City of Mascoutah

Uptown Traffic Study

March 2004

CBB
Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

TRAFFIC STUDY

FOR

UPTOWN

MASCOUTAH, ILLINOIS

MARCH 2004

Prepared For:

City of Mascoutah
3 West Main Street

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Job #176-03

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Introduction

The firm of Crawford, Bunte, Brammeier has completed a traffic study of the Uptown area in Mascoutah. The study covers Main, Church and State Streets, from 2nd Street on the west to Mine Road on the east. There are two state marked routes within the study area. Main Street carries Illinois Route 177 through the city in the east-west direction and Illinois Route 4 is marked on Jefferson Street in the north-south direction.

The study analyzed existing traffic conditions within Uptown with regard to traffic flow, on street parking and the placement of traffic control devices. A more detailed review was performed for the intersection of Main Street (Illinois Route 177) and Jefferson Street (Illinois Route 4) because of the higher traffic volumes present at that intersection. This purpose of the study was to determine how traffic flows, parking, pedestrian movements and safety could best be addressed and incorporated into a redevelopment of Uptown. Our efforts focused on current traffic characteristics and projected the needs and concerns of the future to support and promote the revitalization of Uptown.

A strip map is included in the appendix of this report, which provides details of street widths, parking, sidewalks and traffic control devices within Uptown. This report documents our findings and conclusions for present and future traffic flow and parking requirements and evaluates the impact of various traffic alternatives and how these alternatives could be phased in as a part of the city's master plan. This study proposes three traffic alternatives for Uptown:

1. Continue the use of Main Street as the primary east/west arterial through town.
2. Utilize Church and State Streets to carry a portion of east-west traffic through Uptown.
3. Develop an alternative route, which would remove through traffic, and especially truck traffic, from the Uptown area.

Main Street

Main Street is a two-lane roadway with on street parallel parking permitted through Uptown. Parking is allowed along the north side of Main Street from 2nd street to Jefferson Street. Main Street, from Jefferson Street east to Mine Road, provides on street parking on both sides. Current traffic volumes vary from 8,300 Average Daily Traffic (ADT) on the west end of Uptown to 4,800 ADT on the east end. These volumes would normally not be considered excessive for a two-lane roadway and it presently appears to operate satisfactorily. Therefore, from a highway capacity standpoint, with normal traffic growth Main Street would be expected to provide an acceptable level of service for the next 10-15 years.

With the current volume of traffic on Main Street, existing on street parking may not have emerged as a particular problem. However, traffic flow is likely being interrupted when vehicles enter and leave the parallel parking spaces. As traffic volumes on Main Street increase, it will become more difficult and less attractive for motorists to use the on street parking. Also, the increased volumes result in fewer gaps in traffic so parking vehicles become even more disruptive to the flow of traffic.

The presence of parked vehicles also tends to compromise pedestrian safety. Pedestrians crossing Main Street may be hidden from motorists by parked vehicles. Therefore, in the area of Main Street where stores and businesses are most concentrated, pedestrian safety could be enhanced if parked vehicles were not present. Therefore, Main Street, especially in the section from Jefferson Street (IL Route 4) west to 2nd Street, could be improved by the removal of on street parking. The on street parking along Main Street, east of Jefferson Street has less of an impact to traffic operations because of lower vehicular traffic volumes, fewer businesses and less pedestrian traffic. The city may be inclined to leave on street parking along Main Street, east of Jefferson Street, until such time that traffic volumes increase or land uses change resulting in increased pedestrian volume. However, the removal of parking to the west of Jefferson Street would enhance traffic flow and safety of Uptown.

The existing sidewalks in Uptown west of Jefferson Street are only 6 feet wide from the curb to the storefronts. This is a minimal width of sidewalk for the safety of pedestrians in an area were walking is common. The danger is greater on the south side of Main Street because through traffic travels next to the curb and sidewalk. Removing parking would provide an additional buffer and improve traffic safety for the section of Main Street west of Jefferson Street.

The existing traffic control for Main Street in Uptown consists of an all-way stop at Railway Street and Jefferson Street (Illinois Route 4). These stop conditions seem appropriate for current traffic conditions. Railway Street operates as a north-south arterial so it is appropriate to have controlled access to Main Street. Jefferson Street is marked with Illinois Route 4 and carries substantial north-south traffic through the city. An analysis of that intersection indicates an all-way stop is the proper traffic control device for the current traffic volumes.

In summary, the two lane cross section of Main Street is expected to provide an acceptable level of service for the near future. The removal of parking west of Jefferson Street would enhance the traffic flow of Main Street and improve pedestrian safety. These items are consistent with the goal of improving traffic conditions in Uptown.

Church Street/State Street Alternates

Our traffic counts indicate that existing traffic volumes are very light on both Church and State Streets. In the block just west of Jefferson Street, Main Street has 7,200 ADT,

Church Street has 740 ADT and State Street has 325 ADT. In general, Church Street and State Street carry 1/10 and 1/20, respectively, of the traffic on Main Street. This indicates these streets are being underutilized. The characteristics of Church and State Streets do not presently provide practical alternatives to the motorists using Main Street to travel in Uptown. The widths of the streets vary within this area from 18 to 39 feet. Some portions of the streets, especially along Church Street near city hall, are commonly used for on street parking. Parking is not prohibited along either street within the study area. However, on street parking (on one side) would be considered impractical along those sections where the width of the street is less than 30 feet. And, if parking is to be encouraged along both sides of these streets, street widths should be a minimum of 40 feet.

The frequent stop signs along both Church and State Streets through Uptown could also be considered deterrents to traffic that might utilize these streets as an alternate to Main Street. The current traffic control within the study area has stop or yield signs at 8 of the 10 intersections on Church Street and 8 of 12 intersections on State Street. A reduction of the stop or yield conditions along these streets could encourage motorists to utilize these streets as alternatives to Main Street.

<u>One-way Street System</u> - A part of this study included consideration of developing Church and State Streets into one-way streets to carry east-west traffic parallel to Main Street. This type of one-way couple with, for example, Church Street being one way westbound and State Street one way eastbound has been applied in other cities with mixed results. Typically, this type of roadway system is used to reduce congestion when heavy volumes of traffic need to be moved through an area where no multi-lane roadway exists or is feasible to build. A one-way couple system can provide two or more lanes of traffic and usually, with traffic signal synchronization, through traffic can be progressed through a downtown area more efficiently than possibly two 2-lane roadways. The negative aspects of one-way streets are the inconvenience of motorists not being allowed to drive directly to their desired destination, the time for motorists and residents to become adjusted to new one-way traffic patterns, increased hazards to inattentive pedestrians, the extent of signing necessary to properly mark the one-way streets and the general awkwardness of navigating to particular destinations. Generally, one-way streets have a greater negative impact on neighborhoods.

While there are significant traffic volumes traveling through Uptown, over capacity of existing roadways with resulting traffic backups and congestion are not presently an issue. Also, through traffic is not the main traffic pattern for Uptown. A review of the ADT volumes indicates the city is the major destination for vehicles approaching from the west on IL Route 177. For example, the 7,300 ADT on Main Street on the west edge of the city drops to 2,850 ADT on the east edge of the city. Clearly, the primary destination for these motorists is the city in general and specifically, Uptown or Illinois Route 4 crossing north/south through Uptown. Because congestion and a large volume of through traffic do not currently appear to be a problem in Uptown, a one-way street system does not appear to be viable and is therefore not recommended. Finally, the

negative aspects of one-way streets could be seen as making it more difficult for motorists to visit the stores and shops in Uptown.

Recommendations – Our recommendation for increasing the use of Church and State Streets as alternates to Main Street in the mid to long term is for the city to concentrate on upgrading and widening these streets. More specifically, we would suggest that Church Street be given the higher priority for these improvements. Typical costs for upgrading a street to 2-12 foot lanes with parking, curbs and storm sewers are approximately $40,000 per 100 lineal feet. This expands to approximately $140,000 per typical city block (350'). It is expected that motorists would respond in a positive way to these improvements and increase their use of these streets for travel and parking.

In the short term, the city should consider making changes in the traffic control at intersections along these streets to reduce the amount of stop signs the motorists encounter. With fewer delays motorists would be more inclined to travel east/west through Uptown on these side streets. In addition, as off street parking is developed behind the Main Street stores and shops, motorists will naturally increase their use of Church and State Streets to access Uptown businesses.

Revise Traffic Control – It is recommended that the city review the intersections listed below with the goal of reducing the number of stops (delays) on Church and State Streets to encourage motorists to use these streets.

On Church Street at:

- August Street – This is presently an uncontrolled intersection. Suggest stop signs on August Street.
- John Street – Consider stopping John Street rather than Church Street.
- Independence Street – Consider stopping Independence Street rather than Church Street.
- Lebanon Street – Consider stopping Lebanon Street rather than Church Street.
- Market Street – Consider stopping Market Street rather than Church Street.
- 1st Street – Consider stopping 1st Street rather than Church Street.
- 2nd Street - Consider stopping 2nd Street rather than Church Street.

On State Street at:

- August Street – This is presently an un-controlled tee intersection. It is recommended that a stop sign be erected on southbound August Street.
- Bernard Street - Consider stopping Bernard Street rather than State Street.
- John Street – Consider stopping John Street rather than State Street.
- Lebanon Street – A sight restriction exists in the southwest corner of this intersection with a private residence that may best be mitigated with an all-way stop.
- Market Street – Consider removing the yield signs from east and westbound State Street and installing stop signs on north and southbound Market Street.

- Railway Street – A sight restriction exists because of the brick mill building in the northwest corner. The all-way stop may be the best way to reduce this hazard.
- 2nd Street – Replace existing yield signs on east and westbound State Street with stop signs. This will minimize the sight restriction caused by a barn in the northeast corner of the intersection.

These recommendations would reduce the stops on Church Street to Jefferson Street (Illinois Route 4) and Railway Street. (2 of 10 intersections). Likewise, the stops on State Street could be reduced to Jefferson Street (Illinois Route 4), Lebanon Street, Railway Street and 2nd Street (4 of 12 intersections). Reducing the delays could encourage more motorists to use these streets.

On street parking does not appear to be a problem along Church or State Street at this time. However, in the future if the existing street receives additional traffic volumes it may become necessary for the city to restrict parking along one or both sides of the street. The parking restrictions would especially be required in blocks where the street widths are less than 30 feet.

Develop an Alternative Route (By-Pass)

As a long-term (20 year) solution to managing traffic on Main Street in Uptown, developing an alternative east/west route through the city becomes a viable concept. The existence of an alternative route would be the best way to handle through traffic and truck traffic. A detailed study would be necessary to determine the optimum location for this alternate route because of the great impact it would have on the city's master plan. A southern routing on the old railroad right-of-way would have fewer obstacles to construction and could encourage development in that section of the city. A northern routing could enhance ongoing development and would likely be used more by city residents. Typical routes for this new roadway are estimated to be 2.3 miles in length and could cost $9-12 million. The city is encouraged to begin planning for an alternate east/west route. And, when a corridor has been selected the city should begin reserving the necessary right-of way in the master plan.

Intersection Analysis - Main Street (IL 177) and Jefferson Street (IL 4)

A significant part of this study was to perform an analysis of the intersection at Main Street and Jefferson Street, which serves as the intersection of two state routes. This intersection is controlled by a four-way stop and has the highest traffic volumes of any of the Uptown intersections. Therefore, it has the most potential for traffic congestion. Machine traffic counts indicate that the weekday p.m. rush hour is the peak period for this intersection. Therefore, a 6-hour manual traffic count was conducted on a weekday from noon to 6:00 p.m. Summaries of this traffic count and other machine counts are

available in the report appendix. This information was compared to traffic data provided by the Illinois Department of Transportation and provided a means to achieve a detailed analysis of the intersection.

The intersection presently consists of a single lane approach in each direction. Eastbound Main Street and southbound Jefferson Street are the highest volume approaches during the p.m. period. Through traffic was the predominate movement for all approaches. The eastbound left-turn movement from Main Street was the largest turning movement during the 6-hour period with a total of 433 turns during the 6-hour period. A high of 83 eastbound left-turns occurred during the noon hour and during the peak hour of 4-5:00 pm. None of the turning movements at the intersection currently have large enough volumes to warrant an additional separate turn lane.

The existing operating conditions at the intersection were analyzed using study procedures outlined in the Highway Report No. 209 – "Highway Capacity Manual", last updated in 2000. The manual, which is used universally by highway and traffic engineers to measure roadway capacity, establishes criteria for six Levels of Service: Level A ("Free Flow") to Level F ("Breakdown Conditions"). Levels of Service (LOS) are quantifiable measures of traffic flow that consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience. Level C, is normally used for highway design and represents a roadway operating at 70 to 80 percent of its capacity. However, Level D is acceptable for peak period conditions in urban areas.

An analysis of the intersection of Main Street and Jefferson Street, for the peak traffic period of the day occurring between 4:00-5:00 pm, indicates it currently operates at a Level of Service C. **Table 1** summarizes the results of the all-way stop control analysis for the existing conditions at the intersection.

Table 1
Existing Operating Conditions
Intersection of Main Street (IL 177) and Jefferson Street (IL 4)
Mascoutah, Illinois

Intersection/Movement	***PM Peak Hour (4-5 pm)***	
	LOS	***Average Delay (seconds/vehicle)***
Eastbound	C	19.7
Westbound	B	13.5
Northbound	B	14.6
Southbound	C	20.1
Overall Intersection	**C**	**17.8**

As can be seen, this analysis indicates current peak hour operating conditions at the intersection of Main Street and Jefferson Street are acceptable, and can be considered normal for the traffic volumes present and the design of the intersection.

In order to predict the operating conditions at this intersection in the future, the same analysis was performed using forecasted traffic volumes based on a normal traffic volume growth rate of 2 percent per year. This analysis of the intersection using forecasted 5-year (2009) traffic volumes indicates the intersection would be operating at Level of Service D in 2009. LOS D is still generally acceptable in urban locations. However, the vehicle delay times, especially on the eastbound and southbound approaches, tend toward 30 seconds per vehicle. This condition will result in it taking motorists a longer time to pass through the intersection with traffic queues becoming more common. Traffic backups during the p.m. peak hour would especially be expected on the eastbound and southbound approaches. Motorists in a community unaccustomed to traffic delays may be less tolerant when they routinely encounter backups during peak periods. Existing and forecasted traffic volumes for Main Street and Jefferson Street are presented in **Exhibit A**.

When the intersection is analyzed using the 10 year forecasted traffic volumes (2014) the vehicle delays go up considerably and the LOS becomes E. This produces an unacceptable LOS and would create not only motorist frustrations but would cause traffic to back up to the point of disrupting nearby business activities.

A traffic signal warrants analysis was conducted using existing and forecasted traffic volumes. This study concluded that the intersection does not currently meet the warrants for signalization, however it is projected to meet the warrants within five years based on normal increases in traffic volumes. The traffic signal warrants published in the Manual on Uniform Traffic Control Devices, which are used by the Illinois Department of Transportation (IDOT), require minimum traffic volumes on the major street (both directions) and the higher volume approach of the minor street (one direction only).

The intersection of Main Street and Jefferson Street was re-analyzed as a signalized intersection and found to provide a very good LOS B through the 20-year horizon. It is important to note this LOS was provided without the addition of turning lanes at the intersection. Details of the intersection analyses are shown on **Exhibits B-K.**

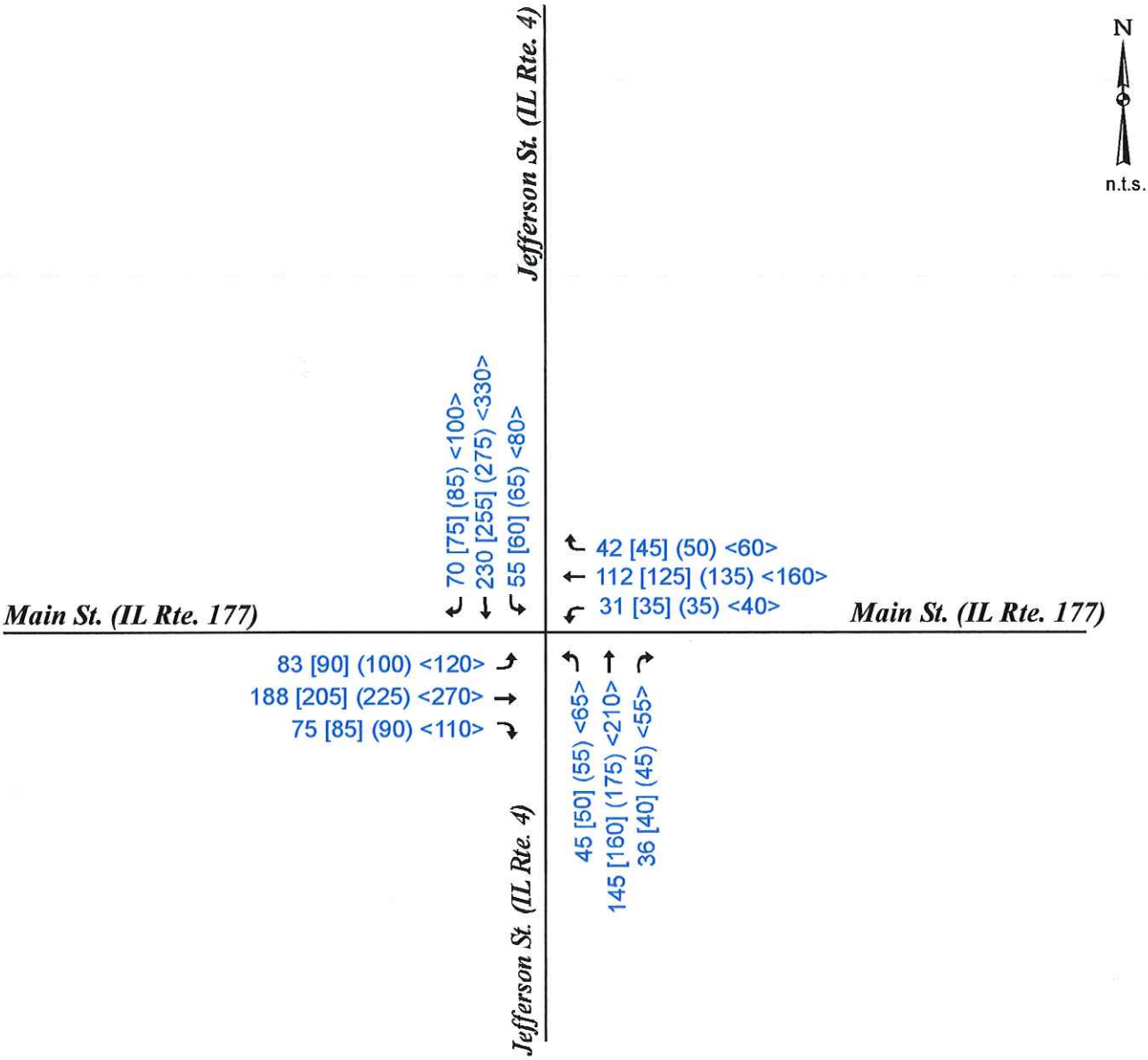
Although the intersection will operate with an acceptable LOS into the foreseeable future without additional lanes, the corner turning radii are substandard for right turning trucks and buses. These vehicles cannot make right turns without encroaching into adjacent traffic lanes. Although the volume of trucks and buses is not excessive, these vehicles will create additional intersection delays as they wait for vehicles in opposing lanes to clear before executing their turns. A preliminary design investigation into improving the right-turn radii at the intersection indicates the existing brick building in the northwest corner will make improving that corner difficult (**Exhibit L**). It is recommended that the

city initiate discussions with IDOT regarding the improvement of the turning radii at this intersection within the next 5 years.

