

August 31, 2016

Walter Lewis  
The Extra Garage Self Storage  
25 Bob Horton Road  
Apex, North Carolina 27523  
P: 919-303-1855  
E: [wlewis1@nc.rr.com](mailto:wlewis1@nc.rr.com)

Subject: **Trip Generation Letter – The Extra Garage IV**  
Chatham County, North Carolina

Dear Mr. Lewis,

This letter provides a discussion of the roadway capacity along Beaver Creek Road and an estimate of the trip generation and discussion of expected traffic patterns for the proposed development (The Extra Garage IV), which will be located on the west side of Beaver Creek Road, north of Tody Goodwin Road in Chatham County, North Carolina. The proposed development is anticipated to include an approximate 95,000 square foot (s.f.) mini-warehouse providing storage for boats, recreational vehicles, and other vehicles. A copy of the site plan is attached.

The surrounding area is primarily wooded and residential. The proposed mini-warehouse is located approximately one mile north of the entrance to a popular boat ramp on Jordan Lake along Beaver Creek Road. The proposed mini-warehouse will be located directly adjacent to a similar storage facility under the same ownership, which is located west of Beaver Creek Road and south of Tody Goodwin Road. The primary use of the existing storage facility is boat storage. It is expected that the primary use of the proposed storage facility will also be boat storage due to the proximity to the Ebenezer Church boat ramp on Jordan Lake.

It should be noted that boat owners utilizing this proposed storage facility would only have to tow their boats the approximate one mile on Beaver Creek Road to and from the proposed boat storage facility and the Ebenezer Church boat ramp on Jordan Lake. The addition of a boat storage facility at this location will ultimately reduce the number of boats hitched to vehicles on the adjacent streets, in particular those turning left from US 64 onto Beaver Creek Road and those traveling along Beaver Creek Road. Additionally, the lake experiences the most boaters during warm weather months. The traffic to and from the boat storage facility and the Ebenezer Church boat ramp will be significantly lower during cold weather months. It should also be noted that the proposed boat storage facility is anticipated to provide an ethanol fueling station with a small convenience mart that will remove the need for the majority of boaters to take their boats elsewhere for fueling.

**Capacity**

Beaver Creek Road is a two-lane roadway running in a north-south direction with a speed limit of 55 miles per hour (mph) within in the study area. Based on the most recent data (2012) from NCDOT, Beaver Creek Road had an average annual daily traffic (AADT) volume of approximately 2,900 vehicles per day (vpd) south of its intersection with US 64. A rural two lane undivided arterial with no turning lanes generally has a daily capacity of approximately 10,000 vehicles. Based on data collected by Ramey Kemp and Associated in August 2016 (during the peak summer period), Beaver Creek Road had a weekday daily traffic volume of approximately 5,000 vehicles north of the Ebenezer Church boat ramp and 4,400 vehicles south of the Ebenezer Church boat ramp. This is well below the capacity of the roadway.

**Trip Generation**

To determine the trip generation for the proposed boat storage, two alternatives were considered in the analysis. Alternative 1, shown in Table 1, uses the ITE *Trip Generation Manual*, 9<sup>th</sup> Edition to determine the weekday daily, Saturday daily, weekday PM peak hour, and Saturday peak hour trips. Alternative 2, shown in Table 2, of the trip generation calculations is based on the actual data collected at the existing boat storage adjacent to the proposed boat storage facility. The existing boat storage facility is approximately 55,000 square feet. The trip generation volumes were determined based on traffic counts conducted at the entrance of the existing boat storage, in August of 2016 by RKA during a typical weekday and Saturday.

**Table 1: ITE Trip Generation for Proposed Development**

Land Use (ITE Code)	Size	Weekday Daily	Weekday PM Peak Hour Trips			Saturday Daily	Saturday Peak Hour Trips		
			Enter	Exit	Total		Enter	Exit	Total
Mini-Warehouse (151)	95,300 s.f.	240	15	13	28	222	--*	--*	38

\*Directional distribution is not available for Saturday Peak Hour Traffic.

