KLT

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

NCDOT

COUNTY: NASH IN CITY: ROCKY MOUNT

INTERSECTION: US 64 BUS & SR 1616 COUNTRY CLUB RD & ZEBULON RD

STATION #: 08TM0108 COUNTED BY: EVANS & NOBLES

DATE: June 4 & 6, 2008 DAY OF WEEK: Friday, Wednesday

SPECIAL COUNTS: TRUCKS
CLASSIFICATIONS:
DUAL TTST TWIN

ROUTE:
US 64 BUS
APPROACH: NORTHWEST

| TIME PERIOD | FROM NORTHEAST ON A = SR 1616 COUNTRY CLUB RD TO NW. on US64BUS 1 | SW. on ZEBULON 2 | SE. on US64BUS 3 | FROM SOUTHEAST ON B = US 64 BUS TO NE. on SR1616 4 | NW. on US64BUS 5 | SW. on ZEBULON 6 | FROM SOUTHWEST ON C = ZEBULON RD TO SE. on US64BUS 7 | NE. on SR1616 8 | NW. on US64BUS 9 | FROM NORTHWEST ON D = US 64 BUS TO SW. on ZEBULON 10 | SE. on US64BUS 11 | NE. on SR1616 12 | TOTAL all veh's. | SPECIAL COUNTS: DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:00A | | | | | | | | | | | | | | | | | |
| 6:15A | | | | | | | | | | | | | | | | | |
| 6:30A | | | | | | | | | | | | | | | | | |
| 6:45A | 2 | 8 | 8 | 8 | 18 | 1 | 0 | 11 | 11 | 3 | 19 | 7 | 96 | 0 | 0 | 0 | 0 |
| 7:00A | 15 | 18 | 6 | 13 | 26 | 0 | 2 | 19 | 11 | 13 | 32 | 10 | 165 | 1 | 1 | 0 | 2 |
| 7:15A | 9 | 24 | 21 | 15 | 42 | 1 | 2 | 16 | 14 | 14 | 42 | 9 | 209 | 0 | 1 | 0 | 1 |
| 7:30A | 9 | 27 | 36 | 31 | 29 | 4 | 6 | 22 | 18 | 27 | 57 | 22 | 288 | 0 | 0 | 0 | 0 |
| 7:45A | 4 | 62 | 24 | 33 | 34 | 3 | 3 | 26 | 35 | 37 | 76 | 31 | 368 | 0 | 0 | 0 | 0 |
| 8:00A | 4 | 31 | 12 | 25 | 41 | 8 | 5 | 21 | 13 | 32 | 47 | 20 | 259 | 0 | 0 | 0 | 0 |
| 8:15A | 5 | 27 | 27 | 26 | 31 | 8 | 3 | 17 | 19 | 29 | 27 | 15 | 234 | 0 | 1 | 0 | 1 |
| 8:30A | 11 | 42 | 14 | 20 | 28 | 5 | 5 | 35 | 18 | 26 | 52 | 14 | 270 | 1 | 0 | 0 | 1 |
| 8:45A | 15 | 42 | 23 | 30 | 30 | 9 | 5 | 49 | 16 | 43 | 41 | 17 | 320 | 0 | 1 | 0 | 1 |
