Clearbox Forecast Group, PLLC

MEMORANDUM

To: Mr. Matthew Potter, P.E., North Carolina Department of Transportation

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

Date: September 27th, 2021

Subject: P-5731 Traffic Forecast – 5th Avenue Grade Separated Facility and 7th Avenue Railroad Crossing Closure in Lexington, NC

Please find attached the 2022/2045 traffic forecast for NCDOT Project P-5731. This forecast was reviewed and approved by NCDOT Transportation Planning Branch on September 27th, 2021.

The North Carolina Department of Transportation (NCDOT) proposes to complete a grade separation of the rail line in Lexington, NC by closing the railroad crossing 722306Y at East 7th Avenue just north of South Talbert Boulevard and constructing a grade-separated extension of East 5th Avenue from South Talbert Boulevard to South Salisbury Street in downtown Lexington. The project is expected to involve the construction of a new bridge over the railroad tracks and a possible realignment or cul-de-sac of Tanyard Street in the vicinity of South Talbert Boulevard.

NCDOT's Rail Division requested the traffic forecast for the project design and development. Clearbox Forecast Group has prepared the attached traffic forecast for the project study area. This traffic forecast evaluates existing conditions (2022) and future conditions (2045) without the proposed project (i.e., no-build) and with two build alternatives.

This traffic forecast includes the following scenarios for the 2022 Base Year and 2045 Future Year:

The four alternatives are described as:

1. 2022 No-Build – BYNB – Keep existing 7th Street Rail Crossing
2. 2045 No-Build – FYNB – Keep existing 7th Street Rail Crossing
3. 2045 Build Alternative 1 – FYBD1 - (Close E.7th Street Rail Crossing, Build E. 5th Street Grade Separation)
4. 2045 Build Alternative 2 – FYBD2 - (Close E.7th Street Rail Crossing, Build E. 5th Street Grade Separation and no connection for Tanyard St.)

The following basic assumptions were made to complete this forecast.

***Travel Demand Model**:* The forecast utilizes the PTRM 2045 Travel Demand Model (V5.2, TransCAD 8, February 2021) as a tool to determine Base Year and Future Year volumes.

Fiscally Constrained: The PTRM Model was run using the High Point MPO 2045 MTP. 2045 MTP Projects in the vicinity of the study area were reviewed and considered as part of the traffic forecast development. The projects listed in **Table 1** are in the vicinity of the proposed project.

Table 1. Future Roadway Projects

Project	Segment	TIP ID	Description
Westside Bypass (NC 8)	S. Main Street to Fairview Drive	U-2545	Widen to four lane-divided cross section with bicycle and pedestrian amenities. *Unfunded/2035 MTP Horizon Year.*
US 64	US 601 South of Mocksville to US 52 in Lexington	R-3602B	Widen to Multi-Lanes and Upgrade interchange at US 52. Section B: US 64 from Davie County Line to US 52 in Lexington. *Unfunded/2035 MTP Horizon Year.*
US 64/Bus. 85 /29/70	US 601 South of Mocksville to US 52 in Lexington	R-3602C	Widen to Multi-Lanes and Upgrade interchange at US 52. Section C: US 64 at US 29/70 in Lexington. *Unfunded/2035 MTP Horizon Year.*

Future Development: The local residential and employment growth identified for the forecast is mostly consistent with the socioeconomic data contained in PTRM Model. Additional infill growth is expected in the project area as currently vacant buildings redevelop as multifamily housing, office, and mixed-use development. The forecast incorporates information received from local planners regarding specific developments in the study area, including:

- Additional households and employment are expected in the immediate study area as the closed furniture factories redevelop. There are 3 old buildings south of Main Street/east of 7th avenue with 20 condominium units planned plus potential for an additional 90 apartments.
- New employment is expected in the proposed rail depot area along with downtown Lexington (Center and Main area).
- Development is expected just south of the railroad line to the east of the proposed 5th avenue grade-separated facility. There are 3 city properties that may be sold, and up to 200-250 new homes/apartments could be built in the area north of Tanyard/east of 5th/west of Center Street.
- North of the hospital (Wake Forest Baptist Health) there are 125 homes under development with plans of 300-500 total new homes.

Forecast Methodology: The 2022 Base Year No-Build volumes were estimated with linear projections using historic AADT estimates from 2009 - 2019 and 1999 - 2019 as well as annualized project specific counts taken June and July 2021 for this project. 2045 Future Year No-Build volumes were estimated using growth rates derived from PTRM Model (2017 and 2045) model outputs along with projected historical AADT data (linear extrapolation). Base Year and Future Year Build alternatives were estimated by coding the new grade separated facility/7th Avenue railroad crossing closure in the PTRM travel demand model and analyzing model diversion. Engineering judgement was used as necessary to prepare balanced forecast volumes.

Interpolation: Straight-line interpolation may be used. AADT volumes may be extrapolated for up to two years immediately following 2045.

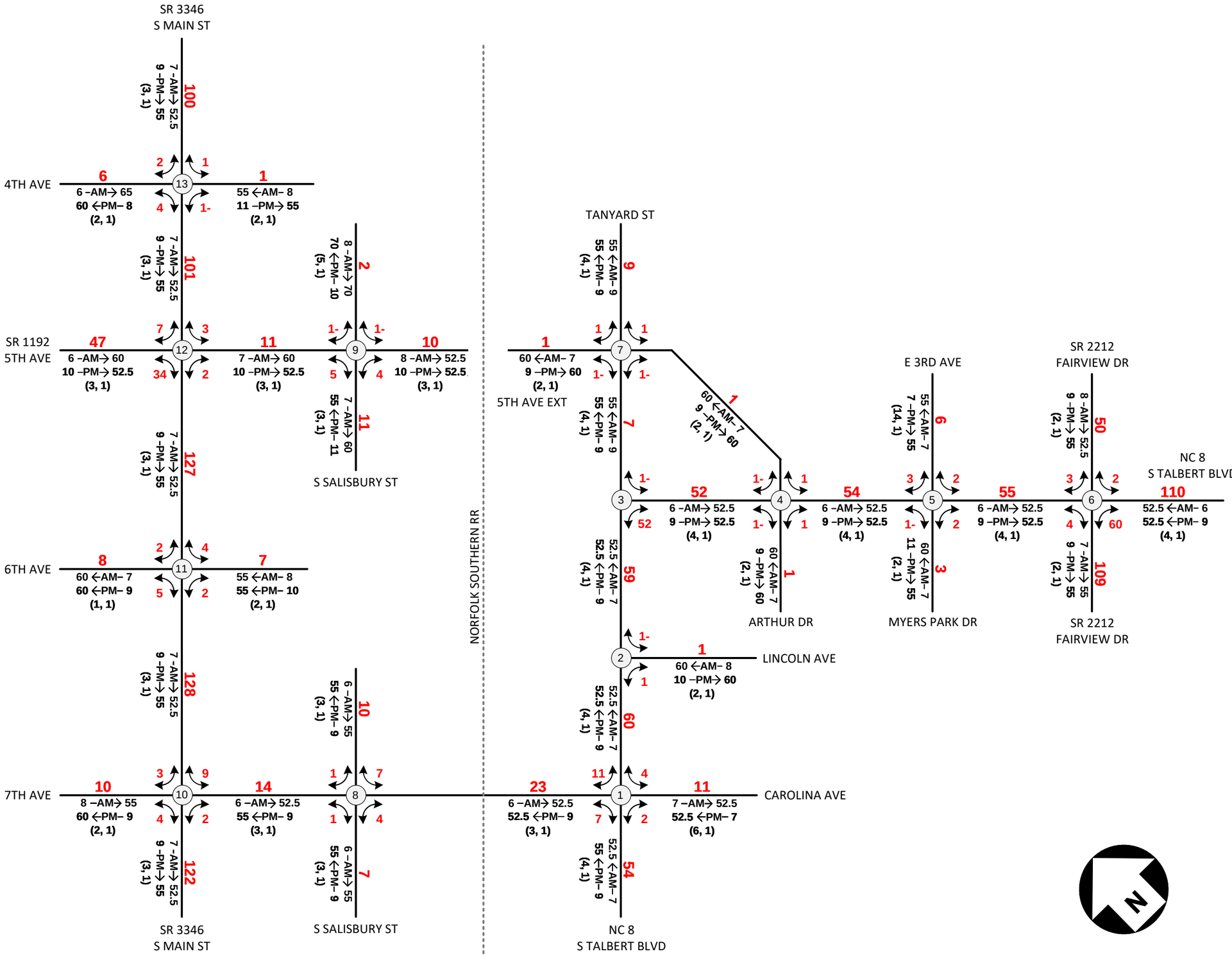
If it is determined that any of these assumptions have become inconsistent with the project and surrounding area activity, please request updated projections for this project.

Please contact me for any further assistance at 919-651-8010 or craig@clearboxforecast.com

Craig Gresham, P.E.

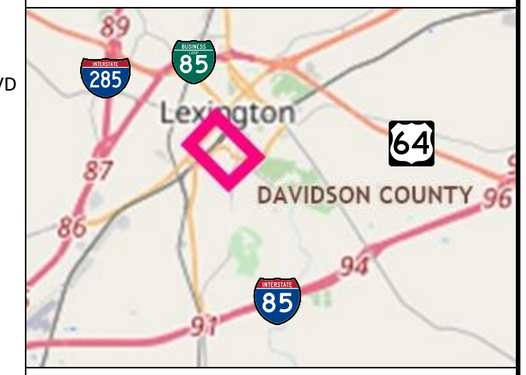
Clearbox Forecast Group, PLLC

cc: FILE (Davidson County, NCDOT TIP Project P-5731)
Keith Dixon, NCDOT Transportation Planning Branch



LEGEND

###	No. of Vehicles Per Day in 100s
1-	Less than 50 vpd
X	Movement Prohibited
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 (%)
-----	Build Alternative (New Location)



2022 AVERAGE ANNUAL DAILY TRAFFIC

BASE YEAR NO-BUILD
SHEET 1 OF 1

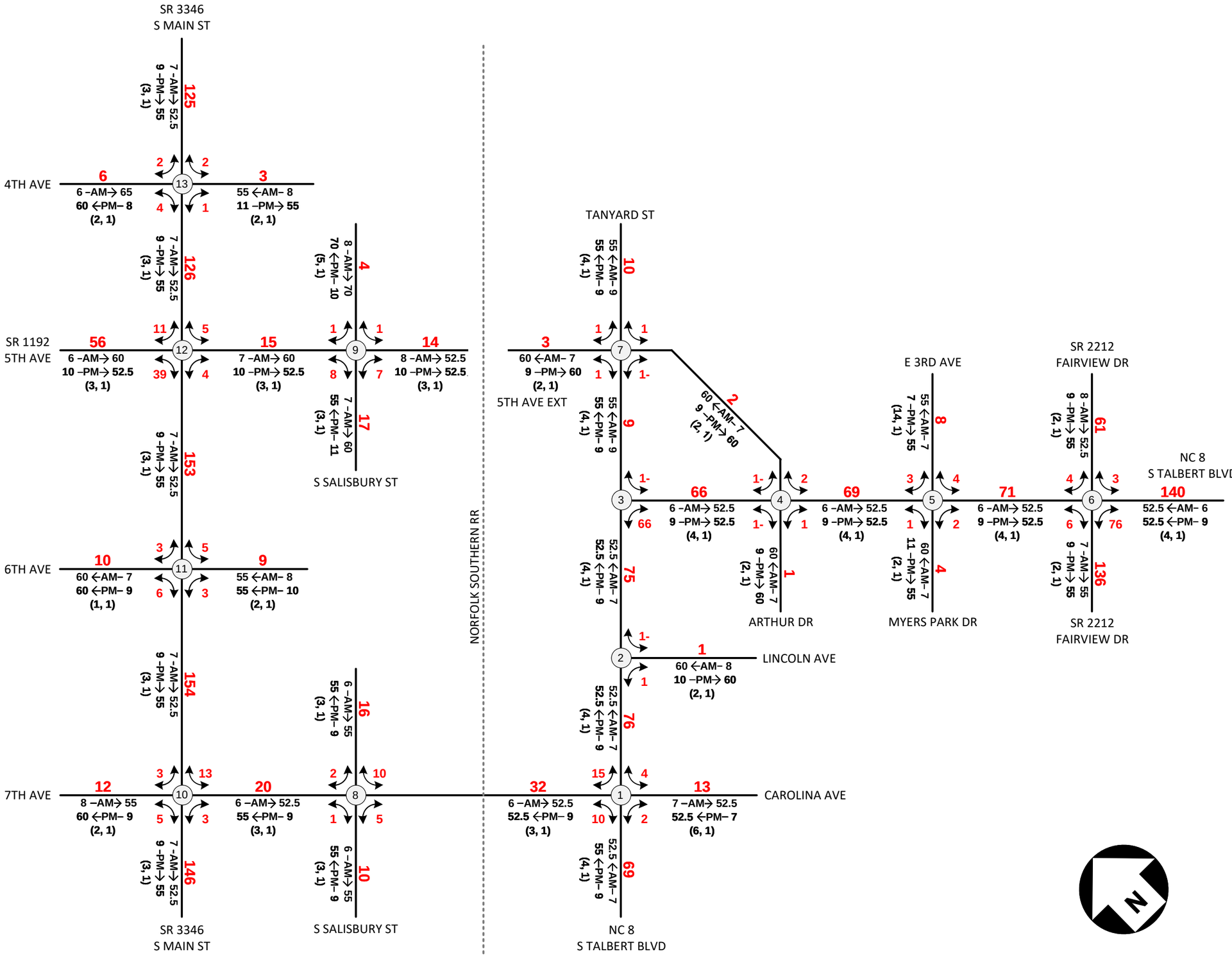
NC TIP: P-5731

COUNTY: Davidson	**DIVISION:** 9
DATE: September 2021	**WBS:** 47610.1.1

PREPARED BY: Clearbox Forecast Group

LOCATION: LEXINGTON, NC

PROJECT: CONSTRUCT GRADE SEPARATION IN VICINITY OF 5TH STREET AND CLOSE CROSSING 722306Y IN DOWNTOWN LEXINGTON



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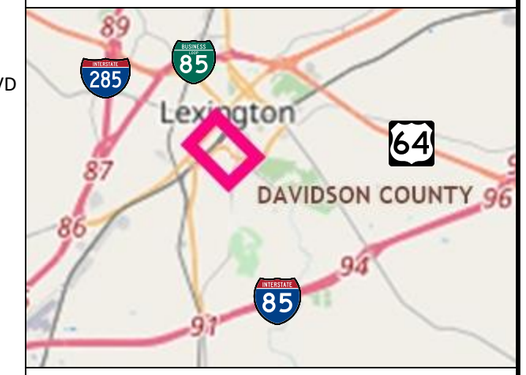


