US 17 MEDIAN BREAK U-TURNS
SOUTH OF SR 1551

KLT

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

NCDOT

COUNTY: BRUNSWICK IN CITY: BELVILLE

INTERSECTION: US 17 & DUMMY

STATION #: 08TM0122 COUNTED BY: HESTER & POWELL

DATE: May 21, 2008 DAY OF WEEK: Wednesday

SPECIAL COUNTS: TRUCKS
CLASSIFICATIONS:
DUAL TTST TWIN

ROUTE:
US 17
APPROACH: NORTH

| TIME PERIOD | FROM NORTH ON A = US 17 TO W. on DUMMY 1 | S. on US17 2 | N. on US17 3 | FROM SOUTH ON B = US 17 TO N. on US17 4 | W. on DUMMY 5 | S. on US17 6 | FROM WEST ON C = DUMMY TO S. on US17 7 | N. on US17 8 | W. on DUMMY 9 | TOTAL all veh's. | SPECIAL COUNTS: DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:00A | 0 | 84 | 0 | 149 | 0 | 3 | 0 | 0 | 0 | 236 | 15 | 6 | 0 | 21 |
| 6:15A | 0 | 151 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 405 | 11 | 8 | 0 | 19 |
| 6:30A | 0 | 212 | 0 | 313 | 0 | 8 | 0 | 0 | 0 | 533 | 18 | 19 | 0 | 37 |
| 6:45A | 0 | 239 | 0 | 270 | 0 | 8 | 0 | 0 | 0 | 517 | 18 | 12 | 0 | 30 |
| 7:00A | 0 | 237 | 0 | 447 | 0 | 10 | 0 | 0 | 0 | 694 | 33 | 12 | 0 | 45 |
| 7:15A | 0 | 255 | 0 | 474 | 0 | 5 | 0 | 0 | 0 | 734 | 36 | 22 | 0 | 58 |
| 7:30A | 0 | 198 | 0 | 390 | 0 | 5 | 0 | 0 | 0 | 593 | 33 | 26 | 0 | 59 |
| 7:45A | 0 | 376 | 0 | 478 | 0 | 3 | 0 | 0 | 0 | 857 | 46 | 27 | 0 | 73 |
| 8:00A | 0 | 383 | 0 | 409 | 0 | 15 | 0 | 0 | 0 | 807 | 44 | 18 | 0 | 62 |
| 8:15A | 0 | 332 | 0 | 485 | 0 | 2 | 0 | 0 | 0 | 819 | 40 | 26 | 0 | 66 |
| 8:30A | 0 | 236 | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 667 | 36 | 16 | 0 | 52 |
| 8:45A | 0 | 249 | 0 | 394 | 0 | 11 | 0 | 0 | 0 | 654 | 41 | 16 | 0 | 57 |
| 9:00A | 0 | 266 | 0 | 284 | 0 | 6 | 0 | 0 | 0 | 556 | 35 | 18 | 0 | 53 |
| 9:15A | 0 | 238 | 0 | 342 | 0 | 5 | 0 | 0 | 0 | 585 | 29 | 21 | 0 | 50 |
| 9:30A | 0 | 282 | 0 | 299 | 0 | 9 | 0 | 0 | 0 | 590 | 48 | 26 | 0 | 74 |
| 9:45A | 0 | 213 | 0 | 299 | 0 | 4 | 0 | 0 | 0 | 516 | 26 | 20 | 0 | 46 |
| 10:00A | | | | | | | | | | | | | | |
| 10:15A | | | | | | | | | | | | | | |
| 10:30A | 0 | 179 | 0 | 177 | 0 | 6 | 0 | 0 | 0 | 362 | 20 | 12 | 0 | 32 |
| 10:45A | 0 | 176 | 0 | 181 | 0 | 2 | 0 | 0 | 0 | 359 | 25 | 15 | 0 | 40 |
| 11:00A | 0 | 258 | 0 | 225 | 0 | 11 | 0 | 0 | 0 | 494 | 28 | 14 | 0 | 42 |
| 11:15A | 0 | 283 | 0 | 348 | 0 | 12 | 0 | 0 | 0 | 643 | 22 | 14 | 0 | 36 |
| 11:30A | 0 | 281 | 0 | 281 | 0 | 8 | 0 | 0 | 0 | 570 | 37 | 14 | 0 | 51 |
| 11:45A | 0 | 283 | 0 | 302 | 0 | 9 | 0 | 0 | 0 | 594 | 21 | 15 | 0 | 36 |
| 12:00P | 0 | 304 | 0 | 276 | 0 | 12 | 0 | 0 | 0 | 592 | 36 | 22 | 0 | 58 |
| 12:15P | 0 | 318 | 0 | 275 | 0 | 14 | 0 | 0 | 0 | 607 | 23 | 10 | 0 | 33 |
| 12:30P | 0 | 286 | 0 | 261 | 0 | 9 | 0 | 0 | 0 | 556 | 34 | 13 | 0 | 47 |
| 12:45P | 0 | 324 | 0 | 264 | 0 | 11 | 0 | 0 | 0 | 599 | 31 | 10 | 0 | 41 |
| 1:00P | 0 | 317 | 0 | 292 | 0 | 22 | 0 | 0 | 0 | 631 | 19 | 22 | 0 | 41 |
| 1:15P | 0 | 308 | 0 | 348 | 0 | 6 | 0 | 0 | 0 | 662 | 23 | 18 | 0 | 41 |
| 1:30P | 0 | 240 | 0 | 275 | 0 | 5 | 0 | 0 | 0 | 520 | 18 | 20 | 0 | 38 |
| 1:45P | 0 | 262 | 0 | 327 | 0 | 7 | 0 | 0 | 0 | 596 | 30 | 24 | 0 | 54 |