Additionally, a trip generation was calculated according to the rates determined based on the trip generation at a similar facility (The Extra Garage II) in Chatham County. This 55,000 s.f. facility was counted during typical summer weekday and summer Saturday conditions. The data collected at this facility is provided in the attachments. The daily rate calculations applied to the proposed facility are as follows:

Weekday Calculations

$$6 \text{ daily trips} / 55,000 \text{ s.f.} = 0.109 \text{ daily trips} / 1,000 \text{ s.f.}$$

$$1 \text{ weekday pm trip} / 55,000 \text{ s.f.} = 0.018 \text{ weekday pm trips} / 1,000 \text{ s.f.}$$

$$0.109 \text{ daily trips} / 1,000 \text{ s.f.} * 95,300 \text{ s.f.} = 11 \text{ Weekday Daily Trips}$$

$$0.018 \text{ weekday pm trips} / 1,000 \text{ s.f.} * 95,300 \text{ s.f.} = 2 \text{ Weekday PM Peak Hour Trips}$$

Saturday Calculations

$$32 \text{ trips} / 55,000 \text{ s.f.} = 0.582 \text{ trips} / 1,000 \text{ s.f.}$$

$$6 \text{ Saturday trips} / 55,000 \text{ s.f.} = 0.109 \text{ Saturday trips} / 1,000 \text{ s.f.}$$

$$0.582 \text{ trips} / 1,000 \text{ s.f.} * 95,300 \text{ s.f.} = 56 \text{ Saturday Daily Trips}$$

$$0.109 \text{ Saturday trips} / 1,000 \text{ s.f.} * 95,300 \text{ s.f.} = 11 \text{ Saturday Peak Hour Trips}$$

**Table 3: Peak Hour Traffic for Proposed Boat & RV Storage Using Counted Rates**

Land Use	Size	Weekday Daily	Weekday PM Peak Hour Trips			Saturday Daily	Saturday Peak Hour Trips		
			Enter	Exit	Total		Enter	Exit	Total
Boat Storage	95,300 s.f.	11	--*	--*	2	56	--*	--*	11

\*Directional distribution is not available for counts conducted.

Table 3, above, provides the trip generation utilizing the count data completed at a similar facility (The Extra Garage II) and applied to the proposed facility. This 95,300 s.f. proposed storage facility is expected to generate 11 weekday daily trips and 56 Saturday daily trips during typical summer conditions. It is worth noting, during October through April, the facility is expected to generate even less trips.

### **Findings and Summary**

As shown in Table 1, based on the ITE methodology, the proposed development is anticipated to produce 240 weekday daily trips, with 28 total trips (15 entering and 13 exiting) during the weekday PM peak hour and 38 trips during the Saturday peak hour. Utilizing rates calculated from an existing storage facility, the proposed facility is expected to generate 11 weekday daily trips and 56 Saturday daily trips.

Based on the ITE trip generation results and the field data collected, the proposed boat storage facility is not expected to create significant traffic issues on the adjacent roadway network.

Based on the traffic counts conducted by RKA, the traffic patterns on the adjacent roadways suggest that the recreational boat ramp traffic is not as great as the weekday PM peak hour traffic. The traffic volumes for the left-turn movement from US 64 onto Beaver Creek Road were 102 during the weekday PM peak hour and 77 during the Saturday peak hour. Although the proposed boat storage facility is expected to generate more trips during the weekend, based on the existing boat storage trip generation, no major traffic issues are expected because traffic volumes on the adjacent streets are significantly lower during the Saturday peak hour in comparison to the weekday PM peak hour. The addition of this boat storage facility would ultimately reduce the number of boats hitched to vehicles on the adjacent streets – reducing congestion – and would help improve traffic flow around the study area, particularly the westbound left-turn movement from US 64 onto Beaver Creek Road.

If there are any questions regarding the above information, please let me know.

