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

COUNTY: ROCKINGHAM IN CITY: REIDSVILLE

INTERSECTION: US 29 BUS/NC 87 & SR 2516 FRONT ST & ASHECROFT ST

STATION #: 08TM0214 COUNTED BY: SENTERS

DATE: August 13 & 15, 2008 DAY OF WEEK: Friday, Wednesday

SPECIAL COUNTS: TRUCKS
CLASSIFICATIONS:
DUAL TTST TWIN

ROUTE:
US 29 BUS/NC 87
APPROACH: NORTHWEST

**********

| TIME PERIOD | FROM NORTHEAST ON A = SR 2516 FRONT ST TO NW. on US29BUS 1 | SW. on ASHCROFT 2 | SE. on US29BUS 3 | FROM SOUTHEAST ON B = US 29 BUS/NC 87 TO NE. on SR2516 4 | NW. on US29BUS 5 | SW. on ASHCROFT 6 | FROM SOUTHWEST ON C = ASHECROFT ST TO SE. on US29BUS 7 | NE. on SR2516 8 | NW. on US29BUS 9 | FROM NORTHWEST ON D = US 29 BUS/NC 87 TO SW. on ASHCROFT 10 | SE. on US29BUS 11 | NE. on SR2516 12 | TOTAL all veh's. | SPECIAL COUNTS: DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:00A | 1 | 0 | 8 | 13 | 16 | 2 | 0 | 1 | 0 | 0 | 38 | 0 | 79 | 2 | 1 | 0 | 3 |
| 6:15A | 0 | 0 | 6 | 6 | 21 | 0 | 0 | 0 | 0 | 2 | 53 | 0 | 88 | 2 | 1 | 0 | 3 |
| 6:30A | 0 | 0 | 5 | 8 | 26 | 1 | 0 | 1 | 0 | 1 | 62 | 0 | 104 | 2 | 1 | 0 | 3 |
| 6:45A | 0 | 0 | 3 | 13 | 42 | 0 | 1 | 1 | 0 | 0 | 86 | 0 | 146 | 4 | 1 | 0 | 5 |
| 7:00A | 1 | 0 | 6 | 15 | 41 | 0 | 2 | 0 | 1 | 2 | 82 | 1 | 151 | 3 | 5 | 0 | 8 |
| 7:15A | 0 | 0 | 7 | 12 | 54 | 0 | 3 | 1 | 1 | 0 | 102 | 0 | 180 | 2 | 0 | 0 | 2 |
| 7:30A | 2 | 1 | 11 | 15 | 70 | 1 | 2 | 4 | 1 | 1 | 91 | 2 | 201 | 11 | 6 | 0 | 17 |
| 7:45A | 0 | 0 | 8 | 15 | 90 | 0 | 4 | 2 | 2 | 2 | 103 | 1 | 227 | 9 | 3 | 0 | 12 |
| 8:00A | 3 | 0 | 7 | 25 | 83 | 1 | 3 | 3 | 0 | 0 | 87 | 1 | 213 | 15 | 2 | 0 | 17 |
| 8:15A | 0 | 0 | 9 | 23 | 75 | 1 | 2 | 0 | 0 | 1 | 75 | 2 | 188 | 8 | 4 | 0 | 12 |
| 8:30A | 0 | 0 | 9 | 32 | 70 | 0 | 1 | 2 | 0 | 3 | 105 | 0 | 222 | 8 | 3 | 0 | 11 |