2045 AVERAGE ANNUAL DAILY TRAFFIC

FUTURE YEAR NO-BUILD
SHEET 1 OF 1

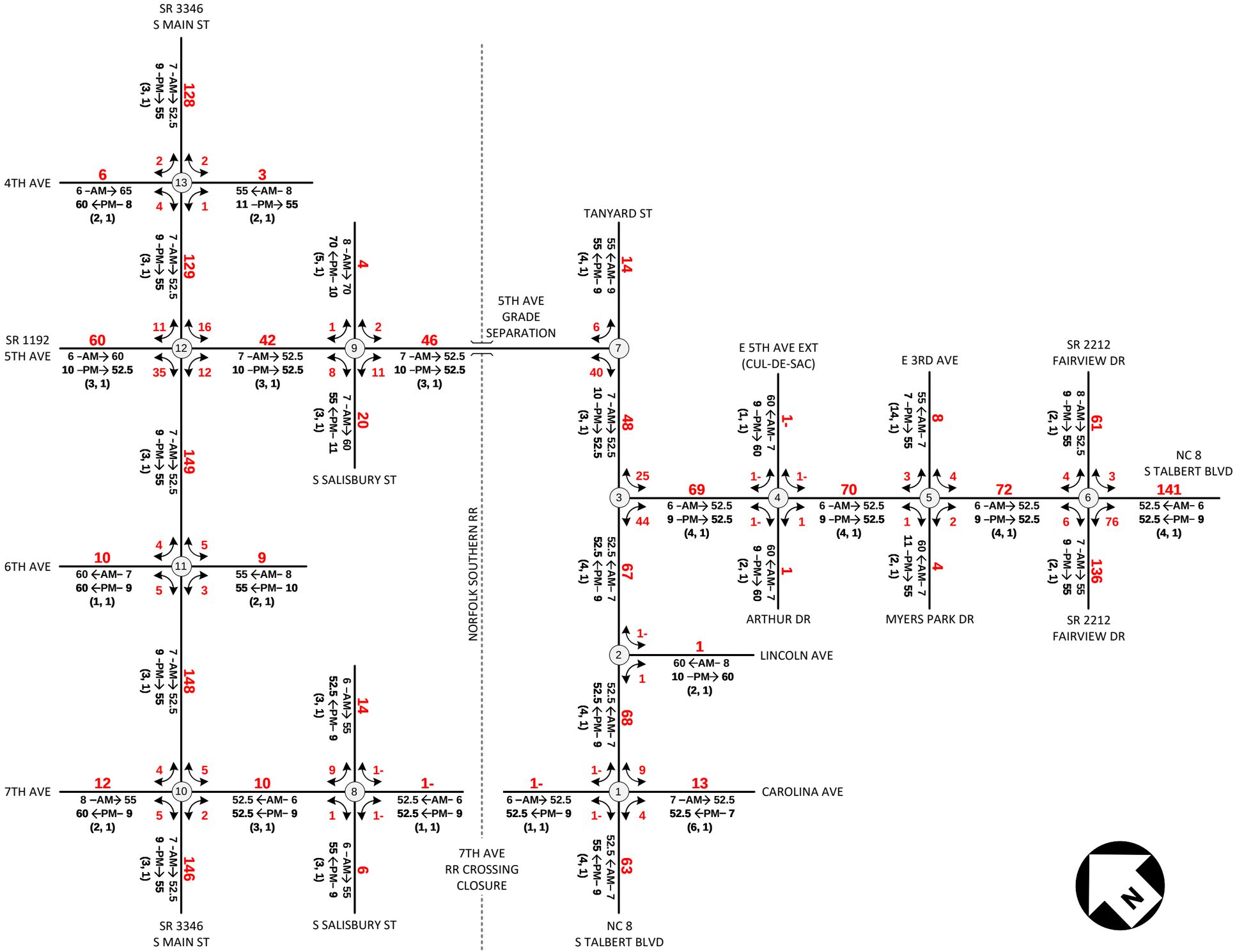
NC TIP: P-5731

COUNTY: Davidson	**DIVISION:** 9
DATE: September 2021	**WBS:** 47610.1.1

PREPARED BY: Clearbox Forecast Group

LOCATION: LEXINGTON, NC

PROJECT: CONSTRUCT GRADE SEPARATION IN VICINITY OF 5TH STREET AND CLOSE CROSSING 722306Y IN DOWNTOWN LEXINGTON



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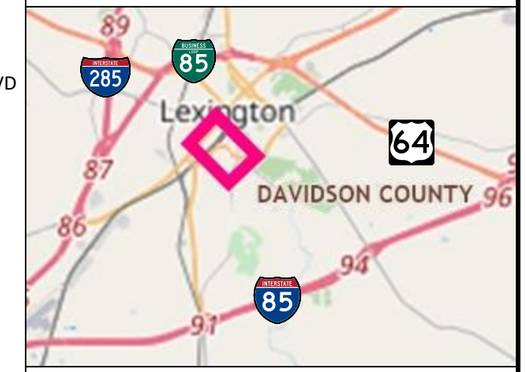


2045 AVERAGE ANNUAL DAILY TRAFFIC

FUTURE YEAR BUILD ALT 1
SHEET 1 OF 1

NC TIP: P-5731

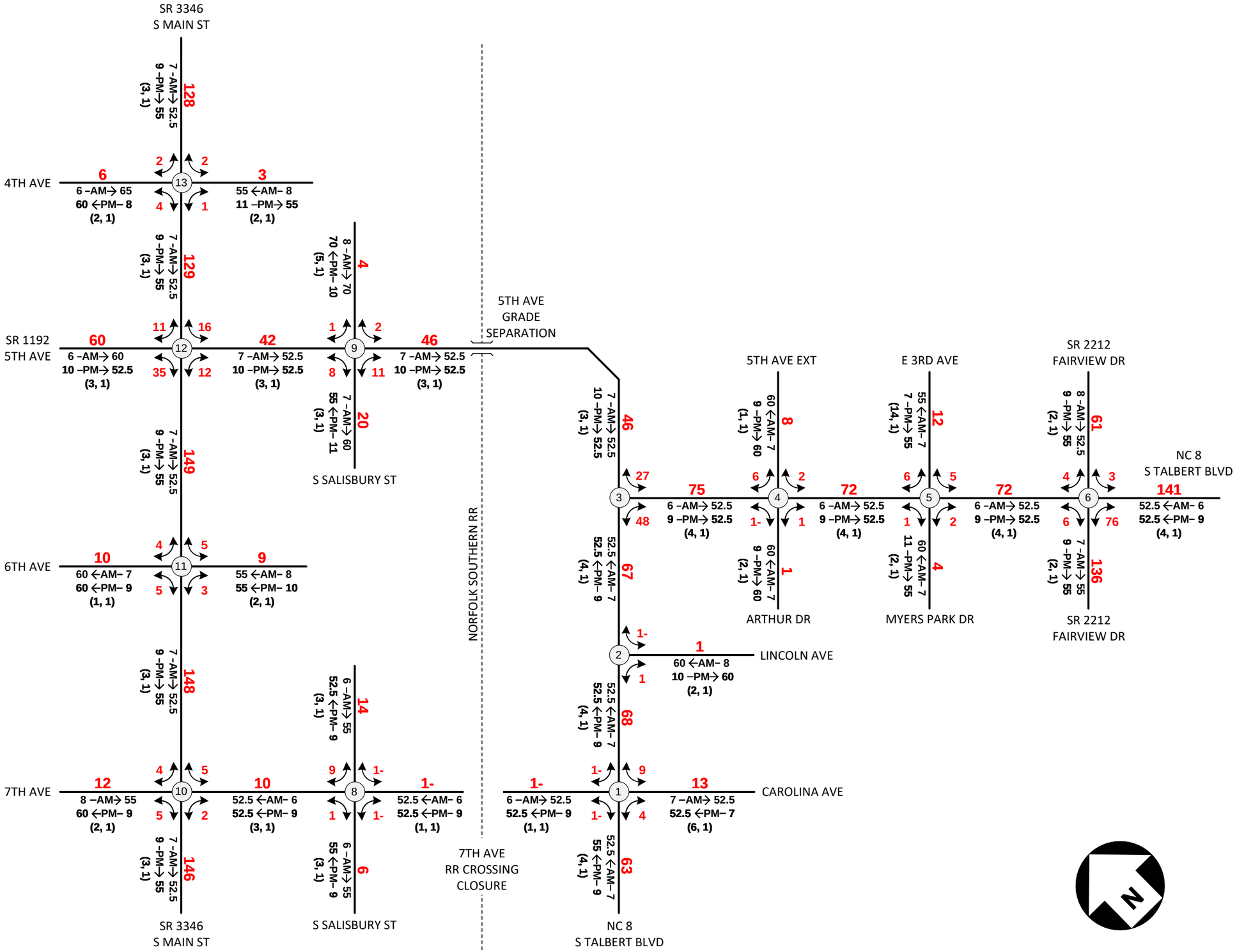
COUNTY: Davidson | **DIVISION:** 9

DATE: September 2021 | **WBS:** 47610.1.1

PREPARED BY: Clearbox Forecast Group

LOCATION: LEXINGTON, NC

PROJECT: CONSTRUCT GRADE SEPARATION IN VICINITY OF 5TH STREET AND CLOSE CROSSING 722306Y IN DOWNTOWN LEXINGTON



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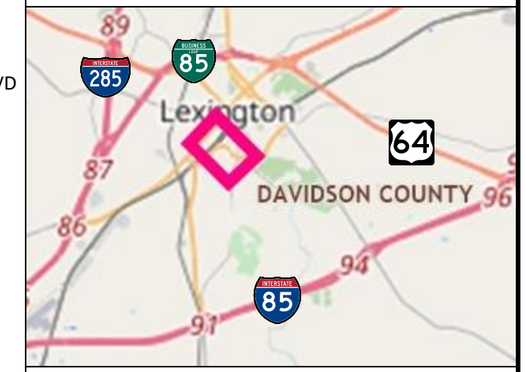

2045 AVERAGE ANNUAL DAILY TRAFFIC

FUTURE YEAR BUILD ALT 2
SHEET 1 OF 1

NC TIP: P-5731

COUNTY: Davidson	**DIVISION:** 9
DATE: September 2021	**WBS:** 47610.1.1

PREPARED BY: Clearbox Forecast Group

LOCATION: LEXINGTON, NC

PROJECT: CONSTRUCT GRADE SEPARATION IN VICINITY OF 5TH STREET AND CLOSE CROSSING 722306Y IN DOWNTOWN LEXINGTON

P-5731

5th Avenue Grade Separation

Project Level Traffic Forecast

Construct grade-separated facility on 5th Avenue between S. Salisbury Street and Talbert Boulevard and close existing E. 7th Avenue railroad crossing 722306Y in Lexington, NC

NCDOT TIP P-5731
Davidson County

September
2021

CLEARBOX

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TABLES

APPENDICES

APPENDICES – CONTINUED

F: ELECTRONIC DATA (PROVIDED IN DIGITAL FORM ONLY)

1.0 Project Background

1.1 Project Description

The North Carolina Department of Transportation (NCDOT) proposes to complete a grade separation of the rail line in Lexington, NC by closing the railroad crossing 722306Y at East 7th Avenue just north of South Talbert Boulevard and constructing a grade-separated extension of East 5th Avenue from South Talbert Boulevard to South Salisbury Street in downtown Lexington. The project is expected to involve the construction of a new bridge over the railroad tracks and a possible realignment of Tanyard Street in the vicinity of South Talbert Boulevard.

This project was identified by a 2011 NCDOT Traffic Separation Study (TSS) in a comprehensive evaluation of traffic patterns and road usage that determines the need for improving and/or eliminating public grade crossings. The current NCDOT 2020-2029 State Transportation Improvement Program (STIP) identifies this project as P-5731, with right-of-way acquisition in fiscal year 2024 and construction in fiscal year 2026.

