



PLANNING & INSPECTIONS DEPARTMENT

Joshua L. Grant, Manager

To: Board of County Commissioners

From: Jeremiah Combs, Planner

Date: October 14, 2024

Re: SUP #517
QuikTrip Corporation, applicant
Parcel ID# 02472, 02475, and 57407

The following information is for use by the Lincoln County Board of Commissioners at their meeting/public hearing on November 4, 2024.

Request

The applicant is requesting a special use permit to a gas station with convenience retail in the Eastern Lincoln Development District (ELDD) overlay. A site plan and a Traffic Impact Analysis for the proposed development are included with the application.

Site Area and Description

The request involves a 2.76-acre site located on the northeast corner of N.C. 16 Business and Unity Church Road in Catawba Springs Township. Approximately 1.42 acres of the site is located in the B-N (Neighborhood Business) zoning district; a concurrent rezoning request (ZMA #740) proposes to rezone this 1.42 acres to B-G (General Business). The remainder of the 2.76-acre site is already zoned B-G. The subject property is adjoined by property zoned B-N (Neighborhood Business), B-G (General Business), I-G (Industrial General), and R-SF (Residential Single-Family). Land uses in this area include industrial, business, residential, and civic uses. This property is located within an area that is designated by the Lincoln County Land Use Plan as Suburban Commercial Center, suitable for a variety of commercial uses to serve the daily needs of surrounding residential neighborhoods.



Specific Use Standards

§4.4.9. Gas Station with Convenience Retail

A. General Standards

1. Vehicle repair or service shall not be permitted.
2. All structures, including any attached canopy, shall conform to all setback requirements and be setback at least 200 feet from any residential district or use located on another lot.
3. Gasoline pumps, tanks and pump islands shall be located no closer than 20 feet to any side or rear property line or right-of-way.
4. No sign of any type or any gasoline pump or tank shall be located within 20 feet of a residential use.
5. A Class C buffer (see §3.4) shall be established along any side of the property where the gas station abuts a residential use, provided such buffer shall not restrict clear sight at any intersection or driveway.
6. Freestanding vents shall not be permitted.
7. Outdoor storage and display may be allowed subject to Board of Commissioners approval (see §3.10, Outdoor Storage and Display).

B. Fuel Canopies

1. The canopy shall be located no closer than 15 feet to any side or rear property line or right-of-way.
2. The canopy shall not exceed the height of the principal building, but in no case shall the canopy height exceed 20 feet.

Watershed

A portion of this parcel is located within the WS-IV Critical Area of the Catawba River/Lake Norman Watershed, which limits the density of nonresidential developments to a maximum impervious coverage of 24% of the project area. However, under the High Density Option, the maximum impervious coverage of such developments (those that do not include single-family or two-family homes) may be increased to 50% of the project area. Approval is on a project-by-project basis, subject to the issuance of a special use permit by the Board of Commissioners and compliance with the standards in §7.3.9 of the Unified Development Ordinance for the design, installation, inspection, and maintenance of the engineered stormwater control structure(s) that will control and treat the runoff from the developed site.



Special Use Permit Application

Lincoln County Planning and Inspections Department
Zoning Administrator
115 W. Main St., Lincolnton, NC 28092
Phone: (704) 736-8440 Fax: (704) 732-9010

PART I

Applicant Name Thomas Donton - QuikTrip Corporation

Applicant Address 3701 Arco Corporate Dr Suite 150, Charlotte, NC 28273

Applicant Phone Number 704-559-8015

Property Owner Name Statesville Land Company, LLC (Attn: James King)

Property Owner Address 8430 Double Eagle Gate Way, Charlotte, NC 28210

Property Owner Phone Number E-Mail: jimmyjam105@gmail.com

PART II

Property Location Northeast Corner of NC-16 & Unity Church Rd.

Property ID (10 digits) 4603750885
4603657545 Property size 1.3393 + 1.4174 from parcel 02472
4603656388

Parcel # (5 digits) 02472
02475 Deed Book(s) 2630 Page(s) 357
57407

PART III

Existing Zoning District ELDD

Briefly describe how the property is being used and any existing structures.
Vacant land

Briefly explain the proposed use and/or structure which would require a Special Use Permit.

Gas station with convenience retail

APPLICATION FEE (less than 2 acres \$250, 2+ acres \$500)
MUST BE RECEIVED BEFORE PROCESSING.

I hereby certify that all knowledge of the information provided for this application and attachments is true and correct to the best of my knowledge.

Applicant's Signature

9/5/2024
Date

Application # _____ Date _____

Applicant's Name Thomas Donton - QuikTrip Corporation

Applicant's Address 3701 Arco Corporate Dr Suite 150, Charlotte, NC 28273

Property Location Northeast Corner of NC-16 & Unity Church Rd. Existing Zoning ELDD

Proposed Special Use Gas station with convenience retail

PROPOSED FINDINGS OF FACT

1. The use will not materially endanger the public health or safety if located where proposed and developed according to plan. YES _____ X _____ NO _____

FACTUAL REASONS CITED: QuikTrip plans to develop the site in accordance with all local, state and DOT safety standards.

2. The use meets all required conditions and specifications. YES _____ X _____ NO _____

FACTUAL REASONS CITED: The site as planned meets all requirements of the UDO without a request for variance. With the proposed rezoning of the 1.4174 from parcel 02472, Convenience stores with fuel are allowed under B-G zoning and with an SUP in the ELDD.

3. The use will not substantially injure the value of adjoining or abutting property unless the use is a public necessity. YES _____ X _____ NO _____

FACTUAL REASONS CITED: With the availability of cross access from the proposed site to future development on the adjacent site, the affect on the value of the adjoining property is positive.

4. The location and character of use, if developed according to the plan as submitted and approved, will be in harmony with the area in which it is to be located and will be in general conformity with the Land Use Plan for the area in question. YES _____ X _____ NO _____

FACTUAL REASONS CITED: The future land use map shows the proposed site within the Suburban Commercial Center use. The proposed QuikTrip aligns with this use and similar existing sites and complimentary uses fall within this land use zone.



Lincoln County, NC

Office of the Tax Administrator, GIS Mapping Division

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Date: 10/15/2024 Scale: 1 Inch = 300 Feet

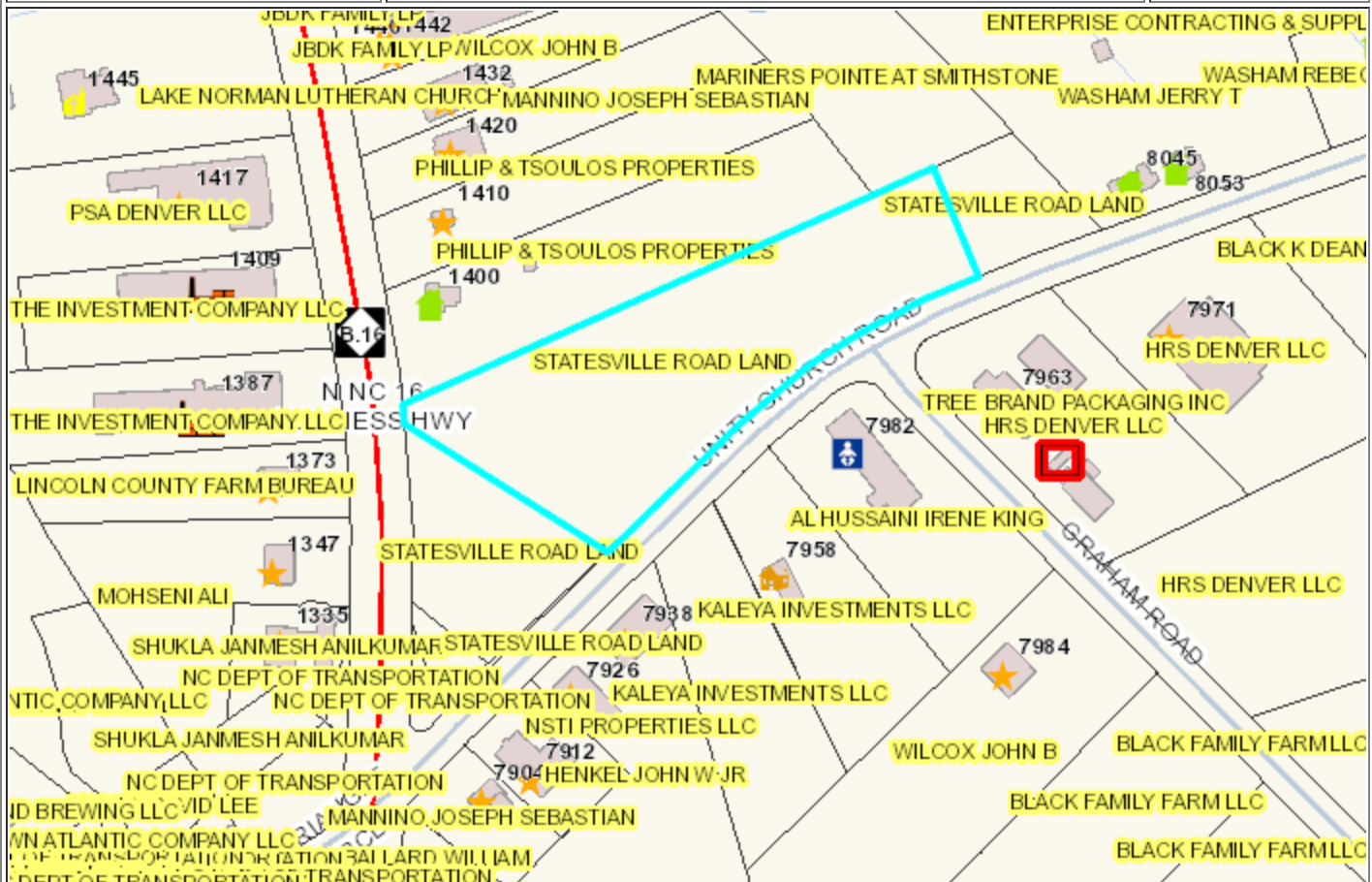


Photo Not Available

Parcel ID	02472	Owner	STATESVILLE ROAD LAND COMPANY LLC	
Map	4603	Mailing	4250 CONGRESS STREET SUITE 175	
Account	0256864	Address	CHARLOTTE, NC 28209	
Deed	2630 357	Last Transaction Date	08/13/2020	Sale Price \$0
Plat		Subdivision		Lot
Land Value	\$1,048,902	Improvement Value	\$0	Total Value \$1,048,902
Previous Parcel				

-----All values for Tax Year 2024 -----

Description	S J KING LAND		Deed Acres	5.24
Address	UNITY CHURCH RD		Tax Acres	4.987
Township	CATAWBA SPRINGS		Tax/Fire District	EAST LINCOLN
Main Improvement			Value	
Main Sq Feet		Stories	Year Built	
Zoning District	Conditional Use	Calc Acres	Voting Precinct	Calc Acres
B-N		4.99	WP32	4.99
Watershed	3.85		Sewer District	
	1.14		SEWER	4.99
Census County	109	Tract	071202	Block
				1018
				4.99
Flood	Zone Description	Panel		



Lincoln County, NC

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Date: 10/15/2024 Scale: 1 Inch = 300 Feet



Photo Not Available

Parcel ID	02475	Owner	STATESVILLE ROAD LAND COMPANY LLC	
Map	4603	Mailing	4250 CONGRESS STREET SUITE 175	
Account	0256864	Address	CHARLOTTE, NC 28209	
Deed	2630 357	Last Transaction Date	08/13/2020	Sale Price \$0
Plat		Subdivision		Lot
Land Value	\$539,709	Improvement Value	\$0	Total Value \$539,709
Previous Parcel	02471			

-----All values for Tax Year 2024 -----

Description	2 ACRES UNITY CHURCH RD		Deed Acres	2
Address	UNITY CHURCH RD		Tax Acres	1.503
Township	CATAWBA SPRINGS		Tax/Fire District	EAST LINCOLN
Main Improvement			Value	
Main Sq Feet		Stories	Year Built	
Zoning District	Conditional Use	Calc Acres	Voting Precinct	Calc Acres
B-G		1.5	WP32	1.5
Watershed	0.02		Sewer District	
	1.48		SEWER	1.5
Census County	109	Tract	071202	Block
				1018
Flood	Zone Description		Panel	1.5



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Date: 10/15/2024 Scale: 1 Inch = 300 Feet



Photo Not Available

Parcel ID	57407	Owner	STATESVILLE ROAD LAND COMPANY LLC	
Map	4603	Mailing	4250 CONGRESS STREET SUITE 175	
Account	0256864	Address	CHARLOTTE, NC 28209	
Deed	2630 357	Last Transaction Date	08/13/2020	Sale Price \$0
Plat	D 94	Subdivision		Lot PT 14
Land Value	\$36,375	Improvement Value	\$0	Total Value \$36,375
Previous Parcel				

-----All values for Tax Year 2024 -----

Description	PT ROBERT NIXON #14		Deed Acres	0.74
Address	UNITY CHURCH RD		Tax Acres	0.194
Township	CATAWBA SPRINGS		Tax/Fire District	EAST LINCOLN
Main Improvement			Value	
Main Sq Feet	Stories	Year Built		
Zoning District	Conditional Use	Calc Acres	Voting Precinct	Calc Acres
B-G		0.19	WP32	0.19
Watershed	0.19	Sewer District	SEWER	0.19
Census County	109	Tract	071202	Block 1018
Flood	X	Zone Description	NO FLOOD HAZARD	Panel 3710460300
				0.19

SUP #517 | QuikTrip Corporation

1 in. = 300 ft.



PD-MU

I-G

B-N

NATALIE COMMONS DRIVE

R-SF

AREA TO BE
REZONED

PD-I

N NC 16 BUSINESS HWY

UNITY CHURCH ROAD

B-N

R-SF

GRAHAM ROAD

I-G

R-SF

Special Use District

County Residential Districts

R-S | Residential Suburban

R-SF | Residential Single Family

County Business Districts

B-N | Neighborhood Business

B-G | General Business

I-G | Industrial General

County Planned Districts

PD-MU | Planned Development-Mixed Use

PD-I | Planned Development-Industrial



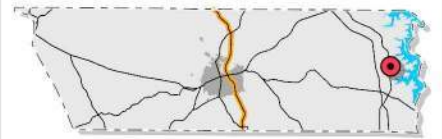
Parcel ID # 02472, 02475, & 57404

Property Location(s)

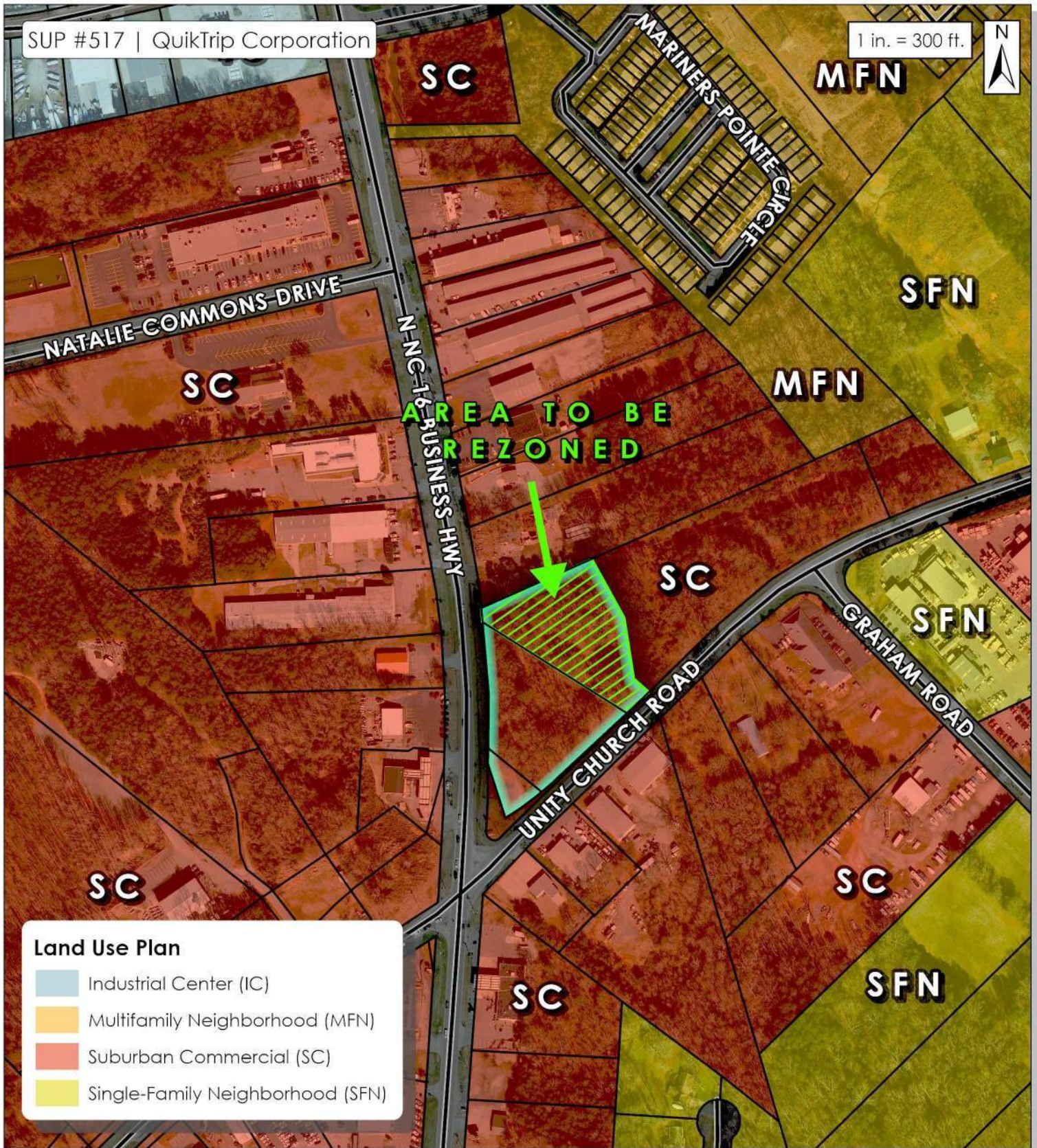
Lincoln County
Planning & Inspections
115 W. Main St
3rd Floor
Lincolnton, NC 28092

See Attached Application for Parcel Information

LOCATION MAP



Property Location(s)



Land Use Plan

-  Industrial Center (IC)
-  Multifamily Neighborhood (MFN)
-  Suburban Commercial (SC)
-  Single-Family Neighborhood (SFN)



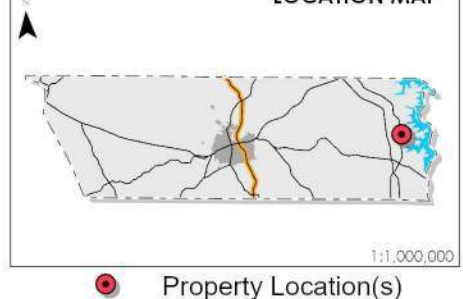
Lincoln County
Planning & Inspections
115 W. Main St
3rd Floor
Lincolnton, NC 28092

Parcel ID # 02472, 02475, & 57404

 - Property Location(s)

See Attached Application for Parcel Information

LOCATION MAP





Lincoln County Project Reviews

Project Number: **ZONE24-00174**

Description: **SUP# 517 QuikTrip**

Project Type: **ZONING CASE**

Parcel ID: **57407**

Sub Type: **SPECIAL USE PERMIT**

Applicant: **QuikTrip Corporation**

Applied: **8/16/2024**

Approved:

Owner: **STATESVILLE ROAD LAND**

Status: **UNDER REVIEW**

Balance: **\$ 0.00**

Surveyor: **<NONE>**

Details:

Pre-application meeting scheduled for 08/29/24

Public hearing is scheduled for November 4, 2024

LIST OF REVIEWS

SENT DATE	RETURNED DATE	DUE DATE	TYPE	CONTACT	STATUS	REMARKS
Review Group: TRC PRE-APPLICATION						
8/23/2024	8/23/2024	8/29/2024	FIRE MARSHAL - COUNTY PRE-APPLICATION	Burl Shrum	COMPLETE	
Notes: 1) All paved areas shall be of a surface that will support emergency vehicles of a min. 75,000 lbs. 2) All overhead structures shall be a minimum 13 feet and 6 inches in height. 3) Install a fire hydrant at one entrance.						
8/23/2024	8/30/2024	8/29/2024	NATURAL RESOURCES PRE-APPLICATION	Danielle Rudisill	COMPLETE	See Notes
Notes: 1) State stormwater approval letter will be required prior to EC approval. 2) NCDOT approval letter will also be required. 3) Direct discharge to NCDOT road ditch may not be permissible; please consult with NCDOT prior to submitting civil plans.						
8/23/2024	8/29/2024	8/29/2024	NCDOT PRE-APPLICATION	Michael Watson	COMPLETE	
Notes: 1) Construction of Project R-5712 for intersection improvements at Unity Ch Rd and N.C. 16 Business is expected to begin by the end of 2024. The projected construction schedule is a 12-month build. 2) The right-in/right-out driveway on N.C. 16 Business needs to be relocated so the entire radius (including the portion within the public ROW) is inside of projected side property lines, or an easement will need to be obtained from the adjoining owner. 3) The location of the full movement driveway on Unity Ch Rd is acceptable. 4) Weekend counts for the TIA were lower than the weekday PM peak hour counts. 5) The recommendations of TIA are acceptable.						
8/23/2024	10/4/2024	8/29/2024	PUBLIC WORKS - COUNTY PRE-APPLICATION	Jonathan Drazenovich	COMPLETE	See notes
Notes: General Comments: 1. Utility locates will may be necessary with the road widening. this could affect take placement on the site. 2. This parcel is accessible to county water and gravity sewer. A engineered sealed utility plan and NCDOT Three-party Encroachments will be required. 3. A grease interceptor will be required if this store will have food services.						

Traffic Impact Analysis (TIA)

QT STORE #1058

TRAFFIC IMPACT STUDY

NC 16 BUS | Unity Church Road
Denver, North Carolina

Keck & Wood Project No.
240266.00

September 3, 2024

Prepared by:



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1. INTRODUCTION

A fueling station is proposed on the northeast corner of the intersection at NC 16 BUS and Triangle Circle/Unity Church Road in Denver, North Carolina. A Traffic Impact Study was performed to determine the amount of new traffic that would be generated by the proposed development and how the new traffic would impact the existing roadway network.

1.1. STUDY AREA

The study area is located along NC 16 BUS, north of Unity Church Road in Denver, NC. Figure 1 presents the location of the project site and identifies the study intersections. Four (4) of the study intersections are existing and two (2) are driveways for the proposed development. The study intersections are listed below, with existing intersections indicated in bold.

1. **NC 16 BUS at Unity Church Road/Triangle Circle**
2. **NC 16 BUS at Natalie Commons Drive**
3. **Unity Church Road at Graham Road**
4. **Triangle Circle at Optimist Club Road**
5. NC 16 BUS at Site Driveway #1 (RIRO)
6. Unity Church Road at Site Driveway #2

1.2. PROPOSED DEVELOPMENT

The proposed development will consist of an auto fueling station with a 4,996 square-foot convenience store and sixteen (16) vehicle fueling positions. Access to the site would be provided by a RIRO access driveway along NC 16 BUS and a full access driveway on Unity Church Road. The proposed site layout is provided in **Appendix B**. The current project site is vacant with the development proposing a 2026 build out year.

1.3. PLANNED TRANSPORTATION IMPROVEMENTS

A search for planned North Carolina Department of Transportation (NCDOT) projects in or near the study area was performed using the NCDOT State Transportation Improvement Program (STIP) Projects Map web application (<https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/stip-projects-map.aspx>). Based on the results of that search, one project was identified within the study area. For the intersection at NC 16 BUS and Triangle Circle/Unity Church Road, an intersection improvement project has been identified with reference ID R-5712. While notes state a construction year of 2020, it does not appear that the project has started. Based on the materials found for a public meeting held in 2018, the following improvements are planned:

- Improved alignment of Unity Church Road and Triangle Circle at their intersection with NC 16 BUS
- Construction of the following: northbound right-turn lane, southbound right-turn lane, eastbound left-turn lane, westbound left-turn lane, and westbound right-turn lane
- Remove current split-phased operation for Unity Church Road/Triangle Circle approaches

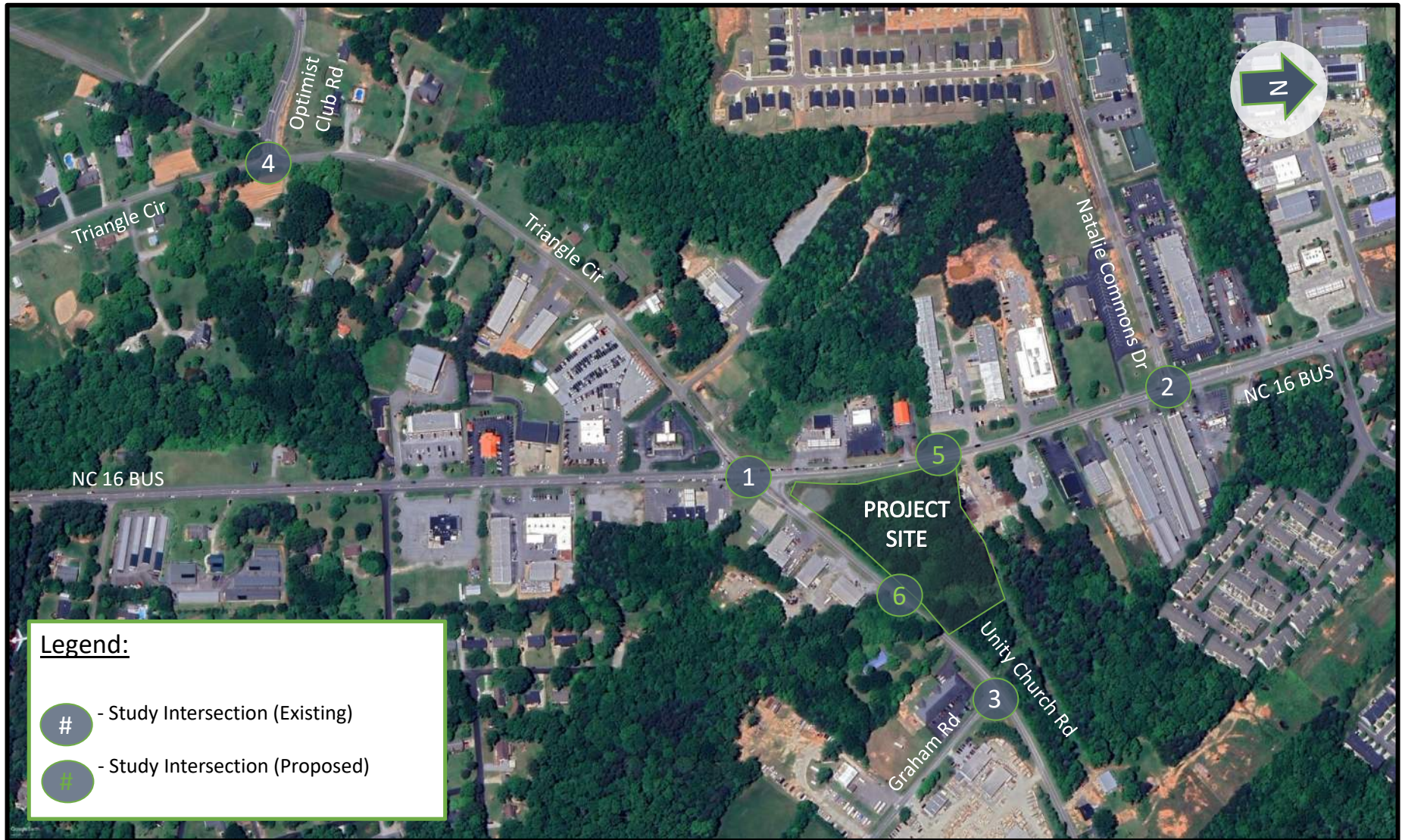


Figure 1 – Aerial View of Study Area

2. EXISTING CONDITIONS

2.1. ROADWAYS

NC 16 BUS is a two-lane, undivided highway that traverses north-south through the study area. South of Triangle Circle/Unity Church Road, NC 16 BUS transitions to a two-lane roadway divided by a two-way left-turn lane (TWLTL). It is classified as a minor arterial roadway with a 45-mph speed limit in the vicinity of the project site. Land uses along the route consist primarily of commercial developments. Currently, there are no bicycle or sidewalk facilities present along the arterial.

Triangle Circle and Unity Church Road are both two-lane, local roadways that traverse east-west with a 45-mph speed limit in the vicinity of the project site. The roadways align at their intersection with NC 16 BUS where Triangle Circle continues to the west and Unity Church Road continues east. Triangle Circle/Unity Church Road serve a mixture of land uses near the study area before transitioning to primarily residential developments as the routes continue to the east and west. Near the study area, there are no sidewalks or bicycle facilities present.

Optimist Club Road is a two-lane, local roadway that traverses east-west with a 35-mph speed limit in the vicinity of the project site. Optimist Club Road serves predominately residential developments and provides a direct connection to NC 16 west of the study area. Near the study area, there are no sidewalks or bicycle facilities present. For the purpose of this study, Optimist Club Road is considered a north-south roadway.

2.2. INTERSECTIONS

The following six (6) intersections were identified to be studied (existing intersections are in bold):

1. **NC 16 BUS at Unity Church Road/Triangle Circle**
2. **NC 16 BUS at Natalie Commons Drive**
3. **Unity Church Road at Graham Road**
4. **Triangle Circle at Optimist Club Road**
5. NC 16 BUS at Site Driveway #1 (RIRO)
6. Unity Church Road at Site Driveway #2

The existing lane geometries and intersection control types are presented in Figure 2.

2.3. EXISTING TRAFFIC FLOW PATTERNS

The traffic data for this project was collected on Tuesday, May 21, 2024. The following traffic counts were collected:

- 3 – 4-Hour Turning Movement Counts (TMCs) (7:00 am to 9:00 am & 4:00 pm to 6:00 pm)
 - NC 16 BUS and Unity Church Road/Triangle Circle
 - NC 16 BUS and Natalie Commons Drive
 - Unity Church Road and Development Driveway (Performance Contracting, Inc.)
- 2 – 12-Hour TMC (6:00 am to 6:00 pm)
 - Triangle Circle and Optimist Club Drive
 - Unity Church Road and Graham Road
- 2 – 24-Hour Bi-Directional Classification Tube Counts
 - NC 16 BUS north of Unity Church Road
 - Unity Church Road west of Graham Road

The Existing 2024 peak hour traffic volumes for the existing roadway configuration are shown in Figure 3. The traffic counts obtained for this study are included in **Appendix C**.

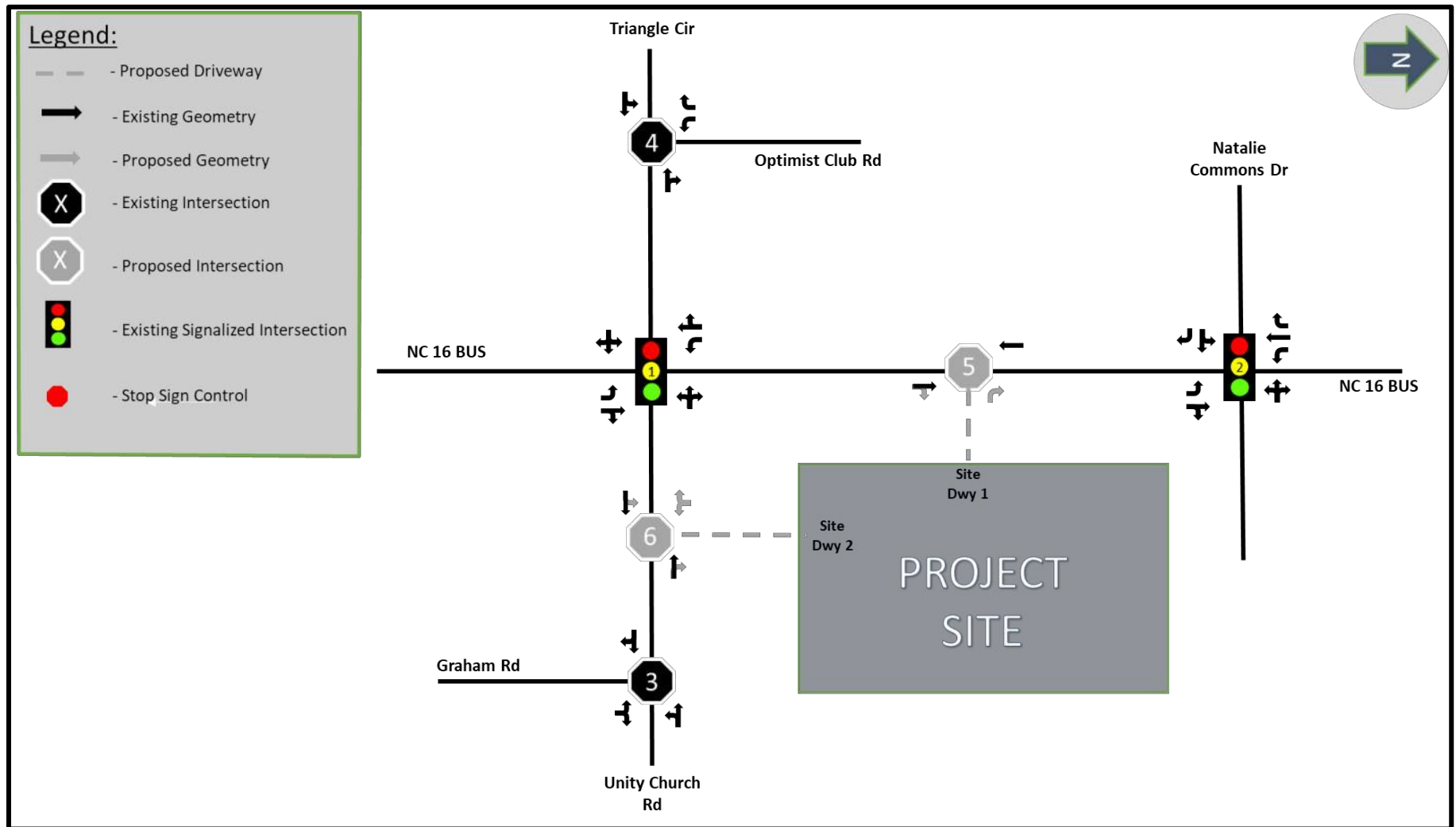


Figure 2 – Existing and Proposed Intersection Geometries

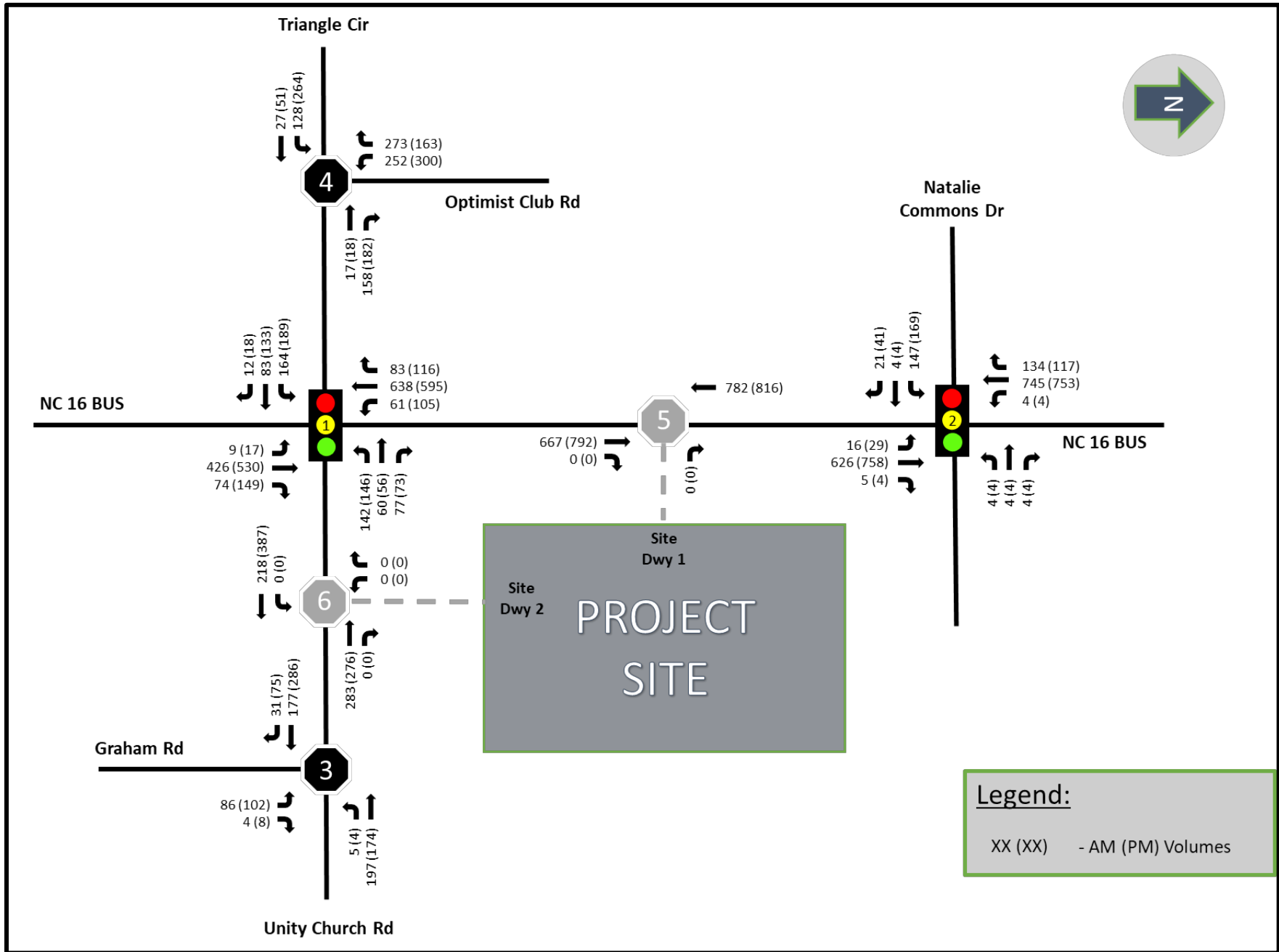


Figure 3 – Existing Year 2024 Peak Hour Traffic

3. TRAFFIC PROJECTIONS

3.1. FUTURE BACKGROUND TRAFFIC

A build-out year of 2026 was established for the project. An average annual growth rate was determined based on historic Average Annual Daily Traffic (AADT) counts recorded for nearby NCDOT Count Stations. AADTs for the following count stations were obtained from NCDOT AADT Traffic Mapping Application website (<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html>):

- 055000005 – Triangle Circle, west of NC 16 BUS
- 550000036 – NC 16 BUS, north of Triangle Circle/Unity Church Road
- 550000264 – Unity Church Road, east of NC 16 BUS
- 550000373 – Graham Road, south of Unity Church Road

Both the 5-year and 15-year growth rates were calculated at each of the historical traffic count locations. The 5-year growth rate for two (2) of the four (4) count locations averaged 0.1% while the 15-year growth rate for all four (4) count locations averaged 2.3%. Due to limited data at two (2) of the count stations, only a 15-year analysis was completed. Overall, a 2.0% annual growth rate was proposed for the purpose of this study. The 2.0% growth rate was applied to the Existing Year 2024 peak hour traffic to establish the 2026 future year background scenarios.

3.2. TRIP GENERATION

The traffic that would be generated by the proposed development was estimated using information gathered from existing QuikTrip sites. To help better determine this trip generation rate, traffic counts were collected for seven (7) existing QuikTrip facilities. The stores selected for traffic counts service both passenger vehicles (gasoline fueling bays) and trucks (diesel fueling bays). The locations of these stores are from various parts of the United States located in a mix of suburban and urban settings. The specific vehicle fueling positions (gasoline versus diesel) were documented for each of the study locations. Traffic counts were collected on typical weekdays (Tuesday, Wednesday, and/or Thursday) when school was in session; all holidays and holiday weeks were avoided. Turning movement counts were collected on every ingress and egress point to the development for a total of 48-hours in the event a daily anomaly was encountered. Collected data was broken into 15-minute intervals and each vehicle counted was classified by vehicle type. Each of the stores included in the data collection were operating at full capacity at the time of the traffic count. At the end of the traffic counts, the collected data was reviewed. Counts that were considered data anomalies were removed – for this data set that meant eliminating one (1) store for the gasoline vehicle fueling positions and one (1) store for the diesel fueling positions. Once the number of trip ends were calculated for each site, a trip generation rate was developed. The trip generation rates developed from those six (6) sites, for passenger vehicles, can be found below in Table 1.

Table 1 – Trip Generation Rates for Passenger Vehicles

QuikTrip Observed Vehicle Trip Generation Rates					
16 VFP - Gasoline					
	Equation	In/Out Distribution	Project Trips		
			Total	Inbound	Outbound
Daily	T = 248.86 (X)	50%/50%	3982	1991	1991
AM Peak Hour	T = 16.00 (X)	50%/50%	256	128	128
PM Peak Hour	T = 16.42 (X)	50%/50%	263	132	131

A portion of the project-generated trips would be attracted into the site from traffic streams that are already passing by on adjacent streets. These trips are commonly referred to as pass-by trips, and can represent a significant portion of the total trips entering and exiting a commercial site. Pass-by rate data for ITE Land Use 945 – Convenience Market/Gas Station was included in the appendix of the TGM, 11th Edition. Based on that data, the average AM peak hour pass-by rate is 76 percent and the PM peak hour rate is 75 percent of the total trips generated by the project.

The pass-by rate was used to calculate the number of pass-by trips during each peak hour. The pass-by trips were compared to the traffic counts collected to ensure that no more than 10 percent of the adjacent street volume would be attracted to the site. After an analysis of the adjacent street traffic, the ITE TGM 11th Edition pass-by rates were deemed acceptable. The full trip generation results can be found in Table 2.

Table 2 – Trip Generation Results

Land Use Code 945 - Convenience Market/Gas Station 4,996 SF 16 VFP - Gas		Weekday			AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
Total Car Trips	<i>(Observed Rate from other QuikTrip Developments)</i>	3,982	1,991	1,991	256	128	128	263	132	131
Pass-By Trips	<i>76% Daily 76% AM / 75% PM</i>	3,026	1,513	1,513	195	98	97	197	99	98
New Trips	<i>(Total Trips - Pass-by Trips)</i>	956	478	478	61	30	31	66	33	33

3.3. DISTRIBUTION OF PROJECT-GENERATED TRIPS

The new trips generated by the project were distributed to the surrounding roadway network based on existing traffic patterns observed in the peak hours. The pass-by trip distribution was determined based on the traffic patterns exhibited by the peak hour traffic. The inbound trips were allocated based on the existing traffic patterns entering the study area. The outbound trips were then assigned to the site driveways and distributed based on the route vehicles would have taken if the site were not built. The assignment of project-generated traffic is shown in Figure 6.

The project-generated traffic was superimposed with the Opening Year 2026 – Background traffic shown in Figure 4 to provide an estimate of the traffic expected to be present when the proposed development is complete. Figure 8 presents the Opening Year 2026 – With Project peak hour traffic.

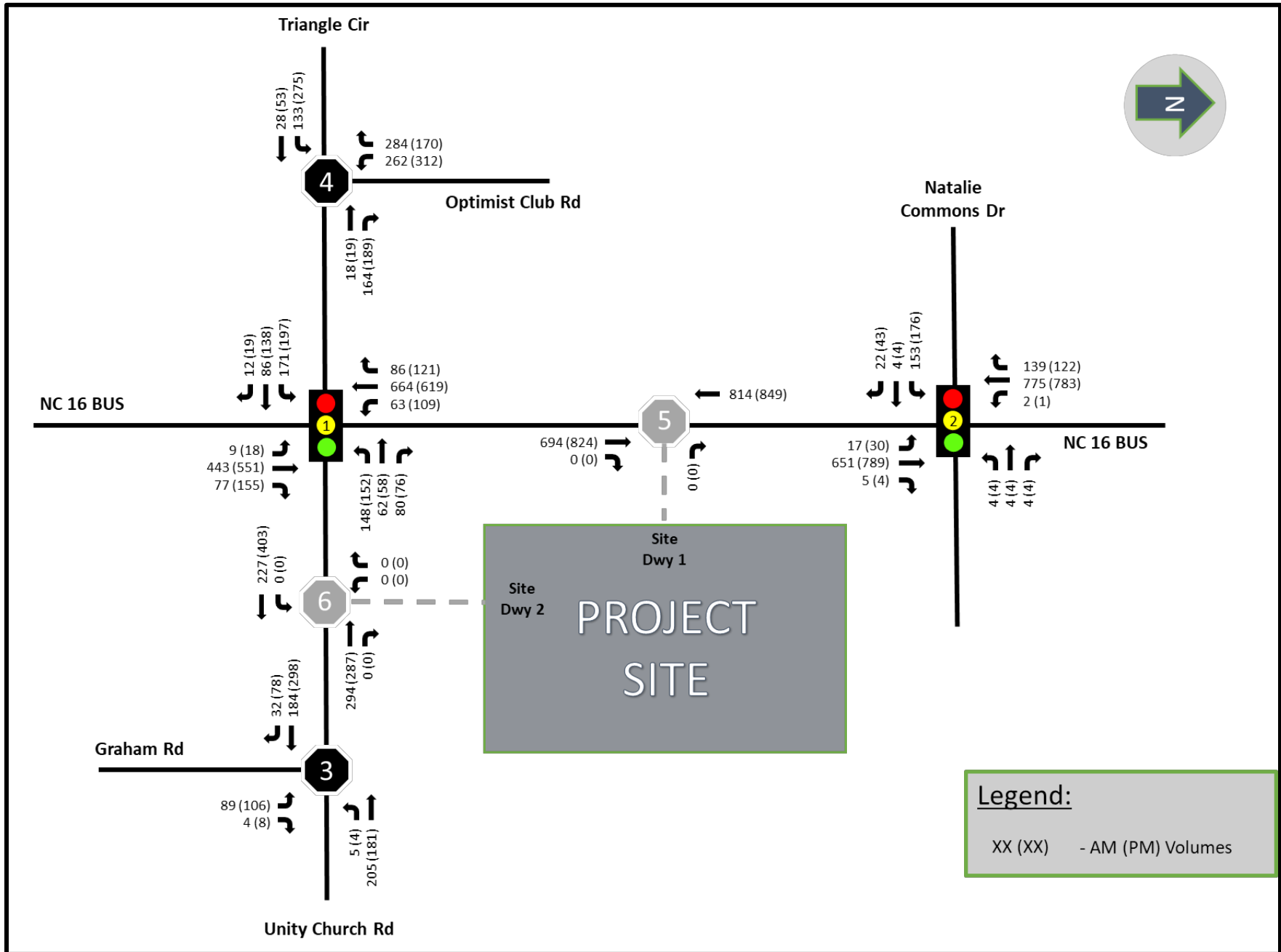


Figure 4 – Opening Year 2026 – Background Peak Hour Traffic

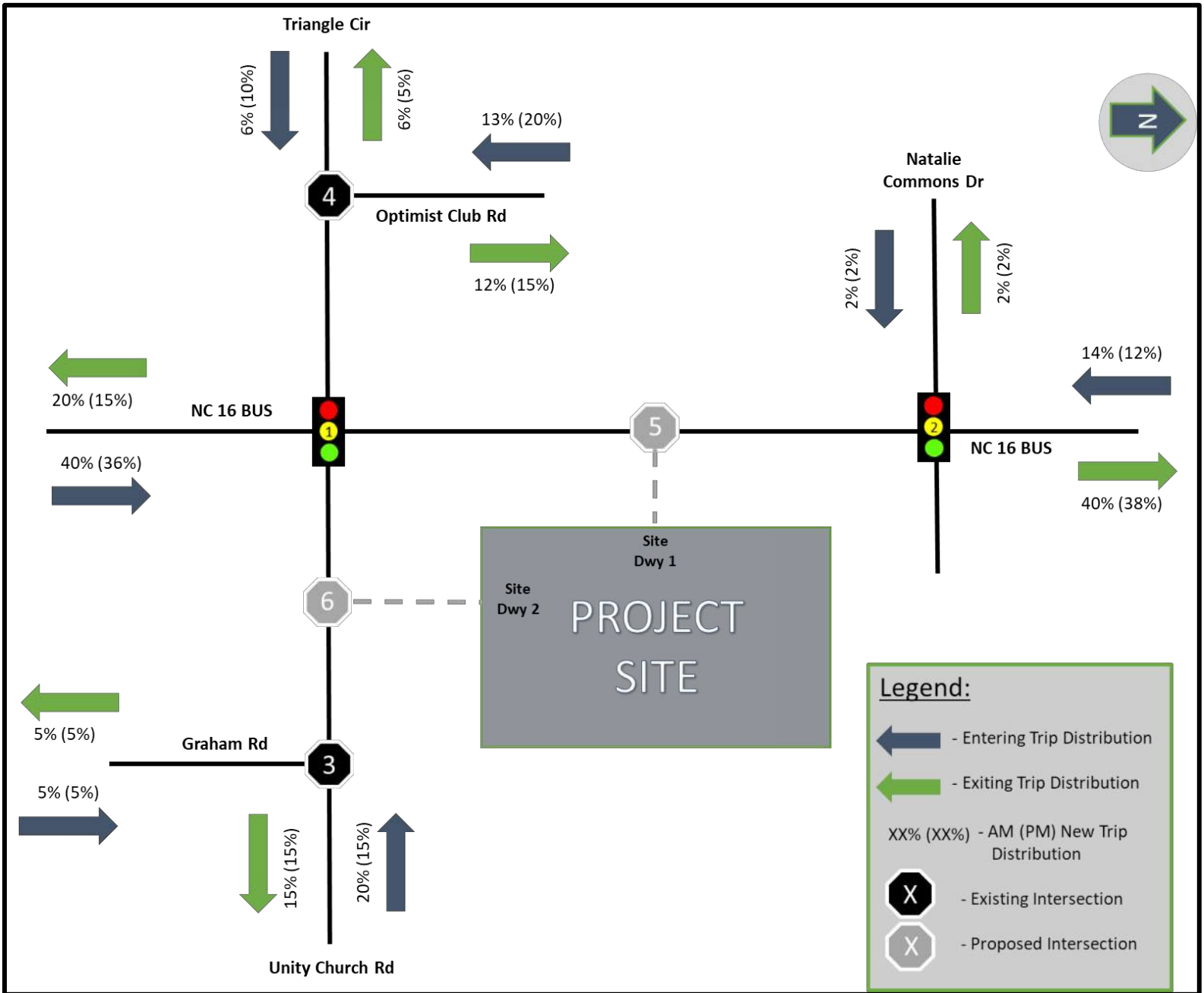


Figure 5 – New Trip Distribution

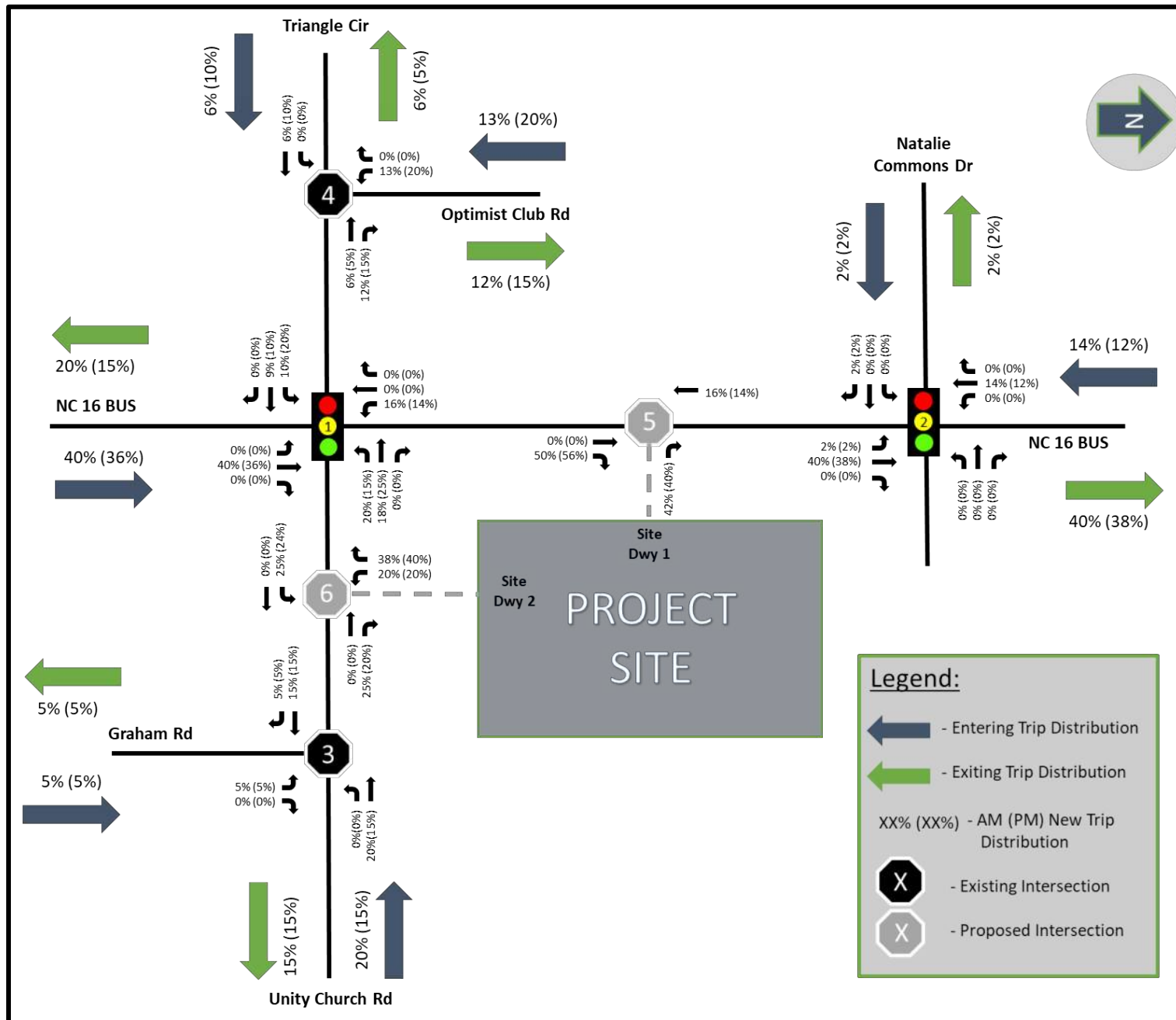


Figure 6 – Entering and Exiting Site Trip Distribution

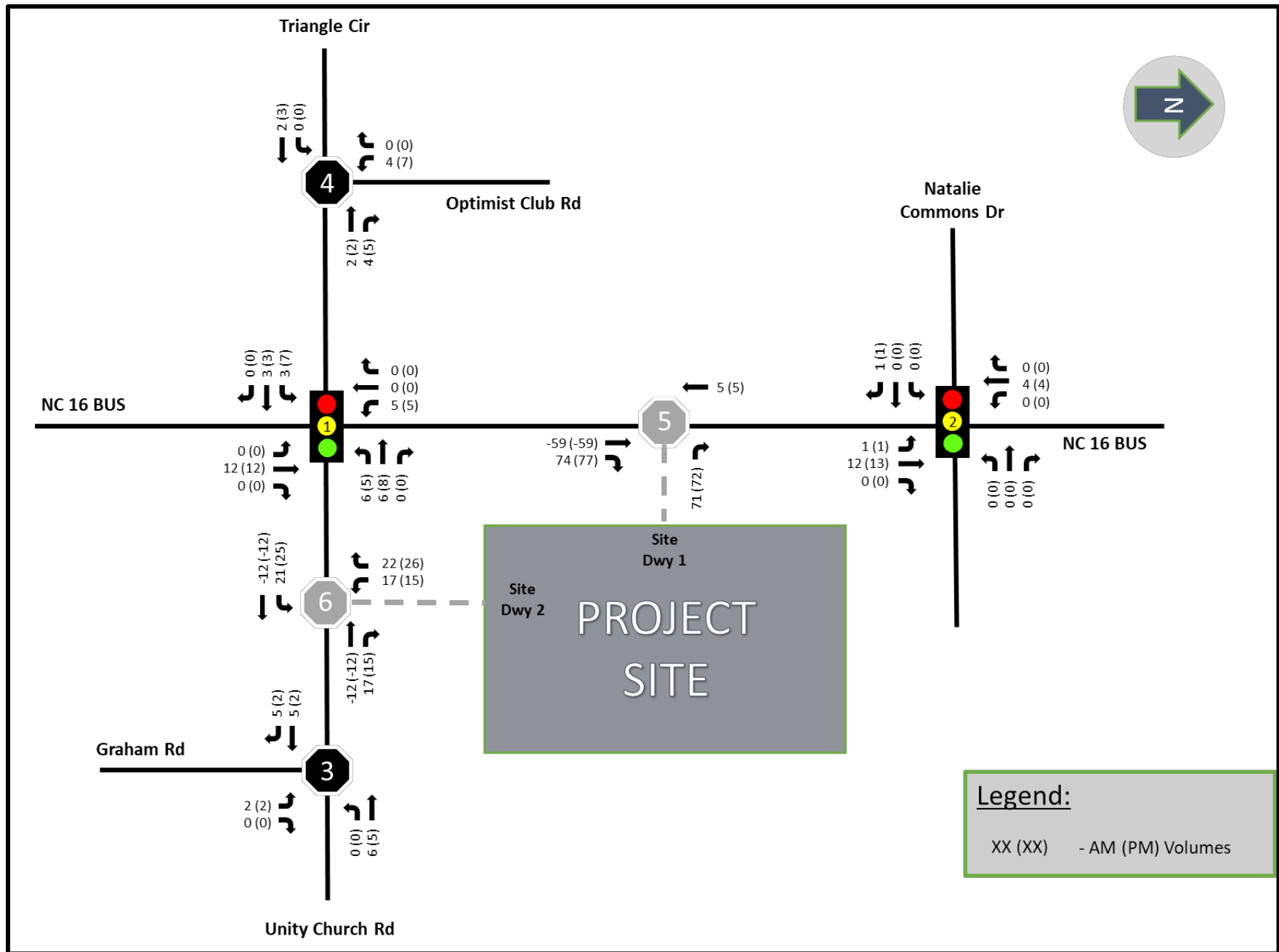


Figure 7 – Peak Hour Project Trip Adjustments

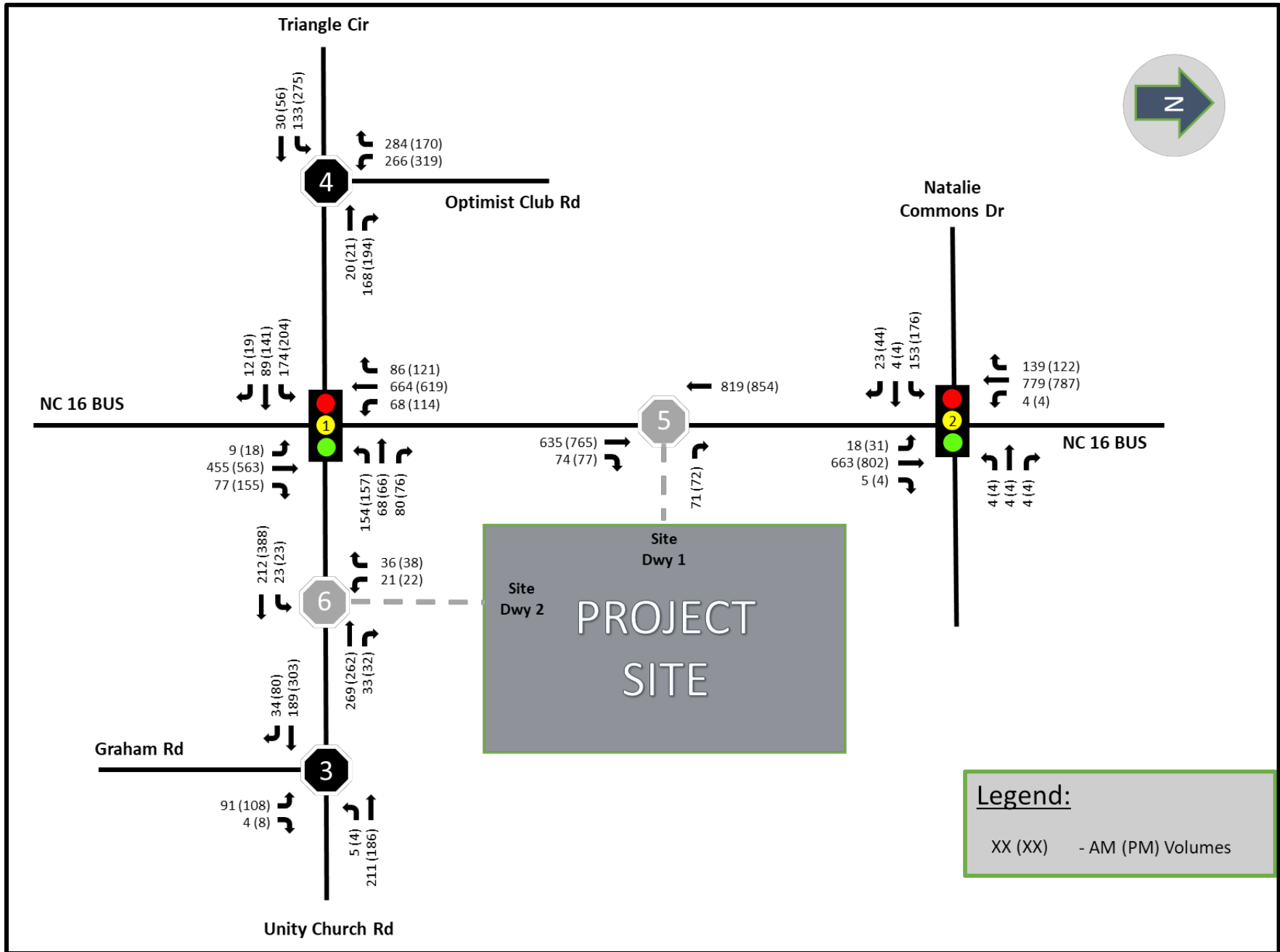


Figure 8 – Opening Year 2026 – With Project Peak Hour Traffic

4. CAPACITY ANALYSIS

In order to quantify the impacts of additional traffic and to determine any needed roadway and/or operational improvements, a capacity analysis was performed for the Existing Year 2024, Opening Year 2026 – Background, and Opening Year 2026 – With Project peak hour conditions based on the methodology outlined in the *Highway Capacity Manual (HCM)*. Various computer programs are available which implement the *HCM* methodology. For this project, Synchro 11 was used to analyze each of the study intersections.

HCM defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS categories range from A to F, with different thresholds specified according to the type of stop control at the intersection. The LOS criteria for unsignalized and signalized intersections are listed in Table 3.

Table 3 – Level of Service Criteria

Level of Service (LOS)	Unsignalized or Roundabout Control Delay per Vehicle (sec)	Signalized Control Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Rural, sparsely developed areas have a minimum LOS requirement of C based on rural residents' expectation for relatively uncongested conditions in combination with design flexibility associated with lower right of way costs. The minimum LOS for urban areas is D, reflecting the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The study intersections are located in an urban setting; therefore, a minimum LOS D is assumed for the study intersections.

4.1. EXISTING INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed for the Existing Year 2024 conditions using the current intersection geometries. The results of the analysis are listed in Table 4 and the reports from the capacity analysis are included in **Appendix D**.

Table 4 – Existing Year 2024 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Existing 2024			
				AM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh
1	NC 16 BUS @ Triangle Circle/Unity Church Rd	Signalized	Overall	E	63.9	F	97.3
2	NC 16 BUS @ Natalie Commons Drive	Signalized	Overall	C	22.3	C	23.2
3	Unity Church Road @ Graham Road	Side Street Stop Controlled	EB	A	0.0	A	0.0
			WB	A	0.2	A	0.2
			NB	B	13.4	B	14.0
4	Triangle Circle @ Optimist Club Road	Side Street Stop Controlled	EB	A	6.6	A	7.0
			WB	A	0.0	A	0.0
			SBL	C	20.4	F	136.4
			SBR	B	10.7	A	9.8

As shown in Table 4, two (2) of the study intersections are currently operating inadequately for at least one peak hour. For the intersection at NC 16 BUS and Triangle Circle/Unity Church Road, both the AM and PM peak hours are currently operating inadequately. It should be noted that there is currently a project programmed (R-5712) to address both safety and operational issues at the intersection. For the intersection at Triangle Circle and Optimist Club Road, the southbound left-turn movement off of Optimist Club Road is currently operating with LOS F during the PM peak period.

4.2. OPENING YEAR INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed to evaluate the AM and PM peak hour periods for each of the Opening Year 2026 scenarios. The results of the analysis are listed in Table 5. Reports detailing the capacity analysis are included in **Appendix E**. For the purposes of this study, the following assumptions were made:

- Opening Year 2026 – Background
 - This scenario assumes the same roadway network and lane assignments as in the Existing Year 2024 conditions with the exception of the intersection at NC 16 BUS and Unity Church Road/Triangle Circle.
 - For the intersection at NC 16 BUS and Unity Church Road/Triangle Circle, it is anticipated that the improvements from Project R-5712 will be implemented prior to the opening of the study site. The Background scenario will incorporate all known details from Project R-5712 into the analysis models.
- Opening Year 2026 – With Project
 - This scenario assumes the same roadway network and lane assignments as in the Opening Year 2026 – Background scenario with the addition of site driveways. The proposed driveways are detailed below:
 - A RIRO access driveway at NC 16 BUS and Site Driveway #1 will be constructed with a single lane in and out of the project site. The northbound approach along NC 16 BUS will consist of a shared through+right lane.

- A full access driveway at Unity Church Road and Site Driveway #2 will be constructed with a single lane in and out of the project site. The eastbound approach along Unity Church Road will consist of a shared left+through lane, and the westbound approach will consist of a shared through+right lane.

Table 5 – Opening Year 2026 Capacity Analysis Results

No.	Intersection	Intersection Control	Movement	Background 2026		With Project 2026		Background 2026		With Project 2026	
				AM Peak		AM Peak		PM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh	LOS	sec/veh	LOS	sec/veh
1	NC 16 BUS @ Triangle Circle/ Unity Church Rd	Signalized	Overall	C	33.0	C	33.4	D	36.5	D	37.2
2	NC 16 BUS @ Natalie Commons Drive	Signalized	Overall	C	23.3	C	23.2	C	26.3	C	26.7
3	Unity Church Road @ Graham Road	Side Street Stop Controlled	EB	A	0.0	A	0.0	A	0.0	A	0.0
			WB	A	0.2	A	0.2	A	0.2	A	0.2
			NB	B	12.8	B	13.0	C	15.1	C	15.3
4	Triangle Circle @ Optimist Club Road	Side Street Stop Controlled	EB	A	6.6	A	6.5	A	7.1	A	7.1
			WB	A	0.0	A	0.0	A	0.0	A	0.0
			SBL	C	21.2	C	21.9	F	182.9	F	199.9
			SBR	B	10.7	B	10.8	A	9.9	A	9.9
5	NC 16 BUS @ Site Driveway #1	Side Street Stop Controlled	WB	-	-	C	15.8	-	-	C	18.8
			NB	-	-	A	0.0	-	-	A	0.0
			SB	-	-	A	0.0	-	-	A	0.0
6	Unity Church Road @ Site Driveway #2	Side Street Stop Controlled	EB	-	-	A	0.8	-	-	A	0.4
			WB	-	-	A	0.0	-	-	A	0.0
			SB	-	-	B	11.8	-	-	B	12.9

As shown in Table 5, all but one (1) of the study intersections is expected to operate with acceptable LOS during the weekday AM and PM peak periods for the Opening Year 2026 Background and With Project scenarios.

For the intersection at Triangle Circle and Optimist Club Road, the southbound left-turn movement off of Optimist Club Road is expected to continue operating with LOS F for each of the PM peak period scenarios. This intersection is currently operating inadequately, and the minimal new trips anticipated at the intersection are not expected to greatly increase delays from the Background levels.

4.3. BACK OF QUEUE ANALYSIS

A Back of Queue (BOQ) analysis was used to determine the storage needs for the Opening Year 2026 scenarios. The 95th percentile BOQ length was calculated for specific movements at each intersection. The queue is expected to be the reported length or shorter 95 percent of the time. For each of the signalized intersections, supplemental queueing data was also analyzed using the maximum queue length data from SimTraffic. All of the BOQ data was taken from the capacity analysis and SimTraffic reports for each study intersection (refer to **Appendix E** for the reports). Table 6 lists the BOQ lengths for each peak hour for the Opening Year 2026 – Background and With Project scenarios.

Table 6 – Opening Year 2026 Back of Queue Results

No.	Intersection	Intersection Control	Movement	Exist/Prop Full Length Storage (feet)	Background 2026				With Project 2026			
					95th % Queue		Max Queue		95th % Queue		Max Queue	
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	NC 16 BUS @ Triangle Circle/ Unity Church Rd	Signalized	EBL	500'	217	246	231	235	220	256	194	258
			EBT+R	-	137	212	144	178	140	223	127	198
			WBL	250'	187	192	168	164	194	198	119	153
			WBT	-	94	88	154	87	102	98	133	148
			WBR	225'	117	111	151	109	117	111	113	104
			NBL	250'	25	40	274	274	25	40	56	35
			NBT	-	420	552	292	527	436	570	354	425
			NBR	175'	74	136	200	200	74	136	200	200
			SBL	200'	103	200	284	284	110	213	284	285
2	NC 16 BUS @ Natalie Commons Drive	Signalized	SBT	-	788	703	508	467	788	703	419	422
			SBR	175'	81	109	200	200	81	109	200	200
			EBL+T	-	192	217	152	154	192	217	198	191
			EBR	-	33	54	42	42	35	55	25	150
			WB	-	29	29	52	51	29	29	52	74
			NBL	175'	39	58	46	264	40	59	74	64
			NBT+R	-	748	951	236	369	772	977	424	429
			SBL	200'	25	25	0	30	25	25	30	30
			SBT	-	950	959	736	562	958	966	496	736
3	Unity Church Road @ Graham Road	Side Street Stop Controlled	SBR	150'	27	25	230	230	27	25	230	230
			EB	-	0	0	-	-	0	0	-	-
			WB	-	0	0	-	-	0	0	-	-
4	Triangle Circle @ Optimist Club Road	Side Street Stop Controlled	NB	-	25	25	-	-	25	50	-	-
			EB	-	25	25	-	-	25	25	-	-
			WB	-	0	0	-	-	0	0	-	-
			SBL	-	100	425	-	-	100	450	-	-
5	NC 16 BUS @ Site Driveway #1	Side Street Stop Controlled	SBR	275'	50	25	-	-	50	25	-	-
			WB	-	-	-	-	-	25	25	-	-
			NB	-	-	-	-	-	0	0	-	-
6	Unity Church Road @ Site Driveway #2	Side Street Stop Controlled	SB	-	-	-	-	-	0	0	-	-
			EB	-	-	-	-	-	25	25	-	-
			WB	-	-	-	-	-	0	0	-	-

As shown in Table 6, the results of the BOQ analysis indicate that all but two (2) of the study intersections are expected to have sufficient storage to accommodate the projected queueing for each of the Opening Year 2026 scenarios.

For the intersection at NC 16 BUS and Triangle Circle/Unity Church Road, each of the proposed storage bays are expected to accommodate the 95th percentile queue lengths at the intersection; however, the SimTraffic maximum queue results indicate periods where queues could extend beyond the storage bay. For the northbound left-turn movement off of NC 16 BUS, SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in each of the Opening Year 2026 - Background scenarios. With no project trips anticipated on the northbound left-turn movement, no queueing issues are expected as a result of the proposed development. For the northbound right-turn movement off of NC 16 BUS, SimTraffic maximum queue length results reveal 200-foot queues for each of the Opening Year 2026 scenarios. Based on the SimTraffic results, the With Project scenarios do not contribute to the queue lengths expected in the Background scenarios. For the southbound left-turn movement off of NC 16 BUS, similar results were found. SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in each of the Opening Year 2026 scenarios. It should be noted that there are minimal project trips planned for the southbound left-turn movement off of NC 16 BUS. For the southbound right-turn movement off of NC 16 BUS, SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in each of the Opening Year 2026 scenarios. It should be noted that the SimTraffic maximum queues recorded are nearly double the results of the 95th percentile queue lengths. With no project trips anticipated, the proposed development is not expected to impact the operation of the southbound right-turn movement.

For the intersection at NC 16 BUS and Natalie Commons Drive, SimTraffic maximum queue results reveal that southbound right-turn queues are expected to extend beyond the storage bay in each of the Opening Year 2026 scenarios. It should be noted that the 95th percentile queue lengths are roughly one (1) vehicle. With no project trips anticipated on the southbound right-turn movement, no queueing issues are expected as a result of the proposed development. For the northbound left-turn movement off of NC 16 BUS, SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in the Opening Year 2026 - Background scenario for the PM peak period. With one (1) project trip anticipated, the proposed development is not expected to impact the operation of the northbound left-turn movement.

5. AUXILIARY LANES

The NCDOT *Policy on Street and Driveway Access Manual* requires that the need for auxiliary turn lanes be evaluated in conjunction with commercial driveway permits on state-maintained roadways. The proposed project has three (3) intersections that fall on a state route; however, only one (1) of those intersections serve as an access point to the proposed development. While the second site driveway does not fall on a state route, the need for auxiliary turn lanes was also evaluated. Each of the intersections evaluated are listed below:

- NC 16 BUS and Site Driveway #1 (RIRO)
- Unity Church Road at Site Driveway #2 (Full Access)

5.1. RIGHT-TURN LANES

The minimum requirements for right-turn deceleration lanes on two-lane highways can be found in Section 8.7.1 of the *Roadway Design Manual* by NCDOT. Below is the “Figure 9-8 – Right Turn Lane Warrants” taken from that manual:

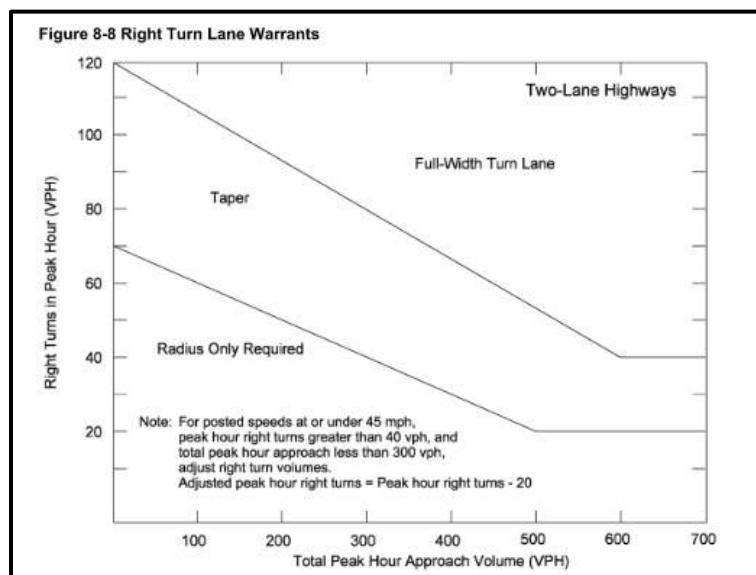


Figure 9 – NCDOT Policy on Right Turn Lane Warrants

Based on the figure above, a right-turn lane would be required as follows:

- NC 16 BUS at Site Driveway #1 (RIRO)
 - The AM peak hour for the With Project scenario is expected to produce 74 right-turning vehicles into the site with an approach peak hour volume of 709 vehicles. For the PM peak hour, there are expected to be 77 right-turning vehicles into the site with an approach peak hour volume of 842 vehicles. Using the Warrant for Right-Turn Lanes, it is expected that a right-turn lane with a 100-feet of full width storage (plus the appropriate taper) will be warranted. Therefore, a northbound right-turn lane is needed for the Opening Year 2026 – with Project scenarios.

- Unity Church Road at Site Driveway #2 (Full Access)
 - The AM peak hour for the With Project scenario is expected to produce 33 right-turning vehicles into the site with an approach peak hour volume of 302 vehicles. For the PM peak hour, there are expected to be 32 right-turning vehicles into the site with an approach peak hour volume of 55 vehicles. Using the Warrant for Right-Turn Lanes, the data points for each peak hour are expected to fall below the line indicating that a right-turn lane should not be considered. Therefore, a westbound right-turn lane is not needed for the Opening Year 2026 – with Project scenarios.

5.2. LEFT-TURN LANES

The minimum requirements for a left-turn lane can be found in the *Policy on Street and Driveway Access to North Carolina Highways* manual. Based on the warrant information found in that manual, a left-turn lane would be required as follows:

- NC 16 BUS at Site Driveway #1 (RIRO)
 - Site Driveway #1 is proposed as RIRO; therefore, a southbound left-turn lane is not needed for the Opening Year 2026 – with Project scenarios.
- Unity Church Road at Site Driveway #2 (Full Access)
 - The AM peak hour for the With Project scenario is expected to produce 23 left-turning vehicles into the site with an opposing peak hour volume of 302 vehicles. For the PM peak hour, 23 left-turning vehicles are expected with an opposing peak hour volume of 294 vehicles. Using the Warrant for Left-Turn Lanes, the data points for each peak hour are expected to fall below the line indicating that a left-turn lane should not be considered. Therefore, an eastbound left-turn lane is not needed for the Opening Year 2026 – with Project scenarios.

6. CONCLUSIONS

The proposed development will consist of an auto fueling station with a 4,996 square-foot convenience store and sixteen (16) vehicle fueling positions. Access to the site would be provided by a RIRO access driveway onto NC 16 BUS and a full access driveway along Unity Church Road.

The proposed project is expected to generate a total of 3,982 total trips on a typical weekday. A total of 61 new trips and 195 pass-by trips would be generated during the AM peak hour while 66 new trips and 197 pass-by trips would be generated during the PM peak hour.

A search for planned North Carolina Department of Transportation (NCDOT) projects in or near the study area was performed. Based on the results of that search, one project was identified within the study area. For the intersection at NC 16 BUS and Triangle Circle/Unity Church Road, an intersection improvement project has been identified with reference ID R-5712. The improvements planned under this project have been applied when analyzing each of the Opening Year 2026 scenarios.

For the Existing Year 2024 capacity analysis, two (2) of the study intersections are operating inadequately for at least one peak hour. For the intersection at NC 16 BUS and Triangle Circle/Unity Church Road, both the AM and PM peak hours are currently operating inadequately. It should be noted that there is currently a project programmed (R-5712) to address both safety and operational issues at the intersection. For the intersection at Triangle Circle and Optimist Club Road, the southbound left-turn movement off of Optimist Club Road is operating with LOS F during the PM peak period.

