# DAVENPORT

## 305 West 4th Street, Winston Salem NC, 27101

## Ph:(336)744-1636

Counted by: Lopaka Bounds
Conditions: clear

File Name : US 17 U-turn between Ocean Gate and Ploof
Site Code : 00000002
Start Date : 11/19/2014
Page No : 1

| | | | | | | | | | | | 1 | | | 2 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 17 | | | | | | | | | | 17 | | | | | |
| Start Time | Left | Thru | Right | Peds | App. Total | U-turn | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | U-turn | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 38 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 77 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 58 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 51 |
| Total | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 224 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 64 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 49 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 54 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 59 |
| Total | 0 | 0 | 0 | 0 | 0 | 206 | 0 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 226 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 81 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 65 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 82 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 90 |
| Total | 0 | 0 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 78 | 318 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 134 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 82 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 84 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 88 |
| Total | 0 | 0 | 0 | 0 | 0 | 310 | 0 | 0 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 78 | 388 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 959 | 0 | 0 | 0 | 959 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 0 | 0 | 197 | 1156 |
| Apprch % | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | |
| All vehicles | 0 | 0 | 0 | 0 | 0 | 957 | 0 | 0 | 0 | 957 | 0 | 0 | 0 | 0 | 0 | 195 | 0 | 0 | 0 | 195 | 1152 |
| % All vehicles | | | | | | | | | | | | | | | | | | | | | |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.3 |
| Bank 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 2 | 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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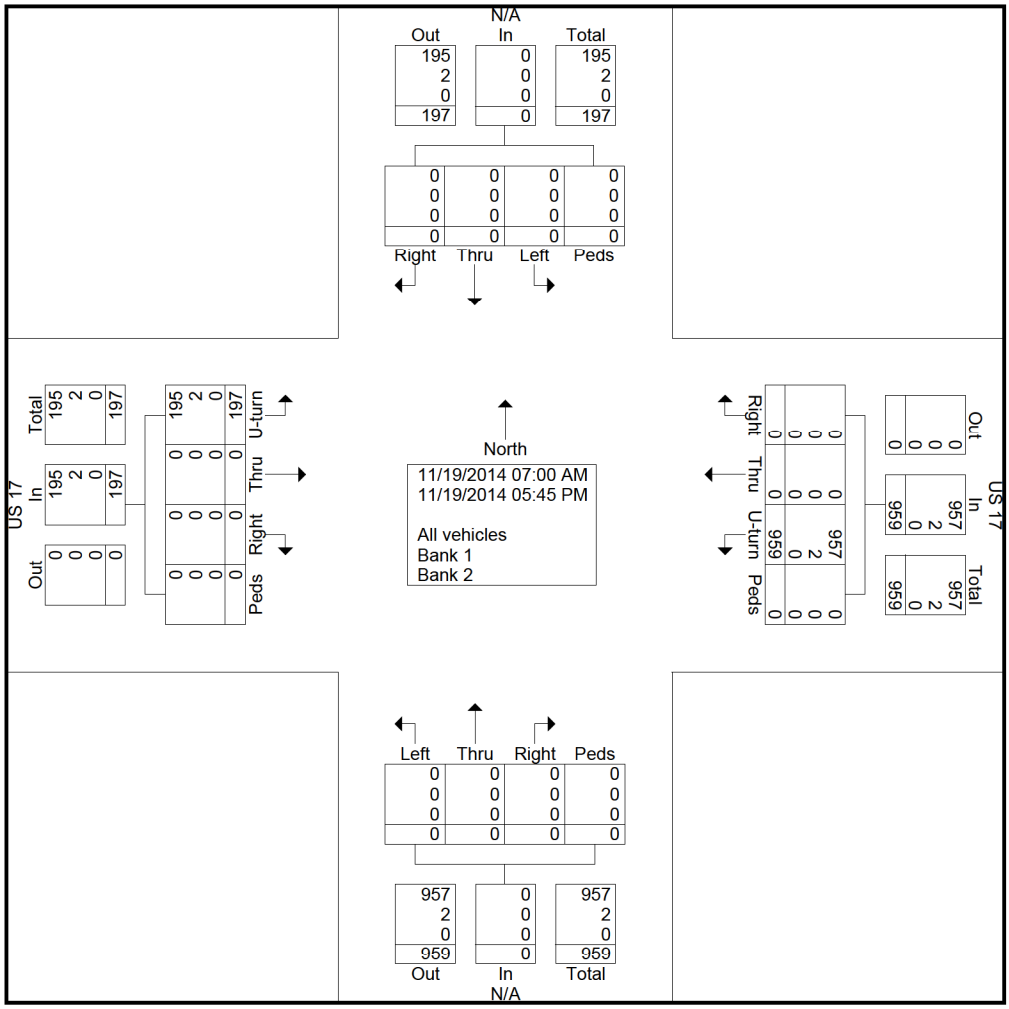
Page No : 2



