CAPE FEAR CROSSING

TRAFFIC FORECAST TECHNICAL MEMORANDUM

NCDOT STIP Project U-4738

Brunswick County and New Hanover County

PREPARED FOR:
North Carolina Department of Transportation

PREPARED BY:

HNTB North Carolina, PC
343 East Six Forks Road
Suite 200
Raleigh, NC 27609
CBELS #: C-1554

October 2014

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NORTH CAROLINA PROFESSIONAL SEAL 34318 ENGINEER BRADLEY REYNOLDS

Bradley Reynolds
10-15-14

October 2014

HNTB, North Carolina, PC
343 East Six Forks Rd Suite 200
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Traffic Forecast Cover Letter

October 15, 2014

MEMORANDUM TO: **Jennifer Harris, PE**
Project Development and Environmental Analysis Branch (PDEA)

FROM: **Bradley Reynolds, PE**
HNTB North Carolina, P.C.

SUBJECT: **Traffic Forecast for TIP Project U-4738**
Brunswick County and New Hanover County
Cape Fear Crossing from US 17 and future I-140 in Brunswick County across the Cape Fear River to US 421 and US 117 in New Hanover County

Please find attached the 2013 / 2020 / 2040 Traffic Forecast for TIP project U-4738. The proposed western project terminus either begins at the future interchange of US 17 and I-140 Wilmington Bypass or at a proposed interchange on the I-140 Wilmington Bypass between US 17 and US 74/76. The new location Detailed Study Alternatives (DSAs) extend eastward for approximately 10 miles, intersect with US 17 and NC 133, and cross the Cape Fear River into Wilmington/New Hanover County. The eastern project terminus is located at the intersection of Carolina Beach Road (US 421) and Shipyard Boulevard near the Port of Wilmington. This project-level traffic forecast was requested in support of an Environmental Impact Statement (EIS) for the project.

Previous traffic forecasts for the Cape Fear Crossing project (previously referred to as the Cape Fear Skyway) have been developed by MAB and Wilber Smith Associates (now CDM Smith) in November 2007 and June 2008, respectively, for base years and a horizon year of 2035. This is the third forecast for this project, replacing the previous forecasts developed in 2007 and 2008. This project lies within the Wilmington Urban Area MPO (WMPO).

The following twenty-seven (27) scenarios are provided in this forecast:

- 2013 Base Year No-Build
- 2020 Intermediate Year No-Build
- 2020 Intermediate Year Build DSA B
- 2020 Intermediate Year Build DSA C
- 2020 Intermediate Year Build DSA F
- 2020 Intermediate Year Build DSA G
- 2020 Intermediate Year Build DSA J
- 2020 Intermediate Year Build DSA M Avoidance
- 2020 Intermediate Year Build DSA N Avoidance
- 2020 Intermediate Year Build DSA P
- 2020 Intermediate Year Build DSA Q
- 2020 Intermediate Year Build DSA T
- 2020 Intermediate Year Build DSA V Freeway
- 2020 Intermediate Year Build DSA V Arterial
- 2040 Future Year No-Build
- 2040 Future Year Build DSA B
- 2040 Future Year Build DSA C
- 2040 Future Year Build DSA F
- 2040 Future Year Build DSA G
- 2040 Future Year Build DSA J
- 2040 Future Year Build DSA M Avoidance
- 2040 Future Year Build DSA N Avoidance
- 2040 Future Year Build DSA P
- 2040 Future Year Build DSA Q
- 2040 Future Year Build DSA T
- 2040 Future Year Build DSA V Freeway
- 2040 Future Year Build DSA V Arterial

Certain assumptions were made in the development of the forecast:

Fiscal Constraint

Within an MPO, the future year forecasts assume construction of projects as listed within the MPO's Long Range Transportation Plan (LRTP). This forecast is consistent with the *Cape Fear Commutes 2035 Transportation Plan,* WMPO's current LRTP, adopted December 2010. Projects in the LRTP which directly affect the proposed project include:

Projects assumed to be constructed by 2020

- US 17 Access Management Improvements (R-4732)
- I-140 Wilmington Bypass (R-2633 A & B)
- US 17/74/76 widening from NC 133 to US 421 (R-3601)
- Oleander Drive (US 76) and S. College Road (NC 132) intersection improvements (U-4718)

Projects assumed to be constructed by 2040

- US 421 Truck widening from Cape Fear Memorial Bridge to Burnett Blvd (LRTP No. 100)
- US 74 Isabel Holmes Bridge interchange with US 17 / US 421 (LRTP No. 29)
- S. College Rd widen from Wilshire Boulevard to Shipyard Boulevard (LRTP No. 104)

Development Activity

Projects currently under construction:

- It is expected that the completion of TIP R-2633 A and B (the Wilmington Bypass) will impact network travel patterns. Since R-2633 A and B are not included in the 2013 Base Year No-Build forecast, an Intermediate Year of 2020 was included in this forecast.

Travel Demand Model

The Wilmington Metropolitan Planning Organization Travel Demand Model (WTDM), adopted September 30, 2009 utilizing TransCAD 5.0 r2 Build 1695, was used as a tool in the development of the forecast.

Methodology

The 2013 Base Year No-Build forecast was developed primarily based upon traffic counts taken for this forecast, as well as historic traffic counts and trends.

The intermediate and future year volumes for each scenario included the development of compound annual growth rates between two model years or diversion rates between like model years with different scenarios. The compound annual growth rates or diversion rates were then applied to the AADT volumes from another scenario to develop initial volumes for each scenario. Engineering judgment adjustments were applied as needed in finalizing the volumes to develop a balanced forecast.

Interpolation

To determine any intermediate years, straight-line interpolation may be used. AADT volumes may be extrapolated for up to two years immediately following 2040.

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1.0 PROJECT BACKGROUND

HNTB North Carolina, PC (HNTB) has been contracted by the North Carolina Department of Transportation (NCDOT) to develop 2013 Base Year, 2020 Intermediate Year, and 2040 Future Year project-level traffic forecasts for the NCDOT State Transportation Improvement Program (STIP) Project U-4738, Cape Fear Crossing (formerly Cape Fear Skyway) in Brunswick and New Hanover Counties.

The U-4738 project purpose is to improve traffic flow and enhance freight movements beginning in the vicinity of US 17 and future I-140 in Brunswick County across the Cape Fear River to US 421 near the Port of Wilmington in southern New Hanover County. Two bridges currently cross the Cape Fear River: the Cape Fear Memorial Bridge on US 17/74/76 and the Isabel Holmes Bridge on US 117. A third bridge on the US 17 Wilmington Bypass (crossing the Northeast Cape Fear River) also provides connectivity across the Cape Fear River basin. A majority of local and regional traffic currently uses the Cape Fear Memorial Bridge. A transportation solution, such as improving the existing roadway facilities, constructing a new location facility or a hybrid of the two, would provide an alternative to the existing Cape Fear Memorial Bridge for trips between New Hanover County on the east side of the river and Brunswick County on the west side, improve traffic flow on US 17, as well as provide enhanced accessibility to the Port of Wilmington.

1.1 Project Request Information

The project-level traffic forecast for U-4738 was requested by Jennifer Harris, representing the Project Development and Environmental Analysis (PDEA) branch of NCDOT in support of an Environmental Impact Statement (EIS) for the project. The scope of work for the traffic forecast was developed in July 2013. A traffic forecast kickoff meeting with project stakeholders was held on September 11, 2013. In February 2014, the NEPA/Section 404 Merger Team reached agreement on Concurrence Point Number 2 – Detailed Study Alternatives Carried Forward and selected twelve (12) Detailed Study Alternatives (DSAs) for evaluation in the Draft EIS. All alternative routes are displayed in **Figure 1.** All forecast figures developed for this report are included in ***Appendix A***.

At the traffic forecast kickoff meeting, traffic forecasts for the 2013 Base Year, 2020 Intermediate Year, and 2040 Future Year No-Build and Build alternatives were selected for the EIS documentation required by the National Environmental Policy Act (NEPA). The 2013 Base Year traffic forecast includes a No-Build scenario. The Base Year does not include a Build scenario due to the construction of future planned facilities, primarily I-140, which will affect study area traffic patterns in year 2020. Therefore, 2020 Intermediate Year No-Build and Build scenarios were developed. The 2040 Future Year traffic forecast includes Build and No-Build scenarios. The twelve DSAs are currently being studied in 2020 and 2040 for the NEPA process. The Wilmington Metropolitan Planning Organization Travel Demand Model (WTDM), adopted September 30, 2009, was utilized in the traffic forecast development.

For the purposes of this project-level traffic forecast, all Build scenarios will be modeled and forecasted as non-toll facilities to aid in determining the preferred transportation solution(s) with non-toll facilities. The fiscally constrained Wilmington Urban Area Metropolitan Planning Organization (WMPO) Long-Range Transportation Plan (LRTP) lists the Cape Fear Crossing as a toll facility. If necessary for the NEPA process, an updated forecast with one or more alternatives evaluated as a toll facility may be completed at a later date.

In total, twenty-seven (27) forecasts (and associated model runs) were prepared, based on (but not necessarily limited to) information from historical traffic count data, previous forecasts for the Cape Fear Crossing project and other related traffic impact studies/forecasts for fiscally-constrained projects in the study area as defined in the *Cape Fear Commutes 2035 Transportation Plan* (December 2010). The latter report is referred to throughout this report as the "WMPO LRTP." In addition, new turning movement count and mainline count data were collected in August and September of 2013 for 41 intersections and 13 ramp/mainline locations in the project study area to aid in the development of Base and Future Year forecasts. **Table 1** provides an overall summary of traffic forecast scenarios.

Table 1. Forecast Scenario Summary

Forecast Scenario	Tolling Assumption	Study Area Network Assumption
2013 Base Year No-Build	N/A	2008 Base Year WTDM Network
2020 Intermediate Year No-Build	N/A	Fiscally-Constrained 2020 WMPO LRTP without Cape Fear Crossing DSA
2020 Intermediate Year Build (12 Separate Scenarios)	DSAs Non-Toll	Fiscally-Constrained 2020 WMPO LRTP with Cape Fear Crossing DSA
2040 Future Year No-Build	N/A	Fiscally-Constrained 2035 WMPO LRTP without Cape Fear Crossing DSA
2040 Future Year Build (12 Separate Scenarios)	DSAs Non-Toll	Fiscally-Constrained 2035 WMPO LRTP with Cape Fear Crossing DSA

1.2 Project Traffic Forecast History

Previous traffic forecasts for the Cape Fear Crossing project (previously referred to as the Cape Fear Skyway) have been developed by Martin/Alexiou/Bryson (MAB) (now Vanasse Hangen Brustlin (VHB)) and Wilbur Smith Associates (now CDM Smith) as follows:

- *Traffic Forecast for TIP Project U-4738 Cape Fear Skyway*, November 2007, Prepared by MAB, included 2007 and 2035 No-Build Non-Toll forecasts,
- *Traffic Forecast for TIP Project U-4738 Cape Fear Skyway*, June 2008, Prepared by WSA, included 2008 and 2035 No-Build and Build forecasts. The Build forecasts included Toll and Non-Toll scenarios.

1.3 Project Information

For the U-4738 Cape Fear Crossing project, twelve (12) DSAs are currently being studied in 2020 and 2040 for the NEPA process. The following text provides a summary and description of each DSA. **Table 2** provides a list of each DSA and segment ID's that combine to form complete alternative routes for each corridor.

Two (2) "upgrade existing" alternatives examine upgrading US 17 from its future interchange with I-140 Wilmington Bypass, across the Cape Fear Memorial Bridge and along US 421 southward to the intersection of Shipyard Boulevard. These two alternatives would utilize existing facilities and consider improving US 17 to a controlled-access freeway facility or include at-grade existing arterial widening.

Four (4) new location alternatives are currently being studied. The western Cape Fear Crossing terminus either begins at the future interchange of US 17 and I-140 Wilmington Bypass or at a

proposed interchange on the I-140 Wilmington Bypass between US 17 and US 74/76. The new location alternatives extend eastward for approximately 10 miles, intersect with US 17 and NC 133, and cross the Cape Fear River into Wilmington/New Hanover County. The eastern project terminus provides connections to either Worth Drive or River Road near the Port of Wilmington and intersects Carolina Beach Road (US 421) at either Independence Boulevard or Shipyard Boulevard.

Six (6) hybrid alternatives examine a combination of "improve existing" and new location alternative alignments. The western terminus for four of these hybrid alternatives originates at the future interchange of US 17 and I-140 Wilmington Bypass, improves US 17 for approximately 2.5 miles, and transitions to new location alignments that cross the Cape Fear River into Wilmington/New Hanover County. Two of the hybrid alternatives originate at the future I-140 and US 17 interchange, upgrade US 17 to the US 17/US 421 interchange, then continue with a new location bridge traveling south along Eagle Island, crossing the Cape Fear River to terminate at US 421 (Carolina Beach Road) just north of the Port of Wilmington.

The eastern project terminus for all 12 DSAs is the intersection of Carolina Beach Road (US 421) and Shipyard Boulevard.

Table 2. Detailed Study Alternatives (DSAs)

Detailed Study Alternative ID	Alternative Type	Segment ID's (See Figure 1 for Details)
B	New Location	1-5-6-11
C	New Location	1-5-7-12-13
F	Upgrade Existing	2-4-8-10
G	Hybrid	2-5-6-12-13
J	Hybrid	2-5-7-11
M Avoidance	New Location	3-12-13
N Avoidance	New Location	3-11
P	Upgrade Existing	2-4-8-10
Q	Hybrid	2-5-6-12-13
T	Hybrid	2-5-7-11
V Freeway	Hybrid	2-4-9-10
V Arterial	Hybrid	2-4-9-10

Detailed Study Alternative B

This new location alternative constructs a four-lane controlled-access freeway, originates at I-140 between US 74/76 and US 17, crosses US 17, travels between the Brunswick Forest and Mallory Creek developments, crosses the Cape Fear River and terminates at Shipyard Boulevard.

Detailed Study Alternative C

This new location alternative constructs a four-lane controlled-access freeway, originates at I-140 between US 74/76 and US 17, crosses US 17, parallels Wire Road, crosses the Cape Fear River and terminates at Independence Boulevard. This alternative includes an upgrade of US 421 northward to Shipyard Boulevard.

Detailed Study Alternative F

This "upgrade existing" alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six/eight-lane controlled-access freeway, crosses the Cape Fear River,

reconstructs the Cape Fear Memorial Bridge to eight lanes and terminates at US 17 Business/US 421/3rd Street. This alternative includes an upgrade of US 421 southward to Shipyard Boulevard.

Detailed Study Alternative G
This hybrid alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six-lane controlled-access freeway for approximately two miles, continues on new location as a four-lane freeway between the Brunswick Forest and Mallory Creek developments, crosses the Cape Fear River and terminates at Independence Boulevard. This alternative includes an upgrade of US 421 northward to Shipyard Boulevard.

Detailed Study Alternative J
This hybrid alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six-lane controlled-access freeway for approximately two miles, continues on new location as a four-lane freeway parallel to Wire Road, crosses the Cape Fear River and terminates at Shipyard Boulevard.

Detailed Study Alternative M "Avoidance"
This new location alternative constructs a four-lane controlled-access freeway, originates at the future I-140 and US 17 interchange, avoids the Snee Farm/Stoney Creek subdivisions, travels south of Brunswick Forest, crosses the Cape Fear River, and terminates at Independence Boulevard. This alternative includes an upgrade of US 421 northward to Shipyard Boulevard.

Detailed Study Alternative N "Avoidance"
This new location alternative constructs a four-lane controlled-access freeway, originates at the future I-140 and US 17 interchange, avoids Snee Farm/Stoney Creek subdivisions, travels south of Brunswick Forest, crosses the Cape Fear River and terminates at Shipyard Boulevard.

Detailed Study Alternative P
This "upgrade existing" alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six/eight-lane arterial/freeway, crosses the Cape Fear River, reconstructs the Cape Fear Memorial Bridge to eight lanes and terminates at US 17 Business/US 421/3rd Street. This alternative includes an upgrade of US 421 southward to Shipyard Boulevard.

Detailed Study Alternative Q
This hybrid alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six-lane arterial for approximately two miles, continues on new location as a four-lane freeway between the Brunswick Forest and Mallory Creek developments, crosses the Cape Fear River and terminates at Independence Boulevard. This alternative includes an upgrade of US 421 northward to Shipyard Boulevard.

Detailed Study Alternative T
This hybrid alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six-lane arterial for approximately two miles, continues on new location as a four-lane freeway parallel to Wire Road, crosses the Cape Fear River, and terminates at Shipyard Boulevard.

Detailed Study Alternative V (Freeway Widening)
This hybrid alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six/eight-lane controlled-access freeway until the US 17/US 421 interchange, constructs a new location four-lane freeway/bridge traveling south along Eagle Island, crosses the Cape Fear River and terminates at US 421 just north of the Port of Wilmington.

Detailed Study Alternative V (Arterial Widening)

This hybrid existing alternative originates at the future I-140 and US 17 interchange, upgrades US 17 to a six/eight-lane arterial/freeway until the US 17/US 421 interchange, constructs a new location four-lane freeway/bridge traveling south along Eagle Island, crosses the Cape Fear River and terminates at US 421 just north of the Port of Wilmington.

Table 3 lists all intersections forecasted in this study. The intersection ID numbers in **Table 3** correspond with the intersection ID numbers shown in the forecast figures included in ***Appendix A***. Intersection ID numbers greater than 100 apply to Build scenarios only.

Table 3. Forecasted Intersections

ID Number	Location
1	US 17 at SR 1701 (Zion Church Road) / Frontage Road
2	US 17 at NC 87 (Maco Road)
3	US 17 Business at SR 1414 (Goodman Road) / SR 1461 (Hewitt-Burton Road)
4	US 17 Business at SR 1438 (Lanvale Road)
5	US 17 Business at Brunswick Forest Parkway
6	US 17 Business at Grandiflora Drive/ West Gate Drive
7	US 17 Business at Gregory Road
8	US 17 Business at SR 1566 (Ploof Road) / Olde Waterford Way
9	US 17 Business at SR 1551 (Blackwell Road)
10	US 17 Business at US 74/76
11	US 17 Business/74/76 at NC 133 (River Road)
12	US 17 Business/74/76 at US 74/421
13	US 74/421 at US 74 / NC 133 (Isabel Holmes Bridge)
14	I-140 / US 17 at US 421
15	NC 133 (River Road) at SR 1551 (Blackwell Road)
16	US 17 BUS/76/421 (Cape Fear Memorial Bridge) at S. Front Street
17	US 76 West (Wooster Street) at S. 3rd Street
18	US 76 East (Dawson Street) at S. 3rd Street
19	US 76 West (Wooster Street) at S. 5th Street
20	US 76 East (Dawson Street) at S. 5th Street
21	US 76 West (Wooster Street) at S. 16th Street
22	US 76 East (Dawson Street) at S. 16th Street
23	US 76 West (Wooster St) at S. 17th Street
24	US 76 East (Dawson St) at S. 17th Street
25	Dawson Street at US 76 (Oleander Drive)
26	Independence Boulevard at US 76 (Oleander Drive)
27	US 117 / NC 132 (S. College Road) at US 76 (Oleander Drive)
28	US 421 (S. 3rd Street) at Greenfield Street
29	US 421 (Carolina Beach Road) at SR 1140 (Burnett Boulevard) / S. Front Street
30	US 421 (Carolina Beach Road) at US 117 (Shipyard Boulevard)
31	US 421 (Carolina Beach Road) at Independence Boulevard
32	US 117 (Shipyard Boulevard) at Worth Drive
33	US 117 (Shipyard Boulevard) at SR 1140 (Burnett Boulevard)
34	US 117 (Shipyard Boulevard) at SR 1100 (River Road)
35	SR 1100 (River Road) at Sunnyvale Drive
36	River Road at Bryan Drive
37	Independence Boulevard at River Road
38	Sunnyvale Drive at Bryan Drive
39	US 117 (Shipyard Boulevard) at S. 17th Street
40	Independence Boulevard at S. 17th Street
41	Independence Boulevard at US 117 (Shipyard Boulevard)
42	S. College Road at US 117 (Shipyard Boulevard)
43	I-140 / US 17 at US 17 / US 17 Business
44	I-140 / US 17 at US 74/76
101	Cape Fear Crossing at I-140 / US 17
102	Cape Fear Crossing at US 17 Business
103	Cape Fear Crossing at I-140 / US 17 and US 17 / US 17 Business
104	Cape Fear Crossing at NC 133 (River Road)
105	Cape Fear Crossing at River Road
106	Cape Fear Crossing at Worth Drive
107	Cape Fear Crossing at US 421 (near Independence Boulevard)
108	Cape Fear Crossing at US 421 (near Shipyard Boulevard)
109	US 117 (Shipyard Boulevard Realigned) / Medical Center Drive at US 421
110	US 17 Business/76/421 (Cape Fear Memorial Bridge) at US 421
111	US 421 (Burnett Boulevard) at S. Front Street
112	Cape Fear Crossing at US 421 / SR 1140 (Burnett Boulevard)

1.4 Route Information

Existing Study Area Roadways

The traffic forecast study area, shown graphically in **Figure 2**, includes, but is not limited to, the existing freeway and surface street arterials shown in **Tables 4** and **5**. **Table 6** lists existing study area facility crossings of the Cape Fear River.

Table 4. Interstate and Primary Study Area Roadways

Route Number	Location	Functional Class*	Study Area Cross Sections
I-140	NC 133 to US 17/421	Interstate	4-lane divided
US 74/76	Malmo Loop Road to Lanvale Road	Other Principal Arterial	4-lane divided
	Lanvale Road to S. Front Street	Other Freeway	4-lane divided
US 76	S. 3rd Street to Dawson Street	Other Principal Arterial	7-lane one-way pair
	Dawson Street to Hawthorne Road	Other Principal Arterial	4-lane undivided
	Hawthorne Road to NC 132	Other Principal Arterial	6-lane divided
US 17	Zion Church Road to US 74/76	Other Principal Arterial	4-lane superstreet
US 421	I-140 to N 3rd Street	Other Principal Arterial	5-lane w/ center turning lane
	N 3rd Street to US 74/76	Other Principal Arterial	4-lane undivided
	US 76 to Burnett Boulevard	Other Principal Arterial	4-lane divided
	Burnett Boulevard to Independence Boulevard	Other Principal Arterial	5-lane w/ center turning lane
US 117	River Road to NC 132	Other Principal Arterial	4-lane divided
NC 132	US 76 to US 117	Other Principal Arterial	4-lane divided
NC 133	US 17/74/76 to Creekside Drive	Minor Arterial	2-lane undivided
	South of Creekside Drive	Major Collector	2-lane undivided
NC 87	East of US 17	Major Collector	2-lane undivided

* Functional Class Information from NCDOT: *http://ncdot.maps.arcgis.com/home/index.html*

Table 5. Secondary Study Area Roadways

SR Number	Road Name	Functional Class*	Study Area Cross Sections
1100	River Road	Minor Arterial	2-lane undivided
1140	Burnett Boulevard	Major Collector	2-lane undivided
1209	Independence Boulevard	Minor Arterial / Major Collector	4-lane divided
1218	S 16th Street (S of US 76)	Minor Arterial	3-lane one way
1219	S 17th Street (S of US 76)	Minor Arterial	3-lane one way
1414	Goodman Road	Local	2-lane undivided
1438	Lanvale Road	Minor Arterial	2-lane undivided
1461	Hewitt-Burton Road	Local	2-lane undivided
1472	Village Road	Minor Arterial	2-lane undivided
1551	Blackwell Road	Major Collector	2-lane undivided
1566	Ploof Road	Local	2-lane undivided
1701	Zion Church Road	Local	2-lane undivided
2816	S 16th Street (N of US 76)	Other Principal Arterial	3-lane one way
2817	S 17th Street (N of US 76)	Other Principal Arterial	3-lane one way
-	Frontage Road	Local	2-lane undivided
-	Brunswick Forest Parkway	Local	4-lane divided
-	West Gate Drive	Local	2-lane undivided

SR Number	Road Name	Functional Class*	Study Area Cross Sections
-	Gregory Road	Local	2-lane undivided
-	Olde Waterford Way	Local	2-lane/2-lane divided
-	S. Front Street	Minor Arterial	2-lane undivided
-	S. 5th Avenue	Local	4-lane divided
-	Greenfield Street	Major Collector	2-lane undivided
-	Long Leaf Hills Drive	Major Collector	2-lane undivided
-	Worth Drive	Local	2-lane undivided
-	Bryan Road	Local	2-lane undivided
-	Sunnyvale Drive	Local	2-lane undivided

*Functional Class Information from NCDOT: *http://ncdot.maps.arcgis.com/home/index.html*

Table 6. Study Area Cape Fear River Crossings

Route Number	Road Name	Functional Class*	Cross Section	2011 AADT
I-140 / US 17	Dan Cameron Bridge	Interstate	4-lane divided	16,000
US 74 / NC 133	Isabel Holmes Bridge	Principal Arterial	4-lane undivided	24,000
US 17 BUS/76/421	Cape Fear Memorial Bridge	Freeway	4-lane divided	46,600**

* Functional Class Information from NCDOT: *http://ncdot.maps.arcgis.com/home/index.html*
** 2009 NCDOT AADT. No 2011 AADT available.

Future Study Area Roadways

The traffic forecast uses the fiscally constrained WTDM 2020 intermediate year and 2035 future year model and associated WMPO LRTP projects. For the 2040 future year forecast, no additional projects were assumed to be constructed between 2035 and 2040. The traffic forecast study area includes, but is not limited to, the future freeway and surface street arterials improvements shown in **Table 7**.

One of the future major facilities within the forecast area is the NCDOT STIP R-2633A Wilmington Bypass (Interstate I-140 / US 17) project from US 74/76 east of Malmo to Ocean Highway (US 17) south of NC 87 in Brunswick County. R-2633A is currently under construction and the completed facility will be a four-lane controlled access freeway with interchanges at US 74/76 and Ocean Highway (US 17). This facility is slated to open to traffic by late 2014. R-2633A is part of the larger R-2633A and B project that will complete the Wilmington Bypass from US 421 to Ocean Highway (US 17) in Brunswick County. R-2366A and B are not included in the 2013 Base Year No-Build forecast, but are assumed to be complete and open to traffic in the 2020 Intermediate and 2040 Future Year forecast scenarios.

Table 7. Future Roadway Improvements

Route	Road Name	Project Description	STIP/LRTP ID	Horizon Yr
US 17	Ocean Highway	Access Management Improvements	R-4732	2012-2018
I-140	Wilmington Bypass	New location 4-lane interstate	R-2633 A&B	2012-2018
US 74/76	Andrew Jackson Highway	Widen freeway from 4 to 6-lanes	R-3601	2012-2018
US 76 / NC 132	Oleander Drive & S. College Road	Intersection Improvements	U-4718	2012-2018
US 421 Truck	S. Front Street	Widen between Cape Fear Memorial Bridge and Burnett Boulevard	100	2026-2035
US 74	Isabel Holmes Bridge	Interchange with US 17/421	29	2026-2035
US 117	S. College Road	Widen from Wilshire Boulevard to Shipyard Boulevard	104	2026-2035

2.0 SOURCES OF INFORMATION AND DATA

The following sections describe the sources of information and data used in the development of U-4738 Cape Fear Crossing traffic forecast.

2.1 Related Traffic Forecasts

HNTB obtained project-level traffic forecasts listed in **Table 8** for NCDOT STIP projects and/or municipal road projects in the traffic forecast study area from the NCDOT Transportation Planning Branch (TPB), Traffic Survey Group (TSG), and Feasibility Studies Unit.

Table 8. Recent Traffic Forecasts

Project STIP #	Date Forecast Completed	Details
R-3601	December 2007	US 74/76 Widening (NCDOT TPB)
R-2633A/B	May 2008	I-140 – Wilmington Bypass (NCDOT TPB)
U-4738	November 2007	Cape Fear Skyway (MAB)
U-4738	June 2008	Cape Fear Skyway (WSA)
U-4434	September 2012	Independence Boulevard Extension (URS)

2.2 Historic AADT Data

HNTB reviewed all available NCDOT TSG annual average daily traffic (AADT) data from the previous 20 years in the project study area. Each data point was evaluated and points that were considered outliers were removed from the data set. Some facilities have experienced fluctuations in AADT and diversions in traffic due to various factors, such as construction of new roadway facilities or improvements to existing facilities.

Figure 3 in ***Appendix A*** shows study area historic AADT count locations from 1993 to 2012. **Table 2** in ***Appendix B*** shows the 2003-2012 NCDOT historic AADT volumes for study area locations. ***Appendix C*** contains linear regression graphs that are based on the historical data points.

2.3 Field Data Collection

HNTB collaborated with the NCDOT TSG and the City of Wilmington to obtain existing traffic count data for study area roadways. NCDOT Automatic Traffic Recorder (ATR) count data was collected at two (2) locations: A6402 (Isabel Holmes Bridge) and A6405 (Cape Fear Memorial Bridge. NCDOT AADT freeway ramp counts were provided at the I-140 and US 421 interchange. Thirty-one (31) traffic counts, including peak hour turning movement counts (TMCs), 12-hour TMCs, 16-hour TMCs, and 48-hour volume-speed-classification counts (VSC), dating from 2006 to 2011 were also provided. Many of these counts were not at specific intersections included in this traffic forecast. Data was analyzed for applicability and relevance for use in the traffic forecast.

After reviewing available existing traffic count data, HNTB coordinated with NCDOT to determine the type, locations, and times of field traffic data collection activities. NCDOT TSG collected forty-one (41) 16-hour TMCs and thirteen (13) 48-hour vehicle classification counts between August 19, 2013 and September 18, 2013. **Figure 4** in ***Appendix A*** shows the locations where this 2013 traffic count data was collected.

All tube vehicle classification counts were collected for a minimum of 48 hours of an average weekday (Tuesday-Thursday). Detailed traffic count information was collected and reviewed in the completion of this forecast. **Table 1** in ***Appendix B*** provides a summary of the field data collection completed for this forecast.

2.4 Field Investigations

Field investigations were conducted in August and September 2013 for study area roadways and intersections to collect traffic count data, observe project study area facilities and examine detailed study alternatives.

3.0 2013 BASE YEAR NO-BUILD TRAFFIC FORECAST

3.1 Methodology

The 2013 Base Year No-Build traffic forecast reflects existing study area traffic conditions by using 2013 field-collected 16-hour turning movement counts and 48-hour mainline counts, a review of historical NCDOT AADT data, review of previous traffic forecasts and engineering judgment. Field-collected 16-hour and 48-hour traffic counts were reviewed and converted to AADT volumes by applying appropriate seasonal adjustment factors provided by the NCDOT TSG. These adjusted field AADT values were compared to extrapolated 2013 AADTs taken from 10-year and 20-year historical trend lines. Given the high seasonal variability in the Wilmington study area, AADTs were carefully selected based on a review of all available data and the roadway network. Field-collected traffic data was also used to determine daily bi-directional turning movement volumes to reflect existing traffic patterns. Due to the availability of existing traffic data, historical traffic count data was referenced to validate existing counts but not directly used to calculate the 2013 Base Year No-Build.

To determine interchange and intersection forecasts, calculated AADT volumes, directional distribution (D) values, and design hourly volume (DHV) values were input into adjustable peak hour breakout spreadsheets using the Traffic Forecasting Utility (TFU) spreadsheet provided by NCDOT TPB. Daily volumes were balanced at interchanges, intersections and in between roadway segments, with validation scores reviewed to check for reasonableness. Forecast break lines were included along roadways where volumes do not balance between intersections due to intervening roadways, developments or large distances.

3.2 Design Factors

DHV, D, and truck percentage design factors were determined for the study area by reviewing previous traffic forecasts, NCDOT historical AADT count station data, and 16-hour and 48-hour traffic count data. The 2013 Base Year No-Build forecast was developed based on this data. A summary of the methodology for selected values is described below. **Tables 4-6** in ***Appendix B*** provide peak hour directional, DHV, and truck percentages for previous forecast design factors, traffic count data, and selected forecast values.

Peak Hour Directional Distribution (D) factors for this forecast were determined by comparing AM and PM peak hour approach/departure volumes for a particular roadway segment or corridor. The peak hour directional split provides information on the direction of traffic flow in the peak period. Based on a review of all available data, a D of 55% to 65% was used for most facilities. One notable exception is along River Road near the Port of Wilmington where a D of 70 percent was selected, due to heavy directional traffic entering/leaving the industrial area roadway network.

Design Hourly Volume (DHV) factors were determined by comparing approach and departure highest peak hour volumes for a particular segment to the 24-hour average AADT to approximate K_{30}. Traffic forecasts normally report the K-value, which is the percentage of traffic that occurs during the peak period so that the DHV can in turn be estimated by multiplying K times the AADT (Pline, 1999). Typical values of K fall in the 8 to 12 percent range. Since ATR stations are not available throughout the study area, the highest hourly volume from the 16-hour and 48-hour ADT counts were used to initially determine the K-values. The K-values in the project study area were estimated to be between 8 and 12 percent, with lower K values generally occurring on primary routes and higher K-values occurring on secondary routes. DHV values are generally consistent with the field-collected 48-hour and 16-hour traffic counts, which

were the raw data source from which the K estimates were made. Total inflow and outflow from intersection legs (or in both directions along a mainline) was calculated for AM and PM peak hours and then the highest value was divided by the raw daily traffic volume estimate (or actual field count) for that segment. The forecast attempted to provide a consistent DHV along a roadway corridor. In some instances, the forecasted DHV changes along the corridor to account for a change in traffic characteristics.

Truck Percentages (Duals/TTST) were determined by examining 16-hour counts, 48-hour classification data, and previous traffic forecasts. From this data, overall truck percentages were forecasted separately into two standard classifications - Duals (single-unit trucks with at least one dual-axled tire) and TTSTs (multi-unit trucks with single and twin trailers). An attempt was made to maintain consistent truck percentages along roadway corridors except where system interchanges, roadway facility types, special roadway attractors, minor side-streets or other circumstances warranted additional review of truck percentages, such as roadways affected by the Port of Wilmington. Except for roadways affected by the Port of Wilmington, daily truck percentages in the study area were estimated between 3 and 16 percent, with lower truck percentages generally occurring on lower volume secondary routes and higher truck percentages occurring on higher volume primary routes. These values are generally consistent with the field-collected 16-hour and 48-hour traffic counts.

3.3 Forecast Results

Based on the methodology described in the previous sections, a 2013 Base Year No-Build forecast was completed. Forecasted volumes were compared to adjusted counts, historical trend line analyses, interpolated 2013 model output, previous forecast and NCDOT AADT's prior to selection. The 2014 Base Year No-Build traffic forecast is shown on **Figure 7** in ***Appendix A***. **Table 3** in ***Appendix B*** provides a comparison of historical AADT volumes, 2013 extrapolated volumes, field-collected data and selected forecast volumes.

4.0 GENERAL MODEL DATA

4.1 Model Information

The Wilmington Urban Area Metropolitan Planning Organization Travel Demand Model (WTDM), adopted September 30, 2009, was utilized in the traffic forecast development. TransCAD 5.0 r2 Build 1695 was used for modeling applications. The original WTDM was developed in 2007 by NCDOT and MAB with a calibrated base year of 2005, intermediate year of 2020 and future year of 2035. With development of the *Cape Fear Commutes 2035 Transportation Plan*, the current WTDM model network and socio-economic data was revised in 2009 and the base year updated to 2008. The intermediate and future year models remained at 2020 and 2035, respectively.

Land Use Assumptions

Current land use in the traffic forecast study area is a mixture of urban and suburban commercial/industrial/residential development. Land use information from the WTDM was used as one criterion in determining study area growth between 2013, 2020 and 2040 forecast years. The WTDM uses specifically delineated transportation analysis zones (TAZs) as areas where trips are generated or attracted, based on existing and projected population and employment data. **Figure 5** shows WTDM TAZs in the traffic forecast study area and **Table 9** shows a comparison of 2008 base year and 2013 interpolated socio-economic data for the project study area and entire WTDM TAZs. To provide a general comparison between the 2008 base year model, NCDOT AADTs and 2013 existing traffic counts, a 2013 WTDM model run was completed by straight-line interpolating 2008 and 2020 socio-economic model data and applying it to the 2008 highway network. Overall, the WTDM is projecting socio-economic growth of approximately 3.5 percent annually between 2008 and 2020, with the study area TAZs projecting a higher growth rate than the entire WTDM.

Table 9. 2008-2013 WMPO Model TAZ Data Comparison

TAZ Statistic	2008		2013*		% Increase 2008-2013	
	Study Area	Entire WTDM	Study Area	Entire WTDM	Study Area	Entire WTDM
Employment	34,912	112,845	47,029	138,146	34.7%	22.4%
Households	23,713	97,990	31,048	117,006	30.9%	19.4%
Population	53,334	218,619	70,953	263,216	33.0%	20.4%
Dwelling Units	27,334	113,608	35,684	135,380	30.5%	19.2%

* - 2013 TAZ data straight-line interpolated from 2008 to 2020

4.2 Model Validation

The 2008 WTDM base year model was reviewed for the project study area. The model validation **Table 7** in ***Appendix B*** compares 2008 base year, 2013 interpolated model/AADTs, 2013 forecast values and 2040 model/forecast volumes. Generally, the 2008 base year model accurately portrayed 2008 existing overall transportation network facility volumes, while slightly over predicting project study area volumes. Given that there was relatively low study area AADT growth from 2008 to 2013, the 2013 model extrapolations, which incorporate steady growth from 2008 to 2020, generally over predict study area volumes at specific locations. A general discussion of 2008 and 2013 interpolated model performance is included below:

- Study Area Network – The 2008 and 2013 model data tend to over predict study area roadway volumes compared to 2008 AADT and 2013 forecast volumes. The 2008 AADT and 2013 forecast volumes are approximately 80 to 85 percent of model output in the project study area.
- Cape Fear River screen line - For the three existing Cape Fear River bridge crossings, 2008 AADT and 2013 forecast screen line volumes are approximately 80 and 70 percent of comparable model outputs, respectively. However, in the 2008 comparison, 2008 AADT volumes are similar to the model for the I-140 river crossing.
- I-140 / US 17 (US 421 to NC 133) – The 2008 AADT volumes are similar to the model, while 2013 forecast is approximately 60 percent of the 2013 interpolated model. This is due to flat AADT growth and high projected model growth.
- US 17 corridor – The 2008 AADT and 2013 forecast volumes are approximately 80 percent of the model output data.
- US 74/76 corridor (west of US 17) - The 2008 AADT and 2013 forecast volumes are approximately 75 percent of the model output data.
- US 421 corridor (in Wilmington south of US 76) – The 2008 AADT and 2013 forecast volumes are approximately 75 percent of the model output data.
- Local roadways near Port of Wilmington - The 2008 AADT and 2013 forecast volumes are approximately 60 percent of the model output data.

5.0 2020 INTERMEDIATE YEAR NO-BUILD TRAFFIC FORECAST

5.1 Assumptions

It is expected that the completion of NCDOT STIP R-2633 A and B (the Wilmington Bypass) will impact network travel patterns. Since R-2633 A and B are not included in the 2013 Base Year No-Build forecast, an Intermediate Year of 2020 was included in this forecast. The WTDM contains a *Future Year 2020 No Bridge* network and socio-economic data set that include all projects documented to be complete by 2020 in the WMPO LRTP. The "No Bridge" in the name of the model network refers to the U-4738 project. It is assumed that future population growth and commercial development trends are reasonably estimated by the SE data used in the 2020 WTDM and that the availability and share for pedestrian, bicycle, and other transit modes is consistent with the assumptions made in the WMPO LRTP as included in the WTDM 2020 model network.

The 2020 Intermediate Year No-Build model network for this forecast uses the WTDM *Future Year 2020 No Bridge* network and socio-economic data set, which includes completion of R-2633 Wilmington Bypass.

5.2 Fiscal Constraint

Forecasts for projects within an MPO are fiscally-constrained to the MPOs LRTP. This means that only projects scheduled in the LRTP are considered constructed and open to traffic in the future year.

The 2020 Intermediate Year No-Build forecast considers all fiscally-constrained projects scheduled for completion by 2020 in the WMPO LRTP. The roadway projects listed in the NCDOT's currently adopted 2012-2018 STIP and the WMPO LRTP were included in the model used to develop the 2020 traffic forecasts and is reflected in changes to travel patterns/daily traffic assignments in the traffic forecast study area.

5.3 Development Activity

The 2020 WDTM and 2020 Intermediate Year No-Build forecast includes future anticipated commercial, industrial and residential development. Changes in land use intensity are reflected in changes in the study area (and regional) TAZ socio-economic data found in the WTDM. No additional specific major commercial, industrial or residential developments, in addition to what is anticipated in the 2020 socio-economic data set, were included in the development of the 2020 Intermediate Year No-Build forecast. **Table 10** shows socio-economic data for study area TAZs and the entire WTDM for 2008 and 2020 and the percent increase projected between those years.

Table 10. 2008-2020 WMPO Model TAZ Data Comparison

TAZ Statistic	2008		2020		% Increase 2008-2020	
	Study Area	Entire WTDM	Study Area	Entire WTDM	Study Area	Entire WTDM
Employment	34,912	112,845	64,860	175,729	85.8%	55.7%
Households	23,713	97,990	42,008	144,865	77.1%	47.8%
Population	53,334	218,619	97,285	328,427	82.4%	50.2%
Dwelling Units	27,334	113,608	48,161	167,258	76.2%	47.2%

HNTB reviewed the North Carolina State Ports Authority document *Port Of Wilmington - North South Gate Corridor Project - Traffic Analysis Study*, (HDR, June 2013) to refine projected traffic volumes and truck percentage estimates in the vicinity of the port due to proposed port operations expansion. The Ports Authority projects an annual four (4) percent growth over the next 10 years (2013-2023) and potential relocation of the existing north access gate to S. Front Street. Existing and future truck volume estimates and distribution percentages were compared with existing traffic data on selected study area roadways to appropriately account for potential port operations expansion.

5.4 Methodology

The 2020 Intermediate Year No-Build forecast volumes were developed by considering the most appropriate growth rate method for forecasting corridor, segment, intersection and turning movement volumes. Forecast volumes were initially developed by applying 2008 to 2020 WTDM compound annual growth rates (CAGR) model growth rates. Model growth rates between the 2008 Base and 2020 Intermediate Year were calculated for each link in the study area network using the following CAGR formula:

$$Intermediate = Base\ [1 + rate]^{(2020-2008)}$$

Additionally, historical AADT growth rates, 2013 to 2020 WTDM CAGR, network-wide area growth rates between 2008-2020 and 2013-2020, previous traffic forecasts and/or direct model values were considering in forecasting volumes. Once the appropriate growth rate was selected, the resulting growth rates were applied to the 2013 Base Year forecast AADTs to calculate 2020 unadjusted AADTs. This data was checked for reasonable growth assumptions. Several adjacent links are not expected to have similar growth patterns if 2020 year data a) did not match a relatively constant growth rate between the 2008 and 2020 model volumes, or b) was likely to increase by a different rate due to changes between the 2008 and 2020 models due to construction of new facilities (i.e. R-2633B Wilmington Bypass) in the traffic forecast study area.

Due to the changing nature of the study area, certain roadways produced growth rate data that resulted in inconsistent projections using this method. Inconsistencies in growth rate projections were addressed in these areas by using assignment data from the WTDM model or adjusted by engineering judgment.

Bidirectional turning movements were estimated based upon the 2020 No-Build WTDM output along with a comparison with the turning movements used in the 2013 Base Year forecast. Volumes were then adjusted to balance with mainline volumes using the NCDOT TFU spreadsheet.

5.5 Design Factors

The 2020 No-Build network was reviewed to determine if any corridors experienced substantial changes in the percent of traffic occurring in the peak hour, direction of peak travel, directional split or truck percentages. Based on a review of the 2008 and 2020 No-Build WTDM model data and knowledge of the forecast study area and anticipated growth in the area, it was determined that no corridors would experience substantial changes in design factors in the 2020 Intermediate Year No-Build forecast.

The percent of traffic occurring in the peak hour, directional split, and peak direction for the completed I-140 Wilmington Bypass in 2020 are the same as the factors used for the existing

portion of I-140 east of US 421 in the 2013 Base Year. Moving westward (counterclockwise around Wilmington) the truck percentages gradually decrease from six percent duals/ten percent TTST at the interchange of I-140 and US 421 to four percent duals/four percent TTST at the interchange of I-140 and US 17 in Brunswick County.

5.6 2020 No-Build Forecast Results

The 2020 Intermediate Year No-Build traffic forecast was developed based on the methodology described above and is shown on **Figure 8** in ***Appendix A***. **Table 8** in ***Appendix B*** provides 2020 WTDM No-Build model volumes, historic, model and applied growth rates and 2020 Intermediate Year No-Build forecast volumes.

6.0 2020 INTERMEDIATE YEAR BUILD TRAFFIC FORECAST

6.1 Assumptions

The WTDM contains a *Future Year 2020 Bridge* network and socio-economic data set that include all projects documented to be complete by 2020 in the WMPO LRTP, including the completion of R-2633 A & B Wilmington Bypass (I-140). The "Bridge" in the name of the model network refers to the U-4738 (Cape Fear Crossing) project being fully constructed along the current DSA C alignment.

The following modifications were made to the WTDM *Future Year 2020 Bridge* network for all 12 DSAs:

- Added two-lane link to serve as Lanvale Road east of US 17. Intersects with Brunswick Forest Parkway east of US 17.
- Removed extra link between Burnett Boulevard and Shipyard Boulevard.
- Select links of the model simulate a toll feature in the [Toll Auto] field by including a toll value. The [Toll Auto] field value was changed to 0 for each DSA facility to model the Cape Fear Crossing as a non-toll facility.

Table 11 provides a matrix of the modifications made to the WTDM *Future Year 2020 Bridge* network for each DSA.

Table 11. WTDM Network Modifications Matrix

	Detailed Study Alternative											
Change #	B	C	F	G	J	M Av	N Av	P	Q	T	Vf	Va
1	X	X				X	X	X	X	X		X
2	X	X										
3	X				X		X			X		
4	X	X		X	X	X	X		X	X		
5		X		X		X			X			
6			X					X			X	X
7			X								X	
8			X					X				
9			X					X			X	X
10			X					X				
11			X	X	X						X	
12				X	X							
13				X	X							
14				X	X	X	X		X	X		
15						X	X					
16								X				X
17									X	X		
18											X	X

The numbered network changes in **Table 11** correspond to the model network modifications described below:

1. Superstreet added along US 17 at Lanvale Road.

2. Modified interchange of Cape Fear Crossing (CFC) and US 17 between Brunswick Forest Parkway and West Gate Drive to include southbound US 17 to eastbound CFC and northbound US 17 to westbound CFC ramps/movements (allowing for all movements at interchange).
3. CFC connects to Shipyard Boulevard instead of Independence Boulevard on east side of Cape Fear River. Truck only directional interchange with Worth Drive. (Worth Drive northbound/southbound to CFC westbound and CFC eastbound to Worth Drive northbound/southbound movements only). Shipyard Boulevard west of Carolina Beach realigned northwards to intersect with Medical Center Drive. Partial cloverleaf interchange between CFC/Shipyard (east of Carolina Beach) and Carolina Beach Road.
4. CFC re-aligned to match DSA design alignment between US 17 and NC 133. CFC interchange with NC 133 modified from diamond to partial clover to match design.
5. Truck only directional interchange with River Road just east of Cape Fear River (River Road northbound/southbound to CFC westbound and CFC eastbound to River Road northbound/southbound movements only). Independence Boulevard west of Carolina Beach realigned southwards to intersect Carolina Beach between Oak Ln and George Anderson Drive. Partial cloverleaf interchange between CFC/Shipyard (east of Carolina Beach) and Carolina Beach Road. US 421 (Carolina Beach Road) upgraded to six lanes from Shipyard Boulevard to Independence Boulevard.
6. CFC *FY 2020 Bridge* (DSA C) new location alignment and corresponding interchanges removed from network. US 17 and US 74/76 system interchange redesigned with US 17 as the major freeway.
7. US 17 6-lane freeway between I-140 and US 74/76. Added US 17 and Lanvale Road diamond interchange. Three superstreet intersections with US 17 (West Gate Drive/Grandiflora Drive, Gregory Road, Olde Waterford Way/Ploof Road) removed and replaced with split diamond interchange with one-way frontage roads. Intersection of Blackwell Road and US 17 removed. Blackwell Road link from US 17 to Chappell Loop Road removed and Blackwell Road realigned to Ploof Road.
8. Interchange of US 76/421 (Cape Fear Memorial Bridge) and S. Front St removed and replaced with interchange of US 76/421 with S. 3rd St. US 421 (S. 3rd St / Carolina Beach Road) upgraded to six lanes from US 76 to Shipyard Boulevard.
9. US 74/76 upgraded to eight lane freeway from US 17 to US 421.
10. Cape Fear Memorial Bridge upgraded to eight lanes from four lanes.
11. Removed intersection of Brunswick Forest Parkway and US 17. Brunswick Forest Parkway link removed between US 17 and Lanvale Road (east of US 17).
12. Added US 17 and Lanvale Road partial cloverleaf interchange.
13. US 17 6-lane freeway from I-140 to CFC (north of Lanvale Road interchange).
14. Removed portion of CFC connecting I-140 with US 17 (north of Brunswick Forest Parkway).
15. CFC intersects US 17 at I-140 / US 17 interchange instead of between Brunswick Forest Parkway and West Gate Drive.
16. US 17 6-lane arterial between I-140 and US 74/76.
17. US 17 6-lane arterial from I-140 to CFC (north of Lanvale Road interchange).

18. New location four-lane bridge over Cape Fear River from interchange of US 17/74/76 and US 421 to intersection of Carolina Beach Road (US 421) and Burnett Boulevard. US 421 (Carolina Beach Road) upgraded to six lanes from Burnett Boulevard to Shipyard Boulevard. Burnett Boulevard and S. Front St intersection converted to three-leg intersection.

It is assumed that future population growth and commercial development trends are reasonably estimated by the SE data used in the 2020 WTDM and that the availability and share for pedestrian, bicycle, and other transit modes is consistent with the assumptions made in the WMPO LRTP as included in the WTDM 2020 model network. None of the Build scenarios are assumed to significantly alter traffic patterns or development outside of the WTDM area.

The fiscal constraints and development activity for the 2020 Intermediate Year Build forecast are consistent with those stated in the 2020 Intermediate Year No-Build forecast (**Section 5.0**).

6.2 Methodology

For the 2020 Build forecast, models including the Cape Fear Crossing project were developed for all twelve 2020 DSA Build scenarios. The 2020 Build model runs for each DSA scenario were then compared to the 2020 No-Build model run results to determine 2020 No-Build to 2020 Build diversion percentages. These diversion percentages were then applied to the 2020 No-Build forecast data to produce estimates of 2020 Build forecast daily traffic for facilities existing in the No-Build model network.

For each DSA, the proposed alignment, access, corridor, capacity, project termini, raw model output and/ No-Build diversion percentages were reviewed to determine if unique forecast volumes were warranted at specific interchange and intersection locations. Generally, each forecast is unique but also similar to other DSAs for intersections further away or less impacted by changes between DSAs. The following hierarchal forecasting approach was generally applied for each DSA:

- Based on a review of DSA corridors, volume assignments and No-Build diversion percentages, there are generally three DSA forecast groups: 1) DSA B, J, T & N avoidance; 2) DSA C, G, Q & M avoidance; and DSA F, P, V freeway and V arterial,
- DSA B and C are similar except for their respective DSA corridors, diversion in Cape Fear River crossing volumes and surrounding intersections at the eastern and western project termini,
- DSA F and P are similar except for US 17 access (freeway/arterial/frontage road),
- DSA G and Q are similar to each other and DSA C except for US 17 access and freeway versus arterial characteristics,
- DSA J and T are similar to each other and DSA B except for US 17 access and freeway versus arterial characteristics,
- DSA M Avoidance is similar to DSA C, except for their respective DSA corridors,
- DSA N Avoidance is similar to DSA B, except for their respective DSA corridors,
- DSA V freeway and V arterial are similar to each other and DSA F and P, respectively.

As in the 2020 No-Build forecast, adjustments to the model diversion percentage methodology were necessary in certain areas of the network to produce reasonable and balanced daily traffic

volume estimates. Any adjustments made for the 2020 No-Build traffic forecasts with regard to incorporating actual 2020 model data were applied consistently to the 2020 Build DSA forecasts. Once the growth rates and adjustments were applied to 2020 Build segments, bi-directional turning movement volumes were then adjusted throughout the study area to account for change in traffic volumes and patterns between the 2020 No-Build and Build forecasts.

6.3 Design Factors

The 2020 Build model outputs for each DSA were reviewed to determine if any corridors experienced substantial changes in the percent of traffic occurring in the peak hour, direction of peak travel, directional split or truck percentages. Based on a review of the 2020 No-Build and Build WTDM model data and knowledge of the forecast study area and anticipated growth in the area, it was determined that only a few corridors or roadway segments are expected to experience changes in design factors from the 2020 Intermediate Year No-Build to Build forecast. The following design factors were modified for existing roadways:

- For all DSAs, TTST percentage increased from six percent TTST to eight percent TTST on I-140 north of the interchange with US 74/76.
- For all DSAs, on I-140 south the interchange with US 74/76, the truck percentage increased from four percent duals / four percent TTST to five percent duals / five percent TTST.
- For DSAs B, J, N Avoidance and T, the peak direction on Shipyard Boulevard between Independence Boulevard and Cape Fear Crossing changed from eastbound to westbound. For Shipyard Boulevard between US 421 (Carolina Beach Road) and S. 17th St, the DHV changed from 8 to 10 percent, the D changed from 55 to 60 percent, and the duals percentage changed from 2 percent duals to 4 percent duals. On Worth Drive north of the truck-only interchange with Cape Fear Crossing the truck percentage changed from two percent duals / one percent TTST to 19 percent duals / 31 percent TTST.
- For DSAs C, G, M Avoidance, and Q, the truck percentage along Independence Boulevard from Shipyard Boulevard to Cape Fear Crossing was increased to four percent duals / two percent TTST.
- For DSAs F, G, J, V Freeway, the D for Lanvale Road east of US 17 changed from 55 to 60 percent and the peak direction changed from westbound to eastbound.
- For DSAs F and P, the truck percentage along S. Front St decreases from three percent duals / six percent TTST to two percent duals / two percent TTST. The truck percentage along S. 3rd St between US 76 and S. Front St. increases from five percent duals / four percent TTST to six percent duals / five percent TTST.
- For DSAs G and J, the truck percentage along US 17 Business between I-140 and Cape Fear Crossing increases from four percent duals / three percent TTST to five percent duals / five percent TTST.

The proposed DSAs include options for new location roadway facilities that require design data not produced in the 2013 Base Year and/or 2020 Intermediate Year No-Build scenarios. The design data for these roadway segments were generated by comparing previous traffic forecasts, comparing traffic characteristics of similar nearby/parallel facilities, examining existing I-140 traffic data, reviewing the WTDM data and producing traffic factors reasonable to the study area characteristics based on engineering judgment. The following design factors were selected for the DSAs:

- For DSAs B, C, G, J, M, N, Q, and T, Cape Fear Crossing has a D of 60 percent, a DHV of 10 percent, and a westbound peak direction on the new location portions from US 17 and/or I-140 until the corridors join with either Shipyard or Independence Boulevards on the eastern side of the Cape Fear River. The truck percentage is ten percent duals / six percent TTST west of the truck-only interchanges (at Worth Drive or at River Road) and eight percent duals / four percent TTST east of the truck-only interchanges.
- For DSAs V Freeway and V Arterial, the new location bridge over the Cape Fear River has a D of 55 percent, DHV of 10 percent, four percent duals / six percent TTST, and a northwest-bound peak direction.
- The realigned portion of Shipyard Boulevard in DSAs B, J, N and T has the same D, DHV, and truck percentages as the original alignment in the No-Build scenario, but the peak direction changed from eastbound to westbound.
- The realigned portion of Independence Boulevard in DSAs C, G, M and Q has the same D, DHV, peak direction and truck percentages as the original alignment in the No-Build scenario.

6.4 2020 Build Forecast Results

The 2020 Intermediate Year Build traffic forecasts were developed based on the methodology described above and are shown on **Figures 9-20** in ***Appendix A***. **Table 9** in ***Appendix B*** provides 2020 WTDM Build model volumes, model and applied diversion percentages, and 2020 Future Year Build volumes. **Table 12** provides a summary of the 2020 Build Forecast data.

Table 12. 2020 Intermediate Year DSA Forecast Summary

DSA	Alternative Type	US 17 Corridor Range*	Cape Fear Crossing Bridge	Cape Fear Memorial Bridge	Cape Fear River Screenline	Figures
2020 No-Build	N/A	33,000 – 89,700	N/A	67,400	130,200	8.1 – 8.3
B	New Location	33,100 – 68,600	31,500	50,000	131,100	9.1 – 9.3
C	New Location	33,100 – 63,200	37,800	46,600	132,200	10.1 – 10.3
F	Upgrade Existing	41,300 – 100,900	N/A	77,500	132,700	11.1 – 11.3
G	Hybrid	38,800 – 63,200	37,300	46,800	132,100	12.1 – 12.3
J	Hybrid	37,100 – 68,600	30,500	50,800	131,300	13.1 – 13.3
M Avoidance	New Location	33,100 – 63,200	35,800	48,200	131,900	14.1 – 14.3
N Avoidance	New Location	33,100 – 68,600	28,300	52,600	131,100	15.1 – 15.3
P	Upgrade Existing	41,300 – 100,900	N/A	77,500	132,700	16.1 – 16.3
Q	Hybrid	38,600 – 63,200	37,300	46,600	132,100	17.1 – 17.3
T	Hybrid	37,600 – 68,600	30,500	50,800	131,300	18.1 – 18.3
V Freeway	Hybrid	41,300 – 100,900	26,300	56,400	134,900	19.1 – 19.3
V Arterial	Hybrid	41,300 – 100,900	26,300	56,400	134,900	20.1 – 20.3

* - Forecast range on US 17 from I-140 interchange to Cape Fear Memorial Bridge.

A summary of the key observations and findings from a comparison between individual 2020 Build DSA traffic volumes and an overall comparison with DSA volumes and the 2020 No-Build scenario include the following:

- All DSA's have similar total screenline volumes crossing the Cape Fear River. The differences in screenline volumes are generally reflective of changes in raw model volumes between scenarios. The No-Build scenario reasonably has slightly lower screenline volumes due to lower overall roadway capacity crossing the Cape Fear River. Volume differences between alternatives generally reflect the attractiveness of alternatives based on model assignment. Overall, forecasted screenline volumes between alternatives are within approximately 3 percent of each other.
- Additional screenlines, or cut-lines, were considered and reviewed during development of the forecast. However, these screenline locations provide many different model trip path assignments based on changes in roadway networks between alternatives. This makes it more challenging to accurately compare and discuss volume differences between scenarios. Therefore, the Cape Fear River screenline, with defined river crossings, limited access and fewer trip paths, is presented to provide an overall comparison between alternatives of trips to/from Brunswick and New Hanover Counties.
- All new location and/or upgrade existing DSA's have similar Cape Fear Crossing volumes. DSA C, G, M Avoidance and Q have the highest volumes, followed by DSA B, J, N Avoidance and T, and then followed by DSA V (freeway) and V (arterial).
- Compared to No-Build conditions, US 17 corridor volumes increase in DSA F, P, V (freeway) and V (arterial) due to additional capacity and decrease in the other 8 DSA's due to additional capacity on new location.
- Although Cape Fear Crossing volumes are less in 2020 DSA N than in 2020 DSA M, the north, east, and west leg volumes of interchange #103 (Cape Fear Crossing and US 17) remain the same based on model volume assignment. Traffic turning volumes are reassigned in the model and forecast to account for the change in traffic pattern distributions. DSA M Avoidance is assigned slightly higher volumes than DSA N Avoidance based on model volume assignment on Cape Fear Crossing crossing the Cape Fear River due to changes in the location of the eastern termini.
- DSA F and P have similar forecasted volumes since the forecasted demand is project to be similar with upgrading US 17 to a freeway or arterial from I-140 to US 74/76. Similar demand is forecasted for upgrade existing scenarios between the two DSA's since the roadway networks/trip paths remain the same and there are very few competing route choices for trip re-assignment. While DSA F inherently provides additional US 74 capacity by upgrading from an arterial to a freeway facility, additional system trips are not forecasted.
- DSA M Avoidance is assigned higher volumes (20.9%) than DSA N Avoidance based on model volume assignment on Cape Fear Crossing crossing the Cape Fear River due to changes in the location of the eastern termini. Overall, Cape Fear River screenline volumes (**Table 12** above) between DSA M and DSA N indicate very similar totals within 0.6%.
- Although some DSA's have the same east-west crossings along the Cape Fear River, the east-west screenline differ. These differences are primarily based on model volume assignments due to differences on the roadway networks. The western termini of DSA C and B connects further north on I-140 while DSA G, J, Q and T connects further south at existing US 17. This difference in network causes slight differences in the assignment of volumes on I-140, US 74/76 and ultimately impacts east-west assignment west of NC 133. However, while there are slight differences between DSA's, the overall Cape Fear

River screenline volumes (**Table 12** above) between DSA C, G, Q, B, J and T are within 0.8% of each other.

- The forecasted demand is projected to be slightly higher in DSA V Arterial and V Freeway than DSA F and P, upgrading existing. These differences are primarily based on model volume assignment differences due to differences in the roadway networks. The additional new bridge connection across the Cape Fear River from interchange #12 to interchange #112 south of US 17 Business/US 76 changes the assignment of volumes on the three existing Cape Fear River crossings (I-140, US 74/NC 133 and US 17 Business/US 76-421) and impacts east-west assignment. While DSA F and P increase the existing Cape Fear Memorial Bridge laneage/capacity, the roadway network remains the same as existing conditions and additional traffic is assigned to US 76 in Wilmington. DSA V Arterial and V Freeway provide a forth Cape Fear River crossing with a new bridge that allow volumes crossing the Cape Fear River to distribute among US 76 and US 421. Overall, DSA F and P volumes are slightly lower than other DSA's with new location river crossing. However, the overall Cape Fear River screenline volumes (**Table 12** above) between DSA F, P, V Arterial and V Freeway are within 1.6% of each other.
- Model output shows the volume crossing Cape Fear River on Isabel Holmes Bridge east of Intersection #13 as being higher in the No-Build scenario than for all the DSA Build alternatives. The rationale behind this is that an additional bridge crossing in the Build alternatives will alleviate the strain on capacity at the three existing crossing points, thus all river-crossing volumes at these locations are lower in the Build alternatives to account for the forecasted volume assigned to the Cape Fear Crossing bridge.
- All DSA's reduce volumes on existing Cape Fear Memorial Bridge and to a lesser extent on Isabel Holmes Bridge and I-140 (Wilmington Bypass) bridge as traffic is diverted to the new location Cape Fear Crossing. DSA F and P, which upgrade existing Cape Fear Memorial Bridge, are the exceptions.
- For all DSA's, Port of Wilmington truck traffic (and associated traffic in the Port area) has similar diversion to the Cape Fear Crossing truck-only interchange.

7.0 2040 FUTURE YEAR NO-BUILD TRAFFIC FORECAST

7.1 Assumptions

The WTDM contains a *Future Year 2035 No Bridge* network and socio-economic data set that include all projects documented to be complete by 2035 in the WMPO LRTP. The "No Bridge" in the name of the model network refers to the U-4738 project. It is assumed that future population growth and commercial development trends are reasonably estimated by the SE data used in the 2035 WTDM and that the availability and share for pedestrian, bicycle, and other transit modes is consistent with the assumptions made in the WMPO LRTP as included in the WTDM 2035 model network.

A future year of 2040 was selected at the traffic forecast kickoff meeting to provide 20 years between the 2020 Intermediate Year and 2040 Future Year.

There are no projects assumed to be completed between 2035 and 2040 within the forecast study area that would significantly alter traffic patterns.

7.2 Fiscal Constraint

The 2040 Future Year No-Build forecast considers all fiscally-constrained projects scheduled for completion by 2035 in the WMPO LRTP. The adopted 2035 LRTP was used as the future highway network for the 2040 forecasted design year. The roadway projects listed in the NCDOT's currently adopted 2012-2018 STIP and the WMPO LRTP were included in the *Future Year 2035 No Bridge* model network used to develop the 2040 traffic forecasts and is reflected in changes to travel patterns/daily traffic assignments in the traffic forecast study area.

7.3 Development Activity

As with the 2020 Intermediate Year forecast assumptions, development activity in the project study area was accounted for by changes in socio-economic data for study area TAZs in the 2035 socio-economic data set. Changes in land use intensity are reflected in changes in the study area (and regional) TAZ socio-economic data found in the WTDM. No specific traffic generators, except for the Port of Wilmington, were specifically analyzed beyond the changes in TAZ data between the 2020 and 2040 forecast years. **Table 13** shows socio-economic data for study area TAZs and the entire WTDM for 2020 and 2035 and the percent increase projected between those years.

Table 13. 2020-2035 WMPO Model TAZ Data Comparison

TAZ Statistic	2020		2035		% Increase 2020-2035	
	Study Area	Entire WTDM	Study Area	Entire WTDM	Study Area	Entire WTDM
Employment	64,860	175,729	89,043	221,398	37.3%	26.0%
Households	42,008	144,865	54,398	186,021	29.5%	28.4%
Population	97,285	328,427	126,826	423,351	30.4%	28.9%
Dwelling Units	48,161	167,258	62,293	214,606	29.3%	28.3%

7.4 Methodology

Per the project scoping meeting and discussion of the Wilmington Travel Demand Model, NCDOT Transportation Planning Branch requested a 2040 design year traffic forecast. The 2040 Future Year No-Build forecast volumes were developed by considering the most appropriate growth rate method for forecasting corridor, segment, intersection and turning movement volumes. Forecast volumes were initially developed by applying 2020 to 2035 WTDM compound annual growth rates (CAGR) model growth rates. Model growth rates between 2020 Intermediate Year and 2035 Future (model) Year were calculated for each link in the study area network using the following CAGR formula:

$$Future = Intermediate\ [1 + rate]^{(2035-2020)}$$

Additionally, historical 10 and 20 year AADT growth rates, 2020 to 2035 WTDM CAGR, network-wide area growth rates from 2020-2035, previous traffic forecasts and/or direct model values were considering in forecasting volumes. Once the appropriate growth rate was selected, the resulting compound annual growth rates were applied to the 2020 Intermediate Year No-Build forecast AADTs to calculate 2040 unadjusted AADTs over a 20 year period. This data was checked for reasonable growth assumptions.

Due to the changing nature of the study area, certain roadways produced growth rate data that resulted in inconsistent projections using this method. Inconsistencies in growth rate projections were addressed in these areas by using assignment data from the WTDM model or adjusted by engineering judgment.

Bidirectional turning movements were estimated based upon the 2035 No-Build WTDM output along with a comparison with the turning movements used in the 2020 Intermediate Year No-Build forecast. Volumes were then adjusted to balance with mainline volumes using the NCDOT TFU spreadsheet.

7.5 Design Factors

The *Future Year 2035 No Bridge* WTDM model network was reviewed to determine if any corridors experienced substantial changes in the percent of traffic occurring in the peak hour, direction of peak travel, directional split or truck percentages. Based on a review of the 2020 and 2035 No-Build WTDM model data and knowledge of the forecast study area and anticipated growth in the area, it was determined that no corridors would experience substantial changes in design factors from the 2020 Intermediate Year No-Build (as described in **Section 5.5**) to the 2040 Future Year No-Build forecast.

7.6 2040 No-Build Forecast Results

The 2040 Future Year No-Build traffic forecast was developed based on the methodology described above and is shown on **Figure 21** in ***Appendix A***. **Table 10** in ***Appendix B*** provides 2035 WTDM No-Build model volumes, historic, model and applied growth rates and 2040 Future Year No-Build forecast volumes.

8.0 2040 FUTURE YEAR BUILD TRAFFIC FORECAST

8.1 Assumptions

The WTDM contains a *Future Year 2035 Bridge* network and socio-economic data set that include all projects documented to be complete by 2035 in the WMPO LRTP. The "Bridge" in the name of the model network refers to the U-4738 (Cape Fear Crossing) project being fully constructed along the current DSA C alignment. The WTDM network adjustments for each DSA listed in **Section 6.1** are the same as those used for the 2035 Build WTDM network.

It is assumed that future population growth and commercial development trends are reasonably estimated by the SE data used in the 2035 WTDM and that the availability and share for pedestrian, bicycle, and other transit modes is consistent with the assumptions made in the WMPO LRTP as included in the WTDM 2035 model network. None of the Build scenarios are assumed to significantly alter traffic patterns or development beyond the WTDM area.

The fiscal constraints and development activity for the 2040 Future Year Build forecast are consistent with those stated in the 2040 Future Year No-Build forecast (**Section 7.0**).

There are no projects assumed to be completed between 2035 and 2040 within the forecast study area that would significantly alter traffic patterns.

8.2 Methodology

For the 2040 Build forecast, 2035 WTDM networks including the Cape Fear Crossing project were developed for all twelve DSA Build scenarios. The 2035 Build model runs for each DSA scenario were then compared to the 2035 No-Build model run results to determine 2035 No-Build/2035 Build diversion percentages. These diversion percentages were then applied to the 2040 No-Build forecast data to produce estimates of 2040 Build forecast daily traffic for facilities existing in the No-Build model network.

For each DSA, the proposed alignment, access, corridor, capacity, project termini, raw model output and/ No-Build diversion percentages were reviewed to determine if unique forecast volumes were warranted at specific interchange and intersection locations. Generally, each forecast is unique but also similar to other DSAs for intersections further away or less impacted by changes between DSAs. The hierarchal forecasting approach outlined in **Section 6.2** for the 2020 DSA Build scenarios was similarly applied for the 2040 DSA Build scenarios.

As in the 2040 No-Build forecast, adjustments to the model diversion percentage methodology were necessary in certain areas of the network to produce reasonable and balanced daily traffic volume estimates. Any adjustments made for the 2040 No-Build traffic forecasts with regard to incorporating actual 2035 model data were applied consistently to the 2040 Build DSA forecasts. Once the growth rates and adjustments were applied to 2040 Build segments, bi-directional turning movement volumes were then adjusted throughout the study area to account for change in traffic volumes and patterns between the 2040 No-Build and Build forecasts.

8.3 Design Factors

The 2040 Build model outputs for each DSA were reviewed to determine if any corridors experienced substantial changes in the percent of traffic occurring in the peak hour, direction of peak travel, directional split or truck percentages. Based on a review of the 2035 No-Build and

Build WTDM model data and knowledge of the forecast study area and anticipated growth in the area, it was determined that the same changes in design factors listed in **Section 6.3** for the 2020 Intermediate Year No-Build to Build forecast would occur for the 2040 Future Year No-Build to Build forecast.

The proposed DSAs include options for new location roadway facilities that require design data not produced in the 2013 Base Year and/or 2040 Future Year No-Build scenarios. The 2040 Future Year Build scenario design factors for these new location roadway segments is the same as the 2020 Intermediate Year Build scenario design factors.

8.4 2040 Build Forecast Results

The 2040 Future Year Build traffic forecasts were developed based on the methodology described above and are shown on **Figures 22-33** in ***Appendix A***. **Table 11** in ***Appendix B*** provides 2035 WTDM Build model volumes, model and applied diversion percentages, and 2040 Future Year Build volumes. **Table 14** provides a summary of the 2040 Build Forecast data.

Table 14. 2040 Future Year DSA Forecast Summary

DSA	Alternative Type	US 17 Corridor Range*	Cape Fear Crossing Bridge	Cape Fear Memorial Bridge	Cape Fear River Screenline	Figures
2040 No-Build	N/A	51,000 – 109,800	N/A	79,600	203,600	21.1 – 21.3
B	New Location	48,400 – 79,600	52,300	61,800	210,300	22.1 – 22.3
C	New Location	48,400 – 77,100	55,800	60,900	211,700	23.1 – 23.3
F	Upgrade Existing	59,200 – 121,200	N/A	91,300	204,500	24.1 – 24.3
G	Hybrid	58,300 – 77,100	55,000	61,300	211,700	25.1 – 25.3
J	Hybrid	57,500 – 79,600	51,000	62,200	210,000	26.1 – 26.3
M Avoidance	New Location	48,400 – 77,100	53,600	61,600	211,100	27.1 – 27.3
N Avoidance	New Location	48,400 – 79,600	50,000	62,600	210,200	28.1 – 28.3
P	Upgrade Existing	59,200 – 121,200	N/A	91,300	204,500	29.1 – 29.3
Q	Hybrid	57,300 – 77,100	55,000	61,300	211,700	30.1 – 30.3
T	Hybrid	57,500 – 79,600	51,000	62,200	210,000	31.1 – 31.3
V Freeway	Hybrid	59,200 – 121,200	43,600	66,200	212,900	32.1 – 32.3
V Arterial	Hybrid	59,200 – 121,200	43,600	66,200	212,900	33.1 – 33.3

* - Forecast range on US 17 from I-140 interchange to Cape Fear Memorial Bridge.

A summary of the key observations and findings from a comparison between individual 2040 Build DSA traffic volumes and an overall comparison with DSA volumes and the 2040 No-Build scenario include the following:

- All DSA's have similar total screenline volumes crossing the Cape Fear River. The differences in screenline volumes are generally reflective of changes in raw model volumes between scenarios. The No-Build scenario reasonably has slightly lower screenline volumes due to lower overall roadway capacity crossing the Cape Fear River. Volume differences between alternatives generally reflect the attractiveness of

alternatives based on model assignment. Overall, forecasted screenline volumes between alternatives are within approximately 4 percent of each other.

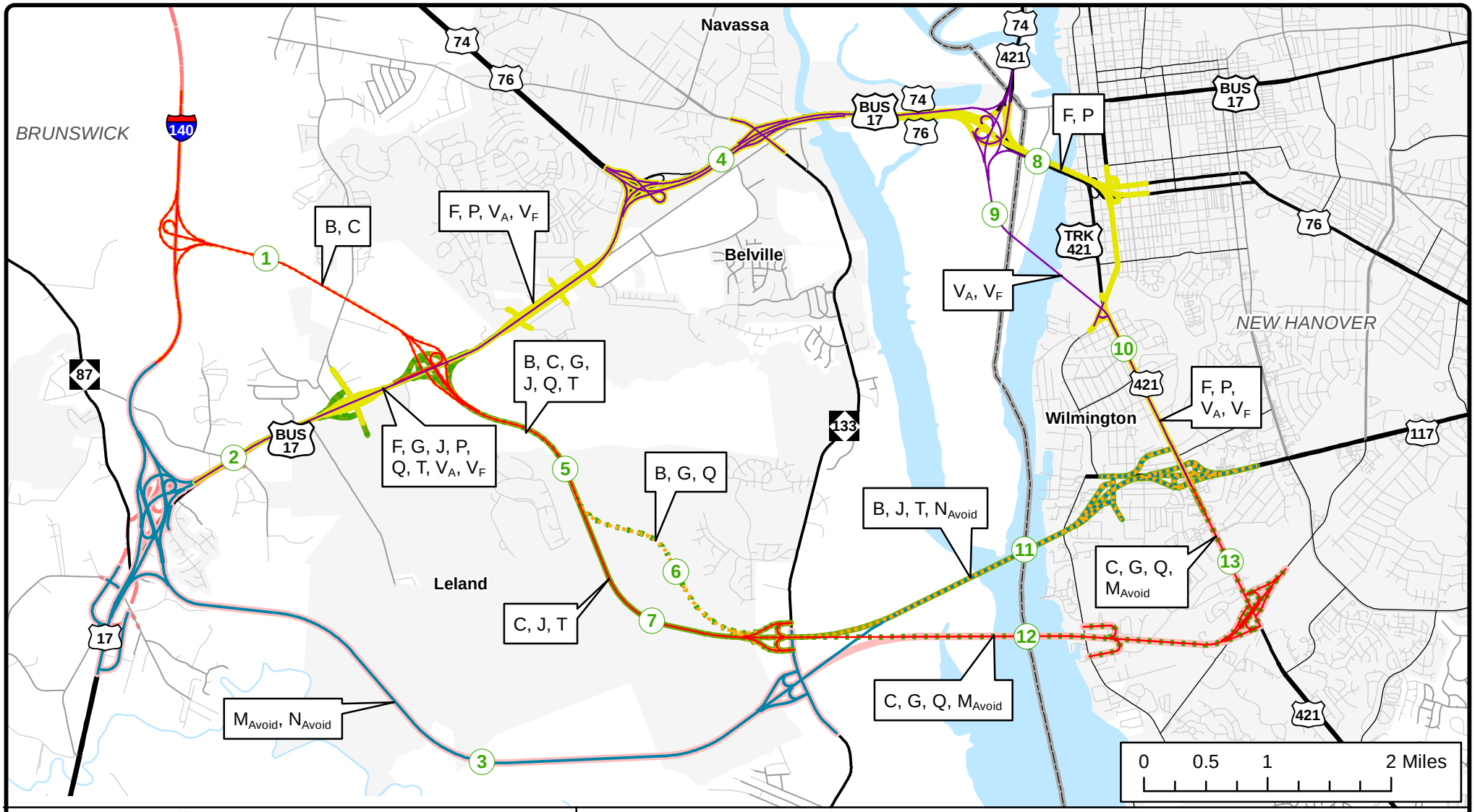
- Additional screenlines, or cut-lines, were considered and reviewed during development of the forecast. However, these screenline locations provide many different model trip path assignments based on changes in roadway networks between alternatives. This makes it more challenging to accurately compare and discuss volume differences between scenarios. Therefore, the Cape Fear River screenline, with defined river crossings, limited access and fewer trip paths, is presented to provide an overall comparison between alternatives of trips to/from Brunswick and New Hanover Counties.
- All new location and/or upgrade existing DSA's have similar Cape Fear Crossing volumes. DSA C, G, M Avoidance and Q have the highest volumes, followed by DSA B, J, N Avoidance and T, and then followed by DSA V (freeway) and V (arterial).
- Compared to No-Build conditions, US 17 corridor volumes increase in DSA F, P, V (freeway) and V (arterial) due to additional capacity and decrease in the other 8 DSA's due to additional capacity on new location.
- Although Cape Fear Crossing volumes are less in 2040 DSA N than in 2040 DSA M, the north, east, and west leg volumes of interchange #103 (Cape Fear Crossing and US 17) remain the same based on model volume assignment. Traffic turning volumes are reassigned in the model and forecast to account for the change in traffic pattern distributions. DSA M Avoidance is assigned slightly higher volumes than DSA N Avoidance based on model volume assignment on Cape Fear Crossing crossing the Cape Fear River due to changes in the location of the eastern termini.
- DSA F and P have similar forecasted volumes since the forecasted demand is project to be similar with upgrading US 17 to a freeway or arterial from I-140 to US 74/76. Similar demand is forecasted for upgrade existing scenarios between the two DSA's since the roadway networks/trip paths remain the same and there are very few competing route choices for trip re-assignment. While DSA F inherently provides additional US 74 capacity by upgrading from an arterial to a freeway facility, additional system trips are not forecasted.
- DSA M Avoidance is assigned slightly higher volumes (6.7%) than DSA N Avoidance based on model volume assignment on Cape Fear Crossing crossing the Cape Fear River due to changes in the location of the eastern termini. Overall, Cape Fear River screenline volumes (**Table 14** above) between DSA M and DSA N indicate very similar totals within 0.4%.
- Although some DSA's have the same east-west crossings along the Cape Fear River, the east-west screenline differ. These differences are primarily based on model volume assignments due to differences on the roadway networks. The western termini of DSA C and B connects further north on I-140 while DSA G, J, Q and T connects further south at existing US 17. This difference in network causes slight differences in the assignment of volumes on I-140, US 74/76 and ultimately impacts east-west assignment west of NC 133. However, while there are slight differences between DSA's, the overall Cape Fear River screenline volumes (**Table 14** above) between DSA C, G, Q, B, J and T are within 1.0% of each other.
- The forecasted demand is projected to be slightly higher in DSA V Arterial and V Freeway than DSA F and P, upgrading existing. These differences are primarily based on model volume assignment differences due to differences in the roadway networks. The additional new bridge connection across the Cape Fear River from interchange #12 to interchange #112 south of US 17 Business/US 76 changes the assignment of volumes on the three existing Cape Fear River crossings (I-140, US 74/NC 133 and US 17 Business/US 76-421) and impacts east-west assignment. While DSA F and P increase

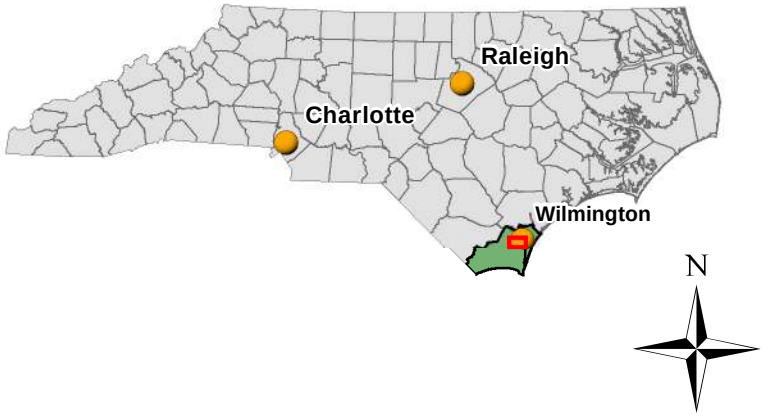
the existing Cape Fear Memorial Bridge laneage/capacity, the roadway network remains the same as existing conditions and additional traffic is assigned to US 76 in Wilmington. DSA V Arterial and V Freeway provide a forth Cape Fear River crossing with a new bridge that allow volumes crossing the Cape Fear River to distribute among US 76 and US 421. Overall, DSA F and P volumes are slightly lower than other DSA's with new location river crossing. However, the overall Cape Fear River screenline volumes (**Table 14** above) between DSA F, P, V Arterial and V Freeway are within 4.0% of each other.

- Model output shows the volume crossing Cape Fear River on Isabel Holmes Bridge east of Intersection #13 as being higher in the No-Build scenario than for all the DSA Build alternatives. The rationale behind this is that an additional bridge crossing in the Build alternatives will alleviate the strain on capacity at the three existing crossing points, thus all river-crossing volumes at these locations are lower in the Build alternatives to account for the forecasted volume assigned to the Cape Fear Crossing bridge.
- All DSA's reduce volumes on existing Cape Fear Memorial Bridge and to a lesser extent on Isabel Holmes Bridge and I-140 (Wilmington Bypass) bridge as traffic is diverted to the new location Cape Fear Crossing. DSA F and P, which upgrade existing Cape Fear Memorial Bridge, are the exceptions.
- For all DSA's, Port of Wilmington truck traffic (and associated traffic in the Port area) has similar diversion to the Cape Fear Crossing truck-only interchange.

Appendix A – Forecast Figures

1) Detailed Study Alternative Corridors
2) Traffic Forecast Study Area
3) NCDOT Historic AADT Count Locations
4) Study Area Traffic Count Locations
5) Study Area Traffic Analysis Zones
6) Traffic Forecast Figures Sheet Key
7) 2013 Base Year No-Build
8) 2020 Intermediate Year No-Build
9) 2020 Intermediate Year Build DSA B
10) 2020 Intermediate Year Build DSA C
11) 2020 Intermediate Year Build DSA F
12) 2020 Intermediate Year Build DSA G
13) 2020 Intermediate Year Build DSA J
14) 2020 Intermediate Year Build DSA M Avoidance
15) 2020 Intermediate Year Build DSA N Avoidance
16) 2020 Intermediate Year Build DSA P
17) 2020 Intermediate Year Build DSA Q
18) 2020 Intermediate Year Build DSA T
19) 2020 Intermediate Year Build DSA V (Freeway)
20) 2020 Intermediate Year Build DSA V (Arterial)
21) 2040 Future Year No-Build
22) 2040 Future Year Build DSA B
23) 2040 Future Year Build DSA C
24) 2040 Future Year Build DSA F
25) 2040 Future Year Build DSA G
26) 2040 Future Year Build DSA J
27) 2040 Future Year Build DSA M Avoidance
28) 2040 Future Year Build DSA N Avoidance
29) 2040 Future Year Build DSA P
30) 2040 Future Year Build DSA Q
31) 2040 Future Year Build DSA T
32) 2040 Future Year Build DSA V (Freeway)
33) 2040 Future Year Build DSA V (Arterial)





Detailed Study Alternative Corridors

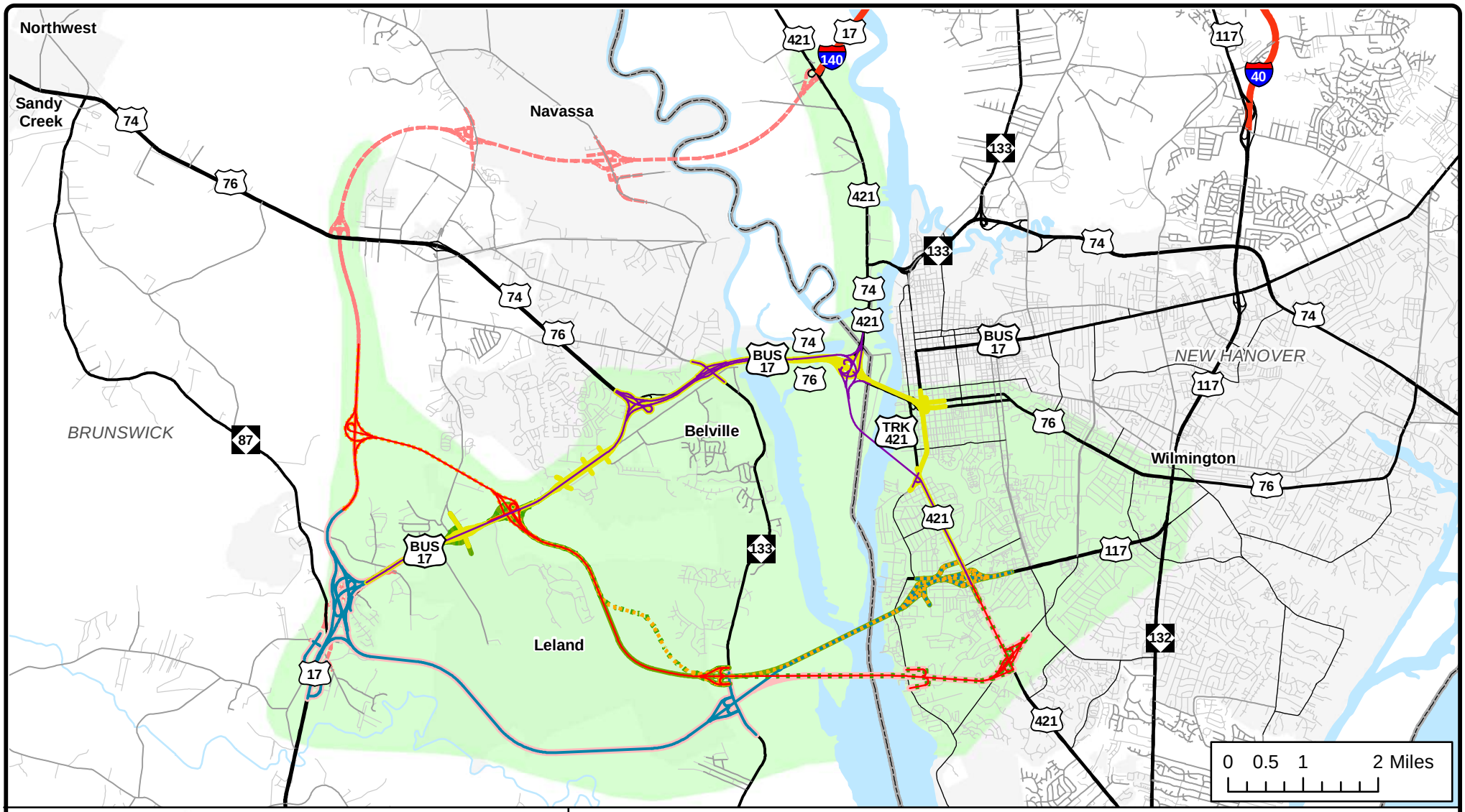
Legend

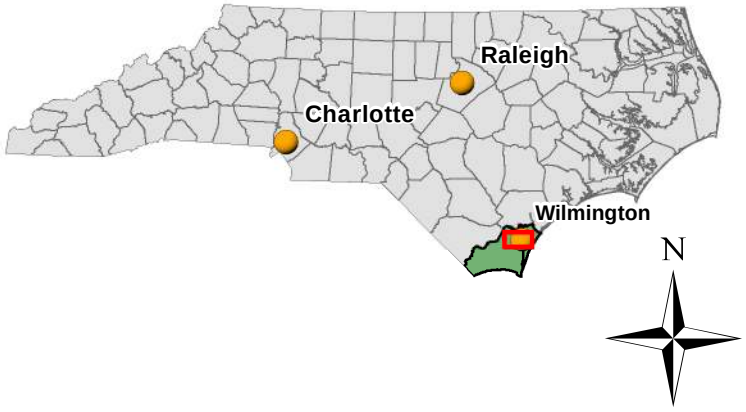
- Future I-140
- Major Roads
- Minor Roads
- Segment ID
- Counties
- River

Corridors

- B
- C
- F/P
- G/Q
- J/T
- M_{Avoid}
- N_{Avoid}
- V_A/V_F

STIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick/ New Hanover	**DIVISION:** 3
DATE: October 2014	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd, Suite 200 Raleigh, NC 27609
LOCATION: I-140 and US 17 (Brunswick County) to US 421 (Wilmington)	
PROJECT: Cape Fear Crossing	**Figure 1**





Traffic Forecast Study Area

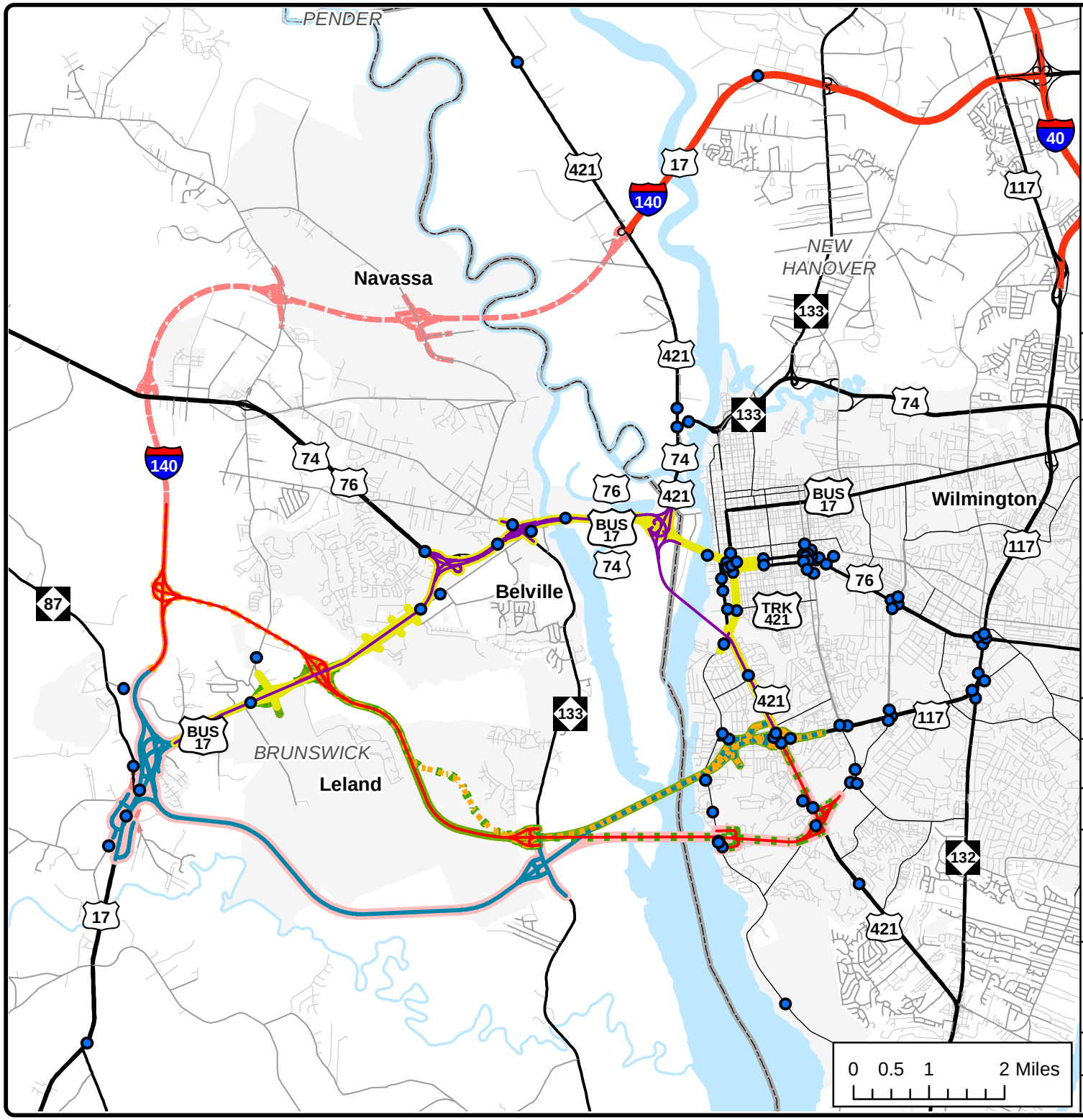
Legend

- Future I-140
- Major Roads
- Minor Roads
- Study Area
- Counties
- River

Corridors

- B
- C
- F/P
- G/Q
- J/T
- M_{Avoid}
- N_{Avoid}
- V_A/V_F

STIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick/ New Hanover	**DIVISION:** 3
DATE: October 2014	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd, Suite 200 Raleigh, NC 27609
LOCATION: I-140 and US 17 (Brunswick County) to US 421 (Wilmington)	
PROJECT: Cape Fear Crossing	**Figure 2**



NCDOT Historic AADT Count Locations

Legend

- Study Area AADT Locations
- Counties
- River
- Future I-140
- Major Roads
- Minor Roads

Corridors

- B
- C
- F/P
- G/Q
- J/T
- M_{Avoid}
- N_{Avoid}
- V_A/V_F

STIP: U-4738 **WBS:** 40114.1.TA1

COUNTY: Brunswick/ New Hanover **DIVISION:** 3

DATE: October 2014

PREPARED BY:

HNTB

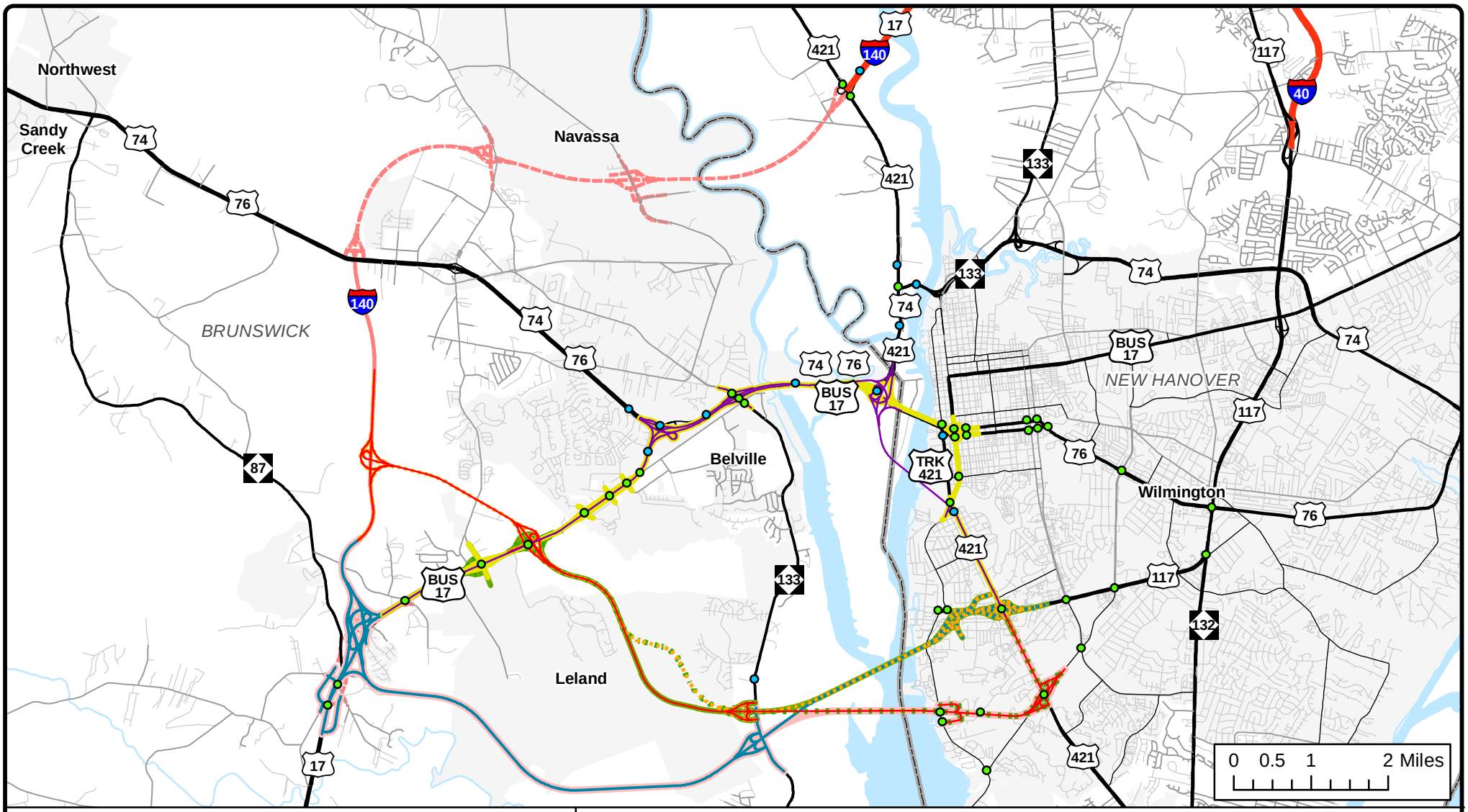
HNTB North Carolina, P.C.
343 E. Six Forks Rd, Suite 200
Raleigh, NC 27609

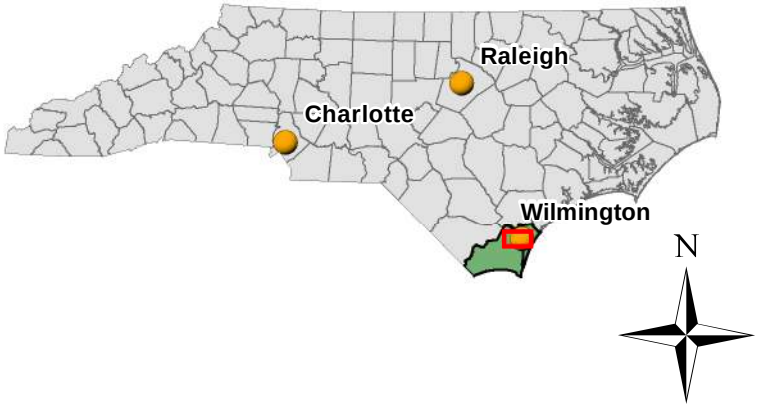
LOCATION:

I-140 and US 17 (Brunswick County) to US 421 (Wilmington)

PROJECT: Cape Fear Crossing

Figure 3





Study Area Traffic Count Locations

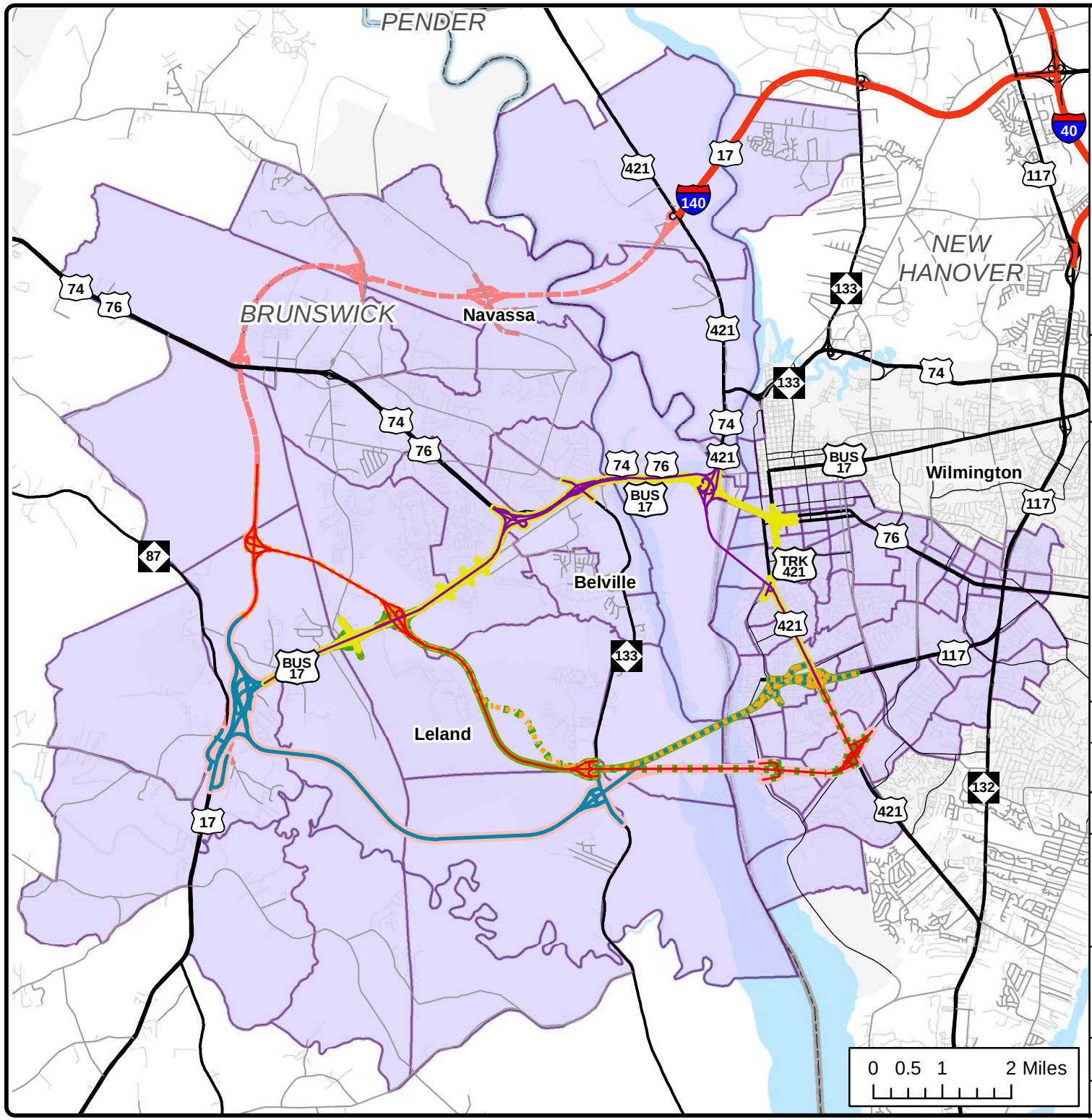
Legend

- 48 Hour Count Locations
- 16 Hour Count Locations
- Future I-140
- Major Roads
- Minor Roads
- River
- Counties

Corridors

- B
- C
- F/P
- G/Q
- J/T
- M_{Avoid}
- N_{Avoid}
- V_A/V_F

STIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick/ New Hanover	**DIVISION:** 3
DATE: October 2014	
PREPARED BY: HNTB North Carolina, P.C. 343 E. Six Forks Rd, Suite 200 Raleigh, NC 27609	
LOCATION: I-140 and US 17 (Brunswick County) to US 421 (Wilmington)	
PROJECT: Cape Fear Crossing	**Figure 4**



Study Area Traffic Analysis Zones

Legend

- Future I-140
- Major Roads
- Minor Roads
- TAZs
- Counties
- River

Corridors

- B
- C
- F/P
- G/Q
- J/T
- M_{Avoid}
- N_{Avoid}
- V_A/V_F

STIP: U-4738		**WBS:**	40114.1.TA1
COUNTY:	Brunswick/ New Hanover	**DIVISION:**	3

DATE: October 2014

PREPARED BY:

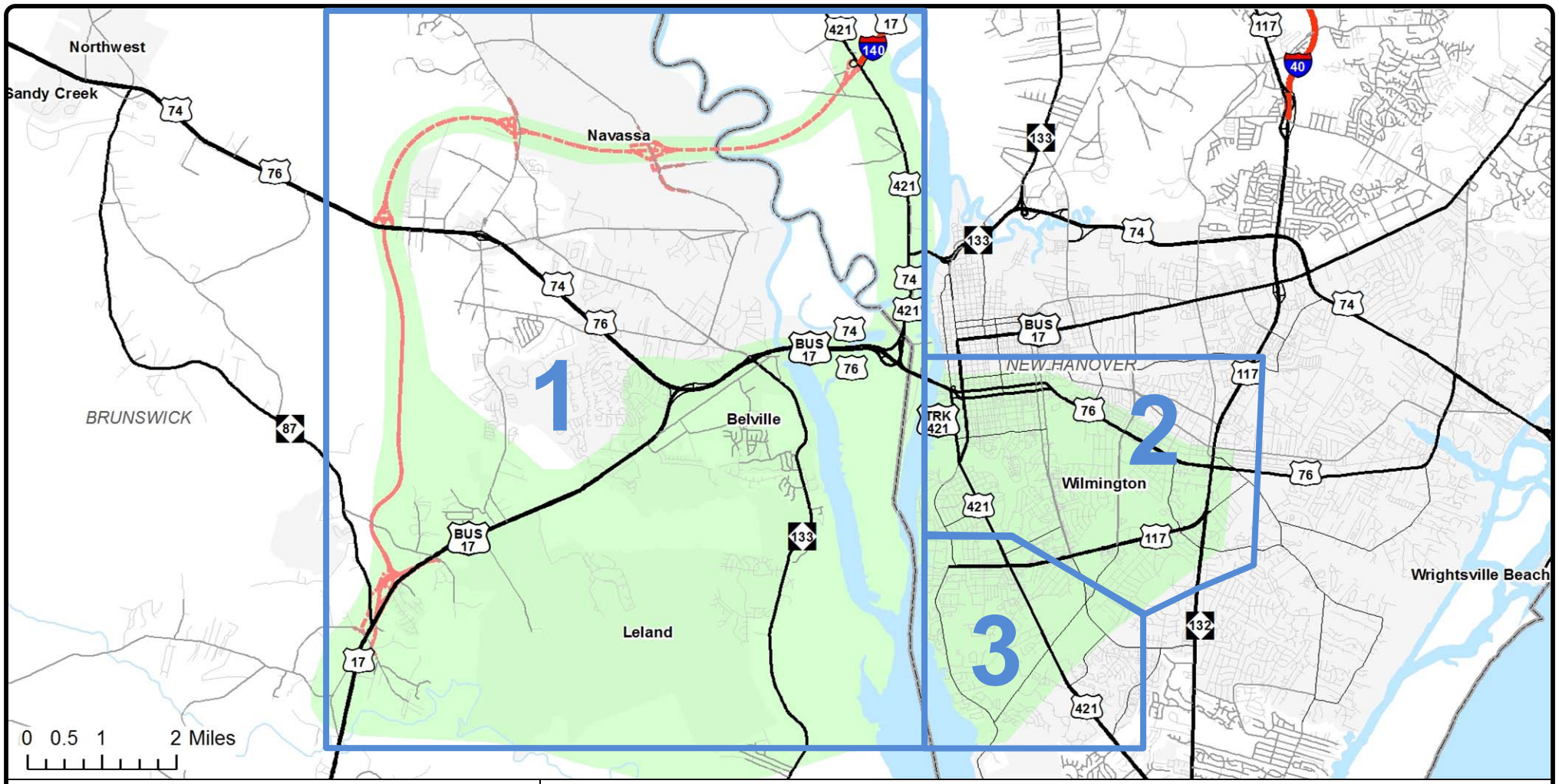
HNTB North Carolina, P.C.
343 E. Six Forks Rd, Suite 200
Raleigh, NC 27609

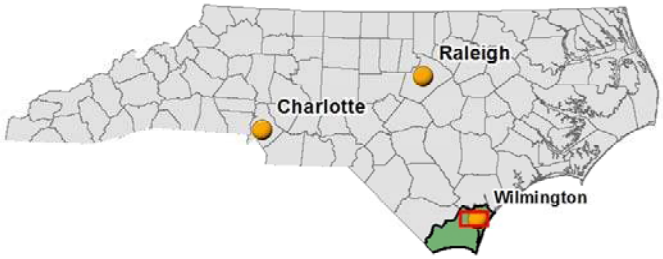
LOCATION:

I-140 and US 17 (Brunswick County) to US 421 (Wilmington)

PROJECT: Cape Fear Crossing

Figure 5





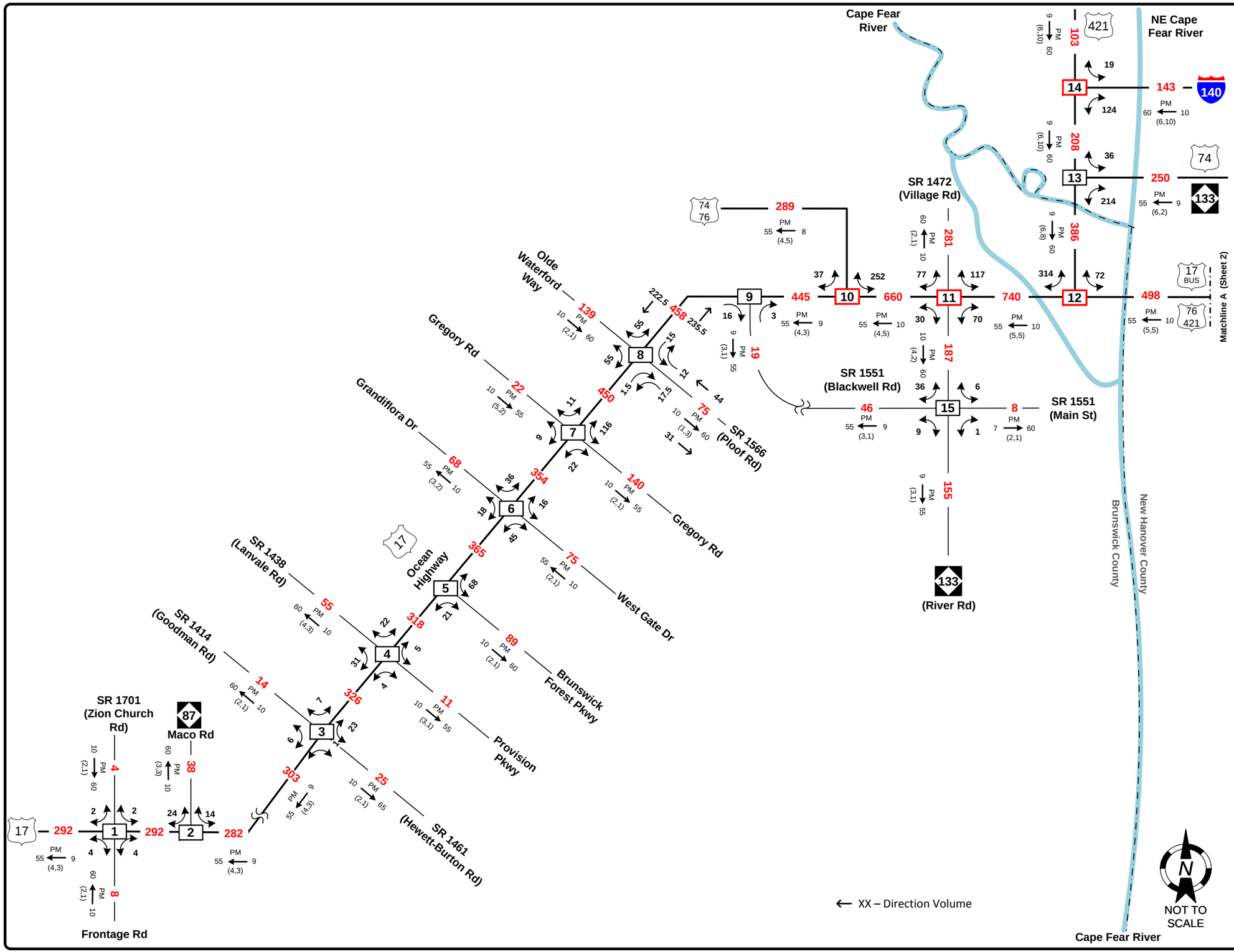
TRAFFIC FORECAST FIGURES SHEET KEY

LEGEND

Future I-140
Major Roads
Counties
Study Area

N

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609	
LOCATION: City of Wilmington, Town of Leland, Town of Belville, Town of Navassa	
DATE: October 2014	**FIGURE 6**



2013

ANNUAL AVERAGE DAILY TRAFFIC

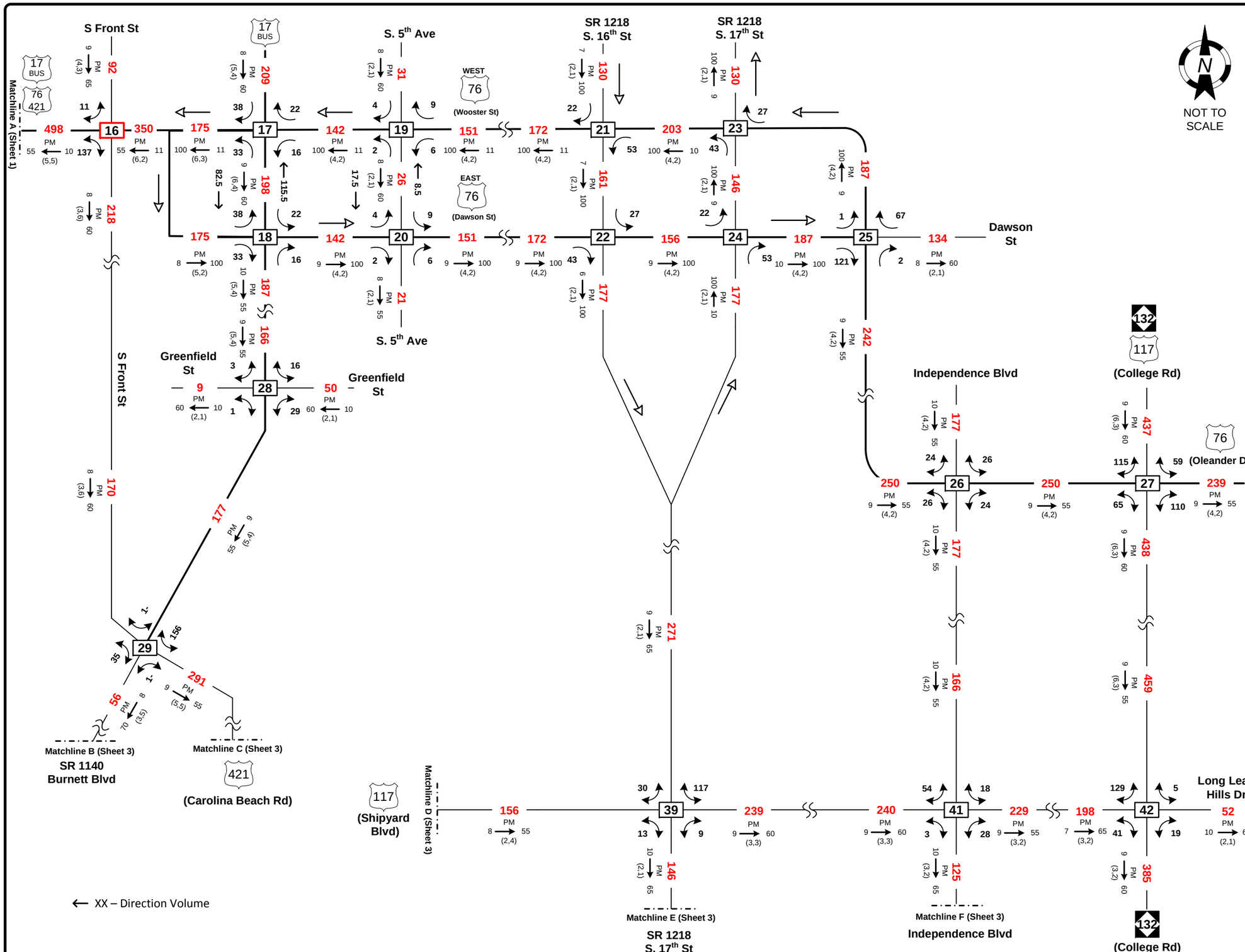
NO-BUILD

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 7**



2013

ANNUAL AVERAGE DAILY TRAFFIC

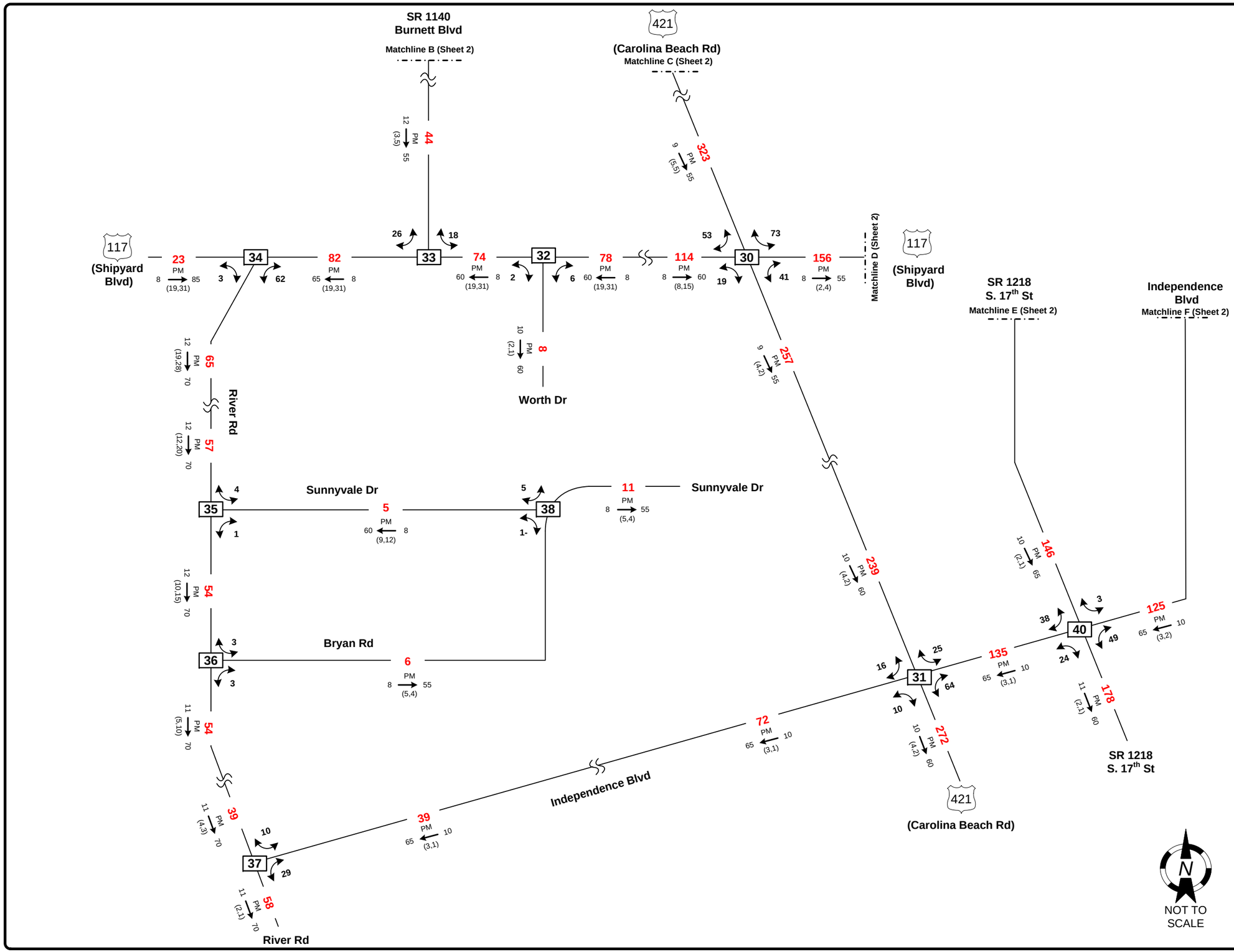
NO-BUILD

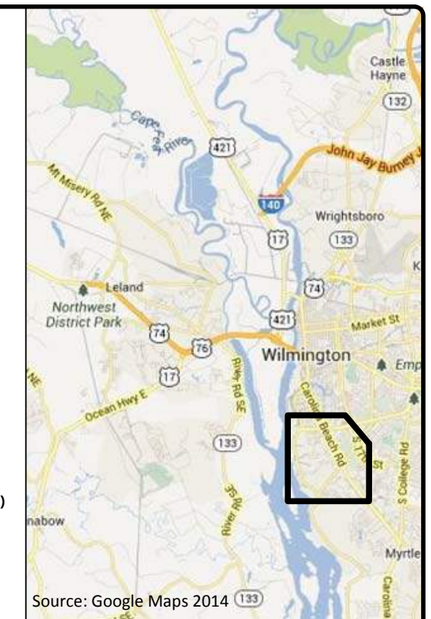
SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 7**





2013

ANNUAL AVERAGE DAILY TRAFFIC

NO-BUILD

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
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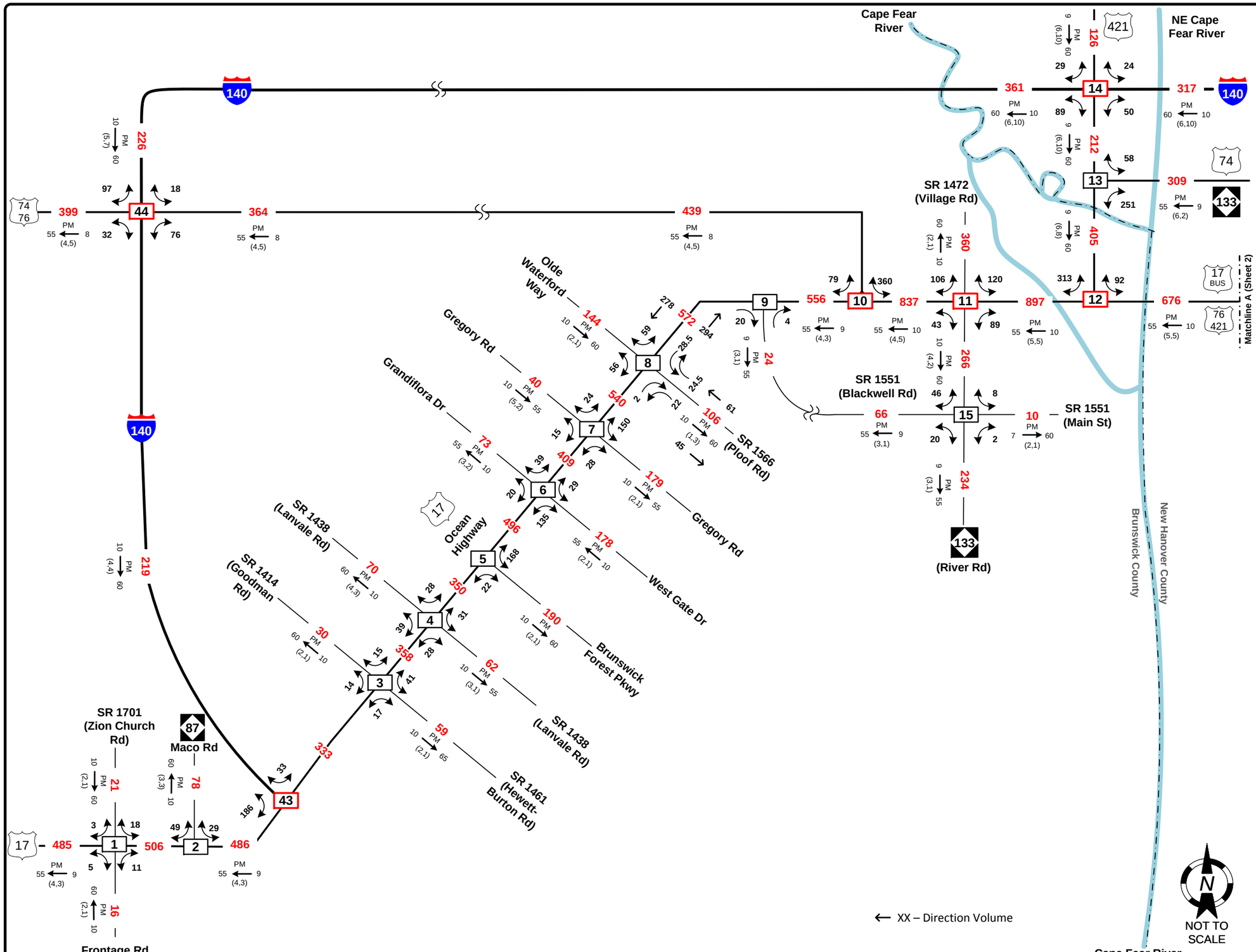
TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 7**