| 9:00A | 8 | 43 | 33 | 28 | 32 | 10 | 6 | 39 | 17 | 25 | 40 | 20 | 301 | 0 | 0 | 0 | 0 |
| 9:15A | 9 | 37 | 28 | 41 | 41 | 9 | 11 | 64 | 19 | 29 | 51 | 20 | 359 | 1 | 0 | 0 | 1 |
| 9:30A | 6 | 59 | 34 | 49 | 37 | 6 | 11 | 50 | 21 | 33 | 31 | 18 | 355 | 0 | 0 | 0 | 0 |
| 9:45A | 10 | 49 | 35 | 45 | 36 | 8 | 13 | 59 | 19 | 33 | 51 | 33 | 391 | 2 | 1 | 0 | 3 |
| 10:00A | | | | | | | | | | | | | | | | | |
| 10:15A | | | | | | | | | | | | | | | | | |
| 10:30A | 7 | 66 | 28 | 34 | 40 | 5 | 12 | 69 | 29 | 17 | 8 | 15 | 330 | 1 | 3 | 0 | 4 |
| 10:45A | 14 | 60 | 28 | 56 | 38 | 13 | 9 | 63 | 13 | 32 | 40 | 24 | 390 | 0 | 0 | 0 | 0 |
| 11:00A | 20 | 52 | 29 | 32 | 41 | 10 | 13 | 76 | 18 | 23 | 47 | 23 | 384 | 3 | 1 | 0 | 4 |
| 11:15A | 13 | 67 | 40 | 51 | 42 | 5 | 14 | 81 | 25 | 34 | 48 | 23 | 443 | 0 | 0 | 0 | 0 |
| 11:30A | 15 | 68 | 37 | 50 | 39 | 9 | 14 | 81 | 28 | 29 | 47 | 32 | 449 | 1 | 0 | 0 | 1 |
| 11:45A | 20 | 62 | 48 | 69 | 29 | 4 | 21 | 87 | 25 | 34 | 37 | 33 | 469 | 0 | 0 | 0 | 0 |
| 12:00P | 14 | 85 | 83 | 86 | 47 | 14 | 19 | 84 | 49 | 56 | 79 | 34 | 650 | 0 | 1 | 0 | 1 |
| 12:15P | 20 | 86 | 57 | 73 | 36 | 7 | 10 | 93 | 43 | 57 | 42 | 43 | 567 | 2 | 2 | 0 | 4 |
| 12:30P | 15 | 80 | 57 | 63 | 38 | 5 | 18 | 91 | 41 | 45 | 59 | 19 | 531 | 0 | 0 | 0 | 0 |
| 12:45P | 11 | 101 | 53 | 43 | 42 | 8 | 16 | 76 | 33 | 39 | 32 | 22 | 476 | 1 | 1 | 0 | 2 |
| 1:00P | 15 | 91 | 45 | 42 | 26 | 11 | 10 | 85 | 32 | 27 | 16 | 30 | 430 | 1 | 0 | 0 | 1 |
| 1:15P | 25 | 86 | 42 | 48 | 41 | 7 | 17 | 79 | 41 | 22 | 32 | 17 | 457 | 0 | 1 | 0 | 1 |
| 1:30P | 22 | 109 | 50 | 57 | 40 | 2 | 16 | 86 | 22 | 28 | 41 | 28 | 501 | 0 | 0 | 0 | 0 |
| 1:45P | 24 | 82 | 56 | 77 | 47 | 5 | 16 | 58 | 17 | 42 | 41 | 22 | 487 | 1 | 4 | 0 | 5 |

