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## MEMORANDUM

To: Joel Maurer – DeKalb-Sycamore Area Transportation Study (DSATS)  
DSATS Technical and Policy Committee  
DSATS Staff

From: Timothy P. Sjogren, P.E., PTOE – Metro Transportation Group  
Sara Disney Haufe – Metro Transportation Group

Date: July 1, 2009

RE: 2009 ADT/ADTT Count Program

Metro Transportation Group, Inc., (Metro) was retained by DSATS to perform traffic counts for 44 roadway segments within the DeKalb, Sycamore, and Cortland region. Average daily traffic (ADT) and average daily truck traffic (ADTT) data were collected and compared with similar data gathered in Summer 2005/ 2006 and in Spring 2007/2008. The purpose of this annual study is to establish baseline traffic data for use in future planning efforts and to help build a database that can be used to identify growth trends and changing traffic patterns. The count methodology, data collection results, and summary analysis are presented following.

### METHODOLOGY

Metro collaborated with DSATS staff to identify appropriate locations for the 2009 count program, shown on *Figure 1* (attached). The majority of count data was collected with the use of Hi-Star inroad magnetic recorders, which have been used as a part of the DSATS ADT study for the past two years. For the south leg of Annie Glidden Road at Illinois Route 38, however, tube counters were used as backup for the Hi-Star counters after data collection on this segment returned errors on several occasions during 2008 and 2009 data collection.

Data collection was performed over a period of 72+ hours (3 days) at each location during the months of March, April, and May 2009. The resulting daily traffic counts were then averaged to offset the impact of daily traffic variations. In places where external factors (such as equipment malfunction or equipment displacement due to traffic activity) or unusually excessive daily fluctuations were experienced, adjustments were made to the data to prevent disproportionate



skewing of the 3-day average. In some locations, these factors were so significant that the count data was verified by an additional 72 hours of data collection. ADT and ADTT counts were conducted at the following locations; intersections and roadway segments that are new to the count program have been marked with an asterisk (\*).

- Intersections (counts on all quadrants):
  - Illinois Route 23 @ Illinois Route 38
  - Illinois Route 23 @ Gurler Road
  - Illinois Route 23 @ Plank Road/Peace Road
  - Illinois Route 38 @ Peace Road
  - Illinois Route 38 @ Annie Glidden Road
  - Annie Glidden Road @ Dresser Road\*
  - 1<sup>st</sup> Street @ Dresser Road\*
  - Peace Road @ Fairview Drive
  - Somonauk Road @ Bethany Road
- Roadway segments
  - Illinois Route 64 west of Motel Road
  - Illinois Route 64 east of Airport Road
  - Illinois Route 23 north of Barber Greene Road
  - Illinois Route 23 south of Barber Greene Road
  - Barber Greene Road east of Illinois Route 23
  - Illinois Route 38 west of Somonauk Road
  - Illinois Route 38 west of 1<sup>st</sup> Street
  - 1<sup>st</sup> Street north of Illinois Route 38
  - 1<sup>st</sup> Street south of Fairview Drive

The results of 2009 ADT/ADTT data collection are illustrated in *Figure 2* and *Figure 3*, attached at the conclusion of this memorandum. Data for the past five years of data collection (2005-2009) is summarized in *Table 1* and *Table 2*. The relative increases or decreases for both ADT and ADTT are presented for the 2005-2009 and 2008-2009 periods (where applicable).

## ANALYSIS

As noted previously, count data for the first two years of the DSATS ADT study (2005 and 2006) was collected during the summer months. Beginning in 2007, data collection took place in the late spring in order to capture school-related traffic generated by Northern Illinois University



and the DeKalb Community School District. As such, 2009 is the first year in which consistent data collection practices have taken place for three consecutive years. This gives a more direct comparison of year-to-year data and allows the project team to begin working on identifying and evaluating trends in traffic volume and travel patterns. To facilitate these comparisons, *Tables 3 and 4* present 2007-2009 ADT and ADTT for all locations that were counted in each of the three years. Traffic growth from 2007-2009 and 2008-2009 are summarized in this table and will be considered in subsequent analyses for the applicable count locations. Not all count locations were included in the 2007 and 2008 programs, however, and three years of count data is still relatively few for trend analysis. As a result, some comparisons to earlier count data will still be made. As noted in previous documentation for the DSATS ADT studies, the relationships between summer and spring count data should only be used to draw broad, basic conclusions about the progress of traffic volumes and travel patterns within the DeKalb-Sycamore region over the past five years.

