VERONA

EXISTING CONDITIONS - ON-STREET PARKING

MSA PROFESSIONAL SERVICES
More ideas. Better solutions.

VERONA

EXISTING CONDITIONS - ACCESS LOCATIONS

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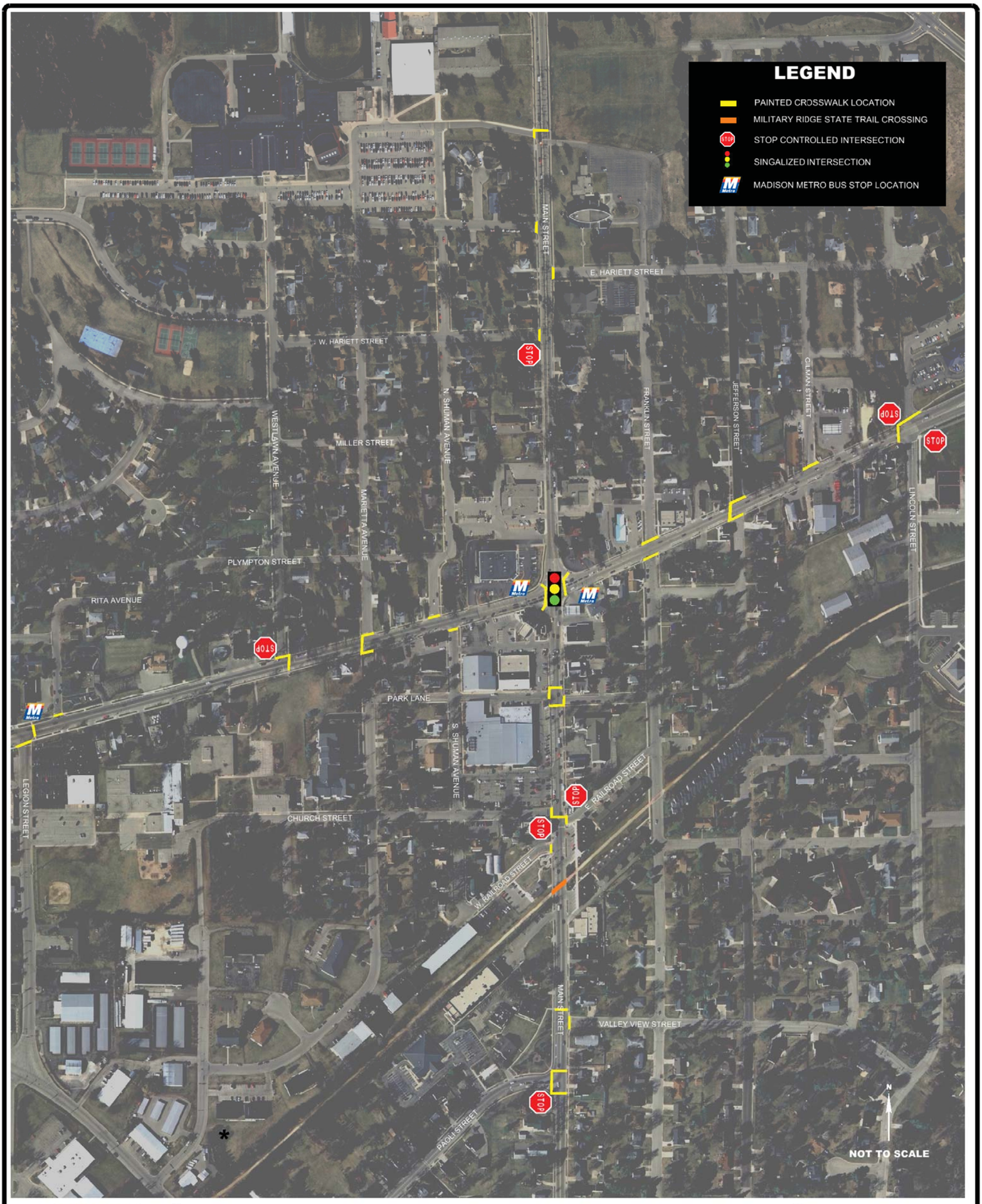


VERONA

EXISTING CONDITIONS - INTERSECTION CONTROL AND CROSSWALK LOCATIONS

MSA PROFESSIONAL SERVICES
More ideas. Better solutions.

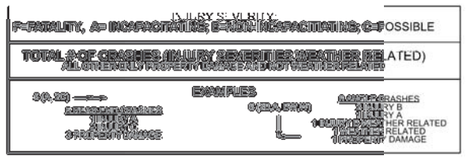
Table 1 - 2012 Existing Operations City of Verona

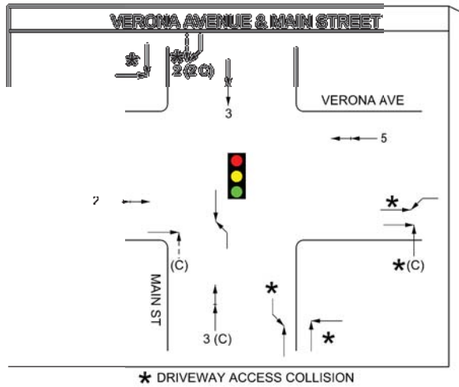
Intersection	Traffic Control	Peak Hour	Parameters	West Approach			East Approach			South Approach			North Approach			Overall Intersection
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Verona Ave & Westlawn Ave	Signal (North)		Lanes		Shared		Shared							Shared		-
		AM Peak	LOS		A		-							C		A
			Delay (s)		0.8		0.0							15.7		0.8
			v/c ratio		0.03		0.31							0.08		
			Queue (ft)		25		0							25		
		School Peak	LOS		A		-							C		A
			Delay (s)		0.3		0.0							24.5		1.8
			v/c ratio		0.01		0.35							0.3		
			Queue (ft)		25		0							50		
		PM Peak	LOS		A		-							D		A
			Delay (s)		0.2		0.0							26.3		0.6
			v/c ratio		0.01		0.39							0.14		
			Queue (ft)		0		0							25		
Verona Ave & Lincoln Street	Stop (North/South)		Lanes		Shared		1	Shared		1	Shared			Shared		-
		AM Peak	LOS		A		A	-		D	B			D		A
			Delay (s)		0.1		8.6	0.0		26.6	12.8			25.1		1.0
			v/c ratio		0.01		0.02	0.31		0.06	0.1			0.02		
			Queue (ft)		0		25	0		25	25			25		
		School Peak	LOS		A		A	-		F	C			E		A
			Delay (s)		1.4		9.2	0.0		69.3	15.0			39.3		3.3
			v/c ratio		0.05		0.05	0.45		0.17	0.12			0.39		
			Queue (ft)		25		25	0		25	25			50		
		PM Peak	LOS		A		A	-		F	C			F		A
			Delay (s)		1.9		8.7	0.0		66.7	17.8			53.0		5.2
			v/c ratio		0.07		0.04	0.49		0.09	0.13			0.62		
			Queue (ft)		25		25	0		25	25			100		
Main St & W. Harriet St	Stop (West)		Lanes		Shared						Shared			Shared		-
		AM Peak	LOS		D						A			-		A
			Delay (s)		33.4						1.0			0.0		4.0
			v/c ratio		0.55						0.04			0.26		
			Queue (ft)		75						25			0		
		School Peak	LOS		C						A			-		A
			Delay (s)		15.5						0.7			0.0		1.6
			v/c ratio		0.22						0.02			0.36		
			Queue (ft)		25						25			0		
		PM Peak	LOS		C						A			-		A
			Delay (s)		22.3						0.3			0.0		1.1
			v/c ratio		0.22						0.01			0.42		
			Queue (ft)		25						25			0		
Main St & Church Ave	Stop (East)		Lanes		Shared						Shared			Shared		-
		AM Peak	LOS		B						A			-		A
			Delay (s)		13.3						0.9			0.0		1.0
			v/c ratio		0.07						0.03			0.2		
			Queue (ft)		25						25			0		
		School Peak	LOS		C						A			-		A
			Delay (s)		15.5						0.7			0.0		1.6
			v/c ratio		0.22						0.02			0.36		
			Queue (ft)		25						25			0		
		PM Peak	LOS		C						A			-		A
			Delay (s)		17.1						1.1			0.0		1.7
			v/c ratio		0.24						0.04			0.4		
			Queue (ft)		25						25			0		
Main St & Railroad St	Stop (West)		Lanes				Shared			Shared			Shared			-
		AM Peak	LOS				B			-			A			A
			Delay (s)				12.9			0.0			0.2			0.3
			v/c ratio				0.04			0.35			0.01			
			Queue (ft)				25			0			0			
		School Peak	LOS				C			-			A			A
			Delay (s)				16.2			0.0			0.1			0.2
			v/c ratio				0.03			0.25			0			
			Queue (ft)				25			0			0			
		PM Peak	LOS				C			-			A			A
			Delay (s)				19.2			0.0			0.3			0.3
			v/c ratio				0.04			0.28			0.01			
			Queue (ft)				25			0			25			
Main St & Paoli St	Stop (East)		Lanes	1		1				1	1			1	1	-
		AM Peak	LOS	C		-				A	-			A	A	A
			Delay (s)	24.4						8.0	0.0			0.0	0.0	6.0
			v/c ratio	0.56						0.05	0.26			0.1	0.08	
			Queue (ft)	100						25	0			0	0	
		School Peak	LOS	C		-				A	-			A	A	A
			Delay (s)	18.6						8.9	0.0			0.0	0.0	3.7
			v/c ratio	0.42						0.04	0.14			0.22	0.15	
			Queue (ft)	50						25	0			0	0	
		PM Peak	LOS	C		-				A	-			A	A	A
			Delay (s)	22.4						9.4	0.0			0.0	0.0	3.5
			v/c ratio	0.46						0.03	0.17			0.28	0.18	
			Queue (ft)	75						25	0			0	0	
Main St & Verona Ave *Peak Hour by Approach	Signal		Lanes	1	1	1	1	1	1	1	Shared		1	1	1	-
		AM Peak	LOS	B	C	C	C	C	C	C	E		D	C	C	D
			Delay (s)	19.6	34.4	23.3	22.3	30.5	27.2	21.5	65.7		35.9	25.2	22.0	36.0
			v/c ratio	0.43	0.75	0.1	0.33	0.58	0.33	0.23	0.98		0.79	0.51	0.19	0.9
			Queue (ft)	75	250	50	50	225	100	75	600		150	225	75	
		School Peak	LOS	C	D	C	C	C	C	C	C		C	C	C	C
			Delay (s)	22.2	41.5	24.9	24.9	30.0	23.1	21.2	34.2		20.5	31.2	22.6	30.2
			v/c ratio	0.48	0.83	0.19	0.67	0.67	0.22	0.22	0.7		0.55	0.7	0.12	0.83
			Queue (ft)	100	400	75	175	350	100	50	275		100	300	50	
		PM Peak	LOS	C	D	C	C	D	C	C	C		C	D	C	D
			Delay (s)	27.3	48.7	30.3	28.9	39.2	27.9	24.6	32.8		21.1	40.1	24.6	35.5
			v/c ratio	0.59	0.81	0.21	0.69	0.69	0.18	0.4	0.62		0.41	0.81	0.14	0.77
			Queue (ft)	150	425	100	200	400	100	50	275		100	425	75	