Conclusions and Recommendations:

1. Main Street currently operates at an acceptable level of service.
2. Removing parking on Main Street in the central business district of Uptown would improve traffic flow and improve pedestrian safety.
3. Church and State Streets should be improved by reducing the number of stop signs and widening the roadways to encourage motorist to utilize these streets rather than Main Street.
4. The city should begin the planning of an alternate east/west route around the city bypassing the Uptown area.
5. Main Street (Illinois Route 177) and Jefferson Street (Illinois Route 4) presently operates with a good level of service and is forecasted to operate with an acceptable level of service through the next 5 years. In the 10-year horizon however, intersection delays at the 4-way stop control would be expected to be unacceptable and the installation of traffic signals should be considered at that time. Forecasts indicate a good level of service could be provided with the addition of traffic signals. The right turn radii need to be improved to accommodate large trucks and buses.

We trust that the City of Mascoutah will find this report useful in evaluating traffic and parking operations within Uptown. Please contact us, if should you have any questions or comments concerning this information.



LEGEND

XX = PM Peak Hour Traffic (4:00-5:00 pm) Existing
[XX] = PM Peak Hour Traffic (4:00-5:00 pm) 5 Yr. (2009)
(XX) = PM Peak Hour Traffic (4:00-5:00 pm) 10 Yr. (2014)
<XX> = PM Peak Hour Traffic (4:00-5:00 pm) 20 Yr. (2024)
{Forecast based on 2%/year traffic volume growth rate}

Exhibit A - PM Peak Hour Traffic - Existing and Forecast of Future Traffic - 5 Yr/10 Yr/20 Yr

Job #176-03
3/4/04

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

MULTI-WAY STOP WARRANT
PEAK HOUR METHOD

Location: IL 4 & IL 177	**Date:** 3/4/2004
C.B.B. Job #: 176-03	**File Name:** 176-03stopwarrant1.xls Existing
Major Street: IL Route 4 (Jefferson St.)	**Minor Street:** IL Route 177 (Main St.)
City: Mascoutah	**85th Percentile Speed:** 30 MPH
Analyst: K. Waggoner	**Date of Count:** 2003 (CBB Manual Count)

VOLUME DATA TO CHECK MULTI-WAY STOP WARRANT

	Peak Hour Traffic Volume	8th Maximum Hour (0.55 x Peak Hour)
Major Street:	580	320
Minor Street:	540	295

MINIMUM VEHICULAR VOLUMES TO WARRANT MULTI-WAY STOP		
	MAJOR STREET[a]	***MINOR STREET[b]***
100% WARRANT[c]	300	200
80% WARRANT[d]	240	160
70% WARRANT[e]	210	140

NOTES

[a]Vehicular volume entering the intersection from the major street approaches (total of both approaches).

[b]Combined vehicular, pedestrian, and bicycle volume entering from minor streets (total of both approaches).

[c]Basic peak hour volume

[d]Volumes apply when using combination of Criteria B, C.1 and C.2.

[e]Volumes apply when the 85th percentile speed on the major street exceeds 40 M.P.H.

MEETS WARRANT?		WARRANT DOES NOT APPLY	WARRANT DESCRIPTION
YES	NO		
X			Basic multi-way stop warrant
		X	Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. (See Page 2B-10 of the MUTCD)
		X	If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minmum vehicular warrants are 70 percent of the full values.

TRAFFIC SIGNAL WARRANT 1

PEAK HOUR METHOD

Location: IL 4 & IL 177	**Date:** 3/4/2004
C.B.B. Job #: 176-03	**File Name:** 176-03sigwarrant1.xls Existing
Major Route: IL Route 4 (Jefferson St.)	**Minor Route:** IL Route 177 (Main St.)
Community Population: 5,700	**85th Percentile Speed:** 30 MPH
Analyst: K. Waggoner	**Date of Count: Nov. 10, 2003** (CBB Manual Count)

VOLUME DATA TO CHECK TRAFFIC SIGNAL WARRANTS

	Peak Hour Traffic Volume	8th Maximum Hour (0.55 x Peak Hour)
Major Route:	580	320
Minor Route:	350	195

MINIMUM VEHICULAR VOLUMES TO WARRANT SIGNALS

		MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE
WARRANT #1	*# OF TRAFFIC LANES PER APPROACH*	1	1	2+	1	2+	2+	1	2+
Condition A	100% WARRANT[a]	500	150	600	150	600	200	500	200
	80% WARRANT[b]	400	120	480	120	480	160	400	160
	70% WARRANT[c]	350	105	420	105	420	140	350	140
Condition B	100% WARRANT[a]	750	75	900	75	900	100	750	100
	80% WARRANT[b]	600	60	720	60	720	80	600	80
	70% WARRANT[c]	525	53	630	53	630	70	525	70

NOTES

[a]Basic minimum hourly volume.

[b]Used for combination of Conditions A and B.

[c]Volumes apply when the 85th percentile speed on the major route exceeds 40 M.P.H., or when the intersection lies within an isolated community of less than 10,000 population.

[d]Major Route Volumes are vehicles per hour on major route (total of both approaches).

[e]Minor Route Volumes are vehicles per hour on higher-volume minor route approach (one direction only).

MEETS WARRANT? YES	MEETS WARRANT? NO	WARRANT NUMBER #1	WARRANT DESCRIPTION
	X	Condition A	The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the is the principal reason to consider installing a traffic control signal.
	X	Condition B	The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersectiing street suffers excessive delay or conflict in entering or crossing the major street.
	X	Combination of Conditions A & B	The Combination Warrant in intended for application where conditions exist such that the vehicles per hour given in both the 80% columns of Condition A and both the 80% columns of Condition B are present.

TRAFFIC SIGNAL WARRANT 1

PEAK HOUR METHOD

Location: IL 4 & IL 177	**Date:** 3/4/2004
C.B.B. Job #: 176-03	**File Name:** 176-03sigwarrant1.xls 5 Yr. (2009)
Major Route: IL Route 4 (Jefferson St.)	**Minor Route:** IL Route 177 (Main St.)
Community Population: 5,700	**85th Percentile Speed:** 30 MPH
Analyst: K. Waggoner	**Date of Count: Nov. 10, 2003** (CBB Manual Count)

VOLUME DATA TO CHECK TRAFFIC SIGNAL WARRANTS

	Peak Hour Traffic Volume	8th Maximum Hour (0.55 x Peak Hour)
Major Route:	640	350
Minor Route:	385	200

MINIMUM VEHICULAR VOLUMES TO WARRANT SIGNALS

		MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE
WARRANT #1	*# OF TRAFFIC LANES PER APPROACH*	1	1	2+	1	2+	2+	1	2+
Condition A	100% WARRANT[a]	500	150	600	150	600	200	500	200
	80% WARRANT[b]	400	120	480	120	480	160	400	160
	70% WARRANT[c]	350	105	420	105	420	140	350	140
Condition B	100% WARRANT[a]	750	75	900	75	900	100	750	100
	80% WARRANT[b]	600	60	720	60	720	80	600	80
	70% WARRANT[c]	525	53	630	53	630	70	525	70

NOTES

[a]Basic minimum hourly volume.

[b]Used for combination of Conditions A and B.

[c]Volumes apply when the 85th percentile speed on the major route exceeds 40 M.P.H., or when the intersection lies within an isolated community of less than 10,000 population.

[d]Major Route Volumes are vehicles per hour on major route (total of both approaches).

[e]Minor Route Volumes are vehicles per hour on higher-volume minor route approach (one direction only).

MEETS WARRANT?		WARRANT NUMBER #1	WARRANT DESCRIPTION
YES	NO		
X		Condition A	The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the is the principal reason to consider installing a traffic control signal.
	X	Condition B	The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersectiing street suffers excessive delay or conflict in entering or crossing the major street.
	X	Combination of Conditions A & B	The Combination Warrant in intended for application where conditions exist such that the vehicles per hour given in both the 80% columns of Condition A and both the 80% columns of Condition B are present.

TRAFFIC SIGNAL WARRANT 1

PEAK HOUR METHOD

Location: IL 4 & IL 177	**Date:** 3/4/2004
C.B.B. Job #: 176-03	**File Name:** 176-03sigwarrant1.xls 10 Yr. (2014)
Major Route: IL Route 4 (Jefferson St.)	**Minor Route:** IL Route 177 (Main St.)
Community Population: 5,700	**85th Percentile Speed:** 30 MPH
Analyst: K. Waggoner	**Date of Count: Nov. 10, 2003** (CBB Manual Count)

VOLUME DATA TO CHECK TRAFFIC SIGNAL WARRANTS

	Peak Hour Traffic Volume	8th Maximum Hour (0.55 x Peak Hour)
Major Route:	695	380
Minor Route:	420	230

MINIMUM VEHICULAR VOLUMES TO WARRANT SIGNALS

		MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE	MAJOR[d] ROUTE	MINOR[e] ROUTE
WARRANT #1	***# OF TRAFFIC LANES PER APPROACH***	1	1	2+	1	2+	2+	1	2+
Condition A	100% WARRANT[a]	500	150	600	150	600	200	500	200
	80% WARRANT[b]	400	120	480	120	480	160	400	160
	70% WARRANT[c]	350	105	420	105	420	140	350	140
Condition B	100% WARRANT[a]	750	75	900	75	900	100	750	100
	80% WARRANT[b]	600	60	720	60	720	80	600	80
	70% WARRANT[c]	525	53	630	53	630	70	525	70

NOTES

[a]Basic minimum hourly volume.

[b]Used for combination of Conditions A and B.

[c]Volumes apply when the 85th percentile speed on the major route exceeds 40 M.P.H., or when the intersection lies within an isolated community of less than 10,000 population.

[d]Major Route Volumes are vehicles per hour on major route (total of both approaches).

[e]Minor Route Volumes are vehicles per hour on higher-volume minor route approach (one direction only).

MEETS WARRANT? YES	MEETS WARRANT? NO	WARRANT NUMBER #1	WARRANT DESCRIPTION
X		Condition A	The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the is the principal reason to consider installing a traffic control signal.
	X	Condition B	The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersectiing street suffers excessive delay or conflict in entering or crossing the major street.
	X	Combination of Conditions A & B	The Combination Warrant in intended for application where conditions exist such that the vehicles per hour given in both the 80% columns of Condition A and both the 80% columns of Condition B are present.

Exhibit E Signal Warrants Worksheet
10 Year Traffic (2014)

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	K Waggoner
Agency/Co.	CBB
Date Performed	1/14/2004
Analysis Time Period	4-5 pm

Site Information

Intersection	Main St. & Jefferson St.
Jurisdiction	Mascoutah
Analysis Year	2004 (Existing) EXHIBIT F

Project ID *Main St. Study CBB #176-03*

East/West Street: *Main St. (IL 177)* North/South Street: *Jefferson St. (IL 4)*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	83	188	75	31	112	42
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	45	145	36	55	230	70
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	362		193		236		372	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.2		0.2	
Prop. Right-Turns	0.2		0.2		0.2		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.32		6.32		6.32		6.32	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.32		0.17		0.21		0.33	
hd, final value	6.32		6.32		6.32		6.32	
x, final value	0.64		0.36		0.43		0.65	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.3		4.3		4.3		4.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	534		443		480		540	
Delay	19.67		13.48		14.62		20.10	
LOS	C		B		B		C	
Approach: Delay	19.67		13.48		14.62		20.10	
LOS	C		B		B		C	
Intersection Delay	17.76							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	K Waggoner
Agency/Co.	CBB
Date Performed	1/14/2004
Analysis Time Period	4-5 pm

Site Information

Intersection	Main St. & Jefferson St.
Jurisdiction	Mascoutah
Analysis Year	2009 5-Year EXHIBIT G

Project ID *Main St. Study CBB #176-03*

East/West Street: *Main St. (IL 177)* North/South Street: *Jefferson St. (IL 4)*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	90	205	85	35	125	45
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	50	160	40	60	255	75
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	398		214		262		409	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.2		0.2	
Prop. Right-Turns	0.2		0.2		0.2		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.91		6.91		6.91		6.91	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.35		0.19		0.23		0.36	
hd, final value	6.91		6.91		6.91		6.91	
x, final value	0.76		0.44		0.53		0.78	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.9		4.9		4.9		4.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	495		404		432		500	
Delay	28.86		16.32		18.36		30.16	
LOS	D		C		C		D	
Approach: Delay	28.86		16.32		18.36		30.16	
LOS	D		C		C		D	
Intersection Delay	25.04							
Intersection LOS	D							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	K Waggoner
Agency/Co.	CBB
Date Performed	1/14/2004
Analysis Time Period	4-5 pm

Site Information

Intersection	Main St. & Jefferson St.
Jurisdiction	Mascoutah
Analysis Year	2014 10 -Year EXHIBIT H

Project ID Main St. Study CBB #176-03

East/West Street: Main St. (IL 177)

North/South Street: Jefferson St. (IL 4)

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	100	226	90	37	134	50
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	54	174	43	66	276	84
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate	436		231		284		447	
% Heavy Vehicles								
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.2		0.2	
Prop. Right-Turns	0.2		0.2		0.2		0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.72		7.72		7.72		7.72	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.39		0.21		0.25		0.40	
hd, final value	7.72		7.72		7.72		7.72	
x, final value	0.94		0.55		0.66		0.95	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	5.7		5.7		5.7		5.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	458		396		411		463	
Delay	55.00		21.39		25.80		58.77	
LOS	F		C		D		F	
Approach: Delay	55.00		21.39		25.80		58.77	
LOS	F		C		D		F	
Intersection Delay	44.72							
Intersection LOS	E							

SHORT REPORT

General Information		Site Information	
Analyst	K Waggoner	Intersection	Main St. & Jefferson St.
Agency or Co.	CBB	Area Type	All other areas
Date Performed	1/15/2004	Jurisdiction	Mascoutah
Time Period	4-5 pm	Analysis Year	2009 (5 Yr) EXHIBIT I

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	90	205	85	35	125	45	50	160	40	60	255	75
% Heavy veh	1	1	1	1	1	1	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		30	0		15	0		10	0		25
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 50.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		369			201			253			384	
Lane group cap.		636			657			636			664	
v/c ratio		0.58			0.31			0.40			0.58	
Green ratio		0.40			0.40			0.40			0.40	
Unif. delay d1		11.7			10.3			10.7			11.7	
Delay factor k		0.17			0.11			0.11			0.17	
Increm. delay d2		1.3			0.3			0.4			1.3	
PF factor		1.000			1.000			1.000			1.000	
Control delay		13.1			10.5			11.1			13.0	
Lane group LOS		B			B			B			B	
Apprch. delay	13.1			10.5			11.1			13.0		
Approach LOS	B			B			B			B		
Intersec. delay	12.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	K Waggoner	Intersection	Main St. & Jefferson St.
Agency or Co.	CBB	Area Type	All other areas
Date Performed	1/15/2004	Jurisdiction	Mascoutah
Time Period	4-5 pm	Analysis Year	2014 (10 Yr) EXHIBIT J

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	100	225	90	35	135	50	55	175	210	65	275	85
% Heavy veh	1	1	1	1	1	1	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		30	0		15	0		10	0		25
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 50.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	405	216	453	420
Lane group cap.	630	656	637	644
v/c ratio	0.64	0.33	0.71	0.65
Green ratio	0.40	0.40	0.40	0.40
Unif. delay d1	12.1	10.4	12.6	12.2
Delay factor k	0.22	0.11	0.27	0.23
Increm. delay d2	2.2	0.3	3.7	2.4
PF factor	1.000	1.000	1.000	1.000
Control delay	14.4	10.7	16.3	14.5
Lane group LOS	B	B	B	B
Apprch. delay	14.4	10.7	16.3	14.5
Approach LOS	B	B	B	B
Intersec. delay	14.5	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	K Waggoner	Intersection	Main St. & Jefferson St.
Agency or Co.	CBB	Area Type	All other areas
Date Performed	1/14/2004	Jurisdiction	Mascoutah
Time Period	4-5 pm	Analysis Year	2024 (20 Yr) EXHIBIT K

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	120	270	110	40	160	60	65	210	55	80	330	100
% Heavy veh	1	1	1	1	1	1	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		35	0		20	0		15	0		30
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 20.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 50.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		489			252			331			505	
Lane group cap.		627			654			616			652	
v/c ratio		0.78			0.39			0.54			0.77	
Green ratio		0.40			0.40			0.40			0.40	
Unif. delay d1		13.1			10.6			11.5			13.0	
Delay factor k		0.33			0.11			0.14			0.32	
Increm. delay d2		6.3			0.4			0.9			5.8	
PF factor		1.000			1.000			1.000			1.000	
Control delay		19.4			11.0			12.4			18.9	
Lane group LOS		B			B			B			B	
Apprch. delay	19.4			11.0			12.4			18.9		
Approach LOS	B			B			B			B		
Intersec. delay	16.4			Intersection LOS						B		