Continuing a pattern noted in the 2008 study, traffic volumes throughout the study area are down from last year's count program. Approximately two-thirds of count locations included in both the 2008 and 2009 programs are shown to have lower traffic volumes this year. The majority of these decreases are shown to be fairly moderate at three percent or less. Key locations that experienced an overall decrease in traffic volume from 2008 to 2009 include IL 23/IL 38, IL 23/Gurler Road, and the Peace Road intersections at IL 38 and Fairview Drive. Few count locations were noted with higher ADT in 2009 than in 2008, but most of these segments were shown with minimal increases of one to two percent (including IL 38 west of 1<sup>st</sup> Street, 1<sup>st</sup> Street north of IL 38, and IL 23 north of Barber Greene Road).

Decreased ADTT counts are shown at a similar proportion of count locations (62 percent), though the loss of truck traffic is shown to be more substantial than the drop in ADT. This overall reduction in 2008-2009 ADTT also mirrors a trend noted between 2007 and 2008. In fact, all intersection counts reveal an overall decrease in ADTT since last year, the majority of which exceed 10 percent. Given these decreases and those noted in last year's memorandum, it can be generally concluded that overall traffic trends for the 2007-2009 period include a reduction in both ADT and ADTT for the study area.

It was noted on several study segments that changes in traffic volume were abnormally large or deviated from general trends noted for the overall study area. These locations are discussed further as follows.



- **Peace Road:** In 2008, an overall increase in ADTT along Peace Road suggested that this corridor was becoming a more attractive route for trucks. This year, count data shows a general reduction in ADTT on Peace Road on the north intersection legs at IL 38 and Fairview Drive. The south legs of these two intersections, however, reveal higher truck counts in 2009 than in 2007 or 2008. At a time when truck traffic is down throughout the region, these results suggest a shift in heavy vehicle travel patterns from local roadways toward the nearby I-88 Tollway.
- **Annie Glidden Road/Illinois Route 38:** Annie Glidden/IL 38 is the only intersection in the 2009 count program with a consistent increase in traffic over the last year. Because data was unable to be collected for the south leg of this intersection in 2008, overall intersection data for 2008 and 2009 were compared based on counts from the north, east, and west legs only. The results of this comparison reveal an increase in ADT on all approaches since 2008, with seven percent more traffic at the intersection in total. Similarly, 2009 ADTT at this intersection is seven percent greater than in 2008. It is estimated that these increases stem from the completion of several construction projects in/near western DeKalb: the I-88/Annie Glidden interchange (completed 2006), widening of Annie Glidden Road from Taylor Street to IL 38 (completed 2008), and reconstruction of the Lincoln Highway bridge over the Kishwaukee River (completed 2008). Given the recent construction activities at so many locations near the subject intersection, motorists have likely found alternate routes and used them consistently for the last few years. With the improvements now in place, vehicles have likely resumed their previous routing behaviors and are taking advantage of the additional capacity available on these routes.
- **1<sup>st</sup> Street north of IL 38:** Unlike many of the count locations nearby, 1<sup>st</sup> Street north of IL 38 shows a considerable increase in truck traffic (23 percent) from 2008 to 2009. It is difficult to quantify the cause of this increase since it is inconsistent with neighboring corridors, but one possible solution may be that a growing number of truck drivers are avoiding driving through Downtown DeKalb.
- **Somonauk Road/Bethany Road:** While this intersection was not counted in 2008, a comparison of 2007 and 2009 data reveals that ADT at this location has decreased similarly to the remainder of the study area. Truck traffic at this intersection, however, has dropped considerably at a total of roughly 57 percent. Potential reasons for this reduction in ADTT should be explored with DSATS staff.



- **Gurler Road east of IL 23:** The east leg of IL 23/Gurler Road has 19 percent more truck traffic in 2009 than in 2008. While there is not an apparent source of this change, the increase may be put in perspective by considering 2007 ADTT for this segment. In 2007, ADTT on the east leg of this intersection averaged 165 trucks per day. This number was reduced by nearly half in 2008 to 72 trucks each day. As such, the 19 percent increase seen in 2009 (equivalent to 14 additional trucks) is relatively minor. Minute changes in travel patterns, such as the trend toward Tollway utilization observed on Peace Road, could account for this small increase.
- **IL 23 north of Plank Road/Peace Road:** As noted in last year's study, traffic on this roadway segment has exhibited some dramatic changes over the course of the DSATS count program. For the first time, the north leg of IL 23 at Peace Road/Plank Road is shown to be within 10 percent of the previous year's count data. Due to the somewhat inconsistent results in previous years, however, ADTT on this roadway segment is shown to be 82 percent less than that observed in 2007. Because this intersection has a history of unusual changes in traffic volumes, it is recommended that this location be included in the 2010 program to see if there is still consistency with the 2008 and 2009 results.