Err - Volume exceeds capacity, value cannot be calculated
Queues rounded to the nearest vehicle length (25 ft per vehicle)

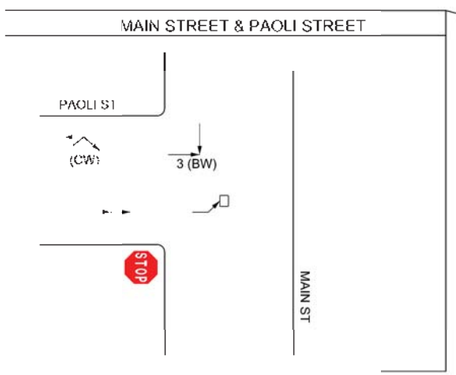
City of Verona Crash Location Map

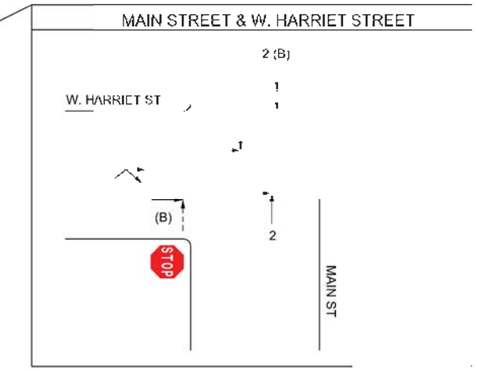
Alcohol related crashes are excluded

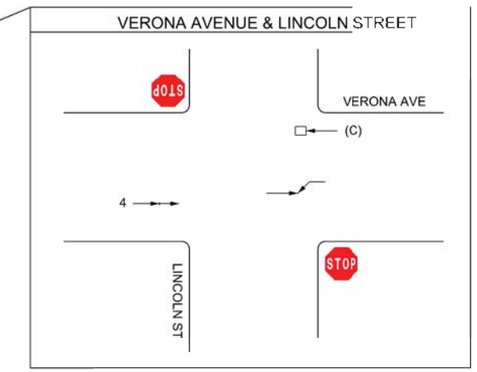


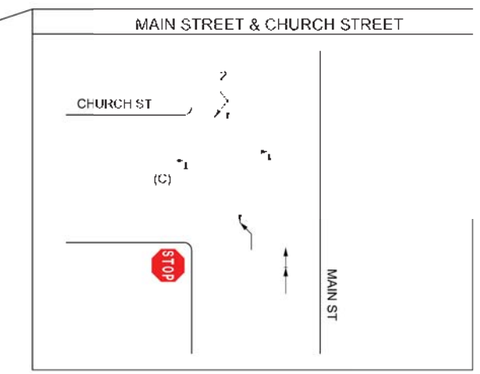


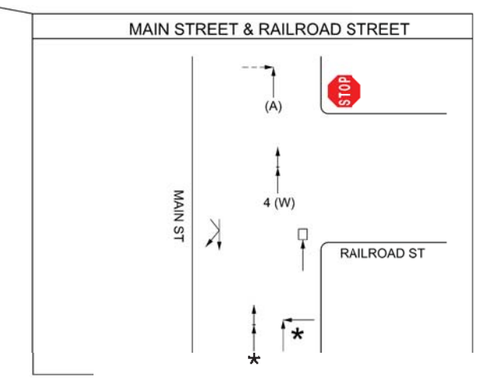
* DRIVEWAY ACCESS COLLISION











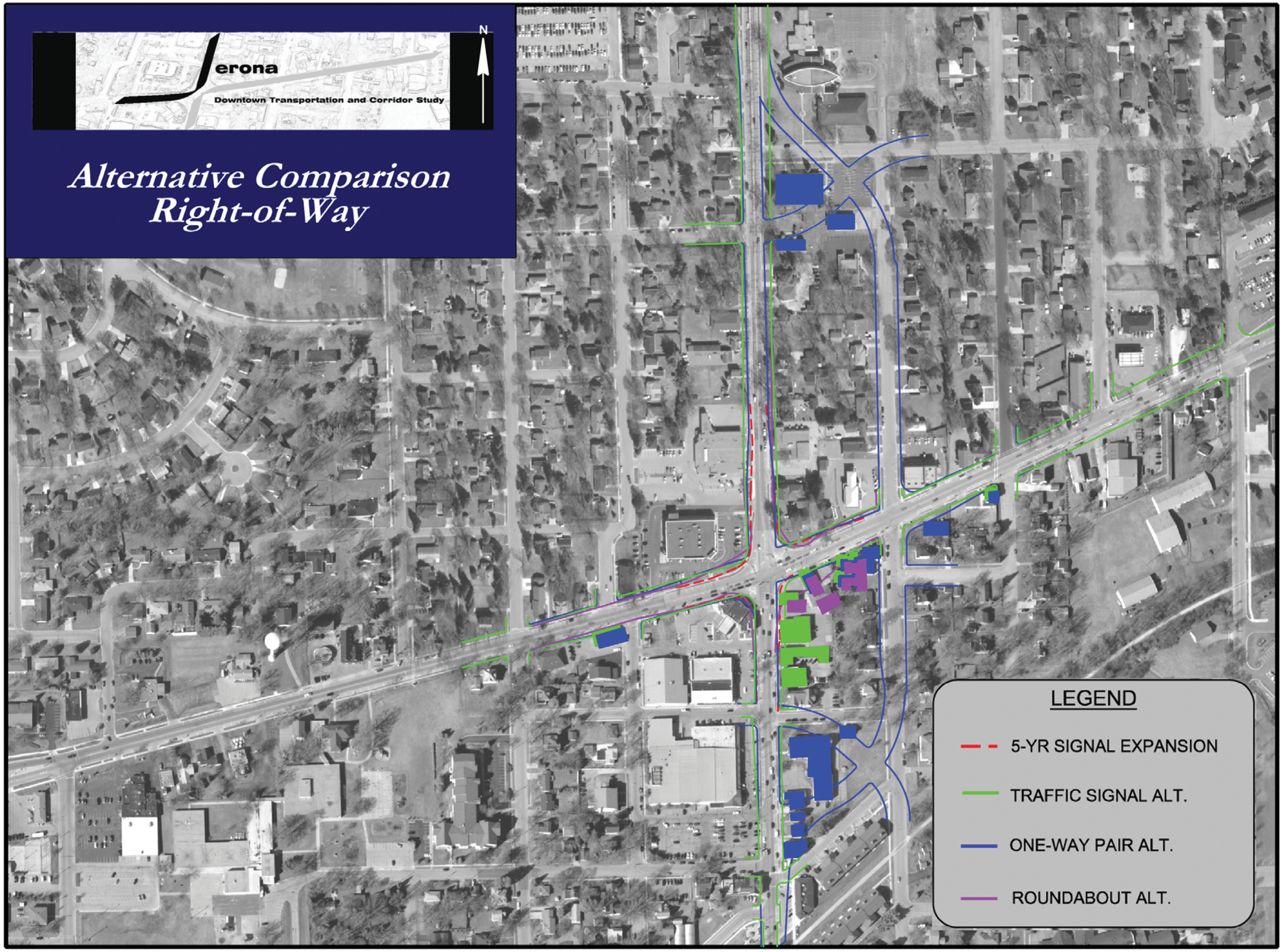
* DRIVEWAY ACCESS COLLISION

Jerona

Downtown Transportation and Corridor Study

N

Alternative Comparison Right-of-Way



2012 Traffic Volumes - LOS Summary Tables by Alternative

Option 1 - Realign Lincoln to Gilman

SimTraffic & HCM 2010 Outputs

Intersection	Traffic Control	Peak Hour	Output	Parameters	West Approach			East Approach			South Approach			North Approach			Overall Intersection
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Gilman Street/Lincoln Street & Verona Avenue	Signal		Lanes		1	1		1	1		1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A		A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	B	A		A	B		B	B		B	B		B
				Delay (s)	10.6	7.3		8.3	12.6		14.2	15.0		14.0	14.0		10.5
				v/c ratio	0.06	0.64		0.08	0.8		0.02	0.33		0.08	0.39		
				Queue (ft)	25	175		25	#320		25	25		25	25		
Enterprise Drive & Verona Avenue	Signal		Lanes		1	2		1	2		1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A		A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A	A		A	A		C	B		C	C		B
				Delay (s)	5.4	7.0		6.8	9.9		21.4	18.1		20.5	21.8		10.6
				v/c ratio	0.19	0.26		0.01	0.39		0.02	0.04		0.37	0.57		
				Queue (ft)	50	100		25	150		25	25		100	25		

