

APPENDIX D

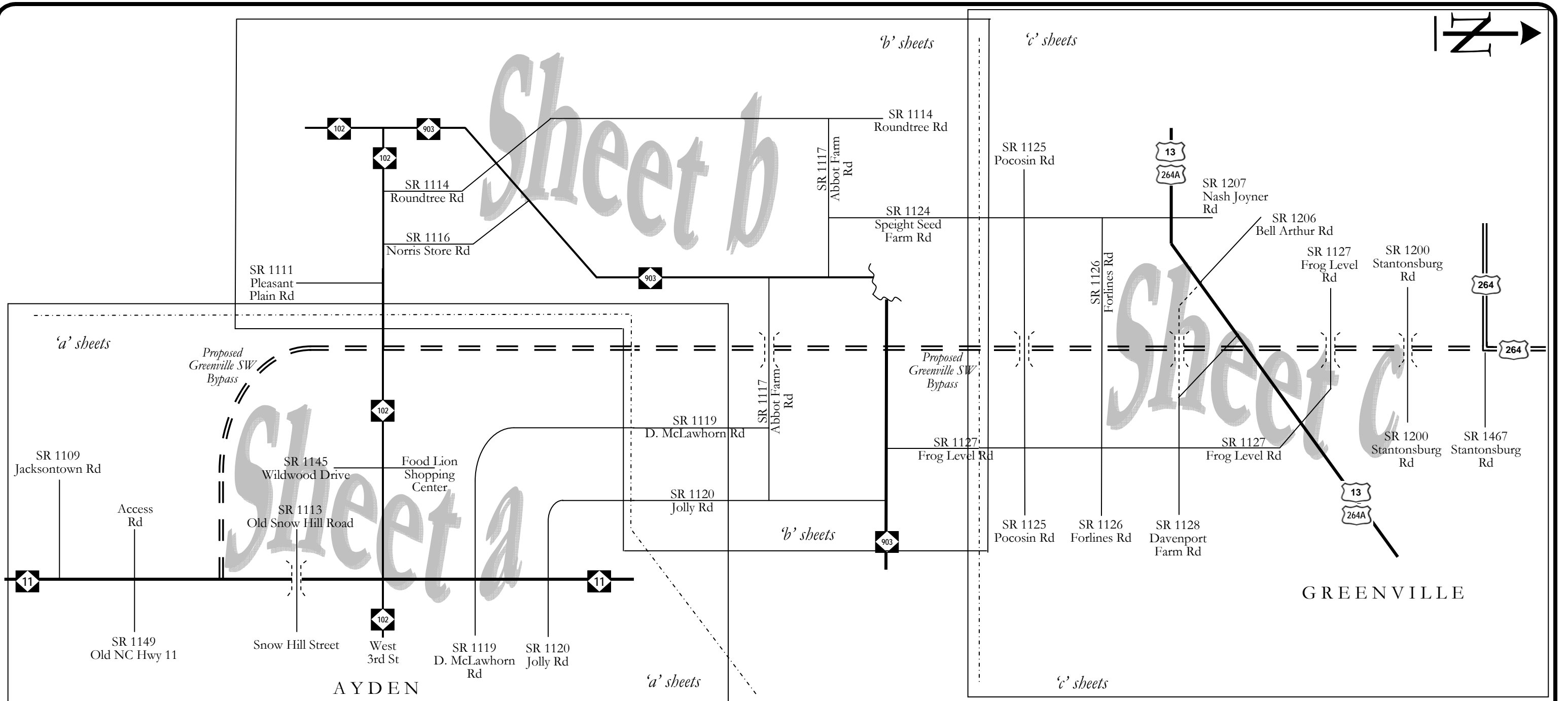
NC 903 INTERCHANGE IMPACT MINIMIZATION – TRAFFIC FORECAST DIAGRAMS

DIAGRAM 1 – 2007 NO-BUILD ALTERNATIVE FORECAST VOLUMES

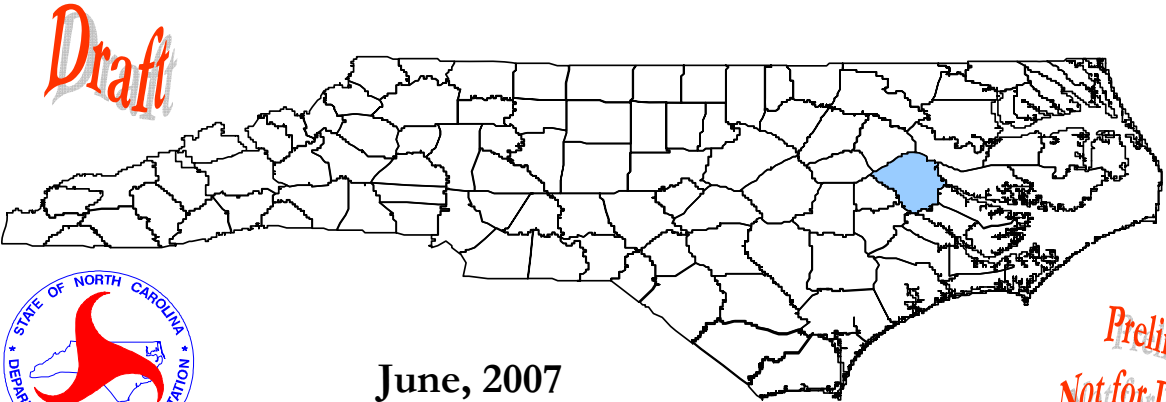
DIAGRAM 2 – NO-BUILD ALTERNATIVE FORECAST VOLUMES

DIAGRAM 3 – 2030 BUILD ALTERNATIVE 1 FORECAST VOLUMES (WITH
INTERCHANGE AT NC 903)

DIAGRAM 4 – 2030 BUILD ALTERNATIVE 2 FORECAST VOLUMES (WITHOUT
INTERCHANGE AT NC 903)