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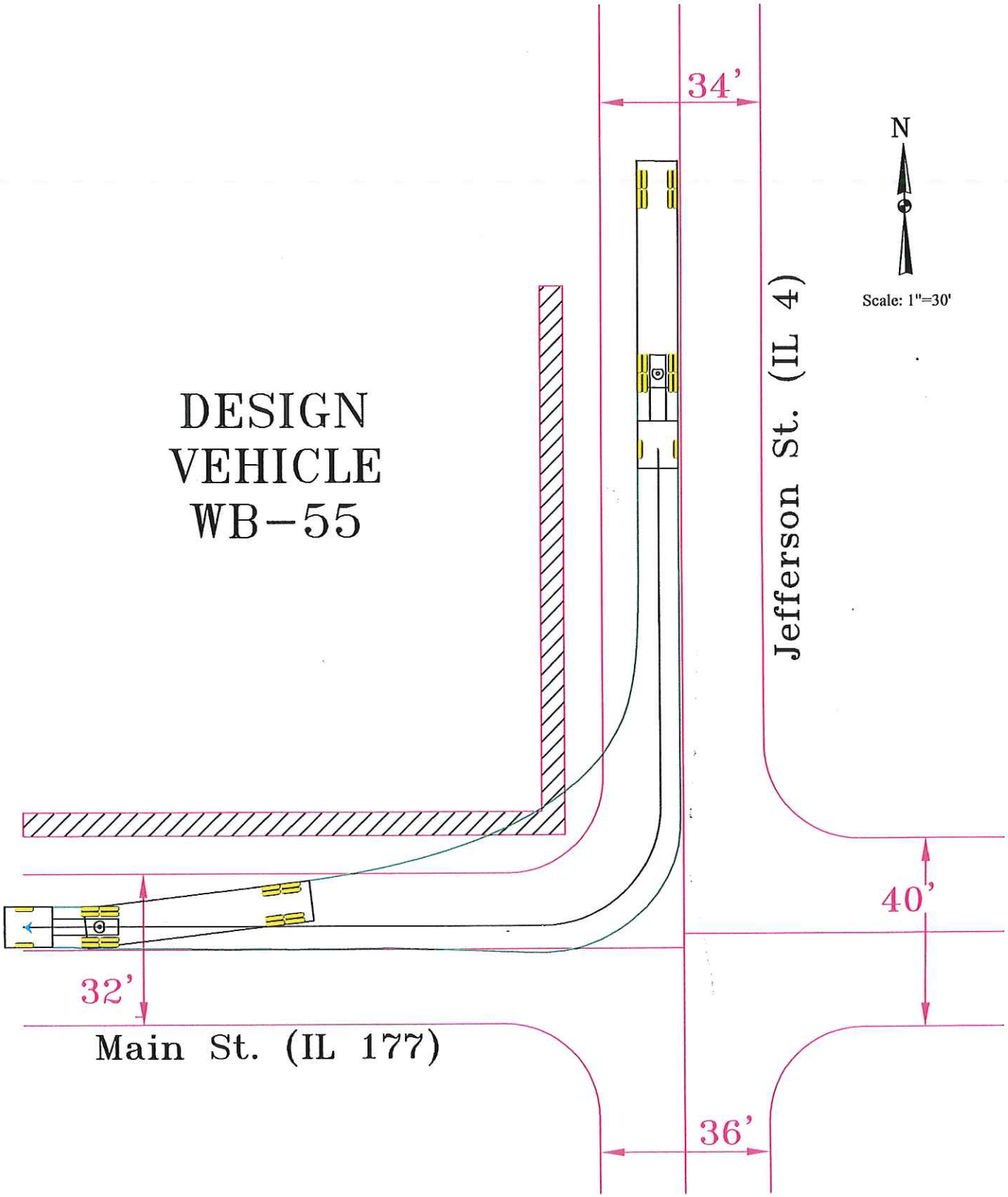


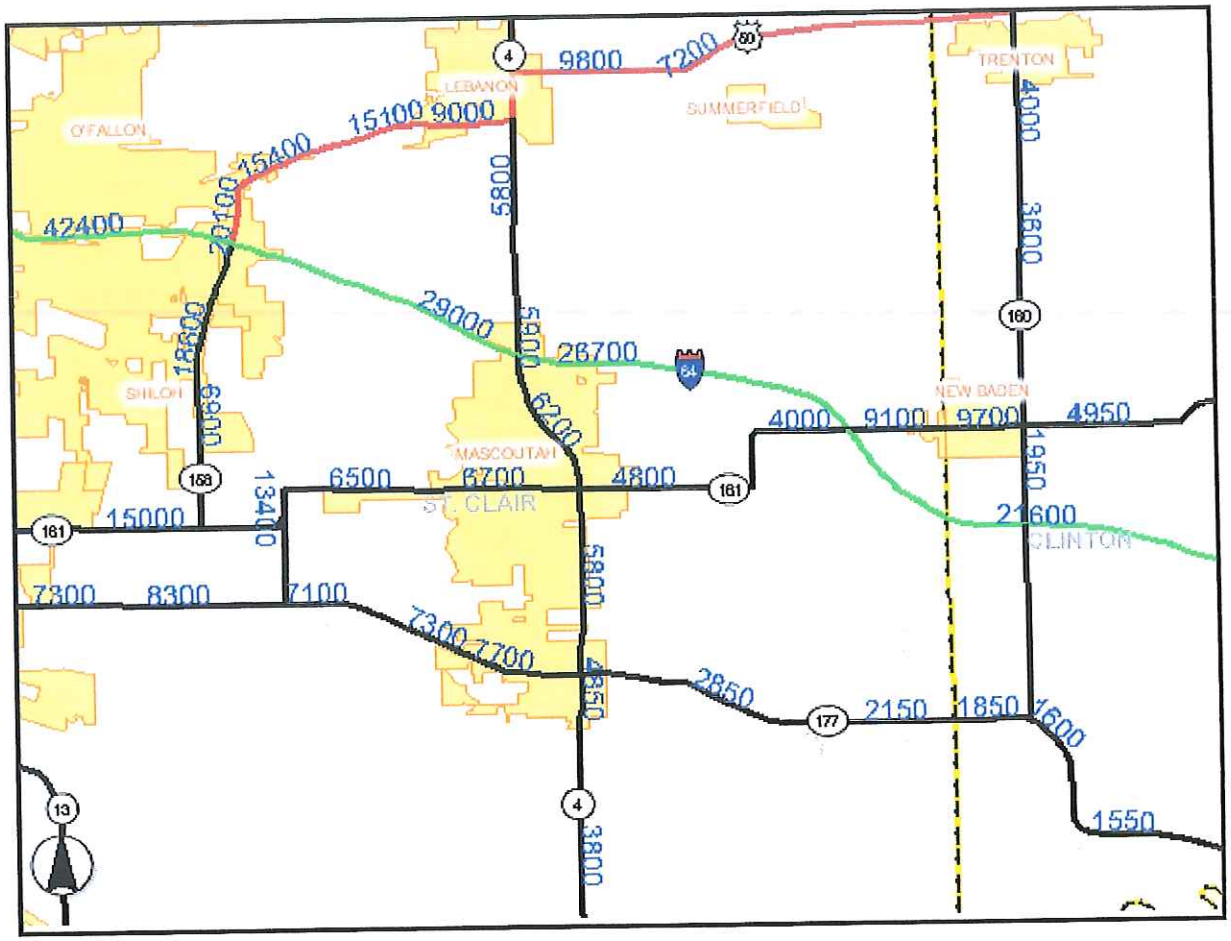
Exhibit L- DESIGN VEHICLE

#176-03
2/24/04

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

Illinois Department of Transportation

Average Daily Traffic



Average Daily Traffic

Map Created On: March 4, 2004

- Selected Features
- Marked Routes
- US Routes
- Illinois Routes
- Interstates
- 1200 ADT Counts
- Cities
- County Boundaries
- IDOT Districts

Crawford, Bunte, Brammeier
P.O. Box 28727
St. Louis, Missouri
314-878-6644

N-S Street:IL. Rte. 4 (Jefferson St.)
E-W Street:IL. Rte. 177 (Main St.)
City/State:Mascoutah, Illinois
Job Number:#176-03

File Name : 17603001
Site Code : 17603001
Start Date : 11/10/2003
Page No : 1

Groups Printed- Unshifted

	IL. Rte. 4 (Jefferson St.) Southbound					IL. Rte. 177 (Main St.) Westbound					IL. Rte. 4 (Jefferson St.) Northbound					IL. Rte. 177 (Main St.) Eastbound					
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
12:00 PM	9	30	21	0	60	2	15	5	0	22	9	19	6	0	34	24	14	14	0	52	168
12:15 PM	8	25	17	0	50	5	19	6	0	30	7	22	3	0	32	19	16	8	0	43	155
12:30 PM	7	31	21	1	60	10	20	12	1	43	12	20	3	1	36	22	18	15	1	56	195
12:45 PM	5	16	19	0	40	6	19	8	1	34	17	20	3	0	40	18	20	13	0	51	165
Total	29	102	78	1	210	23	73	31	2	129	45	81	15	1	142	83	68	50	1	202	683
01:00 PM	5	23	13	0	41	6	24	12	0	42	13	21	4	1	39	19	13	11	1	44	166
01:15 PM	8	33	17	2	60	0	16	6	0	22	10	17	6	0	33	16	19	10	2	47	162
01:30 PM	10	26	19	0	55	6	19	6	0	31	12	22	6	0	40	13	20	10	0	43	169
01:45 PM	13	21	12	0	46	5	22	10	0	37	17	19	4	0	40	15	24	10	0	49	172
Total	36	103	61	2	202	17	81	34	0	132	52	79	20	1	152	63	76	41	3	183	669
02:00 PM	9	22	14	0	45	5	25	5	0	35	18	19	4	0	41	19	18	12	0	49	170
02:15 PM	13	30	15	0	58	5	23	7	0	35	12	22	3	0	37	16	18	12	1	47	177
02:30 PM	16	30	24	0	70	6	21	5	0	32	19	24	4	0	47	20	30	21	0	71	220
02:45 PM	8	28	13	0	49	3	28	15	2	48	11	34	6	0	51	20	33	15	0	68	216
Total	46	110	66	0	222	19	97	32	2	150	60	99	17	0	176	75	99	60	1	235	783
03:00 PM	12	29	18	0	59	5	25	10	0	40	15	29	5	0	49	18	27	18	0	63	211
03:15 PM	7	34	12	0	53	6	20	6	1	33	11	22	5	0	38	18	19	27	0	64	188
03:30 PM	22	47	13	0	82	3	34	3	4	44	14	19	7	0	40	17	32	21	0	70	236
03:45 PM	9	36	18	0	63	10	26	9	0	45	16	34	10	0	59	12	45	9	0	66	233
Total	50	146	61	0	257	24	105	28	5	162	55	104	27	0	186	65	123	75	0	263	868
04:00 PM	15	73	11	0	99	9	27	13	0	49	6	26	9	0	41	21	46	25	2	94	283
04:15 PM	14	45	19	0	78	7	23	9	0	39	13	47	11	0	71	20	43	22	0	85	273
04:30 PM	9	63	16	1	89	9	33	11	1	54	12	37	10	0	59	17	45	12	3	77	279
04:45 PM	17	49	24	0	90	6	29	9	1	45	14	35	6	0	55	25	54	16	0	95	285
Total	55	230	70	1	356	31	112	42	2	187	45	145	36	0	226	83	188	75	5	351	1120
05:00 PM	11	49	18	3	81	5	29	13	0	47	17	23	9	0	49	20	46	18	0	84	261
05:15 PM	16	38	18	0	72	4	33	11	2	50	7	28	7	0	42	16	40	20	0	76	240
05:30 PM	11	44	23	0	78	8	32	7	3	50	6	30	6	0	42	13	35	16	2	66	236
05:45 PM	15	35	16	1	67	5	32	5	1	43	16	31	5	0	52	15	21	17	0	53	215
Total	53	166	75	4	298	22	126	36	6	190	46	112	27	0	185	64	142	71	2	279	952
Grand Total	269	857	411	8	1545	136	594	203	17	950	303	620	142	2	1067	433	696	372	12	1513	5075
Apprch %	17.4	55.5	26.6	0.5		14.3	62.5	21.4	1.8		28.4	58.1	13.3	0.2		28.6	46.0	24.6	0.8		
Total %	5.3	16.9	8.1	0.2	30.4	2.7	11.7	4.0	0.3	18.7	6.0	12.2	2.8	0.0	21.0	8.5	13.7	7.3	0.2	29.8	

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	408240
Direction	East
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Monday, December 01, 2003

12-01-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13	213	55	52	52	54
14	230	37	49	95	49
15	283	55	70	73	85
16	331	73	89	91	78
17	282	74	80	58	70
18	211	55	64	42	50
19	152	43	38	38	33
20	156	40	49	30	37
21	85	23	16	25	21
22	65	20	15	13	17
23	42	12	12	15	3
	2050	Total			

AM Peak Hour Start	
AM Peak Hour Total	
AM Peak Hour Factor	
PM Peak Hour Start	15:45
PM Peak Hour Total	338
PM Peak Hour Factor	92.86 %

12-02-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	37	10	13	6	8
01	22	7	4	9	2
02	3	0	1	1	1
03	13	1	3	4	5
04	7	1	0	3	3
05	49	8	14	15	12
06	85	14	16	29	26
07	186	32	38	42	74
08	173	67	35	41	30
09	155	39	45	33	38
10	132	32	28	34	38
11	184	46	36	55	47
12	193	48	31	54	60
13	185	51	46	37	51
14	261	49	75	71	66
15	278	59	72	79	68
16	344	79	74	101	90
17	307	88	99	72	48
18	203	49	48	62	44
19	138	40	35	38	25
20	130	24	22	41	43
21	113	36	31	23	23
22	65	24	17	5	19
23	35	9	11	7	8
	3298	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	221
AM Peak Hour Factor	74.66 %
PM Peak Hour Start	16:30
PM Peak Hour Total	378
PM Peak Hour Factor	93.56 %

12-03-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	32	13	6	8	5
01	15	4	7	2	2
02	9	2	2	2	3
03	13	0	2	9	2
04	21	2	4	11	4
05	33	7	4	13	9
06	96	15	28	20	33
07	218	36	45	64	73
08	188	66	38	44	40
09	153	47	34	38	34
10	154	34	40	43	37
11	167	39	36	45	47
12	197	44	57	58	38
13	193	51	39	58	45
14	229	43	49	86	51
15	263	57	62	66	78
16	369	83	108	90	88
17	277	77	72	75	53
18	212	56	64	56	36
19	131	22	38	36	35
20	149	39	29	45	36
21	92	27	22	23	20
22	62	21	15	15	11
23	41	9	14	8	10
	3314	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	248
AM Peak Hour Factor	84.93 %
PM Peak Hour Start	16:00
PM Peak Hour Total	369
PM Peak Hour Factor	85.42 %

12-04-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	28	11	8	1	8
01	14	5	2	3	4
02	14	4	6	1	3
03	14	2	3	4	5
04	35	10	3	17	5
05	46	7	9	17	13
06	65	10	14	23	18
07	182	44	41	43	54
08	145	51	34	26	34
09	162	49	44	30	39
10	151	29	49	38	35
11	173	52	44	36	41
12	194	44	50	49	51
13	170	34	49	44	43
14	272	65	51	83	73
15	256	54	59	71	72
16	305	85	79	60	81
17	283	77	86	62	58
18	171	50	36	41	44
19	125	44	28	24	29
20	139	34	41	31	33
21	114	32	29	21	32
22	70	21	19	12	18
23	55	18	14	14	9
	3183	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	189
AM Peak Hour Factor	87.50 %
PM Peak Hour Start	15:30
PM Peak Hour Total	307
PM Peak Hour Factor	90.29 %

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	408240
Direction	East
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Friday, December 05, 2003

12-05-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	36	11	12	3	10
01	22	9	6	4	3
02	9	3	2	1	3
03	10	1	3	2	4
04	20	1	4	4	11
05	43	13	8	8	14
06	82	16	20	24	22
07	207	30	59	55	63
08	170	63	32	31	44
09	134	30	36	30	38
10	145	38	30	40	37
11	160	37	43	37	43
12	196	36	52	55	53
13	213	42	53	64	54
14	241	57	49	80	55
15	264	54	70	78	62
16	252	67	66	52	67
17	276	92	69	65	50
18	231	71	50	51	59
19	173	45	46	42	40
20	125	22	31	41	31
21	124	31	38	32	23
22	87	25	23	19	20
23	72	22	17	19	14
	3292	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	240
AM Peak Hour Factor	95.24 %
PM Peak Hour Start	16:45
PM Peak Hour Total	293
PM Peak Hour Factor	79.62 %

12-06-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	44	16	13	8	7
01	31	9	8	6	8
02	15	5	3	4	3
03	19	5	9	3	2
04	13	3	3	2	5
05	34	6	6	13	9
06	30	8	7	8	7
07	48	8	11	14	15
08	145	17	40	37	51
09	145	31	34	41	39
10	193	50	41	43	59
11	233	55	62	53	63
12	153	67	65	15	6
13	181	11	45	70	55
14	207	56	44	56	51
15	200	45	50	46	59
16	147	39	40	30	38
17	215	60	58	59	38
18	148	36	44	28	40
19	141	42	38	28	33
20	126	35	31	30	30
21	99	26	23	30	20
22	90	23	19	23	25
23	74	24	17	17	16
	2731	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	233
AM Peak Hour Factor	92.46 %
PM Peak Hour Start	13:15
PM Peak Hour Total	226
PM Peak Hour Factor	80.71 %

12-07-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	49	14	14	11	10
01	29	12	8	5	4
02	18	4	3	5	6
03	22	7	7	5	3
04	14	3	2	4	5
05	18	4	5	3	6
06	16	5	5	2	4
07	64	8	6	19	31
08	44	9	10	10	15
09	81	21	14	17	29
10	130	27	49	25	29
11	173	35	45	53	40
12	175	47	38	53	37
13	156	40	30	39	47
14	189	54	40	58	37
15	177	36	44	44	53
16	186	48	43	44	51
17	157	52	31	38	36
18	156	43	34	37	42
19	134	38	39	24	33
20	97	34	15	24	24
21	75	24	14	19	18
22	62	20	20	10	12
23	29	6	11	6	6
	2251	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	173
AM Peak Hour Factor	81.60 %
PM Peak Hour Start	13:45
PM Peak Hour Total	199
PM Peak Hour Factor	85.78 %

12-08-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	20	5	5	3	7
01	7	2	0	3	2
02	4	0	3	0	1
03	4	2	0	0	2
04	10	2	1	3	4
05	49	12	13	13	11
06	87	13	34	15	25
07	210	42	47	53	68
08	179	66	40	35	38
09	149	47	38	34	30
10	175	48	37	31	59
11	179	34	55	40	50
12	208	47	54	58	49
13	202	53	53	56	40
14	226	48	60	71	47
15	292	76	70	70	76
16	344	106	57	87	94
17	268	75	67	66	60
18	175	46	44	46	39
19	262	34	91	86	51
20	332	46	62	123	101
21	249	84	56	58	51
22	74	28	19	15	12
23	53	15	11	13	14
	3758	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	234
AM Peak Hour Factor	86.03 %
PM Peak Hour Start	20:15
PM Peak Hour Total	370
PM Peak Hour Factor	75.20 %

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	408240
Direction	East
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Tuesday, December 09, 2003

12-09-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	23	8	10	2	3
01	15	3	8	4	0
02	4	2	1	1	0
03	10	6	1	3	0
04	16	0	2	6	8
05	42	7	13	8	14
06	89	15	16	25	33
07	176	36	29	50	61
08	194	59	43	45	47
09	188	60	46	42	40
10	160	33	49	36	42
11	191	38	42	57	54
12	192	35	57	35	65
13	274	58	66	80	70
14	320	57	71	112	80
15	301	66	74	89	72
16	308	85	64	80	79
17	304	75	89	84	56
18	197	47	53	41	56
19	170	40	32	46	52
20	195	62	63	39	31
21	117	33	24	30	30
22	73	26	18	18	11
23	50	11	13	19	7
	3609	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	213
AM Peak Hour Factor	87.30 %
PM Peak Hour Start	14:30
PM Peak Hour Total	332
PM Peak Hour Factor	74.11 %

