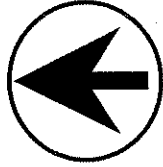


Date: 7/30/01

Count Number: TMC0124

Location: TH 65 @ Andover Blvd.



North

TH 65

32047

#2

15550	D	329
14971	E	
250	F	

16497

147th Ave.

201	G	688
120	H	
367	J	

#3

1333

645

1380	C	358
53	B	
969	A	

#1

2982

Andover Blvd.

1602

TH 65

17433	M	1153
15938	L	
342	K	

#4

16307

33740

	LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#1	0	0	1	1
#2	1	1	2	4
#3	0	0	1	1
#4	1	1	2	4

Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study

# Anoka County Highway Department Traffic Engineering

Weather: sunny, hot  
Counter: TDC-8  
Counted by: Jessica/Melissa

Traffic Volume and Turning Movement Study

File Name : TMC0124  
Site Code : 01240102  
Start Date : 07/30/2001  
Page No : 1

Groups Printed- Unshiftd

Start Time	TH 65 Southbound					CR 16 Westbound					TH 65 Northbound					CR 16 Eastbound					Exclu Total	Inclu Total	Int. Total
	Left	Thru	Rght	Heavy	App. Total	Left	Thru	Rght	Heavy	App. Total	Left	Thru	Rght	Heavy	App. Total	Left	Thru	Rght	Heavy	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
06:00	5	555	2	14	562	4	1	0	0	5	2	73	1	10	76	0	2	19	2	21	26	664	690
06:15	2	520	1	15	523	2	0	0	0	2	12	93	0	8	105	0	1	19	1	20	24	650	674
06:30	4	587	4	14	595	9	3	2	3	14	3	109	5	16	117	1	1	31	0	33	33	759	792
06:45	3	528	8	15	539	9	3	1	4	13	8	129	4	21	141	1	1	28	0	30	40	723	763
<b>Total</b>	<b>14</b>	<b>2190</b>	<b>15</b>	<b>58</b>	<b>2219</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>34</b>	<b>25</b>	<b>404</b>	<b>10</b>	<b>55</b>	<b>439</b>	<b>2</b>	<b>5</b>	<b>97</b>	<b>3</b>	<b>104</b>	<b>123</b>	<b>2796</b>	<b>2919</b>
07:00	5	514	6	14	525	4	4	1	2	9	7	104	2	19	113	0	0	20	3	20	38	667	705
07:15	4	470	5	13	479	6	1	0	0	7	8	142	1	7	151	2	6	20	3	28	23	665	688
07:30	5	428	5	16	438	6	0	3	0	9	6	134	2	18	142	2	1	29	2	32	36	621	657
07:45	9	397	15	22	421	3	1	1	0	5	23	134	7	20	164	7	0	20	4	27	46	617	663
<b>Total</b>	<b>23</b>	<b>1809</b>	<b>31</b>	<b>65</b>	<b>1863</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>30</b>	<b>44</b>	<b>514</b>	<b>12</b>	<b>64</b>	<b>570</b>	<b>11</b>	<b>7</b>	<b>89</b>	<b>12</b>	<b>107</b>	<b>143</b>	<b>2570</b>	<b>2713</b>
08:00	4	369	1	24	364	7	0	2	1	9	11	138	1	21	150	3	0	25	3	28	49	551	600