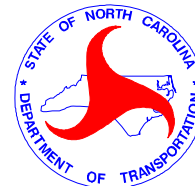
PROJECT
 TIP Project No. R-2250,
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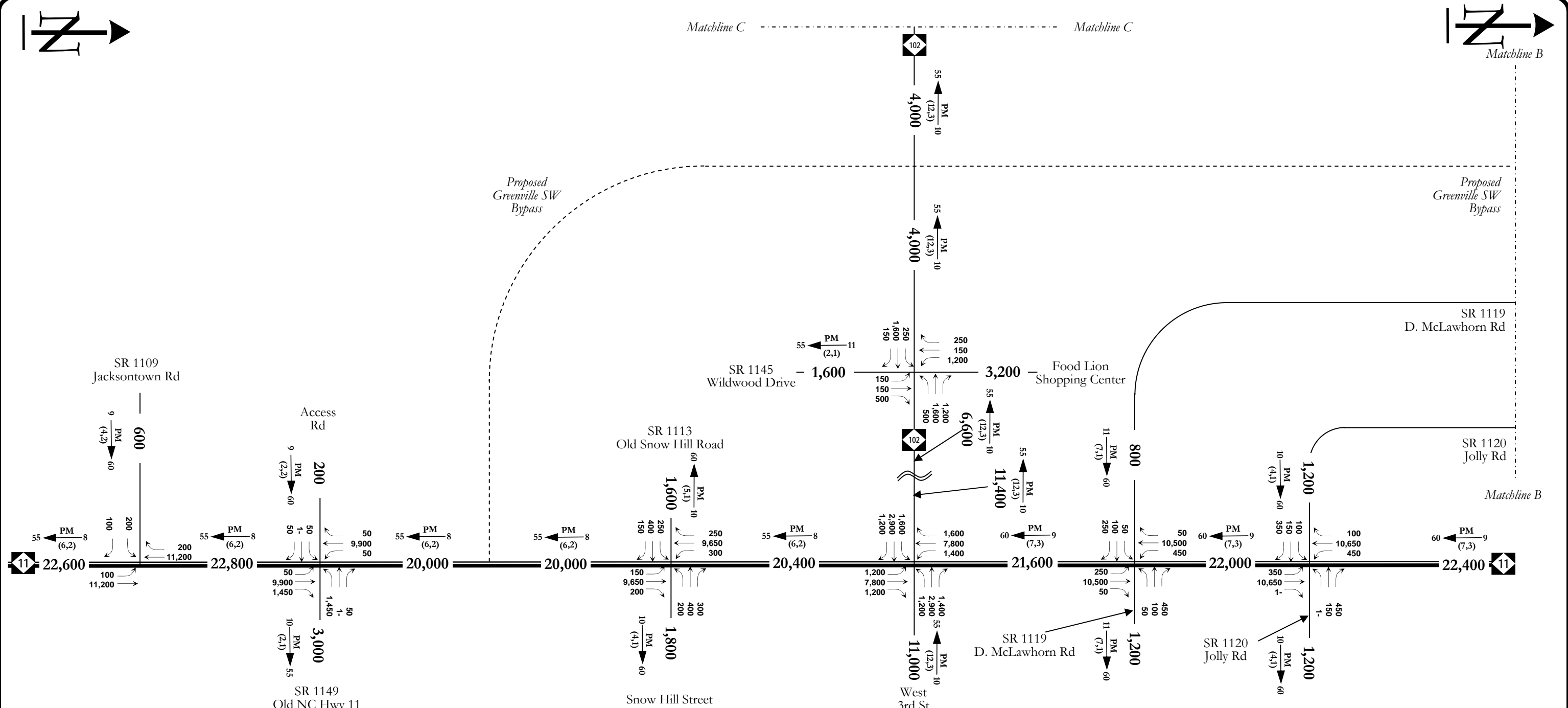
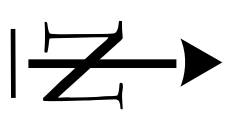
DIAGRAM 1:
2007 NO-BUILD ALTERNATIVE
FORECAST VOLUMES
(Overview Diagram)

- LEGEND**
- Existing Road
 - Proposed Road
 - Proposed Grade Separation (without interchange)
 - Matchline Between Sheets

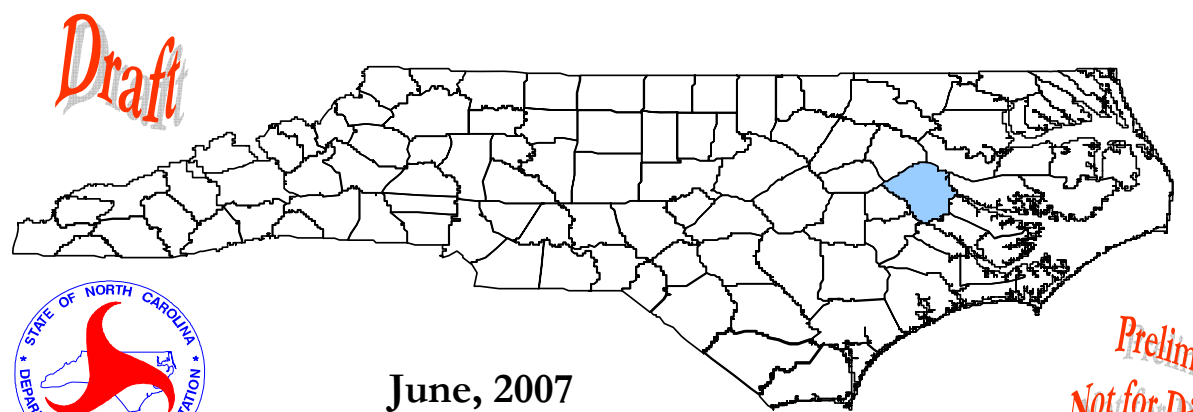


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DIAGRAM 1a:
 2007 NO-BUILD ALTERNATIVE
 FORECAST VOLUMES

LEGEND

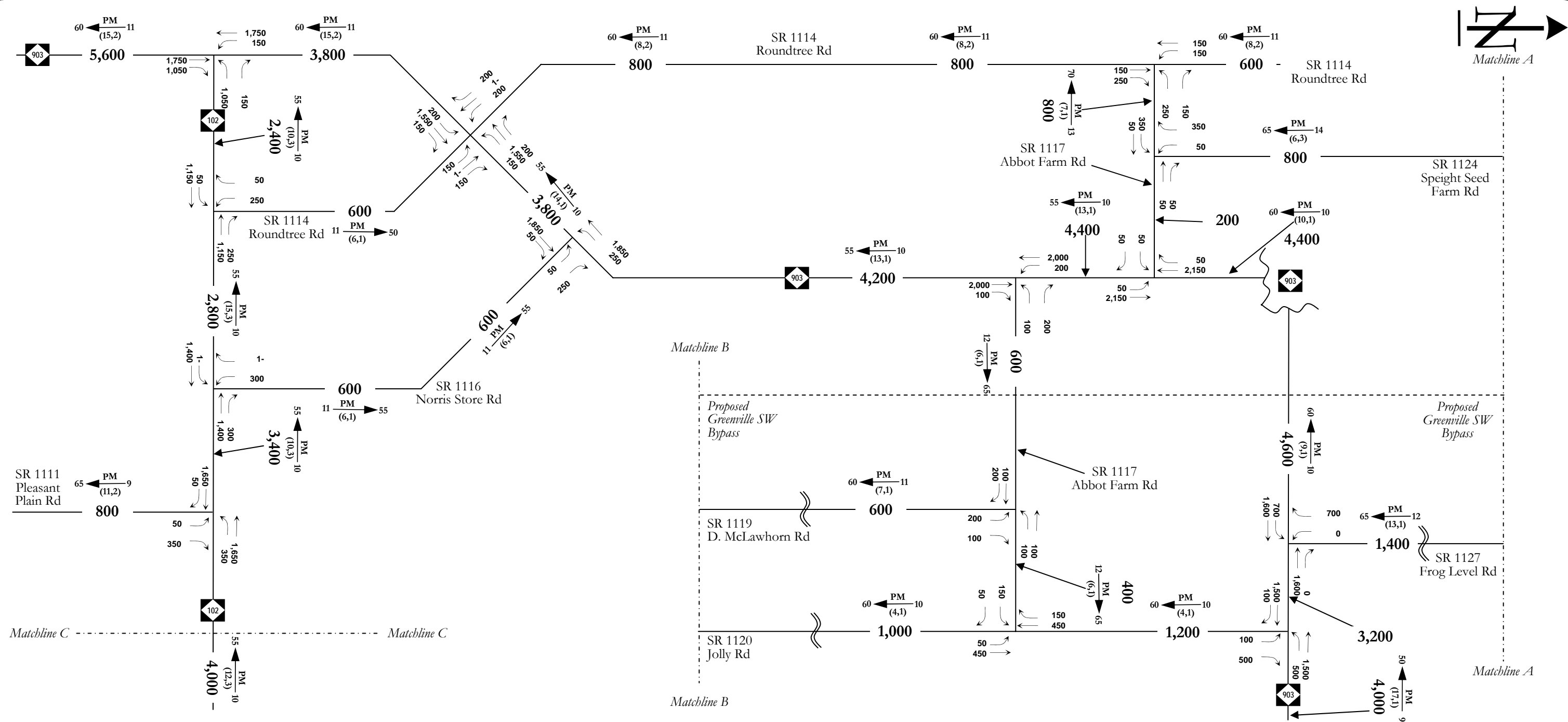
- 1- = LESS THAN 100 VEHICLES
- DHV = DESIGN HOURLY VOLUME (%) = K30
- K30 = 30th HIGHEST HOURLY VOLUME
- PM = PM PEAK PERIOD
- D = DIRECTIONAL SPLIT (%)
- INDICATES DIRECTION OF D
- REVERSE FOR AM PEAK
- (d,t) DUALS, TT-ST'S (%)

