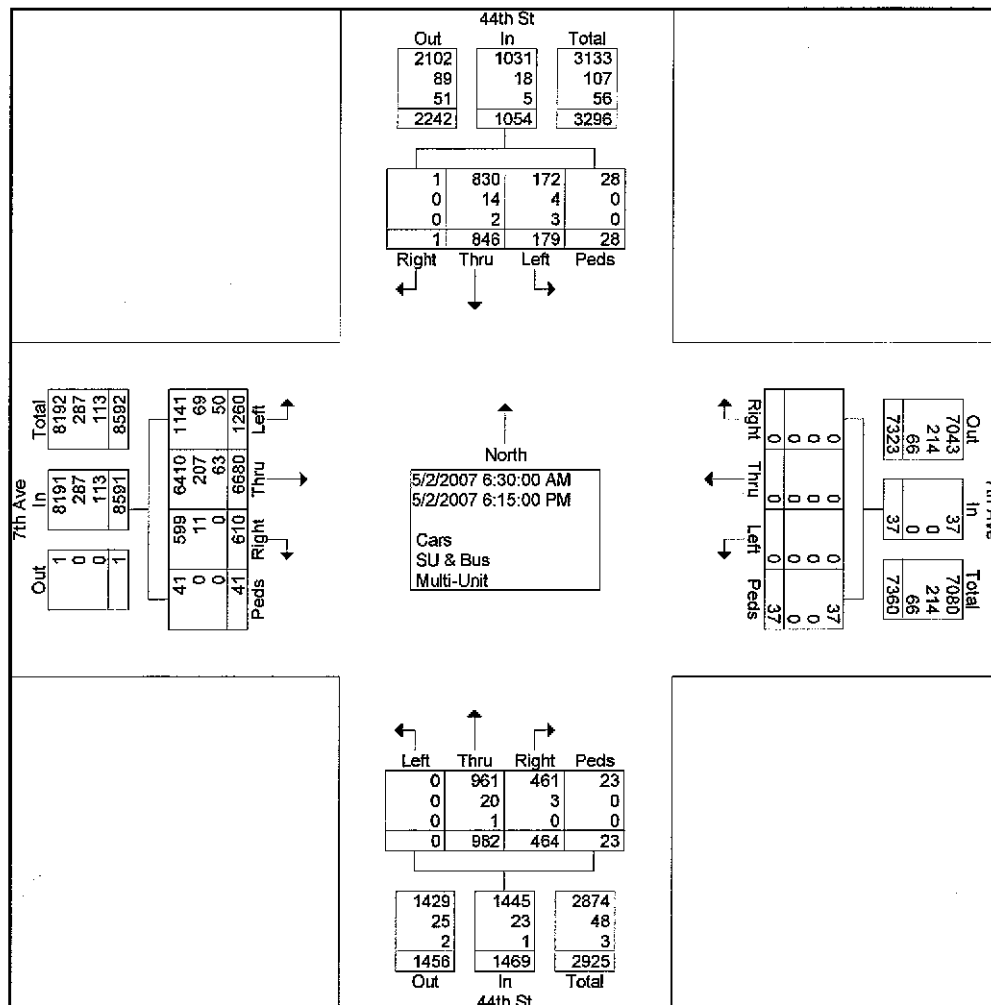
Start Time	44th St From North					7th Ave From East					44th St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	1	8	0	0	9	0	0	0	0	0	0	22	14	0	36	13	75	3	0	91	136
06:45	1	8	0	0	9	0	0	0	0	0	0	22	22	0	44	22	73	2	1	98	151
Total	2	16	0	0	18	0	0	0	0	0	0	44	36	0	80	35	148	5	1	189	287
07:00	2	9	0	0	11	0	0	0	6	6	0	24	16	1	41	22	61	10	1	94	152
07:15	3	6	0	0	9	0	0	0	0	0	0	28	9	0	37	26	99	0	0	125	171
07:30	0	16	0	4	20	0	0	0	0	0	0	37	26	0	63	36	121	5	1	163	246
07:45	2	12	0	10	24	0	0	0	0	0	0	35	18	0	53	45	134	9	6	194	271
Total	7	43	0	14	64	0	0	0	6	6	0	124	69	1	194	129	415	24	8	576	840
08:00	3	14	0	0	17	0	0	0	1	1	0	31	22	2	55	25	98	12	2	137	210
08:15	1	13	0	0	14	0	0	0	0	0	0	22	16	0	38	28	109	3	0	140	192
08:30	3	16	0	0	19	0	0	0	0	0	0	28	3	0	31	22	103	8	2	135	185
08:45	3	7	0	2	12	0	0	0	3	3	0	24	9	3	36	15	86	9	1	111	162
Total	10	50	0	2	62	0	0	0	4	4	0	105	50	5	160	90	396	32	5	523	749
09:00	5	8	0	0	13	0	0	0	0	0	0	11	2	0	13	11	90	9	0	110	136
09:15	0	4	0	0	4	0	0	0	0	0	0	13	5	0	18	22	107	11	0	140	162
09:30	7	9	0	0	16	0	0	0	0	0	0	18	3	0	21	22	93	2	0	117	154
09:45	4	9	0	0	13	0	0	0	0	0	0	13	9	0	22	21	93	3	0	117	152
Total	16	30	0	0	46	0	0	0	0	0	0	55	19	0	74	76	383	25	0	484	604
10:00	2	9	0	0	11	0	0	0	0	0	0	24	5	0	29	16	89	9	0	114	154
10:15	1	7	0	0	8	0	0	0	0	0	0	19	6	0	25	26	98	9	0	133	166
10:30	2	16	0	2	20	0	0	0	0	0	0	21	5	0	26	22	126	8	0	156	202
10:45	2	19	0	0	21	0	0	0	0	0	0	20	3	1	24	26	101	13	0	140	185
Total	7	51	0	2	60	0	0	0	0	0	0	84	19	1	104	90	414	39	0	543	707
11:00	2	18	1	0	21	0	0	0	0	0	0	20	4	0	24	25	132	8	2	167	212
11:15	3	15	0	0	18	0	0	0	0	0	0	25	6	0	31	28	120	10	0	158	207
11:30	2	23	0	0	25	0	0	0	1	1	0	8	8	0	16	28	120	18	0	166	208
11:45	4	13	0	0	17	0	0	0	2	2	0	23	7	0	30	25	134	20	1	180	229
Total	11	69	1	0	81	0	0	0	3	3	0	76	25	0	101	106	506	56	3	671	856
12:00	7	22	0	0	29	0	0	0	0	0	0	14	6	4	24	26	141	8	3	178	231
12:15	4	16	0	0	20	0	0	0	1	1	0	31	15	0	46	20	118	6	0	144	211
12:30	3	17	0	0	20	0	0	0	0	0	0	21	8	0	29	24	125	9	0	158	207
12:45	2	16	0	0	18	0	0	0	2	2	0	23	6	1	30	29	142	13	0	184	234
Total	16	71	0	0	87	0	0	0	3	3	0	89	35	5	129	99	526	36	3	664	883
13:00	2	20	0	0	22	0	0	0	0	0	0	22	9	1	32	32	133	11	0	176	230
13:15	6	7	0	0	13	0	0	0	2	2	0	11	15	2	28	29	129	13	1	172	215
13:30	7	22	0	0	29	0	0	0	1	1	0	21	9	0	30	26	155	18	0	199	259
13:45	3	12	0	0	15	0	0	0	0	0	0	20	9	0	29	21	139	13	0	173	217
Total	18	61	0	0	79	0	0	0	3	3	0	74	42	3	119	108	556	55	1	720	921
14:00	8	12	0	0	20	0	0	0	0	0	0	24	12	0	36	31	189	14	0	234	290
14:15	6	20	0	0	26	0	0	0	0	0	0	19	10	0	29	27	197	14	0	238	293
14:30	10	16	0	0	26	0	0	0	0	0	0	15	9	0	24	19	174	16	0	209	259
Break																					
Total	24	48	0	0	72	0	0	0	0	0	0	58	31	0	89	77	560	44	0	681	842
15:00	7	20	0	5	32	0	0	0	2	2	0	24	8	2	34	29	187	28	0	244	312
15:15	10	33	0	0	43	0	0	0	0	0	0	19	9	0	28	33	195	16	2	246	317
15:30	3	36	0	0	39	0	0	0	0	0	0	25	8	0	33	26	250	17	0	293	365
15:45	5	30	0	0	35	0	0	0	3	3	0	21	5	0	26	37	189	22	5	253	317
Total	25	119	0	5	149	0	0	0	5	5	0	89	30	2	121	125	821	83	7	1036	1311

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 7thAve&44thSt
Site Code : 00000004
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Groups Printed- Cars - SU & Bus - Multi-Unit

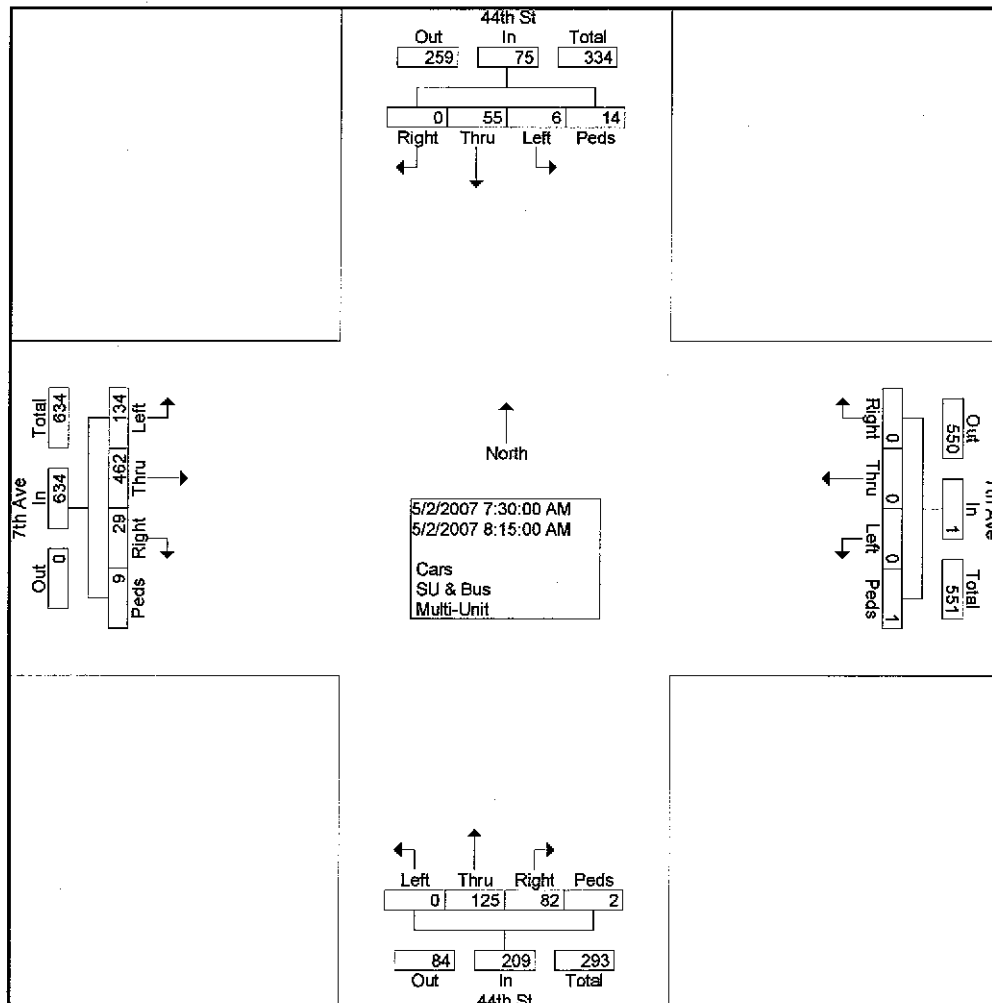
Start Time	44th St From North					7th Ave From East					44th St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	6	25	0	0	31	0	0	0	4	4	0	16	11	0	27	43	199	34	0	276	338
16:15	2	36	0	0	38	0	0	0	0	0	0	17	12	5	34	29	200	21	7	257	329
16:30	5	45	0	3	53	0	0	0	2	2	0	15	9	0	24	47	279	30	0	356	435
16:45	4	37	0	0	41	0	0	0	0	0	0	22	11	0	33	36	236	20	2	294	368
Total	17	143	0	3	163	0	0	0	6	6	0	70	43	5	118	155	914	105	9	1183	1470
17:00	5	28	0	0	33	0	0	0	0	0	0	18	13	1	32	37	277	23	1	338	403
17:15	6	41	0	0	47	0	0	0	4	4	0	23	13	0	36	38	187	21	0	246	333
17:30	6	13	0	0	19	0	0	0	1	1	0	19	11	0	30	33	183	14	3	233	283
17:45	3	21	0	2	26	0	0	0	0	0	0	21	10	0	31	18	130	14	0	162	219
Total	20	103	0	2	125	0	0	0	5	5	0	81	47	1	129	126	777	72	4	979	1238
18:00	2	21	0	0	23	0	0	0	1	1	0	17	9	0	26	18	149	15	0	182	232
18:15	4	21	0	0	25	0	0	0	1	1	0	16	9	0	25	26	115	19	0	160	211
Grand Total	179	846	1	28	1054	0	0	0	37	37	0	982	464	23	1469	126	668	610	41	8591	1115
Apprch %	17.0	80.3	0.1	2.7		0.0	0.0	0.0	100.0		0.0	66.8	31.6	1.6		14.7	77.8	7.1	0.5		1
Total %	1.6	7.6	0.0	0.3	9.5	0.0	0.0	0.0	0.3	0.3	0.0	8.8	4.2	0.2	13.2	11.3	59.9	5.5	0.4	77.0	



City of Rock Island
IL 92 Traffic Study
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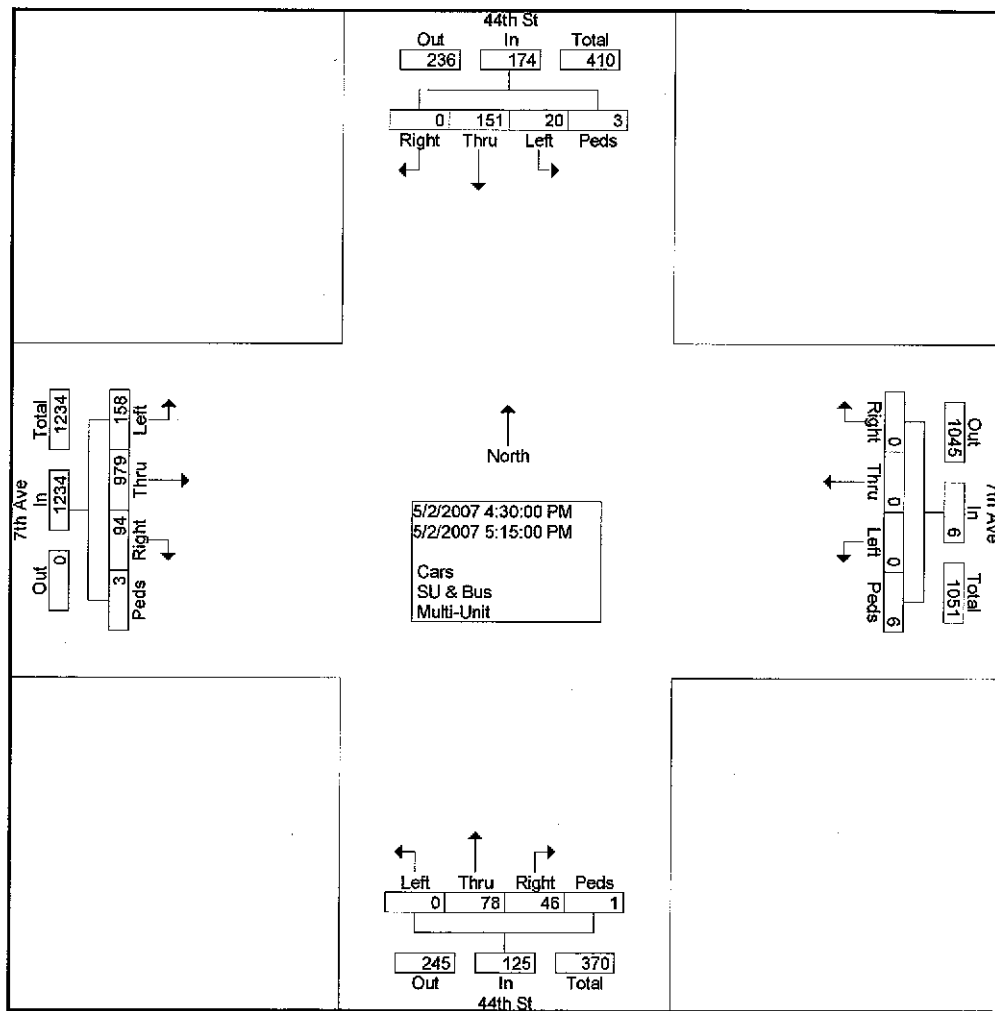
	44th St From North					7th Ave From East					44th St From South					7th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	6	55	0	14	75	0	0	0	1	1	0	125	82	2	209	134	462	29	9	634	919
Percent	8.0	73.3	0.0	18.7		0.0	0.0	0.0	100.0		0.0	59.8	39.2	1.0		21.1	72.9	4.6	1.4		
07:45 Volume	2	12	0	10	24	0	0	0	0	0	0	35	18	0	53	45	134	9	6	194	271
Peak Factor																					0.848
High Int.	07:45					08:00					07:30					07:45					
Volume	2	12	0	10	24	0	0	0	1	1	0	37	26	0	63	45	134	9	6	194	
Peak Factor	0.78					0.25					0.82					0.81					
	1					0					9					7					



City of Rock Island
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	44th St From North					7th Ave From East					44th St From South					7th Ave From West					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:30																				
Volume	20	151	0	3	174	0	0	0	6	6	0	78	46	1	125	158	979	94	3	1234	1539
Percent	11.5	86.8	0.0	1.7		0.0	0.0	0.0	100.0		0.0	62.4	36.8	0.8		12.8	79.3	7.6	0.2		
16:30 Volume	5	45	0	3	53	0	0	0	2	2	0	15	9	0	24	47	279	30	0	356	435
Peak Factor																					0.884
High Int.	16:30					17:15					17:15					16:30					
Volume	5	45	0	3	53	0	0	0	4	4	0	23	13	0	36	47	279	30	0	356	
Peak Factor	0.82					0.37					0.86					0.86					
	1					5					8					7					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 6thAve&44thSt
Site Code : 00000003
Start Date : 5/2/2007
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Groups Printed- Cars - SU & Bus - Multi-unit

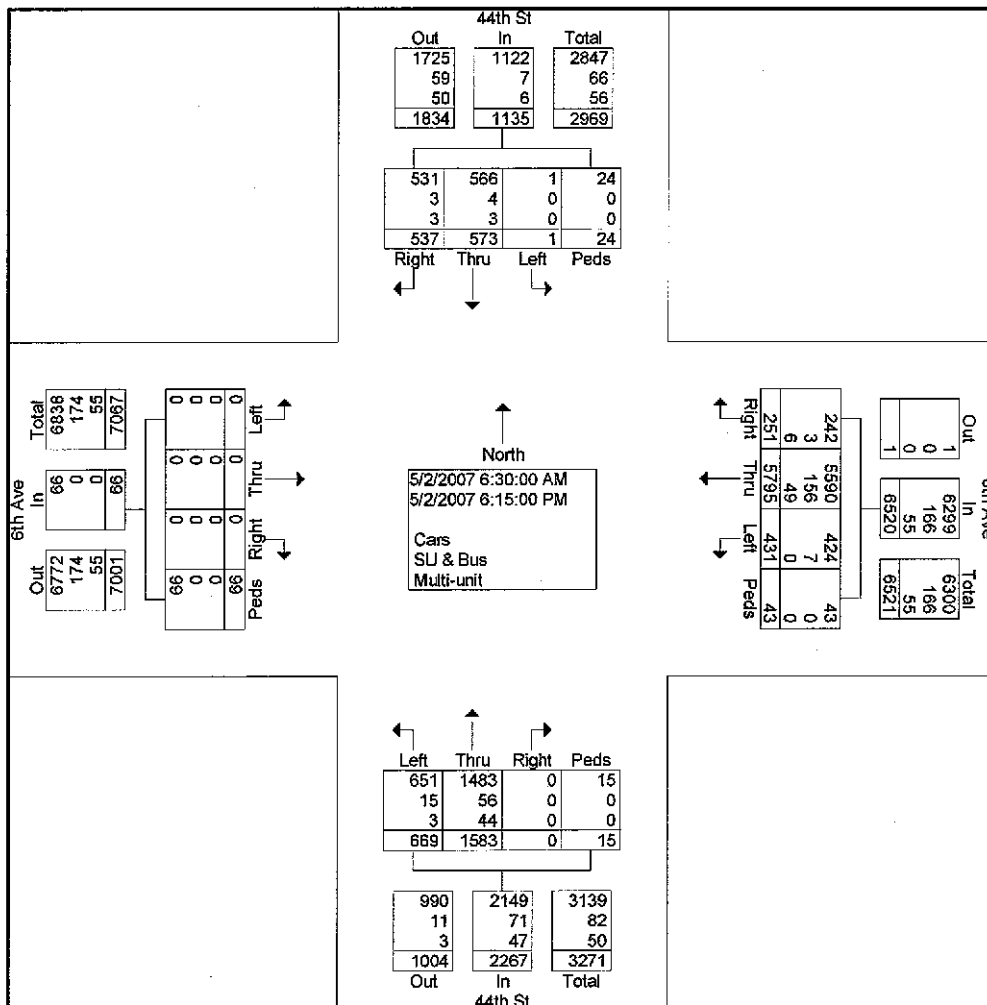
Start Time	44th St From North					6th Ave From East					44th St From South					6th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	4	6	0	10	3	160	12	0	175	11	29	0	1	41	0	0	0	0	0	226
06:45	0	6	4	0	10	5	120	12	1	138	13	36	0	0	49	0	0	0	2	2	199
Total	0	10	10	0	20	8	280	24	1	313	24	65	0	1	90	0	0	0	2	2	425
07:00	0	8	11	0	19	4	91	5	1	101	10	31	0	1	42	0	0	0	0	0	162
07:15	0	6	16	1	23	3	157	7	4	171	13	41	0	0	54	0	0	0	5	5	253
07:30	0	7	9	0	16	5	176	6	0	187	14	60	0	0	74	0	0	0	2	2	279
07:45	0	5	12	0	17	6	235	8	0	249	21	51	0	0	72	0	0	0	1	1	339
Total	0	26	48	1	75	18	659	26	5	708	58	183	0	1	242	0	0	0	8	8	1033
08:00	0	10	17	0	27	10	147	8	1	166	22	43	0	1	66	0	0	0	3	3	262
08:15	0	6	16	0	22	5	164	10	0	179	13	38	0	0	51	0	0	0	0	0	252
08:30	0	13	13	2	28	7	128	5	0	140	15	35	0	0	50	0	0	0	1	1	219
08:45	0	9	14	1	24	2	113	1	0	116	15	21	0	0	36	0	0	0	2	2	178
Total	0	38	60	3	101	24	552	24	1	601	65	137	0	1	203	0	0	0	6	6	911
09:00	0	11	6	0	17	3	91	3	0	97	6	20	0	0	26	0	0	0	0	0	140
09:15	0	3	11	0	14	2	78	6	0	86	10	25	0	0	35	0	0	0	1	1	136
09:30	0	10	9	1	20	6	95	9	0	110	15	29	0	0	44	0	0	0	0	0	174
09:45	0	8	14	1	23	2	103	3	0	108	11	25	0	0	36	0	0	0	1	1	168
Total	0	32	40	2	74	13	367	21	0	401	42	99	0	0	141	0	0	0	2	2	618
10:00	0	6	10	0	16	4	80	4	1	89	16	25	0	0	41	0	0	0	0	0	146
10:15	0	6	6	0	12	5	74	3	0	82	16	25	0	0	41	0	0	0	1	1	136
10:30	0	13	2	0	15	4	89	7	0	100	13	32	0	0	45	0	0	0	1	1	161
10:45	0	15	16	0	31	6	99	1	0	106	11	33	0	0	44	0	0	0	4	4	185
Total	0	40	34	0	74	19	342	15	1	377	56	115	0	0	171	0	0	0	6	6	628
Break																					
11:15	0	8	11	0	19	4	80	2	0	86	14	28	0	0	42	0	0	0	0	0	147
11:30	0	13	13	0	26	10	92	5	2	109	6	36	0	0	42	0	0	0	0	0	177
11:45	0	9	16	0	25	8	108	8	0	124	12	37	0	0	49	0	0	0	3	3	201
Total	0	30	40	0	70	22	280	15	2	319	32	101	0	0	133	0	0	0	3	3	525
12:00	0	20	14	1	35	10	102	2	0	114	7	29	0	0	36	0	0	0	1	1	186
12:15	0	13	9	0	22	8	109	6	1	124	20	38	0	0	58	0	0	0	0	0	204
12:30	1	11	14	0	26	9	107	1	0	117	16	28	0	1	45	0	0	0	0	0	188
12:45	0	7	10	1	18	10	105	4	0	119	18	32	0	0	50	0	0	0	0	0	187
Total	1	51	47	2	101	37	423	13	1	474	61	127	0	1	189	0	0	0	1	1	765
13:00	0	15	12	0	27	6	118	6	3	133	11	47	0	0	58	0	0	0	5	5	223
13:15	0	7	4	0	11	8	127	5	0	140	13	25	0	0	38	0	0	0	0	0	189
13:30	0	8	1	0	9	20	158	6	2	186	21	30	0	0	51	0	0	0	1	1	247
13:45	0	4	6	2	12	9	140	2	0	151	17	20	0	0	37	0	0	0	1	1	201
Total	0	34	23	2	59	43	543	19	5	610	62	122	0	0	184	0	0	0	7	7	860
14:00	0	8	5	1	14	8	150	4	0	162	17	31	0	1	49	0	0	0	1	1	226
14:15	0	11	2	0	13	12	154	4	0	170	22	27	0	0	49	0	0	0	0	0	232
14:30	0	12	3	0	15	13	166	6	0	185	13	23	0	0	36	0	0	0	1	1	237
14:45	0	15	5	0	20	17	150	7	0	174	18	30	0	0	48	0	0	0	3	3	245
Total	0	46	15	1	62	50	620	21	0	691	70	111	0	1	182	0	0	0	5	5	940
15:00	0	14	10	2	26	16	139	5	5	165	25	28	0	5	58	0	0	0	2	2	251
15:15	0	30	15	3	48	11	110	3	0	124	11	38	0	0	49	0	0	0	3	3	224
15:30	0	17	19	0	36	18	142	4	0	164	15	38	0	0	53	0	0	0	1	1	254
15:45	0	29	13	0	42	8	153	5	3	169	20	43	0	1	64	0	0	0	4	4	279
Total	0	90	57	5	152	53	544	17	8	622	71	147	0	6	224	0	0	0	10	10	1008

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 6thAve&44thSt
Site Code : 00000003
Start Date : 5/2/2007
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Groups Printed- Cars - SU & Bus - Multi-unit

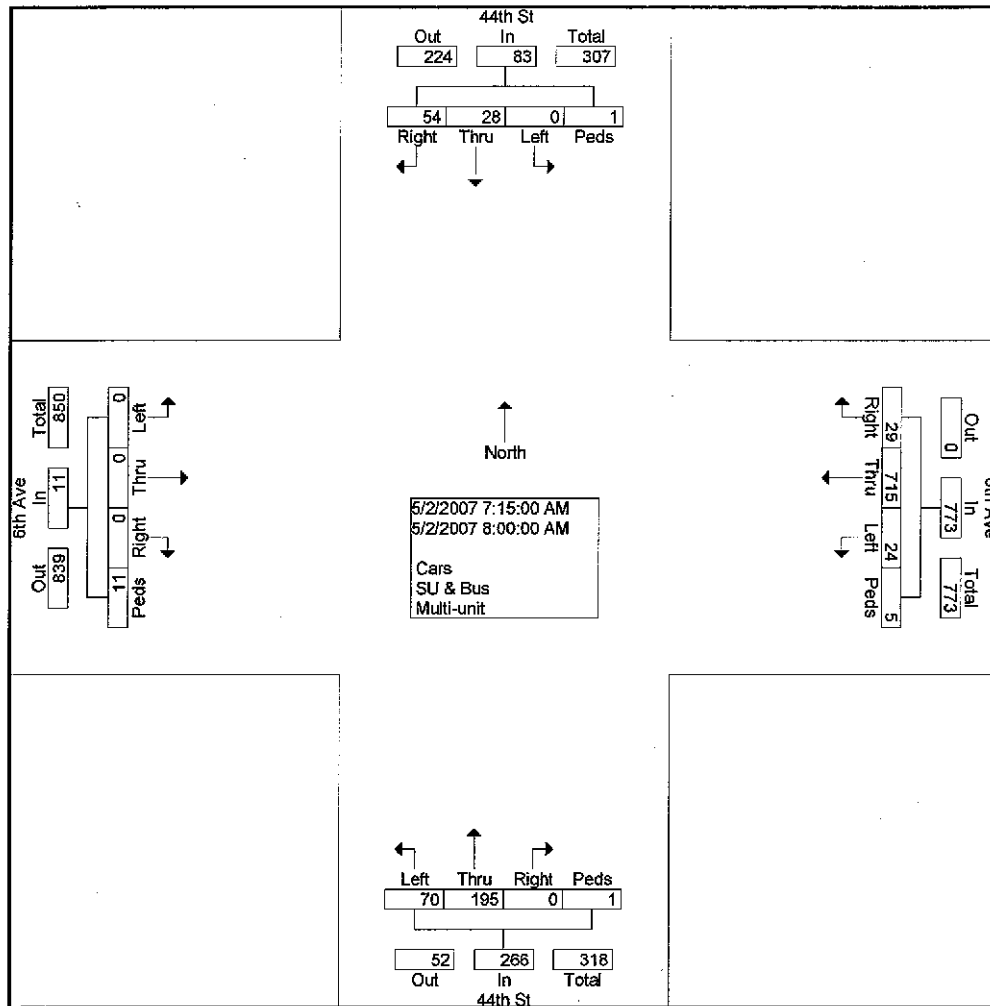
Start Time	44th St From North					6th Ave From East					44th St From South					6th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	20	16	0	36	9	132	7	6	154	14	40	0	0	54	0	0	0	0	0	244
16:15	0	24	21	2	47	17	124	2	0	143	11	43	0	0	54	0	0	0	0	0	244
16:30	0	27	12	2	41	22	131	4	2	159	9	48	0	0	57	0	0	0	0	0	257
16:45	0	21	21	1	43	17	128	4	2	151	16	41	0	4	61	0	0	0	2	2	257
Total	0	92	70	5	167	65	515	17	10	607	50	172	0	4	226	0	0	0	2	2	1002
17:00	0	13	11	2	26	18	151	10	0	179	10	43	0	0	53	0	0	0	8	8	266
17:15	0	22	13	1	36	20	117	3	4	144	15	48	0	0	63	0	0	0	1	1	244
17:30	0	12	17	0	29	8	103	8	1	120	14	34	0	0	48	0	0	0	5	5	202
17:45	0	12	20	0	32	12	98	8	1	119	14	29	0	0	43	0	0	0	0	0	194
Total	0	59	61	3	123	58	469	29	6	562	53	154	0	0	207	0	0	0	14	14	906
18:00	0	10	14	0	24	13	108	6	3	130	11	23	0	0	34	0	0	0	0	0	188
18:15	0	15	18	0	33	8	93	4	0	105	14	27	0	0	41	0	0	0	0	0	179
Grand Total	1	573	537	24	1135	431	5795	251	43	6520	669	1583	0	15	2267	0	0	0	66	66	9988
Apprch %	0.1	50.5	47.3	2.1		6.6	88.9	3.8	0.7		29.5	69.8	0.0	0.7		0.0	0.0	0.0	100.0		
Total %	0.0	5.7	5.4	0.2	11.4	4.3	58.0	2.5	0.4	65.3	6.7	15.8	0.0	0.2	22.7	0.0	0.0	0.0	0.7	0.7	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 6thAve&44thSt
Site Code : 00000003
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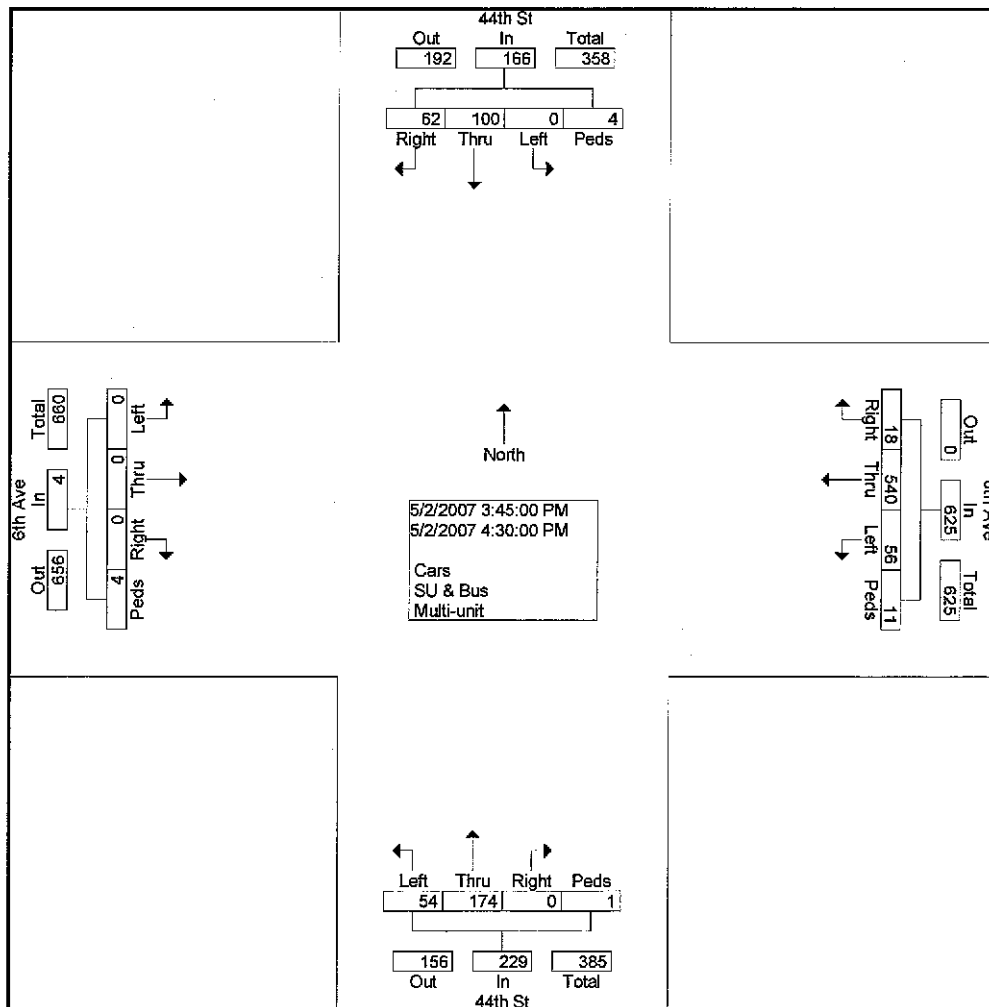
	44th St From North					6th Ave From East					44th St From South					6th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	0	28	54	1	83	24	715	29	5	773	70	195	0	1	266	0	0	0	11	11	1133
Percent	0.0	33.7	65.1	1.2		3.1	92.5	3.8	0.6		26.3	73.3	0.0	0.4		0.0	0.0	0.0	100.0		
07:45																					
Volume	0	5	12	0	17	6	235	8	0	249	21	51	0	0	72	0	0	0	1	1	339
Peak Factor																					0.836
High Int.	08:00					07:45					07:30					07:15					
Volume	0	10	17	0	27	6	235	8	0	249	14	60	0	0	74	0	0	0	5	5	
Peak Factor	0.769					0.776					0.899					0.550					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 6thAve&44thSt
Site Code : 00000003
Start Date : 5/2/2007
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	44th St From North					6th Ave From East					44th St From South					6th Ave From West					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:45																				
Volume	0	100	62	4	166	56	540	18	11	625	54	174	0	1	229	0	0	0	4	4	1024
Percent	0.0	60.2	37.3	2.4		9.0	86.4	2.9	1.8		23.6	76.0	0.0	0.4		0.0	0.0	0.0	100.0		
15:45 Volume	0	29	13	0	42	8	153	5	3	169	20	43	0	1	64	0	0	0	4	4	279
Peak Factor																					0.918
High Int.	16:15					15:45					15:45					15:45					
Volume	0	24	21	2	47	8	153	5	3	169	20	43	0	1	64	0	0	0	4	4	
Peak Factor	0.88					0.92					0.89					0.25					
	3					5					5					0					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 7thAve&38thSt

Site Code : 00000006

Start Date : 5/3/2007

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Groups Printed- Cars - SU & Bus - Multi-Unit

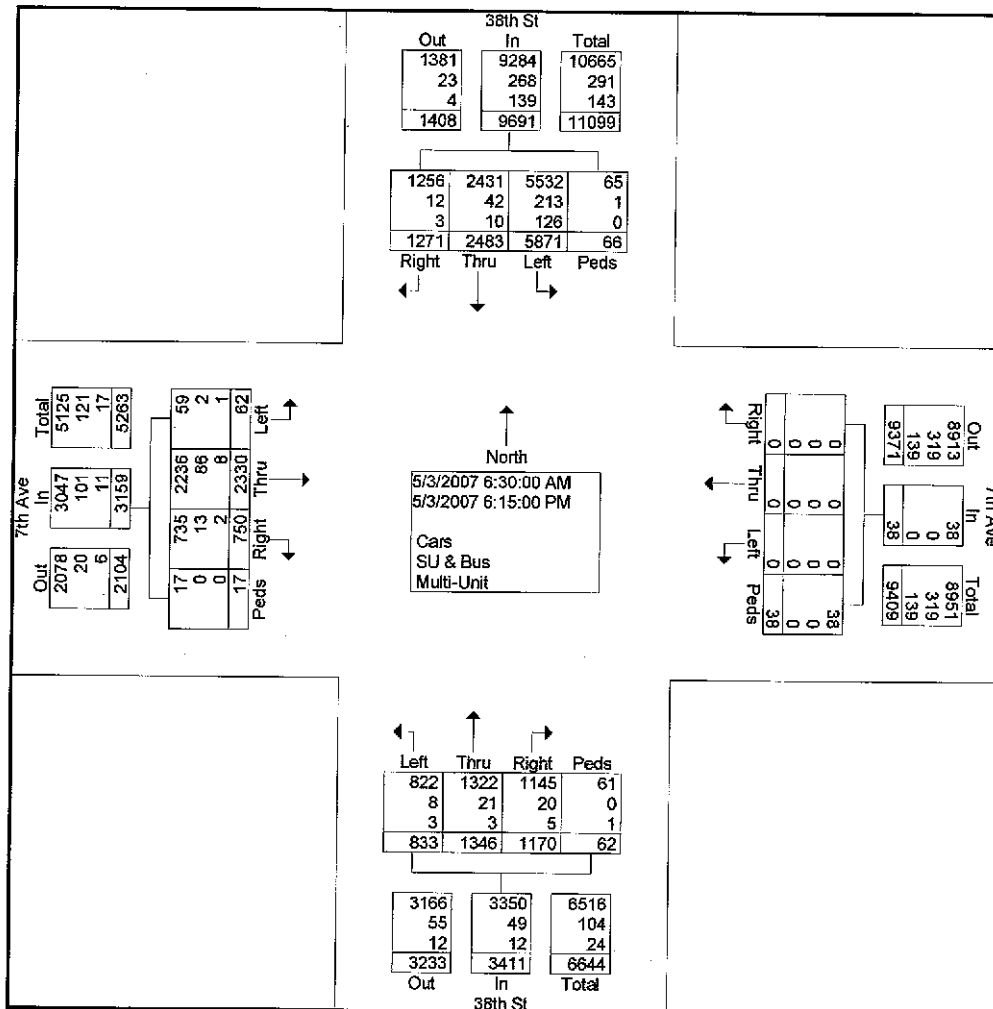
Start Time	38th St From North					7th Ave From East					38th St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	60	25	13	0	98	0	0	0	0	0	2	68	27	0	97	0	36	1	0	37	232
06:45	55	18	10	1	84	0	0	0	0	0	3	16	26	0	45	1	30	4	0	35	164
Total	115	43	23	1	182	0	0	0	0	0	5	84	53	0	142	1	66	5	0	72	396
07:00	45	28	22	0	95	0	0	0	0	0	10	32	22	0	64	3	25	4	0	32	191
07:15	75	28	27	1	131	0	0	0	0	0	13	37	26	0	76	0	48	7	0	55	262
07:30	83	54	37	0	174	0	0	0	0	0	15	51	32	1	99	1	65	7	0	73	346
07:45	96	52	27	1	176	0	0	0	1	1	17	48	30	0	95	3	46	14	0	63	335
Total	299	162	113	2	576	0	0	0	1	1	55	168	110	1	334	7	184	32	0	223	1134
08:00	96	42	47	2	187	0	0	0	0	0	24	33	40	5	102	1	62	5	0	68	357
08:15	83	27	41	3	154	0	0	0	4	4	20	38	21	0	79	2	50	13	0	65	302
08:30	92	37	29	1	159	0	0	0	0	0	6	33	14	1	54	1	33	8	0	42	255
08:45	77	32	20	0	129	0	0	0	1	1	7	27	20	0	54	1	35	4	0	40	224
Total	348	138	137	6	629	0	0	0	5	5	57	131	95	6	289	5	180	30	0	215	1138
09:00	101	36	24	2	163	0	0	0	0	0	13	15	18	1	47	0	40	4	1	45	255
09:15	100	40	21	0	161	0	0	0	1	1	10	27	16	2	55	1	35	4	1	41	258
09:30	92	26	29	1	148	0	0	0	0	0	7	18	27	0	52	0	30	8	0	38	238
09:45	94	31	11	1	137	0	0	0	0	0	15	20	20	1	56	0	41	7	2	50	243
Total	387	133	85	4	609	0	0	0	1	1	45	80	81	4	210	1	146	23	4	174	994
10:00	96	55	20	3	174	0	0	0	1	1	14	20	14	7	55	1	35	20	0	56	286
10:15	85	42	19	0	146	0	0	0	4	4	12	14	21	0	47	0	46	11	0	57	254
Break																					
10:45	95	52	20	0	167	0	0	0	0	0	14	23	31	1	69	1	40	13	1	55	291
Total	276	149	59	3	487	0	0	0	5	5	40	57	66	8	171	2	121	44	1	168	831
11:00	120	57	35	1	213	0	0	0	1	1	19	19	23	0	61	2	37	16	0	55	330
11:15	124	62	23	1	210	0	0	0	2	2	29	14	30	0	73	1	41	12	1	55	340
11:30	128	57	23	2	210	0	0	0	0	0	13	33	21	5	72	2	57	19	0	78	360
11:45	116	71	31	3	221	0	0	0	0	0	23	33	29	0	85	4	40	16	1	61	367
Total	488	247	112	7	854	0	0	0	3	3	84	99	103	5	291	9	175	63	2	249	1397
12:00	129	98	28	1	256	0	0	0	2	2	31	28	32	1	92	2	39	13	0	54	404
12:15	110	50	31	3	194	0	0	0	2	2	26	40	29	2	97	4	42	23	2	71	364
12:30	93	44	35	3	175	0	0	0	0	0	16	31	28	0	75	2	31	17	0	50	300
12:45	87	56	34	0	177	0	0	0	1	1	14	26	23	1	64	3	33	11	0	47	289
Total	419	248	128	7	802	0	0	0	5	5	87	125	112	4	328	11	145	64	2	222	1357
13:00	96	54	16	0	166	0	0	0	0	0	14	29	48	1	92	1	41	21	0	63	321
13:15	127	55	17	1	200	0	0	0	2	2	15	22	16	0	53	0	39	9	0	48	303
13:30	104	50	14	0	168	0	0	0	0	0	15	31	16	1	63	3	47	13	0	63	294
13:45	108	39	28	2	177	0	0	0	2	2	20	19	21	5	65	2	34	19	1	56	300
Total	435	198	75	3	711	0	0	0	4	4	64	101	101	7	273	6	161	62	1	230	1218
14:00	169	55	23	2	249	0	0	0	3	3	22	19	23	0	64	1	35	21	0	57	373
14:15	145	52	31	1	229	0	0	0	2	2	20	24	17	2	63	3	66	23	1	93	387
14:30	205	68	21	4	298	0	0	0	0	0	14	28	17	5	64	0	50	28	0	78	440
14:45	160	63	34	0	257	0	0	0	4	4	19	48	35	0	102	0	46	10	0	56	419
Total	679	238	109	7	1033	0	0	0	9	9	75	119	92	7	293	4	197	82	1	284	1619
15:00	183	64	34	2	283	0	0	0	0	0	29	27	22	1	79	2	76	14	0	92	454
15:15	225	64	19	1	309	0	0	0	0	0	25	32	34	0	91	2	68	32	0	102	502
15:30	214	73	26	3	316	0	0	0	0	0	18	26	28	0	72	1	72	27	2	102	490
15:45	176	80	28	2	286	0	0	0	0	0	20	26	27	2	75	1	69	18	0	88	449
Total	798	281	107	8	1194	0	0	0	0	0	92	111	111	3	317	6	285	91	2	384	1895

City of Rock Island
IL 92 Traffic Study
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By: Stanley Consultants Inc.

File Name : 7thAve&38thSt
Site Code : 00000006
Start Date : 5/3/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

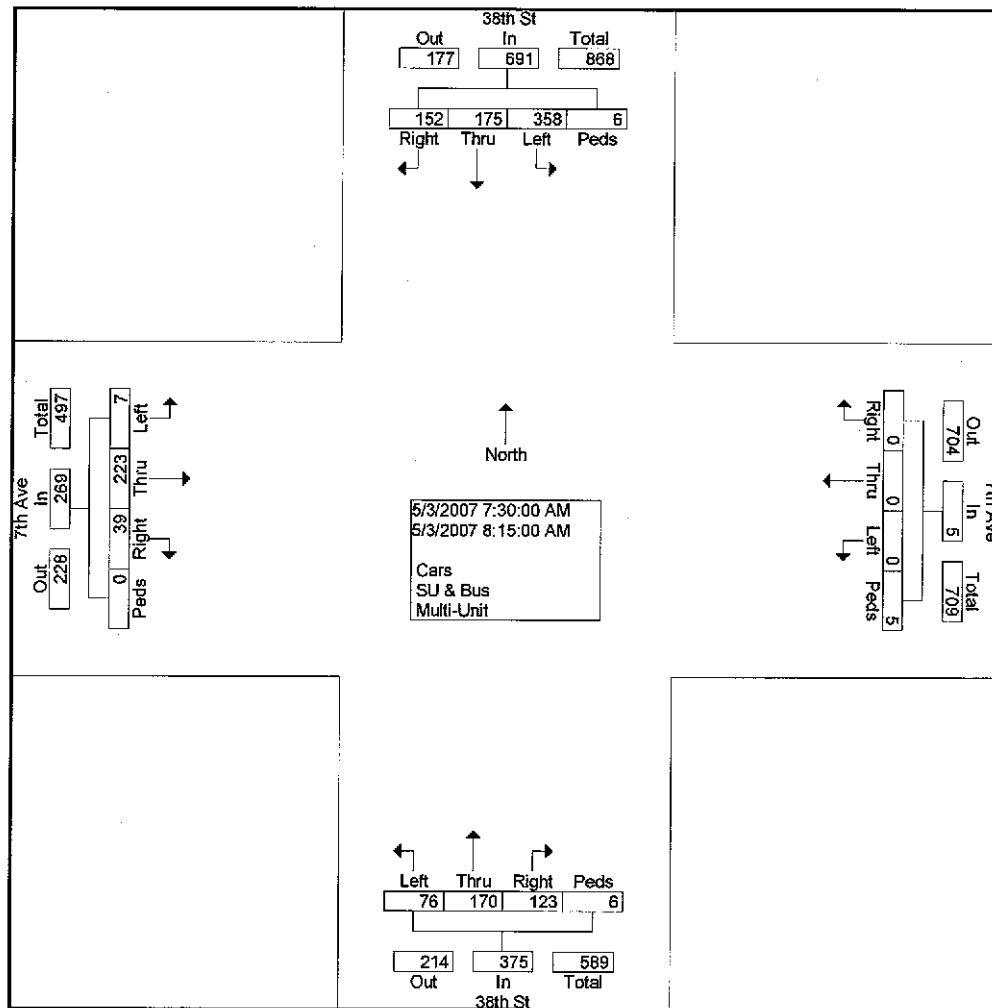
Start Time	38th St From North					7th Ave From East					38th St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	184	84	36	3	307	0	0	0	3	3	32	29	36	2	99	2	72	20	0	94	503
16:15	235	72	38	0	345	0	0	0	1	1	34	19	27	5	85	1	78	30	0	109	540
16:30	211	78	32	2	323	0	0	0	0	0	28	25	30	1	84	2	100	29	0	131	538
16:45	197	77	36	5	315	0	0	0	0	0	16	21	22	0	59	1	65	15	0	81	455
Total	827	311	142	10	1290	0	0	0	4	4	110	94	115	8	327	6	315	94	0	415	2036
17:00	210	69	36	1	316	0	0	0	0	0	20	41	25	3	89	1	82	33	0	116	521
17:15	178	59	35	1	273	0	0	0	0	0	16	28	22	2	68	0	69	23	2	94	435
17:30	127	61	25	2	215	0	0	0	0	0	23	35	25	0	83	2	60	27	2	91	389
17:45	102	54	25	4	185	0	0	0	1	1	22	24	22	1	69	1	63	29	0	93	348
Total	617	243	121	8	989	0	0	0	1	1	81	128	94	6	309	4	274	112	4	394	1693
18:00	93	52	32	0	177	0	0	0	0	0	16	25	21	3	65	0	39	23	0	62	304
18:15	90	40	28	0	158	0	0	0	0	0	22	24	16	0	62	0	42	25	0	67	287
Grand Total	587	248	127			0	0	0	38	38	833	134	117		62	62	233	750	17	3159	1629
Total	1	3	1	66	9691	0	0	0				6	0	62	3411	62	0				9
Apprch %	60.	25.	13.	0.7		0.0	0.0	0.0	100		24.	39.	34.	1.8		2.0	73.	23.	0.5		
Total %	36.	15.	7.8	0.4	59.5	0.0	0.0	0.0	0.2	0.2	5.1	8.3	7.2	0.4	20.9	0.4	14.	4.6	0.1	19.4	
	0	2										5	3				8	7			



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 7thAve&38thSt
Site Code : 00000006
Start Date : 5/3/2007
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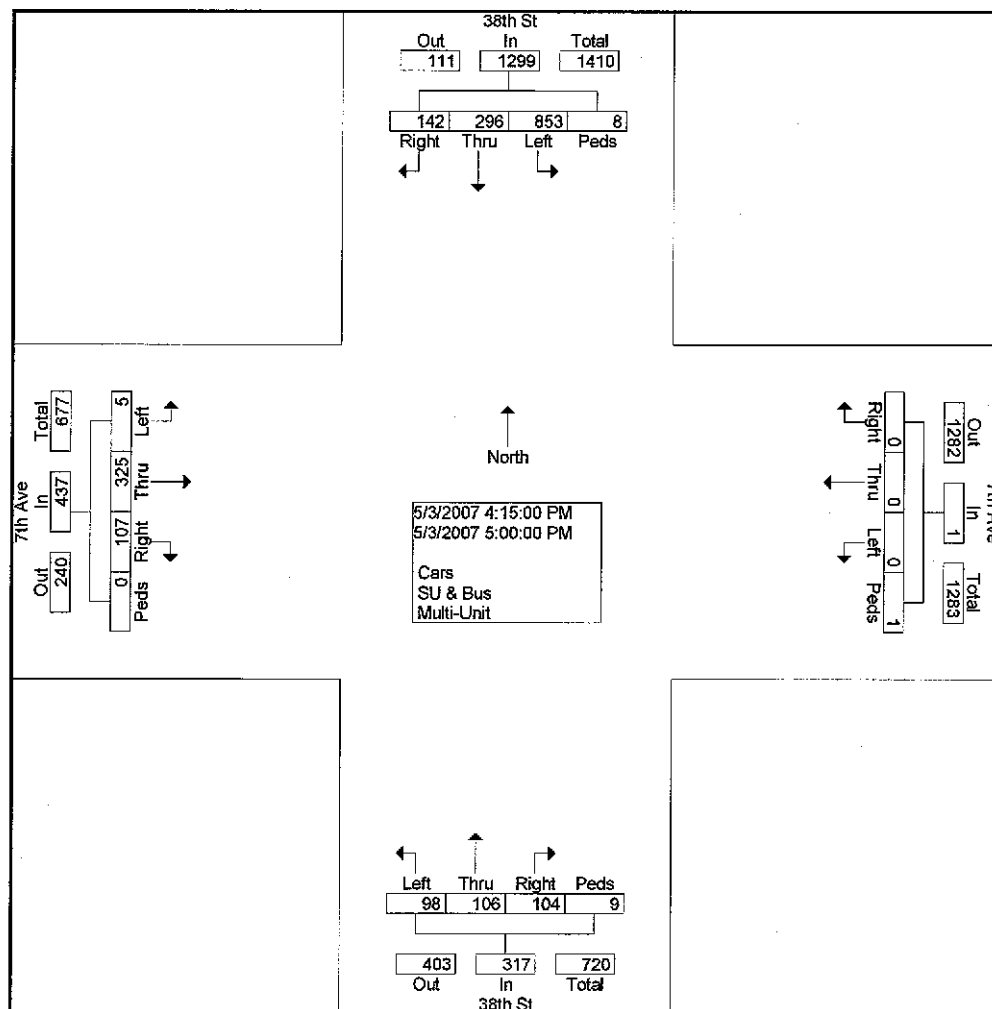
	38th St From North					7th Ave From East					38th St From South					7th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	358	175	152	6	691	0	0	0	5	5	76	170	123	6	375	7	223	39	0	269	1340
Percent	51.8	25.3	22.0	0.9		0.0	0.0	0.0	100.0		20.3	45.3	32.8	1.6		2.6	82.9	14.5	0.0		
08:00 Volume	96	42	47	2	187	0	0	0	0	0	24	33	40	5	102	1	62	5	0	68	357
Peak Factor																					0.938
High Int.	08:00					08:15					08:00					07:30					
Volume	96	42	47	2	187	0	0	0	4	4	24	33	40	5	102	1	65	7	0	73	
Peak Factor																					0.924



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 7thAve&38thSt
Site Code : 00000006
Start Date : 5/3/2007
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	38th St From North					7th Ave From East					38th St From South					7th Ave From West					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:15																				
Volume	853	296	142	8	1299	0	0	0	1	1	98	106	104	9	317	5	325	107	0	437	2054
Percent	65.7	22.8	10.9	0.6		0.0	0.0	0.0	100.0		30.9	33.4	32.8	2.8		1.1	74.4	24.5	0.0		
16:15 Volume Peak Factor	235	72	38	0	345	0	0	0	1	1	34	19	27	5	85	1	78	30	0	109	540 0.951
High Int. Volume Peak Factor	16:15 235	72	38	0	345 0.94 1	16:15 0	0	0	1	1 0.25 0	17:00 20	41	25	3	89 0.89 0	16:30 2	100	29	0	131 0.83 4	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 6thAve&38thSt
Site Code : 00000005
Start Date : 5/3/2007
Page No : 1

Groups Printed- Cars - SU & Bus - Multi-Unit

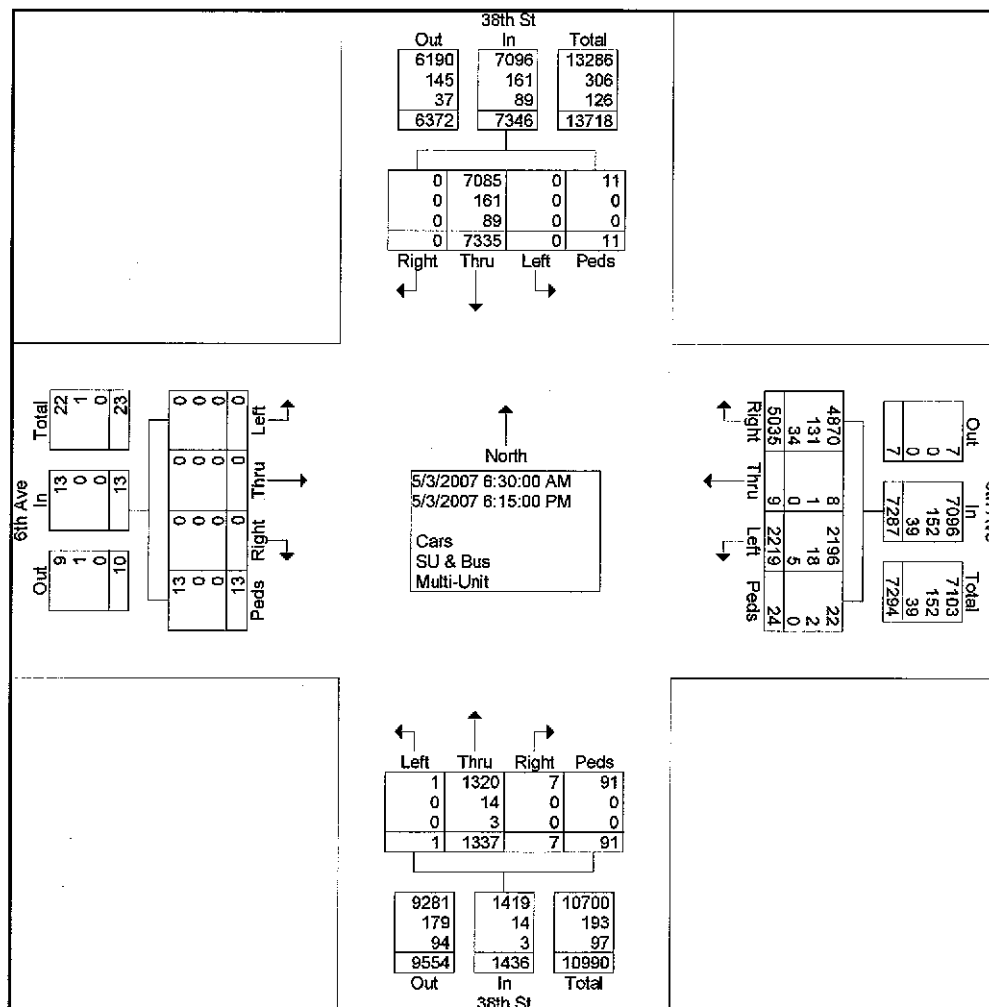
Start Time	38th St From North					6th Ave From East					38th St From South					6th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	71	0	0	71	23	0	170	3	196	0	45	0	1	46	0	0	0	0	0	313
06:45	0	57	0	0	57	19	0	111	1	131	0	27	0	0	27	0	0	0	0	0	215
Total	0	128	0	0	128	42	0	281	4	327	0	72	0	1	73	0	0	0	0	0	528
07:00	0	83	0	0	83	28	0	85	0	113	0	26	0	0	26	0	0	0	0	0	222
07:15	0	82	0	0	82	38	0	131	13	182	0	36	0	0	36	0	0	0	0	0	300
07:30	0	95	0	0	95	52	0	166	0	218	0	37	0	1	38	0	0	0	0	0	351
07:45	0	141	0	0	141	60	0	214	0	274	0	52	0	0	52	0	0	0	0	0	467
Total	0	401	0	0	401	178	0	596	13	787	0	151	0	1	152	0	0	0	0	0	1340
08:00	0	100	0	0	100	59	0	149	0	208	0	35	0	0	35	0	0	0	0	0	343
08:15	0	97	0	0	97	61	8	133	0	202	0	36	0	0	36	0	0	0	0	0	335
08:30	0	114	0	0	114	34	0	117	0	151	0	30	0	0	30	0	0	0	0	0	295
08:45	0	103	0	0	103	48	0	116	0	164	0	30	0	0	30	0	0	0	0	0	297
Total	0	414	0	0	414	202	8	515	0	725	0	131	0	0	131	0	0	0	0	0	1270
09:00	0	111	0	1	112	32	0	76	0	108	0	16	0	0	16	0	0	0	1	1	237
09:15	0	135	0	0	135	45	0	85	0	130	0	23	0	0	23	0	0	0	0	0	288
09:30	0	108	0	1	109	41	0	76	1	118	0	19	0	0	19	0	0	0	0	0	246
09:45	0	114	0	0	114	28	0	84	0	112	0	21	0	1	22	0	0	0	0	0	248
Total	0	468	0	2	470	146	0	321	1	468	0	79	0	1	80	0	0	0	1	1	1019
10:00	0	129	0	0	129	31	0	79	0	110	0	17	0	1	18	0	0	0	2	2	259
10:15	0	119	0	0	119	46	0	93	0	139	0	13	0	0	13	0	0	0	0	0	271
10:30	0	115	0	0	115	38	0	80	0	118	0	26	0	2	28	0	0	0	0	0	261
10:45	0	133	0	0	133	48	0	86	0	134	0	22	0	0	22	0	0	0	0	0	289
Total	0	496	0	0	496	163	0	338	0	501	0	78	0	3	81	0	0	0	2	2	1080
11:00	0	122	0	0	122	50	0	84	0	134	0	20	0	0	20	0	0	0	0	0	276
11:15	0	160	0	0	160	53	0	88	0	141	0	20	0	0	20	0	0	0	3	3	324
11:30	0	165	0	0	165	47	0	67	0	114	0	30	0	0	30	0	0	0	1	1	310
11:45	0	163	0	0	163	44	0	101	0	145	0	24	0	0	24	0	0	0	0	0	332
Total	0	610	0	0	610	194	0	340	0	534	0	94	0	0	94	0	0	0	4	4	1242
12:00	0	194	0	1	195	65	0	72	0	137	0	38	0	0	38	0	0	0	0	0	370
12:15	0	135	0	0	135	55	0	102	0	157	0	29	0	1	30	0	0	0	0	0	322
12:30	0	135	0	0	135	51	0	91	0	142	0	39	0	1	40	0	0	0	0	0	317
12:45	0	122	0	1	123	49	1	115	0	165	0	29	0	0	29	0	0	0	0	0	317
Total	0	586	0	2	588	220	1	380	0	601	0	135	0	2	137	0	0	0	0	0	1326
13:00	0	142	0	0	142	44	0	97	0	141	0	29	0	0	29	0	0	0	0	0	312
13:15	0	159	0	0	159	40	0	102	0	142	0	31	0	0	31	0	0	0	0	0	332
Break																					
13:45	0	136	0	0	136	34	0	87	0	121	0	20	0	0	20	0	0	0	0	0	277
Total	0	437	0	0	437	118	0	286	0	404	0	80	0	0	80	0	0	0	0	0	921
14:00	0	161	0	0	161	37	0	80	0	117	0	19	0	0	19	0	0	0	0	0	297
14:15	0	191	0	0	191	49	0	91	0	140	0	25	0	0	25	0	0	0	1	1	357
14:30	0	205	0	0	205	57	0	105	0	162	0	27	0	3	30	0	0	0	1	1	398
14:45	0	190	0	0	190	60	0	92	0	152	0	36	0	1	37	0	0	0	0	0	379
Total	0	747	0	0	747	203	0	368	0	571	0	107	0	4	111	0	0	0	2	2	1431
15:00	0	232	0	0	232	56	0	123	2	181	0	32	0	5	37	0	0	0	0	0	450
15:15	0	259	0	2	261	36	0	99	0	135	0	35	0	1	36	0	0	0	0	0	432
15:30	0	250	0	0	250	55	0	144	0	199	0	23	0	6	29	0	0	0	1	1	479
15:45	0	222	0	0	222	58	0	150	4	212	0	28	0	0	28	0	0	0	0	0	462
Total	0	963	0	2	965	205	0	516	6	727	0	118	0	12	130	0	0	0	1	1	1823

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Groups Printed- Cars - SU & Bus - Multi-Unit

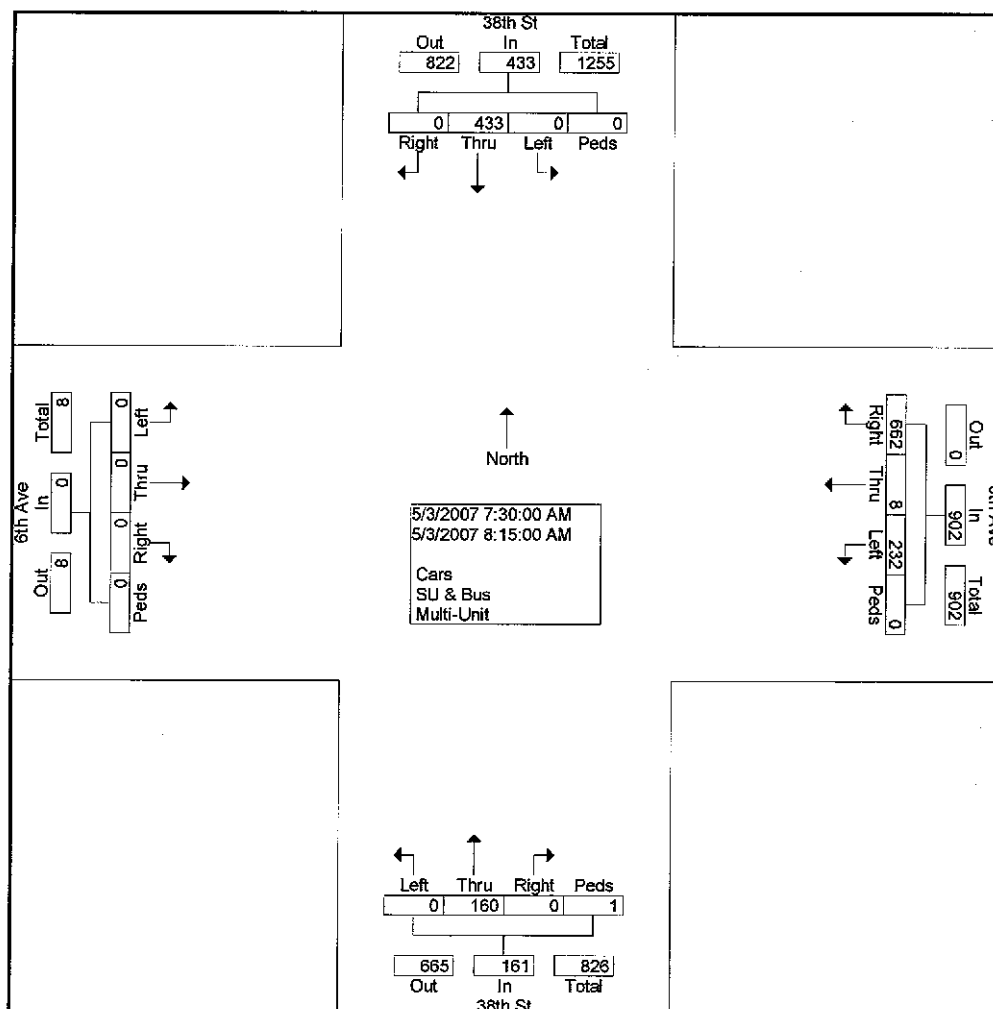
Start Time	38th St From North					6th Ave From East					38th St From South					6th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	245	0	0	245	56	0	99	0	155	0	23	0	2	25	0	0	0	1	1	426
16:15	0	262	0	0	262	61	0	111	0	172	0	27	0	0	27	0	0	0	0	0	461
16:30	0	281	0	3	284	50	0	138	0	188	0	29	7	35	71	0	0	0	0	0	543
16:45	0	238	0	0	238	61	0	123	0	184	0	23	0	15	38	0	0	0	0	0	460
Total	0	1026	0	3	1029	228	0	471	0	699	0	102	7	52	161	0	0	0	1	1	1890
17:00	0	284	0	1	285	59	0	143	0	202	0	39	0	10	49	0	0	0	2	2	538
17:15	0	212	0	0	212	57	0	114	0	171	0	34	0	3	37	0	0	0	0	0	420
17:30	0	159	0	0	159	52	0	98	0	150	0	36	0	1	37	0	0	0	0	0	346
17:45	0	151	0	0	151	55	0	106	0	161	0	26	0	0	26	0	0	0	0	0	338
Total	0	806	0	1	807	223	0	461	0	684	0	135	0	14	149	0	0	0	2	2	1642
18:00	0	138	0	1	139	43	0	79	0	122	1	23	0	1	25	0	0	0	0	0	286
18:15	0	115	0	0	115	54	0	83	0	137	0	32	0	0	32	0	0	0	0	0	284
Grand Total	0	733	0	11	734	221	0	503	0	724	1	133	0	1	134	0	0	0	13	13	1608
Total	0	5	0	11	734	9	9	5	24	7287	1	7	7	91	1436	0	0	0	13	13	2
Apprch %	0.0	99.9	0.0	0.1		30.5	0.1	69.1	0.3		0.1	93.1	0.5	6.3		0.0	0.0	0.0	100.0		
Total %	0.0	45.6	0.0	0.1	45.7	13.8	0.1	31.3	0.1	45.3	0.0	8.3	0.0	0.6	8.9	0.0	0.0	0.0	0.1	0.1	



