KLT

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

NCDOT

COUNTY: PASQUOTANK IN CITY: ELIZABETH CITY

INTERSECTION: SR 1308 CHURCH ST & CHARLES ST

STATION #: 08TM0038 COUNTED BY: POWELL

DATE: March 25 & 27, 2008 DAY OF WEEK: Thursday, Tuesday

SPECIAL COUNTS: TRUCKS
CLASSIFICATIONS:
DUAL TTST TWIN

ROUTE:
SR 1308 CHURCH ST
APPROACH: WEST

TIME PERIOD	FROM NORTH ON A = CHARLES ST TO			FROM EAST ON B = SR 1308 CHURCH ST TO			FROM SOUTH ON C = CHARLES ST TO			FROM WEST ON D = SR 1308 CHURCH ST TO			TOTAL all veh's.	SPECIAL COUNTS:			
	W. on SR1308 1	S. on CHARLES 2	E. on SR1308 3	N. on CHARLES 4	W. on SR1308 5	S. on CHARLES 6	E. on SR1308 7	N. on CHARLES 8	W. on SR1308 9	S. on CHARLES 10	E. on SR1308 11	N. on CHARLES 12		DUALS	TTSTS	TWINS	TOTAL TRUCKS
6:00A	3	0	0	0	6	0	0	0	0	0	7	0	16	0	0	0	0
6:15A	1	0	1	0	4	0	0	0	0	1	5	2	14	0	0	0	0
6:30A	6	0	0	1	7	0	0	0	0	0	4	0	18	0	0	0	0
6:45A	6	0	4	2	5	0	0	0	0	0	13	2	32	2	0	0	2
7:00A	4	0	1	1	7	0	0	0	0	0	11	4	28	0	0	0	0
7:15A	4	0	0	1	5	0	1	0	0	0	15	7	33	1	0	0	1
7:30A	11	1	1	2	6	0	1	0	0	0	23	5	50	3	0	0	3
7:45A	6	0	4	1	11	0	2	0	0	0	47	7	78	2	0	0	2
8:00A	2	0	6	0	7	0	0	0	0	0	39	6	60	1	0	0	1
8:15A	6	0	3	1	9	0	0	0	0	0	19	2	40	2	0	0	2
8:30A	11	0	4	0	6	0	1	0	0	0	24	2	48	0	0	0	0
8:45A	8	0	8	1	13	0	0	0	0	0	22	4	56	1	0	0	1
9:00A	5	0	9	2	14	0	0	1	0	0	20	3	54	0	0	0	0
9:15A	8	0	3	0	9	0	2	0	0	0	19	1	42	1	0	0	1
9:30A	13	0	10	1	10	0	0	0	0	0	17	0	51	0	0	0	0
9:45A	12	0	4	0	21	0	0	0	0	0	15	0	52	4	0	0	4
10:00A																	
10:15A																	
10:30A	8	0	7	1	15	1	1	0	1	0	17	3	54	1	0	0	1
10:45A	14	0	3	2	11	0	0	0	0	0	16	3	49	0	0	0	0
11:00A	7	0	4	2	22	0	0	0	1	0	21	3	60	0	0	0	0
11:15A	12	0	4	2	13	0	0	1	1	0	20	4	57	2	0	0	2
11:30A	14	0	10	1	17	0	0	0	0	1	25	0	68	0	0	0	0
11:45A	7	0	7	1	20	1	1	0	0	0	20	2	59	1	0	0	1
12:00P	15	1	3	1	8	0	1	0	0	0	14	0	43	2	0	0	2
12:15P	10	1	6	2	21	0	0	0	0	0	23	2	65	3	0	0	3
12:30P	7	0	3	2	18	0	1	0	0	1	20	0	52	2	0	0	2
12:45P	9	0	5	2	11	0	0	0	0	0	29	0	56	5	0	0	5
1:00P	6	0	2	2	3	1	0	0	0	0	11	0	25	1	0	0	1
1:15P	14	0	2	2	21	0	1	1	0	0	21	4	66	2	0	0	2
1:30P	13	0	7	1	20	1	1	0	0	0	17	1	61	0	0	0	0
1:45P	15	0	2	1	15	1	1	0	0	1	23	6	65	1	0	0	1