DHV — PM —> D
 (d, t)



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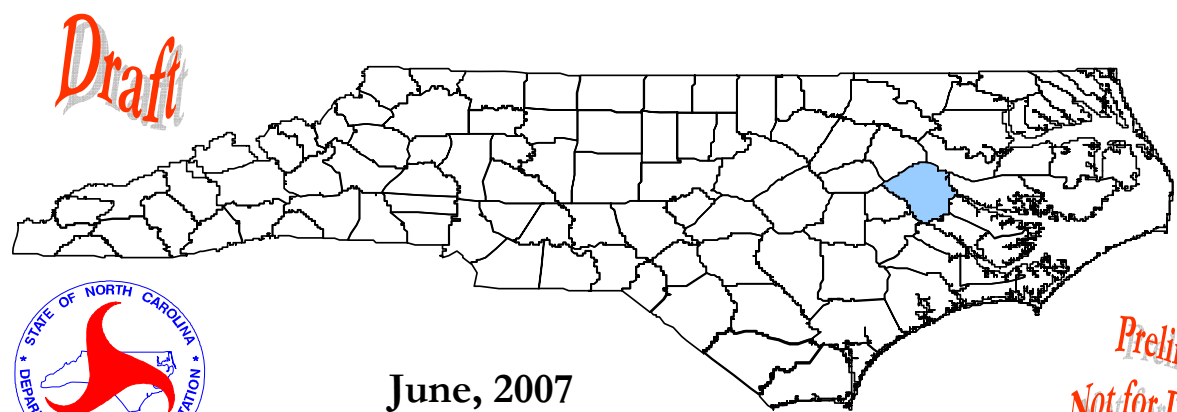


**DIAGRAM 1b:
2007 NO-BUILD ALTERNATIVE
FORECAST VOLUMES**

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LEGEND
1- = LESS THAN 100 VEHICLES
DHV = DESIGN HOURLY VOLUME (%) = K30
K30 = 30th HIGHEST HOURLY VOLUME
PM = PM PEAK PERIOD
D = DIRECTIONAL SPLIT (%)
INDICATES DIRECTION OF D
REVERSE FOR AM PEAK
(d,t) DUALS, TT-ST'S (%)

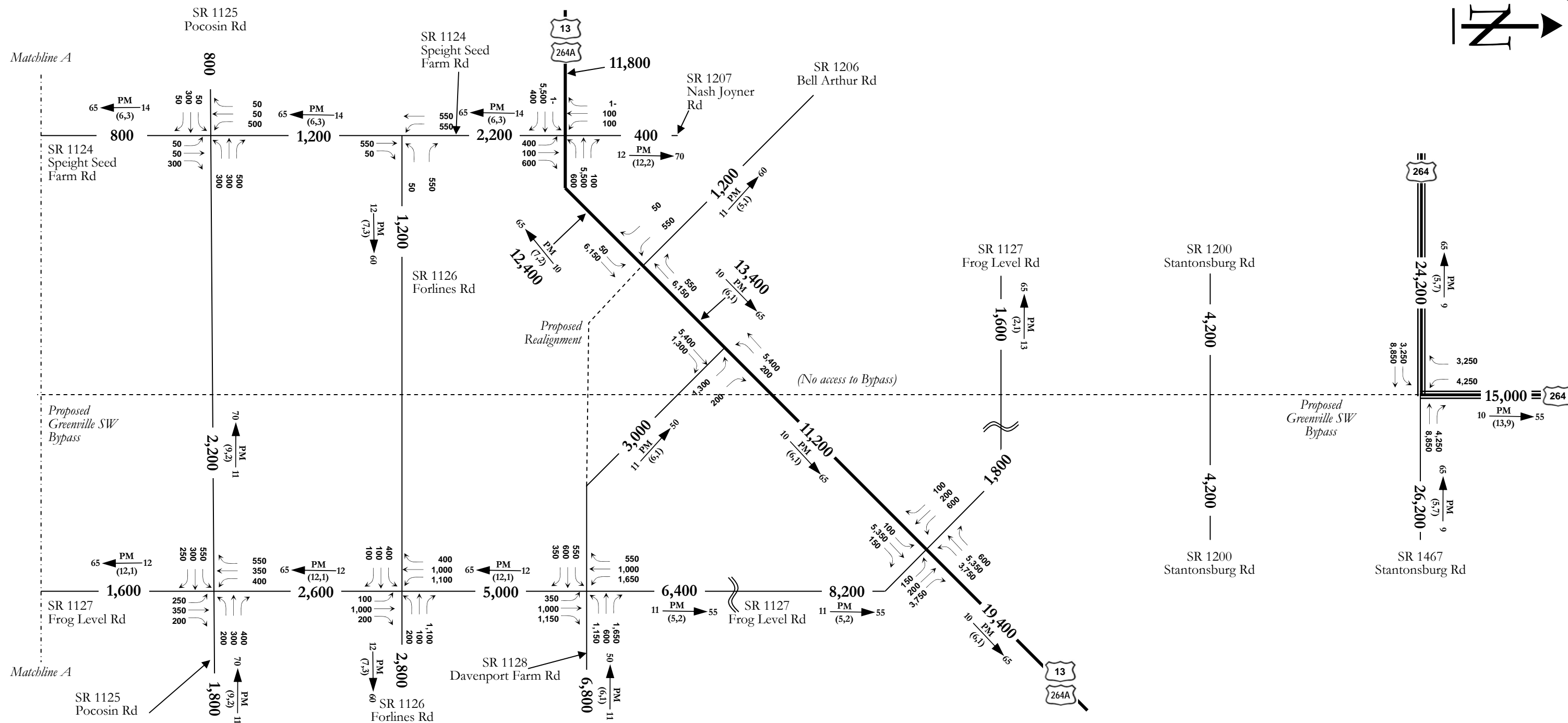
DHV — PM —> D
(d, t)