For the Opening Year 2026 scenarios, all but one (1) of the study intersections is expected to operate with acceptable LOS during the weekday AM and PM peak periods. For the intersection at Triangle Circle and Optimist Club Road, the southbound left-turn movement off of Optimist Club Road is expected to continue operating with LOS F for each of the PM peak period scenarios. This intersection is currently operating inadequately, and the minimal new trips anticipated at the intersection are not expected to greatly increase delays from the Background levels.

For the Opening Year 2026 BOQ analysis, all but two (2) of the study intersections are expected to have sufficient storage to accommodate the projected queueing. For the intersection at NC 16 BUS and Triangle Circle/Unity Church Road, each of the proposed storage bays are expected to accommodate the 95th percentile queue lengths at the intersection; however, the SimTraffic maximum queue results indicate periods where queues could extend beyond the storage bay. For the northbound left-turn movement off of NC 16 BUS, SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in each of the Opening Year 2026 - Background scenarios. With no project trips anticipated on the northbound left-turn movement, no queueing issues are expected as a result of the proposed development. For the northbound right-turn movement off of NC 16 BUS, SimTraffic maximum queue length results reveal 200-foot queues for each of the Opening Year 2026 scenarios. Based on the SimTraffic results, the With Project scenarios do not contribute to the queue lengths expected in the Background scenarios. For the southbound left-turn movement off of NC 16 BUS, similar results were found. SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in each of the Opening Year 2026 scenarios. It should be noted that there are minimal project trips planned for the southbound left-turn movement off of NC 16 BUS. For the southbound right-turn movement off of NC 16 BUS, SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in each of the Opening Year 2026 scenarios. It should be noted that the SimTraffic maximum queues recorded are nearly double the results of the 95th percentile queue lengths. With no project trips anticipated, the proposed development is not expected to impact the operation of the southbound right-turn movement. For the intersection at NC 16 BUS and Natalie Commons Drive, SimTraffic maximum queue results reveal that southbound right-turn queues are expected to extend beyond the storage bay in each of the Opening Year 2026 scenarios. It should be noted that the 95th

percentile queue lengths are roughly one (1) vehicle. With no project trips anticipated on the southbound right-turn movement, no queueing issues are expected as a result of the proposed development. For the northbound left-turn movement off of NC 16 BUS, SimTraffic maximum queue results reveal that queues are expected to extend beyond the storage bay in the Opening Year 2026 - Background scenario for the PM peak period. With one (1) project trip anticipated, the proposed development is not expected to impact the operation of the northbound left-turn movement.

The need for auxiliary lanes was also evaluated. Based on the information provided in both the *Policy on Street and Driveway Access to North Carolina Highways*, and the *NCDOT Roadway Design* manual, it was determined that a northbound right-turn lane would be needed at the intersection of NC 16 BUS and Site Driveway #1 for the Opening Year 2026 – With Project scenarios. Based on the design criteria found in the NCDOT manuals, the right-turn lane would need to be constructed with 100-feet of full width storage plus the appropriate taper.

Based on the above summary of capacity and queueing impacts, the proposed development is not expected to significantly impact the roadway network surrounding the development.

7. REFERENCES

1. Trip Generation, 11th Edition + Supplement, Institute of Transportation Engineers, Washington, DC, 2021.
2. Synchro, Version 11, Trafficware Ltd., Sugar Land, TX, 2019.
3. Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington, DC, 2016.
4. AASHTO Green Book 7th Edition, - A Policy on Geometric Design of Highways and Streets, Washington, DC, 2018.
5. NCDOT Roadway Design Manual, Raleigh, NC, 2022.
6. NCDOT Policy on Street and Driveway Access to North Carolina Highways, Raleigh, NC, 2003.

APPENDIX A – NCDOT TIA SCOPING CHECKLIST



NCDOT TIA Scoping Checklist



Project Name: QuikTrip NC16 | Unity

TIA Scoping Date: _____

☒ **TIA Need Screening Forms are Attached.** Project Reference #: _____ Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.

Refer to NCDOT's [Policy on Street and Driveway Access to North Carolina Highways](#) pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	NC 16 BUS	R/O	Yield	600	North	Unity Ch Rd
Access B	Unity Ch Rd	Conventional Full-Mvmt	2-Way Stop	560	East	NC 16 BUS
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						
Existing Access	Existing Intersection of		Access	Proposed Interconnectivity (If Applicable)		
	Road A	Road B	Modification	Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐ **Proposed K-12 School Site**

☐ NCDOT [MSTA School Traffic Calculator](#) for Select School Type shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).

Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
945	Conv Mrkt Gas St	4996	SF	3982	Adj. Street	128	128	256	132	131	263	Other Data**
Unadjusted Site Trips						128	128	256	132	131	263	
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%		%			%			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
945	Conv Mrkt Gas St	Not Applicable		76 %		76 %			75 %			ITE Rate
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)				3026		98	97	195	99	98	197	
Adjacent Street Volumes				30500		2120			2375			Other Data**
Non-Pass-By Primary Trips				956		30	31	61	33	33	66	
Diverted Trips, if Applicable and Justifiable				0		0	0	0	0	0	0	Please Select

****Explain local or other data sources, if used:**

Trip generation is established off of QT user specified data pulled from other stores. Adjacent street volumes based on ADT information from May 21, 2024. Pass-by percentages based on ITE data.

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												



NCDOT TIA Scoping Checklist



☒ Trip Distribution

- ☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).
- ☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

- ☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)
- ☐ Inter-Development Trips (if 'internal' trips cross public streets)
- ☐ Pass-By Trips
- ☐ Diverted Trips
- ☐ Each Analysis Period

☐ Mode Split

- ☐ Provide Data Source and Justification

Mode Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

- ☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ Analysis Peak Periods:

- ☒ Weekday AM Peak _____
- ☒ Weekday PM Peak _____
- ☐ Weekday Midday Peak _____
- ☐ Weekday PM School Peak _____
- ☐ Weekend _____ Peak _____
- ☐ Other _____



NCDOT TIA Scoping Checklist



☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under “Site Plan and Access” on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	NC 16 BUS	Unity Ch Rd	Signal	Require New Counts	5/21/24		
#2	NC 16 BUS	Natalie Comm	Signal	Require New Counts	5/21/24		
#3	Unity Ch Rd	Graham Rd	2-Way Stop	Require New Counts	5/21/24		
#4	Triangle Cir	Optimist Club	2-Way Stop	Require New Counts	5/21/24		
#5	NC 16 BUS	Dwy 1	Yield				
#6	Unity Ch Rd	Dwy 2	2-Way Stop				
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101			Please Select	Please Select		Please Select	
#102							
#103							
#104							
#105							

The following data will be collected:

- ☒ New traffic turning movement counts in ☒ 15-min intervals ☐ 5-min intervals (near schools)
Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.
- ☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:
intersections numbered: _____
and access points numbered: _____
- ☐ Traffic Forecast Data for TIP: _____
- ☒ Roadway/Intersection Configuration & Traffic Control
- ☒ Traffic Signal Phasing & Timing Data
- ☐ Crash Data: _____ Period: _____
- ☐ Other: _____



NCDOT TIA Scoping Checklist



☒ Future Year Conditions

☒ Project Build-Out Year: _____ 2026

☒ Future Analysis Year(s): _____ 2026

☒ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description		Year Complete
R-5712	NC 16 BUS @ Untiy - Int. Improvements/Realignment		
Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements

☒ Annual Growth Factor: 2 %

Justification/Data Source: Based on historic AADT data for nearby count stations.

☐ Local Comprehensive Transportation Plan Compliance

☐ Identify Applicable Local Transportation Planning Documents

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #



NCDOT TIA Scoping Checklist



☒ Study Method

The traffic analysis shall follow the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), [Policy on Street and Driveway Access to North Carolina Highways](#), and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:
- ☐ 5. TIP Design Year Analysis _____
- ☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

- ☐ Signal Warrant Analysis for accesses/intersections _____
- ☐ Multi-Modal Level of Service Analysis
- ☐ School Loading Zone Traffic Simulation
- ☐ Phasing Analysis (scope separately as needed)
- ☐ Safety/Crash Analysis
- ☐ Control-of-Access Modification Justification
- ☐ Median Break / Modification Justification
- ☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

- ☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Please Select	
Draft TIA Report	Required			
Final Sealed TIA Report	Required			

- ☐ **Additional Comments** (municipal TIA requirements, approved variations from NCDOT guidelines)



NCDOT TIA Scoping Checklist



Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire ____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

Signature

Thomas Donton

Print Name

8/12/2024

Date

TIA CONSULTANT

Signature

Clay Smith

Print Name

8/13/2024

Date

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

Signature

Andrew C. Bryant

Print Name

08/16/2024

Date

Email concurrence may be used in lieu of the signature.

NCDOT DISTRICT REPRESENTATIVE

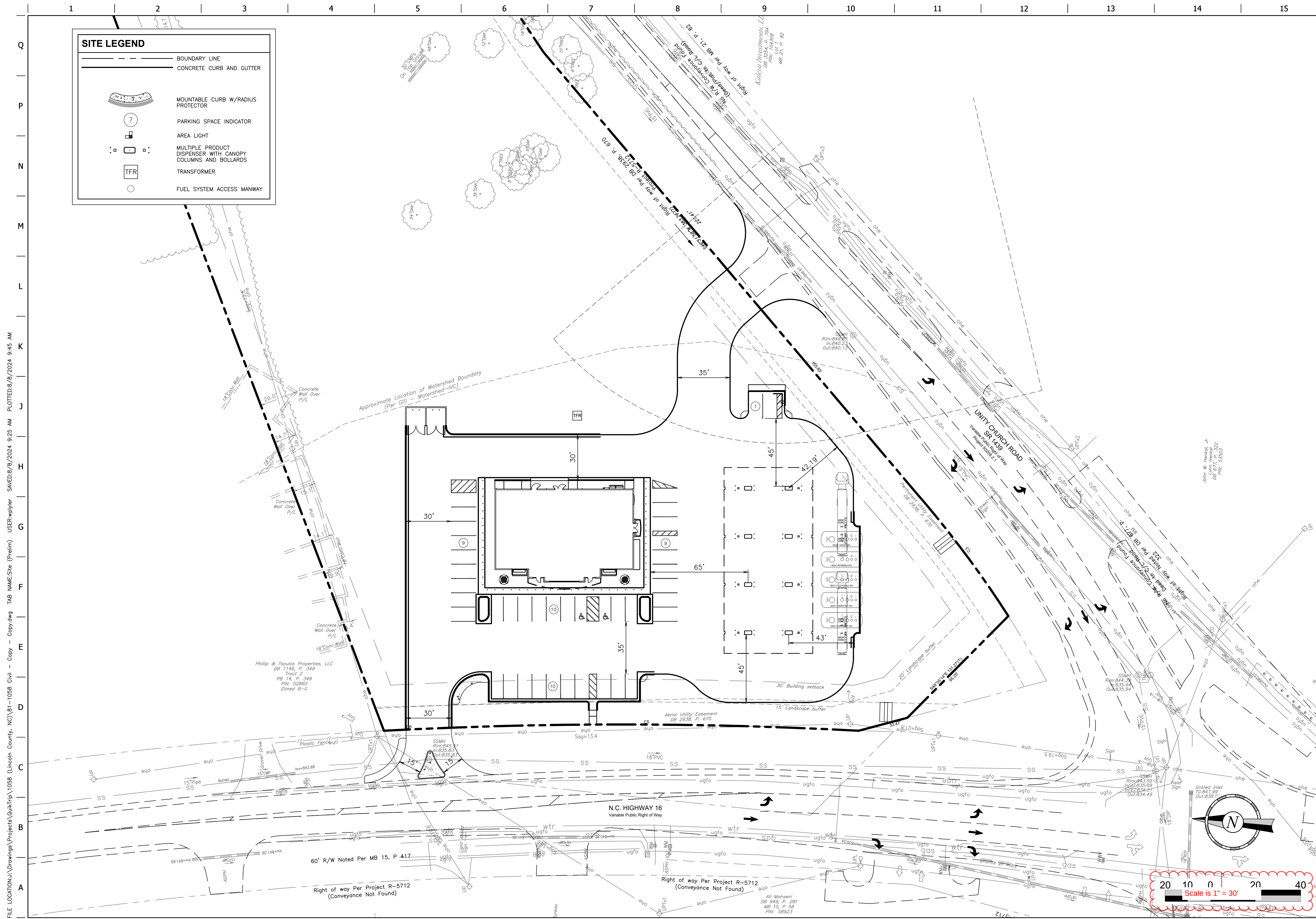
Reviewed and approved by the NCDOT Division 12 District 3 on 8-14-24.

Signature

Travis R Jordan

Print Name

Email concurrence may be used in lieu of the signature.

[illegible]

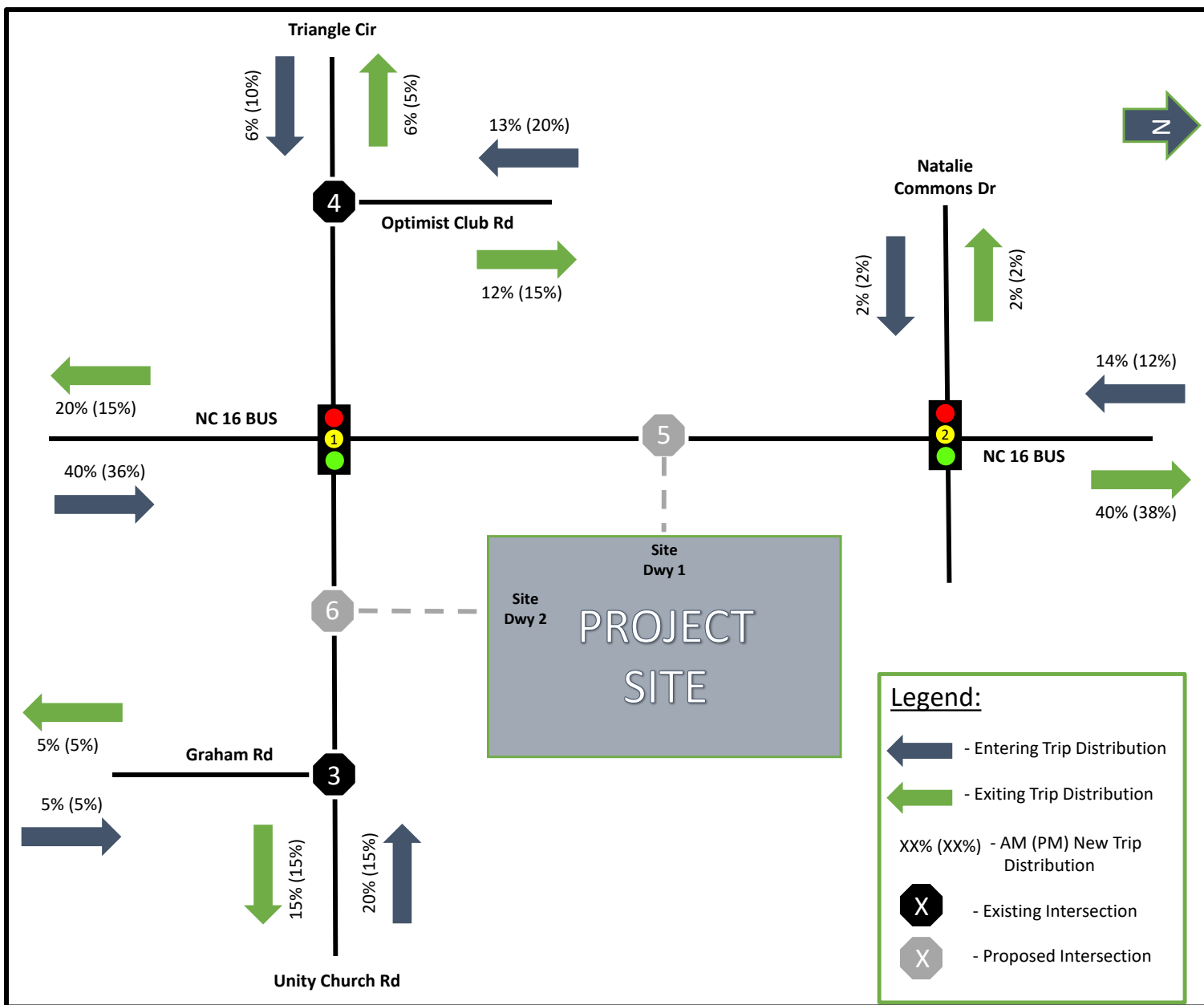


Figure 1 – New Trip Distribution

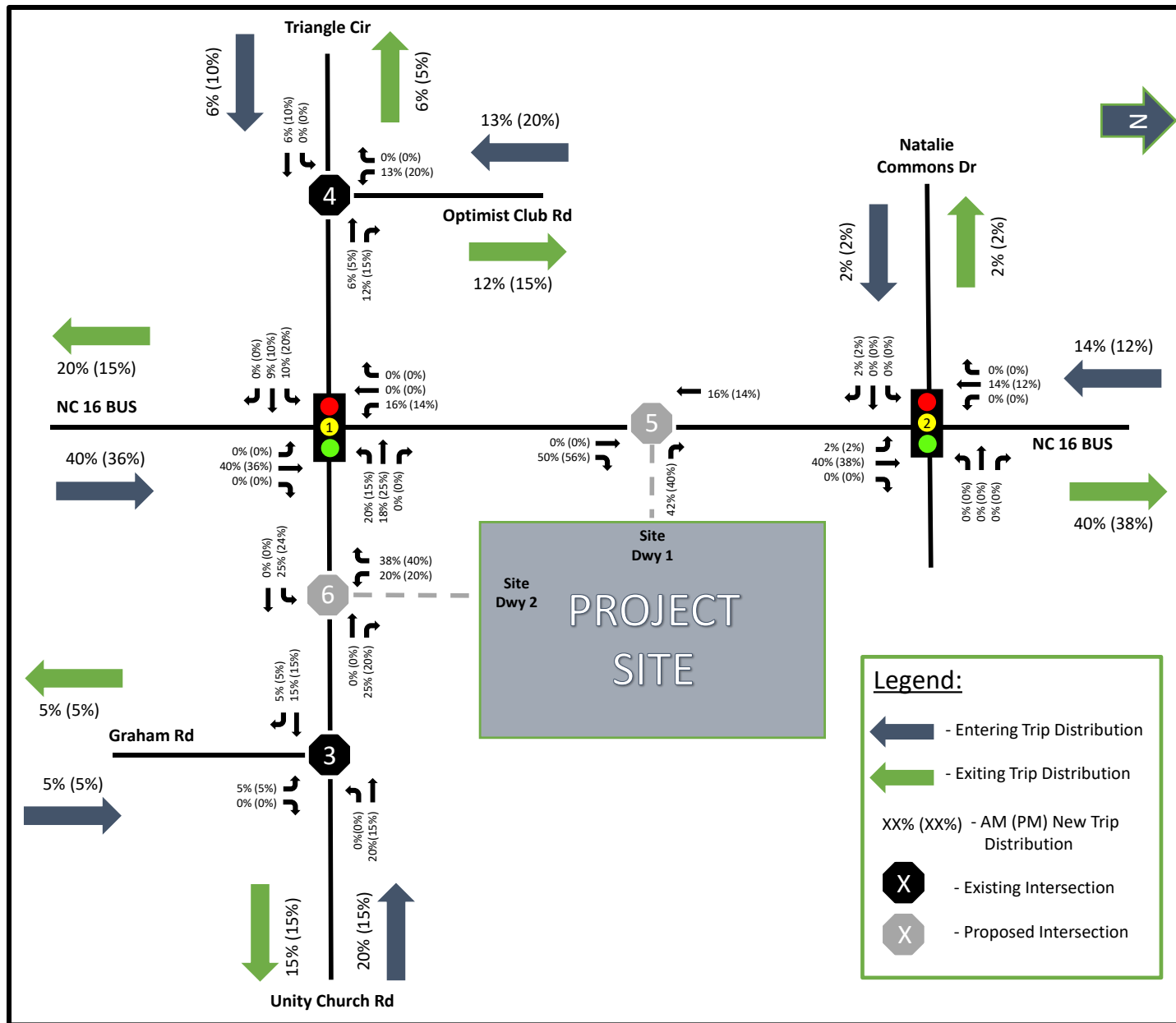
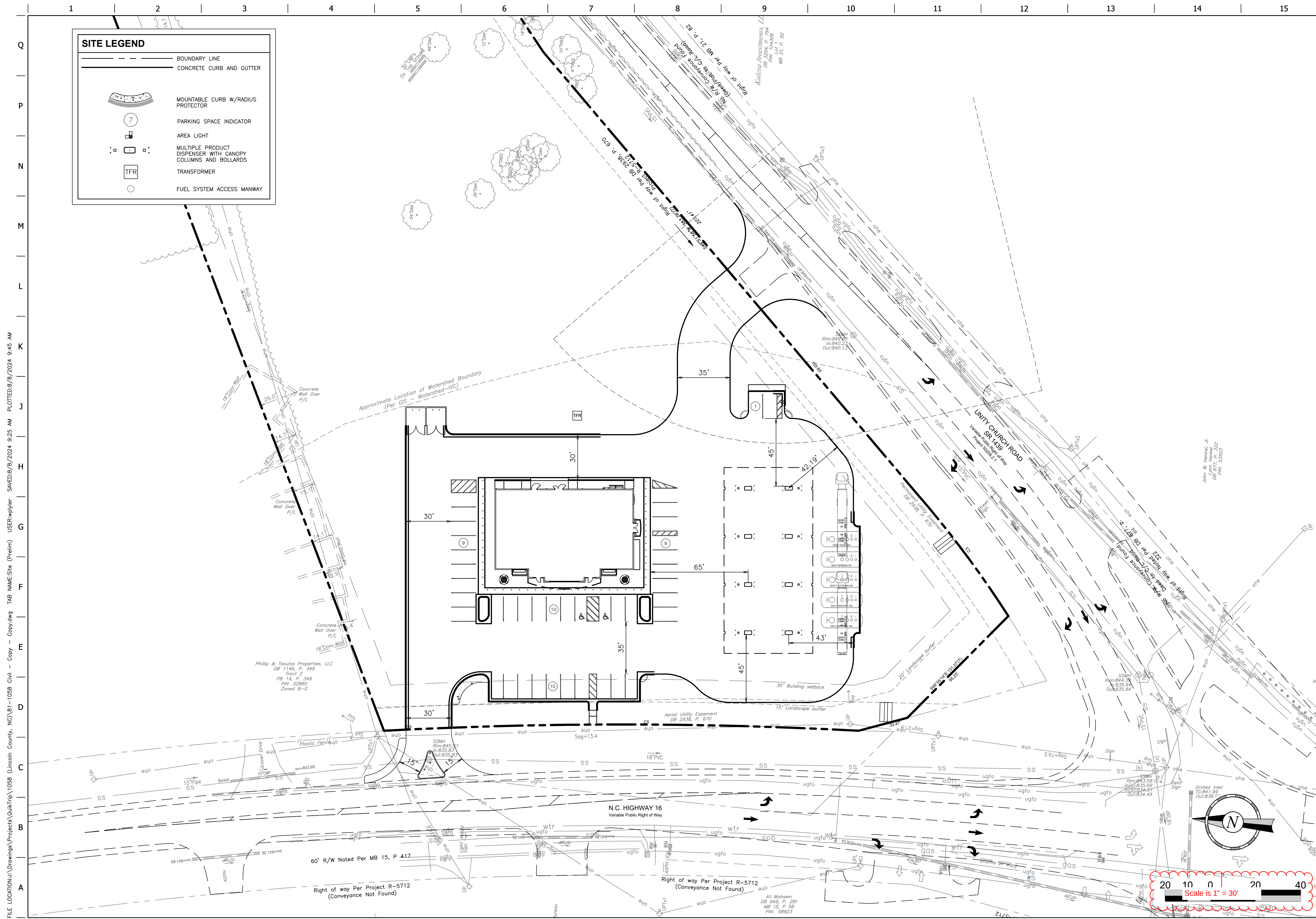


Figure 2 – Entering and Exiting Trip Distribution

APPENDIX B – SITE LAYOUT



PROJECT NO.:#####

FREELEAD AND KALFFMAN, INC.
Engineers & Landscape Architects
200 North Main Street
Greenville, South Carolina 29609
804-252-5497

QuikTrip No. 1058

NC HIGHWAY 16 (BUSINESS)
LINCOLN COUNTY, NC

QT

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WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE: P-118 (05/01/24)

DIVISION:

VERSION: 001

DESIGNED BY:

DRAWN BY:

REVIEWED BY:

REV DATE DESCRIPTION

APPENDIX C – TRAFFIC COUNTS



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	0600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

Bikes	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						Int
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	
1700 - 1715	8	175	0	-	0	183	0	193	26	-	0	219	37	0	10	-	0	47	1	0	0	-	0	1	450
1715 - 1730	8	188	0	-	0	196	1	175	22	-	0	198	54	0	12	-	0	66	0	0	0	-	0	0	460
1730 - 1745	7	196	0	-	0	203	0	192	34	-	0	226	35	0	12	-	0	47	0	0	0	-	0	0	476
1745 - 1800	6	199	0	-	0	205	0	193	35	-	0	228	43	0	7	-	0	50	0	0	0	-	0	0	483
Total	29	758	0	0	0	787	1	753	117	0	0	871	169	0	41	0	0	210	1	0	0	0	0	1	1869
Approach %	3.68	96.32	0.00	0.00	0.00	-	0.11	86.45	13.43	0.00	0.00	-	80.48	0.00	19.52	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.91	0.95	0.00	0.00	0.00	0.96	0.25	0.98	0.84	0.00	0.00	0.96	0.78	0.00	0.85	0.00	0.00	0.80	0.25	0.00	0.00	0.00	0.00	0.25	0.97

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
Time	8	172	0	-	0	180	0	188	25	-	0	213	37	0	9	-	0	46	1	0	0	-	0	1	440
1700 - 1715	8	186	0	-	0	194	1	172	22	-	0	195	53	0	12	-	0	65	0	0	0	-	0	0	454
1730 - 1745	7	193	0	-	0	200	0	188	34	-	0	222	35	0	12	-	0	47	0	0	0	-	0	0	469
1745 - 1800	6	196	0	-	0	202	0	191	34	-	0	225	43	0	7	-	0	50	0	0	0	-	0	0	477
Total	29	747	0	0	0	776	1	739	115	0	0	855	168	0	40	0	0	208	1	0	0	0	0	1	1840
Approach %	3.74	96.26	0.00	0.00	0.00	-	0.12	86.43	13.45	0.00	0.00	-	80.77	0.00	19.23	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.91	0.95	0.00	0.00	0.00	0.96	0.25	0.97	0.85	0.00	0.00	0.95	0.79	0.00	0.83	0.00	0.00	0.80	0.25	0.00	0.00	0.00	0.00	0.25	0.96

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						Int
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	0	2	0	-	0	2	0	2	1	-	0	3	0	0	1	-	0	1	0	0	0	-	0	0	6
1715 - 1730	0	1	0	-	0	1	0	3	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
1730 - 1745	0	2	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	6
1745 - 1800	0	2	0	-	0	2	0	2	1	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	7	0	0	0	7	0	11	2	0	0	13	1	0	1	0	0	2	0	0	0	0	0	0	22
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	84.62	15.38	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.69	0.50	0.00	0.00	0.81	0.25	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.92

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						Int		
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway								
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total			
Time	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	0	-	0	0	4	
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	
1730 - 1745	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	
1745 - 1800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	
Total	0	4	0	0	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	

Bikes

	Northbound						Southbound						Eastbound						Westbound						Int		
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway								
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total			
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles

Denver, NC



www.marrtraffic.com



Site 1

NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway



Date

Tuesday, May 21, 2024

Weather

Fair
73°F
[Click here for Detailed Weather](#)

Lat/Long

35.482673°, -80.994049°
[Click here for Map](#)



0600 - 1800 (Weekday 12h Session) (05-21-2024)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total			
	NC-16 (South)				U-Turn 1.4	App Total	NC-16 (North)			U-Turn 1.8	App Total	Natalie Commons Dr			U-Turn 1.12	App Total	Driveway			U-Turn 1.16		App Total		
	Left 1.1	Thru 1.2	Right 1.3	Left 1.5			Thru 1.6	Right 1.7	Left 1.9			Thru 1.10	Right 1.11	Left 1.13			Thru 1.14	Right 1.15						
0600 - 0615	0	35	0		0	35	0	124	1	0	125	2	0	2	0	4	0	0	0	0	0	0	0	164
0615 - 0630	0	35	0		0	35	0	137	5	0	142	1	0	2	0	3	0	0	0	0	0	0	0	180
0630 - 0645	0	42	0		0	42	0	180	16	0	196	6	0	3	0	9	0	0	0	0	0	0	0	247
0645 - 0700	0	67	0		0	67	0	211	11	0	222	5	0	3	0	8	0	0	0	0	0	0	0	297
Hourly Total	0	179	0		0	179	0	652	33	0	685	14	0	10	0	24	0	0	0	0	0	0	0	888
0700 - 0715	0	86	0		0	86	0	197	18	0	215	14	0	1	0	15	0	0	0	0	0	0	0	316
0715 - 0730	2	127	1		0	130	0	178	32	0	210	21	0	6	0	27	0	0	0	0	0	0	0	367
0730 - 0745	4	168	1		0	173	1	205	43	0	249	49	0	6	0	55	0	0	0	0	0	0	0	477
0745 - 0800	2	180	2		0	184	0	182	37	0	219	56	1	4	0	61	0	0	0	0	0	0	0	464
Hourly Total	8	561	4		0	573	1	762	130	0	893	140	1	17	0	158	0	0	0	0	0	0	0	1624
0800 - 0815	8	151	1		0	160	1	180	22	0	203	21	0	5	0	26	1	0	0	0	0	1	0	390
0815 - 0830	3	118	1		0	122	0	181	22	0	203	10	0	8	0	18	0	0	0	0	0	0	0	343
0830 - 0845	3	159	0		0	162	0	185	15	0	200	20	0	8	0	28	0	0	1	0	1	0	0	391
0845 - 0900	8	173	1		0	182	1	190	16	0	207	29	0	6	0	35	0	1	1	0	2	0	0	426
Hourly Total	22	601	3		0	626	2	736	75	0	813	80	0	27	0	107	1	1	2	0	4	0	0	1550
0900 - 0915	7	141	2		0	150	1	178	20	0	199	21	0	10	0	31	0	0	1	0	1	0	0	381
0915 - 0930	7	134	0		0	141	0	182	19	0	201	9	0	18	0	27	0	0	0	0	0	0	0	369
0930 - 0945	6	143	0		0	149	2	190	16	0	208	13	0	14	0	27	1	0	0	0	1	0	0	385
0945 - 1000	3	154	1		0	158	2	179	13	0	194	23	0	5	0	28	1	0	2	0	3	0	0	383
Hourly Total	23	572	3		0	598	5	729	68	0	802	66	0	47	0	113	2	0	3	0	5	0	0	1518
1000 - 1015	1	130	1		0	132	1	193	16	0	210	11	0	6	0	17	1	0	0	0	1	0	0	360
1015 - 1030	2	155	0		0	157	3	185	19	0	207	12	1	4	0	17	1	0	1	0	2	0	0	383
1030 - 1045	7	173	0		0	180	0	189	17	0	206	18	0	8	0	26	2	0	1	0	3	0	0	415
1045 - 1100	8	166	0		0	174	1	177	22	0	200	28	0	8	0	36	1	0	0	0	1	0	0	411
Hourly Total	18	624	1		0	643	5	744	74	0	823	69	1	26	0	96	5	0	2	0	7	0	0	1569
1100 - 1115	5	144	2		0	151	0	185	15	0	200	11	0	13	0	24	3	0	0	0	3	0	0	378
1115 - 1130	8	167	1		0	176	0	186	26	0	212	18	0	6	0	24	1	0	0	0	1	0	0	413
1130 - 1145	4	169	2		0	175	3	176	17	0	196	24	0	6	0	30	2	0	0	0	2	0	0	403
1145 - 1200	9	184	0		0	193	1	172	28	0	201	27	0	12	0	39	1	0	1	0	2	0	0	435
Hourly Total	26	664	5		0	695	4	719	86	0	809	80	0	37	0	117	7	0	1	0	8	0	0	1629
1200 - 1215	8	168	1		0	177	2	185	29	0	216	28	3	13	0	44	4	0	0	0	4	0	0	441
1215 - 1230	13	184	1		0	198	0	172	35	0	207	28	1	15	0	44	0	0	2	0	2	0	0	451
1230 - 1245	7	188	2		0	197	1	167	30	0	198	32	1	9	0	42	1	0	6	0	7	0	0	444
1245 - 1300	3	185	2		0	190	0	188	33	0	221	35	0	8	0	43	0	0	3	0	3	0	0	457
Hourly Total	31	725	6		0	762	3	712	127	0	842	123	5	45	0	173	5	0	11	0	16	0	0	1793
1300 - 1315	6	151	1		0	158	1	188	26	0	215	26	0	10	0	36	1	0	0	0	1	0	0	410
1315 - 1330	6	193	0		0	199	0	184	19	0	203	27	0	10	0	37	1	0	0	0	1	0	0	440
1330 - 1345	6	187	3		0	196	0	181	25	0	206	21	0	13	0	34	0	0	0	0	0	0	0	436
1345 - 1400	10	170	1		0	181	1	187	15	0	203	18	1	11	0	30	0	0	2	0	2	0	0	416
Hourly Total	28	701	5		0	734	2	740	85	0	827	92	1	44	0	137	2	0	2	0	4	0	0	1702
1400 - 1415	7	181	0		0	188	2	172	26	0	200	15	0	9	0	24	2	0	1	0	3	0	0	415
1415 - 1430	6	189	0		0	195	0	166	26	0	192	28	0	15	0	43	0	0	0	0	0	0	0	430
1430 - 1445	4	178	0		0	182	0	157	19	0	176	31	1	4	0	36	0	0	1	0	1	0	0	395
1445 - 1500	10	188	0		0	198	0	160	28	0	188	38	0	8	0	46	2	0	1	0	3	0	0	435
Hourly Total	27	736	0		0	763	2	655	99	0	756	112	1	36	0	149	4	0	3	0	7	0	0	1675
1500 - 1515	5	194	0		0	199	0	187	33	0	220	30	0	11	0	41	1	0	0	0	1	0	0	461
1515 - 1530	10	182	1		0	193	1	174	28	0	203	43	1	5	0	49	0	0	0	0	0	0	0	445
1530 - 1545	8	192	1		0	201	1	179	17	0	197	25	1	19	0	45	1	2	1	0	4	0	0	447
1545 - 1600	5	199	0		0	204	0	178	19	0	197	49	0	6	0	55	0	0	0	0	0	0	0	456
Hourly Total	28	767	2		0	797	2	718	97	0	817	147	2	41	0	190	2	2	1	0	5	0	0	1809
1600 - 1615	4	212	2		0	218	0	175	20	0	195	33	0	13	0	46	1	0	1	0	2	0	0	461
1615 - 1630	9	181	0		0	190	0	172	26	0	198	50	0	11	0	61	0	1	0	0	1	0	0	450
1630 - 1645	4	197	1		0	202	1	182	24	0	207	35	0	10	0	45	0	0	5	0	5	0	0	459
1645 - 1700	8	186	0		0	194	1	200	32	0	233	32	0	7	0	39	2	0	0	0	2	0	0	468
Hourly Total	25	776	3		0	804	2	729	102	0	833	150	0	41	0	191	3	1	6	0	10	0	0	1838
1700 - 1715	8	175	0		0	183	0	193	26	0	219	37	0	10	0	47	1	0	0	0	1	0	0	450
1715 - 1730	<																							

Classified Turn Movement Count || Passenger Vehicles (1-3)

Denver, NC

Site 1

NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway



Date

Tuesday, May 21, 2024

Lat/Long

35.482673°, -80.994049°

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Weather

Fair
73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	NC-16 (South)					NC-16 (North)					Natalie Commons Dr					Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0600 - 0615	0	33	0	0	33	0	120	1	0	121	2	0	2	0	4	0	0	0	0	0	158
0615 - 0630	0	32	0	0	32	0	132	5	0	137	1	0	2	0	3	0	0	0	0	0	172
0630 - 0645	0	39	0	0	39	0	173	15	0	188	4	0	3	0	7	0	0	0	0	0	234
0645 - 0700	0	61	0	0	61	0	200	11	0	211	5	0	3	0	8	0	0	0	0	0	280
Hourly Total	0	165	0	0	165	0	625	32	0	657	12	0	10	0	22	0	0	0	0	0	844
0700 - 0715	0	81	0	0	81	0	189	18	0	207	14	0	1	0	15	0	0	0	0	0	303
0715 - 0730	1	113	1	0	115	0	173	32	0	205	21	0	6	0	27	0	0	0	0	0	347
0730 - 0745	4	152	1	0	157	1	202	43	0	246	49	0	6	0	55	0	0	0	0	0	458
0745 - 0800	2	170	2	0	174	0	174	36	0	210	56	1	4	0	61	0	0	0	0	0	445
Hourly Total	7	516	4	0	527	1	738	129	0	868	140	1	17	0	158	0	0	0	0	0	1553
0800 - 0815	7	139	1	0	147	1	170	22	0	193	20	0	5	0	25	1	0	0	0	1	366
0815 - 0830	3	114	1	0	118	0	172	21	0	193	9	0	7	0	16	0	0	0	0	0	327
0830 - 0845	3	151	0	0	154	0	179	15	0	194	20	0	7	0	27	0	0	1	0	1	376
0845 - 0900	8	164	1	0	173	1	181	16	0	198	29	0	6	0	35	0	1	1	0	2	408
Hourly Total	21	568	3	0	592	2	702	74	0	778	78	0	25	0	103	1	1	2	0	4	1477
0900 - 0915	7	135	2	0	144	1	166	20	0	187	21	0	10	0	31	0	0	1	0	1	363
0915 - 0930	7	131	0	0	138	0	170	19	0	189	9	0	18	0	27	0	0	0	0	0	354
0930 - 0945	6	133	0	0	139	2	177	16	0	195	12	0	14	0	26	1	0	0	0	1	361
0945 - 1000	3	147	1	0	151	2	171	13	0	186	23	0	5	0	28	1	0	2	0	3	368
Hourly Total	23	546	3	0	572	5	684	68	0	757	65	0	47	0	112	2	0	3	0	5	1446
1000 - 1015	1	119	1	0	121	1	188	16	0	205	10	0	6	0	16	1	0	0	0	1	343
1015 - 1030	2	144	0	0	146	3	176	19	0	198	12	1	4	0	17	1	0	1	0	2	363
1030 - 1045	7	169	0	0	176	0	181	17	0	198	18	0	8	0	26	2	0	1	0	3	403
1045 - 1100	8	159	0	0	167	1	169	21	0	191	28	0	8	0	36	1	0	0	0	1	395
Hourly Total	18	591	1	0	610	5	714	73	0	792	68	1	26	0	95	5	0	2	0	7	1504
1100 - 1115	5	133	2	0	140	0	178	15	0	193	11	0	13	0	24	3	0	0	0	3	360
1115 - 1130	7	155	1	0	163	0	177	26	0	203	18	0	6	0	24	1	0	0	0	1	391
1130 - 1145	4	157	2	0	163	3	169	17	0	189	24	0	6	0	30	2	0	0	0	2	384
1145 - 1200	8	171	0	0	179	1	163	28	0	192	27	0	12	0	39	1	0	1	0	2	412
Hourly Total	24	616	5	0	645	4	687	86	0	777	80	0	37	0	117	7	0	1	0	8	1547
1200 - 1215	8	158	1	0	167	2	181	29	0	212	27	3	13	0	43	4	0	0	0	4	426
1215 - 1230	12	176	1	0	189	0	162	35	0	197	28	1	15	0	44	0	0	2	0	2	432
1230 - 1245	7	183	2	0	192	1	157	30	0	188	31	0	9	0	40	1	0	6	0	7	427
1245 - 1300	3	178	2	0	183	0	181	33	0	214	35	0	8	0	43	0	0	2	0	2	442
Hourly Total	30	695	6	0	731	3	681	127	0	811	121	4	45	0	170	5	0	10	0	15	1727
1300 - 1315	6	144	1	0	151	1	179	25	0	205	26	0	10	0	36	1	0	0	0	1	393
1315 - 1330	6	181	0	0	187	0	174	19	0	193	27	0	10	0	37	1	0	0	0	1	418
1330 - 1345	6	170	3	0	179	0	167	25	0	192	21	0	13	0	34	0	0	0	0	0	405
1345 - 1400	10	160	1	0	171	1	178	15	0	194	18	1	10	0	29	0	0	2	0	2	396
Hourly Total	28	655	5	0	688	2	698	84	0	784	92	1	43	0	136	2	0	2	0	4	1612
1400 - 1415	7	175	0	0	182	2	165	26	0	193	15	0	9	0	24	2	0	1	0	3	402
1415 - 1430	6	178	0	0	184	0	158	25	0	183	27	0	15	0	42	0	0	0	0	0	409
1430 - 1445	4	170	0	0	174	0	151	17	0	168	31	1	4	0	36	0	0	1	0	1	379
1445 - 1500	10	178	0	0	188	0	149	26	0	175	38	0	8	0	46	2	0	1	0	3	412
Hourly Total	27	701	0	0	728	2	623	94	0	719	111	1	36	0	148	4	0	3	0	7	1602
1500 - 1515	5	187	0	0	192	0	177	33	0	210	30	0	9	0	39	1	0	0	0	1	442
1515 - 1530	9	174	1	0	184	1	164	28	0	193	42	1	5	0	48	0	0	0	0	0	425
1530 - 1545	8	183	1	0	192	1	167	17	0	185	24	1	17	0	42	1	2	1	0	4	423
1545 - 1600	5	192	0	0	197	0	172	18	0	190	49	0	6	0	55	0	0	0	0	0	442
Hourly Total	27	736	2	0	765	2	680	96	0	778	145	2	37	0	184	2	2	1	0	5	1732
1600 - 1615	4	206	2	0	212	0	169	20	0	189	33	0	12	0	45	1	0	1	0	2	448
1615 - 1630	9	175	0	0	184	0	168	26	0	194	48	0	11	0	59	0	1	0	0	1	438
1630 - 1645	4	191	1	0	196	1	178	23	0	202	35	0	10	0	45	0	0	5	0	5	448
1645 - 1700	8	184	0	0	192	1	198	32	0	231	32	0	7	0	39	2	0	0	0	2	464
Hourly Total	25	756	3	0	784	2	713	101	0	816	148	0	40	0	188	3	1	6	0	10	1798
1700 - 1715	8	172	0	0	180	0	188	25	0	213	37	0	9	0	46	1	0	0	0	1	440
1715 - 1730	8	186	0	0	194	1	172	22	0	195	53	0	12	0	65	0	0	0	0	0	454
1730 - 1745	7	193	0	0	200	0	188	34	0	222	35	0	12	0	47	0	0	0	0	0	469
1745 - 1800	6	196	0	0	202	0	191	34	0	225	43	0	7	0	50	0	0	0	0	0	477
Hourly Total	29	747	0	0	776	1	739	115	0	855	168	0	40	0	208	1	0	0	0	1	1840
Grand Total	259	7292	32	0	7583	29	8284	1079	0	9392	1228	10	403	0	1641	32	4	30	0	66	18682
Approach %	3.42	96.16	0.42	0.00	-	0.31	88.20	11.49	0.00	-	74.83	0.61	24.56	0.00	-	48.48	6.06	45.45	0.00	-	
Intersection %	1.39	39.03	0.17	0.00	40.59	0.16	44.34	5.78	0.00	50.27	6.57	0.05	2.16	0.00	8.78	0.17	0.02	0.16	0.00	0.35	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Denver, NC

Site 1

NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway



Date

Tuesday, May 21, 2024

Weather

Fair
73°F
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Lat/Long

35.482673°, -80.994049°
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0600 - 0615	0	2	0		0	2	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	
0615 - 0630	0	2	0		0	2	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	
0630 - 0645	0	1	0		0	1	0	6	1		0	7	2	0	0		0	2	0	0	0		0	0	
0645 - 0700	0	3	0		0	3	0	8	0		0	8	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	8	0		0	8	0	22	1		0	23	2	0	0		0	2	0	0	0		0	0	
0700 - 0715	0	4	0		0	4	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
0715 - 0730	1	11	0		0	12	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	
0730 - 0745	0	15	0		0	15	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	
0745 - 0800	0	8	0		0	8	0	7	1		0	8	0	0	0		0	0	0	0	0		0	0	
Hourly Total	1	38	0		0	39	0	21	1		0	22	0	0	0		0	0	0	0	0		0	0	
0800 - 0815	0	8	0		0	8	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	
0815 - 0830	0	4	0		0	4	0	5	1		0	6	1	0	1		0	2	0	0	0		0	0	
0830 - 0845	0	6	0		0	6	0	3	0		0	3	0	0	1		0	1	0	0	0		0	0	
0845 - 0900	0	7	0		0	7	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	25	0		0	25	0	21	1		0	22	1	0	2		0	3	0	0	0		0	0	
0900 - 0915	0	5	0		0	5	0	9	0		0	9	0	0	0		0	0	0	0	0		0	0	
0915 - 0930	0	2	0		0	2	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
0930 - 0945	0	8	0		0	8	0	10	0		0	10	1	0	0		0	1	0	0	0		0	0	
0945 - 1000	0	4	0		0	4	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	19	0		0	19	0	32	0		0	32	1	0	0		0	1	0	0	0		0	0	
1000 - 1015	0	9	0		0	9	0	4	0		0	4	1	0	0		0	1	0	0	0		0	0	
1015 - 1030	0	9	0		0	9	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
1030 - 1045	0	4	0		0	4	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	
1045 - 1100	0	4	0		0	4	0	3	1		0	4	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	26	0		0	26	0	19	1		0	20	1	0	0		0	1	0	0	0		0	0	
1100 - 1115	0	7	0		0	7	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	
1115 - 1130	1	10	0		0	11	0	8	0		0	8	0	0	0		0	0	0	0	0		0	0	
1130 - 1145	0	9	0		0	9	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	
1145 - 1200	0	9	0		0	9	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
Hourly Total	1	35	0		0	36	0	26	0		0	26	0	0	0		0	0	0	0	0		0	0	
1200 - 1215	0	8	0		0	8	0	2	0		0	2	1	0	0		0	1	0	0	0		0	0	
1215 - 1230	1	6	0		0	7	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
1230 - 1245	0	4	0		0	4	0	6	0		0	6	0	1	0		0	1	0	0	0		0	0	
1245 - 1300	0	7	0		0	7	0	5	0		0	5	0	0	0		0	0	0	0	1		0	1	
Hourly Total	1	25	0		0	26	0	20	0		0	20	1	1	0		0	2	0	0	1		0	1	
1300 - 1315	0	3	0		0	3	0	6	1		0	7	0	0	0		0	0	0	0	0		0	0	
1315 - 1330	0	10	0		0	10	0	8	0		0	8	0	0	0		0	0	0	0	0		0	0	
1330 - 1345	0	15	0		0	15	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	
1345 - 1400	0	6	0		0	6	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	34	0		0	34	0	31	1		0	32	0	0	0		0	0	0	0	0		0	0	
1400 - 1415	0	4	0		0	4	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	
1415 - 1430	0	7	0		0	7	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	
1430 - 1445	0	5	0		0	5	0	5	1		0	6	0	0	0		0	0	0	0	0		0	0	
1445 - 1500	0	8	0		0	8	0	9	2		0	11	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	24	0		0	24	0	27	3		0	30	0	0	0		0	0	0	0	0		0	0	
1500 - 1515	0	3	0		0	3	0	10	0		0	10	0	0	2		0	2	0	0	0		0	0	
1515 - 1530	1	6	0		0	7	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	
1530 - 1545	0	7	0		0	7	0	10	0		0	10	1	0	2		0	3	0	0	0		0	0	
1545 - 1600	0	5	0		0	5	0	4	1		0	5	0	0	0		0	0	0	0	0		0	0	
Hourly Total	1	21	0		0	22	0	30	1		0	31	1	0	4		0	5	0	0	0		0	0	
1600 - 1615	0	5	0		0	5	0	6	0		0	6	0	0	1		0	1	0	0	0		0	0	
1615 - 1630	0	6	0		0	6	0	3	0		0	3	2	0	0		0	2	0	0	0		0	0	
1630 - 1645	0	3	0		0	3	0	3	1		0	4	0	0	0		0	0	0	0	0		0	0	
1645 - 1700	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	16	0		0	16	0	14	1		0	15	2	0	1		0	3	0	0	0		0	0	
1700 - 1715	0	2	0		0	2	0	2	1		0	3	0	0	1		0	1	0	0	0		0	0	
1715 - 1730	0	1	0		0	1	0	3	0		0	3	1	0	0		0	1	0	0	0		0	0	
1730 - 1745	0	2	0		0	2	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	
1745 - 1800	0	2	0		0	2	0	2	1		0	3	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	7	0		0	7	0	11	2		0	13	1	0	1		0	2	0	0	0		0	0	
Grand Total	4	278	0		0	282	0	274	12		0	286	10	1	8		0	19	0	0	1		0	1	
Approach %	1.42	98.58	0.00		0.00	-	0.00	95.80	4.20		0.00	-	52.63	5.26	42.11		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	0.68	47.28	0.00		0.00	47.96	0.00	46.60	2.04		0.00	48.64	1.70	0.17	1.36		0.00	3.23	0.00	0.00	0.17		0.00	0.17	

Classified Turn Movement Count || Combination Trucks (8-13)

Denver, NC

Site 1

NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway



Date

Tuesday, May 21, 2024

Lat/Long

35.482673°, -80.994049°

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Weather

Fair
73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound												
	NC-16 (South)				NC-16 (North)				Natalie Commons Dr				Driveway												
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0600 - 0615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0615 - 0630	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	2
0630 - 0645	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
0645 - 0700	0	3	0		0	3	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	6
Hourly Total	0	6	0		0	6	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	11
0700 - 0715	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	2
0715 - 0730	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	4
0730 - 0745	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
0745 - 0800	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
Hourly Total	0	7	0		0	7	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	10
0800 - 0815	1	4	0		0	5	0	4	0		0	4	1	0	0		0	1	0	0	0		0	0	10
0815 - 0830	0	0	0		0	0	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	4
0830 - 0845	0	2	0		0	2	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	5
0845 - 0900	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
Hourly Total	1	8	0		0	9	0	13	0		0	13	1	0	0		0	1	0	0	0		0	0	23
0900 - 0915	0	1	0		0	1	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	4
0915 - 0930	0	1	0		0	1	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	6
0930 - 0945	0	2	0		0	2	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	5
0945 - 1000	0	3	0		0	3	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	5
Hourly Total	0	7	0		0	7	0	13	0		0	13	0	0	0		0	0	0	0	0		0	0	20
1000 - 1015	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
1015 - 1030	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
1030 - 1045	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	3
1045 - 1100	0	3	0		0	3	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	8
Hourly Total	0	7	0		0	7	0	11	0		0	11	0	0	0		0	0	0	0	0		0	0	18
1100 - 1115	0	4	0		0	4	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	6
1115 - 1130	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
1130 - 1145	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	4
1145 - 1200	1	4	0		0	5	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	7
Hourly Total	1	13	0		0	14	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	20
1200 - 1215	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
1215 - 1230	0	2	0		0	2	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	5
1230 - 1245	0	1	0		0	1	0	4	0		0	4	1	0	0		0	1	0	0	0		0	0	6
1245 - 1300	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	2
Hourly Total	0	5	0		0	5	0	11	0		0	11	1	0	0		0	1	0	0	0		0	0	17
1300 - 1315	0	4	0		0	4	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	7
1315 - 1330	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
1330 - 1345	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
1345 - 1400	0	3	0		0	3	0	4	0		0	4	0	0	1		0	1	0	0	0		0	0	8
Hourly Total	0	11	0		0	11	0	11	0		0	11	0	0	1		0	1	0	0	0		0	0	23
1400 - 1415	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	2
1415 - 1430	0	4	0		0	4	0	2	1		0	3	1	0	0		0	1	0	0	0		0	0	8
1430 - 1445	0	3	0		0	3	0	1	1		0	2	0	0	0		0	0	0	0	0		0	0	5
1445 - 1500	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
Hourly Total	0	11	0		0	11	0	5	2		0	7	1	0	0		0	1	0	0	0		0	0	19
1500 - 1515	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	4
1515 - 1530	0	2	0		0	2	0	4	0		0	4	1	0	0		0	1	0	0	0		0	0	7
1530 - 1545	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
1545 - 1600	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
Hourly Total	0	10	0		0	10	0	8	0		0	8	1	0	0		0	1	0	0	0		0	0	19
1600 - 1615	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1615 - 1630	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1630 - 1645	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	4
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	4	0		0	4	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	6
1700 - 1715	0	1	0		0	1	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	4
1715 - 1730	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1730 - 1745	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1745 - 1800	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	4	0		0	4	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	7
Grand Total	2	93	0		0	95	0	91	2		0	93	4	0	1		0	5	0	0	0		0	0	193
Approach %	2.11	97.89	0.00		0.00	-	0.00	97.85	2.15		0.00	-	80.00	0.00	20.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	1.04	48.19	0.00		0.00	49.22	0.00	47.15	1.04		0.00	48.19	2.07	0.00	0.52		0.00	2.59	0.00	0.00	0.00		0.00	0.00	

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Site 1

NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway



Weather

Fair
73°F

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Lat/Long
35.482673°, -80.994049°
[Click here for Map](#)



Northbound						Southbound						Eastbound						Westbound						
NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0	0	0		0	0	0	0	0		0	0	0	0											

Classified Turn Movement Count || All Trucks (4-13)

Denver, NC

Site 1

NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway



Date

Tuesday, May 21, 2024

Lat/Long

35.482673°, -80.994049°

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Weather

Fair
73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						
	NC-16 (South)						NC-16 (North)						Natalie Commons Dr						Driveway						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0600 - 0615	0	2	0		0	2	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	6
0615 - 0630	0	3	0		0	3	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	8
0630 - 0645	0	3	0		0	3	0	7	1		0	8	2	0	0		0	2	0	0	0		0	0	13
0645 - 0700	0	6	0		0	6	0	11	0		0	11	0	0	0		0	0	0	0	0		0	0	17
Hourly Total	0	14	0		0	14	0	27	1		0	28	2	0	0		0	2	0	0	0		0	0	44
0700 - 0715	0	5	0		0	5	0	8	0		0	8	0	0	0		0	0	0	0	0		0	0	13
0715 - 0730	1	14	0		0	15	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	20
0730 - 0745	0	16	0		0	16	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	19
0745 - 0800	0	10	0		0	10	0	8	1		0	9	0	0	0		0	0	0	0	0		0	0	19
Hourly Total	1	45	0		0	46	0	24	1		0	25	0	0	0		0	0	0	0	0		0	0	71
0800 - 0815	1	12	0		0	13	0	10	0		0	10	1	0	0		0	1	0	0	0		0	0	24
0815 - 0830	0	4	0		0	4	0	9	1		0	10	1	0	1		0	2	0	0	0		0	0	16
0830 - 0845	0	8	0		0	8	0	6	0		0	6	0	0	1		0	1	0	0	0		0	0	15
0845 - 0900	0	9	0		0	9	0	9	0		0	9	0	0	0		0	0	0	0	0		0	0	18
Hourly Total	1	33	0		0	34	0	34	1		0	35	2	0	2		0	4	0	0	0		0	0	73
0900 - 0915	0	6	0		0	6	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	18
0915 - 0930	0	3	0		0	3	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	15
0930 - 0945	0	10	0		0	10	0	13	0		0	13	1	0	0		0	1	0	0	0		0	0	24
0945 - 1000	0	7	0		0	7	0	8	0		0	8	0	0	0		0	0	0	0	0		0	0	15
Hourly Total	0	26	0		0	26	0	45	0		0	45	1	0	0		0	1	0	0	0		0	0	72
1000 - 1015	0	11	0		0	11	0	5	0		0	5	1	0	0		0	1	0	0	0		0	0	17
1015 - 1030	0	11	0		0	11	0	9	0		0	9	0	0	0		0	0	0	0	0		0	0	20
1030 - 1045	0	4	0		0	4	0	8	0		0	8	0	0	0		0	0	0	0	0		0	0	12
1045 - 1100	0	7	0		0	7	0	8	1		0	9	0	0	0		0	0	0	0	0		0	0	16
Hourly Total	0	33	0		0	33	0	30	1		0	31	1	0	0		0	1	0	0	0		0	0	65
1100 - 1115	0	11	0		0	11	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	18
1115 - 1130	1	12	0		0	13	0	9	0		0	9	0	0	0		0	0	0	0	0		0	0	22
1130 - 1145	0	12	0		0	12	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	19
1145 - 1200	1	13	0		0	14	0	9	0		0	9	0	0	0		0	0	0	0	0		0	0	23
Hourly Total	2	48	0		0	50	0	32	0		0	32	0	0	0		0	0	0	0	0		0	0	82
1200 - 1215	0	10	0		0	10	0	4	0		0	4	1	0	0		0	1	0	0	0		0	0	15
1215 - 1230	1	8	0		0	9	0	10	0		0	10	0	0	0		0	0	0	0	0		0	0	19
1230 - 1245	0	5	0		0	5	0	10	0		0	10	1	1	0		0	2	0	0	0		0	0	17
1245 - 1300	0	7	0		0	7	0	7	0		0	7	0	0	0		0	0	0	0	1		0	1	15
Hourly Total	1	30	0		0	31	0	31	0		0	31	2	1	0		0	3	0	0	1		0	1	66
1300 - 1315	0	7	0		0	7	0	9	1		0	10	0	0	0		0	0	0	0	0		0	0	17
1315 - 1330	0	12	0		0	12	0	10	0		0	10	0	0	0		0	0	0	0	0		0	0	22
1330 - 1345	0	17	0		0	17	0	14	0		0	14	0	0	0		0	0	0	0	0		0	0	31
1345 - 1400	0	9	0		0	9	0	9	0		0	9	0	0	1		0	1	0	0	0		0	0	19
Hourly Total	0	45	0		0	45	0	42	1		0	43	0	0	1		0	1	0	0	0		0	0	89
1400 - 1415	0	6	0		0	6	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	13
1415 - 1430	0	11	0		0	11	0	8	1		0	9	1	0	0		0	1	0	0	0		0	0	21
1430 - 1445	0	8	0		0	8	0	6	2		0	8	0	0	0		0	0	0	0	0		0	0	16
1445 - 1500	0	10	0		0	10	0	11	2		0	13	0	0	0		0	0	0	0	0		0	0	23
Hourly Total	0	35	0		0	35	0	32	5		0	37	1	0	0		0	1	0	0	0		0	0	73
1500 - 1515	0	7	0		0	7	0	10	0		0	10	0	0	2		0	2	0	0	0		0	0	19
1515 - 1530	1	8	0		0	9	0	10	0		0	10	1	0	0		0	1	0	0	0		0	0	20
1530 - 1545	0	9	0		0	9	0	12	0		0	12	1	0	2		0	3	0	0	0		0	0	24
1545 - 1600	0	7	0		0	7	0	6	1		0	7	0	0	0		0	0	0	0	0		0	0	14
Hourly Total	1	31	0		0	32	0	38	1		0	39	2	0	4		0	6	0	0	0		0	0	77
1600 - 1615	0	6	0		0	6	0	6	0		0	6	0	0	1		0	1	0	0	0		0	0	13
1615 - 1630	0	6	0		0	6	0	4	0		0	4	2	0	0		0	2	0	0	0		0	0	12
1630 - 1645	0	6	0		0	6	0	4	1		0	5	0	0	0		0	0	0	0	0		0	0	11
1645 - 1700	0	2	0		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
Hourly Total	0	20	0		0	20	0	16	1		0	17	2	0	1		0	3	0	0	0		0	0	40
1700 - 1715	0	3	0		0	3	0	5	1		0	6	0	0	1		0	1	0	0	0		0	0	10
1715 - 1730	0	2	0		0	2	0	3	0		0	3	1	0	0		0	1	0	0	0		0	0	6
1730 - 1745	0	3	0		0	3	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	7
1745 - 1800	0	3	0		0	3	0	2	1		0	3	0	0	0		0	0	0	0	0		0	0	6
Hourly Total	0	11	0		0	11	0	14	2		0	16	1	0	1		0	2	0	0	0		0	0	29
Grand Total	6	371	0		0	377	0	365	14		0	379	14	1	9		0	24	0	0	1		0	1	781
Approach %	1.59	98.41	0.00		0.00	-	0.00	96.31	3.69		0.00	-	58.33	4.17	37.50		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	0.77	47.50	0.00		0.00	48.27	0.00	46.73	1.79		0.00	48.53	1.79	0.13	1.15		0.00	3.07	0.00	0.00	0.13		0.00	0.13	

Crosswalk Counts | | Pedestrians

Denver, NC

Site 1	Date	Weather
NC-16 (South)	Tuesday, May 21, 2024	Fair
NC-16 (North)		73°F
Natalie Commons Dr	Lat/Long	Click here for Detailed Weather
Driveway	35.482673°, -80.994049°	
	Click here for Map	



0600 - 1800 (Weekday 12h Session) (05-21-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	NC-16 (South)				NC-16 (North)				Natalie Commons Dr				Driveway				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	1		1	0	0		0	1
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	1		1	0	0		0	1
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	1		1	0	0		0	1
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	100.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	100.00		100.00	0.00	0.00		0.00	

Denver, NC

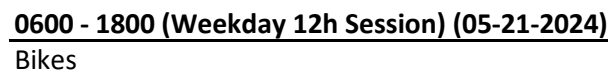


NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway

Tuesday, May 21, 2024

Fair
73°F
[Click here for Detailed Weather](#)

35.482673°, -80.994049°
[Click here for Map](#)



	Northbound				Southbound				Eastbound				Westbound				
	NC-16 (South)				NC-16 (North)				Natalie Commons Dr				Driveway				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Denver, NC

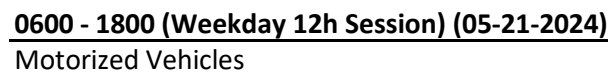


NC-16 (South)
NC-16 (North)
Natalie Commons Dr
Driveway

Tuesday, May 21, 2024

Fair
73°F
[Click here for Detailed Weather](#)

[Click here for Map](#)



	Northbound				Southbound				Eastbound				Westbound				
	NC-16 (South)			App Total	NC-16 (North)			App Total	Natalie Commons Dr			App Total	Driveway			App Total	Int Total
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC



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Tuesday, May 21, 2024	
Period	0600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound						Eastbound						Westbound						Int	
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App		Total
1700 - 1715	4	120	33	-	0	157	31	154	24	-	0	209	51	34	6	-	0	91	30	13	15	-	0	58	515	
1715 - 1730	6	143	35	-	0	184	20	151	32	-	0	203	47	34	4	-	0	85	31	18	18	-	0	67	539	
1730 - 1745	5	128	40	-	0	173	37	144	29	-	0	210	48	30	3	-	0	81	50	11	19	-	0	80	544	
1745 - 1800	2	139	41	-	0	182	17	146	31	-	0	194	43	35	5	-	0	83	35	14	21	-	0	70	529	
Total	17	530	149	0	0	696	105	595	116	0	0	816	189	133	18	0	0	340	146	56	73	0	0	275	2127	
Approach %	2.44	76.15	21.41	0.00	0.00	-	12.87	72.92	14.22	0.00	0.00	-	55.59	39.12	5.29	0.00	0.00	-	53.09	20.36	26.55	0.00	0.00	-		
PHF	0.71	0.93	0.91	0.00	0.00	0.95	0.71	0.97	0.91	0.00	0.00	0.97	0.93	0.95	0.75	0.00	0.00	0.93	0.73	0.78	0.87	0.00	0.00	0.86	0.98	

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1700 - 1715	4	119	33	-	0	156	29	152	23	-	0	204	49	33	6	-	0	88	30	13	15	-	0	58	506
1715 - 1730	6	141	35	-	0	182	20	148	30	-	0	198	47	33	4	-	0	84	31	16	18	-	0	65	529
1730 - 1745	5	125	40	-	0	170	37	140	29	-	0	206	48	30	3	-	0	81	50	10	19	-	0	79	536
1745 - 1800	2	136	41	-	0	179	17	145	31	-	0	193	43	35	5	-	0	83	34	14	21	-	0	69	524
Total	17	521	149	0	0	687	103	585	113	0	0	801	187	131	18	0	0	336	145	53	73	0	0	271	2095
Approach %	2.47	75.84	21.69	0.00	0.00	-	12.86	73.03	14.11	0.00	0.00	-	55.65	38.99	5.36	0.00	0.00	-	53.51	19.56	26.94	0.00	0.00	-	
PHF	0.71	0.92	0.91	0.00	0.00	0.94	0.70	0.96	0.91	0.00	0.00	0.97	0.95	0.94	0.75	0.00	0.00	0.95	0.73	0.83	0.87	0.00	0.00	0.86	0.98

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1700 - 1715	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	3
1715 - 1730	0	1	0	-	0	1	0	3	2	-	0	5	0	1	0	-	0	1	0	1	0	-	0	1	8
1730 - 1745	0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
1745 - 1800	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	1	0	0	-	0	1	5
Total	0	7	0	0	0	7	0	10	2	0	0	12	0	2	0	0	0	2	1	1	0	0	0	2	23
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.63	0.25	0.00	0.00	0.60	0.00	0.50	0.00	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.00	0.50	0.72

	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
Time	0	1	0	-	0	1	2	0	1	-	0	3	2	0	0	-	0	2	0	0	0	-	0	0	6
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	2	0	0	0	2	2	0	1	0	0	3	2	0	0	0	0	2	0	2	0	0	0	2	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.25	0.00	0.25	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.50	0.38

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Peak Hour Turning Movement Count

Denver, NC



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Tuesday, May 21, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

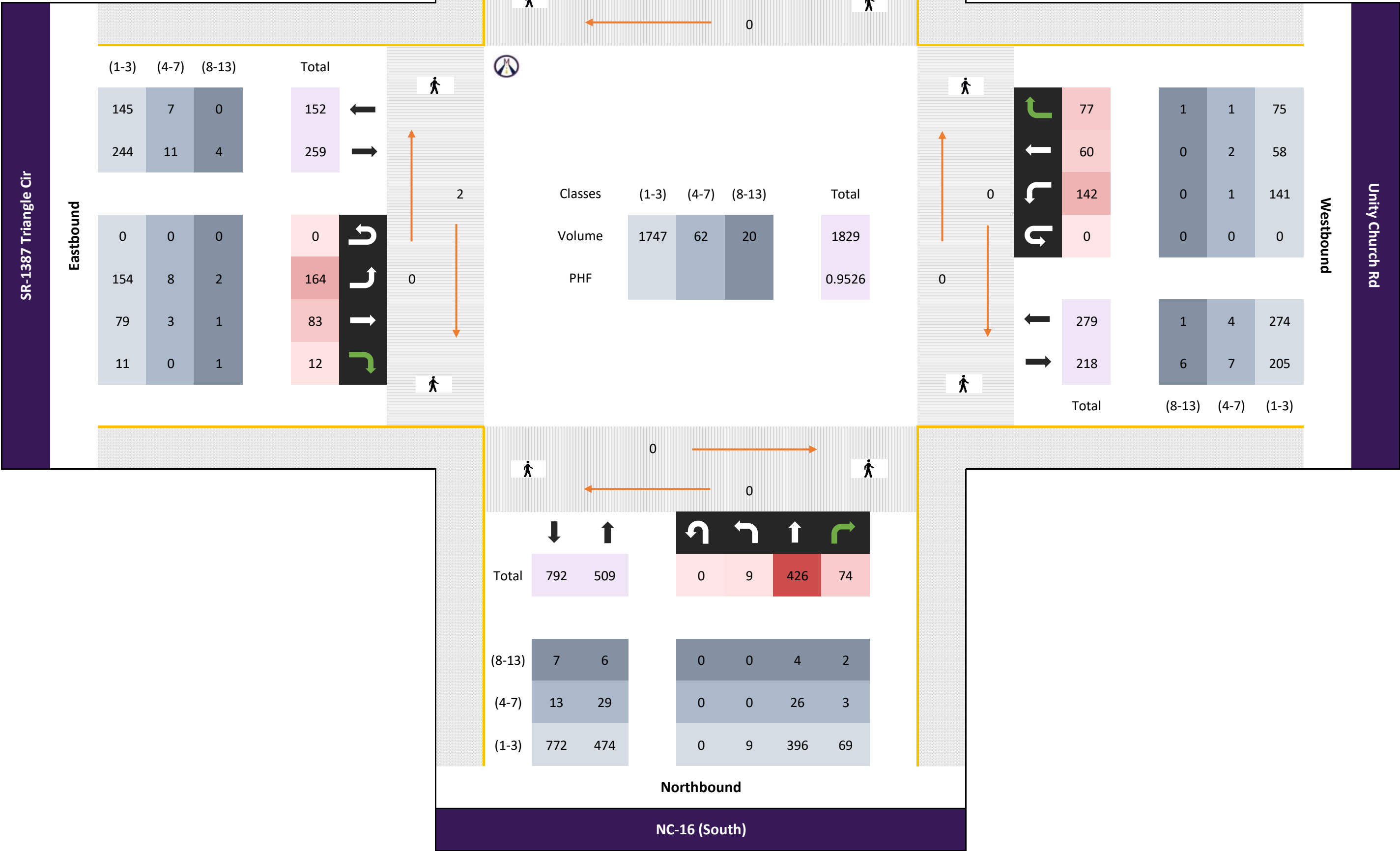
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total
		NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
		Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
Time	0730 - 0745	0	124	13	-	0	137	16	163	23	-	0	202	38	24	1	-	0	63	36	18	24	-	0	78	480
0745 - 0800	1	115	14	-	0	130	11	152	28	-	0	191	57	19	4	-	0	80	35	17	21	-	0	73	474	
0800 - 0815	2	98	23	-	0	123	12	156	13	-	0	181	43	28	5	-	0	76	42	14	19	-	0	75	455	
0815 - 0830	6	89	24	-	0	119	22	167	19	-	0	208	26	12	2	-	0	40	29	11	13	-	0	53	420	
Total	9	426	74	0	0	509	61	638	83	0	0	782	164	83	12	0	0	259	142	60	77	0	0	279	1829	
Approach %	1.77	83.69	14.54	0.00	0.00	-	7.80	81.59	10.61	0.00	0.00	-	63.32	32.05	4.63	0.00	0.00	-	50.90	21.51	27.60	0.00	0.00	-		
PHF	0.38	0.86	0.77	0.00	0.00	0.93	0.69	0.96	0.74	0.00	0.00	0.94	0.72	0.74	0.60	0.00	0.00	0.81	0.85	0.83	0.80	0.00	0.00	0.89	0.95	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0730 - 0745	0	113	13	-	0	126	16	161	20	-	0	197	36	24	1	-	0	61	36	17	23	-	0	76	460
0745 - 0800	1	106	14	-	0	121	11	149	26	-	0	186	56	19	4	-	0	79	35	17	20	-	0	72	458
0800 - 0815	2	94	21	-	0	117	12	149	13	-	0	174	37	25	4	-	0	66	42	14	19	-	0	75	432
0815 - 0830	6	83	21	-	0	110	18	161	19	-	0	198	25	11	2	-	0	38	28	10	13	-	0	51	397
Total	9	396	69	0	0	474	57	620	78	0	0	755	154	79	11	0	0	244	141	58	75	0	0	274	1747
Approach %	1.90	83.54	14.56	0.00	0.00	-	7.55	82.12	10.33	0.00	0.00	-	63.11	32.38	4.51	0.00	0.00	-	51.46	21.17	27.37	0.00	0.00	-	
PHF	0.38	0.88	0.82	0.00	0.00	0.94	0.79	0.96	0.75	0.00	0.00	0.95	0.69	0.79	0.69	0.00	0.00	0.77	0.84	0.85	0.82	0.00	0.00	0.90	0.95

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound						Int
		NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
		Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
Time		0	11	0	-	0	11	0	2	3	-	0	5	2	0	0	-	0	2	0	1	0	-	0	1	19
0730 - 0745		0	6	0	-	0	6	0	2	2	-	0	4	1	0	0	-	0	1	0	0	1	-	0	1	12
0745 - 0800		0	3	0	-	0	3	0	5	0	-	0	5	4	3	0	-	0	7	0	0	0	-	0	0	15
0800 - 0815		0	6	3	-	0	9	1	3	0	-	0	4	1	0	0	-	0	1	1	1	0	-	0	2	16
0815 - 0830		0	6	3	-	0	9	1	3	0	-	0	4	1	0	0	-	0	1	1	1	0	-	0	2	16
Total		0	26	3	0	0	29	1	12	5	0	0	18	8	3	0	0	0	11	1	2	1	0	0	4	62
Approach %		0.00	89.66	10.34	0.00	0.00	-	5.56	66.67	27.78	0.00	0.00	-	72.73	27.27	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	
PHF		0.00	0.59	0.25	0.00	0.00	0.66	0.25	0.60	0.42	0.00	0.00	0.90	0.50	0.25	0.00	0.00	0.00	0.39	0.25	0.50	0.25	0.00	0.00	0.50	0.82

Combination Trucks (8-13)

Time		Northbound						Southbound						Eastbound						Westbound						Int Total	
		NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
		Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
0730 - 0745		0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	0	1	1
0745 - 0800		0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	4
0800 - 0815		0	1	2	-	0	3	0	2	0	-	0	2	2	0	1	-	0	3	0	0	0	-	0	0	0	8
0815 - 0830		0	0	0	-	0	0	3	3	0	-	0	6	0	1	0	-	0	1	0	0	0	-	0	0	0	7
Total		0	4	2	0	0	6	3	6	0	0	9	2	1	1	0	0	4	0	0	1	0	0	0	1	20	
Approach %		0.00	66.67	33.33	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	50.00	25.00	25.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-		
PHF		0.00	0.33	0.25	0.00	0.00	0.50	0.25	0.50	0.00	0.00	0.38	0.25	0.25	0.25	0.00	0.00	0.33	0.00	0.00	0.25	0.00	0.00	0.25	0.63		

Bikes

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1700 - 1715	4	120	33	-	0	157	31	154	24	-	0	209	51	34	6	-	0	91	30	13	15	-	0	58	515
1715 - 1730	6	143	35	-	0	184	20	151	32	-	0	203	47	34	4	-	0	85	31	18	18	-	0	67	539
1730 - 1745	5	128	40	-	0	173	37	144	29	-	0	210	48	30	3	-	0	81	50	11	19	-	0	80	544
1745 - 1800	2	139	41	-	0	182	17	146	31	-	0	194	43	35	5	-	0	83	35	14	21	-	0	70	529
Total	17	530	149	0	0	696	105	595	116	0	0	816	189	133	18	0	0	340	146	56	73	0	0	275	2127
Approach %	2.44	76.15	21.41	0.00	0.00	-	12.87	72.92	14.22	0.00	0.00	-	55.59	39.12	5.29	0.00	0.00	-	53.09	20.36	26.55	0.00	0.00	-	
PHF	0.71	0.93	0.91	0.00	0.00	0.95	0.71	0.97	0.91	0.00	0.00	0.97	0.93	0.95	0.75	0.00	0.00	0.93	0.73	0.78	0.87	0.00	0.00	0.86	0.98

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1700 - 1715	4	119	33	-	0	156	29	152	23	-	0	204	49	33	6	-	0	88	30	13	15	-	0	58	506
1715 - 1730	6	141	35	-	0	182	20	148	30	-	0	198	47	33	4	-	0	84	31	16	18	-	0	65	529
1730 - 1745	5	125	40	-	0	170	37	140	29	-	0	206	48	30	3	-	0	81	50	10	19	-	0	79	536
1745 - 1800	2	136	41	-	0	179	17	145	31	-	0	193	43	35	5	-	0	83	34	14	21	-	0	69	524
Total	17	521	149	0	0	687	103	585	113	0	0	801	187	131	18	0	0	336	145	53	73	0	0	271	2095
Approach %	2.47	75.84	21.69	0.00	0.00	-	12.86	73.03	14.11	0.00	0.00	-	55.65	38.99	5.36	0.00	0.00	-	53.51	19.56	26.94	0.00	0.00	-	
PHF	0.71	0.92	0.91	0.00	0.00	0.94	0.70	0.96	0.91	0.00	0.00	0.97	0.95	0.94	0.75	0.00	0.00	0.95	0.73	0.83	0.87	0.00	0.00	0.86	0.98

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound						Westbound						Int Total	
		NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
		Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
Time		0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	0	-	0	0	3
1700 - 1715		0	1	0	-	0	1	0	3	2	-	0	5	0	1	0	-	0	1	0	1	0	-	0	1	8	
1715 - 1730		0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7	
1730 - 1745		0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	1	0	0	-	0	1	5	
1745 - 1800																											
Total		0	7	0	0	0	7	0	10	2	0	0	12	0	2	0	0	0	2	1	1	0	0	0	2	23	
Approach %		0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-		
PHF		0.00	0.58	0.00	0.00	0.00	0.58	0.00	0.63	0.25	0.00	0.00	0.60	0.00	0.50	0.00	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.00	0.50	0.72	

Combination Trucks (8-13)

Time		Northbound							Southbound							Eastbound							Westbound							Int Total
		NC-16 (South)							NC-16 (North)							SR-1387 Triangle Cir							Unity Church Rd							
		Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
1700 - 1715	0	1	0	-	0	1		2	0	1	-	0	3		2	0	0	-	0	2		0	0	0	-	0	0	0	6	
1715 - 1730	0	1	0	-	0	1		0	0	0	-	0	0		0	0	0	-	0	0		0	1	0	-	0	1	2		
1730 - 1745	0	0	0	-	0	0		0	0	0	-	0	0		0	0	0	-	0	0		0	1	0	-	0	1	1		
1745 - 1800	0	0	0	-	0	0		0	0	0	-	0	0		0	0	0	-	0	0		0	0	0	-	0	0	0		
Total	0	2	0	0	0	2		2	0	1	0	0	3		2	0	0	0	0	2		0	2	0	0	0	2	9		
Approach %	0.00	100.00	0.00	0.00	0.00	-		66.67	0.00	33.33	0.00	0.00	-		100.00	0.00	0.00	0.00	0.00	-		0.00	100.00	0.00	0.00	0.00	-			
PHF	0.00	0.50	0.00	0.00	0.00	0.50		0.25	0.00	0.25	0.00	0.00	0.25		0.25	0.00	0.00	0.00	0.00	0.25		0.00	0.50	0.00	0.00	0.00	0.50	0.38		

Bikes

Bikes	Northbound						Southbound						Eastbound						Westbound						Int Total	
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Denver, NC



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Site 2

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Tuesday, May 21, 2024

Weather

Fair
73°F
[Click here for Detailed Weather](#)