SHORT LABEL	ROAD, STREET or DRIVEWAY
CHARLES =	CHARLES ST
SR1308 =	SR 1308 CHURCH ST

TIME PERIOD	FROM NORTH ON A = CHARLES ST TO W. on SR1308 1	S. on CHARLES 2	E. on SR1308 3	FROM EAST ON B = SR 1308 CHURCH ST TO N. on CHARLES 4	W. on SR1308 5	S. on CHARLES 6	FROM SOUTH ON C = CHARLES ST TO E. on SR1308 7	N. on CHARLES 8	W. on SR1308 9	FROM WEST ON D = SR 1308 CHURCH ST TO S. on CHARLES 10	E. on SR1308 11	N. on CHARLES 12	TOTAL all veh's.	SPECIAL COUNTS: DUALS	TTSTS	TWINS	TOTAL TRUCKS
2:00P	15	0	3	1	20	0	1	0	0	0	11	1	52	0	0	0	0
2:15P	13	1	4	2	9	0	0	0	0	0	18	0	47	0	0	0	0
2:30P	11	0	5	3	20	3	0	0	0	0	17	2	61	0	0	0	0
2:45P	17	1	4	3	16	1	0	0	0	0	17	1	60	1	0	0	1
3:00P	11	1	7	2	16	1	0	0	0	0	14	0	52	3	0	0	3
3:15P	12	1	9	1	12	1	0	1	0	1	20	1	59	1	0	0	1
3:30P	11	0	7	3	15	2	0	1	0	1	16	2	58	1	0	0	1
3:45P	11	1	4	1	15	0	4	0	0	0	23	2	61	1	0	0	1
4:00P	14	0	5	3	19	1	0	0	0	0	19	1	62	1	0	0	1
4:15P	5	0	1	1	10	0	1	0	0	0	12	2	32	0	0	0	0
4:30P	13	0	13	2	23	0	1	0	1	1	25	5	84	0	0	0	0
4:45P	17	1	5	3	20	2	0	0	2	0	21	7	78	2	0	0	2
5:00P	47	0	7	1	36	1	1	0	2	1	24	2	122	0	0	0	0
5:15P	18	2	3	1	30	0	0	0	1	0	17	0	72	0	0	0	0
5:30P	26	0	9	0	19	0	0	1	0	0	21	1	77	0	0	0	0
5:45P	15	0	1	0	16	1	1	0	1	0	13	0	48	1	0	0	1
6:00P	16	0	3	0	14	1	1	0	0	0	10	3	48	1	0	0	1
6:15P	8	0	3	0	9	0	1	0	0	0	20	3	44	0	0	0	0
6:30P																	
6:45P																	
7:00P	11	0	2	0	10	0	1	0	2	0	8	5	39	0	0	0	0
7:15P	9	0	4	0	8	1	1	0	1	0	13	4	41	0	0	0	0
7:30P	10	0	2	1	16	0	0	0	1	0	7	2	39	0	0	0	0
7:45P	8	0	0	0	3	2	0	0	0	0	9	0	22	0	0	0	0
8:00P	4	1	0	1	6	0	0	0	0	0	5	0	17	0	0	0	0
8:15P	4	1	3	0	4	0	1	0	0	0	4	1	18	0	0	0	0
8:30P	8	2	2	1	6	0	0	0	2	0	13	2	36	0	0	0	0
8:45P	6	0	0	0	9	0	0	0	0	0	8	0	23	0	0	0	0
9:00P	6	0	0	0	2	1	0	0	0	0	11	1	21	0	0	0	0
9:15P	8	0	0	0	1	0	0	0	0	1	8	0	18	0	0	0	0
9:30P	6	0	1	0	7	0	0	0	0	2	5	0	21	0	0	0	0
9:45P	4	1	2	1	3	0	0	0	0	0	3	1	15	0	0	0	0
15.00-HOUR TOTALS	621	16	232	66	749	23	28	6	16	11	989	122	2879	49	0	0	49
24-HOUR PROJECTION	716	18	267	76	880	27	32	7	18	13	1162	141	3357	51	0	0	51
AM PEAK HOUR BEGINS AT 11:00A TOTALS	40	0	25	6	72	1	1	1	2	1	86	9	244	3	0	0	3
PM PEAK HOUR BEGINS AT 4:30P TOTALS	95	3	28	7	109	3	2	0	6	2	87	14	356	2	0	0	2

SHORT LABEL	ROAD, STREET or DRIVEWAY
CHARLES =	CHARLES ST
SR1308 =	SR 1308 CHURCH ST

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

INTER-SECTION TOTALS AND FACTORS:

VOLUME SURVEYED	AM PEAK VOLUME AT 11:00A	PEAK HOUR PERCENTAGES
2879	244	AM: 7% PM: 11%
PROJECTED 24-HOUR TOTAL	**PM PEAK VOLUME AT 4:30P**	**PEAK HOUR FACTORS**
3357	356	AM: 0.90 PM: 0.73

