



City of Pekin

AGENDA

REGULAR COUNCIL MEETING OF NOVEMBER 28, 2005
5:30 P.M.

I. PLEDGE OF ALLEGIANCE

Transportation Department Employees

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES

Regular Council Meeting of November 14, 2005

Special Council Meeting of November 7, 2005

V. PUBLIC INPUT ON AGENDA ITEMS

VI. CONSENT AGENDA

1. Receive and File Reports and Minutes: Liquor Commission 11/17/05
2. Proclamation: School Transportation Personnel Appreciation Month December 2005
National Family Caregivers Month December 2005
3. Receive and File Traffic Study Court Street Phase II 14TH Street To Egg Ranch Road
4. Receive and File Groundwater Guardian Program 2005 Recognition
5. Receive and File Pekin Planning Commission Minutes Dated November 9, 2005
6. Resolution No. 125 - Restated and Revised Articles of Agreement and By-Laws of Illinois River Valley Council of Governments

VII. NEW BUSINESS

1. Ordinance No.2451 – Approving the Issuance of Single Family Mortgage Revenue Bonds
Transfer Volume Cap 2006 (PA)
2. Ordinance No. 2452 – Changing Name of Dora Lane to TAPS Lane (JW)
3. Ordinance No. 1462-A 142 - Amending Title 8, Chapter 4, Section 2 C. of the Code
of the City of Pekin 1995 Regarding Manner of Parking Lights on Parked Vehicles (TG)
4. Ordinance No. 1462- A 143 - Amending Title 8, Chapter 4, Section 3 F. of the Code of the
City of Pekin 1995 Regarding Handicapped Spaces Vienna Court (TB)
5. Ordinance No. 1462- A 144 - Amending Title 8, Chapter 3, Section 8 A. 3. of the Code of the

- | | | |
|----|---|------|
| | City of Pekin 1995 Regarding One-Way Street McLean Third to Summer | (TB) |
| 6. | Amendment to the Agreement Between the City of Pekin and the Pekin Fraternal Order of Police Lodge #105 | (TG) |
| 7. | Temporary Permit from the FBOP for Veterans Drive Easement | (DK) |
| 8 | Quotes for Street Department Unit Heaters | (GR) |

VIII. ANY OTHER BUSINESS TO COME BEFORE THE COUNCIL

Public Questions

Press Time

IX. EXECUTIVE SESSION

Selection, Appointment, Performance, Discipline, or a Vacancy in a Public Office
ILCS 120/2 (c) 3.

X. ADJOURNMENT

**NOTICE – THE REGULAR COUNCIL MEETING FOR THE SECOND MONDAY
OF DECEMBER HAS BEEN CANCELLED**

**PROCEEDINGS OF THE REGULAR MEETING
OF THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS,
HELD IN THE COUNCIL CHAMBERS OF THE CITY HALL
111 SOUTH CAPITOL STREET
ON MONDAY, NOVEMBER 14, 2005 AT 5:30 O'CLOCK P.M.
JAMES E. JONES* MAYOR PRO-TEM * PRESIDING**

**PRESENT: COMMISSIONERS, BLANCHARD, MADDOX, DAGIT, AND
MAYOR PRO-TEM JONES**

ABSENT: NONE

As provided by Resolution No. 237, establishing the procedure for appointing a mayor pro tem, Com'r. Jones was selected by alphabetical rotation to preside at the meeting.

A presentation in remembrance of Veterans Day was performed by the JROTC. Com'r. Dagit read the Proclamation "Pekin Community High School JROTC Veteran's Week" recognizing the programs and outstanding work of the Corps.

The Pledge of Allegiance was led by JROTC.

Roll was called and all commissioners were present.

Agenda

Motion by Com'r. Maddox, seconded by Com'r. Blanchard, that the **agenda be approved as presented**. On roll call vote, all present voted Aye.

Motion by Com'r. Maddox, seconded by Com'r. Dagit, that the **Minutes of the Regular City Council Meeting of October 24, 2005 be approved as written**. On roll call vote, all present voted Aye.

Consent Agenda

City Clerk Sue McMillan presented the following items under consent Agenda.

Motion by Com'r. Maddox, seconded by Com'r. Dagit, that the **Consent Agenda be approved as presented**

1. Receive and File Reports and Minutes: Police, Tazewell County Animal Control, T/PCCC, Building, Liquor Commission October 13 and Electrical Commission November 3
2. Proclamation: 32nd Degree Masonic Family Life Week November 20-26, 2005
Pekin Community High School JROTC Veteran's Week November 11, 2005
3. Charitable Solicitation: Shade Memorial Youth Camp Tag Days April 28, 29 and 30, 2006
Boys & Girls Club of Pekin Tag Days November 26, 2005
Rob Cagle Benefit
4. Receive and File Insight Communications Regarding Additional ESPN, and PBS KIDS Sprout Cable Channels
5. Receive and File Illinois Municipal League Check \$23,641.33 for 2% Fire Department Tax on Foreign Fire Insurance Companies
6. Receive and File Fire Department 2% Foreign Fire Insurance Fund Audit September 26, 2005
7. Receive and File Willock Warning & Co., Financial Statements April 30, 2005:
Sewerage Fund
Pekin Public Library Fund

On roll call vote, all present voted Aye.

The proclamation Family Life Week November 20-26, 2005 was read by Com'r. Dagit and presented to the 32nd Degree Masonic representative Jim Durran.

New Business

ORDINANCE NO. 2448

AN ORDINANCE ESTABLISHING POLICIES AND PRACTICES FOR MAYOR AND COUNCIL MEMBERS BY AMENDING ORDINANCE NO. 2203

Motion by Com'r. Blanchard, seconded by Com'r. Maddox that Ordinance No. 2248 be adopted. Motion by Com'r. Maddox, seconded by Com'r. Blanchard that Ordinance No. 2448 be amended by deleting subsection d. Discussion followed regarding amending the suggested recommendations for establishing and clarifying additional benefits of Council members. Com'r. Blanchard felt Council members should not be reimbursed for membership in service clubs. On Roll call vote: Ayes, Maddox, Blanchard, Dagit; Nay, Jones. Motion Carried. Motion by Com'r. Blanchard, seconded by Com'r. Maddox that Ordinance No. 2448, Section 3 part a) be amended to say "with the approval of the City Manager." Com'r. Maddox expressed his opinion that he fully agreed in the City paying ½ the cost of participation in service clubs but agreed with Com'r. Blanchard that they did not support the expense for commissioners. Com'r. Dagit felt that cutting in small areas would help balance the budget. Com'r. Jones stated that previous administrations requested the presence of City representatives including commissioners among community function and reimbursed 1/2 the elected official expense as reward. Com'r. Dagit did not support reimbursement for commuting to City Hall since it was governed by IRS regulations. On roll call vote, all present vote Aye. The motion on the floor with amendments was call for the vote by the Chairman. On roll call vote, all present voted Aye.

ORDINANCE NO. 2449

AN ORDINANCE AUTHORIZING THE EXECUTION OF THE IMLRMA MINIMUM/MAXIMUM CONTRIBUTION AGREEMENT

Motion by Com'r. Blanchard seconded by Com'r. Maddox that Ordinance No. 2249 be adopted. As member of the Illinois Municipal League Risk Management Association the early payment option reduced minimum payment with 2% discount to \$454,877.78 for the association to provide coverage for General Liability, Workers' Compensation and Public Officials Liability. On roll call vote, all present voted Aye.

ORDINANCE NO. 2450

AN ORDINANCE AMENDING TITLE 6, CHAPTER 8 SECTION 6-8A-6-2 OF THE CODE OF THE CITY OF PEKIN 1995 REGARDING NUMBER OF MEMBERS OF THE FIRE DEPARTMENT

Motion by Com'r. Blanchard seconded by Com'r. Maddox that Ordinance No. 2249 be adopted. City Manager Dennis Kief presented and recommended an increase in staffing by 3 firefighters. Fire Chief Chuck Lauss, in a written memo to Council recommended an increase in staff by 3 firefighters and utilized the National Fire Protection Association for his basis. Previous staffing numbers, increased area coverage, adequate manpower to answer fire and incoming emergency calls were discussed. Council questioned if hiring add itional personnel would reduce overtime. The Chief felt there would be some reduction but felt more that it would reduce injuries. The Council also questioned the City Manager on the bubble item and the restriction on those expenditures only if revenues supported the amounts. On roll call vote, all present voted Aye.

Motion by Com'r. Blanchard, seconded by Com'r. Maddox that the **PEKIN VISITORS BUREAU GRANT APPLICATION TO BRADLEY UNIVERSITY** be approved in the amount of \$4,600.00. In discussion support was given to the request for assistance from Bradley Athletics who would be hosting the Inaugural Bradley Dome Classic on February 24-26,2006. The benefits of the softball tournament to the community of "heads in beds", over 600 people eating in local restaurants, buying gas, shopping, and enjoying local entertainment. Money to fund the Tourism grants come from the Hotel/Motel Tax. On roll call vote, all present voted Aye.

Motion by Com'r. Dagit, seconded by Com'r. Maddox that the **CASH FARM LEASE WITH MICHAEL HOFFFT** be approved and the City Manager be authorized to execute the agreement. Public Property Director Greg Ranney recommended the additional one-year contract for the Lessee to farm approximately 154 acres of City owned property at the corner of 5th and Koch Street. The concern of Council that this was recently purchased for extension of the Business Park were addressed in that the Landlord/Tenant had the option of not extending after the one-year. On roll call vote, all present voted Aye.

Motion by Com'r. Dagit, seconded by Com'r. Blanchard that the **LETTER OF UNDERSTANDING WITH IDOT** (LU-406-001 FAP Route 693 (IL9) Contract 68532) be approved. Public Works Director Joe Wuellner explained to Council that the Illinois Department of Transportation were installing vehicle video detection systems in existing traffic signal cabinets on Court street. There cameras would replace the "loop" technology at the intersections of Allentown Road, Valle Vista, and Parkway/Sunset. Council supported the improvement at no cost to the City. On roll call vote, all present voted Aye.

ANY OTHER BUSINESS TO COME BEFORE THE COUNCIL

Council agreed to meet on Monday, November 21, 2005 @ 5:30 p.m. as a Budget Work Session and to move to executive session to continue discussion of the appointment of a person to fill the vacancy.

Mayor Pro-Tem Jones welcomed Pekin Community High School government class and their teacher John McCabe to the meeting.

Denny Vaughn, 2102 Marigold suggested for staff to not only apply for firefighters through a SAFER grant but to attempt to fund additional police officers through Homeland Security grants.

Reporters from the *Peoria Journal Star* and *Pekin Daily Time* were given the opportunity to ask questions.

Motion by Com'r. Dagit, seconded by Com'r. Blanchard that Council move to **Executive Session** at 6:25 P.M. to discuss Selection, Appointment, Performance, Discipline or a Vacancy in a Public Office 5 ILCS 120/2 (c) 3. On roll call vote, all present voted Aye. Executive Session began at

No further business to come before the Council, a motion was made by Com'r. Dagit seconded by Com'r. Maddox that Council adjourn. On roll call vote, all present voted Aye.

COUNCIL ADJOURNED AT 7:30 P.M.

Sue E. McMillan
City Clerk

City of Pekin

LIQUOR COMMISSION MINUTES

THURSDAY, OCTOBER 27, 2005

4:00 P.M.

CITY HALL COUNCIL CHAMBERS

The meeting was called to order at 4:00 p.m.

Chairman Bockler led the members in the Pledge of Allegiance.

ROLL CALL

Roll was called and the following members were present: Roy Bockler, Gary Allen, Holly Brown, Dave Eitenmiller, Deputy Police Chief Ted Miller and John McCabe.

Absent: Attorney Sue Bosich, Public Works Director Joe Wuellner, and Fire Chief Chuck Lauss.

APPROVAL OF AGENDA

Motion by Allen, seconded by Eitenmiller that the Agenda be approved as presented. Motion carried.

APPROVAL OF MINUTES

Motion by Eitenmiller, seconded by Brown that the Minutes be approved as presented. Motion carried.

NEW BUSINESS

City Attorney: No report.

Police Liaison: Miller reported that Camille's does not have a liquor license and is not selling alcohol. Goodfella's fight that was in the newspaper, no code violation. No other reports

Council Liaison: No report

Code Revision:

List was submitted for discussion and review:

- Beer Gardens
- Grandfather Clause
- Premises
- Additional Security
- Restrictions/Clarifications
- List from Bockler and Allen on Code Revisions

Secretary to give Code Revision list to City Attorney Sue Bosich to review and discuss at next meeting.

Any Other Business To Come Before Council:

McCabe wanted noted that the Liquor Commissioner should not speak out in meetings. McCabe also stated he checked on voting on motions and Commission can just vote Aye and Nay. No further business before Commission. Motion was made by Bockler, seconded by Allen to adjourn. On roll call vote, all present voted Aye. Motion carried.

Next meeting will be Thursday, November 17th at 4:00pm and Holly Brown will Chair meeting.

Meeting adjourned at 5:35 P.M.

Respectfully submitted, Paula Gensel

Office of the Mayor



Proclamation

WHEREAS, our community joins Central Illinois Agency on Aging in recognizing that America is an aging society with people over 85 being the fastest growing segment of the population, and these are the individuals most in need of care; and

WHEREAS, current estimates suggest that there are more than 44.4 million caregivers who provide unpaid care to another adult. Almost six to ten (59 percent) of these caregivers either work or have worked while providing care. It is estimated that 1.6 million adults in Illinois, 18 percent of the total adult population fall in this category; and

WHEREAS, American businesses lose between \$11 and \$29 billion annually because of employees needing to deal with family care giving issues: caregivers are at times obliged to leave the workforce, cut hours or turn down promotions to meet their care giving responsibilities; and

WHEREAS, caring for an elderly relative ranks as one of the top financial worries for the 21st century and the most burdened caregivers say they make an average monthly contribution of \$437 of their own funds; and

WHEREAS, an untold number of such caregivers reside in this community and provide primary care as grandparents and other relatives raising grandchildren and as caregivers of loved ones with chronic illness, injury or consequences of old age.

WHEREAS, "National Family Caregiver Month" is a time to honor, thank, support, assist and celebrate our cities" and our nation's caregivers.

NOW, THEREFORE, BE IT RESOLVED that We, the City Council, of the City of Pekin, Illinois, do hereby proclaim the month of November, 2005, to be

"National Family Caregivers Month 2005"

in the City of Pekin, Tazewell County, Illinois

ADOPTED, this 28th day of November, in the Year of Our Lord, Two Thousand and Five.

JIM JONES
Mayor

ATTEST:

SUE E. McMILLAN
City Clerk

***WHEREAS,** The City of Pekin school bus drivers are a vital part of our public school system traveling thousands of miles each year as they transport students each day to and from school and school-sanctioned activities; and*

***WHEREAS,** The City of Pekin's school bus drivers are committed to professional development and training to improve their knowledge and skills, and to continuing education and advocacy for better traffic and road conditions as a way to ensure the safety and well-being of students and of other drivers who share the city's roadways; and*

***WHEREAS,** school bus drivers are oftentimes the first staff members to greet the students in the morning, setting the atmosphere for the rest of their day, and the last to interact with students to say "How was your day?" or "See you tomorrow;" and*

***WHEREAS,** school bus drivers have the responsibility of safely driving 60+ children in and out of traffic five days a week.*

***NOW, THEREFORE, BE IT RESOLVED** that We, the City Council, of the City of Pekin, Illinois, do hereby proclaim the month of December, 2005, to be*

"SCHOOL TRANSPORTATION PERSONNEL APPRECIATION MONTH"

in the City of Pekin, Tazewell County, Illinois

***ADOPTED,** this 28th day of November, in the Year of Our Lord, Two Thousand and Five.*

JIM JONES
Mayor Pro-Tem

ATTEST:

SUE E. McMILLAN
City Clerk

AVAILABLE IN THE
OFFICE OF THE CLERK

A Traffic Study

of

Court Street, Phase II

14th Street to Egg Ranch Road

Pekin, Illinois

Prepared for:

**Tri-County Regional Planning Commission
411 Hamilton Blvd.
Suite 2001
Peoria, IL 61602**

November 2005

Prepared by:

**Maurer-Stutz, Inc
7615 N. Harker Drive
Peoria, IL 61615**

McMillan, Sue

From: Kief, Denny
Sent: Thursday, November 17, 2005 9:03 AM
To: Commissioners
Cc: Wuellner, Joe; McMillan, Sue; Pagliaro, Dave
Subject: Court Street Traffic Study

In 1985 I requested funding from the PPUATS organization to undertake a (congestion) Study of the Court Street. That was a worthwhile document and a number of improvements resulted from that study. Last year I requested and we again received funding from PPUATS to perform a new (updated) Study of Court Street. The engineering study is complete (Land Use portion underway) and an electronic version of that report (Court Street Traffic Study Phase 2) is available in J:\DENNY\ for those that can access the City. The City Clerk's office has a hardcopy available (for public review). Joe Wuellner and I also have copies. Like the original study, I am sure we will benefit from the results of the Study. I have attached the original scope of the requested study. This Study is yet another benefit of our involvement in PPUATS. This report is on the Consent agenda for 11/28 to be received and filed. No other Council action is necessary at this time.

Note: any personal (non-city-business) e-mail messages should be sent to my personal e-mail address <mailto:dkief@grics.net>
Thanks.

11/17/2005



Public Works Department

October 20, 2004 (Revised November 9, 2004)

COURT STREET TRAFFIC STUDY PHASE II

In May of 1985, Randolph & Associates, Inc. prepared the "Court Street Traffic Study" for the City of Pekin and Tri-County Regional Planning Commission.

1985 Study

At the request of the City of Pekin, the Peoria Urbanized Area Transportation Safety Committee (PUATS) commissioned a study of the Illinois Route 9 (Court Street) corridor through Pekin from 14th Street to the City's easterly limit (Mall Road). The study was requested by the City of Pekin to establish existing and 20-year traffic counts and trends for Court Street and to provide preliminary intersection design studies that would aid in development of future technical studies for improvements.

Development trends in the City of Pekin resulted in additional changes in traffic at certain locations along Court Street and required improvements to accommodate the increased traffic. Recommendations in that report were based on both known proposed developments and projected future developments. They were also based on past and present traffic counts, traffic patterns, accident analyses and a travel time study.

That study was 85% funded by FAU Discretionary Funds, with a 5% soft match each from the Illinois Department of Transportation, District 4, Tri-County Regional Planning Commission and the City of Pekin.

Those agencies provided the background information necessary in preparing the report and developing future traffic projections.

2005 Study

Many of the recommendations of the 1985 Report have been implemented. However, due to additional development along this corridor (Downtown east to Veteran's Drive) this section of Illinois Route 9 needs to be evaluated on a short and well as long term basis. In the short term, the roadway needs to be improved (width, structurally, drainage, traffic signal coordination, etc.). In the long term, the roadway needs to be evaluated regarding its life expectancy as a state highway.

The traffic volumes continue to climb to nearly 30,000 ADT with a significant number being large trucks. This situation is compounded by the fact that these five 10' lanes go through residential areas. With the development of the Veteran's Drive Corridor, there will be a potential alternate route for through traffic (some of the passenger vehicles and the majority of the multiple unit trucks).

In the 1985 Study there were several Intersection Design Studies as a part of it that have since been constructed. Similarly, his study should include an IDS based on the high accidents at the Route 9 at Valle Vista intersection. The study also includes an IDS for the Egg Ranch Road intersection at Route 9, as a part of the "Commercial Traffic Circle" in that area.

Scope of Study

- 1) Traffic Projections as a State Highway or a City Street
- 2) Land Use Development
- 3) Recommended Short Term (within 3 years) Improvements as a State Highway
- 4) Recommended Long Term Improvements, Court Street versus Veteran's Drive as Designated Illinois Route 9
- 5) IDS Court Street @ Egg Ranch Road (new intersection)
- 6) IDS Court Street @ Valle Vista (high accident)

Project Cost

PPUATS Funds	\$20,000.00
City of Pekin	<u>5,000.00</u>
Total Cost	\$25,000.00

Estimated breakdown of Project

Planning (Tri-County Staff)	\$15,000.00	\$ 9,000.00
Engineering (Consultant)	\$10,000.00	\$16,000.00
Total Project	\$25,000.00	\$25,000.00

A Traffic Study

of

Court Street, Phase II

14th Street to Egg Ranch Road

Pekin, Illinois

Prepared for:

**Tri-County Regional Planning Commission
411 Hamilton Blvd.
Suite 2001
Peoria, IL 61602**

November 2005

Prepared by:

**Maurer-Stutz, Inc
7615 N. Harker Drive
Peoria, IL 61615**

Table of Contents

EXECUTIVE SUMMARY	v
1.0 INTRODUCTION	1
1.1 Purpose of this Study.....	1
2.0 EXISTING STUDY CORRIDOR CONDITIONS.....	1
2.1 Study Corridor Roadway Network.....	2
2.2 Existing Traffic Summary	2
2.3 Study Corridor Intersections.....	3
3.0 CRASH ANALYSIS.....	10
3.1 Crashes by Type.....	11
3.1.1 Crashes by Calendar	11
3.1.2 Crashes by Weather and Light Conditions	12
3.2 Wet Surface Conditions	13
3.3 High Incident Crash Locations	14
3.4 Intersection vs. Non-Intersection Crashes.....	15
3.5 Crashes Based on Lane Width	16
3.6 General Conclusions from Intersection Crash Statistics.....	17
4.0 TRAFFIC ANALYSIS AND PROJECTIONS.....	18
4.1 Overview of Individual Intersections.....	19
4.2 Directional Distributions	20
5.0 PROGRESSION ANALYSIS.....	20
5.1 Travel Time Study.....	20
6.0 TRAFFIC MODELING.....	24
6.1 Methodology	24
6.2 Existing Conditions/Calibration	24
7.0 TRAFFIC SIMULATION RESULTS.....	28
7.1 Model Scenarios.....	28
7.2 SimTraffic Measures of Effectiveness.....	28
7.2.1 Network Control Delay per Vehicle	29
7.2.2 Westbound Arterial Control Delay per Vehicle	29
7.2.3 Westbound Arterial Travel Time per Vehicle	30
7.2.4 Westbound Arterial Average Speed	30
7.2.5 Westbound Green Band.....	30
7.2.6 Eastbound Arterial Control Delay per Vehicle	31
7.2.7 Eastbound Arterial Travel Time per Vehicle	31
7.2.8 Eastbound Arterial Average Speed.....	31
7.2.9 Eastbound Arterial Green Band	32
7.3 Intersection Levels of Service	32
8.0 CONCLUSIONS.....	33
8.1 Current Operational Level	33



8.2	Develop Projected Traffic Counts	34
8.3	Identify Safety Improvements.....	34
8.4	Explore Impacts of Moving Illinois Route 9 to New Alignment	34
8.5	Recommended Improvements to Court Street	35
8.6	Preliminary Cost Estimate	35
9.0	REFERENCES	37

List of Figures

Figure 2.3.a	- Court St. (IL Route 9) and 14 th St. from SE	3
Figure 2.3.b	- Court St. (IL Route 9) and 14 th St. Intersection Sketch	3
Figure 2.3.c	- Court St. (IL Route 9) and Stadium Dr./East Shore Dr. from E	4
Figure 2.3.d	- Court St. (IL Route 9) and Parkway Dr./Sunset Dr. Intersection Sketch	4
Figure 2.3.e	- Court St. (IL Route 9) and Parkway Dr./Sunset Dr. from E	5
Figure 2.3.f	- Court St. (IL Route 9) and Forest Dr. from E	5
Figure 2.3.g	- Court St. (IL Route 9) and Allentown Road from SE	6
Figure 2.3.h	- Court St. (IL Route 9) and Allentown Road Intersection Sketch	6
Figure 2.3.i	- Court St. (IL Rte 9) and Valle Vista Blvd Intersection Sketch	6
Figure 2.3.j	- Court St. (IL Rte 9) and Valle Vista Blvd. from S	7
Figure 2.3.k	- Court St. (IL Route 9) and Barney Ave from SE	7
Figure 2.3.l	- Court St. (IL Route 9) and Barney Ave Intersection Sketch	8
Figure 2.3.m	- Court St. (IL Route 9) and Commercial St. from E	8
Figure 2.3.n	- Court St. (IL Route 9) and Commercial St. Intersection Sketch	8
Figure 2.3.o	- Court St. (IL Route 9) and Veteran's Dr. from SE	9
Figure 2.3.p	- Court St. (IL Route 9) and Veteran's Dr. Intersection Sketch	9
Figure 2.3.q	- Court St. (IL Route 9) and Egg Ranch Road from E	10
Figure 2.3.r	- Court St. (IL Route 9) and Egg Ranch Road Intersection Sketch	10
Figure 3.1.a	- GIS Collision Type Crash Breakdown	11
Figure 3.1.b	- GIS Vehicle Types Crash Breakdown	11
Figure 3.1.c	- GIS Month of Year Crash Breakdown	12
Figure 3.1.d	- GIS Day of Week/Time of Day Crash Breakdown	12
Figure 3.1.e	- GIS Weather Conditions Crash Breakdown	12
Figure 3.1.f	- GIS Lighting Conditions Crash Breakdown	12
Figure 3.2.a	- GIS Wet Weather Crashes Types Breakdown	13
Figure 3.2.b	- GIS Wet Weather Crashes Calendar Breakdown	13
Figure 3.2.c	- GIS Wet Weather Crashes Lighting Conditions Breakdown	13
Figure 3.2.d	- GIS Wet Weather Crashes Calendar Breakdown	14
Figure 3.2.e	- GIS Wet Weather Crashes Injuries per Crash Breakdown	14
Figure 7.2.a	- Network Control Delay per Vehicle	29
Figure 7.2.b	- Westbound Arterial Control Delay per Vehicle	30
Figure 7.2.c	- Westbound Arterial Travel Time per Vehicle	30



Figure 7.2.d - Westbound Arterial Average Speed	30
Figure 7.2.e - Westbound Green Band	31
Figure 7.2.f - Eastbound Control Delay per Vehicle	31
Figure 7.2.g - Eastbound Arterial Travel Time per Vehicle	31
Figure 7.2.h - Eastbound Arterial Average Speed	32
Figure 7.2.i - Eastbound Arterial Green Band.....	32
Figure 7.3.a - Intersection Levels of Service	33

List of Tables

Table 2.2.a - IDOT 2003 AADTs for Study Corridor	2
Table 2.2.b - IDOT 2003 AADTs for Intersecting Roads.....	2
Table 3.3.a - Three-Year Crash Summary	15
Table 3.4.a - Intersection Three-Year Crash Detail	16
Table 3.5.a - Wide/Narrow Lane Designations	17
Table 3.5.b - Lane Width Crash Summary Comparison	17
Table 3.6.a - Crash Reduction Treatments.....	18
Table 4.2.a - Selected Directional Distributions	20
Table 5.1.a - Travel Time Field Study Results – Runs.....	21
Table 5.1.b - Travel Time Field Study Results – EB Links	22
Table 5.1.c - Travel Time Field Study Results – WB Links	22
Table 5.1.d - Travel Time Field Study Results – Stops.....	23
Table 5.1.e - Travel Time Study Speed Comparison.....	23
Table 6.2.a - LOS Criteria for Signalized Intersections.....	27
Table 7.2.a - Summary of Simulation Output Measures of Effectiveness	29
Table 8.6.a - Preliminary Cost Estimate	36

Appendix A - Exhibits

Location Map	Exhibit 1
Aerial Photograph	Exhibit 2
Court St. and 14 th St. Traffic Counts.....	Exhibit 3
Court St. and Stadium/East Shore Dr. Traffic Counts.....	Exhibit 4
Court St. and Parkway/Sunset Dr. Traffic Counts.....	Exhibit 5
Court St. and Allentown Road Traffic Counts	Exhibit 6
Court St. and Valle Vista Traffic Counts	Exhibit 7
Court St. and Barney Ave. Traffic Counts.....	Exhibit 8
Court St. and Commercial St./Vogel Ave. Traffic Counts.....	Exhibit 9
Court St. and Veteran's Drive Traffic Counts.....	Exhibit 10
Court St. and Egg Ranch Road Traffic Counts.....	Exhibit 11
Court St. and Valle Vista Preliminary Intersection Design Study	Exhibit 12
Court St. and Egg Ranch Rd. Preliminary Intersection Design Study.....	Exhibit 13



Green Bandwidth – 2005 Base Counts, Existing Signal Timings.....	Exhibit 14
Green Bandwidth – 2005 Base Counts, Lead Only Improved Signal Timings	Exhibit 15
Green Bandwidth – 2005 Base Counts, Lead/Lag Improved Signal Timings.....	Exhibit 16
Green Bandwidth – 2025 Projected Counts, Existing Signal Timings.....	Exhibit 17
Green Bandwidth – 2025 Projected Counts, Lead Only Improved Signal Timings.....	Exhibit 18
Green Bandwidth – 2025 Projected Counts, Lead/Lag Improved Signal Timings	Exhibit 19
GIS Crash Analysis Report	Exhibit 20
GIS Wet Surface Condition Crash Analysis Report.....	Exhibit 21
Court St. and 14 th St. Accident Map	Exhibit 22
Court St. and Park Ave. Accident Map	Exhibit 23
Court St. and Stadium Dr. Accident Map.....	Exhibit 24
Court St. and Parkway Dr. Accident Map	Exhibit 25
Court St. and Reservoir Rd. Accident Map.....	Exhibit 26
Court St. and Allentown Road Accident Map.....	Exhibit 27
Court St. and Valle Vista Accident Map.....	Exhibit 28
Court St. and Barney Ave. Accident Map	Exhibit 29
Court St. and Commercial St. Accident Map	Exhibit 30
Court St. and Veteran's Drive Accident Map	Exhibit 31
Selected 2004 and Projected AADTs for Pekin	Exhibit 32
Dennis Kief Letter to IDOT re: VFW Road.....	Exhibit 33
Intersection Design Study for Court Street and Forest Drive	Exhibit 34
Proposed Commercial Ring Road.....	Exhibit 35

Appendix B – Analysis Software Input/Output Data

Table B.1.a – <i>SimTraffic</i> Driver Parameters	B-1
Table B.2.a – <i>SimTraffic</i> Output Data	B-3

Highway Capacity Software v5.1 (HCS+) Short Reports

Court St. & Valle Vista	
2005 Existing Signal Timings.....	B-4
2005 Proposed Signal Timings.....	B-5
2025 Existing Signal Timings.....	B-6
2025 Proposed Signal Timings.....	B-7
Court St. & Egg Ranch Road	
2025 Proposed Signal Timings.....	B-8

Appendix C – Signal Timing Implementation Report

C.1	Lead Only Proposed Traffic Signal Timings.....	C-1
C.2	Lead/Lag Proposed Traffic Signal Timings	C-8
C.3	Lead/Lag Left-Turns and the "Left-Turn Trap"	C-15



Executive Summary

The purpose of this report is to evaluate the existing operations of Court St. (Illinois Route 9) from 14th Street, on the west limits of the project to Egg Ranch Road on the east limits of the City of Pekin and to recommend needed improvements to safely and efficiently accommodate future traffic demands. Specifically, the following tasks were to:

1. Determine the current operational level of service of Court St. (IL Route 9) compared to the 1985 Court Street Study.
2. Develop projected traffic counts based on expected growth and planned connecting arterial improvements.
3. Explore the impact to Court St. from the continued construction of Veteran's Drive and potential diversion of State Route 9 traffic to a newly constructed Veterans Drive from Court St. to Illinois Route 29.
4. Identify geometric, structural, and signal improvements that will aid and increase traffic safety.
5. Recommend short and long term improvements, to Court St. (IL Route 9) to accommodate anticipated changes in traffic.
6. Provide preliminary cost estimates for recommended improvements.

Based upon the above analyses, various observations, conclusions and recommendations can be drawn related to the existing and expected operation of Court Street. These are summarized as follows

- **Existing LOS of Court Street** – The overall existing LOS of this section is operating at approximately the same LOS as when the 1985 Study was taken. All major intersections are operating at a LOS of C or better. This is in spite of the fact that the overall average traffic volumes have increased 25% since the 1985 study. The highest increase in traffic of 1½% per year occurred in the section east of Parkway Drive. Many of the recommended improvements from the 1985 study were implemented which mitigated negative effects of the growth.
- **Projected Traffic Volumes** – This report contains specific methodologies used to project future traffic volumes on this section of Court Street. A “Land Use Study” was beyond the scope of this study. However, traffic volumes from a several sources including IDOT, the City of Pekin, TCRPC and several recent traffic studies were used. These figures demonstrate that the volumes west of Parkway Drive are increasing at a rate of ½% per year and east of Parkway Drive the traffic volumes are increasing at 1½% per year. This increase was determined by comparing traffic volumes from 1985 to 2005. Traffic projections were also made for the increased development near the intersection of Veterans Drive and Court St. The growth in this area will require additional roadway improvements detailed later in this summary.
- **Traffic Crash Analysis** – Accident data provided by IDOT for years 2001, 2002 and 2003 show that there were 399 accidents reported for the three year period. These crashes were reviewed for specific problems and or trends. Some intersections, based on the type of crashes, could have safety and efficiency enhanced by installing turn lanes and/or right lane acceleration lanes. The existing pavement markings and overall pavement condition is fair, with an average CRS reported by IDOT of 5.3. The Illinois Safety Improvement Processes



Manual shows that for general overall improvements, including widening, resurfacing, new pavement markings and reflectors, all crashes could be reduced up to 35%.

The majority of the crashes (78%) were at intersections. Only one of the intersections, Court St. and Valle Vista, was reported as a high accident location by IDOT.

The western section Valle Vista to 14th Street which accounts for approximately one half (55%) of the study section has lanes of 11 foot wide or less. The remainder of the study arterial has 12 foot wide lanes with medians and turn lanes. Only 35% of the crashes occurred in the "narrow lane" section. Although further study is needed, this fact suggests that widening the lanes to 12 feet will not necessarily reduce crashes. A detailed crash analysis is beyond the scope of this study. Further analysis of crashes should be done in any future Phase 1 Study or Phase 2 Design.

Key Improvements – The following improvements are recommended to accommodate the proposed growth:

- **Mill and Overlay** – Mill and overlay the mainline pavement between 14th Street and Valle Vista. The surface is worn, rutted, cracked and deteriorating. An overlay would provide a smoother driving surface and better friction for braking. The existing pavement markings are worn and deteriorated. New pavement markings will improve driving conditions and reduce the overall number of crashes found on this corridor by up to 35%.
- **Retime and Interconnect Traffic Signals** - Retiming the coordinated signals from Parkway Drive to Veteran's Drive will improve traffic flow and safety. A 20% reduction in overall delay can be realized by immediate retiming. As a general principal, all intersections should have their timings re-evaluated every three to five years based on traffic volumes. The benefits to the traveling public in fuel and time savings, and the benefits to the municipality in air pollution and productivity are significant. Additionally, the traffic signals at 14th and Court St. should be interconnected with the traffic signal system to the east at Parkway Drive.
- **Intersection Improvement at Valle Vista** - Increasing the length of the deceleration lanes for Court Street at Valle Vista should reduce the crashes at this High Accident location. When combined with the new pavement markings and traffic signal retiming, the crash rate should be significantly reduced. Although a preliminary IDS for this intersection is provided in this report, a final IDS should be undertaken.
- **Intersection Improvement at Egg Ranch Road** - As the eastern end of Court Street is further built-out commercially and traffic increases on Egg Ranch Road, additional turn lanes and traffic signalization of the intersection of Egg Ranch Road with Court Street will need to be evaluated. It is anticipated that this intersection will complete the circulation for the Ring Road which will service future development of this area.
- **Intersection Improvement at Stadium Drive** - A right-turn lane for WB Court Street at Stadium Drive would both eliminate the hazard of slowing vehicles in the WB through lanes on Court Street and increase sight distance for traffic entering the intersection from Stadium Drive.

Relocate Illinois Route 9 to Veterans Drive

The City of Pekin, in an effort to reduce the pressure of future traffic growth on Court Street, proposes that Illinois Route 9 be relocated to the completed section of Veterans Drive. This relocation would reduce the travel time from the intersection of Route 9 and Veterans Drive to



Illinois Route 29. This diversion of traffic is projected to reduce the traffic on Court Street by 25%. Over the next 20 years, without a traffic diversion intersections along the Court Street corridor will be pressured to a lower level of service. Court Street at Parkway Drive is projected to degrade to a LOS F in 2025 compared to a LOS of C in 2005. Since the 2004 construction of the Veterans Drive intersection at Court Street, there has been a 23% increase in traffic on VFW Road. VFW road is the alignment route chosen from the 1996 Veterans Drive corridor study.

Long Term and Short Term Court Street Improvements

The short term improvements to Court Street are detailed in the Mill and Overlay key improvement as outlined above. These improvements have a life expectancy of 10 to 15 years. For the long term, without any improvements to divert traffic from Court Street major improvements are needed. The pavement on the western section of Court Street is over 50 years old and will need to be removed, widened and replaced. Additionally, right turn lanes should be provided at most intersections as well as new drainage structures and systems. Utilities will need to be adjusted as well as ROW for the widened lanes.

Preliminary Cost Estimates

Three alternates were explored in this study. The Department of Transportation has expressed an interest in widening and improving the pavement of Court St. from 14th Street to Valle Vista. The City of Pekin would like to simply mill and overlay the same stretch and replace the curb and gutter and sidewalks. This study has also broken out the estimated costs of the mill and overlay without the curb and gutter and sidewalk replacement.

Base Option: Mill and Overlay	\$734,400.00
Alternate 1: Mill, Overlay, Replace Curb, Gutter and Sidewalk	\$2,090,520.00
Alternate 2: Remove, Widen and Replace Pavement	\$5,042,160.00

Note that these options do not include land acquisition. It is estimated that land acquisition for Option 3 may cost \$3-5 million.

Further studies should also examine widening Court Street the rest of the way to 8th Street for safety and continuity reasons. A preliminary estimate of cost is as follows:

Base Option.....	\$265,000.00
Alternate 1	\$753,000.00
Alternate 2	\$1,815,000.00

Land Use Planning Study

The Tri-County Regional Planning Commission (TCRPC) is performing a Land Use Study for this corridor in conjunction with the operations and safety study presented in this report. The results of that study have been presented separately and are available from the City of Pekin and the TCRPC.



1.0 INTRODUCTION

In 1985, at the request of the City of Pekin, the Peoria Pekin Urbanized Area Transportation Study (PPUATS) commissioned a study of Illinois Route 9 (Court Street). The limits of that study were from 14th Street to Mall Road (now Veteran's Drive), the City's easterly limits. The study was requested by the City of Pekin to establish existing and 20-year projected traffic counts and trends for Court Street and to provide preliminary intersection design studies that would aid the development of future technical studies for improvements.

Recommendations in that report were based on both known proposed developments and projected future developments. They were also based on past and present traffic counts, traffic patterns, crash analysis and a travel time study. The study was funded by FAU Discretionary Funds, the Illinois Department of Transportation, District 4, the Tri-County Regional Planning Commission and the City of Pekin. Those agencies also provided background information necessary in preparing the report and developing future traffic projections.

Many of the recommendations of the 1985 Report have been implemented. However, due to additional development along this corridor (Downtown east to Veteran's Drive) this section of Illinois Route 9 needs to be evaluated on a short term and a long term basis. In the short term, the roadway needs to be improved (width, structurally, drainage, traffic signal coordination, etc.). For the long term, the roadway needs to be evaluated regarding its life expectancy as a state highway.

1.1 Purpose of this Study

The purpose of this study is to:

1. Determine the current operational level of service of Court St. (IL Route 9) compared to the 1985 Court Street Study.
2. Develop projected traffic counts based on expected growth and planned connecting arterial improvements.
3. Explore the impact to Court St. from the continued construction of Veteran's Drive and potential diversion of State Route 9 traffic to a newly constructed Veterans Drive from Court St. to Illinois Route 29.
4. Identify geometric, structural, and signal improvements that will aid and increase traffic safety.
5. Recommend short and long term improvements, to Court St. (IL Route 9) to accommodate anticipated changes in traffic.
6. Provide preliminary cost estimates for recommended improvements.

2.0 EXISTING STUDY CORRIDOR CONDITIONS

Court Street in Pekin (IL Route 9) is the major east-west arterial connecting the downtown district with the eastern commercial district, where the majority of Pekin's commercial growth has and is occurring. This study is concerned with Court St. from 14th St., near the geographic center of the City, to Egg Ranch Road. Egg Ranch Road is the first intersecting street East of the newly completed Veteran's Drive. Veteran's Drive is the last signalized

intersection before leaving the Easterly city limits. See **Exhibit 1** for a location map. See **Exhibit 2** for an aerial photograph of the subject area.

2.1 Study Corridor Roadway Network

The study corridor is a 2.77-mile stretch of Court Street (IL Route 9) from 14th Street east to Egg Ranch Road. There are seven signalized intersections and 18 unsignalized intersections on this section of road.

2.2 Existing Traffic Summary

Automatic traffic counts were performed between the dates of 4/26/2005 and 5/12/2005 by the Tri-County Regional Planning Commission. These 24-hour classification counts have been supplemented by AADT data provided by the Illinois Department of Transportation (IDOT) and the City of Pekin.

Table 2.2.a - IDOT 2003 AADTs for Study Corridor

Link	Annual Average Daily Traffic
14th St.	21200
Stadium Dr.	21200
Parkway Ave.	27800
Allentown Rd.	25900
Valle Vista	20800
Barney Ave.	20200
Commercial St.	11300
Veterans Dr.	9000
Egg Ranch Rd.	

Source: Illinois Department of Transportation

Table 2.2.b - IDOT 2003 AADTs for Intersecting Roads

Link Location		Annual Average Daily Traffic
14 th St.	N. of Court	8300
	S. of Court	8800
Park Ave. S. of Court		8000
West Shore Drive S. of Court		1650
Parkway Drive N. of Court		20100
Sunset Drive S. of Court		3800
Allentown Road N. of Court		2200

Link Location	Annual Average Daily Traffic
Valle Vista S. of Court	4500
Commercial St. S. of Court	3850
Veteran's Drive N. of Court	2550
Egg Ranch Road S. of Court	450

Source: Illinois Department of Transportation

2.3 Study Corridor Intersections

There are seven signalized intersections along this 2.77-mile section of Court St. (IL 9). There are also three unsignalized intersections that deserve special examination: Stadium Drive, Forest Drive and Egg Ranch Road.

Court St. (IL Route 9) and 14th Street



Figure 2.3.a - Court St. (IL Route 9) and 14th St. from SE

See **Figure 2.3.a**, above, for an overview photograph of this intersection, and **Figure 2.3.b**, right, for an intersection sketch. Pekin Hospital occupies the SW quadrant of this intersection, and the NE quadrant is occupied by Mineral Springs Park. This intersection is signal-controlled and actuated, but not interconnected with any other intersection. The signal is 8-phase, with protected/permissive left turns at all approaches.

The SE-bound approach of Court St. to this four-legged intersection consists of two through lanes and a dedicated left-turn lane (TWLTL), which becomes a two-way left-turn lane further back from the intersection. The NW-bound approach of Court St. is similar but without the TWLTL. For both approaches, the outside through lane functions as a shared through/right-turn lane.

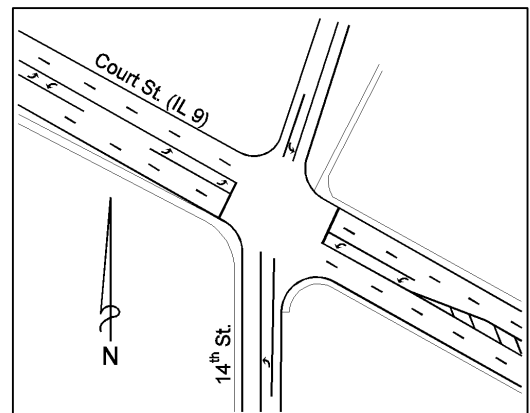


Figure 2.3.b - Court St. (IL Route 9) and 14th St. Intersection Sketch

The northbound approach of 14th Street consists of a shared through/right-turn lane and a dedicated left-turn lane. The southbound approach of 14th Street consists of a shared right-/through lane and a dedicated left-turn lane.

The intersection of 14th Street and Park Avenue, 350' south of this intersection, is proposed by the City to be signalized and interconnected with this intersection during the 2006 construction year. This will impact the existing operations at this intersection.

Court St. (IL Route 9) and Stadium Dr./East Shore Dr.



Figure 2.3.c - Court St. (IL Route 9) and Stadium Dr./East Shore Dr. from E

See **Figure 2.3.c**, above, for an overview photograph of this intersection. Court St. briefly turns due E-W and intersects Stadium Dr./East Shore Dr. The NE quadrant of this intersection is occupied by Pekin High School, the largest individual high school in Illinois outside of the Chicago metropolitan area. The NW quadrant of this intersection has the stadium for Pekin High School.

Stadium Dr. and East Shore Dr. are the stopped approaches to this intersection. Both the southbound approach of Stadium Dr. and the northbound approach of East Shore Dr. consist of a single shared left-/through/right-turn lane.

The east and westbound approaches of Court St. consist of two through lanes and a dedicated left-turn lane, which becomes a TWLTL further back from the intersection. For both approaches, the outside through lane functions as a shared through/right-turn lane.

Court St. (IL Route 9) and Parkway Dr./Sunset Dr.

See **Figure 2.3.d**, right, for an intersection sketch. See **Figure 2.3.e**, on the next page, for an overview photograph of this intersection. This is a skewed, signal-controlled intersection. The Parkway Dr./Sunset Dr. approaches display a split-phase signal timing plan.

The SE-bound approach of Court St. consists of two through lanes and a dedicated left-turn lane. The outside through lane also functions as a shared through/right-turn lane. The NW-bound

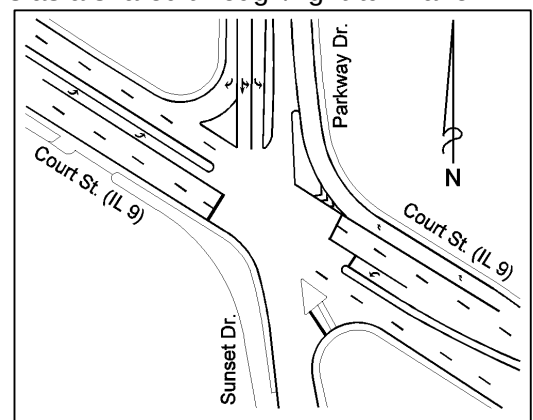


Figure 2.3.d - Court St. (IL Route 9) and Parkway Dr./Sunset Dr. Intersection Sketch

approach of Court St. consists of two through lanes, a dedicated left-turn lane, and a dedicated right-turn lane. The Court St. left-turns display a protected/permitted phasing plan.



Figure 2.3.e - Court St. (IL Route 9) and Parkway Dr./Sunset Dr. from E

The NB Approach of Sunset Dr. consists of a shared through/left-turn lane, with a right-turn flare at the intersection. The SB approach of Parkway Drive consists of a dedicated right-turn lane, a combination through/left-turn lane, and a dedicated left-turn lane, resulting in one of two double lefts found in the study arterial.

This is the busiest intersection in the project, but it is projected that the Veteran's Drive intersection will exceed the volumes here when the Veteran's Drive project is completed.

Court St. (IL Route 9) and Forest Drive



Figure 2.3.f - Court St. (IL Route 9) and Forest Dr. from E

See **Figure 2.3.f**, above, for an overview photograph of this intersection. This is currently a stop-controlled intersection and Forest Drive is the stopped approach. This intersection is significant in that the City of Pekin is exploring signaling this intersection and realigning Cottage Grove to meet Forest Drive in a four-legged intersection. Currently the City has put signalization plans on hold due to the expense of widening Court Street to Illinois Department of Transportation (IDOT) standards. It is anticipated that if IDOT pursues widening Court Street from 14th Street to Valle Vista, this work will be incorporated into this

project. See **Exhibit 34** for the Intersection Design Study of the intersection of Court St. with Forest Dr. by Crawford, Murphy and Tilly (CMT), Inc.

Court St. (IL Route 9) and Allentown Rd.



Figure 2.3.g - Court St. (IL Route 9) and Allentown Road from SE

See **Figure 2.3.g**, above, for an overview photograph of the intersection. See **Figure 2.3.h**, right, for an intersection sketch. The signals employ a standard 4-phase signal plan with protected/permissive left-turns for EB Court St.

Allentown Road provides the primary entrance for Pekin Insurance, a major employer in the Pekin area. This intersection was signalized subsequent to the 1985 corridor study and helps to keep vehicles platooned along the corridor as well as alleviating side street delays when Pekin Insurance lets out.

The SE-bound approach of Court St. consists of two through lanes and a left-turn lane that replaces the TWLTL that characterizes this segment of Court St. The NW-bound approach of Court St. consists of two through lanes. The right-hand lane also serves as a right-turn lane.

The SW-bound approach of Allentown Road, which ends at this intersection in a "T", consists of dedicated left- and right-turn lanes.

Court St. (IL Rte. 9) and Valle Vista Blvd.

See **Figure 2.3.i**, to the right, for an intersection sketch. See **Figure 2.3.j**, on the next page, for an overview photograph of the intersection. The traffic signals display a standard 8-phase signal

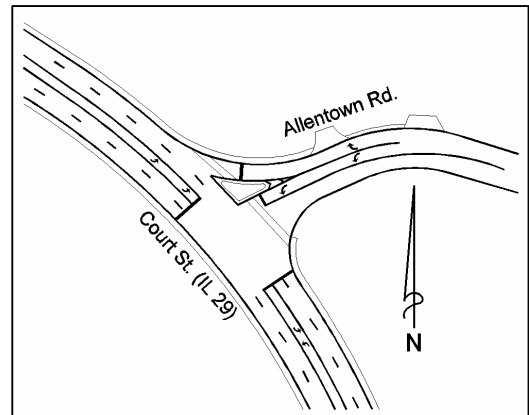


Figure 2.3.h - Court St. (IL Route 9) and Allentown Road Intersection Sketch

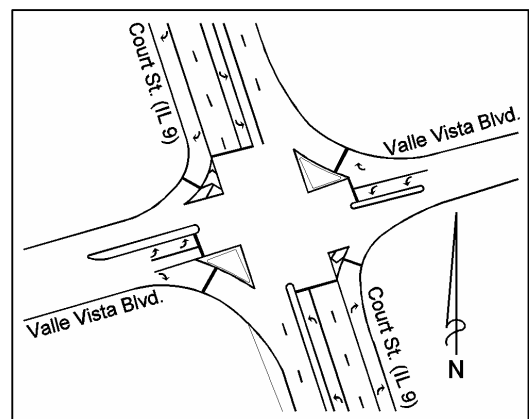


Figure 2.3.i - Court St. (IL Rte 9) and Valle Vista Blvd Intersection Sketch

timing plan with protected/ permissive left turns.

The east leg of Valle Vista provides secondary access to a K-Mart discount store, while the west leg of Valle Vista functions as the main entrance to a major subdivision.



Figure 2.3.j - Court St. (IL Rte 9) and Valle Vista Blvd. from S

The NB and SB approaches of Court St. consist of two through lanes, and dedicated left- and right-turn lanes. The EB approach of Valle Vista Blvd consists of dedicated left-turn, through and right-turn lanes. The WB approach of Valle Vista consists of a dedicated left-turn lane, and a combined through/right-turn lane with a right-turn flare at the intersection.

At Valle Vista, Court St. transitions from an urban curb and gutter cross section, to a rural shoulder and ditch section. Court St. also transitions from a narrow 10- and 11-foot lane width to a wider 12-foot lane width. At Olt Ave, between Valle Vista and the next signalized intersection to the east, Barney Ave., the TWLTL is eliminated and replaced with a non-traversable median with regular openings for left turns. See **Exhibit 12** for a preliminary Intersection Design Study of this intersection.

Court St. (IL Route 9) and Barney Ave.



Figure 2.3.k - Court St. (IL Route 9) and Barney Ave from SE

See **Figure 2.3.k**, above, for an overview photograph of this intersection. See **Figure 2.3.l**, on the next page, for an intersection sketch. This is a skewed, signal-controlled intersection. The Barney Ave./commercial entrance approaches display a split-phase signal timing plan. The Court St. approaches employ a protected/permissive left-turn sequence.

The SE-bound approach of Court St. consists of two through lanes and a dedicated left-turn lane. The NW-bound approach of Court St. shows the same configuration with a shorter left-turn lane with an additional dedicated right-turn lane onto Barney Ave.

The SB approach of Barney Ave. consists of a dedicated right turn bay and a combination through/left-turn lane. Due to the lack of through movements at this intersection, the lane functions as a de facto left-turn lane. The NE-bound approach of the commercial entrance consists of a wide combination right-/left-turn lane.

This intersection was signalized subsequent to the 1985 study. The signals were placed for two stated reasons. First, they provide a mid-point signal between Valle Vista and the Mall Entrance, helping to retain platooning along the corridor. Second, when the earlier study was published, a Wal-Mart discount store was being sited in the NE quadrant, and the signal would help control ingress and egress to the new site. In the intervening time, Wal-Mart has relocated to the corner of Court St. and Veteran's Dr., which will be addressed later in this study, and the old Wal-Mart building is now occupied by a Sears department store.

Court St. (IL Route 9) and Commercial St.



Figure 2.3.m - Court St. (IL Route 9) and Commercial St. from E

See **Figure 2.3.m**, above, for an overview photograph of this intersection. See **Figure 2.3.n**, right, for an intersection sketch. The Commercial St. approaches display a split phase timing plan. The Court St. approaches display a standard protected/permissive left-turn phasing.

The NE-bound and SW-bound approaches of Court St. consist of two through lanes and dedicated left- and right-turn lanes. The SW-bound approach of Commercial St. consists of a combination through/right- and combination through/left-turn lane. The NE-bound approach of Commercial St. consists of a dedicated left-turn

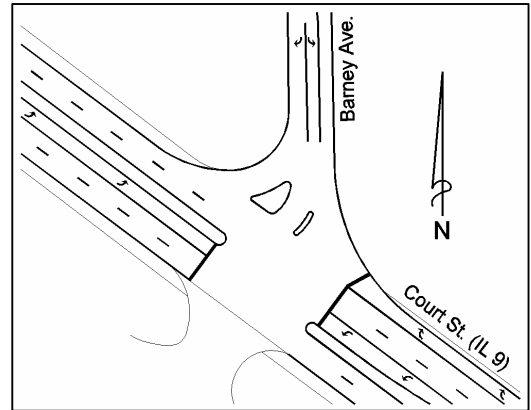


Figure 2.3.l - Court St. (IL Route 9) and Barney Ave Intersection Sketch

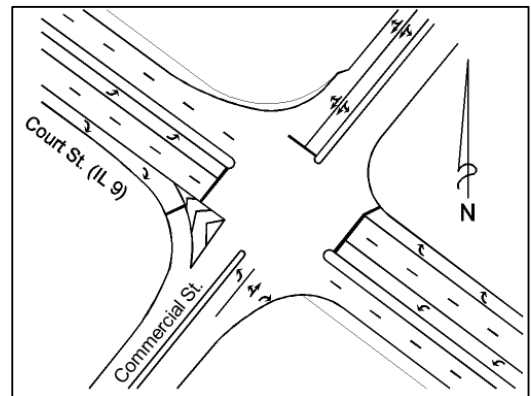


Figure 2.3.n - Court St. (IL Route 9) and Commercial St. Intersection Sketch

lane, and combination through/left-turn lane, and a right-turn flare at the intersection. This is the second intersection on the study arterial to employ dual left-turns.

This intersection is in the middle of a heavily commercial area of Pekin. The side road provides direct access to major shopping centers in both directions. This intersection also forms the NW access point for an internal commercial circulation road which will be discussed later in this report.

At the time of the 1985 study, this was a minor entrance to the Pekin Mall and there was no development on the north side of Route 9. In the 20 years since that study there has been significant development, and it is likely that the majority of Pekin's commercial development for the foreseeable future will take place along this corridor east of the city and north and south along Veteran's Drive.

Court St. (IL Route 9) and Veteran's Dr.



Figure 2.3.o - Court St. (IL Route 9) and Veteran's Dr. from SE

See **Figure 2.3.o**, above, for an overview photograph of this intersection. See **Figure 2.3.p**, to the right, for an intersection sketch. The signals display a standard, 8-phase timing plan with protected/permitted left turns for all approaches.

The NW- and SE-bound approaches of Court St. and the SW-bound approach of Veteran's Dr. consist of two through lanes, and dedicated right- and left-turn lanes. The NE-bound approach of Veteran's Dr. consists of a single combined through/right-turn lane and a dedicated left-turn lane.

The SE quadrant of this intersection is occupied by the new "Super" Wal-Mart discount grocery and department store. The SW quadrant is occupied by the old Pekin Mall which is being redeveloped into a strip-type shopping center. The NW and NE quadrants are likewise occupied by developing commercial property anchored by a Menard's Home Improvement Warehouse.

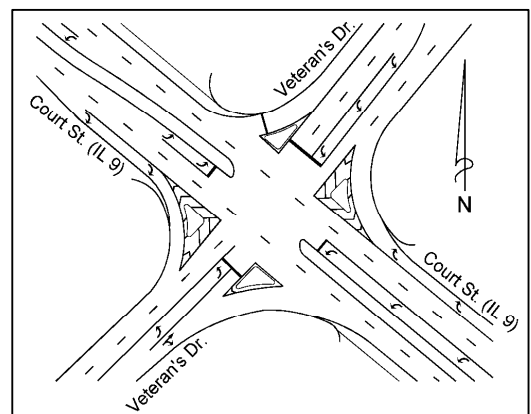


Figure 2.3.p - Court St. (IL Route 9) and Veteran's Dr. Intersection Sketch

The City of Pekin intends that Veteran's Dr. be built-out into a bypass/ring-road connector between Interstate 474 east of Creve Coeur and Illinois Route 29 south of Pekin. The first stage of this road has been completed from this intersection north to Broadway Road. Planning and design for the remaining two stages are ongoing. Impacts to this intersection of that build-out and possible relocating of a state route will be addressed later in this report.