While some of the analyses performed include discussion of potential trends in traffic growth and travel patterns, it is important to remember that these conclusions are based on only three years of count data. As additional count programs are completed in the coming years, it will be important to evaluate data as a whole independently of the above discussion to avoid a biased view of the results. Data analysis from previous years may then be considered after isolated conclusions have been drawn.

## CONCLUSIONS

The 2009 count program reveals an overall reduction in ADT and ADTT in the last year. With the availability of three years of consistent count data, the project team may also begin drawing the conclusion that traffic volumes within the DSATS jurisdiction have generally been decreasing since 2007. These results are not surprising given the economic downturn of recent months, which has become one of the greatest global recessions in the last 80 years. In response, companies have made substantial job cuts and consumers have greatly reduced their spending habits. Gas prices, which were noted in the 2008 DSATS study as one probable cause of reduced traffic, are still comparable to last year's, making decreased travel an effective means



of reducing corporate and personal costs. With reduced travel demand as a result of job losses and cutbacks in discretionary spending, overall reductions in trip making are realistic and regional-wide.

Contrary to the remainder of the study network, some count locations show modest increases in traffic over the last year. In most cases, small increases of one to two percent in a year shouldn't necessarily be termed a growth trend or new traffic pattern. During a time when traffic is down throughout the region, however, an increase in ADT may be indicative of a change in driver behavior. While the economic factors described previously help explain the overall reduction in area traffic, they may also correspond with the small increases observed at some locations in the 2009 count program. These roadway segments (including IL 38 west of 1<sup>st</sup> Street, 1<sup>st</sup> Street north of IL 38, and IL 23 north of Barber Greene Road) are primary routes to and from local shopping districts, potentially indicating that DeKalb-area residents are choosing to shop closer to home rather than travel several miles to larger retail districts in nearby Naperville and Aurora.

Because of the consistent methodology employed in years 2007 through 2009, the project team is able to begin identifying patterns in the annual count data for the first time since the DSATS ADT study was instituted in 2005. It is therefore recommended that the Spring count schedule be maintained in future programs to ensure consistency in year-to-year data collection. As additional years of count data are added to the DSATS database, the project team will be able to draw conclusions about traffic growth trends within the study area with increasing confidence and reliability.

Please feel free to contact this office with any questions or comments regarding the data, analysis, or conclusions contained within this memorandum.