2020

ANNUAL AVERAGE DAILY TRAFFIC

No-Build

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV (PM / (d, t)) → D	
DHV	Design Hourly Volume (%) = K30
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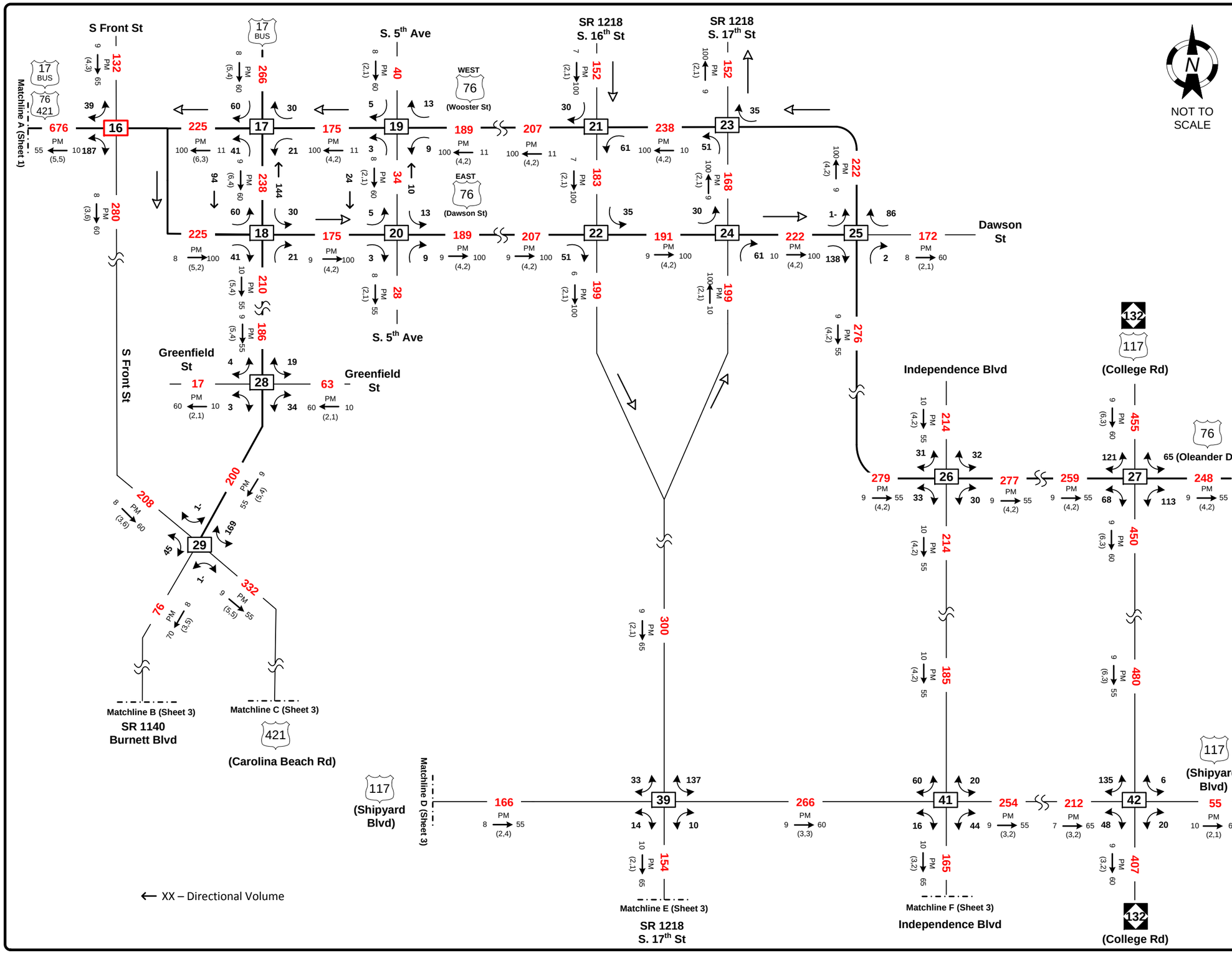
TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 8**



2020

ANNUAL AVERAGE DAILY TRAFFIC

No-Build

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
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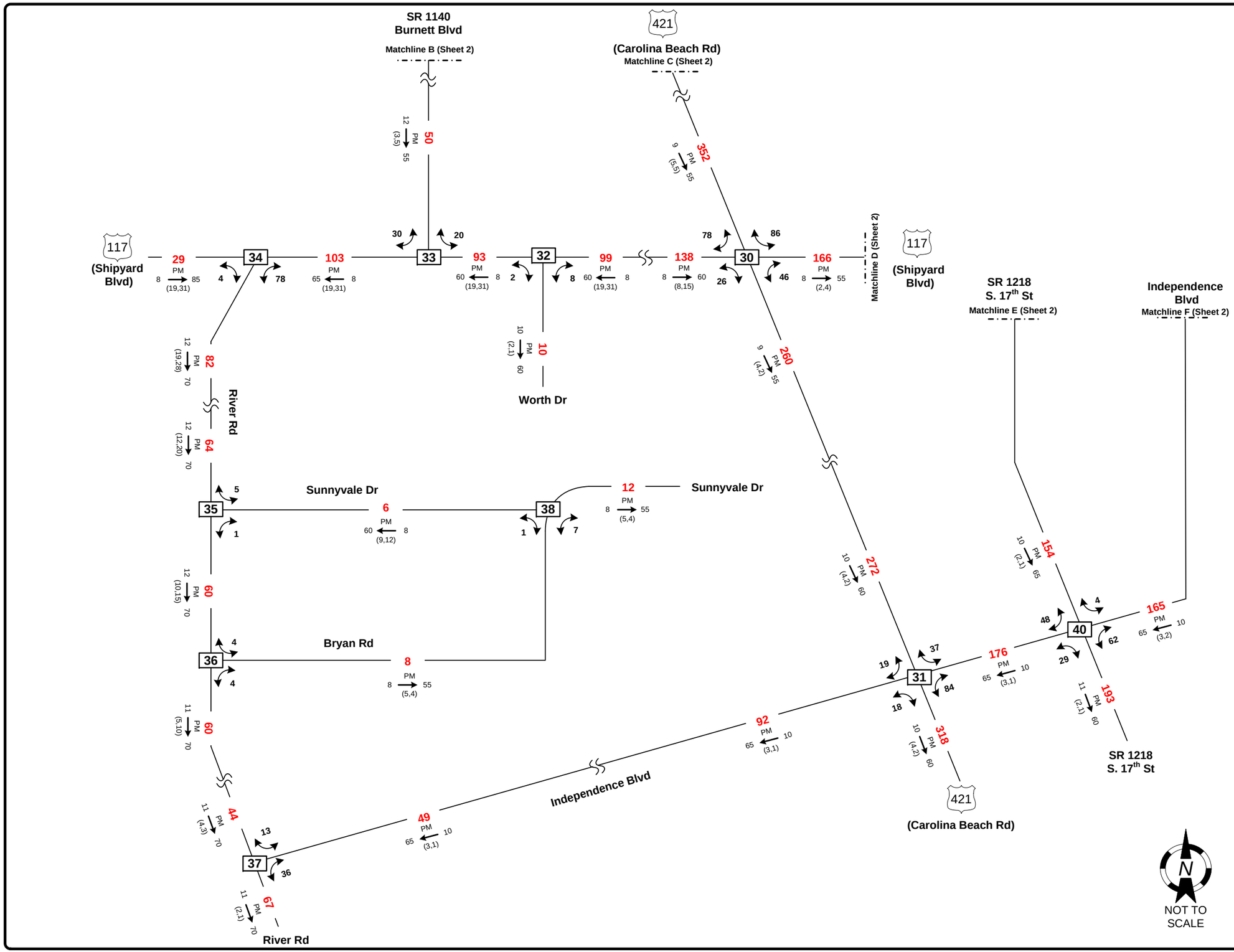
TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 8**



Source: Google Maps 2014

2020

ANNUAL AVERAGE DAILY TRAFFIC

No-Build

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) → D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738 | **WBS: 40114.1.TA1**

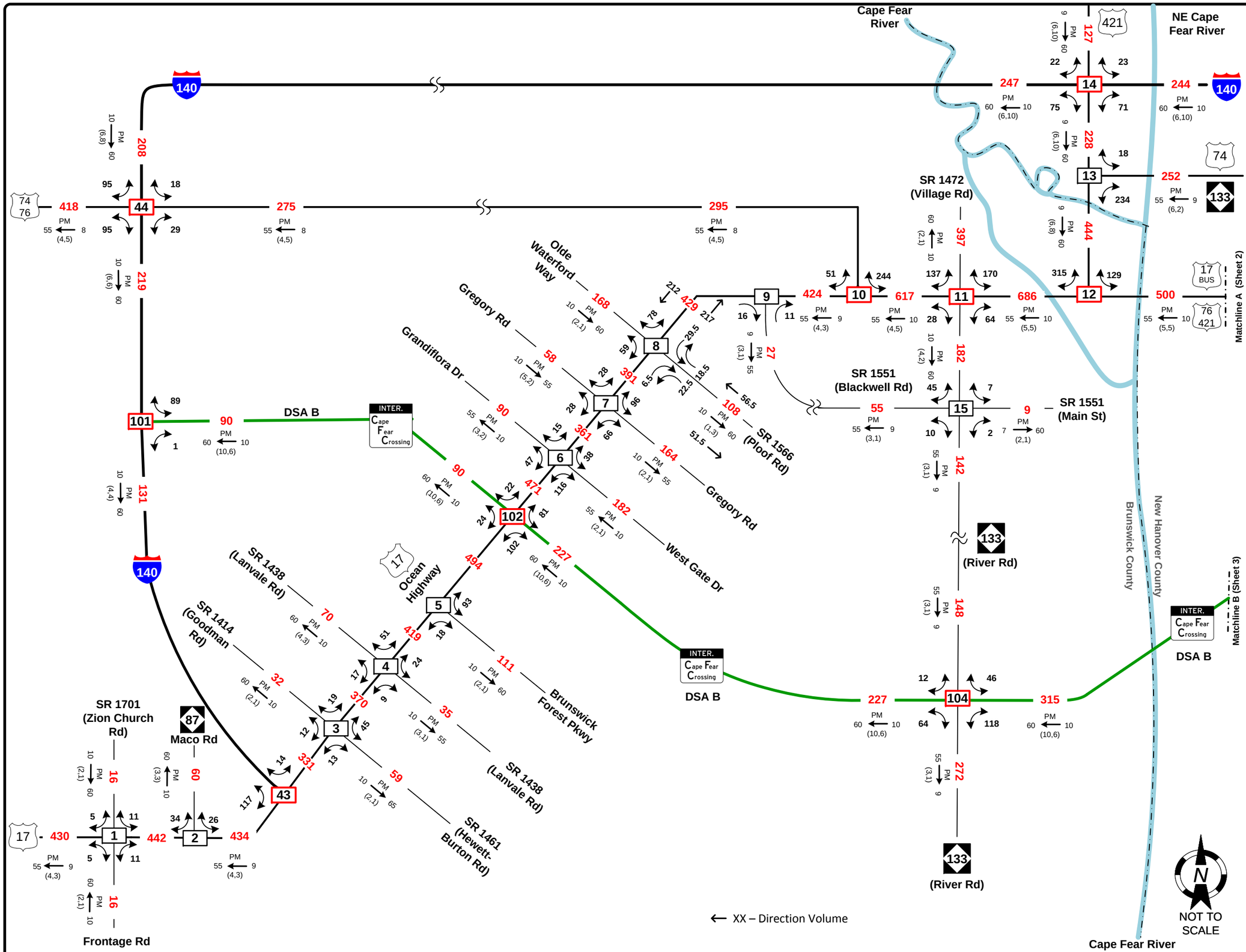
COUNTY: Brunswick, New Hanover | **DIVISION:** 3

PROJECT: Cape Fear Crossing

PREPARED BY: HNTB — HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609

LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection

DATE: October 2014 | **FIGURE 8**



2020

ANNUAL AVERAGE DAILY TRAFFIC

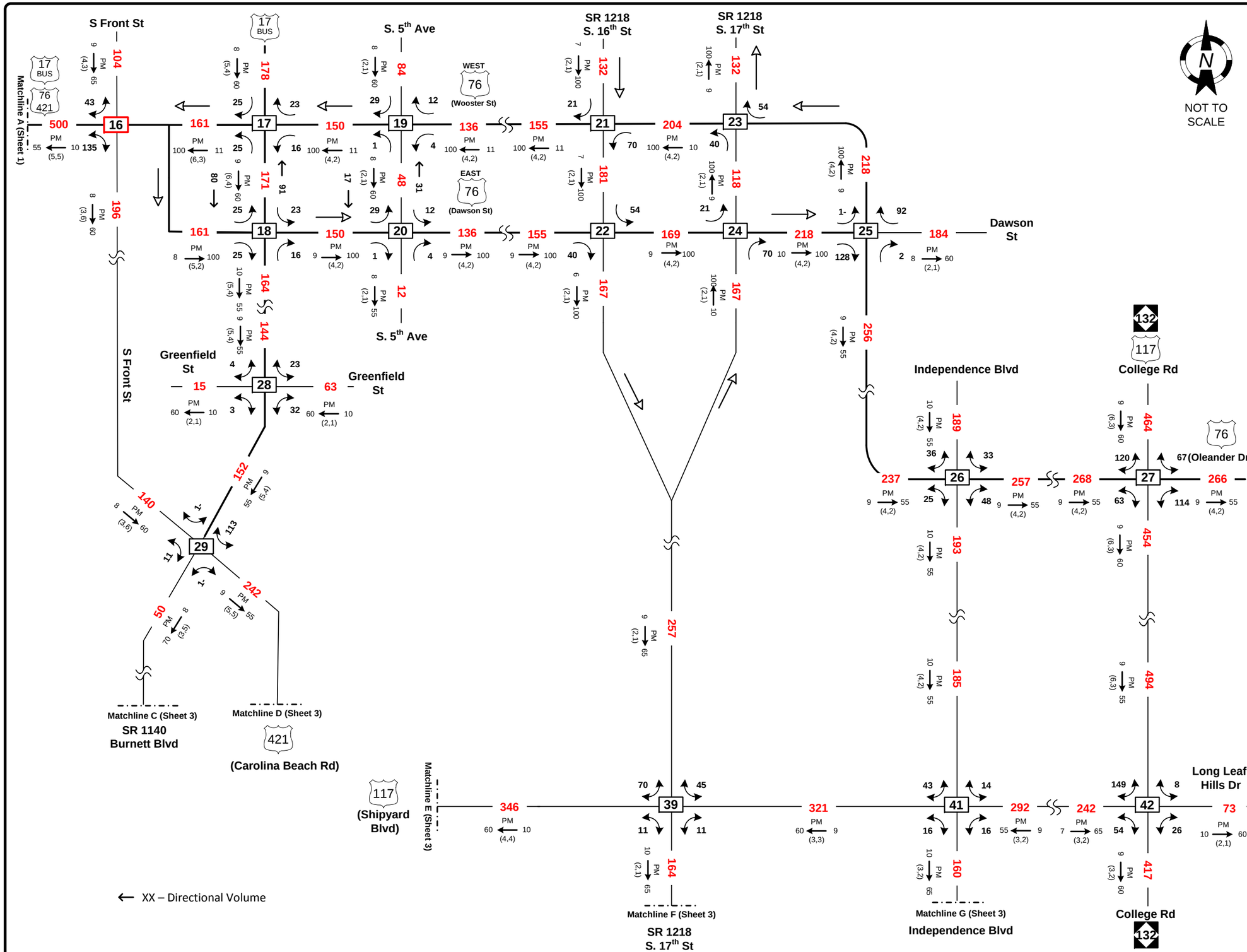
Build Non-Toll DSA B

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 9**



2020

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA B

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
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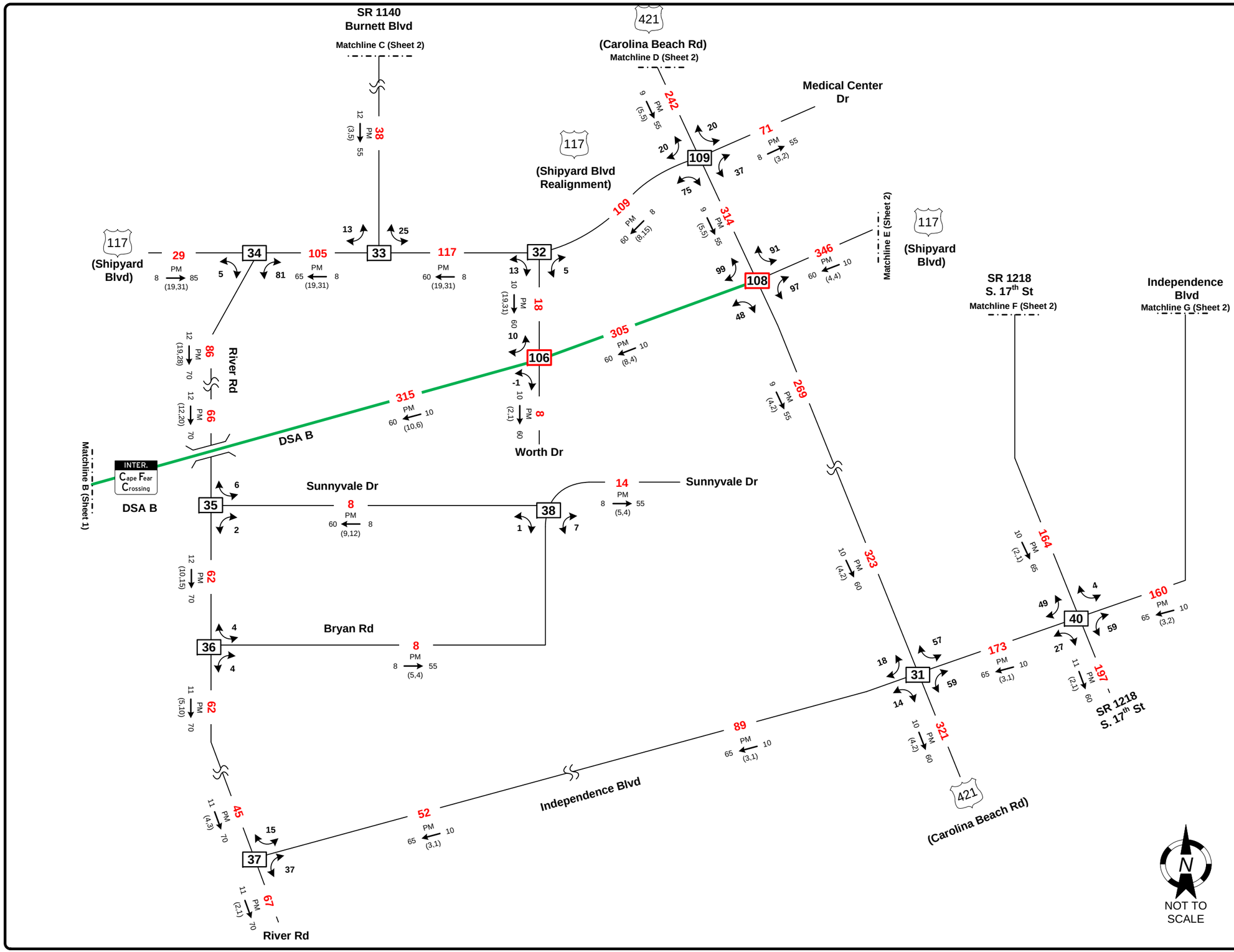
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 9**



2020

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA B

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
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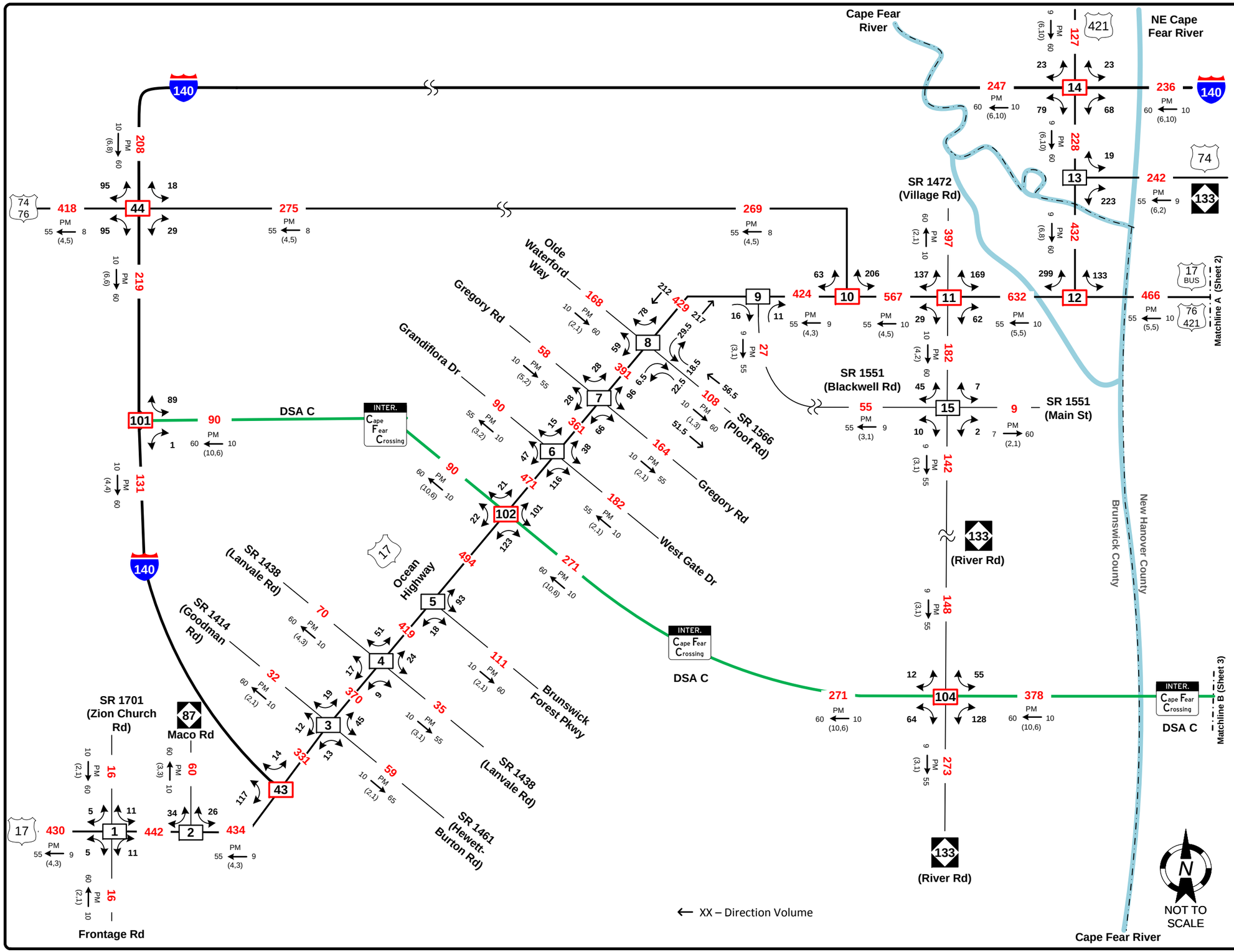
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 9**



2020

ANNUAL AVERAGE DAILY TRAFFIC

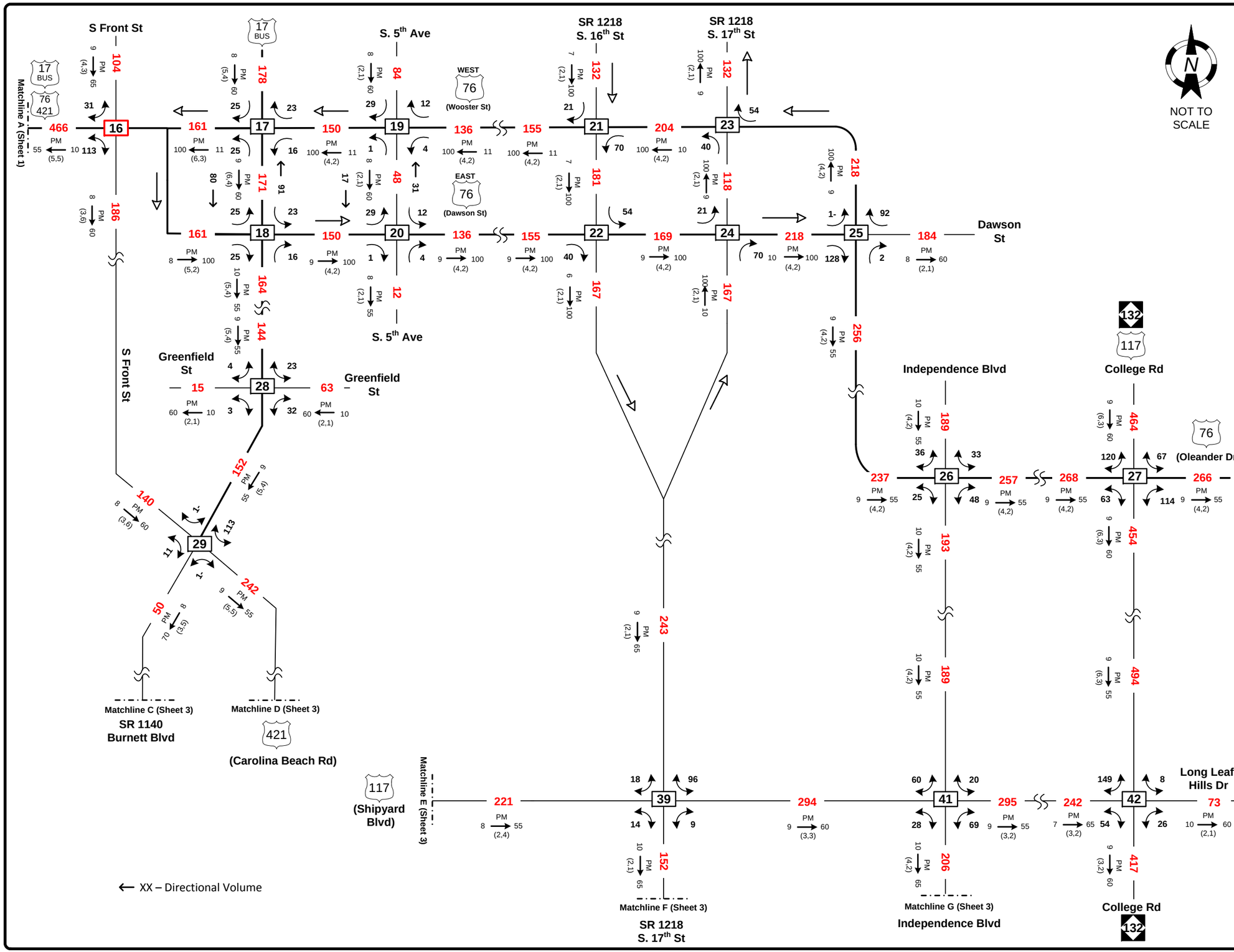
Build Non-Toll DSA C

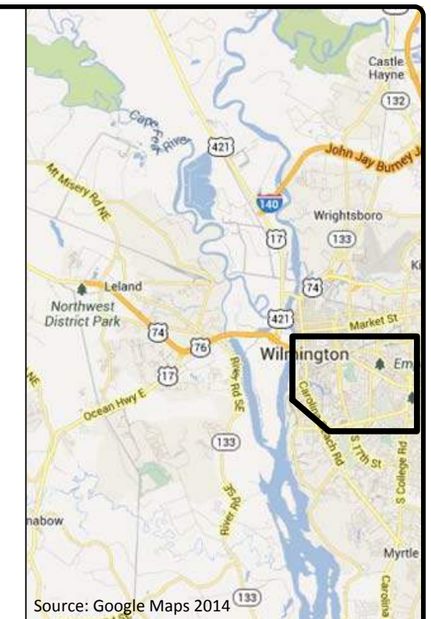
SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	Daily Turn Movement
	One-way Streets
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 10**





2020

ANNUAL AVERAGE DAILY TRAFFIC

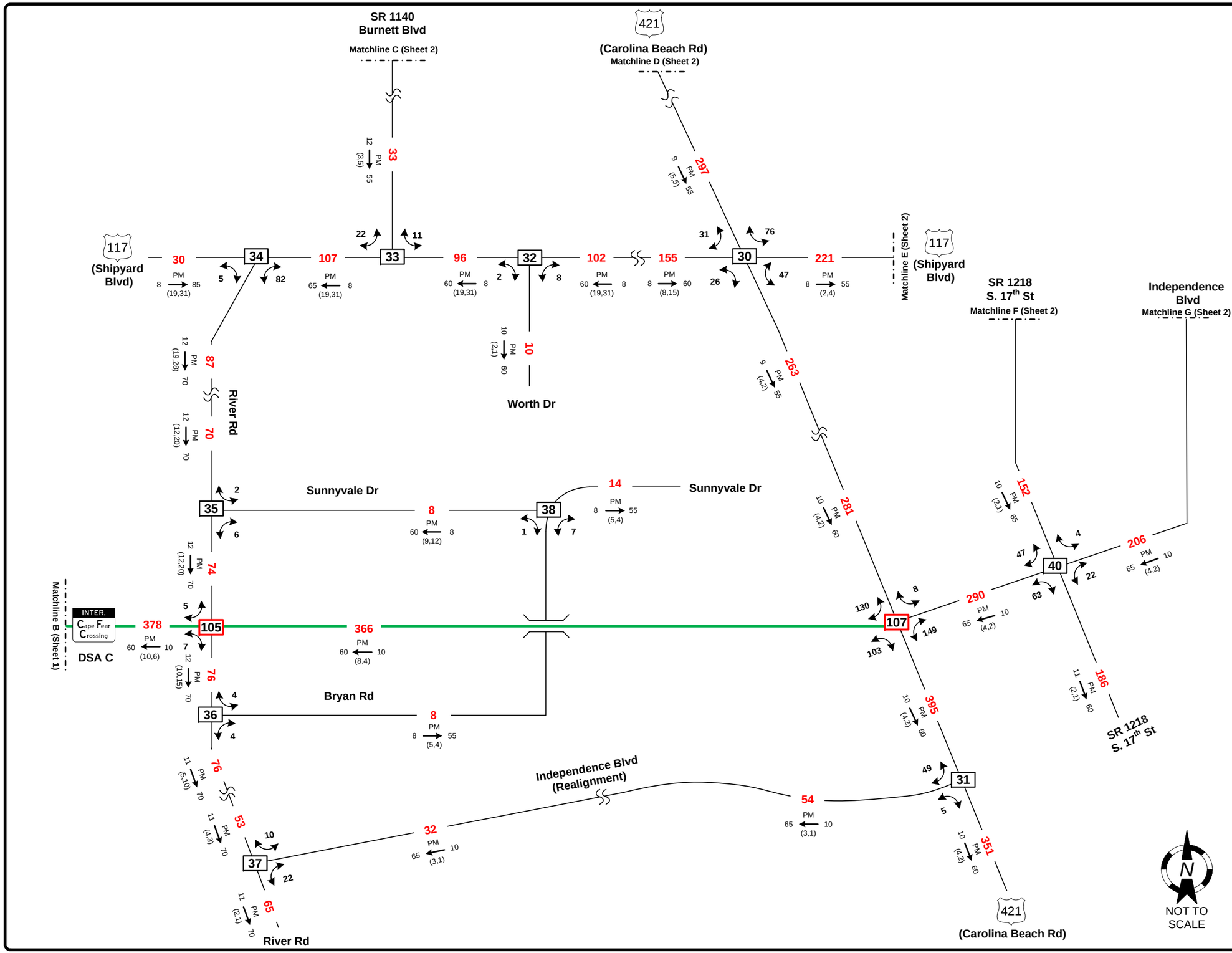
Build Non-Toll DSA C

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 10**



2020

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA C

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
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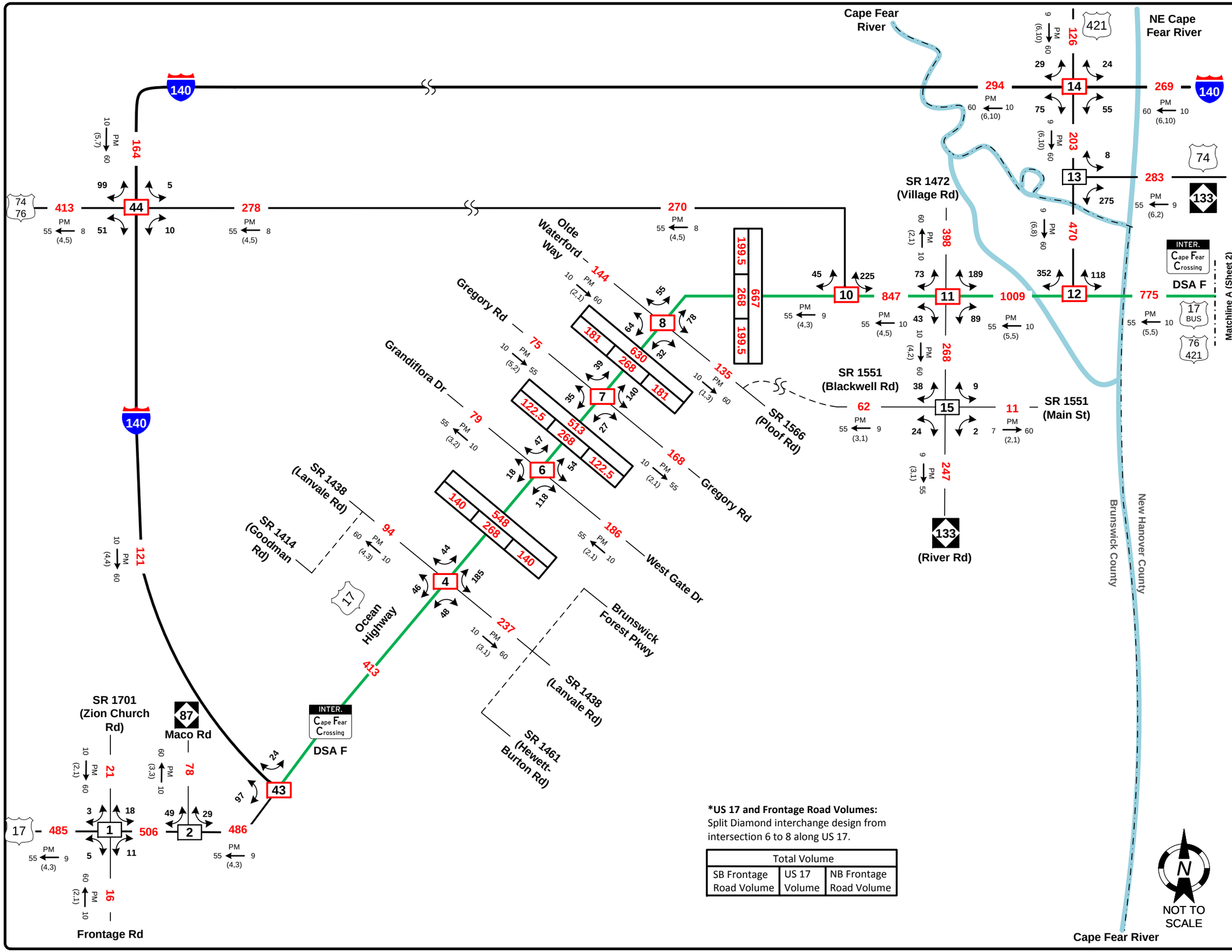
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 10**



***US 17 and Frontage Road Volumes:**
Split Diamond interchange design from intersection 6 to 8 along US 17.

Total Volume		
SB Frontage Road Volume	US 17 Volume	NB Frontage Road Volume

2020

ANNUAL AVERAGE DAILY TRAFFIC

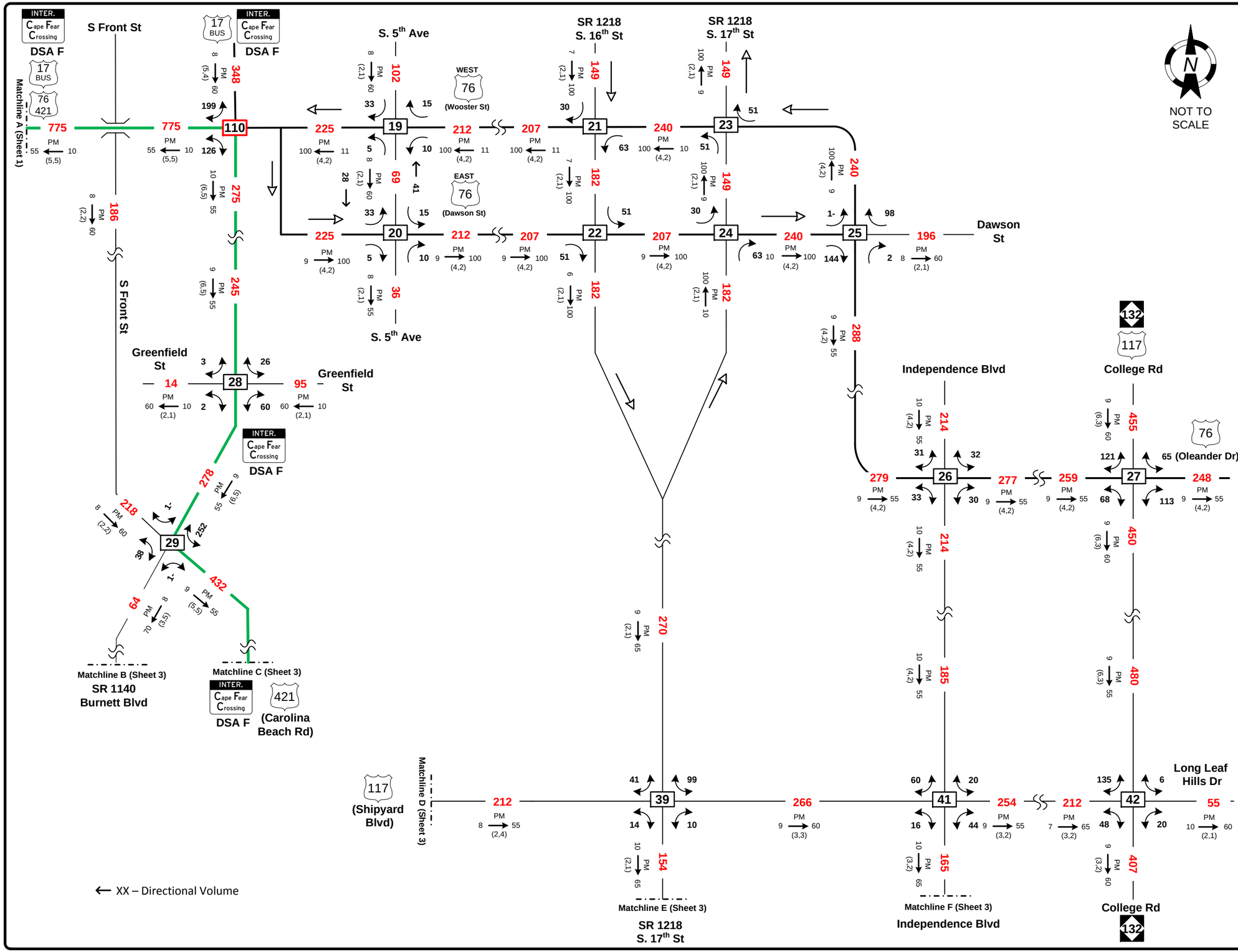
Build Non-Toll DSA F (Freeway)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 11**



2020

ANNUAL AVERAGE DAILY TRAFFIC

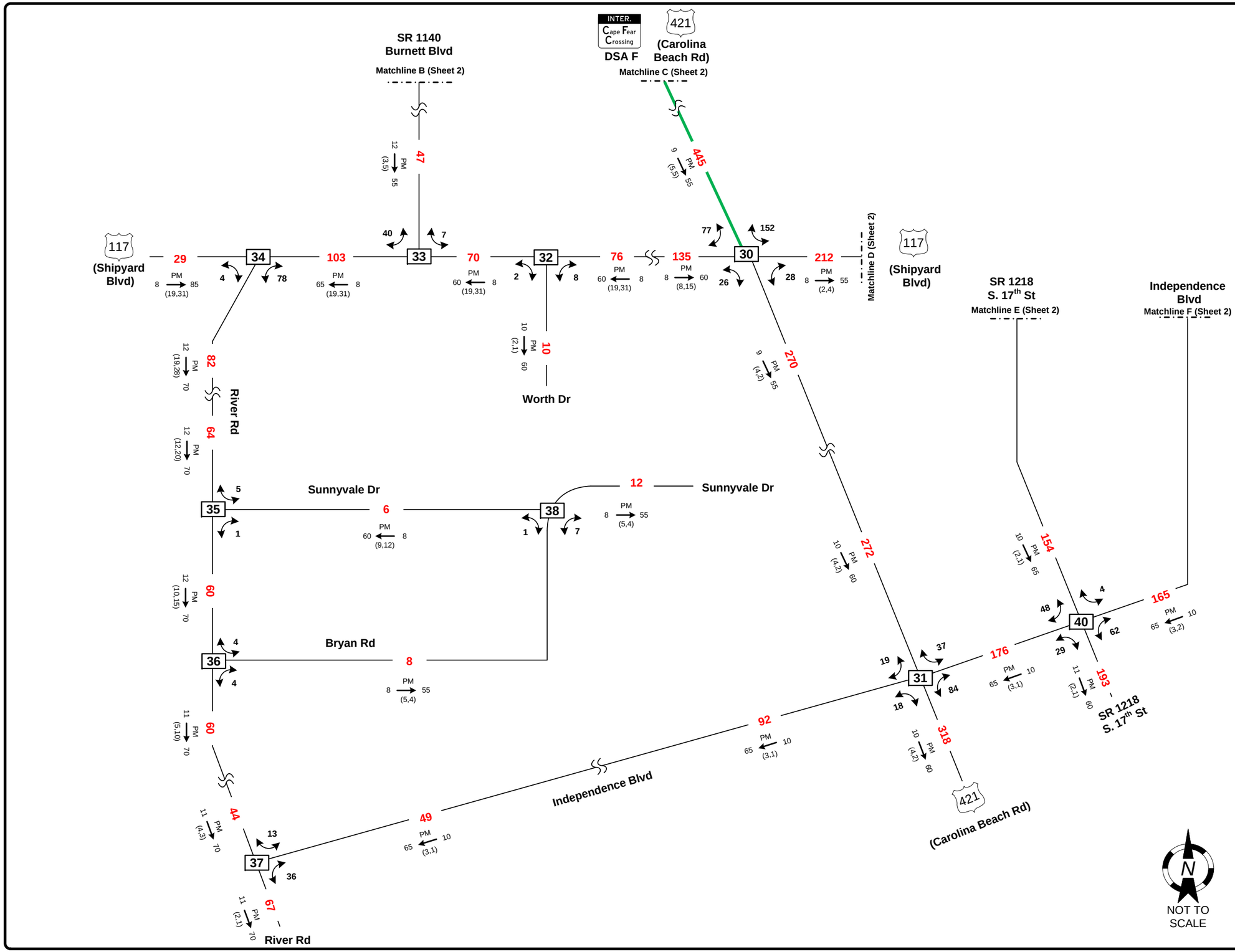
Build Non-Toll DSA F (Freeway)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 11**



2020

ANNUAL AVERAGE DAILY TRAFFIC

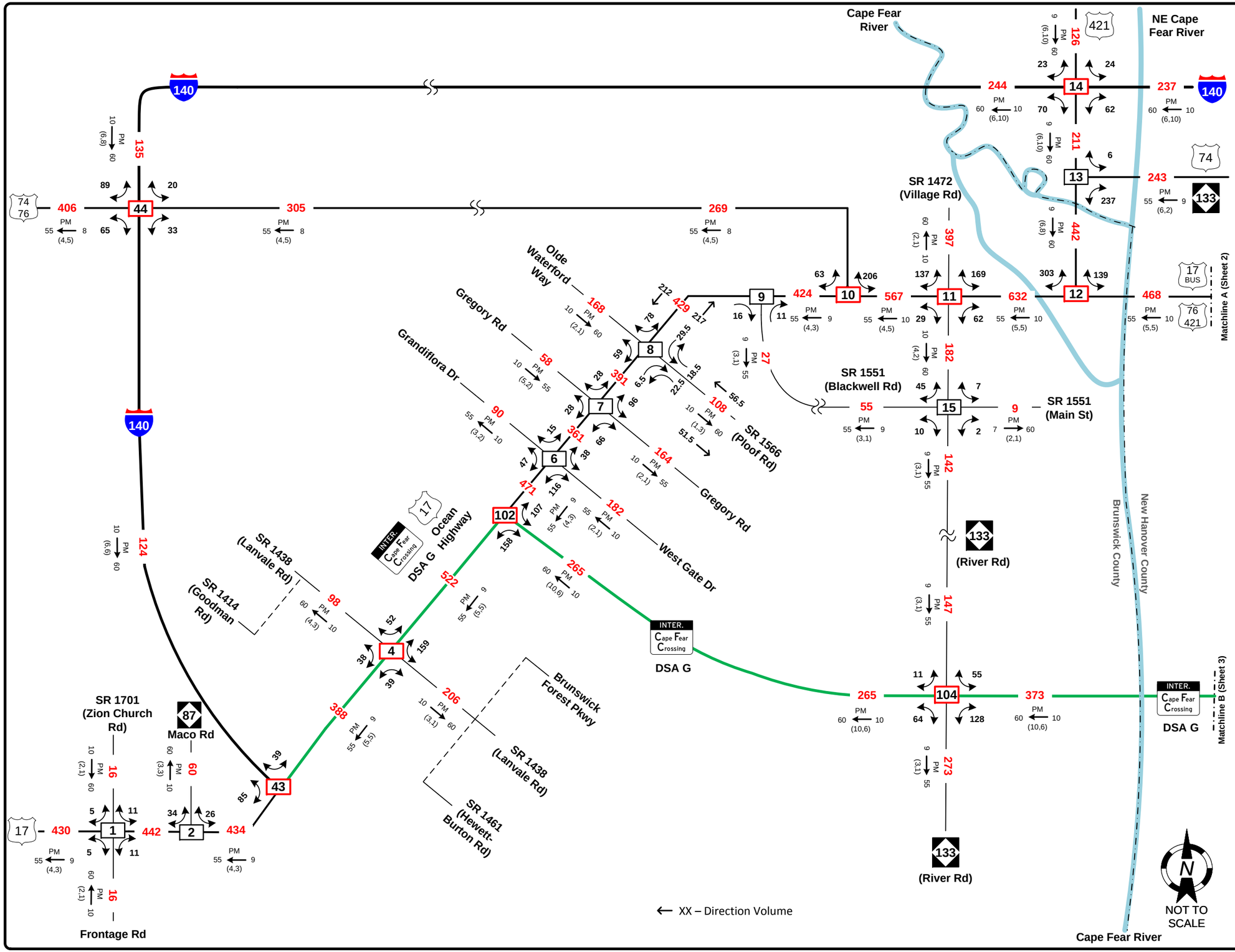
Build Non-Toll DSA F (Freeway)

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 11**



2020

ANNUAL AVERAGE DAILY TRAFFIC

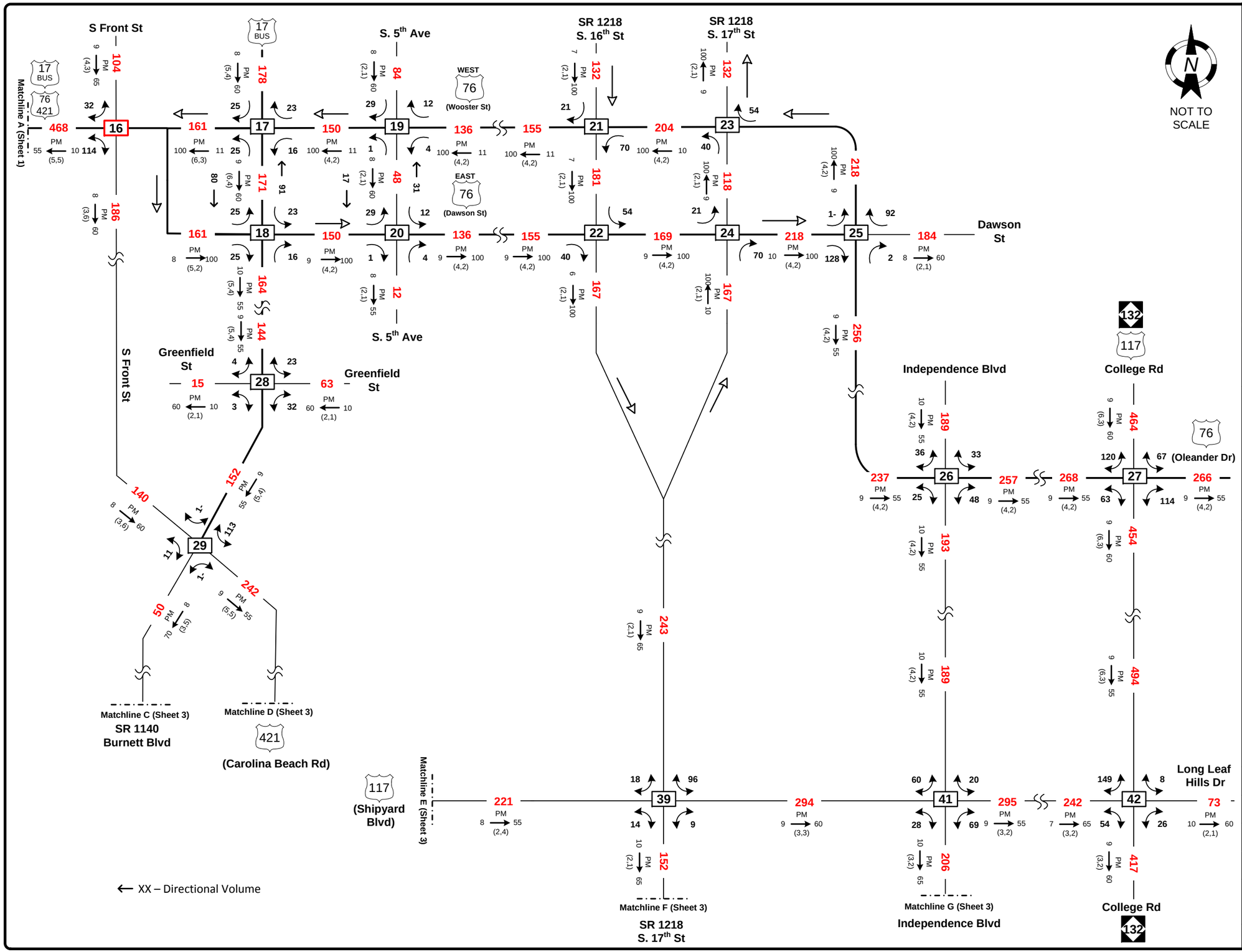
Build Non-Toll DSA G

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) → D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 12**



2020

ANNUAL AVERAGE DAILY TRAFFIC

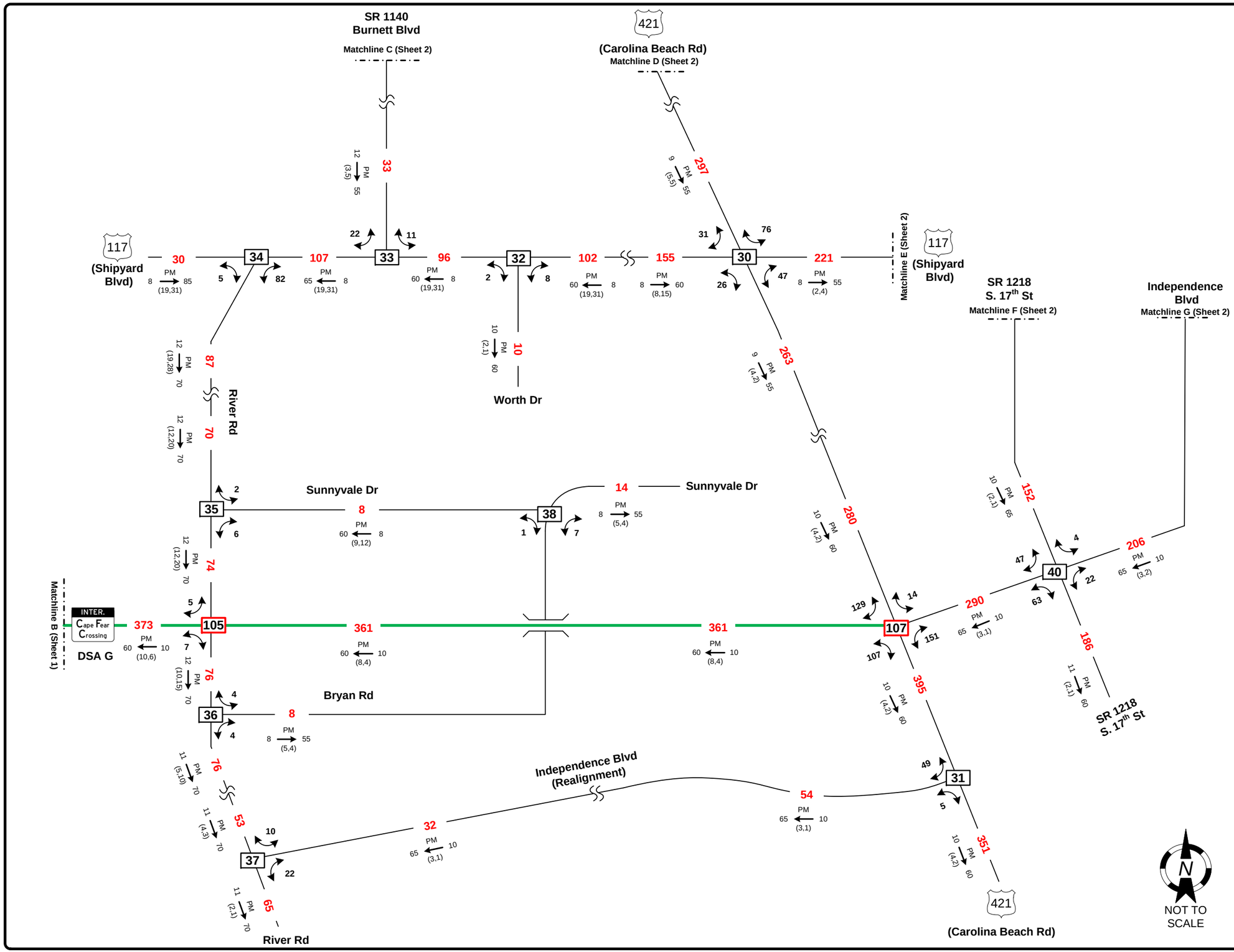
Build Non-Toll DSA G

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 12**



2020

ANNUAL AVERAGE DAILY TRAFFIC

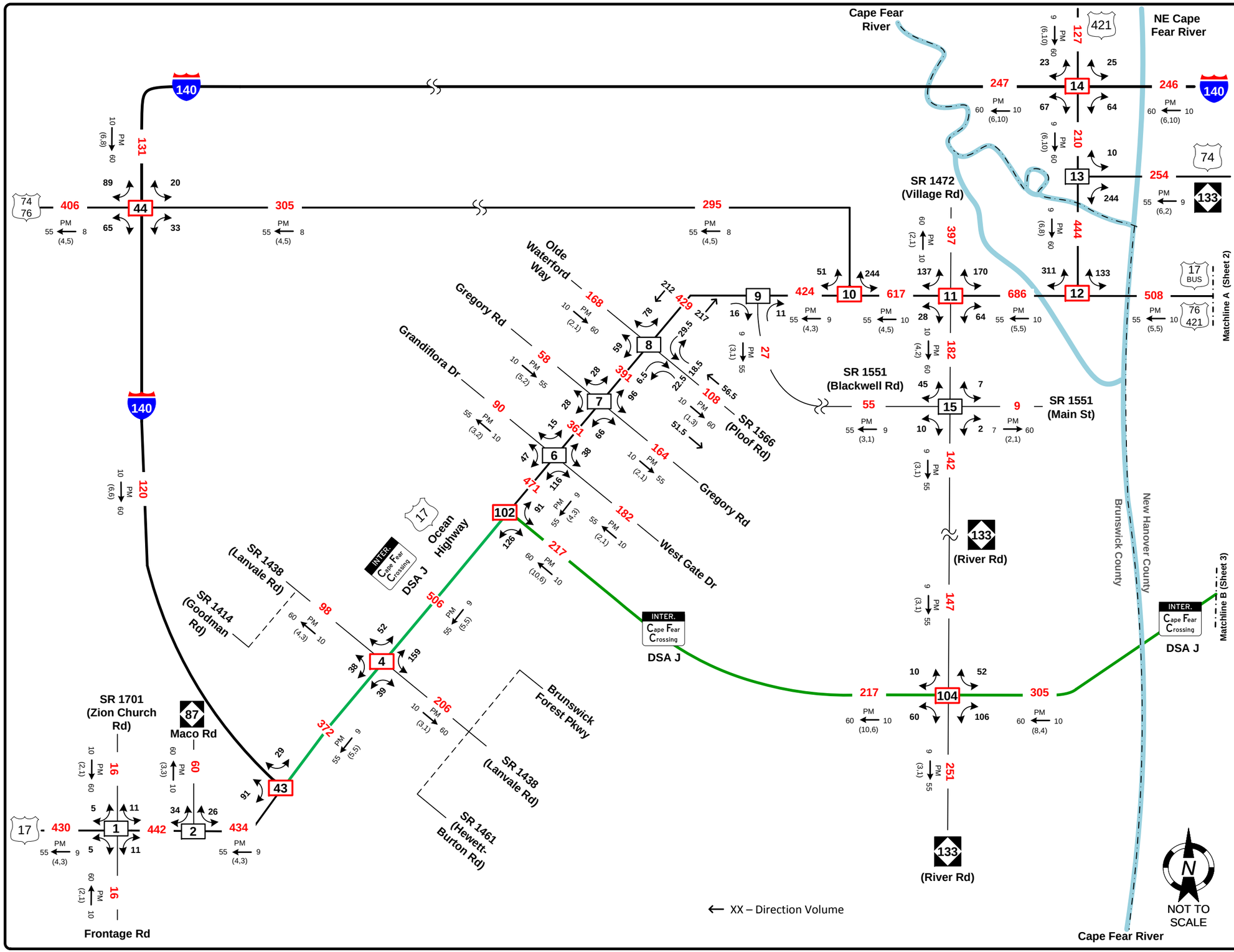
Build Non-Toll DSA G

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV (PM / (d, t)) → D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 12**



2020

ANNUAL AVERAGE DAILY TRAFFIC

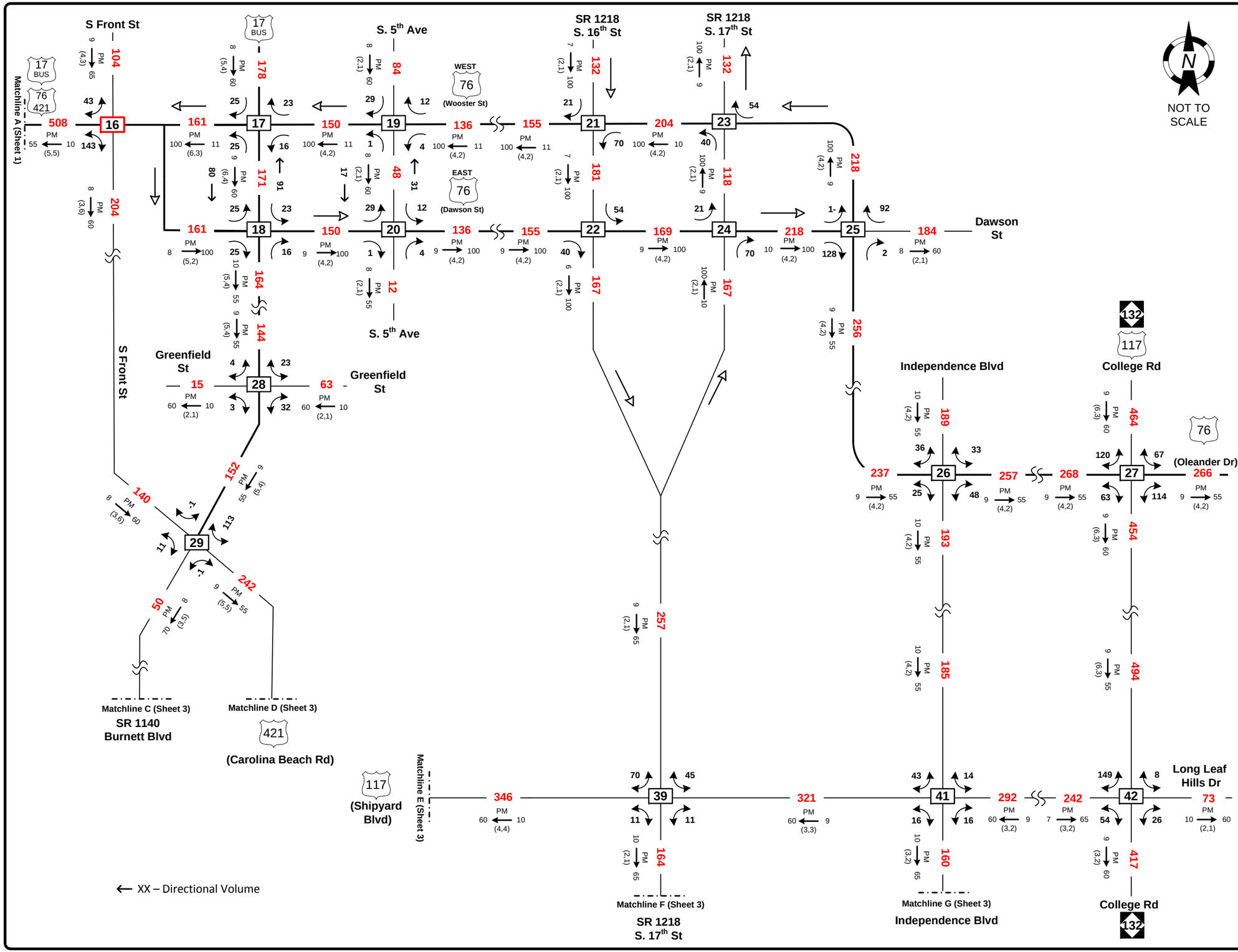
Build Non-Toll DSA J

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 13**



2020

ANNUAL AVERAGE DAILY TRAFFIC

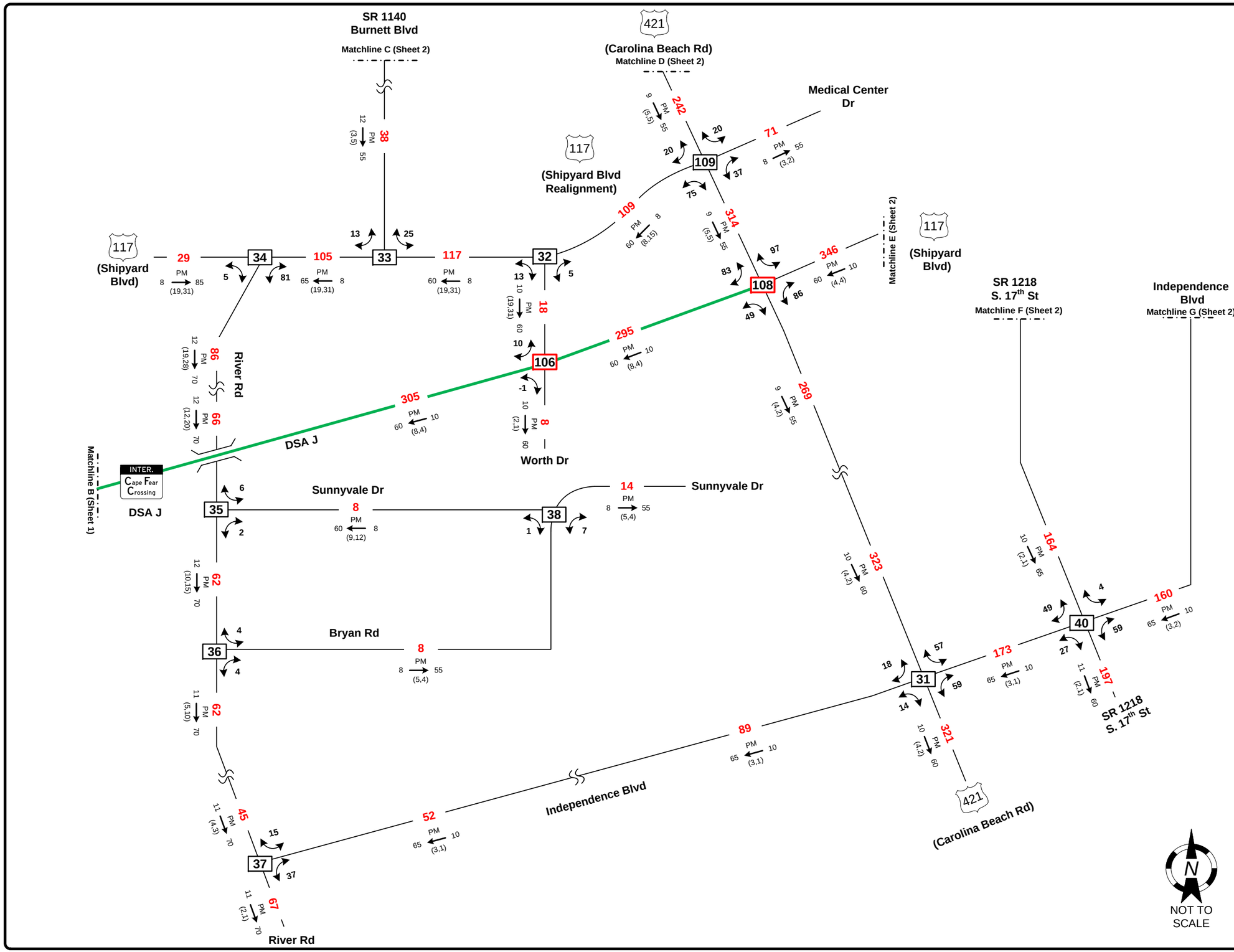
Build Non-Toll DSA J

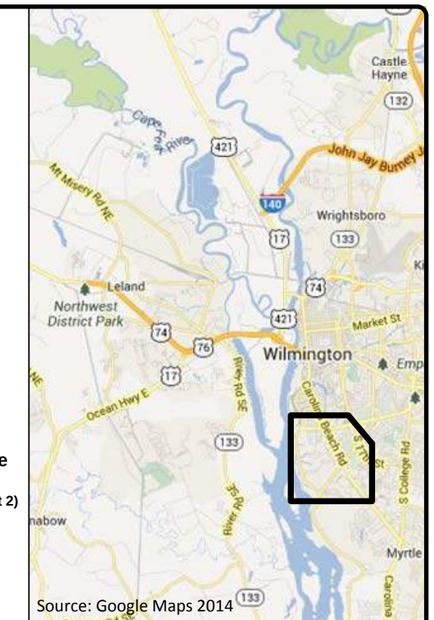
SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 13**





2020

ANNUAL AVERAGE DAILY TRAFFIC

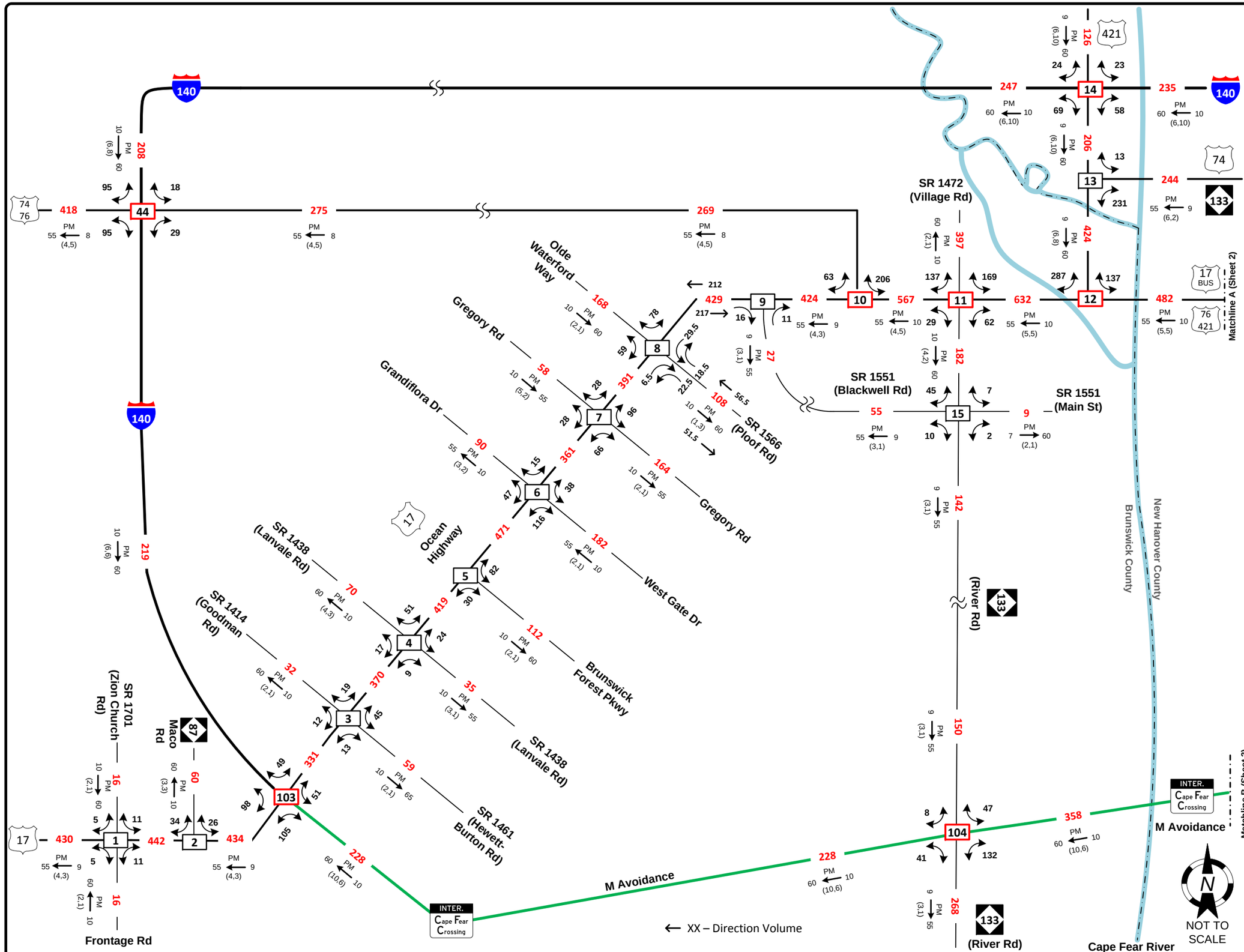
Build Non-Toll DSA J

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 13**



Source: Google Maps 2014

2020

ANNUAL AVERAGE DAILY TRAFFIC

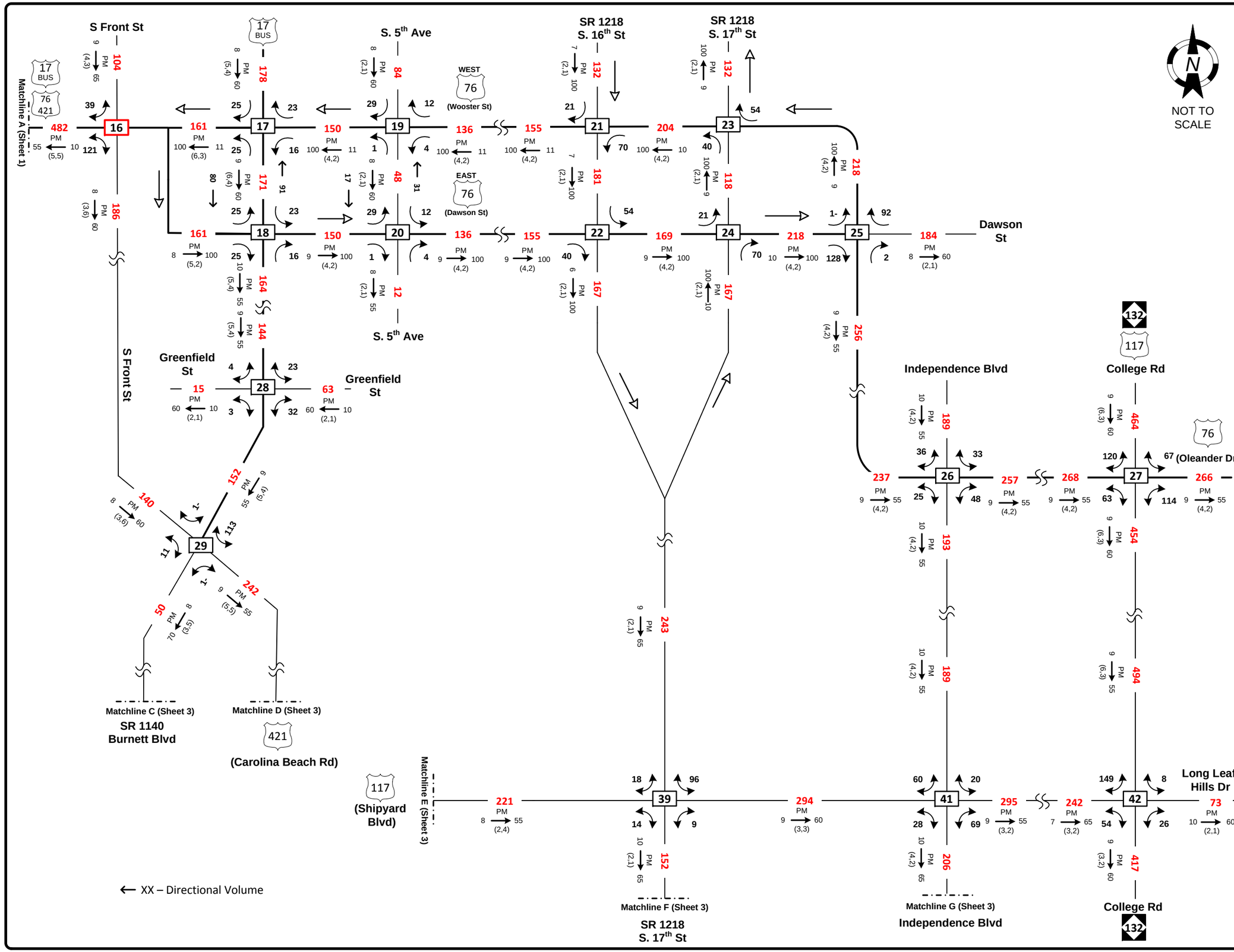
Build Non-Toll DSA M Avoidance

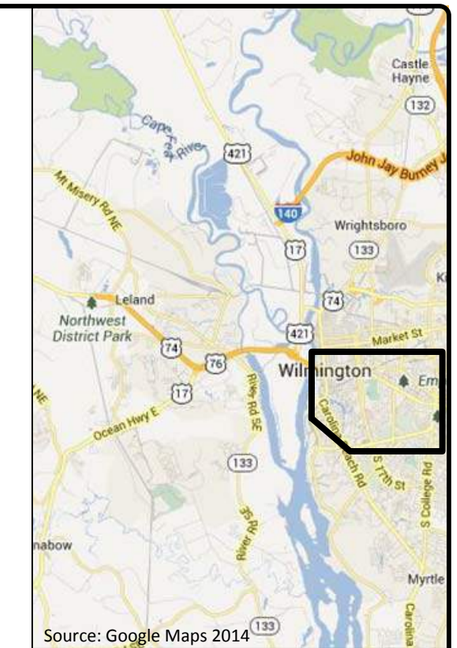
SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 14**





2020

ANNUAL AVERAGE DAILY TRAFFIC

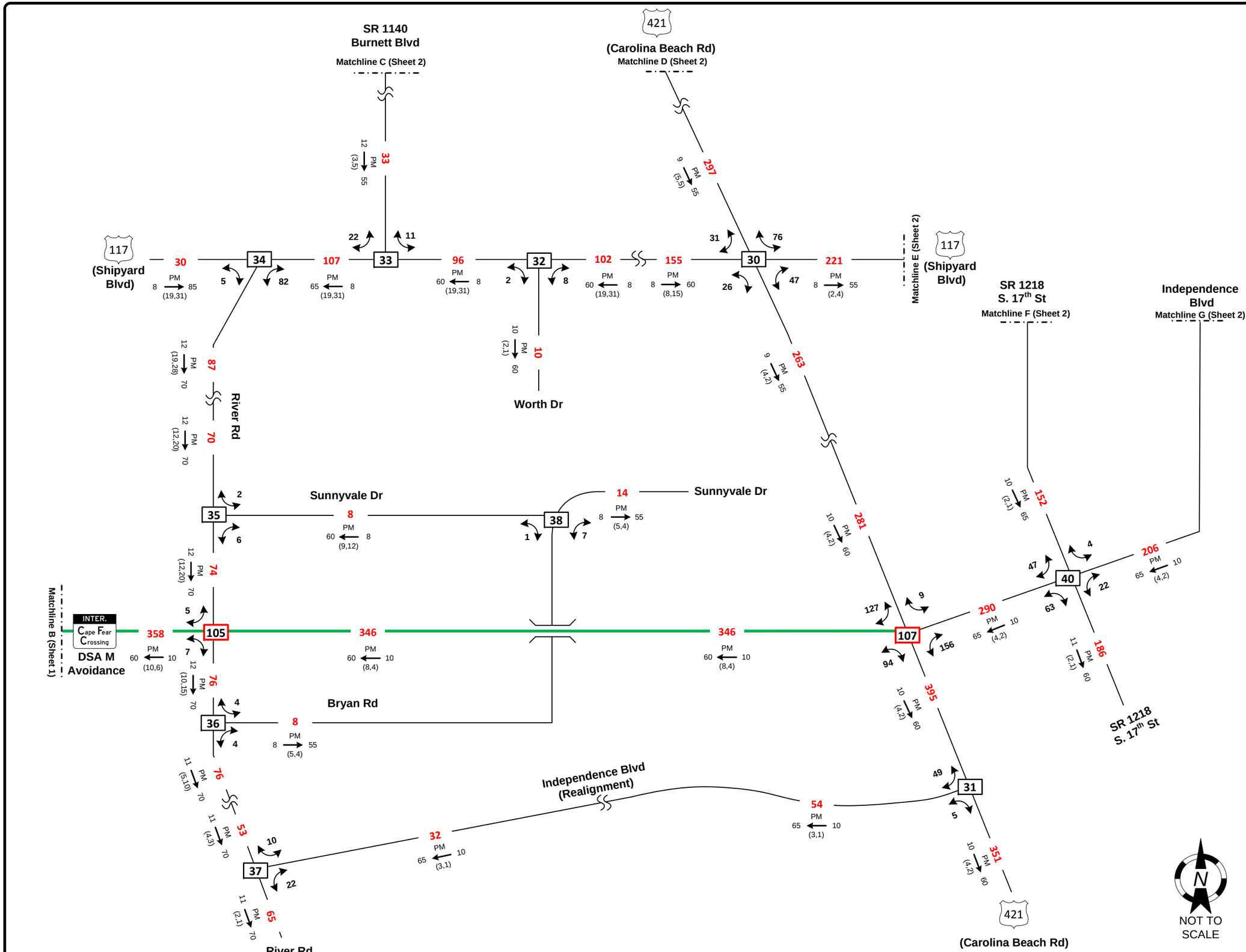
Build Non-Toll DSA M Avoidance

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 14



2020

ANNUAL AVERAGE DAILY TRAFFIC

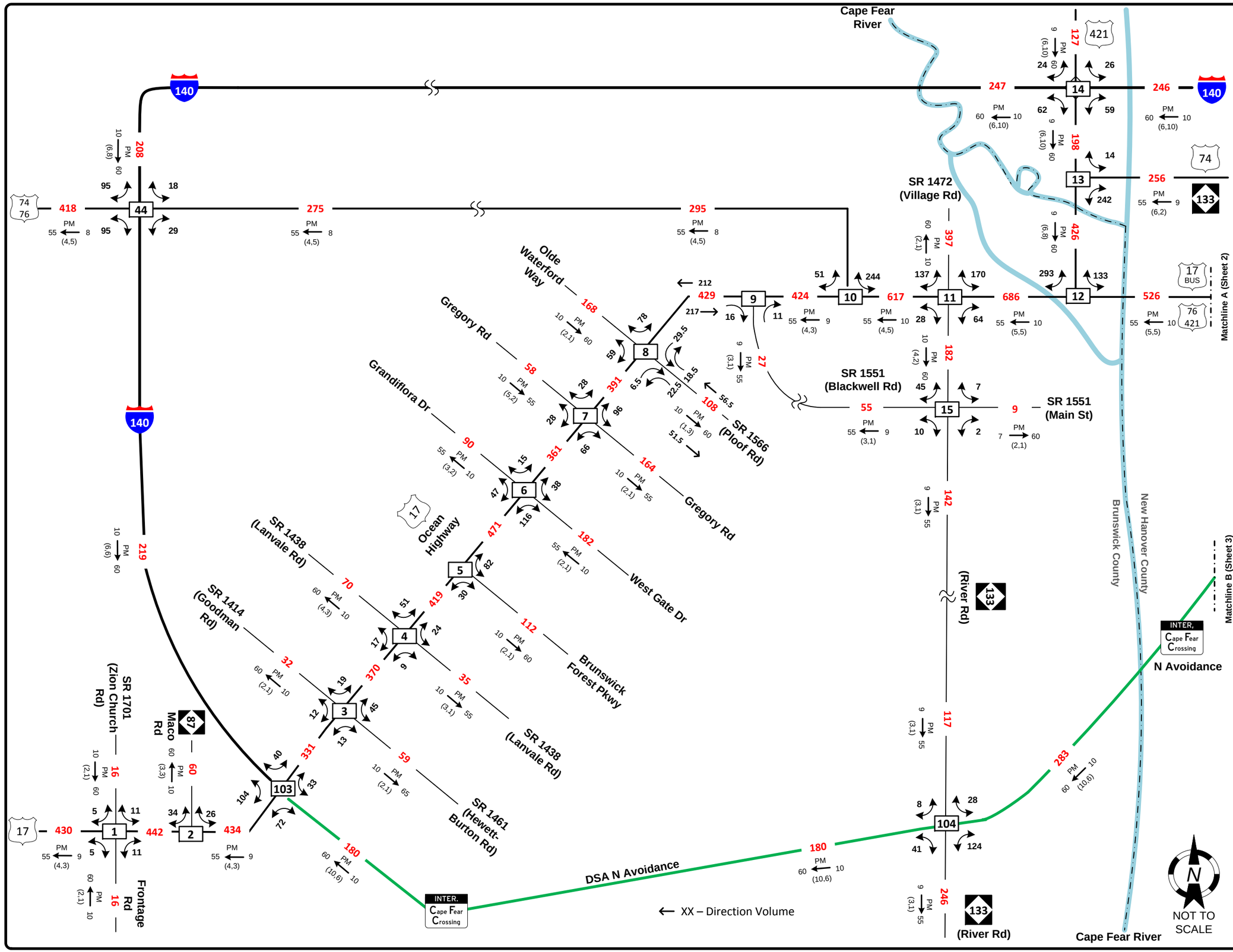
Build Non-Toll DSA M Avoidance

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 14



2020

ANNUAL AVERAGE DAILY TRAFFIC

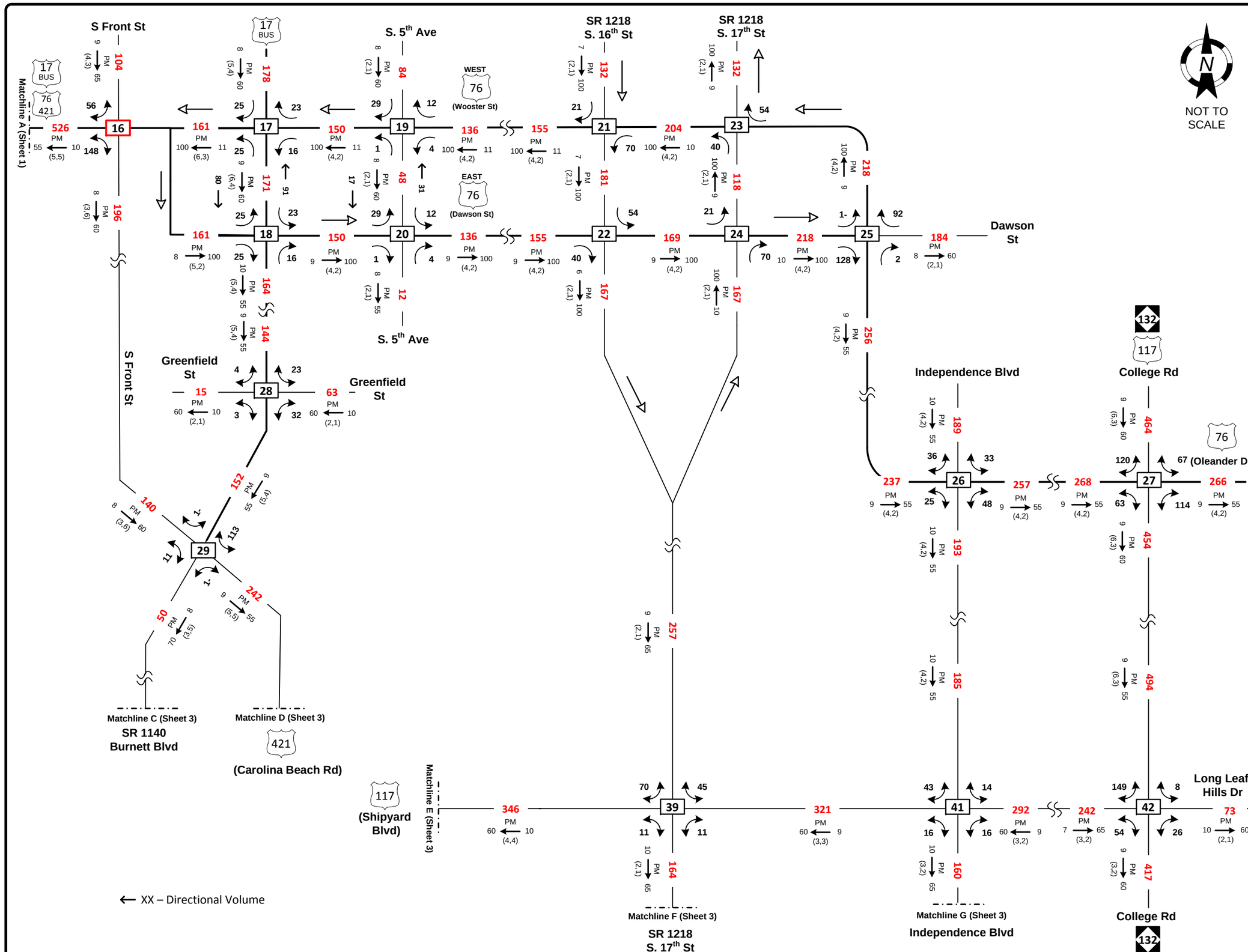
Build Non-Toll DSA N Avoidance

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	Daily Turn Movement
	One-way Streets
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 15**



2020

ANNUAL AVERAGE DAILY TRAFFIC

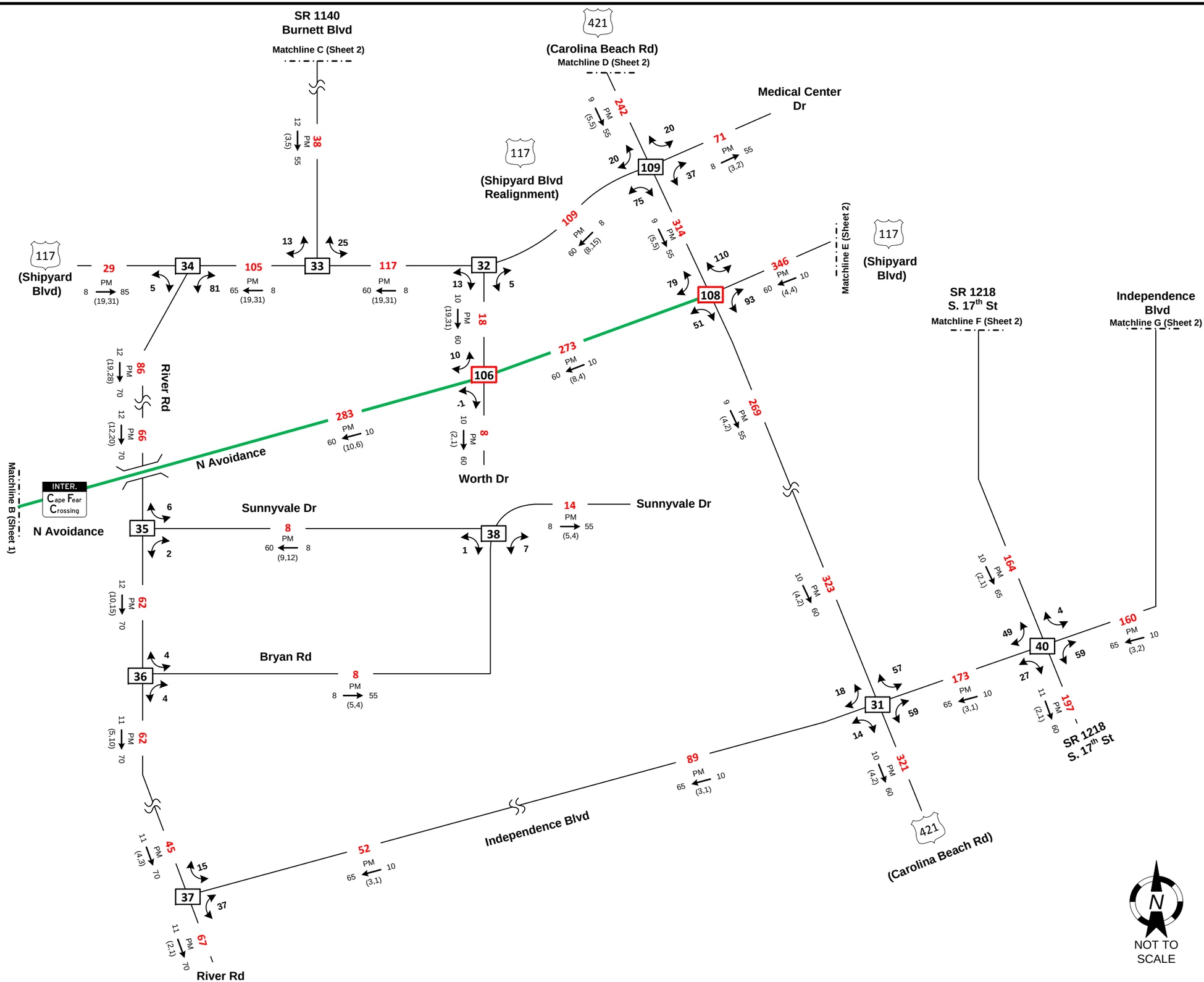
Build Non-Toll DSA N Avoidance

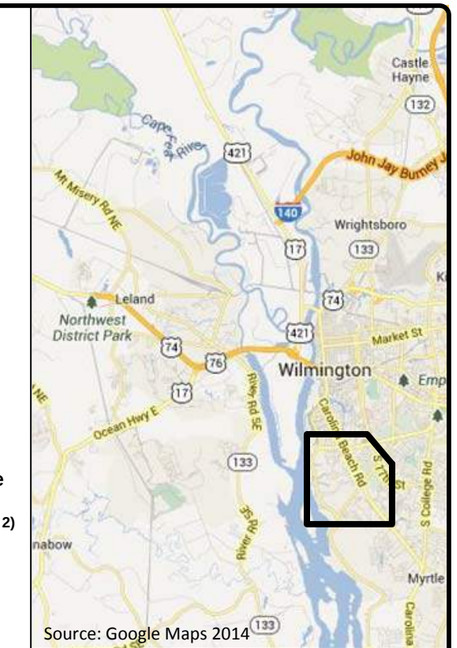
SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 15**





2020

ANNUAL AVERAGE DAILY TRAFFIC

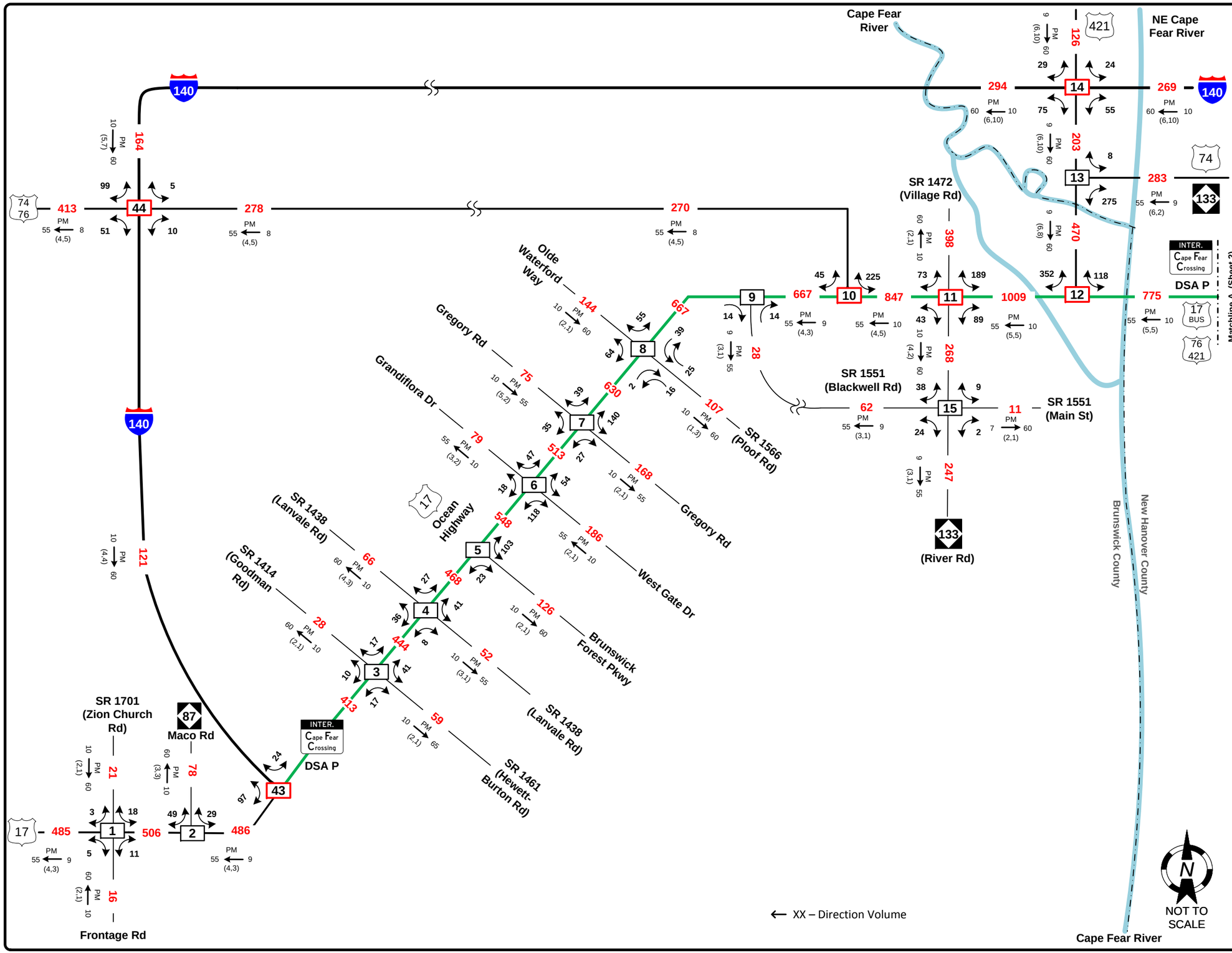
Build Non-Toll DSA N Avoidance

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 15



2020

ANNUAL AVERAGE DAILY TRAFFIC

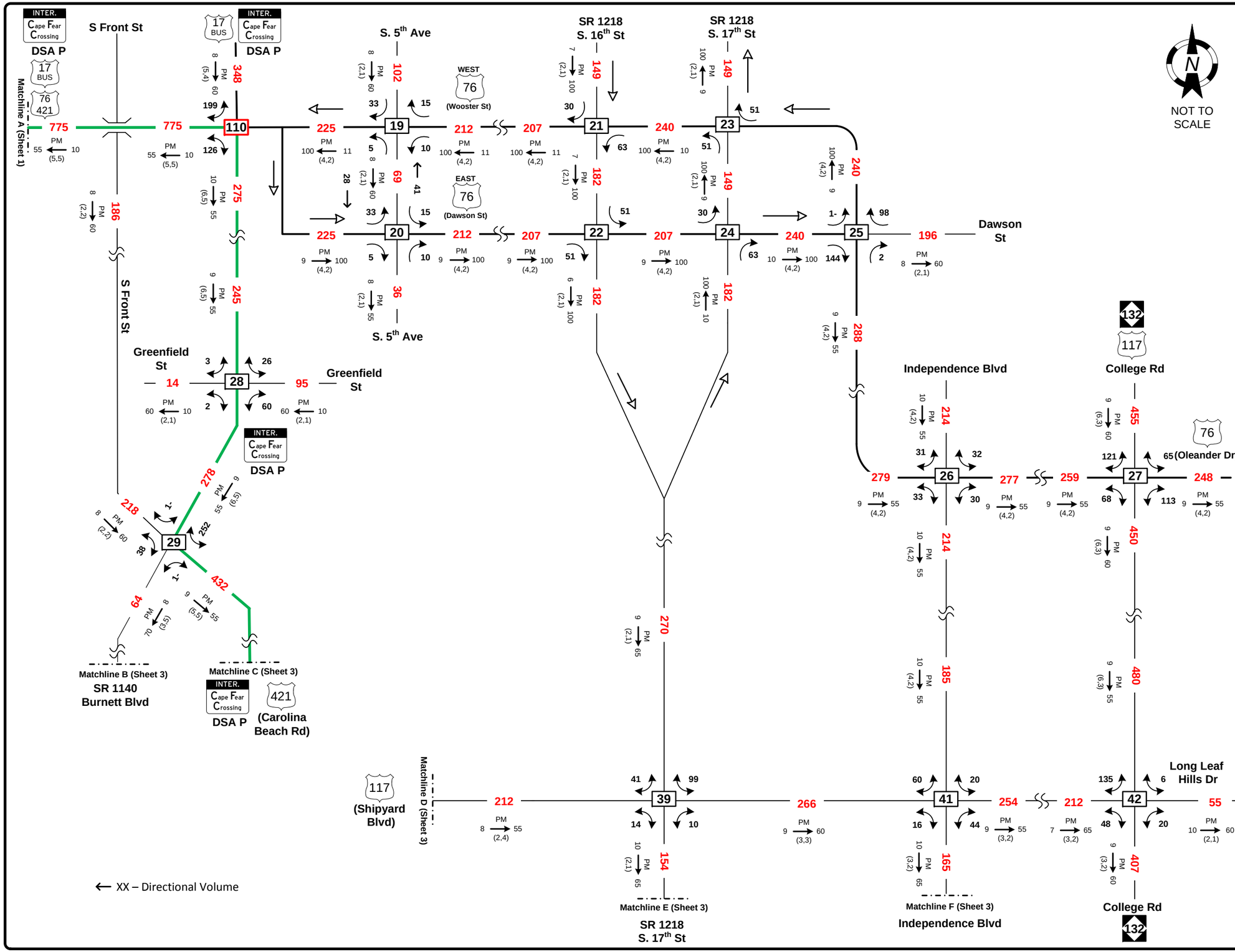
Build Non-Toll DSA P (Arterial)

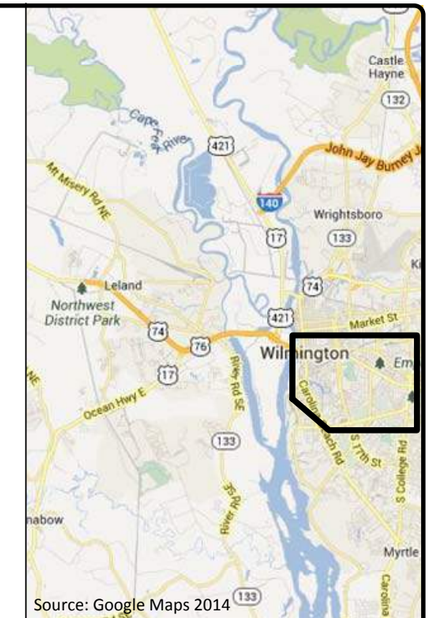
SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV (PM, d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 16**





2020

ANNUAL AVERAGE DAILY TRAFFIC

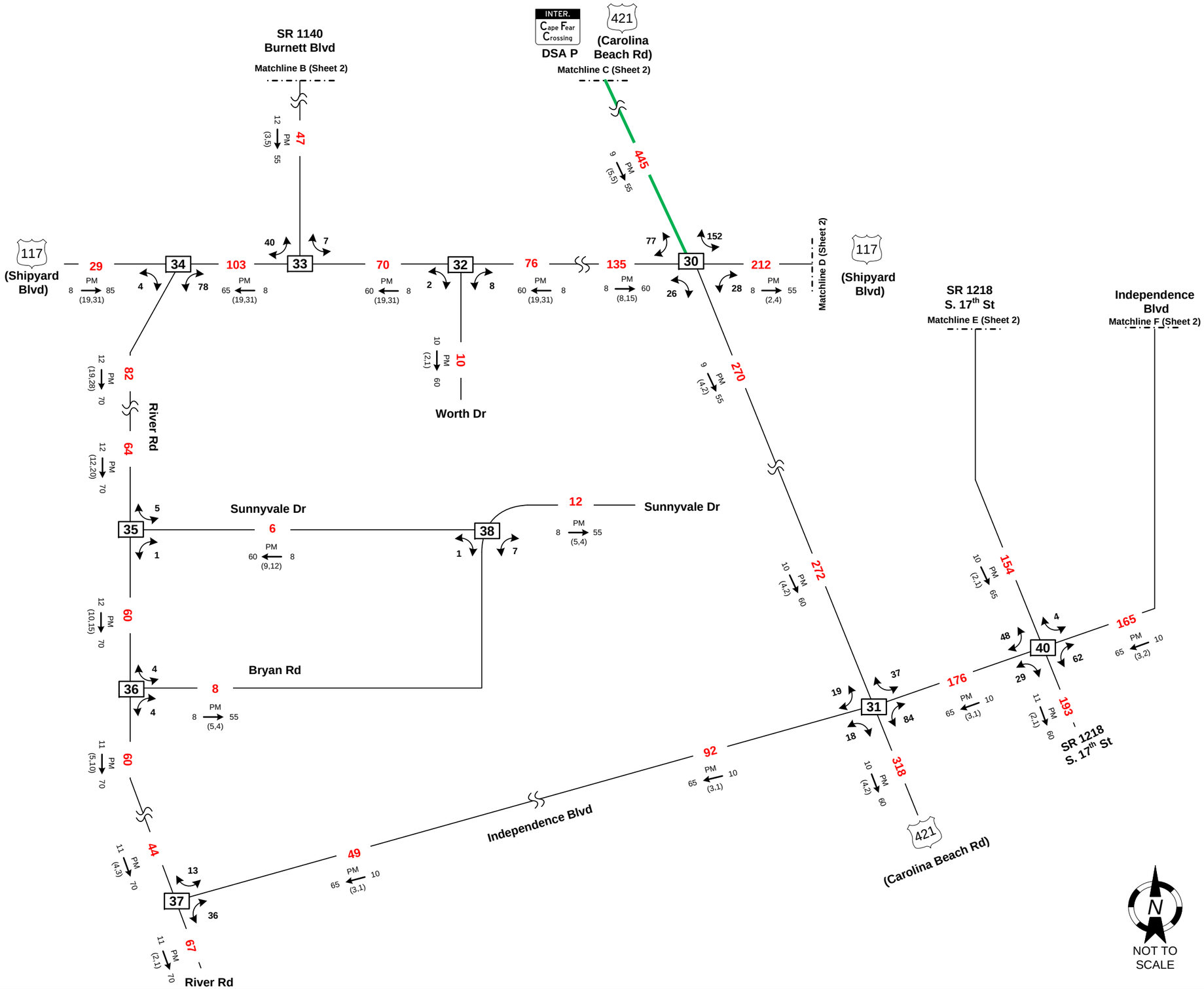
Build Non-Toll DSA P (Arterial)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 16**



2020

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA P (Arterial)

SHEET 3 OF 3

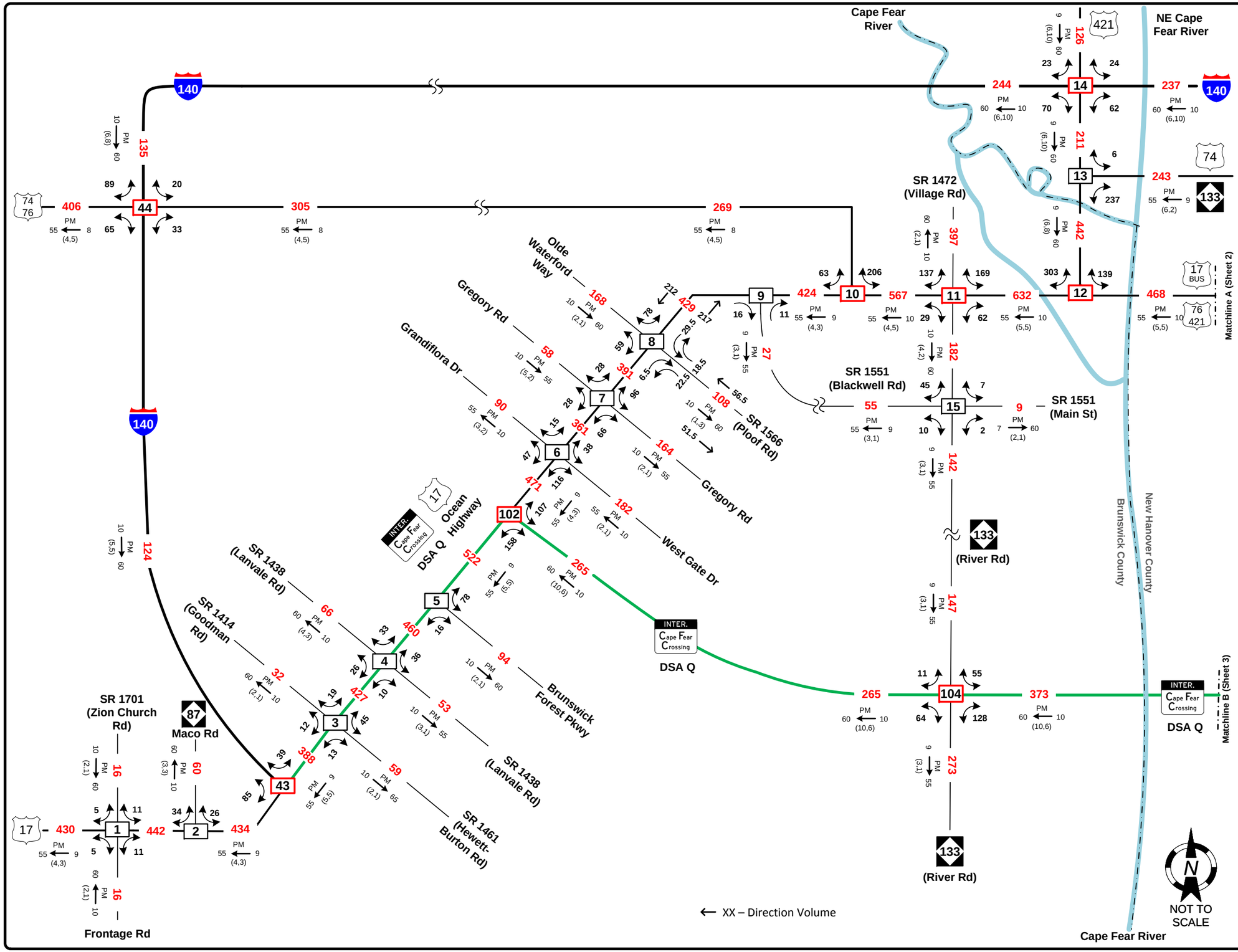
LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment

DHV $\frac{PM}{(d,t)}$ D

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

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 16**



2020

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA Q

SHEET 1 OF 3

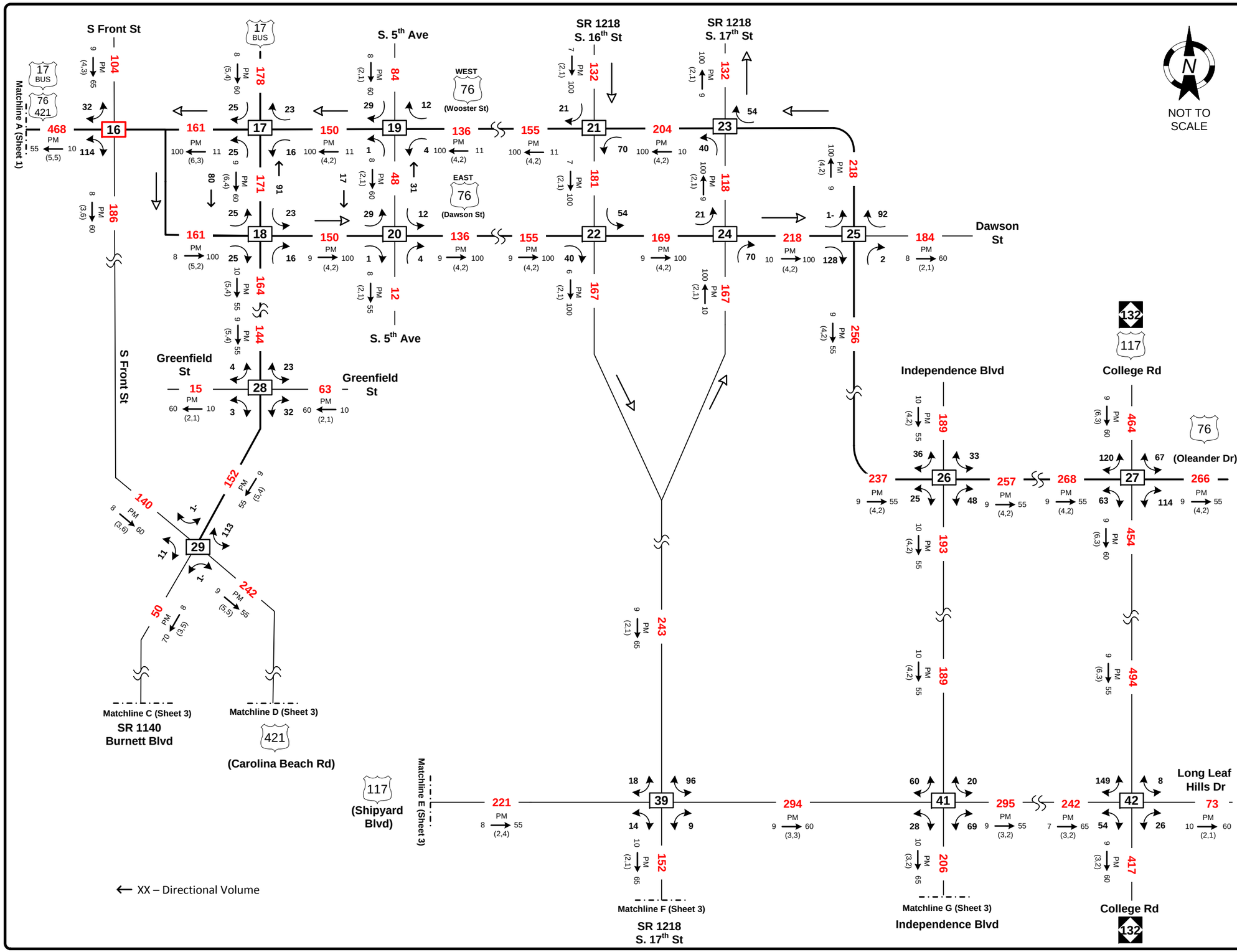
LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment

DHV $\frac{PM}{(d,t)}$ D

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

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 17**



2020

ANNUAL AVERAGE DAILY TRAFFIC

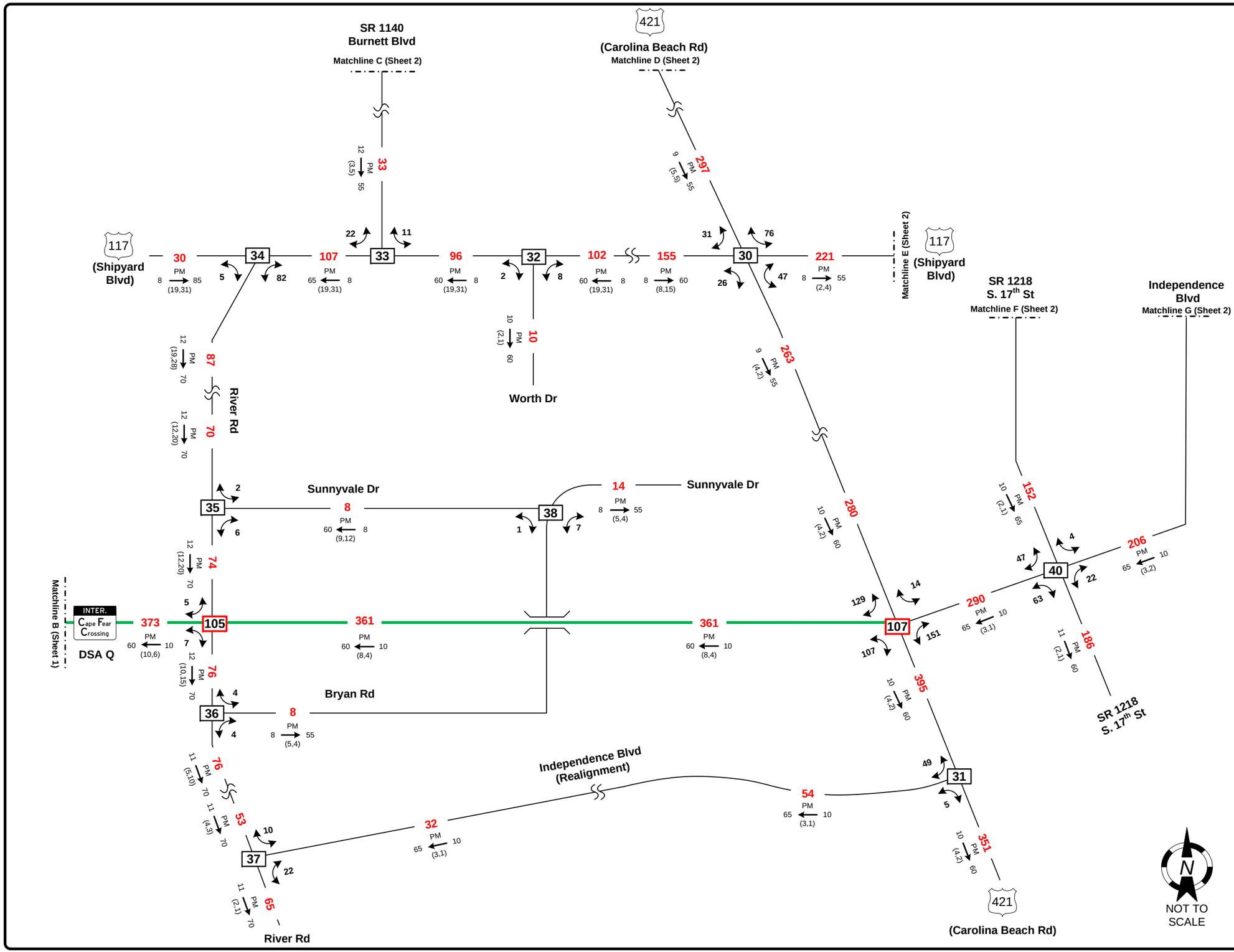
Build Non-Toll DSA Q

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 17**



2020

ANNUAL AVERAGE DAILY TRAFFIC

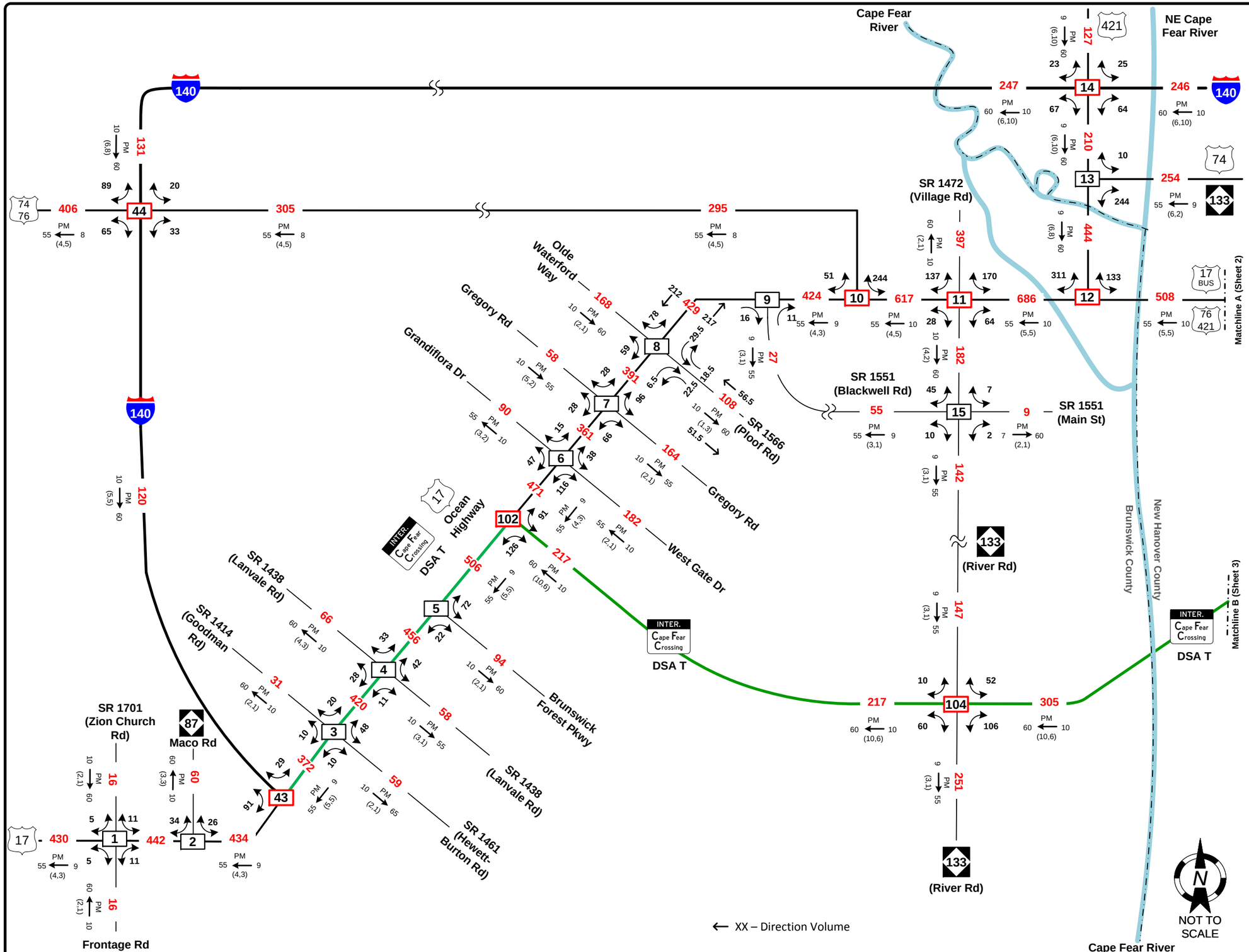
Build Non-Toll DSA Q

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	Daily Turn Movement
	One-way Streets
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 17**



2020

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA T

SHEET 1 OF 3

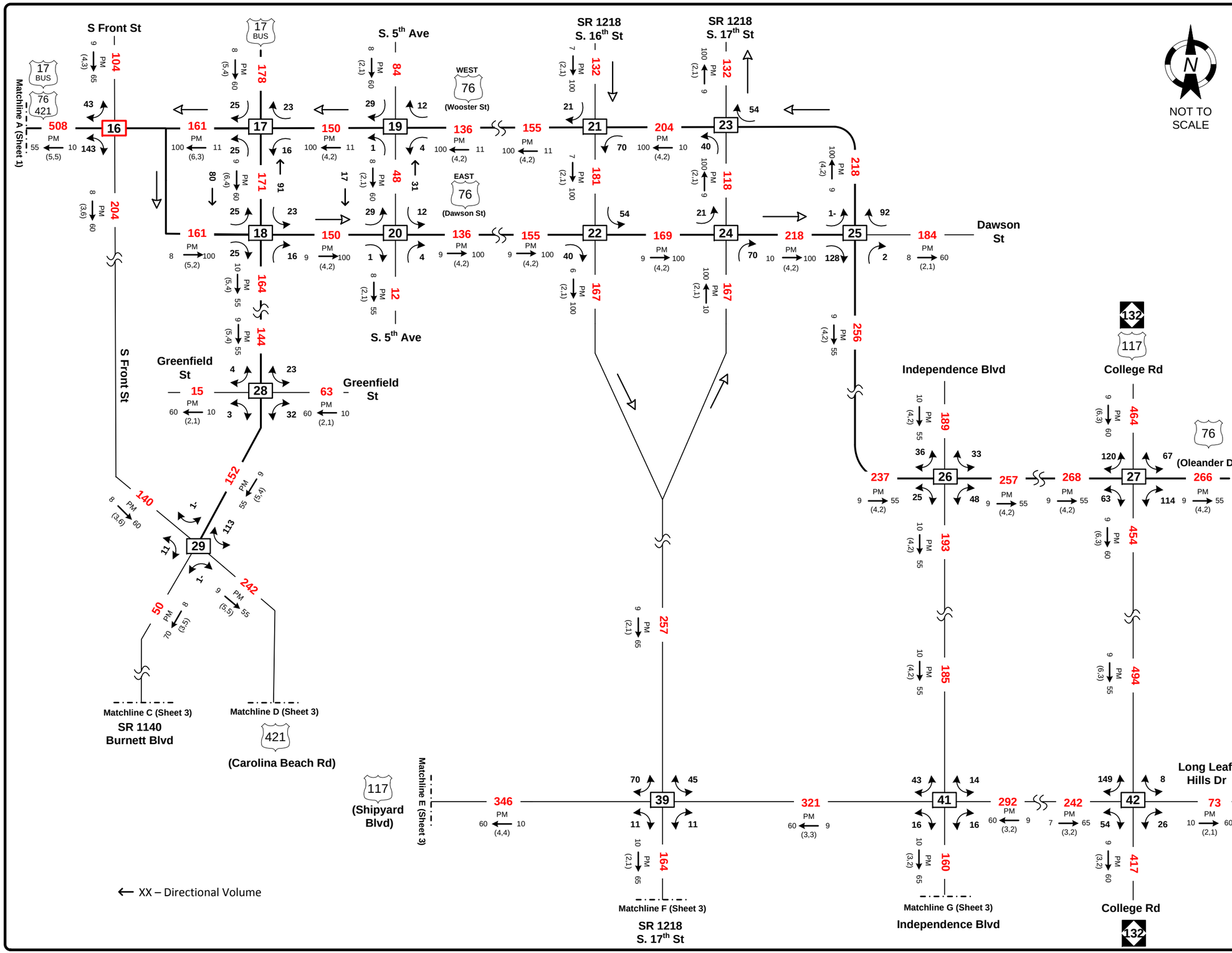
LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment

DHV $\frac{PM}{(d,t)}$ D

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

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 18**



2020

ANNUAL AVERAGE DAILY TRAFFIC

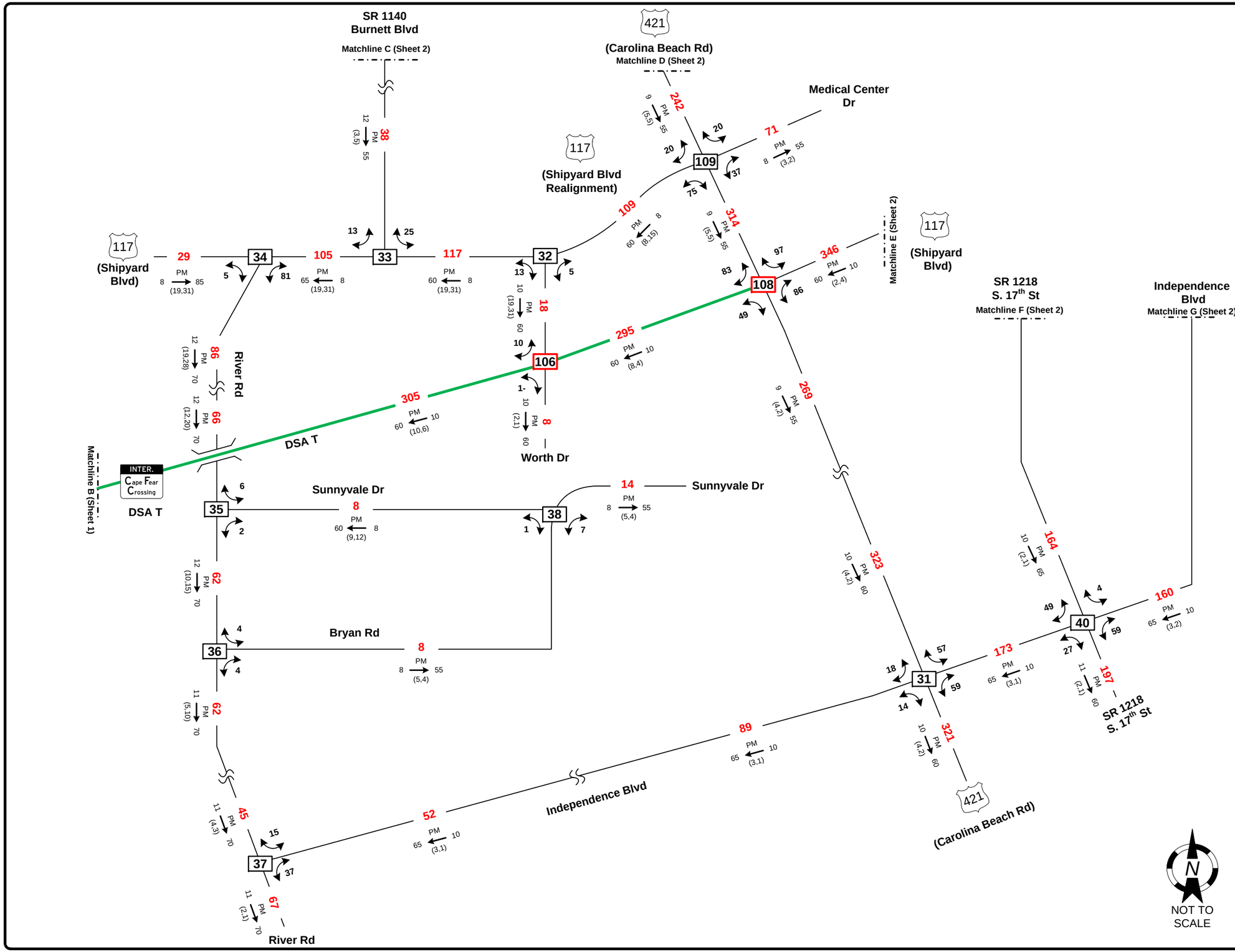
Build Non-Toll DSA T

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 18**



2020

ANNUAL AVERAGE DAILY TRAFFIC

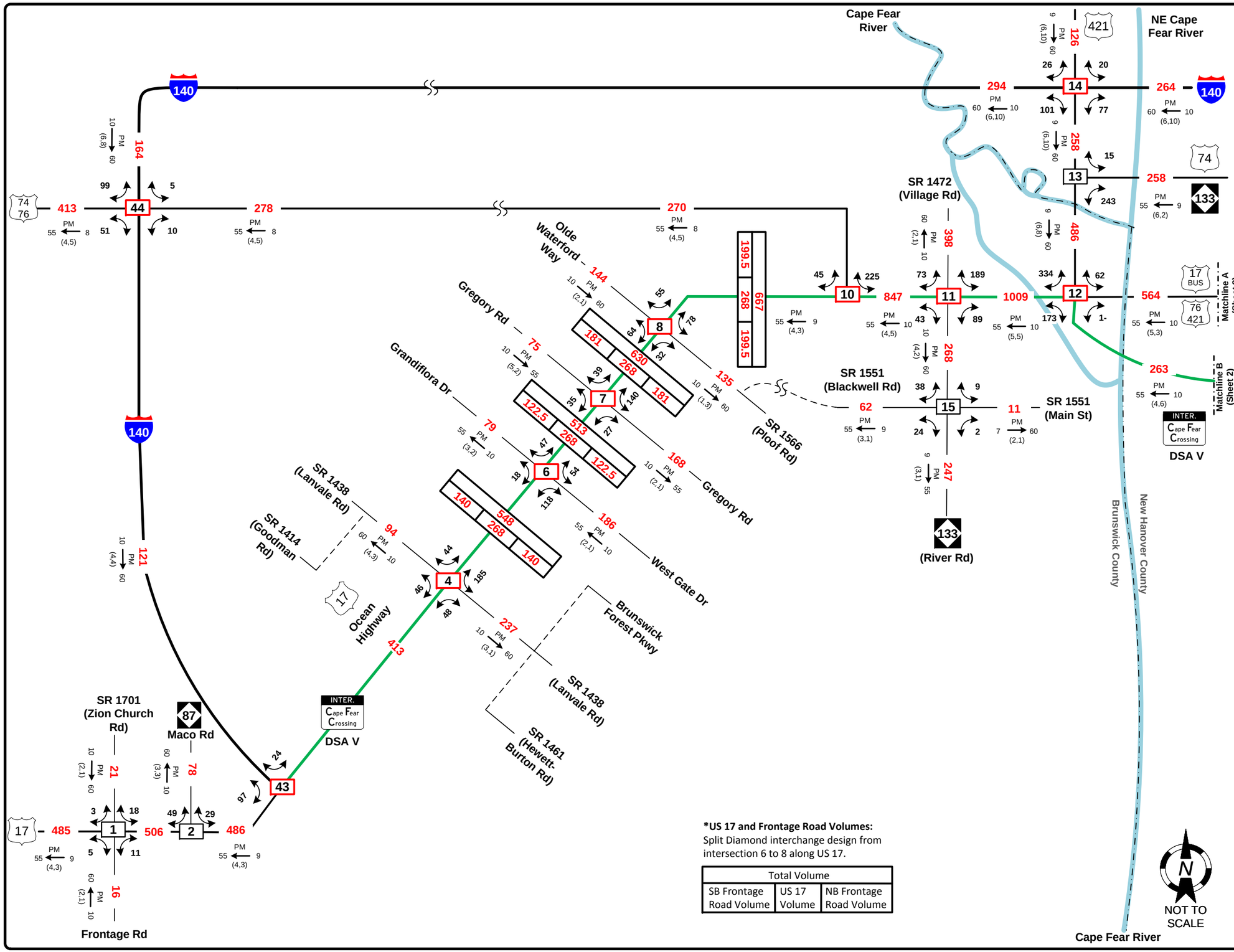
Build Non-Toll DSA T

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 18**



***US 17 and Frontage Road Volumes:**
Split Diamond interchange design from intersection 6 to 8 along US 17.

Total Volume		
SB Frontage Road Volume	US 17 Volume	NB Frontage Road Volume

2020

ANNUAL AVERAGE DAILY TRAFFIC

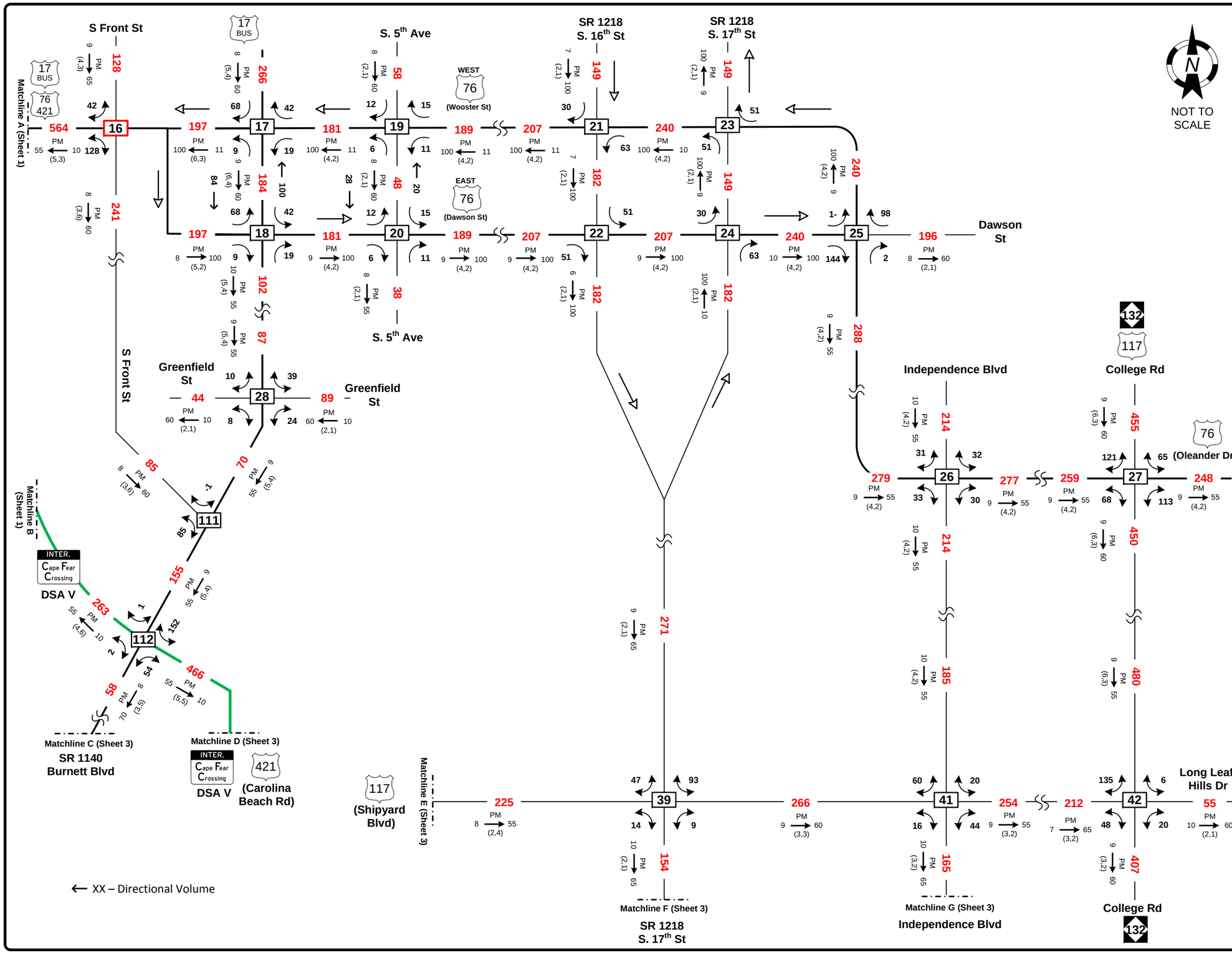
Build Non-Toll DSA V (Freeway)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 19**



2020

ANNUAL AVERAGE DAILY TRAFFIC

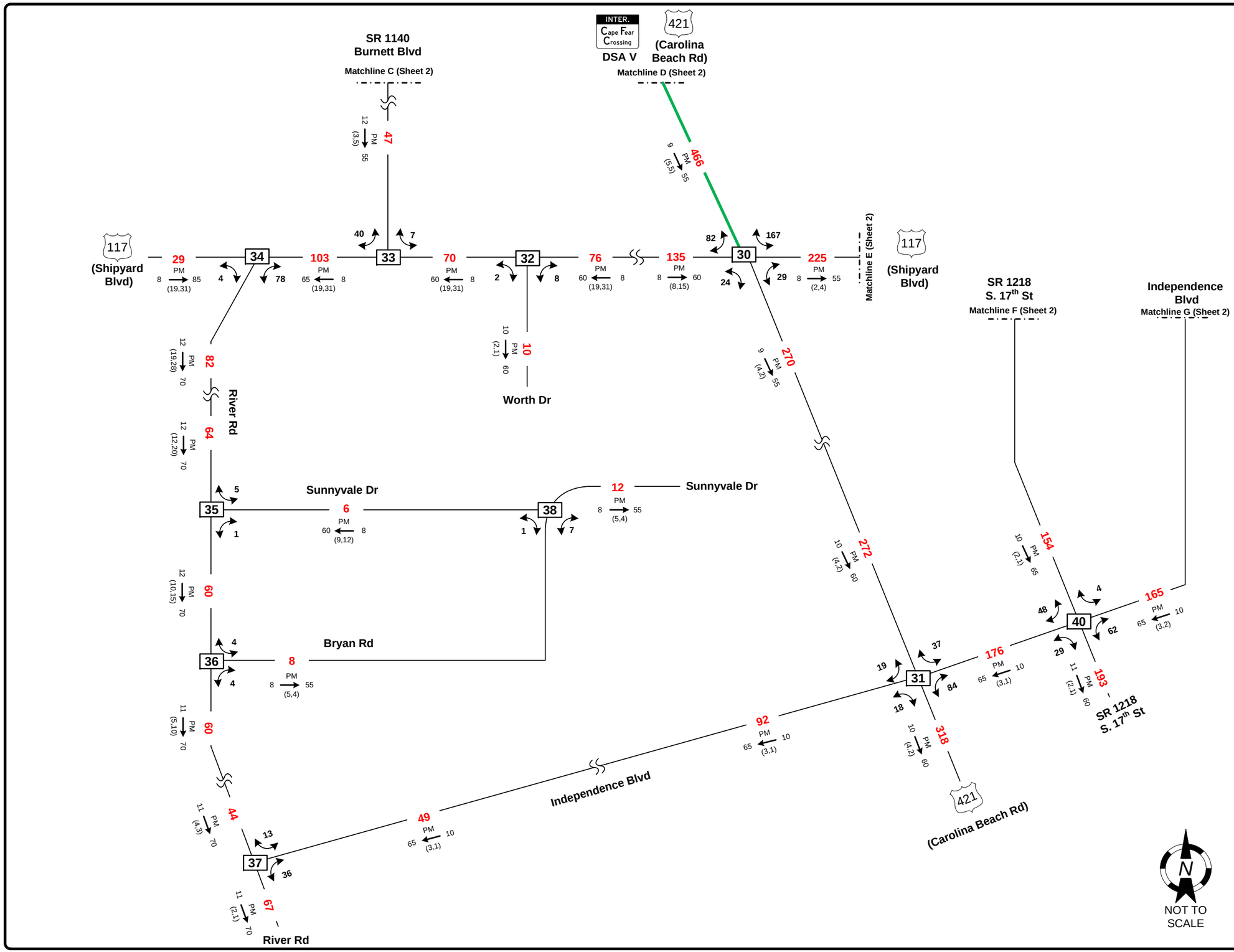
Build Non-Toll DSA V (Freeway)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 19**



2020

ANNUAL AVERAGE DAILY TRAFFIC

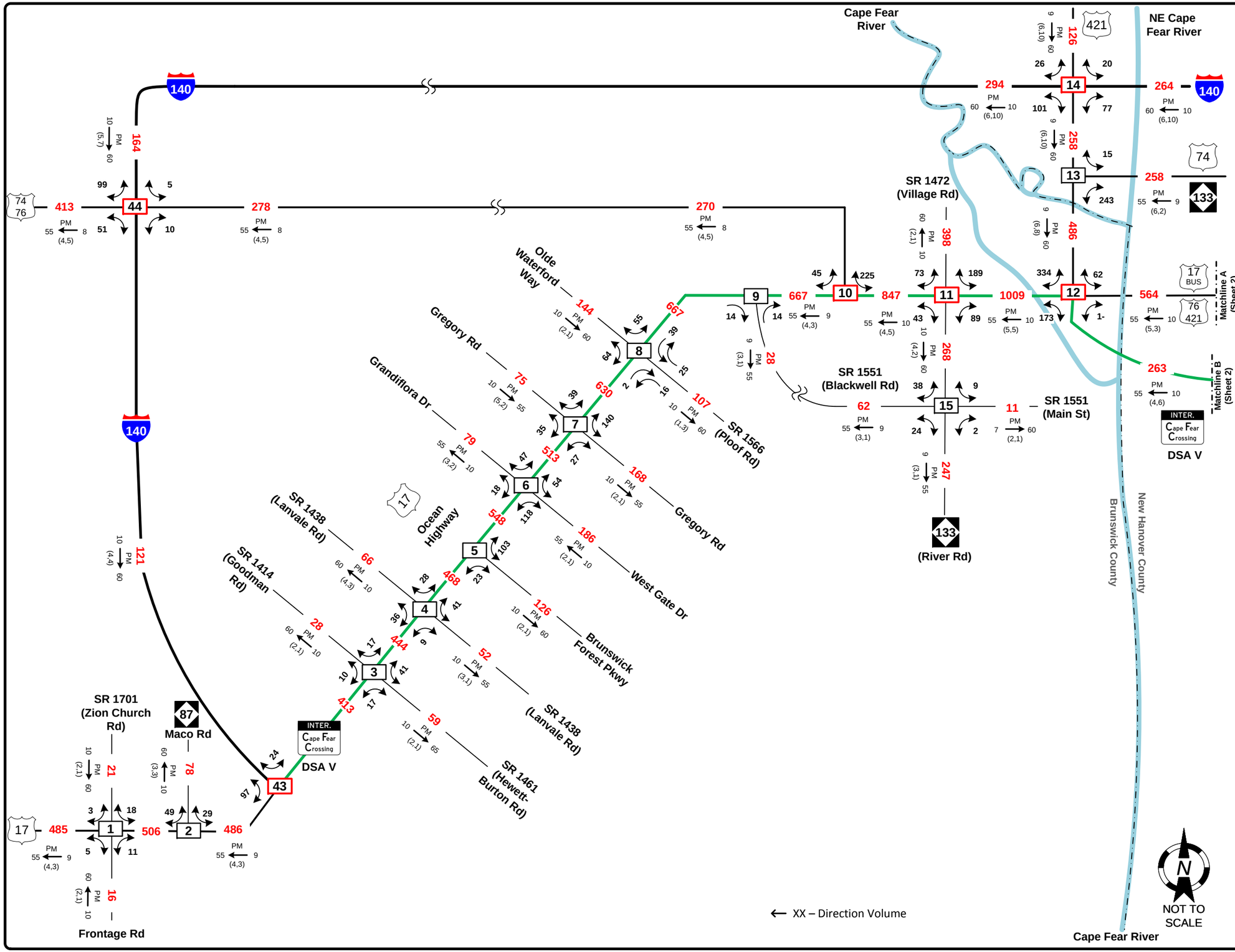
Build Non-Toll DSA V (Freeway)

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 19**



2020

ANNUAL AVERAGE DAILY TRAFFIC

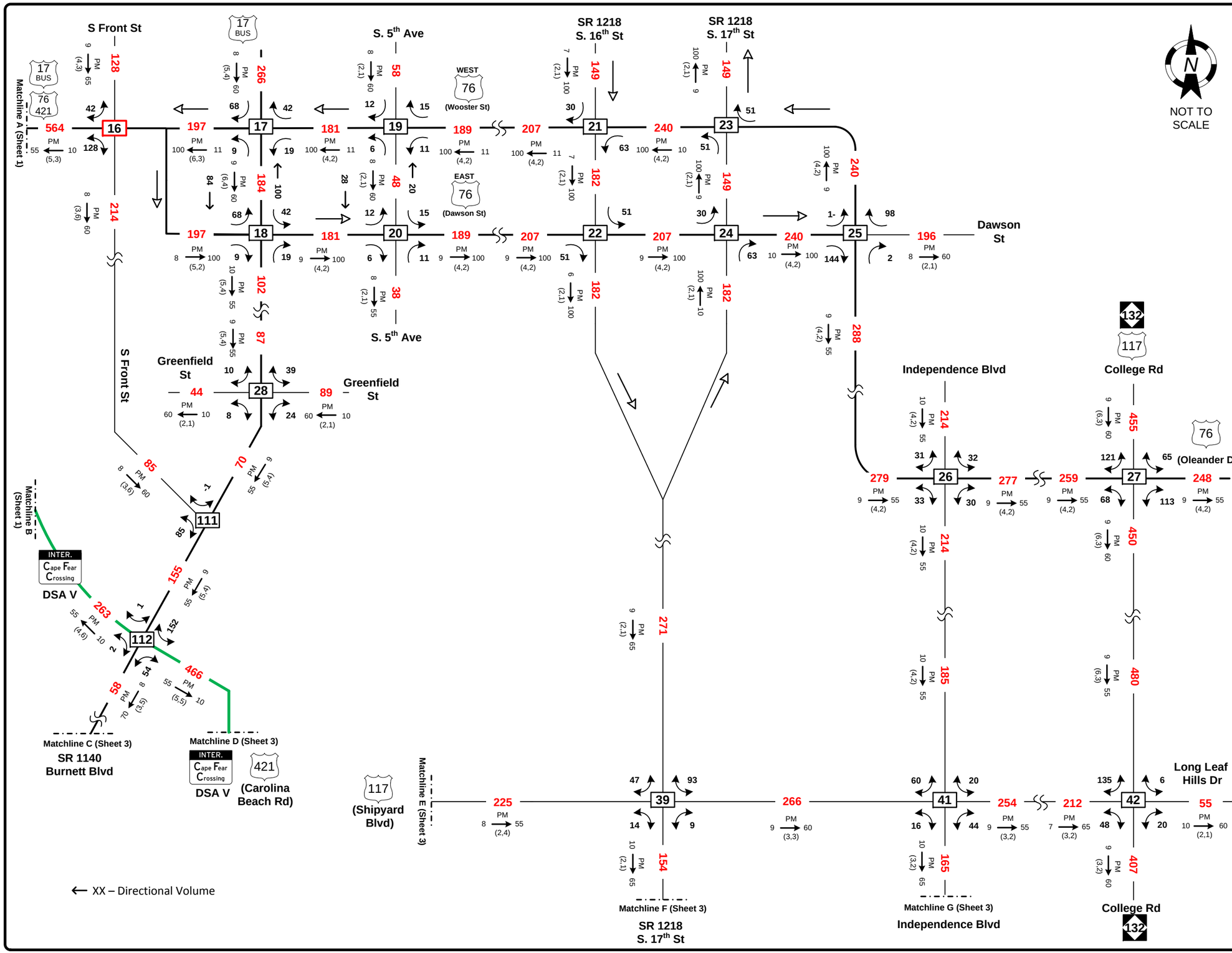
Build Non-Toll DSA V (Arterial)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 20**



2020

ANNUAL AVERAGE DAILY TRAFFIC

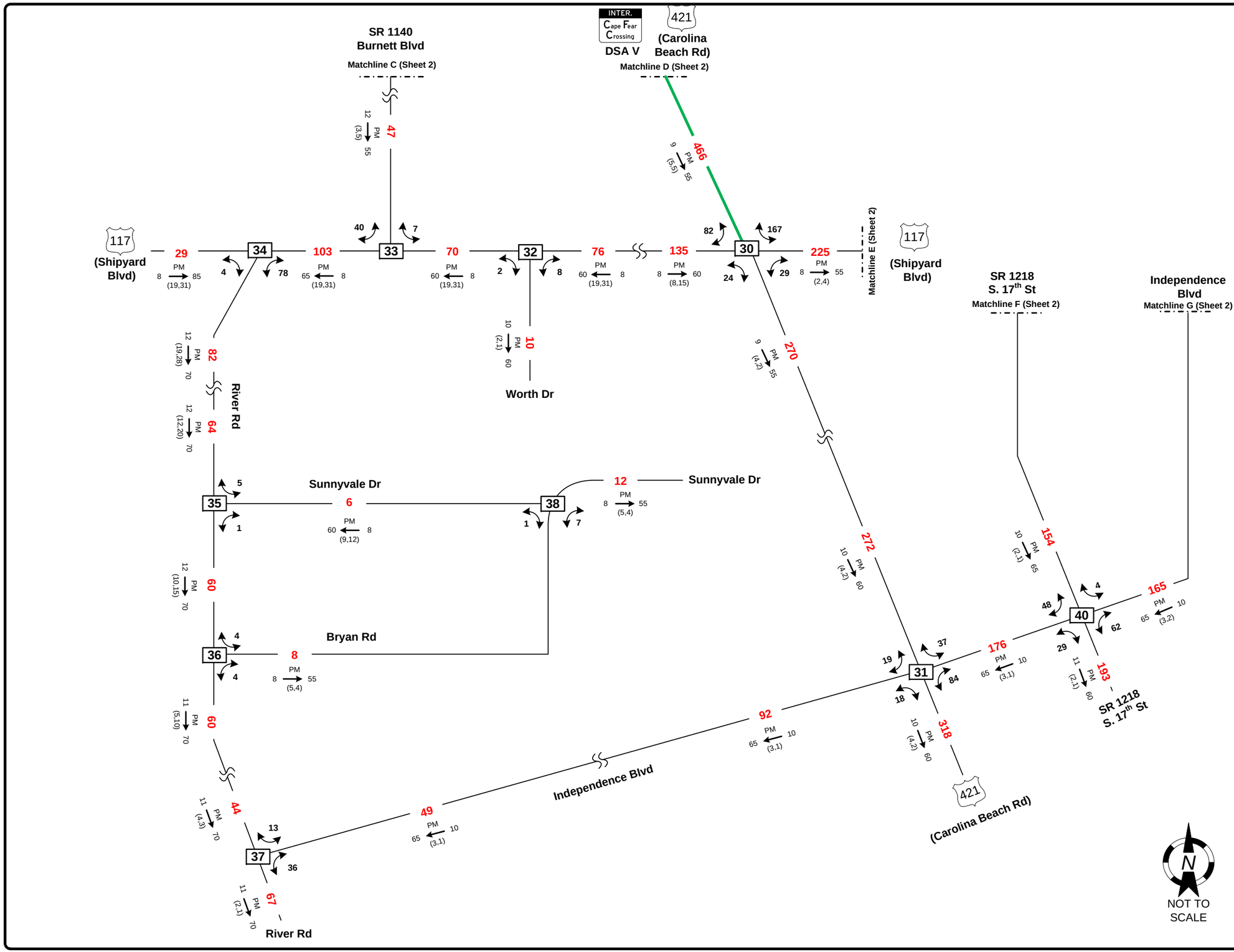
Build Non-Toll DSA V (Arterial)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	Daily Turn Movement
	One-way Streets
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 20



2020

ANNUAL AVERAGE DAILY TRAFFIC

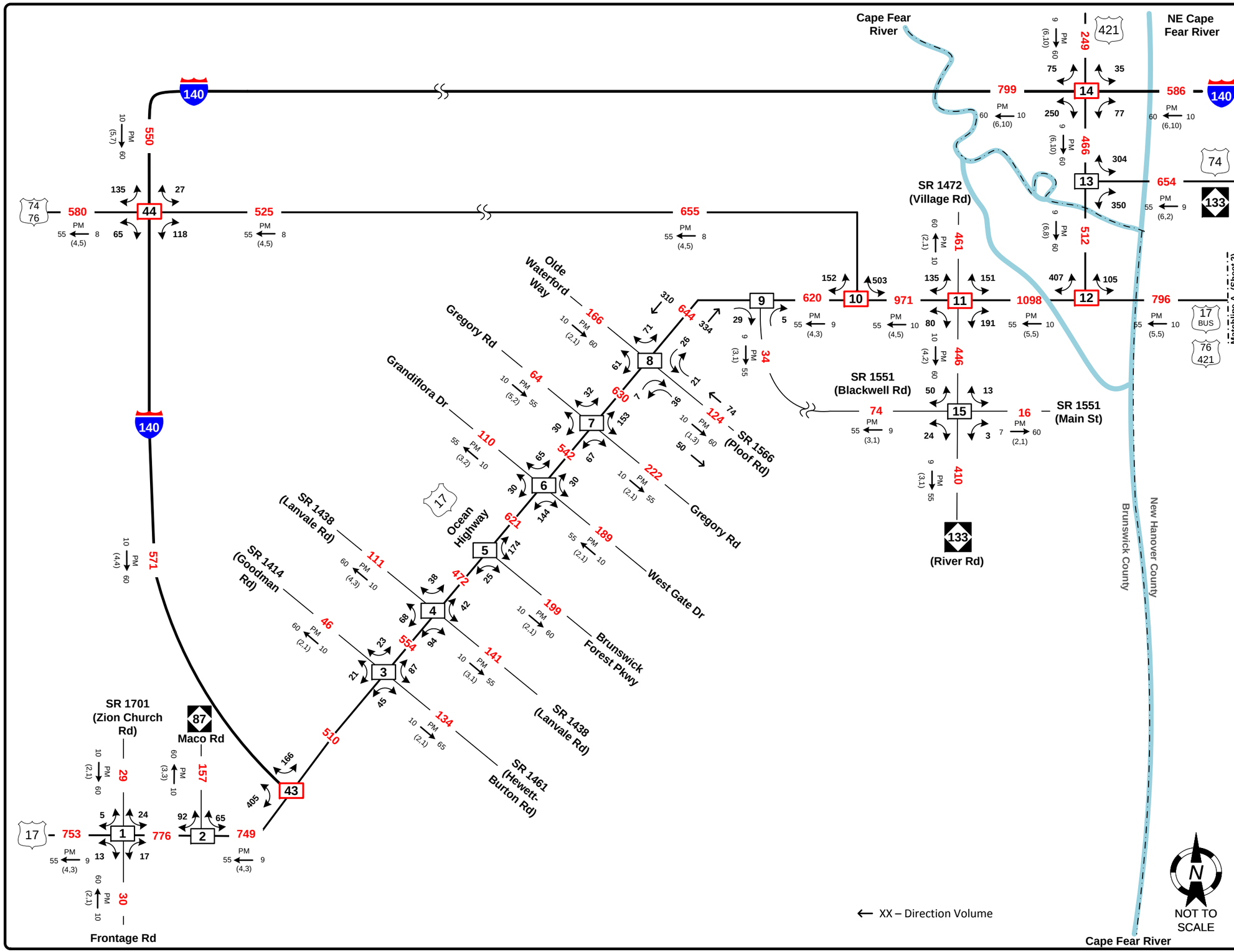
Build Non-Toll DSA V (Arterial)

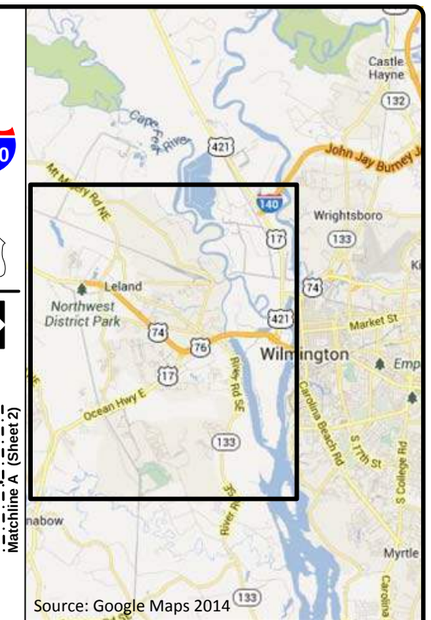
SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 20**





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ANNUAL AVERAGE DAILY TRAFFIC

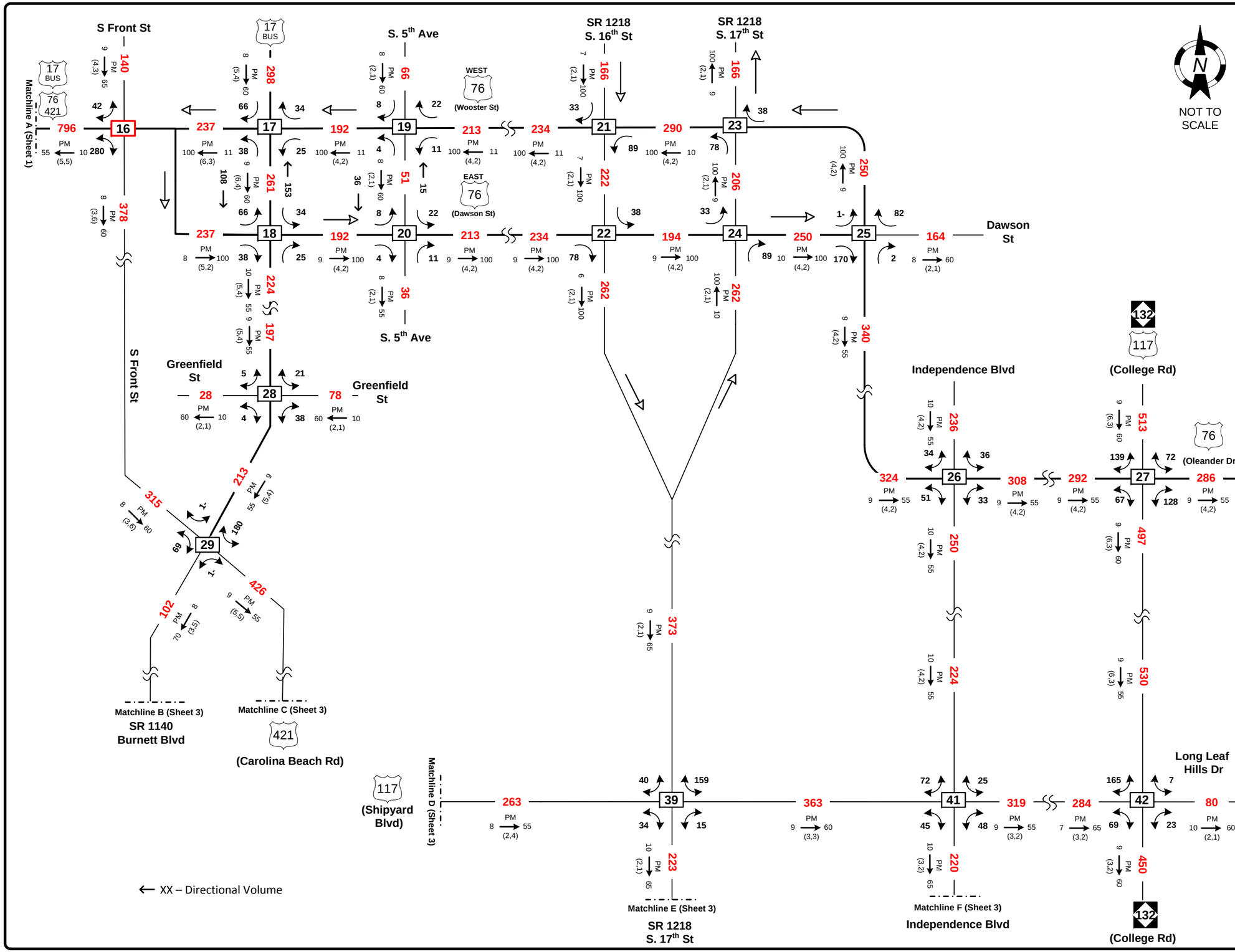
No-Build

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 21**



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ANNUAL AVERAGE DAILY TRAFFIC

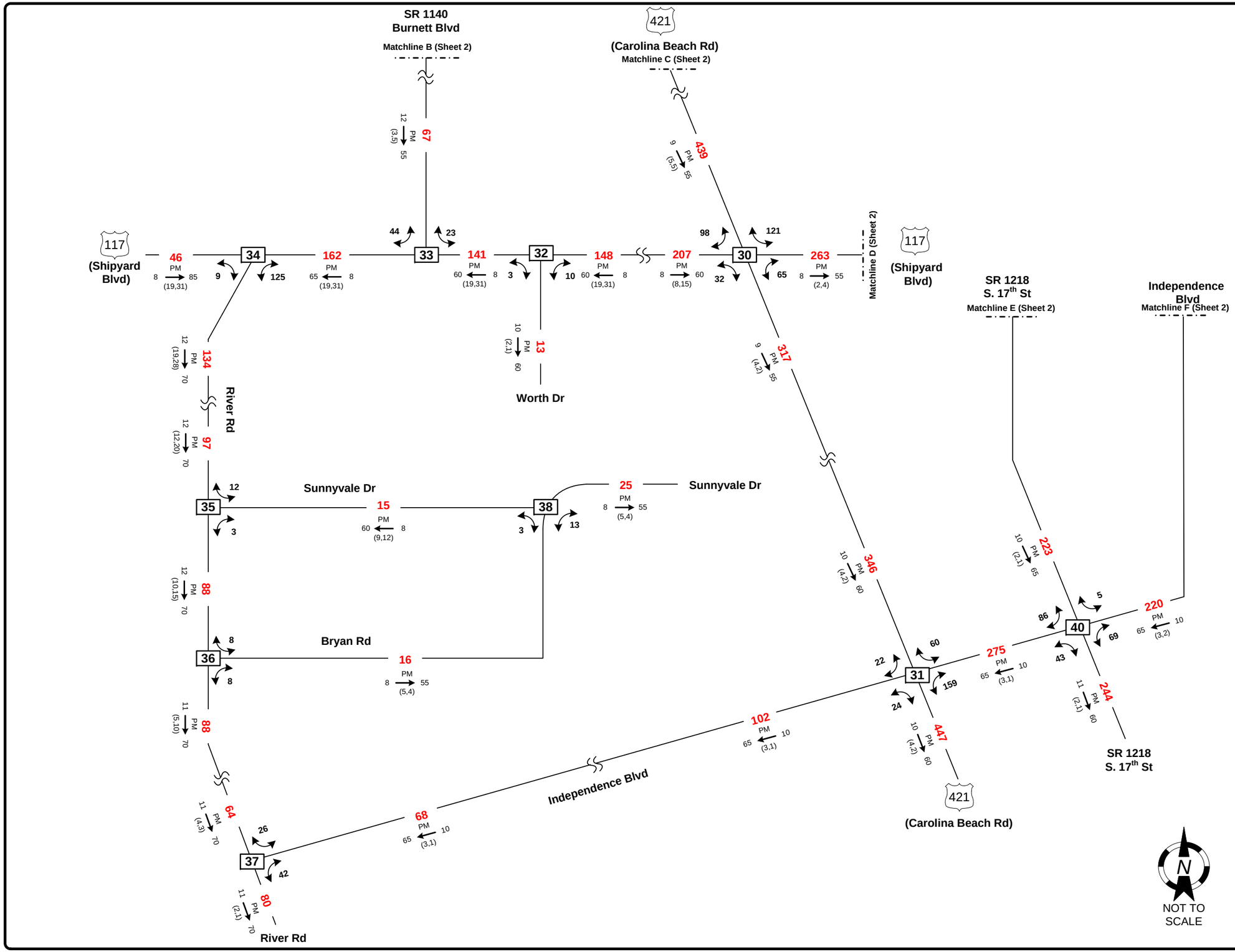
No-Build

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 21**



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ANNUAL AVERAGE DAILY TRAFFIC

No-Build

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738 | **WBS:** 40114.1.TA1

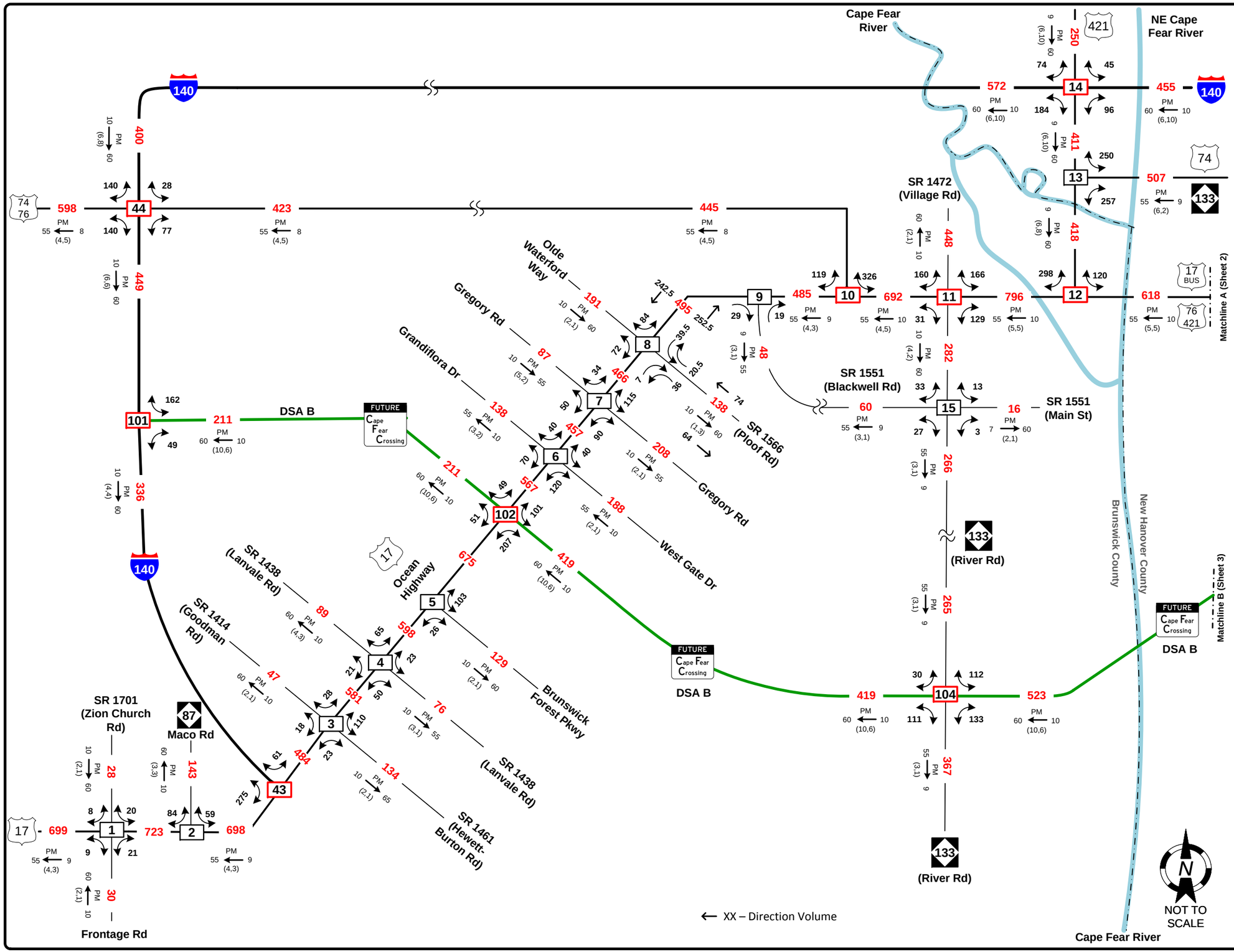
COUNTY: Brunswick, New Hanover | **DIVISION:** 3

PROJECT: Cape Fear Crossing

PREPARED BY: HNTB — HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609

LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection

DATE: October 2014 | **FIGURE 21**



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ANNUAL AVERAGE DAILY TRAFFIC

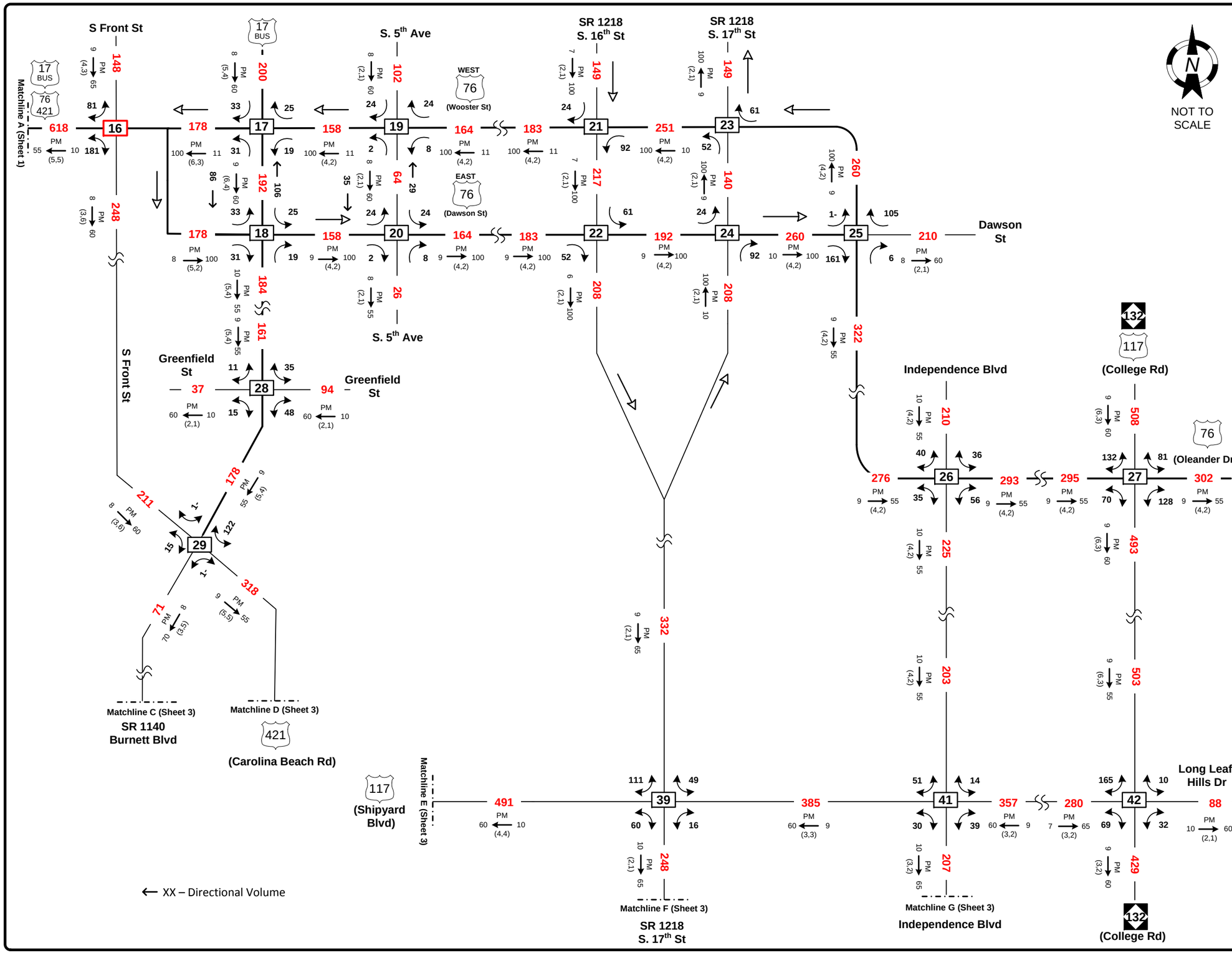
Build Non-Toll DSA B

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 22**



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ANNUAL AVERAGE DAILY TRAFFIC

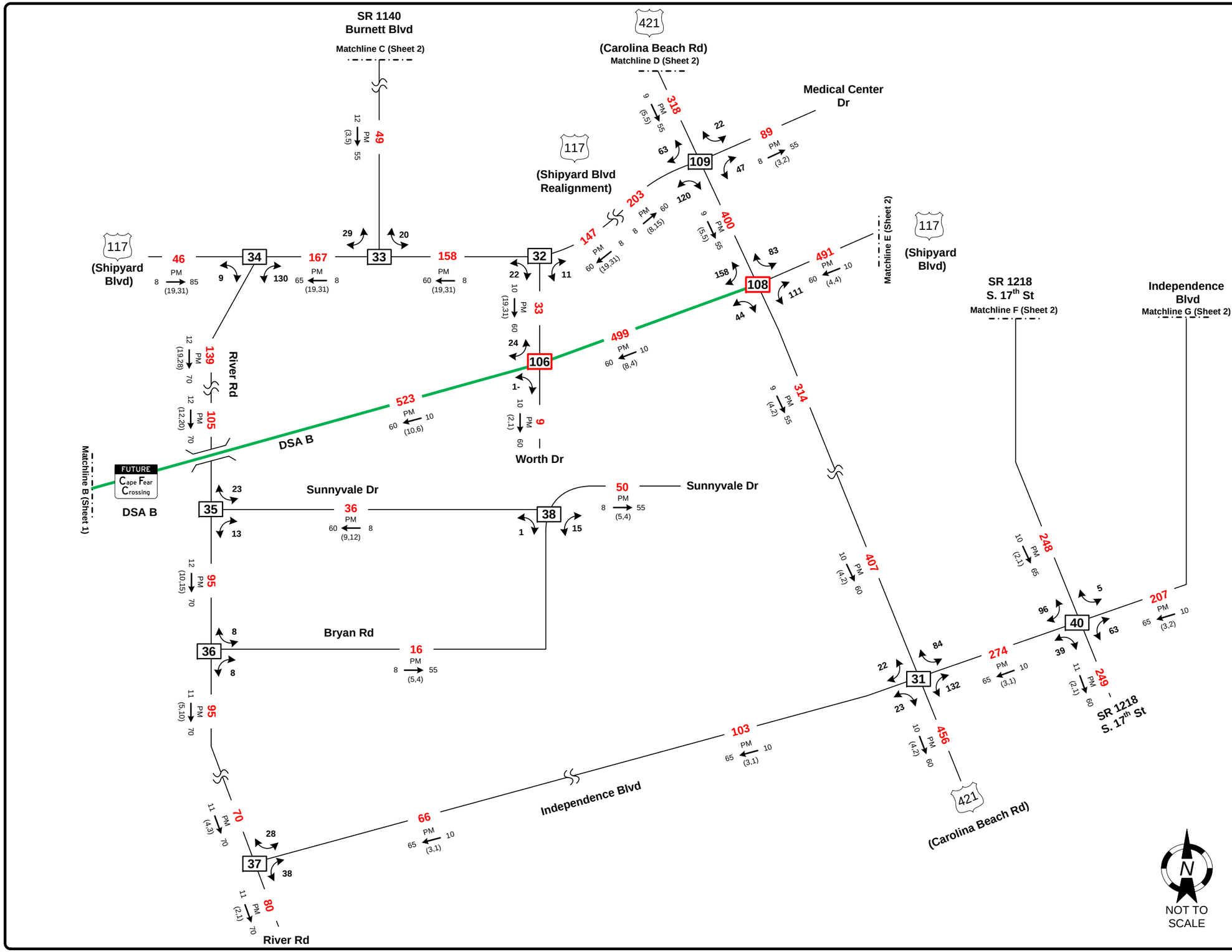
Build Non-Toll DSA B

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 22**



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ANNUAL AVERAGE DAILY TRAFFIC

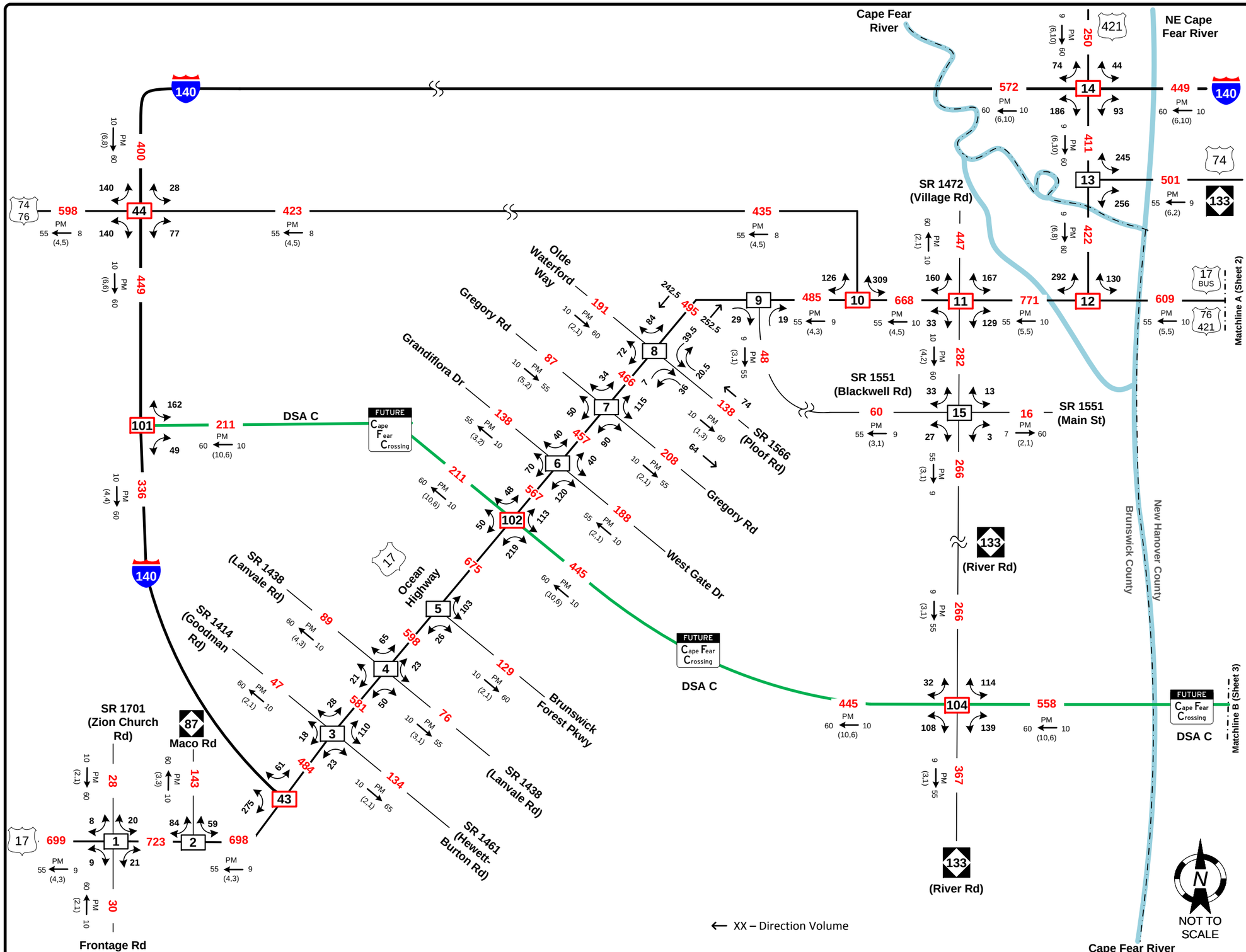
Build Non-Toll DSA B

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 22**



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ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA C

SHEET 1 OF 3

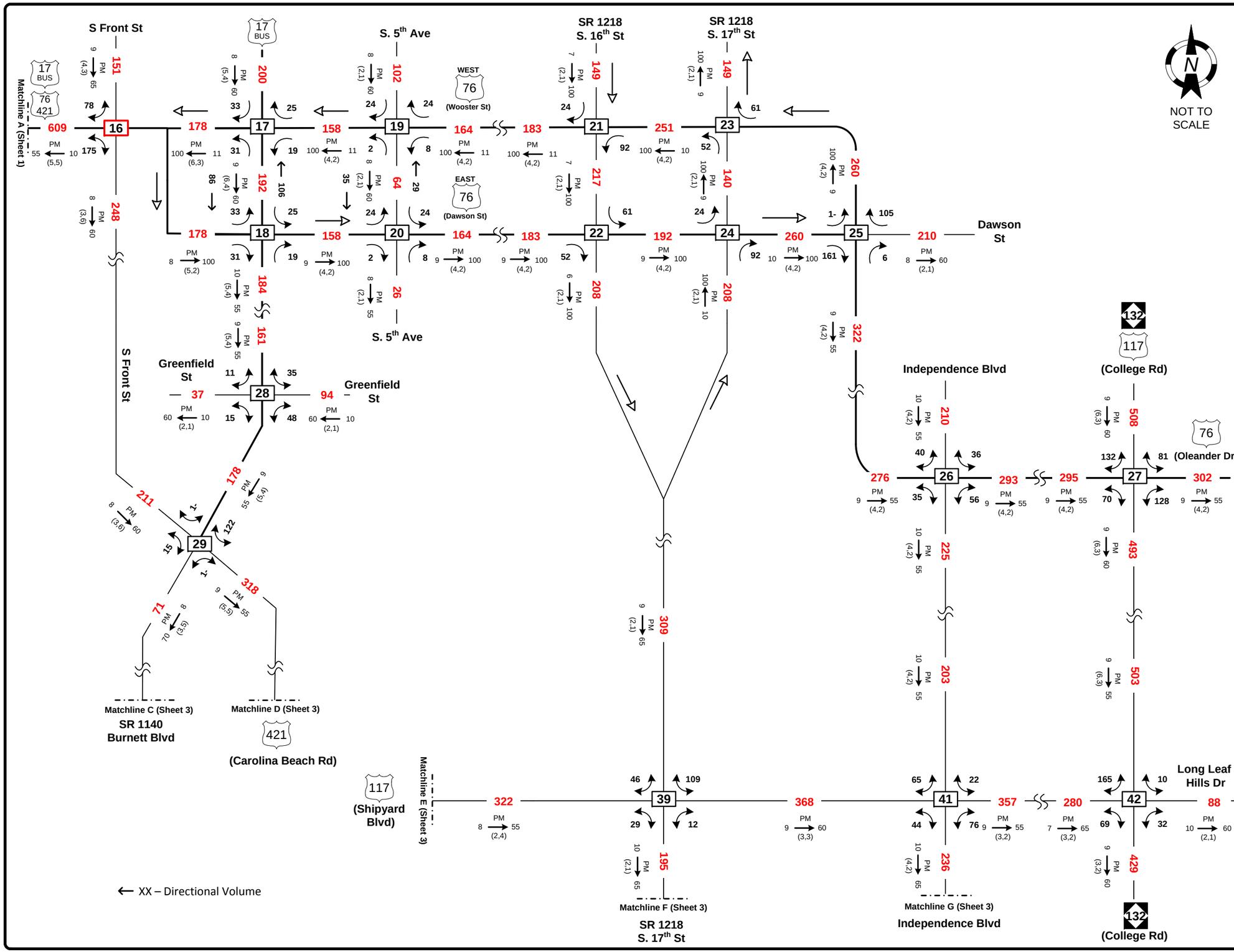
LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment

DHV PM (d, t) D

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

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 23**



NOT TO SCALE

2040

ANNUAL AVERAGE DAILY TRAFFIC

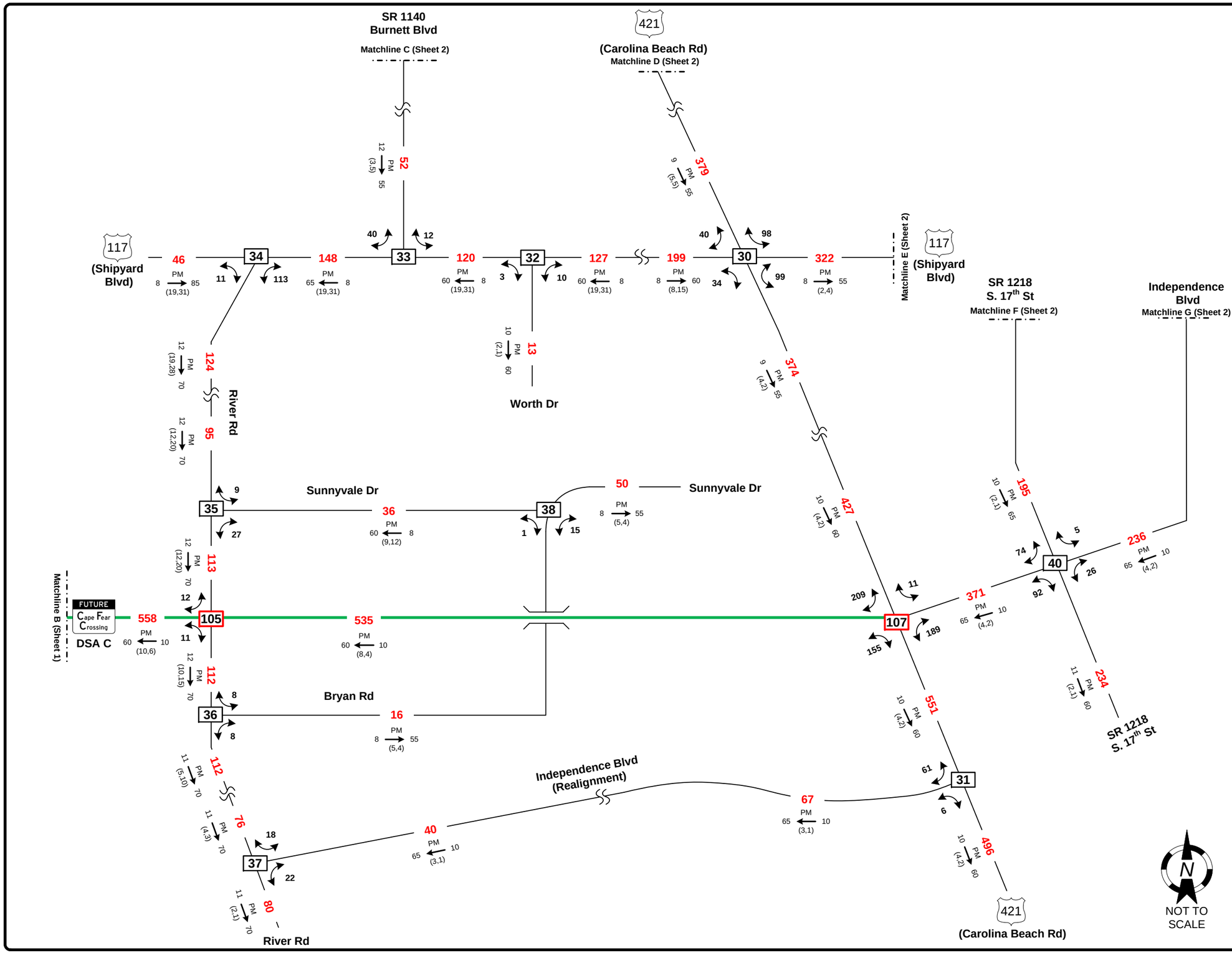
Build Non-Toll DSA C

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 23**



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ANNUAL AVERAGE DAILY TRAFFIC

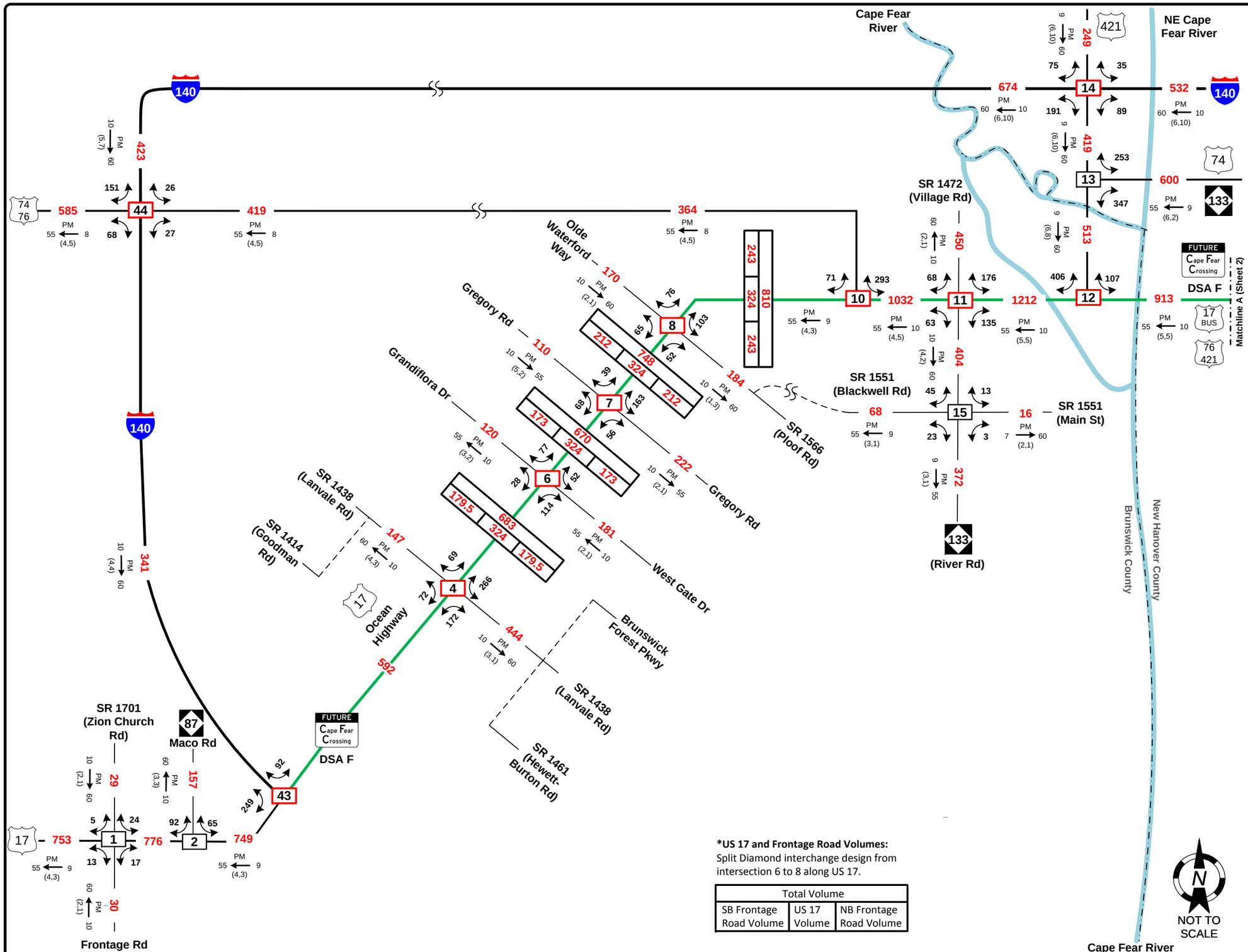
Build Non-Toll DSA C

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV (PM / (d, t)) → D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 23**



***US 17 and Frontage Road Volumes:**
Split Diamond interchange design from intersection 6 to 8 along US 17.

Total Volume		
SB Frontage Road Volume	US 17 Volume	NB Frontage Road Volume

2040

ANNUAL AVERAGE DAILY TRAFFIC

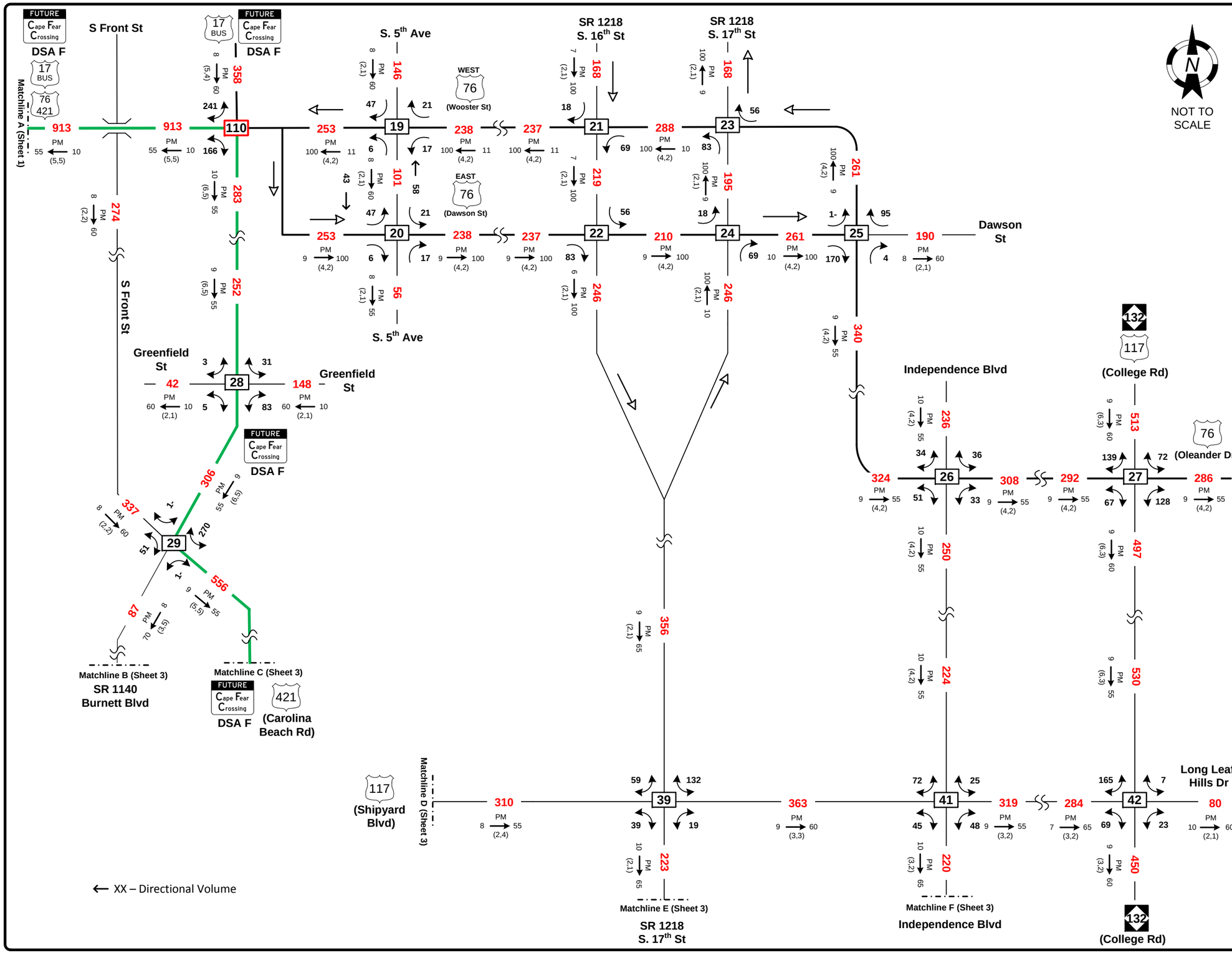
Build Non-Toll DSA F (Freeway)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 24**



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ANNUAL AVERAGE DAILY TRAFFIC

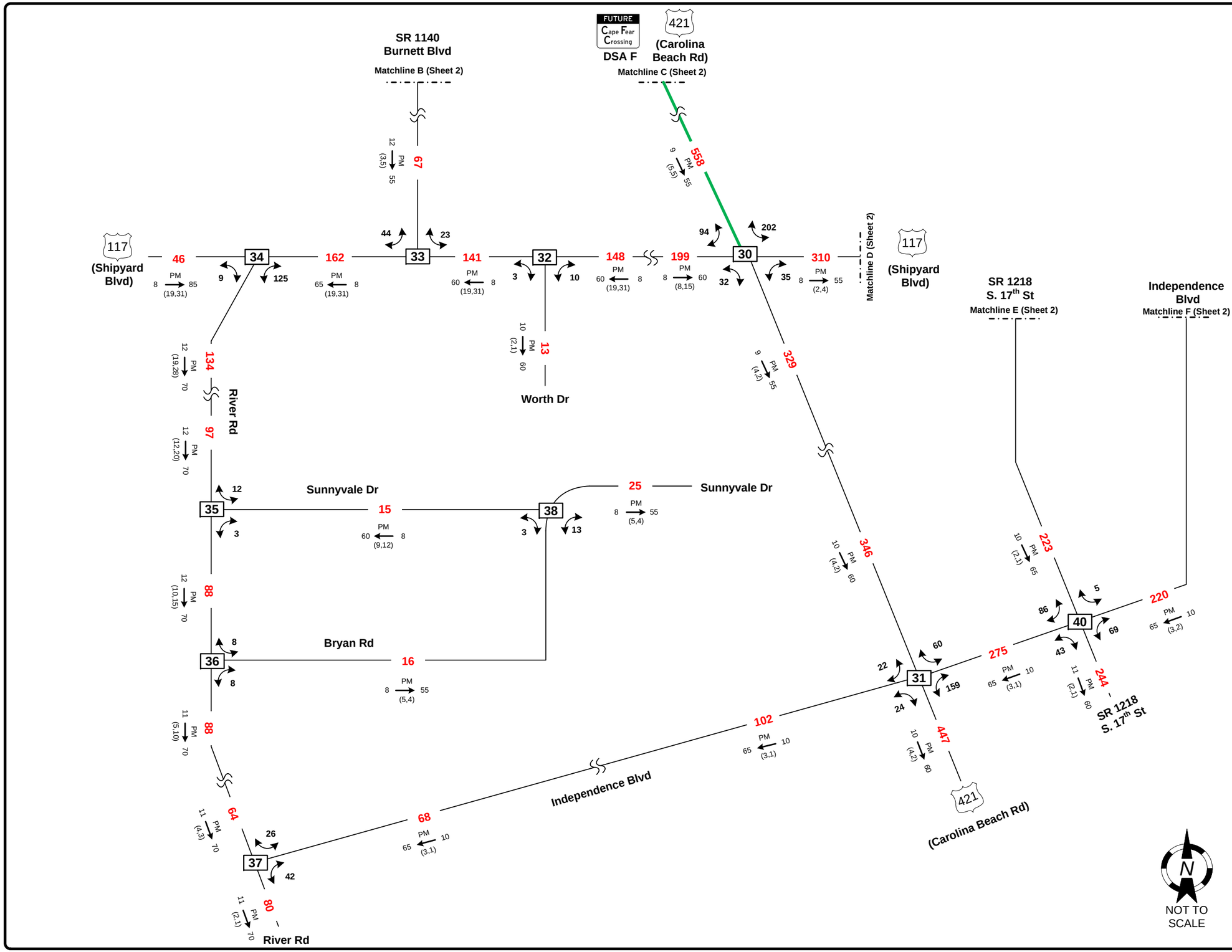
Build Non-Toll DSA F (Freeway)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	Daily Turn Movement
	One-way Streets
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 24**



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ANNUAL AVERAGE DAILY TRAFFIC

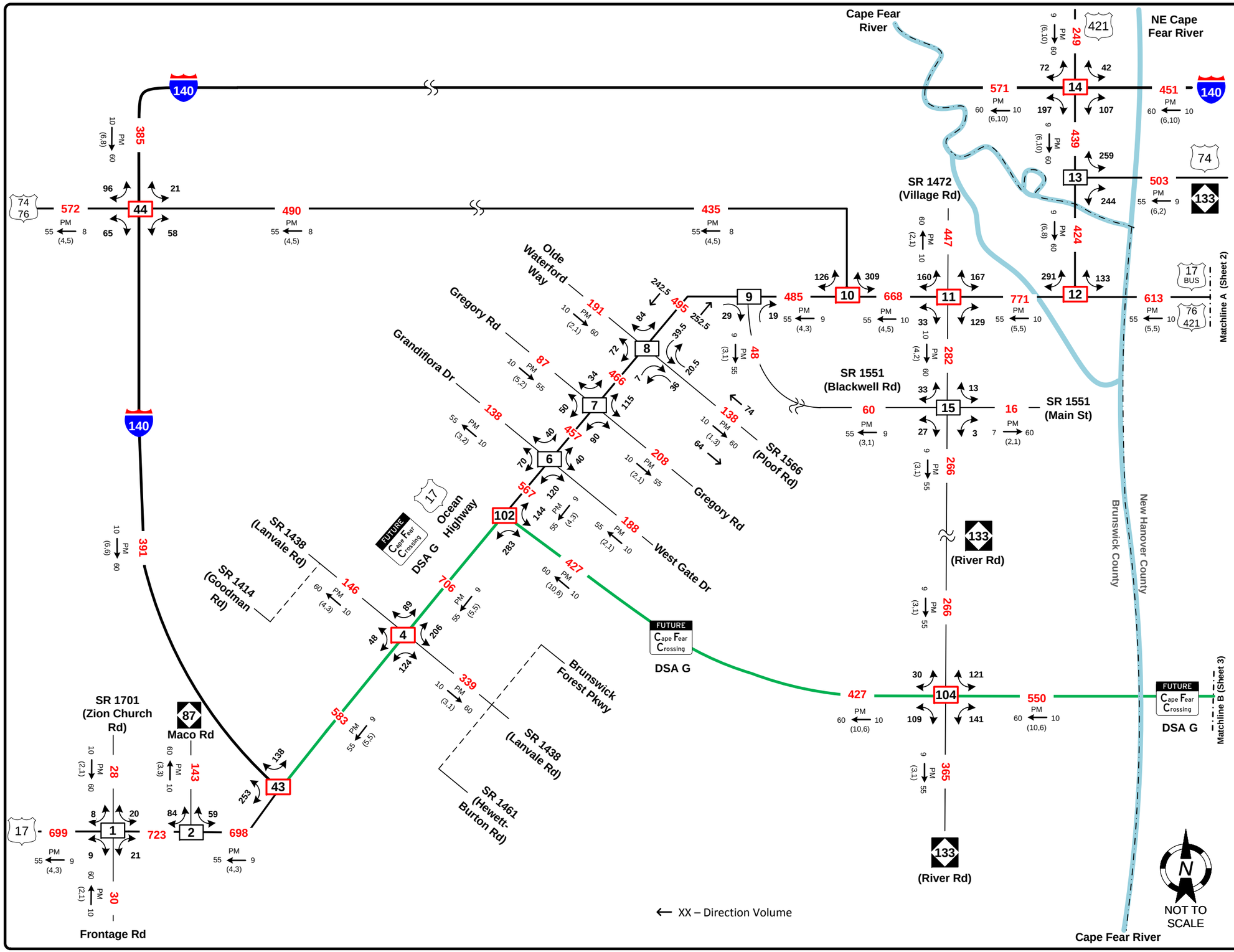
Build Non-Toll DSA F (Freeway)

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 24**



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ANNUAL AVERAGE DAILY TRAFFIC

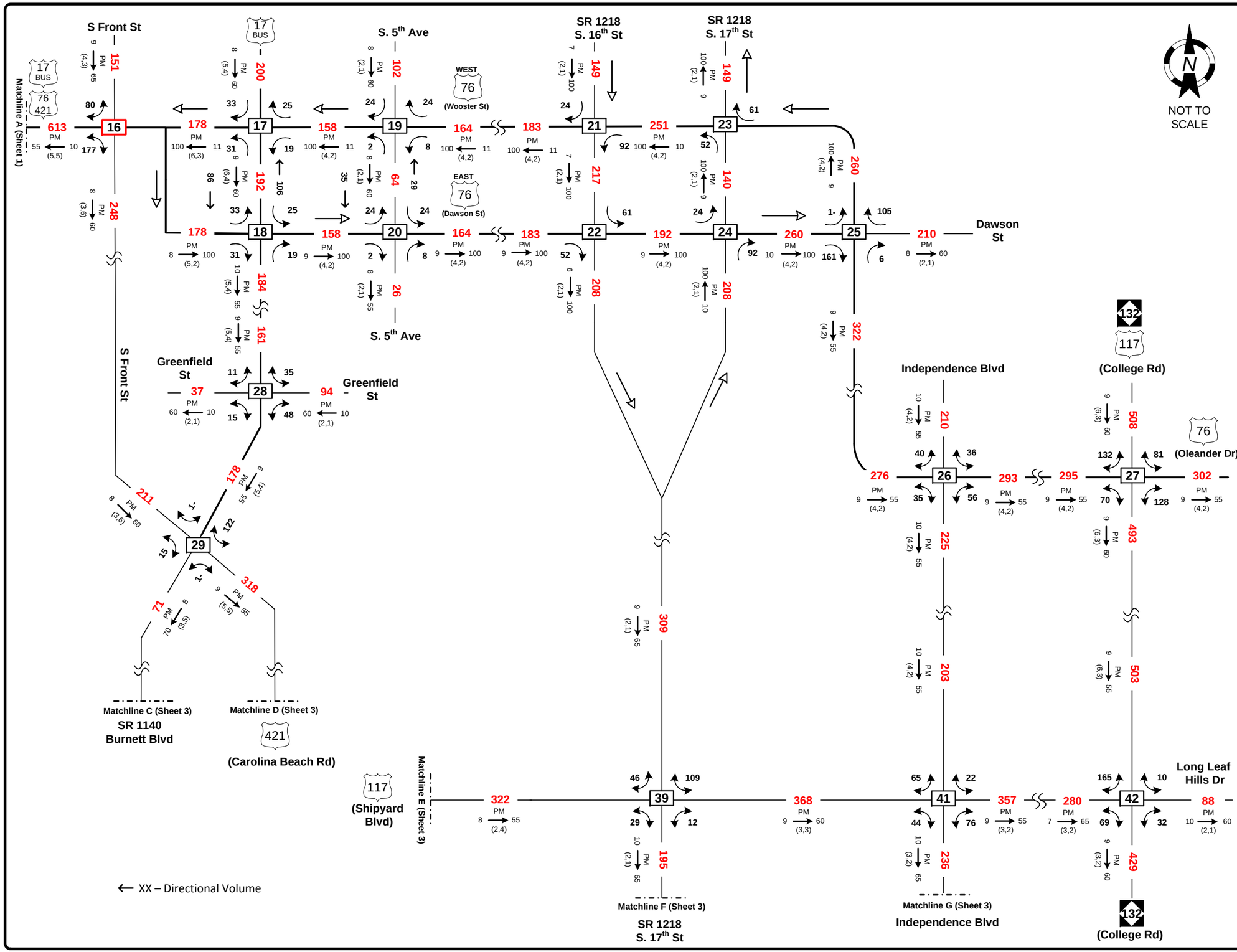
Build Non-Toll DSA G

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV (PM / (d, t)) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 25**



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ANNUAL AVERAGE DAILY TRAFFIC

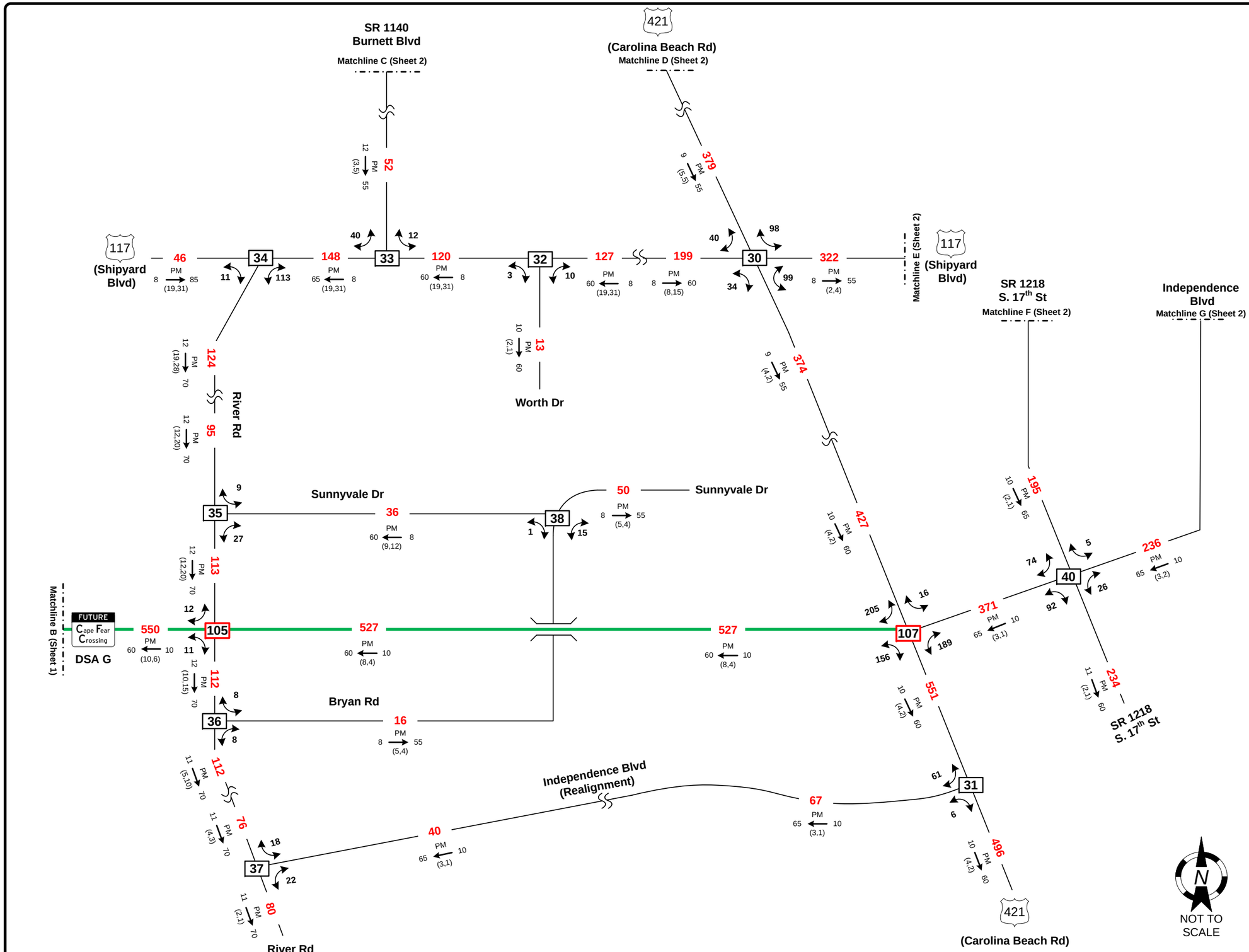
Build Non-Toll DSA G

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 25**



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ANNUAL AVERAGE DAILY TRAFFIC

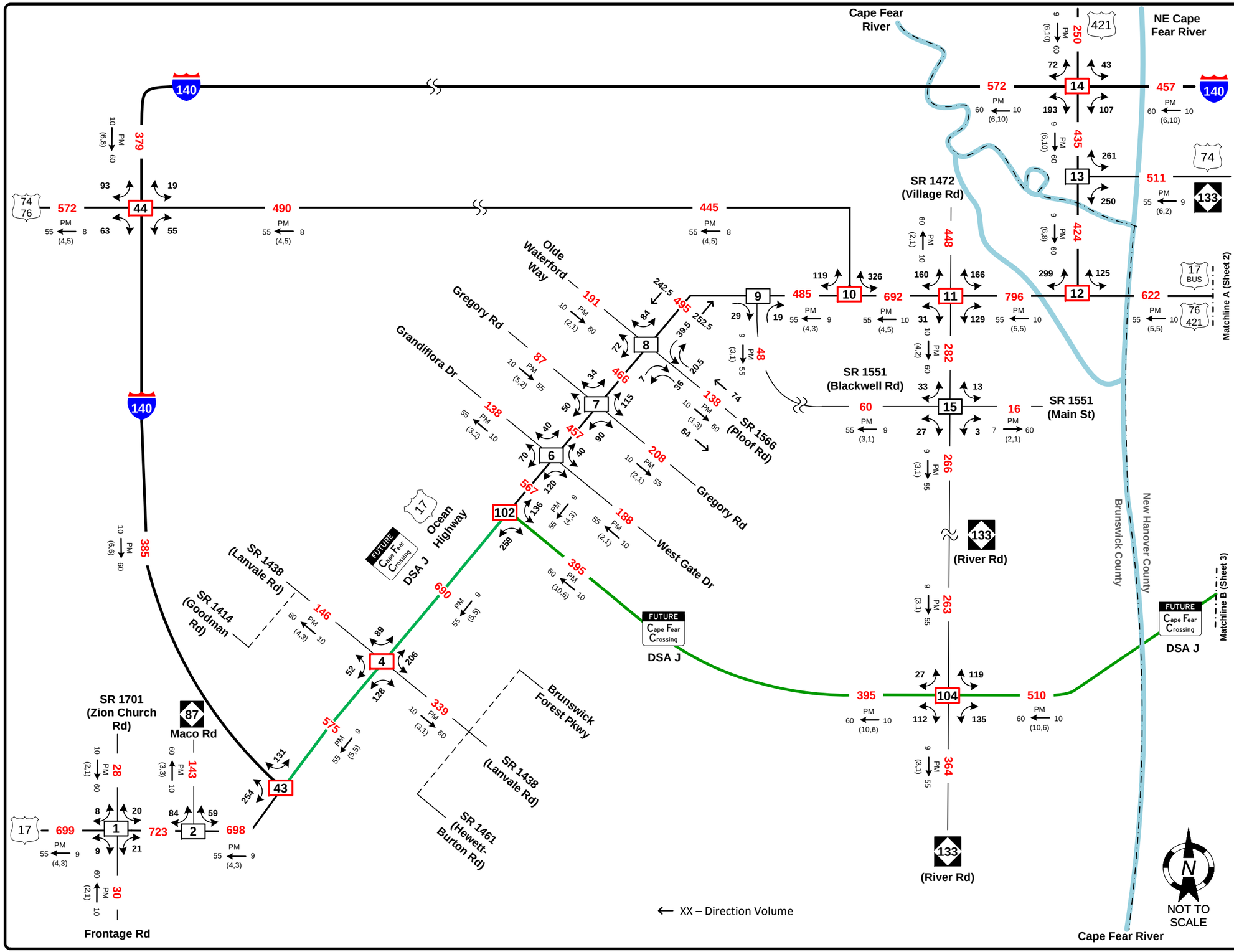
Build Non-Toll DSA G

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 25**



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ANNUAL AVERAGE DAILY TRAFFIC

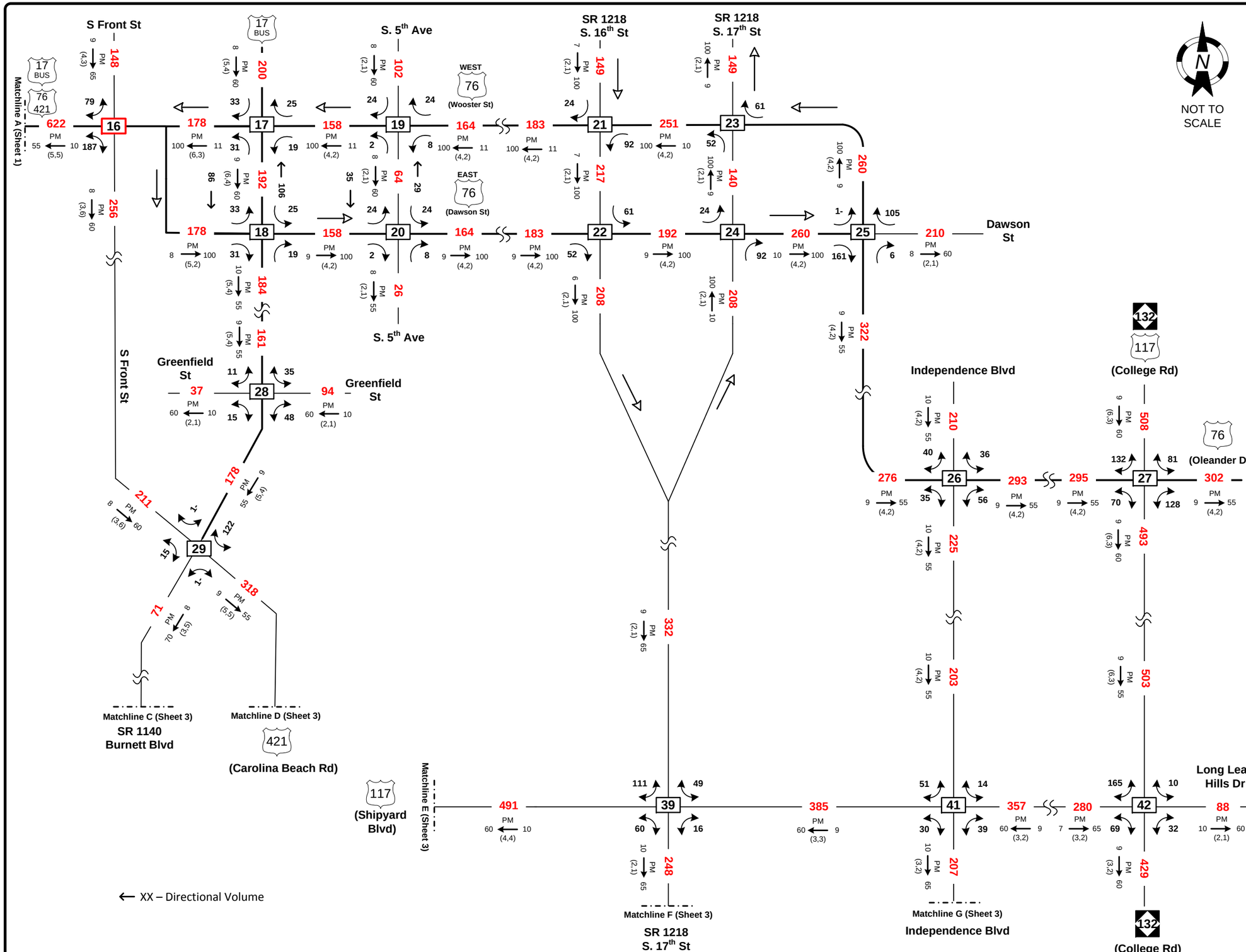
Build Non-Toll DSA J

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 26**



NOT TO SCALE

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ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA J

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
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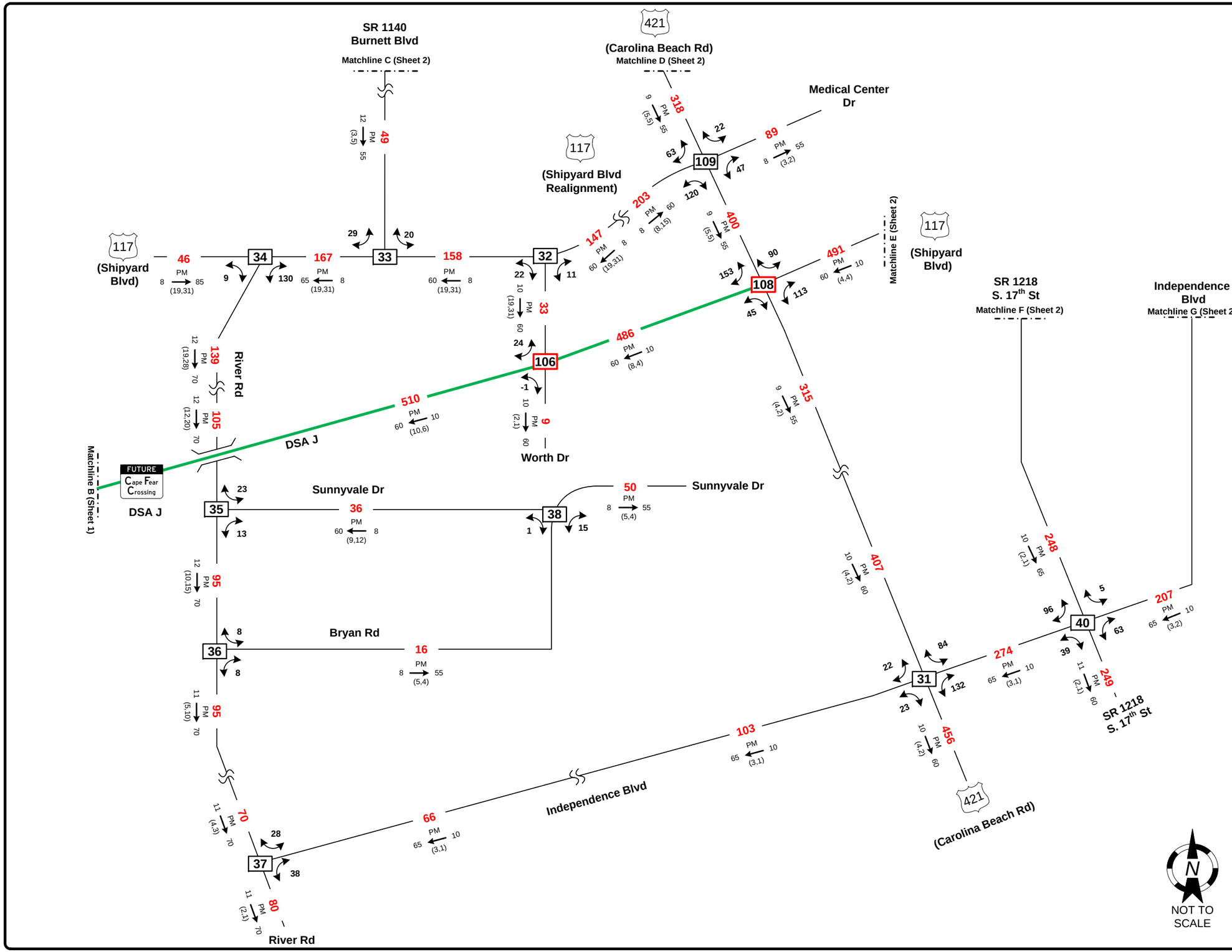
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 26**



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ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA J

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
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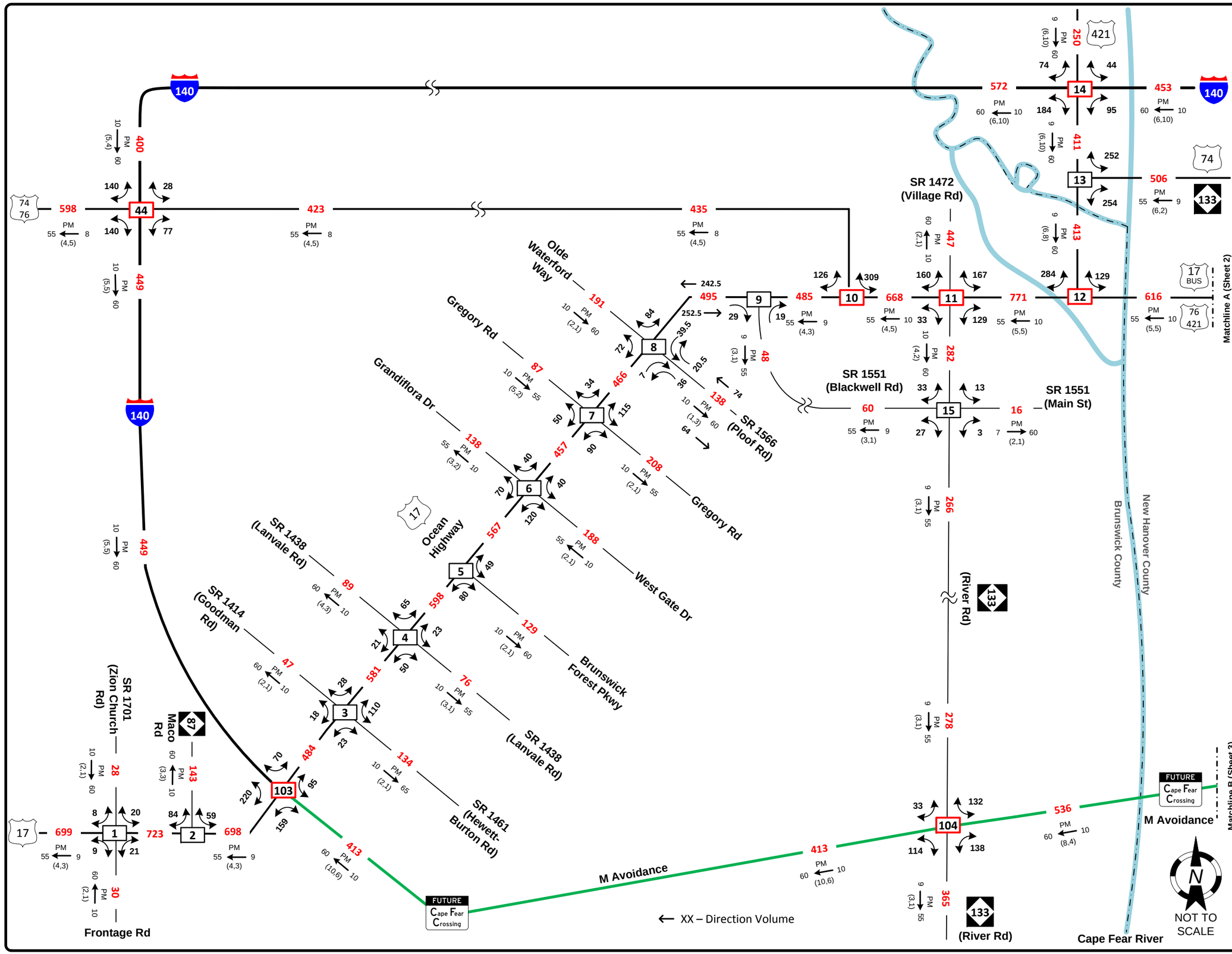
TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 26**



Source: Google Maps 2014

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ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA M Avoidance

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
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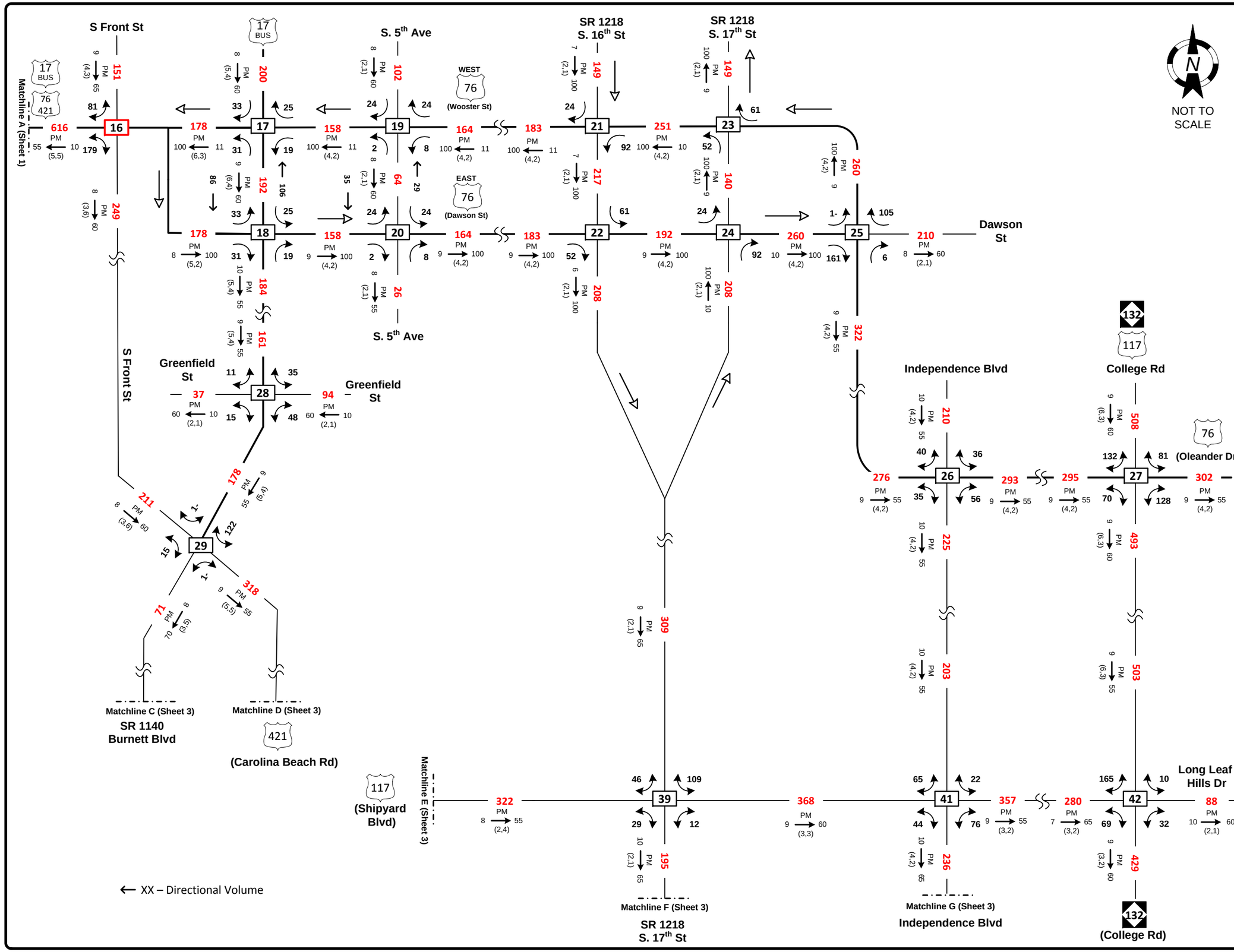
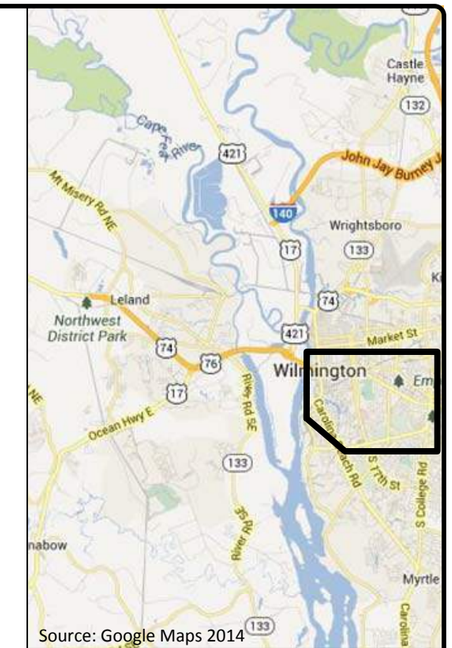
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 27





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ANNUAL AVERAGE DAILY TRAFFIC

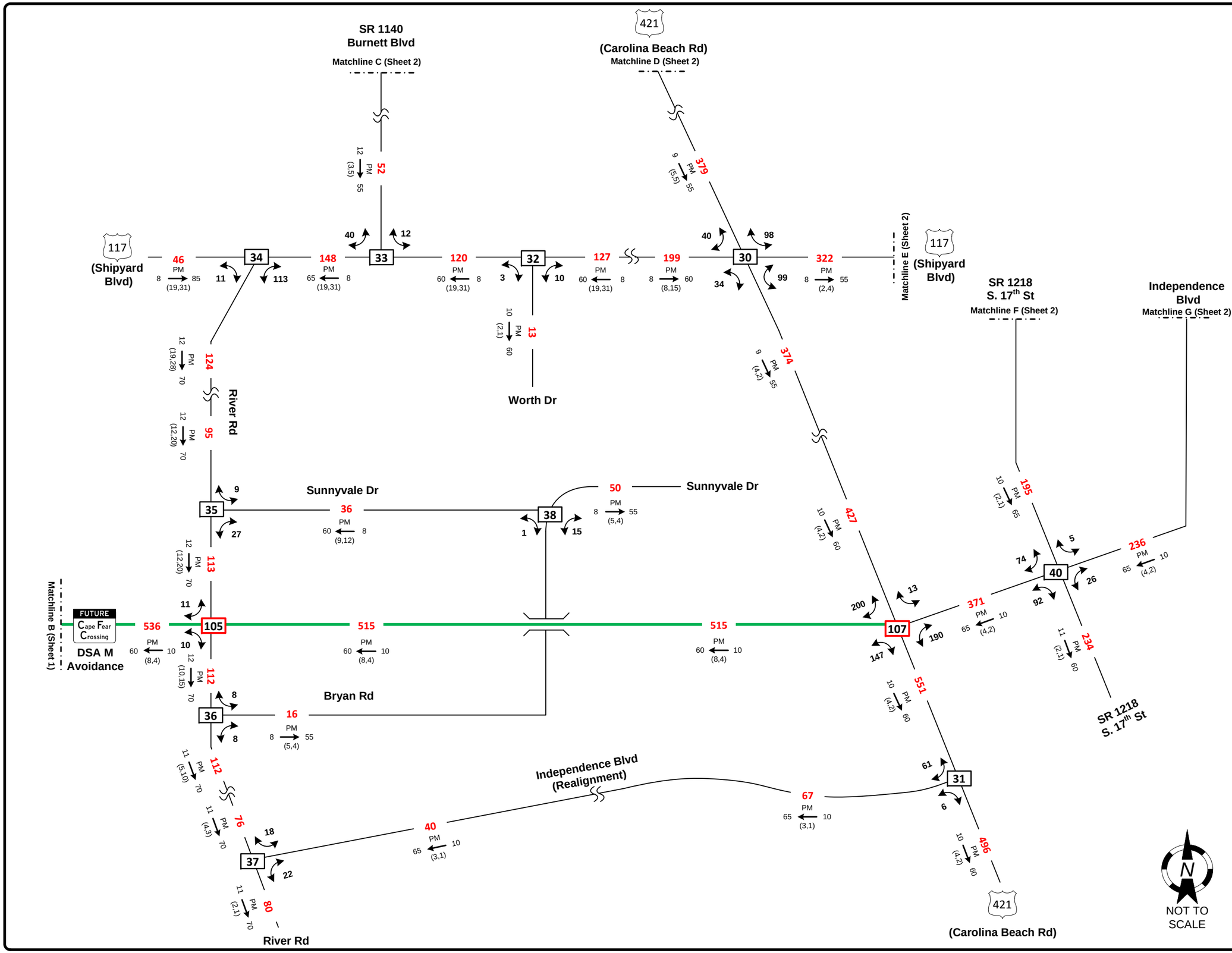
Build Non-Toll DSA M Avoidance

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 27



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ANNUAL AVERAGE DAILY TRAFFIC

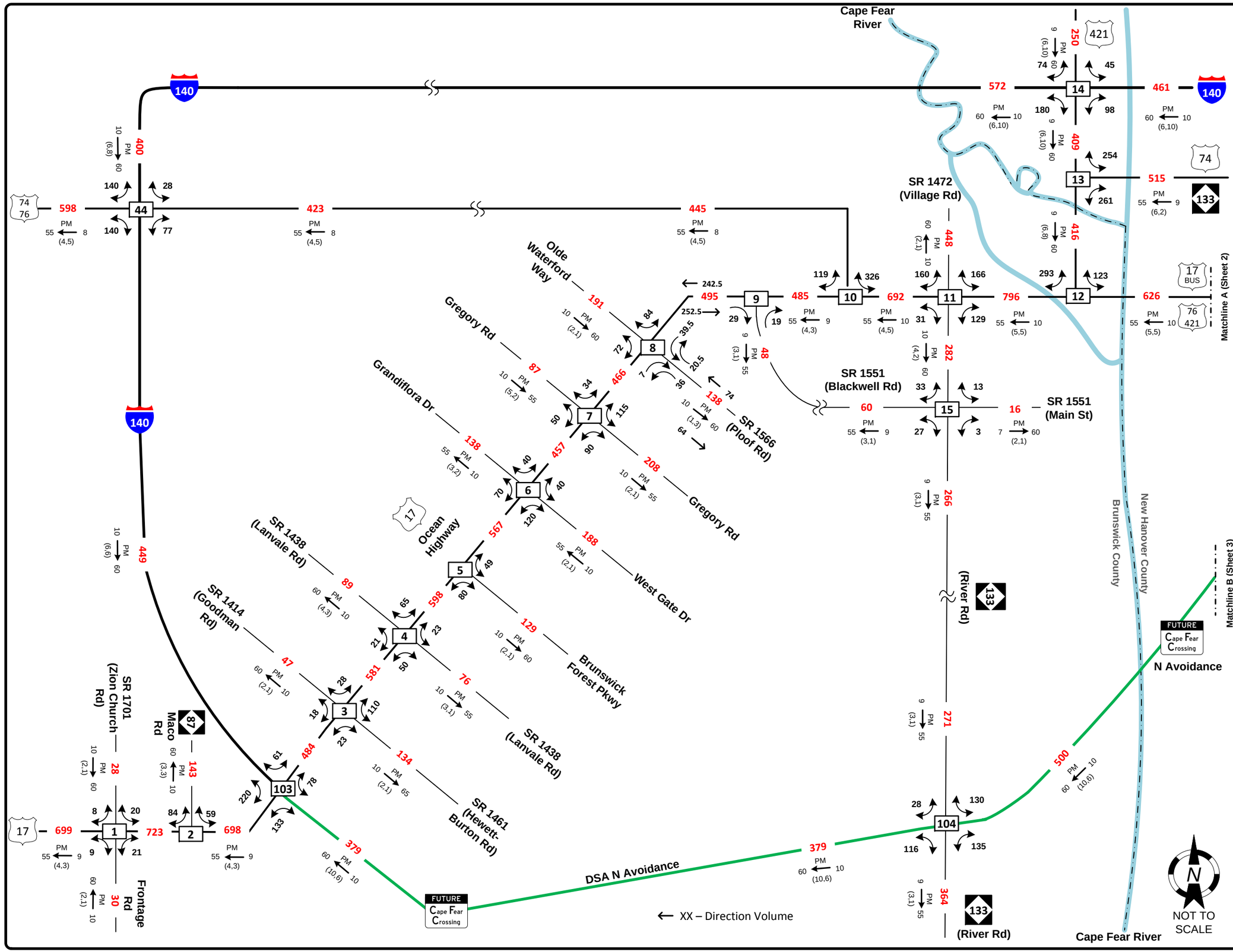
Build Non-Toll DSA M Avoidance

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 27



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ANNUAL AVERAGE DAILY TRAFFIC

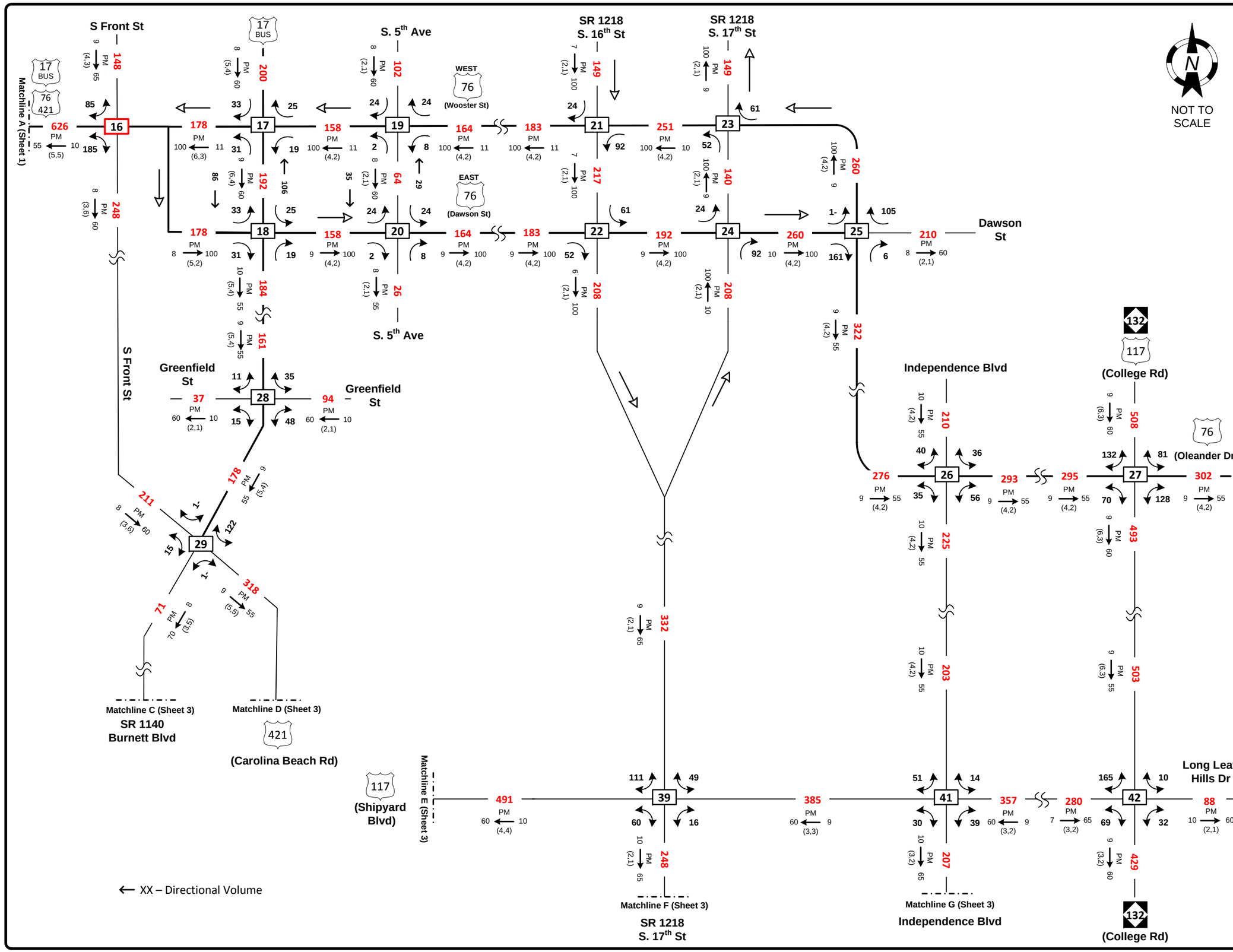
Build Non-Toll DSA N Avoidance

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 28



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ANNUAL AVERAGE DAILY TRAFFIC

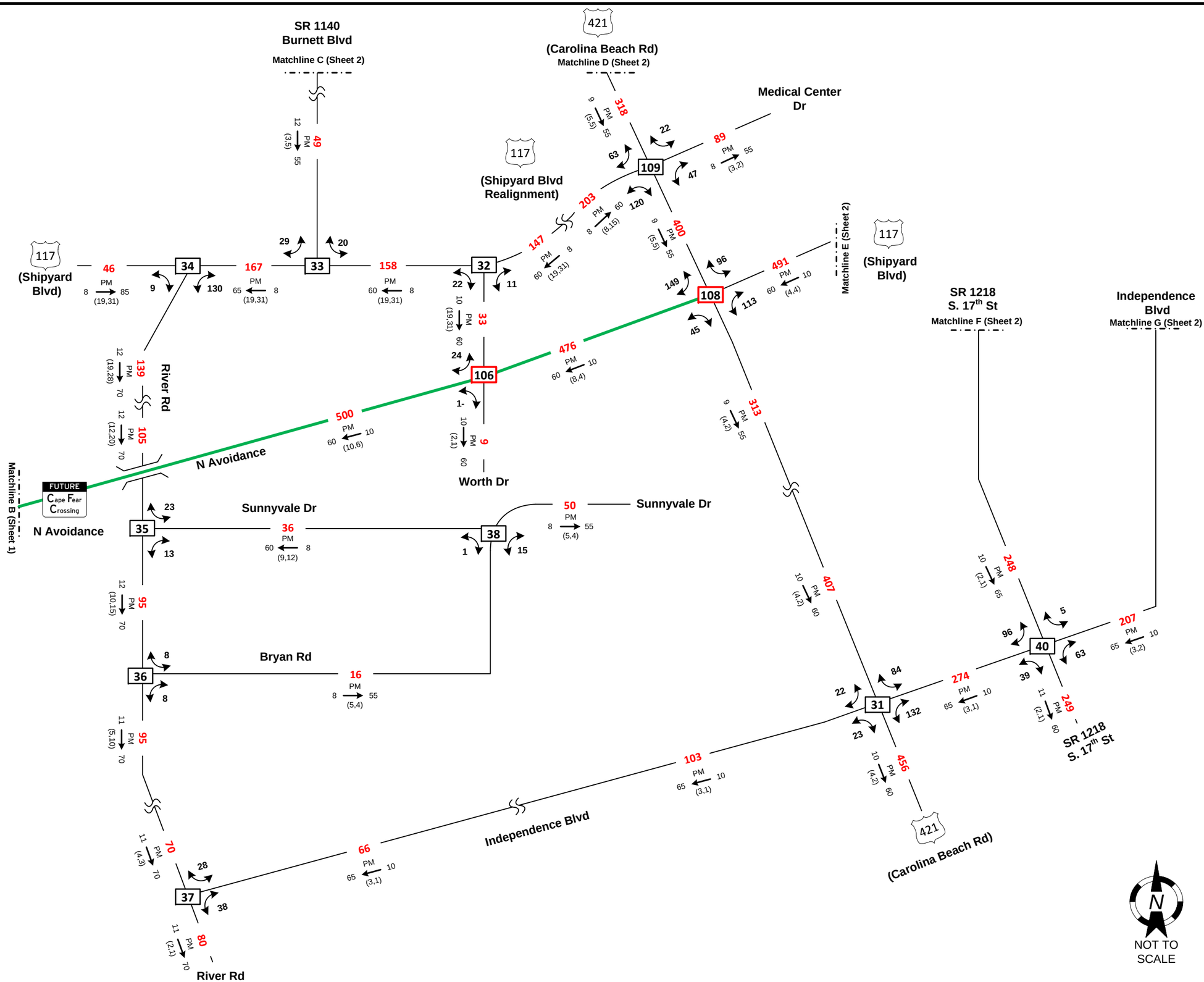
Build Non-Toll DSA N Avoidance

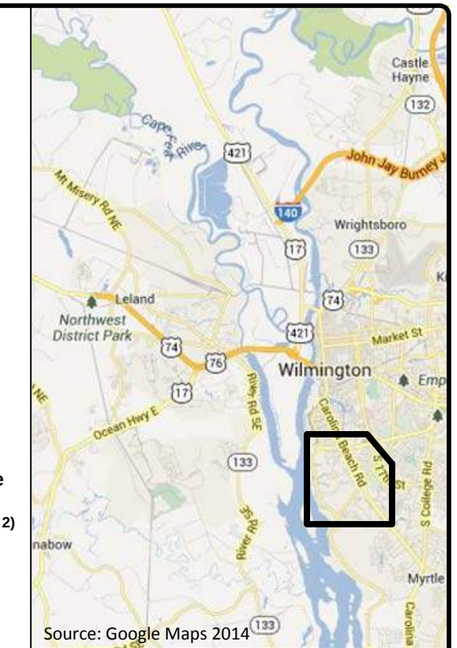
SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 28





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ANNUAL AVERAGE DAILY TRAFFIC

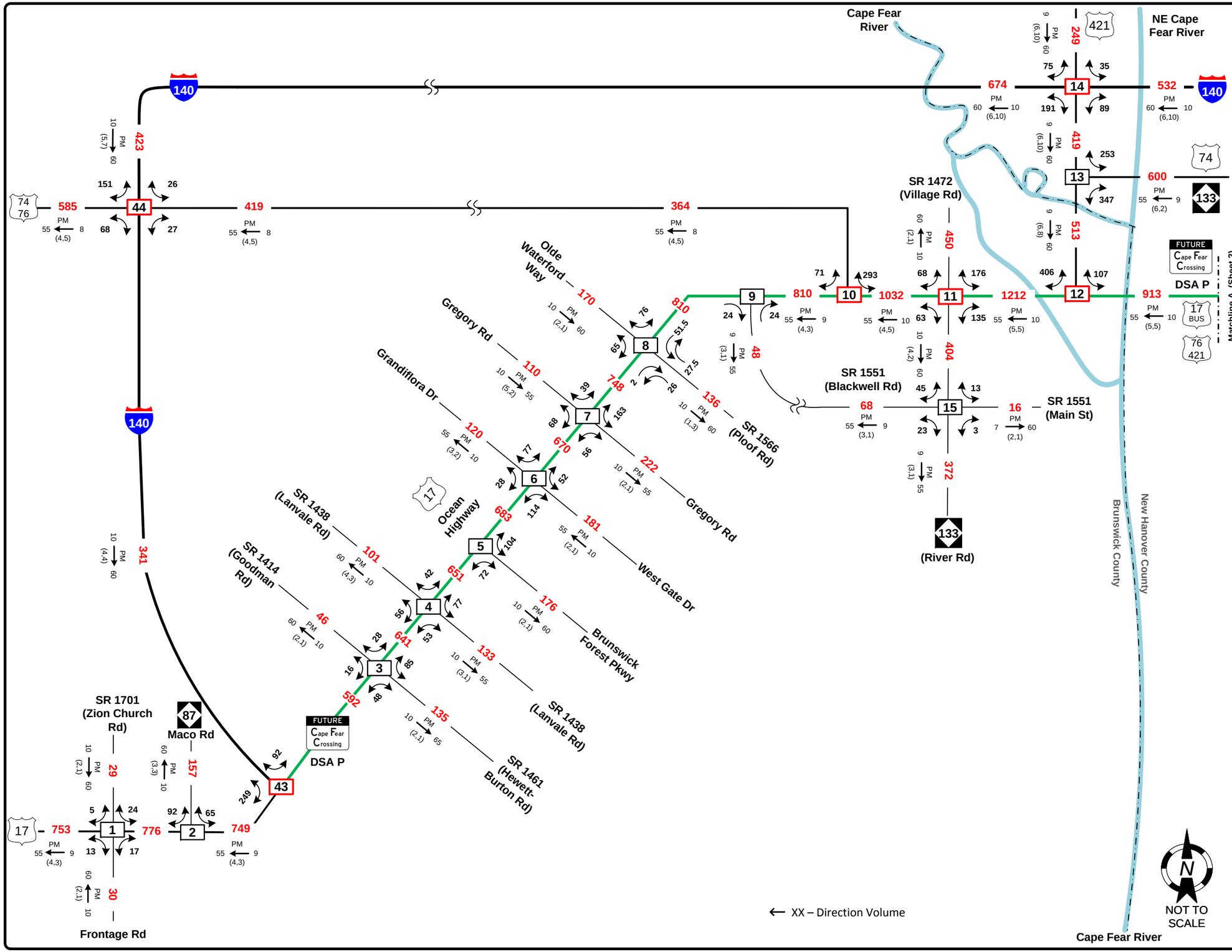
Build Non-Toll DSA N Avoidance

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	WBS: 40114.1.TA1
COUNTY: Brunswick, New Hanover	DIVISION: 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	FIGURE 28



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ANNUAL AVERAGE DAILY TRAFFIC