12-10-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	35	9	13	3	10
01	29	4	7	8	10
02	13	0	6	3	4
03	17	8	1	3	5
04	7	1	2	2	2
05	31	7	8	7	9
06	92	19	23	20	30
07	211	38	41	57	75
08	177	51	47	30	49
09	159	53	39	35	32
10	162	44	36	39	43
11	179	40	47	52	40
12	204	40	52	68	44
13	153	41	35	36	41
14	273	51	58	101	63
15	290	73	68	76	73
16	299	64	74	91	70
17	253	66	78	57	52
18	198	57	54	49	38
19	151	40	38	47	26
20	116	27	30	29	30
21	118	36	36	25	21
22	61	22	17	8	14
23	36	12	10	8	6
	3264	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	230
AM Peak Hour Factor	76.67 %
PM Peak Hour Start	14:30
PM Peak Hour Total	305
PM Peak Hour Factor	75.50 %

12-11-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	30	12	12	3	3
01	9	4	1	1	3
02	10	3	0	3	4
03	7	1	3	1	2
04	7	1	2	2	2
05	41	9	10	9	13
06	71	14	16	13	28
07	187	35	38	40	74
08	167	56	45	36	30
09	153	34	46	33	40
10	144	31	45	28	40
11	155	40	38	48	29
12	191	39	53	60	39
13	190	39	49	47	55
14	244	40	65	83	56
15	283	61	68	72	82
16	319	87	78	74	80
17	268	74	90	57	47
18	187	47	44	40	56
19	139	39	39	28	33
20	134	36	31	34	33
21	103	35	24	22	22
22	75	17	14	22	22
23	51	13	17	17	4
	3165	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	215
AM Peak Hour Factor	72.64 %
PM Peak Hour Start	15:45
PM Peak Hour Total	321
PM Peak Hour Factor	92.24 %

12-12-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	35	11	11	8	5
01	15	8	3	3	1
02	9	0	2	1	6
03	9	3	3	1	2
04	10	4	1	4	1
05	42	8	6	12	16
06	78	12	20	24	22
07	176	44	33	41	58
08	147	55	37	23	32
09	157	48	33	34	42
10	161	43	32	49	37
11	164	47	38	44	35
12	222	60	60	53	49
13	214	50	60	60	44
14	340	50	82	142	66
15	311	65	82	84	80
16	358	75	86	98	99
17	294	84	76	69	65
18	261	69	78	49	65
19	182	43	58	41	40
20	155	38	56	23	38
21	108	23	20	35	30
22	102	33	34	21	14
23	86	24	20	21	21
	3636	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	191
AM Peak Hour Factor	82.33 %
PM Peak Hour Start	16:15
PM Peak Hour Total	367
PM Peak Hour Factor	92.68 %

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	408240
Direction	East
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Saturday, December 13, 2003

	12-13-03 (Ch1)				
HR Begin	HR Total	00-15	15-30	30-45	45-00
00	75	19	17	17	22
01	43	21	8	8	6
02	11	7	1	1	2
03	16	6	3	3	4
04	11	3	1	3	4
05	18	2	5	7	4
06	30	5	9	9	7
07	70	13	15	17	25
08	117	16	28	27	46
09	158	35	31	42	50
10	206	53	53	57	43
11	183	34	49	51	49
12	195	47	45	48	55
13	189	48	43	44	54
14	151	36	43	34	38
15	154	41	30	38	45
16	169	48	37	45	39
17	132	55	45	32	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0
21	0	0	0	0	0
22	2	2	0	0	0
23	0	0	0	0	0
	1930	Total			

	12-14-03 (Ch1)				
HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	0	0	0	0	0
07	0	0	0	0	0
08	0	0	0	0	0
09	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	1	0	1	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
	1	Total			

	12-15-03 (Ch1)				
HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	0	0	0	0	0
07	0	0	0	0	0
08	0	0	0	0	0
09	0	0	0	0	
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
	0	Total			

AM Peak Hour Start	09:45	AM Peak Hour Start		AM Peak Hour Start	
AM Peak Hour Total	213	AM Peak Hour Total		AM Peak Hour Total	
AM Peak Hour Factor	93.42 %	AM Peak Hour Factor		AM Peak Hour Factor	
PM Peak Hour Start	12:15	PM Peak Hour Start	12:00	PM Peak Hour Start	
PM Peak Hour Total	196	PM Peak Hour Total	1	PM Peak Hour Total	
PM Peak Hour Factor	89.09 %	PM Peak Hour Factor	25.00 %	PM Peak Hour Factor	

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	408380
Direction	West
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Monday, December 01, 2003

12-01-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13	196	36	48	52	60
14	240	56	54	59	71
15	206	61	46	53	46
16	246	52	69	69	56
17	243	65	59	54	65
18	224	47	72	56	49
19	128	46	33	28	21
20	111	30	26	18	37
21	60	11	20	15	14
22	55	15	20	12	8
23	26	9	4	8	5
	1735	Total			

AM Peak Hour Start	
AM Peak Hour Total	
AM Peak Hour Factor	
PM Peak Hour Start	16:15
PM Peak Hour Total	259
PM Peak Hour Factor	93.84 %

12-02-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	21	10	3	3	5
01	7	1	4	1	1
02	10	0	5	3	2
03	10	2	2	2	4
04	28	6	3	7	12
05	86	9	18	30	29
06	157	25	45	52	35
07	312	92	79	70	71
08	208	54	46	47	61
09	192	52	39	44	57
10	201	43	51	54	53
11	217	56	54	46	61
12	193	56	46	46	45
13	178	41	42	42	53
14	214	60	55	53	46
15	251	67	55	57	72
16	244	52	70	69	53
17	269	70	66	69	64
18	193	53	47	53	40
19	129	34	38	28	29
20	91	17	23	33	18
21	57	18	12	14	13
22	43	14	13	6	10
23	35	10	8	12	5
	3346	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	312
AM Peak Hour Factor	84.78 %
PM Peak Hour Start	17:00
PM Peak Hour Total	269
PM Peak Hour Factor	96.07 %

12-03-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	13	6	2	3	2
01	9	2	4	2	1
02	12	2	5	3	2
03	8	1	0	3	4
04	27	4	5	5	13
05	76	13	13	23	27
06	169	33	47	48	41
07	311	87	83	68	73
08	206	59	43	54	50
09	193	47	44	55	47
10	153	33	41	35	44
11	170	39	44	36	51
12	195	57	39	61	38
13	186	51	50	41	44
14	221	65	41	41	74
15	190	51	46	49	44
16	244	62	64	43	75
17	239	63	70	46	60
18	183	50	54	48	31
19	138	38	33	30	37
20	93	27	26	20	20
21	67	19	19	17	12
22	37	15	5	13	4
23	33	12	6	5	10
	3173	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	311
AM Peak Hour Factor	89.37 %
PM Peak Hour Start	16:45
PM Peak Hour Total	254
PM Peak Hour Factor	84.67 %

12-04-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	10	2	3	4	1
01	13	3	6	3	1
02	4	1	1	2	0
03	9	1	0	7	1
04	22	4	5	6	7
05	82	16	21	21	24
06	140	25	27	38	50
07	270	64	75	69	62
08	241	68	59	58	56
09	163	53	48	30	32
10	170	49	42	31	48
11	192	39	54	41	58
12	194	55	47	47	45
13	196	52	43	43	58
14	186	52	55	45	34
15	216	69	47	48	52
16	208	47	51	49	61
17	250	64	65	69	52
18	173	46	46	44	37
19	125	46	28	27	24
20	109	26	31	29	23
21	80	24	21	19	16
22	47	12	14	11	10
23	37	9	10	11	7
	3137	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	274
AM Peak Hour Factor	91.33 %
PM Peak Hour Start	16:45
PM Peak Hour Total	259
PM Peak Hour Factor	93.84 %

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	408380
Direction	West
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Friday, December 05, 2003

12-05-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	17	5	4	5	3
01	13	5	2	1	5
02	9	3	3	2	1
03	7	1	1	2	3
04	25	1	9	7	8
05	68	9	14	12	33
06	128	22	29	38	39
07	247	64	49	68	66
08	220	63	51	56	50
09	209	60	52	52	45
10	164	43	50	35	36
11	167	40	37	43	47
12	205	50	52	54	49
13	177	57	39	40	41
14	235	60	66	57	52
15	256	71	53	67	65
16	226	50	57	63	56
17	240	78	51	56	55
18	197	63	52	47	35
19	134	48	37	30	19
20	117	32	27	34	24
21	109	28	29	24	28
22	72	20	15	17	20
23	61	14	17	22	8
	3303	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	248
AM Peak Hour Factor	91.18 %
PM Peak Hour Start	15:00
PM Peak Hour Total	256
PM Peak Hour Factor	90.14 %

12-06-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	35	12	8	10	5
01	13	7	2	4	0
02	23	10	6	3	4
03	11	2	2	3	4
04	8	1	1	3	3
05	40	7	9	12	12
06	46	16	5	13	12
07	91	18	18	29	26
08	186	42	36	44	64
09	225	59	53	52	61
10	244	61	56	54	73
11	260	67	73	68	52
12	157	74	72	7	4
13	164	24	32	56	52
14	201	61	60	40	40
15	177	46	40	50	41
16	160	48	32	44	36
17	211	56	56	54	45
18	245	56	93	52	44
19	129	44	27	32	26
20	114	18	30	24	42
21	86	28	19	27	12
22	94	25	26	25	18
23	50	15	10	10	15
	2970	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	281
AM Peak Hour Factor	96.23 %
PM Peak Hour Start	17:30
PM Peak Hour Total	248
PM Peak Hour Factor	66.67 %

12-07-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	37	7	10	17	3
01	26	8	9	6	3
02	17	6	2	5	4
03	9	1	0	3	5
04	9	1	1	5	2
05	23	4	9	5	5
06	16	3	5	3	5
07	46	11	12	12	11
08	122	16	14	24	68
09	159	41	34	39	45
10	148	45	30	47	26
11	182	42	31	64	45
12	184	40	43	50	51
13	201	55	52	42	52
14	214	55	45	56	58
15	209	48	50	49	62
16	195	48	54	53	40
17	188	57	42	43	46
18	161	48	34	37	42
19	125	32	39	27	27
20	79	17	20	19	23
21	68	14	12	15	27
22	43	13	13	11	6
23	27	10	5	5	7
	2488	Total			

AM Peak Hour Start	08:45
AM Peak Hour Total	182
AM Peak Hour Factor	66.91 %
PM Peak Hour Start	15:45
PM Peak Hour Total	217
PM Peak Hour Factor	87.50 %

12-08-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	22	4	5	6	7
01	11	4	4	2	1
02	13	7	1	4	1
03	8	1	3	1	3
04	18	1	6	5	6
05	87	14	15	31	27
06	153	22	32	47	52
07	310	81	83	73	73
08	222	61	56	53	52
09	224	67	50	62	45
10	180	55	46	52	27
11	180	43	50	42	45
12	173	51	45	37	40
13	180	53	40	36	51
14	204	59	41	40	64
15	193	64	43	47	39
16	238	65	65	57	51
17	199	50	53	44	52
18	154	40	34	39	41
19	71	30	0	14	27
20	31	16	15	0	0
21	8	3	0	0	5
22	48	11	10	20	7
23	41	10	13	5	13
	2968	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	310
AM Peak Hour Factor	93.37 %
PM Peak Hour Start	16:00
PM Peak Hour Total	238
PM Peak Hour Factor	91.54 %

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	408380
Direction	West
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Tuesday, December 09, 2003

12-09-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	22	10	4	5	3
01	9	6	0	1	2
02	6	2	0	2	2
03	8	1	0	5	2
04	21	0	8	5	8
05	71	12	7	26	26
06	156	23	46	38	49
07	257	63	78	63	53
08	217	58	58	48	53
09	156	43	35	44	34
10	167	36	34	50	47
11	180	48	44	39	49
12	171	53	48	38	32
13	144	56	39	19	30
14	124	52	28	19	25
15	190	36	50	52	52
16	205	48	45	62	50
17	223	58	55	55	55
18	208	49	69	47	43
19	89	39	26	10	14
20	53	1	20	20	12
21	78	14	20	23	21
22	57	22	12	13	10
23	36	10	12	6	8
	2848	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	257
AM Peak Hour Factor	82.37 %
PM Peak Hour Start	17:30
PM Peak Hour Total	228
PM Peak Hour Factor	82.61 %

12-10-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	18	6	7	1	4
01	11	3	4	2	2
02	5	2	1	0	2
03	9	1	1	5	2
04	20	2	4	9	5
05	81	16	15	27	23
06	152	24	30	38	60
07	289	65	84	79	61
08	199	43	41	55	60
09	177	40	39	46	52
10	164	45	42	33	44
11	196	53	51	43	49
12	204	49	55	42	58
13	174	46	43	43	42
14	234	67	69	48	50
15	200	55	41	51	53
16	232	56	55	55	66
17	219	67	45	56	51
18	200	37	66	60	37
19	112	23	25	28	36
20	100	36	19	26	19
21	69	17	19	15	18
22	44	16	14	10	4
23	20	5	7	4	4
	3129	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	289
AM Peak Hour Factor	86.01 %
PM Peak Hour Start	16:15
PM Peak Hour Total	243
PM Peak Hour Factor	90.67 %

12-11-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	14	2	6	3	3
01	6	2	1	0	3
02	8	2	1	3	2
03	6	2	1	1	2
04	23	2	5	9	7
05	78	9	15	22	32
06	154	28	35	48	43
07	325	60	94	80	91
08	238	61	56	64	57
09	172	56	35	37	44
10	184	52	46	44	42
11	162	31	42	30	59
12	159	35	41	36	47
13	206	53	43	61	49
14	212	53	49	53	57
15	219	67	40	61	51
16	245	49	66	59	71
17	261	68	68	61	64
18	205	50	67	47	41
19	157	44	47	35	31
20	90	20	32	19	19
21	95	30	22	16	27
22	54	22	18	7	7
23	39	8	11	15	5
	3312	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	326
AM Peak Hour Factor	86.70 %
PM Peak Hour Start	16:45
PM Peak Hour Total	268
PM Peak Hour Factor	94.37 %

12-12-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	17	5	4	3	5
01	18	5	9	4	0
02	9	2	4	2	1
03	6	1	1	3	1
04	21	3	5	6	7
05	75	9	12	19	35
06	131	26	32	28	45
07	297	66	73	84	74
08	226	57	52	56	61
09	201	55	40	50	56
10	179	42	47	39	51
11	184	37	57	43	47
12	234	65	55	60	54
13	227	51	52	65	59
14	171	47	52	18	54
15	224	64	50	66	44
16	295	69	74	73	79
17	261	74	66	66	55
18	268	75	68	58	67
19	151	44	38	36	33
20	110	25	35	24	26
21	99	21	21	26	31
22	101	27	28	30	16
23	78	26	12	25	15
	3583	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	297
AM Peak Hour Factor	88.39 %
PM Peak Hour Start	16:15
PM Peak Hour Total	300
PM Peak Hour Factor	94.94 %

Mitron Systems Volume Count Report

Site Name	Main Street-IL. Rte. 177 (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	408380
Direction	West
Date	12/1/2003
Real Time	12:51
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	8

Saturday, December 13, 2003

12-13-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	50	17	15	8	10
01	28	9	8	7	4
02	25	9	8	3	5
03	8	2	2	3	1
04	15	5	2	1	7
05	33	6	7	13	7
06	56	7	16	15	18
07	109	22	21	33	33
08	152	33	35	47	37
09	241	55	62	57	67
10	234	65	64	59	46
11	198	41	64	40	53
12	160	39	43	43	35
13	172	48	41	44	39
14	157	34	49	39	35
15	156	33	36	40	47
16	150	32	35	38	45
17	175	43	45	44	43
18	130	42	35	23	30
19	107	34	22	27	24
20	99	28	26	26	19
21	96	18	25	29	24
22	102	19	29	27	27
23	84	27	24	17	16
	2737	Total			

AM Peak Hour Start	09:45
AM Peak Hour Total	255
AM Peak Hour Factor	95.15 %
PM Peak Hour Start	16:45
PM Peak Hour Total	177
PM Peak Hour Factor	98.33 %

12-14-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	54	11	14	15	14
01	33	12	6	5	10
02	17	7	3	2	5
03	9	2	2	4	1
04	4	1	1	1	1
05	17	2	4	4	7
06	20	5	7	6	2
07	69	10	7	20	32
08	58	15	11	16	16
09	73	15	17	18	23
10	165	42	54	35	34
11	140	25	33	45	37
12	143	31	40	41	31
13	141	41	24	28	48
14	120	36	26	37	21
15	144	35	31	42	36
16	174	45	47	45	37
17	127	35	43	29	20
18	124	29	34	27	34
19	139	29	32	36	42
20	114	41	30	20	23
21	66	20	14	18	14
22	55	16	9	17	13
23	25	5	6	6	8
	2031	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	165
AM Peak Hour Factor	76.39 %
PM Peak Hour Start	16:00
PM Peak Hour Total	174
PM Peak Hour Factor	92.55 %

12-15-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	15	5	5	4	1
01	16	5	0	8	3
02	7	0	2	1	4
03	7	2	1	1	3
04	9	2	1	5	1
05	46	11	9	15	11
06	85	18	16	21	30
07	181	38	46	43	54
08	161	47	41	37	36
09	103	28	39	36	
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
	630	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	190
AM Peak Hour Factor	87.96 %
PM Peak Hour Start	
PM Peak Hour Total	
PM Peak Hour Factor	

Mitron Systems Volume Count Report

Site Name	Church Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	109060
Direction	East
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Monday, December 01, 2003

12-01-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13	25	7	6	8	4
14	38	8	14	11	5
15	34	7	9	11	7
16	44	9	13	10	12
17	27	7	5	8	7
18	20	7	5	4	4
19	13	6	1	3	3
20	13	3	3	5	2
21	0	0	0	0	0
22	10	2	6	1	1
23	4	0	2	1	1
	228	Total			

AM Peak Hour Start	
AM Peak Hour Total	
AM Peak Hour Factor	
PM Peak Hour Start	16:00
PM Peak Hour Total	44
PM Peak Hour Factor	84.62 %

12-02-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	1	0	1	0	0
02	2	0	2	0	0
03	2	0	0	2	0
04	1	0	1	0	0
05	7	1	1	0	5
06	3	0	1	2	0
07	15	4	1	4	6
08	23	8	7	3	5
09	28	8	4	7	9
10	31	7	9	8	7
11	24	2	9	6	7
12	28	7	8	2	11
13	37	10	7	15	5
14	32	8	6	8	10
15	38	8	8	10	12
16	25	4	7	6	8
17	31	8	5	6	12
18	28	9	5	7	7
19	17	4	5	4	4
20	11	2	6	0	3
21	5	0	3	0	2
22	7	3	4	0	0
23	4	1	1	1	1
	400	Total			