Table 1. DSATS Count Data Comparison - Intersections

Roadway Segment	05 ADT	05 ADTT	05 HV%	06 ADT	06 ADTT	06 HV%	07 ADT	07 ADTT	07 HV%	08 ADT	08 ADTT	08 HV%	09 ADT	09 ADTT	09 HV%	ADT 08-09	ADT 05-09	ADTT 08-09	ADTT 05-09
IL 23 N Gurler Road	5,450	870	16%	5,015	650	13%	5,530	835	15%	4,854	458	9%	4,831	376	8%	0%	-11%	-18%	-57%
IL 23 S Gurler Road	6,160	1,110	18%	5,605	685	12%	5,870	895	15%	5,247	513	10%	5,208	408	8%	-1%	-15%	-20%	-63%
Gurler Road E IL 23	1,750	175	10%	1,840	175	10%	1,890	165	9%	1,700	72	4%	1,694	86	5%	0%	-3%	19%	-51%
Gurler Road W IL 23	1,225	145	12%	1,275	100	8%	1,555	200	13%	1,359	92	7%	1,322	65	5%	-3%	8%	-29%	-55%
<b>Intersection</b>	<b>7,293</b>	<b>1,150</b>	<b>16%</b>	<b>6,868</b>	<b>805</b>	<b>12%</b>	<b>7,423</b>	<b>1,048</b>	<b>14%</b>	<b>6,580</b>	<b>568</b>	<b>9%</b>	<b>6,528</b>	<b>468</b>	<b>7%</b>	<b>-1%</b>	<b>-10%</b>	<b>-18%</b>	<b>-59%</b>
Peace N Sycamore	14,440	1,445	10%	15,795	1,250	8%	-	-	-	16,760	1,017	6%	-	-	-	-	-	-	-
Peace S Sycamore	9,660	1,255	13%	11,625	1,165	10%	-	-	-	11,507	884	8%	-	-	-	-	-	-	-
Sycamore E Peace	17,895	2,145	12%	19,615	1,495	8%	-	-	-	18,454	923	5%	-	-	-	-	-	-	-
Sycamore W Peace	23,140	1,545	7%	23,820	1,395	6%	-	-	-	23,397	735	3%	-	-	-	-	-	-	-
<b>Intersection</b>	<b>32,568</b>	<b>3,195</b>	<b>10%</b>	<b>35,428</b>	<b>2,653</b>	<b>7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35,059</b>	<b>1,780</b>	<b>5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Somonauk N Bethany	-	-	-	-	-	-	6,590	540	8%	-	-	-	5,966	170	3%	-	-	-	-
Somonauk S Bethany	-	-	-	-	-	-	5,040	375	7%	-	-	-	4,459	153	3%	-	-	-	-
Bethany E Somonauk	-	-	-	-	-	-	2,295	205	9%	-	-	-	2,314	68	3%	-	-	-	-
Bethany W Somonauk	-	-	-	-	-	-	4,655	195	4%	-	-	-	4,739	168	4%	-	-	-	-
<b>Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9,290</b>	<b>658</b>	<b>7%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,739</b>	<b>280</b>	<b>3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Glidden N Fairview	9,245	460	5%	7,525	500	7%	-	-	-	7,188	455	6%	-	-	-	-	-	-	-
Glidden S Fairview	7,960	635	8%	6,525	535	8%	-	-	-	9,173	422	5%	-	-	-	-	-	-	-
Fairview E Glidden	4,775	620	13%	4,755	575	12%	-	-	-	4,798	441	9%	-	-	-	-	-	-	-
Fairview W Glidden	955	105	11%	1,045	95	9%	-	-	-	1,252	90	7%	-	-	-	-	-	-	-
<b>Intersection</b>	<b>11,468</b>	<b>910</b>	<b>8%</b>	<b>9,925</b>	<b>853</b>	<b>9%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,206</b>	<b>704</b>	<b>6%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
IL 23 N IL 38	7,155	570	8%	7,560	435	6%	7,270	485	7%	7,122	306	4%	6,908	338	5%	-3%	-3%	10%	-41%
IL 23 S IL 38	8,290	680	8%	8,525	610	7%	7,035	455	6%	7,002	506	7%	6,713	394	6%	-4%	-19%	-22%	-42%
IL 38 E IL 23	9,980	900	9%	8,500	710	8%	10,005	800	8%	9,130	728	8%	9,001	639	7%	-1%	-10%	-12%	-29%
IL 38 W IL 23	9,275	335	4%	8,255	735	9%	10,395	995	10%	9,550	686	7%	9,323	576	6%	-2%	1%	-16%	72%
<b>Intersection</b>	<b>17,350</b>	<b>1,243</b>	<b>7%</b>	<b>16,420</b>	<b>1,245</b>	<b>8%</b>	<b>17,353</b>	<b>1,368</b>	<b>8%</b>	<b>16,402</b>	<b>1,113</b>	<b>7%</b>	<b>15,973</b>	<b>974</b>	<b>6%</b>	<b>-3%</b>	<b>-8%</b>	<b>-13%</b>	<b>-22%</b>
Glidden N IL 38	-	-	-	-	-	-	-	-	-	20,307	541	3%	21,723	514	2%	7%	-	-5%	-
Glidden S IL 38	-	-	-	-	-	-	-	-	-	-	-	-	16,817	736	4%	-	-	-	-
IL 38 E Glidden	-	-	-	-	-	-	-	-	-	20,144	941	5%	21,719	1,128	5%	8%	-	20%	-
IL 38 W Glidden	-	-	-	-	-	-	-	-	-	16,137	998	6%	16,905	1,006	6%	5%	-	1%	-