| SHORT LABEL | ROAD, STREET or DRIVEWAY |
|---|---|
| SR1616 = | SR 1616 COUNTRY CLUB RD |
| US64BUS = | US 64 BUS |
| ZEBULON = | ZEBULON RD |

| TIME PERIOD | FROM NORTHEAST ON A = SR 1616 COUNTRY CLUB RD TO NW. on US64BUS 1 | SW. on ZEBULON 2 | SE. on US64BUS 3 | FROM SOUTHEAST ON B = US 64 BUS TO NE. on SR1616 4 | NW. on US64BUS 5 | SW. on ZEBULON 6 | FROM SOUTHWEST ON C = ZEBULON RD TO SE. on US64BUS 7 | NE. on SR1616 8 | NW. on US64BUS 9 | FROM NORTHWEST ON D = US 64 BUS TO SW. on ZEBULON 10 | SE. on US64BUS 11 | NE. on SR1616 12 | TOTAL all veh's. | SPECIAL COUNTS: DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2:00P | 13 | 79 | 32 | 51 | 31 | 11 | 19 | 79 | 23 | 18 | 39 | 20 | 415 | 1 | 1 | 0 | 2 |
| 2:15P | 19 | 69 | 38 | 56 | 45 | 9 | 14 | 52 | 22 | 23 | 39 | 21 | 407 | 0 | 1 | 0 | 1 |
| 2:30P | 25 | 78 | 49 | 61 | 44 | 8 | 25 | 81 | 27 | 15 | 37 | 30 | 480 | 2 | 0 | 0 | 2 |
| 2:45P | 32 | 67 | 45 | 60 | 41 | 12 | 18 | 68 | 26 | 26 | 51 | 21 | 467 | 4 | 2 | 0 | 6 |
| 3:00P | 27 | 95 | 66 | 53 | 27 | 10 | 22 | 93 | 23 | 34 | 58 | 24 | 532 | 2 | 1 | 0 | 3 |
| 3:15P | 26 | 89 | 44 | 60 | 37 | 11 | 17 | 91 | 27 | 35 | 38 | 12 | 487 | 1 | 0 | 0 | 1 |
| 3:30P | 20 | 66 | 44 | 60 | 66 | 22 | 20 | 97 | 26 | 35 | 57 | 38 | 551 | 4 | 0 | 0 | 4 |
| 3:45P | 39 | 94 | 56 | 71 | 52 | 15 | 33 | 63 | 23 | 31 | 68 | 26 | 571 | 2 | 0 | 0 | 2 |
| 4:00P | 35 | 97 | 39 | 57 | 51 | 10 | 21 | 90 | 23 | 25 | 57 | 22 | 527 | 1 | 0 | 0 | 1 |
| 4:15P | 17 | 64 | 44 | 62 | 38 | 7 | 26 | 85 | 30 | 29 | 57 | 38 | 497 | 0 | 0 | 0 | 0 |
| 4:30P | 16 | 81 | 38 | 72 | 48 | 11 | 19 | 92 | 32 | 33 | 47 | 28 | 517 | 4 | 1 | 0 | 5 |
| 4:45P | 38 | 72 | 51 | 82 | 52 | 21 | 22 | 98 | 35 | 38 | 61 | 45 | 615 | 1 | 2 | 0 | 3 |
| 5:00P | 49 | 121 | 76 | 82 | 95 | 23 | 44 | 175 | 114 | 43 | 76 | 55 | 953 | 4 | 4 | 0 | 8 |