AM Peak Hour Start	09:45
AM Peak Hour Total	33
AM Peak Hour Factor	91.67 %
PM Peak Hour Start	12:45
PM Peak Hour Total	43
PM Peak Hour Factor	71.67 %

12-03-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	1	0	1	0	0
04	1	0	1	0	0
05	1	0	0	0	1
06	8	0	2	1	5
07	17	1	4	8	4
08	12	3	6	3	0
09	22	6	7	4	5
10	15	5	4	2	4
11	26	6	2	6	12
12	35	8	10	8	9
13	23	3	10	9	1
14	32	8	4	11	9
15	34	10	8	8	8
16	28	7	4	8	9
17	34	10	9	8	7
18	32	11	6	9	6
19	20	6	7	4	3
20	11	2	3	3	3
21	13	3	8	2	0
22	2	0	0	0	2
23	0	0	0	0	0
	367	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	26
AM Peak Hour Factor	54.17 %
PM Peak Hour Start	14:30
PM Peak Hour Total	38
PM Peak Hour Factor	86.36 %

12-04-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	2	0	2	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	3	0	0	2	1
05	2	0	0	1	1
06	7	1	1	1	4
07	19	6	4	5	4
08	13	7	5	1	0
09	22	3	5	6	8
10	22	4	3	4	11
11	27	8	3	10	6
12	16	6	3	3	4
13	25	5	5	7	8
14	38	9	6	11	12
15	25	8	8	3	6
16	34	9	8	10	7
17	29	7	5	11	6
18	15	5	4	4	2
19	10	3	3	3	1
20	7	1	4	0	2
21	5	0	4	1	0
22	4	2	0	1	1
23	1	0	0	0	1
	326	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	32
AM Peak Hour Factor	72.73 %
PM Peak Hour Start	14:30
PM Peak Hour Total	39
PM Peak Hour Factor	81.25 %

Mitron Systems Volume Count Report

Site Name	Church Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	109060
Direction	East
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Friday, December 05, 2003

12-05-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	0	1	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	3	0	0	2	1
05	3	0	1	0	2
06	5	0	3	1	1
07	14	7	1	2	4
08	18	4	6	5	3
09	18	2	2	4	10
10	24	8	6	3	7
11	41	9	11	6	15
12	35	9	10	5	11
13	22	9	4	4	5
14	36	11	5	12	8
15	30	7	3	8	12
16	37	11	10	6	10
17	33	15	6	5	7
18	33	10	9	10	4
19	17	9	3	5	0
20	11	4	5	1	1
21	9	2	1	3	3
22	6	1	2	2	1
23	1	0	0	0	1
	397	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	41
AM Peak Hour Factor	68.33 %
PM Peak Hour Start	15:30
PM Peak Hour Total	41
PM Peak Hour Factor	85.42 %

12-06-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	1	0	0
01	2	2	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	3	2	0	1	0
06	3	0	0	1	2
07	3	0	0	1	2
08	24	2	6	6	10
09	35	5	6	8	16
10	35	8	9	5	13
11	42	8	10	11	13
12	90	14	12	40	24
13	68	16	34	11	7
14	40	10	12	11	7
15	22	7	4	7	4
16	13	3	3	4	3
17	18	3	8	6	1
18	17	5	2	7	3
19	4	1	2	0	1
20	7	2	2	3	0
21	3	1	1	0	1
22	2	1	1	0	0
23	3	2	0	0	1
	435	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	42
AM Peak Hour Factor	80.77 %
PM Peak Hour Start	12:30
PM Peak Hour Total	114
PM Peak Hour Factor	71.25 %

12-07-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	1	0	2	0
01	1	0	0	0	1
02	0	0	0	0	0
03	1	0	1	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	3	0	0	1	2
07	5	1	0	1	3
08	2	0	0	1	1
09	20	9	6	1	4
10	18	4	5	3	6
11	25	4	3	9	9
12	31	11	5	11	4
13	23	4	9	8	2
14	26	9	7	3	7
15	20	5	4	8	3
16	14	6	0	5	3
17	15	4	4	3	4
18	7	1	1	2	3
19	7	3	2	1	1
20	4	2	1	1	0
21	6	0	3	2	1
22	2	0	1	1	0
23	3	3	0	0	0
	236	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	25
AM Peak Hour Factor	69.44 %
PM Peak Hour Start	12:00
PM Peak Hour Total	31
PM Peak Hour Factor	70.45 %

12-08-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	0	1	0
01	0	0	0	0	0
02	0	0	0	0	0
03	1	1	0	0	0
04	1	1	0	0	0
05	6	1	0	4	1
06	7	1	1	4	1
07	14	1	6	5	2
08	18	6	4	7	1
09	19	4	7	3	5
10	25	5	5	8	7
11	24	3	5	8	8
12	28	9	4	9	6
13	33	6	9	8	10
14	28	10	7	7	4
15	26	15	2	2	7
16	23	4	6	7	6
17	28	8	7	4	9
18	17	8	3	3	3
19	15	6	2	2	5
20	18	3	7	3	5
21	8	5	1	1	1
22	2	0	0	0	2
23	4	1	0	2	1
	346	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	25
AM Peak Hour Factor	78.13 %
PM Peak Hour Start	13:15
PM Peak Hour Total	37
PM Peak Hour Factor	92.50 %

Mitron Systems Volume Count Report

Site Name	Church Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	109060
Direction	East
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Tuesday, December 09, 2003

12-09-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	1	0	0	0
01	0	0	0	0	0
02	2	2	0	0	0
03	1	1	0	0	0
04	1	1	0	0	0
05	4	1	0	1	2
06	5	0	1	1	3
07	9	1	1	1	6
08	14	5	3	3	3
09	20	7	5	3	5
10	25	5	8	4	8
11	22	3	5	5	9
12	21	6	6	2	7
13	32	7	8	8	9
14	31	9	9	8	5
15	30	6	3	10	11
16	36	7	9	10	10
17	38	13	8	14	3
18	30	7	3	9	11
19	14	2	2	6	4
20	9	1	3	3	2
21	11	6	1	3	1
22	2	0	0	1	1
23	2	0	1	0	1
	360	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	25
AM Peak Hour Factor	78.13 %
PM Peak Hour Start	16:45
PM Peak Hour Total	45
PM Peak Hour Factor	80.36 %

12-10-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	1	1
01	2	1	0	0	1
02	0	0	0	0	0
03	1	0	1	0	0
04	0	0	0	0	0
05	2	0	1	0	1
06	8	3	0	2	3
07	7	2	1	0	4
08	8	1	0	5	2
09	14	6	2	2	4
10	15	6	4	3	2
11	38	7	7	15	9
12	34	8	8	7	11
13	18	2	7	2	7
14	32	8	8	10	6
15	40	10	4	12	14
16	36	14	5	7	10
17	37	14	9	8	6
18	16	5	2	7	2
19	19	6	3	7	3
20	15	6	4	1	4
21	4	0	1	1	2
22	2	0	2	0	0
23	2	1	0	0	1
	352	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	38
AM Peak Hour Factor	63.33 %
PM Peak Hour Start	15:30
PM Peak Hour Total	45
PM Peak Hour Factor	80.36 %

12-11-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	0	0	0	0	0
02	1	0	0	0	1
03	1	0	0	0	1
04	0	0	0	0	0
05	3	0	1	1	1
06	8	1	1	4	2
07	12	2	1	2	7
08	22	7	7	5	3
09	28	6	7	11	4
10	16	1	5	2	8
11	37	14	5	6	12
12	26	6	4	9	7
13	34	7	16	5	6
14	33	7	12	9	5
15	44	11	6	13	14
16	47	17	13	7	10
17	23	3	5	12	3
18	13	5	4	1	3
19	11	2	5	3	1
20	8	1	5	0	2
21	8	2	3	2	1
22	4	0	1	3	0
23	0	0	0	0	0
	381	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	37
AM Peak Hour Factor	66.07 %
PM Peak Hour Start	15:30
PM Peak Hour Total	57
PM Peak Hour Factor	83.82 %

12-12-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	0	2
01	3	1	2	0	0
02	0	0	0	0	0
03	1	0	0	0	1
04	1	0	1	0	0
05	1	0	0	0	1
06	8	1	2	2	3
07	7	1	0	5	1
08	14	2	3	4	5
09	24	5	5	8	6
10	29	6	9	10	4
11	31	10	6	9	6
12	45	9	9	13	14
13	28	7	5	8	8
14	48	13	6	16	13
15	28	7	7	7	7
16	52	10	15	17	10
17	33	10	12	5	6
18	33	11	6	8	8
19	12	5	4	3	0
20	12	2	3	6	1
21	5	2	1	0	2
22	10	3	3	3	1
23	3	0	0	1	2
	430	Total			

AM Peak Hour Start	10:15
AM Peak Hour Total	33
AM Peak Hour Factor	82.50 %
PM Peak Hour Start	16:00
PM Peak Hour Total	52
PM Peak Hour Factor	76.47 %

Mitron Systems Volume Count Report

Site Name	Church Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	109060
Direction	East
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Saturday, December 13, 2003

12-13-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	1	2	0	0
01	4	2	2	0	0
02	0	0	0	0	0
03	1	0	0	0	1
04	0	0	0	0	0
05	1	1	0	0	0
06	4	1	0	0	3
07	5	3	0	1	1
08	10	2	5	2	1
09	28	3	7	7	11
10	39	12	8	12	7
11	36	11	5	7	13
12	24	9	8	4	3
13	24	8	5	5	6
14	24	9	3	5	7
15	11	2	4	0	5
16	21	3	3	6	9
17	18	8	5	1	4
18	8	1	4	2	1
19	15	9	3	0	3
20	10	1	3	3	3
21	16	4	1	2	9
22	4	2	1	0	1
23	6	2	1	2	1
	312	Total			

AM Peak Hour Start	09:45
AM Peak Hour Total	43
AM Peak Hour Factor	89.58 %
PM Peak Hour Start	16:30
PM Peak Hour Total	28
PM Peak Hour Factor	77.78 %

12-14-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	1	0	1
01	1	0	0	1	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	1	0	0	0	1
07	3	1	0	1	1
08	1	0	0	0	1
09	8	3	3	1	1
10	18	4	7	2	5
11	22	4	5	6	7
12	17	7	5	4	1
13	16	5	4	3	4
14	15	6	4	1	4
15	13	2	2	7	2
16	19	5	3	4	7
17	12	3	5	0	4
18	14	2	3	3	6
19	14	8	2	4	0
20	14	5	2	2	5
21	4	1	1	0	2
22	5	2	1	1	1
23	3	0	1	1	1
	202	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	22
AM Peak Hour Factor	78.57 %
PM Peak Hour Start	18:15
PM Peak Hour Total	20
PM Peak Hour Factor	62.50 %

12-15-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	2	1	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	2	0	1	1	0
05	6	1	1	3	1
06	7	0	3	1	3
07	16	1	3	5	7
08	26	9	3	7	7
09	7	5	2		
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
	67	Total			

AM Peak Hour Start	07:45
AM Peak Hour Total	26
AM Peak Hour Factor	72.22 %
PM Peak Hour Start	
PM Peak Hour Total	
PM Peak Hour Factor	

Mitron Systems Volume Count Report

Site Name	Church Street (Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	109090
Direction	West
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Monday, December 01, 2003

12-01-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13	31	9	5	10	7
14	29	5	10	5	9
15	35	6	10	11	8
16	38	12	11	2	13
17	22	4	9	2	7
18	26	8	2	12	4
19	12	3	2	5	2
20	5	2	2	1	0
21	8	1	2	2	3
22	9	6	1	1	1
23	2	1	0	1	0
	217	Total			

AM Peak Hour Start	
AM Peak Hour Total	
AM Peak Hour Factor	
PM Peak Hour Start	15:30
PM Peak Hour Total	42
PM Peak Hour Factor	87.50 %

12-02-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	6	4	1	1	0
01	3	2	1	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	9	2	2	5	0
07	22	3	2	4	13
08	33	10	7	11	5
09	26	7	4	7	8
10	22	5	4	8	5
11	28	9	6	10	3
12	32	4	10	10	8
13	27	8	6	6	7
14	24	7	3	6	8
15	27	4	10	4	9
16	32	5	10	6	11
17	43	17	8	13	5
18	16	6	5	0	5
19	8	3	3	2	0
20	12	3	2	1	6
21	9	3	3	3	0
22	7	4	1	0	2
23	4	1	1	1	1
	391	Total			

AM Peak Hour Start	07:45
AM Peak Hour Total	41
AM Peak Hour Factor	78.85 %
PM Peak Hour Start	16:45
PM Peak Hour Total	49
PM Peak Hour Factor	72.06 %

12-03-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	1	0
01	2	0	2	0	0
02	0	0	0	0	0
03	1	0	1	0	0
04	2	0	1	1	0
05	2	1	0	1	0
06	3	1	1	0	1
07	17	1	6	6	4
08	21	2	4	11	4
09	12	4	1	3	4
10	14	1	4	2	7
11	28	9	6	7	6
12	29	4	8	9	8
13	22	6	6	7	3
14	20	6	5	4	5
15	24	5	4	8	7
16	40	7	8	13	12
17	38	9	11	13	5
18	23	7	7	3	6
19	13	0	5	3	5
20	8	4	2	2	0
21	5	3	1	0	1
22	2	0	1	0	1
23	0	0	0	0	0
	328	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	29
AM Peak Hour Factor	80.56 %
PM Peak Hour Start	16:30
PM Peak Hour Total	45
PM Peak Hour Factor	86.54 %

12-04-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	4	2	1	0	1
01	2	0	2	0	0
02	2	2	0	0	0
03	0	0	0	0	0
04	2	0	0	2	0
05	2	0	2	0	0
06	6	1	2	2	1
07	15	2	8	1	4
08	21	6	5	6	4
09	20	2	3	7	8
10	24	4	7	5	8
11	16	5	2	6	3
12	38	9	11	9	9
13	24	8	9	4	3
14	37	7	9	9	12
15	41	13	9	7	12
16	33	6	10	11	6
17	28	11	5	8	4
18	15	2	4	4	5
19	7	3	1	1	2
20	1	0	1	0	0
21	5	0	0	4	1
22	1	0	1	0	0
23	1	0	1	0	0
	345	Total			

AM Peak Hour Start	09:30
AM Peak Hour Total	26
AM Peak Hour Factor	81.25 %
PM Peak Hour Start	14:15
PM Peak Hour Total	43
PM Peak Hour Factor	82.69 %

Mitron Systems Volume Count Report

Site Name	Church Street (Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	109090
Direction	West
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Friday, December 05, 2003

12-05-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	1	0	1	1
01	2	1	1	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	2	0	0	1	1
05	4	0	1	2	1
06	10	2	1	2	5
07	15	3	1	6	5
08	17	5	3	7	2
09	17	2	2	8	5
10	32	11	8	5	8
11	23	6	5	6	6
12	27	7	0	9	11
13	32	9	9	7	7
14	35	12	8	3	12
15	37	13	2	12	10
16	35	13	7	11	4
17	40	14	8	9	9
18	19	2	6	6	5
19	14	8	4	1	1
20	7	2	2	1	2
21	9	3	3	2	1
22	10	6	3	1	0
23	8	4	2	1	1
	399	Total			

AM Peak Hour Start	09:30
AM Peak Hour Total	32
AM Peak Hour Factor	72.73 %
PM Peak Hour Start	15:30
PM Peak Hour Total	42
PM Peak Hour Factor	80.77 %

12-06-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	1	0	0
01	1	1	0	0	0
02	2	0	2	0	0
03	0	0	0	0	0
04	1	0	1	0	0
05	3	2	0	1	0
06	0	0	0	0	0
07	7	1	4	1	1
08	22	1	8	4	9
09	16	1	4	8	3
10	30	10	10	1	9
11	33	7	8	13	5
12	113	4	16	47	46
13	50	30	14	3	3
14	18	4	4	5	5
15	23	9	1	4	9
16	13	5	3	3	2
17	21	3	9	5	4
18	19	4	8	5	2
19	13	8	1	3	1
20	7	4	0	1	2
21	9	3	2	0	4
22	6	0	3	3	0
23	6	0	2	1	3
	415	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	37
AM Peak Hour Factor	71.15 %
PM Peak Hour Start	12:15
PM Peak Hour Total	139
PM Peak Hour Factor	73.94 %

12-07-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	1	0	1
01	1	0	0	0	1
02	0	0	0	0	0
03	1	1	0	0	0
04	0	0	0	0	0
05	2	0	0	2	0
06	1	1	0	0	0
07	2	1	1	0	0
08	5	0	0	2	3
09	8	1	2	2	3
10	8	2	0	5	1
11	23	7	1	9	6
12	12	4	4	2	2
13	18	8	5	4	1
14	21	4	7	6	4
15	20	3	4	5	8
16	16	3	4	4	5
17	13	3	3	1	6
18	11	7	1	2	1
19	12	5	3	3	1
20	10	3	4	2	1
21	11	3	1	3	4
22	6	2	3	1	0
23	4	0	3	0	1
	207	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	23
AM Peak Hour Factor	63.89 %
PM Peak Hour Start	14:00
PM Peak Hour Total	21
PM Peak Hour Factor	75.00 %

12-08-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	1	0
01	0	0	0	0	0
02	0	0	0	0	0
03	1	1	0	0	0
04	1	1	0	0	0
05	5	2	0	1	2
06	10	1	3	3	3
07	20	2	4	6	8
08	16	6	4	6	0
09	28	12	3	8	5
10	23	7	6	4	6
11	32	8	6	8	10
12	28	5	3	13	7
13	29	9	6	9	5
14	31	8	8	5	10
15	44	12	7	10	15
16	53	16	19	5	13
17	33	10	8	9	6
18	30	13	6	3	8
19	13	5	3	1	4
20	9	4	3	2	0
21	8	4	2	0	2
22	1	0	1	0	0
23	4	0	1	0	3
	421	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	32
AM Peak Hour Factor	80.00 %
PM Peak Hour Start	15:30
PM Peak Hour Total	60
PM Peak Hour Factor	78.95 %

Mitron Systems Volume Count Report

Site Name	Church Street (Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	109090
Direction	West
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Tuesday, December 09, 2003

12-09-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	1	0	0
01	1	0	1	0	0
02	1	1	0	0	0
03	3	1	2	0	0
04	1	0	1	0	0
05	3	1	1	0	1
06	6	1	0	3	2
07	16	2	2	4	8
08	26	10	5	8	3
09	19	7	3	4	5
10	28	9	7	7	5
11	22	4	8	7	3
12	40	7	11	11	11
13	14	4	4	4	2
14	20	6	5	6	3
15	28	7	5	6	10
16	28	3	9	9	7
17	26	5	3	11	7
18	18	3	4	3	8
19	8	2	4	1	1
20	10	2	3	5	0
21	9	3	2	2	2
22	4	0	1	2	1
23	3	0	1	1	1
	336	Total			