| SHORT LABEL | ROAD, STREET or DRIVEWAY |
|---|---|
| US17 = | US 17 |

| TIME PERIOD | FROM NORTH ON A = US 17 TO W. on DUMMY 1 | S. on US17 2 | N. on US17 3 | FROM SOUTH ON B = US 17 TO N. on US17 4 | W. on DUMMY 5 | S. on US17 6 | FROM WEST ON C = DUMMY TO S. on US17 7 | N. on US17 8 | W. on DUMMY 9 | TOTAL all veh's. | SPECIAL COUNTS: DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2:00P | 0 | 264 | 0 | 299 | 0 | 16 | 0 | 0 | 0 | 579 | 33 | 17 | 0 | 50 |
| 2:15P | 0 | 296 | 0 | 281 | 0 | 17 | 0 | 0 | 0 | 594 | 21 | 28 | 0 | 49 |
| 2:30P | 0 | 327 | 0 | 319 | 0 | 17 | 0 | 0 | 0 | 663 | 22 | 16 | 0 | 38 |
| 2:45P | 0 | 381 | 0 | 272 | 0 | 15 | 0 | 0 | 0 | 668 | 27 | 13 | 0 | 40 |
| 3:00P | 0 | 331 | 0 | 295 | 0 | 12 | 0 | 0 | 0 | 638 | 35 | 14 | 0 | 49 |
| 3:15P | 0 | 417 | 0 | 312 | 0 | 13 | 0 | 0 | 0 | 742 | 33 | 12 | 0 | 45 |
| 3:30P | 0 | 393 | 0 | 305 | 0 | 22 | 0 | 0 | 0 | 720 | 31 | 13 | 0 | 44 |
| 3:45P | 0 | 459 | 0 | 346 | 0 | 12 | 0 | 0 | 0 | 817 | 25 | 20 | 0 | 45 |
| 4:00P | 0 | 375 | 0 | 367 | 0 | 22 | 0 | 0 | 0 | 764 | 32 | 12 | 0 | 44 |
| 4:15P | 0 | 406 | 0 | 353 | 0 | 11 | 0 | 0 | 0 | 770 | 24 | 8 | 0 | 32 |
| 4:30P | 0 | 413 | 0 | 314 | 0 | 19 | 0 | 0 | 0 | 746 | 27 | 13 | 0 | 40 |
| 4:45P | 0 | 467 | 0 | 345 | 0 | 21 | 0 | 0 | 0 | 833 | 27 | 16 | 0 | 43 |
| 5:00P | 0 | 492 | 0 | 375 | 0 | 10 | 0 | 0 | 0 | 877 | 24 | 10 | 0 | 34 |
| 5:15P | 0 | 566 | 0 | 383 | 0 | 14 | 0 | 0 | 0 | 963 | 27 | 3 | 0 | 30 |
| 5:30P | 0 | 506 | 0 | 359 | 0 | 22 | 0 | 0 | 0 | 887 | 11 | 10 | 0 | 21 |
| 5:45P | 0 | 419 | 0 | 384 | 0 | 18 | 0 | 0 | 0 | 821 | 19 | 15 | 1 | 35 |