| 5:15P | 44 | 165 | 88 | 94 | 87 | 21 | 35 | 172 | 98 | 36 | 98 | 45 | 983 | 0 | 0 | 0 | 0 |
| 5:30P | 34 | 86 | 42 | 95 | 83 | 16 | 42 | 125 | 57 | 32 | 56 | 33 | 701 | 1 | 2 | 0 | 3 |
| 5:45P | 36 | 64 | 47 | 68 | 71 | 13 | 21 | 74 | 30 | 23 | 70 | 34 | 551 | 2 | 1 | 0 | 3 |
| 6:00P | 23 | 96 | 40 | 65 | 40 | 5 | 14 | 61 | 15 | 20 | 39 | 39 | 457 | 0 | 0 | 0 | 0 |
| 6:15P | 29 | 74 | 54 | 73 | 33 | 9 | 15 | 60 | 27 | 13 | 33 | 42 | 462 | 1 | 0 | 0 | 1 |
| 6:30P | | | | | | | | | | | | | | | | | |
| 6:45P | | | | | | | | | | | | | | | | | |
| 7:00P | 23 | 58 | 31 | 59 | 27 | 4 | 6 | 41 | 12 | 15 | 29 | 14 | 319 | 0 | 1 | 0 | 1 |
| 7:15P | 16 | 54 | 46 | 37 | 21 | 2 | 5 | 42 | 15 | 16 | 18 | 21 | 293 | 0 | 0 | 0 | 0 |
| 7:30P | 24 | 59 | 42 | 31 | 26 | 6 | 7 | 39 | 15 | 16 | 27 | 10 | 302 | 0 | 2 | 0 | 2 |
| 7:45P | 20 | 56 | 34 | 36 | 25 | 10 | 5 | 36 | 6 | 10 | 34 | 21 | 293 | 0 | 0 | 0 | 0 |
| 8:00P | | | | | | | | | | | | | | | | | |
| 8:15P | | | | | | | | | | | | | | | | | |
| 8:30P | | | | | | | | | | | | | | | | | |
| 8:45P | | | | | | | | | | | | | | | | | |
| 9:00P | | | | | | | | | | | | | | | | | |
| 9:15P | | | | | | | | | | | | | | | | | |
| 9:30P | | | | | | | | | | | | | | | | | |
| 9:45P | | | | | | | | | | | | | | | | | |
| 12.25-HOUR TOTALS | 947 | 3348 | 2000 | 2530 | 2011 | 433 | 727 | 3351 | 1353 | 1395 | 2224 | 1240 | 21559 | 45 | 36 | 0 | 81 |
| 24-HOUR PROJECTION | 1312 | 4585 | 2772 | 3506 | 2727 | 580 | 974 | 4589 | 1813 | 1870 | 3016 | 1718 | 29464 | 48 | 47 | 0 | 95 |
| AM PEAK HOUR BEGINS AT 11:30A TOTALS | 69 | 301 | 225 | 278 | 151 | 34 | 64 | 345 | 145 | 176 | 205 | 142 | 2135 | 3 | 3 | 0 | 6 |
| PM PEAK HOUR BEGINS AT 4:45P TOTALS | 165 | 444 | 257 | 353 | 317 | 81 | 143 | 570 | 304 | 149 | 291 | 178 | 3252 | 6 | 8 | 0 | 14 |

