



May 27th, 2026

Memorandum To: Suzette Morales
NCDOT Feasibility Studies

From: Tim Padgett, PE
Kimley-Horn and Associates, Inc.

Subject: Traffic Forecast for F082501, Chatham Western Connector, Chatham County

This forecast was reviewed and approved by the NCDOT Transportation Planning Division on May 26, 2026.

Please find attached the 2026 traffic estimates and 2050 traffic forecasts for F082501 in Chatham County. This project studies the Chatham Western Connector, a new location two lane undivided facility from US 64 to US 15-501. The following scenarios are provided:

- Base Year 2026 No-Build
- Base Year 2026 Build
- Future Year 2050 No-Build
- Future Year 2050 Build

Certain assumptions were made in the development of the forecast:

Fiscal Constraint. Typically, in areas outside an MPO, the future year forecasts assume construction of projects listed within the State Transportation Improvement Plan (STIP) that include construction money. For this forecast, both sections of Chatham Park Way were included (R-5930 and R-5963) even though portions of R-5963 are currently unfunded.

Future Conditions and Development Activity. The forecast was developed using output from the Triangle Regional Model (TRMG2v1.3). Assumptions about future development activity and changes in the distribution of population and employment in the forecast study area are implicit in the model. For this forecast, additional information from Chatham Park was substituted in certain areas which is described in more detail in the report. Information from local officials was also used in the development of the forecast.

Forecast Methodology. The 2026 Base Year No-Build forecast was developed using information from observed traffic data as well as historical AADT information.

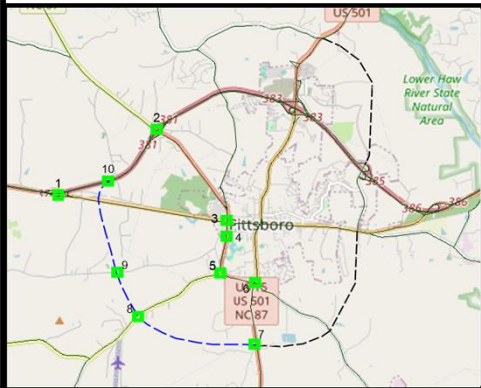
The 2050 Future Year No-Build forecast was developed by applying a chosen growth rate to the 2026 Base Year No-Build AADT values. This growth rate was determined through engineering judgement of historical growth rates, model growth rates, and model volume differences.

Both the 2026 and 2050 Build forecasts assume that the proposed Chatham Western Connector is constructed. Forecast values were determined using the Triangle Regional Model (TRMG2v1.3). The difference in model volumes was calculated between the no-build and build models. This difference was reviewed and adjusted to create the diversion scenario.

To determine any intermediate years, straight-line interpolation may be used. If it is determined that any of these assumptions have become inconsistent with the project and surrounding area activity, please request updated projections at this location.

If we can be of any further assistance, please do not hesitate to contact me at 919-653-2991, or tim.padgett@kimley-horn.com

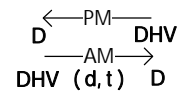
Cc: TrafficForecast@ncdot.gov



F082501

2026
No Build

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



DHV Design Hourly Volume (%) = K30
 AM/PM Peak Period
 D Peak Hour Directional Split (%)
 → Indicates Direction of D
 (d,t) Dual, TT-STs (%)

