

Count Number: 11-12021

County: Robeson County

Division: Division 06

Description: 29. SR 1727 (Blanchard Road) near Rex (Railroad Crossing Number 629578J).

Ramey Kemp & Associates
5808 Faringdon Place
Raleigh, NC 27609
Phone: (919) 872-5115
Fax: (919) 878-5416

48 Hour Data Collection Period

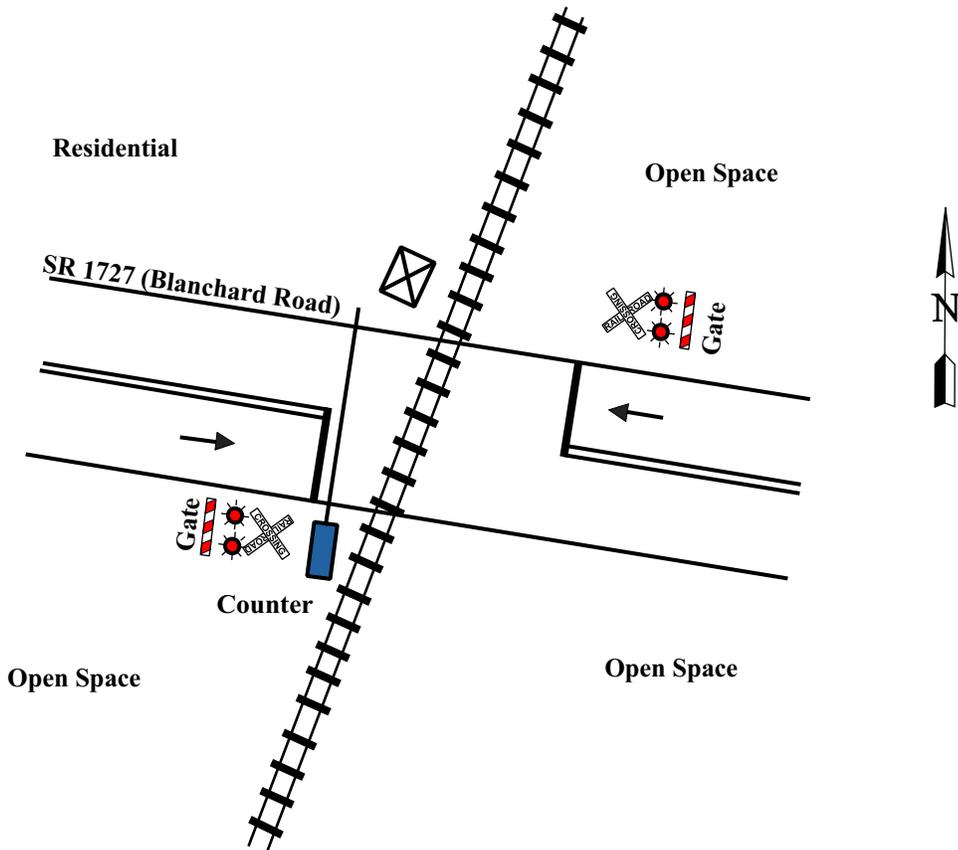
Date: Tuesday 03/29/11 - Wednesday 03/30/11

Weather: Cloudy

Comments:

1. Data collected by: John Joyner and Robert Mayton.
2. Data processed by: Bret Palis
3. Data collection method: Metrocounter and Tubes.
4. Equipment was operating properly when installed.

VICINITY MAP



Count Number: 11-12021

County: Robeson County

Division: Division 06

Description: 29. SR 1727 (Blanchard Road) near Rex (Railroad Crossing Number 629578J).