Court St. (IL Route 9) and Egg Ranch Road



Figure 2.3.q - Court St. (IL Route 9) and Egg Ranch Road from E

See **Figure 2.3.q**, above, for an overview photograph of this intersection. See **Figure 2.3.r**, right, for an intersection sketch. This is a stop-control intersection and Egg Ranch Road is the stopped approach.

This is the easternmost intersection in this study, and forms the eastern boundary of the proposed commercial circulation road. The NE approach to this intersection is a private entrance to an Ameren substation. All quadrants of this intersection, except for the substation, are currently undeveloped agricultural land.

See **Exhibit 13** for a preliminary Intersection Design Study for this intersection.

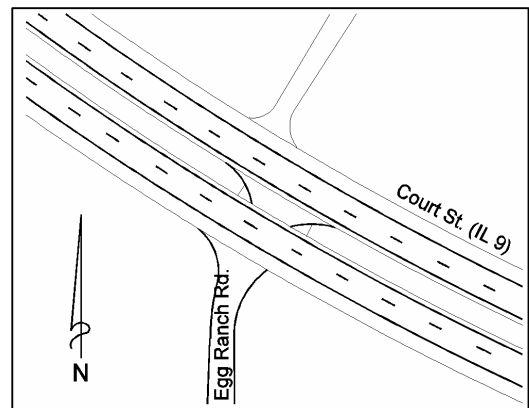


Figure 2.3.r - Court St. (IL Route 9) and Egg Ranch Road Intersection Sketch

3.0 CRASH ANALYSIS

The crash data used in this analysis was provided by The Illinois Department of Transportation, Division of Traffic Safety. The most current three-year data, 2001, 2002 and 2003 indicated that 399 crashes occurred from 14th Street to Egg Ranch Road (See **Exhibit 20 – GIS Crash Analysis Report**). As summarized in this report, the 399 crashes resulted in 4 deaths and 174 injuries. Of the 4 deaths, one was the result of a pedestrian accident (6/23/03) near Entrance Drive. Two (6/10/01) involved a motorcycle and a pick-up truck near the intersection with Veteran's Drive. The fourth fatality (11/09/02) involved a car and a van at the intersection with Olt Ave.

3.1 Crashes by Type

The 399 crashes are summarized by type as illustrated in **Figure 3.1.a - Collision Type Crash Breakdown**, below. The majority of the crashes (84%) were either rear end (44%), turning (31%), or angle (9%). **Figure 3.1.b - GIS Vehicle Type Crash Breakdown**, below, indicates no unusual statistics with 83% passenger cars or pick-up trucks and 15% vans or SUV's.

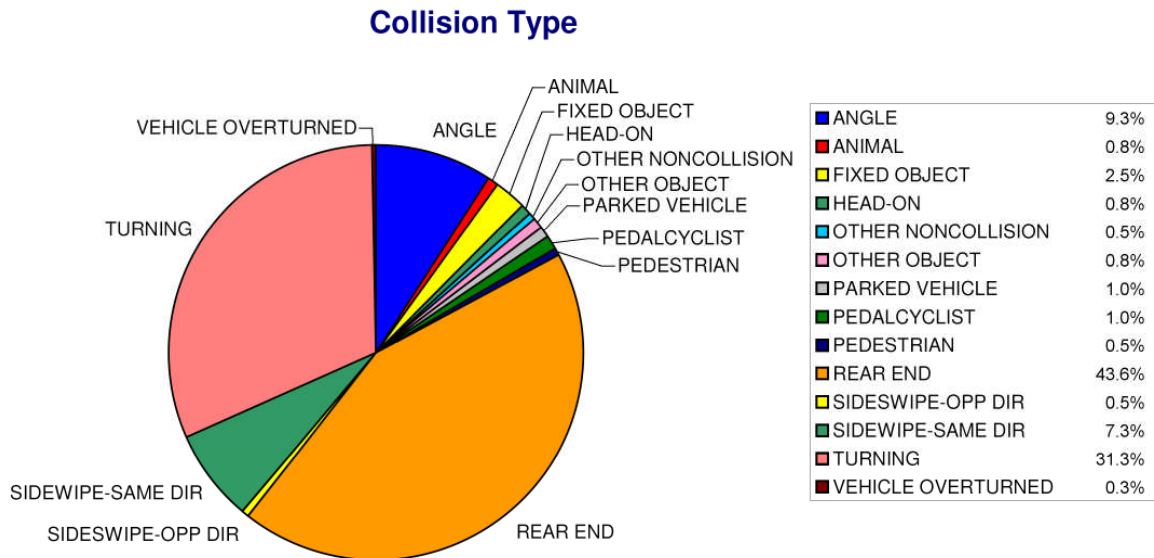


Figure 3.1.a - GIS Collision Type Crash Breakdown

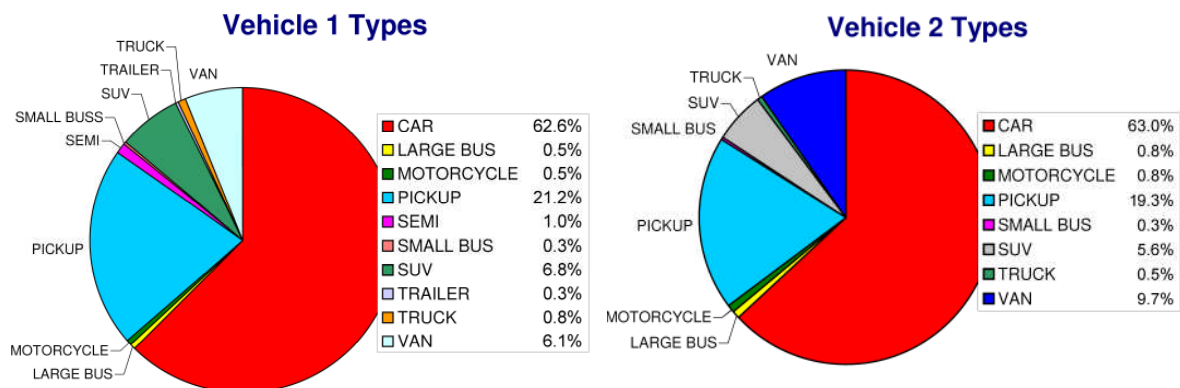


Figure 3.1.b - GIS Vehicle Types Crash Breakdown

Additionally, direction of travel is fairly evenly balanced at approximately 30% each for the direction of travel of vehicle 1. Vehicle 2 direction of travel is 44% for westbound as opposed to 30% for eastbound. Of the 399 crashes, 73% did not involve any injury crashes.

3.1.1 Crashes by Calendar

Figure 3.1.c - GIS Month of Year Crash Breakdown, on the next page, indicates that crashes for the months of November and December are significantly higher (12% each) than most other months. This is probably due to changing weather conditions and resulting road surface condition, as well as holiday shopping patterns.

Figure 3.1.d - GIS Day of Week/Time of Day Crash Breakdown, below, indicates that daily crash rates favor Friday and Monday with the highest and Sunday with the lowest rates. Sunday typically also has the lowest traffic, so these results are not unexpected. The evening peak rush hour has the most crashes per hour with the hours of 1500 to 1800 (3:00 PM to 6:00 PM) accounting for 36% of the crashes during 12% of the day.

3.1.2 Crashes by Weather and Light Conditions

Figure 3.1.e - GIS Weather Conditions Crash Breakdown, below, indicates that

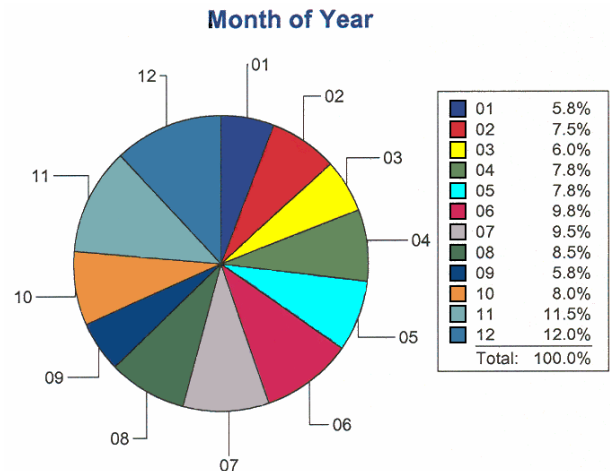
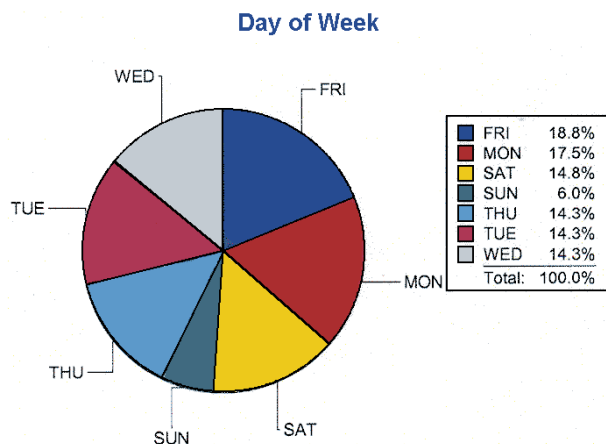


Figure 3.1.c - GIS Month of Year Crash Breakdown

Figure 3.1.d - GIS Day of Week/Time of Day Crash Breakdown

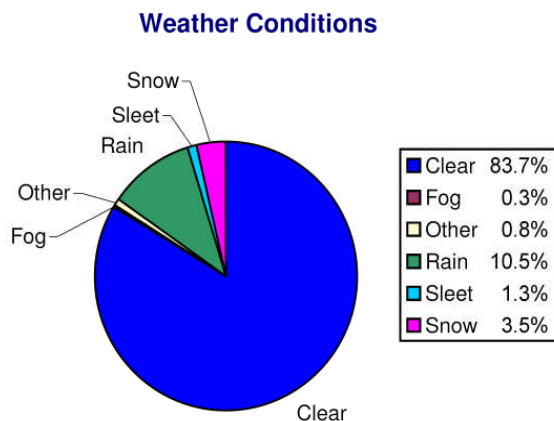
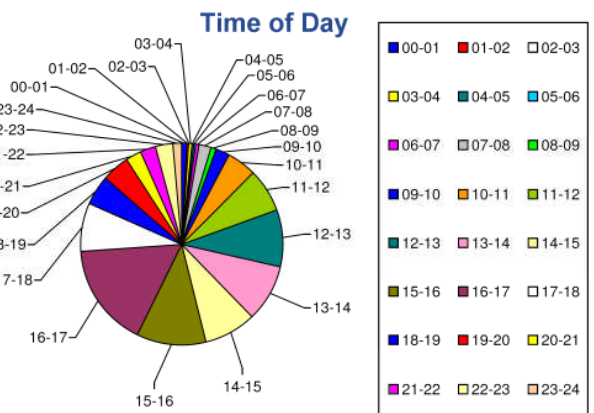


Figure 3.1.e - GIS Weather Conditions Crash Breakdown



Lighting Conditions

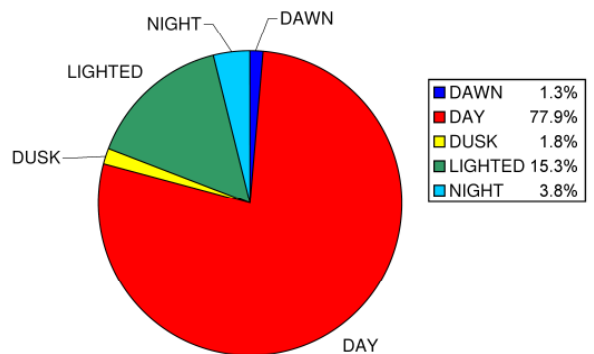


Figure 3.1.f - GIS Lighting Conditions Crash Breakdown

most crashes (84%) occurred during clear weather conditions with the remaining 16% during rain, sleet, snow or other poor weather conditions.

Figure 3.1f - GIS Lighting Conditions Crash Breakdown, on the previous page, indicates that 89% of the 399 crashes occurred in either daylight or lighted conditions.

3.2 Wet Surface Conditions

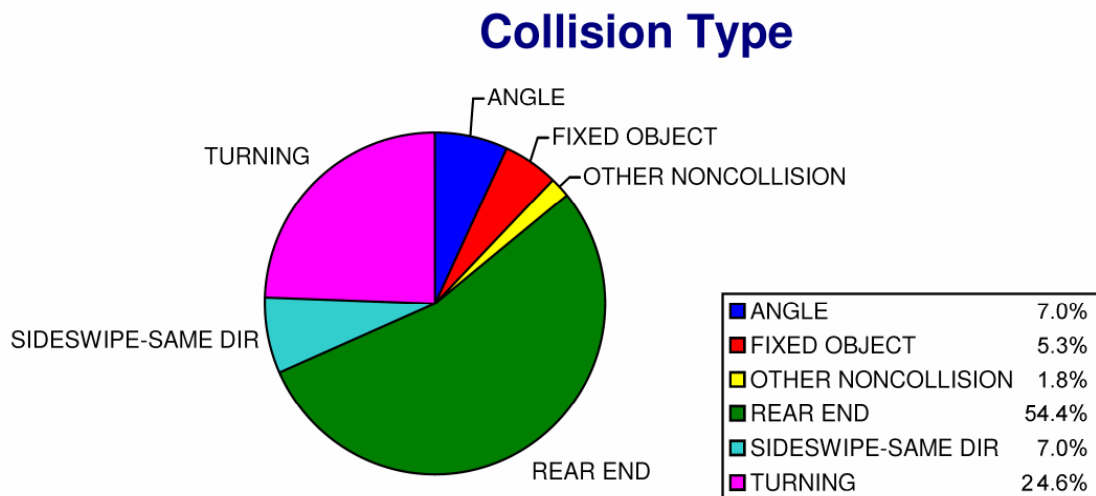


Figure 3.2.a - GIS Wet Weather Crashes Types Breakdown

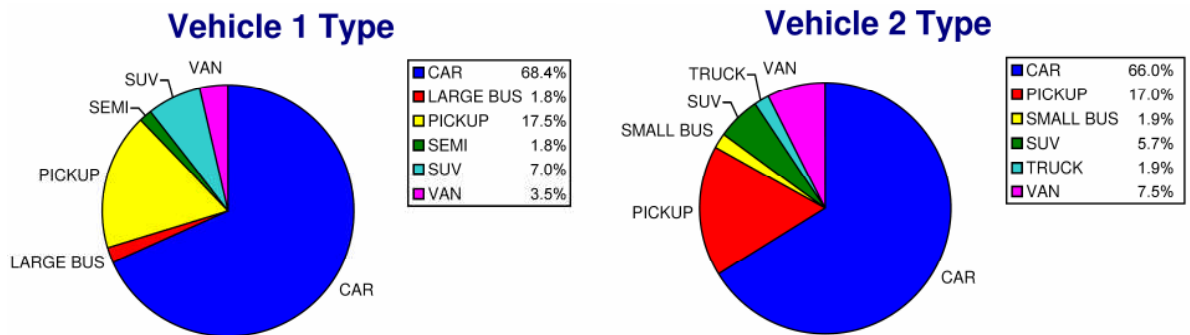


Figure 3.2.b - GIS Wet Weather Crashes Calendar Breakdown

Figures 3.2.a through 3.2.d, above and on the next page, categorize crashes by the same criteria above, except that only crashes involving wet weather conditions are categorized. **Figure 3.2.a - GIS Wet Weather Crashes Types Breakdown**, above, shows that 54% involved rear end crashes and 25% involved turning crashes. This compares to 44% and 31% respectively for all crashes. The increase in rear end crashes and/or shift from turning type crashes to rear end crashes during wet weather can be expected due to the lower friction coefficient.

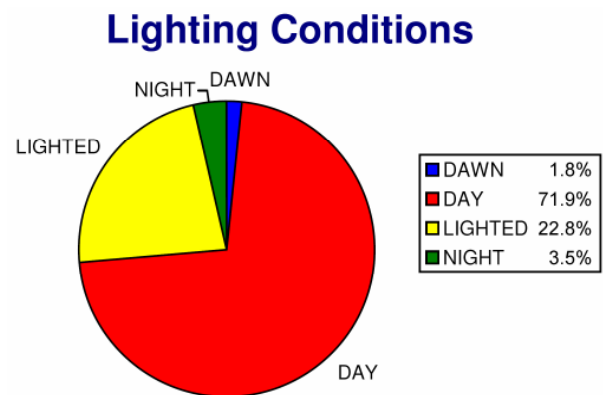


Figure 3.2.c - GIS Wet Weather Crashes Lighting Conditions Breakdown

The remaining **Figures 3.2.b** through **3.2.e** further depict crashes by vehicle type, lighting condition, calendar and injuries. All of these statistics are similar to the overall reported crashes.

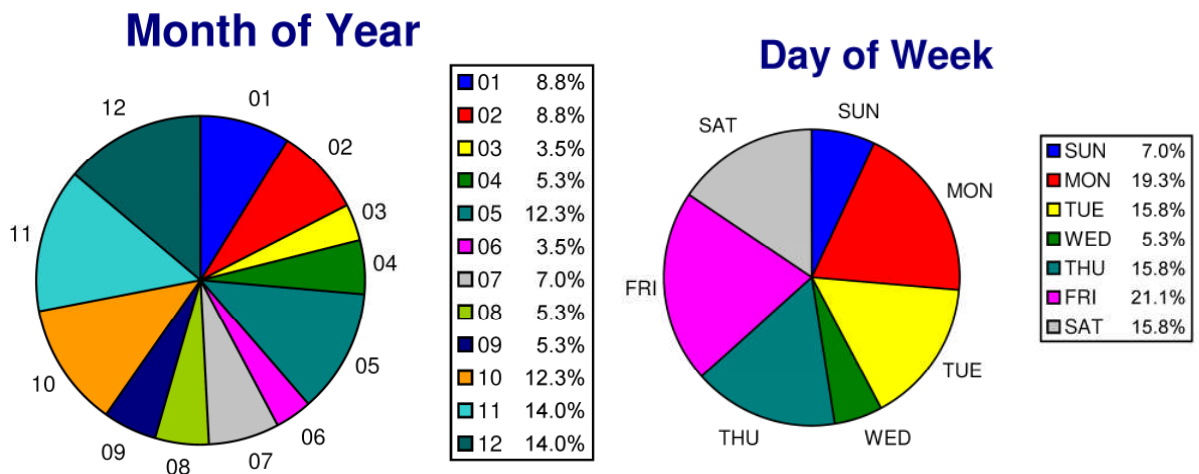


Figure 3.2.d - GIS Wet Weather Crashes Calendar Breakdown

The wet weather (rain, sleet or snow) crashes (See **Exhibit 21 – GIS Wet Surface Condition Crash Analysis Report**) accounted for 57 or 14% of the 399 crashes for the 3-year period. This represents an average of 19 crashes per year for an average frequency of 7.2 crashes per mile/year for the 2.64 mile long study corridor. IDOT Division of Traffic Safety reports “Wet Road Cluster Sites” on an annual basis in an attempt to identify wet weather related high incident crash locations. The only roadway section reported by IDOT was near the intersection of Barney Avenue, mile station 100.14 (just east of Valle Vista Avenue) to Mile station 11.44 (just west of Barney Avenue).

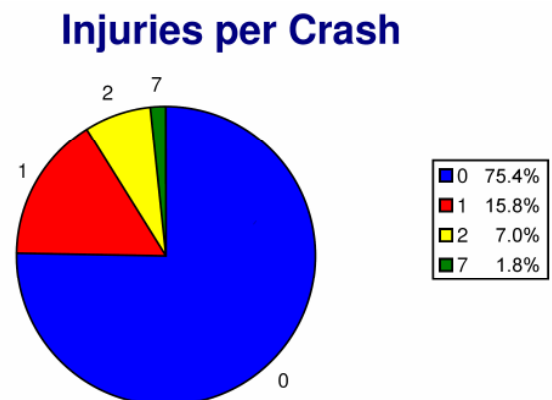


Figure 3.2.e - GIS Wet Weather Crashes Injuries per Crash Breakdown

There were no friction tests taken as a part of this study, but there is rutting which contributes to standing water on the pavement throughout this area as observed in the field.

3.3 High Incident Crash Locations

The IDOT Division of Traffic Safety publishes an annual summary of high accident locations for both intersections and segments of state roadways. This process considers the number of crashes, traffic volumes, and roadway and intersection characteristics and compares that number of the highest accident rate locations in the State.

For the study period, two intersections and one roadway section were identified as high accident locations. The intersection of Court Street and Stadium Drive, the intersection of Court Street and Valle Vista Drive, and a roadway section near from just west of Valle Vista

and just east of Olt Avenue were identified as high accident locations by this system. **Table 3.3.a - Three-Year Crash Summary**, below, shows these three areas in comparison to the other intersections in this study.

Table 3.3.a - Three-Year Crash Summary

Intersection Three-Year Crash Summary
Illinois Route 9 (Court Street)
14th Street to Egg Ranch Road = 2.77 Miles
Years 2001, 2002 and 2003

Mile Sta.	Intersection Name	Legs of Intersection	Total Crashes 3 years	Average Per Year	% of Section Crashes	Intersection Crash Rate ^{1,3}	Intersection Statewide Ave. Critical Crash Rate ²
98.61	14th Street	All	23	7.67	6%		
98.74	Park Avenue	South	8	2.67	2%		
98.77	Pavillion Road - North, Easling - South	All	2	0.67	1%		
98.83	17th Street - South, Coal Street - South	All	2	0.67	1%		
98.92	18th Street	South	6	2.00	2%		
99.03	West Shore Drive - South, TR 9414 - North	All	5	1.67	1%		
99.16	East Shore Drive - South, Stadium Drive - North	All	12	4.00	3%	0.423	0.390
99.19	Monge Avenue	South	0	0.00	0%		
99.25	High School Entrance	North	0	0.00	0%		
99.32	Audubon Drive	South	7	2.33	2%		
99.44	Parkway Drive - North, Sunset Drive - South	All	64	21.33	16%		
99.50	Shopping Entrance	North	6	2.00	2%		
99.60	Cottage Grove	North	3	1.00	1%		
99.65	Forest Drive	North	1	0.33	0%		
99.72	Reservoir Road	North	9	3.00	2%		
99.80	Hilltop Drive	South	2	0.67	1%		
99.84	Allentown Road	North	8	2.67	2%		
100.00	Sharon Avenue	North	1	0.33	0%		
100.02	Hilltop Drive	South	2	0.67	1%		
100.18	Valle Vista Drive	All	63	21.00	16%	2.247	1.290
100.25	K-Mart Exit	North	1	0.33	0%		
100.28	K-Mart Exit	All	4	1.33	1%		
100.41	Olt Avenue (Section Acc. Rates Shown) ⁵	North	8	2.67	2%	4.003	2.483
100.59	Entrance Drive	South	6	2.00	2%		
100.72	Barney Avenue	All	24	8.00	6%		
100.84	Vandever Avenue	North	5	1.67	1%		
100.88	Commercial Street (west) - Right Only	South	4	1.33	1%		
100.95	Commercial Street- South, Vogel Street - North	All	17	5.67	4%		
101.10	Commercial Street (west)	South	2	0.67	1%		
101.17	Veterans Drive	All	16	5.33	4%		
101.38	Egg Ranch Road	South	1	0.33	0%		
Totals Intersection Related Crashes			312	104	78.2%		
Total Non Intersection Crashes			87	29	21.8%		
Average Non Intersection Crash Rate ⁴				1.120			
2002 Statewide Average ²				1.554			

Notes:

¹ As identified by IDOT crash reporting system

² State wide average critical crash rates per IDOT 2003.

³ Intersection Crash Rates are based on the (Average number of crashes for 3 years * 1,000,000)/(AADT entering * 365).

⁴ Section Crash Rates are based on the average number of crashes for 3 years * 1,000,000/ ADT *length * 365.

⁵ West of Valle Vista St. to East of Olt Ave.

3.4 Intersection vs. Non-Intersection Crashes

Table 3.4.a - Intersection Three-Year Crash Detail, on the next page, depicts the number of crashes reported at the 10 intersections in this 2.77 mile section with 8 or more crashed per intersection. Of the 399 reported crashes, 312 or 78% were located at intersections. Two major intersections; Parkway Drive with 64 crashes and Valle Vista with 63 crashes



account for 41% of the intersection crashes and 31% of all 399 crashes for the section. Collision Diagrams are attached for all intersections with 8 or more crashes for the 3-year period as **Exhibits 22 through 32**.

Table 3.4.a - Intersection Three-Year Crash Detail

Exhibit	Intersection	Crashes	% of Section Crashes	Crashes per Million Vehicles Entering
22	14 th Street	23	6	0.353
23	Park Avenue	8	2	0.145
24	Stadium Drive	12	3	0.241
25	Parkway Drive	64	16	0.802
26	Reservoir Road	9	2	0.148
27	Allentown Road	8	2	0.131
28	Valle Vista Drive	63	16	1.055
29	Barney Avenue	24	6	0.462
30	Commercial Street	17	4	0.390
31	Veterans Drive	16	4	0.589
Totals		244	61	

3.5 Crashes Based on Lane Width

The Illinois Department of Transportation District 4, has proposed widening Court Street from 14th Street to Valle Vista Boulevard as a safety project. This study has been undertaken to determine if the narrow section of Court St. generates safety concerns compared to the wider section of Court Street from Valle Vista Boulevard to Egg Ranch Road.

For the purpose of this study, anything less than 12 feet was considered a narrow lane. With the exception of the intersection of Parkway and Court Street and the reverse curves in the vicinity of Stadium Drive, the entire Court Street section from 14th Street to Valle Vista is considered to have narrow lanes. This section is 52-feet face to face with 10-foot center and inside lanes and 11-foot outside lanes. This section was originally constructed in the 1960s with four 12-foot lanes with a 4-foot rumble median. In the mid 1980s, this section was resurfaced to the current five lane configuration, including the widening of the lanes at the reverse curves in the vicinity of Stadium Drive. This work was done as a safety project and has performed favorably compared to the previous four lane design.

The section of Court Street from Valle Vista to Egg Ranch Road was widened to four 12-foot through lanes with 12-foot left and right turn lanes was constructed in the mid 1970s to accommodate the new development in the area, particularly the Pekin Mall.

A comparison of the number of crashes based on lane width is shown in **Table 3.5.a - Wide/Narrow Lane Designations**, on the next page. Of the total length of the project (2.77 miles) the narrow lane section accounts for 1.51 miles in length or 55% of the length of the project.

Table 3.5.a - Wide/Narrow Lane Designations

	Length in Miles	% of Total Length	Average ADT
Parkway to Shopping Entrance	0.06		
Valle Vista to Egg Ranch Road	1.20		
Total Length of Wide Section	1.26	45%	26,850
14th St. to Valle Vista	1.57		
(Less Parkway Intersection)	0.06		
Total Length of Narrow Section	1.51	55%	21,000

However, as can be seen in **Table 3.5.b - Lane Width Crash Summary Comparison**, below, only 35% of the crashes (139 of 399 total crashes) occurred in the narrow lane section over the three year study period. When this is combined with the fact that volumes during the study period were higher in the narrow-lane section than in the wide-lane section (see **Table 2.2.a - IDOT 2003 AADTs for Study Corridor** on page 2), it appears that there is no correlation supporting widening the existing through lanes to reduce crashes. A more detailed analysis should be conducted to verify this conclusion.

Table 3.5.b - Lane Width Crash Summary Comparison

	Number of Crashes				
	Total All Lane Types	Wide Lanes Intersection Only	Narrow Lanes Intersection Only	Wide Lanes Non-Intersection	Narrow Lanes Non-Intersection
Number of Crashes	399	221	91	39	48
% of Total Crashes	100%	55%	23%	10%	12%
Total Wide Only		260			
% Wide Only		65%			
Total Narrow Only				139	
% Narrow Only				35%	

3.6 General Conclusions from Intersection Crash Statistics

The overall types of crashes as depicted in the GIS Crash Summaries presented in **Figure 3.1.a - GIS Collision Type Crash Breakdown** on page 11 are predominately rear end, turning and angle crashes. The IDOT Manual "*Illinois Safety Improvement Processes*" details crash types can be mitigated with certain general types of safety improvements. From this manual, crash reductions can be expected following certain treatments for various crash types at intersections. **Table 3.6.a - Crash Reduction Treatments**, on the next page, shows the sort of crash reductions that can be expected from various intersection treatments.

Table 3.6.a - Crash Reduction Treatments

Crash Type	25% Reduction/ Treatment	50% Reduction/ Treatment	% of All Crashes
Rear End	EI, EA	CI, CM, CD & CN	44%
Turning	EI, EA	CI, CN & CD	31%
Angle	EI, EA		9%

Source: Illinois Department of Transportation

CODE:

EI= Signal Phase Adjustment
CI= Right Turn LaneEA= Traffic Signal Modernization
CM= Right Turn Acceleration LaneCD= Pavement Markings,
CN= Deceleration Lane

Generally, the entire project has either a flush center left turn lane or a channelized raised center left turn lane. The major intersections such as Parkway, Valle Vista and most intersections east of Valle Vista have channelized and raised medians for separate left turn lanes. Some intersections, based on the type of crashes, could have safety and efficiency enhanced by installing right turn lanes and/or right lane acceleration lanes. The intersection of Court St. and Stadium Dr. is a good example where a westbound decelerations and right turn lane would not only reduce potential rear end crashes, but would enhance the sight distance for SB Stadium Drive.

The existing pavement markings and overall pavement condition is poor. The manual shows that for general overall improvements, including widening and resurfacing, new pavement markings and reflectors, of the entire project, all crashes could be reduced up to 35%. A detailed crash analysis is beyond the scope of this study. Further analysis of crashes should be done in any future Phase 1 Study or Phase 2 Design.

4.0 TRAFFIC ANALYSIS AND PROJECTIONS

A variety of data were used to determine the current traffic levels and make reasonable projections 20 years into the future. Historical AADTs and turning movements were taken from the 1985 Court Street Traffic Study. This provided a baseline ADT from IDOT counts. In some cases where commercial construction was underway, 1985 post build-out counts were used for more accurate year-over-year growth estimates.

2003 AADTs were taken from the IDOT webpage and compared to the 1980/1985 AADTs to determine annual growth. Turning movements for most of the subject signalized intersections were taken from a 2001 SCAT study performed by Crawford Bunte Brammeier (CBB) and provided by IDOT.

Traffic counters were placed by the Tri-County Regional Planning Commission in 2005, and the results were provided to Maurer-Stutz, Inc. These counts were used to determine rates of heavy vehicles, directional distribution and peak hour factors of the AADTs.

Finally, 2010 and 2030 projected AADTs were provided by the City of Pekin, from the study phase of Veteran's Drive. These projections were used to determine future traffic for Veteran's Drive.

Table 2.2.a - IDOT 2003 AADTs for Study Corridor and **Table 2.2.b - IDOT 2003 AADTs for Intersecting Roads**, on page 2, show the IDOT AADTs for Court Street and selected side roads.

4.1 Overview of Individual Intersections

Each of the signalized intersections on the study corridor will now be presented with a short discussion of how the turning movements were determined.

Court Street and 14th Street

This was the only signalized intersection in this study for which historical turning movements were not available. Turning movements were therefore estimated using the 2003 AADTs provided by IDOT. Projected turning movements were determined by applying a 1.5%/year growth rate to Court Street, and a 0.5%/year growth rate to 14th Street.

Court Street and Stadium Drive

Turning movements for this intersection were developed from the 1985 Study. These movements were adjusted to account for growth in Court Street traffic and the additional student population at the newly combined Pekin High School. Projected turning movements were determined by applying a 1.5%/year growth rate to Court Street, and a minimal 0.5%/year growth rate to Stadium/East Shore Drive. Stadium Drive serves Pekin High School, which is not projected to see excessive growth, and East Shore Drive serves a built-out residential neighborhood.

Court Street and Parkway Drive

Turning movements for this intersection were taken from the 2001 CBB SCAT study. They were then adjusted to account for growth on Court Street and Parkway Drive. Minimal growth was applied to Sunset Drive, which serves a fully built-out residential neighborhood. Projected turning movements were determined by applying a 1.5%/year growth rate to Court Street and Parkway Drive, and a 0.5%/year growth rate to Sunset Avenue.

Court Street and Allentown Road

Turning movements for this intersection were taken from the 2001 CBB SCAT study. They were then adjusted to account for growth in ADTs. Projected turning movements were determined by applying a 1.5%/year growth rate to Court Street, and a 0.5%/year growth rate to Allentown Road.

Court Street and Valle Vista Boulevard

Turning movements for this intersection were taken from the 2001 CBB SCAT study. They were then adjusted to account for growth in ADTs. Projected turning movements were determined by applying a 1.5%/year growth rate to Court Street, and a 0.5%/year growth rate to Valle Vista Boulevard, which serves a fully built-out residential neighborhood.

Court Street and Barney Avenue

Turning movements for this intersection were taken from the 2001 CBB SCAT study. They were then adjusted to account for growth in ADTs. Projected turning movements were determined by applying a 1.5%/year growth rate to Court Street, and a 0.5%/year growth rate to Barney Avenue. No growth was applied to the commercial entrance opposite Barney Avenue, as it serves a small, fully built-out commercial development.

Court Street and Commercial Street/Vogel Avenue

There has been an increase in the redevelopment in this area, particularly exemplified by the reconstruction of the Pekin Mall into an outdoor shopping center. Turning movements for this intersection were measured directly in the field. Projected levels were based on an arterial growth rate of 1.5%/year and projected development of the commercial area surrounding the intersection.

Court Street and Veteran's Drive (old Mall Road)

Turning movements for this intersection were taken from the 2002 Wal-Mart traffic impact study produced by Crawford, Murphy and Tilly, Inc (CMT). Projected turning movements were based on CMT projected traffic, projected AADT growth provided by the City of Pekin for Veteran's Drive, projected development of the commercial area surrounding the intersection, and a 1.5%/year growth on Court Street.

Court Street and Egg Ranch Road

Project turning movements for this intersection were determined from ADTs, projected development of the commercial area surrounding the intersection, 1.5%/year growth on Court Street and a 0.5%/year background growth rate on egg Ranch Road.

4.2 Directional Distributions

Directional distribution is a measurement of the proportion of the traffic on a roadway heading in each direction. Normally, a given arterial will experience stronger traffic in one direction during the morning peak hour, and an opposite distribution in the evening. This is intuitively due to traffic driving to work in the morning and returning home in the evening. The directional distributions at selected points along Court St. during the PM Peak period are presented in **Table 4.2.a**, below.

Table 4.2.a - Selected Directional Distributions

Location	Volume	Directional Distribution	
		EB	WB
E of 14 th St.	1964	54%	46%
E of Parkway Dr.	2640	47%	53%
E of Allentown Rd.	2433	41%	59%
E of Valle Vista	1957	52%	48%
E of Commercial St.	1729	51%	49%
E of Veteran's Dr.	493	48%	52%

Source: Tri-County Regional Planning Commission 2005 Traffic Counts

As can be seen from this analysis, the directional distribution along Court St. during the PM Peak period varies from location to location, but does not stray far from 50/50. In fact, because the distribution is even and not consistently in one direction, it is recommended that the traffic signals be retimed from a directional preference to a more even timing program.

Traffic signal timing recommendations are presented in **Appendix C - Signal Timing Implementation Report**.

5.0 PROGRESSION ANALYSIS

5.1 Travel Time Study

A travel time study was performed along the study corridor using the Average Test Car technique on May 10, 2005, during the PM peak period. Five test runs were made in each direction. Each run was made from the beginning of green at the first intersection of the run for consistency.



Table 5.1.a - Travel Time Field Study Results – Runs

Route:																
Control Points					Mile		Distance		Link		Speed Limit		Data Collected on:			
14th St.					98.61								Tuesday, May 10, 2005			
Stadium Dr.					99.16		0.55 mi		35		mph					
Parkway Ave.					99.44		0.28 mi		35		mph		Weather Conditions:			
Allentown Rd.					99.84		0.40 mi		35		mph					
Valle Vista					100.18		0.34 mi		35		mph		Dry, Sunny			
Barney Ave.					100.72		0.54 mi		40		mph					
Mall Ent.					100.95		0.23 mi		45		mph					
Veterans Dr.					101.17		0.22 mi		45		mph		Min Travel Time (Speed Limit)			
Egg Ranch Rd.					101.38		0.21 mi		45		mph					
							2.77 mi						04:23			
													Average Speed Limit			
Runs:													37.93 mph			
Run	Trip Time		Running Time		Stopped Time		Travel Speed		Running Speed		Stops		Delay			
1	EB	06:01	04:57		01:04		27.6 mph		33.6 mph		2		01:38			
	WB	06:25	04:40		01:45		25.9 mph		35.6 mph		3		02:02			
2	EB	06:36	04:37		01:59		25.2 mph		36.0 mph		4		02:13			
	WB	06:24	04:44		01:40		26.0 mph		35.1 mph		3		02:01			
3	EB	06:13	04:21		01:52		26.7 mph		38.2 mph		3		01:50			
	WB	05:24	04:25		00:59		30.8 mph		37.6 mph		3		01:01			
4	EB	05:28	04:05		01:23		30.4 mph		40.7 mph		3		01:05			
	WB	05:41	04:16		01:25		29.2 mph		39.0 mph		2		01:18			
5	EB	05:11	04:22		00:49		32.1 mph		38.1 mph		2		00:48			
	WB	06:33	05:12		01:21		25.4 mph		32.0 mph		4		02:10			
	EB	05:54	04:28		01:25		28.4 mph		37.3 mph		2.8		01:31			
	WB	06:05	04:39		01:26		27.5 mph		35.9 mph		3		01:43			

- An average of 2.8 stops occurred on the eastbound runs
- An average of 3.0 stops occurred on the westbound runs.
- The average EB arterial delay was 1:31 (91 secs).
- The average WB arterial delay was 1:43 (104 secs).

Table 5.1.b - Travel Time Field Study Results – EB Links

Link	Link Length (mi)	Avg. Link Time	Avg. Link Speed	Avg. Stopped Time
14th St.	0.55	0:00:55	36.1 mph	0:00:00
Stadium Dr.		0:00:28	36.5 mph	0:00:28
Parkway Ave.	0.40	0:00:44	32.9 mph	0:00:00
Allentown Rd.	0.34	0:00:31	39.2 mph	0:00:21
Valle Vista		0:00:52	37.2 mph	0:00:00
Barney Ave.	0.23	0:00:21	40.2 mph	0:00:00
Commercial St.	0.22	0:00:19	41.7 mph	0:00:36
Veterans Dr.	0.21	0:00:19	39.4 mph	0:00:00
Egg Ranch Rd.				

Table 5.1.c - Travel Time Field Study Results – WB Links

Link	Link Length (mi)	Avg. Link Time	Avg. Link Speed	Avg. Stopped Time
Egg Ranch Rd.	0.21	0:00:25	30.0 mph	0:00:00
Veterans Dr.	0.22	0:00:20	39.6 mph	0:00:11
Commercial St.		0:00:22	38.3 mph	0:00:15
Barney Ave.	0.54	0:00:49	39.8 mph	0:00:18
Valle Vista	0.34	0:00:32	37.8 mph	0:00:05
Allentown Rd.		0:00:39	37.1 mph	0:00:36
Parkway Ave.	0.28	0:00:30	33.8 mph	0:00:00
Stadium Dr.	0.55	0:00:54	36.4 mph	0:00:00
14th St.				

- Egg Ranch Road is an unsignalized intersection so no stop time was recorded on Court St.

- For eastbound runs, 14th St. was the first signalized intersection. The test car timed all the runs so that the first signalized intersection was approached at a green indication, so no stopped time was recorded at 14th St.
- Similar to eastbound, Veterans Dr. was the first signalized intersection for westbound runs, so no stopped time was recorded.

Table 5.1.d - Travel Time Field Study Results – Stops

Intersection	EB	WB
14 th St.		1
Parkway Ave.	4	5
Allentown Rd.		1
Valle Vista	5	4
Barney Ave.		3
Commercial St.		1
Veterans Dr.	4	

- Stops were made almost every eastbound run at Parkway Ave., Valle Vista and Veterans Dr.
- Stops were also made almost every westbound run at Valle Vista and Parkway Ave.
- On westbound runs, stops at 14th St., Allentown Rd., Barney Ave. and Commercial St. were evenly spread between the runs.
- The fourth stop for EB run number 2 (see **Table 5.1.a - Travel Time Field Study Results – Runs**, on page 21) was a bus unloading, and not reflected in **Table 5.1.d - Travel Time Field Study Results – Stops**, above.

The values for travel time were used to aid in calibrating the simulation model. Travel time results for projected traffic are presented in **Section 7.0, TRAFFIC SIMULATION RESULTS**, on page 28, along with percentage increase or decrease when compared to existing conditions models.

The results of this study compare favorably with the 1985 study, indicating that the measures put into effect in the last 20 years have served their purpose concerning efficient movement of traffic.

Table 5.1.e - Travel Time Study Speed Comparison

Year	ADT	Travel Speed		Running Speed	
		EB	WB	EB	WB
1985	16,000	33	27	38	35
2005	20,000 (+25%)	28	28	37	36

See **Table 5.1.e**, above, for a comparison between the 1985 study and the 2005 study. As can be seen, despite a 25% increase in traffic since the 1985 study, there has been negligible change in the travel and running speeds. This indicates that improvements to the roadway and traffic signals have kept pace with the increase in traffic volumes.

6.0 TRAFFIC MODELING

6.1 Methodology

The objective of this report section is to describe the traffic simulation modeling procedures used to assess the roadway network alternatives for the study corridor. The *Synchro* and *SimTraffic* software programs by Trafficware Corporation collectively form a state-of-the-art traffic evaluation package for a network of intersections. *Synchro* and *SimTraffic* respectively implement a version of the methods of Chapter 16 of the 2000 *Highway Capacity Manual* and the vehicle and driver performance characteristics developed for use in traffic modeling through research by the Federal Highway Administration (FHWA) over the past 20 years.

Synchro is useful for the calculation of vehicle capacity of traffic systems and the optimization of signal timing networks based on minimizing the total delay across a given study corridor, but has no microscopic modeling capabilities. In other words, *Synchro* breaks traffic down into a series of flow equations. *SimTraffic* is a microscopic traffic simulation modeling program that tracks the movements of individual vehicles which respond to surrounding circumstances such as traffic signals, the speed and location of other vehicles on the roadway network, pedestrian activity and driver behavior characteristics. Each vehicle represents an element on the roadway network that is affected by these internal and external factors. *Synchro* was used in this study to supply the data such as traffic volume, signal timing and roadway lane geometry necessary to run the *SimTraffic* microscopic model.

6.2 Existing Conditions/Calibration

The existing conditions are characterized by a series of seven signalized intersections over the 2.77-mile corridor. The western terminus of the study is the intersection of Court St. (IL 9) with 14th Street. Traveling east, Court Street intersects Parkway Ave/Sunset Road, Allentown Road, Valle Vista, Barney Avenue, Commercial Street, and Veteran's Drive. The eastern terminus of the study is Egg Ranch Road, which is a currently a stop-controlled intersection. It is expected that Egg Ranch Road will require traffic signals in the foreseeable future, and this traffic study reflects that position. The signals from Parkway Avenue through Veteran's Drive are interconnected.

It was determined that traffic would be measured during the evening rush hour (PM peak). The traffic counts indicated that evening traffic was heaviest between 4:15 and 5:15 PM.

Traffic signal timings, traffic volume data, and lane configuration data collected from the field were then coded into *Synchro*, and traffic simulation models were developed for existing conditions in *SimTraffic*. Total trip time for Court Street was used as the calibration variable for the models. Trip data was measured from the field study performed on May 10, 2005, and compared to *SimTraffic* output for the base model.

It was determined from this comparison that *SimTraffic* drivers are not as fast or aggressive as drivers on the study arterial. Driver *Speed Factor* and *20- and 50-mph Headways* were adjusted until the *SimTraffic* results better reflected observed field conditions. See **Appendix B, Analysis Software Input/Output Data**, for a complete list of the input parameters used in these simulations.

Once the existing conditions model was appropriately calibrated, the no-build model was created. This model incorporated growth as outlined in **Section 4.0, TRAFFIC ANALYSIS**

AND PROJECTIONS, on page 18. The no-build models were then used as a baseline against which to compare the timing plans.

The computer models were then constructed and executed for the timing plans. The models resulted in certain measures of traffic operational effectiveness that were then compared to determine the relative improvements resulting from each of the timing plans. The primary measures of effectiveness selected to relate the results of the computer simulations were:

Arterial Control Delay: This is a measure of the additional time it takes a car to travel from one end of the study corridor to the other on a specific arterial due to traffic and delays due to intersections.

Arterial Travel Time: This is a measure of the total time taken to traverse the length of the arterial (Court St.)

Intersection Level of Service: This is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Level of Service for intersections is based on Control Delay. Control Delay is the portion of the total delay attributed to traffic signal operation for signalized intersections.

Model Calibration Calibration of the *SimTraffic* model is a process intended to verify that the simulation accurately replicates traffic conditions in the real world. It is difficult to successfully model human behavioral characteristics no matter how sophisticated a computer simulation program is. In *SimTraffic*, vehicles behave according to complex mathematical algorithms. Real-world drivers are infinitely more complex, often displaying erratic behavior and complicating attempts to mimic their behavior with a simulation model.

The following are examples of operational characteristics of *SimTraffic* patterns that typically differ from real-world conditions:

SimTraffic drivers are much more hesitant to turn in the presence of pedestrians than real world drivers. In the real world, drivers move into a crosswalk even when pedestrian volume is heavy, but in the model, drivers will not leave the stop bar until every pedestrian is out of the street.

SimTraffic drivers are diligent about not blocking intersections. They are careful to observe conditions downstream of the intersection and do not enter the intersection when it is not possible to continue all the way through. Real-world drivers block intersections much more often.

SimTraffic drivers will not change lanes to bypass a queue when stopped. Stopped *SimTraffic* vehicles wait until the preceding vehicle moves before changing lanes to bypass a queue. Real-world drivers, in contrast, will not remain stopped in a congested lane for long before moving to an adjacent free-flowing lane.

SimTraffic drivers choose to change lanes at pre-defined points in advance of planned turns. If the lane a driver wants to enter is blocked with other vehicles, that vehicle will wait for the blockage to clear before moving, even when space exists in the current lane. Some real-world drivers exhibit this behavior, but nearly *all SimTraffic* drivers do so.

SimTraffic pedestrians will not cross mid-block and will only cross when the WALK signal indication is displayed. Real-world pedestrians can be more unpredictable.

SimTraffic drivers never stop in a travel lane to park or load or unload passengers. Trucks exhibit this same behavior, making it difficult to model the double-parked loading conditions that sometimes occur. This last observation is not an issue for this location,

as there is almost no truck loading or unloading in the primary study corridor and the businesses that receive regular truck shipments have sufficient off-street loading facilities.

Because of these and other *SimTraffic* algorithm characteristics, behavior of the simulation model can differ from real-world conditions when additional steps to “calibrate” the simulation are not taken. This is particularly true when conditions are congested and over-saturated. Since this area of Pekin relatively infrequently experiences over-saturated conditions, there can be a higher degree of confidence in the models.

The calibration process begins by analysis of travel times, as described earlier in this section. To adjust the model and make it more reflective of real-world conditions, the following methods were employed in *SimTraffic*:

- Driver parameters were modified. In *SimTraffic*, all drivers fall into ten categories. Each category has a complete set of 14 driver characteristics, such as how quickly the driver decelerates upon seeing a yellow light and how much room the driver allows between his own vehicle and the preceding vehicle. *SimTraffic* has 14 different parameters that define each of the ten different types of drivers that populate the model. Generally, driver type number 1 is the most conservative and type number 10 the most aggressive. Driver types 2-9 follow a sliding scale from one extreme to the other. Several driver parameters were adjusted to calibrate the model. For the purposes of this study, the *Speed Factor*, and 20- and 50-*mph* headways were adjusted to compensate for local driving practices. For a complete summary of the detailed changes made, refer to **Appendix B, Analysis Software Input/Output Data**, which includes a matrix of driver parameters.

Traffic operations differ slightly every day and month of the year. For example, summer traffic is typically lighter than in the fall, and drivers are not as aggressive in snowy weather. The objective of the calibration is to arrive at a baseline traffic model that is similar enough to field conditions to allow conclusions to be drawn from the study results. Once this has been achieved, the parameters are kept constant for subsequent model runs for the entire set of Alternates analyses.

Model Run Procedures After the proper inputs previously described were put into the *Synchro* file, each scenario was modeled using *SimTraffic*. Since simulation models generate output that is affected by random processes, it is important to make multiple runs of the same scenario to determine that an average value lies within an acceptable confidence interval. Each scenario was therefore run with different random number seeds, which in effect simulates traffic conditions for different “days.” For example, a slight variation is anticipated in traffic conditions for each day of the week, and sometimes an event such as a broken down vehicle will have a significant impact on traffic flow. Multiple runs with different random number seeds allow an average to be determined and reduce the risk that a single simulation run had an extremely good or bad “day.”

The confidence interval objective set was at a level of 90 percent certainty that the average value is within plus or minus 10 percent of variation. Usually this was achieved by performing between five and 20 model runs. The average of these runs was used in the comparison of each of the measures of effectiveness.

Measures Of Effectiveness The Measures of Effectiveness (MoEs) are the primary means to quantitatively compare the traffic flow efficiency of the study alternatives. The results and conclusions of this study regarding traffic flow are drawn largely from the analysis of the roadway network alternatives made using *Synchro* and the *SimTraffic* microsimulation model. These traffic signal optimization and modeling programs were used to determine the

quantitative MoEs of the transportation alternatives considered in the study. Statistics are kept internally for each vehicle within the *SimTraffic* simulation model that provide in-depth MoEs information such as total network delays, average travel speed, fuel consumption and others for each roadway link and intersection over specified time intervals (usually a morning or evening peak hour). A detailed description of the key MoEs is provided as follows.

Corridor Delay per Vehicle, measured in seconds is equal to the average cumulative delay due to traffic signals and other traffic, in seconds, that a motorist would experience during the course of a trip on some portion of the study corridor. This measurement gives an idea of the overall effectiveness of alternate signal timing plans.

Corridor Travel Time measured in seconds, is a total time a vehicle took to travel the length of the arterial (IL 9). *SimTraffic* bases this calculation on vehicles traveling on the arterial for at least two links. This number was compared to field travel time studies for purposes of model calibration.

Average Corridor Speed is calculated by dividing the distance traveled by all vehicles traveling on the arterial for two or more links by the time required for all these movements. Average speed is weighted by volume and includes stopped time. Higher average corridor speeds indicate greater levels of free-flowing traffic.

Green Band is a length of time that vehicles can travel the entire length of the corridor (theoretically) without stopping. The wider the green band is (in seconds), the more efficient the corridor will be at moving vehicles from one end to the other. When there is a strong directional distribution split between the AM and PM peaks, the timing schemes will often maximize bandwidth in that direction at the expense of the off-peak direction.

Intersection Levels of Service are based on the average control delay for all the intersection approaches. See **Table 6.2.a - LOS Criteria for Signalized Intersections**, on the next page, for a description of the various Levels of Service.

Table 6.2.a - LOS Criteria for Signalized Intersections

LOS	Control Delay per Vehicle	Description
A	≤ 10	Describes operations with very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase.
B	$> 10 - 20$	This condition generally occurs with good progression, short cycle length, or both.
C	$> 20 - 35$	Individual cycle failures may occur, though many vehicles still pass through without stopping.
D	$> 35 - 55$	The influence of congestion becomes more noticeable. Longer delays may result from unfavorable progression, longer cycle lengths, or both. The number of vehicles stopping increases and cycle failures are prevalent.
E	$> 55 - 80$	Individual cycle failures are common occurrences. This LOS is considered to be the limit of acceptable delay by most agencies.
F	> 80	This level is considered to be unacceptable to most drivers and often occurs when vehicles entering the intersection exceed the capacity.

Source: Highway Capacity Manual (HCM2000)

Intersections are therefore simulated together as an interconnected traffic system rather than viewed under isolated conditions. The events at one intersection usually have a direct impact on adjacent intersections. *SimTraffic* gives transportation professionals a highly efficient means of analyzing the operations of a street network. The software provides

tremendous flexibility since multiple scenarios may be investigated to ascertain the most effective travel lane and signal timing configuration in an effort to maximize traffic flow throughout a roadway network. In this manner, the MoEs were compared for the potential roadway network alternatives to ascertain the relative benefits and disadvantages of each.

7.0 TRAFFIC SIMULATION RESULTS

A total of 6 different conditions were modeled in *Synchro/SimTraffic*: 3 each for current (2005) and projected (2025) traffic flows. A baseline model was created to provide a basis for comparison for all the projected/proposed models. When this model had been satisfactorily calibrated to observed conditions in the field, a model was created for the projected traffic condition, using the signal timings as they currently exist. Two additional models were then created with new, optimized signal timings for each traffic condition: one plan using only leading LT green arrows, and one with more flexible lead/lag phasing.

7.1 Model Scenarios

Existing/No-Build Conditions As described in **Section 6.0, TRAFFIC MODELING**, microsimulation models are highly variable and subject to numerous inputs. To gain a measure of confidence in the model, careful calibration to existing conditions is required. The data for this calibration was collected on Tuesday, May 10, 2005. Once the model had been calibrated, the traffic volumes were increased to simulate 20 years growth. The growth rate was variable reflecting historical growth on various sections of the arterial, and projected construction. Data was then taken from the model to provide a baseline against which to compare the various study alternates.

Full Build-Out Conditions In the 2025 projected traffic models, an additional signalized intersection was added. It is projected that when the commercial area at the east end of Court St. is built out, a traffic signal will be warranted at the intersection of Court St. with Egg Ranch Road. A preliminary Intersection Design Study is shown for this intersection in **Exhibit 13**. Signal timing for this intersection were developed based on the existing cycle length for the interconnected signals on Court St., and splits were adjusted based on projected traffic levels.

New Signal Timings New timings were generated by *Synchro* and then optimized by MSI personnel to offset the additional traffic generated by proposed development and growth. In both scenarios, two timings were modeled – one with lead only green arrows, and one with leading and lagging green arrows. Lagging arrows are becoming more accepted around the country and a few examples currently exist in the tri-county area. With closely spaced intersections such as those found in the east end of the study corridor, lagging left arrows can create a more optimized arterial timing plan, as shown in the results of the microsimulation studies.

7.2 SimTraffic Measures of Effectiveness

10 Measures of Effectiveness have been selected for comparison of the various study alternates. These MoEs provide the most valid measures for determining which study alternate best meets the objectives.

Table 7.2.a - Summary of Simulation Output Measures of Effectiveness, on the next page, summarizes nine of the output MoEs in an easy to read table. Sections 7.2.1 through 7.2.9, following, detail each of the Measures with observations about each.

Table 7.2.a - Summary of Simulation Output Measures of Effectiveness

Peak	Condition	Timing Plan	Total Network				WB Ill. Rte. 9				EB Ill. Rte. 9			
			Delay/ Vehicle (sec)	Stop Delay/ Veh (sec)	Stops/ Vehicle	Average Network Speed (mph)	Delay/ Vehicle (sec)	Travel Time (sec)	Average Corridor Speed (mph)	Green Band (sec)	Delay/ Vehicle (sec)	Travel Time (sec)	Average Corridor Speed (mph)	Green Band (sec)
PM	Existing 2005	Exist	84.4	57.8	1.88	20.0	161.1	386.8	24.0	6	132.9	360.1	26.0	15
		Lead	67.5	43.4	1.69	22.0	131.5	355.2	26.0	11	107.6	337.5	27.0	11
		L/L	63.8	40.7	1.61	22.0	112.9	336.1	27.0	14	98.5	331.4	28.0	14
	Projected 2025	Exist	110.0	78.1	2.27	18.0	297.4	564.0	19.0	0	185.7	442.0	23.0	10
		Lead	89.1	59.2	2.01	19.0	195.7	459.1	24.0	10	189.4	445.7	23.0	10
		L/L	90.8	62.3	1.93	20.0	163.6	426.2	25.0	16	163.8	419.9	25.0	16

7.2.1 Network Control Delay per Vehicle

Network Control Delay per Vehicle is equal to the travel time minus the time it would take the vehicle with no other vehicles or traffic control devices. This represents the average delay that a motorist would experience during the course of a trip on some portion of the study area network. SimTraffic calculates Control Delay with the following formula:

$$TD = dT \frac{(s_{\max} - s)}{s_{\max}} \quad (\text{Eq. 5.2.a})$$

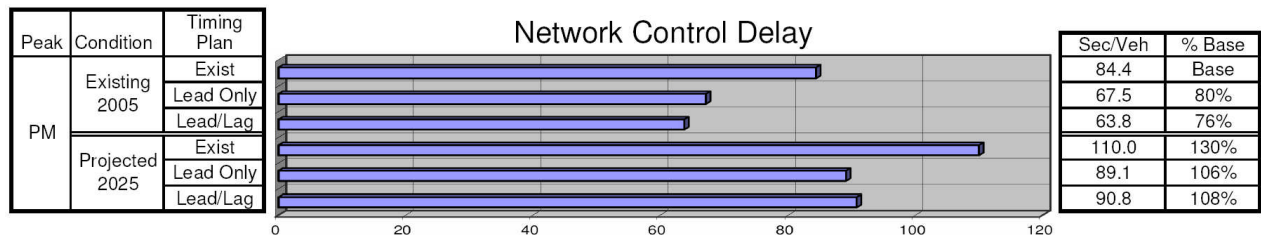
where TD = Total Delay

dT = Time Slice (0.1sec)

$s_{\max}$ = maximum speed of vehicle

s = actual speed of vehicle

Each of these calculations is summed for all vehicle and all time slices in the simulation.