Sincerely,  
**RAMEY KEMP & ASSOCIATES, INC.**

Joshua Reinke, P.E.  
 Transportation Engineer

NC Corporate License # C-0910

Attachments: Preliminary Site Plan and Count Data



JERRY TURNER & ASSOCIATES, INC.  
Landscape Architecture  
Land Planning  
Environmental Design

865 Jones Franklin Road  
Raleigh, North Carolina 27606  
(919) 601-7100 fax: (919) 601-7547  
277 S.E. 9th Avenue  
Delray Beach, Florida 33483  
(561) 276-0463 fax: (561) 272-7693

PROJECT  
**THE EXTRA  
GARAGE IV  
SELF-STORAGE  
CENTER**  
CHATHAM COUNTY, NC

## SITE DATA

EXISTING ZONING RA-40  
PROPOSED ZONING CD-NB (NEIGHBORHOOD BUSINESS)

CHATHAM COUNTY PARCEL #'S (AKPAR) 88772, 17696

CHATHAM COUNTY PINS 9791-78-9148, 9791-87-4664

USE: BUILDING WILL BE USED FOR STORAGE OF  
RECREATIONAL VEHICLES AND BOATS

TOTAL STORAGE UNITS PROPOSED 202 UNITS

TOTAL SITE AREA 894,722 S.F. (20.54 AC.)

AREA IN EXISTING R.O.W. 62,290 S.F. (1.43 AC.)

NET SITE AREA 832,432 S.F. (19.11 AC.)

IMPERVIOUS SURFACE ALLOWED 199,783.6 S.F. (24 %)

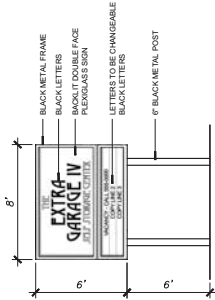
IMPERVIOUS SURFACE PROPOSED 95,332 S.F.

BUILDING AREA 97,042 S.F.

PAVED DRIVEWAYS 4,136 S.F.

40X50 SPECIAL STORAGE 2,000 S.F.

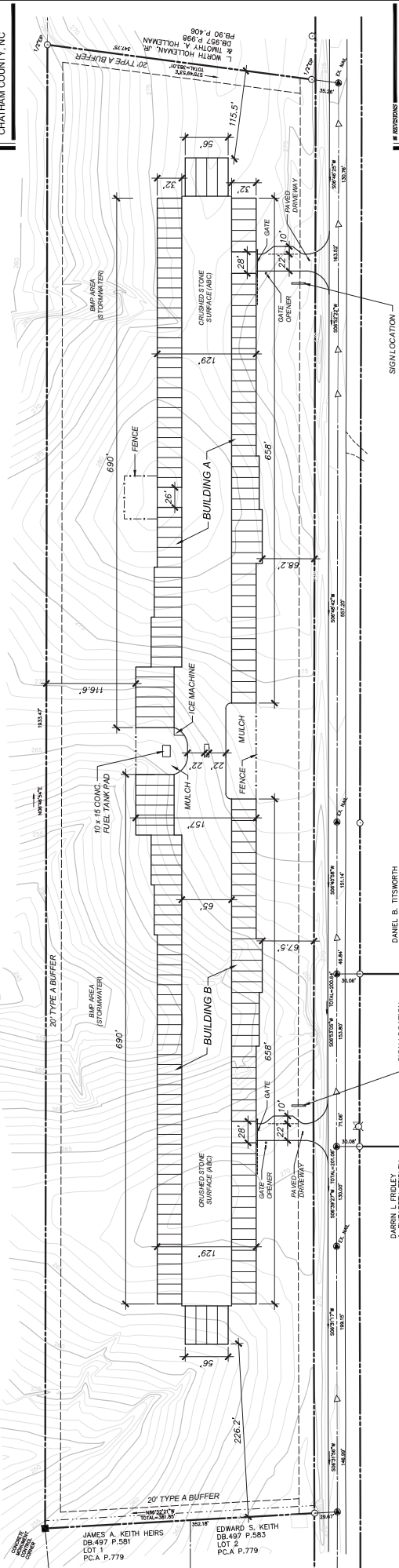
TOTAL 198,510 S.F. (23.8)



SIGN DETAIL



UNITED STATES OF AMERICA  
DB-561 P.225



DANIEL B. TITZWORTH  
& AMBERLY R. MILES  
DB-561 P.225  
PB.2013 P.61

DARRIN L. FRIDLEY  
& AMBERLY R. MILES  
DB-561 P.225  
PB.2013 P.65

SIGN LOCATION

SIGN LOCATION

## SITE PLAN

# DRAWN: CDR/CDR  
# RT: N/A  
# SCALE: 1"=50'  
# DATE: 2/28/15  
# BY: JTM

# PLAT. NO.: 209 NC  
# SUBMIT. NO.: 209 NC

S1





5808 Faringdon Place, Suite 100  
 Raleigh, NC 27609  
 PH: 919 872-5115  
 FX: 919 878-5416

File Name : apex(us 64 and beaver creek) am peak  
 Site Code :  
 Start Date : 8/13/2016  
 Page No : 1

