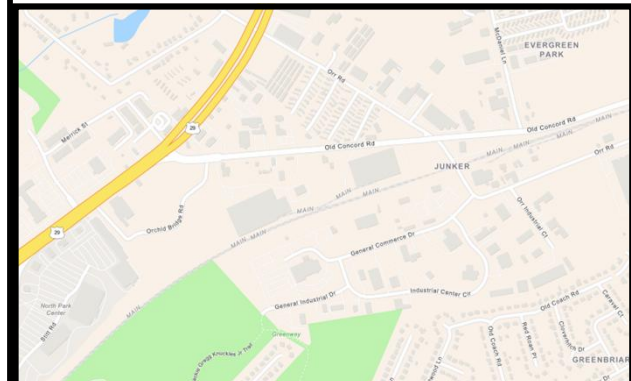
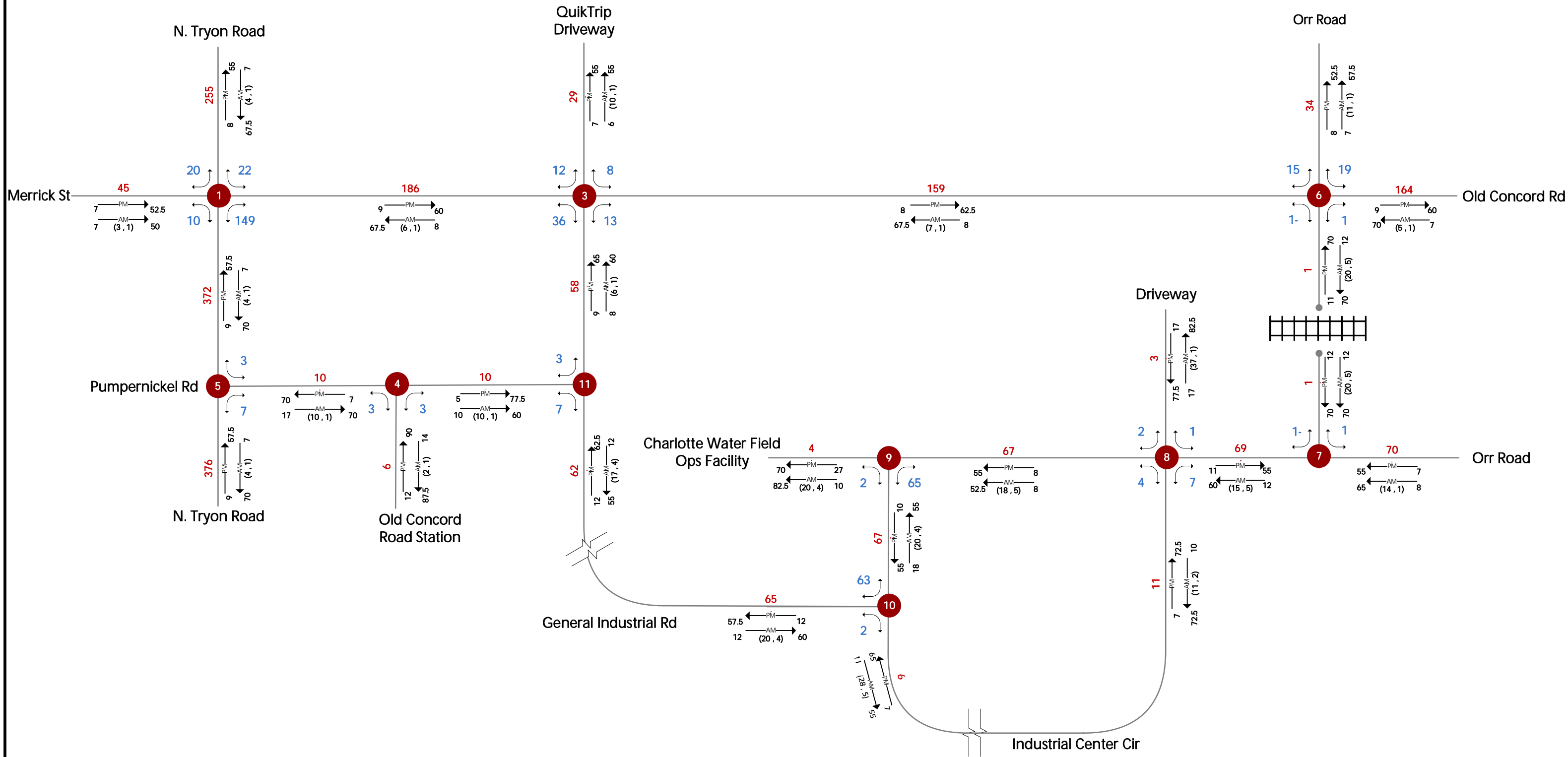


2025 No Build		AVERAGE ANNUAL DAILY TRAFFIC		SHEET 1 of 4	
LEGEND	← PM → DHV D → AM → DHV (d,t) D	TIP: P-5602JB	WBS# 46393.1.28	Mecklenburg County	Division 10
	## Vehicles Per Day in 100s 1- Less than 50 VPD	Prepared By: Kimley»Horn		June 11, 2026	
	DHV Design Hourly Volume (%) = K30 AM/PM Peak Period D Peak Hour Directional Split (%) → Indicates Direction of D (d,t) Dual, TT-STs (%)	Orr Road Grade Separation			





2025 Build

AVERAGE ANNUAL DAILY TRAFFIC

SHEET 2 of 4

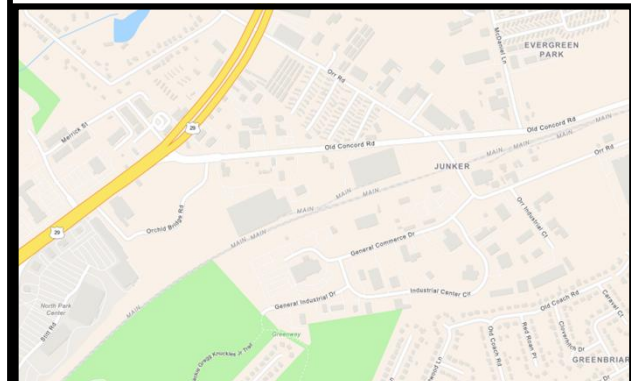
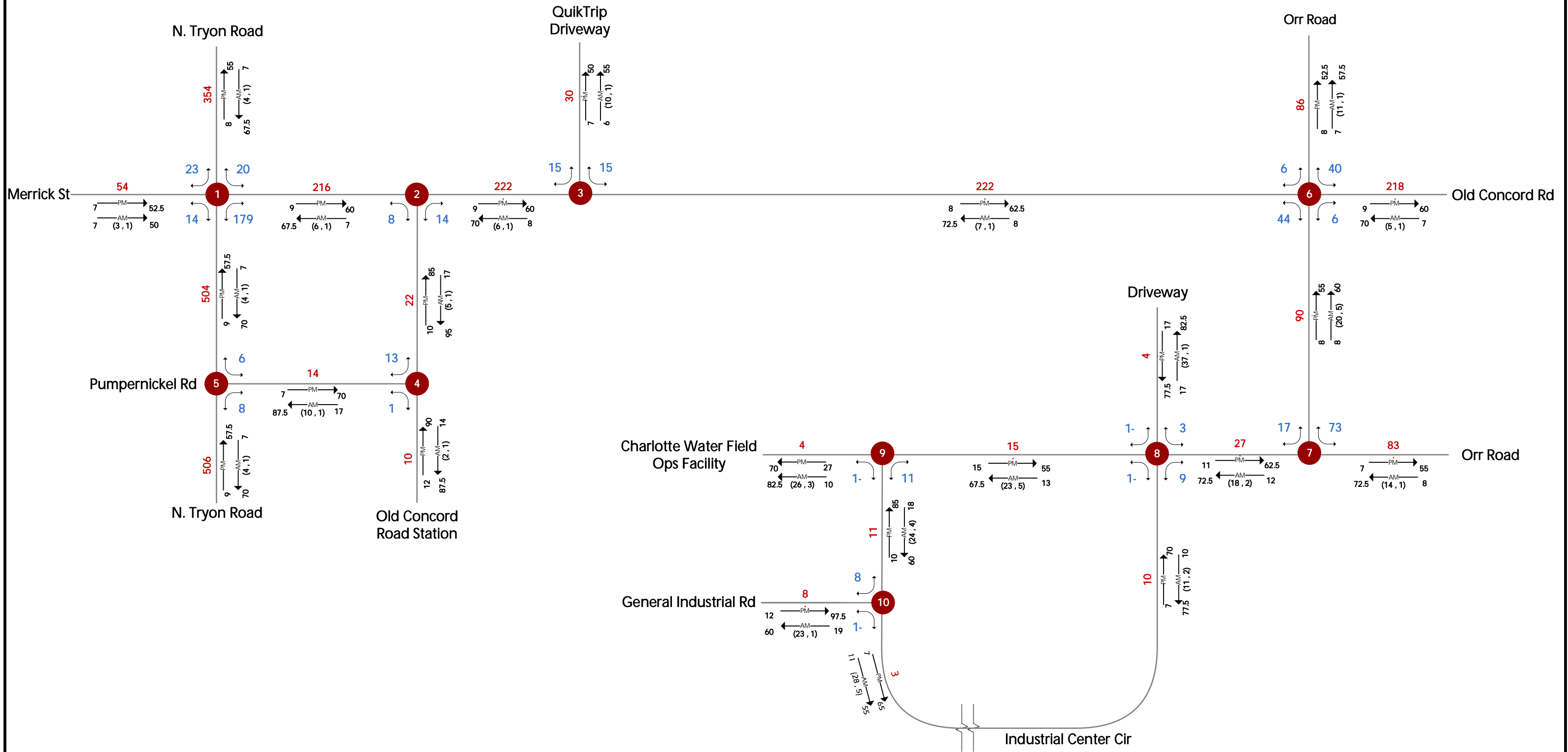
LEGEND

Vehicles Per Day in 100s
1- Less than 50 VPD

← PM → DHV
D → AM → DHV (d,t) D
DHV AM/PM
D Peak Hour Directional Split (%)
→ Indicates Direction of D
(d,t) Dual, TT-STs (%)

TIP: P-5602JB	WBS# 46393.1.28	Mecklenburg County	Division 10
Prepared By: Kimley»Horn		June 11, 2026	
Orr Road Grade Separation			





2055 No Build		AVERAGE ANNUAL DAILY TRAFFIC		SHEET 3 of 4	
LEGEND	← PM → DHV D → AM → D DHV (d,t)	TIP: P-5602JB	WBS# 46393.1.28	Mecklenburg County	Division 10
	## Vehicles Per Day in 100s 1- Less than 50 VPD	DHV AM/PM Design Hourly Volume (%) = K30 Peak Period D Peak Hour Directional Split (%) → Indicates Direction of D (d,t) Dual, TT-STs (%)		Prepared By: Kimley»Horn June 11, 2026	
	Orr Road Grade Separation				





TRAFFIC FORECAST REPORT

P-5602JB (TIP Project)

Orr Road Grade Separation, Mecklenburg County

WBS # 46393.1.28

June 2026

Prepared by:

Kimley-Horn

421 Fayetteville Street, Suite 600

Raleigh, NC 27601

Kimley»»Horn

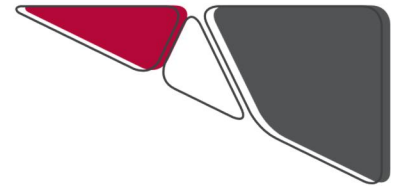


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Traffic Forecast Report

1. Project Background

Project Request Information

This forecast update was requested as part of the larger Orr Road Grade Separation and At-Grade Rail Crossing Closure Railroad Crossing Elimination Grant Program work. The proposed project is located in Mecklenburg County. The project entails replacing the existing Orr Road (State Route (SR) 2848) at-grade rail crossing in the City of Charlotte, North Carolina, with a new grade-separated crossing in a new location.

A previous forecast was completed for P-5602JB in November 2019.

The traffic forecast was performed for each of the following scenarios:

- Base Year 2025 No-Build
- Base Year 2025 Build
- Future Year 2055 No-Build
- Future Year 2055 Build

This forecast was reviewed and approved by the NCDOT Transportation Planning Division on June 11, 2026.

Route Information

Route information is based on classifications as of March 2026. Updated classifications are in the process of adoption but were not complete at the time of this forecast report.

US 29/ NC 49 (North Tryon Street) is a four-lane roadway with a posted speed limit of 35 mph north of Old Concord Road and 45 mph south of Old Concord Road. Land use is predominantly commercial. It is classified as a Principal Arterial based on the Federal Highway Classification System.

Old Concord Road is a two-lane roadway with a posted speed limit of 45 in the study area. Land use is predominantly light industrial. It is classified as a Major Collector based on the Federal Highway Classification System.

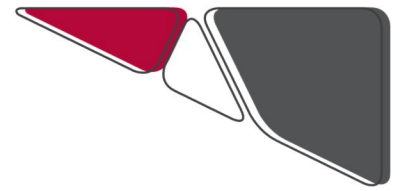
Orr Road is a two-lane roadway with a posted speed limit of 35 mph in the study area. Land use is predominantly industrial. It is classified as a Local based on the Federal Highway Classification System.

All other roads in the study area are classified as Local.

Land Use Information

Land use in the area consists primarily of light industrial and commercial uses including Charlotte Water Field Operations off of General Commerce Drive.

Information about planned and future growth activity can be found in Section 6.



2. Sources of Information and Data

Previous Forecasts

A previous forecast was completed in November 2019 by SEPI. This previous forecast was reviewed in preparation of this updated forecast, however, the age of the forecast plus the difference in build scenarios (Eastway Dr – Orr Rd Connection) made comparisons minor.

Historic AADT

Historic Average Annual Daily Traffic (AADT) volumes from 2011 through 2024 were used as part of the forecast process. A historic AADT table is provided in **Appendix A**.

Field Data Collection

Traffic counts were collected by Quality Counts on Thursday, February 12, 2026 at the locations shown in the table below.

TABLE 1 – Field Data Collection

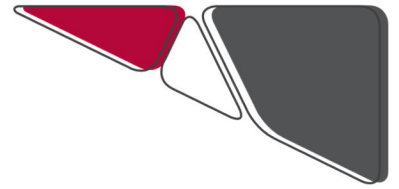
Location	Type Count	Date(s)	County
Orr Rd Field Data Collection			
US 29/ NC 49 (N Tryon St) at Old Concord Rd	13-hr tmc	02-12-2026	Mecklenburg
Old Concord Rd at Orchid Bridge Rd	13-hr tmc	02-12-2026	Mecklenburg
Old Concord Rd at Quik Trip Driveway	13-hr tmc	02-12-2026	Mecklenburg
Orchid Bridge Rd at Old Concord Rd Light Rail	13-hr tmc	02-12-2026	Mecklenburg
US 29/NC 49 (N Tryon St) at Pumpnickel Rd	13-hr tmc	02-12-2026	Mecklenburg
Old Concord Rd at Orr Rd	13-hr tmc	02-12-2026	Mecklenburg
Orr Rd at General Commerce Dr	13-hr tmc	02-12-2026	Mecklenburg
Industrial Center Cir at General Commerce Dr (1)	13-hr tmc	02-12-2026	Mecklenburg
Industrial Center Cir at General Commerce Dr (2)	13-hr tmc	02-12-2026	Mecklenburg
Industrial Center Cir at General Industrial Rd	13-hr tmc	02-12-2026	Mecklenburg

3. Base Year 2025 No-Build Estimate

Methodology

Historic AADT information along with turning movement counts were used to determine the 2025 AADTs and turning movements on all facilities and at their intersections.