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Looking East from Tracks (629578e)



Looking East to Tracks (629578eb)



Count Number: 11-12021

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Looking West from Tracks (629578w)



Looking West to Tracks (629578wb)



Ramey Kemp & Associates, Inc.
 Site Name - SITE 29
 Description - 629578J SR 1727 (Blanchard Road)

Class 1: 0 - 43 feet
 Class 2: 44+ feet

Tuesday, March 29, 2011
 60 minute intervals

| Direction | Time | Volume | Class 1 | Class 2 | Class 1% | Class 2% |
|-----------------|---------------|------------|------------|----------|--------------|-------------|
| Eastbound | 0000 | 2 | 2 | 0 | 100% | 0% |
| Westbound | 0000 | 1 | 1 | 0 | 100% | 0% |
| Both Directions | 0000 | 3 | 3 | 0 | 100% | 0% |
| Eastbound | 0100 | 0 | 0 | 0 | 0% | 0% |
| Westbound | 0100 | 0 | 0 | 0 | 0% | 0% |
| Both Directions | 0100 | 0 | 0 | 0 | 0% | 0% |
| Eastbound | 0200 | 2 | 2 | 0 | 100% | 0% |
| Westbound | 0200 | 1 | 1 | 0 | 100% | 0% |
| Both Directions | 0200 | 3 | 3 | 0 | 100% | 0% |
| Eastbound | 0300 | 1 | 1 | 0 | 100% | 0% |
| Westbound | 0300 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 0300 | 3 | 3 | 0 | 100% | 0% |
| Eastbound | 0400 | 1 | 1 | 0 | 100% | 0% |
| Westbound | 0400 | 1 | 1 | 0 | 100% | 0% |
| Both Directions | 0400 | 2 | 2 | 0 | 100% | 0% |
| Eastbound | 0500 | 2 | 2 | 0 | 100% | 0% |
| Westbound | 0500 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 0500 | 4 | 4 | 0 | 100% | 0% |
| Eastbound | 0600 | 4 | 4 | 0 | 100% | 0% |
| Westbound | 0600 | 4 | 4 | 0 | 100% | 0% |
| Both Directions | 0600 | 8 | 8 | 0 | 100% | 0% |
| Eastbound | 0700 | 8 | 8 | 0 | 100% | 0% |
| Westbound | 0700 | 6 | 6 | 0 | 100% | 0% |
| Both Directions | 0700 | 14 | 14 | 0 | 100% | 0% |
| Eastbound | 0800 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 0800 | 4 | 4 | 0 | 100% | 0% |
| Both Directions | 0800 | 9 | 9 | 0 | 100% | 0% |
| Eastbound | 0900 | 8 | 8 | 0 | 100% | 0% |
| Westbound | 0900 | 3 | 3 | 0 | 100% | 0% |
| Both Directions | 0900 | 11 | 11 | 0 | 100% | 0% |