Lat/Long

35.478792°, -80.993449°
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0600 - 1800 (Weekday 12h Session) (05-21-2024)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	NC-16 (South)					NC-16 (North)					SR-1387 Triangle Cir					Unity Church Rd					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4		App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10		Right 2.11	U-Turn 2.12	App Total	Left 2.13		
0600 - 0615	1	29	8	0	38	2	103	22	0	127	5	5	0	0	10	18	3	2	0	23	198
0615 - 0630	0	21	5	0	26	4	113	15	0	132	8	4	0	0	12	19	8	8	0	35	205
0630 - 0645	0	25	8	0	33	5	157	27	0	189	14	17	0	0	31	24	10	7	0	41	294
0645 - 0700	1	44	18	0	63	8	183	24	0	215	17	9	0	0	26	32	14	9	0	55	359
Hourly Total	2	119	39	0	160	19	556	88	0	663	44	35	0	0	79	93	35	26	0	154	1056
0700 - 0715	1	60	9	0	70	4	164	28	0	196	24	4	2	0	30	32	15	6	0	53	349
0715 - 0730	3	93	13	0	109	8	143	16	0	167	43	8	4	0	55	38	21	8	0	67	398
0730 - 0745	0	124	13	0	137	16	163	23	0	202	38	24	1	0	63	36	18	24	0	78	480
0745 - 0800	1	115	14	0	130	11	152	28	0	191	57	19	4	0	80	35	17	21	0	73	474
Hourly Total	5	392	49	0	446	39	622	95	0	756	162	55	11	0	228	141	71	59	0	271	1701
0800 - 0815	2	98	23	0	123	12	156	13	0	181	43	28	5	0	76	42	14	19	0	75	455
0815 - 0830	6	89	24	0	119	22	167	19	0	208	26	12	2	0	40	29	11	13	0	53	420
0830 - 0845	0	107	26	0	133	22	151	16	0	189	33	22	5	0	60	22	8	17	0	47	429
0845 - 0900	1	104	10	0	115	17	149	12	0	178	45	17	5	0	67	50	12	33	0	95	455
Hourly Total	9	398	83	0	490	73	623	60	0	756	147	79	17	0	243	143	45	82	0	270	1759
0900 - 0915	3	110	19	0	132	11	171	20	0	202	25	14	3	0	42	32	18	12	0	62	438
0915 - 0930	1	97	17	0	115	11	157	16	0	184	34	12	5	0	51	31	7	13	0	51	401
0930 - 0945	1	109	18	0	128	14	191	20	0	225	24	10	10	0	44	23	6	15	0	44	441
0945 - 1000	4	113	24	0	141	17	158	14	0	189	29	16	2	0	47	39	10	20	0	69	446
Hourly Total	9	429	78	0	516	53	677	70	0	800	112	52	20	0	184	125	41	60	0	226	1726
1000 - 1015	1	94	35	0	130	25	146	18	0	189	19	23	3	0	45	34	10	14	0	58	422
1015 - 1030	4	132	25	0	161	34	154	12	0	200	20	21	7	0	48	21	14	20	0	55	464
1030 - 1045	0	134	20	0	154	20	150	17	0	187	25	12	2	0	39	25	14	18	0	57	437
1045 - 1100	3	116	29	0	148	15	161	15	0	191	40	9	5	0	54	30	11	14	0	55	448
Hourly Total	8	476	109	0	593	94	611	62	0	767	104	65	17	0	186	110	49	66	0	225	1771
1100 - 1115	2	125	23	0	150	17	181	15	0	213	21	9	5	0	35	34	14	19	0	67	465
1115 - 1130	2	127	27	0	156	22	160	16	0	198	26	12	4	0	42	32	12	27	0	71	467
1130 - 1145	2	135	23	0	160	9	146	21	0	176	31	18	2	0	51	43	18	17	0	78	465
1145 - 1200	1	149	23	0	173	13	159	16	0	188	22	15	7	0	44	41	21	20	0	82	487
Hourly Total	7	536	96	0	639	61	646	68	0	775	100	54	18	0	172	150	65	83	0	298	1884
1200 - 1215	4	130	35	0	169	27	170	12	0	209	29	15	2	0	46	42	10	22	0	74	498
1215 - 1230	2	135	33	0	170	18	145	18	0	181	39	19	7	0	65	33	17	24	0	74	490
1230 - 1245	2	143	31	0	176	16	146	22	0	184	29	12	8	0	49	37	18	29	0	84	493
1245 - 1300	4	138	29	0	171	16	162	14	0	192	31	19	3	0	53	44	12	24	0	80	496
Hourly Total	12	546	128	0	686	77	623	66	0	766	128	65	20	0	213	156	57	99	0	312	1977
1300 - 1315	6	120	42	0	168	17	183	10	0	210	28	15	6	0	49	26	10	20	0	56	483
1315 - 1330	2	153	28	0	183	17	165	17	0	199	38	17	2	0	57	26	4	11	0	41	480
1330 - 1345	1	146	25	0	172	9	163	18	0	190	39	10	5	0	54	35	8	13	0	56	472
1345 - 1400	2	146	35	0	183	11	166	21	0	198	26	9	3	0	38	25	12	16	0	53	472
Hourly Total	11	565	130	0	706	54	677	66	0	797	131	51	16	0	198	112	34	60	0	206	1907
1400 - 1415	5	141	37	0	183	13	162	14	0	189	37	14	1	0	52	31	18	12	0	61	485
1415 - 1430	0	130	35	0	165	23	153	21	0	197	43	24	5	0	72	24	16	19	0	59	493
1430 - 1445	4	144	19	0	167	14	123	31	0	168	37	13	4	0	54	21	15	13	0	49	438
1445 - 1500	4	149	23	0	176	17	128	23	0	168	43	17	3	0	63	22	11	14	0	47	454
Hourly Total	13	564	114	0	691	67	566	89	0	722	160	68	13	0	241	98	60	58	0	216	1870
1500 - 1515	3	129	21	0	153	20	138	24	0	182	55	28	8	0	91	31	15	13	0	59	485
1515 - 1530	4	150	38	0	192	18	153	28	0	199	43	22	7	0	72	33	9	17	0	59	522
1530 - 1545	3	120	24	0	147	20	140	19	0	179	48	31	7	0	86	29	17	23	0	69	481
1545 - 1600	2	147	30	0	179	23	161	25	0	209	42	21	7	0	70	28	11	13	0	52	510
Hourly Total	12	546	113	0	671	81	592	96	0	769	188	102	29	0	319	121	52	66	0	239	1998
1600 - 1615	1	139	19	0	159	14	143	29	0	186	44	26	5	0	75	27	21	23	0	71	491
1615 - 1630	2	138	32	0	172	21	146	30	0	197	44	12	6	0	62	36	12	17	0	65	496
1630 - 1645	2	134	19	0	155	19	132	25	0	176	56	35	5	0	96	28	9	14	0	51	478
1645 - 1700	4	132	41	0	177	17	149	46	0	212	49	20	5	0	74	28	14	14	0	56	519
Hourly Total	9	543	111	0	663	71	570	130	0	771	193	93	21	0	307	119	56	68	0	243	1984
1700 - 1715	4	120	33	0	157	31	154	24	0	209	51	34	6	0	91	30	13	15	0	58	515
1715 - 1730	6	143	35	0	184	20	151	32	0	203	47	34	4	0	85	31	18</				

Classified Turn Movement Count || Passenger Vehicles (1-3)

Denver, NC

Site 2

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Tuesday, May 21, 2024

Lat/Long

35.478792°, -80.993449°

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Weather

Fair
73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound								
	NC-16 (South)				NC-16 (North)				SR-1387 Triangle Cir				Unity Church Rd								
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5		Thru 2.6	Right 2.7	U-Turn 2.8		App Total	Left 2.9	Thru 2.10		Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14
0600 - 0615	1	28	6	0	35	2	99	21	0	122	5	5	0	0	10	18	3	2	0	23	190
0615 - 0630	0	21	4	0	25	3	109	15	0	127	7	4	0	0	11	18	8	6	0	32	195
0630 - 0645	0	21	6	0	27	5	152	26	0	183	13	14	0	0	27	24	10	7	0	41	278
0645 - 0700	1	41	17	0	59	7	173	24	0	204	16	9	0	0	25	30	12	8	0	50	338
Hourly Total	2	111	33	0	146	17	533	86	0	636	41	32	0	0	73	90	33	23	0	146	1001
0700 - 0715	1	54	8	0	63	4	156	27	0	187	23	4	2	0	29	30	15	6	0	51	330
0715 - 0730	3	85	13	0	101	7	140	15	0	162	39	8	4	0	51	37	21	6	0	64	378
0730 - 0745	0	113	13	0	126	16	161	20	0	197	36	24	1	0	61	36	17	23	0	76	460
0745 - 0800	1	106	14	0	121	11	149	26	0	186	56	19	4	0	79	35	17	20	0	72	458
Hourly Total	5	358	48	0	411	38	606	88	0	732	154	55	11	0	220	138	70	55	0	263	1626
0800 - 0815	2	94	21	0	117	12	149	13	0	174	37	25	4	0	66	42	14	19	0	75	432
0815 - 0830	6	83	21	0	110	18	161	19	0	198	25	11	2	0	38	28	10	13	0	51	397
0830 - 0845	0	103	24	0	127	22	141	16	0	179	33	19	5	0	57	21	8	15	0	44	407
0845 - 0900	1	98	9	0	108	14	144	11	0	169	41	16	5	0	62	50	12	32	0	94	433
Hourly Total	9	378	75	0	462	66	595	59	0	720	136	71	16	0	223	141	44	79	0	264	1669
0900 - 0915	3	107	18	0	128	11	165	19	0	195	22	13	3	0	38	29	18	12	0	59	420
0915 - 0930	1	92	14	0	107	11	143	16	0	170	33	11	5	0	49	31	7	12	0	50	376
0930 - 0945	1	102	17	0	120	11	178	19	0	208	23	9	10	0	42	23	6	15	0	44	414
0945 - 1000	4	108	24	0	136	16	152	14	0	182	29	15	2	0	46	37	9	20	0	66	430
Hourly Total	9	409	73	0	491	49	638	68	0	755	107	48	20	0	175	120	40	59	0	219	1640
1000 - 1015	1	91	34	0	126	25	141	17	0	183	16	22	3	0	41	34	10	14	0	58	408
1015 - 1030	4	126	25	0	155	34	149	10	0	193	20	21	7	0	48	21	13	17	0	51	447
1030 - 1045	0	123	18	0	141	19	144	17	0	180	24	12	2	0	38	24	11	18	0	53	412
1045 - 1100	3	112	29	0	144	13	153	15	0	181	40	8	5	0	53	29	11	12	0	52	430
Hourly Total	8	452	106	0	566	91	587	59	0	737	100	63	17	0	180	108	45	61	0	214	1697
1100 - 1115	2	116	22	0	140	16	178	15	0	209	19	9	5	0	33	33	13	16	0	62	444
1115 - 1130	2	117	27	0	146	22	153	15	0	190	25	11	4	0	40	29	11	27	0	67	443
1130 - 1145	1	127	21	0	149	8	139	17	0	164	28	16	2	0	46	42	18	17	0	77	436
1145 - 1200	1	138	22	0	161	13	153	14	0	180	21	15	7	0	43	39	19	18	0	76	460
Hourly Total	6	498	92	0	596	59	623	61	0	743	93	51	18	0	162	143	61	78	0	282	1783
1200 - 1215	4	127	35	0	166	27	165	11	0	203	26	13	2	0	41	41	10	21	0	72	482
1215 - 1230	2	130	33	0	165	18	141	15	0	174	36	18	7	0	61	32	16	23	0	71	471
1230 - 1245	2	139	31	0	172	13	141	20	0	174	28	11	8	0	47	37	18	26	0	81	474
1245 - 1300	4	136	29	0	169	15	155	14	0	184	27	18	3	0	48	43	12	23	0	78	479
Hourly Total	12	532	128	0	672	73	602	60	0	735	117	60	20	0	197	153	56	93	0	302	1906
1300 - 1315	6	116	42	0	164	17	174	10	0	201	25	15	6	0	46	24	10	19	0	53	464
1315 - 1330	2	144	28	0	174	16	156	15	0	187	34	17	2	0	53	26	4	10	0	40	454
1330 - 1345	1	135	24	0	160	8	151	15	0	174	36	10	5	0	51	35	7	13	0	55	440
1345 - 1400	1	140	35	0	176	10	161	21	0	192	23	9	3	0	35	24	12	15	0	51	454
Hourly Total	10	535	129	0	674	51	642	61	0	754	118	51	16	0	185	109	33	57	0	199	1812
1400 - 1415	4	138	36	0	178	13	156	13	0	182	34	14	1	0	49	28	18	11	0	57	466
1415 - 1430	0	126	32	0	158	23	146	18	0	187	37	23	5	0	65	23	15	19	0	57	467
1430 - 1445	4	138	19	0	161	13	121	30	0	164	34	12	4	0	50	21	14	13	0	48	423
1445 - 1500	4	146	22	0	172	17	117	23	0	157	37	15	3	0	55	22	11	14	0	47	431
Hourly Total	12	548	109	0	669	66	540	84	0	690	142	64	13	0	219	94	58	57	0	209	1787
1500 - 1515	3	128	20	0	151	19	129	22	0	170	53	27	8	0	88	29	13	10	0	52	461
1515 - 1530	4	143	36	0	183	18	145	27	0	190	42	21	7	0	70	33	8	14	0	55	498
1530 - 1545	3	115	24	0	142	19	130	17	0	166	47	30	7	0	84	28	14	21	0	63	455
1545 - 1600	2	141	28	0	171	23	156	22	0	201	41	21	7	0	69	26	11	13	0	50	491
Hourly Total	12	527	108	0	647	79	560	88	0	727	183	99	29	0	311	116	46	58	0	220	1905
1600 - 1615	1	137	19	0	157	13	139	27	0	179	41	25	5	0	71	27	19	21	0	67	474
1615 - 1630	2	135	32	0	169	21	143	26	0	190	42	12	6	0	60	34	11	17	0	62	481
1630 - 1645	2	133	19	0	154	19	131	23	0	173	50	34	5	0	89	26	9	14	0	49	465
1645 - 1700	4	131	40	0	175	17	149	46	0	212	49	20	5	0	74	27	14	14	0	55	516
Hourly Total	9	536	110	0	655	70	562	122	0	754	182	91	21	0	294	114	53	66	0	233	1936
1700 - 1715	4	119	33	0	156	29	152	23	0	204	49	33	6	0	88	30	13	15	0	58	506
1715 - 1730	6	141	35	0	182	20	148	30	0	198	47	33	4	0	84	31	16	18	0	65	529
1730 - 1745	5	125	40	0	170	37	140	29	0	206	48	30	3	0	81	50	10	19	0	79	536
1745 - 1800	2	136	41	0	179	17	145	31	0	193	43	35	5	0	83	34	14	21			

Classified Turn Movement Count || Single Unit Trucks (4-7)

Denver, NC

Site 2
NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date
Tuesday, May 21, 2024

Lat/Long
35.478792°, -80.993449°
[Click here for Map](#)

Weather
Fair
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	NC-16 (South)					NC-16 (North)					SR-1387 Triangle Cir					Unity Church Rd						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4		App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10		Right 2.11	U-Turn 2.12	App Total	Left 2.13			Thru 2.14
0600 - 0615	0	1	2	0	3	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	2	0	3	8
0630 - 0645	0	2	1	0	3	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	0	10
0645 - 0700	0	1	1	0	2	0	7	0	0	7	1	0	0	0	1	1	2	1	0	4	14	
Hourly Total	0	4	4	0	8	1	19	2	0	22	1	2	0	0	3	2	2	3	0	7	40	
0700 - 0715	0	6	1	0	7	0	7	1	0	8	1	0	0	0	1	2	0	0	0	2	18	
0715 - 0730	0	5	0	0	5	0	3	1	0	4	4	0	0	0	4	0	0	2	0	2	15	
0730 - 0745	0	11	0	0	11	0	2	3	0	5	2	0	0	0	2	0	1	0	0	1	19	
0745 - 0800	0	6	0	0	6	0	2	2	0	4	1	0	0	0	1	0	0	1	0	1	12	
Hourly Total	0	28	1	0	29	0	14	7	0	21	8	0	0	0	8	2	1	3	0	6	64	
0800 - 0815	0	3	0	0	3	0	5	0	0	5	4	3	0	0	7	0	0	0	0	0	15	
0815 - 0830	0	6	3	0	9	1	3	0	0	4	1	0	0	0	1	1	1	0	0	2	16	
0830 - 0845	0	3	1	0	4	0	8	0	0	8	0	3	0	0	3	1	0	1	0	2	17	
0845 - 0900	0	3	1	0	4	1	4	1	0	6	3	1	0	0	4	0	0	1	0	1	15	
Hourly Total	0	15	5	0	20	2	20	1	0	23	8	7	0	0	15	2	1	2	0	5	63	
0900 - 0915	0	3	1	0	4	0	5	0	0	5	3	0	0	0	3	3	0	0	0	3	15	
0915 - 0930	0	3	3	0	6	0	9	0	0	9	1	1	0	0	2	0	0	0	0	0	17	
0930 - 0945	0	6	1	0	7	1	11	1	0	13	1	0	0	0	1	0	0	0	0	0	21	
0945 - 1000	0	2	0	0	2	1	4	0	0	5	0	1	0	0	1	1	1	0	0	2	10	
Hourly Total	0	14	5	0	19	2	29	1	0	32	5	2	0	0	7	4	1	0	0	5	63	
1000 - 1015	0	3	1	0	4	0	4	1	0	5	2	1	0	0	3	0	0	0	0	0	12	
1015 - 1030	0	5	0	0	5	0	3	2	0	5	0	0	0	0	0	0	1	1	0	2	12	
1030 - 1045	0	11	1	0	12	0	4	0	0	4	1	0	0	0	1	1	2	0	0	3	20	
1045 - 1100	0	2	0	0	2	1	4	0	0	5	0	1	0	0	1	0	0	1	0	1	9	
Hourly Total	0	21	2	0	23	1	15	3	0	19	3	2	0	0	5	1	3	2	0	6	53	
1100 - 1115	0	6	1	0	7	0	2	0	0	2	2	0	0	0	2	0	1	1	0	2	13	
1115 - 1130	0	8	0	0	8	0	7	1	0	8	1	1	0	0	2	2	1	0	0	3	21	
1130 - 1145	1	6	0	0	7	1	6	3	0	10	2	1	0	0	3	1	0	0	0	1	21	
1145 - 1200	0	8	0	0	8	0	4	2	0	6	0	0	0	0	0	2	0	2	0	4	18	
Hourly Total	1	28	1	0	30	1	19	6	0	26	5	2	0	0	7	5	2	3	0	10	73	
1200 - 1215	0	3	0	0	3	0	3	1	0	4	3	1	0	0	4	1	0	0	0	1	12	
1215 - 1230	0	4	0	0	4	0	3	2	0	5	3	1	0	0	4	1	0	1	0	2	15	
1230 - 1245	0	4	0	0	4	2	3	1	0	6	1	1	0	0	2	0	0	1	0	1	13	
1245 - 1300	0	2	0	0	2	0	5	0	0	5	3	1	0	0	4	1	0	1	0	2	13	
Hourly Total	0	13	0	0	13	2	14	4	0	20	10	4	0	0	14	3	0	3	0	6	53	
1300 - 1315	0	3	0	0	3	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	9	
1315 - 1330	0	8	0	0	8	1	7	2	0	10	3	0	0	0	3	0	0	1	0	1	22	
1330 - 1345	0	9	1	0	10	0	11	1	0	12	3	0	0	0	3	0	1	0	0	1	26	
1345 - 1400	1	3	0	0	4	1	3	0	0	4	2	0	0	0	2	0	0	1	0	1	11	
Hourly Total	1	23	1	0	25	2	26	3	0	31	9	0	0	0	9	0	1	2	0	3	68	
1400 - 1415	0	2	0	0	2	0	6	1	0	7	1	0	0	0	1	3	0	1	0	4	14	
1415 - 1430	0	2	2	0	4	0	5	2	0	7	4	1	0	0	5	1	0	0	0	1	17	
1430 - 1445	0	3	0	0	3	1	2	1	0	4	3	0	0	0	3	0	1	0	0	1	11	
1445 - 1500	0	3	0	0	3	0	9	0	0	9	5	1	0	0	6	0	0	0	0	0	18	
Hourly Total	0	10	2	0	12	1	22	4	0	27	13	2	0	0	15	4	1	1	0	6	60	
1500 - 1515	0	0	1	0	1	1	8	2	0	11	2	1	0	0	3	2	2	0	0	4	19	
1515 - 1530	0	5	2	0	7	0	6	1	0	7	1	1	0	0	2	0	0	2	0	2	18	
1530 - 1545	0	4	0	0	4	1	8	2	0	11	1	1	0	0	2	1	2	2	0	5	22	
1545 - 1600	0	5	1	0	6	0	3	2	0	5	0	0	0	0	0	2	0	0	0	2	13	
Hourly Total	0	14	4	0	18	2	25	7	0	34	4	3	0	0	7	5	4	4	0	13	72	
1600 - 1615	0	1	0	0	1	1	4	2	0	7	3	1	0	0	4	0	2	2	0	4	16	
1615 - 1630	0	3	0	0	3	0	3	3	0	6	2	0	0	0	2	2	1	0	0	3	14	
1630 - 1645	0	0	0	0	0	0	1	1	0	2	4	1	0	0	5	2	0	0	0	2	9	
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	
Hourly Total	0	5	1	0	6	1	8	6	0	15	9	2	0	0	11	5	3	2	0	10	42	
1700 - 1715	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3	
1715 - 1730	0	1	0	0	1	0	3	2	0	5	0	1	0	0	1	0	1	0	0	1	8	
1730 - 1745	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
1745 - 1800	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5	
Hourly Total	0	7	0	0	7	0	10	2	0	12	0	2	0	0	2	1	1	0	0	2	23	
Grand Total	2	182	26	0	210	15	221	46	0	282	75	28	0	0	103	34	20	25	0	79	674	
Approach %	0.95	86.67	12.38	0.00	-	5.32	78.37	16.31	0.00	-	72.82	27.18	0.00	0.00	-	43.04	25.32	31.65	0.00	-		
Intersection %	0.30	27.00	3.86	0.00	31.16	2.23	32.79	6.82	0.00	41.84	11.13	4.15	0.00	0.00	15.28	5.04	2.97	3.71	0.00	11.72		

Classified Turn Movement Count || Combination Trucks (8-13)

Denver, NC

Site 2

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Tuesday, May 21, 2024

Lat/Long

35.478792°, -80.993449°
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Weather

Fair
73°F
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0600 - 0615	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
0615 - 0630	0	0	1	0	1		0	0	0	0	0		0	1	0	0	1		0	0	0	0	0	2
0630 - 0645	0	2	1	0	3		0	1	0	0	1		1	1	0	0	2		0	0	0	0	0	6
0645 - 0700	0	2	0	0	2		1	3	0	0	4		0	0	0	0	0		1	0	0	0	1	7
Hourly Total	0	4	2	0	6		1	4	0	0	5		2	1	0	0	3		1	0	0	0	1	15
0700 - 0715	0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	1
0715 - 0730	0	3	0	0	3		1	0	0	0	1		0	0	0	0	0		1	0	0	0	1	5
0730 - 0745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	1	1
0745 - 0800	0	3	0	0	3		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	4
Hourly Total	0	6	0	0	6		1	2	0	0	3		0	0	0	0	0		1	0	1	0	2	11
0800 - 0815	0	1	2	0	3		0	2	0	0	2		2	0	1	0	3		0	0	0	0	0	8
0815 - 0830	0	0	0	0	0		3	3	0	0	6		0	1	0	0	1		0	0	0	0	0	7
0830 - 0845	0	1	1	0	2		0	2	0	0	2		0	0	0	0	0		0	0	1	0	1	5
0845 - 0900	0	3	0	0	3		2	1	0	0	3		1	0	0	0	1		0	0	0	0	0	7
Hourly Total	0	5	3	0	8		5	8	0	0	13		3	1	1	0	5		0	0	1	0	1	27
0900 - 0915	0	0	0	0	0		0	1	1	0	2		0	1	0	0	1		0	0	0	0	0	3
0915 - 0930	0	2	0	0	2		0	5	0	0	5		0	0	0	0	0		0	0	1	0	1	8
0930 - 0945	0	1	0	0	1		2	2	0	0	4		0	1	0	0	1		0	0	0	0	0	6
0945 - 1000	0	3	0	0	3		0	2	0	0	2		0	0	0	0	0		1	0	0	0	1	6
Hourly Total	0	6	0	0	6		2	10	1	0	13		0	2	0	0	2		1	0	1	0	2	23
1000 - 1015	0	0	0	0	0		0	1	0	0	1		1	0	0	0	1		0	0	0	0	0	2
1015 - 1030	0	1	0	0	1		0	2	0	0	2		0	0	0	0	0		0	0	2	0	2	5
1030 - 1045	0	0	1	0	1		1	2	0	0	3		0	0	0	0	0		0	1	0	0	1	5
1045 - 1100	0	2	0	0	2		1	4	0	0	5		0	0	0	0	0		1	0	1	0	2	9
Hourly Total	0	3	1	0	4		2	9	0	0	11		1	0	0	0	1		1	1	3	0	5	21
1100 - 1115	0	3	0	0	3		1	1	0	0	2		0	0	0	0	0		1	0	2	0	3	8
1115 - 1130	0	2	0	0	2		0	0	0	0	0		0	0	0	0	0		1	0	0	0	1	3
1130 - 1145	0	2	2	0	4		0	1	1	0	2		1	1	0	0	2		0	0	0	0	0	8
1145 - 1200	0	3	1	0	4		0	2	0	0	2		1	0	0	0	1		0	2	0	0	2	9
Hourly Total	0	10	3	0	13		1	4	1	0	6		2	1	0	0	3		2	2	2	0	6	28
1200 - 1215	0	0	0	0	0		0	2	0	0	2		0	1	0	0	1		0	0	1	0	1	4
1215 - 1230	0	1	0	0	1		0	1	1	0	2		0	0	0	0	0		0	1	0	0	1	4
1230 - 1245	0	0	0	0	0		1	2	1	0	4		0	0	0	0	0		0	0	2	0	2	6
1245 - 1300	0	0	0	0	0		1	2	0	0	3		1	0	0	0	1		0	0	0	0	0	4
Hourly Total	0	1	0	0	1		2	7	2	0	11		1	1	0	0	2		0	1	3	0	4	18
1300 - 1315	0	1	0	0	1		0	4	0	0	4		2	0	0	0	2		2	0	1	0	3	10
1315 - 1330	0	1	0	0	1		0	2	0	0	2		1	0	0	0	1		0	0	0	0	0	4
1330 - 1345	0	2	0	0	2		1	1	2	0	4		0	0	0	0	0		0	0	0	0	0	6
1345 - 1400	0	2	0	0	2		0	2	0	0	2		1	0	0	0	1		1	0	0	0	1	6
Hourly Total	0	6	0	0	6		1	9	2	0	12		4	0	0	0	4		3	0	1	0	4	26
1400 - 1415	1	1	1	0	3		0	0	0	0	0		2	0	0	0	2		0	0	0	0	0	5
1415 - 1430	0	2	1	0	3		0	2	1	0	3		2	0	0	0	2		0	1	0	0	1	9
1430 - 1445	0	3	0	0	3		0	0	0	0	0		0	1	0	0	1		0	0	0	0	0	4
1445 - 1500	0	0	1	0	1		0	2	0	0	2		1	1	0	0	2		0	0	0	0	0	5
Hourly Total	1	6	3	0	10		0	4	1	0	5		5	2	0	0	7		0	1	0	0	1	23
1500 - 1515	0	1	0	0	1		0	1	0	0	1		0	0	0	0	0		0	0	3	0	3	5
1515 - 1530	0	2	0	0	2		0	2	0	0	2		0	0	0	0	0		0	1	1	0	2	6
1530 - 1545	0	1	0	0	1		0	2	0	0	2		0	0	0	0	0		0	1	0	0	1	4
1545 - 1600	0	1	1	0	2		0	2	1	0	3		1	0	0	0	1		0	0	0	0	0	6
Hourly Total	0	5	1	0	6		0	7	1	0	8		1	0	0	0	1		0	2	4	0	6	21
1600 - 1615	0	1	0	0	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	1
1615 - 1630	0	0	0	0	0		0	0	1	0	1		0	0	0	0	0		0	0	0	0	0	1
1630 - 1645	0	1	0	0	1		0	0	1	0	1		2	0	0	0	2		0	0	0	0	0	4
1645 - 1700	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
Hourly Total	0	2	0	0	2		0	0	2	0	2		2	0	0	0	2		0	0	0	0	0	6
1700 - 1715	0	1	0	0	1		2	0	1	0	3		2	0	0	0	2		0	0	0	0	0	6
1715 - 1730	0	1	0	0	1		0	0	0	0	0		0	0	0	0	0		0	1	0	0	1	2
1730 - 1745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1	0	0	1	1
1745 - 1800	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
Hourly Total	0	2	0	0	2		2	0	1	0	3		2	0	0	0	2		0	2	0	0	2	9
Grand Total	1	56	13	0	70		17	64	11	0	92		23	8	1	0	32		9	9	16	0	34	228
Approach %	1.43	80.00	18.57	0.00	-		18.48	69.57	11.96	0.00	-		71.88	25.00	3.13	0.00	-		26.47	26.47	47.06	0.00	-	
Intersection %	0.44	24.56	5.70	0.00	30.70		7.46	28.07	4.82	0.00	40.35		10.09	3.51	0.44	0.00	14.04		3.95	3.95	7.02	0.00	14.91	

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Site 2

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Weather

Fair
73°F

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Bikes

TIME	Northbound						Southbound						Eastbound						Westbound							
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total	
0600 - 0615	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0615 - 0630	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0630 - 0645	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0645 - 0700	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0900 - 0915	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0915 - 0930	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0930 - 0945	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
0945 - 1000	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1345 - 1400	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
1400 - 1415	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1415 - 1430	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1430 - 1445	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1445 - 1500	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1500 - 1515	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1515 - 1530	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1530 - 1545	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1545 - 1600	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
Approach %	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	100.00	0.00		0.00	100.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Denver, NC

Site 2
NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date
Tuesday, May 21, 2024

Lat/Long
35.478792°, -80.993449°
[Click here for Map](#)

Weather
Fair
73°F
[Click here for Detailed Weather](#)



0600 - 1800 (Weekday 12h Session) (05-21-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0600 - 0615	0	1	2	0	3		0	4	1	0	5		0	0	0	0	0		0	0	0	0	0	8
0615 - 0630	0	0	1	0	1		1	4	0	0	5		1	0	0	0	1		1	0	2	0	3	10
0630 - 0645	0	4	2	0	6		0	5	1	0	6		1	3	0	0	4		0	0	0	0	0	16
0645 - 0700	0	3	1	0	4		1	10	0	0	11		1	0	0	0	1		2	2	1	0	5	21
Hourly Total	0	8	6	0	14		2	23	2	0	27		3	3	0	0	6		3	2	3	0	8	55
0700 - 0715	0	6	1	0	7		0	8	1	0	9		1	0	0	0	1		2	0	0	0	2	19
0715 - 0730	0	8	0	0	8		1	3	1	0	5		4	0	0	0	4		1	0	2	0	3	20
0730 - 0745	0	11	0	0	11		0	2	3	0	5		2	0	0	0	2		0	1	1	0	2	20
0745 - 0800	0	9	0	0	9		0	3	2	0	5		1	0	0	0	1		0	0	1	0	1	16
Hourly Total	0	34	1	0	35		1	16	7	0	24		8	0	0	0	8		3	1	4	0	8	75
0800 - 0815	0	4	2	0	6		0	7	0	0	7		6	3	1	0	10		0	0	0	0	0	23
0815 - 0830	0	6	3	0	9		4	6	0	0	10		1	1	0	0	2		1	1	0	0	2	23
0830 - 0845	0	4	2	0	6		0	10	0	0	10		0	3	0	0	3		1	0	2	0	3	22
0845 - 0900	0	6	1	0	7		3	5	1	0	9		4	1	0	0	5		0	0	1	0	1	22
Hourly Total	0	20	8	0	28		7	28	1	0	36		11	8	1	0	20		2	1	3	0	6	90
0900 - 0915	0	3	1	0	4		0	6	1	0	7		3	1	0	0	4		3	0	0	0	3	18
0915 - 0930	0	5	3	0	8		0	14	0	0	14		1	1	0	0	2		0	0	1	0	1	25
0930 - 0945	0	7	1	0	8		3	13	1	0	17		1	1	0	0	2		0	0	0	0	0	27
0945 - 1000	0	5	0	0	5		1	6	0	0	7		0	1	0	0	1		2	1	0	0	3	16
Hourly Total	0	20	5	0	25		4	39	2	0	45		5	4	0	0	9		5	1	1	0	7	86
1000 - 1015	0	3	1	0	4		0	5	1	0	6		3	1	0	0	4		0	0	0	0	0	14
1015 - 1030	0	6	0	0	6		0	5	2	0	7		0	0	0	0	0		0	1	3	0	4	17
1030 - 1045	0	11	2	0	13		1	6	0	0	7		1	0	0	0	1		1	3	0	0	4	25
1045 - 1100	0	4	0	0	4		2	8	0	0	10		0	1	0	0	1		1	0	2	0	3	18
Hourly Total	0	24	3	0	27		3	24	3	0	30		4	2	0	0	6		2	4	5	0	11	74
1100 - 1115	0	9	1	0	10		1	3	0	0	4		2	0	0	0	2		1	1	3	0	5	21
1115 - 1130	0	10	0	0	10		0	7	1	0	8		1	1	0	0	2		3	1	0	0	4	24
1130 - 1145	1	8	2	0	11		1	7	4	0	12		3	2	0	0	5		1	0	0	0	1	29
1145 - 1200	0	11	1	0	12		0	6	2	0	8		1	0	0	0	1		2	2	2	0	6	27
Hourly Total	1	38	4	0	43		2	23	7	0	32		7	3	0	0	10		7	4	5	0	16	101
1200 - 1215	0	3	0	0	3		0	5	1	0	6		3	2	0	0	5		1	0	1	0	2	16
1215 - 1230	0	5	0	0	5		0	4	3	0	7		3	1	0	0	4		1	1	1	0	3	19
1230 - 1245	0	4	0	0	4		3	5	2	0	10		1	1	0	0	2		0	0	3	0	3	19
1245 - 1300	0	2	0	0	2		1	7	0	0	8		4	1	0	0	5		1	0	1	0	2	17
Hourly Total	0	14	0	0	14		4	21	6	0	31		11	5	0	0	16		3	1	6	0	10	71
1300 - 1315	0	4	0	0	4		0	9	0	0	9		3	0	0	0	3		2	0	1	0	3	19
1315 - 1330	0	9	0	0	9		1	9	2	0	12		4	0	0	0	4		0	0	1	0	1	26
1330 - 1345	0	11	1	0	12		1	12	3	0	16		3	0	0	0	3		0	1	0	0	1	32
1345 - 1400	1	5	0	0	6		1	5	0	0	6		3	0	0	0	3		1	0	1	0	2	17
Hourly Total	1	29	1	0	31		3	35	5	0	43		13	0	0	0	13		3	1	3	0	7	94
1400 - 1415	1	3	1	0	5		0	6	1	0	7		3	0	0	0	3		3	0	1	0	4	19
1415 - 1430	0	4	3	0	7		0	7	3	0	10		6	1	0	0	7		1	1	0	0	2	26
1430 - 1445	0	6	0	0	6		1	2	1	0	4		3	1	0	0	4		0	1	0	0	1	15
1445 - 1500	0	3	1	0	4		0	11	0	0	11		6	2	0	0	8		0	0	0	0	0	23
Hourly Total	1	16	5	0	22		1	26	5	0	32		18	4	0	0	22		4	2	1	0	7	83
1500 - 1515	0	1	1	0	2		1	9	2	0	12		2	1	0	0	3		2	2	3	0	7	24
1515 - 1530	0	7	2	0	9		0	8	1	0	9		1	1	0	0	2		0	1	3	0	4	24
1530 - 1545	0	5	0	0	5		1	10	2	0	13		1	1	0	0	2		1	3	2	0	6	26
1545 - 1600	0	6	2	0	8		0	5	3	0	8		1	0	0	0	1		2	0	0	0	2	19
Hourly Total	0	19	5	0	24		2	32	8	0	42		5	3	0	0	8		5	6	8	0	19	93
1600 - 1615	0	2	0	0	2		1	4	2	0	7		3	1	0	0	4		0	2	2	0	4	17
1615 - 1630	0	3	0	0	3		0	3	4	0	7		2	0	0	0	2		2	1	0	0	3	15
1630 - 1645	0	1	0	0	1		0	1	2	0	3		6	1	0	0	7		2	0	0	0	2	13
1645 - 1700	0	1	1	0	2		0	0	0	0	0		0	0	0	0	0		1	0	0	0	1	3
Hourly Total	0	7	1	0	8		1	8	8	0	17		11	2	0	0	13		5	3	2	0	10	48
1700 - 1715	0	1	0	0	1		2	2	1	0	5		2	1	0	0	3		0	0	0	0	0	9
1715 - 1730	0	2	0	0	2		0	3	2	0	5		0	1	0	0	1		0	2	0	0	2	10
1730 - 1745	0	3	0	0	3		0	4	0	0	4		0	0	0	0	0		0	1	0	0	1	8
1745 - 1800	0	3	0	0	3		0	1	0	0	1		0	0	0	0	0		1	0	0	0	1	5
Hourly Total	0	9	0	0	9		2	10	3	0	15		2	2	0	0	4		1	3	0	0	4	32
Grand Total	3	238	39	0	280		32	285	57	0	374		98	36	1	0	135		43	29	41	0	113	902
Approach %	1.07	85.00	13.93	0.00	-		8.56	76.20	15.24	0.00	-		72.59	26.67	0.74	0.00	-		38.05	25.66	36.28	0.00	-	
Intersection %	0.33	26.39	4.32	0.00	31.04		3.55	31.60	6.32	0.00	41.46		10.86	3.99	0.11	0.00	14.97		4.77	3.22	4.55	0.00	12.53	

Crosswalk Counts | | Pedestrians

Denver, NC

Site 2	Date	Weather
NC-16 (South)	Tuesday, May 21, 2024	Fair
NC-16 (North)		73°F
SR-1387 Triangle Cir	Lat/Long	Click here for Detailed Weather
Unity Church Rd	35.478792°, -80.993449°	
	Click here for Map	



0600 - 1800 (Weekday 12h Session) (05-21-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	NC-16 (South)			NC-16 (North)			SR-1387 Triangle Cir			Unity Church Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	1	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	1	1	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	2	2	0	0	0	2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Denver, NC

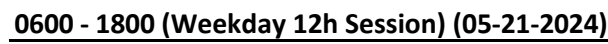


NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd

Tuesday, May 21, 2024

Fair
73°F
[Click here for Detailed Weather](#)

35.478792°, -80.993449°
[Click here for Map](#)

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Weather

Fair
73°F

Lat/Long
35.478792°, -80.993449°
[Click here for Map](#)



Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound			
	NC-16 (South)			App Total	NC-16 (North)			App Total	SR-1387 Triangle Cir			App Total	Unity Church Rd			App Total
TIME	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h		App Total	Int Total		
0600 - 0615	0	0		0	0	0	0	0	0	0	0	0	0	0		
0615 - 0630	0	0		0	0	0	0	0	0	0	0	0	0	0		
0630 - 0645	0	0		0	0	0	0	0	0	0	0	0	0	0		
0645 - 0700	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
0700 - 0715	0	0		0	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	0		0	0	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	0		0	0	0	0	0	0	0	0	0	0	0		
0745 - 0800	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	0		0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	0		0	0	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	0		0	0	0	0	0	0	0	0	0	0	0		
0845 - 0900	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
0900 - 0915	0	0		0	0	0	0	0	0	0	0	0	0	0		
0915 - 0930	0	0		0	0	0	0	0	0	0	0	0	0	0		
0930 - 0945	0	0		0	0	0	0	0	0	0	0	0	0	0		
0945 - 1000	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1000 - 1015	0	0		0	0	0	0	0	0	0	0	0	0	0		
1015 - 1030	0	0		0	0	0	0	0	0	0	0	0	0	0		
1030 - 1045	0	0		0	0	0	0	0	0	0	0	0	0	0		
1045 - 1100	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1100 - 1115	0	0		0	0	0	0	0	0	0	0	0	0	0		
1115 - 1130	0	0		0	0	0	0	0	0	0	0	0	0	0		
1130 - 1145	0	0		0	0	0	0	0	0	0	0	0	0	0		
1145 - 1200	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1200 - 1215	0	0		0	0	0	0	0	0	0	0	0	0	0		
1215 - 1230	0	0		0	0	0	0	0	0	0	0	0	0	0		
1230 - 1245	0	0		0	0	0	0	0	0	0	0	0	0	0		
1245 - 1300	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1300 - 1315	0	0		0	0	0	0	0	0	0	0	0	0	0		
1315 - 1330	0	0		0	0	0	0	0	0	0	0	0	0	0		
1330 - 1345	0	0		0	0	0	0	0	0	0	0	0	0	0		
1345 - 1400	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1400 - 1415	0	0		0	0	0	0	0	0	0	0	0	0	0		
1415 - 1430	0	0		0	0	0	0	0	0	0	0	0	0	0		
1430 - 1445	0	0		0	0	0	0	0	0	0	0	0	0	0		
1445 - 1500	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1500 - 1515	0	0		0	0	0	0	0	0	0	0	0	0	0		
1515 - 1530	0	0		0	0	0	0	0	0	0	0	0	0	0		
1530 - 1545	0	0		0	0	0	0	0	0	0	0	0	0	0		
1545 - 1600	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1600 - 1615	0	0		0	0	0	0	0	0	0	0	0	0	0		
1615 - 1630	0	0		0	0	0	0	0	0	0	0	0	0	0		
1630 - 1645	0	0		0	0	0	0	0	0	0	0	0	0	0		
1645 - 1700	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
1700 - 1715	0	0		0	0	0	0	0	0	0	0	0	0	0		
1715 - 1730	0	0		0	0	0	0	0	0	0	0	0	0	0		
1730 - 1745	0	0		0	0	0	0	0	0	0	0	0	0	0		
1745 - 1800	0	0		0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0		0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00		-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-			
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			



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Peak Hour Turning Movement Count

Denver, NC



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Tuesday, May 21, 2024	
Period	0600 - 1800
Peak Hour	1700 - 1800

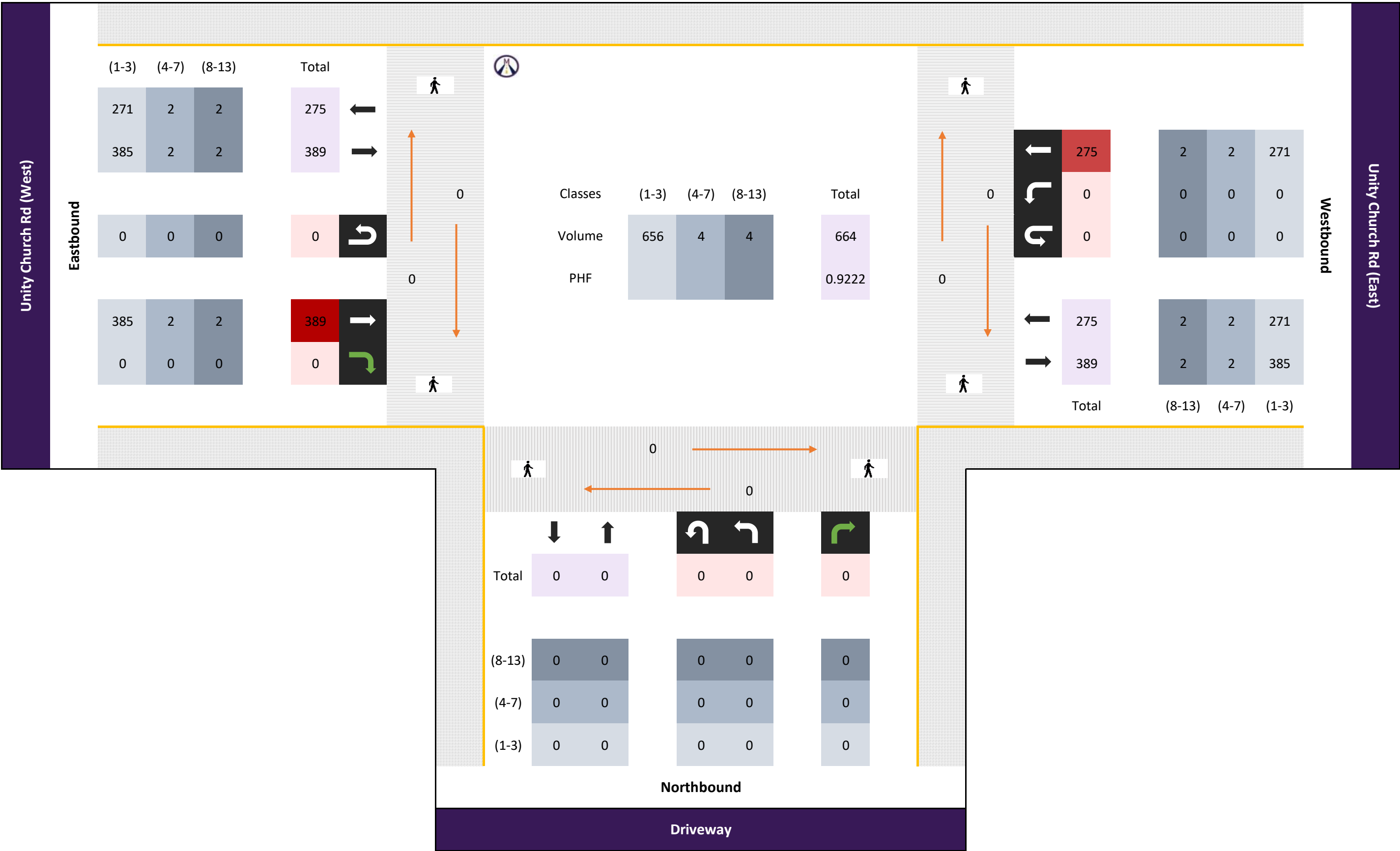
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound												Eastbound						Westbound						Int Total
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time	0	-	0	-	0	0	-	-	-	-	-	0	-	97	0	-	0	97	0	60	-	-	0	60	
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	88	0	-	0	88	0	80	-	-	0	80	
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	111	0	-	0	111	0	69	-	-	0	69	
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	93	0	-	0	93	0	66	-	-	0	66	
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	93	0	-	0	93	0	66	-	-	0	66	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	389	0	0	0	389	0	275	0	0	0	275	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.86	0.00	0.00	0.00	0.86	

Passenger Vehicles (1-3)

Passenger Vehicles (1-5)		Northbound												Eastbound						Westbound						Int
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time																										
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	96	0	-	0	96	0	60	-	-	0	60	156	
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	88	0	-	0	88	0	78	-	-	0	78	166	
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	109	0	-	0	109	0	69	-	-	0	69	178	
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	92	0	-	0	92	0	64	-	-	0	64	156	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	385	0	0	0	385	0	271	0	0	0	271	656	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.87	0.00	0.00	0.00	0.87	0.92	

Single Unit Trucks (4-7)

Time	Northbound												Eastbound						Westbound						Int Total	
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)							
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total		
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	1	-	-	0	1	1
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	0	-	-	0	0	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	1	0	-	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50

Combination Trucks (8-13)

		Northbound												Eastbound						Westbound						Int Total
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time		0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1700 - 1715		0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1715 - 1730		0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1730 - 1745		0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1745 - 1800		0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	1.00

Bikes

Bikes	Northbound												Eastbound						Westbound						Int Total
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Denver, NC



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Tuesday, May 21, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

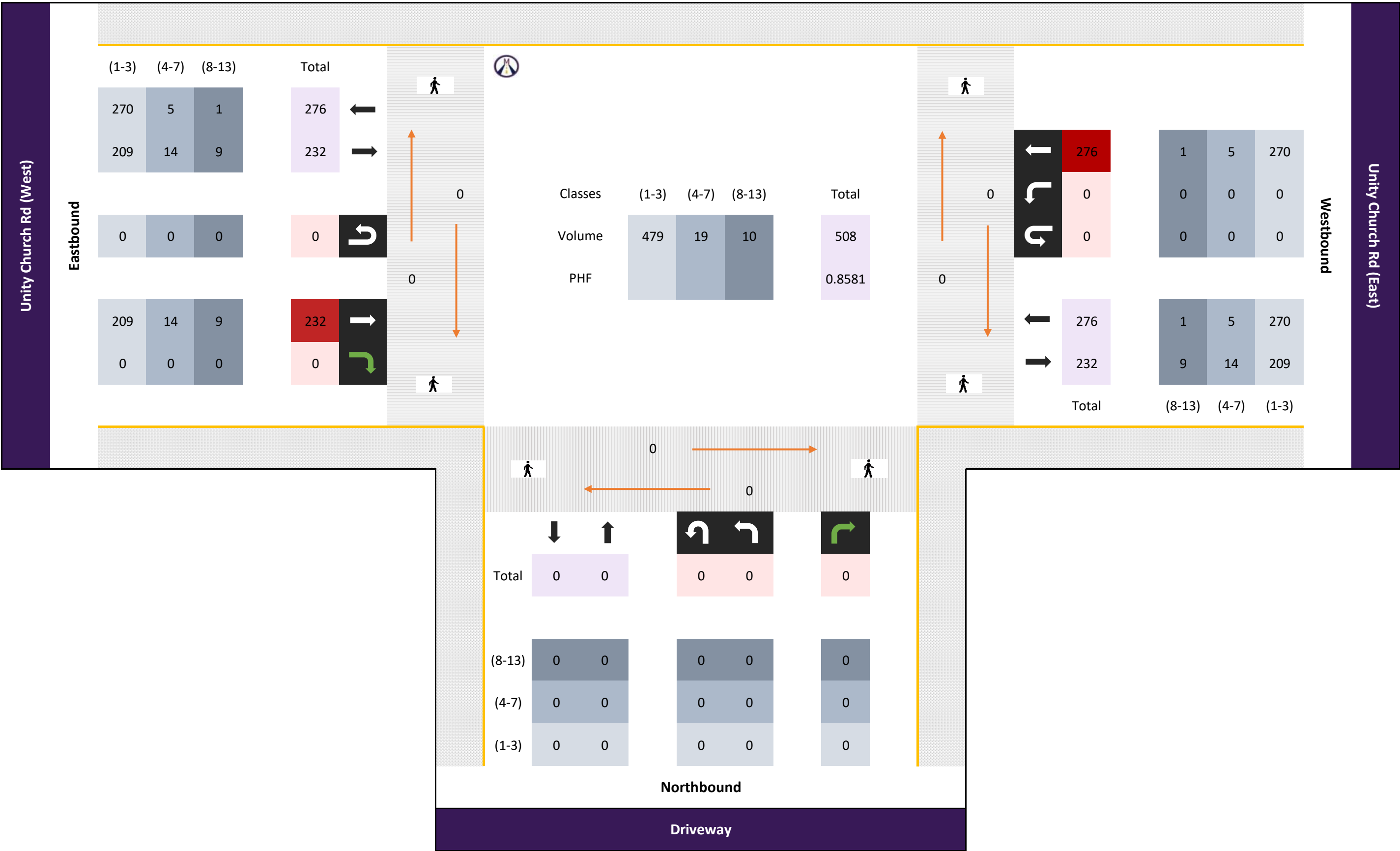
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound												Eastbound						Westbound						Int Total
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time	0	-	0	-	0	0	-	-	-	-	-	0	-	60	0	-	0	60	0	76	-	-	0	76	
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	58	0	-	0	58	0	50	-	-	0	50	
0815 - 0830	0	-	0	-	0	0	-	-	-	-	-	0	-	69	0	-	0	69	0	47	-	-	0	47	
0830 - 0845	0	-	0	-	0	0	-	-	-	-	-	0	-	69	0	-	0	69	0	47	-	-	0	47	
0845 - 0900	0	-	0	-	0	0	-	-	-	-	-	0	-	45	0	-	0	45	0	103	-	-	0	103	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	232	0	0	0	232	0	276	0	0	0	276	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.67	0.00	0.00	0.00	0.67	

Passenger Vehicles (1-3)

Passenger Vehicles (1-5)		Northbound												Eastbound						Westbound						Int Total
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time		0	-	0	-	0	0	-	-	-	-	-	0	-	55	0	-	0	55	0	75	-	-	0	75	130
0800 - 0815		0	-	0	-	0	0	-	-	-	-	-	0	-	49	0	-	0	49	0	49	-	-	0	49	98
0815 - 0830		0	-	0	-	0	0	-	-	-	-	-	0	-	65	0	-	0	65	0	44	-	-	0	44	109
0830 - 0845		0	-	0	-	0	0	-	-	-	-	-	0	-	40	0	-	0	40	0	102	-	-	0	102	142
0845 - 0900		0	-	0	-	0	0	-	-	-	-	-	0	-	40	0	-	0	40	0	102	-	-	0	102	142
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	209	0	0	0	209	0	270	0	0	0	270	479
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.80	0.00	0.66	0.00	0.00	0.00	0.66	0.84

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound												Eastbound						Westbound						Int Total
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time																										
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	1	-	-	0	1	4	
0815 - 0830	0	-	0	-	0	0	-	-	-	-	-	0	-	5	0	-	0	5	0	1	-	-	0	1	6	
0830 - 0845	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	2	-	-	0	2	5	
0845 - 0900	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	1	-	-	0	1	4	
Total		0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	5	0	0	0	5	19	
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-		
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.70	0.00	0.63	0.00	0.00	0.00	0.63	0.79	

Combination Trucks (8-13)

		Northbound												Eastbound						Westbound						Int Total
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time		0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	0	-	-	0	0	2
0800 - 0815		0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	0	-	-	0	0	4
0815 - 0830		0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	1	-	-	0	1	2
0830 - 0845		0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	0	-	-	0	0	2
0845 - 0900		0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	0	-	-	0	0	2
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	1	0	0	0	1	10
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.56	0.00	0.25	0.00	0.00	0.00	0.25	0.63

Bikes

[illegible]



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Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

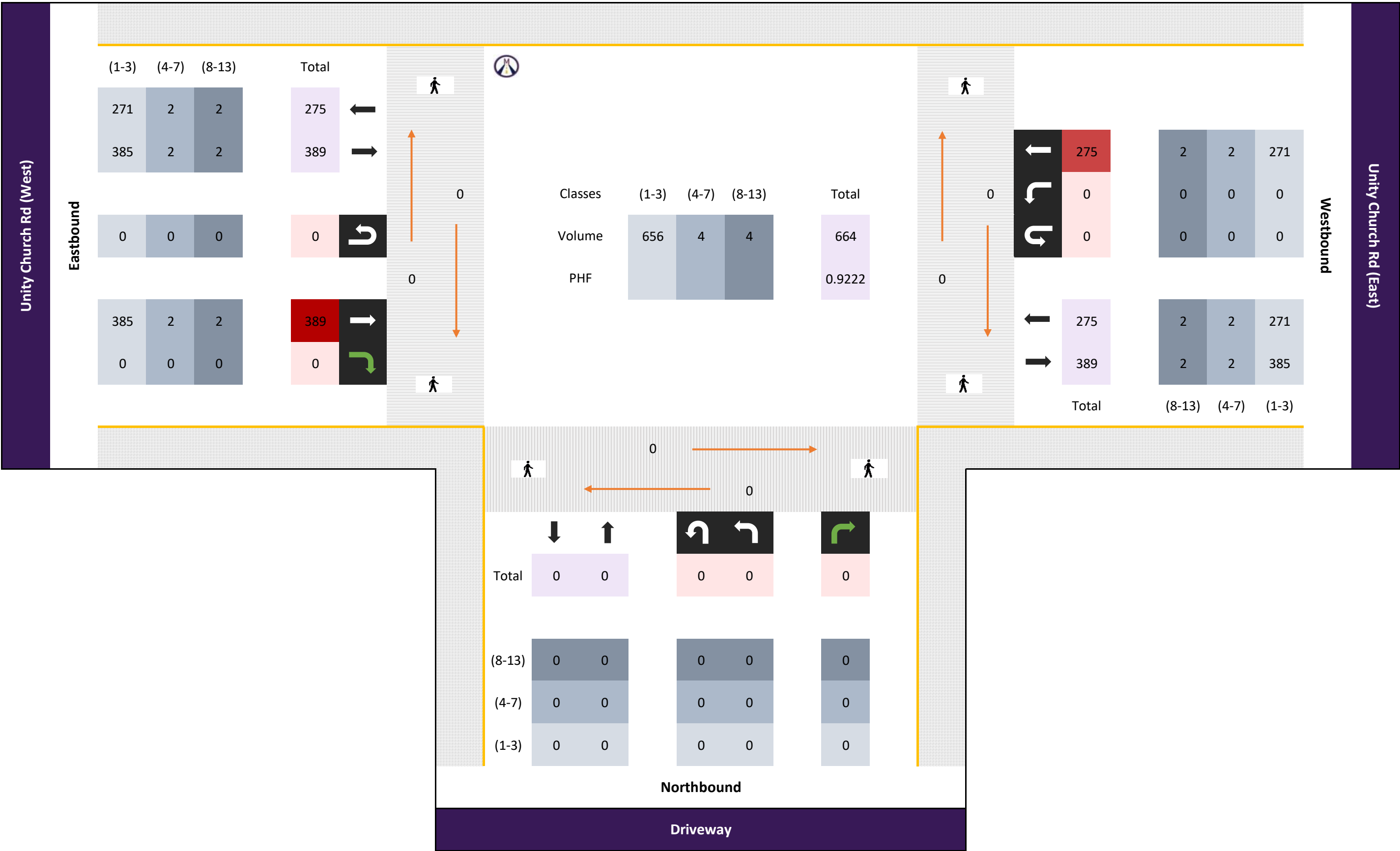
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound												Eastbound						Westbound						Int Total
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time	0	-	0	-	0	0	-	-	-	-	-	0	-	97	0	-	0	97	0	60	-	-	0	60	
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	88	0	-	0	88	0	80	-	-	0	80	
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	111	0	-	0	111	0	69	-	-	0	69	
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	93	0	-	0	93	0	66	-	-	0	66	
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	93	0	-	0	93	0	66	-	-	0	66	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	389	0	0	0	389	0	275	0	0	0	275	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.86	0.00	0.00	0.00	0.86	

Passenger Vehicles (1-3)

Passenger Vehicles (1-5)		Northbound												Eastbound						Westbound						Int
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time																										
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	96	0	-	0	96	0	60	-	-	0	60	156	
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	88	0	-	0	88	0	78	-	-	0	78	166	
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	109	0	-	0	109	0	69	-	-	0	69	178	
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	92	0	-	0	92	0	64	-	-	0	64	156	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	385	0	0	0	385	0	271	0	0	0	271	656	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.87	0.00	0.00	0.00	0.87	0.92	

Single Unit Trucks (4-7)

Time	Northbound												Eastbound						Westbound						Int Total	
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)							
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total		
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	1	-	-	0	1	1
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	0	-	-	0	0	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	1	0	-	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50

Combination Trucks (8-13)

		Northbound												Eastbound						Westbound						Int Total
		Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
		Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time		0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1700 - 1715		0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1715 - 1730		0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1730 - 1745		0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1745 - 1800		0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	1.00

Bikes

Bikes	Northbound												Eastbound						Westbound						Int Total
	Driveway												Unity Church Rd (West)						Unity Church Rd (East)						
	Left 3.1		Right 3.2		U-Turn 3.3	App Total						App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8			U-Turn 3.9	App Total	
Time	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Denver, NC

Site 3

Driveway



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.479893°, -80.992137°

[Click here for Map](#)

Weather

Fair

73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

All vehicles

TIME	Northbound				
	Driveway				
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	
0600 - 0615	0	0	0	0	
0615 - 0630	0	0	0	0	
0630 - 0645	0	0	0	0	
0645 - 0700	0	0	0	0	
Hourly Total	0	0	0	0	
0700 - 0715	0	0	0	0	
0715 - 0730	0	0	0	0	
0730 - 0745	1	0	0	1	
0745 - 0800	0	0	0	0	
Hourly Total	1	0	0	1	
0800 - 0815	0	0	0	0	
0815 - 0830	0	0	0	0	
0830 - 0845	0	0	0	0	
0845 - 0900	0	0	0	0	
Hourly Total	0	0	0	0	
0900 - 0915	0	0	0	0	
0915 - 0930	1	0	0	1	
0930 - 0945	0	0	0	0	
0945 - 1000	0	0	0	0	
Hourly Total	1	0	0	1	
1000 - 1015	0	1	0	1	
1015 - 1030	0	0	0	0	
1030 - 1045	0	0	0	0	
1045 - 1100	1	1	0	2	
Hourly Total	1	2	0	3	
1100 - 1115	0	0	0	0	
1115 - 1130	0	0	0	0	
1130 - 1145	0	0	0	0	
1145 - 1200	0	1	0	1	
Hourly Total	0	1	0	1	
1200 - 1215	0	0	0	0	
1215 - 1230	0	0	0	0	
1230 - 1245	0	0	0	0	
1245 - 1300	0	0	0	0	
Hourly Total	0	0	0	0	
1300 - 1315	1	0	0	1	
1315 - 1330	0	1	0	1	
1330 - 1345	0	0	0	0	
1345 - 1400	0	0	0	0	
Hourly Total	1	1	0	2	
1400 - 1415	0	0	0	0	
1415 - 1430	1	0	0	1	
1430 - 1445	0	1	0	1	
1445 - 1500	0	1	0	1	
Hourly Total	1	2	0	3	
1500 - 1515	0	0	0	0	
1515 - 1530	0	0	0	0	
1530 - 1545	0	0	0	0	
1545 - 1600	0	0	0	0	
Hourly Total	0	0	0	0	
1600 - 1615	0	0	0	0	
1615 - 1630	1	0	0	1	
1630 - 1645	0	0	0	0	
1645 - 1700	1	0	0	1	
Hourly Total	2	0	0	2	
1700 - 1715	0	0	0	0	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	0	0	0	0	
Grand Total	7	6	0	13	
Approach %	53.85	46.15	0.00	-	
Intersection %	0.12	0.10	0.00	0.22	
Heavy Vehicle %	29	33	-	31	
PHF	0.00	0.00	0.00	0.00	

Eastbound					Westbound				
Unity Church Rd (West)					Unity Church Rd (East)				
Thru 3.4	Right 3.5	U-Turn 3.6	App Total		Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
14	0	0	14	0	0	21	0	21	35
13	0	0	13	0	0	34	0	34	47
28	0	0	28	0	0	46	0	46	74
33	0	0	33	0	0	51	0	51	84
88	0	0	88	0	0	152	0	152	240
21	0	0	21	0	0	58	0	58	79
28	0	0	28	0	0	60	0	60	88
53	0	0	53	0	0	84	0	84	138
46	0	0	46	0	0	72	0	72	118
148	0	0	148	0	0	274	0	274	423
60	0	0	60	0	0	76	0	76	136
58	0	0	58	0	0	50	0	50	108
69	0	0	69	0	0	47	0	47	116
45	0	0	45	0	0	103	0	103	148
232	0	0	232	0	0	276	0	276	508
43	0	0	43	0	0	64	0	64	107
38	0	0	38	0	0	52	0	52	91
41	0	0	41	0	0	50	0	50	91
57	0	0	57	0	0	61	0	61	118
179	0	0	179	0	0	227	0	227	407
81	0	0	81	0	0	61	0	61	143
84	0	0	84	0	0	57	0	57	141
52	0	0	52	0	0	55	0	55	107
52	0	0	52	0	0	53	0	53	107
269	0	0	269	0	0	226	0	226	498
47	0	0	47	0	0	70	0	70	117
55	0	0	55	0	0	77	0	77	132
54	0	0	54	0	0	80	0	80	134
49	0	0	49	0	0	84	0	84	134
205	0	0	205	0	0	311	0	311	517
76	0	0	76	0	0	65	0	65	141
72	0	0	72	0	0	66	0	66	138
62	0	0	62	0	0	93	0	93	155
63	0	0	63	0	0	72	0	72	135
273	0	0	273	0	0	296	0	296	569
74	0	0	74	0	0	53	0	53	128
60	0	0	60	0	0	42	0	42	103
46	0	0	46	0	0	49	0	49	95
57	0	0	57	0	0	58	0	58	115
237	0	0	237	0	0	202	0	202	441
64	0	0	64	0	0	57	0	57	121
82	0	0	82	0	0	63	0	63	146
47	0	0	47	0	0	48	0	48	96
55	0	0	55	0	0	46	0	46	102
248	0	0	248	0	0	214	0	214	465
71	0	0	71	0	0	68	0	68	139
80	0	0	80	1	49	50	0	50	130
74	0	0	74	0	65	65	0	65	139
74	0	0	74	0	56	56	0	56	130
299	0	0	299	1	238	239	0	239	538
61	0	0	61	0	71	71	0	71	132
63	0	0	63	0	60	60	0	60	124
71	0	0	71	0	51	51	0	51	122
82	0	0	82	0	56	56	0	56	139
277	0	0	277	0	238	238	0	238	517
97	0	0	97	0	60	60	0	60	157
88	0	0	88	0	80	80	0	80	168
111	0	0	111	0	69	69	0	69	180
93	0	0	93	0	66	66	0	66	159
389	0	0	389	0	275	275	0	275	664
2844	0	0	2844	1	2929	2930	0	2930	5787
100.00	0.00	0.00	-	0.03	99.97	-	0.00	-	
49.14	0.00	0.00	49.14	0.02	50.61	50.63	0.00	50.63	
4	-	-	4	0	4	4	-	4	4
0.88	0.00	0.00	0.88	0.00	0.86	0.86	0.00	0.86	0.92

Classified Turn Movement Count || Passenger Vehicles (1-3)

Denver, NC

Site 3

Driveway



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.479893°, -80.992137°

[Click here for Map](#)

Weather

Fair

73°F

[Click here for Detailed Weather](#)

0600 - 1800 (Weekday 12h Session) (05-21-2024)

Passenger Vehicles (1-3)

TIME	Northbound				
	Driveway				
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	
0600 - 0615	0	0	0	0	
0615 - 0630	0	0	0	0	
0630 - 0645	0	0	0	0	
0645 - 0700	0	0	0	0	
Hourly Total	0	0	0	0	
0700 - 0715	0	0	0	0	
0715 - 0730	0	0	0	0	
0730 - 0745	0	0	0	0	
0745 - 0800	0	0	0	0	
Hourly Total	0	0	0	0	
0800 - 0815	0	0	0	0	
0815 - 0830	0	0	0	0	
0830 - 0845	0	0	0	0	
0845 - 0900	0	0	0	0	
Hourly Total	0	0	0	0	
0900 - 0915	0	0	0	0	
0915 - 0930	1	0	0	1	
0930 - 0945	0	0	0	0	
0945 - 1000	0	0	0	0	
Hourly Total	1	0	0	1	
1000 - 1015	0	1	0	1	
1015 - 1030	0	0	0	0	
1030 - 1045	0	0	0	0	
1045 - 1100	1	1	0	2	
Hourly Total	1	2	0	3	
1100 - 1115	0	0	0	0	
1115 - 1130	0	0	0	0	
1130 - 1145	0	0	0	0	
1145 - 1200	0	0	0	0	
Hourly Total	0	0	0	0	
1200 - 1215	0	0	0	0	
1215 - 1230	0	0	0	0	
1230 - 1245	0	0	0	0	
1245 - 1300	0	0	0	0	
Hourly Total	0	0	0	0	
1300 - 1315	0	0	0	0	
1315 - 1330	0	0	0	0	
1330 - 1345	0	0	0	0	
1345 - 1400	0	0	0	0	
Hourly Total	0	0	0	0	
1400 - 1415	0	0	0	0	
1415 - 1430	1	0	0	1	
1430 - 1445	0	1	0	1	
1445 - 1500	0	1	0	1	
Hourly Total	1	2	0	3	
1500 - 1515	0	0	0	0	
1515 - 1530	0	0	0	0	
1530 - 1545	0	0	0	0	
1545 - 1600	0	0	0	0	
Hourly Total	0	0	0	0	
1600 - 1615	0	0	0	0	
1615 - 1630	1	0	0	1	
1630 - 1645	0	0	0	0	
1645 - 1700	1	0	0	1	
Hourly Total	2	0	0	2	
1700 - 1715	0	0	0	0	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	0	0	0	0	
Grand Total	5	4	0	9	
Approach %	55.56	44.44	0.00	-	
Intersection %	0.09	0.07	0.00	0.16	

Eastbound					Westbound				
Unity Church Rd (West)					Unity Church Rd (East)				
Thru 3.4	Right 3.5	U-Turn 3.6	App Total		Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
13	0	0	13	0	0	21	0	21	34
10	0	0	10	0	0	31	0	31	41
25	0	0	25	0	0	44	0	44	69
29	0	0	29	0	0	48	0	48	77
77	0	0	77	0	0	144	0	144	221
20	0	0	20	0	0	56	0	56	76
27	0	0	27	0	0	57	0	57	84
53	0	0	53	0	0	83	0	83	136
46	0	0	46	0	0	71	0	71	117
146	0	0	146	0	0	267	0	267	413
55	0	0	55	0	0	75	0	75	130
49	0	0	49	0	0	49	0	49	98
65	0	0	65	0	0	44	0	44	109
40	0	0	40	0	0	102	0	102	142
209	0	0	209	0	0	270	0	270	479
40	0	0	40	0	0	61	0	61	101
35	0	0	35	0	0	51	0	51	87
36	0	0	36	0	0	50	0	50	86
55	0	0	55	0	0	58	0	58	113
166	0	0	166	0	0	220	0	220	387
78	0	0	78	0	0	59	0	59	138
84	0	0	84	0	0	53	0	53	137
50	0	0	50	0	0	53	0	53	103
49	0	0	49	0	0	50	0	50	101
261	0	0	261	0	0	215	0	215	479
44	0	0	44	0	0	65	0	65	109
55	0	0	55	0	0	74	0	74	129
50	0	0	50	0	0	78	0	78	128
47	0	0	47	0	0	78	0	78	125
196	0	0	196	0	0	295	0	295	491
73	0	0	73	0	0	62	0	62	135
70	0	0	70	0	0	65	0	65	135
59	0	0	59	0	0	89	0	89	148
62	0	0	62	0	0	70	0	70	132
264	0	0	264	0	0	286	0	286	550
74	0	0	74	0	0	51	0	51	125
59	0	0	59	0	0	41	0	41	100
44	0	0	44	0	0	49	0	49	93
56	0	0	56	0	0	55	0	55	111
233	0	0	233	0	0	196	0	196	429
63	0	0	63	0	0	53	0	53	116
79	0	0	79	0	0	62	0	62	142
45	0	0	45	0	0	47	0	47	93
51	0	0	51	0	0	45	0	45	97
238	0	0	238	0	0	207	0	207	448
68	0	0	68	0	0	60	0	60	128
77	0	0	77	1	46		0	47	124
72	0	0	72	0	60		0	60	132
72	0	0	72	0	53		0	53	125
289	0	0	289	1	219		0	220	509
61	0	0	61	0	67		0	67	128
63	0	0	63	0	57		0	57	121
69	0	0	69	0	49		0	49	118
80	0	0	80	0	55		0	55	136
273	0	0	273	0	228		0	228	503
96	0	0	96	0	60		0	60	156
88	0	0	88	0	78		0	78	166
109	0	0	109	0	69		0	69	178
92	0	0	92	0	64		0	64	156
385	0	0	385	0	271		0	271	656
2737	0	0	2737	1	2818		0	2819	5565
100.00	0.00	0.00	-	0.04	99.96		0.00	-	
49.18	0.00	0.00	49.18	0.02	50.64		0.00	50.66	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Denver, NC

Site 3

Driveway



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.479893°, -80.992137°

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73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Single Unit Trucks (4-7)

TIME	Northbound				
	Driveway				
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	
0600 - 0615	0	0	0	0	
0615 - 0630	0	0	0	0	
0630 - 0645	0	0	0	0	
0645 - 0700	0	0	0	0	
Hourly Total	0	0	0	0	
0700 - 0715	0	0	0	0	
0715 - 0730	0	0	0	0	
0730 - 0745	1	0	0	1	
0745 - 0800	0	0	0	0	
Hourly Total	1	0	0	1	
0800 - 0815	0	0	0	0	
0815 - 0830	0	0	0	0	
0830 - 0845	0	0	0	0	
0845 - 0900	0	0	0	0	
Hourly Total	0	0	0	0	
0900 - 0915	0	0	0	0	
0915 - 0930	0	0	0	0	
0930 - 0945	0	0	0	0	
0945 - 1000	0	0	0	0	
Hourly Total	0	0	0	0	
1000 - 1015	0	0	0	0	
1015 - 1030	0	0	0	0	
1030 - 1045	0	0	0	0	
1045 - 1100	0	0	0	0	
Hourly Total	0	0	0	0	
1100 - 1115	0	0	0	0	
1115 - 1130	0	0	0	0	
1130 - 1145	0	0	0	0	
1145 - 1200	0	0	0	0	
Hourly Total	0	0	0	0	
1200 - 1215	0	0	0	0	
1215 - 1230	0	0	0	0	
1230 - 1245	0	0	0	0	
1245 - 1300	0	0	0	0	
Hourly Total	0	0	0	0	
1300 - 1315	1	0	0	1	
1315 - 1330	0	1	0	1	
1330 - 1345	0	0	0	0	
1345 - 1400	0	0	0	0	
Hourly Total	1	1	0	2	
1400 - 1415	0	0	0	0	
1415 - 1430	0	0	0	0	
1430 - 1445	0	0	0	0	
1445 - 1500	0	0	0	0	
Hourly Total	0	0	0	0	
1500 - 1515	0	0	0	0	
1515 - 1530	0	0	0	0	
1530 - 1545	0	0	0	0	
1545 - 1600	0	0	0	0	
Hourly Total	0	0	0	0	
1600 - 1615	0	0	0	0	
1615 - 1630	0	0	0	0	
1630 - 1645	0	0	0	0	
1645 - 1700	0	0	0	0	
Hourly Total	0	0	0	0	
1700 - 1715	0	0	0	0	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	0	0	0	0	
Grand Total	2	1	0	3	
Approach %	66.67	33.33	0.00	-	
Intersection %	1.34	0.67	0.00	2.01	

Eastbound					Westbound				
Unity Church Rd (West)					Unity Church Rd (East)				
Thru 3.4	Right 3.5	U-Turn 3.6	App Total		Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
1	0	0	1	0	0	0	0	0	1
2	0	0	2	0	0	3	0	3	5
2	0	0	2	0	0	2	0	2	4
2	0	0	2	0	0	2	0	2	4
7	0	0	7	0	0	7	0	7	14
1	0	0	1	0	0	2	0	2	3
0	0	0	0	0	0	2	0	2	2
0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	0	1	1
1	0	0	1	0	5	0	5	5	7
3	0	0	3	0	1	0	1	1	4
5	0	0	5	0	1	0	1	1	6
3	0	0	3	0	2	0	2	2	5
3	0	0	3	0	1	0	1	1	4
14	0	0	14	0	5	0	5	5	19
2	0	0	2	0	3	0	3	3	5
3	0	0	3	0	0	0	0	0	3
2	0	0	2	0	0	0	0	0	2
2	0	0	2	0	0	2	0	2	4
9	0	0	9	0	5	0	5	5	14
2	0	0	2	0	1	0	1	1	3
0	0	0	0	0	0	2	0	2	2
0	0	0	0	0	0	2	0	2	2
3	0	0	3	0	1	0	1	1	4
5	0	0	5	0	6	0	6	6	11
1	0	0	1	0	2	0	2	2	3
0	0	0	0	0	2	0	2	2	2
2	0	0	2	0	2	0	2	2	4
1	0	0	1	0	4	0	4	4	5
4	0	0	4	0	10	0	10	10	14
2	0	0	2	0	2	0	2	2	4
2	0	0	2	0	1	0	1	1	3
2	0	0	2	0	2	0	2	2	4
0	0	0	0	0	1	0	1	1	1
6	0	0	6	0	6	0	6	6	12
0	0	0	0	0	0	0	0	0	1
1	0	0	1	0	1	0	1	1	3
1	0	0	1	0	0	0	0	0	1
1	0	0	1	0	1	0	1	1	2
3	0	0	3	0	2	0	2	2	7
0	0	0	0	0	4	0	4	4	4
2	0	0	2	0	1	0	1	1	3
1	0	0	1	0	0	0	0	0	1
2	0	0	2	0	1	0	1	1	3
5	0	0	5	0	6	0	6	6	11
3	0	0	3	0	4	0	4	4	7
3	0	0	3	0	2	0	2	2	5
2	0	0	2	0	4	0	4	4	6
1	0	0	1	0	3	0	3	3	4
9	0	0	9	0	13	0	13	13	22
0	0	0	0	0	4	0	4	4	4
0	0	0	0	0	3	0	3	3	3
2	0	0	2	0	2	0	2	2	4
2	0	0	2	0	1	0	1	1	3
4	0	0	4	0	10	0	10	10	14
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1	1
1	0	0	1	0	0	0	0	0	1
1	0	0	1	0	1	0	1	1	2
2	0	0	2	0	2	0	2	2	4
69	0	0	69	0	77	0	77	77	149
100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	-
46.31	0.00	0.00	46.31	0.00	51.68	0.00	51.68	0.00	51.68

Classified Turn Movement Count || Combination Trucks (8-13)

Denver, NC

Site 3

Driveway



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.479893°, -80.992137°

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Weather

Fair

73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Combination Trucks (8-13)

TIME	Northbound				
	Driveway				
	Left 3.1	Right 3.2	U-Turn 3.3	App Total	
0600 - 0615	0	0	0	0	
0615 - 0630	0	0	0	0	
0630 - 0645	0	0	0	0	
0645 - 0700	0	0	0	0	
Hourly Total	0	0	0	0	
0700 - 0715	0	0	0	0	
0715 - 0730	0	0	0	0	
0730 - 0745	0	0	0	0	
0745 - 0800	0	0	0	0	
Hourly Total	0	0	0	0	
0800 - 0815	0	0	0	0	
0815 - 0830	0	0	0	0	
0830 - 0845	0	0	0	0	
0845 - 0900	0	0	0	0	
Hourly Total	0	0	0	0	
0900 - 0915	0	0	0	0	
0915 - 0930	0	0	0	0	
0930 - 0945	0	0	0	0	
0945 - 1000	0	0	0	0	
Hourly Total	0	0	0	0	
1000 - 1015	0	0	0	0	
1015 - 1030	0	0	0	0	
1030 - 1045	0	0	0	0	
1045 - 1100	0	0	0	0	
Hourly Total	0	0	0	0	
1100 - 1115	0	0	0	0	
1115 - 1130	0	0	0	0	
1130 - 1145	0	0	0	0	
1145 - 1200	0	1	0	1	
Hourly Total	0	1	0	1	
1200 - 1215	0	0	0	0	
1215 - 1230	0	0	0	0	
1230 - 1245	0	0	0	0	
1245 - 1300	0	0	0	0	
Hourly Total	0	0	0	0	
1300 - 1315	0	0	0	0	
1315 - 1330	0	0	0	0	
1330 - 1345	0	0	0	0	
1345 - 1400	0	0	0	0	
Hourly Total	0	0	0	0	
1400 - 1415	0	0	0	0	
1415 - 1430	0	0	0	0	
1430 - 1445	0	0	0	0	
1445 - 1500	0	0	0	0	
Hourly Total	0	0	0	0	
1500 - 1515	0	0	0	0	
1515 - 1530	0	0	0	0	
1530 - 1545	0	0	0	0	
1545 - 1600	0	0	0	0	
Hourly Total	0	0	0	0	
1600 - 1615	0	0	0	0	
1615 - 1630	0	0	0	0	
1630 - 1645	0	0	0	0	
1645 - 1700	0	0	0	0	
Hourly Total	0	0	0	0	
1700 - 1715	0	0	0	0	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	0	0	0	0	
Grand Total	0	1	0	1	
Approach %	0.00	100.00	0.00	-	
Intersection %	0.00	1.37	0.00	1.37	