AM Peak Hour Start	07:45
AM Peak Hour Total	31
AM Peak Hour Factor	77.50 %
PM Peak Hour Start	12:00
PM Peak Hour Total	40
PM Peak Hour Factor	90.91 %

12-10-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	1	1
01	3	1	0	1	1
02	0	0	0	0	0
03	1	0	1	0	0
04	3	0	0	2	1
05	3	0	1	1	1
06	7	1	1	1	4
07	14	3	2	2	7
08	19	3	7	4	5
09	15	5	4	4	2
10	13	3	3	4	3
11	24	5	4	9	6
12	28	4	7	14	3
13	21	12	3	2	4
14	21	4	3	6	8
15	26	4	9	6	7
16	43	7	10	11	15
17	45	11	16	10	8
18	26	8	7	5	6
19	8	3	2	2	1
20	15	4	1	8	2
21	11	3	3	2	3
22	6	1	1	1	3
23	5	2	0	1	2
	359	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	24
AM Peak Hour Factor	66.67 %
PM Peak Hour Start	16:30
PM Peak Hour Total	53
PM Peak Hour Factor	82.81 %

12-11-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	1	0	0	2
01	0	0	0	0	0
02	1	0	0	0	1
03	1	0	0	0	1
04	0	0	0	0	0
05	4	0	1	1	2
06	13	3	4	5	1
07	11	1	1	3	6
08	25	8	3	10	4
09	18	4	4	6	4
10	18	2	5	7	4
11	21	4	8	3	6
12	32	10	6	9	7
13	19	5	5	3	6
14	27	5	6	9	7
15	27	7	4	6	10
16	43	14	14	9	6
17	37	5	7	14	11
18	12	3	1	3	5
19	11	3	4	3	1
20	5	1	2	1	1
21	7	3	2	2	0
22	4	0	0	2	2
23	6	3	1	2	0
	345	Total			

AM Peak Hour Start	07:45
AM Peak Hour Total	27
AM Peak Hour Factor	67.50 %
PM Peak Hour Start	15:45
PM Peak Hour Total	47
PM Peak Hour Factor	83.93 %

12-12-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	3	1	2	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	3	0	3	0	0
05	2	0	0	0	2
06	13	4	2	4	3
07	9	0	3	3	3
08	20	3	7	3	7
09	24	10	5	5	4
10	13	3	2	6	2
11	24	5	8	5	6
12	43	7	12	14	10
13	25	7	6	7	5
14	25	5	4	9	7
15	25	7	4	5	9
16	46	21	9	7	9
17	46	17	17	6	6
18	20	5	4	6	5
19	15	4	8	3	0
20	6	0	4	0	2
21	4	1	0	2	1
22	12	2	3	3	4
23	2	1	1	0	0
	382	Total			

AM Peak Hour Start	08:15
AM Peak Hour Total	27
AM Peak Hour Factor	67.50 %
PM Peak Hour Start	16:30
PM Peak Hour Total	50
PM Peak Hour Factor	73.53 %

Mitron Systems Volume Count Report

Site Name	Church Street (Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	109090
Direction	West
Date	12/1/2003
Real Time	12:33
Start Date	12/1/2003
Start Time	13:00
Sample Time	00:15
Operator Number	39
Machine Number	9

Saturday, December 13, 2003

12-13-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	5	3	2	0	0
01	4	2	2	0	0
02	0	0	0	0	0
03	4	0	2	1	1
04	1	0	0	0	1
05	1	1	0	0	0
06	2	1	0	0	1
07	11	1	2	3	5
08	16	4	4	3	5
09	32	10	6	3	13
10	27	8	6	7	6
11	23	7	2	4	10
12	19	7	4	5	3
13	17	7	1	5	4
14	7	2	2	1	2
15	10	0	3	4	3
16	7	4	1	1	1
17	14	6	1	3	4
18	22	5	8	2	7
19	13	4	6	0	3
20	10	2	5	1	2
21	3	1	0	1	1
22	9	4	1	1	3
23	2	0	1	1	0
	259	Total			

AM Peak Hour Start	09:45
AM Peak Hour Total	34
AM Peak Hour Factor	65.38 %
PM Peak Hour Start	18:00
PM Peak Hour Total	22
PM Peak Hour Factor	68.75 %

12-14-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	1	1	0
01	6	3	3	0	0
02	4	3	1	0	0
03	2	0	0	1	1
04	2	2	0	0	0
05	1	0	0	1	0
06	1	0	1	0	0
07	0	0	0	0	0
08	2	0	0	0	2
09	8	1	3	0	4
10	6	1	1	1	3
11	15	2	3	3	7
12	15	4	10	0	1
13	12	7	3	0	2
14	11	1	2	4	4
15	13	0	5	3	5
16	14	3	3	1	7
17	7	2	3	0	2
18	14	2	4	6	2
19	15	5	6	4	0
20	9	4	2	2	1
21	7	3	2	0	2
22	4	2	1	1	0
23	2	1	0	1	0
	172	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	15
AM Peak Hour Factor	53.57 %
PM Peak Hour Start	18:30
PM Peak Hour Total	19
PM Peak Hour Factor	79.17 %

12-15-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	1	0	0	0
01	1	0	1	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	1	0	0	1	0
05	4	0	2	1	1
06	4	1	1	1	1
07	14	4	1	3	6
08	20	6	4	3	7
09	9	3	6		
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
	54	Total			

AM Peak Hour Start	08:00
AM Peak Hour Total	20
AM Peak Hour Factor	71.43 %
PM Peak Hour Start	
PM Peak Hour Total	
PM Peak Hour Factor	

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	206100
Direction	East
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Monday, December 01, 2003

12-01-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13					
14	19	3	8	5	3
15	18	5	1	6	6
16	32	3	12	6	11
17	24	6	9	5	4
18	15	4	4	4	3
19	9	5	3	0	1
20	5	0	3	1	1
21	3	1	0	1	1
22	5	1	4	0	0
23	0	0	0	0	0
	130	Total			

AM Peak Hour Start	
AM Peak Hour Total	
AM Peak Hour Factor	
PM Peak Hour Start	16:15
PM Peak Hour Total	35
PM Peak Hour Factor	72.92 %

12-02-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	0	0	1
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	1	0	0	1	0
06	0	0	0	0	0
07	8	3	0	2	3
08	7	2	1	3	1
09	10	3	1	4	2
10	14	2	2	4	6
11	9	0	3	5	1
12	20	5	3	6	6
13	19	2	5	6	6
14	23	8	3	6	6
15	25	10	3	5	7
16	23	3	9	7	4
17	21	6	4	4	7
18	7	2	0	3	2
19	6	2	0	0	4
20	3	1	0	1	1
21	6	0	1	1	4
22	3	3	0	0	0
23	3	1	1	1	0
	209	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	14
AM Peak Hour Factor	58.33 %
PM Peak Hour Start	15:45
PM Peak Hour Total	26
PM Peak Hour Factor	72.22 %

12-03-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	5	1	0	2	2
07	8	0	1	3	4
08	7	3	1	3	0
09	14	3	6	1	4
10	8	2	1	2	3
11	5	1	0	1	3
12	11	3	1	5	2
13	20	5	5	7	3
14	21	3	3	8	7
15	19	5	2	4	8
16	21	6	8	3	4
17	15	5	6	2	2
18	5	1	1	2	1
19	6	3	2	0	1
20	6	3	0	0	3
21	4	1	1	1	1
22	2	0	0	1	1
23	0	0	0	0	0
	178	Total			

AM Peak Hour Start	09:00
AM Peak Hour Total	14
AM Peak Hour Factor	58.33 %
PM Peak Hour Start	15:30
PM Peak Hour Total	26
PM Peak Hour Factor	81.25 %

12-04-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	2	2	0	0	0
02	1	0	0	0	1
03	0	0	0	0	0
04	0	0	0	0	0
05	1	0	0	0	1
06	3	0	0	1	2
07	5	0	4	1	0
08	12	3	4	4	1
09	8	1	4	1	2
10	13	2	4	2	5
11	19	6	3	7	3
12	14	5	6	2	1
13	13	3	1	3	6
14	23	9	7	4	3
15	12	4	3	1	4
16	31	6	6	11	8
17	11	1	5	1	4
18	7	0	4	1	2
19	6	1	2	1	2
20	4	3	1	0	0
21	2	0	2	0	0
22	1	0	0	0	1
23	1	1	0	0	0
	191	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	21
AM Peak Hour Factor	75.00 %
PM Peak Hour Start	16:00
PM Peak Hour Total	31
PM Peak Hour Factor	70.45 %

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	206100
Direction	East
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Friday, December 05, 2003

12-05-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	4	1	0	0	3
01	1	0	0	1	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	0	0	0	0	0
07	9	2	2	1	4
08	10	2	2	2	4
09	8	4	2	1	1
10	8	3	1	2	2
11	5	0	1	3	1
12	19	5	4	10	0
13	19	3	10	4	2
14	11	2	0	6	3
15	17	2	4	6	5
16	16	3	5	1	7
17	10	3	3	3	1
18	12	2	2	4	4
19	13	6	1	5	1
20	2	1	0	1	0
21	5	2	1	2	0
22	2	2	0	0	0
23	5	0	4	1	0
	176	Total			

AM Peak Hour Start	08:15
AM Peak Hour Total	12
AM Peak Hour Factor	75.00 %
PM Peak Hour Start	12:30
PM Peak Hour Total	23
PM Peak Hour Factor	57.50 %

12-06-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	6	3	1	1	1
01	2	2	0	0	0
02	2	1	0	1	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	0	0	0	0	0
07	1	0	0	0	1
08	7	1	2	1	3
09	11	3	2	4	2
10	10	4	1	3	2
11	10	3	3	3	1
12	50	5	11	22	12
13	46	16	24	3	3
14	19	7	4	2	6
15	6	1	2	2	1
16	14	6	2	4	2
17	8	3	1	3	1
18	11	4	4	0	3
19	5	2	0	1	2
20	15	5	3	1	6
21	2	0	1	1	0
22	5	2	0	2	1
23	4	1	2	1	0
	234	Total			

AM Peak Hour Start	08:45
AM Peak Hour Total	12
AM Peak Hour Factor	75.00 %
PM Peak Hour Start	12:30
PM Peak Hour Total	74
PM Peak Hour Factor	77.08 %

12-07-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	1	1
01	1	1	0	0	0
02	1	0	0	0	1
03	0	0	0	0	0
04	1	0	1	0	0
05	0	0	0	0	0
06	1	0	0	1	0
07	4	1	1	0	2
08	2	0	0	1	1
09	6	1	1	0	4
10	10	1	3	3	3
11	4	2	0	1	1
12	6	1	0	1	4
13	14	0	7	2	5
14	18	4	6	5	3
15	10	0	1	6	3
16	10	3	3	2	2
17	5	2	2	0	1
18	8	3	1	4	0
19	3	1	1	0	1
20	10	1	2	1	6
21	4	1	2	1	0
22	7	3	3	1	0
23	2	1	0	0	1
	129	Total			

AM Peak Hour Start	09:45
AM Peak Hour Total	11
AM Peak Hour Factor	68.75 %
PM Peak Hour Start	13:45
PM Peak Hour Total	20
PM Peak Hour Factor	83.33 %

12-08-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	1	0	0	1	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	2	1	0	1	0
06	4	0	1	2	1
07	10	1	4	2	3
08	9	2	1	5	1
09	3	1	2	0	0
10	14	9	1	2	2
11	7	0	1	4	2
12	17	3	5	5	4
13	17	6	3	5	3
14	15	4	3	4	4
15	18	10	2	3	3
16	24	7	5	9	3
17	11	3	4	2	2
18	16	3	6	5	2
19	6	1	1	3	1
20	6	1	2	2	1
21	2	0	0	1	1
22	1	0	1	0	0
23	2	0	0	1	1
	185	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	14
AM Peak Hour Factor	38.89 %
PM Peak Hour Start	15:45
PM Peak Hour Total	24
PM Peak Hour Factor	66.67 %

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	206100
Direction	East
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Tuesday, December 09, 2003

12-09-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	1	0	0
01	2	2	0	0	0
02	0	0	0	0	0
03	1	1	0	0	0
04	0	0	0	0	0
05	4	3	0	1	0
06	4	0	2	1	1
07	9	5	0	4	0
08	11	4	5	1	1
09	10	5	0	2	3
10	10	1	1	5	3
11	10	2	2	1	5
12	17	4	8	4	1
13	13	1	4	3	5
14	21	1	5	6	9
15	12	0	1	5	6
16	10	3	2	1	4
17	19	4	2	6	7
18	8	2	1	3	2
19	9	4	1	2	2
20	5	3	0	0	2
21	9	2	3	4	0
22	4	0	2	2	0
23	1	0	1	0	0
	190	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	13
AM Peak Hour Factor	65.00 %
PM Peak Hour Start	14:00
PM Peak Hour Total	21
PM Peak Hour Factor	58.33 %

12-10-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	1	0	0	0
01	0	0	0	0	0
02	1	1	0	0	0
03	0	0	0	0	0
04	2	0	0	0	2
05	2	1	1	0	0
06	2	0	0	1	1
07	8	2	1	3	2
08	12	1	5	4	2
09	10	3	1	2	4
10	9	4	4	1	0
11	20	8	8	1	3
12	12	0	5	4	3
13	16	4	3	5	4
14	18	3	3	6	6
15	18	2	6	5	5
16	24	4	10	4	6
17	17	7	4	3	3
18	5	3	0	2	0
19	7	3	1	0	3
20	6	4	0	1	1
21	9	4	2	2	1
22	3	0	1	1	1
23	0	0	0	0	0
	202	Total			

AM Peak Hour Start	11:00
AM Peak Hour Total	20
AM Peak Hour Factor	62.50 %
PM Peak Hour Start	16:15
PM Peak Hour Total	27
PM Peak Hour Factor	67.50 %

12-11-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	1	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	3	2	0	1	0
07	12	6	2	2	2
08	5	2	1	0	2
09	6	1	2	2	1
10	6	0	2	2	2
11	12	3	4	2	3
12	10	7	1	1	1
13	25	1	7	8	9
14	17	2	4	2	9
15	27	8	5	3	11
16	23	5	9	7	2
17	10	6	1	2	1
18	10	3	1	3	3
19	12	2	3	3	4
20	6	0	1	0	5
21	5	0	3	0	2
22	3	0	1	1	1
23	3	1	1	0	1
	196	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	12
AM Peak Hour Factor	50.00 %
PM Peak Hour Start	15:45
PM Peak Hour Total	32
PM Peak Hour Factor	72.73 %

12-12-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	1	0	1	0	0
05	1	1	0	0	0
06	1	0	0	0	1
07	9	2	3	1	3
08	14	4	1	4	5
09	8	3	2	1	2
10	10	2	3	4	1
11	15	3	7	3	2
12	15	4	3	4	4
13	19	0	9	3	7
14	21	4	5	7	5
15	19	2	2	6	9
16	22	2	8	9	3
17	20	2	10	7	1
18	17	3	2	9	3
19	9	3	4	2	0
20	7	1	4	1	1
21	7	2	2	1	2
22	6	0	2	0	4
23	3	0	0	2	1
	226	Total			

AM Peak Hour Start	10:30
AM Peak Hour Total	15
AM Peak Hour Factor	53.57 %
PM Peak Hour Start	15:45
PM Peak Hour Total	28
PM Peak Hour Factor	77.78 %

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Eastbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (ch1)
Location Code	206100
Direction	East
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Saturday, December 13, 2003

12-13-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	5	1	0	2	2
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	1	0	0	0	1
05	1	1	0	0	0
06	3	1	0	0	2
07	4	0	2	2	0
08	7	2	2	2	1
09	10	1	4	0	5
10	13	6	2	3	2
11	9	2	5	2	0
12	16	5	4	2	5
13	12	5	3	1	3
14	8	0	2	3	3
15	8	1	2	4	1
16	17	5	5	3	4
17	6	2	0	3	1
18	4	1	0	1	2
19	3	0	2	0	1
20	3	0	3	0	0
21	6	1	0	1	4
22	5	0	2	1	2
23	1	1	0	0	0
	142	Total			

AM Peak Hour Start	09:45
AM Peak Hour Total	16
AM Peak Hour Factor	66.67 %
PM Peak Hour Start	16:00
PM Peak Hour Total	17
PM Peak Hour Factor	85.00 %

12-14-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	1	0	0
01	0	0	0	0	0
02	2	1	0	1	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	1	0	0	1	0
07	3	0	0	1	2
08	2	0	1	0	1
09	5	1	0	2	2
10	3	1	1	0	1
11	8	3	1	3	1
12	8	1	1	4	2
13	6	2	1	2	1
14	5	1	2	1	1
15	5	1	0	1	3
16	4	0	1	3	0
17	7	0	1	2	4
18	2	0	0	1	1
19	4	1	1	1	1
20	0	0	0	0	0
21	3	1	2	0	0
22	0	0	0	0	0
23	3	2	1	0	0
	72	Total			

AM Peak Hour Start	10:45
AM Peak Hour Total	8
AM Peak Hour Factor	66.67 %
PM Peak Hour Start	12:15
PM Peak Hour Total	9
PM Peak Hour Factor	56.25 %

12-15-03 (Ch1)

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	1	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	1	1	0	0	0
04	0	0	0	0	0
05	1	0	0	1	0
06	2	0	0	0	2
07	7	0	3	2	2
08	9	3	1	3	2
09	7	3	1	1	2
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
	28	Total			

AM Peak Hour Start	07:15
AM Peak Hour Total	10
AM Peak Hour Factor	83.33 %
PM Peak Hour Start	
PM Peak Hour Total	
PM Peak Hour Factor	

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	206490
Direction	West
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Monday, December 01, 2003

12-01-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00					
01					
02					
03					
04					
05					
06					
07					
08					
09					
10					
11					
12					
13					
14	12	4	3	3	2
15	10	2	0	4	4
16	8	0	3	4	1
17	7	4	2	1	0
18	5	2	3	0	0
19	5	0	2	1	2
20	1	1	0	0	0
21	3	0	2	0	1
22	4	1	1	0	2
23	0	0	0	0	0
	55	Total			

AM Peak Hour Start	
AM Peak Hour Total	
AM Peak Hour Factor	
PM Peak Hour Start	14:00
PM Peak Hour Total	12
PM Peak Hour Factor	75.00 %