08:15	3	303	3	15	309	3	3	0	2	6	8	174	2	29	184	4	0	27	1	31	47	530	577
08:30	4	278	7	28	289	4	0	4	0	8	8	136	3	27	147	8	4	10	3	22	58	466	524
08:45	8	306	6	21	320	2	1	1	0	4	9	136	5	15	150	7	1	20	1	28	37	502	539
<b>Total</b>	<b>19</b>	<b>1246</b>	<b>17</b>	<b>88</b>	<b>1282</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>27</b>	<b>36</b>	<b>584</b>	<b>11</b>	<b>92</b>	<b>631</b>	<b>22</b>	<b>5</b>	<b>82</b>	<b>8</b>	<b>109</b>	<b>191</b>	<b>2049</b>	<b>2240</b>
09:00	4	246	5	17	255	5	2	1	0	8	16	132	3	24	151	6	0	22	2	28	43	442	485
09:15	4	213	4	21	221	4	1	1	2	6	6	138	5	17	149	2	0	17	2	19	42	395	437
09:30	4	212	6	18	222	3	0	5	0	8	6	142	2	19	150	4	1	10	0	15	37	395	432
09:45	3	225	9	20	237	5	2	3	2	10	11	166	3	26	180	3	1	14	2	18	50	445	495
<b>Total</b>	<b>15</b>	<b>896</b>	<b>24</b>	<b>76</b>	<b>935</b>	<b>17</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>32</b>	<b>39</b>	<b>578</b>	<b>13</b>	<b>86</b>	<b>630</b>	<b>15</b>	<b>2</b>	<b>63</b>	<b>6</b>	<b>80</b>	<b>172</b>	<b>1677</b>	<b>1849</b>
10:00	4	164	7	13	175	6	1	2	0	9	10	173	6	25	189	6	0	10	2	16	40	389	429
10:15	3	195	6	18	204	4	2	1	0	7	17	158	4	28	179	3	0	12	2	15	48	405	453
10:30	2	201	2	15	205	7	2	2	3	11	13	148	8	32	169	4	0	12	2	16	52	401	453
10:45	5	212	1	16	218	9	2	8	5	19	17	151	6	18	174	5	1	22	6	28	45	439	484
<b>Total</b>	<b>14</b>	<b>772</b>	<b>16</b>	<b>62</b>	<b>802</b>	<b>26</b>	<b>7</b>	<b>13</b>	<b>8</b>	<b>46</b>	<b>57</b>	<b>630</b>	<b>24</b>	<b>103</b>	<b>711</b>	<b>18</b>	<b>1</b>	<b>56</b>	<b>12</b>	<b>75</b>	<b>185</b>	<b>1634</b>	<b>1819</b>
11:00	4	210	4	16	218	10	3	1	1	14	24	171	4	22	199	5	1	12	4	18	43	449	492
11:15	7	154	7	18	168	7	2	1	1	10	17	198	4	27	219	2	0	20	2	22	48	419	467
11:30	5	159	8	14	172	5	1	2	3	8	18	204	4	22	226	5	0	22	1	27	40	433	473
11:45	8	227	6	26	241	3	1	3	0	7	20	188	4	24	212	7	1	22	2	30	52	490	542
<b>Total</b>	<b>24</b>	<b>750</b>	<b>25</b>	<b>74</b>	<b>799</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>39</b>	<b>79</b>	<b>761</b>	<b>16</b>	<b>95</b>	<b>856</b>	<b>19</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>97</b>	<b>183</b>	<b>1791</b>	<b>1974</b>
12:00	4	157	7	15	168	6	1	3	1	10	21	222	6	24	249	14	0	35	1	49	41	476	517
12:15	1	203	4	20	208	5	2	2	0	9	20	237	6	16	263	6	1	13	3	20	39	500	539
12:30	4	175	6	15	185	6	3	2	2	11	16	216	5	20	237	7	0	15	2	22	39	455	494