Option 2 - Realign Lincoln to Enterprise

SimTraffic & HCM 2010 Outputs

Intersection	Traffic Control	Peak Hour	Output	Parameters	West Approach			East Approach			South Approach			North Approach			Overall Intersection
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Enterprise Drive/Lincoln Street & Verona Avenue	Signal		Lanes		1	2		1	2		1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A		A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A	A		A	B		C	B		C	C		B
				Delay (s)	5.9	7.7		7.4	10.8		20.8	18.1		21.0	20.3		11.3
				v/c ratio	0.19	0.27		0.01	0.41		0.04	0.16		0.38	0.49		
				Queue (ft)	50	100		25	150		25	25		100	50		

Option 3 - Move Signal (Enterprise) & Add a Signal (Lincoln)

SimTraffic & HCM 2010 Outputs

Intersection	Traffic Control	Peak Hour	Output	Parameters	West Approach			East Approach			South Approach			North Approach			Overall Intersection
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Lincoln Street & Verona Avenue	Signal		Lanes		1	2		1	1	1	1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A	A	A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A	A		A	B	A	C	C		C	C		B
				Delay (s)	6.5	8.4		5.5	12.8	5.8	21.3	20.6		20.7	23.4		11.4
				v/c ratio	0.14	0.53		0.07	0.71	0.11	0.03	0.27		0.11	0.55		
				Queue (ft)	25	225		25	#375	25	25	25		25	25		
Enterprise Drive & Verona Avenue	Stop		Lanes		1	2			2					1		1	-
		PM Peak	SimTraffic	LOS													
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A									D		B	A
				Delay (s)	9.4									30.3		11.7	2.9
				v/c ratio	0.11									0.3		0.2	
				Queue (ft)	25									50		25	
Horizon Drive & Verona Avenue	Signal		Lanes		1	2		1	2		1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A		A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A	A		A	A		C	B		C	C		B
				Delay (s)	5.1	7.2		6.5	9.3		23.3	19.7		22.4	23.7		10.4
				v/c ratio	0.18	0.30		0.01	0.37		0.02	0.04		0.38	0.59		
				Queue (ft)	50	125		25	150		25	25		100	25		

Option 4 - Signalized and Coordinate Lincoln Street with Enterprise Drive

SimTraffic & HCM 2010 Outputs

Intersection	Traffic Control	Peak Hour	Output	Parameters	West Approach			East Approach			South Approach			North Approach			Overall Intersection
					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Lincoln Street & Verona Avenue	Signal		Lanes		1	2		1	1	1	1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A	A	A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A	A		A	B	A	C	C		C	C		B
				Delay (s)	5.8	5.6		4.3	10.3	5.2	24.8	24.4		24.3	28.0		10.3
				v/c ratio	0.12	0.24		0.07	0.64	0.1	0.03	0.29		0.13	0.59		
				Queue (ft)	25	100		25	325	25	25	25		50	25		
Enterprise Drive & Verona Avenue	Signal		Lanes		1	2		1	2		1	1		1	1		-
		PM Peak	SimTraffic	LOS	A	A		A	A		A	A		A	A		A
				Delay (s)													
				Queue (ft)													
			HCM	LOS	A	A		A	A		C	B		C	C		B
				Delay (s)	5.3	7.0		6.8	9.9		21.4	18.1		20.5	21.8		10.6
				v/c ratio	0.19	0.26		0.01	0.39		0.02	0.04		0.37	0.57		
				Queue (ft)	50	100		25	150		25	25		75	25		

Queues rounded to the nearest vehicle length (25 ft per vehicle)

Urban Streets Roadway Criteria for Posted Speed Limits of 40 mph or Less

Functional Class	Design Year ADT Thresholds at Levels of Service C, D & E [1]				Design Basis	Roadway Criteria						
						Travel Lanes			Roadway (Face of Curb to Face of Curb) Width (feet)[4]			
									No Parking[6,7]		Parking [6,7]	
	Scenario	C[2] LOS 4.0 ADT (DHV)	D LOS 5.0 ADT (DHV)	Middle E LOS 5.5 ADT (DHV)	Urban Design Class [Design Speed] (mph)[3]	No.	Lane Width (feet)[5]	Median Widths (feet)	Range of Normal Widths[8]	Range of Widths that are sufficient for bike lane	Range of Normal Widths[8]	Range of Widths that are sufficient for bike lane
Locals	N/A	Low Volume Residential (0-250 ADT)			1a **[20-25]**	1	**12**	No	**N/A**	**N/A**	**28**	**N/A**
		Volume not a consideration			1b **[25-30**(20)]	2	**10-12** (9)	No	**28-32** (22)	**32-36** (30)	**36-40** (30)	**46-56** (44)
Arterials and Collectors	N/A	≤ 4,500 ADT (660 DHV)			2a **[30-45]**	2	**11-12** (10)	No	**32-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	6,500 (1086) 20,000 (2260)	7,500 (1170) 22,500 (2475)	8,000 (1216) 25,000 (2700)	2b **[30-45]**	2	**11-12** (10)	No	**32-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	16,000-(1888) 41,000 (4100)	17,500 (2048) 47,000 (4610)	18,000 (2088) 50,500 (4900)	3 **[30-45]**	4	**11-12** (10)	No	**54-60** (44)	**56-60** (52)	**68-72** (54)	**70-80** (66)
	Worst Best	22,000 (2440) 41,500 (4110)	22,750 (2500) 47,000 (4610)	23,000 (2530) 51,000 (4950)	4 **[30-45]**	4	**11-12** (10)	**14-30** (6)	**2 @ 29-32** (2 @ 24)	**2 @ 30-32** (2 @ 28)	**2 @ 36-38** (2 @ 29)	**2 @ 37-42** (2 @ 35)
Arterials	Worst Best	35,500 (3660) 68,000 (6390)	37,500 (3790) 76,000 (7070)	38,500 (3850) 81,500 (7580)	5 **[30-45]**	6	**11-12** (10)	**14-30** (6)	**2 @ 40-44** (2 @34)	**2 @ 41-44** (2 @ 38)	**2 @ 47-50** (2 @ 39)	**2 @ 48-54** (2 @ 45)

Desirable values are shown in bold and minimum values are shown in parentheses.

1 ADT thresholds represent typical "Worst" Case and "Best" Case scenarios for Levels of Service (LOS) C, D and middle E. These volumes are based on the 2000 Highway Capacity Manual using the assumptions-shown in Attachment 1.4. See Section 5, "Travel Lanes" section for guidance on use of "worst" and "best" case thresholds. See FDM 11-5-3 for further guidance on acceptable LOS for corridors 2020 Routes, Non-corridors 2020 rural roadways, roadways in small urban areas (Pop.< 50,000), and roadways in Urbanized areas (Pop. > 50,000).

2 LOS C is not obtainable if the traffic signal density is greater than 5 signals per-mile.

3 Desirable Design Speed is 5 mph greater than the posted speed. A minimum design speed equal to the posted speed limit is acceptable.

4 Based on 2-ft gutter widths. Gutter widths of 1-ft may be used when appropriate. If a 1-ft gutter is used then face-to-face widths might differ from values shown in the table.

5 Gutter width is not included.
Lane widths for Federally Designated Truck routes are 12-ft desirable and 11-ft minimum, but there shall be at least one 12-ft lane in each direction. A wide curb lane, as discussed in Section 1.5, "Travel Lanes", meets the 12-ft truck lane requirement.
Lane widths for NHS Routes and Arterials and Collectors-that are not Federally Designated truck routes are 12-ft desirable and 11-ft minimum if truck and bus volumes are greater than or equal to 5%.

6 Two lane Connecting Highways and STHs have a desirable curb to curb width of 36 feet if no provision for parking is to be made. Designs that use parking lanes are discouraged.

7 Provide bicycle accommodations on all arterial and collector streets according to FDM 11-45-1. See FDM 11-46-15 and the Wisconsin Bicycle Facility Design Handbook for further guidance on bicycle accommodations.