All turning movements were balanced using the Traffic Forecast Utility Intersection Analysis Tool. All AADT information can be found in the tables in **Appendix A**.



Determination of Design Factors

Design factors for 2025 were calculated where applicable using information from available turning movement counts. Factors include TTSTs, duals, D, and Design K Factor. Truck factors were also compared to the 2022 Traffic Data Event Segment Shapefile.

Design factors can be found in the tables in **Appendix A**.

4. Base Year 2025 Build Estimate

Assumptions

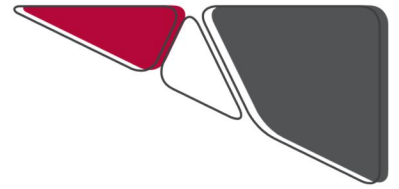
The 2025 Build scenario includes the closure of the Orr Road railroad crossing and the addition of the Orchid Bridge Rd extension and grade separated railroad crossing to Old Concord Rd.

Methodology

Model diversion was used as the primary source of information for the Future Year (2055) Build estimates. Diversion rates from the model were used with adjustments made for engineering judgement and balancing.

Determination of Design Factors

Based on the model data, the project, and engineering judgement, the base year Build condition is expected to remain similar to the 2025 No-Build, with some changes due to the extension of Orchid Bridge Rd and the closure of the existing railroad crossing on Orr Rd. Design factors can be seen in the tables in **Appendix A**.



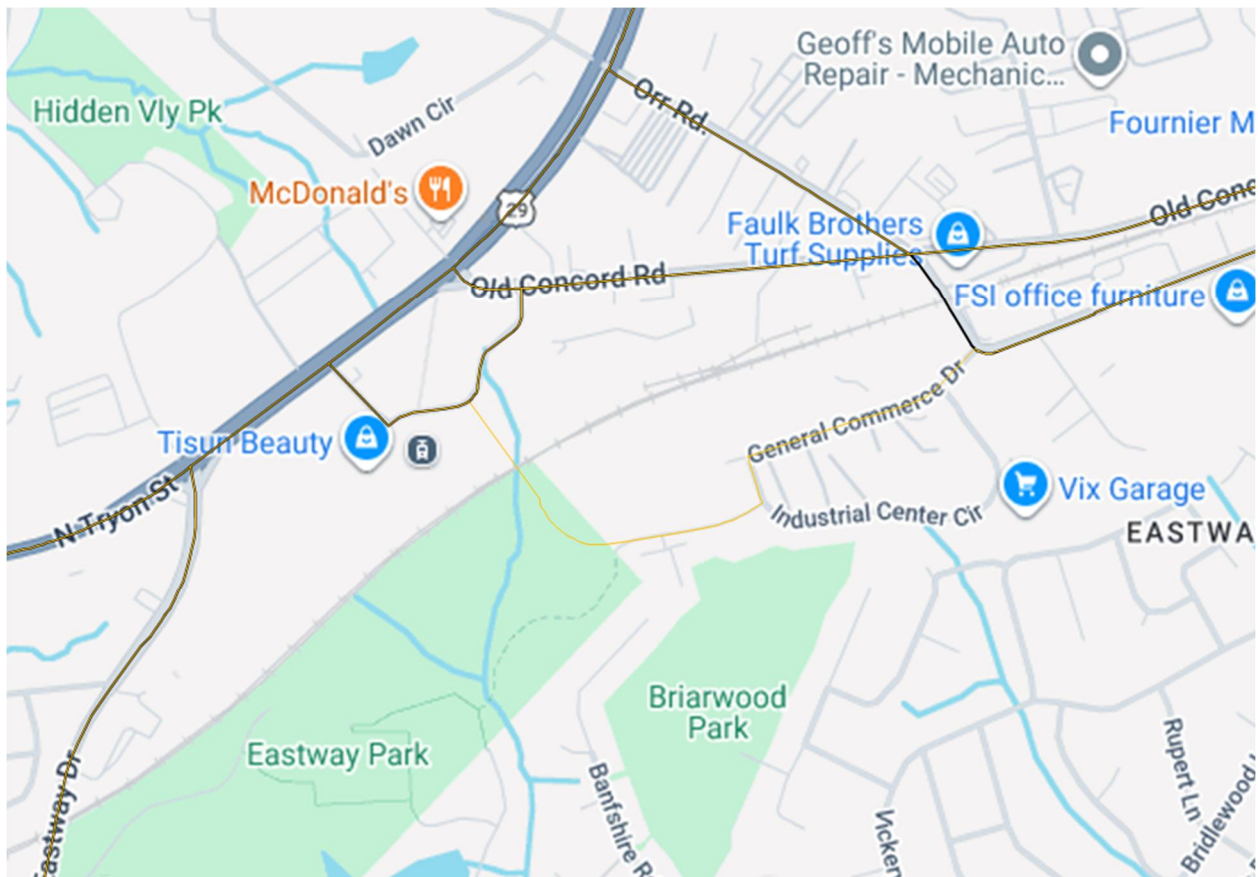
5. General Model Data

Model Information

The Metrolina Regional Model (MRM25v1.0) was used as one tool in the development of the forecast. The model has a base year of 2022 and a future year of 2050. The model was used primarily to help determine growth and diversion rates.

Model Adjustments

The model was adjusted between the No-Build and Build scenarios to include the Orr Rd railroad crossing closure and the new extension/connection of Orchid Bridge Rd to Old Concord Rd with a grade separated railroad crossing. See the screenshot below for this coding.

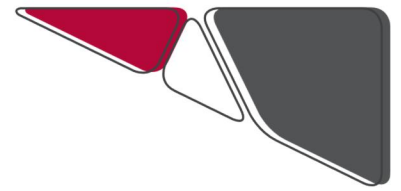


Nearby TIP projects include:

- There are no nearby TIP projects that would affect this project

The Metrolina Regional Model provides volumes as an average weekday in spring/fall when school is in session. Therefore, these volumes were converted to AADT using appropriate seasonal factors from the Transportation Planning Division Traffic Surveys Group. An average weekday factor for the month of October (0.94 non interstate) was used for this conversion.

The model loads reasonable throughout the study area. A Model Validation table can be found in **Appendix A**.



6. Future Year 2055 No-Build Forecast

Assumptions

Within the Metropolitan Planning Organization (MPO) area, future forecasts are based on projects included in the Financial Plan for the 2055 CRTPO Metropolitan Transportation Plan (MTP) completed in March 2026. This information is included in the updated MRM25v1.0. All development projected in the model is included as input to this forecast.

Methodology

For the Future Year (2055) No-Build Forecast, the following were considered when developing volumes:

- Historic growth along the corridor calculated from AADT data (5-year, 10-year, and long-term per year growth rates)
- Model growth for the corridor calculated from 2022 and 2050 No-Build model run results (MRM25v1.0)

Growth rates were calculated based on all available data and applied to the 2025 No-Build Estimate using engineering judgement and turning movements and mainline volumes were balanced and adjusted as necessary.

Growth Information

First, county population data for Mecklenburg County was examined and can be seen in the table below.

TABLE 3 – COUNTY POPULATION DATA

Population Data	Mecklenburg County
2020	1,118,744
2030	1,311,696
2040	1,514,361
2050	1,717,077
Annual Growth Rate 2020-2050	1.44%

*Source: North Carolina Office of State Budget and Management

In addition, the following individuals were contacted regarding information on new and upcoming development and projects:

- Erin Gillespie – Long Range Planning, City of Charlotte
- Catherine Mahoney – Community Planning, City of Charlotte
- Solomon Fortune – Zoning Department, City of Charlotte
- Theo Ghitea – Division Planning Engineer, NCDOT
- Scott Miller – Division Corridor Planning Engineer, NCDOT
- Lee Ainsworth – Division Project Development Engineer, NCDOT
- Roger Castillo Santamaria – MPO Coordinator, NCDOT

The Metrolina Regional Model (MRM25v1.0) was examined in the project area to determine future development activity in the area. The following TAZs were examined.



TABLE 4 – MRM TAZ GROWTH

	2022	2050	Growth
HH	1,000	2,381	3.1%
EMP	4,172	5,224	0.8%

The City of Charlotte Planning Department provided site information from the Community Area Plan and the future Policy Map. Place types within and adjacent to the site include:

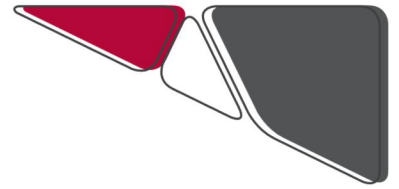
Manufacturing & Logistics (Dark Purple) Manufacturing and Logistics places are employment areas that provide a range of job types, services, and wage levels in sectors such as production, manufacturing, research, distribution, and logistics.

Commercial (Red) Commercial places are primarily car-oriented destinations for retail, services, hospitality, and dining, often along major streets or near interstates.

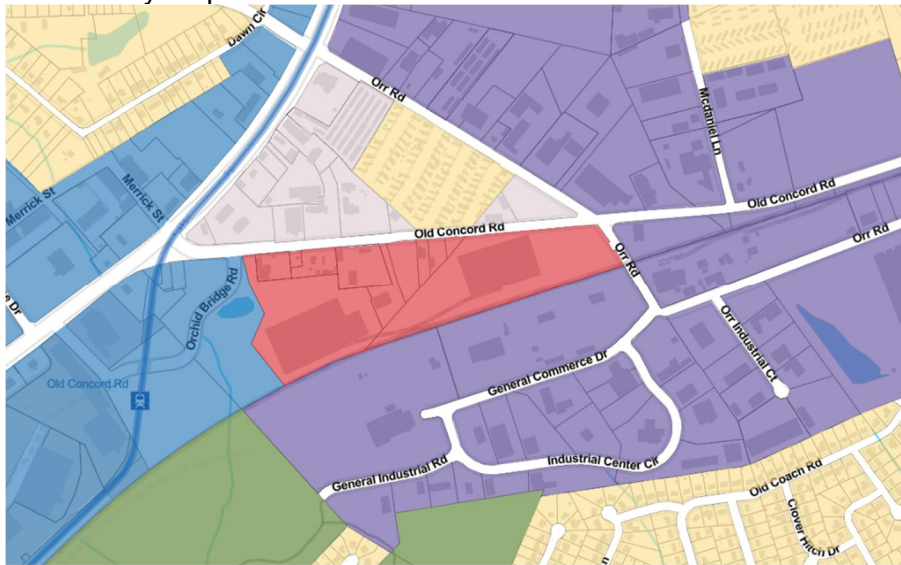
Community Activity Center (Blue) Community Activity Centers are mid-sized mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, entertainment, and residential for nearby and regional residents.

Innovation & Mixed Use (Light Purple) Innovation Mixed-Use places are vibrant areas of mixed-use and employment, typically in older urban areas, that capitalize on Charlotte’s history and industry with uses such as light manufacturing, office, studios, research, retail, and dining.

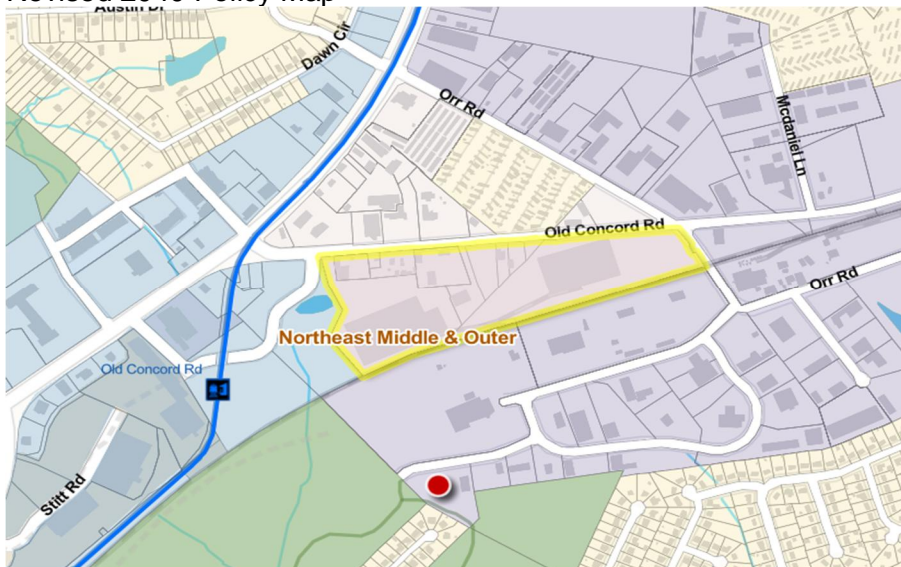
Neighborhood 1 (Yellow) Neighborhood 1 places are the lower density housing areas across Charlotte, where most of the city’s residents live, primarily in single-family or small multi-family homes or ADUs.



2040 Policy Map



Revised 2040 Policy Map

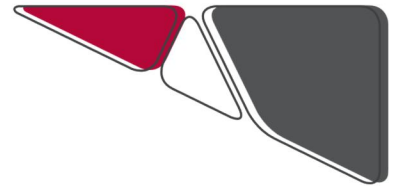


The long-term vision for the area is for more flexible, mixed-use, employment-supportive development. The area is also adjacent to the Lynx Blue line so transit-oriented development is also included in this long-term vision.

Based on all this information, it does appear that the model provides adequate growth information based on current plans for the area.

Determination of Design Factors

Based on the model data, the project, the previous forecast, and engineering judgement, the future year No-Build condition is expected to remain the same as the 2025 Base Year No-Build. Design factors can be seen in the tables in **Appendix A**.



7. Future Year 2055 Build Forecast

Assumptions

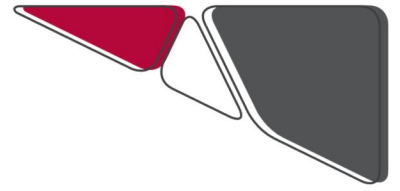
The 2055 Build scenario includes the closure of the Orr Road railroad crossing and the addition of the Orchid Bridge Rd extension and grade separated railroad crossing to Old Concord Rd.

Methodology

Model diversion was used as the primary source of information for the Future Year (2055) Build estimates. Diversion rates from the model were used with adjustments made for engineering judgement and balancing.

Determination of Design Factors

Based on the model data, the project, and engineering judgement, the base year Build condition is expected to remain similar to the 2025 No-Build, with some changes due to the extension of Orchid Bridge Rd and the closure of the existing railroad crossing on Orr Rd. Design factors can be seen in the tables in **Appendix A**.