12:45	5	160	5	16	170	7	1	5	1	13	19	203	6	15	228	9	1	19	3	29	35	440	475
<b>Total</b>	<b>14</b>	<b>695</b>	<b>22</b>	<b>66</b>	<b>731</b>	<b>24</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>43</b>	<b>76</b>	<b>878</b>	<b>23</b>	<b>75</b>	<b>977</b>	<b>36</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>120</b>	<b>154</b>	<b>1871</b>	<b>2025</b>
13:00	5	195	8	11	208	8	2	3	3	13	15	198	5	18	218	6	1	12	1	19	33	458	491
13:15	7	189	9	12	205	5	2	3	2	10	17	209	4	19	230	5	0	16	2	21	35	466	501
13:30	5	215	5	16	225	8	3	4	0	15	16	178	6	22	200	6	0	15	1	21	39	461	500
13:45	8	196	6	15	210	6	1	2	1	9	15	186	6	19	207	9	1	13	3	23	38	449	487
<b>Total</b>	<b>25</b>	<b>795</b>	<b>28</b>	<b>54</b>	<b>848</b>	<b>27</b>	<b>8</b>	<b>12</b>	<b>6</b>	<b>47</b>	<b>63</b>	<b>771</b>	<b>21</b>	<b>78</b>	<b>855</b>	<b>26</b>	<b>2</b>	<b>56</b>	<b>7</b>	<b>84</b>	<b>145</b>	<b>1834</b>	<b>1979</b>
14:00	7	214	4	12	225	10	0	6	3	16	21	272	7	31	300	4	2	18	3	24	49	565	614
14:15	5	236	4	12	245	9	2	2	0	13	17	260	10	27	287	3	1	9	2	13	41	558	599
14:30	3	215	5	12	223	4	7	2	3	13	23	321	2	19	346	6	1	10	0	17	34	599	633
14:45	2	182	4	12	188	8	0	4	1	12	18	346	4	18	368	14	1	10	1	25	32	593	625
<b>Total</b>	<b>17</b>	<b>847</b>	<b>17</b>	<b>48</b>	<b>881</b>	<b>31</b>	<b>9</b>	<b>14</b>	<b>7</b>	<b>54</b>	<b>79</b>	<b>1199</b>	<b>23</b>	<b>95</b>	<b>1301</b>	<b>27</b>	<b>5</b>	<b>47</b>	<b>6</b>	<b>79</b>	<b>156</b>	<b>2315</b>	<b>2471</b>
15:00	2	204	5	24	211	6	1	5	1	12	14	342	6	23	362	3	0	18	2	21	50	606	656
15:15	6	227	9	21	242	4	3	4	2	11	22	397	6	20	425	9	3	9	1	21	44	699	743
15:30	5	221	6	12	232	5	0	7	1	12	19	483	10	21	512	10	1	12	0	23	34	779	813
15:45	4	231	6	17	241	7	1	3	1	11	31	499	11	21	541	11	0	12	0	23	39	816	855
<b>Total</b>	<b>17</b>	<b>883</b>	<b>26</b>	<b>74</b>	<b>926</b>	<b>22</b>	<b>5</b>	<b>19</b>	<b>5</b>	<b>46</b>	<b>86</b>	<b>1721</b>	<b>33</b>	<b>85</b>	<b>1840</b>	<b>33</b>	<b>4</b>	<b>51</b>	<b>3</b>	<b>88</b>	<b>167</b>	<b>2900</b>	<b>3067</b>
16:00	3	206	1	12	210	7	1	6	4	14	40	491	13	21	544	7	4	11	2	22	39	790	829
16:15	6	193	3	12	202	8	0	7	1	15	38	507	9	19	554	7	1	9	0	17	32	788	820
16:30	6	188	8	9	202	12	2	8	5	22	36	502	7	16	545	8	2	13	1	23	31	792	823
16:45	7	217	9	10	233	9	4	8	1														