| SHORT LABEL | ROAD, STREET or DRIVEWAY |
|---|---|
| SR1616 = | SR 1616 COUNTRY CLUB RD |
| US64BUS = | US 64 BUS |
| ZEBULON = | ZEBULON RD |

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

| INTER-SECTION TOTALS AND FACTORS: | VOLUME SURVEYED | AM PEAK VOLUME AT 11:30A | PEAK HOUR PERCENTAGES |
|---|---|---|---|
| | 21559 | 2135 | AM: 7%<br>PM: 11% |
| | PROJECTED 24-HOUR TOTAL | PM PEAK VOLUME AT 4:45P | PEAK HOUR FACTORS |
| | 29464 | 3252 | AM: 0.82<br>PM: 0.83 |

TRUCKS TOTALS ON NORTHWEST APPROACH OF US 64 BUS

| | DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|
| SURVEY | 45 | 36 | 0 | 81 |
| PROJECTED | 48 | 47 | 0 | 95 |
| PERCENTAGE | 0.4% | 0.4% | 0.0% | 0.8% |

| TOTALS AND FACTORS BY APPROACH: | A = NORTHEAST APPR. OF SR 1616 COUNTRY CLUB RD | | B = SOUTHEAST APPR. OF US 64 BUS | | C = SOUTHWEST APPR. OF ZEBULON RD | | D = NORTHWEST APPR. OF US 64 BUS | |
|---|---|---|---|---|---|---|---|---|
| ALL HOURS IN SURVEY | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. |
| ENT. VOL. | 6295 | 8669 | 4974 | 6814 | 5431 | 7377 | 4859 | 6604 |
| EXT. VOL. | 7121 | 9814 | 4951 | 6762 | 5176 | 7035 | 4311 | 5853 |
| TOTAL VOL. | 13416 | 18483 | 9925 | 13576 | 10607 | 14412 | 9170 | 12457 |
| AM PEAK | HOUR BEGINS: | 11:30A | HOUR BEGINS: | 11:30A | HOUR BEGINS: | 11:30A | HOUR BEGINS: | 11:30A |
| | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. |
| ENT. VOL. | 595 | 44% | 463 | 48% | 554 | 52% | 523 | 59% |
| EXT. VOL. | 765 | 56% | 494 | 52% | 511 | 48% | 365 | 41% |
| TOTAL VOL. | 1360 | --- | 957 | --- | 1065 | --- | 888 | --- |
| | % 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% | 0.88 | 7% | 0.73 | 7% | 0.87 | 7% | 0.80 |
| PM PEAK | HOUR BEGINS: | 4:45P | HOUR BEGINS: | 5:00P | HOUR BEGINS: | 4:45P | HOUR BEGINS: | 4:45P |
| | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. |
| ENT. VOL. | 866 | 44% | 748 | 52% | 1017 | 60% | 618 | 44% |
| EXT. VOL. | 1101 | 56% | 695 | 48% | 674 | 40% | 786 | 56% |
| TOTAL VOL. | 1967 | --- | 1443 | --- | 1691 | --- | 1404 | --- |
| | % 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 | 11% | 0.81 | 11% | 0.85 | 12% | 0.80 | 11% | 0.81 |

TURNING MOVEMENT SUMMARY
Section 3: 24-Hour Counts Diagram

```
NORTHWEST APPROACH                                                    NORTHEAST APPROACH
      US64BUS                                                                 SR1616
      +------+                                                          +------+
      |12457 |                                                          |18483 |
      +------+       1718                                       1312    +------+
             3016         Left                          Right       4585
        1870        Thru                                       Thru        2772
             Right                                                  Left

                                  TOTAL ENTERING VOLUME:

                                      ++======++
                                      ||29464 ||
                                      ++======++

             Left                                                  Right
        1813        Thru                                       Thru        3506
             4589         Right                         Left        2727
      +------+        974                                       580    +------+
      |14412 |                                                          |13576 |
      +------+                                                          +------+
      ZEBULON                                                                 US64BUS
SOUTHWEST APPROACH                                                    SOUTHEAST APPROACH
```

TURNING MOVEMENT SUMMARY
Section 4: AM Peak Hour Diagram
11:30A

```
NORTHWEST APPROACH                                                    NORTHEAST APPROACH
     US64BUS                                                                SR1616
     +------+                                                          +------+
     |  888 |                                                          | 1360 |
     +------+        142                                        69     +------+
            205        Left                          Right        301
        176        Thru                                   Thru         225
            Right                                                Left

                                TOTAL ENTERING VOLUME:

                                   ++======++
                                   || 2135 ||
                                   ++======++

            Left                                                 Right
        145        Thru                                   Thru         278
            345        Right                         Left         151
     +------+        64                                        34     +------+
     | 1065 |                                                          |  957 |
     +------+                                                          +------+
     ZEBULON                                                                US64BUS
SOUTHWEST APPROACH                                                    SOUTHEAST APPROACH
```

TURNING MOVEMENT SUMMARY
Section 5: PM Peak Hour Diagram
4:45P

```
NORTHWEST APPROACH                                                    NORTHEAST APPROACH
     US64BUS                                                                SR1616
     +------+                                                          +------+
     | 1404 |                                                          | 1967 |
     +------+        178                                        165    +------+
            291        Left                                Right        444
        149        Thru                                        Thru        257
            Right                                                   Left

                                TOTAL ENTERING VOLUME:

                                   ++======++
                                   || 3252 ||
                                   ++======++

            Left                                                   Right
        304        Thru                                        Thru        353
            570        Right                               Left        317
     +------+        143                                         81    +------+
     | 1691 |                                                          | 1442 |
     +------+                                                          +------+
     ZEBULON                                                                US64BUS
SOUTHWEST APPROACH                                                    SOUTHEAST APPROACH
```