Existing Roadway

EXTENTS

From US 64 Bypass to US 15-501 S

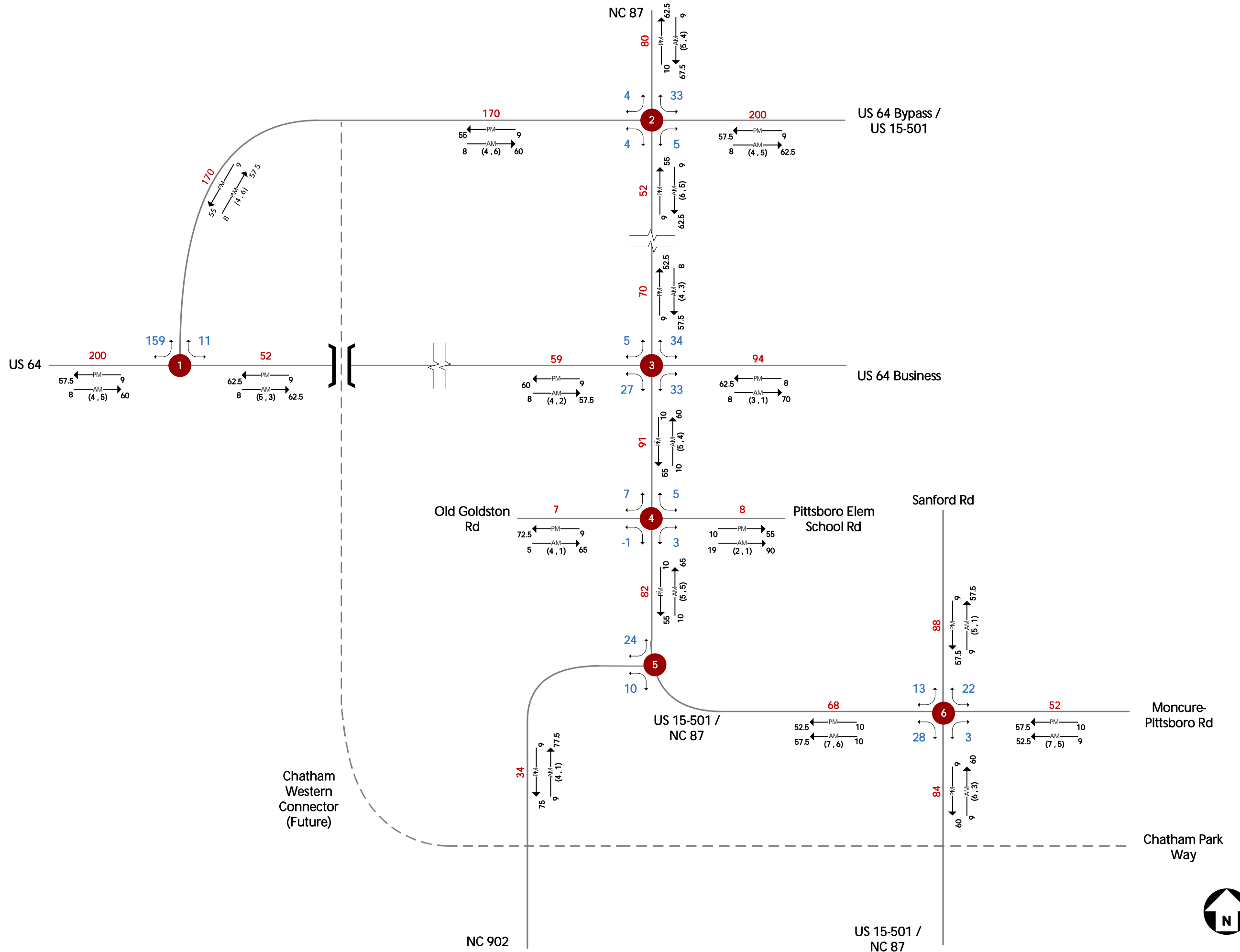
Chatham County Division 8

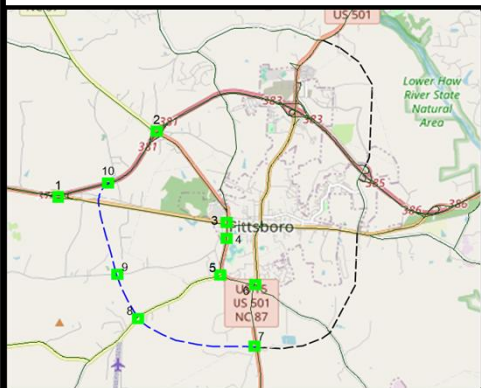
PROJECT

Chatham Western
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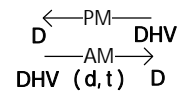




F082501

2050 Build

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



DHV Design Hourly Volume (%) = K30
 AM/PM Peak Period
 D Peak Hour Directional Split (%)
 → Indicates Direction of D
 (d,t) Dual, TT-STs (%)

Existing Roadway

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From US 64 Bypass to US 15-501 S

Chatham County Division 8

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