Anoka County Highway Department  
Traffic Engineering

Weather: sunny, hot  
Counter: TDC-8  
Counted by: Jessica/Melissa

Traffic Volume and Turning Movement Stud

File Name : TMC0124  
Site Code : 01240102  
Start Date : 07/30/2001  
Page No : 2

Groups Printed- Unshifted

Start Time	TH 65 Southbound					CR 16 Westbound					TH 65 Northbound					CR 16 Eastbound					Exclu Total	Inclu Total	Int. Total
	Left	Thru	Rig ht	Hea vy	App. Total	Left	Thru	Rig ht	Hea vy	App. Total	Left	Thru	Rig ht	Hea vy	App. Total	Left	Thru	Rig ht	Hea vy	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
17:00	2	233	7	8	242	8	4	7	1	19	29	558	8	12	595	16	1	17	2	34	23	890	913
17:15	6	235	7	7	248	9	7	13	4	29	33	514	10	20	557	10	0	14	1	24	32	858	890
17:30	2	219	5	8	226	4	4	4	0	12	39	456	7	14	502	3	1	11	0	15	22	755	777
17:45	8	216	5	14	229	6	1	7	0	14	27	455	12	13	494	5	0	11	0	16	27	753	780
Total	18	903	24	37	945	27	16	31	5	74	128	1983	37	59	2148	34	2	53	3	89	104	3256	3360
18:00	1	178	3	7	182	13	3	2	0	18	40	381	5	11	426	6	2	19	1	27	19	653	672
18:15	3	174	4	5	181	10	2	4	1	16	35	335	9	7	379	8	0	10	0	18	13	594	607
18:30	1	169	6	8	176	7	5	7	0	19	29	315	8	5	352	7	1	12	0	20	13	567	580
18:45	2	164	8	3	174	9	7	6	4	22	24	277	9	9	310	11	0	9	1	20	17	526	543
Total	7	685	21	23	713	39	17	19	5	75	128	1308	31	32	1467	32	3	50	2	85	62	2340	2402
19:00	5	148	6	7	159	3	4	1	0	8	14	266	5	5	285	7	2	11	0	20	12	472	484
19:15	5	135	3	6	143	2	6	2	0	10	15	258	6	10	279	7	0	10	0	17	16	449	465
19:30	0	169	7	8	176	3	1	6	0	10	14	250	7	8	271	6	0	7	0	13	16	470	486
19:45	2	132	6	6	140	1	0	3	0	4	9	196	5	6	210	2	0	11	0	13	12	367	379
Total	12	584	22	27	618	9	11	12	0	32	52	970	23	29	1045	22	2	39	0	63	56	1758	1814
20:00	0	127	3	6	130	3	0	1	0	4	16	211	2	9	229	6	1	18	0	25	15	388	403
20:15	1	125	1	2	127	5	0	0	1	5	15	207	7	8	229	3	0	6	0	9	11	370	381
20:30	1	177	0	8	178	4	1	0	0	5	19	175	5	4	199	3	1	15	0	19	12	401	413
20:45	2	172	6	4	180	2	0	2	0	4	11	213	5	11	229	0	0	8	0	8	15	421	436
Total	4	601	10	20	615	14	1	3	1	18	61	806	19	32	886	12	2	47	0	61	53	1580	1633
21:00	1	147	3	5	151	4	1	1	0	6	12	209	2	2	223	12	0	14	1	26	8	406	414
21:15	2	120	2	3	124	2	1	2	0	5	11	224	2	2	237	3	1	8	0	12	5	378	383
21:30	1	125	3	2	129	3	1	0	0	4	12	205	3	1	220	5	0	9	0	14	3	367	370
21:45	1	119	2	2	122	2	0	2	0	4	9	189	2	0	200	2	0	6	0	8	2	334	336
Total	5	511	10	12	526	11	3	5	0	19	44	827	9	5	880	22	1	37	1	60	18	1485	1503
Grand Total	250	14971	329	827	15550	367	120	201	73	688	1153	15938	342	1063	17433	358	53	969	84	1380	2047	35051	37098
Apprch %	1.6	96.3	2.1			53.3	17.4	29.2			6.6	91.4	2.0			25.9	3.8	70.2					
Total %	0.7	42.7	0.9		44.4	1.0	0.3	0.6		2.0	3.3	45.5	1.0		49.7	1.0	0.2	2.8		3.9	5.5	94.5	

Major Street Approaches:

Northbound:

TH 65

Data File: C:\Program Files\PCWarrants\TMC0124.war  
 Count Type: IMC. Channel: 0. Count Date: 7/30/ 1  
 Number of Lanes: 2  
 Approach Speed: 60  
 Total Approach Traffic: 17433

Southbound:

TH 65

Data File: C:\Program Files\PCWarrants\TMC0124.war  
 Count Type: IMC. Channel: 0. Count Date: 7/30/ 1  
 Number of Lanes: 2  
 Approach Speed: 60  
 Total Approach Traffic: 15550

Minor Street Approaches:

Eastbound:

CR 16

Data File: C:\Program Files\PCWarrants\TMC0124.war  
 Count Type: IMC. Channel: 0. Count Date: 7/30/ 1  
 Number of Lanes: 1  
 Approach Speed: 50  
 Total Approach Traffic: 1380

Westbound:

147th Ave.