**Figure 7.2.a - Network Control Delay per Vehicle**

It can be seen from the results that new signals timings will create moderating decreases in delays at the current time, and more significant gains in the future.

7.2.2 Westbound Arterial Control Delay per Vehicle

This is similar to the Network Control Delay (Section 7.2.1), but only includes vehicles traveling on the arterial (IL 9).

The current timing plan strongly favors eastbound traffic. Analysis of the flows shows that the directional distribution is balanced in the PM Peak hour (see **Table 4.2.a - Selected Directional Distributions** on page 20). Therefore, the greatest gains from signal retiming were made for westbound traffic flows.

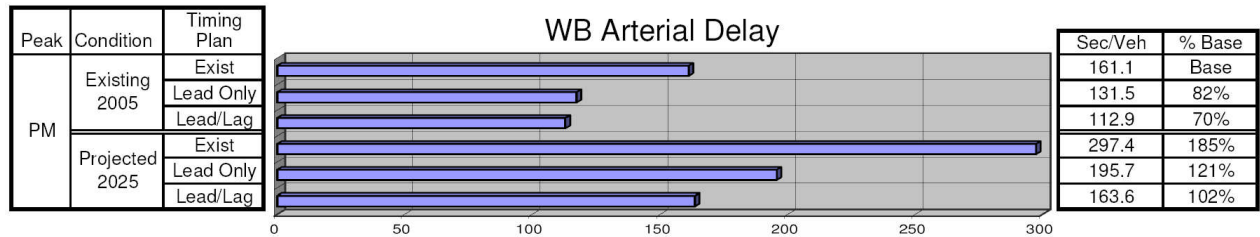


Figure 7.2.b - Westbound Arterial Control Delay per Vehicle

7.2.3 Westbound Arterial Travel Time per Vehicle

This is a measurement of the total time taken for an individual vehicle to traverse the entire arterial from south to north, including all stopped time. This measurement is based on the length of the arterial divided by the average speed of vehicles on the arterial. Simulated travel time has been compared to field measured travel time as a calibration measurement.

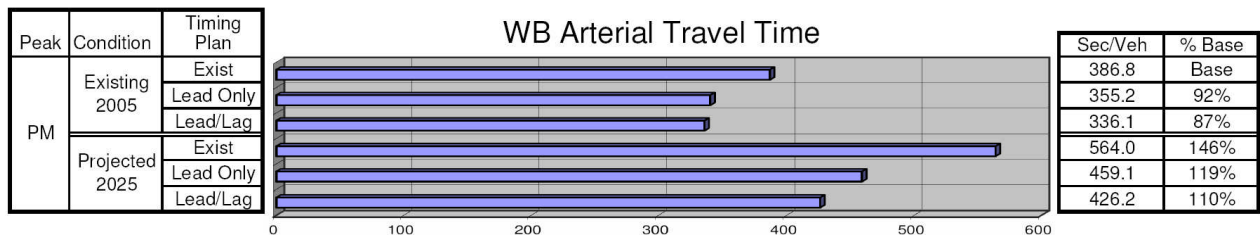


Figure 7.2.c - Westbound Arterial Travel Time per Vehicle

7.2.4 Westbound Arterial Average Speed

Average speed is determined by distance traveled by vehicles for at least two links on the arterial divided by the time required to travel that distance.

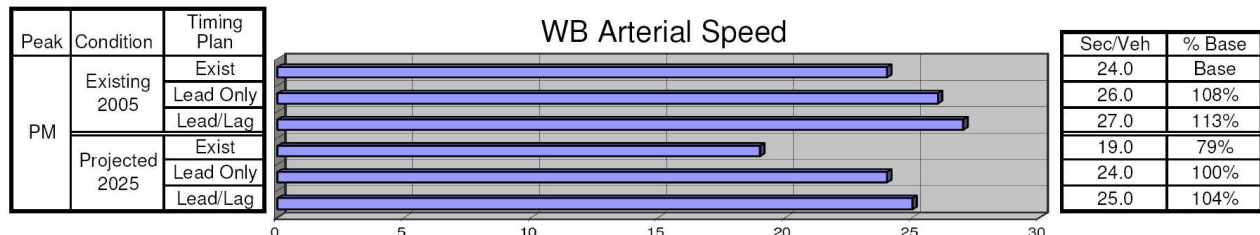
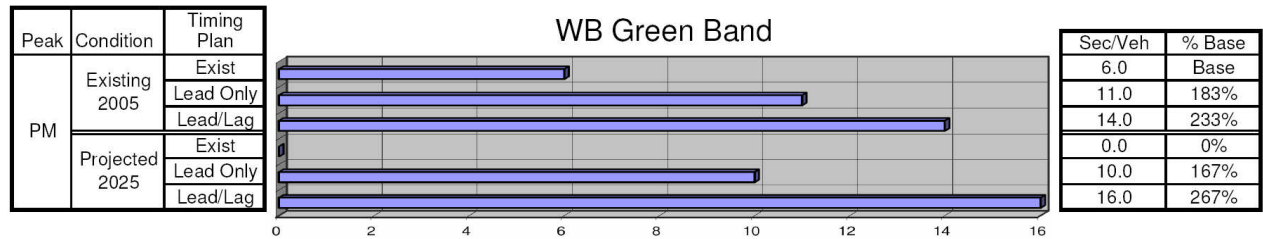


Figure 7.2.d - Westbound Arterial Average Speed

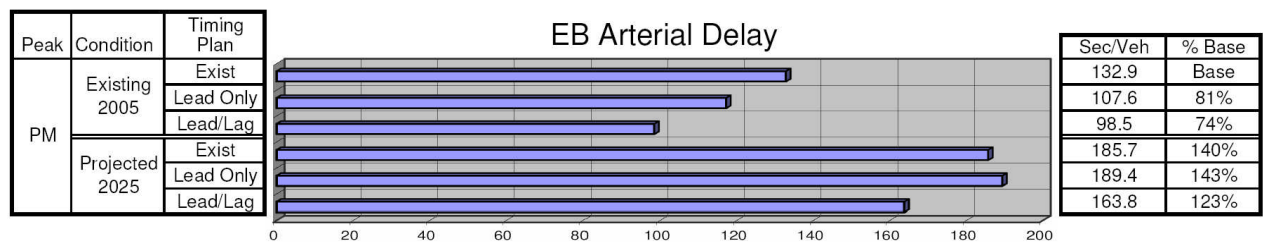
7.2.5 Westbound Green Band

The green band is the length of time per cycle available to vehicles to traverse the entire length of the arterial without stopping. This is best illustrated in **Exhibits 14 – 19**, which are time-space diagrams generated by *Synchro*.

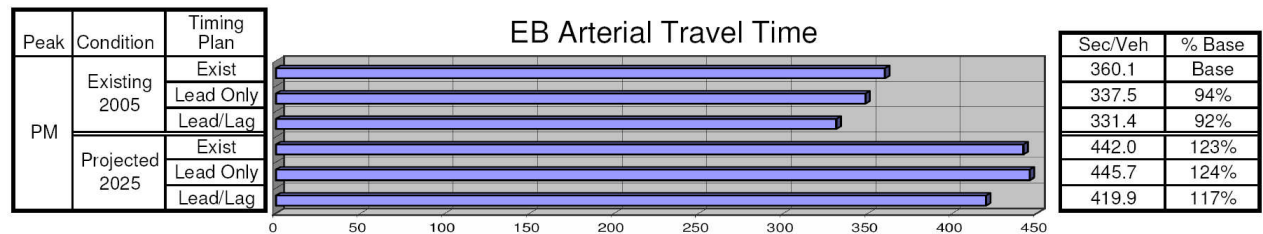
As mentioned earlier, the current signal timings favor eastbound traffic. Therefore, great gains in green band width were possible in the westbound direction. **Figure 7.2.i - Eastbound Arterial Green Band**, on page 32, shows that the balancing of signal timings will result in some losses of eastbound bandwidth for the sake of significantly increasing the westbound bandwidth.

**Figure 7.2.e - Westbound Green Band****7.2.6 Eastbound Arterial Control Delay per Vehicle**

The EB Control Delay does not show as much volatility as the WB Control Delay, due to the existing signal timings favoring the EB direction.

**Figure 7.2.f - Eastbound Control Delay per Vehicle**

Despite the existing timings favoring the EB traffic flow, gains can still be made by signal retiming. In the 2025 projected scenarios, there is a slight increase in delay by balancing the timings between EB and WB. This increase is more than made up by using the more flexible lead/lag timing plan.

7.2.7 Eastbound Arterial Travel Time per Vehicle**Figure 7.2.g - Eastbound Arterial Travel Time per Vehicle**

Similar to the Arterial Control Delay, the signal progression causes the less volatility in the EB Travel Time. Also similar to EB Control Delay, in the 2025 projected scenarios, there is a slight increase in travel time by balancing the timings between EB and WB. This increase is again more than made up by using the more flexible lead/lag timing plan.

7.2.8 Eastbound Arterial Average Speed

Corridor speed reflects an inverse of the travel time. Note that where travel time is increased, corridor speed for the same scenario is decreased.

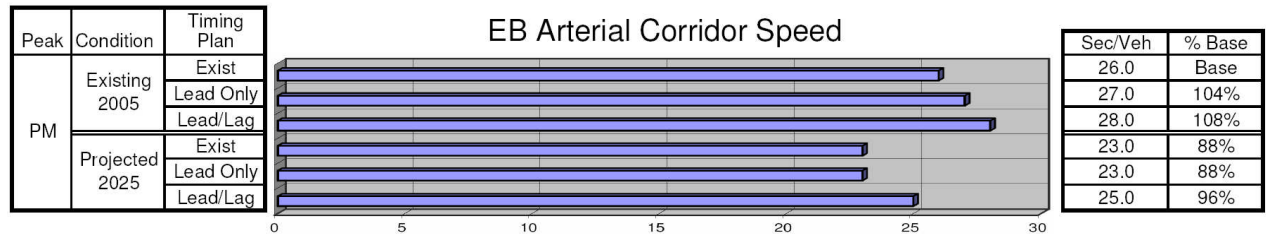


Figure 7.2.h - Eastbound Arterial Average Speed

7.2.9 Eastbound Arterial Green Band

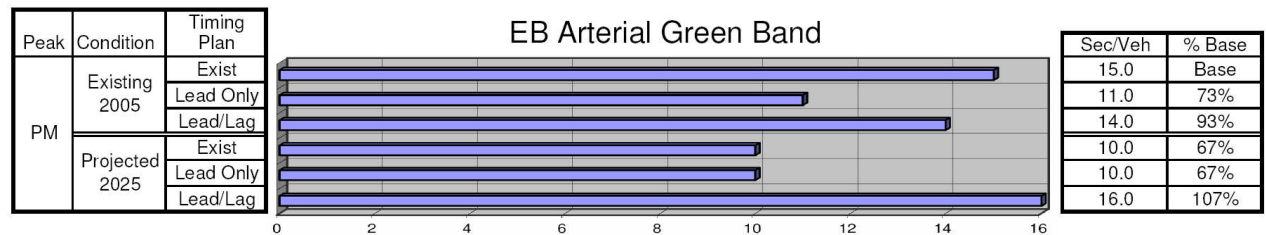


Figure 7.2.i - Eastbound Arterial Green Band

The loss in green bandwidth for the new timing plans is a function of the unbalanced nature of the current plan. This lack of balance is unnecessary as the directional distribution is largely balanced in the PM peak (See **Table 4.2.a - Selected Directional Distributions** on page 20). Much of the lost green band can be made up by employing the more flexible lead/lag timing plan.

7.3 Intersection Levels of Service

Intersection delays have been generated by *SimTraffic* using actual delays measured in the model. The Level of Service is then determined by referencing the intersection delay on **Table 6.2.a - LOS Criteria for Signalized Intersections** on page 27.

Figure 7.3.a, on the next page, shows an increase in intersection delay with increasing traffic. In most cases the signal retiming reduces the delay from the current timings for each intersection. In cases where the delay increases, that is a trade-off for efficiency in the whole network.

What is most noticeable about this matrix is the condition of the intersection of Parkway Dr. and Court St. in the 2025 projection using the existing signal timings. It is the only intersection in the entire study to be pushed into the E-F Level of Service range. It should be noted that the projected traffic levels are based on a steadily increasing traffic on both Parkway Dr. and Court St. The construction of Veteran's Dr. to an interchange with I-474 will greatly alter the traffic patterns at this intersection in two distinct ways.

First, as much as 25% of the through traffic will be diverted off Court St. and onto the new Veteran's Drive alignment, offsetting the majority of the projected background growth. Second, there is a large proportion of traffic from I-474 that follows a route to Pekin via IL 29 to Main Street in North Pekin and ultimately to Parkway Dr and this intersection. The presence of a more direct route into Pekin with higher speed limits via Veteran's Drive will draw off a significant volume of traffic from this intersection.

Court St. & Cross Street								
Alternate	14 th Street	Parkway Ave./ Sunset Ave.	Allentown Road	Valle Vista	Barney Road.	Commercial St./ Vogel Ave.	Veteran's Drive	Egg Ranch Road
2005 Existing Signal Timings	34.6	43.9	15.6	25.0	17.7	20.1	24.9	N/A
2005 Lead Only Timings	20.3	27.3	17.7	19.8	18.1	16.3	21.2	N/A
2005 Lead/ Lag Timings	24.1	24.6	14.0	18.5	13.7	17.2	21.2	N/A
2025 Existing Signal Timings	50.9	70.4	20.5	27.7	17.2	23.3	30.5	18.0
2025 Lead Only Timings	35.9	45.4	21.1	27.9	18.0	21.3	28.9	18.1
2025 Lead/ Lag Timings	36.1	53.4	18.3	24.5	17.0	18.0	30.5	18.8

Figure 7.3.a - Intersection Levels of Service

8.0 CONCLUSIONS

There were six stated purposes of this study:

1. Determine the current operational level of service of Court St. (IL Route 9) compared to the 1985 Court Street Study.
2. Develop projected traffic counts based on expected growth and planned connecting arterial improvements.
3. Explore the impact to Court St. from the continued construction of Veteran's Drive and potential diversion of State Route 9 traffic to a newly constructed Veterans Drive from Court St. to Illinois Route 29.
4. Identify geometric, structural, and signal improvements that will aid and increase traffic safety.
5. Recommend short and long term improvements, to Court St. (IL Route 9) to accommodate anticipated changes in traffic.
6. Provide preliminary cost estimates for recommended improvements.

8.1 Current Operational Level

Illinois Route 9 (Court Street) is operating at very much the same level of service as it did when the 1985 study was performed. Despite a 25% increase in overall traffic, operational levels, delays and travel time are roughly the same. This can be attributed to operational improvements such as signal retiming and interconnection, and geometric improvements such as reconstruction to a 5-lane section and signalization of certain key intersections. All major intersections are operating at a LOS of C or better.

Continued signal re-timing at regular intervals and geometric improvements as warranted will help to maintain an acceptable level of service into the future.

8.2 Develop Projected Traffic Counts

After a long period of limited growth, the City of Pekin is once again poised for steady, substantial growth in industrial, commercial and residential sectors. It is likely that the majority of the commercial growth will take place on this corridor, and further east of the current city limits.

A "Land Use Study" was beyond the scope of this study. However, traffic volumes from a several sources including IDOT, the City of Pekin, TCRPC and several recent traffic studies were used. These figures demonstrate that the volumes west of Parkway Drive are increasing at a rate of $\frac{1}{2}\%$ per year and east of Parkway Drive the traffic volumes are increasing at $1\frac{1}{2}\%$ per year.

Additionally, further construction of the Veteran's Drive ring road will open land for more development on the outskirts of the city. Another effect of the opening of Veteran's Drive will be a diversion of through traffic from Court Street to Veteran's Drive. While a complete analysis of the effect of this construction is beyond the scope of this study, previous studies have projected that Veteran's Drive could divert as much as 25% of the existing through traffic away from Court Street.

8.3 Identify Safety Improvements

This analysis has determined that the proposed widening of Court Street from 14th Street to Valle Vista is not supported by the crash rates. In fact, the busiest section of Court St., from Parkway Dr. to Allentown Rd., has a lower average crash rate than the average rate for the wider section of Court east of Valle Vista.

Almost one-half of the crashes that occur on the Study Arterial are rear end type crashes. This type of crash can be mitigated by several improvements, including signal retiming, resurfacing and renewal of pavement striping, and geometric improvements such as right-turn lanes and increased taper lengths. This study is recommending right-turn lanes at Stadium and East Shore Drive, Forest Drive, Reservoir Road, Allentown Road, and Egg Ranch Road.

The intersection of Court St. with Valle Vista has the highest crash rate on the Study Arterial, again mostly rear-end type crashes. In addition to retiming the signals, it is recommended that the deceleration lengths for left and right turns be increased to meet current standards. These two improvements will substantially improve the safety of this intersection. Additionally, offsetting the left-turns will improve sight distance.

8.4 Explore Impacts of Moving Illinois Route 9 to New Alignment

The City of Pekin has expressed an interest in moving the alignment of IL Route 9 to the new Veteran's Drive, thus bypassing the city center with through traffic. This analysis incorporates that desire in two ways. First, the Illinois Department of Transportation has planned a widening and general improvement of Court Street through the narrow section (14th Street to Valle Vista) as a safety project. The city believes this money could be better spent constructing Veteran's Drive, with a more limited resurfacing of Court St. The crash study as part of this investigation illustrates that the narrow lanes are not leading to an increased crash rate. Therefore it is doubtful that widening Court St. would reduce the crash rate measurably.

Perhaps the more important benefit of a completed Veteran's Drive project is an anticipated diversion of traffic from Court St. to Veteran's Drive. A reconstructed VFW road will serve as

a leg of Veteran's Drive. However, before that reconstruction has occurred, volumes on VFW Road have already increased 23% (2800 to 3450) since Veteran's Drive opened one year ago. Given this increase in volume, it is reasonable to expect the predicted 25% decrease in through traffic on Court St. Similarly, as commuters use the extended Veteran's Drive from I-474, this will favorably impact stressed intersections such as Parkway Drive and Court St.

8.5 Recommended Improvements to Court Street

This analysis has shown that Court Street is generally running at an acceptable level of service. There are also only three High Accident locations on this busy corridor. Therefore, this study is recommending only minor adjustments to the existing conditions.

- **Mill and Overlay** - Mill and overlay the mainline pavement between 14th Street and Valle Vista. This pavement is old and deteriorating. An overlay would provide a smoother driving surface and better friction for braking. Additionally, the existing pavement striping is deteriorating and new striping will serve to reduce a level of crashes found on this corridor.
- **Retime and Interconnect Traffic Signals** - Retiming the coordinated signals from Parkway Drive to Veteran's Drive. A 20% reduction in overall delay can be realized by immediate retiming, and future benefits are even greater. As a general principal, all intersections should have their timings re-evaluated every three to five years based on traffic volumes. The benefits to the traveling public in fuel and time savings, and the benefits to the municipality in air pollution and productivity are significant. Additionally, the traffic signals at 14th and Court St. should be interconnected with the traffic signal system to the east at Parkway Drive.
- **Intersection Improvement at Valle Vista** - Increasing the length of the deceleration lanes for the main line at Valle Vista will go a long way to reducing the crashes at this High Accident location. When combined with the new pavement striping and signal retiming, the crash rate should be significantly reduced. Although a preliminary IDS for this intersection is provided in this report, a final IDS should be undertaken.
- **Intersection Improvement at Stadium Drive** - A right-turn lane for WB Court Street at Stadium Drive would both eliminate the hazard of slowing vehicles in the drive lane and increase sight distance for traffic on Stadium Drive.
- **Intersection Improvement at Egg Ranch Road** - As the eastern end of Court Street is further built-out commercially and traffic increases on Egg Ranch Road, signalization of the Intersection of Egg Ranch with Court will need to be evaluated.

8.6 Preliminary Cost Estimate

This preliminary cost estimate is broken down several ways to present various options for work. The base option is a mill and overlay of Court Street from 14th Street to Valle Vista. The second option adds curb and gutter and sidewalk replacement, as desired by the city. The final option includes IDOT's recommendation to widen Court Street between 14th Street and Valle Vista.

Table 8.6.a - Preliminary Cost Estimate**Base Option: Mill and Overlay**

Average Width:	52 ft		
Total Length of Improvement:	8250 ft		
		Subtotal:	\$510,000.00
		Contingency (20%):	\$102,000.00
		*Engineering Services:	\$122,400.00
		Total:	\$734,400.00

Alternate 1: Remove and Replace C&G and Sidewalk

Length of Curb:	16,500 LF		\$478,500.00
Area of Sidewalk:	54,500 SF		\$463,250.00
		Subtotal:	\$1,451,750.00
		Contingency (20%):	\$290,350.00
		*Engineering Services:	\$348,420.00
		Total:	\$2,090,520.00

Alternate 2: Remove, Widen and Replace Pavement

Pavement, Sidewalk, Curb & Gutter Replacement	8250 ft		\$2,695,000.00
Crack Control, Pavement Marking	8250 ft		\$27,000.00
Relocate Inlets, Power Poles, Lights, Traffic Signals; Remove Trees			\$429,500.00
Ancillary Improvements	Forest Drive		\$350,000.00
		Total Cost:	\$3,501,500.00
		Contingency (20%):	\$700,300.00
		*Engineering Services:	\$840,360.00
		Total:	\$5,042,160.00

Land Acquisition**\$3-5 Million**

*Engineering Services are an estimate of engineering related costs if the project is processed by IDOT under the Federal Aid Procedures for Local Highway Improvements.

Please note that this cost assumes that the alignment will be shifted to minimize expense, including removing and replacing a 12-16 foot tall retaining wall across from the park.

It should be noted that 2150 feet of frontage that will require additional ROW is 4(f) or School District property. ROW acquisition costs are beyond the scope of this analysis.

9.0 REFERENCES

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Appendix 1

Exhibits

Source: <http://maps.yahoo.com>

Exhibit 1 Location Map



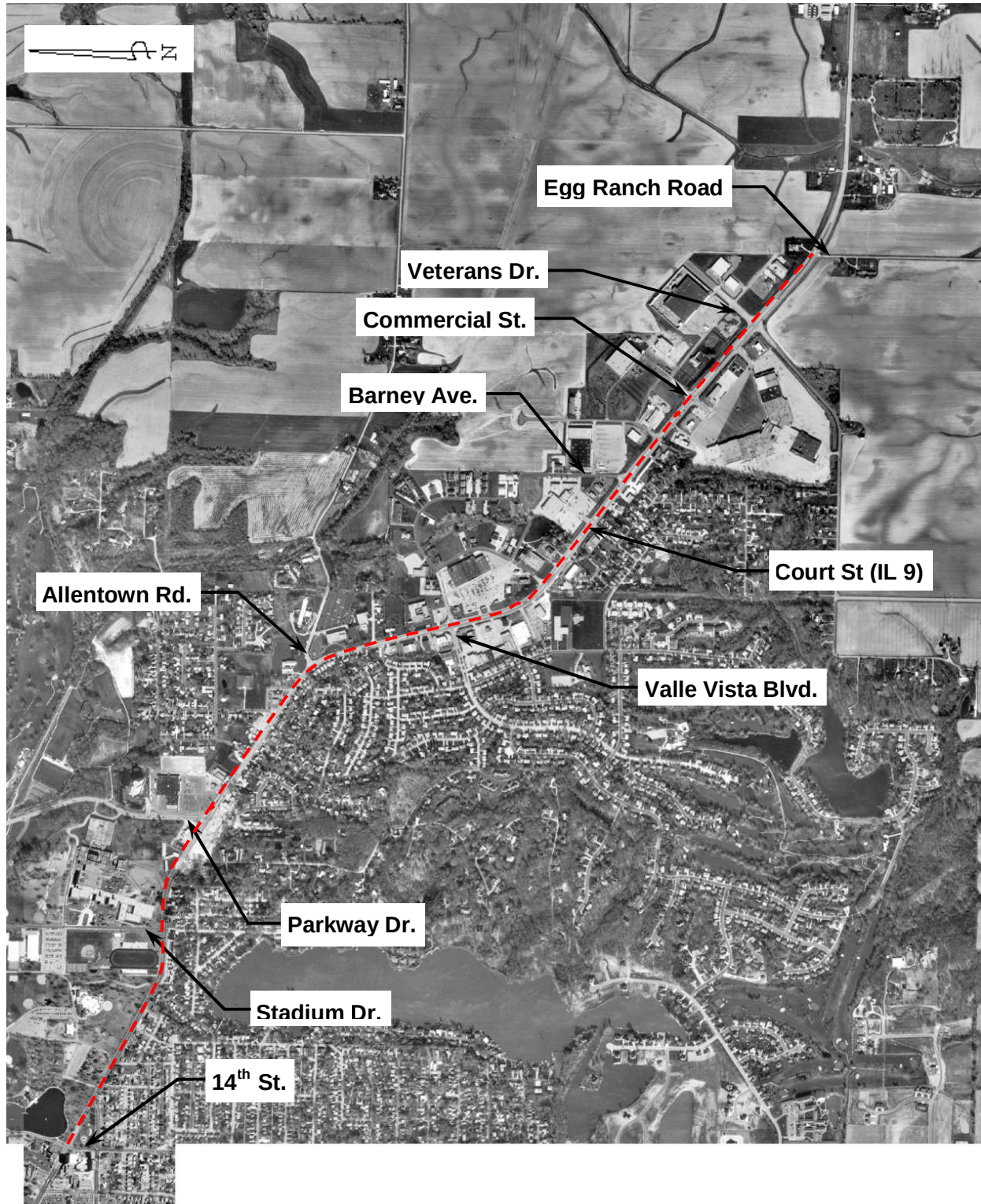
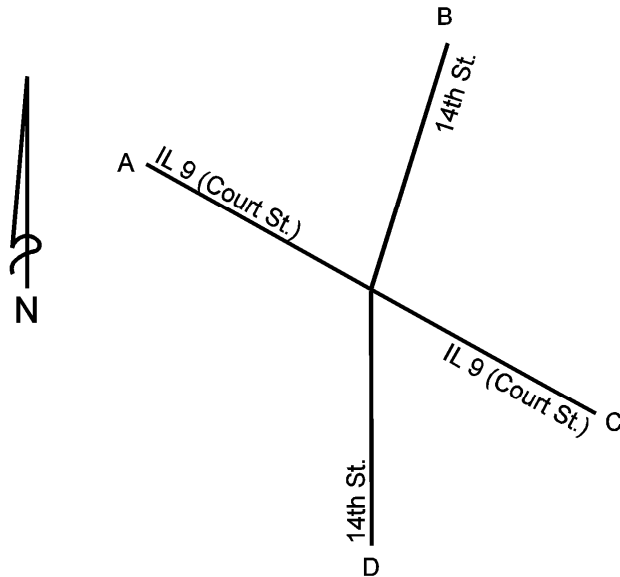


Exhibit 2
Aerial Photograph



ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

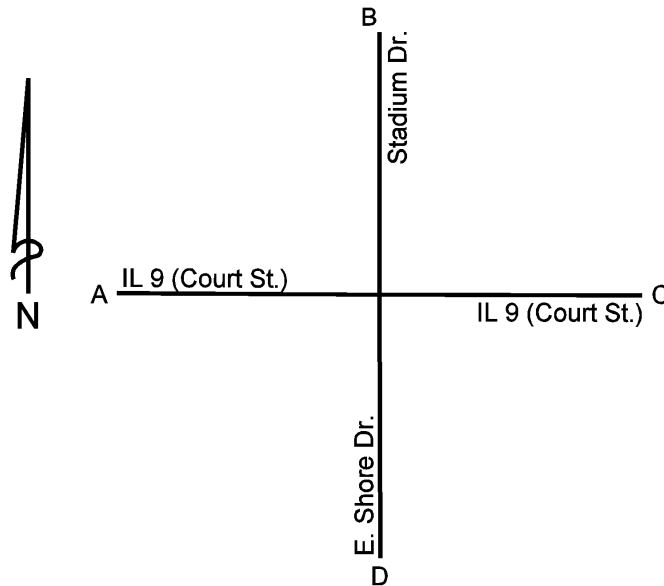
County TAZEWELL City of Pekin Date 9/01/2005Location IL Rte 9 and 14th St.

Movement	Year <u>2005</u>		Truck Traffic Percent		Growth Factor	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	AM	PM			
AB		25		4%	1.10		28
AC		760		5%	1.35		1026
AD		100		6%	1.35		135
BA		20		4%	1.10		22
BC		160		3%	1.10		176
BD		210		4%	1.10		231
CA		600		5%	1.35		810
CB		170		4%	1.10		187
CD		50		4%	1.35		68
DA		60		6%	1.35		81
DB		300		4%	1.10		330
DC		120		4%	1.35		162

Exhibit 3
Court St. and 14th St. Traffic Counts

ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

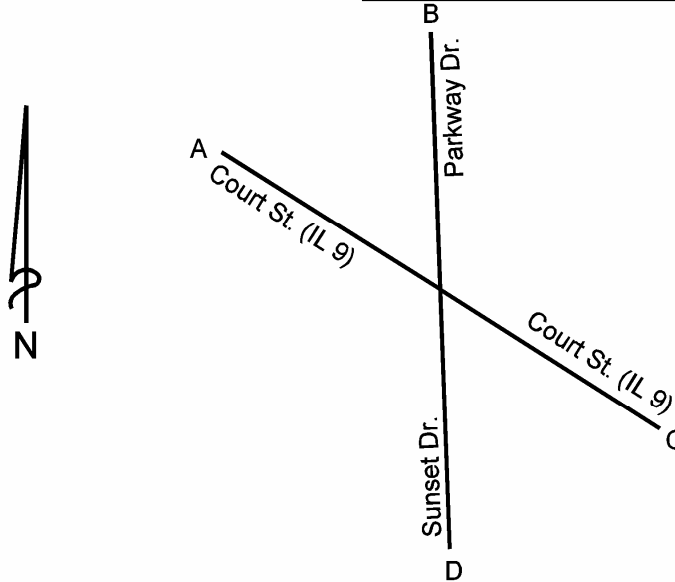
County TAZEWELL City of Pekin Date 9/01/2005Location IL Rte 9 and 14th St.

Movement	Year <u>2005</u>		Truck Traffic Percent		Growth Factor	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	AM	PM			
AB		81		3%	1.10		89
AC		955		3%	1.35		1289
AD		4		3%	1.10		4
BA		37		6%	1.10		41
BC		0		6%	1.10		0
BD		22		6%	1.10		24
CA		1023		3%	1.35		1381
CB		6		3%	1.10		7
CD		35		3%	1.10		39
DA		11		2%	1.10		12
DB		2		2%	1.10		2
DC		26		2%	1.10		29

Exhibit 4
Court St. and Stadium/East Shore Dr. Traffic Counts

ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 9/01/2005Location IL Rte 9 and Parkway/Sunset Dr.

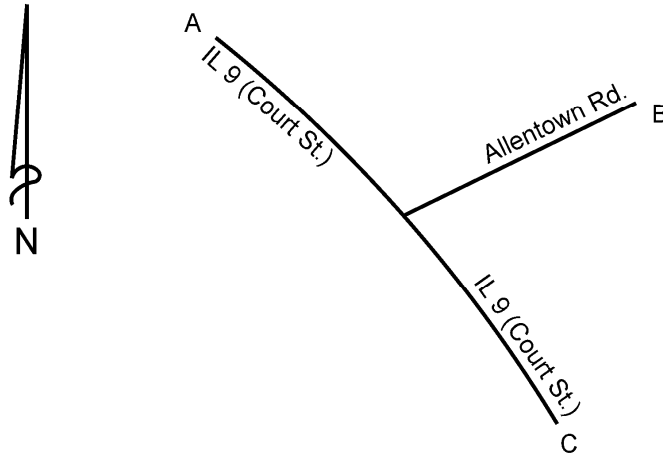
Movement	Year <u>2005</u>		Truck Traffic		Growth	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	Percent	Factor	AM	PM	
AB		170		4%	1.35		230
AC		837		7%	1.35		1130
AD		71		3%	1.10		78
BA		174		4%	1.35		235
BC		565		8%	1.35		763
BD		107		4%	1.10		118
CA		806		7%	1.35		1088
CB		612		8%	1.35		826
CD		10		6%	1.10		11
DA		84		3%	1.10		92
DB		63		4%	1.10		69
DC		4		6%	1.10		5

Exhibit 5
Court St. and Parkway/Sunset Dr. Traffic Counts

ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 9/01/2005
 Location IL Rte 9 and Allentown Rd.



Movement	Year <u>2005</u>		Truck Traffic Percent		Growth Factor	Year <u>2025</u>	
	Peak Hour AM	PM				Peak Hour AM	PM
AB		57		6%	1.10		63
AC		1232		7%	1.35		1663
AD							
BA		282		6%	1.10		310
BC		104		3%	1.10		114
BD							
CA		1263		7%	1.35		1705
CB		39		3%	1.10		43
CD							
DA							
DB							
DC							

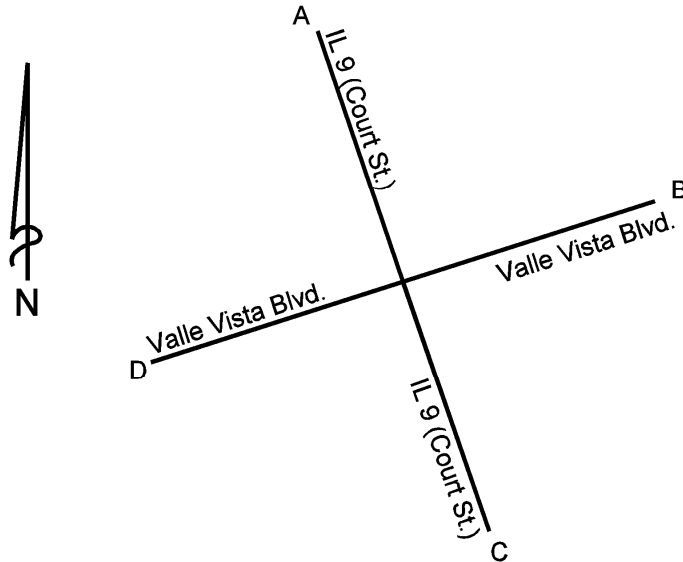
Exhibit 6
Court St. and Allentown Road Traffic Counts



ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 9/01/2005
Location IL Rte 9 and Valle Vista Blvd.



Movement	Year <u>2005</u>		Truck Traffic		Growth Factor	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	Percent			AM	PM
AB		130		5%	1.10		143
AC		1018		3%	1.35		1374
AD		186		6%	1.10		205
BA		97		5%	1.10		107
BC		23		5%	1.10		25
BD		40		8%	1.10		44
CA		993		3%	1.10		1341
CB		6		5%	1.35		7
CD		127		6%	1.10		140
DA		234		6%	1.10		257
DB		36		8%	1.10		40
DC		101		6%	1.10		111

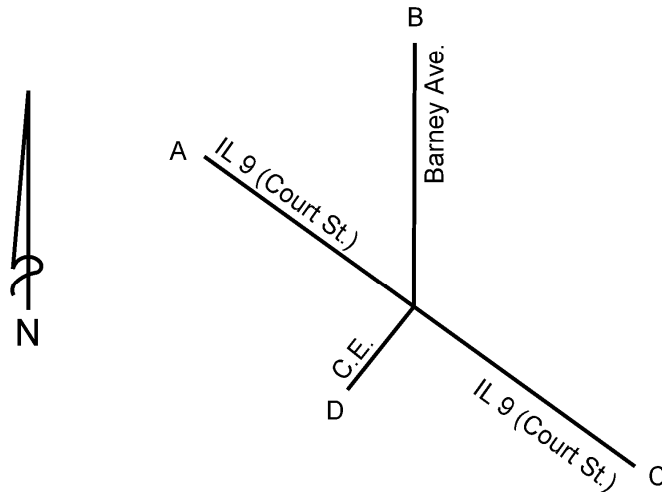
Exhibit 7

Court St. and Valle Vista Traffic Counts



ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 9/01/2005Location IL Rte 9 and Barney Ave.

Movement	Year <u>2005</u>		Truck Traffic Percent		Growth Factor	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	AM	PM			
AB		180		7%	1.35		198
AC		935		5%	1.10		1262
AD		2		4%	1.10		2
BA		178		7%	1.10		196
BC		181		7%	1.10		199
BD		1		6%	1.10		1
CA		842		5%	1.35		1137
CB		94		7%	1.10		103
CD		2		4%	1.10		2
DA		7		4%	1.10		8
DB		1		6%	1.10		1
DC		1		4%	1.10		1

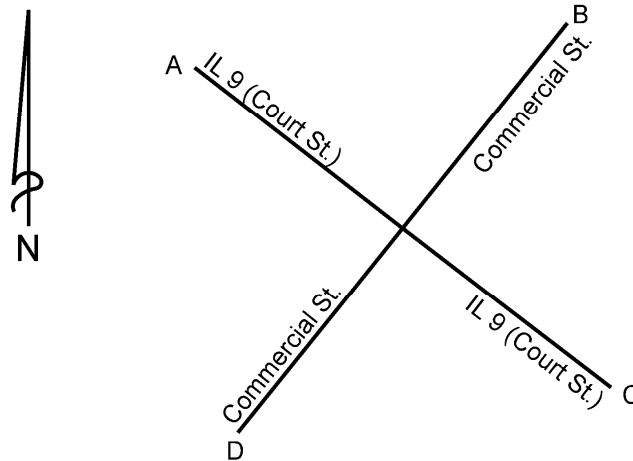
Exhibit 8
Court St. and Barney Ave. Traffic Counts



ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 9/01/2005
 Location IL Rte 9 and Commercial St.



Movement	Year <u>2005</u>		Truck Traffic Percent		Growth Factor	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	AM	PM			
AB		129		4%	1.25		161
AC		674		5%	1.35		908
AD		104		4%	1.25		130
BA		191		4%	1.54		294
BC		40		5%	1.25		50
BD		25		4%	1.25		32
CA		557		4%	1.35		750
CB		38		2%	1.25		48
CD		48		4%	1.25		60
DA		162		4%	1.25		203
DB		21		2%	1.25		26
DC		29		4%	1.25		29

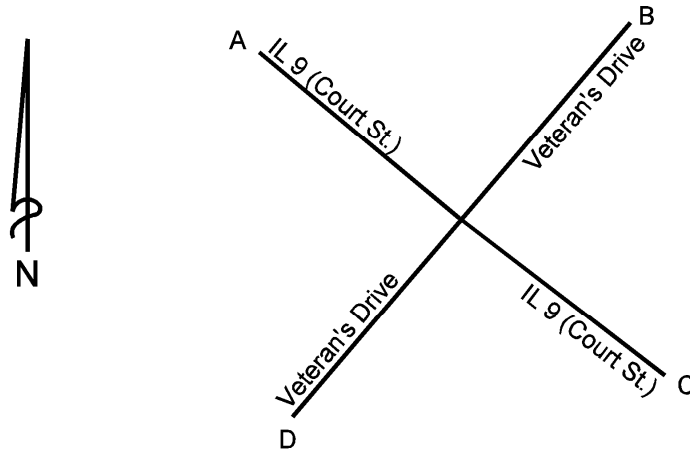
Exhibit 9
Court St. and Commercial St./Vogel Ave. Traffic Counts



ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 9/01/2005
 Location IL Rte 9 and Veteran's Drive



Movement	Year <u>2005</u>		Truck Traffic		Growth	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	Percent	Factor	AM	PM	
AB		112		4%	2.52		282
AC		251		5%	1.35		338
AD		322		4%	1.16		374
BA		66		4%	2.47		163
BC		39		5%	3.08		120
BD		93		4%	2.37		220
CA		266		4%	1.09		291
CB		29		2%	6.21		180
CD		241		4%	1.22		295
DA		364		4%	1.19		434
DB		84		2%	2.44		205
DC		201		4%	1.07		216

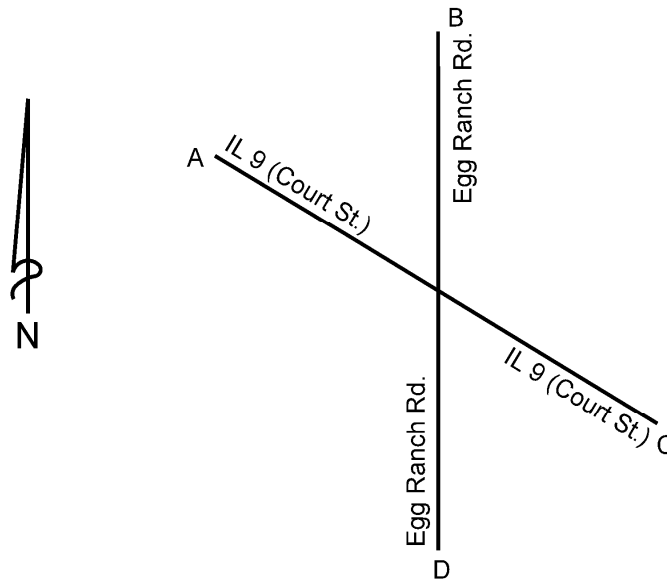
Exhibit 10
Court St. and Veteran's Drive Traffic Counts



ILLINOIS DEPARTMENT OF TRANSPORTATION

Intersection Traffic Movement

County TAZEWELL City of Pekin Date 5/01/2005
 Location IL Rte 9 and Egg Ranch Rd.

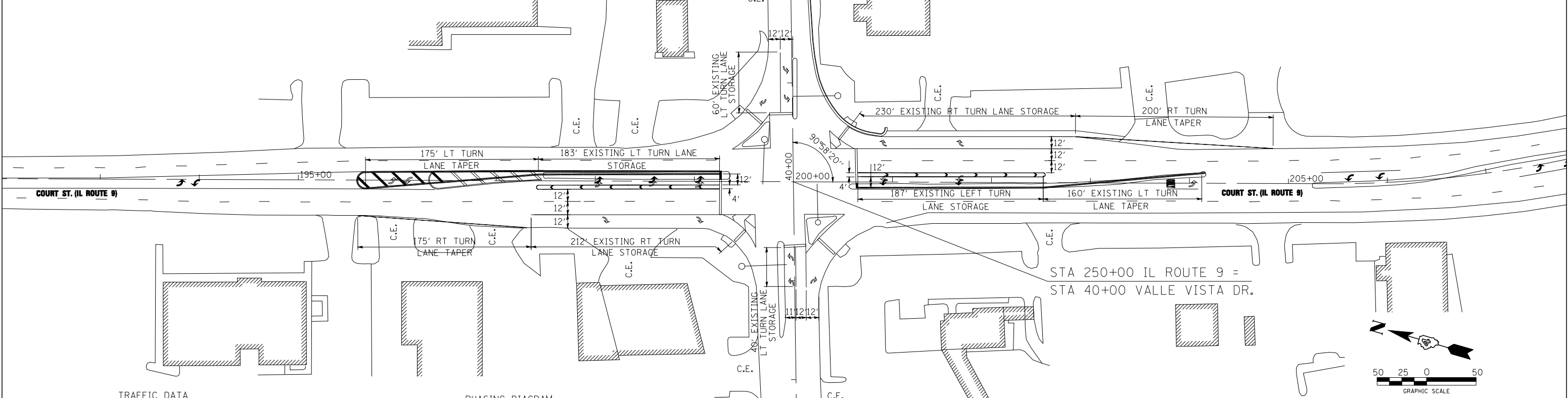


Movement	Year <u>2005</u>		Truck Traffic Percent		Growth Factor	Year <u>2025</u>	
	Peak Hour					Peak Hour	
	AM	PM	AM	PM			
AB				4%			239
AC				5%			356
AD				4%			79
BA				4%			55
BC				5%			104
BD				4%			59
CA				4%			435
CB				2%			85
CD				4%			86
DA				4%			95
DB				2%			26
DC				4%			122

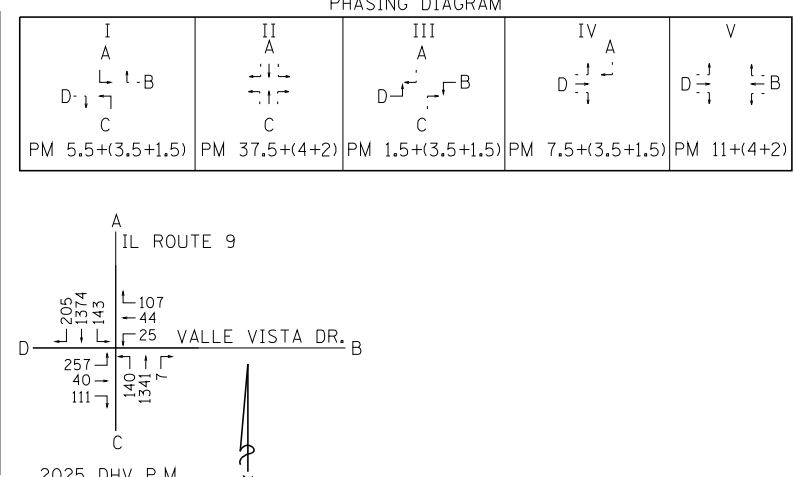
Exhibit 11
Court St. and Egg Ranch Road Traffic Counts



CAPACITY DESIGN STUDY												
5 PHASE			AREA OTHER			PEAK HOUR FACTOR 0.95						
90.0 SEC. CYCLE			AVERAGE INTERSECTION DELAY			A.M. SEC.			INTERSECTION LEVEL			
SIGNAL TYPE ACTUATED			PROGRAM USED HCS+ 5.1			P.M. 31.9 SEC.			OF SERVICE			
A.M. C												
P.M. C												
APPROACH		(A) COURT ST. SB		(B) VALLE VISTA WB		(C) COURT ST. NB		(D) VALLE VISTA EB				
BUS STOP CONDITION		0	0	0	0	0	0	0	0	0	0	0
PARKING MANUEVER/HR.		0	0	0	0	0	0	0	0	0	0	0
PEDESTRIANS		0	0	0	0	0	0	0	0	0	0	0
ARRIVAL TYPE		2	4	5	3	3	3	3	3	3	3	3
LANE UTILIZATION FACTOR		1.00	0.95	1.00	1.00	0.95		1.00	0.95	0.95	1.00	0.95
ADJ. SATURATION FLOW		1662	3512	1538	1719	1713		1703	3512	1538	1646	1759
D - DISTANCE		183	0	212	60	0		187	0	230	40	0
LANE GROUP		L	T	R	L	TR		L	T	R	L	T
LANE WIDTHS		11'	12'	12'	12'	12'		11'	12'	12'	11'	12'
GREEN TIME (SECONDS)	A.M.											
	P.M.	5.0	37.5	37.5	1.5	11.0		5.0	37.5	37.5	14.5	24.0
G/C RATIO	A.M.											
	P.M.	0.54	0.44	0.44	0.16	0.14		0.54	0.44	0.44	.35	0.29
LANE GROUP DELAY (SECONDS)	A.M.											
	P.M.	37.9	30.2	7.5	32.4	34.7		0.8	32.7	14.2	34.8	23.6
V/C RATIO	A.M.											
	P.M.	0.81	0.96	0.14	0.12	0.25		0.82	0.97	0.00	0.78	0.11
LEVEL OF SERVICE	A.M.											
	P.M.	D	C	A	C	C		D	C	B	C	C
2025 30TH MAX. HOUR TRAFFIC	A.M.											
	P.M.	143	1374	205	25	44	104	140	1341	7	257	40
2005 8TH MAX. HOURLY TRAFFIC	A.M.											
	P.M.		734			88			619			204



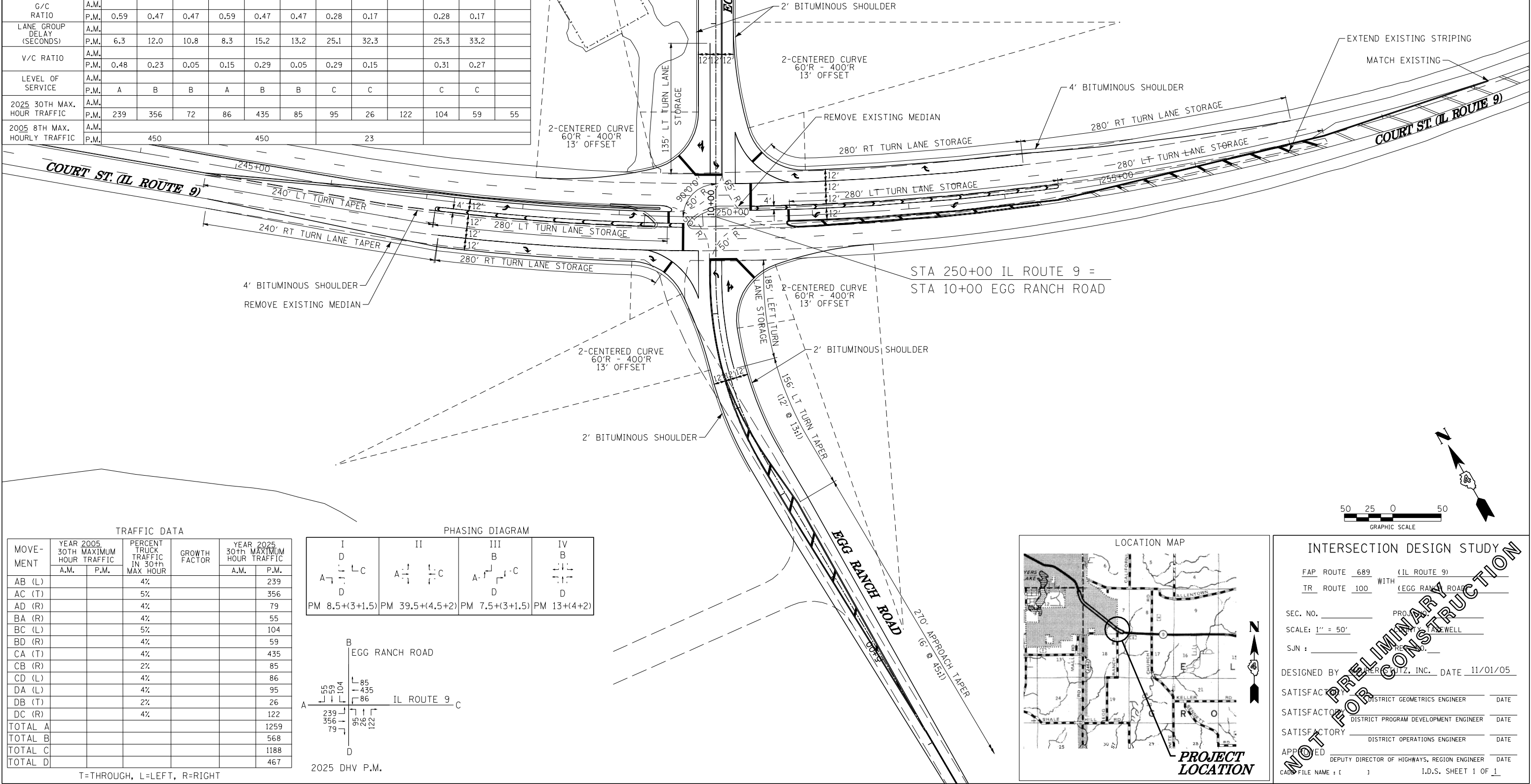
MOVE- MENT	2005		PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	GROWTH FACTOR	2025	
	YEAR 30th HOUR	MAXIMUM TRAFFIC			YEAR 30th HOUR	MAXIMUM TRAFFIC
	A.M.	P.M.			A.M.	P.M.
AB (L)		130	4%			143
AC (T)		1018	5%			1374
AD (R)		186	4%			205
BA (R)		97	4%			107
BC (L)		23	5%			25
BD (R)		40	4%			44
CA (T)		993	4%			1341
CB (R)		6	2%			7
CD (L)		127	4%			140
DA (L)		234	4%			257
DB (T)		36	2%			40
DC (R)		101	4%			111
TOTAL A		2358				3427
TOTAL B		332				366
TOTAL C		2268				2998
TOTAL D		724				797



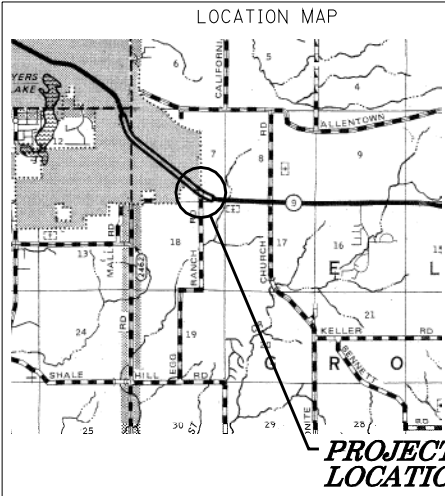
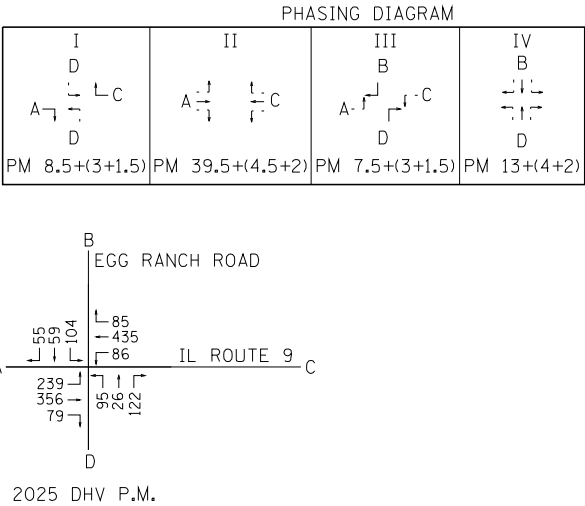
CAPACITY DESIGN STUDY												
5 PHASE		AREA OTHER				PEAK HOUR FACTOR 0.95						
90.0 SEC. CYCLE		AVERAGE INTERSECTION DELAY				A.M. SEC.		INTERSECTION LEVEL		A.M.		
SIGNAL TYPE ACTUATED		PROGRAM USED HCS+ 5.1				P.M. 15.1 SEC.		OF SERVICE		P.M. B		
APPROACH		EB			WB			NB			SB	
BUS STOP CONDITION		0	0	0	0	0	0	0	0	0	0	
PARKING MANUEVER/HR.		0	0	0	0	0	0	0	0	0	0	
PEDESTRIANS		0	0	0	0	60	0	0	0	0	60	
ARRIVAL TYPE		4	4	4	3	3	3	3	3	3	3	
LANE UTILIZATION FACTOR		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95
ADJ. SATURATION FLOW		1770	3547	1583	1770	354717	1583	1770	1765		1770	1804
D - DISTANCE		280	0	280	280	0	280	185	0		135	0
LANE GROUP		L	T	R	L	T	R	L	TR		L	TR
LANE WIDTHS		12'	12'	12'	12'	12'	12'	12'	12'		12'	12'
GREEN TIME (SECONDS)	A.M.											
	P.M.	8.5	39.5	39.5	8.5	39.5	39.5	7.5	13.0		7.5	13.0
G/C RATIO	A.M.											
	P.M.	0.59	0.47	0.47	0.59	0.47	0.47	0.28	0.17		0.28	0.17
LANE GROUP DELAY (SECONDS)	A.M.											
	P.M.	6.3	12.0	10.8	8.3	15.2	13.2	25.1	32.3		25.3	33.2
V/C RATIO	A.M.											
	P.M.	0.48	0.23	0.05	0.15	0.29	0.05	0.29	0.15		0.31	0.27
LEVEL OF SERVICE	A.M.											
	P.M.	A	B	B	A	B	B	C	C		C	C
2025 30TH MAX. HOUR TRAFFIC	A.M.											
	P.M.	239	356	72	86	435	85	95	26	122	104	59
2005 8TH MAX. HOURLY TRAFFIC	A.M.											
	P.M.		450			450			23			

ELEMENTS CONTROLLING DESIGN				
1.	DESIGN DESIGNATION	F.A.P. 689 (ILLINOIS ROUTE 9) STATE HIGHWAY - 12,000 ADT (2025)		
		TR 100 (EGG RANCH ROAD) TOWNSHIP ROAD - 4600 ADT (2025)		
2.	F.A.P. 689 (ILLINOIS ROUTE 9)	IS THE PREFERENCE ROUTE		
3.	ANTICIPATED YEAR OF CONSTRUCTION	2009		
4.	TRAFFIC CONTROL	TO BE TRAFFIC SIGNALS		
5.	TRAFFIC SIGNAL WARRANTS	TBD		
6.	DESIGN VEHICLE	- WB-65		
	IL ROUTE 9	EGG RANCH ROAD		
	WEST	EAST	NORTH	SOUTH
POSTED SPEED LIMIT	45 MPH	55 MPH	35 MPH	45 MPH
DESIGN SPEED	45 MPH	60 MPH	35 MPH	45 MPH

GENERAL NOTES	
1.	PROFILES ARE NOT PROVIDED, SINCE APPROACH GRADES ARE LESS THAN 5%
2.	TYPE N/A CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT
3.	TYPE B-6.12 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4.	ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE INDICATED.
5.	PAVEMENT MARKING TO BE THERMOPLASTIC.
6.	STORAGE LENGTHS FOR RIGHT TURN LANES MEASURED ALONG THE C OF THE LANE.
PROPOSED FUTURE DEVELOPMENT OF COMMERCIAL ZONE IN VICINITY OF COURT ST. AND EGG RANCH ROAD WILL WARRANT ADDITION OF TRAFFIC SIGNALS TO THIS INTERSECTION WITHIN THE NEXT 20 YEARS. SPECIFIC WARRANTS MET WILL DEPEND ON FUTURE TRAFFIC PATTERNS.	



