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DP

TURNING MOVEMENT SUMMARY --- ver. 1.1
Section 1: 15 Minute Counts

COUNTY: WATAUGA IN CITY: BOONE

INTERSECTION: US 321/421 & SR 1107

STATION #: 08TM0044 COUNTED BY: Nelson

DATE: April 7 & 10, 2008 DAY OF WEEK: Thursday, Monday

SPECIAL COUNTS: TRUCKS
CLASSIFICATIONS:
DUAL TTST TWIN

ROUTE:
SR 1107
APPROACH: SOUTH

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TIME PERIOD	FROM SOUTHEAST ON A = US 321/421 TO NW. on US321 1	S. on SR1107 2	FROM SOUTH ON B = SR 1107 TO SE. on US321 3	NW. on US321 4	FROM NORTHWEST ON C = US 321/421 TO S. on SR1107 5	SE. on US321 6	TOTAL all veh's.	SPECIAL COUNTS: DUALS	TTSTS	TWINS	TOTAL TRUCKS
6:00A	4	1	2	8	44	54	113	3	3	0	6
6:15A	12	5	1	18	66	54	156	9	6	0	15
6:30A	18	1	4	9	102	117	251	7	1	0	8
6:45A	41	6	11	20	135	144	357	7	3	0	10
7:00A	33	6	4	39	104	111	297	6	4	0	10
7:15A	42	3	12	44	157	132	390	6	6	0	12
7:30A	40	9	31	37	170	198	485	10	5	0	15
7:45A	35	20	27	31	159	175	447	8	1	0	9
8:00A	22	23	21	29	165	154	414	19	3	0	22
8:15A	43	13	22	46	99	111	334	16	3	0	19
8:30A	24	21	16	40	94	95	290	13	3	0	16
8:45A	48	21	29	48	100	96	342	10	7	0	17
9:00A	27	13	30	40	77	81	268	10	3	0	13
9:15A	43	14	26	46	72	58	259	16	4	0	20
9:30A	43	15	20	51	96	62	287	7	11	0	18
9:45A	39	11	27	47	86	81	291	10	6	0	16
10:00A											
10:15A											
10:30A	36	20	16	40	50	60	222	13	2	0	15
10:45A	45	26	27	43	64	74	279	13	7	0	20
11:00A	49	25	24	45	45	55	243	10	5	0	15
11:15A	36	15	14	48	64	59	236	11	5	0	16
11:30A	45	12	17	47	56	52	229	5	2	0	7
11:45A	42	10	20	50	46	60	228	10	3	0	13
12:00P	58	25	27	41	37	51	239	10	6	0	16
12:15P	49	14	29	42	48	50	232	6	3	0	9
12:30P	52	31	23	53	62	57	278	8	4	0	12
12:45P	39	24	30	53	46	38	230	10	6	0	16
1:00P	45	23	20	59	38	56	241	6	4	0	10
1:15P	42	18	24	68	44	43	239	11	9	0	20
1:30P	50	12	21	54	46	53	236	10	5	0	15
1:45P	63	21	30	80	52	54	300	10	3	0	13

SHORT LABEL		ROAD, STREET or DRIVEWAY
US321	=	US 321/421
SR1107	=	SR 1107

TIME PERIOD	FROM SOUTHEAST ON A = US 321/421 TO NW. on US321 1	S. on SR1107 2	FROM SOUTH ON B = SR 1107 TO SE. on US321 3	NW. on US321 4	FROM NORTHWEST ON C = US 321/421 TO S. on SR1107 5	SE. on US321 6	TOTAL all veh's.	SPECIAL COUNTS: DUALS	TTSTS	TWINS	TOTAL TRUCKS
2:00P	59	23	17	71	45	51	266	15	8	0	23
2:15P	67	22	28	78	55	48	298	13	5	0	18
2:30P	68	20	17	69	57	54	285	22	6	0	28
2:45P	50	13	17	72	64	59	275	19	3	0	22
3:00P	72	18	25	75	71	42	303	15	3	0	18
3:15P	76	27	18	75	71	44	311	12	1	0	13
3:30P	78	20	21	101	55	57	332	15	2	0	17
3:45P	85	23	22	113	54	41	338	17	2	0	19
4:00P	113	20	17	128	63	42	383	10	6	0	16
4:15P	125	17	20	112	58	36	368	14	7	0	21
4:30P	94	8	27	143	54	43	369	14	6	0	20
4:45P	127	25	20	112	38	38	360	7	1	0	8
5:00P	162	31	17	130	57	42	439	11	7	0	18
5:15P	187	22	23	155	55	65	507	13	2	0	15
5:30P	146	26	16	147	49	32	416	8	4	0	12
5:45P	101	37	26	153	58	29	404	9	2	0	11
6:00P	91	14	17	101	45	31	299	2	3	0	5
6:15P	77	13	15	106	44	39	294	6	2	0	8
6:30P											
6:45P											
7:00P	66	10	10	46	35	24	191	3	0	0	3
7:15P	60	18	17	53	26	25	199	2	2	0	4
7:30P	54	10	18	61	15	20	178	2	1	0	3
7:45P	35	6	13	50	23	28	155	1	2	0	3
8:00P	50	8	8	49	20	30	165	2	3	0	5
8:15P	38	9	14	62	25	20	168	2	2	0	4
8:30P	35	7	13	59	22	19	155	3	1	0	4
8:45P	43	13	16	48	15	18	153	0	1	0	1
9:00P	38	7	10	45	8	22	130	2	0	0	2
9:15P	35	10	12	38	25	16	136	0	2	0	2
9:30P	33	12	9	36	4	8	102	0	1	0	1
9:45P	35	12	11	24	10	17	109	1	0	0	1
15.00-HOUR TOTALS	3465	959	1119	3788	3645	3525	16501	530	218	0	748
24-HOUR PROJECTION	4034	1122	1309	4431	4263	4104	19263	557	273	0	829
AM PEAK HOUR BEGINS AT 7:15A TOTALS	139	55	91	141	651	659	1736	43	15	0	58
PM PEAK HOUR BEGINS AT 5:00P TOTALS	596	116	82	585	219	168	1766	41	15	0	56