<b>Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28,294</b>	<b>1,240</b>	<b>4%</b>	<b>38,582</b>	<b>1,692</b>	<b>4%</b>	<b>7%</b>	<b>-</b>	<b>7%</b>	<b>-</b>
4th N Taylor	-	-	-	-	-	-	-	-	-	7,764	470	6%	-	-	-	-	-	-	-
4th S Taylor	-	-	-	-	-	-	-	-	-	11,078	514	5%	-	-	-	-	-	-	-
Taylor E 4th	-	-	-	-	-	-	-	-	-	4,076	180	4%	-	-	-	-	-	-	-
Taylor W 4th	-	-	-	-	-	-	-	-	-	5,567	282	5%	-	-	-	-	-	-	-
<b>Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,243</b>	<b>723</b>	<b>5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Peace N IL 38	16,765	2,345	14%	18,145	1,675	9%	18,445	1,600	9%	17,693	2,533	14%	17,412	1,442	8%	-2%	4%	-43%	-39%
Peace S IL 38	11,545	2,845	25%	12,095	1,355	11%	12,635	1,180	9%	12,571	1,238	10%	11,824	1,320	11%	-6%	2%	7%	-54%
IL 38 E Peace	11,145	1,335	12%	11,950	1,180	10%	12,540	1,105	9%	11,600	788	7%	12,017	732	6%	4%	8%	-7%	-45%
IL 38 W Peace	12,755	1,660	13%	12,680	1,125	9%	13,865	1,040	8%	13,592	1,001	7%	12,894	712	6%	-5%	1%	-29%	-57%
<b>Intersection</b>	<b>26,105</b>	<b>4,093</b>	<b>16%</b>	<b>27,435</b>	<b>2,668</b>	<b>10%</b>	<b>28,743</b>	<b>2,463</b>	<b>9%</b>	<b>27,728</b>	<b>2,780</b>	<b>10%</b>	<b>27,074</b>	<b>2,103</b>	<b>8%</b>	<b>-2%</b>	<b>4%</b>	<b>-24%</b>	<b>-49%</b>
IL 23 N Plank	8,885	1,245	14%	9,575	1,750	18%	12,045	3,865	32%	8,754	663	8%	8,507	707	8%	-3%	-4%	7%	-43%
IL 23 S Plank	8,700	1,220	14%	8,900	1,150	13%	8,330	655	8%	8,335	613	7%	7,829	510	7%	-6%	-10%	-17%	-58%
Plank E IL 23	8,480	1,020	12%	8,925	670	8%	9,795	465	5%	9,487	533	6%	9,544	351	4%	1%	13%	-34%	-66%
Plank W IL 23	10,565	635	6%	11,025	860	8%	11,865	565	5%	11,917	515	4%	11,592	401	3%	-3%	10%	-22%	-37%
<b>Intersection</b>	<b>18,315</b>	<b>2,060</b>	<b>11%</b>	<b>19,213</b>	<b>2,215</b>	<b>12%</b>	<b>21,018</b>	<b>2,775</b>	<b>13%</b>	<b>19,247</b>	<b>1,162</b>	<b>6%</b>	<b>18,736</b>	<b>985</b>	<b>5%</b>	<b>-3%</b>	<b>2%</b>	<b>-15%</b>	<b>-52%</b>
Peace N Fairview	12,055	1,810	15%	11,680	1,355	12%	12,490	1,310	10%	12,416	1,376	11%	12,081	1,149	10%	-3%	0%	-16%	-37%
Peace S Fairview	11,775	1,415	12%	11,785	1,330	11%	12,930	1,535	12%	12,924	1,359	11%	12,771	1,577	12%	-1%	8%	16%	11%
Fairview E Peace	1,620	80	5%	1,640	85	5%	1,590	55	3%	1,682	58	3%	1,748	63	4%	4%	8%	9%	-21%
Fairview W Peace	6,225	1,620	26%	5,585	960	17%	5,375	810	15%	6,215	949	15%	6,004	841	14%	-3%	-4%	-11%	-48%
<b>Intersection</b>	<b>15,838</b>	<b>2,463</b>	<b>16%</b>	<b>15,345</b>	<b>1,865</b>	<b>12%</b>	<b>16,193</b>	<b>1,855</b>	<b>11%</b>	<b>16,619</b>	<b>1,871</b>	<b>11%</b>	<b>16,302</b>	<b>1,815</b>	<b>11%</b>	<b>-2%</b>	<b>3%</b>	<b>-3%</b>	<b>-26%</b>
Glidden N Dresser	-	-	-	-	-	-	-	-	-	-	-	-	8,758	167	2%	-	-	-	-
Glidden S Dresser	-	-	-	-	-	-	-	-	-	-	-	-	7,805	200	3%	-	-	-	-
Dresser E Glidden	-	-	-	-	-	-	-	-	-	-	-	-	3,091	122	4%	-	-	-	-
<b>Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9,827</b>	<b>245</b>	<b>2%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
1st N Dresser	-	-	-	-	-	-	-	-	-	-	-	-	12,798	261	2%	-	-	-	-
1st S Dresser	-	-	-	-	-	-	-	-	-	-	-	-	9,565	244	3%	-	-	-	-
Dresser E 1st	-	-	-	-	-	-	-	-	-	-	-	-	233	12	5%	-	-	-	-
Dresser W 1st	-	-	-	-	-	-	-	-	-	-	-	-	6,274	182	3%	-	-	-	-
<b>Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,435</b>	<b>350</b>	<b>2%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Table 2. DSATS Count Data Comparison - Roadway Segments