TRAFFIC DATA						
MOVE- MENT	YEAR 2005 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX HOUR	GROWTH FACTOR	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.			A.M.	P.M.
AB (L)			4%			239
AC (T)			5%			356
AD (R)			4%			79
BA (R)			4%			55
BC (L)			5%			104
BD (R)			4%			59
CA (T)			4%			435
CB (R)			2%			85
CD (L)			4%			86
DA (L)			4%			95
DB (T)			2%			26
DC (R)			4%			122
TOTAL A						1259
TOTAL B						568
TOTAL C						1188
TOTAL D						467

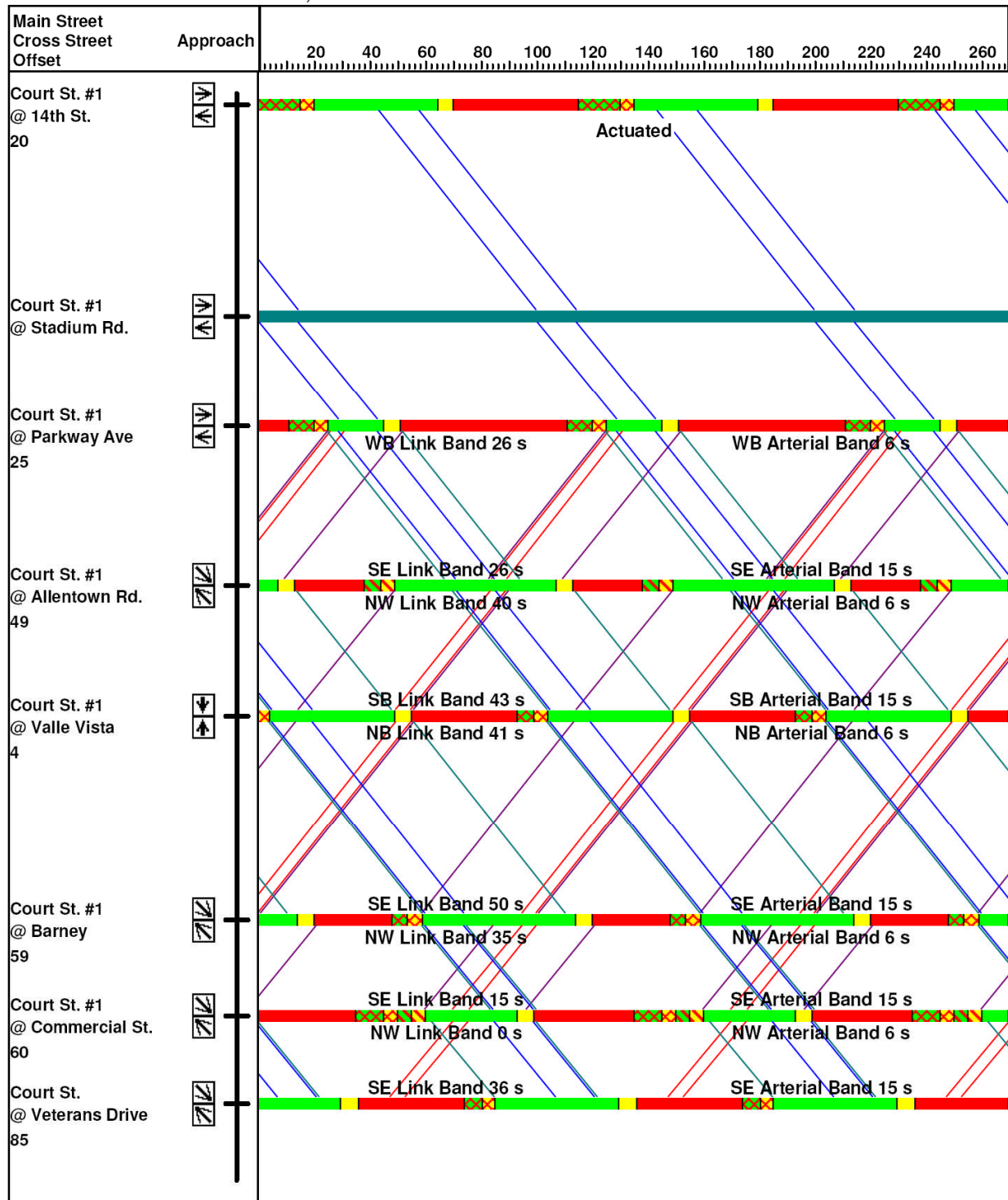


INTERSECTION DESIGN STUDY	
FAP ROUTE 689 (IL ROUTE 9)	WITH TR ROUTE 100 (EGG RANCH ROAD)
SEC. NO. _____	PRO. _____
SCALE: 1" = 50'	DATE 11/01/05
SJN : _____	DATE _____
DESIGNED BY _____	DATE _____
SATISFACTORY _____	DISTRICT GEOMETRICS ENGINEER DATE _____
SATISFACTORY _____	DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE _____
SATISFACTORY _____	DISTRICT OPERATIONS ENGINEER DATE _____
APPROVED _____	DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE _____
CADD FILE NAME : _____	I.D.S. SHEET 1 OF 1

Time-Space Diagram - #1

Arterial and Link-Link Bandwidths, Maximum Green Times

10/11/2005



Pekin Court Street Study Existing Timings

Maurer-Stutz, Inc.

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Exhibit 14

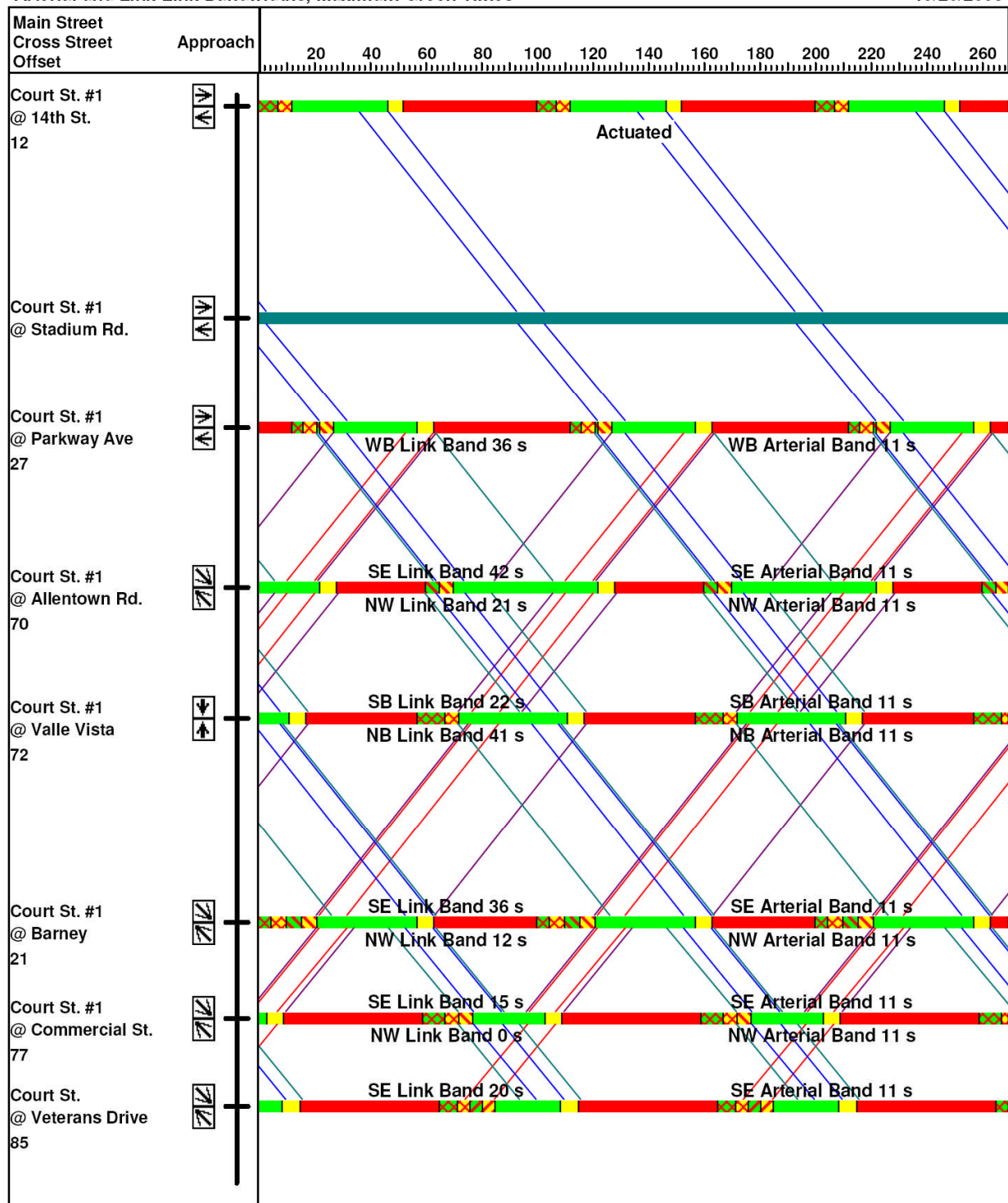
Green Bandwidth - 2005 Base Counts, Existing Signal Timings



Time-Space Diagram - Court St. #1

Arterial and Link-Link Bandwidths, Maximum Green Times

10/20/2005



Pekin Court Street Study Existing Traffic

Maurer-Stutz, Inc.

C:\Documents and Settings\raweber\Desktop\Court Sims\23805003 2005 PM Lead.sy7

Exhibit 15

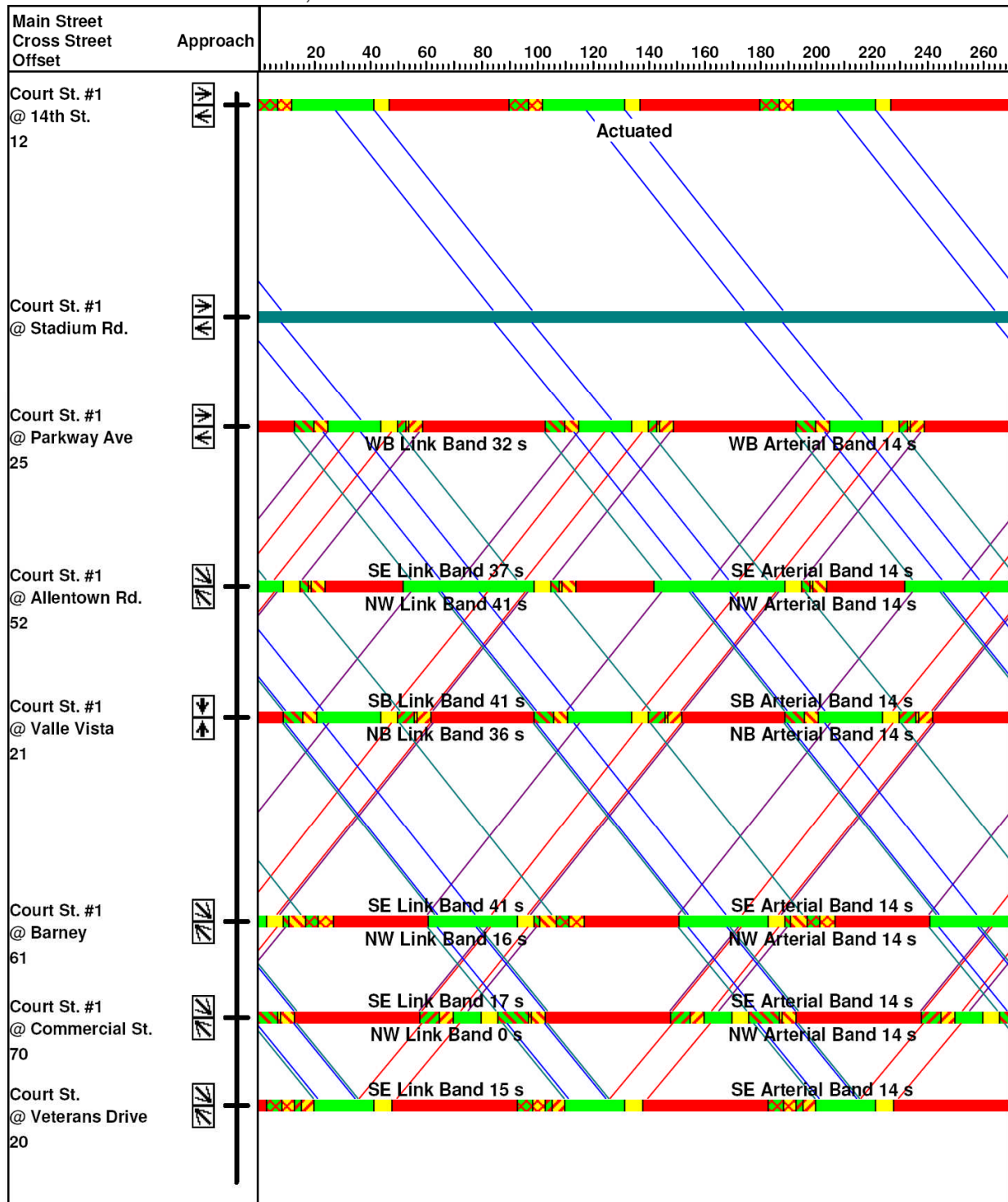
Green Bandwidth - 2005 Base Counts, Lead Only Improved Signal Timings



Time-Space Diagram - #1

Arterial and Link-Link Bandwidths, Maximum Green Times

10/11/2005



Pekin Court Street Study Existing Traffic

Maurer-Stutz, Inc.

C:\Documents and Settings\raweber\Desktop\Court Sims\23805003 2005 PM L-L.sy7

Exhibit 16

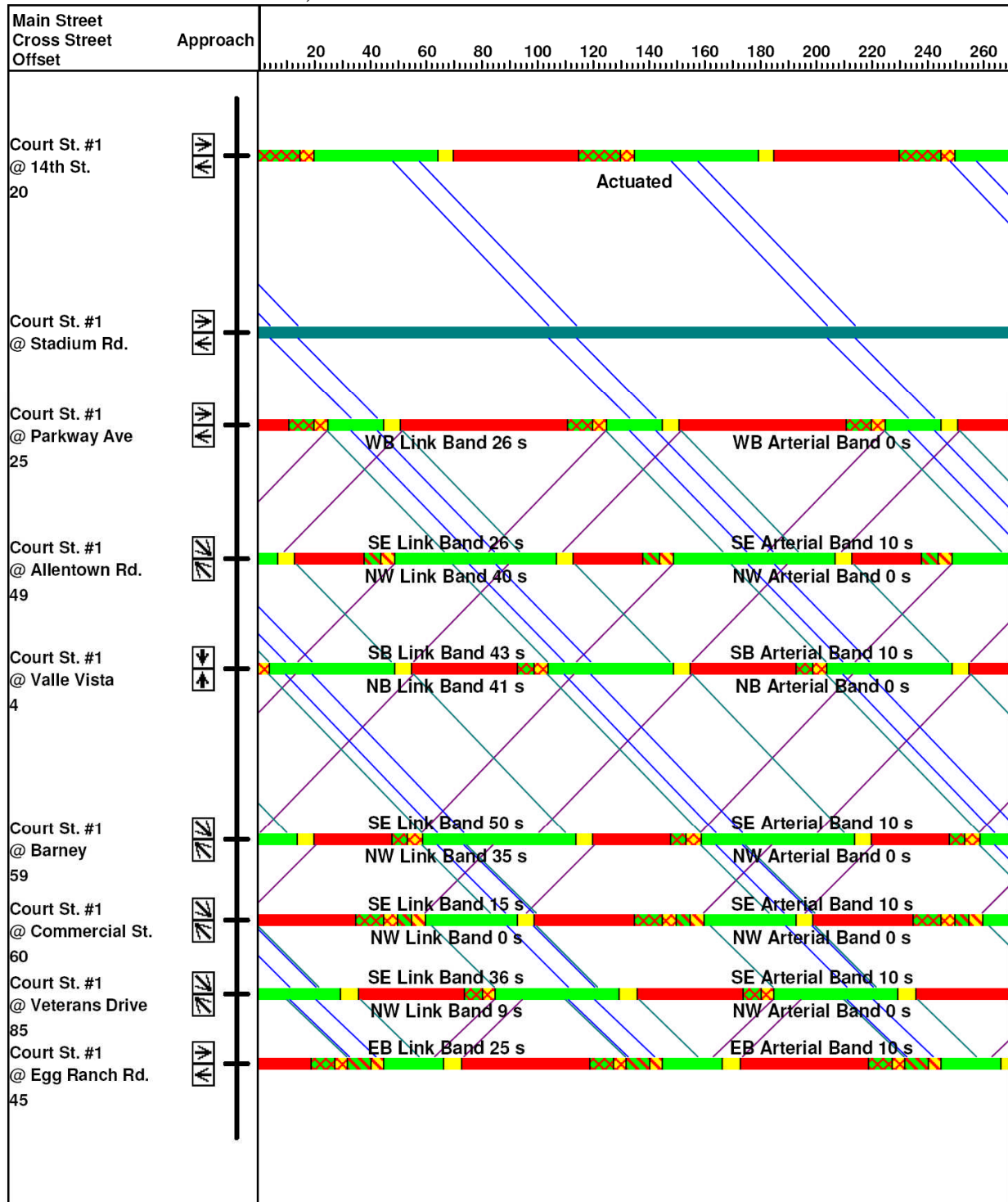
Green Bandwidth - 2005 Base Counts, Lead/Lag Improved Signal Timings



Time-Space Diagram - #1

Arterial and Link-Link Bandwidths, Maximum Green Times

10/11/2005



Pekin Court Street Study Projected Traffic

Maurer-Stutz, Inc.

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Exhibit 17

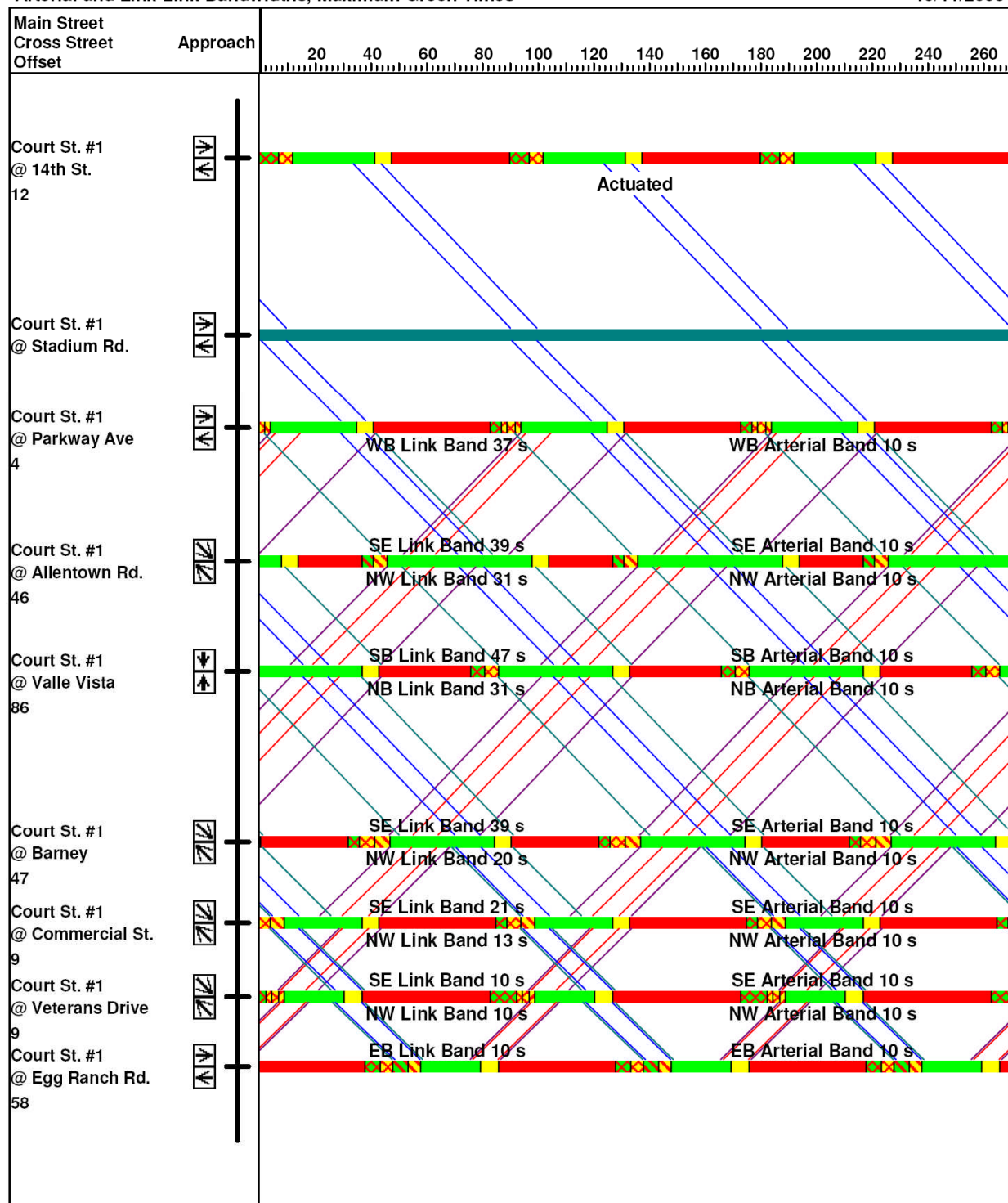
Green Bandwidth - 2025 Projected Counts, Existing Signal Timings



Time-Space Diagram - #1

Arterial and Link-Link Bandwidths, Maximum Green Times

10/11/2005



Pekin Court Street Study Projected Traffic

Maurer-Stutz, Inc.

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Exhibit 18

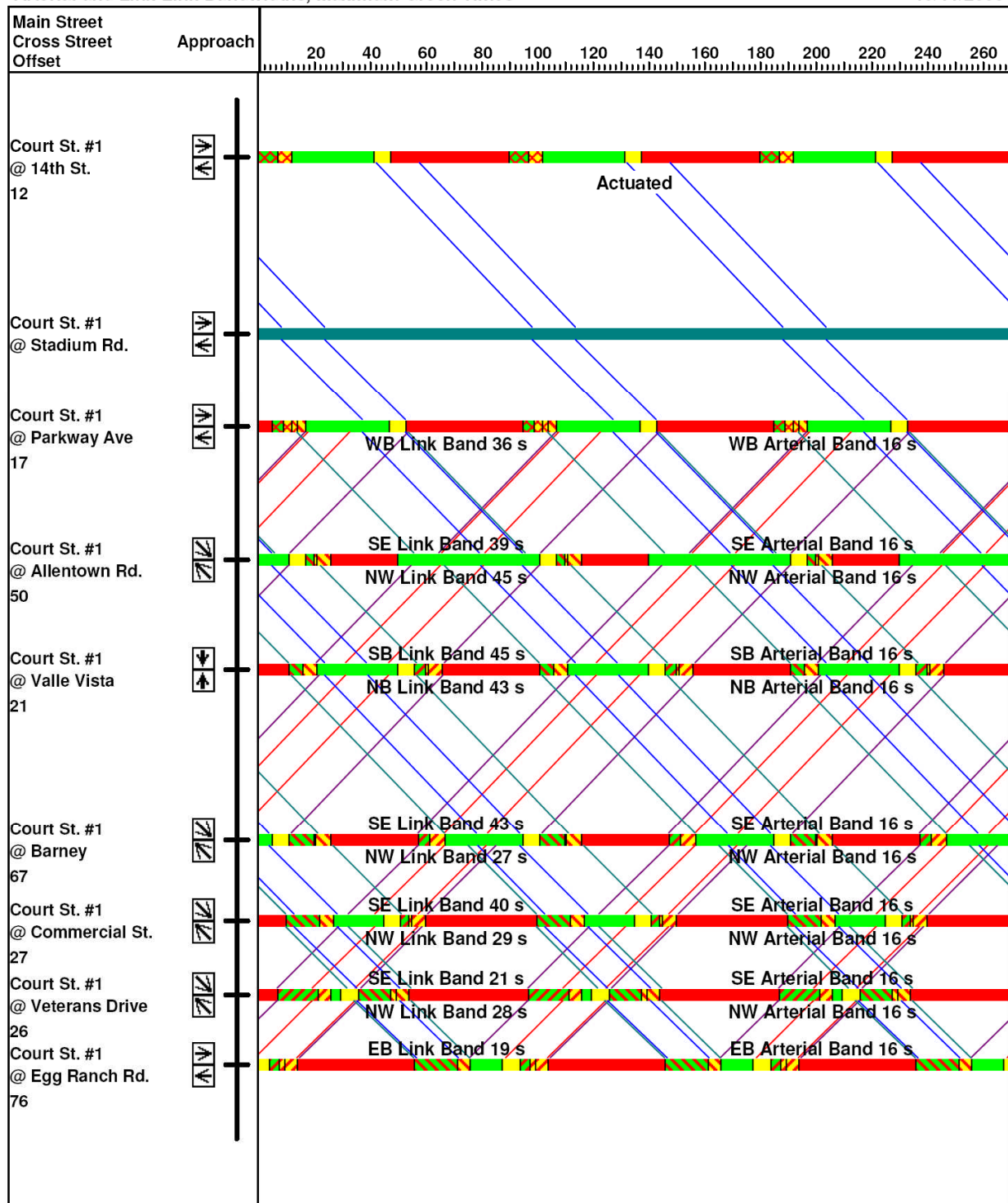
Green Bandwidth - 2025 Projected Counts, Lead Only Improved Signal Timings



Time-Space Diagram - #1

Arterial and Link-Link Bandwidths, Maximum Green Times

10/11/2005



Pekin Court Street Study Projected traffic

Maurer-Stutz, Inc.

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Exhibit 19

Green Bandwidth - 2025 Projected Counts, Lead/Lag Improved Signal Timings



Exhibit 20
GIS Crash Analysis Report

GCA-P011 GCA-R001

3/7/2005

ILLINOIS DEPARTMENT OF TRANSPORTATION
GIS Crash Analysis Report
14TH ST TO EGG RANCH RD, PEKIN, TAZEWELL CO.

Route	Mile	Case Number	Collision Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction 1	Veh Direction 2	Crash Date	Day of Week
IL 009	98.61	03-0053433	REAR END – ONE STOPPED	0	0	SNOW	CLEAR	DAY	SOUTH	SOUTH	01/18/03	SAT
IL 009	98.61	03-0268320	REAR END – ONE STOPPED	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	01/08/03	WED
IL 009	98.61	03-1669047	REAR END -	0	0	DRY	CLEAR	DAY	WEST	WEST	04/24/03	11IU
IL 009	98.61	03-1865272	REAR END	0	1	WET	RAIN	DAY	WEST	WEST	05/10/03	SAT
IL 009	98.61	03-3598723	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	09/06/03	SAT
IL 009	98.61	03-4820033	FIXED OBJECT	0	0	WET	RAIN	LIGHTED	EAST		11/16/03	SUN
IL 009	98.61	03-5091289	TURNING	0	0	WET	CLEAR	LIGHTED	NW	SOUTH	12/15/03	MON
IL 009	98.61	03-5091693	TURNING	0	0	DRY	CLEAR	DAY	EAST	SOUTH	12/01/03	MON
IL 009	98.74	03-1194301	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	03/28/03	FRI
IL 009	98.74	93-1616741	REAR END	0	0	DRY	CLEAR	DAY	EAST	FAST	04/04/03	FRI
IL 009	98.74	03-3031246	TURNING	0	0	DRY	CLEAR	DAY	NE	EAST	07/24/93	THU
IL 009	98.74	03-3541350	TURNING	0	1	DRY	CLEAR	DAY	SW	EAST	08/27/03	WED
IL 009	98.74	03-5089663	TURNING	0	0	DRY	CLEAR	LIGHTED	EAST	EAST	12/12/03	FRI
IL 009	98.75	03-2523938	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	06/10/03	TUE
IL 009	98.75	03-3538943	REAR END	0	2	CLEAR	DAY	EAST	EAST		08/26/03	TUE
IL 009	98.77	03-1647332	TURNING	0	0	CLEAR	DAY	EAST	EAST		04/10/03	TI'IU
IL 009	98.92	03-3538778	ANGLE	0	0	DRY	CLEAR	DAY	NW	EAST	08/23/03	SAT
IL 009	98.92	03-4868926	TURNING	0	0	DRY	CLEAR	LIGHTED	WEST	EAST	11/12/93	WED
IL 009	98.93	03-1141286	ANGLE	0	0	DRY	CLEAR	DAY	WEST	WEST	03/23/03	SUN
IL 009	99.03	03-4454367	REAR END	0	0	OTHER	CLEAR	LIGHTED	WEST	WEST	02/28/03	FRI
IL 009	99.03	03-0869242	ANIMAL	0	0	CLEAR		LIGHTED	EAST		03/01/03	SAT
IL 009	99.03	03-3588880	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	NORTH	08/30/03	SAT
IL 009	99.07	03-1099922	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	03/11/03	TUE
IL 009	99.08	03-2009581	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	05/19/03	MON
IL 009	99.10	03-4007591	TURNING	0	1	DRY	CLEAR	DAWN	WEST	NORTH	09/23/03	TUE
IL 009	99.16	03-0268718	ANGLE	0	0	DRY	CLEAR	DUSK	NORTH	EAST	01/08/03	WED
IL 009	99.16	03-1616873	TURNING	0	0	CLEAR	DAY	NORTH	EAST		04/04/03	FRI
IL 009	99.16	03-32:7491	VEHICLE	0	0	DRY	CLEAR	LIGHTED	EAST		08/02/03	SAT
IL 009	99.16	03-4008292	TURNING	0	0	DRY	CLEAR	DAY	SW	WEST	09/27/03	SAT
IL 009	99.16	03-4440651	TURNING	0	2	DRY	CLEAR	DAY	WEST	SE	10/20/03	MON
IL 009	99.20	03-1647829	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	04/11/03	FRI
IL 009	99.21	03-5091222	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	LIGHTED	EAST	EAST	12/15/03	MON
IL 009	99.32	03-0460182	ANIMAL	0	0	DRY	CLEAR	NIGHT	SOUTH		02/13/03	THU
IL 009	99.32	03-2838468	TURNING	0	0	DRY	CLEAR	DAY	NORTH	EAST	07/14/03	MON
IL 009	99.32	03-4820753	TURNING	0	0	CLEAR	DAY	NORTH	EAST		11/20/03	THU
IL 009	99.33	03-4821587	ANGLE	0	0	DRY	CLEAR	DAY	WEST	EAST	11/21/03	FRI
IL 009	99.41	03-3538844	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	08/25/03	MON
IL 009	99.42	03-1239064	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	02/05/03	WED



Route	Mile	Case Number	Collision Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction 1	Veh Direction 2	Crash Date	Day of Week
IL 009	99.42	03-4866103	TURNING	0	0	WET	RAIN	DAY	SE	WEST	01/15/03	SAT
IL 009	99.43	03-5091495	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	12/01/03	MON
IL 009	99.44	03-0048714	ANGLE	0	0	DRY	CLEAR	DAY	SOUTH	NORTH	01/28/03	TUE
IL 009	99.44	03-0268270	REAR END	0	1	DRY	CLEAR	DAY	SOUTH	SOUTH	01/15/03	WED
IL 009	99.44	03-0454474	TURNING	0	0	DRY	CLEAR	LIGHTED	SOUTH	SOUTH	02/26/03	WED
IL 009	99.44	03-0696298	REAR END	0	0	SNOW	SNOW	LIGHTED	NORTH	NORTH	02/14/93	FRI
IL 009	99.44	03-0868988	TURNING	0	1	DRY	CLEAR	DAY	SOUTH	WEST	03/09/93	SUN
IL 009	99.44	03-1239015	TURNING	0	2	DRY	CLEAR	LIGHTED	WEST	EAST	03/28/03	FRI
IL 009	99.44	03-1753217	TURNING	0	5	DRY	CLEAR	DAY	NORTH	WEST	05/02/03	FRI
IL 009	99.44	03-2443152	ANGLE	0	0	DRY	CLEAR	DAY	NW	WEST	06/18/03	WED
IL 009	99.44	Q3-2839672	TURNING	0	0	WET	RAIN	LIGHTED	EAST	WEST	07/08/03	TUE
IL 009	99.44	93-3038076	REAR END	0	2	DRY	CLEAR	DAY	WEST	WEST	07/23/03	WED
IL 009	99.44	03-3287871	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	08/04/03	MON
IL 009	99.44	03-3597964	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	09/13/03	SAT
IL 009	99.44	03-3987736	REAR END	0	7	WET	RAIN	DAY	WEST	WEST	09/26/03	FRI
IL 009	99.44	03-4007542	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	09/21/03	SUN
IL 009	99.44	03-4009753	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	09/25/03	TUE
IL 009	99.44	03-4440891	REAR END	0	0		CLEAR	LIGHTED	EAST	EAST	10/16/03	THU
IL 009	99.44	03-4795450	TURNING	0	1	DRY	CLEAR	LIGHTED	NORTH	WEST	11/22/03	SAT
IL 009	99.44	03-4795963	TURNING	0	0	DRY	CLEAR	DAY	NORTH	WEST	11/26/03	WED
IL 009	99.44	03-4819680	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	11/16/03	SUN
IL 009	99.44	03-5089325	TURNING	0	0	DRY	CLEAR	DAY	NW	WEST	12/09/03	FRI
IL 009	99.44	03-5092907	TURNING	0	1	DRY	CLEAR	DAY	NE	WEST	12/06/03	SAT
IL 009	99.44	03-5092980	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	12/06/03	SAT
IL 009	99.45	03-4008110	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	09/26/03	FRI
IL 009	99.45	03-4887836	ANGLE	0	0	DRY	CLEAR	DAY	NORTH	EAST	11/01/03	SAT
IL 009	99.46	03-1618895	ANGLE	0	0	DRY	CLEAR	DAY	WEST	EAST	04/02/03	WED
IL 009	99.46	03-2491706	TURNING	0	0	DRY	CLEAR	DAY	WEST	EAST	06/02/03	MON
IL 009	99.47	03-0454151	PARKED VEHICLE	0	0	DRY	CLEAR	NIGHT	NORTH		02/27/03	THU
IL 009	99.47	03-4448118	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	10/03/03	FRI
IL 009	99.47	03-4509893	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	10/03/03	FRI
IL 009	99.49	03-4509851	TURNING	0	0	WET	RAIN	DAY	NORTH	WEST	10/03/03	FRI
IL 009	99.50	03-1140518	TURNING	0	0	DRY	CLEAR	DAY	SE	EAST	03/27/03	TUE
IL 009	99.57	03-0458657	TURNING	0	0	DRY	CLEAR	DAY	EAST	SOUTH	02/07/03	FRI
IL 009	99.58	03-3291469	TURNING	0	0	DRY	CLEAR	DAY	SE	WEST	08/12/03	TUE
IL 009	99.59	03-1669740	REAR END	0	0	WET	CLEAR	DAY	WEST	WEST	04/28/03	MON
IL 009	99.61	03-2284002	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	06/11/03	WED
IL 009	99.63	03-0053284	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	WEST	01/17/03	FRI
IL 009	99.65	03-2011173	REAR END	0	2	DRY	CLEAR	DAY	WEST	WEST	05/28/03	WED
IL 009	99.71	03-4795369	REAR END	0	0	DRY	CLEAR	LIGHTED	WEST	WEST	11/26/03	WED
IL 009	99.71	03-5093038	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	12/08/03	MON
IL 009	99.72	03-2491839	TURNING	0	0	DRY	CLEAR	DAY	SE	WEST	06/01/03	SUN
IL 009	99.72	03-4518555	TURNING	0	0	CLEAR	DAY	WEST	EAST		10/15/03	WED
IL 009	99.73	03-2451015	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/12/03	THU
IL 009	99.73	03-4439737	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	WEST	10/31/03	FRI
IL 009	99.81	03-5480177	TURNING	0	0	DRY	CLEAR	LIGHTED	NORTH	WEST	12/25/03	THU
IL 009	99.84	03-2523847	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	06/09/03	MON
IL 009	99.84	03-3598582	TURNING	0	0	DRY	OTHER	DAY	SW	WEST	09/05/03	FRI
IL 009	99.87	03-5479872	REAR END	0	2	WET	SNOW	DAY	WEST	WEST	12/18/03	THU



Route	Mile	Case		Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction		Crash Date	Day of Week
		Number	Collision Type						1	2		
IL 009	99.93	03-3288044	ANGLE	0	1	DRY	CLEAR	DAY	WEST	NORTH	08/04/03	MON
IL 009	100.02	03-0053342	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	01/17/03	FRI
IL 009	100.06	03-3539362	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	08/20/03	WED
IL 009	100.09	03-4440347	TURNING	0	0	DRY	CLEAR	DAY	NW	WEST	10/30/03	THU
IL 009	100.14	03-1140718	REAR END	0	2	DRY	CLEAR	DAY	EAST	EAST	03/27/03	THU
IL 009	100.14	03-3541541	REAR END	0	1	WET	RAIN	DAY	EAST	EAST	08/29/03	FRI
IL 009	100.16	03-1668163	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	04/23/03	WED
IL 009	100.18	03-026247	TURNING	0	0	WET	SLEET	LIGHTED	FAST	WEST	01/04/03	SAT
IL 009	100.18	03-0696322	TURNING	0	0	DRY	CLEAR	DAY	NORTH	NORTH	02/27/03	TUE
IL 009	100.18	03-0697056	REAR END	0	1	WET	SLEET	LIGHTED	SOUTH	SOUTH	02/14/03	17RI
IL 009	100.18	03-2837908	TURNING	0	1	CLEAR	DAY	NORTH	WEST		07/03/03	THU
IL 009	100.18	03-3513425	REAR END	0	0	DRY	CLEAR	DAY	NORTH	NORTH	08/19/03	TUE
IL 009	100.18	03-4007435	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	09/16/03	TUE
IL 009	100.18	03-4795039	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	01/25/03	TUE
IL 009	100.18	03-5090364	TURNING	0	0	SNOW	SNOW	DAY	WEST	NORTH	12/13/03	SAT
IL 009	100.18	03-5479641	TURNING	0	0	DRY	CLEAR	LIGHTED	EAST	EAST	12/17/03	WED
IL 009	100.18	03-5481993	REAR END	0	0	DRY	CLEAR	DAY	EAST	FAST	12/31/93	WED
IL 009	100.18	03-5492057	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	12/22/03	MON
IL 009	100.19	03-1128200	ANGLE	0	0	DRY	CLEAR	DAY	SW	WEST	03/12/93	WED
IL 009	100.20	03-2488660	SIDESWIPE-SAME DIR	0	0	WET	CLEAR	DAY	WEST	WEST	06/03/03	TUE
IL 009	100.25	03-4795468	PEDALCYCLIST	0	1	DRY	CLEAR	LIGHTED	SOUTH		11/26/03	WED
IL 009	100.27	03-4867135	REAR END	0	0	WET	RAIN	LIGHTED	NORTH	NORTH	11/10/03	MON
IL 009	100.28	03-4407247	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	10/04/03	SAT
IL 009	190.30	03-3538901	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	08/25/03	MON
IL 009	100.33	08-1648025	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	04/04/03	FRI
IL 009	100.41	03-4865410	TURNING	0	1	WET	RAIN	LIGHTED	SOUTH	WEST	01/15/03	SAT
IL 009	100.41	03-4888107	TURNING	0	0	WET	CLEAR	DAY	SE	WEST	11/03/03	MON
IL 009	100.42	03-3287988	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	08/04/03	MON
IL 009	100.47	03-4794966	TURNING	0	0	DRY	CLEAR	NIGHT	NW	EAST	01/24/03	MON
IL 009	100.48	03-1393259	PARKED VEHICLE	0	0	DRY	CLEAR	DAY	SOUTH		04/16/03	WED
IL 009	100.53	03-1670235	TURNING	0	1	DRY	CLEAR	LIGHTED	SOUTH	FAST	04/18/03	FRI
IL 009	100.57	03-2202217	PEDESTRIAN	1	0	DRY	CLEAR	NIGHT	NW		06/23/03	MON
IL 009	100.59	03-3037888	REAR END	0	3	DRY	CLEAR	DAY	NORTH	NORTH	07/30/03	WED
IL 009	100.72	03-2042723	TURNING	0	2	DRY	CLEAR	DUSK	EAST	WEST	05/17/03	SAT
IL 009	100.72	03-2522468	REAR END	0	0	DRY	CLEAR	LIGHTED	EAST	EAST	06/11/03	WED
IL 009	100.72	03-3286923	TURNING	0	0	DRY	CLEAR	DAY	SW	SW	08/01/03	FRI
IL 009	100.72	03-3287673	REAR END	0	0	WET	RAIN	DAY	SOUTH	SOUTH	08/02/03	SAT
IL 009	100.72	03-4430173	TURNING	0	3	DRY	CLEAR	DAY	NE	WEST	10/25/03	SAT
IL 009	100.72	03-4469522	ANGLE	0	0	DRY	CLEAR	DAY	EAST	NORTH	10/08/03	WED
IL 009	100.72	03-4518514	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	10/15/03	WED
IL 009	100.72	03-4821363	REAR END	0	0	DRY	CLEAR	LIGHTED	SW	SW	01/21/03	Flu
IL 009	100.72	03-5989358	REAR END	0	2	WET	RAIN	LIGHTED	EAST	EAST	12/09/03	TUE
IL 009	100.72	03-5092253	FIXED OBJECT	0	0	WET	SNOW	LIGHTED	WEST		12/04/03	1*1R/
IL 009	100.82	03-1669955	SIDESWIPE-SAME DIR	0	0	WET	RAW	DAY	EAST	EAST	04/16/03	WED
IL 009	100.84	03-400094	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	09/22/03	MON
IL 009	100.88	03-2839185	FIXED OBJECT	0	0	DRY	CLEAR	DAY	EAST		07/12/03	SAT
IL 009	100.88	03-5480011	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	12/24/03	WED
IL 009	100.88	03-5481977	REAR END	0	2	DRY	CLEAR	LIGHTED	EAST	EAST	12/30/03	TUE



Route	Mile	Case Number	Collision Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction		Crash Date	Day of Week
IL 009	100.95	03-1419385	TURNING	0	2	DRY	CLEAR	DAY	SW	EAST	04/02/03	WED
IL 009	100.95	03-5691339	TURNING	0	0	SNOW	SNOW	DAY			12/13/03	SAT
IL 009	101.10	03-0693428	TURNING	0	1	DRY	CLEAR	DAY	NORTH	WEST	02/22/03	SAT
IL 009	101.10	03-5091123	TURNING	0	1	DRY	CLEAR	LIGHTED	SW	EAST	12/15/03	MON
IL 009	101.17	03-0209852	TURNING	0	2	DRY	CLEAR	DAY	NORTH	SOUTH	01/21/03	TUE
IL 009	101.17	03-18431.54	TURNING	0	0	DRY	CLEAR	DUSK	EAST	EAST	05/13/03	TUE
IL 009	101.17	03-2839458	REAR END	0	1		CLEAR	DAY	WEST	WEST	07/10/03	THU
IL 009	101.17	03-4795708	TURNING	0	3	DRY	CLEAR	LIGHTED	NW	SE	01/27/03	THU
IL 009	101.17	03-5090067	ANGLE	0	0	SNOW	SNOW	DAY	EAST	SOUTH	12/13/03	SAT
IL 009	101.21	03-1668718	PARKED VEHICLE	0	0	DRY	CLEAR	DAY	EAST		04/23/03	WED
IL 009	98.61	02-9441218	TURNING	0	1	WET	SLEET	LIGHTED	NORTH	WEST	01/30/02	WED
IL 009	98.61	02-1186382	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	03/14/02	THU
IL 009	98.61	92-2024202	REAR END	0	1	DRY	CLEAR	DAY	NORTH	NORTH	05/30/02	THU
IL 009	98.61	02-2471809	ANGLE	0	0	DRY	CLEAR	LIGHTED	NORTH	WEST	06/25/02	TUE
IL 009	98.61	02-3312846	REAR END	0	0	DRY	CLEAR	LIGHTED	SOUTH	SOUTH	08/22/02	THU
IL 009	98.61	02-3813975	TURNING	0	0	DRY	CLEAR	DAY	WEST	SOUTH	09/25/02	WED
IL 009	98.74	02-1620885	TURNING	0	1	DRY	CLEAR	DAY	SW	EAST	04/11/02	THU
IL 009	98.74	02-5585944	ANGLE	0	0	DRY	SNOW	DAY	EAST	WEST	12/24/02	TUE
IL 009	98.75	02-5574435	SIDESWIPE-SAME DIR	0	0	SNOW	SNOW	DAY	WEST	WEST	12/24/02	TUE
IL 009	98.75	02-5590928	ANGLE	0	0	DRY	CLEAR	DAY	EAST	EAST	12/27/02	FRI
IL 009	98.83	02-2021778	OTHER NONCOLLISION	0	0	WET	RAIN	DAY	SOUTH		05/17/02	FRI
IL 009	98.90	02-1002852	TURNING	0	1	CLEAR	DAY	NW	SOUTH		03/15/02	FRI
IL 009	98.91	02-3813769	PEDALCYCLIST	0	0	DRY	CLEAR	DAY	NE		09/26/02	THU
IL 009	99.16	02-1001516	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	03/11/02	MON
IL 009	99.16	02-3017908	OTHER NONCOLLISION	0	2	DRY	CLEAR	DAY	EAST		07/26/02	FRI
IL 009	92.16	02-3018872	SIDESWIPE-SAME DIR	0	3	DRY	CLEAR	DAY	WEST	WEST	07/16/02	TUE
IL 009	99.16	02-3398084	PEDALCYCLIST	0	1	DRY	CLEAR	DAY	NORTH		08/26/02	MON
IL 009	99.16	02-5564873	TURNING	0	0	DRY	CLEAR	DAY	SW	WEST	12/09/92	MON
IL 009	99.32	02-0485371	REAR END	0	1	WET	CLEAR	LIGHTED	WEST	WEST	02/20/02	WED
IL 009	99.32	02-3953664	TURNING	0	2	DRY	CLEAR	DAY	NORTH	EAST	09/07/02	SAT
IL 009	99.50	02-2022552	ANGLE	0	0	DRY	CLEAR	DAY	NORTH	WEST	05/22/02	WED
IL 009	99.36	02-1703178	FIXED OBJECT	0	0	DRY	CLEAR	DAY	NORTH		04/19/02	Fill
IL 009	99.44	02-1370044	TURNING	0	0	DRY	CLEAR	DAY	WEST	NORTH	04/29/02	MON
IL 009	99.44	02-2168276	TURNING	0	2	DRY	CLEAR	LIGHTED	NORTH	WEST	05/09/02	THU
IL 009	99.44	02-2471536	TURNING	0	0	CLEAR	DAY	NORTH	WEST		06/24/02	MON
IL 009	99.44	02-2471585	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	06/16/02	SUN
IL 009	99.44	02-2796155	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	07/01/02	MON
IL 009	99.44	02-2796494	TURNING	0	2	DRY	CLEAR	DAY	SW	EAST	07/11/02	THU
IL 009	99.44	02-2963008	TURNING	0	2	DRY	CLEAR	NIGHT	EAST	WEST	07/23/02	TUE
IL 009	99.44	02-3397268	TURNING	0	0	DRY	CLEAR	DAY	SW	SW	08/21/02	WED
IL 009	99.44	02-3411309	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	08/06/02	TUE
IL 009	99.44	02-3436652	TURNING	0	0	DRY	CLEAR	DAY	EAST	WEST	08/15/02	THU
IL 009	99.44	02-3437460	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	08/12/02	MON
IL 009	99.44	02-3440613	REAR END	0	0	DRY	CLEAR	DAY	NORTH	NORTH	08/06/02	TUE
IL 009	99.44	02-3959182	REAR END	0	0	DRY	CLEAR	LIGHTED	WEST	WEST	09/13/02	FRI
IL 009	99.44	02-4551293	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	10/19/02	SAT
IL 009	99.44	02-5077207	REAR END	0	0	DRY	CLEAR	DUSK	EAST	EAST	11/23/02	SAT



Route	Mile	Case		Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction		Crash Date	Day of Week
		Number	Collision Type						1	2		
IL 009	99.44	02-5569781	TURNING	0	4	DRY	CLEAR	LIGHTED	NE	WEST	12/11/02	WED
IL 009	99.45	02-0753125	TURNING	0	0	DRY	CLEAR	DAY	SE	NE	02/04/02	MON
IL 009	99.45	02-3953904	TURNING	0	0	DRY	CLEAR	DAY	WEST	NORTH	09/08/02	SUN
IL 009	99.46	02-1620257	PEDESTRIAN	0	1	DRY	CLEAR	DAY	NORTH		04/04/02	THU
IL 009	99.47	02-4153462	TURNING	0	0	DRY	CLEAR	DAY			10/06/02	SUN
IL 009	99.48	02-5074915	ANGLE	0	0	DRY	FOG/SMOG	DAY	SOUTH	WEST	11/18/02	MON
IL 009	99.49	02-5075144	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	11/20/02	WED
IL 009	99.56	02-0753190	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	02/04/02	MON
IL 009	99.62	02-5581083	SIDESWIPE-OPP DIR	0	2	SNOW	SNOW	DAY	EAST	WEST	12/24/02	TUE
IL 009	99.63	02-3438518	REAR END	0	1	DRY	CLEAR	DAY	WEST	WEST	02/02/02	FRI
IL 009	99.65	02-3959083	REAR END	0	0	CLEAR	DAY	WEST	WEST		09/13/92	FRI
IL 009	99.65	02-5570094	REAR END	0	1	DRY	CLEAR	DAY	WEST	WEST	12/20/02	FRI
IL 009	99.65	02-5570235	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	12/17/02	TUE
IL 009	99.71	02-2167720	OTHER OBJECT	0	0	DRY	CLEAR	DAY	WEST		05/05/02	SUN
IL 009	99.71	02-3019094	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	07/18/02	THU
IL 009	99.72	02-4329047	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	10/17/02	TUE
IL 009	99.72	02-4702516	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	01/08/02	FRI
IL 009	99.72	02-5570052	REAR END	0	2	DRY	CLEAR	DUSK	NW	NW	12/23/02	MON
IL 009	99.73	02-2794317	TURNING	0	0	DRY	CLEAR	DAY	FAST	EAST	07/05/02	FRI
IL 009	99.74	02-2023048	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	05/24/02	FRI
IL 009	99.78	02-0361713	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	01/05/02	SAT
IL 009	99.81	02-4552341	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	10/24/02	THU
IL 009	99.84	02-0440962	TURNING	0	0	DRY	CLEAR	DAY	SW	SOUTH	01/25/02	FRI
IL 009	99.84	02-2471882	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	06/19/02	WED
IL 009	100.01	02-5074741	FIXED OBJECT	0	1	DRY	CLEAR	NIGHT	NW		11/18/02	MON
IL 009	100.06	02-2471130	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	06/20/02	THU
IL 009	100.14	02-2023162	SIDESWIPE-SAME DIR	0	0	WET	CLEAR	DAY	WEST	WEST	05/23/02	THU
IL 009	100.18	02-0440350	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	01/18/02	FRI
IL 009	100.18	02-044127	TURNING	0	0	DRY	CLEAR	DAY	EAST	WEST	01/27/02	SUN
IL 009	100.1t	02-0485033	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	02/16/02	SAT
IL 009	100.18	02-0751343	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	02/11/02	MON
IL 009	100.18	02-1000799	TURNING	0	0	WET	SNOW	DAY	NW	NW	03/09/02	SAT
IL 009	1Q0.18	02-1001698	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	03/14/02	THU
IL 009	100.18	02-1235445	TURNING	0	0	DRY	CLEAR	DAY	EAST	WEST	03/27/02	WED
IL 009	100.18	02-1370168	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	04/16/02	TUE
IL 009	100.18	02-1620430	TURNING	0	0	WET	RAIN	DAY	SW	SW	04/08/02	MON
IL 009	100.18	02-2023428	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	05/28/02	TUE
IL 009	100.18	02-2165419	REAR END	0	0	DRY	CLEAR	DAY	SW	SW	05/14/02	TUE
IL 009	100.18	02-2167043	REAR END	0	0	WET	CLEAR	DAY	EAST	FAST	05/12/02	SUN
IL 009	100.18	02-2555460	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/13/02	TUE
IL 009	100.18	02-2794283	REAR END	0	0	DRY	CLEAR	DAY	SE	SE	07/10/02	WED
IL 009	100.18	02-3017635	TURNING	0	1	DRY	CLEAR	DUSK	NE	WEST	07/26/02	FRI
IL 009	100.18	02-3017940	TURNING	0	0	DRY	GEAR	DAY	WEST	NE	07/24/02	WED
IL 009	100.18	02-3396203	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	08/19/02	MON
IL 009	100.18	02-3436215	REAR END	0	0	DRY	CLEAR	DAY	SW	SW	08/06/02	TUE
IL 009	100.18	02-3814866	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	09/18/02	WED
IL 009	100.18	02-4245258	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	09/09/02	MON
IL 009	100.18	02-4552168	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	10/25/02	FRI



Route	Mile	Case Number	Collision Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction 1	Veh Direction 2	Crash Date	Day of Week
IL 009	100.18	02-4552739	REAR END	0	2	WET	RAIN	DAY	EAST	EAST	10/25/02	FRI
IL 009	100.18	02-4552887	SIDESWIPE-SAME DIR	0	1	DRY	OTHER	DAY	EAST	EAST	10/28/02	MON
IL 009	100.18	02-4908766	REAR END	0	2	DRY	CLEAR	LIGHTED	WEST	WEST	11/02/02	SAT
IL 009	100.18	02-5075490	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	11/20/02	WED
IL 009	100.18	02-5076738	TURNING	0	0	DRY	CLEAR	LIGHTED	WEST	WEST	11/21/02	TUE
IL 009	100.18	02-5563958	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	12/05/02	THU
IL 009	100.18	02-5574583	REAR END	0	1	DRY	CLEAR	DAY	NE	NE	12/03/02	TUE
IL 009	100.18	02-5578857	ANGLE	0	1	WET	CLEAR	LIGHTED	EAST	SW	12/17/02	TUE
IL 009	100.39	02-3018674	ANGLE	0	0	DRY	CLEAR	LIGHTED	NW	NW	07/13/02	SAT
IL 009	100.41	92-2023253	SIDESWIPE-SAME DIR	0	1	DRY	CLEAR	NIGHT	NW	NW	05/26/02	SUN
IL 009	100.41	02-4628240	TURNING	1	2	DRY	CLEAR	LIGHTED	NE	WEST	01/09/02	SAT
IL 009	100.46	02-751111	PARKED VEHICLE	0	0	DRY	CLEAR	DAY			02/13/02	WED
IL 009	100.50	02-5590910	ANIMAL	0	0	DRY	CLEAR	LIGHTED	WEST		12/28/02	SAT
IL 009	100.56	02-1705793	OTHER OBJECT	0	0	DRY	CLEAR	LIGHTED	EAST		04/30/02	TUE
IL 009	100.60	02-4171340	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	10/12/02	SAT
IL 009	100.62	02-1001284	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	03/10/02	SUN
IL 009	100.72	02-0359469	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	LIGHTED	EAST	EAST	01/04/02	FRI
IL 009	100.72	02-1618822	TURNING	0	2	DRY	CLEAR	DAY	NORTH	WEST	04/01/02	MON
IL 009	100.72	02-3018435	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	07/23/02	TUE
IL 009	100.72	02-5572918	REAR END	0	1		CLEAR	LIGHTED	NW	NW	12/02/02	MON
IL 009	100.72	02-5580556	TURNING	0	0	DRY	CLEAR	DAY	SW	SW	12/20/02	FRI
IL 009	100.72	02-5581760	FIXED OBJECT	0	0	SNOW	SNOW	LIGHTED	WEST		12/24/02	TUE
IL 009	100.72	02-5591033	TURNING	0	0	WET	OTHER	DAY	FAST	WEST	12/30/02	MON
IL 009	100.84	02-0361234	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	01/12/02	SAT
IL 009	100.84	02-1236328	TURNING	0	0	DRY	CLEAR	DAY	SW	SW	03/23/02	SAT
IL 009	101.10	02-0440855	ANGLE	0	1	DRY	CLEAR	DAY	NE	WEST	01/22/02	TUE
IL 009	101.10	02-0487674	REAR END	0	0	SNOW	SNOW	DAY	NE	NE	02/26/02	TUE
IL 009	101.10	02-3019052	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	07/18/02	THU
IL 009	101.10	02-3032667	TURNING	0	0	DRY	CLEAR	DAY	EAST	WEST	07/05/02	FRI
IL 009	101.10	02-4328981	TURNING	0	3	DRY	CLEAR	DAY	EAST	WEST	10/27/02	SUN
IL 009	101.11	02-5077132	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	11/29/02	FRI
IL 009	101.17	02-1703152	TURNING	0	0	DRY	CLEAR	DAY	WEST	WEST	04/19/02	FRI
IL 009	101.17	02-2554950	REAR END	0	0	WET	RAIN	DAY	NE	NE	06/11/02	TUE
IL 009	101.17	02-2794325	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	07/10/02	WED
IL 009	101.17	02-4702532	TURNING	0	0	DRY	CLEAR	LIGHTED	SOUTH	SOUTH	11/08/02	FRI
IL 009	101.17	02-5075540	ANGLE	0	0	WET	CLEAR	DAY	EAST	NORTH	11/21/02	THU
IL 009	101.17	02-5076944	TURNING	0	0	DRY	CLEAR	DAY	WEST	NORTH	01/26/02	TUE
IL 009	98.61	01-1962602	ANGLE	0	1	DRY	CLEAR	LIGHTED	EAST	NORTH	05/27/01	SUN
IL 009	98.61	01-2169819	ANGLE	0	2	DRY	CLEAR	DAY	NORTH	EAST	05/14/01	MON
IL 009	98.61	01-2318358	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/28/01	THU
IL 009	98.61	01-2349361	REAR END	0	3	DRY	CLEAR	DAY	EAST	EAST	06/17/01	SUN
IL 009	98.61	01-3264213	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	08/18/01	SAT
IL 009	98.61	01-3971585	REAR END	0	1	DRY	RAIN	DAY	NORTH	NORTH	09/09/01	SUN
IL 009	98.61	01-5084908	REAR END	0	1	DRY	CLEAR	DAY	NORTH	NORTH	11/09/01	FRI
IL 009	98.74	01-3031265	TURNING	0	3	DRY	CLEAR	DAY	SOUTH	EAST	07/15/01	SUN
IL 009	98.77	01-3470760	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	05/17/01	TUE
IL 009	98.84	01-2766226	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	07/17/01	TUE