Eastbound					Westbound				
Unity Church Rd (West)					Unity Church Rd (East)				
Thru 3.4	Right 3.5	U-Turn 3.6	App Total		Left 3.7	Thru 3.8	U-Turn 3.9	App Total	Int Total
0	0	0	0		0	0	0	0	0
1	0	0	1		0	0	0	0	1
1	0	0	1		0	0	0	0	1
2	0	0	2		0	1	0	1	3
4	0	0	4		0	1	0	1	5
0	0	0	0		0	0	0	0	0
1	0	0	1		0	1	0	1	2
0	0	0	0		0	1	0	1	1
0	0	0	0		0	0	0	0	0
1	0	0	1		0	2	0	2	3
2	0	0	2		0	0	0	0	2
4	0	0	4		0	0	0	0	4
1	0	0	1		0	1	0	1	2
2	0	0	2		0	0	0	0	2
9	0	0	9		0	1	0	1	10
1	0	0	1		0	0	0	0	1
0	0	0	0		0	0	0	1	1
3	0	0	3		0	0	0	0	3
0	0	0	0		0	1	0	1	1
4	0	0	4		0	2	0	2	6
1	0	0	1		0	1	0	1	2
0	0	0	0		0	0	0	0	2
2	0	0	2		0	2	0	2	2
0	0	0	0		0	0	0	2	2
3	0	0	3		0	5	0	5	8
2	0	0	2		0	3	0	3	5
0	0	0	0		0	0	0	1	1
2	0	0	2		0	0	0	0	2
1	0	0	1		0	2	0	2	4
5	0	0	5		0	6	0	6	12
1	0	0	1		0	1	0	1	2
0	0	0	0		0	0	0	0	0
1	0	0	1		0	2	0	2	3
1	0	0	1		0	1	0	1	2
3	0	0	3		0	4	0	4	7
0	0	0	0		0	2	0	2	2
0	0	0	0		0	0	0	0	0
1	0	0	1		0	0	0	0	1
0	0	0	0		0	2	0	2	2
1	0	0	1		0	4	0	4	5
1	0	0	1		0	0	0	0	1
1	0	0	1		0	1	0	1	2
2	0	0	2		0	0	0	0	2
5	0	0	5		0	1	0	1	6
0	0	0	0		0	4	0	4	4
0	0	0	0		0	1	0	1	1
0	0	0	0		0	1	0	1	1
1	0	0	1		0	0	0	0	1
1	0	0	1		0	6	0	6	7
0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0	0
1	0	0	1		0	0	0	0	1
0	0	0	0		0	1	0	1	1
1	0	0	1		0	0	0	0	1
0	0	0	0		0	1	0	1	1
2	0	0	2		0	2	0	2	4
38	0	0	38		0	34	0	34	73
100.00	0.00	0.00	-		0.00	100.00	0.00	-	
52.05	0.00	0.00	52.05		0.00	46.58	0.00	46.58	

 Marr Traffic
DATA COLLECTION

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Site 3
Driveway



Date
Tuesday, May 21, 2024

Weather

Fair
73°F

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Lat/Long
35.479893°, -80.992137°
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
Bikes

	Northbound					
	Driveway					
	Left 3.1		Right 3.2		U-Turn 3.3	App Total
TIME	3.1		3.2		3.3	Total
0600 - 0615	0		0		0	0
0615 - 0630	0		0		0	0
0630 - 0645	0		0		0	0
0645 - 0700	0		0		0	0
Hourly Total	0		0		0	0
0700 - 0715	0		0		0	0
0715 - 0730	0		0		0	0
0730 - 0745	0		0		0	0
0745 - 0800	0		0		0	0
Hourly Total	0		0		0	0
0800 - 0815	0		0		0	0
0815 - 0830	0		0		0	0
0830 - 0845	0		0		0	0
0845 - 0900	0		0		0	0
Hourly Total	0		0		0	0
0900 - 0915	0		0		0	0
0915 - 0930	0		0		0	0
0930 - 0945	0		0		0	0
0945 - 1000	0		0		0	0
Hourly Total	0		0		0	0
1000 - 1015	0		0		0	0
1015 - 1030	0		0		0	0
1030 - 1045	0		0		0	0
1045 - 1100	0		0		0	0
Hourly Total	0		0		0	0
1100 - 1115	0		0		0	0
1115 - 1130	0		0		0	0
1130 - 1145	0		0		0	0
1145 - 1200	0		0		0	0
Hourly Total	0		0		0	0
1200 - 1215	0		0		0	0
1215 - 1230	0		0		0	0
1230 - 1245	0		0		0	0
1245 - 1300	0		0		0	0
Hourly Total	0		0		0	0
1300 - 1315	0		0		0	0
1315 - 1330	0		0		0	0
1330 - 1345	0		0		0	0
1345 - 1400	0		0		0	0
Hourly Total	0		0		0	0
1400 - 1415	0		0		0	0
1415 - 1430	0		0		0	0
1430 - 1445	0		0		0	0
1445 - 1500	0		0		0	0
Hourly Total	0		0		0	0
1500 - 1515	0		0		0	0
1515 - 1530	0		0		0	0
1530 - 1545	0		0		0	0
1545 - 1600	0		0		0	0
Hourly Total	0		0		0	0
1600 - 1615	0		0		0	0
1615 - 1630	0		0		0	0
1630 - 1645	0		0		0	0
1645 - 1700	0		0		0	0
Hourly Total	0		0		0	0
1700 - 1715	0		0		0	0
1715 - 1730	0		0		0	0
1730 - 1745	0		0		0	0
1745 - 1800	0		0		0	0
Hourly Total	0		0		0	0
Grand Total	0		0		0	0
Approach %	0.00		0.00		0.00	-
Intersection %	0.00		0.00		0.00	0.00

[illegible]

Classified Turn Movement Count || All Trucks (4-13)

Denver, NC

Site 3

Driveway



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.479893°, -80.992137°

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

All Trucks (4-13)

TIME	Northbound				
	Driveway				
	Left 3.1		Right 3.2	U-Turn 3.3	App Total
0600 - 0615	0		0	0	0
0615 - 0630	0		0	0	0
0630 - 0645	0		0	0	0
0645 - 0700	0		0	0	0
Hourly Total	0		0	0	0
0700 - 0715	0		0	0	0
0715 - 0730	0		0	0	0
0730 - 0745	1		0	0	1
0745 - 0800	0		0	0	0
Hourly Total	1		0	0	1
0800 - 0815	0		0	0	0
0815 - 0830	0		0	0	0
0830 - 0845	0		0	0	0
0845 - 0900	0		0	0	0
Hourly Total	0		0	0	0
0900 - 0915	0		0	0	0
0915 - 0930	0		0	0	0
0930 - 0945	0		0	0	0
0945 - 1000	0		0	0	0
Hourly Total	0		0	0	0
1000 - 1015	0		0	0	0
1015 - 1030	0		0	0	0
1030 - 1045	0		0	0	0
1045 - 1100	0		0	0	0
Hourly Total	0		0	0	0
1100 - 1115	0		0	0	0
1115 - 1130	0		0	0	0
1130 - 1145	0		0	0	0
1145 - 1200	0		1	0	1
Hourly Total	0		1	0	1
1200 - 1215	0		0	0	0
1215 - 1230	0		0	0	0
1230 - 1245	0		0	0	0
1245 - 1300	0		0	0	0
Hourly Total	0		0	0	0
1300 - 1315	1		0	0	1
1315 - 1330	0		1	0	1
1330 - 1345	0		0	0	0
1345 - 1400	0		0	0	0
Hourly Total	1		1	0	2
1400 - 1415	0		0	0	0
1415 - 1430	0		0	0	0
1430 - 1445	0		0	0	0
1445 - 1500	0		0	0	0
Hourly Total	0		0	0	0
1500 - 1515	0		0	0	0
1515 - 1530	0		0	0	0
1530 - 1545	0		0	0	0
1545 - 1600	0		0	0	0
Hourly Total	0		0	0	0
1600 - 1615	0		0	0	0
1615 - 1630	0		0	0	0
1630 - 1645	0		0	0	0
1645 - 1700	0		0	0	0
Hourly Total	0		0	0	0
1700 - 1715	0		0	0	0
1715 - 1730	0		0	0	0
1730 - 1745	0		0	0	0
1745 - 1800	0		0	0	0
Hourly Total	0		0	0	0
Grand Total	2		2	0	4
Approach %	50.00		50.00	0.00	-
Intersection %	0.90		0.90	0.00	1.80

Eastbound					Westbound						
Unity Church Rd (West)					Unity Church Rd (East)						
	Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
	1	0		0	1	0	0		0	0	1
	3	0		0	3	0	3		0	3	6
	3	0		0	3	0	2		0	2	5
	4	0		0	4	0	3		0	3	7
	11	0		0	11	0	8		0	8	19
	1	0		0	1	0	2		0	2	3
	1	0		0	1	0	3		0	3	4
	0	0		0	0	0	1		0	1	2
	0	0		0	0	0	1		0	1	1
	2	0		0	2	0	7		0	7	10
	5	0		0	5	0	1		0	1	6
	9	0		0	9	0	1		0	1	10
	4	0		0	4	0	3		0	3	7
	5	0		0	5	0	1		0	1	6
	23	0		0	23	0	6		0	6	29
	3	0		0	3	0	3		0	3	6
	3	0		0	3	0	1		0	1	4
	5	0		0	5	0	0		0	0	5
	2	0		0	2	0	3		0	3	5
	13	0		0	13	0	7		0	7	20
	3	0		0	3	0	2		0	2	5
	0	0		0	0	0	4		0	4	4
	2	0		0	2	0	2		0	2	4
	3	0		0	3	0	3		0	3	6
	8	0		0	8	0	11		0	11	19
	3	0		0	3	0	5		0	5	8
	0	0		0	0	0	3		0	3	3
	4	0		0	4	0	2		0	2	6
	2	0		0	2	0	6		0	6	9
	9	0		0	9	0	16		0	16	26
	3	0		0	3	0	3		0	3	6
	2	0		0	2	0	1		0	1	3
	3	0		0	3	0	4		0	4	7
	1	0		0	1	0	2		0	2	3
	9	0		0	9	0	10		0	10	19
	0	0		0	0	0	2		0	2	3
	1	0		0	1	0	1		0	1	3
	2	0		0	2	0	0		0	0	2
	1	0		0	1	0	3		0	3	4
	4	0		0	4	0	6		0	6	12
	1	0		0	1	0	4		0	4	5
	3	0		0	3	0	1		0	1	4
	2	0		0	2	0	1		0	1	3
	4	0		0	4	0	1		0	1	5
	10	0		0	10	0	7		0	7	17
	3	0		0	3	0	8		0	8	11
	3	0		0	3	0	3		0	3	6
	2	0		0	2	0	5		0	5	7
	2	0		0	2	0	3		0	3	5
	10	0		0	10	0	19		0	19	29
	0	0		0	0	0	4		0	4	4
	0	0		0	0	0	3		0	3	3
	2	0		0	2	0	2		0	2	4
	2	0		0	2	0	1		0	1	3
	4	0		0	4	0	10		0	10	14
	1	0		0	1	0	0		0	0	1
	0	0		0	0	0	2		0	2	2
	2	0		0	2	0	0		0	0	2
	1	0		0	1	0	2		0	2	3
	4	0		0	4	0	4		0	4	8
	107	0		0	107	0	111		0	111	222
	100.00	0.00		0.00	-	0.00	100.00		0.00	-	
	48.20	0.00		0.00	48.20	0.00	50.00		0.00	50.00	

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Pedestrians

	Northbound		
	Driveway		
	EB 3a	WB 3b	
TIME			App Total
0600 - 0615	0	0	0
0615 - 0630	0	0	0
0630 - 0645	0	0	0
0645 - 0700	0	0	0
Hourly Total	0	0	0
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
0900 - 0915	0	0	0
0915 - 0930	0	0	0
0930 - 0945	0	0	0
0945 - 1000	0	0	0
Hourly Total	0	0	0
1000 - 1015	0	0	0
1015 - 1030	0	0	0
1030 - 1045	0	0	0
1045 - 1100	0	0	0
Hourly Total	0	0	0
1100 - 1115	0	0	0
1115 - 1130	0	0	0
1130 - 1145	0	0	0
1145 - 1200	0	0	0
Hourly Total	0	0	0
1200 - 1215	0	0	0
1215 - 1230	0	0	0
1230 - 1245	0	0	0
1245 - 1300	0	0	0
Hourly Total	0	0	0
1300 - 1315	0	0	0
1315 - 1330	0	0	0
1330 - 1345	0	0	0
1345 - 1400	0	0	0
Hourly Total	0	0	0
1400 - 1415	0	0	0
1415 - 1430	0	0	0
1430 - 1445	0	0	0
1445 - 1500	0	0	0
Hourly Total	0	0	0
1500 - 1515	0	0	0
1515 - 1530	0	0	0
1530 - 1545	0	0	0
1545 - 1600	0	0	0
Hourly Total	0	0	0
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

[illegible]

Denver, NC



Driveway

Tuesday, May 21, 2024

35.479893°, -80.992137°

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Bikes

TIME	3a	3b	Total
0600 - 0615	0	0	0
0615 - 0630	0	0	0
0630 - 0645	0	0	0
0645 - 0700	0	0	0
Hourly Total	0	0	0
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
0900 - 0915	0	0	0
0915 - 0930	0	0	0
0930 - 0945	0	0	0
0945 - 1000	0	0	0
Hourly Total	0	0	0
1000 - 1015	0	0	0
1015 - 1030	0	0	0
1030 - 1045	0	0	0
1045 - 1100	0	0	0
Hourly Total	0	0	0
1100 - 1115	0	0	0
1115 - 1130	0	0	0
1130 - 1145	0	0	0
1145 - 1200	0	0	0
Hourly Total	0	0	0
1200 - 1215	0	0	0
1215 - 1230	0	0	0
1230 - 1245	0	0	0
1245 - 1300	0	0	0
Hourly Total	0	0	0
1300 - 1315	0	0	0
1315 - 1330	0	0	0
1330 - 1345	0	0	0
1345 - 1400	0	0	0
Hourly Total	0	0	0
1400 - 1415	0	0	0
1415 - 1430	0	0	0
1430 - 1445	0	0	0
1445 - 1500	0	0	0
Hourly Total	0	0	0
1500 - 1515	0	0	0
1515 - 1530	0	0	0
1530 - 1545	0	0	0
1545 - 1600	0	0	0
Hourly Total	0	0	0
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

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Motorized Vehicles

	Northbound		
	Driveway		
	EB 3a	WB 3b	
TIME			App Total
0600 - 0615	0	0	0
0615 - 0630	0	0	0
0630 - 0645	0	0	0
0645 - 0700	0	0	0
Hourly Total	0	0	0
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
0900 - 0915	0	0	0
0915 - 0930	0	0	0
0930 - 0945	0	0	0
0945 - 1000	0	0	0
Hourly Total	0	0	0
1000 - 1015	0	0	0
1015 - 1030	0	0	0
1030 - 1045	0	0	0
1045 - 1100	0	0	0
Hourly Total	0	0	0
1100 - 1115	0	0	0
1115 - 1130	0	0	0
1130 - 1145	0	0	0
1145 - 1200	0	0	0
Hourly Total	0	0	0
1200 - 1215	0	0	0
1215 - 1230	0	0	0
1230 - 1245	0	0	0
1245 - 1300	0	0	0
Hourly Total	0	0	0
1300 - 1315	0	0	0
1315 - 1330	0	0	0
1330 - 1345	0	0	0
1345 - 1400	0	0	0
Hourly Total	0	0	0
1400 - 1415	0	0	0
1415 - 1430	0	0	0
1430 - 1445	0	0	0
1445 - 1500	0	0	0
Hourly Total	0	0	0
1500 - 1515	0	0	0
1515 - 1530	0	0	0
1530 - 1545	0	0	0
1545 - 1600	0	0	0
Hourly Total	0	0	0
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

[illegible]



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Peak Hour Turning Movement Count

Denver, NC

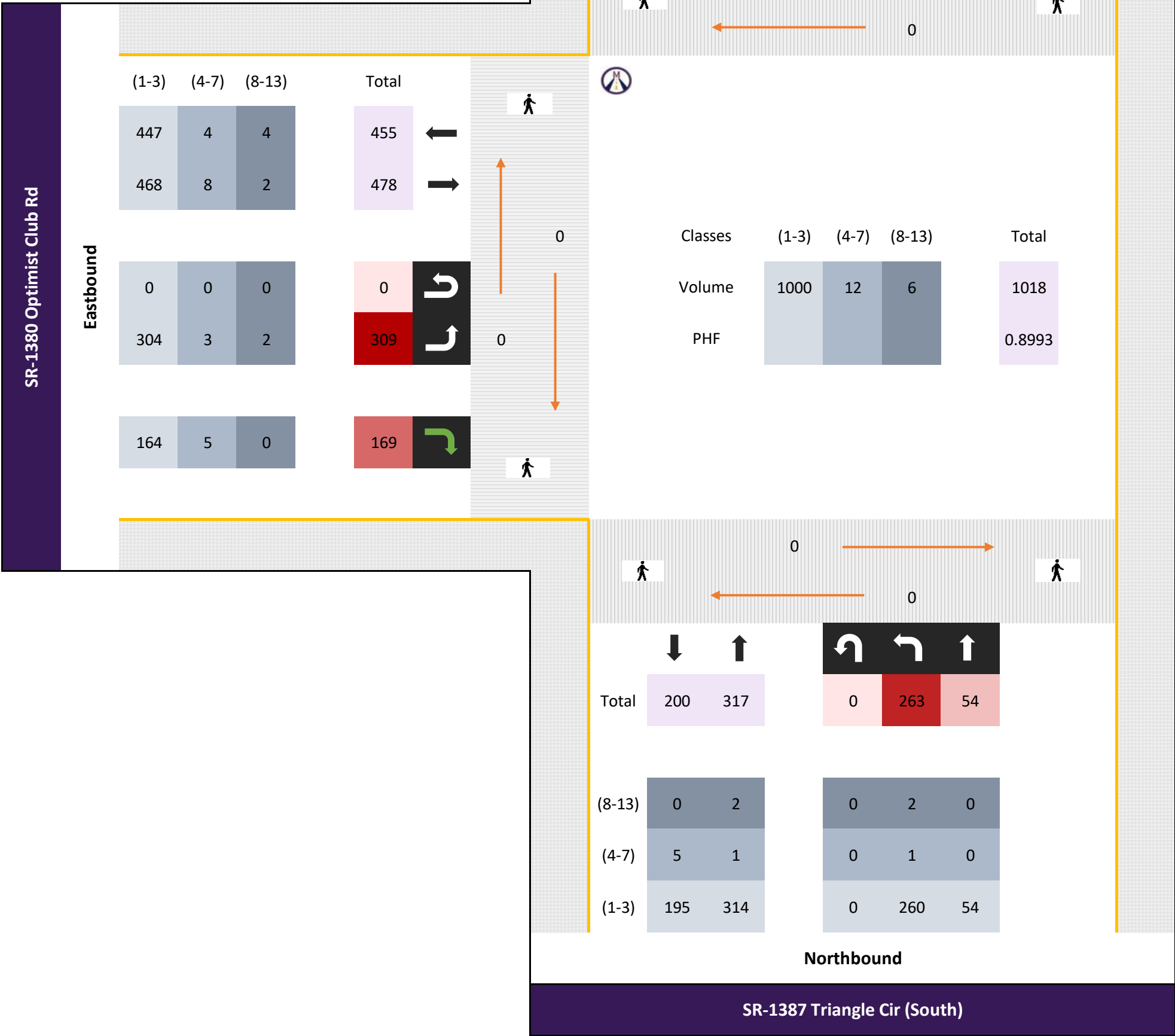


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Tuesday, May 21, 2024	
Period	0600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume



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Peak Hour Turning Movement Count

Denver, NC



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Tuesday, May 21, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

		Northbound						Southbound						Eastbound												
		SR-1387 Triangle Cir (South)						SR-1387 Triangle Cir (North)						SR-1380 Optimist Club Rd												
Time	Left	Thru			U-Turn	App Total		Thru	Right		U-Turn	App Total	Left		Right		U-Turn	App Total						App Total	Int Total	
	4.1	4.2			4.3		4.4	4.5		4.6		4.7		4.8		4.9										
	0715 - 0730	27	6	-	-	0	33	-	2	51	-	0	53	49	-	60	-	0	109	-	-	-	-	-	0	195
	0730 - 0745	48	9	-	-	0	57	-	3	39	-	0	42	59	-	56	-	0	115	-	-	-	-	-	0	214
	0745 - 0800	32	8	-	-	0	40	-	5	40	-	0	45	72	-	85	-	0	157	-	-	-	-	-	0	242
	0800 - 0815	21	4	-	-	0	25	-	7	28	-	0	35	72	-	72	-	0	144	-	-	-	-	-	0	204
Total		128	27	0	0	0	155	0	17	158	0	0	175	252	0	273	0	0	525	0	0	0	0	0	0	855
Approach %		82.58	17.42	0.00	0.00	0.00	-	0.00	9.71	90.29	0.00	0.00	-	48.00	0.00	52.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF		0.67	0.75	0.00	0.00	0.00	0.68	0.00	0.61	0.77	0.00	0.00	0.83	0.88	0.00	0.80	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.88	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound												
	SR-1387 Triangle Cir (South)						SR-1387 Triangle Cir (North)						SR-1380 Optimist Club Rd												
	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	26	6	-	-	0	32	-	2	48	-	0	50	47	-	60	-	0	107	-	-	-	-	-	0	189
0730 - 0745	46	8	-	-	0	54	-	3	37	-	0	40	58	-	56	-	0	114	-	-	-	-	-	0	208
0745 - 0800	32	8	-	-	0	40	-	5	38	-	0	43	70	-	83	-	0	153	-	-	-	-	-	0	236
0800 - 0815	20	3	-	-	0	23	-	7	27	-	0	34	65	-	68	-	0	133	-	-	-	-	-	0	190
Total	124	25	0	0	0	149	0	17	150	0	0	167	240	0	267	0	0	507	0	0	0	0	0	0	823
Approach %	83.22	16.78	0.00	0.00	0.00	-	0.00	10.18	89.82	0.00	0.00	-	47.34	0.00	52.66	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.67	0.78	0.00	0.00	0.00	0.69	0.00	0.61	0.78	0.00	0.00	0.84	0.86	0.00	0.80	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.87

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound												
	SR-1387 Triangle Cir (South)						SR-1387 Triangle Cir (North)						SR-1380 Optimist Club Rd												
	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	3	-	0	3	2	-	0	-	0	2	-	-	-	-	-	0	5
0730 - 0745	2	1	-	-	0	3	-	0	2	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	6
0745 - 0800	0	0	-	-	0	0	-	0	2	-	0	2	2	-	2	-	0	4	-	-	-	-	-	0	6
0800 - 0815	1	1	-	-	0	2	-	0	1	-	0	1	3	-	1	-	0	4	-	-	-	-	-	0	7
Total	3	2	0	0	0	5	0	0	8	0	0	8	8	0	3	0	0	11	0	0	0	0	0	0	24
Approach %	60.00	40.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	72.73	0.00	27.27	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.50	0.00	0.00	0.00	0.42	0.00	0.00	0.67	0.00	0.00	0.67	0.67	0.00	0.38	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.86	

Combination Trucks (8-13)

[illegible]

Bikes

[illegible]



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Peak Hour Turning Movement Count

Denver, NC

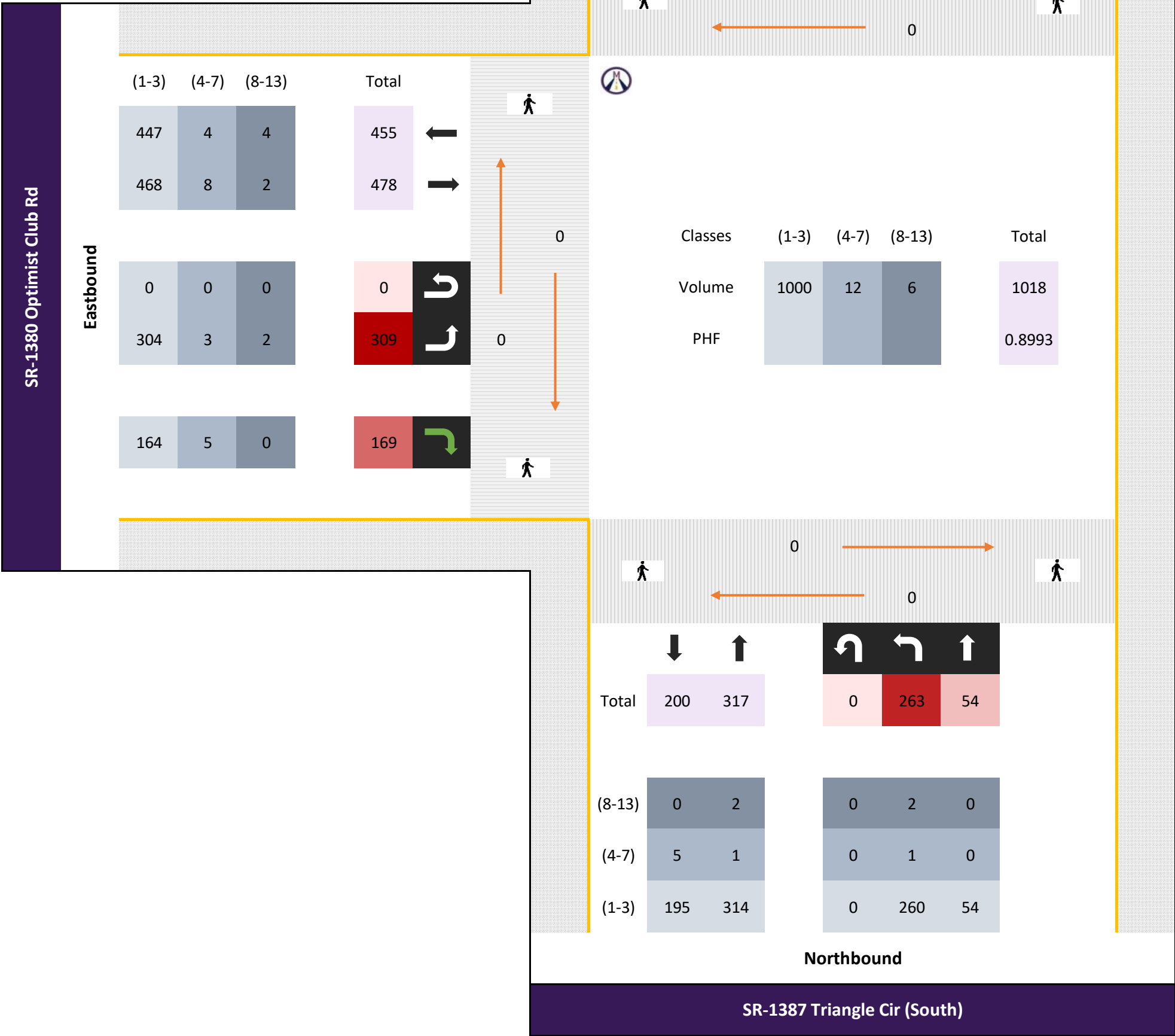


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Tuesday, May 21, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

		Northbound						Southbound						Eastbound												
		SR-1387 Triangle Cir (South)						SR-1387 Triangle Cir (North)						SR-1380 Optimist Club Rd												
Time	Left	Thru			U-Turn	App Total		Thru	Right		U-Turn	App Total	Left		Right		U-Turn	App Total						App Total	Int Total	
	4.1	4.2			4.3		4.4	4.5		4.6		4.7		4.8		4.9										
	1645 - 1700	58	14	-	-	0	72	-	17	55	-	0	72	62	-	37	-	0	99	-	-	-	-	-	0	243
	1700 - 1715	57	10	-	-	0	67	-	3	41	-	0	44	97	-	43	-	0	140	-	-	-	-	-	0	251
	1715 - 1730	94	19	-	-	0	113	-	6	58	-	0	64	67	-	39	-	0	106	-	-	-	-	-	0	283
	1730 - 1745	54	11	-	-	0	65	-	5	38	-	0	43	83	-	50	-	0	133	-	-	-	-	-	0	241
Total		263	54	0	0	0	317	0	31	192	0	0	223	309	0	169	0	0	478	0	0	0	0	0	0	1018
Approach %		82.97	17.03	0.00	0.00	0.00	-	0.00	13.90	86.10	0.00	0.00	-	64.64	0.00	35.36	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF		0.70	0.71	0.00	0.00	0.00	0.70	0.00	0.46	0.83	0.00	0.00	0.77	0.80	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.90	

Time	Northbound						Southbound						Eastbound												
	SR-1387 Triangle Cir (South)						SR-1387 Triangle Cir (North)						SR-1380 Optimist Club Rd												
	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	56	14	-	-	0	70	-	17	54	-	0	71	61	-	35	-	0	96	-	-	-	-	-	0	237
1700 - 1715	56	10	-	-	0	66	-	3	40	-	0	43	94	-	42	-	0	136	-	-	-	-	-	0	245
1715 - 1730	94	19	-	-	0	113	-	6	55	-	0	61	67	-	38	-	0	105	-	-	-	-	-	0	279
1730 - 1745	54	11	-	-	0	65	-	5	38	-	0	43	82	-	49	-	0	131	-	-	-	-	-	0	239
Total	260	54	0	0	0	314	0	31	187	0	0	218	304	0	164	0	0	468	0	0	0	0	0	0	1000
Approach %	82.80	17.20	0.00	0.00	0.00	-	0.00	14.22	85.78	0.00	0.00	-	64.96	0.00	35.04	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.69	0.71	0.00	0.00	0.00	0.69	0.00	0.46	0.85	0.00	0.00	0.77	0.81	0.00	0.84	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.90	

Time	Northbound						Southbound						Eastbound												
	SR-1387 Triangle Cir (South)						SR-1387 Triangle Cir (North)						SR-1380 Optimist Club Rd												
	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	1	-	0	1	1	-	2	-	0	3	-	-	-	-	-	0	4
1700 - 1715	1	0	-	-	0	1	-	0	0	-	0	0	1	-	1	-	0	2	-	-	-	-	-	0	3
1715 - 1730	0	0	-	-	0	0	-	0	2	-	0	2	0	-	1	-	0	1	-	-	-	-	-	0	3
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	1	-	1	-	0	2	-	-	-	-	-	0	2
Total	1	0	0	0	0	1	0	0	3	0	0	3	3	0	5	0	0	8	0	0	0	0	0	0	12
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.38	0.00	0.00	0.38	0.75	0.00	0.63	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.75	

[illegible][illegible]

Classified Turn Movement Count || All vehicles

Denver, NC

Site 4

SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd



Date

Tuesday, May 21, 2024

Weather

Fair
73°F
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Lat/Long

35.474617°, -80.997393°
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
All vehicles

	Northbound				Southbound				Eastbound				Int Total				
	SR-1387 Triangle Cir (South)				SR-1387 Triangle Cir (North)				SR-1380 Optimist Club Rd								
TIME	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total
0600 - 0615	8	1		0	9		1	27		0	28	10		9		0	19
0615 - 0630	11	1		0	12		1	21		0	22	12		19		0	31
0630 - 0645	12	2		0	14		3	34		0	37	33		30		0	63
0645 - 0700	18	3		0	21		1	42		0	43	20		45		0	65
Hourly Total	49	7		0	56		6	124		0	130	75		103		0	178
0700 - 0715	23	6		0	29		0	54		0	54	31		34		0	65
0715 - 0730	27	6		0	33		2	51		0	53	49		60		0	109
0730 - 0745	48	9		0	57		3	39		0	42	59		56		0	115
0745 - 0800	32	8		0	40		5	40		0	45	72		85		0	157
Hourly Total	130	29		0	159		10	184		0	194	211		235		0	446
0800 - 0815	21	4		0	25		7	28		0	35	72		72		0	144
0815 - 0830	18	3		0	21		4	28		0	32	43		54		0	97
0830 - 0845	13	4		0	17		2	26		0	28	60		38		0	98
0845 - 0900	17	12		0	29		1	25		0	26	54		39		0	93
Hourly Total	69	23		0	92		14	107		0	121	229		203		0	432
0900 - 0915	23	0		0	23		6	38		0	44	40		40		0	80
0915 - 0930	14	4		0	18		2	24		0	26	50		43		0	93
0930 - 0945	20	5		0	25		5	23		0	28	38		32		0	70
0945 - 1000	22	8		0	30		5	24		0	29	40		32		0	72
Hourly Total	79	17		0	96		18	109		0	127	168		147		0	315
1000 - 1015	27	2		0	29		4	26		0	30	46		29		0	75
1015 - 1030	17	3		0	20		4	26		0	30	47		32		0	79
1030 - 1045	20	3		0	23		3	28		0	31	39		44		0	83
1045 - 1100	35	6		0	41		4	30		0	34	49		46		0	95
Hourly Total	99	14		0	113		15	110		0	125	181		151		0	332
1100 - 1115	39	3		0	42		5	27		0	32	38		31		0	69
1115 - 1130	31	2		0	33		1	30		0	31	39		34		0	73
1130 - 1145	20	1		0	21		3	38		0	41	47		31		0	78
1145 - 1200	24	2		0	26		4	36		0	40	45		42		0	87
Hourly Total	114	8		0	122		13	131		0	144	169		138		0	307
1200 - 1215	31	3		0	34		3	23		0	26	38		57		0	95
1215 - 1230	34	4		0	38		5	34		0	39	60		41		0	101
1230 - 1245	37	10		0	47		3	38		0	41	48		45		0	93
1245 - 1300	29	4		0	33		7	25		0	32	51		50		0	101
Hourly Total	131	21		0	152		18	120		0	138	197		193		0	390
1300 - 1315	34	0		0	34		5	22		0	27	54		46		0	100
1315 - 1330	45	4		0	49		2	24		0	26	49		49		0	98
1330 - 1345	27	4		0	31		3	23		0	26	50		54		0	104
1345 - 1400	35	7		0	42		5	31		0	36	44		39		0	83
Hourly Total	141	15		0	156		15	100		0	115	197		188		0	385
1400 - 1415	48	2		0	50		6	33		0	39	52		43		0	95
1415 - 1430	33	5		0	38		4	36		0	40	71		41		0	112
1430 - 1445	36	3		0	39		10	59		0	69	51		44		0	95
1445 - 1500	35	9		0	44		5	26		0	31	77		49		0	126
Hourly Total	152	19		0	171		25	154		0	179	251		177		0	428
1500 - 1515	35	6		0	41		6	38		0	44	64		52		0	116
1515 - 1530	51	4		0	55		5	40		0	45	78		61		0	139
1530 - 1545	48	9		0	57		5	43		0	48	70		62		0	132
1545 - 1600	53	14		0	67		2	35		0	37	66		48		0	114
Hourly Total	187	33		0	220		18	156		0	174	278		223		0	501
1600 - 1615	58	11		0	69		4	52		0	56	69		42		0	111
1615 - 1630	59	12		0	71		8	39		0	47	57		35		0	92
1630 - 1645	54	11		0	65		3	34		0	37	78		37		0	115
1645 - 1700	58	14		0	72		17	55		0	72	62		37		0	99
Hourly Total	229	48		0	277		32	180		0	212	266		151		0	417
1700 - 1715	57	10		0	67		3	41		0	44	97		43		0	140
1715 - 1730	94	19		0	113		6	58		0	64	67		39		0	106
1730 - 1745	54	11		0	65		5	38		0	43	83		50		0	133
1745 - 1800	59	11		0	70		4	45		0	49	53		31		0	84
Hourly Total	264	51		0	315		18	182		0	200	300		163		0	463
Grand Total	1644	285		0	1929		202	1657		0	1859	2522		2072		0	4594
Approach %	85.23	14.77		0.00	-		10.87	89.13		0.00	-	54.90		45.10		0.00	-
Intersection %	19.61	3.40		0.00	23.01		2.41	19.77		0.00	22.18	30.09		24.72		0.00	54.81
Heavy Vehicle %	2	3		-	2		2	5		-	5	5		3		-	4
PHF	0.70	0.71		0.00	0.70		0.46	0.83		0.00	0.77	0.80		0.85		0.00	0.85

Classified Turn Movement Count || Passenger Vehicles (1-3)

Denver, NC

Site 4

SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd



Date

Tuesday, May 21, 2024

Weather

Fair
73°F
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	SR-1387 Triangle Cir (South)				SR-1387 Triangle Cir (North)				SR-1380 Optimist Club Rd				
	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0600 - 0615	7	1	0	8	1	26	0	27	10	6	0	16	51
0615 - 0630	11	1	0	12	1	21	0	22	9	19	0	28	62
0630 - 0645	12	2	0	14	3	32	0	35	32	30	0	62	111
0645 - 0700	18	3	0	21	1	41	0	42	18	41	0	59	122
Hourly Total	48	7	0	55	6	120	0	126	69	96	0	165	346
0700 - 0715	23	6	0	29	0	53	0	53	29	33	0	62	144
0715 - 0730	26	6	0	32	2	48	0	50	47	60	0	107	189
0730 - 0745	46	8	0	54	3	37	0	40	58	56	0	114	208
0745 - 0800	32	8	0	40	5	38	0	43	70	83	0	153	236
Hourly Total	127	28	0	155	10	176	0	186	204	232	0	436	777
0800 - 0815	20	3	0	23	7	27	0	34	65	68	0	133	190
0815 - 0830	18	2	0	20	4	28	0	32	41	51	0	92	144
0830 - 0845	12	4	0	16	2	26	0	28	55	36	0	91	135
0845 - 0900	15	12	0	27	1	24	0	25	50	39	0	89	141
Hourly Total	65	21	0	86	14	105	0	119	211	194	0	405	610
0900 - 0915	23	0	0	23	6	37	0	43	37	39	0	76	142
0915 - 0930	14	4	0	18	2	24	0	26	49	40	0	89	133
0930 - 0945	19	5	0	24	5	22	0	27	36	32	0	68	119
0945 - 1000	22	8	0	30	5	23	0	28	37	32	0	69	127
Hourly Total	78	17	0	95	18	106	0	124	159	143	0	302	521
1000 - 1015	27	2	0	29	4	25	0	29	42	28	0	70	128
1015 - 1030	17	3	0	20	4	23	0	27	47	32	0	79	126
1030 - 1045	18	3	0	21	3	27	0	30	38	42	0	80	131
1045 - 1100	35	6	0	41	4	28	0	32	48	46	0	94	167
Hourly Total	97	14	0	111	15	103	0	118	175	148	0	323	552
1100 - 1115	39	3	0	42	5	27	0	32	37	31	0	68	142
1115 - 1130	31	2	0	33	1	25	0	26	35	32	0	67	126
1130 - 1145	19	1	0	20	3	34	0	37	45	30	0	75	132
1145 - 1200	23	2	0	25	4	33	0	37	42	41	0	83	145
Hourly Total	112	8	0	120	13	119	0	132	159	134	0	293	545
1200 - 1215	31	3	0	34	3	22	0	25	34	56	0	90	149
1215 - 1230	32	4	0	36	5	30	0	35	55	41	0	96	167
1230 - 1245	34	10	0	44	3	37	0	40	43	42	0	85	169
1245 - 1300	29	4	0	33	7	24	0	31	49	45	0	94	158
Hourly Total	126	21	0	147	18	113	0	131	181	184	0	365	643
1300 - 1315	33	0	0	33	5	20	0	25	52	46	0	98	156
1315 - 1330	44	4	0	48	2	22	0	24	47	47	0	94	166
1330 - 1345	27	3	0	30	3	22	0	25	47	47	0	94	149
1345 - 1400	35	6	0	41	5	29	0	34	40	38	0	78	153
Hourly Total	139	13	0	152	15	93	0	108	186	178	0	364	624
1400 - 1415	44	2	0	46	6	31	0	37	47	42	0	89	172
1415 - 1430	33	5	0	38	2	34	0	36	64	41	0	105	179
1430 - 1445	35	3	0	38	10	57	0	67	48	42	0	90	195
1445 - 1500	35	8	0	43	5	26	0	31	70	47	0	117	191
Hourly Total	147	18	0	165	23	148	0	171	229	172	0	401	737
1500 - 1515	33	6	0	39	6	34	0	40	62	51	0	113	192
1515 - 1530	50	4	0	54	5	36	0	41	76	58	0	134	229
1530 - 1545	48	9	0	57	5	40	0	45	68	61	0	129	231
1545 - 1600	53	14	0	67	2	32	0	34	64	48	0	112	213
Hourly Total	184	33	0	217	18	142	0	160	270	218	0	488	865
1600 - 1615	57	10	0	67	3	49	0	52	68	41	0	109	228
1615 - 1630	57	10	0	67	7	35	0	42	53	32	0	85	194
1630 - 1645	54	11	0	65	3	32	0	35	74	36	0	110	210
1645 - 1700	56	14	0	70	17	54	0	71	61	35	0	96	237
Hourly Total	224	45	0	269	30	170	0	200	256	144	0	400	869
1700 - 1715	56	10	0	66	3	40	0	43	94	42	0	136	245
1715 - 1730	94	19	0	113	6	55	0	61	67	38	0	105	279
1730 - 1745	54	11	0	65	5	38	0	43	82	49	0	131	239
1745 - 1800	58	11	0	69	4	45	0	49	53	30	0	83	201
Hourly Total	262	51	0	313	18	178	0	196	296	159	0	455	964
Grand Total	1609	276	0	1885	198	1573	0	1771	2395	2002	0	4397	8053
Approach %	85.36	14.64	0.00	-	11.18	88.82	0.00	-	54.47	45.53	0.00	-	
Intersection %	19.98	3.43	0.00	23.41	2.46	19.53	0.00	21.99	29.74	24.86	0.00	54.60	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Denver, NC

Site 4

SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd



Date

Tuesday, May 21, 2024

Lat/Long

35.474617°, -80.997393°

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Weather

Fair
73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	SR-1387 Triangle Cir (South)				SR-1387 Triangle Cir (North)				SR-1380 Optimist Club Rd				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0600 - 0615	1	0	0	1	0	1	0	1	0	1	0	1	3
0615 - 0630	0	0	0	0	0	0	0	0	1	0	0	1	1
0630 - 0645	0	0	0	0	0	2	0	2	1	0	0	1	3
0645 - 0700	0	0	0	0	0	1	0	1	1	4	0	5	6
Hourly Total	1	0	0	1	0	4	0	4	3	5	0	8	13
0700 - 0715	0	0	0	0	0	1	0	1	2	1	0	3	4
0715 - 0730	0	0	0	0	0	3	0	3	2	0	0	2	5
0730 - 0745	2	1	0	3	0	2	0	2	1	0	0	1	6
0745 - 0800	0	0	0	0	0	2	0	2	2	2	0	4	6
Hourly Total	2	1	0	3	0	8	0	8	7	3	0	10	21
0800 - 0815	1	1	0	2	0	1	0	1	3	1	0	4	7
0815 - 0830	0	1	0	1	0	0	0	0	2	2	0	4	5
0830 - 0845	1	0	0	1	0	0	0	0	5	1	0	6	7
0845 - 0900	2	0	0	2	0	1	0	1	3	0	0	3	6
Hourly Total	4	2	0	6	0	2	0	2	13	4	0	17	25
0900 - 0915	0	0	0	0	0	0	0	0	3	1	0	4	4
0915 - 0930	0	0	0	0	0	0	0	0	1	2	0	3	3
0930 - 0945	1	0	0	1	0	1	0	1	1	0	0	1	3
0945 - 1000	0	0	0	0	0	1	0	1	2	0	0	2	3
Hourly Total	1	0	0	1	0	2	0	2	7	3	0	10	13
1000 - 1015	0	0	0	0	0	1	0	1	3	1	0	4	5
1015 - 1030	0	0	0	0	0	2	0	2	0	0	0	0	2
1030 - 1045	2	0	0	2	0	1	0	1	1	2	0	3	6
1045 - 1100	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	2	0	0	2	0	6	0	6	5	3	0	8	16
1100 - 1115	0	0	0	0	0	0	0	0	1	0	0	1	1
1115 - 1130	0	0	0	0	0	3	0	3	2	2	0	4	7
1130 - 1145	1	0	0	1	0	3	0	3	2	0	0	2	6
1145 - 1200	1	0	0	1	0	3	0	3	2	1	0	3	7
Hourly Total	2	0	0	2	0	9	0	9	7	3	0	10	21
1200 - 1215	0	0	0	0	0	1	0	1	3	1	0	4	5
1215 - 1230	2	0	0	2	0	3	0	3	5	0	0	5	10
1230 - 1245	2	0	0	2	0	0	0	0	5	1	0	6	8
1245 - 1300	0	0	0	0	0	0	0	0	1	5	0	6	6
Hourly Total	4	0	0	4	0	4	0	4	14	7	0	21	29
1300 - 1315	1	0	0	1	0	1	0	1	1	0	0	1	3
1315 - 1330	1	0	0	1	0	2	0	2	2	1	0	3	6
1330 - 1345	0	0	0	0	0	1	0	1	3	6	0	9	10
1345 - 1400	0	0	0	0	0	1	0	1	3	1	0	4	5
Hourly Total	2	0	0	2	0	5	0	5	9	8	0	17	24
1400 - 1415	4	0	0	4	0	1	0	1	3	1	0	4	9
1415 - 1430	0	0	0	0	1	2	0	3	5	0	0	5	8
1430 - 1445	0	0	0	0	0	1	0	1	2	2	0	4	5
1445 - 1500	0	0	0	0	0	0	0	0	6	1	0	7	7
Hourly Total	4	0	0	4	1	4	0	5	16	4	0	20	29
1500 - 1515	0	0	0	0	0	4	0	4	2	1	0	3	7
1515 - 1530	0	0	0	0	0	2	0	2	2	2	0	4	6
1530 - 1545	0	0	0	0	0	3	0	3	2	1	0	3	6
1545 - 1600	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	0	0	0	0	0	11	0	11	7	4	0	11	22
1600 - 1615	1	1	0	2	1	2	0	3	1	0	0	1	6
1615 - 1630	1	2	0	3	1	3	0	4	3	2	0	5	12
1630 - 1645	0	0	0	0	0	1	0	1	3	0	0	3	4
1645 - 1700	0	0	0	0	0	1	0	1	1	2	0	3	4
Hourly Total	2	3	0	5	2	7	0	9	8	4	0	12	26
1700 - 1715	1	0	0	1	0	0	0	0	1	1	0	2	3
1715 - 1730	0	0	0	0	0	2	0	2	0	1	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	1	1	0	2	2
1745 - 1800	1	0	0	1	0	0	0	0	0	1	0	1	2
Hourly Total	2	0	0	2	0	2	0	2	2	4	0	6	10
Grand Total	26	6	0	32	3	64	0	67	98	52	0	150	249
Approach %	81.25	18.75	0.00	-	4.48	95.52	0.00	-	65.33	34.67	0.00	-	
Intersection %	10.44	2.41	0.00	12.85	1.20	25.70	0.00	26.91	39.36	20.88	0.00	60.24	

Classified Turn Movement Count || Combination Trucks (8-13)

Denver, NC

Site 4

SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd



Date

Tuesday, May 21, 2024

Weather

Fair
73°F
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Lat/Long

35.474617°, -80.997393°
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0600 - 1800 (Weekday 12h Session) (05-21-2024)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total
	SR-1387 Triangle Cir (South)				SR-1387 Triangle Cir (North)				SR-1380 Optimist Club Rd				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0600 - 0615	0	0	0	0	0	0	0	0	0	2	0	2	2
0615 - 0630	0	0	0	0	0	0	0	0	2	0	0	2	2
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	3	2	0	5	5
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	1	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	4	3	0	7	7
0815 - 0830	0	0	0	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	1	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	5	5	0	10	10
0900 - 0915	0	0	0	0	0	1	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	1	0	1	1
0930 - 0945	0	0	0	0	0	0	0	0	1	0	0	1	1
0945 - 1000	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	1	0	1	2	1	0	3	4
1000 - 1015	0	0	0	0	0	0	0	0	1	0	0	1	1
1015 - 1030	0	0	0	0	0	1	0	1	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	1	1	0	0	1	2
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	2	0	2	2	0	0	2	4
1130 - 1145	0	0	0	0	0	1	0	1	0	1	0	1	2
1145 - 1200	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	3	0	3	3	1	0	4	7
1200 - 1215	0	0	0	0	0	0	0	0	1	0	0	1	1
1215 - 1230	0	0	0	0	0	1	0	1	0	0	0	0	1
1230 - 1245	1	0	0	1	0	1	0	1	0	2	0	2	4
1245 - 1300	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	1	0	0	1	0	3	0	3	2	2	0	4	8
1300 - 1315	0	0	0	0	0	1	0	1	1	0	0	1	2
1315 - 1330	0	0	0	0	0	0	0	0	0	1	0	1	1
1330 - 1345	0	1	0	1	0	0	0	0	0	1	0	1	2
1345 - 1400	0	1	0	1	0	1	0	1	1	0	0	1	3
Hourly Total	0	2	0	2	0	2	0	2	2	2	0	4	8
1400 - 1415	0	0	0	0	0	1	0	1	2	0	0	2	3
1415 - 1430	0	0	0	0	1	0	0	1	2	0	0	2	3
1430 - 1445	1	0	0	1	0	1	0	1	1	0	0	1	3
1445 - 1500	0	1	0	1	0	0	0	0	1	1	0	2	3
Hourly Total	1	1	0	2	1	2	0	3	6	1	0	7	12
1500 - 1515	2	0	0	2	0	0	0	0	0	0	0	0	2
1515 - 1530	1	0	0	1	0	2	0	2	0	1	0	1	4
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	3	0	0	3	0	3	0	3	1	1	0	2	8
1600 - 1615	0	0	0	0	0	1	0	1	0	1	0	1	2
1615 - 1630	1	0	0	1	0	1	0	1	1	1	0	2	4
1630 - 1645	0	0	0	0	0	1	0	1	1	1	0	2	3
1645 - 1700	2	0	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	3	0	0	3	0	3	0	3	2	3	0	5	11
1700 - 1715	0	0	0	0	0	1	0	1	2	0	0	2	3
1715 - 1730	0	0	0	0	0	1	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	2	0	2	2	0	0	2	4
Grand Total	9	3	0	12	1	20	0	21	29	18	0	47	80
Approach %	75.00	25.00	0.00	-	4.76	95.24	0.00	-	61.70	38.30	0.00	-	
Intersection %	11.25	3.75	0.00	15.00	1.25	25.00	0.00	26.25	36.25	22.50	0.00	58.75	

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Denver, NC

SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd

Tuesday, May 21, 2024

35.474617°, -80.997393°

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Int Total		
	SR-1387 Triangle Cir (South)					SR-1387 Triangle Cir (North)					SR-1380 Optimist Club Rd							
	Left 4.1	Thru 4.2		U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8			U-Turn 4.9	App Total
0600 - 0615	0	0		0	0		0	0		0	0	0		0		0	0	0
0615 - 0630	0	0		0	0		0	0		0	0	0		0		0	0	0
0630 - 0645	0	0		0	0		0	0		0	0	0		0		0	0	0
0645 - 0700	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
0700 - 0715	0	0		0	0		0	0		0	0	0		0		0	0	0
0715 - 0730	0	0		0	0		0	0		0	0	0		0		0	0	0
0730 - 0745	0	0		0	0		0	0		0	0	0		0		0	0	0
0745 - 0800	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
0800 - 0815	0	0		0	0		0	0		0	0	0		0		0	0	0
0815 - 0830	0	0		0	0		0	0		0	0	0		0		0	0	0
0830 - 0845	0	0		0	0		0	0		0	0	0		0		0	0	0
0845 - 0900	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
0900 - 0915	0	0		0	0		0	0		0	0	0		0		0	0	0
0915 - 0930	0	0		0	0		0	0		0	0	0		0		0	0	0
0930 - 0945	0	0		0	0		0	0		0	0	0		0		0	0	0
0945 - 1000	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1000 - 1015	0	0		0	0		0	0		0	0	0		0		0	0	0
1015 - 1030	0	0		0	0		0	0		0	0	0		0		0	0	0
1030 - 1045	0	0		0	0		0	0		0	0	0		0		0	0	0
1045 - 1100	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1100 - 1115	0	0		0	0		0	0		0	0	0		0		0	0	0
1115 - 1130	0	0		0	0		0	0		0	0	0		0		0	0	0
1130 - 1145	0	0		0	0		0	0		0	0	0		0		0	0	0
1145 - 1200	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1200 - 1215	0	0		0	0		0	0		0	0	0		0		0	0	0
1215 - 1230	0	0		0	0		0	0		0	0	0		0		0	0	0
1230 - 1245	0	0		0	0		0	0		0	0	0		0		0	0	0
1245 - 1300	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1300 - 1315	0	0		0	0		0	0		0	0	0		0		0	0	0
1315 - 1330	0	0		0	0		0	0		0	0	0		0		0	0	0
1330 - 1345	0	0		0	0		0	0		0	0	0		0		0	0	0
1345 - 1400	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1400 - 1415	0	0		0	0		0	0		0	0	0		0		0	0	0
1415 - 1430	0	0		0	0		0	0		0	0	0		0		0	0	0
1430 - 1445	0	0		0	0		0	0		0	0	0		0		0	0	0
1445 - 1500	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1500 - 1515	0	0		0	0		0	0		0	0	0		0		0	0	0
1515 - 1530	0	0		0	0		0	0		0	0	0		0		0	0	0
1530 - 1545	0	0		0	0		0	0		0	0	0		0		0	0	0
1545 - 1600	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1600 - 1615	0	0		0	0		0	0		0	0	0		0		0	0	0
1615 - 1630	0	0		0	0		0	0		0	0	0		0		0	0	0
1630 - 1645	0	0		0	0		0	0		0	0	0		0		0	0	0
1645 - 1700	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
1700 - 1715	0	0		0	0		0	0		0	0	0		0		0	0	0
1715 - 1730	0	0		0	0		0	0		0	0	0		0		0	0	0
1730 - 1745	0	0		0	0		0	0		0	0	0		0		0	0	0
1745 - 1800	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
Grand Total	0	0		0	0		0	0		0	0	0		0		0	0	0
Approach %	0.00	0.00		0.00	-		0.00	0.00		0.00	-	0.00		0.00		0.00	-	
Intersection %	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	0.00		0.00		0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Denver, NC

Site 4

SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd



Date

Tuesday, May 21, 2024

Lat/Long

35.474617°, -80.997393°

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Weather

Fair
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0600 - 1800 (Weekday 12h Session) (05-21-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	SR-1387 Triangle Cir (South)				SR-1387 Triangle Cir (North)				SR-1380 Optimist Club Rd				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	
0600 - 0615	1	0	0	1	0	1	0	1	0	3	0	3	5
0615 - 0630	0	0	0	0	0	0	0	0	3	0	0	3	3
0630 - 0645	0	0	0	0	0	2	0	2	1	0	0	1	3
0645 - 0700	0	0	0	0	0	1	0	1	2	4	0	6	7
Hourly Total	1	0	0	1	0	4	0	4	6	7	0	13	18
0700 - 0715	0	0	0	0	0	1	0	1	2	1	0	3	4
0715 - 0730	1	0	0	1	0	3	0	3	2	0	0	2	6
0730 - 0745	2	1	0	3	0	2	0	2	1	0	0	1	6
0745 - 0800	0	0	0	0	0	2	0	2	2	2	0	4	6
Hourly Total	3	1	0	4	0	8	0	8	7	3	0	10	22
0800 - 0815	1	1	0	2	0	1	0	1	7	4	0	11	14
0815 - 0830	0	1	0	1	0	0	0	0	2	3	0	5	6
0830 - 0845	1	0	0	1	0	0	0	0	5	2	0	7	8
0845 - 0900	2	0	0	2	0	1	0	1	4	0	0	4	7
Hourly Total	4	2	0	6	0	2	0	2	18	9	0	27	35
0900 - 0915	0	0	0	0	0	1	0	1	3	1	0	4	5
0915 - 0930	0	0	0	0	0	0	0	0	1	3	0	4	4
0930 - 0945	1	0	0	1	0	1	0	1	2	0	0	2	4
0945 - 1000	0	0	0	0	0	1	0	1	3	0	0	3	4
Hourly Total	1	0	0	1	0	3	0	3	9	4	0	13	17
1000 - 1015	0	0	0	0	0	1	0	1	4	1	0	5	6
1015 - 1030	0	0	0	0	0	3	0	3	0	0	0	0	3
1030 - 1045	2	0	0	2	0	1	0	1	1	2	0	3	6
1045 - 1100	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	2	0	0	2	0	7	0	7	6	3	0	9	18
1100 - 1115	0	0	0	0	0	0	0	0	1	0	0	1	1
1115 - 1130	0	0	0	0	0	5	0	5	4	2	0	6	11
1130 - 1145	1	0	0	1	0	4	0	4	2	1	0	3	8
1145 - 1200	1	0	0	1	0	3	0	3	3	1	0	4	8
Hourly Total	2	0	0	2	0	12	0	12	10	4	0	14	28
1200 - 1215	0	0	0	0	0	1	0	1	4	1	0	5	6
1215 - 1230	2	0	0	2	0	4	0	4	5	0	0	5	11
1230 - 1245	3	0	0	3	0	1	0	1	5	3	0	8	12
1245 - 1300	0	0	0	0	0	1	0	1	2	5	0	7	8
Hourly Total	5	0	0	5	0	7	0	7	16	9	0	25	37
1300 - 1315	1	0	0	1	0	2	0	2	2	0	0	2	5
1315 - 1330	1	0	0	1	0	2	0	2	2	2	0	4	7
1330 - 1345	0	1	0	1	0	1	0	1	3	7	0	10	12
1345 - 1400	0	1	0	1	0	2	0	2	4	1	0	5	8
Hourly Total	2	2	0	4	0	7	0	7	11	10	0	21	32
1400 - 1415	4	0	0	4	0	2	0	2	5	1	0	6	12
1415 - 1430	0	0	0	0	2	2	0	4	7	0	0	7	11
1430 - 1445	1	0	0	1	0	2	0	2	3	2	0	5	8
1445 - 1500	0	1	0	1	0	0	0	0	7	2	0	9	10
Hourly Total	5	1	0	6	2	6	0	8	22	5	0	27	41
1500 - 1515	2	0	0	2	0	4	0	4	2	1	0	3	9
1515 - 1530	1	0	0	1	0	4	0	4	2	3	0	5	10
1530 - 1545	0	0	0	0	0	3	0	3	2	1	0	3	6
1545 - 1600	0	0	0	0	0	3	0	3	2	0	0	2	5
Hourly Total	3	0	0	3	0	14	0	14	8	5	0	13	30
1600 - 1615	1	1	0	2	1	3	0	4	1	1	0	2	8
1615 - 1630	2	2	0	4	1	4	0	5	4	3	0	7	16
1630 - 1645	0	0	0	0	0	2	0	2	4	1	0	5	7
1645 - 1700	2	0	0	2	0	1	0	1	1	2	0	3	6
Hourly Total	5	3	0	8	2	10	0	12	10	7	0	17	37
1700 - 1715	1	0	0	1	0	1	0	1	3	1	0	4	6
1715 - 1730	0	0	0	0	0	3	0	3	0	1	0	1	4
1730 - 1745	0	0	0	0	0	0	0	0	1	1	0	2	2
1745 - 1800	1	0	0	1	0	0	0	0	0	1	0	1	2
Hourly Total	2	0	0	2	0	4	0	4	4	4	0	8	14
Grand Total	35	9	0	44	4	84	0	88	127	70	0	197	329
Approach %	79.55	20.45	0.00	-	4.55	95.45	0.00	-	64.47	35.53	0.00	-	
Intersection %	10.64	2.74	0.00	13.37	1.22	25.53	0.00	26.75	38.60	21.28	0.00	59.88	

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Pedestrians

	Northbound			Southbound			Eastbound						
	SR-1387 Triangle Cir (South)			SR-1387 Triangle Cir (North)			SR-1380 Optimist Club Rd						
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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SR-1387 Triangle Cir (South)
SR-1387 Triangle Cir (North)
SR-1380 Optimist Club Rd

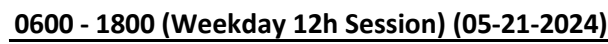
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Bikes

	Northbound				Southbound				Eastbound				
	SR-1387 Triangle Cir (South)				SR-1387 Triangle Cir (North)				SR-1380 Optimist Club Rd				
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	
TIME													Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Motorized Vehicles

	Northbound			Southbound			Eastbound			Int Total
	SR-1387 Triangle Cir (South)			SR-1387 Triangle Cir (North)			SR-1380 Optimist Club Rd			
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	
TIME										
0600 - 0615	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/21/2024		SR-1380 Optimist Club Rd						SR-1387 Triangle Cir (South)			SR-1387 Triangle Cir (North)			
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		10	0	9	0	0	0	8	1	0	0	1	27	56
06:15 AM - 06:30 AM		12	0	19	0	0	0	11	1	0	0	1	21	65
06:30 AM - 06:45 AM		33	0	30	0	0	0	12	2	0	0	3	34	114
06:45 AM - 07:00 AM		20	0	45	0	0	0	18	3	0	0	1	42	129
07:00 AM - 07:15 AM		31	0	34	0	0	0	23	6	0	0	0	54	148
07:15 AM - 07:30 AM		49	0	60	0	0	0	27	6	0	0	2	51	195
07:30 AM - 07:45 AM		59	0	56	0	0	0	48	9	0	0	3	39	214
07:45 AM - 08:00 AM		72	0	85	0	0	0	32	8	0	0	5	40	242
08:00 AM - 08:15 AM		72	0	72	0	0	0	21	4	0	0	7	28	204
08:15 AM - 08:30 AM		43	0	54	0	0	0	18	3	0	0	4	28	150
08:30 AM - 08:45 AM		60	0	38	0	0	0	13	4	0	0	2	26	143
08:45 AM - 09:00 AM		54	0	39	0	0	0	17	12	0	0	1	25	148
09:00 AM - 09:15 AM		40	0	40	0	0	0	23	0	0	0	6	38	147
09:15 AM - 09:30 AM		50	0	43	0	0	0	14	4	0	0	2	24	137
09:30 AM - 09:45 AM		38	0	32	0	0	0	20	5	0	0	5	23	123
09:45 AM - 10:00 AM		40	0	32	0	0	0	22	8	0	0	5	24	131
10:00 AM - 10:15 AM		46	0	29	0	0	0	27	2	0	0	4	26	134
10:15 AM - 10:30 AM		47	0	32	0	0	0	17	3	0	0	4	26	129
10:30 AM - 10:45 AM		39	0	44	0	0	0	20	3	0	0	3	28	137
10:45 AM - 11:00 AM		49	0	46	0	0	0	35	6	0	0	4	30	170
11:00 AM - 11:15 AM		38	0	31	0	0	0	39	3	0	0	5	27	143
11:15 AM - 11:30 AM		39	0	34	0	0	0	31	2	0	0	1	30	137
11:30 AM - 11:45 AM		47	0	31	0	0	0	20	1	0	0	3	38	140
11:45 AM - 12:00 PM		45	0	42	0	0	0	24	2	0	0	4	36	153
12:00 PM - 12:15 PM		38	0	57	0	0	0	31	3	0	0	3	23	155
12:15 PM - 12:30 PM		60	0	41	0	0	0	34	4	0	0	5	34	178
12:30 PM - 12:45 PM		48	0	45	0	0	0	37	10	0	0	3	38	181
12:45 PM - 01:00 PM		51	0	50	0	0	0	29	4	0	0	7	25	166
01:00 PM - 01:15 PM		54	0	46	0	0	0	34	0	0	0	5	22	161
01:15 PM - 01:30 PM		49	0	49	0	0	0	45	4	0	0	2	24	173
01:30 PM - 01:45 PM		50	0	54	0	0	0	27	4	0	0	3	23	161
01:45 PM - 02:00 PM		44	0	39	0	0	0	35	7	0	0	5	31	161
02:00 PM - 02:15 PM		52	0	43	0	0	0	48	2	0	0	6	33	184
02:15 PM - 02:30 PM		71	0	41	0	0	0	33	5	0	0	4	36	190
02:30 PM - 02:45 PM		51	0	44	0	0	0	36	3	0	0	10	59	203
02:45 PM - 03:00 PM		77	0	49	0	0	0	35	9	0	0	5	26	201
03:00 PM - 03:15 PM		64	0	52	0	0	0	35	6	0	0	6	38	201
03:15 PM - 03:30 PM		78	0	61	0	0	0	51	4	0	0	5	40	239
03:30 PM - 03:45 PM		70	0	62	0	0	0	48	9	0	0	5	43	237
03:45 PM - 04:00 PM		66	0	48	0	0	0	53	14	0	0	2	35	218
04:00 PM - 04:15 PM		69	0	42	0	0	0	58	11	0	0	4	52	236
04:15 PM - 04:30 PM		57	0	35	0	0	0	59	12	0	0	8	39	210
04:30 PM - 04:45 PM		78	0	37	0	0	0	54	11	0	0	3	34	217
04:45 PM - 05:00 PM		62	0	37	0	0	0	58	14	0	0	17	55	243
05:00 PM - 05:15 PM		97	0	43	0	0	0	57	10	0	0	3	41	251
05:15 PM - 05:30 PM		67	0	39	0	0	0	94	19	0	0	6	58	283
05:30 PM - 05:45 PM		83	0	50	0	0	0	54	11	0	0	5	38	241
05:45 PM - 06:00 PM		53	0	31	0	0	0	59	11	0	0	4	45	203
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



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Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	0600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound												Eastbound						Westbound						Int Total
	Graham Rd												Unity Church Rd (West)						Unity Church Rd (East)						
	Left		Right		U-Turn	App Total						App Total		Thru	Right		U-Turn	App Total	Left	Thru			U-Turn	App Total	
1700 - 1715	21	-	2	-	0	23	-	-	-	-	-	0	-	64	18	-	0	82	1	43	-	-	0	44	149
1715 - 1730	33	-	3	-	0	36	-	-	-	-	-	0	-	65	13	-	0	78	0	53	-	-	0	53	167
1730 - 1745	31	-	1	-	1	33	-	-	-	-	-	0	-	87	21	-	0	108	1	31	-	-	0	32	173
1745 - 1800	17	-	2	-	1	20	-	-	-	-	-	0	-	70	23	-	0	93	1	47	-	-	0	48	161
Total	102	0	8	0	2	112	0	0	0	0	0	0	0	286	75	0	0	361	3	174	0	0	0	177	650
Approach %	91.07	0.00	7.14	0.00	1.79	-	0.00	0.00	0.00	0.00	0.00	-	0.00	79.22	20.78	0.00	0.00	-	1.69	98.31	0.00	0.00	0.00	-	
PHF	0.77	0.00	0.67	0.00	0.50	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.00	0.84	0.75	0.82	0.00	0.00	0.00	0.83	0.94

Passenger Vehicles (1-3)

Time	Northbound												Eastbound						Westbound						Int Total
	Graham Rd												Unity Church Rd (West)						Unity Church Rd (East)						
	Left 5.1		Right 5.2		U-Turn 5.3	App Total						App Total		Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8			U-Turn 5.9	App Total	
1700 - 1715	21	-	2	-	0	23	-	-	-	-	-	0	-	64	17	-	0	81	1	43	-	-	0	44	148
1715 - 1730	32	-	3	-	0	35	-	-	-	-	-	0	-	65	13	-	0	78	0	52	-	-	0	52	165
1730 - 1745	31	-	1	-	1	33	-	-	-	-	-	0	-	86	20	-	0	106	1	31	-	-	0	32	171
1745 - 1800	17	-	2	-	0	19	-	-	-	-	-	0	-	69	23	-	0	92	1	45	-	-	0	46	157
Total	101	0	8	0	1	110	0	0	0	0	0	0	0	284	73	0	0	357	3	171	0	0	0	174	641
Approach %	91.82	0.00	7.27	0.00	0.91	-	0.00	0.00	0.00	0.00	0.00	-	0.00	79.55	20.45	0.00	0.00	-	1.72	98.28	0.00	0.00	0.00	-	
PHF	0.79	0.00	0.67	0.00	0.25	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.79	0.00	0.00	0.84	0.75	0.82	0.00	0.00	0.00	0.84	0.94

Single Unit Trucks (4-7)

Time	Northbound												Eastbound						Westbound							
	Graham Rd												Unity Church Rd (West)						Unity Church Rd (East)							
	Left 5.1		Right 5.2		U-Turn 5.3	App Total						App Total		Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8			U-Turn 5.9	App Total	Int Total	
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	0	-	-	0	0	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.25	0.33	

Combination Trucks (8-13)

		Northbound												Eastbound						Westbound						
		Graham Rd												Unity Church Rd (West)						Unity Church Rd (East)						
Time	Left 5.1		Right 5.2		U-Turn 5.3	App Total						App Total		Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8			U-Turn 5.9	App Total	Int Total	
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	1	
1715 - 1730	1	-	0	-	0	1	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	2	
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	1	
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0	
Total		1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	4	
Approach %		100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF		0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.25	0.50

Bikes

[illegible]



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Peak Hour Turning Movement Count

Denver, NC



www.marrtraffic.com



Tuesday, May 21, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

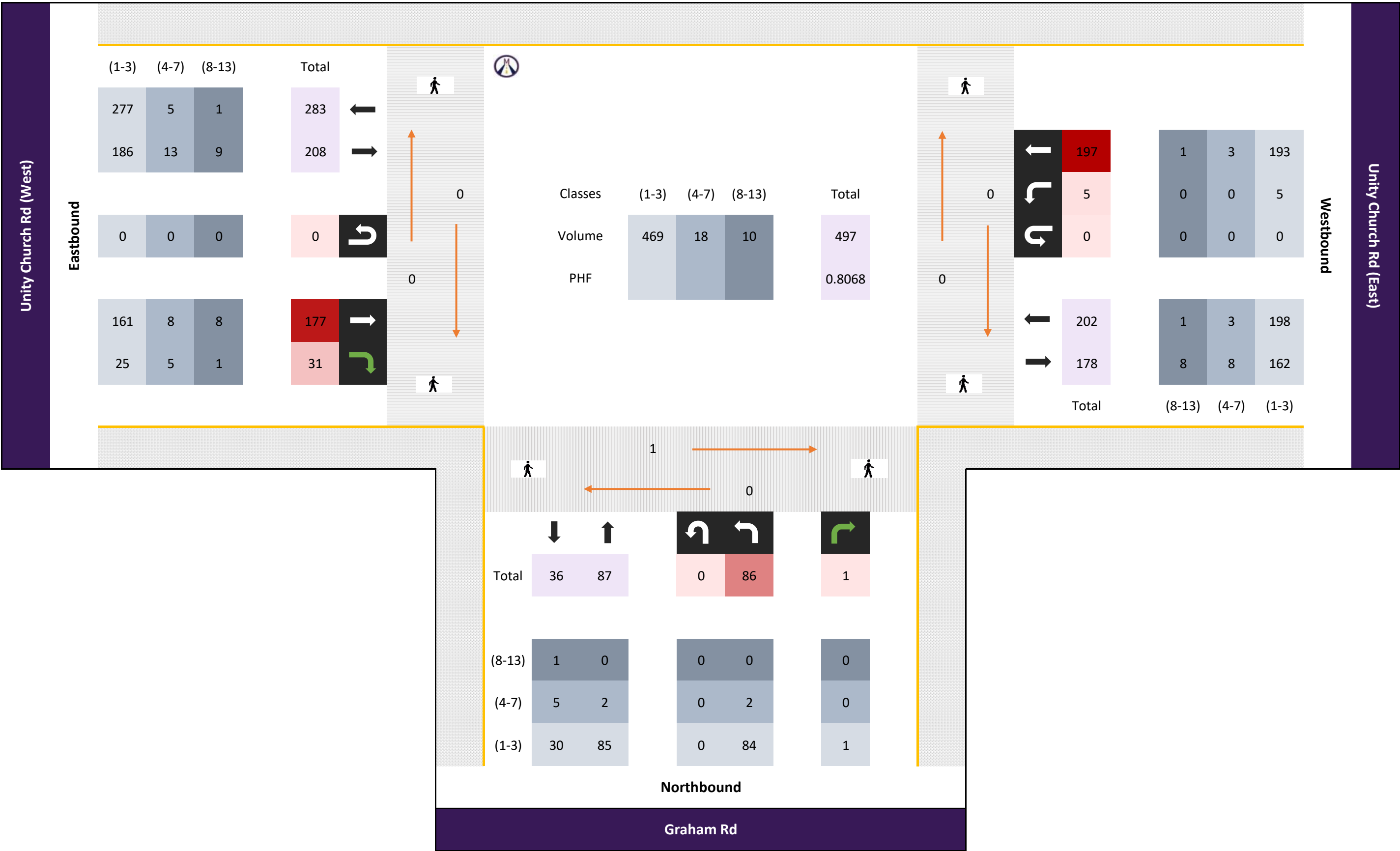
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Total	86	0	1	0	0	87	0	0	0	0	0	0	0	177	31	0	0	208	5	197	0	0	0	202	497
Approach %	98.85	0.00	1.15	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	85.10	14.90	0.00	0.00	-	2.48	97.52	0.00	0.00	0.00	-	
PHF	0.65	0.00	0.25	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.60	0.00	0.00	0.79	0.42	0.54	0.00	0.00	0.00	0.55	0.81

[illegible][illegible]

Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	1	0	0	0	1	10
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.25	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	0.25	0.83

[illegible]



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Peak Hour Turning Movement Count

Denver, NC



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Tuesday, May 21, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

[illegible]

Classified Turn Movement Count || All vehicles

Denver, NC

Site 5

Graham Rd



Unity Church Rd (West)
Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Weather

Fair
73°F
[Click here for Detailed Weather](#)

Lat/Long

35.480867°, -80.990785°
[Click here for Map](#)



0600 - 1800 (Weekday 12h Session) (05-21-2024)
All vehicles

TIME	Northbound				
	Graham Rd				
	Left 5.1	Right 5.2	U-Turn 5.3	App Total	
0600 - 0615	5	0	0	5	
0615 - 0630	3	0	0	3	
0630 - 0645	17	2	0	19	
0645 - 0700	13	0	0	13	
Hourly Total	38	2	0	40	
0700 - 0715	22	0	0	22	
0715 - 0730	20	1	0	21	
0730 - 0745	38	0	0	38	
0745 - 0800	32	2	0	34	
Hourly Total	112	3	0	115	
0800 - 0815	33	1	0	34	
0815 - 0830	20	0	0	20	
0830 - 0845	14	0	0	14	
0845 - 0900	19	0	0	19	
Hourly Total	86	1	0	87	
0900 - 0915	13	0	0	13	
0915 - 0930	18	0	0	18	
0930 - 0945	12	0	0	12	
0945 - 1000	24	1	0	25	
Hourly Total	67	1	0	68	
1000 - 1015	12	0	0	12	
1015 - 1030	19	0	0	19	
1030 - 1045	16	0	0	16	
1045 - 1100	14	1	0	15	
Hourly Total	61	1	0	62	
1100 - 1115	18	4	0	22	
1115 - 1130	17	0	0	17	
1130 - 1145	12	3	0	15	
1145 - 1200	9	1	0	10	
Hourly Total	56	8	0	64	
1200 - 1215	15	1	0	16	
1215 - 1230	25	1	0	26	
1230 - 1245	18	0	0	18	
1245 - 1300	21	2	0	23	
Hourly Total	79	4	0	83	
1300 - 1315	11	2	0	13	
1315 - 1330	9	1	0	10	
1330 - 1345	12	2	0	14	
1345 - 1400	9	2	0	11	
Hourly Total	41	7	0	48	
1400 - 1415	17	2	0	19	
1415 - 1430	20	0	0	20	
1430 - 1445	21	2	0	23	
1445 - 1500	11	1	0	12	
Hourly Total	69	5	0	74	
1500 - 1515	22	2	0	24	
1515 - 1530	15	0	0	15	
1530 - 1545	28	1	0	29	
1545 - 1600	20	1	0	21	
Hourly Total	85	4	0	89	
1600 - 1615	23	0	0	23	
1615 - 1630	18	1	0	19	
1630 - 1645	17	0	0	17	
1645 - 1700	22	0	0	22	
Hourly Total	80	1	0	81	
1700 - 1715	21	2	0	23	
1715 - 1730	33	3	0	36	
1730 - 1745	31	1	1	33	
1745 - 1800	17	2	1	20	
Hourly Total	102	8	2	112	
Grand Total	876	45	2	923	
Approach %	94.91	4.88	0.22	-	
Intersection %	15.38	0.79	0.04	16.20	
Heavy Vehicle %	4	0	0	4	
PHF	0.77	0.67	0.50	0.78	