City of Rock Island
IL 92 Traffic Study
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File Name : 6thAve&38thSt
Site Code : 00000005
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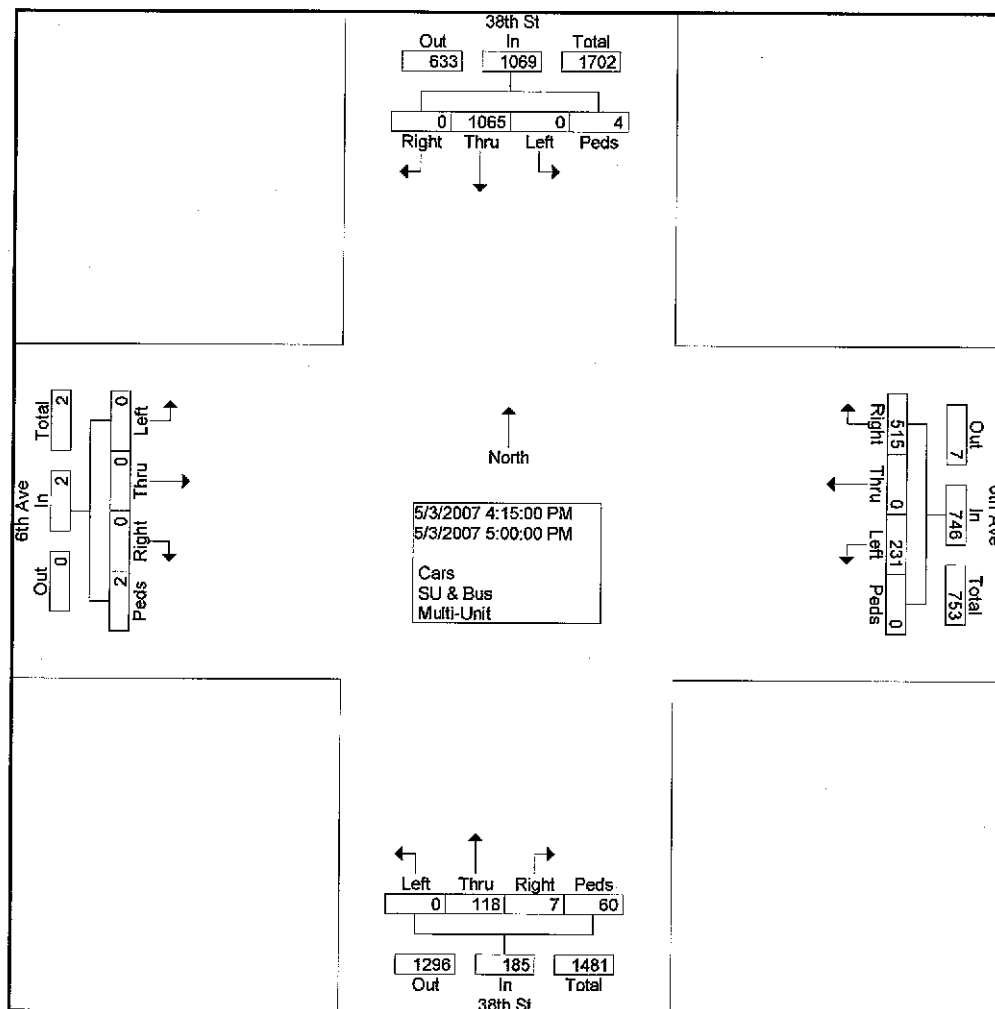
	38th St From North					6th Ave From East					38th St From South					6th Ave From West						
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																						
Intersection	07:30																					
Volume	0	433	0	0	433	232	8	662	0	902	0	160	0	1	161	0	0	0	0	0	1496	
Percent	0.0	100.0	0.0	0.0		25.7	0.9	73.4	0.0		0.0	99.4	0.0	0.6		0.0	0.0	0.0	0.0			
07:45 Volume	0	141	0	0	141	60	0	214	0	274	0	52	0	0	52	0	0	0	0	0	467	
Peak Factor																					0.801	
High Int. Volume	07:45	0	141	0	141	07:45	60	0	214	0	274	07:45	0	52	0	52	6:15:00 AM					
Peak Factor	0.768					0.823					0.774											



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	38th St From North					6th Ave From East					38th St From South					6th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:15																				
Volume	0	1065	0	4	1069	231	0	515	0	746	0	118	7	60	185	0	0	0	2	2	2002
Percent	0.0	99.6	0.0	0.4		31.0	0.0	69.0	0.0		0.0	63.8	3.8	32.4		0.0	0.0	0.0	100.0		
16:30																					
Volume	0	281	0	3	284	50	0	138	0	188	0	29	7	35	71	0	0	0	0	0	543
Peak Factor																					0.922
High Int.	17:00					17:00					16:30					17:00					
Volume	0	284	0	1	285	59	0	143	0	202	0	29	7	35	71	0	0	0	2	2	
Peak Factor	0.938					0.923					0.651					0.250					



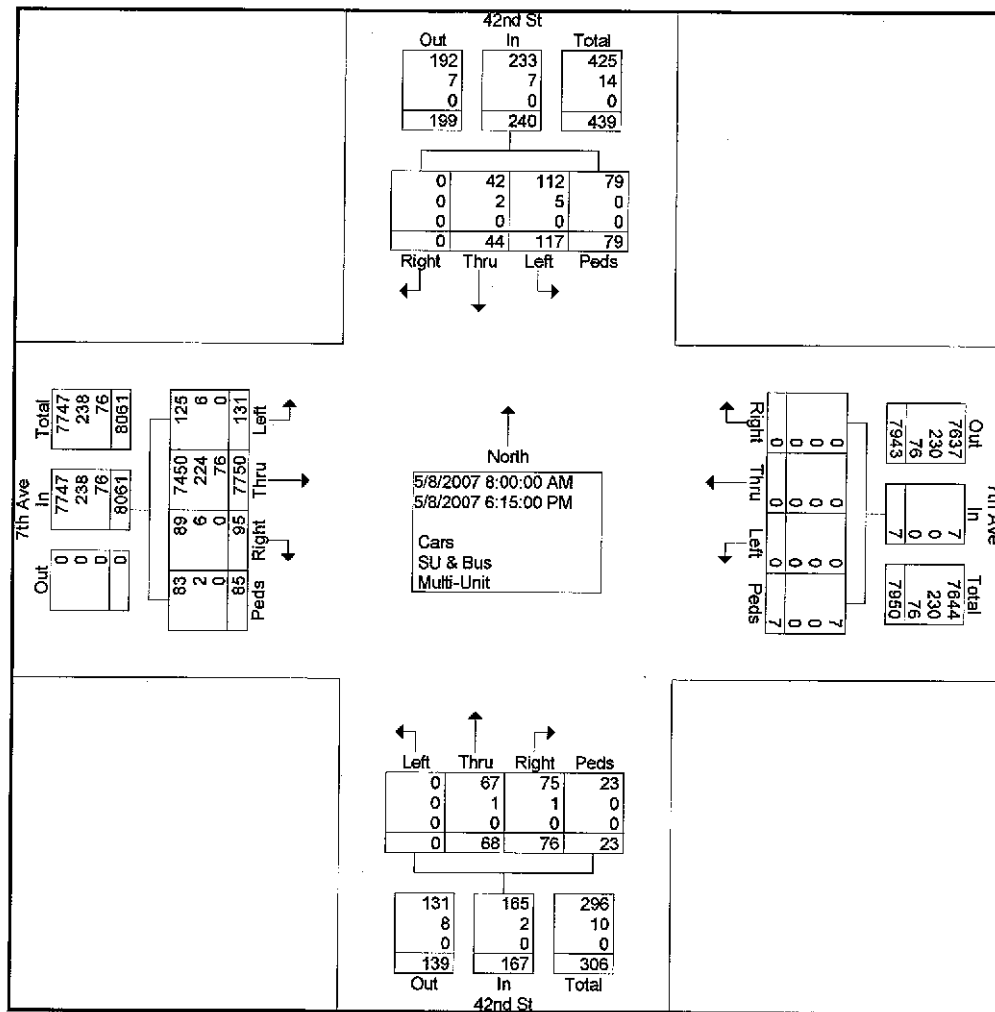
City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 7thAve&42ndSt
Site Code : 00000008
Start Date : 5/8/2007
Page No : 1

Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00	3	9	0	1	13	0	0	0	0	0	0	3	5	2	10	2	137	5	4	148	171
08:15	1	3	0	1	5	0	0	0	0	0	0	2	2	0	4	8	108	6	7	129	138
08:30	2	0	0	2	4	0	0	0	1	1	0	1	1	4	6	5	139	1	3	148	159
08:45	1	1	0	2	4	0	0	0	0	0	0	1	2	0	3	4	117	0	1	122	129
Total	7	13	0	6	26	0	0	0	1	1	0	7	10	6	23	19	501	12	15	547	597
09:00	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	5	115	1	0	121	124
09:15	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	3	104	1	0	108	113
Break																					
09:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	120	0	0	120	122
Total	3	2	0	0	5	0	0	0	0	0	0	2	3	0	5	8	339	2	0	349	359
10:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	127	1	0	132	136
10:15	3	1	0	2	6	0	0	0	0	0	0	2	1	2	5	3	136	3	3	145	156
10:30	1	2	0	0	3	0	0	0	0	0	0	1	2	0	3	5	154	2	0	161	167
10:45	1	1	0	1	3	0	0	0	0	0	0	0	1	1	2	3	139	2	0	144	149
Total	5	4	0	3	12	0	0	0	0	0	0	3	8	3	14	15	556	8	3	582	608
11:00	1	2	0	0	3	0	0	0	0	0	0	1	0	3	4	3	130	0	1	134	141
11:15	5	0	0	0	5	0	0	0	0	0	0	3	3	0	6	2	147	0	0	149	160
11:30	6	1	0	1	8	0	0	0	0	0	0	0	1	0	1	6	167	4	0	177	186
11:45	5	2	0	1	8	0	0	0	0	0	0	0	0	0	0	4	142	0	0	146	154
Total	17	5	0	2	24	0	0	0	0	0	0	4	4	3	11	15	586	4	1	606	641
12:00	1	2	0	3	6	0	0	0	0	0	0	1	2	0	3	2	174	3	3	182	191
12:15	3	0	0	1	4	0	0	0	0	0	0	2	2	0	4	2	152	0	3	157	165
12:30	3	0	0	0	3	0	0	0	0	0	0	5	0	0	5	3	173	2	0	178	186
12:45	4	0	0	1	5	0	0	0	0	0	0	1	0	0	1	6	79	1	1	87	93
Total	11	2	0	5	18	0	0	0	0	0	0	9	4	0	13	13	578	6	7	604	635
13:00	6	0	0	0	6	0	0	0	0	0	0	3	1	0	4	4	153	0	0	157	167
13:15	2	1	0	0	3	0	0	0	0	0	0	2	3	0	5	2	160	3	0	165	173
13:30	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	3	179	2	0	184	188
13:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	173	3	0	177	181
Total	13	1	0	0	14	0	0	0	0	0	0	6	6	0	12	10	665	8	0	683	709
14:00	3	0	0	2	5	0	0	0	2	2	0	1	0	0	1	3	212	1	0	216	224
14:15	3	0	0	0	3	0	0	0	1	1	0	1	0	1	2	5	199	2	3	209	215
14:30	1	1	0	1	3	0	0	0	0	0	0	2	5	0	7	1	243	5	0	249	259
14:45	7	3	0	6	16	0	0	0	0	0	0	2	4	5	11	4	226	6	6	242	269
Total	14	4	0	9	27	0	0	0	3	3	0	6	9	6	21	13	880	14	9	916	967
15:00	3	0	0	22	25	0	0	0	0	0	0	2	5	1	8	5	245	0	34	284	317
15:15	6	1	0	1	8	0	0	0	0	0	0	2	5	0	7	2	286	2	2	292	307
15:30	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	9	280	4	2	295	300
15:45	5	0	0	0	5	0	0	0	0	0	0	1	5	0	6	4	251	3	4	262	273
Total	16	1	0	23	40	0	0	0	0	0	0	6	17	1	24	20	1062	9	42	1133	1197
16:00	2	3	0	0	5	0	0	0	2	2	0	4	0	0	4	1	322	2	1	326	337
16:15	1	1	0	1	3	0	0	0	1	1	0	3	1	1	5	1	234	3	1	239	248
16:30	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	3	391	1	0	395	401
16:45	7	2	0	0	9	0	0	0	0	0	0	3	2	0	5	1	269	9	1	280	294
Total	13	6	0	1	20	0	0	0	3	3	0	11	5	1	17	6	1216	15	3	1240	1280
17:00	7	0	0	0	7	0	0	0	0	0	0	3	0	0	3	1	343	5	2	351	361
17:15	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	2	275	2	0	279	283
17:30	6	3	0	18	27	0	0	0	0	0	0	3	1	0	4	0	240	3	0	243	274
17:45	1	1	0	11	13	0	0	0	0	0	0	1	2	0	3	2	165	3	0	170	186

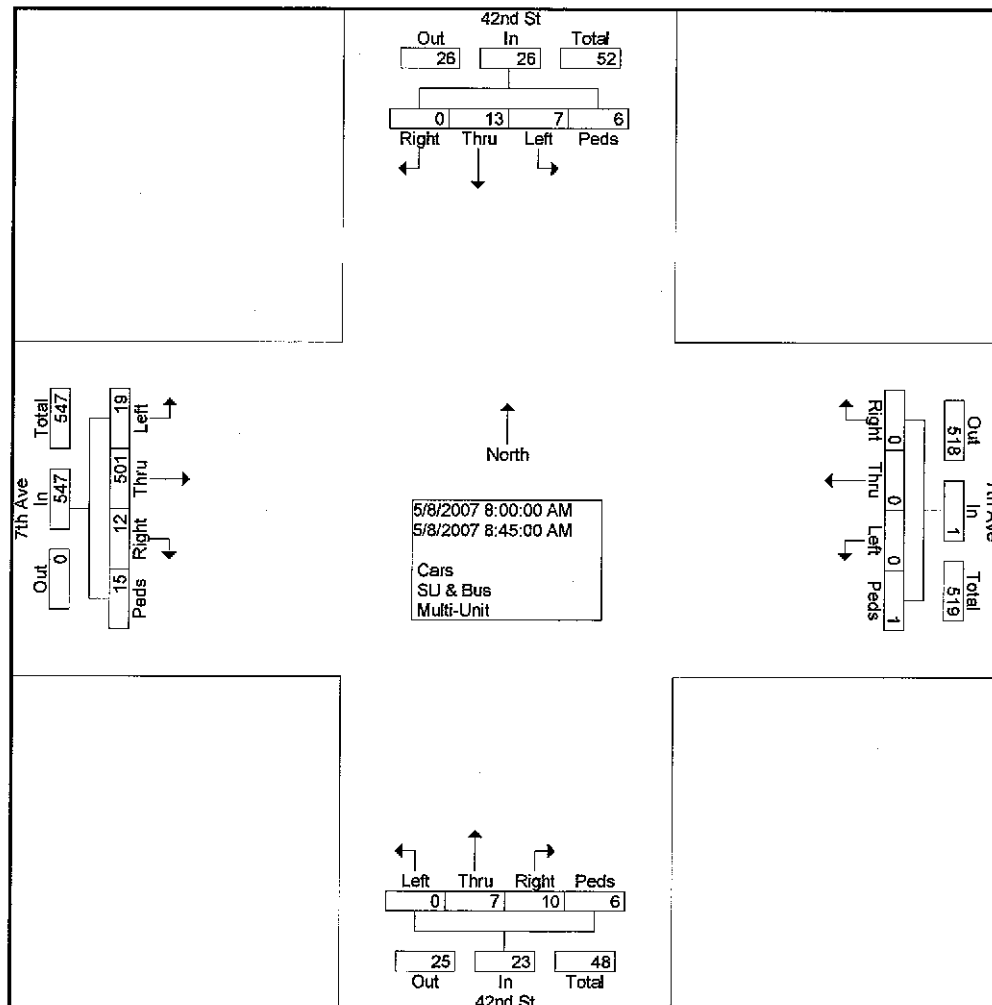
Total	15	4	0	29	48	0	0	0	0	0	0	9	4	0	13	5	102 3	13	2	1043	1104
18:00	1	0	0	1	2	0	0	0	0	0	0	1	1	2	4	4	195	1	2	202	208
18:15	2	2	0	0	4	0	0	0	0	0	0	4	5	1	10	3	149	3	1	156	170
Grand Total	117	44	0	79	240	0	0	0	7	7	0	68	76	23	167	131	775 0	95	85	8061	8475
Apprch %	48. 8	18. 3	0.0	32. 9		0.0	0.0	0.0	100 .0		0.0	40. 7	45. 5	13. 8		1.6	96. 1	1.2	1.1		
Total %	1.4	0.5	0.0	0.9	2.8	0.0	0.0	0.0	0.1	0.1	0.0	0.8	0.9	0.3	2.0	1.5	91. 4	1.1	1.0	95.1	



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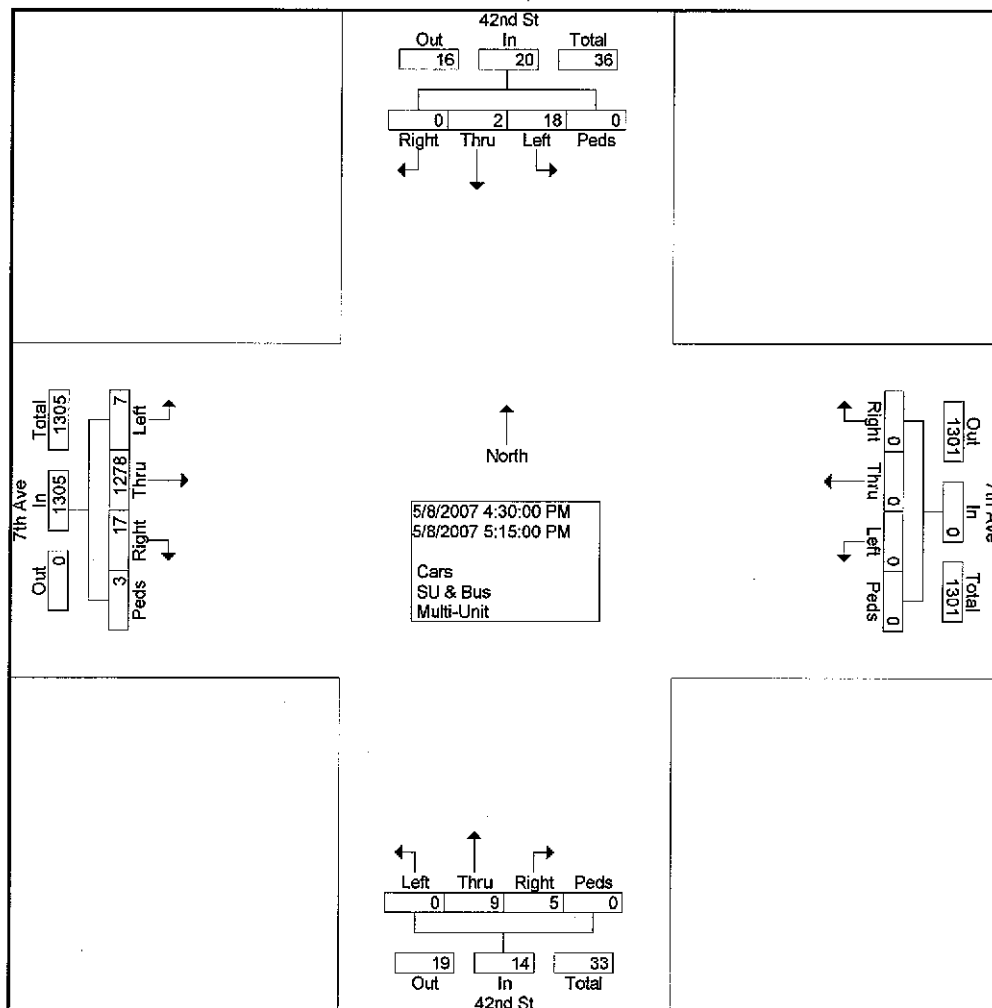
	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 08:00 to 09:30 - Peak 1 of 1																					
Intersection	08:00																				
Volume	7	13	0	6	26	0	0	0	1	1	0	7	10	6	23	19	501	12	15	547	597
Percent	26.	50.	0.0	23.		0.0	0.0	0.0	100		0.0	30.	43.	26.		3.5	91.	2.2	2.7		
	9	0		1					0			4	5	1		5	6				
08:00																					
Volume	3	9	0	1	13	0	0	0	0	0	0	3	5	2	10	2	137	5	4	148	171
Peak Factor																					0.873
High Int.	08:00					08:30					08:00					08:00					
Volume	3	9	0	1	13	0	0	0	1	1	0	3	5	2	10	2	137	5	4	148	
Peak Factor	0.50					0.25					0.57					0.92					
	0					0					5					4					



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By: Stanley Consultants Inc.

File Name : 7thAve&42ndSt
Site Code : 00000008
Start Date : 5/8/2007
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	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:30																				
Volume	18	2	0	0	20	0	0	0	0	0	0	9	5	0	14	7	1278	17	3	1305	1339
Percent	90.0	10.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	64.3	35.7	0.0		0.5	97.9	1.3	0.2		
16:30 Volume Peak Factor	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	3	391	1	0	395	401
High Int.	16:45										16:45					16:30					
Volume	7	2	0	0	9	0	0	0	0	0	0	3	2	0	5	3	391	1	0	395	
Peak Factor					0.556										0.700					0.826	



City of Rock Island
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By: Stanley Consultants Inc.

File Name : 6thAve&45thSt
Site Code : 00000007
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Groups Printed- Cars - SU & Bus - Multi-Unit

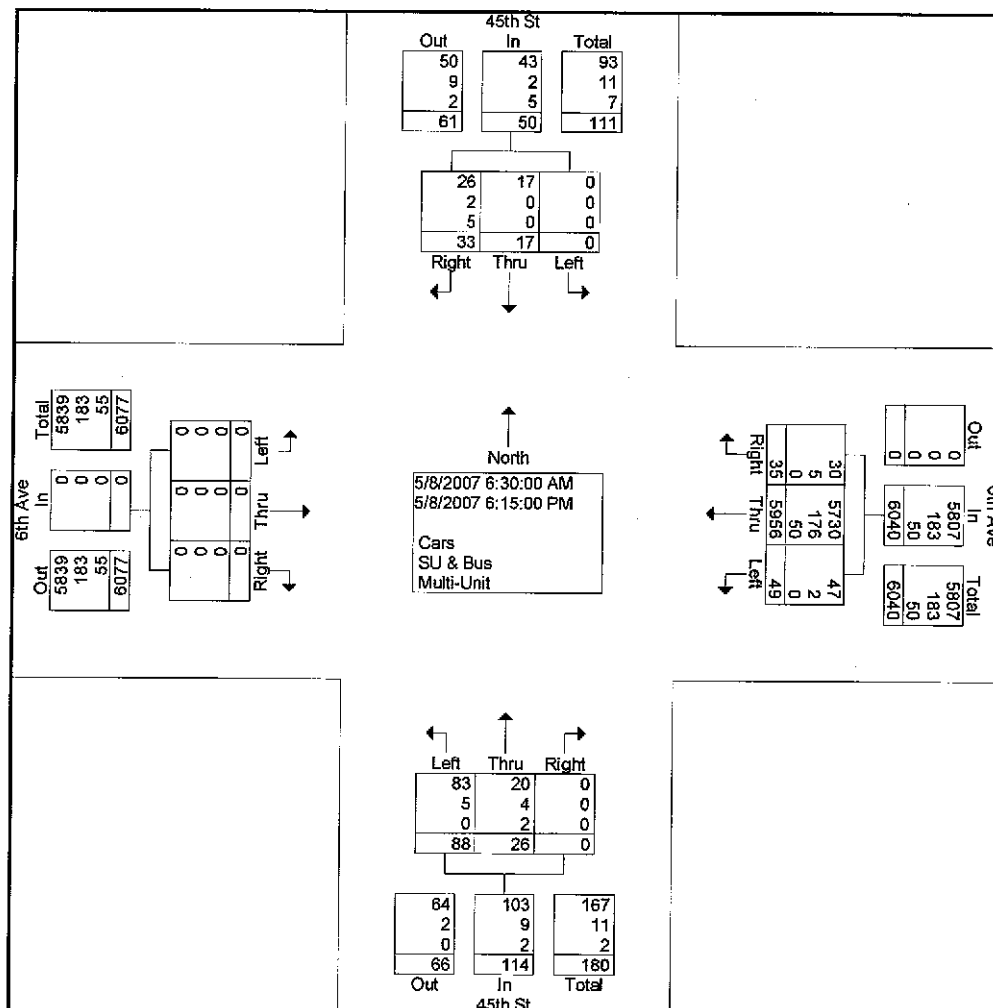
Start Time	45th St From North				6th Ave From East				45th St From South				6th Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	0	0	0	0	0	195	0	195	1	0	0	1	0	0	0	0	196
06:45	0	0	0	0	1	112	1	114	2	0	0	2	0	0	0	0	116
Total	0	0	0	0	1	307	1	309	3	0	0	3	0	0	0	0	312
07:00	0	0	0	0	1	118	1	120	2	0	0	2	0	0	0	0	122
07:15	0	0	0	0	2	152	0	154	0	0	0	0	0	0	0	0	154
07:30	0	0	1	1	0	226	0	226	1	0	0	1	0	0	0	0	228
07:45	0	0	0	0	0	227	1	228	3	0	0	3	0	0	0	0	231
Total	0	0	1	1	3	723	2	728	6	0	0	6	0	0	0	0	735
08:00	0	0	0	0	0	168	1	169	3	0	0	3	0	0	0	0	172
08:15	0	0	1	1	0	175	0	175	2	0	0	2	0	0	0	0	178
08:30	0	0	0	0	0	144	2	146	3	1	0	4	0	0	0	0	150
08:45	0	0	2	2	0	108	0	108	1	0	0	1	0	0	0	0	111
Total	0	0	3	3	0	595	3	598	9	1	0	10	0	0	0	0	611
09:00	0	0	1	1	1	70	1	72	0	0	0	0	0	0	0	0	73
09:15	0	2	1	3	0	109	0	109	4	0	0	4	0	0	0	0	116
09:30	0	0	2	2	1	78	0	79	1	0	0	1	0	0	0	0	82
09:45	0	0	0	0	1	88	0	89	2	1	0	3	0	0	0	0	92
Total	0	2	4	6	3	345	1	349	7	1	0	8	0	0	0	0	363
10:00	0	3	1	4	0	89	1	90	1	1	0	2	0	0	0	0	96
Break																	
10:30	0	0	1	1	0	80	0	80	3	2	0	5	0	0	0	0	86
10:45	0	0	5	5	0	87	2	89	0	0	0	0	0	0	0	0	94
Total	0	3	7	10	0	256	3	259	4	3	0	7	0	0	0	0	276
11:00	0	0	0	0	5	97	0	102	0	1	0	1	0	0	0	0	103
11:15	0	0	0	0	3	120	1	124	0	3	0	3	0	0	0	0	127
11:30	0	1	0	1	0	119	1	120	1	3	0	4	0	0	0	0	125
11:45	0	0	2	2	2	88	2	92	2	1	0	3	0	0	0	0	97
Total	0	1	2	3	10	424	4	438	3	8	0	11	0	0	0	0	452
12:00	0	0	2	2	8	134	1	143	3	0	0	3	0	0	0	0	148
12:15	0	1	1	2	3	97	0	100	1	0	0	1	0	0	0	0	103
12:30	0	0	0	0	1	135	1	137	3	1	0	4	0	0	0	0	141
12:45	0	2	1	3	1	122	1	124	4	0	0	4	0	0	0	0	131
Total	0	3	4	7	13	488	3	504	11	1	0	12	0	0	0	0	523
13:00	0	0	0	0	1	120	1	122	3	1	0	4	0	0	0	0	126
13:15	0	0	0	0	2	109	1	112	2	2	0	4	0	0	0	0	116
13:30	0	0	1	1	0	46	0	46	0	2	0	2	0	0	0	0	49
13:45	0	0	0	0	2	69	1	72	1	0	0	1	0	0	0	0	73
Total	0	0	1	1	5	344	3	352	6	5	0	11	0	0	0	0	364
14:00	0	0	1	1	3	118	2	123	5	1	0	6	0	0	0	0	130
Break																	
14:30	0	0	1	1	2	119	1	122	3	0	0	3	0	0	0	0	126
14:45	0	1	1	2	0	130	3	133	0	1	0	1	0	0	0	0	136
Total	0	1	3	4	5	367	6	378	8	2	0	10	0	0	0	0	392
15:00	0	0	3	3	0	144	0	144	3	0	0	3	0	0	0	0	150
15:15	0	1	0	1	0	180	0	180	2	0	0	2	0	0	0	0	183
15:30	0	1	1	2	1	170	0	171	0	1	0	1	0	0	0	0	174
15:45	0	0	0	0	0	163	0	163	2	1	0	3	0	0	0	0	166
Total	0	2	4	6	1	657	0	658	7	2	0	9	0	0	0	0	673

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By: Stanley Consultants Inc.

File Name : 6thAve&45thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

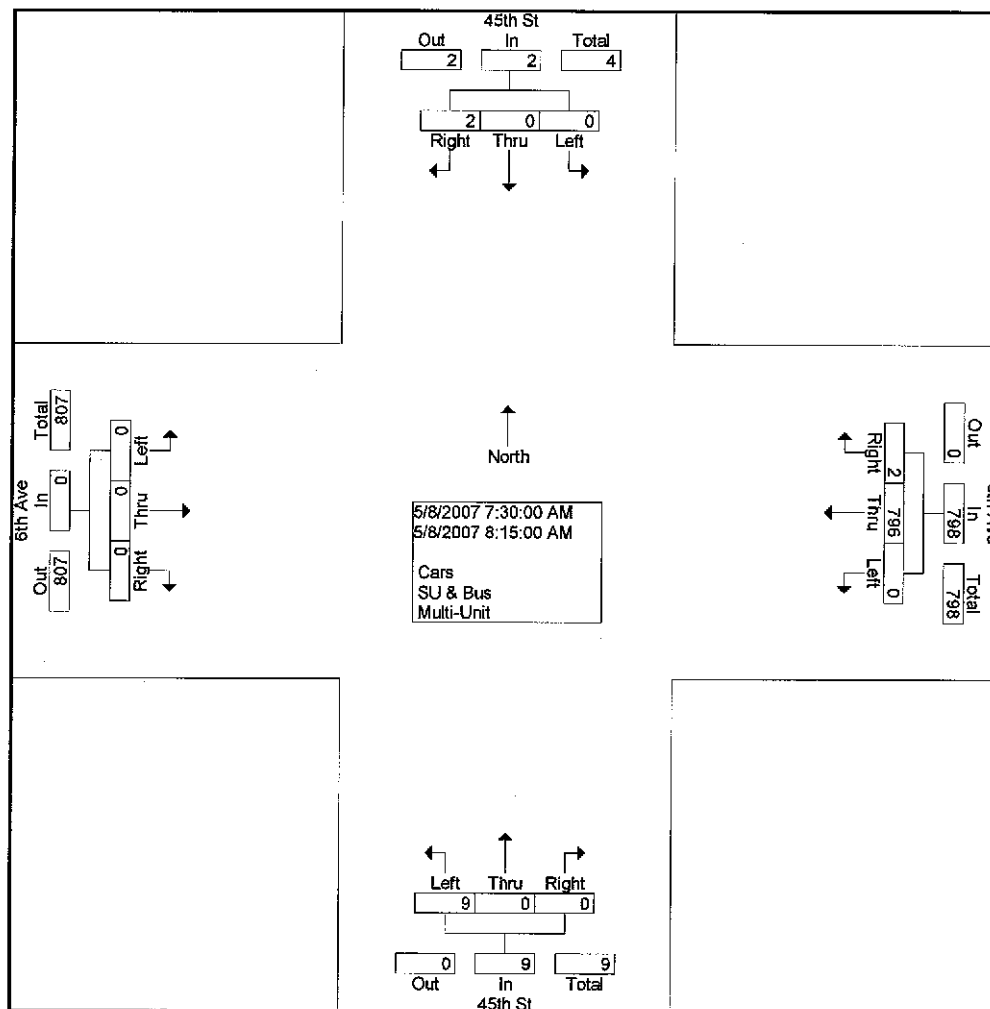
Start Time	45th St From North				6th Ave From East				45th St From South				6th Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	0	1	0	1	2	158	1	161	2	0	0	2	0	0	0	0	164
16:15	0	1	1	2	0	145	4	149	3	0	0	3	0	0	0	0	154
16:30	0	0	0	0	1	171	0	172	2	1	0	3	0	0	0	0	175
16:45	0	1	0	1	1	177	0	178	2	2	0	4	0	0	0	0	183
Total	0	3	1	4	4	651	5	660	9	3	0	12	0	0	0	0	676
17:00	0	0	0	0	2	200	2	204	2	0	0	2	0	0	0	0	206
17:15	0	0	0	0	0	138	0	138	2	0	0	2	0	0	0	0	140
17:30	0	0	1	1	1	135	0	136	4	0	0	4	0	0	0	0	141
17:45	0	0	0	0	1	127	1	129	4	0	0	4	0	0	0	0	133
Total	0	0	1	1	4	600	3	607	12	0	0	12	0	0	0	0	620
18:00	0	2	0	2	0	97	0	97	2	0	0	2	0	0	0	0	101
18:15	0	0	2	2	0	102	1	103	1	0	0	1	0	0	0	0	106
Grand Total	0	17	33	50	49	5956	35	6040	88	26	0	114	0	0	0	0	6204
Apprch %	0.0	34.0	66.0		0.8	98.6	0.6		77.2	22.8	0.0		0.0	0.0	0.0		
Total %	0.0	0.3	0.5	0.8	0.8	96.0	0.6	97.4	1.4	0.4	0.0	1.8	0.0	0.0	0.0	0.0	



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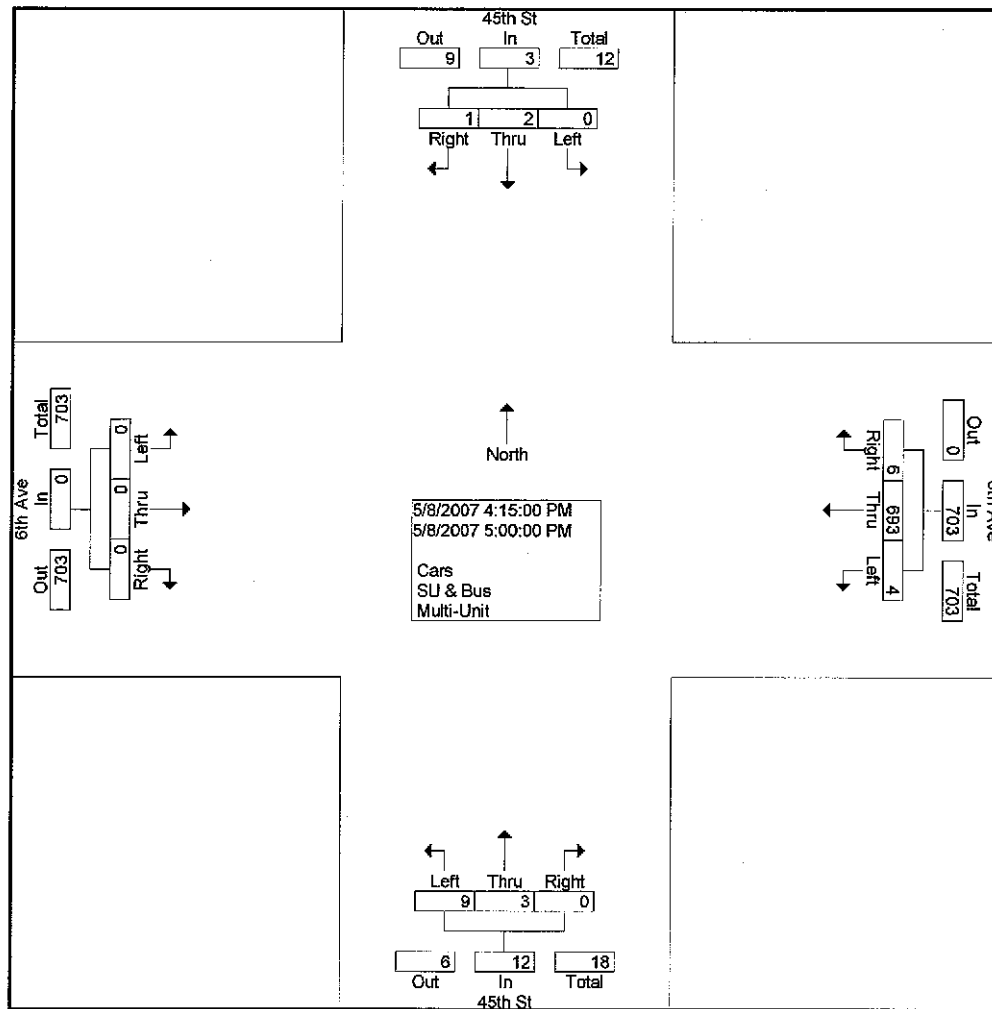
	45th St From North				6th Ave From East				45th St From South				6th Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection 07:30																	
Volume	0	0	2	2	0	796	2	798	9	0	0	9	0	0	0	0	809
Percent	0.0	0.0	100.		0.0	99.7	0.3		100.	0.0	0.0		0.0	0.0	0.0		
			0						0								
07:45	0	0	0	0	0	227	1	228	3	0	0	3	0	0	0	0	231
Peak Factor																	0.876
High Int. 07:30					07:45				07:45				6:15:00 AM				
Volume	0	0	1	1	0	227	1	228	3	0	0	3					
Peak Factor				0.500				0.875				0.750					



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	45th St From North				6th Ave From East				45th St From South				6th Ave From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 16:15																	
Volume	0	2	1	3	4	693	6	703	9	3	0	12	0	0	0	0	718
Percent	0.0	66.7	33.3		0.6	98.6	0.9		75.0	25.0	0.0		0.0	0.0	0.0		
17:00																	
Volume	0	0	0	0	2	200	2	204	2	0	0	2	0	0	0	0	206
Peak Factor																	0.871
High Int. 16:15					17:00				16:45								
Volume	0	1	1	2	2	200	2	204	2	2	0	4					
Peak Factor				0.375				0.862				0.750					



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By: Stanley Consultants Inc.

File Name : 5thAve&38thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

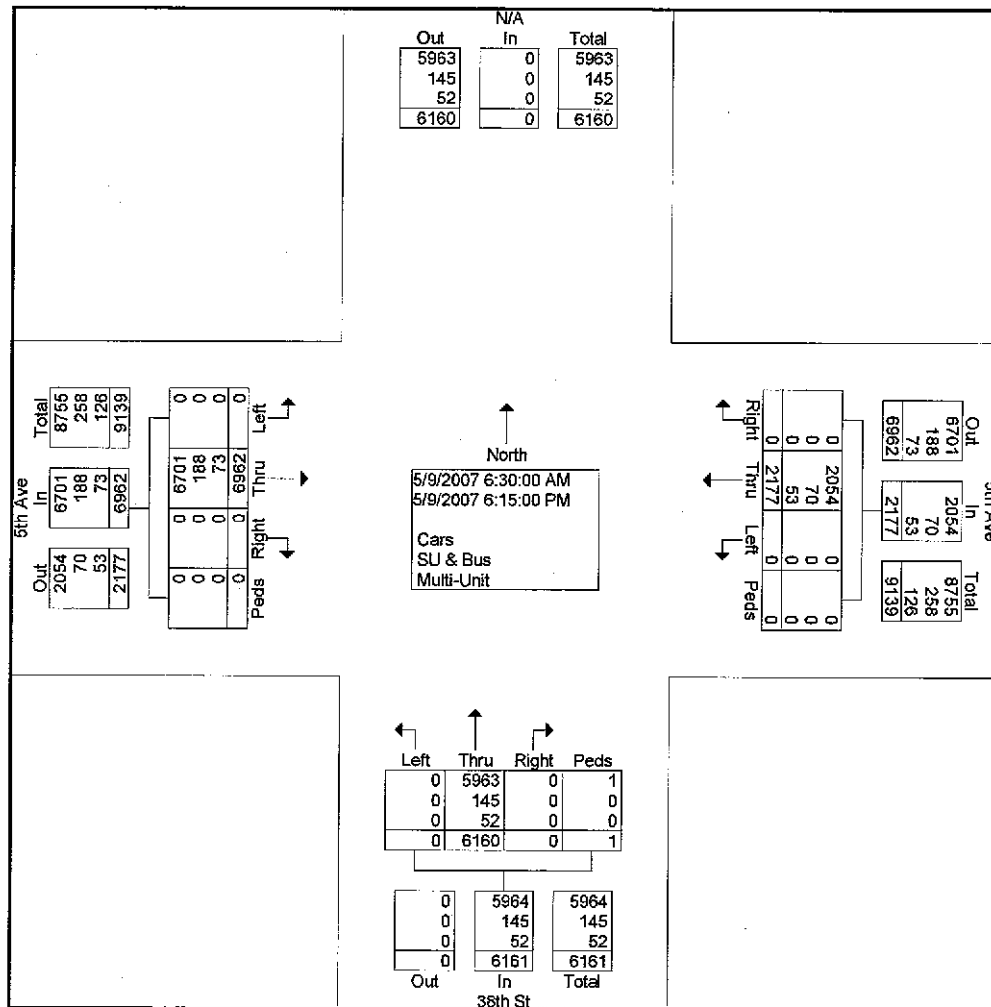
Start Time	App. Total	5th Ave From East					38th St From South					5th Ave From West					Int. Total
		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	29	0	0	29	0	217	0	0	217	0	69	0	0	69	315
06:45	0	0	28	0	0	28	0	152	0	0	152	0	73	0	0	73	253
Total	0	0	57	0	0	57	0	369	0	0	369	0	142	0	0	142	568
07:00	0	0	37	0	0	37	0	132	0	0	132	0	68	0	0	68	237
07:15	0	0	57	0	0	57	0	160	0	0	160	0	88	0	0	88	305
07:30	0	0	58	0	0	58	0	209	0	0	209	0	98	0	0	98	365
07:45	0	0	51	0	0	51	0	274	0	0	274	0	138	0	0	138	463
Total	0	0	203	0	0	203	0	775	0	0	775	0	392	0	0	392	1370
08:00	0	0	48	0	0	48	0	167	0	0	167	0	99	0	0	99	314
08:15	0	0	37	0	0	37	0	169	0	0	169	0	107	0	0	107	313
08:30	0	0	51	0	0	51	0	123	0	0	123	0	108	0	0	108	282
08:45	0	0	30	0	0	30	0	125	0	0	125	0	98	0	0	98	253
Total	0	0	166	0	0	166	0	584	0	0	584	0	412	0	0	412	1162
09:00	0	0	39	0	0	39	0	111	0	0	111	0	97	0	0	97	247
09:15	0	0	34	0	0	34	0	97	0	0	97	0	106	0	0	106	237
09:30	0	0	29	0	0	29	0	84	0	0	84	0	101	0	0	101	214
09:45	0	0	40	0	0	40	0	95	0	0	95	0	96	0	0	96	231
Total	0	0	142	0	0	142	0	387	0	0	387	0	400	0	0	400	929
10:00	0	0	35	0	0	35	0	98	0	0	98	0	112	0	0	112	245
10:15	0	0	38	0	0	38	0	91	0	0	91	0	110	0	0	110	239
10:30	0	0	34	0	0	34	0	94	0	0	94	0	119	0	0	119	247
10:45	0	0	47	0	0	47	0	85	0	0	85	0	119	0	0	119	251
Total	0	0	154	0	0	154	0	368	0	0	368	0	460	0	0	460	982
11:00	0	0	36	0	0	36	0	109	0	0	109	0	159	0	0	159	304
11:15	0	0	39	0	0	39	0	128	0	0	128	0	134	0	0	134	301
11:30	0	0	46	0	0	46	0	116	0	0	116	0	177	0	0	177	339
11:45	0	0	37	0	0	37	0	117	0	0	117	0	149	0	0	149	303
Total	0	0	158	0	0	158	0	470	0	0	470	0	619	0	0	619	1247
12:00	0	0	47	0	0	47	0	96	0	1	97	0	174	0	0	174	318
12:15	0	0	31	0	0	31	0	117	0	0	117	0	133	0	0	133	281
12:30	0	0	42	0	0	42	0	135	0	0	135	0	128	0	0	128	305
12:45	0	0	35	0	0	35	0	124	0	0	124	0	130	0	0	130	289
Total	0	0	155	0	0	155	0	472	0	1	473	0	565	0	0	565	1193
13:00	0	0	38	0	0	38	0	142	0	0	142	0	129	0	0	129	309
13:15	0	0	42	0	0	42	0	115	0	0	115	0	146	0	0	146	303
13:30	0	0	39	0	0	39	0	110	0	0	110	0	161	0	0	161	310
13:45	0	0	41	0	0	41	0	119	0	0	119	0	151	0	0	151	311
Total	0	0	160	0	0	160	0	486	0	0	486	0	587	0	0	587	1233
14:00	0	0	49	0	0	49	0	143	0	0	143	0	189	0	0	189	381
Break																	
14:30	0	0	86	0	0	86	0	117	0	0	117	0	202	0	0	202	405
14:45	0	0	47	0	0	47	0	128	0	0	128	0	175	0	0	175	350
Total	0	0	182	0	0	182	0	388	0	0	388	0	566	0	0	566	1136
15:00	0	0	48	0	0	48	0	90	0	0	90	0	192	0	0	192	330
15:15	0	0	68	0	0	68	0	124	0	0	124	0	240	0	0	240	432
15:30	0	0	46	0	0	46	0	154	0	0	154	0	255	0	0	255	455
15:45	0	0	72	0	0	72	0	155	0	0	155	0	227	0	0	227	454
Total	0	0	234	0	0	234	0	523	0	0	523	0	914	0	0	914	1671

City of Rock Island
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File Name : 5thAve&38thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

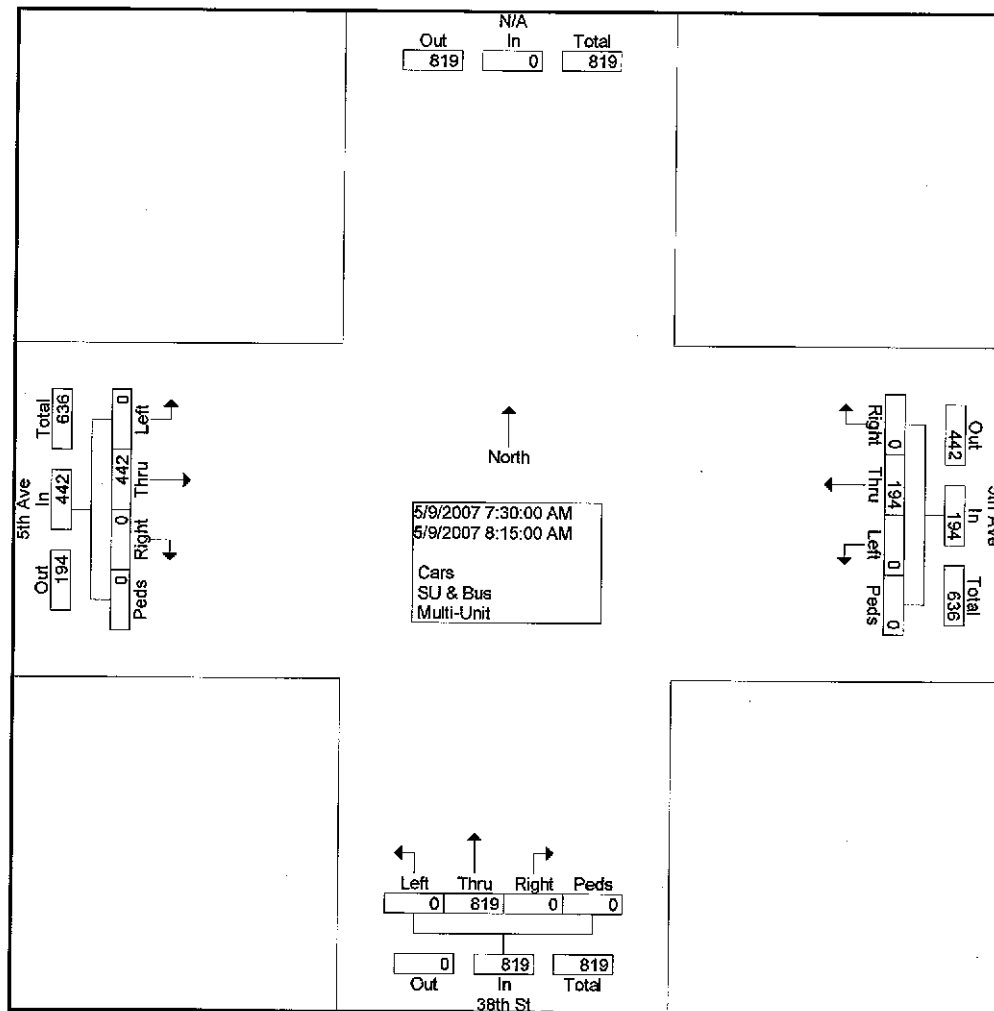
Start Time	App. Total	5th Ave From East					38th St From South					5th Ave From West					Int. Total
		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	61	0	0	61	0	137	0	0	137	0	256	0	0	256	454
16:15	0	0	58	0	0	58	0	139	0	0	139	0	189	0	0	189	386
16:30	0	0	64	0	0	64	0	150	0	0	150	0	264	0	0	264	478
16:45	0	0	90	0	0	90	0	170	0	0	170	0	255	0	0	255	515
Total	0	0	273	0	0	273	0	596	0	0	596	0	964	0	0	964	1833
17:00	0	0	89	0	0	89	0	185	0	0	185	0	287	0	0	287	561
17:15	0	0	52	0	0	52	0	168	0	0	168	0	118	0	0	118	338
17:30	0	0	41	0	0	41	0	124	0	0	124	0	180	0	0	180	345
17:45	0	0	36	0	0	36	0	95	0	0	95	0	135	0	0	135	266
Total	0	0	218	0	0	218	0	572	0	0	572	0	720	0	0	720	1510
18:00	0	0	40	0	0	40	0	85	0	0	85	0	121	0	0	121	246
18:15	0	0	35	0	0	35	0	85	0	0	85	0	100	0	0	100	220
Grand Total	0	0	2177	0	0	2177	0	6160	0	1	6161	0	6962	0	0	6962	15300
Apprch %		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	14.2	0.0	0.0	14.2	0.0	40.3	0.0	0.0	40.3	0.0	45.5	0.0	0.0	45.5	



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File Name : 5thAve&38thSt
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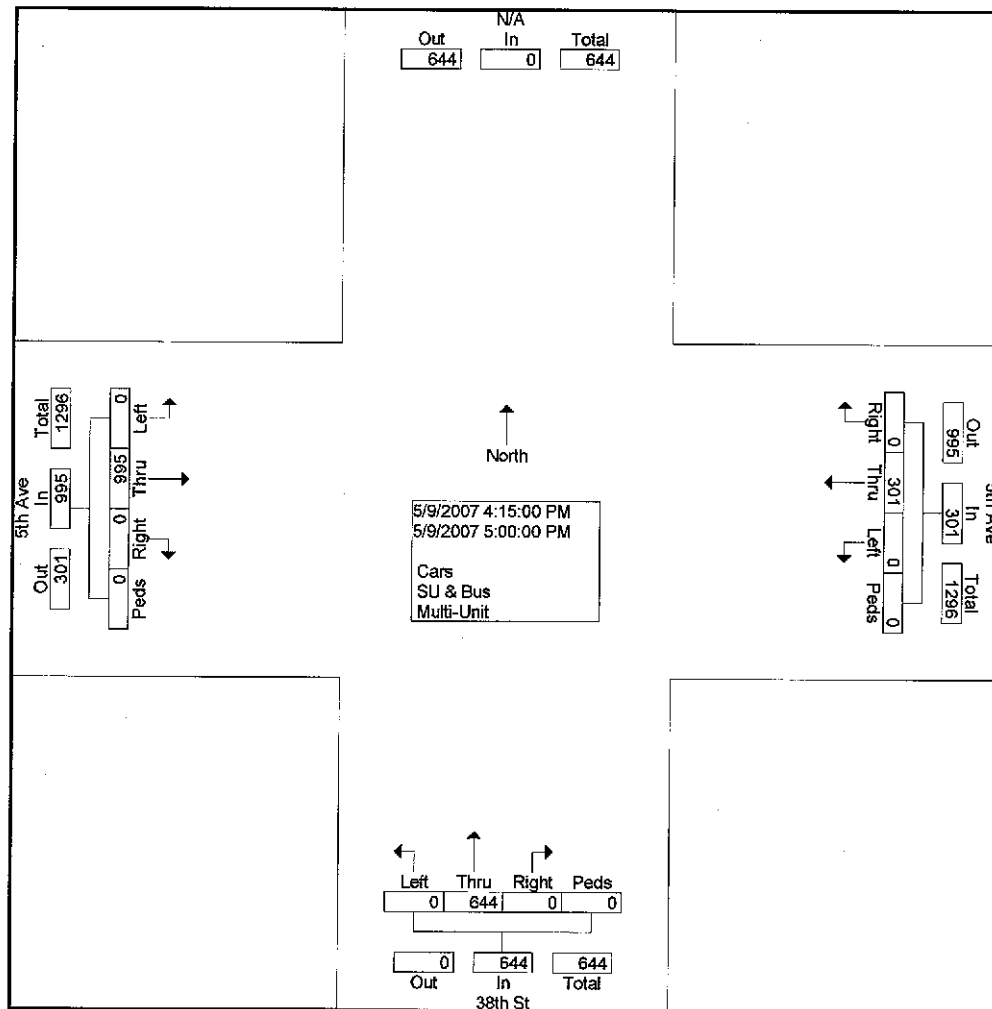
		5th Ave From East					38th St From South					5th Ave From West					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	0	194	0	0	194	0	819	0	0	819	0	442	0	0	442	1455
Percent		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
07:45																	
Volume	0	0	51	0	0	51	0	274	0	0	274	0	138	0	0	138	463
Peak Factor																	0.786
High Int.	6:15:00 AM	07:30					07:45					07:45					
Volume	0	0	58	0	0	58	0	274	0	0	274	0	138	0	0	138	
Peak Factor		0.836					0.747					0.801					



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File Name : 5thAve&38thSt
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		5th Ave From East					38th St From South					5th Ave From West					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 16:15																	
Volume	0	0	301	0	0	301	0	644	0	0	644	0	995	0	0	995	1940
Percent		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
17:00																	
Volume	0	0	89	0	0	89	0	185	0	0	185	0	287	0	0	287	561
Peak Factor																	0.865
High Int.		16:45					17:00					17:00					
Volume	0	0	90	0	0	90	0	185	0	0	185	0	287	0	0	287	
Peak Factor						0.836					0.870					0.867	



City of Rock Island
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Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&30thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	30th St From North			5th Ave From East			30th St From South			5th Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30	2	0	1	2	235	0	38	1	0	4	67	9	359
06:45	2	0	2	4	184	1	24	2	0	3	76	13	311
Total	4	0	3	6	419	1	62	3	0	7	143	22	670
07:00	2	0	3	7	154	3	27	0	0	0	68	16	280
07:15	1	0	2	10	205	1	46	0	1	1	85	15	367
07:30	1	0	1	6	249	0	41	0	2	0	98	21	419
07:45	0	0	3	12	314	1	48	0	2	2	140	25	547
Total	4	0	9	35	922	5	162	0	5	3	391	77	1613
08:00	2	1	0	9	195	2	39	0	1	2	93	17	361
08:15	3	0	0	9	202	3	41	0	4	2	107	20	391
08:30	4	1	4	8	170	5	36	0	2	0	106	27	363
08:45	1	0	0	13	153	1	15	2	4	1	104	25	319
Total	10	2	4	39	720	11	131	2	11	5	410	89	1434
09:00	5	1	0	10	126	6	15	0	2	1	92	17	275
09:15	2	0	1	6	117	3	22	0	2	0	108	14	275
09:30	0	0	1	5	102	1	19	1	2	0	103	16	250
09:45	1	1	0	6	121	2	20	0	3	0	79	21	254
Total	8	2	2	27	466	12	76	1	9	1	382	68	1054
10:00	1	0	0	6	118	1	22	2	3	1	125	26	305
10:15	2	0	0	6	132	1	29	0	2	1	120	17	310
Break													
10:45	1	0	0	13	113	1	15	0	1	1	116	11	272
Total	4	0	0	25	363	3	66	2	6	3	361	54	887
11:00	2	0	0	12	137	1	30	0	6	0	147	40	375
11:15	0	0	0	7	151	0	28	0	3	2	134	31	356
11:30	0	0	0	12	150	2	31	0	2	0	183	39	419
11:45	0	1	0	10	152	1	30	0	1	0	158	48	401
Total	2	1	0	41	590	4	119	0	12	2	622	158	1551
12:00	1	0	1	8	148	0	23	0	1	1	183	40	406
12:15	0	0	2	15	133	0	32	0	3	0	125	26	336
12:30	1	0	0	10	161	3	28	0	4	1	130	33	371
12:45	0	1	0	9	153	2	41	1	3	1	127	26	364
Total	2	1	3	42	595	5	124	1	11	3	565	125	1477
13:00	1	0	1	11	159	4	40	1	4	0	124	40	385
13:15	2	1	2	9	134	6	34	0	2	3	147	24	364
13:30	1	1	3	7	152	2	30	0	0	1	161	39	397
13:45	1	3	1	9	150	1	24	1	3	2	157	23	375
Total	5	5	7	36	595	13	128	2	9	6	589	126	1521
14:00	3	2	0	14	182	2	24	3	4	4	198	39	475
14:15	8	1	1	12	149	0	25	0	3	1	180	21	401
Break													
14:45	0	1	1	15	160	2	19	0	2	0	164	34	398
Total	11	4	2	41	491	4	68	3	9	5	542	94	1274
15:00	1	0	0	19	143	0	21	0	2	0	201	38	425
15:15	1	0	0	18	170	2	15	0	0	0	226	33	465
15:30	3	1	0	19	185	3	27	1	0	6	223	48	516
15:45	2	0	0	34	190	5	23	0	6	1	222	29	512
Total	7	1	0	90	688	10	86	1	8	7	872	148	1918

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&30thSt
Site Code : 00000010
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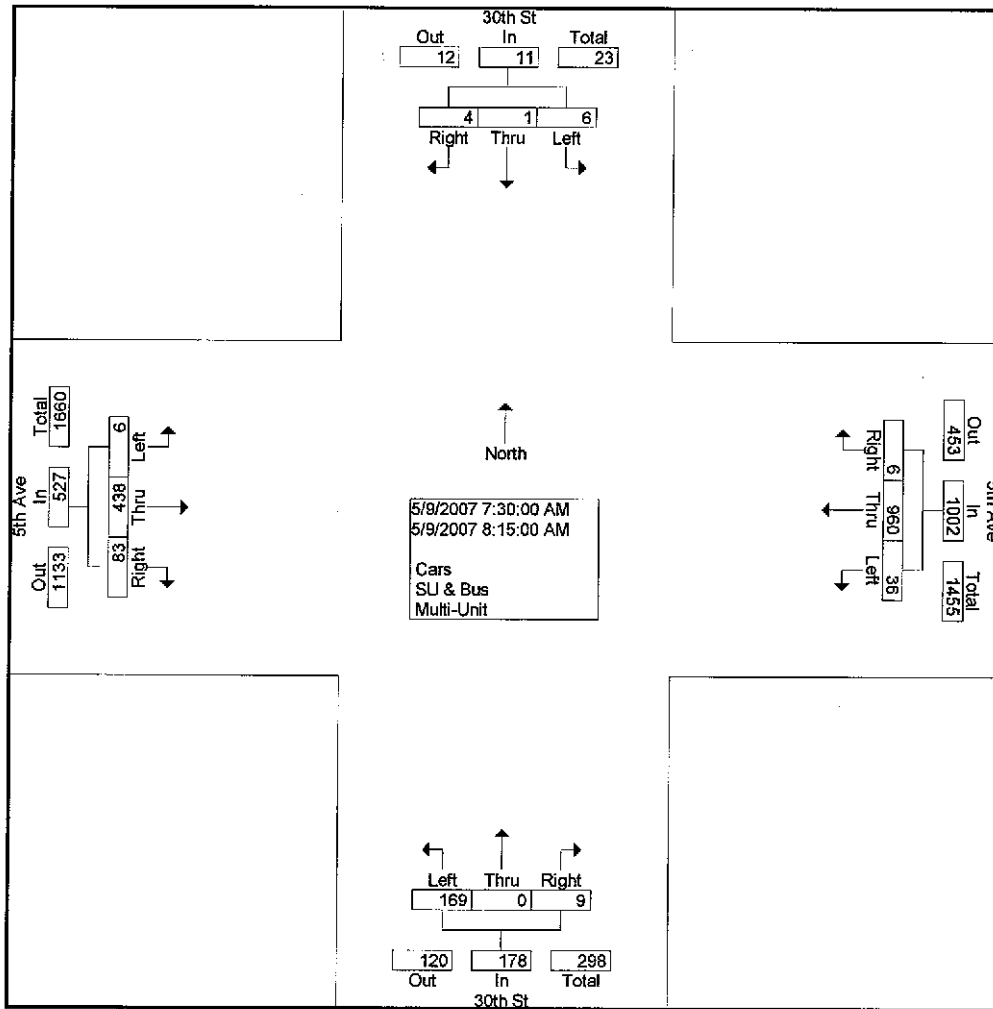
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	30th St From North			5th Ave From East			30th St From South			5th Ave From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
16:00	2	1	1	19	197	0	21	0	1	2	260	32	536
16:15	0	0	1	19	175	0	20	1	2	1	190	34	443
16:30	3	0	0	26	186	3	28	0	1	1	254	49	551
16:45	0	0	0	20	233	2	34	0	1	2	254	46	592
Total	5	1	2	84	791	5	103	1	5	6	958	161	2122
17:00	1	1	1	28	257	0	30	0	2	0	298	50	668
17:15	1	1	0	22	197	1	35	1	1	1	213	37	510
17:30	1	0	0	11	164	1	34	0	2	1	188	45	447
17:45	0	1	1	12	103	1	23	0	1	1	135	33	311
Total	3	3	2	73	721	3	122	1	6	3	834	165	1936
18:00	3	1	0	11	101	2	24	0	2	3	96	17	260
18:15	0	0	4	11	97	4	21	3	3	8	90	28	269
Grand Total	68	21	38	561	7559	82	1292	20	96	62	6855	1332	17986
Apprch %	53.5	16.5	29.9	6.8	92.2	1.0	91.8	1.4	6.8	0.8	83.1	16.1	
Total %	0.4	0.1	0.2	3.1	42.0	0.5	7.2	0.1	0.5	0.3	38.1	7.4	

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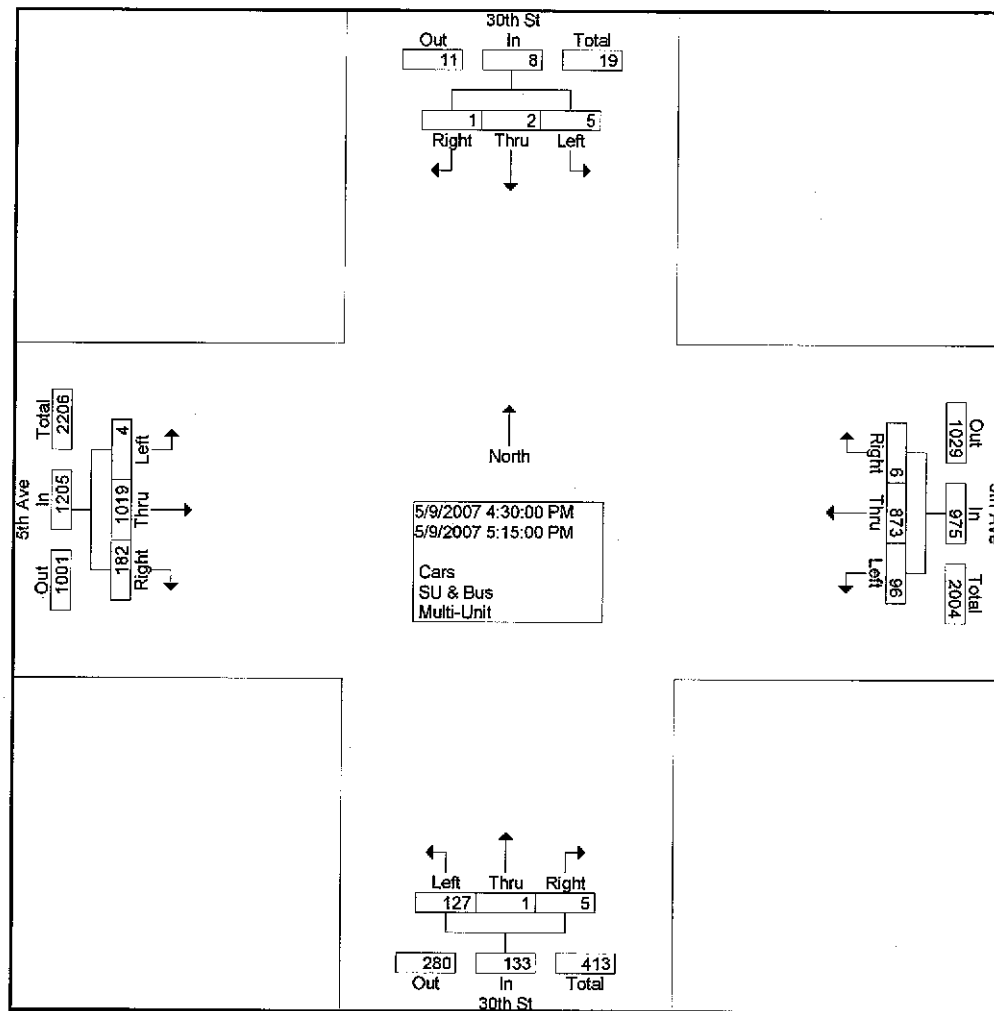
	30th St From North				5th Ave From East				30th St From South				5th Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection	07:30																
Volume	6	1	4	11	36	960	6	1002	169	0	9	178	6	438	83	527	1718
Percent	54.5	9.1	36.4		3.6	95.8	0.6		94.9	0.0	5.1		1.1	83.1	15.7		
07:45																	
Volume	0	0	3	3	12	314	1	327	48	0	2	50	2	140	25	167	547
Peak Factor																	0.785
High Int.	07:45				07:45				07:45				07:45				
Volume	0	0	3	3	12	314	1	327	48	0	2	50	2	140	25	167	
Peak Factor	0.917				0.766				0.890				0.789				



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	30th St From North				5th Ave From East				30th St From South				5th Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 16:30																	
Volume	5	2	1	8	96	873	6	975	127	1	5	133	4	1019	182	1205	2321
Percent	62.5	25.0	12.5		9.8	89.5	0.6		95.5	0.8	3.8		0.3	84.6	15.1		
17:00																	
Volume	1	1	1	3	28	257	0	285	30	0	2	32	0	298	50	348	668
Peak Factor																	0.869
High Int. 16:30					17:00				17:15				17:00				
Volume	3	0	0	3	28	257	0	285	35	1	1	37	0	298	50	348	
Peak Factor	0.667				0.855				0.899				0.866				



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Groups Printed- Cars - SU & Bus - Multi-Unit

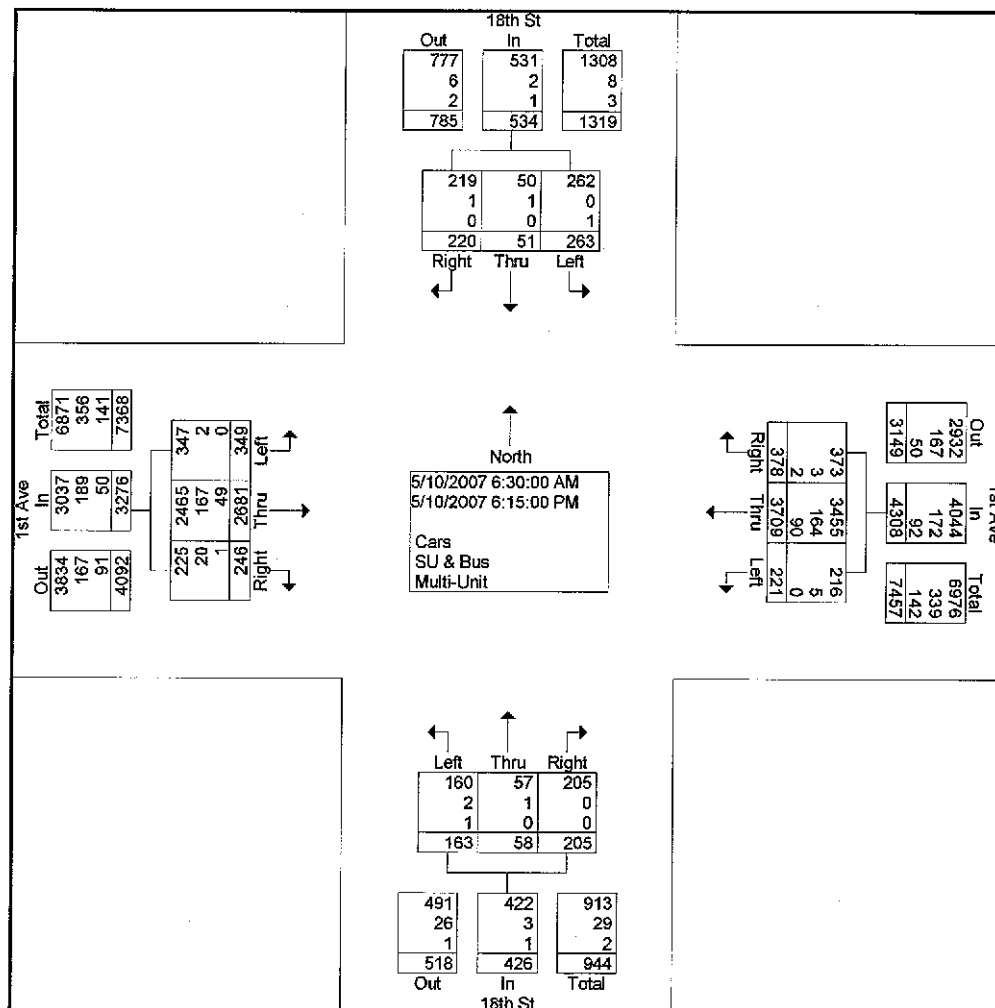
Start Time	18th St From North				1st Ave From East				18th St From South				1st Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	2	0	0	2	0	64	3	67	1	0	1	2	3	122	5	130	201
06:45	3	0	0	3	2	72	4	78	0	0	1	1	2	124	2	128	210
Total	5	0	0	5	2	136	7	145	1	0	2	3	5	246	7	258	411
07:00	7	1	5	13	1	46	4	51	1	0	0	1	4	75	2	81	146
07:15	4	1	2	7	2	60	4	66	1	4	2	7	3	87	2	92	172
07:30	1	1	0	2	2	70	9	81	2	0	0	2	1	73	3	77	162
07:45	0	0	0	0	3	84	11	98	3	1	2	6	8	101	6	115	219
Total	12	3	7	22	8	260	28	296	7	5	4	16	16	336	13	365	699
08:00	1	0	1	2	5	67	9	81	1	0	1	2	5	72	2	79	164
08:15	1	0	2	3	3	93	4	100	0	1	5	6	4	57	6	67	176
08:30	3	1	1	5	2	60	5	67	1	3	3	7	2	48	3	53	132
08:45	3	0	1	4	7	69	4	80	2	0	1	3	7	51	4	62	149
Total	8	1	5	14	17	289	22	328	4	4	10	18	18	228	15	261	621
09:00	0	2	1	3	2	46	8	56	1	1	5	7	5	38	4	47	113
09:15	2	0	2	4	2	35	5	42	0	1	1	2	9	43	2	54	102
09:30	2	1	5	8	1	54	6	61	2	0	2	4	6	43	2	51	124
09:45	4	0	4	8	2	38	8	48	1	1	6	8	9	47	5	61	125
Total	8	3	12	23	7	173	27	207	4	3	14	21	29	171	13	213	464
10:00	2	0	6	8	3	43	8	54	4	1	6	11	7	30	1	38	111
Break																	
10:30	5	0	3	8	1	29	7	37	3	0	3	6	5	36	5	46	97
10:45	10	0	7	17	8	61	2	71	3	0	4	7	4	30	10	44	139
Total	17	0	16	33	12	133	17	162	10	1	13	24	16	96	16	128	347
11:00	7	0	2	9	8	55	10	73	8	4	5	17	10	41	2	53	152
11:15	3	2	6	11	14	36	8	58	3	0	2	5	13	57	9	79	153
11:30	4	6	6	16	18	55	8	81	6	2	5	13	6	52	9	67	177
11:45	8	3	8	19	11	68	8	87	5	1	15	21	11	63	6	80	207
Total	22	11	22	55	51	214	34	299	22	7	27	56	40	213	26	279	689
12:00	8	2	7	17	7	46	11	64	5	1	9	15	9	45	9	63	159
12:15	6	3	9	18	7	62	9	78	5	1	7	13	16	37	4	57	166
12:30	4	1	9	14	5	70	10	85	5	0	6	11	8	57	7	72	182
12:45	7	4	7	18	5	72	11	88	4	1	14	19	6	39	6	51	176
Total	25	10	32	67	24	250	41	315	19	3	36	58	39	178	26	243	683
13:00	5	1	4	10	4	54	7	65	5	3	5	13	10	42	7	59	147
13:15	4	0	8	12	4	57	9	70	3	0	3	6	7	61	6	74	162
13:30	2	1	3	6	1	66	9	76	2	0	3	5	6	55	1	62	149
13:45	4	0	6	10	5	53	12	70	2	1	3	6	8	54	4	66	152
Total	15	2	21	38	14	230	37	281	12	4	14	30	31	212	18	261	610
14:00	12	1	9	22	3	69	10	82	3	2	5	10	14	50	3	67	181
Break																	
14:30	10	2	5	17	6	141	9	156	3	2	0	5	5	63	6	74	252
14:45	11	1	3	15	4	104	3	111	4	4	3	11	3	64	4	71	208
Total	33	4	17	54	13	314	22	349	10	8	8	26	22	177	13	212	641
15:00	7	3	7	17	3	140	8	151	6	2	6	14	8	74	4	86	268
15:15	3	0	7	10	4	107	11	122	5	1	3	9	13	44	6	63	204
15:30	8	0	9	17	6	156	7	169	4	3	5	12	5	79	5	89	287
15:45	9	1	3	13	3	109	12	124	1	1	1	3	6	61	4	71	211
Total	27	4	26	57	16	512	38	566	16	7	15	38	32	258	19	309	970