Route	Mile	Case		Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction		Crash Date	Day of Week
		Number	Collision Type						1	2		
IL 009	98.92	01-3673389	TURNING	0	3	DRY	CLEAR	DAY	NW	EAST	08/03/01	FRI
IL 009	98.95	01-2476347	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	06/02/01	SAT
IL 009	99.01	01-2476370	OTHER OBJECT	0	0	DRY	CLEAR	DAY	EAST		06/02/01	SAT
IL 009	99.01	01-2476388	FIXED OBJECT	0	1	DRY	CLEAR	DAY	EAST		06/02/01	SAT
IL 009	99.03	01-0724813	HEAD-ON	0	1	SNOW	SNOW	DAY	SOUTH	NORTH	02/27/01	TUE
IL 009	99.04	01-3262514	TURNING	0	0	DRY	CLEAR	DAY	SE	WEST	08/30/91	THU
IL 009	99.14	01-2797006	FIXED OBJECT	0	2	DRY	CLEAR	LIGHTED	EASY		06/10/01	SUN
IL 009	99.16	01-0342400	REAR END	0	1	OTHER	CLEAR	DAY	SOUTH	SOUTH	01/13/01	SAT
IL 009	99.16	01-4312722	PEDALCYCLIST	0	1	DRY	CLEAR	DAY	WEST		10/22/01	MON
IL 009	99.28	01-4748099	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	11/20/01	TUE
IL 009	99.28	01-4749782	TURNING	0	0	DRY	CLEAR	DAY	SW	WEST	11/23/01	FRI
IL 009	99.29	01-4751044	REAR END	0	0	OTHER	CLEAR	NIGHT	WEST	WEST	11/30/01	FRI
IL 009	99.31	01-1641412	TURNING	0	0	DRY	RAIN	NIGHT	SOUTH	WEST	04/10/01	TUE
IL 009	99.34	01-2320180	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	WEST	06/25/01	MON
IL 009	99.34	01-2478970	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	EAST	EAST	06/08/01	FRI
IL 009	99.41	01-4749808	REAR END	0	0	DRY	CLEAR	DUSK	WEST	WEST	11/21/01	WED
IL 009	99.42	01-1102688	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	03/30/01	FRI
IL 009	99.43	01-5083827	REAR END	0	0	DRY	CLEAR	LIGHTED	WEST	WEST	01/03/01	SAT
IL 009	99.44	01-0728863	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	02/23/01	FRI
IL 009	99.44	01-0728970	TURNING	0	0	DRY	CLEAR	DAY	NE	WEST	02/28/01	WED
IL 009	99.44	01-0741429	REAR END	0	0	WET	SLEET	DAWN	WEST	WEST	02/09/01	FRI
IL 009	99.44	01-0741569	TURNING	0	0	DRY	SNOW	DAWN	WEST	EAST	02/01/01	THU
IL 009	99.44	01-1177540	HEAD-ON	0	0	DRY	CLEAR	LIGHTED	WEST	SOUTH	03/02/01	FRI
IL 009	99.44	01-1757176	TURNING	0	1	CLEAR	LIGHTED	NORTH	WEST		04/17/01	TUE
IL 009	99.44	01-1758869	TURNING	0	0	DRY	CLEAR	DAY	SOUTH		04/25/01	WED
IL 009	99.44	01-1759255	TURNING	0	1	DRY	CLEAR	DAY	NE	WEST	04/30/01	MON
IL 009	99.44	01-1961927	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	05/16/01	WED
IL 009	99.44	01-1962222	ANGLE	0	0	DRY	CLEAR	DAY	WEST	NORTH	05/18/01	FRI
IL 009	99.44	01-2:03968	TURNING	0	2	DRY	CLEAR	DAY	NORTH	WEST	05/07/01	MON
IL 009	99.44	01-2169009	TURNING	0	1	DRY	CLEAR	DAY	SW	EAST	05/07/01	MON
IL 009	99.44	01-2349346	REAR END	0	2	DRY	CLEAR	DAY	WEST	WEST	06/29/01	WED
IL 009	99.44	01-2480216	TURNING	0	0	DRY	CLEAR	DAY	WEST	WEST	06/15/01	FRI
IL 009	99.44	01-3264304	TURNING	0	0	DRY	CLEAR	DAY	NORTH	NORTH	08/27/01	MON
IL 009	99.44	01-3668363	TURNING	0	0	DRY	CLEAR	LIGHTED	EAST	WEST	08/14/01	TUE
IL 009	99.44	01-3971114	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	09/05/01	WED
IL 009	99.44	01-3972062	TURNING	0	4	DRY	CLEAR	LIGHTED	NORTH	WEST	09/12/01	WED
IL 009	99.44	01-5025950	REAR END	0	0	DRY	CLEAR	NIGHT	EAST	EAST	11/13/01	TUE
IL 009	99.44	01-5192321	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	12/31/01	MON
IL 009	99.44	01-5669864	TURNING	0	0	DRY	CLEAR	LIGHTED	NE	WEST	12/13/01	THU
IL 009	99.44	01-5671225	TURNING	0	0	DRY	CLEAR	DAY	NORTH	WEST	12/04/01	TUE
IL 009	99.48	01-1962255	ANGLE	0	3	DRY	CLEAR	DAY	NORTH	EAST	05/24/01	THU
IL 009	99.49	01-2763801	ANGLE	0	0	DRY	CLEAR	DAY	SW	WEST	07/22/01	SUN
IL 009	99.49	01-4314587	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	10/26/01	FRI
IL 009	99.49	01-5025828	REAR END	0	0	DRY	CLEAR	DAWN	WEST	WEST	11/10/01	SAT
IL 009	99.58	01-3028238	REAR END	0	0	WET	RAW	DAY	WEST	WEST	07/03/01	TUE
IL 009	99.58	01-4750293	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	11/26/01	MON
IL 009	99.60	01-4343556	REAR END	0	0	WET	CLEAR	DAY	WEST	WEST	01/02/01	TUE
IL 009	99.66	01-3029723	FIXED OBJECT	0	0	WET	RAIN	DAY	WEST		07/08/01	SUN
IL 009	99.68	01-4747885	ANGLE	0	0	DRY	CLEAR	DAY	NW	EAST	11/20/01	TUE



Route	Mile	Case		Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction		Crash Date	Day of Week
		Number	Collision Type						1	2		
IL 009	99.71	01-4396063	TURNING	0	0	WET	RAIN	NIGHT	WEST	EAST	10/15/01	MON
IL 009	99.72	01-1961802	TURNING	0	1	DRY	CLEAR	DAY	SOUTH	WEST	05/16/01	WED
IL 009	99.72	01-2397493	ANGLE	0	3	DRY	CLEAR	DAY	WEST	EAST	06/01/01	FRI
IL 009	99.72	01-2478995	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/07/01	THU
IL 009	99.72	01-2766952	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	WEST	07/16/01	MON
IL 009	99.72	91-2767323	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	WEST	07/25/01	WED
IL 009	99.74	01-1743508	ANGLE	0	0	WET	SLEET	DAY	SE	EAST	02/04/01	SUN
IL 009	99.83	01-0727618	FIXED OBJECT	0	0	DRY	CLEAR	DAY	WEST		02/17/01	SAT
IL 009	99.83	01-2349262	REAR END	0	0	RAIN	DAY	WEST	WEST		06/21/01	THU
IL 009	99.85	01-4747778	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	01/19/01	MON
IL 009	99.86	01-2476263	REAR END	0	0	DRY	CLEAR	DAY	EAST	NORTH	06/01/01	FRI
IL 009	99.92	01-2727808	HEAD-ON	0	2	DRY	CLEAR	DAY	EAST	WEST	02/19/01	MON
IL 009	100.00	01-3028760	REAR END	0	1	DRY	CLEAR	DAY	EAST	FAST	07/02/01	MON
IL 009	100.10	01-0728210	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	02/17/01	SAT
IL 009	190.12	01-1176880	REAR END	0	1	DRY	CLEAR	DAY	EAST	EAST	03/02/01	FRI
IL 009	100.15	01-1964053	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	05/31/01	THU
IL 009	100.16	01-3669056	SIDESWIPE-SAME DIR	0	0	DRY	CLEAR	DAY	WEST	WEST	01/01/05	SAT
IL 009	100.17	Q1-5474067	REAR END	0	0	DRY	CLEAR	LIGHTED	EAST	EAST	12/13/01	THU
IL 009	100.18	01-0115780	REAR END	0	1	WET	RAIN	LIGHTED	SOUTH	SOUTH	01/29/01	MON
IL 009	100.18	01-0342434	TURNING	0	0	WET	CLEAR	DAY	NORTH	EAST	01/12/01	FRI
IL 009	100.18	01-0724995	REAR END	0	0	SNOW	CLEAR	DAY	NORTH	NORTH	02/27/01	TUE
IL 009	100.18	91-0726131	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	02/24/01	SAT
IL 009	100.18	01-0743680	REAR END	0	1	DRY	CLEAR	DAY	NE	NE	02/07/01	WED
IL 009	100.18	01-1104189	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	03/19/01	MON
IL 009	100.18	01-1962214	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	05/24/01	THU
IL 009	100.18	01-1964517	REAR END	0	2	WET	RAIN	DAY	WEST	WEST	05/31/01	TUE
IL 009	100.18	01-1965092	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	05/31/01	THU
IL 009	100.18	01-2320297	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/26/01	TUE
IL 009	100.18	01-2348165	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/28/01	TUE
IL 009	100.18	01-2349239	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	06/29/01	FRI
IL 009	100.18	01-2476206	REAR END	0	0	DRY	CLEAR	DAY	NE	NE	06/01/01	FRI
IL 009	100.12	01-2763942	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	07/21/01	SAT
IL 009	100.18	01-2766903	REAR END	0	0	DRY	CLEAR	DAY	SW	SW	07/16/01	MON
IL 009	100.18	01-2950374	REAR END	0	2	DRY	CLEAR	DAY	EAST	EAST	07/10/01	TUE
IL 009	100.18	01-3028469	SIDESWIPE-SAME DIR	0	0	WET	RAIN	DAY	WEST	WEST	07/03/01	TUE
IL 009	100.18	01-3029566	REAR END	0	0	DRY	CLEAR	LIGHTED	WEST	WEST	07/03/01	TUE
IL 009	100.18	01-3029657	REAR END	0	0	DRY	CLEAR	DAY	BE	SE	07/07/01	SAT
IL 009	100.18	01-3673405	TURNING	0	0	DRY	CLEAR	DAY	EAST	WEST	08/03/01	FRI
IL 009	100.18	41-3673595	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	08/03/01	FRI
IL 009	100.18	01-3970975	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	09/05/01	WED
IL 009	100.19	01-5670680	ANGLE	0	0	DRY	CLEAR	DAY	WEST	NORTH	12/06/01	THU
IL 009	100.20	01-1459674	SIDESWIPE-SAME DIR	0	1	DRY	CLEAR	DAY	WEST	WEST	04/14/01	SAT
IL 009	100.20	01-1790201	REAR END	0	1	DRY	CLEAR	DAY	WEST	WEST	04/16/01	MON
IL 009	100.22	01-4750335	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	11/26/01	MON
IL 009	100.28	01-0344653	TURNING	0	0	DRY	CLEAR	DAY	SE	EAST	01/05/01	FRI
IL 009	100.29	Q1-5190051	REAR END	0	0	DRY	CLEAR	NIGHT	NE	NE	12/18/01	TUE
IL 009	100.41	01-4396170	TURNING	0	1	WET	RAIN	DAY	NE	WEST	10/05/01	FRI
IL 009	100.43	01-3028212	ANGLE	0	2	DRY	CLEAR	DAY	SOUTH	WEST	07/02/01	MON
IL 009	100.53	01-4395982	ANGLE	0	0	RAIN	LIGHTED	NORTH	WEST		10/15/01	MON



Route	Mile	Case		Fatal	Injury	Surface	Weather	Lighting	Veh Direction		Crash	Day of
		Number	Collision Type	Count	Count	Condition	Description	Conditions	1	2	Date	Week
IL 009	100.53	01-5192248	REAR END	0	1	DRY	CLEAR	DAY	NORTH	WEST	12/24/01	MON
IL 009	100.57	01-4314850	REAR END	0	0	DRY	CLEAR	DAY	WEST	WEST	10/27/01	SAT
IL 009	100.59	01-4312409	ANGLE	0	0	DRY	CLEAR	DAY	NE	SE	10/16/01	TUE
IL 009	100.61	01-1758554	TURNING	0	0	DRY	CLEAR	DAY	EAST	EAST	04/19/01	THU
IL 009	100.65	01-5190481	TURNING	0	0	DRY	CLEAR	DAY	SOUTH	WEST	12/21/01	FRI
IL 009	100.72	01-1104783	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	03/17/01	SAT
IL 009	100.72	01-2319562	TURNING	0	0	DRY	CLEAR	DAY	WEST	SOUTH	06/22/01	FRI
IL 009	100.72	01-4395818	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	10/13/01	SAT
IL 009	100.72	01-4396782	ANGLE	0	1	DRY	CLEAR	DAWN	WEST	SOUTH	10/03/01	WED
IL 009	300.72	01-4749592	REAR END	0	0	DRY	CLEAR	NIGHT	WEST	WEST	01/19/01	MON
IL 009	100.84	01-0744068	TURNING	0	0	DRY	CLEAR	DAY	EAST	WEST	02/10/01	SAT
IL 009	100.84	01-4749881	REAR END	0	0	DRY	CLEAR	DAY	SOUTH	SOUTH	11/24/01	SAT
IL 009	100.84	01-5191158	REAR END	0	0	DRY	CLEAR	DAY	SW	SW	12/11/01	FRI
IL 009	100.88	01-0727998	SIDESWIPE-OPP DIR	0	0	DRY	CLEAR	DAY	NORTH	SOUTH	02/19/01	MON
IL 009	101.10	01-1178357	TURNING	0	0	DRY	CLEAR	NIGHT	WEST	WEST	03/03/01	SAT
IL 009	101.10	01-2480174	REAR END	0	0	DRY	CLEAR	DAY	EAST	EAST	06/15/01	FRI
IL 009	101.10	01-4323612	TURNING	0	1	DRY	CLEAR	DAY	SW	EAST	10/04/01	THU
IL 009	101.17	01-2330973	ANGLE	2	0	DRY	CLEAR	DAY	SOUTH	WEST	06/10/01	SUN
IL 009	101.17	01-2476529	ANGLE	0	0	DRY	CLEAR	DAY	SOUTH	EAST	06/04/01	MON
IL 009	101.17	01-4312425	REAR END	0	0	DRY	CLEAR	DAY	SW	SW	10/16/01	TUE
IL 009	101.17	01-4936595	ANGLE	0	0	WET	RAIN	NIGHT	SOUTH	WEST	01/29/01	THU

Total Fatalities: 4 Total Injuries: 174 Total Crashes: 399



Exhibit 21
GIS Wet Surface Crash Analysis Report

GCA-PO11 GCA-R002

3/7/2005

ILLINOIS DEPARTMENT OF TRANSPORTATION
GIS Wet Surface Condition Crash Analysis Report
IL 9, I4TH ST TO EGG RANCH RD, PEKIN, TAZEWELL CO.

Route	Mile	Case Number	Collision Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction 1	Veh Direction 2	Crash Date	Day of Week
IL 009	98.61	03-1865272	REAR END	0	1	WET	RAIN	DAY	WEST	WEST	05/10/03	SAT
IL 009	98.61	03-4820035	FIXED OBJECT	0	0	WET	RAIN	LIGHTED	EAST		11/16/03	SUN
IL 009	98.61	03-5091289	TURNING	0	0	WET	CLEAR	LIGHTED	NW	SOUTH	12/15/03	MON
IL 009	98.74	03-1194301	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	03/28/03	FRI
IL 009	99.42	03-4866103	TURNING	0	0	WET	RAIN	DAY	SE	WEST	11/15/03	SAT
IL 009	99.44	03-2839672	TURNING	0	0	WET	RAIN	LIGHTED	EAST	WEST	07/08/03	TUE
IL 009	99.44	03-3597964	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	09/13/03	SAT
IL 009	99.44	03-3987736	REAR END	0	7	WET	RAIN	DAY	WEST	WEST	09/26/03	FRI
IL 009	99.45	03-4008110	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	09/26/03	FRI
IL 009	99.49	03-4509851	TURNING	0	0	WET	RAIN	DAY	NORTH	WEST	10/03/03	FRI
IL 009	99.59	03-1669740	REAR END	0	0	WET	CLEAR	DAY	WEST	WBST	04/28/03	MON
IL 009	99.87	03-5479872	REAR END	0	2	WET	SNOW	DAY	WEST	WEST	12/18/03	THU
IL 009	100.14	03-3541541	REAR END	0	1	WET	RAIN	DAY	EAST	EAST	08/29/03	FRI
IL 009	100.18	03-0258247	TURNING	0	0	WET	SLEET	LIGHTED	EAST	WEST	01/04/03	SM
IL 009	100.18	03-697056	REAR END	0	1	WET	SLEET	LIGHTED	SOUTH	SOUTH	02/14/03	FRI
IL 009	100.18	03-5492057	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	12/22/03	MON
IL 009	100.20	03-2488660	SIDESWIPE-SAME DIR	0	0	WET	CLEAR	DAY	WEST	WEST	06/03/03	TUE
IL 009	100.27	03-4867135	REAR END	0	0	WET	RAIN	LIGHTED	NORTH	NORTH	11/10/03	MON
IL 009	100.41	03-4865410	TURNING	0	1	WET	RAIN	LIGHTED	SOUTH	WEST	11/15/03	SAT
IL 009	100.41	03-4888107	TURNING	0	0	WET	CLEAR	DAY	SE	WEST	11/03/03	MON
IL 009	100.72	03-3287673	REAR END	0	0	WET	RAIN	DAY	SOUTH	SOUTH	08/02/03	SAT
IL 009	100.72	03-5089358	REAR END	0	2	WET	RAIN	LIGHTED	FAST	EAST	12/09/03	TUE
IL 009	100.72	03-5092253	FIXED OBJECT	0	0	WET	SNOW	LIGHTED	WEST		12/04/03	THU
IL 009	100.72	03-1669955	SIDESWIPE-SAME DIR	0	0	WET	RAIN	DAY	EAST	EAST	04/16/03	WED
IL 009	98.61	02-0441218	TURNING	0	1	WET	SLEET	LIGHTED	NORTH	WEST	01/30/02	WED
IL 009	98.83	02-2021778	OTHER NONCOLLISION	0	0	WET	RAIN	DAY	SOUTH		05/17/02	FRI
IL 009	99.32	02-0485371	REAR END	0	1	WET	CLEAR	LIGHTED	WEST	WEST	02/20/02	WED
IL 009	99.65	02-5570235	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	12/17/02	TUE
IL 009	99.72	02-4329047	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	10/17/02	THU
IL 009	100.14	02-2023162	SIDESWIPE-SAME DIR	0	0	WET	CLEAR	DAY	WEST	WEST	05/23/02	THU
IL 009	100.18	02-1000799	TURNING	0	0	WET	SNOW	DAY	NW	NW	03/09/02	SAT
IL 009	100.00	02-1620430	TURNING	0	0	WET	RAW	DAY	SW	SW	04/08/02	MON
IL 009	100.18	02-2167043	REAR END	0	0	WET	CLEAR	DAY	EAST	FAST	05/12/02	SUN
IL 009	100.18	02-3396203	REAR END	0	0	WET	RAIN	DAY	EANT	EAST	08/19/02	MON
IL 009	100.18	02-4552168	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	10/25/02	FRI
IL 009	100.18	02-4552739	REAR END	0	2	WET	RAIN	DAY	EAST	EAST	10/25/02	FRI
IL 009	100.18	02-5578857	ANGLE	0	1	WET	CLEAR	LIGHTED	EAST	SW	12/17/02	TUE
IL 009	100.72	02-5591033	TURNING	0	0	WET	OTHER	DAY	FAST	WEST	12/30/02	MON
IL 009	101.17	02-2554950	REAR END	0	0	WET	RAIN	DAY	NE	NE	06/11/02	TUE



Route	Mile	Case Number	Collision Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Veh Direction 1	Veh Direction 2	Crash Date	Day of Week
IL 009	101.17	02-5075540	ANGLE	0	0	WET	CLEAR	DAY	EAST	NORTH	11/21/02	THU
IL 009	99.44	01-0741429	REAR END	0	0	WET	SLEET	DAWN	WEST	WEST	02/09/01	FRI
IL 009	99.58	01-3028238	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	07/03/01	TUB
IL 009	99.60	01-0343556	REAR END	0	0	WET	CLEAR	DAY	WEST	WEST	01/02/01	TUE
IL 009	99.66	01-3029723	FIXED OBJECT	0	0	WET	RAIN	DAY	WEST		07/08/01	SUN
IL 009	99.71	01-4396963	TURNING	0	0	WET	RAIN	NIGHT	WEST	EAST	10/15/01	MON
IL 009	99.74	01-0743508	ANGLE	0	0	WET	SLEET	DAY	SE	EAST	02/04/01	SUN
IL 009	100.15	01-1964053	REAR END	0	0	WET	RAIN	DAY	EAST	EAST	05/31/01	THU
IL 009	100.18	01-0115780	REAR END	0	1	WET	RAIN	LIGHTED	SOUTH	SOUTH	01/29/01	MON
IL 009	100.18	01-0342434	TURNING	0	0	WET	CLEAR	DAY	NORTH	EAST	01/12/01	FRI
IL 009	100.18	01-0726131	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	02/24/01	SAT
IL 009	100.18	01-1964517	REAR END	0	2	WET	RAIN	DAY	WEST	WEST	05/31/01	THU
IL 009	100.18	01-1965092	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	05/31/01	THU
IL 009	100.18	01-3028469	SIDESWIPE-SAME DIR	0	0	WET	RAIN	DAY	WEST	WEST	07/03/01	TUE
IL 009	100.22	01-4750335	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	11/26/01	MON
IL 009	100.41	01-4396170	TURNING	0	1	WET	RAIN	DAY	NE	WEST	10/05/01	FRI
IL 009	100.72	01-4395818	REAR END	0	0	WET	RAIN	DAY	WEST	WEST	10/13/01	SAT
IL 009	101.17	01-4936595	ANGLE	0	0	WET	RAIN	NIGHT	SOUTH	WEST	11/29/01	THU

Total Fatalities: 0 Total Injuries: 24 Total Crashes: 57

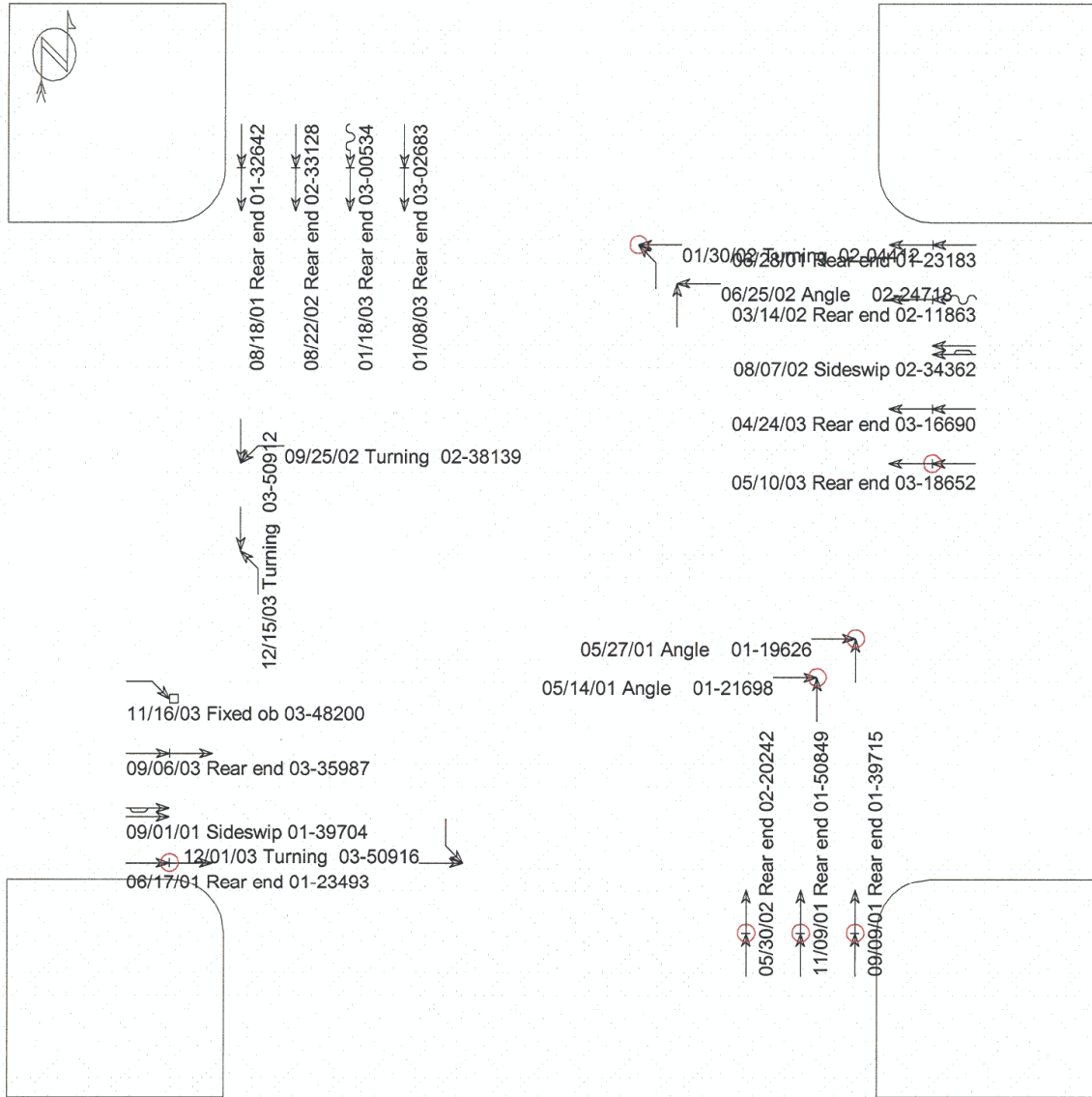


PEKIN, TAZEWELL CO.

23 Accidents

IL 9 & 14TH ST

05/14/01 - 12/15/03



(clear filter), (0) accidents with insufficient data for display

← Straight	 Parked	× Pedestrian	Fixed objects:	
← Stopped	 Erratic	⊗ Bicycle	□ General	▣ Pole
← Unknown	 Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	 Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	 Left turn	🚗 Nighttime	◁ 3rd vehicle	
↔ Sideswipe	 U-turn	🚔 DUI	* Extra data	

State of Illinois DOT, IL 03/09/2005

Intersection Magic Pd' Programming 1988, 2000

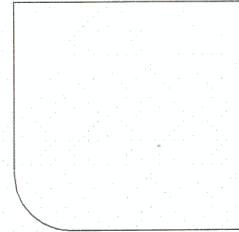
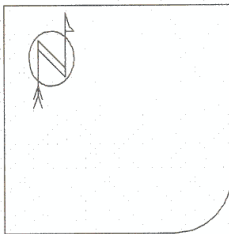
Exhibit 22
Court St. and 14th St. Accident Map



PEKIN, TAZEWELL CO. IL 9 @PARK AVE.

8 Accidents

07/15/01 - 12/12/03



12/24/02 98.740 Angle 02-55859

07/24/03 98.740 Turning 03-30312

12/12/03 98.740 Turning 03-50896
08/27/03 98.740 Turning 03-35413
04/11/03 98.740 Turning 02-16208
04/04/03 98.740 Rear end 03-19907
07/15/01 98.740 Turning 01-30312
03/28/03 98.740 Rear end 03-11943

(clear filter), (0) accidents with insufficient data for display

← Straight	 Parked	× Pedestrian	Fixed objects:	
← Stopped	←  Erratic	⊗ Bicycle	☐ General	☒ Pole
← Unknown	←  Out of control	○ Injury	☒ Signal	☐ Curb
↔ Backing	↖  Right turn	⊙ Fatality	☒ Tree	☒ Animal
↔ Overtaking	↖  Left turn	 Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↖  U-turn	 DUI	* Extra data	

State of Illinois DOT, IL 03/22/2005

Intersection Magic Pd' Programming 1988, 2000

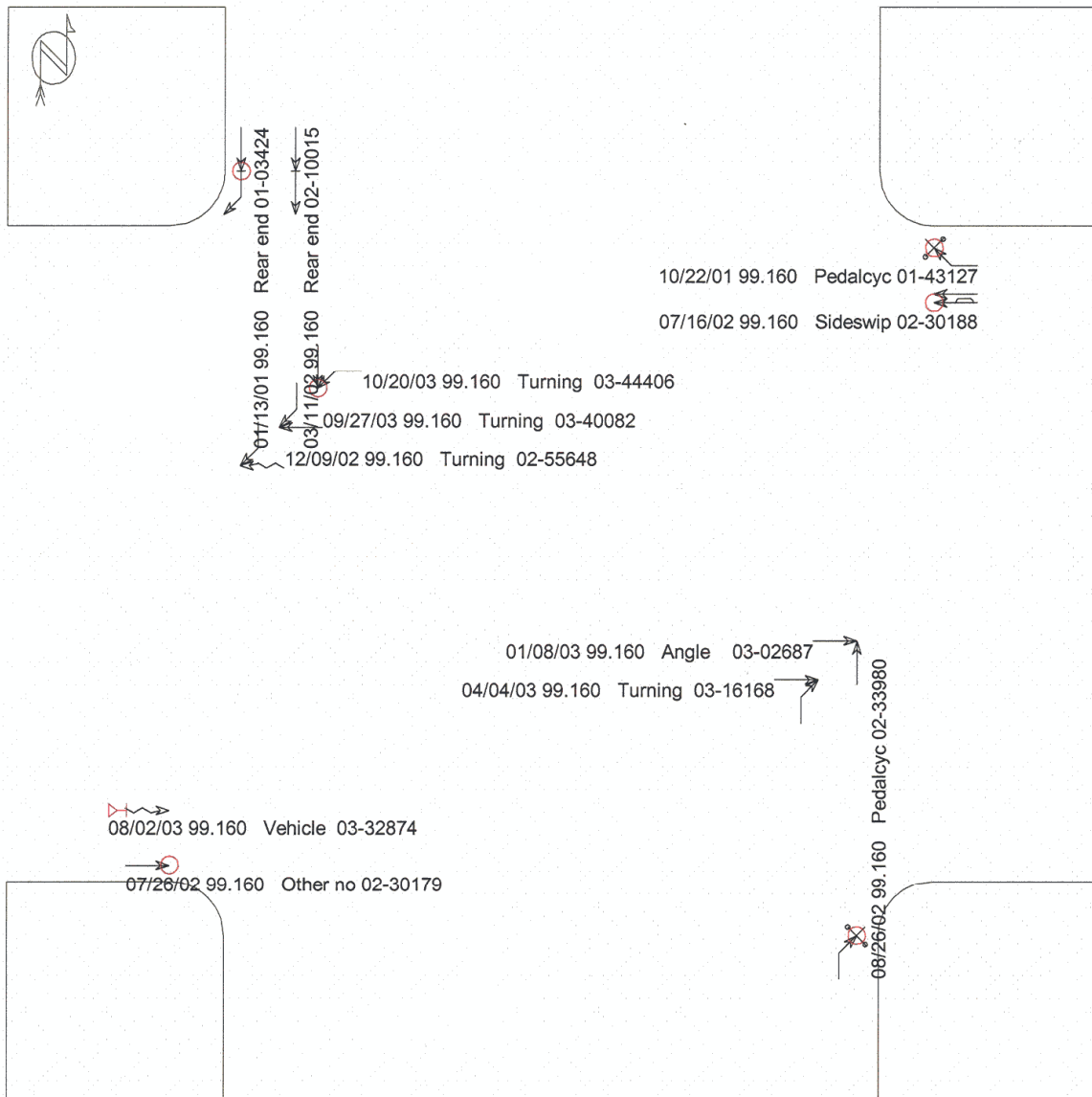
Exhibit 23

Court St. and Park Accident Map



PEKIN, TAZ CO.
12 Accidents

IL 9 & STADIUM DR.
01/13/01 - 10/20/03



(clear filter), (0) accidents with insufficient data for display

← Straight	 Parked	× Pedestrian	Fixed objects:	
← Stopped	←  Erratic	⊗ Bicycle	□ General	▣ Pole
← Unknown	←  Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	↖  Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↖  Left turn	 Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↖  U-turn	 DUI	* Extra data	

State of Illinois DOT, IL 03/09/2005

Intersection Magic Pd* Programming 1988, 2000

Exhibit 24
Court St. and Stadium Dr. Accident Map

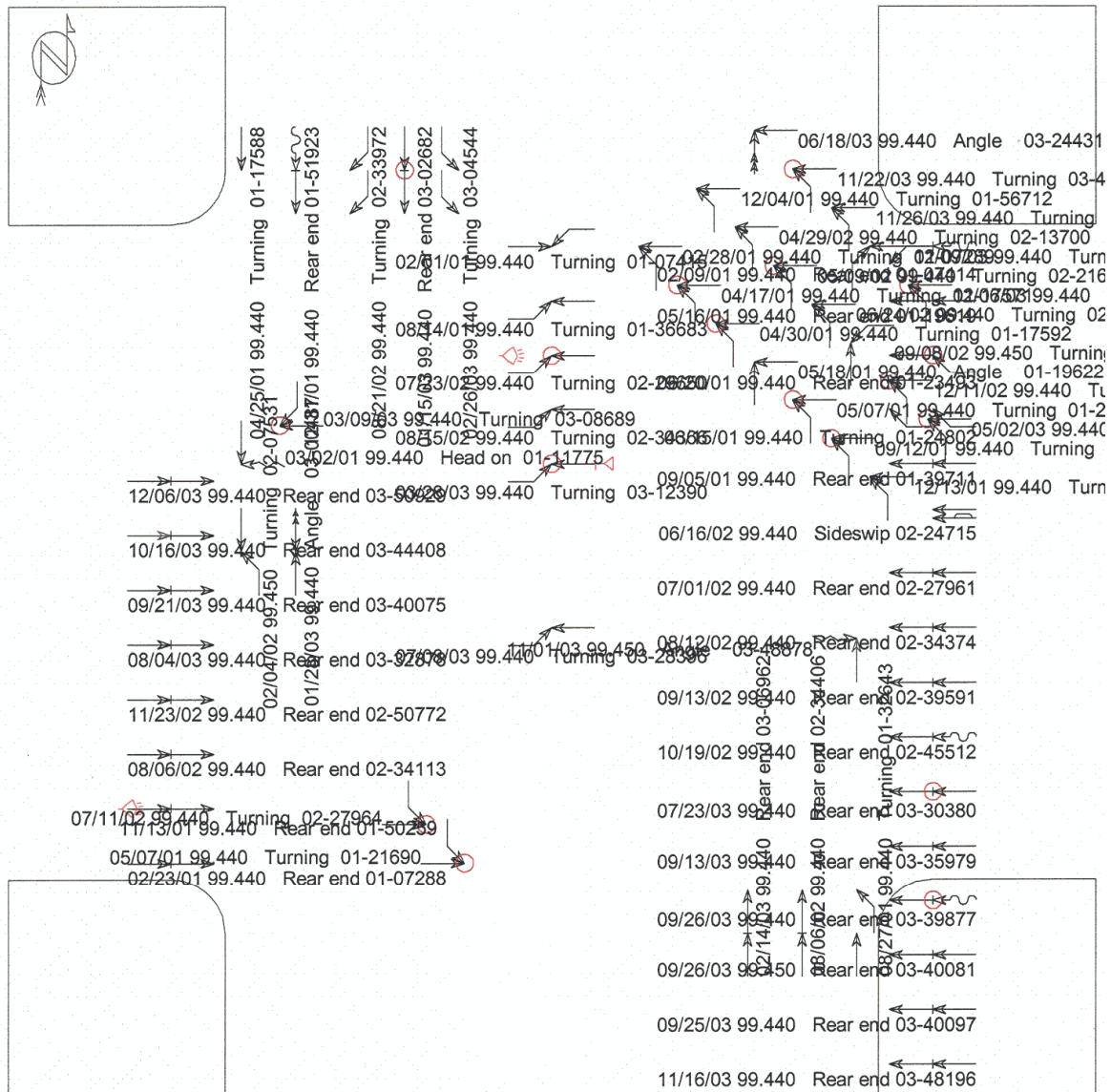


PEKIN, TAZ. CO.

64 Accidents

IL 9 & PARKWAY DR

02/01/01 - 12/09/03



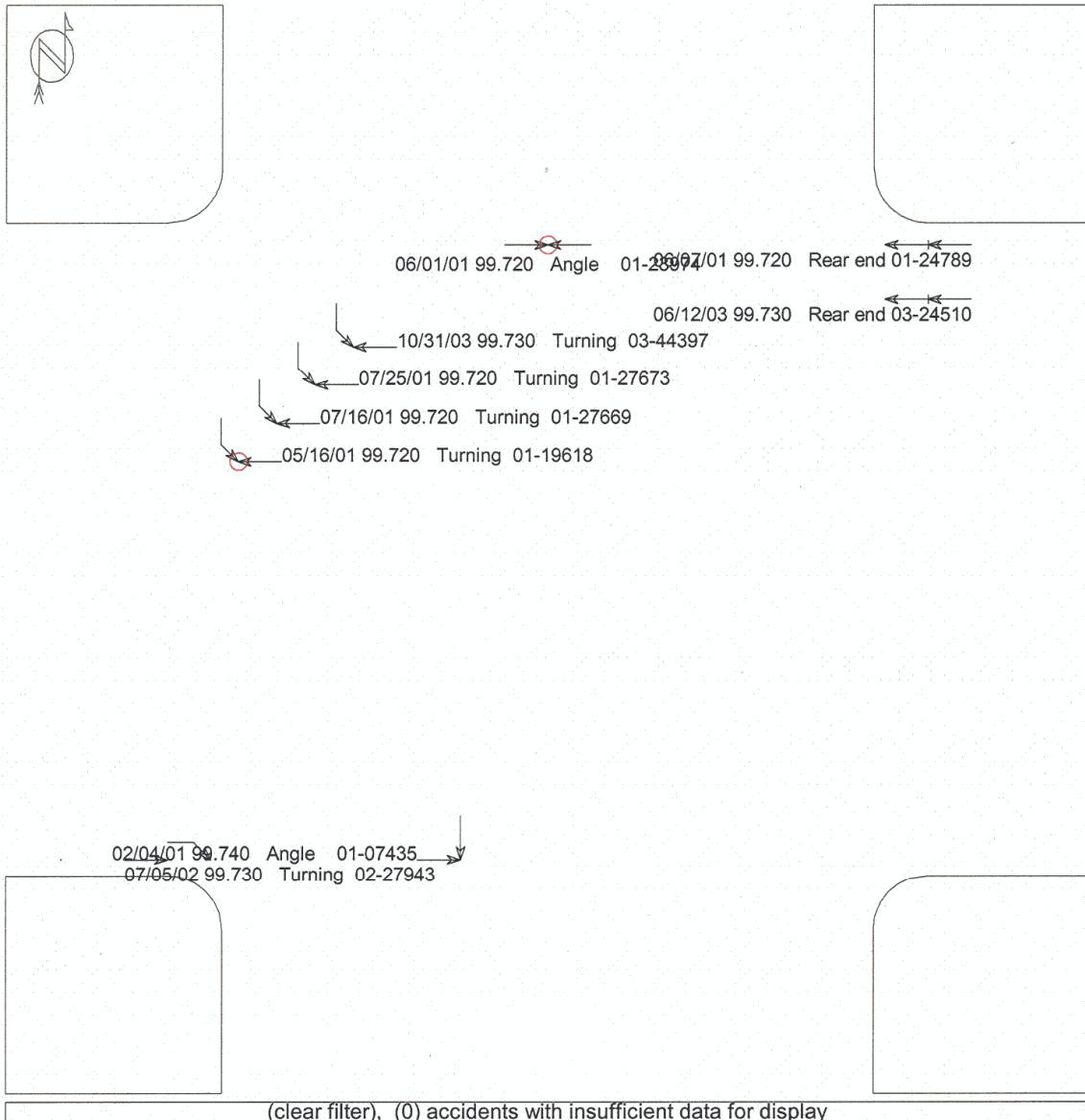
(clear filter), (0) accidents with insufficient data for display

- | | | | |
|--------------|------------------|--------------|----------------|
| ← Straight | ▢ Parked | × Pedestrian | Fixed objects: |
| ← Stopped | ↪ Erratic | ⊗ Bicycle | □ General |
| ← Unknown | ↪ Out of control | ○ Injury | ▣ Signal |
| ↔ Backing | ↪ Right turn | ⊙ Fatality | ▣ Tree |
| ↔ Overtaking | ↪ Left turn | ⊙ Nighttime | ⊙ Pole |
| ↔ Sideswipe | ↪ U-turn | ⊙ DUI | ⊙ Curb |
| | | | ⊙ Animal |
| | | | ◁ 3rd vehicle |
| | | | * Extra data |



PEKIN, TAZ. CO. 9 Accidents

IL 9 & RESERVOIR 02/04/01 - 10/31/03



(clear filter), (0) accidents with insufficient data for display

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	⚡ Erratic	⊗ Bicycle	□ General	▣ Pole
← Unknown	⚡ Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	⚡ Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↪ U-turn	⚡ DUI	* Extra data	

State of Illinois DOT, IL 03/09/2005

Intersection Magic Pd* Programming 1988, 2000

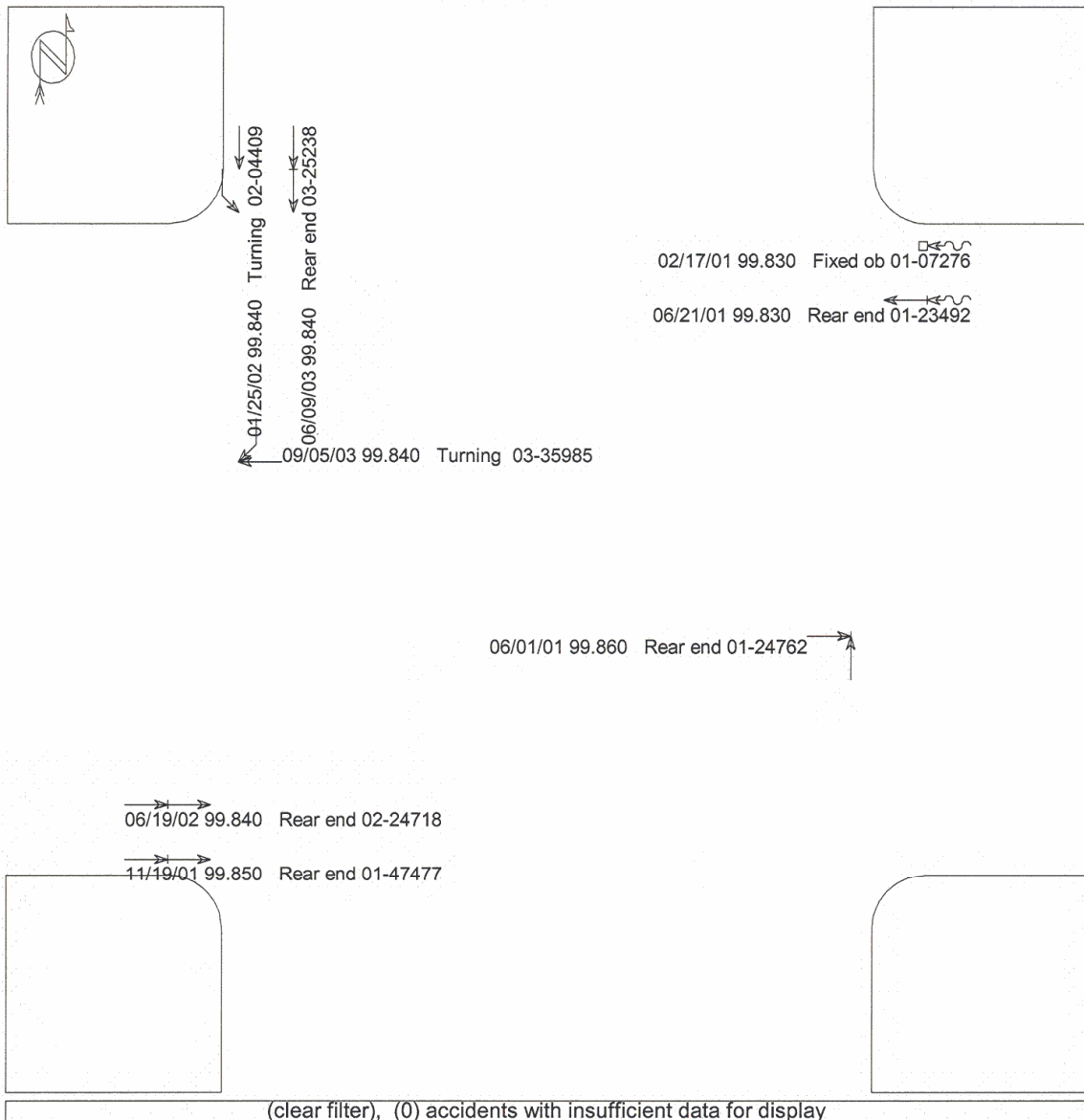
Exhibit 26 Court St. and Reservoir Rd. Accident Map



PEKIN, TAZ CO. IL 9 & ALLENTOWN RD

8 Accidents

02/17/01 - 09/05/03



← Straight	 Parked	× Pedestrian	Fixed objects:	
← Stopped	↪ Erratic	⊗ Bicycle	□ General	▣ Pole
← Unknown	↪ Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	↪ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↪ Left turn	👁 Nighttime	◁ 3rd vehicle	
↔ Sideswipe	↪ U-turn	🚔 DUI	* Extra data	

State of Illinois DOT, IL 03/09/2005

Intersection Magic Pd* Programming 1988, 2000

Exhibit 27

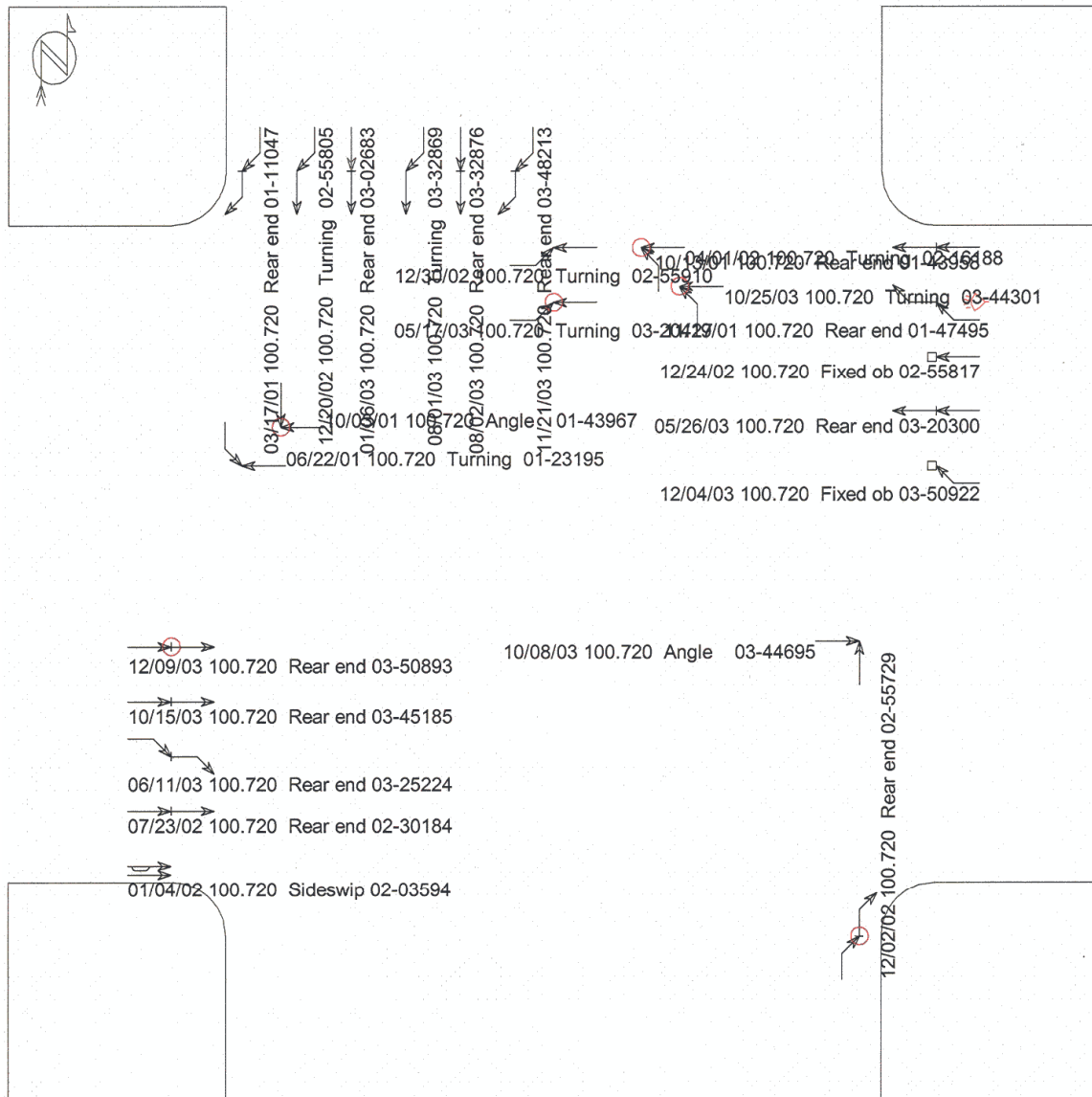
Court St. and Allentown Rd. Accident Map





PEKIN, TAZ CO.
24 Accidents

IL 9 & BARNEY AVE
03/17/01 - 12/09/03



(clear filter), (0) accidents with insufficient data for display

← Straight	▢ Parked	× Pedestrian	Fixed objects:
← Stopped	⚡ Erratic	⊗ Bicycle	□ General
← Unknown	⚡ Out of control	○ Injury	▣ Signal
↔ Backing	↘ Right turn	⊙ Fatality	▣ Tree
↔ Overtaking	↙ Left turn	🌙 Nighttime	◁ 3rd vehicle
↔ Sideswipe	↻ U-turn	🚔 DUI	* Extra data
			☑ Pole
			☑ Curb
			☑ Animal

State of Illinois DOT, IL 03/09/2005

Intersection Magic Pd' Programming 1988, 2000

Exhibit 29
Court St. and Barney Ave. Accident Map



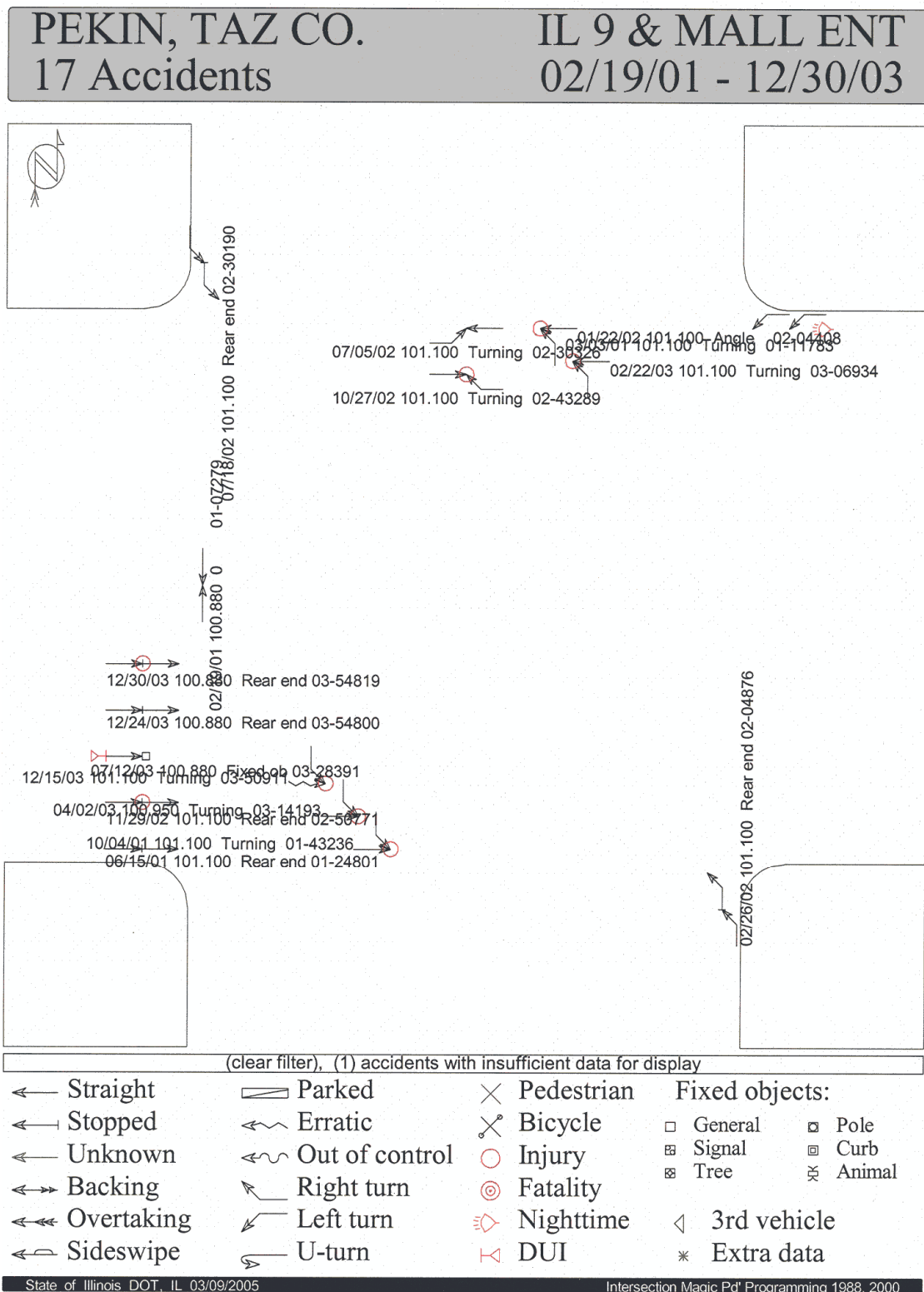


Exhibit 30
Court St. and Commercial St. Accident Map



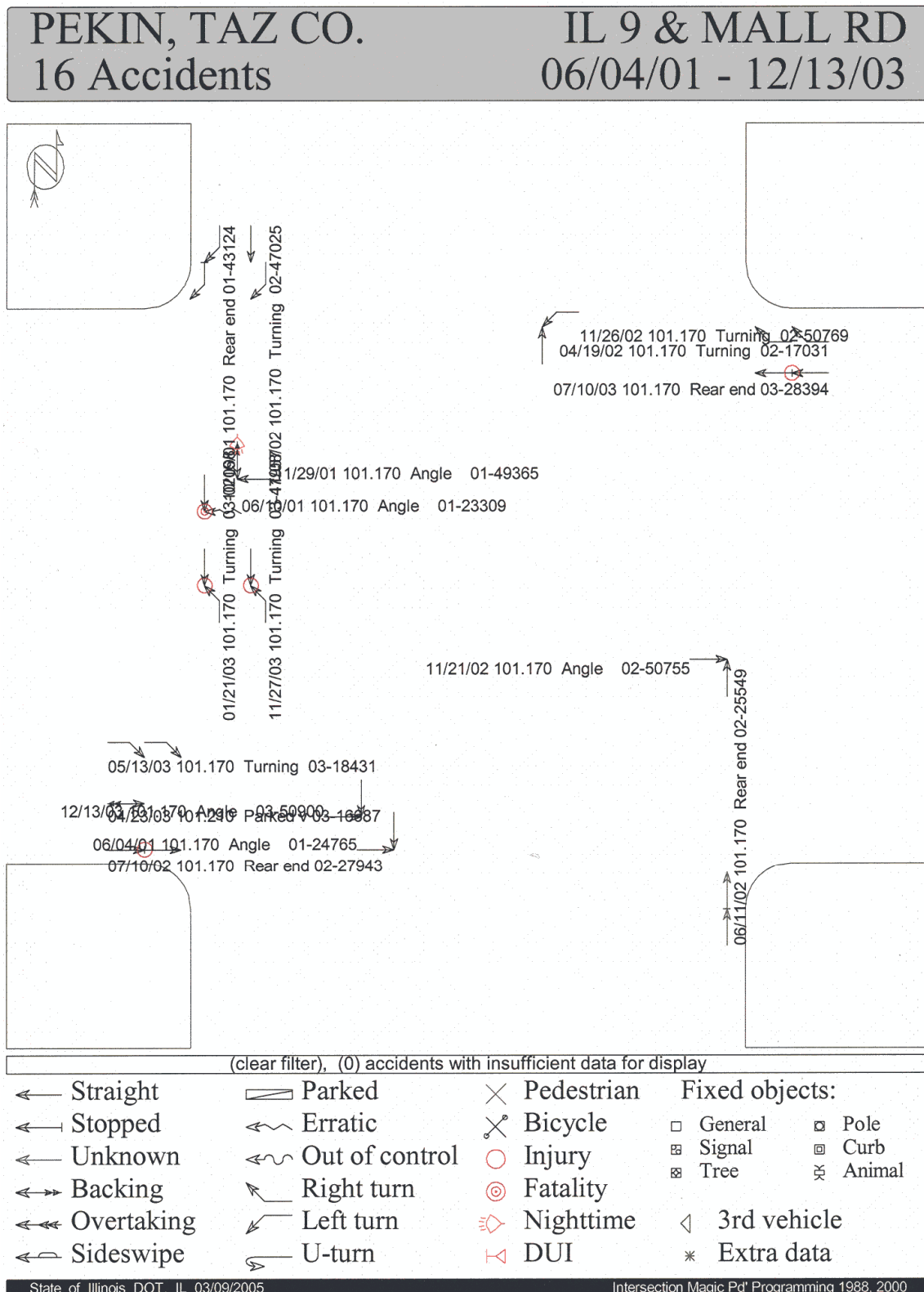


Exhibit 31

Court St. and Veteran's Dr. (old Mall Road) Accident Map





City Manager's Office

July 8, 2005

Mr. Joe Crowe, Jr.
IDOT, District 4
401 Main Street
Peoria, IL 61602

RE: Pekin Veteran's Drive and Illinois Route 9

Dear Sirs:

In 1995 the Department and City of Pekin entered into an agreement to study the viability of Illinois Route 9 being relocated to an improved VFW Road (Veteran's Drive). Partially through that study the Department came back with three reasons why the Department could not support the continuation of the study at that time. A lot has changed in the past 10 years.