Eastbound					Westbound						
Unity Church Rd (West)					Unity Church Rd (East)						
	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8		U-Turn 5.9	App Total	Int Total
	11	2		0	13	0	18		0	18	36
	6	5		0	11	1	31		0	32	46
	13	14		0	27	0	28		0	28	74
	15	13		0	28	0	39		0	39	80
	45	34		0	79	1	116		0	117	236
	8	6		0	14	1	36		0	37	73
	15	9		0	24	0	40		0	40	85
	27	12		0	39	0	47		0	47	124
	30	6		0	36	0	43		0	43	113
	80	33		0	113	1	166		0	167	395
	34	13		0	47	3	41		0	44	125
	45	7		0	52	1	31		0	32	104
	63	3		0	66	1	33		0	34	114
	35	8		0	43	0	92		0	92	154
	177	31		0	208	5	197		0	202	497
	28	14		0	42	1	41		0	42	97
	25	9		0	34	0	36		0	36	88
	29	12		0	41	1	37		0	38	91
	40	16		0	56	3	36		0	39	120
	122	51		0	173	5	150		0	155	396
	70	12		0	82	2	51		0	53	147
	70	13		0	83	1	35		0	36	138
	33	19		1	53	2	41		0	43	112
	34	16		0	50	1	39		0	40	105
	207	60		1	268	6	166		0	172	502
	35	12		0	47	0	51		0	51	120
	41	15		0	56	0	59		0	59	132
	39	14		0	53	1	80		0	81	149
	37	12		0	49	0	65		0	65	124
	152	53		0	205	1	255		0	256	525
	57	18		0	75	0	50		0	50	141
	55	16		0	71	1	40		0	41	138
	45	15		0	60	0	78		0	78	156
	46	17		0	63	1	50		0	51	137
	203	66		0	269	2	218		0	220	572
	56	16		0	72	1	40		0	41	126
	41	20		0	61	3	34		0	37	108
	29	14		0	43	0	37		0	37	94
	42	13		0	55	2	49		0	51	117
	168	63		0	231	6	160		0	166	445
	44	15		0	59	1	40		0	41	119
	57	14		1	72	0	43		0	43	135
	32	13		0	45	0	25		0	25	93
	32	20		0	52	0	37		0	37	101
	165	62		1	228	1	145		0	146	448
	53	13		0	66	1	47		0	48	138
	63	16		0	79	2	39		0	41	135
	49	17		0	66	0	36		0	36	131
	53	19		0	72	2	39		0	41	134
	218	65		0	283	5	161		0	166	538
	44	16		0	60	1	45		0	46	129
	44	18		0	62	0	44		0	44	125
	45	18		0	63	1	33		0	34	114
	52	16		0	68	1	34		0	35	125
	185	68		0	253	3	156		0	159	493
	64	18		0	82	1	43		0	44	149
	65	13		0	78	0	53		0	53	167
	87	21		0	108	1	31		0	32	173
	70	23		0	93	1	47		0	48	161
	286	75		0	361	3	174		0	177	650
	2008	661		2	2671	39	2064		0	2103	5697
	75.18	24.75		0.07	-	1.85	98.15		0.00	-	
	35.25	11.60		0.04	46.88	0.68	36.23		0.00	36.91	
	3	6		0	4	5	4		-	4	4
	0.82	0.82		0.00	0.84	0.75	0.82		0.00	0.83	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)

Denver, NC

Site 5

Graham Rd



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.480867°, -80.990785°

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Weather

Fair

73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Passenger Vehicles (1-3)

Northbound				
Graham Rd				
TIME	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0600 - 0615	5	0	0	5
0615 - 0630	3	0	0	3
0630 - 0645	16	2	0	18
0645 - 0700	12	0	0	12
Hourly Total	36	2	0	38
0700 - 0715	20	0	0	20
0715 - 0730	18	1	0	19
0730 - 0745	38	0	0	38
0745 - 0800	32	2	0	34
Hourly Total	108	3	0	111
0800 - 0815	33	1	0	34
0815 - 0830	20	0	0	20
0830 - 0845	13	0	0	13
0845 - 0900	18	0	0	18
Hourly Total	84	1	0	85
0900 - 0915	12	0	0	12
0915 - 0930	18	0	0	18
0930 - 0945	12	0	0	12
0945 - 1000	23	1	0	24
Hourly Total	65	1	0	66
1000 - 1015	12	0	0	12
1015 - 1030	19	0	0	19
1030 - 1045	15	0	0	15
1045 - 1100	13	1	0	14
Hourly Total	59	1	0	60
1100 - 1115	17	4	0	21
1115 - 1130	16	0	0	16
1130 - 1145	11	3	0	14
1145 - 1200	9	1	0	10
Hourly Total	53	8	0	61
1200 - 1215	14	1	0	15
1215 - 1230	25	1	0	26
1230 - 1245	16	0	0	16
1245 - 1300	20	2	0	22
Hourly Total	75	4	0	79
1300 - 1315	10	2	0	12
1315 - 1330	9	1	0	10
1330 - 1345	12	2	0	14
1345 - 1400	8	2	0	10
Hourly Total	39	7	0	46
1400 - 1415	16	2	0	18
1415 - 1430	19	0	0	19
1430 - 1445	20	2	0	22
1445 - 1500	11	1	0	12
Hourly Total	66	5	0	71
1500 - 1515	21	2	0	23
1515 - 1530	13	0	0	13
1530 - 1545	26	0	0	26
1545 - 1600	19	1	0	20
Hourly Total	79	3	0	82
1600 - 1615	23	0	0	23
1615 - 1630	18	1	0	19
1630 - 1645	16	0	0	16
1645 - 1700	21	0	0	21
Hourly Total	78	1	0	79
1700 - 1715	21	2	0	23
1715 - 1730	32	3	0	35
1730 - 1745	31	1	1	33
1745 - 1800	17	2	0	19
Hourly Total	101	8	1	110
Grand Total	843	44	1	888
Approach %	94.93	4.95	0.11	-
Intersection %	15.40	0.80	0.02	16.22

Eastbound					Westbound						
Unity Church Rd (West)					Unity Church Rd (East)						
	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8		U-Turn 5.9	App Total	Int Total
	10	2		0	12	0	18		0	18	35
	5	4		0	9	1	28		0	29	41
	10	12		0	22	0	27		0	27	67
	13	12		0	25	0	37		0	37	74
	38	30		0	68	1	110		0	111	217
	8	6		0	14	0	36		0	36	70
	14	9		0	23	0	39		0	39	81
	27	12		0	39	0	45		0	45	122
	30	6		0	36	0	43		0	43	113
	79	33		0	112	0	163		0	163	386
	30	10		0	40	3	40		0	43	117
	39	6		0	45	1	30		0	31	96
	60	2		0	62	1	31		0	32	107
	32	7		0	39	0	92		0	92	149
	161	25		0	186	5	193		0	198	469
	26	12		0	38	1	39		0	40	90
	23	8		0	31	0	35		0	35	84
	25	11		0	36	1	37		0	38	86
	39	16		0	55	3	34		0	37	116
	113	47		0	160	5	145		0	150	376
	68	11		0	79	2	50		0	52	143
	70	13		0	83	1	31		0	32	134
	32	18		1	51	2	39		0	41	107
	33	14		0	47	0	37		0	37	98
	203	56		1	260	5	157		0	162	482
	33	11		0	44	0	48		0	48	113
	41	15		0	56	0	55		0	55	127
	37	12		0	49	1	77		0	78	141
	35	11		0	46	0	62		0	62	118
	146	49		0	195	1	242		0	243	499
	54	17		0	71	0	48		0	48	134
	54	16		0	70	1	39		0	40	136
	43	14		0	57	0	76		0	76	149
	45	17		0	62	1	49		0	50	134
	196	64		0	260	2	212		0	214	553
	56	16		0	72	1	39		0	40	124
	39	20		0	59	3	33		0	36	105
	29	12		0	41	0	37		0	37	92
	41	13		0	54	2	47		0	49	113
	165	61		0	226	6	156		0	162	434
	44	14		0	58	1	37		0	38	114
	53	14		1	68	0	43		0	43	130
	30	12		0	42	0	25		0	25	89
	32	18		0	50	0	36		0	36	98
	159	58		1	218	1	141		0	142	431
	52	11		0	63	1	40		0	41	127
	61	15		0	76	2	39		0	41	130
	47	17		0	64	0	33		0	33	123
	52	18		0	70	1	36		0	37	127
	212	61		0	273	4	148		0	152	507
	44	16		0	60	1	42		0	43	126
	44	17		0	61	0	41		0	41	121
	44	18		0	62	1	32		0	33	111
	51	15		0	66	1	33		0	34	121
	183	66		0	249	3	148		0	151	479
	64	17		0	81	1	43		0	44	148
	65	13		0	78	0	52		0	52	165
	86	20		0	106	1	31		0	32	171
	69	23		0	92	1	45		0	46	157
	284	73		0	357	3	171		0	174	641
	1939	623		2	2564	36	1986		0	2022	5474
	75.62	24.30		0.08	-	1.78	98.22		0.00	-	
	35.42	11.38		0.04	46.84	0.66	36.28		0.00	36.94	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Denver, NC

Site 5

Graham Rd



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.480867°, -80.990785°

[Click here for Map](#)

Weather

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73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Single Unit Trucks (4-7)

Northbound					
Graham Rd					
TIME	Left 5.1	Right 5.2	U-Turn 5.3	App Total	
0600 - 0615	0	0	0	0	
0615 - 0630	0	0	0	0	
0630 - 0645	1	0	0	1	
0645 - 0700	1	0	0	1	
Hourly Total	2	0	0	2	
0700 - 0715	2	0	0	2	
0715 - 0730	2	0	0	2	
0730 - 0745	0	0	0	0	
0745 - 0800	0	0	0	0	
Hourly Total	4	0	0	4	
0800 - 0815	0	0	0	0	
0815 - 0830	0	0	0	0	
0830 - 0845	1	0	0	1	
0845 - 0900	1	0	0	1	
Hourly Total	2	0	0	2	
0900 - 0915	1	0	0	1	
0915 - 0930	0	0	0	0	
0930 - 0945	0	0	0	0	
0945 - 1000	0	0	0	0	
Hourly Total	1	0	0	1	
1000 - 1015	0	0	0	0	
1015 - 1030	0	0	0	0	
1030 - 1045	1	0	0	1	
1045 - 1100	1	0	0	1	
Hourly Total	2	0	0	2	
1100 - 1115	0	0	0	0	
1115 - 1130	1	0	0	1	
1130 - 1145	1	0	0	1	
1145 - 1200	0	0	0	0	
Hourly Total	2	0	0	2	
1200 - 1215	1	0	0	1	
1215 - 1230	0	0	0	0	
1230 - 1245	2	0	0	2	
1245 - 1300	1	0	0	1	
Hourly Total	4	0	0	4	
1300 - 1315	0	0	0	0	
1315 - 1330	0	0	0	0	
1330 - 1345	0	0	0	0	
1345 - 1400	0	0	0	0	
Hourly Total	0	0	0	0	
1400 - 1415	1	0	0	1	
1415 - 1430	1	0	0	1	
1430 - 1445	0	0	0	0	
1445 - 1500	0	0	0	0	
Hourly Total	2	0	0	2	
1500 - 1515	0	0	0	0	
1515 - 1530	1	0	0	1	
1530 - 1545	2	0	0	2	
1545 - 1600	1	0	0	1	
Hourly Total	4	0	0	4	
1600 - 1615	0	0	0	0	
1615 - 1630	0	0	0	0	
1630 - 1645	1	0	0	1	
1645 - 1700	1	0	0	1	
Hourly Total	2	0	0	2	
1700 - 1715	0	0	0	0	
1715 - 1730	0	0	0	0	
1730 - 1745	0	0	0	0	
1745 - 1800	0	0	0	0	
Hourly Total	0	0	0	0	
Grand Total	25	0	0	25	
Approach %	100.00	0.00	0.00	-	
Intersection %	17.01	0.00	0.00	17.01	

Eastbound					Westbound				
Unity Church Rd (West)					Unity Church Rd (East)				
Thru 5.4	Right 5.5	U-Turn 5.6	App Total		Left 5.7	Thru 5.8	U-Turn 5.9	App Total	Int Total
1	0	0	1		0	0	0	0	1
1	0	0	1		0	3	0	3	4
2	1	0	3		0	0	0	0	4
1	1	0	2		0	2	0	2	5
5	2	0	7		0	5	0	5	14
0	0	0	0		0	1	0	1	3
0	0	0	0		0	0	0	0	2
0	0	0	0		0	1	0	1	1
0	0	0	0		0	0	0	0	0
0	0	0	0		0	1	1	2	6
2	2	0	4		0	1	0	1	5
3	1	0	4		0	1	0	1	5
2	1	0	3		0	1	0	1	5
1	1	0	2		0	0	0	0	3
8	5	0	13		0	3	0	3	18
1	2	0	3		0	2	0	2	6
2	1	0	3		0	0	0	0	3
1	1	0	2		0	0	0	0	2
1	0	0	1		0	2	0	2	3
5	4	0	9		0	4	0	4	14
2	0	0	2		0	0	0	0	2
0	0	0	0		0	2	0	2	2
0	0	0	0		0	2	0	2	3
1	2	0	3		0	1	0	1	5
3	2	0	5		0	1	0	1	12
0	1	0	1		0	1	0	1	2
0	0	0	0		0	3	0	3	4
0	2	0	2		0	2	0	2	5
0	1	0	1		0	2	0	2	3
0	4	0	4		0	8	0	8	14
3	0	0	3		0	1	0	1	5
1	0	0	1		0	1	0	1	2
2	0	0	2		0	0	0	0	4
0	0	0	0		0	0	0	0	1
6	0	0	6		0	2	0	2	12
0	0	0	0		0	0	0	0	0
2	0	0	2		0	1	0	1	3
0	1	0	1		0	0	0	0	1
1	0	0	1		0	1	0	1	2
3	1	0	4		0	2	0	2	6
0	0	0	0		0	3	0	3	4
3	0	0	3		0	0	0	0	4
2	0	0	2		0	0	0	0	2
0	0	0	0		0	1	0	1	1
5	0	0	5		0	4	0	4	11
1	2	0	3		0	4	0	4	7
2	1	0	3		0	0	0	0	4
2	0	0	2		0	2	0	2	6
0	1	0	1		0	3	0	3	5
5	4	0	9		0	9	0	9	22
0	0	0	0		0	3	0	3	3
0	1	0	1		0	3	0	3	4
1	0	0	1		0	1	0	1	3
1	1	0	2		0	1	0	1	4
2	2	0	4		0	8	0	8	14
0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0	0
1	0	0	1		0	0	0	0	1
1	0	0	1		0	2	0	2	3
2	0	0	2		0	2	0	2	4
44	24	0	68		2	52	0	54	147
64.71	35.29	0.00	-		3.70	96.30	0.00	-	
29.93	16.33	0.00	46.26		1.36	35.37	0.00	36.73	

Classified Turn Movement Count || Combination Trucks (8-13)

Denver, NC

Site 5

Graham Rd



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.480867°, -80.990785°

[Click here for Map](#)

Weather

Fair

73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

Combination Trucks (8-13)

TIME	Northbound				
	Graham Rd				
	Left 5.1		Right 5.2	U-Turn 5.3	App Total
0600 - 0615	0		0	0	0
0615 - 0630	0		0	0	0
0630 - 0645	0		0	0	0
0645 - 0700	0		0	0	0
Hourly Total	0		0	0	0
0700 - 0715	0		0	0	0
0715 - 0730	0		0	0	0
0730 - 0745	0		0	0	0
0745 - 0800	0		0	0	0
Hourly Total	0		0	0	0
0800 - 0815	0		0	0	0
0815 - 0830	0		0	0	0
0830 - 0845	0		0	0	0
0845 - 0900	0		0	0	0
Hourly Total	0		0	0	0
0900 - 0915	0		0	0	0
0915 - 0930	0		0	0	0
0930 - 0945	0		0	0	0
0945 - 1000	1		0	0	1
Hourly Total	1		0	0	1
1000 - 1015	0		0	0	0
1015 - 1030	0		0	0	0
1030 - 1045	0		0	0	0
1045 - 1100	0		0	0	0
Hourly Total	0		0	0	0
1100 - 1115	1		0	0	1
1115 - 1130	0		0	0	0
1130 - 1145	0		0	0	0
1145 - 1200	0		0	0	0
Hourly Total	1		0	0	1
1200 - 1215	0		0	0	0
1215 - 1230	0		0	0	0
1230 - 1245	0		0	0	0
1245 - 1300	0		0	0	0
Hourly Total	0		0	0	0
1300 - 1315	1		0	0	1
1315 - 1330	0		0	0	0
1330 - 1345	0		0	0	0
1345 - 1400	1		0	0	1
Hourly Total	2		0	0	2
1400 - 1415	0		0	0	0
1415 - 1430	0		0	0	0
1430 - 1445	1		0	0	1
1445 - 1500	0		0	0	0
Hourly Total	1		0	0	1
1500 - 1515	1		0	0	1
1515 - 1530	1		0	0	1
1530 - 1545	0		0	0	0
1545 - 1600	0		0	0	0
Hourly Total	2		0	0	2
1600 - 1615	0		0	0	0
1615 - 1630	0		0	0	0
1630 - 1645	0		0	0	0
1645 - 1700	0		0	0	0
Hourly Total	0		0	0	0
1700 - 1715	0		0	0	0
1715 - 1730	1		0	0	1
1730 - 1745	0		0	0	0
1745 - 1800	0		0	0	0
Hourly Total	1		0	0	1
Grand Total	8		0	0	8
Approach %	100.00		0.00	0.00	-
Intersection %	10.96		0.00	0.00	10.96

Eastbound					Westbound						
Unity Church Rd (West)					Unity Church Rd (East)						
	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8		U-Turn 5.9	App Total	Int Total
	0	0		0	0	0	0		0	0	0
	0	1		0	1	0	0		0	0	1
	1	1		0	2	0	1		0	1	3
	1	0		0	1	0	0		0	0	1
	2	2		0	4	0	1		0	1	5
	0	0		0	0	0	0		0	0	0
	1	0		0	1	0	1		0	1	2
	0	0		0	0	0	1		0	1	1
	0	0		0	0	0	0		0	0	0
	1	0		0	1	0	2		0	2	3
	2	1		0	3	0	0		0	0	3
	3	0		0	3	0	0		0	0	3
	1	0		0	1	0	1		0	1	2
	2	0		0	2	0	0		0	0	2
	8	1		0	9	0	1		0	1	10
	1	0		0	1	0	0		0	0	1
	0	0		0	0	0	1		0	1	1
	3	0		0	3	0	0		0	0	3
	0	0		0	0	0	0		0	0	1
	4	0		0	4	0	1		0	1	6
	0	1		0	1	0	1		0	1	2
	0	0		0	0	0	2		0	2	2
	1	1		0	2	0	0		0	0	2
	0	0		0	0	0	2		0	2	2
	1	2		0	3	0	5		0	5	8
	2	0		0	2	0	2		0	2	5
	0	0		0	0	0	1		0	1	1
	2	0		0	2	0	1		0	1	3
	2	0		0	2	0	1		0	1	3
	6	0		0	6	0	5		0	5	12
	0	1		0	1	0	1		0	1	2
	0	0		0	0	0	0		0	0	0
	0	1		0	1	0	2		0	2	3
	1	0		0	1	0	1		0	1	2
	1	2		0	3	0	4		0	4	7
	0	0		0	0	0	1		0	1	2
	0	0		0	0	0	0		0	0	0
	0	1		0	1	0	0		0	0	1
	0	0		0	0	0	1		0	1	2
	0	1		0	1	0	2		0	2	5
	0	1		0	1	0	0		0	0	1
	1	0		0	1	0	0		0	0	1
	0	1		0	1	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0		0	0	0	0		0	0	0
	0	0	</								

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Site 5



Unity Church Rd (West)
Unity Church Rd (East)

Date

Weather

Fair
73°F

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35.480867°, -80.990785°

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

	Northbound					
	Graham Rd					
	Left 5.1		Right 5.2		U-Turn 5.3	App Total
TIME						
0600 - 0615	0		0		0	0
0615 - 0630	0		0		0	0
0630 - 0645	0		0		0	0
0645 - 0700	0		0		0	0
Hourly Total	0		0		0	0
0700 - 0715	0		0		0	0
0715 - 0730	0		0		0	0
0730 - 0745	0		0		0	0
0745 - 0800	0		0		0	0
Hourly Total	0		0		0	0
0800 - 0815	0		0		0	0
0815 - 0830	0		0		0	0
0830 - 0845	0		0		0	0
0845 - 0900	0		0		0	0
Hourly Total	0		0		0	0
0900 - 0915	0		0		0	0
0915 - 0930	0		0		0	0
0930 - 0945	0		0		0	0
0945 - 1000	0		0		0	0
Hourly Total	0		0		0	0
1000 - 1015	0		0		0	0
1015 - 1030	0		0		0	0
1030 - 1045	0		0		0	0
1045 - 1100	0		0		0	0
Hourly Total	0		0		0	0
1100 - 1115	0		0		0	0
1115 - 1130	0		0		0	0
1130 - 1145	0		0		0	0
1145 - 1200	0		0		0	0
Hourly Total	0		0		0	0
1200 - 1215	0		0		0	0
1215 - 1230	0		0		0	0
1230 - 1245	0		0		0	0
1245 - 1300	0		0		0	0
Hourly Total	0		0		0	0
1300 - 1315	0		0		0	0
1315 - 1330	0		0		0	0
1330 - 1345	0		0		0	0
1345 - 1400	0		0		0	0
Hourly Total	0		0		0	0
1400 - 1415	0		0		0	0
1415 - 1430	0		0		0	0
1430 - 1445	0		0		0	0
1445 - 1500	0		0		0	0
Hourly Total	0		0		0	0
1500 - 1515	0		0		0	0
1515 - 1530	0		0		0	0
1530 - 1545	0		1		0	1
1545 - 1600	0		0		0	0
Hourly Total	0		1		0	1
1600 - 1615	0		0		0	0
1615 - 1630	0		0		0	0
1630 - 1645	0		0		0	0
1645 - 1700	0		0		0	0
Hourly Total	0		0		0	0
1700 - 1715	0		0		0	0
1715 - 1730	0		0		0	0
1730 - 1745	0		0		0	0
1745 - 1800	0		0		1	1
Hourly Total	0		0		1	1
Grand Total	0		1		1	2
Approach %	0.00		50.00		50.00	-
Intersection %	0.00		33.33		33.33	66.67

[illegible]

Classified Turn Movement Count || All Trucks (4-13)

Denver, NC

Site 5

Graham Rd



Unity Church Rd (West)

Unity Church Rd (East)

Date

Tuesday, May 21, 2024

Lat/Long

35.480867°, -80.990785°

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Weather

Fair

73°F

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0600 - 1800 (Weekday 12h Session) (05-21-2024)

All Trucks (4-13)

Northbound				
Graham Rd				
TIME	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0600 - 0615	0	0	0	0
0615 - 0630	0	0	0	0
0630 - 0645	1	0	0	1
0645 - 0700	1	0	0	1
Hourly Total	2	0	0	2
0700 - 0715	2	0	0	2
0715 - 0730	2	0	0	2
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	4	0	0	4
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	1	0	0	1
0845 - 0900	1	0	0	1
Hourly Total	2	0	0	2
0900 - 0915	1	0	0	1
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	1	0	0	1
Hourly Total	2	0	0	2
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	1	0	0	1
1045 - 1100	1	0	0	1
Hourly Total	2	0	0	2
1100 - 1115	1	0	0	1
1115 - 1130	1	0	0	1
1130 - 1145	1	0	0	1
1145 - 1200	0	0	0	0
Hourly Total	3	0	0	3
1200 - 1215	1	0	0	1
1215 - 1230	0	0	0	0
1230 - 1245	2	0	0	2
1245 - 1300	1	0	0	1
Hourly Total	4	0	0	4
1300 - 1315	1	0	0	1
1315 - 1330	0	0	0	0
1330 - 1345	0	0	0	0
1345 - 1400	1	0	0	1
Hourly Total	2	0	0	2
1400 - 1415	1	0	0	1
1415 - 1430	1	0	0	1
1430 - 1445	1	0	0	1
1445 - 1500	0	0	0	0
Hourly Total	3	0	0	3
1500 - 1515	1	0	0	1
1515 - 1530	2	0	0	2
1530 - 1545	2	0	0	2
1545 - 1600	1	0	0	1
Hourly Total	6	0	0	6
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	1	0	0	1
1645 - 1700	1	0	0	1
Hourly Total	2	0	0	2
1700 - 1715	0	0	0	0
1715 - 1730	1	0	0	1
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	1	0	0	1
Grand Total	33	0	0	33
Approach %	100.00	0.00	0.00	-
Intersection %	15.00	0.00	0.00	15.00

Eastbound					Westbound						
Unity Church Rd (West)					Unity Church Rd (East)						
	Thru 5.4	Right 5.5		U-Turn 5.6	App Total	Left 5.7	Thru 5.8		U-Turn 5.9	App Total	Int Total
	1	0		0	1	0	0		0	0	1
	1	1		0	2	0	3		0	3	5
	3	2		0	5	0	1		0	1	7
	2	1		0	3	0	2		0	2	6
	7	4		0	11	0	6		0	6	19
	0	0		0	0	1	0		0	1	3
	1	0		0	1	0	1		0	1	4
	0	0		0	0	0	2		0	2	2
	0	0		0	0	0	0		0	0	0
	1	0		0	1	1	3		0	4	9
	4	3		0	7	0	1		0	1	8
	6	1		0	7	0	1		0	1	8
	3	1		0	4	0	2		0	2	7
	3	1		0	4	0	0		0	0	5
	16	6		0	22	0	4		0	4	28
	2	2		0	4	0	2		0	2	7
	2	1		0	3	0	1		0	1	4
	4	1		0	5	0	0		0	0	5
	1	0		0	1	0	2		0	2	4
	9	4		0	13	0	5		0	5	20
	2	1		0	3	0	1		0	1	4
	0	0		0	0	0	4		0	4	4
	1	1		0	2	0	2		0	2	5
	1	2		0	3	1	2		0	3	7
	4	4		0	8	1	9		0	10	20
	2	1		0	3	0	3		0	3	7
	0	0		0	0	0	4		0	4	5
	2	2		0	4	0	3		0	3	8
	2	1		0	3	0	3		0	3	6
	6	4		0	10	0	13		0	13	26
	3	1		0	4	0	2		0	2	7
	1	0		0	1	0	1		0	1	2
	2	1		0	3	0	2		0	2	7
	1	0		0	1	0	1		0	1	3
	7	2		0	9	0	6		0	6	19
	0	0		0	0	0	1		0	1	2
	2	0		0	2	0	1		0	1	3
	0	2		0	2	0	0		0	0	2
	1	0		0	1	0	2		0	2	4
	3	2		0	5	0	4		0	4	11
	0	1		0	1	0	3		0	3	5
	4	0		0	4	0	0		0	0	5
	2	1		0	3	0	0		0	0	4
	0	2		0	2	0	1		0	1	3
	6	4		0	10	0	4		0	4	17
	1	2		0	3	0	7		0	7	11
	2	1		0	3	0	0		0	0	5
	2	0		0	2	0	3		0	3	7
	1	1		0	2	0	3		0	3	6
	6	4		0	10	0	13		0	13	29
	0	0		0	0	0	3		0	3	3
	0	1		0	1	0	3		0	3	4
	1	0		0	1	0	1		0	1	3
	1	1		0	2	0	1		0	1	4
	2	2		0	4	0	8		0	8	14
	0	1		0	1	0	0		0	0	1
	0	0		0	0	0	1		0	1	2
	1	1		0	2	0	0		0	0	2
	1	0		0	1	0	2		0	2	3
	2	2		0	4	0	3		0	3	8
	69	38		0	107	2	78		0	80	220
	64.49	35.51		0.00	-	2.50	97.50		0.00	-	
	31.36	17.27		0.00	48.64	0.91	35.45		0.00	36.36	

Denver, NC



Graham Rd

Tuesday, May 21, 2024

35.480867°, -80.990785°

Fair

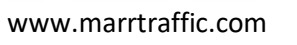
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Pedestrians

Grand Total	2	0	2
Approach %	100.00	0.00	-
Intersection %	100.00	0.00	100.00

0	0	0	0	0	2
0.00	0.00	-	0.00	0.00	-
0.00	0.00	0.00	0.00	0.00	0.00

Denver, NC



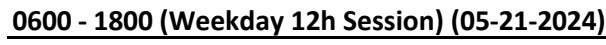
Graham Rd

Unity Church Rd (East)

Tuesday, May 21, 2024

35.480867°, -80.990785°

Fair



10

TIME	5a	5b	Total
0600 - 0615	0	0	0
0615 - 0630	0	0	0
0630 - 0645	0	0	0
0645 - 0700	0	0	0
Hourly Total	0	0	0
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
0900 - 0915	0	0	0
0915 - 0930	0	0	0
0930 - 0945	0	0	0
0945 - 1000	0	0	0
Hourly Total	0	0	0
1000 - 1015	0	0	0
1015 - 1030	0	0	0
1030 - 1045	0	0	0
1045 - 1100	0	0	0
Hourly Total	0	0	0
1100 - 1115	0	0	0
1115 - 1130	0	0	0
1130 - 1145	0	0	0
1145 - 1200	0	0	0
Hourly Total	0	0	0
1200 - 1215	0	0	0
1215 - 1230	0	0	0
1230 - 1245	0	0	0
1245 - 1300	0	0	0
Hourly Total	0	0	0
1300 - 1315	0	0	0
1315 - 1330	0	0	0
1330 - 1345	0	0	0
1345 - 1400	0	0	0
Hourly Total	0	0	0
1400 - 1415	0	0	0
1415 - 1430	0	0	0
1430 - 1445	0	0	0
1445 - 1500	0	0	0
Hourly Total	0	0	0
1500 - 1515	0	0	0
1515 - 1530	0	0	0
1530 - 1545	0	0	0
1545 - 1600	0	0	0
Hourly Total	0	0	0
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

[illegible]

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Denver, NC

Weather

Fair

73°F

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Motorized Vehicles

	Northbound			App Total
	Graham Rd			
	EB 5a	WB 5b		
TIME				
0600 - 0615	0	0	0	
0615 - 0630	0	0	0	
0630 - 0645	0	0	0	
0645 - 0700	0	0	0	
Hourly Total	0	0	0	
0700 - 0715	0	0	0	
0715 - 0730	0	0	0	
0730 - 0745	0	0	0	
0745 - 0800	0	0	0	
Hourly Total	0	0	0	
0800 - 0815	0	0	0	
0815 - 0830	0	0	0	
0830 - 0845	0	0	0	
0845 - 0900	0	0	0	
Hourly Total	0	0	0	
0900 - 0915	0	0	0	
0915 - 0930	0	0	0	
0930 - 0945	0	0	0	
0945 - 1000	0	0	0	
Hourly Total	0	0	0	
1000 - 1015	0	0	0	
1015 - 1030	0	0	0	
1030 - 1045	0	0	0	
1045 - 1100	0	0	0	
Hourly Total	0	0	0	
1100 - 1115	0	0	0	
1115 - 1130	0	0	0	
1130 - 1145	0	0	0	
1145 - 1200	0	0	0	
Hourly Total	0	0	0	
1200 - 1215	0	0	0	
1215 - 1230	0	0	0	
1230 - 1245	0	0	0	
1245 - 1300	0	0	0	
Hourly Total	0	0	0	
1300 - 1315	0	0	0	
1315 - 1330	0	0	0	
1330 - 1345	0	0	0	
1345 - 1400	0	0	0	
Hourly Total	0	0	0	
1400 - 1415	0	0	0	
1415 - 1430	0	0	0	
1430 - 1445	0	0	0	
1445 - 1500	0	0	0	
Hourly Total	0	0	0	
1500 - 1515	0	0	0	
1515 - 1530	0	0	0	
1530 - 1545	0	0	0	
1545 - 1600	0	0	0	
Hourly Total	0	0	0	
1600 - 1615	0	0	0	
1615 - 1630	0	0	0	
1630 - 1645	0	0	0	
1645 - 1700	0	0	0	
Hourly Total	0	0	0	
1700 - 1715	0	0	0	
1715 - 1730	0	0	0	
1730 - 1745	0	0	0	
1745 - 1800	0	0	0	
Hourly Total	0	0	0	
Grand Total	0	0	0	
Approach %	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	

[illegible]

Bi-Directional Class Count || NB EB 15min

Denver, NC



Site 1
NC-16,
north of Unity Church Rd

Date
Tuesday, May 21, 2024

Weather
Fair
73°F

Lat/Long
35.480497°, -80.993468°

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
NB EB 15min

Time	Northbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	12	1	0	1	0	0	0	0	0	0	0	0	14	32
0015 - 0030	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
0130 - 0145	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
0215 - 0230	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16
0245 - 0300	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0400 - 0415	0	1	0	0	0	0	1	0	0	0	0	0	0	2	14
0415 - 0430	0	3	0	0	0	0	0	1	0	0	0	0	0	4	
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	4	2	0	0	0	0	0	1	0	0	0	0	7	
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0515 - 0530	0	11	4	0	0	0	0	0	1	0	0	0	0	16	72
0530 - 0545	0	7	6	0	0	0	0	0	0	0	0	0	0	13	
0545 - 0600	0	25	9	0	2	1	0	0	0	0	0	0	0	37	
0600 - 0615	1	24	9	0	1	0	0	0	0	0	0	0	0	35	
0615 - 0630	0	22	11	1	3	0	0	0	1	0	0	0	0	38	
0630 - 0645	1	33	11	0	0	0	0	1	1	0	0	0	0	47	189
0645 - 0700	0	41	22	1	1	1	0	1	2	0	0	0	0	69	
0700 - 0715	0	62	23	1	3	0	0	0	0	0	0	0	0	89	
0715 - 0730	0	93	28	6	3	4	0	2	1	0	0	0	0	137	
0730 - 0745	0	124	40	7	3	2	2	1	0	0	0	0	0	179	
0745 - 0800	0	140	40	0	6	2	0	2	1	0	0	0	0	191	596
0800 - 0815	0	112	36	0	9	0	0	2	2	1	0	0	0	162	625
0815 - 0830	1	87	34	0	3	0	0	0	0	0	0	0	0	125	
0830 - 0845	0	91	59	0	6	0	0	2	0	0	0	0	0	158	
0845 - 0900	1	128	42	0	6	1	0	2	0	0	0	0	0	180	
0900 - 0915	0	113	40	0	5	0	1	1	0	0	0	0	0	160	
0915 - 0930	0	98	40	0	2	0	0	1	0	0	0	0	0	141	609
0930 - 0945	0	96	41	0	3	2	2	2	1	0	0	0	0	147	
0945 - 1000	0	106	49	0	4	0	0	2	0	0	0	0	0	161	
1000 - 1015	0	92	28	0	10	1	0	2	0	0	0	0	0	133	
1015 - 1030	0	106	48	1	6	1	0	2	0	0	0	0	0	164	
1030 - 1045	1	139	32	0	3	0	0	0	0	0	0	0	0	175	654
1045 - 1100	0	134	41	0	4	0	0	2	1	0	0	0	0	182	
1100 - 1115	0	113	39	1	4	3	0	2	2	0	0	0	0	164	
1115 - 1130	1	128	36	1	5	2	2	2	0	0	0	0	0	177	
1130 - 1145	1	127	37	0	10	1	0	0	3	0	0	0	0	179	
1145 - 1200	0	134	43	0	7	0	0	2	3	0	0	0	0	189	709
1200 - 1215	0	137	29	0	4	2	1	2	0	0	0	0	0	175	768
1215 - 1230	0	145	42	1	6	1	0	1	0	0	0	0	0	196	
1230 - 1245	0	155	46	0	3	0	0	2	0	0	0	0	0	206	
1245 - 1300	2	130	51	0	7	1	0	0	0	0	0	0	0	191	
1300 - 1315	0	125	29	0	3	0	0	2	3	0	0	0	0	162	
1315 - 1330	1	147	37	3	6	3	0	1	0	0	0	0	0	198	734
1330 - 1345	1	141	40	0	10	2	2	0	2	0	0	0	0	198	
1345 - 1400	0	128	40	0	5	0	0	2	1	0	0	0	0	176	
1400 - 1415	1	139	46	0	4	0	0	2	0	0	0	0	0	192	
1415 - 1430	0	139	40	3	3	0	2	4	0	0	0	0	0	191	
1430 - 1445	0	144	37	1	2	1	0	1	3	0	0	0	0	189	777
1445 - 1500	1	143	52	1	5	1	1	1	0	0	0	0	0	205	
1500 - 1515	0	156	38	1	2	0	0	4	0	0	0	0	0	201	
1515 - 1530	0	141	50	3	3	1	0	1	1	0	0	0	0	200	
1530 - 1545	1	141	47	3	2	1	1	2	0	0	0	0	0	198	
1545 - 1600	1	137	53	5	0	0	0	1	1	0	0	0	0	198	797
1600 - 1615	0	158	39	2	3	0	3	0	1	0	0	0	0	206	797
1615 - 1630	0	145	47	1	2	0	2	0	0	0	0	0	0	197	
1630 - 1645	1	154	43	0	2	0	0	3	0	0	0	0	0	203	
1645 - 1700	1	144	45	0	1	0	0	0	0	0	0	0	0	191	
1700 - 1715	1	157	23	0	0	0	0	1	2	0	0	0	0	184	
1715 - 1730	0	170	36	0	0	1	0	0	0	0	0	0	0	207	791
1730 - 1745	1	151	43	0	3	0	0	0	0	0	0	0	0	198	
1745 - 1800	1	155	42	1	2	0	0	1	0	0	0	0	0	202	
1800 - 1815	1	155	41	0	3	0	0	1	0	0	0	0	0	201	
1815 - 1830	3	144	48	0	0	0	0	1	1	0	0	0	0	197	
1830 - 1845	1	165	37	0	1	0	0	0	0	0	0	0	0	204	779
1845 - 1900	1	138	38	0	0	0	0	0	0	0	0	0	0	177	
1900 - 1915	1	117	29	0	3	0	0	0	0	0	0	0	0	150	
1915 - 1930	0	131	30	0	2	0	0	0	1	0	0	0	0	164	
1930 - 1945	0	130	37	0	1	0	0	0	0	0	0	0	0	168	
1945 - 2000	0	108	23	0	0	0	0	0	1	0	0	0	0	132	614
2000 - 2015	1	125	24	0	2	0	0	1	0	0	0	0	0	153	535
2015 - 2030	2	120	24	0	2	0	0	0	0	0	0	0	0	148	
2030 - 2045	0	104	25	0	1	0	0	0	0	0	0	0	0	130	
2045 - 2100	1	92	9	0	2	0	0	0	0	0	0	0	0	104	
2100 - 2115	1	88	27	0	0	0	0	0	0	0	0	0	0	116	
2115 - 2130	1	89	13	0	0	0	0	0	0	0	0	0	0	103	341
2130 - 2145	0	60	14	0	0	0	0	0	0	0	0	0	0	74	
2145 - 2200	0	40	8	0	0	0	0	0	0	0	0	0	0	48	
2200 - 2215	2	34	10	0	0	0	0	0	1	0	0	0	0	47	
2215 - 2230	0	27	7	0	0	0	0	0	0	0	0	0	0	34	
2230 - 2245	0	21	5	0	0	0	0	0	0	0	0	0	0	26	125
2245 - 2300	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2300 - 2315	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
2315 - 2330	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2330 - 2345	1	12	2	0	0	0	0	0	0	0	0	0	0	15	
2345 - 0000	0	14	4	0	0	0	0	0	0	0	0	0	0	18	72

Session Total	36	7897	2324	44	209	36	19	66	38	1	0	0	0	10670
Session Average	0.38	82.26	24.21	0.46	2.18	0.38	0.20	0.69	0.40	0.01	0.00	0.00	0.00	111.15
Session Percentage	0.34	74.01	21.78	0.41	1.96	0.34	0.18	0.62	0.36	0.01	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Denver, NC



Site 1
NC-16,
north of Unity Church Rd

Date
Tuesday, May 21, 2024

Weather
Fair
73°F

Lat/Long
35.480497°, -80.993468°

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
SB WB 15min

Time	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	1	0	1	0	0	0	1	0	0	0	0	6	26
0015 - 0030	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	3	3	0	0	0	0	0	1	0	0	0	0	7	21
0115 - 0130	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	3	0	0	0	0	0	0	0	0	0	0	5	20
0315 - 0330	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0400 - 0415	0	2	5	0	0	1	0	0	0	0	0	0	0	8	74
0415 - 0430	0	6	6	0	1	0	0	0	0	0	0	0	0	13	
0430 - 0445	1	9	7	0	0	0	0	0	0	0	0	0	0	17	
0445 - 0500	0	22	13	0	0	1	0	0	0	0	0	0	0	36	
0500 - 0515	0	21	10	0	0	0	0	0	0	0	0	0	0	31	201
0515 - 0530	1	23	14	0	0	0	0	0	0	0	0	0	0	38	
0530 - 0545	1	33	25	0	1	0	0	0	0	0	0	0	0	60	
0545 - 0600	0	54	17	0	0	0	1	0	0	0	0	0	0	72	
0600 - 0615	0	84	40	4	1	0	0	0	0	0	0	0	0	129	669
0615 - 0630	1	96	35	2	1	1	0	0	0	0	0	0	0	136	
0630 - 0645	1	139	43	2	2	1	0	0	1	1	0	0	0	190	
0645 - 0700	0	160	43	1	6	1	0	2	1	0	0	0	0	214	
0700 - 0715	2	140	49	3	3	0	1	0	0	1	0	0	0	199	759
0715 - 0730	0	130	46	1	1	3	0	0	1	0	0	0	0	182	
0730 - 0745	2	152	29	3	2	0	0	0	0	0	0	0	0	188	
0745 - 0800	0	155	30	0	1	3	0	1	0	0	0	0	0	190	
0800 - 0815	0	141	42	0	6	0	0	1	0	1	0	0	0	191	766
0815 - 0830	0	141	49	0	2	0	0	2	2	1	0	0	0	197	
0830 - 0845	0	130	51	3	3	2	0	1	1	0	0	0	0	191	
0845 - 0900	0	137	39	0	7	0	0	4	0	0	0	0	0	187	
0900 - 0915	2	140	38	0	5	3	0	0	2	0	0	0	0	190	790
0915 - 0930	0	135	51	1	5	1	0	4	2	0	0	0	0	199	
0930 - 0945	1	135	59	3	8	1	0	3	1	0	0	0	0	211	
0945 - 1000	0	143	41	0	2	3	0	0	1	0	0	0	0	190	
1000 - 1015	1	138	57	2	2	1	0	0	1	0	0	0	0	202	781
1015 - 1030	1	130	52	0	6	0	0	1	1	0	0	0	0	191	
1030 - 1045	2	118	58	0	3	1	0	3	0	0	0	0	0	185	
1045 - 1100	1	155	38	0	2	2	0	3	2	0	0	0	0	203	
1100 - 1115	2	152	40	0	2	1	0	2	0	0	0	0	0	199	757
1115 - 1130	1	144	35	1	5	3	0	1	1	0	0	0	0	191	
1130 - 1145	1	124	53	0	6	2	0	0	1	0	0	0	0	187	
1145 - 1200	0	128	45	0	4	2	0	0	1	0	0	0	0	180	
1200 - 1215	0	159	42	0	3	0	0	2	0	0	0	0	0	206	779
1215 - 1230	0	139	51	0	5	2	0	1	1	0	0	0	0	199	
1230 - 1245	0	129	41	0	3	0	0	3	2	0	0	0	0	178	
1245 - 1300	0	153	34	0	5	2	0	1	1	0	0	0	0	196	
1300 - 1315	0	143	44	0	4	1	0	3	0	0	0	0	0	195	788
1315 - 1330	1	132	54	0	6	3	0	3	0	0	0	0	0	199	
1330 - 1345	0	142	42	0	8	3	1	2	1	0	0	0	0	199	
1345 - 1400	1	143	43	0	4	1	0	3	0	0	0	0	0	195	
1400 - 1415	1	147	36	0	5	2	0	0	0	0	0	0	0	191	707
1415 - 1430	1	124	49	0	5	3	0	1	2	0	0	0	0	185	
1430 - 1445	1	126	35	0	4	0	0	0	0	0	0	0	0	166	
1445 - 1500	0	111	44	3	5	0	0	1	1	0	0	0	0	165	
1500 - 1515	0	148	39	10	1	0	0	1	0	0	0	0	0	199	766
1515 - 1530	0	128	46	0	3	2	2	1	1	0	0	0	0	183	
1530 - 1545	1	144	33	2	6	3	0	0	2	0	0	0	0	191	
1545 - 1600	1	133	51	2	3	0	0	2	1	0	0	0	0	193	
1600 - 1615	0	139	52	0	4	3	0	0	0	0	0	0	0	198	785
1615 - 1630	1	141	42	2	2	0	0	0	1	0	0	0	0	189	
1630 - 1645	1	152	40	0	2	1	0	1	0	0	0	0	0	197	
1645 - 1700	1	152	47	0	1	0	0	0	0	0	0	0	0	201	
1700 - 1715	1	152	42	0	2	0	0	2	1	0	0	0	0	200	810
1715 - 1730	0	142	50	0	4	1	0	0	0	0	0	0	0	197	
1730 - 1745	1	166	41	0	4	0	0	0	0	0	0	0	0	212	
1745 - 1800	2	154	44	0	1	0	0	0	0	0	0	0	0	201	
1800 - 1815	2	162	42	0	2	0	0	0	0	0	0	0	0	208	718
1815 - 1830	2	129	27	0	4	0	0	0	0	0	0	0	0	162	
1830 - 1845	0	109	40	0	5	0	0	2	0	0	0	0	0	156	
1845 - 1900	2	145	42	0	2	1	0	0	0	0	0	0	0	192	
1900 - 1915	0	108	29	0	1	0	0	0	0	0	0	0	0	138	499
1915 - 1930	0	102	33	0	4	1	0	0	0	0	0	0	0	140	
1930 - 1945	1	94	25	0	3	0	0	2	0	0	0	0	0	125	
1945 - 2000	1	77	17	0	0	1	0	0	0	0	0	0	0	96	
2000 - 2015	1	61	17	0	0	0	0	0	1	0	0	0	0	80	393
2015 - 2030	2	91	19	0	2	0	0	1	0	0	0	0	0	115	
2030 - 2045	1	90	20	1	0	0	0	0	0	0	0	0	0	112	
2045 - 2100	1	64	21	0	0	0	0	0	0	0	0	0	0	86	
2100 - 2115	0	39	8	0	0	0	0	0	0	0	0	0	0	47	159
2115 - 2130	0	47	8	0	1	0	0	0	0	0	0	0	0	56	
2130 - 2145	0	25	6	0	0	0	0	1	1	0	0	0	0	33	
2145 - 2200	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2200 - 2215	2	28	5	0	1	0	0	0	0	0	0	0	0	36	86
2215 - 2230	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2300 - 2315	0	6	4	0	0	0	0	0	0	0	0	0	0	10	35
2315 - 2330	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	4	2	0	0	0	0	0	0	0	0	0	0	6	

Session Total	50	8314	2609	46	206	63	5	61	37	4	0	0	0	11395
Session Average	0.52	86.60	27.18	0.48	2.15	0.66	0.05	0.64	0.39	0.04	0.00	0.00	0.00	118.70
Session Percentage	0.44	72.96	22.90	0.40	1.81	0.55	0.04	0.54	0.32	0.04	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Denver, NC



Site 1
NC-16,
north of Unity Church Rd

Date
Tuesday, May 21, 2024

Weather
Fair
73°F

Lat/Long
35.480497°, -80.993468°

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	15	2	0	2	0	0	0	1	0	0	0	0	20	58
0015 - 0030	0	12	2	0	2	0	0	0	0	0	0	0	0	16	
0030 - 0045	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0100 - 0115	0	7	4	0	0	0	0	0	1	0	0	0	0	12	38
0115 - 0130	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0130 - 0145	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0145 - 0200	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0200 - 0215	0	8	1	0	1	0	0	0	0	0	0	0	0	10	22
0215 - 0230	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	4	3	0	0	0	0	0	0	0	0	0	0	7	27
0315 - 0330	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0400 - 0415	0	3	5	0	0	2	0	0	0	0	0	0	0	10	88
0415 - 0430	0	9	6	0	1	0	0	1	0	0	0	0	0	17	
0430 - 0445	1	9	8	0	0	0	0	0	0	0	0	0	0	18	
0445 - 0500	0	26	15	0	0	1	0	0	1	0	0	0	0	43	
0500 - 0515	0	26	11	0	0	0	0	0	0	0	0	0	0	37	273
0515 - 0530	1	34	18	0	0	0	0	0	1	0	0	0	0	54	
0530 - 0545	1	40	31	0	1	0	0	0	0	0	0	0	0	73	
0545 - 0600	0	79	26	0	2	1	1	0	0	0	0	0	0	109	
0600 - 0615	1	108	49	4	2	0	0	0	0	0	0	0	0	164	858
0615 - 0630	1	118	46	3	4	1	0	0	1	0	0	0	0	174	
0630 - 0645	2	172	54	2	2	1	0	1	2	1	0	0	0	237	
0645 - 0700	0	201	65	2	7	2	0	3	3	0	0	0	0	283	
0700 - 0715	2	202	72	4	6	0	1	0	0	1	0	0	0	288	1355
0715 - 0730	0	223	74	7	4	7	0	2	2	0	0	0	0	319	
0730 - 0745	2	276	69	10	5	2	2	1	0	0	0	0	0	367	
0745 - 0800	0	295	70	0	7	5	0	3	1	0	0	0	0	381	
0800 - 0815	0	253	78	0	15	0	0	3	2	2	0	0	0	353	1391
0815 - 0830	1	228	83	0	5	0	0	2	2	1	0	0	0	322	
0830 - 0845	0	221	110	3	9	2	0	3	1	0	0	0	0	349	
0845 - 0900	1	265	81	0	13	1	0	6	0	0	0	0	0	367	
0900 - 0915	2	253	78	0	10	3	1	1	2	0	0	0	0	350	1399
0915 - 0930	0	233	91	1	7	1	0	5	2	0	0	0	0	340	
0930 - 0945	1	231	100	3	11	3	2	5	2	0	0	0	0	358	
0945 - 1000	0	249	90	0	6	3	0	2	1	0	0	0	0	351	
1000 - 1015	1	230	85	2	12	2	0	2	1	0	0	0	0	335	1435
1015 - 1030	1	236	100	1	12	1	0	3	1	0	0	0	0	355	
1030 - 1045	3	257	90	0	6	1	0	3	0	0	0	0	0	360	
1045 - 1100	1	289	79	0	6	2	0	5	3	0	0	0	0	385	
1100 - 1115	2	265	79	1	6	4	0	4	2	0	0	0	0	363	1466
1115 - 1130	2	272	71	2	10	5	2	3	1	0	0	0	0	368	
1130 - 1145	2	251	90	0	16	3	0	0	4	0	0	0	0	366	
1145 - 1200	0	262	88	0	11	2	0	2	4	0	0	0	0	369	
1200 - 1215	0	296	71	0	7	2	1	4	0	0	0	0	0	381	1547
1215 - 1230	0	284	93	1	11	3	0	2	1	0	0	0	0	395	
1230 - 1245	0	284	87	0	6	0	0	5	2	0	0	0	0	384	
1245 - 1300	2	283	85	0	12	3	0	1	1	0	0	0	0	387	
1300 - 1315	0	268	73	0	7	1	0	5	3	0	0	0	0	357	1522
1315 - 1330	2	279	91	3	12	6	0	4	0	0	0	0	0	397	
1330 - 1345	1	283	82	0	18	5	3	2	3	0	0	0	0	397	
1345 - 1400	1	271	83	0	9	1	0	5	1	0	0	0	0	371	
1400 - 1415	2	286	82	0	9	2	0	2	0	0	0	0	0	383	1484
1415 - 1430	1	263	89	3	8	3	2	5	2	0	0	0	0	376	
1430 - 1445	1	270	72	1	6	1	0	1	3	0	0	0	0	355	
1445 - 1500	1	254	96	4	10	1	1	2	1	0	0	0	0	370	
1500 - 1515	0	304	77	11	3	0	0	5	0	0	0	0	0	400	1563
1515 - 1530	0	269	96	3	6	3	2	2	2	0	0	0	0	383	
1530 - 1545	2	285	80	5	8	4	1	2	2	0	0	0	0	389	
1545 - 1600	2	270	104	7	3	0	0	3	2	0	0	0	0	391	
1600 - 1615	0	297	91	2	7	3	3	0	1	0	0	0	0	404	1582
1615 - 1630	1	286	89	3	4	0	2	0	1	0	0	0	0	386	
1630 - 1645	2	306	83	0	4	1	0	4	0	0	0	0	0	400	
1645 - 1700	2	296	92	0	2	0	0	0	0	0	0	0	0	392	
1700 - 1715	2	309	65	0	2	0	0	3	3	0	0	0	0	384	1601
1715 - 1730	0	312	86	0	4	2	0	0	0	0	0	0	0	404	
1730 - 1745	2	317	84	0	7	0	0	0	0	0	0	0	0	410	
1745 - 1800	3	309	86	1	3	0	0	1	0	0	0	0	0	403	
1800 - 1815	3	317	83	0	5	0	0	1	0	0	0	0	0	409	1497
1815 - 1830	5	273	75	0	4	0	0	1	1	0	0	0	0	359	
1830 - 1845	1	274	77	0	6	0	0	2	0	0	0	0	0	360	
1845 - 1900	3	283	80	0	2	1	0	0	0	0	0	0	0	369	
1900 - 1915	1	225	58	0	4	0	0	0	0	0	0	0	0	288	1113
1915 - 1930	0	233	63	0	6	1	0	0	1	0	0	0	0	304	
1930 - 1945	1	224	62	0	4	0	0	2	0	0	0	0	0	293	
1945 - 2000	1	185	40	0	0	1	0	0	1	0	0	0	0	228	
2000 - 2015	2	186	41	0	2	0	0	1	1	0	0	0	0	233	928
2015 - 2030	4	211	43	0	4	0	0	1	0	0	0	0	0	263	
2030 - 2045	1	194	45	1	1	0	0	0	0	0	0	0	0	242	
2045 - 2100	2	156	30	0	2	0	0	0	0	0	0	0	0	190	
2100 - 2115	1	127	35	0	0	0	0	0	0	0	0	0	0	163	500
2115 - 2130	1	136	21	0	1	0	0	0	0	0	0	0	0	159	
2130 - 2145	0	85	20	0	0	0	0	1	1	0	0	0	0	107	
2145 - 2200	0	58	13	0	0	0	0	0	0	0	0	0	0	71	
2200 - 2215	4	62	15	0	1	0	0	0	1	0	0	0	0	83	211
2215 - 2230	0	43	11	0	0	0	0	0	0	0	0	0	0	54	
2230 - 2245	0	32	8	0	0	0	0	0	0	0	0	0	0	40	
2245 - 2300	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
2300 - 2315	0	26	8	0	0	0	0	0	0	0	0	0	0	34	107
2315 - 2330	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
2330 - 2345	1	20	4	0	0	0	0	0	0	0	0	0	0	25	
2345 - 0000	0	18	6	0	0	0	0	0	0	0	0	0	0	24	

Session Total	86	16211	4933	90	415	99	24	127	75	5	0	0	0	22065
Session Average	0.90	168.86	51.39	0.94	4.32	1.03	0.25	1.32	0.78	0.05	0.00	0.00	0.00	229.84
Session Percentage	0.39	73.47	22.36	0.41	1.88	0.45	0.11	0.58	0.34	0.02	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Denver, NC



Site 1
NC-16,
north of Unity Church Rd

Date
Tuesday, May 21, 2024

Weather
Fair
73°F

Lat/Long
35.480497° , -80.993468°

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	14	6	20	58
0015 - 0030	9	7	16	
0030 - 0045	4	5	9	
0045 - 0100	5	8	13	
0100 - 0115	5	7	12	38
0115 - 0130	2	8	10	
0130 - 0145	6	4	10	
0145 - 0200	4	2	6	
0200 - 0215	7	3	10	22
0215 - 0230	3	1	4	
0230 - 0245	4	2	6	
0245 - 0300	2	0	2	
0300 - 0315	2	5	7	27
0315 - 0330	2	6	8	
0330 - 0345	2	3	5	
0345 - 0400	1	6	7	
0400 - 0415	2	8	10	88
0415 - 0430	4	13	17	
0430 - 0445	1	17	18	
0445 - 0500	7	36	43	
0500 - 0515	6	31	37	273
0515 - 0530	16	38	54	
0530 - 0545	13	60	73	
0545 - 0600	37	72	109	
0600 - 0615	35	129	164	858
0615 - 0630	38	136	174	
0630 - 0645	47	190	237	
0645 - 0700	69	214	283	
0700 - 0715	89	199	288	1355
0715 - 0730	137	182	319	
0730 - 0745	179	188	367	
0745 - 0800	191	190	381	
0800 - 0815	162	191	353	1391
0815 - 0830	125	197	322	
0830 - 0845	158	191	349	
0845 - 0900	180	187	367	
0900 - 0915	160	190	350	1399
0915 - 0930	141	199	340	
0930 - 0945	147	211	358	
0945 - 1000	161	190	351	
1000 - 1015	133	202	335	1435
1015 - 1030	164	191	355	
1030 - 1045	175	185	360	
1045 - 1100	182	203	385	
1100 - 1115	164	199	363	1466
1115 - 1130	177	191	368	
1130 - 1145	179	187	366	
1145 - 1200	189	180	369	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	175	206	381	1547
1215 - 1230	196	199	395	
1230 - 1245	206	178	384	
1245 - 1300	191	196	387	
1300 - 1315	162	195	357	1522
1315 - 1330	198	199	397	
1330 - 1345	198	199	397	
1345 - 1400	176	195	371	
1400 - 1415	192	191	383	1484
1415 - 1430	191	185	376	
1430 - 1445	189	166	355	
1445 - 1500	205	165	370	
1500 - 1515	201	199	400	1563
1515 - 1530	200	183	383	
1530 - 1545	198	191	389	
1545 - 1600	198	193	391	
1600 - 1615	206	198	404	1582
1615 - 1630	197	189	386	
1630 - 1645	203	197	400	
1645 - 1700	191	201	392	
1700 - 1715	184	200	384	1601
1715 - 1730	207	197	404	
1730 - 1745	198	212	410	
1745 - 1800	202	201	403	
1800 - 1815	201	208	409	1497
1815 - 1830	197	162	359	
1830 - 1845	204	156	360	
1845 - 1900	177	192	369	
1900 - 1915	150	138	288	1113
1915 - 1930	164	140	304	
1930 - 1945	168	125	293	
1945 - 2000	132	96	228	
2000 - 2015	153	80	233	928
2015 - 2030	148	115	263	
2030 - 2045	130	112	242	
2045 - 2100	104	86	190	
2100 - 2115	116	47	163	500
2115 - 2130	103	56	159	
2130 - 2145	74	33	107	
2145 - 2200	48	23	71	
2200 - 2215	47	36	83	211
2215 - 2230	34	20	54	
2230 - 2245	26	14	40	
2245 - 2300	18	16	34	
2300 - 2315	24	10	34	107
2315 - 2330	15	9	24	
2330 - 2345	15	10	25	
2345 - 0000	18	6	24	

Session Total	10670	11395	22065
Session Average	111.15	118.70	229.84
Session Percentage	48.36	51.64	

Bi-Directional Class Count | | NB EB 60min

Denver, NC



Site 1
NC-16,
north of Unity Church Rd

Date
Tuesday, May 21, 2024

Lat/Long
35.480497°, -80.993468°

Weather
Fair
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0000 - 2400 (Weekday 24h Session) (05-21-2024)
NB EB 60min

Northbound (Movement 1.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	26	3	0	3	0	0	0	0	0	0	0	0	32
0100 - 0200	0	12	5	0	0	0	0	0	0	0	0	0	0	17
0200 - 0300	0	11	3	0	2	0	0	0	0	0	0	0	0	16
0300 - 0400	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0400 - 0500	0	8	3	0	0	1	0	1	1	0	0	0	0	14
0500 - 0600	0	48	20	0	2	1	0	0	1	0	0	0	0	72
0600 - 0700	2	120	53	2	5	1	0	2	4	0	0	0	0	189
0700 - 0800	0	419	131	14	15	8	2	5	2	0	0	0	0	596
0800 - 0900	2	418	171	0	24	1	0	6	2	1	0	0	0	625
0900 - 1000	0	413	170	0	14	2	3	6	1	0	0	0	0	609
1000 - 1100	1	471	149	1	23	2	0	6	1	0	0	0	0	654
1100 - 1200	2	502	155	2	26	6	2	6	8	0	0	0	0	709
1200 - 1300	2	567	168	1	20	4	1	5	0	0	0	0	0	768
1300 - 1400	2	541	146	3	24	5	2	5	6	0	0	0	0	734
1400 - 1500	2	565	175	5	14	2	3	8	3	0	0	0	0	777
1500 - 1600	2	575	188	12	7	2	1	8	2	0	0	0	0	797
1600 - 1700	2	601	174	3	8	0	5	3	1	0	0	0	0	797
1700 - 1800	3	633	144	1	5	1	0	2	2	0	0	0	0	791
1800 - 1900	6	602	164	0	4	0	0	2	1	0	0	0	0	779
1900 - 2000	1	486	119	0	6	0	0	0	2	0	0	0	0	614
2000 - 2100	4	441	82	0	7	0	0	1	0	0	0	0	0	535
2100 - 2200	2	277	62	0	0	0	0	0	0	0	0	0	0	341
2200 - 2300	2	98	24	0	0	0	0	0	1	0	0	0	0	125
2300 - 2400	1	58	13	0	0	0	0	0	0	0	0	0	0	72

Session Total	36	7897	2324	44	209	36	19	66	38	1	0	0	0	10670
Session Average	1.50	329.04	96.83	1.83	8.71	1.50	0.79	2.75	1.58	0.04	0.00	0.00	0.00	444.58
Session Percentage	0.34	74.01	21.78	0.41	1.96	0.34	0.18	0.62	0.36	0.01	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	0600 - 0700	0800 - 0900	-	-	-	0800 - 0900
AM Peak Volume	2	419	171	14	24	8	3	6	4	1	0	0	0	625

Noon Peak Hour	1100 - 1200	1200 - 1300	1400 - 1500	1400 - 1500	1100 - 1200	1100 - 1200	1400 - 1500	1400 - 1500	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	2	567	175	5	26	6	3	8	8	0	0	0	0	777

PM Peak Hour	1800 - 1900	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Volume	6	633	188	12	8	2	5	8	2	0	0	0	0	797

Bi-Directional Class Count | | SB WB 60min

Denver, NC



Site 1
NC-16,
north of Unity Church Rd

Date
Tuesday, May 21, 2024

Lat/Long
35.480497°, -80.993468°

Weather
Fair
73°F

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
SB WB 60min

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	18	5	0	2	0	0	0	1	0	0	0	0	26
0100 - 0200	0	13	7	0	0	0	0	0	1	0	0	0	0	21
0200 - 0300	0	4	1	0	1	0	0	0	0	0	0	0	0	6
0300 - 0400	0	11	8	0	1	0	0	0	0	0	0	0	0	20
0400 - 0500	1	39	31	0	1	2	0	0	0	0	0	0	0	74
0500 - 0600	2	131	66	0	1	0	1	0	0	0	0	0	0	201
0600 - 0700	2	479	161	9	10	3	0	2	2	1	0	0	0	669
0700 - 0800	4	577	154	7	7	6	1	1	1	1	0	0	0	759
0800 - 0900	0	549	181	3	18	2	0	8	3	2	0	0	0	766
0900 - 1000	3	553	189	4	20	8	0	7	6	0	0	0	0	790
1000 - 1100	5	541	205	2	13	4	0	7	4	0	0	0	0	781
1100 - 1200	4	548	173	1	17	8	0	3	3	0	0	0	0	757
1200 - 1300	0	580	168	0	16	4	0	7	4	0	0	0	0	779
1300 - 1400	2	560	183	0	22	8	1	11	1	0	0	0	0	788
1400 - 1500	3	508	164	3	19	5	0	2	3	0	0	0	0	707
1500 - 1600	2	553	169	14	13	5	2	4	4	0	0	0	0	766
1600 - 1700	3	584	181	2	9	4	0	1	1	0	0	0	0	785
1700 - 1800	4	614	177	0	11	1	0	2	1	0	0	0	0	810
1800 - 1900	6	545	151	0	13	1	0	2	0	0	0	0	0	718
1900 - 2000	2	381	104	0	8	2	0	2	0	0	0	0	0	499
2000 - 2100	5	306	77	1	2	0	0	1	1	0	0	0	0	393
2100 - 2200	0	129	27	0	1	0	0	1	1	0	0	0	0	159
2200 - 2300	2	67	16	0	1	0	0	0	0	0	0	0	0	86
2300 - 2400	0	24	11	0	0	0	0	0	0	0	0	0	0	35

Session Total	50	8314	2609	46	206	63	5	61	37	4	0	0	0	11395
Session Average	2.08	346.42	108.71	1.92	8.58	2.63	0.21	2.54	1.54	0.17	0.00	0.00	0.00	474.79
Session Percentage	0.44	72.96	22.90	0.40	1.81	0.55	0.04	0.54	0.32	0.04	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	0500 - 0600	0800 - 0900	0900 - 1000	0800 - 0900	-	-	-	0900 - 1000
AM Peak Volume	4	577	189	9	20	8	1	8	6	2	0	0	0	790

Noon Peak Hour	1000 - 1100	1200 - 1300	1000 - 1100	1400 - 1500	1300 - 1400	1100 - 1200	1300 - 1400	1300 - 1400	1000 - 1100	-	-	-	-	1300 - 1400
Noon Peak Volume	5	580	205	3	22	8	1	11	4	0	0	0	0	788

PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	6	614	181	14	13	5	2	4	4	0	0	0	0	810

Bi-Directional Class Count | | Bi-Directional 60min

Denver, NC



Site 1
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Tuesday, May 21, 2024

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Weather
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0000 - 2400 (Weekday 24h Session) (05-21-2024)
Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	44	8	0	5	0	0	0	1	0	0	0	0	58
0100 - 0200	0	25	12	0	0	0	0	0	1	0	0	0	0	38
0200 - 0300	0	15	4	0	3	0	0	0	0	0	0	0	0	22
0300 - 0400	0	16	10	0	1	0	0	0	0	0	0	0	0	27
0400 - 0500	1	47	34	0	1	3	0	1	1	0	0	0	0	88
0500 - 0600	2	179	86	0	3	1	1	0	1	0	0	0	0	273
0600 - 0700	4	599	214	11	15	4	0	4	6	1	0	0	0	858
0700 - 0800	4	996	285	21	22	14	3	6	3	1	0	0	0	1355
0800 - 0900	2	967	352	3	42	3	0	14	5	3	0	0	0	1391
0900 - 1000	3	966	359	4	34	10	3	13	7	0	0	0	0	1399
1000 - 1100	6	1012	354	3	36	6	0	13	5	0	0	0	0	1435
1100 - 1200	6	1050	328	3	43	14	2	9	11	0	0	0	0	1466
1200 - 1300	2	1147	336	1	36	8	1	12	4	0	0	0	0	1547
1300 - 1400	4	1101	329	3	46	13	3	16	7	0	0	0	0	1522
1400 - 1500	5	1073	339	8	33	7	3	10	6	0	0	0	0	1484
1500 - 1600	4	1128	357	26	20	7	3	12	6	0	0	0	0	1563
1600 - 1700	5	1185	355	5	17	4	5	4	2	0	0	0	0	1582
1700 - 1800	7	1247	321	1	16	2	0	4	3	0	0	0	0	1601
1800 - 1900	12	1147	315	0	17	1	0	4	1	0	0	0	0	1497
1900 - 2000	3	867	223	0	14	2	0	2	2	0	0	0	0	1113
2000 - 2100	9	747	159	1	9	0	0	2	1	0	0	0	0	928
2100 - 2200	2	406	89	0	1	0	0	1	1	0	0	0	0	500
2200 - 2300	4	165	40	0	1	0	0	0	1	0	0	0	0	211
2300 - 2400	1	82	24	0	0	0	0	0	0	0	0	0	0	107

Session Total	86	16211	4933	90	415	99	24	127	75	5	0	0	0	22065
Session Average	3.58	675.46	205.54	3.75	17.29	4.13	1.00	5.29	3.13	0.21	0.00	0.00	0.00	919.38
Session Percentage	0.39	73.47	22.36	0.41	1.88	0.45	0.11	0.58	0.34	0.02	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0700 - 0800	0700 - 0800	0800 - 0900	0900 - 1000	0800 - 0900	-	-	-	0900 - 1000
AM Peak Volume	4	996	359	21	42	14	3	14	7	3	0	0	0	1399

Noon Peak Hour	1000 - 1100	1200 - 1300	1000 - 1100	1400 - 1500	1300 - 1400	1100 - 1200	1300 - 1400	1300 - 1400	1100 - 1200	-	-	-	-	1200 - 1300
Noon Peak Volume	6	1147	354	8	46	14	3	16	11	0	0	0	0	1547

PM Peak Hour	1800 - 1900	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	12	1247	357	26	20	7	5	12	6	0	0	0	0	1601

Bi-Directional Class Count || Volume Summary 60min

Denver, NC

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Tuesday, May 21, 2024

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Weather
Fair
73°F

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0000 - 2400 (Weekday 24h Session) (05-21-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	32	26	58
0100 - 0200	17	21	38
0200 - 0300	16	6	22
0300 - 0400	7	20	27
0400 - 0500	14	74	88
0500 - 0600	72	201	273
0600 - 0700	189	669	858
0700 - 0800	596	759	1355
0800 - 0900	625	766	1391
0900 - 1000	609	790	1399
1000 - 1100	654	781	1435
1100 - 1200	709	757	1466

Session Total	10670	11395	22065
Session Average	444.58	474.79	919.38
Session Percentage	48.36	51.64	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	768	779	1547
1300 - 1400	734	788	1522
1400 - 1500	777	707	1484
1500 - 1600	797	766	1563
1600 - 1700	797	785	1582
1700 - 1800	791	810	1601
1800 - 1900	779	718	1497
1900 - 2000	614	499	1113
2000 - 2100	535	393	928
2100 - 2200	341	159	500
2200 - 2300	125	86	211
2300 - 2400	72	35	107

Bi-Directional Class Count | | Graphical Analysis NB EB

Denver, NC

Site 1

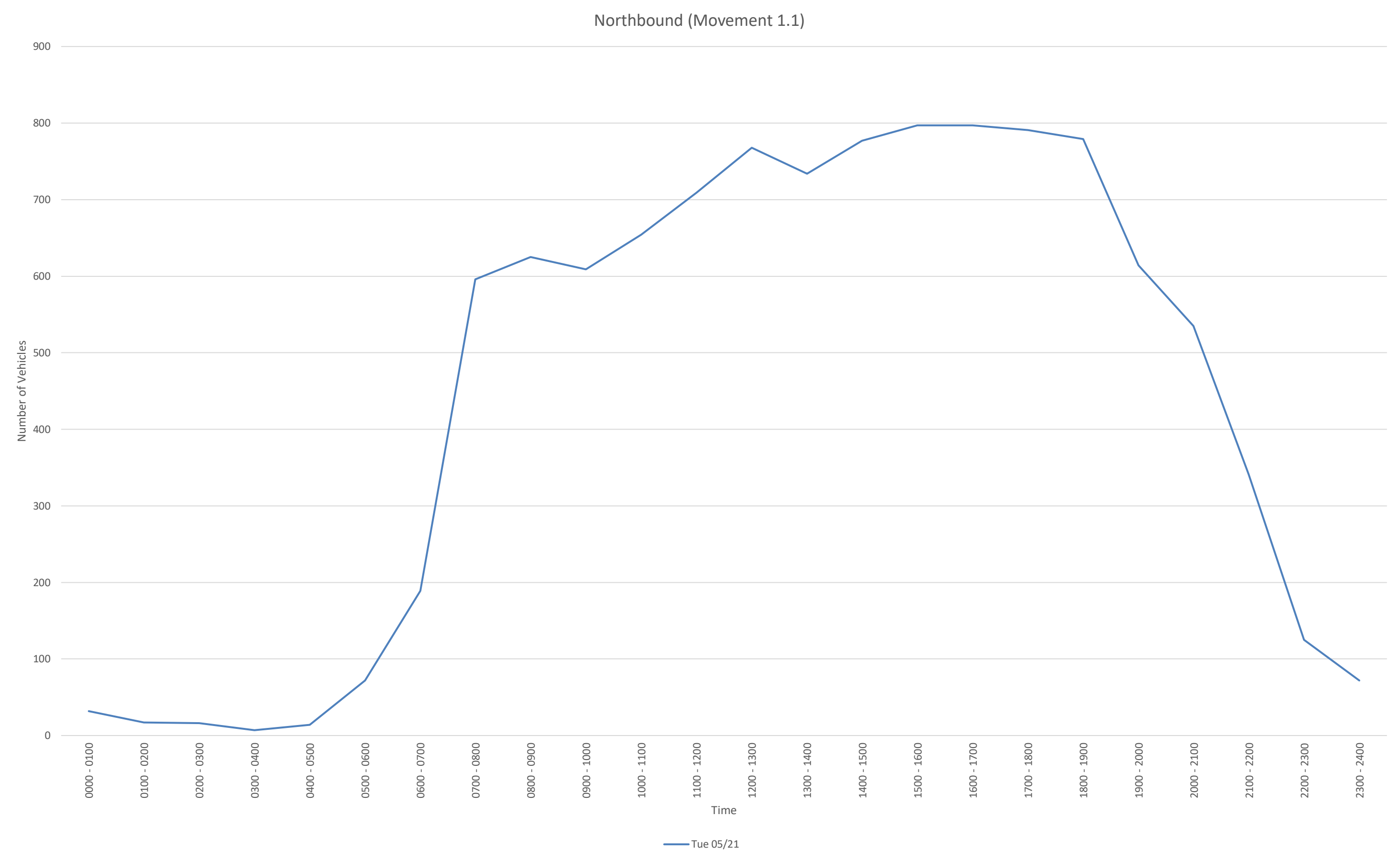
NC-16,
north of Unity Church Rd

Lat/Long

35.480497°, -80.993468°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 05/21						
0000 - 0100	32						
0100 - 0200	17						
0200 - 0300	16						
0300 - 0400	7						
0400 - 0500	14						
0500 - 0600	72						
0600 - 0700	189						
0700 - 0800	596						
0800 - 0900	625						
0900 - 1000	609						
1000 - 1100	654						
1100 - 1200	709						
1200 - 1300	768						
1300 - 1400	734						
1400 - 1500	777						
1500 - 1600	797						
1600 - 1700	797						
1700 - 1800	791						
1800 - 1900	779						
1900 - 2000	614						
2000 - 2100	535						
2100 - 2200	341						
2200 - 2300	125						
2300 - 2400	72						
Daily Total	10670						

Bi-Directional Class Count | | Graphical Analysis SB WB

Denver, NC

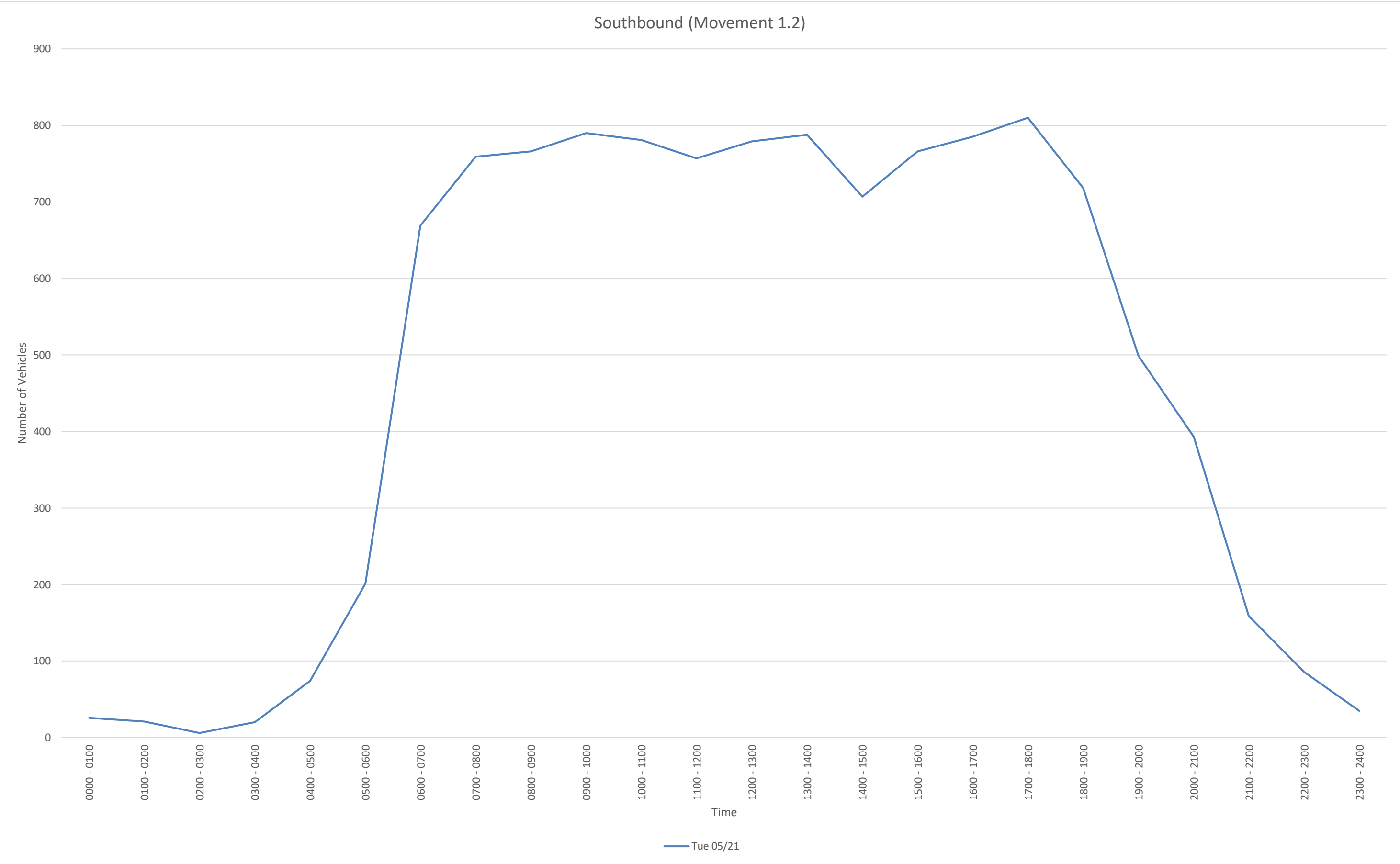
Site 1

NC-16,
north of Unity Church Rd

Lat/Long
35.480497°, -80.993468°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 05/21						
0000 - 0100	26						
0100 - 0200	21						
0200 - 0300	6						
0300 - 0400	20						
0400 - 0500	74						
0500 - 0600	201						
0600 - 0700	669						
0700 - 0800	759						
0800 - 0900	766						
0900 - 1000	790						
1000 - 1100	781						
1100 - 1200	757						
1200 - 1300	779						
1300 - 1400	788						
1400 - 1500	707						
1500 - 1600	766						
1600 - 1700	785						
1700 - 1800	810						
1800 - 1900	718						
1900 - 2000	499						
2000 - 2100	393						
2100 - 2200	159						
2200 - 2300	86						
2300 - 2400	35						
Daily Total	11395						