Appendices

Appendix A – Data Tables

Table A.1 Historic AADT Table

Int ID	Node	Intersection Name	NCDOT Historic Traffic Count Data													Project-Specific TMC	2025 Estimate	
			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023			2024
1	1	US 29/ NC 49 (N Tryon St) north of Old Concord Rd/Merick St	0	28000	0	21000	0	0	0	24500	0	0	0	22,000	0	23,800	23,100	24,100
	2	Old Concord Rd east of US 29/ NC 49 (N Tryon St)	-	-	-	-	-	-	-	-	-	-	-	-	-	0	17,700	17,400
	3	US 29/ NC 49 (N Tryon St) south of Old Concord Rd/Merick St	0	38000	0	31000	0	0	0	0	0	0	35,000	0	35,300	37,800	37,400	
	4	Merick St west of US 29/ NC 49 (N Tryon St)	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3,000	4,500
2	2	Old Concord Rd east of Orchid Bridge Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	18,200	18,000
	3	Orchid Bridge Rd south of Old Concord Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	800	800
	4	Old Concord Rd west of Orchid Bridge Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	17,700	17,400
	1	QuikTrip Diveway north of Old Concord Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2,700	2,800
3	2	Old Concord Rd east of QuikTrip Diveway	0	14000	0	13000	0	0	0	15500	0	0	0	16,000	0	17,200	18,100	18,000
	4	Old Concord Rd west of QuikTrip Diveway	-	-	-	-	-	-	-	-	-	-	-	-	-	0	18,100	18,000
	1	Orchid Bridge Rd north of /Orchid Bridge Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	800	800
4	3	Old Concord Rd Station south of /Orchid Bridge Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	600	600
	4	Orchid Bridge Rd west of Orchid Bridge Rd/Old Concord Rd Station	-	-	-	-	-	-	-	-	-	-	-	-	-	0	300	400
5	1	US 29/ NC 49 (N Tryon St) north of Pumpnickel Rd/	0	38000	0	31000	0	0	0	0	0	0	35,000	0	35,300	38,400	37,400	
	2	Pumpnickel Rd east of US 29/ NC 49 (N Tryon St)	-	-	-	-	-	-	-	-	-	-	-	-	-	0	400	400
	3	US 29/ NC 49 (N Tryon St) south of Pumpnickel Rd/	-	-	-	-	-	-	-	-	-	-	-	-	-	0	38,500	37,600
6	1	Orr Road north of Old Concord Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	6,500	6,400
	2	Old Concord Rd east of Orr Road	-	-	-	-	-	-	-	-	-	-	-	-	-	0	17,700	17,700
	3	Orr Road south of Old Concord Rd	0	10000	0	12000	0	0	0	0	0	0	5,200	0	6,100	6,600	6,500	
	4	Old Concord Rd west of Orr Road	0	14000	0	13000	0	0	0	15500	0	0	0	16,000	0	17,200	18,000	18,000
7	1	Orr Road north of Orr Road/General Commerce Dr	0	10000	0	12000	0	0	0	0	0	0	5,200	0	6,100	6,500	6,500	
	2	Orr Road east of Orr Road	-	-	-	-	-	-	-	-	-	-	-	-	-	0	5,800	5,800
	4	General Commerce Dr west of Orr Road	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2,500	2,500
	1	Driveway north of General Commerce Dr	-	-	-	-	-	-	-	-	-	-	-	-	-	0	300	300
8	2	General Commerce Dr east of Driveway/Industrial Center Cir	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2,500	2,500
	3	Industrial Center Cir south of General Commerce Dr	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1,000	900
	4	General Commerce Dr west of Driveway/Industrial Center Cir	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1,500	1,300
	2	General Commerce Dr east of /Industrial Center Cir	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1,100	1,300
9	3	Industrial Center Cir south of General Commerce Dr/Charlotte Water Field Ops Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	0	800	1,000
	4	Charlotte Water Field Ops Facility west of /Industrial Center Cir	-	-	-	-	-	-	-	-	-	-	-	-	-	0	300	300
	1	Industrial Center Cir north of /General Industrial Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	800	1,000
10	3	Industrial Center Cir south of /General Industrial Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	0	300	300
	4	General Industrial Rd west of Industrial Center Cir	-	-	-	-	-	-	-	-	-	-	-	-	-	0	700	700

Table A.2 AM Design Data Table

Int ID	Node	Intersection Name	D - Directional Distribution %					K - Peak Hour Factor %					% Trucks (Daily)				
			2026 TMC Data	Chosen 2025 No. Build Value	Chosen 2025 Build Value	Chosen 2025 No. Build Value	Chosen 2025 Build Value	2026 TMC Data	Chosen 2025 No. Build Value	Chosen 2025 Build Value	Chosen 2025 No. Build Value	Chosen 2025 Build Value	2026 TMC Data	Chosen 2025 No. Build Value	Chosen 2025 Build Value	Chosen 2025 No. Build Value	Chosen 2025 Build Value
1	1	US 29/ NC 49 (N Tryon St) north of Old Concord Rd/Merick St	68.1%	67.5%	67.5%	67.5%	67.5%	6.5%	7.0%	7.0%	7.0%	7.0%	(4.0)	(4.1)	(4.1)	(4.1)	(4.1)
	2	Old Concord Rd east of US 29/ NC 49 (N Tryon St)	68.7%	67.5%	67.5%	67.5%	67.5%	7.4%	7.0%	8.0%	7.0%	8.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	3	US 29/ NC 49 (N Tryon St) south of Old Concord Rd/Merick St	69.4%	70.0%	70.0%	70.0%	70.0%	6.8%	7.0%	7.0%	7.0%	7.0%	(5.0)	(4.1)	(4.1)	(4.1)	(4.1)
	4	Merick St west of US 29/ NC 49 (N Tryon St)	50.5%	50.0%	50.0%	50.0%	50.0%	6.7%	7.0%	7.0%	7.0%	7.0%	(3.0)	(3.1)	(3.1)	(3.1)	(3.1)
2	2	Old Concord Rd east of Orchid Bridge Rd	70.5%	70.0%	70.0%	70.0%	70.0%	7.6%	8.0%	8.0%	8.0%	8.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	3	Orchid Bridge Rd south of Old Concord Rd	93.0%	95.0%	-	95.0%	-	16.9%	17.0%	-	17.0%	-	(5.0)	(5.1)	0	(5.1)	0
	4	Old Concord Rd west of Orchid Bridge Rd	67.6%	67.5%	67.5%	67.5%	67.5%	7.3%	7.0%	8.0%	7.0%	8.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	1	QuikTrip Diveway north of Old Concord Rd	53.8%	55.0%	55.0%	55.0%	55.0%	6.2%	6.0%	6.0%	6.0%	6.0%	(10.1)	(10.1)	(10.1)	(10.1)	(10.1)
3	2	Old Concord Rd east of QuikTrip Diveway	72.0%	72.5%	72.5%	72.5%	72.5%	7.7%	8.0%	8.0%	8.0%	8.0%	(7.1)	(7.1)	(7.1)	(7.1)	(7.1)
	4	Old Concord Rd west of QuikTrip Diveway	71.6%	70.0%	70.0%	70.0%	70.0%	7.7%	8.0%	8.0%	8.0%	8.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	1	Orchid Bridge Rd north of /Orchid Bridge Rd	93.0%	92.5%	-	92.5%	-	17.4%	17.0%	-	17.0%	-	(4.0)	(5.1)	-	(5.1)	-
	3	Old Concord Rd Station south of /Orchid Bridge Rd	88.5%	87.5%	87.5%	87.5%	87.5%	14.1%	14.0%	14.0%	14.0%	14.0%	(1.0)	(2.1)	(2.1)	(2.1)	(2.1)
4	4	Orchid Bridge Rd west of Orchid Bridge Rd/Old Concord Rd Station	91.8%	87.5%	70.0%	87.5%	70.0%	20.7%	17.0%	17.0%	17.0%	17.0%	(10.0)	(10.1)	(10.1)	(10.1)	(10.1)
	1	US 29/ NC 49 (N Tryon St) north of Pumpnickel Rd/	70.2%	70.0%	70.0%	70.0%	70.0%	6.7%	7.0%	7.0%	7.0%	7.0%	(4.0)	(4.1)	(4.1)	(4.1)	(4.1)
	2	Pumpnickel Rd east of US 29/ NC 49 (N Tryon St)	84.8%	87.5%	87.5%	87.5%	87.5%	14.9%	17.0%	17.0%	17.0%	17.0%	(11.0)	(10.1)	(10.1)	(10.1)	(10.1)
	3	US 29/ NC 49 (N Tryon St) south of Pumpnickel Rd/	69.4%	70.0%	70.0%	70.0%	70.0%	6.8%	7.0%	7.0%	7.0%	7.0%	(4.0)	(4.1)	(4.1)	(4.1)	(4.1)
6	1	Orr Road north of Old Concord Rd	57.2%	57.5%	57.5%	57.5%	57.5%	6.5%	7.0%	7.0%	7.0%	7.0%	(11.1)	(11.1)	(11.1)	(11.1)	(11.1)
	2	Old Concord Rd east of Orr Road	68.8%	70.0%	70.0%	70.0%	70.0%	7.1%	7.0%	7.0%	7.0%	7.0%	(5.0)	(5.1)	(5.1)	(5.1)	(5.1)
	3	Orr Road south of Old Concord Rd	69.2%	60.0%	70.0%	60.0%	70.0%	7.7%	8.0%	12.0%	8.0%	12.0%	(15.2)	(20.5)	(20.5)	(20.5)	(20.5)
	4	Old Concord Rd west of Orr Road	72.0%	72.5%	67.5%	72.5%	67.5%	7.7%	8.0%	8.0%	8.0%	8.0%	(7.0)	(7.1)	(7.1)	(7.1)	(7.1)
7	1	Orr Road north of Orr Road/General Commerce Dr	54.7%	60.0%	70.0%	60.0%	70.0%	7.4%	8.0%	12.0%	8.0%	12.0%	(15.1)	(15.2)	(20.5)	(15.2)	(20.5)
	2	Orr Road east of Orr Road	66.4%	72.5%	65.0%	72.5%	65.0%	7.8%	8.0%	8.0%	8.0%	8.0%	(14.1)	(14.1)	(14.1)	(14.1)	(14.1)
	4	General Commerce Dr west of Orr Road	66.7%	72.5%	60.0%	72.5%	60.0%	12.3%	12.0%	12.0%	12.0%	12.0%	(18.1)	(18.2)	(15.5)	(18.2)	(15.5)
	1	Driveway north of General Commerce Dr	82.4%	82.5%	82.5%	82.5%	82.5%	16.7%	17.0%	17.0%	17.0%	17.0%	(37.0)	(37.1)	(37.1)	(37.1)	(37.1)
8	2	General Commerce Dr east of Driveway/Industrial Center Cir	76.3%	72.5%	60.0%	72.5%	60.0%	12.2%	12.0%	12.0%	12.0%	12.0%	(17.2)	(15.5)	(18.2)	(15.5)	(18.2)
	3	Industrial Center Cir south of General Commerce Dr	78.3%	77.5%	72.5%	77.5%	72.5%	9.6%	10.0%	10.0%	10.0%	10.0%	(11.2)	(11.2)	(11.2)	(11.2)	(11.2)
	4	General Commerce Dr west of Driveway/Industrial Center Cir	73.1%	67.5%	52.5%	67.5%	52.5%	13.1%	13.0%	8.0%	13.0%	8.0%	(20.3)	(23.5)	(18.5)	(23.5)	(18.5)
	2	General Commerce Dr east of /Industrial Center Cir	63.9%	67.5%	52.5%	67.5%	52.5%	15.4%	13.0%	8.0%	13.0%	8.0%	(23.5)	(23.5)	(18.5)	(23.5)	(23.5)
9	3	Industrial Center Cir south of General Commerce Dr/Charlotte Water Field Ops Facility	58.8%	60.0%	55.0%	60.0%	55.0%	17.9%	18.0%	7.0%	18.0%	18.0%	(23.5)	(24.4)	(3.1)	(24.4)	(24.4)
	4	Charlotte Water Field Ops Facility west of /Industrial Center Cir	82.1%	82.5%	82.5%	82.5%	82.5%	9.7%	10.0%	10.0%	10.0%	10.0%	(26.3)	(26.3)	(20.4)	(26.3)	(20.4)
	1	Industrial Center Cir north of /General Industrial Rd	59.7%	60.0%	55.0%	60.0%	55.0%	17.7%	18.0%	18.0%	18.0%	18.0%	(24.2)	(24.4)	(20.4)	(24.4)	(20.4)
	3	Industrial Center Cir south of /General Industrial Rd	54.5%	55.0%	55.0%	55.0%	55.0%	10.8%	11.0%	11.0%	11.0%	11.0%	(28.5)	(28.5)	(28.5)	(28.5)	(28.5)
10	4	General Industrial Rd west of Industrial Center Cir	60.3%	60.0%	60.0%	60.0%	60.0%	19.4%	19.0%	12.0%	19.0%	12.0%	(23.1)	(23.1)	(20.4)	(23.1)	(23.1)
	1	Orchid Bridge Rd north of /Pumpnickel Rd	-	-	60.0%	-	60.0%	-	-	8.0%	-	8.0%	-	-	(6.1)	-	(6.1)
	3	General Industrial Rd south of /Pumpnickel Rd	-	-	55.0%	-	55.0%	-	-	12.0%	-	12.0%	-	-	(17.4)	-	(17.4)
	4	Pumpnickel Rd west of Orchid Bridge Rd/General Industrial Rd	-	-	60.0%	-	60.0%	-	-	10.0%	-	10.0%	-	-	(8.2)	-	(8.2)