Groups Printed- Cars + - Trucks

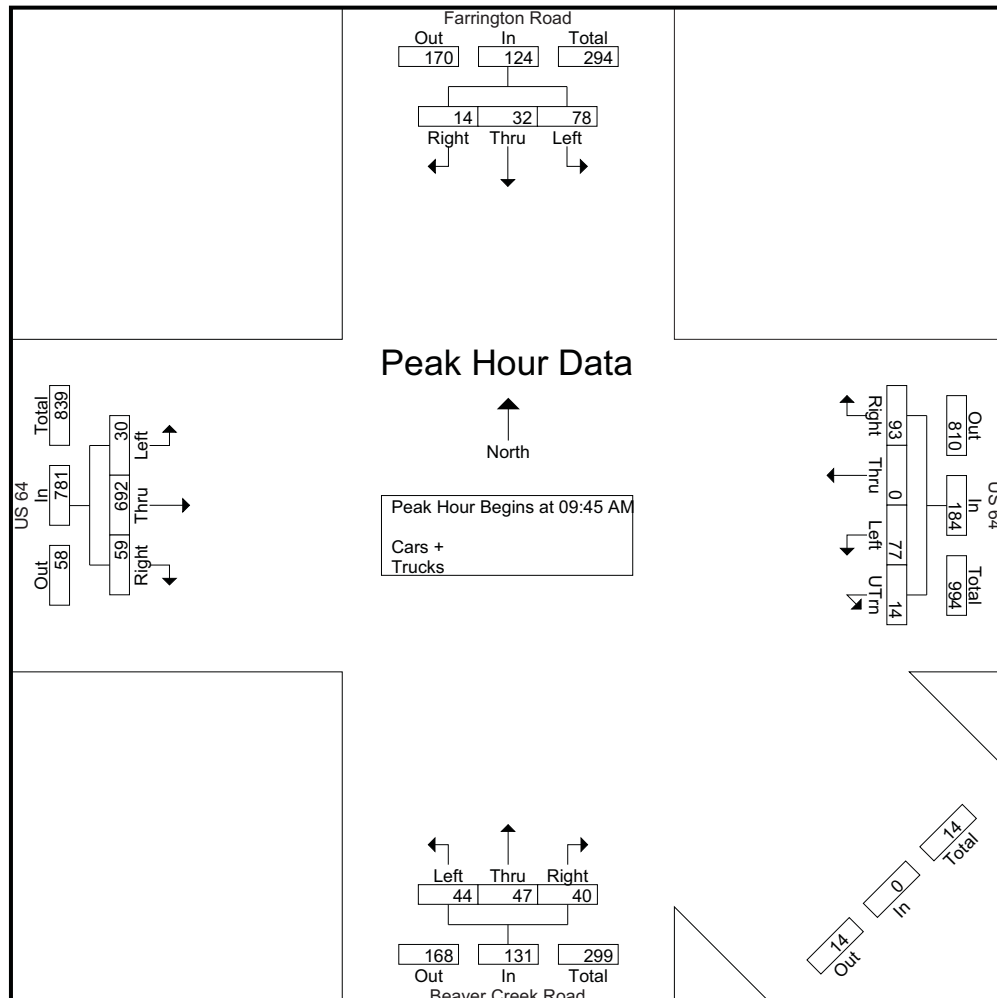
	Farrington Road Southbound					US 64 Westbound						Beaver Creek Road Northbound						US 64 Eastbound								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total		
09:00 AM	2	17	9	0	28	20	0	12	0	0	32	9	5	5	0	19	9	144	5	0	158	0	237	237		
09:15 AM	0	12	17	0	29	13	0	16	1	0	30	7	6	9	0	22	11	136	10	0	157	0	238	238		
09:30 AM	1	10	26	0	37	13	0	12	0	0	25	10	9	10	0	29	13	153	9	0	175	0	266	266		
09:45 AM	4	11	21	0	36	22	0	23	2	0	47	6	12	8	0	26	14	195	7	0	216	0	325	325		
Total	7	50	73	0	130	68	0	63	3	0	134	32	32	32	0	96	47	628	31	0	706	0	1066	1066		
10:00 AM	7	5	17	0	29	17	0	23	2	0	42	11	6	13	0	30	21	151	11	0	183	0	284	284		
10:15 AM	2	8	26	0	36	30	0	21	3	0	54	10	17	7	0	34	9	165	6	0	180	0	304	304		
10:30 AM	1	8	14	0	23	24	0	10	7	0	41	13	12	16	0	41	15	181	6	0	202	0	307	307		
10:45 AM	4	16	17	0	37	27	0	22	1	0	50	18	11	8	0	37	21	166	3	0	190	0	314	314		
Total	14	37	74	0	125	98	0	76	13	0	187	52	46	44	0	142	66	663	26	0	755	0	1209	1209		
Grand Total	21	87	147	0	255	166	0	139	16	0	321	84	78	76	0	238	113	1291	57	0	1461	0	2275	2275		
Approch %	8.2	34.1	57.6			51.7	0	43.3	5			35.3	32.8	31.9			7.7	88.4	3.9							
Total %	0.9	3.8	6.5		11.2	7.3	0	6.1	0.7		14.1	3.7	3.4	3.3		10.5	5	56.7	2.5		64.2	0	100			
Cars +	21	87	147		255	164	0	139	16		319	83	78	74		235	103	1279	57		1439	0	0	2248		
% Cars +	100	100	100	0	100	98.8	0	100	100	0	99.4	98.8	100	97.4	0	98.7	91.2	99.1	100	0	98.5	0	0	98.8		
Trucks	0	0	0		0	2	0	0	0		2	1	0	2		3	10	12	0		22	0	0	27		
% Trucks	0	0	0	0	0	1.2	0	0	0	0	0.6	1.2	0	2.6	0	1.3	8.8	0.9	0	0	1.5	0	0	1.2		