| Eastbound | 1000 | 3 | 3 | 0 | 100% | 0% |
| Westbound | 1000 | 7 | 6 | 1 | 86% | 14% |
| Both Directions | 1000 | 10 | 9 | 1 | 90% | 10% |
| Eastbound | 1100 | 10 | 10 | 0 | 100% | 0% |
| Westbound | 1100 | 4 | 4 | 0 | 100% | 0% |
| Both Directions | 1100 | 14 | 14 | 0 | 100% | 0% |
| Eastbound | 1200 | 3 | 3 | 0 | 100% | 0% |
| Westbound | 1200 | 6 | 5 | 1 | 83% | 17% |
| Both Directions | 1200 | 9 | 8 | 1 | 89% | 11% |
| Eastbound | 1300 | 12 | 11 | 1 | 92% | 8% |
| Westbound | 1300 | 6 | 6 | 0 | 100% | 0% |
| Both Directions | 1300 | 18 | 17 | 1 | 94% | 6% |
| Eastbound | 1400 | 6 | 6 | 0 | 100% | 0% |
| Westbound | 1400 | 7 | 6 | 1 | 86% | 14% |
| Both Directions | 1400 | 13 | 12 | 1 | 92% | 8% |
| Eastbound | 1500 | 9 | 9 | 0 | 100% | 0% |
| Westbound | 1500 | 9 | 8 | 1 | 89% | 11% |
| Both Directions | 1500 | 18 | 17 | 1 | 94% | 6% |
| Eastbound | 1600 | 8 | 8 | 0 | 100% | 0% |
| Westbound | 1600 | 15 | 15 | 0 | 100% | 0% |
| Both Directions | 1600 | 23 | 23 | 0 | 100% | 0% |
| Eastbound | 1700 | 17 | 17 | 0 | 100% | 0% |
| Westbound | 1700 | 11 | 11 | 0 | 100% | 0% |
| Both Directions | 1700 | 28 | 28 | 0 | 100% | 0% |
| Eastbound | 1800 | 14 | 14 | 0 | 100% | 0% |
| Westbound | 1800 | 17 | 17 | 0 | 100% | 0% |
| Both Directions | 1800 | 31 | 31 | 0 | 100% | 0% |
| Eastbound | 1900 | 9 | 9 | 0 | 100% | 0% |
| Westbound | 1900 | 10 | 10 | 0 | 100% | 0% |
| Both Directions | 1900 | 19 | 19 | 0 | 100% | 0% |
| Eastbound | 2000 | 10 | 10 | 0 | 100% | 0% |
| Westbound | 2000 | 7 | 7 | 0 | 100% | 0% |
| Both Directions | 2000 | 17 | 17 | 0 | 100% | 0% |
| Eastbound | 2100 | 10 | 10 | 0 | 100% | 0% |
| Westbound | 2100 | 8 | 8 | 0 | 100% | 0% |
| Both Directions | 2100 | 18 | 18 | 0 | 100% | 0% |
| Eastbound | 2200 | 3 | 3 | 0 | 100% | 0% |
| Westbound | 2200 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 2200 | 5 | 5 | 0 | 100% | 0% |
| Eastbound | 2300 | 6 | 6 | 0 | 100% | 0% |
| Westbound | 2300 | 3 | 3 | 0 | 100% | 0% |
| Both Directions | 2300 | 9 | 9 | 0 | 100% | 0% |
| | TOTAL= | 289 | 284 | 5 | 98.3% | 1.7% |