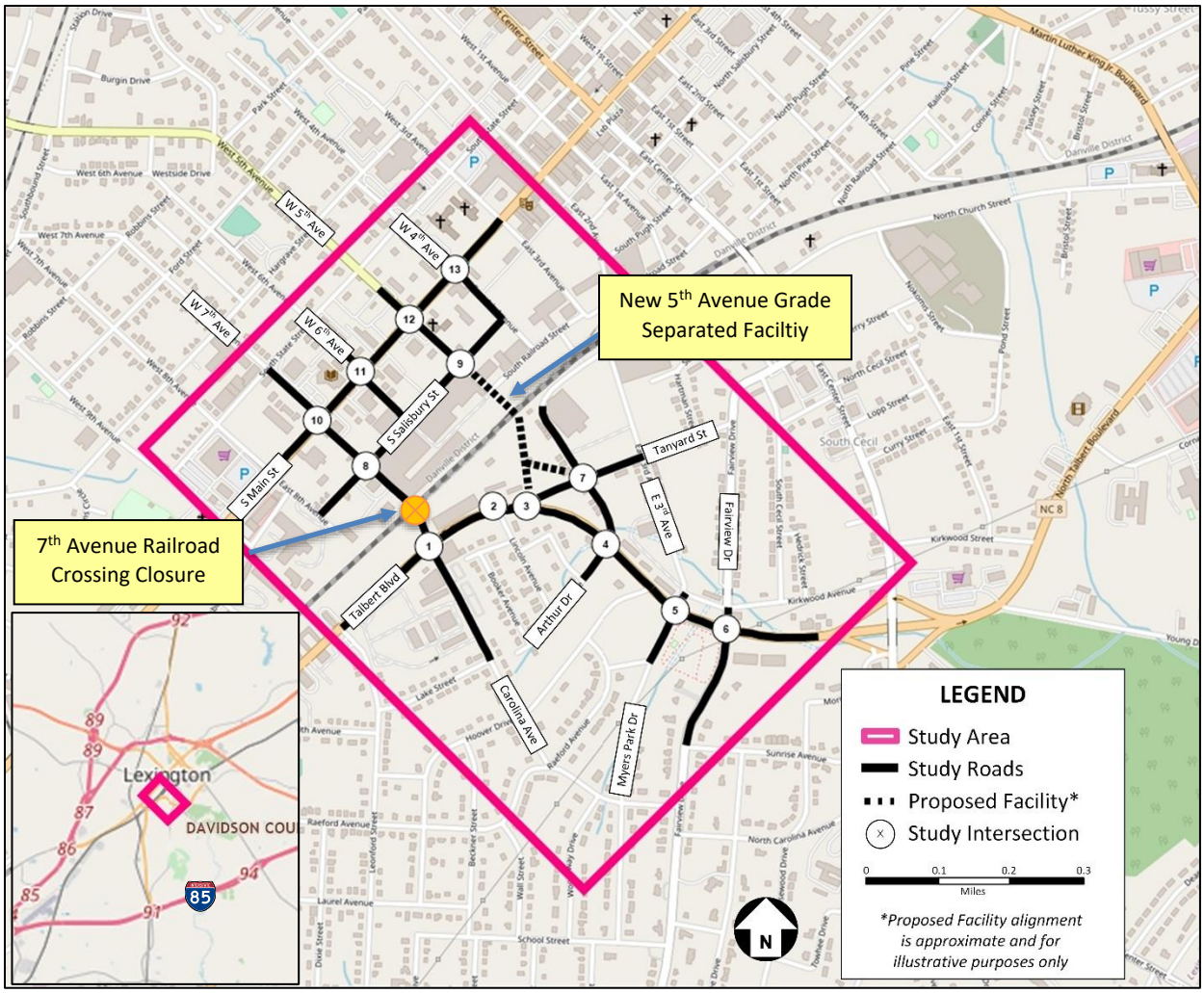
1.2 Forecast Request Information

NCDOT's Rail Division requested the traffic forecast for the project design and development. The scope of work for the traffic forecast, prepared by Clearbox Forecast Group, was finalized in June 2021. This forecast represents 2022 Base Year (BY) No-Build (NB) Traffic Estimates and 2045 Future Year (FY) No-Build and Build (BD) Traffic Estimates.

The purpose of this forecast is to provide a basis for analysis to identify current and future deficiencies in the study area and to support the analysis of the proposed grade separation alternatives. Two alternatives (described in **Section 1.4**) are presented in this forecast.

This report includes background information, forecasting methodology, and traffic forecasts for the subject project. **Figure 1** shows the project area and roads studied.

Figure 1. Study Area



1.3 Traffic Forecast History

No project-level traffic forecasts have been prepared for this project. A Traffic Separation Study was prepared for the 7th Avenue and 15th Avenue Rail Crossings in October 2011 by Parsons Brinckerhoff for the NCDOT Rail Division. This study focused on 2011 existing conditions at the rail crossings and did not consider the entire study area or future conditions. No other project-level traffic forecasts that encompass any portion of the study area have been completed in the past ten years.

1.4 Traffic Forecast Description

This project forecast includes a base year (2022) no-build, a future year (2045) no-build, and two proposed build alternatives for the future year for a total of 4 scenarios, which are further detailed in **Table 1.** Build alternatives are displayed in **Appendix A – Build Alternatives**. Both build alternatives close the 7th Avenue railroad crossing between South Salisbury Street and Talbert Boulevard and construct a new grade-separated facility for 5th Avenue providing a new connection to the east of the

existing connection (shown as a dashed line in **Figure 1**). Build 1 creates a new 3-leg additional intersection at Tanyard Street and the new facility, while Build 2 cul-de-sacs Tanyard Street just east of the new facility.

Table 1. Traffic Forecast Scenarios

Forecast Scenario		Year	Forecast Scenario
1	Base Year No-Build (BYNB)	2022	Existing Road Network
2	Future Year No-Build (FYNB)	2045	Existing Road Network plus 2045 High Point MPO MTP Fiscally-Constrained Projects
3	Future Year Build 1 (FYBD1)	2045	Future Year No-Build plus build new connection on 5th Avenue between Main Street and Talbert Boulevard, close 7th Avenue railroad crossing N of Talbert Boulevard, and connect Tanyard Street to new connection N of Talbert Boulevard.
4	Future Year Build 2 (FYBD2)	2045	Future Year No-Build plus build new connection on 5th Avenue between Main Street and Talbert Boulevard, close 7th Avenue railroad crossing N of Talbert Boulevard, and cul-de-sac Tanyard Street at existing 5th Avenue extension.

This technical memorandum provides traffic design data for estimated volumes including design hourly volumes (k-factors), directional distribution percentages (D-factors), and truck percentages for single-unit (SU) and tractor-trailer-semi-trucks (TTST). Average Annual Daily Traffic (AADT) estimates for study roads in the project area are presented.

For the P-5731 traffic forecast, base year and future year forecasts were developed with considerations such as the historical traffic growth in the area over the past 10-20 years, project specific traffic counts, demographic changes in the area, planned developments, and output from the Piedmont-Triad (PTRM) Travel Demand Model which includes all of Davidson County and represents the High Point MPO 2045 Metropolitan Transportation Plan (MTP). Future Year estimates assume that the fiscally constrained projects (other the proposed facility) in the High Point 2045 MTP are built. In the Base Year and Future Year forecasts, engineering judgment adjustments were applied as needed to develop traffic volumes and balance traffic forecasts through the study area.

1.5 Area Information

The proposed grade separated facility connects Main Street in downtown Lexington to Talbert Boulevard south of the railroad tracks. This new connection provides a safer access point to businesses and homes in the study area compared to the existing 7th avenue railroad crossing, which will be closed with the completion of the project. A 2011 Traffic Separation Study found that the 7th avenue railroad crossing had an exposure index of 119,600, well over NCDOT Rail Division's Rail Grade Separation guideline's threshold of 30,000 for grade separations in urban areas.

The proposed project is just to the west of downtown Lexington, NC. Lexington is the county seat of Davidson County and had a 2020 population of 19,632 per the decennial US Census Bureau. The City is situated between High Point and Salisbury between I-85 and Business I-85/I-285. From the 1930s to 2000, Lexington was known for manufacturing, especially furniture-making. As with manufacturing industry around the state, much of this manufacturing has moved out of the country over the past 20 years. With these closings many jobs have permanently left the downtown Lexington area, leaving many vacant buildings near the railroad line in the project area. With this loss of jobs, population in Lexington dropped from 19,953 in 2000 to 18,931 in 2010 (U.S. Census Bureau). Since 2010, the City population has slowly rebounded to near 2000 population levels.

Historical and future population and employment data was reviewed from the US Census Bureau, the NC Office of State Budget and Management (OSBM), the High Point MPO and the PTRM. **Table 2** shows 1990-2020 population data in the forecast area and historical growth rates and model projections. Both historical and projected population data show modest increases, with historical population growth typically averaging 0.5-0.6% per year and projected PTRM 2017-2045 population growth rates ranging from 0.3% - 0.4% per year.

According to the U.S. Bureau of Labor Statistics, between 2014 and 2019 employment in Davidson County has grown by an average of 1.4%. Employment forecasts between 2017 and 2045 from the PTRM show similar trends, with expected annual employment growth in Davidson County averaging 1.6% and Lexington averaging strong employment growth at 2.6% per year.

Table 2. Historical and Projected Population Data

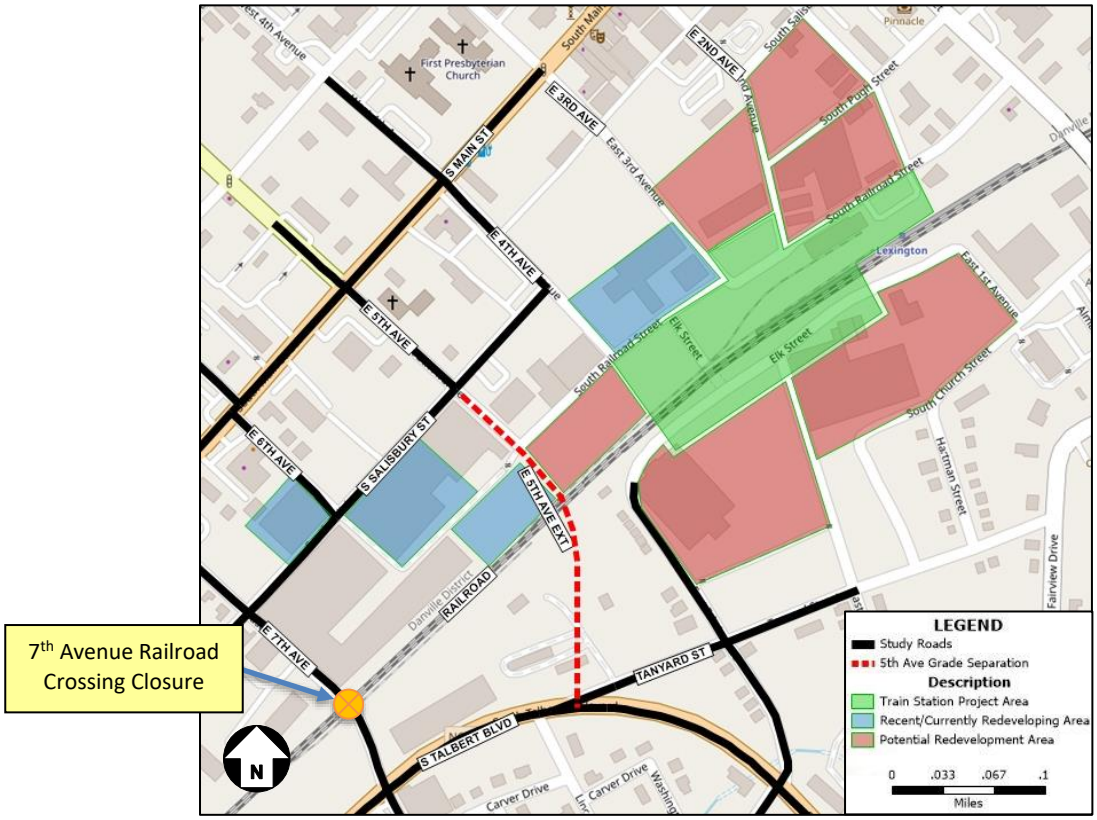
County	Census Population Estimates					Historical Annual Growth Rate		Projected Annual Growth Rate[3]
						5-Year[1]	20-Year[2]	
	1990	2000	2010	2015	2020	2015-2020	2000-2020	2017-2045
Davidson County, NC	126,688	147,246	162,878	163,548	168,930	0.65%	0.69%	0.44%
City/Census Place								
Lexington, NC	16,581	19,953	18,931	19,129	19,632	0.52%	-0.08%	0.32%

(1) Census 2015-2020 Annual Growth Rate (AGR)
(2) Census 2000-2020 AGR
(3) PTRM Model 2017-2045 Population AGR

As **Table 2** shows, Davidson County has historically shown consistent increases in population and employment from decade to decade. Its proximity to both the Triad and Metrolina regions and accessibility through I-85 and US 64 has been attractive to development as the urban area expands along the corridor.

Discussions with the City of Lexington and NCDOT (documented in **Appendix D**) revealed that multiple planned and approved developments already exist in and near the project area. The proposed rail depot/transportation center just to the north of the study area could have a measurable impact on growth in the study area along with downtown Lexington. Formerly vacant buildings within the study area are already seeing redevelopment as retail, recreational, and office buildings. New establishments such as the Bull City Ciderworks, the Goose and the Monkey Brewhouse and City Fitness are likely to serve as anchors for a revitalized area which formerly thrived as a furniture manufacturing area. **Figure 2** shows proposed plans from the City for the redevelopment of the train depot area in relationship to the new 5th Avenue grade separated facility.

Figure 2. Lexington Train Depot Development Area



While projected 2045 PTRM growth aligns well with the approved developments and recent growth data from 2015-2020, additional household growth is expected in the study area as current trends point to more urban infill and redevelopment. Lexington has a draft Depot District Master Plan that envisions the majority of the project area redeveloping as a vibrant mix of retail, office, residential and open space. This information along with site-specific impacts of developments in the study area were considered during the development of the future year traffic estimates along with historic trends and the PTRM growth projections.