Data File: C:\Program Files\PCWarrants\TMC0124.war  
 Count Type: IMC. Channel: 0. Count Date: 7/30/ 1  
 Number of Lanes: 1  
 Approach Speed: 50  
 Total Approach Traffic: 688

Analysis of 8-Hour Volume Warrants (Criteria refers to high volume side street for that hour):

Hour	Main	Side	Warrant 1		Warrant 2		Warrant 8	
Begin	(Total)	Vol.	Dir.	Rank	Meets?	Criteria	Meets?	Criteria
0	0	0	W	17	105		52	84
1	0	0	W	18	105		52	84
2	0	0	W	19	105		52	84
3	0	0	W	20	105		52	84
4	0	0	W	21	105		52	84
5	0	0	W	22	105		52	84
6	2658	104	E	4	MAIN 105	--BOTH--	52	--BOTH-- 84
7	2433	107	E	3	--BOTH-- 105	--BOTH--	52	--BOTH-- 84
8	1913	109	E	2	--BOTH-- 105	--BOTH--	52	--BOTH-- 84
9	1565	80	E	10	MAIN 105	--BOTH--	52	MAIN 84
10	1513	75	E	13	MAIN 105	--BOTH--	52	MAIN 84
11	1655	97	E	5	MAIN 105	--BOTH--	52	--BOTH-- 84
12	1708	120	E	1	--BOTH-- 105	--BOTH--	52	--BOTH-- 84
13	1703	84	E	9	MAIN 105	--BOTH--	52	--BOTH-- 84
14	2182	79	E	11	MAIN 105	--BOTH--	52	MAIN 84
15	2766	88	E	7	MAIN 105	--BOTH--	52	--BOTH-- 84
16	3044	79	E	12	MAIN 105	--BOTH--	52	MAIN 84
17	3093	89	E	6	MAIN 105	--BOTH--	52	--BOTH-- 84
18	2180	85	E	8	MAIN 105	--BOTH--	52	--BOTH-- 84
19	1663	63	E	14	MAIN 105	--BOTH--	52	MAIN 84
20	1501	61	E	15	MAIN 105	--BOTH--	52	MAIN 84
21	1406	60	E	16	MAIN 105	--BOTH--	52	MAIN 84
22	0	0	W	23	105		52	84
23	0	0	W	24	105		52	84

Warrant Summary:

Rural values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 3 hours. Criteria--Main St.: 420; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

SATISFIED for 16 hours. Criteria--Main St.: 630; Side St.: See Volume Summary.

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volumes too low. Criteria--190 Peds in peak hour, 100 peds in 4th high hour.

Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

Warrant 5 - Progressive Movement

NOT SATISFIED. Adjacent signals closer than 1000 feet and/or not part of coordinated system.

Warrant 6 - Accident Experience

NOT SATISFIED. 0 correctable accidents is fewer than required 5.

Correctable Accidents: 0; Right Angle Accidents: 0; Left Turn Accidents: 0; Other Accidents: 0.

Warrant 7 - Systems Warrant

NOT SATISFIED. At least one street has no major approaches. Peak hour total entering volume: 3256.

NS - Approaches which are part of the principal through traffic roadway network.

- Approaches which include rural or suburban highways outside, entering or traversing a city.

- Approaches which appear as a major route in an official transportation plan.

Warrant 8 - Combination of Warrants

SATISFIED for 9 hours. Criteria--Main: 504; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

SATISFIED for 16 hours.