| 8:45A | 0 | 0 | 6 | 19 | 76 | 1 | 4 | 4 | 0 | 0 | 101 | 2 | 213 | 11 | 5 | 0 | 16 |
| 9:00A | 0 | 0 | 9 | 23 | 75 | 2 | 5 | 1 | 2 | 1 | 81 | 3 | 202 | 17 | 5 | 0 | 22 |
| 9:15A | 2 | 0 | 5 | 24 | 83 | 0 | 0 | 2 | 1 | 1 | 76 | 0 | 194 | 11 | 2 | 0 | 13 |
| 9:30A | 1 | 1 | 9 | 22 | 66 | 0 | 1 | 0 | 1 | 1 | 92 | 1 | 195 | 14 | 0 | 0 | 14 |
| 9:45A | 0 | 1 | 5 | 24 | 91 | 1 | 0 | 0 | 0 | 2 | 98 | 4 | 226 | 10 | 5 | 0 | 15 |
| 10:00A | | | | | | | | | | | | | | | | | |
| 10:15A | | | | | | | | | | | | | | | | | |
| 10:30A | 3 | 2 | 5 | 26 | 96 | 1 | 1 | 0 | 2 | 1 | 106 | 1 | 244 | 8 | 5 | 0 | 13 |
| 10:45A | 2 | 1 | 7 | 28 | 88 | 1 | 2 | 0 | 1 | 0 | 123 | 1 | 254 | 13 | 7 | 0 | 20 |
| 11:00A | 2 | 0 | 11 | 24 | 94 | 1 | 0 | 1 | 2 | 2 | 103 | 1 | 241 | 10 | 6 | 0 | 16 |
| 11:15A | 0 | 0 | 10 | 22 | 94 | 1 | 0 | 1 | 0 | 2 | 92 | 3 | 225 | 9 | 4 | 0 | 13 |
| 11:30A | 1 | 0 | 15 | 18 | 104 | 2 | 1 | 6 | 1 | 2 | 98 | 5 | 253 | 11 | 1 | 0 | 12 |
| 11:45A | 8 | 0 | 15 | 27 | 90 | 1 | 0 | 1 | 1 | 2 | 121 | 2 | 268 | 9 | 3 | 0 | 12 |
| 12:00P | 1 | 1 | 11 | 24 | 132 | 1 | 2 | 1 | 1 | 1 | 133 | 2 | 310 | 13 | 6 | 0 | 19 |
| 12:15P | 1 | 1 | 8 | 27 | 100 | 2 | 0 | 2 | 2 | 2 | 122 | 2 | 269 | 9 | 5 | 0 | 14 |
| 12:30P | 2 | 0 | 15 | 31 | 110 | 0 | 3 | 2 | 0 | 4 | 128 | 6 | 301 | 12 | 5 | 0 | 17 |
| 12:45P | 3 | 1 | 6 | 35 | 112 | 0 | 2 | 3 | 3 | 2 | 134 | 4 | 305 | 9 | 4 | 0 | 13 |
| 1:00P | 1 | 0 | 8 | 19 | 119 | 1 | 2 | 2 | 1 | 1 | 125 | 3 | 282 | 10 | 4 | 0 | 14 |
| 1:15P | 3 | 1 | 7 | 27 | 92 | 4 | 2 | 0 | 2 | 4 | 127 | 4 | 273 | 11 | 3 | 1 | 15 |
| 1:30P | 2 | 2 | 9 | 21 | 102 | 5 | 3 | 0 | 2 | 6 | 120 | 4 | 276 | 9 | 3 | 0 | 12 |
| 1:45P | 1 | 1 | 6 | 29 | 99 | 8 | 4 | 1 | 3 | 5 | 129 | 5 | 291 | 12 | 5 | 0 | 17 |