1.6 Route Information

The study area extends from 7th Avenue to the west and 4th Avenue and Fairview Road to east, and Main Street to the north and Talbert Blvd to the south. Within the study area roads are primarily local and

minor arterial/collector roads which connect to larger roads just outside the study area such as I-85, Business I-85 and NC 8. The routes studied are listed below in **Table 3**.

Table 3. Roadways Studied

Route	NCDOT Route Designation	NCDOT Functional Classification	Access Control	Typical Section	Posted Speed (mph)
Main Street	Secondary	Other Principal Arterial	None	4-lane undivided	35
Talbert Blvd	NC	Minor Arterial	None	2-lane undivided	35
Fairview Road	Secondary	Minor Arterial	None	2-lane undivided	35
S. Salisbury Street	City	Local Road	None	2-lane undivided	35
4th Avenue	City	Local Road	None	2-lane undivided	35
5th Avenue	Secondary	Major Collector	None	2-lane undivided	35
6th Avenue	City	Local Road	None	2-lane undivided	35
7th Avenue/Carolina Avenue	City	Local Road	None	2-lane undivided	35
Lincoln Avenue	City	Local Road	None	2-lane undivided	35
Tanyard St	City	Local Road	None	2-lane undivided	35
E 5th Ave Ext/Arthur Drive	City	Local Road	None	2-lane undivided	25
E 3rd Ave Ext/Myers Park Dr	City	Local Road	None	2-lane undivided	35

1.7 Future Area Roadway Improvements

There are no other planned roadway improvements in the project study area. The most notable improvement outside of the project area is the Westside/NC 8 Bypass (NCDOT STIP #U-2545) which will widen to a median divided multi-lane facility, partially on new location, from S. Main Street to Fairview Drive in Lexington. This project, along with the US 64 widening projects (NCDOT STIP #R-3602 B/C) are programmed in the 2035 horizon year in the 2045 Metropolitan Transportation Plan (adopted 12/9/2020) and are not funded in the 2020-2029 STIP. These projects, shown in **Table 4,** are included in the Future Year No-Build and Build alternative scenarios in the 2045 PTRM analysis.

Table 4. Future Roadway Projects

Project	Segment	TIP ID	Description
Westside Bypass (NC 8)	S. Main Street to Fairview Drive	U-2545	Widen to four lane-divided cross section with bicycle and pedestrian amenities. *Unfunded/2035 MTP Horizon Year.*
US 64	US 601 South of Mocksville to US 52 in Lexington	R-3602B	Widen to Multi-Lanes and Upgrade interchange at US 52. Section B: US 64 from Davie County Line to US 52 in Lexington. *Unfunded/2035 MTP Horizon Year.*
US 64 /Bus. 85/29/70	US 601 South of Mocksville to US 52 in Lexington	R-3602C	Widen to Multi-Lanes and Upgrade interchange at US 52. Section C: US 64 at US 29/70 in Lexington. *Unfunded/2035 MTP Horizon Year.*

2.0 Sources of Information and Data

2.1 Related Forecasts

No project-level traffic forecasts have been completed in the past ten years and therefore were not considered in the development of this forecast.

2.2 Historical AADT

Historical AADT between 1999 and 2019 was considered while preparing this forecast. **Appendix B - Historical AADT** contains the complete 20-year history.

2.3 Field Data Collection

The roads used in the forecast represent a simplified version of the transportation system in the study area. The forecast includes only key roads and intersections. **Figure 3** shows the 10 intersections and 3 roadway segments where traffic data was collected. Turning movements for three study area intersections (Intersections 2, 4, and 7 in **Figure 1**) with low side street volumes were estimated without count collection.

Count data was collected in the summer of 2021 for the traffic estimates. Traffic counts, listed in **Table C.1. in Appendix C**, were taken in June and July of 2021 by Quality Counts. Tube counts were over a 48-hour period and collected volume, classification and speed data by direction and hour. Classification was provided in the standard FHWA classification system. Turning movement counts were over 13 hours (6:00 AM to 7:00 PM) and reported in 15-minute increments.

Conversion of field data to AADT was completed using seasonal factor data from NCDOT Traffic Survey Group for ATR Group 1 shown in **Table C.1**. For 48-hour counts, seasonal factors were developed using the days of the week that each tube count was taken. Axle factors were not required since all mainline counts provided classification data.

2.4 Field Investigation

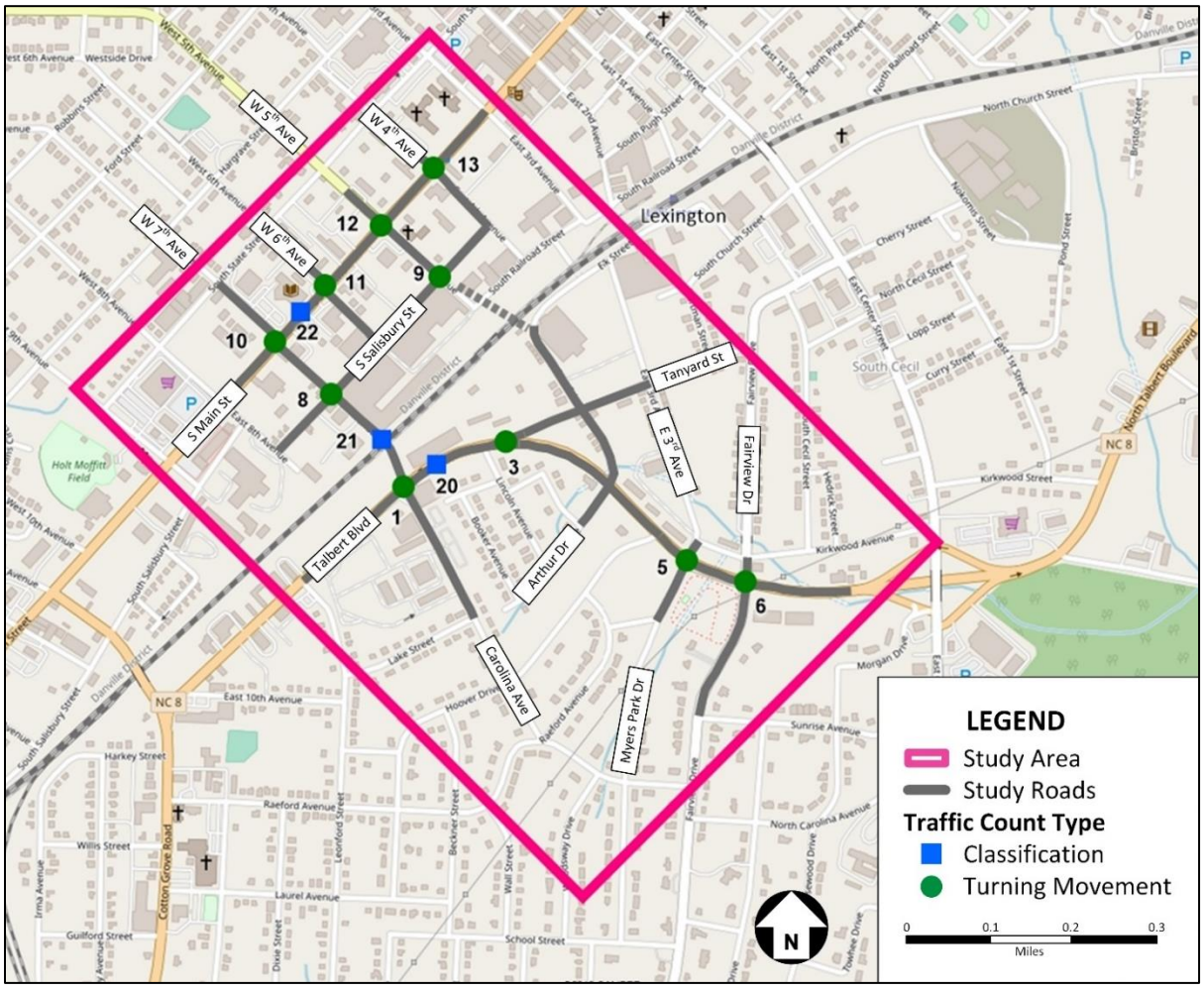
A field trip to observe current conditions was taken on July 1st, 2021. Roadway cross-sections, truck traffic and development patterns were noted in the study area. It was noted that the City of Lexington has multiple buildings including Public Works located on Carolina Avenue just south of Talbert Boulevard, and many work vehicles pass through the study area using the current 7th Avenue railroad crossing. It was also noted that redevelopment has begun in the area that used to contain furniture manufacturers, including a new brewery, a new cidery, a new fitness center, and a new outdoor music venue between 3rd Avenue and 7th Avenue along S. Salisbury Street.

2.5 Information from Project Stakeholders

Local stakeholders were interviewed in August of 2021 to provide insight regarding this project, other projects in the vicinity, development patterns, travel demand model updates, and land use plan updates. The most notable takeaway of the interviews is the redevelopment of closed factories in the

study area along with the proposed train depot. The lists of contacted stakeholders and interview responses are provided in **Appendix D**.

Figure 3. Collected Count Data Locations



2.6 Other Sources

In addition to the collected field data and information from stakeholders, the following data sources were used:

- High Point 2045 Metropolitan Transportation Plan
- US Census Bureau Population Estimates, 2000-2020
- US Bureau of Labor Statistic County Employment Estimates, 2020
- Traffic Separation Study for 7th Avenue and 15th Avenue, 2011
- Lexington Multi-Modal Train Station Finding of No Significant Impact Report, 2017
- Lexington *Draft* Depot District Master Plan, 2021
- NCDOT yearly AADT estimates, 1999-2019
- NCDOT Traffic Survey Group MS2 Traffic Portal Data

3.0 2022 Base Year No-Build Traffic Forecast

3.1 Assumptions

The current conditions and existing roadway network were used to develop the 2022 Base Year No-Build network. No other changes to the network were included. Study intersections are listed in **Table 4**.

3.2 Methodology

2022 Base Year No-Build volumes were estimated using field-collected traffic count data, current and historical AADT estimates and engineering judgment. 48-hour mainline classification counts and 13-hour turning movement counts were expanded, annualized, and compared with other count data sources to serve as a basis for the no-build estimates. Seasonal adjustment factors, which vary by facility type, day of week, and month of year, provide adjustments to annualize the project-specific counts. These seasonal factors are included in **Table C.1.** in **Appendix C**.

Turning movement counts (TMC) were expanded from 13 hours to 24 hours using factors provided by NCDOT along with expansion factors derived from tube count data taken at the same time as the turning movement counts. **Table 4** lists the expansion factors used for each intersection. These factors are multiplied by the 13-hour count (6 AM – 7 PM) to estimate a 24-hour count. **Table C.2.** in **Appendix C** presents the TMC expansion factors provided by the NCDOT Traffic Survey Group. A map of study intersections can be found in **Figure 1**.

Table 4. Study Intersections

Intersection	Count ID	Count Location	TMC Expansion Factor[1]
1	15483501	S Talbert Blvd/NC 8 and E 7th Ave/Carolina Avenue	1.2120
2	-	S Talbert Blvd/NC 8 and Lincoln Avenue	-
3	15483503	S Talbert Blvd/NC 8 and Tanyard St	1.2120
4	-	S Talbert Blvd/NC 8 and Arthur Drive/ E 5th Avenue	-
5	15483505	S Talbert Blvd/NC 8 and Myers Park Dr	1.2120
6	15483506	S Talbert Blvd/NC 8 and Fairview Dr	1.2120
7	-	Tanyard St and E 5th Avenue Extension	-
8	15483513	S. Salisbury St and E 7th Ave	1.2040
9	15483508	S. Salisbury St and E 5th Ave	1.2279[2]
10	15483509	S Main Street and E 7th Avenue	1.2210
11	15483510	S Main Street and E 6th Avenue	1.2210
12	15483511	S Main Street and E 5th Avenue	1.2210
13	15483512	S Main Street and E 4th Avenue	1.2210

Notes:

1. Site-specific 13-24 hour expansion factors were developed for project intersections using 48-hour tube count data collected at the time of the turning movement counts on S Talbert Blvd, S Main Street and E 7th Avenue unless otherwise noted.
2. This intersection used 13-24 expansion factor from NCDOT Traffic Survey Group data.

The NCDOT Traffic Forecast Utility (TFU) was utilized to determine the validity of approach volumes, turn volumes, and design factors for each intersection in the forecast. Based on this analysis and engineering judgement, small adjustments were made to the data to provide balanced forecast data. This can then be converted to peak hour volumes using NCDOT's Intersection Breakout Tool. The balanced Base Year No-Build Estimates were compared to current and historical AADT data to determine if the estimates appropriately matched other data sources.

Table E.1. in **Appendix E** presents the 2022 Base Year No-Build estimates along with 2015-2019 NCDOT AADT data and project specific/supplemental counts.

