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

NCDOT

COUNTY: CABARRUS IN CITY: MT PLEASANT

INTERSECTION: NC 49 & JACKSON ST

STATION #: 08TM0253 COUNTED BY: POWELL

DATE: October 13 & 15, 2008 DAY OF WEEK: Wednesday, Monday

SPECIAL COUNTS: TRUCKS
CLASSIFICATIONS:
DUAL TTST TWIN

ROUTE:
NC 49
APPROACH: EAST

TIME PERIOD	FROM NORTH ON A = JACKSON ST TO W. on NC49 1	S. on JACKSON 2	E. on NC49 3	FROM EAST ON B = NC 49 TO N. on JACKSON 4	W. on NC49 5	S. on JACKSON 6	FROM SOUTH ON C = JACKSON ST TO E. on NC49 7	N. on JACKSON 8	W. on NC49 9	FROM WEST ON D = NC 49 TO S. on JACKSON 10	E. on NC49 11	N. on JACKSON 12	TOTAL all veh's.	SPECIAL COUNTS: DUALS	TTSTS	TWINS	TOTAL TRUCKS
6:00A	1	0	0	0	72	0	0	0	0	0	25	1	99	8	9	0	17
6:15A	0	0	0	0	90	0	0	0	2	0	31	0	123	9	10	0	19
6:30A	2	0	0	0	79	0	0	0	1	0	31	1	114	7	3	0	10
6:45A	4	0	0	0	92	0	0	0	2	0	29	0	127	1	8	0	9
7:00A	0	0	0	0	99	0	0	1	1	0	37	2	140	4	8	0	12
7:15A	5	0	0	0	73	0	0	0	2	0	52	2	134	6	8	0	14
7:30A	3	0	0	0	65	0	1	1	0	2	51	1	124	7	4	0	11
7:45A	3	1	0	1	68	0	0	1	1	0	33	4	112	2	7	0	9
8:00A	8	0	0	4	81	0	0	0	1	1	40	3	138	3	9	0	12
8:15A	22	2	0	1	48	0	1	0	0	1	56	8	139	3	14	0	17
8:30A	25	4	1	0	70	0	0	0	0	1	62	3	166	13	3	0	16
8:45A	5	1	0	0	58	0	0	1	2	2	32	1	102	7	9	0	16
9:00A	9	0	0	0	51	0	0	0	1	2	36	3	102	3	12	0	15
9:15A	5	0	0	0	56	0	0	0	1	1	34	0	97	10	8	0	18
9:30A	1	0	0	0	60	0	0	0	1	1	36	2	101	10	13	0	23
9:45A	1	0	0	0	42	0	0	0	1	0	37	1	82	4	10	0	14
10:00A																	
10:15A																	
10:30A	3	0	0	0	42	0	0	0	1	1	38	1	86	5	9	0	14
10:45A	1	0	0	0	41	0	0	0	1	0	38	0	81	5	15	0	20
11:00A	1	0	0	0	45	0	0	0	1	0	40	1	88	9	8	0	17
11:15A	1	0	0	0	30	0	0	0	1	0	41	1	74	5	7	0	12
11:30A	0	0	0	0	39	0	0	0	0	0	34	3	76	4	11	0	15
11:45A	1	1	0	0	43	0	1	0	0	0	29	0	75	5	12	0	17
12:00P	2	0	0	0	38	0	1	0	0	0	51	3	95	6	9	0	15
12:15P	1	0	0	0	37	0	0	0	0	0	37	2	77	7	9	0	16
12:30P	2	0	0	0	43	0	0	0	1	1	51	3	101	5	5	0	10
12:45P	2	0	0	0	44	0	0	1	0	0	33	1	81	6	11	0	17
1:00P	2	0	0	1	42	0	0	1	0	0	44	1	91	4	10	0	14
1:15P	1	1	0	0	40	1	0	1	1	1	36	2	84	3	9	0	12
1:30P	2	1	0	0	40	0	0	1	0	1	38	0	83	7	4	0	11
1:45P	0	1	0	0	60	0	2	0	0	1	40	4	108	9	8	0	17