Bi-Directional Class Count | | Graphical Analysis BiDir

Denver, NC

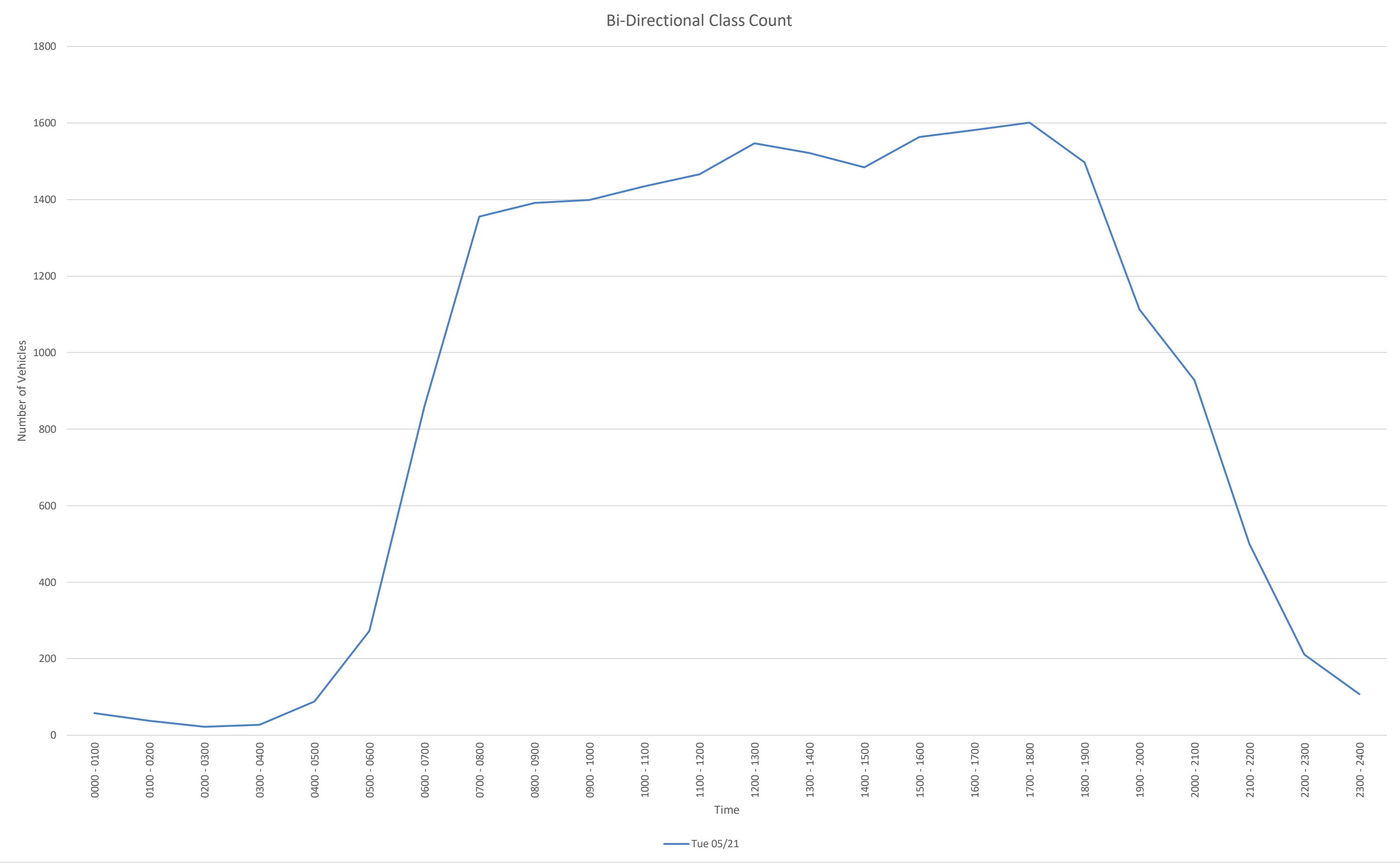
Site 1

NC-16,
north of Unity Church Rd

Lat/Long
35.480497°, -80.993468°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 05/21						
0000 - 0100	58						
0100 - 0200	38						
0200 - 0300	22						
0300 - 0400	27						
0400 - 0500	88						
0500 - 0600	273						
0600 - 0700	858						
0700 - 0800	1355						
0800 - 0900	1391						
0900 - 1000	1399						
1000 - 1100	1435						
1100 - 1200	1466						
1200 - 1300	1547						
1300 - 1400	1522						
1400 - 1500	1484						
1500 - 1600	1563						
1600 - 1700	1582						
1700 - 1800	1601						
1800 - 1900	1497						
1900 - 2000	1113						
2000 - 2100	928						
2100 - 2200	500						
2200 - 2300	211						
2300 - 2400	107						
Daily Total	22065						

File Name:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: NC-16, north of Unity Church Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0
5/21/2024	4:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0
5/21/2024	4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:45 AM	0	4	2	0	0	0	0	0	1	0	0	0	0
5/21/2024	5:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 AM	0	11	4	0	0	0	0	0	1	0	0	0	0
5/21/2024	5:30 AM	0	7	6	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:45 AM	0	25	9	0	2	1	0	0	0	0	0	0	0
5/21/2024	6:00 AM	1	24	9	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:15 AM	0	22	11	1	3	0	0	0	1	0	0	0	0
5/21/2024	6:30 AM	1	33	11	0	0	0	0	1	1	0	0	0	0
5/21/2024	6:45 AM	0	41	22	1	1	1	0	1	2	0	0	0	0
5/21/2024	7:00 AM	0	62	23	1	3	0	0	0	0	0	0	0	0
5/21/2024	7:15 AM	0	93	28	6	3	4	0	2	1	0	0	0	0
5/21/2024	7:30 AM	0	124	40	7	3	2	2	1	0	0	0	0	0
5/21/2024	7:45 AM	0	140	40	0	6	2	0	2	1	0	0	0	0
5/21/2024	8:00 AM	0	112	36	0	9	0	0	2	2	1	0	0	0
5/21/2024	8:15 AM	1	87	34	0	3	0	0	0	0	0	0	0	0
5/21/2024	8:30 AM	0	91	59	0	6	0	0	2	0	0	0	0	0
5/21/2024	8:45 AM	1	128	42	0	6	1	0	2	0	0	0	0	0
5/21/2024	9:00 AM	0	113	40	0	5	0	1	1	0	0	0	0	0
5/21/2024	9:15 AM	0	98	40	0	2	0	0	1	0	0	0	0	0
5/21/2024	9:30 AM	0	96	41	0	3	2	2	2	1	0	0	0	0
5/21/2024	9:45 AM	0	106	49	0	4	0	0	2	0	0	0	0	0
5/21/2024	10:00 AM	0	92	28	0	10	1	0	2	0	0	0	0	0
5/21/2024	10:15 AM	0	106	48	1	6	1	0	2	0	0	0	0	0
5/21/2024	10:30 AM	1	139	32	0	3	0	0	0	0	0	0	0	0
5/21/2024	10:45 AM	0	134	41	0	4	0	0	2	1	0	0	0	0
5/21/2024	11:00 AM	0	113	39	1	4	3	0	2	2	0	0	0	0
5/21/2024	11:15 AM	1	128	36	1	5	2	2	2	0	0	0	0	0
5/21/2024	11:30 AM	1	127	37	0	10	1	0	0	3	0	0	0	0
5/21/2024	11:45 AM	0	134	43	0	7	0	0	2	3	0	0	0	0
5/21/2024	12:00 PM	0	137	29	0	4	2	1	2	0	0	0	0	0
5/21/2024	12:15 PM	0	145	42	1	6	1	0	1	0	0	0	0	0
5/21/2024	12:30 PM	0	155	46	0	3	0	0	2	0	0	0	0	0
5/21/2024	12:45 PM	2	130	51	0	7	1	0	0	0	0	0	0	0
5/21/2024	1:00 PM	0	125	29	0	3	0	0	2	3	0	0	0	0
5/21/2024	1:15 PM	1	147	37	3	6	3	0	1	0	0	0	0	0
5/21/2024	1:30 PM	1	141	40	0	10	2	2	0	2	0	0	0	0
5/21/2024	1:45 PM	0	128	40	0	5	0	0	2	1	0	0	0	0
5/21/2024	2:00 PM	1	139	46	0	4	0	0	2	0	0	0	0	0
5/21/2024	2:15 PM	0	139	40	3	3	0	2	4	0	0	0	0	0
5/21/2024	2:30 PM	0	144	37	1	2	1	0	1	3	0	0	0	0
5/21/2024	2:45 PM	1	143	52	1	5	1	1	1	0	0	0	0	0
5/21/2024	3:00 PM	0	156	38	1	2	0	0	4	0	0	0	0	0
5/21/2024	3:15 PM	0	141	50	3	3	1	0	1	1	0	0	0	0
5/21/2024	3:30 PM	1	141	47	3	2	1	1	2	0	0	0	0	0
5/21/2024	3:45 PM	1	137	53	5	0	0	0	1	1	0	0	0	0
5/21/2024	4:00 PM	0	158	39	2	3	0	3	0	1	0	0	0	0
5/21/2024	4:15 PM	0	145	47	1	2	0	2	0	0	0	0	0	0
5/21/2024	4:30 PM	1	154	43	0	2	0	0	3	0	0	0	0	0
5/21/2024	4:45 PM	1	144	45	0	1	0	0	0	0	0	0	0	0
5/21/2024	5:00 PM	1	157	23	0	0	0	0	1	2	0	0	0	0
5/21/2024	5:15 PM	0	170	36	0	0	1	0	0	0	0	0	0	0
5/21/2024	5:30 PM	1	151	43	0	3	0	0	0	0	0	0	0	0
5/21/2024	5:45 PM	1	155	42	1	2	0	0	1	0	0	0	0	0
5/21/2024	6:00 PM	1	155	41	0	3	0	0	1	0	0	0	0	0
5/21/2024	6:15 PM	3	144	48	0	0	0	0	1	1	0	0	0	0
5/21/2024	6:30 PM	1	165	37	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:45 PM	1	138	38	0	0	0	0	0	0	0	0	0	0
5/21/2024	7:00 PM	1	117	29	0	3	0	0	0	0	0	0	0	0
5/21/2024	7:15 PM	0	131	30	0	2	0	0	0	1	0	0	0	0
5/21/2024	7:30 PM	0	130	37	0	1	0	0	0	0	0	0	0	0
5/21/2024	7:45 PM	0	108	23	0	0	0	0	0	1	0	0	0	0
5/21/2024	8:00 PM	1	125	24	0	2	0	0	1	0	0	0	0	0
5/21/2024	8:15 PM	2	120	24	0	2	0	0	0	0	0	0	0	0
5/21/2024	8:30 PM	0	104	25	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:45 PM	1	92	9	0	2	0	0	0	0	0	0	0	0
5/21/2024	9:00 PM	1	88	27	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	1	89	13	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:30 PM	0	60	14	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:45 PM	0	40	8	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:00 PM	2	34	10	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:15 PM	0	27	7	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	21	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	20	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	1	12	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	14	4	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID: 1

Location 1: N

Location 2:

Date _____

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	3	1	0	1	0	0	0	1	0	0	0	0
5/21/2024	12:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	3	3	0	0	0	0	0	1	0	0	0	0
5/21/2024	1:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:00 AM	0	2	5	0	0	1	0	0	0	0	0	0	0
5/21/2024	4:15 AM	0	6	6	0	1	0	0	0	0	0	0	0	0
5/21/2024	4:30 AM	1	9	7	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:45 AM	0	22	13	0	0	1	0	0	0	0	0	0	0
5/21/2024	5:00 AM	0	21	10	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 AM	1	23	14	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:30 AM	1	33	25	0	1	0	0	0	0	0	0	0	0
5/21/2024	5:45 AM	0	54	17	0	0	0	1	0	0	0	0	0	0
5/21/2024	6:00 AM	0	84	40	4	1	0	0	0	0	0	0	0	0
5/21/2024	6:15 AM	1	96	35	2	1	1	0	0	0	0	0	0	0
5/21/2024	6:30 AM	1	139	43	2	2	1	0	0	1	1	0	0	0
5/21/2024	6:45 AM	0	160	43	1	6	1	0	2	1	0	0	0	0
5/21/2024	7:00 AM	2	140	49	3	3	0	1	0	0	1	0	0	0
5/21/2024	7:15 AM	0	130	46	1	1	3	0	0	1	0	0	0	0
5/21/2024	7:30 AM	2	152	29	3	2	0	0	0	0	0	0	0	0
5/21/2024	7:45 AM	0	155	30	0	1	3	0	1	0	0	0	0	0
5/21/2024	8:00 AM	0	141	42	0	6	0	0	1	0	1	0	0	0
5/21/2024	8:15 AM	0	141	49	0	2	0	0	2	2	1	0	0	0
5/21/2024	8:30 AM	0	130	51	3	3	2	0	1	1	0	0	0	0
5/21/2024	8:45 AM	0	137	39	0	7	0	0	4	0	0	0	0	0
5/21/2024	9:00 AM	2	140	38	0	5	3	0	0	2	0	0	0	0
5/21/2024	9:15 AM	0	135	51	1	5	1	0	4	2	0	0	0	0
5/21/2024	9:30 AM	1	135	59	3	8	1	0	3	1	0	0	0	0
5/21/2024	9:45 AM	0	143	41	0	2	3	0	0	1	0	0	0	0
5/21/2024	10:00 AM	1	138	57	2	2	1	0	0	1	0	0	0	0
5/21/2024	10:15 AM	1	130	52	0	6	0	0	1	1	0	0	0	0
5/21/2024	10:30 AM	2	118	58	0	3	1	0	3	0	0	0	0	0
5/21/2024	10:45 AM	1	155	38	0	2	2	0	3	2	0	0	0	0
5/21/2024	11:00 AM	2	152	40	0	2	1	0	2	0	0	0	0	0
5/21/2024	11:15 AM	1	144	35	1	5	3	0	1	1	0	0	0	0
5/21/2024	11:30 AM	1	124	53	0	6	2	0	0	1	0	0	0	0
5/21/2024	11:45 AM	0	128	45	0	4	2	0	0	1	0	0	0	0
5/21/2024	12:00 PM	0	159	42	0	3	0	0	2	0	0	0	0	0
5/21/2024	12:15 PM	0	139	51	0	5	2	0	1	1	0	0	0	0
5/21/2024	12:30 PM	0	129	41	0	3	0	0	3	2	0	0	0	0
5/21/2024	12:45 PM	0	153	34	0	5	2	0	1	1	0	0	0	0
5/21/2024	1:00 PM	0	143	44	0	4	1	0	3	0	0	0	0	0
5/21/2024	1:15 PM	1	132	54	0	6	3	0	3	0	0	0	0	0
5/21/2024	1:30 PM	0	142	42	0	8	3	1	2	1	0	0	0	0
5/21/2024	1:45 PM	1	143	43	0	4	1	0	3	0	0	0	0	0
5/21/2024	2:00 PM	1	147	36	0	5	2	0	0	0	0	0	0	0
5/21/2024	2:15 PM	1	124	49	0	5	3	0	1	2	0	0	0	0
5/21/2024	2:30 PM	1	126	35	0	4	0	0	0	0	0	0	0	0
5/21/2024	2:45 PM	0	111	44	3	5	0	0	1	1	0	0	0	0
5/21/2024	3:00 PM	0	148	39	10	1	0	0	1	0	0	0	0	0
5/21/2024	3:15 PM	0	128	46	0	3	2	2	1	1	0	0	0	0
5/21/2024	3:30 PM	1	144	33	2	6	3	0	0	2	0	0	0	0
5/21/2024	3:45 PM	1	133	51	2	3	0	0	2	1	0	0	0	0
5/21/2024	4:00 PM	0	139	52	0	4	3	0	0	0	0	0	0	0
5/21/2024	4:15 PM	1	141	42	2	2	0	0	0	1	0	0	0	0
5/21/2024	4:30 PM	1	152	40	0	2	1	0	1	0	0	0	0	0
5/21/2024	4:45 PM	1	152	47	0	1	0	0	0	0	0	0	0	0
5/21/2024	5:00 PM	1	152	42	0	2	0	0	2	1	0	0	0	0
5/21/2024	5:15 PM	0	142	50	0	4	1	0	0	0	0	0	0	0
5/21/2024	5:30 PM	1	166	41	0	4	0	0	0	0	0	0	0	0
5/21/2024	5:45 PM	2	154	44	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:00 PM	2	162	42	0	2	0	0	0	0	0	0	0	0
5/21/2024	6:15 PM	2	129	27	0	4	0	0	0	0	0	0	0	0
5/21/2024	6:30 PM	0	109	40	0	5	0	0	2	0	0	0	0	0
5/21/2024	6:45 PM	2	145	42	0	2	1	0	0	0	0	0	0	0
5/21/2024	7:00 PM	0	108	29	0	1	0	0	0	0	0	0	0	0
5/21/2024	7:15 PM	0	102	33	0	4	1	0	0	0	0	0	0	0
5/21/2024	7:30 PM	1	94	25	0	3	0	0	2	0	0	0	0	0
5/21/2024	7:45 PM	1	77	17	0	0	1	0	0	0	0	0	0	0
5/21/2024	8:00 PM	1	61	17	0	0	0	0	0	1	0	0	0	0
5/21/2024	8:15 PM	2	91	19	0	2	0	0	1	0	0	0	0	0
5/21/2024	8:30 PM	1	90	20	1	0	0	0	0	0	0	0	0	0
5/21/2024	8:45 PM	1	64	21	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:00 PM	0	39	8	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	0	47	8	0	1	0	0	0	0	0	0	0	0
5/21/2024	9:30 PM	0	25	6	0	0	0	0	1	1	0	0	0	0
5/21/2024	9:45 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:00 PM	2	28	5	0	1	0	0	0	0	0	0	0	0
5/21/2024	10:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:45 PM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	26	3	0	3	0	0	0	0	0	0	0	0
5/21/2024	12:15 AM	0	18	3	0	2	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	13	2	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	14	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	12	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 AM	0	13	5	0	1	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	12	6	0	2	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	12	4	0	2	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	11	3	0	2	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	8	2	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	4	2	0	0	1	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	7	0	0	0	1	0	1	0	0	0	0	0
5/21/2024	3:45 AM	0	5	1	0	0	1	0	1	0	0	0	0	0
5/21/2024	4:00 AM	0	8	3	0	0	1	0	1	1	0	0	0	0
5/21/2024	4:15 AM	0	12	4	0	0	0	0	1	1	0	0	0	0
5/21/2024	4:30 AM	0	20	8	0	0	0	0	0	2	0	0	0	0
5/21/2024	4:45 AM	0	27	13	0	0	0	0	0	2	0	0	0	0
5/21/2024	5:00 AM	0	48	20	0	2	1	0	0	1	0	0	0	0
5/21/2024	5:15 AM	1	67	28	0	3	1	0	0	1	0	0	0	0
5/21/2024	5:30 AM	1	78	35	1	6	1	0	0	1	0	0	0	0
5/21/2024	5:45 AM	2	104	40	1	6	1	0	1	2	0	0	0	0
5/21/2024	6:00 AM	2	120	53	2	5	1	0	2	4	0	0	0	0
5/21/2024	6:15 AM	1	158	67	3	7	1	0	2	4	0	0	0	0
5/21/2024	6:30 AM	1	229	84	8	7	5	0	4	4	0	0	0	0
5/21/2024	6:45 AM	0	320	113	15	10	7	2	4	3	0	0	0	0
5/21/2024	7:00 AM	0	419	131	14	15	8	2	5	2	0	0	0	0
5/21/2024	7:15 AM	0	469	144	13	21	8	2	7	4	1	0	0	0
5/21/2024	7:30 AM	1	463	150	7	21	4	2	5	3	1	0	0	0
5/21/2024	7:45 AM	1	430	169	0	24	2	0	6	3	1	0	0	0
5/21/2024	8:00 AM	2	418	171	0	24	1	0	6	2	1	0	0	0
5/21/2024	8:15 AM	2	419	175	0	20	1	1	5	0	0	0	0	0
5/21/2024	8:30 AM	1	430	181	0	19	1	1	6	0	0	0	0	0
5/21/2024	8:45 AM	1	435	163	0	16	3	3	6	1	0	0	0	0
5/21/2024	9:00 AM	0	413	170	0	14	2	3	6	1	0	0	0	0
5/21/2024	9:15 AM	0	392	158	0	19	3	2	7	1	0	0	0	0
5/21/2024	9:30 AM	0	400	166	1	23	4	2	8	1	0	0	0	0
5/21/2024	9:45 AM	1	443	157	1	23	2	0	6	0	0	0	0	0
5/21/2024	10:00 AM	1	471	149	1	23	2	0	6	1	0	0	0	0
5/21/2024	10:15 AM	1	492	160	2	17	4	0	6	3	0	0	0	0
5/21/2024	10:30 AM	2	514	148	2	16	5	2	6	3	0	0	0	0
5/21/2024	10:45 AM	2	502	153	2	23	6	2	6	6	0	0	0	0
5/21/2024	11:00 AM	2	502	155	2	26	6	2	6	8	0	0	0	0
5/21/2024	11:15 AM	2	526	145	1	26	5	3	6	6	0	0	0	0
5/21/2024	11:30 AM	1	543	151	1	27	4	1	5	6	0	0	0	0
5/21/2024	11:45 AM	0	571	160	1	20	3	1	7	3	0	0	0	0
5/21/2024	12:00 PM	2	567	168	1	20	4	1	5	0	0	0	0	0
5/21/2024	12:15 PM	2	555	168	1	19	2	0	5	3	0	0	0	0
5/21/2024	12:30 PM	3	557	163	3	19	4	0	5	3	0	0	0	0
5/21/2024	12:45 PM	4	543	157	3	26	6	2	3	5	0	0	0	0
5/21/2024	1:00 PM	2	541	146	3	24	5	2	5	6	0	0	0	0
5/21/2024	1:15 PM	3	555	163	3	25	5	2	5	3	0	0	0	0
5/21/2024	1:30 PM	2	547	166	3	22	2	4	8	3	0	0	0	0
5/21/2024	1:45 PM	1	550	163	4	14	1	2	9	4	0	0	0	0
5/21/2024	2:00 PM	2	565	175	5	14	2	3	8	3	0	0	0	0
5/21/2024	2:15 PM	1	582	167	6	12	2	3	10	3	0	0	0	0
5/21/2024	2:30 PM	1	584	177	6	12	3	1	7	4	0	0	0	0
5/21/2024	2:45 PM	2	581	187	8	12	3	2	8	1	0	0	0	0
5/21/2024	3:00 PM	2	575	188	12	7	2	1	8	2	0	0	0	0
5/21/2024	3:15 PM	2	577	189	13	8	2	4	4	3	0	0	0	0
5/21/2024	3:30 PM	2	581	186	11	7	1	6	3	2	0	0	0	0
5/21/2024	3:45 PM	2	594	182	8	7	0	5	4	2	0	0	0	0
5/21/2024	4:00 PM	2	601	174	3	8	0	5	3	1	0	0	0	0
5/21/2024	4:15 PM	3	600	158	1	5	0	2	4	2	0	0	0	0
5/21/2024	4:30 PM	3	625	147	0	3	1	0	4	2	0	0	0	0
5/21/2024	4:45 PM	3	622	147	0	4	1	0	1	2	0	0	0	0
5/21/2024	5:00 PM	3	633	144	1	5	1	0	2	2	0	0	0	0
5/21/2024	5:15 PM	3	631	162	1	8	1	0	2	0	0	0	0	0
5/21/2024	5:30 PM	6	605	174	1	8	0	0	3	1	0	0	0	0
5/21/2024	5:45 PM	6	619	168	1	6	0	0	3	1	0	0	0	0
5/21/2024	6:00 PM	6	602	164	0	4	0	0	2	1	0	0	0	0
5/21/2024	6:15 PM	6	564	152	0	4	0	0	1	1	0	0	0	0
5/21/2024	6:30 PM	3	551	134	0	6	0	0	0	1	0	0	0	0
5/21/2024	6:45 PM	2	516	134	0	6	0	0	0	1	0	0	0	0
5/21/2024	7:00 PM	1	486	119	0	6	0	0	0	2	0	0	0	0
5/21/2024	7:15 PM	1	494	114	0	5	0	0	1	2	0	0	0	0
5/21/2024	7:30 PM	3	483	108	0	5	0	0	1	1	0	0	0	0
5/21/2024	7:45 PM	3	457	96	0	5	0	0	1	1	0	0	0	0
5/21/2024	8:00 PM	4	441	82	0	7	0	0	1	0	0	0	0	0
5/21/2024	8:15 PM	4	404	85	0	5	0	0	0	0	0	0	0	0
5/21/2024	8:30 PM	3	373	74	0	3	0	0	0	0	0	0	0	0
5/21/2024	8:45 PM	3	329	63	0	2	0	0	0	0	0	0	0	0
5/21/2024	9:00 PM	2	277	62	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	3	223	45	0	0	0	0	0	1	0	0	0	0
5/21/2024	9:30 PM	2	161	39	0	0	0	0	0	1	0	0	0	0
5/21/2024	9:45 PM	2	122	30	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:00 PM	2	98	24	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:15 PM	0	84	18	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	69	14	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:45 PM	1	60	11	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	1	58	13	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	1	38	9	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	1	26	6	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	14	4	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: NC-16, north of Unity Church Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	18	5	0	2	0	0	0	1	0	0	0	0
5/21/2024	12:15 AM	0	18	7	0	1	0	0	0	1	0	0	0	0
5/21/2024	12:30 AM	0	18	9	0	0	0	0	0	1	0	0	0	0
5/21/2024	12:45 AM	0	17	9	0	0	0	0	0	1	0	0	0	0
5/21/2024	1:00 AM	0	13	7	0	0	0	0	0	1	0	0	0	0
5/21/2024	1:15 AM	0	13	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	3	4	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	6	5	0	2	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	8	5	0	1	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	11	8	0	1	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	11	10	0	1	1	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	13	15	0	1	1	0	0	0	0	0	0	0
5/21/2024	3:45 AM	1	20	21	0	1	1	0	0	0	0	0	0	0
5/21/2024	4:00 AM	1	39	31	0	1	2	0	0	0	0	0	0	0
5/21/2024	4:15 AM	1	58	36	0	1	1	0	0	0	0	0	0	0
5/21/2024	4:30 AM	2	75	44	0	0	1	0	0	0	0	0	0	0
5/21/2024	4:45 AM	2	99	62	0	1	1	0	0	0	0	0	0	0
5/21/2024	5:00 AM	2	131	66	0	1	0	1	0	0	0	0	0	0
5/21/2024	5:15 AM	2	194	96	4	2	0	1	0	0	0	0	0	0
5/21/2024	5:30 AM	2	267	117	6	3	1	1	0	0	0	0	0	0
5/21/2024	5:45 AM	2	373	135	8	4	2	1	0	1	1	0	0	0
5/21/2024	6:00 AM	2	479	161	9	10	3	0	2	2	1	0	0	0
5/21/2024	6:15 AM	4	535	170	8	12	3	1	2	2	2	0	0	0
5/21/2024	6:30 AM	3	569	181	7	12	5	1	2	3	2	0	0	0
5/21/2024	6:45 AM	4	582	167	8	12	4	1	2	2	1	0	0	0
5/21/2024	7:00 AM	4	577	154	7	7	6	1	1	1	1	0	0	0
5/21/2024	7:15 AM	2	578	147	4	10	6	0	2	1	1	0	0	0
5/21/2024	7:30 AM	2	589	150	3	11	3	0	4	2	2	0	0	0
5/21/2024	7:45 AM	0	567	172	3	12	5	0	5	3	2	0	0	0
5/21/2024	8:00 AM	0	549	181	3	18	2	0	8	3	2	0	0	0
5/21/2024	8:15 AM	2	548	177	3	17	5	0	7	5	1	0	0	0
5/21/2024	8:30 AM	2	542	179	4	20	6	0	9	5	0	0	0	0
5/21/2024	8:45 AM	3	547	187	4	25	5	0	11	5	0	0	0	0
5/21/2024	9:00 AM	3	553	189	4	20	8	0	7	6	0	0	0	0
5/21/2024	9:15 AM	2	551	208	6	17	6	0	7	5	0	0	0	0
5/21/2024	9:30 AM	3	546	209	5	18	5	0	4	4	0	0	0	0
5/21/2024	9:45 AM	4	529	208	2	13	5	0	4	3	0	0	0	0
5/21/2024	10:00 AM	5	541	205	2	13	4	0	7	4	0	0	0	0
5/21/2024	10:15 AM	6	555	188	0	13	4	0	9	3	0	0	0	0
5/21/2024	10:30 AM	6	569	171	1	12	7	0	9	3	0	0	0	0
5/21/2024	10:45 AM	5	575	166	1	15	8	0	6	4	0	0	0	0
5/21/2024	11:00 AM	4	548	173	1	17	8	0	3	3	0	0	0	0
5/21/2024	11:15 AM	2	555	175	1	18	7	0	3	3	0	0	0	0
5/21/2024	11:30 AM	1	550	191	0	18	6	0	3	3	0	0	0	0
5/21/2024	11:45 AM	0	555	179	0	15	4	0	6	4	0	0	0	0
5/21/2024	12:00 PM	0	580	168	0	16	4	0	7	4	0	0	0	0
5/21/2024	12:15 PM	0	564	170	0	17	5	0	8	4	0	0	0	0
5/21/2024	12:30 PM	1	557	173	0	18	6	0	10	3	0	0	0	0
5/21/2024	12:45 PM	1	570	174	0	23	9	1	9	2	0	0	0	0
5/21/2024	1:00 PM	2	560	183	0	22	8	1	11	1	0	0	0	0
5/21/2024	1:15 PM	3	564	175	0	23	9	1	8	1	0	0	0	0
5/21/2024	1:30 PM	3	556	170	0	22	9	1	6	3	0	0	0	0
5/21/2024	1:45 PM	4	540	163	0	18	6	0	4	2	0	0	0	0
5/21/2024	2:00 PM	3	508	164	3	19	5	0	2	3	0	0	0	0
5/21/2024	2:15 PM	2	509	167	13	15	3	0	3	3	0	0	0	0
5/21/2024	2:30 PM	1	513	164	13	13	2	2	3	2	0	0	0	0
5/21/2024	2:45 PM	1	531	162	15	15	5	2	3	4	0	0	0	0
5/21/2024	3:00 PM	2	553	169	14	13	5	2	4	4	0	0	0	0
5/21/2024	3:15 PM	2	544	182	4	16	8	2	3	4	0	0	0	0
5/21/2024	3:30 PM	3	557	178	6	15	6	0	2	4	0	0	0	0
5/21/2024	3:45 PM	3	565	185	4	11	4	0	3	2	0	0	0	0
5/21/2024	4:00 PM	3	584	181	2	9	4	0	1	1	0	0	0	0
5/21/2024	4:15 PM	4	597	171	2	7	1	0	3	2	0	0	0	0
5/21/2024	4:30 PM	3	598	179	0	9	2	0	3	1	0	0	0	0
5/21/2024	4:45 PM	3	612	180	0	11	1	0	2	1	0	0	0	0
5/21/2024	5:00 PM	4	614	177	0	11	1	0	2	1	0	0	0	0
5/21/2024	5:15 PM	5	624	177	0	11	1	0	0	0	0	0	0	0
5/21/2024	5:30 PM	7	611	154	0	11	0	0	0	0	0	0	0	0
5/21/2024	5:45 PM	6	554	153	0	12	0	0	2	0	0	0	0	0
5/21/2024	6:00 PM	6	545	151	0	13	1	0	2	0	0	0	0	0
5/21/2024	6:15 PM	4	491	138	0	12	1	0	2	0	0	0	0	0
5/21/2024	6:30 PM	2	464	144	0	12	2	0	2	0	0	0	0	0
5/21/2024	6:45 PM	3	449	129	0	10	2	0	2	0	0	0	0	0
5/21/2024	7:00 PM	2	381	104	0	8	2	0	2	0	0	0	0	0
5/21/2024	7:15 PM	3	334	92	0	7	2	0	2	1	0	0	0	0
5/21/2024	7:30 PM	5	323	78	0	5	1	0	3	1	0	0	0	0
5/21/2024	7:45 PM	5	319	73	1	2	1	0	1	1	0	0	0	0
5/21/2024	8:00 PM	5	306	77	1	2	0	0	1	1	0	0	0	0
5/21/2024	8:15 PM	4	284	68	1	2	0	0	1	0	0	0	0	0
5/21/2024	8:30 PM	2	240	57	1	1	0	0	0	0	0	0	0	0
5/21/2024	8:45 PM	1	175	43	0	1	0	0	1	1	0	0	0	0
5/21/2024	9:00 PM	0	129	27	0	1	0	0	1	1	0	0	0	0
5/21/2024	9:15 PM	2	118	24	0	2	0	0	1	1	0	0	0	0
5/21/2024	9:30 PM	2	87	20	0	1	0	0	1	1	0	0	0	0
5/21/2024	9:45 PM	2	73	17	0	1	0	0	0	0	0	0	0	0
5/21/2024	10:00 PM	2	67	16	0	1	0	0	0	0	0	0	0	0
5/21/2024	10:15 PM	0	45	15	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	35	14	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:45 PM	0	32	13	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	24	11	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	18	7	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Denver, NC



Site 2

Unity Church Rd,
east of Driveway

Date

Tuesday, May 21, 2024

Weather

Fair
73°F

Lat/Long

35.480193°, -80.991778°

[Click here for Detailed Weather](#)



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0000 - 2400 (Weekday 24h Session) (05-21-2024)

NB EB 15min

Time	Eastbound (Movement 2.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0600 - 0615	0	12	1	1	0	0	0	0	0	0	0	0	0	14	88
0615 - 0630	0	9	1	0	1	0	0	1	1	0	0	0	0	13	
0630 - 0645	0	16	8	1	2	0	0	1	0	0	0	0	0	28	
0645 - 0700	0	28	2	2	0	0	0	0	0	1	0	0	0	33	
0700 - 0715	0	10	8	1	0	0	0	0	0	0	0	0	0	19	148
0715 - 0730	0	20	7	0	0	0	0	0	1	0	0	0	0	28	
0730 - 0745	0	37	17	0	0	0	0	0	0	0	0	0	0	54	
0745 - 0800	0	33	14	0	0	0	0	0	0	0	0	0	0	47	
0800 - 0815	0	44	12	0	3	0	0	2	0	0	0	0	0	61	234
0815 - 0830	0	31	18	0	5	0	0	3	0	1	0	0	0	58	
0830 - 0845	0	53	12	0	3	0	0	1	0	0	0	0	0	69	
0845 - 0900	0	33	8	0	3	0	0	2	0	0	0	0	0	46	
0900 - 0915	0	31	9	0	2	0	0	0	0	1	0	0	0	43	186
0915 - 0930	0	24	18	0	3	0	0	0	0	0	0	0	0	45	
0930 - 0945	0	26	11	0	1	1	0	2	1	0	0	0	0	42	
0945 - 1000	0	33	21	0	2	0	0	0	0	0	0	0	0	56	
1000 - 1015	0	65	16	0	2	0	0	0	1	0	0	0	0	84	273
1015 - 1030	0	55	29	0	0	0	0	0	0	0	0	0	0	84	
1030 - 1045	0	32	18	0	0	0	0	1	1	0	0	0	0	52	
1045 - 1100	0	42	8	0	3	0	0	0	0	0	0	0	0	53	
1100 - 1115	1	26	16	0	1	1	0	2	0	0	0	0	0	47	206
1115 - 1130	0	45	11	0	0	0	0	0	0	0	0	0	0	56	
1130 - 1145	0	35	16	0	1	0	0	2	0	0	0	0	0	54	
1145 - 1200	0	31	15	0	1	0	0	2	0	0	0	0	0	49	
1200 - 1215	0	51	21	0	3	0	0	0	1	0	0	0	0	76	272
1215 - 1230	1	49	20	0	1	0	0	0	0	0	0	0	0	71	
1230 - 1245	0	49	10	0	2	0	0	0	1	0	0	0	0	62	
1245 - 1300	0	52	10	0	0	0	0	1	0	0	0	0	0	63	
1300 - 1315	0	51	23	0	0	0	0	0	0	0	0	0	0	74	240
1315 - 1330	0	46	13	0	2	0	0	0	0	0	0	0	0	61	
1330 - 1345	0	36	6	0	1	0	0	1	0	0	0	0	0	44	
1345 - 1400	0	46	14	0	1	0	0	0	0	0	0	0	0	61	
1400 - 1415	0	50	14	0	0	0	0	0	1	0	0	0	0	65	247
1415 - 1430	0	58	19	0	3	0	0	1	0	0	0	0	0	81	
1430 - 1445	0	32	12	0	2	0	0	0	1	0	0	0	0	47	
1445 - 1500	0	37	15	0	0	0	0	1	1	0	0	0	0	54	
1500 - 1515	0	54	14	1	1	1	0	0	0	0	0	0	0	71	297
1515 - 1530	0	57	20	2	1	0	0	0	0	0	0	0	0	80	
1530 - 1545	1	56	14	1	1	0	0	0	0	0	0	0	0	73	
1545 - 1600	0	54	17	1	0	0	0	1	0	0	0	0	0	73	
1600 - 1615	0	39	22	0	0	0	0	0	0	0	0	0	0	61	277
1615 - 1630	0	46	17	0	0	0	0	0	0	0	0	0	0	63	
1630 - 1645	2	47	21	0	1	1	0	0	0	0	0	0	0	72	
1645 - 1700	0	67	12	0	2	0	0	0	0	0	0	0	0	81	
1700 - 1715	0	68	24	0	1	0	0	2	0	0	0	0	0	95	383
1715 - 1730	0	77	10	0	0	0	0	0	0	0	0	0	0	87	
1730 - 1745	0	83	27	0	0	0	0	0	0	0	0	0	0	110	
1745 - 1800	0	73	17	0	1	0	0	0	0	0	0	0	0	91	
1800 - 1815	0	45	13	0	0	0	0	0	0	0	0	0	0	58	242
1815 - 1830	0	38	21	0	0	0	0	0	0	0	0	0	0	59	
1830 - 1845	0	52	13	0	3	0	0	1	0	0	0	0	0	69	
1845 - 1900	0	45	11	0	0	0	0	0	0	0	0	0	0	56	
1900 - 1915	0	65	22	0	1	0	0	0	0	0	0	0	0	88	228
1915 - 1930	0	32	4	0	0	0	1	0	0	0	0	0	0	37	
1930 - 1945	2	45	5	0	1	0	0	0	0	0	0	0	0	53	
1945 - 2000	1	45	4	0	0	0	0	0	0	0	0	0	0	50	
2000 - 2015	0	26	7	0	1	0	0	0	0	0	0	0	0	34	145
2015 - 2030	0	24	9	0	0	0	0	0	0	0	0	0	0	33	
2030 - 2045	0	34	9	0	0	0	0	0	1	0	0	0	0	44	
2045 - 2100	0	29	5	0	0	0	0	0	0	0	0	0	0	34	
2100 - 2115	0	30	5	0	0	0	0	0	0	0	0	0	0	35	97
2115 - 2130	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
2130 - 2145	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
2145 - 2200	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2200 - 2215	0	11	1	0	0	0	0	0	0	0	0	0	0	12	38
2215 - 2230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
2245 - 2300	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2300 - 2315	0	8	1	0	0	0	0	0	0	0	0	0	0	9	30
2315 - 2330	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	8	2702	831	10	63	4	1	27	12	3	0	0	0	3661
Session Average	0.08	28.15	8.66	0.10	0.66	0.04	0.01	0.28	0.13	0.03	0.00	0.00	0.00	38.14
Session Percentage	0.22	73.80	22.70	0.27	1.72	0.11	0.03	0.74	0.33	0.08	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Denver, NC



Site 2

Unity Church Rd,
east of Driveway

Date

Tuesday, May 21, 2024

Weather

Fair
73°F

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35.480193°, -80.991778°

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0000 - 2400 (Weekday 24h Session) (05-21-2024)

SB WB 15min

Time	Westbound (Movement 2.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	5
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0215 - 0230	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	48
0515 - 0530	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
0600 - 0615	0	15	7	0	0	0	0	0	0	0	0	0	0	22	153
0615 - 0630	0	20	11	1	1	1	0	0	0	0	0	0	0	34	
0630 - 0645	0	31	13	0	1	1	0	0	0	0	0	0	0	46	
0645 - 0700	0	34	14	1	1	0	0	0	1	0	0	0	0	51	
0700 - 0715	0	41	15	1	1	0	0	0	0	0	0	0	0	58	274
0715 - 0730	0	45	12	2	0	0	0	1	0	0	0	0	0	60	
0730 - 0745	0	64	19	0	0	0	0	1	0	0	0	0	0	84	
0745 - 0800	0	55	16	0	1	0	0	0	0	0	0	0	0	72	
0800 - 0815	0	55	19	0	1	0	0	0	0	0	0	0	0	75	274
0815 - 0830	1	35	13	0	1	0	0	0	0	0	0	0	0	50	
0830 - 0845	0	29	15	0	2	0	0	1	0	0	0	0	0	47	
0845 - 0900	0	79	22	0	1	0	0	0	0	0	0	0	0	102	
0900 - 0915	0	48	14	0	3	0	0	0	0	0	0	0	0	65	228
0915 - 0930	0	39	12	0	0	0	0	1	0	0	0	0	0	52	
0930 - 0945	0	38	12	0	0	0	0	0	0	0	0	0	0	50	
0945 - 1000	0	49	9	1	1	0	0	0	1	0	0	0	0	61	
1000 - 1015	0	41	19	0	0	0	0	1	0	0	0	0	0	61	227
1015 - 1030	0	36	18	0	2	0	0	2	0	0	0	0	0	58	
1030 - 1045	0	39	13	0	3	0	0	0	0	0	0	0	0	55	
1045 - 1100	0	35	15	0	1	0	0	0	1	1	0	0	0	53	
1100 - 1115	0	50	15	0	2	0	0	1	2	0	0	0	0	70	311
1115 - 1130	0	60	14	0	2	0	0	1	0	0	0	0	0	77	
1130 - 1145	0	61	16	0	2	0	0	0	0	0	0	0	0	79	
1145 - 1200	0	55	24	0	4	0	0	2	0	0	0	0	0	85	
1200 - 1215	0	50	12	0	2	0	0	1	0	0	0	0	0	65	296
1215 - 1230	1	48	16	0	1	0	0	0	0	0	0	0	0	66	
1230 - 1245	0	72	16	0	1	1	0	2	0	0	0	0	0	92	
1245 - 1300	0	56	15	0	1	0	0	1	0	0	0	0	0	73	
1300 - 1315	0	34	16	0	0	0	0	2	1	0	0	0	0	53	203
1315 - 1330	0	37	5	0	1	0	0	0	0	0	0	0	0	43	
1330 - 1345	0	37	12	0	0	0	0	0	0	0	0	0	0	49	
1345 - 1400	0	38	18	0	1	0	0	1	0	0	0	0	0	58	
1400 - 1415	0	34	19	0	4	0	0	0	0	0	0	0	0	57	214
1415 - 1430	0	47	15	0	1	0	0	0	0	0	0	0	0	63	
1430 - 1445	0	33	13	0	0	0	0	0	1	0	0	0	0	47	
1445 - 1500	0	28	18	0	1	0	0	0	0	0	0	0	0	47	
1500 - 1515	2	39	19	0	3	1	0	4	0	0	0	0	0	68	241
1515 - 1530	0	36	13	1	0	0	0	0	1	0	0	0	0	51	
1530 - 1545	0	46	14	1	2	1	0	1	0	0	0	0	0	65	
1545 - 1600	0	41	12	2	2	0	0	0	0	0	0	0	0	57	
1600 - 1615	0	46	19	0	3	1	0	0	0	0	0	0	0	69	236
1615 - 1630	0	43	14	0	3	0	0	0	0	0	0	0	0	60	
1630 - 1645	0	37	12	0	2	0	0	0	0	0	0	0	0	51	
1645 - 1700	0	41	14	0	1	0	0	0	0	0	0	0	0	56	
1700 - 1715	0	52	8	0	0	0	0	0	0	0	0	0	0	60	274
1715 - 1730	0	56	22	0	1	0	0	1	0	0	0	0	0	80	
1730 - 1745	0	57	12	0	0	0	0	0	0	0	0	0	0	69	
1745 - 1800	1	47	15	0	1	0	0	1	0	0	0	0	0	65	
1800 - 1815	0	29	10	0	1	0	0	0	0	0	0	0	0	40	189
1815 - 1830	2	46	8	0	0	0	0	0	0	0	0	0	0	56	
1830 - 1845	0	28	13	0	0	0	0	0	0	0	0	0	0	41	
1845 - 1900	0	36	16	0	0	0	0	0	0	0	0	0	0	52	
1900 - 1915	0	72	20	0	1	0	0	0	0	0	0	0	0	93	207
1915 - 1930	0	28	6	0	1	0	0	1	0	0	0	0	0	36	
1930 - 1945	0	34	8	0	1	0	0	0	0	0	0	0	0	43	
1945 - 2000	0	30	5	0	0	0	0	0	0	0	0	0	0	35	
2000 - 2015	1	15	4	0	1	0	0	0	0	0	0	0	0	21	103
2015 - 2030	0	21	6	0	1	0	0	0	0	0	0	0	0	28	
2030 - 2045	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
2045 - 2100	1	17	5	0	0	0	0	0	1	0	0	0	0	24	
2100 - 2115	0	11	5	0	0	0	0	0	0	0	0	0	0	16	57
2115 - 2130	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
2130 - 2145	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2145 - 2200	1	5	1	0	0	0	0	0	0	0	0	0	0	7	
2200 - 2215	0	4	2	0	0	0	0	0	0	0	0	0	0	6	16
2215 - 2230	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14
2315 - 2330	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	10	2611	848	10	68	6	0	26	9	1	0	0	0	3589
Session Average	0.10	27.20	8.83	0.10	0.71	0.06	0.00	0.27	0.09	0.01	0.00	0.00	0.00	37.39
Session Percentage	0.28	72.75	23.63	0.28	1.89	0.17	0.00	0.72	0.25	0.03	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Denver, NC



Site 2

Unity Church Rd,
east of Driveway

Date

Tuesday, May 21, 2024

Weather

Fair
73°F

Lat/Long

35.480193°, -80.991778°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-21-2024)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0215 - 0230	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	64
0515 - 0530	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0530 - 0545	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0545 - 0600	0	32	4	0	0	0	0	0	0	0	0	0	0	36	
0600 - 0615	0	27	8	1	0	0	0	0	0	0	0	0	0	36	241
0615 - 0630	0	29	12	1	2	1	0	1	1	0	0	0	0	47	
0630 - 0645	0	47	21	1	3	1	0	1	0	0	0	0	0	74	
0645 - 0700	0	62	16	3	1	0	0	0	1	1	0	0	0	84	
0700 - 0715	0	51	23	2	1	0	0	0	0	0	0	0	0	77	422
0715 - 0730	0	65	19	2	0	0	0	1	1	0	0	0	0	88	
0730 - 0745	0	101	36	0	0	0	0	1	0	0	0	0	0	138	
0745 - 0800	0	88	30	0	1	0	0	0	0	0	0	0	0	119	
0800 - 0815	0	99	31	0	4	0	0	2	0	0	0	0	0	136	508
0815 - 0830	1	66	31	0	6	0	0	3	0	1	0	0	0	108	
0830 - 0845	0	82	27	0	5	0	0	2	0	0	0	0	0	116	
0845 - 0900	0	112	30	0	4	0	0	2	0	0	0	0	0	148	
0900 - 0915	0	79	23	0	5	0	0	0	0	1	0	0	0	108	414
0915 - 0930	0	63	30	0	3	0	0	1	0	0	0	0	0	97	
0930 - 0945	0	64	23	0	1	1	0	2	1	0	0	0	0	92	
0945 - 1000	0	82	30	1	3	0	0	0	1	0	0	0	0	117	
1000 - 1015	0	106	35	0	2	0	0	1	1	0	0	0	0	145	500
1015 - 1030	0	91	47	0	2	0	0	2	0	0	0	0	0	142	
1030 - 1045	0	71	31	0	3	0	0	1	1	0	0	0	0	107	
1045 - 1100	0	77	23	0	4	0	0	0	1	1	0	0	0	106	
1100 - 1115	1	76	31	0	3	1	0	3	2	0	0	0	0	117	517
1115 - 1130	0	105	25	0	2	0	0	1	0	0	0	0	0	133	
1130 - 1145	0	96	32	0	3	0	0	2	0	0	0	0	0	133	
1145 - 1200	0	86	39	0	5	0	0	4	0	0	0	0	0	134	
1200 - 1215	0	101	33	0	5	0	0	1	1	0	0	0	0	141	568
1215 - 1230	2	97	36	0	2	0	0	0	0	0	0	0	0	137	
1230 - 1245	0	121	26	0	3	1	0	2	1	0	0	0	0	154	
1245 - 1300	0	108	25	0	1	0	0	2	0	0	0	0	0	136	
1300 - 1315	0	85	39	0	0	0	0	2	1	0	0	0	0	127	443
1315 - 1330	0	83	18	0	3	0	0	0	0	0	0	0	0	104	
1330 - 1345	0	73	18	0	1	0	0	1	0	0	0	0	0	93	
1345 - 1400	0	84	32	0	2	0	0	1	0	0	0	0	0	119	
1400 - 1415	0	84	33	0	4	0	0	0	1	0	0	0	0	122	461
1415 - 1430	0	105	34	0	4	0	0	1	0	0	0	0	0	144	
1430 - 1445	0	65	25	0	2	0	0	0	2	0	0	0	0	94	
1445 - 1500	0	65	33	0	1	0	0	1	1	0	0	0	0	101	
1500 - 1515	2	93	33	1	4	2	0	4	0	0	0	0	0	139	538
1515 - 1530	0	93	33	3	1	0	0	0	1	0	0	0	0	131	
1530 - 1545	1	102	28	2	3	1	0	1	0	0	0	0	0	138	
1545 - 1600	0	95	29	3	2	0	0	1	0	0	0	0	0	130	
1600 - 1615	0	85	41	0	3	1	0	0	0	0	0	0	0	130	513
1615 - 1630	0	89	31	0	3	0	0	0	0	0	0	0	0	123	
1630 - 1645	2	84	33	0	3	1	0	0	0	0	0	0	0	123	
1645 - 1700	0	108	26	0	3	0	0	0	0	0	0	0	0	137	
1700 - 1715	0	120	32	0	1	0	0	2	0	0	0	0	0	155	657
1715 - 1730	0	133	32	0	1	0	0	1	0	0	0	0	0	167	
1730 - 1745	0	140	39	0	0	0	0	0	0	0	0	0	0	179	
1745 - 1800	1	120	32	0	2	0	0	1	0	0	0	0	0	156	
1800 - 1815	0	74	23	0	1	0	0	0	0	0	0	0	0	98	431
1815 - 1830	2	84	29	0	0	0	0	0	0	0	0	0	0	115	
1830 - 1845	0	80	26	0	3	0	0	1	0	0	0	0	0	110	
1845 - 1900	0	81	27	0	0	0	0	0	0	0	0	0	0	108	
1900 - 1915	0	137	42	0	2	0	0	0	0	0	0	0	0	181	435
1915 - 1930	0	60	10	0	1	0	1	1	0	0	0	0	0	73	
1930 - 1945	2	79	13	0	2	0	0	0	0	0	0	0	0	96	
1945 - 2000	1	75	9	0	0	0	0	0	0	0	0	0	0	85	
2000 - 2015	1	41	11	0	2	0	0	0	0	0	0	0	0	55	248
2015 - 2030	0	45	15	0	1	0	0	0	0	0	0	0	0	61	
2030 - 2045	0	57	16	0	0	0	0	0	1	0	0	0	0	74	
2045 - 2100	1	46	10	0	0	0	0	0	1	0	0	0	0	58	
2100 - 2115	0	41	10	0	0	0	0	0	0	0	0	0	0	51	154
2115 - 2130	0	38	11	0	0	0	0	0	0	0	0	0	0	49	
2130 - 2145	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
2145 - 2200	1	17	2	0	0	0	0	0	0	0	0	0	0	20	
2200 - 2215	0	15	3	0	0	0	0	0	0	0	0	0	0	18	54
2215 - 2230	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2230 - 2245	0	9	0	0	0	0	0	0	1	0	0	0	0	10	
2245 - 2300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2300 - 2315	0	12	2	0	0	0	0	0	0	0	0	0	0	14	44
2315 - 2330	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
2330 - 2345	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	

Session Total	18	5313	1679	20	131	10	1	53	21	4	0	0	0	7250
Session Average	0.19	55.34	17.49	0.21	1.36	0.10	0.01	0.55	0.22	0.04	0.00	0.00	0.00	75.52
Session Percentage	0.25	73.28	23.16	0.28	1.81	0.14	0.01	0.73	0.29	0.06	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Denver, NC

Site 2
Unity Church Rd,
east of Driveway

Date
Tuesday, May 21, 2024

Weather
Fair
73°F

Lat/Long
35.480193° , -80.991778°

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0000 - 2400 (Weekday 24h Session) (05-21-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	1	3	4	10
0015 - 0030	1	1	2	
0030 - 0045	2	0	2	
0045 - 0100	1	1	2	
0100 - 0115	1	0	1	7
0115 - 0130	4	0	4	
0130 - 0145	1	1	2	
0145 - 0200	0	0	0	
0200 - 0215	0	1	1	3
0215 - 0230	0	1	1	
0230 - 0245	1	0	1	
0245 - 0300	0	0	0	
0300 - 0315	0	0	0	3
0315 - 0330	0	1	1	
0330 - 0345	0	2	2	
0345 - 0400	0	0	0	
0400 - 0415	1	0	1	15
0415 - 0430	0	4	4	
0430 - 0445	0	2	2	
0445 - 0500	1	7	8	
0500 - 0515	0	2	2	64
0515 - 0530	3	10	13	
0530 - 0545	3	10	13	
0545 - 0600	10	26	36	
0600 - 0615	14	22	36	241
0615 - 0630	13	34	47	
0630 - 0645	28	46	74	
0645 - 0700	33	51	84	
0700 - 0715	19	58	77	422
0715 - 0730	28	60	88	
0730 - 0745	54	84	138	
0745 - 0800	47	72	119	
0800 - 0815	61	75	136	508
0815 - 0830	58	50	108	
0830 - 0845	69	47	116	
0845 - 0900	46	102	148	
0900 - 0915	43	65	108	414
0915 - 0930	45	52	97	
0930 - 0945	42	50	92	
0945 - 1000	56	61	117	
1000 - 1015	84	61	145	500
1015 - 1030	84	58	142	
1030 - 1045	52	55	107	
1045 - 1100	53	53	106	
1100 - 1115	47	70	117	517
1115 - 1130	56	77	133	
1130 - 1145	54	79	133	
1145 - 1200	49	85	134	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	76	65	141	568
1215 - 1230	71	66	137	
1230 - 1245	62	92	154	
1245 - 1300	63	73	136	
1300 - 1315	74	53	127	443
1315 - 1330	61	43	104	
1330 - 1345	44	49	93	
1345 - 1400	61	58	119	
1400 - 1415	65	57	122	461
1415 - 1430	81	63	144	
1430 - 1445	47	47	94	
1445 - 1500	54	47	101	
1500 - 1515	71	68	139	538
1515 - 1530	80	51	131	
1530 - 1545	73	65	138	
1545 - 1600	73	57	130	
1600 - 1615	61	69	130	513
1615 - 1630	63	60	123	
1630 - 1645	72	51	123	
1645 - 1700	81	56	137	
1700 - 1715	95	60	155	657
1715 - 1730	87	80	167	
1730 - 1745	110	69	179	
1745 - 1800	91	65	156	
1800 - 1815	58	40	98	431
1815 - 1830	59	56	115	
1830 - 1845	69	41	110	
1845 - 1900	56	52	108	
1900 - 1915	88	93	181	435
1915 - 1930	37	36	73	
1930 - 1945	53	43	96	
1945 - 2000	50	35	85	
2000 - 2015	34	21	55	248
2015 - 2030	33	28	61	
2030 - 2045	44	30	74	
2045 - 2100	34	24	58	
2100 - 2115	35	16	51	154
2115 - 2130	27	22	49	
2130 - 2145	22	12	34	
2145 - 2200	13	7	20	
2200 - 2215	12	6	18	54
2215 - 2230	11	8	19	
2230 - 2245	9	1	10	
2245 - 2300	6	1	7	
2300 - 2315	9	5	14	44
2315 - 2330	13	5	18	
2330 - 2345	5	1	6	
2345 - 0000	3	3	6	

Session Total	3661	3589	7250
Session Average	38.14	37.39	75.52
Session Percentage	50.50	49.50	

Bi-Directional Class Count | | NB EB 60min

Denver, NC



Site 2
Unity Church Rd,
east of Driveway

Date
Tuesday, May 21, 2024

Lat/Long
35.480193°, -80.991778°

Weather
Fair
73°F

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
NB EB 60min

	Eastbound (Movement 2.1)													Total
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0100 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0200 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0500 - 0600	0	16	0	0	0	0	0	0	0	0	0	0	0	16
0600 - 0700	0	65	12	4	3	0	0	2	1	1	0	0	0	88
0700 - 0800	0	100	46	1	0	0	0	0	1	0	0	0	0	148
0800 - 0900	0	161	50	0	14	0	0	8	0	1	0	0	0	234
0900 - 1000	0	114	59	0	8	1	0	2	1	1	0	0	0	186
1000 - 1100	0	194	71	0	5	0	0	1	2	0	0	0	0	273
1100 - 1200	1	137	58	0	3	1	0	6	0	0	0	0	0	206
1200 - 1300	1	201	61	0	6	0	0	1	2	0	0	0	0	272
1300 - 1400	0	179	56	0	4	0	0	1	0	0	0	0	0	240
1400 - 1500	0	177	60	0	5	0	0	2	3	0	0	0	0	247
1500 - 1600	1	221	65	5	3	1	0	1	0	0	0	0	0	297
1600 - 1700	2	199	72	0	3	1	0	0	0	0	0	0	0	277
1700 - 1800	0	301	78	0	2	0	0	2	0	0	0	0	0	383
1800 - 1900	0	180	58	0	3	0	0	1	0	0	0	0	0	242
1900 - 2000	3	187	35	0	2	0	1	0	0	0	0	0	0	228
2000 - 2100	0	113	30	0	1	0	0	0	1	0	0	0	0	145
2100 - 2200	0	83	14	0	0	0	0	0	0	0	0	0	0	97
2200 - 2300	0	34	3	0	0	0	0	0	1	0	0	0	0	38
2300 - 2400	0	26	3	0	1	0	0	0	0	0	0	0	0	30

Session Total	8	2702	831	10	63	4	1	27	12	3	0	0	0	3661
Session Average	0.33	112.58	34.63	0.42	2.63	0.17	0.04	1.13	0.50	0.13	0.00	0.00	0.00	152.54
Session Percentage	0.22	73.80	22.70	0.27	1.72	0.11	0.03	0.74	0.33	0.08	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0800 - 0900	0900 - 1000	-	0800 - 0900	0600 - 0700	0600 - 0700	-	-	-	0800 - 0900
AM Peak Volume	0	161	59	4	14	1	0	8	1	1	0	0	0	234

Noon Peak Hour	1100 - 1200	1200 - 1300	1000 - 1100	-	1200 - 1300	1100 - 1200	-	1100 - 1200	1400 - 1500	-	-	-	-	1000 - 1100
Noon Peak Volume	1	201	71	0	6	1	0	6	3	0	0	0	0	273

PM Peak Hour	1900 - 2000	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	1900 - 2000	1700 - 1800	-	-	-	-	-	1700 - 1800
PM Peak Volume	3	301	78	5	3	1	1	2	0	0	0	0	0	383

Bi-Directional Class Count | | SB WB 60min

Denver, NC



Site 2
Unity Church Rd,
east of Driveway

Date
Tuesday, May 21, 2024

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Weather
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73°F

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0000 - 2400 (Weekday 24h Session) (05-21-2024)
SB WB 60min

Westbound (Movement 2.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0300	0	1	0	0	1	0	0	0	0	0	0	0	0	2
0300 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0400 - 0500	0	11	2	0	0	0	0	0	0	0	0	0	0	13
0500 - 0600	0	40	8	0	0	0	0	0	0	0	0	0	0	48
0600 - 0700	0	100	45	2	3	2	0	0	1	0	0	0	0	153
0700 - 0800	0	205	62	3	2	0	0	2	0	0	0	0	0	274
0800 - 0900	1	198	69	0	5	0	0	1	0	0	0	0	0	274
0900 - 1000	0	174	47	1	4	0	0	1	1	0	0	0	0	228
1000 - 1100	0	151	65	0	6	0	0	3	1	1	0	0	0	227
1100 - 1200	0	226	69	0	10	0	0	4	2	0	0	0	0	311
1200 - 1300	1	226	59	0	5	1	0	4	0	0	0	0	0	296
1300 - 1400	0	146	51	0	2	0	0	3	1	0	0	0	0	203
1400 - 1500	0	142	65	0	6	0	0	0	1	0	0	0	0	214
1500 - 1600	2	162	58	4	7	2	0	5	1	0	0	0	0	241
1600 - 1700	0	167	59	0	9	1	0	0	0	0	0	0	0	236
1700 - 1800	1	212	57	0	2	0	0	2	0	0	0	0	0	274
1800 - 1900	2	139	47	0	1	0	0	0	0	0	0	0	0	189
1900 - 2000	0	164	39	0	3	0	0	1	0	0	0	0	0	207
2000 - 2100	2	76	22	0	2	0	0	0	1	0	0	0	0	103
2100 - 2200	1	41	15	0	0	0	0	0	0	0	0	0	0	57
2200 - 2300	0	11	5	0	0	0	0	0	0	0	0	0	0	16
2300 - 2400	0	12	2	0	0	0	0	0	0	0	0	0	0	14

Session Total	10	2611	848	10	68	6	0	26	9	1	0	0	0	3589
Session Average	0.42	108.79	35.33	0.42	2.83	0.25	0.00	1.08	0.38	0.04	0.00	0.00	0.00	149.54
Session Percentage	0.28	72.75	23.63	0.28	1.89	0.17	0.00	0.72	0.25	0.03	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	0600 - 0700	-	0700 - 0800	0600 - 0700	-	-	-	-	0700 - 0800
AM Peak Volume	1	205	69	3	5	2	0	2	1	0	0	0	0	274

Noon Peak Hour	1200 - 1300	1100 - 1200	1100 - 1200	-	1100 - 1200	1200 - 1300	-	1100 - 1200	1100 - 1200	1000 - 1100	-	-	-	1100 - 1200
Noon Peak Volume	1	226	69	0	10	1	0	4	2	1	0	0	0	311

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	2	212	59	4	9	2	0	5	1	0	0	0	0	274

Bi-Directional Class Count | | Bi-Directional 60min

Denver, NC



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Tuesday, May 21, 2024

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Weather
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0000 - 2400 (Weekday 24h Session) (05-21-2024)
Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0100 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0200 - 0300	0	2	0	0	1	0	0	0	0	0	0	0	0	3
0300 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0400 - 0500	0	13	2	0	0	0	0	0	0	0	0	0	0	15
0500 - 0600	0	56	8	0	0	0	0	0	0	0	0	0	0	64
0600 - 0700	0	165	57	6	6	2	0	2	2	1	0	0	0	241
0700 - 0800	0	305	108	4	2	0	0	2	1	0	0	0	0	422
0800 - 0900	1	359	119	0	19	0	0	9	0	1	0	0	0	508
0900 - 1000	0	288	106	1	12	1	0	3	2	1	0	0	0	414
1000 - 1100	0	345	136	0	11	0	0	4	3	1	0	0	0	500
1100 - 1200	1	363	127	0	13	1	0	10	2	0	0	0	0	517
1200 - 1300	2	427	120	0	11	1	0	5	2	0	0	0	0	568
1300 - 1400	0	325	107	0	6	0	0	4	1	0	0	0	0	443
1400 - 1500	0	319	125	0	11	0	0	2	4	0	0	0	0	461
1500 - 1600	3	383	123	9	10	3	0	6	1	0	0	0	0	538
1600 - 1700	2	366	131	0	12	2	0	0	0	0	0	0	0	513
1700 - 1800	1	513	135	0	4	0	0	4	0	0	0	0	0	657
1800 - 1900	2	319	105	0	4	0	0	1	0	0	0	0	0	431
1900 - 2000	3	351	74	0	5	0	1	1	0	0	0	0	0	435
2000 - 2100	2	189	52	0	3	0	0	0	2	0	0	0	0	248
2100 - 2200	1	124	29	0	0	0	0	0	0	0	0	0	0	154
2200 - 2300	0	45	8	0	0	0	0	0	1	0	0	0	0	54
2300 - 2400	0	38	5	0	1	0	0	0	0	0	0	0	0	44

Session Total	18	5313	1679	20	131	10	1	53	21	4	0	0	0	7250
Session Average	0.75	221.38	69.96	0.83	5.46	0.42	0.04	2.21	0.88	0.17	0.00	0.00	0.00	302.08
Session Percentage	0.25	73.28	23.16	0.28	1.81	0.14	0.01	0.73	0.29	0.06	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0800 - 0900	0600 - 0700	0800 - 0900	0600 - 0700	-	0800 - 0900	0600 - 0700	0600 - 0700	-	-	-	0800 - 0900
AM Peak Volume	1	359	119	6	19	2	0	9	2	1	0	0	0	508

Noon Peak Hour	1200 - 1300	1200 - 1300	1000 - 1100	-	1100 - 1200	1100 - 1200	-	1100 - 1200	1400 - 1500	1000 - 1100	-	-	-	1200 - 1300
Noon Peak Volume	2	427	136	0	13	1	0	10	4	1	0	0	0	568

PM Peak Hour	1500 - 1600	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1900 - 2000	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	3	513	135	9	12	3	1	6	1	0	0	0	0	657

Bi-Directional Class Count || Volume Summary 60min

Denver, NC



Site 2
Unity Church Rd,
east of Driveway

Date
Tuesday, May 21, 2024

Weather
Fair
73°F

Lat/Long
35.480193°, -80.991778°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-21-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	5	5	10
0100 - 0200	6	1	7
0200 - 0300	1	2	3
0300 - 0400	0	3	3
0400 - 0500	2	13	15
0500 - 0600	16	48	64
0600 - 0700	88	153	241
0700 - 0800	148	274	422
0800 - 0900	234	274	508
0900 - 1000	186	228	414
1000 - 1100	273	227	500
1100 - 1200	206	311	517

Session Total	3661	3589	7250
Session Average	152.54	149.54	302.08
Session Percentage	50.50	49.50	

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	272	296	568
1300 - 1400	240	203	443
1400 - 1500	247	214	461
1500 - 1600	297	241	538
1600 - 1700	277	236	513
1700 - 1800	383	274	657
1800 - 1900	242	189	431
1900 - 2000	228	207	435
2000 - 2100	145	103	248
2100 - 2200	97	57	154
2200 - 2300	38	16	54
2300 - 2400	30	14	44

Bi-Directional Class Count | | Graphical Analysis NB EB

Denver, NC

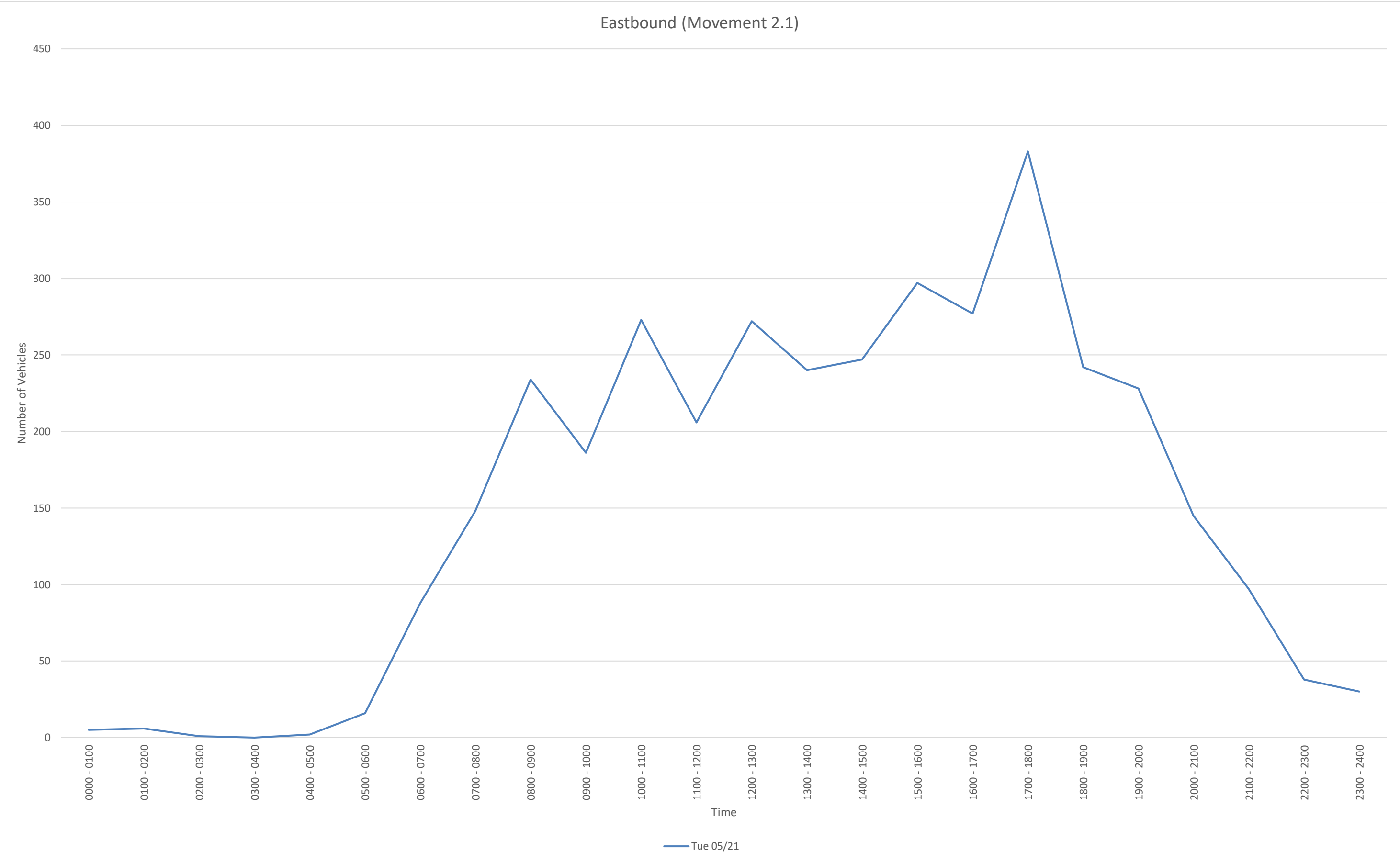
Site 2

Unity Church Rd,
east of Driveway

Lat/Long
35.480193°, -80.991778°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 05/21						
0000 - 0100	5						
0100 - 0200	6						
0200 - 0300	1						
0300 - 0400	0						
0400 - 0500	2						
0500 - 0600	16						
0600 - 0700	88						
0700 - 0800	148						
0800 - 0900	234						
0900 - 1000	186						
1000 - 1100	273						
1100 - 1200	206						
1200 - 1300	272						
1300 - 1400	240						
1400 - 1500	247						
1500 - 1600	297						
1600 - 1700	277						
1700 - 1800	383						
1800 - 1900	242						
1900 - 2000	228						
2000 - 2100	145						
2100 - 2200	97						
2200 - 2300	38						
2300 - 2400	30						
Daily Total	3661						

Bi-Directional Class Count | | Graphical Analysis SB WB

Denver, NC

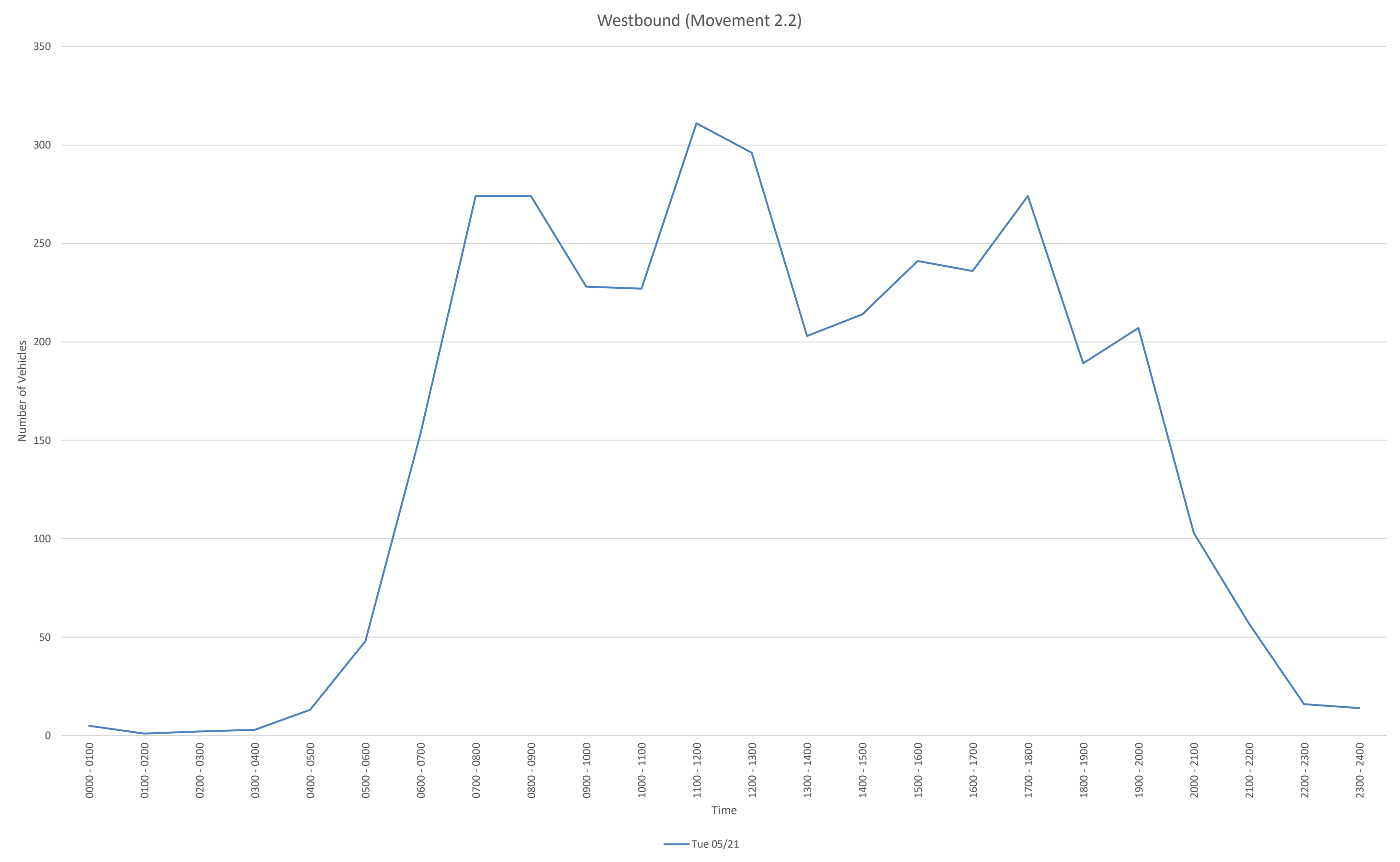
Site 2

Unity Church Rd,
east of Driveway

Lat/Long
35.480193°, -80.991778°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 05/21						
0000 - 0100	5						
0100 - 0200	1						
0200 - 0300	2						
0300 - 0400	3						
0400 - 0500	13						
0500 - 0600	48						
0600 - 0700	153						
0700 - 0800	274						
0800 - 0900	274						
0900 - 1000	228						
1000 - 1100	227						
1100 - 1200	311						
1200 - 1300	296						
1300 - 1400	203						
1400 - 1500	214						
1500 - 1600	241						
1600 - 1700	236						
1700 - 1800	274						
1800 - 1900	189						
1900 - 2000	207						
2000 - 2100	103						
2100 - 2200	57						
2200 - 2300	16						
2300 - 2400	14						
Daily Total	3589						

Bi-Directional Class Count | | Graphical Analysis BiDir

Denver, NC

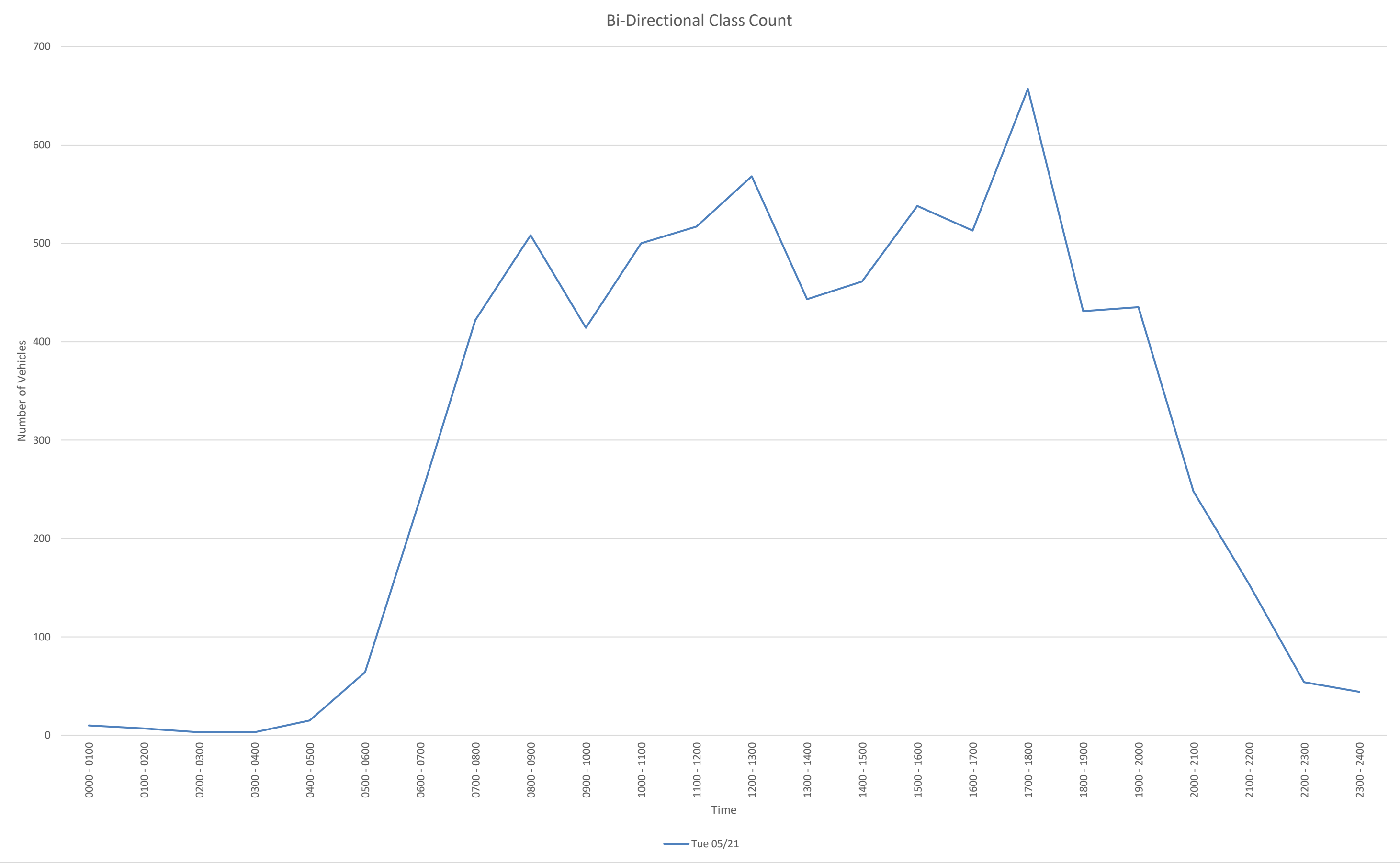
Site 2

Unity Church Rd,
east of Driveway

Lat/Long
35.480193°, -80.991778°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 05/21						
0000 - 0100	10						
0100 - 0200	7						
0200 - 0300	3						
0300 - 0400	3						
0400 - 0500	15						
0500 - 0600	64						
0600 - 0700	241						
0700 - 0800	422						
0800 - 0900	508						
0900 - 1000	414						
1000 - 1100	500						
1100 - 1200	517						
1200 - 1300	568						
1300 - 1400	443						
1400 - 1500	461						
1500 - 1600	538						
1600 - 1700	513						
1700 - 1800	657						
1800 - 1900	431						
1900 - 2000	435						
2000 - 2100	248						
2100 - 2200	154						
2200 - 2300	54						
2300 - 2400	44						
Daily Total	7250						

