

COUNT NUMBER: 18-9091-001

COUNTY: Currituck County

CITY: Currituck, NC

DIVISION:

INTERSECTION: N. Indiantown Rd / S. Indiantown Rd & US 158 / Shortcut Rd

DATE: 03/01/2018

TIME PERIODS: 6am-10pm

WEATHER CONDITIONS: Sunny

COUNT TYPE: Turning Movement Counts



301 McCullough Drive
4th Floor
Charlotte, North Carolina
28262

VOLUME: 6,835

COMMENTS

School in Session: Yes

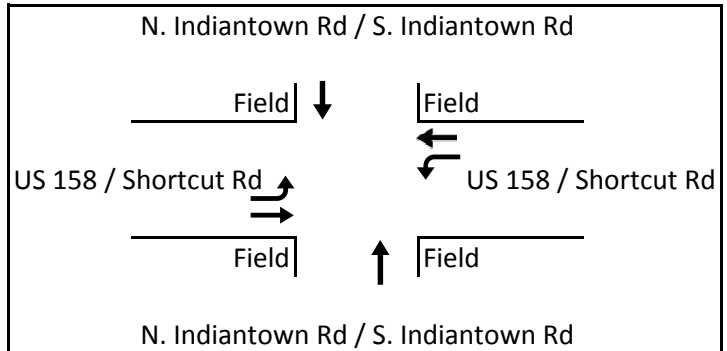
Pedestrians Counted: Yes

Counted By: Damian Patterson

Intersection Control: 2-Way Stop (NB/SB)