8 The desirable range of values include an additional roadway width between the outside edge of the outside travel lane and the face of curb to provide a wide curb lane as discussed in Section 5, "Travel Lanes", or to provide for the various urban needs as listed in Section 6, "Auxiliary And Parking Lanes".

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Madison, Wisconsin, United States 53704
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More Ideas, Better Solutions

Count Name: Main Street & Church Avenue/Railroad Street
Site Code:
Start Date: 11/14/2012

Turning Movement Data

Start Time	Southbound Street Southbound						Westbound Street Westbound						Northbound Street Northbound						Eastbound Street Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	57	0	0	0	58	0	1	0	0	0	1	0	99	4	0	2	103	0	0	1	0	1	1	163
7:15 AM	6	56	0	0	0	62	1	0	2	0	2	3	1	131	18	0	2	150	2	1	1	0	0	4	219
7:30 AM	9	66	1	0	0	76	3	1	0	0	3	4	3	140	13	0	9	156	8	0	4	0	1	12	248
7:45 AM	7	76	0	0	0	83	4	1	0	0	0	5	1	142	7	0	2	150	5	0	4	0	5	9	247
Hourly Total	23	255	1	0	0	279	8	3	2	0	5	13	5	512	42	0	15	559	15	1	10	0	7	26	877
8:00 AM	3	63	1	0	0	67	3	1	0	0	2	4	1	124	7	0	1	132	2	0	0	0	4	2	205
8:15 AM	2	89	1	0	0	92	0	0	0	0	1	0	2	111	7	0	0	120	6	1	0	0	1	7	219
8:30 AM	3	66	0	0	0	69	0	1	0	0	0	1	2	95	4	0	0	101	1	1	0	0	0	2	173
8:45 AM	0	61	0	0	0	61	1	0	0	0	0	1	1	84	8	1	0	94	2	0	1	0	2	3	159
Hourly Total	8	279	2	0	0	289	4	2	0	0	3	6	6	414	26	1	1	447	11	2	1	0	7	14	756
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	5	55	1	0	0	61	4	0	0	0	0	4	1	75	4	0	2	80	10	0	1	0	0	11	156
2:15 PM	9	85	0	0	0	94	0	0	0	0	0	0	3	70	6	0	1	79	9	0	1	0	2	10	183
2:30 PM	7	71	0	0	0	78	1	1	2	0	0	4	0	58	10	0	0	68	16	0	4	0	2	20	170
2:45 PM	2	88	1	0	0	91	3	0	0	0	0	3	1	63	2	0	8	66	12	0	5	0	4	17	177
Hourly Total	23	299	2	0	0	324	8	1	2	0	0	11	5	266	22	0	11	293	47	0	11	0	8	58	686
3:00 PM	3	90	1	0	0	94	1	1	0	0	1	2	0	64	2	0	5	66	6	0	4	0	2	10	172
3:15 PM	1	89	1	0	0	91	1	0	1	0	2	2	1	83	4	0	1	88	6	0	0	0	0	6	187
3:30 PM	5	115	0	0	0	120	1	0	0	0	0	1	2	81	4	0	3	87	10	0	7	0	4	17	225
3:45 PM	3	123	1	0	0	127	0	0	0	0	2	0	3	93	8	0	6	104	28	0	4	0	9	32	263
Hourly Total	12	417	3	0	0	432	3	1	1	0	5	5	6	321	18	0	15	345	50	0	15	0	15	65	847
4:00 PM	4	149	2	0	0	155	2	0	1	0	3	3	3	96	9	0	1	108	14	0	3	0	2	17	283
4:15 PM	6	155	0	0	0	161	1	0	1	0	0	2	0	81	1	0	0	82	21	0	0	0	1	21	266
4:30 PM	4	137	1	0	0	142	2	1	1	0	0	4	0	103	5	0	0	108	12	0	2	0	2	14	268
4:45 PM	4	151	5	0	0	160	1	0	1	0	0	2	2	94	7	0	0	103	21	0	1	0	1	22	287
Hourly Total	18	592	8	0	0	618	6	1	4	0	3	11	5	374	22	0	1	401	68	0	6	0	6	74	1104
5:00 PM	4	133	0	0	0	137	0	0	0	0	1	0	2	106	7	0	1	115	21	0	3	0	2	24	276
5:15 PM	1	168	0	0	0	169	2	0	0	0	0	2	3	125	8	0	1	136	18	0	3	0	2	21	328
5:30 PM	5	158	3	0	0	166	2	0	1	0	1	3	0	107	6	0	1	113	14	1	2	0	1	17	299
5:45 PM	5	137	2	0	3	144	1	0	0	0	4	1	1	77	1	0	1	79	18	0	3	0	1	21	245
Hourly Total	15	596	5	0	3	616	5	0	1	0	6	6	6	415	22	0	4	443	71	1	11	0	6	83	1148
Grand Total	99	2438	21	0	3	2558	34	8	10	0	22	52	33	2302	152	1	47	2488	262	4	54	0	49	320	5418
Approach %	3.9	95.3	0.8	0.0	-	-	65.4	15.4	19.2	0.0	-	-	1.3	92.5	6.1	0.0	-	-	81.9	1.3	16.9	0.0	-	-	-
Total %	1.8	45.0	0.4	0.0	-	47.2	0.6	0.1	0.2	0.0	-	1.0	0.6	42.5	2.8	0.0	-	45.9	4.8	0.1	1.0	0.0	-	5.9	-
Car	97	2353	21	0	-	2471	33	8	8	0	-	49	33	2222	149	1	-	2405	259	4	53	0	-	316	5241
% Car	98.0	96.5	100.0	-	-	96.6	97.1	100.0	80.0	-	-	94.2	100.0	96.5	98.0	100.0	-	96.7	98.9	100.0	98.1	-	-	98.8	96.7

Truck	2	85	0	0	-	87	1	0	2	0	-	3	0	78	3	0	-	81	2	0	1	0	-	3	174
% Truck	2.0	3.5	0.0	-	-	3.4	2.9	0.0	20.0	-	-	5.8	0.0	3.4	2.0	0.0	-	3.3	0.8	0.0	1.9	-	-	0.9	3.2
Pedal Bike (Road)	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	1	0	0	0	-	1	3
% Pedal Bike (Road)	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	0.0	-	0.1	0.4	0.0	0.0	-	-	0.3	0.1
Ped	-	-	-	-	3	-	-	-	-	-	22	-	-	-	-	-	47	-	-	-	-	-	49	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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More Ideas, Better Solutions

Count Name: Verona Avenue & Lincoln Street
Site Code:
Start Date: 11/15/2012

Turning Movement Data

Start Time	Southbound Street Southbound						Westbound Street Westbound						Northbound Street Northbound						Eastbound Street Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	93	3	0	0	96	11	0	2	0	1	13	2	92	0	0	0	94	203
7:15 AM	0	0	0	0	0	0	0	88	3	0	0	91	8	0	4	0	0	12	1	104	0	0	0	105	208
7:30 AM	0	1	0	0	0	1	2	110	1	0	0	113	14	0	3	1	1	18	1	145	0	0	0	146	278
7:45 AM	0	0	0	0	0	0	1	115	6	0	0	122	9	0	1	0	1	10	4	117	0	0	0	121	253
Hourly Total	0	1	0	0	0	1	3	406	13	0	0	422	42	0	10	1	3	53	8	458	0	0	0	466	942
8:00 AM	0	0	0	0	0	0	0	140	3	0	0	143	12	0	3	0	0	15	1	114	2	0	1	117	275
8:15 AM	1	0	0	0	0	1	0	130	7	0	0	137	12	0	2	0	0	14	0	140	0	0	0	140	292
8:30 AM	0	0	0	0	0	0	0	83	8	0	0	91	5	0	2	0	0	7	3	107	0	0	0	110	208
8:45 AM	0	0	0	0	1	0	1	81	4	0	0	86	10	0	1	0	0	11	3	85	1	0	0	89	186
Hourly Total	1	0	0	0	1	1	1	434	22	0	0	457	39	0	8	0	0	47	7	446	3	0	1	456	961
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	15	0	5	0	0	20	6	100	4	1	0	111	5	0	2	0	0	7	3	72	4	0	0	79	217
2:15 PM	10	0	7	0	0	17	6	134	6	0	0	146	3	0	1	0	0	4	2	75	8	0	0	85	252
2:30 PM	15	1	5	0	2	21	10	116	7	0	0	133	4	0	0	0	0	4	3	91	7	0	0	101	259
2:45 PM	7	0	7	0	1	14	5	121	7	0	0	133	8	0	2	0	2	10	3	140	10	0	0	153	310
Hourly Total	47	1	24	0	3	72	27	471	24	1	0	523	20	0	5	0	2	25	11	378	29	0	0	418	1038
3:00 PM	11	0	11	0	0	22	8	108	1	0	0	117	11	0	3	0	0	14	1	95	4	0	0	100	253
3:15 PM	3	0	1	0	0	4	2	119	2	0	0	123	9	0	4	0	0	13	4	97	4	0	0	105	245
3:30 PM	5	0	2	0	0	7	7	143	9	0	0	159	10	0	3	0	3	13	4	138	3	0	0	145	324
3:45 PM	12	0	3	0	0	15	14	158	12	0	0	184	12	0	2	0	0	14	3	192	10	0	0	205	418
Hourly Total	31	0	17	0	0	48	31	528	24	0	0	583	42	0	12	0	3	54	12	522	21	0	0	555	1240
4:00 PM	8	0	5	0	4	13	11	151	9	0	0	171	7	0	5	0	1	12	2	129	10	0	0	141	337
4:15 PM	17	1	7	0	1	25	13	150	7	0	1	170	12	0	1	0	0	13	1	118	16	0	1	135	343
4:30 PM	9	0	8	0	0	17	17	163	9	0	0	189	10	0	3	0	9	13	1	117	6	0	0	124	343
4:45 PM	16	0	5	0	1	21	18	159	5	0	0	182	14	1	0	0	0	15	0	94	7	0	0	101	319
Hourly Total	50	1	25	0	6	76	59	623	30	0	1	712	43	1	9	0	10	53	4	458	39	0	1	501	1342
5:00 PM	14	1	8	0	5	23	19	147	8	0	0	174	8	0	2	0	1	10	2	134	12	0	0	148	355
5:15 PM	27	0	4	0	5	31	29	184	10	0	0	223	4	1	3	0	0	8	4	129	18	0	0	151	413
5:30 PM	15	0	10	0	4	25	15	147	12	0	0	174	5	0	0	0	0	5	1	122	14	0	2	137	341
5:45 PM	21	0	18	0	1	39	22	137	5	0	0	164	11	0	2	0	0	13	1	96	14	0	0	111	327
Hourly Total	77	1	40	0	15	118	85	615	35	0	0	735	28	1	7	0	1	36	8	481	58	0	2	547	1436
Grand Total	206	4	106	0	25	316	206	3077	148	1	1	3432	214	2	51	1	19	268	50	2743	150	0	4	2943	6959
Approach %	65.2	1.3	33.5	0.0	-	-	6.0	89.7	4.3	0.0	-	-	79.9	0.7	19.0	0.4	-	-	1.7	93.2	5.1	0.0	-	-	-
Total %	3.0	0.1	1.5	0.0	-	4.5	3.0	44.2	2.1	0.0	-	49.3	3.1	0.0	0.7	0.0	-	3.9	0.7	39.4	2.2	0.0	-	42.3	-
Car	206	3	106	0	-	315	205	3015	146	1	-	3367	209	2	50	1	-	262	47	2680	150	0	-	2877	6821
% Car	100.0	75.0	100.0	-	-	99.7	99.5	98.0	98.6	100.0	-	98.1	97.7	100.0	98.0	100.0	-	97.8	94.0	97.7	100.0	-	-	97.8	98.0