File Name:
Start Date: 5/21/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Unity Church Rd, east of Driveway
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:00 AM	0	12	1	1	0	0	0	0	0	0	0	0	0
5/21/2024	6:15 AM	0	9	1	0	1	0	0	1	1	0	0	0	0
5/21/2024	6:30 AM	0	16	8	1	2	0	0	1	0	0	0	0	0
5/21/2024	6:45 AM	0	28	2	2	0	0	0	0	0	1	0	0	0
5/21/2024	7:00 AM	0	10	8	1	0	0	0	0	0	0	0	0	0
5/21/2024	7:15 AM	0	20	7	0	0	0	0	0	1	0	0	0	0
5/21/2024	7:30 AM	0	37	17	0	0	0	0	0	0	0	0	0	0
5/21/2024	7:45 AM	0	33	14	0	0	0	0	0	0	0	0	0	0
5/21/2024	8:00 AM	0	44	12	0	3	0	0	2	0	0	0	0	0
5/21/2024	8:15 AM	0	31	18	0	5	0	0	3	0	1	0	0	0
5/21/2024	8:30 AM	0	53	12	0	3	0	0	1	0	0	0	0	0
5/21/2024	8:45 AM	0	33	8	0	3	0	0	2	0	0	0	0	0
5/21/2024	9:00 AM	0	31	9	0	2	0	0	0	0	1	0	0	0
5/21/2024	9:15 AM	0	24	18	0	3	0	0	0	0	0	0	0	0
5/21/2024	9:30 AM	0	26	11	0	1	1	0	2	1	0	0	0	0
5/21/2024	9:45 AM	0	33	21	0	2	0	0	0	0	0	0	0	0
5/21/2024	10:00 AM	0	65	16	0	2	0	0	0	1	0	0	0	0
5/21/2024	10:15 AM	0	55	29	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 AM	0	32	18	0	0	0	0	1	1	0	0	0	0
5/21/2024	10:45 AM	0	42	8	0	3	0	0	0	0	0	0	0	0
5/21/2024	11:00 AM	1	26	16	0	1	1	0	2	0	0	0	0	0
5/21/2024	11:15 AM	0	45	11	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 AM	0	35	16	0	1	0	0	2	0	0	0	0	0
5/21/2024	11:45 AM	0	31	15	0	1	0	0	2	0	0	0	0	0
5/21/2024	12:00 PM	0	51	21	0	3	0	0	0	1	0	0	0	0
5/21/2024	12:15 PM	1	49	20	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:30 PM	0	49	10	0	2	0	0	0	1	0	0	0	0
5/21/2024	12:45 PM	0	52	10	0	0	0	0	1	0	0	0	0	0
5/21/2024	1:00 PM	0	51	23	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 PM	0	46	13	0	2	0	0	0	0	0	0	0	0
5/21/2024	1:30 PM	0	36	6	0	1	0	0	1	0	0	0	0	0
5/21/2024	1:45 PM	0	46	14	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:00 PM	0	50	14	0	0	0	0	0	1	0	0	0	0
5/21/2024	2:15 PM	0	58	19	0	3	0	0	1	0	0	0	0	0
5/21/2024	2:30 PM	0	32	12	0	2	0	0	0	1	0	0	0	0
5/21/2024	2:45 PM	0	37	15	0	0	0	0	1	1	0	0	0	0
5/21/2024	3:00 PM	0	54	14	1	1	1	0	0	0	0	0	0	0
5/21/2024	3:15 PM	0	57	20	2	1	0	0	0	0	0	0	0	0
5/21/2024	3:30 PM	1	56	14	1	1	0	0	0	0	0	0	0	0
5/21/2024	3:45 PM	0	54	17	1	0	0	0	1	0	0	0	0	0
5/21/2024	4:00 PM	0	39	22	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:15 PM	0	46	17	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:30 PM	2	47	21	0	1	1	0	0	0	0	0	0	0
5/21/2024	4:45 PM	0	67	12	0	2	0	0	0	0	0	0	0	0
5/21/2024	5:00 PM	0	68	24	0	1	0	0	2	0	0	0	0	0
5/21/2024	5:15 PM	0	77	10	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:30 PM	0	83	27	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:45 PM	0	73	17	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:00 PM	0	45	13	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:15 PM	0	38	21	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:30 PM	0	52	13	0	3	0	0	1	0	0	0	0	0
5/21/2024	6:45 PM	0	45	11	0	0	0	0	0	0	0	0	0	0
5/21/2024	7:00 PM	0	65	22	0	1	0	0	0	0	0	0	0	0
5/21/2024	7:15 PM	0	32	4	0	0	0	1	0	0	0	0	0	0
5/21/2024	7:30 PM	2	45	5	0	1	0	0	0	0	0	0	0	0
5/21/2024	7:45 PM	1	45	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	8:00 PM	0	26	7	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:15 PM	0	24	9	0	0	0	0	0	0	0	0	0	0
5/21/2024	8:30 PM	0	34	9	0	0	0	0	0	1	0	0	0	0
5/21/2024	8:45 PM	0	29	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:00 PM	0	30	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	0	22	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:30 PM	0	19	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	8	0	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:45 AM	0	22	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:00 AM	0	15	7	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:15 AM	0	20	11	1	1	1	0	0	0	0	0	0	0
5/21/2024	6:30 AM	0	31	13	0	1	1	0	0	0	0	0	0	0
5/21/2024	6:45 AM	0	34	14	1	1	0	0	0	1	0	0	0	0
5/21/2024	7:00 AM	0	41	15	1	1	0	0	0	0	0	0	0	0
5/21/2024	7:15 AM	0	45	12	2	0	0	0	1	0	0	0	0	0
5/21/2024	7:30 AM	0	64	19	0	0	0	0	1	0	0	0	0	0
5/21/2024	7:45 AM	0	55	16	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:00 AM	0	55	19	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:15 AM	1	35	13	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:30 AM	0	29	15	0	2	0	0	1	0	0	0	0	0
5/21/2024	8:45 AM	0	79	22	0	1	0	0	0	0	0	0	0	0
5/21/2024	9:00 AM	0	48	14	0	3	0	0	0	0	0	0	0	0
5/21/2024	9:15 AM	0	39	12	0	0	0	0	1	0	0	0	0	0
5/21/2024	9:30 AM	0	38	12	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:45 AM	0	49	9	1	1	0	0	0	1	0	0	0	0
5/21/2024	10:00 AM	0	41	19	0	0	0	0	1	0	0	0	0	0
5/21/2024	10:15 AM	0	36	18	0	2	0	0	2	0	0	0	0	0
5/21/2024	10:30 AM	0	39	13	0	3	0	0	0	0	0	0	0	0
5/21/2024	10:45 AM	0	35	15	0	1	0	0	0	1	1	0	0	0
5/21/2024	11:00 AM	0	50	15	0	2	0	0	1	2	0	0	0	0
5/21/2024	11:15 AM	0	60	14	0	2	0	0	1	0	0	0	0	0
5/21/2024	11:30 AM	0	61	16	0	2	0	0	0	0	0	0	0	0
5/21/2024	11:45 AM	0	55	24	0	4	0	0	2	0	0	0	0	0
5/21/2024	12:00 PM	0	50	12	0	2	0	0	1	0	0	0	0	0
5/21/2024	12:15 PM	1	48	16	0	1	0	0	0	0	0	0	0	0
5/21/2024	12:30 PM	0	72	16	0	1	1	0	2	0	0	0	0	0
5/21/2024	12:45 PM	0	56	15	0	1	0	0	1	0	0	0	0	0
5/21/2024	1:00 PM	0	34	16	0	0	0	0	2	1	0	0	0	0
5/21/2024	1:15 PM	0	37	5	0	1	0	0	0	0	0	0	0	0
5/21/2024	1:30 PM	0	37	12	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 PM	0	38	18	0	1	0	0	1	0	0	0	0	0
5/21/2024	2:00 PM	0	34	19	0	4	0	0	0	0	0	0	0	0
5/21/2024	2:15 PM	0	47	15	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:30 PM	0	33	13	0	0	0	0	0	1	0	0	0	0
5/21/2024	2:45 PM	0	28	18	0	1	0	0	0	0	0	0	0	0
5/21/2024	3:00 PM	2	39	19	0	3	1	0	4	0	0	0	0	0
5/21/2024	3:15 PM	0	36	13	1	0	0	0	0	1	0	0	0	0
5/21/2024	3:30 PM	0	46	14	1	2	1	0	1	0	0	0	0	0
5/21/2024	3:45 PM	0	41	12	2	2	0	0	0	0	0	0	0	0
5/21/2024	4:00 PM	0	46	19	0	3	1	0	0	0	0	0	0	0
5/21/2024	4:15 PM	0	43	14	0	3	0	0	0	0	0	0	0	0
5/21/2024	4:30 PM	0	37	12	0	2	0	0	0	0	0	0	0	0
5/21/2024	4:45 PM	0	41	14	0	1	0	0	0	0	0	0	0	0
5/21/2024	5:00 PM	0	52	8	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 PM	0	56	22	0	1	0	0	1	0	0	0	0	0
5/21/2024	5:30 PM	0	57	12	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:45 PM	1	47	15	0	1	0	0	1	0	0	0	0	0
5/21/2024	6:00 PM	0	29	10	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:15 PM	2	46	8	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:30 PM	0	28	13	0	0	0	0	0	0	0	0	0	0
5/21/2024	6:45 PM	0	36	16	0	0	0	0	0	0	0	0	0	0
5/21/2024	7:00 PM	0	72	20	0	1	0	0	0	0	0	0	0	0
5/21/2024	7:15 PM	0	28	6	0	1	0	0	1	0	0	0	0	0
5/21/2024	7:30 PM	0	34	8	0	1	0	0	0	0	0	0	0	0
5/21/2024	7:45 PM	0	30	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	8:00 PM	1	15	4	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:15 PM	0	21	6	0	1	0	0	0	0	0	0	0	0
5/21/2024	8:30 PM	0	23	7	0	0	0	0	0	0	0	0	0	0
5/21/2024	8:45 PM	1	17	5	0	0	0	0	0	1	0	0	0	0
5/21/2024	9:00 PM	0	11	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	0	16	6	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:45 PM	1	5	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 AM	0	28	1	1	0	0	0	0	0	0	0	0	0
5/21/2024	5:30 AM	0	34	2	1	1	0	0	1	1	0	0	0	0
5/21/2024	5:45 AM	0	47	10	2	3	0	0	2	1	0	0	0	0
5/21/2024	6:00 AM	0	65	12	4	3	0	0	2	1	1	0	0	0
5/21/2024	6:15 AM	0	63	19	4	3	0	0	2	1	1	0	0	0
5/21/2024	6:30 AM	0	74	25	4	2	0	0	1	1	1	0	0	0
5/21/2024	6:45 AM	0	95	34	3	0	0	0	0	1	1	0	0	0
5/21/2024	7:00 AM	0	100	46	1	0	0	0	0	1	0	0	0	0
5/21/2024	7:15 AM	0	134	50	0	3	0	0	2	1	0	0	0	0
5/21/2024	7:30 AM	0	145	61	0	8	0	0	5	0	1	0	0	0
5/21/2024	7:45 AM	0	161	56	0	11	0	0	6	0	1	0	0	0
5/21/2024	8:00 AM	0	161	50	0	14	0	0	8	0	1	0	0	0
5/21/2024	8:15 AM	0	148	47	0	13	0	0	6	0	2	0	0	0
5/21/2024	8:30 AM	0	141	47	0	11	0	0	3	0	1	0	0	0
5/21/2024	8:45 AM	0	114	46	0	9	1	0	4	1	1	0	0	0
5/21/2024	9:00 AM	0	114	59	0	8	1	0	2	1	1	0	0	0
5/21/2024	9:15 AM	0	148	66	0	8	1	0	2	2	0	0	0	0
5/21/2024	9:30 AM	0	179	77	0	5	1	0	2	2	0	0	0	0
5/21/2024	9:45 AM	0	185	84	0	4	0	0	1	2	0	0	0	0
5/21/2024	10:00 AM	0	194	71	0	5	0	0	1	2	0	0	0	0
5/21/2024	10:15 AM	1	155	71	0	4	1	0	3	1	0	0	0	0
5/21/2024	10:30 AM	1	145	53	0	4	1	0	3	1	0	0	0	0
5/21/2024	10:45 AM	1	148	51	0	5	1	0	4	0	0	0	0	0
5/21/2024	11:00 AM	1	137	58	0	3	1	0	6	0	0	0	0	0
5/21/2024	11:15 AM	0	162	63	0	5	0	0	4	1	0	0	0	0
5/21/2024	11:30 AM	1	166	72	0	6	0	0	4	1	0	0	0	0
5/21/2024	11:45 AM	1	180	66	0	7	0	0	2	2	0	0	0	0
5/21/2024	12:00 PM	1	201	61	0	6	0	0	1	2	0	0	0	0
5/21/2024	12:15 PM	1	201	63	0	3	0	0	1	1	0	0	0	0
5/21/2024	12:30 PM	0	198	56	0	4	0	0	1	1	0	0	0	0
5/21/2024	12:45 PM	0	185	52	0	3	0	0	2	0	0	0	0	0
5/21/2024	1:00 PM	0	179	56	0	4	0	0	1	0	0	0	0	0
5/21/2024	1:15 PM	0	178	47	0	4	0	0	1	1	0	0	0	0
5/21/2024	1:30 PM	0	190	53	0	5	0	0	2	1	0	0	0	0
5/21/2024	1:45 PM	0	186	59	0	6	0	0	1	2	0	0	0	0
5/21/2024	2:00 PM	0	177	60	0	5	0	0	2	3	0	0	0	0
5/21/2024	2:15 PM	0	181	60	1	6	1	0	2	2	0	0	0	0
5/21/2024	2:30 PM	0	180	61	3	4	1	0	1	2	0	0	0	0
5/21/2024	2:45 PM	1	204	63	4	3	1	0	1	1	0	0	0	0
5/21/2024	3:00 PM	1	221	65	5	3	1	0	1	0	0	0	0	0
5/21/2024	3:15 PM	1	206	73	4	2	0	0	1	0	0	0	0	0
5/21/2024	3:30 PM	1	195	70	2	1	0	0	1	0	0	0	0	0
5/21/2024	3:45 PM	2	186	77	1	1	1	0	1	0	0	0	0	0
5/21/2024	4:00 PM	2	199	72	0	3	1	0	0	0	0	0	0	0
5/21/2024	4:15 PM	2	228	74	0	4	1	0	2	0	0	0	0	0
5/21/2024	4:30 PM	2	259	67	0	4	1	0	2	0	0	0	0	0
5/21/2024	4:45 PM	0	295	73	0	3	0	0	2	0	0	0	0	0
5/21/2024	5:00 PM	0	301	78	0	2	0	0	2	0	0	0	0	0
5/21/2024	5:15 PM	0	278	67	0	1	0	0	0	0	0	0	0	0
5/21/2024	5:30 PM	0	239	78	0	1	0	0	0	0	0	0	0	0
5/21/2024	5:45 PM	0	208	64	0	4	0	0	1	0	0	0	0	0
5/21/2024	6:00 PM	0	180	58	0	3	0	0	1	0	0	0	0	0
5/21/2024	6:15 PM	0	200	67	0	4	0	0	1	0	0	0	0	0
5/21/2024	6:30 PM	0	194	50	0	4	0	1	1	0	0	0	0	0
5/21/2024	6:45 PM	2	187	42	0	2	0	1	0	0	0	0	0	0
5/21/2024	7:00 PM	3	187	35	0	2	0	1	0	0	0	0	0	0
5/21/2024	7:15 PM	3	148	20	0	2	0	1	0	0	0	0	0	0
5/21/2024	7:30 PM	3	140	25	0	2	0	0	0	0	0	0	0	0
5/21/2024	7:45 PM	1	129	29	0	1	0	0	0	1	0	0	0	0
5/21/2024	8:00 PM	0	113	30	0	1	0	0	0	1	0	0	0	0
5/21/2024	8:15 PM	0	117	28	0	0	0	0	0	1	0	0	0	0
5/21/2024	8:30 PM	0	115	24	0	0	0	0	0	1	0	0	0	0
5/21/2024	8:45 PM	0	100	18	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:00 PM	0	83	14	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	0	64	10	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:30 PM	0	51	7	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:45 PM	0	40	4	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:00 PM	0	34	3	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:15 PM	0	31	3	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:30 PM	0	34	2	0	0	0	0	0	1	0	0	0	0
5/21/2024	10:45 PM	0	29	3	0	1	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	26	3	0	1	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	18	2	0	1	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	0	6	1	0	1	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Site Code: 2

Station ID: 1

Location 1: Unity Church Rd, east of Driveway

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/21/2024	12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	1:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
5/21/2024	1:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
5/21/2024	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	2:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:30 AM	0	18	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	4:45 AM	0	23	6	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:00 AM	0	40	8	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:15 AM	0	53	15	0	0	0	0	0	0	0	0	0	0
5/21/2024	5:30 AM	0	64	25	1	1	0	0	0	0	0	0	0	0
5/21/2024	5:45 AM	0	88	35	1	2	2	0	0	0	0	0	0	0
5/21/2024	6:00 AM	0	100	45	2	3	2	0	0	1	0	0	0	0
5/21/2024	6:15 AM	0	126	53	3	4	2	0	0	1	0	0	0	0
5/21/2024	6:30 AM	0	151	54	4	3	1	0	1	1	0	0	0	0
5/21/2024	6:45 AM	0	184	60	4	2	0	0	2	1	0	0	0	0
5/21/2024	7:00 AM	0	205	62	3	2	0	0	2	0	0	0	0	0
5/21/2024	7:15 AM	0	219	66	2	2	0	0	2	0	0	0	0	0
5/21/2024	7:30 AM	1	209	67	0	3	0	0	1	0	0	0	0	0
5/21/2024	7:45 AM	1	174	63	0	5	0	0	1	0	0	0	0	0
5/21/2024	8:00 AM	1	198	69	0	5	0	0	1	0	0	0	0	0
5/21/2024	8:15 AM	1	191	64	0	7	0	0	1	0	0	0	0	0
5/21/2024	8:30 AM	0	195	63	0	6	0	0	2	0	0	0	0	0
5/21/2024	8:45 AM	0	204	60	0	4	0	0	1	0	0	0	0	0
5/21/2024	9:00 AM	0	174	47	1	4	0	0	1	1	0	0	0	0
5/21/2024	9:15 AM	0	167	52	1	1	0	0	2	1	0	0	0	0
5/21/2024	9:30 AM	0	164	58	1	3	0	0	3	1	0	0	0	0
5/21/2024	9:45 AM	0	165	59	1	6	0	0	3	1	0	0	0	0
5/21/2024	10:00 AM	0	151	65	0	6	0	0	3	1	1	0	0	0
5/21/2024	10:15 AM	0	160	61	0	8	0	0	3	3	1	0	0	0
5/21/2024	10:30 AM	0	184	57	0	8	0	0	2	3	1	0	0	0
5/21/2024	10:45 AM	0	206	60	0	7	0	0	2	3	1	0	0	0
5/21/2024	11:00 AM	0	226	69	0	10	0	0	4	2	0	0	0	0
5/21/2024	11:15 AM	0	226	66	0	10	0	0	4	0	0	0	0	0
5/21/2024	11:30 AM	1	214	68	0	9	0	0	3	0	0	0	0	0
5/21/2024	11:45 AM	1	225	68	0	8	1	0	5	0	0	0	0	0
5/21/2024	12:00 PM	1	226	59	0	5	1	0	4	0	0	0	0	0
5/21/2024	12:15 PM	1	210	63	0	3	1	0	5	1	0	0	0	0
5/21/2024	12:30 PM	0	199	52	0	3	1	0	5	1	0	0	0	0
5/21/2024	12:45 PM	0	164	48	0	2	0	0	3	1	0	0	0	0
5/21/2024	1:00 PM	0	146	51	0	2	0	0	3	1	0	0	0	0
5/21/2024	1:15 PM	0	146	54	0	6	0	0	1	0	0	0	0	0
5/21/2024	1:30 PM	0	156	64	0	6	0	0	1	0	0	0	0	0
5/21/2024	1:45 PM	0	152	65	0	6	0	0	1	1	0	0	0	0
5/21/2024	2:00 PM	0	142	65	0	6	0	0	0	1	0	0	0	0
5/21/2024	2:15 PM	2	147	65	0	5	1	0	4	1	0	0	0	0
5/21/2024	2:30 PM	2	136	63	1	4	1	0	4	2	0	0	0	0
5/21/2024	2:45 PM	2	149	64	2	6	2	0	5	1	0	0	0	0
5/21/2024	3:00 PM	2	162	58	4	7	2	0	5	1	0	0	0	0
5/21/2024	3:15 PM	0	169	58	4	7	2	0	1	1	0	0	0	0
5/21/2024	3:30 PM	0	176	59	3	10	2	0	1	0	0	0	0	0
5/21/2024	3:45 PM	0	167	57	2	10	1	0	0	0	0	0	0	0
5/21/2024	4:00 PM	0	167	59	0	9	1	0	0	0	0	0	0	0
5/21/2024	4:15 PM	0	173	48	0	6	0	0	0	0	0	0	0	0
5/21/2024	4:30 PM	0	186	56	0	4	0	0	1	0	0	0	0	0
5/21/2024	4:45 PM	0	206	56	0	2	0	0	1	0	0	0	0	0
5/21/2024	5:00 PM	1	212	57	0	2	0	0	2	0	0	0	0	0
5/21/2024	5:15 PM	1	189	59	0	3	0	0	2	0	0	0	0	0
5/21/2024	5:30 PM	3	179	45	0	2	0	0	1	0	0	0	0	0
5/21/2024	5:45 PM	3	150	46	0	2	0	0	1	0	0	0	0	0
5/21/2024	6:00 PM	2	139	47	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:15 PM	2	182	57	0	1	0	0	0	0	0	0	0	0
5/21/2024	6:30 PM	0	164	55	0	2	0	0	1	0	0	0	0	0
5/21/2024	6:45 PM	0	170	50	0	3	0	0	1	0	0	0	0	0
5/21/2024	7:00 PM	0	164	39	0	3	0	0	1	0	0	0	0	0
5/21/2024	7:15 PM	1	107	23	0	3	0	0	1	0	0	0	0	0
5/21/2024	7:30 PM	1	100	23	0	3	0	0	0	0	0	0	0	0
5/21/2024	7:45 PM	1	89	22	0	2	0	0	0	0	0	0	0	0
5/21/2024	8:00 PM	2	76	22	0	2	0	0	0	1	0	0	0	0
5/21/2024	8:15 PM	1	72	23	0	1	0	0	0	1	0	0	0	0
5/21/2024	8:30 PM	1	67	23	0	0	0	0	0	1	0	0	0	0
5/21/2024	8:45 PM	1	53	19	0	0	0	0	0	1	0	0	0	0
5/21/2024	9:00 PM	1	41	15	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:15 PM	1	34	12	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:30 PM	1	24	8	0	0	0	0	0	0	0	0	0	0
5/21/2024	9:45 PM	1	16	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:00 PM	0	11	5	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:15 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	10:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/21/2024	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC (Saturday Count)



www.marrtraffic.com



Saturday, August 17, 2024	
Period	0700 - 1900
Peak Hour	1300 - 1400

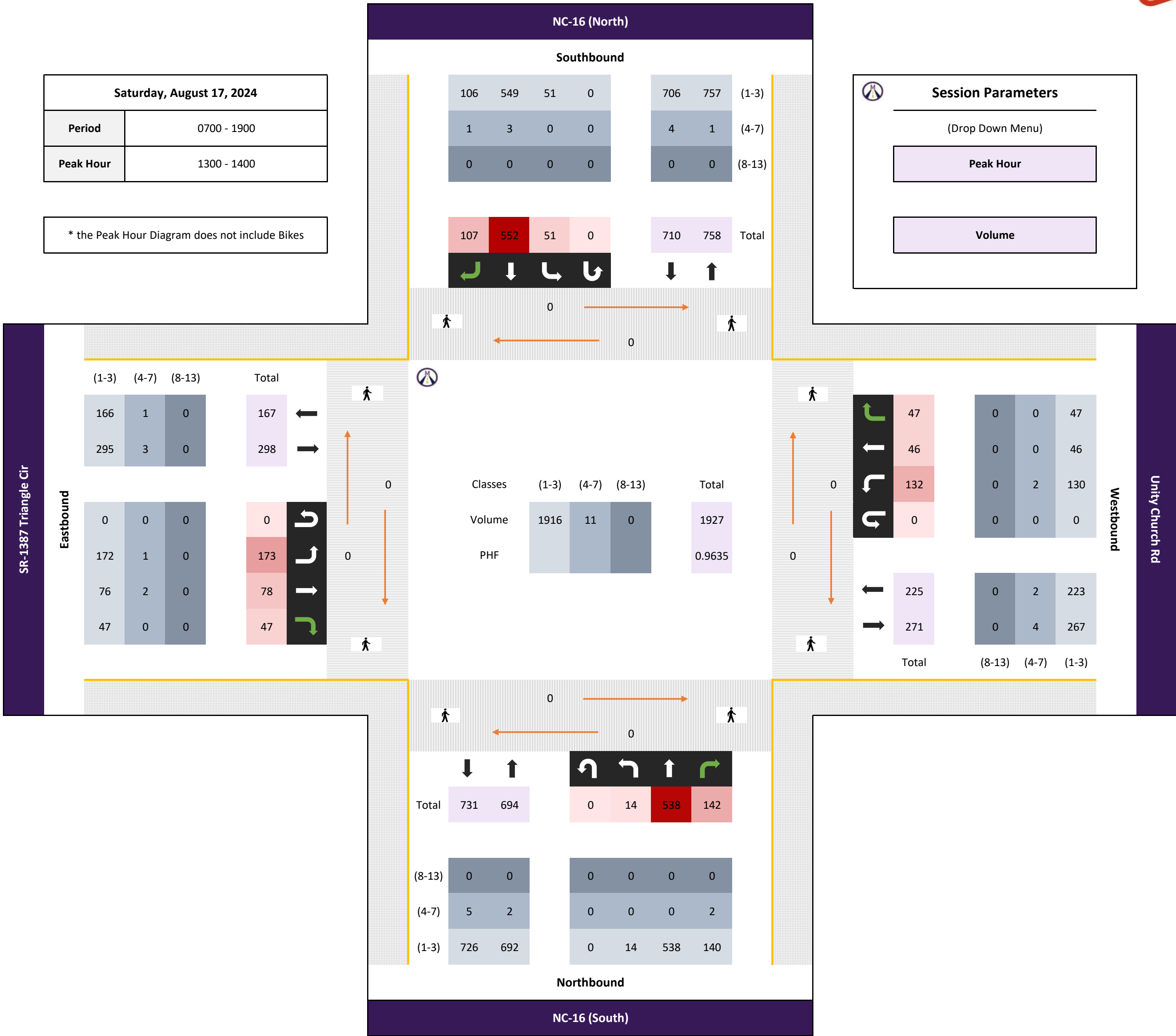
* the Peak Hour Diagram does not include Bikes

 **Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC (Saturday Count)



www.marrtraffic.com



Saturday, August 17, 2024	
Period	0700 - 1000
Peak Hour	0900 - 1000

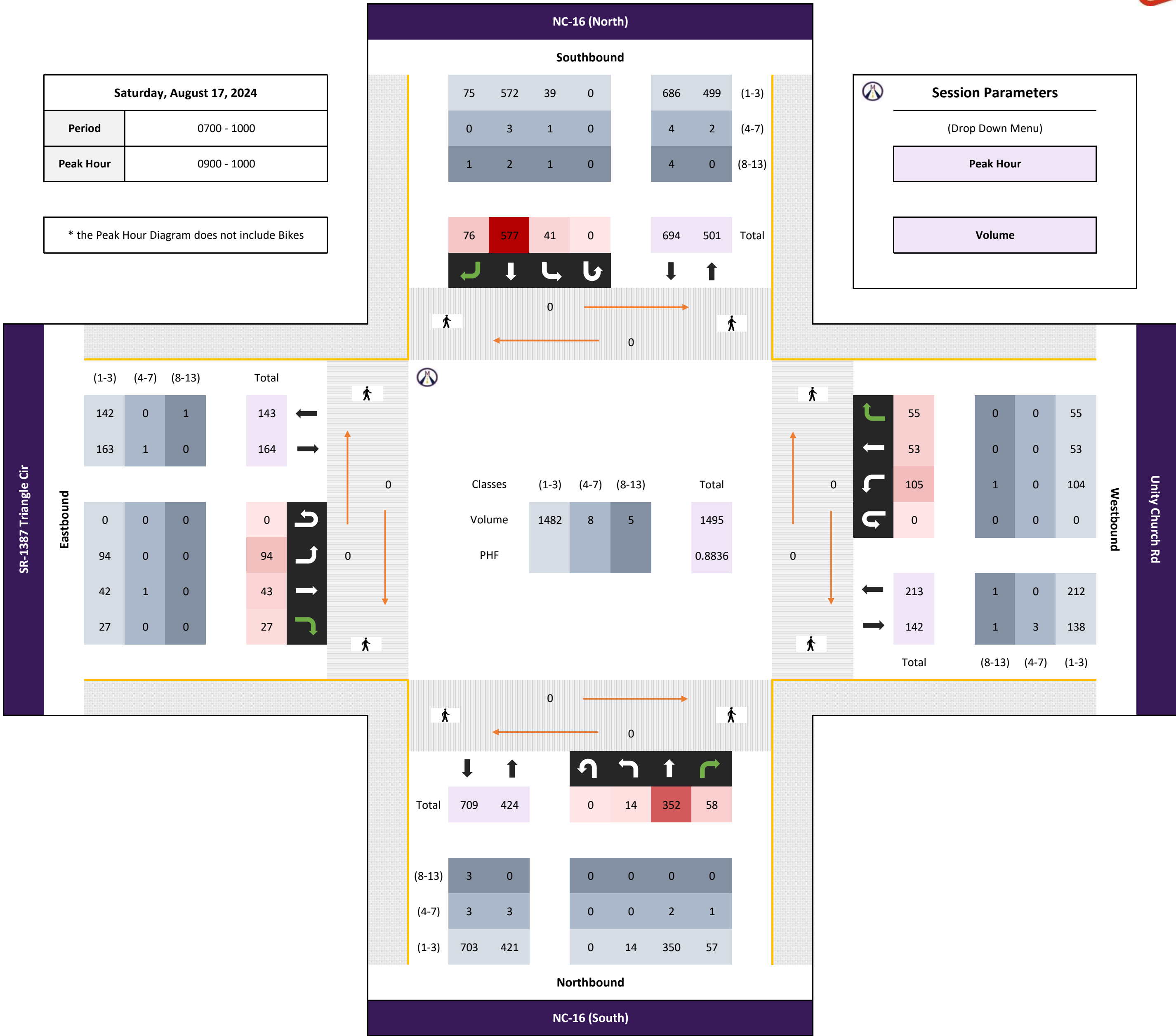
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Vehicle	Northbound						Southbound						Eastbound						Westbound						Int
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
Time	1.1	1.2	1.3		1.4		1.5	1.6	1.7		1.8		1.9	1.10	1.11		1.12		1.13	1.14	1.15		1.16		Total
0900 - 0915	4	84	9	-	0	97	5	136	16	-	0	157	16	5	11	-	0	32	23	14	15	-	0	52	338
0915 - 0930	5	71	12	-	0	88	12	155	21	-	0	188	24	7	2	-	0	33	25	17	15	-	0	57	366
0930 - 0945	2	99	17	-	0	118	8	129	19	-	0	156	23	16	8	-	0	47	25	8	14	-	0	47	368
0945 - 1000	3	98	20	-	0	121	16	157	20	-	0	193	31	15	6	-	0	52	32	14	11	-	0	57	423
Total	14	352	58	0	0	424	41	577	76	0	0	694	94	43	27	0	0	164	105	53	55	0	0	213	1495
Approach %	3.30	83.02	13.68	0.00	0.00	-	5.91	83.14	10.95	0.00	0.00	-	57.32	26.22	16.46	0.00	0.00	-	49.30	24.88	25.82	0.00	0.00	-	
PHF	0.70	0.89	0.73	0.00	0.00	0.88	0.64	0.92	0.90	0.00	0.00	0.90	0.76	0.67	0.61	0.00	0.00	0.79	0.82	0.78	0.92	0.00	0.00	0.93	0.88

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0900 - 0915	4	84	9	-	0	97	4	136	16	-	0	156	16	5	11	-	0	32	23	14	15	-	0	52	337
0915 - 0930	5	70	12	-	0	87	11	154	20	-	0	185	24	7	2	-	0	33	25	17	15	-	0	57	362
0930 - 0945	2	99	17	-	0	118	8	127	19	-	0	154	23	15	8	-	0	46	24	8	14	-	0	46	364
0945 - 1000	3	97	19	-	0	119	16	155	20	-	0	191	31	15	6	-	0	52	32	14	11	-	0	57	419
Total	14	350	57	0	0	421	39	572	75	0	0	686	94	42	27	0	0	163	104	53	55	0	0	212	1482
Approach %	3.33	83.14	13.54	0.00	0.00	-	5.69	83.38	10.93	0.00	0.00	-	57.67	25.77	16.56	0.00	0.00	-	49.06	25.00	25.94	0.00	0.00	-	
PHF	0.70	0.88	0.75	0.00	0.00	0.88	0.61	0.92	0.94	0.00	0.00	0.90	0.76	0.70	0.61	0.00	0.00	0.78	0.81	0.78	0.92	0.00	0.00	0.93	0.88

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total		
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd								
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total			
0900 - 0915	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	0	0	-	0	0	1
0915 - 0930	0	0	0	-	0	0	0	1	1	-	0	2	0	0	0	0	-	0	0	0	0	0	0	-	0	0	2
0930 - 0945	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0	0	0	-	0	1	1
0945 - 1000	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
Approach %	0.00	0.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.63	

Bikes

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC (Saturday Count)



www.marrtraffic.com



Saturday, August 17, 2024	
Period	1100 - 1500
Peak Hour	1300 - 1400

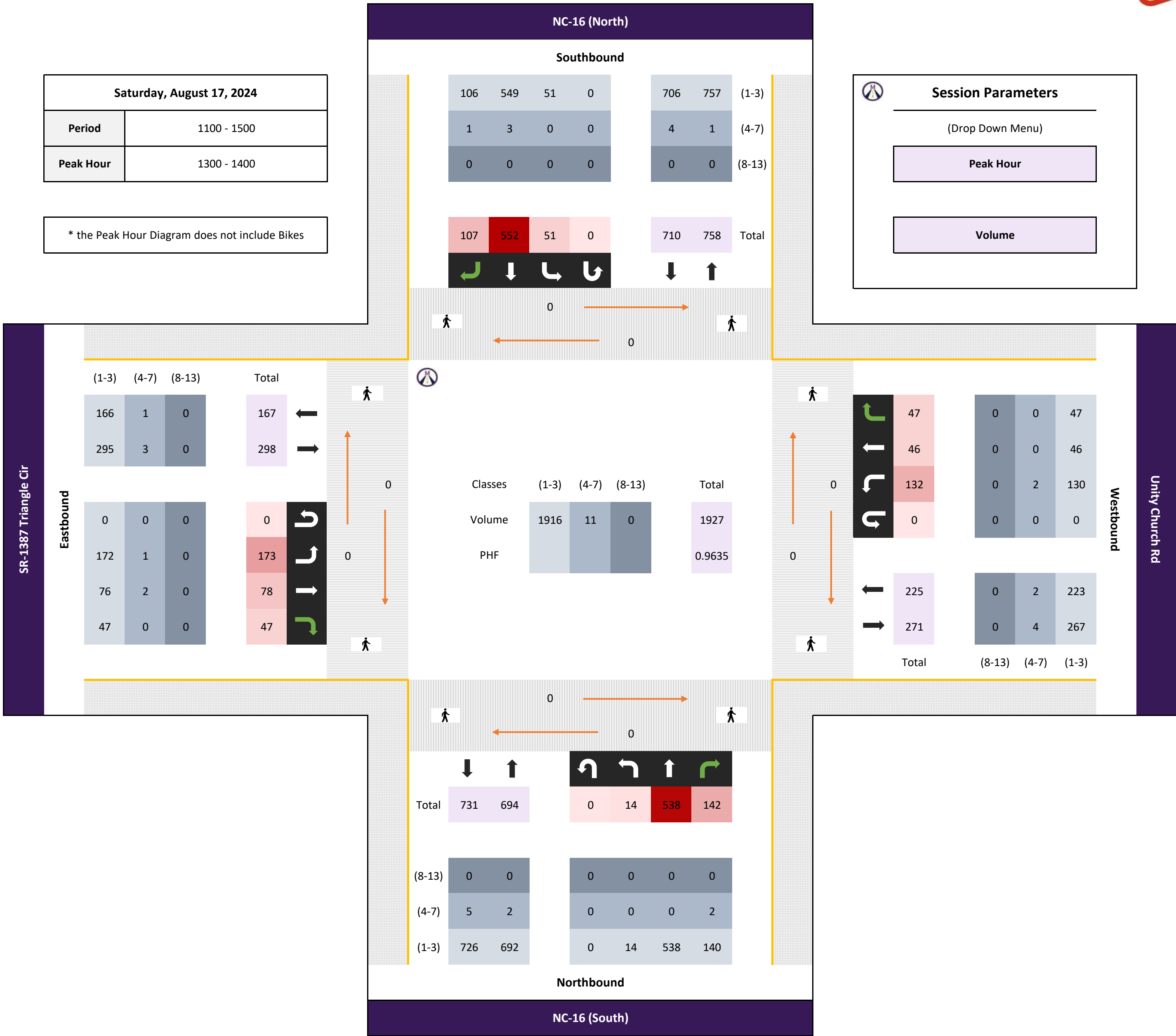
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1300 - 1315	3	137	39	-	0	179	8	142	22	-	0	172	53	24	11	-	0	88	34	12	11	-	0	57	496
1315 - 1330	4	150	36	-	0	190	12	152	28	-	0	192	40	18	13	-	0	71	25	8	14	-	0	47	500
1330 - 1345	2	126	37	-	0	165	16	135	26	-	0	177	39	13	8	-	0	60	37	10	11	-	0	58	460
1345 - 1400	5	125	30	-	0	160	15	123	31	-	0	169	41	23	15	-	0	79	36	16	11	-	0	63	471
Total	14	538	142	0	0	694	51	552	107	0	0	710	173	78	47	0	0	298	132	46	47	0	0	225	1927
Approach %	2.02	77.52	20.46	0.00	0.00	-	7.18	77.75	15.07	0.00	0.00	-	58.05	26.17	15.77	0.00	0.00	-	58.67	20.44	20.89	0.00	0.00	-	
PHF	0.70	0.90	0.91	0.00	0.00	0.91	0.80	0.91	0.86	0.00	0.00	0.92	0.82	0.81	0.78	0.00	0.00	0.85	0.89	0.72	0.84	0.00	0.00	0.89	0.96

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1300 - 1315	3	137	39	-	0	179	8	142	21	-	0	171	53	22	11	-	0	86	33	12	11	-	0	56	492
1315 - 1330	4	150	36	-	0	190	12	151	28	-	0	191	39	18	13	-	0	70	25	8	14	-	0	47	498
1330 - 1345	2	126	36	-	0	164	16	135	26	-	0	177	39	13	8	-	0	60	36	10	11	-	0	57	458
1345 - 1400	5	125	29	-	0	159	15	121	31	-	0	167	41	23	15	-	0	79	36	16	11	-	0	63	468
Total	14	538	140	0	0	692	51	549	106	0	0	706	172	76	47	0	0	295	130	46	47	0	0	223	1916
Approach %	2.02	77.75	20.23	0.00	0.00	-	7.22	77.76	15.01	0.00	0.00	-	58.31	25.76	15.93	0.00	0.00	-	58.30	20.63	21.08	0.00	0.00	-	
PHF	0.70	0.90	0.90	0.00	0.00	0.91	0.80	0.91	0.85	0.00	0.00	0.92	0.81	0.83	0.78	0.00	0.00	0.86	0.90	0.72	0.84	0.00	0.00	0.88	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1300 - 1315	0	0	0	-	0	0	0	0	1	-	0	1	0	2	0	-	0	2	1	0	0	-	0	1	4
1315 - 1330	0	0	0	-	0	0	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	2
1330 - 1345	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	2
1345 - 1400	0	0	1	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	0	2	0	0	2	0	3	1	0	0	4	1	2	0	0	0	3	2	0	0	0	0	2	11
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.38	0.25	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.00	0.38	0.50	0.00	0.00	0.00	0.00	0.50	0.69

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
1330 - 1345	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bikes

	Northbound						Southbound						Eastbound						Westbound							
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		Int Total
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1300 - 1315	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1315 - 1330	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1330 - 1345	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1345 - 1400	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Denver, NC (Saturday Count)



www.marrtraffic.com



Saturday, August 17, 2024	
Period	1600 - 1900
Peak Hour	1600 - 1700

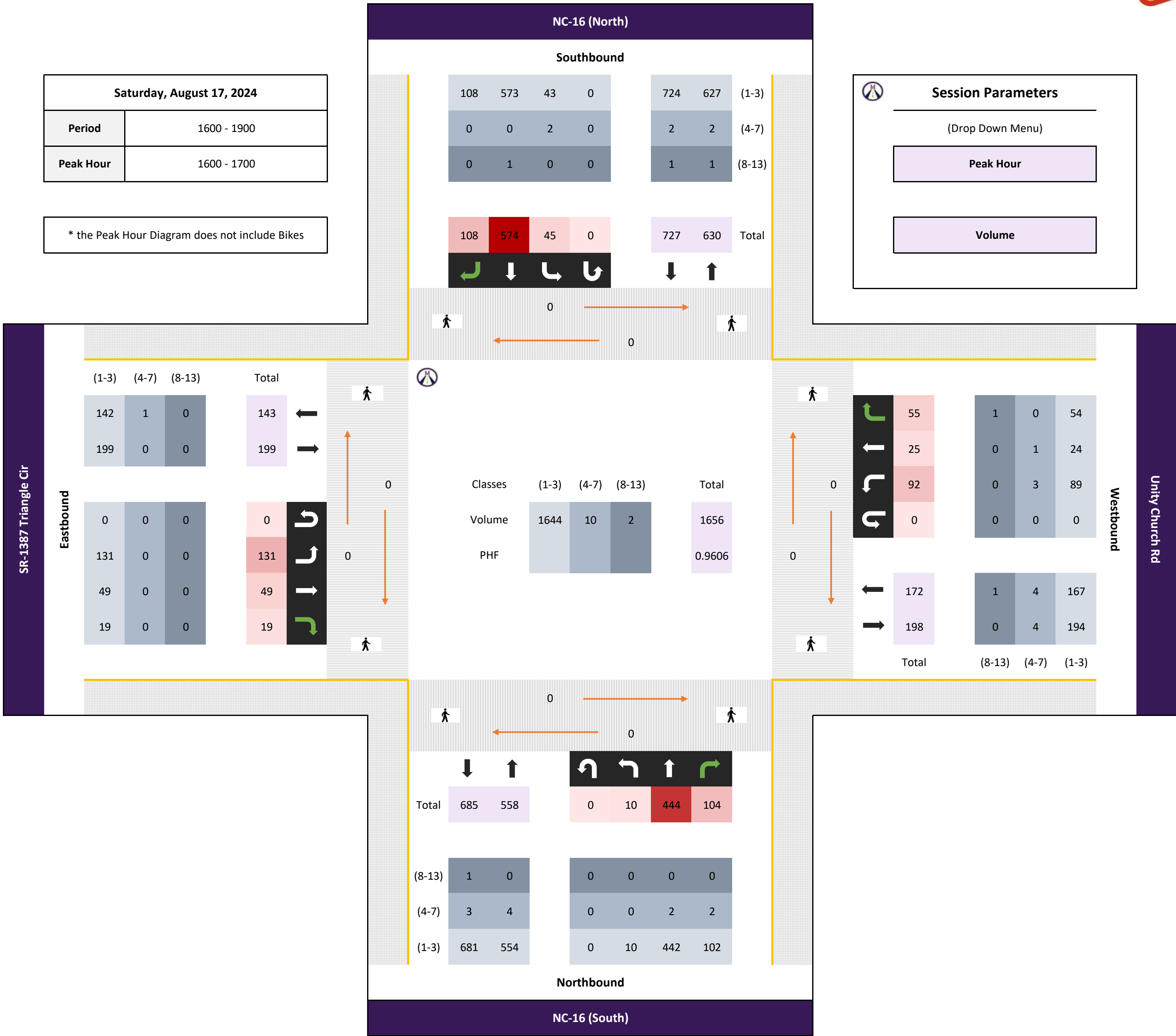
* the Peak Hour Diagram does not include Bikes

 **Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	5	98	29	-	0	132	11	146	27	-	0	184	42	15	6	-	0	63	20	6	13	-	0	39	418
1615 - 1630	0	135	26	-	0	161	10	129	31	-	0	170	36	10	5	-	0	51	27	8	14	-	0	49	431
1630 - 1645	2	98	27	-	0	127	12	165	26	-	0	203	22	9	4	-	0	35	25	3	14	-	0	42	407
1645 - 1700	3	113	22	-	0	138	12	134	24	-	0	170	31	15	4	-	0	50	20	8	14	-	0	42	400
Total	10	444	104	0	0	558	45	574	108	0	0	727	131	49	19	0	0	199	92	25	55	0	0	172	1656
Approach %	1.79	79.57	18.64	0.00	0.00	-	6.19	78.95	14.86	0.00	0.00	-	65.83	24.62	9.55	0.00	0.00	-	53.49	14.53	31.98	0.00	0.00	-	
PHF	0.50	0.82	0.90	0.00	0.00	0.87	0.94	0.87	0.87	0.00	0.00	0.90	0.78	0.82	0.79	0.00	0.00	0.79	0.85	0.78	0.98	0.00	0.00	0.88	0.96

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	5	98	28	-	0	131	10	146	27	-	0	183	42	15	6	-	0	63	19	5	12	-	0	36	413
1615 - 1630	0	134	26	-	0	160	9	129	31	-	0	169	36	10	5	-	0	51	26	8	14	-	0	48	428
1630 - 1645	2	97	26	-	0	125	12	164	26	-	0	202	22	9	4	-	0	35	24	3	14	-	0	41	403
1645 - 1700	3	113	22	-	0	138	12	134	24	-	0	170	31	15	4	-	0	50	20	8	14	-	0	42	400
Total	10	442	102	0	0	554	43	573	108	0	0	724	131	49	19	0	0	199	89	24	54	0	0	167	1644
Approach %	1.81	79.78	18.41	0.00	0.00	-	5.94	79.14	14.92	0.00	0.00	-	65.83	24.62	9.55	0.00	0.00	-	53.29	14.37	32.34	0.00	0.00	-	
PHF	0.50	0.82	0.91	0.00	0.00	0.87	0.90	0.87	0.87	0.00	0.00	0.90	0.78	0.82	0.79	0.00	0.00	0.79	0.86	0.75	0.96	0.00	0.00	0.87	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	0	0	1	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	1	1	0	-	0	2	4
1615 - 1630	0	1	0	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	1	0	0	-	0	1	3
1630 - 1645	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	3
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	2	2	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	4	10
Approach %	0.00	50.00	50.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	75.00	25.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.50	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.50	0.63

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.50

Bikes

[illegible]

Classified Turn Movement Count || All vehicles

Denver, NC (Saturday Count)

Site 1

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Saturday, August 17, 2024

Lat/Long

35.478776°, -80.993447°
[Click here for Map](#)

Weather

Mostly Cloudy
79°F
[Click here for Detailed Weather](#)



0700 - 1900 (Saturday 12h Session) (08-17-2024)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total								
	NC-16 (South)				NC-16 (North)				SR-1387 Triangle Cir				Unity Church Rd												
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11			U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total
0700 - 0715	1	22	6		0	29	2	50	5		0	57	7	1	1		0	9	5	3	5		0	13	108
0715 - 0730	0	32	2		0	34	2	51	10		0	63	11	1	1		0	13	13	5	3		0	21	131
0730 - 0745	2	35	4		0	41	4	62	7		0	73	15	3	3		0	21	22	2	7		0	31	166
0745 - 0800	3	46	9		0	58	7	99	11		0	117	15	6	2		0	23	17	6	7		0	30	228
Hourly Total	6	135	21		0	162	15	262	33		0	310	48	11	7		0	66	57	16	22		0	95	633
0800 - 0815	2	57	7		0	66	3	87	6		0	96	18	5	3		0	26	14	6	5		0	25	213
0815 - 0830	0	49	12		0	61	6	106	11		0	123	12	8	5		0	25	23	8	9		0	40	249
0830 - 0845	0	70	25		0	95	6	138	12		0	156	17	2	7		0	26	17	8	11		0	36	313
0845 - 0900	3	74	21		0	98	6	129	17		0	152	20	4	7		0	31	25	8	4		0	37	318
Hourly Total	5	250	65		0	320	21	460	46		0	527	67	19	22		0	108	79	30	29		0	138	1093
0900 - 0915	4	84	9		0	97	5	136	16		0	157	16	5	11		0	32	23	14	15		0	52	338
0915 - 0930	5	71	12		0	88	12	155	21		0	188	24	7	2		0	33	25	17	15		0	57	366
0930 - 0945	2	99	17		0	118	8	129	19		0	156	23	16	8		0	47	25	8	14		0	47	368
0945 - 1000	3	98	20		0	121	16	157	20		0	193	31	15	6		0	52	32	14	11		0	57	423
Hourly Total	14	352	58		0	424	41	577	76		0	694	94	43	27		0	164	105	53	55		0	213	1495
1000 - 1015	4	109	23		0	136	9	139	21		0	169	32	11	5		0	48	27	6	16		0	49	402
1015 - 1030	4	112	26		0	142	16	141	23		0	180	42	10	7		0	59	22	16	13		0	51	432
1030 - 1045	3	123	33		0	159	14	171	27		0	212	38	10	5		0	53	22	15	12		0	49	473
1045 - 1100	4	112	17		0	133	9	128	38		0	175	15	25	8		0	48	28	16	16		0	60	416
Hourly Total	15	456	99		0	570	48	579	109		0	736	127	56	25		0	208	99	53	57		0	209	1723
1100 - 1115	2	110	17		0	129	12	160	22		0	194	43	12	4		0	59	28	9	15		0	52	434
1115 - 1130	6	126	17		0	149	18	159	19		0	196	41	18	12		0	71	31	6	16		0	53	469
1130 - 1145	5	134	24		0	163	9	153	37		0	199	37	16	11		0	64	23	11	14		0	48	474
1145 - 1200	10	126	26		0	162	14	128	25		0	167	26	13	15		0	54	17	14	20		0	51	434
Hourly Total	23	496	84		0	603	53	600	103		0	756	147	59	42		0	248	99	40	65		0	204	1811
1200 - 1215	6	104	21		0	131	7	114	24		0	145	21	17	19		0	57	40	19	19		0	78	411
1215 - 1230	1	96	33		0	130	17	105	31		0	153	41	23	6		0	70	27	12	26		0	65	418
1230 - 1245	6	118	35		0	159	13	156	25		0	194	37	30	7		0	74	26	11	8		0	45	472
1245 - 1300	2	94	25		0	121	15	135	21		0	171	48	20	14		0	82	30	11	12		0	53	427
Hourly Total	15	412	114		0	541	52	510	101		0	663	147	90	46		0	283	123	53	65		0	241	1728
1300 - 1315	3	137	39		0	179	8	142	22		0	172	53	24	11		0	88	34	12	11		0	57	496
1315 - 1330	4	150	36		0	190	12	152	28		0	192	40	18	13		0	71	25	8	14		0	47	500
1330 - 1345	2	126	37		0	165	16	135	26		0	177	39	13	8		0	60	37	10	11		0	58	460
1345 - 1400	5	125	30		0	160	15	123	31		0	169	41	23	15		0	79	36	16	11		0	63	471
Hourly Total	14	538	142		0	694	51	552	107		0	710	173	78	47		0	298	132	46	47		0	225	1927
1400 - 1415	1	124	25		0	150	18	118	21		0	157	52	25	8		0	85	54	15	17		0	86	478
1415 - 1430	8	145	35		0	188	8	126	21		0	155	36	21	6		0	63	29	8	10		0	47	453
1430 - 1445	2	120	33		0	155	14	113	20		0	147	39	23	4		0	66	34	12	14		0	60	428
1445 - 1500	1	107	26		0	134	9	150	28		0	187	27	19	7		0	53	21	9	8		0	38	412
Hourly Total	12	496	119		0	627	49	507	90		0	646	154	88	25		0	267	138	44	49		0	231	1771
1500 - 1515	4	110	29		0	143	17	126	29		0	172	37	17	11		0	65	22	13	11		0	46	426
1515 - 1530	9	110	25		0	144	18	118	25		0	161	38	11	10		0	59	24	11	16		0	51	415
1530 - 1545	5	128	33		0	166	23	140	28		0	191	36	10	8		0	54	20	13	18		0	51	462
1545 - 1600	1	104	30		0	135	13	124	30		0	167	36	23	4		0	63	12	4	9		0	25	390
Hourly Total	19	452	117		0	588	71	508	112		0	691	147	61	33		0	241	78	41	54		0	173	1693
1600 - 1615	5	98	29		0	132	11	146	27		0	184	42	15	6		0	63	20	6	13		0	39	418
1615 - 1630	0	135	26		0	161	10	129	31		0	170	36	10	5		0	51	27	8	14		0	49	431
1630 - 1645	2	98	27		0	127	12	165	26		0	203	22	9	4		0	35	25	3	14		0	42	407
1645 - 1700	3	113	22		0	138	12	134	24		0	170	31	15	4		0	50	20	8	14		0	42	400
Hourly Total	10	444	104		0	558	45	574	108		0	727	131	49	19		0	199	92	25	55		0	172	1656
1700 - 1715	2	103	32		0	137	18	150	26		0	194	26	12	9		0	47	26	2	9		0	37	415
1715 - 1730	1	111	31		0	143	13	127	20		0	160	31	13	5		0	49	37	11	11		0	59	411
1730 - 1745	5	98	17		0	120	10	110	18																

Classified Turn Movement Count || Passenger Vehicles (1-3)

Denver, NC (Saturday Count)

Site 1

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Saturday, August 17, 2024

Lat/Long

35.478776°, -80.993447°

[Click here for Map](#)

Weather

Mostly Cloudy
79°F

[Click here for Detailed Weather](#)

0700 - 1900 (Saturday 12h Session) (08-17-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	NC-16 (South)				U-Turn 1.4	App Total	NC-16 (North)				U-Turn 1.8	App Total	SR-1387 Triangle Cir				U-Turn 1.12	App Total	Unity Church Rd				U-Turn 1.16	App Total	
	Left 1.1	Thru 1.2	Right 1.3				Left 1.5	Thru 1.6	Right 1.7				Left 1.9	Thru 1.10	Right 1.11				Left 1.13	Thru 1.14					Right 1.15
0700 - 0715	1	21	6	0	28	2	50	5	0	57	5	1	1	0	7	5	3	4	0	12	104				
0715 - 0730	0	31	2	0	33	2	48	9	0	59	11	1	1	0	13	13	5	3	0	21	126				
0730 - 0745	2	34	4	0	40	4	62	7	0	73	14	3	3	0	20	22	2	7	0	31	164				
0745 - 0800	3	45	9	0	57	7	99	11	0	117	15	6	2	0	23	17	6	6	0	29	226				
Hourly Total	6	131	21	0	158	15	259	32	0	306	45	11	7	0	63	57	16	20	0	93	620				
0800 - 0815	2	57	7	0	66	3	87	6	0	96	17	5	3	0	25	14	6	5	0	25	212				
0815 - 0830	0	49	11	0	60	4	101	11	0	116	12	8	5	0	25	23	8	9	0	40	241				
0830 - 0845	0	69	25	0	94	5	137	11	0	153	16	2	7	0	25	16	8	9	0	33	305				
0845 - 0900	3	73	21	0	97	6	129	17	0	152	20	4	7	0	31	25	8	4	0	37	317				
Hourly Total	5	248	64	0	317	18	454	45	0	517	65	19	22	0	106	78	30	27	0	135	1075				
0900 - 0915	4	84	9	0	97	4	136	16	0	156	16	5	11	0	32	23	14	15	0	52	337				
0915 - 0930	5	70	12	0	87	11	154	20	0	185	24	7	2	0	33	25	17	15	0	57	362				
0930 - 0945	2	99	17	0	118	8	127	19	0	154	23	15	8	0	46	24	8	14	0	46	364				
0945 - 1000	3	97	19	0	119	16	155	20	0	191	31	15	6	0	52	32	14	11	0	57	419				
Hourly Total	14	350	57	0	421	39	572	75	0	686	94	42	27	0	163	104	53	55	0	212	1482				
1000 - 1015	4	107	23	0	134	9	139	20	0	168	31	11	5	0	47	27	6	15	0	48	397				
1015 - 1030	4	111	26	0	141	15	138	23	0	176	41	10	7	0	58	22	15	13	0	50	425				
1030 - 1045	3	121	31	0	155	14	168	27	0	209	38	10	4	0	52	22	15	12	0	49	465				
1045 - 1100	4	111	16	0	131	8	128	38	0	174	15	25	8	0	48	28	16	16	0	60	413				
Hourly Total	15	450	96	0	561	46	573	108	0	727	125	56	24	0	205	99	52	56	0	207	1700				
1100 - 1115	2	110	17	0	129	12	157	21	0	190	43	12	4	0	59	27	8	15	0	50	428				
1115 - 1130	6	125	17	0	148	18	159	19	0	196	38	16	12	0	66	31	6	14	0	51	461				
1130 - 1145	5	133	24	0	162	9	152	36	0	197	37	16	11	0	64	23	11	14	0	48	471				
1145 - 1200	10	126	26	0	162	14	127	25	0	166	25	13	15	0	53	17	13	20	0	50	431				
Hourly Total	23	494	84	0	601	53	595	101	0	749	143	57	42	0	242	98	38	63	0	199	1791				
1200 - 1215	6	104	21	0	131	7	114	24	0	145	21	16	19	0	56	40	19	19	0	78	410				
1215 - 1230	1	96	33	0	130	17	105	30	0	152	40	23	6	0	69	27	12	26	0	65	416				
1230 - 1245	6	118	35	0	159	13	156	25	0	194	37	30	7	0	74	26	11	8	0	45	472				
1245 - 1300	2	94	25	0	121	15	135	20	0	170	48	20	14	0	82	30	11	12	0	53	426				
Hourly Total	15	412	114	0	541	52	510	99	0	661	146	89	46	0	281	123	53	65	0	241	1724				
1300 - 1315	3	137	39	0	179	8	142	21	0	171	53	22	11	0	86	33	12	11	0	56	492				
1315 - 1330	4	150	36	0	190	12	151	28	0	191	39	18	13	0	70	25	8	14	0	47	498				
1330 - 1345	2	126	36	0	164	16	135	26	0	177	39	13	8	0	60	36	10	11	0	57	458				
1345 - 1400	5	125	29	0	159	15	121	31	0	167	41	23	15	0	79	36	16	11	0	63	468				
Hourly Total	14	538	140	0	692	51	549	106	0	706	172	76	47	0	295	130	46	47	0	223	1916				
1400 - 1415	1	123	25	0	149	18	117	20	0	155	52	25	8	0	85	54	15	16	0	85	474				
1415 - 1430	8	144	35	0	187	8	126	20	0	154	36	21	6	0	63	28	7	9	0	44	448				
1430 - 1445	2	119	31	0	152	14	111	19	0	144	37	23	4	0	64	33	12	14	0	59	419				
1445 - 1500	1	107	26	0	134	9	148	28	0	185	27	18	7	0	52	21	9	8	0	38	409				
Hourly Total	12	493	117	0	622	49	502	87	0	638	152	87	25	0	264	136	43	47	0	226	1750				
1500 - 1515	4	108	29	0	141	17	122	28	0	167	36	17	11	0	64	21	13	11	0	45	417				
1515 - 1530	9	110	25	0	144	18	117	25	0	160	38	11	10	0	59	23	11	15	0	49	412				
1530 - 1545	5	127	33	0	165	22	138	28	0	188	36	10	8	0	54	20	13	17	0	50	457				
1545 - 1600	1	104	30	0	135	12	124	30	0	166	35	23	4	0	62	12	4	9	0	25	388				
Hourly Total	19	449	117	0	585	69	501	111	0	681	145	61	33	0	239	76	41	52	0	169	1674				
1600 - 1615	5	98	28	0	131	10	146	27	0	183	42	15	6	0	63	19	5	12	0	36	413				
1615 - 1630	0	134	26	0	160	9	129	31	0	169	36	10	5	0	51	26	8	14	0	48	428				
1630 - 1645	2	97	26	0	125	12	164	26	0	202	22	9	4	0	35	24	3	14	0	41	403				
1645 - 1700	3	113	22	0	138	12	134	24	0	170	31	15	4	0	50	20	8	14	0	42	400				
Hourly Total	10	442	102	0	554	43	573	108	0	724	131	49	19	0	199	89	24	54	0	167	1644				
1700 - 1715	2	103	32	0	137	18	150	26	0	194	26	12	9	0	47	26	2	9	0	37	415				
1715 - 1730	1	111	31	0	143	13	127	20	0	160	31	13	5	0	49	37	11	11	0	59	411				
1730 - 1745	5	97	17	0	119	10	109	17	0	136	32	11	3	0	46	31	12	15	0	58	359				
1745 - 1800	1	98	23	0	122	7	127	10	0	144	23	9	0	0	32	26	12	9	0	47	345				
Hourly Total	9	409	103	0	521	48	513	73	0	634	112	45	17	0	174	120	37	44	0	201	1530				
1800 - 1815	4	123	23	0	150	14	104	20	0	138	18	7	7	0	32	25	3	14	0	42	362				
1815 - 1830	2	121	21	0	144	7	123	24	0	154	31	8	6	0	45	21	3	10	0	34	377				
1830 - 1845	1	100	21	0	122	7	123	13	0	143	20	8	6	0	34	39	3	8	0	50	349				
1845 - 1900	8	99	28	0	135	12	90	19	0	121	22	3	8	0	33	26	4	12	0	42	331				
Hourly Total	15	443	93	0	551	40	440	76	0	556	91														

Classified Turn Movement Count || Single Unit Trucks (4-7)

Denver, NC (Saturday Count)

Site 1
NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date
Saturday, August 17, 2024

Lat/Long
35.478776°, -80.993447°
[Click here for Map](#)

Weather
Mostly Cloudy
79°F
[Click here for Detailed Weather](#)



0700 - 1900 (Saturday 12h Session) (08-17-2024)
Single Unit Trucks (4-7)

TIME	Northbound			Southbound			Eastbound			Westbound		
	NC-16 (South)			NC-16 (North)			SR-1387 Triangle Cir			Unity Church Rd		
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Int Total	Left 1.8	Thru 1.9	Right 1.10	U-Turn 1.12	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	2	0	0	2	0
0715 - 0730	0	0	0	0	0	0	0	4	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	1	0	1	0
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	2	0	0	4	3	0	3	0
0800 - 0815	0	0	0	0	0	0	0	0	1	0	1	0
0815 - 0830	0	0	1	0	1	2	0	5	0	0	0	0
0830 - 0845	0	0	0	0	0	1	0	2	1	0	1	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	3	0	7	2	0	2	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	1	0	0	1	1	0	1	0	0	1	0
0930 - 0945	0	0	0	0	0	0	0	2	0	1	0	0
0945 - 1000	0	1	1	0	2	0	0	1	0	0	1	0
Hourly Total	0	2	1	0	3	1	0	4	0	1	0	0
1000 - 1015	0	1	0	0	1	0	0	0	1	0	1	0
1015 - 1030	0	1	0	0	1	1	0	4	0	0	4	0
1030 - 1045	0	1	1	0	2	0	0	3	0	0	3	0
1045 - 1100	0	0	1	0	1	1	0	1	0	0	1	0
Hourly Total	0	3	2	0	5	2	0	8	1	0	2	0
1100 - 1115	0	0	0	0	0	0	0	3	0	0	3	0
1115 - 1130	0	1	0	0	1	0	0	0	3	2	0	0
1130 - 1145	0	1	0	0	1	0	0	2	0	0	2	0
1145 - 1200	0	0	0	0	0	0	0	1	1	0	1	0
Hourly Total	0	2	0	0	2	0	0	6	4	2	2	0
1200 - 1215	0	0	0	0	0	0	0	0	0	1	0	0
1215 - 1230	0	0	0	0	0	0	0	1	0	0	1	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	1	0	0	1	0
Hourly Total	0	0	0	0	0	0	0	2	0	1	0	0
1300 - 1315	0	0	0	0	0	0	0	1	0	2	0	0
1315 - 1330	0	0	0	0	0	0	0	1	1	0	1	0
1330 - 1345	0	0	1	0	1	0	0	0	0	0	0	0
1345 - 1400	0	0	1	0	1	0	0	2	0	0	2	0
Hourly Total	0	0	2	0	2	0	0	4	1	2	0	0
1400 - 1415	0	0	0	0	0	0	0	2	0	0	2	0
1415 - 1430	0	1	0	0	1	0	0	1	0	0	1	0
1430 - 1445	0	0	2	0	2	0	0	3	2	0	3	0
1445 - 1500	0	0	0	0	0	0	0	2	0	1	2	0
Hourly Total	0	1	2	0	3	0	0	8	2	1	0	0
1500 - 1515	0	1	0	0	1	0	0	2	1	0	2	0
1515 - 1530	0	0	0	0	0	0	0	1	0	0	1	0
1530 - 1545	0	1	0	0	1	0	0	2	0	0	2	0
1545 - 1600	0	0	0	0	0	0	0	1	0	0	1	0
Hourly Total	0	2	0	0	2	0	0	6	1	0	0	0
1600 - 1615	0	0	1	0	1	0	0	1	0	0	1	0
1615 - 1630	0	1	0	0	1	0	0	1	0	0	1	0
1630 - 1645	0	1	1	0	2	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	2	0	4	0	0	2	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	1	0	0	1	0	0	1	0	0	1	0
1745 - 1800	0	0	0	0	0	0	0	3	0	0	3	0
Hourly Total	0	1	0	0	1	0	0	4	0	0	0	0
1800 - 1815	0	1	0	0	1	0	0	1	1	0	2	0
1815 - 1830	0	0	0	0	0	0	0	1	0	0	1	0
1830 - 1845	0	0	0	0	0	0	0	0	1	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	2	2	0	0	0
Grand Total	0	16	10	0	26	9	0	57	16	7	1	0
Approach %	0.00	61.54	38.46	0.00	-	15.79	0.00	-	66.67	29.17	4.17	0.00
Intersection %	0.00	12.40	7.75	0.00	20.16	6.98	0.00	44.19	12.40	5.43	0.78	0.00

Classified Turn Movement Count || Combination Trucks (8-13)

Denver, NC (Saturday Count)

Site 1

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Saturday, August 17, 2024

Lat/Long

35.478776°, -80.993447°
[Click here for Map](#)

Weather

Mostly Cloudy
79°F
[Click here for Detailed Weather](#)



0700 - 1900 (Saturday 12h Session) (08-17-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					Int		
	NC-16 (South)				NC-16 (North)				SR-1387 Triangle Cir				Unity Church Rd										
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5		Thru 1.6	Right 1.7	U-Turn 1.8		App Total	Left 1.9	Thru 1.10		Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
0715 - 0730	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0830 - 0845	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5	
0900 - 0915	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0915 - 0930	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
0945 - 1000	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	5	
1000 - 1015	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
1030 - 1045	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
1045 - 1100	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly Total	0	3	1	0	0	4	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	6	
1100 - 1115	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
1430 - 1445	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	
1500 - 1515	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	5	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
Hourly Total	0	1	0	0	0	1	1	3	0	0	4	1	0	0	0	1	1	0	0	0	1	7	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	10	1		0	11	2	9	3	0	14	3	0	0	0	3	4	0	3	0	7	35	
Approach %	0.00	90.91	9.09		0.00	-	14.29	64.29	21.43	0.00	-	100.00	0.00	0.00	0.00	0.00	-	57.14	0.00	42.86	0.00	-	
Intersection %	0.00	28.57	2.86		0.00	31.43	5.71	25.71	8.57	0.00	40.00	8.57	0.00	0.00	0.00	8.57	11.43	0.00	8.57	0.00	20.00		

Classified Turn Movement Count || Bikes

Denver, NC (Saturday Count)



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Site 1
NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date
Saturday, August 17, 2024

Lat/Long
35.478776°, -80.993447°
[Click here for Map](#)

Weather
Mostly Cloudy
79°F
[Click here for Detailed Weather](#)



0700 - 1900 (Saturday 12h Session) (08-17-2024)
Bikes

	Northbound						Southbound						Eastbound						Westbound						Int Total
	NC-16 (South)						NC-16 (North)						SR-1387 Triangle Cir						Unity Church Rd						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0900 - 0915	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0915 - 0930	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0930 - 0945	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
0945 - 1000	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1000 - 1015	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1015 - 1030	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1030 - 1045	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1045 - 1100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1100 - 1115	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1115 - 1130	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1130 - 1145	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1145 - 1200	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1200 - 1215	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1230 - 1245	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1245 - 1300	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1300 - 1315	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1315 - 1330	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1330 - 1345	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1345 - 1400	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1400 - 1415	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1415 - 1430	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1430 - 1445	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1445 - 1500	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1500 - 1515	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1515 - 1530	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1530 - 1545	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1545 - 1600	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1730 - 1745	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	1	0		0	1	
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	1	0		0	1	
1800 - 1815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1815 - 1830	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
1830 - 1845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
1845 - 1900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	
Grand Total	0	0	0		0	0	0	0	1		0	1	0	1	0		0	1	0	0	0		0	1	
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	33.33		0.00	33.33	0.00	33.33	0.00		0.00	33.33	0.00	33.33	0.00		0.00	33.33	

Classified Turn Movement Count || All Trucks (4-13)

Denver, NC (Saturday Count)

Site 1

NC-16 (South)
NC-16 (North)
SR-1387 Triangle Cir
Unity Church Rd



Date

Saturday, August 17, 2024

Lat/Long

35.478776°, -80.993447°

[Click here for Map](#)

Weather

Mostly Cloudy
79°F

[Click here for Detailed Weather](#)



0700 - 1900 (Saturday 12h Session) (08-17-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound									
	NC-16 (South)				U-Turn		NC-16 (North)				U-Turn		SR-1387 Triangle Cir				Unity Church Rd								
TIME	Left 1.1	Thru 1.2	Right 1.3		App Total	Left 1.4	Thru 1.5	Right 1.6	App Total		Left 1.7	Thru 1.8	Right 1.9	App Total	Left 1.10		Thru 1.11	Right 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	App Total	Left 1.16
0700 - 0715	0	1	0		0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	1		0	1	4	
0715 - 0730	0	1	0		0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0		0	0	5	
0730 - 0745	0	1	0		0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0		0	0	2	
0745 - 0800	0	1	0		0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		0	1	2		
Hourly Total	0	4	0		0	4	0	3	1	0	4	3	0	0	0	0	3	0	0	2		0	2	13	
0800 - 0815	0	0	0		0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		0	0	1	
0815 - 0830	0	0	1		0	1	2	5	0	0	7	0	0	0	0	0	0	0	0	0		0	0	8	
0830 - 0845	0	1	0		0	1	1	1	1	0	3	1	0	0	0	0	1	1	0	2		0	3	8	
0845 - 0900	0	1	0		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	1	
Hourly Total	0	2	1		0	3	3	6	1	0	10	2	0	0	0	0	2	1	0	2		0	3	18	
0900 - 0915	0	0	0		0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0		0	0	1	
0915 - 0930	0	1	0		0	1	1	1	1	0	3	0	0	0	0	0	0	0	0	0		0	0	4	
0930 - 0945	0	0	0		0	0	0	2	0	0	2	0	1	0	0	0	1	1	0	0		0	1	4	
0945 - 1000	0	1	1		0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0		0	0	4	
Hourly Total	0	2	1		0	3	2	5	1	0	8	0	1	0	0	0	1	1	0	0		0	1	13	
1000 - 1015	0	2	0		0	2	0	0	1	0	1	1	0	0	0	0	1	0	0	1		0	1	5	
1015 - 1030	0	1	0		0	1	1	3	0	0	4	1	0	0	0	0	1	0	1	0		0	1	7	
1030 - 1045	0	2	2		0	4	0	3	0	0	3	0	0	1	0	0	1	0	0	0		0	0	8	
1045 - 1100	0	1	1		0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0		0	0	3	
Hourly Total	0	6	3		0	9	2	6	1	0	9	2	0	1	0	0	3	0	1	1		0	2	23	
1100 - 1115	0	0	0		0	0	0	3	1	0	4	0	0	0	0	0	0	1	1	0		0	2	6	
1115 - 1130	0	1	0		0	1	0	0	0	0	0	3	2	0	0	0	5	0	0	2		0	2	8	
1130 - 1145	0	1	0		0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0		0	0	3	
1145 - 1200	0	0	0		0	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0		0	1	3	
Hourly Total	0	2	0		0	2	0	5	2	0	7	4	2	0	0	0	6	1	2	2		0	5	20	
1200 - 1215	0	0	0		0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0		0	0	1	
1215 - 1230	0	0	0		0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0		0	0	2	
1230 - 1245	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
1245 - 1300	0	0	0		0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0		0	0	1	
Hourly Total	0	0	0		0	0	0	0	2	0	2	1	1	0	0	0	2	0	0	0		0	0	4	
1300 - 1315	0	0	0		0	0	0	0	1	0	1	0	2	0	0	0	2	1	0	0		0	1	4	
1315 - 1330	0	0	0		0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0		0	0	2	
1330 - 1345	0	0	1		0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	1	2	
1345 - 1400	0	0	1		0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0		0	0	3	
Hourly Total	0	0	2		0	2	0	3	1	0	4	1	2	0	0	0	3	2	0	0		0	2	11	
1400 - 1415	0	1	0		0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	1		0	1	4	
1415 - 1430	0	1	0		0	1	0	0	1	0	1	0	0	0	0	0	0	1	1	1		0	3	5	
1430 - 1445	0	1	2		0	3	0	2	1	0	3	2	0	0	0	0	2	1	0	0		0	1	9	
1445 - 1500	0	0	0		0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0		0	0	3	
Hourly Total	0	3	2		0	5	0	5	3	0	8	2	1	0	0	0	3	2	1	2		0	5	21	
1500 - 1515	0	2	0		0	2	0	4	1	0	5	1	0	0	0	0	1	1	0	0		0	1	9	
1515 - 1530	0	0	0		0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1		0	2	3	
1530 - 1545	0	1	0		0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	1		0	1	5	
1545 - 1600	0	0	0		0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0		0	0	2	
Hourly Total	0	3	0		0	3	2	7	1	0	10	2	0	0	0	0	2	2	0	2		0	4	19	
1600 - 1615	0	0	1		0	1	1	0	0	0	1	0	0	0	0	0	0	1	1	1		0	3	5	
1615 - 1630	0	1	0		0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0		0	1	3	
1630 - 1645	0	1	1		0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0		0	1	4	
1645 - 1700	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Hourly Total	0	2	2		0	4	2	1	0	0	3	0	0	0	0	0	0	3	1	1		0	5	12	
1700 - 1715	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
1715 - 1730	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
1730 - 1745	0	1	0		0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0		0	0	2	
1745 - 1800	0	0	0		0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0		0	0	3	
Hourly Total	0	1	0		0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0		0	0	5	
1800 - 1815	0	1	0		0	1	0	1	0	0	1	1	0	0	0	0	1	0	0	0		0	0	3	
1815 - 1830	0	0	0		0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0		0	0	1	
1830 - 1845	0	0	0		0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0		0	0	1	
1845 - 1900	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Hourly Total	0	1	0		0	1	0	2	0	0	2	2	0	0	0	0	2	0	0	0		0	0	5	
Grand Total	0	26	11		0	37	11	46	14	0	71	19	7	1	0	27	12	5	12		0	29	164		
Approach %	0.00	70.27	29.73		0.00	-	15.49	64.79	19.72	0.00	-	70.37	25.93	3.70	0.00	-	41.38	17.24	41.38		0.00	-			
Intersection %	0.00	15.85	6.71		0.00	22.56	6.71	28.05	8.54	0.00	43.29	11.59	4.27	0.61	0.00	16.46	7.32	3.05	7.32		0.00	17.68			

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Weather

Mostly Cloudy
79°F

Lat/Long
35.478776°, -80.993447°
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Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	NC-16 (South)				NC-16 (North)				SR-1387 Triangle Cir				Unity Church Rd				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1800 - 1815	0	0		0	0	0		0	0	0		0	0	0		0	0
1815 - 1830	0	0		0	0	0		0	0	0		0	0	0		0	0
1830 - 1845	0	0		0	0	0		0	0	0		0	0	0		0	0
1845 - 1900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Bikes