Signal ID: None Provided

Data Collection Method: Video

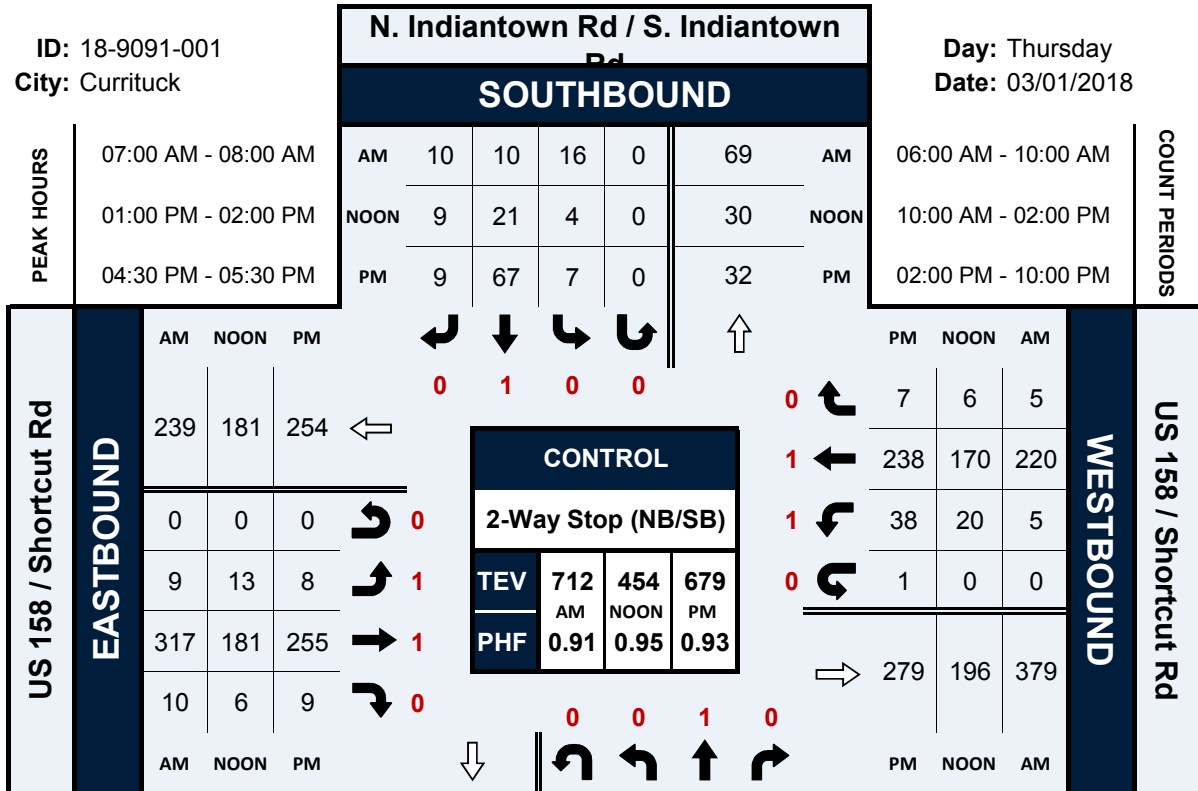


N. Indiantown Rd / S. Indiantown Rd & US 158 / Shortcut Rd

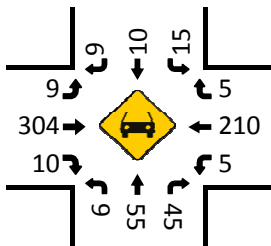
Peak Hour Turning Movement Count

ID: 18-9091-001
City: Currituck

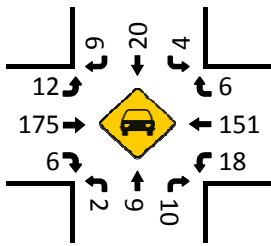
Day: Thursday
Date: 03/01/2018



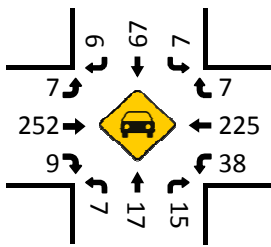
Cars (AM)



Cars (NOON)



Cars (PM)

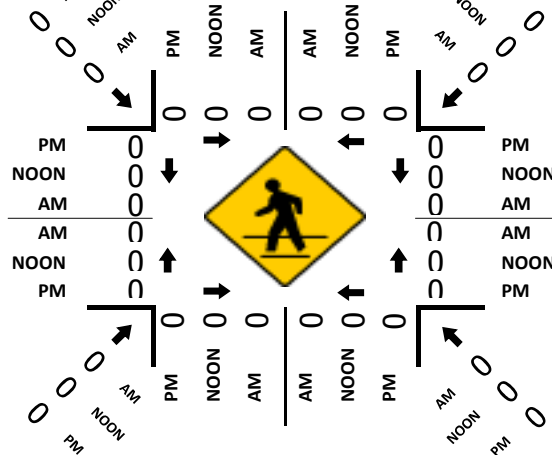


NORTHBOUND

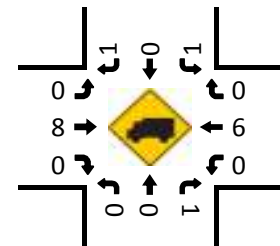
N. Indiantown Rd / S. Indiantown Rd

PM	114	0	7	17	16	PM
NOON	47	0	2	11	11	NOON
AM	25	0	9	55	46	AM

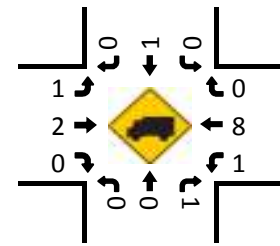
Pedestrians (Crosswalks)



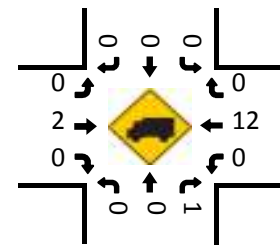
Duals (AM)



Duals (NOON)



Duals (PM)



Project ID: 18-9091-001

Location: N. Indiantown Rd / S. Indiantown Rd & US 158 / Sho
City: Currituck

PEAK HOURS

Day: Thursday
Date: 03/01/2018

AM

Start Time	N. Indiantown Rd / S. Indiantown Rd Southbound				US 158 / Shortcut Rd Westbound				N. Indiantown Rd / S. Indiantown Rd Northbound				US 158 / Shortcut Rd Eastbound				Int. Total				
	Rgt	Thru	Left	Uturn	App. Total	Rgt	Thru	Left	Uturn	App. Total	Rgt	Thru	Left	Uturn	App. Total	Rgt		Thru	Left	Uturn	App. Total
Peak Hour Analysis from 06:00 AM to 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	4	6	3	0	13	0	50	2	0	52	9	13	3	0	25	0	75	1	0	76	166
7:15 AM	5	1	4	0	10	2	66	0	0	68	14	10	4	0	28	2	84	4	0	90	196
7:30 AM	0	1	7	0	8	2	54	1	0	57	16	21	1	0	38	2	82	0	0	84	187
7:45 AM	1	2	2	0	5	1	50	2	0	53	7	11	1	0	19	6	76	4	0	86	163
Total Volume	10	10	16	0	36	5	220	5	0	230	46	55	9	0	110	10	317	9	0	336	712
% App. Total	27.8	27.8	44.4	0.0	100	2.2	95.7	2.2	0.0	100	41.8	50.0	8.2	0.0	100	3.0	94.3	2.7	0.0	100	
PHF					0.724					0.692					0.933					0.846	0.908
Cars, PU, Vans	10	10	16	0	36	5	220	5	0	230	46	55	9	0	110	10	317	9	0	336	712
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Duals	1	0	1	0	2	0	6	0	0	6	1	0	0	0	1	0	8	0	0	8	17
%Duals	10.0	0.0	6.3	0.0	5.6	0.0	2.7	0.0	0.0	2.6	2.2	0.0	0.0	0.0	0.9	0.0	2.5	0.0	0.0	2.4	2.4
TTST	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	1.3