Truck	0	1	0	0	-	1	1	59	2	0	-	62	4	0	1	0	-	5	3	56	0	0	-	59	127
% Truck	0.0	25.0	0.0	-	-	0.3	0.5	1.9	1.4	0.0	-	1.8	1.9	0.0	2.0	0.0	-	1.9	6.0	2.0	0.0	-	-	2.0	1.8
Pedal Bike (Road)	0	0	0	0	-	0	0	3	0	0	-	3	1	0	0	0	-	1	0	7	0	0	-	7	11
% Pedal Bike (Road)	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	0.0	-	0.1	0.5	0.0	0.0	0.0	-	0.4	0.0	0.3	0.0	-	-	0.2	0.2
Ped	-	-	-	-	25	-	-	-	-	-	1	-	-	-	-	-	19	-	-	-	-	-	4	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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More Ideas, Better Solutions

Count Name: Main Street & W. Harriet Street
Site Code:
Start Date: 11/13/2012

Turning Movement Data

Start Time	Southbound Street Southbound					Northbound Street Northbound					Eastbound Street Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	61	0	0	61	108	3	0	0	111	7	10	0	0	17	189
7:15 AM	1	68	0	0	69	139	3	0	0	142	16	6	0	1	22	233
7:30 AM	0	80	0	0	80	163	4	0	0	167	14	10	0	0	24	271
7:45 AM	4	101	0	0	105	172	10	0	0	182	10	10	0	3	20	307
Hourly Total	5	310	0	0	315	582	20	0	0	602	47	36	0	4	83	1000
8:00 AM	10	97	0	0	107	161	11	0	0	172	15	20	0	9	35	314
8:15 AM	17	121	0	0	138	168	10	0	0	178	35	17	0	0	52	368
8:30 AM	3	66	0	1	69	81	1	0	0	82	7	8	0	1	15	166
8:45 AM	1	55	0	0	56	73	1	0	0	74	5	4	0	0	9	139
Hourly Total	31	339	0	1	370	483	23	0	0	506	62	49	0	10	111	987
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	5	95	0	0	100	67	1	0	0	68	2	10	0	0	12	180
2:15 PM	6	87	0	0	93	73	0	0	0	73	3	6	0	1	9	175
2:30 PM	4	100	0	0	104	94	0	0	0	94	6	9	0	0	15	213
2:45 PM	6	112	0	1	118	105	2	0	0	107	7	19	0	1	26	251
Hourly Total	21	394	0	1	415	339	3	0	0	342	18	44	0	2	62	819
3:00 PM	5	95	0	0	100	85	0	0	0	85	4	4	0	1	8	193
3:15 PM	2	110	0	0	112	86	3	0	0	89	8	6	0	0	14	215
3:30 PM	19	134	0	0	153	113	4	0	0	117	21	16	0	3	37	307
3:45 PM	13	132	0	0	145	122	3	0	0	125	30	19	0	11	49	319
Hourly Total	39	471	0	0	510	406	10	0	0	416	63	45	0	15	108	1034
4:00 PM	4	142	0	0	146	103	1	0	0	104	7	13	0	2	20	270
4:15 PM	8	160	0	0	168	116	3	0	0	119	7	16	0	5	23	310
4:30 PM	15	136	0	0	151	116	5	0	0	121	10	6	0	0	16	288
4:45 PM	10	161	0	0	171	95	1	0	0	96	8	11	0	0	19	286
Hourly Total	37	599	0	0	636	430	10	0	0	440	32	46	0	7	78	1154
5:00 PM	13	160	0	0	173	135	2	0	0	137	6	5	0	0	11	321
5:15 PM	10	145	0	0	155	128	4	0	0	132	8	9	0	1	17	304
5:30 PM	5	167	0	0	172	122	2	0	0	124	5	7	0	0	12	308
5:45 PM	14	142	0	0	156	114	4	0	0	118	2	4	0	1	6	280
Hourly Total	42	614	0	0	656	499	12	0	0	511	21	25	0	2	46	1213
Grand Total	175	2727	0	2	2902	2739	78	0	0	2817	243	245	0	40	488	6207
Approach %	6.0	94.0	0.0	-	-	97.2	2.8	0.0	-	-	49.8	50.2	0.0	-	-	-
Total %	2.8	43.9	0.0	-	46.8	44.1	1.3	0.0	-	45.4	3.9	3.9	0.0	-	7.9	-
Car	175	2608	0	-	2783	2651	76	0	-	2727	243	244	0	-	487	5997
% Car	100.0	95.6	-	-	95.9	96.8	97.4	-	-	96.8	100.0	99.6	-	-	99.8	96.6
Truck	0	117	0	-	117	85	2	0	-	87	0	0	0	-	0	204

% Truck	0.0	4.3	-	-	4.0	3.1	2.6	-	-	3.1	0.0	0.0	-	-	0.0	3.3
Pedal Bike (Road)	0	2	0	-	2	3	0	0	-	3	0	1	0	-	1	6
% Pedal Bike (Road)	0.0	0.1	-	-	0.1	0.1	0.0	-	-	0.1	0.0	0.4	-	-	0.2	0.1
Ped	-	-	-	2	-	-	-	-	0	-	-	-	-	40	-	-
% Ped	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Main Street & Verona Avenue
Site Code:
Start Date: 11/28/2012