3.3 Design Factors

2022 design factors are based upon classification and turning movement counts taken during field data collection. Design factors needed for the traffic estimate include:

Truck Percentages – Overall truck percentages are broken into two NCDOT standard groupings – Duals (single-unit trucks with at least one dual-tired axle) and TTSTs (multi-unit trucks with single or twin trailers). Truck percentages are based on classification count data, turning movement count data (which included truck information for each approach) and NCDOT classification counts. Percentages are rounded to the nearest integer and a minimum of 1% Duals and 1% TTST were used for design purposes. Truck percentages selected for the 2022 No-Build estimate can be found in **Table E.2.** in **Appendix E.**

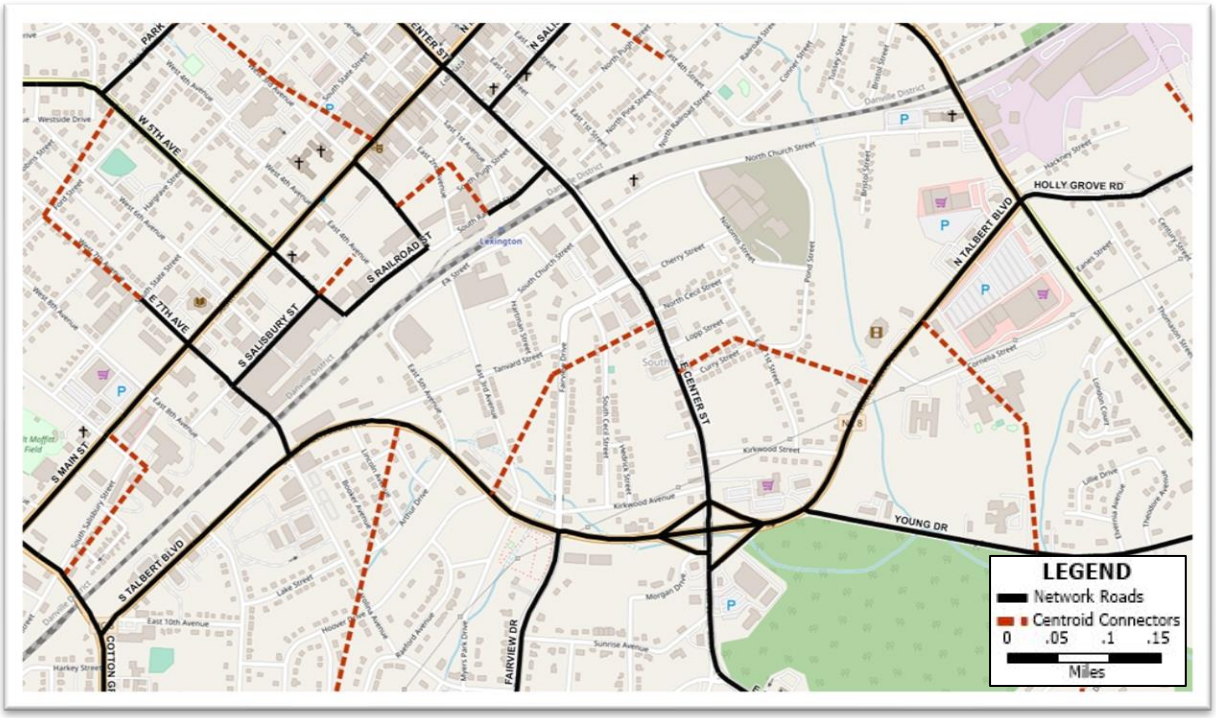
Peak Hour Factor (K) – The peak hour (K) factor is based on the percentage of AADT that occurs during the AM and PM peak hours of the day. The K factor is calculated by dividing the highest hourly volume during the morning and evening peaks by the daily average. AM and PM Peak hour factors selected for the 2022 No-Build estimate can be found in **Tables E.3. and E.4.** in **Appendix E**, respectively**.**

Directional Distribution (D) – Directional distribution is based on the direction of flow during the highest observed hourly data for mainline counts and turning movement counts during the AM and PM peaks. In some locations, design factors were revised for better continuity through the corridor and to meet satisfactory conditions in the TFU. Directional percentages were rounded to the nearest 2.5% increment with a minimal directional percentage of 52.5%. AM and PM Directional distribution factors selected for the 2022 No-Build estimate can be found in **Tables E.5. and E.6.** in **Appendix E**, respectively**.**

4.0 Model Data

The Piedmont-Triad Regional Model (PTRMv5.2, February 2021), was the main tool used to develop this forecast. The PTRM model utilizes TransCAD (version 8), has a 2017 base year and 2045 future year and provides output of average weekday daily traffic (AWDT). The PTRM model network for the High Point MPO 2045 MTP was used and includes fiscally constrained future projects and the most up-to-date land use forecasts. **Figure 4** shows a representation of the model network in the study area. The subject project and associated improvements were not included in the No-Build alternatives.

Figure 4. PTRM Model Network Representation in Study Area



A comparison of the model volumes and AADTs in the area show that the model reasonably estimates traffic in the study area. Differences that occur between AADT and the model volumes were considered when utilizing the model to prepare base and future year estimates. While the base year forecast is for 2022, the model represents 2017 conditions, and natural fluctuations in volumes had to be considered when preparing the forecast. **Table E.7.** in **Appendix E** compares the 2017 model calibration to AADT, 2022 no-build volumes, 2040 model volumes, and 2045 no-build forecast volumes.

5.0 2045 Future Year No-Build Traffic Forecast

5.1 Assumptions

The 2045 No-Build scenario assumes that the MTP projects incorporated in the PTRM 2045 model are in place and the existing 7th Avenue crossing is in place in the project area.

5.2 Methodology

2045 No-Build AADT estimates were prepared using growth rates derived from the PTRM 2017 and 2045 models along with projected historical AADT data. Historical growth was calculated using linear regression for 10- and 20-year time periods. Model growth was calculated using the following compound annual growth rate (CAGR) formula:

$$\textbf{CAGR} = ((\text{Future Volume}/\text{Base Volume})^{1/(\text{Future Year}-\text{Base Year})})-1$$

Growth in the study area was also compared with absolute 2045 model volumes for reasonableness.

Local stakeholders identified planned developments (discussed in **Appendix D**) and indicated that, in general, the 2045 PTRM captures the projected development in the area. Therefore, the model volumes were used as a primary indicator of traffic growth rates along with local knowledge of planned developments and urban infill in the project area.

Unbalanced AADT were balanced using the NCDOT TPD Intersection Analysis Breakout Tool. AADT adjustments were made based on knowledge of existing land use and engineering judgement, resulting in adjusted growth percentages in the project forecast.

5.3 Design Factors

Based on a review of the forecasted volumes and growth in the study area, design factors for the 2045 No-Build are assumed to be the same as the 2022 No-Build, including truck percentages (Duals, TTST), peak K-factors, and directional factors.

5.4 Future Year No-Build Results

Future year No-Build volumes with historic growth rates, model growth rate, and chosen growth rates are presented in **Table E.8.** in **Appendix E**.

6.0 2045 Future Year Build Traffic Forecast

6.1 Assumptions

The 2045 FY Build scenarios assume that the MTP projects incorporated in the PTRM 2045 model are in place. The 2045 FY Build scenarios assume that the existing 7th Avenue RAILROAD crossing just south of S. Salisbury Street is closed and a new grade-separated RAILROAD crossing is constructed on 5th Avenue to connect S Salisbury Street and Talbert Boulevard in the vicinity of Tanyard Street. Build Alternatives 1 and 2 vary in how the 5th Avenue extension connects to Talbert Blvd and Tanyard Street, as depicted in Appendix A. One PTRM Build alternative was used to model the FY Build Scenarios and difference in

project alternative volumes were estimated off-model. Future Year Build estimates are provided for the two build scenarios described in **Table 1**.

6.2 Methodology

The general development methodology of the 2045 FY Build scenarios included the following steps:

1) Model diversions were calculated using 2045 PTRM model daily volumes with and without the proposed project build. Knowledge of the study area and the road network/land use in the model were used to determine if the diversion percentages were reasonable.
2) Model diversion percentages were applied to the 2045 FYNB AADT volumes to develop unbalanced FY Build AADT estimates.
3) Unbalanced AADT were balanced using the NCDOT TPD Intersection Analysis Breakout Tool. AADT adjustments were made based on knowledge of existing land use and engineering judgement, resulting in adjusted diversion percentages along with assumed diversion percentages for roads not in the model network.

6.3 Design Factors

Design factors for the 2045 FY Build AADT are assumed to be the same as the 2045 FY No-Build, including truck percentages (Duals, TTST), peak K-factors, and directional factors. Some small sections of roadways in each build alternative may have a change in direction distribution as shift in traffic occur due to the inclusion of the project, especially along 5th Avenue and 7th Avenue where the connection across the railroad tracks moves.

6.4 Future Year Build Results

Table E.9. provides the 2045 FY Build AADT estimates for each scenario, along with model diversion percentages and applied diversion percentages.

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APPENDICES

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APPENDIX A

Build Alterrnatives

ALT. 1

Legend

- Proposed Horizontal Alignment
- 8 — NC Highway Label
- 3346 — State Road Label
- NC Highway
- State Road
- Railroad
- Grade Separation
- Rail Crossing To Be Removed
- # — Traffic Request Intersection

Traffic Request Map
P-5731

MAY 2021	DAVIDSON COUNTY

0 150 300 600 Feet

Lexington

1192 · 3346 · 1243 · 2212 · 8

S. Main St. · E. 4th Ave. · E. 5th Ave. · E. 6th Ave. · E. 7th Ave. · S. Salisbury St. · E. 5th Ave. · Tanyard St. · Fairview Dr. · E. 3rd Ave. · S. Talbert Blvd. · Carolina Ave. · Lincoln Ave. · Arthur Dr. · Myers Park Dr.

N

ALT. 2

Legend

- Proposed Horizontal Alignment
- 8 — NC Highway Label
- 3346 — State Road Label
- NC Highway
- State Road
- Railroad
- Grade Separation
- Rail Crossing To Be Removed
- # — Traffic Request Intersection

Traffic Request Map
P-5731

MAY 2021	DAVIDSON COUNTY

0 150 300 600 Feet

Lexington

1192 · 3346 · 1243 · 2212 · 8

S. Main St. · E. 4th Ave. · E. 5th Ave. · E. 6th Ave. · E. 7th Ave. · S. Salisbury St. · E. 5th Ave. · Tanyard St. · Fairview Dr. · E. 3rd Ave. · S. Talbert Blvd. · Carolina Ave. · Lincoln Ave. · Arthur Dr. · Myers Park Dr.

N

APPENDIX B

Historical AADT Data

Table B.1. NCDOT Historic AADT Counts, 1999-2019

Location	Station ID	ATR Group	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999	2019-2009	2019-1999
5th Ave W of S Main St	0290000390	1	5,100		4,700		5,000		4,900		4,300		4,500		4,200		5,200		4,900		5,300		6,600	1.30%	-0.92%
S Main Street N of 4th Ave	0290000179	1		8,400		15,000				11,000		9,600	9,800	11,000	9,500	9,300	9,600	9,100	9,500	10,000	11,000	9,700	11,000	1.24%	0.60%
S Main Street N of 7th Ave	0290000778	1	14,000		12,000		14,000		13,000		13,000		15,000	17,000	13,000	13,000	14,000	13,000	14,000	14,000				-0.74%	-0.29%
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave	0290000782	1		4,900	5,500	5,600	6,500	5,700	6,000	6,100	6,200	6,700		8,600		7,600		8,600		9,300				-2.74%	-3.69%
NC 8/Talbert Blvd E of Fairview Drive	0290000781	1		12,500	11,000		14,000		12,000	12,000	12,000	12,000	14,000		13,000		15,000		16,000					-0.64%	-1.72%
Fairview Dr N of NC 8/Talbert Blvd	0290000387	1				7,300		5,200		4,900		4,600				6,500		6,500		6,900	6,800		6,400	8.08%	-1.00%
Fairview Dr S of NC 8/Talbert Blvd	0290000384	1	11,500		11,000		14,000		11,000		10,000		12,000		12,000		13,000		13,000		13,000		13,000	0.43%	-0.69%

APPENDIX C

Traffic Count Data

Table C.1. Collected Traffic Count Data

Forecast Intersection	Count Location	Count Type	Date(s) Collected	County	ATR Group	Seasonal Adjustment Factor (1)
Between 1 & 2	Talbert Blvd Between Carolina Ave and Lincoln Ave	Classification	6/30/2021, 7/8/2021	Davidson	1	0.97, 0.96
Between 1 & 8	East 7th Avenue Between Talbert Blvd and Salisbury St	Classification	6/30/2021, 7/8/2021	Davidson	1	0.97, 0.96
Between 10 & 11	S Main Street Between 7th Ave and 6th Ave	Classification	6/30/2021, 7/8/2021	Davidson	1	0.97, 0.96
1	S Talbert Blvd/NC 8 and E 7th Ave/Carolina Avenue	TMC	7/8/2021	Davidson	1	0.96
3	S Talbert Blvd/NC 8 and E 5th Avenue Extension	TMC	7/8/2021	Davidson	1	0.96
5	S Talbert Blvd/NC 8 and Myers Park Dr	TMC	7/8/2021	Davidson	1	0.96
6	S Talbert Blvd/NC 8 and Fairview Dr	TMC	7/8/2021	Davidson	1	0.96
8	S. Salisbury St and E 5th Ave	TMC	7/8/2021	Davidson	1	0.96
9	S. Salisbury St and E 5th Ave	TMC	7/8/2021	Davidson	1	0.96
10	S Main Street and E 7th Avenue	TMC	7/8/2021	Davidson	1	0.96
11	S Main Street and E 6th Avenue	TMC	7/8/2021	Davidson	1	0.96
12	S Main Street and E 5th Avenue	TMC	7/8/2021	Davidson	1	0.96
13	S Main Street and E 4th Avenue	TMC	7/8/2021	Davidson	1	0.96

(1) Classification counts display first day's seasonal adjustment factor followed by the seasonal adjustment factor of the second day.