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Groups Printed- Cars - SU & Bus - Multi-Unit

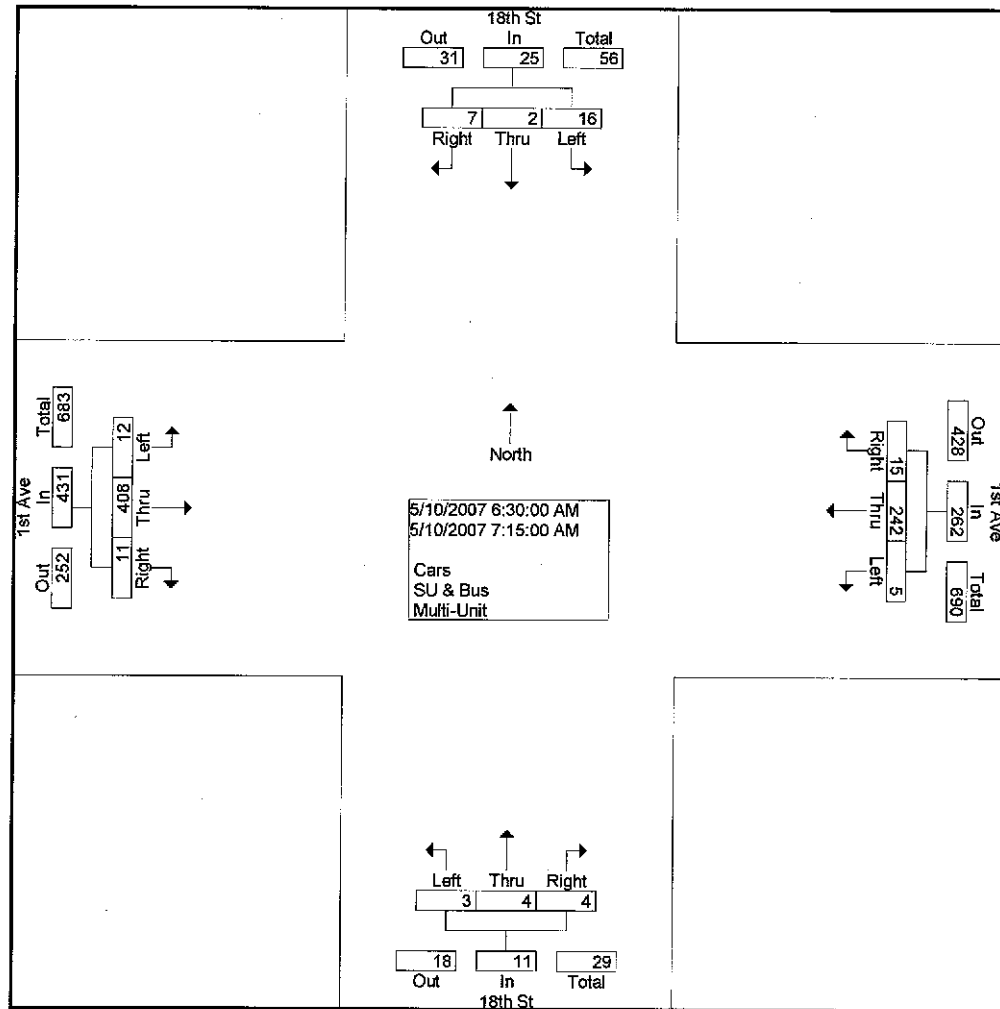
	18th St From North				1st Ave From East				18th St From South				1st Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	4	2	11	17	8	251	15	274	10	0	6	16	7	57	9	73	380
16:15	6	1	6	13	6	144	12	162	6	1	11	18	10	65	9	84	277
16:30	8	1	6	15	8	113	11	132	4	0	5	9	10	73	6	89	245
16:45	8	1	5	14	5	145	11	161	10	2	4	16	16	76	5	97	288
Total	26	5	28	59	27	653	49	729	30	3	26	59	43	271	29	343	1190
17:00	13	2	7	22	4	133	19	156	10	2	7	19	13	81	8	102	299
17:15	7	2	8	17	4	101	8	113	4	0	9	13	9	50	6	65	208
17:30	14	3	7	24	5	132	6	143	4	3	9	16	7	45	15	67	250
17:45	9	0	4	13	9	85	13	107	5	3	5	13	8	42	11	61	194
Total	43	7	26	76	22	451	46	519	23	8	30	61	37	218	40	295	951
18:00	13	0	4	17	6	50	5	61	1	3	4	8	12	38	5	55	141
18:15	9	1	4	14	2	44	5	51	4	2	2	8	9	39	6	54	127
Grand Total	263	51	220	534	221	3709	378	4308	163	58	205	426	349	2681	246	3276	8544
Apprch %	49.3	9.6	41.2		5.1	86.1	8.8		38.3	13.6	48.1		10.7	81.8	7.5		
Total %	3.1	0.6	2.6	6.3	2.6	43.4	4.4	50.4	1.9	0.7	2.4	5.0	4.1	31.4	2.9	38.3	



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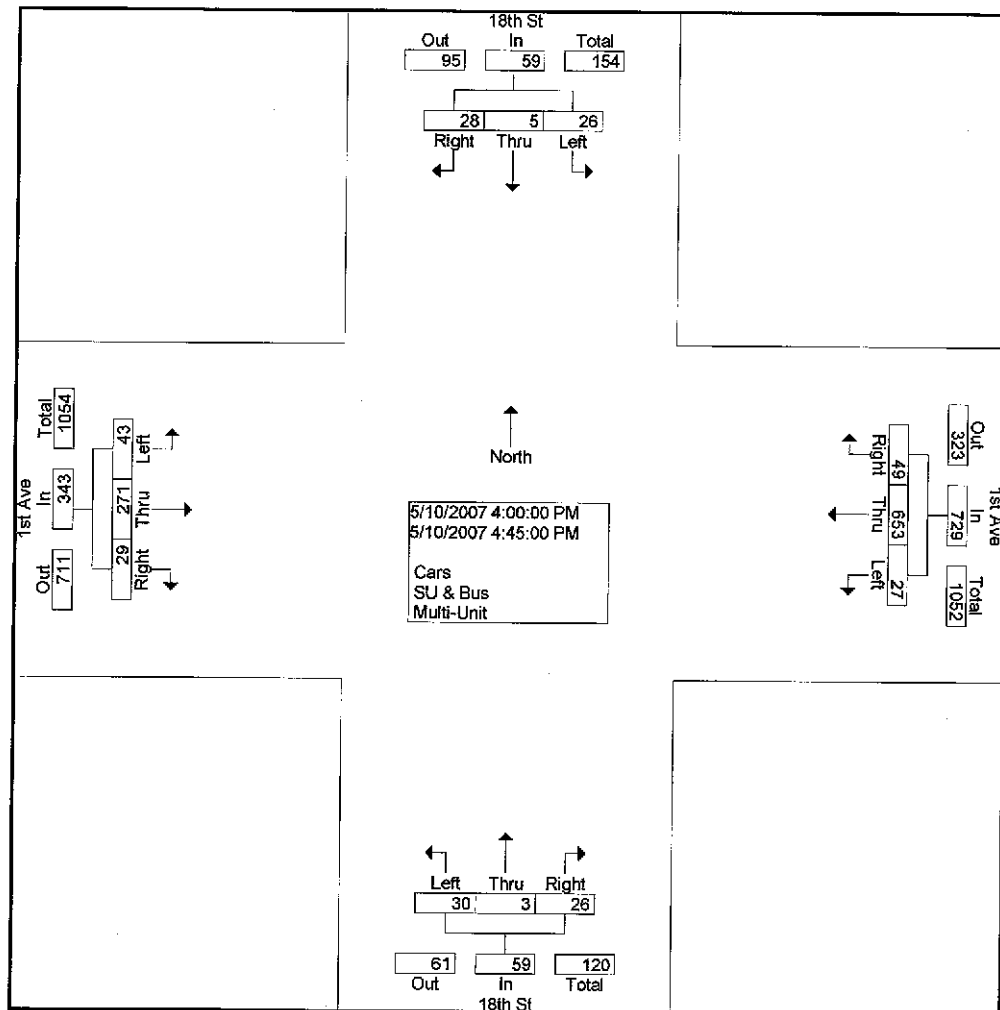
	18th St From North				1st Ave From East				18th St From South				1st Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection 06:30																	
Volume	16	2	7	25	5	242	15	262	3	4	4	11	12	408	11	431	729
Percent	64.0	8.0	28.0		1.9	92.4	5.7		27.3	36.4	36.4		2.8	94.7	2.6		
06:45																	
Volume	3	0	0	3	2	72	4	78	0	0	1	1	2	124	2	128	210
Peak Factor																	0.868
High Int. 07:00					06:45				07:15				06:30				
Volume	7	1	5	13	2	72	4	78	1	4	2	7	3	122	5	130	
Peak Factor				0.481				0.840				0.393				0.829	



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	18th St From North				1st Ave From East				18th St From South				1st Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 16:00																	
Volume	26	5	28	59	27	653	49	729	30	3	26	59	43	271	29	343	1190
Percent	44.1	8.5	47.5		3.7	89.6	6.7		50.8	5.1	44.1		12.5	79.0	8.5		
16:00																	
Volume	4	2	11	17	8	251	15	274	10	0	6	16	7	57	9	73	380
Peak Factor																	0.783
High Int. 16:00					16:00				16:15				16:45				
Volume	4	2	11	17	8	251	15	274	6	1	11	18	16	76	5	97	
Peak Factor	0.868				0.665				0.819				0.884				



City of Rock Island
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Groups Printed- Cars - SU & Bus - Multi-Unit

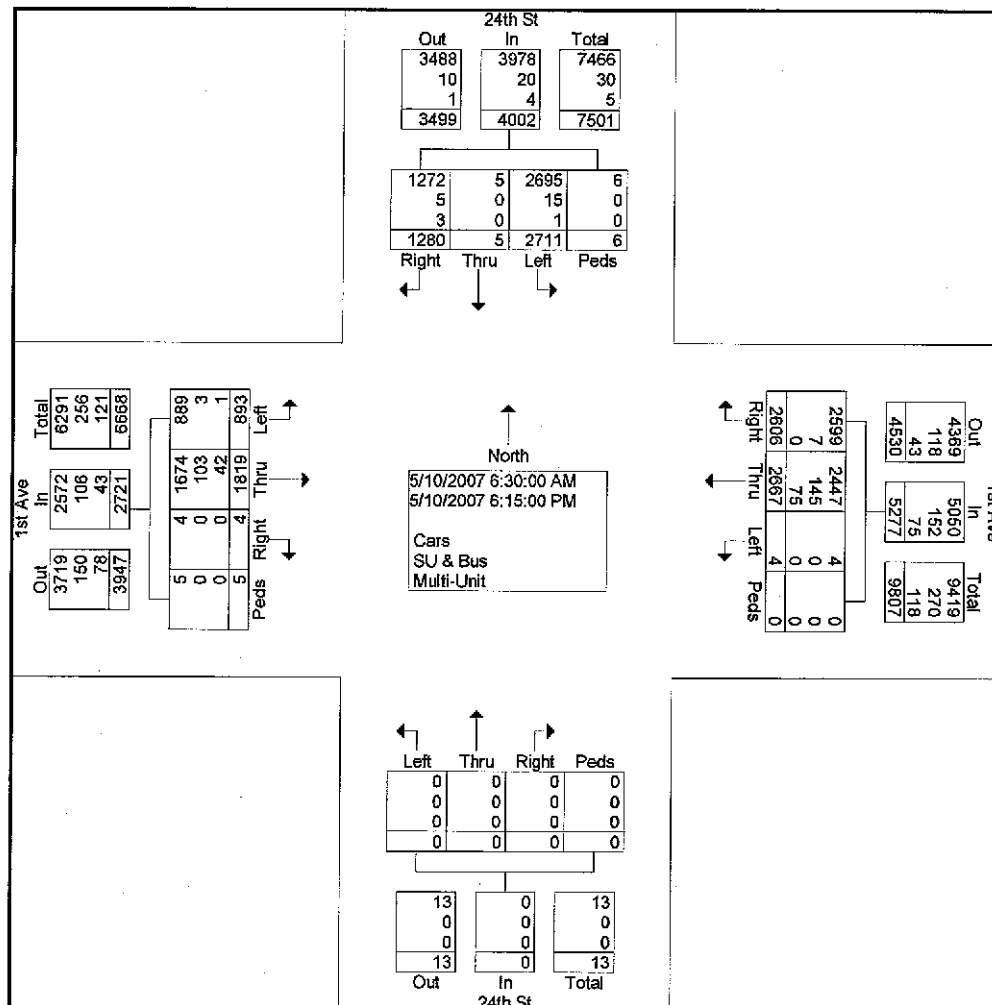
Start Time	24th St From North					1st Ave From East					24th St From South					1st Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	16	0	2	0	18	4	55	66	0	125	0	0	0	0	0	51	35	3	0	89	232
06:45	23	0	13	0	36	0	67	89	0	156	0	0	0	0	0	73	46	0	0	119	311
Total	39	0	15	0	54	4	122	155	0	281	0	0	0	0	0	124	81	3	0	208	543
07:00	25	0	11	0	36	0	41	71	0	112	0	0	0	0	0	45	26	0	0	71	219
07:15	27	0	17	0	44	0	52	87	0	139	0	0	0	0	0	44	31	0	0	75	258
07:30	38	0	10	0	48	0	55	96	0	151	0	0	0	0	0	21	29	0	0	50	249
07:45	26	0	22	0	48	0	82	118	0	200	0	0	0	0	0	35	43	0	0	78	326
Total	116	0	60	0	176	0	230	372	0	602	0	0	0	0	0	145	129	0	0	274	1052
08:00	42	0	15	0	57	0	68	74	0	142	0	0	0	0	0	34	32	0	0	66	265
08:15	43	0	19	0	62	0	86	75	0	161	0	0	0	0	0	22	26	0	0	48	271
08:30	30	0	15	0	45	0	55	57	0	112	0	0	0	0	0	19	19	0	0	38	195
08:45	32	0	28	0	60	0	54	57	0	111	0	0	0	0	0	18	27	0	0	45	216
Total	147	0	77	0	224	0	263	263	0	526	0	0	0	0	0	93	104	0	0	197	947
09:00	32	0	13	0	45	0	40	45	0	85	0	0	0	0	0	13	20	0	0	33	163
09:15	28	0	11	0	39	0	29	38	0	67	0	0	0	0	0	12	27	0	1	40	146
09:30	29	0	16	0	45	0	45	50	0	95	0	0	0	0	0	20	17	0	0	37	177
09:45	35	0	9	0	44	0	36	43	0	79	0	0	0	0	0	19	26	0	0	45	168
Total	124	0	49	0	173	0	150	176	0	326	0	0	0	0	0	64	90	0	1	155	654
10:00	29	0	12	0	41	0	37	50	0	87	0	0	0	0	0	6	26	0	0	32	160
10:15	38	0	4	0	42	0	35	48	0	83	0	0	0	0	0	10	26	0	0	36	161
Break																					
Total	67	0	16	0	83	0	72	98	0	170	0	0	0	0	0	16	52	0	0	68	321
11:00	104	0	31	1	136	0	34	52	0	86	0	0	0	0	0	16	30	0	0	46	268
11:15	82	0	28	0	110	0	37	54	0	91	0	0	0	0	0	19	27	0	0	46	247
11:30	82	5	42	1	130	0	39	82	0	121	0	0	0	0	0	15	40	0	0	55	306
11:45	80	0	23	1	104	0	48	77	0	125	0	0	0	0	0	42	41	0	0	83	312
Total	348	5	124	3	480	0	158	265	0	423	0	0	0	0	0	92	138	0	0	230	1133
12:00	84	0	22	0	106	0	42	86	0	128	0	0	0	0	0	24	44	0	0	68	302
12:15	51	0	18	0	69	0	48	66	0	114	0	0	0	0	0	11	37	0	0	48	231
12:30	63	0	14	0	77	0	52	82	0	134	0	0	0	0	0	22	41	0	0	63	274
12:45	47	0	14	0	61	0	61	85	0	146	0	0	0	0	0	25	33	0	0	58	265
Total	245	0	68	0	313	0	203	319	0	522	0	0	0	0	0	82	155	0	0	237	1072
13:00	49	0	18	0	67	0	51	52	0	103	0	0	0	0	0	16	34	0	0	50	220
13:15	40	0	14	0	54	0	43	73	0	116	0	0	0	0	0	26	39	0	0	65	235
13:30	80	0	20	0	100	0	54	58	0	112	0	0	0	0	0	19	44	0	0	63	275
13:45	63	0	13	0	76	0	53	53	0	106	0	0	0	0	0	21	34	0	0	55	237
Total	232	0	65	0	297	0	201	236	0	437	0	0	0	0	0	82	151	0	0	233	967
14:00	54	0	15	0	69	0	63	53	0	116	0	0	0	0	0	18	45	0	0	63	248
14:15	64	0	36	0	100	0	65	38	0	103	0	0	0	0	0	10	45	0	0	55	258
14:30	122	0	72	2	196	0	70	65	0	135	0	0	0	0	0	12	53	0	1	66	397
14:45	59	0	34	0	93	0	72	27	0	99	0	0	0	0	0	16	59	0	2	77	269
Total	299	0	157	2	458	0	270	183	0	453	0	0	0	0	0	56	202	0	3	261	1172
Break																					
15:15	98	0	56	0	154	0	75	48	0	123	0	0	0	0	0	6	40	1	0	47	324
15:30	148	0	77	0	225	0	81	53	0	134	0	0	0	0	0	16	60	0	1	77	436
15:45	103	0	40	0	143	0	76	42	0	118	0	0	0	0	0	10	50	0	0	60	321
Total	349	0	173	0	522	0	232	143	0	375	0	0	0	0	0	32	150	1	1	184	1081

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Groups Printed- Cars - SU & Bus - Multi-Unit

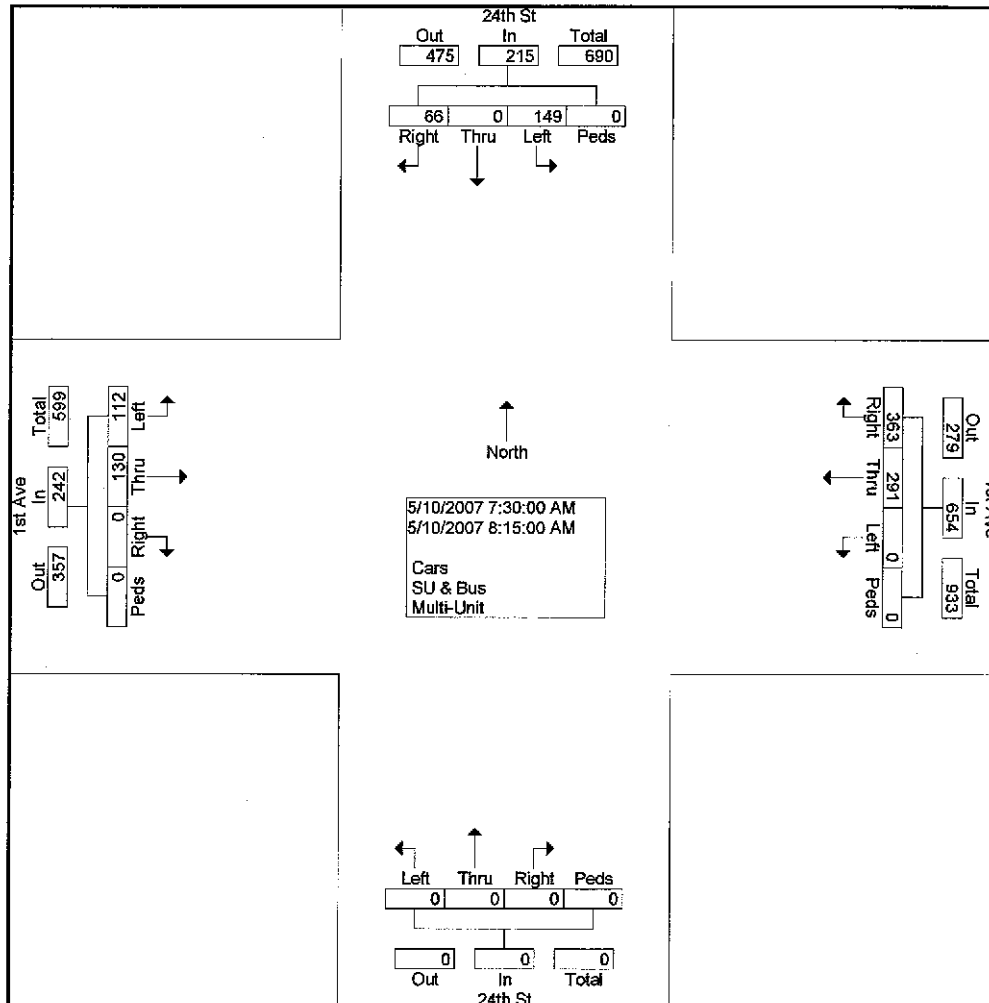
Start Time	24th St From North					1st Ave From East					24th St From South					1st Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	57	0	146	0	203	0	103	16	0	119	0	0	0	0	0	5	61	0	0	66	388
16:15	78	0	81	0	159	0	78	38	0	116	0	0	0	0	0	10	64	0	0	74	349
16:30	119	0	49	0	168	0	72	55	0	127	0	0	0	0	0	13	74	0	0	87	382
16:45	68	0	44	0	112	0	91	35	0	126	0	0	0	0	0	6	68	0	0	74	312
Total	322	0	320	0	642	0	344	144	0	488	0	0	0	0	0	34	267	0	0	301	1431
17:00	133	0	45	0	178	0	85	65	0	150	0	0	0	0	0	25	81	0	0	106	434
17:15	96	0	27	0	123	0	78	62	0	140	0	0	0	0	0	20	37	0	0	57	320
17:30	28	0	26	0	54	0	107	15	0	122	0	0	0	0	0	7	65	0	0	72	248
17:45	46	0	32	0	78	0	69	31	0	100	0	0	0	0	0	6	47	0	0	53	231
Total	303	0	130	0	433	0	339	173	0	512	0	0	0	0	0	58	230	0	0	288	1233
18:00	56	0	18	1	75	0	49	46	0	95	0	0	0	0	0	9	41	0	0	50	220
18:15	64	0	8	0	72	0	34	33	0	67	0	0	0	0	0	6	29	0	0	35	174
Grand Total	271	5	128	6	4002	4	266	260	0	5277	0	0	0	0	0	893	181	4	5	2721	1200
Total	1		0			4	7	6			0	0	0	0		9					0
Apprch %	67.7	0.1	32.0	0.1		0.1	50.5	49.4	0.0		0.0	0.0	0.0	0.0		32.8	66.9	0.1	0.2		
Total %	22.6	0.0	10.7	0.1	33.4	0.0	22.2	21.7	0.0	44.0	0.0	0.0	0.0	0.0	0.0	7.4	15.2	0.0	0.0	22.7	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

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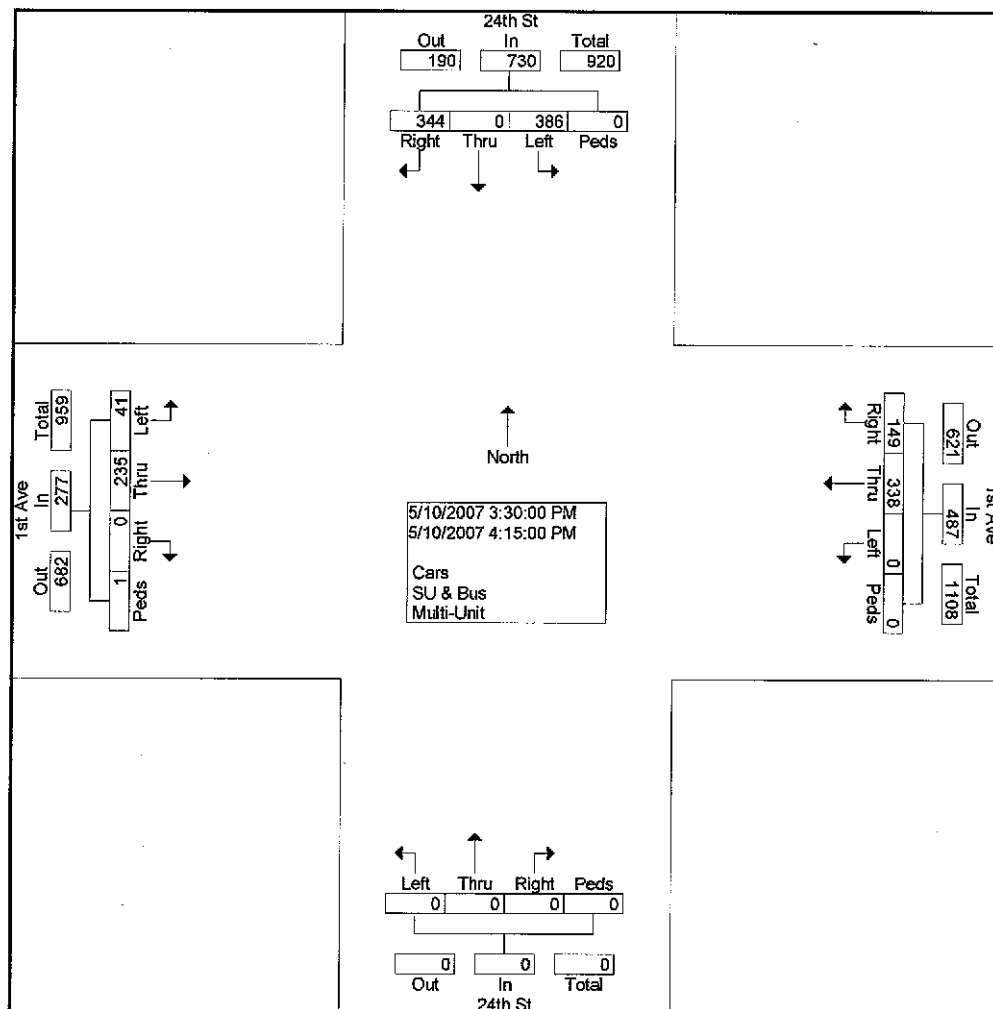
Start Time	24th St From North					1st Ave From East					24th St From South					1st Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	149	0	66	0	215	0	291	363	0	654	0	0	0	0	0	112	130	0	0	242	1111
Percent	69.3	0.0	30.7	0.0		0.0	44.5	55.5	0.0		0.0	0.0	0.0	0.0		46.3	53.7	0.0	0.0		
07:45 Volume	26	0	22	0	48	0	82	118	0	200	0	0	0	0	0	35	43	0	0	78	326
Peak Factor																					0.852
High Int. Volume	08:15					07:45					6:15:00 AM					07:45					
Peak Factor	43	0	19	0	62	0	82	118	0	200	0	0	0	0	0	35	43	0	0	78	
					0.867					0.818										0.776	



City of Rock Island
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By: Stanley Consultants Inc.

File Name : 1stAve&Arsenal
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	24th St From North					1st Ave From East					24th St From South					1st Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:30																				
Volume	386	0	344	0	730	0	338	149	0	487	0	0	0	0	0	41	235	0	1	277	1494
Percent	52.9	0.0	47.1	0.0		0.0	69.4	30.6	0.0		0.0	0.0	0.0	0.0		14.8	84.8	0.0	0.4		
15:30 Volume	148	0	77	0	225	0	81	53	0	134	0	0	0	0	0	16	60	0	1	77	436
Peak Factor																					0.857
High Int.	15:30					15:30										15:30					
Volume	148	0	77	0	225	0	81	53	0	134	0	0	0	0	0	16	60	0	1	77	
Peak																					
Factor																					0.89
	1																				9



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 1stAve&16thSt
Site Code : 00000020
Start Date : 5/15/2007
Page No : 1

Groups Printed- Cars - SU & Bus - Multi-Unit

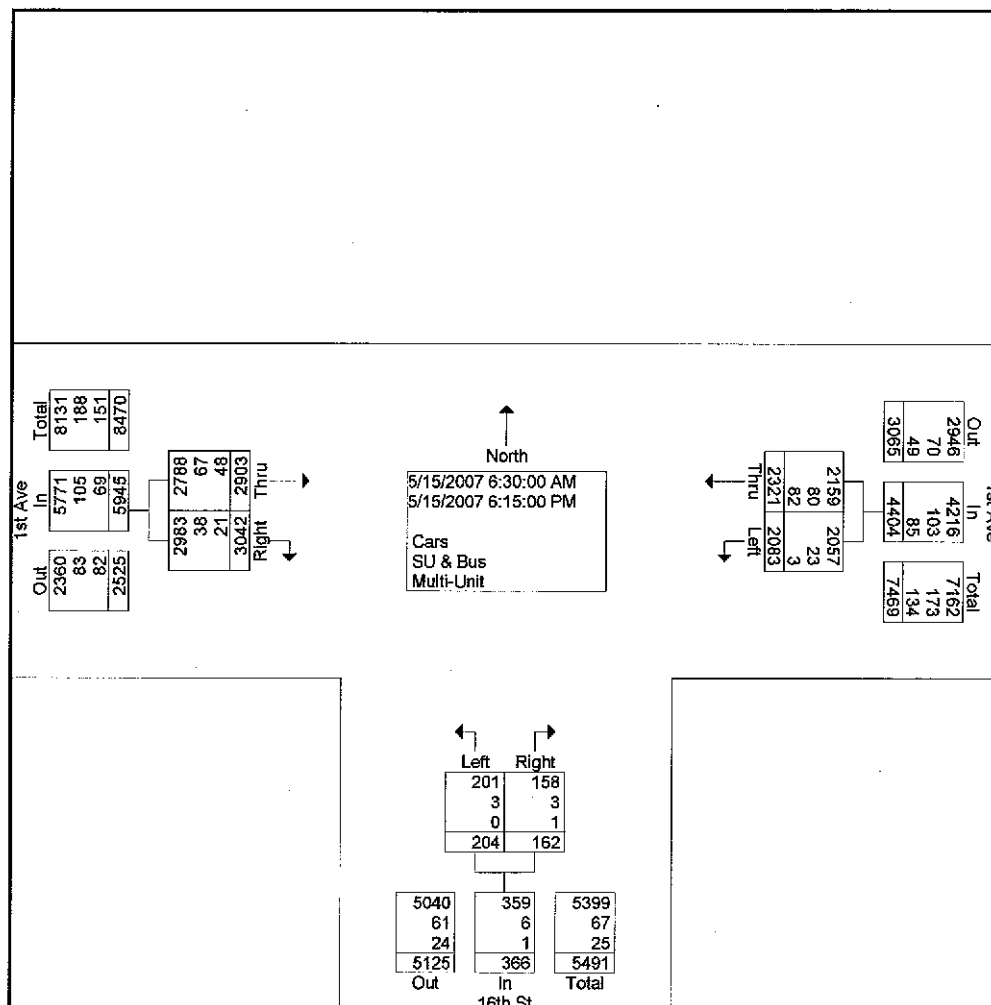
Start Time	App. Total	1st Ave From East				16th St From South				1st Ave From West				Int. Total
		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	0	21	27	0	48	0	0	0	0	0	132	90	222	270
06:45	0	37	27	0	64	2	0	3	5	0	153	71	224	293
Total	0	58	54	0	112	2	0	3	5	0	285	161	446	563
07:00	0	35	31	0	66	3	0	4	7	0	108	96	204	277
07:15	0	13	28	0	41	2	0	1	3	0	126	95	221	265
07:30	0	27	29	0	56	2	0	4	6	0	102	136	238	300
07:45	0	76	37	0	113	2	0	3	5	0	135	127	262	380
Total	0	151	125	0	276	9	0	12	21	0	471	454	925	1222
08:00	0	43	27	0	70	2	0	4	6	0	92	83	175	251
08:15	0	23	31	0	54	2	0	5	7	0	88	90	178	239
08:30	0	26	30	0	56	2	0	4	6	0	79	70	149	211
08:45	0	21	32	0	53	3	0	2	5	0	61	51	112	170
Total	0	113	120	0	233	9	0	15	24	0	320	294	614	871
09:00	0	14	26	0	40	3	0	3	6	0	44	37	81	127
09:15	0	16	32	0	48	5	0	3	8	1	56	43	100	156
09:30	0	19	21	0	40	1	0	3	4	0	43	46	89	133
09:45	0	21	27	0	48	1	0	1	2	0	37	48	85	135
Total	0	70	106	0	176	10	0	10	20	1	180	174	355	551
10:00	0	27	21	0	48	1	0	1	2	0	35	48	83	133
10:15	0	20	31	0	51	2	0	3	5	1	35	39	75	131
10:30	0	23	27	0	50	3	0	3	6	0	39	41	80	136
10:45	0	38	25	0	63	1	0	4	5	0	44	47	91	159
Total	0	108	104	0	212	7	0	11	18	1	153	175	329	559
11:00	0	22	38	0	60	2	0	4	6	0	59	51	110	176
11:15	0	21	34	0	55	3	0	3	6	0	42	39	81	142
11:30	0	39	43	0	82	5	0	6	11	0	51	67	118	211
11:45	0	27	40	0	67	6	0	4	10	0	58	42	100	177
Total	0	109	155	0	264	16	0	17	33	0	210	199	409	706
12:00	0	31	35	0	66	7	0	4	11	0	37	51	88	165
12:15	0	30	46	0	76	13	0	7	20	0	47	51	98	194
12:30	0	27	33	0	60	5	0	4	9	0	44	60	104	173
12:45	0	29	41	0	70	1	0	4	5	0	44	57	101	176
Total	0	117	155	0	272	26	0	19	45	0	172	219	391	708
13:00	0	28	43	0	71	3	0	7	10	0	50	62	112	193
13:15	0	31	47	0	78	6	0	4	10	0	37	55	92	180
13:30	0	37	51	0	88	4	0	3	7	0	47	60	107	202
13:45	0	30	36	0	66	7	0	4	11	0	57	44	101	178
Total	0	126	177	0	303	20	0	18	38	0	191	221	412	753
14:00	0	43	43	0	86	8	0	5	13	0	68	60	128	227
14:15	0	69	58	0	127	6	0	5	11	0	35	75	110	248
14:30	0	153	131	0	284	3	0	3	6	0	59	69	128	418
14:45	0	41	53	0	94	4	0	1	5	0	52	44	96	195
Total	0	306	285	0	591	21	0	14	35	0	214	248	462	1088
Break														
15:15	0	61	83	0	144	2	0	3	5	0	43	49	92	241
15:30	0	147	142	0	289	6	0	0	6	0	79	89	168	463
15:45	0	171	118	0	289	2	0	3	5	0	66	76	142	436
Total	0	379	343	0	722	10	0	6	16	0	188	214	402	1140

City of Rock Island
IL 92 Traffic Study
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File Name : 1stAve&16thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

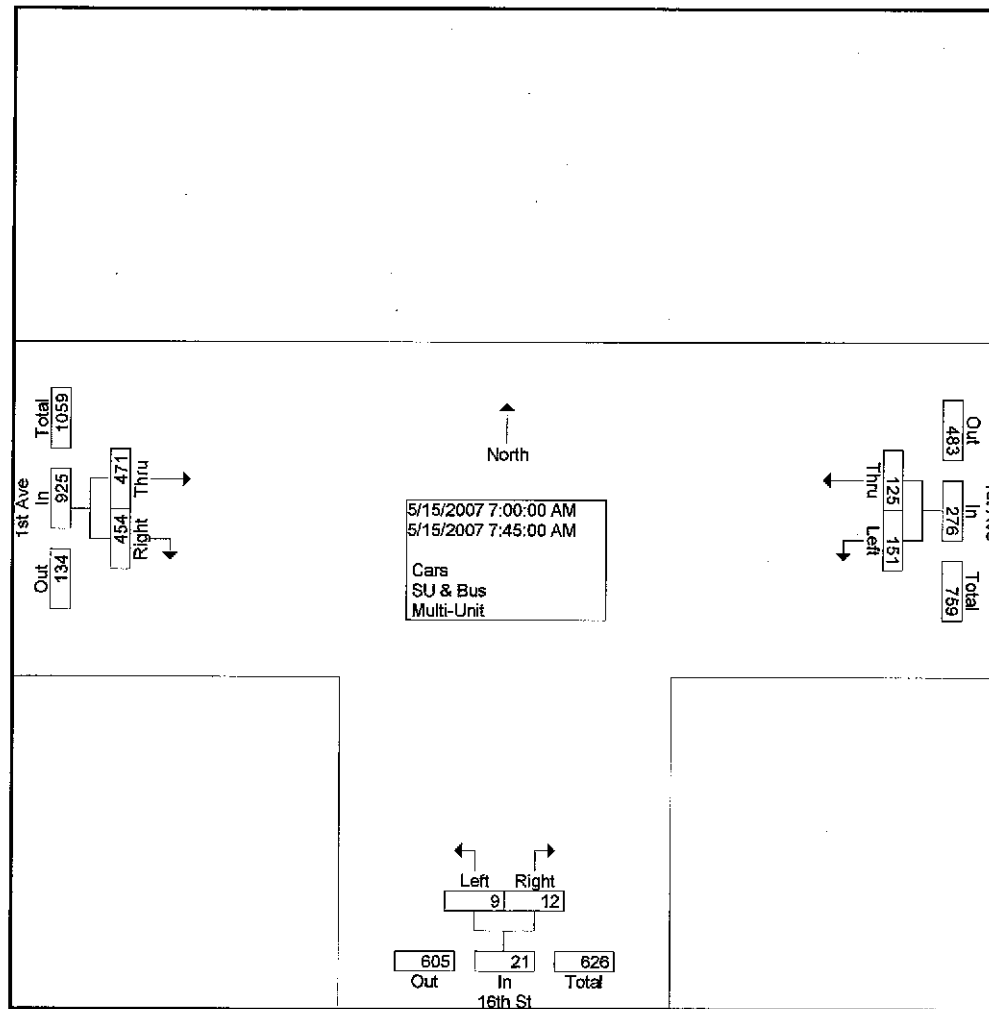
Start Time	App. Total	1st Ave From East				16th St From South				1st Ave From West				Int. Total
		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	0	66	114	0	180	6	0	1	7	0	36	70	106	293
16:15	0	71	69	0	140	5	0	3	8	0	47	58	105	253
16:30	0	139	125	0	264	20	0	7	27	2	86	103	191	482
16:45	0	46	76	0	122	13	0	4	17	0	64	67	131	270
Total	0	322	384	0	706	44	0	15	59	2	233	298	533	1298
17:00	0	65	68	0	133	16	0	8	24	0	70	106	176	333
17:15	0	34	79	0	113	7	0	3	10	0	64	72	136	259
17:30	0	23	65	0	88	5	0	5	10	0	55	65	120	218
17:45	0	17	39	0	56	0	0	3	3	0	41	51	92	151
Total	0	139	251	0	390	28	0	19	47	0	230	294	524	961
18:00	0	25	34	1	60	1	0	2	3	0	30	47	77	140
18:15	0	60	28	0	88	1	0	1	2	0	26	44	70	160
Grand Total	0	2083	2321	1	4405	204	0	162	366	4	2903	3042	5949	10720
Apprch %		47.3	52.7	0.0		55.7	0.0	44.3		0.1	48.8	51.1		
Total %	0.0	19.4	21.7	0.0	41.1	1.9	0.0	1.5	3.4	0.0	27.1	28.4	55.5	



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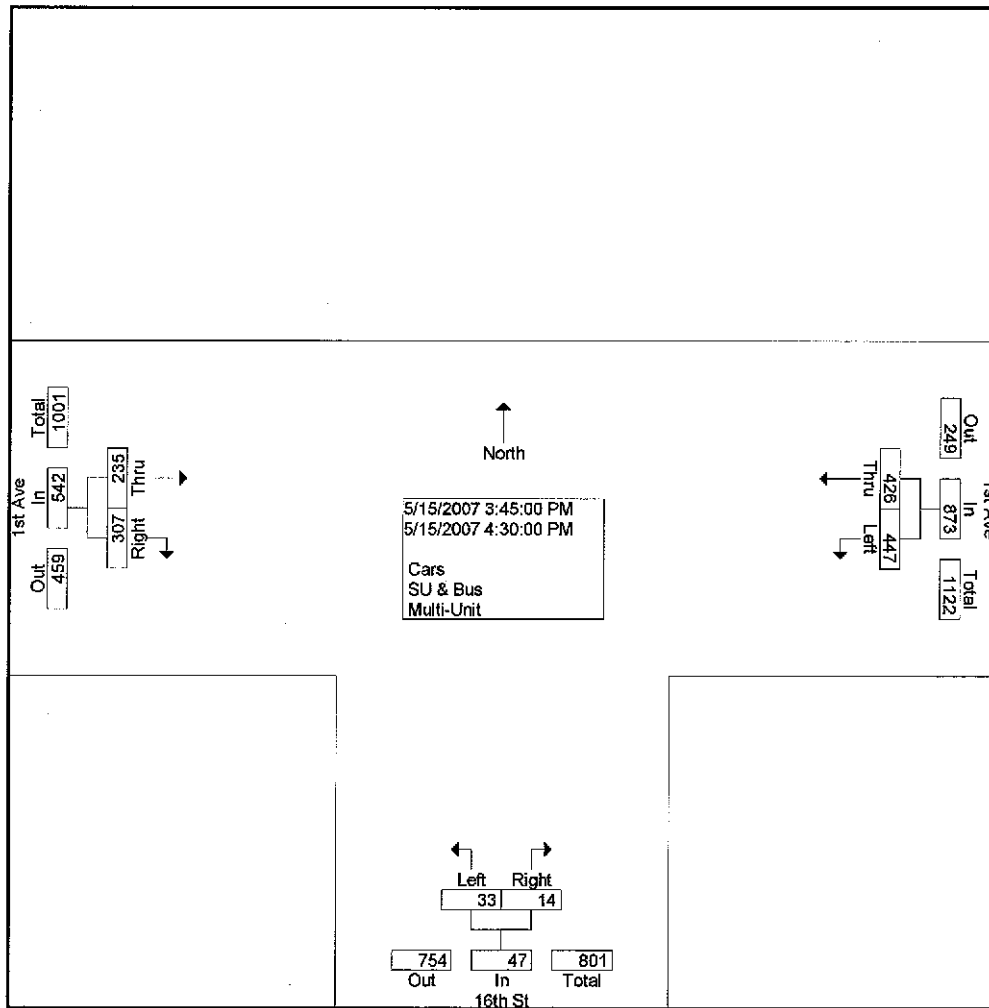
		1st Ave From East				16th St From South				1st Ave From West				
Start Time	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1														
Intersection	07:00													
Volume	0	151	125	0	276	9	0	12	21	0	471	454	925	1222
Percent		54.7	45.3	0.0		42.9	0.0	57.1		0.0	50.9	49.1		
07:45 Volume	0	76	37	0	113	2	0	3	5	0	135	127	262	380
Peak Factor														0.804
High Int.	6:15:00 AM	07:45					07:00				07:45			
Volume	0	76	37	0	113	3	0	4	7	0	135	127	262	
Peak Factor		0.611				0.750				0.883				



City of Rock Island
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File Name : 1stAve&16thSt
Site Code : 00000020
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		1st Ave From East				16th St From South				1st Ave From West				
Start Time	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1														
Intersection	15:45													
Volume	0	447	426	0	873	33	0	14	47	2	235	307	544	1464
Percent		51.2	48.8	0.0		70.2	0.0	29.8		0.4	43.2	56.4		
16:30 Volume	0	139	125	0	264	20	0	7	27	2	86	103	191	482
Peak Factor														0.759
High Int.		15:45				16:30				16:30				
Volume	0	171	118	0	289	20	0	7	27	2	86	103	191	
Peak Factor		0.755				0.435				0.712				



City of Rock Island
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By: Stanley Consultants Inc.

File Name : 1stAve&17thSt
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Start Date : 5/15/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

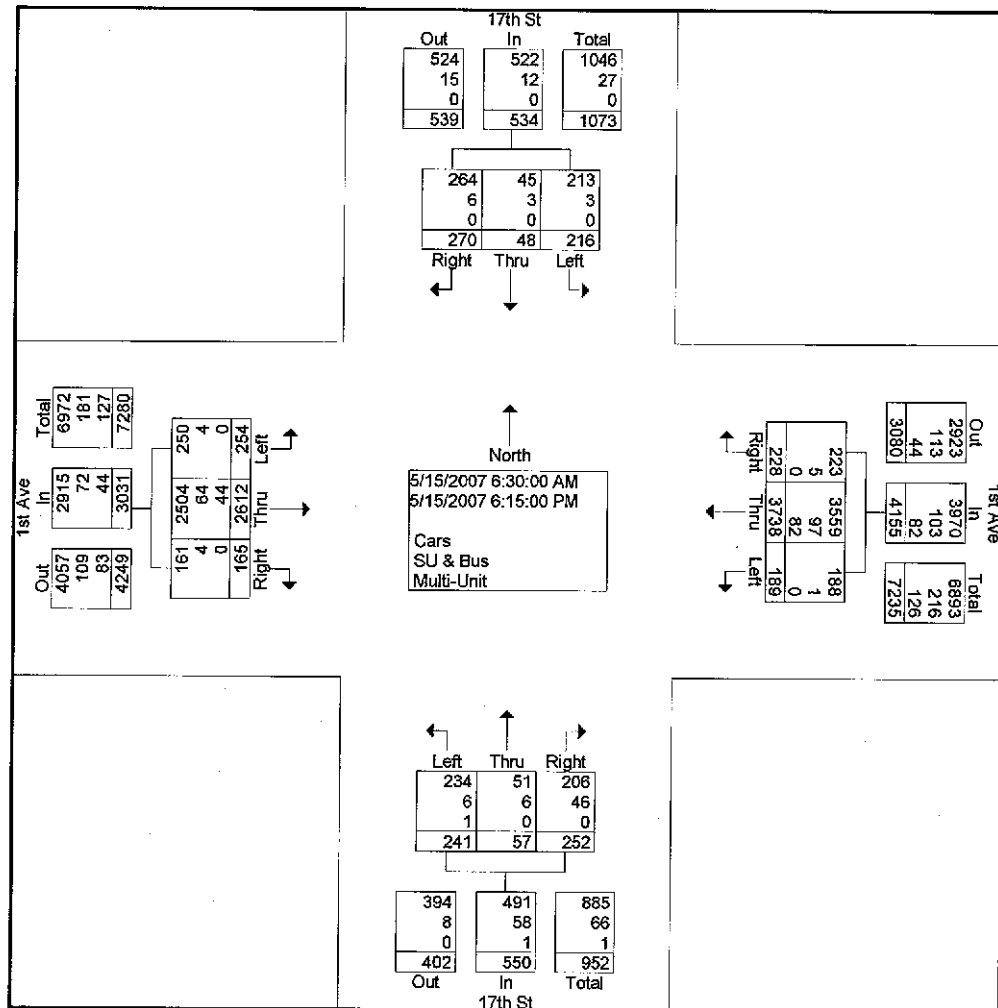
Start Time	17th St From North				1st Ave From East				17th St From South				1st Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	0	0	0	0	0	45	10	55	2	0	0	2	3	128	2	133	190
06:45	2	1	1	4	5	63	24	92	2	3	2	7	36	113	2	151	254
Total	2	1	1	4	5	108	34	147	4	3	2	9	39	241	4	284	444
07:00	1	0	0	1	1	66	15	82	4	2	0	6	24	82	0	106	195
07:15	1	0	0	1	4	42	13	59	1	3	6	10	21	98	3	122	192
07:30	0	0	0	0	8	54	12	74	1	1	6	8	26	74	4	104	186
07:45	0	0	3	3	5	111	15	131	5	6	3	14	20	106	6	132	280
Total	2	0	3	5	18	273	55	346	11	12	15	38	91	360	13	464	853
08:00	0	1	0	1	5	70	15	90	0	5	2	7	17	69	7	93	191
08:15	1	1	2	4	3	56	15	74	3	1	2	6	25	53	6	84	168
08:30	0	0	2	2	4	53	9	66	4	1	1	6	15	53	9	77	151
08:45	0	1	0	1	6	48	15	69	3	2	3	8	7	49	1	57	135
Total	1	3	4	8	18	227	54	299	10	9	8	27	64	224	23	311	645
09:00	0	0	0	0	6	39	2	47	4	0	2	6	1	41	3	45	98
09:15	0	0	2	2	0	34	2	36	4	4	7	15	1	52	2	55	108
09:30	2	0	1	3	8	35	4	47	6	0	2	8	2	37	6	45	103
09:45	0	0	2	2	1	43	0	44	0	2	3	5	2	33	0	35	86
Total	2	0	5	7	15	151	8	174	14	6	14	34	6	163	11	180	395
10:00	0	2	2	4	4	37	2	43	3	1	5	9	0	32	3	35	91
Break																	
10:30	5	1	0	6	2	43	1	46	4	1	4	9	1	38	4	43	104
10:45	0	2	2	4	5	54	0	59	2	1	2	5	2	38	6	46	114
Total	5	5	4	14	11	134	3	148	9	3	11	23	3	108	13	124	309
11:00	4	0	2	6	5	51	4	60	5	3	6	14	3	55	0	58	138
11:15	7	1	2	10	7	49	3	59	6	1	11	18	2	41	2	45	132
11:30	8	0	5	13	3	63	4	70	6	2	8	16	3	57	6	66	165
11:45	13	0	1	14	5	61	2	68	4	2	10	16	2	58	10	70	168
Total	32	1	10	43	20	224	13	257	21	8	35	64	10	211	18	239	603
12:00	7	3	2	12	2	53	2	57	3	1	7	11	4	37	5	46	126
12:15	2	2	6	10	6	58	14	78	13	2	10	25	2	53	4	59	172
12:30	4	1	0	5	7	60	6	73	2	0	8	10	4	45	2	51	139
12:45	2	0	0	2	2	60	14	76	5	2	6	13	5	40	3	48	139
Total	15	6	8	29	17	231	36	284	23	5	31	59	15	175	14	204	576
13:00	1	1	1	3	3	59	2	64	7	0	3	10	1	52	5	58	135
13:15	0	3	3	6	5	69	4	78	3	1	2	6	2	33	8	43	133
13:30	1	2	0	3	2	74	1	77	3	0	5	8	1	43	2	46	134
13:45	2	0	3	5	5	49	1	55	4	1	4	9	3	45	3	51	120
Total	4	6	7	17	15	251	8	274	17	2	14	33	7	173	18	198	522
14:00	1	0	4	5	3	64	1	68	7	1	5	13	2	69	3	74	160
Break																	
14:30	1	2	4	7	2	255	1	258	8	0	2	10	0	56	2	58	333
14:45	9	1	4	14	1	71	4	76	8	0	6	14	1	53	7	61	165
Total	11	3	12	26	6	390	6	402	23	1	13	37	3	178	12	193	658
15:00	27	5	35	67	6	100	0	106	6	0	4	10	1	53	0	54	237
15:15	12	2	24	38	6	125	1	132	11	3	11	25	2	45	4	51	246
15:30	14	1	24	39	2	265	0	267	12	2	2	16	1	70	12	83	405
15:45	15	1	20	36	6	231	0	237	7	1	10	18	1	62	0	63	354
Total	68	9	103	180	20	721	1	742	36	6	27	69	5	230	16	251	1242

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 1stAve&17thSt
Site Code : 00000017
Start Date : 5/15/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

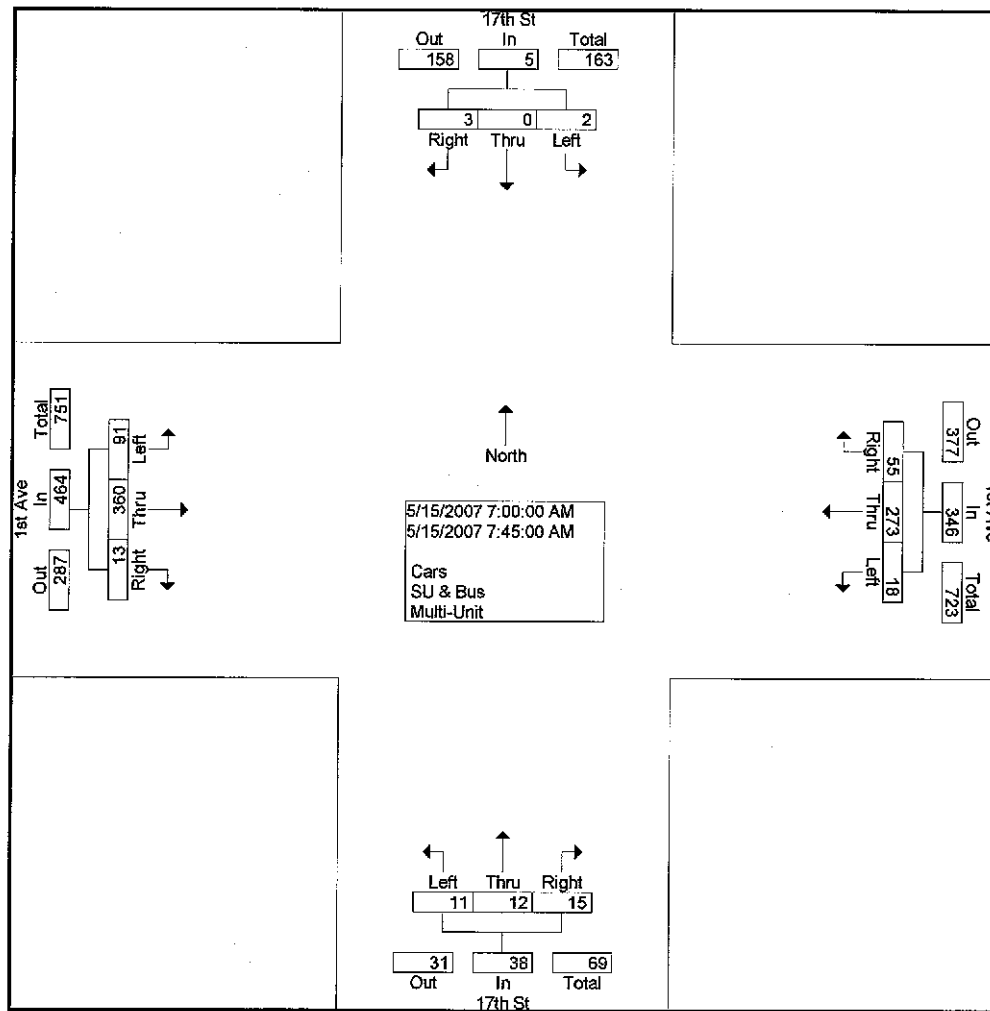
	17th St From North				1st Ave From East				17th St From South				1st Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	14	2	13	29	3	167	0	170	12	0	11	23	1	35	1	37	259
16:15	12	1	13	26	7	123	0	130	7	1	4	12	1	43	3	47	215
16:30	25	8	39	72	14	193	4	211	5	0	9	14	0	88	3	91	388
16:45	8	0	15	23	2	95	3	100	9	0	14	23	2	70	4	76	222
Total	59	11	80	150	26	578	7	611	33	1	38	72	4	236	11	251	1084
17:00	7	1	11	19	2	100	1	103	16	1	13	30	2	84	1	87	239
17:15	5	0	9	14	6	97	0	103	4	0	8	12	2	62	2	66	195
17:30	1	0	2	3	2	65	1	68	7	0	3	10	0	57	2	59	140
17:45	0	0	2	2	2	42	1	45	3	0	2	5	0	39	1	40	92
Total	13	1	24	38	12	304	3	319	30	1	26	57	4	242	6	252	666
18:00	1	0	6	7	5	64	0	69	4	0	10	14	1	38	5	44	134
18:15	1	2	3	6	1	82	0	83	6	0	8	14	2	33	1	36	139
Grand Total	216	48	270	534	189	3738	228	4155	241	57	252	550	254	2612	165	3031	8270
Apprch %	40.4	9.0	50.6		4.5	90.0	5.5		43.8	10.4	45.8		8.4	86.2	5.4		
Total %	2.6	0.6	3.3	6.5	2.3	45.2	2.8	50.2	2.9	0.7	3.0	6.7	3.1	31.6	2.0	36.7	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 1stAve&17thSt
Site Code : 00000017
Start Date : 5/15/2007
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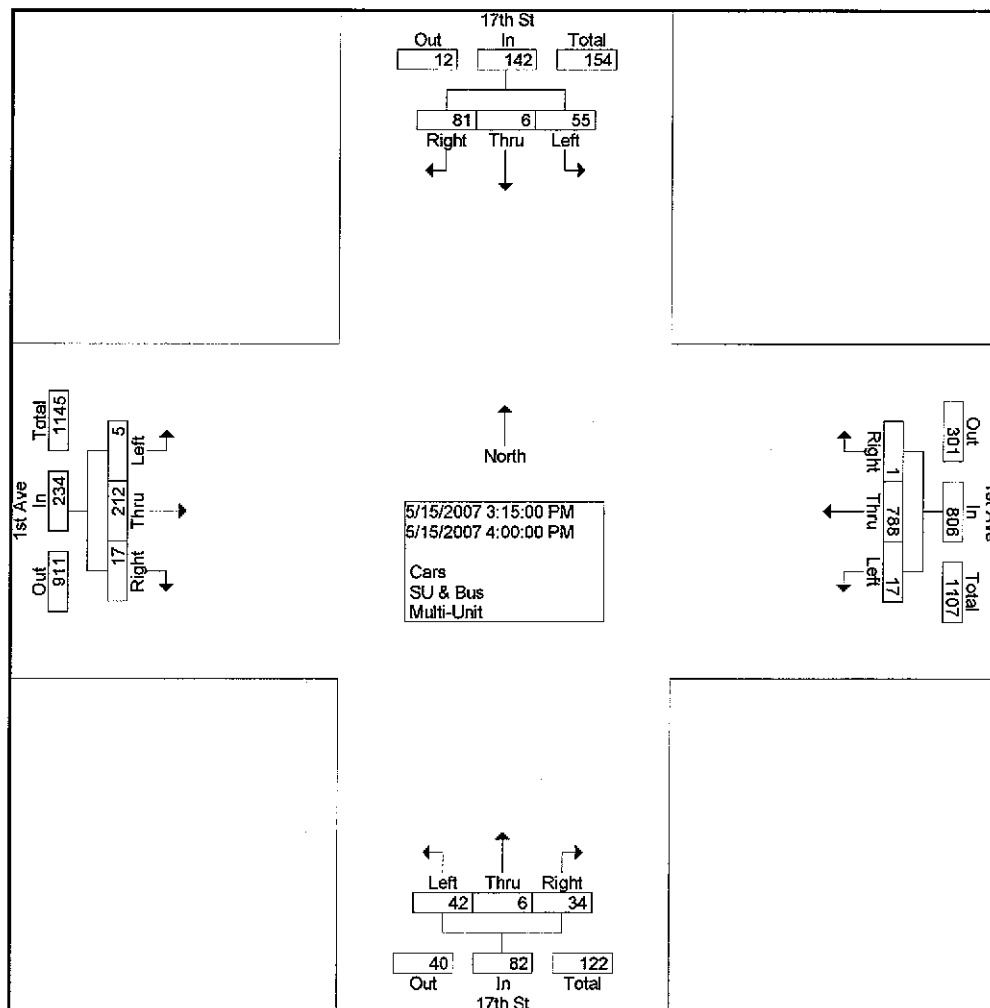
	17th St From North				1st Ave From East				17th St From South				1st Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection	07:00																
Volume	2	0	3	5	18	273	55	346	11	12	15	38	91	360	13	464	853
Percent	40.0	0.0	60.0		5.2	78.9	15.9		28.9	31.6	39.5		19.6	77.6	2.8		
07:45																	
Volume	0	0	3	3	5	111	15	131	5	6	3	14	20	106	6	132	280
Peak Factor																	0.762
High Int.	07:45				07:45				07:45				07:45				
Volume	0	0	3	3	5	111	15	131	5	6	3	14	20	106	6	132	
Peak Factor	0.417				0.660				0.679				0.879				



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 1stAve&17thSt
Site Code : 00000017
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	17th St From North				1st Ave From East				17th St From South				1st Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 15:15																	
Volume	55	6	81	142	17	788	1	806	42	6	34	82	5	212	17	234	1264
Percent	38.7	4.2	57.0		2.1	97.8	0.1		51.2	7.3	41.5		2.1	90.6	7.3		
15:30																	
Volume	14	1	24	39	2	265	0	267	12	2	2	16	1	70	12	83	405
Peak Factor																	0.780
High Int. 15:30					15:30				15:15				15:30				
Volume	14	1	24	39	2	265	0	267	11	3	11	25	1	70	12	83	
Peak Factor				0.910				0.755				0.820				0.705	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Count File Name : 11thst,FrontageRdInterchange
By: Stanley Consultants Site Code : 00000025
Start Date : 5/16/2007
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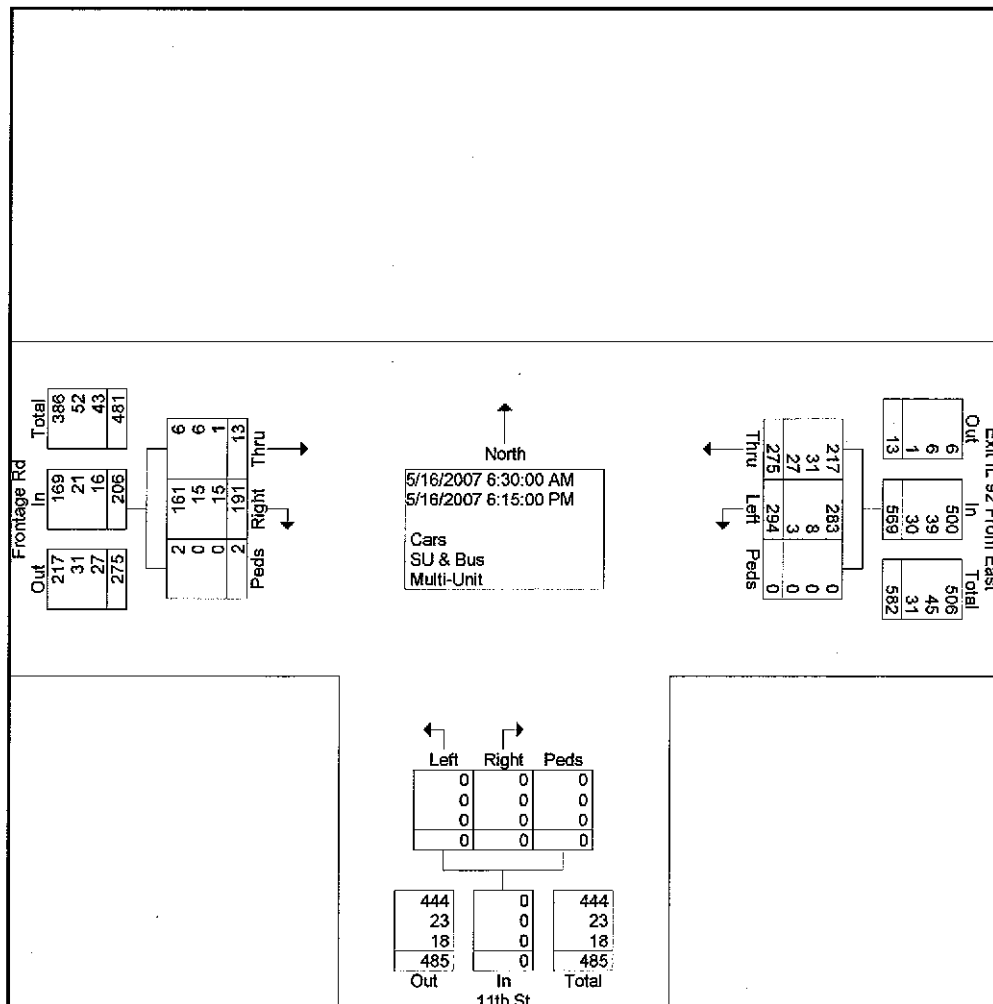
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	App. Total	Exit IL 92 From East From East					11th St From South					Frontage Rd From West					Int. Total
		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	3	8	0	0	11	0	0	0	0	0	0	0	2	0	2	13
06:45	0	2	5	0	0	7	0	0	0	0	0	0	0	3	0	3	10
Total	0	5	13	0	0	18	0	0	0	0	0	0	0	5	0	5	23
07:00	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
07:15	0	2	10	0	0	12	0	0	0	0	0	0	0	2	0	2	14
07:30	0	4	15	0	0	19	0	0	0	0	0	0	0	4	0	4	23
07:45	0	5	7	0	0	12	0	0	0	0	0	0	0	0	0	0	12
Total	0	11	40	0	0	51	0	0	0	0	0	0	0	6	0	6	57
08:00	0	2	7	0	0	9	0	0	0	0	0	0	3	1	0	4	13
08:15	0	1	7	0	0	8	0	0	0	0	0	0	1	1	0	2	10
08:30	0	4	9	0	0	13	0	0	0	0	0	0	6	2	0	8	21
08:45	0	4	4	0	0	8	0	0	0	0	0	0	1	0	0	1	9
Total	0	11	27	0	0	38	0	0	0	0	0	0	11	4	0	15	53
09:00	0	3	4	0	0	7	0	0	0	0	0	0	1	4	0	5	12
09:15	0	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	6
09:30	0	2	8	0	0	10	0	0	0	0	0	0	0	2	0	2	12
09:45	0	5	3	0	0	8	0	0	0	0	0	0	0	4	0	4	12
Total	0	12	18	0	0	30	0	0	0	0	0	0	1	11	0	12	42
10:00	0	3	3	0	0	6	0	0	0	0	0	0	0	4	0	4	10
10:15	0	3	7	0	0	10	0	0	0	0	0	0	0	4	0	4	14
10:30	0	7	4	0	0	11	0	0	0	0	0	0	0	8	0	8	19
10:45	0	4	5	0	0	9	0	0	0	0	0	0	0	4	0	4	13
Total	0	17	19	0	0	36	0	0	0	0	0	0	0	20	0	20	56
11:00	0	5	4	0	0	9	0	0	0	0	0	0	0	5	0	5	14
11:15	0	5	4	0	0	9	0	0	0	0	0	0	0	4	2	6	15
11:30	0	7	6	0	0	13	0	0	0	0	0	0	0	4	0	4	17
11:45	0	5	5	0	0	10	0	0	0	0	0	0	0	3	0	3	13
Total	0	22	19	0	0	41	0	0	0	0	0	0	0	16	2	18	59
12:00	0	4	8	0	0	12	0	0	0	0	0	0	0	3	0	3	15
12:15	0	10	6	0	0	16	0	0	0	0	0	0	0	4	0	4	20
12:30	0	7	10	0	0	17	0	0	0	0	0	0	0	5	0	5	22
12:45	0	10	11	0	0	21	0	0	0	0	0	0	0	4	0	4	25
Total	0	31	35	0	0	66	0	0	0	0	0	0	0	16	0	16	82
13:00	0	8	3	0	0	11	0	0	0	0	0	0	0	9	0	9	20
Break																	
13:30	0	4	4	0	0	8	0	0	0	0	0	0	0	2	0	2	10
13:45	0	5	6	0	0	11	0	0	0	0	0	0	0	7	0	7	18
Total	0	17	13	0	0	30	0	0	0	0	0	0	0	18	0	18	48
14:00	0	6	11	0	0	17	0	0	0	0	0	0	0	6	0	6	23
14:15	0	9	5	0	0	14	0	0	0	0	0	0	0	4	0	4	18
14:30	0	19	4	0	0	23	0	0	0	0	0	0	0	6	0	6	29
14:45	0	4	4	0	0	8	0	0	0	0	0	0	0	2	0	2	10
Total	0	38	24	0	0	62	0	0	0	0	0	0	0	18	0	18	80
15:00	0	17	6	0	0	23	0	0	0	0	0	0	0	1	0	1	24
15:15	0	5	2	0	0	7	0	0	0	0	0	0	0	5	0	5	12
15:30	0	21	6	0	0	27	0	0	0	0	0	0	0	7	0	7	34
15:45	0	12	6	0	0	18	0	0	0	0	0	0	0	8	0	8	26
Total	0	55	20	0	0	75	0	0	0	0	0	0	0	21	0	21	96