Turning Movement Data

Start Time	Southbound Street Southbound						Westbound Street Westbound						Northbound Street Northbound						Eastbound Street Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	13	32	16	0	0	61	17	45	17	0	0	79	15	82	10	0	0	107	4	74	12	0	1	90	337
7:15 AM	16	42	16	0	0	74	20	55	16	0	0	91	10	92	11	0	0	113	6	88	15	0	0	109	387
7:30 AM	27	35	23	0	0	85	31	74	23	0	1	128	17	111	19	0	0	147	12	106	39	0	1	157	517
7:45 AM	34	56	32	0	0	122	39	77	23	0	0	139	13	112	24	0	1	149	10	69	32	0	3	111	521
Hourly Total	90	165	87	0	0	342	107	251	79	0	1	437	55	397	64	0	1	516	32	337	98	0	5	467	1762
8:00 AM	22	62	31	0	0	115	56	47	19	0	0	122	17	108	22	0	0	147	9	65	28	0	5	102	486
8:15 AM	24	73	66	0	0	163	52	71	19	0	0	142	10	90	14	0	1	114	12	77	25	0	2	114	533
8:30 AM	17	54	28	0	0	99	17	49	23	0	0	89	21	62	11	0	0	94	6	65	15	0	3	86	368
8:45 AM	20	25	19	0	1	64	11	52	30	0	0	93	18	60	19	0	0	97	10	51	22	0	1	83	337
Hourly Total	83	214	144	0	1	441	136	219	91	0	0	446	66	320	66	0	1	452	37	258	90	0	11	385	1724
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	21	48	22	0	2	91	30	57	35	0	1	122	28	39	19	0	0	86	16	50	18	0	0	84	383
2:15 PM	25	59	28	0	1	112	27	74	40	0	0	141	14	26	7	0	1	47	9	56	14	0	1	79	379
2:30 PM	23	59	32	0	0	114	25	73	39	0	0	137	18	49	14	0	0	81	9	68	32	0	0	109	441
2:45 PM	26	77	50	0	5	153	26	68	34	0	0	128	23	44	22	0	0	89	10	73	39	0	1	122	492
Hourly Total	95	243	132	0	8	470	108	272	148	0	1	528	83	158	62	0	1	303	44	247	103	0	2	394	1695
3:00 PM	20	64	15	0	1	99	30	78	29	0	0	137	31	51	11	0	0	93	25	68	20	0	1	113	442
3:15 PM	18	71	20	0	0	109	35	68	37	0	0	140	22	64	17	0	0	103	16	61	31	0	0	108	460
3:30 PM	29	73	54	0	0	156	42	71	42	0	1	155	22	63	12	0	0	97	20	72	28	0	1	120	528
3:45 PM	16	83	64	0	2	163	27	95	38	0	6	160	20	59	17	0	1	96	17	112	39	0	10	168	587
Hourly Total	83	291	153	0	3	527	134	312	146	0	7	592	95	237	57	0	1	389	78	313	118	0	12	509	2017
4:00 PM	18	112	20	0	0	150	17	108	54	0	0	179	24	49	14	0	1	87	21	85	27	0	0	133	549
4:15 PM	19	102	36	0	0	157	29	78	46	0	0	153	23	63	18	0	0	104	21	76	27	0	0	124	538
4:30 PM	15	100	32	0	3	147	24	91	33	0	0	148	25	60	24	0	0	109	21	84	32	0	0	137	541
4:45 PM	20	120	26	0	1	166	28	88	58	0	2	174	18	67	25	0	0	110	23	81	36	0	0	140	590
Hourly Total	72	434	114	0	4	620	98	365	191	0	2	654	90	239	81	0	1	410	86	326	122	0	0	534	2218
5:00 PM	26	118	44	0	0	188	32	91	55	0	2	178	31	66	16	0	1	113	16	94	28	0	2	138	617
5:15 PM	15	105	25	0	0	145	16	102	54	0	0	172	20	69	23	0	1	112	28	95	54	0	1	177	606
5:30 PM	25	119	33	0	3	177	24	95	37	0	1	156	26	60	24	0	1	110	21	80	38	0	3	139	582
5:45 PM	23	99	36	0	0	158	29	103	45	0	0	177	16	51	25	0	4	92	30	85	32	0	2	147	574
Hourly Total	89	441	138	0	3	668	101	391	191	0	3	683	93	246	88	0	7	427	95	354	152	0	8	601	2379
Grand Total	512	1788	768	0	19	3068	684	1810	846	0	14	3340	482	1597	418	0	12	2497	372	1835	683	0	38	2890	11795
Approach %	16.7	58.3	25.0	0.0	-	-	20.5	54.2	25.3	0.0	-	-	19.3	64.0	16.7	0.0	-	-	12.9	63.5	23.6	0.0	-	-	-
Total %	4.3	15.2	6.5	0.0	-	26.0	5.8	15.3	7.2	0.0	-	28.3	4.1	13.5	3.5	0.0	-	21.2	3.2	15.6	5.8	0.0	-	24.5	-
Car	488	1723	755	0	-	2966	671	1761	828	0	-	3260	468	1547	415	0	-	2430	367	1790	660	0	-	2817	11473
% Car	95.3	96.4	98.3	-	-	96.7	98.1	97.3	97.9	-	-	97.6	97.1	96.9	99.3	-	-	97.3	98.7	97.5	96.6	-	-	97.5	97.3

Truck	24	65	13	0	-	102	13	44	18	0	-	75	14	49	3	0	-	66	5	41	23	0	-	69	312
% Truck	4.7	3.6	1.7	-	-	3.3	1.9	2.4	2.1	-	-	2.2	2.9	3.1	0.7	-	-	2.6	1.3	2.2	3.4	-	-	2.4	2.6
Pedal Bike (Road)	0	0	0	0	-	0	0	5	0	0	-	5	0	1	0	0	-	1	0	4	0	0	-	4	10
% Pedal Bike (Road)	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.1	0.0	0.1	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.1
Ped	-	-	-	-	19	-	-	-	-	-	14	-	-	-	-	-	12	-	-	-	-	-	38	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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More Ideas, Better Solutions

Count Name: Main Street & Paoli Street
Site Code:
Start Date: 11/28/2012

Turning Movement Data

Start Time	Southbound Street Southbound					Northbound Street Northbound					Eastbound Street Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	24	29	0	0	53	59	10	0	0	69	12	50	0	0	62	184
7:15 AM	26	32	0	0	58	84	11	0	0	95	9	54	0	0	63	216
7:30 AM	32	41	0	0	73	115	19	0	0	134	6	48	0	1	54	261
7:45 AM	29	49	0	0	78	101	16	0	0	117	11	40	0	2	51	246
Hourly Total	111	151	0	0	262	359	56	0	0	415	38	192	0	3	230	907
8:00 AM	39	41	0	0	80	113	7	0	0	120	4	51	0	3	55	255
8:15 AM	36	47	0	0	83	82	4	0	0	86	6	26	0	0	32	201
8:30 AM	33	38	0	0	71	49	9	0	0	58	4	35	0	1	39	168
8:45 AM	23	24	0	0	47	55	4	0	0	59	4	45	0	0	49	155
Hourly Total	131	150	0	0	281	299	24	0	0	323	18	157	0	4	175	779
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	32	37	0	0	69	43	2	0	0	45	3	29	0	1	32	146
2:15 PM	38	51	0	0	89	35	7	0	0	42	5	18	0	1	23	154
2:30 PM	45	47	0	0	92	56	4	0	0	60	3	29	0	0	32	184
2:45 PM	58	71	0	0	129	45	6	0	0	51	7	23	0	2	30	210
Hourly Total	173	206	0	0	379	179	19	0	0	198	18	99	0	4	117	694
3:00 PM	42	60	0	0	102	43	4	0	0	47	6	36	0	0	42	191
3:15 PM	51	59	0	0	110	58	3	0	1	61	3	35	0	0	38	209
3:30 PM	55	75	0	0	130	56	9	0	0	65	7	30	0	3	37	232
3:45 PM	48	91	0	0	139	52	9	0	0	61	10	41	0	4	51	251
Hourly Total	196	285	0	0	481	209	25	0	1	234	26	142	0	7	168	883
4:00 PM	69	89	0	0	158	50	8	0	0	58	5	46	0	2	51	267
4:15 PM	75	87	0	0	162	60	10	0	0	70	6	36	0	3	42	274
4:30 PM	77	80	0	0	157	82	12	0	0	94	13	51	0	1	64	315
4:45 PM	72	116	0	0	188	74	8	0	0	82	5	26	0	4	31	301
Hourly Total	293	372	0	0	665	266	38	0	0	304	29	159	0	10	188	1157
5:00 PM	62	105	0	0	167	65	4	0	0	69	10	49	0	1	59	295
5:15 PM	77	119	0	0	196	82	5	0	0	87	8	29	0	4	37	320
5:30 PM	71	95	0	0	166	56	9	0	0	65	9	39	0	1	48	279
5:45 PM	56	123	0	0	179	58	7	0	1	65	13	24	0	0	37	281
Hourly Total	266	442	0	0	708	261	25	0	1	286	40	141	0	6	181	1175
Grand Total	1170	1606	0	0	2776	1573	187	0	2	1760	169	890	0	34	1059	5595
Approach %	42.1	57.9	0.0	-	-	89.4	10.6	0.0	-	-	16.0	84.0	0.0	-	-	-
Total %	20.9	28.7	0.0	-	49.6	28.1	3.3	0.0	-	31.5	3.0	15.9	0.0	-	18.9	-
Car	1120	1570	0	-	2690	1533	175	0	-	1708	163	859	0	-	1022	5420
% Car	95.7	97.8	-	-	96.9	97.5	93.6	-	-	97.0	96.4	96.5	-	-	96.5	96.9
Truck	49	35	0	-	84	40	11	0	-	51	6	29	0	-	35	170

% Truck	4.2	2.2	-	-	3.0	2.5	5.9	-	-	2.9	3.6	3.3	-	-	3.3	3.0
Pedal Bike (Road)	1	1	0	-	2	0	1	0	-	1	0	2	0	-	2	5
% Pedal Bike (Road)	0.1	0.1	-	-	0.1	0.0	0.5	-	-	0.1	0.0	0.2	-	-	0.2	0.1
Ped	-	-	-	0	-	-	-	-	2	-	-	-	-	34	-	-
% Ped	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Verona Avenue & Westlawn Avenue
Site Code:
Start Date: 11/15/2012