	Northbound				Southbound				Eastbound				Westbound				
	NC-16 (South)			App Total	NC-16 (North)			App Total	SR-1387 Triangle Cir			App Total	Unity Church Rd			App Total	Int Total
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1800 - 1815	0	0		0	0	0		0	0	0		0	0	0		0	0
1815 - 1830	0	0		0	0	0		0	0	0		0	0	0		0	0
1830 - 1845	0	0		0	0	0		0	0	0		0	0	0		0	0
1845 - 1900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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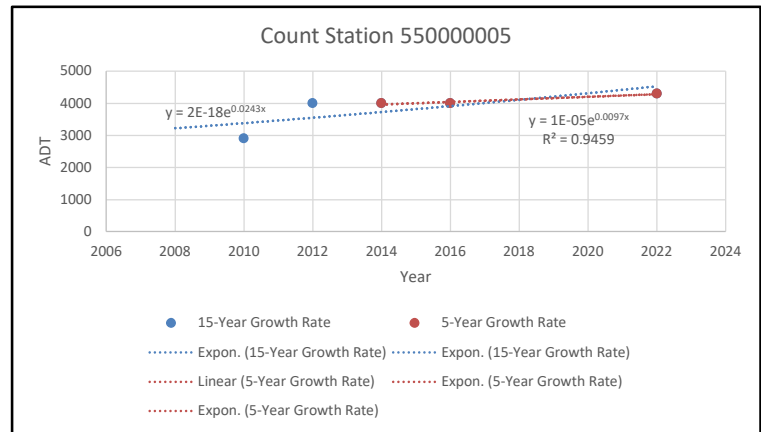
Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	NC-16 (South)				NC-16 (North)				SR-1387 Triangle Cir				Unity Church Rd				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1800 - 1815	0	0		0	0	0		0	0	0		0	0	0		0	0
1815 - 1830	0	0		0	0	0		0	0	0		0	0	0		0	0
1830 - 1845	0	0		0	0	0		0	0	0		0	0	0		0	0
1845 - 1900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

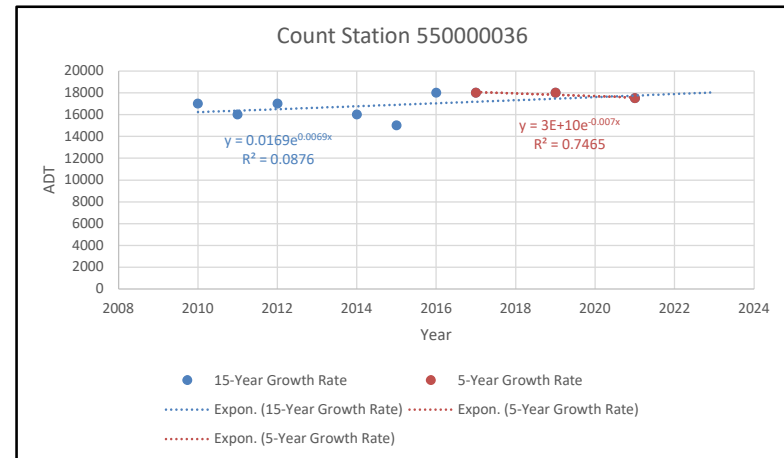
Start Date: 8/17/2024		SR-1387 Triangle Cir			Unity Church Rd			NC-16 (South)			NC-16 (North)			Total
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		7	1	1	5	3	5	1	22	6	2	50	5	108
07:15 AM - 07:30 AM		11	1	1	13	5	3	0	32	2	2	51	10	131
07:30 AM - 07:45 AM		15	3	3	22	2	7	2	35	4	4	62	7	166
07:45 AM - 08:00 AM		15	6	2	17	6	7	3	46	9	7	99	11	228
08:00 AM - 08:15 AM		18	5	3	14	6	5	2	57	7	3	87	6	213
08:15 AM - 08:30 AM		12	8	5	23	8	9	0	49	12	6	106	11	249
08:30 AM - 08:45 AM		17	2	7	17	8	11	0	70	25	6	138	12	313
08:45 AM - 09:00 AM		20	4	7	25	8	4	3	74	21	6	129	17	318
09:00 AM - 09:15 AM		16	5	11	23	14	15	4	84	9	5	136	16	338
09:15 AM - 09:30 AM		24	7	2	25	17	15	5	71	12	12	155	21	366
09:30 AM - 09:45 AM		23	16	8	25	8	14	2	99	17	8	129	19	368
09:45 AM - 10:00 AM		31	15	6	32	14	11	3	98	20	16	157	20	423
10:00 AM - 10:15 AM		32	11	5	27	6	16	4	109	23	9	139	21	402
10:15 AM - 10:30 AM		42	10	7	22	16	13	4	112	26	16	141	23	432
10:30 AM - 10:45 AM		38	10	5	22	15	12	3	123	33	14	171	27	473
10:45 AM - 11:00 AM		15	25	8	28	16	16	4	112	17	9	128	38	416
11:00 AM - 11:15 AM		43	12	4	28	9	15	2	110	17	12	160	22	434
11:15 AM - 11:30 AM		41	18	12	31	6	16	6	126	17	18	159	19	469
11:30 AM - 11:45 AM		37	16	11	23	11	14	5	134	24	9	153	37	474
11:45 AM - 12:00 PM		26	13	15	17	14	20	10	126	26	14	128	25	434
12:00 PM - 12:15 PM		21	17	19	40	19	19	6	104	21	7	114	24	411
12:15 PM - 12:30 PM		41	23	6	27	12	26	1	96	33	17	105	31	418
12:30 PM - 12:45 PM		37	30	7	26	11	8	6	118	35	13	156	25	472
12:45 PM - 01:00 PM		48	20	14	30	11	12	2	94	25	15	135	21	427
01:00 PM - 01:15 PM		53	24	11	34	12	11	3	137	39	8	142	22	496
01:15 PM - 01:30 PM		40	18	13	25	8	14	4	150	36	12	152	28	500
01:30 PM - 01:45 PM		39	13	8	37	10	11	2	126	37	16	135	26	460
01:45 PM - 02:00 PM		41	23	15	36	16	11	5	125	30	15	123	31	471
02:00 PM - 02:15 PM		52	25	8	54	15	17	1	124	25	18	118	21	478
02:15 PM - 02:30 PM		36	21	6	29	8	10	8	145	35	8	126	21	453
02:30 PM - 02:45 PM		39	23	4	34	12	14	2	120	33	14	113	20	428
02:45 PM - 03:00 PM		27	19	7	21	9	8	1	107	26	9	150	28	412
03:00 PM - 03:15 PM		37	17	11	22	13	11	4	110	29	17	126	29	426
03:15 PM - 03:30 PM		38	11	10	24	11	16	9	110	25	18	118	25	415
03:30 PM - 03:45 PM		36	10	8	20	13	18	5	128	33	23	140	28	462
03:45 PM - 04:00 PM		36	23	4	12	4	9	1	104	30	13	124	30	390
04:00 PM - 04:15 PM		42	15	6	20	6	13	5	98	29	11	146	27	418
04:15 PM - 04:30 PM		36	10	5	27	8	14	0	135	26	10	129	31	431
04:30 PM - 04:45 PM		22	9	4	25	3	14	2	98	27	12	165	26	407
04:45 PM - 05:00 PM		31	15	4	20	8	14	3	113	22	12	134	24	400
05:00 PM - 05:15 PM		26	12	9	26	2	9	2	103	32	18	150	26	415
05:15 PM - 05:30 PM		31	13	5	37	11	11	1	111	31	13	127	20	411
05:30 PM - 05:45 PM		32	11	3	31	13	15	5	98	17	10	110	18	363
05:45 PM - 06:00 PM		23	9	0	26	12	9	1	98	23	7	129	11	348
06:00 PM - 06:15 PM		19	7	7	25	3	14	4	124	23	14	105	20	365
06:15 PM - 06:30 PM		31	9	6	21	3	10	2	121	21	7	124	24	379
06:30 PM - 06:45 PM		21	8	6	39	3	8	1	100	21	7	123	13	350
06:45 PM - 07:00 PM		22	3	8	26	4	12	8	99	28	12	90	19	331
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0

Growth Rate Calculations

Count Station #	550000005		
Count Station Description	Triangle Circle, west of NC 16 (BUS)		
Functional Classification	Secondary Routes		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010		2900	
2011			
2012		4000	
2013			
2014		4000	
2015			
2016		4000	
2017			
2018			
2019			
2020			
2021			
2022		4300	

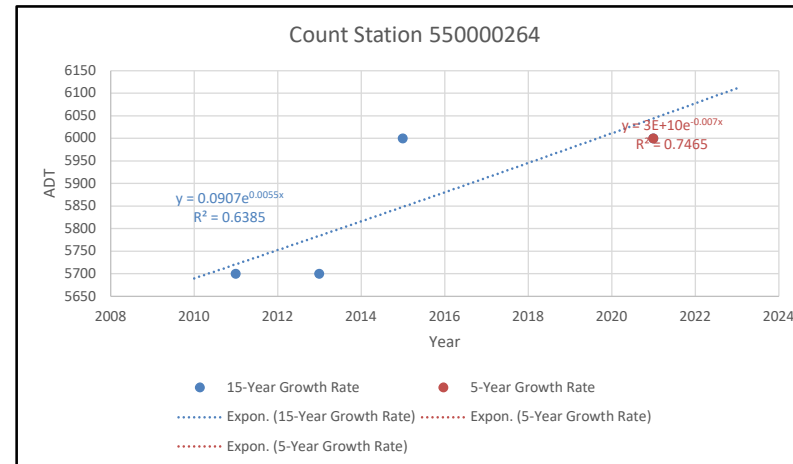


Count Station #	550000036		
Count Station Description	N NC 16 BUS, north of Trianle Circle/Unity Church Road		
Functional Classification	NC Hwys		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010		17000	
2011		16000	
2012		17000	
2013			
2014		16000	
2015		15000	
2016		18000	
2017		18000	
2018			
2019		18000	
2020			
2021		17500	
2022			
2023			

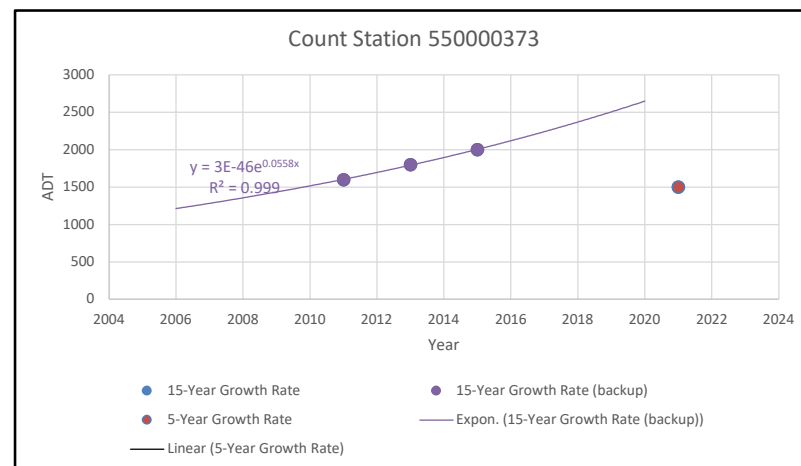


Growth Rate Calculations

Count Station #	550000264		
Count Station Description	Unity Church Road, east of NC 16 (BUS)		
Functional Classification	Secondary Routes		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010			
2011		5700	
2012			
2013		5700	
2014			
2015		6000	
2016			
2017			
2018			
2019			
2020			
2021		6000	
2022			
2023			



Count Station #	550000373		
Count Station Description	Graham Road, south of Unity Church Road		
Functional Classification	Secondary Routes		
Years	ADT	AADT	Notes
2006			
2007			
2008			
2009			
2010			
2011		1600	
2012			
2013		1800	
2014			
2015		2000	
2016			
2017			
2018			
2019			
2020			
2021		1500	
2022			
2023			



APPENDIX D – EXISTING YEAR 2024 OPERATIONAL ANALYSIS REPORTS

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Queues

Existing 2024 AM

						
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	273	293	9	526	64	759
v/c Ratio	0.87	1.27	0.07	0.77	0.22	0.84
Control Delay	72.6	191.3	22.9	38.0	15.4	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	191.3	22.9	38.0	15.4	33.5
Queue Length 50th (ft)	196	~276	4	333	23	446
Queue Length 95th (ft)	#380	#479	16	473	45	619
Internal Link Dist (ft)	1949	1008		967		1339
Turn Bay Length (ft)			200		150	
Base Capacity (vph)	315	230	159	792	297	1072
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.27	0.06	0.66	0.22	0.71

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

HCM Signalized Intersection Capacity Analysis

Existing 2024 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Traffic Volume (vph)	164	83	12	142	60	77	9	426	74	61	638	83
Future Volume (vph)	164	83	12	142	60	77	9	426	74	61	638	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.96		1.00	0.98		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1730			1749		1805	1736		1687	1807	
Flt Permitted		0.97			0.70		0.18	1.00		0.20	1.00	
Satd. Flow (perm)		1730			1261		349	1736		351	1807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	87	13	149	63	81	9	448	78	64	672	87
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	273	0	0	293	0	9	526	0	64	759	0
Heavy Vehicles (%)	6%	5%	8%	1%	3%	3%	0%	7%	7%	7%	3%	6%
Turn Type	Split	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	4	4			8			2		1	6	
Permitted Phases				8			2			6		
Actuated Green, G (s)		18.1			18.2		41.7	41.7		54.6	54.6	
Effective Green, g (s)		20.1			20.2		43.7	43.7		56.6	56.6	
Actuated g/C Ratio		0.18			0.18		0.39	0.39		0.51	0.51	
Clearance Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0			3.0		5.0	5.0		3.0	5.0	
Lane Grp Cap (vph)		310			227		136	677		271	913	
v/s Ratio Prot		c0.16						0.30		0.02	c0.42	
v/s Ratio Perm					c0.23		0.03			0.10		
v/c Ratio		0.88			1.29		0.07	0.78		0.24	0.83	
Uniform Delay, d1		44.7			45.9		21.3	29.8		18.0	23.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		23.9			159.7		0.4	6.5		0.5	7.2	
Delay (s)		68.7			205.5		21.8	36.4		18.5	30.8	
Level of Service		E			F		C	D		B	C	
Approach Delay (s)		68.7			205.5			36.1			29.9	
Approach LOS		E			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			63.9			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			111.9			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			78.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy Queues

Existing 2024 AM

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	169	24	12	18	709	4	837	151
v/c Ratio	0.51	0.04	0.07	0.06	0.62	0.01	0.77	0.11
Control Delay	41.7	24.6	46.4	7.9	16.1	7.8	23.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	24.6	46.4	7.9	16.1	7.8	23.9	2.4
Queue Length 50th (ft)	95	10	7	3	166	1	363	15
Queue Length 95th (ft)	182	33	28	16	#693	6	#872	27
Internal Link Dist (ft)	737		308		1339		670	
Turn Bay Length (ft)		125		175		200		150
Base Capacity (vph)	526	583	177	307	1237	461	1191	1416
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.04	0.07	0.06	0.57	0.01	0.70	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

HCM Signalized Intersection Capacity Analysis

Existing 2024 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	4	21	4	4	4	16	626	5	4	745	134
Future Volume (vph)	147	4	21	4	4	4	16	626	5	4	745	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1794	1615		1785		1597	1758		1805	1845	1599
Flt Permitted		0.95	1.00		0.83		0.13	1.00		0.24	1.00	1.00
Satd. Flow (perm)		1794	1615		1512		225	1758		456	1845	1599
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	165	4	24	4	4	4	18	703	6	4	837	151
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	169	24	0	12	0	18	709	0	4	837	151
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	13%	8%	0%	0%	3%	1%
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	4	4	5		8		5	2		1	6	4
Permitted Phases			4	8			6			2		6
Actuated Green, G (s)		14.5	18.1		1.2		57.1	56.0		57.1	53.5	68.0
Effective Green, g (s)		16.5	22.1		3.2		61.1	58.0		61.1	55.5	72.0
Actuated g/C Ratio		0.16	0.22		0.03		0.61	0.58		0.61	0.55	0.71
Clearance Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)		293	434		48		212	1011		317	1015	1142
v/s Ratio Prot		c0.09	0.00				c0.00	0.40		0.00	c0.45	0.02
v/s Ratio Perm			0.01		c0.01		0.05			0.01		0.07
v/c Ratio		0.58	0.06		0.25		0.08	0.70		0.01	0.82	0.13
Uniform Delay, d1		38.9	31.1		47.6		14.0	15.2		10.4	18.6	4.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.7	0.1		2.7		0.2	2.8		0.0	6.2	0.1
Delay (s)		41.7	31.2		50.4		14.1	18.0		10.4	24.9	4.6
Level of Service		D	C		D		B	B		B	C	A
Approach Delay (s)		40.4			50.4			17.9			21.7	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			22.3				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			100.8				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			63.4%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

3: Graham Road & Unity Church Road HCM 6th TWSC

Existing 2024 AM

Intersection

Int Delay, s/veh 2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	177	31	5	197	86	4
Future Vol, veh/h	177	31	5	197	86	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	9	19	2	0	2	0
Mvmt Flow	219	38	6	243	106	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	257
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1308
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1308
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1308	-
HCM Lane V/C Ratio	0.206	-	-	0.005	-
HCM Control Delay (s)	13.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

4: Triangle Circle & Optimist Club Road HCM 6th TWSC

Existing 2024 AM

Intersection

Int Delay, s/veh 10.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	27	17	158	252	273
Future Vol, veh/h	128	27	17	158	252	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	275	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	7	0	5	5	2
Mvmt Flow	145	31	19	180	286	310

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	199	0	-	0	430
Stage 1	-	-	-	-	109
Stage 2	-	-	-	-	321
Critical Hdwy	4.13	-	-	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	2.227	-	-	-	3.545
Pot Cap-1 Maneuver	1367	-	-	-	577
Stage 1	-	-	-	-	908
Stage 2	-	-	-	-	729
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1367	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	515
Stage 1	-	-	-	-	810
Stage 2	-	-	-	-	729

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1367	-	-	-	515	945
HCM Lane V/C Ratio	0.106	-	-	-	0.556	0.328
HCM Control Delay (s)	7.9	0	-	-	20.4	10.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	3.4	1.4

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Queues

Existing 2024 PM

	→	←	↖	↑	↘	↓
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	347	280	17	693	107	725
v/c Ratio	0.92	1.87	0.09	0.93	0.51	0.74
Control Delay	76.1	441.9	22.8	54.0	25.1	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.1	441.9	22.8	54.0	25.1	26.9
Queue Length 50th (ft)	265	~332	8	499	39	411
Queue Length 95th (ft)	#444	#506	24	#742	84	570
Internal Link Dist (ft)	1949	1008		967		1339
Turn Bay Length (ft)			200		150	
Base Capacity (vph)	383	150	203	766	214	999
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	1.87	0.08	0.90	0.50	0.73

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

HCM Signalized Intersection Capacity Analysis

Existing 2024 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	133	18	146	56	73	17	530	149	105	595	116
Future Volume (vph)	189	133	18	146	56	73	17	530	149	105	595	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.96		1.00	0.97		1.00	0.98	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811			1757		1805	1809		1770	1814	
Flt Permitted		0.97			0.66		0.25	1.00		0.08	1.00	
Satd. Flow (perm)		1811			1189		480	1809		141	1814	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	193	136	18	149	57	74	17	541	152	107	607	118
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	347	0	0	280	0	17	693	0	107	725	0
Heavy Vehicles (%)	1%	2%	0%	1%	5%	0%	0%	2%	0%	2%	2%	3%
Turn Type	Split	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	4	4			8			2		1	6	
Permitted Phases				8			2			6		
Actuated Green, G (s)		22.7			13.0		46.6	46.6		61.4	61.4	
Effective Green, g (s)		24.7			15.0		48.6	48.6		63.4	63.4	
Actuated g/C Ratio		0.21			0.13		0.41	0.41		0.54	0.54	
Clearance Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0			3.0		5.0	5.0		3.0	5.0	
Lane Grp Cap (vph)		378			151		197	744		210	973	
v/s Ratio Prot		c0.19						c0.38		0.04	c0.40	
v/s Ratio Perm					c0.24		0.04			0.23		
v/c Ratio		0.92			1.85		0.09	0.93		0.51	0.75	
Uniform Delay, d1		45.7			51.5		21.2	33.2		22.8	21.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		26.5			408.8		0.4	18.9		1.9	3.8	
Delay (s)		72.2			460.3		21.6	52.1		24.8	24.9	
Level of Service		E			F		C	D		C	C	
Approach Delay (s)		72.2			460.3			51.4			24.9	
Approach LOS		E			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			97.3									F
HCM 2000 Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			118.1							20.0		
Intersection Capacity Utilization			85.8%									E
Analysis Period (min)			15									
c Critical Lane Group												

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy Queues

Existing 2024 PM

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	178	42	12	30	785	4	776	121
v/c Ratio	0.50	0.07	0.07	0.09	0.66	0.01	0.78	0.10
Control Delay	41.2	24.3	46.2	7.9	17.0	8.0	26.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	24.3	46.2	7.9	17.0	8.0	26.0	2.8
Queue Length 50th (ft)	95	17	6	4	192	1	320	12
Queue Length 95th (ft)	194	50	29	23	#790	6	#794	22
Internal Link Dist (ft)	737		308		1339		670	
Turn Bay Length (ft)		125		175		200		150
Base Capacity (vph)	565	623	188	356	1353	400	1223	1349
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.07	0.06	0.08	0.58	0.01	0.63	0.09

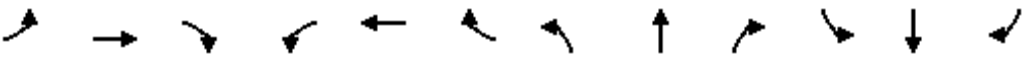
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

HCM Signalized Intersection Capacity Analysis

Existing 2024 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰↱		↰	↱		↰	↱	↰↱
Traffic Volume (vph)	169	4	41	4	4	4	29	758	4	4	753	117
Future Volume (vph)	169	4	41	4	4	4	29	758	4	4	753	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1811	1615		1785		1787	1899		1805	1863	1568
Flt Permitted		0.95	1.00		0.83		0.14	1.00		0.18	1.00	1.00
Satd. Flow (perm)		1811	1615		1512		271	1899		336	1863	1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	174	4	42	4	4	4	30	781	4	4	776	121
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	178	42	0	12	0	30	785	0	4	776	121
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	1%	0%	0%	0%	2%	3%
Turn Type	Split	NA	pm+ov	Perm	NA		D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	4	4	5		8		5	2		1	6	4
Permitted Phases			4		8		6			2		6
Actuated Green, G (s)		15.3	20.5		1.2		54.1	53.1		54.1	48.9	64.2
Effective Green, g (s)		17.3	24.5		3.2		58.1	55.1		58.1	50.9	68.2
Actuated g/C Ratio		0.18	0.25		0.03		0.59	0.56		0.59	0.52	0.69
Clearance Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)		317	483		49		270	1061		242	961	1084
v/s Ratio Prot		c0.10	c0.01				0.01	c0.41		0.00	c0.42	0.02
v/s Ratio Perm			0.02		c0.01		0.06			0.01		0.06
v/c Ratio		0.56	0.09		0.24		0.11	0.74		0.02	0.81	0.11
Uniform Delay, d1		37.2	28.5		46.5		13.6	16.4		12.5	19.8	5.1
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.3	0.1		2.6		0.2	3.3		0.0	5.7	0.0
Delay (s)		39.5	28.5		49.1		13.8	19.7		12.5	25.5	5.1
Level of Service		D	C		D		B	B		B	C	A
Approach Delay (s)		37.4			49.1			19.5			22.7	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			98.6				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			64.7%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

3: Graham Road & Unity Church Road HCM 6th TWSC

Existing 2024 PM

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	75	4	174	102	8
Future Vol, veh/h	286	75	4	174	102	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	3	0	2	1	0
Mvmt Flow	304	80	4	185	109	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	384
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1186
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1186
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	-	-	1186	-
HCM Lane V/C Ratio	0.227	-	-	0.004	-
HCM Control Delay (s)	14	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

4: Triangle Circle & Optimist Club Road HCM 6th TWSC

Existing 2024 PM

Intersection						
Int Delay, s/veh	45.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	264	51	18	182	300	163
Future Vol, veh/h	264	51	18	182	300	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	275	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	3	0	3
Mvmt Flow	293	57	20	202	333	181
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	222	0	-	0	764	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	4.11	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1353	-	-	-	375	928
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1353	-	-	-	~ 291	928
Mov Cap-2 Maneuver	-	-	-	-	~ 291	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	527	-
Approach	EB	WB		SB		
HCM Control Delay, s	7	0		91.8		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1353	-	-	-	291	928
HCM Lane V/C Ratio	0.217	-	-	-	1.145	0.195
HCM Control Delay (s)	8.4	0	-	-	136.4	9.8
HCM Lane LOS	A	A	-	-	F	A
HCM 95th %tile Q(veh)	0.8	-	-	-	14.1	0.7
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

APPENDIX E – OPENING YEAR 2026 OPERATIONAL ANALYSIS REPORTS

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Queues

Background 2026 AM with R-5712

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	190	109	164	69	89	10	492	86	70	738	96
v/c Ratio	0.62	0.42	0.55	0.28	0.43	0.06	0.67	0.14	0.41	0.79	0.12
Control Delay	49.4	47.6	47.9	46.1	50.4	49.7	30.9	21.6	55.2	29.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	47.6	47.9	46.1	50.4	49.7	30.9	21.6	55.2	29.7	15.9
Queue Length 50th (ft)	111	63	96	40	53	6	263	35	42	347	29
Queue Length 95th (ft)	217	137	187	94	117	25	420	74	103	#788	81
Internal Link Dist (ft)	1949			357			967			467	
Turn Bay Length (ft)	500		250		225		250		175		200
Base Capacity (vph)	393	318	413	329	280	189	952	809	177	1028	849
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.34	0.40	0.21	0.32	0.05	0.52	0.11	0.40	0.72	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

HCM Signalized Intersection Capacity Analysis

Background 2026 AM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	86	12	148	62	80	9	443	77	63	664	86
Future Volume (vph)	171	86	12	148	62	80	9	443	77	63	664	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	1771		1787	1845	1568	1805	1776	1509	1687	1845	1524
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1703	1771		1787	1845	1568	1805	1776	1509	1687	1845	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	96	13	164	69	89	10	492	86	70	738	96
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	190	109	0	164	69	89	10	492	86	70	738	96
Heavy Vehicles (%)	6%	5%	8%	1%	3%	3%	0%	7%	7%	7%	3%	6%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	15.7	12.4		14.4	11.1	11.1	1.2	42.7	42.7	6.1	47.6	47.6
Effective Green, g (s)	17.7	14.4		16.4	13.1	13.1	3.2	44.7	44.7	8.1	49.6	49.6
Actuated g/C Ratio	0.17	0.14		0.16	0.13	0.13	0.03	0.43	0.43	0.08	0.48	0.48
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	290	246		282	233	198	55	766	651	131	883	729
v/s Ratio Prot	c0.11	c0.06		0.09	0.04		0.01	0.28		c0.04	c0.40	
v/s Ratio Perm						0.06			0.06			0.06
v/c Ratio	0.66	0.44		0.58	0.30	0.45	0.18	0.64	0.13	0.53	0.84	0.13
Uniform Delay, d1	40.1	40.9		40.4	41.1	41.9	48.9	23.2	17.8	45.9	23.5	15.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	1.3		3.0	0.7	1.6	1.6	2.5	0.2	4.1	7.7	0.2
Delay (s)	45.3	42.2		43.5	41.8	43.5	50.5	25.7	17.9	50.1	31.1	15.2
Level of Service	D	D		D	D	D	D	C	B	D	C	B
Approach Delay (s)		44.2			43.1			25.0			30.9	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.0	HCM 2000 Level of Service					C			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			103.6	Sum of lost time (s)					20.0			
Intersection Capacity Utilization			69.4%	ICU Level of Service					C			
Analysis Period (min)			15									
c Critical Lane Group												

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy Queues

Background 2026 AM with R-5712

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	174	24	12	19	729	4	861	154
v/c Ratio	0.54	0.04	0.08	0.12	0.63	0.02	0.78	0.11
Control Delay	43.4	24.4	47.1	47.4	16.3	47.2	24.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	24.4	47.1	47.4	16.3	47.2	24.6	2.4
Queue Length 50th (ft)	98	10	7	11	176	2	386	16
Queue Length 95th (ft)	192	33	29	39	#748	15	#950	27
Internal Link Dist (ft)	737		308		794		670	
Turn Bay Length (ft)		125		175		200		150
Base Capacity (vph)	492	556	161	175	1170	198	1116	1408
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.04	0.07	0.11	0.62	0.02	0.77	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

HCM Signalized Intersection Capacity Analysis

Background 2026 AM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	4	22	4	4	4	17	651	5	4	775	139
Future Volume (vph)	153	4	22	4	4	4	17	651	5	4	775	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1794	1615		1785		1597	1758		1805	1845	1599
Flt Permitted		0.95	1.00		0.81		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1794	1615		1466		1597	1758		1805	1845	1599
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	170	4	24	4	4	4	19	723	6	4	861	154
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	174	24	0	12	0	19	729	0	4	861	154
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	13%	8%	0%	0%	3%	1%
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4	5		8		5	2		1	6	4
Permitted Phases			4		8							6
Actuated Green, G (s)		14.8	18.9		1.3		4.1	59.9		1.1	56.9	71.7
Effective Green, g (s)		16.8	22.9		3.3		6.1	61.9		3.1	58.9	75.7
Actuated g/C Ratio		0.16	0.22		0.03		0.06	0.59		0.03	0.56	0.72
Clearance Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)		286	428		46		92	1035		53	1033	1151
v/s Ratio Prot		c0.10	0.00				c0.01	c0.41		0.00	c0.47	0.02
v/s Ratio Perm			0.01		c0.01							0.07
v/c Ratio		0.61	0.06		0.26		0.21	0.70		0.08	0.83	0.13
Uniform Delay, d1		41.1	32.5		49.7		47.2	15.2		49.6	19.1	4.6
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.6	0.1		3.0		1.1	2.8		0.6	6.5	0.1
Delay (s)		44.7	32.6		52.7		48.3	17.9		50.2	25.6	4.6
Level of Service		D	C		D		D	B		D	C	A
Approach Delay (s)		43.3			52.7			18.7			22.5	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.3									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			105.1									
Intersection Capacity Utilization			65.0%									
Analysis Period (min)			15									
c Critical Lane Group												

3: Graham Road & Unity Church Road HCM 6th TWSC

Background 2026 AM with R-5712

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	32	5	205	89	4
Future Vol, veh/h	184	32	5	205	89	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	19	2	0	2	0
Mvmt Flow	204	36	6	228	99	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	240
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1327
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1327
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	563	-	-	1327	-
HCM Lane V/C Ratio	0.184	-	-	0.004	-
HCM Control Delay (s)	12.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

4: Triangle Circle & Optimist Club Road HCM 6th TWSC

Background 2026 AM with R-5712

Intersection						
Int Delay, s/veh	10.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	133	28	18	164	262	284
Future Vol, veh/h	133	28	18	164	262	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	275	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	7	0	5	5	2
Mvmt Flow	148	31	20	182	291	316
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	202	0	-	0	438	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.13	-	-	-	6.45	6.22
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.227	-	-	-	3.545	3.318
Pot Cap-1 Maneuver	1364	-	-	-	570	942
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	507	942
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	724	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.6	0		15.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1364	-	-	-	507	942
HCM Lane V/C Ratio	0.108	-	-	-	0.574	0.335
HCM Control Delay (s)	8	0	-	-	21.2	10.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	3.6	1.5

Queuing and Blocking Report
Background 2026 AM with R-5712

Intersection: 1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	B5
Directions Served	L	TR	L	T	R	L	T	R	L	T	R	T
Maximum Queue (ft)	231	144	168	154	151	274	292	200	284	508	200	161
Average Queue (ft)	116	68	63	45	46	13	172	28	64	264	48	10
95th Queue (ft)	201	125	136	115	102	93	282	125	193	463	184	74
Link Distance (ft)		1928		320			976			420		806
Upstream Blk Time (%)										3		
Queuing Penalty (veh)										20		
Storage Bay Dist (ft)	500		250		225	250		175	200		175	
Storage Blk Time (%)							8	0		20	0	
Queuing Penalty (veh)							7	0		29	0	

Intersection: 2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	T	R
Maximum Queue (ft)	152	42	52	46	236	736	230
Average Queue (ft)	79	10	17	15	110	270	62
95th Queue (ft)	130	32	47	39	211	526	204
Link Distance (ft)	769		354		806	721	
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)		125		175			150
Storage Blk Time (%)	2				2	15	
Queuing Penalty (veh)	0				0	21	

Intersection: 3: Graham Road & Unity Church Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	27	51
Average Queue (ft)	1	28
95th Queue (ft)	9	46
Link Distance (ft)	723	828
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Background 2026 AM with R-5712

Intersection: 4: Triangle Circle & Optimist Club Road

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	31	52	161	71
Average Queue (ft)	18	2	70	42
95th Queue (ft)	40	19	117	63
Link Distance (ft)	996	1928		897
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			275	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 77

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Queues

Background 2026 PM with R-5712

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	219	174	169	64	84	20	612	172	121	688	134
v/c Ratio	0.58	0.66	0.59	0.28	0.41	0.12	0.81	0.26	0.72	0.74	0.17
Control Delay	48.7	58.2	52.2	48.6	52.2	52.0	37.9	22.6	74.2	29.7	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	58.2	52.2	48.6	52.2	52.0	37.9	22.6	74.2	29.7	18.2
Queue Length 50th (ft)	148	120	115	43	57	14	373	79	87	333	45
Queue Length 95th (ft)	246	#212	192	88	111	40	552	136	#200	#703	109
Internal Link Dist (ft)		1949		357			967			467	
Turn Bay Length (ft)	500		250		225	250		175	200		175
Base Capacity (vph)	400	298	376	294	262	172	909	788	169	962	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.58	0.45	0.22	0.32	0.12	0.67	0.22	0.72	0.72	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

HCM Signalized Intersection Capacity Analysis

Background 2026 PM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	138	19	152	58	76	18	551	155	109	619	121
Future Volume (vph)	197	138	19	152	58	76	18	551	155	109	619	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1833		1787	1810	1615	1805	1863	1615	1770	1863	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1833		1787	1810	1615	1805	1863	1615	1770	1863	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	219	153	21	169	64	84	20	612	172	121	688	134
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	219	174	0	169	64	84	20	612	172	121	688	134
Heavy Vehicles (%)	1%	2%	0%	1%	5%	0%	0%	2%	0%	2%	2%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	20.6	15.2		15.1	9.7	9.7	2.8	46.0	46.0	8.2	51.4	51.4
Effective Green, g (s)	22.6	17.2		17.1	11.7	11.7	4.8	48.0	48.0	10.2	53.4	53.4
Actuated g/C Ratio	0.20	0.15		0.15	0.10	0.10	0.04	0.43	0.43	0.09	0.47	0.47
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	358	280		271	188	167	77	794	689	160	884	744
v/s Ratio Prot	c0.12	c0.09		0.09	0.04		0.01	0.33		c0.07	c0.37	
v/s Ratio Perm						0.05			0.11			0.09
v/c Ratio	0.61	0.62		0.62	0.34	0.50	0.26	0.77	0.25	0.76	0.78	0.18
Uniform Delay, d1	41.0	44.6		44.7	46.8	47.7	52.1	27.6	20.7	49.9	24.6	17.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	4.2		4.4	1.1	2.4	1.8	5.4	0.4	18.3	5.1	0.2
Delay (s)	44.0	48.8		49.1	47.9	50.0	53.9	33.0	21.1	68.2	29.7	17.2
Level of Service	D	D		D	D	D	D	C	C	E	C	B
Approach Delay (s)		46.2			49.1			31.0			32.9	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			36.5		HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			112.5		Sum of lost time (s)				20.0			
Intersection Capacity Utilization			71.9%		ICU Level of Service				C			
Analysis Period (min)			15									
c Critical Lane Group												

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy Queues

Background 2026 PM with R-5712

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	48	12	33	881	4	870	136
v/c Ratio	0.60	0.09	0.08	0.19	0.70	0.02	0.82	0.11
Control Delay	45.8	24.9	47.6	48.7	18.2	47.8	28.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	24.9	47.6	48.7	18.2	47.8	28.3	2.8
Queue Length 50th (ft)	114	20	7	19	250	2	409	14
Queue Length 95th (ft)	217	54	29	58	#951	15	#959	25
Internal Link Dist (ft)	737		308		794		670	
Turn Bay Length (ft)		125		175		200		150
Base Capacity (vph)	470	552	152	186	1255	187	1065	1338
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.09	0.08	0.18	0.70	0.02	0.82	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

HCM Signalized Intersection Capacity Analysis

Background 2026 PM with R-5712

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↪		↩↪		↩	↪		↩	↪	↩↪
Traffic Volume (vph)	176	4	43	4	4	4	30	789	4	4	783	122
Future Volume (vph)	176	4	43	4	4	4	30	789	4	4	783	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1811	1615		1785		1787	1899		1805	1863	1568
Flt Permitted		0.95	1.00		0.81		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1811	1615		1466		1787	1899		1805	1863	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	196	4	48	4	4	4	33	877	4	4	870	136
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	200	48	0	12	0	33	881	0	4	870	136
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	1%	0%	0%	0%	2%	3%
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4	5		8		5	2		1	6	4
Permitted Phases			4		8							6
Actuated Green, G (s)		16.2	21.9		1.3		5.7	62.9		1.1	58.3	74.5
Effective Green, g (s)		18.2	25.9		3.3		7.7	64.9		3.1	60.3	78.5
Actuated g/C Ratio		0.17	0.24		0.03		0.07	0.59		0.03	0.55	0.72
Clearance Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)		301	455		44		125	1125		51	1025	1124
v/s Ratio Prot		c0.11	0.01				c0.02	c0.46		0.00	c0.47	0.02
v/s Ratio Perm			0.02		c0.01							0.07
v/c Ratio		0.66	0.11		0.27		0.26	0.78		0.08	0.85	0.12
Uniform Delay, d1		42.8	32.7		51.9		48.2	17.0		51.8	20.8	4.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		5.4	0.1		3.3		1.1	4.2		0.7	7.4	0.0
Delay (s)		48.2	32.8		55.3		49.3	21.2		52.5	28.1	4.9
Level of Service		D	C		E		D	C		D	C	A
Approach Delay (s)		45.2			55.3			22.2			25.1	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			26.3									
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			109.5							20.0		
Intersection Capacity Utilization			66.7%									
Analysis Period (min)			15									
c Critical Lane Group												

3: Graham Road & Unity Church Road HCM 6th TWSC

Background 2026 PM with R-5712

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	298	78	4	181	106	8
Future Vol, veh/h	298	78	4	181	106	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	3	0	2	1	0
Mvmt Flow	331	87	4	201	118	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	418	0	584	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.1	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1152	-	476	676
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1152	-	474	676
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	825	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		15.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	484	-	-	1152	-	
HCM Lane V/C Ratio	0.262	-	-	0.004	-	
HCM Control Delay (s)	15.1	-	-	8.1	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

4: Triangle Circle & Optimist Club Road HCM 6th TWSC

Background 2026 PM with R-5712

Intersection						
Int Delay, s/veh	60					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	275	53	19	189	312	170
Future Vol, veh/h	275	53	19	189	312	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	275	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	3	0	3
Mvmt Flow	306	59	21	210	347	189
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	231	0	-	0	797	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	671	-
Critical Hdwy	4.11	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1343	-	-	-	358	922
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1343	-	-	-	~ 274	922
Mov Cap-2 Maneuver	-	-	-	-	~ 274	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	512	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.1	0		121.9		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1343	-	-	-	274	922
HCM Lane V/C Ratio	0.228	-	-	-	1.265	0.205
HCM Control Delay (s)	8.5	0	-	-	182.9	9.9
HCM Lane LOS	A	A	-	-	F	A
HCM 95th %tile Q(veh)	0.9	-	-	-	16.8	0.8
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Queuing and Blocking Report
Background 2026 PM with R-5712

Intersection: 1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	235	178	164	87	109	274	527	200	284	467	200
Average Queue (ft)	124	95	77	34	45	26	280	110	78	200	81
95th Queue (ft)	216	173	145	77	93	137	481	242	186	435	221
Link Distance (ft)		1928		320			976			420	
Upstream Blk Time (%)										1	
Queuing Penalty (veh)										10	
Storage Bay Dist (ft)	500		250		225	250		175	200		175
Storage Blk Time (%)							19	0		11	0
Queuing Penalty (veh)							31	0		25	0

Intersection: 2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	154	42	51	264	369	30	562	230
Average Queue (ft)	98	17	10	23	175	2	237	41
95th Queue (ft)	146	40	36	102	317	12	465	150
Link Distance (ft)	769		354		806		721	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		125		175		200		150
Storage Blk Time (%)	2				7		14	
Queuing Penalty (veh)	1				2		17	

Intersection: 3: Graham Road & Unity Church Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	28	177
Average Queue (ft)	2	36
95th Queue (ft)	13	82
Link Distance (ft)	723	828
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Background 2026 PM with R-5712

Intersection: 4: Triangle Circle & Optimist Club Road

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	129	52	241	129
Average Queue (ft)	53	4	110	41
95th Queue (ft)	101	22	193	74
Link Distance (ft)	996	1928		897
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 87

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Queues

With Project 2026 AM with R-5712

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	193	112	171	76	89	10	506	86	76	738	96
v/c Ratio	0.63	0.44	0.57	0.31	0.43	0.06	0.69	0.14	0.44	0.79	0.12
Control Delay	50.1	48.6	48.5	47.0	50.7	50.0	31.4	21.5	56.9	29.6	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	48.6	48.5	47.0	50.7	50.0	31.4	21.5	56.9	29.6	15.9
Queue Length 50th (ft)	115	66	102	45	54	6	275	35	47	350	29
Queue Length 95th (ft)	220	140	194	102	117	25	436	74	110	#788	81
Internal Link Dist (ft)	1949			357			967			467	
Turn Bay Length (ft)	500		250		225		250		175		200
Base Capacity (vph)	391	315	410	327	278	188	946	804	176	1030	851
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.36	0.42	0.23	0.32	0.05	0.53	0.11	0.43	0.72	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

HCM Signalized Intersection Capacity Analysis

With Project 2026 AM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	89	12	154	68	80	9	455	77	68	664	86
Future Volume (vph)	174	89	12	154	68	80	9	455	77	68	664	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	1772		1787	1845	1568	1805	1776	1509	1687	1845	1524
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1703	1772		1787	1845	1568	1805	1776	1509	1687	1845	1524
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	193	99	13	171	76	89	10	506	86	76	738	96
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	193	112	0	171	76	89	10	506	86	76	738	96
Heavy Vehicles (%)	6%	5%	8%	1%	3%	3%	0%	7%	7%	7%	3%	6%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	15.9	12.2		14.7	11.0	11.0	1.2	43.2	43.2	6.1	48.1	48.1
Effective Green, g (s)	17.9	14.2		16.7	13.0	13.0	3.2	45.2	45.2	8.1	50.1	50.1
Actuated g/C Ratio	0.17	0.14		0.16	0.12	0.12	0.03	0.43	0.43	0.08	0.48	0.48
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	292	241		286	230	195	55	770	654	131	887	732
v/s Ratio Prot	c0.11	c0.06		0.10	0.04		0.01	0.28		c0.05	c0.40	
v/s Ratio Perm						0.06			0.06			0.06
v/c Ratio	0.66	0.46		0.60	0.33	0.46	0.18	0.66	0.13	0.58	0.83	0.13
Uniform Delay, d1	40.3	41.5		40.6	41.6	42.3	49.2	23.4	17.7	46.4	23.4	15.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	1.4		3.3	0.8	1.7	1.6	2.7	0.2	6.4	7.5	0.2
Delay (s)	45.8	42.9		44.0	42.5	44.0	50.8	26.1	17.9	52.8	30.9	15.2
Level of Service	D	D		D	D	D	D	C	B	D	C	B
Approach Delay (s)		44.8			43.6			25.3			31.0	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.4	HCM 2000 Level of Service					C			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			104.2	Sum of lost time (s)					20.0			
Intersection Capacity Utilization			69.6%	ICU Level of Service					C			
Analysis Period (min)			15									
c Critical Lane Group												

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy Queues

With Project 2026 AM with R-5712

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	174	26	12	20	743	4	866	154
v/c Ratio	0.54	0.05	0.08	0.12	0.64	0.02	0.79	0.11
Control Delay	42.9	24.3	47.0	47.2	16.6	47.2	25.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	24.3	47.0	47.2	16.6	47.2	25.1	2.5
Queue Length 50th (ft)	98	11	7	11	183	2	390	16
Queue Length 95th (ft)	192	35	29	40	#772	15	#958	27
Internal Link Dist (ft)	737		308		794		670	
Turn Bay Length (ft)		125		175		200		150
Base Capacity (vph)	499	563	168	178	1185	201	1131	1408
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.05	0.07	0.11	0.63	0.02	0.77	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

HCM Signalized Intersection Capacity Analysis

With Project 2026 AM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	4	23	4	4	4	18	663	5	4	779	139
Future Volume (vph)	153	4	23	4	4	4	18	663	5	4	779	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1794	1615		1785		1597	1758		1805	1845	1599
Flt Permitted		0.95	1.00		0.83		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1794	1615		1512		1597	1758		1805	1845	1599
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	170	4	26	4	4	4	20	737	6	4	866	154
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	174	26	0	12	0	20	743	0	4	866	154
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	13%	8%	0%	0%	3%	1%
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4	5		8		5	2		1	6	4
Permitted Phases			4		8							6
Actuated Green, G (s)		14.8	18.8		1.2		4.0	59.0		1.1	56.1	70.9
Effective Green, g (s)		16.8	22.8		3.2		6.0	61.0		3.1	58.1	74.9
Actuated g/C Ratio		0.16	0.22		0.03		0.06	0.59		0.03	0.56	0.72
Clearance Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		289	431		46		92	1030		53	1029	1150
v/s Ratio Prot		c0.10	0.00				c0.01	c0.42		0.00	c0.47	0.02
v/s Ratio Perm			0.01		c0.01							0.07
v/c Ratio		0.60	0.06		0.26		0.22	0.72		0.08	0.84	0.13
Uniform Delay, d1		40.5	32.2		49.3		46.8	15.5		49.1	19.2	4.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.5	0.1		3.0		1.2	2.5		0.6	6.3	0.1
Delay (s)		44.1	32.2		52.3		48.0	18.0		49.7	25.5	4.6
Level of Service		D	C		D		D	B		D	C	A
Approach Delay (s)		42.5			52.3			18.8			22.5	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			104.1				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			65.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

3: Graham Road & Unity Church Road HCM 6th TWSC

With Project 2026 AM with R-5712

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	189	34	5	211	91	4
Future Vol, veh/h	189	34	5	211	91	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	19	2	0	2	0
Mvmt Flow	210	38	6	234	101	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	248	0	475	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	4.12	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1318	-	548	815
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1318	-	545	815
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	791	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		13	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	553	-	-	1318	-	
HCM Lane V/C Ratio	0.191	-	-	0.004	-	
HCM Control Delay (s)	13	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

4: Triangle Circle & Optimist Club Road HCM 6th TWSC

With Project 2026 AM with R-5712

Intersection

Int Delay, s/veh 11.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	133	30	20	168	266	284
Future Vol, veh/h	133	30	20	168	266	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	275	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	7	0	5	5	2
Mvmt Flow	148	33	22	187	296	316

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	209	0	0	445	116
Stage 1	-	-	-	116	-
Stage 2	-	-	-	329	-
Critical Hdwy	4.13	-	-	6.45	6.22
Critical Hdwy Stg 1	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	5.45	-
Follow-up Hdwy	2.227	-	-	3.545	3.318
Pot Cap-1 Maneuver	1356	-	-	565	936
Stage 1	-	-	-	902	-
Stage 2	-	-	-	722	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1356	-	-	502	936
Mov Cap-2 Maneuver	-	-	-	502	-
Stage 1	-	-	-	802	-
Stage 2	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1356	-	-	-	502	936
HCM Lane V/C Ratio	0.109	-	-	-	0.589	0.337
HCM Control Delay (s)	8	0	-	-	21.9	10.8
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	3.8	1.5

5: NC 16 (BUS) & Site Dwy 1
HCM 6th TWSC

With Project 2026 AM with R-5712

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	71	635	74	0	819
Future Vol, veh/h	0	71	635	74	0	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	79	706	82	0	910
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	747	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	413	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	413	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.8	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 413		-		
HCM Lane V/C Ratio	-	- 0.191		-		
HCM Control Delay (s)	-	- 15.8		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.7		-		

6: Unity Church Road & Site Dwy 2
HCM 6th TWSC

With Project 2026 AM with R-5712

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 23 212 269 33 21 36

Future Vol, veh/h 23 212 269 33 21 36

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 9 3 2 2 2

Mvmt Flow 26 236 299 37 23 40

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 336 0 - 0 606 318

Stage 1 - - - - 318 -

Stage 2 - - - - 288 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1223 - - - 460 723

Stage 1 - - - - 738 -

Stage 2 - - - - 761 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1223 - - - 449 723

Mov Cap-2 Maneuver - - - - 449 -

Stage 1 - - - - 720 -

Stage 2 - - - - 761 -

Approach EB WB SB

HCM Control Delay, s 0.8 0 11.8

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1223 - - - 590

HCM Lane V/C Ratio 0.021 - - - 0.107

HCM Control Delay (s) 8 0 - - 11.8

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.1 - - - 0.4

Queuing and Blocking Report
With Project 2026 AM with R-5712

Intersection: 1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	194	127	119	133	113	56	354	200	284	419	200
Average Queue (ft)	102	65	65	52	52	6	161	44	58	210	47
95th Queue (ft)	177	116	112	102	92	27	265	171	187	405	186
Link Distance (ft)		1928		327			976			419	
Upstream Blk Time (%)										0	
Queuing Penalty (veh)										2	
Storage Bay Dist (ft)	500		250		225	250		175	200		175
Storage Blk Time (%)							6	0		11	0
Queuing Penalty (veh)							5	0		16	0

Intersection: 2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	198	20	52	74	424	30	496	230
Average Queue (ft)	80	8	10	17	139	4	227	59
95th Queue (ft)	144	23	34	52	298	19	391	188
Link Distance (ft)	769		354		801		721	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		125		175		200		150
Storage Blk Time (%)	3				5		14	
Queuing Penalty (veh)	1				1		19	

Intersection: 3: Graham Road & Unity Church Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	72
Average Queue (ft)	33
95th Queue (ft)	55
Link Distance (ft)	828
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

With Project 2026 AM with R-5712

Intersection: 4: Triangle Circle & Optimist Club Road

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	74	22	178	103
Average Queue (ft)	19	1	73	52
95th Queue (ft)	58	10	139	83
Link Distance (ft)	996	1928		897
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			275	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: NC 16 (BUS) & Site Dwy 1

Movement	WB	SB
Directions Served	R	T
Maximum Queue (ft)	54	93
Average Queue (ft)	30	6
95th Queue (ft)	50	41
Link Distance (ft)	162	801
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Unity Church Road & Site Dwy 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	27
Average Queue (ft)	7	22
95th Queue (ft)	28	39
Link Distance (ft)	327	121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 44

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Queues

With Project 2026 PM with R-5712

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	178	174	73	84	20	626	172	127	688	134
v/c Ratio	0.71	0.67	0.60	0.32	0.41	0.13	0.82	0.26	0.76	0.74	0.17
Control Delay	56.4	59.5	53.0	49.8	52.6	52.3	38.8	22.7	79.4	29.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	59.5	53.0	49.8	52.6	52.3	38.8	22.7	79.4	29.8	18.2
Queue Length 50th (ft)	156	125	121	50	59	14	390	80	94	337	45
Queue Length 95th (ft)	256	#223	198	98	111	40	570	136	#213	#703	109
Internal Link Dist (ft)		1949		357			967			467	
Turn Bay Length (ft)	500		250		225	250		175	200		175
Base Capacity (vph)	371	294	371	290	259	170	897	777	167	959	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.61	0.47	0.25	0.32	0.12	0.70	0.22	0.76	0.72	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: NC 16 (BUS) & Triangle Circle/Unity Church Road

HCM Signalized Intersection Capacity Analysis

With Project 2026 PM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	141	19	157	66	76	18	563	155	114	619	121
Future Volume (vph)	204	141	19	157	66	76	18	563	155	114	619	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1834		1787	1810	1615	1805	1863	1615	1770	1863	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1834		1787	1810	1615	1805	1863	1615	1770	1863	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	227	157	21	174	73	84	20	626	172	127	688	134
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	227	178	0	174	73	84	20	626	172	127	688	134
Heavy Vehicles (%)	1%	2%	0%	1%	5%	0%	0%	2%	0%	2%	2%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	17.3	13.6		15.4	11.7	11.7	2.8	46.9	46.9	8.1	52.2	52.2
Effective Green, g (s)	19.3	15.6		17.4	13.7	13.7	4.8	48.9	48.9	10.1	54.2	54.2
Actuated g/C Ratio	0.17	0.14		0.16	0.12	0.12	0.04	0.44	0.44	0.09	0.48	0.48
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	307	255		277	221	197	77	813	705	159	901	758
v/s Ratio Prot	c0.13	c0.10		0.10	0.04		0.01	0.34		c0.07	c0.37	
v/s Ratio Perm						0.05			0.11			0.09
v/c Ratio	0.74	0.70		0.63	0.33	0.43	0.26	0.77	0.24	0.80	0.76	0.18
Uniform Delay, d1	44.0	46.0		44.3	45.0	45.5	51.9	26.8	19.9	50.0	23.7	16.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	8.1		4.4	0.9	1.5	1.8	5.2	0.4	23.7	4.6	0.2
Delay (s)	53.0	54.0		48.7	45.8	47.0	53.7	32.0	20.3	73.7	28.2	16.5
Level of Service	D	D		D	D	D	D	C	C	E	C	B
Approach Delay (s)		53.4			47.6			30.1			32.7	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			37.2	HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			112.0	Sum of lost time (s)					20.0			
Intersection Capacity Utilization			72.4%	ICU Level of Service					C			
Analysis Period (min)			15									
c Critical Lane Group												

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy Queues

With Project 2026 PM with R-5712

								
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	49	12	34	895	4	874	136
v/c Ratio	0.60	0.09	0.08	0.20	0.71	0.02	0.82	0.11
Control Delay	45.8	24.9	47.6	48.8	18.5	47.8	28.6	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	24.9	47.6	48.8	18.5	47.8	28.6	2.8
Queue Length 50th (ft)	115	21	7	20	258	2	414	14
Queue Length 95th (ft)	217	55	29	59	#977	15	#966	25
Internal Link Dist (ft)	737		308		794		670	
Turn Bay Length (ft)		125		175		200		150
Base Capacity (vph)	470	551	152	185	1256	187	1065	1338
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.09	0.08	0.18	0.71	0.02	0.82	0.10

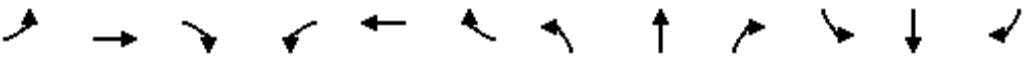
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

HCM Signalized Intersection Capacity Analysis

With Project 2026 PM with R-5712

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	↔
Traffic Volume (vph)	176	4	44	4	4	4	31	802	4	4	787	122
Future Volume (vph)	176	4	44	4	4	4	31	802	4	4	787	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1811	1615		1785		1787	1899		1805	1863	1568
Flt Permitted		0.95	1.00		0.81		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1811	1615		1466		1787	1899		1805	1863	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	196	4	49	4	4	4	34	891	4	4	874	136
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	200	49	0	12	0	34	895	0	4	874	136
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	1%	0%	0%	0%	2%	3%
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	4	4	5		8		5	2		1	6	4
Permitted Phases			4		8							6
Actuated Green, G (s)		16.2	22.0		1.3		5.8	63.0		1.1	58.3	74.5
Effective Green, g (s)		18.2	26.0		3.3		7.8	65.0		3.1	60.3	78.5
Actuated g/C Ratio		0.17	0.24		0.03		0.07	0.59		0.03	0.55	0.72
Clearance Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	5.0		3.0	5.0	3.0
Lane Grp Cap (vph)		300	456		44		127	1126		51	1024	1123
v/s Ratio Prot		c0.11	0.01				c0.02	c0.47		0.00	c0.47	0.02
v/s Ratio Perm			0.02		c0.01							0.07
v/c Ratio		0.67	0.11		0.27		0.27	0.79		0.08	0.85	0.12
Uniform Delay, d1		42.9	32.7		52.0		48.2	17.2		51.9	20.9	4.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		5.5	0.1		3.3		1.1	4.5		0.7	7.7	0.0
Delay (s)		48.4	32.8		55.3		49.3	21.7		52.5	28.6	4.9
Level of Service		D	C		E		D	C		D	C	A
Approach Delay (s)		45.3			55.3			22.7			25.5	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			26.7									
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			109.6							20.0		
Intersection Capacity Utilization			67.4%									
Analysis Period (min)			15									
c Critical Lane Group												

3: Graham Road & Unity Church Road HCM 6th TWSC

With Project 2026 PM with R-5712

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	303	80	4	181	108	8
Future Vol, veh/h	303	80	4	181	108	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	3	0	2	1	0
Mvmt Flow	337	89	4	201	120	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	426	0	591	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.1	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1144	-	471	670
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1144	-	469	670
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	825	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		15.3	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	479	-	-	1144	-	
HCM Lane V/C Ratio	0.269	-	-	0.004	-	
HCM Control Delay (s)	15.3	-	-	8.2	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.1	-	-	0	-	

4: Triangle Circle & Optimist Club Road HCM 6th TWSC

With Project 2026 PM with R-5712

Intersection						
Int Delay, s/veh	65.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	275	56	21	194	319	170
Future Vol, veh/h	275	56	21	194	319	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	275	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	3	0	3
Mvmt Flow	306	62	23	216	354	189
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	239	0	-	0	805	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	4.11	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1334	-	-	-	355	916
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1334	-	-	-	~ 271	916
Mov Cap-2 Maneuver	-	-	-	-	~ 271	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	510	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.1	0		133.8		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1334	-	-	-	271	916
HCM Lane V/C Ratio	0.229	-	-	-	1.308	0.206
HCM Control Delay (s)	8.5	0	-	-	199.9	9.9
HCM Lane LOS	A	A	-	-	F	A
HCM 95th %tile Q(veh)	0.9	-	-	-	17.9	0.8
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

5: NC 16 (BUS) & Site Dwy 1
HCM 6th TWSC

With Project 2026 PM with R-5712

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	72	765	77	0	854
Future Vol, veh/h	0	72	765	77	0	854
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	850	86	0	949
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	893	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	340	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	340	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.8	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	340		-		
HCM Lane V/C Ratio	-	0.235		-		
HCM Control Delay (s)	-	18.8		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	0.9		-		

6: Unity Church Road & Site Dwy 2
HCM 6th TWSC

With Project 2026 PM with R-5712

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	388	262	32	22	38
Future Vol, veh/h	23	388	262	32	22	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	9	3	2	2	2
Mvmt Flow	26	431	291	36	24	42
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	327	0	-	0	792	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	358	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	348	731
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	620	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		12.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1233	-	-	-	521	
HCM Lane V/C Ratio	0.021	-	-	-	0.128	
HCM Control Delay (s)	8	0	-	-	12.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

Queuing and Blocking Report
With Project 2026 PM with R-5712

Intersection: 1: NC 16 (BUS) & Triangle Circle/Unity Church Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	258	198	153	148	104	35	425	200	285	422	200
Average Queue (ft)	131	100	80	46	45	6	235	80	105	244	63
95th Queue (ft)	217	173	141	98	90	24	380	211	216	396	201
Link Distance (ft)		1928		327			976			419	
Upstream Blk Time (%)										1	
Queuing Penalty (veh)										7	
Storage Bay Dist (ft)	500		250		225	250		175	200		175
Storage Blk Time (%)							16	0	0	14	0
Queuing Penalty (veh)							27	0	0	31	1

Intersection: 2: NC 16 (BUS) & Natalie Commons Drive/TNT Dwy

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	T	R
Maximum Queue (ft)	191	150	74	64	429	30	736	230
Average Queue (ft)	102	20	10	23	153	5	271	49
95th Queue (ft)	173	66	41	49	318	23	534	184
Link Distance (ft)	769		354		801		721	
Upstream Blk Time (%)							1	
Queuing Penalty (veh)							0	
Storage Bay Dist (ft)		125		175		200		150
Storage Blk Time (%)	5				5		18	
Queuing Penalty (veh)	2				1		21	

Intersection: 3: Graham Road & Unity Church Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	24	53
Average Queue (ft)	1	34
95th Queue (ft)	8	53
Link Distance (ft)	723	828
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
With Project 2026 PM with R-5712

Intersection: 4: Triangle Circle & Optimist Club Road

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	100	56	190	56
Average Queue (ft)	36	6	100	35
95th Queue (ft)	79	27	171	52
Link Distance (ft)	996	1928		897
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			275	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: NC 16 (BUS) & Site Dwy 1

Movement	WB	SB
Directions Served	R	T
Maximum Queue (ft)	75	138
Average Queue (ft)	39	8
95th Queue (ft)	69	55
Link Distance (ft)	162	801
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Unity Church Road & Site Dwy 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	72	123
Average Queue (ft)	9	30
95th Queue (ft)	40	67
Link Distance (ft)	327	121
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 91

APPENDIX F – TIA SUBMITTAL CHECKLIST



NCDOT TIA Submittal Checklist



Submittal: Final Sealed TIA Report Document Date: 8/19/2024
Project Name: Quiktrip NC16 | Unity Previous Name: If Applicable N/A
NCDOT Division: 12 District: 3 County: Lincoln Municipality: Denver
TIA Consultant: Keck & Wood, Inc. Submitted By: Alex Simmons
Phone Number: 6784174047 Email: Asimmons@Keckwood.Com
TIA Scoping Checklist Approval Date: 8/14/2024 Unadjusted Daily Site Trips: 3982

- ☒ The approved TIA Scoping Checklist is included in this submittal.
- ☐ LOS D or better is expected at all study intersections after proposed mitigations.
- ☐ The study report is sealed by a NC Professional Engineer with expertise in traffic engineering.
- ☒ This study has identified all known deficiencies with and without the proposed development.
- ☒ This study has identified mitigation measures to adequately accommodate the site trips.

Explain here if any of the boxes above are unchecked:

The intersection at Optimist Club Rd and Triangle Circle is currently operating with LOS F in the PM peak hour. It appears that there was a recent project to add a right-turn lane at the intersection; however, existing delays are still high. The proposed development adds minimal trips to the Optimist Club approach; therefore, improvements are expected to fall out of the scope of this projects.

The undersigned affirms that, except for the deviations noted below, the TIA submittal conforms to the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), [Policy on Street and Driveway Access to North Carolina Highways](#), and the TIA Scoping Checklist approved by the NCDOT District Office. The undersigned also acknowledges that the TIA will be rejected if the deviations and justifications are not properly documented and approved by NCDOT.

Deviations and Justifications (e.g., changes in site plan, development schedule, site trip and off-site trip estimates, study area, data collection, analysis period and method. Attached separate sheets if needed.)

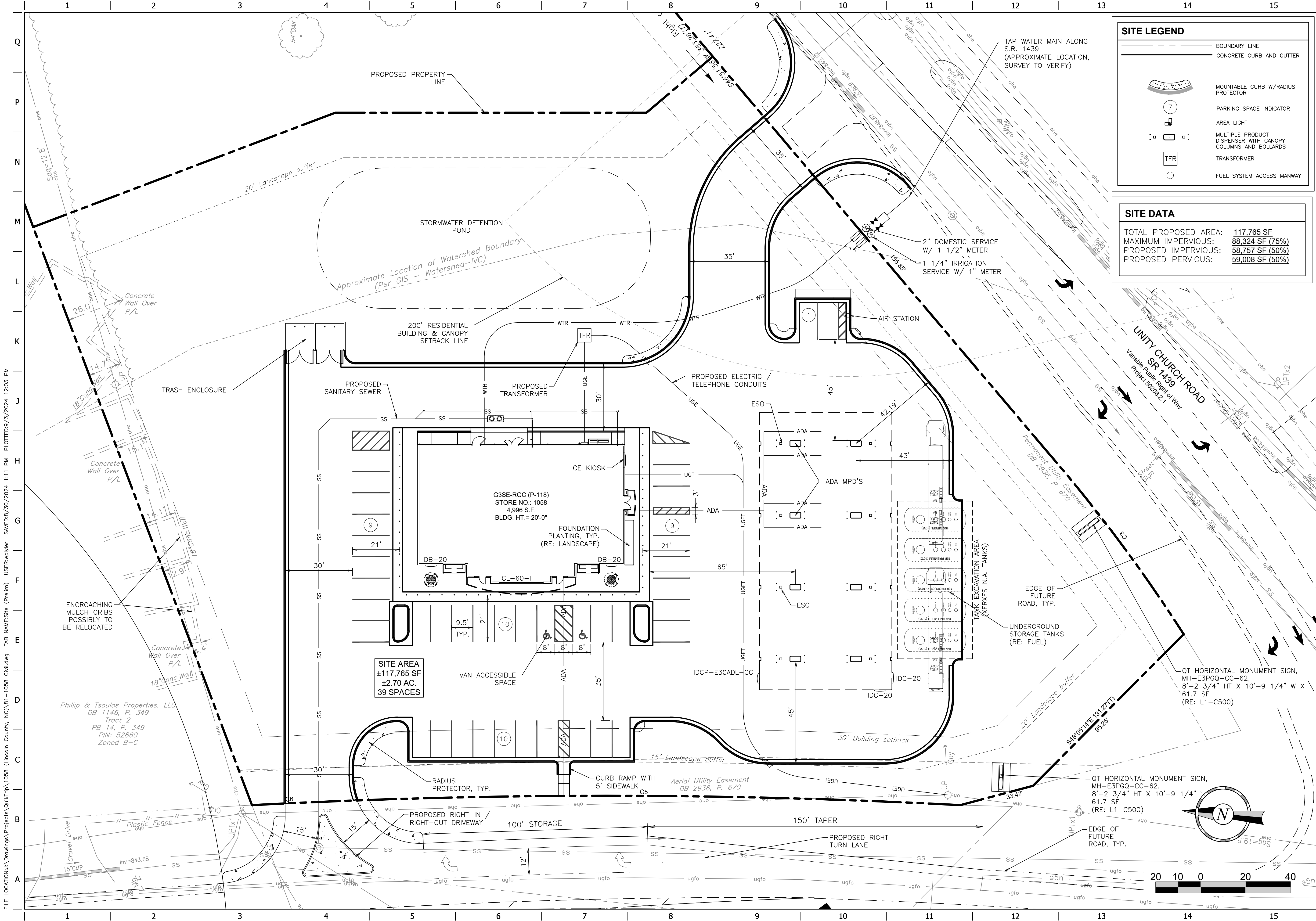
TIA Consultant's Signature
(Professional Engineer of TIA Record)

Rob Jacquette, PE, PTOE

Print Name

09/03/2024

Date



SITE LEGEND

BOUNDARY LINE

CONCRETE CURB AND GUTTER

SITE DATA

TOTAL PROPOSED AREA:

117,765 SF

MAXIMUM IMPERVIOUS:

88,324 SF (75%)

PROPOSED IMPERVIOUS:

58,757 SF (50%)

PROPOSED PERVIOUS:

59,008 SF (50%)

PROJECT NO.:#####

FREELAND and KALFFMAN, INC.

Engineers & Landscape Architects

209 West State Avenue

Greenville, SC 29609

864.233.5497

QuikTrip No. 1058

NC HIGHWAY 16 (BUSINESS)

LINCOLN COUNTY, NC

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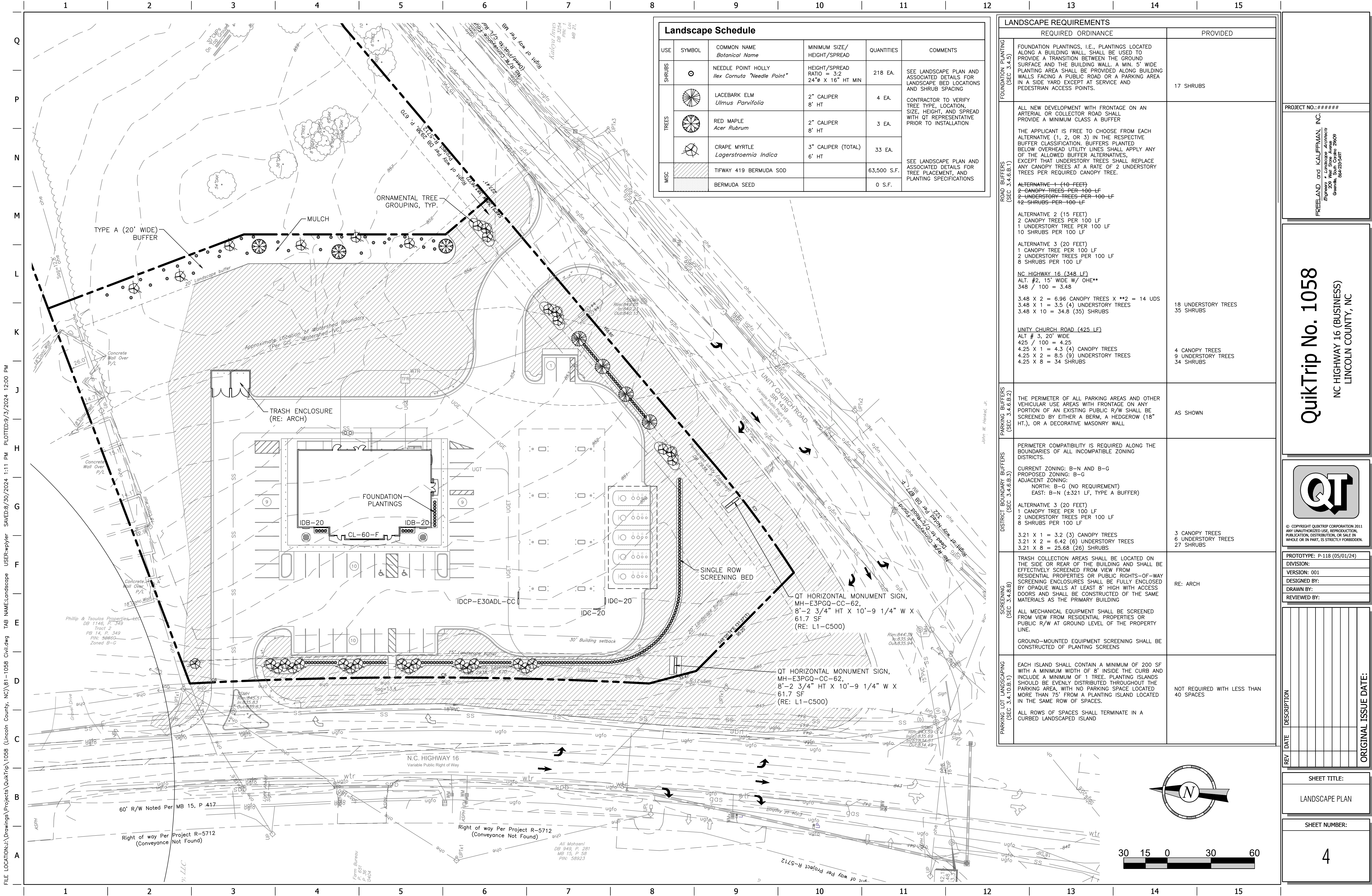
SHEET TITLE:

PRELIMINARY SITE PLAN

SHEET NUMBER:

2

FILE LOCATION: J:\Drawings\Projects\QuikTrip\1058 (Lincoln County, NC)\81-1058 Civil.dwg TAB NAME: Site (Prelim) USER: wpj/yer SAVED: 8/30/2024 1:11 PM PLOTTED: 9/3/2024 12:03 PM



Landscape Schedule					
USE	SYMBOL	COMMON NAME <i>Botanical Name</i>	MINIMUM SIZE/ HEIGHT/SPREAD	QUANTITIES	COMMENTS
SHRUBS		NEEDLE POINT HOLLY <i>Ilex Cornuta "Needle Point"</i>	HEIGHT/SPREAD RATIO = 3:2 24" X 16" HT MIN	218 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR LANDSCAPE BED LOCATIONS AND SHRUB SPACING
TREES		LACEBARK ELM <i>Ulmus Parvifolia</i>	2" CALIPER 8' HT	4 EA.	CONTRACTOR TO VERIFY TREE TYPE, LOCATION, SIZE, HEIGHT, AND SPREAD WITH QT REPRESENTATIVE PRIOR TO INSTALLATION
		RED MAPLE <i>Acer Rubrum</i>	2" CALIPER 8' HT	3 EA.	
		GRAPE MYRTLE <i>Lagerstroemia Indica</i>	3" CALIPER (TOTAL) 6' HT	33 EA.	
MISC		TIFWAY 419 BERMUDA SOD		63,500 S.F.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR TREE PLACEMENT, AND PLANTING SPECIFICATIONS
		BERMUDA SEED		0 S.F.	

LANDSCAPE REQUIREMENTS		
REQUIRED ORDINANCE	PROVIDED	
FOUNDATION PLANTING (SEC 3.4.5)	FOUNDATION PLANTINGS, I.E., PLANTINGS LOCATED ALONG A BUILDING WALL, SHALL BE USED TO PROVIDE A TRANSITION BETWEEN THE GROUND SURFACE AND THE BUILDING WALL. A MIN. 5' WIDE PLANTING AREA SHALL BE PROVIDED ALONG BUILDING WALLS FACING A PUBLIC ROAD OR A PARKING AREA IN A SIDE YARD EXCEPT AT SERVICE AND PEDESTRIAN ACCESS POINTS.	17 SHRUBS
ROAD BUFFERS (SEC 3.4.6.B.1)	ALL NEW DEVELOPMENT WITH FRONTAGE ON AN ARTERIAL OR COLLECTOR ROAD SHALL PROVIDE A MINIMUM CLASS A BUFFER THE APPLICANT IS FREE TO CHOOSE FROM EACH ALTERNATIVE (1, 2, OR 3) IN THE RESPECTIVE BUFFER CLASSIFICATION. BUFFERS PLANTED BELOW OVERHEAD UTILITY LINES SHALL APPLY ANY OF THE ALLOWED BUFFER ALTERNATIVES, EXCEPT THAT UNDERSTORY TREES SHALL REPLACE ANY CANOPY TREES AT A RATE OF 2 UNDERSTORY TREES PER REQUIRED CANOPY TREE. ALTERNATIVE 1 (10 FEET) 2 CANOPY TREES PER 100 LF 2 UNDERSTORY TREES PER 100 LF 12 SHRUBS PER 100 LF ALTERNATIVE 2 (15 FEET) 2 CANOPY TREES PER 100 LF 1 UNDERSTORY TREE PER 100 LF 10 SHRUBS PER 100 LF ALTERNATIVE 3 (20 FEET) 1 CANOPY TREE PER 100 LF 2 UNDERSTORY TREES PER 100 LF 8 SHRUBS PER 100 LF NC HIGHWAY 16 (348 LF) ALT. #2, 15' WIDE W/ OHE** 348 / 100 = 3.48 3.48 X 2 = 6.96 CANOPY TREES X **2 = 14 UDS 3.48 X 1 = 3.5 (4) UNDERSTORY TREES 3.48 X 10 = 34.8 (35) SHRUBS UNITY CHURCH ROAD (425 LF) ALT # 3, 20' WIDE 425 / 100 = 4.25 4.25 X 1 = 4.3 (4) CANOPY TREES 4.25 X 2 = 8.5 (9) UNDERSTORY TREES 4.25 X 8 = 34 SHRUBS	18 UNDERSTORY TREES 35 SHRUBS 4 CANOPY TREES 9 UNDERSTORY TREES 34 SHRUBS
PARKING BUFFERS (SEC 3.4.6.B.2)	THE PERIMETER OF ALL PARKING AREAS AND OTHER VEHICULAR USE AREAS WITH FRONTAGE ON ANY PORTION OF AN EXISTING PUBLIC R/W SHALL BE SCREENED BY EITHER A BERM, A HEDGEROW (18" HT.), OR A DECORATIVE MASONRY WALL	AS SHOWN
DISTRICT BOUNDARY BUFFERS (SEC 3.4.6.B.3)	PERIMETER COMPATIBILITY IS REQUIRED ALONG THE BOUNDARIES OF ALL INCOMPATIBLE ZONING DISTRICTS. CURRENT ZONING: B-N AND B-G PROPOSED ZONING: B-G ADJACENT ZONING: NORTH: B-G (NO REQUIREMENT) EAST: B-N (±321 LF, TYPE A BUFFER) ALTERNATIVE 3 (20 FEET) 1 CANOPY TREE PER 100 LF 2 UNDERSTORY TREES PER 100 LF 8 SHRUBS PER 100 LF 3.21 X 1 = 3.2 (3) CANOPY TREES 3.21 X 2 = 6.42 (6) UNDERSTORY TREES 3.21 X 8 = 25.68 (26) SHRUBS	3 CANOPY TREES 6 UNDERSTORY TREES 27 SHRUBS
SCREENING (SEC 3.4.8.B)	TRASH COLLECTION AREAS SHALL BE LOCATED ON THE SIDE OR REAR OF THE BUILDING AND SHALL BE EFFECTIVELY SCREENED FROM VIEW FROM RESIDENTIAL PROPERTIES OR PUBLIC RIGHTS-OF-WAY SCREENING ENCLOSURES SHALL BE FULLY ENCLOSED BY OPAQUE WALLS AT LEAST 8' HIGH WITH ACCESS DOORS AND SHALL BE CONSTRUCTED OF THE SAME MATERIALS AS THE PRIMARY BUILDING ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW FROM RESIDENTIAL PROPERTIES OR PUBLIC R/W AT GROUND LEVEL OF THE PROPERTY LINE. GROUND-MOUNTED EQUIPMENT SCREENING SHALL BE CONSTRUCTED OF PLANTING SCREENS	RE: ARCH
PARKING LOT LANDSCAPING (SEC 3.4.10.B.1)	EACH ISLAND SHALL CONTAIN A MINIMUM OF 200 SF WITH A MINIMUM WIDTH OF 8' INSIDE THE CURB AND INCLUDE A MINIMUM OF 1 TREE. PLANTING ISLANDS SHOULD BE EVENLY DISTRIBUTED THROUGHOUT THE PARKING AREA, WITH NO PARKING SPACE LOCATED MORE THAN 75' FROM A PLANTING ISLAND LOCATED IN THE SAME ROW OF SPACES. ALL ROWS OF SPACES SHALL TERMINATE IN A CURBED LANDSCAPED ISLAND	NOT REQUIRED WITH LESS THAN 40 SPACES

PROJECT NO.:#####

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QT

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4

ORIGINAL ISSUE DATE: