Clearbox Forecast Group, PLLC

MEMORANDUM

To: Shane York, North Carolina Department of Transportation

From: Craig R. Gresham, P.E.
Clearbox Forecast Group, PLLC

Date: April 29th, 2026

Subject: Traffic Forecast – Upgrade the existing US 17/US 64 at-grade intersection (H185274) and convert US 17 to controlled access (H192972) in Williamston, NC from US 64 to Bertie County (WBS 34263.1.1)

Please find attached the 2026/2050 traffic forecast for NCDOT Projects H185274 and H192972. This forecast was reviewed and approved by NCDOT Transportation Planning Division on April 28th, 2026. This forecast provides 2026 Base Year No-Build, 2026 Base Year Build, 2050 Future Year No-Build, and 2050 Future Year Build for two build alternatives for the US 13/US 17 corridor in Williamston, NC. No other forecasts have previously been completed for this project.

This forecast assumes all projects documented in the adopted 2026-2035 State Transportation Improvement Program are included within the study area. This forecast was requested for use in the project development activities associated with the project.

This traffic forecast includes Average Annual Daily Traffic (AADT) estimates for the six scenarios for listed in Table 1.

The following basic assumptions were made to complete this forecast.

Travel Demand Model: The Williamston Model (TransCAD 5, 2016) was used to develop this forecast. This model has a 2013 base year and 2040 future year and provides output of average weekday daily traffic (AWDT). The NC Statewide Model (TransCAD 7, 2021) was also used to review projected growth rates along the US 13/US 17/US 64 corridors surrounding the study area. This model has a 2017 base year and 2045 future year and provides output of average weekday daily traffic (AWDT).

Fiscally Constrained: The Williamston model reflects the fiscally constrained NCDOT 2026-2035 STIP projects.

Forecast Methodology: The 2026 base year no-build and 2050 future year no-build volumes generally included the development of growth rates between model years. Diversion rates between no-build and build scenarios for each year were developed based on output from the travel demand models along with engineering judgment adjustments.

Interpolation: Straight-line interpolation may be used. AADT volumes may be extrapolated for up to two years immediately following 2050. If it is determined that any of these assumptions have become inconsistent with the project and surrounding area activity, please request updated projections for this project.

Table 1. Traffic Forecast Scenarios

Forecast Scenario		Year	Forecast Scenario
1	Base Year No-Build (BYNB)	2026	Existing Road Network
2	Base Year Build 1 (BYBD1)	2026	Existing Road Network plus H185274/H192972 Build Alternative 1
3	Base Year Build 2 (BYBD2)	2026	Existing Road Network plus H185274/H192972 Build Alternative 2
4	Future Year No-Build (FYNB)	2050	Existing Road Network plus 2026-2035 STIP Projects
5	Future Year Build 1 (FYBD1)	2050	Existing Road Network plus 2026-2035 STIP Projects plus H185274/H192972 Build Alternative 1
6	Future Year Build 2 (FYBD2)	2050	Existing Road Network plus 2026-2035 STIP Projects plus H185274/H192972 Build Alternative 2