| 6:00P | 0 | 418 | 0 | 291 | 0 | 22 | 0 | 0 | 0 | 731 | 16 | 3 | 0 | 19 |
| 6:15P | 0 | 359 | 0 | 287 | 0 | 20 | 0 | 0 | 0 | 666 | 13 | 6 | 0 | 19 |
| 6:30P | | | | | | | | | | | | | | |
| 6:45P | | | | | | | | | | | | | | |
| 7:00P | 0 | 244 | 0 | 219 | 0 | 15 | 0 | 0 | 0 | 478 | 9 | 8 | 0 | 17 |
| 7:15P | 0 | 237 | 0 | 213 | 0 | 18 | 0 | 0 | 0 | 468 | 7 | 8 | 0 | 15 |
| 7:30P | 0 | 203 | 0 | 160 | 0 | 14 | 0 | 0 | 0 | 377 | 9 | 9 | 0 | 18 |
| 7:45P | 0 | 217 | 0 | 141 | 0 | 13 | 0 | 0 | 0 | 371 | 2 | 2 | 0 | 4 |
| 8:00P | | | | | | | | | | | | | | |
| 8:15P | | | | | | | | | | | | | | |
| 8:30P | | | | | | | | | | | | | | |
| 8:45P | | | | | | | | | | | | | | |
| 9:00P | | | | | | | | | | | | | | |
| 9:15P | | | | | | | | | | | | | | |
| 9:30P | | | | | | | | | | | | | | |
| 9:45P | | | | | | | | | | | | | | |
| 13.00-HOUR TOTALS | 0 | 15960 | 0 | 16169 | 0 | 592 | 0 | 0 | 0 | 32721 | 1350 | 772 | 1 | 2123 |
| 24-HOUR PROJECTION | 0 | 20428 | 0 | 20695 | 0 | 758 | 0 | 0 | 0 | 41881 | 1431 | 1004 | 1 | 2436 |
| AM PEAK HOUR BEGINS AT 7:45A TOTALS | 0 | 1327 | 0 | 1803 | 0 | 20 | 0 | 0 | 0 | 3150 | 166 | 87 | 0 | 253 |
| PM PEAK HOUR BEGINS AT 4:45P TOTALS | 0 | 2031 | 0 | 1462 | 0 | 67 | 0 | 0 | 0 | 3560 | 89 | 39 | 0 | 128 |

| SHORT LABEL | ROAD, STREET or DRIVEWAY |
|---|---|
| US17 = | US 17 |

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

| INTER-SECTION TOTALS AND FACTORS: | VOLUME SURVEYED | AM PEAK VOLUME AT 7:45A | PEAK HOUR PERCENTAGES |
|---|---|---|---|
| | 32721 | 3150 | AM: 8%<br>PM: 9% |
| | PROJECTED 24-HOUR TOTAL | PM PEAK VOLUME AT 4:45P | PEAK HOUR FACTORS |
| | 41881 | 3560 | AM: 0.92<br>PM: 0.92 |