Table A.3 PM Design Data Table

Int ID	Node	Intersection Name	D - Directional Distribution %					K - Peak Hour Factor %					% Trucks (Daily)				
			2026 TMC Data	Chosen 2025 No Build Value	Chosen 2025 Build Value	Chosen 2025 No Build Value	Chosen 2025 Build Value	2026 TMC Data	Chosen 2025 No Build Value	Chosen 2025 Build Value	Chosen 2025 No Build Value	Chosen 2025 Build Value	2026 TMC Data	Chosen 2025 No Build Value	Chosen 2025 Build Value	Chosen 2025 No Build Value	Chosen 2025 Build Value
1	1	US 29/ NC 49 (N Tryon St) north of Old Concord Rd/Merick St	53.8%	55.0%	55.0%	55.0%	55.0%	8.3%	8.0%	8.0%	8.0%	8.0%	(4.0)	(4.1)	(4.1)	(4.1)	(4.1)
	2	Old Concord Rd east of US 29/ NC 49 (N Tryon St)	59.8%	60.0%	60.0%	60.0%	60.0%	8.7%	9.0%	9.0%	9.0%	9.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	3	US 29/ NC 49 (N Tryon St) south of Old Concord Rd/Merick St	56.5%	57.5%	57.5%	57.5%	57.5%	8.6%	9.0%	9.0%	9.0%	9.0%	(5.0)	(4.1)	(4.1)	(4.1)	(4.1)
	4	Merick St west of US 29/ NC 49 (N Tryon St)	51.3%	52.5%	52.5%	52.5%	52.5%	6.7%	7.0%	7.0%	7.0%	7.0%	(3.0)	(3.1)	(3.1)	(3.1)	(3.1)
2	2	Old Concord Rd east of Orchid Bridge Rd	61.0%	60.0%	60.0%	60.0%	60.0%	8.7%	9.0%	9.0%	9.0%	9.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	3	Orchid Bridge Rd south of Old Concord Rd	86.1%	85.0%	-	85.0%	-	10.4%	10.0%	-	10.0%	-	(5.0)	(5.1)	-	(5.1)	-
	4	Old Concord Rd west of Orchid Bridge Rd	59.5%	60.0%	60.0%	60.0%	60.0%	8.6%	9.0%	9.0%	9.0%	9.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	1	QuikTrip Diverway north of Old Concord Rd	51.1%	50.0%	55.0%	50.0%	55.0%	6.8%	7.0%	7.0%	7.0%	7.0%	(10.1)	(10.1)	(10.1)	(10.1)	(10.1)
3	2	Old Concord Rd east of QuikTrip Diverway	61.1%	62.5%	62.5%	62.5%	62.5%	8.4%	8.0%	8.0%	8.0%	8.0%	(7.1)	(7.1)	(7.1)	(7.1)	(7.1)
	4	Old Concord Rd west of QuikTrip Diverway	61.0%	60.0%	60.0%	60.0%	60.0%	8.7%	9.0%	9.0%	9.0%	9.0%	(6.1)	(6.1)	(6.1)	(6.1)	(6.1)
	1	Orchid Bridge Rd north of /Orchid Bridge Rd	85.7%	85.0%	-	85.0%	-	10.4%	10.0%	-	10.0%	-	(4.0)	(5.1)	-	(5.1)	-
	3	Old Concord Rd Station south of /Orchid Bridge Rd	89.2%	90.0%	90.0%	90.0%	90.0%	11.7%	12.0%	12.0%	12.0%	12.0%	(1.0)	(2.1)	(2.1)	(2.1)	(2.1)
4	4	Orchid Bridge Rd west of Orchid Bridge Rd/Old Concord Rd Station	61.1%	60.0%	70.0%	70.0%	65.0%	6.1%	5.0%	7.0%	7.0%	7.0%	(10.0)	(10.1)	(10.1)	(10.1)	(10.1)
	1	US 29/ NC 49 (N Tryon St) north of Pumpernickel Rd/	57.9%	57.5%	57.5%	57.5%	57.5%	8.5%	9.0%	9.0%	9.0%	9.0%	(4.0)	(4.1)	(4.1)	(4.1)	(4.1)
	2	Pumpernickel Rd east of US 29/ NC 49 (N Tryon St)	60.0%	60.0%	65.0%	70.0%	60.0%	4.9%	5.0%	7.0%	7.0%	7.0%	(11.0)	(10.1)	(10.1)	(10.1)	(10.1)
	3	US 29/ NC 49 (N Tryon St) south of Pumpernickel Rd/	57.9%	57.5%	57.5%	57.5%	57.5%	8.5%	9.0%	9.0%	9.0%	9.0%	(4.0)	(4.1)	(4.1)	(4.1)	(4.1)
5	1	Orr Road north of Old Concord Rd	51.4%	52.5%	52.5%	52.5%	52.5%	7.7%	8.0%	8.0%	8.0%	8.0%	(11.1)	(11.1)	(11.1)	(11.1)	(11.1)
	2	Old Concord Rd east of Orr Road	59.5%	60.0%	60.0%	60.0%	60.0%	8.6%	9.0%	9.0%	9.0%	9.0%	(5.0)	(5.1)	(5.1)	(5.1)	(5.1)
	3	Orr Road south of Old Concord Rd	54.5%	55.0%	70.0%	55.0%	70.0%	7.5%	8.0%	11.0%	8.0%	11.0%	(15.2)	(20.5)	(20.5)	(20.5)	(20.5)
	4	Old Concord Rd west of Orr Road	61.3%	62.5%	62.5%	62.5%	62.5%	8.5%	8.0%	8.0%	8.0%	8.0%	(7.0)	(7.1)	(7.1)	(7.1)	(7.1)
6	1	Orr Road north of Orr Road/General Commerce Dr	51.8%	55.0%	70.0%	55.0%	70.0%	7.1%	8.0%	12.0%	8.0%	12.0%	(15.1)	(15.2)	(20.5)	(15.2)	(20.5)
	2	Orr Road east of Orr Road	56.1%	55.0%	55.0%	55.0%	55.0%	7.1%	7.0%	7.0%	7.0%	7.0%	(14.1)	(14.1)	(14.1)	(14.1)	(14.1)
	4	General Commerce Dr west of Orr Road	62.2%	62.5%	55.0%	62.5%	52.5%	10.9%	11.0%	11.0%	11.0%	11.0%	(18.1)	(18.2)	(15.5)	(18.2)	(15.5)
	1	Driveway north of General Commerce Dr	76.5%	77.5%	77.5%	77.5%	77.5%	16.7%	17.0%	17.0%	17.0%	17.0%	(37.0)	(37.1)	(37.1)	(37.1)	(37.1)
7	2	General Commerce Dr east of Driveway/Industrial Center Cir	62.3%	62.5%	55.0%	62.5%	52.5%	10.9%	11.0%	11.0%	11.0%	11.0%	(17.2)	(18.2)	(15.5)	(18.2)	(15.5)
	3	Industrial Center Cir south of General Commerce Dr	70.3%	70.0%	72.5%	70.0%	72.5%	6.7%	7.0%	7.0%	7.0%	7.0%	(11.2)	(11.2)	(11.2)	(11.2)	(11.2)
	4	General Commerce Dr west of Driveway/Industrial Center Cir	56.4%	55.0%	55.0%	55.0%	55.0%	12.3%	15.0%	8.0%	15.0%	8.0%	(20.3)	(23.5)	(18.5)	(23.5)	(18.5)
	2	General Commerce Dr east of /Industrial Center Cir	55.0%	55.0%	55.0%	55.0%	55.0%	14.3%	15.0%	8.0%	15.0%	8.0%	(23.5)	(23.5)	(18.5)	(23.5)	(23.5)
8	3	Industrial Center Cir south of General Commerce Dr/Charlotte Water Field Ops Facility	81.9%	85.0%	55.0%	85.0%	55.0%	9.5%	10.0%	9.0%	10.0%	10.0%	(23.5)	(24.4)	(3.1)	(24.4)	(23.5)
	4	Charlotte Water Field Ops Facility west of /Industrial Center Cir	70.1%	70.0%	70.0%	70.0%	70.0%	26.7%	27.0%	27.0%	27.0%	27.0%	(26.3)	(26.3)	(20.4)	(26.3)	(26.3)
	1	Industrial Center Cir north of /General Industrial Rd	87.7%	85.0%	55.0%	85.0%	55.0%	10.7%	10.0%	10.0%	10.0%	10.0%	(24.2)	(24.4)	(20.4)	(24.4)	(24.4)
	3	Industrial Center Cir north of /General Industrial Rd	64.3%	65.0%	65.0%	65.0%	65.0%	6.9%	7.0%	7.0%	7.0%	7.0%	(28.5)	(28.5)	(28.5)	(28.5)	(28.5)
9	4	General Industrial Rd west of Industrial Center Cir	97.1%	97.5%	57.5%	97.5%	57.5%	11.6%	12.0%	12.0%	12.0%	12.0%	(23.1)	(23.1)	(20.4)	(23.1)	(23.1)
	1	Orchid Bridge Rd north of /Pumpernickel Rd	-	-	65.0%	-	65.0%	-	-	9.0%	-	9.0%	-	-	(6.1)	-	(6.1)
	3	General Industrial Rd south of /Pumpernickel Rd	-	-	62.5%	-	62.5%	-	-	12.0%	-	12.0%	-	-	(17.4)	-	(17.4)
	4	Pumpernickel Rd west of Orchid Bridge Rd/General Industrial Rd	-	-	77.5%	-	77.5%	-	-	5.0%	-	5.0%	-	-	(8.2)	-	(8.2)

Table A.4 Growth Rate Table

Int ID	Node	Intersection Name	2025 AADT Estimate	Historic Growth Rates			MRM25v1.0 Per Year Growth (2022-2050)	Applied Growth Rate	2055 No-Build Volumes	
				6-Year Growth	10-Year Growth	20-Year Growth			MRM25v1.0	FYNB Forecast
1	1	US 29/ NC 49 (N Tryon St) north of Old Concord Rd/Merick St	24,100	-	-2.4%	-	1.8%	1.3%	34,000	35,400
	2	Old Concord Rd east of US 29/ NC 49 (N Tryon St)	17,400				0.9%	0.7%	17,600	21,600
	3	US 29/ NC 49 (N Tryon St) south of Old Concord Rd/Merick St	37,400	-	-0.8%	-1.0%	1.3%	1.0%	43,700	50,400
	4	Merick St west of US 29/ NC 49 (N Tryon St)	4,500				-	0.6%	-	5,400
2	2	Old Concord Rd east of Orchid Bridge Rd	18,000				1.2%	0.7%	18,700	22,200
	3	Orchid Bridge Rd south of Old Concord Rd	800				3.4%	3.4%	9,200	2,200
	4	Old Concord Rd west of Orchid Bridge Rd	17,400				0.9%	0.7%	17,600	21,600
3	1	QuikTrip Diveway north of Old Concord Rd	2,800				-	0.2%	-	3,000
	2	Old Concord Rd east of QuikTrip Diveway	18,000	-	1.3%	0.7%	1.2%	0.7%	18,700	22,200
	4	Old Concord Rd west of QuikTrip Diveway	18,000				1.2%	0.7%	18,700	22,200
4	1	Orchid Bridge Rd north of /Orchid Bridge Rd	800				3.4%	3.4%	9,200	2,200
	3	Old Concord Rd Station south of /Orchid Bridge Rd	600				-	1.7%	-	1,000
	4	Orchid Bridge Rd west of Orchid Bridge Rd/Old Concord Rd Station	400				7.5%	4.3%	1,400	1,400
5	1	US 29/ NC 49 (N Tryon St) north of Pumpernickel Rd/	37,400	0.0%	0.0%	0.0%	1.3%	1.0%	43,700	50,400
	2	Pumpernickel Rd east of US 29/ NC 49 (N Tryon St)	400				-	4.3%	-	1,400
	3	US 29/ NC 49 (N Tryon St) south of Pumpernickel Rd/	37,600				1.5%	1.0%	51,200	50,600
6	1	Orr Road north of Old Concord Rd	6,400	-	-	-	1.0%	1.0%	7,100	8,600
	2	Old Concord Rd east of Orr Road	17,700				0.8%	0.7%	19,000	21,800
	3	Orr Road south of Old Concord Rd	6,500	-	-6.3%	-3.2%	1.3%	1.1%	9,400	9,000
	4	Old Concord Rd west of Orr Road	18,000	-	1.3%	0.7%	1.2%	0.7%	18,700	22,200
7	1	Orr Road north of Orr Road/General Commerce Dr	6,500	-	-6.3%	-3.2%	1.3%	1.1%	9,400	9,000
	2	Orr Road east of Orr Road	5,800				3.8%	1.2%	8,600	8,300
	4	General Commerce Dr west of Orr Road	2,500				-	0.3%	-	2,700
8	1	Driveway north of General Commerce Dr	300				-	1.0%	-	400
	2	General Commerce Dr east of Driveway/Industrial Center Cir	2,500				-	0.3%	-	2,700
	3	Industrial Center Cir south of General Commerce Dr	900				-	0.4%	-	1,000
	4	General Commerce Dr west of Driveway/Industrial Center Cir	1,300				-	0.5%	-	1,500
9	2	General Commerce Dr east of /Industrial Center Cir	1,300				-	0.5%	-	1,500
	3	Industrial Center Cir south of General Commerce Dr/Charlotte Water Field Ops Facility	1,000				-	0.3%	-	1,100
	4	Charlotte Water Field Ops Facility west of /Industrial Center Cir	300				-	1.0%	-	400
10	1	Industrial Center Cir north of /General Industrial Rd	1,000	-	-	-	-	0.5%	-	1,100
	3	Industrial Center Cir south of /General Industrial Rd	300				-	0.5%	-	300
	4	General Industrial Rd west of Industrial Center Cir	700				-	0.5%	-	800
11	1	Orchid Bridge Rd north of /Pumpernickel Rd	-				-	-	-	-
	3	General Industrial Rd south of /Pumpernickel Rd	-				-	-	-	-
	4	Pumpernickel Rd west of Orchid Bridge Rd/General Industrial Rd	-				-	-	-	-

Note: growth calculations exclude data from 2020 and 2021

Table A.6 Model Diversion Table

Int ID	Node	Link Name	Base Year 2025						Future Year 2055					
			MIRM25v1.0 (2022) No Build Raw	MIRM25v1.0 (2022) Build Raw	Model Diversion %	2025 Estimate	Chosen Diversion %	2025 Build Forecast	MIRM25v1.0 (2050) No Build Raw	MIRM25v1.0 (2050) Build Raw	Model Diversion %	2055 No Build Forecast	Chosen Diversion %	2055 Build Forecast
1	1	US 29/ NC 49 (N Tryon St) north of Old Concord Rd/Merick St	17,630	19,029	7.9%	24,100	5.8%	25,500	29,207	30,694	5.1%	35,400	5.1%	37,200
	2	Old Concord Rd east of US 29/ NC 49 (N Tryon St)	12,139	11,925	-1.8%	17,400	6.9%	18,600	15,784	14,573	-7.7%	21,600	7.9%	23,300
	3	US 29/ NC 49 (N Tryon St) south of Old Concord Rd/Merick St	26,531	26,201	-1.2%	37,400	-0.5%	37,200	38,402	36,822	-4.1%	50,400	-0.2%	50,300
	4	Merick St west of US 29/ NC 49 (N Tryon St)	-	-	0.0%	4,500	0.0%	4,500	-	-	0.0%	5,400	0.0%	5,400
2	2	Old Concord Rd east of Orchid Bridge Rd	11,754	11,925	1.5%	18,000	3.3%	18,600	16,559	12,985	-21.6%	22,200	1.4%	22,500
	3	Orchid Bridge Rd south of Old Concord Rd	2,853	-	0.0%	800	0.0%	-	7,364	6,857	-6.9%	2,200	0.0%	-
	4	Old Concord Rd west of Orchid Bridge Rd	12,139	11,925	-1.8%	17,400	6.9%	18,600	15,784	14,573	-7.7%	21,600	4.2%	22,500
	1	QuikTrip Diveway north of Old Concord Rd	-	-	0.0%	2,800	3.6%	2,900	-	-	0.0%	3,000	3.3%	3,100
3	2	Old Concord Rd east of QuikTrip Diveway	11,754	10,422	-11.3%	18,000	-11.7%	15,900	16,559	12,985	-21.6%	22,200	-9.9%	20,000
	4	Old Concord Rd west of QuikTrip Diveway	11,754	11,925	1.5%	18,000	3.3%	18,600	16,559	12,985	-21.6%	22,200	5.0%	23,300
	1	Orchid Bridge Rd north of /Orchid Bridge Rd	2,853	-	0.0%	800	0.0%	-	7,364	-	0.0%	2,200	0.0%	-
	3	Old Concord Rd Station south of /Orchid Bridge Rd	-	-	0.0%	600	0.0%	600	-	-	0.0%	1,000	0.0%	1,000
4	4	Orchid Bridge Rd west of Orchid Bridge Rd/Old Concord Rd Station	126	433	243.7%	400	150.0%	1,000	945	2,888	205.6%	1,400	57.1%	2,200
	1	US 29/ NC 49 (N Tryon St) north of Pumpnickel Rd/	26,531	26,201	-1.2%	37,400	-0.5%	37,200	38,402	36,822	-4.1%	50,400	-0.2%	50,300
	2	Pumpnickel Rd east of US 29/ NC 49 (N Tryon St)	126	433	243.7%	400	100.0%	800	-	2,888	0.0%	1,400	57.1%	2,200
	3	US 29/ NC 49 (N Tryon St) south of Pumpnickel Rd/	29,830	30,069	0.8%	37,600	0.0%	37,600	44,733	45,317	1.3%	50,600	-0.2%	50,500
6	1	Orr Road north of Old Concord Rd	4,893	1,964	-59.9%	6,400	-46.9%	3,400	6,409	3,282	-48.8%	8,600	-43.0%	4,900
	2	Old Concord Rd east of Orr Road	13,546	12,359	-8.8%	17,700	-7.3%	16,400	17,135	16,284	-5.0%	21,800	-7.3%	20,200
	3	Orr Road south of Old Concord Rd	5,680	-	0.0%	6,500	-98.5%	100	8,236	-	0.0%	9,000	-98.9%	100
	4	Old Concord Rd west of Orr Road	11,754	10,422	-11.3%	18,000	-11.7%	15,900	16,559	12,985	-21.6%	22,200	-9.9%	20,000
7	1	Orr Road north of Orr Road/General Commerce Dr	5,680	-	0.0%	6,500	-98.5%	100	8,236	-	0.0%	9,000	-98.9%	100
	2	Orr Road east of Orr Road	2,324	3,441	48.1%	5,800	20.7%	7,000	6,640	6,432	-3.1%	8,300	24.1%	10,300
	4	General Commerce Dr west of Orr Road	-	1,174	0.0%	2,500	176.0%	6,900	-	3,872	0.0%	2,700	277.8%	10,200
	1	Driveway north of General Commerce Dr	-	-	0.0%	300	0.0%	300	-	-	0.0%	400	0.0%	400
8	2	General Commerce Dr east of Driveway/Industrial Center Cir	-	1,174	0.0%	2,500	176.0%	6,900	-	3,872	0.0%	2,700	277.8%	10,200
	3	Industrial Center Cir south of General Commerce Dr	-	-	0.0%	900	22.2%	1,100	-	-	0.0%	1,000	30.0%	1,300
	4	General Commerce Dr west of Driveway/Industrial Center Cir	-	1,174	0.0%	1,300	415.4%	6,700	-	3,872	0.0%	1,500	573.3%	10,100
	2	General Commerce Dr east of /Industrial Center Cir	-	1,174	0.0%	1,300	415.4%	6,700	-	3,872	0.0%	1,500	573.3%	10,100
9	3	Industrial Center Cir south of General Commerce Dr/Charlotte Water Field Ops Facility	-	1,174	0.0%	1,000	570.0%	6,700	-	3,872	0.0%	1,100	818.2%	10,100
	4	Charlotte Water Field Ops Facility west of /Industrial Center Cir	-	-	0.0%	300	33.3%	400	-	-	0.0%	400	0.0%	400
	1	Industrial Center Cir north of /General Industrial Rd	-	1,174	0.0%	1,000	570.0%	6,700	-	3,872	0.0%	1,100	818.2%	10,100
	3	Industrial Center Cir south of /General Industrial Rd	-	-	0.0%	300	100.0%	600	-	-	0.0%	300	233.3%	1,000
10	4	General Industrial Rd west of Industrial Center Cir	-	1,174	0.0%	700	828.6%	6,500	-	3,872	0.0%	800	1112.5%	9,700
	1	Orchid Bridge Rd north of /Pumpnickel Rd	-	3,250	0.0%	-	0.0%	5,800	-	6,857	0.0%	-	0.0%	8,800
	3	General Industrial Rd south of /Pumpnickel Rd	-	1,174	0.0%	-	0.0%	6,200	-	3,872	0.0%	-	0.0%	9,400
	4	Pumpnickel Rd west of Orchid Bridge Rd/General Industrial Rd	126	433	243.7%	-	0.0%	1,000	-	2,888	0.0%	-	0.0%	2,200