Roadway Segment	05 ADT	05 ADTT	05 HV%	06 ADT	06 ADTT	06 HV%	07 ADT	07 ADTT	07 HV%	08 ADT	08 ADTT	08 HV%	09 ADT	09 ADTT	09 HV%	ADT 08-09	ADT 05-09	ADTT 08-09	ADTT 05-09
Glidden S IL 64	4,950	345	7%	5,070	310	6%	-	-	-	5,426	195	4%	-	-	-	-	-	-	-
IL 64 W Somonauk	9,070	1,000	11%	9,945	960	10%	-	-	-	10,157	800	8%	-	-	-	-	-	-	-
IL 64 E Airport	7,385	740	10%	7,830	825	11%	7,640	630	8%	7,037	561	8%	6,911	571	8%	-2%	-6%	2%	-23%
IL 64 W Motel	-	-	-	-	-	-	10,450	980	9%	9,697	759	8%	9,528	618	6%	-2%	-	-19%	-
IL 38 W Somonauk	10,980	990	9%	10,370	970	9%	11,510	930	8%	-	-	-	10,661	742	7%	-	-3		



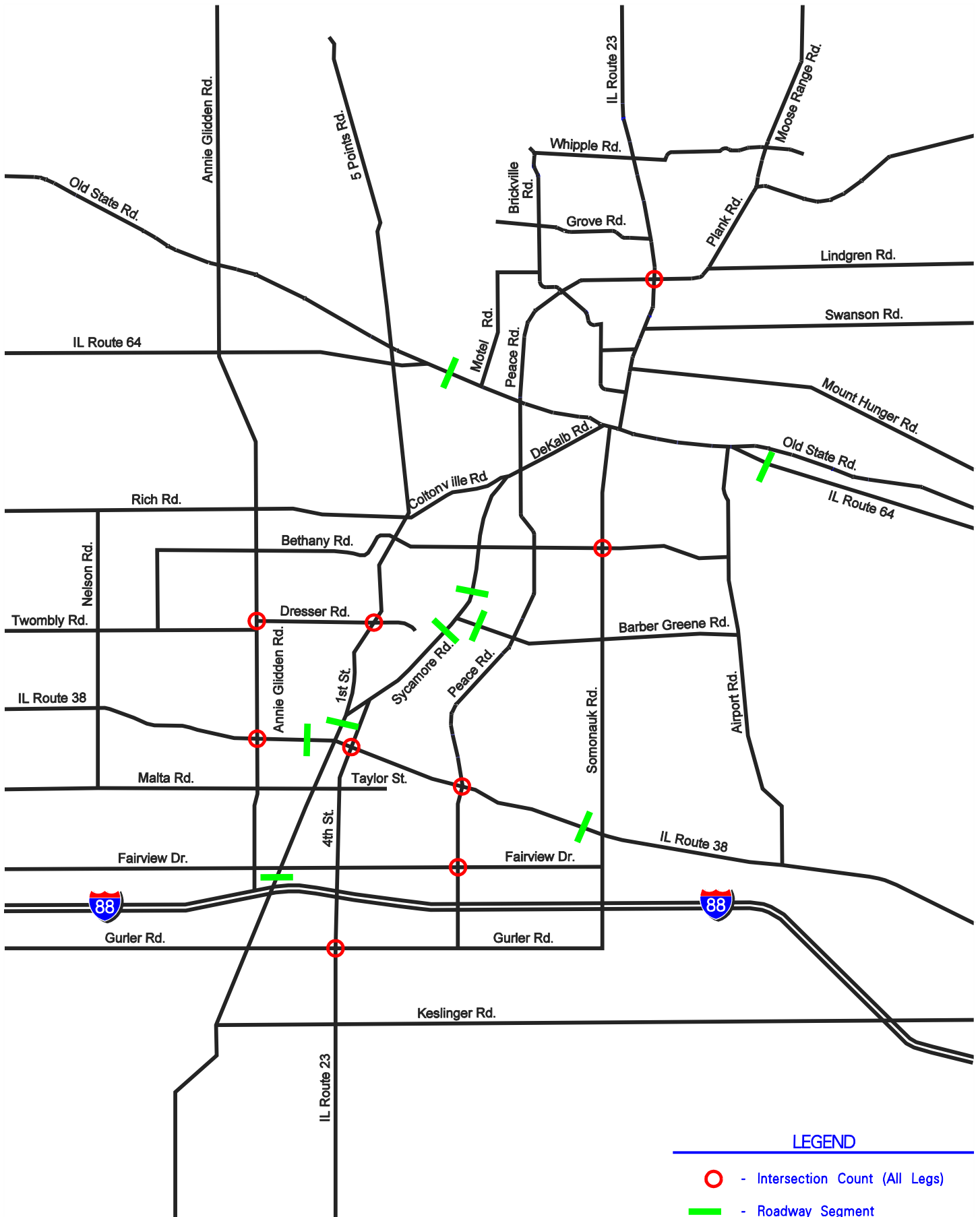
**Table 3. 2007-2009 Spring Count Program Database - Intersections**