| SHORT LABEL | ROAD, STREET or DRIVEWAY |
|---|---|
| SR2516 | = SR 2516 FRONT ST |
| US29BUS | = US 29 BUS/NC 87 |
| ASHCROFT | = ASHECROFT ST |

| TIME PERIOD | FROM NORTHEAST ON A = SR 2516 FRONT ST TO NW. on US29BUS 1 | SW. on ASHCROFT 2 | SE. on US29BUS 3 | FROM SOUTHEAST ON B = US 29 BUS/NC 87 TO NE. on SR2516 4 | NW. on US29BUS 5 | SW. on ASHCROFT 6 | FROM SOUTHWEST ON C = ASHECROFT ST TO SE. on US29BUS 7 | NE. on SR2516 8 | NW. on US29BUS 9 | FROM NORTHWEST ON D = US 29 BUS/NC 87 TO SW. on ASHCROFT 10 | SE. on US29BUS 11 | NE. on SR2516 12 | TOTAL all veh's. | SPECIAL COUNTS: DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2:00P | 2 | 0 | 7 | 25 | 80 | 3 | 0 | 0 | 0 | 0 | 100 | 4 | 221 | 11 | 2 | 0 | 13 |
| 2:15P | 1 | 1 | 3 | 26 | 80 | 0 | 2 | 0 | 1 | 1 | 126 | 0 | 241 | 12 | 4 | 0 | 16 |
| 2:30P | 3 | 0 | 7 | 27 | 75 | 3 | 2 | 1 | 1 | 1 | 92 | 1 | 213 | 5 | 1 | 0 | 6 |
| 2:45P | 7 | 0 | 8 | 24 | 75 | 4 | 1 | 1 | 0 | 0 | 114 | 3 | 237 | 6 | 2 | 0 | 8 |
| 3:00P | 1 | 0 | 7 | 24 | 79 | 0 | 0 | 0 | 0 | 1 | 113 | 2 | 227 | 7 | 1 | 0 | 8 |
| 3:15P | 1 | 0 | 10 | 27 | 71 | 2 | 2 | 0 | 1 | 0 | 97 | 1 | 212 | 2 | 3 | 0 | 5 |
| 3:30P | 2 | 1 | 4 | 27 | 82 | 0 | 0 | 0 | 0 | 0 | 83 | 3 | 202 | 7 | 2 | 0 | 9 |
| 3:45P | 1 | 2 | 6 | 25 | 93 | 1 | 1 | 0 | 2 | 0 | 105 | 3 | 239 | 11 | 1 | 0 | 12 |
| 4:00P | 1 | 0 | 9 | 24 | 101 | 1 | 0 | 0 | 0 | 1 | 104 | 3 | 244 | 6 | 6 | 0 | 12 |
| 4:15P | 1 | 0 | 9 | 23 | 86 | 4 | 1 | 0 | 2 | 0 | 118 | 2 | 246 | 4 | 1 | 0 | 5 |
| 4:30P | 3 | 1 | 8 | 45 | 127 | 1 | 1 | 2 | 2 | 2 | 94 | 2 | 288 | 3 | 3 | 0 | 6 |
| 4:45P | 4 | 0 | 9 | 24 | 115 | 4 | 2 | 0 | 1 | 4 | 121 | 2 | 286 | 11 | 2 | 0 | 13 |
| 5:00P | 7 | 0 | 6 | 38 | 118 | 2 | 1 | 0 | 0 | 0 | 134 | 1 | 307 | 3 | 2 | 0 | 5 |