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File Name : apex(us 64 and beaver creek) am peak  
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 Start Date : 8/13/2016  
 Page No : 2

	Farrington Road Southbound				US 64 Westbound					Beaver Creek Road Northbound				US 64 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 10:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:45 AM																		
09:45 AM	4	11	21	36	22	0	23	2	47	6	12	8	26	14	195	7	216	325
10:00 AM	7	5	17	29	17	0	23	2	42	11	6	13	30	21	151	11	183	284
10:15 AM	2	8	26	36	30	0	21	3	54		17	7	34	9	165	6	180	304
10:30 AM	1	8	14	23	24	0	10	7	41	13	12	16	41					
Total Volume	14	32	78	124	93	0	77	14	184	40	47	44	131	59	692	30	781	1220
% App. Total	11.3	25.8	62.9		50.5	0	41.8	7.6		30.5	35.9	33.6		7.6	88.6	3.8		
PHF	.500	.727	.750	.861	.775	.000	.837	.500	.852	.769	.691	.688	.799	.702	.887	.682	.904	.938







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Groups Printed- Cars + - Trucks

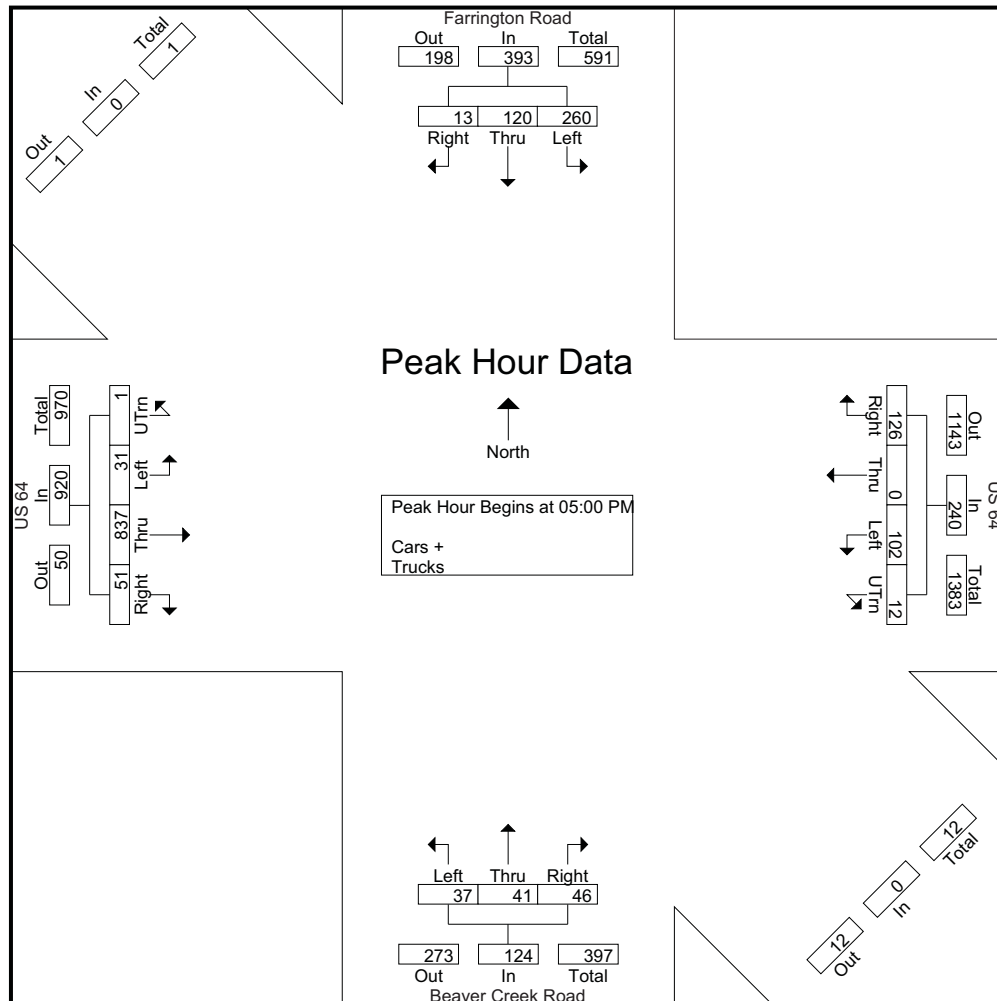
	Farrington Road Southbound					US 64 Westbound					Beaver Creek Road Northbound					US 64 Eastbound										
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	8	19	27	0	54	29	0	27	4	0	60	12	7	8	0	27	13	171	13	0	0	197	0	338	338	