City of Rock Island
IL 92 Traffic Study
Manual Traffic Count File Name : 11thst,FrontageRdInterchange
By: Stanley Consultants Site Code : 00000025
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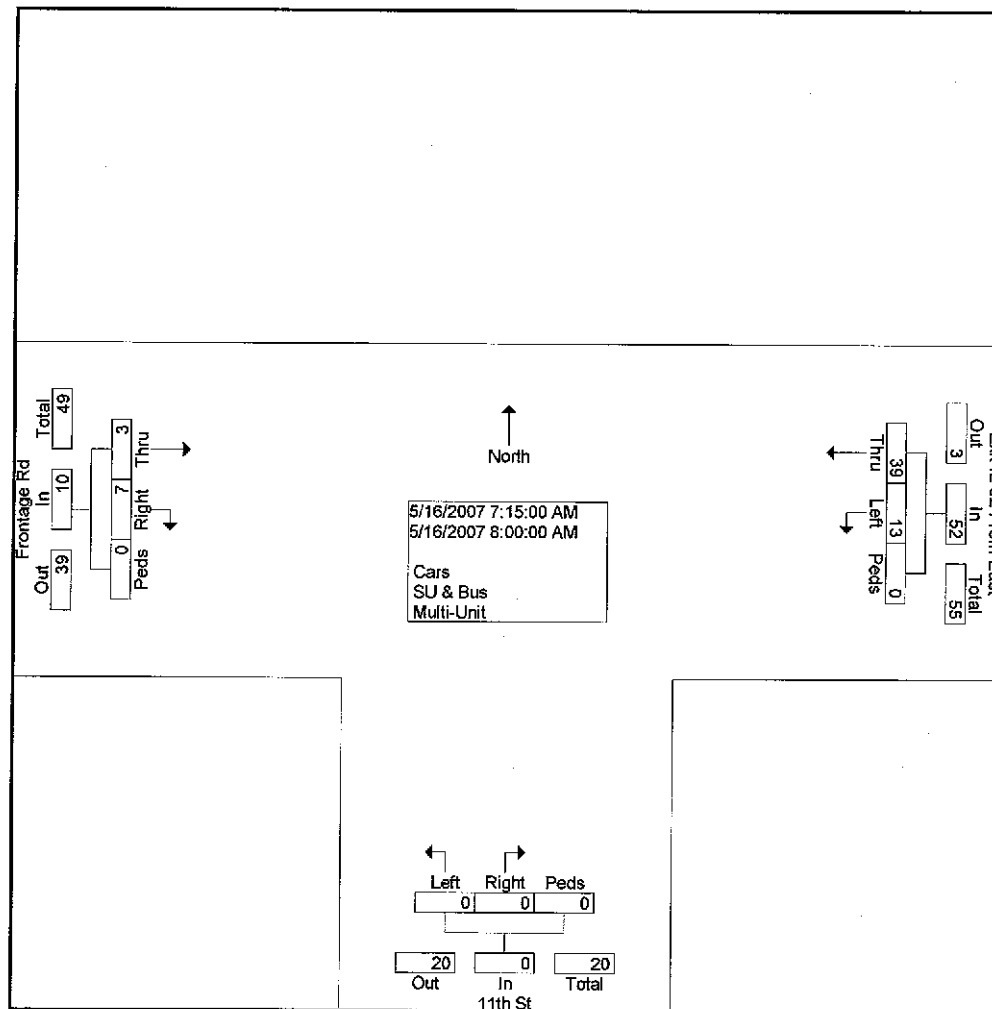
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	App. Total	Exit IL 92 From East From East					11th St From South					Frontage Rd From West					Int. Total
		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	6	5	0	0	11	0	0	0	0	0	0	0	6	0	6	17
16:15	0	10	14	0	0	24	0	0	0	0	0	0	0	4	0	4	28
16:30	0	12	4	0	0	16	0	0	0	0	0	0	0	13	0	13	29
16:45	0	6	8	0	0	14	0	0	0	0	0	0	0	7	0	7	21
Total	0	34	31	0	0	65	0	0	0	0	0	0	0	30	0	30	95
17:00	0	7	3	0	0	10	0	0	0	0	0	0	0	8	0	8	18
17:15	0	10	4	0	0	14	0	0	0	0	0	0	0	2	0	2	16
17:30	0	4	2	0	0	6	0	0	0	0	0	0	0	7	0	7	13
17:45	0	9	2	0	0	11	0	0	0	0	0	0	1	1	0	2	13
Total	0	30	11	0	0	41	0	0	0	0	0	0	1	18	0	19	60
18:00	0	5	4	0	0	9	0	0	0	0	0	0	0	6	0	6	15
18:15	0	6	1	0	0	7	0	0	0	0	0	0	0	2	0	2	9
Grand Total	0	294	275	0	0	569	0	0	0	0	0	0	13	191	2	206	775
Apprch %		51.7	48.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	6.3	92.7	1.0		
Total %	0.0	37.9	35.5	0.0	0.0	73.4	0.0	0.0	0.0	0.0	0.0	0.0	1.7	24.6	0.3	26.6	



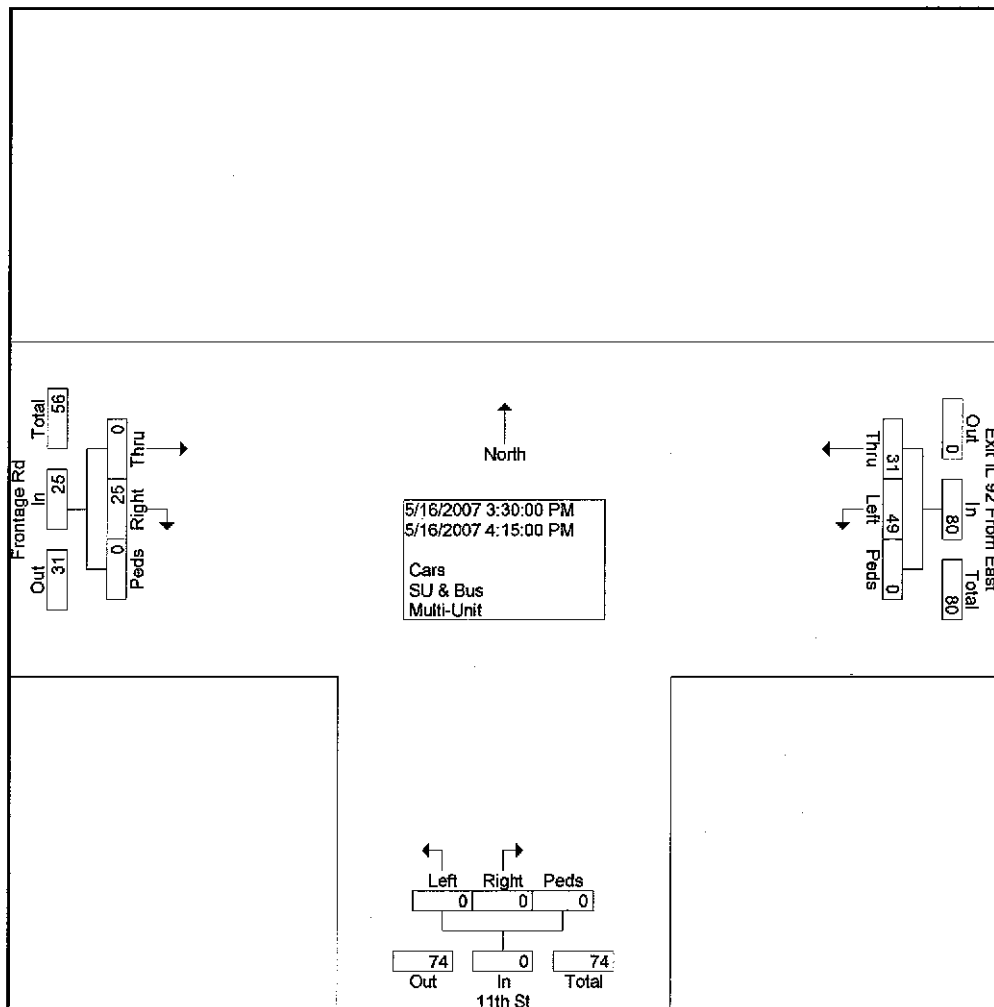
City of Rock Island
 IL 92 Traffic Study
 Manual Traffic Count File Name : 11thst,FrontageRdInterchange
 By: Stanley Consultants Site Code : 00000025
 Start Date : 5/16/2007
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		Exit IL 92 From East From East					11th St From South					Frontage Rd From West							
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																			
Intersection	07:15																62		
Volume	0	13	39	0	0	52	0	0	0	0	0	0	3	7	0	10			
Percent		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	30.0	70.0	0.0				
07:30																			
Volume	0	4	15	0	0	19	0	0	0	0	0	0	0	4	0	4			
Peak Factor																	0.674		
High Int.	6:15:00 AM	07:30						6:15:00 AM						07:30					
Volume	0	4	15	0	0	19	0	0	0	0	0	0	0	4	0	4			
Peak Factor		0.684										0.625							



City of Rock Island
 IL 92 Traffic Study
 Manual Traffic Count File Name : 11thst,FrontageRdInterchange
 By: Stanley Consultants Site Code : 00000025
 Start Date : 5/16/2007
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		Exit IL 92 From East From East					11th St From South					Frontage Rd From West					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection	15:30																
Volume	0	49	31	0	0	80	0	0	0	0	0	0	0	25	0	25	105
Percent		61.3	38.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
15:30																	
Volume	0	21	6	0	0	27	0	0	0	0	0	0	0	7	0	7	34
Peak Factor																	0.772
High Int.		15:30										15:45					
Volume	0	21	6	0	0	27	0	0	0	0	0	0	0	8	0	8	
Peak Factor		0.741										0.781					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts File Name : 11thStInterchangeUpTop
By: Stanley Consultants InSite Code : 00000025
Start Date : 5/16/2007
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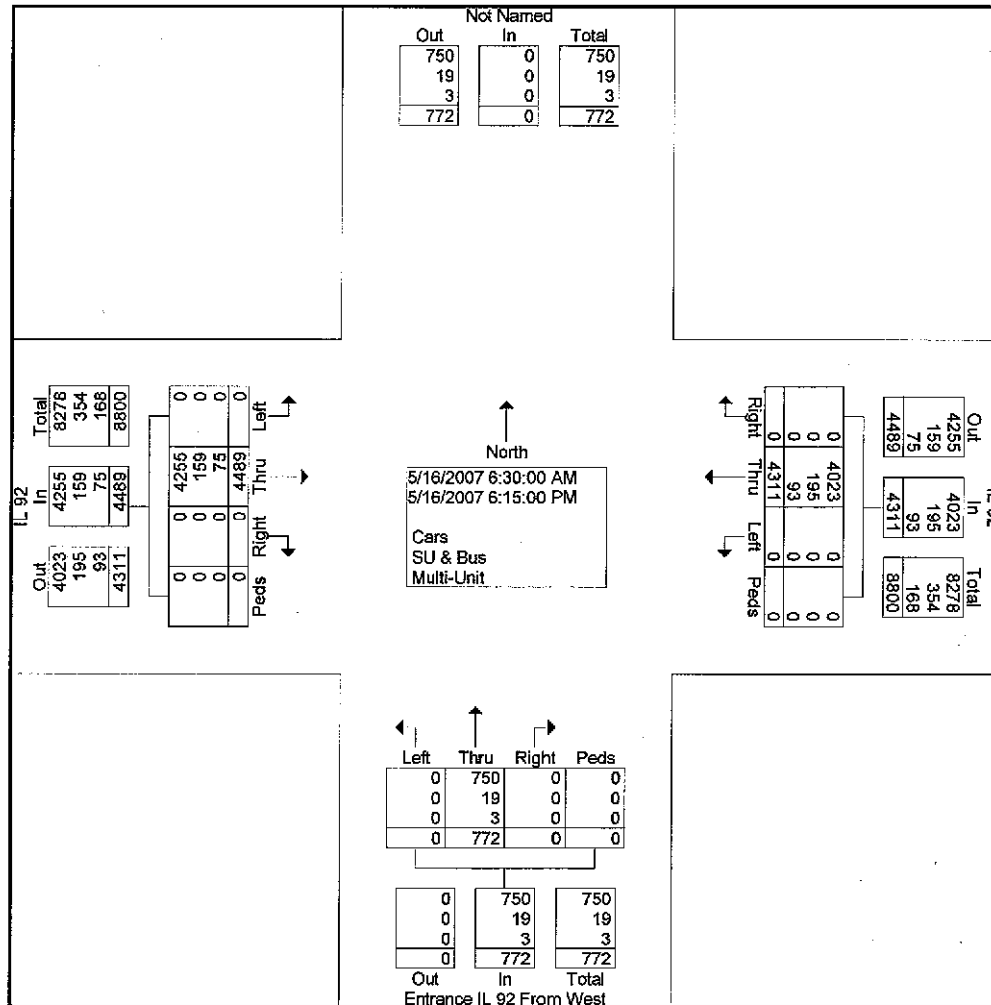
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	App. Total	IL 92 From East					Entrance IL 92 From West From South					IL 92 From West					Int. Total
		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	95	0	0	95	0	24	0	0	24	0	164	0	0	164	283
06:45	0	0	84	0	0	84	0	14	0	0	14	0	160	0	0	160	258
Total	0	0	179	0	0	179	0	38	0	0	38	0	324	0	0	324	541
07:00	0	0	66	0	0	66	0	12	0	0	12	0	168	0	0	168	246
07:15	0	0	76	0	0	76	0	7	0	0	7	0	160	0	0	160	243
07:30	0	0	103	0	0	103	0	15	0	0	15	0	182	0	0	182	300
07:45	0	0	96	0	0	96	0	22	0	0	22	0	213	0	0	213	331
Total	0	0	341	0	0	341	0	56	0	0	56	0	723	0	0	723	1120
08:00	0	0	64	0	0	64	0	14	0	0	14	0	134	0	0	134	212
08:15	0	0	65	0	0	65	0	15	0	0	15	0	147	0	0	147	227
08:30	0	0	77	0	0	77	0	19	0	0	19	0	99	0	0	99	195
08:45	0	0	71	0	0	71	0	18	0	0	18	0	86	0	0	86	175
Total	0	0	277	0	0	277	0	66	0	0	66	0	466	0	0	466	809
09:00	0	0	50	0	0	50	0	14	0	0	14	0	58	0	0	58	122
09:15	0	0	50	0	0	50	0	7	0	0	7	0	68	0	0	68	125
09:30	0	0	50	0	0	50	0	10	0	0	10	0	63	0	0	63	123
09:45	0	0	52	0	0	52	0	17	0	0	17	0	69	0	0	69	138
Total	0	0	202	0	0	202	0	48	0	0	48	0	258	0	0	258	508
10:00	0	0	52	0	0	52	0	20	0	0	20	0	58	0	0	58	130
Break																	
10:30	0	0	65	0	0	65	0	14	0	0	14	0	72	0	0	72	151
10:45	0	0	56	0	0	56	0	15	0	0	15	0	68	0	0	68	139
Total	0	0	173	0	0	173	0	49	0	0	49	0	198	0	0	198	420
11:00	0	0	71	0	0	71	0	16	0	0	16	0	59	0	0	59	146
11:15	0	0	76	0	0	76	0	7	0	0	7	0	68	0	0	68	151
11:30	0	0	80	0	0	80	0	26	0	0	26	0	84	0	0	84	190
11:45	0	0	60	0	0	60	0	23	0	0	23	0	75	0	0	75	158
Total	0	0	287	0	0	287	0	72	0	0	72	0	286	0	0	286	645
12:00	0	0	84	0	0	84	0	24	0	0	24	0	79	0	0	79	187
12:15	0	0	73	0	0	73	0	21	0	0	21	0	73	0	0	73	167
12:30	0	0	71	0	0	71	0	16	0	0	16	0	81	0	0	81	168
12:45	0	0	78	0	0	78	0	12	0	0	12	0	89	0	0	89	179
Total	0	0	306	0	0	306	0	73	0	0	73	0	322	0	0	322	701
13:00	0	0	80	0	0	80	0	14	0	0	14	0	77	0	0	77	171
13:15	0	0	88	0	0	88	0	15	0	0	15	0	91	0	0	91	194
13:30	0	0	87	0	0	87	0	21	0	0	21	0	113	0	0	113	221
13:45	0	0	61	0	0	61	0	18	0	0	18	0	75	0	0	75	154
Total	0	0	316	0	0	316	0	68	0	0	68	0	356	0	0	356	740
Break																	
14:30	0	0	118	0	0	118	0	8	0	0	8	0	100	0	0	100	226
14:45	0	0	102	0	0	102	0	36	0	0	36	0	113	0	0	113	251
Total	0	0	220	0	0	220	0	44	0	0	44	0	213	0	0	213	477
15:00	0	0	165	0	0	165	0	22	0	0	22	0	115	0	0	115	302
15:15	0	0	154	0	0	154	0	28	0	0	28	0	86	0	0	86	268
15:30	0	0	236	0	0	236	0	26	0	0	26	0	117	0	0	117	379
15:45	0	0	160	0	0	160	0	23	0	0	23	0	87	0	0	87	270
Total	0	0	715	0	0	715	0	99	0	0	99	0	405	0	0	405	1219

City of Rock Island
 IL 92 Traffic Study
 Manual Traffic Counts File Name : 11thStInterchangeUpTop
 By: Stanley Consultants InSite Code : 00000025
 Start Date : 5/16/2007
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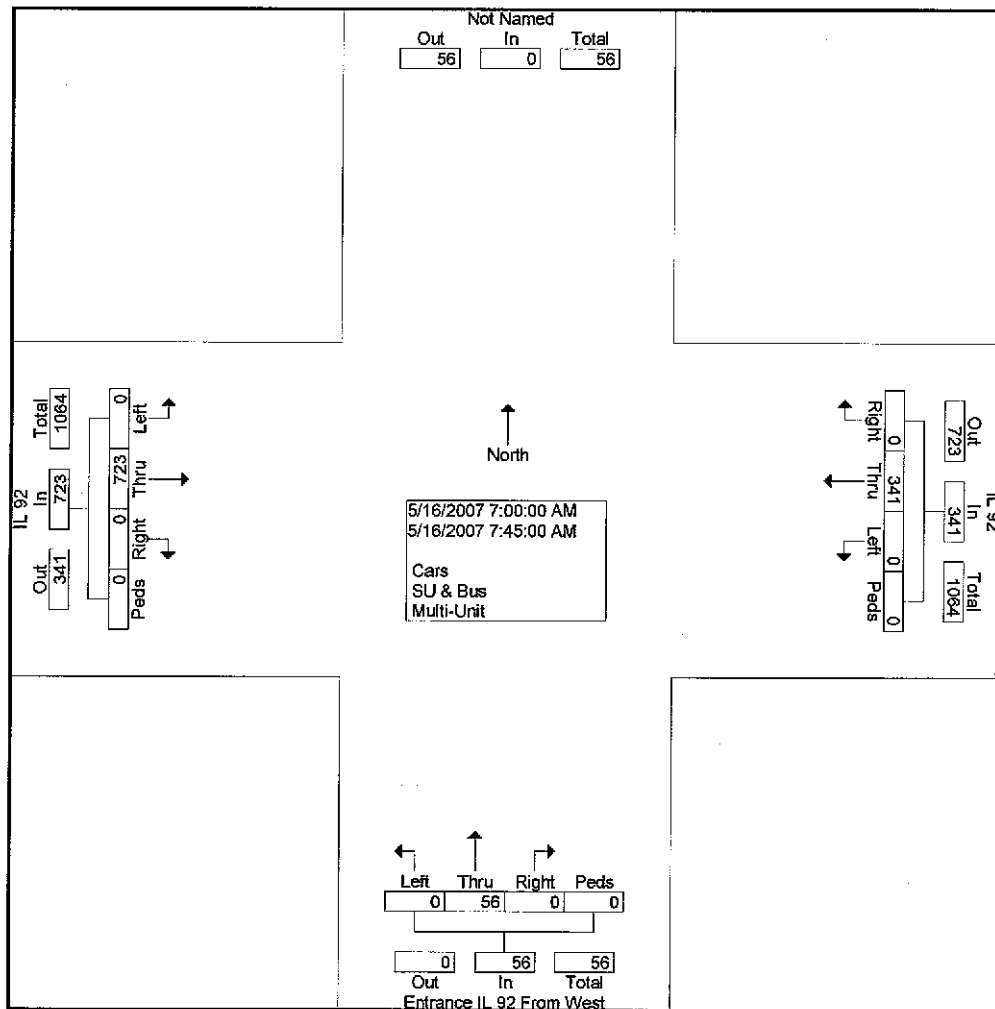
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	App. Total	IL 92 From East					Entrance IL 92 From West From South					IL 92 From West					Int. Total
		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	193	0	0	193	0	27	0	0	27	0	116	0	0	116	336
16:15	0	0	142	0	0	142	0	29	0	0	29	0	90	0	0	90	261
16:30	0	0	205	0	0	205	0	18	0	0	18	0	126	0	0	126	349
16:45	0	0	144	0	0	144	0	14	0	0	14	0	107	0	0	107	265
Total	0	0	684	0	0	684	0	88	0	0	88	0	439	0	0	439	1211
17:00	0	0	154	0	0	154	0	12	0	0	12	0	139	0	0	139	305
17:15	0	0	150	0	0	150	0	19	0	0	19	0	98	0	0	98	267
17:30	0	0	97	0	0	97	0	12	0	0	12	0	102	0	0	102	211
17:45	0	0	65	0	0	65	0	8	0	0	8	0	61	0	0	61	134
Total	0	0	466	0	0	466	0	51	0	0	51	0	400	0	0	400	917
18:00	0	0	89	0	0	89	0	9	0	0	9	0	56	0	0	56	154
18:15	0	0	56	0	0	56	0	11	0	0	11	0	43	0	0	43	110
Grand Total	0	0	4311	0	0	4311	0	772	0	0	772	0	4489	0	0	4489	9572
Apprch %		0.0	100.	0.0	0.0		0.0	100.	0.0	0.0		0.0	100.	0.0	0.0		
Total %	0.0	0.0	45.0	0.0	0.0	45.0	0.0	8.1	0.0	0.0	8.1	0.0	46.9	0.0	0.0	46.9	



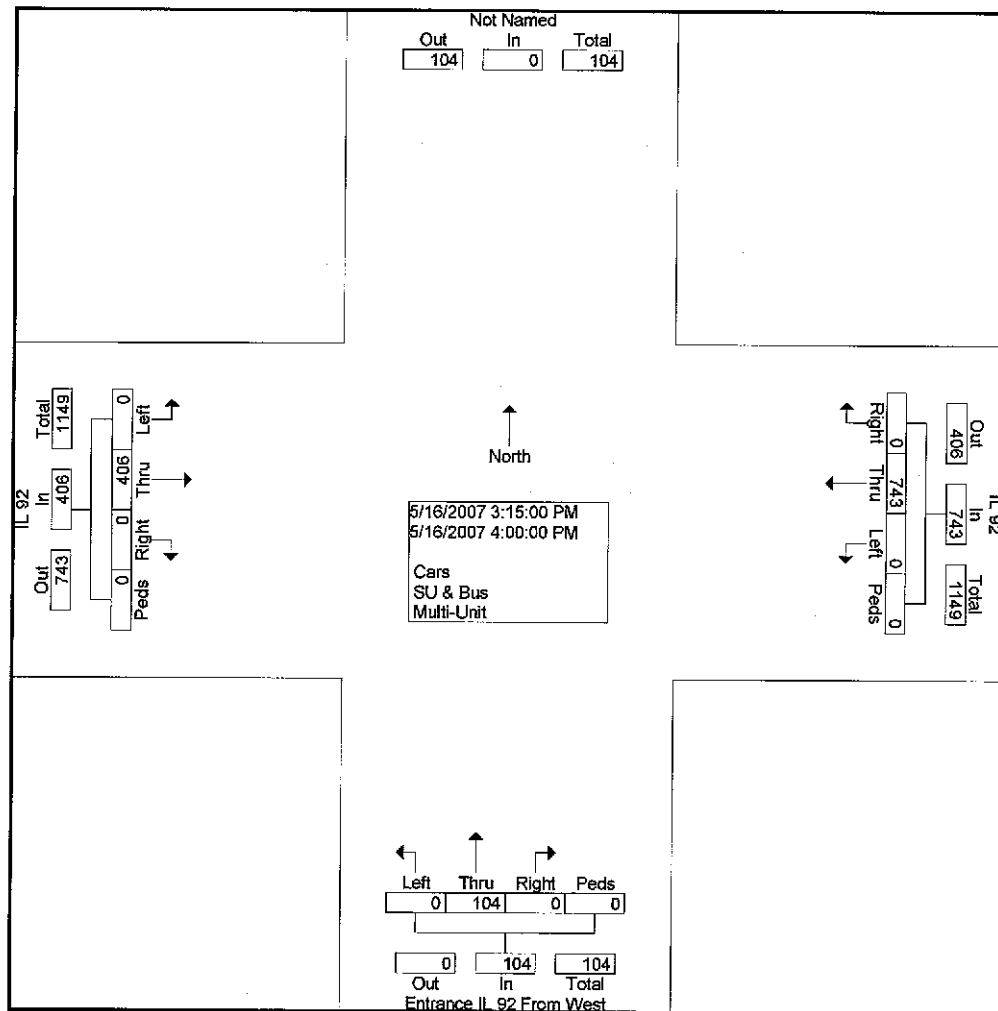
City of Rock Island
 IL 92 Traffic Study
 Manual Traffic Counts File Name : 11thStInterchangeUpTop
 By: Stanley Consultants InSite Code : 00000025
 Start Date : 5/16/2007
 Page No : 3

		IL 92 From East					Entrance IL 92 From West From South					IL 92 From West					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection	07:00																
Volume	0	0	341	0	0	341	0	56	0	0	56	0	723	0	0	723	1120
Percent		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
07:45																	
Volume	0	0	96	0	0	96	0	22	0	0	22	0	213	0	0	213	331
Peak Factor																	0.846
High Int.	6:15:00 AM	07:30					07:45					07:45					
Volume	0	0	103	0	0	103	0	22	0	0	22	0	213	0	0	213	
Peak Factor		0.828					0.636					0.849					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts File Name : 11thStInterchangeUpTop
By: Stanley Consultants InSite Code : 00000025
Start Date : 5/16/2007
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		IL 92 From East					Entrance IL 92 From West From South					IL 92 From West					
Start Time	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 15:15	0	0	743	0	0	743	0	104	0	0	104	0	406	0	0	406	1253
Volume		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Percent			0					0					0				
15:30	0	0	236	0	0	236	0	26	0	0	26	0	117	0	0	117	379
Volume																	0.827
Peak Factor		15:30					15:15					15:30					
High Int.	0	0	236	0	0	236	0	28	0	0	28	0	117	0	0	117	
Volume																	
Peak Factor						0.787					0.929					0.868	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&24thSt
Site Code : 00000012
Start Date : 5/17/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

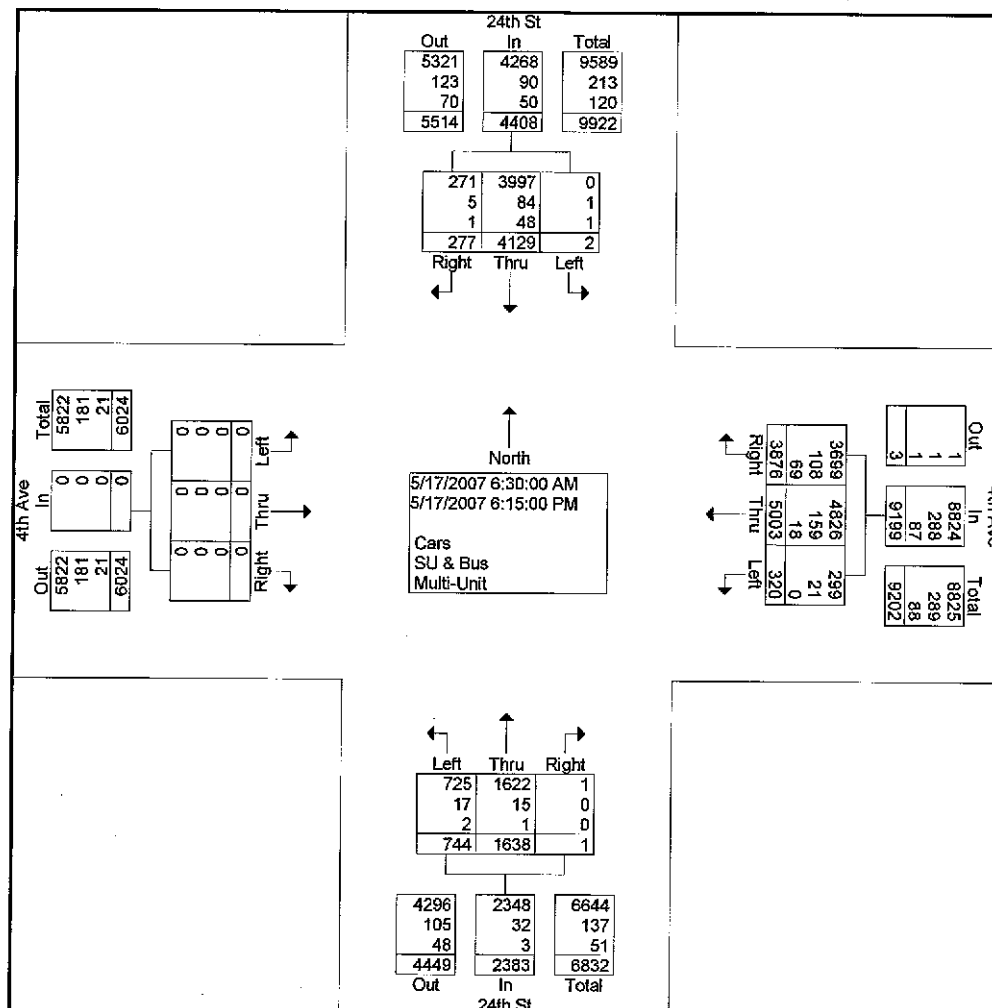
Start Time	24th St From North				4th Ave From East				24th St From South				4th Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	0	60	2	62	0	98	106	204	8	50	0	58	0	0	0	0	324
06:45	0	47	2	49	0	97	94	191	11	58	0	69	0	0	0	0	309
Total	0	107	4	111	0	195	200	395	19	108	0	127	0	0	0	0	633
07:00	0	39	6	45	0	99	77	176	12	27	0	39	0	0	0	0	260
07:15	0	52	3	55	2	124	83	209	12	48	0	60	0	0	0	0	324
07:30	0	66	5	71	8	150	112	270	15	58	0	73	0	0	0	0	414
07:45	0	76	5	81	5	226	131	362	32	61	0	93	0	0	0	0	536
Total	0	233	19	252	15	599	403	1017	71	194	0	265	0	0	0	0	1534
08:00	0	54	3	57	5	142	105	252	19	39	0	58	0	0	0	0	367
08:15	0	64	6	70	5	143	124	272	14	31	0	45	0	0	0	0	387
08:30	0	46	1	47	2	89	84	175	13	28	0	41	0	0	0	0	263
08:45	0	53	1	54	8	100	62	170	19	36	0	55	0	0	0	0	279
Total	0	217	11	228	20	474	375	869	65	134	0	199	0	0	0	0	1296
09:00	0	38	5	43	4	94	68	166	6	21	0	27	0	0	0	0	236
09:15	0	29	5	34	3	70	40	113	11	17	0	28	0	0	0	0	175
09:30	0	48	4	52	11	75	53	139	14	25	0	39	0	0	0	0	230
09:45	0	38	4	42	6	76	56	138	14	20	0	34	0	0	0	0	214
Total	0	153	18	171	24	315	217	556	45	83	0	128	0	0	0	0	855
10:00	0	35	2	37	2	68	41	111	16	18	1	35	0	0	0	0	183
10:15	0	32	2	34	6	82	63	151	15	29	0	44	0	0	0	0	229
10:30	0	67	7	74	7	102	79	188	12	31	0	43	0	0	0	0	305
10:45	0	53	7	60	6	91	66	163	19	31	0	50	0	0	0	0	273
Total	0	187	18	205	21	343	249	613	62	109	1	172	0	0	0	0	990
11:00	0	79	8	87	5	79	61	145	22	25	0	47	0	0	0	0	279
11:15	1	89	5	95	5	91	66	162	21	42	0	63	0	0	0	0	320
11:30	0	111	6	117	11	100	87	198	18	40	0	58	0	0	0	0	373
11:45	0	85	5	90	9	106	58	173	21	39	0	60	0	0	0	0	323
Total	1	364	24	389	30	376	272	678	82	146	0	228	0	0	0	0	1295
12:00	0	76	5	81	14	98	87	199	6	46	0	52	0	0	0	0	332
12:15	0	76	11	87	11	114	84	209	22	48	0	70	0	0	0	0	366
12:30	0	95	7	102	3	92	84	179	22	33	0	55	0	0	0	0	336
12:45	0	62	4	66	14	91	85	190	24	38	0	62	0	0	0	0	318
Total	0	309	27	336	42	395	340	777	74	165	0	239	0	0	0	0	1352
13:00	1	62	8	71	8	92	74	174	13	33	0	46	0	0	0	0	291
13:15	0	88	7	95	4	113	79	196	14	40	0	54	0	0	0	0	345
Break																	
13:45	0	66	6	72	4	104	81	189	15	35	0	50	0	0	0	0	311
Total	1	216	21	238	16	309	234	559	42	108	0	150	0	0	0	0	947
14:00	0	107	7	114	7	121	72	200	13	33	0	46	0	0	0	0	360
14:15	0	81	7	88	9	89	89	187	11	25	0	36	0	0	0	0	311
14:30	0	173	7	180	12	105	98	215	19	33	0	52	0	0	0	0	447
14:45	0	112	4	116	12	109	73	194	23	21	0	44	0	0	0	0	354
Total	0	473	25	498	40	424	332	796	66	112	0	178	0	0	0	0	1472
15:00	0	147	15	162	9	104	74	187	12	34	0	46	0	0	0	0	395
15:15	0	132	3	135	16	161	111	288	18	32	0	50	0	0	0	0	473
15:30	0	168	11	179	9	115	109	233	20	40	0	60	0	0	0	0	472
15:45	0	132	5	137	5	125	91	221	26	41	0	67	0	0	0	0	425
Total	0	579	34	613	39	505	385	929	76	147	0	223	0	0	0	0	1765

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&24thSt
Site Code : 00000012
Start Date : 5/17/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

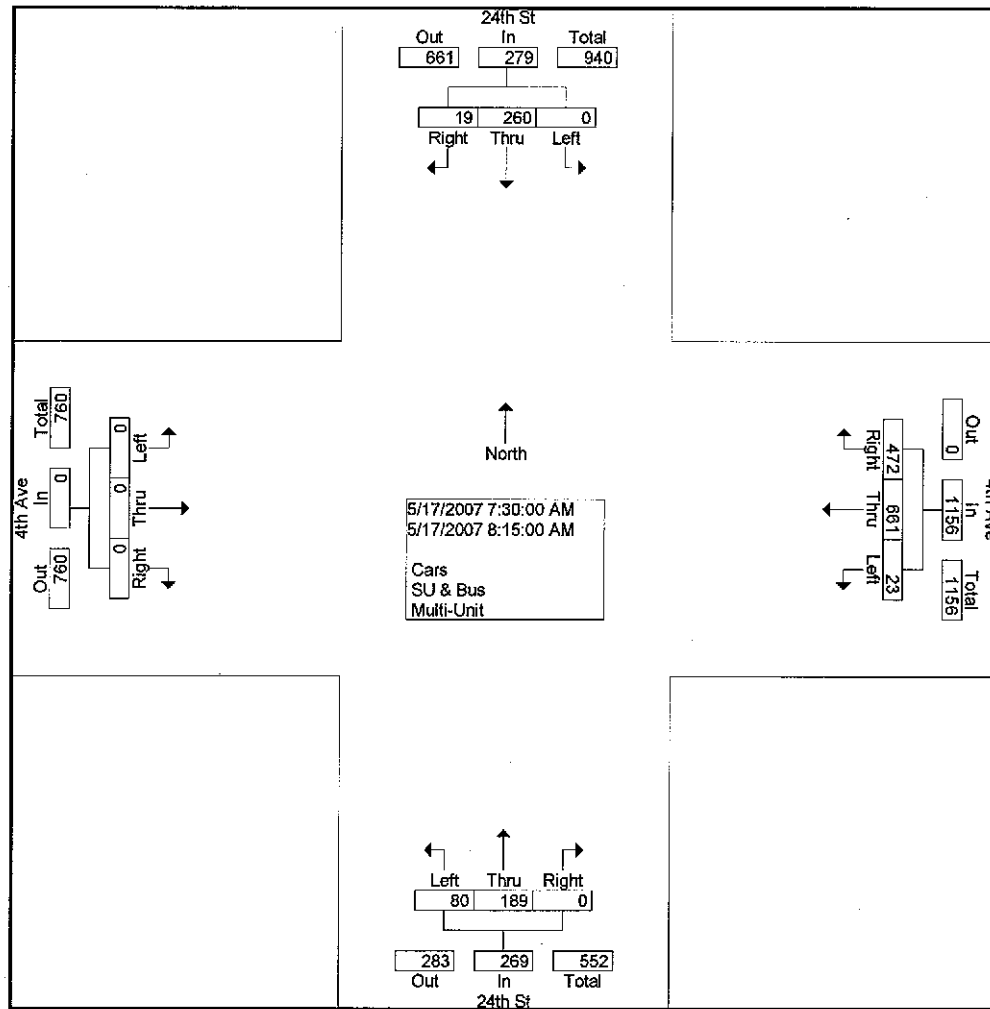
Start Time	24th St From North				4th Ave From East				24th St From South				4th Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	0	151	7	158	7	112	98	217	17	30	0	47	0	0	0	0	422
16:15	0	130	9	139	10	104	88	202	26	30	0	56	0	0	0	0	397
16:30	0	191	15	206	12	103	92	207	15	29	0	44	0	0	0	0	457
16:45	0	134	9	143	10	148	117	275	14	29	0	43	0	0	0	0	461
Total	0	606	40	646	39	467	395	901	72	118	0	190	0	0	0	0	1737
17:00	0	169	9	178	7	123	83	213	10	35	0	45	0	0	0	0	436
17:15	0	119	10	129	7	103	101	211	15	38	0	53	0	0	0	0	393
17:30	0	103	6	109	5	109	70	184	12	42	0	54	0	0	0	0	347
17:45	0	88	2	90	6	84	77	167	13	34	0	47	0	0	0	0	304
Total	0	479	27	506	25	419	331	775	50	149	0	199	0	0	0	0	1480
18:00	0	105	6	111	7	105	72	184	9	30	0	39	0	0	0	0	334
18:15	0	101	3	104	2	77	71	150	11	35	0	46	0	0	0	0	300
Grand Total	2	4129	277	4408	320	5003	3876	9199	744	1638	1	2383	0	0	0	0	15990
Apprch %	0.0	93.7	6.3		3.5	54.4	42.1		31.2	68.7	0.0		0.0	0.0	0.0		
Total %	0.0	25.8	1.7	27.6	2.0	31.3	24.2	57.5	4.7	10.2	0.0	14.9	0.0	0.0	0.0	0.0	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&24thSt
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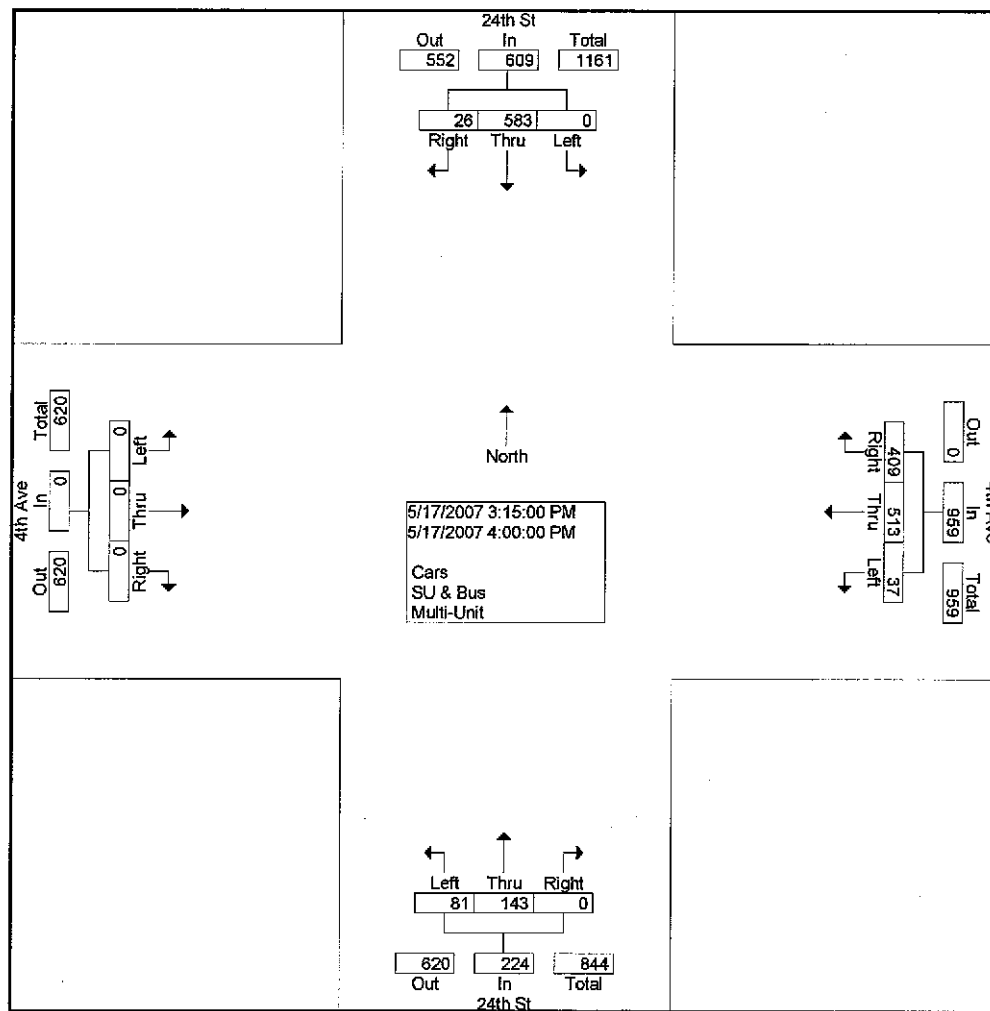
	24th St From North				4th Ave From East				24th St From South				4th Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	260	19	279	23	661	472	1156	80	189	0	269	0	0	0	0	1704
Percent	0.0	93.2	6.8		2.0	57.2	40.8		29.7	70.3	0.0		0.0	0.0	0.0		
07:45																	
Volume	0	76	5	81	5	226	131	362	32	61	0	93	0	0	0	0	536
Peak Factor																	0.795
High Int.	07:45				07:45				07:45				6:15:00 AM				
Volume	0	76	5	81	5	226	131	362	32	61	0	93					
Peak Factor	0.861				0.798				0.723								



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&24thSt
Site Code : 00000012
Start Date : 5/17/2007
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	24th St From North				4th Ave From East				24th St From South				4th Ave From West					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																		
Intersection 15:15																		
Volume	0	583	26	609	37	513	409	959	81	143	0	224	0	0	0	0	1792	
Percent	0.0	95.7	4.3		3.9	53.5	42.6		36.2	63.8	0.0		0.0	0.0	0.0			
15:15																		
Volume	0	132	3	135	16	161	111	288	18	32	0	50	0	0	0	0	473	
Peak Factor																	0.947	
High Int. 15:30					15:15					15:45								
Volume	0	168	11	179	16	161	111	288	26	41	0	67						
Peak Factor	0.851				0.832				0.836									



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&24thSt
Site Code : 00000013
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Groups Printed- Cars - SU & Bus - Multi-Unit

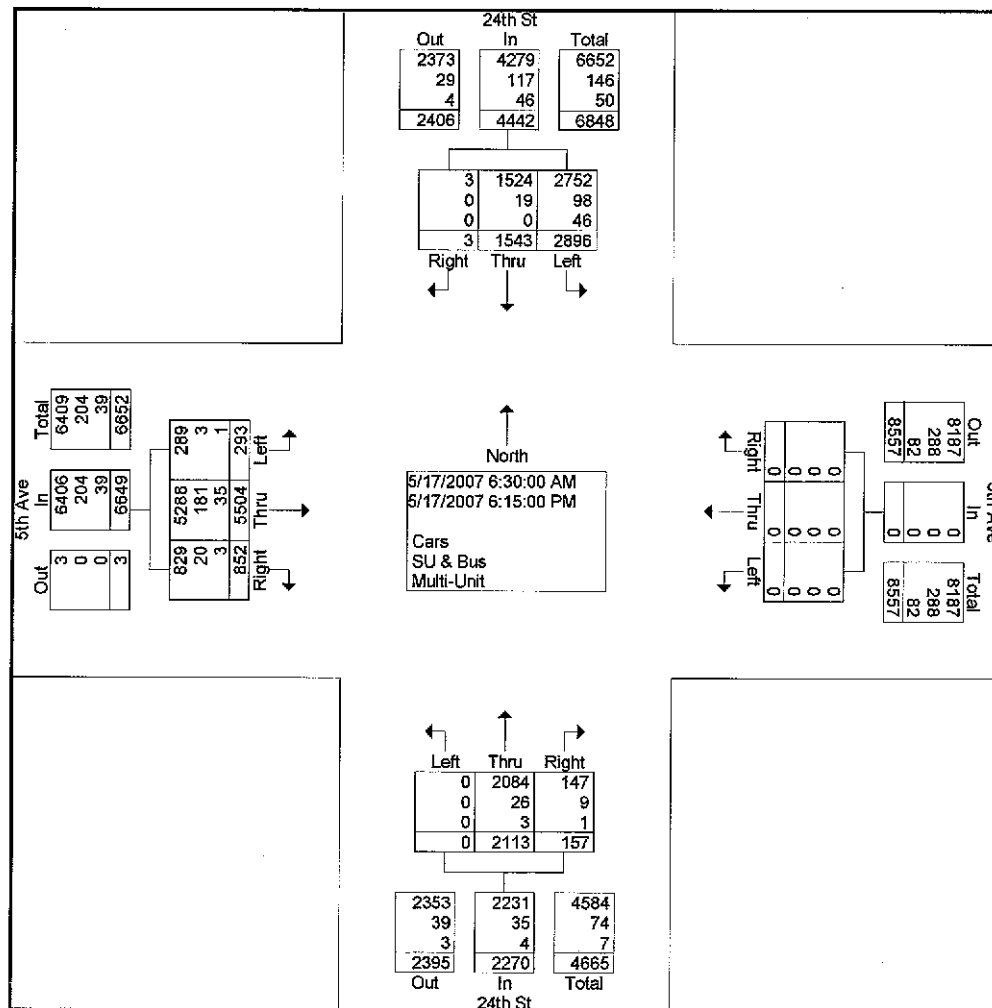
Start Time	24th St From North				5th Ave From East				24th St From South				5th Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	46	10	0	56	0	0	0	0	0	48	0	48	5	99	8	112	216
06:45	40	9	0	49	0	0	0	0	0	57	0	57	10	66	9	85	191
Total	86	19	0	105	0	0	0	0	0	105	0	105	15	165	17	197	407
07:00	29	11	0	40	0	0	0	0	0	41	1	42	2	61	16	79	161
07:15	36	20	0	56	0	0	0	0	0	55	1	56	6	62	11	79	191
07:30	58	19	0	77	0	0	0	0	0	68	2	70	4	78	8	90	237
07:45	62	20	0	82	0	0	0	0	0	83	19	102	5	109	21	135	319
Total	185	70	0	255	0	0	0	0	0	247	23	270	17	310	56	383	908
08:00	55	10	0	65	0	0	0	0	0	57	3	60	4	62	25	91	216
08:15	45	17	0	62	0	0	0	0	0	44	0	44	5	62	15	82	188
08:30	43	20	0	63	0	0	0	0	0	38	4	42	3	98	19	120	225
08:45	45	22	0	67	0	0	0	0	0	56	3	59	5	86	12	103	229
Total	188	69	0	257	0	0	0	0	0	195	10	205	17	308	71	396	858
09:00	32	15	0	47	0	0	0	0	0	22	2	24	5	75	16	96	167
09:15	31	10	0	41	0	0	0	0	0	34	0	34	7	90	21	118	193
09:30	38	18	0	56	0	0	0	0	0	31	4	35	8	112	18	138	229
09:45	30	12	0	42	0	0	0	0	0	32	0	32	5	89	19	113	187
Total	131	55	0	186	0	0	0	0	0	119	6	125	25	366	74	465	776
10:00	26	14	0	40	0	0	0	0	0	28	1	29	10	93	20	123	192
Break																	
10:30	45	23	0	68	0	0	0	0	0	35	3	38	4	97	20	121	227
10:45	37	22	0	59	0	0	0	0	0	44	1	45	10	114	23	147	251
Total	108	59	0	167	0	0	0	0	0	107	5	112	24	304	63	391	670
11:00	51	42	0	93	0	0	0	0	0	38	2	40	5	95	24	124	257
11:15	76	27	0	103	0	0	0	0	0	59	2	61	11	123	21	155	319
11:30	75	53	0	128	0	0	0	0	0	58	6	64	8	129	25	162	354
11:45	51	44	2	97	0	0	0	0	0	59	6	65	8	137	23	168	330
Total	253	166	2	421	0	0	0	0	0	214	16	230	32	484	93	609	1260
12:00	52	42	0	94	0	0	0	0	0	45	7	52	15	144	21	180	326
12:15	65	32	0	97	0	0	0	0	0	67	0	67	8	88	14	110	274
12:30	61	35	0	96	0	0	0	0	0	50	5	55	6	124	20	150	301
12:45	51	21	0	72	0	0	0	0	0	60	6	66	5	103	24	132	270
Total	229	130	0	359	0	0	0	0	0	222	18	240	34	459	79	572	1171
13:00	44	31	0	75	0	0	0	0	0	38	1	39	9	119	27	155	269
13:15	56	35	0	91	0	0	0	0	0	48	2	50	7	123	24	154	295
13:30	73	23	0	96	0	0	0	0	0	30	5	35	7	105	17	129	260
13:45	54	27	0	81	0	0	0	0	0	40	0	40	9	121	18	148	269
Total	227	116	0	343	0	0	0	0	0	156	8	164	32	468	86	586	1093
14:00	75	32	0	107	0	0	0	0	0	47	3	50	4	148	21	173	330
Break																	
14:30	112	66	0	178	0	0	0	0	0	44	4	48	7	156	17	180	406
14:45	72	43	0	115	0	0	0	0	0	40	2	42	7	127	24	158	315
Total	259	141	0	400	0	0	0	0	0	131	9	140	18	431	62	511	1051
15:00	104	52	0	156	0	0	0	0	0	50	6	56	10	160	17	187	399
15:15	59	39	0	98	0	0	0	0	0	30	10	40	4	127	18	149	287
15:30	104	76	0	180	0	0	0	0	0	52	6	58	6	183	18	207	445
15:45	98	44	0	142	0	0	0	0	0	60	4	64	7	170	24	201	407
Total	365	211	0	576	0	0	0	0	0	192	26	218	27	640	77	744	1538

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&24thSt
Site Code : 00000013
Start Date : 5/17/2007
Page No : 2

Groups Printed- Cars - SU & Bus - Multi-Unit

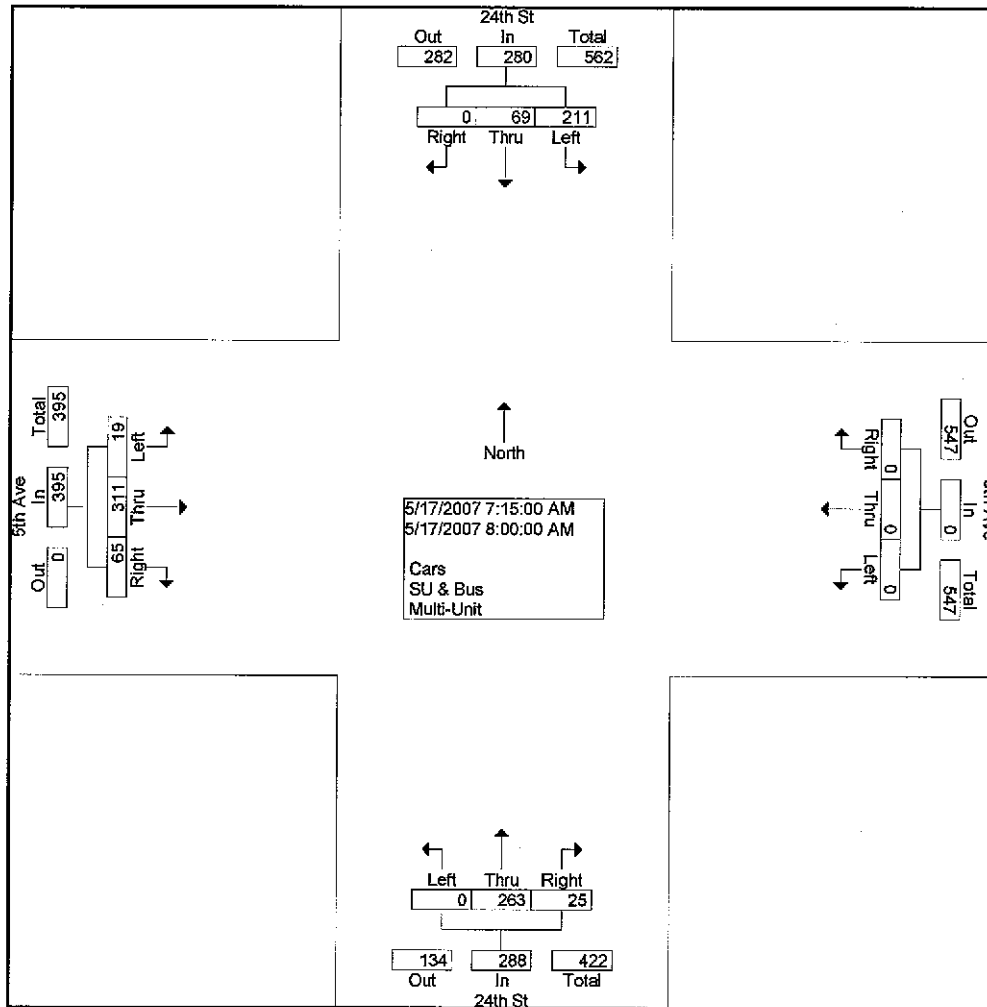
Start Time	24th St From North				5th Ave From East				24th St From South				5th Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	107	55	0	162	0	0	0	0	0	43	6	49	4	152	23	179	390
16:15	90	40	0	130	0	0	0	0	0	49	7	56	6	163	16	185	371
16:30	128	83	0	211	0	0	0	0	0	40	5	45	5	235	16	256	512
16:45	95	66	0	161	0	0	0	0	0	41	2	43	2	169	25	196	400
Total	420	244	0	664	0	0	0	0	0	173	20	193	17	719	80	816	1673
17:00	107	58	0	165	0	0	0	0	0	41	5	46	8	232	16	256	467
17:15	85	48	0	133	0	0	0	0	0	49	1	50	3	181	16	200	383
17:30	73	36	0	109	0	0	0	0	0	46	5	51	8	116	19	143	303
17:45	58	35	1	94	0	0	0	0	0	38	0	38	5	110	21	136	268
Total	323	177	1	501	0	0	0	0	0	174	11	185	24	639	72	735	1421
18:00	70	43	0	113	0	0	0	0	0	32	4	36	8	121	14	143	292
18:15	52	43	0	95	0	0	0	0	0	46	1	47	3	90	8	101	243
Grand Total	2896	1543	3	4442	0	0	0	0	0	2113	157	2270	293	5504	852	6649	13361
Apprch %	65.2	34.7	0.1		0.0	0.0	0.0		0.0	93.1	6.9		4.4	82.8	12.8		
Total %	21.7	11.5	0.0	33.2	0.0	0.0	0.0	0.0	0.0	15.8	1.2	17.0	2.2	41.2	6.4	49.8	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&24thSt
Site Code : 00000013
Start Date : 5/17/2007
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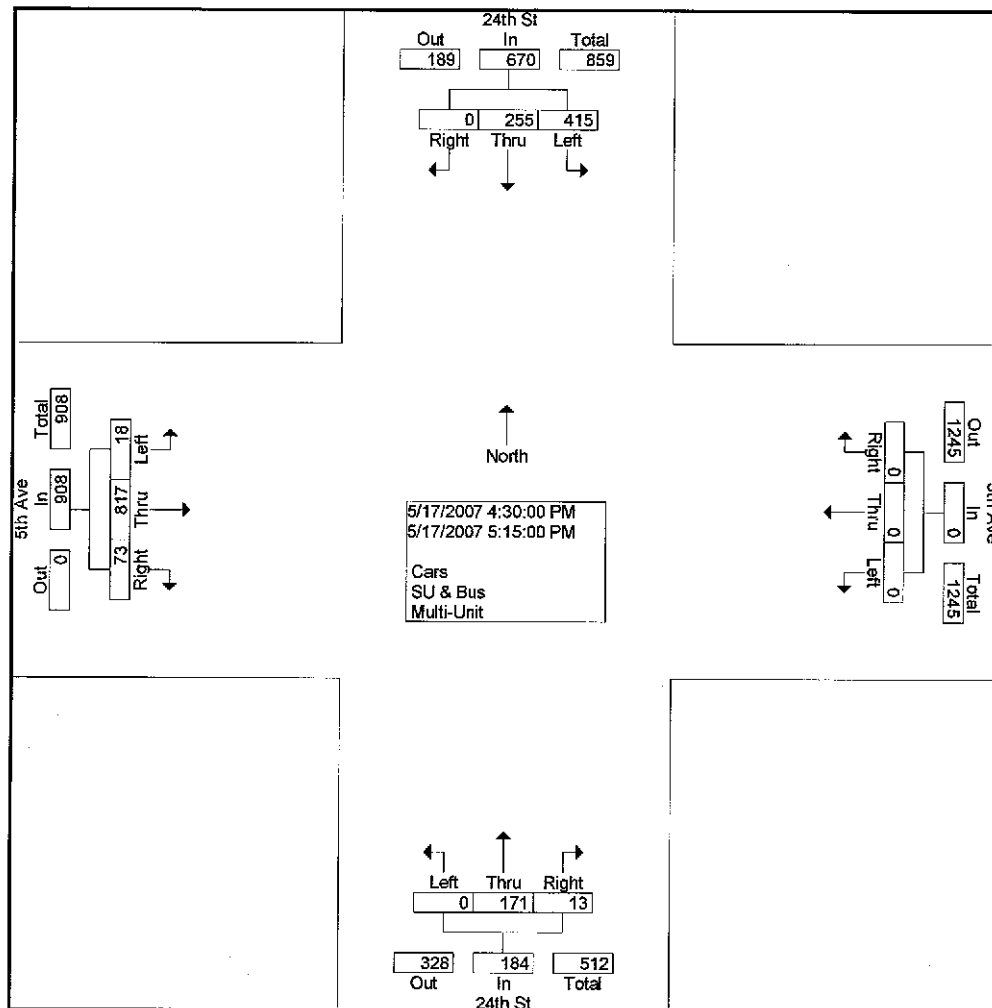
	24th St From North				5th Ave From East				24th St From South				5th Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection 07:15																	
Volume	211	69	0	280	0	0	0	0	0	263	25	288	19	311	65	395	963
Percent	75.4	24.6	0.0		0.0	0.0	0.0		0.0	91.3	8.7		4.8	78.7	16.5		
07:45																	
Volume	62	20	0	82	0	0	0	0	0	83	19	102	5	109	21	135	319
Peak Factor																	0.755
High Int. 07:45					6:15:00 AM				07:45				07:45				
Volume	62	20	0	82	0	0	0	0	0	83	19	102	5	109	21	135	
Peak Factor				0.854								0.706				0.731	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&24thSt
Site Code : 00000013
Start Date : 5/17/2007
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	24th St From North				5th Ave From East				24th St From South				5th Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection 16:30																	
Volume	415	255	0	670	0	0	0	0	0	171	13	184	18	817	73	908	1762
Percent	61.9	38.1	0.0		0.0	0.0	0.0		0.0	92.9	7.1		2.0	90.0	8.0		
16:30	128	83	0	211	0	0	0	0	0	40	5	45	5	235	16	256	512
Peak Factor																	0.860
High Int. 16:30									17:15				16:30				
Volume	128	83	0	211	0	0	0	0	0	49	1	50	5	235	16	256	
Peak Factor				0.794								0.920				0.887	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&20thSt
Site Code : 00000015
Start Date : 5/22/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

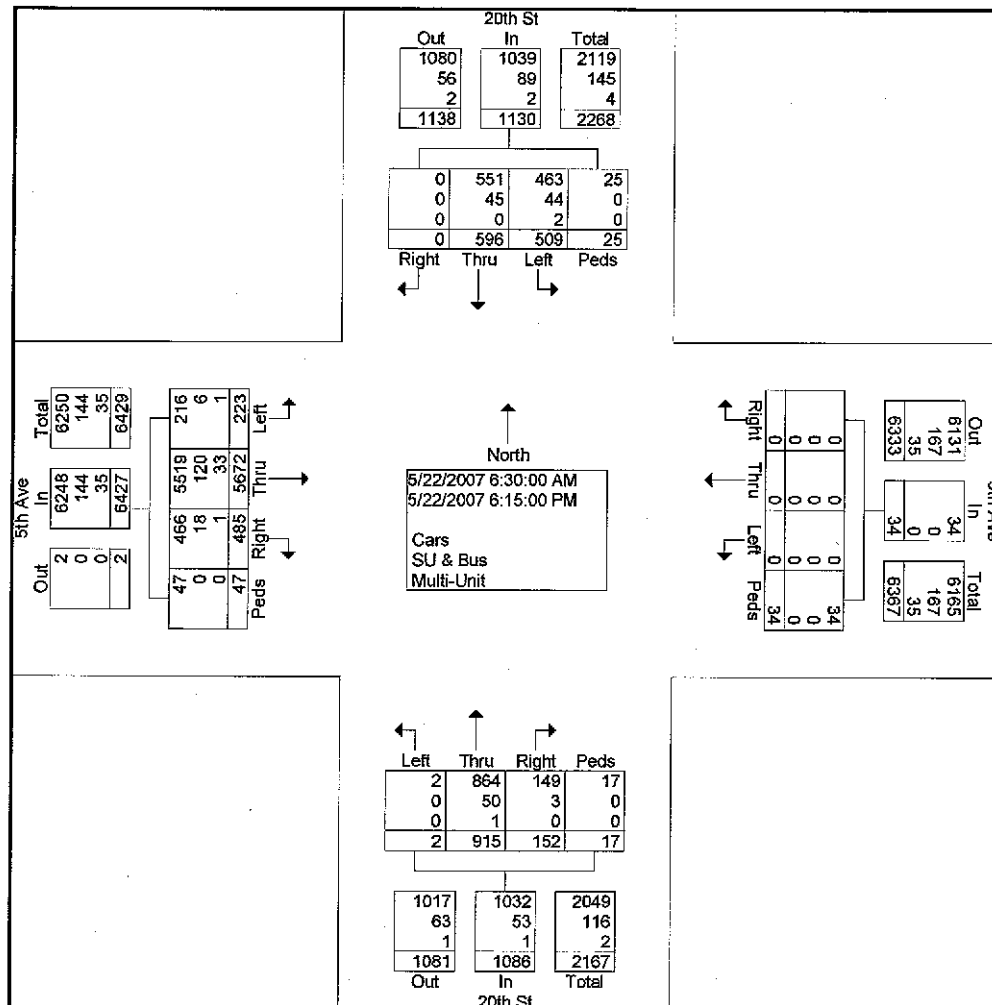
Start Time	20th St From North					5th Ave From East					20th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	2	6	0	0	8	0	0	0	0	0	0	6	5	0	11	1	112	5	0	118	137
06:45	4	4	0	0	8	0	0	0	0	0	0	14	1	0	15	3	84	6	2	95	118
Total	6	10	0	0	16	0	0	0	0	0	0	20	6	0	26	4	196	11	2	213	255
07:00	1	6	0	0	7	0	0	0	0	0	0	17	4	0	21	0	87	5	0	92	120
07:15	6	8	0	0	14	0	0	0	0	0	0	23	3	0	26	2	75	10	1	88	128
07:30	2	11	0	1	14	0	0	0	1	1	0	17	8	0	25	4	105	11	0	120	160
07:45	5	8	0	0	13	0	0	0	0	0	0	36	4	0	40	4	114	11	4	133	186
Total	14	33	0	1	48	0	0	0	1	1	0	93	19	0	112	10	381	37	5	433	594
08:00	5	13	0	1	19	0	0	0	3	3	0	19	5	1	25	5	88	8	0	101	148
08:15	8	6	0	0	14	0	0	0	0	0	0	21	4	0	25	4	87	10	2	103	142
08:30	6	4	0	0	10	0	0	0	1	1	1	24	10	0	35	2	116	13	0	131	177
08:45	10	11	0	1	22	0	0	0	2	2	0	20	6	0	26	8	84	9	1	102	152
Total	29	34	0	2	65	0	0	0	6	6	1	84	25	1	111	19	375	40	3	437	619
09:00	10	12	0	0	22	0	0	0	0	0	0	17	2	0	19	7	87	10	0	104	145
09:15	5	10	0	0	15	0	0	0	0	0	0	17	0	0	17	7	90	9	2	108	140
09:30	7	9	0	2	18	0	0	0	2	2	0	25	4	0	29	1	91	12	3	107	156
09:45	7	11	0	1	19	0	0	0	0	0	0	28	3	0	31	7	78	3	3	91	141
Total	29	42	0	3	74	0	0	0	2	2	0	87	9	0	96	22	346	34	8	410	582
10:00 Break	8	11	0	0	19	0	0	0	1	1	0	18	5	3	26	5	93	6	0	104	150
10:30	9	8	0	1	18	0	0	0	0	0	0	16	3	1	20	7	87	12	0	106	144
10:45	9	11	0	1	21	0	0	0	1	1	0	21	1	0	22	6	100	21	0	127	171
Total	26	30	0	2	58	0	0	0	2	2	0	55	9	4	68	18	280	39	0	337	465
11:00	14	14	0	0	28	0	0	0	1	1	0	11	3	1	15	9	101	3	0	113	157
11:15	10	10	0	0	20	0	0	0	0	0	0	19	2	0	21	5	111	9	1	126	167
11:30	19	18	0	0	37	0	0	0	0	0	0	18	3	1	22	3	112	12	0	127	186
11:45	8	8	0	0	16	0	0	0	1	1	0	25	5	1	31	8	152	11	1	172	220
Total	51	50	0	0	101	0	0	0	2	2	0	73	13	3	89	25	476	35	2	538	730
12:00	16	21	0	5	42	0	0	0	1	1	0	20	5	0	25	6	132	11	3	152	220
12:15	15	15	0	0	30	0	0	0	1	1	0	26	2	0	28	7	103	8	3	121	180
12:30	9	14	0	1	24	0	0	0	3	3	0	28	3	0	31	6	97	12	1	116	174
12:45	13	12	0	1	26	0	0	0	0	0	0	23	5	2	30	6	114	11	1	132	188
Total	53	62	0	7	122	0	0	0	5	5	0	97	15	2	114	25	446	42	8	521	762
13:00	12	13	0	0	25	0	0	0	0	0	0	12	2	0	14	2	110	10	0	122	161
13:15	9	7	0	1	17	0	0	0	0	0	0	15	3	1	19	3	119	6	0	128	164
13:30	11	9	0	0	20	0	0	0	0	0	0	19	0	0	19	7	112	10	0	129	168
13:45	12	9	0	0	21	0	0	0	0	0	0	22	1	0	23	6	130	6	1	143	187
Total	44	38	0	1	83	0	0	0	0	0	0	68	6	1	75	18	471	32	1	522	680
Break																					
14:15	4	9	0	0	13	0	0	0	1	1	0	20	2	1	23	8	151	8	0	167	204
14:30	7	24	0	0	31	0	0	0	1	1	0	28	1	1	30	3	133	12	1	149	211
14:45	17	15	0	0	32	0	0	0	0	0	0	25	6	0	31	1	142	20	1	164	227
Total	28	48	0	0	76	0	0	0	2	2	0	73	9	2	84	12	426	40	2	480	642
15:00	19	21	0	0	40	0	0	0	2	2	0	21	3	0	24	4	168	17	3	192	258
15:15	12	20	0	2	34	0	0	0	2	2	0	22	1	1	24	8	174	9	0	191	251
15:30	20	22	0	0	42	0	0	0	0	0	0	27	4	0	31	6	188	14	0	208	281
15:45	21	17	0	3	41	0	0	0	1	1	0	21	2	0	23	10	154	12	2	178	243
Total	72	80	0	5	157	0	0	0	5	5	0	91	10	1	102	28	684	52	5	769	1033

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&20thSt
Site Code : 00000015
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Groups Printed- Cars - SU & Bus - Multi-Unit