The first item on the list was the fact that we did not have sufficient right-of-way from the Federal Bureau of Prisons to allow for the proper alignment of the new Veteran's Drive at Route 29. See the attached plats; we are close to having that property. We anticipate having a signed agreement with the Federal Bureau of Prisons within 60 days.

Second, you mentioned that the Court Street at Veteran's Drive intersection would have to be altered. Part of that alteration has already occurred.

Last, the results suggested that the increased distance made the project less viable. A lot has changed in the area in the past 10 years. First the 3 "downtown" grain elevators are gone and the destination of the grain trucks is now on the south side industries. Ironically, it is quicker to go the (existing) VFW Road route than it is on existing Court Street.

In conclusion, we would appreciate the Department taking a new look at diverting (at least truck traffic) Route 9 traffic onto an improved Veteran's Drive from the Court Street at Veteran's Drive intersection south and west to near the VFW Road at Route 29 intersection. We feel like this project is in the best interest of our offices as well as the taxpayers of the State of Illinois.

I would appreciate the opportunity to review this letter in person with you. Contact me should you have any questions concerning this request.

Sincerely,



Dennis Kief
City Manager

DK:psg

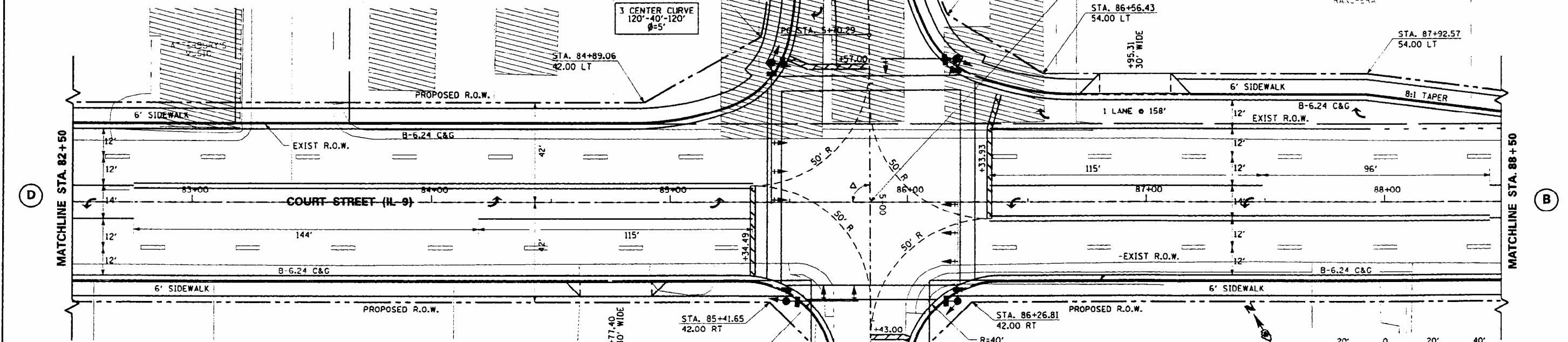
Cc: Congressman LaHood, Senator Shadid, Representative Smith, City Council, Joe Wuellner, Sue McMillan, Dave Pagliaro, Bill Fleming

Dennis Kief, City Manager
111 South Capitol Street, Pekin, IL 61554 ε Phone (309) 477-2300 ε FAX (309) 346-2095

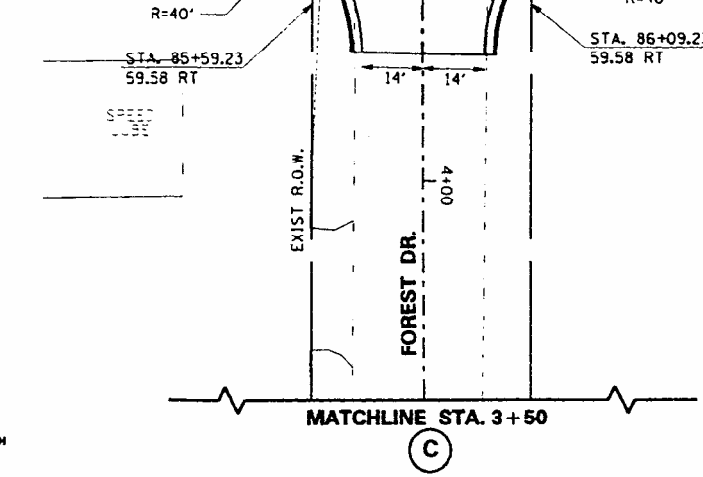
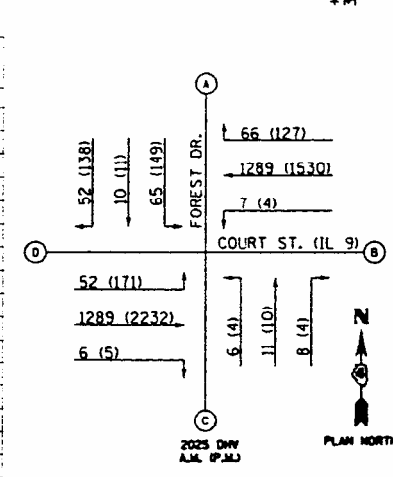
Exhibit 33
Dennis Kief Letter to IDOT re: VFW Road

CAPACITY DESIGN STUDY											
3 PHASE			AREA		PEAK HOUR FACTOR 0.90		INTERSECTION LEVEL		A.M. 8		
90 SEC. CYCLE			AVERAGE INTERSECTION DELAY		A.M. 10.1 SEC.		P.M. 19.0 SEC.		P.M. 8		
SIGNAL TYPE	ACTUATED		PROGRAM USED	HCS 2000							
APPROACH	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND				
BUS STOP CONDITION	0	0	0	0	0	0	0	0	0	0	0
PARKING MANEUVER/HR.	0	0	0	0	0	0	0	0	0	0	0
PEDESTRIANS	10	0	0	10	0	40	10	0	10	0	40
ARRIVAL TYPE	4	4	-	4	4	-	3	-	-	3	3
LANE UTILIZATION FACTOR	1.0	1.0	-	1.0	1.0	-	1.0	-	-	1.0	1.0
BASE SATURATION FLOW	1900	1900	-	1900	1900	-	1900	-	-	1900	1900
O - DISTANCE	195	1170	-	0	803	30	-	15	-	186	75
LANE GROUP	L	TR	-	L	T	R	-	LTR	-	LT	R
LANE WIDTHS	1014	2012	-	1014	2012	1012	-	1014	-	1014	1012
GREEN TIME (SECONDS)	A.M. 66	66	66	47	47	47	16	16	16	16	35
LANE GROUP DELAY (SECONDS)	P.M. 66	66	66	47	47	47	16	16	16	16	33
LANE GROUP DELAY (SECONDS)	A.M. 32.8	1.5	-	7.9	16.0	7.8	-	30.5	-	32.4	16.8
V/C RATIO	P.M. 45.1	15.4	-	6.6	19.2	6.7	-	31.1	-	45.2	19.8
LEVEL OF SERVICE	A.M. 0.19	0.57	-	0.04	0.81	0.04	-	0.09	-	0.31	0.02
	P.M. 0.71	0.98	-	0.04	0.91	0.11	-	0.06	-	0.72	0.19
20 30TH MAX. HOUR TRAFFIC	A.M. 52	1289	6	7	1289	56	6	11	8	65	52
19 8TH MAX. HOURLY TRAFFIC	P.M. 171	2232	5	4	1530	127	4	10	4	149	138
	A.M. 741				749			14		70	
	P.M. 1324				914			10		164	

SEE SHEET 2 FOR PHASE DIAGRAM



TRAFFIC DATA											
MOVEMENT	YEAR 2002 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2005 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE/YEAR BY 2005	YEAR 2025 30TH MAXIMUM HOUR TRAFFIC		TOTAL A	TOTAL B
	A.M.	P.M.			A.M.	P.M.		A.M.	P.M.		
AB	0	0	2	-	63	149	0	65	149		
AD	0	0	2	-	52	137	0	52	138		
AC	0	0	0	-	11	12	0	10	11		
BA	0	0	2	-	64	127	0	66	127		
BC	12	3	0	-	7	3	0	7	4		
BD	1068	1307	7	-	1046	1230	1.0	1289	1530		
CD	4	8	0	-	6	3	0	6	4		
CA	0	0	0	-	12	11	0	11	10		
CB	13	3	0	-	7	3	0	8	4		
DC	3	10	0	-	5	4	0	6	5		
DB	1064	1887	3	-	1046	1798	1.0	1289	2232		
DA	0	0	2	-	53	171	0	52	171		
TOTAL A	0	0	1.9	-	255	607	0	256	606		
TOTAL B	2157	3200	4.4	-	2233	3310	1.0	2724	4046		
TOTAL C	29	14	0	-	48	36	0	48	38		
TOTAL D	2139	3212	4.4	-	2208	3343	1.0	2694	4080		



INTERSECTION DESIGN STUDY			
FA ROUTE 693	(COURT ST. (IL 9))		
ROUTE WITH	(FOREST DR.)		
SEC. NO.	PROJ. NO.		
SCALE	COUNTY "AZEWELL"		
SUN	REV. NO.		
DESIGNED BY	DATE 4/2002		
SATISFACTORY	DISTRICT GEOMETRICS ENGINEER	DATE	
SATISFACTORY	DISTRICT PROGRAM DEVELOPMENT ENGINEER	DATE	
SATISFACTORY	DISTRICT OPERATIONS ENGINEER	DATE	
APPROVED	DISTRICT ENGINEER	DATE	
I.D.S. SHEET 1 OF 2			

SHEET NUMBER

- ELEMENTS CONTROLLING DESIGN
- DESIGN DESIGNATION COURT STREET: ARTERIAL (URBAN); 45 MPH; 34,950 YEAR 2025
 - COURT STREET: LOCAL ROAD (URBAN); 30 MPH; 4,490 YEAR 2025
 - IS THE PREFERENCE ROUTE
 - ANTICIPATED YEAR OF CONSTRUCTION 2005
 - TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS. WARRANTS 6 & 11 ARE MET
 - DESIGN VEHICLE: WB-40
 - EXISTING POSTED SPEED LIMIT: 15-45 MPH
 - PROPOSED POSTED SPEED LIMIT: WILL REMAIN 45 MPH
 - PEDESTRIAN CROSSING AND SIGNAL HEADS WILL BE INSTALLED ON ALL APPROACHES.
 - THE "O-DISTANCE" VALUES PROVIDED IN THE CAPACITY DESIGN STUDY TABLE ARE COMPUTED AS 1.5 TIMES THE FIFTY PERCENTILE QUEUE OF EACH LANE.

- GENERAL NOTES
- PROFILES ARE PROVIDED FOR FOREST DRIVE. APPROACH GRADE IS GREATER THAN 1/2
 - TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT
 - TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
 - ALL DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT AND TO CENTER OF LANE STRIPS.

1. PROFILES ARE PROVIDED FOR FOREST DRIVE. APPROACH GRADE IS GREATER THAN 1/2

2. TYPE B-6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT

3. TYPE B-6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND

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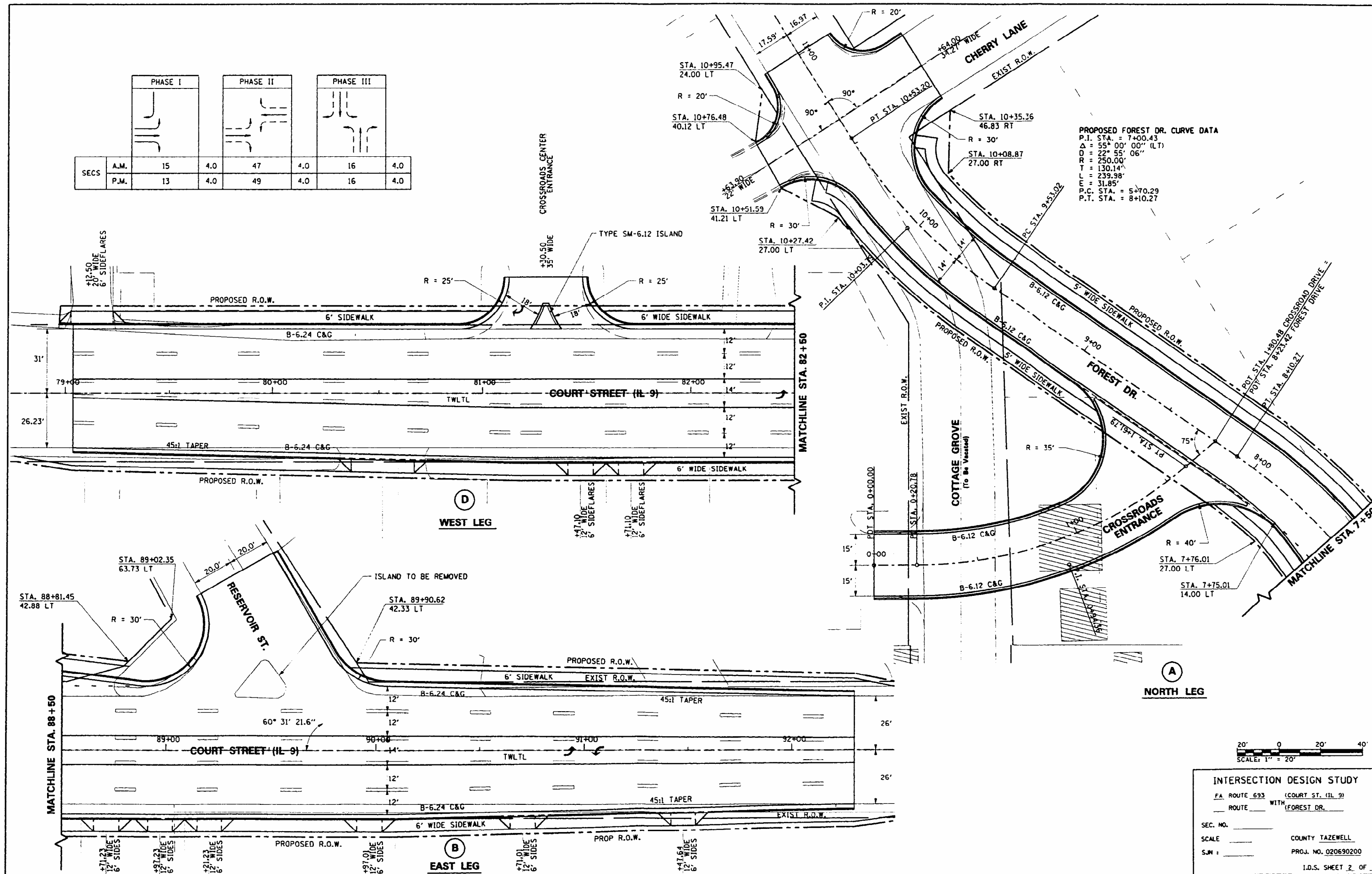
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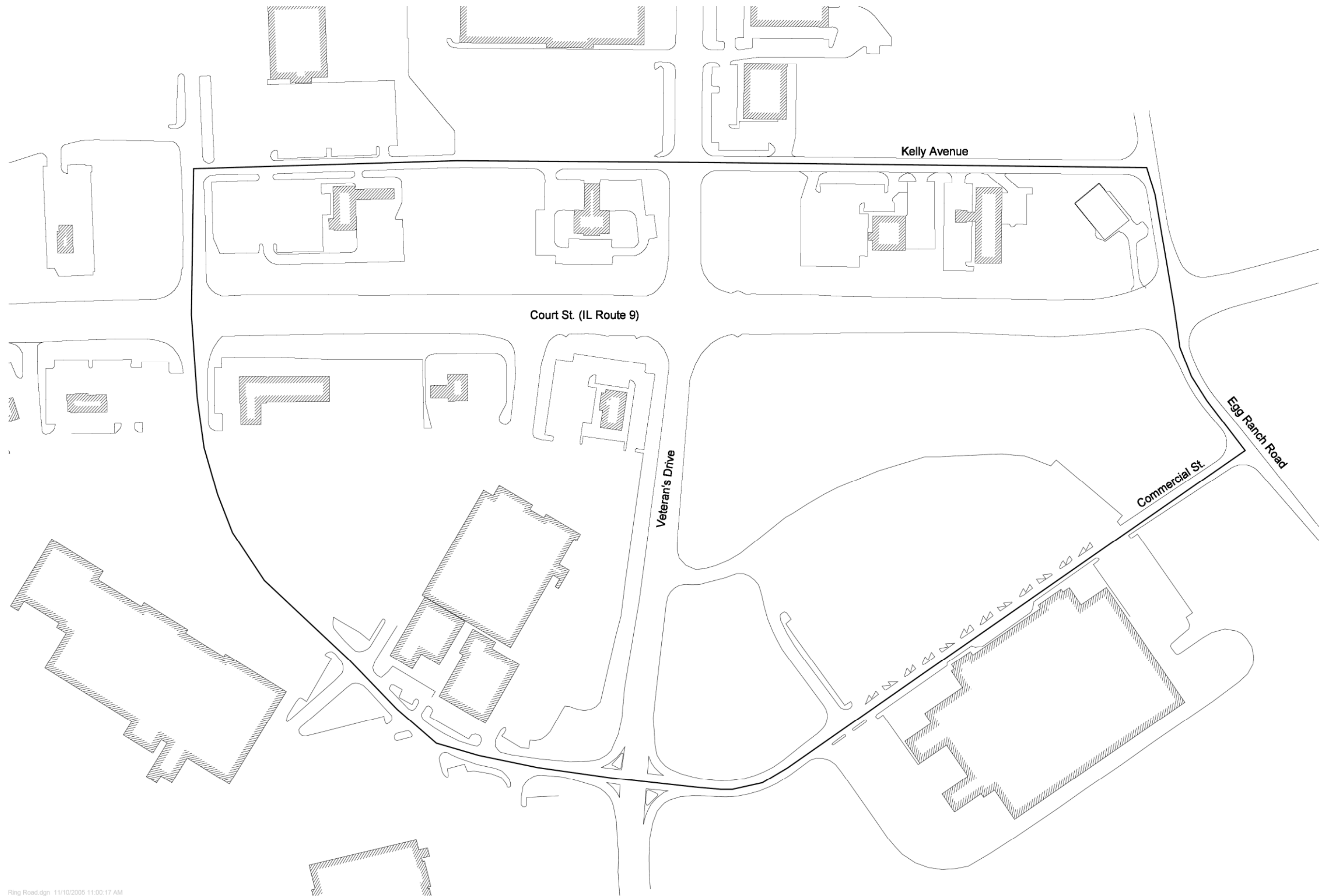
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SECS	A.M.	PHASE I		PHASE II		PHASE III	
		15	4.0	47	4.0	16	4.0
	P.M.	13	4.0	49	4.0	16	4.0

PROPOSED FOREST DR. CURVE DATA
P.I. STA. = 7+00.43
Δ = 55° 00' 00" (LT)
D = 22° 55' 06"
R = 250.00'
T = 130.14'
L = 239.98'
E = 31.85'
P.C. STA. = 5+70.29
P.T. STA. = 8+10.27





Ring Road.dgn 11/10/2005 11:00:17 AM

Appendix B

Analysis Software Input/Output Data

B.1 SimTraffic Input Data

When vehicles are created, they are randomly assigned a driver type between 1 and 10. Each driver type represents 10% of the driving population with driver type 1 being the most conservative and driver type 10 being the most aggressive.

Table B.1.a – Simtraffic Driver Parameters

Driver Types	1	2	3	4	5	6	7	8	9	10
Yellow Decel (ft/s ²)	12	12	12	12	12	11	10	9	8	7
Speed Factor (%)	0.85	0.95	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35
Courtesy Decel (ft/s ²)	10	9	8	7	6	5	4	4	3	3
Yellow React (s)	0.7	0.9	1.0	1.0	1.2	1.3	1.3	1.4	1.4	1.7
Green React (s)	0.8	0.7	0.6	0.6	0.5	0.5	0.5	0.4	0.3	0.2
Headway @ 0 mph (s)	0.65	0.63	0.60	0.58	0.55	0.45	0.42	0.40	0.37	0.35
Headway @ 20 mph (s)	1.65	1.55	1.45	1.35	1.15	1.05	0.95	0.85	0.75	0.70
Headway @ 50 mph (s)	1.95	1.85	1.75	1.65	1.45	1.35	1.25	1.15	0.95	0.85
Gap Acceptance Factor	1.15	1.12	1.10	1.05	1.00	1.00	0.95	0.90	0.88	0.85
Positioning Advantage (veh)	15.0	15.0	15.0	15.0	15.0	2.0	2.0	2.0	1.2	1.2
Optional Advanatage (veh)	2.3	2.3	2.3	1.0	1.0	1.0	1.0	1.0	0.5	0.5
Mand. Factor, Controlled (%)	200	170	150	135	110	90	80	70	60	50
Mand. Factor, Free (%)	150	140	130	120	110	95	90	80	70	60

Yellow Decel is the maximum deceleration rate a driver is willing to use when faced with a yellow light. If the driver is unable to stop using the Yellow Deceleration Rate, they will continue, even if it means entering the intersection on red. By default the Yellow Deceleration Rate varies between 12 ft/s² and 7 ft/s² (3.6m/s² to 2.1m/s²). To make the drivers less prone to running red lights, increase the yellow deceleration.

The **Speed Factor** is multiplied by the link speed to determine the maximum speed for this driver. If the link speed is 50ft/s and the speed factor is 1.1, this driver will attempt to maintain a speed of 55ft/s. By default the Speed Factors vary between 0.75 and 1.27. These numbers can be increased or reduced to change the range of speeds.

Courtesy Decel Rate (CDR) is the amount of deceleration a vehicle will accept in order to let allow an ahead vehicle in an adjacent lane to make a mandatory lane change. A driver with a CDR of 11 ft/s² is much more likely to stop or slow to let in a vehicle than one with a CDR of 4 ft/s².

Yellow React is the amount of time it takes the driver to respond to a signal changing to yellow. More aggressive drivers will have a longer reaction time to yellow lights. By default, this value ranges from 0.7 to 1.7 s.

The yellow deceleration rates and reaction times are based on a research study "Evaluation of Driver Behavior at Signalized Intersections", Wortman and Matthias, Transportation Research Record 904. This study measured driver behaviors at locations in Arizona. This study found deceleration rates ranging from 5 to 24 ft/s². The maximum deceleration allowed in SimTraffic's car following model is 12 ft/s². This study found reaction times ranging from 0.5 seconds to 3 seconds. The SimTraffic reaction times do not use this full range because the longer reaction times are not necessarily the same drivers as the lower deceleration rates.

Users are encouraged to perform studies of local conditions to determine the behavior of local drivers. An active red light enforcement program may lower the yellow reaction times and increase the yellow deceleration rate. Of most interest is driver type 10, the most aggressive

because they will be most likely to run lights and cause startup delays to the next movement. In the field these drivers are the most likely to cause accidents.

Green React is the amount of time it takes the driver to respond to a signal changing to green. More aggressive drivers will have a shorter reaction time to green lights. By default this value ranges from 0.8 to 0.2 s.

Headways are the amount of time between vehicles drivers try to maintain. When traveling at 30 ft/s a vehicle with a 1-second headway will try to maintain 30 ft between it and the leading vehicle. SimTraffic accepts headway values for headways at 0 mph, 30 mph, and 50 mph (0, 50, and 80 km/h). Interpolation is used to determine headways at other speeds. Note that headways can be adjusted for individual movements using the headway factor in the Lanes window of Synchro.

Gap Acceptance Factor is an adjustment to the approach gap times. This is the gap vehicles will accept at unsignalized intersections for permitted left turns and for right turns on red. By default these values range from 1.15 to 0.85. The higher values represent more conservative drivers.

Positioning Distance is the distance at which drivers start to try anticipatory lane changes. Higher values will get drivers into the correct lane sooner and are associated with conservative drivers. Lower values will defer lane changes until later and are associated with aggressive drivers. The range of this value is 100 ft to 1500 ft (30 m to 450 m). It is recommended that a range of values are used so that all drivers don't start making lane changes at the same place. Using lower values will cause balanced lane use upstream of a heavy turn movement. Using higher values will reduce last minute lane changes.

Drivers will make Positioning Lane changes to be in the correct lane for future turns. A driver will defer making a Positioning Lane change when there are **Positioning Advantage** more vehicles ahead in the target lane than the current lane. Higher Values are associated with more conservative drivers and cause drivers to line up in the correct lane. Lower Values are associated with aggressive drivers and cause drivers to avoid lining up in the correct lane until reaching the mandatory lane change point. The range of values is 0.5 to 20 vehicles. If all vehicles ahead are moving, they count as a fraction of a vehicle depending on the speed of the slowest vehicle ahead.

Drivers will make Desired Lane changes to get in a lane with fewer vehicles ahead. A driver will make a Desired Lane change when there is **Optional Advantage** fewer vehicles ahead in the target lane than the current lane. Higher Values are associated with more conservative drivers and cause drivers to have unbalanced lane use. Lower Values are associated with aggressive drivers and cause drivers to use lanes evenly. The range of values is 0.5 to 20 vehicles. If all vehicles ahead are moving, they count as a fraction of a vehicle depending on the speed of the slowest vehicle ahead.

Mandatory Lane Change Distance Factor is the factor the mandatory lane change distances are multiplied by. The mandatory lane change distance is set within *Synchro* for each link in the traffic model. This is the distance by which all drivers must complete a lane change to accommodate a left or right turn. If a driver is not in position by this distance, they will stop and wait for a gap. The **Positioning Distance Adjustment Factor** is used to multiply the Positioning Distance value for each driver type.

Signalized and sign controlled links use **Mandatory Factor Controlled**, for signals, it is best to have lane changes occur early so that drivers are not blocking lanes near the stop bar. Uncontrolled links including freeways use **Mandatory Factor Free** have lane changes occur late so that vehicles have a chance to match speeds before changing lanes and the lane changes can occur without significant slowing or stopping. The range of values is 0.10 to 0.90 and is a proportion of the link available. It is advised that a range of values be used so that lane changes do not all occur at the same point.

(excerpted from Albeck, John, and Husch, David, *SimTraffic 6 User Guide*, Trafficware, 2003.)



B.2 SimTraffic Output Data

The following table presents the raw output data from *SimTraffic*. This data is collated and presented as **Figures 7.2.a through 7.2.i.**

Table B.2.a – Simtraffic Output Data

Peak	Condition	Timing Plan	Total Network			
			Delay/ Vehicle	Stop Delay/ Veh	Stops/ Vehicle	Average Network Speed
			(sec)	(sec)		(mph)
PM	Existing 2005	Exist	84.4	57.8	1.88	20.0
		Lead	67.5	43.4	1.69	22.0
		L/L	63.8	40.7	1.61	22.0
	Projected 2025	Exist	110.0	78.1	2.27	18.0
		Lead	89.1	59.2	2.01	19.0
		L/L	90.8	62.3	1.93	20.0

Peak	Condition	Timing Plan	WB Ill. Rte. 9				EB Ill. Rte. 9			
			Delay/ Vehicle	Travel	Averag	Green	Delay/ Vehicle	Travel Time	Average Corridor Speed	Green Band
			(sec)	(sec)	(mph)	(sec)	(sec)	(sec)	(mph)	(sec)
PM	Existing 2005	Exist	161.1	386.8	24.0	6	132.9	360.1	26.0	15
		Lead	131.5	355.2	26.0	11	107.6	337.5	27.0	11
		L/L	112.9	336.1	27.0	14	98.5	331.4	28.0	14
	Projected 2025	Exist	297.4	564.0	19.0	0	185.7	442.0	23.0	10
		Lead	195.7	459.1	24.0	10	189.4	445.7	23.0	10
		L/L	163.6	426.2	25.0	16	163.8	419.9	25.0	16

HCS+ SHORT REPORT													
General Information							Site Information						
Analyst	RAW						Intersection	Valle Vista & Court St					
Agency or Co.	Maurer-Stutz, Inc.						Area Type	All other areas					
Date Performed	10/10/2005						Jurisdiction	IDOT					
Time Period	PM Peak						Analysis Year	2005					
Project Description: Pekin Court Street Study - Existing Timings													
Volume and Timing Input													
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Num. of Lanes	1	1	1	1	1	0	1	2	1	1	2	1	
Lane Group	L	T	R	L	TR		L	T	R	L	T	R	
Volume (vph)	234	36	101	23	40	97	127	993	6	130	1018	186	
% Heavy veh	6	8	6	5	8	5	6	3	5	5	3	6	
PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93	
Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P	
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	3.0	4.0	2.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	
Arrival type	3	3	3	3	3		1	5	5	3	2	1	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Ped/Bike/RTOR Volume	0	0	93	0	0	95	0	0	4	0	0	103	
Lane Width	11.0	12.0	12.0	12.0	12.0		11.0	12.0	12.0	11.0	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	0		0	0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Phasing	Excl. Left	EB Only	EW Perm	04			Excl. Left	NS Perm	07			08	
Timing	G = 3.0	G = 9.5	G = 9.0	G =			G = 7.0	G = 44.5	G =			G =	
	Y = 5.0	Y = 5.0	Y = 6.0	Y =			Y = 5.0	Y = 6.0	Y =			Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adj. flow rate	321	49	11	25	46		141	1103	2	140	1095	89	
Lane group cap.	431	449	358	200	192		230	1633	715	286	1633	709	
v/c ratio	0.74	0.11	0.03	0.13	0.24		0.61	0.68	0.00	0.49	0.67	0.13	
Green ratio	0.32	0.25	0.23	0.14	0.11		0.57	0.47	0.47	0.57	0.47	0.47	
Unif. delay d ₁	28.4	28.5	29.5	37.5	40.7		15.6	20.9	14.3	11.6	20.8	15.2	
Delay factor k	0.30	0.11	0.11	0.11	0.11		0.20	0.50	0.50	0.11	0.50	0.50	
Increm. delay d ₂	6.9	0.1	0.0	0.3	0.6		4.1	1.9	0.0	1.1	1.8	0.3	
PF factor	1.000	1.000	1.000	1.000	1.000		1.902	0.421	0.421	1.000	1.199	1.579	
Control delay	35.3	28.7	29.5	37.8	41.3		33.7	10.7	6.0	12.7	26.7	24.3	
Lane group LOS	D	C	C	D	D		C	B	A	B	C	C	
Approch. delay	34.3			40.1			13.3			25.1			
Approach LOS	C			D			B			C			
Intersec. delay	21.8			Intersection LOS						C			



HCS+ SHORT REPORT													
General Information							Site Information						
Analyst	RAW						Intersection	Valle Vista & Court St					
Agency or Co.	Maurer-Stutz, Inc.						Area Type	All other areas					
Date Performed	10/10/2005						Jurisdiction	IDOT					
Time Period	PM Peak						Analysis Year	2005					
Project Description: <i>Pekin Court Street Study - Proposed Timings</i>													
Volume and Timing Input													
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Num. of Lanes	1	1	1	1	1	0	1	2	1	1	2	1	
Lane Group	L	T	R	L	TR		L	T	R	L	T	R	
Volume (vph)	234	36	101	23	40	97	127	993	6	130	1018	186	
% Heavy veh	6	8	6	5	8	5	6	3	5	5	3	6	
PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93	
Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P	
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	3.0	4.0	2.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	
Arrival type	3	3	3	3	3		1	5	6	4	3	1	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Ped/Bike/RTOR Volume	0	0	96	0	0	93	0	0	4	0	0	101	
Lane Width	11.0	12.0	12.0	12.0	12.0		11.0	12.0	12.0	11.0	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	0		0	0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Phasing	Excl. Left	EB Only	EW Perm	04			Excl. Left	NS Perm	07			08	
Timing	G = 1.5	G = 12.0	G = 11.0	G =			G = 8.5	G = 40.0	G =			G =	
	Y = 5.0	Y = 5.0	Y = 6.0	Y =			Y = 5.0	Y = 6.0	Y =			Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adj. flow rate	321	49	7	25	48		141	1103	2	140	1095	91	
Lane group cap.	472	528	427	200	226		237	1475	646	268	1475	640	
v/c ratio	0.68	0.09	0.02	0.13	0.21		0.59	0.75	0.00	0.52	0.74	0.14	
Green ratio	0.35	0.30	0.28	0.14	0.13		0.54	0.42	0.42	0.54	0.42	0.42	
Unif. delay d ₁	25.9	25.2	26.0	37.1	38.9		16.7	24.5	16.8	14.4	24.4	17.9	
Delay factor k	0.25	0.11	0.11	0.11	0.11		0.18	0.50	0.50	0.13	0.50	0.50	
Increm. delay d ₂	4.0	0.1	0.0	0.3	0.5		3.4	3.0	0.0	1.5	2.8	0.4	
PF factor	1.000	1.000	1.000	1.000	1.000		1.799	0.517	0.276	0.691	1.000	1.483	
Control delay	29.9	25.3	26.1	37.4	39.4		33.5	15.7	4.7	11.5	27.2	26.9	
Lane group LOS	C	C	C	D	D		C	B	A	B	C	C	
Apprch. delay	29.2			38.7			17.7			25.5			
Approach LOS	C			D			B			C			
Intersec. delay	23.1			Intersection LOS						C			



HCS+ SHORT REPORT													
General Information							Site Information						
Analyst	RAW						Intersection	Valle Vista & Court St					
Agency or Co.	Maurer-Stutz, Inc.						Area Type	All other areas					
Date Performed	10/10/2005						Jurisdiction	IDOT					
Time Period	PM Peak						Analysis Year	2025					
Project Description: <i>Pekin Court Street Study - Existing Timings</i>													
Volume and Timing Input													
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Num. of Lanes	1	1	1	1	1	0	1	2	1	1	2	1	
Lane Group	L	T	R	L	TR		L	T	R	L	T	R	
Volume (vph)	257	40	111	25	44	107	140	1341	7	143	1374	205	
% Heavy veh	6	8	6	5	8	5	6	3	5	5	3	6	
PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93	
Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P	
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	3.0	4.0	2.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	
Arrival type	3	3	3	3	3		1	5	4	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Ped/Bike/RTOR Volume	0	0	90	0	0	102	0	0	3	0	0	88	
Lane Width	11.0	12.0	12.0	12.0	12.0		11.0	12.0	12.0	11.0	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	0		0	0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Phasing	Excl. Left	EB Only	EW Perm	04			Excl. Left	NS Perm	07			08	
Timing	G = 3.0	G = 8.0	G = 12.0	G =			G = 8.0	G = 42.0	G =			G =	
	Y = 5.0	Y = 5.0	Y = 6.0	Y =			Y = 5.0	Y = 6.0	Y =			Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adj. flow rate	352	55	29	27	53		156	1490	4	154	1477	126	
Lane group cap.	443	475	381	239	243		220	1545	677	222	1545	671	
v/c ratio	0.79	0.12	0.08	0.11	0.22		0.71	0.96	0.01	0.69	0.96	0.19	
Green ratio	0.34	0.27	0.25	0.17	0.14		0.56	0.44	0.44	0.56	0.44	0.44	
Unif. delay d ₁	29.7	27.5	28.7	35.0	38.1		22.0	27.2	15.7	21.3	27.1	17.1	
Delay factor k	0.34	0.11	0.11	0.11	0.11		0.27	0.50	0.50	0.26	0.50	0.50	
Increm. delay d ₂	9.7	0.1	0.1	0.2	0.5		7.2	12.4	0.0	5.1	9.5	0.3	
PF factor	1.000	1.000	1.000	1.000	1.000		1.848	0.476	0.849	1.000	1.000	1.000	
Control delay	39.3	27.6	28.8	35.2	38.6		48.0	25.4	13.4	26.5	36.5	17.4	
Lane group LOS	D	C	C	D	D		D	C	B	C	D	B	
Apprch. delay	37.2			37.5			27.5			34.3			
Approach LOS	D			D			C			C			
Intersec. delay	31.8			Intersection LOS						C			



HCS+ SHORT REPORT													
General Information							Site Information						
Analyst	RAW						Intersection	Valle Vista & Court St					
Agency or Co.	Maurer-Stutz, Inc.						Area Type	All other areas					
Date Performed	10/10/2005						Jurisdiction	IDOT					
Time Period	PM Peak						Analysis Year	2025					
Project Description: Pekin Court Street Study - Proposed Timings													
Volume and Timing Input													
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Num. of Lanes	1	1	1	1	1	0	1	2	1	1	2	1	
Lane Group	L	T	R	L	TR		L	T	R	L	T	R	
Volume (vph)	257	40	111	25	44	107	140	1341	7	143	1374	205	
% Heavy veh	6	8	6	5	8	5	6	3	5	5	3	6	
PHF	0.73	0.73	0.73	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93	
Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P	
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	3.0	4.0	2.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	
Arrival type	3	3	3	3	3		1	4	3	2	4	5	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Ped/Bike/RTOR Volume	0	0	102	0	0	101	0	0	4	0	0	100	
Lane Width	11.0	12.0	12.0	12.0	12.0		11.0	12.0	12.0	11.0	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	0		0	0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0	
Phasing	Excl. Left	EB Only	EW Perm	04		Excl. Left	NS Perm	07		08			
Timing	G = 1.5	G = 8.0	G = 11.0	G =		G = 5.0	G = 37.5	G =		G =			
	Y = 5.0	Y = 5.0	Y = 6.0	Y =		Y = 5.0	Y = 6.0	Y =		Y =			
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adj. flow rate	352	55	4	27	61		156	1490	3	154	1477	96	
Lane group cap.	449	508	406	222	247		160	1541	675	191	1541	669	
v/c ratio	0.78	0.11	0.01	0.12	0.25		0.82	0.97	0.00	0.81	0.96	0.14	
Green ratio	0.35	0.29	0.27	0.16	0.14		0.54	0.44	0.44	0.54	0.44	0.44	
Unif. delay d ₁	25.9	23.5	24.3	32.2	34.2		19.5	24.6	14.2	19.6	24.5	15.1	
Delay factor k	0.33	0.11	0.11	0.11	0.11		0.36	0.50	0.50	0.35	0.50	0.50	
Increm. delay d ₂	8.8	0.1	0.0	0.2	0.5		16.2	11.8	0.0	12.6	9.5	0.2	
PF factor	1.000	1.000	1.000	1.000	1.000		1.779	0.850	1.000	1.292	0.850	0.479	
Control delay	24.8	23.6	24.3	32.4	34.7		50.8	32.7	14.2	39.7	30.2	7.5	
Lane group LOS	C	C	C	C	C		D	C	B	D	C	A	
Apprch. delay	33.2			34.0			34.4			29.7			
Approach LOS	C			C			C			C			
Intersec. delay	32.1			Intersection LOS						C			



HCS+ SHORT REPORT													
General Information							Site Information						
Analyst	RAW						Intersection	Egg Ranch Road & Court St					
Agency or Co.	Maurer-Stutz, Inc.						Area Type	All other areas					
Date Performed	10/11/2005						Jurisdiction	IDOT					
Time Period	PM Peak						Analysis Year	2025					
Project Description: Pekin Court Street Study													
Volume and Timing Input													
	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Num. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0	
Lane Group	L	T	R	L	T	R	L	TR		L	TR		
Volume (vph)	239	356	72	86	435	85	95	26	122	104	59	55	
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2	
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Actuated (P/A)	A	P	P	A	P	P	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		
Ext. eff. green	2.5	4.5	4.5	2.5	4.5	4.5	2.5	4.0		2.5	4.0		
Arrival type	4	4	4	3	3	3	3	3		3	3		
Unit Extension	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0		3.0	3.0		
Ped/Bike/RTOR Volume	0	0	40	0	0	51	0	0	108	0	0	39	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	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	0	0	0	0		0	0		
Unit Extension	3.0	5.0	5.0	3.0	5.0	5.0	3.0	3.0		3.0	3.0		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08					
Timing	G = 8.5	G = 39.5	G =	G =	G = 7.5	G = 13.0	G =	G =					
	Y = 4.5	Y = 6.5	Y =	Y =	Y = 4.5	Y = 6	Y =	Y =					
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adj. flow rate	35	93	473	37	103	43		113	81				
Lane group cap.	739	605	1655	739	354	294		361	301				
v/c ratio	0.05	0.15	0.29	0.05	0.29	0.15		0.31	0.27				
Green ratio	0.47	0.59	0.47	0.47	0.28	0.17		0.28	0.17				
Unif. delay d ₁	13.1	8.2	14.8	13.1	24.6	32.0		24.8	32.7				
Delay factor k	0.50	0.11	0.50	0.50	0.11	0.11		0.11	0.11				
Increm. delay d ₂	0.1	0.1	0.4	0.1	0.5	0.2		0.5	0.5				
PF factor	0.815	1.000	1.000	1.000	1.000	1.000		1.000	1.000				
Control delay	10.8	8.3	15.2	13.2	25.1	32.3		25.3	33.2				
Lane group LOS	B	A	B	B	C	C		C	C				
Approch. delay	9.7			14.0			27.2			28.6			
Approach LOS	A			B			C			C			
Intersec. delay	15.1			Intersection LOS						B			



Appendix C

Signal Timing Implementation Report

C.1 Lead Only Proposed Traffic Signal TimingsTiming Report, Sorted By Phase
1: Court St. & 14th St.Maurer-Stutz, Inc.
10/20/2005

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	12	40	12	36	12	40	13	35
Maximum Split (%)	12.0%	40.0%	12.0%	36.0%	12.0%	40.0%	13.0%	35.0%
Minimum Split (s)	12	28.7	12	30.7	12	24.7	12	30.7
Yellow Time (s)	3.5	4	3.5	4	3.5	4	3.5	4
All-Red Time (s)	1.5	1.7	1.5	1.7	1.5	1.7	1.5	1.7
Minimum Initial (s)	7	16	7	12	7	16	7	12
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0	15	0	0	0	15	0	0
Time To Reduce (s)	0	3	0	0	0	3	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		16		18		12		18
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	12	52	64	0	12	52	65
End Time (s)	12	52	64	0	12	52	65	0
Yield/Force Off (s)	7	46.3	59	94.3	7	46.3	60	94.3
Yield/Force Off 170(s)	7	46.3	59	76.3	7	46.3	60	76.3
Local Start Time (s)	88	0	40	52	88	0	40	53
Local Yield (s)	95	34.3	47	82.3	95	34.3	48	82.3
Local Yield 170(s)	95	34.3	47	64.3	95	34.3	48	64.3

Intersection Summary

Cycle Length 100
 Control Type Actuated-Uncoordinated
 Natural Cycle 85

Splits and Phases: 1: Court St. & 14th St.

 Ø1	 Ø2	 Ø3	 Ø4
12 s	40 s	12 s	36 s
 Ø5	 Ø6	 Ø7	 Ø8
12 s	40 s	13 s	35 s



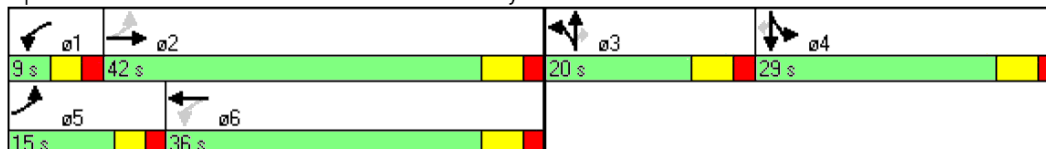
Timing Report, Sorted By Phase
2: Court St. #1 & Parkway AveMaurer-Stutz, Inc.
10/20/2005

						
Phase Number	1	2	3	4	5	6
Movement	WBL	EBTL	NBTL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize						
Recall Mode	None	C-Min	None	None	None	C-Min
Maximum Split (s)	9	42	20	29	15	36
Maximum Split (%)	9.0%	42.0%	20.0%	29.0%	15.0%	36.0%
Minimum Split (s)	9	16	14	14	9	16
Yellow Time (s)	3	4	4	4	3	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	4	10	8	8	4	10
Vehicle Extension (s)	2	5	4	3	2	5
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3
Time Before Reduce (s)	0	20	0	0	0	20
Time To Reduce (s)	0	10	0	0	0	10
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	12	21	63	83	12	27
End Time (s)	21	63	83	12	27	63
Yield/Force Off (s)	16	57	77	6	22	57
Yield/Force Off 170(s)	16	57	77	6	22	57
Local Start Time (s)	85	94	36	56	85	0
Local Yield (s)	89	30	50	79	95	30
Local Yield 170(s)	89	30	50	79	95	30

Intersection Summary

Cycle Length 100
Control Type Actuated-Coordinated
Natural Cycle 80
Offset: 27 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 2: Court St. #1 & Parkway Ave



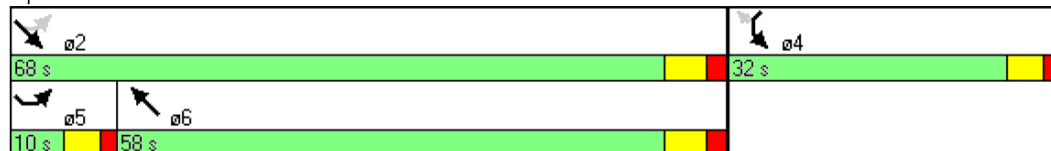
Timing Report, Sorted By Phase
3: Court St. #1 & Allentown Rd.Maurer-Stutz, Inc.
10/20/2005

				
Phase Number	2	4	5	6
Movement	SETL	SWL	SEL	NWT
Lead/Lag			Lead	Lag
Lead-Lag Optimize				
Recall Mode	C-Min	None	Min	C-Min
Maximum Split (s)	68	32	10	58
Maximum Split (%)	68.0%	32.0%	10.0%	58.0%
Minimum Split (s)	21	13.5	9	21
Yellow Time (s)	4	3.5	3.5	4
All-Red Time (s)	2	2	1.5	2
Minimum Initial (s)	15	8	4	15
Vehicle Extension (s)	5	3	3	5
Minimum Gap (s)	0.2	3	0.2	3
Time Before Reduce (s)	20	0	0	20
Time To Reduce (s)	10	0	0	10
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	60	28	60	70
End Time (s)	28	60	70	28
Yield/Force Off (s)	22	54.5	65	22
Yield/Force Off 170(s)	22	54.5	65	22
Local Start Time (s)	90	58	90	0
Local Yield (s)	52	84.5	95	52
Local Yield 170(s)	52	84.5	95	52

Intersection Summary

Cycle Length 100
 Control Type Actuated-Coordinated
 Natural Cycle 60
 Offset: 70 (70%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Splits and Phases: 3: Court St. #1 & Allentown Rd.



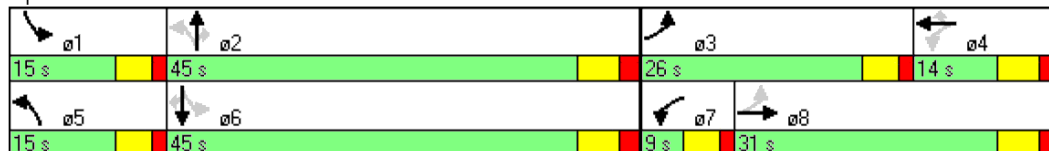
Timing Report, Sorted By Phase
4: Valle Vista & Court St. #1Maurer-Stutz, Inc.
10/20/2005

								
Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	EBL	WBTL	NBL	SBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	15	45	26	14	15	45	9	31
Maximum Split (%)	15.0%	45.0%	26.0%	14.0%	15.0%	45.0%	9.0%	31.0%
Minimum Split (s)	9	21	9	14	9	21	9	14
Yellow Time (s)	3.5	4	3.5	4	3.5	4	3.5	4
All-Red Time (s)	1.5	2	1.5	2	1.5	2	1.5	2
Minimum Initial (s)	4	15	4	8	4	15	4	8
Vehicle Extension (s)	3	5	3	3	3	5	3	3
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3	0.2	0.2
Time Before Reduce (s)	0	20	0	0	0	20	0	0
Time To Reduce (s)	0	10	0	0	0	10	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	57	72	17	43	57	72	17	26
End Time (s)	72	17	43	57	72	17	26	57
Yield/Force Off (s)	67	11	38	51	67	11	21	51
Yield/Force Off 170(s)	67	11	38	51	67	11	21	51
Local Start Time (s)	85	0	45	71	85	0	45	54
Local Yield (s)	95	39	66	79	95	39	49	79
Local Yield 170(s)	95	39	66	79	95	39	49	79

Intersection Summary

Cycle Length 100
 Control Type Actuated-Coordinated
 Natural Cycle 60
 Offset: 72 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 4: Valle Vista & Court St. #1



Timing Report, Sorted By Phase
5: Court St. #1 & BarneyMaurer-Stutz, Inc.
10/20/2005

						
Phase Number	1	2	3	4	5	6
Movement	SEL	NWTL	NETL	SWTL	NWL	SETL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize						
Recall Mode	None	C-Min	None	None	None	C-Min
Maximum Split (s)	21	42	14	23	10	53
Maximum Split (%)	21.0%	42.0%	14.0%	23.0%	10.0%	53.0%
Minimum Split (s)	9.5	21	13.5	13.5	9.5	21
Yellow Time (s)	3.5	4	3.5	3.5	3.5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	4	15	8	8	4	15
Vehicle Extension (s)	3	5	3	3	3	5
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3
Time Before Reduce (s)	0	20	0	0	0	20
Time To Reduce (s)	0	10	0	0	0	10
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	21	63	77	0	10
End Time (s)	21	63	77	0	10	63
Yield/Force Off (s)	15.5	57	71.5	94.5	4.5	57
Yield/Force Off 170(s)	15.5	57	71.5	94.5	4.5	57
Local Start Time (s)	79	0	42	56	79	89
Local Yield (s)	94.5	36	50.5	73.5	83.5	36
Local Yield 170(s)	94.5	36	50.5	73.5	83.5	36

Intersection Summary

Cycle Length 100
Control Type Actuated-Coordinated
Natural Cycle 70
Offset: 21 (21%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Splits and Phases: 5: Court St. #1 & Barney

 ø1	 ø2	 ø3	 ø4
21 s	42 s	14 s	23 s
 ø5	 ø6		
10 s	53 s		



Timing Report, Sorted By Phase
6: Court St. #1 & Commercial St.Maurer-Stutz, Inc.
10/20/2005

						
Phase Number	1	2	5	6	7	8
Movement	SEL NWTL	NWL	SETL	NETL	SWTL	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize						
Recall Mode	None	C-Min	None	C-Min	None	None
Maximum Split (s)	18	32	13	37	24	26
Maximum Split (%)	18.0%	32.0%	13.0%	37.0%	24.0%	26.0%
Minimum Split (s)	9	21	9	21	13.5	13.5
Yellow Time (s)	3.5	4.5	3.5	4.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	2	2
Minimum Initial (s)	4	15	4	15	8	8
Vehicle Extension (s)	3	5	3	5	3	3
Minimum Gap (s)	0.2	3	0.2	3	0.2	0.2
Time Before Reduce (s)	0	20	0	20	0	0
Time To Reduce (s)	0	10	0	10	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	59	77	59	72	9	33
End Time (s)	77	9	72	9	33	59
Yield/Force Off (s)	72	3	67	3	27.5	53.5
Yield/Force Off 170(s)	72	3	67	3	27.5	53.5
Local Start Time (s)	82	0	82	95	32	56
Local Yield (s)	95	26	90	26	50.5	76.5
Local Yield 170(s)	95	26	90	26	50.5	76.5

Intersection Summary

Cycle Length 100
 Control Type Actuated-Coordinated
 Natural Cycle 60
 Offset: 77 (77%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Splits and Phases: 6: Court St. #1 & Commercial St.

 ø1	 ø2	 ø7	 ø8
18 s	32 s	24 s	26 s
 ø5	 ø6		
13 s	37 s		



Timing Report, Sorted By Phase
7: Court St. #1 & Veterans DriveMaurer-Stutz, Inc.
10/20/2005

								
Phase Number	1	2	3	4	5	6	7	8
Movement	SEL NWTL	SWL	NETL	NWL	SETL	NEL	SWTL	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	11	39	12	38	20	30	35	15
Maximum Split (%)	11.0%	39.0%	12.0%	38.0%	20.0%	30.0%	35.0%	15.0%
Minimum Split (s)	8.5	26.5	8.5	14	8.5	26.5	8.5	14
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	1.5	2	1.5	2	1.5	2	1.5	2
Minimum Initial (s)	4	20	4	8	4	20	4	8
Vehicle Extension (s)	3	5	3	3	3	5	3	3
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3	0.2	0.2
Time Before Reduce (s)	0	20	0	0	0	20	0	0
Time To Reduce (s)	0	10	0	0	0	10	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	65	76	15	27	65	85	15	50
End Time (s)	76	15	27	65	85	15	50	65
Yield/Force Off (s)	71.5	8.5	22.5	59	80.5	8.5	45.5	59
Yield/Force Off 170(s)	71.5	8.5	22.5	59	80.5	8.5	45.5	59
Local Start Time (s)	80	91	30	42	80	0	30	65
Local Yield (s)	86.5	23.5	37.5	74	95.5	23.5	60.5	74
Local Yield 170(s)	86.5	23.5	37.5	74	95.5	23.5	60.5	74

Intersection Summary

Cycle Length 100
Control Type Actuated-Coordinated
Natural Cycle 65
Offset: 85 (85%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Splits and Phases: 7: Court St. #1 & Veterans Drive

			
ø1	ø2	ø3	ø4
11 s	39 s	12 s	38 s
			
ø5	ø6	ø7	ø8
20 s	30 s	35 s	15 s



C.2 Lead/Lag Proposed Traffic Signal TimingsTiming Report, Sorted By Phase
1: Court St. & 14th St.Maurer-Stutz, Inc.
10/20/2005

								
Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	NBL	SBTL	EBL	WBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	12	35	12	31	12	35	12	31
Maximum Split (%)	13.3%	38.9%	13.3%	34.4%	13.3%	38.9%	13.3%	34.4%
Minimum Split (s)	12	28.7	12	30.7	12	24.7	12	30.7
Yellow Time (s)	3.5	4	3.5	4	3.5	4	3.5	4
All-Red Time (s)	1.5	1.7	1.5	1.7	1.5	1.7	1.5	1.7
Minimum Initial (s)	7	16	7	12	7	16	7	12
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0	15	0	0	0	15	0	0
Time To Reduce (s)	0	3	0	0	0	3	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		16		18		12		18
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	12	47	59	0	12	47	59
End Time (s)	12	47	59	0	12	47	59	0
Yield/Force Off (s)	7	41.3	54	84.3	7	41.3	54	84.3
Yield/Force Off 170(s)	7	25.3	54	66.3	7	29.3	54	66.3
Local Start Time (s)	78	0	35	47	78	0	35	47
Local Yield (s)	85	29.3	42	72.3	85	29.3	42	72.3
Local Yield 170(s)	85	13.3	42	54.3	85	17.3	42	54.3

Intersection Summary

Cycle Length 90
 Control Type Actuated-Uncoordinated
 Natural Cycle 85

Splits and Phases: 1: Court St. & 14th St.