SHORT LABEL	ROAD, STREET or DRIVEWAY
JACKSON =	JACKSON ST
NC49 =	NC 49

TIME PERIOD	FROM NORTH ON A = JACKSON ST TO W. on NC49 1	S. on JACKSON 2	E. on NC49 3	FROM EAST ON B = NC 49 TO N. on JACKSON 4	W. on NC49 5	S. on JACKSON 6	FROM SOUTH ON C = JACKSON ST TO E. on NC49 7	N. on JACKSON 8	W. on NC49 9	FROM WEST ON D = NC 49 TO S. on JACKSON 10	E. on NC49 11	N. on JACKSON 12	TOTAL all veh's.	SPECIAL COUNTS: DUALS	TTSTS	TWINS	TOTAL TRUCKS
2:00P	3	1	0	0	43	0	0	0	0	0	39	1	87	5	11	0	16
2:15P	1	0	0	0	47	0	0	0	0	1	38	1	88	8	13	0	21
2:30P	2	1	0	0	38	0	0	1	1	2	41	5	91	7	8	0	15
2:45P	0	0	0	0	55	0	0	0	1	1	47	5	109	6	6	0	12
3:00P	9	1	0	0	38	0	0	2	1	0	67	3	121	9	2	0	11
3:15P	9	1	2	0	34	0	0	0	0	1	57	3	107	8	7	0	15
3:30P	7	2	0	1	18	1	0	0	1	2	57	2	91	3	8	0	11
3:45P	2	1	0	2	43	0	0	1	0	0	47	3	99	8	9	0	17
4:00P	3	2	0	1	34	0	0	0	1	3	51	2	97	5	7	0	12
4:15P	1	1	0	0	43	0	1	1	1	0	64	1	113	4	4	0	8
4:30P	1	0	0	0	42	0	1	1	0	0	70	2	117	4	0	0	4
4:45P	3	2	0	0	61	0	0	0	0	0	64	1	131	4	6	0	10
5:00P	1	0	0	0	55	0	0	1	0	0	67	2	126	5	4	0	9
5:15P	0	2	0	0	42	0	1	1	0	2	75	3	126	3	2	0	5
5:30P	2	0	0	0	69	0	0	0	0	0	82	2	155	4	3	0	7
5:45P	2	0	0	0	48	0	0	0	3	0	78	4	135	3	1	0	4
6:00P	1	0	0	0	48	0	0	0	0	1	63	3	116	3	5	0	8
6:15P	3	0	0	0	54	0	0	0	0	4	54	2	117	6	3	0	9
6:30P																	
6:45P																	
7:00P	3	0	0	0	41	0	0	0	0	0	34	1	79	0	2	0	2
7:15P	3	0	0	0	37	0	0	0	0	0	48	1	89	4	0	0	4
7:30P	2	0	0	0	30	0	0	0	1	4	40	1	78	0	2	0	2
7:45P	2	1	0	0	25	0	0	0	1	2	44	6	81	3	2	0	5
8:00P	1	0	0	0	19	0	0	0	0	0	48	4	72	3	1	1	5
8:15P	0	0	0	0	23	0	0	0	0	1	26	1	51	1	2	0	3
8:30P	1	0	0	0	18	0	0	1	0	1	25	3	49	2	2	0	4
8:45P	0	0	0	0	15	0	0	0	0	0	28	2	45	0	1	0	1
9:00P	0	0	0	0	19	0	0	0	0	0	15	2	36	1	1	1	3
9:15P	0	0	0	0	10	0	0	0	0	0	21	1	32	0	2	0	2
9:30P	0	0	0	0	18	0	0	0	0	0	21	1	40	1	2	0	3
9:45P	0	0	0	0	7	0	0	0	0	0	8	0	15	0	1	0	1
15.00-HOUR TOTALS	175	27	3	11	2762	2	9	17	33	41	2591	122	5793	287	379	2	668
24-HOUR PROJECTION	201	31	3	13	3217	2	10	19	38	47	3018	140	6739	301	474	3	778
AM PEAK HOUR BEGINS AT 7:45A TOTALS	58	7	1	6	267	0	1	1	2	3	191	18	555	21	33	0	54
PM PEAK HOUR BEGINS AT 5:00P TOTALS	5	2	0	0	214	0	1	2	3	2	302	11	542	15	10	0	25

SHORT LABEL	ROAD, STREET or DRIVEWAY
JACKSON	= JACKSON ST
NC49	= NC 49

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
	5793	555	AM: 8% PM: 8%
	PROJECTED 24-HOUR TOTAL	PM PEAK VOLUME AT 5:00P	PEAK HOUR FACTORS
	6739	542	AM: 0.84 PM: 0.87