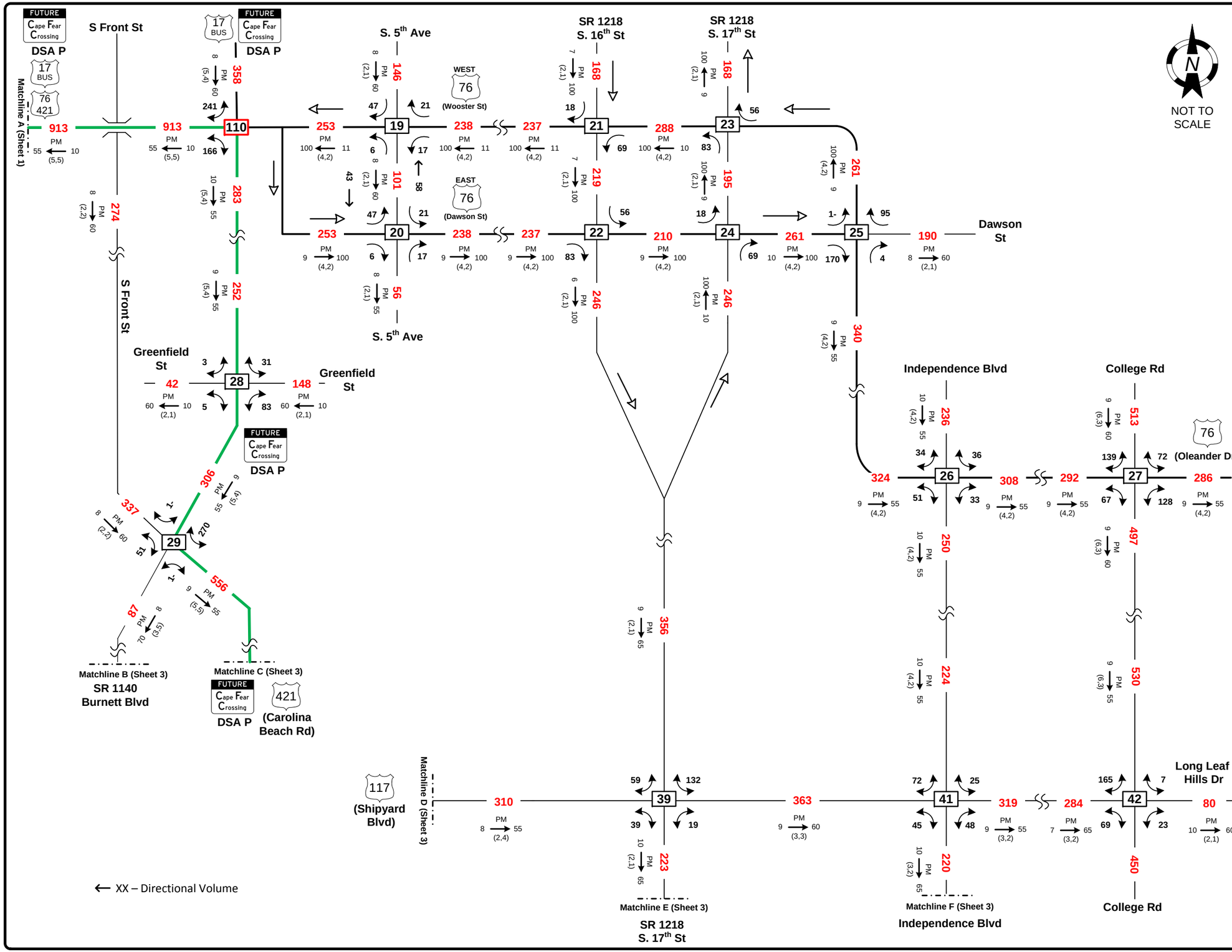
Build Non-Toll DSA P (Arterial)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS: 40114.1.TA1**
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 29**



NOT TO SCALE

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ANNUAL AVERAGE DAILY TRAFFIC

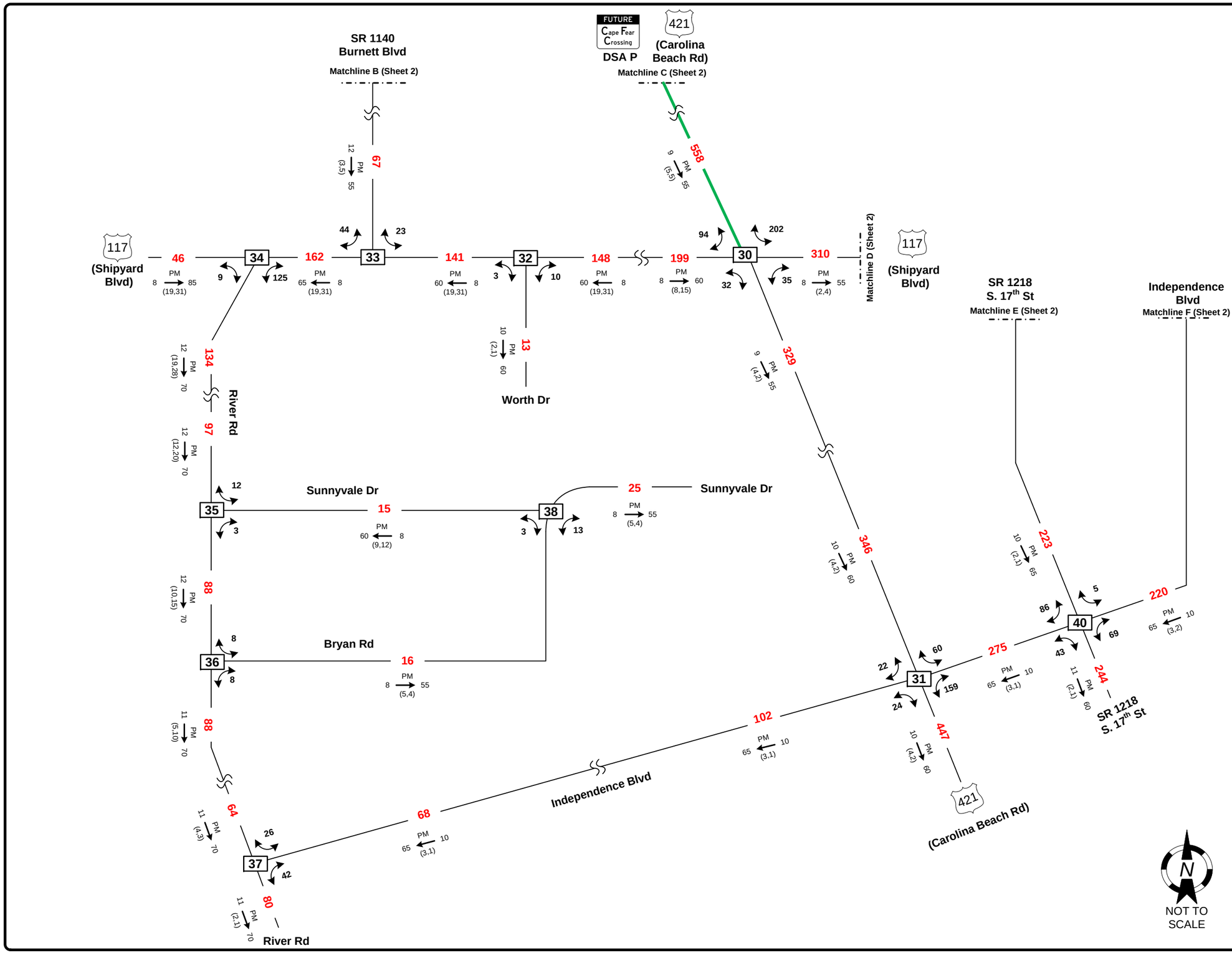
Build Non-Toll DSA P (Arterial)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) → D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 29**



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ANNUAL AVERAGE DAILY TRAFFIC

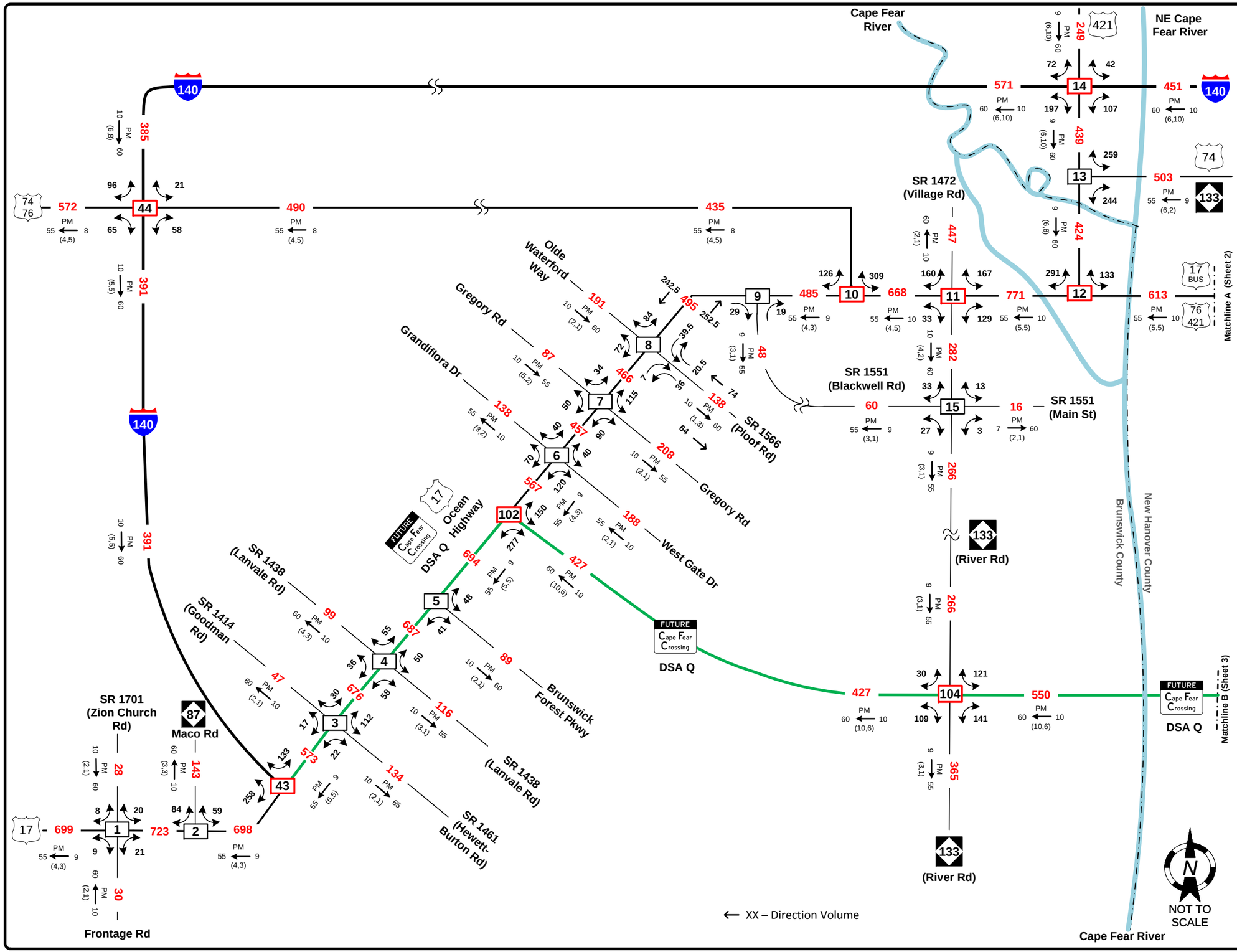
Build Non-Toll DSA P (Arterial)

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 29**



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ANNUAL AVERAGE DAILY TRAFFIC

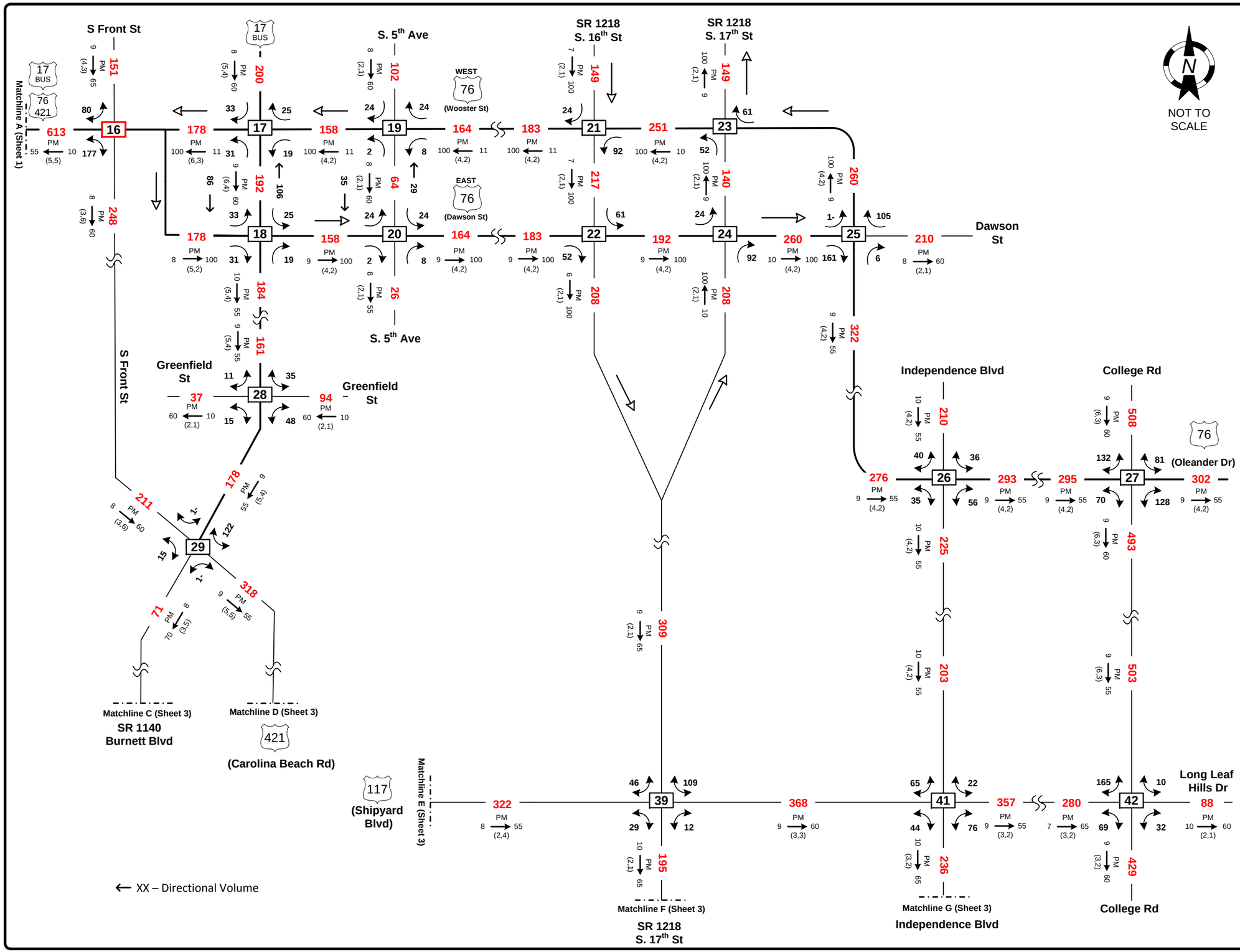
Build Non-Toll DSA Q

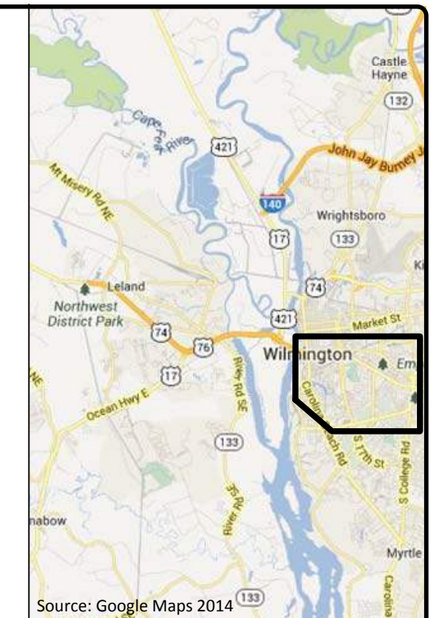
SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV (PM / (d, t)) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 30**





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ANNUAL AVERAGE DAILY TRAFFIC

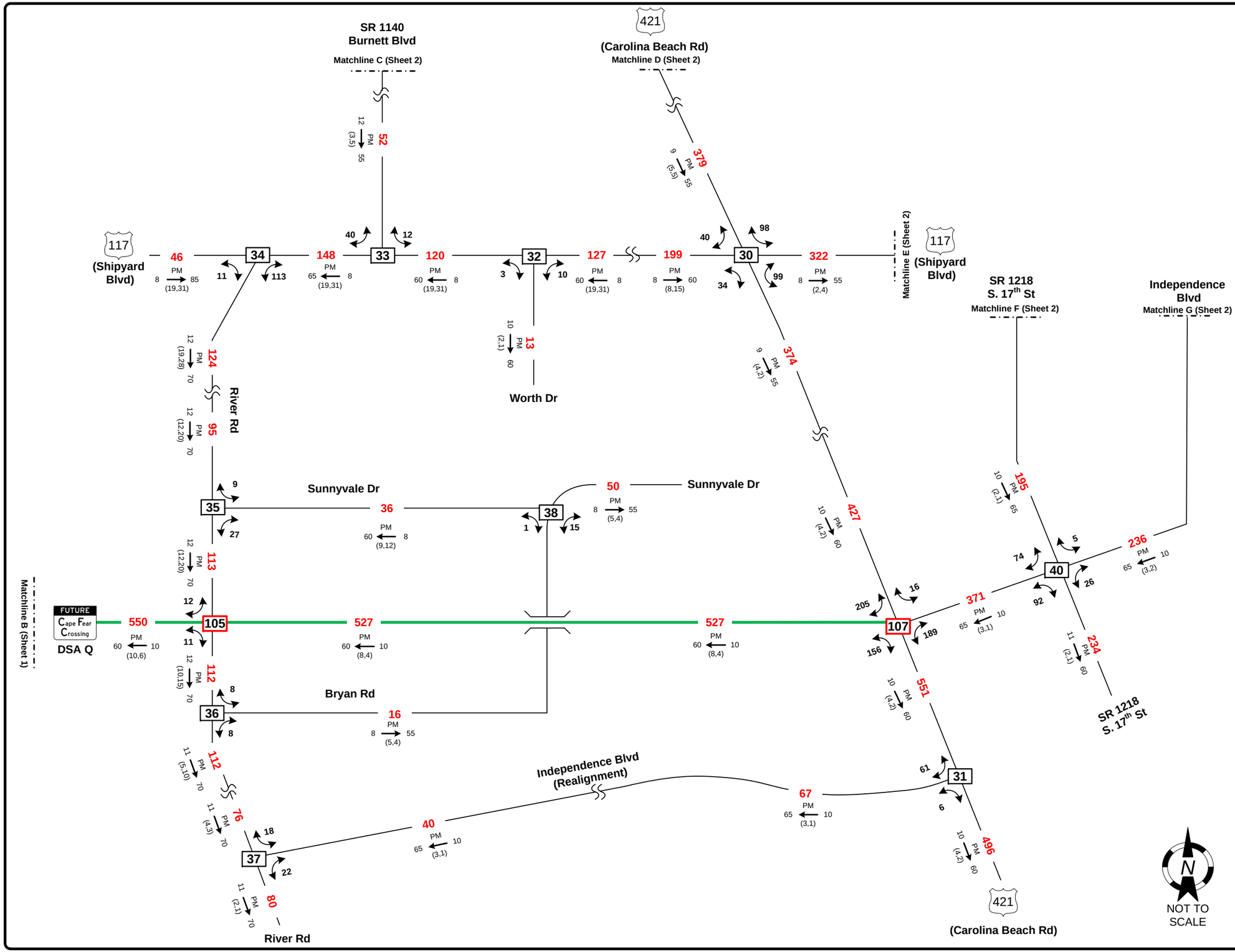
Build Non-Toll DSA Q

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 30**



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ANNUAL AVERAGE DAILY TRAFFIC

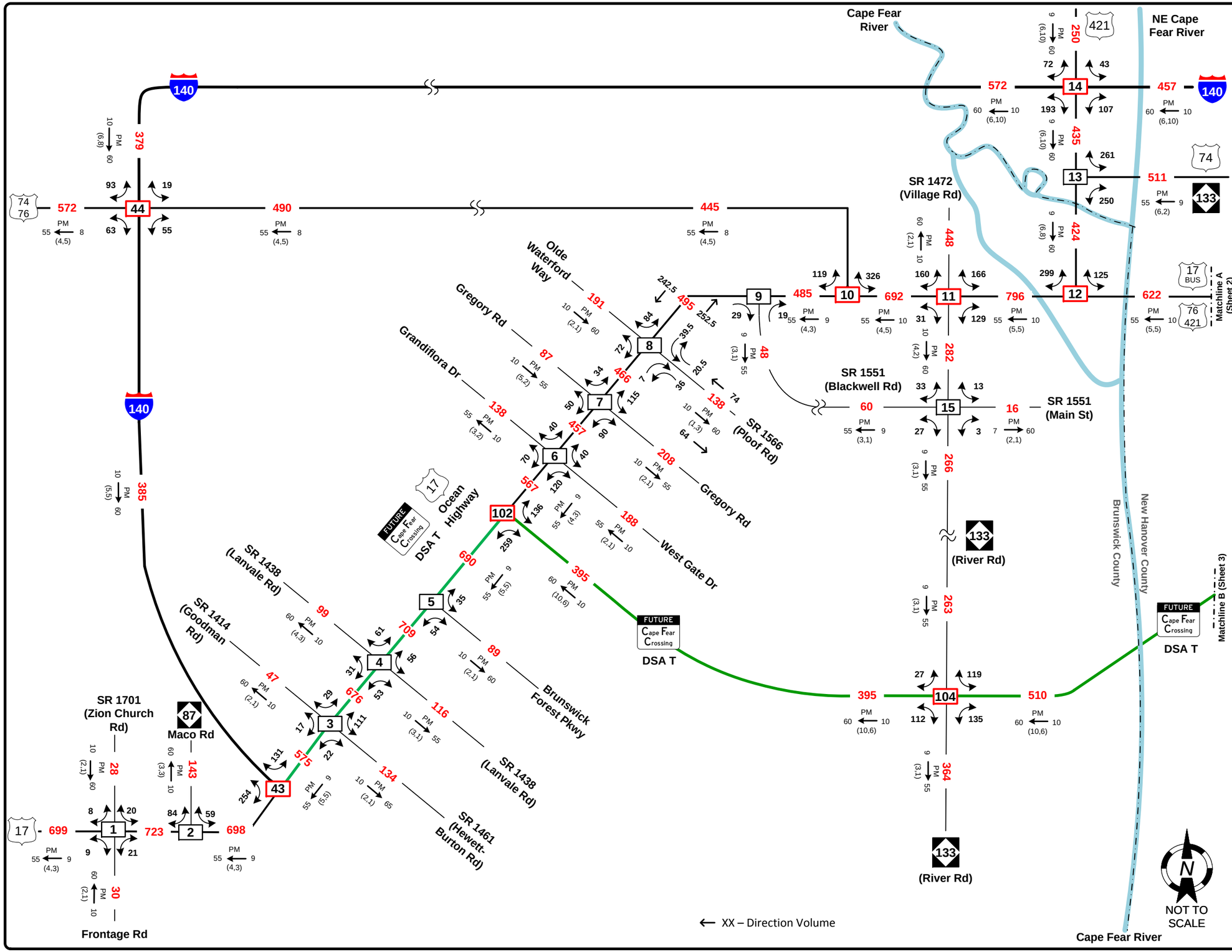
Build Non-Toll DSA Q

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 30**



2040

ANNUAL AVERAGE DAILY TRAFFIC

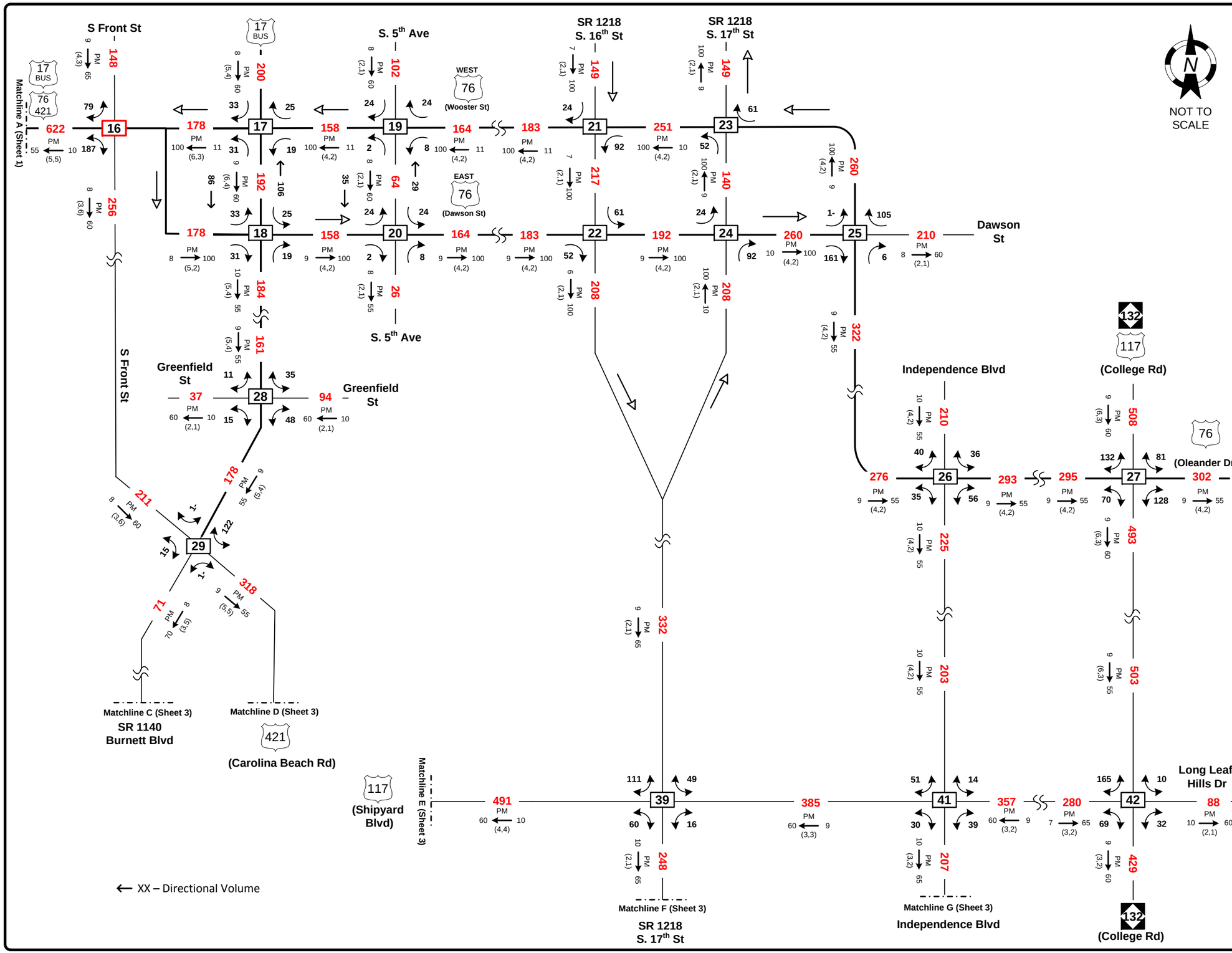
Build Non-Toll DSA T

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	Daily Turn Movement
	One-way Streets
	Roadway Realignment
DHV (PM / (d, t)) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 31**



2040

ANNUAL AVERAGE DAILY TRAFFIC

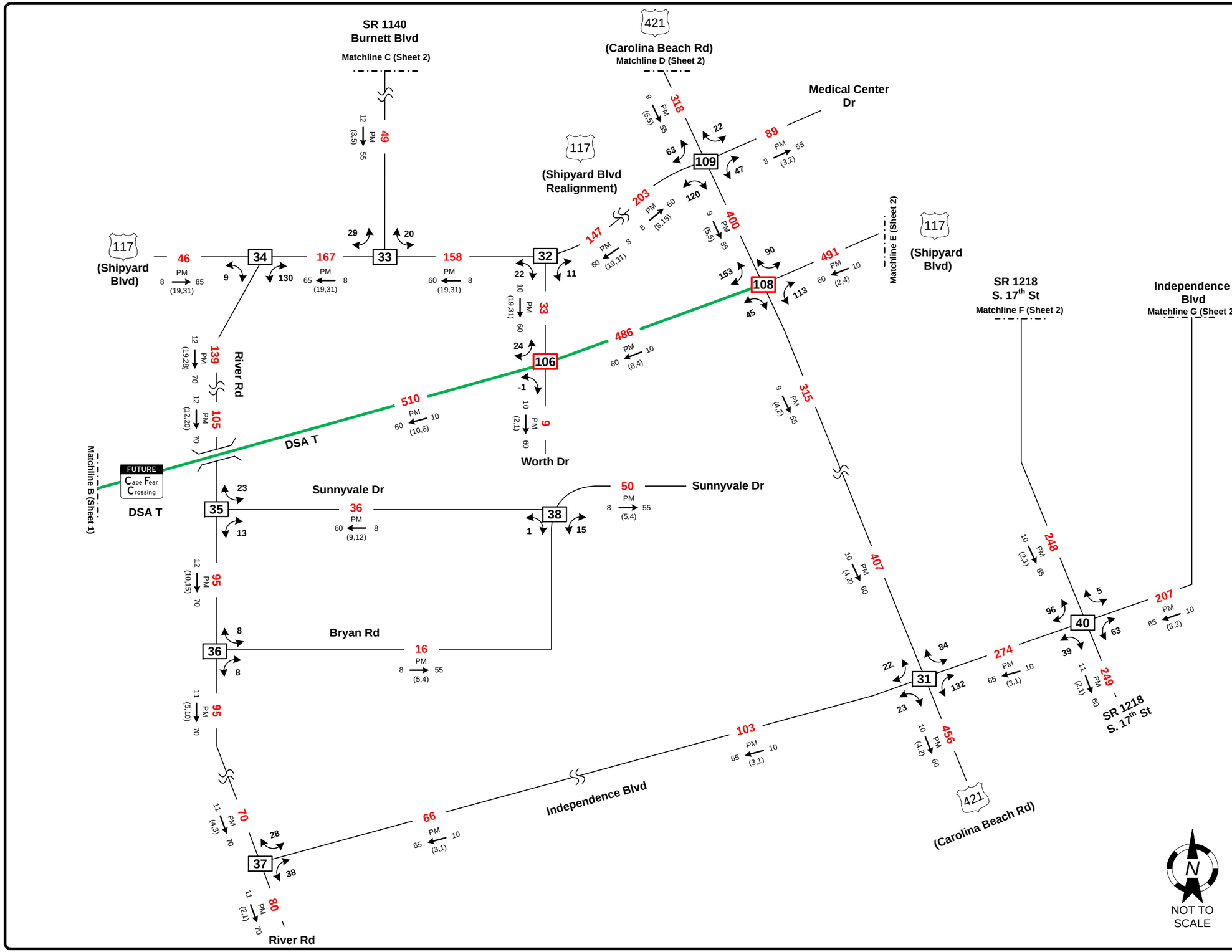
Build Non-Toll DSA T

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 31**



2040

ANNUAL AVERAGE DAILY TRAFFIC

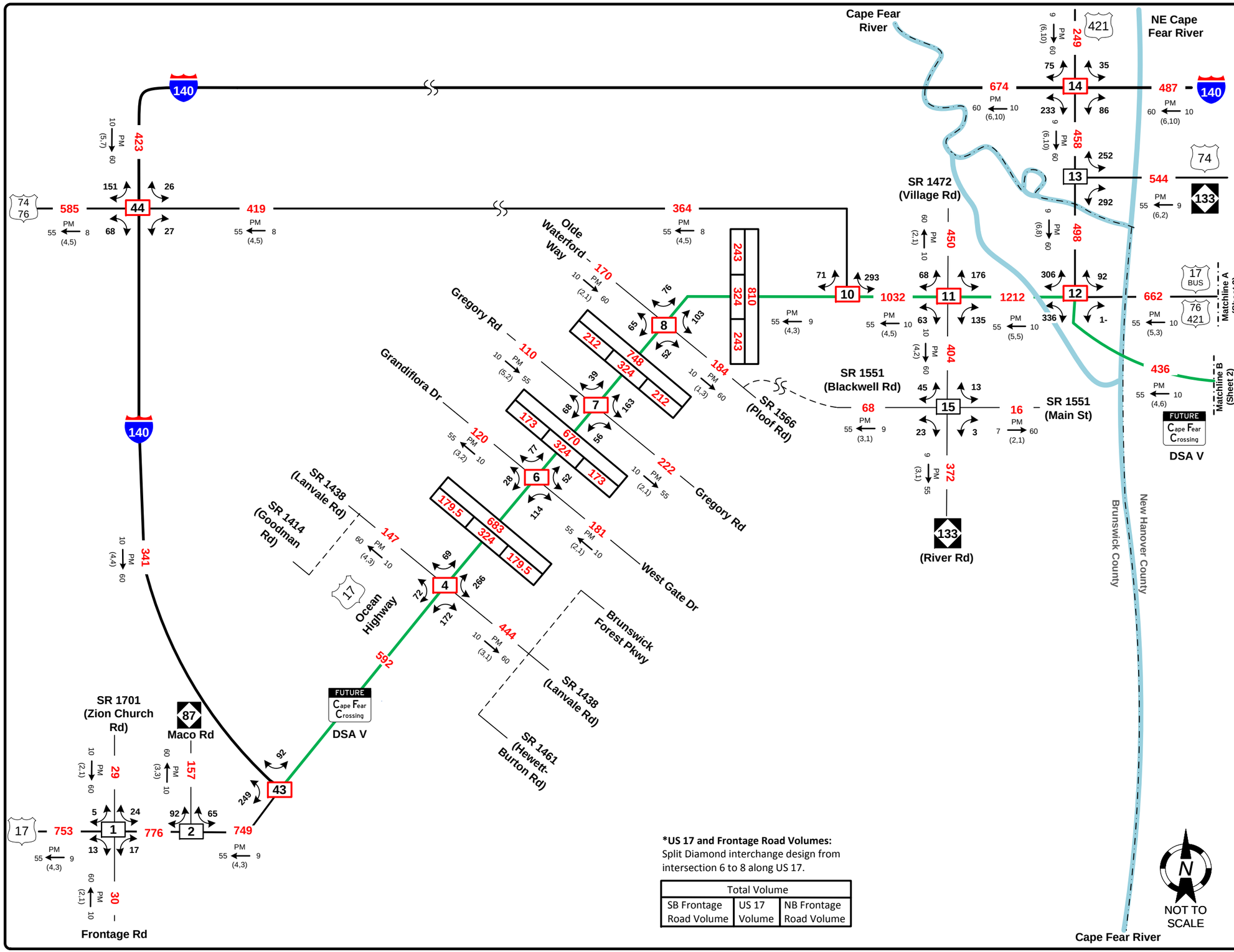
Build Non-Toll DSA T

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 31**



*US 17 and Frontage Road Volumes:
Split Diamond interchange design from intersection 6 to 8 along US 17.

Total Volume		
SB Frontage Road Volume	US 17 Volume	NB Frontage Road Volume

Source: Google Maps 2014

2040

ANNUAL AVERAGE DAILY TRAFFIC

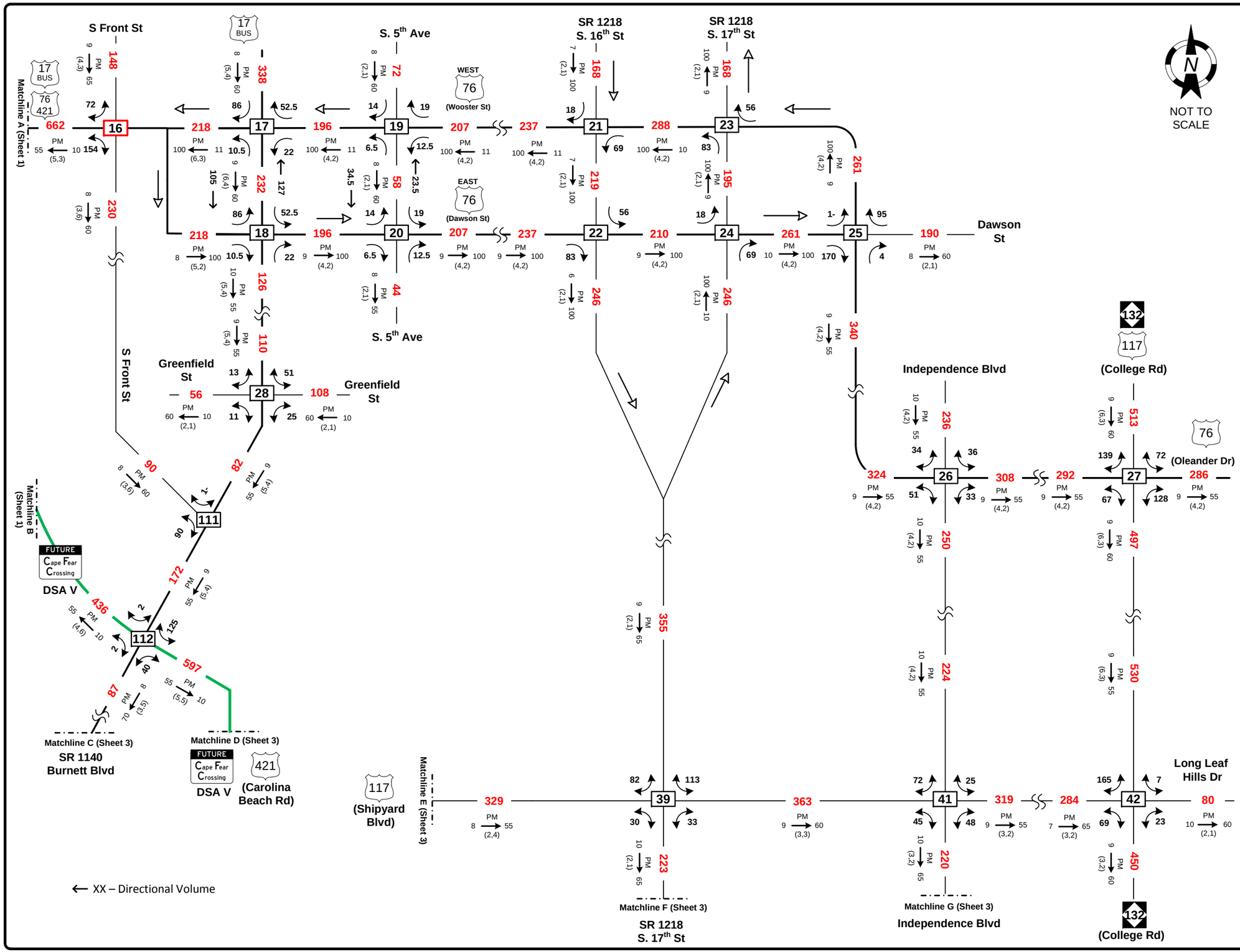
Build Non-Toll DSA V (Freeway)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
	DSA Corridor
	One-way Streets
	Daily Turn Movement
	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 32**



2040

ANNUAL AVERAGE DAILY TRAFFIC

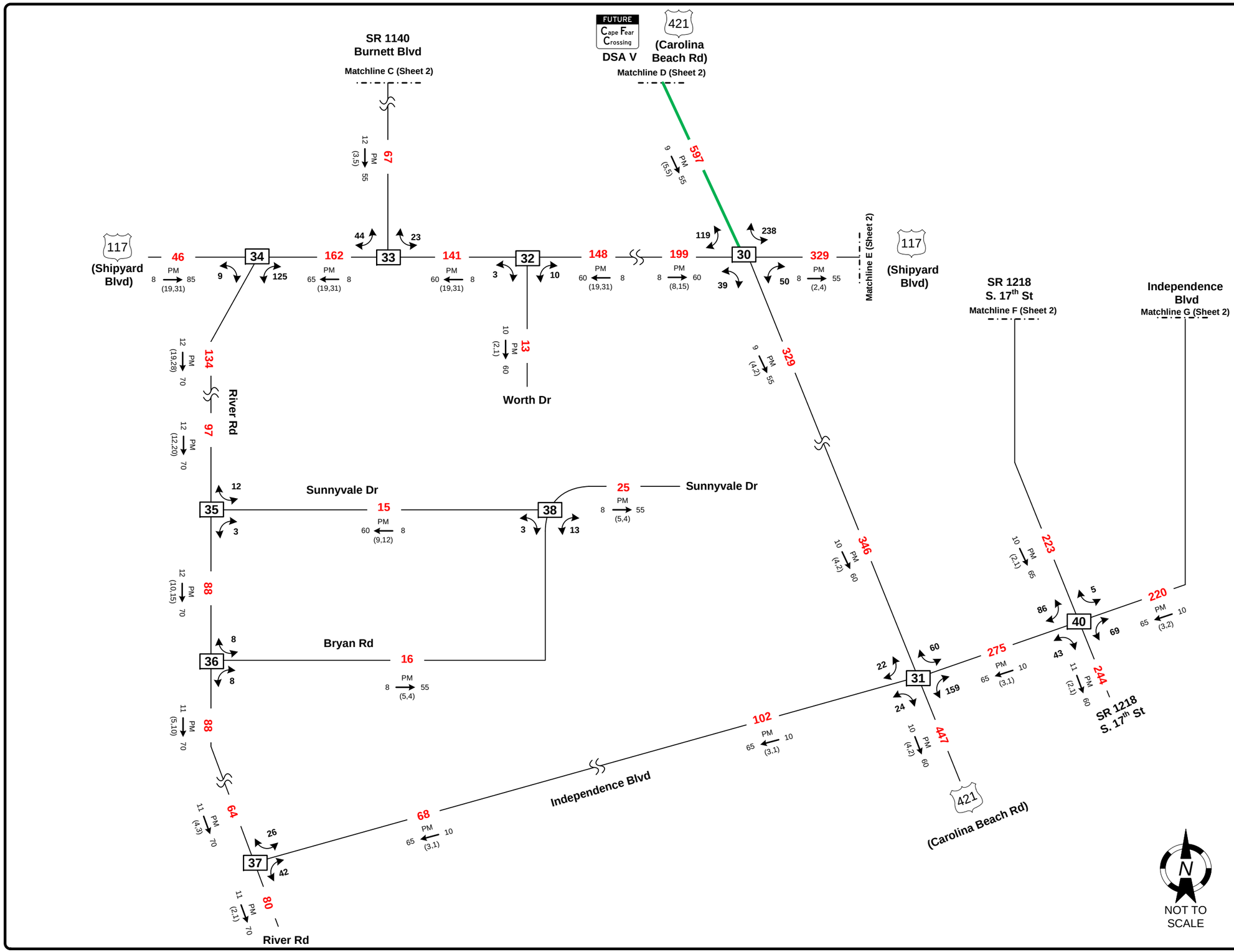
Build Non-Toll DSA V (Freeway)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 32**



2040

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA V (Freeway)

SHEET 3 OF 3

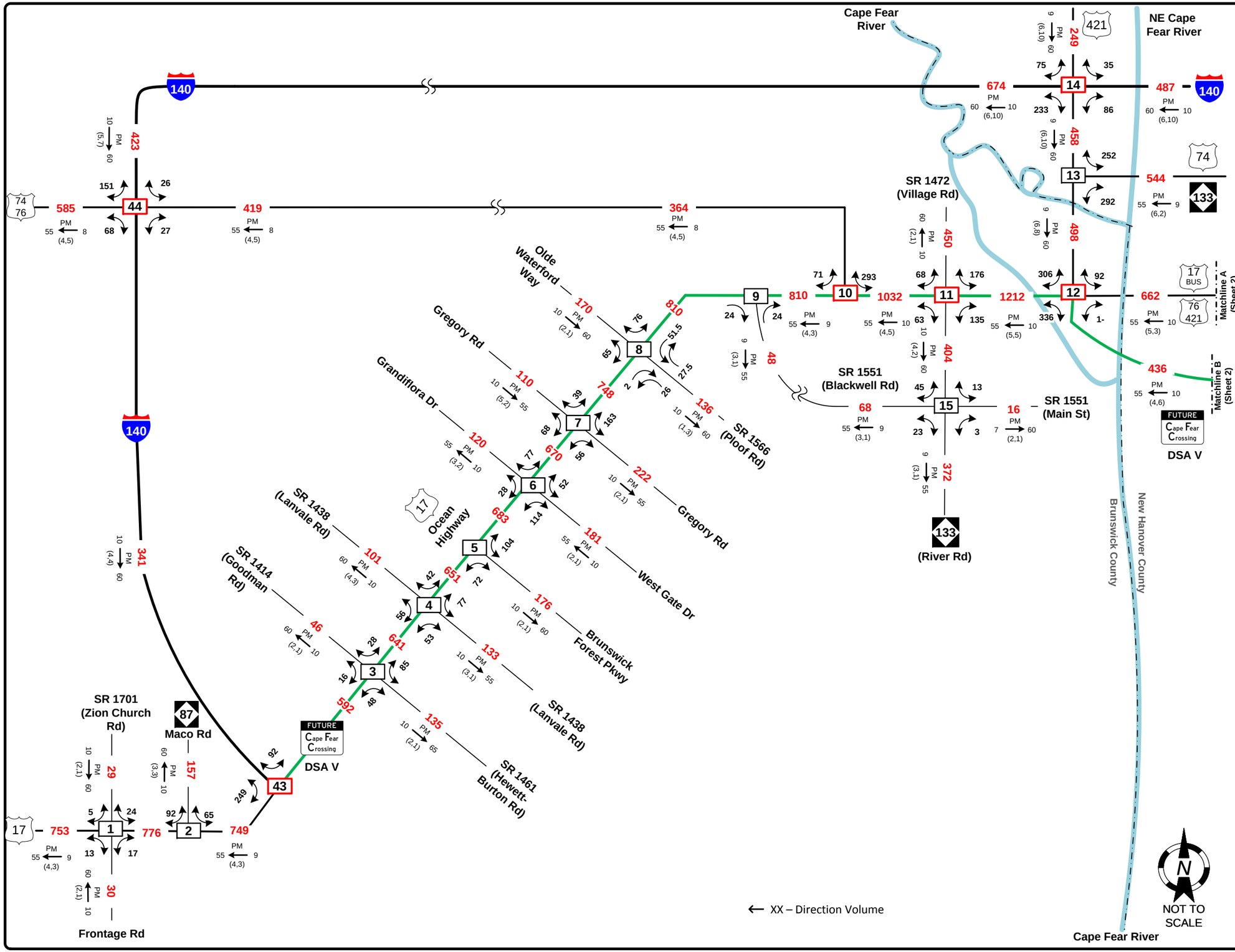
LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment

DHV —PM (d, t)→ D

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

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 32**



2040

ANNUAL AVERAGE DAILY TRAFFIC

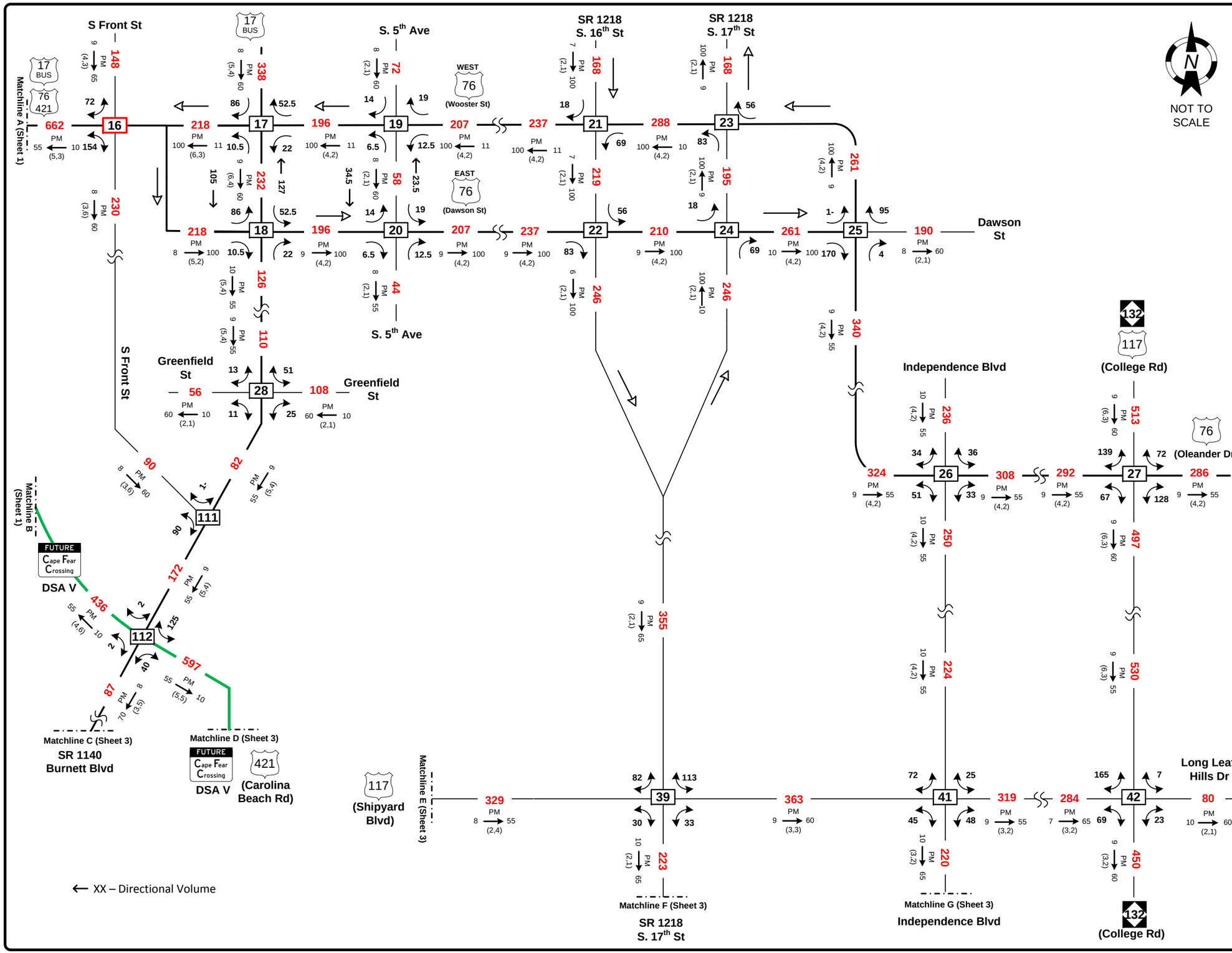
Build Non-Toll DSA V (Arterial)

SHEET 1 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 33**



2040

ANNUAL AVERAGE DAILY TRAFFIC

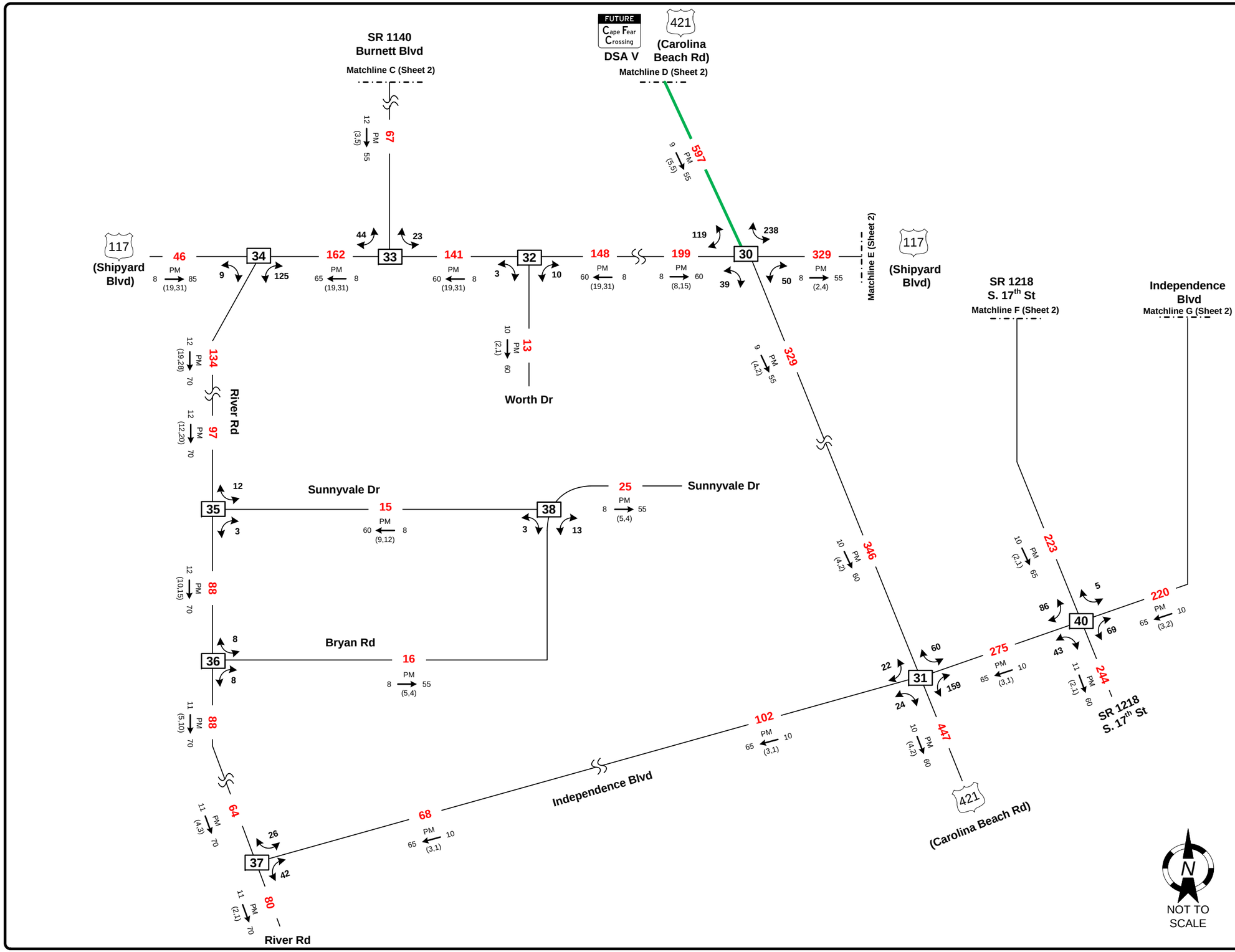
Build Non-Toll DSA V (Arterial)

SHEET 2 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 33**



2040

ANNUAL AVERAGE DAILY TRAFFIC

Build Non-Toll DSA V (Arterial)

SHEET 3 OF 3

LEGEND

###	No. of Vehicles Per Day (VPD) in 100s
1-	Less than 50 VPD
XX	Intersection ID#
XX	Interchange ID#
DSA Corridor	Daily Turn Movement
One-way Streets	Roadway Realignment
DHV PM (d, t) D	
DHV	Design Hourly Volume (%) = K30
PM	PM Peak Period
D	Peak Hour Directional Split (%)
→	Indicates Direction of D
(d, t)	Duals, TT-STs (%)

TIP: U-4738	**WBS:** 40114.1.TA1
COUNTY: Brunswick, New Hanover	**DIVISION:** 3
PROJECT: Cape Fear Crossing	
PREPARED BY: HNTB	HNTB North Carolina, P.C. 343 E. Six Forks Rd., Suite 200 Raleigh, North Carolina 27609
LOCATION: I-140 to US 421 and Shipyard Boulevard Intersection	
DATE: October 2014	**FIGURE 33**

Appendix B – Forecast Tables

1. Field Data Collection
2. NCDOT Historic AADT Volumes
3. 2013 Base Year No-Build Traffic Volumes
4. 2013 Base Year No-Build Design Data – Direction Distribution
5. 2013 Base Year No-Build Design Data – Design Hour Factor
6. 2013 Base Year No-Build Design Data – Truck Percentages
7. Model Validation
8. 2020 Intermediate Year No-Build Traffic Volumes
9. 2020 Intermediate Year Build Traffic Volumes
10. 2040 Future Year No-Build Traffic Volumes
11. 2040 Future Year Build Traffic Volumes

Table 1. Field Data Collection

Count #	Location	Type Count	Date(s)	TSG Site "ID" No.	County
1	US 17 at SR 1701 (Zion Church Road)	TM	8/22/2013	13-10530	Brunswick
2	US 17 at NC 87 (Maco Road)	TM	9/4/2013	13-10531	Brunswick
3	US 17 at SR 1414 (Goodman Road) / SR 1461 (Hewitt-Burton Road)	TM	8/22/2013	13-10529	Brunswick
4	US 17 at SR 1438 (Lanvale Road)	TM	8/21/2013	13-10533	Brunswick
5	US 17 at Brunswick Forest Parkway	TM	8/27/2013	13-14242	Brunswick
6	US 17 at Grandiflora Drive/ West Gate Drive	TM	8/22/2013	13-10532	Brunswick
7	US 17 at Gregory Road	TM	8/21/2013	13-02307	Brunswick
8	US 17 at SR 1566 (Ploof Road) / Olde Waterford Way	TM	8/19,20/2013	13-07174	Brunswick
9	US 17 at SR 1551 (Blackwell Road)	TM	8/21/2013	13-02306	Brunswick
10	US 17/74/76 Eastbound Ramps and NC 133	TM	8/21/2013	13-02305	Brunswick
11	US 17/74/76 Westbound Ramps and NC 133	TM	8/27/2013	13-03156	Brunswick
12	US 17/421 at US 74 / NC 133 (Isabel Holmes Bridge)	TM	8/21/2013	13-02297	New Hanover
13	US 17/421 at I-140 Eastbound Ramp	TM	8/28,29/2013	13-07164	New Hanover
14	US 17/421 at I-140 Westbound Ramp	TM	8/28,29/2013	13-07165	New Hanover
15	NC 133 at SR 1551 (Blackwell Road)	TM	8/21/2013	13-02304	Brunswick
16	US 76/421 Westbound Ramps at US 421 Truck (Front St)	TM	8/26,27/2013	13-07168	New Hanover
17	US 76 West (Wooster Street) at US 421 (S. 3rd Street)	TM	8/21/2013	13-02303	New Hanover
18	US 76 East (Dawson Street) at US 421 (S. 3rd Street)	TM	8/21/2013	13-02302	New Hanover
19	US 76 West (Wooster Street) at S. 5th Ave	TM	8/27,28/2013	13-07166	New Hanover
20	US 76 East (Dawson Street) at S. 5th Ave	TM	8/27,28/2013	13-07167	New Hanover
21	US 76 West (Wooster Street) at S. 16th Street	TM	8/20/2013	13-03158	New Hanover
22	US 76 East (Dawson Street) at S. 16th Street	TM	8/21/2013	13-03161	New Hanover
23	US 76 West (Wooster Street) at S. 17th Street	TM	8/29/2013	13-03160	New Hanover
24	US 76 East (Dawson Street) at S. 17th Street	TM	8/20,22/2013	13-07170	New Hanover
25	US 76 East (Dawson Street) at US 76 (Oleander Drive)	TM	8/20,22/2013	13-07171	New Hanover
26	US 76 (Oleander Drive) at SR 1209 (Independence Blvd)	TM	8/20,22/2013	13-07173	New Hanover
27	NC 132 (S. College Road) at US 76 (Oleander Drive)	TM	8/27/2013	13-14240	New Hanover
28	US 421 (S. 3rd St) at Greenfield St	TM	8/21/2013	13-02298	New Hanover
29	US 421 (Burnett Blvd/Carolina Beach Rd) and Front Street/Burnett Blvd	TM	8/21/2013	13-02301	New Hanover
30	US 421 (Carolina Beach Rd) at US 117 (Shipyard Boulevard)	TM	8/21/2013	13-07175	New Hanover
31	US 421 (Carolina Beach Rd) at SR 1209 (Independence Blvd)	TM	8/22/2013	13-03159	New Hanover
32	US 117 (Shipyard Blvd) at SR 1140 (Burnett Blvd)	TM	8/22/2013	13-03154	New Hanover
33	US 117 (Shipyard Blvd) at SR 1100 (River Rd)	TM	8/27/2013	13-03157	New Hanover
34	SR 1100 (River Road) at Sunnyvale Drive	TM	8/21/2013	13-03153	New Hanover
35	SR 1100 (River Road) at Bryan Road	TM	8/21/2013	13-02300	New Hanover
36	SR 1100 (River Road) at SR 1209 (Independence Blvd)	TM	8/21/2013	13-03155	New Hanover
37	Sunnyvale Drive at Bryan Road	TM	8/21/2013	13-02299	New Hanover
38	US 117 (Shipyard Blvd) at S. 17th Street	TM	8/27/2013	13-14241	New Hanover
39	SR 1209 (Independence Blvd) at S. 17th Street	TM	8/21/2013	13-07169	New Hanover
40	SR 1209 (Independence Blvd) at US 117 (Shipyard Blvd)	TM	8/21/2013	13-07172	New Hanover
41	NC 132 (S. College Road) at US 117 (Shipyard Blvd)	TM	8/27/2013	13-02296	New Hanover
Count #	**Location**	**Type Count**	**Date(s)**	**TSG Site "ID" No.**	**County**
1	US 76/421 Eastbound Ramps at US 421 Truck (Front St)	48 hour VSC	8/21-23/2013 8/21-23/2013	13-10527 13-10528	New Hanover
2	US 17 south of US 74/76	48 hour VSC	8/27-29/2013	13-14231	Brunswick
3	US 74/76 west of US 17	48 hour VSC	8/27-29/2013	13-14232	Brunswick
4	US 17/74/76 west of NC 133	48 hour VSC	8/27-29/2013	13-14233	Brunswick
5	US 17/74/76 Interchange – Ramp Counts (2)	48 hour VSC	8/27-29/2013 8/27-29/2013	13-14234 13-14238	Brunswick
6	NC 133 near Mallory Creek Road	48 hour VSC	8/27,29/2013	13-14235	Brunswick
7	US 17/74/76 east of NC 133	48 hour VSC	8/27-29/2013	13-14236	Brunswick
8	US 17/421 north of USS North Carolina	48 hour VSC	9/4-6/2013	13-10522	New Hanover
9	US 421/74/76 Interchange – Ramp Counts (2)	48 hour VSC	8/27-29/2013 8/27-29/2013	13-14237 13-14239	Brunswick
10	Isabel Holmes Bridge east of US 421	48 hour VSC	9/4-6/2013	13-10524	New Hanover
11	US 421 north of Isabel Holmes Bridge	48 hour VSC	9/4-6/2013	13-10523	New Hanover
12	I-140 east of US 421	48 hour VSC	9/16-18/2013	13-14250	New Hanover
13	US 421 (Carolina Beach Blvd) south of Burnett Road	48 hour VSC	9/3-5/2013	13-10526	New Hanover

Table 2. NCDOT Historic AADT Volumes

NCDOT ID	Location	NCDOT Historic Traffic Count Data																			
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
900054	US 17 - S of Zion Church Rd / Frontage Rd	13,000	14,000	14,000	16,000	18,000	17,000	19,000	19,000	20,000	21,000	24,000	25,000	31,000	26,000	29,000	29,000	26,000	-	25,000	28,000
900055	US 17 - Zion Church Rd to NC 87	15,000	15,000	14,000	16,000	18,000	18,000	19,000	19,000	20,000	21,000	-	31,000	-	27,000	-	-	-	-	27,000	28,000
903407	US 17 - NC 87 to I-140/US 17	-	-	-	-	-	-	-	-	-	21,000	22,000	-	24,000	-	29,000	-	26,000	23,000	-	-
900057	US 17 BUS - Goodman Rd to Lanvale Rd	15,000	15,000	16,000	18,000	20,000	19,000	24,000	20,000	21,000	23,000	24,000	-	27,000	-	32,000	-	29,000	26,000	34,000	32,000
900062	US 17 BUS - Ploof Rd to Blackwell Rd	14,000	15,000	16,000	18,000	20,000	20,000	21,000	22,000	21,000	24,000	27,000	-	31,000	-	43,000	-	28,000	-	44,000	-
903445	Zion Church Rd - US 17 to Town Creek Rd	-	-	-	-	-	-	-	-	-	240	-	310	-	280	-	340	-	300	-	260
900056	NC 87 - W of US 17	1,300	1,100	1,200	1,600	1,300	1,300	1,400	1,500	1,600	1,600	1,800	1,800	-	2,100	-	2,000	-	1,800	2,200	-
901507	SR 1414 (Goodman Rd) - W of US 17 Business	470	-	490	-	760	-	880	-	860	-	950	-	1,100	-	1,100	-	1,200	-	1,300	-
903472	SR 1438 (Lanvale Rd) - W of US 17 Business	-	-	-	-	-	-	-	-	-	-	3,700	-	4,100	-	5,300	-	5,000	-	5,300	-
901629	Blackwell Rd - US 17 BUS to Chappell Loop Rd	1,200	-	1,500	-	1,800	-	1,800	-	1,500	1,700	2,000	-	1,900	-	1,800	-	1,600	-	1,800	-
901626	SR 1551 (Main St) - E of NC 133 (River Rd)	1,400	-	-	-	1,500	-	650	-	810	590	590	-	640	-	460	-	300	-	380	-
903449	Village Rd - US 17 BUS/74/76 to S. Navassa Rd	-	-	-	-	-	-	-	-	-	-	23,000	-	26,000	-	28,000	-	19,000	-	-	-
900064	US 74/76 - Lanvale Rd to US 17 Business	13,000	15,000	18,000	18,000	20,000	19,000	20,000	20,000	20,000	18,000	19,000	-	21,000	-	25,000	-	23,000	-	23,000	-
900058	US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	28,000	30,000	33,000	35,000	39,000	38,000	40,000	39,000	40,000	42,000	46,000	-	53,000	-	66,000	-	61,000	-	66,000	-
900263	US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	-	-	-	-	-	-	-	-	-	-	59,000	-	57,000	-	67,000	-	63,000	-	63,000	-
6400261	Cape Fear Mem Bridge - US 74/421 to S. Front St	34,000	-	37,000	-	33,000	-	48,000	-	49,000	-	46,000	-	-	-	49,000	-	46,000	-	-	-
6400004	US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	14,000	-	17,000	-	16,000	-	23,000	-	20,000	-	22,000	-	22,000	-	37,000	-	34,000	-	37,000	-
6400003	US 421 - Isabel Holmes Bridge to I-140 / US 17	10,000	-	13,000	-	13,000	-	16,000	-	13,000	-	13,000	-	14,000	-	24,000	-	22,000	-	20,000	-
6400033	US 421 - N of I-140	6,000	-	6,400	-	5,200	-	7,600	-	8,300	-	6,600	-	8,000	-	8,600	-	7,000	-	6,700	-
6400007	Isabel Holmes Bridge - US 421 to N. 3rd St	12,000	-	14,000	-	13,000	-	-	-	17,000	-	16,000	-	-	-	24,000	-	22,000	-	24,000	-
6400154	US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	13,000	-	14,000	-	13,000	-	18,000	-	14,000	-	18,000	-	17,000	-	16,000	-	-	-	-	-
6400265	US 76 E (Dawson St) - S. 5th Ave to S. 10th St	18,000	-	17,000	-	15,000	-	20,000	-	17,000	-	18,000	-	19,000	-	15,000	-	16,000	-	15,000	-
6400211	US 76 E (Dawson St) - S. 15th St to S. 16th St	19,000	-	20,000	-	20,000	-	22,000	-	21,000	-	19,000	-	20,000	-	15,000	-	17,000	-	18,000	-
6400213	US 76 E (Dawson St) - S. 16th St. to S. 17th St	16,000	-	19,000	-	20,000	-	23,000	-	20,000	-	21,000	-	18,000	-	18,000	-	16,000	-	15,000	-
6400221	US 76 E (Dawson St) - S. 17th St to Oleander Dr	6,800	-	-	-	21,000	-	24,000	-	25,000	-	24,000	-	24,000	-	-	-	21,000	-	20,000	-
6400204	SR 1219 (Dawson St) - US 76 to Wrightsville Ave	13,000	-	14,000	-	16,000	-	16,000	-	17,000	-	11,000	-	16,000	-	14,000	-	12,000	-	12,000	-
6400255	US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	14,000	-	15,000	-	14,000	-	18,000	-	15,000	-	16,000	-	17,000	-	15,000	-	-	-	-	-
6400254	US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	15,000	-	15,000	-	15,000	-	18,000	-	15,000	-	16,000	-	16,000	-	13,000	-	13,000	-	13,000	-
6400264	US 76 W (Wooster St) - S. 5th Ave to S. 10th St	14,000	-	16,000	-	15,000	-	19,000	-	16,000	-	17,000	-	17,000	-	13,000	-	15,000	-	14,000	-
6400208	US 76 W (Wooster St) - S. 15th St to S. 16th St	14,000	-	19,000	-	20,000	-	20,000	-	17,000	-	18,000	-	17,000	-	16,000	-	15,000	-	15,000	-
6400215	US 76 W (Wooster St) - S. 16th St. to S. 17th St	17,000	-	19,000	-	21,000	-	23,000	-	19,000	-	19,000	-	14,000	-	18,000	-	16,000	-	17,000	-
6400141	US 76 W (Wooster St) - S. 17th St to Dawson St	-	-	-	-	-	-	-	-	-	-	19,000	-	19,000	-	17,000	-	-	-	16,000	-
6400249	S. Front St - US 17 BUS/76/421 to Meares St	12,000	-	12,000	-	14,000	-	16,000	-	17,000	-	-	-	-	-	-	-	22,000	-	21,000	-
6400256	S. 3rd St - Castle St to W US 76 (Wooster St)	20,000	-	17,000	-	16,000	-	20,000	-	17,000	-	20,000	-	19,000	-	20,000	-	-	-	20,000	-
6400253	US 421 - W US 76 (Wooster) to E US 76 (Dawson)	18,000	-	17,000	-	16,000	-	19,000	-	18,000	-	18,000	-	18,000	-	20,000	-	16,000	-	19,000	-
6400251	US 421 - E US 76 (Dawson St) to Meares St	20,000	-	16,000	-	14,000	-	21,000	-	16,000	-	16,000	-	16,000	-	19,000	-	16,000	-	18,000	-
6400248	US 421 - Meares St to Greenfield St	11,000	-	12,000	-	12,000	-	18,000	-	17,000	-	19,000	-	20,000	-	24,000	-	22,000	-	20,000	-
6400246	US 421 - Greenfield St to US 421 (Carolina Beach)	18,000	-	17,000	-	16,000	-	19,000	-	20,000	-	18,000	-	18,000	-	21,000	-	18,000	-	17,000	-
6400245	US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	23,000	-	25,000	-	27,000	-	27,000	-	31,000	-	28,000	-	29,000	-	33,000	-	33,000	-	28,000	-
6400207	S. 16th St - Castle St to W US 76 (Wooster St)	14,000	-	14,000	-	14,000	-	17,000	-	16,000	-	14,000	-	15,000	-	15,000	-	13,000	-	12,000	-
6400214	S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	16,000	-	16,000	-	17,000	-	19,000	-	17,000	-	16,000	-	16,000	-	17,000	-	15,000	-	14,000	-

Table 2 (Continued). NCDOT Historic AADT Volumes

NCDOT ID	Location	NCDOT Historic Traffic Count Data																			
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
6400212	S. 16th St - E US 76 (Dawson St) to Greenfield St	14,000	-	15,000	-	14,000	-	19,000	-	17,000	-	16,000	-	16,000	-	17,000	-	16,000	-	16,000	-
6400216	S. 17th St - Castle St to W US 76 (Wooster St)	14,000	-	14,000	-	14,000	-	17,000	-	16,000	-	14,000	-	15,000	-	14,000	-	14,000	-	13,000	-
6400222	S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	13,000	-	15,000	-	15,000	-	18,000	-	16,000	-	15,000	-	16,000	-	15,000	-	14,000	-	13,000	-
6400223	S. 17th St - E US 76 (Dawson St) to Greenfield St	13,000	-	17,000	-	18,000	-	20,000	-	20,000	-	19,000	-	19,000	-	20,000	-	18,000	-	18,000	-
6400111	Greenfield St - US 421 (S. 3rd St) to S. Front St	1,400	-	1,000	-	990	-	1,100	-	1,200	-	1,500	-	1,100	-	-	-	700	-	880	-
6400269	SR 1140 (Burnett Blvd) - S. Front St to CFC	5,200	-	4,100	-	3,700	-	5,100	-	5,200	-	4,900	-	5,700	-	6,400	-	6,900	-	5,400	-
6400243	Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	2,400	-	3,400	-	3,500	-	4,000	-	4,600	-	3,600	-	4,600	-	5,100	-	5,100	-	4,200	-
6400218	US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	21,000	-	22,000	-	21,000	-	25,000	-	26,000	-	30,000	-	25,000	-	23,000	-	-	-	22,000	-
6400169	US 76 - Hawthorne Rd to Independence Blvd	26,000	-	25,000	-	29,000	-	27,000	-	26,000	-	28,000	-	27,000	-	26,000	-	-	-	24,000	-
6400170	US 76 - Independence Blvd to Floral Pkwy	24,000	-	26,000	-	32,000	-	25,000	-	26,000	-	32,000	-	33,000	-	27,000	-	-	-	24,000	-
6400171	US 76 - 42nd St to US 117 (S. College Rd)	22,000	-	25,000	-	27,000	-	30,000	-	27,000	-	28,000	-	26,000	-	26,000	-	24,000	-	24,000	-
6400174	US 76 - US 117 (S. College Rd) to Parkway Dr	22,000	-	22,000	-	27,000	-	28,000	-	25,000	-	26,000	-	25,000	-	25,000	-	23,000	-	23,000	-
6400173	S. College Rd - Peachtree Ave to US 76	33,000	-	34,000	-	36,000	-	46,000	-	37,000	-	41,000	-	42,000	-	43,000	-	34,000	-	42,000	-
6400172	S. College Rd - US 76 (Oleander Dr) to Spirea Dr	30,000	-	36,000	-	39,000	-	46,000	-	47,000	-	51,000	-	40,000	-	43,000	-	40,000	-	42,000	-
6400162	S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	30,000	-	36,000	-	45,000	-	49,000	-	48,000	-	44,000	-	43,000	-	46,000	-	43,000	-	44,000	-
6400161	S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	21,000	-	23,000	-	25,000	-	30,000	-	31,000	-	32,000	-	32,000	-	34,000	-	32,000	-	37,000	-
6400150	Long Leaf Hills Dr - S. College Rd to Parkwood Dr	5,700	-	6,500	-	6,400	-	6,700	-	7,000	-	8,000	-	7,500	-	7,400	-	6,100	-	5,000	-
6400163	Shipyard Blvd - Holly Tree Rd to S. College Rd	18,000	-	19,000	-	21,000	-	20,000	-	21,000	-	19,000	-	20,000	-	20,000	-	21,000	-	19,000	-
6400164	Shipyard Blvd - Longstreet Dr to Independence Blvd	24,000	-	25,000	-	27,000	-	28,000	-	29,000	-	25,000	-	27,000	-	27,000	-	25,000	-	22,000	-
6400229	Shipyard Blvd - Independence Blvd to S. 17th St	18,000	-	24,000	-	24,000	-	25,000	-	28,000	-	26,000	-	27,000	-	27,000	-	25,000	-	23,000	-
6400230	Shipyard Blvd - S. 17th St to US 421	18,000	-	16,000	-	16,000	-	17,000	-	20,000	-	18,000	-	19,000	-	19,000	-	17,000	-	15,000	-
6400232	Shipyard Blvd - Rutledge Dr to US 421	11,000	-	12,000	-	9,300	-	14,000	-	13,000	-	11,000	-	9,100	-	14,000	-	15,000	-	11,000	-
6400241	Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	6,400	-	6,500	-	6,200	-	7,100	-	5,800	-	6,200	-	8,300	-	-	-	7,200	-	7,100	-
6400240	SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	2,800	-	4,200	-	3,300	-	5,400	-	4,300	-	4,800	-	5,700	-	7,500	-	6,000	-	6,200	-
6400239	SR 1100 (River Rd) - N of Sunnyvale Dr	2,500	-	3,500	-	3,900	-	4,300	-	2,900	-	4,400	-	5,400	-	8,100	-	5,900	-	5,700	-
6400238	SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	1,700	-	2,000	-	3,100	-	800	-	2,900	-	3,800	-	4,700	-	6,700	-	6,400	-	5,200	-
6400238	SR 1100 (River Rd) - S of Bryan Rd	-	-	-	-	-	-	-	-	-	1,100	-	1,100	-	1,000	-	980	-	970	-	1,100
6400267	SR 1100 (River Rd) - Independence Blvd to Sanders Rd	700	-	770	-	1,000	-	1,900	-	2,100	-	3,100	-	-	-	6,400	-	6,500	-	5,600	-
6400237	Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	380	-	700	-	700	-	1,300	-	590	-	840	-	1,000	-	1,100	-	840	-	500	-
6400236	Sunnyvale Dr - Bryan Rd to US 421	1,700	-	1,400	-	1,500	-	1,600	-	1,700	-	1,800	-	1,800	-	2,200	-	2,100	-	1,700	-
6400231	US 421 - Wellington Ave to Shipyard Blvd	24,000	-	24,000	-	23,000	-	30,000	-	30,000	-	35,000	-	33,000	-	34,000	-	35,000	-	31,000	-
6400041	US 421 - Shipyard Blvd to Holbrooke Ave	17,000	-	17,000	-	18,000	-	21,000	-	23,000	-	24,000	-	25,000	-	25,000	-	24,000	-	23,000	-
6400234	US 421 - Sunnyvale Dr to Independence Blvd	19,000	-	15,000	-	14,000	-	19,000	-	25,000	-	24,000	-	23,000	-	24,000	-	22,000	-	23,000	-
6400235	US 421 - SR 1209 (Independence Blvd) to Oak Ln	19,000	-	18,000	-	20,000	-	21,000	-	25,000	-	29,000	-	28,000	-	28,000	-	25,000	-	30,000	-
6403422	Independence Blvd - Park Ave to US 76	-	-	-	-	-	-	-	-	-	-	21,000	-	18,000	-	20,000	-	18,000	-	17,000	-
6400167	Independence Blvd - US 76 to Canterbury Rd	10,000	-	10,000	-	13,000	-	11,000	-	13,000	-	20,000	-	23,000	-	-	-	19,000	-	17,000	-
6400166	Independence Blvd - Canterbury Rd to Shipyard Blvd	11,000	-	12,000	-	14,000	-	13,000	-	13,000	-	18,000	-	19,000	-	21,000	-	18,000	-	16,000	-
6400271	Independence Blvd - Shipyard Blvd to S. 17th St	-	-	-	-	-	-	-	-	-	-	12,000	-	15,000	-	15,000	-	13,000	-	12,000	-
6400197	Independence Blvd - S. 17th St to US 421	-	-	-	-	-	-	-	-	-	-	11,000	-	12,000	-	12,000	-	11,000	-	13,000	-
6400268	Independence Blvd - W of US 421 (Carolina Beach Rd)	120	-	140	-	180	-	340	-	350	-	-	-	-	-	7,000	-	6,800	-	6,900	-

Table 2 (Continued). NCDOT Historic AADT Volumes

NCDOT ID	Location	NCDOT Historic Traffic Count Data																			
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
6400228	S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	23,000	-	26,000	-	26,000	-	29,000	-	31,000	-	28,000	-	31,000	-	31,000	-	29,000	-	26,000	-
6400196	S. 17th St - Shipyard Blvd to Independence Blvd	-	-	-	-	-	-	-	-	-	-	13,000	-	16,000	-	17,000	-	15,000	-	14,000	-
6400198	S. 17th St - Independence Blvd to George Anderson Dr	-	-	-	-	-	-	-	-	-	-	20,000	-	20,000	-	20,000	-	18,000	-	17,000	-
6403430	I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000	16,000	17,000	16,000	15,000	16,000	14,000

Table 3. 2013 Base Year No-Build Traffic Volumes

Location	NCDOT Historic Traffic Count Data						AADT Extrapolated to 2013	2013 Project Specific Count Data		2013 No-Build Year Traffic Forecast
	2003	2005	2007	2009	2011	2012		TMC	Mainline	
US 17 - S of Zion Church Rd / Frontage Rd	24,000	31,000	29,000	26,000	25,000	28,000	28,800	24,200	-	29,200
US 17 - Zion Church Rd to NC 87	-	-	-	-	27,000	28,000	28,700	30,900	-	29,200
US 17 - NC 87 to I-140/US 17	22,000	24,000	29,000	26,000	-	-	-	29,300	-	28,200
US 17 BUS - I-140/US 17 to Goodman Rd	-	-	-	-	-	-	-	-	-	30,300
US 17 BUS - Goodman Rd to Lanvale Rd	24,000	27,000	32,000	29,000	34,000	32,000	32,900	27,900	-	32,600
US 17 BUS - Lanvale Rd to Brunswick Forest	-	-	-	-	-	-	-	25,800	-	31,800
US 17 BUS - Brunswick Forest to CFC	-	-	-	-	-	-	-	29,800	-	36,500
US 17 BUS - CFC to Grandiflora Dr	-	-	-	-	-	-	-	-	-	36,500
US 17 BUS - Grandiflora Dr to Gregory Rd	-	-	-	-	-	-	-	33,500	-	35,400
US 17 BUS - Gregory Rd to Ploof Rd	-	-	-	-	-	-	-	32,600	-	45,000
US 17 BUS - Ploof Rd to Blackwell Rd	27,000	31,000	43,000	28,000	44,000	-	45,600	35,700	-	45,800
US 17 BUS - Blackwell Rd to US 74/76	-	-	-	-	-	-	-	34,800	-	44,500
Zion Church Rd - US 17 to Town Creek Rd	-	-	-	-	-	260	300	300	-	400
Frontage Rd - E of US 17	-	-	-	-	-	-	-	700	-	800
NC 87 - W of US 17	1,800	-	-	-	2,200	-	2,200	3,800	-	3,800
SR 1414 (Goodman Rd) - W of US 17 Business	950	1,100	1,100	1,200	1,300	-	1,300	500	-	1,400
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	-	-	-	-	-	-	-	2,100	-	2,500
SR 1438 (Lanvale Rd) - W of US 17 Business	3,700	4,100	5,300	5,000	5,300	-	5,600	5,800	-	5,500
SR 1438 (Lanvale Rd) - E of US 17 Business	-	-	-	-	-	-	-	800	-	1,100
Brunswick Forest Parkway - E of US 17 Business	-	-	-	-	-	-	-	7,000	-	8,900
Grandiflora Dr - W of US 17 Business	-	-	-	-	-	-	-	6,000	-	6,800
W Gate Dr - E of US 17 Business	-	-	-	-	-	-	-	6,600	-	7,500
Gregory Rd - W of US 17 Business	-	-	-	-	-	-	-	1,400	-	2,200
Gregory Rd - E of US 17 Business	-	-	-	-	-	-	-	9,900	-	14,000
Olde Waterford Way - W of US 17 Business	-	-	-	-	-	-	-	10,100	-	13,900
SR 1566 (Ploof Rd) - E of US 17 Business	-	-	-	-	-	-	-	3,800	-	7,500
Blackwell Rd - US 17 BUS to Chappell Loop Rd	2,000	1,900	1,800	1,600	1,800	-	1,800	1,600	-	1,900
Blackwell Rd - Chappell Loop Rd to NC 133	-	-	-	-	-	-	-	4,000	-	4,600
SR 1551 (Main St) - E of NC 133 (River Rd)	590	640	460	300	380	-	300	800	-	800
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	23,000	26,000	28,000	19,000	-	-	-	23,400	-	28,100

Table 3 (Continued). 2013 Base Year No-Build Traffic Volumes

Location	NCDOT Historic Traffic Count Data						AADT Extrapolated to 2013	2013 Project Specific Count Data		2013 No-Build Year Traffic Forecast
	2003	2005	2007	2009	2011	2012		TMC	Mainline	
NC 133 - US 17 BUS/74/76 to Blackwell Rd	-	-	-	-	-	-	-	16,300	-	18,700
NC 133 - Blackwell Rd to Old River Rd	-	-	-	-	-	-	-	13,500	-	15,500
NC 133 - N of Cape Fear Crossing	-	-	-	-	-	-	-	-	-	16,000
NC 133 - S of Cape Fear Crossing	-	-	-	-	-	-	-	-	-	16,000
US 74/76 - Malmo Loop Rd to I-140/US 17	-	-	-	-	-	-	-	-	-	21,500
US 74/76 - I-140/US 17 to Popular St	-	-	-	-	-	-	-	-	-	21,500
US 74/76 - Lanvale Rd to US 17 Business	19,000	21,000	25,000	23,000	23,000	-	23,500	22,200	22,200	28,900
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	46,000	53,000	66,000	61,000	66,000	-	68,000	49,700	49,700	66,000
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	59,000	57,000	67,000	63,000	63,000	-	66,300	61,900	61,900	74,000
Cape Fear Mem Bridge - US 74/421 to S. Front St	46,000	-	49,000	46,000	-	-	46,600	36,700	61,900	49,800
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	22,000	22,000	37,000	34,000	37,000	-	38,200	27,900	36,600	38,600
US 421 - Isabel Holmes Bridge to I-140 / US 17	13,000	14,000	24,000	22,000	20,000	-	20,500	17,700	23,400	20,800
US 421 - N of I-140	6,600	8,000	8,600	7,000	6,700	-	6,700	8,600	-	10,300
Isabel Holmes Bridge - US 421 to N. 3rd St	16,000	-	24,000	22,000	24,000	-	24,600	19,200	26,100	25,000
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	18,000	17,000	16,000	-	-	-	16,200	8,100	-	17,500
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	-	-	-	-	-	-	-	8,600	-	14,200
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	18,000	19,000	15,000	16,000	15,000	-	14,800	15,200	-	15,100
US 76 E (Dawson St) - S. 15th St to S. 16th St	19,000	20,000	15,000	17,000	18,000	-	17,900	17,100	-	17,200
US 76 E (Dawson St) - S. 16th St. to S. 17th St	21,000	18,000	18,000	16,000	15,000	-	14,900	16,000	-	15,600
US 76 E (Dawson St) - S. 17th St to Oleander Dr	24,000	24,000	-	21,000	20,000	-	20,700	17,100	-	18,700
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	11,000	16,000	14,000	12,000	12,000	-	11,900	10,200	-	13,400
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	16,000	17,000	15,000	-	-	-	15,100	8,400	-	17,500
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	16,000	16,000	13,000	13,000	13,000	-	12,900	13,400	-	14,200
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	17,000	17,000	13,000	15,000	14,000	-	14,000	14,000	-	15,100
US 76 W (Wooster St) - S. 15th St to S. 16th St	18,000	17,000	16,000	15,000	15,000	-	15,100	15,000	-	17,200
US 76 W (Wooster St) - S. 16th St. to S. 17th St	19,000	14,000	18,000	16,000	17,000	-	17,000	17,100	-	20,300
US 76 W (Wooster St) - S. 17th St to Dawson St	19,000	19,000	17,000	-	16,000	-	16,800	15,600	-	18,700
S. Front St - US 17 BUS/76/421 to Castle St	-	-	-	-	-	-	-	4,900	-	9,200
S. Front St - US 17 BUS/76/421 to Meares St	-	-	-	22,000	21,000	-	21,500	11,000	-	21,800

Table 3 (Continued). 2013 Base Year No-Build Traffic Volumes

Location	NCDOT Historic Traffic Count Data						AADT Extrapolated to 2013	2013 Project Specific Count Data		2013 No-Build Year Traffic Forecast
	2003	2005	2007	2009	2011	2012		TMC	Mainline	
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	-	-	-	-	-	-	-	17,100	-	17,000
S. 3rd St - Castle St to W US 76 (Wooster St)	20,000	19,000	20,000	-	20,000	-	20,000	11,200	-	20,900
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	18,000	18,000	20,000	16,000	19,000	-	19,100	11,600	-	19,800
US 421 - E US 76 (Dawson St) to Meares St	16,000	16,000	19,000	16,000	18,000	-	17,900	11,900	-	18,700
US 421 - Meares St to Greenfield St	19,000	20,000	24,000	22,000	20,000	-	20,500	15,900	-	16,600
US 421 - Greenfield St to US 421 (Carolina Beach)	18,000	18,000	21,000	18,000	17,000	-	16,900	17,100	-	17,700
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	28,000	29,000	33,000	33,000	28,000	-	28,300	25,300	31,500	29,100
S. 5th Ave - Castle St to W US 76 (Wooster St)	-	-	-	-	-	-	-	2,800	-	3,100
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	-	-	-	-	-	-	-	2,300	-	2,600
S. 5th Ave - E US 76 (Dawson St) to Meares St	-	-	-	-	-	-	-	2,000	-	2,100
S. 16th St - Castle St to W US 76 (Wooster St)	14,000	15,000	15,000	13,000	12,000	-	11,900	12,300	-	13,000
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	16,000	16,000	17,000	15,000	14,000	-	13,900	14,700	-	16,100
S. 16th St - E US 76 (Dawson St) to Greenfield St	16,000	16,000	17,000	16,000	16,000	-	16,100	16,000	-	17,700
S. 17th St - Castle St to W US 76 (Wooster St)	14,000	15,000	14,000	14,000	13,000	-	12,900	12,800	-	13,000
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	15,000	16,000	15,000	14,000	13,000	-	13,000	13,400	-	14,600
S. 17th St - E US 76 (Dawson St) to Greenfield St	19,000	19,000	20,000	18,000	18,000	-	18,300	15,800	-	17,700
Greenfield St - US 421 (S. 3rd St) to S. Front St	1,500	1,100	-	700	880	-	900	900	-	900
Greenfield St - US 421 (S. 3rd St) to Simon St	-	-	-	-	-	-	-	4,300	-	5,000
SR 1140 (Burnett Blvd) - S. Front St to CFC	4,900	5,700	6,400	6,900	5,400	-	5,400	5,600	-	5,600
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	3,600	4,600	5,100	5,100	4,200	-	4,300	3,900	-	4,400
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	30,000	25,000	23,000	-	22,000	-	22,100	21,700	-	24,200
US 76 - Hawthorne Rd to Independence Blvd	28,000	27,000	26,000	-	24,000	-	23,900	24,300	-	25,000
US 76 - Independence Blvd to Floral Pkwy	32,000	33,000	27,000	-	24,000	-	24,000	23,700	-	25,000
US 76 - 42nd St to US 117 (S. College Rd)	28,000	26,000	26,000	24,000	24,000	-	24,100	25,700	-	25,000
US 76 - US 117 (S. College Rd) to Parkway Dr	26,000	25,000	25,000	23,000	23,000	-	23,100	25,500	-	23,900
S. College Rd - Peachtree Ave to US 76	41,000	42,000	43,000	34,000	42,000	-	42,500	42,100	-	43,700
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	51,000	40,000	43,000	40,000	42,000	-	42,600	42,900	-	43,800
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	44,000	43,000	46,000	43,000	44,000	-	44,700	38,900	-	45,900
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	32,000	32,000	34,000	32,000	37,000	-	37,800	31,700	-	38,500
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	8,000	7,500	7,400	6,100	5,000	-	5,000	4,500	-	5,200

Table 3 (Continued). 2013 Base Year No-Build Traffic Volumes

Location	NCDOT Historic Traffic Count Data						AADT Extrapolated to 2013	2013 Project Specific Count Data		2013 No-Build Year Traffic Forecast
	2003	2005	2007	2009	2011	2012		TMC	Mainline	
Shipyard Blvd - Holly Tree Rd to S. College Rd	19,000	20,000	20,000	21,000	19,000	-	19,100	12,400	-	19,800
Shipyard Blvd - Longstreet Dr to Independence Blvd	25,000	27,000	27,000	25,000	22,000	-	21,900	21,300	-	22,900
Shipyard Blvd - Independence Blvd to S. 17th St	26,000	27,000	27,000	25,000	23,000	-	23,300	24,600	-	24,000
Shipyard Blvd - S. 17th St to US 421	18,000	19,000	19,000	17,000	15,000	-	14,800	18,200	-	15,600
Shipyard Blvd - Rutledge Dr to US 421	11,000	9,100	14,000	15,000	11,000	-	11,000	7,900	-	11,400
Shipyard Blvd - Worth Dr to Rutledge Dr	-	-	-	-	-	-	-	-	-	7,800
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	6,200	8,300	-	7,200	7,100	-	7,100	3,600	-	7,400
Shipyard Blvd - River Rd to Burnett Blvd	-	-	-	-	-	-	-	5,200	-	8,200
Shipyard Blvd - W of SR 1100 (River Rd)	-	-	-	-	-	-	-	1,600	-	2,300
Worth Dr - S of US 117 (Shipyard Blvd)	-	-	-	-	-	-	-	-	-	800
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	4,800	5,700	7,500	6,000	6,200	-	6,400	5,000	-	6,500
SR 1100 (River Rd) - N of Sunnyvale Dr	4,400	5,400	8,100	5,900	5,700	-	5,900	3,900	-	5,700
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	3,800	4,700	6,700	6,400	5,200	-	5,400	4,100	-	5,400
SR 1100 (River Rd) - S of Bryan Rd	-	-	-	-	-	1,100	1,200	4,100	-	5,400
SR 1100 (River Rd) - N of Independence Blvd	-	-	-	-	-	-	-	4,100	-	3,900
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	3,100	-	6,400	6,500	5,600	-	5,900	4,500	-	5,800
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	840	1,000	1,100	840	500	-	500	400	-	600
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	-	-	-	-	-	-	-	300	-	500
Sunnyvale Dr - Bryan Rd to US 421	1,800	1,800	2,200	2,100	1,700	-	1,700	900	-	1,100
US 421 - Wellington Ave to Shipyard Blvd	35,000	33,000	34,000	35,000	31,000	-	31,400	28,300	-	32,300
US 421 - Shipyard Blvd to Holbrooke Ave	24,000	25,000	25,000	24,000	23,000	-	23,300	23,700	-	25,700
US 421 - Sunnyvale Dr to Independence Blvd	24,000	23,000	24,000	22,000	23,000	-	23,200	21,100	-	23,900
US 421 - SR 1209 (Independence Blvd) to Oak Ln	29,000	28,000	28,000	25,000	30,000	-	30,600	24,600	-	27,200
Independence Blvd - Park Ave to US 76	21,000	18,000	20,000	18,000	17,000	-	17,900	18,800	-	17,700
Independence Blvd - US 76 to Canterbury Rd	20,000	23,000	-	19,000	17,000	-	17,400	19,400	-	17,700
Independence Blvd - Canterbury Rd to Shipyard Blvd	18,000	19,000	21,000	18,000	16,000	-	16,300	19,300	-	16,600
Independence Blvd - Shipyard Blvd to S. 17th St	12,000	15,000	15,000	13,000	12,000	-	12,600	13,500	-	12,500
Independence Blvd - S. 17th St to US 421	11,000	12,000	12,000	11,000	13,000	-	13,700	12,800	-	13,500
Independence Blvd - W of US 421 (Carolina Beach Rd)	-	-	7,000	6,800	6,900	-	7,300	6,600	-	7,200
Independence Blvd - E of SR 1100 (River Rd)	-	-	-	-	-	-	-	-	-	3,900

Table 3 (Continued). 2013 Base Year No-Build Traffic Volumes

Location	NCDOT Historic Traffic Count Data						AADT Extrapolated to 2013	2013 Project Specific Count Data		2013 No-Build Year Traffic Forecast
	2003	2005	2007	2009	2011	2012		TMC	Mainline	
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	28,000	31,000	31,000	29,000	26,000	-	26,200	30,100	-	27,100
S. 17th St - Shipyard Blvd to Independence Blvd	13,000	16,000	17,000	15,000	14,000	-	14,700	14,700	-	14,600
S. 17th St - Independence Blvd to George Anderson Dr	20,000	20,000	20,000	18,000	17,000	-	17,900	17,400	-	17,800
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	-	-	16,000	16,000	16,000	14,000	14,700	11,900	13,800	14,300

Table 4. 2013 Base Year No-Build Design Data – Directional Distribution

Location	D – Directional Distribution Percentage						
	TIP Project U-4738	TIP Project R-3601	TIP Project R-2633	TIP Project U-4434	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 17 - S of Zion Church Rd / Frontage Rd	55		55		55		55
US 17 - Zion Church Rd to NC 87	55		55		55		55
US 17 - NC 87 to I-140/US 17	55		55		55		55
US 17 BUS - I-140/US 17 to Goodman Rd	55		55				55
US 17 BUS - Goodman Rd to Lanvale Rd	55		55		60		55
US 17 BUS - Lanvale Rd to Brunswick Forest	55		55		60		55
US 17 BUS - Brunswick Forest to CFC	55		55		60		55
US 17 BUS - CFC to Grandiflora Dr	55		55				55
US 17 BUS - Grandiflora Dr to Gregory Rd	55		55		60		55
US 17 BUS - Gregory Rd to Ploof Rd	55		55		60		55
US 17 BUS - Ploof Rd to Blackwell Rd	55	60	55		60		55
US 17 BUS - Blackwell Rd to US 74/76	55	60	55		60	55	55
Zion Church Rd - US 17 to Town Creek Rd	60		60		65		60
Frontage Rd - E of US 17			60		60		60
NC 87 - W of US 17	60		55		65		60
SR 1414 (Goodman Rd) - W of US 17 Business	60		60		60		60
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	70		60		65		65
SR 1438 (Lanvale Rd) - W of US 17 Business	55		55		65		60
SR 1438 (Lanvale Rd) - E of US 17 Business					55		55
Brunswick Forest Parkway - E of US 17 Business	60				55		60
Grandiflora Dr - W of US 17 Business	55				55		55
W Gate Dr - E of US 17 Business	55				55		55
Gregory Rd - W of US 17 Business	50				60		55
Gregory Rd - E of US 17 Business	55				55		55
Olde Waterford Way - W of US 17 Business	80				55		60

Table 4 (Continued). 2013 Base Year No-Build Design Data – Directional Distribution

Location	D – Directional Distribution Percentage						
	TIP Project U-4738	TIP Project R-3601	TIP Project R-2633	TIP Project U-4434	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1566 (Ploof Rd) - E of US 17 Business	80		60		55		60
Blackwell Rd - US 17 BUS to Chappell Loop Rd	50	50	50		65		55
Blackwell Rd - Chappell Loop Rd to NC 133	50	50			55		55
SR 1551 (Main St) - E of NC 133 (River Rd)	60	60			60		60
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	60	60	60		60		60
NC 133 - US 17 BUS/74/76 to Blackwell Rd	60	60	60		60		60
NC 133 - Blackwell Rd to Old River Rd	60	60			60		60
US 74/76 - Lanvale Rd to US 17 Business	55	55	55			55	55
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	55	55	55			55	55
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	55	55	55			60	55
Cape Fear Mem Bridge - US 74/421 to S. Front St	55	55	55			55	55
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	55						55
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	60	60	60			55	60
US 421 - Isabel Holmes Bridge to I-140 / US 17	60		60		60	60	60
US 421 - N of I-140	60		60		60		60
Isabel Holmes Bridge - US 421 to N. 3rd St	55		55		60	55	55
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	100				100		100
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	100				100		100
US 76 E (Dawson St) - S. 5th Ave to S. 10th St					100		100
US 76 E (Dawson St) - S. 15th St to S. 16th St					100		100
US 76 E (Dawson St) - S. 16th St. to S. 17th St					100		100
US 76 E (Dawson St) - S. 17th St to Oleander Dr					100		100
SR 1219 (Dawson St) - US 76 to Wrightsville Ave					55		55
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	100				100		100
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	100				100		100

Table 4 (Continued). 2013 Base Year No-Build Design Data – Directional Distribution

Location	D – Directional Distribution Percentage						
	TIP Project U-4738	TIP Project R-3601	TIP Project R-2633	TIP Project U-4434	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 76 W (Wooster St) - S. 5th Ave to S. 10th St					100		100
US 76 W (Wooster St) - S. 15th St to S. 16th St					100		100
US 76 W (Wooster St) - S. 16th St. to S. 17th St					100		100
US 76 W (Wooster St) - S. 17th St to Dawson St					100		100
S. Front St - US 17 BUS/76/421 to Castle St	65				65		65
S. Front St - US 17 BUS/76/421 to Meares St	55				65		60
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	60				55		60
S. 3rd St - Castle St to W US 76 (Wooster St)	60				60		60
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	60				60		60
US 421 - E US 76 (Dawson St) to Meares St	55				55		55
US 421 - Meares St to Greenfield St	55				55		55
US 421 - Greenfield St to US 421 (Carolina Beach)	55				55		55
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	55				55	55	55
S. 5th Ave - Castle St to W US 76 (Wooster St)					60		60
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)					65		60
S. 5th Ave - E US 76 (Dawson St) to Meares St					55		55
S. 16th St - Castle St to W US 76 (Wooster St)					100		100
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)					100		100
S. 16th St - E US 76 (Dawson St) to Greenfield St					100		100
S. 17th St - Castle St to W US 76 (Wooster St)					100		100
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)					100		100
S. 17th St - E US 76 (Dawson St) to Greenfield St					100		100
Greenfield St - US 421 (S. 3rd St) to S. Front St	60				55		60
Greenfield St - US 421 (S. 3rd St) to Simon St	60				55		60
SR 1140 (Burnett Blvd) - S. Front St to CFC	70				65		70

Table 4 (Continued). 2013 Base Year No-Build Design Data – Directional Distribution

Location	D – Directional Distribution Percentage						
	TIP Project U-4738	TIP Project R-3601	TIP Project R-2633	TIP Project U-4434	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 76 W (Wooster St) - S. 5th Ave to S. 10th St					100		100
US 76 W (Wooster St) - S. 15th St to S. 16th St					100		100
US 76 W (Wooster St) - S. 16th St. to S. 17th St					100		100
US 76 W (Wooster St) - S. 17th St to Dawson St					100		100
S. Front St - US 17 BUS/76/421 to Castle St	65				65		65
S. Front St - US 17 BUS/76/421 to Meares St	55				65		60
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	60				55		60
S. 3rd St - Castle St to W US 76 (Wooster St)	60				60		60
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	60				60		60
US 421 - E US 76 (Dawson St) to Meares St	55				55		55
US 421 - Meares St to Greenfield St	55				55		55
US 421 - Greenfield St to US 421 (Carolina Beach)	55				55		55
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	55				55	55	55
S. 5th Ave - Castle St to W US 76 (Wooster St)					60		60
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)					65		60
S. 5th Ave - E US 76 (Dawson St) to Meares St					55		55
S. 16th St - Castle St to W US 76 (Wooster St)					100		100
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)					100		100
S. 16th St - E US 76 (Dawson St) to Greenfield St					100		100
S. 17th St - Castle St to W US 76 (Wooster St)					100		100
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)					100		100
S. 17th St - E US 76 (Dawson St) to Greenfield St					100		100
Greenfield St - US 421 (S. 3rd St) to S. Front St	60				55		60
Greenfield St - US 421 (S. 3rd St) to Simon St	60				55		60

Table 4 (Continued). 2013 Base Year No-Build Design Data – Directional Distribution

Location	D – Directional Distribution Percentage						
	TIP Project U-4738	TIP Project R-3601	TIP Project R-2633	TIP Project U-4434	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1140 (Burnett Blvd) - S. Front St to CFC	70				65		70
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)					55		55
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)					55		55
US 76 - Hawthorne Rd to Independence Blvd				55	55		55
US 76 - Independence Blvd to Floral Pkwy				55	55		55
US 76 - 42nd St to US 117 (S. College Rd)				55	60		55
US 76 - US 117 (S. College Rd) to Parkway Dr				55	65		55
S. College Rd - Peachtree Ave to US 76				55	60		60
S. College Rd - US 76 (Oleander Dr) to Spirea Dr				60	60		60
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)					55		60
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd					60		60
Long Leaf Hills Dr - S. College Rd to Parkwood Dr					60		60
Shipyard Blvd - Holly Tree Rd to S. College Rd					65		65
Shipyard Blvd - Longstreet Dr to Independence Blvd					55		55
Shipyard Blvd - Independence Blvd to S. 17th St					60		60
Shipyard Blvd - S. 17th St to US 421	55				55		55
Shipyard Blvd - Rutledge Dr to US 421	60				60		60
Shipyard Blvd - Worth Dr to Rutledge Dr							60
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr					60		60
Shipyard Blvd - River Rd to Burnett Blvd	65				60		65
Shipyard Blvd - W of SR 1100 (River Rd)	70				85		85
Worth Dr - S of US 117 (Shipyard Blvd)							60
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	70				65		70
SR 1100 (River Rd) - N of Sunnyvale Dr	70				65		70

Table 4 (Continued). 2013 Base Year No-Build Design Data – Directional Distribution

Location	D – Directional Distribution Percentage						
	TIP Project U-4738	TIP Project R-3601	TIP Project R-2633	TIP Project U-4434	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	70				70		70
SR 1100 (River Rd) - S of Bryan Rd	70				65		70
SR 1100 (River Rd) - N of Independence Blvd	70				75		70
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	70				75		70
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	55				60		55
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	60				60		60
Sunnyvale Dr - Bryan Rd to US 421	55				65		55
US 421 - Wellington Ave to Shipyard Blvd	55				55		55
US 421 - Shipyard Blvd to Holbrooke Ave	55				65		55
US 421 - Sunnyvale Dr to Independence Blvd	60				65		60
US 421 - SR 1209 (Independence Blvd) to Oak Ln	55				65		60
Independence Blvd - Park Ave to US 76				55	55		55
Independence Blvd - US 76 to Canterbury Rd				55	55		55
Independence Blvd - Canterbury Rd to Shipyard Blvd					55		55
Independence Blvd - Shipyard Blvd to S. 17th St					65		65
Independence Blvd - S. 17th St to US 421	55				65		65
Independence Blvd - W of US 421 (Carolina Beach Rd)	70				65		65
Independence Blvd - E of SR 1100 (River Rd)	70				65		65
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)					65		65
S. 17th St - Shipyard Blvd to Independence Blvd					65		65
S. 17th St - Independence Blvd to George Anderson Dr					65		60
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	60		60			55	60

Table 5. 2013 Base Year No-Build Design Data – Peak Hour Factor

Location	K – Peak Hour Factor Percentage						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 17 - S of Zion Church Rd / Frontage Rd	10		9		8		9
US 17 - Zion Church Rd to NC 87	10		9		8		9
US 17 - NC 87 to I-140/US 17	10		9		9		9
US 17 BUS - I-140/US 17 to Goodman Rd	10		9				9
US 17 BUS - Goodman Rd to Lanvale Rd	10		9		9		9
US 17 BUS - Lanvale Rd to Brunswick Forest	10		9		9		9
US 17 BUS - Brunswick Forest to CFC	10		9		9		9
US 17 BUS - CFC to Grandiflora Dr	10						9
US 17 BUS - Grandiflora Dr to Gregory Rd	10		9		7		9
US 17 BUS - Gregory Rd to Ploof Rd	10		9		8		9
US 17 BUS - Ploof Rd to Blackwell Rd	10	10	9		9		9
US 17 BUS - Blackwell Rd to US 74/76	10	10	9		10	8	9
Zion Church Rd - US 17 to Town Creek Rd	10		10		9		10
Frontage Rd - E of US 17			10		8		10
NC 87 - W of US 17	12		10		10		10
SR 1414 (Goodman Rd) - W of US 17 Business	10		10		8		10
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	10		10		10		10
SR 1438 (Lanvale Rd) - W of US 17 Business	10		9		10		10
SR 1438 (Lanvale Rd) - E of US 17 Business					10		10
Brunswick Forest Parkway - E of US 17 Business	10				8		10
Grandiflora Dr - W of US 17 Business	10				9		10
W Gate Dr - E of US 17 Business	10				9		10
Gregory Rd - W of US 17 Business	10				8		10
Gregory Rd - E of US 17 Business	10				9		10
Olde Waterford Way - W of US 17 Business	10				9		10

Table 5 (Continued). 2013 Base Year No-Build Design Data – Peak Hour Factor

Location	K – Peak Hour Factor Percentage						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1566 (Ploof Rd) - E of US 17 Business	10		10		9		10
Blackwell Rd - US 17 BUS to Chappell Loop Rd	9	9	9		10		9
Blackwell Rd - Chappell Loop Rd to NC 133	9	9			8		9
SR 1551 (Main St) - E of NC 133 (River Rd)	7	7			7		7
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	10	10	10		10		10
NC 133 - US 17 BUS/74/76 to Blackwell Rd	10	10	10		10		10
NC 133 - Blackwell Rd to Old River Rd	10	10			10		10
US 74/76 - Lanvale Rd to US 17 Business	7	7	7			9	8
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	11	11	9			8	10
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	11	11	9			8	10
Cape Fear Mem Bridge - US 74/421 to S. Front St	11	11	11			9	10
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	11						10
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	9	9	9			10	9
US 421 - Isabel Holmes Bridge to I-140 / US 17	9		9		8	10	9
US 421 - N of I-140	9		9		10		9
Isabel Holmes Bridge - US 421 to N. 3rd St	9		9		9	8	9
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	8				9		8
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	10				8		9
US 76 E (Dawson St) - S. 5th Ave to S. 10th St					9		9
US 76 E (Dawson St) - S. 15th St to S. 16th St					8		9
US 76 E (Dawson St) - S. 16th St. to S. 17th St					8		9
US 76 E (Dawson St) - S. 17th St to Oleander Dr					8		10
SR 1219 (Dawson St) - US 76 to Wrightsville Ave					8		8
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	11				8		11
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	11				9		11

Table 5 (Continued). 2013 Base Year No-Build Design Data – Peak Hour Factor

Location	K – Peak Hour Factor Percentage						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 76 W (Wooster St) - S. 5th Ave to S. 10th St					8		11
US 76 W (Wooster St) - S. 15th St to S. 16th St					8		11
US 76 W (Wooster St) - S. 16th St. to S. 17th St					8		10
US 76 W (Wooster St) - S. 17th St to Dawson St					8		9
S. Front St - US 17 BUS/76/421 to Castle St	8				10		9
S. Front St - US 17 BUS/76/421 to Meares St	7				10		8
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	8				10		8
S. 3rd St - Castle St to W US 76 (Wooster St)	8				8		8
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	9				8		9
US 421 - E US 76 (Dawson St) to Meares St	10				8		10
US 421 - Meares St to Greenfield St	9				9		9
US 421 - Greenfield St to US 421 (Carolina Beach)	9				9		9
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	9				9	8	9
S. 5th Ave - Castle St to W US 76 (Wooster St)					8		8
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)					8		8
S. 5th Ave - E US 76 (Dawson St) to Meares St					8		8
S. 16th St - Castle St to W US 76 (Wooster St)					7		7
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)					8		7
S. 16th St - E US 76 (Dawson St) to Greenfield St					7		6
S. 17th St - Castle St to W US 76 (Wooster St)					10		9
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)					10		9
S. 17th St - E US 76 (Dawson St) to Greenfield St					11		10
Greenfield St - US 421 (S. 3rd St) to S. Front St	10				8		10
Greenfield St - US 421 (S. 3rd St) to Simon St	10				9		10

Table 5 (Continued.). 2013 Base Year No-Build Design Data – Peak Hour Factor

Location	K – Peak Hour Factor Percentage						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1140 (Burnett Blvd) - S. Front St to CFC	8				11		8
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)					12		12
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)					8		8
US 76 - Hawthorne Rd to Independence Blvd				9	8		9
US 76 - Independence Blvd to Floral Pkwy				9	8		9
US 76 - 42nd St to US 117 (S. College Rd)				9	9		9
US 76 - US 117 (S. College Rd) to Parkway Dr				9	9		9
S. College Rd - Peachtree Ave to US 76				9	9		9
S. College Rd - US 76 (Oleander Dr) to Spirea Dr				9	8		9
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)					8		8
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd					8		8
Long Leaf Hills Dr - S. College Rd to Parkwood Dr					10		10
Shipyard Blvd - Holly Tree Rd to S. College Rd					7		7
Shipyard Blvd - Longstreet Dr to Independence Blvd					9		9
Shipyard Blvd - Independence Blvd to S. 17th St					8		9
Shipyard Blvd - S. 17th St to US 421	9				8		8
Shipyard Blvd - Rutledge Dr to US 421	8				9		8
Shipyard Blvd - Worth Dr to Rutledge Dr							8
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr					10		8
Shipyard Blvd - River Rd to Burnett Blvd	8				11		8
Shipyard Blvd - W of SR 1100 (River Rd)	8				8		8
Worth Dr - S of US 117 (Shipyard Blvd)							10
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	8				12		12
SR 1100 (River Rd) - N of Sunnyvale Dr	8				12		12

Table 5 (Continued). 2013 Base Year No-Build Design Data – Peak Hour Factor

Location	K – Peak Hour Factor Percentage						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	8				12		12
SR 1100 (River Rd) - S of Bryan Rd	8				11		11
SR 1100 (River Rd) - N of Independence Blvd	8				12		11
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	8				12		11
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	8				10		8
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	9				7		8
Sunnyvale Dr - Bryan Rd to US 421	8				11		8
US 421 - Wellington Ave to Shipyard Blvd	9				9		9
US 421 - Shipyard Blvd to Holbrooke Ave	9				9		9
US 421 - Sunnyvale Dr to Independence Blvd	10				9		10
US 421 - SR 1209 (Independence Blvd) to Oak Ln	10				9		10
Independence Blvd - Park Ave to US 76				10	8		10
Independence Blvd - US 76 to Canterbury Rd				10	9		10
Independence Blvd - Canterbury Rd to Shipyard Blvd					10		10
Independence Blvd - Shipyard Blvd to S. 17th St					9		10
Independence Blvd - S. 17th St to US 421	10				9		10
Independence Blvd - W of US 421 (Carolina Beach Rd)	9				10		10
Independence Blvd - E of SR 1100 (River Rd)	10				10		10
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)					9		9
S. 17th St - Shipyard Blvd to Independence Blvd					10		10
S. 17th St - Independence Blvd to George Anderson Dr					11		11
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	12		12			9	10

Table 6. 2013 Base Year No-Build Design Data – Truck Percentages

Location	Truck Percentage (Dual / TTST)						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 17 - S of Zion Church Rd / Frontage Rd	4,3		5,10		7		4,3
US 17 - Zion Church Rd to NC 87	4,3		5,10		7		4,3
US 17 - NC 87 to I-140/US 17	4,3		5,10		7		4,3
US 17 BUS - I-140/US 17 to Goodman Rd	4,3		5,10				4,3
US 17 BUS - Goodman Rd to Lanvale Rd	4,3		5,10		6		4,3
US 17 BUS - Lanvale Rd to Brunswick Forest	4,3		5,10		6		4,3
US 17 BUS - Brunswick Forest to CFC	4,3		5,10		5		4,3
US 17 BUS - CFC to Grandiflora Dr	4,3		5,10				4,3
US 17 BUS - Grandiflora Dr to Gregory Rd	4,3		5,10		5		4,3
US 17 BUS - Gregory Rd to Ploof Rd	4,3		5,10		3		4,3
US 17 BUS - Ploof Rd to Blackwell Rd	4,3	4,3	5,10		3		4,3
US 17 BUS - Blackwell Rd to US 74/76	4,3	4,3	5,10		3	6,3	4,3
Zion Church Rd - US 17 to Town Creek Rd	1,1		1,1		4		2,1
Frontage Rd - E of US 17			2,1		6		2,1
NC 87 - W of US 17	1,2		3,3		9		3,3
SR 1414 (Goodman Rd) - W of US 17 Business	1,1		2,1		3		2,1
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	2,1		2,1		3		2,1
SR 1438 (Lanvale Rd) - W of US 17 Business	12,6		3,2		7		4,3
SR 1438 (Lanvale Rd) - E of US 17 Business					4		3,1
Brunswick Forest Parkway - E of US 17 Business	1.1				5		2,1
Grandiflora Dr - W of US 17 Business	4,3				3		3,2
W Gate Dr - E of US 17 Business	1,0				3		2,1
Gregory Rd - W of US 17 Business	5,2				8		5,2
Gregory Rd - E of US 17 Business	1,0				1		2,1
Olde Waterford Way - W of US 17 Business	1,0				1		2,1

Table 6 (Continued). 2013 Base Year No-Build Design Data – Truck Percentages

Location	Truck Percentage (Dual / TTST)						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1566 (Ploof Rd) - E of US 17 Business	1,3		3,3		3		1,3
Blackwell Rd - US 17 BUS to Chappell Loop Rd	3,1	3,1	3,1		6		3,1
Blackwell Rd - Chappell Loop Rd to NC 133	3,1	3,1			2		3,1
SR 1551 (Main St) - E of NC 133 (River Rd)	2,1	2,1			2		2,1
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	2,1	2,1	2,1		1		2,1
NC 133 - US 17 BUS/74/76 to Blackwell Rd	4,2	4,2	4,2		1		4,2
NC 133 - Blackwell Rd to Old River Rd	3,1	3,1			2		3,1
US 74/76 - Lanvale Rd to US 17 Business	4,5	4,3	5,10			5,7	4,5
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	4,5	3,3	5,10			6,4	4,5
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	5,5	3,3	5,10			6,4	5,5
Cape Fear Mem Bridge - US 74/421 to S. Front St	5,5	3,3	3,3			(no data, ATR)	5,5
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	6,2						6,2
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	6,10	6,10	6,10			bad data	6,8
US 421 - Isabel Holmes Bridge to I-140 / US 17	6,10		6,10		10	bad data	6,10
US 421 - N of I-140	6,10		6,10		14		6,10
Isabel Holmes Bridge - US 421 to N. 3rd St	6,2		5,10		8	11,3	6,2
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	5,2				1		5,2
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	4,2						4,2
US 76 E (Dawson St) - S. 5th Ave to S. 10th St							4,2
US 76 E (Dawson St) - S. 15th St to S. 16th St					1		4,2
US 76 E (Dawson St) - S. 16th St. to S. 17th St							4,2
US 76 E (Dawson St) - S. 17th St to Oleander Dr							4,2
SR 1219 (Dawson St) - US 76 to Wrightsville Ave					1		2,1
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	6,3						6,3
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	4,2				2		4,2

Table 6 (Continued.). 2013 Base Year No-Build Design Data – Truck Percentages

Location	Truck Percentage (Dual / TTST)						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
US 76 W (Wooster St) - S. 5th Ave to S. 10th St					1		4,2
US 76 W (Wooster St) - S. 15th St to S. 16th St							4,2
US 76 W (Wooster St) - S. 16th St. to S. 17th St					1		4,2
US 76 W (Wooster St) - S. 17th St to Dawson St					1		4,2
S. Front St - US 17 BUS/76/421 to Castle St	4,3				1		4,3
S. Front St - US 17 BUS/76/421 to Meares St	2,6				10		3,6
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	2,6				10		3,6
S. 3rd St - Castle St to W US 76 (Wooster St)	5,4				1		5,4
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	6,4				2		6,4
US 421 - E US 76 (Dawson St) to Meares St	6,5				1		5,4
US 421 - Meares St to Greenfield St	5,4				1		5,4
US 421 - Greenfield St to US 421 (Carolina Beach)	5,4				2		5,4
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	4,3				5	11,5	5,5
S. 5th Ave - Castle St to W US 76 (Wooster St)					1		2,1
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)					1		2,1
S. 5th Ave - E US 76 (Dawson St) to Meares St					1		2,1
S. 16th St - Castle St to W US 76 (Wooster St)					1		2,1
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)							2,1
S. 16th St - E US 76 (Dawson St) to Greenfield St							2,1
S. 17th St - Castle St to W US 76 (Wooster St)							2,1
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)					1		2,1
S. 17th St - E US 76 (Dawson St) to Greenfield St					1		2,1
Greenfield St - US 421 (S. 3rd St) to S. Front St	2,1				2		2,1
Greenfield St - US 421 (S. 3rd St) to Simon St	2,1				1		2,1

Table 6 (Continued). 2013 Base Year No-Build Design Data – Truck Percentages

Location	Truck Percentage (Dual / TTST)						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1140 (Burnett Blvd) - S. Front St to CFC	1,2				8		3,5
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)					6		2,4
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)					1		4,2
US 76 - Hawthorne Rd to Independence Blvd				5,2	1		4,2
US 76 - Independence Blvd to Floral Pkwy				4,2	1		4,2
US 76 - 42nd St to US 117 (S. College Rd)				5,2	2		4,2
US 76 - US 117 (S. College Rd) to Parkway Dr				5,2	2		4,2
S. College Rd - Peachtree Ave to US 76				6,3	2		6,3
S. College Rd - US 76 (Oleander Dr) to Spirea Dr				6,3	3		6,3
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)					1		6,3
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd					1		3,2
Long Leaf Hills Dr - S. College Rd to Parkwood Dr					1		2,1
Shipyard Blvd - Holly Tree Rd to S. College Rd					2		3,2
Shipyard Blvd - Longstreet Dr to Independence Blvd					1		3,2
Shipyard Blvd - Independence Blvd to S. 17th St					1		3,3
Shipyard Blvd - S. 17th St to US 421	3,6				4		2,4
Shipyard Blvd - Rutledge Dr to US 421	8,15				11		8,15
Shipyard Blvd - Worth Dr to Rutledge Dr							10,17
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr					17		12,19
Shipyard Blvd - River Rd to Burnett Blvd	19,31				13		19,31
Shipyard Blvd - W of SR 1100 (River Rd)	19,31				40		19,31
Worth Dr - S of US 117 (Shipyard Blvd)							2,1
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	19,31				10		19,31
SR 1100 (River Rd) - N of Sunnyvale Dr	12,20				11		12,20

Table 6 (Continued). 2013 Base Year No-Build Design Data – Truck Percentages

Location	Truck Percentage (Dual / TTST)						
	TIP Project U-4738 (2008)	TIP Project R-3601 (2007)	TIP Project R-2633 (2008)	TIP Project U-4434 (2012)	2013 Count Data		Selected 2013 Value
					TMC	Mainline	
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	10,20				9		10,20
SR 1100 (River Rd) - S of Bryan Rd	4,3				6		5,10
SR 1100 (River Rd) - N of Independence Blvd	4,3				3		4,3
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	2,1				2		2,1
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	5,4				8		5,4
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	9,12				31		9,12
Sunnyvale Dr - Bryan Rd to US 421	5,4				4		5,4
US 421 - Wellington Ave to Shipyard Blvd	3,2				4		5,5
US 421 - Shipyard Blvd to Holbrooke Ave	5,4				2		5,4
US 421 - Sunnyvale Dr to Independence Blvd	5,3				1		5,4
US 421 - SR 1209 (Independence Blvd) to Oak Ln	5,4				1		5,4
Independence Blvd - Park Ave to US 76				4.2	1		4,2
Independence Blvd - US 76 to Canterbury Rd				4,2	1		4,2
Independence Blvd - Canterbury Rd to Shipyard Blvd					1		4,2
Independence Blvd - Shipyard Blvd to S. 17th St					1		3,2
Independence Blvd - S. 17th St to US 421	2,1				1		3,1
Independence Blvd - W of US 421 (Carolina Beach Rd)	2,1				2		3,1
Independence Blvd - E of SR 1100 (River Rd)	2,1				6		3,1
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)					2		2,1
S. 17th St - Shipyard Blvd to Independence Blvd					2		2,1
S. 17th St - Independence Blvd to George Anderson Dr					1		2,1
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	5,10		5,10			10,11	6,10

Table 7. Model Validation

Location	2008 Calibration			2013 Interpolation		2013 BY NB	2040 FY NB	
	Model	2007 AADT	2008 AADT	Model	AADT	Forecast	2035 Model	2040 Forecast
US 17 - S of Zion Church Rd / Frontage Rd	32,811	29,000	29,000	40,903	28,800	29,200	79,397	75,300
US 17 - Zion Church Rd to NC 87	32,811	-	-	41,366	28,700	29,200	87,872	77,600
US 17 - NC 87 to I-140/US 17	35,014	29,000	-	41,715	24,200	28,200	93,201	74,900
US 17 BUS - I-140/US 17 to Goodman Rd	35,014	-	-	41,715	-	30,300	60,451	51,000
US 17 BUS - Goodman Rd to Lanvale Rd	37,323	32,000	-	47,160	32,900	32,600	60,768	55,400
US 17 BUS - Lanvale Rd to Brunswick Forest	31,521	-	-	36,174	-	31,800	39,626	47,200
US 17 BUS - Brunswick Forest to CFC	32,324	-	-	48,239	-	36,500	64,754	62,100
US 17 BUS - CFC to Grandiflora Dr	32,324	-	-	48,239	-	36,500	64,754	62,100
US 17 BUS - Grandiflora Dr to Gregory Rd	38,383	-	-	49,693	-	35,400	60,802	54,200
US 17 BUS - Gregory Rd to Ploof Rd	36,281	-	-	44,161	-	45,000	55,617	63,000
US 17 BUS - Ploof Rd to Blackwell Rd	40,985	43,000	-	50,703	45,600	45,800	65,525	64,400
US 17 BUS - Blackwell Rd to US 74/76	39,794	-	-	49,864	-	44,500	65,643	62,000
Zion Church Rd - US 17 to Town Creek Rd	400	-	340	463	300	400	8,561	2,900
Frontage Rd - E of US 17	2,147	-	-	2,679	-	800	8,361	3,000
NC 87 - W of US 17	1,806	-	2,000	3,527	2,200	3,800	10,237	15,700
SR 1414 (Goodman Rd) - W of US 17 Business	2,200	1,100	-	6,779	1,300	1,400	11,363	4,600
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	612	-	-	2,797	-	2,500	19,746	13,400
SR 1438 (Lanvale Rd) - W of US 17 Business	5,925	5,300	-	10,578	5,600	5,500	12,497	11,100
SR 1438 (Lanvale Rd) - E of US 17 Business	569	-	-	4,393	-	1,100	20,354	14,100
Brunswick Forest Parkway - E of US 17 Business	803	-	-	12,065	-	8,900	25,249	19,900
Grandiflora Dr - W of US 17 Business	6,807	-	-	7,715	-	6,800	10,546	11,000
W Gate Dr - E of US 17 Business	712	-	-	5,523	-	7,500	13,722	18,900
Gregory Rd - W of US 17 Business	2,038	-	-	3,515	-	2,200	8,078	6,400
Gregory Rd - E of US 17 Business	64	-	-	2,448	-	14,000	13,103	22,200
Olde Waterford Way - W of US 17 Business	6,129	-	-	6,153	-	13,900	7,190	16,600
SR 1566 (Ploof Rd) - E of US 17 Business	6,695	-	-	8,398	-	7,500	12,982	12,400
Blackwell Rd - US 17 BUS to Chappell Loop Rd	1,389	1,800	-	1,194	1,800	1,900	2,557	3,400
Blackwell Rd - Chappell Loop Rd to NC 133	5,884	-	-	9,260	-	4,600	11,792	7,400
SR 1551 (Main St) - E of NC 133 (River Rd)	202	460	-	3,395	300	800	11,948	1,600
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	19,388	28,000	-	25,952	20,000	28,100	35,510	46,100