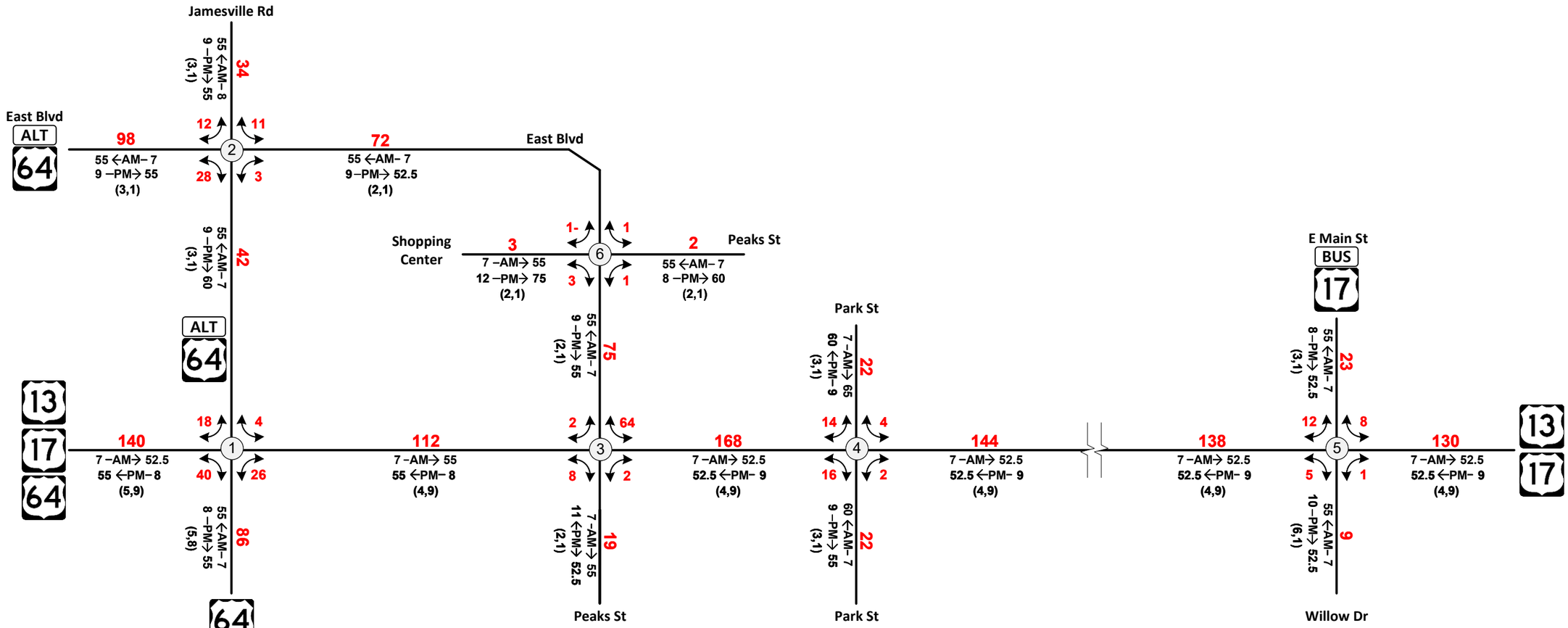
Build Alternative 1 upgrades the existing US 13/US 17 between US 64 and the Roanoke River/Bertie County Line to a full control access facility by removing local cross-traffic access. The existing westbound flyover ramp between US 13/US 17 and US 64 to the east and the at-grade intersection at US 13/US 17 and US 64 Alt will be removed and replaced with a full interchange. US 13/US 17 will be full control access east of the new interchange through the corridor to the Bertie County line. Two collector-distributor (CD) roads will be constructed between East Blvd and US 17 Business (E Main Street)/Willow Drive to the north and south of the corridor to provide local business access.

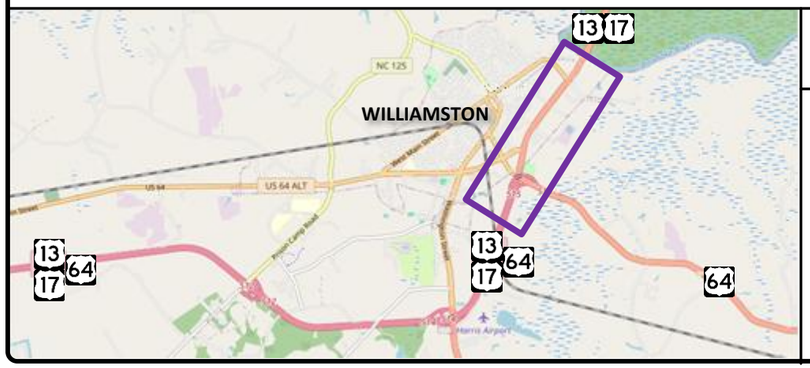
Build Alternative 2 builds a new location full control access facility south of the existing US 13/US 17 between US 64 and the Roanoke River/Bertie County Line. The existing westbound flyover ramp between US 13/US 17 and US 64 to the east and the at-grade intersection at US 13/US 17 and US 64 Alt will be removed and replaced with a full interchange. Existing US 13/US 17 will provide local access between East Blvd and US 17 Business (E Main Street)/Willow Drive. The sections of existing US 13/US 17 between the new interchange and East Blvd and between E Main St/Willow Drive and the new location facility east of the Bertie County line will be removed as well.

Please contact me for any further assistance at 919-274-3596 or craig@clearboxforecast.com.

Craig Gresham, P.E.
Clearbox Forecast Group, PLLC

cc: FILE (Martin County, NCDOT TIP Project H185274, NCDOT TIP Project H192972)
Keith Dixon, NCDOT Transportation Planning Branch





2026 AVERAGE ANNUAL DAILY TRAFFIC

BASE YEAR NO-BUILD
SHEET 1 OF 1

LEGEND

###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
——	Existing Roadway
-----	New Location Roadway

K –AM→ D
D ←PM– K
(d, t)

K	Design Hour Factor (%)
PM	PM Peak Period
AM	AM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