 Ø1	 Ø2	 Ø3	 Ø4
12 s	35 s	12 s	31 s
 Ø5	 Ø6	 Ø7	 Ø8
12 s	35 s	12 s	31 s



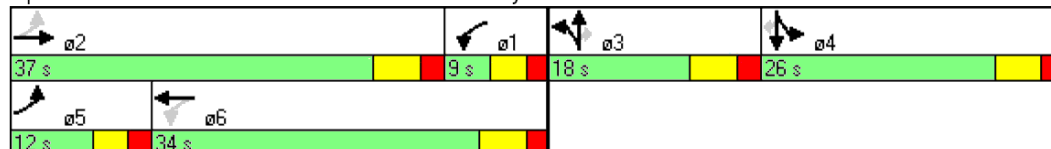
Timing Report, Sorted By Phase
2: Court St. #1 & Parkway AveMaurer-Stutz, Inc.
10/20/2005

						
Phase Number	1	2	3	4	5	6
Movement	WBL	EBTL	NBTL	SBTL	EBL	WBTL
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min
Maximum Split (s)	9	37	18	26	12	34
Maximum Split (%)	10.0%	41.1%	20.0%	28.9%	13.3%	37.8%
Minimum Split (s)	9	16	14	14	9	16
Yellow Time (s)	3	4	4	4	3	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	4	10	8	8	4	10
Vehicle Extension (s)	2	5	4	3	2	5
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3
Time Before Reduce (s)	0	20	0	0	0	20
Time To Reduce (s)	0	10	0	0	0	10
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	50	13	59	77	13	25
End Time (s)	59	50	77	13	25	59
Yield/Force Off (s)	54	44	71	7	20	53
Yield/Force Off 170(s)	54	44	71	7	20	53
Local Start Time (s)	25	78	34	52	78	0
Local Yield (s)	29	19	46	72	85	28
Local Yield 170(s)	29	19	46	72	85	28

Intersection Summary

Cycle Length 90
 Control Type Actuated-Coordinated
 Natural Cycle 90
 Offset: 25 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Splits and Phases: 2: Court St. #1 & Parkway Ave



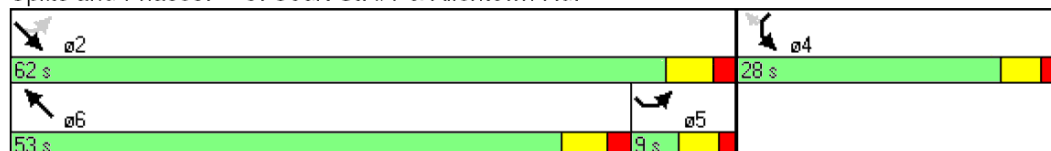
Timing Report, Sorted By Phase
3: Court St. #1 & Allentown Rd.Maurer-Stutz, Inc.
10/20/2005

				
Phase Number	2	4	5	6
Movement	SETL	SWL	SEL	NWT
Lead/Lag			Lag	Lead
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Min	None	Min	C-Min
Maximum Split (s)	62	28	9	53
Maximum Split (%)	68.9%	31.1%	10.0%	58.9%
Minimum Split (s)	21	13.5	9	21
Yellow Time (s)	4	3.5	3.5	4
All-Red Time (s)	2	2	1.5	2
Minimum Initial (s)	15	8	4	15
Vehicle Extension (s)	5	3	3	5
Minimum Gap (s)	0.2	3	0.2	3
Time Before Reduce (s)	20	0	0	20
Time To Reduce (s)	10	0	0	10
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	52	24	15	52
End Time (s)	24	52	24	15
Yield/Force Off (s)	18	46.5	19	9
Yield/Force Off 170(s)	18	46.5	19	9
Local Start Time (s)	0	62	53	0
Local Yield (s)	56	84.5	57	47
Local Yield 170(s)	56	84.5	57	47

Intersection Summary

Cycle Length 90
 Control Type Actuated-Coordinated
 Natural Cycle 55
 Offset: 52 (58%), Referenced to phase 2:SETL and 6:NWT, Start of Green

Splits and Phases: 3: Court St. #1 & Allentown Rd.



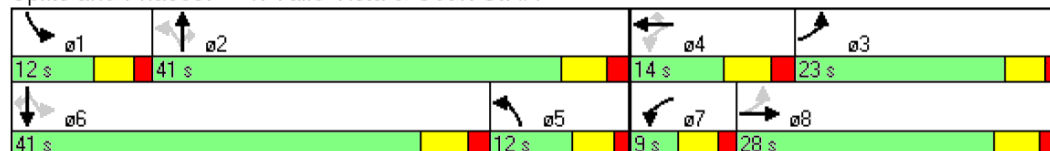
Timing Report, Sorted By Phase
4: Valle Vista & Court St. #1Maurer-Stutz, Inc.
10/20/2005

								
Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	EBL	WBTL	NBL	SBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	12	41	23	14	12	41	9	28
Maximum Split (%)	13.3%	45.6%	25.6%	15.6%	13.3%	45.6%	10.0%	31.1%
Minimum Split (s)	9	21	9	14	9	21	9	14
Yellow Time (s)	3.5	4	3.5	4	3.5	4	3.5	4
All-Red Time (s)	1.5	2	1.5	2	1.5	2	1.5	2
Minimum Initial (s)	4	15	4	8	4	15	4	8
Vehicle Extension (s)	3	5	3	3	3	5	3	3
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3	0.2	0.2
Time Before Reduce (s)	0	20	0	0	0	20	0	0
Time To Reduce (s)	0	10	0	0	0	10	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	Yes	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	9	21	76	62	50	9	62	71
End Time (s)	21	62	9	76	62	50	71	9
Yield/Force Off (s)	16	56	4	70	57	44	66	3
Yield/Force Off 170(s)	16	56	4	70	57	44	66	3
Local Start Time (s)	78	0	55	41	29	78	41	50
Local Yield (s)	85	35	73	49	36	23	45	72
Local Yield 170(s)	85	35	73	49	36	23	45	72

Intersection Summary

Cycle Length 90
 Control Type Actuated-Coordinated
 Natural Cycle 65
 Offset: 21 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Splits and Phases: 4: Valle Vista & Court St. #1



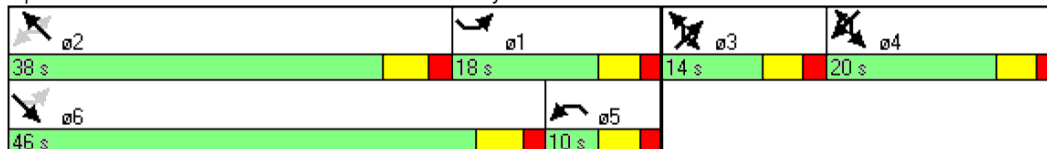
Timing Report, Sorted By Phase
5: Court St. #1 & BarneyMaurer-Stutz, Inc.
10/20/2005

						
Phase Number	1	2	3	4	5	6
Movement	SEL	NWTL	NETL	SWTL	NWL	SETL
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min
Maximum Split (s)	18	38	14	20	10	46
Maximum Split (%)	20.0%	42.2%	15.6%	22.2%	11.1%	51.1%
Minimum Split (s)	9.5	21	13.5	13.5	9.5	21
Yellow Time (s)	3.5	4	3.5	3.5	3.5	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	4	15	8	8	4	15
Vehicle Extension (s)	3	5	3	3	3	5
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3
Time Before Reduce (s)	0	20	0	0	0	20
Time To Reduce (s)	0	10	0	0	0	10
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	9	61	27	41	17	61
End Time (s)	27	9	41	61	27	17
Yield/Force Off (s)	21.5	3	35.5	55.5	21.5	11
Yield/Force Off 170(s)	21.5	3	35.5	55.5	21.5	11
Local Start Time (s)	38	0	56	70	46	0
Local Yield (s)	50.5	32	64.5	84.5	50.5	40
Local Yield 170(s)	50.5	32	64.5	84.5	50.5	40

Intersection Summary

Cycle Length 90
 Control Type Actuated-Coordinated
 Natural Cycle 70
 Offset: 61 (68%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Splits and Phases: 5: Court St. #1 & Barney



Timing Report, Sorted By Phase
6: Court St. #1 & Commercial St.Maurer-Stutz, Inc.
10/20/2005

						
Phase Number	1	2	5	6	7	8
Movement	SEL NWTL	NWL	SETL	NETL	SWTL	
Lead/Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None
Maximum Split (s)	17	28	12	33	23	22
Maximum Split (%)	18.9%	31.1%	13.3%	36.7%	25.6%	24.4%
Minimum Split (s)	9	21	9	21	13.5	13.5
Yellow Time (s)	3.5	4.5	3.5	4.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	2	2
Minimum Initial (s)	4	15	4	15	8	8
Vehicle Extension (s)	3	5	3	5	3	3
Minimum Gap (s)	0.2	3	0.2	3	0.2	0.2
Time Before Reduce (s)	0	20	0	20	0	0
Time To Reduce (s)	0	10	0	10	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	86	58	58	70	35	13
End Time (s)	13	86	70	13	58	35
Yield/Force Off (s)	8	80	65	7	52.5	29.5
Yield/Force Off 170(s)	8	80	65	7	52.5	29.5
Local Start Time (s)	16	78	78	0	55	33
Local Yield (s)	28	10	85	27	72.5	49.5
Local Yield 170(s)	28	10	85	27	72.5	49.5

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 60
Offset: 70 (78%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Splits and Phases: 6: Court St. #1 & Commercial St.

 ø2	 ø1	 ø8	 ø7
28 s	17 s	22 s	23 s
 ø5	 ø6		
12 s	33 s		



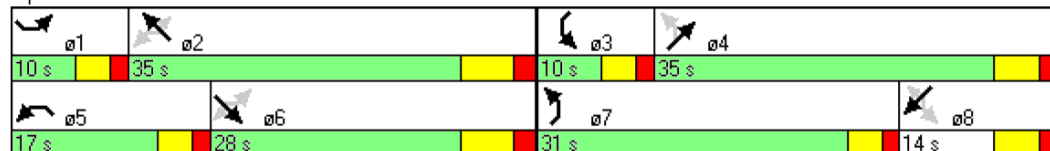
Timing Report, Sorted By Phase
7: Court St. #1 & Veterans DriveMaurer-Stutz, Inc.
10/20/2005

								
Phase Number	1	2	3	4	5	6	7	8
Movement	SEL NWTL	SWL	NETL	NWL	SETL	NEL	SWTL	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	10	35	10	35	17	28	31	14
Maximum Split (%)	11.1%	38.9%	11.1%	38.9%	18.9%	31.1%	34.4%	15.6%
Minimum Split (s)	8.5	26.5	8.5	14	8.5	26.5	8.5	14
Yellow Time (s)	3	4.5	3	4	3	4.5	3	4
All-Red Time (s)	1.5	2	1.5	2	1.5	2	1.5	2
Minimum Initial (s)	4	20	4	8	4	20	4	8
Vehicle Extension (s)	3	5	3	3	3	5	3	3
Minimum Gap (s)	0.2	3	0.2	0.2	0.2	3	0.2	0.2
Time Before Reduce (s)	0	20	0	0	0	20	0	0
Time To Reduce (s)	0	10	0	0	0	10	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	3	13	48	58	3	20	48	79
End Time (s)	13	48	58	3	20	48	79	3
Yield/Force Off (s)	8.5	41.5	53.5	87	15.5	41.5	74.5	87
Yield/Force Off 170(s)	8.5	41.5	53.5	87	15.5	41.5	74.5	87
Local Start Time (s)	73	83	28	38	73	0	28	59
Local Yield (s)	78.5	21.5	33.5	67	85.5	21.5	54.5	67
Local Yield 170(s)	78.5	21.5	33.5	67	85.5	21.5	54.5	67

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 65
Offset: 20 (22%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Splits and Phases: 7: Court St. #1 & Veterans Drive



C.3 Lead/Lag Left-Turns and the “Left-Turn Trap”

The use of lead/lag phasing for left-turns can lead to significant increases in arterial throughput and associated reductions in delays and stops, but there is one safety concern that needs to be addressed.

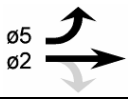
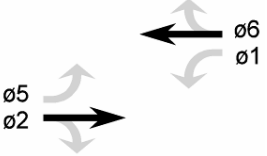
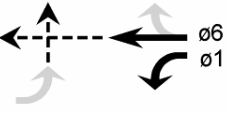
	Interval 1: Phase 5 eastbound shows protected left turn arrow while phase 2 eastbound shows a green ball.
	Interval 2: Phase 5 eastbound and phase 1 westbound show permitted left turn (green ball) while phase 2 and phase 6 Through show green balls. At the end of interval 2, phase 5 displays a yellow indication. Since the eastbound left sees the yellow on all facing displays, they may incorrectly presume that the westbound left is likewise receiving a yellow ball and about to stop.
	Interval 3: Phase 1 westbound shows protected turn arrow while phase 6 eastbound Through shows green ball. Eastbound left may have assumed the westbound through was stopping, creating a crash situation.

Figure C.3.a – Left-Turn Trapping¹

In the scenario shown in **Figure C.3.a**, above, the eastbound traffic represents any direction that has the leading left-turn arrow in a lead/leg phasing scheme. The “left-turn trap” occurs at the transition between Interval 2 and Interval 3. Any east-bound left-turner that has been unsuccessful at finding a gap during the Interval 2 green (the permitted portion of the eastbound LT) would be presented with a yellow ball at its end. Since these drivers see yellow indications on all facing displays (through and left), they may incorrectly presume that the westbound through is likewise receiving a yellow ball and is about to stop.

When the signal goes red, (eastbound) the turner will:

1. Be stuck (now illegally), in the middle of the intersection with nowhere to go, or
2. Commit the left turn thinking the opposing movements are stopping, creating a serious safety issue.²

Dallas Phasing There are two popular solutions to the “left-turn trap” problem. One solution is the so-called “Dallas Phasing” developed by the Texas Transportation Institute in Dallas. In this phasing scheme, the left-turning traffic associated with the terminating through phase will still receive a green ball throughout the oncoming left-turn protected phase. This allows left-turns to continue on a permitted basis with two benefits. First, the left-turn trap is eliminated because the cars that would have been “trapped” can continue making left-turns normally. Second, this practice increases the efficiency of the intersection because more left-turns can be made on a permitted basis, rather than facing

¹ Albeck, Pg. 3-25

² Albeck, pg. 3-25

a red ball that eliminates all movements. It should be noted that the green ball for the left-turning traffic should be an optically programmed head visible only to the left-turn traffic so that the through traffic will not accidentally misinterpret the signal and proceed through on red.

Flashing Yellow Arrow (FYA) The second solution was proposed in National Cooperative Highway Research Program (NCHRP) Report 493, *Evaluation of Traffic Signal Displays for Protected/Permission Left-Turn Control*. In this Report, a 4-section head is recommended with both a yellow arrow and yellow ball. During the oncoming protected-only phase, the left-turn head will display a flashing yellow arrow. During the yellow change interval, the left-turn head will change to the yellow ball indication. For further information about the Flashing Yellow Arrow (FYA) phasing, the report is available for review on the Internet.³

³ NCHRP Report 493, pg., 81





Educating and motivating people to care about and for groundwater.

November 16, 2005

Dennis Kief
Pekin Groundwater Education Committee
111 S. Capitol St.
Pekin, IL 61554



received
11/21/05 - DK
11th Straight Year

Dear Dennis,

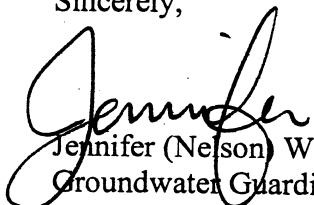
Congratulations on another successful year of groundwater protection and education! The Groundwater Foundation extends sincere thanks to you, your team, and your supporters for your efforts to protect your community's groundwater and congratulates you on your 2005 Groundwater Guardian designation. The contribution of your valuable time and expertise to advance the cause of groundwater education and protection reflects your commitment to the future health and prosperity of your community.

THE 2005 DESIGNATION PLATE IS ENCLOSED. Please attach it to your Groundwater Guardian plaque. Your plaque represents national recognition from The Groundwater Foundation for your community's efforts in groundwater education and protection. As you begin to plan your activities for next year, we encourage you to make the Groundwater Guardian logo a part of your community awareness efforts. The *2005 Groundwater Guardian Profiles* are available on The Groundwater Foundation's website at www.groundwater.org, or by request on CD ROM. Call 1-800-858-4844 or e-mail guardian@groundwater.org to request a copy.

It's time to start thinking about next year! To maintain your team's momentum and designation as a Groundwater Guardian, The Groundwater Foundation encourages you to communicate with your team and begin now to plan your activities for 2006. As a reminder, the Annual Entry Form, Team List, and Activity Plans are due **February 15, 2006**. Please remember we are available via phone, fax, and e-mail to help you in any way that we can! The entry forms can be found in the *Guide to Groundwater Guardian*, on our website at www.groundwater.org, or via e-mail request.

If you have any questions, please feel free to contact me at 1-800-858-4844 or guardian@groundwater.org. Congratulations and good luck on your continuing groundwater protection efforts!

Sincerely,


Jennifer (Nelson) Wemhoff
Groundwater Guardian Director

Enclosures

Pekin Planning Commission Minutes
November 9, 2005

Present:

Bob Schroeder
Ralph Brower
Doug Payne
Sue Ramirez
Ron Knautz
Michelle Holder
Don Hild, Chairman

Absent:

Dick Jost
Jim Bradshaw

Staff Present: Attorney Dancey, Joe Wuellner and Ron Sieh

Chairman Don Hild led the Pledge of Allegiance.

The regular meeting of the Pekin Planning Commission was called to order and a quorum declared.

Chairman Don Hild asked for approval of the Agenda.

MOTION by Ron Knautz seconded by Michelle Holder to approve agenda. On roll call vote, all present voted **AYE**.
MOTION APPROVED.

Chairman Don Hild asked for approval of the minutes.

MOTION by, Ron Knautz seconded by Doug Payne that the minutes be approved for the October 12, 2005 meeting. On roll call vote, all present voted **AYE**. **MOTION APPROVED.**

City Council Action Report: Pekin City Council approved the submitted recommendation for the following Hearings:

Hearing #1682-1683 to approve the Special Use and Site Plan for a Drive-up ATM on the West Side of Murphy Oil USA located at 3312 Veterans Dr.

Hearing #1684-1685 to approve the Special Use and Site Plan for a Starbucks with a Drive-up located at 3500 G-1 Court Street. The only concern raised by the Council was that the relocation of the ATM is in a well-lighted area.

Hearing #1686-1687 to approve the Special Use & Site Plan for a Used Car Lot located 1227 Court Street with the condition that if the white rock area is used for storage or sales it shall be black topped and the water retention requirements met by City approval.

PPC Correspondence: There were 10 (ten) letters sent to neighboring residents regarding Application #1. There was one response. Mr. Galbraith, 333 Orr does not want the Carwash due to the noise factor as they can hear the blowers at KFC that is a couple of blocks away.

Applications and Hearings:

Application #1: David Shaw, Entrepreneur

Hearing #1: Special Use Request for a Drive-thru Car Wash commonly known as 3312 & 3314 Court Street in Pekin Heights and Zoned B-1 (Local Business District).

Open Public Hearing: 6:37PM

David Shaw was present for questions.

Close Public Hearing: 6:44PM

Special Use Review, Chairman, Ralph Brower turned it over to the Commission.

MOTION by Ralph Brower, seconded by Michelle Holder to recommend Approval for the Allowable Special Use Request for a Drive-thru Car Wash in a B-1 Zone to the Pekin City Council.

Discussion, clarification of sound buffers and meeting neighboring residents concerns took place.

Ron Sieh asked if this was an Automatic or Self Serve Car Wash.

Mr. Shaw stated that it would be an Automated Car Wash.

Burt Dancey interjected with the fact that the Code states the available Special Use in a B-1 Zone is for a Self Serve Car Wash. He stated that Automatic Car Washes are only allowed in a B-3 Zone. He stated that the Commission could not legally act upon this hearing.

All previous motions were rescinded and the Commission questioned how this Hearing came to be.

Ron Sieh stated that is why he asked for clarification for the type of Car Wash it would be. He was unaware it was an Automatic Car Wash.

MOTION by Ron Knautz, seconded by Bob Schroeder to recommend Denial for the Special Use Request for a Drive-thru Car Wash in a B-1 Zone due to the unavailable use in the current zone to the Pekin City Council On roll call vote, All present voted **AYE**.
MOTION APPROVED.

Site Plan Review, Chairman, Bob Schroeder.
Site Plan was removed from the Agenda.

**Hearing #2: Amending the Zoning Ordinance 10-5-2 of
 the City of Pekin to include
 Cul-de-sacs.**

Open Public Hearing: 7:03PM

Bill Lehman presented concerns with G the first statement with the word "discouraged"; clarification of G-1-C is needed on the words "adjacent to back yards", the word "terminus" and the size of the lots for a 120-foot cul-de-sac in G-1-F. He shared the similar concerns from other builders in the area.

Close Public Hearing: 7:15PM

Chairman, Don Hild turned it over to the Commission due to the absence of the Ordinance Changes Review Chairman Jim Bradshaw.

The Commission made the following changes to the Cul-de-sac ordinance.

1. G: Removed the words "and are therefore discouraged".

2. G-1-C: Changed the words "back to back" to "end to end" and added "where a through street could reasonably and economically be constructed". Removed the statement, (This means that backyards on one cul-de-sac may not be adjacent to back yards on another cul-de-sac.)
3. G-1-F: Replaced the word "terminus" with "bulb" to stay consistent with wording.

MOTION by Ralph Brower, seconded by Bob Schroeder to table the Cul-de-sac Ordinance until the revisions are presented in a new draft. On roll call vote, all present Voted **AYE**. **MOTION APPROVED**.

Informal:

Joy Kranz, 1232 S 7th Street came before the Commission to present a concern about her property being Zoned B-3 and causing a problem for her to sale her home because of the Non-Conforming use in the code.

After discussion the Commission assured Ms Kranz that they will look into this matter and work on a revision to prevent hardships like hers from reoccurring.

Eman Ibrahim from Tri-County Planning presented a slide show of a Comprehensive Plan options for the rezoning of certain property annexed in the City.

The Commission stated concerns about the buffering for neighboring residents, truck routing and the addition of children into the school district. The Commission felt they could not make a solid decision without knowing what type of industry was being placed on this Property. It was decided to leave it as AG (Agricultural District) until interest is expressed and more information could be provided.

MOTION by Ralph Brower to adjourn the meeting.

Meeting adjourned at 8:40pm.

Juanita VanBuskirk, Secretary
Pekin Planning Commission

RESOLUTION NO. 125/04/05

RESOLUTION REGARDING RESTATED AND REVISED
ARTICLES OF AGREEMENT AND BY-LAWS
OF THE ILLINOIS RIVER VALLEY COUNCIL OF GOVERNMENTS

This resolution is made this 28th day of November, 2005 by the City of Pekin, Illinois

WHEREAS, the Illinois River Valley Council of Governments was established in 2002 to foster a cooperative effort in resolving problems, and developing policies and plans that are common and regional; and

WHEREAS, the above-named jurisdiction is a Member of the Illinois River Valley Council of Governments; and

WHEREAS, it is necessary to amend the Articles of Agreement and By-Laws in order to expand opportunities for involvement by counties, municipalities and townships, and;

WHEREAS, according to the current by-laws, amendments are made by resolution of Member governments, and

WHEREAS, the Board of Directors of the Illinois River Valley Council of Governments recommends approval of the Restated and Revised Articles of Agreement and By-Laws attached hereto and made a part hereof.

NOW, THEREFORE BE IT RESOLVED AS FOLLOWS:

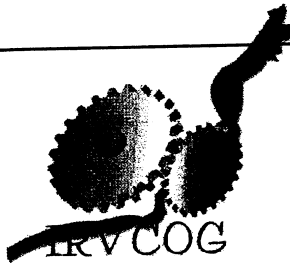
The above-named jurisdiction hereby approves the Restated and Revised Articles of Agreement and By-Laws of the Illinois River Valley Council of Governments.

PASSED AND ADOPTED at the regular meeting of the City Council of the City of Pekin, Tazewell County, Illinois, this _____ day of November _____, 2005

Mayor

ATTEST:

City Clerk



ILLINOIS RIVER VALLEY COUNCIL OF GOVERNMENTS

411 Hamilton Blvd #2001 Peoria, IL · ph 309.673.9330 · f 309.673.9802

TO: City/Village Clerk of Municipalities that are Members of the Illinois River Valley Council of Governments

FROM: Board of Directors of IRVCOG

DATE: November 1, 2005

RE: Revised By-Laws

The IRVCOG Board of Directors would like to see increased participation on the part of Member governments. Both more Members and more involvement by Members are desired. In order to achieve this goal, revisions must be made to the current by-laws.

According to the current by-laws, amendments are made by resolutions of the Member governments. As your jurisdiction is a Member, we ask that you pass the attached resolution (or one similar to it) revising the by-laws. The by-laws will be amended only with the passage of a resolution by a majority of the Member jurisdictions.

Enclosed are copies of the current and proposed by-laws, and a summary sheet listing the major differences between the two versions.

We ask that you consider the resolution by the end of November. Once you pass the attached resolution, kindly forward a signed copy to Tri-County Regional Planning Commission at 411 Hamilton Blvd., Suite 2001, Peoria, IL 61602. If desired, you may fax the resolution to 673-9802, attention Maggie.

If you have any questions, need additional information, or would like electronic copies of the attached materials, please contact Maggie Martino at 673-9330.

enc.

cc: Mayor or Village President w/enc.

Illinois River Valley Council of Governments
Comparison of Current and Proposed Articles of Agreement and By-Laws

Section of By-Laws	Current	Proposed
Title, Name and Location	Same	
Authority	Same	
Purposes and Responsibilities	Same	
Membership	Same	
Representation by	Same	
Board Members Selected By: County Representatives Municipal Representatives Township Representatives	County Board Chair Selected by Heartland Mayor's Assoc. Caucus of Member Township Supervisors	County Board Chair Election by Municipal Members Election by Township Members
Selection of Officers	Same	
Meetings	10 Board of Directors meetings per year 4 Membership meetings per year	12 Board of Directors meetings per year 9 Membership meetings per year
Voting		
Amendments to By-Laws	Resolution by Member Governments	2/3 Majority of Members
Changes to Purposes & Responsibilities	(silent)	2/3 Majority of Members
Dues	Majority of Members	2/3 Majority of Members
Matters of Policy	(silent)	Majority of Members
Legislative Agenda	(silent)	Majority of Members
Expend Funds	Majority of Board of Directors	Majority of Members

October 2005

RESTATED & REVISED
ARTICLES OF AGREEMENT AND BYLAWS
OF THE
ILLINOIS RIVER VALLEY COUNCIL OF GOVERNMENTS

By virtue of this Agreement made and entered into by the counties, municipalities, and townships in a geographic area defined by the three counties of Peoria, Tazewell and Woodford, the Illinois River Council of Government is hereby organized to include county, municipal and township membership and other geographically related members and affiliates approved for membership.

ARTICLE 1
TITLE, NAME AND LOCATION

- Section 1. This Agreement shall be referred to as the “Articles of Agreement and Bylaws of the Illinois River Valley Council of Governments.”
- Section 2. This organization is not a new layer of government or a super-government, but is a voluntary organization of municipalities, townships and counties to foster a cooperative effort in resolving problems, and developing policies and plans that are common and regional.
- Section 3. The Illinois River Valley Council of Governments (“the Council”) region shall consist of all territory in Peoria County, Tazewell County and Woodford County, Illinois and other geographically related areas as determined by the Council from time to time.

ARTICLE II
AUTHORITY

- Section 1. All counties, cities, villages and townships shall be eligible to become Members of the Illinois River Valley Council of Governments.

ARTICLE III

PURPOSES AND RESPONSIBILITIES

The purposes and responsibilities of the Illinois River Valley Council of Governments shall be:

- Section 1. To serve as a mutual forum to identify, discuss, study, and bring into focus regional challenges and opportunities.
- Section 2. To provide programs such as education, training and joint purchasing which foster cost-effectiveness among governmental units.
- Section 3. To serve as a vehicle for the collection and exchange of information of regional interest.
- Section 4. To provide a continuing organizational machinery to insure effective communication and coordination among governments and agencies.
- Section 5. To foster, develop, and review policies, plans and priorities for regional growth, development and conservation.
- Section 6. To facilitate agreements and cooperative action proposals among governments for specific projects or other interrelated developmental needs and for the adoption of common policies and plans with respect to common regional challenges.
- Section 7. To maintain liaison with governmental units, groups, or organizations and to serve as regional spokespersons for local government.
- Section 8. To review and coordinate federal, state, and local programs of regional importance.
- Section 9. To perform other duties and responsibilities now or hereafter consistent with the purposes of the Council and provided for in the bylaws.

ARTICLE IV

MEMBERS

- Section 1. Any county, city, village or township within the regional area defined by the three counties of Peoria, Tazewell and Woodford may become a Member of the Illinois River Valley Council of Government by virtue of adopting a resolution to do so. Said resolutions agreeing to the provisions of these Articles of Agreement shall be

delivered to the Council for the purpose of enrollment and are attached and made a part hereto. The Members of Council shall have the authority to accept affiliate Members and to set the criteria for such membership.

Section 2. Members shall pay such annual dues as shall be determined from time to time by an affirmative vote of at least two-thirds (2/3) of the Members of the Council.

Section 3. Any Member may be expelled as a Member of the Council for a failure to pay dues, for failure to participate in the activities of the Council or for actions detrimental to the purposes of the Council. A Member may be expelled by the affirmative vote of at least two-thirds (2/3) of the Members which constitute a quorum at a meeting. A Member once expelled may be reinstated by an affirmative vote of a least a majority of the Members which constitute a quorum at a meeting.

Section 4. Members shall pay such special dues as may be approved by Members of the Council to cover projects unanticipated at the time the annual dues were established or to expand the funding for a project or to pay an increased cost.

ARTICLE V QUORUM

A majority of the Members' representatives shall constitute a quorum for the transaction of business at any meeting.

ARTICLE VI BOARD OF DIRECTORS

The Board of Directors of the Council shall consist of fifteen (15) members. Board members shall be from the Member communities.

Section 1. The Board of Directors shall consist of:
Three (3) County Board Members

Each Chair, or his or her representative who shall be an elected member of that county's board, of the Peoria, Tazewell and Woodford County Boards shall be a board member.

None (9) Municipal Board Members

Three (3) mayors, village presidents or commissioners, or his or her representative who shall be an elected member of that municipality's city council, board of trustees or board of commissioners, from Member municipality in each of Peoria, Tazewell and Woodford counties shall be board members.

Three (3) Township Board Members

One (1) township elected official, or his or her representative who shall be an elected member of that township's board, of a Member township from each of Peoria, Tazewell and Woodford counties shall be a board member.

Section 2. There shall be a Nominating Committee for the purpose of recommending municipal and township candidates to stand for election as officers and members of the Board of Directors. The Committee shall consist of five (5) persons including either the Chair and the immediate Past Chair and four persons appointed by the Chair, with the approval of the Board of Directors. The Committee shall be appointed at least 30 days prior to the date of election of officers. The Committee shall report its recommendations to the Board of Directors at least 15 days prior to the election of officers.

Section 3. Election of Municipal and Township Board Members

Municipal Board Member Elections

Peoria County

Three (3) mayors, or their representatives, from Peoria County shall be elected as board members by paper ballot sent out by the Board of Directors to municipal members within Peoria County.

Tazewell County

Three (3) mayors, or their representatives, from Tazewell County shall be elected as board members by paper ballot sent out by the Board of Directors to municipal members within Tazewell County.

Woodford County

Three (3) mayors, or their representatives, from Woodford County shall be elected as board members by paper ballot sent out by the Board of Directors to municipal members within Woodford County.

Township Board Member Elections

Peoria County

One (1) township elected official or his or her representative of a member township in Peoria County shall be elected by paper ballot sent out by the Board of Directors to township members within Peoria County.

Tazewell County

One (1) township elected official or his or her representative of a member township in Tazewell County shall be elected by paper ballot sent out by the Board of Directors to township members within Tazewell County.

Woodford County

One (1) township elected official or his or her representative of a member township in Woodford County shall be elected by paper ballot sent out by the Board of Directors to township members within Tazewell County.

ARTICLE VII

TERM AND DUTIES OF THE BOARD OF DIRECTORS

- Section 1. All terms shall be coterminous with the elective office. Directors shall be elected to serve for a period of two years, except for the county chairs who shall serve during his/her term.
- Section 2. All vacancies shall be filled in the same manner as new appointments.
- Section 3. The Board of Directors of the Council shall arrange for meetings of the Members of the Council. It shall provide for such standing committees as it shall deem proper, shall determine the number of members that shall constitute a standing committee, and may define the scope and function of each said committee.
- Section 4. The Board of Directors shall have the authority to take any action on behalf of the Members of the Council that shall be required to be taken or as is deemed

necessary and in the best interest of the Council. Matters of policy, legislative agendas, and expenditures shall be brought before the Members for a vote.

Section 5. The Board of Directors shall meet monthly. The Chair may call an emergency meeting of the Board of Directors by written or telephone notice when the urgency of the matters to be discussed shall require such emergency meeting.

Section 6. Each Director shall appoint, in writing to the Chair, an Alternate Director who may attend any meeting of the Board of Directors and may vote as the Director in the absence of the Director from that meeting. The term of an Alternate Director shall be the same as the term of the Director making the appointment. Alternate Directors must be an elected member of the corresponding county, municipal or township board.

ARTICLE VIII OFFICERS

Section 1. Each year the Board of Directors shall elect from its Members a Chair, Vice-Chair, Secretary and Treasurer. Officers shall be elected so that each geographical jurisdiction has at least one officer. Either the Chair or Vice-Chair (but not both) shall be a County Chair.

Section 2. The term of these officers shall be for one (1) year with eligibility for reelection to a second term.

Section 3. When a vacancy occurs in the office of Chair, the Vice-Chair shall become the Chair for the balance of the unexpired term. Vacancy in the office of Vice-Chair, Secretary, or Treasurer shall be filled by a simple majority vote of the board members. The individual chosen to serve as Vice-Chair or Secretary or Treasurer shall do so for the balance of the unexpired term.

ARTICLE IX DUTIES OF OFFICERS

Section 1. The Chair shall preside at all meetings and shall exercise general supervision over the affairs of the Council. The Chair shall have the duties of administering all

directives of the Council and shall be an ex officio member of all Council committees, without voice.

Section 2. It shall be the duty of the Vice-Chair to perform all duties of the Chair, in the event of the absence of the Chair or the inability of the Chair to act, as well as such other duties as may be assigned to the Vice-Chair by the Chair or by the Board of Directors.

Section 3. The Secretary shall record the Minutes of all meetings of the Council; shall keep all the records of the Council; and shall carry on all correspondence on behalf of the Members of the Council as directed by the Chair; provided, however, that a recording secretary, or both a recording and a corresponding secretary, may be employed to perform any duties under the direction of the Secretary and within the discretion of the Board of Directors.

Section 4. The Treasurer shall be responsible for the receipt and safe keeping of all monies that come to the Council. The Treasurer shall disburse such monies as shall be required to pay for the debts and expenses of the Council, as determined by the Board of Directors or by the Members of the Council. The Treasurer shall be required to furnish such bond as is determined by the Board of Directors to be appropriate.

ARTICLE X MEETINGS

Section 1. Members of the Council shall meet monthly for the membership meetings. Nine (9) membership meetings a year shall be considered as a minimum (excluding July, August and December). The Chair shall determine the place and hour of each monthly membership meeting and shall cause notice thereof to be mailed to all Members of the Council at least one week in advance of the meeting.

Section 2. Every elected official and chief administrator of every county, municipality, township within Peoria, Tazewell and Woodford counties are invited to attend monthly membership meetings.

- Section 2. Regular meetings of the Board of Directors of the Council may coincide at appropriate times with the membership meetings of the Council.
- Section 3. Special meetings of the Members of the Council may be called by the Chair or by the Board of Directors. Written notice of such special meetings must be mailed so that they are received by all Members of the Council at least three (3) days prior to any such special meeting.

ARTICLE XI VOTING PROCEDURES

- Section 1. Each Member of the Council shall delegate one individual as its official representative.
- Section 2. Each Member may certify one alternate representative. Each alternate shall be entitled to all of the rights and privileges of a representative, in the absence of the principal representative for whom he or she is substituting.
- Section 3. Each representative or alternate representative shall be entitled to the privileges of the floor and to one vote. On any matter on which action is taken by a roll call or ballot, an affirmative vote of the majority of the representatives of the Members present shall be necessary to carry, except where otherwise provided in these Bylaws.
- Section 4. Voting will be by voice vote, unless an accredited representative calls for a roll call.
- Section 5. Matters of policy shall be voted on by Members of the Council.
- Section 6. All matters coming before the Board of Directors shall be by simply majority vote except for proposed changes to the Bylaws and Purposes and Responsibilities of the Council. The latter must be approved by a two-thirds (2/3) vote of all Members of the Council.
- Section 5. Change in the Bylaws or the Stated Objectives of the Council may be submitted by any Member. Following review, the Board of Directors shall cause any proposed change in the Council Bylaws or Purposes and Responsibilities to be

provided in writing to each Member at least twenty (20) days prior to its consideration by the Members.

To consider an amendment to the Bylaws or Purposes and Responsibilities of the Council, at least two-thirds (2/3) of the Members must be represented by their official representatives. If a Member is unable to be represented at a meeting when a change in the Bylaws is considered, said Member, may by written statement signed by its official representative, authorize, by name, proxy vote(s) to be cast by the Chair or any member of the Board of Directors. Said written statement shall be delivered to the Council office at least seven (7) days prior to the meeting of the Members where the Bylaws or Purposes and Responsibilities changes are being considered.

ARTICLE XII COUNCIL COMMITTEES

- Section 1. In the interest of effective and efficient functioning of the Council, delegated authority groups may be established from time to time by the Board of Directors to expedite the functioning of business and activities of specific work areas. The Board of Directors may establish specific guidelines or limits within which the delegated authority group must perform its functions and establish the membership requirements of each delegated authority group.
- Section 2. All chairs and members of council committees shall be appointed by the Chair with the approval of the Board of Directors. Members of the committee may, but need not be, a representative of a Member of the Council.
- Section 3. The Chair may create, from time to time, such special committees as shall be appointed by the Chair and shall be approved by the Board of Directors. The Chair shall be an ex officio member of any such special committee, without vote.

ARTICLE XIII
FISCAL AFFAIRS

- Section 1. The Board of Directors of the Council shall have the authority to set membership dues upon the approval of its Members. The Board of Directors shall not obligate the Members for the payment of any indebtedness in excess of that budgeted for repayment out of current revenues.
- Section 2. The Members of the Council shall have the authority to provide such information and reports as may be necessary to secure grants.
- Section 3. The Members of the Council shall have authority to accept, receive and expend funds, grants and services from the Federal Government of its agencies, and instrumentalities of state and local governments.
- Section 4. The Members of the Council shall have authority to accept, receive and expend funds, grants and services from private persons or organizations, including businesses or nonprofit corporations.
- Section 5. The Members of the Council shall have authority to contract with respect to any funds, grants or services from whatever source derived, within the limits of its budget.

ARTICLE XIV
SEVERABILITY

- Section 1. If any one or more of the provisions of these Articles of Agreement is declared unconstitutional or contrary to law, the validity of the remainder of these Articles of Agreement shall not be affected thereby.

ARTICLE XV
EFFECTIVE DATE AND AMENDMENT

- Section 1. This Agreement shall become effective upon approval of the Members.

Section 2. Amendments to these Articles of Agreement shall become effective upon resolution by the Members.

ARTICLE XVI TERMINATION

- Section 1. Any party to this Agreement may withdraw from the Agreement by giving a written notice to the Council.
- Section 2. Notwithstanding the withdrawal of one (1) or more parties, this Agreement and the Council established hereunder shall continue among the remaining parties. However, in the event that all but one (1) party withdraws, the Agreement shall terminate automatically.
- Section 3. In the event the Council is terminated, any funds held by the Council shall be divided among the Member counties, municipalities and townships, with an equal share to each Member.

ARTICLE XVII RULES OF ORDER

The Council shall maintain an informal atmosphere to ensure maximum participation of all delegates. However, to ensure orderly procedure, *Robert's Rules of Order* may be invoked.

Adopted _____, 2005

By: _____
Chair

Attest: _____
Secretary

ARTICLES OF AGREEMENT
AND BYLAWS
OF THE
ILLINOIS RIVER VALLEY COUNCIL OF GOVERNMENTS

By virtue of this Agreement made and entered into by the County Boards, municipalities, and townships in a geographic area defined by the three counties of Peoria, Tazewell and Woodford, the Illinois River Valley Council of Governments is hereby organized to include county, municipal and township membership and other geographically related members and affiliates approved for membership.

ARTICLE I
TITLE, NAME AND LOCATION

- Section 1. This agreement shall be referred to as the "Articles of Agreement and Bylaws of the Illinois River Valley Council of Governments."
- Section 2. This organization is not a new layer of government or a super-government, but is a voluntary organization of municipalities, townships and counties to foster a cooperative effort in resolving problems, and developing policies and plans that are common and regional.
- Section 3. The Illinois River Valley Council of Governments region shall consist of all territory in Peoria County, Tazewell County and Woodford County, Illinois and other geographically related areas as determined by the Council.

ARTICLE II AUTHORITY

- Section 1. The County Boards, city councils, village boards and townships that approve this Agreement shall be deemed members of the Illinois River Valley Council of Governments.

ARTICLE III PURPOSES AND RESPONSIBILITIES

The purposes and responsibilities of the Illinois River Valley Council of Governments shall be:

- Section 1. To serve as a mutual forum to identify, discuss, study, and bring into focus regional challenges and opportunities.
- Section 2. To provide programs such as education, training and joint purchasing which foster cost-effectiveness among governmental units.
- Section 3. To serve as a vehicle for the collection and exchange of information of regional interest.
- Section 4. To provide a continuing organizational machinery to insure effective communication and coordination among governments and agencies.
- Section 5. To foster, develop, and review policies, plans and priorities for regional growth, development, and conservation.
- Section 6. To facilitate agreements and cooperative action proposals among governments for specific projects or other interrelated developmental needs and for the adoption of common policies and plans with respect to common regional challenges.
- Section 7. To maintain liaison with governmental units, groups, or organizations and to serve as regional spokespersons for local government.

- Section 8. To review and coordinate federal, state, and local programs of regional importance.
- Section 9. To perform other duties and responsibilities now or hereafter consistent with the purposes of the Council and provided for in the by laws.

ARTICLE IV REPRESENTATION

The Council shall consist of a minimum of fifteen (15) representatives. Representation shall be from the financially contributing member governments and representation shall be constituted as follows:

Section 1. County Representatives

The Chairs of the Peoria, Tazewell and Woodford County Boards shall each be a representative. The terms shall be coterminous with the elective office.

Section 2. Municipal Representatives

Section 2.1 Peoria County.

Three mayors from Peoria County shall be selected as representatives by the members of the Heartland Mayors Association who are Mayors in that County. If the Heartland Mayors Association fails to make the selection, the Mayors within the county shall vote to appoint the representatives at a caucus of Mayors called for this purpose. The term shall be coterminous with the elective office. Vacancies shall be filled in the same manner as new appointments.

Section 2.2 Tazewell County.

Three mayors from Tazewell County shall be selected as representatives by the members of the Heartland Mayors Association who are Mayors in that County. If the Heartland Mayors Association fails to make the selection, the Mayors within the county shall vote to appoint the

representatives at a caucus of Mayors called for this purpose. The term shall be coterminous with the elective office. Vacancies shall be filled in the same manner as new appointments.

Section 2.3 Woodford County.

Three mayors from Woodford County shall be selected as representatives by the members of the Heartland Mayors Association who are Mayors in that County. If the Heartland Mayors Association fails to make the selection, the Mayors within the county shall vote to appoint the representatives at a caucus of Mayors called for this purpose. The term shall be coterminous with the elective office. Vacancies shall be filled in the same manner as new appointments.

Section 3. Representatives of Townships

Section 3.1 Peoria County.

One (1) township supervisor of a member township in Peoria County shall be selected by a caucus of member township supervisors from Peoria County to be designated as a representative on the Council. The term of the representative shall be coterminous with the elected office. When the representative's office expires, a caucus shall determine the replacement.

Section 3.2 Tazewell County.

One (1) township supervisor of a member township in Tazewell County shall be selected by a caucus of member township supervisors from Tazewell County to be designated as a representative on the Council. The term of the representative shall be coterminous with the elected office. When the representative's office expires, a caucus shall determine the replacement.

Section 3.3 Woodford County.

One (1) township supervisor of a member township in Woodford County shall be selected by a caucus of member township supervisors from

Woodford County to be designated as a representative on the Council. The term of the representative shall be coterminous with the elected office. When the representative's office expires, a caucus shall determine the replacement.

- Section 4. All representatives identified in this Article, including the Chairperson shall have the right to vote on all matters before the Council.

ARTICLE V OFFICERS

- Section 1. Each year the Council shall elect from its members a Chairperson, Vice-Chairperson, Secretary and Treasurer. The term of these officers shall be for one (1) year with eligibility for reelection to a second term. Officers shall be elected so that each geographical jurisdiction has at least one officer. Either the chair or vice-chair (but not both) shall be a County Chair.
- Section 2. The officers shall be the Executive Committee.

ARTICLE VI MEETINGS

- Section 1. The Council shall meet monthly. Ten (10) meetings a year shall be considered as a minimum.
- Section 2. The Executive Committee meetings may coincide at appropriate times with the regular meetings of the Council.
- Section 3. A majority of the Council shall constitute a quorum for the transaction of business at any meeting.
- Section 4. The Representatives shall hold at least 4 meetings for the benefit of all members.

ARTICLE VII COUNCIL COMMITTEES

In the interest of effective and efficient functioning of the Council, delegated authority groups may be established from time to time by the Council to expedite the functioning of business and activities of specific work areas. The Council may establish specific guidelines or limits within which the delegated authority group must perform its functions and establish the membership requirements of each delegated authority group.

ARTICLE VIII FISCAL AFFAIRS

- Section 1. The Council shall have the authority to set membership dues only upon the approval of it's members. The Council shall not obligate the Members for the payment of any indebtedness in excess of that budgeted for repayment out of current revenues.
- Section 2. The Council shall have authority to provide such information and reports as may be necessary to secure grants.
- Section 3. The Council shall have authority to accept, receive and expend funds, grants and services form the Federal Government or its agencies, and instrumentalities of state and local governments.
- Section 4. The Council shall have authority to accept, receive and expend funds, grants and services from private persons or organizations, including businesses or nonprofit corporations.
- Section 5. The Council shall have authority to contract with respect to any funds, grants or services from whatever source derived, within the limits of its budget.

ARTICLE IX SEVERABILITY

- Section 1. If any one or more of the provisions of these Articles of Agreement is declared unconstitutional or contrary to law, the validity of the remainder of these Articles of Agreement shall not be affected thereby.

ARTICLE X MEMBERSHIP ADOPTION, EFFECTIVE DATE AND AMENDMENT

- Section 1. Any county, city, village or township within the regional area defined by the three counties of Peoria, Tazewell and Woodford may become a member of the Illinois River Valley Council of Governments by virtue of adopting a resolution to do so. Said resolutions agreeing to the provisions of these Articles of Agreement shall be delivered to the Council for the purpose of enrollment and are attached and made a part hereto. The Council shall have the authority to accept affiliate members and to set the criteria for such membership.
- Section 2. This Agreement shall become effective upon approval of the Members and proper filing and recording as a not-for-profit corporation prescribed in the Illinois Revised Statutes and shall remain in effect thereafter unless terminated according to the provisions of Article XII, Section 3.
- Section 3. Amendments to these Articles of Agreement shall become effective upon resolution by the member governments.

ARTICLE XI TERMINATION

- Section 1. Any party to this Agreement may withdraw from the Agreement by giving a written notice to the Council.

Section 2. Notwithstanding the withdrawal of one (1) or more parties, this Agreement and the Board established hereunder shall continue among the remaining parties. However, in the event that all but one (1) party withdraws, the Agreement shall terminate automatically.

Section 3. In the event the Council is terminated, any funds held by the Council shall be divided among the member counties, municipalities and townships, with an equal share to each member.

Adopted June 10, 2002

By: _____

Ron Mohl, Chair

Attest: _____

Don White, Secretary

ORDINANCE NO. 2451

AN ORDINANCE approving the issuance of single family mortgage revenue bonds and certain documents in connection therewith; and related matters.

WHEREAS, pursuant to Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois, the City of Pekin, Tazewell County, Illinois, is a municipality and a home rule unit of government duly organized and validly existing under the Constitution and the laws of the State of Illinois (the "*Municipality*"); and

WHEREAS, pursuant to the Constitution and the laws of the State of Illinois, and particularly Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois, the Municipality is authorized to issue its revenue bonds in order to aid in providing an adequate supply of safe, decent and sanitary residential housing for low and moderate income persons and families within the Municipality, which such persons and families can afford, which constitutes a valid public purpose for the issuance of revenue bonds by the Municipality; and

WHEREAS, the Municipality has now determined that it is necessary, desirable and in the public interest to issue revenue bonds to provide an adequate supply of safe, decent and sanitary residential housing for low and moderate income persons and families within the Municipality, which such persons and families can afford; and

WHEREAS, pursuant to Section 10 of Article VII of the 1970 Constitution of the State of Illinois and the Intergovernmental Cooperation Act (5 *Illinois Compiled Statutes* 2002, 220/1 *et seq.*, as supplemented and amended), public agencies may exercise and enjoy with any other public agency in the State of Illinois any power, privilege or authority which may be exercised by such public agency individually, and, accordingly, the Municipality has previously entered into an Intergovernmental Cooperation Agreement (the "*Cooperation Agreement*") dated as of April 1, 2005, by and among the Municipality and certain other units of local government named therein (the "*Units*"), to provide for the joint issuance of such revenue bonds to aid in providing

an adequate supply of residential housing in such Units (the "*Program*") through the issuance of single family mortgage revenue bonds in an aggregate principal amount not to exceed \$3,000,000,000; and

WHEREAS, to provide for the Program, the City of Aurora, Kane, DuPage, Will and Kendall Counties, Illinois (the "*Issuer*"), proposes to issue, sell and deliver its Collateralized Single Family Mortgage Revenue Bonds in an aggregate principal amount not to exceed \$300,000,000 (the "*Bonds*") in one or more series to obtain funds to finance the acquisition of mortgage-backed securities (the "*GNMA Securities*") of the Government National Mortgage Association ("*GNMA*"), evidencing a guarantee by GNMA of timely payment, the acquisition of mortgage-backed securities (the "*FNMA Securities*") of the Federal National Mortgage Association ("*FNMA*"), evidencing a guarantee by FNMA of timely payment, and the acquisition of mortgage-backed securities (the "*FHLMC Securities*") of the Federal Home Loan Mortgage Corporation ("*FHLMC*"), evidencing a guarantee by FHLMC of timely payment, of monthly principal of and interest on certain qualified mortgage loans under the Program (the "*Mortgage Loans*"), on behalf of the Municipality and the other Units all under and in accordance with the Constitution and the laws of the State of Illinois;

NOW, THEREFORE, Be It Ordained by the City Council of the City of Pekin, Tazewell County, Illinois, as follows:

Section 1. That it is the finding and declaration of the City Council of the Municipality that the issuance of the Bonds by the Issuer is advantageous to the Municipality, as set forth in the preamble to this authorizing ordinance, and therefore serves a valid public purpose; that this authorizing ordinance is adopted pursuant to the Constitution and the laws of the State of Illinois, and more particularly Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois, Section 10 of Article VII of the 1970 Constitution of the State of Illinois and the

Intergovernmental Cooperation Act; that, by the adoption of this authorizing ordinance, the City Council of the Municipality hereby approves the issuance of the Bonds for the purposes as provided in the preamble hereto, the text hereof and the notice of public hearing referred to in the preamble hereto, which notice is hereby incorporated herein by reference, and the conduct of the combined public hearing referred to in the preamble hereto, which public approval shall satisfy the provisions of Section 147(f) of the Code and that the City Council of the Municipality hereby authorizes and directs the Mayor Pro-Tem of the City to execute and deliver any additional approvals required by Section 147(f) of the Code.

Section 2. That, in the event that the Issuer does not issue the Bonds in a timely fashion, the Municipality may issue the Bonds on behalf of the other Units; that such Bonds shall not constitute an indebtedness, liability, general or moral obligation or a loan of credit of the Issuer, within the meaning of any constitutional or statutory provisions, but will be payable solely from the repayment of the mortgage loans; that neither the faith and credit nor the taxing power of the Issuer will be pledged to the payment of the principal of or interest on the Bonds; that the Issuer will not have the right or authority to levy taxes to pay the principal of or interest on the Bonds, and that, pursuant to the Intergovernmental Cooperation Act, the Municipality may choose to issue the Bonds jointly with or on behalf of one or more Units if the Municipality so determines, or to have the Bonds issued by another Unit on behalf of the Municipality if the Municipality so determines, such determinations to be made in the best judgment of the City Council of the Municipality that such a cooperative effort is in the best interests of the Municipality.

Section 3. That the Mayor Pro-Tem, the City Clerk and the proper officers, officials, agents and employees of the Municipality are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents and certificates as may be necessary to

carry out and comply with the provisions of the Cooperation Agreement and to further the purposes and intent of this authorizing ordinance, including the preamble to this authorizing ordinance, including without limitation obtaining an allocation of unified volume cap for the Bonds.

Section 4. That all acts of the officers, officials, agents and employees of the Municipality heretofore or hereafter taken, which are in conformity with the purposes and intent of this authorizing ordinance and in furtherance of the issuance and sale of the Bonds, be, and the same hereby are, in all respects, ratified, confirmed and approved, including without limitation the publication of a notice of public hearing.

Section 5. That the Municipality hereby transfers all of its 2006 unified volume cap to the Issuer, together with all unified Volume Cap to be received by the Municipality from the Office of the Governor in 2006 for the Bonds, if any, which is hereby allocated by the Municipality to the issuance of the Bonds; and that the Municipality, by adoption of this authorizing ordinance, hereby represents and certifies that such volume cap has not been allocated to any other bond issue or transferred to any other party.

Section 6. That this authorizing ordinance shall be and remain irrevocable until the Bonds and the interest thereon shall have been fully paid, cancelled and discharged.

Section 7. That the provisions of this authorizing ordinance are hereby declared to be separable, and if any section, phrase or provision of this authorizing ordinance shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions of this authorizing ordinance.

Section 8. That all ordinances, resolutions and orders, or parts thereof, in conflict with the provisions of this authorizing ordinance are, to the extent of such conflict, hereby superseded;

and that this authorizing ordinance shall be in full force and effect upon its adoption and approval as provided by law.

Presented, passed, approved and recorded by the City Council of the City of Pekin, Tazewell County, Illinois, this ____ day of _____, 200__.

Approved:

Mayor Pro-Tem

[SEAL]

Attest:

City Clerk

Ayes:

Nays:

Absent or Not Voting:

Council Member _____ moved, and Council Member _____
seconded the motion, that said ordinance as presented and read by the City Clerk be adopted.

After a full discussion thereof, the Mayor Pro-Tem directed that the roll be called for a
vote upon the motion to adopt said ordinance, as read.

Upon the roll being called, the following members of the City Council voted:

AYE: _____
_____.

NAY: _____.

ABSENT OR NOT VOTING: _____.

Whereupon the Mayor Pro-Tem declared the motion carried and said ordinance adopted,
and hereforth did approve and sign the same in open meeting, and did direct the City Clerk to
record the same in full in the records of the City Council of the City of _____,
County, Illinois.

* * *

(Other Business)

Upon motion duly made and seconded, the meeting was adjourned.

[SEAL]

City Clerk

STATE OF ILLINOIS)
) SS.
COUNTY OF _____)

I, the undersigned, do hereby certify that I am the duly qualified and acting City Clerk of the City of _____, _____ County, Illinois, and as such officer I am the keeper of the records and files of the City Council of said City.

I do further certify that the foregoing constitutes a full, true and complete transcript of the minutes of the legally convened meeting of said City Council of said City held on the ____ day of _____, 200__, insofar as same related to the adoption of an ordinance entitled:

AN ORDINANCE approving the issuance of single family mortgage revenue bonds and certain documents in connection therewith; and related matters.

a true, correct and complete copy of which said ordinance as adopted at the same meeting appears in the foregoing transcript of the minutes of said meeting.

I do hereby further certify that the deliberations of the City Council of said City on the adoption of said ordinance were taken openly; that the vote on the adoption of said ordinance was taken openly; that said meeting was called and held at a specified time and place convenient to the public; that notice of said meeting was duly given to all the news media requesting such notice; that an agenda for said meeting was posted at the location where said meeting was held and at the principal office of the City Council of said City at least forty-eight (48) hours in advance of the holding of said meeting on a day which was not a Saturday, Sunday or legal holiday for Illinois municipalities; that said agenda contained a separate specific item concerning said ordinance; and that said meeting was called and held in strict accordance with the provisions of the Open Meetings Act of the State of Illinois, as amended, and with the provisions of the Illinois Municipal Code, as amended, and that said City Council has complied with all of the applicable provisions of said Act and said Code and its procedural rules in the adoption of said ordinance.

IN WITNESS WHEREOF, I have hereunto affixed my official signature and the seal of said City, this ____ day of _____, 200__.

City Clerk, City of _____, _____
County, Illinois

[SEAL]

ORDINANCE NO. 2452

AN ORDINANCE
REGARDING CHANGING NAME OF DORA LANE TO TAPS LANE

WHEREAS, it is in the best interests of the City of Pekin to rename Dora Lane to TAPS Lane.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS:

1. The street currently known as Dora Lane in the City of Pekin is hereby designated
TAPS Lane

BE IT FURTHER ORDAINED that this Ordinance shall be in full force and effect upon its passage and approval.

PASSED AND APPROVED at a regular meeting of the City Council of the City of Pekin, this 28th day of November, 2005; and upon roll call the vote was as follows:

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAINING: _____

APPROVED this 28th day of November, 2005.