Turning Movement Data

Start Time	Southbound Street Southbound					Westbound Street Westbound					Eastbound Street Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	2	0	0	2	0	65	0	2	65	91	0	0	0	91	158
7:15 AM	2	2	0	4	4	5	77	0	5	82	101	1	0	0	102	188
7:30 AM	3	1	0	9	4	4	107	0	23	111	149	7	0	0	156	271
7:45 AM	2	0	0	0	2	11	110	0	2	121	111	2	0	0	113	236
Hourly Total	7	5	0	13	12	20	359	0	32	379	452	10	0	0	462	853
8:00 AM	5	3	0	0	8	7	96	0	2	103	98	4	0	0	102	213
8:15 AM	6	8	0	1	14	17	105	0	1	122	81	11	0	0	92	228
8:30 AM	0	11	0	1	11	1	86	0	0	87	69	2	0	0	71	169
8:45 AM	0	8	0	1	8	3	85	0	0	88	74	1	0	0	75	171
Hourly Total	11	30	0	3	41	28	372	0	3	400	322	18	0	0	340	781
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	4	4	0	0	8	8	80	0	1	88	69	1	0	1	70	166
2:15 PM	0	1	0	1	1	9	96	0	1	105	64	0	0	0	64	170
2:30 PM	1	5	0	40	6	3	93	0	46	96	91	3	0	0	94	196
2:45 PM	5	4	0	11	9	5	98	0	14	103	103	1	0	1	104	216
Hourly Total	10	14	0	52	24	25	367	0	62	392	327	5	0	2	332	748
3:00 PM	2	5	0	0	7	8	91	0	2	99	72	3	0	0	75	181
3:15 PM	2	3	0	1	5	11	76	0	2	87	110	5	0	0	115	207
3:30 PM	5	25	0	1	30	11	114	0	1	125	130	6	0	0	136	291
3:45 PM	6	16	0	0	22	5	148	1	5	154	114	2	0	1	116	292
Hourly Total	15	49	0	2	64	35	429	1	10	465	426	16	0	1	442	971
4:00 PM	6	4	0	1	10	6	135	0	0	141	109	2	0	0	111	262
4:15 PM	3	9	0	5	12	7	126	0	0	133	102	2	0	0	104	249
4:30 PM	1	5	0	0	6	5	114	0	0	119	118	1	0	0	119	244
4:45 PM	2	4	0	5	6	8	156	0	0	164	99	1	0	0	100	270
Hourly Total	12	22	0	11	34	26	531	0	0	557	428	6	0	0	434	1025
5:00 PM	2	8	0	1	10	9	132	0	0	141	174	0	0	2	174	325
5:15 PM	3	1	0	0	4	11	145	0	2	156	144	1	0	0	145	305
5:30 PM	0	6	0	2	6	4	124	0	2	128	123	1	0	0	124	258
5:45 PM	2	1	0	3	3	9	117	0	0	126	93	1	0	0	94	223
Hourly Total	7	16	0	6	23	33	518	0	4	551	534	3	0	2	537	1111
Grand Total	62	136	0	87	198	167	2576	1	111	2744	2489	58	0	5	2547	5489
Approach %	31.3	68.7	0.0	-	-	6.1	93.9	0.0	-	-	97.7	2.3	0.0	-	-	-
Total %	1.1	2.5	0.0	-	3.6	3.0	46.9	0.0	-	50.0	45.3	1.1	0.0	-	46.4	-
Car	62	131	0	-	193	166	2498	1	-	2665	2417	57	0	-	2474	5332
% Car	100.0	96.3	-	-	97.5	99.4	97.0	100.0	-	97.1	97.1	98.3	-	-	97.1	97.1
Truck	0	4	0	-	4	1	73	0	-	74	67	0	0	-	67	145

% Truck	0.0	2.9	-	-	2.0	0.6	2.8	0.0	-	2.7	2.7	0.0	-	-	2.6	2.6
Pedal Bike (Road)	0	1	0	-	1	0	5	0	-	5	5	1	0	-	6	12
% Pedal Bike (Road)	0.0	0.7	-	-	0.5	0.0	0.2	0.0	-	0.2	0.2	1.7	-	-	0.2	0.2
Ped	-	-	-	87	-	-	-	-	111	-	-	-	-	5	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Verona Road & Enterprise Drive
Site Code:
Start Date: 10/02/2013

Turning Movement Data

Start Time	Enterprise Drive Southbound						Verona Road Westbound						Enterprise Drive Northbound						Verona Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	8	0	39	1	0	48	25	72	1	1	0	99	1	1	0	0	1	2	2	86	18	0	1	106	255
7:15 AM	12	0	18	0	0	30	25	88	0	0	1	113	0	0	1	0	0	1	0	93	7	0	0	100	244
7:30 AM	15	1	19	0	2	35	20	126	0	0	0	146	0	0	0	0	0	0	0	116	27	0	0	143	324
7:45 AM	15	0	25	0	0	40	24	113	0	0	0	137	1	0	0	0	0	1	0	136	22	0	0	158	336
Hourly Total	50	1	101	1	2	153	94	399	1	1	1	495	2	1	1	0	1	4	2	431	74	0	1	507	1159
8:00 AM	16	0	18	0	0	34	20	118	0	0	0	138	0	1	1	0	0	2	0	97	20	0	0	117	291
8:15 AM	8	0	16	0	0	24	21	116	0	0	0	137	0	0	0	0	0	0	0	175	21	0	0	196	357
8:30 AM	11	0	29	0	0	40	11	93	0	0	0	104	0	0	0	0	0	0	0	107	7	1	0	115	259
8:45 AM	10	0	15	0	1	25	15	83	1	0	0	99	0	0	1	0	0	1	0	94	20	0	0	114	239
Hourly Total	45	0	78	0	1	123	67	410	1	0	0	478	0	1	2	0	0	3	0	473	68	1	0	542	1146
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	18	1	22	0	0	41	22	85	2	0	0	109	2	1	3	0	0	6	2	65	15	0	0	82	238
2:15 PM	23	0	23	0	2	46	22	115	0	0	0	137	1	0	2	0	0	3	1	70	19	0	0	90	276
2:30 PM	25	0	12	0	0	37	10	119	1	0	0	130	0	0	0	0	0	0	1	91	28	1	0	121	288
2:45 PM	26	0	19	0	0	45	26	93	1	0	0	120	1	1	0	0	0	2	0	119	21	0	0	140	307
Hourly Total	92	1	76	0	2	169	80	412	4	0	0	496	4	2	5	0	0	11	4	345	83	1	0	433	1109
3:00 PM	28	0	23	0	2	51	19	86	0	1	2	106	2	0	1	0	0	3	1	86	16	0	0	103	263
3:15 PM	23	0	17	0	2	40	24	112	0	0	0	136	0	0	1	0	1	1	0	55	19	0	2	74	251
3:30 PM	26	0	23	0	0	49	33	124	1	0	1	158	0	0	0	0	3	0	1	98	18	0	0	117	324
3:45 PM	38	1	42	0	1	81	37	96	0	0	0	133	0	0	0	0	0	0	0	143	23	0	1	166	380
Hourly Total	115	1	105	0	5	221	113	418	1	1	3	533	2	0	2	0	4	4	2	382	76	0	3	460	1218
4:00 PM	29	0	26	0	1	55	20	150	0	0	0	170	0	0	1	0	1	1	1	126	20	0	1	147	373
4:15 PM	29	0	26	0	1	55	30	121	2	0	0	153	1	2	0	0	0	3	2	96	30	0	0	128	339
4:30 PM	34	0	35	0	0	69	28	125	1	0	0	154	0	1	1	0	1	2	1	99	26	0	0	126	351
4:45 PM	44	2	29	0	2	75	34	148	6	0	0	188	2	0	0	0	1	2	3	110	22	1	1	136	401
Hourly Total	136	2	116	0	4	254	112	544	9	0	0	665	3	3	2	0	3	8	7	431	98	1	2	537	1464
5:00 PM	33	4	38	0	6	75	54	165	6	0	0	225	0	1	2	0	0	3	8	100	25	0	2	133	436
5:15 PM	39	10	32	0	4	81	37	202	18	0	0	257	3	1	3	0	0	7	14	133	28	1	1	176	521
5:30 PM	29	5	31	1	4	66	26	153	19	0	0	198	5	2	1	0	0	8	10	118	12	1	3	141	413
5:45 PM	21	3	30	1	1	55	16	142	6	0	0	164	4	1	2	0	1	7	9	118	14	0	0	141	367
Hourly Total	122	22	131	2	15	277	133	662	49	0	0	844	12	5	8	0	1	25	41	469	79	2	6	591	1737
Grand Total	560	27	607	3	29	1197	599	2845	65	2	4	3511	23	12	20	0	9	55	56	2531	478	5	12	3070	7833
Approach %	46.8	2.3	50.7	0.3	-	-	17.1	81.0	1.9	0.1	-	-	41.8	21.8	36.4	0.0	-	-	1.8	82.4	15.6	0.2	-	-	-
Total %	7.1	0.3	7.7	0.0	-	15.3	7.6	36.3	0.8	0.0	-	44.8	0.3	0.2	0.3	0.0	-	0.7	0.7	32.3	6.1	0.1	-	39.2	-
Car	543	26	595	3	-	1167	585	2752	63	2	-	3402	22	9	17	0	-	48	52	2419	473	4	-	2948	7565
% Car	97.0	96.3	98.0	100.0	-	97.5	97.7	96.7	96.9	100.0	-	96.9	95.7	75.0	85.0	-	-	87.3	92.9	95.6	99.0	80.0	-	96.0	96.6