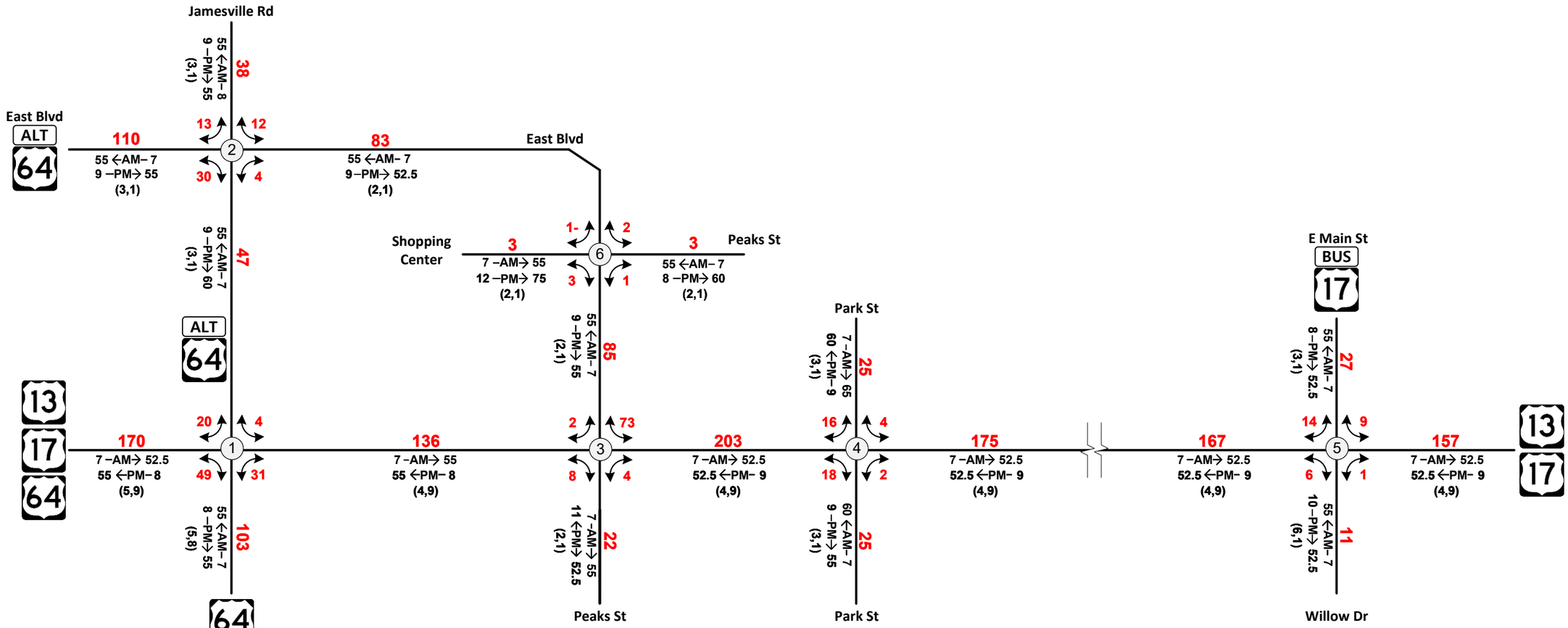
TIP: H185274 H192972

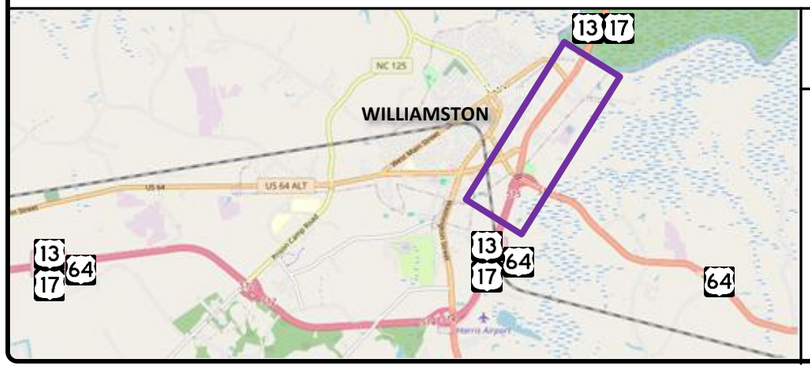
COUNTY: MARTIN	**WBS: 34263.1.1**
DATE: APRIL 2026	**DIVISION: 1**

PREPARED BY: Clearbox Forecast Group

LOCATION: WILLIAMSTON, NC

PROJECT: H185274 - Upgrade interchange at US 64 / US 17 H192972 - Convert US 17 north of interchange to full control access and construct frontage roads





2050 AVERAGE ANNUAL DAILY TRAFFIC

FUTURE YEAR NO-BUILD
SHEET 1 OF 1

LEGEND

###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
——	Existing Roadway
-----	New Location Roadway

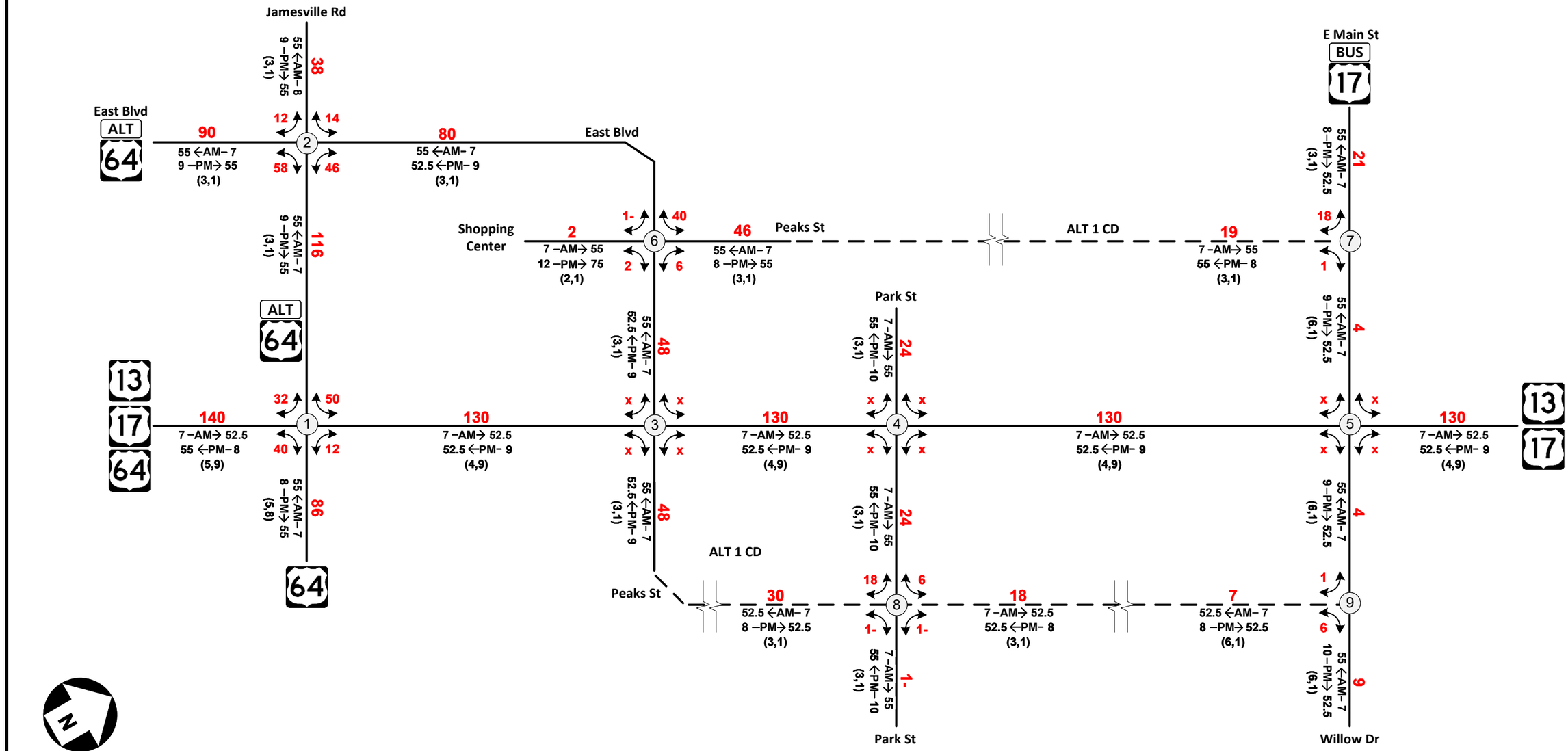
K –AM→ D
D ←PM– K
(d, t)

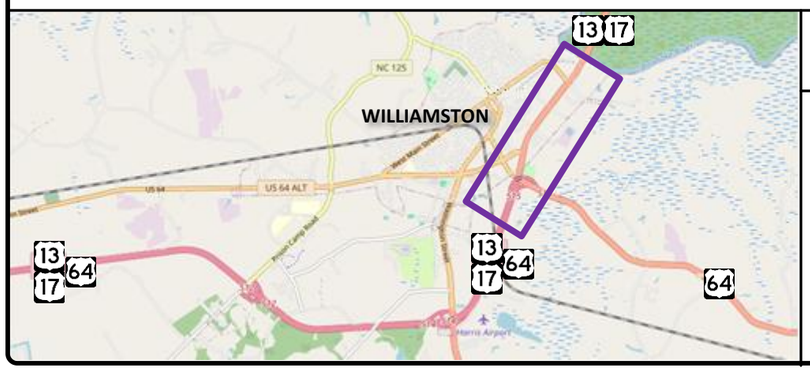
K	Design Hour Factor (%)
PM	PM Peak Period
AM	AM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: H185274 H192972

COUNTY: MARTIN	**WBS: 34263.1.1**
DATE: APRIL 2026	**DIVISION: 1**
PREPARED BY: Clearbox Forecast Group	
LOCATION: WILLIAMSTON, NC	

PROJECT: H185274 - Upgrade interchange at US 64 / US 17 H192972 - Convert US 17 north of interchange to full control access and construct frontage roads





2026 AVERAGE ANNUAL DAILY TRAFFIC

BASE YEAR BUILD 1
SHEET 1 OF 1

LEGEND

###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
——	Existing Roadway
-----	New Location Roadway

K –AM→ D
D ←PM– K
(d, t)

K	Design Hour Factor (%)
PM	PM Peak Period
AM	AM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

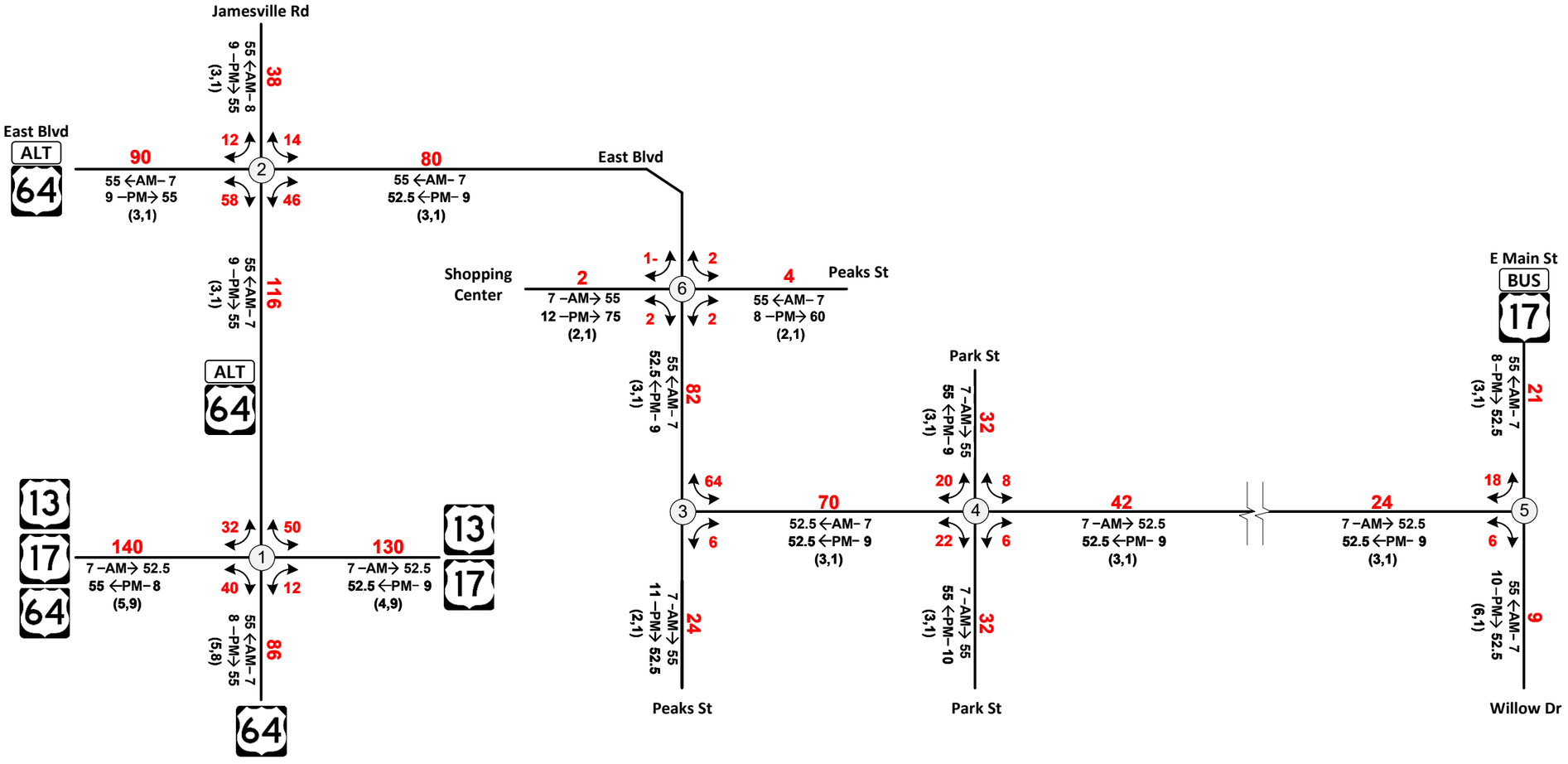
TIP: H185274 H192972

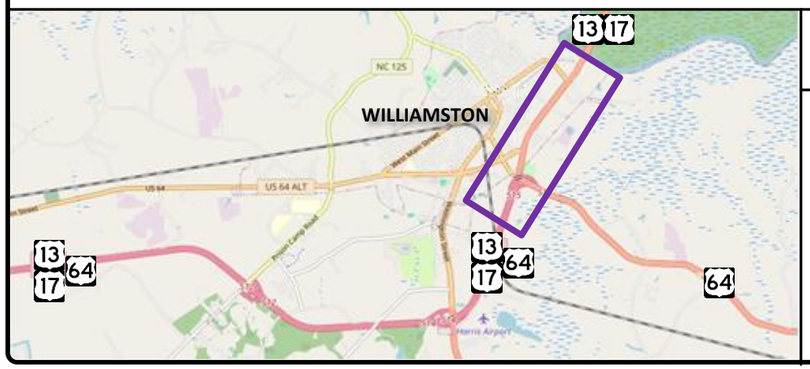
COUNTY: MARTIN	**WBS:** 34263.1.1
DATE: APRIL 2026	**DIVISION:** 1

PREPARED BY: Clearbox Forecast Group

LOCATION: WILLIAMSTON, NC

PROJECT: H185274 - Upgrade interchange at US 64 / US 17 H192972 - Convert US 17 north of interchange to full control access and construct frontage roads





2026 AVERAGE ANNUAL DAILY TRAFFIC

BASE YEAR BUILD 2
SHEET 1 OF 1

LEGEND

###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
——	Existing Roadway
-----	New Location Roadway

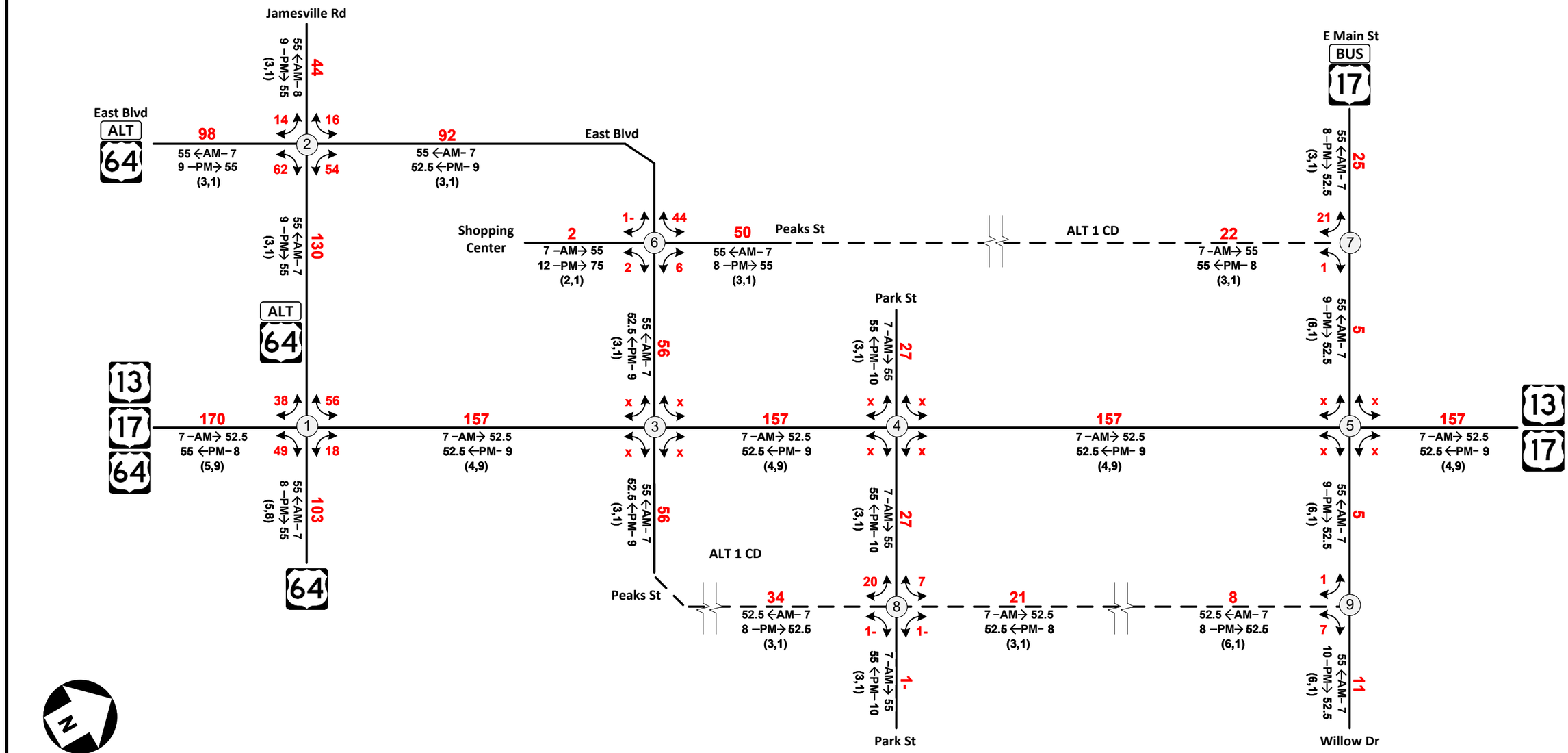
K –AM→ D
D ←PM– K
(d, t)

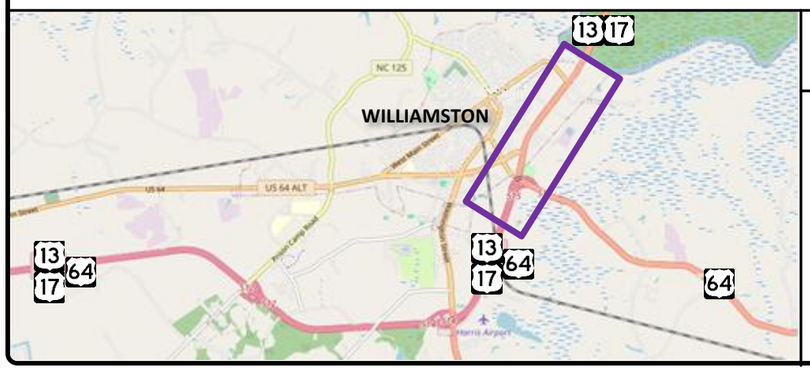
K	Design Hour Factor (%)
PM	PM Peak Period
AM	AM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: H185274 H192972

COUNTY: MARTIN	**WBS: 34263.1.1**
DATE: APRIL 2026	**DIVISION: 1**
PREPARED BY: Clearbox Forecast Group	
LOCATION: WILLIAMSTON, NC	

PROJECT: H185274 - Upgrade interchange at US 64 / US 17 H192972 - Convert US 17 north of interchange to full control access and construct frontage roads





2050 AVERAGE ANNUAL DAILY TRAFFIC

FUTURE YEAR BUILD 1
SHEET 1 OF 1

LEGEND

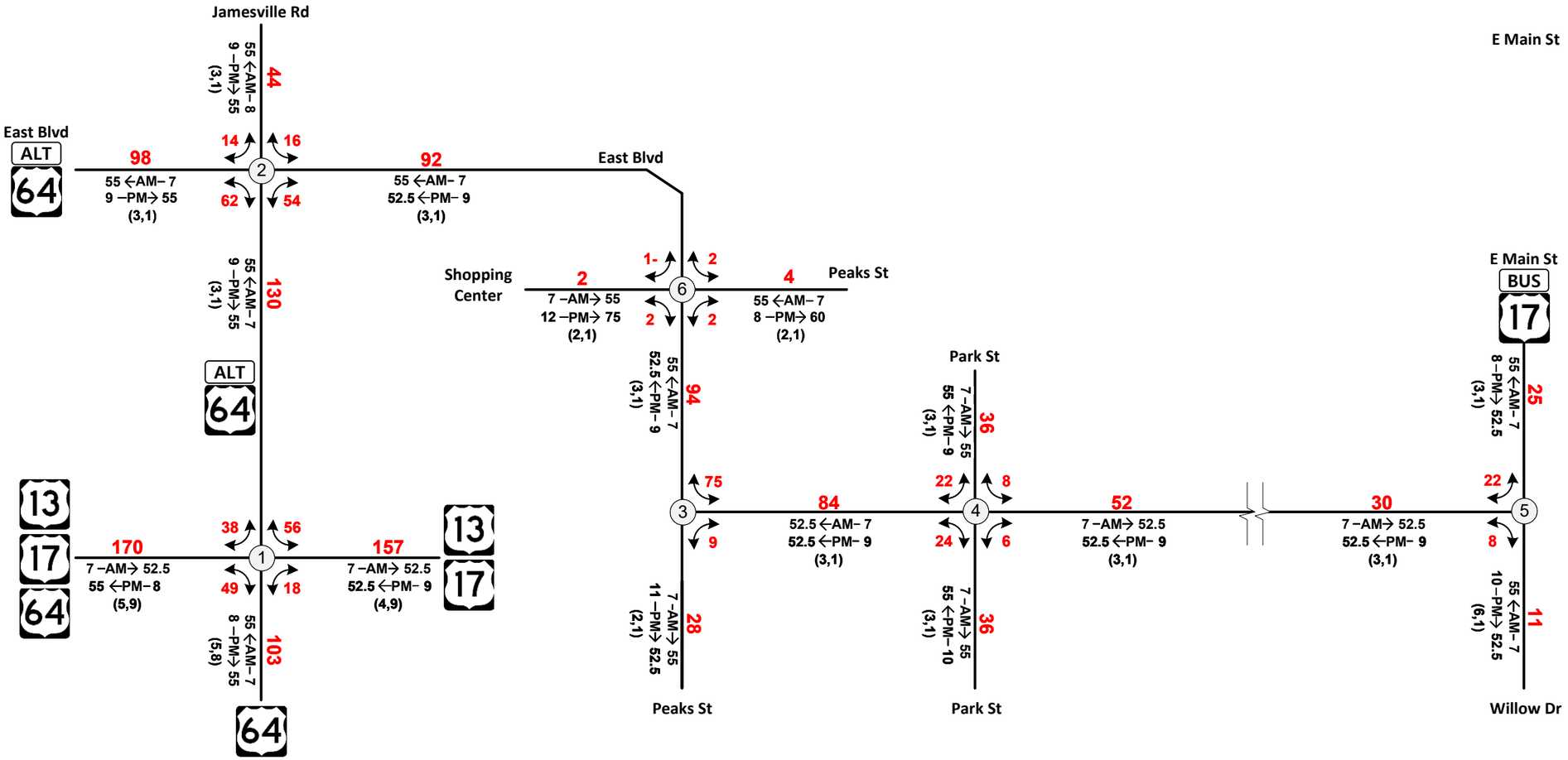
###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
——	Existing Roadway
-----	New Location Roadway

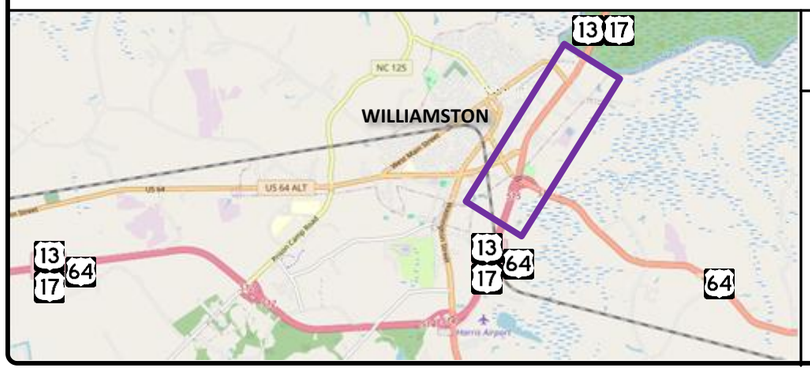
K –AM→ D
D ←PM– K
(d, t)

K	Design Hour Factor (%)
PM	PM Peak Period
AM	AM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: H185274 H192972

COUNTY: MARTIN	**WBS:** 34263.1.1
DATE: APRIL 2026	**DIVISION:** 1
PREPARED BY: Clearbox Forecast Group	
LOCATION: WILLIAMSTON, NC	
PROJECT: H185274 - Upgrade interchange at US 64 / US 17 H192972 - Convert US 17 north of interchange to full control access and construct frontage roads	





2050 AVERAGE ANNUAL DAILY TRAFFIC

FUTURE YEAR BUILD 2
SHEET 1 OF 1

LEGEND

###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
——	Existing Roadway
-----	New Location Roadway

K –AM→ D
D ←PM– K
(d, t)

K	Design Hour Factor (%)
PM	PM Peak Period
AM	AM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: H185274 H192972

COUNTY: MARTIN	**WBS: 34263.1.1**
DATE: APRIL 2026	**DIVISION: 1**
PREPARED BY: Clearbox Forecast Group	
LOCATION: WILLIAMSTON, NC	

PROJECT: H185274 - Upgrade interchange at US 64 / US 17 H192972 - Convert US 17 north of interchange to full control access and construct frontage roads