Table C.2. 13 Hour Expansion Factors, Turning Movement Counts

HOUR	INTERSTATE	US	NC	SR	CITY STREETS
1:00:00 AM	0.8%	0.4%	0.4%	0.4%	0.4%
2:00:00 AM	0.7%	0.3%	0.3%	0.3%	0.3%
3:00:00 AM	0.7%	0.4%	0.4%	0.3%	0.3%
4:00:00 AM	1.0%	0.6%	0.7%	0.5%	0.5%
5:00:00 AM	1.9%	1.8%	1.9%	1.5%	1.5%
6:00:00 AM	4.4%	4.4%	4.5%	4.0%	4.0%
7:00:00 AM	6.6%	7.0%	7.2%	7.8%	7.8%
8:00:00 AM	5.9%	5.9%	5.9%	5.8%	5.8%
9:00:00 AM	5.3%	5.4%	5.3%	4.7%	4.7%
10:00:00 AM	5.3%	5.5%	5.3%	4.7%	4.7%
11:00:00 AM	5.5%	5.8%	5.9%	5.4%	5.4%
12:00:00 PM	5.7%	6.1%	6.3%	6.1%	6.1%
1:00:00 PM	5.9%	6.2%	6.1%	6.1%	6.1%
2:00:00 PM	6.4%	6.7%	6.8%	6.7%	6.7%
3:00:00 PM	7.0%	7.5%	7.6%	7.5%	7.5%
4:00:00 PM	7.4%	8.1%	8.1%	8.0%	8.0%
5:00:00 PM	7.5%	8.2%	8.1%	8.3%	8.3%
6:00:00 PM	5.8%	6.0%	5.8%	6.3%	6.3%
7:00:00 PM	4.3%	4.2%	4.1%	4.8%	4.8%
8:00:00 PM	3.5%	3.3%	3.2%	3.8%	3.8%
9:00:00 PM	3.0%	2.6%	2.5%	3.0%	3.0%
10:00:00 PM	2.3%	1.9%	1.8%	2.0%	2.0%
11:00:00 PM	1.8%	1.2%	1.2%	1.4%	1.4%
Totals	100%	100%	100%	100%	100%

% of Daily in 13 Hours [1]	78.9%	82.6%	82.9%	81.4%	81.4%

NCDOT Expansion Factor	1.268	1.211	1.206	1.228	1.228
Calculated P-5731 Expansion Factor [2]			1.212	1.221	1.204

(1) Sum of 6 AM to 7 PM Percentages

(2) Based on 48-Hour Project Tube Counts collected June/July 2021

APPENDIX D

Local Contact Information

Appendix D.1. Local Contact Information

Name	Position	Organization	Email
Greg Venable	Transportation Planning Administrator	High Point MPO	greg.venable@highpointnc.gov
Chip Vanderzee	Assistant City Manager	City of Lexington	SVanderzee@LexingtonNC.gov
Tammy Absher	Business and Community Development Director	City of Lexington	tvabsher@lexingtonnc.gov
Michael Abuya	MPO Coordinator	NCDOT TPD	mrabuya@ncdot.gov
Matthew Potter	Project Development Engineer Consultant	NCDOT – Planning & Development Branch	mwpotter@ncdot.gov
Pat Ivey	Division Engineer	NCDOT - Highway Division 9	pivey@ncdot.gov
Fred Haith	Division Planning Engineer	NCDOT - Highway Division 9	fdhaith1@ncdot.gov

APPENDIX D.2.

PROJECT INTERVIEW RESPONSES

5TH AVENUE GRADE SEPARATION, LEXINGTON NC

Transportation Information:

The most notable transportation project is the proposed Lexington Rail Station and Transportation Center, which is just to the North of the proposed 5th Avenue grade separation facility. Planning for the $25 development is well under way and would provide connections to Amtrak and PART services in a new downtown Lexington facility. It is anticipated that completion of the facility would create more development opportunities in downtown Lexington and would include planned improvements and connectivity to the new 5th Avenue grade separated facility.

No other roadway projects are proposed in the study area. The closest notable roadway project outside the study area is U-2545, known as Westside Bypass, which is to create a median divided multi-lane facility, part on new location from S. Main Street to Fairview Drive in Lexington.

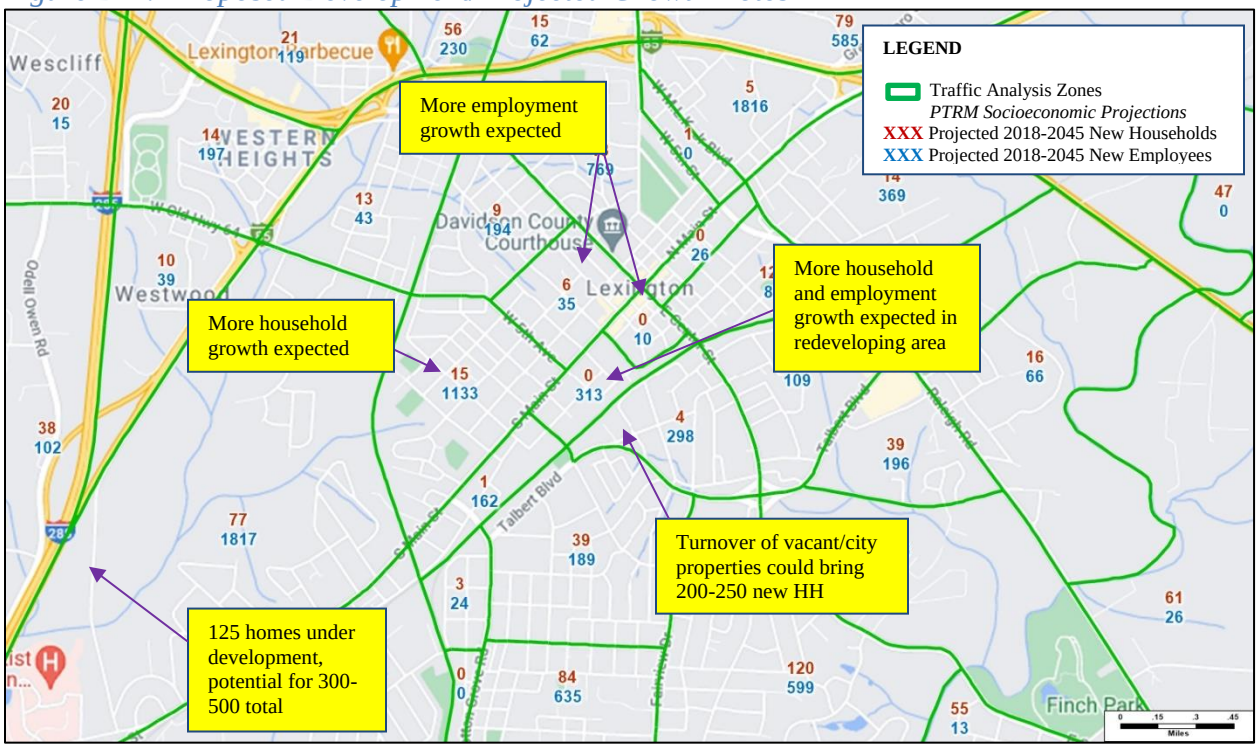
Development Information:

The project area is situated in an area of Lexington that used to prominently feature furniture manufacturing and other light industrial businesses. These buildings, which have been mostly vacant for a varying number of years, are beginning to redevelop as retail, office, and multi-family residential. In recent years, a new brewery, and new cidery, and a fitness center have opened between 7th avenue and 5th avenue in the project area.

Downtown Lexington is projected to see more housing and employment development throughout the study area as well as the area south of Business I-85 to I-85. A review of the model data (shown in **Figure D-1** with notes) shows that projected 2018 to 2045 employment growth in the area generally looks reasonable while the projected household growth is likely low based on known and planned developments, including:

- Additional households and employment are expected in the immediate study area as the closed furniture factories redevelop. There are 3 old buildings south of Main Street/east of 7th avenue with 20 condominium units planned plus potential for an additional 90 apartments.
- New employment is expected in the proposed rail depot area along with downtown Lexington (Center and Main area).
- Development is expected just south of the railroad line to the east of the proposed 5th avenue grade-separated facility. There are 3 city properties that may be sold, and up to 200-250 new homes/apartments could be built in the area north of Tanyard/east of 5th/west of Center Street.
- North of the hospital (Wake Forest Baptist Health) there are 125 homes under development with plans of 300-500 total new homes.

Figure D-1. Proposed Development/Projected Growth Notes



APPENDIX E

Traffic Forecast Tables

Table E.1. Historic AADT and 2022 Base Year No-Build Forecast Data

Forecast Location	NCDOT Historic Count Data [1]					AADT Extrapolated to 2022[2]	NCDOT 2021 Count Data [3]	Project Specific Count Data [4] [5]		BY NB Forecast Volume
	2015	2016	2017	2018	2019			TMC[6]	Mainline	2022 NB
4th Ave W of S Main St								600		600
4th Ave E of S Main St								140		100
5th Ave W of S Main St	5,000		4,700		5,100	4,400	5,100	4,500		4,700
5th Ave E of S Main St								1,200		1,100
5th Ave E of S Salisbury Street								900		1,000
5th Ave Ext W of Tanyard St								-		100
5th Ave Ext N of NC 8/S Talbert Blvd								-		100
6th Ave W of S Main Street								800		800
6th Ave E of S Main Street								700		700
7th Ave W of S Main St								1,000		1,000
7th Ave E of S Main St								1,400		1,400
7th Ave E of S Salisbury Street								2,300	2,300	2,300
7th Ave W of NC 8/S Talbert Blvd								2,300		2,300
Carolina Ave W of NC 8/S Talbert Blvd								1,100		1,100
S Main Street N of 4th Ave		15,000		8,400		11,000		9,600		10,000
S Main Street N of 5th Ave								9,800		10,100
S Main Street N of 6th Ave								12,300		12,700
S Main Street N of 7th Ave	14,000		12,000		14,000	12,700	13,500	12,500	11,900	12,800
S Main Street S of 7th Ave								11,800		12,200
S Salisbury St N of 5th Ave								170		200
S Salisbury St S of 5th Ave								1,100		1,100
S Salisbury St N of 7th Ave								1,000		1,000
S Salisbury St S of 7th Ave								600		700
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave	6,500	5,600	5,500	4,900		4,600	5,400	5,400		5,400
NC 8/Talbert Blvd S of Lincoln Ave								5,900	6,100	6,000
NC 8/Talbert Blvd N of Lincoln Ave								5,900		5,900
NC 8/Talbert Blvd W of Arthur Drive								5,200		5,200
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr								5,500		5,400
NC 8/Talbert Blvd W of Fairview Drive								5,500		5,500
NC 8/Talbert Blvd E of Fairview Drive	14,000		11,000	12,500		11,700	12,100	11,000		11,000
Tanyard St N of 5th Ave Ext								-		900
Tanyard St N of NC 8/Talbert Blvd								700		700
Lincoln Ave E of NC 8/S Talbert Blvd								-		100
Arthur Dr S of NC 8/ Talbert Blvd								-		100
E 3rd Ave N of NC 8/Talbert Blvd								460		600
Myers Park Drive S of NC 8/Talbert Blvd								260		300
Fairview Dr N of NC 8/Talbert Blvd		7,300				5,200		5,000		5,000

Table E.1. Historic AADT and 2022 Base Year No-Build Forecast Data

Forecast Location	NCDOT Historic Count Data [1]					AADT Extrapolated to 2022[2]	NCDOT 2021 Count Data [3]	Project Specific Count Data [4] [5]		BY NB Forecast Volume
	2015	2016	2017	2018	2019			TMC[6]	Mainline	2022 NB
Fairview Dr S of NC 8/Talbert Blvd	14,000		11,000		11,500	11,000	11,700	10,700		10,900

Notes:

(1) Historic AADT counts prior to 2015 can be found in Appendix F (Digital Data)

(2) Historic AADT was extrapolated to 2022 utilizing projections from the NCDOT Traffic Forecast Utility Tool. The extrapolation calculations were based on 10 and 20 Year NCDOT historic AADT data trends from 1999-2019.

(3) Project specific count data was collected June 2021 - July 2021

(4) Project specific counts were factored to AADT values using Seasonal adjustment factors and an assumed 1% growth between 2021 and 2022.

(5) Turning Movement Counts were expanded from 13 hours to 24 hours using Project and NCDOT expansion factors shown in Appendix Table C.2.