TRUCKS TOTALS ON NORTH APPROACH OF US 17

| | DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|
| SURVEY | 1350 | 772 | 1 | 2123 |
| PROJECTED | 1431 | 1004 | 1 | 2436 |
| PERCENTAGE | 3.5% | 2.4% | 0.0% | 5.9% |

| TOTALS AND FACTORS BY APPROACH: | A = NORTH APPR. OF US 17 | | B = SOUTH APPR. OF US 17 | | C = WEST APPR. OF DUMMY | |
|---|---|---|---|---|---|---|
| ALL HOURS IN SURVEY | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. |
| ENT. VOL. | 15960 | 20428 | 16761 | 21453 | 0 | 0 |
| EXT. VOL. | 16169 | 20695 | 16552 | 21186 | 0 | 0 |
| TOTAL VOL. | 32129 | 41123 | 33313 | 42639 | 0 | 0 |
| AM PEAK | HOUR BEGINS: | 7:45A | HOUR BEGINS: | 7:45A | HOUR BEGINS: | 12:00A |
| | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. |
| ENT. VOL. | 1327 | 42% | 1823 | 58% | 0 | --- |
| EXT. VOL. | 1803 | 58% | 1347 | 42% | 0 | --- |
| TOTAL VOL. | 3130 | --- | 3170 | --- | 0 | --- |
| | % OF 24-HR. | PK. HR. FACTOR | % OF 24-HR. | PK. HR. FACTOR | % OF 24-HR. | PK. HR. FACTOR |
| FACTORS | 7.6% | 0.92 | 7.4% | 0.92 | NA | NA |
| PM PEAK | HOUR BEGINS: | 4:45P | HOUR BEGINS: | 4:45P | HOUR BEGINS: | 11:45A |
| | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. |
| ENT. VOL. | 2031 | 58% | 1529 | 42% | 0 | --- |
| EXT. VOL. | 1462 | 42% | 2098 | 58% | 0 | --- |
| TOTAL VOL. | 3493 | --- | 3627 | --- | 0 | --- |
| | % OF 24-HR. | PK. HR. FACTOR | % OF 24-HR. | PK. HR. FACTOR | % OF 24-HR. | PK. HR. FACTOR |
| FACTORS | 8.5% | 0.92 | 8.5% | 0.93 | NA | NA |

TURNING MOVEMENT SUMMARY
Section 3: 24-Hour Counts Diagram

```
                                    NORTH APPROACH
                                        US17
                                      +-------+
                                      |41123 |
                                      +-------+
                                     0 20428     0
                                   Right Thru U-turn



                 0 U-turn              TOTAL ENTERING VOLUME:

DUMMY      0     0  Left                  ++======++
                                          ||41881 ||
                 0  Right                 ++======++



                                   U-turn Left  Thru
                                     758     0 20695
                                      +-------+
                                      |42639 |
                                      +-------+
                                        US17
                                    SOUTH APPROACH
```

TURNING MOVEMENT SUMMARY
Section 4: AM Peak Hour Diagram
7:45A

NORTH APPROACH
US17

```
+-------+
| 3130 |
+-------+
```

0 1327 0
Right Thru U-turn

| | | | |
|---|---|---|---|
| | | 0 | U-turn |
| DUMMY | 0 | 0 | Left |
| | | 0 | Right |

TOTAL ENTERING VOLUME:

```
++=======++
|| 3150 ||
++=======++
```

U-turn Left Thru
20 0 1803

```
+-------+
| 3170 |
+-------+
```

US17
SOUTH APPROACH

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

NORTH APPROACH
US17

```
+-------+
| 3493 |
+-------+
```

0 2031 0
Right Thru U-turn

0 U-turn

DUMMY 0 0 Left

0 Right

TOTAL ENTERING VOLUME:

```
++=======++
|| 3560 ||
++=======++
```

U-turn Left Thru
67 0 1462

```
+-------+
| 3627 |
+-------+
```

US17
SOUTH APPROACH