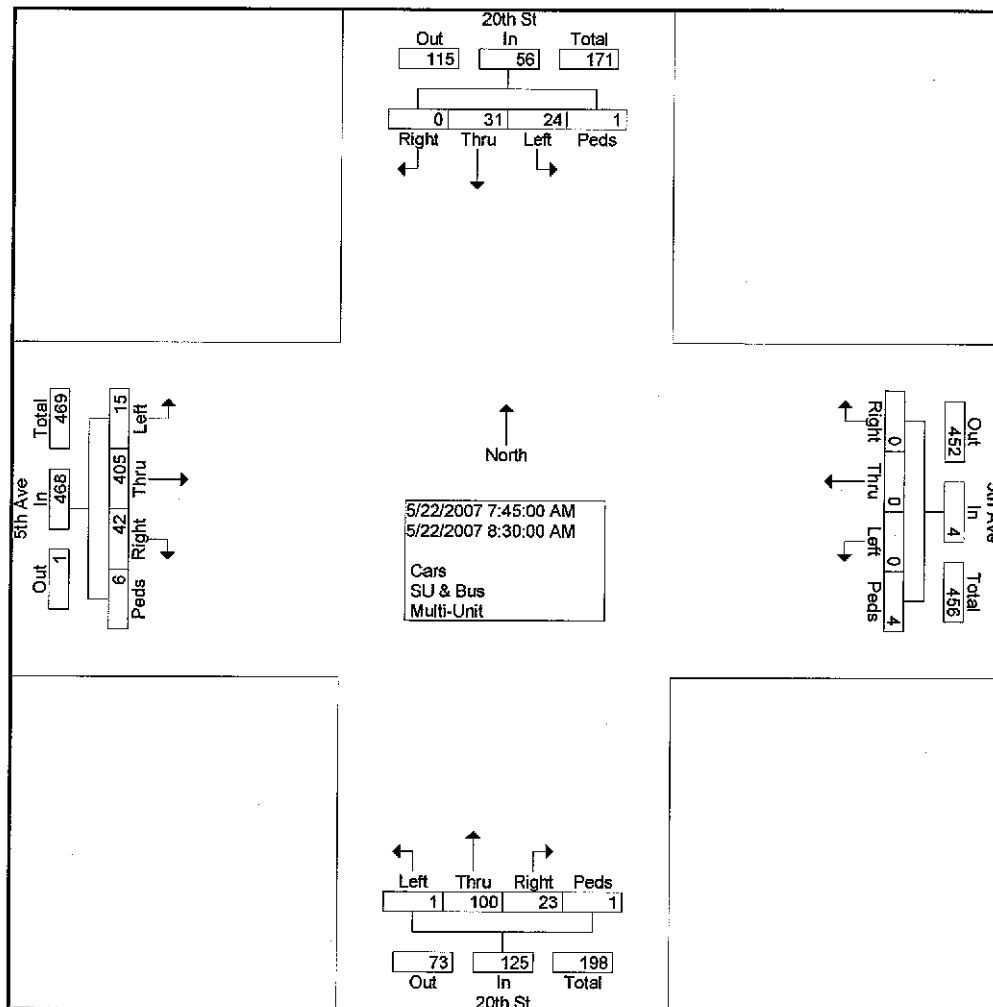
Start Time	20th St From North					5th Ave From East					20th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	29	27	0	0	56	0	0	0	1	1	0	20	2	0	22	7	188	18	1	214	293
16:15	12	26	0	0	38	0	0	0	1	1	1	15	8	1	25	3	181	18	0	202	266
16:30	29	18	0	1	48	0	0	0	0	0	0	18	1	0	19	5	225	15	3	248	315
16:45	20	17	0	0	37	0	0	0	1	1	0	21	3	1	25	7	156	16	2	181	244
Total	90	88	0	1	179	0	0	0	3	3	1	74	14	2	91	22	750	67	6	845	1118
17:00	28	20	0	1	49	0	0	0	1	1	0	24	5	0	29	3	252	15	0	270	349
17:15	11	13	0	2	26	0	0	0	0	0	0	21	2	0	23	6	150	18	0	174	223
17:30	5	14	0	0	19	0	0	0	2	2	0	19	2	0	21	2	125	7	0	134	176
17:45	12	17	0	0	29	0	0	0	0	0	0	15	3	1	19	3	104	7	2	116	164
Total	56	64	0	3	123	0	0	0	3	3	0	79	12	1	92	14	631	47	2	694	912
18:00	6	10	0	0	16	0	0	0	1	1	0	8	3	0	11	4	127	4	1	136	164
18:15	5	7	0	0	12	0	0	0	2	2	0	13	2	0	15	2	83	5	2	92	121
Grand Total	509	596	0	25	1130	0	0	0	34	34	2	915	152	17	1086	223	567	485	47	6427	8677
Apprch %	45.0	52.7	0.0	2.2		0.0	0.0	0.0	100.0		0.2	84.3	14.0	1.6		3.5	88.3	7.5	0.7		
Total %	5.9	6.9	0.0	0.3	13.0	0.0	0.0	0.0	0.4	0.4	0.0	10.5	1.8	0.2	12.5	2.6	65.4	5.6	0.5	74.1	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&20thSt
Site Code : 00000015
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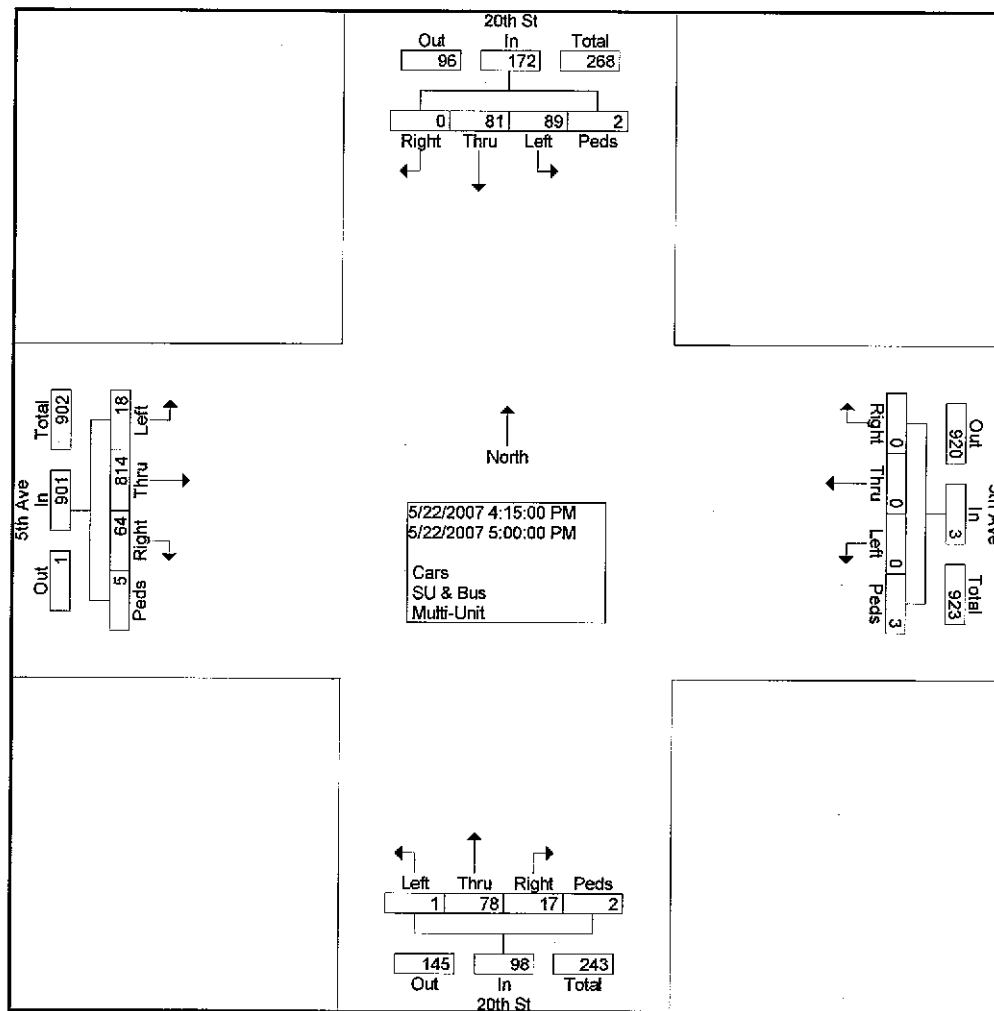
	20th St From North					5th Ave From East					20th St From South					5th Ave From West					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:45																				
Volume	24	31	0	1	56	0	0	0	4	4	1	100	23	1	125	15	405	42	6	468	653
Percent	42.9	55.4	0.0	1.8		0.0	0.0	0.0	100.0		0.8	80.0	18.4	0.8		3.2	86.5	9.0	1.3		
07:45 Volume Peak Factor	5	8	0	0	13	0	0	0	0	0	0	36	4	0	40	4	114	11	4	133	186
High Int.	08:00					08:00					07:45					07:45					
Volume Peak Factor	5	13	0	1	19	0	0	0	3	3	0	36	4	0	40	4	114	11	4	133	
					0.73					0.33					0.78					0.88	
					7					3					1					0	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&20thSt
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Start Date : 5/22/2007
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Start Time	20th St From North					5th Ave From East					20th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:15																				
Volume	89	81	0	2	172	0	0	0	3	3	1	78	17	2	98	18	814	64	5	901	1174
Percent	51.7	47.1	0.0	1.2		0.0	0.0	0.0	100.0		1.0	79.6	17.3	2.0		2.0	90.3	7.1	0.6		
17:00																					
Volume	28	20	0	1	49	0	0	0	1	1	0	24	5	0	29	3	252	15	0	270	349
Peak Factor																					0.841
High Int.	17:00					16:15					17:00					17:00					
Volume	28	20	0	1	49	0	0	0	1	1	0	24	5	0	29	3	252	15	0	270	
Peak Factor	0.878					0.750					0.845					0.834					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&20thSt
Site Code : 00000014
Start Date : 5/22/2007
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Groups Printed- Cars - SU & Bus - Multi- Unit

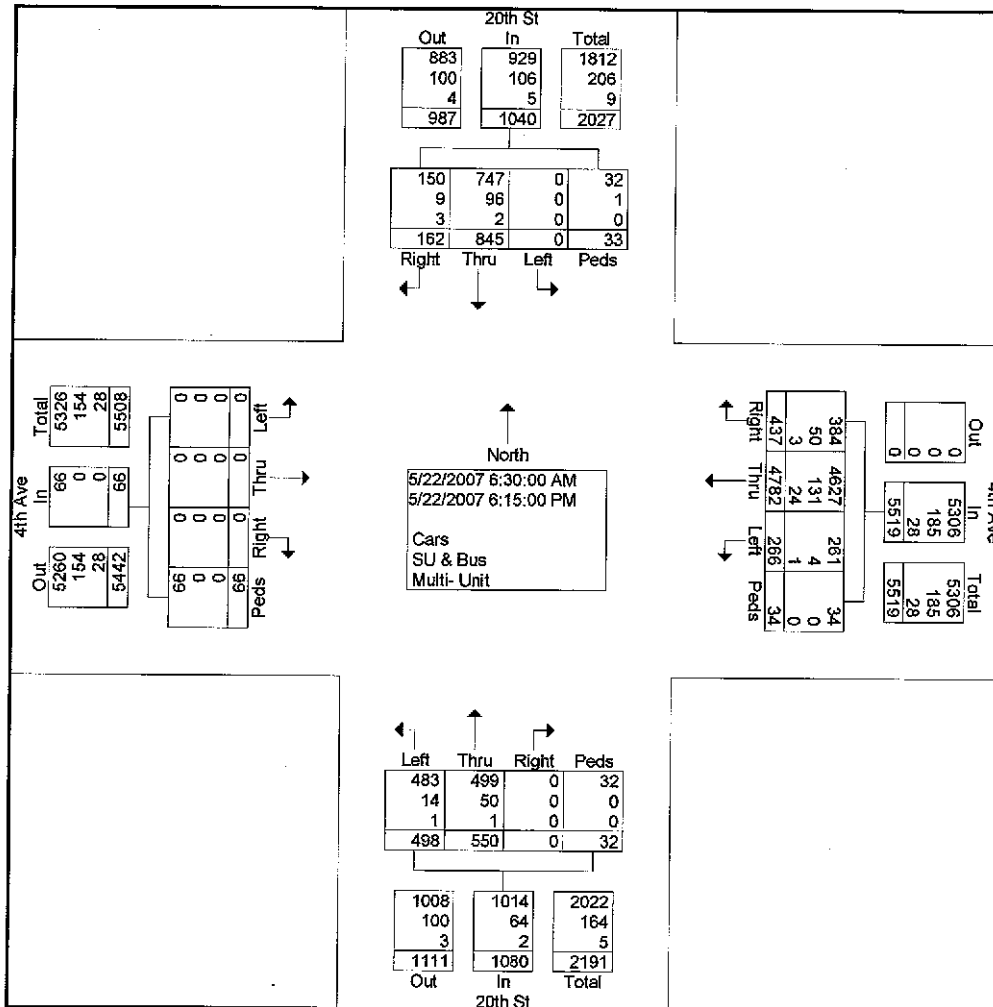
Start Time	20th St From North					4th Ave From East					20th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	9	1	0	10	2	86	5	0	93	4	2	0	0	6	0	0	0	0	0	109
06:45	0	7	0	0	7	3	85	8	0	96	5	11	0	0	16	0	0	0	0	0	119
Total	0	16	1	0	17	5	171	13	0	189	9	13	0	0	22	0	0	0	0	0	228
07:00	0	3	1	0	4	5	77	6	0	88	5	12	0	0	17	0	0	0	0	0	109
07:15	0	10	3	0	13	7	119	5	0	131	13	11	0	0	24	0	0	0	0	0	168
07:30	0	9	8	0	17	10	144	14	0	168	6	12	0	0	18	0	0	0	3	3	206
07:45	0	9	4	2	15	7	205	13	0	225	25	14	0	0	39	0	0	0	2	2	281
Total	0	31	16	2	49	29	545	38	0	612	49	49	0	0	98	0	0	0	5	5	764
08:00	0	15	8	0	23	4	133	10	3	150	5	16	0	0	21	0	0	0	1	1	195
08:15	0	14	4	0	18	5	133	10	0	148	10	15	0	0	25	0	0	0	2	2	193
08:30	0	7	2	3	12	6	121	4	1	132	10	11	0	0	21	0	0	0	1	1	166
08:45	0	21	3	1	25	5	115	12	1	133	9	17	0	0	26	0	0	0	3	3	187
Total	0	57	17	4	78	20	502	36	5	563	34	59	0	0	93	0	0	0	7	7	741
09:00	0	15	3	0	18	4	77	11	0	92	8	11	0	2	21	0	0	0	0	0	131
09:15	0	9	3	1	13	2	71	9	1	83	12	10	0	2	24	0	0	0	1	1	121
09:30	0	12	2	3	17	3	109	6	3	121	11	14	0	3	28	0	0	0	1	1	167
09:45	0	13	2	1	16	6	78	9	1	94	20	14	0	3	37	0	0	0	2	2	149
Total	0	49	10	5	64	15	335	35	5	390	51	49	0	10	110	0	0	0	4	4	568
Break																					
10:15	0	11	3	0	14	6	60	4	1	71	5	12	0	0	17	0	0	0	0	0	102
10:30	0	13	0	1	14	4	80	8	1	93	11	11	0	0	22	0	0	0	1	1	130
10:45	0	14	0	0	14	9	96	9	2	116	15	12	0	1	28	0	0	0	0	0	158
Total	0	38	3	1	42	19	236	21	4	280	31	35	0	1	67	0	0	0	1	1	390
11:00	0	21	0	0	21	5	100	11	2	118	5	11	0	0	16	0	0	0	0	0	155
11:15	0	16	5	1	22	6	86	9	0	101	16	12	0	1	29	0	0	0	2	2	154
11:30	0	23	2	0	25	8	79	16	0	103	10	8	0	0	18	0	0	0	0	0	146
11:45	0	16	0	1	17	4	92	9	0	105	10	13	0	0	23	0	0	0	8	8	153
Total	0	76	7	2	85	23	357	45	2	427	41	44	0	1	86	0	0	0	10	10	608
12:00	0	24	8	2	34	9	90	12	2	113	11	10	0	3	24	0	0	0	11	11	182
12:15	0	23	4	1	28	6	90	10	0	106	11	23	0	5	39	0	0	0	3	3	176
12:30	0	16	4	0	20	4	95	12	4	115	20	16	0	1	37	0	0	0	1	1	173
12:45	0	17	6	2	25	7	116	7	0	130	12	11	0	3	26	0	0	0	0	0	181
Total	0	80	22	5	107	26	391	41	6	464	54	60	0	12	126	0	0	0	15	15	712
13:00	0	18	1	1	20	11	101	11	2	125	4	8	0	0	12	0	0	0	2	2	159
13:15	0	11	4	1	16	2	114	13	0	129	10	6	0	0	16	0	0	0	0	0	161
13:30	0	18	7	0	25	5	103	14	0	122	6	6	0	0	12	0	0	0	0	0	159
13:45	0	15	2	0	17	7	108	8	0	123	13	18	0	0	31	0	0	0	3	3	174
Total	0	62	14	2	78	25	426	46	2	499	33	38	0	0	71	0	0	0	5	5	653
14:00	0	23	4	0	27	5	115	15	0	135	11	12	0	3	26	0	0	0	0	0	188
14:15	0	15	4	1	20	2	127	8	1	138	11	14	0	1	26	0	0	0	2	2	186
14:30	0	19	5	2	26	11	132	6	0	149	15	14	0	1	30	0	0	0	2	2	207
14:45	0	36	3	0	39	7	108	17	0	132	12	15	0	1	28	0	0	0	0	0	199
Total	0	93	16	3	112	25	482	46	1	554	49	55	0	6	110	0	0	0	4	4	780
15:00	0	25	4	1	30	8	115	11	0	134	13	13	0	0	26	0	0	0	5	5	195
Break																					
15:30	0	31	6	0	37	9	165	10	1	185	18	17	0	0	35	0	0	0	0	0	257
15:45	0	23	5	1	29	12	137	15	3	167	17	11	0	0	28	0	0	0	0	0	224
Total	0	79	15	2	96	29	417	36	4	486	48	41	0	0	89	0	0	0	5	5	676

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&20thSt
Site Code : 00000014
Start Date : 5/22/2007
Page No : 2

Groups Printed- Cars - SU & Bus - Multi- Unit

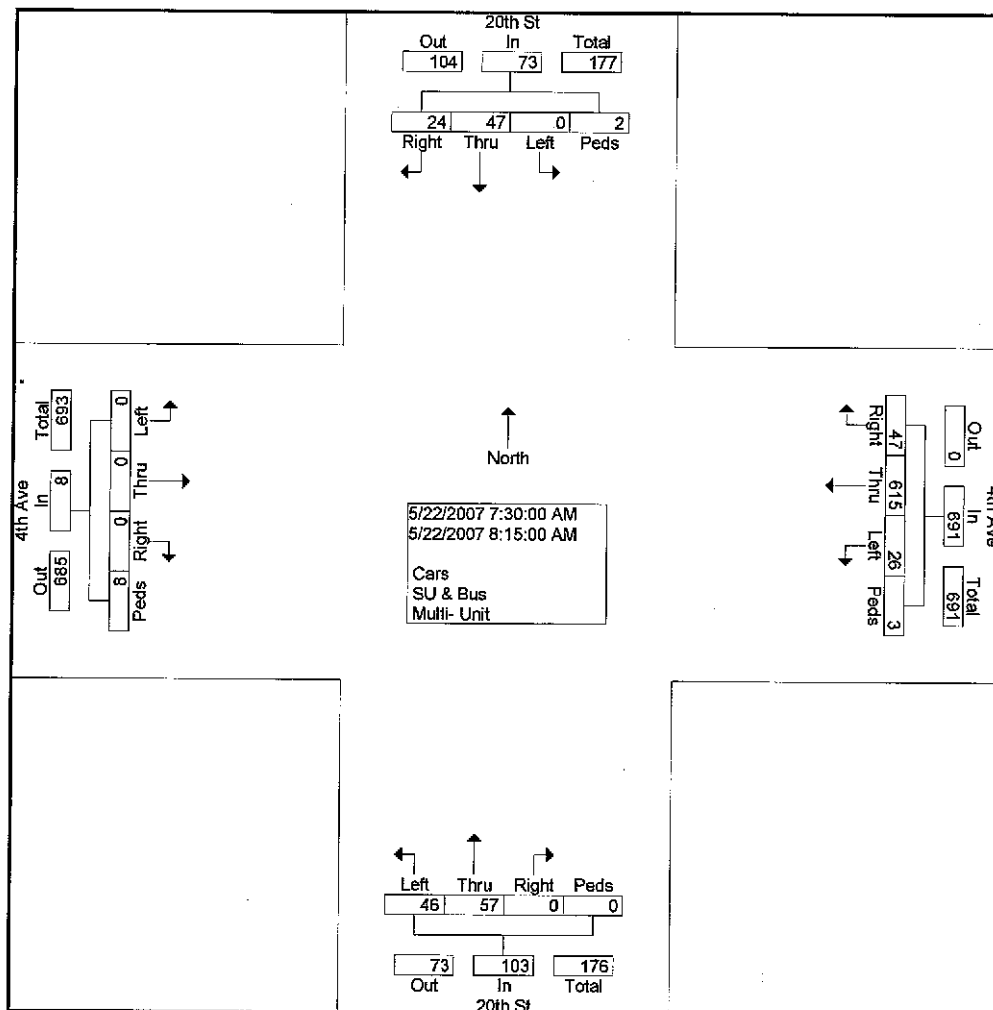
Start Time	20th St From North					4th Ave From East					20th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	42	12	1	55	5	123	13	0	141	12	16	0	0	28	0	0	0	0	0	224
16:15	0	27	5	0	32	9	114	7	1	131	9	10	0	1	20	0	0	0	2	2	185
16:30	0	41	4	0	45	3	103	10	0	116	9	13	0	0	22	0	0	0	0	0	183
16:45	0	34	3	0	37	7	106	12	0	125	10	18	0	1	29	0	0	0	1	1	192
Total	0	144	24	1	169	24	446	42	1	513	40	57	0	2	99	0	0	0	3	3	784
17:00	0	39	5	2	46	4	120	9	1	134	11	12	0	0	23	0	0	0	1	1	204
17:15	0	21	4	3	28	3	92	5	1	101	13	11	0	0	24	0	0	0	1	1	154
17:30	0	16	5	0	21	7	80	9	0	96	9	6	0	0	15	0	0	0	0	0	132
17:45	0	23	3	1	27	6	76	6	1	89	6	11	0	0	17	0	0	0	1	1	134
Total	0	99	17	6	122	20	368	29	3	420	39	40	0	0	79	0	0	0	3	3	624
18:00	0	11	0	0	11	4	52	2	1	59	12	0	0	0	12	0	0	0	1	1	83
18:15	0	10	0	0	10	2	54	7	0	63	8	10	0	0	18	0	0	0	3	3	94
Grand Total	0	845	162	33	1040	266	478	437	34	5519	498	550	0	32	1080	0	0	0	66	66	7705
Apprch %	0.0	81.3	15.6	3.2		4.8	86.6	7.9	0.6		46.1	50.9	0.0	3.0		0.0	0.0	0.0	100.0		
Total %	0.0	11.0	2.1	0.4	13.5	3.5	62.1	5.7	0.4	71.6	6.5	7.1	0.0	0.4	14.0	0.0	0.0	0.0	0.9	0.9	



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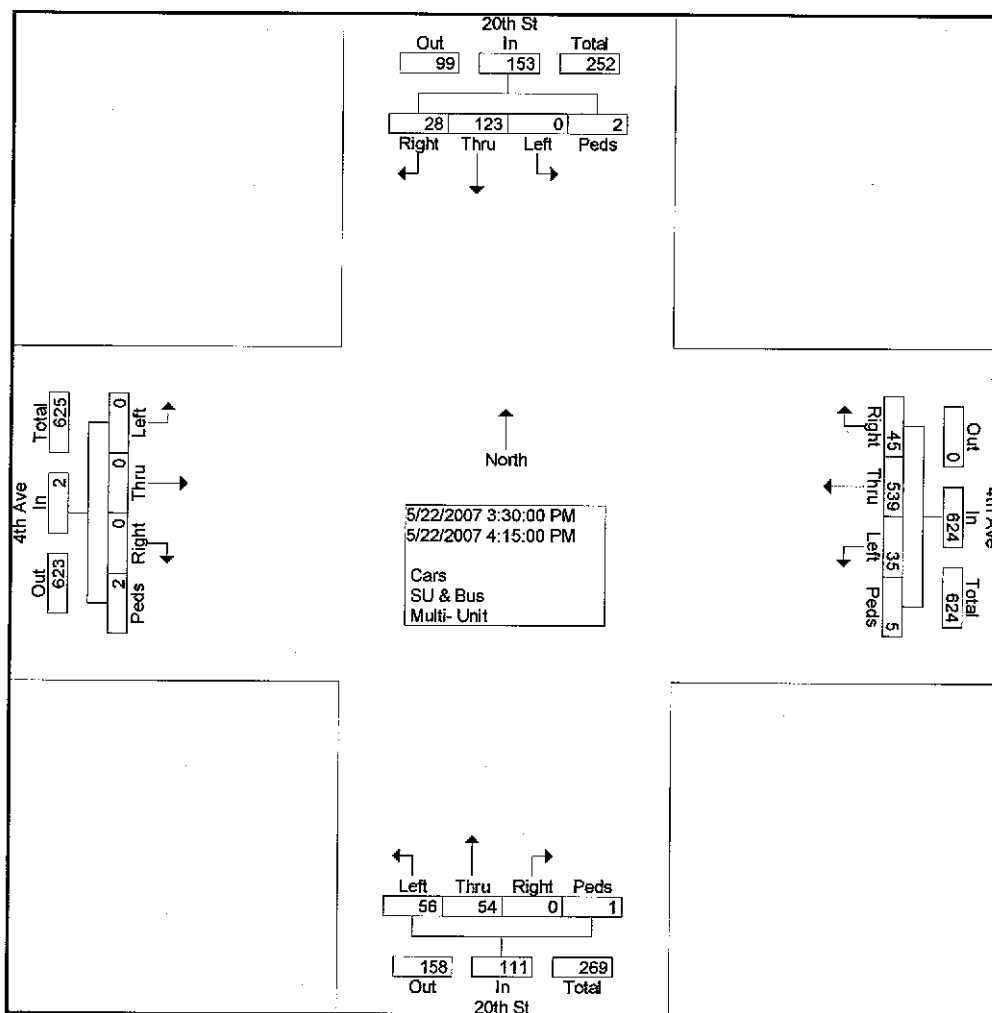
Start Time	20th St From North					4th Ave From East					20th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	0	47	24	2	73	26	615	47	3	691	46	57	0	0	103	0	0	0	8	8	875
Percent	0.0	64.4	32.9	2.7		3.8	89.0	6.8	0.4		44.7	55.3	0.0	0.0		0.0	0.0	0.0	100.0		
07:45																					
Volume	0	9	4	2	15	7	205	13	0	225	25	14	0	0	39	0	0	0	2	2	281
Peak Factor																					0.778
High Int.	08:00					07:45					07:45					07:30					
Volume	0	15	8	0	23	7	205	13	0	225	25	14	0	0	39	0	0	0	3	3	
Peak Factor																					0.667



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	20th St From North					4th Ave From East					20th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:30																				
Volume	0	123	28	2	153	35	539	45	5	624	56	54	0	1	111	0	0	0	2	2	890
Percent	0.0	80.4	18.3	1.3		5.6	86.4	7.2	0.8		50.5	48.6	0.0	0.9		0.0	0.0	0.0	100.0		
15:30 Volume	0	31	6	0	37	9	165	10	1	185	18	17	0	0	35	0	0	0	0	0	257
Peak Factor																					0.866
High Int.	16:00					15:30					15:30					16:15					
Volume	0	42	12	1	55	9	165	10	1	185	18	17	0	0	35	0	0	0	2	2	
Peak Factor	0.69					0.84					0.79					0.25					
	5					3					3					0					



City of Rock Island
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By: Stanley Consultants Inc.

File Name : 5thAve&18thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

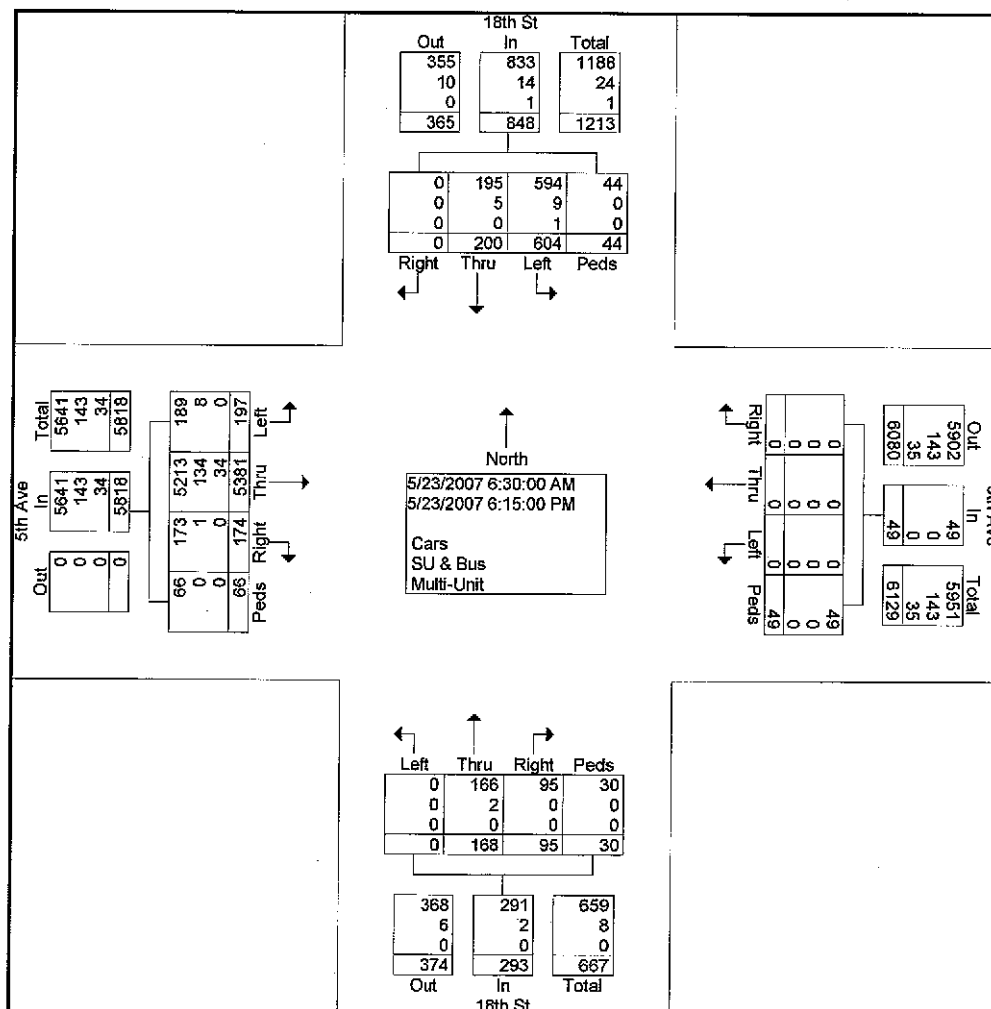
Start Time	18th St From North					5th Ave From East					18th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	2	105	4	0	111	115
06:45	3	2	0	1	6	0	0	0	1	1	0	1	0	1	2	6	92	1	1	100	109
Total	4	5	0	1	10	0	0	0	1	1	0	1	0	1	2	8	197	5	1	211	224
07:00	4	2	0	0	6	0	0	0	2	2	0	0	1	0	1	1	77	1	0	79	88
07:15	5	7	0	1	13	0	0	0	0	0	0	1	2	0	3	6	76	6	2	90	106
07:30	9	7	0	1	17	0	0	0	0	0	0	5	2	0	7	0	109	8	1	118	142
07:45	11	6	0	1	18	0	0	0	1	1	0	2	1	1	4	7	123	6	2	138	161
Total	29	22	0	3	54	0	0	0	3	3	0	8	6	1	15	14	385	21	5	425	497
08:00	8	5	0	1	14	0	0	0	1	1	0	4	6	2	12	4	95	4	5	108	135
08:15	4	3	0	1	8	0	0	0	1	1	0	1	4	0	5	8	100	4	2	114	128
08:30	6	4	0	1	11	0	0	0	0	0	0	1	3	0	4	19	48	3	0	70	85
08:45	5	3	0	1	9	0	0	0	1	1	0	3	4	1	8	6	90	7	2	105	123
Total	23	15	0	4	42	0	0	0	3	3	0	9	17	3	29	37	333	18	9	397	471
09:00	10	4	0	0	14	0	0	0	0	0	0	1	0	0	1	5	94	6	0	105	120
09:15	16	5	0	0	21	0	0	0	1	1	0	4	1	0	5	5	78	7	0	90	117
09:30	5	2	0	3	10	0	0	0	0	0	0	3	1	0	4	2	98	5	4	109	123
09:45	9	3	0	3	15	0	0	0	1	1	0	3	3	0	6	3	88	5	1	97	119
Total	40	14	0	6	60	0	0	0	2	2	0	11	5	0	16	15	358	23	5	401	479
10:00 Break	10	2	0	0	12	0	0	0	0	0	0	1	2	2	5	4	84	7	3	98	115
10:30	19	3	0	0	22	0	0	0	0	0	0	4	3	1	8	4	96	5	1	106	136
10:45	6	7	0	0	13	0	0	0	1	1	0	5	0	0	5	8	122	2	3	135	154
Total	35	12	0	0	47	0	0	0	1	1	0	10	5	3	18	16	302	14	7	339	405
11:00	11	6	0	0	17	0	0	0	3	3	0	2	2	0	4	2	116	1	0	119	143
11:15	12	3	0	0	15	0	0	0	4	4	0	6	7	0	13	8	123	2	0	133	165
11:30	19	4	0	2	25	0	0	0	3	3	0	8	3	2	13	8	127	6	2	143	184
11:45	18	4	0	4	26	0	0	0	5	5	0	7	0	3	10	9	143	3	4	159	200
Total	60	17	0	6	83	0	0	0	15	15	0	23	12	5	40	27	509	12	6	554	692
12:00	13	4	0	5	22	0	0	0	3	3	0	4	0	0	4	6	124	3	2	135	164
12:15	10	3	0	0	13	0	0	0	4	4	0	3	3	1	7	7	105	3	2	117	141
12:30	17	5	0	3	25	0	0	0	5	5	0	5	4	3	12	3	129	5	3	140	182
12:45	23	2	0	1	26	0	0	0	2	2	0	5	2	0	7	7	117	5	0	129	164
Total	63	14	0	9	86	0	0	0	14	14	0	17	9	4	30	23	475	16	7	521	651
13:00	13	4	0	0	17	0	0	0	2	2	0	7	2	2	11	2	104	6	2	114	144
13:15	11	6	0	0	17	0	0	0	1	1	0	4	1	1	6	3	98	3	0	104	128
13:30	10	4	0	4	18	0	0	0	1	1	0	7	0	3	10	2	138	3	1	144	173
13:45	10	3	0	0	13	0	0	0	0	0	0	1	2	1	4	1	98	8	0	107	124
Total	44	17	0	4	65	0	0	0	4	4	0	19	5	7	31	8	438	20	3	469	569
14:15 Break	19	3	0	0	22	0	0	0	0	0	0	1	1	0	2	4	109	4	0	117	141
14:30	16	6	0	0	22	0	0	0	0	0	0	2	0	0	2	3	155	4	0	162	186
14:45	13	4	0	0	17	0	0	0	0	0	0	1	2	0	3	0	137	4	0	141	161
Total	48	13	0	0	61	0	0	0	0	0	0	4	3	0	7	7	401	12	0	420	488
15:00	13	5	0	0	18	0	0	0	0	0	0	5	3	0	8	6	162	4	0	172	198
15:15	13	7	0	2	22	0	0	0	1	1	0	1	3	1	5	3	148	3	1	155	183
15:30	18	6	0	2	26	0	0	0	0	0	0	8	2	0	10	5	158	2	1	166	202
15:45	19	8	0	2	29	0	0	0	0	0	0	7	0	0	7	3	131	0	0	134	170
Total	63	26	0	6	95	0	0	0	1	1	0	21	8	1	30	17	599	9	2	627	753

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Groups Printed- Cars - SU & Bus - Multi-Unit

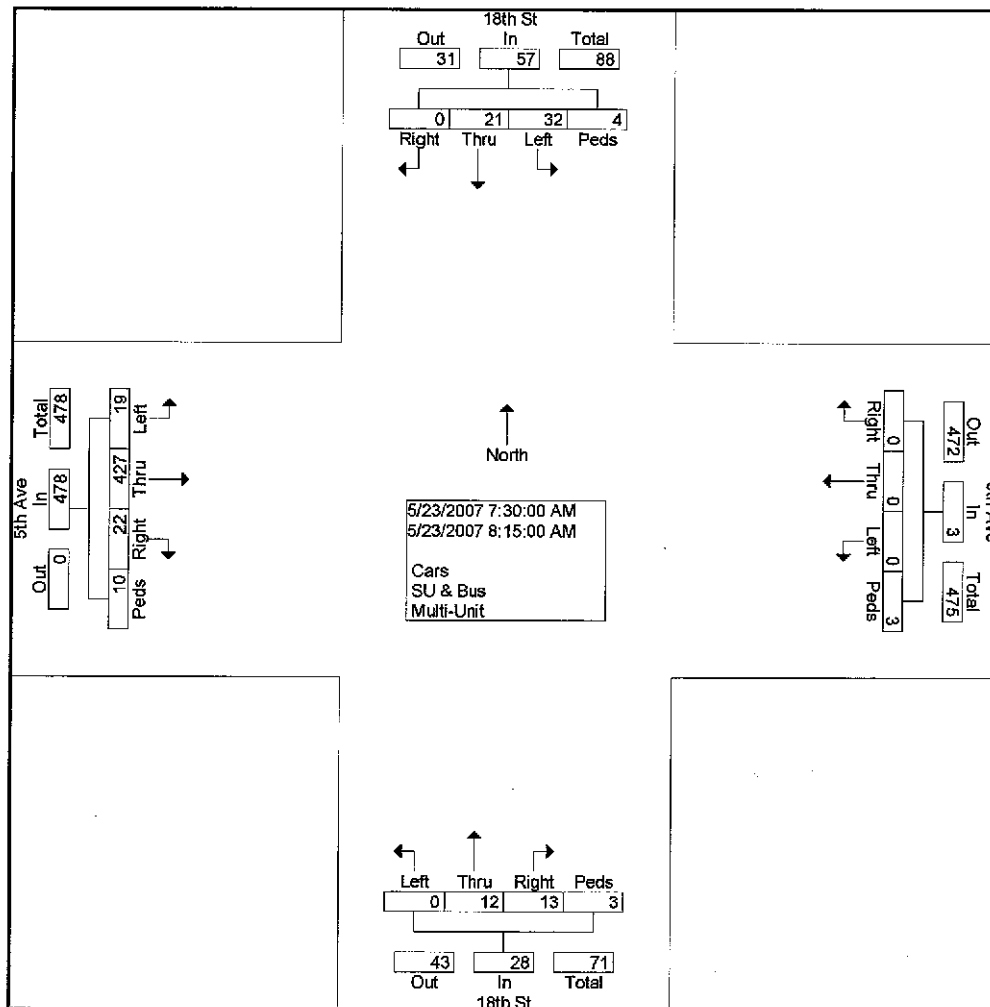
Groups Filtered- Cars - SU & Bus - Multi-Unit																						
	18th St From North					5th Ave From East					18th St From South					5th Ave From West						
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
16:00	26	10	0	1	37	0	0	0	0	0	0	8	4	0	12	3	166	7	3	179	228	
16:15	22	7	0	0	29	0	0	0	0	0	0	2	1	1	4	3	174	4	1	182	215	
16:30	14	7	0	1	22	0	0	0	1	1	0	8	4	1	13	3	200	4	1	208	244	
16:45	23	5	0	2	30	0	0	0	2	2	0	7	2	1	10	2	174	1	5	182	224	
Total	85	29	0	4	118	0	0	0	3	3	0	25	11	3	39	11	714	16	10	751	911	
17:00	28	7	0	0	35	0	0	0	0	0	0	7	3	0	10	3	207	2	3	215	260	
17:15	20	5	0	0	25	0	0	0	1	1	0	3	3	0	6	5	126	2	5	138	170	
17:30	26	4	0	0	30	0	0	0	0	0	0	4	2	0	6	3	102	2	0	107	143	
17:45	18	0	0	0	18	0	0	0	1	1	0	3	0	0	3	0	77	0	0	77	99	
Total	92	16	0	0	108	0	0	0	2	2	0	17	8	0	25	11	512	6	8	537	672	
18:00	13	0	0	0	13	0	0	0	0	0	0	2	2	0	4	2	86	1	0	89	106	
18:15	5	0	0	1	6	0	0	0	0	0	0	1	4	2	7	1	72	1	3	77	90	
Grand Total	604	200	0	44	848	0	0	0	49	49	0	168	95	30	293	197	538	1	174	66	5818	7008
Apprch %	71. 2	23. 6	0.0	5.2		0.0	0.0	0.0	100 .0		0.0	57. 3	32. 4	10. 2		3.4	92. 5	3.0	1.1			
Total %	8.6	2.9	0.0	0.6	12.1	0.0	0.0	0.0	0.7	0.7	0.0	2.4	1.4	0.4	4.2	2.8	76. 8	2.5	0.9	83.0		



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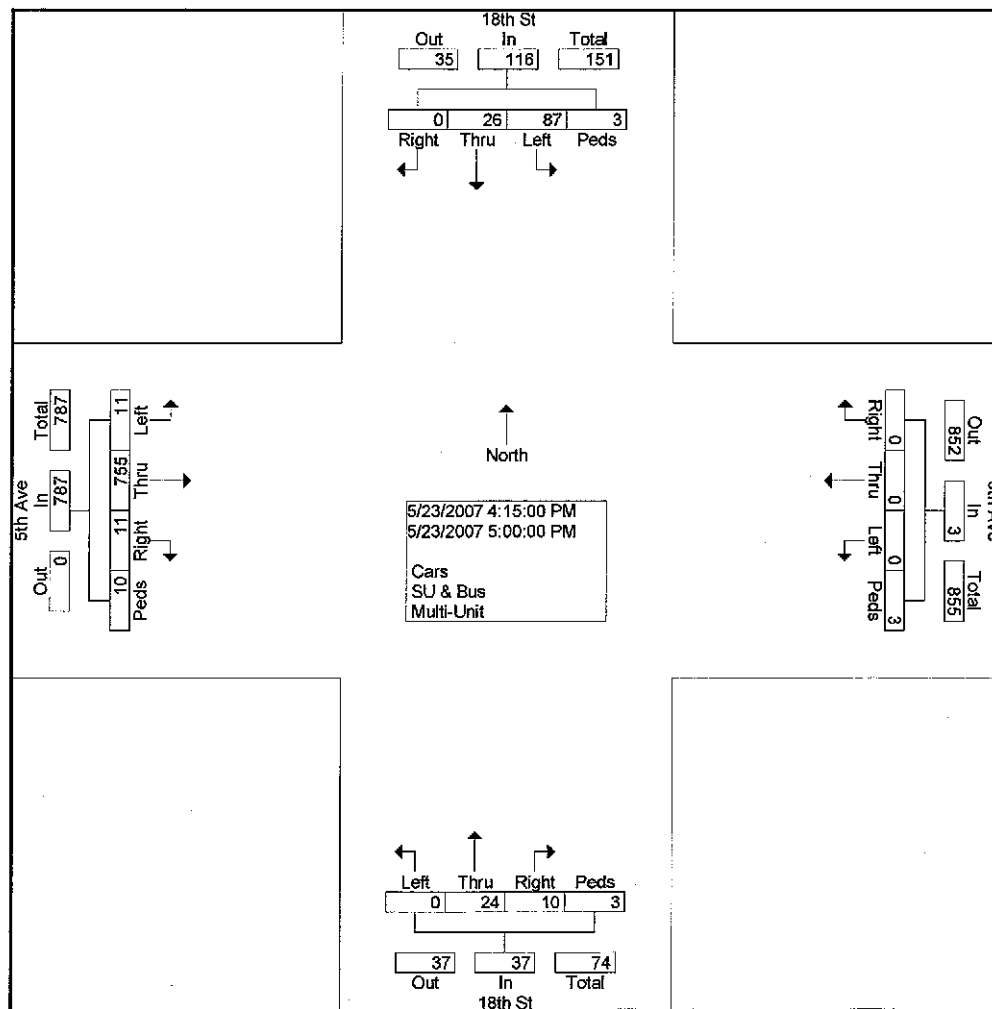
	18th St From North					5th Ave From East					18th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	32	21	0	4	57	0	0	0	3	3	0	12	13	3	28	19	427	22	10	478	566
Percent	56.1	36.8	0.0	7.0		0.0	0.0	0.0	100.0		0.0	42.9	46.4	10.7		4.0	89.3	4.6	2.1		
07:45																					
Volume	11	6	0	1	18	0	0	0	1	1	0	2	1	1	4	7	123	6	2	138	161
Peak Factor																					0.879
High Int.	07:45					07:45					08:00					07:45					
Volume	11	6	0	1	18	0	0	0	1	1	0	4	6	2	12	7	123	6	2	138	
Peak Factor	0.79					0.75					0.58					0.86					
	2					0					3					6					



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	18th St From North					5th Ave From East					18th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:15																				
Volume	87	26	0	3	116	0	0	0	3	3	0	24	10	3	37	11	755	11	10	787	943
Percent	75.0	22.4	0.0	2.6		0.0	0.0	0.0	100.0		0.0	64.9	27.0	8.1		1.4	95.9	1.4	1.3		
17:00 Volume	28	7	0	0	35	0	0	0	0	0	0	7	3	0	10	3	207	2	3	215	260
Peak Factor																					0.907
High Int.	17:00					16:45					16:30					17:00					
Volume	28	7	0	0	35	0	0	0	2	2	0	8	4	1	13	3	207	2	3	215	
Peak Factor	0.829					0.375					0.712					0.915					



City of Rock Island
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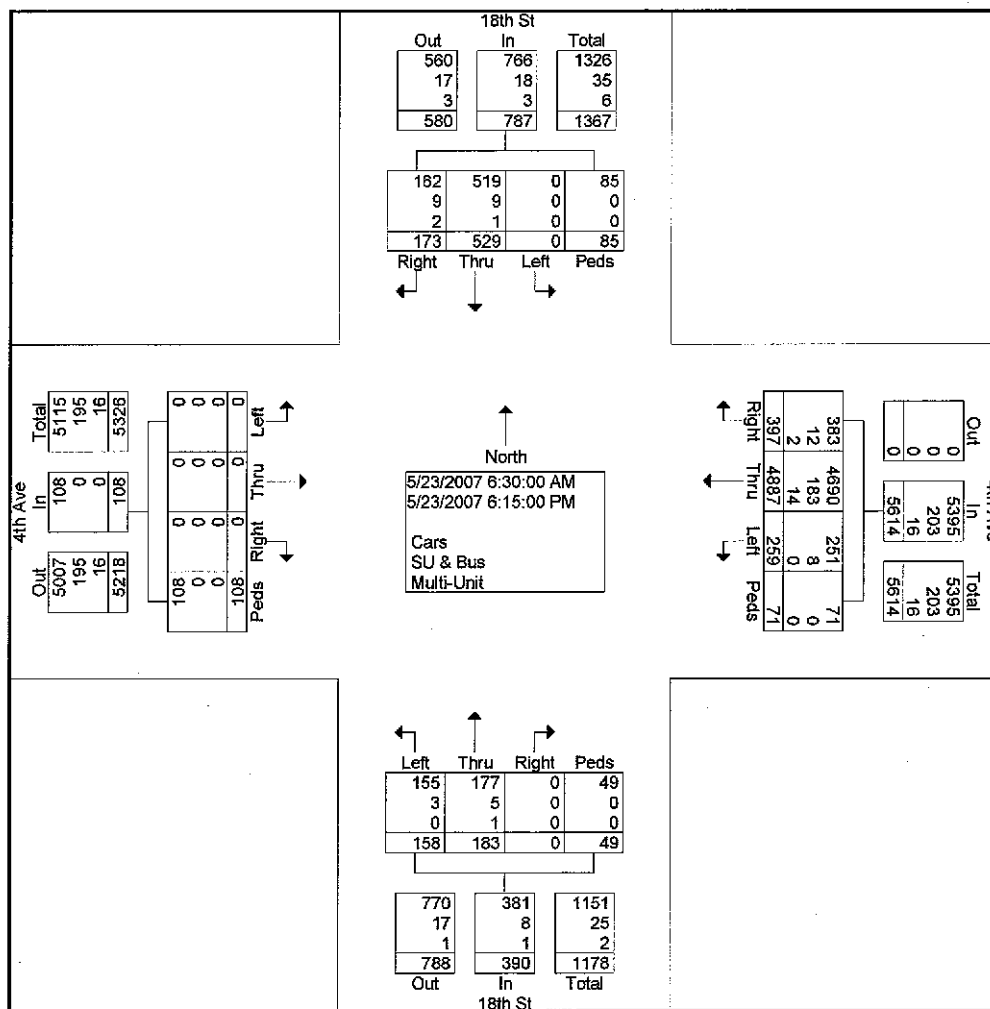
File Name : 4thAve&18thSt
Site Code : 00000028
Start Date : 5/23/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	18th St From North					4th Ave From East					18th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	3	0	2	5	1	90	2	0	93	0	2	0	0	2	0	0	0	0	0	100
06:45	0	4	7	0	11	5	79	2	0	86	1	1	0	1	3	0	0	0	6	6	106
Total	0	7	7	2	16	6	169	4	0	179	1	3	0	1	5	0	0	0	6	6	206
07:00	0	2	4	1	7	5	80	1	1	87	0	0	0	0	0	0	0	0	3	3	97
07:15	0	6	4	1	11	7	118	3	0	128	3	0	0	1	4	0	0	0	0	0	143
07:30	0	9	3	0	12	9	123	4	3	139	4	0	0	3	7	0	0	0	3	3	161
07:45	0	7	1	2	10	16	184	8	1	209	3	6	0	2	11	0	0	0	3	3	233
Total	0	24	12	4	40	37	505	16	5	563	10	6	0	6	22	0	0	0	9	9	634
08:00	0	7	4	0	11	12	125	5	4	146	0	2	0	3	5	0	0	0	3	3	165
08:15	0	9	4	0	13	5	119	11	3	138	1	4	0	1	6	0	0	0	5	5	162
08:30	0	6	3	1	10	8	104	5	1	118	1	4	0	0	5	0	0	0	3	3	136
08:45	0	6	3	2	11	5	88	14	3	110	3	3	0	2	8	0	0	0	0	0	129
Total	0	28	14	3	45	30	436	35	11	512	5	13	0	6	24	0	0	0	11	11	592
09:00	0	8	3	3	14	6	70	8	5	89	1	4	0	6	11	0	0	0	0	0	114
09:15	0	14	2	5	21	6	101	9	2	118	2	3	0	1	6	0	0	0	2	2	147
09:30	0	7	10	0	17	3	83	4	0	90	1	7	0	0	8	0	0	0	11	11	126
09:45	0	9	4	5	18	5	62	10	3	80	2	7	0	1	10	0	0	0	2	2	110
Total	0	38	19	13	70	20	316	31	10	377	6	21	0	8	35	0	0	0	15	15	497
10:00 Break	0	9	5	3	17	2	70	10	0	82	0	5	0	0	5	0	0	0	1	1	105
10:30	0	15	3	0	18	4	83	5	1	93	2	4	0	0	6	0	0	0	0	0	117
10:45	0	8	3	0	11	3	92	11	0	106	3	8	0	0	11	0	0	0	0	0	128
Total	0	32	11	3	46	9	245	26	1	281	5	17	0	0	22	0	0	0	1	1	350
11:00	0	16	9	0	25	3	106	7	4	120	6	1	0	0	7	0	0	0	0	0	152
11:15	0	12	10	7	29	5	89	12	1	107	7	4	0	1	12	0	0	0	2	2	150
11:30	0	13	6	0	19	5	110	15	3	133	4	10	0	4	18	0	0	0	3	3	173
11:45	0	14	5	6	25	9	107	11	0	127	5	9	0	1	15	0	0	0	8	8	175
Total	0	55	30	13	98	22	412	45	8	487	22	24	0	6	52	0	0	0	13	13	650
12:00	0	18	7	3	28	2	105	14	5	126	4	2	0	0	6	0	0	0	11	11	171
12:15	0	7	5	2	14	5	128	10	0	143	3	3	0	3	9	0	0	0	3	3	169
12:30	0	10	5	3	18	4	112	6	4	126	3	6	0	2	11	0	0	0	1	1	156
12:45	0	23	4	1	28	4	111	13	3	131	5	5	0	0	10	0	0	0	1	1	170
Total	0	58	21	9	88	15	456	43	12	526	15	16	0	5	36	0	0	0	16	16	666
13:00	0	13	4	1	18	5	87	11	3	106	6	4	0	2	12	0	0	0	2	2	138
13:15	0	10	0	2	12	7	104	11	1	123	2	7	0	2	11	0	0	0	2	2	148
13:30	0	11	2	1	14	4	97	6	0	107	5	4	0	1	10	0	0	0	1	1	132
13:45	0	10	5	2	17	4	108	6	2	120	4	2	0	1	7	0	0	0	3	3	147
Total	0	44	11	6	61	20	396	34	6	456	17	17	0	6	40	0	0	0	8	8	565
14:00	0	3	2	4	9	7	109	5	2	123	2	2	0	0	4	0	0	0	4	4	140
14:15	0	19	1	1	21	1	89	7	0	97	2	4	0	1	7	0	0	0	0	0	125
14:30	0	19	7	1	27	3	139	10	1	153	3	3	0	1	7	0	0	0	0	0	187
14:45	0	14	3	2	19	4	125	6	1	136	0	2	0	1	3	0	0	0	4	4	162
Total	0	55	13	8	76	15	462	28	4	509	7	11	0	3	21	0	0	0	8	8	614
Break																					
15:15	0	10	3	8	21	9	145	9	1	164	5	5	0	2	12	0	0	0	8	8	205
15:30	0	13	2	2	17	6	152	10	1	169	10	7	0	0	17	0	0	0	5	5	208
15:45	0	18	2	1	21	6	131	11	0	148	4	5	0	2	11	0	0	0	1	1	181
Total	0	41	7	11	59	21	428	30	2	481	19	17	0	4	40	0	0	0	14	14	594

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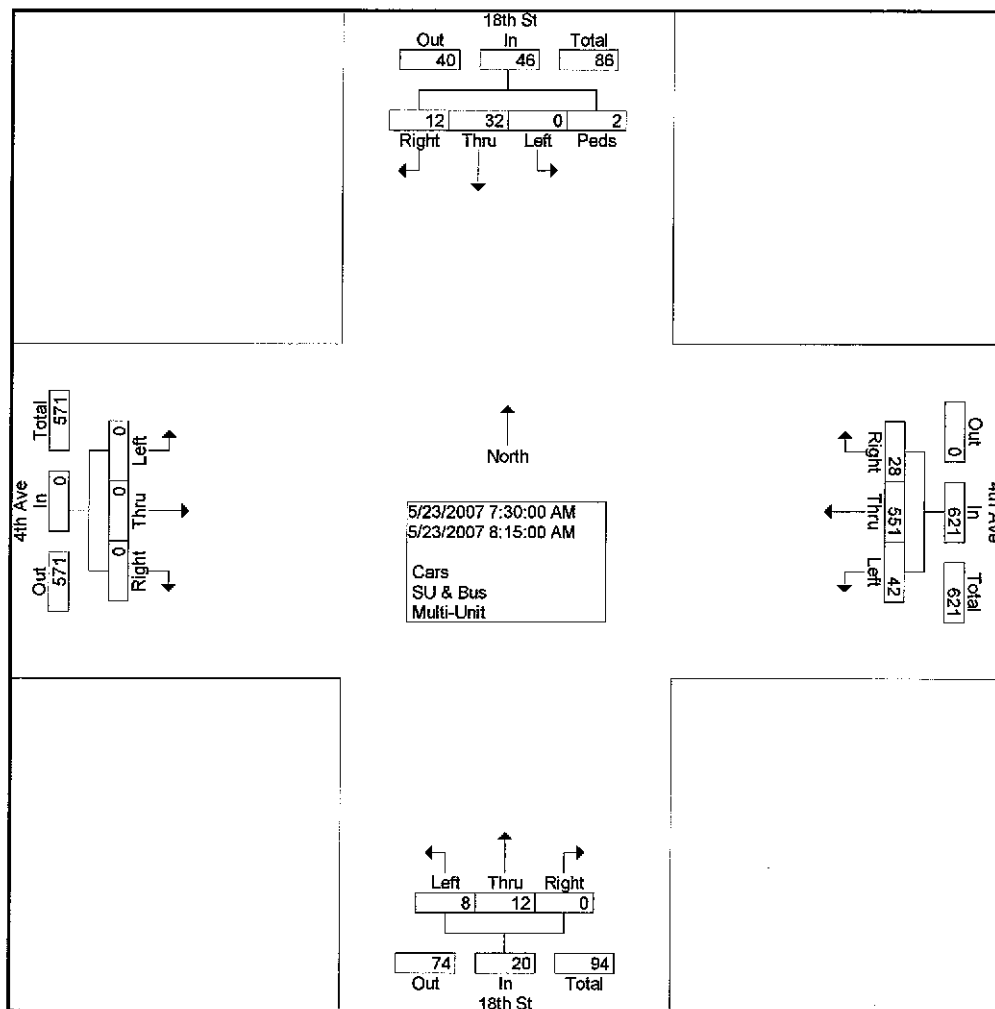
		18th St From North					4th Ave From East					18th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
16:00	0	23	4	0	27	10	140	3	0	153	6	6	0	1	13	0	0	0	0	0	193	
16:15	0	21	3	0	24	6	112	8	2	128	3	1	0	2	6	0	0	0	0	0	158	
16:30	0	7	3	1	11	6	123	13	1	143	12	3	0	1	16	0	0	0	0	0	170	
16:45	0	15	4	9	28	7	123	13	2	145	4	5	0	0	9	0	0	0	3	3	185	
Total	0	66	14	10	90	29	498	37	5	569	25	15	0	4	44	0	0	0	3	3	706	
17:00	0	17	6	2	25	8	136	15	5	164	9	9	0	0	18	0	0	0	2	2	209	
17:15	0	15	2	1	18	7	128	9	2	146	5	4	0	0	9	0	0	0	1	1	174	
17:30	0	18	2	0	20	9	93	18	0	120	7	1	0	0	8	0	0	0	1	1	149	
17:45	0	16	3	0	19	4	83	9	0	96	3	3	0	0	6	0	0	0	0	0	121	
Total	0	66	13	3	82	28	440	51	7	526	24	17	0	0	41	0	0	0	4	4	653	
18:00	0	11	1	0	12	3	65	9	0	77	0	3	0	0	3	0	0	0	0	0	92	
18:15	0	4	0	0	4	4	59	8	0	71	2	3	0	0	5	0	0	0	0	0	80	
Grand Total	0	529	173	85	787	259	4887	397	71	5614	158	183	0	49	390	0	0	0	108	108	6899	
Apprch %	0.0	67.2	22.0	10.8		4.6	87.1	7.1	1.3		40.5	46.9	0.0	12.6		0.0	0.0	0.0	100.0			
Total %	0.0	7.7	2.5	1.2	11.4	3.8	70.8	5.8	1.0	81.4	2.3	2.7	0.0	0.7	5.7	0.0	0.0	0.0	1.6	1.6		



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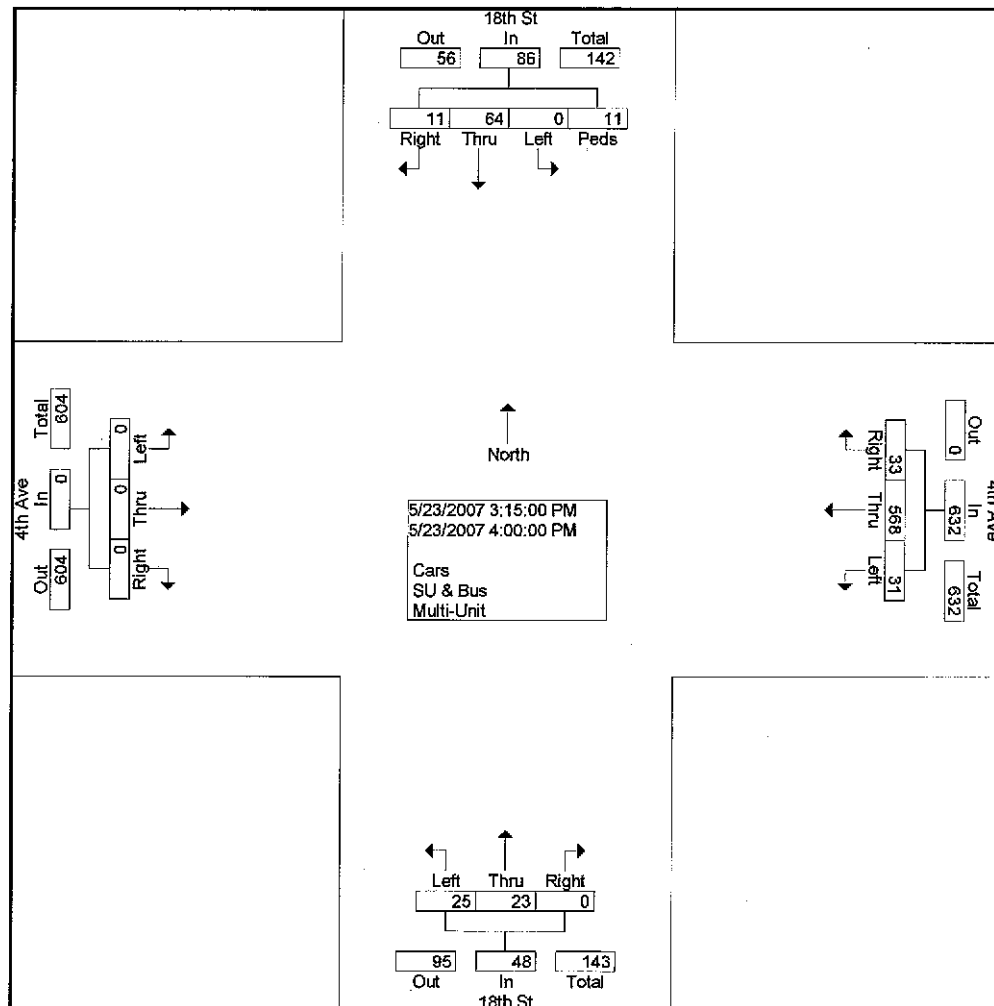
	18th St From North					4th Ave From East				18th St From South				4th Ave From West				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																		
Intersection	07:30																	
Volume	0	32	12	2	46	42	551	28	621	8	12	0	20	0	0	0	0	687
Percent	0.0	69.6	26.1	4.3		6.8	88.7	4.5		40.0	60.0	0.0		0.0	0.0	0.0		
07:45																		
Volume	0	7	1	2	10	16	184	8	208	3	6	0	9	0	0	0	0	227
Peak Factor																		0.757
High Int.	08:15					07:45				07:45				6:15:00 AM				
Volume	0	9	4	0	13	16	184	8	208	3	6	0	9					
Peak Factor	0.885					0.746				0.556								



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	18th St From North					4th Ave From East				18th St From South				4th Ave From West				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																		
Intersection 15:15																		
Volume	0	64	11	11	86	31	568	33	632	25	23	0	48	0	0	0	0	766
Percent	0.0	74.4	12.8	12.8		4.9	89.9	5.2		52.1	47.9	0.0		0.0	0.0	0.0		
15:30																		
Volume	0	13	2	2	17	6	152	10	168	10	7	0	17	0	0	0	0	202
Peak Factor																		0.948
High Int. 16:00																		
Volume	0	23	4	0	27	6	152	10	168	10	7	0	17					
Peak Factor					0.796				0.940				0.706					



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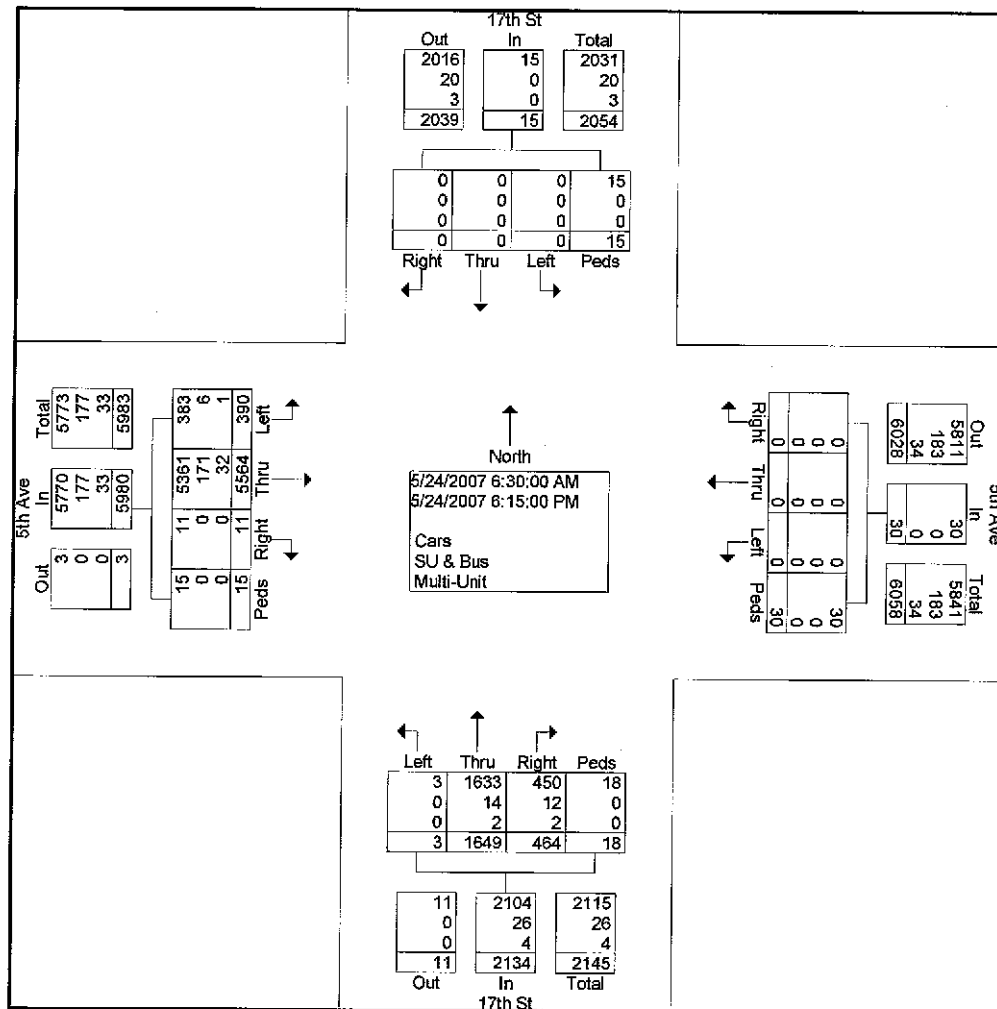
File Name : 5thAve&17thSt
Site Code : 00000019
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Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	17th St From North					5th Ave From East					17th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	0	0	0	0	0	0	0	0	1	24	5	0	30	2	105	0	2	109	139
06:45	0	0	0	0	0	0	0	0	0	0	0	23	7	0	30	3	81	0	0	84	114
Total	0	0	0	0	0	0	0	0	0	0	1	47	12	0	60	5	186	0	2	193	253
07:00	0	0	0	0	0	0	0	0	0	0	0	45	3	0	48	2	68	0	0	70	118
07:15	0	0	0	0	0	0	0	0	1	1	0	36	15	1	52	4	90	0	0	94	147
07:30	0	0	0	0	0	0	0	0	0	0	0	38	5	0	43	5	121	0	0	126	169
07:45	0	0	0	0	0	0	0	0	0	0	0	45	10	1	56	6	121	0	0	127	183
Total	0	0	0	0	0	0	0	0	1	1	0	164	33	2	199	17	400	0	0	417	617
08:00	0	0	0	1	1	0	0	0	0	0	0	50	14	0	64	7	113	0	0	120	185
08:15	0	0	0	0	0	0	0	0	2	2	0	38	12	0	50	7	78	0	0	85	137
08:30	0	0	0	0	0	0	0	0	3	3	0	32	11	1	44	8	131	0	0	139	186
08:45	0	0	0	0	0	0	0	0	0	0	0	31	9	0	40	6	81	0	1	88	128
Total	0	0	0	1	1	0	0	0	5	5	0	151	46	1	198	28	403	0	1	432	636
09:00	0	0	0	0	0	0	0	0	0	0	0	25	5	0	30	4	103	0	0	107	137
09:15	0	0	0	0	0	0	0	0	1	1	0	28	15	0	43	10	100	0	0	110	154
09:30	0	0	0	2	2	0	0	0	2	2	0	37	14	0	51	5	92	0	1	98	153
09:45	0	0	0	0	0	0	0	0	3	3	0	34	13	0	47	10	96	0	0	106	156
Total	0	0	0	2	2	0	0	0	6	6	0	124	47	0	171	29	391	0	1	421	600
10:00 Break	0	0	0	2	2	0	0	0	1	1	0	26	7	0	33	9	106	0	3	118	154
10:30	0	0	0	1	1	0	0	0	0	0	0	36	12	0	48	9	109	0	1	119	168
10:45	0	0	0	0	0	0	0	0	0	0	0	27	14	0	41	8	108	0	0	116	157
Total	0	0	0	3	3	0	0	0	1	1	0	89	33	0	122	26	323	0	4	353	479
11:00	0	0	0	0	0	0	0	0	0	0	0	25	14	1	40	5	96	0	0	101	141
11:15	0	0	0	0	0	0	0	0	1	1	0	34	7	0	41	12	123	0	1	136	178
11:30	0	0	0	3	3	0	0	0	1	1	0	21	8	0	29	8	162	0	0	170	203
11:45	0	0	0	0	0	0	0	0	1	1	0	38	13	0	51	11	121	0	0	132	184
Total	0	0	0	3	3	0	0	0	3	3	0	118	42	1	161	36	502	0	1	539	706
12:00	0	0	0	2	2	0	0	0	1	1	1	33	10	1	45	16	130	0	0	146	194
12:15	0	0	0	0	0	0	0	0	0	0	0	49	8	0	57	19	95	0	1	115	172
12:30	0	0	0	0	0	0	0	0	1	1	0	62	11	1	74	8	108	0	2	118	193
12:45	0	0	0	0	0	0	0	0	1	1	0	38	8	0	46	10	84	0	0	94	141
Total	0	0	0	2	2	0	0	0	3	3	1	182	37	2	222	53	417	0	3	473	700
13:00	0	0	0	0	0	0	0	0	0	0	0	32	8	1	41	9	116	0	1	126	167
13:15	0	0	0	0	0	0	0	0	3	3	0	46	17	0	63	18	112	0	0	130	196
13:30	0	0	0	0	0	0	0	0	0	0	0	31	11	2	44	11	141	0	0	152	196
13:45	0	0	0	0	0	0	0	0	0	0	0	31	9	2	42	10	116	0	0	126	168
Total	0	0	0	0	0	0	0	0	3	3	0	140	45	5	190	48	485	0	1	534	727
Break																					
14:15	0	0	0	0	0	0	0	0	0	0	0	36	9	0	45	8	107	0	1	116	161
14:30	0	0	0	0	0	0	0	0	0	0	0	39	6	0	45	14	153	0	0	167	212
14:45	0	0	0	0	0	0	0	0	0	0	0	32	10	0	42	7	165	0	0	172	214
Total	0	0	0	0	0	0	0	0	0	0	0	107	25	0	132	29	425	0	1	455	587
15:00	0	0	0	0	0	0	0	0	0	0	1	29	9	0	39	6	158	0	0	164	203
15:15	0	0	0	0	0	0	0	0	0	0	0	32	13	1	46	8	177	0	0	185	231
15:30	0	0	0	2	2	0	0	0	0	0	0	41	13	3	57	12	168	0	0	180	239
15:45	0	0	0	0	0	0	0	0	1	1	0	42	10	1	53	11	163	0	0	174	228
Total	0	0	0	2	2	0	0	0	1	1	1	144	45	5	195	37	666	0	0	703	901