Table 7 (Continued). Model Validation

Location	2008 Calibration			2013 Interpolation		2013 BY NB	2040 FY NB	
	Model	2007 AADT	2008 AADT	Model	AADT	Forecast	2035 Model	2040 Forecast
NC 133 - US 17 BUS/74/76 to Blackwell Rd	18,032	-	-	24,089	-	18,700	48,622	44,600
NC 133 - Blackwell Rd to Old River Rd	13,165	-	-	13,425	-	15,500	28,783	41,000
NC 133 - N of Cape Fear Crossing	6,753	-	-	13,869	-	16,000	23,494	28,000
NC 133 - S of Cape Fear Crossing	6,753	-	-	13,869	-	16,000	23,494	28,000
US 74/76 - Malmo Loop Rd to I-140/US 17	19,007	-	-	28,582	-	21,500	72,585	58,000
US 74/76 - I-140/US 17 to Popular St	19,007	-	-	28,582	-	21,500	61,681	52,500
US 74/76 - Lanvale Rd to US 17 Business	27,747	25,000	-	38,496	23,500	28,900	76,486	65,500
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	65,683	66,000	-	80,941	68,000	66,000	123,270	97,100
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	90,997	67,000	-	107,791	66,300	74,000	155,268	109,800
Cape Fear Mem Bridge - US 74/421 to S. Front St	59,474	49,000	-	67,468	46,600	49,800	107,824	79,600
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-	-	-	-	-	-	-
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	42,589	37,000	-	50,550	38,200	38,600	50,114	51,200
US 421 - Isabel Holmes Bridge to I-140 / US 17	24,359	24,000	-	30,900	20,500	20,800	45,578	46,600
US 421 - N of I-140	13,268	8,600	-	14,042	6,700	10,300	24,892	24,900
Isabel Holmes Bridge - US 421 to N. 3rd St	31,416	24,000	-	35,434	24,600	25,000	88,568	65,400
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	22,181	16,000	-	24,258	16,200	17,500	37,341	25,350
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	16,947	-	-	19,601	-	14,200	27,547	20,700
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	14,849	15,000	-	16,414	14,800	15,100	24,399	21,850
US 76 E (Dawson St) - S. 15th St to S. 16th St	17,113	15,000	-	18,506	17,900	17,200	25,320	23,200
US 76 E (Dawson St) - S. 16th St. to S. 17th St	16,449	18,000	-	18,022	14,900	15,600	20,367	17,700
US 76 E (Dawson St) - S. 17th St to Oleander Dr	21,294	-	-	22,867	20,700	18,700	24,783	24,900
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	13,620	14,000	-	14,451	11,900	13,400	13,293	16,400
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	21,788	15,000	-	23,648	15,100	17,500	32,782	22,050
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	15,703	13,000	-	17,131	12,900	14,200	22,470	17,700
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	12,870	13,000	-	14,187	14,000	15,100	20,114	20,750
US 76 W (Wooster St) - S. 15th St to S. 16th St	13,853	16,000	-	15,450	15,100	17,200	21,255	23,600
US 76 W (Wooster St) - S. 16th St. to S. 17th St	18,413	18,000	-	19,602	17,000	20,300	24,224	22,900
US 76 W (Wooster St) - S. 17th St to Dawson St	19,866	17,000	-	20,929	16,800	18,700	22,455	25,100
S. Front St - US 17 BUS/76/421 to Castle St	8,869	-	-	10,515	-	9,200	14,491	14,000
S. Front St - US 17 BUS/76/421 to Meares St	12,209	-	-	13,290	21,500	21,800	26,521	37,800

Table 7 (Continued). Model Validation

Location	2008 Calibration			2013 Interpolation		2013 BY NB	2040 FY NB	
	Model	2007 AADT	2008 AADT	Model	AADT	Forecast	2035 Model	2040 Forecast
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	11,252	-	-	12,514	-	17,000	26,337	31,500
S. 3rd St - Castle St to W US 76 (Wooster St)	16,170	20,000	-	16,630	20,000	20,900	11,825	29,800
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	20,010	20,000	-	20,333	19,100	19,800	18,856	19,500
US 421 - E US 76 (Dawson St) to Meares St	20,342	19,000	-	21,214	17,900	18,700	25,929	22,400
US 421 - Meares St to Greenfield St	20,202	24,000	-	21,084	20,500	16,600	25,658	19,700
US 421 - Greenfield St to US 421 (Carolina Beach)	23,538	21,000	-	25,026	16,900	17,700	28,322	21,300
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	27,243	33,000	-	28,883	28,300	29,100	41,277	42,600
S. 5th Ave - Castle St to W US 76 (Wooster St)	10,127	-	-	11,339	-	3,100	9,910	6,600
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	11,209	-	-	12,952	-	2,600	12,903	3,000
S. 5th Ave - E US 76 (Dawson St) to Meares St	7,833	-	-	9,858	-	2,100	15,674	3,600
S. 16th St - Castle St to W US 76 (Wooster St)	11,589	15,000	-	12,784	11,900	13,000	17,452	17,350
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	16,149	17,000	-	16,936	13,900	16,100	20,421	18,200
S. 16th St - E US 76 (Dawson St) to Greenfield St	16,812	17,000	-	17,421	16,100	17,700	25,374	26,100
S. 17th St - Castle St to W US 76 (Wooster St)	10,092	14,000	-	10,600	12,900	13,000	12,944	15,850
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	11,841	15,000	-	12,688	13,000	14,600	20,643	21,100
S. 17th St - E US 76 (Dawson St) to Greenfield St	16,685	20,000	-	17,533	18,300	17,700	25,059	26,300
Greenfield St - US 421 (S. 3rd St) to S. Front St	1,254	-	-	1,300	900	900	5,423	2,800
Greenfield St - US 421 (S. 3rd St) to Simon St	5,042	-	-	5,801	-	5,000	8,521	7,800
SR 1140 (Burnett Blvd) - S. Front St to CFC	7,541	6,400	-	8,652	5,400	5,600	13,481	10,200
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	8,830	5,100	-	9,630	4,300	4,400	13,755	6,700
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	24,769	23,000	-	26,688	22,100	24,200	33,903	34,000
US 76 - Hawthorne Rd to Independence Blvd	26,219	26,000	-	28,559	23,900	25,000	35,410	32,400
US 76 - Independence Blvd to Floral Pkwy	28,744	27,000	-	31,007	24,000	25,000	36,919	30,800
US 76 - 42nd St to US 117 (S. College Rd)	25,586	26,000	-	27,828	24,100	25,000	26,358	29,200
US 76 - US 117 (S. College Rd) to Parkway Dr	24,834	25,000	-	27,085	23,100	23,900	29,351	28,600
S. College Rd - Peachtree Ave to US 76	39,536	43,000	-	41,028	42,500	43,700	40,339	51,300
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	40,967	43,000	-	41,969	42,600	43,800	46,265	49,700
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	41,264	46,000	-	42,929	44,700	45,900	52,962	53,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	29,699	34,000	-	30,869	37,800	38,500	32,280	45,000
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	7,353	7,400	-	7,919	5,000	5,200	6,518	8,000

Table 7 (Continued). Model Validation

Location	2008 Calibration			2013 Interpolation		2013 BY NB	2040 FY NB	
	Model	2007 AADT	2008 AADT	Model	AADT	Forecast	2035 Model	2040 Forecast
Shipyard Blvd - Holly Tree Rd to S. College Rd	19,297	20,000	-	20,274	19,100	19,800	26,996	28,400
Shipyard Blvd - Longstreet Dr to Independence Blvd	21,435	27,000	-	22,546	21,900	22,900	30,395	31,900
Shipyard Blvd - Independence Blvd to S. 17th St	24,723	27,000	-	26,551	23,300	24,000	31,860	36,300
Shipyard Blvd - S. 17th St to US 421	19,988	19,000	-	19,980	14,800	15,600	23,575	26,300
Shipyard Blvd - Rutledge Dr to US 421	5,388	14,000	-	6,988	11,000	11,400	10,176	20,700
Shipyard Blvd - Worth Dr to Rutledge Dr	2,690	-	-	3,998	-	7,800	9,088	14,800
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	2,718	-	-	4,029	7,100	7,400	9,778	14,100
Shipyard Blvd - River Rd to Burnett Blvd	10,745	-	-	12,798	-	8,200	18,255	16,200
Shipyard Blvd - W of SR 1100 (River Rd)	2,113	-	-	2,179	-	2,300	2,684	4,600
Worth Dr - S of US 117 (Shipyard Blvd)	55	-	-	55	-	800	2,232	1,300
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	8,747	7,500	-	10,745	6,400	6,500	15,846	13,400
SR 1100 (River Rd) - N of Sunnyvale Dr	8,633	8,100	-	10,586	5,900	5,700	14,360	9,700
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	8,321	6,700	-	10,213	5,400	5,400	13,206	8,800
SR 1100 (River Rd) - S of Bryan Rd	8,321	-	980	10,213	1,200	5,400	13,206	8,800
SR 1100 (River Rd) - N of Independence Blvd	8,276	-	-	10,176	-	3,900	13,178	6,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	12,609	6,400	-	16,272	5,900	5,800	18,361	8,000
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	1,771	1,100	-	1,808	500	600	3,474	1,600
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	632	-	-	733	-	500	1,760	1,500
Sunnyvale Dr - Bryan Rd to US 421	1,285	2,200	-	1,291	1,700	1,100	2,760	2,500
US 421 - Wellington Ave to Shipyard Blvd	28,394	34,000	-	29,648	31,400	32,300	38,836	43,900
US 421 - Shipyard Blvd to Holbrooke Ave	30,699	25,000	-	30,973	23,300	25,700	36,119	31,700
US 421 - Sunnyvale Dr to Independence Blvd	20,738	24,000	-	22,279	23,200	23,900	30,946	34,600
US 421 - SR 1209 (Independence Blvd) to Oak Ln	24,067	28,000	-	25,392	30,600	27,200	40,642	44,700
Independence Blvd - Park Ave to US 76	20,230	20,000	-	23,026	17,900	17,700	30,116	23,600
Independence Blvd - US 76 to Canterbury Rd	19,166	-	-	21,747	17,400	17,700	29,826	25,000
Independence Blvd - Canterbury Rd to Shipyard Blvd	23,780	21,000	-	27,333	16,300	16,600	33,172	22,400
Independence Blvd - Shipyard Blvd to S. 17th St	16,447	15,000	-	17,435	12,600	12,500	32,959	22,000
Independence Blvd - S. 17th St to US 421	14,506	12,000	-	15,228	13,700	13,500	32,019	27,500
Independence Blvd - W of US 421 (Carolina Beach Rd)	7,622	7,000	-	9,694	7,300	7,200	12,540	10,200
Independence Blvd - E of SR 1100 (River Rd)	4,968	-	-	6,755	-	3,900	11,755	6,800

Table 7 (Continued). Model Validation

Location	2008 Calibration			2013 Interpolation		2013 BY NB	2040 FY NB	
	Model	2007 AADT	2008 AADT	Model	AADT	Forecast	2035 Model	2040 Forecast
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	28,962	31,000	-	30,321	26,200	27,100	40,523	37,300
S. 17th St - Shipyard Blvd to Independence Blvd	23,039	17,000	-	25,454	14,700	14,600	33,107	22,300
S. 17th St - Independence Blvd to George Anderson Dr	25,513	20,000	-	28,083	17,900	17,800	34,481	24,400
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	7,541	-	-	8,652	-	-	13,481	-
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	-	-	-	-	-	-
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	-	-	-	-	-	-
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	-	-	-	-	-	-
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	-	-	-	-	-	-
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	-	-	-	-	-	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	-	-	-	-	-	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	-	-	-	-	-	-	-
Medical Center Dr - US 421 to Silver Stream Ln	2,909	-	-	3,706	-	-	6,512	-
US 421 - Sern Blvd to Medical Center Dr	26,329	-	-	27,421	-	-	36,449	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	660	-	-	1,273	-	-	7,142	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	-	-	-	-	-	-
CFC - I-140/US 17 to US 17 Business	-	-	-	-	-	-	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	-	-	-	-	-	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	-	-	-	-	-	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	-	-	-	-	-	-	-
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	-	-	-	-	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	-	-	-	-	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	-	-	-	-	-	-
I-140 / US 17 - US 17 (Ocean Highway) to CFC	-	-	-	-	-	-	71,053	57,100
I-140 / US 17 - Cape Fear Crossing to US 74/76	-	-	-	-	-	-	71,053	57,100
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	-	-	-	-	-	-	69,415	55,000
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	-	-	-	-	-	-	103,411	79,900
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	18,669	16,000	17,000	25,162	14,700	14,300	79,291	58,600
SR 1412 (Old Town Creek Rd) - W of US 17	2,480	-	-	2,162	-	-	4,918	-

Table 8. 2020 No-Build Traffic Volumes

Location	2013 BY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2020 IY NB	
	Forecast	2003-2012	1993-2012	2008-2020	2008-2020	Model	Forecast
US 17 - S of Zion Church Rd / Frontage Rd	29,200	2.9%	4.1%	5.4%	7.5%	61,432	48,500
US 17 - Zion Church Rd to NC 87	29,200	2.9%	3.3%	6.3%	8.2%	68,343	50,600
US 17 - NC 87 to I-140/US 17	28,200	0.9%	-	6.2%	8.1%	72,266	48,600
US 17 BUS - I-140/US 17 to Goodman Rd	30,300	-	-	1.3%	1.4%	41,060	33,300
US 17 BUS - Goodman Rd to Lanvale Rd	32,600	3.4%	4.1%	1.3%	1.3%	43,772	35,800
US 17 BUS - Lanvale Rd to Brunswick Forest	31,800	-	-	0.0%	1.4%	31,648	35,000
US 17 BUS - Brunswick Forest to CFC	36,500	-	-	4.5%	4.5%	54,730	49,600
US 17 BUS - CFC to Grandiflora Dr	36,500	-	-	4.5%	4.5%	54,730	49,600
US 17 BUS - Grandiflora Dr to Gregory Rd	35,400	-	-	2.1%	2.1%	49,195	40,900
US 17 BUS - Gregory Rd to Ploof Rd	45,000	-	-	2.6%	2.6%	49,567	54,000
US 17 BUS - Ploof Rd to Blackwell Rd	45,800	6.2%	6.2%	3.2%	3.2%	59,965	57,200
US 17 BUS - Blackwell Rd to US 74/76	44,500	-	-	3.6%	3.2%	60,664	55,600
Zion Church Rd - US 17 to Town Creek Rd	400	0.8%	-	26.8%	26.7%	6,911	2,100
Frontage Rd - E of US 17	800	-	-	5.7%	10.4%	4,155	1,600
NC 87 - W of US 17	3,800	3.2%	2.8%	10.6%	10.8%	6,064	7,800
SR 1414 (Goodman Rd) - W of US 17 Business	1,400	4.2%	5.5%	11.6%	11.5%	8,245	3,000
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	2,500	-	-	21.8%	13.1%	6,508	5,900
SR 1438 (Lanvale Rd) - W of US 17 Business	5,500	3.7%	-	3.4%	3.5%	8,865	7,000
SR 1438 (Lanvale Rd) - E of US 17 Business	1,100	-	-	28.0%	28.0%	11,000	6,200
Brunswick Forest Parkway - E of US 17 Business	8,900	-	-	33.0%	11.4%	24,525	19,000
Grandiflora Dr - W of US 17 Business	6,800	-	-	1.1%	1.0%	7,755	7,300
W Gate Dr - E of US 17 Business	7,500	-	-	27.5%	13.1%	13,132	17,800
Gregory Rd - W of US 17 Business	2,200	-	-	9.0%	8.9%	5,709	4,000
Gregory Rd - E of US 17 Business	14,000	-	-	-	3.6%	13,381	17,900
Olde Waterford Way - W of US 17 Business	13,900	-	-	0.4%	0.5%	6,458	14,400
SR 1566 (Ploof Rd) - E of US 17 Business	7,500	-	-	5.9%	5.1%	13,347	10,600
Blackwell Rd - US 17 BUS to Chappell Loop Rd	1,900	0.6%	2.2%	3.0%	3.4%	1,989	2,400
Blackwell Rd - Chappell Loop Rd to NC 133	4,600	-	-	5.2%	5.3%	10,790	6,600
SR 1551 (Main St) - E of NC 133 (River Rd)	800	-4.3%	-6.6%	36.5%	3.2%	8,448	1,000
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	28,100	-1.9%	-	3.6%	3.6%	29,553	36,000

Table 8 (Continued). 2020 No-Build Traffic Volumes

Location	2013 BY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2020 IY NB	
	Forecast	2003-2012	1993-2012	2008-2020	2008-2020	Model	Forecast
NC 133 - US 17 BUS/74/76 to Blackwell Rd	18,700	-	-	5.2%	5.2%	33,000	26,600
NC 133 - Blackwell Rd to Old River Rd	15,500	-	-	1.5%	6.1%	15,768	23,400
NC 133 - N of Cape Fear Crossing	16,000	-	-	7.9%	1.6%	16,805	17,900
NC 133 - S of Cape Fear Crossing	16,000	-	-	7.9%	1.6%	16,805	17,900
US 74/76 - Malmo Loop Rd to I-140/US 17	21,500	-	-	9.2%	9.2%	54,922	39,900
US 74/76 - I-140/US 17 to Popular St	21,500	-	-	7.8%	7.8%	46,893	36,400
US 74/76 - Lanvale Rd to US 17 Business	28,900	2.5%	3.0%	6.1%	6.2%	56,746	43,900
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	66,000	4.6%	4.6%	3.4%	3.5%	98,654	83,700
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	74,000	0.7%	-	2.8%	2.8%	126,552	89,700
Cape Fear Mem Bridge - US 74/421 to S. Front St	49,800	-0.6%	1.6%	4.5%	4.5%	100,371	67,600
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-	-	-	-	-	-
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	38,600	6.3%	5.2%	-3.3%	0.7%	28,524	40,500
US 421 - Isabel Holmes Bridge to I-140 / US 17	20,800	4.4%	3.7%	0.3%	0.3%	25,242	21,200
US 421 - N of I-140	10,300	-2.1%	0.6%	3.0%	2.9%	18,823	12,600
Isabel Holmes Bridge - US 421 to N. 3rd St	25,000	3.5%	3.7%	3.1%	3.1%	45,175	30,900
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	17,500	1.3%	1.1%	3.7%	3.7%	34,153	22,550
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	14,200	-	-	3.1%	3.2%	24,406	17,650
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	15,100	-1.2%	-1.0%	3.3%	3.4%	22,022	19,050
US 76 E (Dawson St) - S. 15th St to S. 16th St	17,200	-1.5%	-0.3%	2.5%	2.5%	22,985	20,450
US 76 E (Dawson St) - S. 16th St. to S. 17th St	15,600	-2.8%	-0.3%	1.8%	1.8%	20,355	17,700
US 76 E (Dawson St) - S. 17th St to Oleander Dr	18,700	-2.2%	5.8%	0.7%	2.7%	23,027	22,500
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	13,400	-3.4%	-0.4%	0.5%	3.6%	14,409	17,200
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	17,500	0.0%	0.4%	3.6%	3.6%	33,264	22,450
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	14,200	-1.4%	-0.8%	2.9%	2.9%	22,069	17,350
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	15,100	-1.3%	0.0%	3.1%	3.1%	18,619	18,750
US 76 W (Wooster St) - S. 15th St to S. 16th St	17,200	-1.2%	0.4%	2.8%	2.9%	19,394	20,950
US 76 W (Wooster St) - S. 16th St. to S. 17th St	20,300	-1.1%	0.0%	1.2%	-0.8%	21,213	19,200
US 76 W (Wooster St) - S. 17th St to Dawson St	18,700	-1.7%	-	0.2%	2.3%	20,362	21,900
S. Front St - US 17 BUS/76/421 to Castle St	9,200	-	-	5.2%	5.3%	16,345	13,200
S. Front St - US 17 BUS/76/421 to Meares St	21,800	2.1%	3.0%	3.6%	3.6%	18,656	28,000

Table 8 (Continued). 2020 No-Build Traffic Volumes

Location	2013 BY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2020 IY NB	
	Forecast	2003-2012	1993-2012	2008-2020	2008-2020	Model	Forecast
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	17,000	-	-	2.9%	2.9%	15,881	20,800
S. 3rd St - Castle St to W US 76 (Wooster St)	20,900	1.6%	0.0%	-3.2%	3.5%	10,917	26,600
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	19,800	0.5%	0.3%	-0.7%	-0.7%	18,311	18,800
US 421 - E US 76 (Dawson St) to Meares St	18,700	1.2%	-0.6%	1.7%	1.7%	24,800	21,000
US 421 - Meares St to Greenfield St	16,600	1.6%	3.2%	1.6%	1.6%	24,562	18,600
US 421 - Greenfield St to US 421 (Carolina Beach)	17,700	-1.6%	-0.3%	1.8%	1.8%	29,112	20,000
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	29,100	-1.0%	1.0%	1.9%	1.9%	34,222	33,200
S. 5th Ave - Castle St to W US 76 (Wooster St)	3,100	-	-	-3.1%	3.7%	6,904	4,000
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	2,600	-	-	-0.3%	-1.1%	10,828	2,400
S. 5th Ave - E US 76 (Dawson St) to Meares St	2,100	-	-	4.3%	4.2%	12,978	2,800
S. 16th St - Castle St to W US 76 (Wooster St)	13,000	-2.8%	-0.8%	2.9%	3.0%	16,349	15,950
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	16,100	-1.9%	-0.7%	1.0%	-0.4%	18,168	15,600
S. 16th St - E US 76 (Dawson St) to Greenfield St	17,700	-0.6%	0.7%	1.8%	1.8%	20,799	20,000
S. 17th St - Castle St to W US 76 (Wooster St)	13,000	-2.1%	-0.4%	1.5%	1.5%	12,082	14,450
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	14,600	-2.1%	0.0%	3.3%	2.2%	17,578	17,000
S. 17th St - E US 76 (Dawson St) to Greenfield St	17,700	-1.0%	1.7%	1.6%	1.6%	20,251	19,800
Greenfield St - US 421 (S. 3rd St) to S. Front St	900	-3.1%	-2.4%	9.6%	9.5%	3,775	1,700
Greenfield St - US 421 (S. 3rd St) to Simon St	5,000	-	-	3.1%	3.4%	7,265	6,300
SR 1140 (Burnett Blvd) - S. Front St to CFC	5,600	0.4%	0.2%	3.1%	4.5%	10,825	7,600
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	4,400	-0.9%	3.0%	1.9%	1.8%	11,111	5,000
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	24,200	-1.7%	0.2%	1.3%	1.9%	29,031	27,600
US 76 - Hawthorne Rd to Independence Blvd	25,000	-0.8%	-0.4%	1.6%	1.6%	31,667	27,900
US 76 - Independence Blvd to Floral Pkwy	25,000	-0.8%	0.0%	1.4%	1.5%	34,056	27,700
US 76 - 42nd St to US 117 (S. College Rd)	25,000	-1.2%	0.5%	0.5%	0.5%	27,134	25,900
US 76 - US 117 (S. College Rd) to Parkway Dr	23,900	-0.8%	0.2%	0.5%	0.5%	26,408	24,800
S. College Rd - Peachtree Ave to US 76	43,700	1.3%	1.3%	0.6%	0.6%	42,336	45,500
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	43,800	-1.1%	1.8%	0.4%	0.4%	42,937	45,000
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	45,900	-0.9%	2.0%	0.7%	0.6%	44,611	48,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	38,500	1.8%	3.0%	-0.6%	0.8%	27,724	40,700
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	5,200	-3.3%	-0.7%	-3.2%	0.8%	4,979	5,500

Table 8 (Continued). 2020 No-Build Traffic Volumes

Location	2013 BY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2020 IY NB	
	Forecast	2003-2012	1993-2012	2008-2020	2008-2020	Model	Forecast
Shipyard Blvd - Holly Tree Rd to S. College Rd	19,800	-1.0%	0.3%	1.0%	1.0%	21,657	21,200
Shipyard Blvd - Longstreet Dr to Independence Blvd	22,900	-2.7%	-0.5%	1.5%	1.5%	25,677	25,400
Shipyard Blvd - Independence Blvd to S. 17th St	24,000	-1.9%	1.3%	0.2%	1.5%	25,212	26,600
Shipyard Blvd - S. 17th St to US 421	15,600	-2.8%	-1.0%	-1.5%	0.9%	16,703	16,600
Shipyard Blvd - Rutledge Dr to US 421	11,400	-1.7%	0.0%	2.8%	2.8%	7,521	13,800
Shipyard Blvd - Worth Dr to Rutledge Dr	7,800	-	-	3.4%	3.5%	4,023	9,900
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	7,400	2.0%	0.5%	3.3%	3.3%	4,030	9,300
Shipyard Blvd - River Rd to Burnett Blvd	8,200	-	-	1.2%	3.3%	12,413	10,300
Shipyard Blvd - W of SR 1100 (River Rd)	2,300	-	-	-2.3%	3.4%	1,592	2,900
Worth Dr - S of US 117 (Shipyard Blvd)	800	-	-	-4.8%	3.2%	30	1,000
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	6,500	3.7%	4.3%	1.9%	3.4%	10,963	8,200
SR 1100 (River Rd) - N of Sunnyvale Dr	5,700	7.0%	4.4%	1.7%	1.7%	10,520	6,400
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	5,400	6.0%	6.1%	1.5%	1.5%	9,943	6,000
SR 1100 (River Rd) - S of Bryan Rd	5,400	0.0%	-	1.5%	1.5%	9,943	6,000
SR 1100 (River Rd) - N of Independence Blvd	3,900	-	-	1.6%	1.7%	9,955	4,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	5,800	10.3%	11.6%	2.1%	2.1%	16,091	6,700
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	600	-1.6%	1.5%	1.9%	4.2%	2,215	800
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	500	-	-	3.0%	2.6%	897	600
Sunnyvale Dr - Bryan Rd to US 421	1,100	0.0%	0.0%	1.8%	1.3%	1,592	1,200
US 421 - Wellington Ave to Shipyard Blvd	32,300	0.3%	1.4%	1.2%	1.2%	32,894	35,200
US 421 - Shipyard Blvd to Holbrooke Ave	25,700	0.0%	1.6%	0.1%	0.2%	31,143	26,000
US 421 - Sunnyvale Dr to Independence Blvd	23,900	-0.8%	1.0%	1.9%	1.9%	25,849	27,200
US 421 - SR 1209 (Independence Blvd) to Oak Ln	27,200	1.8%	2.4%	2.3%	2.3%	31,471	31,800
Independence Blvd - Park Ave to US 76	17,700	-2.1%	-	2.8%	2.7%	28,099	21,400
Independence Blvd - US 76 to Canterbury Rd	17,700	2.7%	2.8%	2.7%	2.7%	26,529	21,400
Independence Blvd - Canterbury Rd to Shipyard Blvd	16,600	2.1%	2.0%	1.6%	1.6%	28,701	18,500
Independence Blvd - Shipyard Blvd to S. 17th St	12,500	0.0%	-	4.1%	4.0%	26,546	16,500
Independence Blvd - S. 17th St to US 421	13,500	1.7%	-	3.9%	3.9%	22,898	17,600
Independence Blvd - W of US 421 (Carolina Beach Rd)	7,200	34.7%	23.8%	3.6%	3.6%	11,646	9,200
Independence Blvd - E of SR 1100 (River Rd)	3,900	-	-	3.4%	3.3%	7,418	4,900

Table 8 (Continued.). 2020 No-Build Traffic Volumes

Location	2013 BY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2020 IY NB	
	Forecast	2003-2012	1993-2012	2008-2020	2008-2020	Model	Forecast
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	27,100	-1.7%	0.6%	1.4%	1.5%	34,398	30,000
S. 17th St - Shipyard Blvd to Independence Blvd	14,600	0.7%	-	0.7%	0.8%	25,108	15,400
S. 17th St - Independence Blvd to George Anderson Dr	17,800	-1.6%	-	1.1%	1.2%	28,999	19,300
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	-	-	-	3.1%	-	10,825	-
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	-	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	-	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	-	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	-	n/a	n/a	-	-
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	-	-	n/a	n/a	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	-	-	n/a	n/a	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	-	-	n/a	n/a	-	-
Medical Center Dr - US 421 to Silver Stream Ln	-	-	-	4.5%	-	4,943	-
US 421 - Sern Blvd to Medical Center Dr	-	-	-	1.6%	-	31,980	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	-	-	-	9.6%	-	1,978	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	-	n/a	n/a	-	-
CFC - I-140/US 17 to US 17 Business	-	-	-	n/a	n/a	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	-	-	n/a	n/a	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	-	n/a	n/a	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	-	n/a	n/a	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	-	n/a	n/a	-	-
I-140 / US 17 - US 17 (Ocean Highway) to CFC	-	-	-	n/a	n/a	50,458	21,900
I-140 / US 17 - Cape Fear Crossing to US 74/76	-	-	-	n/a	n/a	50,458	21,900
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	-	-	-	n/a	n/a	51,956	22,600
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	-	-	-	n/a	n/a	83,030	36,100
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	14,300	-0.7%	-	12.0%	12.0%	72,895	31,700
SR 1412 (Old Town Creek Rd) - W of US 17	-	-	-	1.0%	-	2,799	-

Table 9. 2020 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
US 17 - S of Zion Church Rd / Frontage Rd	48,500	43,000	43,000	48,500	43,000	43,000	43,000	43,000	48,500	43,000	43,000	48,500	48,500
US 17 - Zion Church Rd to NC 87	50,600	44,200	44,200	50,600	44,200	44,200	44,200	44,200	50,600	44,200	44,200	50,600	50,600
US 17 - NC 87 to I-140/US 17	48,600	43,400	43,400	48,600	43,400	43,400	43,400	43,400	48,600	43,400	43,400	48,600	48,600
US 17 BUS - I-140/US 17 to Goodman Rd	33,300	33,100	33,100	41,300	38,800	37,200	33,100	33,100	41,300	38,800	37,600	41,300	41,300
US 17 BUS - Goodman Rd to Lanvale Rd	35,800	37,000	37,000	41,300	38,800	37,200	37,000	37,000	44,400	42,700	42,000	41,300	44,400
US 17 BUS - Lanvale Rd to Brunswick Forest	35,000	41,900	41,900	54,800	52,200	50,600	41,900	41,900	46,800	46,000	45,600	54,800	46,800
US 17 BUS - Brunswick Forest to CFC	49,600	49,400	49,400	49,600	52,200	50,600	47,100	47,100	54,800	52,200	50,600	49,600	54,800
US 17 BUS - CFC to Grandiflora Dr	49,600	47,100	47,100	54,800	47,100	47,100	47,100	47,100	54,800	47,100	47,100	54,800	54,800
US 17 BUS - Grandiflora Dr to Gregory Rd	40,900	36,100	36,100	41,000	36,100	36,100	36,100	36,100	41,000	36,100	36,100	41,000	41,000
US 17 BUS - Gregory Rd to Ploof Rd	54,000	39,100	39,100	46,600	39,100	39,100	39,100	39,100	46,600	39,100	39,100	46,600	46,600
US 17 BUS - Ploof Rd to Blackwell Rd	57,200	42,900	42,900	66,700	42,900	42,900	42,900	42,900	66,700	42,900	42,900	66,700	66,700
US 17 BUS - Blackwell Rd to US 74/76	55,600	42,400	42,400	66,700	42,400	42,400	42,400	42,400	66,700	42,400	42,400	66,700	66,700
Zion Church Rd - US 17 to Town Creek Rd	2,100	1,600	1,600	2,100	1,600	1,600	1,600	1,600	2,100	1,600	1,600	2,100	2,100
Frontage Rd - E of US 17	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
NC 87 - W of US 17	7,800	6,000	6,000	7,800	6,000	6,000	6,000	6,000	7,800	6,000	6,000	7,800	7,800
SR 1414 (Goodman Rd) - W of US 17 Business	3,000	3,200	3,200	3,000	3,200	3,200	3,200	3,200	2,800	3,200	3,100	3,000	2,800
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900	5,900
SR 1438 (Lanvale Rd) - W of US 17 Business	7,000	7,000	7,000	9,400	9,800	9,800	7,000	7,000	6,600	6,600	6,600	9,400	6,600
SR 1438 (Lanvale Rd) - E of US 17 Business	6,200	3,500	3,500	23,700	20,600	20,600	3,500	3,500	5,200	5,300	5,800	23,700	5,200
Brunswick Forest Parkway - E of US 17 Business	19,000	11,100	11,100	19,000	11,100	11,100	11,200	11,200	12,600	9,400	9,400	19,000	12,600
Grandiflora Dr - W of US 17 Business	7,300	9,000	9,000	7,900	9,000	9,000	9,000	9,000	7,900	9,000	9,000	7,900	7,900
W Gate Dr - E of US 17 Business	17,800	18,200	18,200	18,600	18,200	18,200	18,200	18,200	18,600	18,200	18,200	18,600	18,600
Gregory Rd - W of US 17 Business	4,000	5,800	5,800	7,500	5,800	5,800	5,800	5,800	7,500	5,800	5,800	7,500	7,500
Gregory Rd - E of US 17 Business	17,900	16,400	16,400	16,800	16,400	16,400	16,400	16,400	16,800	16,400	16,400	16,800	16,800
Olde Waterford Way - W of US 17 Business	14,400	16,800	16,800	14,400	16,800	16,800	16,800	16,800	14,400	16,800	16,800	14,400	14,400
SR 1566 (Ploof Rd) - E of US 17 Business	10,600	10,800	10,800	10,700	10,800	10,800	10,800	10,800	10,700	10,800	10,800	10,700	10,700
Blackwell Rd - US 17 BUS to Chappell Loop Rd	2,400	2,700	2,700	2,400	2,700	2,700	2,700	2,700	2,800	2,700	2,700	2,400	2,800
Blackwell Rd - Chappell Loop Rd to NC 133	6,600	5,500	5,500	6,200	5,500	5,500	5,500	5,500	6,200	5,500	5,500	6,200	6,200
SR 1551 (Main St) - E of NC 133 (River Rd)	1,000	900	900	1,100	900	900	900	900	1,100	900	900	1,100	1,100
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	36,000	39,700	39,700	39,800	39,700	39,700	39,700	39,700	39,800	39,700	39,700	39,800	39,800
NC 133 - US 17 BUS/74/76 to Blackwell Rd	26,600	18,200	18,200	26,800	18,200	18,200	18,200	18,200	26,800	18,200	18,200	26,800	26,800
NC 133 - Blackwell Rd to Old River Rd	23,400	14,200	14,200	24,700	14,200	14,200	14,200	14,200	24,700	14,200	14,200	24,700	24,700
NC 133 - N of Cape Fear Crossing	17,900	14,800	14,800	17,900	14,700	14,700	15,000	11,700	17,900	14,700	14,700	17,900	17,900
NC 133 - S of Cape Fear Crossing	17,900	27,200	27,300	17,900	27,300	25,100	26,800	24,600	17,900	27,300	25,100	17,900	17,900
US 74/76 - Malmo Loop Rd to I-140/US 17	39,900	41,800	41,800	41,300	40,600	40,600	41,800	41,800	41,300	40,600	40,600	41,300	41,300
US 74/76 - I-140/US 17 to Popular St	36,400	27,500	27,500	27,800	30,500	30,500	27,500	27,500	27,800	30,500	30,500	27,800	27,800
US 74/76 - Lanvale Rd to US 17 Business	43,900	29,500	26,900	27,000	26,900	29,500	26,900	29,500	27,000	26,900	29,500	27,000	27,000
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	83,700	61,700	56,700	84,700	56,700	61,700	56,700	61,700	84,700	56,700	61,700	84,700	84,700
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	89,700	68,600	63,200	100,900	63,200	68,600	63,200	68,600	100,900	63,200	68,600	100,900	100,900

Table 9 (Continued). 2020 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
Cape Fear Mem Bridge - US 74/421 to S. Front St	67,600	50,000	46,600	77,500	46,800	50,800	48,200	52,600	77,500	46,800	50,800	56,400	56,400
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-2,000	-	77,500	-	-2,300	-1,000	-3,500	77,500	-	-2,300	-	-
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	40,500	44,400	43,200	47,000	44,200	44,400	42,400	42,600	47,000	44,200	44,400	48,600	48,600
US 421 - Isabel Holmes Bridge to I-140 / US 17	21,200	22,800	22,800	20,300	21,100	21,000	20,600	19,800	20,300	21,100	21,000	25,800	25,800
US 421 - N of I-140	12,600	12,700	12,700	12,600	12,600	12,700	12,600	12,700	12,600	12,600	12,700	12,600	12,600
Isabel Holmes Bridge - US 421 to N. 3rd St	30,900	25,200	24,200	28,300	24,300	25,400	24,400	25,600	28,300	24,300	25,400	25,800	25,800
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	22,550	17,500	16,300	-	16,350	17,600	16,900	18,100	-	16,350	17,600	20,500	20,500
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	17,650	15,150	15,150	19,250	15,150	15,150	15,150	15,150	19,250	15,150	15,150	18,550	18,550
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	19,050	14,100	14,100	21,150	14,100	14,100	14,100	14,100	21,150	14,100	14,100	19,350	19,350
US 76 E (Dawson St) - S. 15th St to S. 16th St	20,450	16,200	16,200	20,400	16,200	16,200	16,200	16,200	20,400	16,200	16,200	20,400	20,400
US 76 E (Dawson St) - S. 16th St. to S. 17th St	17,700	15,900	15,900	19,300	15,900	15,900	15,900	15,900	19,300	15,900	15,900	19,300	19,300
US 76 E (Dawson St) - S. 17th St to Oleander Dr	22,500	22,550	22,550	24,550	22,550	22,550	22,550	22,550	24,550	22,550	22,550	24,550	24,550
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	17,200	18,400	18,400	19,600	18,400	18,400	18,400	18,400	19,600	18,400	18,400	19,600	19,600
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	22,450	16,700	15,900	-	15,850	16,900	16,300	17,600	-	15,850	16,900	18,900	18,900
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	17,350	14,850	14,850	25,750	14,850	14,850	14,850	14,850	25,750	14,850	14,850	17,650	17,650
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	18,750	13,100	13,100	21,250	13,100	13,100	13,100	13,100	21,250	13,100	13,100	18,450	18,450
US 76 W (Wooster St) - S. 15th St to S. 16th St	20,950	14,800	14,800	21,000	14,800	14,800	14,800	14,800	21,000	14,800	14,800	21,000	21,000
US 76 W (Wooster St) - S. 16th St. to S. 17th St	19,200	15,900	15,900	19,000	15,900	15,900	15,900	15,900	19,000	15,900	15,900	19,000	19,000
US 76 W (Wooster St) - S. 17th St to Dawson St	21,900	21,050	21,050	23,450	21,050	21,050	21,050	21,050	23,450	21,050	21,050	23,450	23,450
S. Front St - US 17 BUS/76/421 to Castle St	13,200	10,400	10,400	18,600	10,400	10,400	10,400	10,400	18,600	10,400	10,400	12,800	12,800
S. Front St - US 17 BUS/76/421 to Meares St	28,000	19,600	18,600	18,600	18,600	20,400	18,600	19,600	18,600	18,600	20,400	21,400	21,400
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	20,800	14,000	14,000	21,800	14,000	14,000	14,000	14,000	21,800	14,000	14,000	8,500	8,500
S. 3rd St - Castle St to W US 76 (Wooster St)	26,600	17,800	17,800	34,800	17,800	17,800	17,800	17,800	34,800	17,800	17,800	26,600	26,600
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	18,800	19,800	19,800	20,700	19,800	19,800	19,800	19,800	20,700	19,800	19,800	20,700	20,700
US 421 - E US 76 (Dawson St) to Meares St	21,000	16,400	16,400	27,500	16,400	16,400	16,400	16,400	27,500	16,400	16,400	10,200	10,200
US 421 - Meares St to Greenfield St	18,600	14,400	14,400	24,500	14,400	14,400	14,400	14,400	24,500	14,400	14,400	8,700	8,700
US 421 - Greenfield St to US 421 (Carolina Beach)	20,000	15,200	15,200	27,800	15,200	15,200	15,200	15,200	27,800	15,200	15,200	7,000	7,000
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	33,200	24,200	24,200	43,200	24,200	24,200	24,200	24,200	43,200	24,200	24,200	46,600	46,600
S. 5th Ave - Castle St to W US 76 (Wooster St)	4,000	8,400	8,400	10,200	8,400	8,400	8,400	8,400	10,200	8,400	8,400	5,800	5,800
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	2,400	2,500	2,500	3,500	2,500	2,500	2,500	2,500	3,500	2,500	2,500	3,500	3,500
S. 5th Ave - E US 76 (Dawson St) to Meares St	2,800	1,200	1,200	3,600	1,200	1,200	1,200	1,200	3,600	1,200	1,200	3,800	3,800
S. 16th St - Castle St to W US 76 (Wooster St)	15,950	13,500	13,500	16,150	13,500	13,500	13,500	13,500	16,150	13,500	13,500	16,150	16,150
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	15,600	15,100	15,100	15,600	15,100	15,100	15,100	15,100	15,600	15,100	15,100	15,600	15,600
S. 16th St - E US 76 (Dawson St) to Greenfield St	20,000	16,800	16,800	18,050	16,800	16,800	16,800	16,800	18,050	16,800	16,800	18,050	18,050
S. 17th St - Castle St to W US 76 (Wooster St)	14,450	12,900	12,900	13,650	12,900	12,900	12,900	12,900	13,650	12,900	12,900	13,650	13,650
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	17,000	11,900	11,900	15,400	11,900	11,900	11,900	11,900	15,400	11,900	11,900	15,400	15,400
S. 17th St - E US 76 (Dawson St) to Greenfield St	19,800	16,600	16,600	18,350	16,600	16,600	16,600	16,600	18,350	16,600	16,600	18,350	18,350
Greenfield St - US 421 (S. 3rd St) to S. Front St	1,700	1,500	1,500	1,400	1,500	1,500	1,500	1,500	1,400	1,500	1,500	4,400	4,400
Greenfield St - US 421 (S. 3rd St) to Simon St	6,300	6,300	6,300	9,500	6,300	6,300	6,300	6,300	9,500	6,300	6,300	8,900	8,900
SR 1140 (Burnett Blvd) - S. Front St to CFC	7,600	5,000	5,000	6,400	5,000	5,000	5,000	5,000	6,400	5,000	5,000	15,500	15,500

Table 9 (Continued). 2020 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	5,000	3,800	3,300	4,700	3,300	3,800	3,300	3,800	4,700	3,300	3,800	4,700	4,700
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	27,600	25,600	25,600	28,800	25,600	25,600	25,600	25,600	28,800	25,600	25,600	28,800	28,800
US 76 - Hawthorne Rd to Independence Blvd	27,900	23,700	23,700	27,900	23,700	23,700	23,700	23,700	27,900	23,700	23,700	27,900	27,900
US 76 - Independence Blvd to Floral Pkwy	27,700	25,700	25,700	27,700	25,700	25,700	25,700	25,700	27,700	25,700	25,700	27,700	27,700
US 76 - 42nd St to US 117 (S. College Rd)	25,900	26,800	26,800	25,900	26,800	26,800	26,800	26,800	25,900	26,800	26,800	25,900	25,900
US 76 - US 117 (S. College Rd) to Parkway Dr	24,800	26,600	26,600	24,800	26,600	26,600	26,600	26,600	24,800	26,600	26,600	24,800	24,800
S. College Rd - Peachtree Ave to US 76	45,500	46,400	46,400	45,500	46,400	46,400	46,400	46,400	45,500	46,400	46,400	45,500	45,500
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	45,000	45,400	45,400	45,000	45,400	45,400	45,400	45,400	45,000	45,400	45,400	45,000	45,000
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	48,000	49,400	49,400	48,000	49,400	49,400	49,400	49,400	48,000	49,400	49,400	48,000	48,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	40,700	41,700	41,700	40,700	41,700	41,700	41,700	41,700	40,700	41,700	41,700	40,700	40,700
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	5,500	7,300	7,300	5,500	7,300	7,300	7,300	7,300	5,500	7,300	7,300	5,500	5,500
Shipyard Blvd - Holly Tree Rd to S. College Rd	21,200	24,200	24,200	21,200	24,200	24,200	24,200	24,200	21,200	24,200	24,200	21,200	21,200
Shipyard Blvd - Longstreet Dr to Independence Blvd	25,400	29,200	29,500	25,400	29,500	29,200	29,500	29,200	25,400	29,500	29,200	25,400	25,400
Shipyard Blvd - Independence Blvd to S. 17th St	26,600	32,100	29,400	26,600	29,400	32,100	29,400	32,100	26,600	29,400	32,100	26,700	26,700
Shipyard Blvd - S. 17th St to US 421	16,600	34,600	22,100	21,200	22,100	34,600	22,100	34,600	21,200	22,100	34,600	22,500	22,500
Shipyard Blvd - Rutledge Dr to US 421	13,800	-	15,500	13,500	15,500	-	15,500	-	13,500	15,500	-	13,500	13,500
Shipyard Blvd - Worth Dr to Rutledge Dr	9,900	10,900	10,200	7,600	10,200	10,900	10,200	10,900	7,600	10,200	10,900	7,600	7,600
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	9,300	11,700	9,600	7,000	9,600	11,700	9,600	11,700	7,000	9,600	11,700	7,000	7,000
Shipyard Blvd - River Rd to Burnett Blvd	10,300	10,500	10,700	10,300	10,700	10,500	10,700	10,500	10,300	10,700	10,500	10,300	10,300
Shipyard Blvd - W of SR 1100 (River Rd)	2,900	2,900	3,000	2,900	3,000	2,900	3,000	2,900	2,900	3,000	2,900	2,900	2,900
Worth Dr - S of US 117 (Shipyard Blvd)	1,000	1,800	1,000	1,000	1,000	1,800	1,000	1,800	1,000	1,000	1,800	1,000	1,000
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	8,200	8,600	8,700	8,200	8,700	8,600	8,700	8,600	8,200	8,700	8,600	8,200	8,200
SR 1100 (River Rd) - N of Sunnyvale Dr	6,400	6,600	7,000	6,400	7,400	6,600	7,400	6,600	6,400	7,400	6,600	6,400	6,400
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	6,000	6,200	7,000	6,000	7,000	6,200	7,000	6,200	6,000	7,000	6,200	6,000	6,000
SR 1100 (River Rd) - S of Bryan Rd	6,000	6,200	7,600	6,000	7,600	6,200	7,600	6,200	6,000	7,600	6,200	6,000	6,000
SR 1100 (River Rd) - N of Independence Blvd	4,400	4,500	5,300	4,400	5,300	4,500	5,300	4,500	4,400	5,300	4,500	4,400	4,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	6,700	6,700	6,500	6,700	6,500	6,700	6,500	6,700	6,700	6,500	6,700	6,700	6,700
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	800	800	800	800	800	800	800	800	800	800	800	800	800
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	600	800	800	600	800	800	800	800	600	800	800	600	600
Sunnyvale Dr - Bryan Rd to US 421	1,200	1,400	1,400	1,200	1,400	1,400	1,400	1,400	1,200	1,400	1,400	1,200	1,200
US 421 - Wellington Ave to Shipyard Blvd	35,200	31,400	29,700	44,500	29,700	31,400	29,700	31,400	44,500	29,700	31,400	46,600	46,600
US 421 - Shipyard Blvd to Holbrooke Ave	26,000	26,900	26,300	27,000	26,300	26,900	26,300	26,900	27,000	26,300	26,900	27,000	27,000
US 421 - Sunnyvale Dr to Independence Blvd	27,200	32,300	28,100	27,200	28,000	32,300	28,100	32,300	27,200	28,000	32,300	27,200	27,200
US 421 - SR 1209 (Independence Blvd) to Oak Ln	31,800	32,100	39,500	31,800	39,500	32,100	39,500	32,100	31,800	39,500	32,100	31,800	31,800
Independence Blvd - Park Ave to US 76	21,400	18,900	18,900	21,400	18,900	18,900	18,900	18,900	21,400	18,900	18,900	21,400	21,400
Independence Blvd - US 76 to Canterbury Rd	21,400	19,300	19,300	21,400	19,300	19,300	19,300	19,300	21,400	19,300	19,300	21,400	21,400
Independence Blvd - Canterbury Rd to Shipyard Blvd	18,500	18,500	18,900	18,500	18,900	18,500	18,900	18,500	18,500	18,900	18,500	18,500	18,500
Independence Blvd - Shipyard Blvd to S. 17th St	16,500	16,000	20,600	16,500	20,600	16,000	20,600	16,000	16,500	20,600	16,000	16,500	16,500
Independence Blvd - S. 17th St to US 421	17,600	17,300	29,000	17,600	29,000	17,300	29,000	17,300	17,600	29,000	17,300	17,600	17,600
Independence Blvd - W of US 421 (Carolina Beach Rd)	9,200	8,900	5,400	9,200	-	8,900	-	8,900	9,200	-	8,900	9,200	9,200

Table 9 (Continued). 2020 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
Independence Blvd - E of SR 1100 (River Rd)	4,900	5,200	3,200	4,900	3,200	5,200	3,200	5,200	4,900	3,200	5,200	4,900	4,900
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	30,000	25,700	24,300	27,000	24,300	25,700	24,300	25,700	27,000	24,300	25,700	27,000	27,000
S. 17th St - Shipyard Blvd to Independence Blvd	15,400	16,400	15,200	15,400	15,200	16,400	15,200	16,400	15,400	15,200	16,400	15,400	15,400
S. 17th St - Independence Blvd to George Anderson Dr	19,300	19,700	18,600	19,300	18,600	19,700	18,600	19,700	19,300	18,600	19,700	19,300	19,300
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	-	-	-	-	-	-	-	-	-	-	-	5,800	5,800
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	-	9,000	-	-	-	-	9,000	-	-	9,000	9,000
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	-	6,300	-	-	-	-	6,300	-	-	6,300	6,300
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	-	10,800	-	-	-	-	10,800	-	-	10,800	10,800
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	-	17,900	-	-	-	-	17,900	-	-	17,900	17,900
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	-	13,100	-	-	-	-	13,100	-	-	13,100	13,100
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	-	5,600	-	-	-	-	5,600	-	-	5,600	5,600
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	-	4,000	-	-	-	-	4,000	-	-	4,000	4,000
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	-	6,800	-	-	-	-	6,800	-	-	6,800	6,800
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	35,100	35,100	-	35,100	35,100	35,100	35,100	-	35,100	35,100	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	800	-	-	-	800	-	800	-	-	800	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	10,900	-	-	-	10,900	-	10,900	-	-	10,900	-	-
Medical Center Dr - US 421 to Silver Stream Ln	-	7,100	-	-	-	7,100	-	7,100	-	-	7,100	-	-
US 421 - Sern Blvd to Medical Center Dr	-	24,200	-	-	-	24,200	-	24,200	-	-	24,200	-	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	-	-	-	-	-	-	-	-	-	-	-	-	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	-	-	-	-	22,800	18,000	-	-	-	-	-
CFC - I-140/US 17 to US 17 Business	-	9,000	9,000	-	-	-	9,000	9,000	-	-	-	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	22,700	27,100	-	26,500	21,700	-	-	-	26,500	21,700	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	31,500	-	-	-	30,500	-	28,300	-	-	30,500	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	30,500	-	-	-	29,500	-	27,300	-	-	29,500	-	-
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	37,800	-	37,300	-	35,800	-	-	37,300	-	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	36,600	-	36,100	-	34,600	-	-	36,100	-	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	-	-	-	-	-	-	-	-	-	26,300	26,300
I-140 / US 17 - US 17 (Ocean Highway) to CFC	21,900	13,100	13,100	12,100	12,400	12,000	21,900	21,900	12,100	12,400	12,000	12,100	12,100
I-140 / US 17 - Cape Fear Crossing to US 74/76	21,900	21,900	21,900	12,100	12,400	12,000	21,900	21,900	12,100	12,400	12,000	12,100	12,100
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	22,600	20,800	20,800	16,400	13,500	13,100	20,800	20,800	16,400	13,500	13,100	16,400	16,400
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	36,100	24,700	24,700	29,400	24,400	24,700	24,700	24,700	29,400	24,400	24,700	29,400	29,400
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	31,700	24,400	23,600	26,900	23,700	24,600	23,500	24,600	26,900	23,700	24,600	26,400	26,400
SR 1412 (Old Town Creek Rd) - W of US 17	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 9 (Continued). 2020 Build Traffic Volumes

Location	2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA B	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
US 17 - S of Zion Church Rd / Frontage Rd	61,432	55,603	-9.5%	-11.3%	48,500	43,000	61,432	54,312	-11.6%	-11.3%	48,500	43,000	61,432	61,806	0.6%	-	48,500	48,500
US 17 - Zion Church Rd to NC 87	68,343	61,488	-10.0%	-12.6%	50,600	44,200	68,343	59,651	-12.7%	-12.6%	50,600	44,200	68,343	69,091	1.1%	-	50,600	50,600
US 17 - NC 87 to I-140/US 17	72,266	66,300	-8.3%	-10.7%	48,600	43,400	72,266	64,568	-10.7%	-10.7%	48,600	43,400	72,266	73,609	1.9%	-	48,600	48,600
US 17 BUS - I-140/US 17 to Goodman Rd	41,060	49,608	4.4%	-0.6%	33,300	33,100	41,060	49,150	-0.5%	-0.6%	33,300	33,100	41,060	62,532	27.5%	24.0%	33,300	41,300
US 17 BUS - Goodman Rd to Lanvale Rd	43,772	53,899	7.8%	3.4%	35,800	37,000	43,772	53,465	3.2%	3.4%	35,800	37,000	43,772	68,370	33.0%	15.4%	35,800	41,300
US 17 BUS - Lanvale Rd to Brunswick Forest	31,648	47,931	24.4%	19.7%	35,000	41,900	31,648	47,178	19.7%	19.7%	35,000	41,900	31,648	78,933	101.5%	56.6%	35,000	54,800
US 17 BUS - Brunswick Forest to CFC	54,730	78,695	26.5%	-0.4%	49,600	49,400	54,730	61,378	-0.5%	-0.4%	49,600	49,400	54,730	78,933	28.1%	-	49,600	49,600
US 17 BUS - CFC to Grandiflora Dr	54,730	53,999	-1.3%	-5.0%	49,600	47,100	54,730	51,923	-5.1%	-5.0%	49,600	47,100	54,730	78,933	44.2%	10.5%	49,600	54,800
US 17 BUS - Grandiflora Dr to Gregory Rd	49,195	44,986	-8.6%	-11.7%	40,900	36,100	49,195	43,478	-11.6%	-11.7%	40,900	36,100	49,195	61,511	25.0%	0.2%	40,900	41,000
US 17 BUS - Gregory Rd to Ploof Rd	49,567	37,958	-23.4%	-27.6%	54,000	39,100	49,567	35,914	-27.5%	-27.6%	54,000	39,100	49,567	61,511	24.1%	-13.7%	54,000	46,600
US 17 BUS - Ploof Rd to Blackwell Rd	59,965	46,856	-21.9%	-25.0%	57,200	42,900	59,965	45,023	-24.9%	-25.0%	57,200	42,900	59,965	94,006	56.8%	16.6%	57,200	66,700
US 17 BUS - Blackwell Rd to US 74/76	60,664	48,044	-20.8%	-23.7%	55,600	42,400	60,664	46,295	-23.7%	-23.7%	55,600	42,400	60,664	94,006	55.0%	20.0%	55,600	66,700
Zion Church Rd - US 17 to Town Creek Rd	6,911	5,884	-14.9%	-23.8%	2,100	1,600	6,911	5,339	-22.7%	-23.8%	2,100	1,600	6,911	7,285	5.4%	-	2,100	2,100
Frontage Rd - E of US 17	4,155	4,155	-	-	1,600	1,600	4,155	4,155	-	-	1,600	1,600	4,155	4,155	-	-	1,600	1,600
NC 87 - W of US 17	6,064	4,739	-21.8%	-23.1%	7,800	6,000	6,064	4,594	-24.2%	-23.1%	7,800	6,000	6,064	6,519	7.5%	-	7,800	7,800
SR 1414 (Goodman Rd) - W of US 17 Business	8,245	8,860	7.5%	6.7%	3,000	3,200	8,245	8,859	7.5%	6.7%	3,000	3,200	8,245	7,458	-9.5%	-	3,000	3,000
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	6,508	6,508	-	-	5,900	5,900	6,508	6,508	-	-	5,900	5,900	6,508	6,508	-	-	5,900	5,900
SR 1438 (Lanvale Rd) - W of US 17 Business	8,865	7,935	-10.5%	-	7,000	7,000	8,865	8,772	-1.1%	-	7,000	7,000	8,865	8,346	-5.9%	34.3%	7,000	9,400
SR 1438 (Lanvale Rd) - E of US 17 Business	11,000	7,035	-36.0%	-43.5%	6,200	3,500	11,000	6,146	-44.1%	-43.5%	6,200	3,500	11,000	31,515	186.5%	282.3%	6,200	23,700
Brunswick Forest Parkway - E of US 17 Business	24,525	21,244	-13.4%	-41.6%	19,000	11,100	24,525	14,352	-41.5%	-41.6%	19,000	11,100	24,525	-	n/a	-	19,000	19,000
Grandiflora Dr - W of US 17 Business	7,755	9,512	22.7%	23.3%	7,300	9,000	7,755	9,528	22.9%	23.3%	7,300	9,000	7,755	8,444	8.9%	8.2%	7,300	7,900
W Gate Dr - E of US 17 Business	13,132	13,441	2.4%	2.2%	17,800	18,200	13,132	13,447	2.4%	2.2%	17,800	18,200	13,132	13,745	4.7%	4.5%	17,800	18,600
Gregory Rd - W of US 17 Business	5,709	8,539	49.6%	45.0%	4,000	5,800	5,709	8,346	46.2%	45.0%	4,000	5,800	5,709	10,641	86.4%	87.5%	4,000	7,500
Gregory Rd - E of US 17 Business	13,381	12,339	-7.8%	-8.4%	17,900	16,400	13,381	12,276	-8.3%	-8.4%	17,900	16,400	13,381	12,482	-6.7%	-6.1%	17,900	16,800
Olde Waterford Way - W of US 17 Business	6,458	7,053	9.2%	16.7%	14,400	16,800	6,458	7,551	16.9%	16.7%	14,400	16,800	6,458	6,457	0.0%	-	14,400	14,400
SR 1566 (Ploof Rd) - E of US 17 Business	13,347	12,983	-2.7%	1.9%	10,600	10,800	13,347	12,917	-3.2%	1.9%	10,600	10,800	13,347	12,697	-4.9%	0.9%	10,600	10,700
Blackwell Rd - US 17 BUS to Chappell Loop Rd	1,989	2,384	19.9%	12.5%	2,400	2,700	1,989	2,231	12.1%	12.5%	2,400	2,700	1,989	-	n/a	-	2,400	2,400
Blackwell Rd - Chappell Loop Rd to NC 133	10,790	8,898	-17.5%	-16.7%	6,600	5,500	10,790	8,936	-17.2%	-16.7%	6,600	5,500	10,790	10,140	-6.0%	-6.1%	6,600	6,200
SR 1551 (Main St) - E of NC 133 (River Rd)	8,448	5,141	-39.1%	-10.0%	1,000	900	8,448	1,256	-85.1%	-10.0%	1,000	900	8,448	9,240	9.4%	10.0%	1,000	1,100
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	29,553	31,363	6.1%	10.3%	36,000	39,700	29,553	32,525	10.1%	10.3%	36,000	39,700	29,553	32,600	10.3%	10.6%	36,000	39,800
NC 133 - US 17 BUS/74/76 to Blackwell Rd	33,000	26,595	-19.4%	-31.6%	26,600	18,200	33,000	22,596	-31.5%	-31.6%	26,600	18,200	33,000	33,253	0.8%	0.8%	26,600	26,800
NC 133 - Blackwell Rd to Old River Rd	15,768	13,565	-14.0%	-39.3%	23,400	14,200	15,768	13,327	-15.5%	-39.3%	23,400	14,200	15,768	16,633	5.5%	5.6%	23,400	24,700
NC 133 - N of Cape Fear Crossing	16,805	6,974	-58.5%	-17.3%	17,900	14,800	16,805	13,817	-17.8%	-17.3%	17,900	14,800	16,805	16,098	-4.2%	-	17,900	17,900
NC 133 - S of Cape Fear Crossing	16,805	23,739	41.3%	52.0%	17,900	27,200	16,805	25,589	52.3%	52.5%	17,900	27,300	16,805	16,098	-4.2%	-	17,900	17,900
US 74/76 - Malmo Loop Rd to I-140/US 17	54,922	57,282	4.3%	4.8%	39,900	41,800	54,922	57,496	4.7%	4.8%	39,900	41,800	54,922	56,901	3.6%	3.5%	39,900	41,300
US 74/76 - I-140/US 17 to Popular St	46,893	36,878	-21.4%	-24.5%	36,400	27,500	46,893	35,440	-24.4%	-24.5%	36,400	27,500	46,893	35,855	-23.5%	-23.6%	36,400	27,800
US 74/76 - Lanvale Rd to US 17 Business	56,746	38,168	-32.7%	-32.8%	43,900	29,500	56,746	34,684	-38.9%	-38.7%	43,900	26,900	56,746	34,870	-38.6%	-38.5%	43,900	27,000
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	98,654	72,758	-26.2%	-26.3%	83,700	61,700	98,654	66,863	-32.2%	-32.3%	83,700	56,700	98,654	119,383	21.0%	1.2%	83,700	84,700
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	126,552	96,832	-23.5%	-23.5%	89,700	68,600	126,552	89,194	-29.5%	-29.5%	89,700	63,200	126,552	142,246	12.4%	12.5%	89,700	100,900

Table 9 (Continued). 2020 Build Traffic Volumes

Location	2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA F	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
Cape Fear Mem Bridge - US 74/421 to S. Front St	100,371	74,237	-26.0%	-26.0%	67,600	50,000	100,371	69,024	-31.2%	-31.1%	67,600	46,600	100,371	115,024	14.6%	14.6%	67,600	77,500
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-	n/a	n/a	-	-2,000	-	-	n/a	n/a	-	-	-	115,024	n/a	n/a	-	77,500
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	28,524	31,287	9.7%	9.6%	40,500	44,400	28,524	30,449	6.7%	6.7%	40,500	43,200	28,524	33,117	16.1%	16.0%	40,500	47,000
US 421 - Isabel Holmes Bridge to I-140 / US 17	25,242	22,638	-10.3%	7.5%	21,200	22,800	25,242	23,967	-5.1%	7.5%	21,200	22,800	25,242	24,227	-4.0%	-4.2%	21,200	20,300
US 421 - N of I-140	18,823	18,823	-	0.8%	12,600	12,700	18,823	18,823	-	0.8%	12,600	12,700	18,823	18,823	-	-	12,600	12,600
Isabel Holmes Bridge - US 421 to N. 3rd St	45,175	36,947	-18.2%	-18.4%	30,900	25,200	45,175	35,406	-21.6%	-21.7%	30,900	24,200	45,175	41,422	-8.3%	-8.4%	30,900	28,300
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	34,153	26,439	-22.6%	-22.4%	22,550	17,500	34,153	24,733	-27.6%	-27.7%	22,550	16,300	34,153	-	n/a	-100.0%	22,550	-
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	24,406	21,871	-10.4%	-14.2%	17,650	15,150	24,406	20,924	-14.3%	-14.2%	17,650	15,150	24,406	35,216	44.3%	9.1%	17,650	19,250
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	22,022	17,356	-21.2%	-26.0%	19,050	14,100	22,022	16,281	-26.1%	-26.0%	19,050	14,100	22,022	24,392	10.8%	11.0%	19,050	21,150
US 76 E (Dawson St) - S. 15th St to S. 16th St	22,985	19,032	-17.2%	-20.8%	20,450	16,200	22,985	18,204	-20.8%	-20.8%	20,450	16,200	22,985	22,883	-0.4%	-0.2%	20,450	20,400
US 76 E (Dawson St) - S. 16th St. to S. 17th St	20,355	18,990	-6.7%	-10.2%	17,700	15,900	20,355	18,322	-10.0%	-10.2%	17,700	15,900	20,355	22,138	8.8%	9.0%	17,700	19,300
US 76 E (Dawson St) - S. 17th St to Oleander Dr	23,027	24,036	4.4%	0.2%	22,500	22,550	23,027	23,013	-0.1%	0.2%	22,500	22,550	23,027	25,062	8.8%	9.1%	22,500	24,550
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	14,409	16,269	12.9%	7.0%	17,200	18,400	14,409	15,658	8.7%	7.0%	17,200	18,400	14,409	16,693	15.8%	14.0%	17,200	19,600
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	33,264	24,708	-25.7%	-25.6%	22,450	16,700	33,264	23,504	-29.3%	-29.2%	22,450	15,900	33,264	-	n/a	-100.0%	22,450	-
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	22,069	19,409	-12.1%	-14.4%	17,350	14,850	22,069	18,808	-14.8%	-14.4%	17,350	14,850	22,069	40,659	84.2%	48.4%	17,350	25,750
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	18,619	14,286	-23.3%	-30.1%	18,750	13,100	18,619	13,012	-30.1%	-30.1%	18,750	13,100	18,619	21,099	13.3%	13.3%	18,750	21,250
US 76 W (Wooster St) - S. 15th St to S. 16th St	19,394	15,206	-21.6%	-29.4%	20,950	14,800	19,394	13,731	-29.2%	-29.4%	20,950	14,800	19,394	19,437	0.2%	0.2%	20,950	21,000
US 76 W (Wooster St) - S. 16th St. to S. 17th St	21,213	18,532	-12.6%	-17.2%	19,200	15,900	21,213	17,560	-17.2%	-17.2%	19,200	15,900	21,213	21,037	-0.8%	-1.0%	19,200	19,000
US 76 W (Wooster St) - S. 17th St to Dawson St	20,362	20,584	1.1%	-3.9%	21,900	21,050	20,362	19,568	-3.9%	-3.9%	21,900	21,050	20,362	21,754	6.8%	7.1%	21,900	23,450
S. Front St - US 17 BUS/76/421 to Castle St	16,345	13,241	-19.0%	-21.2%	13,200	10,400	16,345	12,924	-20.9%	-21.2%	13,200	10,400	16,345	12,379	-24.3%	40.9%	13,200	18,600
S. Front St - US 17 BUS/76/421 to Meares St	18,656	13,151	-29.5%	-30.0%	28,000	19,600	18,656	12,360	-33.7%	-33.6%	28,000	18,600	18,656	12,379	-33.6%	-33.6%	28,000	18,600
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	15,881	10,078	-36.5%	-32.7%	20,800	14,000	15,881	9,735	-38.7%	-32.7%	20,800	14,000	15,881	13,021	-18.0%	4.8%	20,800	21,800
S. 3rd St - Castle St to W US 76 (Wooster St)	10,917	17,864	63.6%	-33.1%	26,600	17,800	10,917	17,617	61.4%	-33.1%	26,600	17,800	10,917	16,670	52.7%	30.8%	26,600	34,800
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	18,311	19,142	4.5%	5.3%	18,800	19,800	18,311	19,302	5.4%	5.3%	18,800	19,800	18,311	20,131	9.9%	10.1%	18,800	20,700
US 421 - E US 76 (Dawson St) to Meares St	24,800	19,236	-22.4%	-21.9%	21,000	16,400	24,800	19,341	-22.0%	-21.9%	21,000	16,400	24,800	32,344	30.4%	31.0%	21,000	27,500
US 421 - Meares St to Greenfield St	24,562	18,900	-23.1%	-22.6%	18,600	14,400	24,562	19,038	-22.5%	-22.6%	18,600	14,400	24,562	32,304	31.5%	31.7%	18,600	24,500
US 421 - Greenfield St to US 421 (Carolina Beach)	29,112	21,635	-25.7%	-24.0%	20,000	15,200	29,112	22,129	-24.0%	-24.0%	20,000	15,200	29,112	40,500	39.1%	39.0%	20,000	27,800
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	34,222	24,401	-28.7%	-27.1%	33,200	24,200	34,222	24,922	-27.2%	-27.1%	33,200	24,200	34,222	44,537	30.1%	30.1%	33,200	43,200
S. 5th Ave - Castle St to W US 76 (Wooster St)	6,904	14,776	114.0%	110.0%	4,000	8,400	6,904	14,538	110.6%	110.0%	4,000	8,400	6,904	17,397	152.0%	155.0%	4,000	10,200
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	10,828	11,724	8.3%	4.2%	2,400	2,500	10,828	11,126	2.8%	4.2%	2,400	2,500	10,828	15,717	45.2%	45.8%	2,400	3,500
S. 5th Ave - E US 76 (Dawson St) to Meares St	12,978	5,788	-55.4%	-57.1%	2,800	1,200	12,978	5,743	-55.7%	-57.1%	2,800	1,200	12,978	17,463	34.6%	28.6%	2,800	3,600
S. 16th St - Castle St to W US 76 (Wooster St)	16,349	14,522	-11.2%	-15.4%	15,950	13,500	16,349	13,760	-15.8%	-15.4%	15,950	13,500	16,349	16,519	1.0%	1.3%	15,950	16,150
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	18,168	17,849	-1.8%	-3.2%	15,600	15,100	18,168	17,589	-3.2%	-3.2%	15,600	15,100	18,168	18,119	-0.3%	-	15,600	15,600
S. 16th St - E US 76 (Dawson St) to Greenfield St	20,799	17,890	-14.0%	-16.0%	20,000	16,800	20,799	17,471	-16.0%	-16.0%	20,000	16,800	20,799	18,864	-9.3%	-9.8%	20,000	18,050
S. 17th St - Castle St to W US 76 (Wooster St)	12,082	10,602	-12.2%	-10.7%	14,450	12,900	12,082	10,679	-11.6%	-10.7%	14,450	12,900	12,082	11,407	-5.6%	-5.5%	14,450	13,650
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	17,578	12,163	-30.8%	-30.0%	17,000	11,900	17,578	12,266	-30.2%	-30.0%	17,000	11,900	17,578	15,874	-9.7%	-9.4%	17,000	15,400
S. 17th St - E US 76 (Dawson St) to Greenfield St	20,251	17,209	-15.0%	-16.2%	19,800	16,600	20,251	16,957	-16.3%	-16.2%	19,800	16,600	20,251	18,798	-7.2%	-7.3%	19,800	18,350
Greenfield St - US 421 (S. 3rd St) to S. Front St	3,775	3,679	-2.5%	-11.8%	1,700	1,500	3,775	3,119	-17.4%	-11.8%	1,700	1,500	3,775	2,817	-25.4%	-17.6%	1,700	1,400
Greenfield St - US 421 (S. 3rd St) to Simon St	7,265	7,869	8.3%	-	6,300	6,300	7,265	7,263	0.0%	-	6,300	6,300	7,265	10,924	50.4%	50.8%	6,300	9,500
SR 1140 (Burnett Blvd) - S. Front St to CFC	10,825	7,338	-32.2%	-34.2%	7,600	5,000	10,825	7,007	-35.3%	-34.2%	7,600	5,000	10,825	9,045	-16.4%	-15.8%	7,600	6,400

Table 9 (Continued). 2020 Build Traffic Volumes

Location	2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA F	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	11,111	8,274	-25.5%	-24.0%	5,000	3,800	11,111	7,396	-33.4%	-34.0%	5,000	3,300	11,111	10,304	-7.3%	-6.0%	5,000	4,700
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	29,031	28,384	-2.2%	-7.2%	27,600	25,600	29,031	26,972	-7.1%	-7.2%	27,600	25,600	29,031	30,184	4.0%	4.3%	27,600	28,800
US 76 - Hawthorne Rd to Independence Blvd	31,667	27,817	-12.2%	-15.1%	27,900	23,700	31,667	26,902	-15.0%	-15.1%	27,900	23,700	31,667	31,501	-0.5%	-	27,900	27,900
US 76 - Independence Blvd to Floral Pkwy	34,056	32,321	-5.1%	-7.2%	27,700	25,700	34,056	31,625	-7.1%	-7.2%	27,700	25,700	34,056	34,678	1.8%	-	27,700	27,700
US 76 - 42nd St to US 117 (S. College Rd)	27,134	28,435	4.8%	3.5%	25,900	26,800	27,134	28,085	3.5%	3.5%	25,900	26,800	27,134	28,427	4.8%	-	25,900	25,900
US 76 - US 117 (S. College Rd) to Parkway Dr	26,408	27,139	2.8%	7.3%	24,800	26,600	26,408	28,273	7.1%	7.3%	24,800	26,600	26,408	26,966	2.1%	-	24,800	24,800
S. College Rd - Peachtree Ave to US 76	42,336	42,390	0.1%	2.0%	45,500	46,400	42,336	43,196	2.0%	2.0%	45,500	46,400	42,336	42,255	-0.2%	-	45,500	45,500
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	42,937	42,189	-1.7%	0.9%	45,000	45,400	42,937	43,239	0.7%	0.9%	45,000	45,400	42,937	42,660	-0.6%	-	45,000	45,000
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	44,611	44,495	-0.3%	2.9%	48,000	49,400	44,611	45,942	3.0%	2.9%	48,000	49,400	44,611	44,155	-1.0%	-	48,000	48,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	27,724	28,154	1.6%	2.5%	40,700	41,700	27,724	28,400	2.4%	2.5%	40,700	41,700	27,724	27,834	0.4%	-	40,700	40,700
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	4,979	6,421	29.0%	32.7%	5,500	7,300	4,979	6,620	33.0%	32.7%	5,500	7,300	4,979	5,232	5.1%	-	5,500	5,500
Shipyard Blvd - Holly Tree Rd to S. College Rd	21,657	23,249	7.4%	14.2%	21,200	24,200	21,657	24,764	14.3%	14.2%	21,200	24,200	21,657	21,100	-2.6%	-	21,200	21,200
Shipyard Blvd - Longstreet Dr to Independence Blvd	25,677	29,535	15.0%	15.0%	25,400	29,200	25,677	29,815	16.1%	16.1%	25,400	29,500	25,677	25,946	1.0%	-	25,400	25,400
Shipyard Blvd - Independence Blvd to S. 17th St	25,212	30,413	20.6%	20.7%	26,600	32,100	25,212	27,882	10.6%	10.5%	26,600	29,400	25,212	25,543	1.3%	-	26,600	26,600
Shipyard Blvd - S. 17th St to US 421	16,703	34,820	108.5%	108.4%	16,600	34,600	16,703	22,263	33.3%	33.1%	16,600	22,100	16,703	21,344	27.8%	27.7%	16,600	21,200
Shipyard Blvd - Rutledge Dr to US 421	7,521	-	n/a	-100.0%	13,800	-	7,521	8,460	12.5%	12.3%	13,800	15,500	7,521	7,347	-2.3%	-2.2%	13,800	13,500
Shipyard Blvd - Worth Dr to Rutledge Dr	4,023	4,426	10.0%	10.1%	9,900	10,900	4,023	6,492	61.4%	3.0%	9,900	10,200	4,023	2,973	-26.1%	-23.2%	9,900	7,600
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	4,030	5,109	26.8%	25.8%	9,300	11,700	4,030	6,497	61.2%	3.2%	9,300	9,600	4,030	3,030	-24.8%	-24.7%	9,300	7,000
Shipyard Blvd - River Rd to Burnett Blvd	12,413	12,607	1.6%	1.9%	10,300	10,500	12,413	12,872	3.7%	3.9%	10,300	10,700	12,413	12,192	-1.8%	-	10,300	10,300
Shipyard Blvd - W of SR 1100 (River Rd)	1,592	1,592	-	-	2,900	2,900	1,592	1,592	-	3.4%	2,900	3,000	1,592	1,592	-	-	2,900	2,900
Worth Dr - S of US 117 (Shipyard Blvd)	30	1,209	3924.3%	80.0%	1,000	1,800	30	6	-81.3%	-	1,000	1,000	30	92	207.1%	-	1,000	1,000
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	10,963	11,159	1.8%	4.9%	8,200	8,600	10,963	11,672	6.5%	6.1%	8,200	8,700	10,963	10,742	-2.0%	-	8,200	8,200
SR 1100 (River Rd) - N of Sunnyvale Dr	10,520	10,838	3.0%	3.1%	6,400	6,600	10,520	11,546	9.8%	9.4%	6,400	7,000	10,520	10,301	-2.1%	-	6,400	6,400
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	9,943	10,247	3.1%	3.3%	6,000	6,200	9,943	-	n/a	16.7%	6,000	7,000	9,943	9,679	-2.7%	-	6,000	6,000
SR 1100 (River Rd) - S of Bryan Rd	9,943	10,247	3.1%	3.3%	6,000	6,200	9,943	12,598	26.7%	26.7%	6,000	7,600	9,943	9,679	-2.7%	-	6,000	6,000
SR 1100 (River Rd) - N of Independence Blvd	9,955	10,265	3.1%	2.3%	4,400	4,500	9,955	11,899	19.5%	20.5%	4,400	5,300	9,955	9,691	-2.6%	-	4,400	4,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	16,091	15,979	-0.7%	-	6,700	6,700	16,091	15,684	-2.5%	-3.0%	6,700	6,500	16,091	16,076	-0.1%	-	6,700	6,700
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	2,215	2,215	-	-	800	800	2,215	2,215	-	-	800	800	2,215	2,215	-	-	800	800
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	897	976	8.8%	33.3%	600	800	897	1,213	35.2%	33.3%	600	800	897	933	3.9%	-	600	600
Sunnyvale Dr - Bryan Rd to US 421	1,592	1,538	-3.4%	16.7%	1,200	1,400	1,592	2,682	68.4%	16.7%	1,200	1,400	1,592	1,571	-1.3%	-	1,200	1,200
US 421 - Wellington Ave to Shipyard Blvd	32,894	29,306	-10.9%	-10.8%	35,200	31,400	32,894	27,722	-15.7%	-15.6%	35,200	29,700	32,894	41,547	26.3%	26.4%	35,200	44,500
US 421 - Shipyard Blvd to Holbrooke Ave	31,143	32,276	3.6%	3.5%	26,000	26,900	31,143	31,518	1.2%	1.2%	26,000	26,300	31,143	32,385	4.0%	3.8%	26,000	27,000
US 421 - Sunnyvale Dr to Independence Blvd	25,849	30,742	18.9%	18.8%	27,200	32,300	25,849	26,579	2.8%	3.3%	27,200	28,100	25,849	28,036	8.5%	-	27,200	27,200
US 421 - SR 1209 (Independence Blvd) to Oak Ln	31,471	31,759	0.9%	0.9%	31,800	32,100	31,471	39,097	24.2%	24.2%	31,800	39,500	31,471	31,717	0.8%	-	31,800	31,800
Independence Blvd - Park Ave to US 76	28,099	23,801	-15.3%	-11.7%	21,400	18,900	28,099	24,833	-11.6%	-11.7%	21,400	18,900	28,099	27,022	-3.8%	-	21,400	21,400
Independence Blvd - US 76 to Canterbury Rd	26,529	22,716	-14.4%	-9.8%	21,400	19,300	26,529	23,878	-10.0%	-9.8%	21,400	19,300	26,529	24,705	-6.9%	-	21,400	21,400
Independence Blvd - Canterbury Rd to Shipyard Blvd	28,701	28,742	0.1%	-	18,500	18,500	28,701	29,275	2.0%	2.2%	18,500	18,900	28,701	27,298	-4.9%	-	18,500	18,500
Independence Blvd - Shipyard Blvd to S. 17th St	26,546	25,714	-3.1%	-3.0%	16,500	16,000	26,546	33,211	25.1%	24.8%	16,500	20,600	26,546	26,290	-1.0%	-	16,500	16,500
Independence Blvd - S. 17th St to US 421	22,898	22,529	-1.6%	-1.7%	17,600	17,300	22,898	37,670	64.5%	64.8%	17,600	29,000	22,898	21,894	-4.4%	-	17,600	17,600
Independence Blvd - W of US 421 (Carolina Beach Rd)	11,646	11,454	-1.7%	-3.3%	9,200	8,900	11,646	6,820	-41.4%	-41.3%	9,200	5,400	11,646	11,900	2.2%	-	9,200	9,200

Table 9 (Continued). 2020 Build Traffic Volumes

Location	2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast		2020 Model		Model Diversion Percentage	Selected Diversion Percentage	2020 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA F	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
Independence Blvd - E of SR 1100 (River Rd)	7,418	7,898	6.5%	6.1%	4,900	5,200	7,418	4,877	-34.3%	-34.7%	4,900	3,200	7,418	7,715	4.0%	-	4,900	4,900
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	34,398	29,426	-14.5%	-14.3%	30,000	25,700	34,398	27,891	-18.9%	-19.0%	30,000	24,300	34,398	30,861	-10.3%	-10.0%	30,000	27,000
S. 17th St - Shipyard Blvd to Independence Blvd	25,108	26,764	6.6%	6.5%	15,400	16,400	25,108	24,791	-1.3%	-1.3%	15,400	15,200	25,108	25,128	0.1%	-	15,400	15,400
S. 17th St - Independence Blvd to George Anderson Dr	28,999	29,548	1.9%	2.1%	19,300	19,700	28,999	27,922	-3.7%	-3.6%	19,300	18,600	28,999	29,037	0.1%	-	19,300	19,300
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	10,825	7,338	-32.2%	n/a	-	-	10,825	7,007	-35.3%	n/a	-	-	10,825	9,045	-16.4%	n/a	-	-
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	9,909	n/a	n/a	-	9,000
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	7,530	n/a	n/a	-	6,300
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	9,889	n/a	n/a	-	10,800
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	18,722	n/a	n/a	-	17,900
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	13,773	n/a	n/a	-	13,100
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	5,135	n/a	n/a	-	5,600
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	4,811	n/a	n/a	-	4,000
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	7,513	n/a	n/a	-	6,800
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	-	n/a	n/a	-	35,100	-	30,083	n/a	n/a	-	35,100	-	-	n/a	n/a	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	184	n/a	n/a	-	800	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	4,932	n/a	n/a	-	10,900	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
Medical Center Dr - US 421 to Silver Stream Ln	4,943	7,231	46.3%	n/a	-	7,100	4,943	6,322	27.9%	n/a	-	-	4,943	4,395	-11.1%	n/a	-	-
US 421 - Sern Blvd to Medical Center Dr	31,980	23,270	-27.2%	n/a	-	24,200	31,980	22,893	-28.4%	n/a	-	-	31,980	41,718	30.5%	n/a	-	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	1,978	-	n/a	n/a	-	-	1,978	1,128	-43.0%	n/a	-	-	1,978	695	-64.9%	n/a	-	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
CFC - I-140/US 17 to US 17 Business	-	14,938	n/a	n/a	-	9,000	-	15,094	n/a	n/a	-	9,000	-	-	n/a	n/a	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	74,790	n/a	n/a	-	22,700	-	45,602	n/a	n/a	-	27,100	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	52,947	n/a	n/a	-	31,500	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	51,923	n/a	n/a	-	30,500	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	n/a	n/a	-	-	-	63,660	n/a	n/a	-	37,800	-	-	n/a	n/a	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	n/a	n/a	-	-	-	61,663	n/a	n/a	-	36,600	-	-	n/a	n/a	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
I-140 / US 17 - US 17 (Ocean Highway) to CFC	50,458	21,243	-57.9%	-40.2%	21,900	13,100	50,458	19,943	-60.5%	-40.2%	21,900	13,100	50,458	27,545	-45.4%	-44.7%	21,900	12,100
I-140 / US 17 - Cape Fear Crossing to US 74/76	50,458	35,735	-29.2%	-	21,900	21,900	50,458	34,553	-31.5%	-	21,900	21,900	50,458	27,545	-45.4%	-44.7%	21,900	12,100
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	51,956	34,509	-33.6%	-8.0%	22,600	20,800	51,956	33,045	-36.4%	-8.0%	22,600	20,800	51,956	37,795	-27.3%	-27.4%	22,600	16,400
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	83,030	59,802	-28.0%	-31.6%	36,100	24,700	83,030	56,729	-31.7%	-31.6%	36,100	24,700	83,030	67,350	-18.9%	-18.6%	36,100	29,400
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	72,895	56,144	-23.0%	-23.0%	31,700	24,400	72,895	54,225	-25.6%	-25.6%	31,700	23,600	72,895	61,882	-15.1%	-15.1%	31,700	26,900
SR 1412 (Old Town Creek Rd) - W of US 17	2,799	2,822	0.8%	n/a	-	-	2,799	2,823	0.8%	n/a	-	-	2,799	2,802	0.1%	n/a	-	-

Table 10. 2040 No-Build Traffic Volumes

Location	2020 IY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2040 FY NB	
	Forecast	2003-2012	1993-2012	2020-2035	2020-2035	2035 Model	2040 Forecast
US 17 - S of Zion Church Rd / Frontage Rd	48,500	2.9%	4.1%	1.7%	2.2%	79,397	75,300
US 17 - Zion Church Rd to NC 87	50,600	2.9%	3.3%	1.7%	2.2%	87,872	77,600
US 17 - NC 87 to I-140/US 17	48,600	0.9%	-	1.7%	2.2%	93,201	74,900
US 17 BUS - I-140/US 17 to Goodman Rd	33,300	-	-	2.6%	2.2%	60,451	51,000
US 17 BUS - Goodman Rd to Lanvale Rd	35,800	3.4%	4.1%	2.2%	2.2%	60,768	55,400
US 17 BUS - Lanvale Rd to Brunswick Forest	35,000	-	-	1.5%	1.5%	39,626	47,200
US 17 BUS - Brunswick Forest to CFC	49,600	-	-	1.1%	1.1%	64,754	62,100
US 17 BUS - CFC to Grandiflora Dr	49,600	-	-	1.1%	1.1%	64,754	62,100
US 17 BUS - Grandiflora Dr to Gregory Rd	40,900	-	-	1.4%	1.4%	60,802	54,200
US 17 BUS - Gregory Rd to Ploof Rd	54,000	-	-	0.8%	0.8%	55,617	63,000
US 17 BUS - Ploof Rd to Blackwell Rd	57,200	6.2%	6.2%	0.6%	0.6%	65,525	64,400
US 17 BUS - Blackwell Rd to US 74/76	55,600	-	-	0.5%	0.5%	65,643	62,000
Zion Church Rd - US 17 to Town Creek Rd	2,100	0.8%	-	1.4%	1.6%	8,561	2,900
Frontage Rd - E of US 17	1,600	-	-	4.8%	3.2%	8,361	3,000
NC 87 - W of US 17	7,800	3.2%	2.8%	3.6%	3.6%	10,237	15,700
SR 1414 (Goodman Rd) - W of US 17 Business	3,000	4.2%	5.5%	2.2%	2.2%	11,363	4,600
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	5,900	-	-	7.7%	4.2%	19,746	13,400
SR 1438 (Lanvale Rd) - W of US 17 Business	7,000	3.7%	-	2.3%	2.3%	12,497	11,100
SR 1438 (Lanvale Rd) - E of US 17 Business	6,200	-	-	4.2%	4.2%	20,354	14,100
Brunswick Forest Parkway - E of US 17 Business	19,000	-	-	0.2%	0.2%	25,249	19,900
Grandiflora Dr - W of US 17 Business	7,300	-	-	2.1%	2.1%	10,546	11,000
W Gate Dr - E of US 17 Business	17,800	-	-	0.3%	0.3%	13,722	18,900
Gregory Rd - W of US 17 Business	4,000	-	-	2.3%	2.4%	8,078	6,400
Gregory Rd - E of US 17 Business	17,900	-	-	-0.1%	1.1%	13,103	22,200
Olde Waterford Way - W of US 17 Business	14,400	-	-	0.7%	0.7%	7,190	16,600
SR 1566 (Ploof Rd) - E of US 17 Business	10,600	-	-	-0.2%	0.8%	12,982	12,400
Blackwell Rd - US 17 BUS to Chappell Loop Rd	2,400	0.6%	2.2%	1.7%	1.8%	2,557	3,400
Blackwell Rd - Chappell Loop Rd to NC 133	6,600	-	-	0.6%	0.6%	11,792	7,400
SR 1551 (Main St) - E of NC 133 (River Rd)	1,000	-4.3%	-6.6%	2.3%	2.4%	11,948	1,600
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	36,000	-1.9%	-	1.2%	1.2%	35,510	46,100

Table 10 (Continued). 2040 No-Build Traffic Volumes

Location	2020 IY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2040 FY NB	
	Forecast	2003-2012	1993-2012	2020-2035	2020-2035	2035 Model	2040 Forecast
NC 133 - US 17 BUS/74/76 to Blackwell Rd	26,600	-	-	2.6%	2.6%	48,622	44,600
NC 133 - Blackwell Rd to Old River Rd	23,400	-	-	4.1%	2.8%	28,783	41,000
NC 133 - N of Cape Fear Crossing	17,900	-	-	2.3%	2.3%	23,494	28,000
NC 133 - S of Cape Fear Crossing	17,900	-	-	2.3%	2.3%	23,494	28,000
US 74/76 - Malmo Loop Rd to I-140/US 17	39,900	-	-	1.9%	1.9%	72,585	58,000
US 74/76 - I-140/US 17 to Popular St	36,400	-	-	1.8%	1.8%	61,681	52,500
US 74/76 - Lanvale Rd to US 17 Business	43,900	2.5%	3.0%	2.0%	2.0%	76,486	65,500
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	83,700	4.6%	4.6%	1.5%	0.7%	123,270	97,100
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	89,700	0.7%	-	1.4%	1.0%	155,268	109,800
Cape Fear Mem Bridge - US 74/421 to S. Front St	67,600	-0.6%	1.6%	0.5%	0.8%	107,824	79,600
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-	-	n/a	n/a	-	-
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	40,500	6.3%	5.2%	3.8%	1.2%	50,114	51,200
US 421 - Isabel Holmes Bridge to I-140 / US 17	21,200	4.4%	3.7%	4.0%	4.0%	45,578	46,600
US 421 - N of I-140	12,600	-2.1%	0.6%	1.9%	3.5%	24,892	24,900
Isabel Holmes Bridge - US 421 to N. 3rd St	30,900	3.5%	3.7%	4.6%	3.8%	88,568	65,400
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	22,550	1.3%	1.1%	0.6%	0.6%	37,341	25,350
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	17,650	-	-	0.8%	0.8%	27,547	20,700
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	19,050	-1.2%	-1.0%	0.7%	0.7%	24,399	21,850
US 76 E (Dawson St) - S. 15th St to S. 16th St	20,450	-1.5%	-0.3%	0.6%	0.6%	25,320	23,200
US 76 E (Dawson St) - S. 16th St. to S. 17th St	17,700	-2.8%	-0.3%	0.0%	0.0%	20,367	17,700
US 76 E (Dawson St) - S. 17th St to Oleander Dr	22,500	-2.2%	5.8%	0.5%	0.5%	24,783	24,900
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	17,200	-3.4%	-0.4%	-0.5%	-0.2%	13,293	16,400
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	22,450	0.0%	0.4%	-0.1%	-0.1%	32,782	22,050
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	17,350	-1.4%	-0.8%	0.1%	0.1%	22,470	17,700
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	18,750	-1.3%	0.0%	0.5%	0.5%	20,114	20,750
US 76 W (Wooster St) - S. 15th St to S. 16th St	20,950	-1.2%	0.4%	0.6%	0.6%	21,255	23,600
US 76 W (Wooster St) - S. 16th St. to S. 17th St	19,200	-1.1%	0.0%	0.9%	0.9%	24,224	22,900
US 76 W (Wooster St) - S. 17th St to Dawson St	21,900	-1.7%	-	0.7%	0.7%	22,455	25,100
S. Front St - US 17 BUS/76/421 to Castle St	13,200	-	-	-0.8%	0.3%	14,491	14,000
S. Front St - US 17 BUS/76/421 to Meares St	28,000	2.1%	3.0%	2.4%	1.5%	26,521	37,800

Table 10 (Continued). 2040 No-Build Traffic Volumes

Location	2020 IY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2040 FY NB	
	Forecast	2003-2012	1993-2012	2020-2035	2020-2035	2035 Model	2040 Forecast
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	20,800	-	-	3.4%	2.1%	26,337	31,500
S. 3rd St - Castle St to W US 76 (Wooster St)	26,600	1.6%	0.0%	0.5%	0.6%	11,825	29,800
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	18,800	0.5%	0.3%	0.2%	0.2%	18,856	19,500
US 421 - E US 76 (Dawson St) to Meares St	21,000	1.2%	-0.6%	0.3%	0.3%	25,929	22,400
US 421 - Meares St to Greenfield St	18,600	1.6%	3.2%	0.3%	0.3%	25,658	19,700
US 421 - Greenfield St to US 421 (Carolina Beach)	20,000	-1.6%	-0.3%	-0.2%	0.3%	28,322	21,300
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	33,200	-1.0%	1.0%	1.3%	1.3%	41,277	42,600
S. 5th Ave - Castle St to W US 76 (Wooster St)	4,000	-	-	2.4%	2.5%	9,910	6,600
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	2,400	-	-	1.2%	1.1%	12,903	3,000
S. 5th Ave - E US 76 (Dawson St) to Meares St	2,800	-	-	1.3%	1.3%	15,674	3,600
S. 16th St - Castle St to W US 76 (Wooster St)	15,950	-2.8%	-0.8%	0.4%	0.4%	17,452	17,350
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	15,600	-1.9%	-0.7%	0.8%	0.8%	20,421	18,200
S. 16th St - E US 76 (Dawson St) to Greenfield St	20,000	-0.6%	0.7%	1.3%	1.3%	25,374	26,100
S. 17th St - Castle St to W US 76 (Wooster St)	14,450	-2.1%	-0.4%	0.5%	0.5%	12,944	15,850
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	17,000	-2.1%	0.0%	1.1%	1.1%	20,643	21,100
S. 17th St - E US 76 (Dawson St) to Greenfield St	19,800	-1.0%	1.7%	1.4%	1.4%	25,059	26,300
Greenfield St - US 421 (S. 3rd St) to S. Front St	1,700	-3.1%	-2.4%	2.4%	2.5%	5,423	2,800
Greenfield St - US 421 (S. 3rd St) to Simon St	6,300	-	-	1.1%	1.1%	8,521	7,800
SR 1140 (Burnett Blvd) - S. Front St to CFC	7,600	0.4%	0.2%	1.5%	1.5%	13,481	10,200
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	5,000	-0.9%	3.0%	1.4%	1.5%	13,755	6,700
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	27,600	-1.7%	0.2%	1.0%	1.0%	33,903	34,000
US 76 - Hawthorne Rd to Independence Blvd	27,900	-0.8%	-0.4%	0.7%	0.8%	35,410	32,400
US 76 - Independence Blvd to Floral Pkwy	27,700	-0.8%	0.0%	0.5%	0.5%	36,919	30,800
US 76 - 42nd St to US 117 (S. College Rd)	25,900	-1.2%	0.5%	-0.2%	0.6%	26,358	29,200
US 76 - US 117 (S. College Rd) to Parkway Dr	24,800	-0.8%	0.2%	0.7%	0.7%	29,351	28,600
S. College Rd - Peachtree Ave to US 76	45,500	1.3%	1.3%	-0.3%	0.6%	40,339	51,300
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	45,000	-1.1%	1.8%	0.5%	0.5%	46,265	49,700
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	48,000	-0.9%	2.0%	1.2%	0.5%	52,962	53,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	40,700	1.8%	3.0%	1.0%	0.5%	32,280	45,000
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	5,500	-3.3%	-0.7%	1.8%	1.9%	6,518	8,000

Table 10 (Continued). 2040 No-Build Traffic Volumes

Location	2020 IY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2040 FY NB	
	Forecast	2003-2012	1993-2012	2020-2035	2020-2035	2035 Model	2040 Forecast
Shipyard Blvd - Holly Tree Rd to S. College Rd	21,200	-1.0%	0.3%	1.5%	1.5%	26,996	28,400
Shipyard Blvd - Longstreet Dr to Independence Blvd	25,400	-2.7%	-0.5%	1.1%	1.1%	30,395	31,900
Shipyard Blvd - Independence Blvd to S. 17th St	26,600	-1.9%	1.3%	1.6%	1.6%	31,860	36,300
Shipyard Blvd - S. 17th St to US 421	16,600	-2.8%	-1.0%	2.3%	2.3%	23,575	26,300
Shipyard Blvd - Rutledge Dr to US 421	13,800	-1.7%	0.0%	2.0%	2.0%	10,176	20,700
Shipyard Blvd - Worth Dr to Rutledge Dr	9,900	-	-	5.6%	2.0%	9,088	14,800
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	9,300	2.0%	0.5%	6.1%	2.1%	9,778	14,100
Shipyard Blvd - River Rd to Burnett Blvd	10,300	-	-	2.6%	2.3%	18,255	16,200
Shipyard Blvd - W of SR 1100 (River Rd)	2,900	-	-	3.5%	2.3%	2,684	4,600
Worth Dr - S of US 117 (Shipyard Blvd)	1,000	-	-	33.3%	1.3%	2,232	1,300
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	8,200	3.7%	4.3%	2.5%	2.5%	15,846	13,400
SR 1100 (River Rd) - N of Sunnyvale Dr	6,400	7.0%	4.4%	2.1%	2.1%	14,360	9,700
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	6,000	6.0%	6.1%	1.9%	1.9%	13,206	8,800
SR 1100 (River Rd) - S of Bryan Rd	6,000	0.0%	-	1.9%	1.9%	13,206	8,800
SR 1100 (River Rd) - N of Independence Blvd	4,400	-	-	1.9%	1.9%	13,178	6,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	6,700	10.3%	11.6%	0.9%	0.9%	18,361	8,000
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	800	-1.6%	1.5%	3.0%	3.5%	3,474	1,600
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	600	-	-	4.6%	4.7%	1,760	1,500
Sunnyvale Dr - Bryan Rd to US 421	1,200	0.0%	0.0%	3.7%	3.7%	2,760	2,500
US 421 - Wellington Ave to Shipyard Blvd	35,200	0.3%	1.4%	1.1%	1.1%	38,836	43,900
US 421 - Shipyard Blvd to Holbrooke Ave	26,000	0.0%	1.6%	1.0%	1.0%	36,119	31,700
US 421 - Sunnyvale Dr to Independence Blvd	27,200	-0.8%	1.0%	1.2%	1.2%	30,946	34,600
US 421 - SR 1209 (Independence Blvd) to Oak Ln	31,800	1.8%	2.4%	1.7%	1.7%	40,642	44,700
Independence Blvd - Park Ave to US 76	21,400	-2.1%	-	0.5%	0.5%	30,116	23,600
Independence Blvd - US 76 to Canterbury Rd	21,400	2.7%	2.8%	0.8%	0.8%	29,826	25,000
Independence Blvd - Canterbury Rd to Shipyard Blvd	18,500	2.1%	2.0%	1.0%	1.0%	33,172	22,400
Independence Blvd - Shipyard Blvd to S. 17th St	16,500	0.0%	-	1.5%	1.4%	32,959	22,000
Independence Blvd - S. 17th St to US 421	17,600	1.7%	-	2.3%	2.3%	32,019	27,500
Independence Blvd - W of US 421 (Carolina Beach Rd)	9,200	34.7%	23.8%	0.5%	0.5%	12,540	10,200
Independence Blvd - E of SR 1100 (River Rd)	4,900	-	-	3.1%	1.7%	11,755	6,800

Table 10 (Continued). 2040 No-Build Traffic Volumes

Location	2020 IY NB	Historic Growth Rate		Model Growth Rate	Selected Growth Rate	2040 FY NB	
	Forecast	2003-2012	1993-2012	2020-2035	2020-2035	2035 Model	2040 Forecast
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	30,000	-1.7%	0.6%	1.1%	1.1%	40,523	37,300
S. 17th St - Shipyard Blvd to Independence Blvd	15,400	0.7%	-	1.9%	1.9%	33,107	22,300
S. 17th St - Independence Blvd to George Anderson Dr	19,300	-1.6%	-	1.2%	1.2%	34,481	24,400
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	-	-	-	1.5%	n/a	13,481	-
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	-	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	-	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	-	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	-	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	-	n/a	n/a	-	-
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	-	-	n/a	n/a	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	-	-	n/a	n/a	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	-	-	n/a	n/a	-	-
Medical Center Dr - US 421 to Silver Stream Ln	-	-	-	1.9%	n/a	6,512	-
US 421 - Sern Blvd to Medical Center Dr	-	-	-	0.9%	n/a	36,449	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	-	-	-	8.9%	n/a	7,142	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	-	n/a	n/a	-	-
CFC - I-140/US 17 to US 17 Business	-	-	-	n/a	n/a	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	-	-	n/a	n/a	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	-	n/a	n/a	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	-	n/a	n/a	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	-	n/a	n/a	-	-
I-140 / US 17 - US 17 (Ocean Highway) to CFC	21,900	-	-	2.3%	4.9%	71,053	57,100
I-140 / US 17 - Cape Fear Crossing to US 74/76	21,900	-	-	2.3%	4.9%	71,053	57,100
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	22,600	-	-	2.0%	4.5%	69,415	55,000
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	36,100	-	-	1.5%	4.1%	103,411	79,900
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	31,700	-0.7%	-	0.6%	3.1%	79,291	58,600
SR 1412 (Old Town Creek Rd) - W of US 17	-	-	-	3.8%	n/a	4,918	-

Table 11. 2040 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
US 17 - S of Zion Church Rd / Frontage Rd	75,300	69,900	69,900	75,300	69,900	69,900	69,900	69,900	75,300	69,900	69,900	75,300	75,300
US 17 - Zion Church Rd to NC 87	77,600	72,300	72,300	77,600	72,300	72,300	72,300	72,300	77,600	72,300	72,300	77,600	77,600
US 17 - NC 87 to I-140/US 17	74,900	69,800	69,800	74,900	69,800	69,800	69,800	69,800	74,900	69,800	69,800	74,900	74,900
US 17 BUS - I-140/US 17 to Goodman Rd	51,000	48,400	48,400	59,200	58,300	57,500	48,400	48,400	59,200	57,300	57,500	59,200	59,200
US 17 BUS - Goodman Rd to Lanvale Rd	55,400	58,100	58,100	59,200	58,300	57,500	58,100	58,100	64,100	67,600	67,600	59,200	64,100
US 17 BUS - Lanvale Rd to Brunswick Forest	47,200	59,800	59,800	68,300	70,600	69,000	59,800	59,800	65,100	68,700	70,900	68,300	65,100
US 17 BUS - Brunswick Forest to CFC	62,100	67,500	67,500	62,100	70,600	69,000	56,700	56,700	68,300	69,400	69,000	62,100	68,300
US 17 BUS - CFC to Grandiflora Dr	62,100	56,700	56,700	68,300	56,700	56,700	56,700	56,700	68,300	56,700	56,700	68,300	68,300
US 17 BUS - Grandiflora Dr to Gregory Rd	54,200	45,700	45,700	67,000	45,700	45,700	45,700	45,700	67,000	45,700	45,700	67,000	67,000
US 17 BUS - Gregory Rd to Ploof Rd	63,000	46,600	46,600	74,800	46,600	46,600	46,600	46,600	74,800	46,600	46,600	74,800	74,800
US 17 BUS - Ploof Rd to Blackwell Rd	64,400	49,500	49,500	81,000	49,500	49,500	49,500	49,500	81,000	49,500	49,500	81,000	81,000
US 17 BUS - Blackwell Rd to US 74/76	62,000	48,500	48,500	81,000	48,500	48,500	48,500	48,500	81,000	48,500	48,500	81,000	81,000
Zion Church Rd - US 17 to Town Creek Rd	2,900	2,800	2,800	2,900	2,800	2,800	2,800	2,800	2,900	2,800	2,800	2,900	2,900
Frontage Rd - E of US 17	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
NC 87 - W of US 17	15,700	14,300	14,300	15,700	14,300	14,300	14,300	14,300	15,700	14,300	14,300	15,700	15,700
SR 1414 (Goodman Rd) - W of US 17 Business	4,600	4,700	4,700	4,600	4,700	4,700	4,700	4,700	4,600	4,700	4,700	4,600	4,600
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	13,400	13,400	13,400	13,400	13,400	13,400	13,400	13,400	13,500	13,400	13,400	13,400	13,500
SR 1438 (Lanvale Rd) - W of US 17 Business	11,100	8,900	8,900	14,700	14,600	14,600	8,900	8,900	10,100	9,900	9,900	14,700	10,100
SR 1438 (Lanvale Rd) - E of US 17 Business	14,100	7,600	7,600	44,400	33,900	33,900	7,600	7,600	13,300	11,600	11,600	44,400	13,300
Brunswick Forest Parkway - E of US 17 Business	19,900	12,900	12,900	19,900	12,900	12,900	12,900	12,900	17,600	8,900	8,900	19,900	17,600
Grandiflora Dr - W of US 17 Business	11,000	13,800	13,800	12,000	13,800	13,800	13,800	13,800	12,000	13,800	13,800	12,000	12,000
W Gate Dr - E of US 17 Business	18,900	18,800	18,800	18,100	18,800	18,800	18,800	18,800	18,100	18,800	18,800	18,100	18,100
Gregory Rd - W of US 17 Business	6,400	8,700	8,700	11,000	8,700	8,700	8,700	8,700	11,000	8,700	8,700	11,000	11,000
Gregory Rd - E of US 17 Business	22,200	20,800	20,800	22,200	20,800	20,800	20,800	20,800	22,200	20,800	20,800	22,200	22,200
Olde Waterford Way - W of US 17 Business	16,600	19,100	19,100	17,000	19,100	19,100	19,100	19,100	17,000	19,100	19,100	17,000	17,000
SR 1566 (Ploof Rd) - E of US 17 Business	12,400	13,800	13,800	13,600	13,800	13,800	13,800	13,800	13,600	13,800	13,800	13,600	13,600
Blackwell Rd - US 17 BUS to Chappell Loop Rd	3,400	4,800	4,800	3,400	4,800	4,800	4,800	4,800	4,800	4,800	4,800	3,400	4,800
Blackwell Rd - Chappell Loop Rd to NC 133	7,400	6,000	6,000	6,800	6,000	6,000	6,000	6,000	6,800	6,000	6,000	6,800	6,800
SR 1551 (Main St) - E of NC 133 (River Rd)	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	46,100	44,800	44,700	45,000	44,700	44,800	44,700	44,800	45,000	44,700	44,800	45,000	45,000
NC 133 - US 17 BUS/74/76 to Blackwell Rd	44,600	28,200	28,200	40,400	28,200	28,200	28,200	28,200	40,400	28,200	28,200	40,400	40,400
NC 133 - Blackwell Rd to Old River Rd	41,000	26,600	26,600	37,200	26,600	26,600	26,600	26,600	37,200	26,600	26,600	37,200	37,200
NC 133 - N of Cape Fear Crossing	28,000	26,500	26,600	28,000	26,600	26,300	27,800	27,100	28,000	26,600	26,300	28,000	28,000
NC 133 - S of Cape Fear Crossing	28,000	36,700	36,700	28,000	36,500	36,400	36,500	36,400	28,000	36,500	36,400	28,000	28,000
US 74/76 - Malmo Loop Rd to I-140/US 17	58,000	59,800	59,800	58,500	57,200	57,200	59,800	59,800	58,500	57,200	57,200	58,500	58,500
US 74/76 - I-140/US 17 to Popular St	52,500	42,300	42,300	41,900	49,000	49,000	42,300	42,300	41,900	49,000	49,000	41,900	41,900
US 74/76 - Lanvale Rd to US 17 Business	65,500	44,500	43,500	36,400	43,500	44,500	43,500	44,500	36,400	43,500	44,500	36,400	36,400
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	97,100	69,200	66,800	103,200	66,800	69,200	66,800	69,200	103,200	66,800	69,200	103,200	103,200
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	109,800	79,600	77,100	121,200	77,100	79,600	77,100	79,600	121,200	77,100	79,600	121,200	121,200

Table 11 (Continued). 2040 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
Cape Fear Mem Bridge - US 74/421 to S. Front St	79,600	61,800	60,900	91,300	61,300	62,200	61,600	62,600	91,300	61,300	62,200	66,200	66,200
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-200	-	91,300	-	-500	-100	-1,100	91,300	-	-500	-	-
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	51,200	41,800	42,200	51,300	42,400	42,400	41,300	41,600	51,300	42,400	42,400	49,800	49,800
US 421 - Isabel Holmes Bridge to I-140 / US 17	46,600	41,100	41,100	41,900	43,900	43,500	41,100	40,900	41,900	43,900	43,500	45,800	45,800
US 421 - N of I-140	24,900	25,000	25,000	24,900	24,900	25,000	25,000	25,000	24,900	24,900	25,000	24,900	24,900
Isabel Holmes Bridge - US 421 to N. 3rd St	65,400	50,700	50,100	60,000	50,300	51,100	50,600	51,500	60,000	50,300	51,100	54,400	54,400
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	25,350	19,500	19,200	-	19,250	19,700	19,200	19,900	-	19,250	19,700	19,900	19,900
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	20,700	16,900	16,900	24,550	16,900	16,900	16,900	16,900	24,550	16,900	16,900	19,700	19,700
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	21,850	17,150	17,150	24,700	17,150	17,150	17,150	17,150	24,700	17,150	17,150	19,900	19,900
US 76 E (Dawson St) - S. 15th St to S. 16th St	23,200	19,100	19,100	23,450	19,100	19,100	19,100	19,100	23,450	19,100	19,100	23,450	23,450
US 76 E (Dawson St) - S. 16th St. to S. 17th St	17,700	18,000	18,000	19,100	18,000	18,000	18,000	18,000	19,100	18,000	18,000	19,100	19,100
US 76 E (Dawson St) - S. 17th St to Oleander Dr	24,900	27,150	27,150	26,250	27,150	27,150	27,150	27,150	26,250	27,150	27,150	26,250	26,250
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	16,400	21,000	21,000	19,000	21,000	21,000	21,000	21,000	19,000	21,000	21,000	19,000	19,000
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	22,050	16,300	16,400	-	16,350	16,400	16,500	16,800	-	16,350	16,400	23,700	23,700
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	17,700	14,700	14,700	26,050	14,700	14,700	14,700	14,700	26,050	14,700	14,700	19,500	19,500
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	20,750	15,650	15,650	22,900	15,650	15,650	15,650	15,650	22,900	15,650	15,650	21,500	21,500
US 76 W (Wooster St) - S. 15th St to S. 16th St	23,600	17,500	17,500	23,950	17,500	17,500	17,500	17,500	23,950	17,500	17,500	23,950	23,950
US 76 W (Wooster St) - S. 16th St. to S. 17th St	22,900	19,000	19,000	22,400	19,000	19,000	19,000	19,000	22,400	19,000	19,000	22,400	22,400
US 76 W (Wooster St) - S. 17th St to Dawson St	25,100	24,850	24,850	25,950	24,850	24,850	24,850	24,850	25,950	24,850	24,850	25,950	25,950
S. Front St - US 17 BUS/76/421 to Castle St	14,000	14,800	15,100	27,400	15,100	14,800	15,100	14,800	27,400	15,100	14,800	14,800	14,800
S. Front St - US 17 BUS/76/421 to Meares St	37,800	24,800	24,800	27,400	24,800	25,600	24,900	24,800	27,400	24,800	25,600	23,000	23,000
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	31,500	21,100	21,100	33,700	21,100	21,100	21,100	21,100	33,700	21,100	21,100	9,000	9,000
S. 3rd St - Castle St to W US 76 (Wooster St)	29,800	20,000	20,000	35,800	20,000	20,000	20,000	20,000	35,800	20,000	20,000	33,800	33,800
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	19,500	22,500	22,500	24,800	22,500	22,500	22,500	22,500	24,800	22,500	22,500	24,800	24,800
US 421 - E US 76 (Dawson St) to Meares St	22,400	18,400	18,400	28,300	18,400	18,400	18,400	18,400	28,300	18,400	18,400	12,600	12,600
US 421 - Meares St to Greenfield St	19,700	16,100	16,100	25,200	16,100	16,100	16,100	16,100	25,200	16,100	16,100	11,000	11,000
US 421 - Greenfield St to US 421 (Carolina Beach)	21,300	17,800	17,800	30,600	17,800	17,800	17,800	17,800	30,600	17,800	17,800	8,200	8,200
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	42,600	31,800	31,800	55,600	31,800	31,800	31,800	31,800	55,600	31,800	31,800	59,700	59,700
S. 5th Ave - Castle St to W US 76 (Wooster St)	6,600	10,200	10,200	14,600	10,200	10,200	10,200	10,200	14,600	10,200	10,200	7,200	7,200
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	3,000	3,700	3,700	3,900	3,700	3,700	3,700	3,700	3,900	3,700	3,700	3,900	3,900
S. 5th Ave - E US 76 (Dawson St) to Meares St	3,600	2,600	2,600	5,600	2,600	2,600	2,600	2,600	5,600	2,600	2,600	4,400	4,400
S. 16th St - Castle St to W US 76 (Wooster St)	17,350	15,550	15,550	17,800	15,550	15,550	15,550	15,550	17,800	15,550	15,550	17,800	17,800
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	18,200	17,900	17,900	17,800	17,900	17,900	17,900	17,900	17,800	17,900	17,900	17,800	17,800
S. 16th St - E US 76 (Dawson St) to Greenfield St	26,100	20,700	20,700	24,450	20,700	20,700	20,700	20,700	24,450	20,700	20,700	24,450	24,450
S. 17th St - Castle St to W US 76 (Wooster St)	15,850	14,250	14,250	15,800	14,250	14,250	14,250	14,250	15,800	14,250	14,250	15,800	15,800
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	21,100	14,000	14,000	19,800	14,000	14,000	14,000	14,000	19,800	14,000	14,000	19,800	19,800
S. 17th St - E US 76 (Dawson St) to Greenfield St	26,300	20,900	20,900	24,750	20,900	20,900	20,900	20,900	24,750	20,900	20,900	24,750	24,750
Greenfield St - US 421 (S. 3rd St) to S. Front St	2,800	3,700	3,700	4,200	3,700	3,700	3,700	3,700	4,200	3,700	3,700	5,600	5,600
Greenfield St - US 421 (S. 3rd St) to Simon St	7,800	9,400	9,400	14,800	9,400	9,400	9,400	9,400	14,800	9,400	9,400	10,800	10,800
SR 1140 (Burnett Blvd) - S. Front St to CFC	10,200	7,100	7,100	8,700	7,100	7,100	7,100	7,100	8,700	7,100	7,100	17,200	17,200

Table 11 (Continued). 2040 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	6,700	4,900	5,200	6,700	5,200	4,900	5,200	4,900	6,700	5,200	4,900	6,700	6,700
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	34,000	32,200	32,200	34,000	32,200	32,200	32,200	32,200	34,000	32,200	32,200	34,000	34,000
US 76 - Hawthorne Rd to Independence Blvd	32,400	27,600	27,600	32,400	27,600	27,600	27,600	27,600	32,400	27,600	27,600	32,400	32,400
US 76 - Independence Blvd to Floral Pkwy	30,800	29,300	29,300	30,800	29,300	29,300	29,300	29,300	30,800	29,300	29,300	30,800	30,800
US 76 - 42nd St to US 117 (S. College Rd)	29,200	29,500	29,500	29,200	29,500	29,500	29,500	29,500	29,200	29,500	29,500	29,200	29,200
US 76 - US 117 (S. College Rd) to Parkway Dr	28,600	30,200	30,200	28,600	30,200	30,200	30,200	30,200	28,600	30,200	30,200	28,600	28,600
S. College Rd - Peachtree Ave to US 76	51,300	50,800	50,800	51,300	50,800	50,800	50,800	50,800	51,300	50,800	50,800	51,300	51,300
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	49,700	49,300	49,300	49,700	49,300	49,300	49,300	49,300	49,700	49,300	49,300	49,700	49,700
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	53,000	50,300	50,300	53,000	50,300	50,300	50,300	50,300	53,000	50,300	50,300	53,000	53,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	45,000	42,900	42,900	45,000	42,900	42,900	42,900	42,900	45,000	42,900	42,900	45,000	45,000
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	8,000	8,800	8,800	8,000	8,800	8,800	8,800	8,800	8,000	8,800	8,800	8,000	8,000
Shipyard Blvd - Holly Tree Rd to S. College Rd	28,400	28,000	28,000	28,400	28,000	28,000	28,000	28,000	28,400	28,000	28,000	28,400	28,400
Shipyard Blvd - Longstreet Dr to Independence Blvd	31,900	35,700	35,700	31,900	35,700	35,700	35,700	35,700	31,900	35,700	35,700	31,900	31,900
Shipyard Blvd - Independence Blvd to S. 17th St	36,300	38,500	39,300	33,800	39,300	38,500	39,300	38,500	33,800	39,300	38,500	34,100	34,100
Shipyard Blvd - S. 17th St to US 421	26,300	49,100	32,200	31,000	32,200	49,100	32,200	49,100	31,000	32,200	49,100	32,900	32,900
Shipyard Blvd - Rutledge Dr to US 421	20,700	-	19,900	19,900	19,900	-	19,900	-	19,900	19,900	-	19,600	19,600
Shipyard Blvd - Worth Dr to Rutledge Dr	14,800	14,700	12,700	14,800	12,700	14,700	12,700	14,700	14,800	12,700	14,700	14,800	14,800
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	14,100	15,800	12,000	14,100	12,000	15,800	12,000	15,800	14,100	12,000	15,800	14,100	14,100
Shipyard Blvd - River Rd to Burnett Blvd	16,200	16,700	14,800	16,200	14,800	16,700	14,800	16,700	16,200	14,800	16,700	16,200	16,200
Shipyard Blvd - W of SR 1100 (River Rd)	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600	4,600
Worth Dr - S of US 117 (Shipyard Blvd)	1,300	3,300	1,300	1,300	1,300	3,300	1,300	3,300	1,300	1,300	3,300	1,300	1,300
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	13,400	13,900	12,400	13,400	12,400	13,900	12,400	13,900	13,400	12,400	13,900	13,400	13,400
SR 1100 (River Rd) - N of Sunnyvale Dr	9,700	10,500	9,500	9,700	11,300	10,500	11,300	10,500	9,700	11,300	10,500	9,700	9,700
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	8,800	9,500	-	8,800	-	9,500	-	9,500	8,800	-	9,500	8,800	8,800
SR 1100 (River Rd) - S of Bryan Rd	8,800	9,500	11,200	8,800	11,200	9,500	11,200	9,500	8,800	11,200	9,500	8,800	8,800
SR 1100 (River Rd) - N of Independence Blvd	6,400	7,000	7,600	6,400	7,600	7,000	7,600	7,000	6,400	7,600	7,000	6,400	6,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	1,500	3,600	3,600	1,500	3,600	3,600	3,600	3,600	1,500	3,600	3,600	1,500	1,500
Sunnyvale Dr - Bryan Rd to US 421	2,500	5,000	5,000	2,500	5,000	5,000	5,000	5,000	2,500	5,000	5,000	2,500	2,500
US 421 - Wellington Ave to Shipyard Blvd	43,900	40,000	37,900	55,800	37,900	40,000	37,900	40,000	55,800	37,900	40,000	59,700	59,700
US 421 - Shipyard Blvd to Holbrooke Ave	31,700	31,400	37,400	32,900	37,400	31,500	37,400	31,300	32,900	37,400	31,500	32,900	32,900
US 421 - Sunnyvale Dr to Independence Blvd	34,600	40,700	42,700	34,600	42,700	40,700	42,700	40,700	34,600	42,700	40,700	34,600	34,600
US 421 - SR 1209 (Independence Blvd) to Oak Ln	44,700	45,600	55,100	44,700	55,100	45,600	55,100	45,600	44,700	55,100	45,600	44,700	44,700
Independence Blvd - Park Ave to US 76	23,600	21,000	21,000	23,600	21,000	21,000	21,000	21,000	23,600	21,000	21,000	23,600	23,600
Independence Blvd - US 76 to Canterbury Rd	25,000	22,500	22,500	25,000	22,500	22,500	22,500	22,500	25,000	22,500	22,500	25,000	25,000
Independence Blvd - Canterbury Rd to Shipyard Blvd	22,400	20,300	20,300	22,400	20,300	20,300	20,300	20,300	22,400	20,300	20,300	22,400	22,400
Independence Blvd - Shipyard Blvd to S. 17th St	22,000	20,700	23,600	22,000	23,600	20,700	23,600	20,700	22,000	23,600	20,700	22,000	22,000
Independence Blvd - S. 17th St to US 421	27,500	27,400	37,100	27,500	37,100	27,400	37,100	27,400	27,500	37,100	27,400	27,500	27,500
Independence Blvd - W of US 421 (Carolina Beach Rd)	10,200	10,300	6,700	10,200	6,600	10,300	-	10,300	10,200	6,600	10,300	10,200	10,200

Table 11 (Continued). 2040 Build Traffic Volumes

Location	No-Build	Build DSA B	Build DSA C	Build DSA F	Build DSA G	Build DSA J	Build DSA M Av	Build DSA N Av	Build DSA P	Build DSA O	Build DSA T	Build DSA Vf	Build DSA Va
Independence Blvd - E of SR 1100 (River Rd)	6,800	6,600	4,000	6,800	4,000	6,600	4,000	6,600	6,800	4,000	6,600	6,800	6,800
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	37,300	33,200	30,900	35,500	30,900	33,200	30,900	33,200	35,500	30,900	33,200	35,500	35,500
S. 17th St - Shipyard Blvd to Independence Blvd	22,300	24,800	19,500	22,300	19,500	24,800	19,500	24,800	22,300	19,500	24,800	22,300	22,300
S. 17th St - Independence Blvd to George Anderson Dr	24,400	24,900	23,400	24,400	23,400	24,900	23,400	24,900	24,400	23,400	24,900	24,400	24,400
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	-	-	-	-	-	-	-	-	-	-	-	8,700	8,700
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	-	-	-	-	-	-	-	-	-	-	-
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	-	-	-	-	-	-	-	-	-	-	-
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	-	-	-	-	-	-	-	-	-	-	-
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	-	-	-	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	-	-	-	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	-	-	-	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	-	-	-	-	-	-	-	-	-	-	-
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	-	-	-	-	-	-	-	-	-	-	-
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	49,600	49,600	-	49,600	49,600	49,600	49,600	-	49,600	49,600	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	900	-	-	-	900	-	900	-	-	900	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	20,300	-	-	-	20,300	-	20,300	-	-	20,300	-	-
Medical Center Dr - US 421 to Silver Stream Ln	-	8,900	-	-	-	8,900	-	8,900	-	-	8,900	-	-
US 421 - Sern Blvd to Medical Center Dr	-	31,800	-	-	-	31,800	-	31,800	-	-	31,800	-	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	-	-	-	-	-	-	-	-	-	-	-	-	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	-	-	-	-	41,300	37,900	-	-	-	-	-
CFC - I-140/US 17 to US 17 Business	-	21,100	21,100	-	-	-	21,100	21,100	-	-	-	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	41,900	44,500	-	42,700	39,500	-	-	-	42,700	39,500	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	52,300	-	-	-	51,000	-	50,000	-	-	51,000	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	49,900	-	-	-	48,600	-	47,600	-	-	48,600	300	300
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	55,800	-	55,000	-	53,600	-	-	55,000	-	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	53,500	-	52,700	-	51,500	-	-	52,700	-	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	-	-	-	-	-	-	-	-	-	43,600	43,600
I-140 / US 17 - US 17 (Ocean Highway) to CFC	57,100	33,600	33,600	34,100	39,100	38,500	44,900	44,900	34,100	39,100	38,500	34,100	34,100
I-140 / US 17 - Cape Fear Crossing to US 74/76	57,100	44,900	44,900	34,100	39,100	38,500	44,900	44,900	34,100	39,100	38,500	34,100	34,100
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	55,000	40,000	40,000	42,300	38,500	37,900	40,000	40,000	42,300	38,500	37,900	42,300	42,300
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	79,900	57,200	57,200	67,400	57,100	57,200	57,200	57,200	67,400	57,100	57,200	67,400	67,400
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	58,600	45,500	44,900	53,200	45,100	45,700	45,300	46,100	53,200	45,100	45,700	48,700	48,700
SR 1412 (Old Town Creek Rd) - W of US 17	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 11 (Continued). 2040 Build Traffic Volumes