Intersection 1: US 29/ NC 49 (N Tryon St) at Old Concord Rd/ Merick St

Start Date/Time	2/12/2026				6:00 AM												
Time	US 29/ NC 49 (N Tryon St)				Old Concord Rd				US 29/ NC 49 (N Tryon St)				Merick St				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	4	89	2	4	78	4	1	0	5	45	55	0	0	3	5	0	295
6:15 AM	3	103	3	2	132	3	2	0	2	42	52	0	3	4	5	0	356
6:30 AM	7	129	4	4	120	2	0	0	2	63	66	0	5	1	5	0	408
6:45 AM	14	135	3	7	162	3	3	0	2	53	92	0	3	3	7	0	487
7:00 AM	7	207	12	4	176	8	2	0	2	83	67	0	7	6	10	0	591
7:15 AM	9	313	7	7	189	9	1	0	1	96	74	0	2	3	11	0	722
7:30 AM	4	278	9	3	232	6	1	0	5	97	76	0	7	2	13	0	733
7:45 AM	9	223	10	10	204	13	3	0	4	100	77	1	5	6	9	0	674
8:00 AM	15	271	13	8	209	5	3	0	7	132	85	1	10	5	15	0	779
8:15 AM	8	227	10	9	194	10	1	0	6	137	104	5	8	11	9	0	739
8:30 AM	4	234	13	2	212	4	3	0	6	115	83	4	8	6	10	0	704
8:45 AM	12	224	12	9	166	5	2	0	8	121	72	4	7	3	11	0	656
9:00 AM	8	172	9	8	151	3	3	0	12	126	98	4	5	4	12	0	615
9:15 AM	2	157	9	1	115	4	3	0	9	156	110	1	2	8	16	0	593
9:30 AM	11	146	9	12	103	5	3	0	5	113	82	3	7	4	8	0	511
9:45 AM	10	165	6	6	114	3	1	0	8	137	89	2	6	2	12	0	561
10:00 AM	8	116	4	7	113	6	3	0	14	143	78	1	4	4	8	0	509
10:15 AM	7	144	11	8	101	2	3	0	12	146	76	0	7	3	11	0	531
10:30 AM	8	140	11	8	89	3	7	0	8	135	91	3	6	3	15	0	527
10:45 AM	5	152	9	6	92	3	4	0	4	154	86	5	8	4	11	0	543
11:00 AM	11	159	8	6	85	2	3	0	5	145	93	6	6	3	4	0	536
11:15 AM	4	150	7	10	79	4	4	0	5	145	108	7	5	4	12	0	544
11:30 AM	1	168	7	10	124	6	7	0	10	170	89	5	10	5	10	0	622
11:45 AM	6	187	4	10	100	4	4	0	10	193	113	6	5	2	11	0	655
12:00 PM	7	155	14	7	101	5	2	0	12	154	91	2	6	10	14	0	580
12:15 PM	9	172	9	18	82	2	5	0	10	178	113	4	11	4	8	0	625
12:30 PM	6	193	7	11	102	8	4	0	10	171	113	4	10	8	12	0	659
12:45 PM	14	180	11	11	120	4	5	0	15	156	135	3	11	8	17	0	690
1:00 PM	10	173	10	11	118	5	10	0	11	175	119	3	11	3	21	0	680
1:15 PM	8	184	1	8	102	5	2	0	13	172	112	7	7	6	8	0	635
1:30 PM	12	206	8	15	108	6	3	0	8	173	109	4	6	8	14	0	680
1:45 PM	8	164	6	9	112	2	6	0	7	211	144	7	12	6	7	0	701
2:00 PM	5	186	9	3	104	2	3	0	7	154	118	2	8	5	9	0	615
2:15 PM	7	175	15	8	104	9	1	0	9	216	112	1	4	2	14	0	677
2:30 PM	6	182	7	10	117	5	8	0	14	229	127	1	12	3	14	0	735
2:45 PM	8	177	11	8	126	1	3	0	11	216	144	4	15	5	5	0	734
3:00 PM	10	173	5	11	97	4	7	0	13	208	153	3	11	7	10	0	712
3:15 PM	5	186	14	13	122	2	5	0	15	186	150	6	17	5	15	0	741
3:30 PM	4	200	6	5	158	9	2	0	12	222	201	3	15	5	19	0	861
3:45 PM	7	195	14	3	110	8	3	0	11	228	184	2	14	8	18	0	805
4:00 PM	11	198	17	11	123	7	9	0	9	229	182	2	15	7	9	0	829
4:15 PM	10	198	11	7	113	4	2	0	5	275	196	3	6	6	11	0	847
4:30 PM	2	181	6	11	133	3	5	0	14	261	192	1	5	8	9	0	831
4:45 PM	3	207	9	11	123	3	3	0	13	231	207	3	17	4	12	0	846
5:00 PM	4	220	7	14	138	5	8	0	3	233	230	3	6	8	13	0	892
5:15 PM	7	210	8	11	132	7	7	0	16	288	214	0	6	2	6	0	914
5:30 PM	8	195	9	11	143	4	6	0	12	254	214	1	10	4	15	0	886
5:45 PM	6	249	11	16	153	1	3	0	13	253	202	3	14	5	12	0	941
6:00 PM	3	207	13	6	152	7	6	0	11	264	170	2	9	3	12	0	865
6:15 PM	5	217	8	11	144	5	3	0	11	245	175	0	5	1	14	0	844
6:30 PM	2	194	7	4	121	2	5	0	14	240	161	4	11	7	18	0	790
6:45 PM	3	199	8	10	115	5	3	0	9	254	142	4	4	2	8	0	766
Total	367	9665	453	435	6713	247	196	0	460	8923	6426	140	414	249	584	0	35272
Percent Duals	4.0%				6.0%				5.0%				3.0%				
Percent TTST	0.0%				1.0%				0.0%				0.0%				
Approach total	20018				14198				32771				2407				
TSG ATR Group	4				1				4				1				
Seasonal Factor	0.97				1.03				0.97				1.03				
13to24hr Factor	1.21				1.23				1.21				1.23				
BY AADT Vol	23100				17700				37800				3000				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	INBOUND				INBOUND				OUTBOUND				INBOUND				
DHV (K)	0.065				0.074				0.068				0.067				
Dir. Dist. (D)	0.681				0.687				0.306				0.505				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				INBOUND				INBOUND				
DHV	0.083				0.087				0.086				0.067				
Directional Dist.	0.462				0.402				0.565				0.513				

Intersection 2: Old Concord Rd at Orchid Bridge Rd

Start Date/Time	2/12/2026				6:00 AM												
Time	N/A				Old Concord Rd				Orchid Bridge Rd				Old Concord Rd				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	0	0	0	0	4	85	0	0	0	0	0	0	0	60	1	0	150
6:15 AM	0	0	0	0	6	136	0	0	0	0	2	0	0	61	0	0	205
6:30 AM	0	0	0	0	2	132	0	0	0	0	0	0	0	73	0	0	207
6:45 AM	0	0	0	0	5	154	0	0	0	0	1	0	0	104	4	1	269
7:00 AM	0	0	0	0	10	194	0	0	0	0	1	0	0	78	2	0	285
7:15 AM	0	0	0	0	14	212	0	0	0	0	1	0	0	84	3	0	314
7:30 AM	0	0	0	0	14	223	0	0	1	0	1	0	0	79	2	0	320
7:45 AM	0	0	0	0	15	225	0	0	3	0	0	0	0	86	5	0	334
8:00 AM	0	0	0	0	29	216	0	0	0	0	2	0	0	103	4	0	354
8:15 AM	0	0	0	0	38	213	0	0	2	0	1	0	0	117	5	0	376
8:30 AM	0	0	0	0	22	205	0	0	1	0	0	0	0	93	2	0	323
8:45 AM	0	0	0	0	13	169	0	0	0	0	3	0	0	83	2	0	270
9:00 AM	0	0	0	0	6	156	0	0	0	0	1	0	0	111	0	0	274
9:15 AM	0	0	0	0	3	125	0	0	4	0	0	0	0	118	1	0	251
9:30 AM	0	0	0	0	5	109	0	0	1	0	1	0	0	96	1	0	213
9:45 AM	0	0	0	0	5	116	0	0	0	0	3	0	0	101	0	0	225
10:00 AM	0	0	0	0	3	120	0	0	0	0	3	0	0	90	0	0	216
10:15 AM	0	0	0	0	1	105	0	0	1	0	1	0	0	82	2	0	192
10:30 AM	0	0	0	0	2	99	0	0	2	0	0	0	0	98	4	0	205
10:45 AM	0	0	0	0	3	103	0	0	1	0	2	0	0	99	0	0	208
11:00 AM	0	0	0	0	0	93	0	0	1	0	2	0	0	109	3	0	208
11:15 AM	0	0	0	0	1	87	0	0	0	0	2	0	0	112	1	0	203
11:30 AM	0	0	0	0	0	130	0	0	0	0	4	0	0	97	1	0	232
11:45 AM	0	0	0	0	1	105	0	0	1	0	5	0	0	119	1	0	232
12:00 PM	0	0	0	0	3	114	0	0	0	0	6	0	0	105	2	1	231
12:15 PM	0	0	0	0	2	91	0	0	1	0	3	0	0	126	0	0	223
12:30 PM	0	0	0	0	2	107	0	0	0	0	2	0	0	127	0	0	238
12:45 PM	0	0	0	0	1	126	0	0	2	0	5	0	0	156	1	0	291
1:00 PM	0	0	0	0	1	133	0	0	1	0	6	0	0	126	3	0	270
1:15 PM	0	0	0	0	1	105	0	0	0	0	1	0	0	123	0	0	230
1:30 PM	0	0	0	0	3	127	0	0	1	0	5	0	0	132	0	0	268
1:45 PM	0	0	0	0	0	121	0	0	1	0	0	0	0	159	1	0	282
2:00 PM	0	0	0	0	2	106	0	0	1	0	7	0	0	126	0	0	242
2:15 PM	0	0	0	0	0	107	0	0	1	0	1	0	0	119	2	0	230
2:30 PM	0	0	0	0	2	127	0	0	6	0	2	0	0	136	1	0	274
2:45 PM	0	0	0	0	3	125	0	0	1	0	4	0	0	155	1	0	289
3:00 PM	0	0	0	0	6	117	0	0	1	0	0	0	0	168	2	0	294
3:15 PM	0	0	0	0	14	139	0	0	0	0	6	0	0	160	0	0	319
3:30 PM	0	0	0	0	12	152	0	0	1	0	10	0	0	205	2	0	382
3:45 PM	0	0	0	0	4	118	0	0	2	0	5	0	0	196	2	0	327
4:00 PM	0	0	0	0	4	139	0	0	4	0	13	0	0	201	0	0	361
4:15 PM	0	0	0	0	0	123	0	0	1	0	4	0	0	214	0	1	343
4:30 PM	0	0	0	0	0	141	0	0	3	0	15	0	0	204	0	0	363
4:45 PM	0	0	0	0	1	130	0	0	1	0	9	0	0	209	1	0	351
5:00 PM	0	0	0	0	1	138	0	0	4	0	22	0	0	244	1	0	410
5:15 PM	0	0	0	0	3	147	0	0	2	0	3	0	0	214	3	0	372
5:30 PM	0	0	0	0	1	154	0	0	1	0	21	0	0	224	0	0	401
5:45 PM	0	0	0	0	1	158	0	0	2	0	13	0	0	203	1	0	378
6:00 PM	0	0	0	0	1	154	0	0	1	0	3	0	0	177	0	0	336
6:15 PM	0	0	0	0	1	152	0	0	1	0	6	0	0	180	1	0	341
6:30 PM	0	0	0	0	1	131	0	0	1	0	4	0	0	169	2	0	308
6:45 PM	0	0	0	0	1	118	0	0	3	0	4	0	0	145	1	0	272
Total	0	0	0	0	273	7112	0	0	61	0	216	0	0	6956	71	3	14692
Percent Duals					6.0%				5.0%				6.0%				
Percent TTST					1.0%				0.0%				1.0%				
Approach total	0				14557				621				14200				
TSG ATR Group	1				1				1				1				
Seasonal Factor	1.03				1.03				1.03				1.03				
13to24hr Factor	1.23				1.23				1.23				1.23				
BY AADT Vol	0				18200				800				17700				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	OUTBOUND				INBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.000				0.076				0.169				0.073				
Dir. Dist. (D)	0.000				0.705				0.070				0.324				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				INBOUND				INBOUND				
DHV	0.000				0.087				0.104				0.086				
Directional Dist.	0.000				0.390				0.861				0.595				