04:15 PM	10	27	44	0	81	32	0	15	2	0	49	8	7	6	0	21	11	171	11	0	0	193	0	344	344	
04:30 PM	2	18	48	0	68	24	0	27	1	0	52	9	12	11	0	32	13	208	9	0	0	230	0	382	382	
04:45 PM	2	25	54	0	81	28	0	37	4	0	69	15	10	5	0	30	12	193	9	0	0	214	0	394	394	
Total	22	89	173	0	284	113	0	106	11	0	230	44	36	30	0	110	49	743	42	0	0	834	0	1458	1458	
05:00 PM	3	19	40	0	62	31	0	27	0	0	58	6	7	5	0	18	6	227	8	1	0	242	0	380	380	
05:15 PM	6	39	68	0	113	39	0	22	4	0	65	16	10	9	0	35	8	232	12	0	0	252	0	465	465	
05:30 PM	3	25	68	0	96	30	0	25	5	0	60	11	11	11	0	33	18	203	9	0	0	230	0	419	419	
05:45 PM	1	37	84	0	122	26	0	28	3	0	57	13	13	12	0	38	19	175	2	0	0	196	0	413	413	
Total	13	120	260	0	393	126	0	102	12	0	240	46	41	37	0	124	51	837	31	1	0	920	0	1677	1677	
Grand Total	35	209	433	0	677	239	0	208	23	0	470	90	77	67	0	234	100	1580	73	1	0	1754	0	3135	3135	
Apprch %	5.2	30.9	64			50.9	0	44.3	4.9			38.5	32.9	28.6			5.7	90.1	4.2	0.1						
Total %	1.1	6.7	13.8		21.6	7.6	0	6.6	0.7		15	2.9	2.5	2.1		7.5	3.2	50.4	2.3	0		55.9	0	100		
Cars +	35	208	431		674	237	0	207	23		467	89	76	64		229	99	1549	73	1		1722	0	0	3092	
% Cars +	100	99.5	99.5	0	99.6	99.2	0	99.5	100	0	99.4	98.9	98.7	95.5	0	97.9	99	98	100	100	0	98.2	0	0	98.6	
Trucks	0	1	2		3	2	0	1	0		3	1	1	3		5	1	31	0	0		32	0	0	43	
% Trucks	0	0.5	0.5	0	0.4	0.8	0	0.5	0	0	0.6	1.1	1.3	4.5	0	2.1	1	2	0	0	0	1.8	0	0	1.4	