Location	2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA B	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
US 17 - S of Zion Church Rd / Frontage Rd	79,397	73,511	-7.4%	-7.2%	75,300	69,900	79,397	73,630	-7.3%	-7.2%	75,300	69,900	79,397	79,449	0.1%	-	75,300	75,300
US 17 - Zion Church Rd to NC 87	87,872	81,894	-6.8%	-6.8%	77,600	72,300	87,872	81,911	-6.8%	-6.8%	77,600	72,300	87,872	87,762	-0.1%	-	77,600	77,600
US 17 - NC 87 to I-140/US 17	93,201	86,889	-6.8%	-6.8%	74,900	69,800	93,201	86,899	-6.8%	-6.8%	74,900	69,800	93,201	93,936	0.8%	-	74,900	74,900
US 17 BUS - I-140/US 17 to Goodman Rd	60,451	57,339	-5.1%	-5.1%	51,000	48,400	60,451	57,310	-5.2%	-5.1%	51,000	48,400	60,451	83,696	38.5%	16.1%	51,000	59,200
US 17 BUS - Goodman Rd to Lanvale Rd	60,768	63,730	4.9%	4.9%	55,400	58,100	60,768	63,742	4.9%	4.9%	55,400	58,100	60,768	90,660	49.2%	6.9%	55,400	59,200
US 17 BUS - Lanvale Rd to Brunswick Forest	39,626	49,461	24.8%	26.7%	47,200	59,800	39,626	50,203	26.7%	26.7%	47,200	59,800	39,626	96,564	143.7%	44.7%	47,200	68,300
US 17 BUS - Brunswick Forest to CFC	64,754	69,050	6.6%	8.7%	62,100	67,500	64,754	70,373	8.7%	8.7%	62,100	67,500	64,754	96,564	49.1%	-	62,100	62,100
US 17 BUS - CFC to Grandiflora Dr	64,754	59,887	-7.5%	-8.7%	62,100	56,700	64,754	59,153	-8.6%	-8.7%	62,100	56,700	64,754	96,564	49.1%	10.0%	62,100	68,300
US 17 BUS - Grandiflora Dr to Gregory Rd	60,802	51,620	-15.1%	-15.7%	54,200	45,700	60,802	51,270	-15.7%	-15.7%	54,200	45,700	60,802	78,330	28.8%	23.6%	54,200	67,000
US 17 BUS - Gregory Rd to Ploof Rd	55,617	41,894	-24.7%	-26.0%	63,000	46,600	55,617	41,137	-26.0%	-26.0%	63,000	46,600	55,617	78,330	40.8%	18.7%	63,000	74,800
US 17 BUS - Ploof Rd to Blackwell Rd	65,525	50,925	-22.3%	-23.1%	64,400	49,500	65,525	50,380	-23.1%	-23.1%	64,400	49,500	65,525	114,556	74.8%	25.8%	64,400	81,000
US 17 BUS - Blackwell Rd to US 74/76	65,643	52,149	-20.6%	-21.8%	62,000	48,500	65,643	51,768	-21.1%	-21.8%	62,000	48,500	65,643	114,556	74.5%	30.6%	62,000	81,000
Zion Church Rd - US 17 to Town Creek Rd	8,561	8,413	-1.7%	-3.4%	2,900	2,800	8,561	8,313	-2.9%	-3.4%	2,900	2,800	8,561	8,451	-1.3%	-	2,900	2,900
Frontage Rd - E of US 17	8,361	8,361	-	-	3,000	3,000	8,361	8,361	-	-	3,000	3,000	8,361	8,361	-	-	3,000	3,000
NC 87 - W of US 17	10,237	9,281	-9.3%	-8.9%	15,700	14,300	10,237	9,284	-9.3%	-8.9%	15,700	14,300	10,237	10,317	0.8%	-	15,700	15,700
SR 1414 (Goodman Rd) - W of US 17 Business	11,363	11,644	2.5%	2.2%	4,600	4,700	11,363	11,681	2.8%	2.2%	4,600	4,700	11,363	11,405	0.4%	-	4,600	4,600
SR 1461 (Hewitt-Burton Rd) - E of US 17 Business	19,746	19,746	-	-	13,400	13,400	19,746	19,746	-	-	13,400	13,400	19,746	19,746	-	-	13,400	13,400
SR 1438 (Lanvale Rd) - W of US 17 Business	12,497	9,940	-20.5%	-19.8%	11,100	8,900	12,497	10,010	-19.9%	-19.8%	11,100	8,900	12,497	11,419	-8.6%	32.4%	11,100	14,700
SR 1438 (Lanvale Rd) - E of US 17 Business	20,354	11,206	-44.9%	-46.1%	14,100	7,600	20,354	11,035	-45.8%	-46.1%	14,100	7,600	20,354	44,663	119.4%	214.9%	14,100	44,400
Brunswick Forest Parkway - E of US 17 Business	25,249	15,773	-37.5%	-35.2%	19,900	12,900	25,249	16,198	-35.8%	-35.2%	19,900	12,900	25,249	-	n/a	-	19,900	19,900
Grandiflora Dr - W of US 17 Business	10,546	13,109	24.3%	25.5%	11,000	13,800	10,546	13,249	25.6%	25.5%	11,000	13,800	10,546	11,411	8.2%	9.1%	11,000	12,000
W Gate Dr - E of US 17 Business	13,722	13,545	-1.3%	-0.5%	18,900	18,800	13,722	13,581	-1.0%	-0.5%	18,900	18,800	13,722	13,175	-4.0%	-4.2%	18,900	18,100
Gregory Rd - W of US 17 Business	8,078	11,137	37.9%	35.9%	6,400	8,700	8,078	10,918	35.2%	35.9%	6,400	8,700	8,078	13,834	71.2%	71.9%	6,400	11,000
Gregory Rd - E of US 17 Business	13,103	12,363	-5.7%	-6.3%	22,200	20,800	13,103	12,263	-6.4%	-6.3%	22,200	20,800	13,103	13,040	-0.5%	-	22,200	22,200
Olde Waterford Way - W of US 17 Business	7,190	7,893	9.8%	15.1%	16,600	19,100	7,190	8,229	14.5%	15.1%	16,600	19,100	7,190	7,367	2.5%	2.4%	16,600	17,000
SR 1566 (Ploof Rd) - E of US 17 Business	12,982	13,025	0.3%	11.3%	12,400	13,800	12,982	12,946	-0.3%	11.3%	12,400	13,800	12,982	12,625	-2.8%	9.7%	12,400	13,600
Blackwell Rd - US 17 BUS to Chappell Loop Rd	2,557	3,085	20.7%	41.2%	3,400	4,800	2,557	3,643	42.5%	41.2%	3,400	4,800	2,557	-	n/a	-	3,400	3,400
Blackwell Rd - Chappell Loop Rd to NC 133	11,792	9,399	-20.3%	-18.9%	7,400	6,000	11,792	9,432	-20.0%	-18.9%	7,400	6,000	11,792	10,862	-7.9%	-8.1%	7,400	6,800
SR 1551 (Main St) - E of NC 133 (River Rd)	11,948	4,411	-63.1%	-	1,600	1,600	11,948	4,627	-61.3%	-	1,600	1,600	11,948	12,082	1.1%	-	1,600	1,600
Village Rd - US 17 BUS/74/76 to S. Navassa Rd	35,510	34,850	-1.9%	-2.8%	46,100	44,800	35,510	34,419	-3.1%	-3.0%	46,100	44,700	35,510	34,562	-2.7%	-2.4%	46,100	45,000
NC 133 - US 17 BUS/74/76 to Blackwell Rd	48,622	30,502	-37.3%	-36.8%	44,600	28,200	48,622	30,784	-36.7%	-36.8%	44,600	28,200	48,622	44,022	-9.5%	-9.4%	44,600	40,400
NC 133 - Blackwell Rd to Old River Rd	28,783	18,606	-35.4%	-35.1%	41,000	26,600	28,783	18,639	-35.2%	-35.1%	41,000	26,600	28,783	29,057	1.0%	-9.3%	41,000	37,200
NC 133 - N of Cape Fear Crossing	23,494	21,924	-6.7%	-5.4%	28,000	26,500	23,494	22,324	-5.0%	-5.0%	28,000	26,600	23,494	23,413	-0.3%	-	28,000	28,000
NC 133 - S of Cape Fear Crossing	23,494	30,775	31.0%	31.1%	28,000	36,700	23,494	30,755	30.9%	31.1%	28,000	36,700	23,494	23,413	-0.3%	-	28,000	28,000
US 74/76 - Malmo Loop Rd to I-140/US 17	72,585	74,737	3.0%	3.1%	58,000	59,800	72,585	74,766	3.0%	3.1%	58,000	59,800	72,585	73,245	0.9%	0.9%	58,000	58,500
US 74/76 - I-140/US 17 to Popular St	61,681	50,237	-18.6%	-19.4%	52,500	42,300	61,681	49,716	-19.4%	-19.4%	52,500	42,300	61,681	49,251	-20.2%	-20.2%	52,500	41,900
US 74/76 - Lanvale Rd to US 17 Business	76,486	51,987	-32.0%	-32.1%	65,500	44,500	76,486	50,677	-33.7%	-33.6%	65,500	43,500	76,486	42,479	-44.5%	-44.4%	65,500	36,400
US 17 BUS/74/76 - US 74/76 to NC 133 (River Rd)	123,270	87,846	-28.7%	-28.7%	97,100	69,200	123,270	84,850	-31.2%	-31.2%	97,100	66,800	123,270	146,014	18.5%	6.3%	97,100	103,200
US 17 BUS/74/76 - NC 133 (River Rd) to US 74/421	155,268	112,658	-27.4%	-27.5%	109,800	79,600	155,268	109,175	-29.7%	-29.8%	109,800	77,100	155,268	171,501	10.5%	10.4%	109,800	121,200

Table 11 (Continued). 2040 Build Traffic Volumes

Location	2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA F	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
Cape Fear Mem Bridge - US 74/421 to S. Front St	107,824	74,704	-30.7%	-22.4%	79,600	61,800	107,824	73,245	-32.1%	-23.5%	79,600	60,900	107,824	123,691	14.7%	14.7%	79,600	91,300
US 17 BUS/76/421 - S. Front St to US 76 Dir. Split	-	-	n/a	n/a	-	-200	-	-	n/a	n/a	-	-	-	123,691	n/a	n/a	-	91,300
US 421 - US 17 BUS/74/76 to Isabel Holmes Bridge	50,114	40,829	-18.5%	-18.4%	51,200	41,800	50,114	41,330	-17.5%	-17.6%	51,200	42,200	50,114	50,207	0.2%	0.2%	51,200	51,300
US 421 - Isabel Holmes Bridge to I-140 / US 17	45,578	40,156	-11.9%	-11.8%	46,600	41,100	45,578	40,154	-11.9%	-11.8%	46,600	41,100	45,578	40,844	-10.4%	-10.1%	46,600	41,900
US 421 - N of I-140	24,892	24,892	-	0.4%	24,900	25,000	24,892	24,892	-	0.4%	24,900	25,000	24,892	24,892	-	-	24,900	24,900
Isabel Holmes Bridge - US 421 to N. 3rd St	88,568	70,909	-19.9%	-22.5%	65,400	50,700	88,568	68,885	-22.2%	-23.4%	65,400	50,100	88,568	81,205	-8.3%	-8.3%	65,400	60,000
US 17 BUS/76/421 E - US 76 Dir. Split to S. 3rd St	37,341	28,704	-23.1%	-23.1%	25,350	19,500	37,341	28,251	-24.3%	-24.3%	25,350	19,200	37,341	-	n/a	-100.0%	25,350	-
US 76 E (Dawson St) - S. 3rd St to S. 5th Ave	27,547	23,506	-14.7%	-18.4%	20,700	16,900	27,547	22,534	-18.2%	-18.4%	20,700	16,900	27,547	42,051	52.7%	18.6%	20,700	24,550
US 76 E (Dawson St) - S. 5th Ave to S. 10th St	24,399	19,751	-19.1%	-21.5%	21,850	17,150	24,399	19,099	-21.7%	-21.5%	21,850	17,150	24,399	27,626	13.2%	13.0%	21,850	24,700
US 76 E (Dawson St) - S. 15th St to S. 16th St	25,320	21,616	-14.6%	-17.7%	23,200	19,100	25,320	20,842	-17.7%	-17.7%	23,200	19,100	25,320	25,589	1.1%	1.1%	23,200	23,450
US 76 E (Dawson St) - S. 16th St. to S. 17th St	20,367	21,372	4.9%	1.7%	17,700	18,000	20,367	20,734	1.8%	1.7%	17,700	18,000	20,367	21,936	7.7%	7.9%	17,700	19,100
US 76 E (Dawson St) - S. 17th St to Oleander Dr	24,783	27,191	9.7%	9.0%	24,900	27,150	24,783	26,945	8.7%	9.0%	24,900	27,150	24,783	26,082	5.2%	5.4%	24,900	26,250
SR 1219 (Dawson St) - US 76 to Wrightsville Ave	13,293	17,044	28.2%	28.0%	16,400	21,000	13,293	17,143	29.0%	28.0%	16,400	21,000	13,293	15,544	16.9%	15.9%	16,400	19,000
US 17 BUS/76/421 W - US 76 Dir. Split to S. 3rd St	32,782	24,226	-26.1%	-26.1%	22,050	16,300	32,782	24,335	-25.8%	-25.6%	22,050	16,400	32,782	-	n/a	-100.0%	22,050	-
US 76 W (Wooster St) - S. 3rd St to S. 5th Ave	22,470	18,971	-15.6%	-16.9%	17,700	14,700	22,470	18,663	-16.9%	-16.9%	17,700	14,700	22,470	41,995	86.9%	47.2%	17,700	26,050
US 76 W (Wooster St) - S. 5th Ave to S. 10th St	20,114	15,620	-22.3%	-24.6%	20,750	15,650	20,114	15,079	-25.0%	-24.6%	20,750	15,650	20,114	22,150	10.1%	10.4%	20,750	22,900
US 76 W (Wooster St) - S. 15th St to S. 16th St	21,255	16,485	-22.4%	-25.8%	23,600	17,500	21,255	15,759	-25.9%	-25.8%	23,600	17,500	21,255	21,511	1.2%	1.5%	23,600	23,950
US 76 W (Wooster St) - S. 16th St. to S. 17th St	24,224	20,688	-14.6%	-17.0%	22,900	19,000	24,224	20,082	-17.1%	-17.0%	22,900	19,000	24,224	23,747	-2.0%	-2.2%	22,900	22,400
US 76 W (Wooster St) - S. 17th St to Dawson St	22,455	22,926	2.1%	-1.0%	25,100	24,850	22,455	22,183	-1.2%	-1.0%	25,100	24,850	22,455	23,153	3.1%	3.4%	25,100	25,950
S. Front St - US 17 BUS/76/421 to Castle St	14,491	15,284	5.5%	5.7%	14,000	14,800	14,491	15,602	7.7%	7.9%	14,000	15,100	14,491	19,204	32.5%	95.7%	14,000	27,400
S. Front St - US 17 BUS/76/421 to Meares St	26,521	17,429	-34.3%	-34.4%	37,800	24,800	26,521	17,430	-34.3%	-34.4%	37,800	24,800	26,521	19,204	-27.6%	-27.5%	37,800	27,400
S. Front St - Greenfield St to SR 1140 (Burnett Blvd)	26,337	15,708	-40.4%	-33.0%	31,500	21,100	26,337	16,319	-38.0%	-33.0%	31,500	21,100	26,337	24,509	-6.9%	7.0%	31,500	33,700
S. 3rd St - Castle St to W US 76 (Wooster St)	11,825	20,530	73.6%	-32.9%	29,800	20,000	11,825	20,907	76.8%	-32.9%	29,800	20,000	11,825	19,481	64.7%	20.1%	29,800	35,800
US 421 - W US 76 (Wooster) to E US 76 (Dawson)	18,856	21,491	14.0%	15.4%	19,500	22,500	18,856	21,711	15.1%	15.4%	19,500	22,500	18,856	23,963	27.1%	27.2%	19,500	24,800
US 421 - E US 76 (Dawson St) to Meares St	25,929	21,360	-17.6%	-17.9%	22,400	18,400	25,929	21,143	-18.5%	-17.9%	22,400	18,400	25,929	32,753	26.3%	26.3%	22,400	28,300
US 421 - Meares St to Greenfield St	25,658	21,204	-17.4%	-18.3%	19,700	16,100	25,658	20,943	-18.4%	-18.3%	19,700	16,100	25,658	32,804	27.9%	27.9%	19,700	25,200
US 421 - Greenfield St to US 421 (Carolina Beach)	28,322	23,866	-15.7%	-16.4%	21,300	17,800	28,322	23,724	-16.2%	-16.4%	21,300	17,800	28,322	40,752	43.9%	43.7%	21,300	30,600
US 421 - SR 1140 (Burnett Blvd) to N Carolina Ave	41,277	30,244	-26.7%	-25.4%	42,600	31,800	41,277	30,779	-25.4%	-25.4%	42,600	31,800	41,277	53,837	30.4%	30.5%	42,600	55,600
S. 5th Ave - Castle St to W US 76 (Wooster St)	9,910	14,946	50.8%	54.5%	6,600	10,200	9,910	15,272	54.1%	54.5%	6,600	10,200	9,910	16,021	61.7%	121.2%	6,600	14,600
S. 5th Ave - W US 76 (Wooster) to E US 76 (Dawson)	12,903	15,090	16.9%	23.3%	3,000	3,700	12,903	15,810	22.5%	23.3%	3,000	3,700	12,903	16,729	29.6%	30.0%	3,000	3,900
S. 5th Ave - E US 76 (Dawson St) to Meares St	15,674	10,691	-31.8%	-27.8%	3,600	2,600	15,674	10,865	-30.7%	-27.8%	3,600	2,600	15,674	23,162	47.8%	55.6%	3,600	5,600
S. 16th St - Castle St to W US 76 (Wooster St)	17,452	16,166	-7.4%	-10.4%	17,350	15,550	17,452	15,729	-9.9%	-10.4%	17,350	15,550	17,452	17,787	1.9%	2.6%	17,350	17,800
S. 16th St - W US 76 (Wooster) to E US 76 (Dawson)	20,421	20,369	-0.3%	-1.6%	18,200	17,900	20,421	20,052	-1.8%	-1.6%	18,200	17,900	20,421	20,022	-2.0%	-2.2%	18,200	17,800
S. 16th St - E US 76 (Dawson St) to Greenfield St	25,374	20,613	-18.8%	-20.7%	26,100	20,700	25,374	20,161	-20.5%	-20.7%	26,100	20,700	25,374	23,675	-6.7%	-6.3%	26,100	24,450
S. 17th St - Castle St to W US 76 (Wooster St)	12,944	12,065	-6.8%	-10.1%	15,850	14,250	12,944	11,646	-10.0%	-10.1%	15,850	14,250	12,944	12,842	-0.8%	-0.3%	15,850	15,800
S. 17th St - W US 76 (Wooster) to E US 76 (Dawson)	20,643	14,043	-32.0%	-33.6%	21,100	14,000	20,643	13,729	-33.5%	-33.6%	21,100	14,000	20,643	19,367	-6.2%	-6.2%	21,100	19,800
S. 17th St - E US 76 (Dawson St) to Greenfield St	25,059	19,861	-20.7%	-20.5%	26,300	20,900	25,059	19,940	-20.4%	-20.5%	26,300	20,900	25,059	23,514	-6.2%	-5.9%	26,300	24,750
Greenfield St - US 421 (S. 3rd St) to S. Front St	5,423	8,121	49.8%	32.1%	2,800	3,700	5,423	7,202	32.8%	32.1%	2,800	3,700	5,423	8,051	48.5%	50.0%	2,800	4,200
Greenfield St - US 421 (S. 3rd St) to Simon St	8,521	10,998	29.1%	20.5%	7,800	9,400	8,521	10,248	20.3%	20.5%	7,800	9,400	8,521	16,112	89.1%	89.7%	7,800	14,800
SR 1140 (Burnett Blvd) - S. Front St to CFC	13,481	9,353	-30.6%	-30.4%	10,200	7,100	13,481	9,355	-30.6%	-30.4%	10,200	7,100	13,481	11,529	-14.5%	-14.7%	10,200	8,700

Table 11 (Continued). 2040 Build Traffic Volumes

Location	2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA F	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
Burnett Blvd - Southern Blvd to US 117 (Shipyard Blvd)	13,755	9,934	-27.8%	-26.9%	6,700	4,900	13,755	10,107	-26.5%	-22.4%	6,700	5,200	13,755	12,510	-9.0%	-	6,700	6,700
US 76 (Oleander Dr) - E of SR 1219 (Dawson St)	33,903	33,096	-2.4%	-5.3%	34,000	32,200	33,903	32,067	-5.4%	-5.3%	34,000	32,200	33,903	33,790	-0.3%	-	34,000	34,000
US 76 - Hawthorne Rd to Independence Blvd	35,410	32,553	-8.1%	-14.8%	32,400	27,600	35,410	30,195	-14.7%	-14.8%	32,400	27,600	35,410	35,128	-0.8%	-	32,400	32,400
US 76 - Independence Blvd to Floral Pkwy	36,919	35,427	-4.0%	-4.9%	30,800	29,300	36,919	35,068	-5.0%	-4.9%	30,800	29,300	36,919	36,791	-0.3%	-	30,800	30,800
US 76 - 42nd St to US 117 (S. College Rd)	26,358	27,572	4.6%	1.0%	29,200	29,500	26,358	26,666	1.2%	1.0%	29,200	29,500	26,358	26,796	1.7%	-	29,200	29,200
US 76 - US 117 (S. College Rd) to Parkway Dr	29,351	30,887	5.2%	5.6%	28,600	30,200	29,351	30,953	5.5%	5.6%	28,600	30,200	29,351	29,826	1.6%	-	28,600	28,600
S. College Rd - Peachtree Ave to US 76	40,339	40,126	-0.5%	-1.0%	51,300	50,800	40,339	39,893	-1.1%	-1.0%	51,300	50,800	40,339	39,532	-2.0%	-	51,300	51,300
S. College Rd - US 76 (Oleander Dr) to Spirea Dr	46,265	45,941	-0.7%	-0.8%	49,700	49,300	46,265	45,911	-0.8%	-0.8%	49,700	49,300	46,265	45,319	-2.0%	-	49,700	49,700
S. College Rd - Lake Ave to US 117 (Shipyard Blvd)	52,962	50,277	-5.1%	-5.1%	53,000	50,300	52,962	50,309	-5.0%	-5.1%	53,000	50,300	52,962	51,020	-3.7%	-	53,000	53,000
S. College Rd - US 117 (Shipyard Blvd) to Cascade Rd	32,280	31,492	-2.4%	-4.7%	45,000	42,900	32,280	30,773	-4.7%	-4.7%	45,000	42,900	32,280	31,647	-2.0%	-	45,000	45,000
Long Leaf Hills Dr - S. College Rd to Parkwood Dr	6,518	7,299	12.0%	10.0%	8,000	8,800	6,518	7,101	8.9%	10.0%	8,000	8,800	6,518	6,642	1.9%	-	8,000	8,000
Shipyard Blvd - Holly Tree Rd to S. College Rd	26,996	26,027	-3.6%	-1.4%	28,400	28,000	26,996	26,652	-1.3%	-1.4%	28,400	28,000	26,996	25,781	-4.5%	-	28,400	28,400
Shipyard Blvd - Longstreet Dr to Independence Blvd	30,395	34,406	13.2%	11.9%	31,900	35,700	30,395	34,014	11.9%	11.9%	31,900	35,700	30,395	29,729	-2.2%	-	31,900	31,900
Shipyard Blvd - Independence Blvd to S. 17th St	31,860	33,810	6.1%	6.1%	36,300	38,500	31,860	32,288	1.3%	8.3%	36,300	39,300	31,860	29,664	-6.9%	-6.9%	36,300	33,800
Shipyard Blvd - S. 17th St to US 421	23,575	43,979	86.5%	86.7%	26,300	49,100	23,575	28,876	22.5%	22.4%	26,300	32,200	23,575	27,833	18.1%	17.9%	26,300	31,000
Shipyard Blvd - Rutledge Dr to US 421	10,176	-	n/a	-100.0%	20,700	-	10,176	9,787	-3.8%	-3.9%	20,700	19,900	10,176	9,769	-4.0%	-3.9%	20,700	19,900
Shipyard Blvd - Worth Dr to Rutledge Dr	9,088	12,444	36.9%	-0.7%	14,800	14,700	9,088	8,257	-9.2%	-14.2%	14,800	12,700	9,088	8,417	-7.4%	-	14,800	14,800
Shipyard Blvd - SR 1140 (Burnett Blvd) to Worth Dr	9,778	10,944	11.9%	12.1%	14,100	15,800	9,778	8,323	-14.9%	-14.9%	14,100	12,000	9,778	9,007	-7.9%	-	14,100	14,100
Shipyard Blvd - River Rd to Burnett Blvd	18,255	18,772	2.8%	3.1%	16,200	16,700	18,255	16,659	-8.7%	-8.6%	16,200	14,800	18,255	18,728	2.6%	-	16,200	16,200
Shipyard Blvd - W of SR 1100 (River Rd)	2,684	2,684	-	-	4,600	4,600	2,684	2,684	-	-	4,600	4,600	2,684	2,684	-	-	4,600	4,600
Worth Dr - S of US 117 (Shipyard Blvd)	2,232	5,656	153.4%	153.8%	1,300	3,300	2,232	97	-95.6%	-	1,300	1,300	2,232	737	-67.0%	-	1,300	1,300
SR 1100 (River Rd) - S of US 117 (Shipyard Blvd)	15,846	16,452	3.8%	3.7%	13,400	13,900	15,846	14,700	-7.2%	-7.5%	13,400	12,400	15,846	16,319	3.0%	-	13,400	13,400
SR 1100 (River Rd) - N of Sunnyvale Dr	14,360	15,464	7.7%	8.2%	9,700	10,500	14,360	14,003	-2.5%	-2.1%	9,700	9,500	14,360	14,889	3.7%	-	9,700	9,700
SR 1100 (River Rd) - Sunnyvale Dr to Bryan Rd	13,206	14,319	8.4%	8.0%	8,800	9,500	13,206	-	n/a	-100.0%	8,800	-	13,206	13,906	5.3%	-	8,800	8,800
SR 1100 (River Rd) - S of Bryan Rd	13,206	14,319	8.4%	8.0%	8,800	9,500	13,206	16,751	26.8%	27.3%	8,800	11,200	13,206	13,906	5.3%	-	8,800	8,800
SR 1100 (River Rd) - N of Independence Blvd	13,178	14,297	8.5%	9.4%	6,400	7,000	13,178	15,602	18.4%	18.8%	6,400	7,600	13,178	13,876	5.3%	-	6,400	6,400
SR 1100 (River Rd) - Independence Blvd to Sanders Rd	18,361	18,469	0.6%	-	8,000	8,000	18,361	18,120	-1.3%	-	8,000	8,000	18,361	18,393	0.2%	-	8,000	8,000
Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	3,474	3,474	-	-	1,600	1,600	3,474	3,474	-	-	1,600	1,600	3,474	3,474	-	-	1,600	1,600
Sunnyvale Dr - SR 1100 (River Rd) to Bryan Rd	1,760	1,871	6.3%	140.0%	1,500	3,600	1,760	4,214	139.5%	140.0%	1,500	3,600	1,760	1,666	-5.3%	-	1,500	1,500
Sunnyvale Dr - Bryan Rd to US 421	2,760	2,604	-5.7%	100.0%	2,500	5,000	2,760	5,696	106.4%	100.0%	2,500	5,000	2,760	2,660	-3.6%	-	2,500	2,500
US 421 - Wellington Ave to Shipyard Blvd	38,836	35,431	-8.8%	-8.9%	43,900	40,000	38,836	33,551	-13.6%	-13.7%	43,900	37,900	38,836	49,324	27.0%	27.1%	43,900	55,800
US 421 - Shipyard Blvd to Holbrooke Ave	36,119	35,721	-1.1%	-0.9%	31,700	31,400	36,119	42,654	18.1%	18.0%	31,700	37,400	36,119	37,528	3.9%	3.8%	31,700	32,900
US 421 - Sunnyvale Dr to Independence Blvd	30,946	36,430	17.7%	17.6%	34,600	40,700	30,946	38,156	23.3%	23.4%	34,600	42,700	30,946	33,404	7.9%	-	34,600	34,600
US 421 - SR 1209 (Independence Blvd) to Oak Ln	40,642	41,432	1.9%	2.0%	44,700	45,600	40,642	50,078	23.2%	23.3%	44,700	55,100	40,642	40,923	0.7%	-	44,700	44,700
Independence Blvd - Park Ave to US 76	30,116	28,285	-6.1%	-11.0%	23,600	21,000	30,116	26,760	-11.1%	-11.0%	23,600	21,000	30,116	29,647	-1.6%	-	23,600	23,600
Independence Blvd - US 76 to Canterbury Rd	29,826	27,932	-6.4%	-10.0%	25,000	22,500	29,826	26,753	-10.3%	-10.0%	25,000	22,500	29,826	29,215	-2.1%	-	25,000	25,000
Independence Blvd - Canterbury Rd to Shipyard Blvd	33,172	30,486	-8.1%	-9.4%	22,400	20,300	33,172	29,900	-9.9%	-9.4%	22,400	20,300	33,172	30,575	-7.8%	-	22,400	22,400
Independence Blvd - Shipyard Blvd to S. 17th St	32,959	30,971	-6.0%	-5.9%	22,000	20,700	32,959	35,286	7.1%	7.3%	22,000	23,600	32,959	30,744	-6.7%	-	22,000	22,000
Independence Blvd - S. 17th St to US 421	32,019	31,909	-0.3%	-0.4%	27,500	27,400	32,019	43,211	35.0%	34.9%	27,500	37,100	32,019	32,004	0.0%	-	27,500	27,500
Independence Blvd - W of US 421 (Carolina Beach Rd)	12,540	12,680	1.1%	1.0%	10,200	10,300	12,540	8,203	-34.6%	-34.3%	10,200	6,700	12,540	12,257	-2.3%	-	10,200	10,200

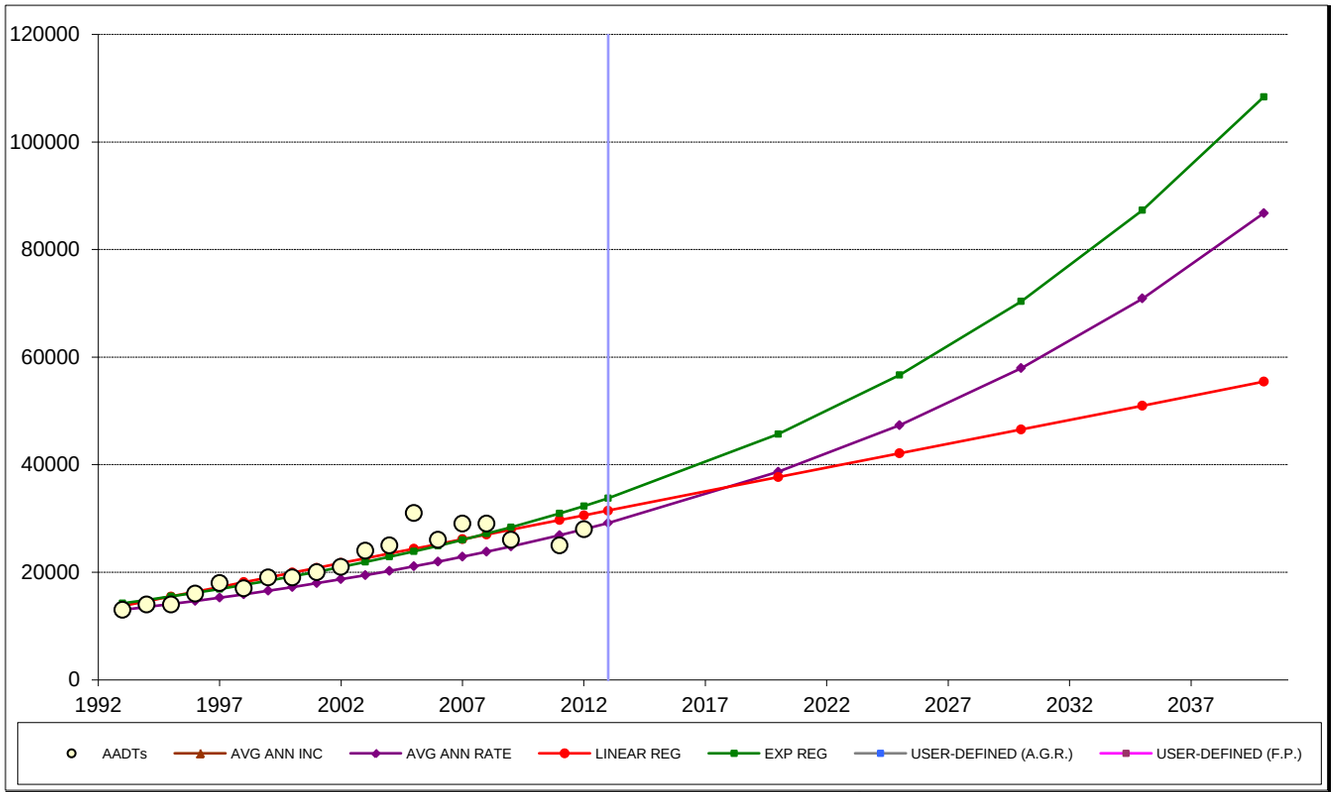
Table 11 (Continued). 2040 Build Traffic Volumes

Location	2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast		2040 Model		Model Diversion Percentage	Selected Diversion Percentage	2040 Forecast	
	No-Build	Build DSA B			No-Build	Build DSA F	No-Build	Build DSA C			No-Build	Build DSA C	No-Build	Build DSA F			No-Build	Build DSA F
Independence Blvd - E of SR 1100 (River Rd)	11,755	11,478	-2.4%	-2.9%	6,800	6,600	11,755	6,984	-40.6%	-41.2%	6,800	4,000	11,755	12,153	3.4%	-	6,800	6,800
S. 17th St - Wellington Ave to US 117 (Shipyard Blvd)	40,523	36,016	-11.1%	-11.0%	37,300	33,200	40,523	33,572	-17.2%	-17.2%	37,300	30,900	40,523	38,591	-4.8%	-4.8%	37,300	35,500
S. 17th St - Shipyard Blvd to Independence Blvd	33,107	36,747	11.0%	11.2%	22,300	24,800	33,107	28,873	-12.8%	-12.6%	22,300	19,500	33,107	34,977	5.6%	-	22,300	22,300
S. 17th St - Independence Blvd to George Anderson Dr	34,481	35,120	1.9%	2.0%	24,400	24,900	34,481	33,025	-4.2%	-4.1%	24,400	23,400	34,481	35,365	2.6%	-	24,400	24,400
SR 1140 (Burnett Blvd) - CFC to Kentucky Ave	13,481	9,353	-30.6%	n/a	-	-	13,481	9,355	-30.6%	n/a	-	-	13,481	11,529	-14.5%	n/a	-	-
N. US 17 BUS Serv. Rd - US 17 BUS to W Gate Dr	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	11,454	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - W Gate Dr to Gregory Rd	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	10,099	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - Gregory Rd to Ploof Rd	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	11,839	n/a	n/a	-	-
N. US 17 BUS Serv. Rd - Ploof Rd to US 17	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	21,295	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - US 17 to Olde Waterford	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	14,930	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Olde Waterford to Gregory	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	5,231	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Gregory Rd to Grandiflora Dr	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	6,321	n/a	n/a	-	-
S. US 17 BUS Serv. Rd - Grandiflora Dr to US 17	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	6,780	n/a	n/a	-	-
US 421 - Ind. Blvd (Reloc) to George Anderson Dr	-	-	n/a	n/a	-	49,600	-	36,661	n/a	n/a	-	49,600	-	-	n/a	n/a	-	-
Worth Dr - Cape Fear Crossing to Rutledge Dr	-	3,827	n/a	n/a	-	900	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
Shipyard Blvd [Reloc] - Crossover Rd to US 421	-	11,988	n/a	n/a	-	20,300	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
Medical Center Dr - US 421 to Silver Stream Ln	6,512	9,034	38.7%	n/a	-	8,900	6,512	8,289	27.3%	n/a	-	-	6,512	6,919	6.2%	n/a	-	-
US 421 - Sern Blvd to Medical Center Dr	36,449	27,599	-24.3%	n/a	-	31,800	36,449	27,112	-25.6%	n/a	-	-	36,449	49,838	36.7%	n/a	-	-
Bell St - Crossover Rd to Carolina Beach Rd (US 421)	7,142	-	n/a	n/a	-	-	7,142	2,936	-58.9%	n/a	-	-	7,142	4,908	-31.3%	n/a	-	-
CFC - I-140/US 17 to NC 133 (River Rd)	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
CFC - I-140/US 17 to US 17 Business	-	27,087	n/a	n/a	-	21,100	-	28,383	n/a	n/a	-	21,100	-	-	n/a	n/a	-	-
CFC - US 17 Business to NC 133 (River Rd)	-	56,719	n/a	n/a	-	41,900	-	60,236	n/a	n/a	-	44,500	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to Worth Dr	-	70,775	n/a	n/a	-	52,300	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
CFC - Shipyard Blvd to US 421 (Carolina Beach Rd)	-	68,946	n/a	n/a	-	49,900	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
CFC - NC 133 (River Rd) to SR 1100 (River Rd)	-	-	n/a	n/a	-	-	-	75,498	n/a	n/a	-	55,800	-	-	n/a	n/a	-	-
CFC - SR 1100 (River Rd) to US 421 (Carolina Beach)	-	-	n/a	n/a	-	-	-	72,451	n/a	n/a	-	53,500	-	-	n/a	n/a	-	-
CFC - US 17 BUS/74/76 to US 421 (Carolina Beach)	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-	-	-	n/a	n/a	-	-
I-140 / US 17 - US 17 (Ocean Highway) to CFC	71,053	41,713	-41.3%	-41.2%	57,100	33,600	71,053	41,731	-41.3%	-41.2%	57,100	33,600	71,053	42,284	-40.5%	-40.3%	57,100	34,100
I-140 / US 17 - Cape Fear Crossing to US 74/76	71,053	56,101	-21.0%	-21.4%	57,100	44,900	71,053	55,890	-21.3%	-21.4%	57,100	44,900	71,053	42,284	-40.5%	-40.3%	57,100	34,100
I-140 / US 17 - US 74/76 to SR 1426 (Mt. Misery Rd)	69,415	51,167	-26.3%	-27.3%	55,000	40,000	69,415	50,433	-27.3%	-27.3%	55,000	40,000	69,415	53,308	-23.2%	-23.1%	55,000	42,300
I-140 / US 17 - SR 1430 (Cedar Hill Rd) to US 421	103,411	75,246	-27.2%	-28.4%	79,900	57,200	103,411	74,010	-28.4%	-28.4%	79,900	57,200	103,411	87,179	-15.7%	-15.6%	79,900	67,400
I-140 / US 17 - US 421 to NC 133 (Castle Hayne Rd)	79,291	68,311	-13.8%	-22.4%	58,600	45,500	79,291	68,869	-13.1%	-23.4%	58,600	44,900	79,291	72,023	-9.2%	-9.2%	58,600	53,200
SR 1412 (Old Town Creek Rd) - W of US 17	4,918	4,491	-8.7%	n/a	-	-	4,918	4,518	-8.1%	n/a	-	-	4,918	5,209	5.9%	n/a	-	-

Appendix C – NCDOT Historic AADT Linear Regression Charts

AADT TREND ANALYSIS

#1 -- US 17 (Ocean Highway) - North of NC 87 (George II Highway)



HISTORIC DATA		STATISTICAL RESULTS	
Year	**AADT**	**AVG ANN INC:**	789
1993	13000	**AVG ANN RATE:**	4.1%
1994	14000	**LINEAR REG:**	887
1995	14000	**EXPONENTIAL REG:**	4.4%
1996	16000		
1997	18000	**R-SQUARED**	
1998	17000	LINEAR:	0.9267
1999	19000	EXPONENTIAL:	0.9518
2000	19000		
2001	20000		
2002	21000	**NUMBER OF DATA POINTS:**	
2003	24000		19
2004	25000		
2005	31000		
2006	26000		
2007	29000		
2008	29000		
2009	26000		
2011	25000		
2012	28000		

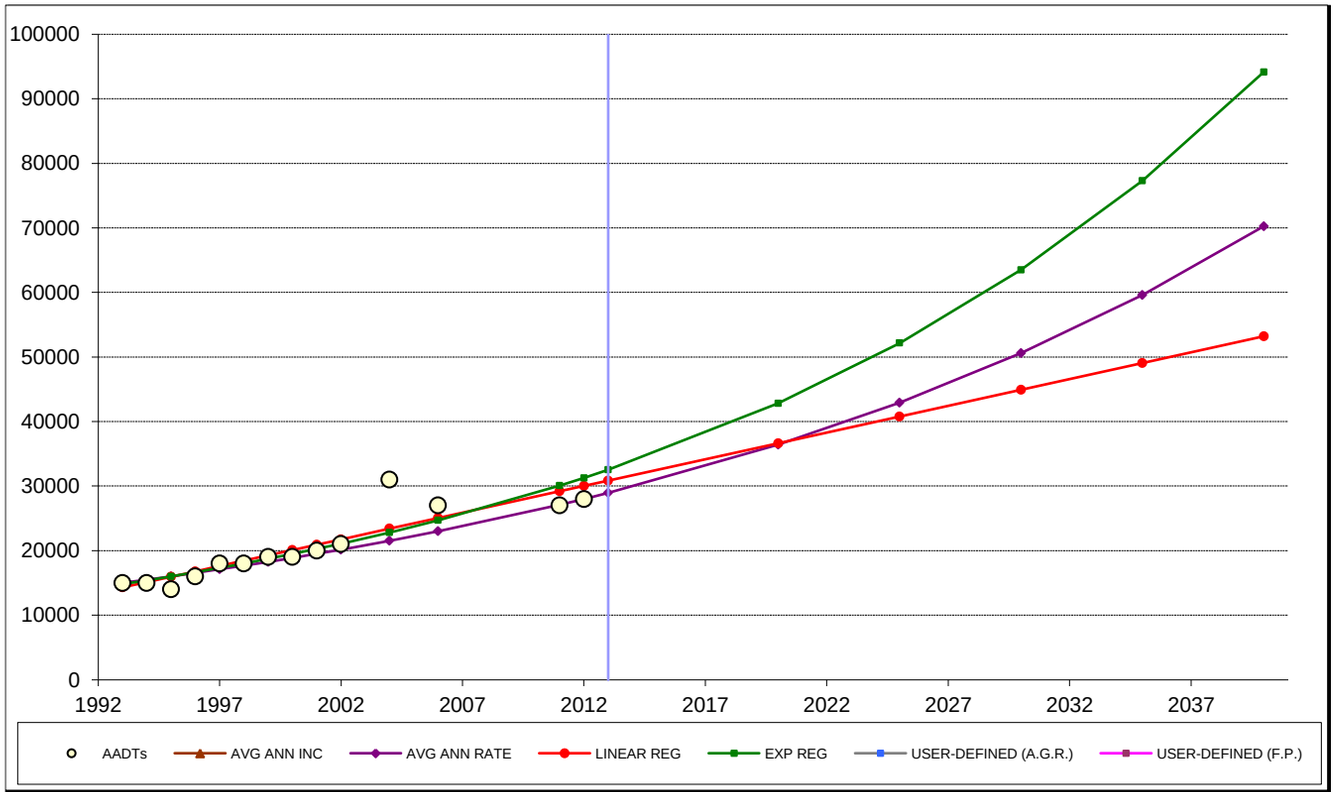
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	1- US 17 (Ocean Highway) - North of NC 87 (George I	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	**2013**
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	**2020**
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	**2025**
	☐ USER-DEFINED (FUT PROJ)	#3	**2030**
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	**2035**
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	**2040**

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
28789	29154	31455	33729
34316	38678	37665	45647
38263	47331	42100	56660
42211	57921	46536	70330
46158	70880	50972	87297
50105	86738	55407	108359

AADT TREND ANALYSIS

#2 -- US 17 (Ocean Highway) - Zion Church Rd to NC 87 (Maco Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	684
1993	15000	AVG ANN RATE:	3.3%
1994	15000	LINEAR REG:	827
1995	14000	EXPONENTIAL REG:	4.0%
1996	16000		
1997	18000	R-SQUARED	
1998	18000	LINEAR:	0.7998
1999	19000	EXPONENTIAL:	0.8268
2000	19000		
2001	20000		
2002	21000	NUMBER OF DATA POINTS:	
2004	31000		14
2006	27000		
2011	27000		
2012	28000		

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	2- US 17 (Ocean Highway) - Zion Church Rd to NC 87	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
28684	28935	30854	32520
33474	36416	36645	42840
36895	42917	40781	52160
40316	50578	44918	63509
43737	59606	49054	77326
47158	70247	53191	94150

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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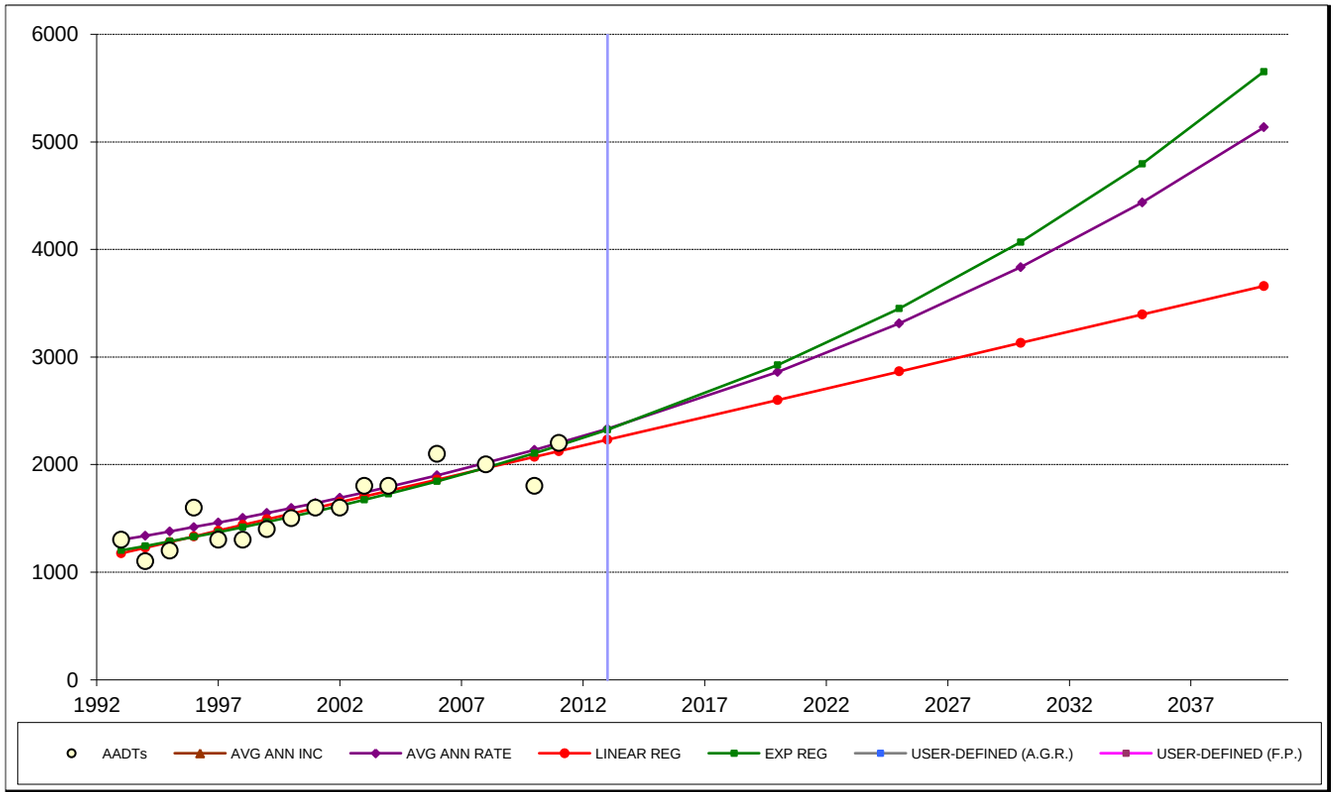
AADT TREND ANALYSIS

#3 -- NC 87 (Maco Rd) - West of US 17



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	50
1993	1300	AVG ANN RATE:	3.0%
1994	1100	LINEAR REG:	53
1995	1200	EXPONENTIAL REG:	3.3%
1996	1600		
1997	1300	R-SQUARED	
1998	1300	LINEAR:	0.8158
1999	1400	EXPONENTIAL:	0.8072
2000	1500		
2001	1600		
2002	1600	NUMBER OF DATA POINTS:	
2003	1800		16
2004	1800		
2006	2100		
2008	2000		
2010	1800		
2011	2200		

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	3- NC 87 (Maco Rd) - West of US 17	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

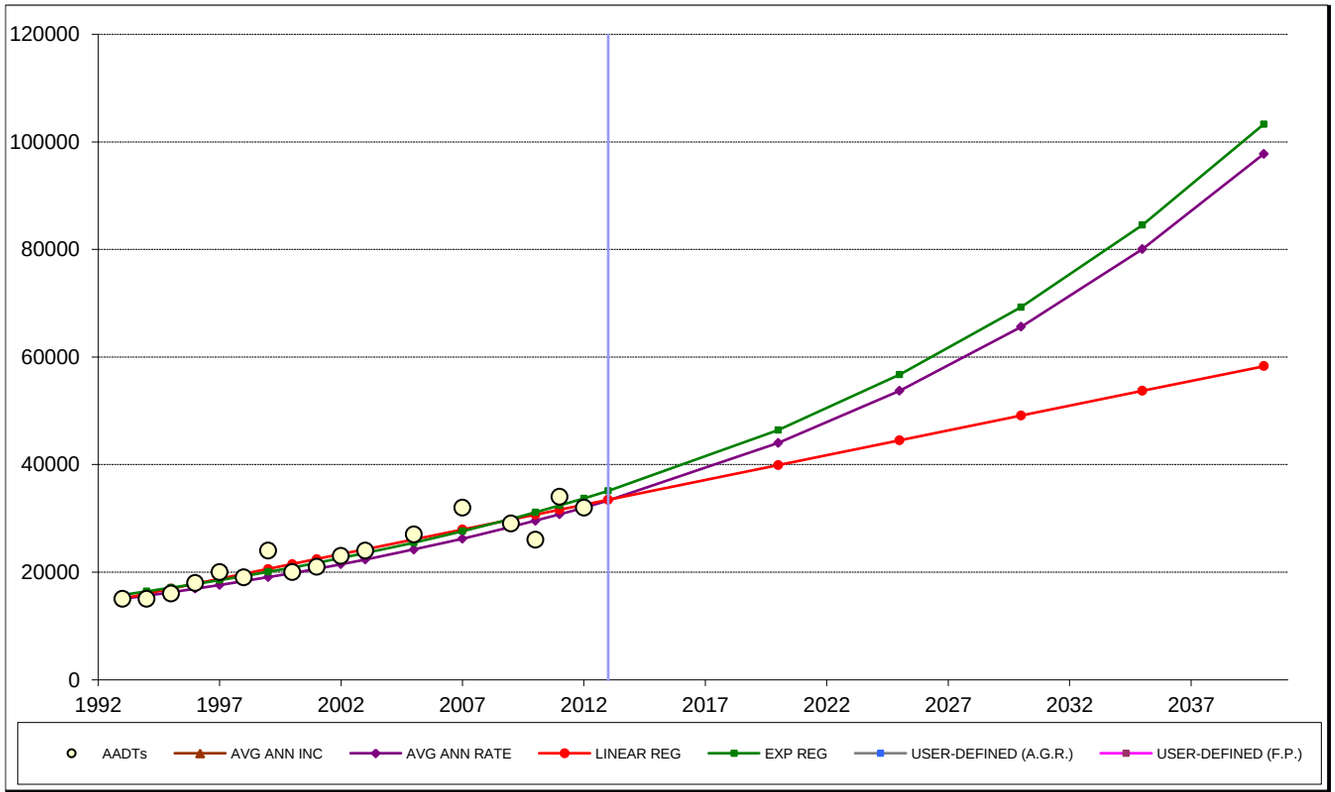
FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
2300	2332	2231	2324
2650	2862	2601	2926
2900	3312	2865	3450
3150	3833	3130	4067
3400	4437	3394	4795
3650	5135	3658	5653

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
NCDOT STIP Project Number U-4738

AADT TREND ANALYSIS

#4 -- US 17 Business (Ocean Highway) - SR 1414 (Goodman Rd) to SR 1438 (Lanvale Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	895
1993	15000	AVG ANN RATE:	4.1%
1994	15000	LINEAR REG:	920
1995	16000	EXPONENTIAL REG:	4.1%
1996	18000		
1997	20000	R-SQUARED	
1998	19000	LINEAR:	0.8698
1999	24000	EXPONENTIAL:	0.8791
2000	20000		
2001	21000		
2002	23000	NUMBER OF DATA POINTS:	
2003	24000		17
2005	27000		
2007	32000		
2009	29000		
2010	26000		
2011	34000		
2012	32000		

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	4- US 17 Business (Ocean Highway) - SR 1414 (Good	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
32895	33302	33460	35094
39158	44025	39898	46427
43632	53740	44496	56700
48105	65598	49095	69246
52579	80073	53693	84569
57053	97741	58292	103282

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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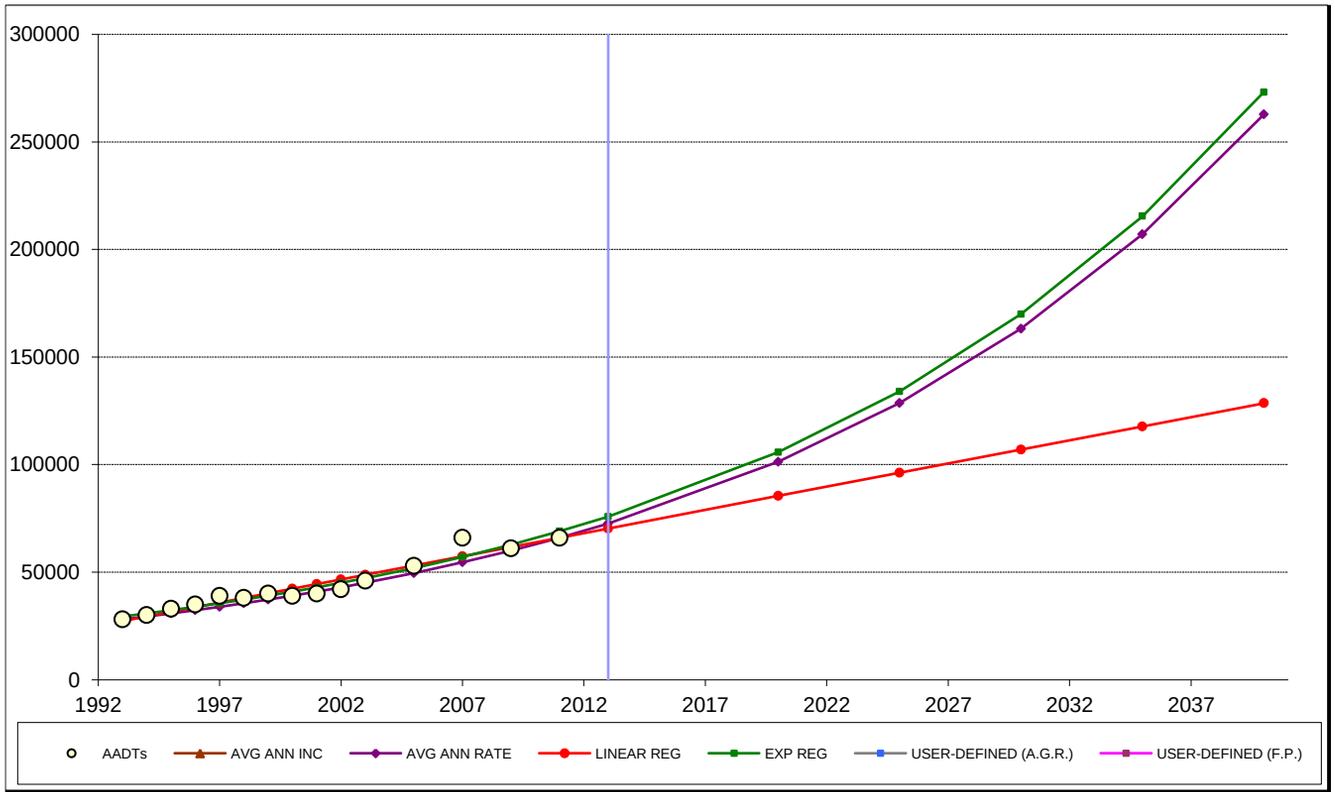
AADT TREND ANALYSIS

#5 -- US 17 BUS/74/76 (Ocean Highway) - US 74/76 (Andrew Jackson Highway) to NC 133 (River Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	2111
1993	28000	AVG ANN RATE:	4.9%
1994	30000	LINEAR REG:	2156
1995	33000	EXPONENTIAL REG:	4.9%
1996	35000		
1997	39000	R-SQUARED	
1998	38000	LINEAR:	0.9295
1999	40000	EXPONENTIAL:	0.9487
2000	39000		
2001	40000		
2002	42000	NUMBER OF DATA POINTS:	
2003	46000		15
2005	53000		
2007	66000		
2009	61000		
2011	66000		

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	5- US 17 BUS/74/76 (Ocean Highway) - US 74/76 (And	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
70222	72597	70323	75854
85000	101330	85414	105734
95556	128581	96194	134043
106111	163162	106973	169931
116667	207042	117753	215428
127222	262724	128532	273105

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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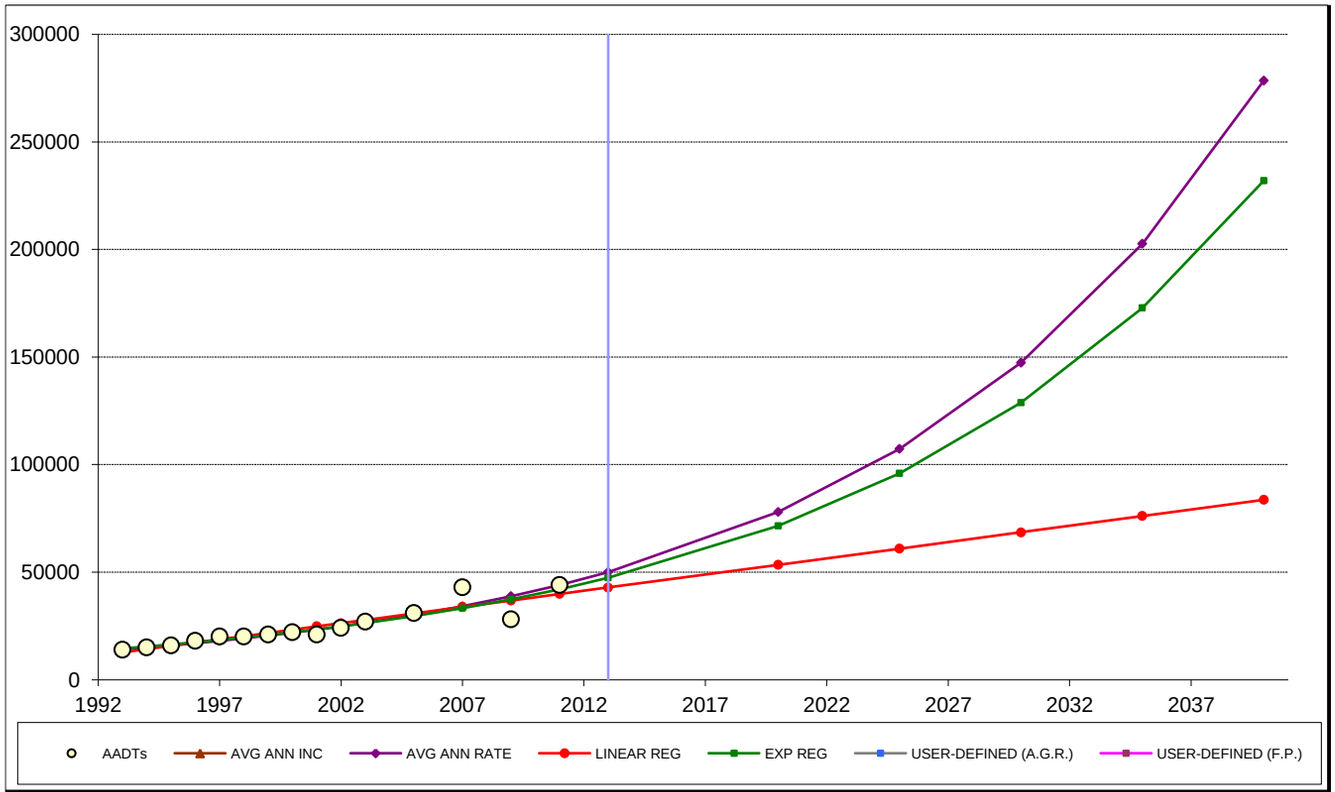
AADT TREND ANALYSIS

#6 -- US 17 Business (Ocean Highway) - SR 1566 (Ploof Rd) to SR 1551 (Blackwell Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	1667
1993	14000	AVG ANN RATE:	6.6%
1994	15000	LINEAR REG:	1508
1995	16000	EXPONENTIAL REG:	6.1%
1996	18000		
1997	20000	R-SQUARED	
1998	20000	LINEAR:	0.8234
1999	21000	EXPONENTIAL:	0.8914
2000	22000		
2001	21000		
2002	24000	NUMBER OF DATA POINTS:	
2003	27000		15
2005	31000		
2007	43000		
2009	28000		
2011	44000		

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	6- US 17 Business (Ocean Highway) - SR 1566 (Ploof	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
47333	49970	42864	47333
59000	78004	53419	71471
67333	107216	60958	95933
75667	147369	68498	128766
84000	202559	76037	172837
92333	278418	83576	231991

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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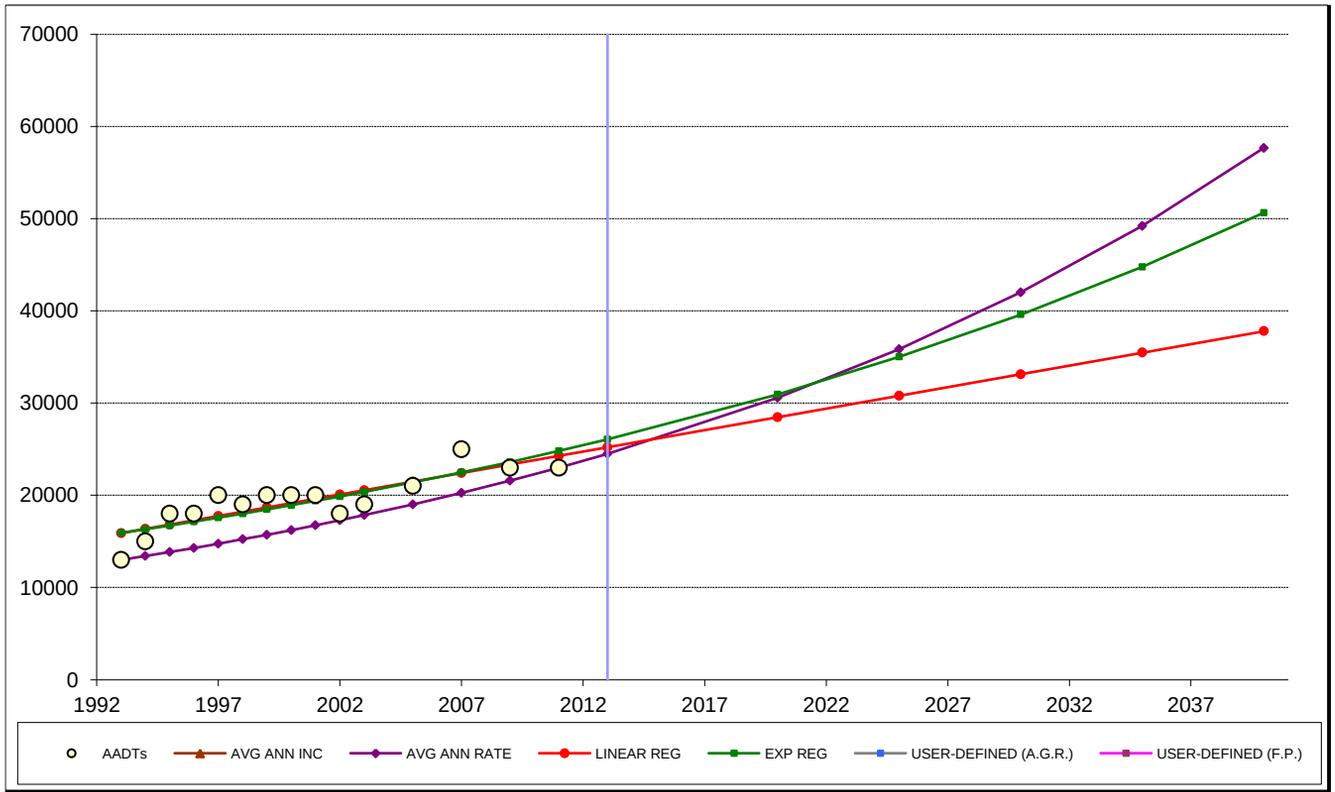
AADT TREND ANALYSIS #7 -- US 74/76 (Andrew Jackson Highway) - SR 1438 (Lanvale Rd) to US 17 Business (Ocean Highway)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	556
1993	13000	AVG ANN RATE:	3.2%
1994	15000	LINEAR REG:	466
1995	18000	EXPONENTIAL REG:	2.5%
1996	18000		
1997	20000	R-SQUARED	
1998	19000	LINEAR:	0.7201
1999	20000	EXPONENTIAL:	0.6834
2000	20000		
2001	20000		
2002	18000	NUMBER OF DATA POINTS:	
2003	19000		15
2005	21000		
2007	25000		
2009	23000		
2011	23000		

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	7- US 74/76 (Andrew Jackson Highway) - SR 1438 (La	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
24111	24505	25216	26056
28000	30593	28479	30955
30778	35847	30809	35009
33556	42003	33140	39593
36333	49216	35471	44779
39111	57668	37802	50643

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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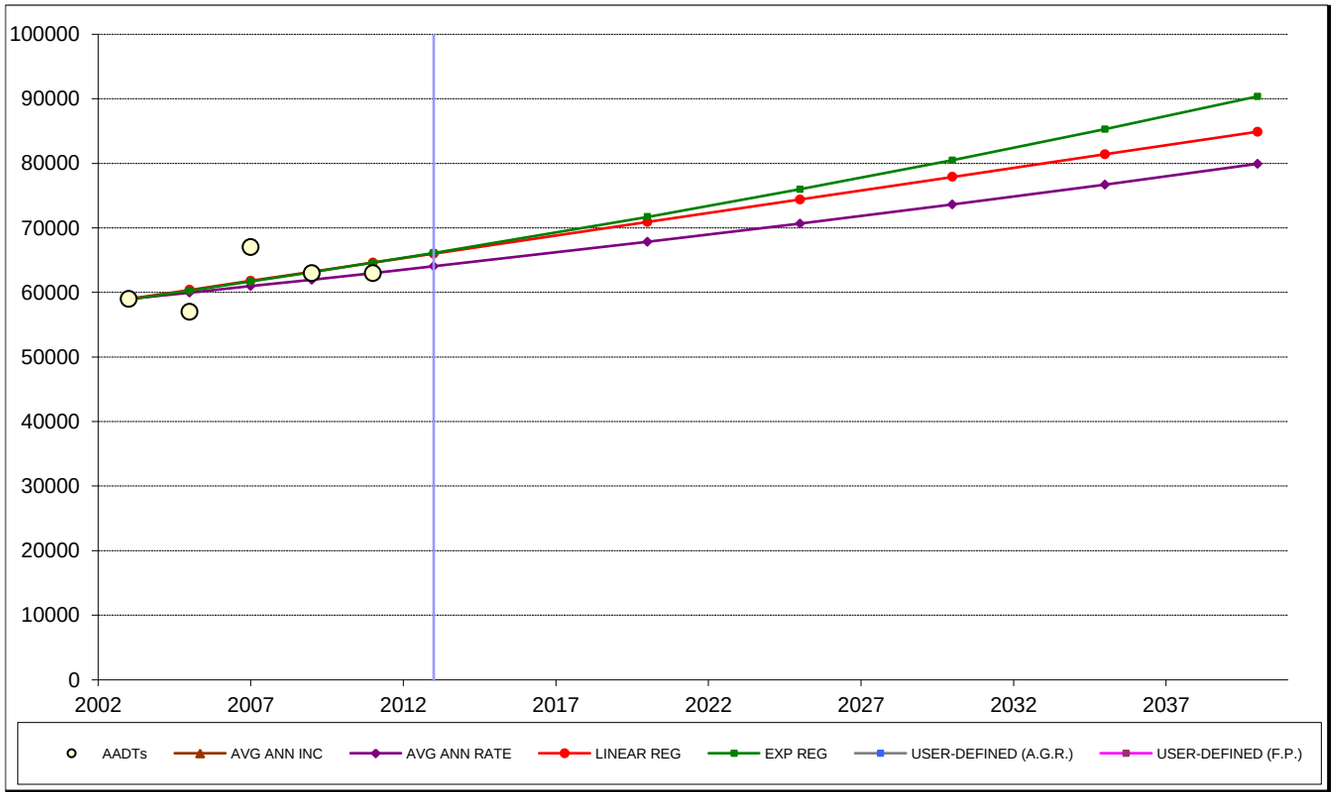
AADT TREND ANALYSIS

#8 -- US 17 BUS/74/76 (Ocean Highway) - NC 133 (River Rd) to US 74/421



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	500
2003	59000	AVG ANN RATE:	0.8%
2005	57000	LINEAR REG:	700
2007	67000	EXPONENTIAL REG:	1.2%
2009	63000		
2011	63000	R-SQUARED	
		LINEAR:	0.3224
		EXPONENTIAL:	0.3356
		NUMBER OF DATA POINTS:	
			5

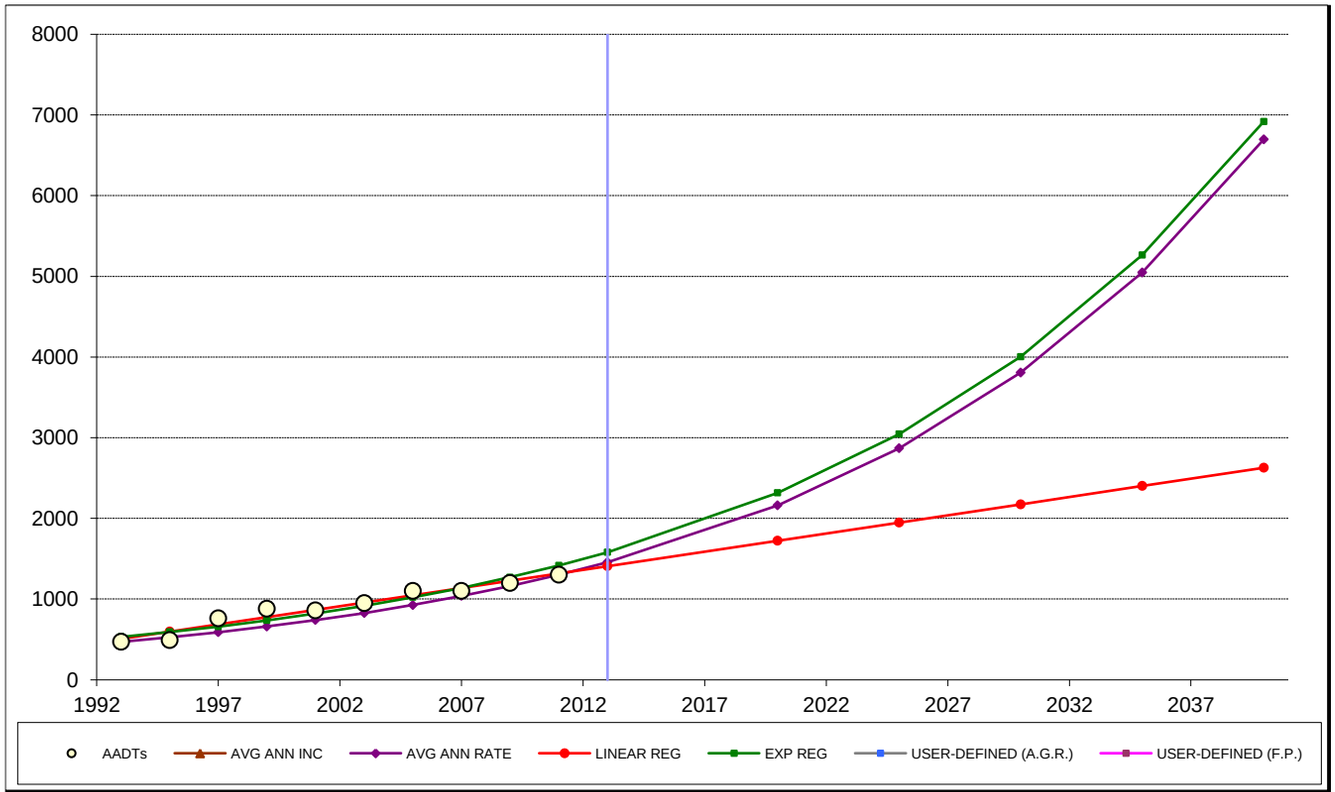
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	8- US 17 BUS/74/76 (Ocean Highway) - NC 133 (River	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
64000	64042	66000	66135
67500	67825	70900	71711
70000	70664	74400	75979
72500	73621	77900	80502
75000	76702	81400	85294
77500	79912	84900	90371

AADT TREND ANALYSIS

#9 -- SR 1414 (Goodman Rd) - West of US 17 Business



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	46
1993	470	AVG ANN RATE:	5.8%
1995	490	LINEAR REG:	45
1997	760	EXPONENTIAL REG:	5.6%
1999	880		
2001	860	R-SQUARED	
2003	950	LINEAR:	0.9518
2005	1100	EXPONENTIAL:	0.8892
2007	1100		
2009	1200		
2011	1300	NUMBER OF DATA POINTS:	
			10

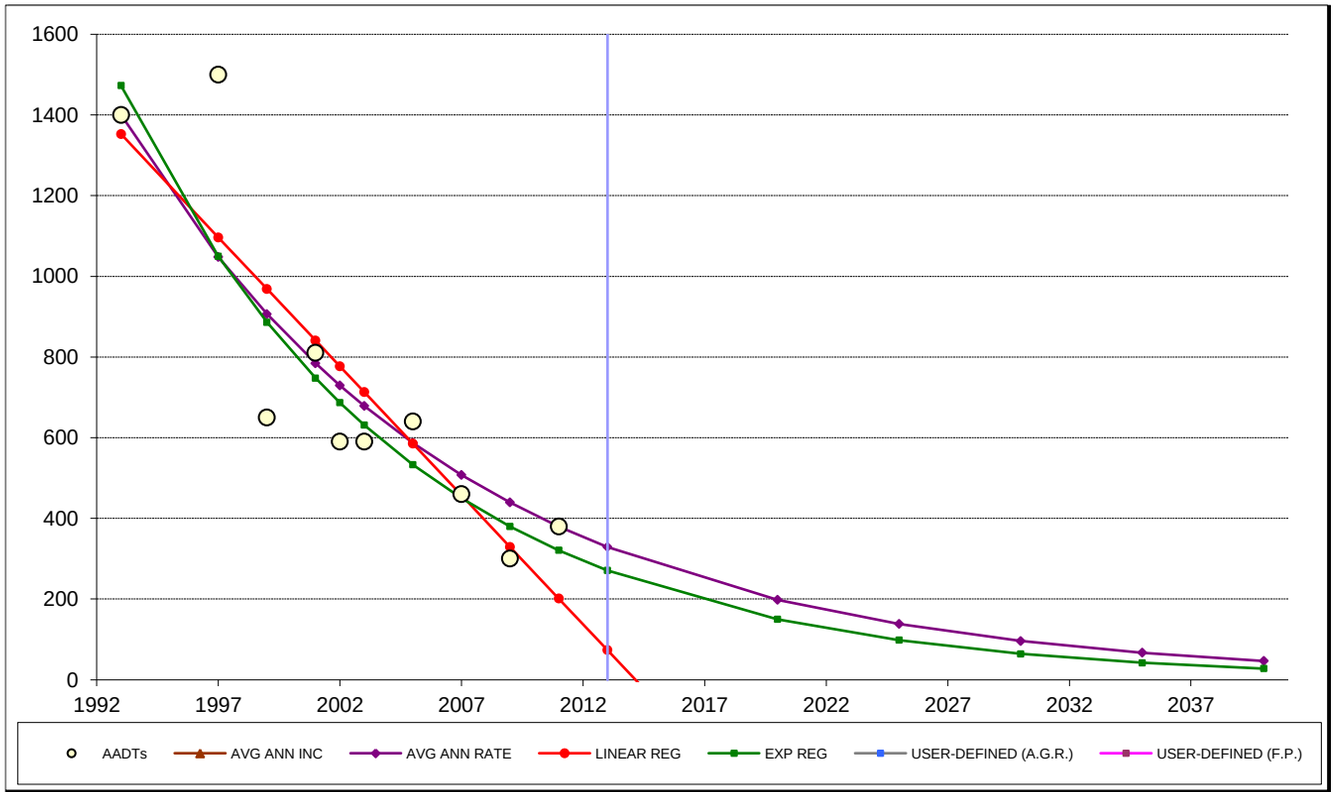
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	9- SR 1414 (Goodman Rd) - West of US 17 Business	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
1392	1456	1407	1580
1715	2162	1723	2317
1946	2868	1949	3046
2176	3805	2174	4004
2407	5047	2400	5263
2637	6696	2626	6917

AADT TREND ANALYSIS

#10 -- SR 1551 (Main St) - North of NC 133 (River Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-57
1993	1400	AVG ANN RATE:	-7.0%
1997	1500	LINEAR REG:	-64
1999	650	EXPONENTIAL REG:	-8.1%
2001	810		
2002	590	R-SQUARED	
2003	590	LINEAR:	0.7616
2005	640	EXPONENTIAL:	0.8396
2007	460		
2009	300		
2011	380	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	10- SR 1551 (Main St) - North of NC 133 (River Rd)	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
267	329	73	270
-130	198	-374	149
-413	138	-694	98
-697	96	-1014	64
-980	67	-1333	42
-1263	46	-1653	27

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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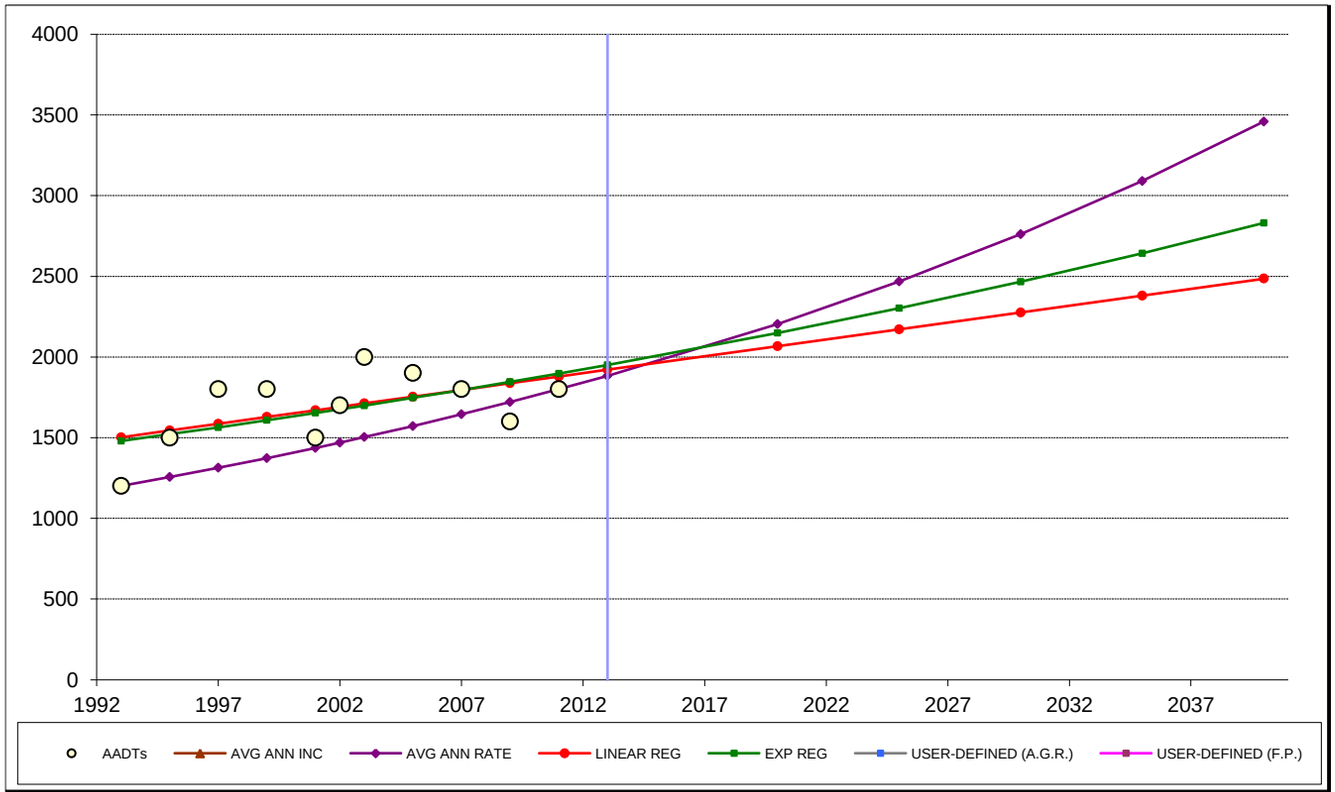
AADT TREND ANALYSIS

#11 -- SR 1551 (Blackwell Rd) - US 17 Business to SR 1524 (Chappell Loop Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	33
1993	1200	AVG ANN RATE:	2.3%
1995	1500	LINEAR REG:	21
1997	1800	EXPONENTIAL REG:	1.4%
1999	1800		
2001	1500	R-SQUARED	
2002	1700	LINEAR:	0.2834
2003	2000	EXPONENTIAL:	0.3047
2005	1900		
2007	1800		
2009	1600	NUMBER OF DATA POINTS:	
2011	1800		11

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	11- SR 1551 (Blackwell Rd) - US 17 Business to SR 1	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
1867	1883	1921	1950
2100	2205	2067	2148
2267	2467	2172	2301
2433	2762	2276	2466
2600	3091	2381	2642
2767	3459	2485	2830

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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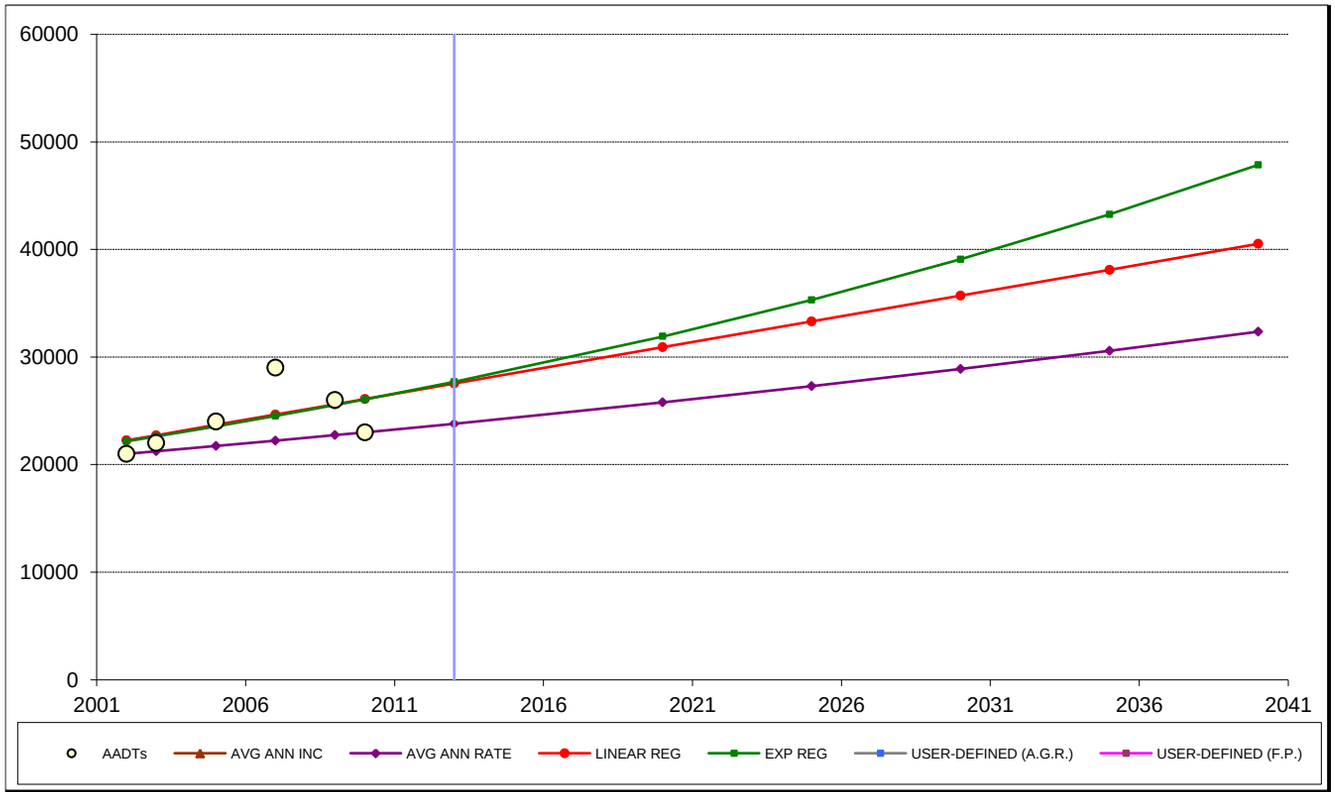
AADT TREND ANALYSIS

#12 -- US 17 (Ocean Highway) - NC 87 (Maco Rd) to I-140/US 17 (Wilmington Bypass)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	250
2002	21000	AVG ANN RATE:	1.1%
2003	22000	LINEAR REG:	481
2005	24000	EXPONENTIAL REG:	2.0%
2007	29000		
2009	26000	R-SQUARED	
2010	23000	LINEAR:	0.2806
		EXPONENTIAL:	0.3079
		NUMBER OF DATA POINTS:	
			6

SHOW HISTORIC DATA:	SHOW FUTURE DATA:
☐ AVG ANN INC	☐ AVG ANN INC
☐ AVG ANN RATE	☑ AVG ANN RATE
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION
	☐ USER-DEFINED (FUT PROJ)
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH

SHOW STATION #:	
12- US 17 (Ocean Highway) - NC 87 (Maco Rd) to I-14	
FUT YRS:	2013
#1	2020
#2	2025
#3	2030
#4	2035
#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
23750	23798	27532	27688
25500	25770	30897	31910
26750	27278	33301	35315
28000	28873	35705	39083
29250	30563	38109	43252
30500	32351	40513	47867

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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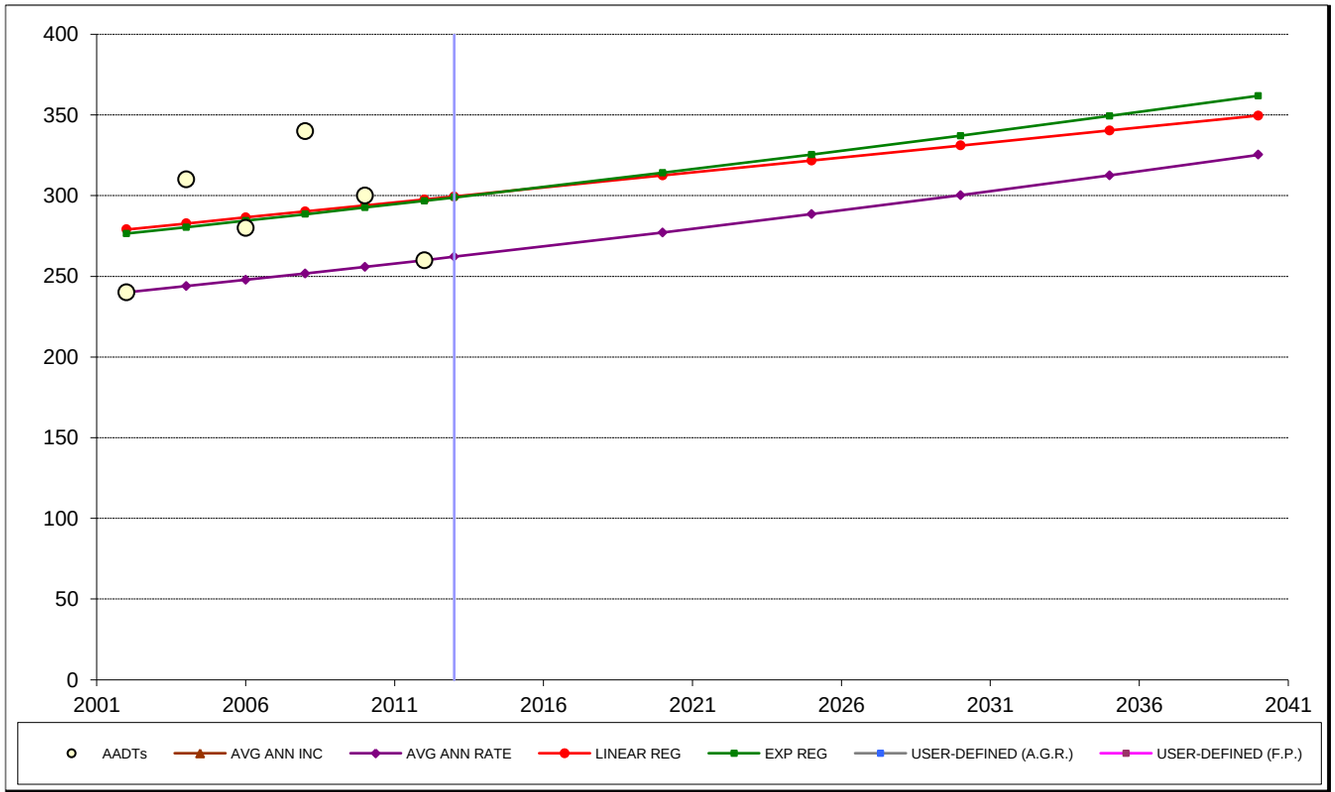
AADT TREND ANALYSIS

#13 -- SR 1701 (Zion Church Rd) - US 17 (Ocean Highway) to SR 1413 (Town Creek Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	2
2002	240	AVG ANN RATE:	0.8%
2004	310	LINEAR REG:	2
2006	280	EXPONENTIAL REG:	0.7%
2008	340		
2010	300	R-SQUARED	
2012	260	LINEAR:	0.0372
		EXPONENTIAL:	0.0445
		NUMBER OF DATA POINTS:	
			6

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	13- SR 1701 (Zion Church Rd) - US 17 (Ocean Highw	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
262	262	299	299
276	277	312	314
286	289	322	325
296	300	331	337
306	313	340	349
316	325	350	362

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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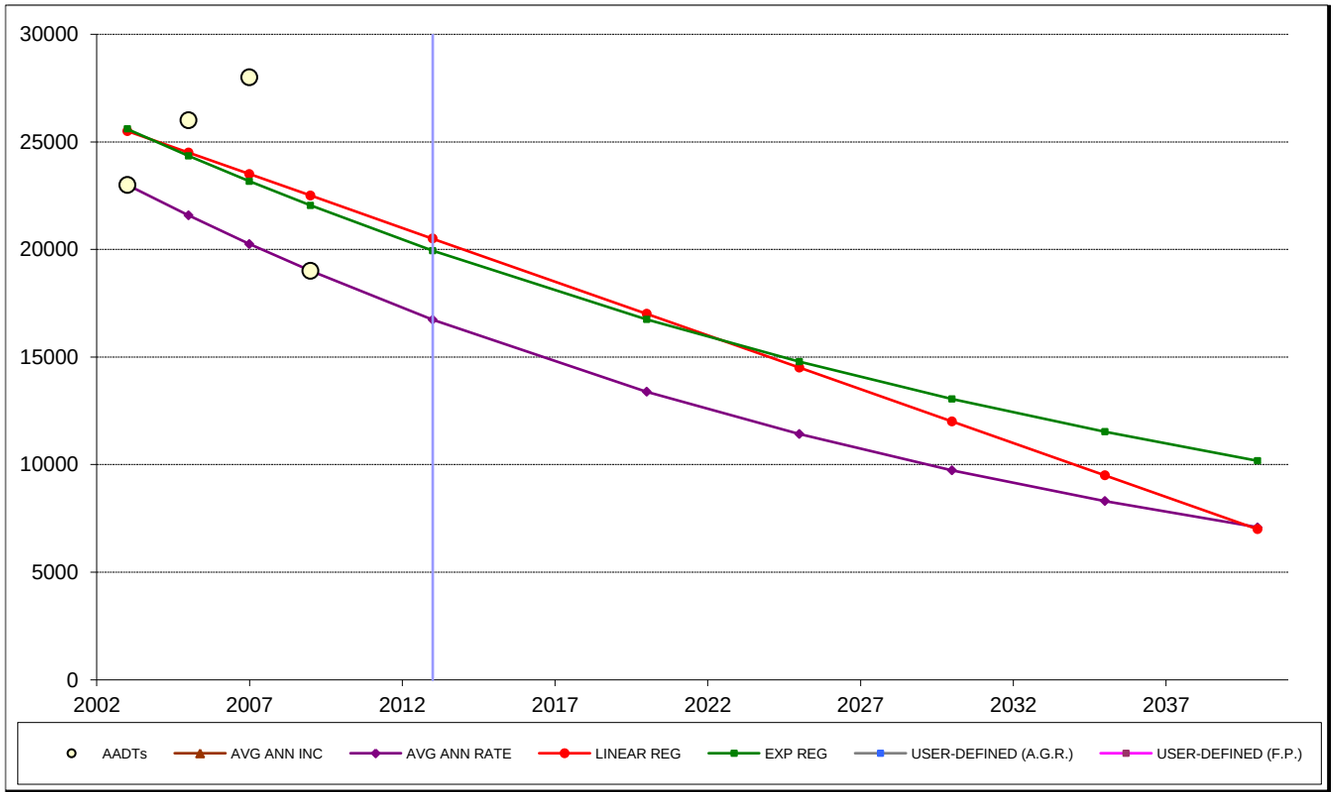
AADT TREND ANALYSIS

#14 -- SR 1472 (Village Rd) - US 17 BUS/74/76 to SR 1435 (S. Navassa Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-667
2003	23000	AVG ANN RATE:	-3.1%
2005	26000	LINEAR REG:	-500
2007	28000	EXPONENTIAL REG:	-2.5%
2009	19000		
		R-SQUARED	
		LINEAR:	0.1087
		EXPONENTIAL:	0.1446
		NUMBER OF DATA POINTS:	
			4

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	14- SR 1472 (Village Rd) - US 17 BUS/74/76 to SR 143	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
16333	16728	20500	19943
11667	13385	17000	16747
8333	11415	14500	14783
5000	9735	12000	13049
1667	8302	9500	11518
-1667	7080	7000	10167

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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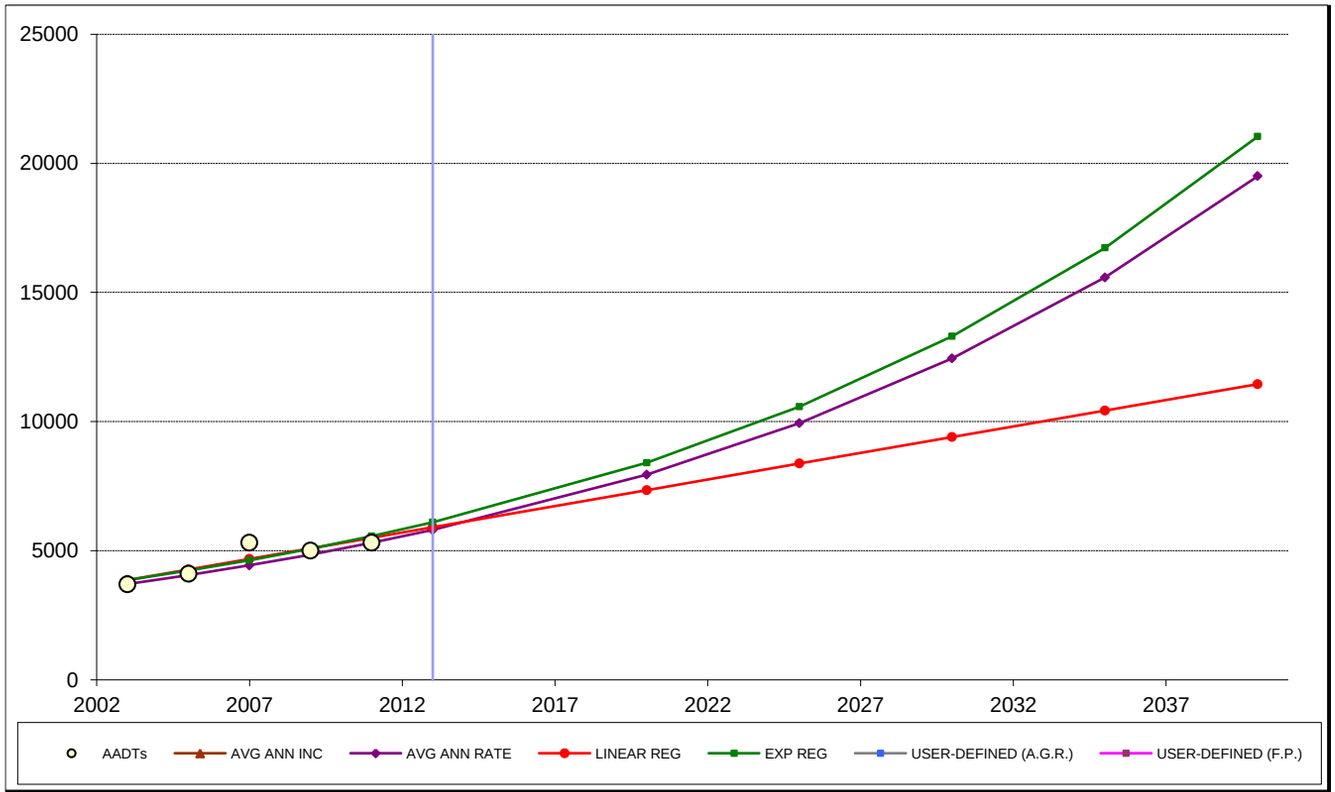
AADT TREND ANALYSIS

#15 -- SR 1438 (Lanvale Rd) - West of US 17 Business



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	200
2003	3700	AVG ANN RATE:	4.6%
2005	4100	LINEAR REG:	205
2007	5300	EXPONENTIAL REG:	4.7%
2009	5000		
2011	5300	R-SQUARED	
		LINEAR:	0.7754
		EXPONENTIAL:	0.7826
		NUMBER OF DATA POINTS:	
			5

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	15- SR 1438 (Lanvale Rd) - West of US 17 Business	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
5700	5798	5910	6098
7100	7941	7345	8407
8100	9940	8370	10573
9100	12444	9395	13298
10100	15578	10420	16725
11100	19500	11445	21036

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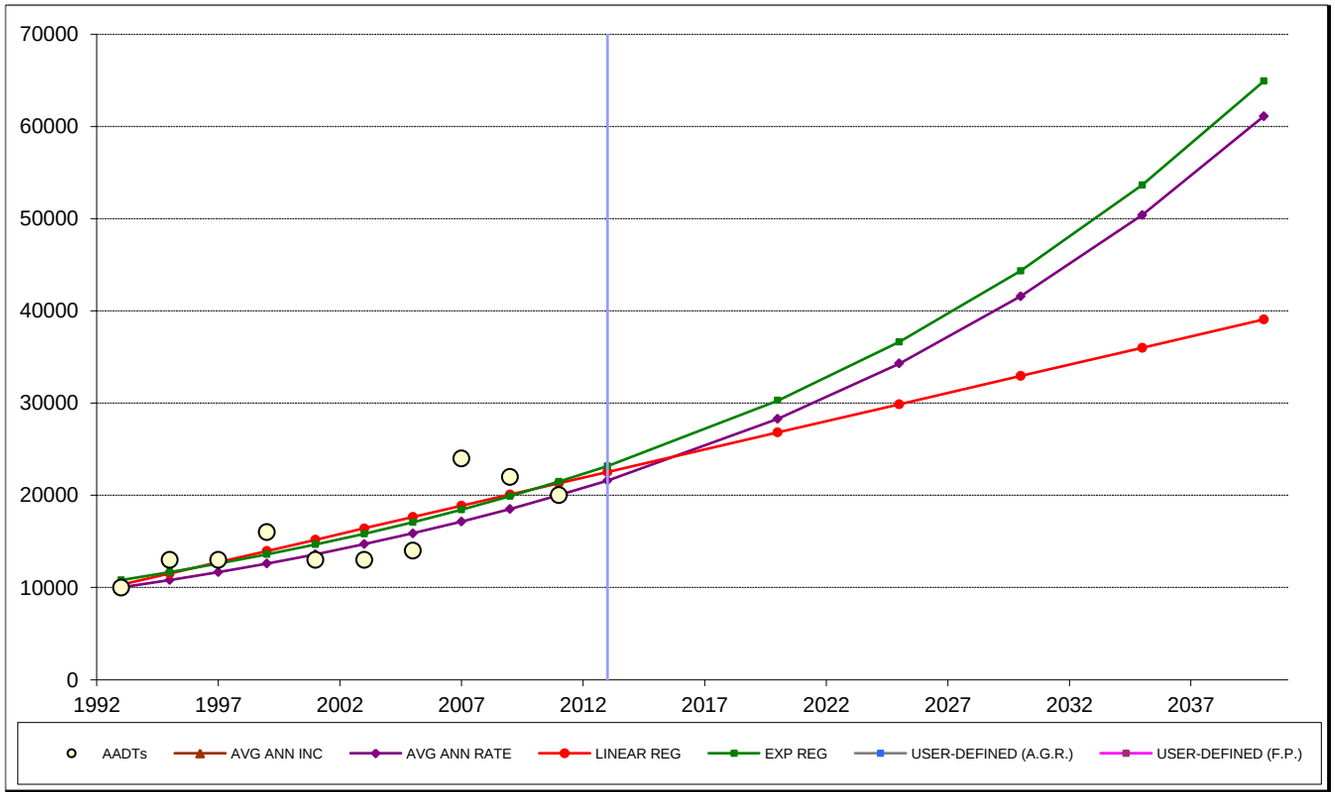
AADT TREND ANALYSIS

#16 -- US 421 (US 421) - US 74/NC 133 (Isabel Holmes Bridge) to I-140/US 17 (Wilmington Bypass)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	556
1993	10000	AVG ANN RATE:	3.9%
1995	13000	LINEAR REG:	612
1997	13000	EXPONENTIAL REG:	3.9%
1999	16000		
2001	13000	R-SQUARED	
2003	13000	LINEAR:	0.6453
2005	14000	EXPONENTIAL:	0.6827
2007	24000		
2009	22000		
2011	20000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	16- US 421 (US 421) - US 74 / NC 133 (Isabel Holmes	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
21111	21601	22533	23183
25000	28284	26818	30277
27778	34290	29879	36638
30556	41570	32939	44335
33333	50397	36000	53650
36111	61097	39061	64921

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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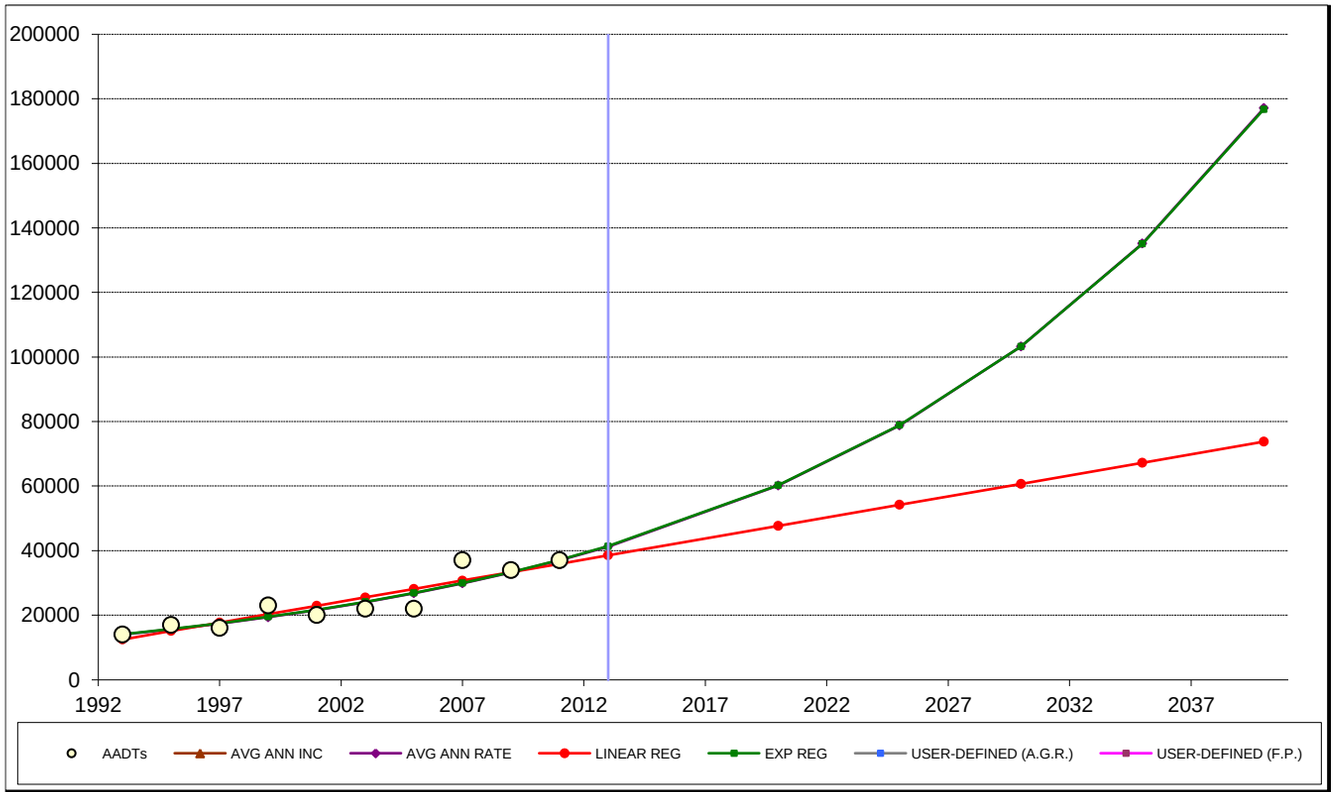
AADT TREND ANALYSIS

#17 -- US 74/421 (US 74/421) - US 17 BUS/74/76 to US 74 / NC 133 (Isabel Holmes Bridge)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	1278
1993	14000	AVG ANN RATE:	5.5%
1995	17000	LINEAR REG:	1303
1997	16000	EXPONENTIAL REG:	5.5%
1999	23000		
2001	20000	R-SQUARED	
2003	22000	LINEAR:	0.8293
2005	22000	EXPONENTIAL:	0.8701
2007	37000		
2009	34000		
2011	37000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	17- US 74/421 (US 74/421) - US 17 BUS/74/76 to US 7	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
39556	41219	38533	41363
48500	60150	47655	60277
54889	78792	54170	78880
61278	103211	60685	103224
67667	135197	67200	135081
74056	177096	73715	176770

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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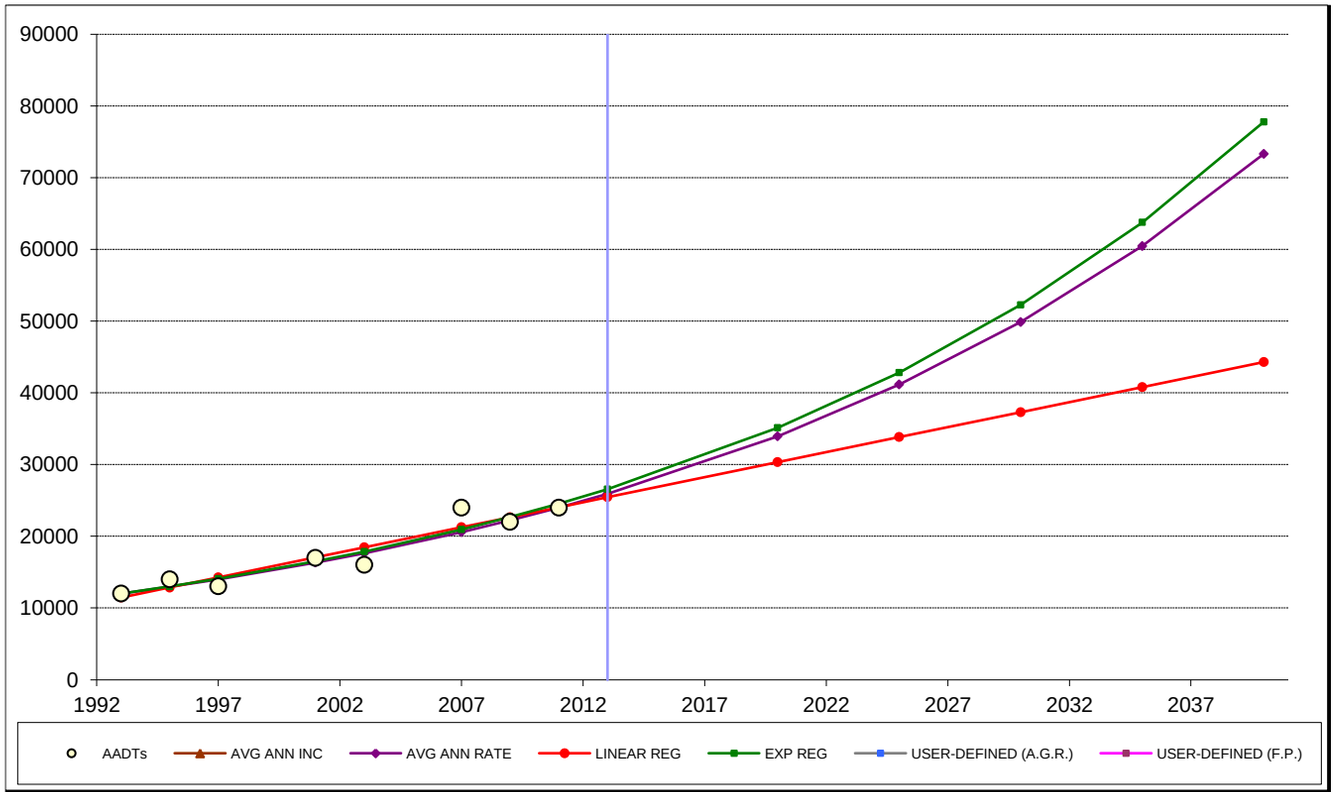
AADT TREND ANALYSIS

#18 -- US 74 / NC 133 (Isabel Holmes Bridge) - US 421 to N. 3rd St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	667
1993	12000	AVG ANN RATE:	3.9%
1995	14000	LINEAR REG:	699
1997	13000	EXPONENTIAL REG:	4.1%
2001	17000		
2003	16000	R-SQUARED	
2007	24000	LINEAR:	0.8986
2009	22000	EXPONENTIAL:	0.9167
2011	24000		

NUMBER OF DATA POINTS: 8

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	18- US 74 / NC 133 (Isabel Holmes Bridge) - US 421 t	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
25333	25921	25436	26580
30000	33941	30327	35111
33333	41148	33821	42835
36667	49884	37314	52258
40000	60476	40808	63754
43333	73317	44301	77778

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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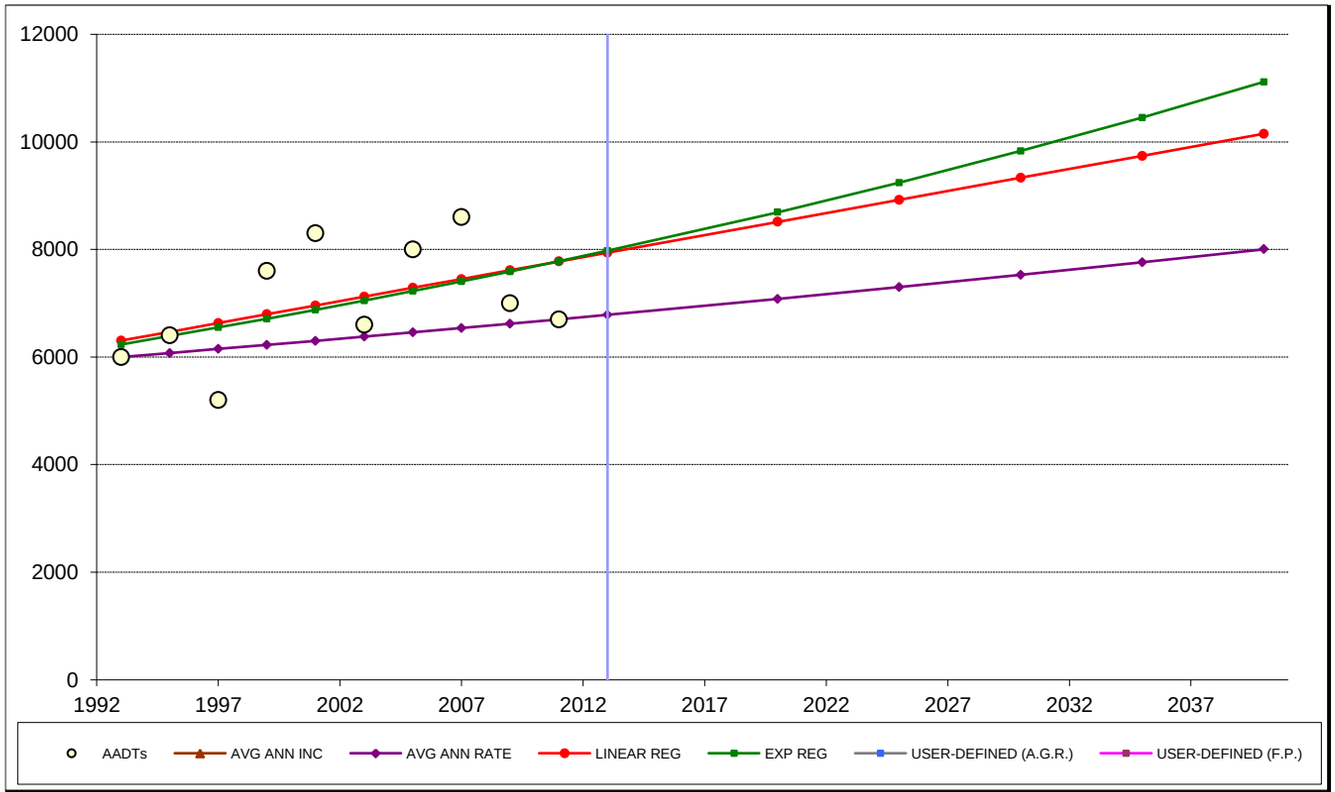
AADT TREND ANALYSIS

#19 -- US 421 (US 421) - North of I-140



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	39
1993	6000	AVG ANN RATE:	0.6%
1995	6400	LINEAR REG:	82
1997	5200	EXPONENTIAL REG:	1.2%
1999	7600		
2001	8300	R-SQUARED	
2003	6600	LINEAR:	0.2115
2005	8000	EXPONENTIAL:	0.2258
2007	8600		
2009	7000		
2011	6700	NUMBER OF DATA POINTS:	
			10

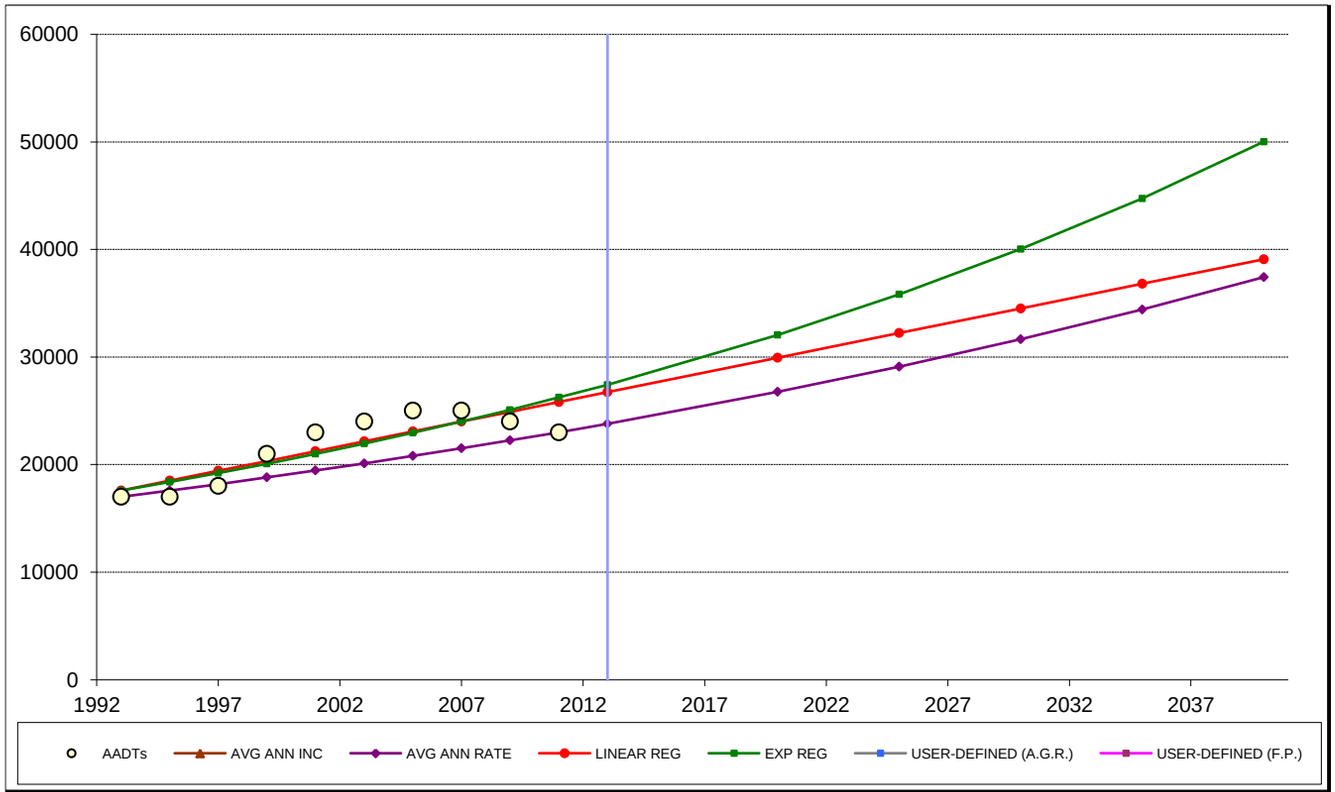
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	19- US 421 (US 421) - North of I-140	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
6778	6783	7940	7973
7050	7080	8513	8690
7244	7300	8922	9242
7439	7528	9331	9828
7633	7762	9740	10452
7828	8004	10149	11115

AADT TREND ANALYSIS

#20 -- US 421 (Carolina Beach Rd) - US 117 (Shipyard Blvd) to Holbrooke Ave



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	333
1993	17000	AVG ANN RATE:	1.7%
1995	17000	LINEAR REG:	458
1997	18000	EXPONENTIAL REG:	2.2%
1999	21000		
2001	23000	R-SQUARED	
2003	24000	LINEAR:	0.7343
2005	25000	EXPONENTIAL:	0.7386
2007	25000		
2009	24000		
2011	23000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	20- US 421 (Carolina Beach Rd) - US 117 (Shipyard B	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
23667	23786	26733	27423
26000	26753	29936	32044
27667	29096	32224	35815
29333	31645	34512	40030
31000	34416	36800	44740
32667	37431	39088	50005

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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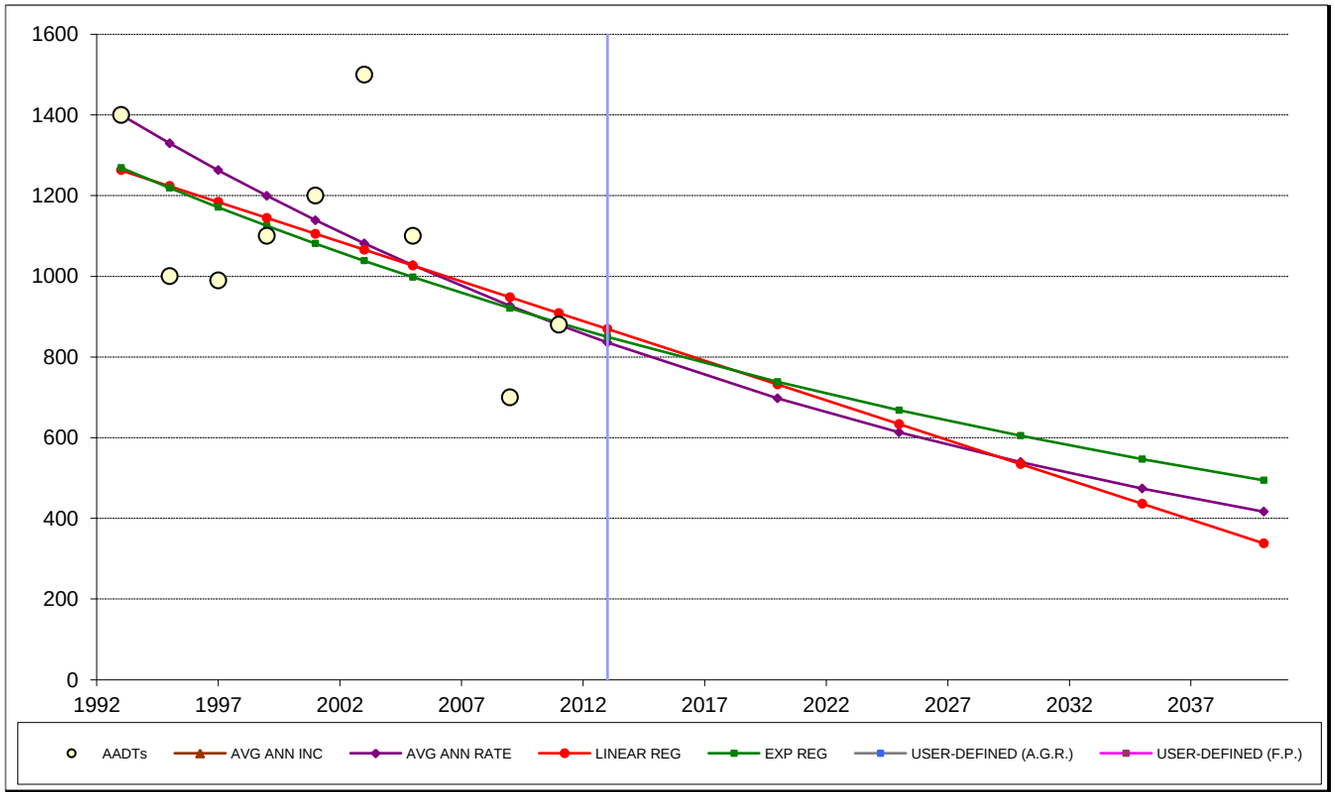
AADT TREND ANALYSIS

#21 -- Greenfield St - US 421 (S. 3rd St) to US 421 Truck (S. Front St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-29
1993	1400	AVG ANN RATE:	-2.5%
1995	1000	LINEAR REG:	-20
1997	990	EXPONENTIAL REG:	-2.0%
1999	1100		
2001	1200	R-SQUARED	
2003	1500	LINEAR:	0.2386
2005	1100	EXPONENTIAL:	0.2824
2009	700		
2011	880		
		NUMBER OF DATA POINTS:	
			9

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	21- Greenfield St - US 421 (S. 3rd St) to US 421 Truck	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
822	836	869	850
620	698	732	739
476	613	633	668
331	539	535	604
187	474	436	547
42	416	338	495