Intersection 3: Old Concord Rd at QuikTrip Diveway

Start Date/Time	2/12/2026				6:00 AM				N/A				Old Concord Rd				Int. Total
Time	QuikTrip Diveway				Old Concord Rd				from South				from West				
	from North		from East		from South		from West		from South		from West		from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	8	0	6	0	0	82	16	0	0	0	0	0	4	55	0	0	
6:15 AM	11	0	10	0	0	132	14	0	0	0	0	0	7	54	0	0	
6:30 AM	9	0	9	0	0	126	13	0	0	0	0	0	4	70	0	0	
6:45 AM	11	0	12	0	0	147	12	0	0	0	0	0	4	103	0	0	
7:00 AM	4	0	19	0	0	190	27	0	0	0	0	0	2	77	0	0	
7:15 AM	7	0	20	0	0	203	15	0	0	0	0	0	7	75	0	0	
7:30 AM	2	0	11	0	0	228	23	0	0	0	0	0	3	76	0	0	
7:45 AM	8	0	15	0	0	229	19	0	0	0	0	0	6	80	0	0	
8:00 AM	2	0	15	0	0	234	11	0	0	0	0	0	7	97	0	0	
8:15 AM	6	0	15	0	0	235	12	0	0	0	0	0	5	115	0	0	
8:30 AM	2	0	13	0	0	216	19	0	0	0	0	0	4	83	0	1	
8:45 AM	13	0	11	0	0	167	13	0	0	0	0	0	7	74	0	0	
9:00 AM	7	0	8	0	0	152	12	0	0	0	0	0	6	103	0	0	
9:15 AM	12	0	8	0	0	120	9	0	0	0	0	0	8	109	0	0	
9:30 AM	11	0	8	0	0	104	13	0	0	0	0	0	5	92	0	0	
9:45 AM	5	0	16	0	0	105	17	0	0	0	0	0	8	96	0	0	
10:00 AM	11	0	10	0	0	113	18	0	0	0	0	0	0	89	0	0	
10:15 AM	4	0	18	0	0	86	13	0	0	0	0	0	6	75	0	0	
10:30 AM	5	0	13	0	0	87	12	0	0	0	0	0	12	86	0	0	
10:45 AM	7	0	12	0	0	91	14	0	0	0	0	0	10	91	0	0	
11:00 AM	7	0	15	0	0	77	9	0	0	0	0	0	6	101	0	0	
11:15 AM	9	0	13	0	0	74	9	0	0	0	0	0	10	104	0	0	
11:30 AM	5	0	16	0	0	115	15	0	0	0	0	0	3	98	0	0	
11:45 AM	13	0	8	0	0	98	6	0	0	0	0	0	10	113	0	0	
12:00 PM	13	0	15	0	0	103	20	0	0	0	0	0	8	102	0	0	
12:15 PM	11	0	12	0	0	79	13	0	0	0	0	0	10	120	0	0	
12:30 PM	8	0	11	0	0	96	11	0	0	0	0	0	12	116	0	0	
12:45 PM	15	0	9	0	0	119	11	0	0	0	0	0	7	152	0	0	
1:00 PM	13	0	13	0	0	120	15	0	0	0	0	0	5	125	0	0	
1:15 PM	5	0	11	0	0	98	11	0	0	0	0	0	9	116	0	0	
1:30 PM	12	0	17	0	0	110	9	0	0	0	0	0	6	131	0	0	
1:45 PM	11	0	12	0	0	108	9	0	0	0	0	0	10	150	0	0	
2:00 PM	8	0	8	0	0	99	15	0	0	0	0	0	8	122	0	0	
2:15 PM	13	0	10	0	0	97	8	0	0	0	0	0	7	115	0	0	
2:30 PM	7	0	8	0	0	120	7	0	0	0	0	0	9	125	0	0	
2:45 PM	9	0	9	0	0	121	3	0	0	0	0	0	11	151	0	0	
3:00 PM	8	0	7	0	0	116	10	0	0	0	0	0	9	159	0	0	
3:15 PM	10	0	10	0	0	142	11	0	0	0	0	0	7	157	0	0	
3:30 PM	10	0	13	0	0	148	8	0	0	0	0	0	6	208	0	0	
3:45 PM	5	0	9	0	0	114	3	0	0	0	0	0	8	194	0	0	
4:00 PM	9	0	14	0	0	129	13	0	0	0	0	0	15	199	0	0	
4:15 PM	11	0	14	0	0	109	10	0	0	0	0	0	9	210	0	0	
4:30 PM	9	0	12	0	0	131	9	0	0	0	0	0	15	208	0	0	
4:45 PM	4	0	8	0	0	123	9	0	0	0	0	0	11	206	0	0	
5:00 PM	14	0	7	0	0	130	7	0	0	0	0	0	21	248	0	0	
5:15 PM	6	0	13	0	0	139	5	0	0	0	0	0	12	203	0	0	
5:30 PM	10	0	16	0	0	138	8	0	0	0	0	0	21	222	0	0	
5:45 PM	6	0	14	0	0	146	11	0	0	0	0	0	5	210	0	0	
6:00 PM	8	0	12	0	0	143	5	0	0	0	0	0	8	172	0	0	
6:15 PM	10	0	8	0	0	142	13	0	0	0	0	0	6	177	0	0	
6:30 PM	12	0	14	0	0	116	12	0	0	0	0	0	13	160	0	1	
6:45 PM	10	0	14	0	0	106	9	0	0	0	0	0	7	142	0	0	
Total	446	0	621	0	0	6753	616	0	0	0	0	0	419	6716	0	2	
Percent Duals	10.0%				7.0%								6.0%				
Percent TTST	1.0%				1.0%								1.0%				
Approach total	2102				14531				0				14509				
TSG ATR Group	1				1				0				1				
Seasonal Factor	1.03				1.03				#N/A				1.03				
13to24hr Factor	1.23				1.23				#N/A				1.23				
BY AADT Vol	2700				18100								18100				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	OUTBOUND				INBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.062				0.077				0.000				0.077				
Dir. Dist. (D)	0.463				0.720				0.000				0.284				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				OUTBOUND				INBOUND				
DHV	0.068				0.084				0.000				0.087				
Directional Dist.	0.489				0.389				0.000				0.610				

Intersection 4: Orchid Bridge Rd at Old Concord Rd Light Rail Station

Start Date/Time	2/12/2026				6:00 AM												
Time	Orchid Bridge Rd				0				Old Concord Rd Station				Orchid Bridge Rd				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6
6:15 AM	0	6	0	0	0	0	0	0	0	1	0	0	1	0	0	0	8
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
6:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	1	0	1	0	11
7:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	1	0	2	0	15
7:15 AM	0	15	1	0	0	0	0	0	0	1	0	0	0	0	1	0	18
7:30 AM	0	13	4	0	0	0	0	0	0	1	0	0	1	0	2	0	21
7:45 AM	0	16	4	0	0	0	0	0	0	3	0	0	0	0	0	0	23
8:00 AM	0	17	15	0	0	0	0	0	0	2	0	0	1	0	2	0	37
8:15 AM	0	19	25	0	0	0	0	0	0	2	0	0	0	0	1	0	47
8:30 AM	0	13	11	0	0	0	0	0	1	1	0	0	0	0	1	0	27
8:45 AM	0	12	3	0	0	0	0	0	0	0	0	0	3	0	0	0	18
9:00 AM	0	2	4	0	0	0	0	0	1	0	0	0	1	0	0	0	8
9:15 AM	0	3	1	0	0	0	0	0	0	2	0	0	2	0	2	0	10
9:30 AM	0	6	0	0	0	0	0	0	0	1	0	0	1	0	0	0	8
9:45 AM	0	4	1	0	0	0	0	0	0	3	0	0	0	0	1	0	9
10:00 AM	0	1	1	0	0	0	0	0	1	2	0	0	1	0	1	0	7
10:15 AM	0	1	3	0	0	0	0	0	0	2	0	0	0	0	0	0	6
10:30 AM	0	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	7
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5
11:00 AM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	0	3	0	0	1	0	1	0	6
11:45 AM	0	2	0	0	0	0	0	0	0	6	0	0	0	0	1	0	9
12:00 PM	0	2	1	0	0	0	0	0	1	4	0	0	2	0	1	0	11
12:15 PM	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	0	7
12:30 PM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4
12:45 PM	0	1	0	1	0	0	0	0	0	5	0	0	1	0	0	0	8
1:00 PM	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	0	8
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
1:30 PM	0	3	0	0	0	0	0	0	0	5	0	0	1	0	1	0	10
1:45 PM	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	4
2:00 PM	0	1	1	0	0	0	0	0	0	5	0	0	3	0	0	0	10
2:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0	5
2:30 PM	0	2	1	0	0	0	0	0	2	8	0	0	0	0	0	0	13
2:45 PM	0	3	1	0	0	0	0	0	0	4	0	0	1	0	1	0	10
3:00 PM	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	8
3:15 PM	0	0	14	0	0	0	0	0	0	1	0	0	4	0	0	0	19
3:30 PM	0	2	12	0	0	0	0	0	0	7	0	0	4	0	0	0	25
3:45 PM	0	1	5	0	0	0	0	0	0	4	0	0	3	0	0	0	13
4:00 PM	0	2	2	0	0	0	0	0	0	11	0	0	5	0	1	0	21
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	3	0	1	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	13	0	0	2	0	0	0	15
4:45 PM	0	0	2	0	0	0	0	0	0	7	0	0	4	0	0	0	13
5:00 PM	0	0	2	0	0	0	0	0	2	22	0	0	2	0	0	0	28
5:15 PM	0	6	0	0	0	0	0	0	0	9	0	0	2	0	0	0	17
5:30 PM	0	0	1	0	0	0	0	0	0	18	0	0	2	0	1	0	22
5:45 PM	0	2	0	0	0	0	0	0	0	9	0	0	1	0	0	0	12
6:00 PM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	1	0	6
6:15 PM	0	1	1	0	0	0	0	0	0	6	0	0	1	0	1	0	10
6:30 PM	0	2	1	0	0	0	0	0	0	5	0	0	0	0	3	0	11
6:45 PM	0	1	1	0	0	0	0	0	2	7	0	0	0	0	0	0	11
Total	0	200	136	1	0	0	0	0	13	207	0	0	60	0	31	0	648
Percent Duals	4.0%								1.0%				10.0%				
Percent TTST	0.0%								0.0%				0.0%				
Approach total	603				0				451				240				
TSG ATR Group	1				0				1				1				
Seasonal Factor	1.03				#N/A				1.03				1.03				
13to24hr Factor	1.23				#N/A				1.23				1.23				
BY ADT Vol	800								600				300				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	INBOUND				OUTBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.174				0.000				0.141				0.207				
Dir. Dist. (D)	0.930				0.000				0.115				0.082				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				INBOUND				INBOUND				
DHV	0.104				0.000				0.117				0.061				
Directional Dist.	0.143				0.000				0.892				0.611				

Intersection 5: US 29/ NC 49 (N Tryon St) at Pumpernickel Rd

Start Date/Time	2/12/2026				6:00 AM								0				
Time	US 29/ NC 49 (N Tryon St)				Pumpernickel Rd				US 29/ NC 49 (N Tryon St)				0				Int. Total
	from North		from East		from South		from West		from North		from East		from South		from West		
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	0	169	0	0	0	0	0	0	0	103	2	0	0	0	0	0	274
6:15 AM	0	236	0	0	0	0	0	0	0	103	0	0	0	0	0	0	339
6:30 AM	0	253	0	0	0	0	0	0	0	133	2	0	0	0	0	0	388
6:45 AM	0	293	0	0	0	0	1	0	0	150	2	0	0	0	0	0	446
7:00 AM	0	401	0	0	0	0	0	0	0	146	1	0	0	0	0	0	548
7:15 AM	0	508	0	0	0	0	0	0	0	166	3	0	0	0	0	0	677
7:30 AM	0	523	0	0	0	0	1	0	0	195	4	0	0	0	0	0	723
7:45 AM	0	441	0	0	0	0	1	0	0	175	3	0	0	0	0	0	620
8:00 AM	0	484	0	0	0	0	2	0	0	211	12	0	0	0	0	0	709
8:15 AM	0	449	0	0	0	0	3	0	0	216	20	0	0	0	0	0	688
8:30 AM	0	460	0	0	0	0	18	0	0	204	6	0	0	0	0	0	688
8:45 AM	0	411	0	0	0	0	4	0	0	200	4	0	0	0	0	0	619
9:00 AM	0	338	0	0	0	0	7	0	0	237	0	0	0	0	0	0	582
9:15 AM	0	281	0	0	0	0	0	0	0	265	4	0	0	0	0	0	550
9:30 AM	0	260	0	0	0	0	0	0	0	206	1	0	0	0	0	0	467
9:45 AM	0	297	0	0	0	0	2	0	0	241	1	0	0	0	0	0	541
10:00 AM	0	231	0	0	0	0	1	0	0	225	2	0	0	0	0	0	459
10:15 AM	0	266	0	0	0	0	3	0	0	244	1	0	0	0	0	0	514
10:30 AM	0	236	0	0	0	0	1	0	0	232	1	0	0	0	0	0	470
10:45 AM	0	269	0	0	0	0	1	0	0	255	1	0	0	0	0	0	526
11:00 AM	0	248	0	0	0	0	0	0	0	248	1	0	0	0	0	0	513
11:15 AM	0	249	0	0	0	0	3	0	0	275	2	0	0	0	0	0	529
11:30 AM	0	302	0	0	0	0	2	0	0	288	2	0	0	0	0	0	594
11:45 AM	0	306	0	0	0	0	0	0	0	315	2	0	0	0	0	0	623
12:00 PM	0	273	0	0	0	0	1	0	0	279	2	0	0	0	0	0	555
12:15 PM	0	264	0	0	0	0	2	0	0	297	0	0	0	0	0	0	563
12:30 PM	0	324	0	0	0	0	1	0	0	306	2	0	0	0	0	0	633
12:45 PM	0	313	0	0	0	0	1	0	0	323	0	0	0	0	0	0	637
1:00 PM	0	327	0	0	0	0	2	0	0	312	2	0	0	0	0	0	643
1:15 PM	0	307	0	0	0	0	1	0	0	298	2	0	0	0	0	0	608
1:30 PM	0	323	0	0	0	0	0	0	0	296	1	0	0	0	0	0	620
1:45 PM	0	305	0	0	0	0	4	0	0	365	1	0	0	0	0	0	675
2:00 PM	0	301	0	0	0	0	0	0	0	303	3	0	0	0	0	0	607
2:15 PM	0	296	0	0	0	0	1	0	0	344	2	0	0	0	0	0	643
2:30 PM	0	323	0	0	0	0	3	0	0	364	2	0	0	0	0	0	692
2:45 PM	0	306	0	0	0	0	0	0	0	401	3	0	0	0	0	0	710
3:00 PM	0	299	0	0	0	0	0	0	0	351	7	0	0	0	0	0	657
3:15 PM	0	333	0	0	0	0	0	0	0	373	11	0	0	0	0	0	717
3:30 PM	0	376	0	0	0	0	4	0	0	415	13	0	0	0	0	0	808
3:45 PM	0	337	0	0	0	0	1	0	0	414	6	0	0	0	0	0	758
4:00 PM	0	355	0	0	0	0	4	0	0	426	6	0	0	0	0	0	791
4:15 PM	0	329	0	0	0	0	1	0	0	461	4	0	0	0	0	0	795
4:30 PM	0	323	0	0	0	0	1	0	0	468	1	0	0	0	0	0	793
4:45 PM	0	359	0	0	0	0	0	0	0	524	2	0	0	0	0	0	885
5:00 PM	0	369	0	0	0	0	2	0	0	485	3	0	0	0	0	0	859
5:15 PM	0	365	0	0	0	0	2	0	0	511	1	0	0	0	0	0	879
5:30 PM	0	356	0	0	0	0	2	0	0	464	3	0	0	0	0	0	825
5:45 PM	0	414	0	0	0	0	0	0	0	460	0	0	0	0	0	0	874
6:00 PM	0	381	0	0	0	0	0	0	0	455	4	0	0	0	0	0	840
6:15 PM	0	378	0	0	0	0	1	0	0	449	1	0	0	0	0	0	829
6:30 PM	0	344	0	0	0	0	2	0	0	413	3	0	0	0	0	0	762
6:45 PM	0	320	0	0	0	0	2	0	0	382	1	0	0	0	0	0	705
Total	0	17227	0	0	0	0	88	0	0	15972	163	0	0	0	0	0	33450
Percent Duals	4.0%				11.0%				4.0%								
Percent TTST	0.0%				0.0%				0.0%								
Approach total	33287				251				33362				0				
TSG ATR Group	4				1				4				0				
Seasonal Factor	0.97				1.03				0.97				#N/A				
13to24hr Factor	1.21				1.23				1.21				#N/A				
BY AADT Vol	38400				400				38500				-				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	INBOUND				OUTBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.067				0.149				0.068				0.000				
Dir. Dist. (D)	0.702				0.152				0.306				0.000				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				INBOUND				OUTBOUND				
DHV	0.085				0.049				0.085				0.000				
Directional Dist.	0.421				0.400				0.579				0.000				