| 5:15P | 4 | 2 | 10 | 43 | 125 | 6 | 1 | 2 | 2 | 3 | 136 | 4 | 338 | 5 | 1 | 0 | 6 |
| 5:30P | 3 | 1 | 5 | 46 | 106 | 2 | 6 | 0 | 2 | 1 | 106 | 1 | 279 | 5 | 1 | 0 | 6 |
| 5:45P | 2 | 0 | 8 | 35 | 131 | 5 | 5 | 2 | 1 | 2 | 92 | 2 | 285 | 1 | 0 | 0 | 1 |
| 6:00P | 5 | 0 | 8 | 40 | 103 | 2 | 2 | 0 | 0 | 4 | 98 | 2 | 264 | 4 | 1 | 0 | 5 |
| 6:15P | 0 | 0 | 6 | 24 | 100 | 2 | 2 | 1 | 0 | 0 | 93 | 3 | 231 | 3 | 0 | 0 | 3 |
| 6:30P | | | | | | | | | | | | | | | | | |
| 6:45P | | | | | | | | | | | | | | | | | |
| 7:00P | 1 | 1 | 8 | 19 | 64 | 2 | 0 | 1 | 2 | 5 | 87 | 3 | 193 | 1 | 0 | 0 | 1 |
| 7:15P | 2 | 0 | 8 | 24 | 71 | 1 | 4 | 1 | 1 | 4 | 86 | 1 | 203 | 1 | 1 | 0 | 2 |
| 7:30P | 1 | 1 | 5 | 16 | 59 | 3 | 2 | 0 | 1 | 1 | 73 | 1 | 163 | 4 | 0 | 0 | 4 |
| 7:45P | 1 | 2 | 6 | 22 | 51 | 2 | 1 | 0 | 3 | 2 | 64 | 2 | 156 | 3 | 1 | 0 | 4 |
| 8:00P | | | | | | | | | | | | | | | | | |
| 8:15P | | | | | | | | | | | | | | | | | |
| 8:30P | | | | | | | | | | | | | | | | | |
| 8:45P | | | | | | | | | | | | | | | | | |
| 9:00P | | | | | | | | | | | | | | | | | |
| 9:15P | | | | | | | | | | | | | | | | | |
| 9:30P | | | | | | | | | | | | | | | | | |
| 9:45P | | | | | | | | | | | | | | | | | |
| 13.00-HOUR TOTALS | 93 | 25 | 403 | 1275 | 4403 | 88 | 86 | 53 | 52 | 83 | 5229 | 106 | 11896 | 389 | 140 | 1 | 530 |
| 24-HOUR PROJECTION | 122 | 32 | 527 | 1666 | 5636 | 111 | 109 | 68 | 66 | 105 | 6693 | 139 | 15273 | 412 | 182 | 1 | 596 |
| AM PEAK HOUR BEGINS AT 11:30A TOTALS | 11 | 2 | 49 | 96 | 426 | 6 | 3 | 10 | 5 | 7 | 474 | 11 | 1100 | 42 | 15 | 0 | 57 |
| PM PEAK HOUR BEGINS AT 4:30P TOTALS | 18 | 3 | 33 | 150 | 485 | 13 | 5 | 4 | 5 | 9 | 485 | 9 | 1219 | 22 | 8 | 0 | 30 |