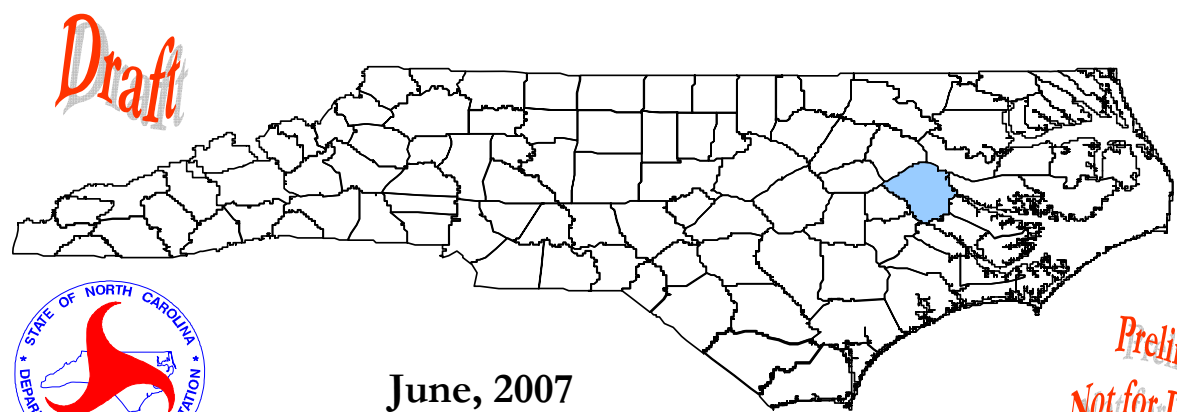
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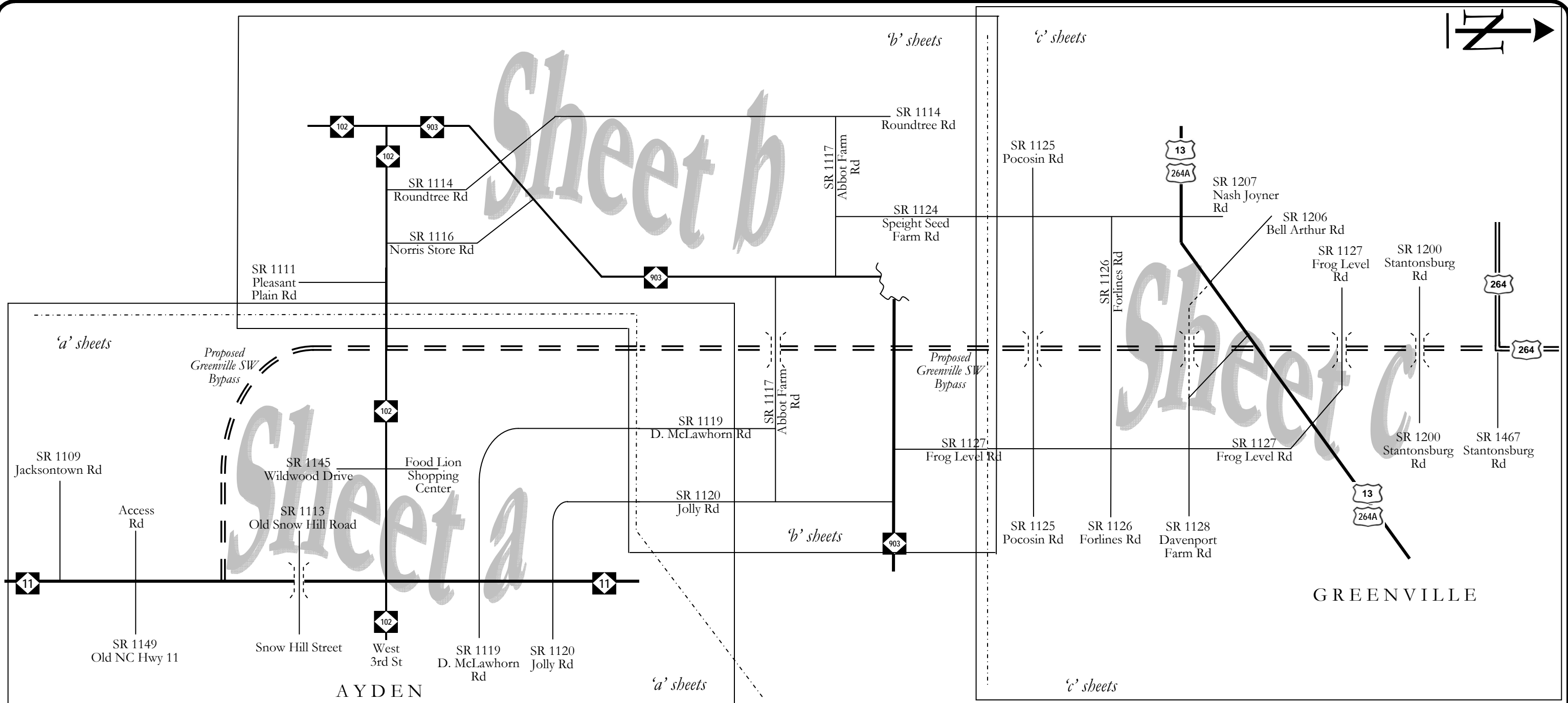
DIAGRAM 1c:
 2007 NO-BUILD ALTERNATIVE
 FORECAST VOLUMES

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)