Truck	11	0	9	0	-	20	13	82	1	0	-	96	0	0	1	0	-	1	2	77	4	0	-	83	200
% Truck	2.0	0.0	1.5	0.0	-	1.7	2.2	2.9	1.5	0.0	-	2.7	0.0	0.0	5.0	-	-	1.8	3.6	3.0	0.8	0.0	-	2.7	2.6
Bike	6	1	3	0	-	10	1	11	1	0	-	13	1	3	2	0	-	6	2	35	1	1	-	39	68
% Bike	1.1	3.7	0.5	0.0	-	0.8	0.2	0.4	1.5	0.0	-	0.4	4.3	25.0	10.0	-	-	10.9	3.6	1.4	0.2	20.0	-	1.3	0.9
Ped	-	-	-	-	29	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	12	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Preliminary - For Display Purposes Only

Jerona
Downtown Transportation and Corridor Study

2012 Existing Conditions AM Peak Hour LOS & Delays

Preliminary - For Display Purposes Only

Jerona
Downtown Transportation and Corridor Study

2012 Existing Conditions
School Peak Hour LOS & Delays

Preliminary - For Display Purposes Only

Jerona
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2012 Existing Conditions PM Peak Hour LOS & Delays

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2035 Existing Conditions AM Peak Hour LOS & Delays

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2035 Existing Conditions
School Peak Hour LOS & Delays

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2035 Existing Conditions
PM Peak Hour LOS & Delays

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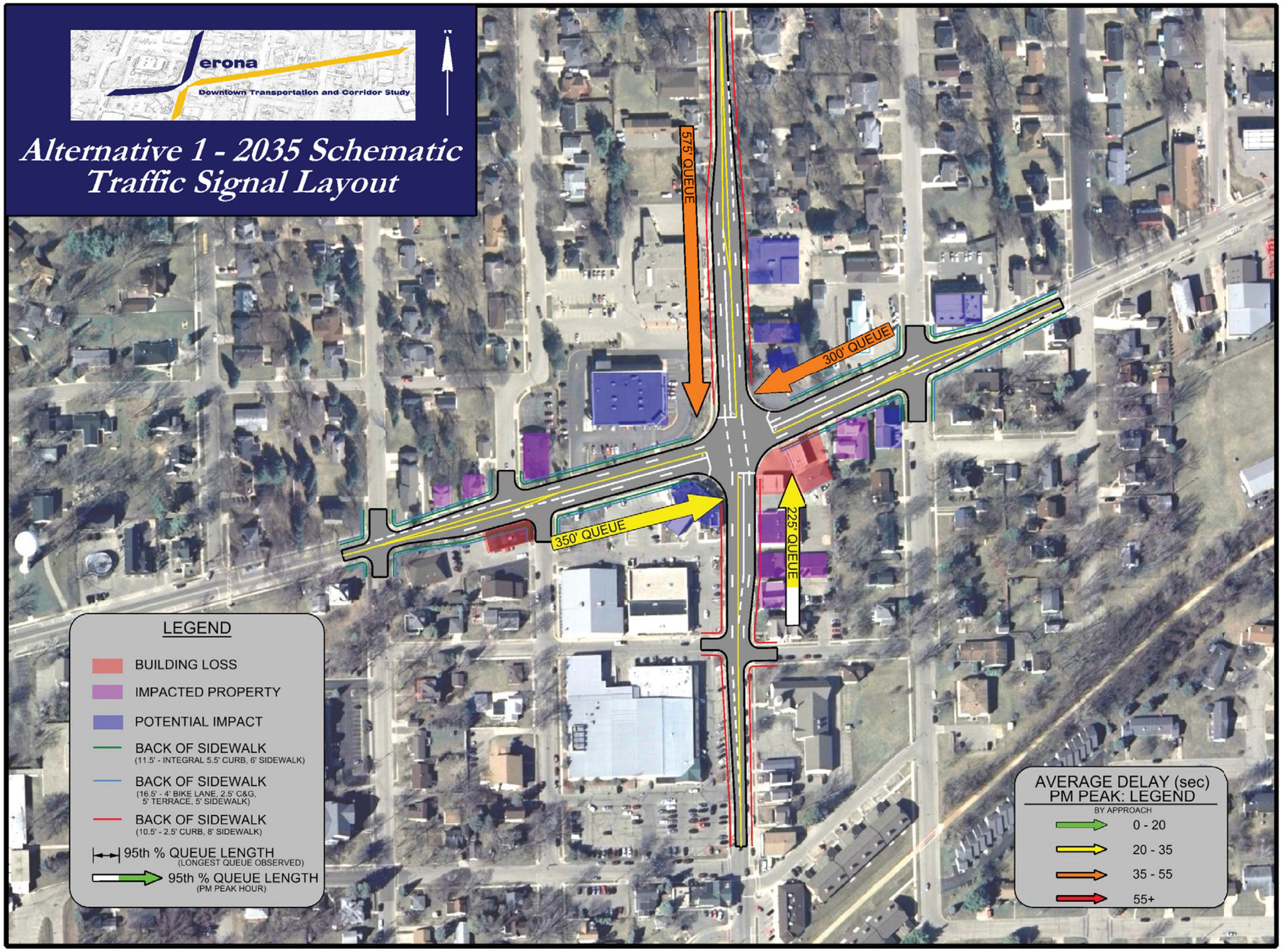
Alternative 1 - 2035 Schematic Traffic Signal Layout



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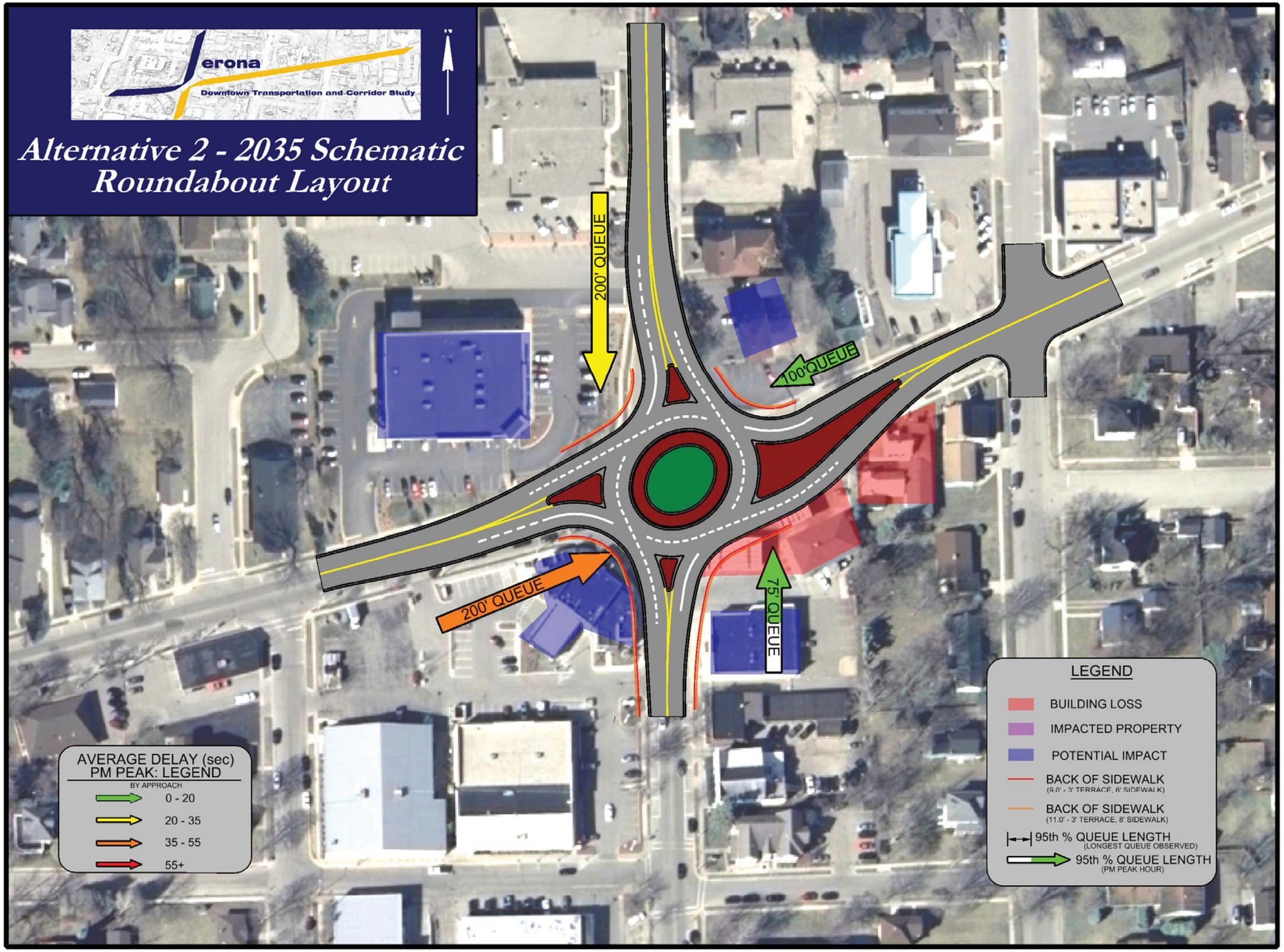
Alternative 2 - 2035 Schematic Roundabout Layout



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Alternative 3 - 2035 Schematic One-Way Pair Layout