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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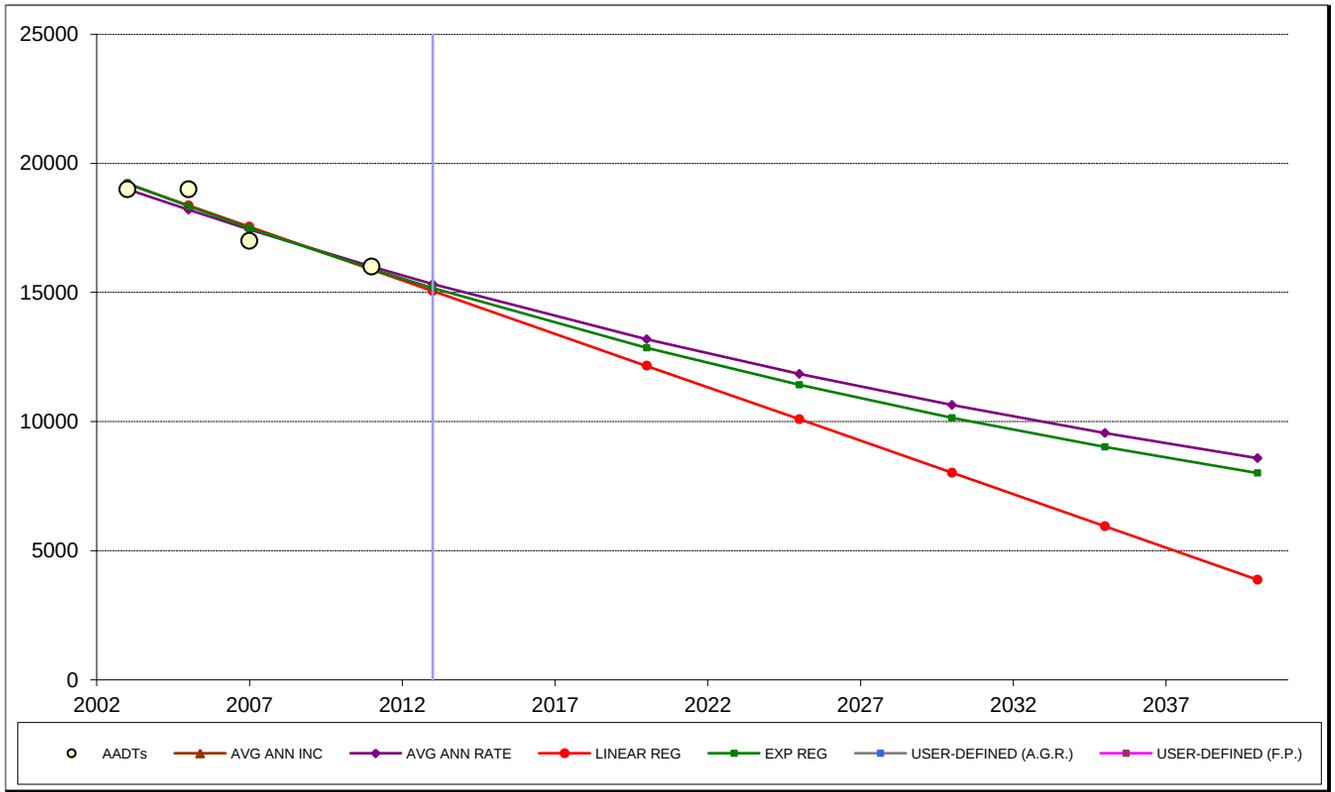
AADT TREND ANALYSIS

#22 -- US 76 West (Wooster St) - S. 17th St to Dawson St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-375
2003	19000	AVG ANN RATE:	-2.1%
2005	19000	LINEAR REG:	-414
2007	17000	EXPONENTIAL REG:	-2.3%
2011	16000		
		R-SQUARED	
		LINEAR:	0.8899
		EXPONENTIAL:	0.8977
		NUMBER OF DATA POINTS:	
			4

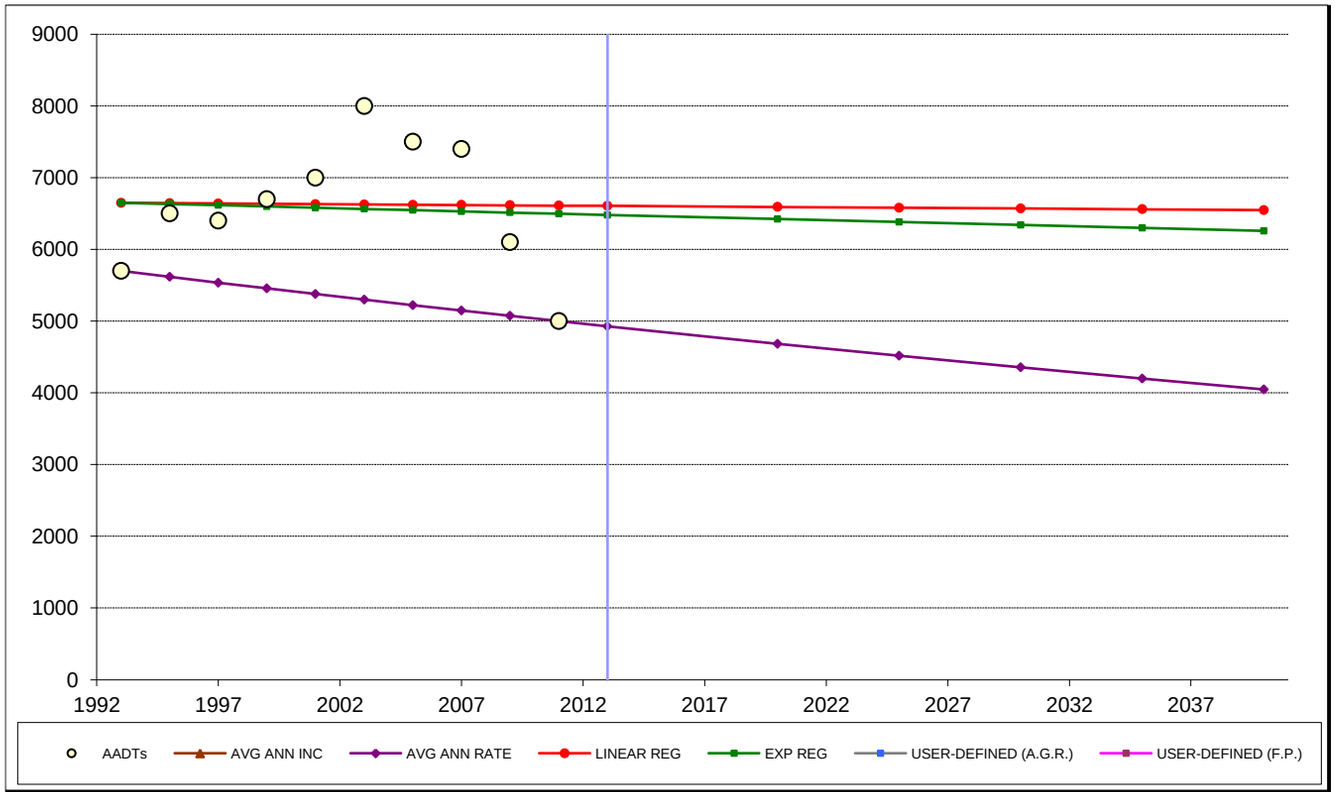
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	22- US 76 West (Wooster St) - S. 17th St to Dawson S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
15250	15327	15057	15176
12625	13187	12157	12858
10750	11844	10086	11422
8875	10638	8014	10146
7000	9555	5943	9013
5125	8582	3871	8007

AADT TREND ANALYSIS

#23 -- Long Leaf Hills Dr - US 117 (S. College Rd) to Parkwood Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-39
1993	5700	AVG ANN RATE:	-0.7%
1995	6500	LINEAR REG:	-2
1997	6400	EXPONENTIAL REG:	-0.1%
1999	6700		
2001	7000	R-SQUARED	
2003	8000	LINEAR:	0.0002
2005	7500	EXPONENTIAL:	0.0031
2007	7400		
2009	6100		
2011	5000	NUMBER OF DATA POINTS:	
			10

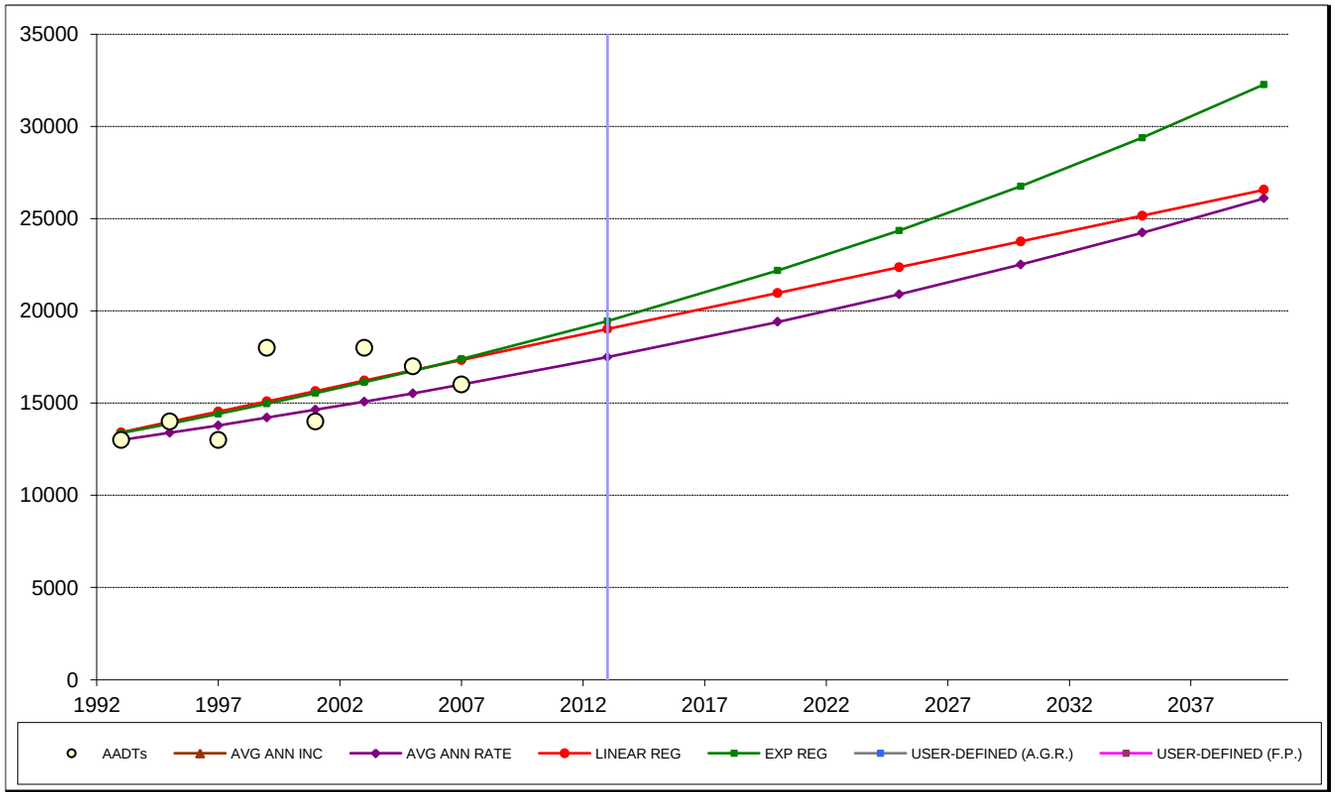
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	23- Long Leaf Hills Dr - US 117 (S. College Rd) to Par	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
4922	4928	6607	6481
4650	4683	6592	6422
4456	4516	6581	6381
4261	4354	6571	6340
4067	4199	6560	6299
3872	4048	6549	6259

AADT TREND ANALYSIS

#24 -- US 17 BUS/76/421 (US 17 BUS/76/421 East) - US 76 Directional Split to US 421 (S. 3rd St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	214
1993	13000	AVG ANN RATE:	1.5%
1995	14000	LINEAR REG:	280
1997	13000	EXPONENTIAL REG:	1.9%
1999	18000		
2001	14000	R-SQUARED	
2003	18000	LINEAR:	0.4125
2005	17000	EXPONENTIAL:	0.4383
2007	16000		
		NUMBER OF DATA POINTS:	
			8

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	24- US 17 BUS/76/421 (US 17 BUS/76/421 East) - US 7	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
17286	17489	19012	19453
18786	19402	20970	22181
19857	20896	22369	24360
20929	22504	23768	26754
22000	24237	25167	29383
23071	26102	26565	32270

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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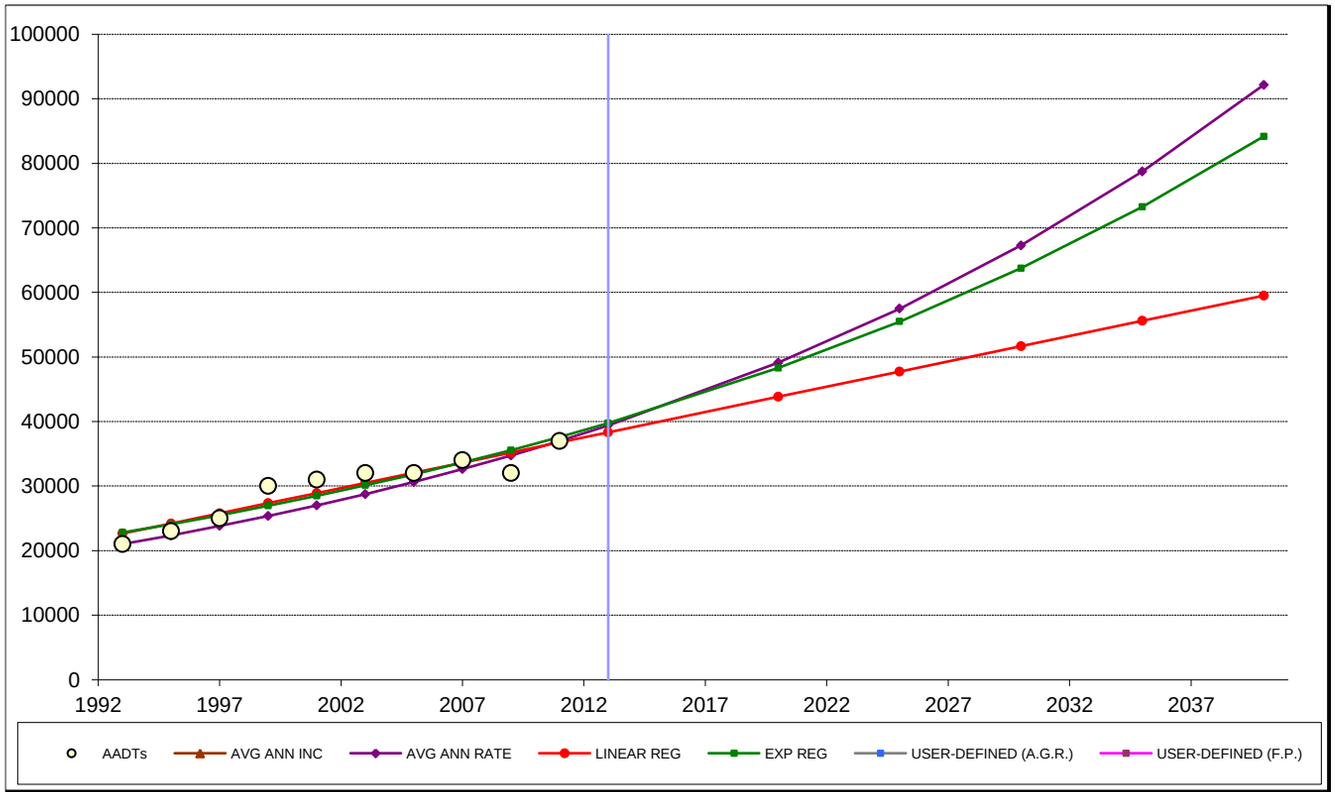
AADT TREND ANALYSIS

#25 -- NC 132 (S. College Rd) - US 117 (Shipyard Blvd) to Cascade Rd



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	889
1993	21000	AVG ANN RATE:	3.2%
1995	23000	LINEAR REG:	785
1997	25000	EXPONENTIAL REG:	2.8%
1999	30000		
2001	31000	R-SQUARED	
2003	32000	LINEAR:	0.8758
2005	32000	EXPONENTIAL:	0.8545
2007	34000		
2009	32000		
2011	37000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	25- NC 132 (S. College Rd) - US 117 (Shipyard Blvd) t	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
38778	39403	38333	39749
45000	49113	43827	48286
49444	57481	47752	55485
53889	67274	51676	63758
58333	78737	55600	73263
62778	92152	59524	84186

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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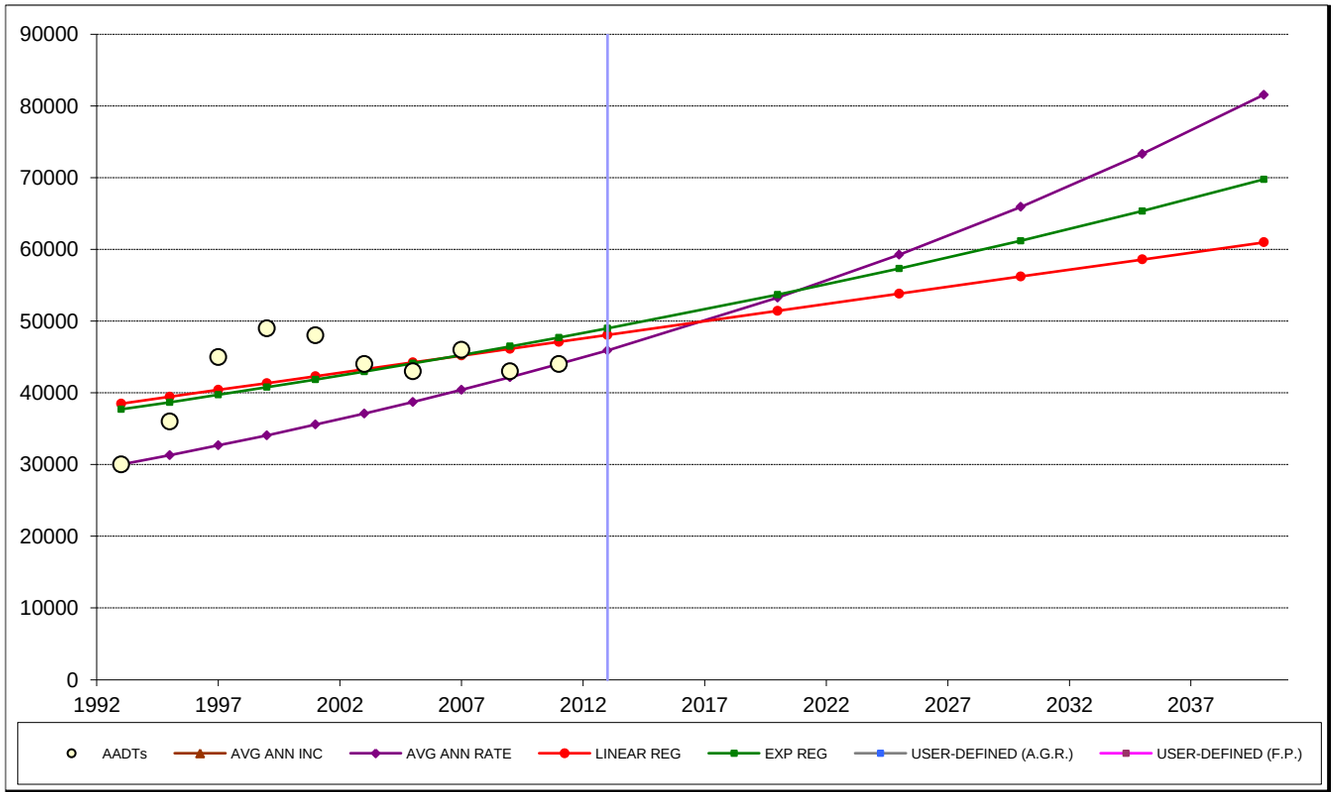
AADT TREND ANALYSIS

#26 -- US 117 / NC 132 (S. College Rd) - Lake Ave to US 117 (Shipyard Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	778
1993	30000	AVG ANN RATE:	2.2%
1995	36000	LINEAR REG:	479
1997	45000	EXPONENTIAL REG:	1.3%
1999	49000		
2001	48000	R-SQUARED	
2003	44000	LINEAR:	0.2577
2005	43000	EXPONENTIAL:	0.2886
2007	46000		
2009	43000		
2011	44000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	26- US 117 / NC 132 (S. College Rd) - Lake Ave to US	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
45556	45913	48067	48981
51000	53287	51418	53684
54889	59268	53812	57317
58778	65921	56206	61195
62667	73321	58600	65337
66556	81551	60994	69758

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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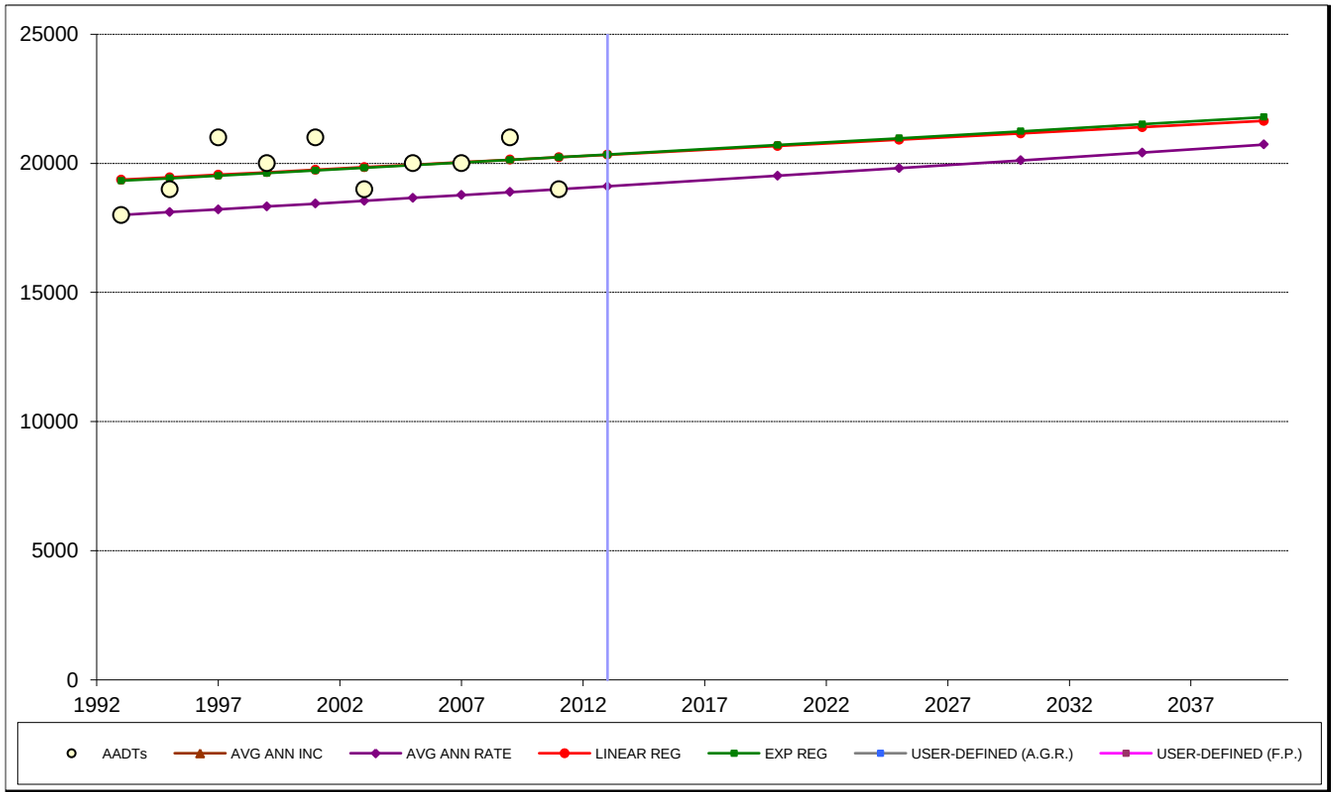
AADT TREND ANALYSIS

#27 -- US 117 (Shipyard Blvd) - Holly Tree Rd to NC 132 (S. College Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	56
1993	18000	AVG ANN RATE:	0.3%
1995	19000	LINEAR REG:	48
1997	21000	EXPONENTIAL REG:	0.3%
1999	20000		
2001	21000	R-SQUARED	
2003	19000	LINEAR:	0.0808
2005	20000	EXPONENTIAL:	0.0867
2007	20000		
2009	21000		
2011	19000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	27- US 117 (Shipyard Blvd) - Holly Tree Rd to NC 132	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
19111	19114	20333	20339
19500	19521	20673	20706
19778	19816	20915	20972
20056	20116	21158	21242
20333	20420	21400	21515
20611	20729	21642	21792

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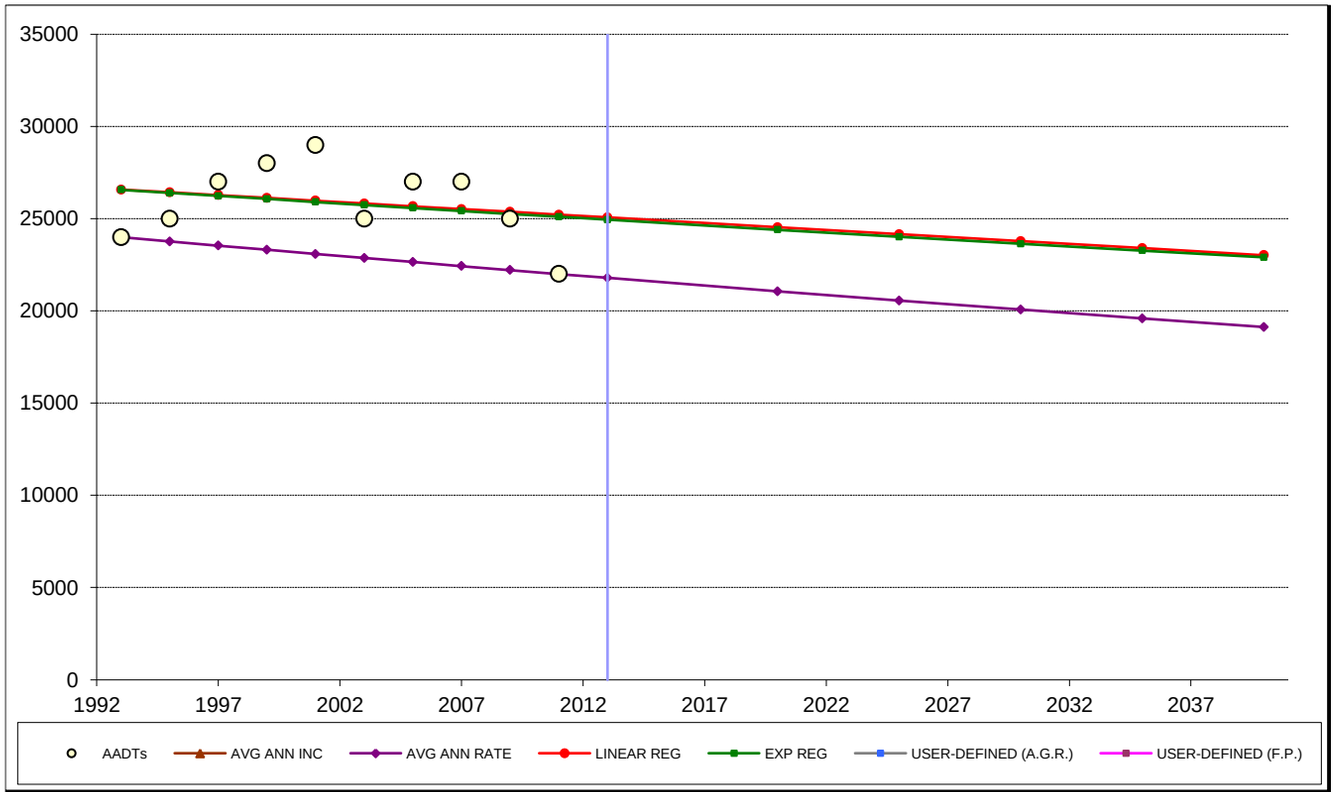
AADT TREND ANALYSIS

#28 -- US 117 (Shipyard Blvd) - Longstreet Dr to SR 1209 (Independence Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-111
1993	24000	AVG ANN RATE:	-0.5%
1995	25000	LINEAR REG:	-76
1997	27000	EXPONENTIAL REG:	-0.3%
1999	28000		
2001	29000	R-SQUARED	
2003	25000	LINEAR:	0.0487
2005	27000	EXPONENTIAL:	0.0546
2007	27000		
2009	25000		
2011	22000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	28- US 117 (Shipyard Blvd) - Longstreet Dr to SR 120	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
21778	21788	25067	24943
21000	21063	24536	24398
20444	20560	24158	24017
19889	20069	23779	23641
19333	19590	23400	23271
18778	19122	23021	22907

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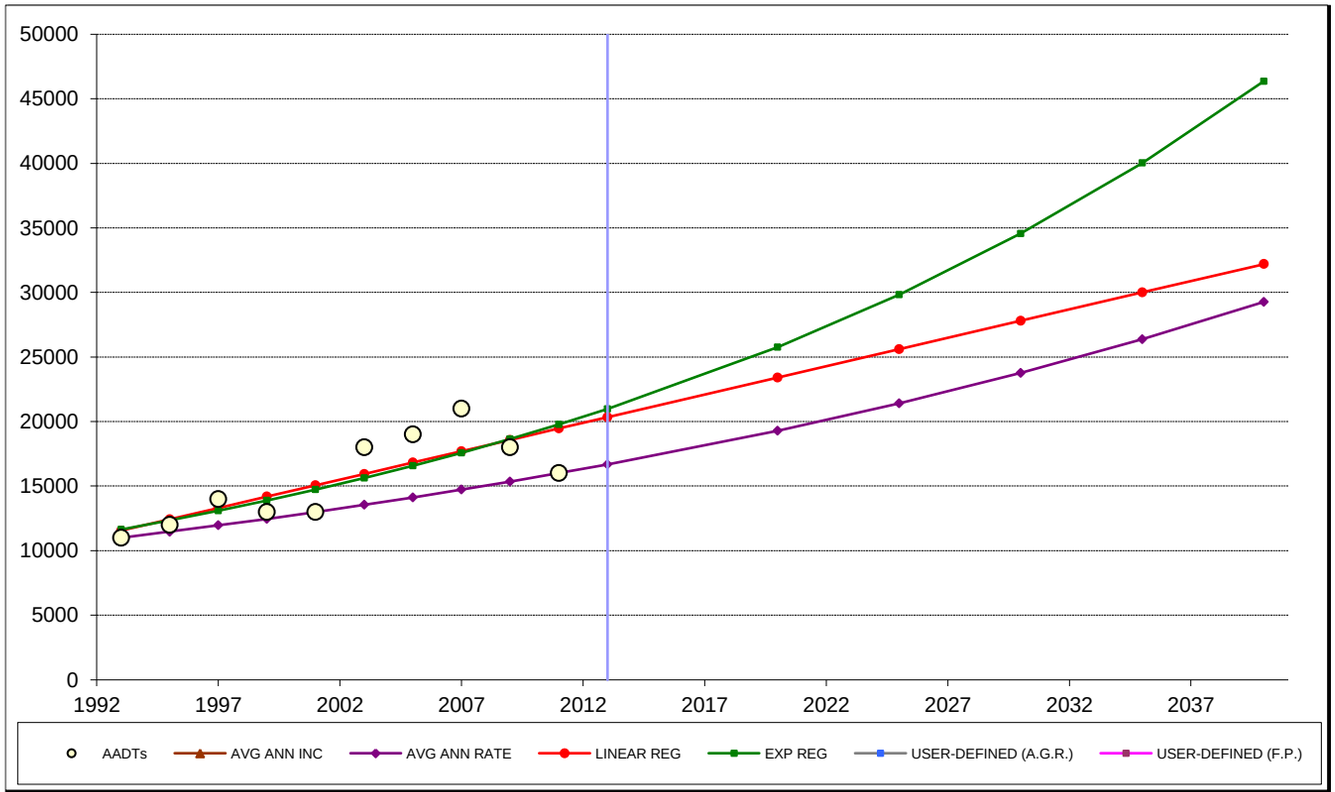
AADT TREND ANALYSIS

#29 -- SR 1209 (Independence Blvd) - Canterbury Rd to US 117 (Shipyard Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	278
1993	11000	AVG ANN RATE:	2.1%
1995	12000	LINEAR REG:	439
1997	14000	EXPONENTIAL REG:	3.0%
1999	13000		
2001	13000	R-SQUARED	
2003	18000	LINEAR:	0.6216
2005	19000	EXPONENTIAL:	0.6631
2007	21000		
2009	18000		
2011	16000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	29- SR 1209 (Independence Blvd) - Canterbury Rd to	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
16556	16680	20333	20964
18500	19297	23409	25754
19889	21413	25606	29832
21278	23762	27803	34556
22667	26369	30000	40028
24056	29261	32197	46366

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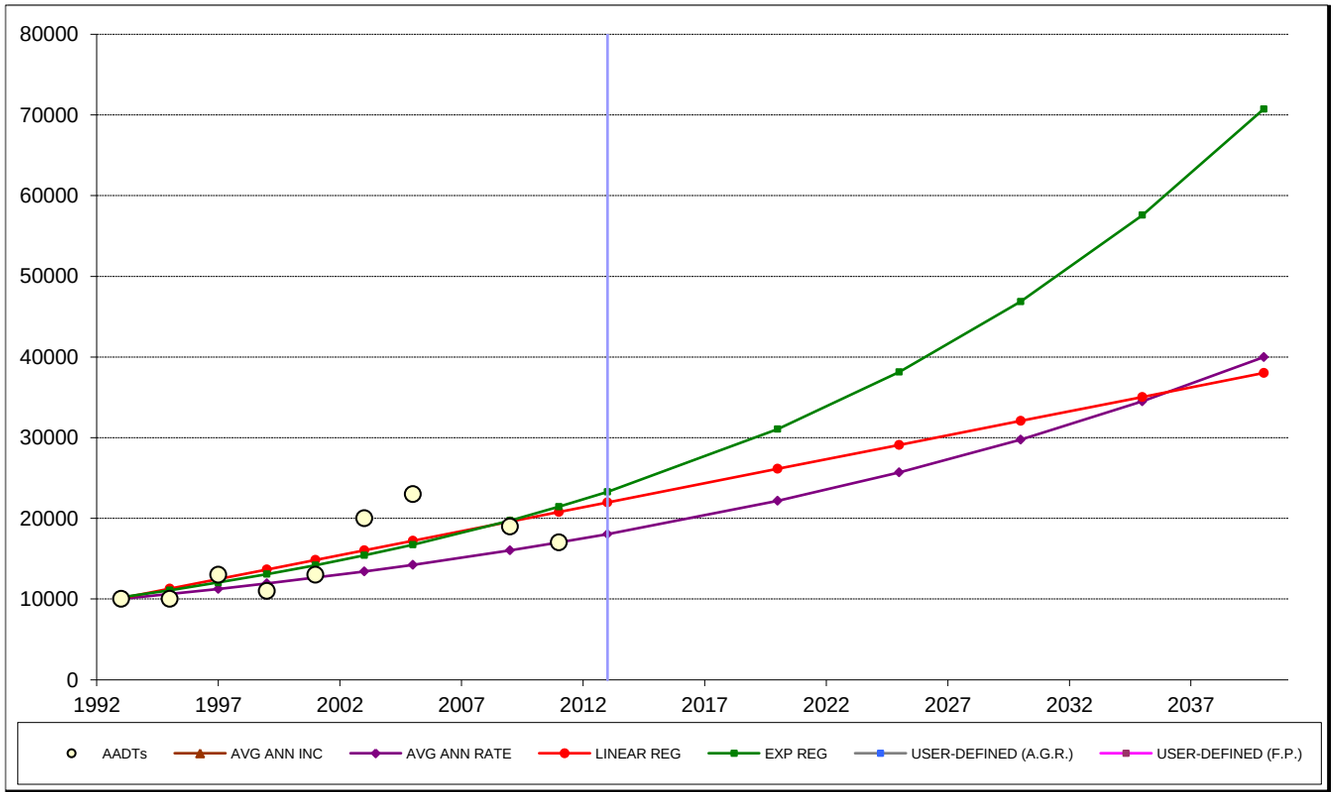
AADT TREND ANALYSIS

#30 -- SR 1209 (Independence Blvd) - US 76 (Oleander Dr) to Canterbury Rd



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	389
1993	10000	AVG ANN RATE:	3.0%
1995	10000	LINEAR REG:	594
1997	13000	EXPONENTIAL REG:	4.2%
1999	11000		
2001	13000	R-SQUARED	
2003	20000	LINEAR:	0.5833
2005	23000	EXPONENTIAL:	0.6479
2009	19000		
2011	17000		
		NUMBER OF DATA POINTS:	
			9

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	30- SR 1209 (Independence Blvd) - US 76 (Oleander D	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
17778	18032	21976	23269
20500	22165	26135	31042
22444	25685	29106	38138
24389	29765	32076	46857
26333	34492	35047	57568
28278	39969	38018	70728

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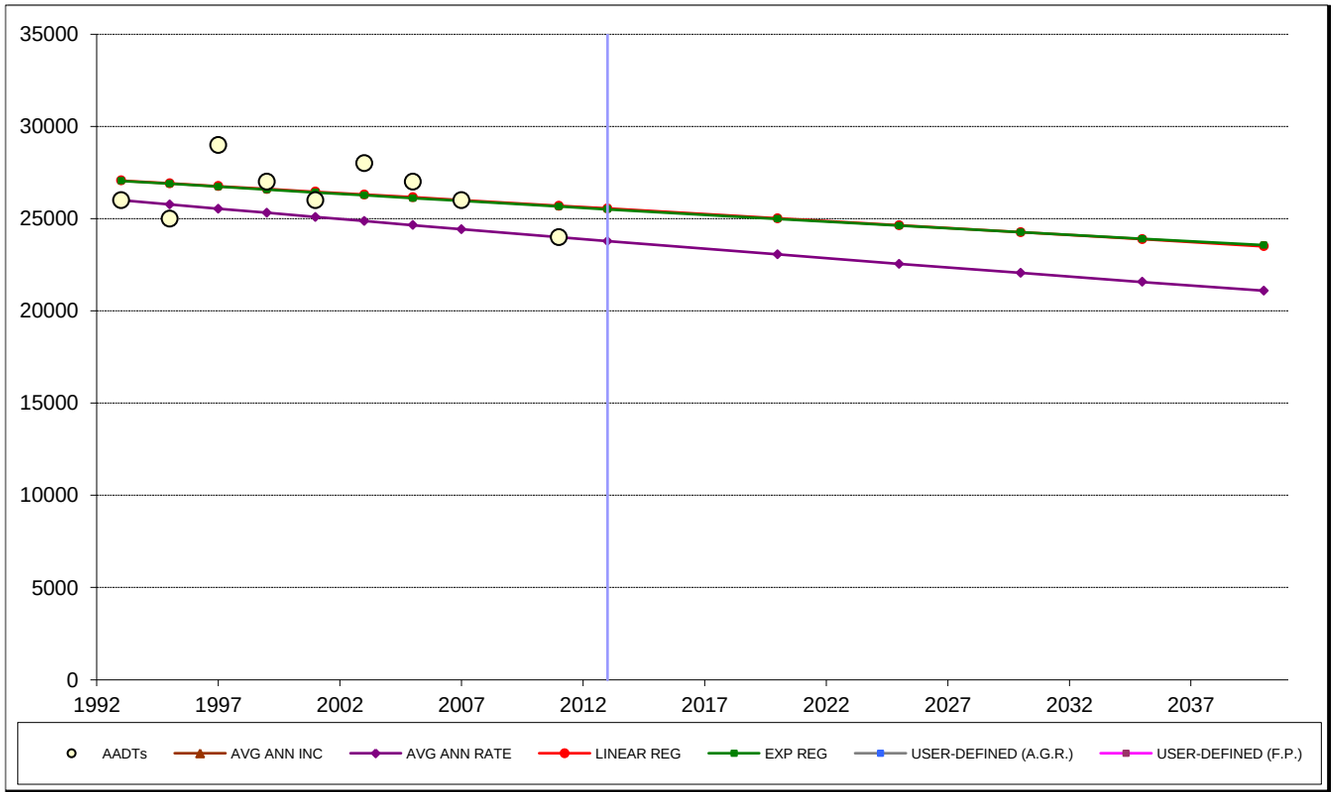
AADT TREND ANALYSIS

#31 -- US 76 (Oleander Dr) - Hawthorne Rd to SR 1209 (Independence Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-111
1993	26000	AVG ANN RATE:	-0.4%
1995	25000	LINEAR REG:	-76
1997	29000	EXPONENTIAL REG:	-0.3%
1999	27000		
2001	26000	R-SQUARED	
2003	28000	LINEAR:	0.0869
2005	27000	EXPONENTIAL:	0.0912
2007	26000		
2011	24000		
		NUMBER OF DATA POINTS:	
			9

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	31- US 76 (Oleander Dr) - Hawthorne Rd to SR 1209 (	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
23778	23787	25552	25509
23000	23058	25021	24989
22444	22551	24642	24625
21889	22056	24263	24266
21333	21571	23884	23913
20778	21096	23505	23564

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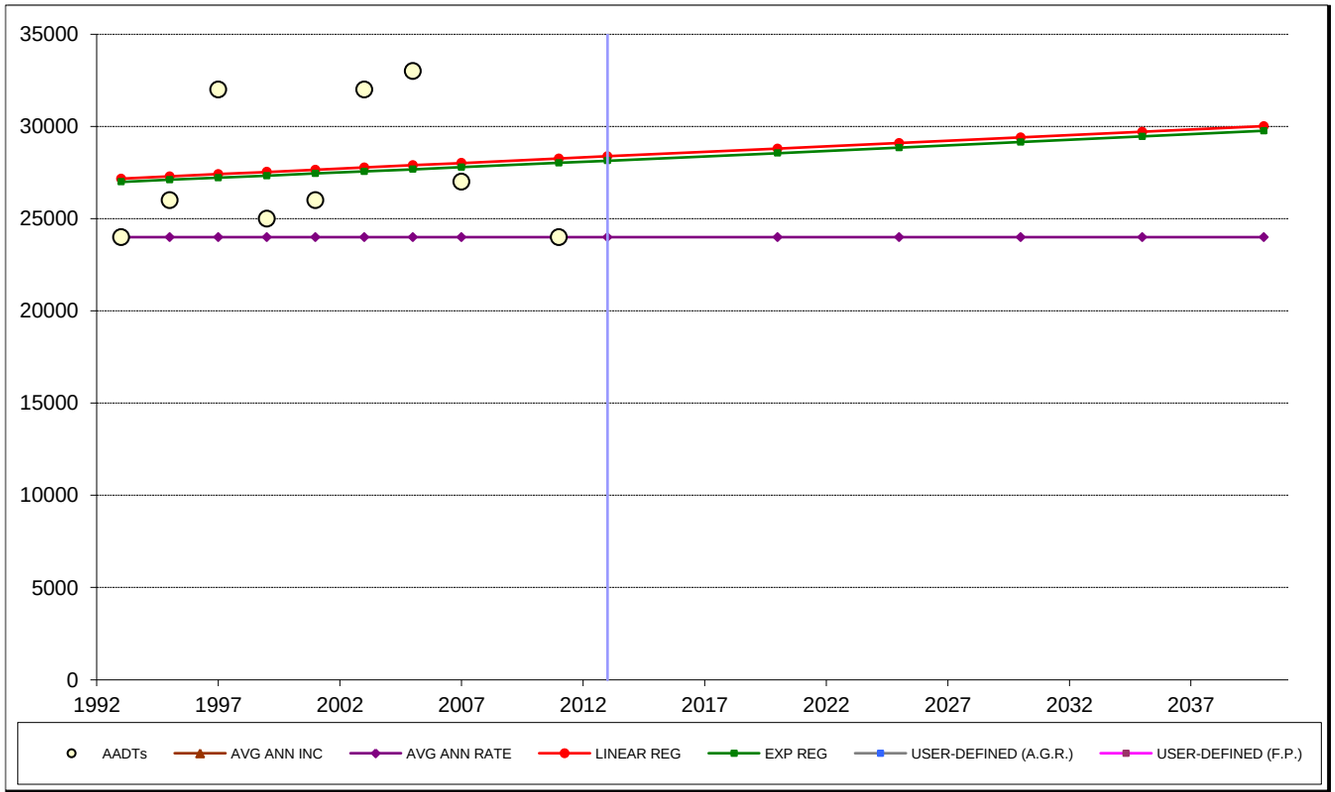
AADT TREND ANALYSIS

#32 -- US 76 (Oleander Dr) - SR 1209 (Independence Blvd) to Floral Pkwy



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	24000	AVG ANN RATE:	0.0%
1995	26000	LINEAR REG:	60
1997	32000	EXPONENTIAL REG:	0.2%
1999	25000		
2001	26000	R-SQUARED	
2003	32000	LINEAR:	0.0095
2005	33000	EXPONENTIAL:	0.0091
2007	27000		
2011	24000		
		NUMBER OF DATA POINTS:	
			9

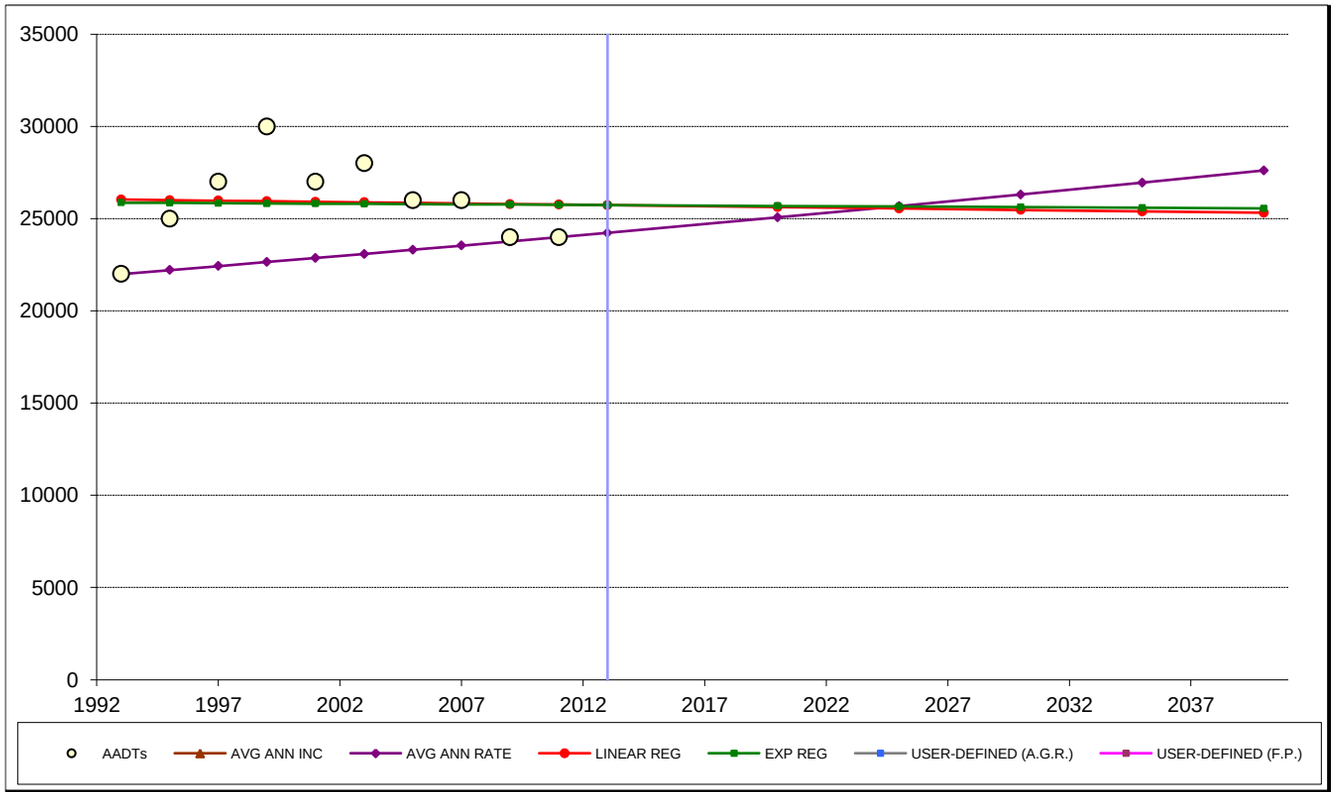
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	32- US 76 (Oleander Dr) - SR 1209 (Independence Blv	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
24000	24000	28379	28143
24000	24000	28802	28556
24000	24000	29105	28855
24000	24000	29407	29157
24000	24000	29710	29462
24000	24000	30012	29771

AADT TREND ANALYSIS

#33 -- US 76 (Oleander Dr) - 42nd St to US 117 (S. College Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	111
1993	22000	AVG ANN RATE:	0.5%
1995	25000	LINEAR REG:	-15
1997	27000	EXPONENTIAL REG:	0.0%
1999	30000		
2001	27000	R-SQUARED	
2003	28000	LINEAR:	0.0016
2005	26000	EXPONENTIAL:	0.0003
2007	26000		
2009	24000		
2011	24000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	33- US 76 (Oleander Dr) - 42nd St to US 117 (S. Colleg	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
24222	24233	25733	25737
25000	25067	25627	25691
25556	25680	25552	25658
26111	26309	25476	25625
26667	26952	25400	25593
27222	27612	25324	25560

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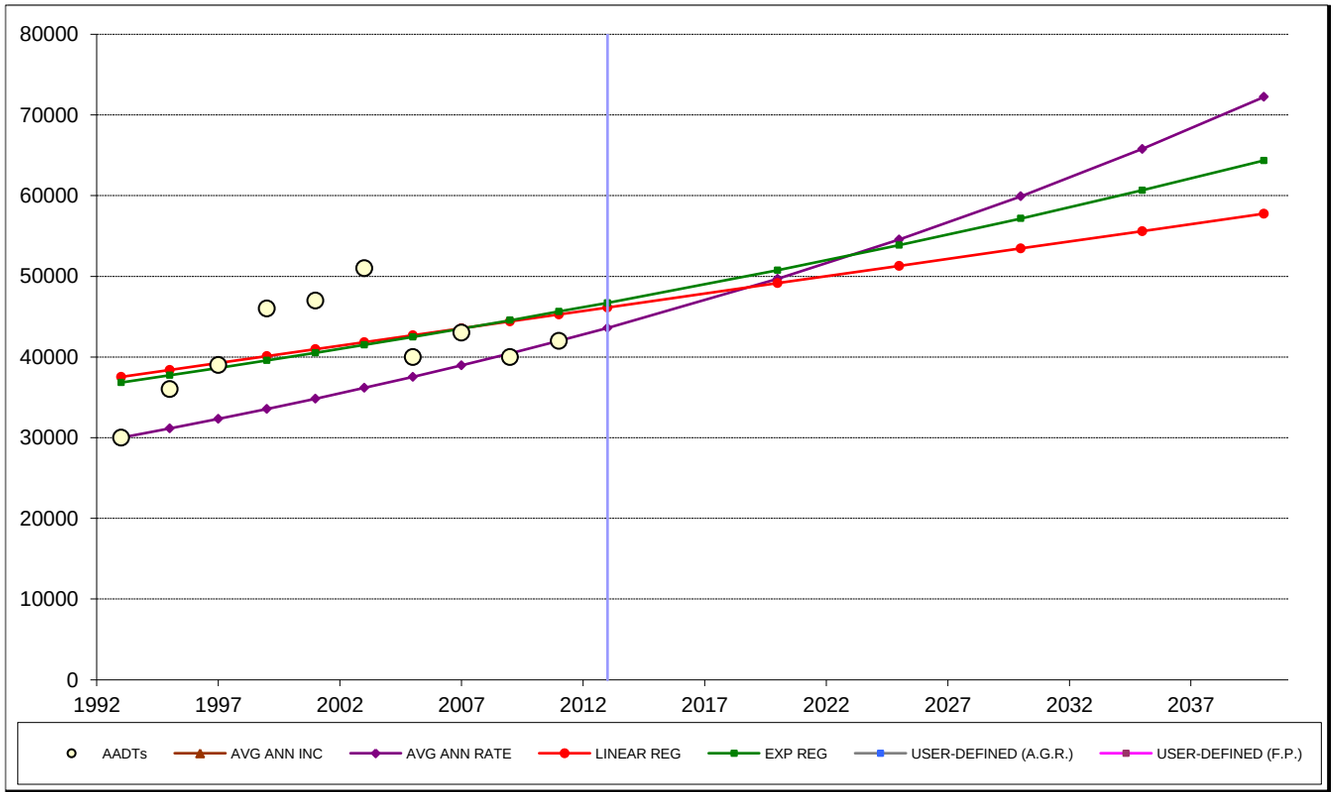
AADT TREND ANALYSIS

#34 -- US 117 / NC 132 (S. College Rd) - US 76 (Oleander Dr) to Spirea Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	667
1993	30000	AVG ANN RATE:	1.9%
1995	36000	LINEAR REG:	430
1997	39000	EXPONENTIAL REG:	1.2%
1999	46000		
2001	47000	R-SQUARED	
2003	51000	LINEAR:	0.1931
2005	40000	EXPONENTIAL:	0.2317
2007	43000		
2009	40000		
2011	42000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	34- US 117 / NC 132 (S. College Rd) - US 76 (Oleande	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
43333	43600	46133	46716
48000	49695	49145	50763
51333	54564	51297	53867
54667	59909	53448	57160
58000	65779	55600	60654
61333	72223	57752	64362

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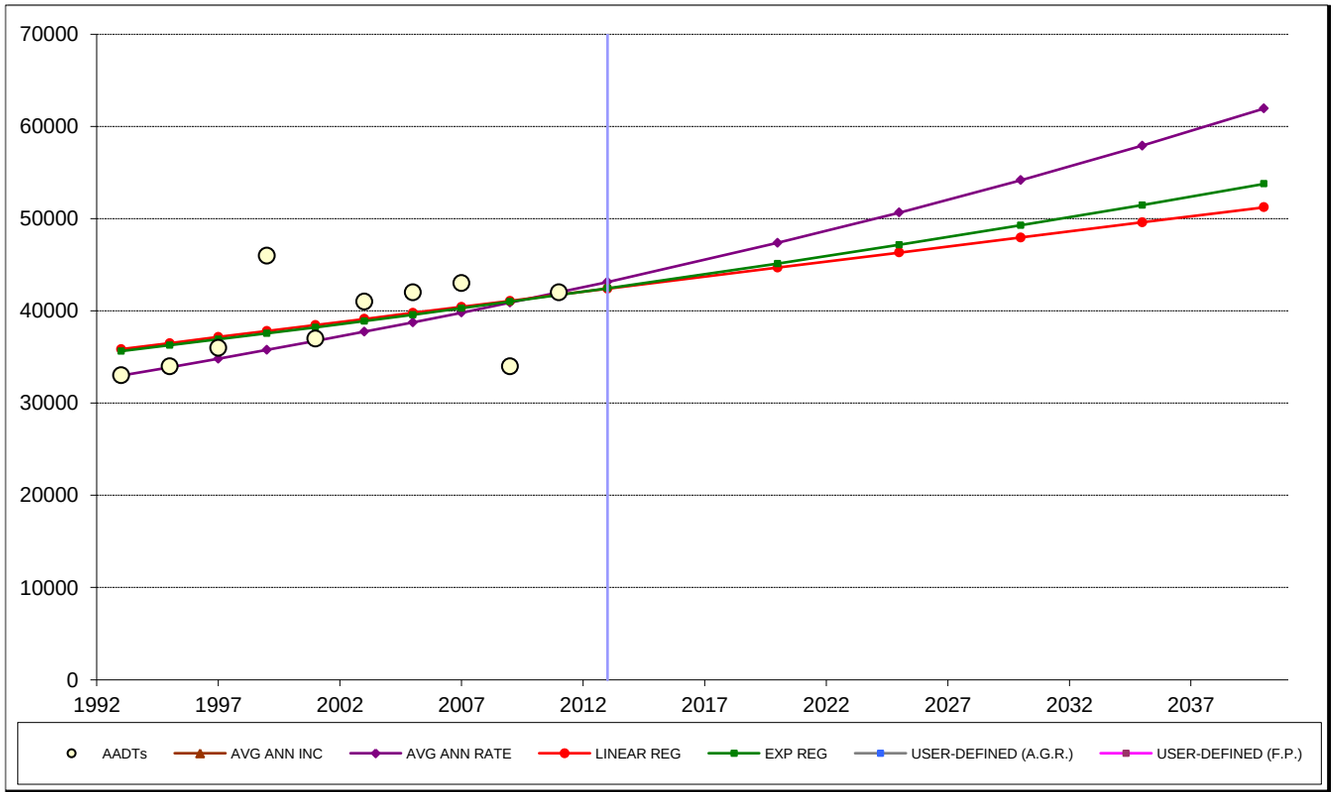
AADT TREND ANALYSIS

#35 -- US 117 / NC 132 (S. College Rd) - Peachtree Ave to US 76 (Oleander Dr)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	500
1993	33000	AVG ANN RATE:	1.3%
1995	34000	LINEAR REG:	327
1997	36000	EXPONENTIAL REG:	0.9%
1999	46000		
2001	37000	R-SQUARED	
2003	41000	LINEAR:	0.1904
2005	42000	EXPONENTIAL:	0.2044
2007	43000		
2009	34000		
2011	42000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	35- US 117 / NC 132 (S. College Rd) - Peachtree Ave t	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
43000	43141	42400	42459
46500	47382	44691	45142
49000	50665	46327	47161
51500	54176	47964	49271
54000	57929	49600	51475
56500	61943	51236	53778

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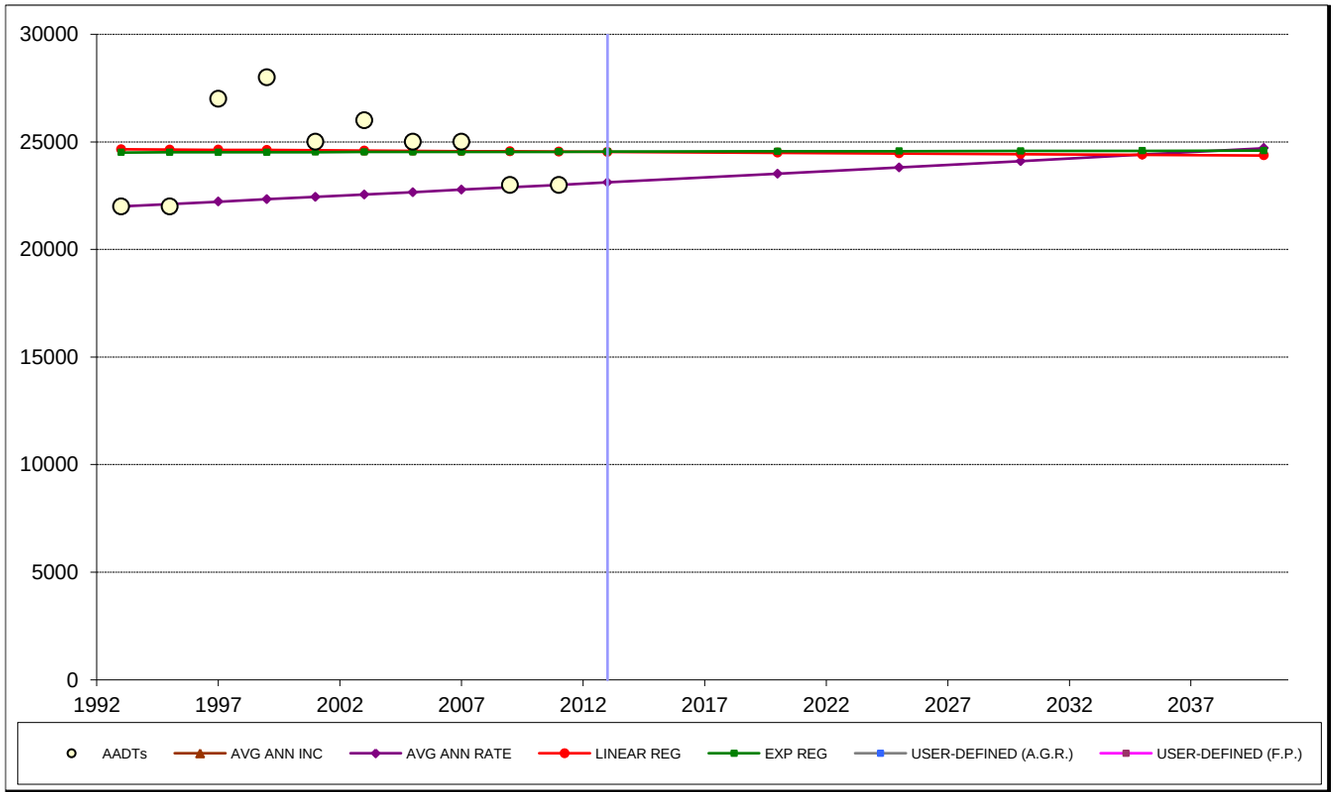
AADT TREND ANALYSIS

#36 -- US 76 (Oleander Dr) - US 117 (S. College Rd) to Parkway Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	56
1993	22000	AVG ANN RATE:	0.2%
1995	22000	LINEAR REG:	-6
1997	27000	EXPONENTIAL REG:	0.0%
1999	28000		
2001	25000	R-SQUARED	
2003	26000	LINEAR:	0.0003
2005	25000	EXPONENTIAL:	0.0000
2007	25000		
2009	23000		
2011	23000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	36- US 76 (Oleander Dr) - US 117 (S. College Rd) to P	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
23111	23114	24533	24543
23500	23517	24491	24557
23778	23809	24461	24566
24056	24105	24430	24576
24333	24404	24400	24585
24611	24708	24370	24595

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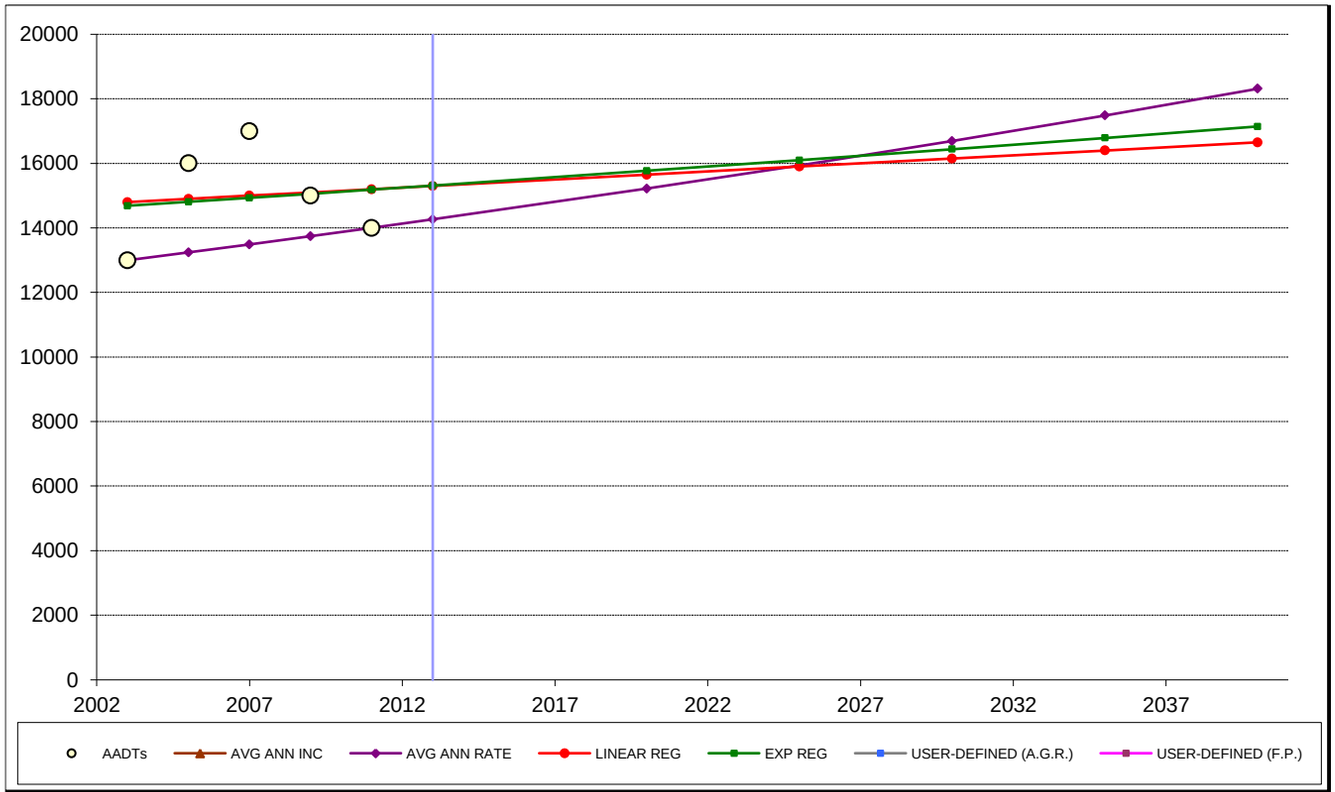
AADT TREND ANALYSIS

#37 -- SR 1219 (S. 17th St) - US 117 (Shipyard Blvd) to SR 1209 (Independence Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	125
2003	13000	AVG ANN RATE:	0.9%
2005	16000	LINEAR REG:	50
2007	17000	EXPONENTIAL REG:	0.4%
2009	15000		
2011	14000	R-SQUARED	
		LINEAR:	0.0100
		EXPONENTIAL:	0.0156
		NUMBER OF DATA POINTS:	
			5

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	37- SR 1219 (S. 17th St) - US 117 (Shipyard Blvd) to S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
14250	14262	15300	15313
15125	15217	15650	15768
15750	15939	15900	16101
16375	16694	16150	16441
17000	17486	16400	16789
17625	18315	16650	17144

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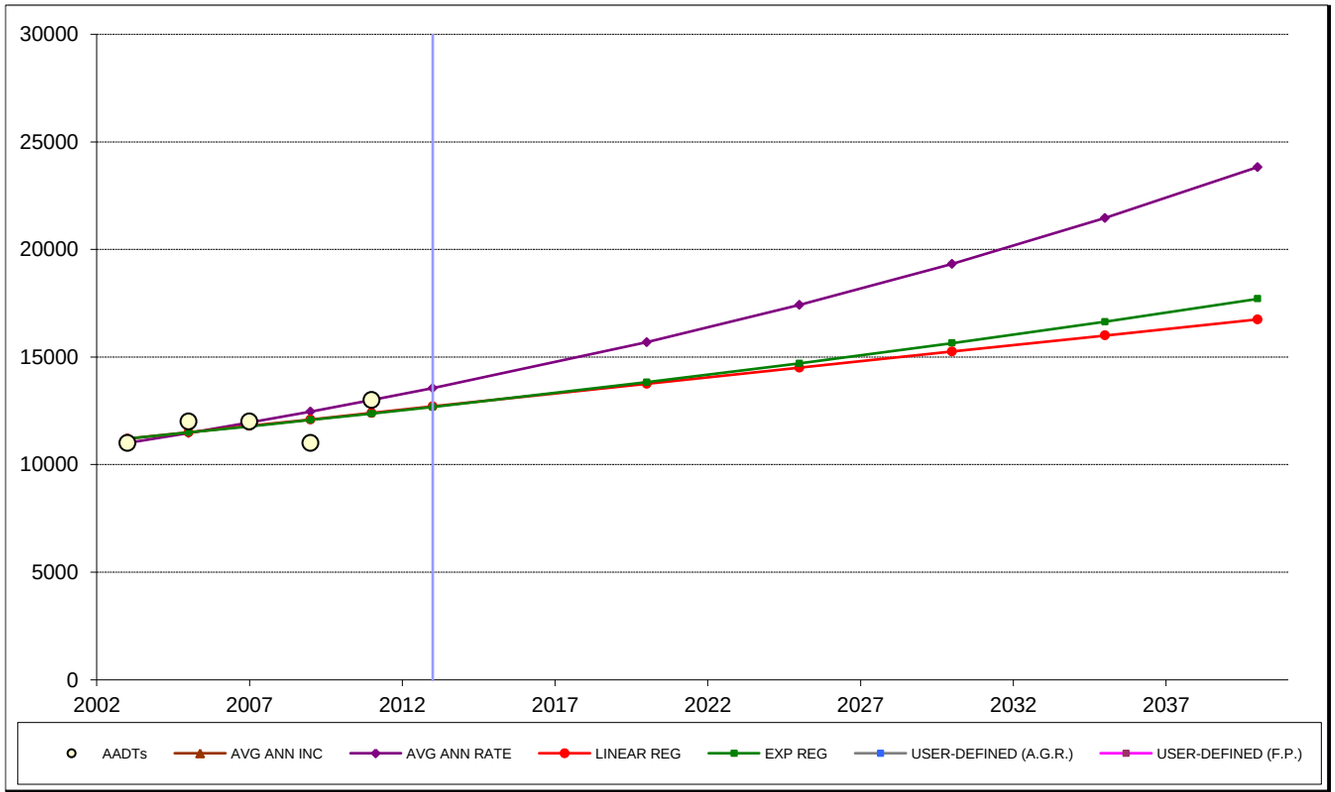
AADT TREND ANALYSIS

#38 -- SR 1209 (Independence Blvd) - SR 1219 (S. 17th St) to US 421 (Carolina Beach Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	250
2003	11000	AVG ANN RATE:	2.1%
2005	12000	LINEAR REG:	150
2007	12000	EXPONENTIAL REG:	1.2%
2009	11000		
2011	13000	R-SQUARED	
		LINEAR:	0.3214
		EXPONENTIAL:	0.3086
		NUMBER OF DATA POINTS:	
			5

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	38- SR 1209 (Independence Blvd) - SR 1219 (S. 17th S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
13500	13554	12700	12683
15250	15688	13750	13828
16500	17414	14500	14710
17750	19331	15250	15647
19000	21458	16000	16644
20250	23820	16750	17705

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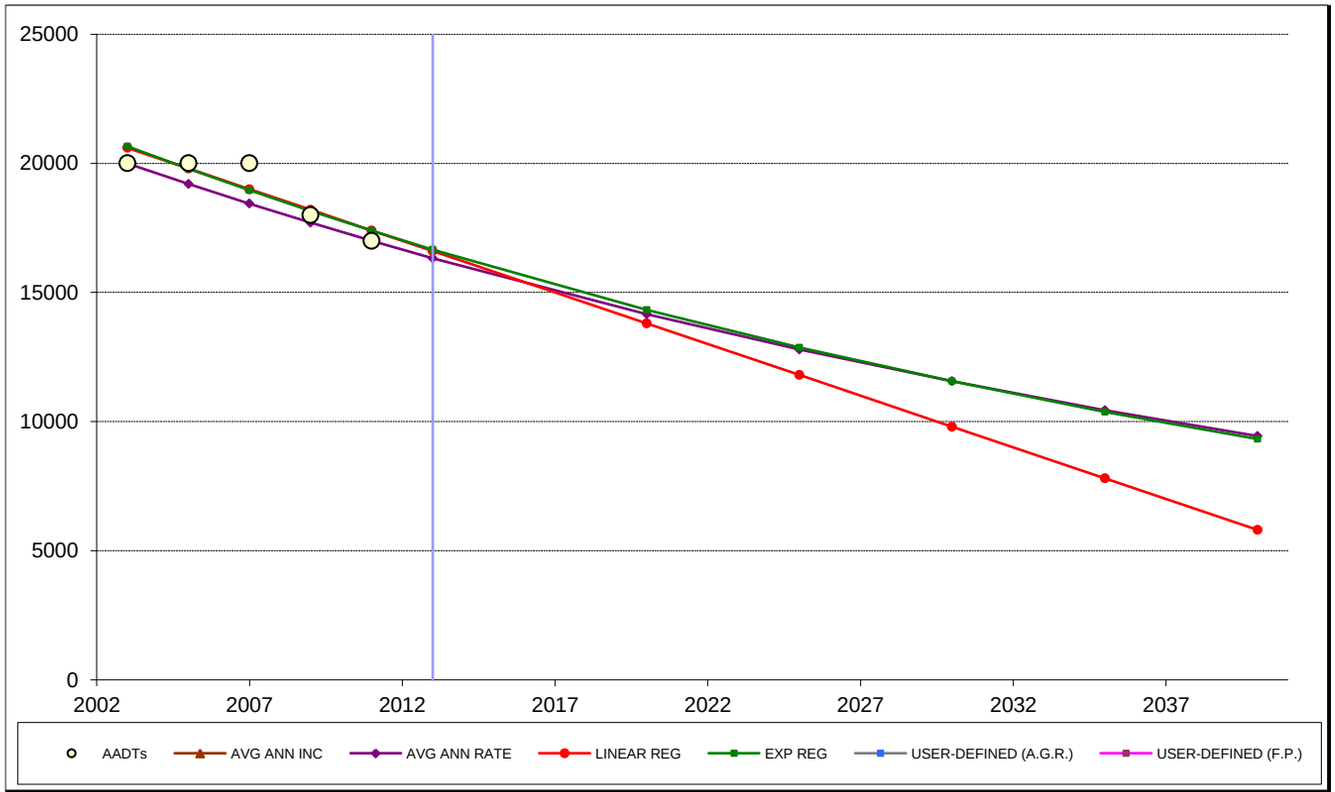
AADT TREND ANALYSIS

#39 -- SR 1219 (S. 17th St) - SR 1209 (Independence Blvd) to George Anderson Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-375
2003	20000	AVG ANN RATE:	-2.0%
2005	20000	LINEAR REG:	-400
2007	20000	EXPONENTIAL REG:	-2.1%
2009	18000		
2011	17000	R-SQUARED	
		LINEAR:	0.8000
		EXPONENTIAL:	0.7998
		NUMBER OF DATA POINTS:	
			5

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	39- SR 1219 (S. 17th St) - SR 1209 (Independence Blv	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
16250	16323	16600	16660
13625	14159	13800	14331
11750	12792	11800	12869
9875	11556	9800	11556
8000	10440	7800	10377
6125	9432	5800	9318

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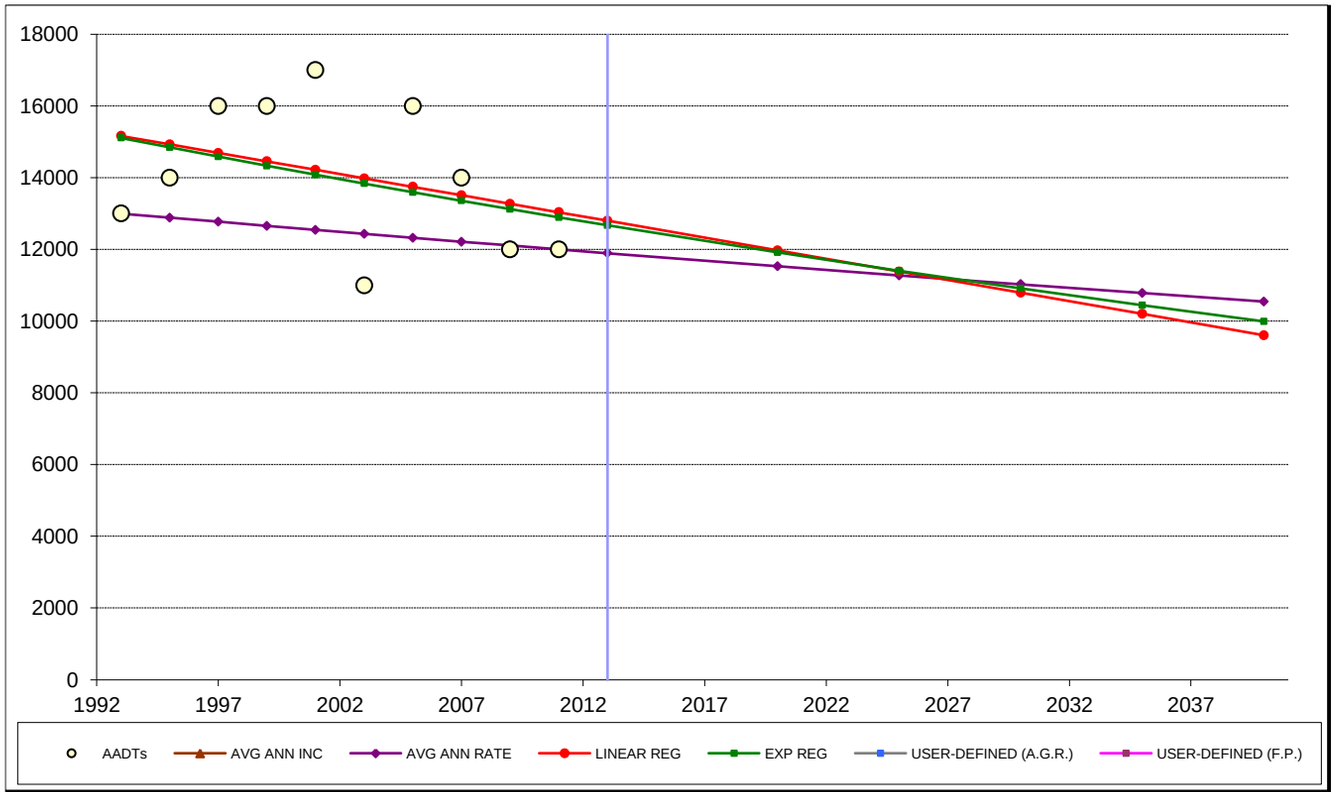
AADT TREND ANALYSIS

#40 -- SR 1219 (Dawson St) - US 76 (Oleander Dr) to SR 1411 (Wrightsville Ave)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-56
1993	13000	AVG ANN RATE:	-0.4%
1995	14000	LINEAR REG:	-118
1997	16000	EXPONENTIAL REG:	-0.9%
1999	16000		
2001	17000	R-SQUARED	
2003	11000	LINEAR:	0.1185
2005	16000	EXPONENTIAL:	0.1262
2007	14000		
2009	12000		
2011	12000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	40- SR 1219 (Dawson St) - US 76 (Oleander Dr) to SR	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
11889	11894	12800	12672
11500	11529	11973	11916
11222	11276	11382	11403
10944	11028	10791	10913
10667	10785	10200	10443
10389	10548	9609	9994

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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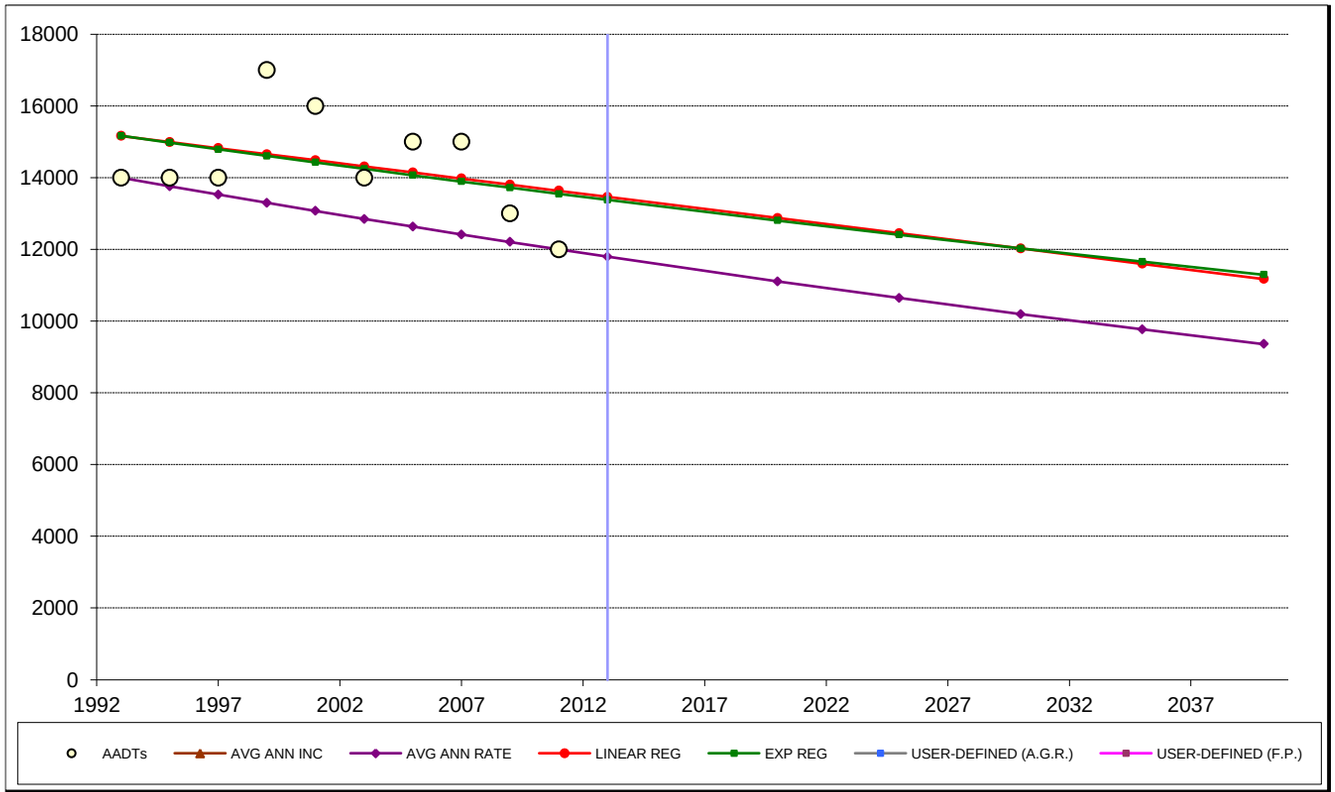
AADT TREND ANALYSIS

#41 -- SR 2816 (S. 16th St) - Castle St to West US 76 (Wooster St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-111
1993	14000	AVG ANN RATE:	-0.9%
1995	14000	LINEAR REG:	-85
1997	14000	EXPONENTIAL REG:	-0.6%
1999	17000		
2001	16000	R-SQUARED	
2003	14000	LINEAR:	0.1291
2005	15000	EXPONENTIAL:	0.1465
2007	15000		
2009	13000		
2011	12000	NUMBER OF DATA POINTS:	
			10

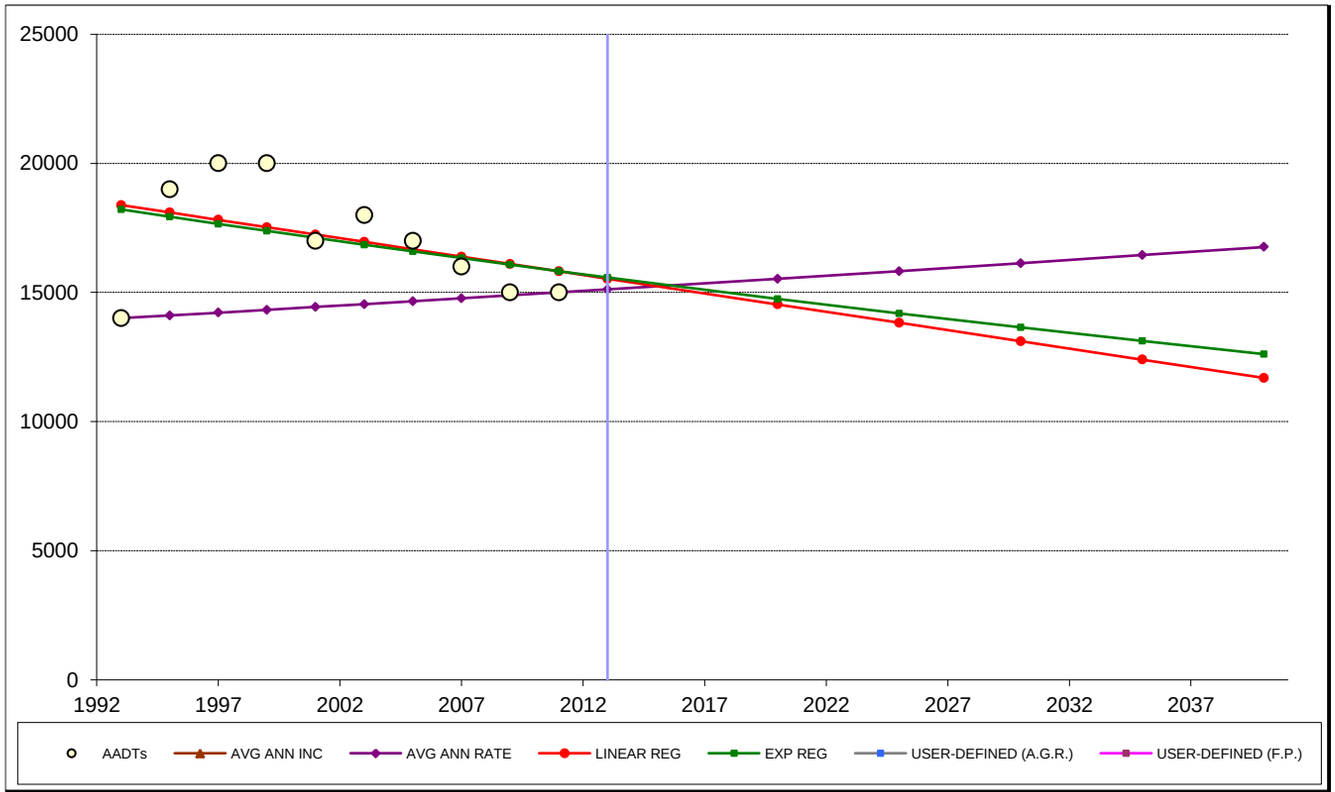
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	41- SR 2816 (S. 16th St) - Castle St to West US 76 (W	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
11778	11796	13467	13380
11000	11110	12873	12806
10444	10644	12448	12410
9889	10198	12024	12027
9333	9771	11600	11656
8778	9361	11176	11296

AADT TREND ANALYSIS

#42 -- US 76 West (Wooster St) - S. 15th St to SR 1218 (S. 16th St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	56
1993	14000	AVG ANN RATE:	0.4%
1995	19000	LINEAR REG:	-142
1997	20000	EXPONENTIAL REG:	-0.8%
1999	20000		
2001	17000	R-SQUARED	
2003	18000	LINEAR:	0.1637
2005	17000	EXPONENTIAL:	0.1429
2007	16000		
2009	15000		
2011	15000	NUMBER OF DATA POINTS:	
			10

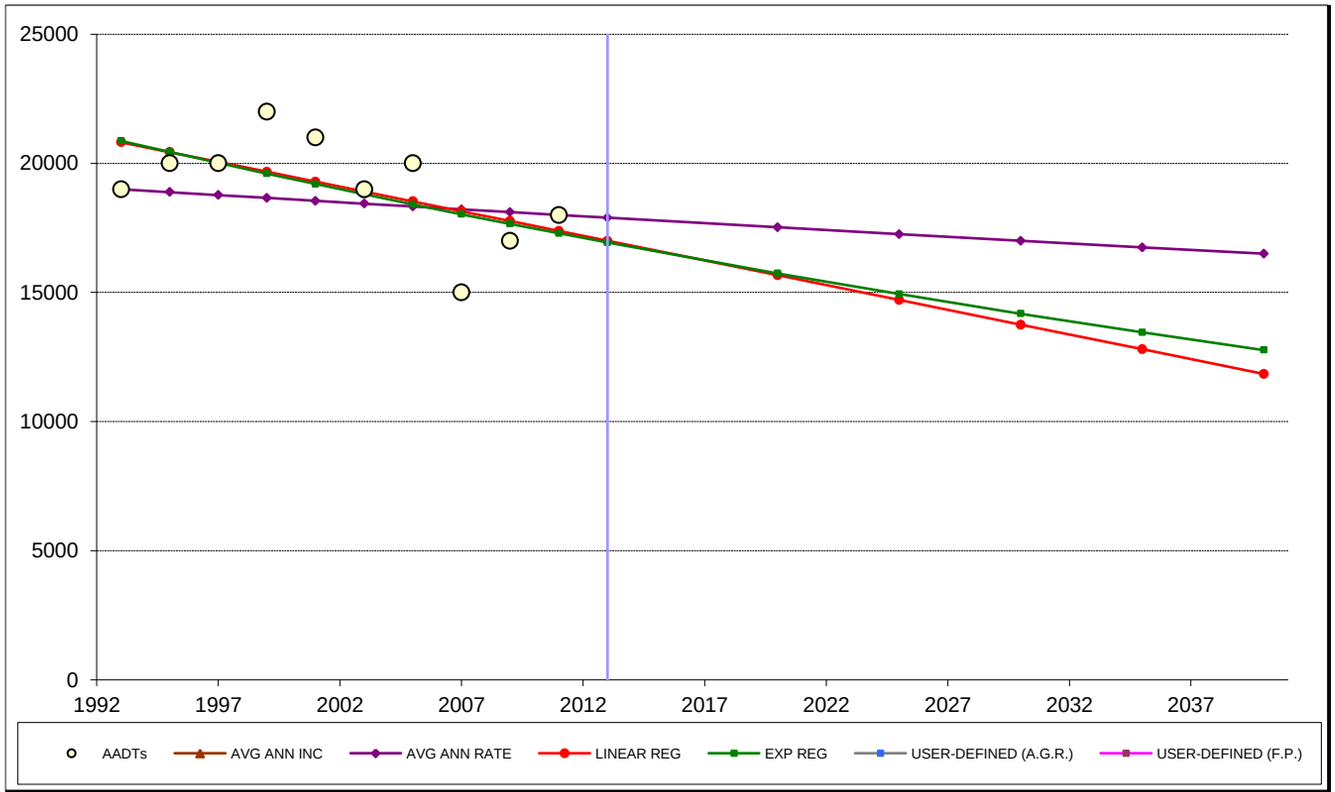
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	42- US 76 West (Wooster St) - S. 15th St to SR 1218 (	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
15111	15115	15533	15581
15500	15526	14536	14751
15778	15827	13824	14186
16056	16133	13112	13642
16333	16445	12400	13119
16611	16764	11688	12616

AADT TREND ANALYSIS

#43 -- US 76 East (Dawson St) - S. 15th St to SR 1218 (S. 16th St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-56
1993	19000	AVG ANN RATE:	-0.3%
1995	20000	LINEAR REG:	-191
1997	20000	EXPONENTIAL REG:	-1.0%
1999	22000		
2001	21000	R-SQUARED	
2003	19000	LINEAR:	0.3259
2005	20000	EXPONENTIAL:	0.3259
2007	15000		
2009	17000		
2011	18000	NUMBER OF DATA POINTS:	
			10

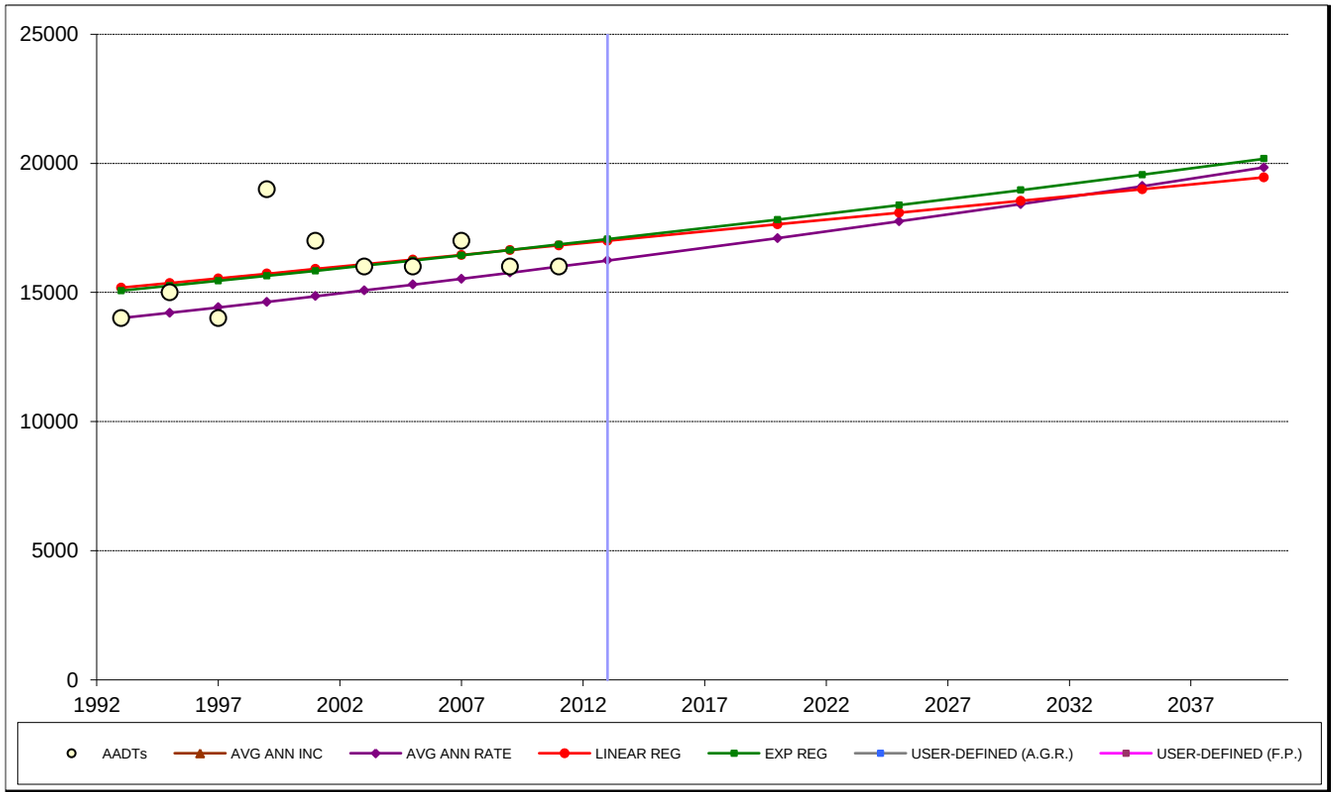
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	43- US 76 East (Dawson St) - S. 15th St to SR 1218 (S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
17889	17892	17000	16935
17500	17520	15664	15740
17222	17259	14709	14939
16944	17001	13755	14178
16667	16748	12800	13456
16389	16498	11845	12771

AADT TREND ANALYSIS

#44 -- SR 1218 (S. 16th St) - East US 76 (Dawson St) to Greenfield St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	111
1993	14000	AVG ANN RATE:	0.7%
1995	15000	LINEAR REG:	91
1997	14000	EXPONENTIAL REG:	0.6%
1999	19000		
2001	17000	R-SQUARED	
2003	16000	LINEAR:	0.1364
2005	16000	EXPONENTIAL:	0.1660
2007	17000		
2009	16000		
2011	16000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	44- SR 1218 (S. 16th St) - East US 76 (Dawson St) to	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
16222	16239	17000	17065
17000	17105	17636	17822
17556	17751	18091	18384
18111	18422	18545	18964
18667	19118	19000	19561
19222	19840	19455	20178

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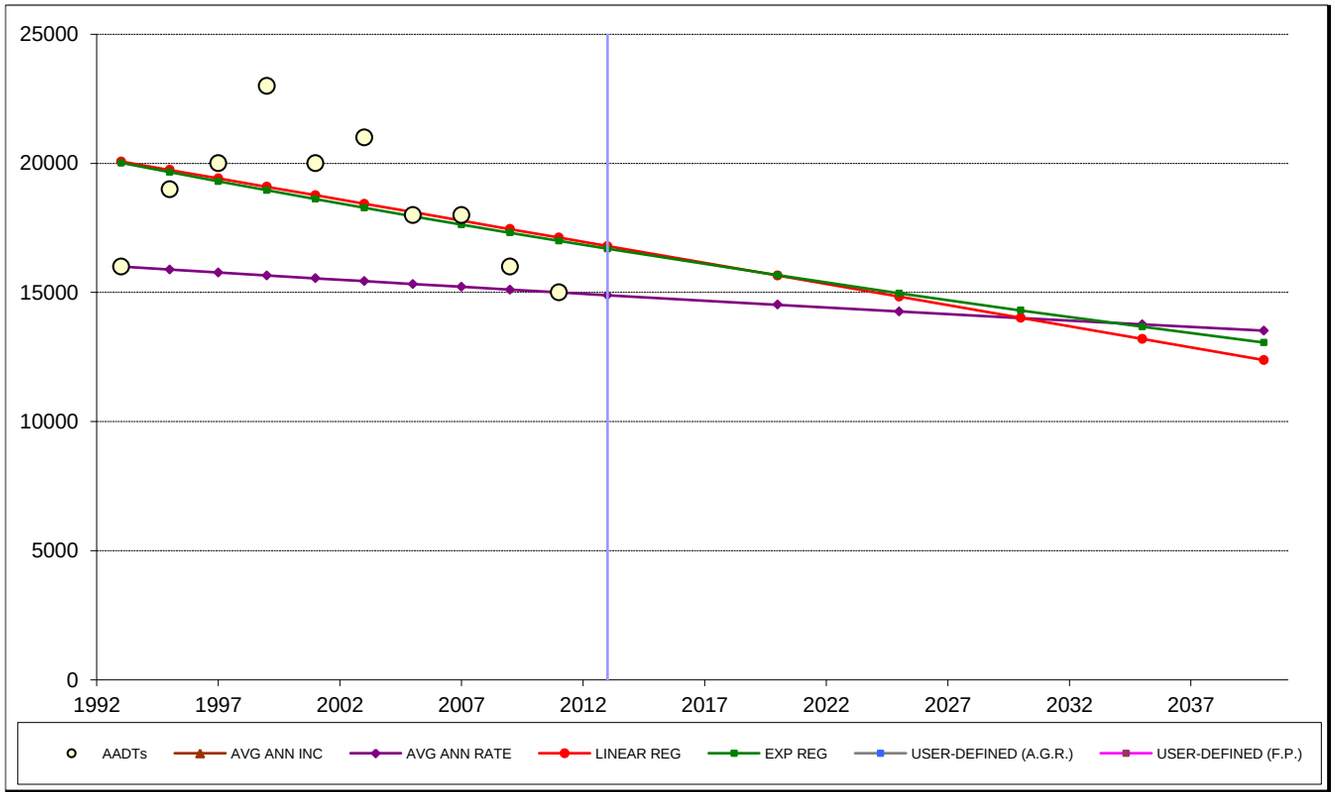
AADT TREND ANALYSIS

#45 -- US 76 East (Dawson St) - S. 16th St. to S. 17th St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-56
1993	16000	AVG ANN RATE:	-0.4%
1995	19000	LINEAR REG:	-164
1997	20000	EXPONENTIAL REG:	-0.9%
1999	23000		
2001	20000	R-SQUARED	
2003	21000	LINEAR:	0.1567
2005	18000	EXPONENTIAL:	0.1661
2007	18000		
2009	16000		
2011	15000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	45- US 76 East (Dawson St) - S. 16th St. to S. 17th St	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
14889	14893	16800	16695
14500	14524	15655	15666
14222	14266	14836	14971
13944	14012	14018	14306
13667	13763	13200	13671
13389	13519	12382	13064

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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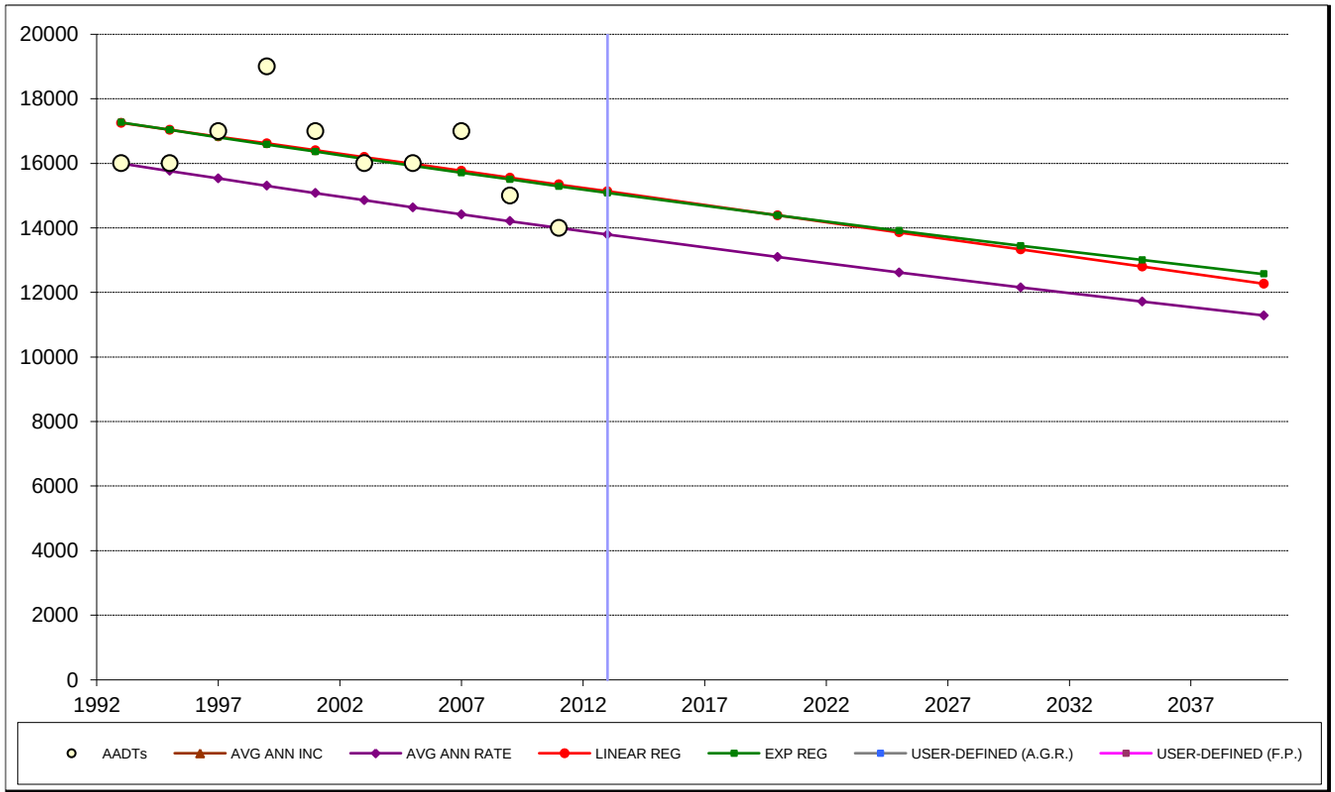
AADT TREND ANALYSIS

#46 -- SR 1218 (S. 16th St) - West US 76 (Wooster St) to East US 76 (Dawson St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-111
1993	16000	AVG ANN RATE:	-0.7%
1995	16000	LINEAR REG:	-106
1997	17000	EXPONENTIAL REG:	-0.7%
1999	19000		
2001	17000	R-SQUARED	
2003	16000	LINEAR:	0.2306
2005	16000	EXPONENTIAL:	0.2505
2007	17000		
2009	15000		
2011	14000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	46- SR 1218 (S. 16th St) - West US 76 (Wooster St) to	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
13778	13794	15133	15087
13000	13096	14391	14390
12444	12619	13861	13912
11889	12159	13330	13450
11333	11717	12800	13003
10778	11290	12270	12571

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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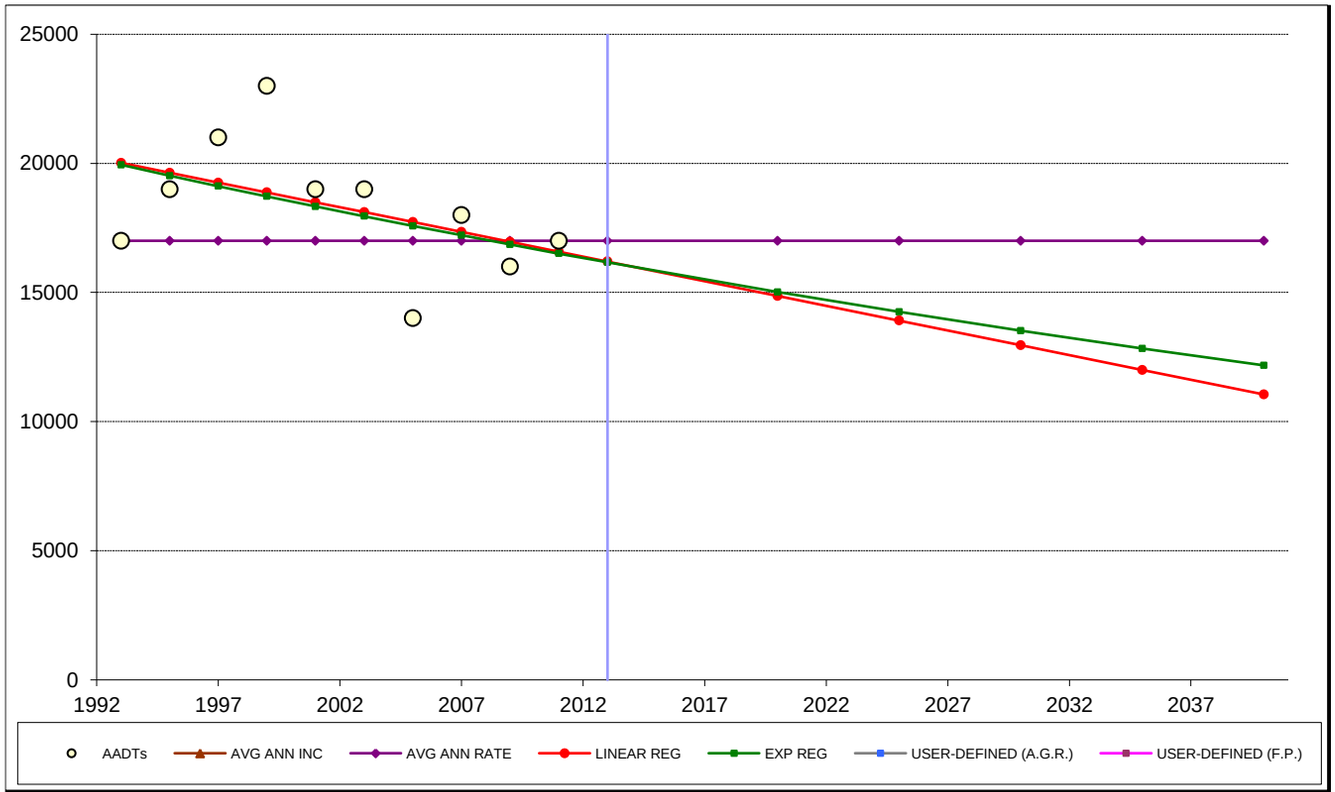
AADT TREND ANALYSIS

#47 -- US 76 West (Wooster St) - S. 16th St. to S. 17th St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	17000	AVG ANN RATE:	0.0%
1995	19000	LINEAR REG:	-191
1997	21000	EXPONENTIAL REG:	-1.0%
1999	23000		
2001	19000	R-SQUARED	
2003	19000	LINEAR:	0.2070
2005	14000	EXPONENTIAL:	0.2070
2007	18000		
2009	16000		
2011	17000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	47- US 76 West (Wooster St) - S. 16th St. to S. 17th S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
17000	17000	16200	16163
17000	17000	14864	15019
17000	17000	13909	14251
17000	17000	12955	13522
17000	17000	12000	12831
17000	17000	11045	12175

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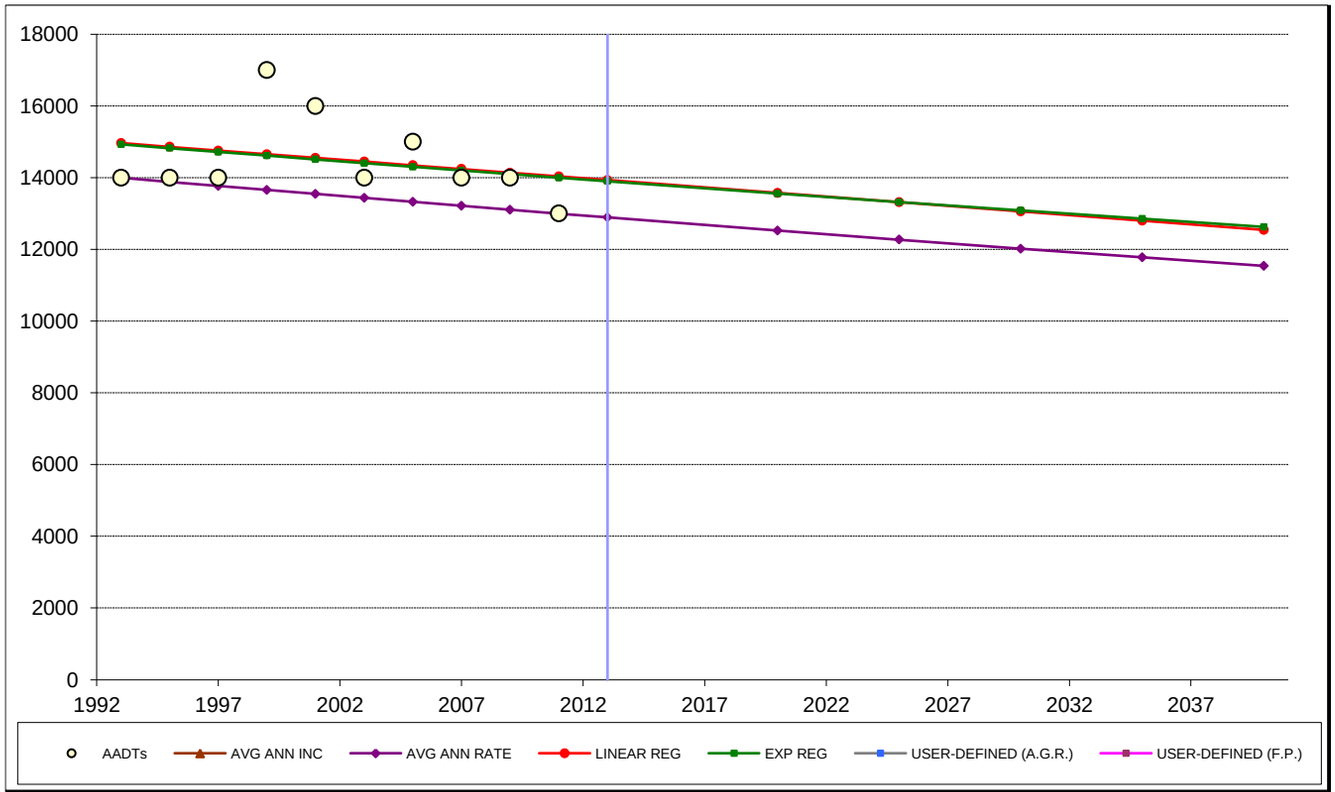
AADT TREND ANALYSIS

#48 -- SR 2817 (S. 17th St) - Castle St to West US 76 (Wooster St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-56
1993	14000	AVG ANN RATE:	-0.4%
1995	14000	LINEAR REG:	-52
1997	14000	EXPONENTIAL REG:	-0.4%
1999	17000		
2001	16000	R-SQUARED	
2003	14000	LINEAR:	0.0701
2005	15000	EXPONENTIAL:	0.0757
2007	14000		
2009	14000		
2011	13000	NUMBER OF DATA POINTS:	
			10

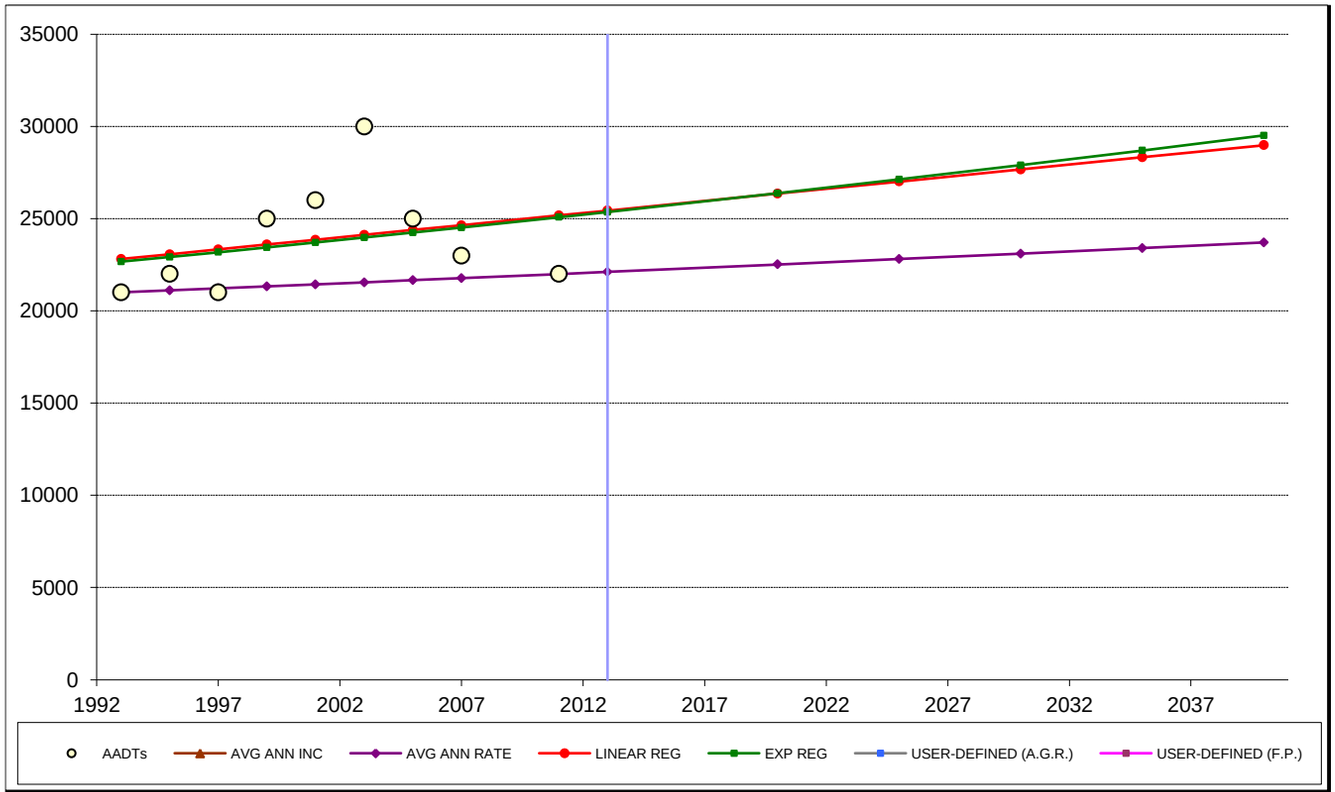
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	48- SR 2817 (S. 17th St) - Castle St to West US 76 (W	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
12889	12893	13933	13903
12500	12527	13573	13561
12222	12272	13315	13321
11944	12022	13058	13086
11667	11777	12800	12855
11389	11537	12542	12628

AADT TREND ANALYSIS

#49 -- US 76 (Oleander Dr) - East of SR 1219 (Dawson St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	56
1993	21000	AVG ANN RATE:	0.3%
1995	22000	LINEAR REG:	131
1997	21000	EXPONENTIAL REG:	0.6%
1999	25000		
2001	26000	R-SQUARED	
2003	30000	LINEAR:	0.0691
2005	25000	EXPONENTIAL:	0.0784
2007	23000		
2011	22000		
		NUMBER OF DATA POINTS:	
			9

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	49- US 76 (Oleander Dr) - East of SR 1219 (Dawson S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
22111	22114	25437	25363
22500	22518	26357	26380
22778	22811	27015	27132
23056	23107	27672	27906
23333	23408	28329	28701
23611	23712	28986	29519

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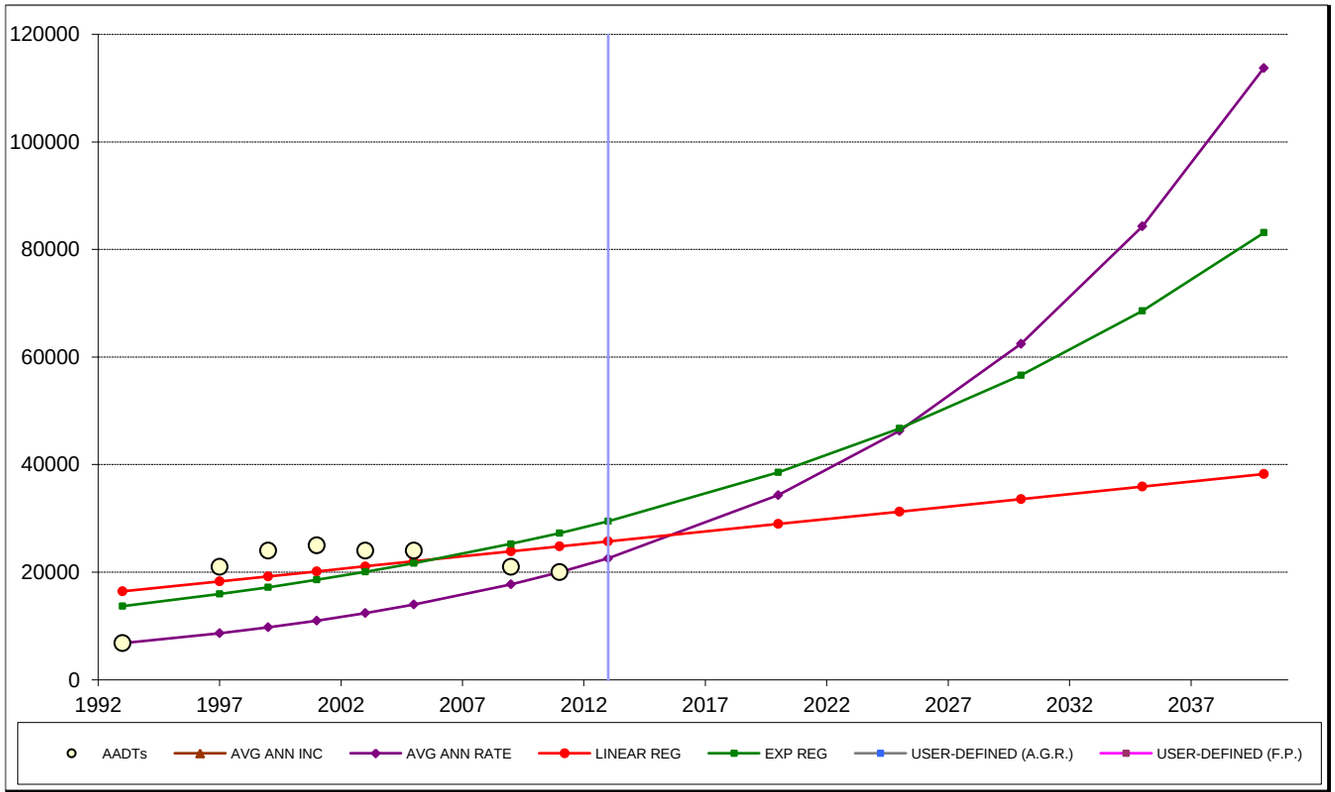
AADT TREND ANALYSIS

#50 -- US 76 East (Dawson St) - S. 17th St to Oleander Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	733
1993	6800	AVG ANN RATE:	6.2%
1997	21000	LINEAR REG:	463
1999	24000	EXPONENTIAL REG:	3.9%
2001	25000		
2003	24000	R-SQUARED	
2005	24000	LINEAR:	0.2237
2009	21000	EXPONENTIAL:	0.2875
2011	20000		
		NUMBER OF DATA POINTS:	
			8

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	50- US 76 East (Dawson St) - S. 17th St to Oleander D	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
21467	22547	25705	29443
26600	34300	28947	38531
30267	46284	31263	46694
33933	62457	33579	56586
37600	84280	35895	68574
41267	113729	38211	83102

AADT TREND ANALYSIS

#51 -- SR 2817 (S. 17th St) - West US 76 (Wooster St) to East US 76 (Dawson St)

HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	13000	AVG ANN RATE:	0.0%
1995	15000	LINEAR REG:	-42
1997	15000	EXPONENTIAL REG:	-0.3%
1999	18000		
2001	16000	R-SQUARED	
2003	15000	LINEAR:	0.0297
2005	16000	EXPONENTIAL:	0.0282
2007	15000		
2009	14000		
2011	13000	NUMBER OF DATA POINTS:	
			10

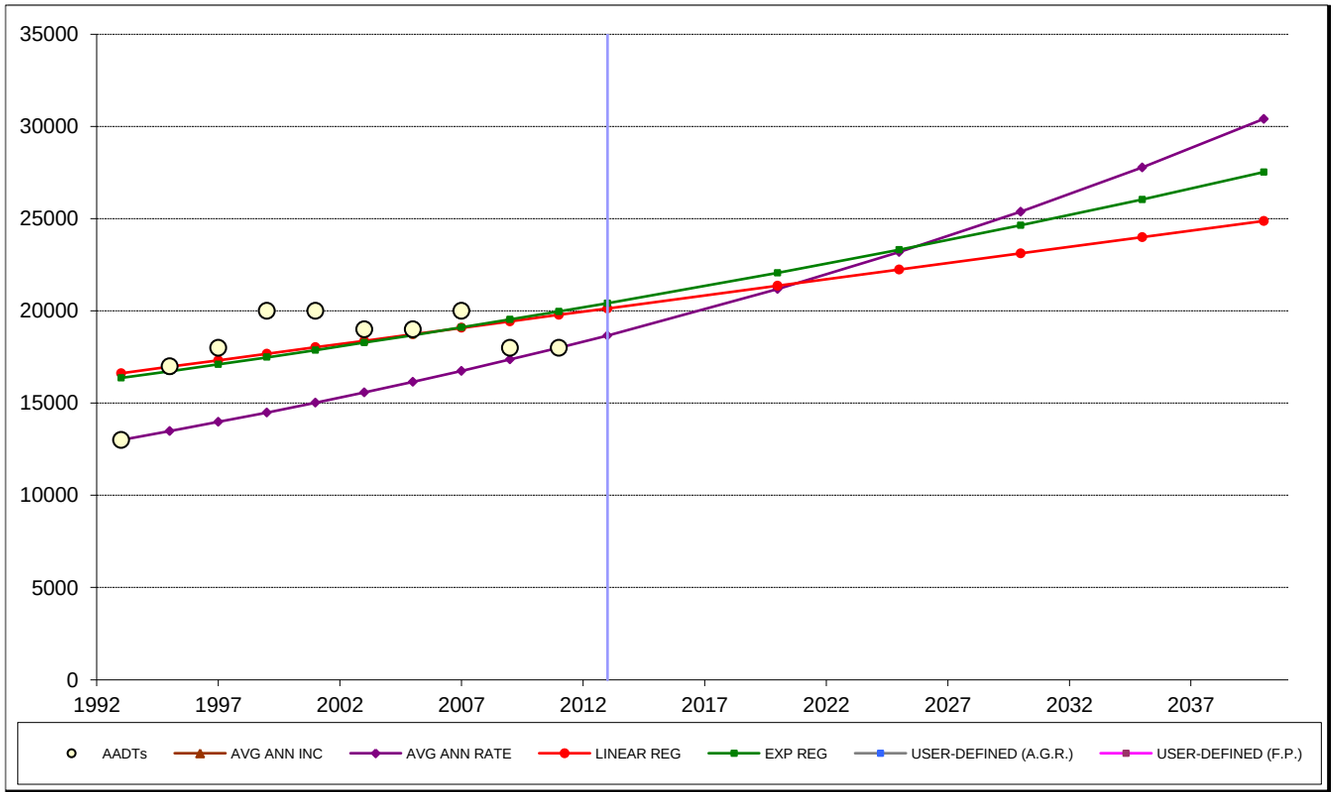
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	51- SR 2817 (S. 17th St) - West US 76 (Wooster St) to	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
13000	13000	14533	14493
13000	13000	14236	14218
13000	13000	14024	14026
13000	13000	13812	13835
13000	13000	13600	13648
13000	13000	13388	13463

AADT TREND ANALYSIS

#52 -- SR 1219 (S. 17th St) - East US 76 (Dawson St) to Greenfield St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	278
1993	13000	AVG ANN RATE:	1.8%
1995	17000	LINEAR REG:	176
1997	18000	EXPONENTIAL REG:	1.1%
1999	20000		
2001	20000	R-SQUARED	
2003	19000	LINEAR:	0.2574
2005	19000	EXPONENTIAL:	0.2726
2007	20000		
2009	18000		
2011	18000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	52- SR 1219 (S. 17th St) - East US 76 (Dawson St) to	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
18556	18663	20133	20414
20500	21181	21364	22058
21889	23184	22242	23312
23278	25378	23121	24638
24667	27779	24000	26039
26056	30407	24879	27520

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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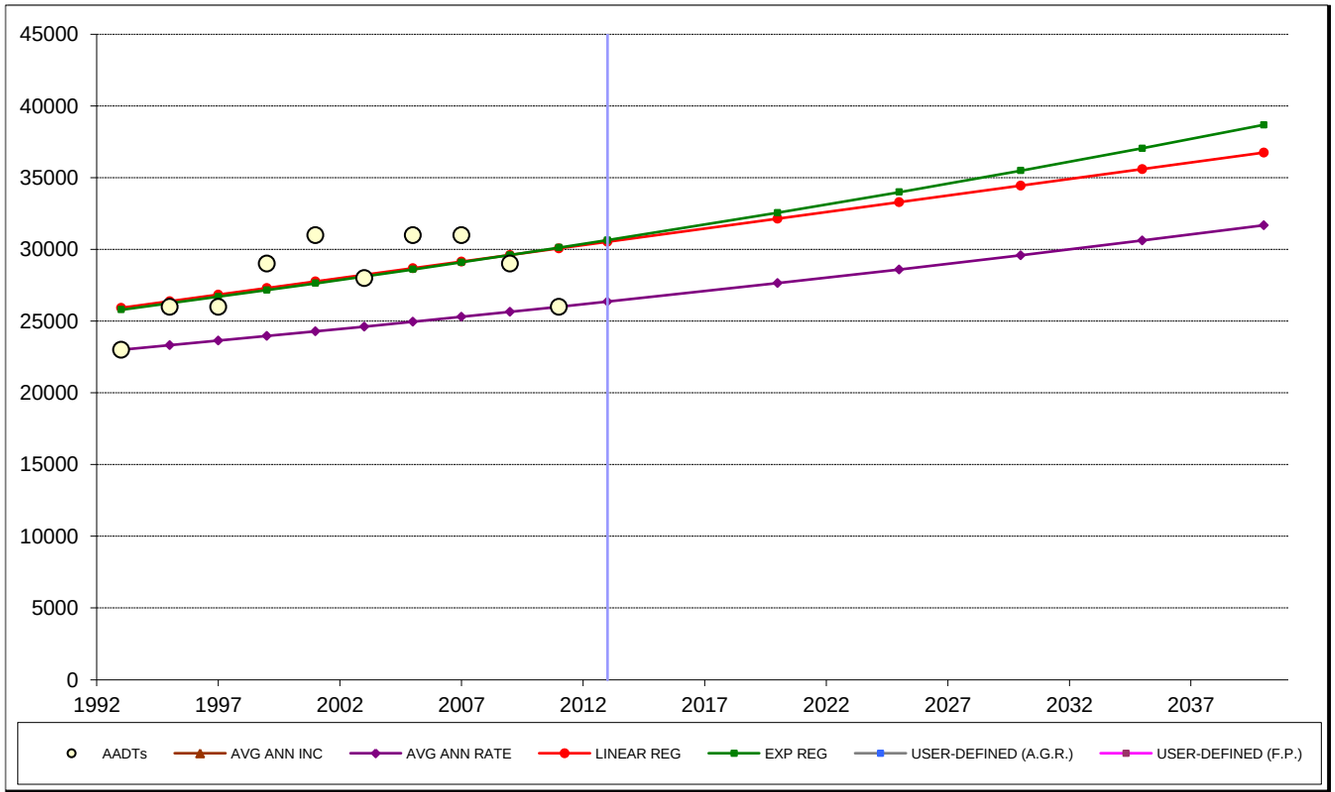
AADT TREND ANALYSIS