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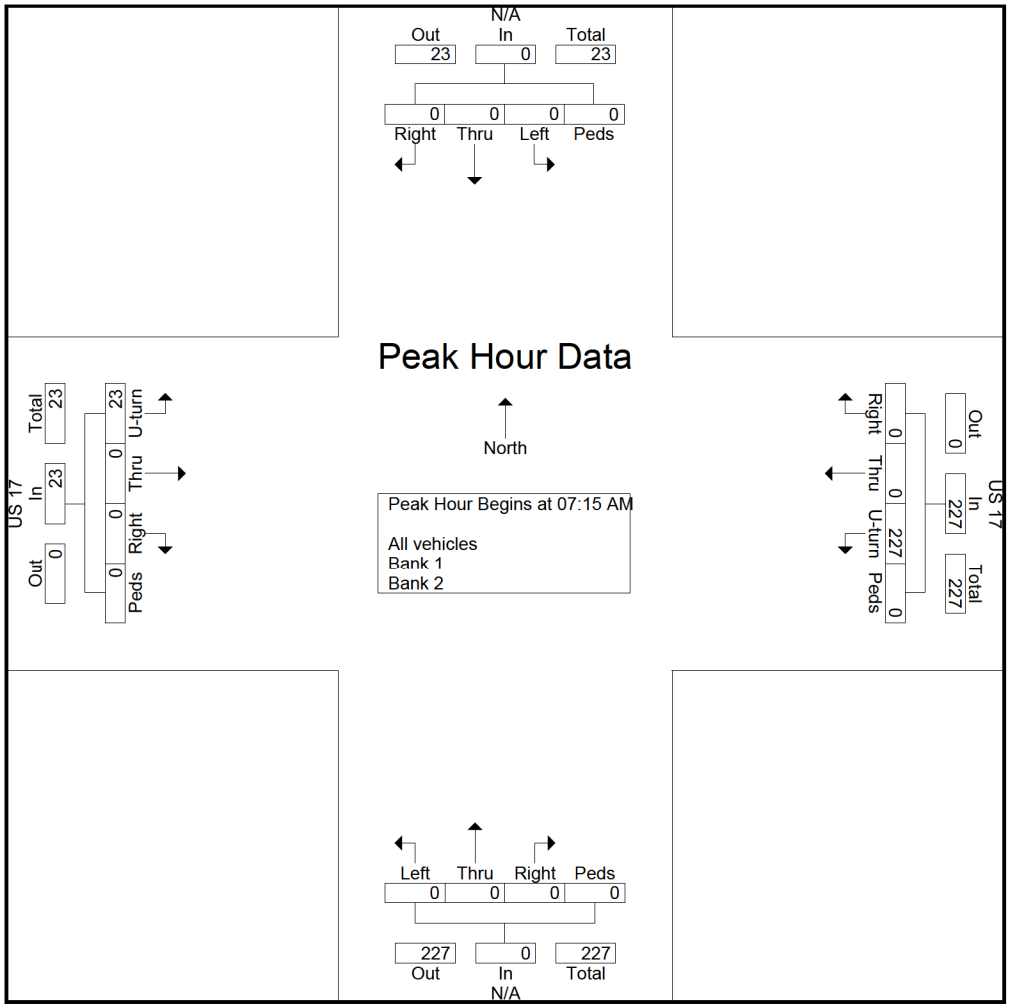
| | | | | | | 17 | | | | | | | | | | 17 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | U-turn | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | U-turn | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 77 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 58 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 51 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 64 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 250 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .799 | .000 | .000 | .000 | .799 | .000 | .000 | .000 | .000 | .000 | .821 | .000 | .000 | .000 | .821 | .812 |