12-02-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	3	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	1	0	0	1	0
06	4	0	0	0	4
07	7	1	0	4	2
08	6	3	1	0	2
09	12	4	2	3	3
10	9	1	3	3	2
11	5	0	0	3	2
12	8	1	3	2	2
13	10	2	5	2	1
14	12	2	3	2	5
15	13	3	2	4	4
16	10	5	1	2	2
17	6	4	2	0	0
18	10	1	2	5	2
19	0	0	0	0	0
20	6	3	0	2	1
21	5	1	1	1	2
22	3	1	1	1	0
23	4	2	1	1	0
	134	Total			

AM Peak Hour Start	09:00
AM Peak Hour Total	12
AM Peak Hour Factor	75.00 %
PM Peak Hour Start	15:15
PM Peak Hour Total	15
PM Peak Hour Factor	75.00 %

12-03-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	1	0	0	0	1
06	5	1	0	1	3
07	6	0	1	4	1
08	8	3	1	2	2
09	8	2	4	1	1
10	11	2	3	3	3
11	6	1	1	2	2
12	6	1	1	3	1
13	6	1	2	3	0
14	11	2	3	4	2
15	8	0	2	4	2
16	11	0	4	5	2
17	16	3	4	5	4
18	7	1	3	1	2
19	8	1	4	1	2
20	6	3	1	0	2
21	4	0	0	3	1
22	1	1	0	0	0
23	0	0	0	0	0
	130	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	11
AM Peak Hour Factor	91.67 %
PM Peak Hour Start	17:00
PM Peak Hour Total	16
PM Peak Hour Factor	80.00 %

12-04-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	1	1	0	0	0
04	2	0	0	2	0
05	1	0	0	0	1
06	4	0	0	1	3
07	7	3	1	2	1
08	5	1	1	2	1
09	4	0	2	0	2
10	7	1	4	1	1
11	6	1	1	3	1
12	8	3	1	2	2
13	6	4	1	1	0
14	6	1	2	1	2
15	7	1	1	3	2
16	11	2	3	4	2
17	6	0	1	2	3
18	7	1	4	1	1
19	5	3	0	0	2
20	2	1	0	0	1
21	4	0	2	0	2
22	2	1	0	1	0
23	0	0	0	0	0
	101	Total			

AM Peak Hour Start	06:45
AM Peak Hour Total	9
AM Peak Hour Factor	75.00 %
PM Peak Hour Start	15:45
PM Peak Hour Total	11
PM Peak Hour Factor	68.75 %

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	206490
Direction	West
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Friday, December 05, 2003

12-05-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	0	0	1
01	1	1	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	1	0	1	0	0
05	1	0	0	0	1
06	2	0	0	1	1
07	6	1	1	1	3
08	3	0	1	1	1
09	4	0	1	1	2
10	8	2	1	1	4
11	5	0	2	2	1
12	5	1	3	1	0
13	8	2	1	3	2
14	10	4	2	3	1
15	6	0	4	2	0
16	2	0	2	0	0
17	5	0	0	3	2
18	5	0	1	1	3
19	10	4	5	1	0
20	5	1	2	1	1
21	10	1	4	1	4
22	2	0	1	0	1
23	6	1	1	3	1
	106	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	8
AM Peak Hour Factor	50.00 %
PM Peak Hour Start	18:30
PM Peak Hour Total	13
PM Peak Hour Factor	65.00 %

12-06-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	2	0	1	1	0
02	0	0	0	0	0
03	1	1	0	0	0
04	0	0	0	0	0
05	1	1	0	0	0
06	0	0	0	0	0
07	4	0	1	1	2
08	0	0	0	0	0
09	7	3	0	3	1
10	10	5	2	1	2
11	10	3	4	0	3
12	107	10	18	39	40
13	60	27	18	9	6
14	10	3	1	1	5
15	7	0	1	5	1
16	8	4	1	2	1
17	10	0	3	5	2
18	10	4	1	2	3
19	11	4	0	6	1
20	7	0	2	3	2
21	5	1	2	0	2
22	8	5	0	2	1
23	7	1	1	1	4
	287	Total			

AM Peak Hour Start	09:30
AM Peak Hour Total	11
AM Peak Hour Factor	55.00 %
PM Peak Hour Start	12:15
PM Peak Hour Total	124
PM Peak Hour Factor	77.50 %

12-07-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	4	1	1	1	1
01	3	1	1	1	0
02	3	1	0	1	1
03	0	0	0	0	0
04	1	0	1	0	0
05	0	0	0	0	0
06	2	0	0	2	0
07	4	1	1	1	1
08	2	0	0	1	1
09	3	1	1	0	1
10	7	1	3	2	1
11	6	2	1	2	1
12	5	1	1	1	2
13	7	0	3	1	3
14	12	6	3	1	2
15	14	4	3	4	3
16	14	3	6	4	1
17	4	1	0	2	1
18	12	3	2	5	2
19	1	0	0	1	0
20	4	2	0	1	1
21	9	3	1	3	2
22	7	1	1	3	2
23	1	0	1	0	0
	125	Total			

AM Peak Hour Start	10:15
AM Peak Hour Total	8
AM Peak Hour Factor	66.67 %
PM Peak Hour Start	15:30
PM Peak Hour Total	16
PM Peak Hour Factor	66.67 %

12-08-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	0	0	0	0	0
01	1	1	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	4	1	2	1	0
06	3	0	1	0	2
07	6	1	1	3	1
08	9	2	2	1	4
09	4	2	1	0	1
10	4	2	1	1	0
11	7	1	3	2	1
12	3	1	1	0	1
13	11	3	2	1	5
14	10	4	1	4	1
15	6	2	1	0	3
16	5	2	1	0	2
17	6	1	1	3	1
18	8	0	3	4	1
19	4	1	1	2	0
20	4	3	0	1	0
21	3	1	0	1	1
22	2	1	1	0	0
23	2	0	0	1	1
	102	Total			

AM Peak Hour Start	08:00
AM Peak Hour Total	9
AM Peak Hour Factor	56.25 %
PM Peak Hour Start	13:45
PM Peak Hour Total	14
PM Peak Hour Factor	70.00 %

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	206490
Direction	West
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Tuesday, December 09, 2003

12-09-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	3	1	1	0	1
01	3	1	0	2	0
02	0	0	0	0	0
03	1	1	0	0	0
04	0	0	0	0	0
05	2	1	0	1	0
06	4	0	1	2	1
07	7	2	1	3	1
08	4	1	1	0	2
09	8	3	3	1	1
10	12	1	1	5	5
11	6	1	1	1	3
12	8	2	4	1	1
13	9	2	2	3	2
14	7	1	3	3	0
15	9	2	5	0	2
16	13	2	4	3	4
17	11	4	3	3	1
18	9	5	0	2	2
19	7	3	3	1	0
20	1	0	0	1	0
21	5	2	2	1	0
22	3	0	2	1	0
23	0	0	0	0	0
	132	Total			

AM Peak Hour Start	10:00
AM Peak Hour Total	12
AM Peak Hour Factor	60.00 %
PM Peak Hour Start	16:15
PM Peak Hour Total	15
PM Peak Hour Factor	93.75 %

12-10-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	1	1	0
01	0	0	0	0	0
02	3	1	1	0	1
03	0	0	0	0	0
04	1	0	0	0	1
05	4	2	2	0	0
06	4	1	1	1	1
07	8	2	1	3	2
08	9	3	3	1	2
09	7	2	2	2	1
10	11	4	3	1	3
11	10	4	2	1	3
12	6	0	3	1	2
13	6	3	3	0	0
14	4	2	1	0	1
15	11	2	0	5	4
16	12	4	2	2	4
17	7	3	3	0	1
18	8	2	1	2	3
19	5	1	1	2	1
20	1	0	0	1	0
21	2	1	0	0	1
22	4	2	1	1	0
23	0	0	0	0	0
	125	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	11
AM Peak Hour Factor	91.67 %
PM Peak Hour Start	15:30
PM Peak Hour Total	15
PM Peak Hour Factor	75.00 %

12-11-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	0	2
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	1	0	1	0	0
06	3	1	0	2	0
07	8	3	2	2	1
08	5	2	1	1	1
09	7	1	3	2	1
10	4	0	1	1	2
11	7	2	2	0	3
12	9	2	3	3	1
13	9	1	1	0	7
14	7	1	4	1	1
15	10	2	3	1	4
16	9	0	4	3	2
17	10	3	2	3	2
18	8	2	3	1	2
19	8	2	3	1	2
20	5	1	2	1	1
21	5	2	2	0	1
22	4	0	1	2	1
23	3	1	1	0	1
	124	Total			

AM Peak Hour Start	07:00
AM Peak Hour Total	8
AM Peak Hour Factor	66.67 %
PM Peak Hour Start	13:45
PM Peak Hour Total	13
PM Peak Hour Factor	46.43 %

12-12-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	4	1	2	0	1
01	1	0	0	1	0
02	1	1	0	0	0
03	1	0	1	0	0
04	1	0	1	0	0
05	1	1	0	0	0
06	2	0	0	0	2
07	7	1	2	2	2
08	10	4	2	3	1
09	6	2	2	1	1
10	11	4	1	4	2
11	8	2	0	3	3
12	6	2	2	0	2
13	7	3	2	2	0
14	10	1	1	4	4
15	10	3	2	1	4
16	17	5	4	3	5
17	8	1	2	1	4
18	12	4	1	3	4
19	4	1	1	2	0
20	5	1	2	1	1
21	5	0	1	3	1
22	2	1	0	1	0
23	5	2	1	0	2
	144	Total			

AM Peak Hour Start	07:45
AM Peak Hour Total	11
AM Peak Hour Factor	68.75 %
PM Peak Hour Start	16:00
PM Peak Hour Total	17
PM Peak Hour Factor	85.00 %

Mitron Systems Volume Count Report

Site Name	State Street (West Of Jefferson St.-IL. Rte. 4) Westbound
Jurisdiction	Mascoutah, Illinois
Study Type	Volume (2-way)
Location Code	206490
Direction	West
Date	12/1/2003
Real Time	13:15
Start Date	12/1/2003
Start Time	14:00
Sample Time	00:15
Operator Number	39
Machine Number	6

Saturday, December 13, 2003

12-13-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	5	1	2	1	1
01	2	1	1	0	0
02	1	0	1	0	0
03	0	0	0	0	0
04	1	0	0	0	1
05	0	0	0	0	0
06	1	0	0	1	0
07	1	0	0	1	0
08	2	1	1	0	0
09	1	1	0	0	0
10	4	0	2	2	0
11	3	1	0	2	0
12	4	0	1	2	1
13	7	2	3	1	1
14	3	1	0	1	1
15	12	3	2	3	4
16	5	2	1	2	0
17	3	0	1	0	2
18	3	0	2	1	0
19	6	1	2	1	2
20	5	0	2	2	1
21	2	1	0	1	0
22	4	1	1	2	0
23	6	0	2	2	2
	81	Total			

AM Peak Hour Start	00:00
AM Peak Hour Total	5
AM Peak Hour Factor	62.50 %
PM Peak Hour Start	15:00
PM Peak Hour Total	12
PM Peak Hour Factor	75.00 %

12-14-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	2	1	0	0	1
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	0	0	0	0	0
05	0	0	0	0	0
06	1	0	1	0	0
07	1	0	0	0	1
08	1	0	0	0	1
09	3	0	1	1	1
10	3	2	0	0	1
11	4	0	1	2	1
12	7	1	1	2	3
13	8	1	3	1	3
14	8	3	1	1	3
15	9	1	2	5	1
16	5	0	1	1	3
17	8	3	1	3	1
18	8	0	3	3	2
19	7	1	1	1	4
20	1	0	1	0	0
21	2	0	1	0	1
22	1	0	0	0	1
23	1	0	1	0	0
	80	Total			

AM Peak Hour Start	09:15
AM Peak Hour Total	5
AM Peak Hour Factor	62.50 %
PM Peak Hour Start	14:45
PM Peak Hour Total	11
PM Peak Hour Factor	55.00 %

12-15-03 (Ch2(2-1))

HR Begin	HR Total	00-15	15-30	30-45	45-00
00	1	0	1	0	0
01	0	0	0	0	0
02	0	0	0	0	0
03	0	0	0	0	0
04	2	1	1	0	0
05	4	2	0	2	0
06	2	0	0	0	2
07	10	0	1	7	2
08	12	4	3	2	3
09	5	1	0	0	4
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
	36	Total			

AM Peak Hour Start	07:30
AM Peak Hour Total	16
AM Peak Hour Factor	57.14 %
PM Peak Hour Start	
PM Peak Hour Total	
PM Peak Hour Factor	

CITY OF MASCOUTAH

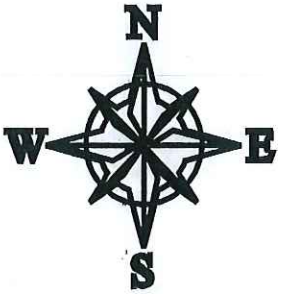
MAIN STREET PROJECT

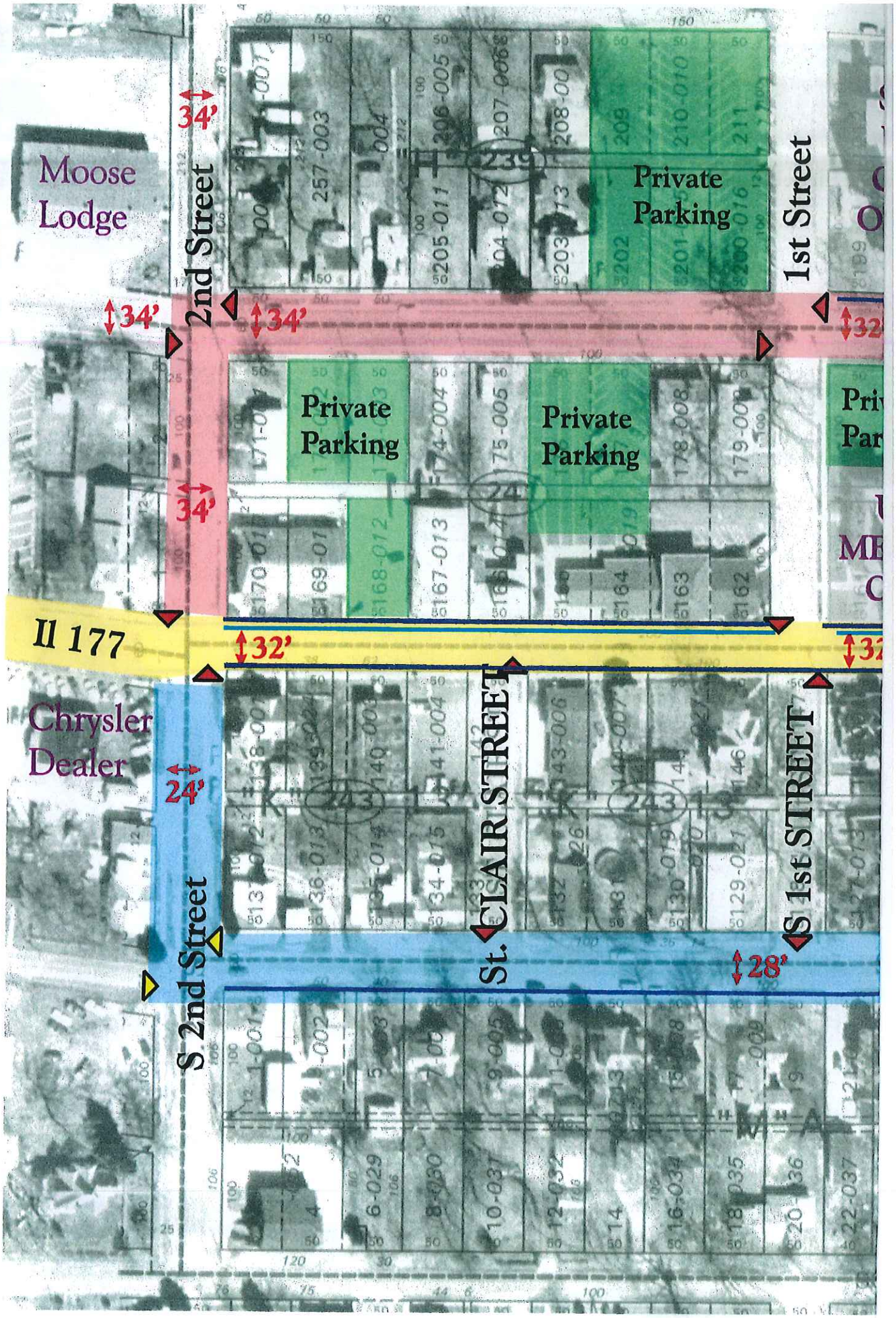
LEGEND

- Stop Sign
- Yield Sign
- On-Street Parking (Marked)
- Sidewalk
- Private Parking
- Public Parking