Table E.2. 2022 Base Year No-Build Design Data - Truck Percentages

Forecast Location	Previous Forecasts (1)		Project Specific Count Data			NCDOT TSG Data(2)	Selected 2022 BY NB Value
	Truck %	TIP Project	TMCs	Mainline			
4th Ave W of S Main St			(1, 0)				(2, 1)
4th Ave E of S Main St			(2, 0)				(2, 0)
5th Ave W of S Main St			(2, 0)				(3, 1)
5th Ave E of S Main St			(3, 1)				(3, 1)
5th Ave E of S Salisbury Street			(2, 1)				(3, 1)
5th Ave Ext W of Tanyard St			-				(2, 0)
5th Ave Ext N of NC 8/S Talbert Blvd			-				(2, 0)
6th Ave W of S Main Street			(1, 0)				(1, 0)
6th Ave E of S Main Street			(1, 0)				(2, 1)
7th Ave W of S Main St			(2, 0)				(2, 1)
7th Ave E of S Main St			(3, 0)				(3, 1)
7th Ave E of S Salisbury Street			(3, 0)				(3, 1)
7th Ave W of NC 8/S Talbert Blvd			(3, 0)	(5, 1)			(3, 1)
Carolina Ave W of NC 8/S Talbert Blvd			(6, 0)				(6, 1)
S Main Street N of 4th Ave			(2, 1)				(3, 1)
S Main Street N of 5th Ave			(2, 0)				(3, 1)
S Main Street N of 6th Ave			(2, 0)				(3, 1)
S Main Street N of 7th Ave			(2, 0)	(6, 2)			(3, 1)
S Main Street S of 7th Ave			(2, 0)				(3, 1)
S Salisbury St N of 5th Ave			(5, 1)				(5, 1)
S Salisbury St S of 5th Ave			(3, 0)				(3, 1)
S Salisbury St N of 7th Ave			(3, 0)				(3, 1)
S Salisbury St S of 7th Ave			(2, 0)				(3, 1)
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave			(4, 0)				(4, 1)
NC 8/Talbert Blvd S of Lincoln Ave			(4, 0)	(7, 1)			(4, 1)
NC 8/Talbert Blvd N of Lincoln Ave			(4, 0)				(4, 1)
NC 8/Talbert Blvd W of Arthur Drive			(4, 0)				(4, 1)
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr			(4, 0)				(4, 1)
NC 8/Talbert Blvd W of Fairview Drive			(4, 0)				(4, 1)
NC 8/Talbert Blvd E of Fairview Drive			(3, 0)			(4, 1)	(4, 1)
Tanyard St N of 5th Ave Ext			-				(4, 1)
Tanyard St N of NC 8/Talbert Blvd			(5, 0)				(4, 1)

Table E.2. 2022 Base Year No-Build Design Data - Truck Percentages

Forecast Location	Previous Forecasts (1)		Project Specific Count Data			NCDOT TSG Data(2)	Selected 2022 BY NB Value
	Truck %	TIP Project	TMCs	Mainline			
Lincoln Ave E of NC 8/S Talbert Blvd			-				(2, 0)
Arthur Dr S of NC 8/ Talbert Blvd			-				(2, 0)
E 3rd Ave N of NC 8/Talbert Blvd			(14, 1)				(14, 1)
Myers Park Drive S of NC 8/Talbert Blvd			(1, 1)				(2, 1)
Fairview Dr N of NC 8/Talbert Blvd			(1, 0)				(2, 1)
Fairview Dr S of NC 8/Talbert Blvd			(1, 0)				(2, 1)

Notes:

(1) No recent project level forecasts have been completed in the project area

(2) Mainline counts collected by NCDOT Traffic Survey Group in July 2021

Table E.3. 2022 Base Year No-Build Design Data - AM Peak Hour Factors

Forecast Location	Previous Forecasts [1]		Project Specific Count Data		NCDOT TSG Data[2]	Selected 2022 BY NB Value
	Peak Hour Factor	TIP Project	TMC	Mainline		
4th Ave W of S Main St			5			6
4th Ave E of S Main St			9			8
5th Ave W of S Main St			6		7	6
5th Ave E of S Main St			7			7
5th Ave E of S Salisbury Street			8			8
5th Ave Ext W of Tanyard St			-			7
5th Ave Ext N of NC 8/S Talbert Blvd			-			7
6th Ave W of S Main Street			7			7
6th Ave E of S Main Street			8			8
7th Ave W of S Main St			8			8
7th Ave E of S Main St			6			6
7th Ave E of S Salisbury Street			6			6
7th Ave W of NC 8/S Talbert Blvd			6	6		6
Carolina Ave W of NC 8/S Talbert Blvd			7			7
S Main Street N of 4th Ave			7			7
S Main Street N of 5th Ave			7			7
S Main Street N of 6th Ave			7		7	7
S Main Street N of 7th Ave			7	7		7
S Main Street S of 7th Ave			7			7
S Salisbury St N of 5th Ave			8			8
S Salisbury St S of 5th Ave			7			7
S Salisbury St N of 7th Ave			6			6
S Salisbury St S of 7th Ave			6			6
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave			6		7	7
NC 8/Talbert Blvd S of Lincoln Ave			6	7		7
NC 8/Talbert Blvd N of Lincoln Ave			6			7
NC 8/Talbert Blvd W of Arthur Drive			6			6
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr			6			6
NC 8/Talbert Blvd W of Fairview Drive			6			6
NC 8/Talbert Blvd E of Fairview Drive			6		6	6

Table E.3. 2022 Base Year No-Build Design Data - AM Peak Hour Factors

Forecast Location	Previous Forecasts [1]		Project Specific Count Data		NCDOT TSG Data[2]	Selected 2022 BY NB Value
	Peak Hour Factor	TIP Project	TMC	Mainline		
Tanyard St N of 5th Ave Ext			-			9
Tanyard St N of NC 8/Talbert Blvd			9			9
Lincoln Ave E of NC 8/S Talbert Blvd			-			8
Arthur Dr S of NC 8/ Talbert Blvd			-			7
E 3rd Ave N of NC 8/Talbert Blvd			7			7
Myers Park Drive S of NC 8/Talbert Blvd			5			11
Fairview Dr N of NC 8/Talbert Blvd			8			8
Fairview Dr S of NC 8/Talbert Blvd			7		7	7

Notes:

(1) No recent project level forecasts have been completed in the project area

(2) Mainline counts collected by NCDOT Traffic Survey Group in July 2021

Table E.4. 2022 Base Year No-Build Design Data - PM Peak Hour Factors

Forecast Location	Previous Forecasts[1]		Project Specific Count Data		NCDOT TSG Data[2]	Selected 2022 BY NB Value
	Peak Hour Factor	TIP Project	TMC	Mainline		
4th Ave W of S Main St			9			8
4th Ave E of S Main St			9			11
5th Ave W of S Main St			10		8	10
5th Ave E of S Main St			10			10
5th Ave E of S Salisbury Street			10			10
5th Ave Ext W of Tanyard St			-			9
5th Ave Ext N of NC 8/S Talbert Blvd			-			9
6th Ave W of S Main Street			9			9
6th Ave E of S Main Street			10			10
7th Ave W of S Main St			9			9
7th Ave E of S Main St			9			9
7th Ave E of S Salisbury Street			9			9
7th Ave W of NC 8/S Talbert Blvd			9	8		9
Carolina Ave W of NC 8/S Talbert Blvd			7			7
S Main Street N of 4th Ave			9			9
S Main Street N of 5th Ave			9			9
S Main Street N of 6th Ave			9		8	9
S Main Street N of 7th Ave			9	8		9
S Main Street S of 7th Ave			9			9
S Salisbury St N of 5th Ave			10			10
S Salisbury St S of 5th Ave			11			11
S Salisbury St N of 7th Ave			9			9
S Salisbury St S of 7th Ave			9			9
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave			9		9	9
NC 8/Talbert Blvd S of Lincoln Ave			9	8		9
NC 8/Talbert Blvd N of Lincoln Ave			10			9
NC 8/Talbert Blvd W of Arthur Drive			10			9
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr			9			9
NC 8/Talbert Blvd W of Fairview Drive			9			9
NC 8/Talbert Blvd E of Fairview Drive			9		8	9

Table E.4. 2022 Base Year No-Build Design Data - PM Peak Hour Factors

Forecast Location	Previous Forecasts[1]		Project Specific Count Data		NCDOT TSG Data[2]	Selected 2022 BY NB Value
	Peak Hour Factor	TIP Project	TMC	Mainline		
Tanyard St N of 5th Ave Ext			-			9
Tanyard St N of NC 8/Talbert Blvd			9			9
Lincoln Ave E of NC 8/S Talbert Blvd			-			10
Arthur Dr S of NC 8/ Talbert Blvd			-			9
E 3rd Ave N of NC 8/Talbert Blvd			6			7
Myers Park Drive S of NC 8/Talbert Blvd			11			11
Fairview Dr N of NC 8/Talbert Blvd			9			9
Fairview Dr S of NC 8/Talbert Blvd			9		8	9

Notes:

(1) No recent project level forecasts have been completed in the project area

(2) Mainline counts collected by NCDOT Traffic Survey Group in July 2021

Table E.5. 2022 Base Year No-Build Design Data - AM Directional Distribution Factors

Forecast Location	Previous Forecasts (1)		Project Specific Count Data		NCDOT TSG Data(2)	Selected 2022 BY NB Value
	D	TIP Project	TMC	Mainline		
4th Ave W of S Main St			65 EB			65 EB
4th Ave E of S Main St			55 WB			55 WB
5th Ave W of S Main St			57 EB			60 EB
5th Ave E of S Main St			60 EB			60 EB
5th Ave E of S Salisbury Street			51 WB			52.5 EB
5th Ave Ext W of Tanyard St			-			60 WB
5th Ave Ext N of NC 8/S Talbert Blvd			-			60 WB
6th Ave W of S Main Street			59 WB			60 WB
6th Ave E of S Main Street			54 EB			55 WB
7th Ave W of S Main St			57 EB			55 EB
7th Ave E of S Main St			52 EB			52.5 EB
7th Ave E of S Salisbury Street			53 EB	52 EB		52.5 EB
7th Ave W of NC 8/S Talbert Blvd			53 EB			52.5 EB
Carolina Ave W of NC 8/S Talbert Blvd			52 EB			52.5 EB
S Main Street N of 4th Ave			51 SB			52.5 SB
S Main Street N of 5th Ave			52 SB			52.5 SB
S Main Street N of 6th Ave			51 SB		51 SB	52.5 SB
S Main Street N of 7th Ave			52 SB	51 SB		52.5 SB
S Main Street S of 7th Ave			52 SB			52.5 SB
S Salisbury St N of 5th Ave			73 SB			70 SB
S Salisbury St S of 5th Ave			54 SB			60 SB
S Salisbury St N of 7th Ave			54 SB			55 SB
S Salisbury St S of 7th Ave			51 SB			55 SB
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave			51 NB			52.5 NB
NC 8/Talbert Blvd S of Lincoln Ave			52 NB	51 SB		52.5 NB
NC 8/Talbert Blvd N of Lincoln Ave			52 NB			52.5 NB
NC 8/Talbert Blvd W of Arthur Drive			51 EB			52.5 EB
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr			51 EB			52.5 EB
NC 8/Talbert Blvd W of Fairview Drive			52 EB			52.5 EB
NC 8/Talbert Blvd E of Fairview Drive			52 WB		55 EB	52.5 WB

Table E.5. 2022 Base Year No-Build Design Data - AM Directional Distribution Factors

Forecast Location	Previous Forecasts (1)		Project Specific Count Data		NCDOT TSG Data(2)	Selected 2022 BY NB Value
	D	TIP Project	TMC	Mainline		
Tanyard St N of 5th Ave Ext			-			55 NB
Tanyard St N of NC 8/Talbert Blvd			53 NB			55 NB
Lincoln Ave E of NC 8/S Talbert Blvd			-			60 WB
Arthur Dr S of NC 8/ Talbert Blvd			-			60 NB
E 3rd Ave N of NC 8/Talbert Blvd			53 NB			55 NB
Myers Park Drive S of NC 8/Talbert Blvd			62 NB			60 NB
Fairview Dr N of NC 8/Talbert Blvd			51 SB			52.5 SB
Fairview Dr S of NC 8/Talbert Blvd			54 SB			55 SB

Notes:

(1) No recent project level forecasts have been completed in the project area

(2) Mainline counts collected by NCDOT Traffic Survey Group in July 2021

Table E.6. 2022 Base Year No-Build Design Data - PM Directional Distribution Factors

Forecast Location	Previous Forecasts (1)		Project Specific Count Data		NCDOT TSG Data(2)	Selected 2022 BY NB Value
	D	TIP Project	TMC	Mainline		
4th Ave W of S Main St			55 WB			60 WB
4th Ave E of S Main St			55 WB			55 EB
5th Ave W of S Main St			51 EB			52.5 EB
5th Ave E of S Main St			52 EB			52.5 EB
5th Ave E of S Salisbury Street			53 EB			52.5 EB
5th Ave Ext W of Tanyard St			-			60 EB
5th Ave Ext N of NC 8/S Talbert Blvd			-			60 EB
6th Ave W of S Main Street			60 WB			60 WB
6th Ave E of S Main Street			51 WB			55 WB
7th Ave W of S Main St			60 WB			60 WB
7th Ave E of S Main St			55 WB			55 WB
7th Ave E of S Salisbury Street			52 WB			52.5 WB
7th Ave W of NC 8/S Talbert Blvd			52 WB	52 EB		52.5 WB
Carolina Ave W of NC 8/S Talbert Blvd			51 WB			52.5 WB
S Main Street N of 4th Ave			55 SB			55 WB
S Main Street N of 5th Ave			56 SB			55 WB
S Main Street N of 6th Ave			55 SB		52 SB	55 WB
S Main Street N of 7th Ave			54 SB	54 SB		55 WB
S Main Street S of 7th Ave			54 SB			55 WB
S Salisbury St N of 5th Ave			72 NB			70 NB
S Salisbury St S of 5th Ave			54 NB			55 NB
S Salisbury St N of 7th Ave			54 NB			55 NB
S Salisbury St S of 7th Ave			52 NB			55 NB
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave			54 NB			52.5 NB
NC 8/Talbert Blvd S of Lincoln Ave			53 NB	53 NB		52.5 NB
NC 8/Talbert Blvd N of Lincoln Ave			52 NB			52.5 NB
NC 8/Talbert Blvd W of Arthur Drive			51 EB			52.5 EB
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr			51 EB			52.5 EB
NC 8/Talbert Blvd W of Fairview Drive			51 EB			52.5 EB
NC 8/Talbert Blvd E of Fairview Drive			52 WB		54 EB	52.5 WB

Table E.6. 2022 Base Year No-Build Design Data - PM Directional Distribution Factors