Roadway Segment	07 ADT	07 ADTT	07 HV%	08 ADT	08 ADTT	08 HV%	09 ADT	09 ADTT	09 HV%		ADT 08-09	ADT 07-09	ADTT 08-09	ADTT 07-09
IL 23 N Gurler Road	5,530	835	15%	4,854	458	9%	4,831	376	8%		0%	-13%	-18%	-55%
IL 23 S Gurler Road	5,870	895	15%	5,247	513	10%	5,208	408	8%		-1%	-11%	-20%	-54%
Gurler Road E IL 23	1,890	165	9%	1,700	72	4%	1,694	86	5%		0%	-10%	19%	-48%
Gurler Road W IL 23	1,555	200	13%	1,359	92	7%	1,322	65	5%		-3%	-15%	-29%	-68%
<i>Intersection</i>	<i>7,423</i>	<i>1,048</i>	<i>14%</i>	<i>6,580</i>	<i>568</i>	<i>9%</i>	<i>6,528</i>	<i>468</i>	<i>7%</i>		<i>-1%</i>	<i>-12%</i>	<i>-18%</i>	<i>-55%</i>
IL 23 N IL 38	7,270	485	7%	7,122	306	4%	6,908	338	5%		-3%	-5%	10%	-30%
IL 23 S IL 38	7,035	455	6%	7,002	506	7%	6,713	394	6%		-4%	-5%	-22%	-13%
IL 38 E IL 23	10,005	800	8%	9,130	728	8%	9,001	639	7%		-1%	-10%	-12%	-20%
IL 38 W IL 23	10,395	995	10%	9,550	686	7%	9,323	576	6%		-2%	-10%	-16%	-42%
<i>Intersection</i>	<i>17,353</i>	<i>1,368</i>	<i>8%</i>	<i>16,402</i>	<i>1,113</i>	<i>7%</i>	<i>15,973</i>	<i>974</i>	<i>6%</i>		<i>-3%</i>	<i>-8%</i>	<i>-13%</i>	<i>-29%</i>
Peace N IL 38	18,445	1,600	9%	17,693	2,533	14%	17,412	1,442	8%		-2%	-6%	-43%	-10%
Peace S IL 38	12,635	1,180	9%	12,571	1,238	10%	11,824	1,320	11%		-6%	-6%	7%	12%
IL 38 E Peace	12,540	1,105	9%	11,600	788	7%	12,017	732	6%		4%	-4%	-7%	-34%
IL 38 W Peace	13,865	1,040	8%	13,592	1,001	7%	12,894	712	6%		-5%	-7%	-29%	-32%
<i>Intersection</i>	<i>28,743</i>	<i>2,463</i>	<i>9%</i>	<i>27,728</i>	<i>2,780</i>	<i>10%</i>	<i>27,074</i>	<i>2,103</i>	<i>8%</i>		<i>-2%</i>	<i>-6%</i>	<i>-24%</i>	<i>-15%</i>
IL 23 N Plank	12,045	3,865	32%	8,754	663	8%	8,507	707	8%		-3%	-29%	7%	-82%
IL 23 S Plank	8,330	655	8%	8,335	613	7%	7,829	510	7%		-6%	-6%	-17%	-22%
Plank E IL 23	9,795	465	5%	9,487	533	6%	9,544	351	4%		1%	-3%	-34%	-25%
Plank W IL 23	11,865	565	5%	11,917	515	4%	11,592	401	3%		-3%	-2%	-22%	-29%
<i>Intersection</i>	<i>21,018</i>	<i>2,775</i>	<i>13%</i>	<i>19,247</i>	<i>1,162</i>	<i>6%</i>	<i>18,736</i>	<i>985</i>	<i>5%</i>		<i>-3%</i>	<i>-11%</i>	<i>-15%</i>	<i>-65%</i>
Peace N Fairview	12,490	1,310	10%	12,416	1,376	11%	12,081	1,149	10%		-3%	-3%	-16%	-12%
Peace S Fairview	12,930	1,535	12%	12,924	1,359	11%	12,771	1,577	12%		-1%	-1%	16%	3%
Fairview E Peace	1,590	55	3%	1,682	58	3%	1,748	63	4%		4%	10%	9%	15%
Fairview W Peace	5,375	810	15%	6,215	949	15%	6,004	841	14%		-3%	12%	-11%	4%
<i>Intersection</i>	<i>16,193</i>	<i>1,855</i>	<i>11%</i>	<i>16,619</i>	<i>1,871</i>	<i>11%</i>	<i>16,302</i>	<i>1,815</i>	<i>11%</i>		<i>-2%</i>	<i>1%</i>	<i>-3%</i>	<i>-2%</i>