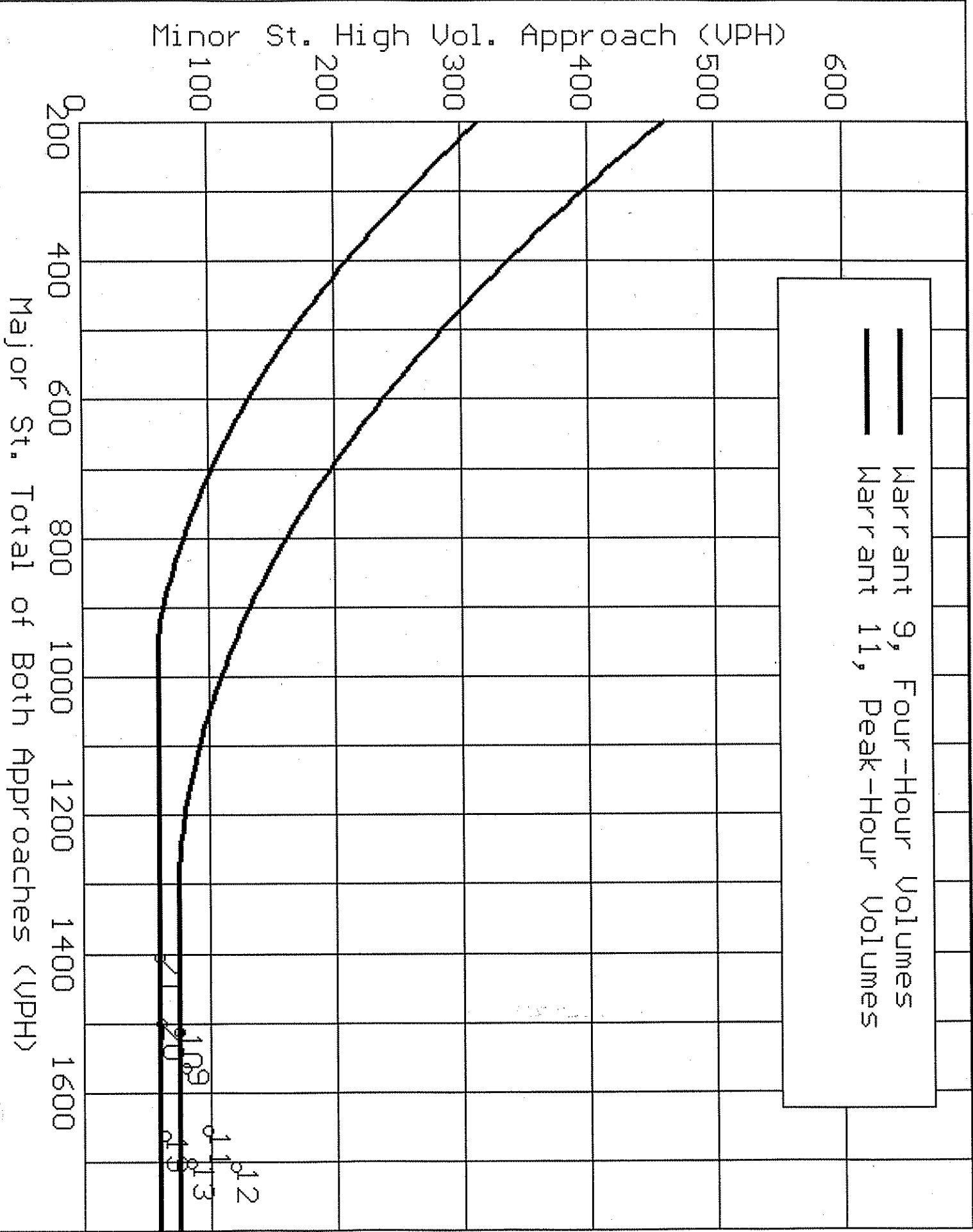
Warrant 10 - Peak Hour Delay

NOT SATISFIED. Peak hour (1700 hours) volume not adequate.

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 100.

Warrant 11 - Peak Hour Volume

SATISFIED for 13 hours.



**Multiway Stop Warrant Analysis**  
**TMC 0124 TH 65 @ Andover Blvd.**  
**Speed Limit of Major Roadway..... 60**

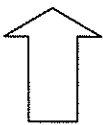
Minimum Traffic Volumes Multiway Stop Warrant Criteria:

- a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour (vph) for any 8 hours of an average day, AND:
- b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 vph for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, BUT:
- c) When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum volume warrant is 70% of the above requirements.