| SHORT LABEL | | ROAD, STREET or DRIVEWAY |
|---|---|---|
| SR2516 | = | SR 2516 FRONT ST |
| US29BUS | = | US 29 BUS/NC 87 |
| ASHCROFT | = | ASHECROFT ST |

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 | |
|---|---|---|---|---|
| | 11896 | 1100 | AM: | 7% |
| | PROJECTED 24-HOUR TOTAL | PM PEAK VOLUME AT 4:30P | PM: | 8% |
| | 15273 | 1219 | PEAK HOUR FACTORS | |
| | | | AM: | 0.89 |
| | | | PM: | 0.90 |

TRUCKS TOTALS ON NORTHWEST APPROACH OF US 29 BUS/NC 87

| | DUALS | TTSTS | TWINS | TOTAL TRUCKS |
|---|---|---|---|---|
| SURVEY | 389 | 140 | 1 | 530 |
| PROJECTED | 412 | 182 | 1 | 596 |
| PERCENTAGE | 3.2% | 1.4% | 0.0% | 4.7 |

| TOTALS AND FACTORS BY APPROACH: | A = NORTHEAST APPR. OF SR 2516 FRONT ST | | B = SOUTHEAST APPR. OF US 29 BUS/NC 87 | | C = SOUTHWEST APPR. OF ASHECROFT ST | | D = NORTHWEST APPR. OF US 29 BUS/NC 87 | |
|---|---|---|---|---|---|---|---|---|
| ALL HOURS IN SURVEY | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. | SURVEY | PROJ. 24-HR. |
| ENT. VOL. | 521 | 680 | 5766 | 7413 | 191 | 243 | 5418 | 6936 |
| EXT. VOL. | 1434 | 1873 | 5718 | 7328 | 196 | 249 | 4548 | 5823 |
| TOTAL VOL. | 1955 | 2553 | 11484 | 14741 | 387 | 492 | 9966 | 12759 |
| 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. | 62 | 35% | 528 | 50% | 18 | 55% | 492 | 53% |
| EXT. VOL. | 117 | 65% | 526 | 50% | 15 | 45% | 442 | 47% |
| TOTAL VOL. | 179 | --- | 1054 | --- | 33 | --- | 934 | --- |
| | % 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% | 0.84 | 7% | 0.87 | 7% | 0.69 | 7% | 0.86 |
| PM PEAK | HOUR BEGINS: | 5:15P | HOUR BEGINS: | 4:30P | HOUR BEGINS: | 1:00P | HOUR BEGINS: | 4:30P |
| | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. | SURVEY | DIR. DIST. |
| ENT. VOL. | 48 | 21% | 648 | 55% | 22 | 37% | 503 | 50% |
| EXT. VOL. | 177 | 79% | 523 | 45% | 38 | 63% | 508 | 50% |
| TOTAL VOL. | 225 | --- | 1171 | --- | 60 | --- | 1011 | --- |
| | % 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 | 9% | 0.87 | 8% | 0.91 | 12% | 0.68 | 8% | 0.92 |

TURNING MOVEMENT SUMMARY
Section 3: 24-Hour Counts Diagram

```
NORTHWEST APPROACH                                                    NORTHEAST APPROACH
     US29BUS                                                                SR2516
     +------+                                                          +------+
     |12759 |                                                          | 2553 |
     +------+          139                                      122    +------+
            6693          Left                          Right       32
        105          Thru                                   Thru          527
            Right                                                 Left

                                  TOTAL ENTERING VOLUME:

                                     ++=======++
                                     ||15273 ||
                                     ++=======++

            Left                                                  Right
        66          Thru                                   Thru          1666
              68          Right                      Left          5636
     +------+          109                                      111    +------+
     |  492 |                                                          |14741 |
     +------+                                                          +------+
     ASHCROFT                                                                US29BUS
SOUTHWEST APPROACH                                                    SOUTHEAST APPROACH
```

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

```
NORTHWEST APPROACH                                                    NORTHEAST APPROACH
     US29BUS                                                                SR2516
     +-------+                                                          +-------+
     |  934 |                                                          |  179 |
     +-------+          11                                              +-------+
            474          Left                                  11
         7          Thru                                  Right          2
            Right                                                Thru          49
                                                                    Left

                                TOTAL ENTERING VOLUME:

                                   ++=======++
                                   || 1100 ||
                                   ++=======++

            Left                                                    Right
         5          Thru                                          Thru          96
            10          Right                                Left          426
     +-------+          3                                          6      +-------+
     |   33 |                                                          | 1054 |
     +-------+                                                          +-------+
     ASHCROFT                                                                US29BUS
SOUTHWEST APPROACH                                                    SOUTHEAST APPROACH
```

TURNING MOVEMENT SUMMARY
Section 5: PM Peak Hour Diagram
4:30P

```
NORTHWEST APPROACH                                                    NORTHEAST APPROACH
     US29BUS                                                                SR2516
     +-------+                                                          +-------+
     | 1011 |                                                          |  217 |
     +-------+          9                                          18   +-------+
            485        Left                                  Right          3
         9        Thru                                            Thru          33
            Right                                                      Left

                                  TOTAL ENTERING VOLUME:

                                     ++=======++
                                     || 1219 ||
                                     ++=======++

            Left                                                      Right
         5        Thru                                            Thru         150
              4        Right                                  Left         485
     +-------+          5                                          13   +-------+
     |   39 |                                                          | 1171 |
     +-------+                                                          +-------+
     ASHCROFT                                                                US29BUS
SOUTHWEST APPROACH                                                    SOUTHEAST APPROACH
```