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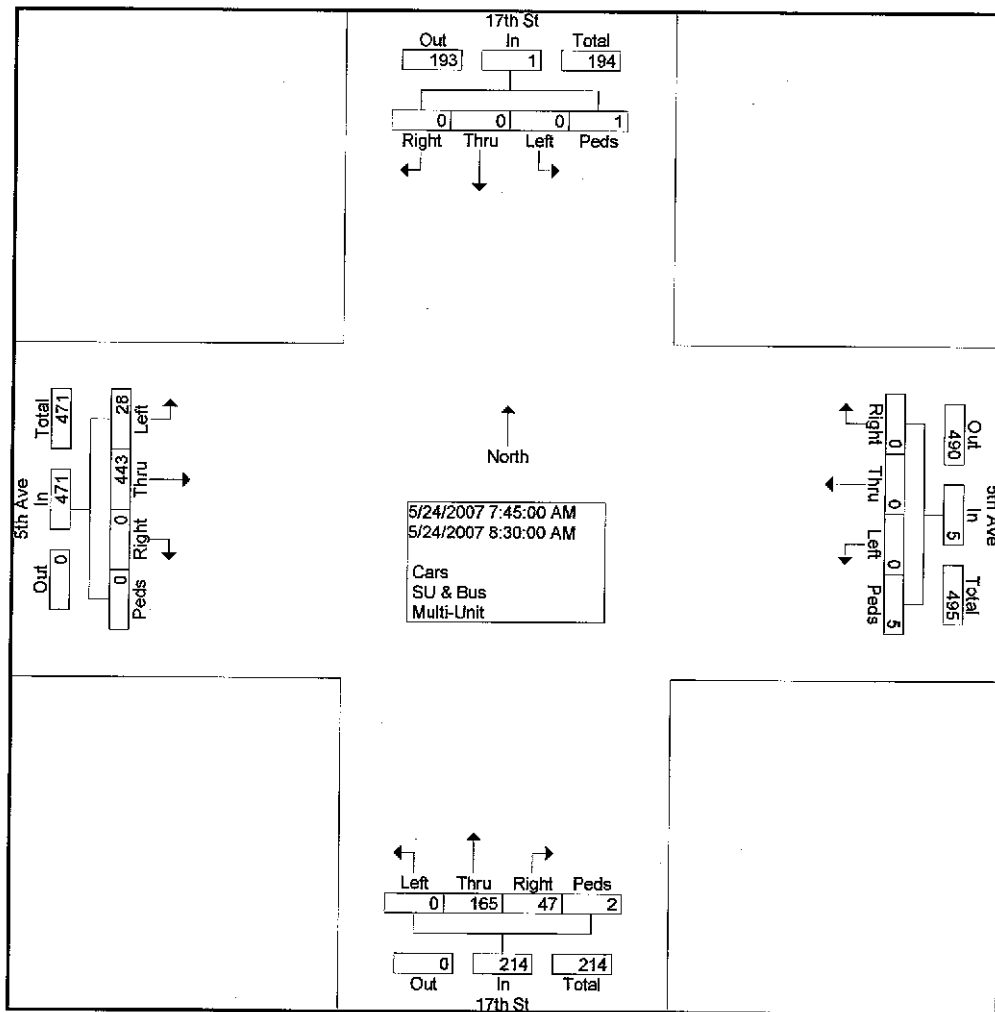
	17th St From North					5th Ave From East					17th St From South					5th Ave From West					Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	0	0	0	0	0	0	1	1	0	45	11	0	56	11	173	0	0	184	241
16:15	0	0	0	2	2	0	0	0	0	0	0	33	9	0	42	8	157	0	0	165	209
16:30	0	0	0	0	0	0	0	0	0	0	0	50	11	2	63	14	182	10	0	206	269
16:45	0	0	0	0	0	0	0	0	1	1	0	35	12	0	47	8	134	0	1	143	191
Total	0	0	0	2	2	0	0	0	2	2	0	163	43	2	208	41	646	10	1	698	910
17:00	0	0	0	0	0	0	0	0	0	0	0	46	13	0	59	12	219	0	0	231	290
17:15	0	0	0	0	0	0	0	0	2	2	0	37	10	0	47	8	125	0	0	133	182
17:30	0	0	0	0	0	0	0	0	0	0	0	45	10	0	55	10	116	0	0	126	181
17:45	0	0	0	0	0	0	0	0	0	0	0	28	6	0	34	7	85	0	0	92	126
Total	0	0	0	0	0	0	0	0	2	2	0	156	39	0	195	37	545	0	0	582	779
18:00	0	0	0	0	0	0	0	0	3	3	0	36	12	0	48	1	90	0	0	91	142
18:15	0	0	0	0	0	0	0	0	0	0	0	28	5	0	33	3	85	1	0	89	122
Grand Total	0	0	0	15	15	0	0	0	30	30	3	1649	464	18	2134	390	5564	11	15	5980	8159
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.1	77.3	21.7	0.8		6.5	93.0	0.2	0.3		
Total %	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.4	0.4	0.0	20.2	5.7	0.2	26.2	4.8	68.2	0.1	0.2	73.3	



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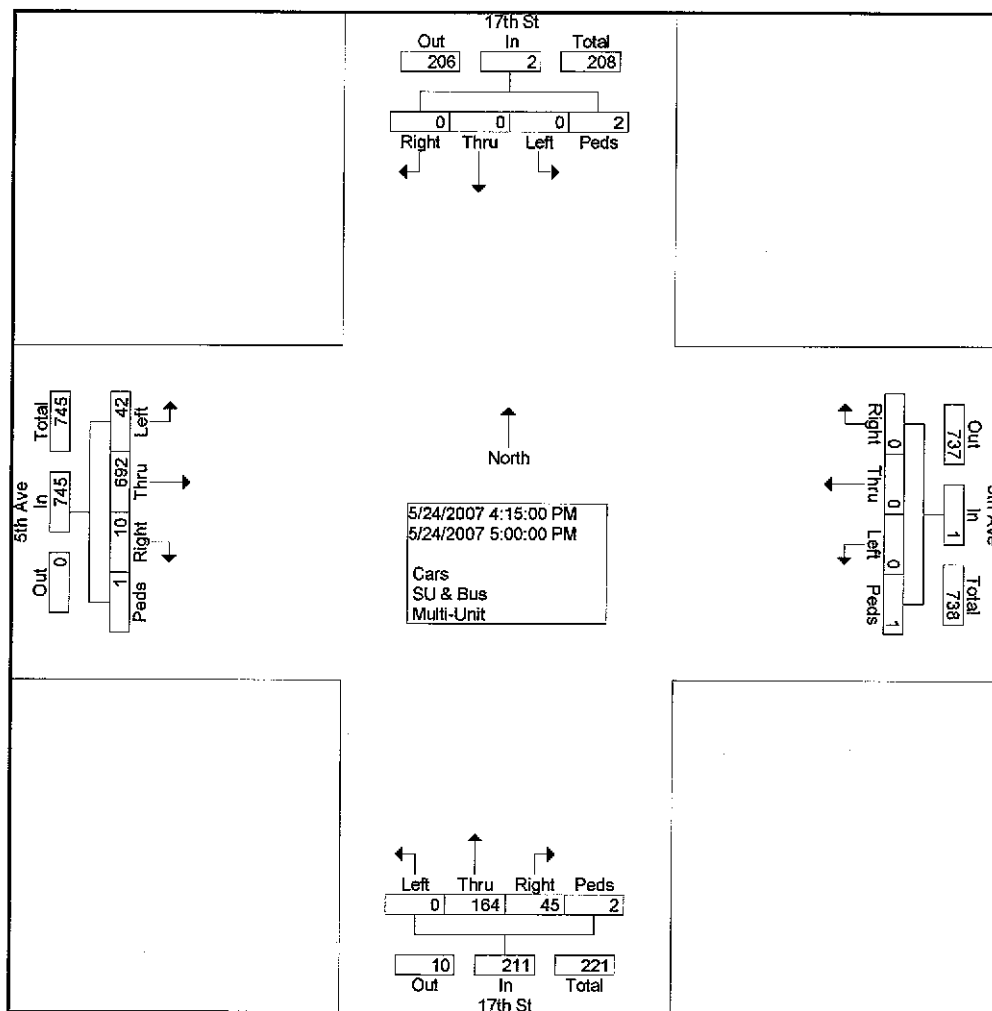
	17th St From North					5th Ave From East					17th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection 07:45																					
Volume	0	0	0	1	1	0	0	0	5	5	0	165	47	2	214	28	443	0	0	471	691
Percent	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	77.1	22.0	0.9		5.9	94.1	0.0	0.0		
08:30																					
Volume	0	0	0	0	0	0	0	0	3	3	0	32	11	1	44	8	131	0	0	139	186
Peak Factor																					0.929
High Int.	08:00					08:30					08:00					08:30					
Volume	0	0	0	1	1	0	0	0	3	3	0	50	14	0	64	8	131	0	0	139	
Peak Factor					0.25					0.41					0.83					0.84	
					0					7					6					7	



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	17th St From North					5th Ave From East					17th St From South					5th Ave From West														
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total									
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																														
Intersection	16:15																													
Volume	0	0	0	2	2	0	0	0	1	1	0	164	45	2	211	42	692	10	1	745	959									
Percent	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	77.7	21.3	0.9		5.6	92.9	1.3	0.1											
17:00 Volume	0	0	0	0	0	0	0	0	0	0	0	46	13	0	59	12	219	0	0	231	290									
Peak Factor																					0.827									
High Int.	16:15										16:30										17:00									
Volume	0	0	0	2	2	0	0	0	1	1	0	50	11	2	63	12	219	0	0	231										
Peak Factor	0.25										0.25										0.83									
Factor	0										0										7									



City of Rock Island
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Groups Printed- Cars - SU & Bus - Multi-Unit

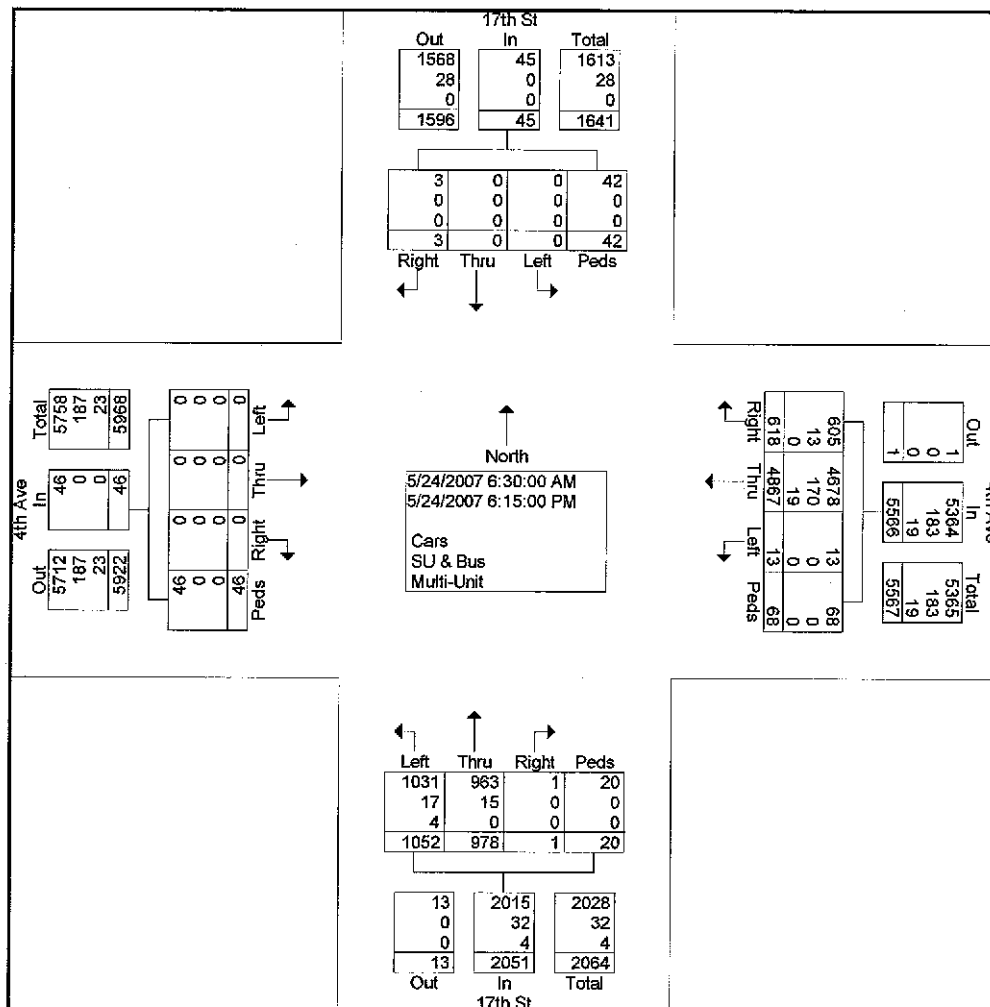
Start Time	17th St From North					4th Ave From East					17th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	0	0	0	1	78	6	0	85	10	10	0	0	20	0	0	0	0	0	105
06:45	0	0	0	1	1	0	77	9	0	86	16	13	0	0	29	0	0	0	0	0	116
Total	0	0	0	1	1	1	155	15	0	171	26	23	0	0	49	0	0	0	0	0	221
07:00	0	0	0	2	2	0	59	9	0	68	28	13	0	0	41	0	0	0	0	0	111
07:15	0	0	0	1	1	0	103	19	2	124	19	14	0	0	33	0	0	0	0	0	158
07:30	0	0	0	0	0	0	112	21	0	133	23	23	0	0	46	0	0	0	0	0	179
07:45	0	0	0	0	0	0	154	33	1	188	18	27	0	0	45	0	0	0	0	0	233
Total	0	0	0	3	3	0	428	82	3	513	88	77	0	0	165	0	0	0	0	0	681
08:00	0	0	0	0	0	0	131	16	0	147	33	19	0	0	52	0	0	0	0	0	199
08:15	0	0	0	4	4	1	113	13	2	129	19	21	0	0	40	0	0	0	0	0	173
08:30	0	0	0	1	1	0	99	15	4	118	15	21	0	0	36	0	0	0	1	1	156
08:45	0	0	0	3	3	1	78	13	2	94	12	22	0	0	34	0	0	0	0	0	131
Total	0	0	0	8	8	2	421	57	8	488	79	83	0	0	162	0	0	0	1	1	659
09:00	0	0	0	0	0	1	78	14	2	95	16	14	0	0	30	0	0	0	1	1	126
09:15	0	0	0	1	1	0	79	5	1	85	18	20	0	0	38	0	0	0	4	4	128
09:30	0	0	0	6	6	0	91	15	5	111	23	21	0	2	46	0	0	0	2	2	165
09:45	0	0	0	0	0	0	81	9	2	92	27	17	0	1	45	0	0	0	0	0	137
Total	0	0	0	7	7	1	329	43	10	383	84	72	0	3	159	0	0	0	7	7	556
10:00	0	0	0	0	0	0	71	8	5	84	25	14	0	1	40	0	0	0	3	3	127
10:15	0	0	0	0	0	1	83	8	0	92	13	17	0	0	30	0	0	0	0	0	122
10:30	0	0	0	1	1	1	81	9	1	92	20	27	0	2	49	0	0	0	2	2	144
10:45	0	0	0	0	0	1	70	10	1	82	22	13	0	0	35	0	0	0	0	0	117
Total	0	0	0	1	1	3	305	35	7	350	80	71	0	3	154	0	0	0	5	5	510
11:00	0	0	0	0	0	1	82	12	0	95	18	19	0	0	37	0	0	0	1	1	133
11:15	0	0	0	0	0	0	105	14	2	121	22	26	0	0	48	0	0	0	4	4	173
11:30	0	0	0	0	0	0	85	12	2	99	17	13	0	0	30	0	0	0	2	2	131
11:45	0	0	0	1	1	1	102	9	1	113	26	23	0	0	49	0	0	0	0	0	163
Total	0	0	0	1	1	2	374	47	5	428	83	81	0	0	164	0	0	0	7	7	600
12:00	0	0	0	2	2	0	86	16	0	102	34	21	0	0	55	0	0	0	5	5	164
12:15	0	0	0	2	2	0	108	17	3	128	32	36	0	0	68	0	0	0	1	1	199
12:30	0	0	0	1	1	0	95	19	3	117	26	35	0	2	63	0	0	0	4	4	185
12:45	0	0	0	2	2	0	131	20	2	153	23	24	0	1	48	0	0	0	0	0	203
Total	0	0	0	7	7	0	420	72	8	500	115	116	0	3	234	0	0	0	10	10	751
13:00	0	0	0	0	0	0	98	17	2	117	21	21	0	1	43	0	0	0	0	0	160
13:15	0	0	0	1	1	0	98	10	4	112	32	27	0	1	60	0	0	0	2	2	175
13:30	0	0	0	0	0	0	125	11	4	140	20	12	1	2	35	0	0	0	0	0	175
13:45	0	0	0	2	2	0	100	8	3	111	21	19	0	0	40	0	0	0	2	2	155
Total	0	0	0	3	3	0	421	46	13	480	94	79	1	4	178	0	0	0	4	4	665
14:00	0	0	1	0	1	0	94	9	0	103	18	21	0	0	39	0	0	0	0	0	143
14:15	0	0	0	3	3	2	118	9	1	130	22	20	0	0	42	0	0	0	0	0	175
14:30	0	0	0	0	0	0	127	14	1	142	26	20	0	1	47	0	0	0	2	2	191
14:45	0	0	1	3	4	0	124	12	2	138	15	19	0	0	34	0	0	0	5	5	181
Total	0	0	2	6	8	2	463	44	4	513	81	80	0	1	162	0	0	0	7	7	690
Break																					
15:15	0	0	0	2	2	0	171	16	0	187	20	18	0	1	39	0	0	0	1	1	229
15:30	0	0	1	1	2	0	169	18	2	189	32	20	0	0	52	0	0	0	1	1	244
15:45	0	0	0	0	0	0	152	13	2	167	24	29	0	1	54	0	0	0	0	0	221
Total	0	0	1	3	4	0	492	47	4	543	76	67	0	2	145	0	0	0	2	2	694

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Groups Printed- Cars - SU & Bus - Multi-Unit

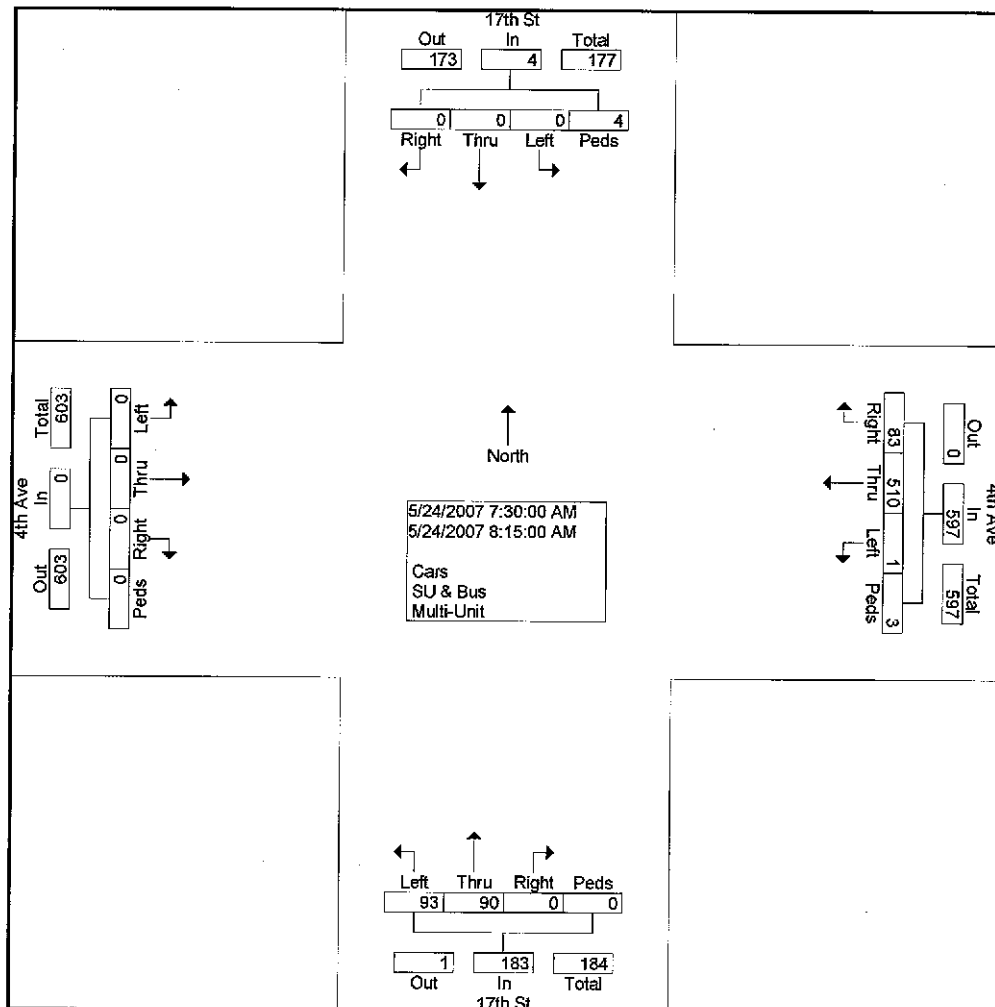
Start Time	17th St From North					4th Ave From East					17th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	0	1	1	0	122	19	1	142	39	20	0	3	62	0	0	0	1	1	206
16:15	0	0	0	0	0	0	127	16	1	144	26	13	0	1	40	0	0	0	0	0	184
16:30	0	0	0	0	0	1	121	17	0	139	34	36	0	0	70	0	0	0	1	1	210
16:45	0	0	0	0	0	0	110	16	0	126	25	23	0	0	48	0	0	0	0	0	174
Total	0	0	0	1	1	1	480	68	2	551	124	92	0	4	220	0	0	0	2	2	774
17:00	0	0	0	0	0	0	159	13	1	173	38	22	0	0	60	0	0	0	0	0	233
17:15	0	0	0	1	1	0	115	12	0	127	21	28	0	0	49	0	0	0	0	0	177
17:30	0	0	0	0	0	0	112	7	0	119	24	33	0	0	57	0	0	0	0	0	176
17:45	0	0	0	0	0	1	77	17	0	95	16	17	0	0	33	0	0	0	1	1	129
Total	0	0	0	1	1	1	463	49	1	514	99	100	0	0	199	0	0	0	1	1	715
18:00	0	0	0	0	0	0	56	8	3	67	14	23	0	0	37	0	0	0	0	0	104
18:15	0	0	0	0	0	0	60	5	0	65	9	14	0	0	23	0	0	0	0	0	88
Grand Total	0	0	3	42	45	13	486	618	68	5566	105	978	1	20	2051	0	0	0	46	46	7708
Apprch %	0.0	0.0	6.7	93.3		0.2	87.4	11.1	1.2		51.3	47.7	0.0	1.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.5	0.6	0.2	63.1	8.0	0.9	72.2	13.6	12.7	0.0	0.3	26.6	0.0	0.0	0.0	0.6	0.6	



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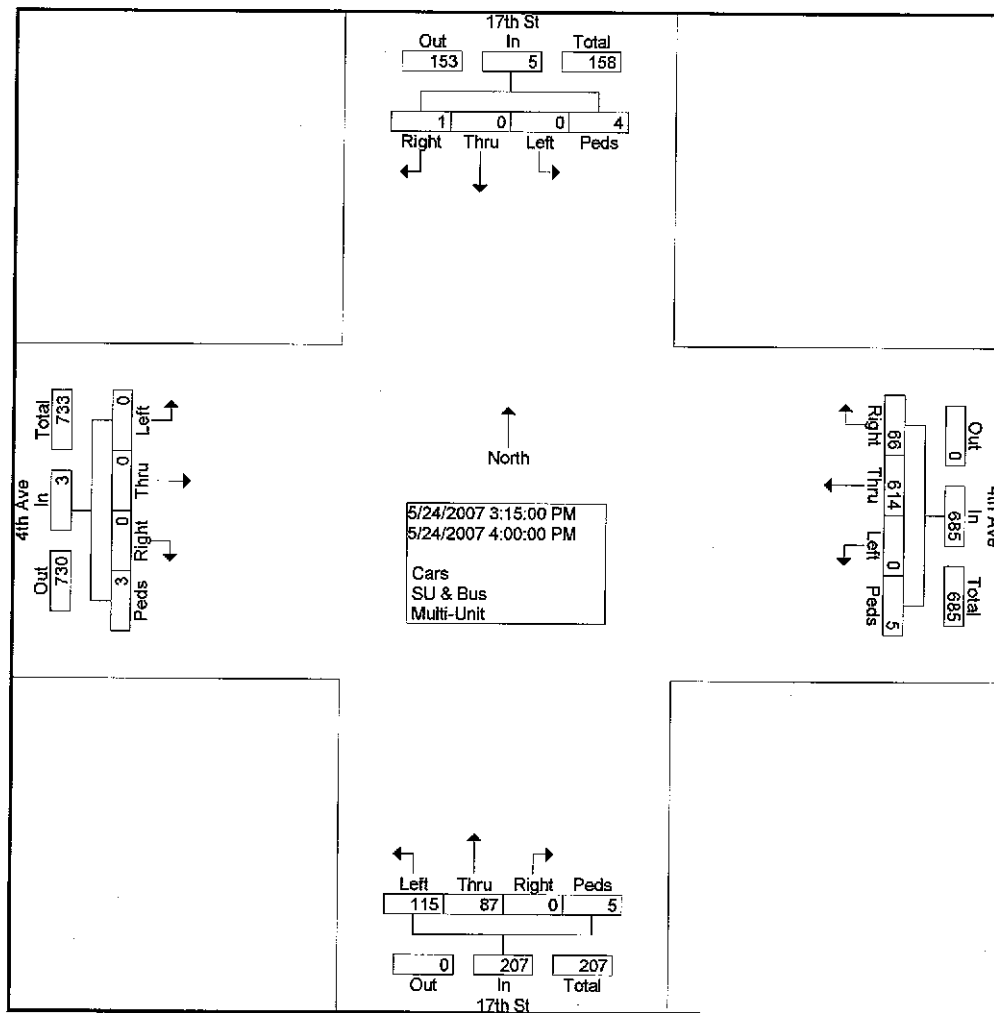
	17th St From North					4th Ave From East					17th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	0	0	0	4	4	1	510	83	3	597	93	90	0	0	183	0	0	0	0	0	784
Percent	0.0	0.0	0.0	100.0		0.2	85.4	13.9	0.5		50.8	49.2	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	154	33	1	188	18	27	0	0	45	0	0	0	0	0	233
Peak Factor																					0.841
High Int. Volume	08:15					07:45					08:00					6:15:00 AM					
Peak Factor	0	0	0	4	4	0	154	33	1	188	33	19	0	0	52						
	0.25					0.79					0.88										
	0					4					0										



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	17th St From North					4th Ave From East					17th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:15																				
Volume	0	0	1	4	5	0	614	66	5	685	115	87	0	5	207	0	0	0	3	3	900
Percent	0.0	0.0	20.0	80.0		0.0	89.6	9.6	0.7		55.6	42.0	0.0	2.4		0.0	0.0	0.0	100.0		
15:30																					
Volume	0	0	1	1	2	0	169	18	2	189	32	20	0	0	52	0	0	0	1	1	244
Peak Factor																					0.922
High Int.	15:15					15:30					16:00					15:15					
Volume	0	0	0	2	2	0	169	18	2	189	39	20	0	3	62	0	0	0	1	1	
Peak Factor	0.62					0.90					0.83					0.75					
	5					6					5					0					



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Groups Printed- Cars - SU & Bus - Multi-Unit

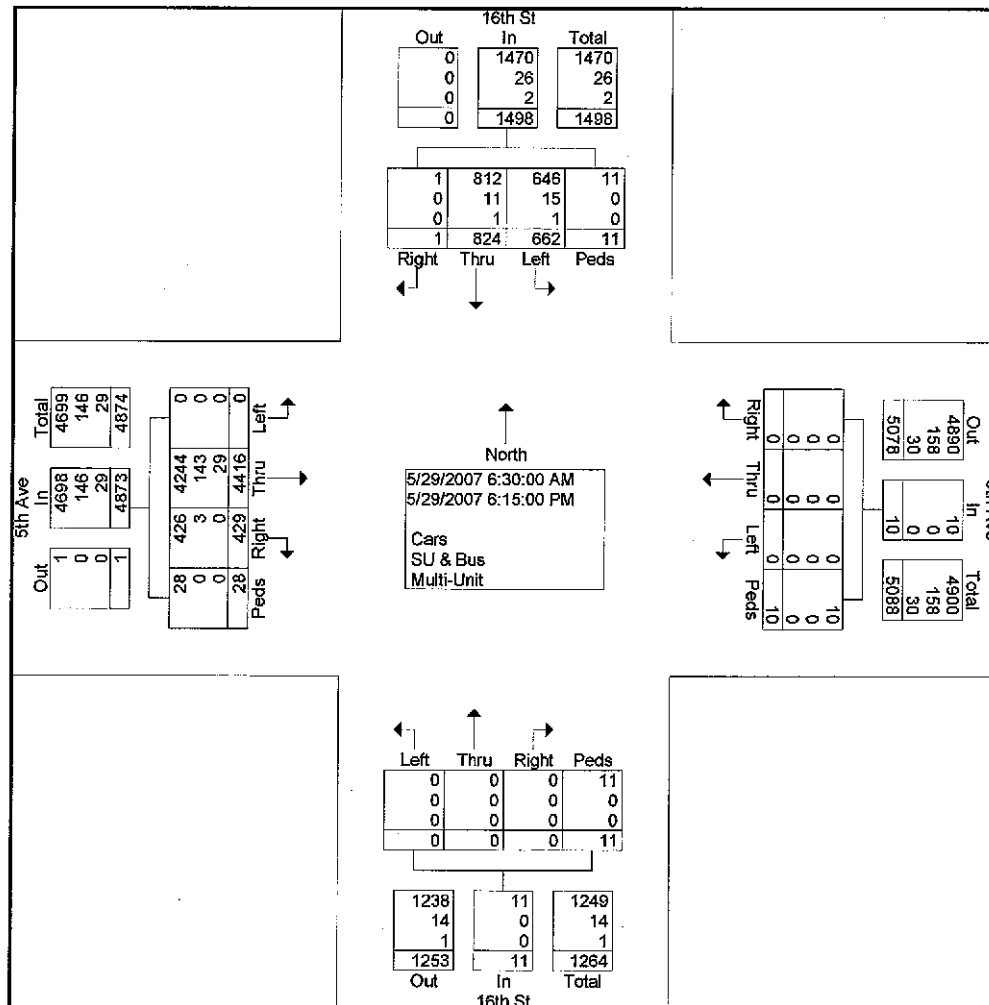
Start Time	16th St From North					5th Ave From East					16th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	99	9	0	108	116
06:45	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0	0	79	4	0	83	91
Total	5	11	0	0	16	0	0	0	0	0	0	0	0	0	0	0	178	13	0	191	207
07:00	2	10	0	0	12	0	0	0	0	0	0	0	0	1	1	0	74	9	1	84	97
07:15	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	0	102	10	0	112	123
07:30	4	7	0	0	11	0	0	0	0	0	0	0	0	0	0	0	64	9	0	73	84
07:45	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	0	56	8	0	64	75
Total	10	35	0	0	45	0	0	0	0	0	0	0	0	1	1	0	296	36	1	333	379
08:00	4	5	0	0	9	0	0	0	0	0	0	0	0	0	0	0	64	1	2	67	76
08:15	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	54	4	0	58	64
08:30	9	7	0	0	16	0	0	0	0	0	0	0	0	0	0	0	51	4	0	55	71
08:45	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	83	1	0	84	91
Total	15	23	0	0	38	0	0	0	0	0	0	0	0	0	0	0	252	10	2	264	302
09:00	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	52	4	0	56	63
09:15	12	12	0	0	24	0	0	0	0	0	0	0	0	0	0	0	82	6	0	88	112
09:30	16	15	0	0	31	0	0	0	0	0	0	0	0	0	0	0	96	5	0	101	132
09:45	18	9	0	0	27	0	0	0	1	1	0	0	0	0	0	0	81	6	0	87	115
Total	49	40	0	0	89	0	0	0	1	1	0	0	0	0	0	0	311	21	0	332	422
10:00	14	14	0	0	28	0	0	0	0	0	0	0	0	0	0	0	87	11	0	98	126
Break																					
10:30	4	14	0	0	18	0	0	0	0	0	0	0	0	1	1	0	91	4	1	96	115
10:45	18	15	0	1	34	0	0	0	1	1	0	0	0	0	0	0	86	2	0	88	123
Total	36	43	0	1	80	0	0	0	1	1	0	0	0	1	1	0	264	17	1	282	364
11:00	14	23	0	0	37	0	0	0	1	1	0	0	0	0	0	0	99	11	2	112	150
11:15	12	28	0	0	40	0	0	0	1	1	0	0	0	1	1	0	115	7	0	122	164
11:30	15	16	0	0	31	0	0	0	0	0	0	0	0	0	0	0	97	5	0	102	133
11:45	22	37	0	1	60	0	0	0	0	0	0	0	0	0	0	0	99	12	0	111	171
Total	63	104	0	1	168	0	0	0	2	2	0	0	0	1	1	0	410	35	2	447	618
12:00	13	25	0	1	39	0	0	0	0	0	0	0	0	2	2	0	109	6	2	117	158
12:15	15	16	0	0	31	0	0	0	0	0	0	0	0	0	0	0	106	12	2	120	151
12:30	20	32	0	0	52	0	0	0	0	0	0	0	0	0	0	0	98	16	1	115	167
12:45	21	17	0	0	38	0	0	0	1	1	0	0	0	1	1	0	76	10	2	88	128
Total	69	90	0	1	160	0	0	0	1	1	0	0	0	3	3	0	389	44	7	440	604
13:00	11	25	0	0	36	0	0	0	1	1	0	0	0	2	2	0	81	8	2	91	130
13:15	19	19	0	0	38	0	0	0	0	0	0	0	0	0	0	0	80	7	0	87	125
13:30	11	21	0	1	33	0	0	0	0	0	0	0	0	0	0	0	81	10	0	91	124
13:45	16	19	0	0	35	0	0	0	1	1	0	0	0	0	0	0	93	11	1	105	141
Total	57	84	0	1	142	0	0	0	2	2	0	0	0	2	2	0	335	36	3	374	520
Break																					
14:15	23	23	0	0	46	0	0	0	1	1	0	0	0	0	0	0	103	12	0	115	162
14:30	21	22	0	0	43	0	0	0	0	0	0	0	0	1	1	0	143	21	0	164	208
14:45	24	26	0	0	50	0	0	0	0	0	0	0	0	0	0	0	127	22	2	151	201
Total	68	71	0	0	139	0	0	0	1	1	0	0	0	1	1	0	373	55	2	430	571
15:00	17	27	0	0	44	0	0	0	0	0	0	0	0	0	0	0	99	12	1	112	156
15:15	12	29	0	2	43	0	0	0	1	1	0	0	0	0	0	0	120	13	1	134	178
15:30	27	33	0	0	60	0	0	0	0	0	0	0	0	1	1	0	138	8	2	148	209
15:45	22	26	0	2	50	0	0	0	1	1	0	0	0	0	0	0	128	12	0	140	191
Total	78	115	0	4	197	0	0	0	2	2	0	0	0	1	1	0	485	45	4	534	734

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Groups Printed- Cars - SU & Bus - Multi-Unit

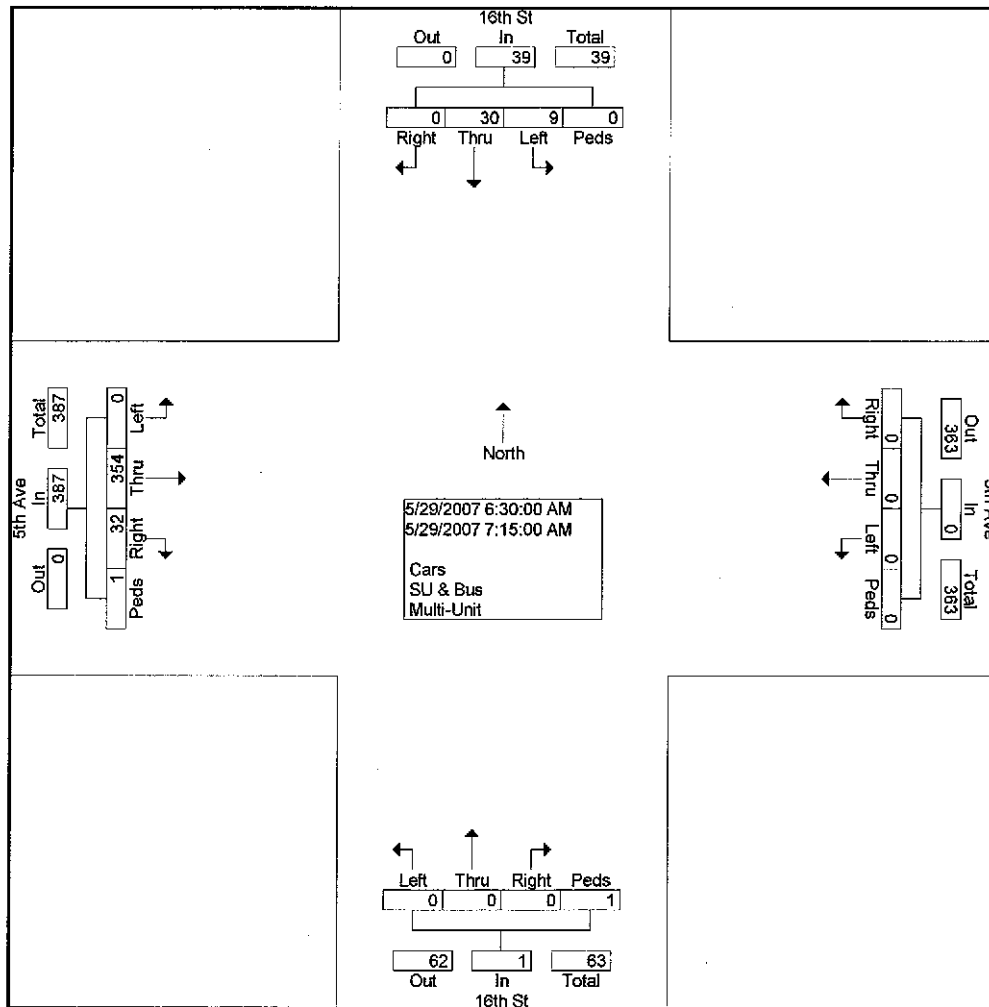
Start Time	16th St From North					5th Ave From East					16th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	24	19	0	1	44	0	0	0	0	0	0	0	0	0	0	0	133	15	2	150	194
16:15	25	29	1	0	55	0	0	0	0	0	0	0	0	0	0	0	148	17	4	169	224
16:30	45	33	0	0	78	0	0	0	0	0	0	0	0	0	0	0	187	15	0	202	280
16:45	31	23	0	0	54	0	0	0	0	0	0	0	0	0	0	0	112	10	0	122	176
Total	125	104	1	1	231	0	0	0	0	0	0	0	0	0	0	0	580	57	6	643	874
17:00	40	38	0	0	78	0	0	0	0	0	0	0	0	0	0	0	134	12	0	146	224
17:15	13	21	0	0	34	0	0	0	0	0	0	0	0	0	0	0	116	10	0	126	160
17:30	14	11	0	0	25	0	0	0	0	0	0	0	0	0	0	0	86	8	0	94	119
17:45	8	14	0	0	22	0	0	0	0	0	0	0	0	1	1	0	91	10	0	101	124
Total	75	84	0	0	159	0	0	0	0	0	0	0	0	1	1	0	427	40	0	467	627
18:00	9	12	0	0	21	0	0	0	0	0	0	0	0	0	0	0	55	11	0	66	87
18:15	3	8	0	2	13	0	0	0	0	0	0	0	0	0	0	0	61	9	0	70	83
Grand Total	662	824	1	11	1498	0	0	0	10	10	0	0	0	11	11	0	4416	429	28	4873	6392
Apprch %	44.2	55.0	0.1	0.7		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	90.6	8.8	0.6		
Total %	10.4	12.9	0.0	0.2	23.4	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.0	69.1	6.7	0.4	76.2	



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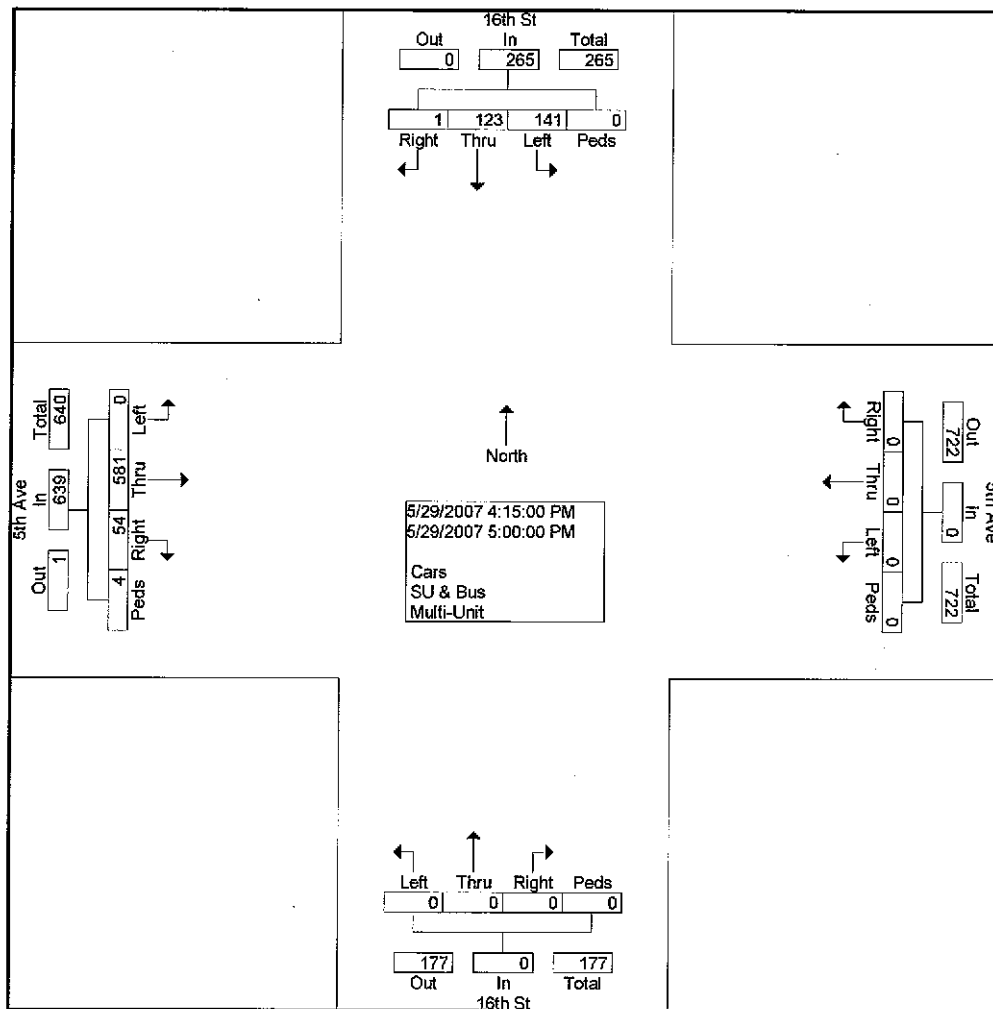
	16th St From North					5th Ave From East					16th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection 06:30																					
Volume	9	30	0	0	39	0	0	0	0	0	0	0	0	1	1	0	354	32	1	387	427
Percent	23.1	76.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	91.5	8.3	0.3		
07:15																					
Volume	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	0	102	10	0	112	123
Peak Factor																					0.868
High Int. 07:00						6:15:00 AM					07:00					07:15					
Volume	2	10	0	0	12	0	0	0	0	0	0	0	0	1	1	0	102	10	0	112	
Peak Factor	0.813										0.250					0.864					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&16thSt
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	16th St From North					5th Ave From East					16th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:15																				
Volume	141	123	1	0	265	0	0	0	0	0	0	0	0	0	0	0	581	54	4	639	904
Percent	53.2	46.4	0.4	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.9	8.5	0.6		
16:30																					
Volume	45	33	0	0	78	0	0	0	0	0	0	0	0	0	0	0	187	15	0	202	280
Peak Factor																					0.807
High Int.	16:30															16:30					
Volume	45	33	0	0	78	0	0	0	0	0	0	0	0	0	0	0	187	15	0	202	
Peak Factor																					0.791



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 4thAve&16thSt
Site Code : 00000021
Start Date : 5/29/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

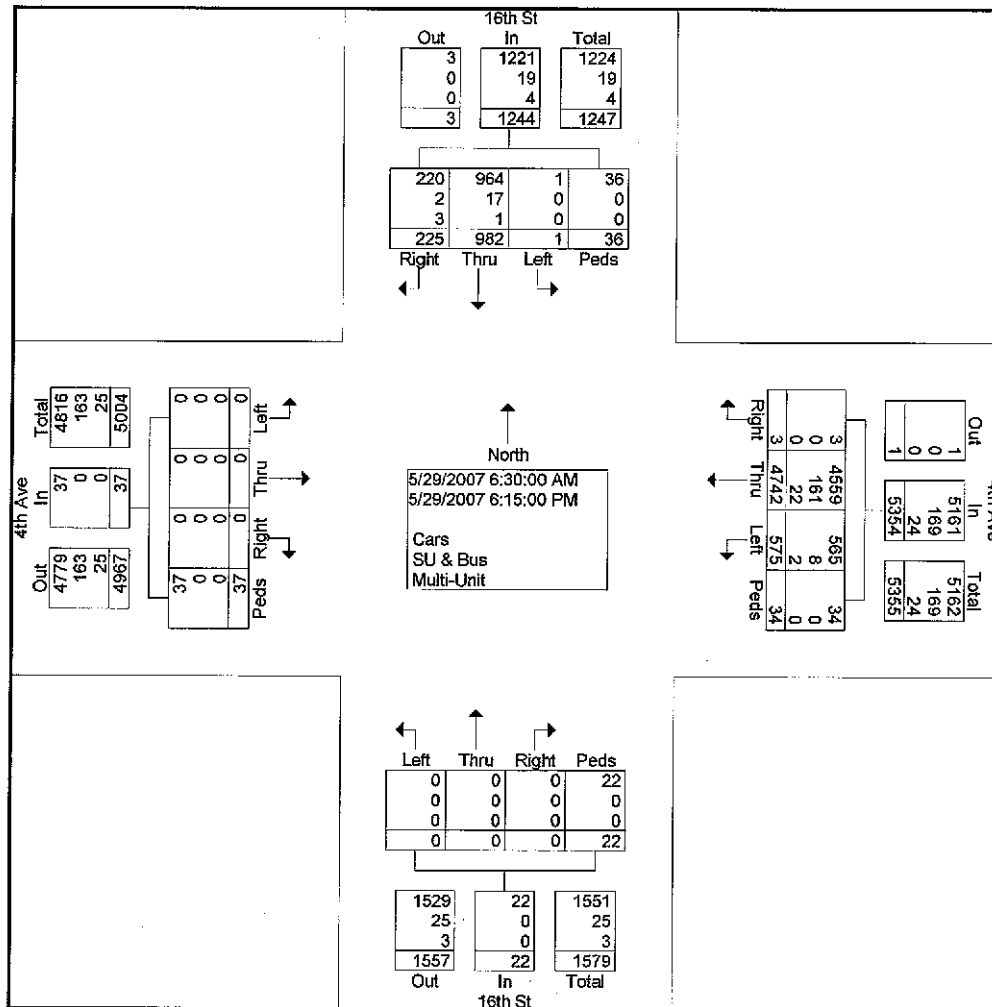
Start Time	16th St From North					4th Ave From East					16th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	9	3	0	12	0	94	0	0	94	0	0	0	0	0	0	0	0	0	0	106
06:45	0	4	1	0	5	6	78	0	0	84	0	0	0	0	0	0	0	0	0	0	89
Total	0	13	4	0	17	6	172	0	0	178	0	0	0	0	0	0	0	0	0	0	195
07:00	0	10	0	0	10	7	79	0	0	86	0	0	0	0	0	0	0	0	0	0	96
07:15	0	8	0	0	8	9	112	0	0	121	0	0	0	0	0	0	0	0	1	1	130
07:30	0	18	1	0	19	6	125	0	0	131	0	0	0	0	0	0	0	0	0	0	150
07:45	0	17	3	0	20	24	158	0	0	182	0	0	0	1	1	0	0	0	0	0	203
Total	0	53	4	0	57	46	474	0	0	520	0	0	0	1	1	0	0	0	1	1	579
08:00	0	14	4	0	18	9	120	0	0	129	0	0	0	0	0	0	0	0	1	1	148
08:15	0	9	3	0	12	13	95	0	0	108	0	0	0	0	0	0	0	0	1	1	121
08:30	0	12	8	0	20	11	100	0	0	111	0	0	0	0	0	0	0	0	0	0	131
08:45	0	9	3	0	12	10	93	0	1	104	0	0	0	0	0	0	0	0	1	1	117
Total	0	44	18	0	62	43	408	0	1	452	0	0	0	0	0	0	0	0	3	3	517
09:00	0	13	1	0	14	14	97	0	0	111	0	0	0	0	0	0	0	0	0	0	125
09:15	0	15	3	0	18	13	99	0	1	113	0	0	0	0	0	0	0	0	0	0	131
09:30	0	20	3	2	25	14	92	1	3	110	0	0	0	0	0	0	0	0	1	1	136
09:45	0	14	3	4	21	8	69	0	0	77	0	0	0	0	0	0	0	0	0	0	98
Total	0	62	10	6	78	49	357	1	4	411	0	0	0	0	0	0	0	0	1	1	490
10:00	0	17	3	0	20	18	85	0	0	103	0	0	0	0	0	0	0	0	0	0	123
10:15	0	18	6	0	24	16	79	0	0	95	0	0	0	1	1	0	0	0	0	0	120
10:30	0	9	4	2	15	8	114	0	1	123	0	0	0	0	0	0	0	0	1	1	139
10:45	0	25	10	0	35	15	75	0	0	90	0	0	0	0	0	0	0	0	2	2	127
Total	0	69	23	2	94	57	353	0	1	411	0	0	0	1	1	0	0	0	3	3	509
11:00	0	17	8	2	27	12	104	0	1	117	0	0	0	0	0	0	0	0	0	0	144
Break																					
11:30	0	15	7	1	23	11	96	0	1	108	0	0	0	1	1	0	0	0	1	1	133
11:45	0	33	3	0	36	14	106	1	2	123	0	0	0	1	1	0	0	0	1	1	161
Total	0	65	18	3	86	37	306	1	4	348	0	0	0	2	2	0	0	0	2	2	438
12:00	0	21	9	2	32	18	105	0	1	124	0	0	0	0	0	0	0	0	5	5	161
12:15	0	17	4	0	21	13	91	0	0	104	0	0	0	1	1	0	0	0	4	4	130
12:30	0	35	5	2	42	18	114	0	3	135	0	0	0	0	0	0	0	0	3	3	180
12:45	1	28	7	4	40	16	103	0	3	122	0	0	0	1	1	0	0	0	1	1	164
Total	1	101	25	8	135	65	413	0	7	485	0	0	0	2	2	0	0	0	13	13	635
13:00	0	23	2	0	25	15	107	0	1	123	0	0	0	3	3	0	0	0	3	3	154
13:15	0	18	6	0	24	13	65	0	1	79	0	0	0	0	0	0	0	0	2	2	105
13:30	0	21	3	0	24	18	114	0	0	132	0	0	0	0	0	0	0	0	1	1	157
13:45	0	19	6	0	25	13	98	1	0	112	0	0	0	0	0	0	0	0	0	0	137
Total	0	81	17	0	98	59	384	1	2	446	0	0	0	3	3	0	0	0	6	6	553
14:00	0	23	7	0	30	10	111	0	0	121	0	0	0	0	0	0	0	0	1	1	152
14:15	0	32	6	0	38	17	109	0	4	130	0	0	0	4	4	0	0	0	3	3	175
14:30	0	32	11	2	45	9	137	0	0	146	0	0	0	0	0	0	0	0	0	0	191
Break																					
Total	0	87	24	2	113	36	357	0	4	397	0	0	0	4	4	0	0	0	4	4	518
15:00	0	33	3	2	38	9	110	0	2	121	0	0	0	0	0	0	0	0	0	0	159
15:15	0	27	8	3	38	12	164	0	2	178	0	0	0	2	2	0	0	0	0	0	218
15:30	0	37	8	5	50	20	164	0	2	186	0	0	0	0	0	0	0	0	2	2	238
15:45	0	34	5	0	39	13	114	0	0	127	0	0	0	0	0	0	0	0	0	0	166
Total	0	131	24	10	165	54	552	0	6	612	0	0	0	2	2	0	0	0	2	2	781

City of Rock Island
IL 92 Traffic Study
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By: Stanley Consultants Inc.

File Name : 4thAve&16thSt
Site Code : 00000021
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Groups Printed- Cars - SU & Bus - Multi-Unit

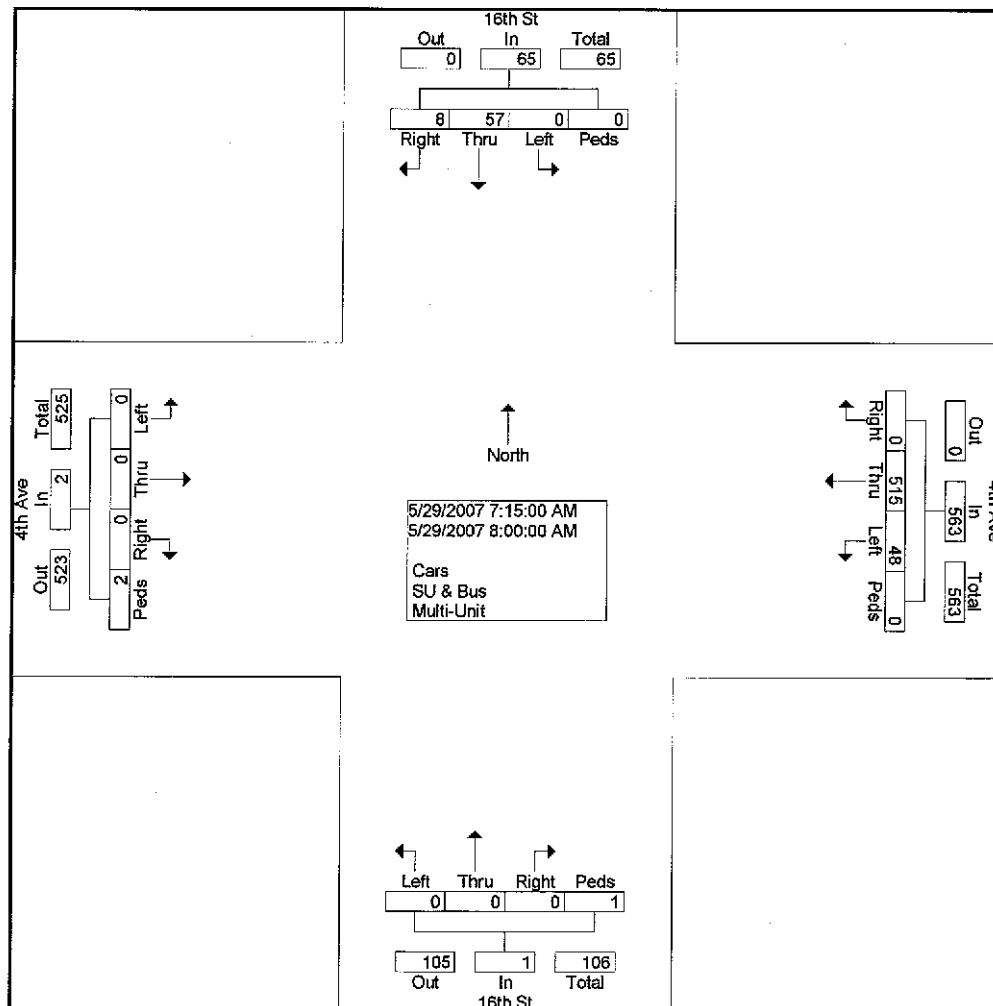
Start Time	16th St From North					4th Ave From East					16th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	27	14	0	41	13	138	0	0	151	0	0	0	1	1	0	0	0	0	0	193
16:15	0	29	8	0	37	17	92	0	2	111	0	0	0	0	0	0	0	0	0	0	148
16:30	0	60	4	2	66	23	135	0	0	158	0	0	0	0	0	0	0	0	0	0	224
16:45	0	34	8	1	43	14	116	0	3	133	0	0	0	1	1	0	0	0	2	2	179
Total	0	150	34	3	187	67	481	0	5	553	0	0	0	2	2	0	0	0	2	2	744
17:00	0	56	10	0	66	19	135	0	0	154	0	0	0	0	0	0	0	0	0	0	220
17:15	0	21	4	0	25	12	90	0	0	102	0	0	0	5	5	0	0	0	0	0	132
17:30	0	14	7	0	21	9	79	0	0	88	0	0	0	0	0	0	0	0	0	0	109
17:45	0	15	2	2	19	7	55	0	0	62	0	0	0	0	0	0	0	0	0	0	81
Total	0	106	23	2	131	47	359	0	0	406	0	0	0	5	5	0	0	0	0	0	542
18:00	0	18	1	0	19	5	69	0	0	74	0	0	0	0	0	0	0	0	0	0	93
18:15	0	2	0	0	2	4	57	0	0	61	0	0	0	0	0	0	0	0	0	0	63
Grand Total	1	982	225	36	1244	575	4742	3	34	5354	0	0	0	22	22	0	0	0	37	37	6657
Apprch %	0.1	78.9	18.1	2.9		10.7	88.6	0.1	0.6		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		
Total %	0.0	14.8	3.4	0.5	18.7	8.6	71.2	0.0	0.5	80.4	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.6	0.6	



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IL 92 Traffic Study
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By: Stanley Consultants Inc.

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Site Code : 00000021
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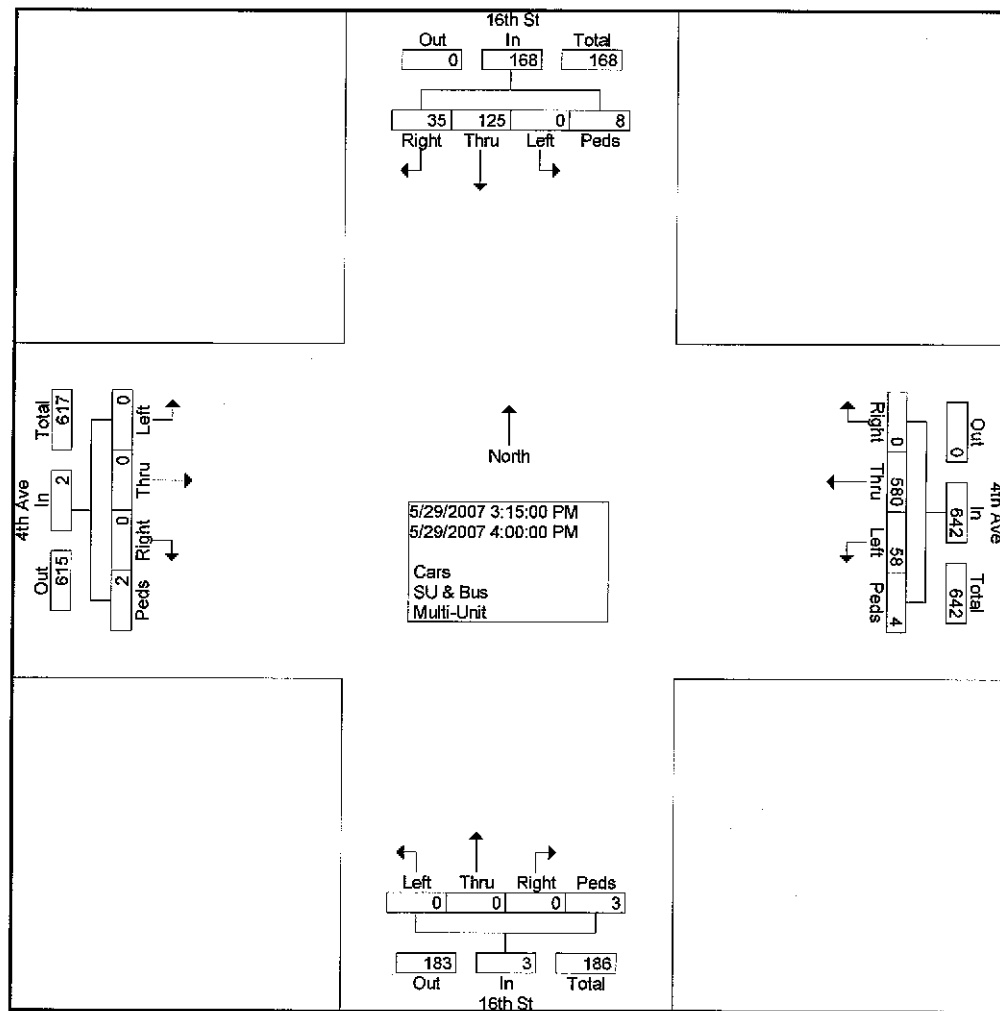
	16th St From North					4th Ave From East					16th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection 07:15																					631
Volume	0	57	8	0	65	48	515	0	0	563	0	0	0	1	1	0	0	0	2	2	
Percent	0.0	87.7	12.3	0.0		8.5	91.5	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		
07:45																					203
Volume	0	17	3	0	20	24	158	0	0	182	0	0	0	1	1	0	0	0	0	0	
Peak Factor																					
High Int. 07:45						07:45					07:45					07:15					0.777
Volume	0	17	3	0	20	24	158	0	0	182	0	0	0	1	1	0	0	0	1	1	
Peak Factor	0.813					0.773					0.250					0.500					



City of Rock Island
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By: Stanley Consultants Inc.