TRUCKS TOTALS ON EAST APPROACH OF NC 49

	DUALS	TTSTS	TWINS	TOTAL TRUCKS
SURVEY	287	379	2	668
PROJECTED	301	474	3	778
PERCENTAGE	4.8%	7.6%	0.0%	12.4%

TOTALS AND FACTORS BY APPROACH:	A = NORTH APPR. OF JACKSON ST		B = EAST APPR. OF NC 49		C = SOUTH APPR. OF JACKSON ST		D = WEST APPR. OF NC 49	
ALL HOURS IN SURVEY	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.	SURVEY	PROJ. 24-HR.
ENT. VOL.	205	235	2775	3232	59	67	2754	3205
EXT. VOL.	150	172	2603	3032	70	80	2970	3456
TOTAL VOL.	355	407	5378	6263	129	147	5724	6661
AM PEAK	HOUR BEGINS: 7:45A		HOUR BEGINS: 6:45A		HOUR BEGINS: 8:15A		HOUR BEGINS: 7:45A	
	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.
ENT. VOL.	66	73%	329	66%	5	28%	212	39%
EXT. VOL.	25	27%	170	34%	13	72%	327	61%
TOTAL VOL.	91	---	499	---	18	---	539	---
	% 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	22%	0.69	8%	0.92	12%	0.75	8%	0.84
PM PEAK	HOUR BEGINS: 3:00P		HOUR BEGINS: 5:00P		HOUR BEGINS: 3:30P		HOUR BEGINS: 5:00P	
	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.	SURVEY	DIR. DIST.
ENT. VOL.	34	67%	214	41%	6	33%	315	59%
EXT. VOL.	17	33%	303	59%	12	67%	222	41%
TOTAL VOL.	51	---	517	---	18	---	537	---
	% 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	13%	0.85	8%	0.86	12%	0.75	8%	0.87

TURNING MOVEMENT SUMMARY
Section 3: 24-Hour Counts Diagram

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                                    NORTH APPROACH
                                       JACKSON
                                      +-------+
                                      |  407  |
                                      +-------+
                                    201    31     3
                                   Right Thru  Left

                                 140  Left
  WEST        +-------+
      NC49    | 6661 | 3018  Thru
APPROACH      +-------+
                          47  Right

                                 TOTAL ENTERING VOLUME:

                                    ++======++
                                    || 6739 ||
                                    ++======++

                                 Right   13
                                                +-------+        EAST
                                 Thru  3217 | 6263 |NC49
                                                +-------+      APPROACH
                                 Left     2

                                 Left  Thru  Right
                                   38    19    10
                                      +-------+
                                      |  147  |
                                      +-------+
                                       JACKSON
                                  SOUTH APPROACH
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                                    TURNING MOVEMENT SUMMARY
                                    Section 4:  AM Peak Hour Diagram
                                          7:45A

                                      NORTH APPROACH
                                         JACKSON
                                        +-------+
                                        |   91  |
                                        +-------+
                                      58      7      1
                                    Right Thru  Left


                        18  Left                TOTAL ENTERING VOLUME:                Right    6
  WEST        +-------+                                                                          +-------+        EAST
      NC49    |  539  |  191  Thru                  ++=======++                       Thru   267 |  466  |NC49
APPROACH      +-------+                             ||  555  ||                                 +-------+      APPROACH
                         3  Right                   ++=======++                       Left     0


                                    Left  Thru  Right
                                       2     1     1
                                        +-------+
                                        |   14  |
                                        +-------+
                                         JACKSON
                                     SOUTH APPROACH
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                                    TURNING MOVEMENT SUMMARY
                                    Section 5:  PM Peak Hour Diagram
                                          5:00P

                                      NORTH APPROACH
                                         JACKSON
                                        +-------+
                                        |   20 |
                                        +-------+
                                       5     2     0
                                    Right Thru  Left

                          11  Left                TOTAL ENTERING VOLUME:                Right    0
  WEST        +-------+                                                                          +-------+        EAST
      NC49    |  537 |  302  Thru                    ++=======++                      Thru   214 |  517 |NC49
APPROACH      +-------+                              ||  542 ||                                  +-------+      APPROACH
                           2  Right                  ++=======++                      Left     0

                                    Left  Thru  Right
                                       3     2     1
                                        +-------+
                                        |   10 |
                                        +-------+
                                         JACKSON
                                     SOUTH APPROACH
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