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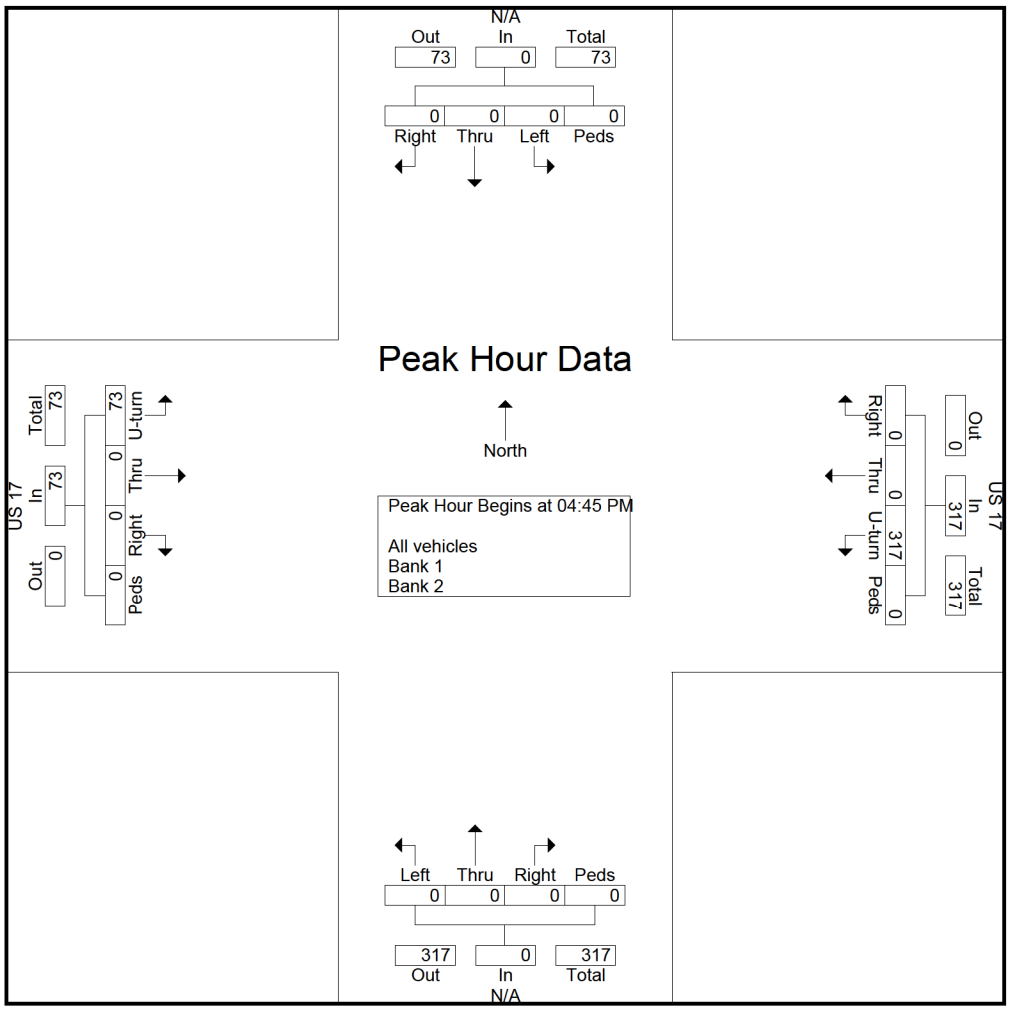
| | | | | | | 17 | | | | | | | | | | 17 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | U-turn | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | U-turn | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 90 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 134 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 82 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 84 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 317 | 0 | 0 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 73 | 390 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .701 | .000 | .000 | .000 | .701 | .000 | .000 | .000 | .000 | .000 | .869 | .000 | .000 | .000 | .869 | .728 |