NOON

Start Time	N. Indiantown Rd / S. Indiantown Rd Southbound				US 158 / Shortcut Rd Westbound				N. Indiantown Rd / S. Indiantown Rd Northbound				US 158 / Shortcut Rd Eastbound				Int. Total				
	Rgt	Thru	Left	Uturn	App. Total	Rgt	Thru	Left	Uturn	App. Total	Rgt	Thru	Left	Uturn	App. Total	Rgt		Thru	Left	Uturn	App. Total
Peak Hour Analysis from 10:00 AM to 02:00 PM																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
1:00 PM	3	3	1	0	7	1	41	3	0	45	3	4	1	0	8	2	53	2	0	57	117
1:15 PM	0	8	1	0	9	2	38	3	0	43	3	4	0	0	7	1	40	1	0	42	101
1:30 PM	0	6	2	0	8	2	48	8	0	58	0	1	0	0	1	1	46	5	0	52	119
1:45 PM	6	4	0	0	10	1	43	6	0	50	5	2	1	0	8	2	42	5	0	49	117
Total Volume	9	21	4	0	34	6	170	20	0	196	11	11	2	0	24	6	181	13	0	200	454
% App. Total	26.5	61.8	11.8	0.0	100	3.1	86.7	10.2	0.0	100	45.8	45.8	8.3	0.0	100	3.0	90.5	6.5	0.0	100	
PHF					0.750					0.850					0.877					0.845	0.954
Cars, PU, Vans	9	21	4	0	34	6	170	20	0	196	11	11	2	0	24	6	181	13	0	200	454
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Duals	0	1	0	0	1	0	8	1	0	9	1	0	0	0	1	0	2	1	0	3	14
%Duals	0.0	4.8	0.0	0.0	2.9	0.0	4.7	5.0	0.0	4.6	9.1	0.0	0.0	0.0	4.2	0.0	1.1	7.7	0.0	1.5	3.1
TTST	0	0	0	0	0	0	11	1	0	12	0	2	0	0	2	0	4	0	0	4	18
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	6.5	5.0	0.0	6.1	0.0	18.2	0.0	0.0	8.3	0.0	2.2	0.0	0.0	2.0	4.0

PM

Start Time	N. Indiantown Rd / S. Indiantown Rd Southbound				US 158 / Shortcut Rd Westbound				N. Indiantown Rd / S. Indiantown Rd Northbound				US 158 / Shortcut Rd Eastbound				Int. Total				
	Rgt	Thru	Left	Uturn	App. Total	Rgt	Thru	Left	Uturn	App. Total	Rgt	Thru	Left	Uturn	App. Total	Rgt		Thru	Left	Uturn	App. Total
Peak Hour Analysis from 02:00 PM to 10:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	2	17	1	0	20	1	53	9	0	63	3	6	2	0	11	3	54	3	0	60	154
4:45 PM	1	19	2	0	22	1	70	12	0	83	3	2	1	0	6	1	57	2	0	60	171
5:00 PM	4	17	2	0	23	2	53	7	1	63	4	3	2	0	9	3	74	0	0	77	172
5:15 PM	2	14	2	0	18	3	62	10	0	75	6	6	2	0	14	2	70	3	0	75	182
Total Volume	9	67	7	0	83	7	238	38	1	284	16	17	7	0	40	9	255	8	0	272	679
% App. Total	10.8	80.7	8.4	0.0	100	2.5	83.8	13.4	0.4	100	40.0	42.5	17.5	0.0	100	3.3	93.8	2.9	0.0	100	
PHF					0.714					0.902					0.883					0.855	0.933
Cars, PU, Vans	9	67	7	0	83	7	238	38	1	284	16	17	7	0	40	9	255	8	0	272	679
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Duals	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	2	0	0	2	15
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.2	6.3	0.0	0.0	0.0	2.5	0.0	0.8	0.0	0.0	0.7	2.2
TTST	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	12.5	0.0	0.7	0.4