**Table 4. 2007-2009 Spring Count Program Database - Roadway Segments**

Roadway Segment	07 ADT	07 ADTT	07 HV%	08 ADT	08 ADTT	08 HV%	09 ADT	09 ADTT	09 HV%		ADT 08-09	ADT 07-09	ADTT 08-09	ADTT 07-09
IL 64 E Airport	7,640	630	8%	7,037	561	8%	6,911	571	8%		-2%	-10%	2%	-9%
IL 64 W Motel	10,450	980	9%	9,697	759	8%	9,528	618	6%		-2%	-9%	-19%	-37%
IL 38 W 1st	21,755	1,845	8%	19,244	963	5%	19,565	782	4%		2%	-10%	-19%	-58%
IL 23 N Barber Greene	24,390	930	4%	23,679	987	4%	23,919	732	3%		1%	-2%	-26%	-21%
1st N IL 38	17,915	860	5%	16,422	676	4%	16,750	832	5%		2%	-7%	23%	-3%





**LEGEND**

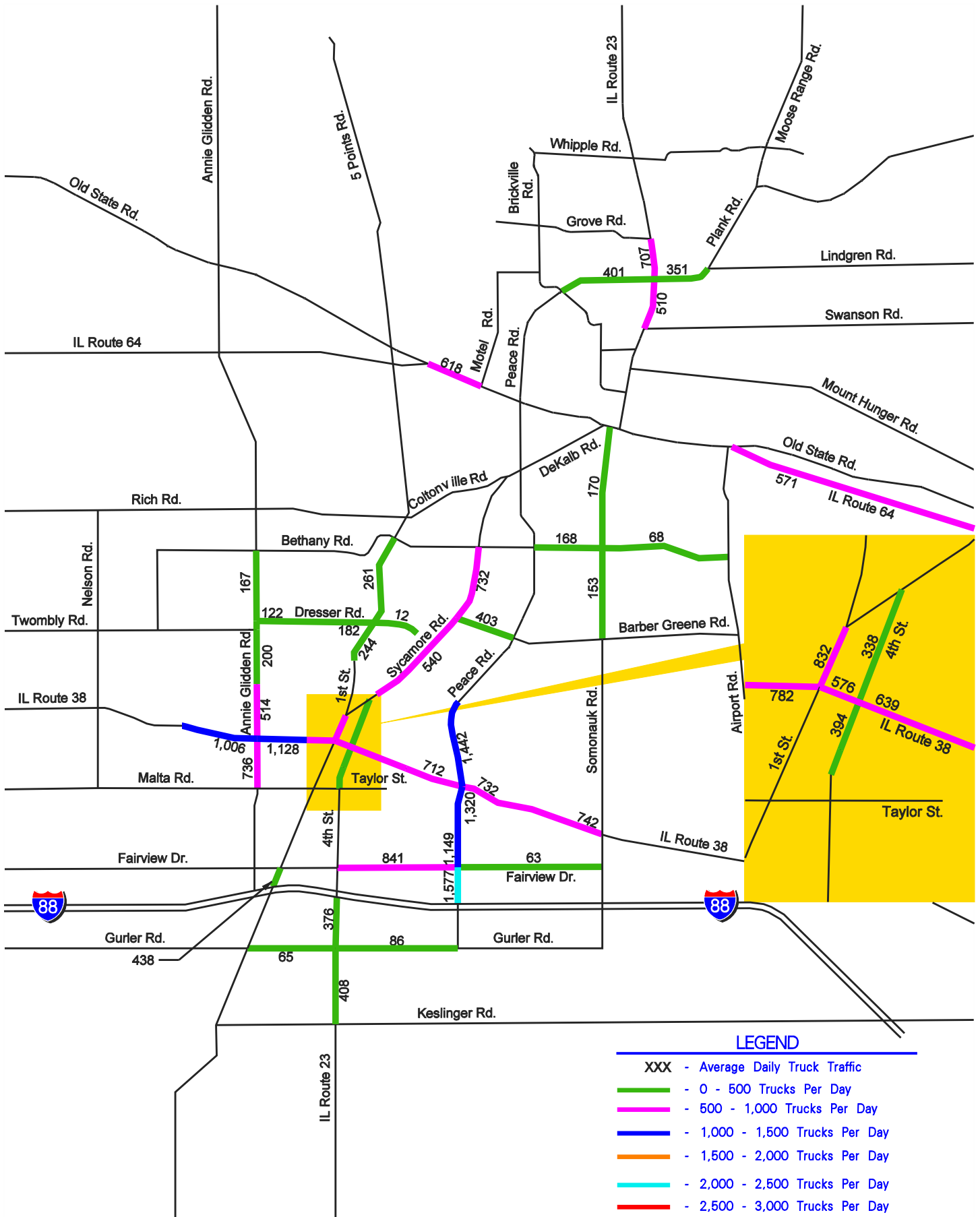
- Intersection Count (All Legs)
- Roadway Segment



ADT/ADTT COUNT LOCATIONS

FIGURE: 1





2009 AVERAGE DAILY TRUCK TRAFFIC (ADTT)

FIGURE: 3