Forecast Location	Previous Forecasts (1)		Project Specific Count Data		NCDOT TSG Data(2)	Selected 2022 BY NB Value
	D	TIP Project	TMC	Mainline		
Tanyard St N of 5th Ave Ext			-			55 NB
Tanyard St N of NC 8/Talbert Blvd			56 NB			55 NB
Lincoln Ave E of NC 8/S Talbert Blvd			-			60 EB
Arthur Dr S of NC 8/ Talbert Blvd			-			60 SB
E 3rd Ave N of NC 8/Talbert Blvd			52 SB			55 SB
Myers Park Drive S of NC 8/Talbert Blvd			57 SB			55 SB
Fairview Dr N of NC 8/Talbert Blvd			56 SB			55 SB
Fairview Dr S of NC 8/Talbert Blvd			57 SB			55 SB

Notes:

(1) No recent project level forecasts have been completed in the project area

(2) Mainline counts collected by NCDOT Traffic Survey Group in July 2021

Table E.7. PTRM Model Volume Comparison

Forecast Location	Model Calibration			Forecast Volume	FY No-Build Volumes		
	2017 Model	2017 AADT	2022 Extrapolated AADT (1)	2022 NB	2045 Model	2045 Extrapolated AADT (1)	2045 FYNB Forecast Volume
4th Ave W of S Main St	-	-	-	600	-	-	600
4th Ave E of S Main St	-	-	-	100	-	-	300
5th Ave W of S Main St	1,242	4,700	5,100	4,700	1,121	5,700	5,600
5th Ave E of S Main St	642	-	-	1,100	1,427	-	1,500
5th Ave E of S Salisbury Street	-	-	-	1,000	-	-	1,400
5th Ave Ext W of Tanyard St	-	-	-	100	-	-	300
5th Ave Ext N of NC 8/S Talbert Blvd	-	-	-	100	-	-	200
6th Ave W of S Main Street	-	-	-	800	-	-	1,000
6th Ave E of S Main Street	-	-	-	700	-	-	900
7th Ave W of S Main St	-	-	-	1,000	-	-	1,200
7th Ave E of S Main St	-	-	-	1,400	-	-	2,000
7th Ave E of S Salisbury Street	2,436	-	-	2,300	3,472	-	3,200
7th Ave W of NC 8/S Talbert Blvd	-	-	-	2,300	-	-	3,200
Carolina Ave W of NC 8/S Talbert Blvd	-	-	-	1,100	-	-	1,300
S Main Street N of 4th Ave	-	11700 (2)	-	10,000	-	13,700	12,500
S Main Street N of 5th Ave	9,693	-	-	10,100	11,325	-	12,600
S Main Street N of 6th Ave	-	-	-	12,700	-	-	15,300
S Main Street N of 7th Ave	10,629	12,000	13,500	12,800	11,709	12,300	15,400
S Main Street S of 7th Ave	9,407	-	-	12,200	10,104	-	14,600
S Salisbury St N of 5th Ave	-	-	-	200	-	-	400
S Salisbury St S of 5th Ave	-	-	-	1,100	-	-	1,700
S Salisbury St N of 7th Ave	-	-	-	1,000	-	-	1,600
S Salisbury St S of 7th Ave	-	-	-	700	-	-	1,000
NC 8/Talbert Blvd S of 7th Ave/Carolina Ave	1,210	5,500	5,400	5,400	2,162	2,400	6,900
NC 8/Talbert Blvd S of Lincoln Ave	3,646	-	-	6,000	5,182	-	7,600
NC 8/Talbert Blvd N of Lincoln Ave	-	-	-	5,900	-	-	7,500
NC 8/Talbert Blvd W of Arthur Drive	-	-	-	5,200	-	-	6,600
NC 8/Talbert Blvd W of E 3rd Ave/Myers Park Dr	2,838	-	-	5,400	4,252	-	6,900
NC 8/Talbert Blvd W of Fairview Drive	2,529	-	-	5,500	3,769	-	7,100
NC 8/Talbert Blvd E of Fairview Drive	2,768	11,000	12,100	11,000	3,927	10,000	14,000
Tanyard St N of 5th Ave Ext	-	-	-	900	-	-	1,000
Tanyard St N of NC 8/Talbert Blvd	-	-	-	700	-	-	900
Lincoln Ave E of NC 8/S Talbert Blvd	2,213	-	-	100	-	-	100
Arthur Dr S of NC 8/ Talbert Blvd	2,213	-	-	100	-	-	100
E 3rd Ave N of NC 8/Talbert Blvd	-	-	-	600	-	-	800
Myers Park Drive S of NC 8/Talbert Blvd	2,213	-	-	300	-	-	400
Fairview Dr N of NC 8/Talbert Blvd	-	-	-	5,000	-	8,900	6,100
Fairview Dr S of NC 8/Talbert Blvd	909	11,000	11,700	10,900	1,296	11,900	13,600

Notes:

(1) Historic AADT was extrapolated to 2022 and 2045 utilizing projections from the NCDOT Traffic Forecast Utility Tool. The extrapolation calculations were based on 10 and 20 Year NCDOT historic AADT data trends from 1999-2019.

(2) Averaged from 2016 and 2018 AADT to 2017

Table E.8. 2045 Future Year No-Build Traffic Volumes

Figure	Forecast Location	Forecast 2022 BYNB	Historic Growth Rate		Model Growth Rate	Chosen Growth Rate		2045 FYNB Volumes	
		AADT	2009-2019	1999-2019	2017-2045	2022-2045		Model	Forecast
1	4th Ave W of S Main St	600				0.00%		-	600
1	4th Ave E of S Main St	100				5.00%		-	300
1	5th Ave W of S Main St	4,700	1.30%	-0.92%	-0.37%	0.80%		1,100	5,600
1	5th Ave E of S Main St	1,100			2.89%	1.50%		1,400	1,500
1	5th Ave E of S Salisbury Street	1,000				1.50%		-	1,400
1	5th Ave Ext W of Tanyard St	100				5.00%		-	300
1	5th Ave Ext N of NC 8/S Talbert Blvd	100				3.00%		-	200
1	6th Ave W of S Main Street	800				1.00%		-	1,000
2	6th Ave E of S Main Street	700				1.00%		-	900
2	7th Ave W of S Main St	1,000				0.80%		-	1,200
2	7th Ave E of S Main St	1,400				1.50%		-	2,000
2	7th Ave E of S Salisbury Street	2,300			1.27%	1.50%		3,500	3,200
2	7th Ave W of NC 8/S Talbert Blvd	2,300				1.50%		-	3,200
2	Carolina Ave W of NC 8/S Talbert Blvd	1,100				0.60%		-	1,300
2	S Main Street N of 4th Ave	10,000	1.24%	0.60%		0.98%		-	12,500
2	S Main Street N of 5th Ave	10,100			0.56%	0.95%		11,300	12,600
2	S Main Street N of 6th Ave	12,700				0.82%		-	15,300
3	S Main Street N of 7th Ave	12,800	-0.74%	-0.29%	0.35%	0.82%		11,700	15,400
3	S Main Street S of 7th Ave	12,200			0.26%	0.78%		10,100	14,600
3	S Salisbury St N of 5th Ave	200				3.00%		-	400
3	S Salisbury St S of 5th Ave	1,100				2.00%		-	1,700
3	S Salisbury St N of 7th Ave	1,000				2.00%		-	1,600
3	S Salisbury St S of 7th Ave	700				1.50%		-	1,000
3	NC 8/Talbert Blvd S of 7th Ave/Carolina A	5,400	-2.74%	-3.69%	2.09%	1.10%		2,200	6,900
3	NC 8/Talbert Blvd S of Lincoln Ave	6,000			1.26%	1.05%		5,200	7,600
1	NC 8/Talbert Blvd N of Lincoln Ave	5,900				1.05%		-	7,500
1	NC 8/Talbert Blvd W of Arthur Drive	5,200				1.05%		-	6,600
1	NC 8/Talbert Blvd W of E 3rd Ave/Myers F	5,400			1.45%	1.05%		4,300	6,900
1	NC 8/Talbert Blvd W of Fairview Drive	5,500	0.00%	0.00%	1.44%	1.10%		3,800	7,100
2	NC 8/Talbert Blvd E of Fairview Drive	11,000			1.26%	1.05%		3,900	14,000
2	Tanyard St N of 5th Ave Ext	900				0.50%		-	1,000
2	Tanyard St N of NC 8/Talbert Blvd	700				1.00%		-	900
1	Lincoln Ave E of NC 8/S Talbert Blvd	100				0.00%		-	100
1	Arthur Dr S of NC 8/ Talbert Blvd	100				0.00%		-	100
1	E 3rd Ave N of NC 8/Talbert Blvd	600				1.00%		-	800
1	Myers Park Drive S of NC 8/Talbert Blvd	300				1.00%		-	400
1	Fairview Dr N of NC 8/Talbert Blvd	5,000	8.08%	-1.00%		0.90%		-	6,100
1	Fairview Dr S of NC 8/Talbert Blvd	10,900	0.43%	-0.69%	1.28%	0.98%		1,300	13,600

Table E.9. 2045 Future Year Build Traffic Volumes

Figure	Forecast Location	PTRM Model Volume		PTRM Model Volume Change		Chosen FYBD Diversion		Forecast Volume	
		2045 NB	2045 BD	% Change	Delta	% Change	Delta	2045 NB	2045 BD[(1)]
1	4th Ave W of S Main St	-	-	-	-	-	-	600	600
1	4th Ave E of S Main St	-	-	-	-	-	-	300	300
1	5th Ave W of S Main St	1,120	1,260	12.5%	140	7.1%	400	5,600	6,000
1	5th Ave E of S Main St	1,430	4,530	216.8%	3,100	180.0%	2,700	1,500	4,200
1	5th Ave E of S Salisbury Street	-	3,470	-	3,470	228.6%	3,200	1,400	4,600
1	5th Ave Ext W of Tanyard St	-	3,510	-	3,510	1433.3%	4,300	300	4,600
1	5th Ave Ext N of NC 8/S Talbert Blvd	-	3,510	-	3,510	2300.0%	4,600	200	4,800
1	6th Ave W of S Main Street	-	-	-	-	-	-	1,000	1,000
2	6th Ave E of S Main Street	-	-	-	-	-	-	900	900
2	7th Ave W of S Main St	-	-	-	-	-	-	1,200	1,200
2	7th Ave E of S Main St	-	-	-	-	(50.0%)	(1,000)	2,000	1,000
2	7th Ave E of S Salisbury Street	3,470	-	(100.0%)	(3,470)	(100.0%)	(3,200)	3,200	-
2	7th Ave W of NC 8/S Talbert Blvd	-	-	-	-	(100.0%)	(3,200)	3,200	-
2	Carolina Ave W of NC 8/S Talbert Blvd	-	-	-	-	-	-	1,300	1,300
2	S Main Street N of 4th Ave	-	-	-	-	2.4%	300	12,500	12,800
2	S Main Street N of 5th Ave	11,330	11,310	(0.2%)	(20)	2.4%	300	12,600	12,900
2	S Main Street N of 6th Ave	-	-	-	-	(2.6%)	(400)	15,300	14,900
3	S Main Street N of 7th Ave	11,710	11,470	(2.0%)	(240)	(3.9%)	(600)	15,400	14,800
3	S Main Street S of 7th Ave	10,100	10,190	0.9%	90	-	-	14,600	14,600
3	S Salisbury St N of 5th Ave	-	-	-	-	-	-	400	400
3	S Salisbury St S of 5th Ave	-	-	-	-	17.6%	300	1,700	2,000
3	S Salisbury St N of 7th Ave	-	-	-	-	(12.5%)	(200)	1,600	1,400
3	S Salisbury St S of 7th Ave	-	-	-	-	(40.0%)	(400)	1,000	600
3	NC 8/Talbert Blvd S of 7th Ave/Carolina	2,160	2,030	(6.0%)	(130)	(8.7%)	(600)	6,900	6,300
3	NC 8/Talbert Blvd S of Lincoln Ave	5,180	2,030	(60.8%)	(3,150)	(10.5%)	(800)	7,600	6,800
1	NC 8/Talbert Blvd N of Lincoln Ave	-	-	-	-	(10.7%)	(800)	7,500	6,700
1	NC 8/Talbert Blvd W of Arthur Drive	-	-	-	-	4.5%	300	6,600	6,900
1	NC 8/Talbert Blvd W of E 3rd Ave/Myers	4,250	4,410	3.8%	160	1.4%	100	6,900	7,000
1	NC 8/Talbert Blvd W of Fairview Drive	3,770	3,880	2.9%	110	1.4%	100	7,100	7,200
2	NC 8/Talbert Blvd E of Fairview Drive	3,930	3,980	1.3%	50	0.7%	100	14,000	14,100
2	Tanyard St N of 5th Ave Ext	-	-	-	-	(100.0%)	(1,000)	1,000	-
2	Tanyard St N of NC 8/Talbert Blvd	-	-	-	-	55.6%	500	900	1,400
1	Lincoln Ave E of NC 8/S Talbert Blvd	-	-	-	-	-	-	100	100
1	Arthur Dr S of NC 8/ Talbert Blvd	-	-	-	-	-	-	100	100
1	E 3rd Ave N of NC 8/Talbert Blvd	-	-	-	-	-	-	800	800
1	Myers Park Drive S of NC 8/Talbert Blvd	-	-	-	-	-	-	400	400
1	Fairview Dr N of NC 8/Talbert Blvd	-	-	-	-	-	-	6,100	6,100
1	Fairview Dr S of NC 8/Talbert Blvd	1,300	1,340	3.1%	40	-	-	13,600	13,600

Notes:

(1) Future Year Build Alternatives 1 and 2 have minor variations that are handled in the forecast "off-model"

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