Intersection 6: Old Concord Rd at Orr Road

Start Date/Time	2/12/2026				6:00 AM												
Time	Orr Road				Old Concord Rd				Orr Road				Old Concord Rd				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	8	21	5	0	0	93	30	0	8	6	2	0	1	35	24	0	233
6:15 AM	17	23	3	0	0	115	19	0	25	18	0	0	1	32	26	0	279
6:30 AM	16	33	3	0	0	124	29	0	16	7	0	0	1	50	29	0	308
6:45 AM	29	47	3	0	1	144	31	0	19	14	3	0	2	68	30	0	391
7:00 AM	21	23	2	0	1	176	29	0	41	23	0	0	2	64	15	0	397
7:15 AM	36	29	6	0	1	176	33	0	42	34	1	0	1	53	25	0	437
7:30 AM	24	29	4	0	1	163	22	0	56	23	2	0	2	57	15	0	398
7:45 AM	12	15	7	0	0	192	34	0	54	32	2	0	2	65	21	0	436
8:00 AM	23	12	4	0	1	177	26	0	72	20	1	0	4	66	19	0	425
8:15 AM	28	19	5	0	3	192	30	0	52	25	1	0	0	93	23	0	471
8:30 AM	24	23	3	0	3	162	35	0	61	22	2	0	4	71	14	0	424
8:45 AM	14	21	8	0	1	134	21	0	41	15	3	0	4	65	17	0	344
9:00 AM	14	13	1	0	2	138	22	0	25	16	4	0	1	75	36	0	347
9:15 AM	14	16	2	0	0	102	20	0	24	17	6	0	3	72	31	0	307
9:30 AM	12	8	3	0	0	94	20	0	21	11	0	0	2	71	37	0	279
9:45 AM	15	14	4	0	3	90	36	0	35	13	1	0	2	77	27	0	317
10:00 AM	12	17	3	0	3	85	29	0	35	20	1	0	1	67	32	0	305
10:15 AM	13	16	5	0	1	77	20	0	21	13	1	0	0	56	28	0	251
10:30 AM	10	15	2	0	2	72	22	0	19	14	1	0	2	59	23	0	241
10:45 AM	18	18	3	0	2	83	28	0	18	22	3	0	2	78	16	0	291
11:00 AM	10	12	2	0	1	70	22	0	16	21	1	0	4	76	21	0	256
11:15 AM	17	17	3	0	2	72	25	0	7	17	5	0	3	89	22	0	279
11:30 AM	18	20	4	0	1	90	24	0	28	15	2	0	4	73	27	0	306
11:45 AM	31	18	0	0	1	86	28	0	26	15	10	0	4	96	25	0	340
12:00 PM	15	16	5	0	3	95	42	0	25	27	0	0	1	83	30	0	342
12:15 PM	20	18	2	0	4	67	19	0	11	21	9	0	2	96	26	0	295
12:30 PM	27	19	4	0	1	95	29	0	14	13	4	0	1	98	33	0	338
12:45 PM	25	37	4	0	2	108	23	0	16	18	3	0	6	105	50	0	397
1:00 PM	17	27	3	0	3	95	35	0	33	30	2	0	2	102	35	0	384
1:15 PM	26	18	2	0	3	84	30	0	25	22	6	0	2	83	35	0	336
1:30 PM	24	18	1	0	4	91	25	1	26	17	1	0	4	98	36	0	346
1:45 PM	24	15	2	0	0	82	20	0	31	21	2	0	4	117	37	0	355
2:00 PM	27	13	2	0	0	91	29	0	24	17	1	0	3	103	29	0	339
2:15 PM	22	9	4	0	2	97	40	0	12	19	3	0	2	101	25	0	336
2:30 PM	21	24	3	0	1	102	31	0	22	11	2	0	4	102	26	0	349
2:45 PM	23	19	3	0	3	107	27	0	14	24	3	0	3	125	32	0	383
3:00 PM	28	21	3	0	4	104	23	1	20	24	2	0	3	125	34	0	392
3:15 PM	21	20	5	0	4	103	31	0	36	41	9	0	0	133	31	0	434
3:30 PM	23	21	3	0	1	118	41	0	33	26	6	0	6	179	34	0	491
3:45 PM	24	22	4	0	0	94	30	0	18	30	4	0	4	158	29	0	417
4:00 PM	30	17	4	0	1	118	33	0	16	36	5	0	12	168	32	0	472
4:15 PM	17	24	5	0	2	95	34	0	23	19	7	0	5	183	37	0	451
4:30 PM	31	24	3	0	0	105	33	0	27	31	2	0	1	174	38	0	469
4:45 PM	33	32	5	0	4	109	26	0	17	18	2	0	4	183	32	0	465
5:00 PM	38	23	4	0	6	113	22	0	22	32	6	0	4	208	52	0	530
5:15 PM	36	19	2	0	1	119	32	0	31	31	1	0	5	173	42	0	492
5:30 PM	27	22	3	0	1	119	27	0	19	39	1	0	4	185	42	0	489
5:45 PM	38	19	5	0	1	130	31	0	16	22	2	0	1	170	38	0	473
6:00 PM	36	12	3	0	0	136	50	0	17	27	2	0	2	159	35	0	479
6:15 PM	26	22	1	0	1	120	37	0	24	22	5	0	1	140	33	0	432
6:30 PM	22	17	1	0	0	113	39	0	18	24	1	0	1	157	30	0	423
6:45 PM	36	11	6	0	0	90	37	0	15	26	1	0	2	127	10	0	361
Total	1173	1038	177	0	82	5807	1511	2	1367	1121	144	0	141	5443	1526	0	19532
Percent Duals	11.0%				5.0%				15.0%				7.0%				
Percent TTST	1.0%				0.0%				2.0%				0.0%				
Approach total	5161				14160				5278				14461				
TSG ATR Group	1				1				1				1				
Seasonal Factor	1.03				1.03				1.03				1.03				
13to24hr Factor	1.23				1.23				1.23				1.23				
BY AADT Vol	6500				17700				6600				18000				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	OUTBOUND				INBOUND				INBOUND				OUTBOUND				
DHV (K)	0.065				0.071				0.077				0.077				
Dir. Dist. (D)	0.428				0.688				0.692				0.280				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				OUTBOUND				INBOUND				
DHV	0.077				0.086				0.075				0.085				
Directional Dist.	0.486				0.405				0.455				0.613				

Intersection 7: Orr Road at General Commerce Dr

Start Date/Time	2/12/2026				6:00 AM				N/A				General Commerce Dr				Int. Total
Time	Orr Road				Orr Road				from South				from West				
	from North		from East		from South		from West		from South		from West		from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	32	0	13	0	0	6	14	0	0	0	0	0	2	0	0	0	
6:15 AM	28	0	21	0	0	9	31	0	0	0	0	0	13	0	0	0	
6:30 AM	30	0	32	0	0	23	17	0	0	0	0	0	5	2	0	0	
6:45 AM	32	0	47	0	1	69	35	0	0	0	0	0	9	8	0	0	
7:00 AM	21	0	17	0	0	16	41	0	0	0	0	0	14	8	0	0	
7:15 AM	32	0	20	0	0	9	60	0	0	0	0	0	23	5	0	0	
7:30 AM	32	0	13	0	0	9	53	0	0	0	0	0	23	10	0	0	
7:45 AM	31	0	6	0	0	10	80	0	0	0	0	0	19	8	0	0	
8:00 AM	20	0	12	0	0	24	87	0	0	0	0	0	6	3	0	0	
8:15 AM	36	0	8	0	0	5	74	0	0	0	0	0	7	7	0	0	
8:30 AM	35	0	6	0	0	6	62	0	0	0	0	0	15	6	0	0	
8:45 AM	25	0	10	0	0	10	48	0	0	0	0	0	6	2	0	0	
9:00 AM	41	0	10	0	0	4	31	0	0	0	0	0	16	10	0	0	
9:15 AM	39	0	7	0	0	5	33	0	0	0	0	0	14	4	0	0	
9:30 AM	40	0	7	0	0	3	25	0	0	0	0	0	6	1	0	0	
9:45 AM	34	0	7	0	0	5	42	0	0	0	0	0	9	1	0	0	
10:00 AM	41	0	14	0	0	3	44	0	0	0	0	0	11	5	0	0	
10:15 AM	26	0	9	0	0	3	26	0	0	0	0	0	9	2	0	0	
10:30 AM	34	0	12	0	0	5	21	0	0	0	0	0	12	4	0	0	
10:45 AM	24	0	11	0	0	8	25	0	0	0	0	0	14	4	0	0	
11:00 AM	17	0	20	0	0	4	28	0	0	0	0	0	13	5	0	0	
11:15 AM	29	0	8	0	0	3	9	0	0	0	0	0	18	6	0	0	
11:30 AM	38	0	10	0	0	5	28	0	0	0	0	0	14	5	0	0	
11:45 AM	30	0	14	0	0	6	36	0	0	0	0	0	14	2	0	0	
12:00 PM	35	0	14	0	0	3	28	0	0	0	0	0	23	6	0	0	
12:15 PM	36	0	10	0	0	9	21	0	0	0	0	0	14	5	0	0	
12:30 PM	44	0	11	0	0	5	22	0	0	0	0	0	13	4	0	0	
12:45 PM	63	0	13	0	0	8	27	0	0	0	0	0	10	2	0	0	
1:00 PM	58	0	16	0	0	3	45	0	0	0	0	0	20	4	0	0	
1:15 PM	42	0	12	0	0	7	37	0	0	0	0	0	12	3	0	0	
1:30 PM	41	0	16	0	0	8	31	0	0	0	0	0	10	3	0	0	
1:45 PM	43	0	9	0	0	3	41	0	0	0	0	0	14	8	0	0	
2:00 PM	29	0	10	0	0	5	28	0	0	0	0	0	12	8	0	0	
2:15 PM	28	0	10	0	0	4	22	0	0	0	0	0	11	6	0	0	
2:30 PM	43	0	10	0	0	9	27	0	0	0	0	0	9	6	0	0	
2:45 PM	32	0	18	0	0	16	28	0	0	0	0	0	14	7	0	0	
3:00 PM	35	0	23	0	0	10	38	0	0	0	0	0	12	6	0	0	
3:15 PM	39	0	14	0	0	8	40	0	0	0	0	0	39	29	0	0	
3:30 PM	51	0	6	0	0	6	29	0	0	0	0	0	34	25	0	0	
3:45 PM	43	0	6	0	0	3	28	0	0	0	0	0	20	13	0	0	
4:00 PM	40	0	8	0	0	4	32	0	0	0	0	0	23	10	0	0	
4:15 PM	48	0	15	0	0	3	33	0	0	0	0	0	15	7	0	0	
4:30 PM	55	0	6	0	0	6	37	0	0	0	0	0	24	12	0	0	
4:45 PM	60	0	7	0	0	1	26	0	0	0	0	0	12	3	0	0	
5:00 PM	74	0	6	0	0	1	47	0	0	0	0	0	16	10	0	0	
5:15 PM	63	0	3	0	0	4	50	0	0	0	0	0	14	5	0	0	
5:30 PM	58	0	5	0	0	2	42	0	0	0	0	0	6	2	0	0	
5:45 PM	53	0	6	0	0	4	33	0	0	0	0	0	9	1	0	0	
6:00 PM	44	0	3	0	0	1	37	0	0	0	0	0	12	5	0	0	
6:15 PM	51	0	4	0	0	2	44	0	0	0	0	0	3	1	0	0	
6:30 PM	44	0	4	0	0	0	36	0	0	0	0	0	6	3	0	0	
6:45 PM	18	0	3	0	1	1	36	0	0	0	0	0	3	2	0	0	
Total	2017	0	602	0	2	386	1895	0	0	0	0	0	702	304	0	0	5908
Percent Duals	15.0%				14.0%				0.0%				18.0%				
Percent TTST	1.0%				1.0%				0.0%				1.0%				
Approach total	5216				4604				2				1994				
TSG ATR Group	1				1				0				1				
Seasonal Factor	1.03				1.03				#N/A				1.03				
13to24hr Factor	1.23				1.23				#N/A				1.23				
BY AADT Vol	6500				5800				-				2500				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	OUTBOUND				INBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.074				0.078				#N/A				0.123				
Dir. Dist. (D)	0.453				0.664				0.000				0.333				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				OUTBOUND				INBOUND				
DHV	0.071				0.071				#N/A				0.109				
Directional Dist.	0.482				0.439				#DIV/0!				0.622				