File Name : 4thAve&16thSt
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	16th St From North					4th Ave From East					16th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:15																				
Volume	0	125	35	8	168	58	580	0	4	642	0	0	0	3	3	0	0	0	2	2	815
Percent	0.0	74.4	20.8	4.8		9.0	90.3	0.0	0.6		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		
15:30																					
Volume	0	37	8	5	50	20	164	0	2	186	0	0	0	0	0	0	0	0	2	2	238
Peak Factor																					0.856
High Int.	15:30					15:30					15:15					15:30					
Volume	0	37	8	5	50	20	164	0	2	186	0	0	0	2	2	0	0	0	2	2	
Peak Factor	0.840					0.863					0.375					0.250					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&15thSt
Site Code : 00000024
Start Date : 5/30/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

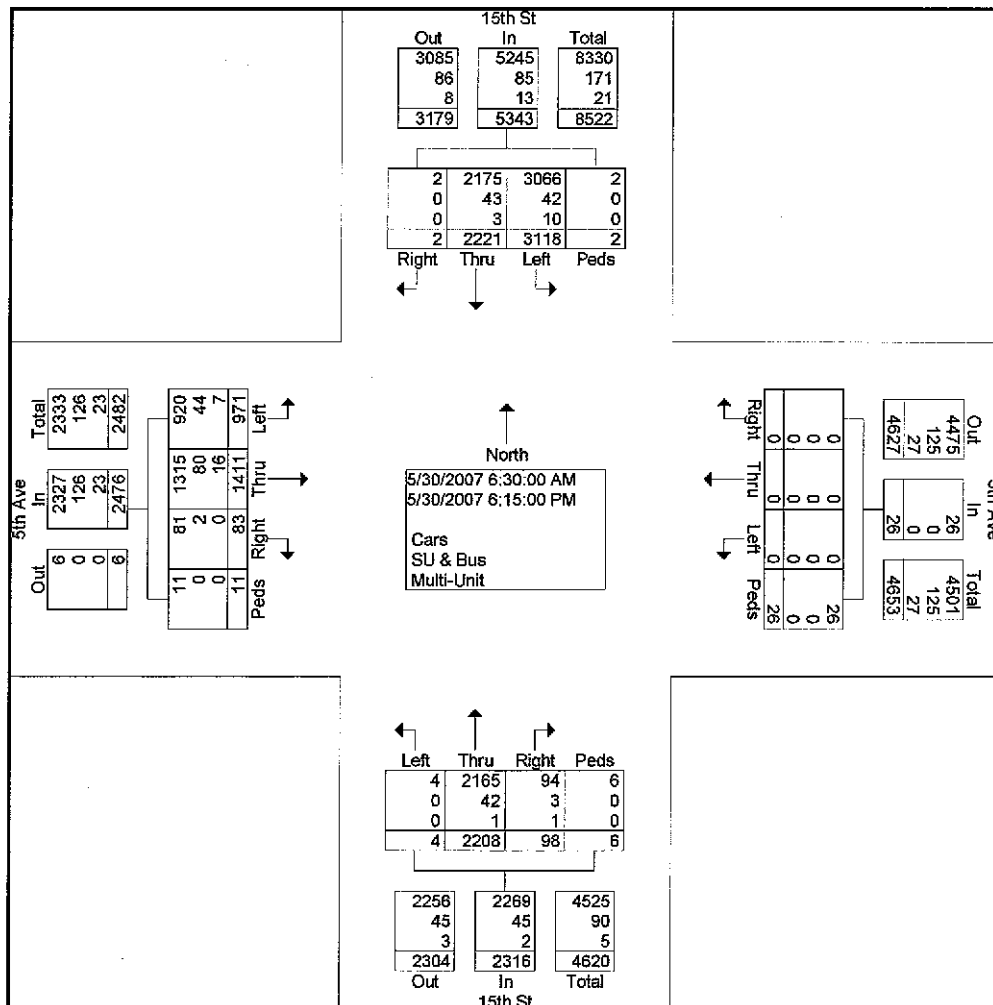
Start Time	15th St From North					5th Ave From East					15th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	80	28	0	0	108	0	0	0	1	1	0	61	0	0	61	24	25	1	0	50	220
06:45	42	37	0	0	79	0	0	0	0	0	0	52	1	0	53	22	24	0	0	46	178
Total	122	65	0	0	187	0	0	0	1	1	0	113	1	0	114	46	49	1	0	96	398
07:00	52	27	0	0	79	0	0	0	0	0	0	52	2	0	54	23	22	1	0	46	179
07:15	54	37	0	1	92	0	0	0	3	3	0	63	3	0	66	27	29	0	1	57	218
07:30	70	48	0	0	118	0	0	0	0	0	0	62	1	0	63	32	27	1	0	60	241
07:45	84	36	0	0	120	0	0	0	3	3	0	45	3	1	49	24	35	3	0	62	234
Total	260	148	0	1	409	0	0	0	6	6	0	222	9	1	232	106	113	5	1	225	872
08:00	46	29	0	0	75	0	0	0	0	0	3	36	1	0	40	17	25	1	0	43	158
08:15	38	29	0	0	67	0	0	0	0	0	1	34	0	0	35	7	19	1	0	27	129
08:30	55	40	0	0	95	0	0	0	1	1	0	37	2	0	39	10	21	1	0	32	167
08:45	38	37	0	1	76	0	0	0	1	1	0	18	5	0	23	15	23	0	0	38	138
Total	177	135	0	1	313	0	0	0	2	2	4	125	8	0	137	49	88	3	0	140	592
09:00	37	25	0	0	62	0	0	0	0	0	0	24	1	0	25	18	27	2	1	48	135
09:15	43	37	0	0	80	0	0	0	2	2	0	43	3	0	46	11	35	5	0	51	179
09:30	50	37	0	0	87	0	0	0	0	0	0	42	1	0	43	27	36	5	1	69	199
09:45	69	41	0	0	110	0	0	0	1	1	0	34	2	0	36	13	31	1	0	45	192
Total	199	140	0	0	339	0	0	0	3	3	0	143	7	0	150	69	129	13	2	213	705
Break																					
10:15	32	32	0	0	64	0	0	0	0	0	0	41	4	0	45	16	26	1	0	43	152
10:30	52	52	0	0	104	0	0	0	0	0	0	34	2	0	36	16	36	4	0	56	196
10:45	54	44	0	0	98	0	0	0	0	0	0	41	2	0	43	27	28	3	0	58	199
Total	138	128	0	0	266	0	0	0	0	0	0	116	8	0	124	59	90	8	0	157	547
11:00	58	55	0	0	113	0	0	0	0	0	0	35	5	0	40	21	30	1	0	52	205
11:15	55	45	0	0	100	0	0	0	0	0	0	31	4	0	35	24	37	4	0	65	200
11:30	54	39	0	0	93	0	0	0	0	0	0	40	1	0	41	28	36	1	1	66	200
11:45	51	35	0	0	86	0	0	0	3	3	0	36	2	0	38	22	33	0	0	55	182
Total	218	174	0	0	392	0	0	0	3	3	0	142	12	0	154	95	136	6	1	238	787
12:00	58	46	0	0	104	0	0	0	0	0	0	51	1	0	52	20	30	2	0	52	208
12:15	69	51	0	0	120	0	0	0	1	1	0	41	2	0	43	20	32	1	0	53	217
12:30	56	38	0	0	94	0	0	0	0	0	0	43	0	0	43	12	24	3	0	39	176
12:45	59	45	0	0	104	0	0	0	0	0	0	47	1	0	48	21	32	2	0	55	207
Total	242	180	0	0	422	0	0	0	1	1	0	182	4	0	186	73	118	8	0	199	808
13:00	47	37	0	0	84	0	0	0	0	0	0	40	4	0	44	22	36	2	0	60	188
13:15	61	44	0	0	105	0	0	0	1	1	0	51	1	0	52	24	21	1	0	46	204
13:30	84	61	0	0	145	0	0	0	0	0	0	41	3	0	44	30	33	2	0	65	254
13:45	75	67	0	0	142	0	0	0	0	0	0	48	5	0	53	26	36	3	0	65	260
Total	267	209	0	0	476	0	0	0	1	1	0	180	13	0	193	102	126	8	0	236	906
14:00	84	53	0	0	137	0	0	0	0	0	0	48	4	0	52	24	37	0	0	61	250
Break																					
14:30	75	60	0	0	135	0	0	0	2	2	0	62	3	0	65	22	46	1	0	69	271
14:45	93	56	0	0	149	0	0	0	0	0	0	50	4	0	54	24	43	4	1	72	275
Total	252	169	0	0	421	0	0	0	2	2	0	160	11	0	171	70	126	5	1	202	796
15:00	82	58	0	0	140	0	0	0	1	1	0	51	2	0	53	19	33	4	0	56	250
15:15	74	53	0	0	127	0	0	0	3	3	0	55	3	0	58	27	43	4	0	74	262
15:30	115	67	2	0	184	0	0	0	0	0	0	55	2	1	58	32	36	1	0	69	311
15:45	98	57	0	0	155	0	0	0	0	0	0	56	0	0	56	26	49	4	0	79	290
Total	369	235	2	0	606	0	0	0	4	4	0	217	7	1	225	104	161	13	0	278	1113

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&15thSt
Site Code : 00000024
Start Date : 5/30/2007
Page No : 2

Groups Printed- Cars - SU & Bus - Multi-Unit

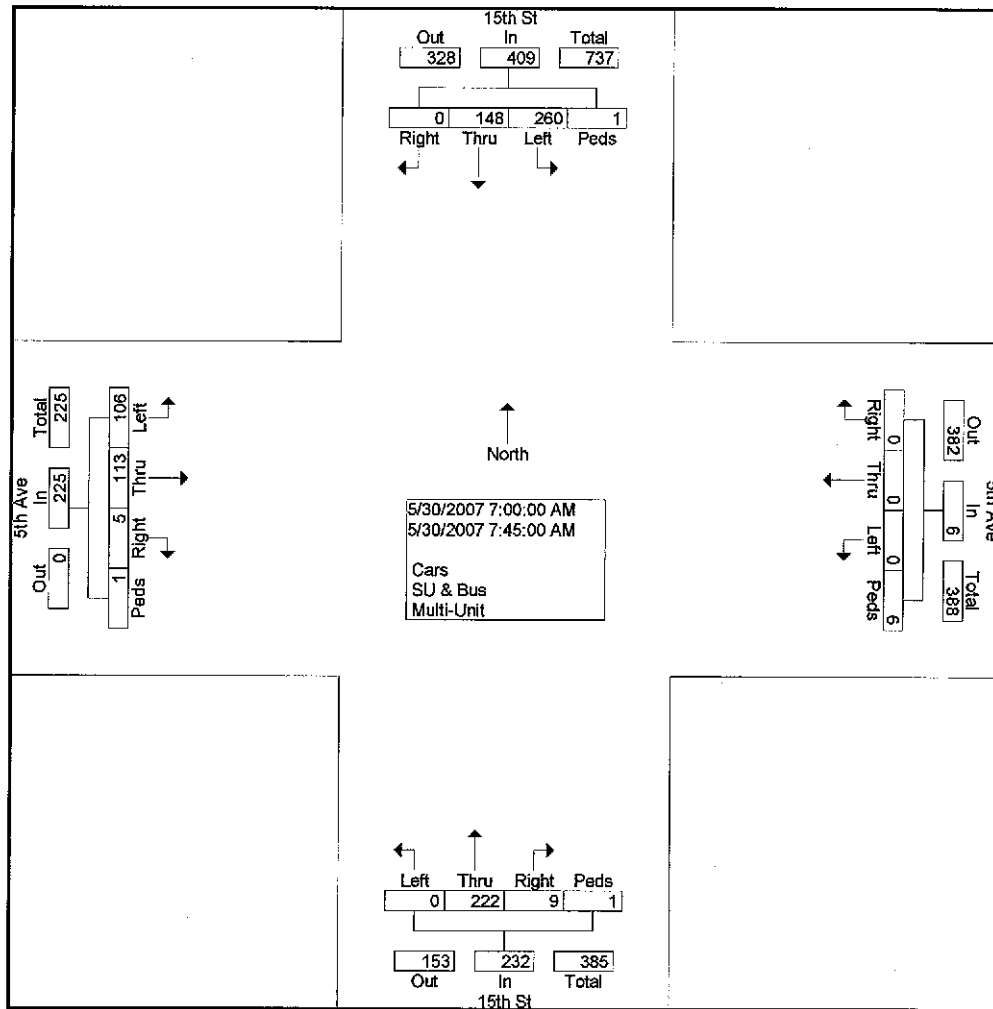
Start Time	15th St From North					5th Ave From East					15th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	89	58	0	0	147	0	0	0	0	0	0	63	0	0	63	26	37	2	1	66	276
16:15	81	65	0	0	146	0	0	0	0	0	0	63	4	1	68	23	37	1	0	61	275
16:30	107	72	0	0	179	0	0	0	1	1	0	73	4	0	77	20	41	2	2	65	322
16:45	111	73	0	0	184	0	0	0	0	0	0	45	0	0	45	24	23	3	0	50	279
Total	388	268	0	0	656	0	0	0	1	1	0	244	8	1	253	93	138	8	3	242	1152
17:00	118	64	0	0	182	0	0	0	0	0	0	68	1	1	70	25	34	1	2	62	314
17:15	77	72	0	0	149	0	0	0	0	0	0	81	3	0	84	29	18	0	0	47	280
17:30	89	51	0	0	140	0	0	0	1	1	0	57	2	1	60	18	32	2	1	53	254
17:45	81	70	0	0	151	0	0	0	0	0	0	55	2	1	58	16	17	0	0	33	242
Total	365	257	0	0	622	0	0	0	1	1	0	261	8	3	272	88	101	3	3	195	1090
18:00	69	59	0	0	128	0	0	0	1	1	0	58	0	0	58	10	24	0	0	34	221
18:15	52	54	0	0	106	0	0	0	0	0	0	45	2	0	47	7	12	2	0	21	174
Grand Total	311	222	2	2	5343	0	0	0	26	26	4	220	98	6	2316	971	141	83	11	2476	10161
	8	1							100.			8					1				
Apprch %	58.4	41.6	0.0	0.0		0.0	0.0	0.0	0		0.2	95.3	4.2	0.3		39.2	57.0	3.4	0.4		
Total %	30.7	21.9	0.0	0.0	52.6	0.0	0.0	0.0	0.3	0.3	0.0	21.7	1.0	0.1	22.8	9.6	13.9	0.8	0.1	24.4	



City of Rock Island
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By: Stanley Consultants Inc.

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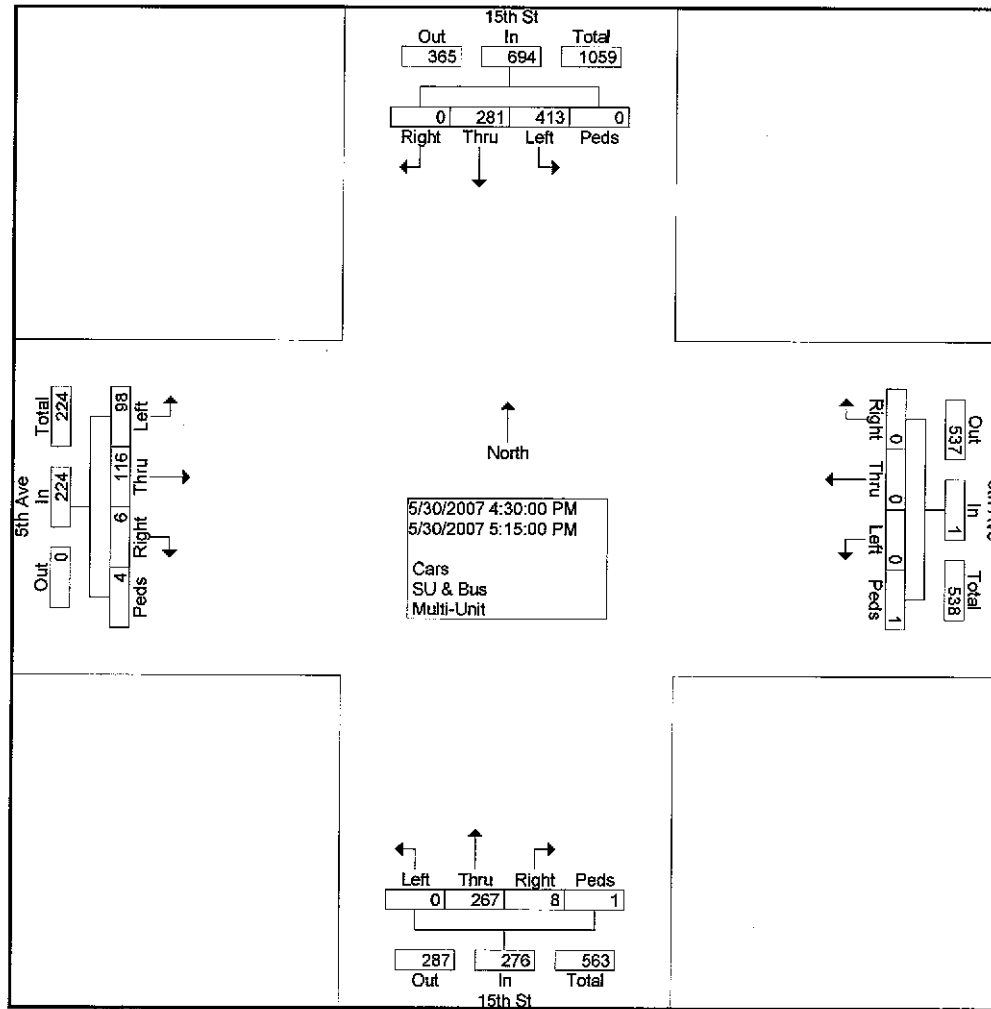
	15th St From North					5th Ave From East					15th St From South					5th Ave From West									
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total				
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																									
Intersection 07:00																									
Volume	260	148	0	1	409	0	0	0	6	6	0	222	9	1	232	106	113	5	1	225	872				
Percent	63.6	36.2	0.0	0.2		0.0	0.0	0.0	100.0		0.0	95.7	3.9	0.4		47.1	50.2	2.2	0.4						
07:30																									
Volume	70	48	0	0	118	0	0	0	0	0	0	62	1	0	63	32	27	1	0	60	241				
Peak Factor																					0.905				
High Int. 07:45						07:15					07:15					07:45									
Volume	84	36	0	0	120	0	0	0	3	3	0	63	3	0	66	24	35	3	0	62					
Peak Factor	0.852										0.500					0.879					0.907				



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	15th St From North					5th Ave From East					15th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection 16:30																					
Volume	413	281	0	0	694	0	0	0	1	1	0	267	8	1	276	98	116	6	4	224	1195
Percent	59.5	40.5	0.0	0.0		0.0	0.0	0.0	100.0		0.0	96.7	2.9	0.4		43.8	51.8	2.7	1.8		
16:30																					
Volume	107	72	0	0	179	0	0	0	1	1	0	73	4	0	77	20	41	2	2	65	322
Peak Factor																					0.928
High Int. 16:45						16:30					17:15					16:30					
Volume	111	73	0	0	184	0	0	0	1	1	0	81	3	0	84	20	41	2	2	65	
Peak Factor																					0.862



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IL 92 Traffic Study
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By: Stanley Consultants Inc.

File Name : 4thAve&15thSt
Site Code : 00000023
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Groups Printed- Cars - SU & Bus - Multi-Unit

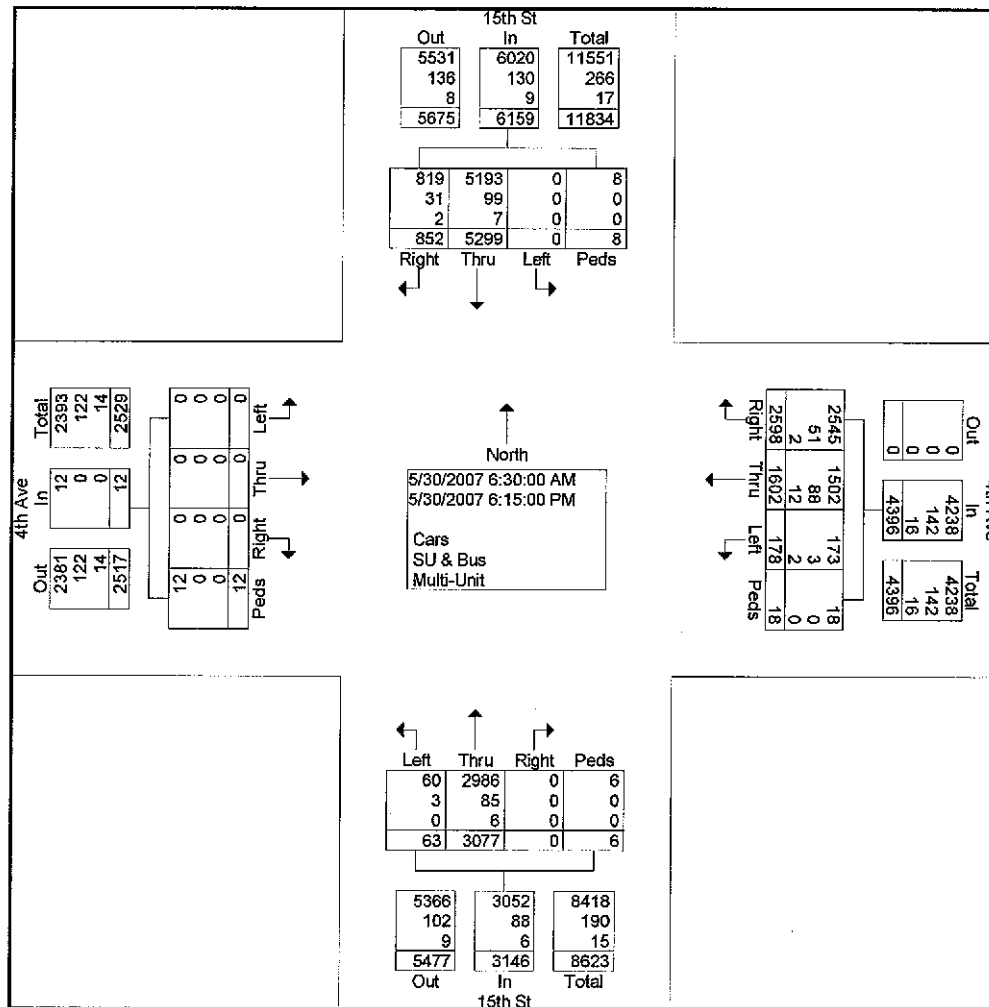
Start Time	15th St From North					4th Ave From East					15th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	106	20	0	126	2	23	56	0	81	2	81	0	0	83	0	0	0	0	0	290
06:45	0	76	9	0	85	4	32	55	0	91	4	71	0	1	76	0	0	0	0	0	252
Total	0	182	29	0	211	6	55	111	0	172	6	152	0	1	159	0	0	0	0	0	542
07:00	0	79	11	0	90	1	26	41	0	68	0	73	0	0	73	0	0	0	0	0	231
07:15	0	95	28	0	123	0	21	51	5	77	1	83	0	0	84	0	0	0	0	0	284
07:30	0	118	31	0	149	2	35	61	0	98	1	91	0	0	92	0	0	0	0	0	339
07:45	0	117	27	0	144	1	50	72	0	123	4	69	0	0	73	0	0	0	0	0	340
Total	0	409	97	0	506	4	132	225	5	366	6	316	0	0	322	0	0	0	0	0	1194
08:00	0	101	15	0	116	1	34	65	0	100	3	72	0	1	76	0	0	0	0	0	292
08:15	0	90	19	0	109	2	37	59	1	99	1	65	0	0	66	0	0	0	0	0	274
08:30	0	107	28	2	137	6	27	75	1	109	1	49	0	0	50	0	0	0	0	0	296
08:45	0	97	21	0	118	5	28	42	1	76	0	46	0	0	46	0	0	0	0	0	240
Total	0	395	83	2	480	14	126	241	3	384	5	232	0	1	238	0	0	0	0	0	1102
09:00	0	68	7	0	75	2	44	55	0	101	5	35	0	0	40	0	0	0	1	1	217
09:15	0	74	18	1	93	8	27	54	3	92	4	54	0	0	58	0	0	0	0	0	243
09:30	0	81	12	0	93	3	28	47	0	78	1	65	0	0	66	0	0	0	1	1	238
Break																					
Total	0	223	37	1	261	13	99	156	3	271	10	154	0	0	164	0	0	0	2	2	698
10:00	0	83	14	0	97	3	21	36	0	60	3	47	0	0	50	0	0	0	0	0	207
10:15	0	59	10	0	69	3	28	39	0	70	1	47	0	0	48	0	0	0	0	0	187
10:30	0	113	14	0	127	4	43	24	0	71	1	46	0	0	47	0	0	0	0	0	245
10:45	0	94	12	0	106	1	28	30	0	59	2	65	0	0	67	0	0	0	0	0	232
Total	0	349	50	0	399	11	120	129	0	260	7	205	0	0	212	0	0	0	0	0	871
11:00	0	112	15	0	127	3	40	25	0	68	1	53	0	0	54	0	0	0	0	0	249
11:15	0	85	16	0	101	5	34	42	0	81	1	48	0	0	49	0	0	0	1	1	232
11:30	0	90	16	0	106	2	24	32	0	58	1	45	0	0	46	0	0	0	0	0	210
11:45	0	73	13	0	86	10	32	51	0	93	1	44	0	0	45	0	0	0	0	0	224
Total	0	360	60	0	420	20	130	150	0	300	4	190	0	0	194	0	0	0	1	1	915
12:00	0	98	17	0	115	2	45	36	0	83	0	62	0	0	62	0	0	0	0	0	260
12:15	0	109	18	0	127	8	39	43	1	91	0	52	0	0	52	0	0	0	0	0	270
12:30	0	83	12	0	95	3	36	53	0	92	1	53	0	0	54	0	0	0	0	0	241
12:45	0	88	6	0	94	2	34	38	0	74	1	51	0	0	52	0	0	0	0	0	220
Total	0	378	53	0	431	15	154	170	1	340	2	218	0	0	220	0	0	0	0	0	991
13:00	0	89	15	0	104	4	34	50	0	88	1	56	0	0	57	0	0	0	0	0	249
13:15	0	104	25	0	129	5	44	59	2	110	1	80	0	1	82	0	0	0	2	2	323
13:30	0	140	12	1	153	7	43	70	0	120	2	71	0	0	73	0	0	0	0	0	346
13:45	0	141	13	0	154	5	38	77	0	120	1	71	0	0	72	0	0	0	0	0	346
Total	0	474	65	1	540	21	159	256	2	438	5	278	0	1	284	0	0	0	2	2	1264
14:00	0	135	18	0	153	3	43	67	0	113	1	74	0	0	75	0	0	0	0	0	341
14:15	0	113	24	0	137	1	41	58	0	100	3	68	0	1	72	0	0	0	2	2	311
14:30	0	128	24	0	152	10	48	58	0	116	2	87	0	0	89	0	0	0	0	0	357
14:45	0	151	28	0	179	4	45	63	1	113	1	71	0	0	72	0	0	0	1	1	365
Total	0	527	94	0	621	18	177	246	1	442	7	300	0	1	308	0	0	0	3	3	1374
Break																					
15:15	0	130	26	1	157	3	53	97	1	154	0	82	0	0	82	0	0	0	0	0	393
15:30	0	193	34	1	228	2	45	111	0	158	0	81	0	0	81	0	0	0	1	1	468
15:45	0	149	29	0	178	5	49	77	0	131	1	81	0	1	83	0	0	0	1	1	393
Total	0	472	89	2	563	10	147	285	1	443	1	244	0	1	246	0	0	0	2	2	1254

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By: Stanley Consultants Inc.

File Name : 4thAve&15thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

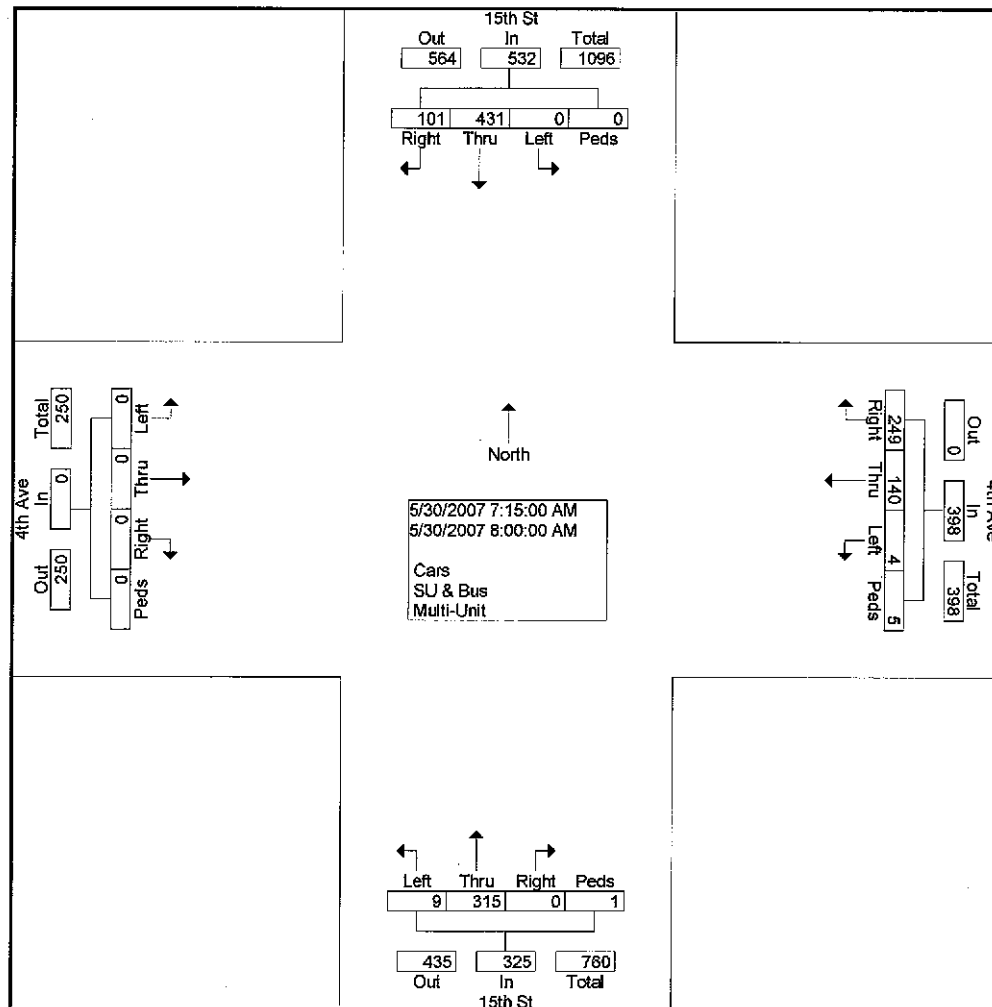
Start Time	15th St From North					4th Ave From East					15th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	155	27	0	182	4	42	90	0	136	2	96	0	1	99	0	0	0	0	0	417
16:15	0	161	20	1	182	9	29	62	2	102	2	104	0	0	106	0	0	0	0	0	390
16:30	0	158	27	0	185	14	37	83	0	134	0	95	0	0	95	0	0	0	2	2	416
16:45	0	175	19	1	195	6	41	61	0	108	1	58	0	0	59	0	0	0	0	0	362
Total	0	649	93	2	744	33	149	296	2	480	5	353	0	1	359	0	0	0	2	2	1585
17:00	0	190	34	0	224	3	47	99	0	149	0	86	0	0	86	0	0	0	0	0	459
17:15	0	160	17	0	177	1	32	93	0	126	1	99	0	0	100	0	0	0	0	0	403
17:30	0	150	11	0	161	2	25	53	0	80	1	88	0	0	89	0	0	0	0	0	330
17:45	0	156	11	0	167	1	24	37	0	62	0	72	0	0	72	0	0	0	0	0	301
Total	0	656	73	0	729	7	128	282	0	417	2	345	0	0	347	0	0	0	0	0	1493
18:00	0	124	21	0	145	2	16	27	0	45	1	51	0	0	52	0	0	0	0	0	242
18:15	0	101	8	0	109	4	10	24	0	38	2	39	0	0	41	0	0	0	0	0	188
Grand Total	0	5299	852	8	6159	178	1602	2598	18	4396	63	3077	0	6	3146	0	0	0	12	12	13713
Apprch %	0.0	86.0	13.8	0.1		4.0	36.4	59.1	0.4		2.0	97.8	0.0	0.2		0.0	0.0	0.0	100.0		
Total %	0.0	38.6	6.2	0.1	44.9	1.3	11.7	18.9	0.1	32.1	0.5	22.4	0.0	0.0	22.9	0.0	0.0	0.0	0.1	0.1	



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IL 92 Traffic Study
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By: Stanley Consultants Inc.

File Name : 4thAve&15thSt
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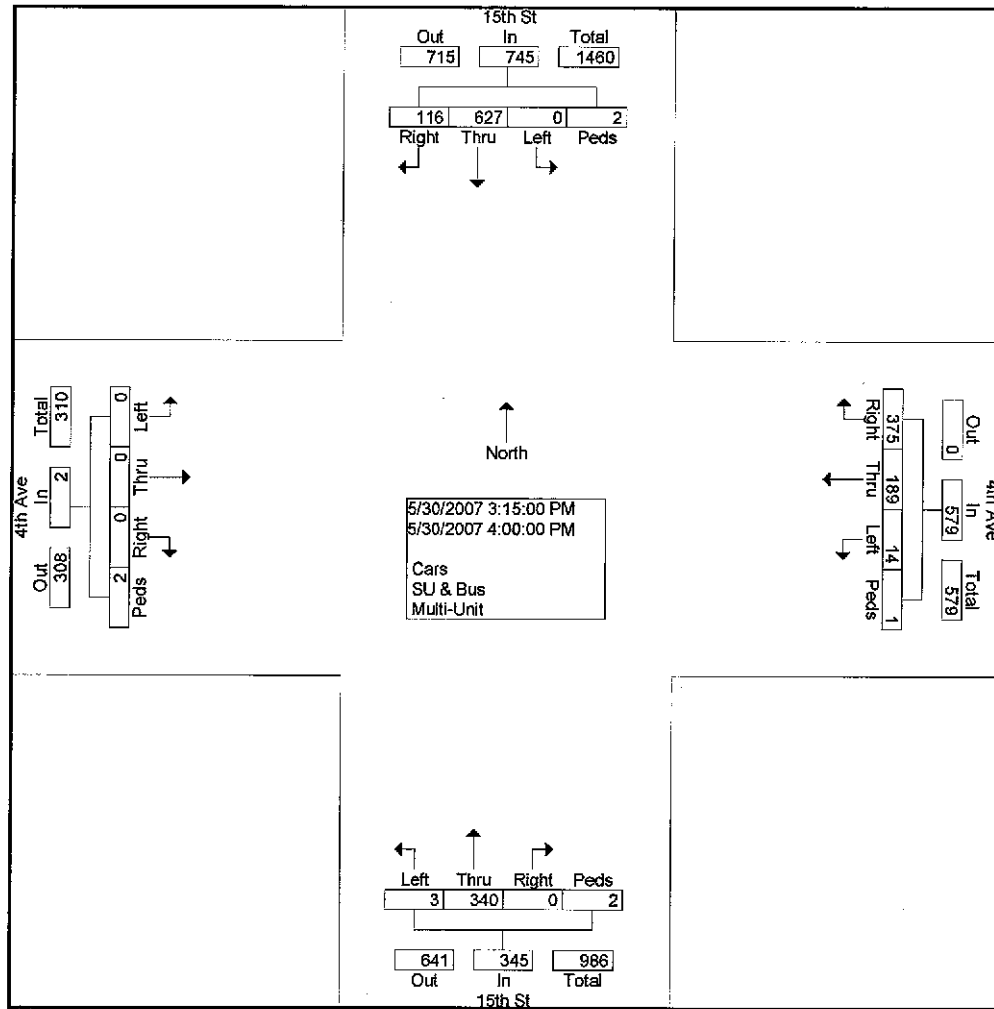
	15th St From North					4th Ave From East					15th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	0	431	101	0	532	4	140	249	5	398	9	315	0	1	325	0	0	0	0	0	1255
Percent	0.0	81.0	19.0	0.0		1.0	35.2	62.6	1.3		2.8	96.9	0.0	0.3		0.0	0.0	0.0	0.0		
07:45																					
Volume	0	117	27	0	144	1	50	72	0	123	4	69	0	0	73	0	0	0	0	0	340
Peak Factor																					0.923
High Int.	07:30					07:45					07:30					6:15:00 AM					
Volume	0	118	31	0	149	1	50	72	0	123	1	91	0	0	92						
Peak Factor	0.893					0.809					0.883										



City of Rock Island
IL 92 Traffic Study
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By: Stanley Consultants Inc.

File Name : 4thAve&15thSt
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	15th St From North					4th Ave From East					15th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:15																				
Volume	0	627	116	2	745	14	189	375	1	579	3	340	0	2	345	0	0	0	2	2	1671
Percent	0.0	84.2	15.6	0.3		2.4	32.6	64.8	0.2		0.9	98.6	0.0	0.6		0.0	0.0	0.0	100.0		
15:30																					
Volume	0	193	34	1	228	2	45	111	0	158	0	81	0	0	81	0	0	0	1	1	468
Peak Factor																					0.893
High Int.	15:30					15:30					16:00					15:30					
Volume	0	193	34	1	228	2	45	111	0	158	2	96	0	1	99	0	0	0	1	1	
Peak Factor	0.817					0.916					0.871					0.500					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 5thAve&11thSt
Site Code : 00000027
Start Date : 5/31/2007
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Groups Printed- Cars - SU & Bus - Multi-Unit

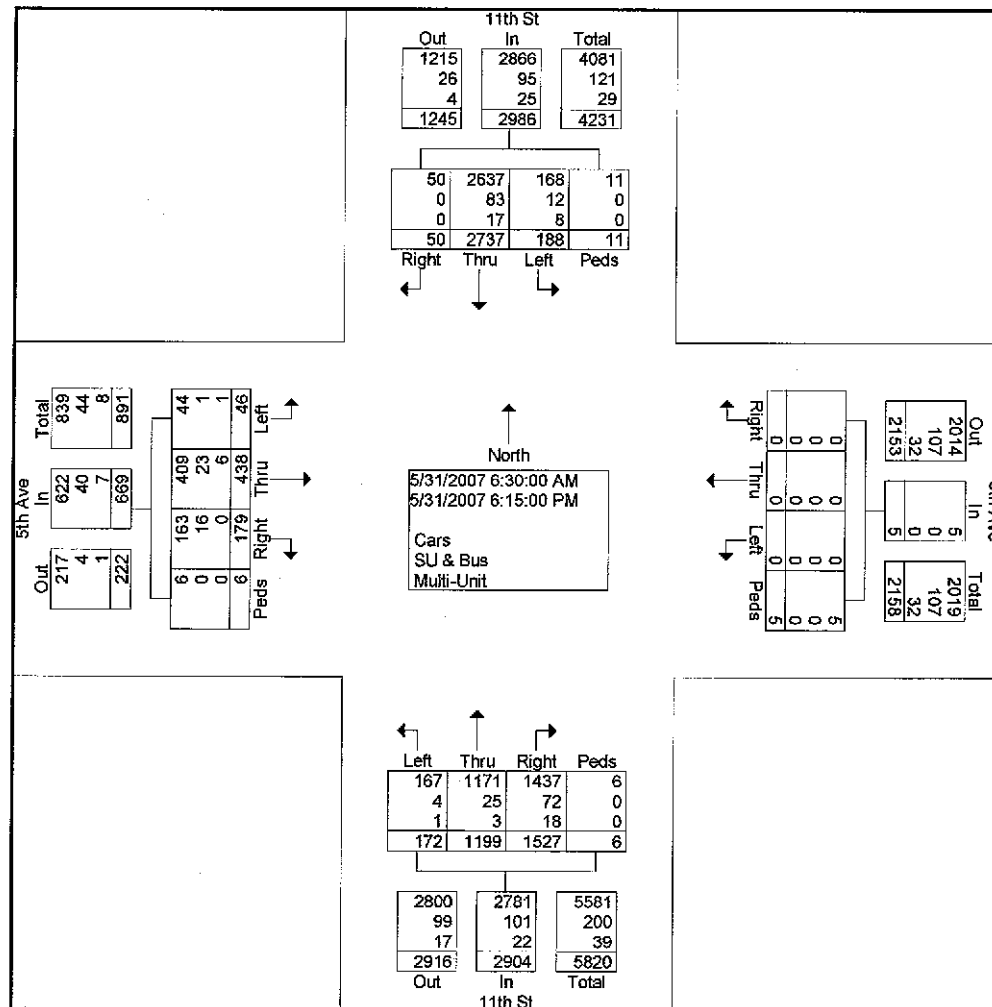
Start Time	11th St From North					5th Ave From East					11th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	3	37	0	0	40	0	0	0	0	0	1	18	38	0	57	3	7	2	0	12	109
06:45	1	24	0	0	25	0	0	0	0	0	0	23	28	0	51	1	2	2	0	5	81
Total	4	61	0	0	65	0	0	0	0	0	1	41	66	0	108	4	9	4	0	17	190
07:00	4	29	0	0	33	0	0	0	0	0	0	18	21	0	39	0	9	3	0	12	84
07:15	5	45	0	0	50	0	0	0	0	0	3	22	41	0	66	0	17	2	0	19	135
07:30	6	54	1	0	61	0	0	0	1	1	2	41	42	0	85	1	11	7	0	19	166
07:45	2	40	0	0	42	0	0	0	0	0	2	36	44	0	82	1	15	6	0	22	146
Total	17	168	1	0	186	0	0	0	1	1	7	117	148	0	272	2	52	18	0	72	531
08:00	4	58	1	0	63	0	0	0	0	0	9	25	30	0	64	1	12	7	0	20	147
08:15	3	52	0	0	55	0	0	0	0	0	5	32	34	0	71	1	12	4	0	17	143
08:30	1	40	1	0	42	0	0	0	0	0	3	27	38	0	68	2	5	4	1	12	122
08:45	5	60	1	0	66	0	0	0	0	0	2	9	37	0	48	1	5	2	0	8	122
Total	13	210	3	0	226	0	0	0	0	0	19	93	139	0	251	5	34	17	1	57	534
09:00	5	43	0	0	48	0	0	0	0	0	2	22	28	0	52	1	9	3	1	14	114
09:15	4	53	2	0	59	0	0	0	0	0	1	35	33	0	69	1	14	3	0	18	146
09:30	3	43	0	0	46	0	0	0	0	0	1	18	30	0	49	2	7	3	0	12	107
09:45	4	43	1	0	48	0	0	0	0	0	1	25	22	0	48	1	15	1	0	17	113
Total	16	182	3	0	201	0	0	0	0	0	5	100	113	0	218	5	45	10	1	61	480
10:00 Break	7	40	1	0	48	0	0	0	0	0	1	26	35	0	62	0	13	2	0	15	125
10:30	6	53	1	1	61	0	0	0	0	0	1	27	29	1	58	1	10	0	0	11	130
10:45	3	51	1	0	55	0	0	0	0	0	3	29	31	0	63	0	10	5	1	16	134
Total	16	144	3	1	164	0	0	0	0	0	5	82	95	1	183	1	33	7	1	42	389
11:00	3	60	2	1	66	0	0	0	0	0	0	31	20	0	51	1	7	6	0	14	131
11:15	3	33	1	0	37	0	0	0	0	0	4	17	26	0	47	1	2	3	0	6	90
11:30	6	67	2	0	75	0	0	0	0	0	3	24	25	0	52	1	5	5	0	11	138
11:45	7	84	2	0	93	0	0	0	0	0	3	27	33	0	63	0	8	3	1	12	168
Total	19	244	7	1	271	0	0	0	0	0	10	99	104	0	213	3	22	17	1	43	527
12:00	5	57	3	0	65	0	0	0	0	0	5	30	40	0	75	2	10	4	0	16	156
12:15	3	65	0	0	68	0	0	0	0	0	5	34	29	0	68	1	10	0	0	11	147
12:30	5	68	2	0	75	0	0	0	0	0	7	30	35	0	72	3	11	3	0	17	164
12:45	4	50	3	3	60	0	0	0	0	0	4	34	30	0	68	0	9	1	2	12	140
Total	17	240	8	3	268	0	0	0	0	0	21	128	134	0	283	6	40	8	2	56	607
13:00	5	50	2	0	57	0	0	0	0	0	5	21	34	0	60	1	8	4	0	13	130
13:15	4	59	0	0	63	0	0	0	3	3	4	27	35	1	67	2	11	3	0	16	149
13:30	9	87	1	0	97	0	0	0	0	0	4	21	48	0	73	0	9	7	0	16	186
13:45	2	73	0	0	75	0	0	0	0	0	9	39	35	0	83	2	10	6	0	18	176
Total	20	269	3	0	292	0	0	0	3	3	22	108	152	1	283	5	38	20	0	63	641
14:00 Break	5	66	4	0	75	0	0	0	0	0	6	18	43	0	67	1	16	6	0	23	165
14:30	6	76	2	1	85	0	0	0	0	0	5	33	36	0	74	2	9	3	0	14	173
14:45	2	62	0	0	64	0	0	0	0	0	3	24	44	0	71	2	4	2	0	8	143
Total	13	204	6	1	224	0	0	0	0	0	14	75	123	0	212	5	29	11	0	45	481
15:00	3	76	0	0	79	0	0	0	0	0	1	25	45	0	71	1	11	2	0	14	164
15:15	4	74	0	0	78	0	0	0	0	0	7	26	33	0	66	1	8	6	0	15	159
15:30	5	102	1	1	109	0	0	0	0	0	5	33	42	0	80	1	7	9	0	17	206
15:45	5	95	6	1	107	0	0	0	0	0	3	35	35	2	75	1	12	6	0	19	201
Total	17	347	7	2	373	0	0	0	0	0	16	119	155	2	292	4	38	23	0	65	730

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Groups Printed- Cars - SU & Bus - Multi-Unit

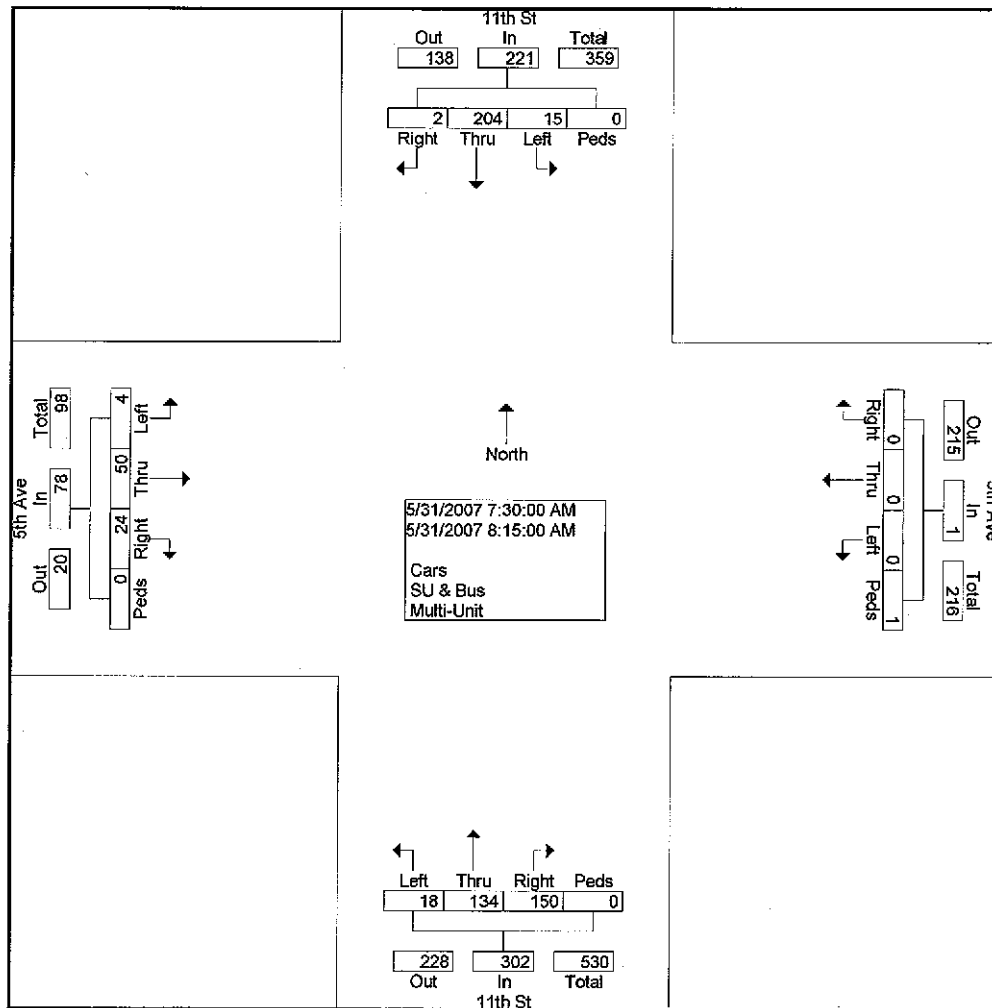
Start Time	11th St From North					5th Ave From East					11th St From South					5th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	5	82	1	1	89	0	0	0	0	0	12	29	45	0	86	1	9	12	0	22	197
16:15	5	67	0	1	73	0	0	0	0	0	6	28	41	0	75	0	13	4	0	17	165
16:30	7	99	0	0	106	0	0	0	0	0	5	23	24	0	52	0	11	5	0	16	174
16:45	1	75	0	0	76	0	0	0	1	1	6	25	27	1	59	0	17	2	0	19	155
Total	18	323	1	2	344	0	0	0	1	1	29	105	137	1	272	1	50	23	0	74	691
17:00	5	80	1	0	86	0	0	0	0	0	6	29	38	0	73	2	12	5	0	19	178
17:15	9	59	0	0	68	0	0	0	0	0	1	21	32	0	54	1	12	4	0	17	139
17:30	0	56	0	0	56	0	0	0	0	0	4	20	20	0	44	0	8	3	0	11	111
17:45	1	57	4	0	62	0	0	0	0	0	6	21	24	0	51	0	10	1	0	11	124
Total	15	252	5	0	272	0	0	0	0	0	17	91	114	0	222	3	42	13	0	58	552
18:00	2	48	0	1	51	0	0	0	0	0	3	21	22	0	46	1	5	3	0	9	106
18:15	1	45	3	0	49	0	0	0	0	0	3	20	25	1	49	1	1	5	0	7	105
Grand Total	188	2737	50	11	2986	0	0	0	5	5	172	1199	1527	6	2904	46	438	179	6	669	6564
Apprch %	6.3	91.7	1.7	0.4		0.0	0.0	0.0	100.0		5.9	41.3	52.6	0.2		6.9	65.5	26.8	0.9		
Total %	2.9	41.7	0.8	0.2	45.5	0.0	0.0	0.0	0.1	0.1	2.6	18.3	23.3	0.1	44.2	0.7	6.7	2.7	0.1	10.2	



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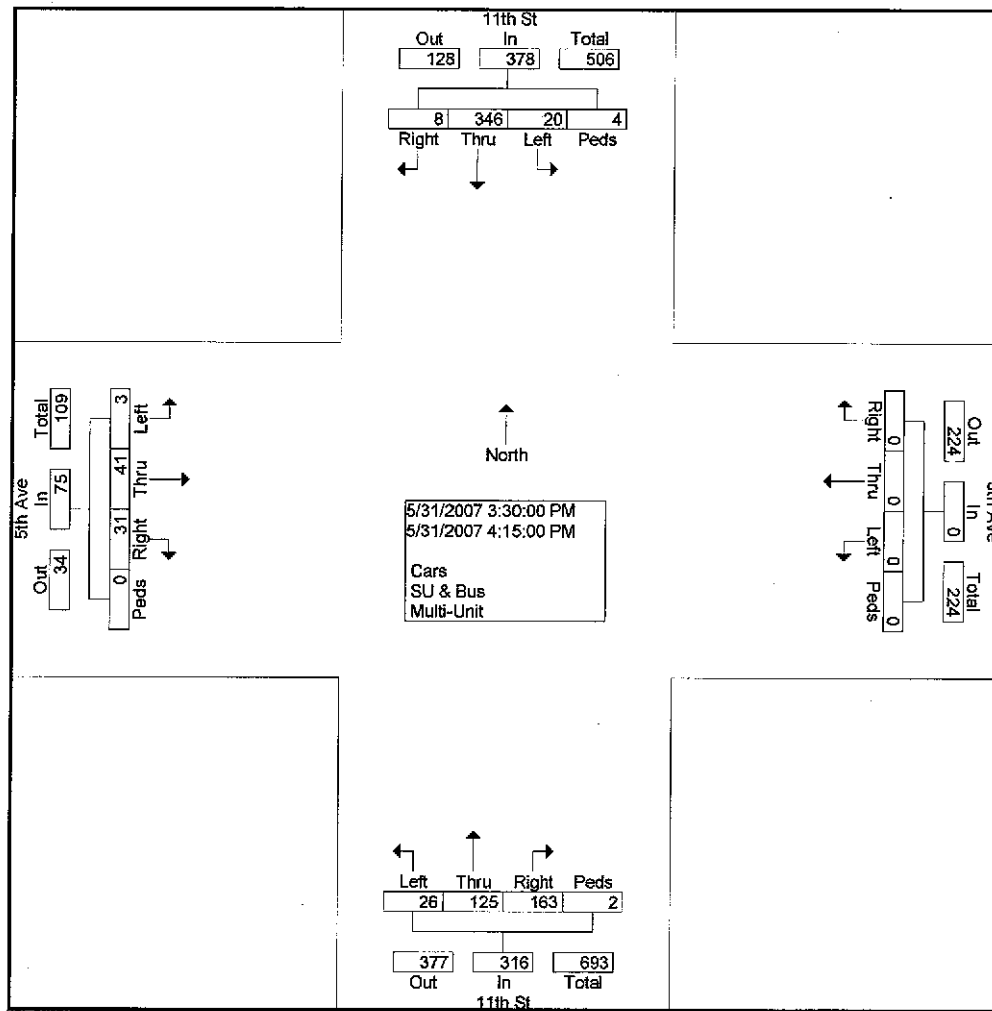
	11th St From North					5th Ave From East					11th St From South					5th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	15	204	2	0	221	0	0	0	1	1	18	134	150	0	302	4	50	24	0	78	602
Percent	6.8	92.3	0.9	0.0		0.0	0.0	0.0	100.0		6.0	44.4	49.7	0.0		5.1	64.1	30.8	0.0		
07:30																					
Volume	6	54	1	0	61	0	0	0	1	1	2	41	42	0	85	1	11	7	0	19	166
Peak Factor																					0.907
High Int.	08:00					07:30					07:30					07:45					
Volume	4	58	1	0	63	0	0	0	1	1	2	41	42	0	85	1	15	6	0	22	
Peak Factor	0.877					0.250					0.888					0.886					



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	11th St From North					5th Ave From East					11th St From South					5th Ave From West						
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																						
Intersection	15:30																					
Volume	20	346	8	4	378	0	0	0	0	0	26	125	163	2	316	3	41	31	0	75	769	
Percent	5.3	91.5	2.1	1.1		0.0	0.0	0.0	0.0		8.2	39.6	51.6	0.6		4.0	54.7	41.3	0.0			
15:30																						
Volume	5	102	1	1	109	0	0	0	0	0	5	33	42	0	80	1	7	9	0	17	206	
Peak Factor																					0.933	
High Int.	15:30										16:00						16:00					
Volume	5	102	1	1	109	0	0	0	0	0	12	29	45	0	86	1	9	12	0	22		
Peak Factor					0.867										0.919					0.852		



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By: Stanley Consultants Inc.

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Groups Printed- Cars - SU & Bus - Multi-Unit

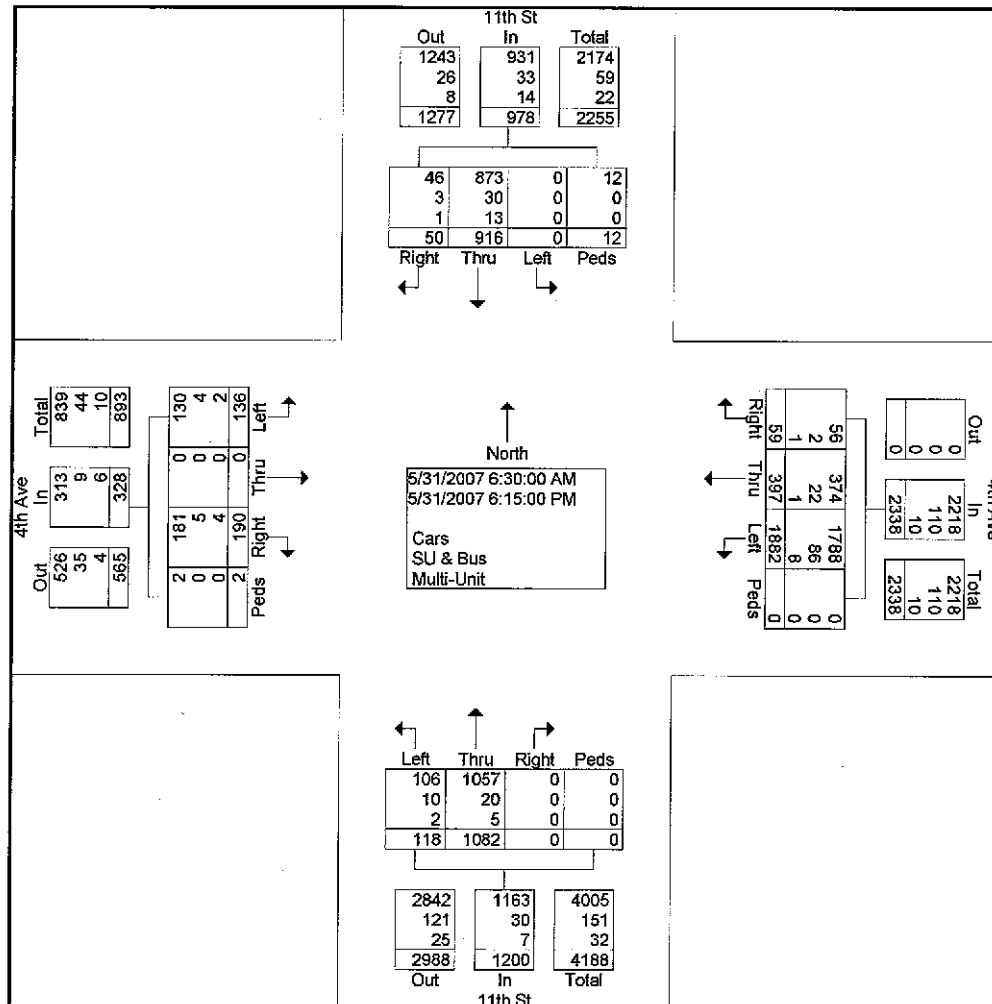
Start Time	11th St From North					4th Ave From East					11th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	8	1	0	9	27	10	1	0	38	1	21	0	0	22	2	0	5	0	7	76
06:45	0	8	1	0	9	17	5	2	0	24	3	20	0	0	23	1	0	0	0	1	57
Total	0	16	2	0	18	44	15	3	0	62	4	41	0	0	45	3	0	5	0	8	133
07:00	0	10	0	0	10	19	7	1	0	27	0	19	0	0	19	2	0	3	0	5	61
07:15	0	9	1	0	10	37	6	0	0	43	4	18	0	0	22	2	0	5	0	7	82
07:30	0	12	2	0	14	47	16	0	0	63	3	39	0	0	42	4	0	2	0	6	125
07:45	0	8	1	0	9	28	10	1	0	39	1	36	0	0	37	8	0	4	0	12	97
Total	0	39	4	0	43	131	39	2	0	172	8	112	0	0	120	16	0	14	0	30	365
08:00	0	14	0	0	14	44	6	0	0	50	1	22	0	0	23	3	0	3	0	6	93
08:15	0	14	0	0	14	39	10	2	0	51	4	25	0	0	29	0	0	1	0	1	95
08:30	0	14	1	1	16	23	14	0	0	37	3	26	0	0	29	2	0	3	0	5	87
08:45	0	18	0	0	18	43	3	1	0	47	0	9	0	0	9	2	0	3	0	5	79
Total	0	60	1	1	62	149	33	3	0	185	8	82	0	0	90	7	0	10	0	17	354
09:00	0	15	1	0	16	27	5	0	0	32	0	21	0	0	21	3	0	3	0	6	75
09:15	0	18	3	0	21	40	5	2	0	47	0	32	0	0	32	2	0	2	0	4	104
09:30	0	15	0	0	15	30	7	0	0	37	2	20	0	0	22	4	0	2	0	6	80
09:45	0	9	2	0	11	30	5	4	0	39	4	20	0	0	24	2	0	6	0	8	82
Total	0	57	6	0	63	127	22	6	0	155	6	93	0	0	99	11	0	13	0	24	341
10:00	0	16	0	0	16	32	3	2	0	37	1	25	0	0	26	3	0	4	0	7	86
10:15	0	19	1	0	20	31	12	3	0	46	1	24	0	0	25	5	0	3	0	8	99
10:30	0	20	0	0	20	38	14	1	0	53	4	24	0	0	28	2	0	4	0	6	107
10:45	0	20	0	0	20	32	10	4	0	46	1	25	0	0	26	4	0	4	0	8	100
Total	0	75	1	0	76	133	39	10	0	182	7	98	0	0	105	14	0	15	0	29	392
11:00	0	22	1	0	23	42	11	1	0	54	2	27	0	0	29	1	0	2	0	3	109
11:15	0	14	3	0	17	36	11	1	0	48	2	24	0	0	26	4	0	4	0	8	99
11:30	0	25	0	0	25	38	17	3	0	58	3	18	0	0	21	3	0	7	0	10	114
11:45	0	18	0	0	18	65	8	4	0	77	5	23	0	0	28	6	0	7	0	13	136
Total	0	79	4	0	83	181	47	9	0	237	12	92	0	0	104	14	0	20	0	34	458
12:00	0	24	7	0	31	37	10	0	0	47	4	24	0	0	28	4	0	6	0	10	116
12:15	0	31	1	0	32	37	7	0	0	44	5	27	0	0	32	1	0	0	0	1	109
12:30	0	23	0	0	23	41	10	1	0	52	4	27	0	0	31	6	0	2	0	8	114
12:45	0	21	2	2	25	29	10	2	0	41	1	26	0	0	27	4	0	6	2	12	105
Total	0	99	10	2	111	144	37	3	0	184	14	104	0	0	118	15	0	14	2	31	444
13:00	0	16	1	0	17	36	10	0	0	46	2	20	0	0	22	0	0	7	0	7	92
13:15	0	21	0	1	22	39	12	2	0	53	0	27	0	0	27	5	0	3	0	8	110
13:30	0	26	0	0	26	66	7	3	0	76	2	17	0	0	19	5	0	4	0	9	130
13:45	0	20	1	0	21	49	8	1	0	58	5	30	0	0	35	3	0	4	0	7	121
Total	0	83	2	1	86	190	37	6	0	233	9	94	0	0	103	13	0	18	0	31	453
14:00	0	17	2	0	19	55	7	1	0	63	1	19	0	0	20	1	0	5	0	6	108
14:15	0	24	0	0	24	43	10	0	0	53	9	19	0	0	28	2	0	6	0	8	113
14:30	0	33	1	0	34	50	4	1	0	55	3	30	0	0	33	2	0	3	0	5	127
14:45	0	22	1	0	23	38	11	1	0	50	4	19	0	0	23	3	0	3	0	6	102
Total	0	96	4	0	100	186	32	3	0	221	17	87	0	0	104	8	0	17	0	25	450
Break																					
15:15	0	20	2	0	22	38	5	2	0	45	0	20	0	0	20	3	0	5	0	8	95
15:30	0	28	0	3	31	75	6	1	0	82	0	29	0	0	29	1	0	4	0	5	147
15:45	0	38	2	0	40	62	5	3	0	70	3	35	0	0	38	4	0	7	0	11	159
Total	0	86	4	3	93	175	16	6	0	197	3	84	0	0	87	8	0	16	0	24	401

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File Name : 4thAve&11thSt
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Groups Printed- Cars - SU & Bus - Multi-Unit

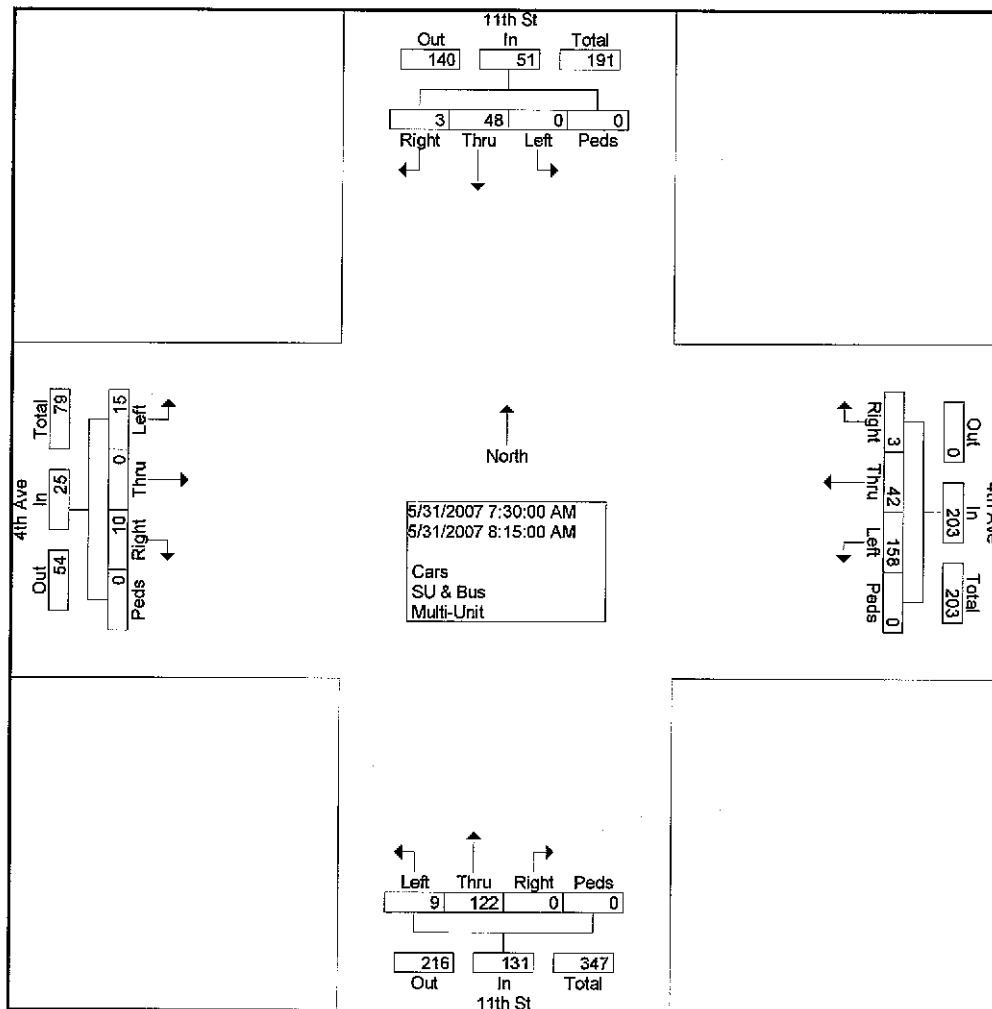
Start Time	11th St From North					4th Ave From East					11th St From South					4th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	28	2	1	31	54	11	0	0	65	5	27	0	0	32	3	0	4	0	7	135
16:15	0	20	0	2	22	46	11	4	0	61	8	22	0	0	30	3	0	5	0	8	121
16:30	0	28	2	0	30	64	9	0	0	73	2	17	0	0	19	2	0	19	0	21	143
16:45	0	24	0	1	25	47	9	0	0	56	4	22	0	0	26	3	0	3	0	6	113
Total	0	100	4	4	108	211	40	4	0	255	19	88	0	0	107	11	0	31	0	42	512
17:00	0	33	0	0	33	47	9	0	0	56	2	27	0	0	29	4	0	5	0	9	127
17:15	0	19	3	1	23	42	5	0	0	47	5	17	0	0	22	3	0	5	0	8	100
17:30	0	20	1	0	21	35	7	2	0	44	0	16	0	0	16	3	0	2	0	5	86
17:45	0	17	1	0	18	39	9	2	0	50	1	18	0	0	19	2	0	1	0	3	90
Total	0	89	5	1	95	163	30	4	0	197	8	78	0	0	86	12	0	13	0	25	403
18:00	0	21	2	0	23	26	4	0	0	30	2	19	0	0	21	4	0	3	0	7	81
18:15	0	16	1	0	17	22	6	0	0	28	1	10	0	0	11	0	0	1	0	1	57
Grand Total	0	916	50	12	978	1882	397	59	0	2338	1182	1082	0	0	1200	1362	0	1902	22	3282	4844
Apprch %	0.0	93.7	5.1	1.2		80.5	17.0	2.5	0.0		9.8	90.2	0.0	0.0		41.5	0.0	57.9	0.6		
Total %	0.0	18.9	1.0	0.2	20.2	38.9	8.2	1.2	0.0	48.3	2.4	22.3	0.0	0.0	24.8	2.8	0.0	3.9	0.0	6.8	



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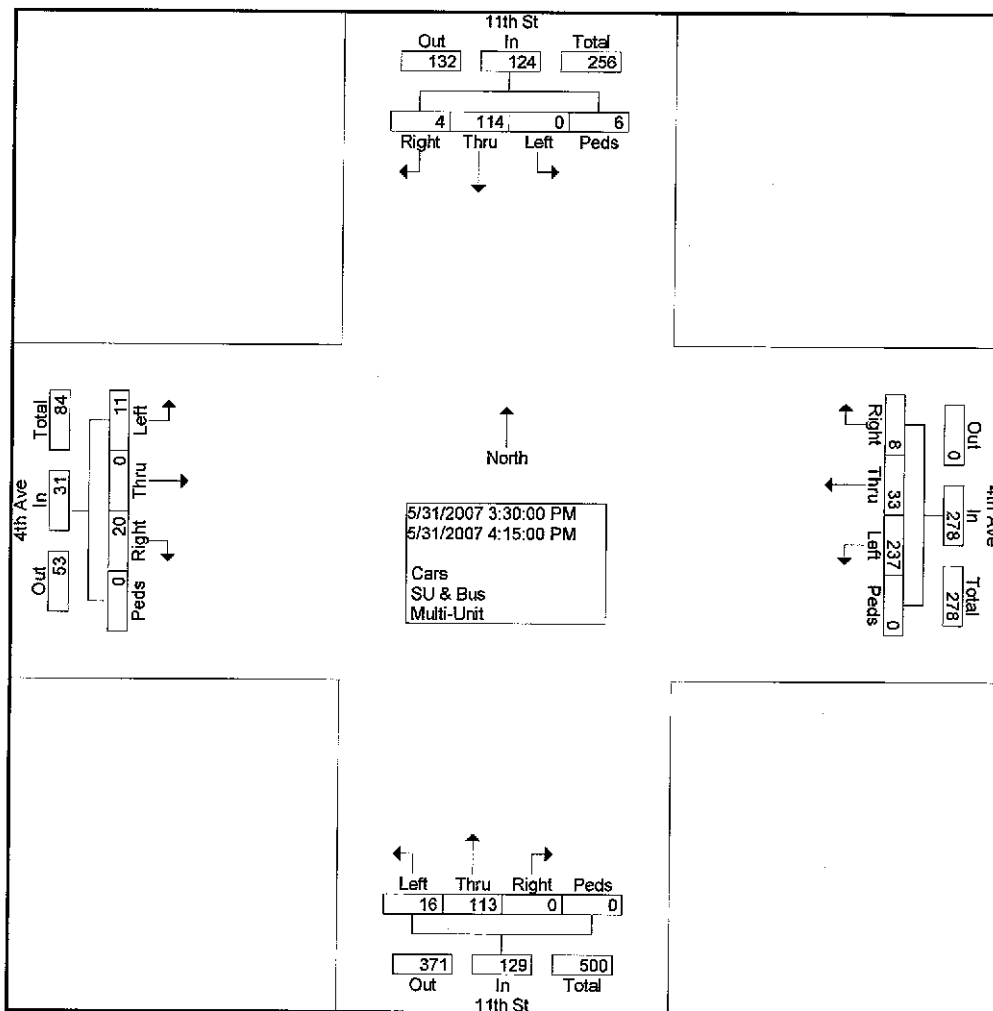
	11th St From North					4th Ave From East					11th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	0	48	3	0	51	158	42	3	0	203	9	122	0	0	131	15	0	10	0	25	410
Percent	0.0	94.1	5.9	0.0		77.8	20.7	1.5	0.0		6.9	93.1	0.0	0.0		60.0	0.0	40.0	0.0		
07:30																					
Volume	0	12	2	0	14	47	16	0	0	63	3	39	0	0	42	4	0	2	0	6	125
Peak Factor																					0.820
High Int.	07:30					07:30					07:30					07:45					
Volume	0	12	2	0	14	47	16	0	0	63	3	39	0	0	42	8	0	4	0	12	
Peak Factor																					0.521



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	11th St From North					4th Ave From East					11th St From South					4th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	15:30																				
Volume	0	114	4	6	124	237	33	8	0	278	16	113	0	0	129	11	0	20	0	31	562
Percent	0.0	91.9	3.2	4.8		85.3	11.9	2.9	0.0		12.4	87.6	0.0	0.0		35.5	0.0	64.5	0.0		
15:45																					
Volume	0	38	2	0	40	62	5	3	0	70	3	35	0	0	38	4	0	7	0	11	159
Peak Factor																					0.884
High Int.	15:45					15:30					15:45					15:45					
Volume	0	38	2	0	40	75	6	1	0	82	3	35	0	0	38	4	0	7	0	11	
Peak Factor					0.775					0.848					0.849					0.705	



City of Rock Island
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Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 3rdAve&17thSt
Site Code : 00000030
Start Date : 6/12/2007
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Groups Printed- Cars - SU & Buses - Multi-Unit

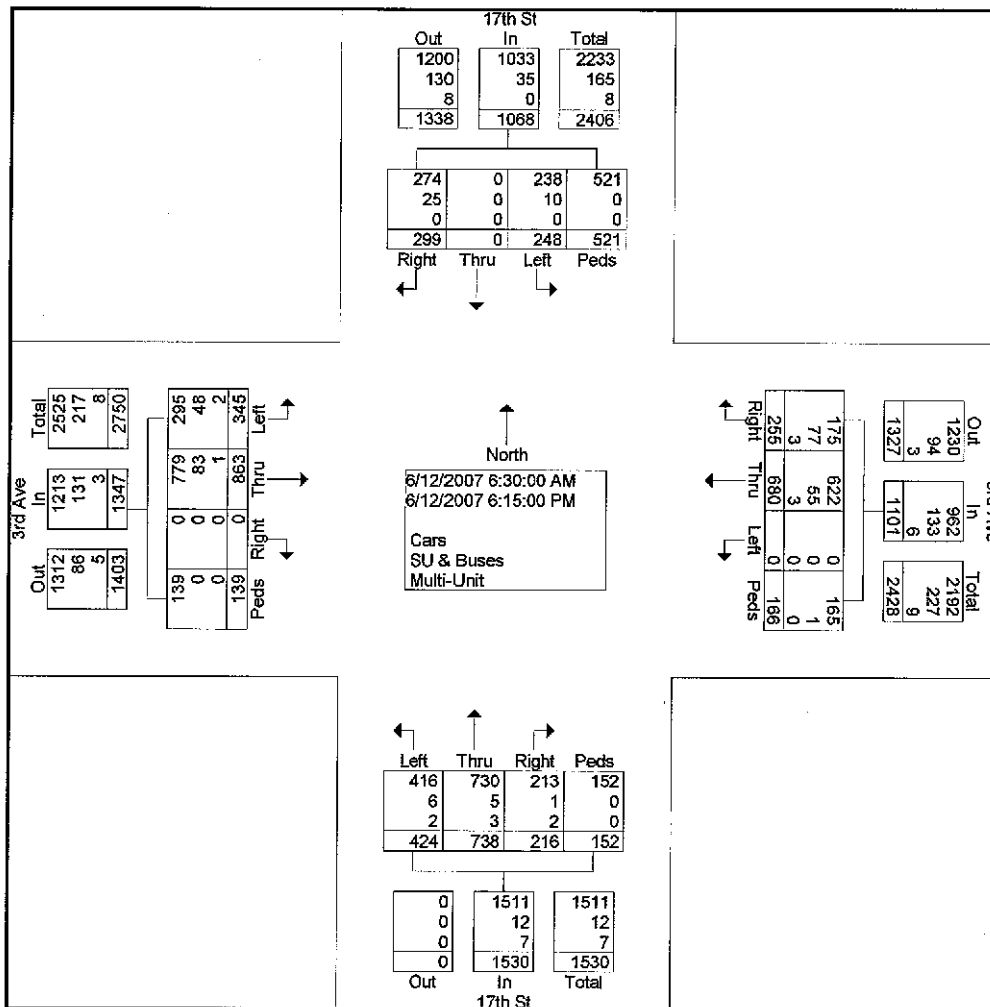
Start Time	17th St From North					3rd Ave From East					17th St From South					3rd Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	0	0	0	0	6	2	0	8	5	2	1	0	8	2	8	0	0	10	26
06:45	2	0	3	10	15	0	4	6	0	10	1	10	3	0	14	5	22	0	0	27	66
Total	2	0	3	10	15	0	10	8	0	18	6	12	4	0	22	7	30	0	0	37	92
07:00	1	0	1	2	4	0	5	3	2	10	7	9	0	0	16	1	11	0	2	14	44
07:15	2	0	8	10	20	0	7	5	2	14	11	13	1	4	29	8	15	0	2	25	88
07:30	3	0	5	11	19	0	5	2	0	7	11	12	4	2	29	5	13	0	0	18	73
07:45	4	0	5	16	25	0	15	5	4	24	20	15	2	5	42	13	21	0	5	39	130
Total	10	0	19	39	68	0	32	15	8	55	49	49	7	11	116	27	60	0	9	96	335
08:00	5	0	7	1	13	0	5	4	2	11	10	28	1	7	46	12	17	0	1	30	100
08:15	8	0	5	6	19	0	15	6	3	24	13	15	9	3	40	10	36	0	10	56	139
08:30	6	0	1	9	16	0	11	3	2	16	5	15	4	3	27	6	22	0	2	30	89
08:45	7	0	5	16	28	0	9	4	0	13	9	16	5	5	35	2	28	0	4	34	110
Total	26	0	18	32	76	0	40	17	7	64	37	74	19	18	148	30	103	0	17	150	438
09:00	5	0	3	4	12	0	14	3	0	17	12	10	2	3	27	5	11	0	1	17	73
09:15	6	0	8	11	25	0	10	6	3	19	5	17	2	3	27	10	10	0	2	22	93
Break																					
09:45	4	0	9	18	31	0	13	7	6	26	9	14	7	2	32	4	12	0	1	17	106
Total	15	0	20	33	68	0	37	16	9	62	26	41	11	8	86	19	33	0	4	56	272
10:00	4	0	5	18	27	0	8	3	2	13	10	13	5	0	28	7	11	0	0	18	86
10:15	2	0	4	16	22	0	13	5	4	22	11	9	6	1	27	10	17	0	4	31	102
10:30	5	0	6	14	25	0	23	2	6	31	9	22	4	6	41	6	20	0	1	27	124
10:45	5	0	6	28	39	0	19	9	3	31	13	16	11	3	43	8	21	0	4	33	146
Total	16	0	21	76	113	0	63	19	15	97	43	60	26	10	139	31	69	0	9	109	458
11:00	5	0	4	3	12	0	18	1	2	21	11	17	7	6	41	9	13	0	1	23	97
11:15	4	0	4	23	31	0	16	4	5	25	6	16	6	3	31	6	25	0	2	33	120
11:30	5	0	3	2	10	0	35	8	7	50	9	19	4	1	33	3	25	0	1	29	122
11:45	7	0	15	21	43	0	17	8	15	40	13	22	7	8	50	12	30	0	8	50	183
Total	21	0	26	49	96	0	86	21	29	136	39	74	24	18	155	30	93	0	12	135	522
12:00	9	0	7	10	26	0	20	9	16	45	9	22	6	7	44	7	24	0	9	40	155
12:15	7	0	10	14	31	0	25	13	11	49	13	24	7	8	52	13	14	0	5	32	164
12:30	7	0	3	8	18	0	17	7	7	31	9	23	2	12	46	5	19	0	7	31	126
12:45	11	0	16	17	44	0	25	7	4	36	14	16	10	4	44	15	21	0	7	43	167
Total	34	0	36	49	119	0	87	36	38	161	45	85	25	31	186	40	78	0	28	146	612
13:00	5	0	11	9	25	0	21	4	7	32	14	16	4	2	36	4	16	0	8	28	121
13:15	5	0	7	15	27	0	15	6	4	25	6	10	4	2	22	7	20	0	3	30	104
13:30	5	0	5	0	10	0	13	4	5	22	5	13	4	3	25	1	18	0	2	21	78
13:45	6	0	7	33	46	0	19	6	2	27	5	16	3	3	27	11	16	0	3	30	130
Total	21	0	30	57	108	0	68	20	18	106	30	55	15	10	110	23	70	0	16	109	433
14:00	1	0	4	0	5	0	12	3	1	16	10	17	6	0	33	7	24	0	2	33	87
14:15	10	0	6	11	27	0	16	7	0	23	9	19	5	1	34	10	18	0	2	30	114
14:30	3	0	8	20	31	0	20	6	4	30	9	13	7	3	32	5	21	0	2	28	121
14:45	5	0	8	13	26	0	21	7	1	29	10	12	8	3	33	10	40	0	5	55	143
Total	19	0	26	44	89	0	69	23	6	98	38	61	26	7	132	32	103	0	11	146	465
Break																					
15:15	3	0	8	21	32	0	15	7	1	23	12	20	5	1	38	10	20	0	0	30	123
15:30	9	0	12	9	30	0	18	6	1	25	19	32	11	3	65	8	20	0	1	29	149
15:45	11	0	6	38	55	0	13	8	3	24	10	16	3	3	32	9	26	0	5	40	151
Total	23	0	26	68	117	0	46	21	5	72	41	68	19	7	135	27	66	0	6	99	423

City of Rock Island
IL 92 Traffic Study
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By: Stanley Consultants Inc.