ATTEST:

MAYOR

CITY CLERK

LAW OFFICES
BAGLEY & MILLER
FRINGS BUILDING - 6 SOUTH FOURTH STREET
P.O. BOX 669
PEKIN, ILLINOIS 61555-0669
309-346-2161

J.R. BAGLEY
LOUIS E. MILLER

C.V. FRINGS (1906-1977)
R.A. MILFORD (1914-1963)
B.F. HOFFMAN (1912-1972)
F.E.I.N. 37-0707840
FACSIMILE 309-346-6387

November 15, 2005

Mayor Pro-Tem and
Members of Pekin City Council
Pekin City Hall
111 South Capitol Street
Pekin, Illinois 61554

Re: Name Change of Dora Lane to TAPS Lane

Gentlemen:

We represent Tazewell Animal Protective Society (TAPS) in requesting that the name of Dora Lane be changed to TAPS Lane.

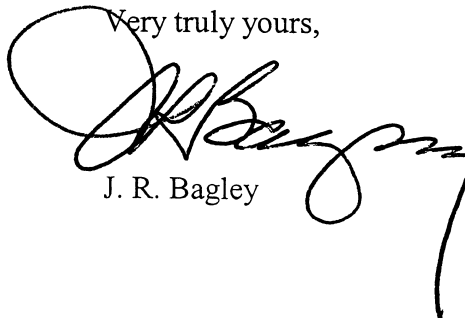
The new facility will be placed just south of this lane and it would add to the awareness of the new location and capitol campaign if we were able to accomplish this now.

The Board of Directors of TAPS fully supports this name change and requested that I act as their intermediary.

Please be so kind as to place the same on the agenda of the next City Council meeting to consider the matter.

Please be so kind as to notify Henry Cakora, telephone 347-2347, so TAPS representatives can attend the meeting to support the resolution.

Very truly yours,



J. R. Bagley

JRB/jlb
cc: Henry J. Cakora ()

ORDINANCE NO. 1462-A 142

**AN ORDINANCE AMENDING TITLE 8, CHAPTER 4, SECTION 2 C.
OF THE CODE OF THE CITY OF PEKIN 1995
REGARDING MANNER OF PARKING**

WHEREAS, the Code of the City of Pekin 1995 was adopted on April 10, 1995, and duly published in book form;

WHEREAS, the City Council has determined that it is in the best interests of the City to amend the City Code regarding lights on parked vehicles.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS:

1. That Title 8, Chapter 4, Section 2. C. be amended by deleting the existing Subsection C. in its entirety and replacing with the following:

C. Lights on Parked Vehicles: During the period from one-thirty (1:30 a.m. to four (4:00) a.m., every motorcycle, motor vehicle, trailer or licensed vehicle which is standing on any highway or street shall display a parking light visible from the front and rear of the same for a distance of one hundred (100) feet in each direction, except where otherwise designated by law. Any lighted driving lamps upon a parked vehicle shall be depressed or dimmed.

BE IT FURTHER ORDAINED that all other parts of the Code of the City of Pekin 1995 as amended except as modified herein are hereby reaffirmed and ratified and are in full force and effect.

BE IT FURTHER ORDAINED that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

BE IT FURTHER ORDAINED that this Ordinance shall be in full force and effect upon its passage, approval and publication as required by law.

PASSED AND APPROVED at the regular meeting of the City Council of the City of Pekin,
this _____ day of _____, 2005; and upon roll call the vote was as follows:

AYES:

NAYS:

ABSENT:

ABSTAINING:

APPROVED this _____ day of _____, 2005.

Mayor

ATTEST:

City Clerk

2. Every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway, in the direction of authorized traffic movement, with its right-hand wheels within twelve inches (12") of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder or with its left-hand wheels within twelve inches (12") of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder. IN the case of angled parking, the front right wheel shall be within twelve inches (12") of the left-hand curb or as close as practicable to the right edge of the right-hand shoulder; or the front left wheel shall be within twelve inches (12") of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder.

- B. Outside of Business or Residence District: Outside of a business or residence district, no person shall stop, park or leave standing any vehicle, whether attended or unattended, upon the roadway when it is practicable to stop, park or so leave such vehicle off the roadway, but in every event, an unobstructed width of the highway opposite a standing vehicle shall be left for the free passage of other vehicles and a clear view of such stopped vehicle shall be available for a distance of two hundred feet (200') in each direction.

~~C. Lights on Parked Vehicles: During the period from sunset to sunrise, every motorcycle, motor vehicle, trailer or licensed vehicle which is standing on any highway or street shall display a parking light visible from the front and rear of the same, except where otherwise designated by law. Any lighted driving lamps upon a parked vehicle shall be depressed or dimmed.~~

- C. Lights on Parked Vehicles: During the period from one-thirty (1:30 a.m. to four (4:00) a.m. every motorcycle, motor vehicle, trailer or licensed vehicle which is standing on any highway or street shall display a parking light visible from the front and rear of the same for a distance of one hundred (100) feet in each direction, except where otherwise designated by law. Any lighted driving lamps upon a parked vehicle shall be depressed or dimmed.

- D. Exemptions: This Section shall not apply to the driver of any vehicle which is disabled in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving the vehicle in such position.

8-4-3: AUTHORITY TO REGULATE PARKING AND TRAFFIC:

- A. Handicapped Parking: Motor vehicles displaying handicapped person identification devices as issued by the Secretary of State (including handicapped person parking permits, transporter of handicapped person parking permits, handicapped person vehicle registration plates and disabled veteran vehicle registration plates) and all vehicles displaying handicapped person parking permits as issued by any municipal corporation in the State of Illinois may be parked at specially designated

OPTION 1

8-4-2: MANNER OF PARKING:

A. Generally:

1. Except as otherwise provided in this subsection, every vehicle stopped or parked upon a two-way roadway shall be so stopped or parked with the right-hand wheels parallel to and within twelve inches (12") of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder. In the case of angled parking, the front right wheel shall be within twelve inches (12") of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder.

2. Every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway, in the direction of authorized traffic movement, with its right-hand wheels within twelve inches (12") of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder or with its left-hand wheels within twelve inches (12") of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder. IN the case of angled parking, the front right wheel shall be within twelve inches (12") of the left-handed curb or as close as practicable to the right edge of the right-hand shoulder; or the front left wheel shall be within twelve inches (12") of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder.

B. Outside of Business or Residence District: Outside of a business or residence district, no person shall stop, park or leave standing any vehicle, whether attended or unattended, upon the roadway when it is practicable to stop, park or so leave such vehicle off the roadway, but in every event, an unobstructed width of the highway opposite a standing vehicle shall be left for the free passage of other vehicles and a clear view of such stopped vehicle shall be available for a distance of two hundred feet (200') in each direction.

C. Lights on Parked Vehicles: During the period from one-thirty (1:30) a.m. to four (4:00) a.m., every motorcycle, motor vehicle, trailer or licensed vehicle which is standing on any highway or street shall display a parking light visible from the front and rear of the same for a distance of one hundred (100) feet in each direction, except where otherwise designated by law. Any lighted driving lamps upon a parked vehicle shall be depressed or dimmed.

D. Exemptions: This Section shall not apply to the driver of any vehicle which is disabled in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving the vehicle in such position.

ORDINANCE NO. 1462-A 143

**AN ORDINANCE AMENDING TITLE 8, CHAPTER 4, SECTION 3 F.
OF THE CODE OF THE CITY OF PEKIN 1995
REGARDING HANDICAPPED SPACES
VIENNA COURT**

WHEREAS, the Code of the City of Pekin 1995 was adopted on April 10, 1995, and duly published in book form;

WHEREAS, the City Council has determined that it is in the best interests of the City to amend the City Code regarding Handicapped Parking Spaces.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS:

1. That Title 8, Chapter 4, Section 3. F. be amended by deleting the following designated Handicapped Space:

Control	On Street	At or From	To	Direction	Location
Handicapped Vienna Court		392' south of Highwood	415' South of Highwood	North	1 space Sunset Hills Apt

BE IT FURTHER ORDAINED that all other parts of the Code of the City of Pekin 1995 as amended except as modified herein are hereby reaffirmed and ratified and are in full force and effect.

BE IT FURTHER ORDAINED that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

BE IT FURTHER ORDAINED that this Ordinance shall be in full force and effect upon its passage, approval and publication as required by law.

PASSED AND APPROVED at the regular meeting of the City Council of the City of Pekin, this _____ day of _____, 2005; and upon roll call the vote was as follows:

AYES:

NAYS:

ABSENT:

ABSTAINING:

APPROVED this _____ day of _____, 2005.

Mayor

ATTEST:

City Clerk

Proposed Signs

Legend

- Handicap_Space
- ⊠ No_Parking_Sign
- ▲ Yeild_Sign
- Stop_Signs
- Street_Centerlines
- major_trans arc
- parcels_polygon

Value

High : 255

Low : 0



McMillan, Sue

From: Lauss, Charles
Sent: Wednesday, October 12, 2005 11:22 AM
To: Pagliaro, Dave; Traffic Safety
Subject: RE: Input

I agree with you Dave. The space was granted to this lady as per her request and she is now moving, so in my opinion the space has been vacated with her moving. Thanks, Chuck

-----Original Message-----

From: Pagliaro, Dave
Sent: Wednesday, October 12, 2005 10:14 AM
To: Traffic Safety
Subject: Input

Just recently we (TS) allowed a handicapped parking space on Vienna Ct at the Sunset Hills apartments. Lorie received a call from Marcia Elliott, the manager of the apartments, she said that the lady that she requested the handicapped space for, is moving away and she (Marcia Elliott) would like to keep the stall there for what ever they need.

I am asking for your input on this. ~

Personally I feel that it should come down because, 1) the need for the one lady is gone, and 2) because I do believe we really don't want handicapped stalls on the streets, unless it is an absolute necessity. (quote me if I am wrong on thinking)

I told Marcia Elliott that I would get back with her as soon as I hear for all of you.

Thank You
Dave

lessees of private property within the City are hereby authorized to determine and designate by proper signs places which shall be reserved for the parking of vehicles displaying handicapped person parking devices as set forth in Section 8-4-3-B herein.

- C. Authority to Contract: The Corporate authorities of the City may by contract empower the City to regulate parking and traffic of motor vehicles in accordance with the provisions of Chapter 625 ILCS 5/11-209. The Chief of Police is hereby given authority to enter into and bind the City to contracts under this Section.
- D. Violation of Handicapped Parking: No vehicle shall be parked in a space designated for vehicles for handicapped persons unless such vehicle shall have displayed thereon a handicapped person parking device as set forth in 8-4-3-A.
- E. Regulation of Handicapped Parking Areas: The City may regulate Handicapped Parking Areas on private property if such area is properly designated with a sign in the form and manner prescribed in 625 ILCS 5/11-301. This authority is granted regardless of whether the City has entered into a contract with the property owner.
- F. The following areas are designated as handicapped parking areas:

Control	On Street	At or From	To	Direction	Location
Handicapped	Capitol Street	Court Street	Margaret Street	North	1st space N of Court St.
Handicapped	Court Street	N. Fifth Street	N. Fourth Street	West	1st space of N 4th St.
Handicapped	Court Street	N. Third Street	N. Second Street	West	1st space E of Second St.
Handicapped	Elizabeth Street	S. Capitol Street	Elizabeth Street	East	4 th space E of S Capitol (Ord. No. 1462-A241 10/24/05)
Handicapped	N. Fourth Street	Court Street	Margaret Street	North	1st space N of alley
Handicapped	S. Seventh Street	50' S of Derby	70' S of Derby	South	W. side of S. Seventh
Handicapped	N. Nineteenth St	Broadway Road	Market Street	North	1st space appr. center of blk
Handicapped	N. Ninth Street	170' N of Broadway	190' N of Broadway	South	Across from Margaret St.
Handicapped	N. Ninth Street	325' N of Broadway	345' N of Broadway	South	1 st space south of Circle Dr.
Handicapped	Park Avenue	226' E. of 13th Street	256' E. Of 13th St.	West	1 space by Pekin Hospital
Handicapped	S. Capitol Street	Prince Street	Walnut Street	South	1 space by Jefferson School
Handicapped	S. Sixth Street	Broadway Road	St. Joseph Place	South	3 spaces W side str by PO
Handicapped	Sabella Street	Broadway Road	S. Capitol Street	West	1st space E of S Capitol/Elks
Handicapped	St. Mary Street	S. Fourth Street	S. Capitol Street	West	1st space W of S 4th/Herget
Handicapped	Vienna Court	800' S of Highwood Dr	25' S	South	W side of Vienna Ct
Handicapped	Vienna Court	850' S of Highwood Dr	25' S	South	W side of Vienna Ct
Handicapped	Vienna Court	392' S of Highwood	415' S of Highwood	North	1 space Sunset Hills Apt (Ord. No. 1462 A236 07/25/05)
Handicapped in parking lot	Water Street	Court Street	McNaughton Bridge	North-South as marked	

8-4-4: SELLING VEHICLES ON STREETS; PEDDLING FROM VEHICLES: It shall be unlawful to park any vehicle upon any street for the purpose of displaying it for sale or to park any vehicle upon any business street from which vehicle merchandise is peddled.

ORDINANCE NO. 1462-A 144

**AN ORDINANCE AMENDING TITLE 8, CHAPTER 3, SECTION 8. A. 3.
OF THE CODE OF THE CITY OF PEKIN 1995
REGARDING ONE WAY STREETS**

WHEREAS, the Code of the City of Pekin 1995 was adopted on April 10, 1995, and duly published in book form;

WHEREAS, the City Council has determined that it is in the best interests of the City to amend the City Code regarding one-way streets.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS:

1. That Title 8, Chapter 3, Section 8 A 3 be amended by adding the following control:

<u>Control</u>	<u>On Street</u>	<u>At or From</u>	<u>To</u>	<u>Direction</u>
One Way Street	McLean Street	Third Street	Summer Street	East

BE IT FURTHER ORDAINED that all other parts of the Code of the City of Pekin 1995 as amended except as modified herein are hereby reaffirmed and ratified and are in full force and effect.

BE IT FURTHER ORDAINED that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

BE IT FURTHER ORDAINED that this Ordinance shall be in full force and effect upon its passage, approval and publication as required by law.

PASSED AND APPROVED at the regular meeting of the City Council of the City of Pekin,
this _____ day of _____, 2005; and upon roll call the vote was as follows:

AYES:

NAYS:

ABSENT:

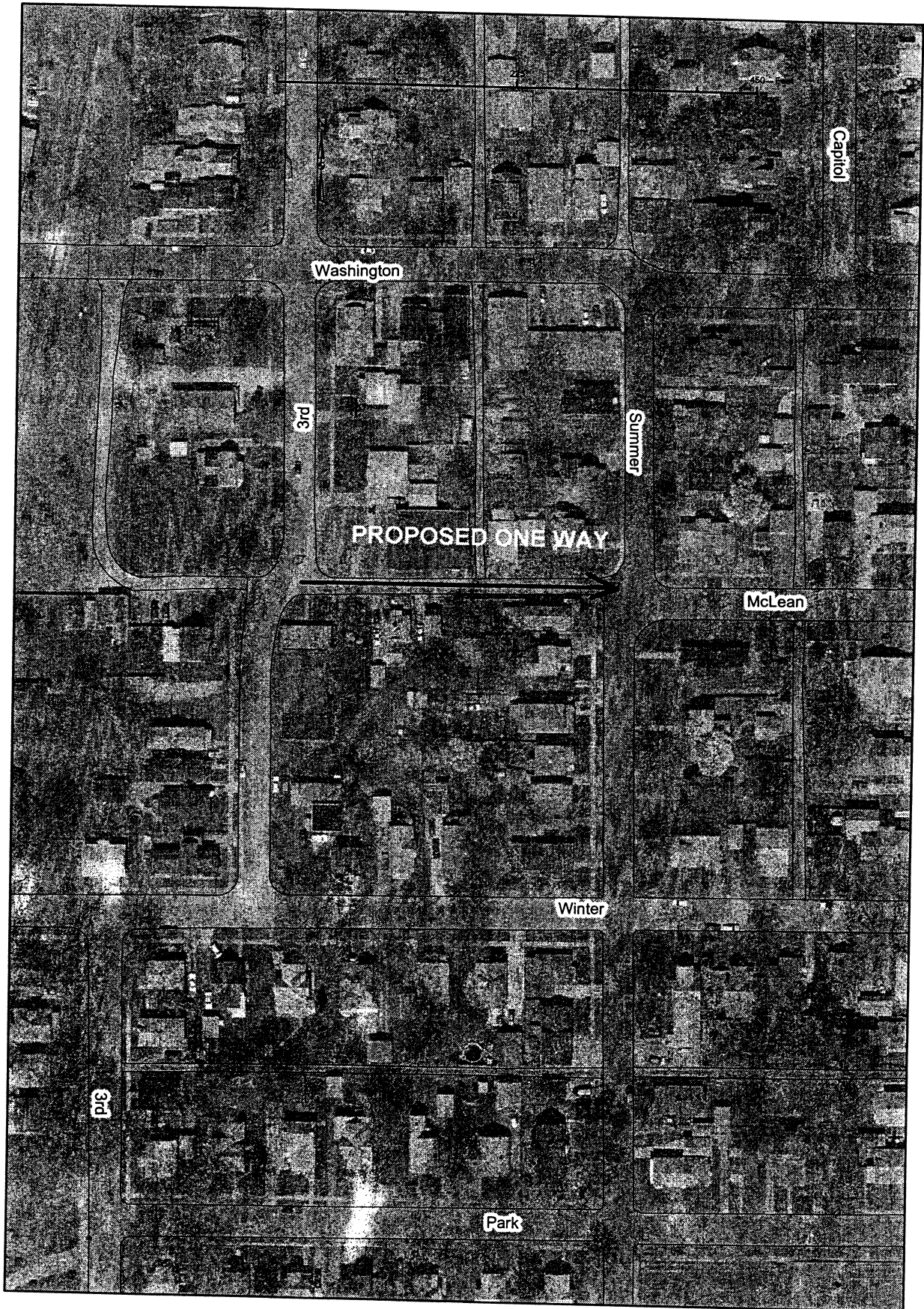
ABSTAINING:

APPROVED this _____ day of _____, 2005.

Mayor

ATTEST:

City Clerk



AMENDMENT TO THE AGREEMENT

Between

The City of Pekin

And

The Pekin Fraternal Order of Police Lodge #105

Represented By

The Illinois Fraternal Order of Police Labor Council

In the interest of efficient management and harmonious employee relations, meetings between Labor Council Representatives, F.O.P. bargaining unit representatives, and responsible administrative representatives of the employer have resulted in a sharing of general information of interest to the parties, and that as a result of the sharing of information, the parties believe it is in the best interests of the employer and the employees and the citizens of Pekin to enact the following changes to the current collective bargaining agreement.

THEREFORE BE IT RESOLVED:

The collective bargaining Agreement between the City of Pekin and the Pekin Fraternal Order of Police Lodge #105 represented by the Illinois Fraternal Order of Police Labor Council is hereby amended:

ARTICLE 43 - DURATION, SECTION 42.2 - TERM OF AGREEMENT is amended to read as follows:

This Agreement shall be effective from May 1, 2003, and shall remain in full force and effect until April 30, 2009. It shall continue in effect from year to year thereafter unless notice of termination is given in writing by certified mail by either party not earlier than 120 days preceding expiration and no later than 60 days preceding expiration. The notices referred to shall be considered to have been given as of the date shown on the postmark. Written notice may be tendered in person, in which case the date of notice shall be the written date of receipt.

APPENDICES

**D-1 PATROL DAYWATCH,
D-2 PATROL EVENING/NIGHT WATCH
D-3 SERGEANT DAYWATCH, and
D-4 SERGEANT EVENING/NIGHT WATCH,**

respectively, are amended to provide compensation increases across-the-board (that is, at each step) in the amounts of

3.5 percent effective May 1, 2006
3.5 percent effective May 1, 2007, and
3.5 percent effective May 1, 2008
according to the attached, Amended Appendices.

This amendment and these provisions shall be effective immediately upon execution by the parties.

Dated this 28th day of November 2005.

FOR THE EMPLOYER:

City of Pekin
Mayor Pro Tem

FOR THE UNION:

Jeff Jackson
Pekin FOP Lodge #105

Dan Baxter
Pekin FOP Lodge #105

Illinois FOP Labor Council
Charles R. Burns

AMENDMENT TO THE AGREEMENT

*previous
amendment*

Between

The City of Pekin

And

The Pekin Fraternal Order of Police Lodge #105

Represented By

The Illinois Fraternal Order of Police Labor Council

In the interest of efficient management and harmonious employee relations, meetings between Labor Council Representatives, F.O.P. bargaining unit representatives, and responsible administrative representatives of the employer have resulted in a sharing of general information of interest to the parties, and that as a result of the sharing of information, the parties believe it is in the best interests of the employer and the employees and the citizens of Pekin to enact the following changes to the current collective bargaining agreement.

THEREFORE BE IT RESOLVED:

The collective bargaining Agreement between the City of Pekin and the Pekin Fraternal Order of Police Lodge #105 represented by the Illinois Fraternal Order of Police Labor Council is hereby amended:

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Dated this 28th day of November 2005.

FOR THE EMPLOYER:

City of Pekin
Mayor Pro Tem

FOR THE UNION:

Jeff Jackson
Pekin FOP Lodge #105

Dan Baxter
Pekin FOP Lodge #105

Illinois FOP Labor Council
Charles R. Burns



U.S. Department of Justice

Federal Bureau of Prisons

Federal Correctional Institution

Office of the Warden

2600 South Second Street
Pekin, Illinois 61554

November 23, 2005



Dennis, attached are the stipulations to be included in the easement request. The only item that has been added to this easement is in section 5. The Bureau of Prisons has added verbiage in the easement to have a vehicle gate installed. If you have any questions please give me a call.

Sincerely

A handwritten signature in black ink, appearing to read "Mike Fief".

Mike Fief,
Facility Manager

Attachment

*TEMPORARY PERMIT
to the
City of Pekin, Illinois*

By authority vested in me by 28 C.F.R. §0.96, the **City of Pekin (Permittee), Pekin, Illinois**, and/or their duly authorized agents are hereby granted a revocable permit to use and occupy certain areas, as set forth on the legal description attached hereto and made a part hereof, of property of the **Federal Correctional Institution (FCI), Pekin, Illinois (Government)**, to construct and maintain a public roadway and facilities appurtenant thereto.

This temporary permit is granted subject to the following conditions:

1. The use and occupation of the said land shall be without cost or expense to the Government.
2. The Permittee shall install, operate, maintain, repair, and replace all of its facilities in the permit area in a manner which complies with all pertinent Federal and State environmental laws and in a manner so as to prevent and avoid any threatened or actual release or disposal of any hazardous substance as identified in accordance with any pertinent Federal or State environmental laws. In the event any liability does arise under Federal and/or State environmental laws as a result of the Permittee's use, or because of the activities which are found to be associated with the Permittee's use of the permit, the Permittee shall indemnify the Government for any clean up costs, response costs, natural resource damages, penalties, or any other costs for which the Government is found liable, including the cost of any studies and investigation necessary to determine an appropriate response to the contamination, and of any clean up or other response costs which the Government is required or obliged to undertake.
3. Existing storm water management facilities deemed necessary for modification or relocation shall maintain existing capabilities and capacities before, during, and after any construction within the permit area. The Permittee shall be responsible for coordinating with the Government and regulatory agencies with jurisdiction over such storm water management facilities to assure that any changes are properly approved and permitted by the latter, and acceptable to the former prior to construction. All costs associated with these activities are the sole responsibility of the Permittee.
4. The Permittee is responsible for installation prior to public access to the roadway, and the maintenance thereafter, of lighting along the roadway to provide adequate night visibility of the northern boundary of the permit area at all times. The proposed lighting system shall be designed and submitted to the Government for approval. The lighting system shall meet all appropriate standards of the latest revision of the Illinois Department of Transportation's (IDOT), Bureau of Design and Environment Manual, Chapter 56, Highway Lighting, allowing for ample lighting of the berm and fence line,

complying with all codes and regulations pertaining to appropriate lighting of the roadway. Sufficient vertical distribution, lateral distribution and control lighting must provide adequate visibility at 300 yards, without creating any roadway visibility issues. Appropriate measures shall be incorporated into the lighting system design to avoid potential "dead spots" or dark areas along the entire property line associated with the roadway. In the event of a light failure, the Permittee shall replace and/or repair the light within 24 hours of notification. The lighting system design, any required studies, tests and permits, preventive maintenance, and all cost associated with installation, operation and replacement, shall be provided by, and be the sole responsibility of the Permittee.

5. An adequately landscaped berm, drainage, and a 10' high chain link fence is required to provide a barrier from vehicle access to the Government's property from the roadway. The barrier shall include a 16 foot wide vehicle gate located 100 feet west of the eastern boundary of the permitted area, and shall be installed by the Permittee, with provisions for a locking device to be provided by the Government. The Permittee shall provide detailed design drawings of the proposed layout of the berm and fence line, showing adequate details while complying with appropriate entities, in part or whole, of the latest revision of the IDOT, Bureau of Design and Environment Manual, Chapter 59, Landscape Design and Erosion Control to the Government for approval. Minimum design shall consist of a soil berm, landscaped with grass, rock or other natural landscape component, constructed to be free of deterioration from natural weather elements, and stabilized to support a 10' high chain link fence. The height of the berm shall be a minimum of 6' above the finished road grade and shall maintain a gradual slope to the north (in the direction of FCI Pekin) ensuring manageable routine mowing and care. The berm slope to the south (in the direction of the roadway) shall be adequate to allow mowing and care provided by the Permittee, at no cost to the Government. The 10' high fence line shall be provided, installed and maintained by the Permittee, at no cost to the Government, shall be permanent and run east to west/northwest for the entire length of the institution's boundary, parallel to alignment of the roadway. All fencing, and its components, shall be zinc coated, or equivalent, to protect from all weather elements, and free of rust. Routine maintenance to the fence and its components shall be provided, as required, by the Permittee, at no cost to the Government. The berm design and its surrounding environment shall incorporate appropriate drainage to prevent any pooling, puddling and/or deterioration of the site before, during and after the construction. The design shall maintain accessibility to all utilities within the surrounds of construction before, during and after construction. The design must be approved by the Government prior to construction, and must be completed prior to public access to the roadway.
6. The Permittee shall maintain, at no cost to the Government, all grounds within the boundaries of the permit.

7. The Permittee shall at all times keep the Government informed of any activity on this property incident to the exercise of the permit herein granted, including information on the beginning and completion of the construction, and the notification prior to ingress for purposes of repair or maintenance of any areas within the permitted area.
8. The Permittee shall observe any and all regulations of the Government regarding the storage of machinery, tools, and equipment, including supervision of motor vehicles, drivers, and workmen on or in the proximity of the institution's property.
9. The Permittee shall protect any existing boundary markers removed by construction and reset them in their identical location.
10. The Permittee and/or its duly authorized agents shall neither make contact with any prisoner nor compromise the security and orderly operation of FCI Pekin. Any such violations shall be subject to penalties prescribed by 18 U.S.C. §1791.
11. The Government reserves the right to construct, use, and maintain across, over, and/or under subject property utility lines and other facilities necessary for the operations of the institution in such a manner as not to create any unreasonable interference with the use of this permit.
12. Any property of the Government which may be damaged or destroyed, incident to the construction, operation, and maintenance of the roadway shall be promptly repaired or replaced by the Permittee or Permittee shall pay to the Government a sum of money sufficient to compensate for the loss sustained by reason of any such damage or destruction of said property.
13. The Government shall not be responsible for damages to the property or injuries to persons which may arise from or be incident to the use and occupation of the said premises, nor for damages to the property or for injuries to the Permittee's officers, agents, servants, employees, or its successors or assigns or others who may be on said premises at their invitation.
14. In the event of a failure to comply with any of the conditions and provisions herein set forth or nonuse of the temporary permit for which granted or an abandonment, in whole or in part, shall cease and determine and revert to and become revested in the Government as fully and completely as if the temporary permit had not been granted upon written notice of such termination being given to the Permittee, and its respective successors and assigns, which shall be effective as of the date of such notice.

15. This permit may be revoked or terminated at any time by the Director, Federal Bureau of Prisons, and/or upon issuance of a permanent easement. The permit as to Area 1, as set forth in the attached legal description, shall terminate upon the completion of construction and commencement of operation of the roadway.

Terms and Conditions Accepted
by the City of Pekin

Dennis Kief
City Manager
City of Pekin, Illinois

Date

Bruce K. Sasser
Assistant Director
for Administration

Date



Legal Description

Area 1 (Access Permitted Only Through Completion of the Roadway)

A part of the Northwest Quarter of Section 15, Township 24 North, Range 5 West of the Third Principal Meridian, Tazewell County, Illinois, more particularly described as follows:

Commencing at the Northwest corner of said Northwest Quarter of Section 15; thence South 86 degrees 33 minutes 27 seconds East (bearings are based upon design control for relocated VFW Road), a distance of 50.07 feet to a point being on the Existing Easterly Right of Way Line of F.A.P. Route 656 (S.B.I. 24) (IL Route 29); thence South 4 degrees 00 minutes 23 seconds West, along said existing Easterly Right of Way Line, a distance of 1209.80 feet to a point being on the existing Easterly Right of Way Line (by use) of existing VFW Road; thence South 13 degrees 01 minute 49 seconds East, along said existing Easterly Right of Way Line, a distance of 99.94 feet to the Point of Beginning:

Thence South 71 degrees 30 minutes 51 seconds East, a distance of 731.32 feet; thence South 29 degrees 09 minutes 44 seconds East, a distance of 179.70 feet; thence South 60 degrees 50 minutes 16 seconds West, a distance of 265.76 feet; thence South 29 degrees 09 minutes 44 seconds East, a distance of 145.90 feet; thence in a Southeasterly direction along a curve to the left, having a radius of 1180.00 feet and an arc length of 1172.16 feet, being subtended by a chord bearing South 57 degrees 37 minutes 11 seconds East, 1124.56 feet; thence South 86 degrees 04 minutes 38 seconds East, a distance of 923.83 feet to a point being on the Westerly Right of Way Line of the Illinois Central Gulf Railroad; thence South 3 degrees 44 minutes 52 seconds West, along said Westerly Right of Way Line, a distance of 55.00 feet; thence North 86 degrees 04 minutes 38 seconds West, a distance of 924.00 feet; thence in a Northwesterly direction along a curve to the right, having a radius of 1235.00 feet and an arc length of 1226.79 feet, being subtended by a chord bearing North 57 degrees 37 minutes 11 seconds West, 1176.97 feet; thence North 29 degrees 09 minutes 44 seconds West, a distance of 311.78 feet; thence in a Northwesterly direction along a curve to the left, having a radius of 465.00 feet and an arc length of 343.72 feet, being subtended by a chord bearing North 50 degrees 20 minutes 17 seconds West, 335.95 feet; thence North 71 degrees 30 minutes 51 seconds West, a distance of 135.53 feet to a point being on the existing Easterly Right of Way Line (by use) of existing VFW Road; thence North 13 degrees 01 minute 49 seconds West, along said existing Easterly Right of Way Line, a distance of 146.63 feet to the Point of Beginning, containing 6.39 acres, more or less, subject to any easements, restrictions, and right of way of record.

Area 2 (Access Permitted Prior to and After Completion of the Roadway)

A part of the Northwest Quarter of Section 15, Township 24 North, Range 5 West of the Third Principal Meridian, Tazewell County, Illinois, more particularly described as follows:

Commencing at the Northwest corner of said Northwest Quarter of Section 15; thence South 86 degrees 33 minutes 27 seconds East (bearings are based upon design control for relocated VFW Road), a distance of 50.07 feet to a point being on the Existing Easterly Right of Way Line of

F.A.P. Route 656 (S.B.I. 24) (IL Route 29); thence South 4 degrees 00 minutes 23 seconds West, along said existing Easterly Right of Way Line, a distance of 1209.80 feet to a point being on the existing Easterly Right of Way Line (by use) of existing VFW Road; thence South 13 degrees 01 minute 49 seconds East, along said existing Easterly Right of Way Line, a distance of 246.57 feet to the Point of Beginning:

Thence South 71 degrees 30 minutes 51 seconds East, a distance of 135.53 feet; thence in a Southeasterly direction along a curve to the right, having a radius of 465.00 feet and an arc length of 343.72 feet, being subtended by a chord bearing South 50 degrees 20 minutes 17 seconds East, 335.95 feet; thence South 29 degrees 09 minutes 44 seconds East, a distance of 311.78 feet; thence in a Southeasterly direction along a curve to the left, having a radius of 1235.00 feet and an arc length of 1226.79 feet, being subtended by a chord bearing South 57 degrees 37 minutes 11 seconds East, 1176.97 feet; thence South 86 degrees 04 minutes 38 seconds East, a distance of 924.00 feet to a point being on the Westerly Right of Way Line of the Illinois Central Gulf Railroad; thence South 3 degrees 44 minutes 52 seconds West, along said Westerly Right of Way Line, a distance of 84.11 feet to the existing Northerly Right of Way Line (by use) of existing VFW Road; thence North 86 degrees 30 minutes 25 seconds West, along said existing Northerly Right of Way Line, a distance of 2181.71 feet to a point being on said existing Easterly Right of Way Line (by use) of existing VFW Road; thence North 13 degrees 01 minute 49 seconds West, along said existing Easterly Right of Way Line, a distance of 1205.21 feet to the Point of Beginning, containing 16.46 acres, more or less, of which no part is an existing public road right of way, and being subject to any easements, restrictions, and right of way of record.

*Federal Bureau of Prisons' Stipulations
to the
City of Pekin, Illinois*

1. The use and occupation of the said land shall be without cost or expense to the Federal Bureau of Prisons (Government). Any damage resulting from use of the easement by the City of Pekin (Grantee) to the Government's land and facilities shall be properly corrected to the satisfaction of the Warden, Federal Correctional Institution (FCI), Pekin, Illinois.
2. The Grantee shall install, operate, maintain, repair, and replace all of its facilities in the easement area in a manner which complies with all pertinent Federal and State environmental laws and in a manner so as to prevent and avoid any threatened or actual release or disposal of any hazardous substance as identified in accordance with any pertinent Federal or State environmental laws. In the event any liability does arise under Federal and/or State environmental laws as a result of the Grantee's use, or because of the activities which are found to be associated with the Grantee's use of the easement, the Grantee shall indemnify the Government for any clean up costs, response costs, natural resource damages, penalties, or any other costs for which the Government is found liable, including the cost of any studies and investigation necessary to determine an appropriate response to the contamination, and of any clean up or other response costs which the Government is required or obliged to undertake.
3. Existing storm water management facilities deemed necessary for modification or relocation shall maintain existing capabilities and capacities before, during, and after any construction within the easement area. The Grantee shall be responsible for coordinating with the Government and regulatory agencies with jurisdiction over such storm water management facilities to assure that any changes are properly approved and permitted by the latter, and acceptable to the former prior to construction. All costs associated with these activities are the sole responsibility of the Grantee.
4. The Grantee is responsible for installation prior to public access to the roadway, and the maintenance thereafter, of lighting along the roadway to provide adequate night visibility of the northern boundary of the easement area at all times. The proposed lighting system shall be designed and submitted to the Government for approval. The lighting system shall meet all appropriate standards of the latest revision of the Illinois Department of Transportation's (IDOT), Bureau of Design and Environment Manual, Chapter 56, Highway Lighting, allowing for ample lighting of the berm and fence line, complying with all codes and regulations pertaining to appropriate lighting of the roadway. Sufficient vertical distribution, lateral distribution and control lighting must provide adequate visibility at 300 yards, without creating any roadway visibility issues. Appropriate measures shall be incorporated into the lighting system design to avoid

potential "dead spots" or dark areas along the entire property line associated with the roadway. In the event of a light failure, the Grantee shall replace and/or repair the light within 24 hours of notification. The lighting system design, any required studies, tests and permits, preventive maintenance, and all cost associated with installation, operation and replacement, shall be provided by, and be the sole responsibility of the Grantee.

5. An adequately landscaped berm, drainage, and a 10' high chain link fence is required to provide a barrier from vehicle access to the Government's property from the roadway. The barrier shall include a 16 foot wide vehicle gate located 100 feet west of the eastern boundary of the easement, and shall be installed by the Grantee, with provisions for a locking device to be provided by the Government. The Grantee shall provide detailed design drawings of the proposed layout of the berm and fence line, showing adequate details while complying with appropriate entities, in part or whole, of the latest revision of the IDOT, Bureau of Design and Environment Manual, Chapter 59, Landscape Design and Erosion Control to the Government for approval. Minimum design shall consist of a soil berm, landscaped with grass, rock or other natural landscape component, constructed to be free of deterioration from natural weather elements, and stabilized to support a 10' high chain link fence. The height of the berm shall be a minimum of 6' above the finished road grade and shall maintain a gradual slope to the north (in the direction of FCI Pekin) ensuring manageable routine mowing and care. The berm slope to the south (in the direction of the roadway) shall be adequate to allow mowing and care provided by the Grantee, at no cost to the Government. The 10' high fence line shall be provided, installed and maintained by the Grantee, at no cost to the Government, shall be permanent and run east to west/northwest for the entire length of the institution's boundary, parallel to alignment of the roadway. All fencing, and its components, shall be zinc coated, or equivalent, to protect from all weather elements, and free of rust. Routine maintenance to the fence and its components shall be provided, as required, by the Grantee, at no cost to the Government. The berm design and its surrounding environment shall incorporate appropriate drainage to prevent any pooling, puddling and/or deterioration of the site before, during and after the construction. The design shall maintain accessibility to all utilities within the surrounds of construction before, during and after construction. The design must be approved by the Government prior to construction, and must be completed prior to public access to the roadway.
6. The Grantee shall maintain, at no cost to the Government, all grounds within the boundaries of the easement.
7. The Grantee shall at all times keep the Government informed of any activity on this property incident to the exercise of the easement herein granted, including information on the beginning and completion of the construction, and the notification prior to ingress for purposes of repair or maintenance of any areas within the permitted area.
8. The Grantee shall observe any and all regulations of the Government regarding the storage of machinery, tools, and equipment, including supervision of motor vehicles,

drivers, and workmen on or in the proximity of the institution's property.

9. The Grantee shall protect any existing boundary markers removed by construction and reset them in their identical location.
10. The Grantee and/or its duly authorized agents shall neither make contact with any prisoner nor compromise the security and orderly operation of FCI Pekin. Any such violations shall be subject to penalties prescribed by 18 U.S.C. §1791.
11. The Government reserves the right to construct, use, and maintain across, over, and/or under subject property utility lines and other facilities necessary for the operations of the institution in such a manner as not to create any unreasonable interference with the use of this easement.
12. Any property of the Government which may be damaged or destroyed, incident to the construction, operation, and maintenance of the roadway shall be promptly repaired or replaced by the Grantee or Grantee shall pay to the Government a sum of money sufficient to compensate for the loss sustained by reason of any such damage or destruction of said property.
13. The Government shall not be responsible for damages to the property or injuries to persons which may arise from or be incident to the use and occupation of the said premises, nor for damages to the property or for injuries to the Grantee's officers, agents, servants, employees, or its successors or assigns or others who may be on said premises at their invitation.
14. In the event of a failure to comply with any of the conditions and provisions herein set forth or nonuse of the easement for which granted or an abandonment, in whole or in part, shall cease and determine and revert to and become revested in the Government as fully and completely as if the easement had not been granted upon written notice of such termination being given to the Grantee, and its respective successors and assigns, which shall be effective as of the date of such notice.
15. The provisions and conditions of the easement shall extend to and be binding upon and shall enure to the benefit of the successors and assigns of the Grantee and the assigns of the Government.

16. The Grantee shall retain the original of this document, and shall date and endorse a duplicate copy thereof. Receipt of the signed duplicate by the Government is a condition precedent to the granting of the easement.

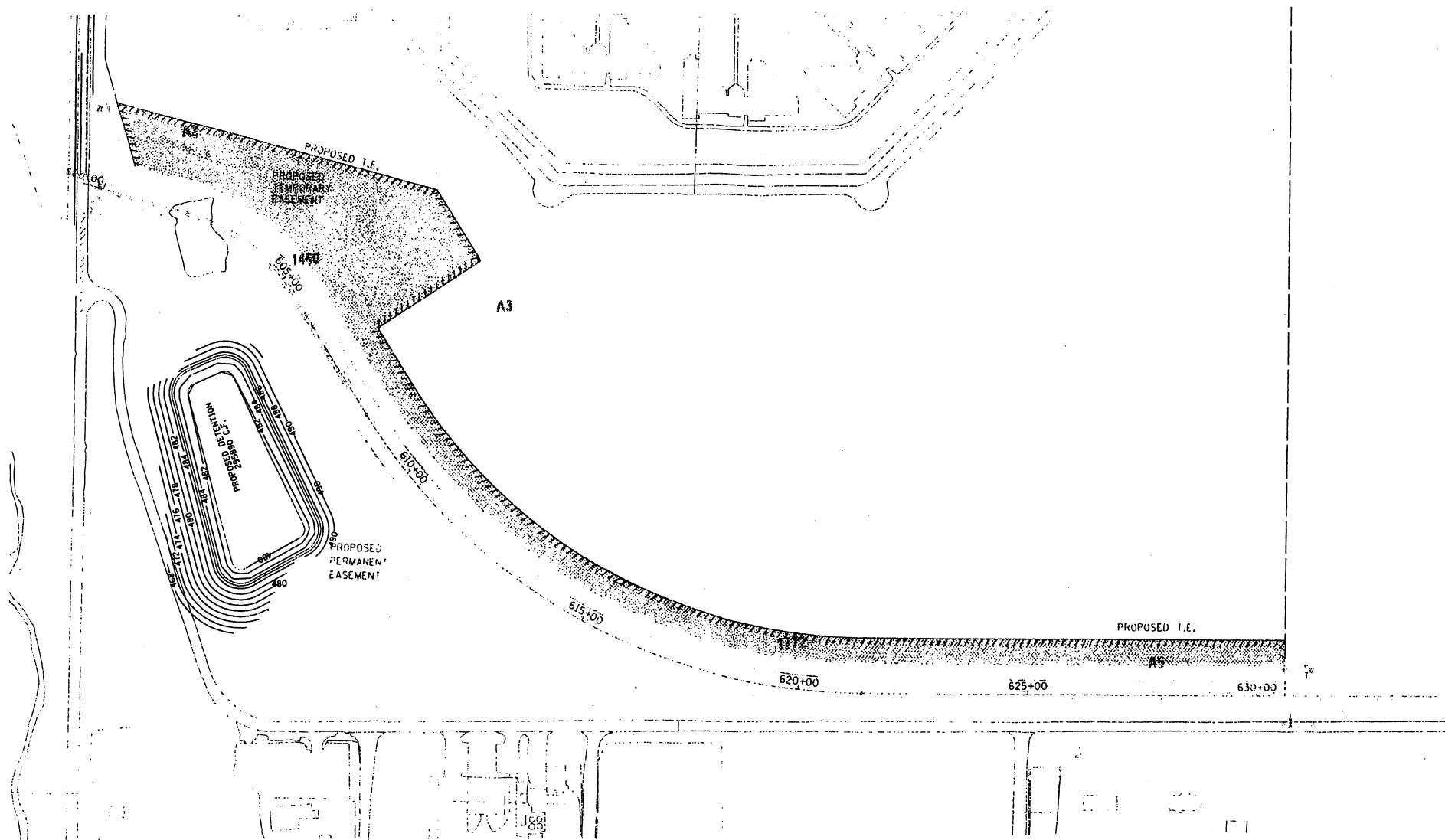
Terms and Conditions Accepted
by the City of Pekin

City of Pekin
By: Dennis Kief, City Manager

Federal Bureau of Prisons
Bruce K. Sasser
Assistant Director for Administration



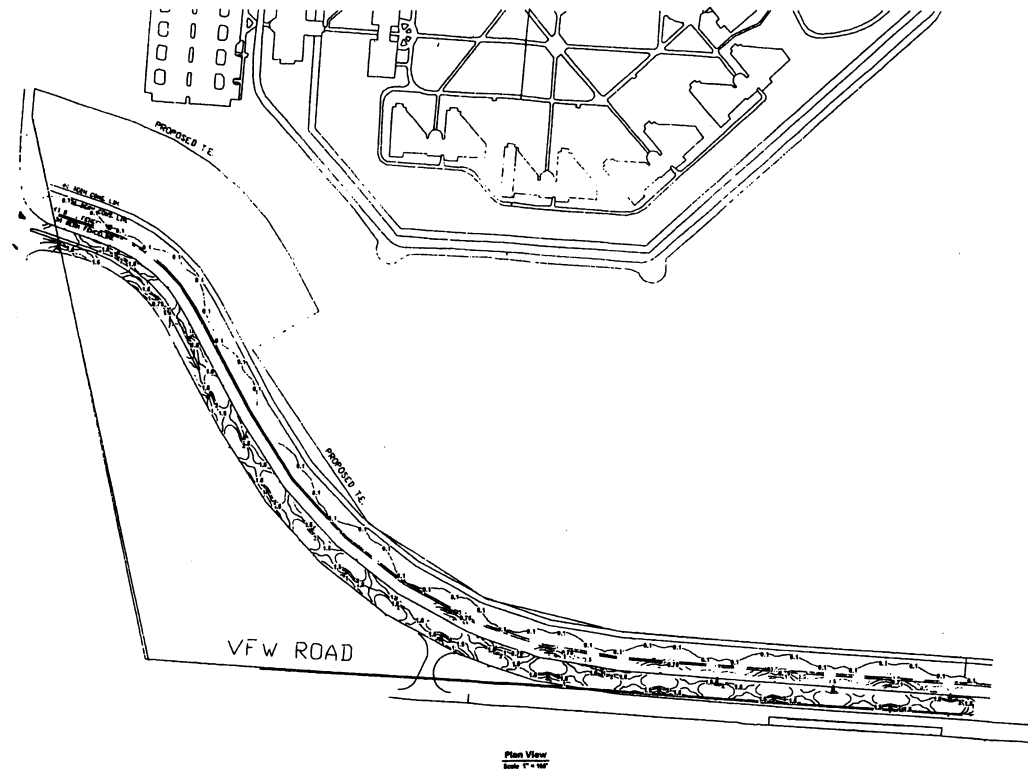
Please type or print the exact name in which the easement is to be granted.



LUMINAIRE LOCATIONS											
No.	Label	X	Y	Z	Alt	Orientation	Tilt	X	Y	Z	
1	A	30147.2	47712.9	40.0	48.0	57.7	0.0	30350.2	47475.0	0.0	
2	A	30313.8	47482.0	40.0	40.0	57.7	0.0	30350.2	47475.0	0.0	
3	A	30490.8	47382.5	40.0	40.0	225.6	0.0	30416.3	47336.2	0.0	
4	A	30509.1	47208.8	40.0	40.0	49.1	0.0	30537.6	47237.9	0.0	
5	A	30736.8	47015.0	40.0	40.0	33.8	0.0	30782.3	47050.8	0.0	
6	A	31018.2	46852.0	40.0	40.0	21.7	0.0	31034.1	46825.1	0.0	
7	A	31321.8	46822.8	40.0	40.0	4.3	0.0	31326.0	46805.8	0.0	
8	A	31476.1	46889.7	40.0	40.0	183.7	0.0	31476.3	46838.8	0.0	
9	A	31626.0	46852.8	40.0	40.0	4.3	0.0	31631.2	46845.4	0.0	
10	A	31786.4	46849.2	40.0	40.0	183.7	0.0	31783.6	46806.3	0.0	
11	A	31937.8	46794.6	40.0	40.0	4.3	0.0	31941.1	46827.5	0.0	
12	A	32098.9	46825.8	40.0	40.0	183.7	0.0	32094.0	46783.7	0.0	
13	A	32248.3	46782.2	40.0	40.0	4.3	0.0	32251.5	46825.0	0.0	
14	A	32499.2	46737.4	40.0	40.0	44.1	0.0	32478.9	46788.4	0.0	

LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Coating Number	Description	Lamp	File	Lumens	LLF	Watts
1	A	21	30 425 R3 F3	80" T. POLE WITH 10" DIA. ARM TYPE 3 W/2" R.A.L. CUTOFF	ONE 400-WATT CLEAR HIGH PRESSURE SODIUM	AE6329 ES	45000	1.15	485

STATISTICS						
Description	Symbol	Qty	Watts	LLF	Lumens	Avg/Watt
1	A	21	485	1.15	45000	1.15



STS CONSULTANTS
 1111 N. JEFFERSON AVE.
 SUITE 100
 DENVER, COLORADO 80202
 PHONE 303.733.4500
 FAX 303.733.4501

Pekin Veteran's Drive at VFW Road
 FBOP Review

Designer
 Jay D. Eman, PE

Date
 May 12 2005

Scale

Drawing No.

1 of 1

This has been a "work in progress" for nearly 10 years, as witnessed by the following 3 pages.

CORRIDOR REPORT

IL Route 29 to IL Route 9

April 19, 1996

Catalog No. 030326-00

Tazewell County

Prepared by Environmental Science & Engineering, Inc.



City of Pekin

PREFACE

A corridor study has been performed to provide a recommendation to the City of Pekin for the routing of a new local road from Illinois Route 29 to Illinois Route 9, south of Pekin. The corridor recommended in this report will accommodate a new roadway that can be constructed to the standards and policies of the Illinois Department of Transportation Bureau of Local Roads and Streets. This report describes and summarizes the findings of the studies and investigations that were made to determine the recommended corridor.

The study area included all areas from Koch Street south to the Commonwealth Edison electrical transmission lines at the west end, and areas from the south property line of the Pekin mall, south to the electrical transmission lines at the east end (see Exhibit 1). Corridors within the study area include areas where the existing routes could be upgraded as part of the proposed roadway, and areas where the roadway could fall on new alignment. The study identifies physical and environmental constraints which require additional study, and identifies solutions, or mitigation, of less complex issues. The corridor report includes public input and reflects results of the public comments from the community involvement activities which occurred after approval of the corridor by the City of Pekin.

The next phase of study for a roadway along the southern side of Pekin will include further evaluations of potential conflicts with environmentally sensitive areas, and evaluations of direct effects of property acquisition on residents and properties along the routing. This study identifies, and in some cases proposes solutions or mitigation measures, for all currently known environmental issues. This study evaluates potential alternate routes within the recommended corridor, but does not recommend an alignment for final design. The final alignment will be determined in a later phase of the project and may be done in conjunction with the design development phase.

This corridor report is intended to be utilized as a guide document for further study and for development of construction plans for a new roadway from Illinois Route 29 to Illinois Route 9 south of Pekin. As such, the corridor report does not recommend a specific alignment within the corridor. A specific alignment may be developed after further evaluation of data has been completed.

EARLY STUDY RESULTS - TRANSITION TO CORRIDOR STUDY

The study was initiated by the Department of Transportation as a design study to upgrade VFW Road to a marked state route. The route would have been marked as Illinois Route 9, while Court Street through the City of Pekin would have become a local street with no state route marking.

The study was partially completed, but was transitioned to a corridor study for various reasons. These are outlined as follows:

1. The criteria for the geometric horizontal alignment at the intersection of Illinois Route 29 and the new proposed State route would have required more right-of-way than the Federal Bureau of Prisons could transfer.
2. To be marked as a State route, the new route would have been a through route in the east and west direction. Although Court Street would have the heavier traffic demand, it would no longer be the through route and would have to "tee" into the new state route.
3. If the marking of Illinois Route 9 were revised to be located around the south side of Pekin, the distance of travel from the west side of Pekin to the east side of Pekin would have increased by 3 miles for through traffic. The additional cost of travel for the public in general, coupled with the cost of the improvements, outweighed the benefits of revising the state route.

Memo

To: Dennis Kief, City Manager

From: Greg Ranney

CC: Sue McMillan, City Clerk

Date: 11/23/2005

Re: Street Department heater quotes

Enclosed are copies of two quotes replacing mini heaters at the Street Department. I am following City Code 1-9-7: Contracts for Public Improvements. This allows the City of Pekin to receive two quotes and the quotes are to be taken to the city council for approval. The Street Department continues to have problems with the old heaters, which were installed when the building was built. I received quotes on new gas units and infrared units. It is my recommendation to accept the quote from Robinson Heating and Air Conditioning for the new infrared heating system at \$20,784.00. The infrared systems are a much cleaner burning system and at the same time much more energy efficient. Nine (9) units will be removed and be replaced with eight (8) units to provide heating the building more efficiently. The cold weather is upon us and this project needs to be completed as soon as possible.



Xcell Mechanical Systems

P.O. Box 800 30068 Route 9
Mackinaw, Illinois 61755

Phone 309-359-3084 • Fax 309-359-4086
xcellmechsys.com

Greg Ranney
Director of Public Property
111 S Capitol Street
Pekin Illinois 61554

October 28, 2005

Quote # MH1005-122
MH1005-123

Re: Street Department Unit Heaters

We are pleased to offer for your consideration:

Option 1

Xcell Mechanical Systems will provide and install (6) 175,000 btu and (3) 250,000 btu, gas fired unit heaters. This price includes removal of existing units, start-up on new units, and connections to existing gas line.

For the sum of. \$24,280.00

To change the (3) 250,00 btu units to 300,000 btu units add \$702.00

Option 2

Xcell Mechanical Systems will provide and install (9) InfraRed Heaters placed throughout the building. This price includes removal of existing units, startup, and installation of exhaust duct work.

For the sum of. \$24,758.00

Thank You

Mike Hamilton

Service Department

ALL APPLICABLE TAXES, PERMITS, ADDITIONAL INSURANCE, BONDS AND SHIPPING CHARGES ARE NOT REFLECTED IN QUOTED AMOUNT. THIS QUOTE REFLECTS LABOR COMPLETED BETWEEN THE HOURS OF 8:00 A.M. - 4:30 P.M., MONDAY - FRIDAY NOT INCLUDING HOLIDAYS. LABOR COMPLETED OUTSIDE THE STATED HOURS, ON HOLIDAYS OR WEEKENDS WILL BE SUBJECT TO ADDITIONAL LABOR CHARGES. ALL QUOTES ARE SUBJECT TO CREDIT APPROVAL PRIOR TO START UP OF PROJECT OR DELIVERY OF EQUIPMENT. COMPANY PURCHASE ORDERS MUST REFER TO OUR QUOTES TERMS & CONDITIONS. TERMS: INSTALLATION QUOTES 35% UPON ORDER, 35% UPON RECEIPT OF MATERIAL, AND PROGRESS BILLING TILL COMPLETION. SERVICE QUOTES TIME & MATERIAL NET. 15 DAYS. EQUIPMENT ONLY QUOTES 50% UPON ORDER, 50% UPON RECEIPT OF MATERIAL. PAST DUE BALANCES ARE SUBJECT TO A 1.5% PER MONTH FINANCE CHARGE. ALL COSTS INCURRED TO COLLECT PAST DUE INVOICES WILL BE THE RESPONSIBILITY OF THE APPLICANT COMPANY. ASBESTOS REMOVAL OR DISPOSAL IS NOT INCLUDED IN THIS QUOTE. THIS PROPOSAL IS SUBJECT TO ACCEPTANCE WITHIN 30 DAYS FROM THE PROPOSAL DATE OR IS THEN SUBJECT TO REVIEW.

ACCEPTED BY: _____

DATE: _____

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The Boiler People

Visit our website at www.xcellmechsys.com

Visit our website at www.xcellmechsys.com

Robinson Plumbing, Inc

P O Box 1121

Pekin, Il 61555-1121

Phone 309-347-2134

.....

CITY OF PEKIN
STREET DEPT BUILDING

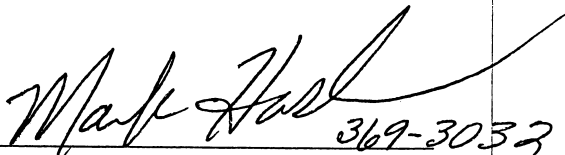
11/17/05

REMOVE 9 HANGING UNIT HEATERS IN THE STREET DEPT BUILDING
INSTALL 8 NEW 175,000 BTU HANGING INFRARED TUBE HEATERS
NEW FLUE PIPE UP TO EXISTING B-VENT PIPE
ALL GAS PIPE AND ELECTRICAL ADAPIONS INCLUDED

LABOR AND MATERIALS

\$20,784.00

CITY OF PEKIN



MARK HASLER 369-3032

A. Contract of \$10,000.00 or less. Any contract for public improvements wherein the total payments by the City are \$10,000.00 or less, may be approved by the City Council. No bidding is required.

Contract in excess of \$10,000.00 but less than \$50,000.00. Any proposed contract for public improvements wherein the total payments by the City are estimated to be greater than \$10,000.00, but less than \$50,000.00, shall be submitted to the City Council for consideration. The City Council may then choose to employ the procedure of Section 1-9-7C, or to use the following procedure:

- (i) The City Manager shall solicit and obtain quoted from qualified bidders, or minimum of two (2) where possible.
- (ii) The City Manager is then authorized to choose, in the City Manager's discretion, the most appropriate bidder, and execute a contract with said bidder. The City Manager may reject all bids.
- (iii) No bond is required of the contractor unless specifically required. The contract between the City and the contractor shall require the contractor to have all required licenses and permits and to comply with federal, state and local laws, including, without limitation, laws regarding prevailing wages and occupational safety matters.

C. Contracts of \$50,000.00 or more. Any contract for public improvements, wherein the estimated total payments by the City are \$50,000.00 or more shall be brought before the City Council. The City Council shall direct the City Manager to advertise for bids by advertising in a newspaper published within the City at least ten (10) days prior to the opening of bids. The contract shall be let to the lowest responsible bidder. The approval and execution of formal agreements by the Council, the Council may reject all bids.

D. The term "Public Improvements", as used in this section, shall have the same meaning ascribed to that term in Division 9 of Article 8 of the Illinois Municipal Code (65 ILCS 5/8-9-1 et seq.), and as such may be interpreted by the Courts of the State of Illinois.