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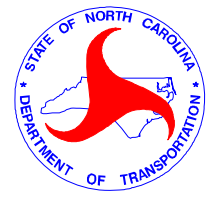
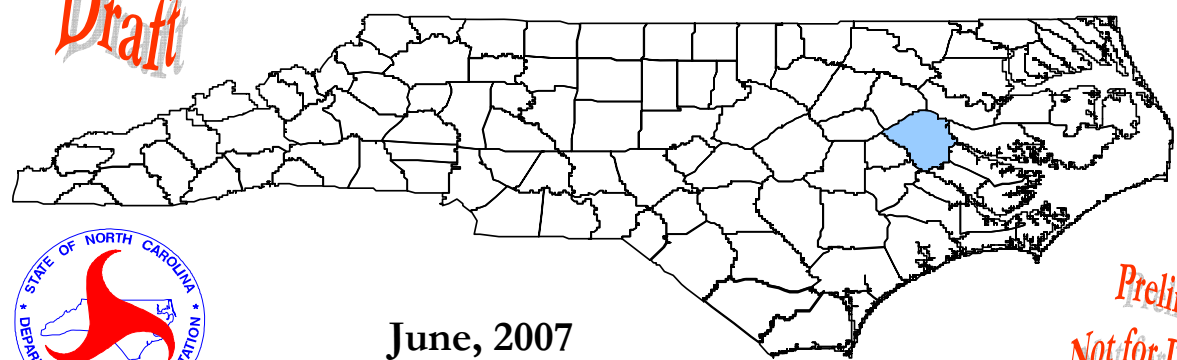
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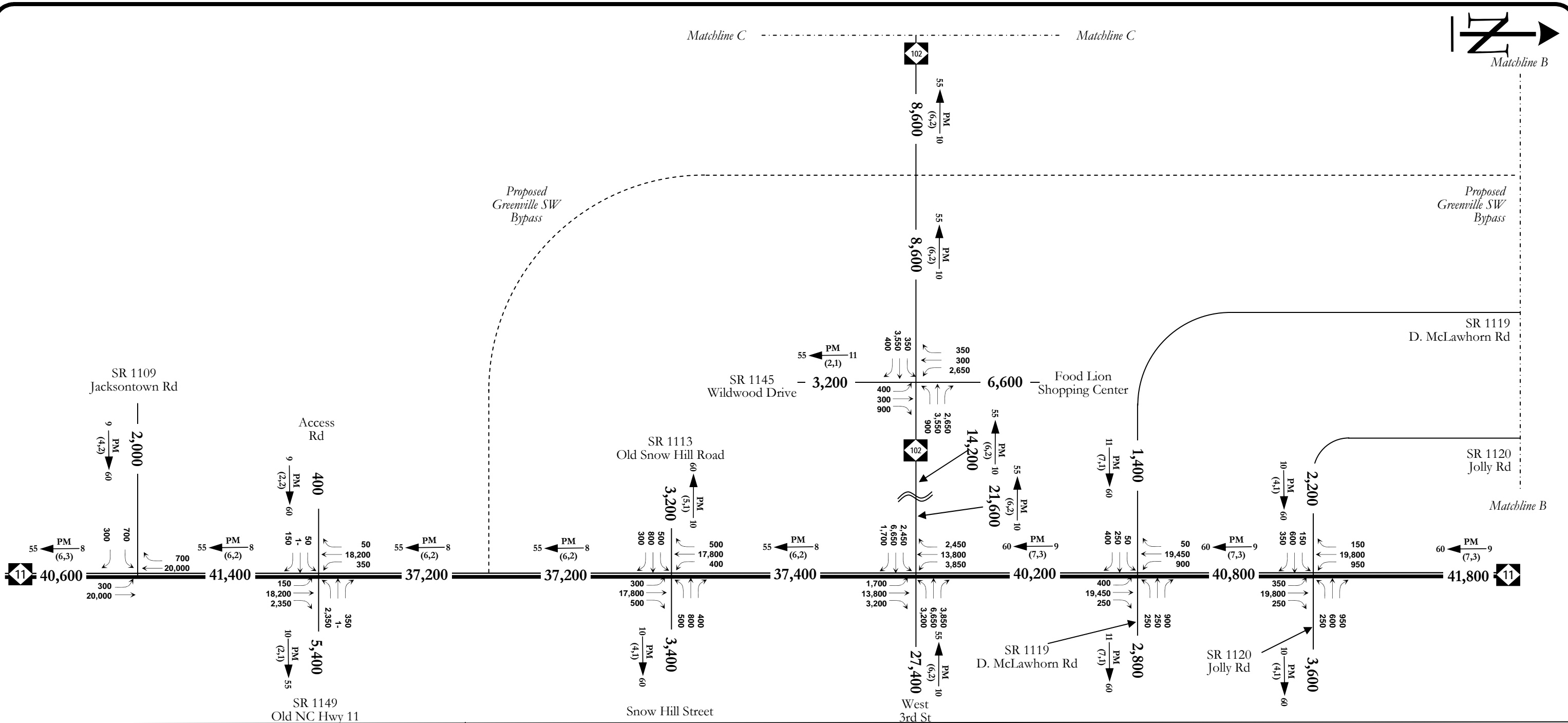


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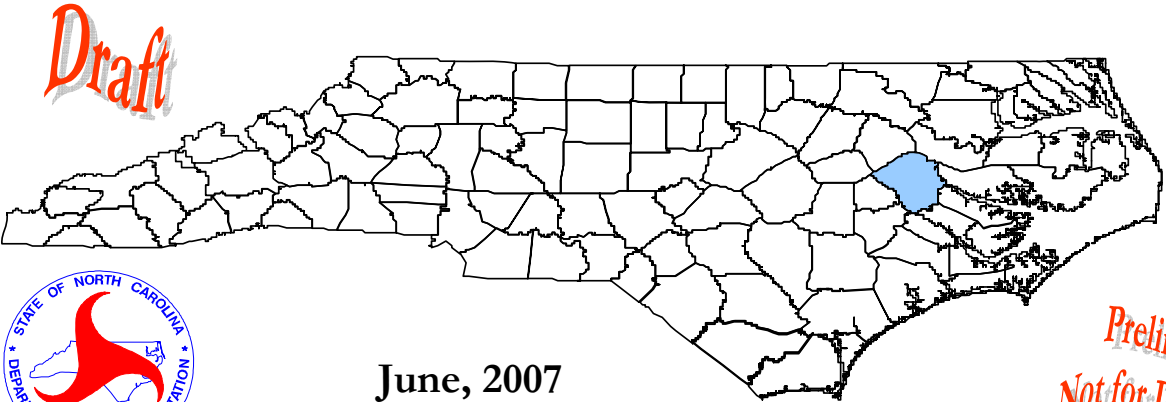
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DIAGRAM 2:
2030 NO-BUILD ALTERNATIVE
FORECAST VOLUMES
(Overview Diagram)

- LEGEND**
- Existing Road
 - Proposed Road
 - Proposed Grade Separation (without interchange)
 - Matchline Between Sheets