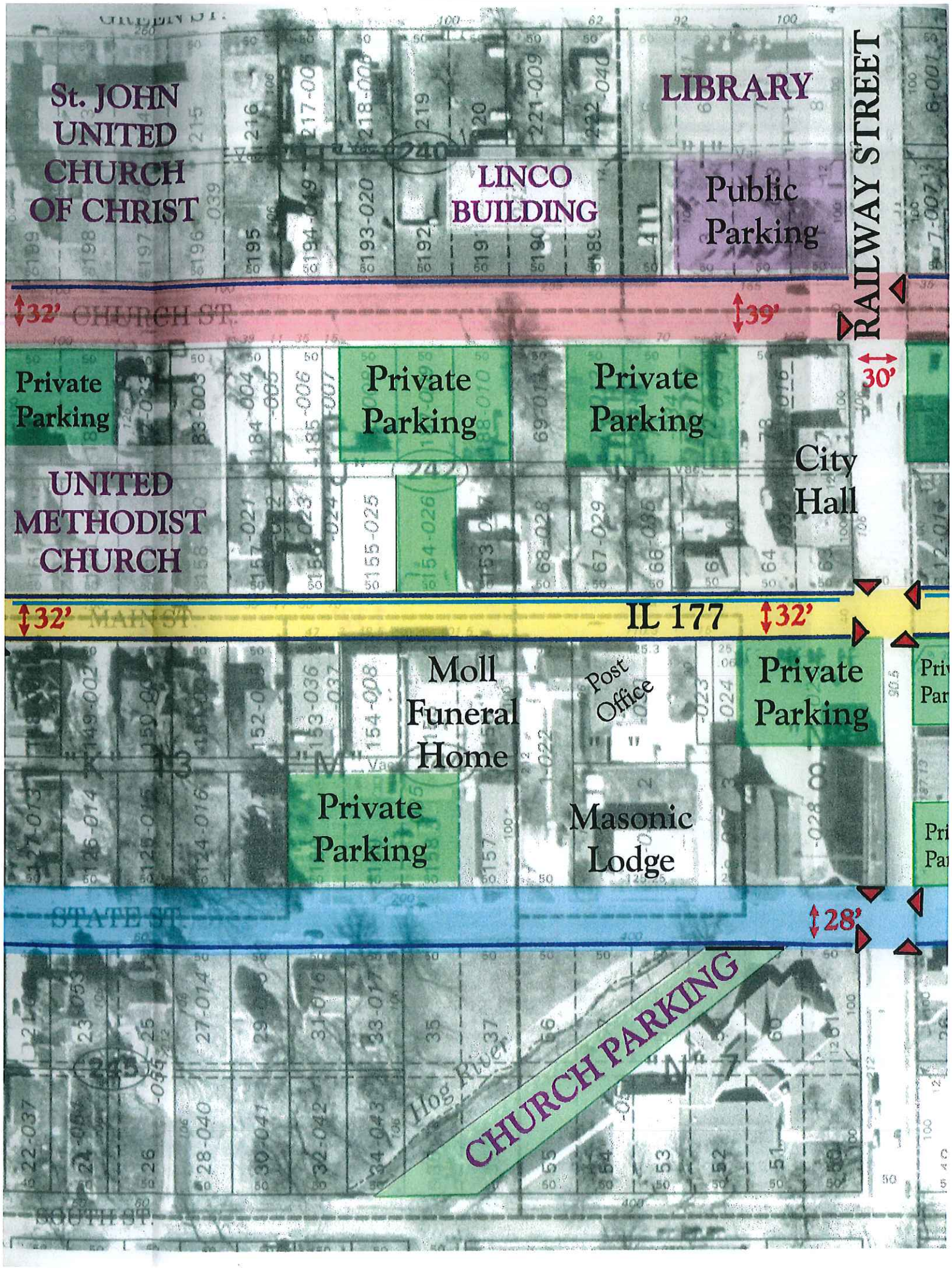
SCALE

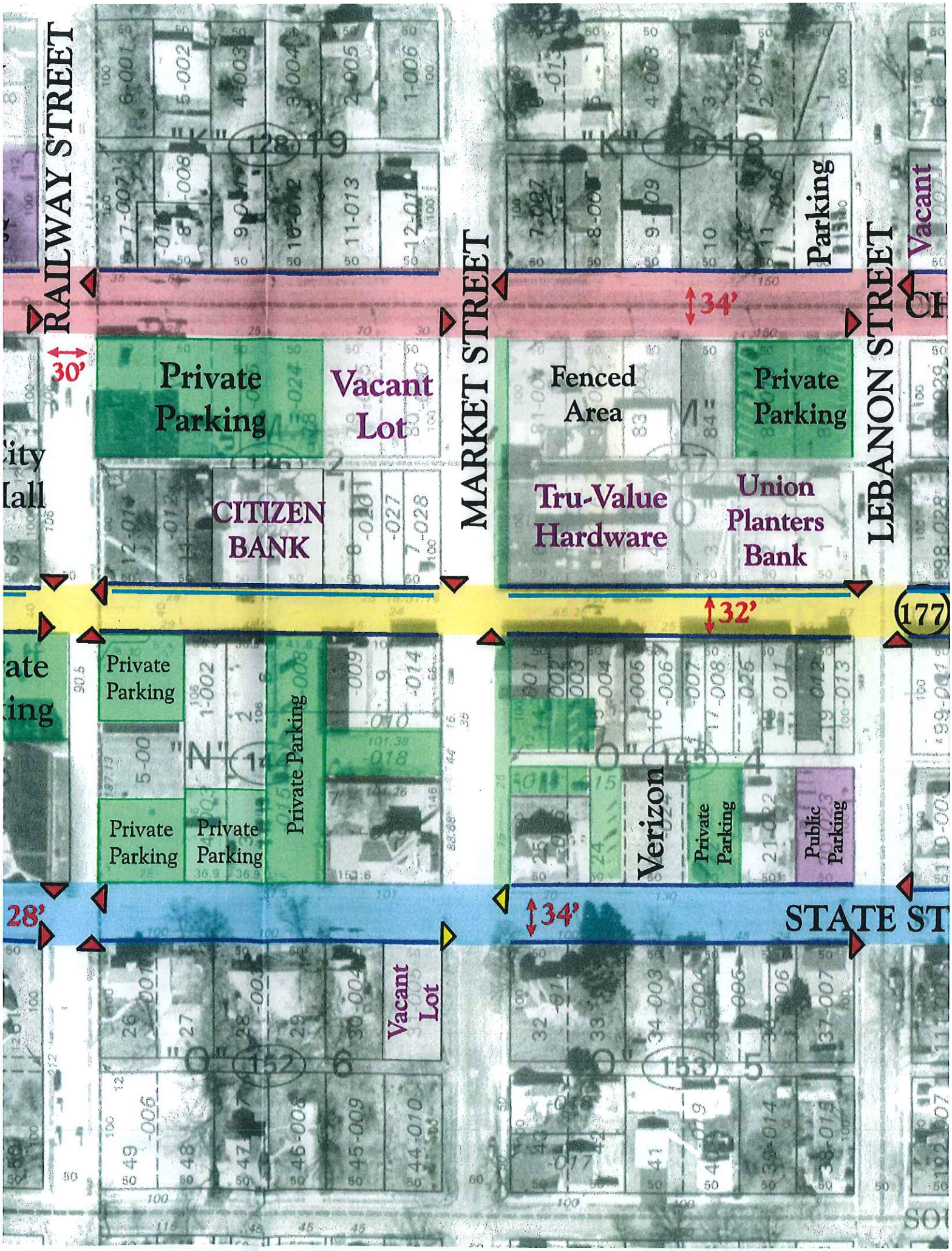
1" = 100'

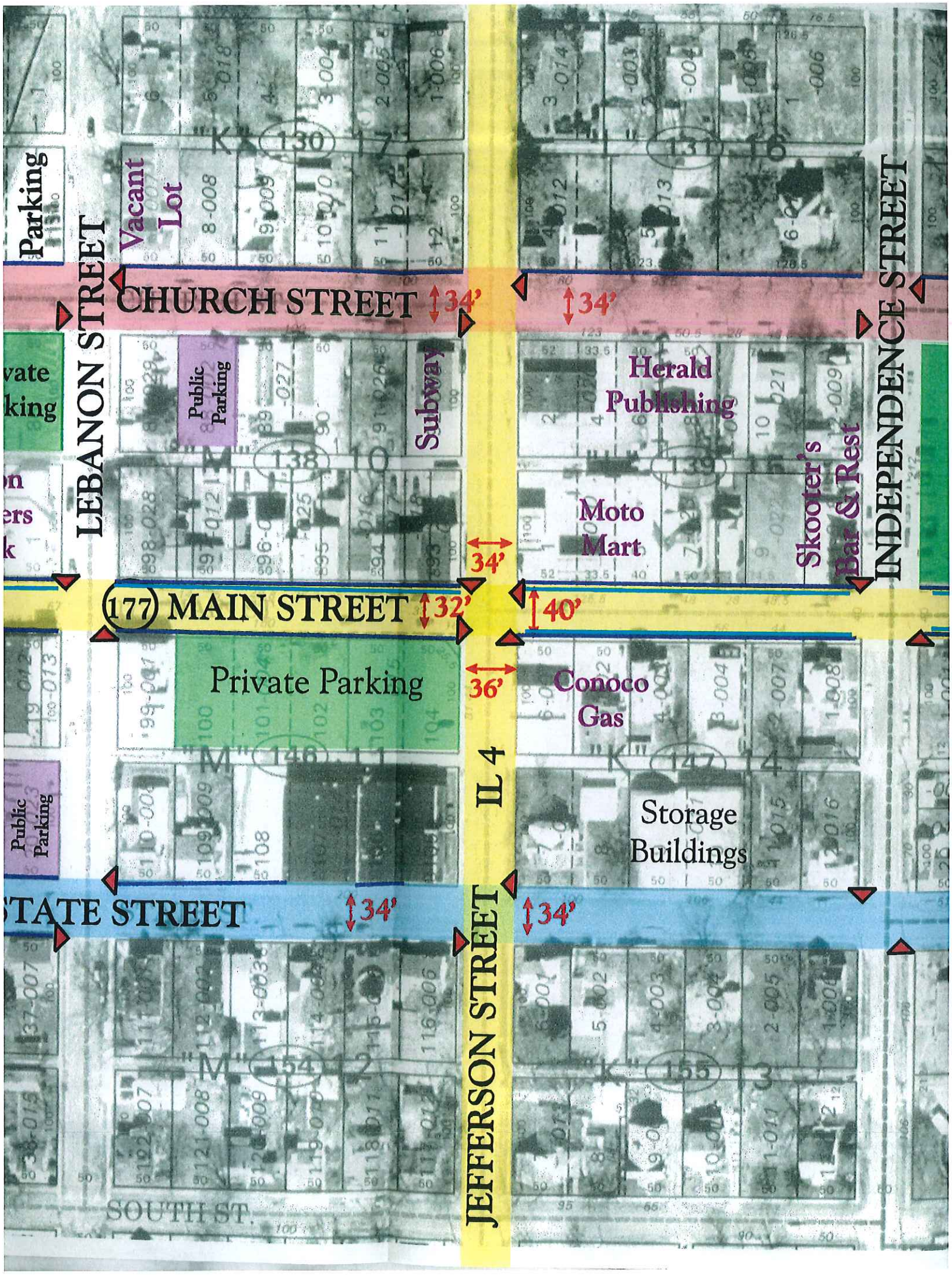


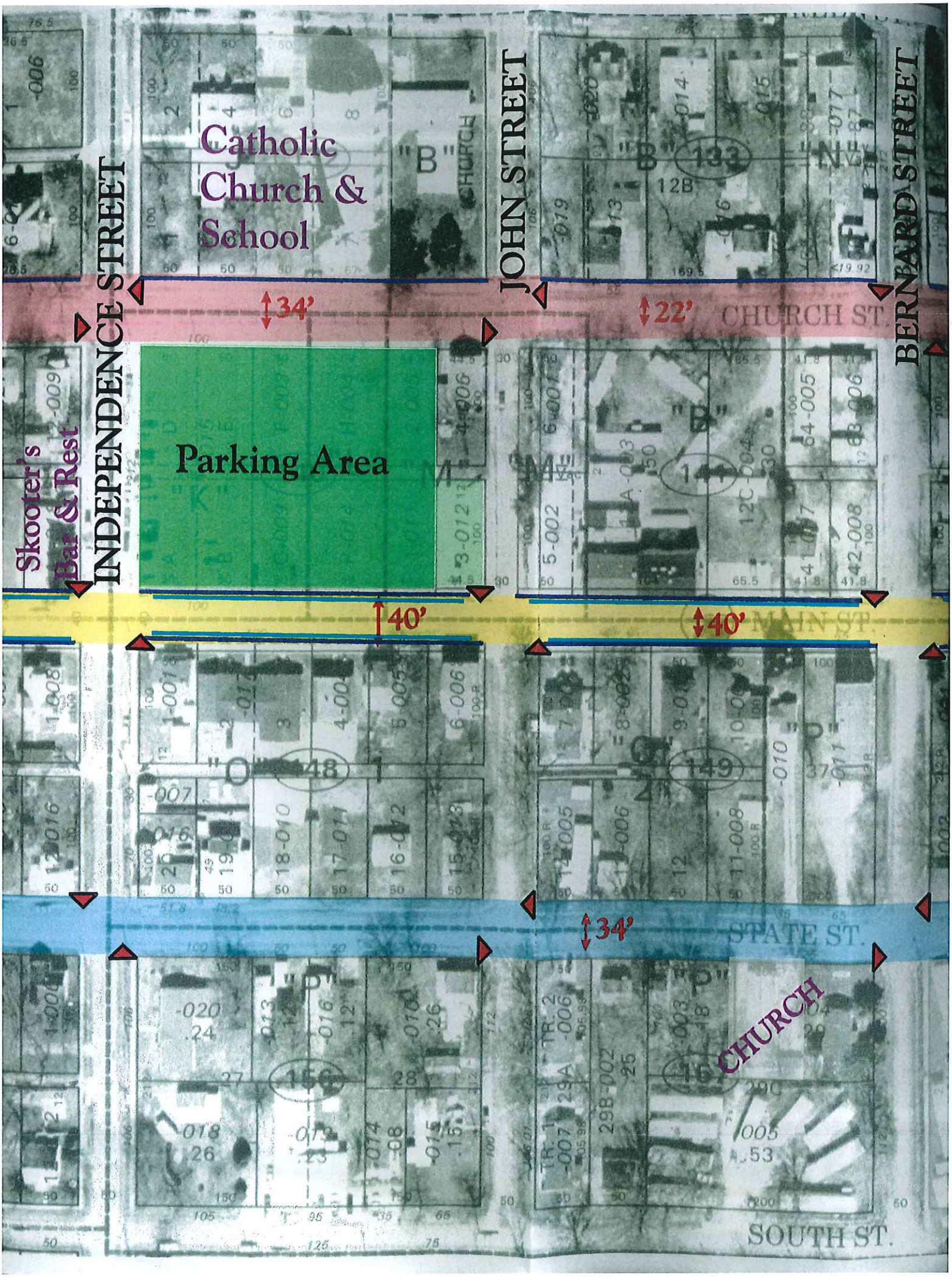


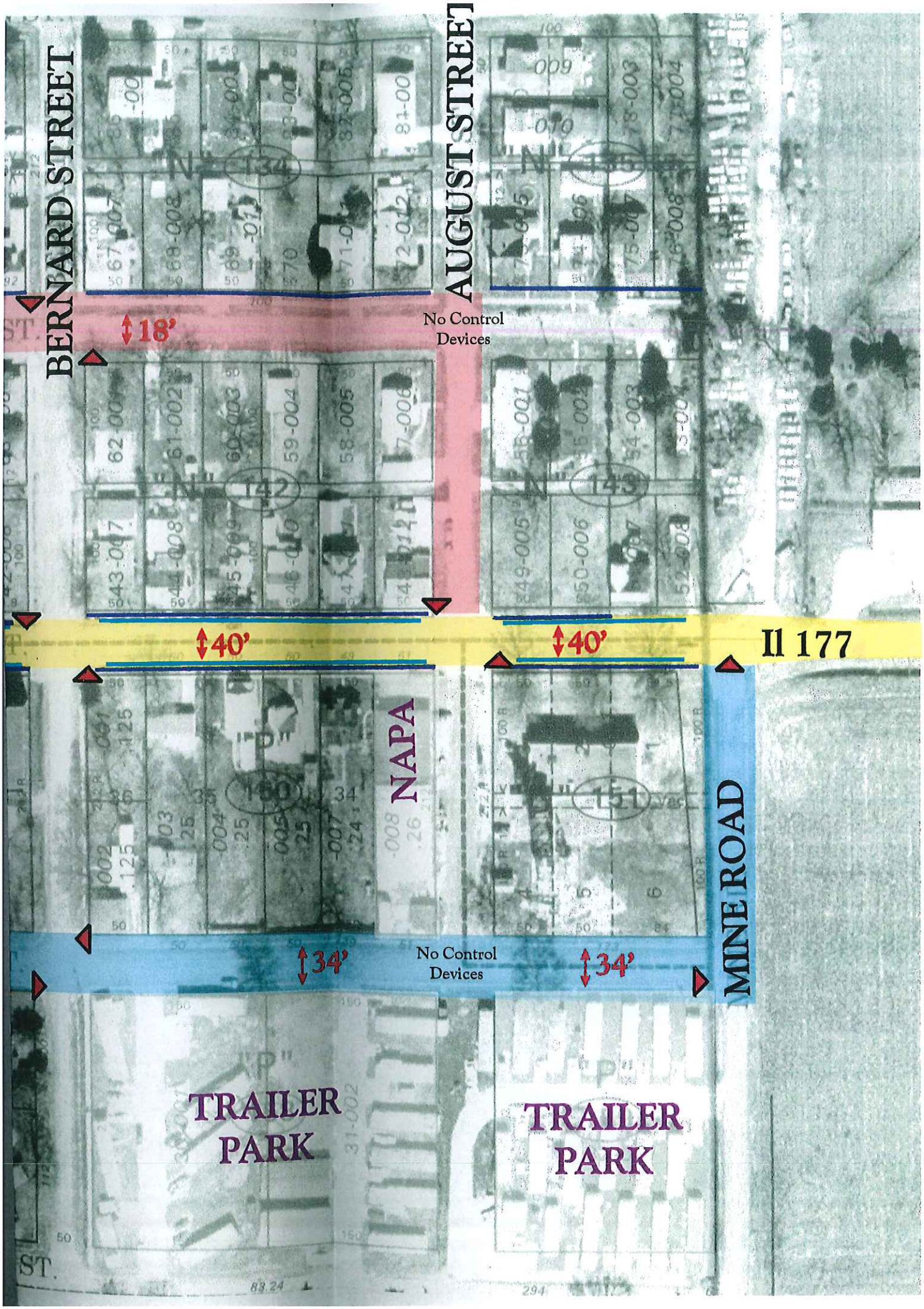
Moose Lodge
2nd Street
34'
34'
34'
34'
Private Parking
Private Parking
Private Parking
1st Street
Il 177
32'
Chrysler Dealer
24'
S 2nd Street
St. CLAIR STREET
S 1st STREET
28'


St. JOHN UNITED CHURCH OF CHRIST
LIBRARY
LINCO BUILDING
Public Parking
RAILWAY STREET
32' CHURCH ST.
39'
Private Parking
Private Parking
Private Parking
30'
City Hall
UNITED METHODIST CHURCH
32' MAIN ST.
IL 177
32'
Moll Funeral Home
Post Office
Private Parking
Private Parking
Masonic Lodge
STATE ST.
28'
CHURCH PARKING
Hog Run
SOUTH ST.


RAILWAY STREET
MARKET STREET
LEBANON STREET
STATE ST
30'
34'
32'
28'
34'
Private Parking
Vacant Lot
CITIZEN BANK
Fenced Area
Private Parking
Tru-Value Hardware
Union Planters Bank
Private Parking
Private Parking
Private Parking
Private Parking
Verizon
Private Parking
Public Parking
Vacant Lot
Parking
Vacant
177


Parking
Vacant Lot
LEBANON STREET
CHURCH STREET
34'
34'
INDEPENDENCE STREET
Public Parking
Subway
Herald Publishing
Skooter's Bar & Rest
Moto Mart
34'
(177) MAIN STREET
32'
40'
Private Parking
36'
Conoco Gas
IL 4
Public Parking
Storage Buildings
STATE STREET
34'
34'
JEFFERSON STREET
SOUTH ST.


Catholic Church & School
INDEPENDENCE STREET
JOHN STREET
BERNARD STREET
CHURCH ST.
34'
22'
Skooter's Bar & Rest
Parking Area
MAIN ST.
40'
40'
STATE ST.
34'
CHURCH
SOUTH ST.


BERNARD STREET
AUGUST STREET
18'
No Control Devices
40'
40'
Il 177
NAPA
MINE ROAD
34'
No Control Devices
34'
TRAILER PARK
TRAILER PARK