TRUCKS TOTALS ON WEST APPROACH OF SR 1308 CHURCH ST

	DUALS	TTSTS	TWINS	TOTAL TRUCKS
SURVEY	49	0	0	49
PROJECTED	51	0	0	51
PERCENTAGE	1.8%	0.0%	0.0%	1.8%

TOTALS AND FACTORS BY APPROACH:

ALL HOURS IN SURVEY	A = NORTH APPR. OF CHARLES ST		B = EAST APPR. OF SR 1308 CHURCH ST		C = SOUTH APPR. OF CHARLES ST		D = WEST APPR. OF SR 1308 CHURCH ST	
	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.
ENT. VOL.	869	1001	838	983	50	58	1122	1315
EXT. VOL.	194	224	1249	1462	50	57	1386	1614
TOTAL VOL.	1063	1225	2087	2444	100	115	2508	2930

AM PEAK	HOUR BEGINS: 10:45A		HOUR BEGINS: 11:00A		HOUR BEGINS: 11:15A		HOUR BEGINS: 11:00A	
	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.
ENT. VOL.	68	79%	79	41%	4	57%	96	46%
EXT. VOL.	18	21%	112	59%	3	43%	114	54%
TOTAL VOL.	86	---	191	---	7	---	210	---
	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR
FACTORS	7%	0.86	8%	0.90	6%	0.88	7%	0.92

PM PEAK	HOUR BEGINS: 4:45P		HOUR BEGINS: 4:30P		HOUR BEGINS: 4:30P		HOUR BEGINS: 4:30P	
	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.
ENT. VOL.	135	89%	119	50%	8	50%	103	33%
EXT. VOL.	16	11%	117	50%	8	50%	210	67%
TOTAL VOL.	151	---	236	---	16	---	313	---
	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR	% OF 24-HR.	PK. HR. FACTOR
FACTORS	12%	0.66	10%	0.84	14%	0.80	11%	0.70

TURNING MOVEMENT SUMMARY
Section 3: 24-Hour Counts Diagram

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                                  NORTH APPROACH
                                      CHARLES
                                     +-------+
                                     | 1225 |
                                     +-------+
                                  716    18   267
                                 Right Thru  Left


                     141  Left                TOTAL ENTERING VOLUME:                Right   76
  WEST       +-------+                                                                          +-------+        EAST
      SR1308| 2930 | 1162  Thru                   ++=======++                       Thru   880 | 2444 |SR1308
APPROACH     +-------+                             || 3357 ||                                +-------+      APPROACH
                      13  Right                   ++=======++                       Left    27


                                  Left  Thru  Right
                                    18     7    32
                                     +-------+
                                     |  115 |
                                     +-------+
                                      CHARLES
                                  SOUTH APPROACH
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                                    TURNING MOVEMENT SUMMARY
                                    Section 4:  AM Peak Hour Diagram
                                           11:00A

                                       NORTH APPROACH
                                          CHARLES
                                         +------+
                                         |   81 |
                                         +------+
                                        40     0    25
                                      Right Thru  Left


                                 9  Left                TOTAL ENTERING VOLUME:                Right    6
  WEST        +------+                                                                                +------+        EAST
      SR1308|  210 |          86  Thru                     ++======++                       Thru    72 |  191 |SR1308
APPROACH      +------+                                     ||  244 ||                                +------+      APPROACH
                                 1  Right                   ++======++                       Left     1


                                       Left  Thru  Right
                                         2     1     1
                                         +------+
                                         |    6 |
                                         +------+
                                          CHARLES
                                       SOUTH APPROACH
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                                    TURNING MOVEMENT SUMMARY
                                    Section 5:  PM Peak Hour Diagram
                                          4:30P

                                      NORTH APPROACH
                                         CHARLES
                                        +------+
                                        |  147 |
                                        +------+
                                      95     3    28
                                    Right Thru  Left


                        14  Left                TOTAL ENTERING VOLUME:                Right    7
  WEST        +------+                                                                          +------+        EAST
      SR1308|  313 |    87  Thru                    ++======++                       Thru   109 |  236 |SR1308
APPROACH      +------+                              ||  356 ||                                 +------+      APPROACH
                         2  Right                   ++======++                       Left     3


                                      Left  Thru  Right
                                        6     0     2
                                        +------+
                                        |   16 |
                                        +------+
                                         CHARLES
                                      SOUTH APPROACH
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