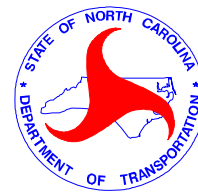
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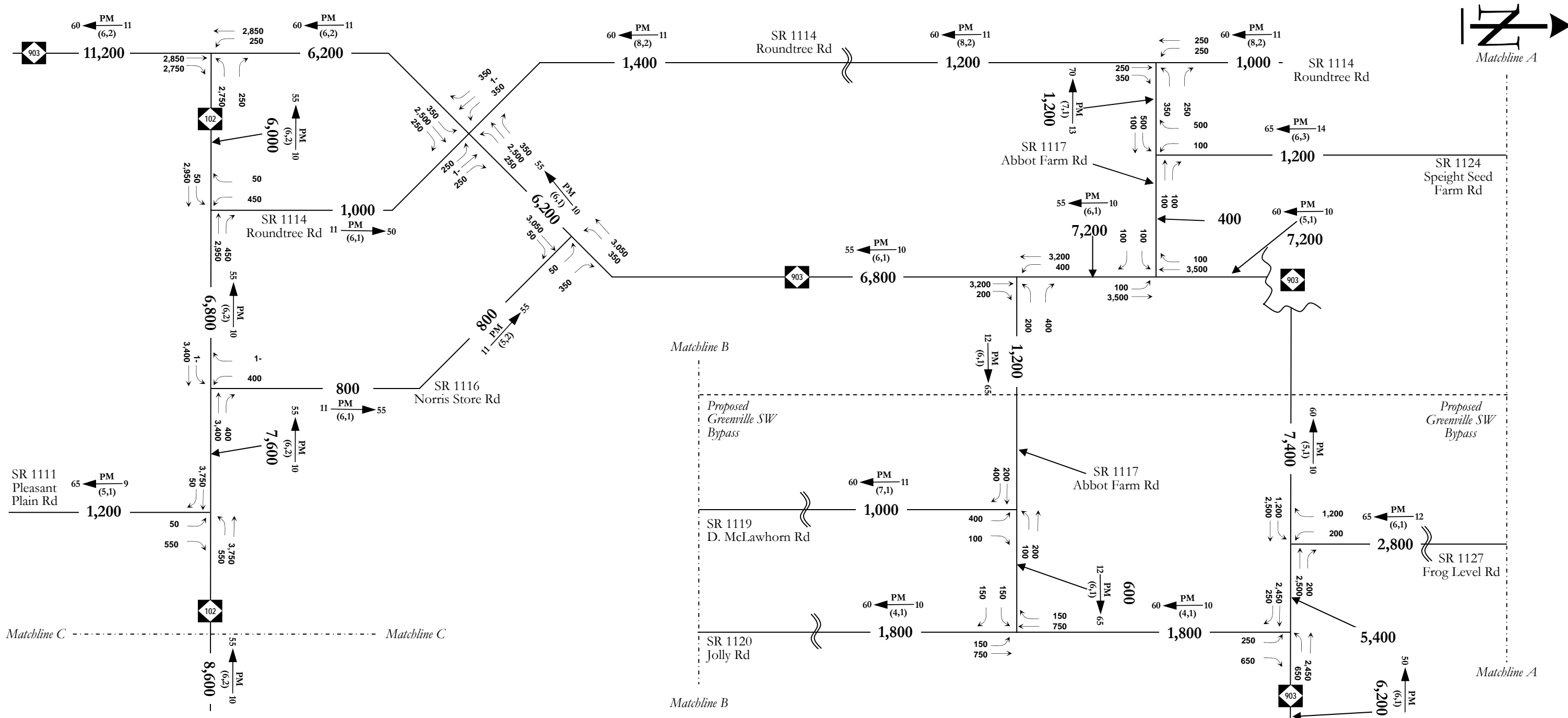
DIAGRAM 2a:
 2030 NO-BUILD ALTERNATIVE
 FORECAST VOLUMES

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)



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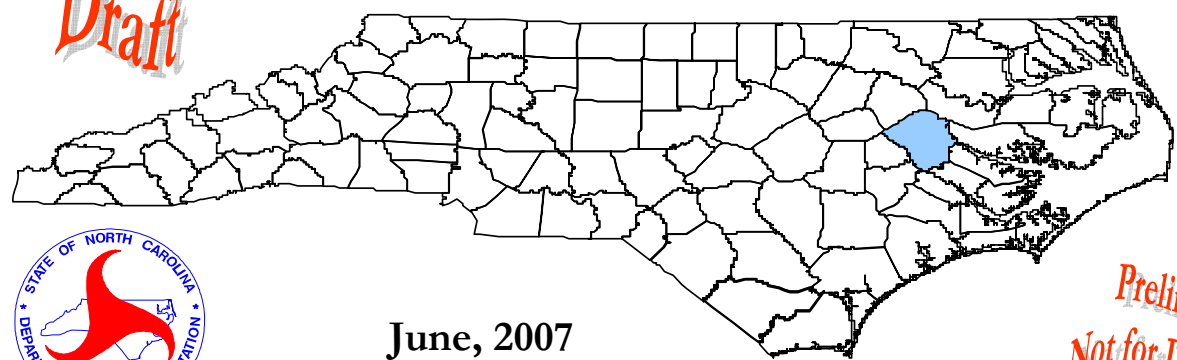
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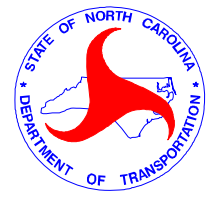
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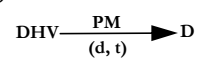
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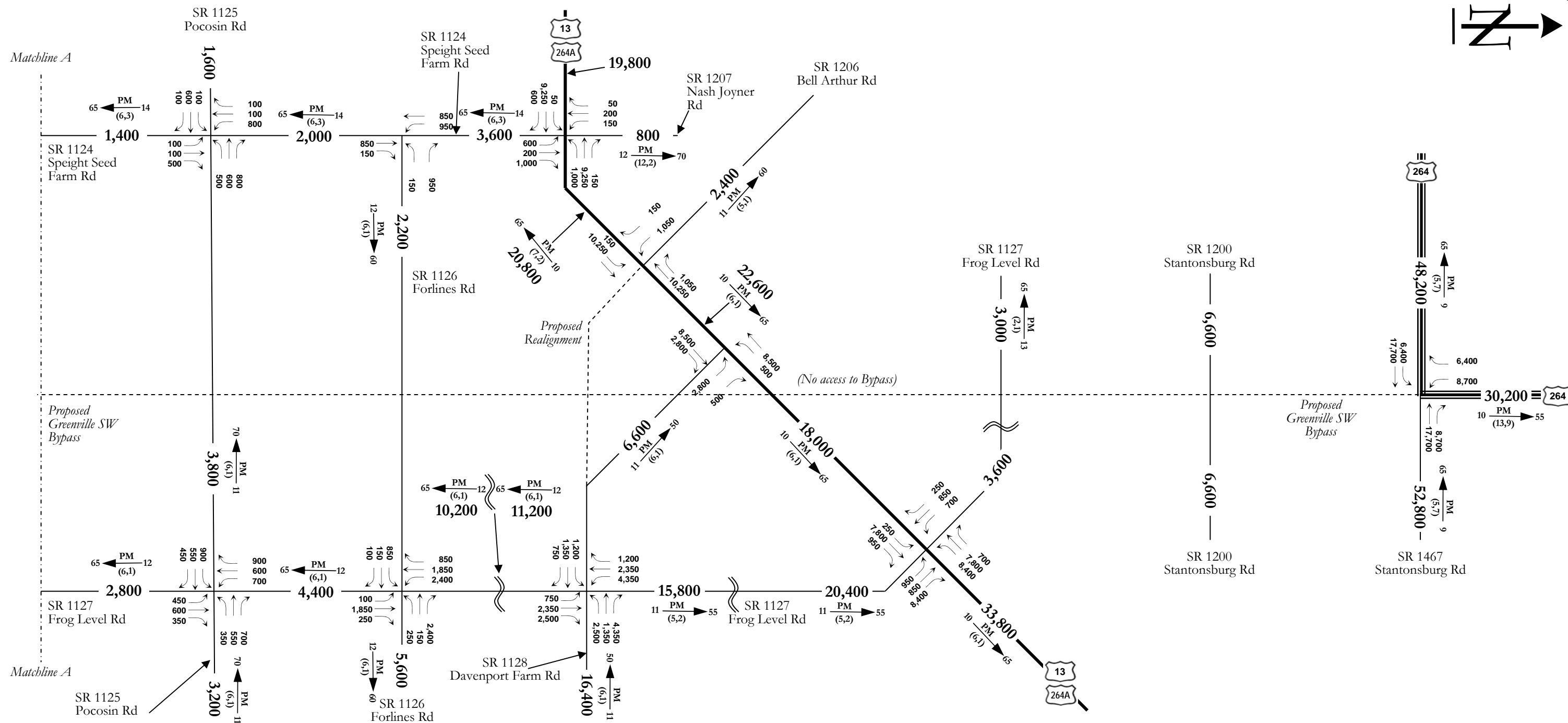
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**DIAGRAM 2b:
 2030 NO-BUILD ALTERNATIVE
 FORECAST VOLUMES**