File Name : 3rdAve&17thSt
Site Code : 00000030
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Groups Printed- Cars - SU & Buses - Multi-Unit

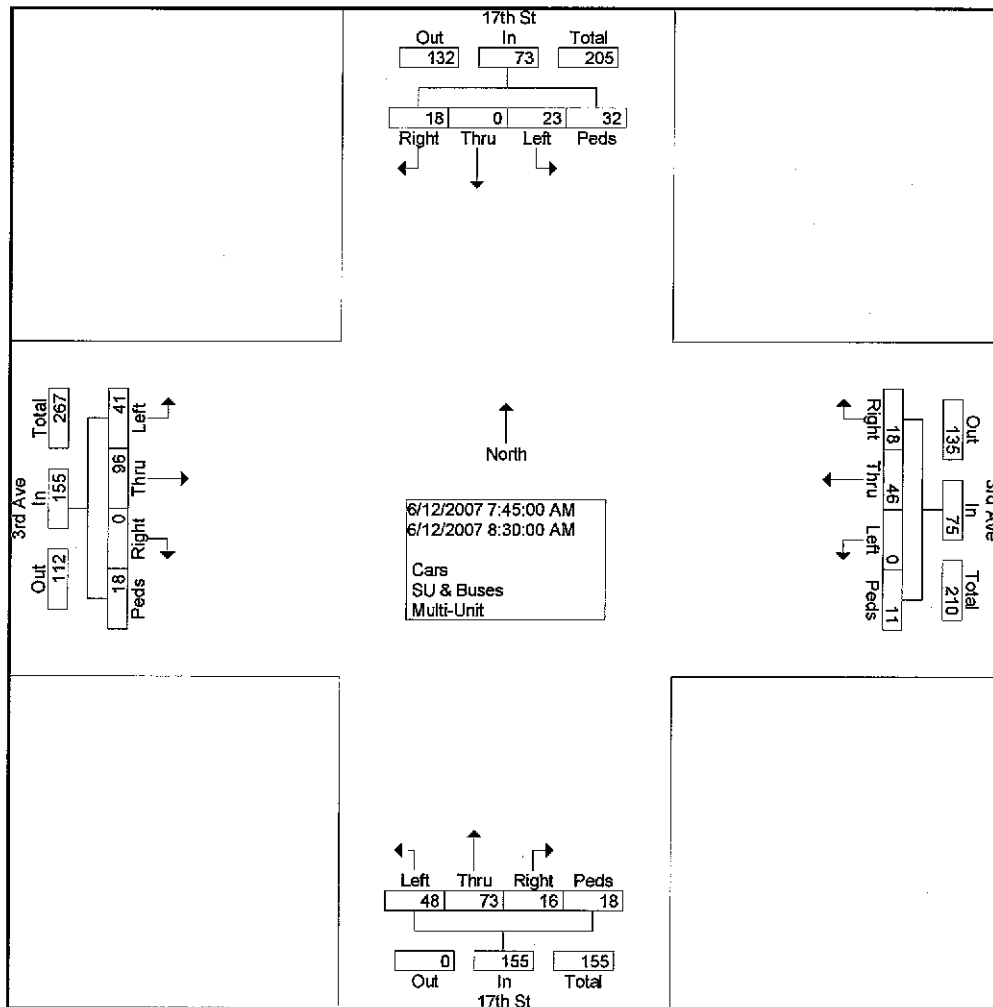
Start Time	17th St From North					3rd Ave From East					17th St From South					3rd Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	13	0	7	3	23	0	10	10	1	21	9	14	11	1	35	8	15	0	2	25	104
16:15	10	0	6	10	26	0	18	8	2	28	8	15	0	4	27	15	29	0	1	45	126
16:30	4	0	16	1	21	0	13	5	2	20	10	19	5	4	38	8	21	0	2	31	110
16:45	6	0	9	26	41	0	24	11	10	45	12	12	7	6	37	5	20	0	9	34	157
Total	33	0	38	40	111	0	65	34	15	114	39	60	23	15	137	36	85	0	14	135	497
17:00	7	0	8	3	18	0	22	6	7	35	14	21	3	9	47	8	14	0	7	29	129
17:15	2	0	6	2	10	0	16	4	4	24	6	20	2	4	32	10	15	0	2	27	93
17:30	7	0	3	3	13	0	16	2	0	18	1	18	1	1	21	4	10	0	0	14	66
17:45	5	0	7	14	26	0	10	6	3	19	6	13	4	1	24	8	9	0	1	18	87
Total	21	0	24	22	67	0	64	18	14	96	27	72	10	15	124	30	48	0	10	88	375
18:00	3	0	9	0	12	0	5	3	1	9	2	18	4	0	24	7	14	0	0	21	66
18:15	4	0	3	2	9	0	8	4	1	13	2	9	3	2	16	6	11	0	3	20	58
Grand Total	248	0	299	521	1068	0	680	255	166	1101	424	738	216	152	1530	345	863	0	139	1347	5046
Apprch %	23.2	0.0	28.0	48.8		0.0	61.8	23.2	15.1		27.7	48.2	14.1	9.9		25.6	64.1	0.0	10.3		
Total %	4.9	0.0	5.9	10.3	21.2	0.0	13.5	5.1	3.3	21.8	8.4	14.6	4.3	3.0	30.3	6.8	17.1	0.0	2.8	26.7	



City of Rock Island
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By: Stanley Consultants Inc.

File Name : 3rdAve&17thSt
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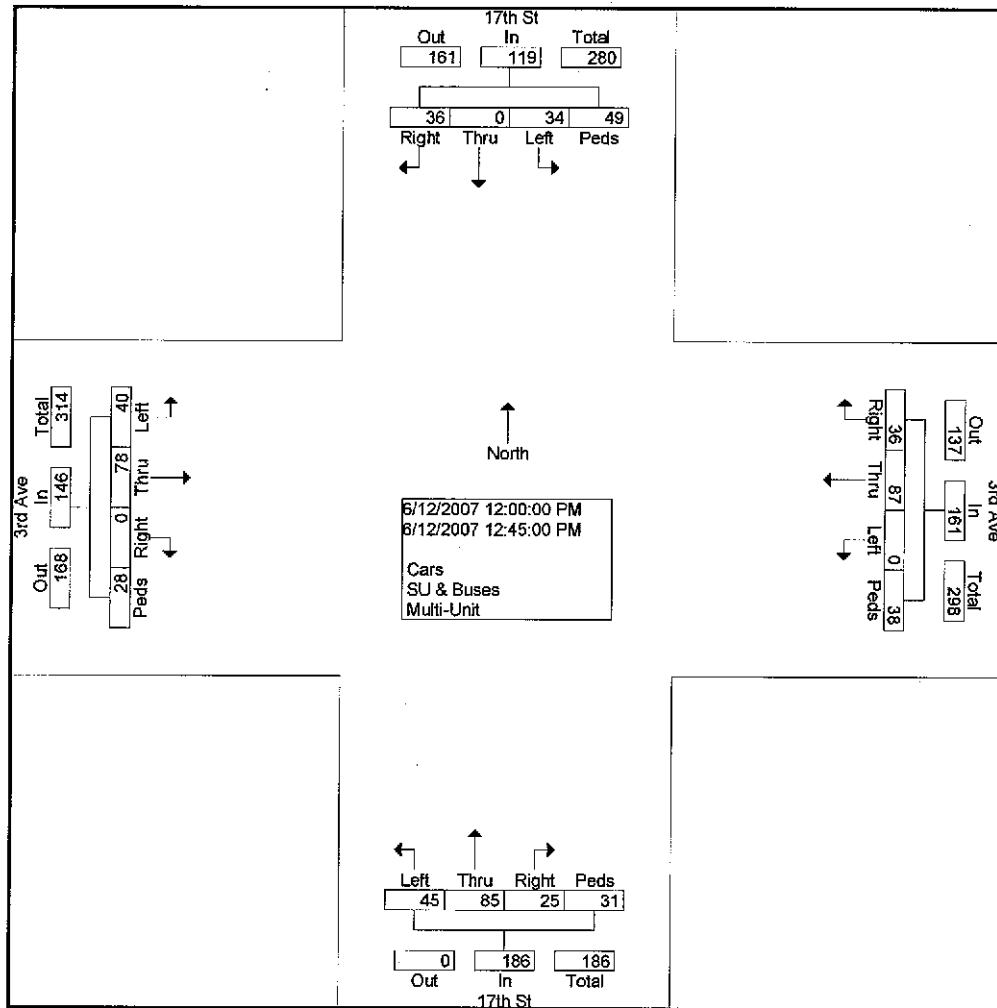
	17th St From North					3rd Ave From East					17th St From South					3rd Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:45																				
Volume	23	0	18	32	73	0	46	18	11	75	48	73	16	18	155	41	96	0	18	155	458
Percent	31.5	0.0	24.7	43.8		0.0	61.3	24.0	14.7		31.0	47.1	10.3	11.6		26.5	61.9	0.0	11.6		
08:15																					
Volume	8	0	5	6	19	0	15	6	3	24	13	15	9	3	40	10	36	0	10	56	139
Peak Factor																					0.824
High Int.	07:45					07:45					08:00					08:15					
Volume	4	0	5	16	25	0	15	5	4	24	10	28	1	7	46	10	36	0	10	56	
Peak Factor	0.730					0.781					0.842					0.692					



City of Rock Island
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By: Stanley Consultants Inc.

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	17th St From North					3rd Ave From East					17th St From South					3rd Ave From West					
Start Time	Left	Thru	Right	Ped s	App. Total	Left	Thru	Right	Ped s	App. Total	Left	Thru	Right	Ped s	App. Total	Left	Thru	Right	Ped s	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	12:00																				
Volume	34	0	36	49	119	0	87	36	38	161	45	85	25	31	186	40	78	0	28	146	612
Percent	28.6	0.0	30.3	41.2		0.0	54.0	22.4	23.6		24.2	45.7	13.4	16.7		27.4	53.4	0.0	19.2		
12:45																					
Volume	11	0	16	17	44	0	25	7	4	36	14	16	10	4	44	15	21	0	7	43	167
Peak Factor																					0.916
High Int.	12:45					12:15					12:15					12:45					
Volume	11	0	16	17	44	0	25	13	11	49	13	24	7	8	52	15	21	0	7	43	
Peak Factor	0.676					0.821					0.894					0.849					



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 3rdAve&16thSt
Site Code : 00000031
Start Date : 6/13/2007
Page No : 1

Groups Printed- Cars - SU & Buses - Multi-Unit

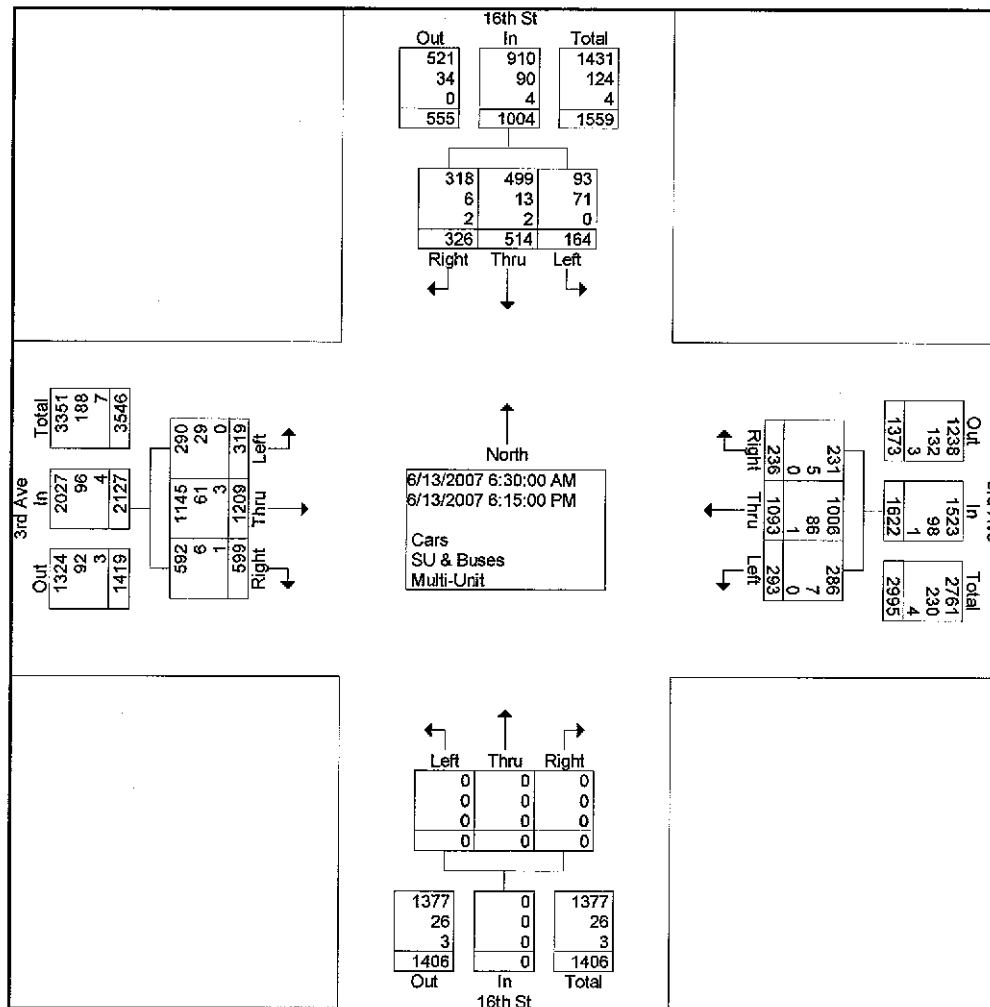
Start Time	16th St From North				3rd Ave From East				16th St From South				3rd Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:30	1	8	3	12	3	11	2	16	0	0	0	0	5	7	0	12	40
06:45	2	6	0	8	1	5	9	15	0	0	0	0	3	18	5	26	49
Total	3	14	3	20	4	16	11	31	0	0	0	0	8	25	5	38	89
07:00	4	10	4	18	2	9	1	12	0	0	0	0	4	6	1	11	41
07:15	4	15	6	25	2	14	6	22	0	0	0	0	7	13	4	24	71
07:30	3	7	6	16	4	8	14	26	0	0	0	0	3	16	3	22	64
07:45	3	15	15	33	3	19	13	35	0	0	0	0	8	18	7	33	101
Total	14	47	31	92	11	50	34	95	0	0	0	0	22	53	15	90	277
08:00	2	23	4	29	4	10	8	22	0	0	0	0	10	32	16	58	109
08:15	6	10	11	27	4	18	8	30	0	0	0	0	7	29	12	48	105
08:30	2	7	8	17	3	14	8	25	0	0	0	0	5	23	10	38	80
08:45	4	9	7	20	3	14	8	25	0	0	0	0	3	30	15	48	93
Total	14	49	30	93	14	56	32	102	0	0	0	0	25	114	53	192	387
09:00	2	9	5	16	3	18	2	23	0	0	0	0	10	25	17	52	91
09:15	2	11	8	21	9	20	3	32	0	0	0	0	6	21	16	43	96
09:30	0	5	3	8	9	17	3	29	0	0	0	0	8	24	19	51	88
09:45	4	9	6	19	8	19	3	30	0	0	0	0	6	29	19	54	103
Total	8	34	22	64	29	74	11	114	0	0	0	0	30	99	71	200	378
10:00	3	7	12	22	5	13	4	22	0	0	0	0	5	24	14	43	87
10:15	2	7	9	18	5	27	2	34	0	0	0	0	6	21	22	49	101
Break																	
10:45	3	14	5	22	7	27	3	37	0	0	0	0	6	31	14	51	110
Total	8	28	26	62	17	67	9	93	0	0	0	0	17	76	50	143	298
11:00	3	8	8	19	10	30	3	43	0	0	0	0	8	40	12	60	122
11:15	5	8	4	17	6	33	6	45	0	0	0	0	6	30	27	63	125
11:30	2	12	15	29	8	29	5	42	0	0	0	0	9	28	35	72	143
11:45	7	19	18	44	12	51	5	68	0	0	0	0	10	44	26	80	192
Total	17	47	45	109	36	143	19	198	0	0	0	0	33	142	100	275	582
12:00	3	11	10	24	8	27	11	46	0	0	0	0	6	43	18	67	137
12:15	5	22	14	41	11	40	10	61	0	0	0	0	11	41	20	72	174
12:30	2	14	8	24	13	35	6	54	0	0	0	0	11	47	18	76	154
12:45	5	7	7	19	7	34	4	45	0	0	0	0	6	36	17	59	123
Total	15	54	39	108	39	136	31	206	0	0	0	0	34	167	73	274	588
13:00	2	8	7	17	6	34	4	44	0	0	0	0	8	28	14	50	111
13:15	6	9	6	21	9	35	5	49	0	0	0	0	10	28	10	48	118
13:30	3	9	7	19	12	24	3	39	0	0	0	0	3	25	10	38	96
13:45	3	10	10	23	14	32	5	51	0	0	0	0	9	25	16	50	124
Total	14	36	30	80	41	125	17	183	0	0	0	0	30	106	50	186	449
14:00	4	15	8	27	6	25	5	36	0	0	0	0	8	26	17	51	114
Break																	
14:30	2	16	7	25	4	25	2	31	0	0	0	0	9	34	11	54	110
14:45	8	9	4	21	9	27	1	37	0	0	0	0	12	31	9	52	110
Total	14	40	19	73	19	77	8	104	0	0	0	0	29	91	37	157	334
15:00	1	20	4	25	4	29	5	38	0	0	0	0	3	20	18	41	104
15:15	2	6	11	19	7	32	1	40	0	0	0	0	7	30	9	46	105
15:30	4	10	10	24	5	33	2	40	0	0	0	0	8	20	22	50	114
15:45	4	16	11	31	7	36	12	55	0	0	0	0	8	35	22	65	151
Total	11	52	36	99	23	130	20	173	0	0	0	0	26	105	71	202	474

City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 3rdAve&16thSt
Site Code : 00000031
Start Date : 6/13/2007
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Groups Printed- Cars - SU & Buses - Multi-Unit

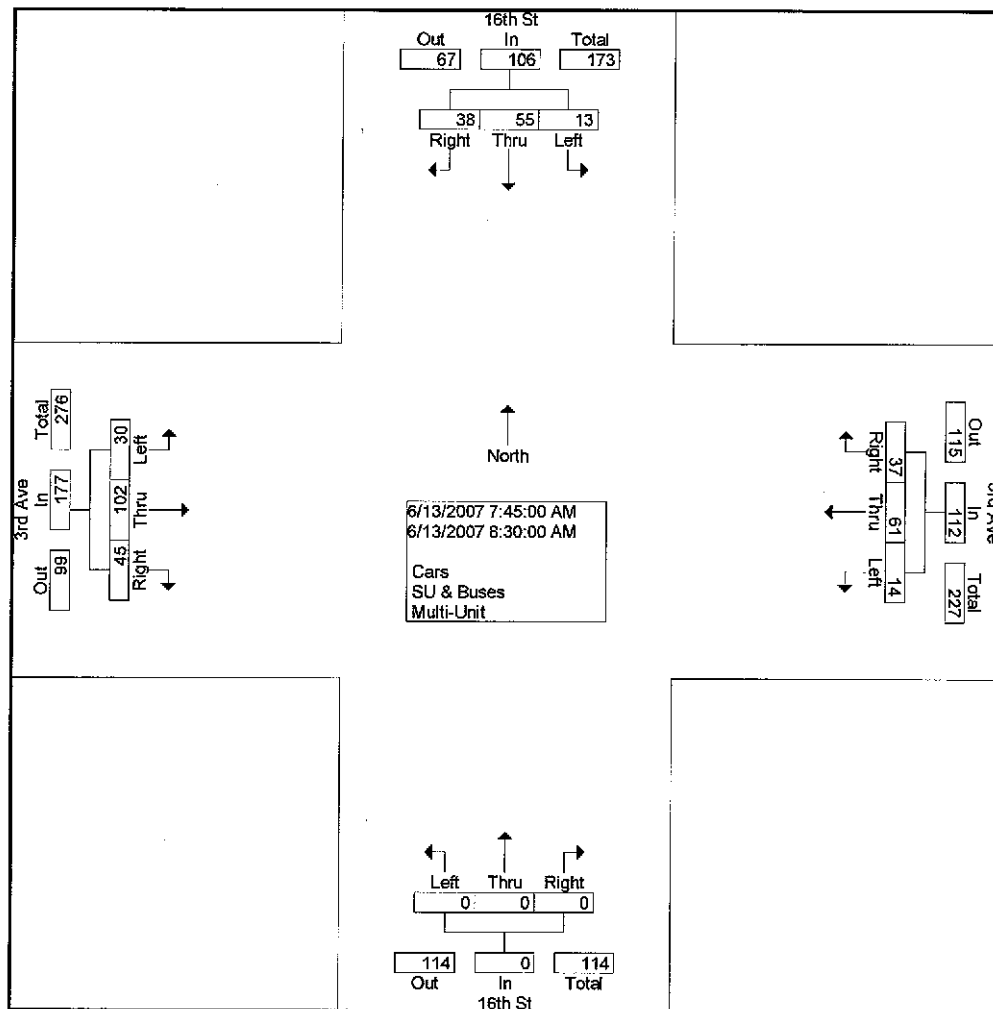
Start Time	16th St From North				3rd Ave From East				16th St From South				3rd Ave From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
16:00	2	16	12	30	5	33	5	43	0	0	0	0	11	33	16	60	133
16:15	6	9	8	23	11	30	3	44	0	0	0	0	8	26	23	57	124
16:30	2	19	8	29	6	35	4	45	0	0	0	0	11	29	14	54	128
16:45	7	12	3	22	3	30	8	41	0	0	0	0	10	23	6	39	102
Total	17	56	31	104	25	128	20	173	0	0	0	0	40	111	59	210	487
17:00	10	21	2	33	6	26	13	45	0	0	0	0	6	17	7	30	108
17:15	3	11	7	21	5	29	5	39	0	0	0	0	7	23	2	32	92
17:30	7	10	0	17	8	10	1	19	0	0	0	0	4	20	2	26	62
17:45	4	10	1	15	5	9	3	17	0	0	0	0	2	22	3	27	59
Total	24	52	10	86	24	74	22	120	0	0	0	0	19	82	14	115	321
18:00	0	4	2	6	7	10	1	18	0	0	0	0	2	14	0	16	40
18:15	5	1	2	8	4	7	1	12	0	0	0	0	4	24	1	29	49
Grand Total	164	514	326	1004	293	1093	236	1622	0	0	0	0	319	1209	599	2127	4753
Apprch %	16.3	51.2	32.5		18.1	67.4	14.5		0.0	0.0	0.0		15.0	56.8	28.2		
Total %	3.5	10.8	6.9	21.1	6.2	23.0	5.0	34.1	0.0	0.0	0.0	0.0	6.7	25.4	12.6	44.8	



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts
By: Stanley Consultants Inc.

File Name : 3rdAve&16thSt
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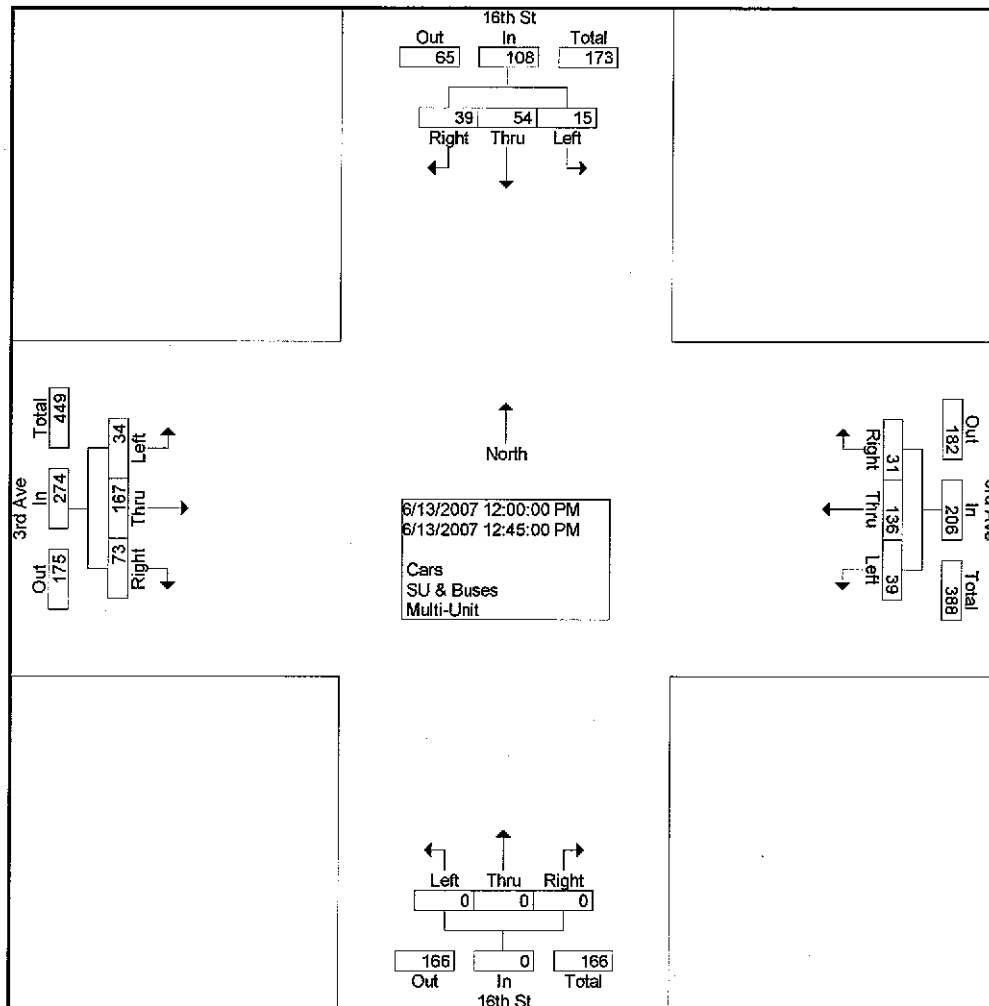
	16th St From North				3rd Ave From East				16th St From South				3rd Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																	
Intersection	07:45																
Volume	13	55	38	106	14	61	37	112	0	0	0	0	30	102	45	177	395
Percent	12.3	51.9	35.8		12.5	54.5	33.0		0.0	0.0	0.0		16.9	57.6	25.4		
08:00 Volume	2	23	4	29	4	10	8	22	0	0	0	0	10	32	16	58	109
Peak Factor																	0.906
High Int.	07:45				07:45				6:15:00 AM				08:00				
Volume	3	15	15	33	3	19	13	35	0	0	0	0	10	32	16	58	
Peak Factor	0.803				0.800								0.763				



City of Rock Island
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File Name : 3rdAve&16thSt
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	16th St From North				3rd Ave From East				16th St From South				3rd Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																	
Intersection	12:00																
Volume	15	54	39	108	39	136	31	206	0	0	0	0	34	167	73	274	588
Percent	13.9	50.0	36.1		18.9	66.0	15.0		0.0	0.0	0.0		12.4	60.9	26.6		
12:15 Volume	5	22	14	41	11	40	10	61	0	0	0	0	11	41	20	72	174
Peak Factor																	0.845
High Int.	12:15				12:15								12:30				
Volume	5	22	14	41	11	40	10	61	0	0	0	0	11	47	18	76	
Peak Factor	0.659				0.844								0.901				



City of Rock Island
IL 92 Traffic Study
Manual Traffic Counts File Name : 7thAve&42ndStMERGE
By: Stanley Consultants Inc. Site Code : 00000008
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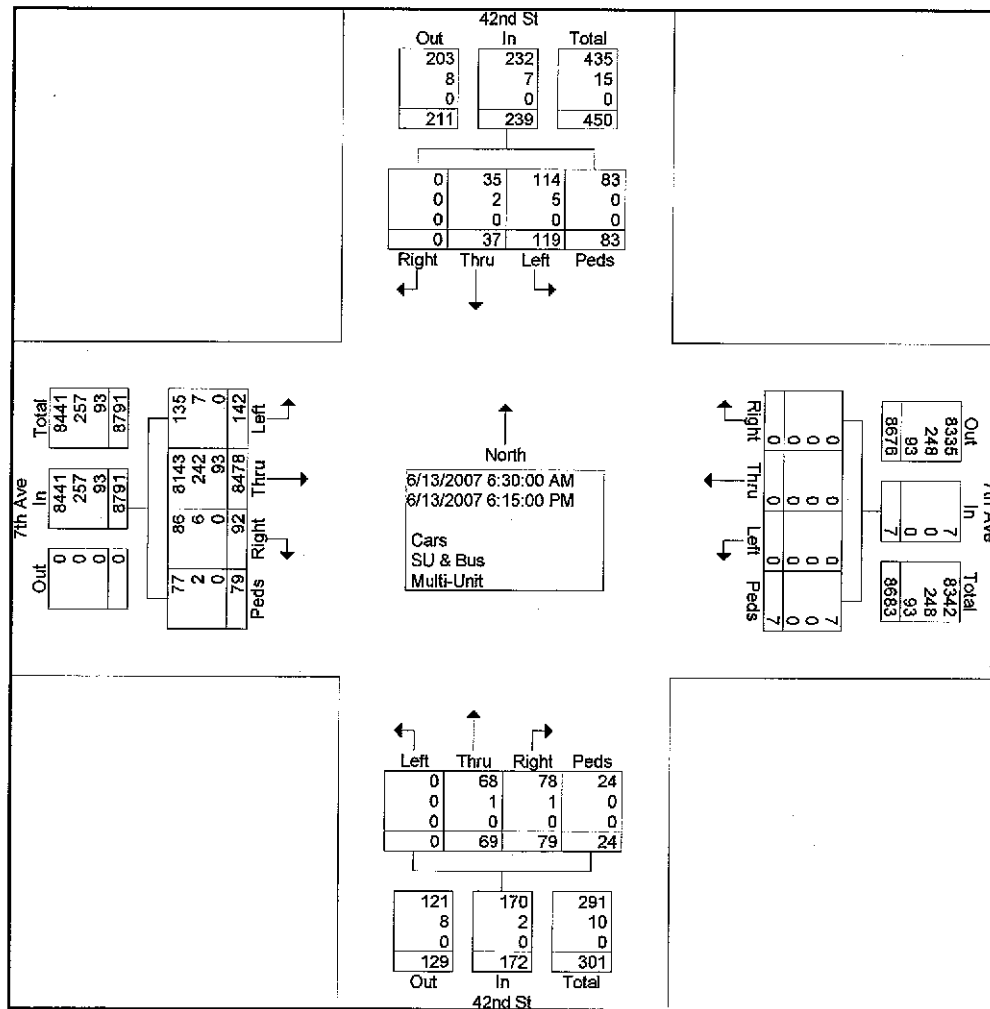
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	113	1	0	115	116
06:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	84	0	0	87	88
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4	197	1	0	202	204
07:00	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	2	84	0	0	86	89
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	95	0	0	97	98
07:30	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3	143	1	0	147	150
07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	153	2	0	156	157
Total	1	0	0	2	3	0	0	0	0	0	0	0	5	0	5	8	475	3	0	486	494
08:00	3	2	0	3	8	0	0	0	0	0	0	2	2	3	7	2	149	2	2	155	170
08:15	1	3	0	1	5	0	0	0	0	0	0	4	2	0	6	7	152	2	3	164	175
08:30	2	0	0	2	4	0	0	0	1	1	0	1	1	4	6	5	139	1	3	148	159
08:45	1	1	0	2	4	0	0	0	0	0	0	1	2	0	3	4	117	0	1	122	129
Total	7	6	0	8	21	0	0	0	1	1	0	8	7	7	22	18	557	5	9	589	633
09:00	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	5	115	1	0	121	124
09:15	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	3	104	1	0	108	113
Break																					
09:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	120	0	0	120	122
Total	3	2	0	0	5	0	0	0	0	0	0	2	3	0	5	8	339	2	0	349	359
10:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	127	1	0	132	136
10:15	3	1	0	2	6	0	0	0	0	0	0	2	1	2	5	3	136	3	3	145	156
10:30	1	2	0	0	3	0	0	0	0	0	0	1	2	0	3	5	154	2	0	161	167
10:45	1	1	0	1	3	0	0	0	0	0	0	0	1	1	2	3	139	2	0	144	149
Total	5	4	0	3	12	0	0	0	0	0	0	3	8	3	14	15	556	8	3	582	608
11:00	1	2	0	0	3	0	0	0	0	0	0	1	0	3	4	3	130	0	1	134	141
11:15	5	0	0	0	5	0	0	0	0	0	0	3	3	0	6	2	147	0	0	149	160
11:30	6	1	0	1	8	0	0	0	0	0	0	0	1	0	1	6	167	4	0	177	186
11:45	5	2	0	1	8	0	0	0	0	0	0	0	0	0	0	4	142	0	0	146	154
Total	17	5	0	2	24	0	0	0	0	0	0	4	4	3	11	15	586	4	1	606	641
12:00	1	2	0	3	6	0	0	0	0	0	0	1	2	0	3	2	174	3	3	182	191
12:15	3	0	0	1	4	0	0	0	0	0	0	2	2	0	4	2	152	0	3	157	165
12:30	3	0	0	0	3	0	0	0	0	0	0	5	0	0	5	3	173	2	0	178	186
12:45	4	0	0	1	5	0	0	0	0	0	0	1	0	0	1	6	79	1	1	87	93
Total	11	2	0	5	18	0	0	0	0	0	0	9	4	0	13	13	578	6	7	604	635
13:00	6	0	0	0	6	0	0	0	0	0	0	3	1	0	4	4	153	0	0	157	167
13:15	2	1	0	0	3	0	0	0	0	0	0	2	3	0	5	2	160	3	0	165	173
13:30	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	3	179	2	0	184	188
13:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	173	3	0	177	181
Total	13	1	0	0	14	0	0	0	0	0	0	6	6	0	12	10	665	8	0	683	709
14:00	3	0	0	2	5	0	0	0	2	2	0	1	0	0	1	3	212	1	0	216	224
14:15	3	0	0	0	3	0	0	0	1	1	0	1	0	1	2	5	199	2	3	209	215
14:30	1	1	0	1	3	0	0	0	0	0	0	2	5	0	7	1	243	5	0	249	259
14:45	7	3	0	6	16	0	0	0	0	0	0	2	4	5	11	4	226	6	6	242	269
Total	14	4	0	9	27	0	0	0	3	3	0	6	9	6	21	13	880	14	9	916	967
15:00	3	0	0	22	25	0	0	0	0	0	0	2	5	1	8	5	245	0	34	284	317
15:15	6	1	0	1	8	0	0	0	0	0	0	2	5	0	7	2	286	2	2	292	307
15:30	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	9	280	4	2	295	300
15:45	5	0	0	0	5	0	0	0	0	0	0	1	5	0	6	4	251	3	4	262	273
Total	16	1	0	23	40	0	0	0	0	0	0	6	17	1	24	20	1062	9	42	1133	1197

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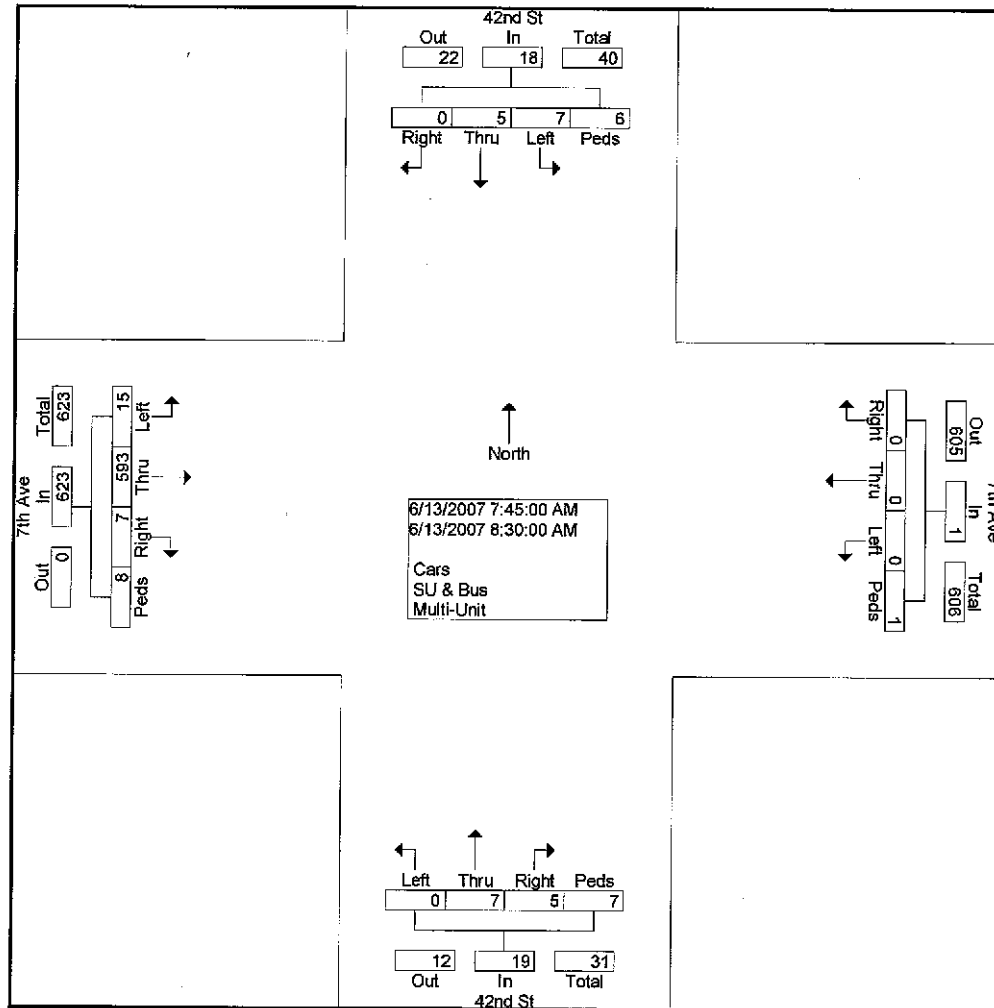
Groups Printed- Cars - SU & Bus - Multi-Unit

Start Time	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	2	3	0	0	5	0	0	0	2	2	0	4	0	0	4	1	322	2	1	326	337
16:15	1	1	0	1	3	0	0	0	1	1	0	3	1	1	5	1	234	3	1	239	248
16:30	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	3	391	1	0	395	401
16:45	7	2	0	0	9	0	0	0	0	0	0	3	2	0	5	1	269	9	1	280	294
Total	13	6	0	1	20	0	0	0	3	3	0	11	5	1	17	6	1216	15	3	1240	1280
17:00	7	0	0	0	7	0	0	0	0	0	0	3	0	0	3	1	343	5	2	351	361
17:15	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	2	275	2	0	279	283
17:30	6	3	0	18	27	0	0	0	0	0	0	3	1	0	4	0	240	3	0	243	274
17:45	1	1	0	11	13	0	0	0	0	0	0	1	2	0	3	2	165	3	0	170	186
Total	15	4	0	29	48	0	0	0	0	0	0	9	4	0	13	5	1023	13	2	1043	1104
18:00	1	0	0	1	2	0	0	0	0	0	0	1	1	2	4	4	195	1	2	202	208
18:15	2	2	0	0	4	0	0	0	0	0	0	4	5	1	10	3	149	3	1	156	170
Grand Total	119	37	0	83	239	0	0	0	7	7	0	69	79	24	172	142	8478	92	79	8791	9209
Apprch %	49.8	15.5	0.0	34.7		0.0	0.0	0.0	100.0		0.0	40.1	45.9	14.0		1.6	96.4	1.0	0.9		
Total %	1.3	0.4	0.0	0.9	2.6	0.0	0.0	0.0	0.1	0.1	0.0	0.7	0.9	0.3	1.9	1.5	92.1	1.0	0.9	95.5	



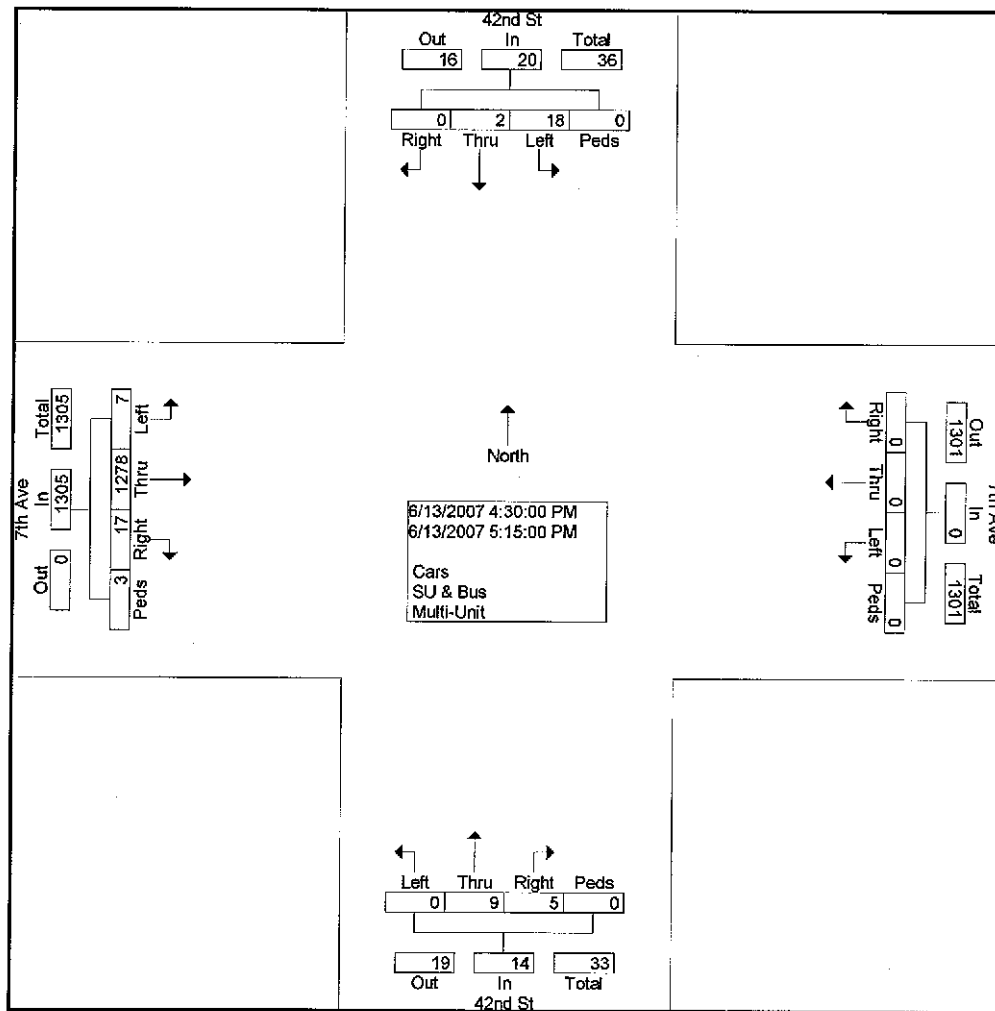
City of Rock Island
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	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 to 09:30 - Peak 1 of 1																					
Intersection	07:45																				
Volume	7	5	0	6	18	0	0	0	1	1	0	7	5	7	19	15	593	7	8	623	661
Percent	38.9	27.8	0.0	33.3		0.0	0.0	0.0	100.0		0.0	36.8	26.3	36.8		2.4	95.2	1.1	1.3		
08:15																					
Volume	1	3	0	1	5	0	0	0	0	0	0	4	2	0	6	7	152	2	3	164	175
Peak Factor																					0.944
High Int.	08:00					08:30					08:00					08:15					
Volume	3	2	0	3	8	0	0	0	1	1	0	2	2	3	7	7	152	2	3	164	
Peak Factor	0.563					0.250					0.679					0.950					



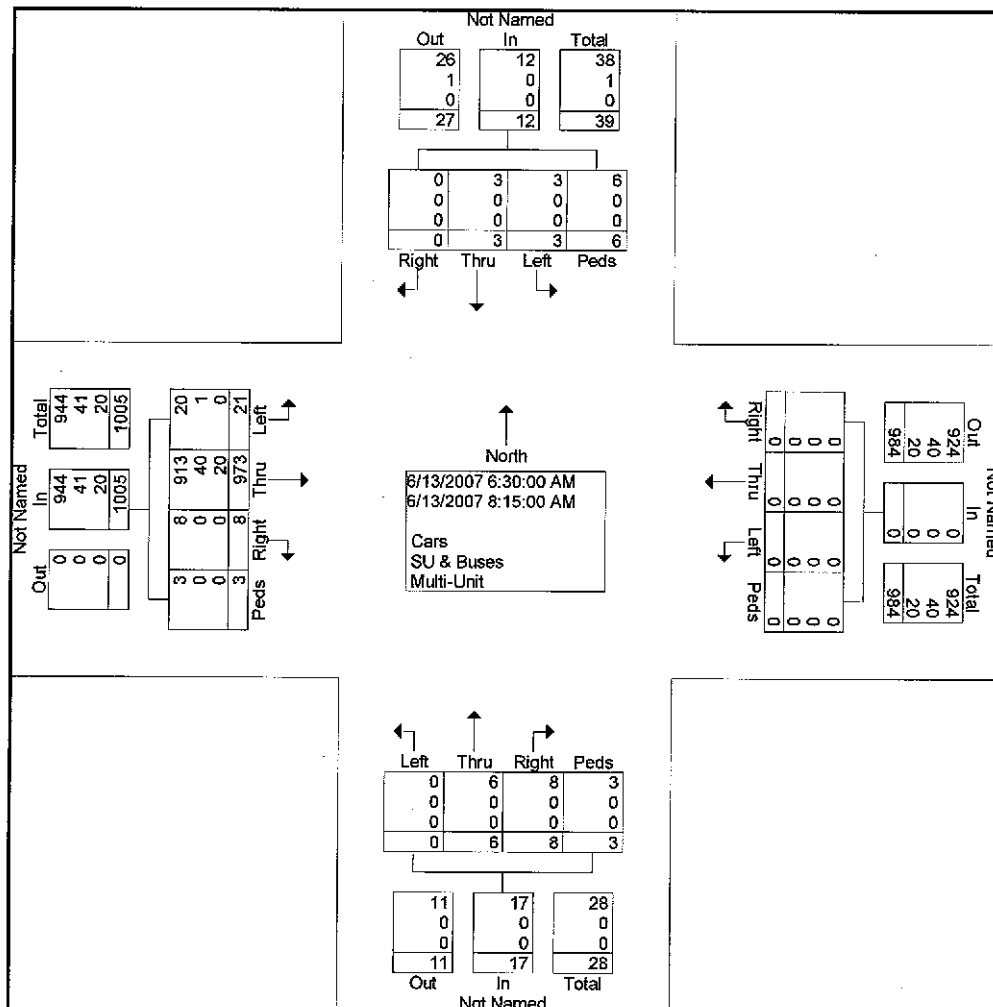
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	42nd St From North					7th Ave From East					42nd St From South					7th Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 to 18:15 - Peak 1 of 1																					
Intersection	16:30																				
Volume	18	2	0	0	20	0	0	0	0	0	0	9	5	0	14	7	127	17	3	1305	1339
Percent	90.0	10.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	64.3	35.7	0.0		0.5	97.9	1.3	0.2		
16:30	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	3	391	1	0	395	401
Volume																					
Peak Factor																					0.835
High Int.	16:45										16:45					16:30					
Volume	7	2	0	0	9	0	0	0	0	0	0	3	2	0	5	3	391	1	0	395	
Peak Factor					0.556										0.700					0.826	



File Name : AMrecount
Site Code : 00000008
Start Date : 6/13/2007
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	From North					From East					From South					From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	113	1	0	115	116
06:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	84	0	0	87	88
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4	197	1	0	202	204
07:00	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	2	84	0	0	86	89
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	95	0	0	97	98
07:30	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3	143	1	0	147	150
07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	153	2	0	156	157
Total	1	0	0	2	3	0	0	0	0	0	0	0	5	0	5	8	475	3	0	486	494
08:00	0	2	0	3	5	0	0	0	0	0	0	2	2	3	7	2	149	2	2	155	167
08:15	1	1	0	1	3	0	0	0	0	0	0	4	0	0	4	7	152	2	1	162	169
Grand Total	3	3	0	6	12	0	0	0	0	0	0	6	8	3	17	21	973	8	3	1005	1034
Apprch %	25.0	25.0	0.0	50.0		0.0	0.0	0.0	0.0		0.0	35.3	47.1	17.6		2.1	96.8	0.8	0.3		
Total %	0.3	0.3	0.0	0.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.3	1.6	2.0	94.1	0.8	0.3	97.2	



Existing Traffic Signal and Timing Data

15th St. 3rd Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement	NBLT	SB		EB	SBLT	NB		WB
Min. Green	5	20		10	5	20		10
Added Initial								
Max. Initial								
Passage	3	5		4	3	5		4
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	10	30		30	10	30		30
Max. 2								
Walk		7		7		7		7
Ped. Clear		17		16		17		16
Yellow	3	4		4	3	4		4
Red Clear	0	1		1	0	1		1
Initialize	active	active	inact	yel	active	active	inact	yel
N.L. Det.	N.L.			N.L.	N.L.			N.L.
N.A. Response								
Veh. Call		max				max		
Ped. Call								
Det. Switching								
Dual Entry		1		1		1		1
Coordination Data								
Dial 1 Offset 1								
75sec 43sec								
Phase Time	13	32	0	30	13	32	0	30
Mode	0	1	6	0	0	1	6	0
Dial 2 Offset 1								
90sec 45sec								
Phase Time	15	40	0	35	15	40	0	35
Mode	0	1	6	0	0	1	6	0
Traffic Events	day 1&7	0:01	1/1/1					
	day 2-6	7:00	2/1/1					
		8:15	1/1/1					
		15:30	2/1/1					
		17:30	1/1/1					

15th St. 4th Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement		SB		E/W Ped SS		NB		WB
Min. Green		23		20		23		20
Added Initial								
Max. Initial								
Passage		4		4		4		4
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1		30		30		30		30
Max. 2								
Walk		7		7		7		7
Ped. Clear		14		14		14		14
Yellow		4		4		4		4
Red Clear		1		1		1		1
Initialize	inact	yel	inact	active	inact	yel	inact	active
N.L. Det.								
N.A. Response								
Veh. Call		max		max		max		max
Ped. Call		recall		recall		recall		recall
Det. Switching								
Dual Entry								
Coordination Data								
Dial 1 Offset 1								
75sec 30sec								
Phase Time	0	45	0	30	0	45	0	30
Mode	6	1	6	0	6	1	6	0
Dial 2 Offset 1								
90sec 30sec								
Phase Time	0	55	0	35	0	55	0	35
Mode	6	1	6	0	6	1	6	0
Traffic Events	day 1&7	0:01	1/1/1					
	day 2-6	7:00	2/1/1					
		8:15	1/1/1					
		15:30	2/1/1					
		17:30	1/1/1					

15th St. 5th Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement		SB		EB		NB		E/W Ped NS
Min. Green		26		20		26		20
Added Initial								
Max. Initial								
Passage		4		4		4		4
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1		30		30		30		30
Max. 2								
Walk		7		7		7		7
Ped. Clear		13		15		13		15
Yellow		4		4		4		4
Red Clear		1		1		1		1
Initialize	inact	yel	inact	active	inact	yel	inact	active
N.L. Det.								
N.A. Response								
Veh. Call		min		min		min		min
Ped. Call		recall		recall		recall		recall
Det. Switching								
Dual Entry								
Coordination Data								
Dial 1 Offset 1								
75sec 30sec								
Phase Time	0	45	0	30	0	45	0	30
Mode	6	1	6	0	6	1	6	0
Dial 2 Offset 1								
90sec 30sec								
Phase Time	0	55	0	35	0	55	0	35
Mode	6	1	6	0	6	1	6	0
Traffic Events	day 1&7	0:01	1/1/1					
	day 2-6	7:00	2/1/1					
		8:15	1/1/1					
		15:30	2/1/1					
		17:30	1/1/1					

16th St. 1st Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
Movement	WBLT	EB	NB			WB		dummy
Min. Green	10	12	8			15		1
Added Initial								
Max. Initial								
Passage	5	4	4			4		0.1
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	40	35	25			35		1
Max. 2								
Walk								
Ped. Clear								
Yellow	3.2	4	3.2			4		4
Red Clear	2.5	2.5	2.5			2.5		1
Initialize	inactive	inactive	yel	none	none	inactive	none	inactive
N.L. Det.	N.L.	N.L.	N.L.			N.L.		N.L.
N.A. Response								
Veh. Call		min.				min.		
Ped. Call								
Det. Switching								
Next Phase								
Barriers								
Dual Entry		1				1		
Overlap A		1	1					

16th St. 4th Ave.

[illegible]

17th St. 1st Ave.

[illegible]

17th St. 4th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
<u>Movement</u>	WB	NB						
Min. Green	24	24						
Added Initial								
Max. Initial								
Passage								
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	28	20						
Max. 2								
Walk	12	12						
Ped. Clear	12	12						
Yellow	4	4						
Red Clear	1	1						
Initialize	inactive	yel	none	none	none	none	none	none
N.L. Det.								
N.A. Response								
Veh. Call	max	max						
Ped. Call	recall	recall						
Det. Switching								
Dual Entry								
<u>Coordination Data</u>								
<u>Dial 1 Offset 1</u>								
75sec 61sec								
Phase Time	45	30	0	0	0	0	0	0
Mode	1	0	6	6	6	6	6	6
<u>Traffic Events</u>	day 1-7	0:01	1/1/1					

17th St. 5th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
Movement	EB	NB						
Min. Green	24	24						
Added Initial								
Max. Initial								
Passage								
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	30	30						
Max. 2								
Walk	12	12						
Ped. Clear	12	12						
Yellow	4	4						
Red Clear	1	1						
Initialize	inactive	yel	none	none	none	none	none	none
N.L. Det.								
N.A. Response								
Veh. Call	max	max						
Ped. Call	recall	recall						
Det. Switching								
Dual Entry								
Coordination Data								
Dial 1 Offset 1								
75sec 61sec								
Phase Time	45	30	0	0	0	0	0	0
Mode	1	0	6	6	6	6	6	6
Traffic Events	day 1-7	0:01	1/1/1					

18th St. 1st Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement		EB		SB		WB		NB
Min. Green		15		8		15		8
Added Initial								
Max. Initial								
Passage		3.5		3.5		3.5		3.5
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1		30		20		30		20
Max. 2								
Walk		6						11
Ped. Clear		14						16
Yellow		3.2		3.2		3.2		3.2
Red Clear		2.3		1.9		2.3		1.9
Initialize	none	yel	none	inactive	none	yel	none	inactive
N.L. Det.		N.L.		N.L.		N.L.		N.L.
N.A. Response								
Veh. Call		max				max		
Ped. Call		recall						
Det. Switching								
Next Phase								
Barriers								
Dual Entry		1		1		1		1
Coordination Data								
Traffic Group 2								
Dial 1 Offset 1								
60sec 0sec								
Phase Time	0	27	0	33	0	27	0	33
Mode	6	1	6	0	6	1	6	0
Traffic Events	day 1-7	0:01	1/1/1					

18th St. 4th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
<u>Movement</u>	<u>WB</u>	<u>NB/SB</u>						
Min. Green	28	20						
Added Initial								
Max. Initial								
Passage								
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	28	20						
Max. 2	30	30						
Walk	16	8						
Ped. Clear	12	12						
Yellow	4	4						
Red Clear	1	1						
Initialize	inactive	yel	none	none	none	none	none	none
N.L. Det.								
N.A. Response								
Veh. Call	max	max						
Ped. Call	recall	recall						
Det. Switching								
Dual Entry								
Coordination Data								
Dial 1 Offset 1								
74sec 53sec								
Phase Time	45	30	0	0	0	0	0	0
Mode	1	0	6	6	6	6	6	6
Traffic Events	day 1-7	0:01	1/1/1					

20th St. 4th Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement	WB	NB/SB						
Min. Green	24	24						
Added Initial								
Max. Initial								
Passage								
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	25	25						
Max. 2								
Walk	11	11						
Ped. Clear	13	13						
Yellow	4	4						
Red Clear	1	1						
Initialize	inactive	yel	none	none	none	none	none	none
N.L. Det.								
N.A. Response								
Veh. Call	max	max						
Ped. Call	recall	recall						
Det. Switching								
Dual Entry								
Coordination Data								
Dial 1 Offset 1								
75sec 26sec								
Phase Time	45	30	0	0	0	0	0	0
Mode	1	0	6	6	6	6	6	6
Traffic Events	day 1-7	0:01	1/1/1					

20th St. 5th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
Movement	EB	NB/SB						
Min. Green	23	24						
Added Initial								
Max. Initial								
Passage								
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	30	30						
Max. 2								
Walk	7	10						
Ped. Clear	15	15						
Yellow	4	4						
Red Clear	1	1						
Initialize	inactive	yel	none	none	none	none	none	none
N.L. Det.								
N.A. Response								
Veh. Call	max	max						
Ped. Call	recall	recall						
Det. Switching								
Dual Entry								
Coordination Data								
Dial 1 Offset 1								
75sec 20sec								
Phase Time	45	30	0	0	0	0	0	0
Mode	1	0	6	6	6	6	6	6
Traffic Events	day 1-7	0:01	1/1/1					

24th St. 1st Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement	SB	EBLT	WB		Dummy		Dummy	
Min. Green	7	10	5		5		10	
Added Initial								
Max. Initial								
Passage	7	4	4		4		4	
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	90	60	40		25		25	
Max. 2								
Walk								
Ped. Clear								
Yellow	4	4	4		4		4	
Red Clear	1	1	1		1		1	
Initialize	active	active	yel	inact	active	inact	yel	inact
N.L. Det.	N.L.	Lock	Lock					
N.A. Response								
Veh. Call			min					
Ped. Call								
Overlap A		1	1					
Overlap B	1	1						
Coordination Data								
Dial 1/2 Offset 1								
75sec 69sec								
Phase Time	20	29	26		49		26	
Mode		min recall	coord phase				coord phase	
Dial 2/2 Offset 1								
75sec 74sec								
Phase Time	31	15	29		46		29	
Mode			coord phase				coord phase	
Dial 3/2 Offset 1								
100sec 57sec								
Phase Time	60	14	26		74		26	
Mode			coord phase				coord phase	
Traffic Events	day 1&7	9:00 18:00	2/2/1 Free					
	day 2-6	6:30 9:00 14:30 18:00 23:00	1/2/1 2/2/1 3/2/1 2/2/1 Free					

24th St. 4th Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement	NBLT	SB		E/W Ped S.S.		NB	E/W Ped N.S.	WB
Min. Green	5	10				10		10
Added Initial								
Max. Initial								
Passage	3	2.5				2.5		4
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	12	30				30		35
Max. 2								
Walk		7		7		7	7	10
Ped. Clear		12		10		17	16	10
Yellow	4	4				4		4
Red Clear	0.5	1.5				1.5		1.5
Initialize	inact	yel	none	inact	none	yel	inact	inact
N.L. Det.	N.L.			N.L.		N.L.		N.L.
N.A. Response								
Veh. Call								min
Ped. Call								
Det. Switching								
Alt. Association								
Dual Entry		1				1		
Coordination Data								
Dial 1/2 Offset 1								
75sec 64sec								
Phase Time	12	32		31		44	10	21
Mode		coord phase				coord phase		
Dial 2/2 Offset 1								
75sec 68sec								
Phase Time	14	29		32		43	10	22
Mode		coord phase				coord phase		
Dial 3/2 Offset 1								
100sec 0sec								
Phase Time	14	44		42		58	10	32
Mode		coord phase				coord phase		
Traffic Events	day 1&7	9:00	2/2/1					
		18:00	Free					
	day 2-6	6:30	1/2/1					
		9:00	2/2/1					
		14:30	3/2/1					

24th St. 5th Ave.

Phase Interval	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Movement		SB		EB	SBLT	NB		E/W Ped
Min. Green		10		10	5	10		
Added Initial								
Max. Initial								
Passage		6		6	3	6		
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1		30		30	20	30		
Max. 2								
Walk		7		7		7		7
Ped. Clear		15		15		15		15
Yellow		4		4	4	4		
Red Clear		1		1	0	1		
Initialize	none	yel	none	inactive	inactive	yel	none	inactive
N.L. Det.		N.L.		N.L.	N.L.	N.L.		N.L.
N.A. Response								
Veh. Call				min				
Ped. Call								
Det. Switching								
Alt. Association								
Dual Entry		1				1		
Coordination Data								
Dial 1/2 Offset 1								
75sec 68sec								
Phase Time		45		30	15	30		30
Mode		coord phase				coord phase		
Dial 2/2 Offset 1								
75sec 68sec								
Phase Time		43		32	14	29		32
Mode		coord phase				coord phase		
Dial 3/2 Offset 1								
100sec 98sec								
Phase Time		70		30	40	30		30
Mode		coord phase			max veh	coord phase		
Traffic Events	day 1&7	9:00	2/2/1					
		18:00	Free					
	day 2-6	6:30	1/2/1					
		9:00	2/2/1					
		14:30	3/2/1					

30th St. 5th Ave.

[illegible]

38th St. 7th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
<u>Movement</u>	SB	NB	EB	E/W Ped NS				
Min. Green	10	8	8	10				
Added Initial								
Max. Initial								
Passage	4	2.5	4	0				
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	60	30	50	10				
Max. 2								
Walk	7	7	7	7				
Ped. Clear	16	21	14	18				
Yellow	3.4	3.4	3.3	4				
Red Clear	2.5	1.8	2.2	0				
Initialize	inact	yel	inact	inact	none	none	none	none
N.L. Det.		N.L.	N.L.					
N.A. Response								
Veh. Call								
Ped. Call								
Det. Switching								

42nd St. 7th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
Movement	EB	NB/SB						
Min. Green	10	8						
Added Initial								
Max. Initial								
Passage	4	4						
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	30	20						
Max. 2								
Walk	7	7						
Ped. Clear	10	21						
Yellow	3.2	3.2						
Red Clear	1.6	2.5						
Initialize	inact	yel	none	none	none	none	none	none
N.L. Det.	N.L.	N.L.						
N.A. Response								
Veh. Call	max							
Ped. Call	recall							
Det. Switching								
Coordination Data								
Dial 1 Offset 1								
70sec 60sec								
Phase Time	28	42	0	0	0	0	0	0
Mode	1	0	6	6	6	6	6	6
Traffic Events	day 2-6	6:00	1/1/1					
		8:00	0/0/4					
		9:00	1/1/1					
		15:00	0/0/4					
		16:00	1/1/1					
		18:00	0/0/4					

44th St. 6th Ave.

[illegible]

44th St. 7th Ave.

<u>Phase Interval</u>	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>	<u>Phase 5</u>	<u>Phase 6</u>	<u>Phase 7</u>	<u>Phase 8</u>
Movement	EB	NB/SB						
Min. Green	8	8						
Added Initial								
Max. Initial								
Passage	4	4						
T.B.R.								
T.T.R.								
Min. Gap								
Max. 1	30	20						
Max. 2								
Walk	7	7						
Ped. Clear	12	22						
Yellow	3.2	3.2						
Red Clear	1.8	2.5						
Initialize	inact	yel	none	none	none	none	none	none
N.L. Det.	lock	lock						
N.A. Response								
Veh. Call	max							
Ped. Call	recall							
Det. Switching								
<u>Coordination Data</u>								
D1 / S1 / R1								
70sec 0sec								
Phase Time	32	38	0	0	0	0	0	0
Mode	1	2	6	6	6	6	6	6
D1 / S2 / R1								
70sec 0sec								
Phase Time	27	43	0	0	0	0	0	0
Mode	1	2	6	6	6	6	6	6
<u>Traffic Events</u>	day 2-6	6:00	1/1/1					
		7:00	1/2/1					
		9:00	1/1/1					
		16:00	1/2/1					
		18:00	0/0/4					

45th St. 6th Ave.

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Appendix D

Synchro Analysis Reports

2007 AM Existing Base

2007 PM Existing Base

2027 AM Existing Base

2027 PM Existing Base

2007 AM 38th-46th St.

2007 PM 38th-46th St.

2027 AM 38th-46th St.

2027 PM 38th-46th St.

2007 AM 24th-38th St.

2007 PM 24th-38th St.

2027 AM 24th-38th St.

2027 PM 24th-38th St.

2007 AM 16th & 17th St.

2007 PM 16th & 17th St.

2027 AM 16th & 17th St.

2027 PM 16th & 17th St.

2007 AM 11th St. Interchange

2007 PM 11th St. Interchange

2027 AM 11th St. Interchange

2027 PM 11th St. Interchange