Ramey Kemp & Associates, Inc.
 Site Name - SITE 29
 Description - 629578J SR 1727 (Blanchard Road)

Class 1: 0 - 43 feet
 Class 2: 44+ feet

Wednesday, March 30, 2011
 60 minute intervals

| Direction | Time | Volume | Class 1 | Class 2 | Class 1% | Class 2% |
|-----------------|------|------------|------------|----------|--------------|-------------|
| Eastbound | 0000 | 0 | 0 | 0 | 0% | 0% |
| Westbound | 0000 | 1 | 1 | 0 | 100% | 0% |
| Both Directions | 0000 | 1 | 1 | 0 | 100% | 0% |
| Eastbound | 0100 | 1 | 1 | 0 | 100% | 0% |
| Westbound | 0100 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 0100 | 3 | 3 | 0 | 100% | 0% |
| Eastbound | 0200 | 2 | 2 | 0 | 100% | 0% |
| Westbound | 0200 | 3 | 3 | 0 | 100% | 0% |
| Both Directions | 0200 | 5 | 5 | 0 | 100% | 0% |
| Eastbound | 0300 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 0300 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 0300 | 7 | 7 | 0 | 100% | 0% |
| Eastbound | 0400 | 1 | 1 | 0 | 100% | 0% |
| Westbound | 0400 | 1 | 1 | 0 | 100% | 0% |
| Both Directions | 0400 | 2 | 2 | 0 | 100% | 0% |
| Eastbound | 0500 | 2 | 2 | 0 | 100% | 0% |
| Westbound | 0500 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 0500 | 4 | 4 | 0 | 100% | 0% |
| Eastbound | 0600 | 6 | 6 | 0 | 100% | 0% |
| Westbound | 0600 | 6 | 6 | 0 | 100% | 0% |
| Both Directions | 0600 | 12 | 12 | 0 | 100% | 0% |
| Eastbound | 0700 | 11 | 11 | 0 | 100% | 0% |
| Westbound | 0700 | 9 | 9 | 0 | 100% | 0% |
| Both Directions | 0700 | 20 | 20 | 0 | 100% | 0% |
| Eastbound | 0800 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 0800 | 4 | 4 | 0 | 100% | 0% |
| Both Directions | 0800 | 9 | 9 | 0 | 100% | 0% |
| Eastbound | 0900 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 0900 | 3 | 3 | 0 | 100% | 0% |
| Both Directions | 0900 | 8 | 8 | 0 | 100% | 0% |
| Eastbound | 1000 | 4 | 4 | 0 | 100% | 0% |
| Westbound | 1000 | 6 | 6 | 0 | 100% | 0% |
| Both Directions | 1000 | 10 | 10 | 0 | 100% | 0% |
| Eastbound | 1100 | 9 | 9 | 0 | 100% | 0% |
| Westbound | 1100 | 5 | 5 | 0 | 100% | 0% |
| Both Directions | 1100 | 14 | 14 | 0 | 100% | 0% |
| Eastbound | 1200 | 6 | 6 | 0 | 100% | 0% |
| Westbound | 1200 | 3 | 3 | 0 | 100% | 0% |
| Both Directions | 1200 | 9 | 9 | 0 | 100% | 0% |
| Eastbound | 1300 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 1300 | 4 | 4 | 0 | 100% | 0% |
| Both Directions | 1300 | 9 | 9 | 0 | 100% | 0% |
| Eastbound | 1400 | 8 | 8 | 0 | 100% | 0% |
| Westbound | 1400 | 5 | 5 | 0 | 100% | 0% |
| Both Directions | 1400 | 13 | 13 | 0 | 100% | 0% |
| Eastbound | 1500 | 15 | 14 | 1 | 93% | 7% |
| Westbound | 1500 | 9 | 9 | 0 | 100% | 0% |
| Both Directions | 1500 | 24 | 23 | 1 | 96% | 4% |
| Eastbound | 1600 | 10 | 10 | 0 | 100% | 0% |
| Westbound | 1600 | 12 | 12 | 0 | 100% | 0% |
| Both Directions | 1600 | 22 | 22 | 0 | 100% | 0% |
| Eastbound | 1700 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 1700 | 11 | 11 | 0 | 100% | 0% |
| Both Directions | 1700 | 16 | 16 | 0 | 100% | 0% |
| Eastbound | 1800 | 11 | 11 | 0 | 100% | 0% |
| Westbound | 1800 | 8 | 8 | 0 | 100% | 0% |
| Both Directions | 1800 | 19 | 19 | 0 | 100% | 0% |
| Eastbound | 1900 | 5 | 5 | 0 | 100% | 0% |
| Westbound | 1900 | 8 | 8 | 0 | 100% | 0% |
| Both Directions | 1900 | 13 | 13 | 0 | 100% | 0% |
| Eastbound | 2000 | 9 | 9 | 0 | 100% | 0% |
| Westbound | 2000 | 7 | 7 | 0 | 100% | 0% |
| Both Directions | 2000 | 16 | 16 | 0 | 100% | 0% |
| Eastbound | 2100 | 3 | 3 | 0 | 100% | 0% |
| Westbound | 2100 | 2 | 2 | 0 | 100% | 0% |
| Both Directions | 2100 | 5 | 5 | 0 | 100% | 0% |
| Eastbound | 2200 | 1 | 1 | 0 | 100% | 0% |
| Westbound | 2200 | 3 | 3 | 0 | 100% | 0% |
| Both Directions | 2200 | 4 | 4 | 0 | 100% | 0% |
| Eastbound | 2300 | 3 | 3 | 0 | 100% | 0% |
| Westbound | 2300 | 1 | 1 | 0 | 100% | 0% |
| Both Directions | 2300 | 4 | 4 | 0 | 100% | 0% |
| TOTAL= | | 249 | 248 | 1 | 99.6% | 0.4% |

24 Hour Average Volume: 269
 Average Truck Volume: 3
 Average Truck Percentage: 1.1%