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)

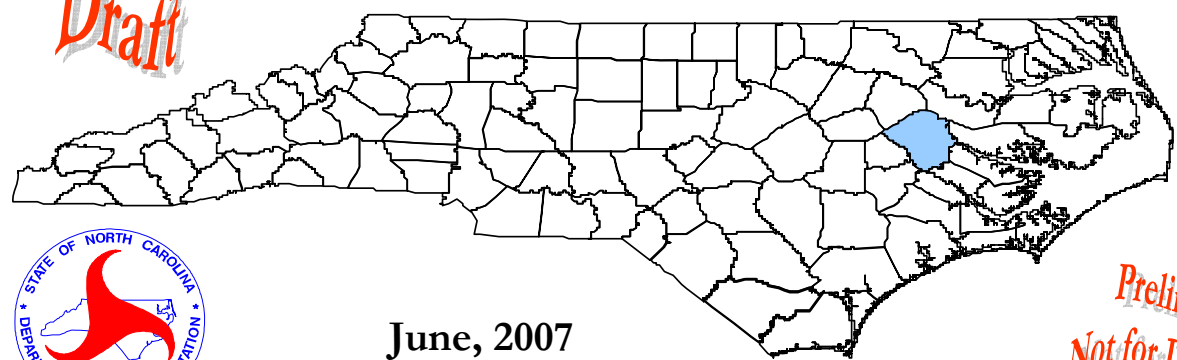




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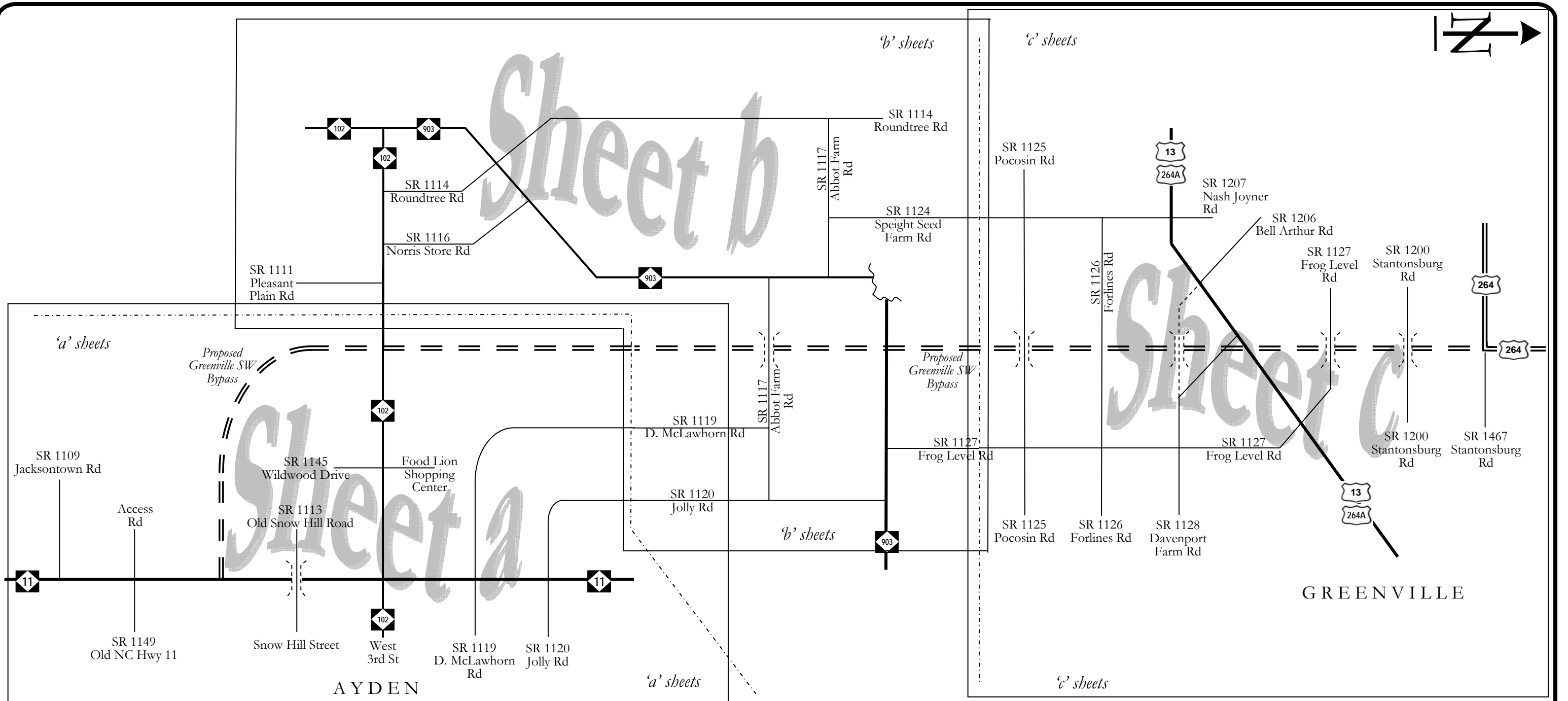
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**DIAGRAM 2c:
 2030 NO-BUILD ALTERNATIVE
 FORECAST VOLUMES**

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)