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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	UTrn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:00 PM																			
05:00 PM	3	19	40	62	31	0	27	0	58	6	7	5	18	6	227	8	1	242	380
05:15 PM	6	39	68	113	39	0	22	4	65	16	10	9	35	8	232	12	0	252	465
05:30 PM	3	25	68	96	30	0	25	5	60	11	11	11	33	18	203	9	0	230	419
05:45 PM	1	37	84	122			28	3	57	13	13	12	38	19	175	2	0	196	413
Total Volume	13	120	260	393	126	0	102	12	240	46	41	37	124	51	837	31	1	920	1677
% App. Total	3.3	30.5	66.2		52.5	0	42.5	5		37.1	33.1	29.8		5.5	91	3.4	0.1		
PHF	.542	.769	.774	.805	.808	.000	.911	.600	.923	.719	.788	.771	.816	.671	.902	.646	.250	.913	.902





## **Ramey Kemp & Associates**

### **Vehicle Counts**

#### **VehicleCount-10 -- English (ENU)**

##### **Datasets:**

**Site:****Direction:** 7 - North bound A>B, South bound B>A. Lane: 0**Survey Duration:** 11:10 Thursday, August 11, 2016 => 9:23 Monday, August 15, 2016**Zone:****File:** 115Aug2016.EC0 (Plus)**Identifier:** U983JXS7 MC56-L5 [MC55] (c)Microcom 19Oct04**Algorithm:** Factory default (v3.21 - 15275)**Data type:** Axle sensors - Paired (Class/Speed/Count)

##### **Profile:**

**Filter time:** 0:00 Friday, August 12, 2016 => 0:00 Sunday, August 14, 2016**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13**Speed range:** 5 - 100 mph.**Direction:** North, East, South, West (bound)**Separation:** All - (Headway)**Name:** Factory Default Profile**Scheme:** Vehicle classification (Scheme F)**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)**In profile:** Vehicles = 7401 / 11336 (65.29%)

## \* Friday, August 12, 2016 - Total=4394, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
89	87	41	24	38	72	225	301	229	209	206	191	229	224	243	294	361	370	275	181	162	141	114	88	
22	32	19	5	7	14	49	63	59	54	46	52	53	55	72	80	88	93	86	56	45	49	29	28	24
22	15	8	6	9	19	63	83	63	48	57	47	46	64	57	58	82	94	67	50	42	28	29	20	22
25	15	8	8	14	22	58	86	47	59	47	45	69	49	56	77	91	94	69	43	34	35	29	22	9
20	25	6	5	8	17	55	69	60	48	56	47	61	56	58	79	100	89	53	32	41	29	27	18	8

AM Peak 0700 - 0800 (301), AM PHF=0.88 PM Peak 1645 - 1745 (381), PM PHF=0.95

## \* Saturday, August 13, 2016 - Total=3007, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
63	48	27	16	23	36	92	139	160	255	246	313	351	270	323	327	317	1	0	0	0	0	0	0	
24	14	7	1	5	6	20	27	35	55	60	87	88	69	97	82	66	1	0	0	0	0	0	0	-
22	19	12	8	6	9	21	34	40	58	61	71	96	66	80	80	89	0	0	0	0	0	0	0	-
9	7	2	3	6	10	31	41	48	75	57	78	84	64	57	69	91	0	0	0	0	0	0	0	-
8	8	6	4	6	11	20	37	37	67	68	77	83	71	89	96	71	0	0	0	0	0	0	0	-