Intersection 8: General Commerce Dr at Industrial Center Cir/ Private Driveway

Start Date/Time	2/12/2026				6:00 AM												
Time	Driveway				General Commerce Dr				Industrial Center Cir				General Commerce Dr				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	0	0	0	0	3	15	1	0	0	0	0	0	0	2	0	0	21
6:15 AM	0	0	0	0	12	14	4	0	0	0	4	0	0	12	0	0	46
6:30 AM	0	0	0	0	21	29	4	0	0	0	1	0	1	5	0	0	61
6:45 AM	0	0	0	0	27	71	17	0	0	0	7	0	0	9	0	0	131
7:00 AM	1	0	1	0	15	10	6	0	0	0	5	0	0	15	0	0	53
7:15 AM	3	0	1	0	9	20	0	0	1	0	6	0	0	19	0	0	59
7:30 AM	2	0	0	0	10	12	0	0	0	0	7	0	0	24	1	0	56
7:45 AM	6	0	1	0	11	5	0	0	0	0	3	0	1	18	0	0	45
8:00 AM	0	0	2	0	21	14	0	0	0	0	1	0	2	8	0	0	48
8:15 AM	0	0	0	0	6	7	1	0	0	0	5	0	0	9	0	0	28
8:30 AM	2	0	0	0	8	4	0	0	1	0	8	0	0	11	0	0	34
8:45 AM	1	0	2	0	10	9	0	0	0	0	7	0	0	1	0	0	30
9:00 AM	0	0	0	0	10	4	1	0	0	0	11	0	0	15	0	0	41
9:15 AM	3	0	0	0	4	6	2	0	0	0	6	0	0	10	0	0	31
9:30 AM	0	0	2	0	4	5	1	0	0	0	3	0	0	4	0	0	19
9:45 AM	1	0	0	0	5	6	1	0	0	0	3	0	0	7	0	0	23
10:00 AM	1	0	0	0	5	12	0	0	0	0	5	0	0	9	1	0	33
10:15 AM	0	0	0	0	6	6	0	0	1	0	4	0	0	7	0	0	24
10:30 AM	1	0	0	0	7	7	3	0	0	0	5	0	0	10	0	0	33
10:45 AM	1	0	1	0	9	10	0	0	0	0	8	0	0	10	0	0	39
11:00 AM	1	0	0	0	6	15	2	0	0	0	9	0	0	7	0	0	40
11:15 AM	1	0	0	0	6	5	0	0	0	0	7	0	0	16	0	0	35
11:30 AM	1	0	0	0	9	5	1	0	0	0	11	0	0	8	0	0	35
11:45 AM	0	0	0	0	10	8	2	0	0	0	11	0	0	5	0	0	36
12:00 PM	3	0	1	0	8	8	1	0	0	0	16	0	0	10	0	0	47
12:15 PM	0	0	1	0	10	8	1	0	0	0	9	0	0	10	0	0	39
12:30 PM	1	0	0	0	8	7	2	0	0	0	8	0	1	10	0	0	37
12:45 PM	0	0	1	0	5	15	1	0	0	0	7	0	0	6	0	0	35
1:00 PM	0	0	0	0	12	7	0	0	0	0	8	0	0	17	1	0	45
1:15 PM	0	0	0	0	9	10	0	0	1	0	8	0	0	6	0	0	34
1:30 PM	2	0	0	0	5	16	3	0	1	0	3	0	0	9	0	0	39
1:45 PM	1	0	0	0	6	4	2	0	0	0	8	0	0	13	1	0	35
2:00 PM	2	0	0	0	3	9	2	0	0	0	5	0	0	13	0	0	34
2:15 PM	0	0	2	0	1	7	6	0	2	0	3	0	0	14	0	0	35
2:30 PM	1	0	2	0	8	8	2	0	0	0	6	0	3	8	1	0	39
2:45 PM	0	0	0	0	6	22	4	1	0	0	9	0	0	12	0	0	54
3:00 PM	0	0	0	0	5	29	0	0	0	0	4	0	0	14	0	0	52
3:15 PM	16	0	0	0	2	19	2	0	1	0	17	0	0	36	0	0	93
3:30 PM	10	0	0	0	6	4	2	0	0	0	14	0	0	35	0	0	71
3:45 PM	1	0	0	0	4	5	0	0	1	0	8	0	0	24	0	0	43
4:00 PM	0	0	0	0	8	5	0	0	1	0	12	0	0	21	0	0	47
4:15 PM	1	0	0	0	7	10	0	0	0	0	10	0	0	11	1	0	40
4:30 PM	0	0	0	0	5	5	1	0	0	0	20	0	0	16	0	0	47
4:45 PM	1	0	0	0	4	4	0	0	0	0	9	0	0	5	0	0	23
5:00 PM	0	0	0	0	4	2	0	0	0	0	17	0	0	9	0	0	32
5:15 PM	0	0	0	0	1	6	0	0	0	0	11	0	0	8	0	0	26
5:30 PM	0	0	0	0	4	3	0	0	0	0	6	0	0	3	0	0	16
5:45 PM	0	0	0	0	5	4	1	0	0	0	9	0	0	1	0	0	20
6:00 PM	0	0	0	0	3	0	0	1	0	0	8	0	0	9	0	0	21
6:15 PM	0	0	0	0	3	3	0	0	1	0	3	0	0	2	0	0	12
6:30 PM	0	0	0	0	1	2	0	0	0	0	5	0	0	4	0	0	12
6:45 PM	1	0	0	0	3	1	0	0	0	0	2	0	0	4	0	0	11
Total	65	0	17	0	380	522	76	2	11	0	382	0	8	571	6	0	2040
Percent Duals	37.0%				17.0%				11.0%				20.0%				
Percent TTST	0.0%				2.0%				2.0%				3.0%				
Approach total	166				1996				779				1135				
TSG ATR Group	1				1				1				1				
Seasonal Factor	1.03				1.03				1.03				1.03				
13to24hr Factor	1.23				1.23				1.23				1.23				
BY AADT Vol	300				2500				1000				1500				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	OUTBOUND				INBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.167				0.122				0.096				0.131				
Dir. Dist. (D)	0.176				0.763				0.217				0.269				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	INBOUND				OUTBOUND				INBOUND				INBOUND				
DHV	0.167				0.109				0.067				0.123				
Directional Dist.	0.765				0.377				0.703				0.564				

Intersection 9: General Commerce Dr at Charlotte Water Field Ops Facility

Start Date/Time	2/12/2026				6:00 AM												
Time	0				General Commerce Dr				Industrial Center Cir				Charlotte Water Field Ops Facility				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	0	0	0	0	14	1	0	0	0	0	2	0	0	0	0	0	17
6:15 AM	0	0	0	0	11	0	0	0	1	0	11	0	0	0	0	0	23
6:30 AM	0	0	0	0	15	6	0	0	0	0	0	0	0	2	1	0	24
6:45 AM	0	0	0	0	56	11	0	0	0	0	6	0	0	2	1	0	76
7:00 AM	0	0	0	0	6	4	0	0	1	0	11	0	0	1	1	0	24
7:15 AM	0	0	0	0	11	4	0	0	1	0	15	0	0	0	0	0	31
7:30 AM	0	0	0	0	5	2	0	0	0	0	22	0	0	0	0	0	29
7:45 AM	0	0	0	0	5	0	0	0	0	0	15	0	0	0	0	0	20
8:00 AM	0	0	0	0	6	2	0	0	0	0	5	0	0	0	0	0	13
8:15 AM	0	0	0	0	3	0	0	0	0	0	6	0	0	0	0	0	9
8:30 AM	0	0	0	0	2	1	0	0	0	0	7	0	0	0	0	0	10
8:45 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	1	2	0	0	0	0	12	0	0	1	0	0	16
9:15 AM	0	0	0	0	3	4	0	0	0	0	6	0	0	1	0	0	14
9:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	3	0	0	0	0	4	0	0	0	1	0	8
10:00 AM	0	0	0	0	4	3	0	0	0	0	9	0	0	0	0	0	16
10:15 AM	0	0	0	0	2	2	0	0	1	0	3	0	0	0	0	0	8
10:30 AM	0	0	0	0	3	2	0	0	0	0	6	0	0	1	0	0	12
10:45 AM	0	0	0	0	1	6	0	0	0	0	4	0	0	0	0	0	11
11:00 AM	0	0	0	0	5	7	0	0	2	0	7	0	0	0	0	0	21
11:15 AM	0	0	0	0	4	0	0	0	0	0	13	0	0	0	0	0	17
11:30 AM	0	0	0	0	2	3	0	0	0	0	5	0	0	1	0	0	11
11:45 AM	0	0	0	0	6	1	0	0	0	0	3	0	0	1	0	0	11
12:00 PM	0	0	0	0	2	3	0	0	2	0	6	0	0	0	0	0	13
12:15 PM	0	0	0	0	4	1	0	0	0	0	4	0	0	0	0	0	9
12:30 PM	0	0	0	0	5	1	0	0	0	0	6	0	0	0	0	0	12
12:45 PM	0	0	0	0	2	5	0	0	0	0	4	0	0	0	0	0	11
1:00 PM	0	0	0	0	4	1	0	0	0	0	10	0	0	1	0	0	16
1:15 PM	0	0	0	0	4	6	0	0	0	0	6	0	0	0	0	0	16
1:30 PM	0	0	0	0	6	4	0	0	0	0	6	0	0	0	0	0	16
1:45 PM	0	0	0	0	2	3	0	0	0	0	8	0	0	0	0	0	13
2:00 PM	0	0	0	0	4	1	0	0	0	0	9	0	0	1	0	0	15
2:15 PM	0	0	0	0	6	1	0	0	2	0	5	0	0	2	0	0	16
2:30 PM	0	0	0	0	2	3	0	0	0	0	2	0	0	1	0	0	8
2:45 PM	0	0	0	0	3	16	0	0	0	0	7	0	0	0	0	0	26
3:00 PM	0	0	0	0	5	19	0	0	0	0	6	0	0	0	0	0	30
3:15 PM	0	0	0	0	4	15	0	0	0	0	26	0	0	14	0	0	59
3:30 PM	0	0	0	0	1	4	0	0	0	0	20	0	0	9	0	0	34
3:45 PM	0	0	0	0	3	2	0	0	0	0	13	0	0	7	0	0	25
4:00 PM	0	0	0	0	2	2	0	0	0	0	12	0	0	1	0	0	17
4:15 PM	0	0	0	0	6	2	0	0	0	0	7	0	0	1	0	0	16
4:30 PM	0	0	0	0	4	0	0	0	0	0	7	0	0	2	0	0	13
4:45 PM	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	6
5:00 PM	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0	5
5:15 PM	0	0	0	0	3	1	0	0	0	0	3	0	0	0	0	0	7
5:30 PM	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	1	0	3	0	0	4	0	0	8
6:15 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
6:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	250	167	0	0	11	0	353	0	0	53	4	0	838
Percent Duals					23.0%				23.0%				26.0%				
Percent TTST					5.0%				5.0%				3.0%				
Approach total	0				823				618				235				
TSG ATR Group	0				1				1				1				
Seasonal Factor	#N/A				1.03				1.03				1.03				
13to24hr Factor	#N/A				1.23				1.23				1.23				
BY AADT Vol	-				1100				800				300				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	OUTBOUND				INBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.000				0.154				0.179				0.097				
Dir. Dist. (D)	0.000				0.635				0.412				0.179				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				INBOUND				OUTBOUND				
DHV	0.000				0.147				0.095				0.267				
Directional Dist.	0.000				0.450				0.819				0.299				

Intersection 10: General Commerce Dr at Industrial Center Cir

Start Date/Time	2/12/2026				6:00 AM												
Time	Industrial Center Cir				0				Industrial Center Cir				General Industrial Rd				Int. Total
	from North				from East				from South				from West				
	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	LT	TH	RT	U-turn	
6:00 AM	0	3	9	0	0	0	0	0	0	0	0	0	2	0	0	0	14
6:15 AM	0	4	6	0	0	0	0	0	0	1	0	0	13	0	0	0	24
6:30 AM	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:45 AM	0	1	56	0	0	0	0	0	0	3	0	0	3	0	0	0	63
7:00 AM	0	1	6	0	0	0	0	0	0	3	0	0	10	0	0	0	20
7:15 AM	0	7	4	0	0	0	0	0	0	3	0	0	13	0	0	0	27
7:30 AM	0	1	4	0	0	0	0	0	0	1	0	0	18	0	2	0	26
7:45 AM	0	3	2	0	0	0	0	0	0	1	0	0	8	0	0	0	14
8:00 AM	0	2	4	0	0	0	0	0	2	1	0	0	4	0	0	0	13
8:15 AM	0	0	3	0	0	0	0	0	0	1	0	0	5	0	0	0	9
8:30 AM	0	2	0	0	0	0	0	0	0	2	0	0	5	0	0	0	9
8:45 AM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4
9:00 AM	0	1	0	0	0	0	0	0	0	3	0	0	8	0	0	0	12
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	5	0	0	0	8
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4
10:00 AM	0	2	3	0	0	0	0	0	0	1	0	0	7	0	0	0	13
10:15 AM	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	8
10:30 AM	0	2	1	0	0	0	0	0	0	1	0	0	5	0	0	0	9
10:45 AM	0	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	6
11:00 AM	0	2	3	0	0	0	0	0	0	1	0	0	8	0	1	0	15
11:15 AM	0	1	3	0	0	0	0	0	0	3	0	0	10	0	0	0	17
11:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	7
11:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	3	0	1	0	10
12:00 PM	0	0	2	0	0	0	0	0	1	3	0	0	5	0	0	0	11
12:15 PM	0	1	2	0	0	0	0	0	0	1	0	0	3	0	1	0	8
12:30 PM	0	1	4	0	0	0	0	0	0	3	0	0	3	0	0	0	11
12:45 PM	0	2	1	0	0	0	0	0	1	1	0	0	3	0	0	0	8
1:00 PM	0	2	2	0	0	0	0	0	0	4	0	0	6	0	1	0	15
1:15 PM	0	2	2	0	0	0	0	0	1	0	0	0	6	0	0	0	11
1:30 PM	0	2	3	0	0	0	0	0	0	1	0	0	5	0	0	0	11
1:45 PM	0	2	2	0	0	0	0	0	0	2	0	0	6	0	0	0	12
2:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	9	0	0	0	13
2:15 PM	0	5	1	0	0	0	0	0	0	1	0	0	6	0	0	0	13
2:30 PM	0	0	2	0	0	0	0	0	1	1	0	0	1	0	0	0	5
2:45 PM	0	1	2	0	0	0	0	0	1	1	0	0	6	0	0	0	11
3:00 PM	0	0	5	0	0	0	0	0	0	2	0	0	4	0	0	0	11
3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	26	0	0	0	30
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	20	0	0	0	21
3:45 PM	0	2	1	0	0	0	0	0	0	3	0	0	10	0	1	0	17
4:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	10	0	0	0	14
4:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	7	0	0	0	13
4:30 PM	0	4	0	0	0	0	0	0	0	3	0	0	4	0	0	0	11
4:45 PM	0	1	3	0	0	0	0	0	0	0	0	0	2	0	1	0	7
5:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	5
5:15 PM	0	1	3	0	0	0	0	0	0	0	0	0	3	0	1	0	8
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5
Total	0	88	170	0	0	0	0	0	7	60	0	0	298	0	11	0	634
Percent Duals	0.0%								0.2%				0.0%				
Percent TTST	0.0%								0.0%				0.0%				
Approach total	616				0				166				486				
TSG ATR Group	1				0				1				1				
Seasonal Factor	1.03				#N/A				1.03				1.03				
13to24hr Factor	1.23				#N/A				1.23				1.23				
BY AADT Vol	800								300				700				
AM Peak (Traditional - 6:00AM - 12:00 PM)																	
Peak Direction	INBOUND				OUTBOUND				OUTBOUND				OUTBOUND				
DHV (K)	0.177				0.000				0.108				0.194				
Dir. Dist. (D)	0.597				0.000				0.455				0.397				
PM Peak (Overall - 12:00PM - 7:00 PM)																	
Peak Direction	OUTBOUND				OUTBOUND				OUTBOUND				INBOUND				
DHV	0.107				0.000				0.069				0.116				
Directional Dist.	0.123				0.000				0.357				0.971				