SHORT LABEL		ROAD, STREET or DRIVEWAY
US321	=	US 321/421
SR1107	=	SR 1107

TURNING MOVEMENT SUMMARY --- ver. 1.1
Section 2: Summary Tables

INTER-SECTION TOTALS AND FACTORS:	VOLUME SURVEYED	AM PEAK VOLUME AT 7:15A	PEAK HOUR PERCENTAGES	
	16501	1736	AM:	9%
			PM:	9%
	PROJECTED 24-HOUR TOTAL	PM PEAK VOLUME AT 5:00P	PEAK HOUR FACTORS	
	19263	1766	AM:	0.89
			PM:	0.87

TRUCKS TOTALS ON SOUTH APPROACH OF SR 1107

	DUALS	TTSTS	TWINS	TOTAL TRUCKS
SURVEY	530	218	0	748
PROJECTED	557	273	0	829
PERCENTAGE	5.0%	2.4%	0.0%	7.5%

TOTALS AND FACTORS BY APPROACH:	A = SOUTHEAST APPR. OF US 321/421		B = SOUTH APPR. OF SR 1107		C = NORTHWEST APPR. OF US 321/421	
ALL HOURS IN SURVEY	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.
ENT. VOL.	4424	5156	4907	5739	7170	8367
EXT. VOL.	4644	5413	4604	5385	7253	8465
TOTAL VOL.	9068	10569	9511	11124	14423	16832
AM PEAK	HOUR BEGINS: 7:15A		HOUR BEGINS: 7:15A		HOUR BEGINS: 7:15A	
	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.
ENT. VOL.	194	21%	232	25%	1310	82%
EXT. VOL.	750	79%	706	75%	280	18%
TOTAL VOL.	944	---	938	---	1590	---
	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR
FACTORS	9%	0.85	8%	0.95	9%	0.89
PM PEAK	HOUR BEGINS: 4:45P		HOUR BEGINS: 5:00P		HOUR BEGINS: 5:00P	
	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.
ENT. VOL.	726	74%	667	67%	387	25%
EXT. VOL.	253	26%	335	33%	1181	75%
TOTAL VOL.	979	---	1002	---	1568	---
	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR
FACTORS	9%	0.82	9%	0.91	9%	0.85

TURNING MOVEMENT SUMMARY
Section 3: 24-Hour Counts Diagram

```
NORTHWEST APPROACH
      US321
      +------+
      |16832 |
      +------+
             4104
        4263        Thru
             Right

                          TOTAL ENTERING VOLUME:

                             ++======++
                             ||19263 ||
                             ++======++

                                                  Thru
                                          Left        4034
                                                1122
                                                   +------+
                          Left  Right                |10569 |
                          4431  1309                 +------+
                              +------+                     US321
                              |11124 |                SOUTHEAST APPROACH
                              +------+
                               SR1107
                           SOUTH APPROACH
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                    TURNING MOVEMENT SUMMARY
                    Section 4:  AM Peak Hour Diagram
                           7:15A


NORTHWEST APPROACH
     US321
     +------+
     | 1590 |
     +------+
            659
       651        Thru
           Right

                    TOTAL ENTERING VOLUME:

                       ++======++
                       || 1736 ||
                       ++======++


                                                  Thru
                                         Left          139
                                                55
                                                  +------+
                    Left  Right                   |  944 |
                     141    91                    +------+
                       +------+                         US321
                       |  938 |                  SOUTHEAST APPROACH
                       +------+
                        SR1107
                     SOUTH APPROACH
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                         TURNING MOVEMENT SUMMARY
                         Section 5:  PM Peak Hour Diagram
                                5:00P


NORTHWEST APPROACH
     US321
     +------+
     | 1568 |
     +------+
            168
       219        Thru
           Right

                         TOTAL ENTERING VOLUME:

                            ++======++
                            || 1766 ||
                            ++======++

                                                  Thru
                                          Left          596
                                                116
                                                   +------+
                                                   |  962 |
                                                   +------+
                                                        US321
                                                 SOUTHEAST APPROACH
                         Left  Right
                          585    82
                             +------+
                             | 1002 |
                             +------+
                              SR1107
                           SOUTH APPROACH
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