AM Peak 1145 - 1245 (345), AM PHF=0.90

## **Ramey Kemp & Associates**

### **Vehicle Counts**

#### **VehicleCount-11 -- English (ENU)**

##### **Datasets:**

**Site:****Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 0**Survey Duration:** 11:00 Thursday, August 11, 2016 => 9:27 Monday, August 15, 2016**Zone:****File:** .5Aug2016.EC0 (Plus)**Identifier:** U966ZNZD MC56-L5 [MC55] (c)Microcom 19Oct04**Algorithm:** Factory default (v3.21 - 15275)**Data type:** Axle sensors - Paired (Class/Speed/Count)

##### **Profile:**

**Filter time:** 0:00 Friday, August 12, 2016 => 0:00 Sunday, August 14, 2016**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13**Speed range:** 5 - 100 mph.**Direction:** North, East, South, West (bound)**Separation:** All - (Headway)**Name:** Factory Default Profile**Scheme:** Vehicle classification (Scheme F)**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)**In profile:** Vehicles = 7507 / 11547 (65.01%)

## \* Friday, August 12, 2016 - Total=4963, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
110	104	57	26	42	73	232	306	236	220	222	224	268	245	288	328	416	390	339	258	201	153	126	99	
29	33	27	7	8	14	49	67	63	50	47	59	65	65	84	82	95	95	106	74	53	52	32	28	28
26	24	11	6	12	20	63	87	65	51	59	58	55	73	69	66	100	97	85	67	50	37	30	22	27
27	19	8	9	14	22	63	83	50	68	52	51	82	48	66	89	111	96	81	61	48	33	37	23	10
28	28	11	4	8	17	57	69	58	51	64	56	66	59	69	91	110	102	67	56	50	31	27	26	10

AM Peak 0700 - 0800 (306), AM PHF=0.88 PM Peak 1600 - 1700 (416), PM PHF=0.94

## \* Saturday, August 13, 2016 - Total=2544, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
75	55	34	22	24	37	93	147	179	301	300	358	380	327	189	2	13	8	0	0	0	0	0	0	0
28	17	10	5	6	5	20	27	41	66	73	88	94	85	91	1	0	8	0	0	0	0	0	0	-
27	20	14	10	5	9	19	36	45	71	70	86	112	78	85	0	0	0	0	0	0	0	0	0	-
10	10	2	3	6	10	33	45	51	88	71	84	87	83	0	0	13	0	0	0	0	0	0	0	-
10	8	8	4	7	13	21	39	42	76	86	100	87	81	13	1	0	0	0	0	0	0	0	0	-

AM Peak 1145 - 1245 (393), AM PHF=0.88

## **Ramey Kemp & Associates**

### **Vehicle Counts**

#### **VehicleCount-12 -- English (ENU)**

##### **Datasets:**

**Site:****Direction:** 7 - North bound A>B, South bound B>A. Lane: 0**Survey Duration:** 11:13 Thursday, August 11, 2016 => 9:10 Monday, August 15, 2016**Zone:****File:** 215Aug2016.EC0 (Plus)**Identifier:** U969EYRD MC56-L5 [MC55] (c)Microcom 19Oct04**Algorithm:** Factory default (v3.21 - 15275)**Data type:** Axle sensors - Paired (Class/Speed/Count)

##### **Profile:**

**Filter time:** 0:00 Friday, August 12, 2016 => 0:00 Sunday, August 14, 2016**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13**Speed range:** 5 - 100 mph.**Direction:** North, East, South, West (bound)**Separation:** All - (Headway)**Name:** Factory Default Profile**Scheme:** Vehicle classification (Scheme F)**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)**In profile:** Vehicles = 20 / 45 (44.44%)

## \* Friday, August 12, 2016 - Total=4, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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	1	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

AM Peak 0715 - 0815 (1), AM PHF=0.25 PM Peak 1615 - 1715 (1), PM PHF=0.25

## \* Saturday, August 13, 2016 - Total=16, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	0	0	0	6	1	5	0	2	1	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	3	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2	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	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0900 - 1000 (6), AM PHF=0.50