Hour	Total Vehicular Traffic Entering the Intersection	Vehicular Traffic Entering on First Minor Roadway	Vehicular Traffic Entering on Second Minor Roadway	Sum of Minor Approaches	Hours Stop Warrant Met
6 AM - 7 AM	2796	34	104	138	0
7 AM - 8 AM	2570	30	107	137	0
8 AM - 9 AM	2049	27	109	136	0
9 AM - 10 AM	1677	32	80	112	0
10 AM - 11 AM	1634	46	75	121	0
11 AM - 12 PM	1791	39	97	136	0
12 PM - 13 PM	1871	43	120	163	1
1 PM - 2 PM	1834	47	84	131	0
2 PM - 3 PM	2315	54	79	133	0
3 PM - 4 PM	2900	46	88	134	0
4 PM - 5 PM	3195	72	79	151	1
5 PM - 6 PM	3256	74	89	163	1
6 PM - 7 PM	2340	75	85	160	1
7 PM - 8 PM	1758	32	63	95	0
8 PM - 9 PM	1580	18	61	79	0
9 PM - 10 PM	1485	19	60	79	0

**TOTAL HOURS MET: 4**

**MULTIWAY STOP WARRANT IS NOT MET**



NORTH

COUNT LOCATION:

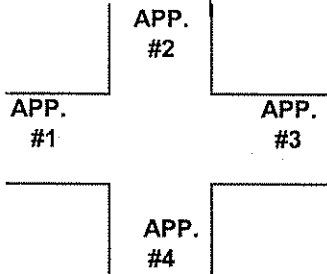
TH 65 @

DATE:

7/30/01

Andover Blvd.

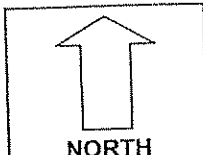
APP. #1 = Andover Blvd.
APP. #2 = TH 65
APP. #3 = Andover Blvd.
APP. #4 = TH 65



- HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
- A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
  - B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
  - C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						25		
6:15-6:30	1					22		1
6:30-6:45						33		
6:45-7:00						38		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>120</b>
7:00-7:15						32		3
7:15-7:30						21		
7:30-7:45						32		4
7:45-8:00						41		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>134</b>
8:00-8:15						44		1
8:15-8:30						42	2	2
8:30-8:45						55		1
8:45-9:00						30	1	1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>179</b>
9:00-9:15						41		
9:15-9:30						37		2
9:30-9:45						33		
9:45-10:00						50	2	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>165</b>
10:00-10:15						40	1	1
10:15-10:30						48	1	
10:30-10:45						52	2	
10:45-11:00						45	1	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>191</b>
11:00-11:15						33		2
11:15-11:30						48		3
11:30-11:45						40		
11:45-12:00						52	1	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>179</b>
12:00-12:15						41	1	
12:15-12:30						39		
12:30-12:45						39		
12:45-1:00						36		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>156</b>
1:00-1:15						35		
1:15-1:30						31		
1:30-1:45						40		
1:45-2:00						39		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>145</b>





COUNT LOCATION:

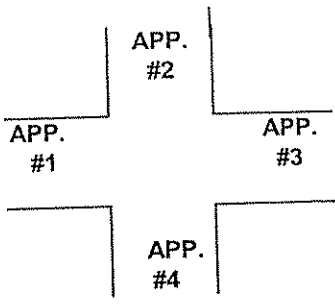
TH 65 @

DATE:

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TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM						49		1
2:15-2:30						41		
2:30-2:45						34	1	
2:45-3:00						32		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>159</b>
3:00-3:15						50		1
3:15-3:30						44		1
3:30-3:45						34	1	
3:45-4:00						39	1	2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>173</b>
4:00-4:15						40		
4:15-4:30						33		
4:30-4:45						30	1	
4:45-5:00						34		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>138</b>
5:00-5:15						24	3	
5:15-5:30						32	1	
5:30-5:45						22	2	
5:45-6:00						27		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>112</b>
6:00-6:15						19		
6:15-6:30						13		
6:30-6:45						13		
6:45-7:00						17	1	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>63</b>
7:00-7:15						12		
7:15-7:30						16		
7:30-7:45						16	1	
7:45-8:00						12		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>57</b>
8:00-8:15						15		
8:15-8:30						11		
8:30-8:45						12		
8:45-9:00						15		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>53</b>
9:00-9:15						8		
9:15-9:30						5		
9:30-9:45						3		
9:45-10:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>