#53 -- SR 1219 (S. 17th St) - Wellington Ave to US 117 (Shipyard Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	167
1993	23000	AVG ANN RATE:	0.7%
1995	26000	LINEAR REG:	230
1997	26000	EXPONENTIAL REG:	0.9%
1999	29000		
2001	31000	R-SQUARED	
2003	28000	LINEAR:	0.2652
2005	31000	EXPONENTIAL:	0.2772
2007	31000		
2009	29000		
2011	26000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	53- SR 1219 (S. 17th St) - Wellington Ave to US 117 (S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
26333	26357	30533	30652
27500	27644	32145	32559
28333	28601	33297	33994
29167	29592	34448	35492
30000	30617	35600	37055
30833	31678	36752	38688

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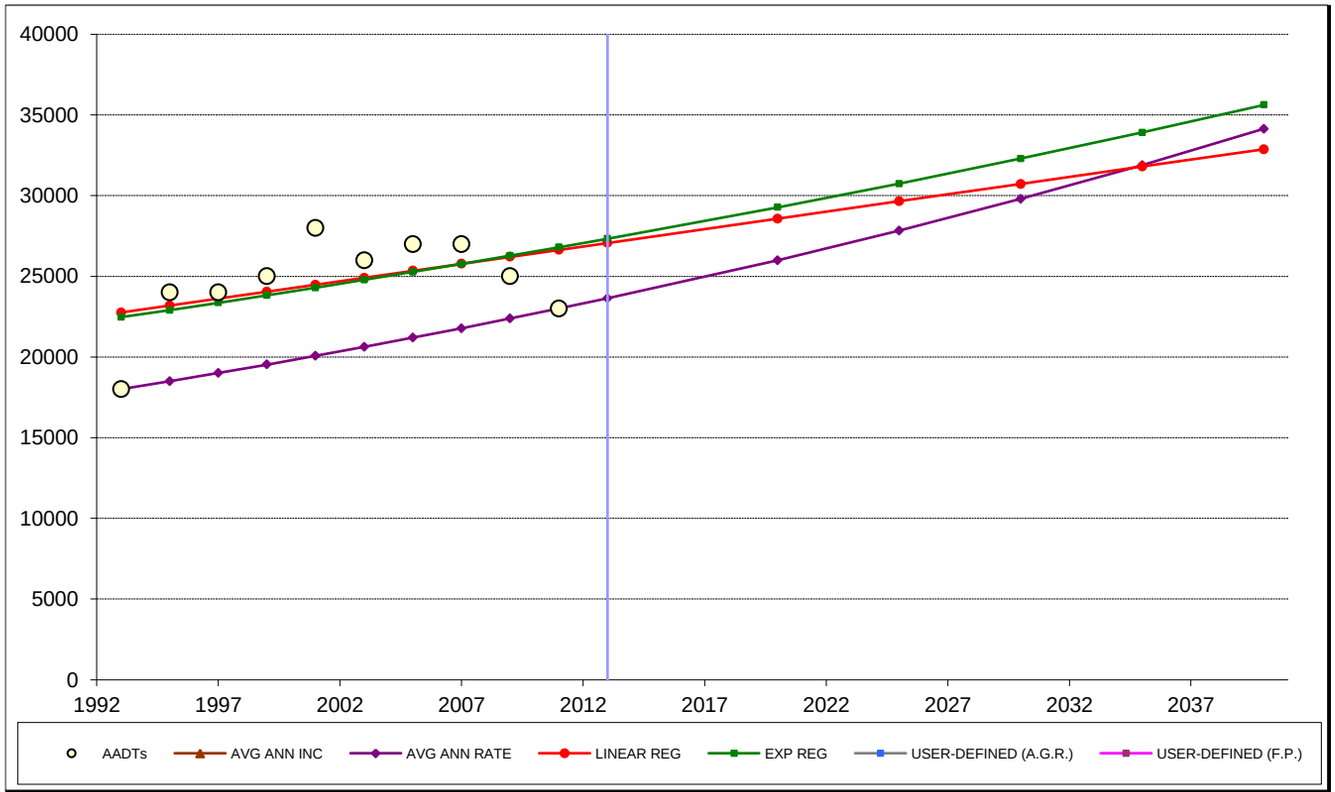
AADT TREND ANALYSIS

#54 -- US 117 (Shipyard Blvd) - SR 1209 (Independence Blvd) to SR 1219 (S. 17th St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	278
1993	18000	AVG ANN RATE:	1.4%
1995	24000	LINEAR REG:	215
1997	24000	EXPONENTIAL REG:	1.0%
1999	25000		
2001	28000	R-SQUARED	
2003	26000	LINEAR:	0.2119
2005	27000	EXPONENTIAL:	0.2254
2007	27000		
2009	25000		
2011	23000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	54- US 117 (Shipyard Blvd) - SR 1209 (Independence	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
23556	23635	27067	27333
25500	25999	28573	29276
26889	27831	29648	30748
28278	29792	30724	32294
29667	31891	31800	33917
31056	34138	32876	35623

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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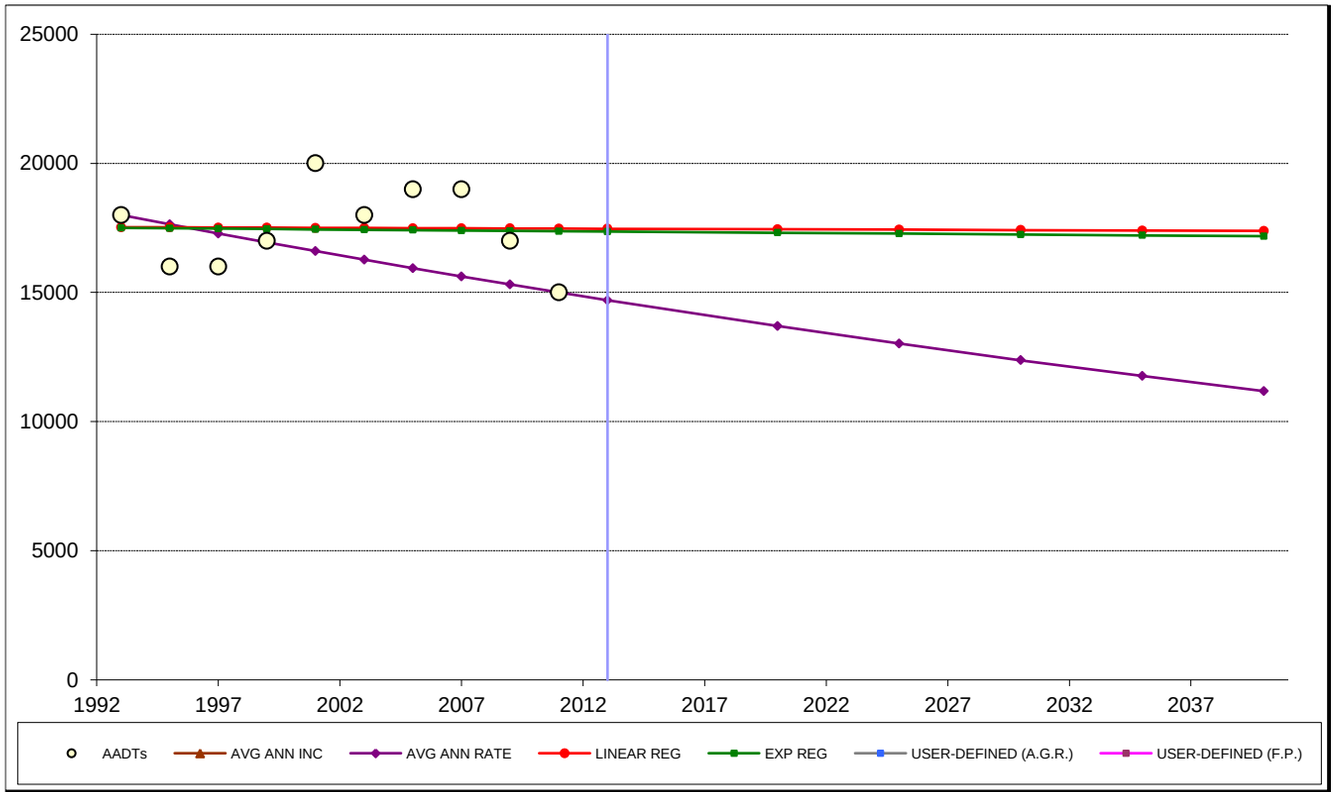
AADT TREND ANALYSIS

#55 -- US 117 (Shipyard Blvd) - SR 1219 (S. 17th St) to US 421 (Carolina Beach Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-167
1993	18000	AVG ANN RATE:	-1.0%
1995	16000	LINEAR REG:	-3
1997	16000	EXPONENTIAL REG:	0.0%
1999	17000		
2001	20000	R-SQUARED	
2003	18000	LINEAR:	0.0001
2005	19000	EXPONENTIAL:	0.0007
2007	19000		
2009	17000		
2011	15000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	55- US 117 (Shipyard Blvd) - SR 1219 (S. 17th St) to U	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
14667	14699	17467	17361
13500	13693	17445	17313
12667	13017	17430	17279
11833	12374	17415	17246
11000	11763	17400	17212
10167	11182	17385	17178

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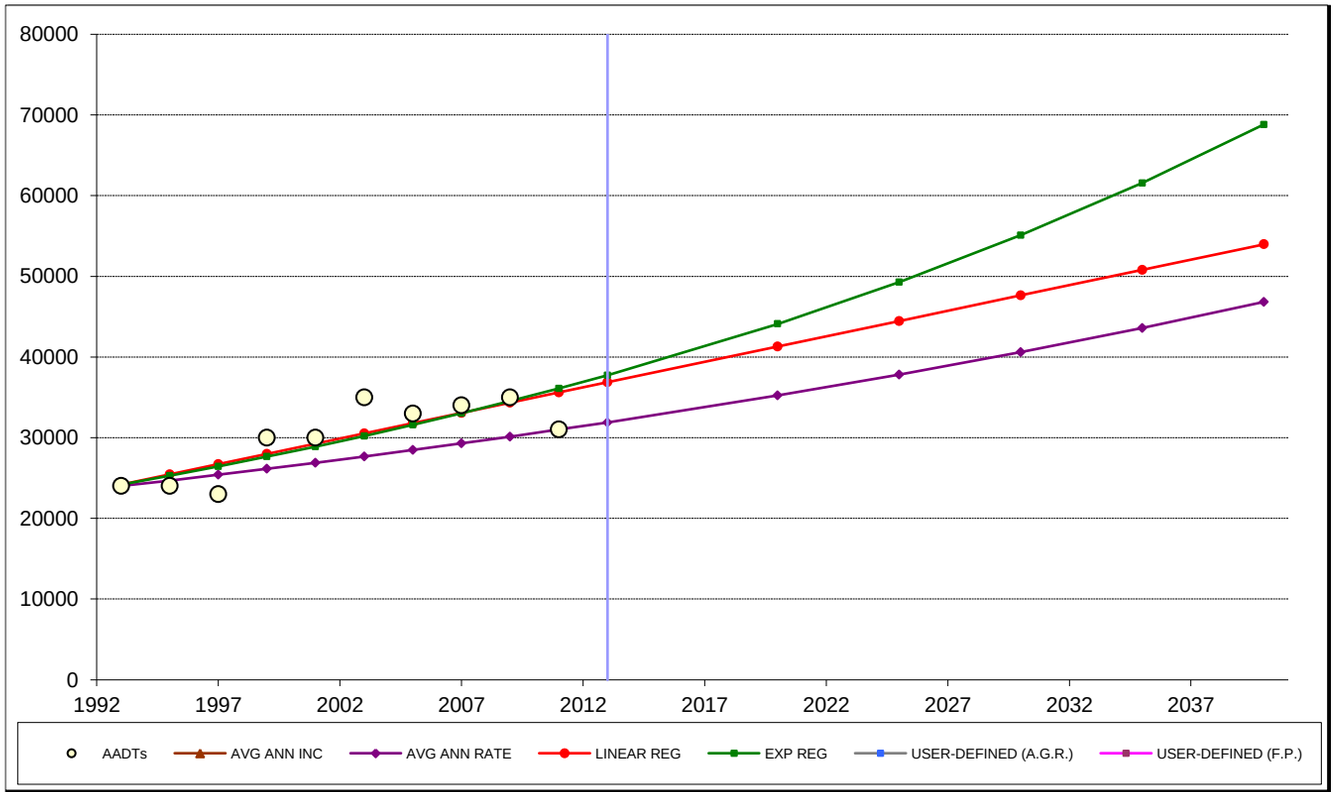
AADT TREND ANALYSIS

#56 -- US 421 (Carolina Beach Rd) - Wellington Ave to US 117 (Shipyard Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	389
1993	24000	AVG ANN RATE:	1.4%
1995	24000	LINEAR REG:	633
1997	23000	EXPONENTIAL REG:	2.2%
1999	30000		
2001	30000	R-SQUARED	
2003	35000	LINEAR:	0.6723
2005	33000	EXPONENTIAL:	0.6765
2007	34000		
2009	35000		
2011	31000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	56- US 421 (Carolina Beach Rd) - Wellington Ave to U	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
31778	31894	36867	37742
34500	35232	41300	44100
36444	37828	44467	49287
38389	40615	47633	55083
40333	43608	50800	61562
42278	46821	53967	68802

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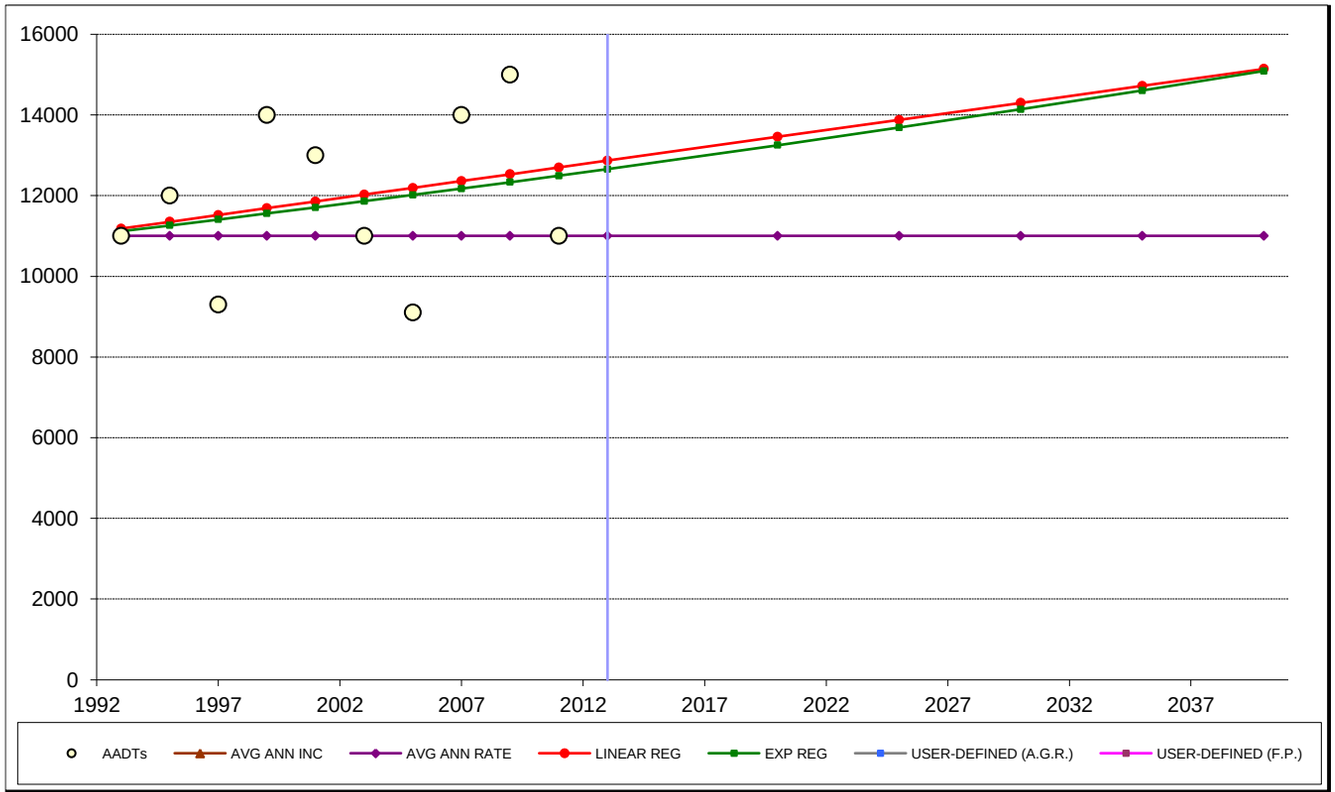
AADT TREND ANALYSIS

#57 -- US 117 (Shipyard Blvd) - Rutledge Dr to US 421 (Carolina Beach Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	11000	AVG ANN RATE:	0.0%
1995	12000	LINEAR REG:	84
1997	9300	EXPONENTIAL REG:	0.7%
1999	14000		
2001	13000	R-SQUARED	
2003	11000	LINEAR:	0.0639
2005	9100	EXPONENTIAL:	0.0528
2007	14000		
2009	15000		
2011	11000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	57- US 117 (Shipyard Blvd) - Rutledge Dr to US 421 (C	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
11000	11000	12867	12659
11000	11000	13456	13249
11000	11000	13878	13688
11000	11000	14299	14140
11000	11000	14720	14608
11000	11000	15141	15091

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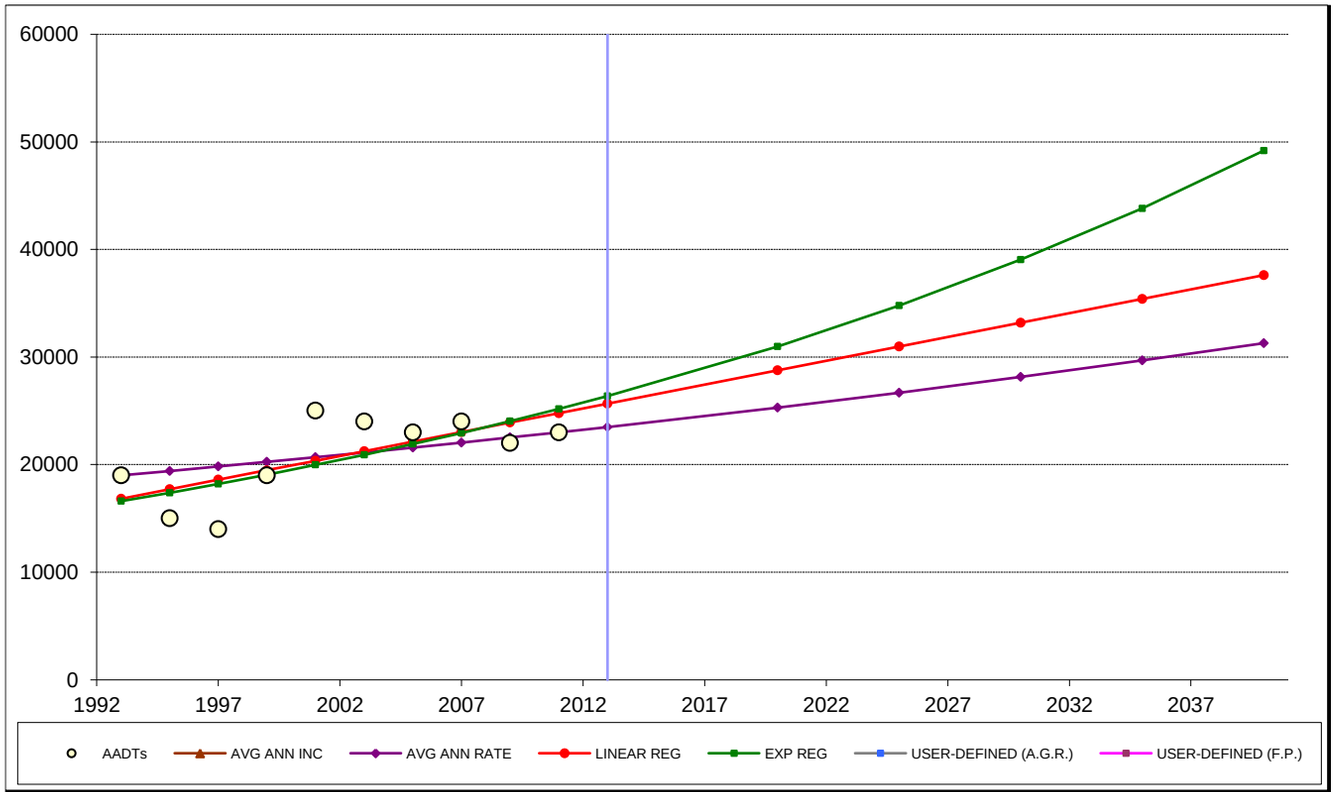
AADT TREND ANALYSIS

#58 -- US 421 (Carolina Beach Rd) - Sunnyvale Dr to SR 1209 (Independence Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	222
1993	19000	AVG ANN RATE:	1.1%
1995	15000	LINEAR REG:	442
1997	14000	EXPONENTIAL REG:	2.3%
1999	19000		
2001	25000	R-SQUARED	
2003	24000	LINEAR:	0.4764
2005	23000	EXPONENTIAL:	0.4701
2007	24000		
2009	22000		
2011	23000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	58- US 421 (Carolina Beach Rd) - Sunnyvale Dr to SR	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
23444	23493	25667	26352
25000	25306	28764	30981
26111	26685	30976	34776
27222	28139	33188	39037
28333	29673	35400	43819
29444	31290	37612	49188

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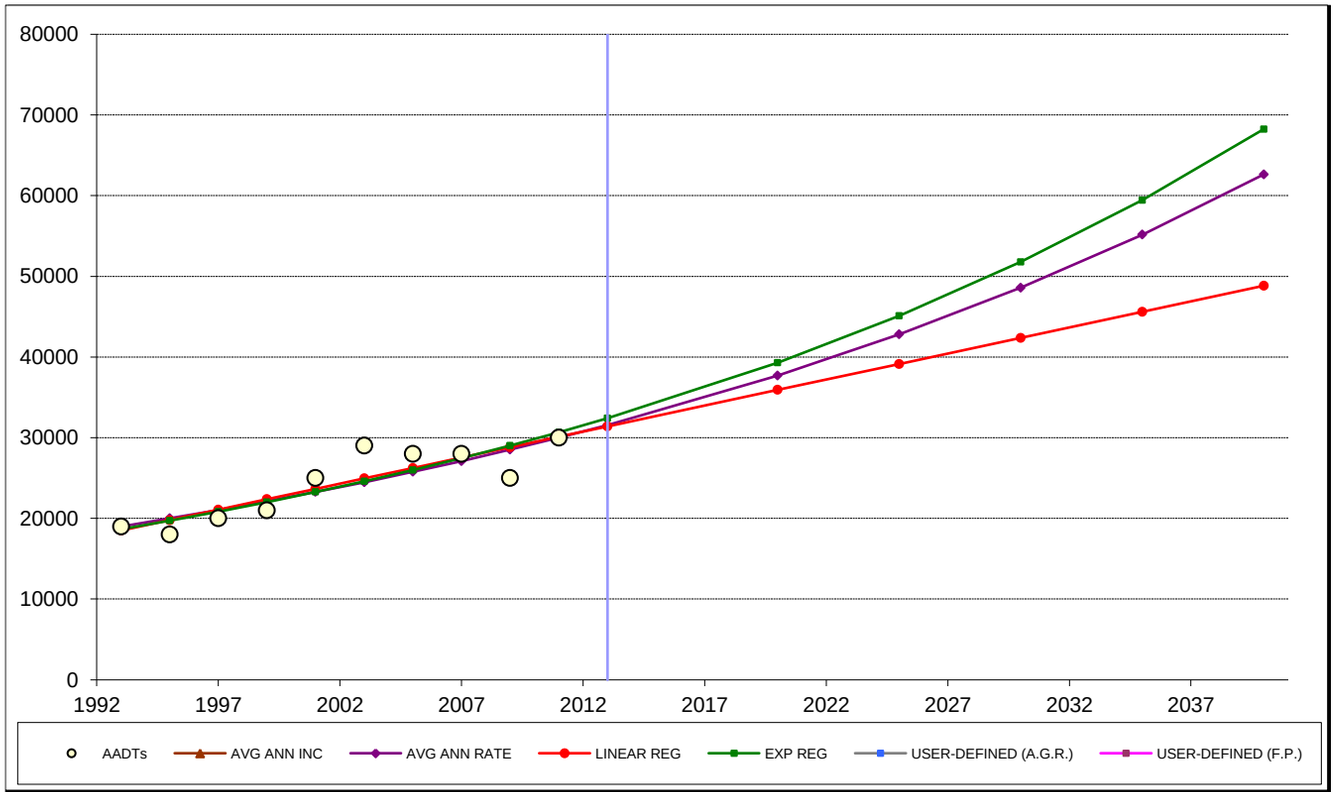
AADT TREND ANALYSIS

#59 -- US 421 (Carolina Beach Rd) - SR 1209 (Independence Blvd) to Saint Andrews Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	611
1993	19000	AVG ANN RATE:	2.6%
1995	18000	LINEAR REG:	645
1997	20000	EXPONENTIAL REG:	2.8%
1999	21000		
2001	25000	R-SQUARED	
2003	29000	LINEAR:	0.7634
2005	28000	EXPONENTIAL:	0.7734
2007	28000		
2009	25000		
2011	30000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	59- US 421 (Carolina Beach Rd) - SR 1209 (Independe	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
31222	31562	31400	32396
35500	37697	35918	39298
38556	42796	39145	45110
41611	48586	42373	51782
44667	55158	45600	59441
47722	62620	48827	68233

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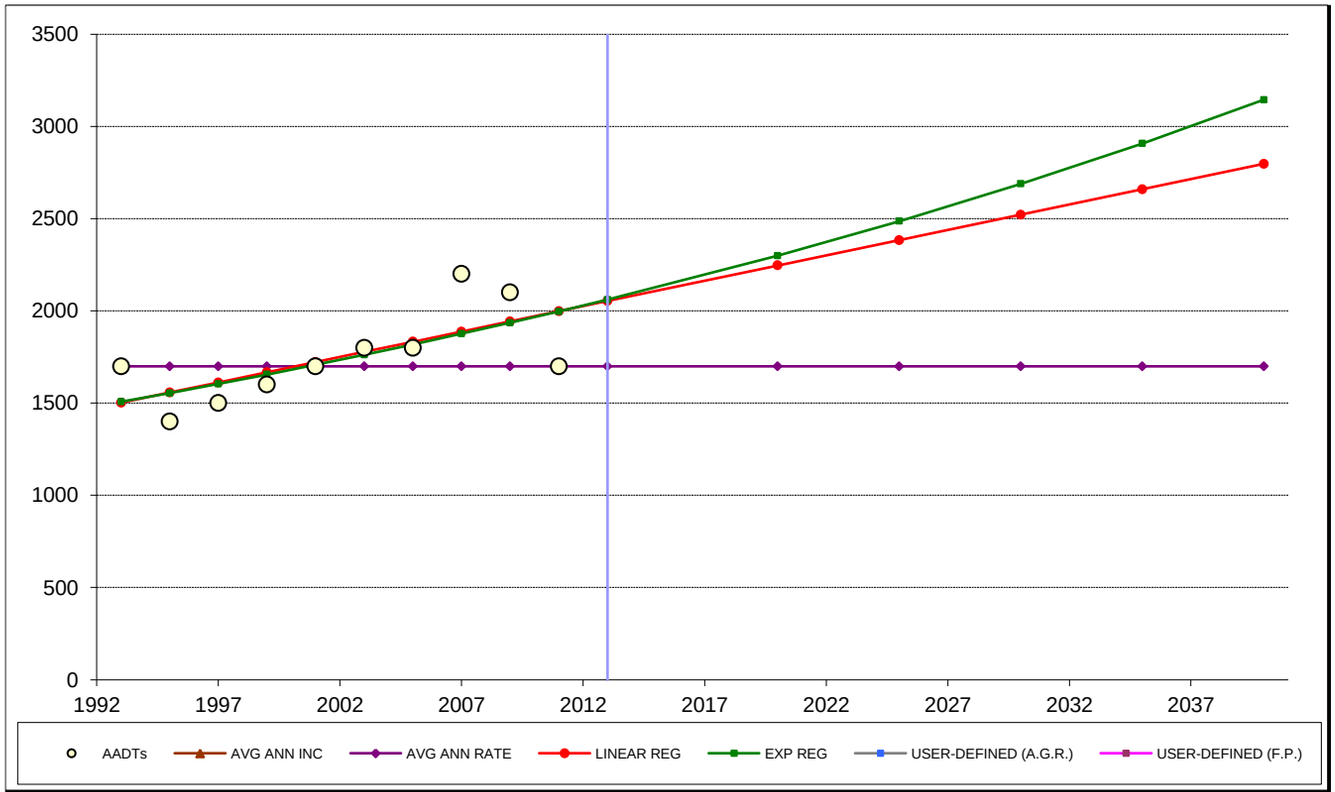
AADT TREND ANALYSIS

#60 -- Sunnyvale Dr - Bryan Rd to US 421 (Carolina Beach Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	1700	AVG ANN RATE:	0.0%
1995	1400	LINEAR REG:	28
1997	1500	EXPONENTIAL REG:	1.6%
1999	1600		
2001	1700	R-SQUARED	
2003	1800	LINEAR:	0.4604
2005	1800	EXPONENTIAL:	0.4737
2007	2200		
2009	2100		
2011	1700	NUMBER OF DATA POINTS:	
			10

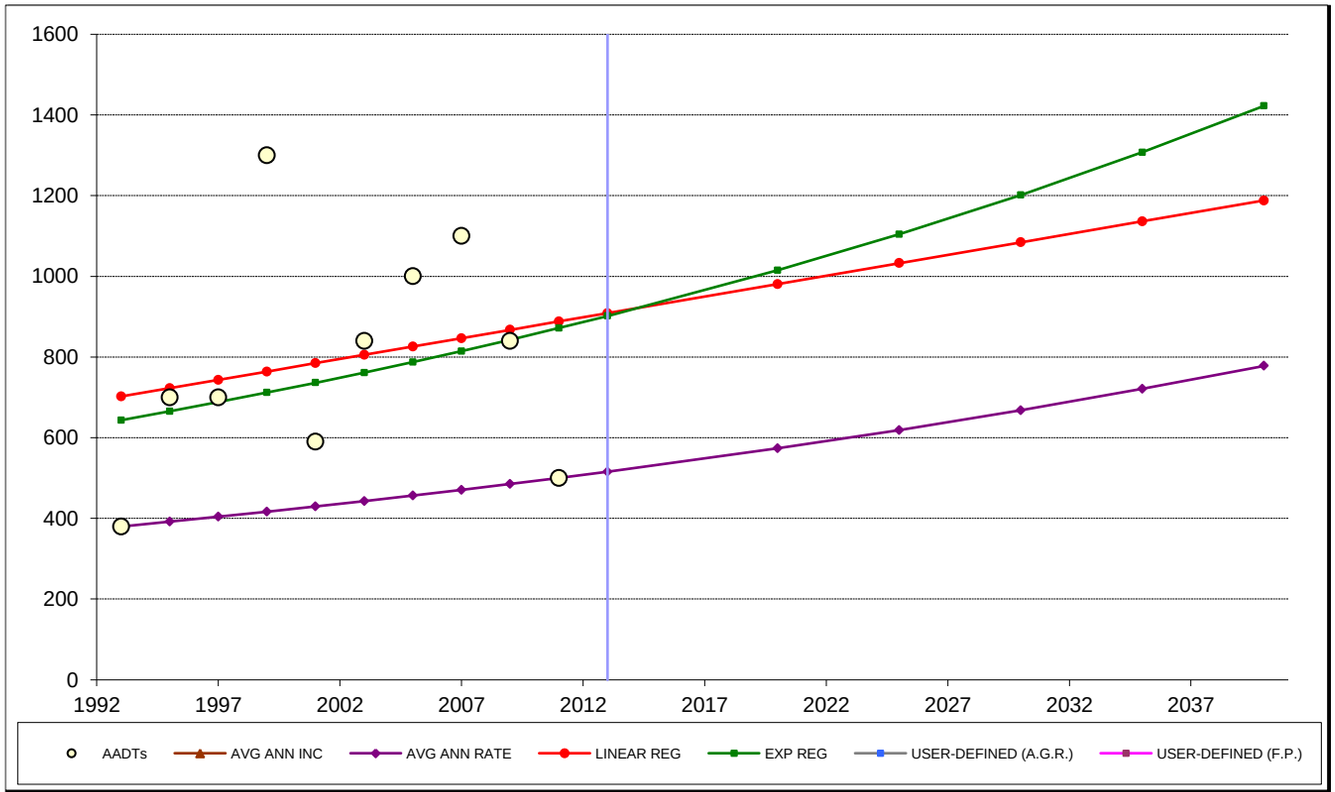
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	60- Sunnyvale Dr - Bryan Rd to US 421 (Carolina Bea	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
1700	1700	2053	2061
1700	1700	2246	2299
1700	1700	2384	2486
1700	1700	2522	2689
1700	1700	2660	2908
1700	1700	2798	3144

AADT TREND ANALYSIS

#61 -- Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	7
1993	380	AVG ANN RATE:	1.5%
1995	700	LINEAR REG:	10
1997	700	EXPONENTIAL REG:	1.7%
1999	1300		
2001	590	R-SQUARED	
2003	840	LINEAR:	0.0494
2005	1000	EXPONENTIAL:	0.0752
2007	1100		
2009	840		
2011	500	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	61- Bryan Rd - SR 1100 (River Rd) to Sunnyvale Dr	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
513	515	909	902
560	574	981	1015
593	619	1033	1104
627	668	1084	1201
660	721	1136	1307
693	778	1188	1422

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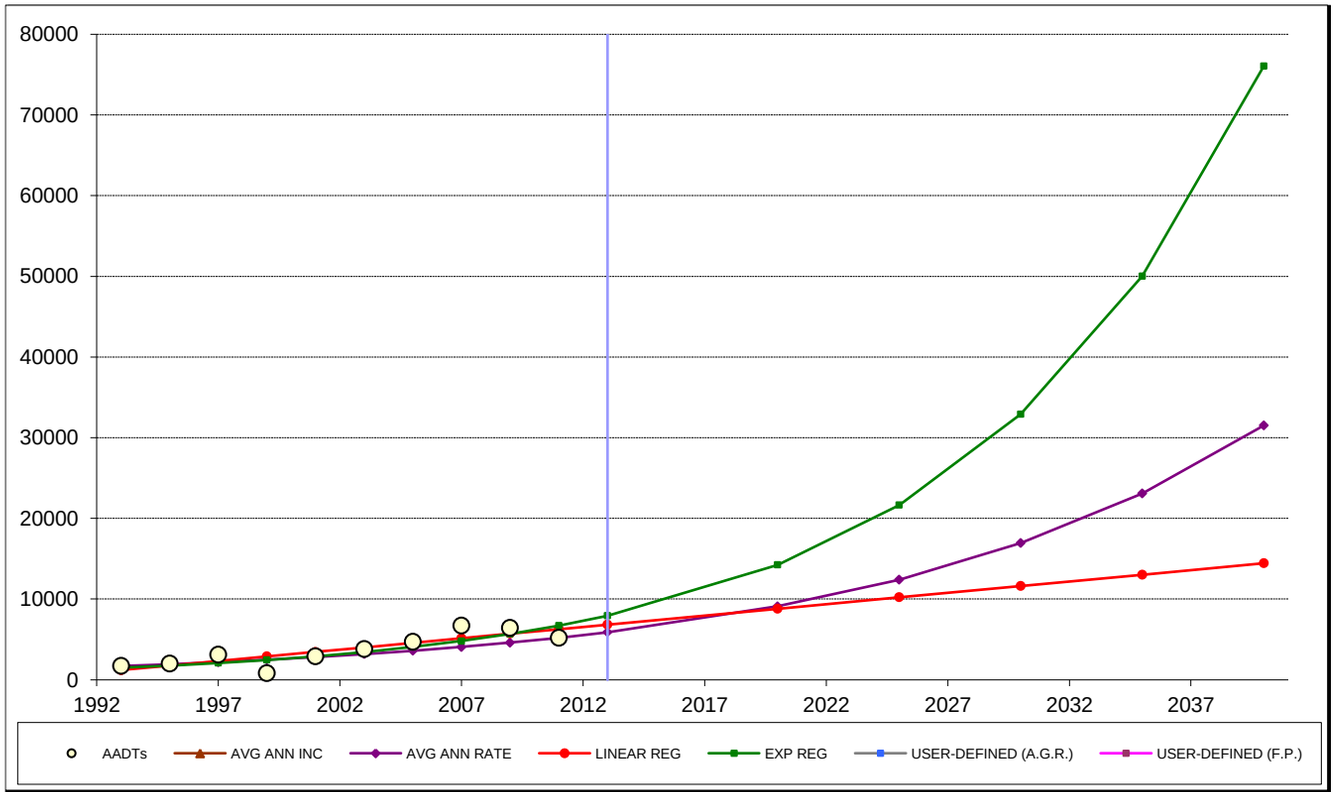
AADT TREND ANALYSIS

#62 -- SR 1100 (River Rd) - Sunnyvale Dr to Cape Fear Crossing



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	194
1993	1700	AVG ANN RATE:	6.4%
1995	2000	LINEAR REG:	282
1997	3100	EXPONENTIAL REG:	8.7%
1999	800		
2001	2900	R-SQUARED	
2003	3800	LINEAR:	0.7297
2005	4700	EXPONENTIAL:	0.5801
2007	6700		
2009	6400		
2011	5200	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	62- SR 1100 (River Rd) - Sunnyvale Dr to Cape Fear C	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
5589	5888	6827	7925
6950	9095	8797	14243
7922	12407	10205	21652
8894	16925	11612	32913
9867	23089	13020	50032
10839	31498	14428	76055

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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AADT TREND ANALYSIS

#63 -- SR 1100 (River Rd) - Cape Fear Crossing to Bryan Rd

HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
2002	1100	AVG ANN RATE:	0.0%
2004	1100	LINEAR REG:	-6
2006	1000	EXPONENTIAL REG:	-0.6%
2008	980		
2010	970	R-SQUARED	
2012	1100	LINEAR:	0.1150
		EXPONENTIAL:	0.1166
		NUMBER OF DATA POINTS:	
			6

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	63- SR 1100 (River Rd) - Cape Fear Crossing to Bryar	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
1100	1100	1007	1005
1100	1100	966	966
1100	1100	936	939
1100	1100	907	913
1100	1100	878	887
1100	1100	848	862

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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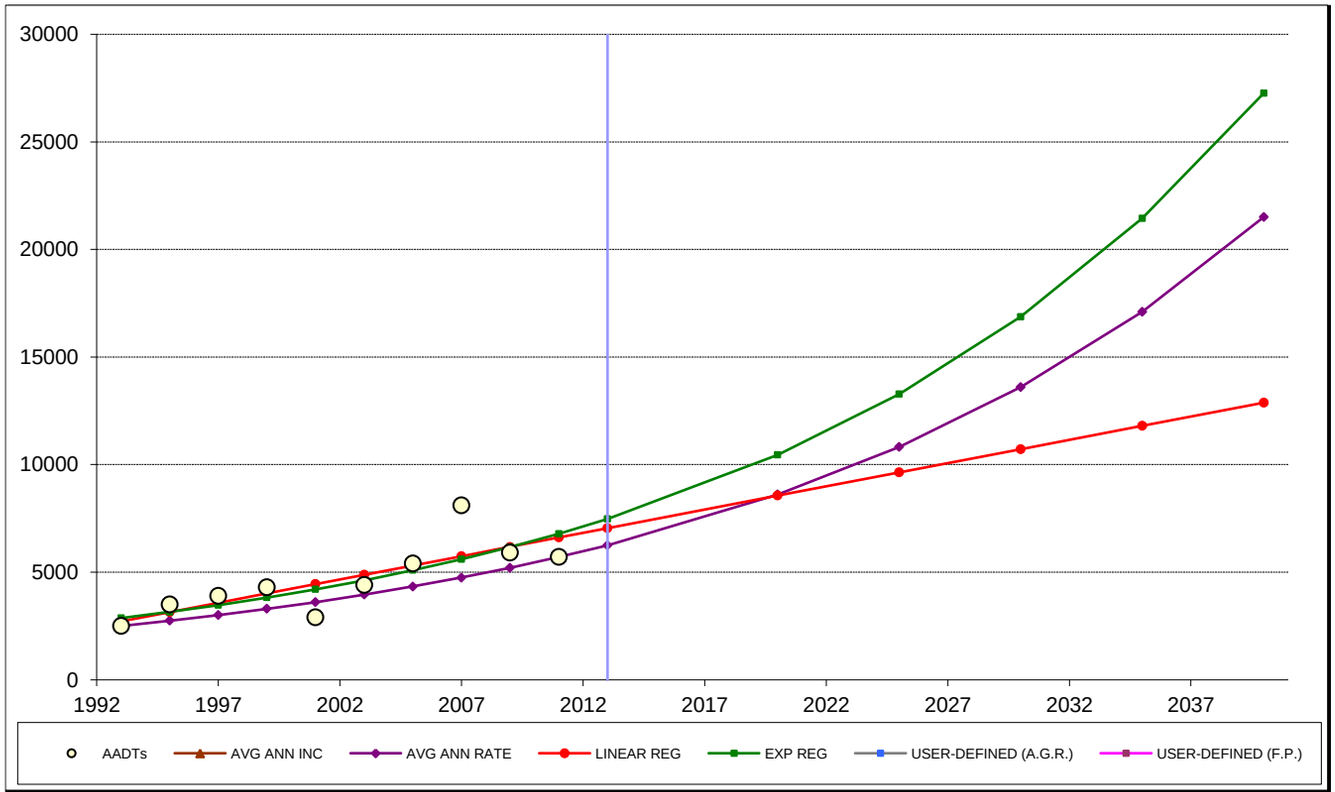
AADT TREND ANALYSIS

#64 -- SR 1100 (River Rd) - Cape Fear Crossing Overpass to Sunnyvale Dr



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	178
1993	2500	AVG ANN RATE:	4.7%
1995	3500	LINEAR REG:	216
1997	3900	EXPONENTIAL REG:	4.9%
1999	4300		
2001	2900	R-SQUARED	
2003	4400	LINEAR:	0.6208
2005	5400	EXPONENTIAL:	0.6728
2007	8100		
2009	5900		
2011	5700	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	64- SR 1100 (River Rd) - Cape Fear Crossing Overpas	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
6056	6247	7040	7467
7300	8607	8555	10446
8189	10821	9636	13277
9078	13605	10718	16875
9967	17105	11800	21448
10856	21505	12882	27260

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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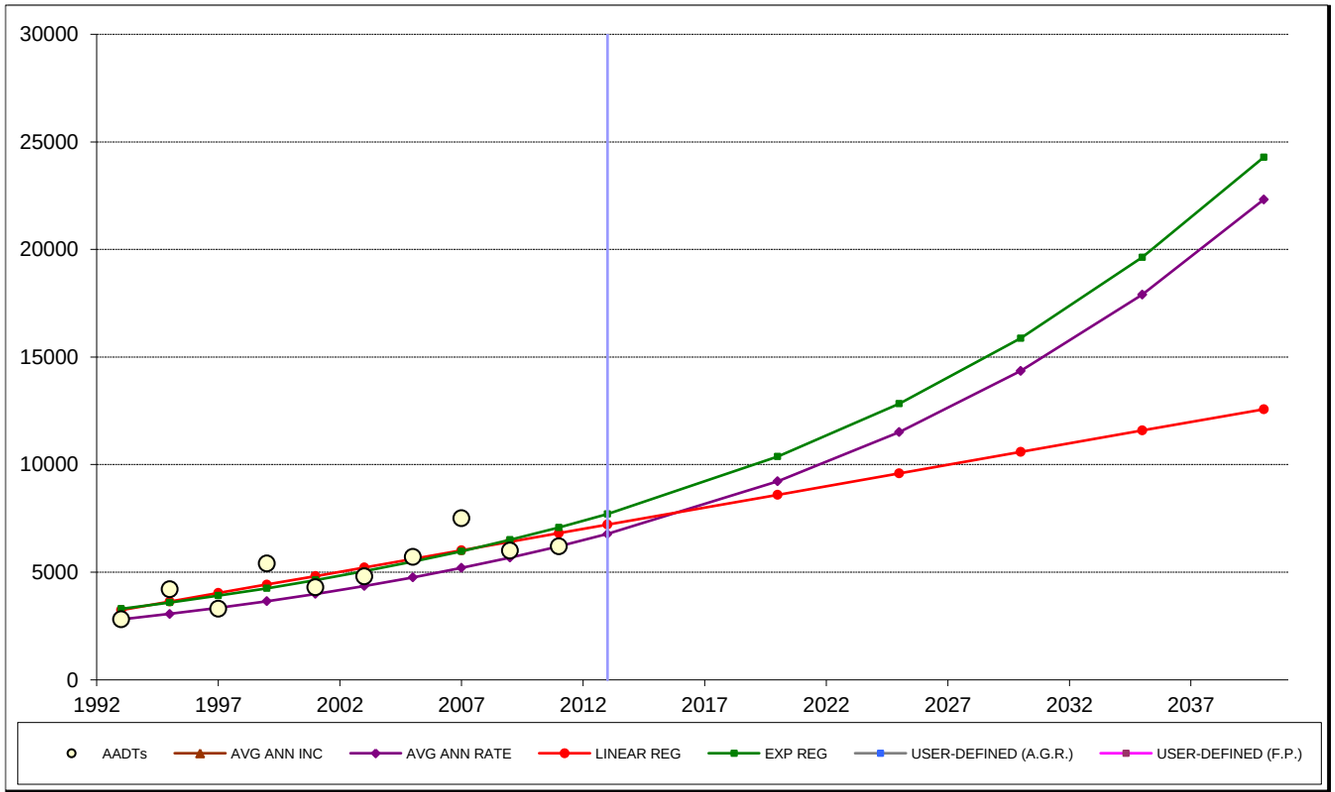
AADT TREND ANALYSIS

#65 -- SR 1100 (River Rd) - US 117 (Shipyard Blvd) to Cape Fear Crossing Overpass



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	189
1993	2800	AVG ANN RATE:	4.5%
1995	4200	LINEAR REG:	199
1997	3300	EXPONENTIAL REG:	4.3%
1999	5400		
2001	4300	R-SQUARED	
2003	4800	LINEAR:	0.7151
2005	5700	EXPONENTIAL:	0.7287
2007	7500		
2009	6000		
2011	6200	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	65- SR 1100 (River Rd) - US 117 (Shipyard Blvd) to Ca	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
6578	6773	7207	7706
7900	9226	8598	10377
8844	11506	9592	12834
9789	14348	10586	15874
10733	17894	11580	19633
11678	22315	12574	24283

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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AADT TREND ANALYSIS

#66 -- US 117 (Shipyard Blvd) - SR 1140 (Burnett Blvd) to Worth Dr

HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	39
1993	6400	AVG ANN RATE:	0.6%
1995	6500	LINEAR REG:	59
1997	6200	EXPONENTIAL REG:	0.9%
1999	7100		
2001	5800	R-SQUARED	
2003	6200	LINEAR:	0.2354
2005	8300	EXPONENTIAL:	0.2369
2009	7200		
2011	7100		
		NUMBER OF DATA POINTS:	
			9

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	66- US 117 (Shipyard Blvd) - SR 1140 (Burnett Blvd) t	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
7178	7182	7443	7419
7450	7478	7859	7877
7644	7697	8157	8222
7839	7922	8454	8581
8033	8154	8752	8957
8228	8392	9049	9348

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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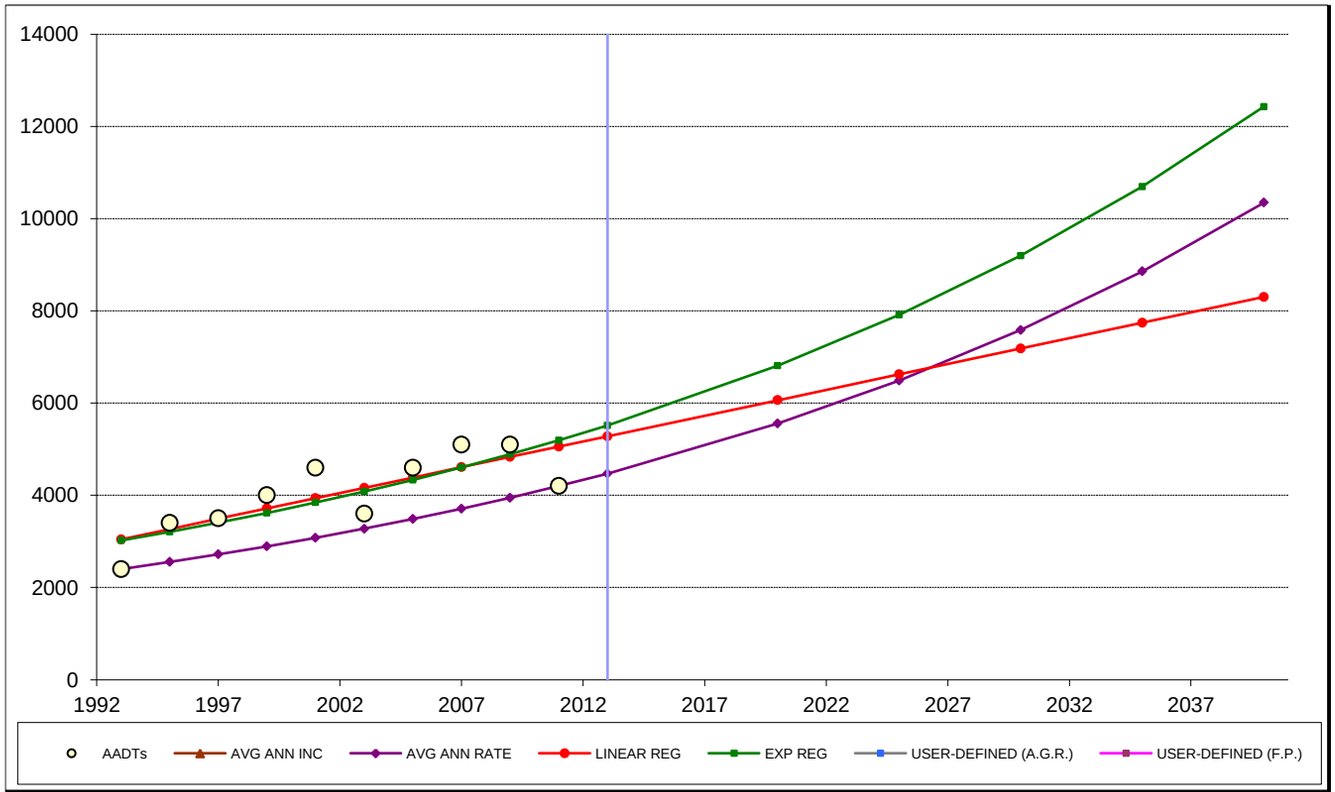
AADT TREND ANALYSIS

#67 -- SR 1140 (Burnett Blvd) - Southern Blvd to US 117 (Shipyard Blvd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	100
1993	2400	AVG ANN RATE:	3.2%
1995	3400	LINEAR REG:	112
1997	3500	EXPONENTIAL REG:	3.1%
1999	4000		
2001	4600	R-SQUARED	
2003	3600	LINEAR:	0.6363
2005	4600	EXPONENTIAL:	0.6295
2007	5100		
2009	5100		
2011	4200	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	67- SR 1140 (Burnett Blvd) - Southern Blvd to US 117	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
4400	4469	5280	5515
5100	5556	6063	6809
5600	6491	6622	7914
6100	7582	7181	9200
6600	8857	7740	10693
7100	10347	8299	12430

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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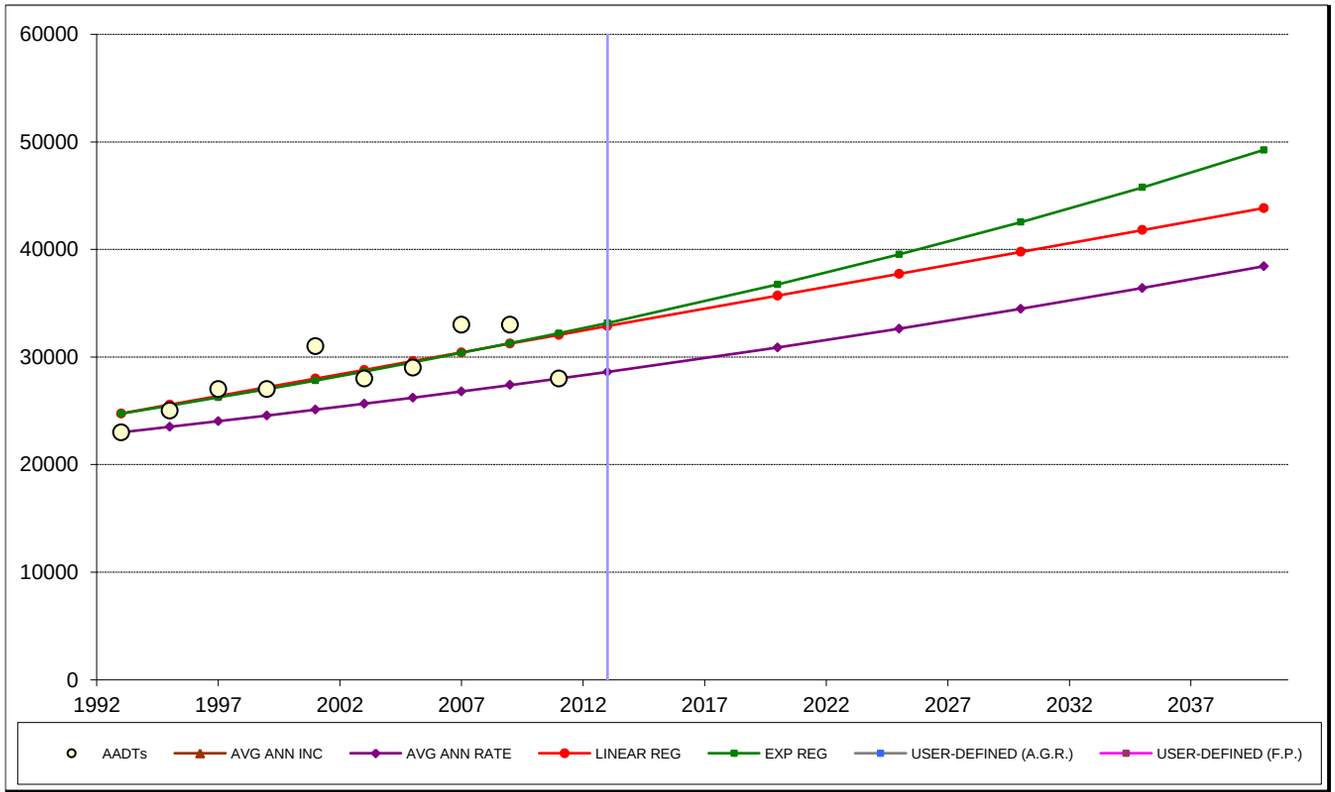
AADT TREND ANALYSIS

#68 -- US 421 (Carolina Beach Rd) - SR 1140 (Burnett Blvd) to Central Blvd



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	278
1993	23000	AVG ANN RATE:	1.1%
1995	25000	LINEAR REG:	406
1997	27000	EXPONENTIAL REG:	1.5%
1999	27000		
2001	31000	R-SQUARED	
2003	28000	LINEAR:	0.5764
2005	29000	EXPONENTIAL:	0.5936
2007	33000		
2009	33000		
2011	28000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	68- US 421 (Carolina Beach Rd) - SR 1140 (Burnett Bl	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
28556	28619	32867	33164
30500	30894	35709	36742
31889	32629	37739	39531
33278	34462	39770	42533
34667	36397	41800	45762
36056	38441	43830	49236

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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AADT TREND ANALYSIS

#69 -- US 421 (Burnett Blvd) - Greenfield St to US 421 (Carolina Beach Rd)

HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-56
1993	18000	AVG ANN RATE:	-0.3%
1995	17000	LINEAR REG:	55
1997	16000	EXPONENTIAL REG:	0.3%
1999	19000		
2001	20000	R-SQUARED	
2003	18000	LINEAR:	0.0501
2005	18000	EXPONENTIAL:	0.0504
2007	21000		
2009	18000		
2011	17000	NUMBER OF DATA POINTS:	
			10

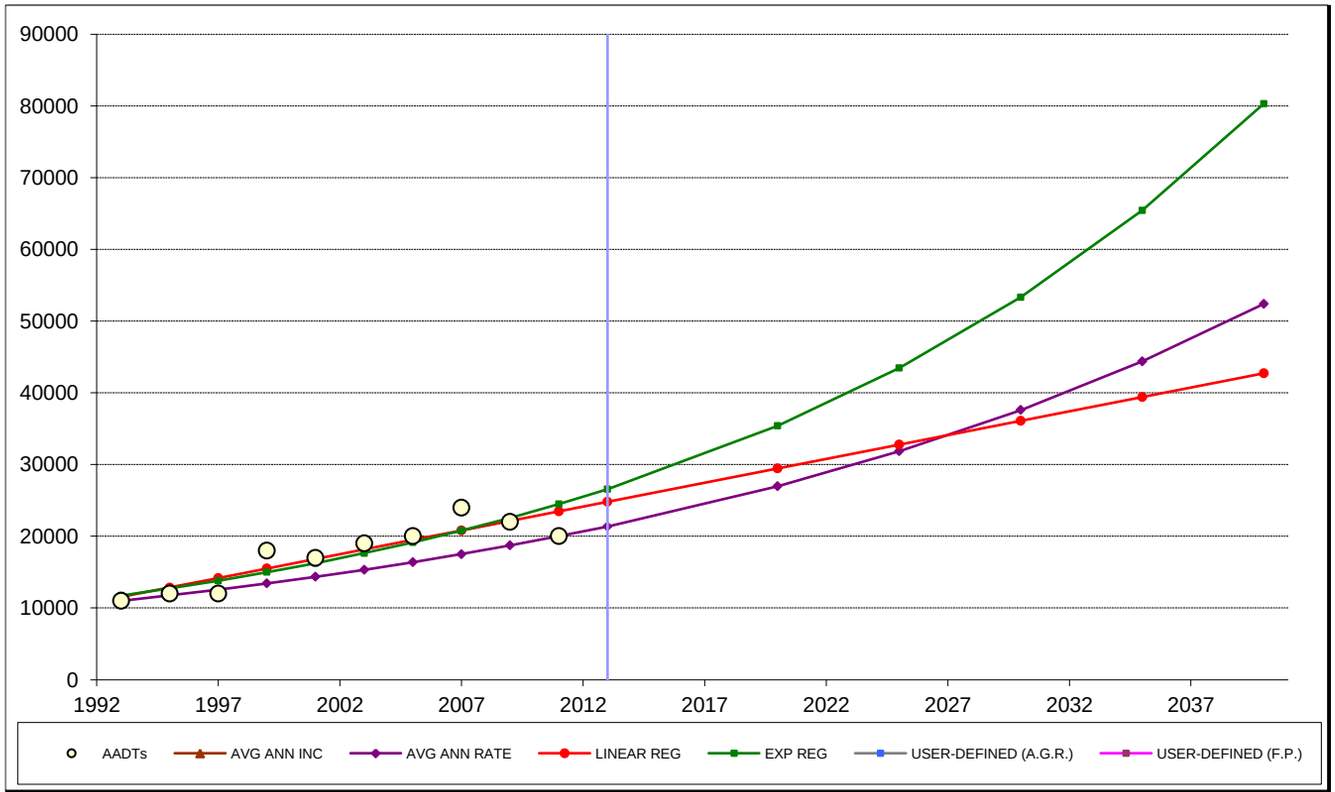
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	69- US 421 (Burnett Blvd) - Greenfield St to US 421 (C	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
16889	16892	18800	18748
16500	16521	19182	19141
16222	16261	19455	19427
15944	16005	19727	19717
15667	15753	20000	20011
15389	15504	20273	20310

AADT TREND ANALYSIS

#70 -- US 421 Truck (S. Front St) - Meares St to Greenfield St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	500
1993	11000	AVG ANN RATE:	3.4%
1995	12000	LINEAR REG:	664
1997	12000	EXPONENTIAL REG:	4.2%
1999	18000		
2001	17000	R-SQUARED	
2003	19000	LINEAR:	0.8052
2005	20000	EXPONENTIAL:	0.8072
2007	24000		
2009	22000		
2011	20000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	70- US 421 Truck (S. Front St) - Meares St to Greenfi	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
21000	21374	24800	26581
24500	26968	29445	35406
27000	31840	32764	43453
29500	37592	36082	53329
32000	44383	39400	65450
34500	52400	42718	80325

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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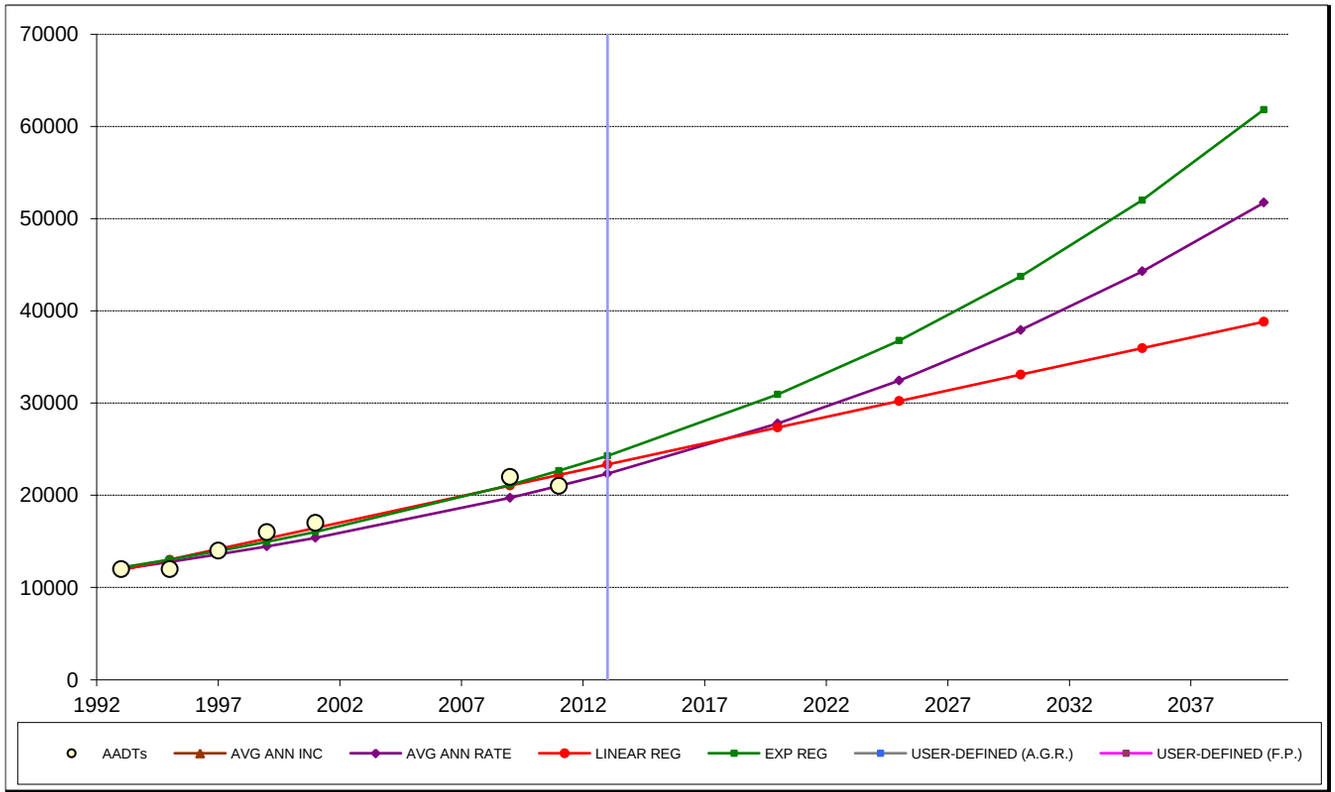
AADT TREND ANALYSIS

#71 -- US 421 Truck (S. Front St) - US 17 BUS/76/421 to Meares St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	500
1993	12000	AVG ANN RATE:	3.2%
1995	12000	LINEAR REG:	574
1997	14000	EXPONENTIAL REG:	3.5%
1999	16000		
2001	17000	R-SQUARED	
2009	22000	LINEAR:	0.9571
2011	21000	EXPONENTIAL:	0.9386

NUMBER OF DATA POINTS: 7

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	71- US 421 Truck (S. Front St) - US 17 BUS/76/421 to	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
22000	22347	23333	24280
25500	27780	27348	30938
28000	32453	30216	36784
30500	37910	33084	43736
33000	44286	35952	52001
35500	51735	38820	61828

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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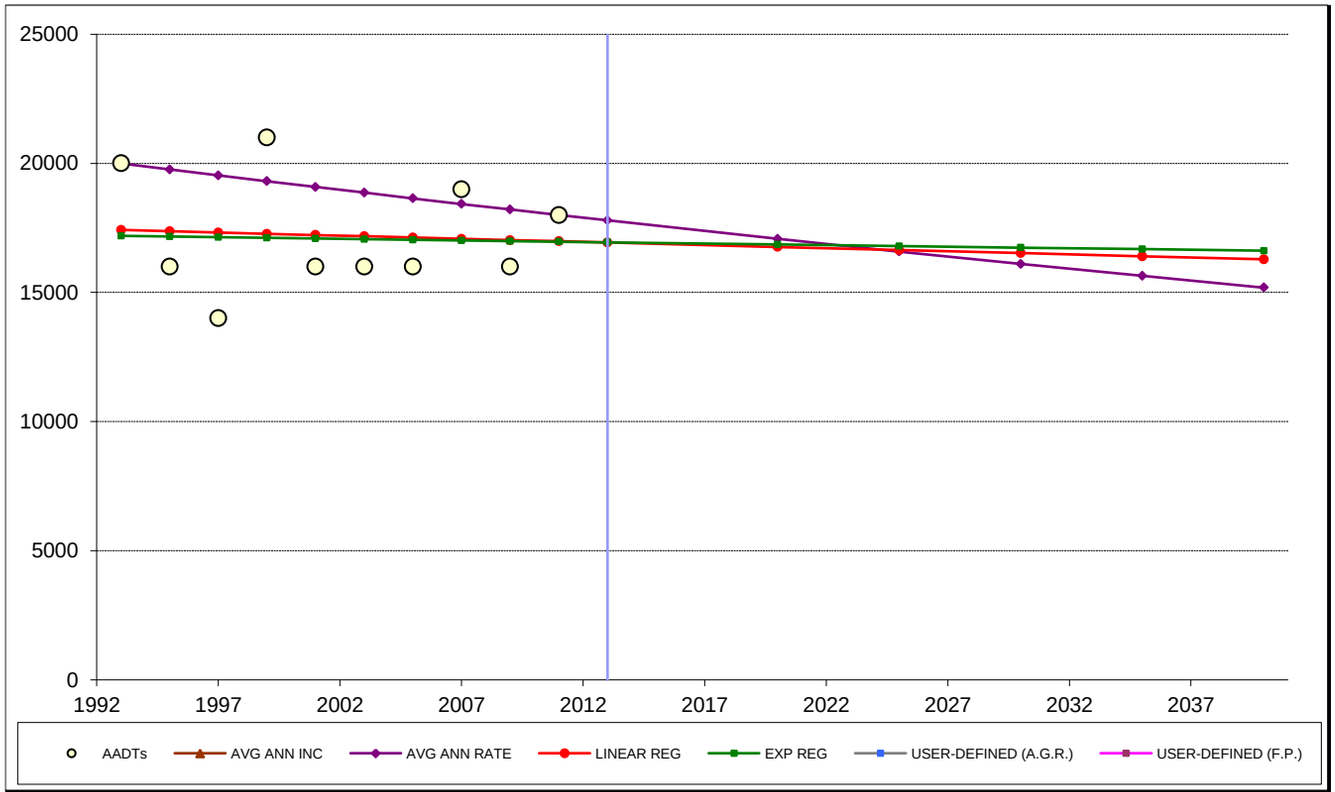
AADT TREND ANALYSIS

#72 -- US 421 (S. 3rd St) - East US 76 (Dawson St) to Meares St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-111
1993	20000	AVG ANN RATE:	-0.6%
1995	16000	LINEAR REG:	-24
1997	14000	EXPONENTIAL REG:	-0.1%
1999	21000		
2001	16000	R-SQUARED	
2003	16000	LINEAR:	0.0044
2005	16000	EXPONENTIAL:	0.0012
2007	19000		
2009	16000		
2011	18000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	72- US 421 (S. 3rd St) - East US 76 (Dawson St) to Me	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
17778	17791	16933	16942
17000	17076	16764	16857
16444	16584	16642	16797
15889	16105	16521	16736
15333	15641	16400	16676
14778	15190	16279	16617

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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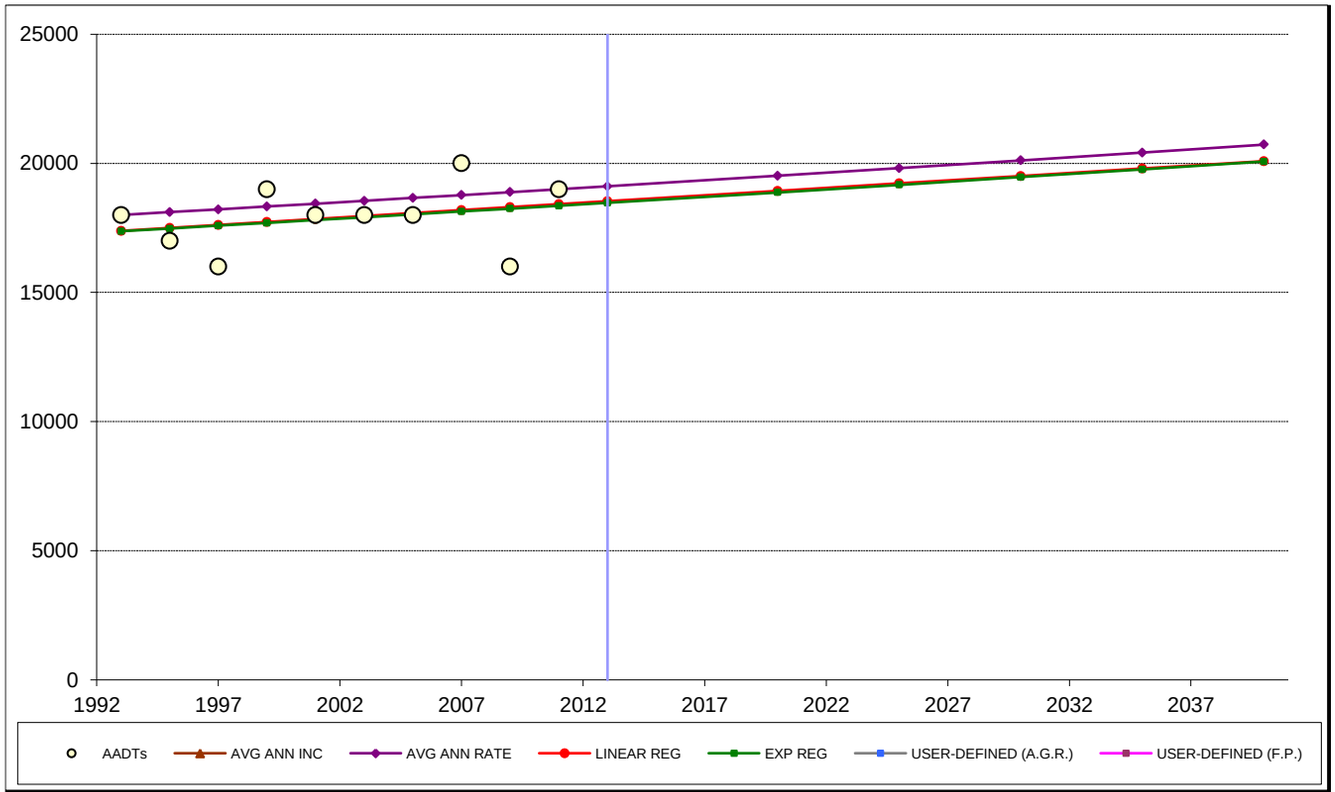
AADT TREND ANALYSIS

#73 -- US 421 (S. 3rd St) - West US 76 (Wooster St) to East US 76 (Dawson St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	56
1993	18000	AVG ANN RATE:	0.3%
1995	17000	LINEAR REG:	58
1997	16000	EXPONENTIAL REG:	0.3%
1999	19000		
2001	18000	R-SQUARED	
2003	18000	LINEAR:	0.0734
2005	18000	EXPONENTIAL:	0.0661
2007	20000		
2009	16000		
2011	19000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	73- US 421 (S. 3rd St) - West US 76 (Wooster St) to E	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
19111	19114	18533	18473
19500	19521	18936	18875
19778	19816	19224	19168
20056	20116	19512	19465
20333	20420	19800	19767
20611	20729	20088	20074

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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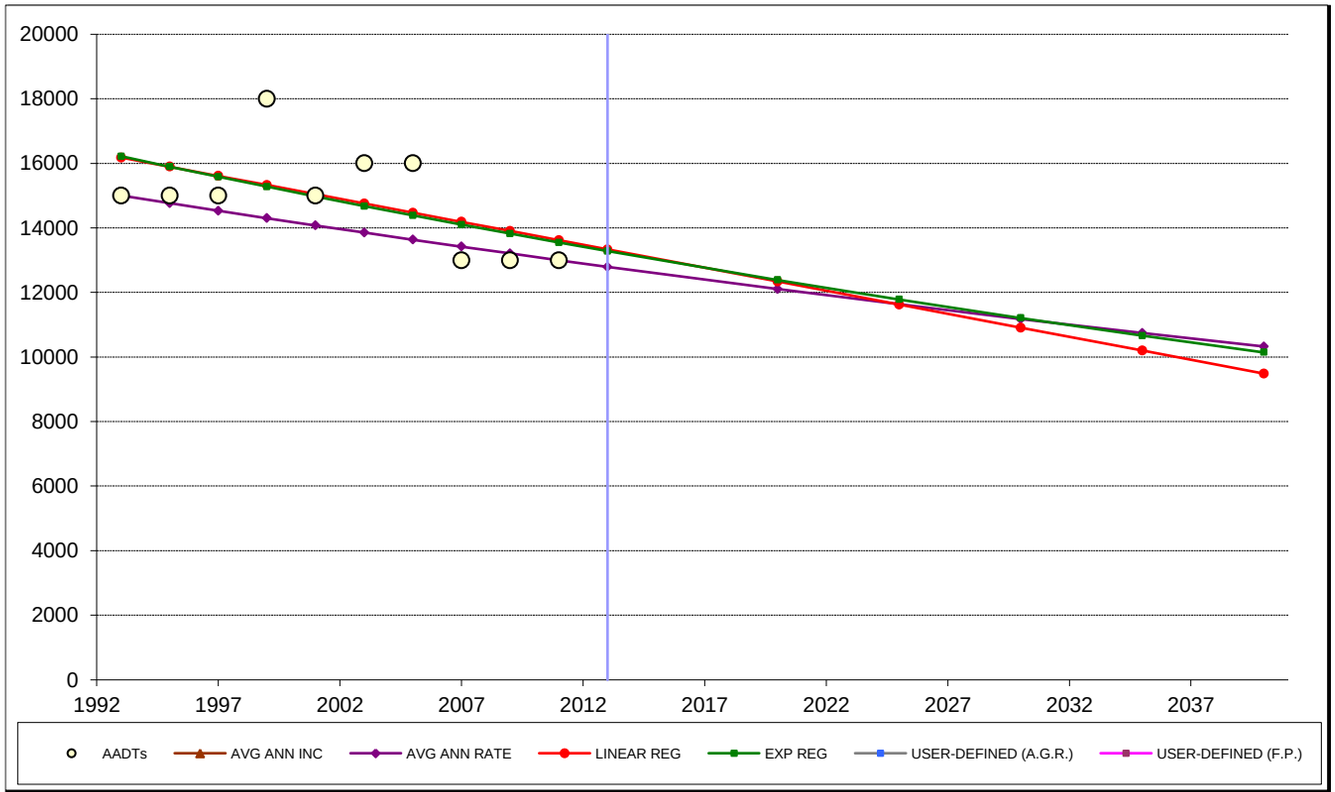
AADT TREND ANALYSIS

#74 -- US 76 West (Wooster St) - US 421 (S. 3rd St) to S. 5th Ave



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-111
1993	15000	AVG ANN RATE:	-0.8%
1995	15000	LINEAR REG:	-142
1997	15000	EXPONENTIAL REG:	-1.0%
1999	18000		
2001	15000	R-SQUARED	
2003	16000	LINEAR:	0.2923
2005	16000	EXPONENTIAL:	0.3236
2007	13000		
2009	13000		
2011	13000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	74- US 76 West (Wooster St) - US 421 (S. 3rd St) to S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
12778	12795	13333	13283
12000	12102	12336	12386
11444	11631	11624	11783
10889	11177	10912	11210
10333	10742	10200	10664
9778	10323	9488	10145

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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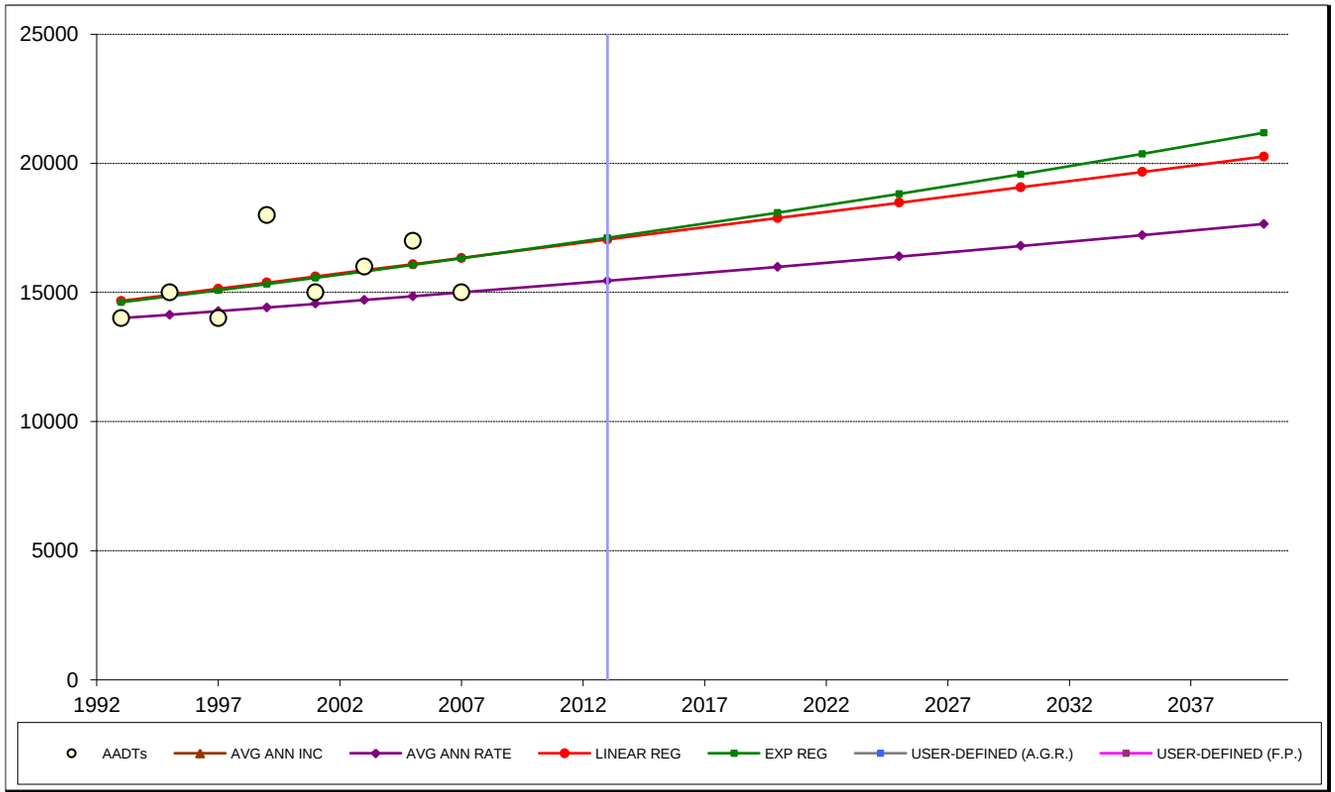
AADT TREND ANALYSIS

#75 -- US 17 BUS/76/421 (US 17 BUS/76/421 West) - US 76 Directional Split to US 421 (S. 3rd St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	71
1993	14000	AVG ANN RATE:	0.5%
1995	15000	LINEAR REG:	119
1997	14000	EXPONENTIAL REG:	0.8%
1999	18000		
2001	15000	R-SQUARED	
2003	16000	LINEAR:	0.1701
2005	17000	EXPONENTIAL:	0.1880
2007	15000		
		NUMBER OF DATA POINTS:	
			8

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	75- US 17 BUS/76/421 (US 17 BUS/76/421 West) - US 7	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
15429	15450	17048	17116
15929	15992	17881	18089
16286	16391	18476	18817
16643	16800	19071	19575
17000	17219	19667	20364
17357	17649	20262	21184

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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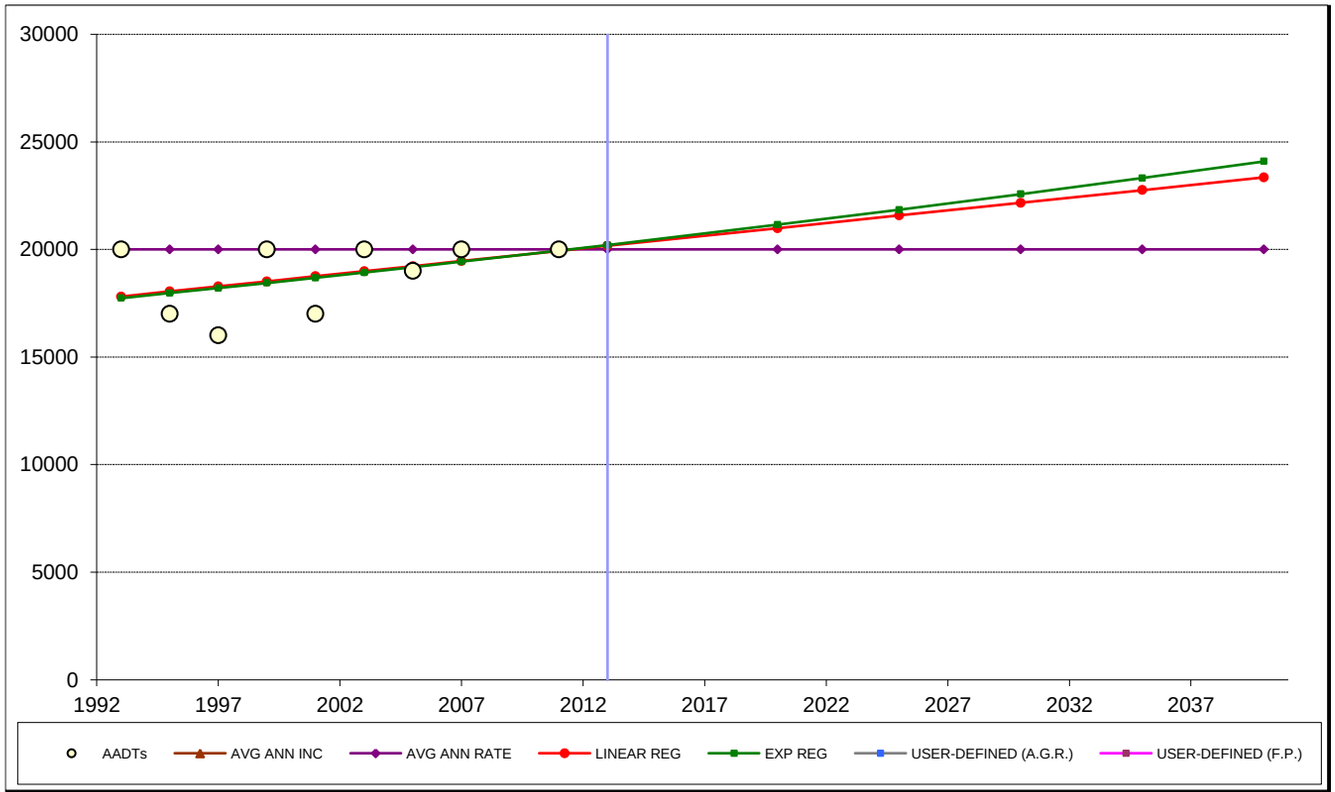
AADT TREND ANALYSIS

#76 -- US 17 Business (S. 3rd St) - Castle St to West US 76 (Wooster St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	20000	AVG ANN RATE:	0.0%
1995	17000	LINEAR REG:	118
1997	16000	EXPONENTIAL REG:	0.7%
1999	20000		
2001	17000	R-SQUARED	
2003	20000	LINEAR:	0.1772
2005	19000	EXPONENTIAL:	0.1792
2007	20000		
2011	20000		
		NUMBER OF DATA POINTS:	
			9

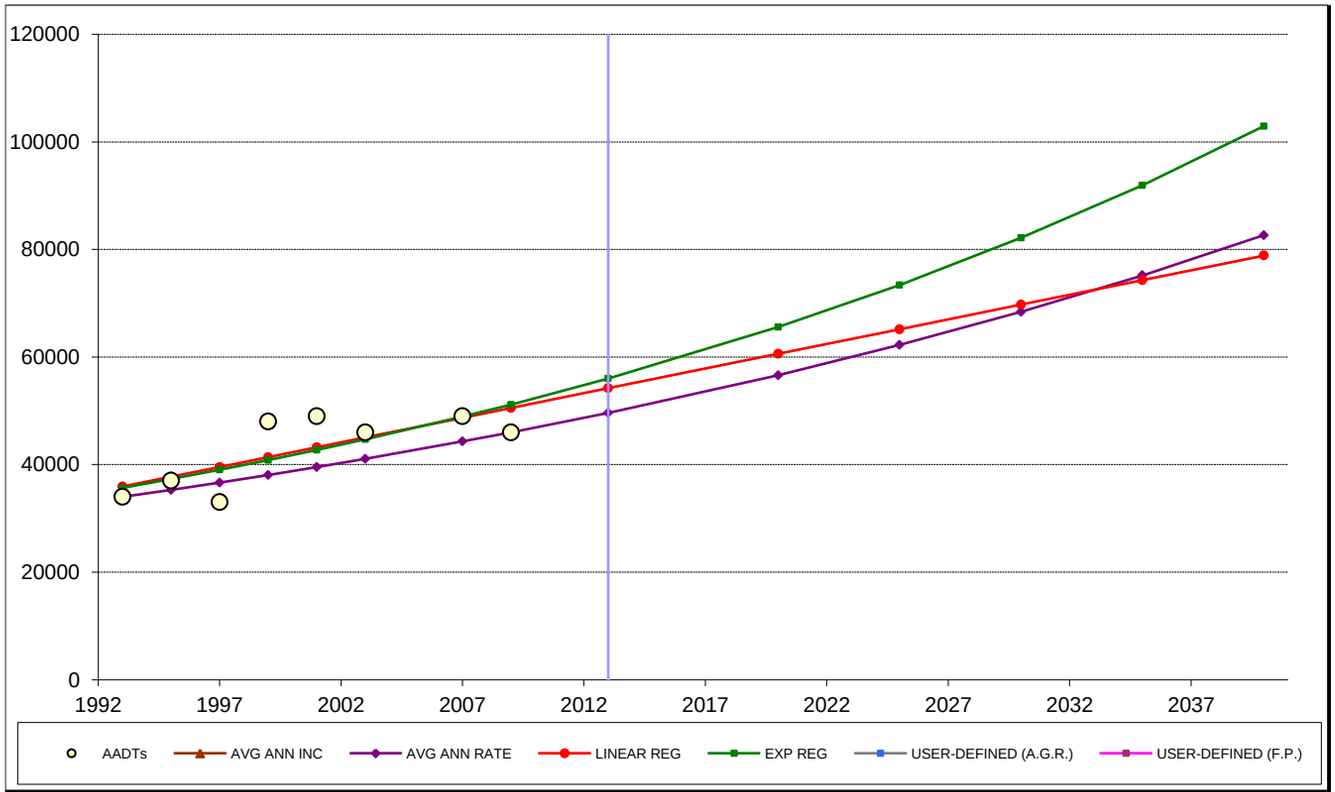
SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	76- US 17 Business (S. 3rd St) - Castle St to West US	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
20000	20000	20165	20204
20000	20000	20989	21147
20000	20000	21577	21847
20000	20000	22166	22571
20000	20000	22755	23318
20000	20000	23344	24091

AADT TREND ANALYSIS

#77 -- US 17 BUS/76/421 (Cape Fear Memorial Bridge) - US 74/421 to Truck 421 (S. Front St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	750
1993	34000	AVG ANN RATE:	1.9%
1995	37000	LINEAR REG:	914
1997	33000	EXPONENTIAL REG:	2.3%
1999	48000		
2001	49000	R-SQUARED	
2003	46000	LINEAR:	0.5600
2007	49000	EXPONENTIAL:	0.5628
2009	46000		

NUMBER OF DATA POINTS: 8

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	77- US 17 BUS/76/421 (Cape Fear Memorial Bridge) -	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
49000	49611	54180	55985
54250	56626	60581	65556
58000	62235	65153	73379
61750	68401	69725	82136
65500	75177	74297	91938
69250	82625	78869	102910

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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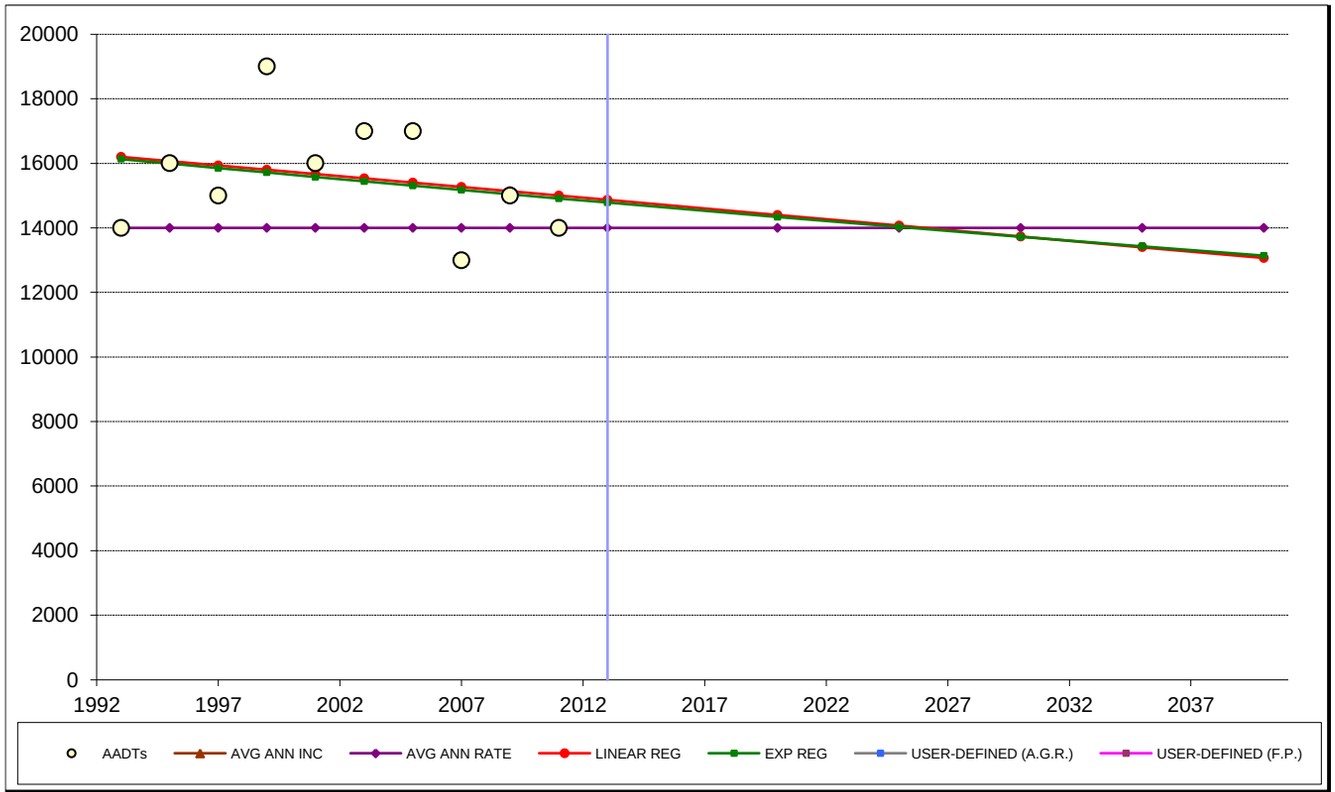
AADT TREND ANALYSIS

#78 -- US 76 West (Wooster St) - S. 5th Ave to S. 10th St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
1993	14000	AVG ANN RATE:	0.0%
1995	16000	LINEAR REG:	-67
1997	15000	EXPONENTIAL REG:	-0.4%
1999	19000		
2001	16000	R-SQUARED	
2003	17000	LINEAR:	0.0516
2005	17000	EXPONENTIAL:	0.0550
2007	13000		
2009	15000		
2011	14000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	78- US 76 West (Wooster St) - S. 5th Ave to S. 10th S	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
14000	14000	14867	14783
14000	14000	14400	14339
14000	14000	14067	14029
14000	14000	13733	13726
14000	14000	13400	13430
14000	14000	13067	13140

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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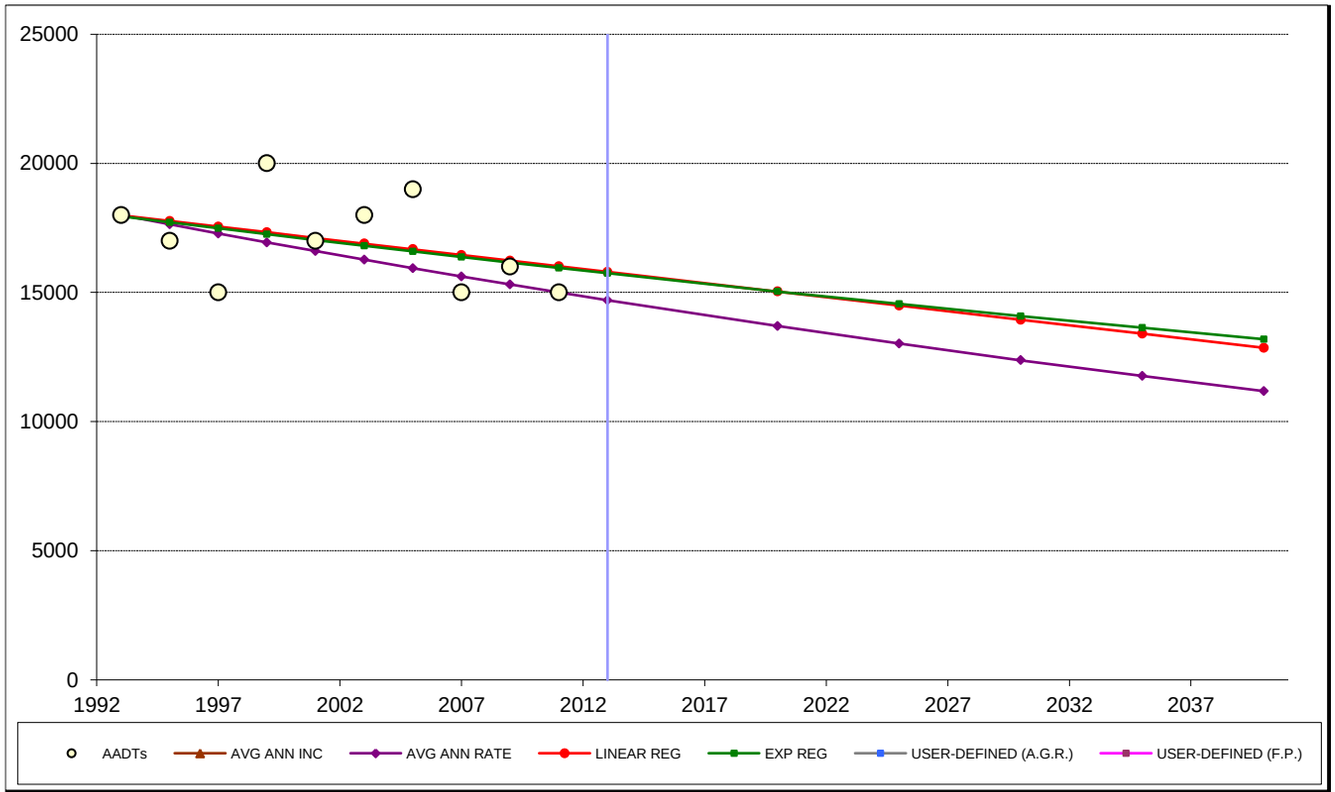
AADT TREND ANALYSIS

#79 -- US 76 East (Dawson St) - S. 5th Ave to S. 10th St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-167
1993	18000	AVG ANN RATE:	-1.0%
1995	17000	LINEAR REG:	-109
1997	15000	EXPONENTIAL REG:	-0.7%
1999	20000		
2001	17000	R-SQUARED	
2003	18000	LINEAR:	0.1403
2005	19000	EXPONENTIAL:	0.1479
2007	15000		
2009	16000		
2011	15000	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	79- US 76 East (Dawson St) - S. 5th Ave to S. 10th St	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
14667	14699	15800	15742
13500	13693	15036	15037
12667	13017	14491	14552
11833	12374	13945	14083
11000	11763	13400	13629
10167	11182	12855	13190

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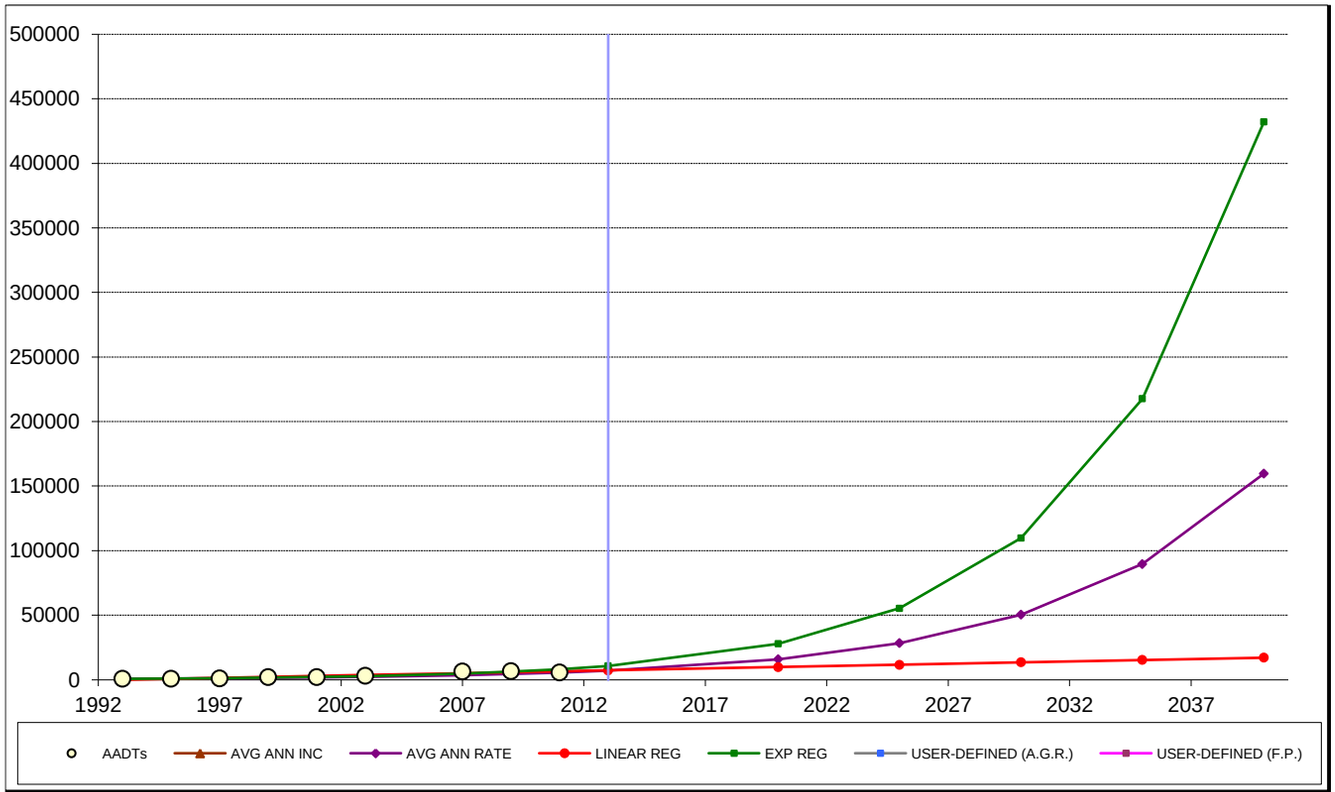
AADT TREND ANALYSIS

#80 -- SR 1100 (River Rd) - SR 1209 (Independence Blvd) to SR 1576 (Sanders Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	272
1993	700	AVG ANN RATE:	12.2%
1995	770	LINEAR REG:	362
1997	1000	EXPONENTIAL REG:	14.7%
1999	1900		
2001	2100	R-SQUARED	
2003	3100	LINEAR:	0.8977
2007	6400	EXPONENTIAL:	0.9450
2009	6500		
2011	5600		
		NUMBER OF DATA POINTS:	
			9

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	80- SR 1100 (River Rd) - SR 1209 (Independence Blvd	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
6144	7056	7223	10689
8050	15839	9757	27889
9411	28222	11568	55326
10772	50286	13378	109758
12133	89600	15188	217742
13494	159649	16999	431962

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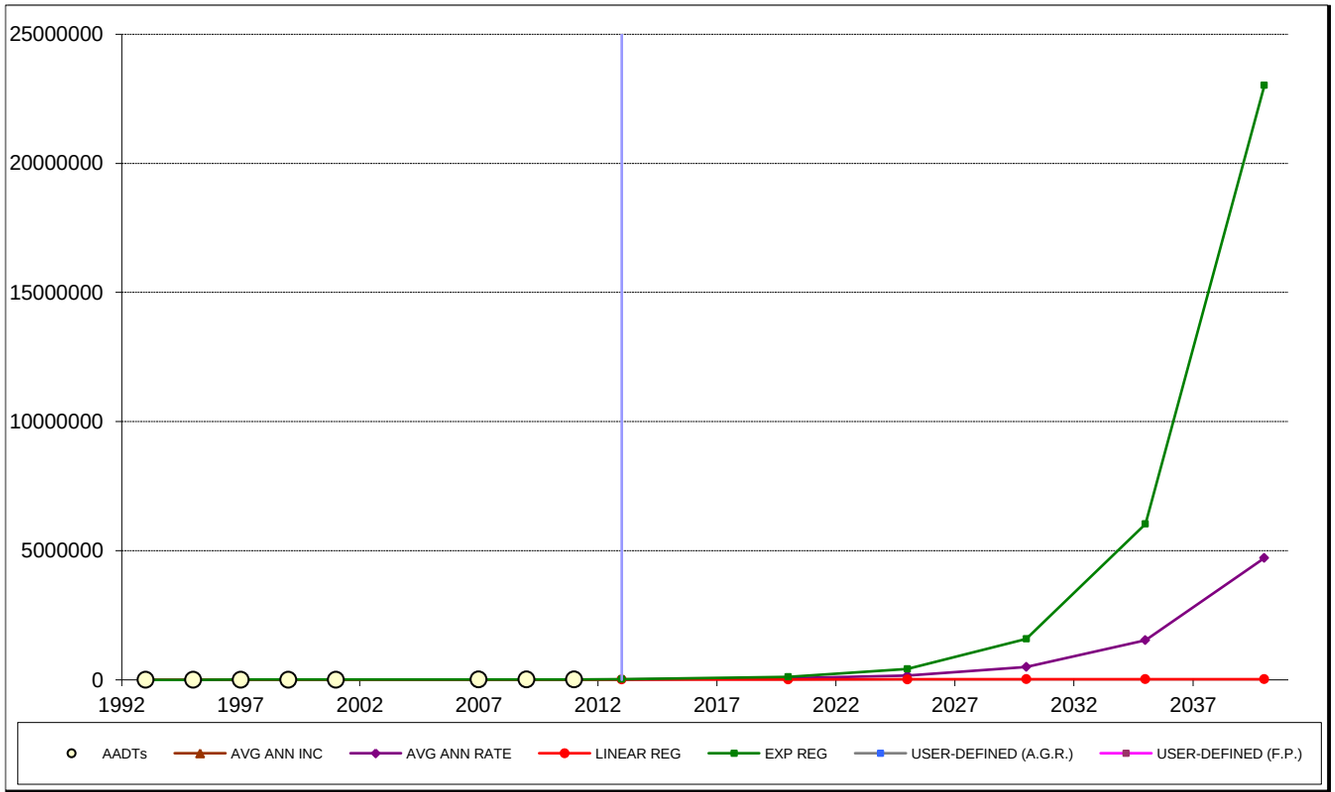
AADT TREND ANALYSIS

#81 -- SR 1209 (Independence Blvd) - SR 1100 (River Rd) to US 421 (Carolina Beach Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	377
1993	120	AVG ANN RATE:	25.2%
1995	140	LINEAR REG:	476
1997	180	EXPONENTIAL REG:	30.7%
1999	340		
2001	350	R-SQUARED	
2007	7000	LINEAR:	0.8611
2009	6800	EXPONENTIAL:	0.9430
2011	6900		

NUMBER OF DATA POINTS: 8

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	81- SR 1209 (Independence Blvd) - SR 1100 (River Rd	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
7653	10824	8200	16661
10290	52322	11530	108624
12173	161243	13909	414483
14057	496908	16287	1581570
15940	1531344	18666	6034900
17823	4719212	21045	23027760

Cape Fear Crossing - New Hanover and Brunswick Counties, North Carolina
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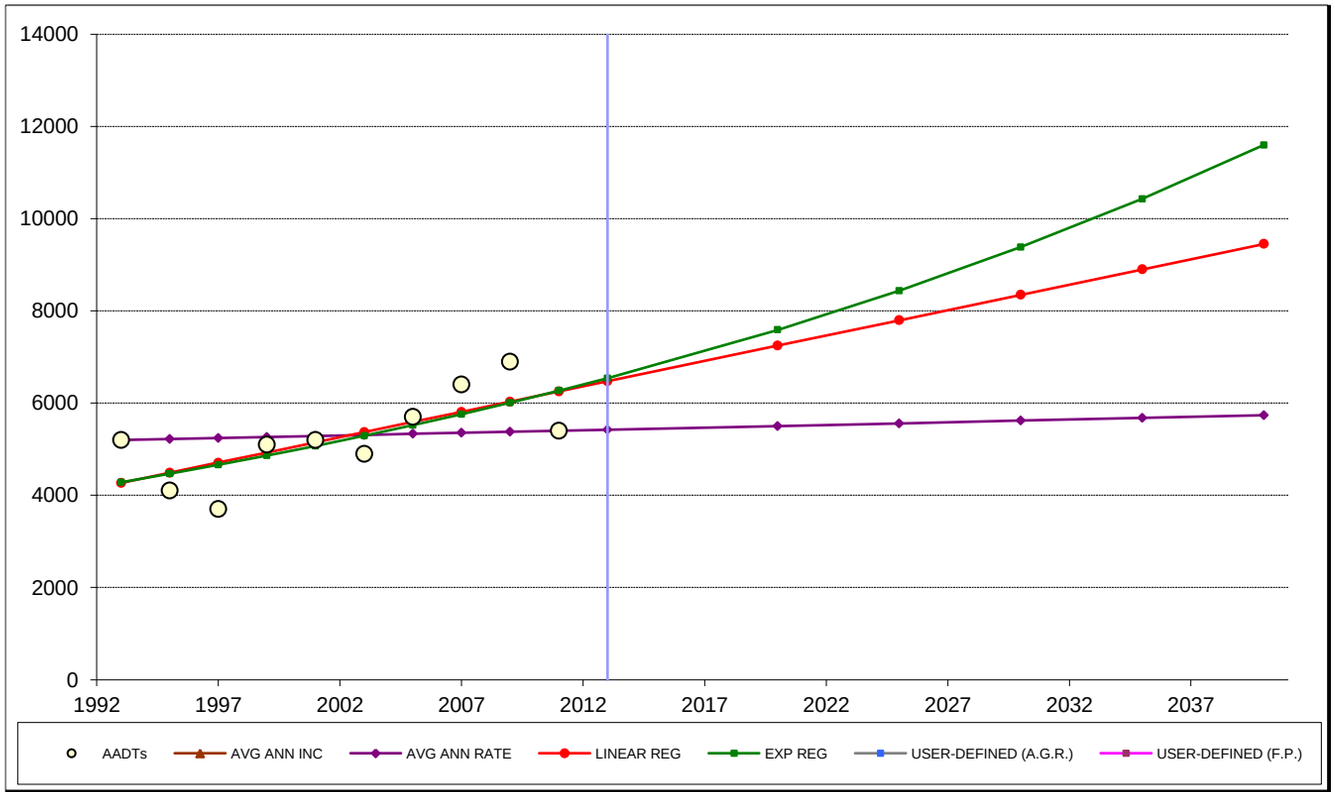
AADT TREND ANALYSIS

#82 -- SR 1140 (Burnett Blvd) - US 421 (Carolina Beach Rd) to Adams St



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	11
1993	5200	AVG ANN RATE:	0.2%
1995	4100	LINEAR REG:	110
1997	3700	EXPONENTIAL REG:	2.1%
1999	5100		
2001	5200	R-SQUARED	
2003	4900	LINEAR:	0.4930
2005	5700	EXPONENTIAL:	0.4801
2007	6400		
2009	6900		
2011	5400	NUMBER OF DATA POINTS:	
			10

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	82- SR 1140 (Burnett Blvd) - US 421 (Carolina Beach	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
5422	5423	6473	6542
5500	5503	7245	7589
5556	5561	7797	8437
5611	5619	8348	9381
5667	5679	8900	10430
5722	5739	9452	11597

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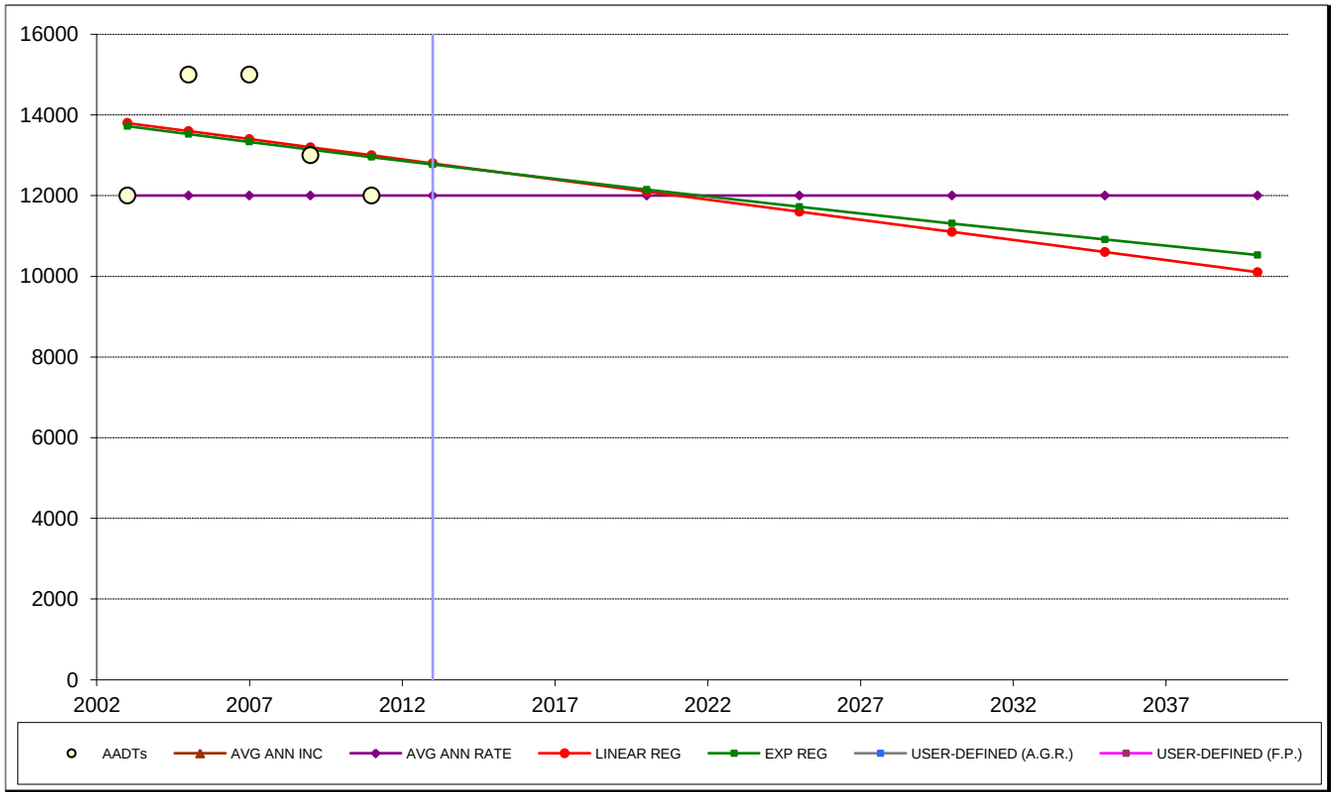
AADT TREND ANALYSIS

#83 -- SR 1209 (Independence Blvd) - US 117 (Shipyard Blvd) to SR 1219 (S. 17th St)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	0
2003	12000	AVG ANN RATE:	0.0%
2005	15000	LINEAR REG:	-100
2007	15000	EXPONENTIAL REG:	-0.7%
2009	13000		
2011	12000	R-SQUARED	
		LINEAR:	0.0435
		EXPONENTIAL:	0.0405
		NUMBER OF DATA POINTS:	
			5

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	83- SR 1209 (Independence Blvd) - US 117 (Shipyard	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
12000	12000	12800	12772
12000	12000	12100	12148
12000	12000	11600	11721
12000	12000	11100	11309
12000	12000	10600	10912
12000	12000	10100	10528

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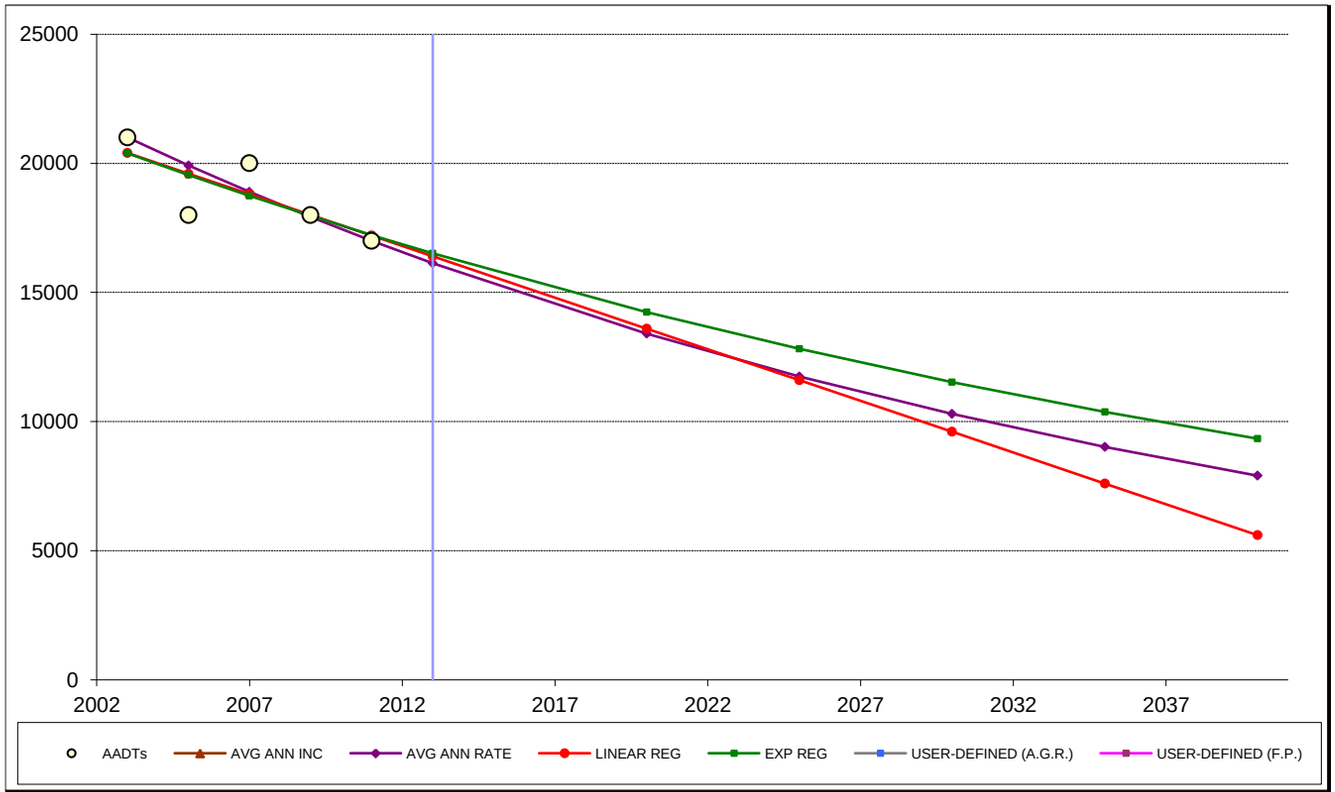
AADT TREND ANALYSIS

#84 -- SR 1209 (Independence Blvd) - Park Ave to US 76 (Oleander Dr)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-500
2003	21000	AVG ANN RATE:	-2.6%
2005	18000	LINEAR REG:	-400
2007	20000	EXPONENTIAL REG:	-2.1%
2009	18000		
2011	17000	R-SQUARED	
		LINEAR:	0.5926
		EXPONENTIAL:	0.5965
		NUMBER OF DATA POINTS:	
			5

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	84- SR 1209 (Independence Blvd) - Park Ave to US 76	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
16000	16125	16400	16511
12500	13403	13600	14241
10000	11745	11600	12813
7500	10292	9600	11529
5000	9019	7600	10373
2500	7903	5600	9333

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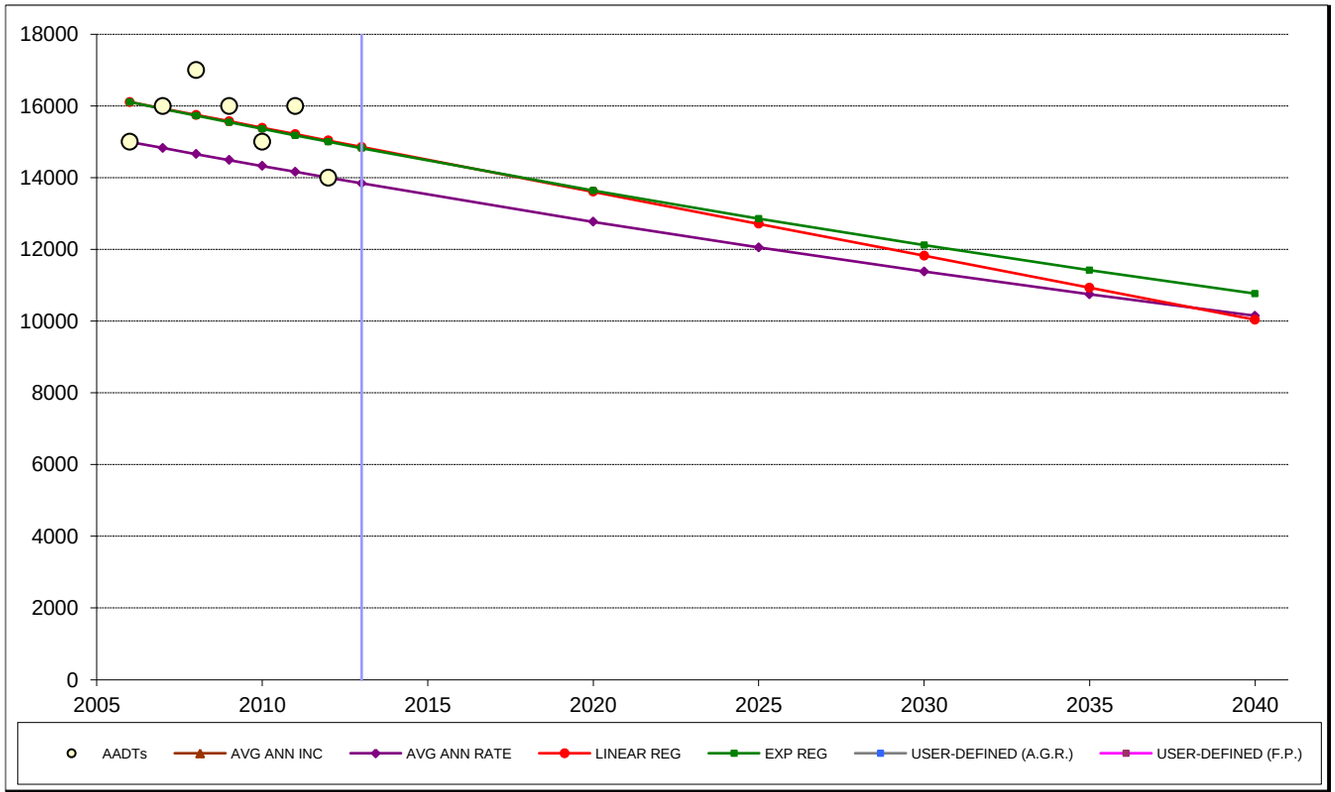
AADT TREND ANALYSIS

#85 -- I-140 / US 17 (Wilmington Bypass) - US 421 to NC 133 (Castle Hayne Rd)



HISTORIC DATA		STATISTICAL RESULTS	
Year	AADT	AVG ANN INC:	-167
2006	15000	AVG ANN RATE:	-1.1%
2007	16000	LINEAR REG:	-179
2008	17000	EXPONENTIAL REG:	-1.2%
2009	16000		
2010	15000	R-SQUARED	
2011	16000	LINEAR:	0.1563
2012	14000	EXPONENTIAL:	0.1641

NUMBER OF DATA POINTS: 7

SHOW HISTORIC DATA:	SHOW FUTURE DATA:	SHOW STATION #:	
☐ AVG ANN INC	☐ AVG ANN INC	85- I-140 / US 17 (Wilmington Bypass) - US 421 to NC	
☐ AVG ANN RATE	☑ AVG ANN RATE	FUT YRS:	2013
☐ LINEAR REGRESSION	☑ LINEAR REGRESSION	#1	2020
☐ EXPONENTIAL REGRESSION	☑ EXPONENTIAL REGRESSION	#2	2025
	☐ USER-DEFINED (FUT PROJ)	#3	2030
☑ HISTORIC DATA	☐ USER-DEFINED (A.G.R.)	#4	2035
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / TRANSP. PLANNING BRANCH		#5	2040

FUTURE PROJECTIONS:

Avg Ann Inc	Avg Ann Rate	Linear Reg	Exp Reg
13833	13840	14857	14825
12667	12770	13607	13643
11833	12056	12714	12858
11000	11383	11821	12117
10167	10747	10929	11419
9333	10146	10036	10762

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