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



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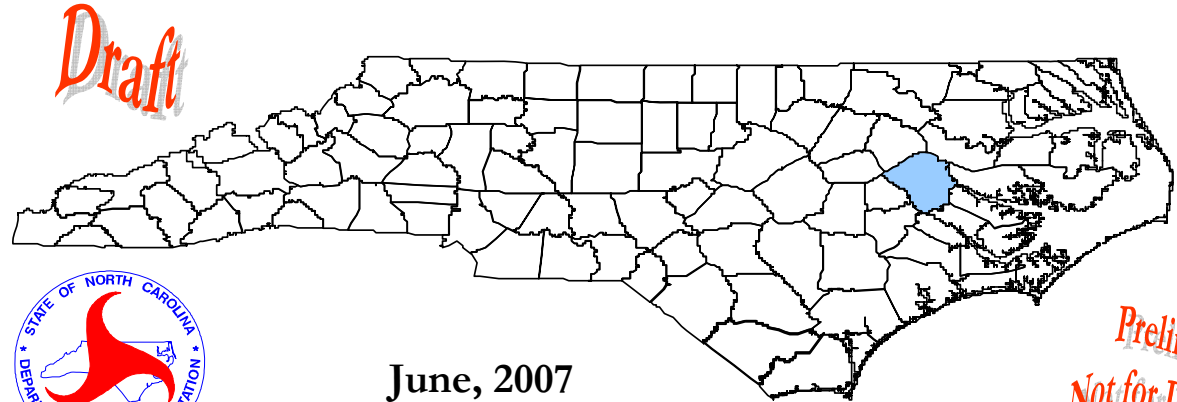
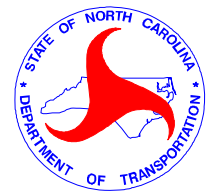


DIAGRAM 3:
2030 BUILD ALTERNATIVE 1
FORECAST VOLUMES
(Overview Diagram)
 with the Greenville Southwest Bypass Interchange at NC 903

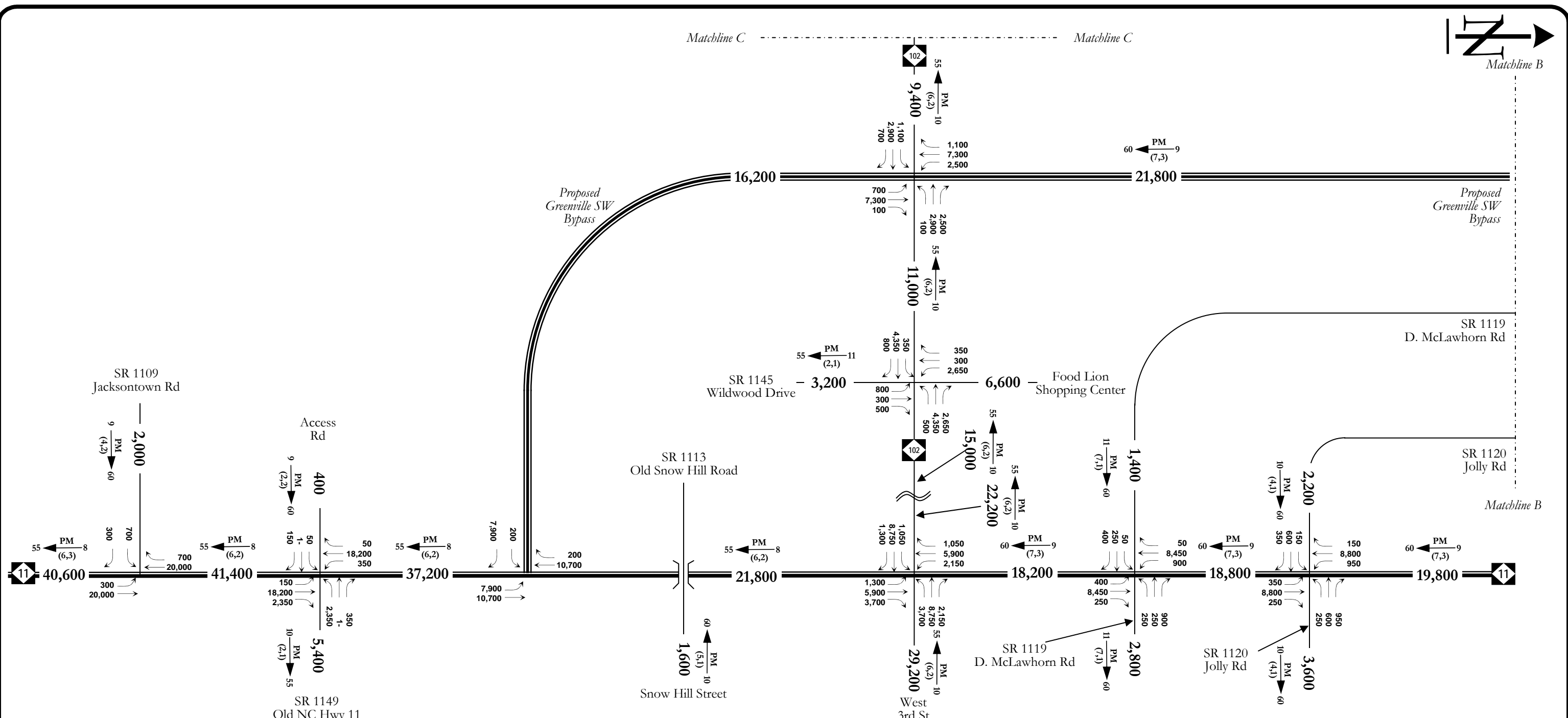
LEGEND

- ==== Existing Road
- == Proposed Road
- - - Proposed Grade Separation (without interchange)
- Matchline Between Sheets

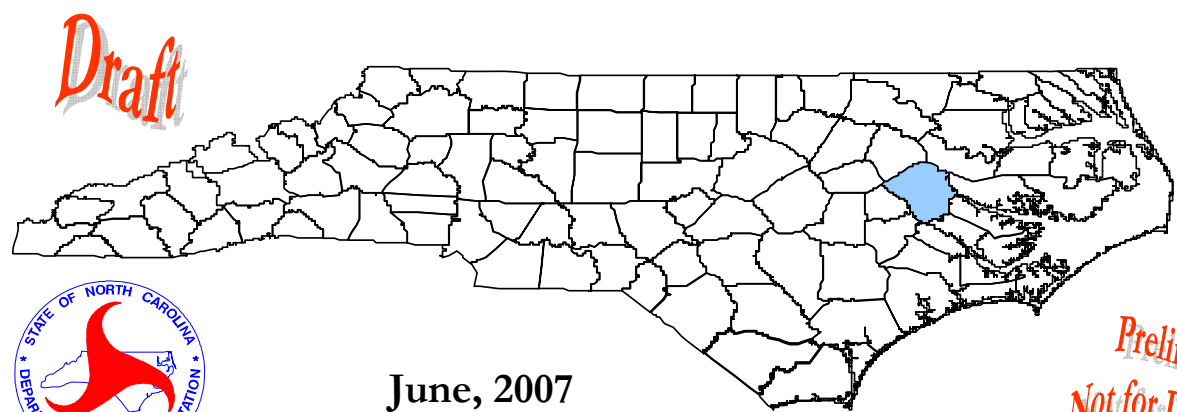


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DIAGRAM 3a:
2030 BUILD ALTERNATIVE 1
FORECAST VOLUMES
with the Greenville Southwest Bypass
Interchange at NC 903

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)



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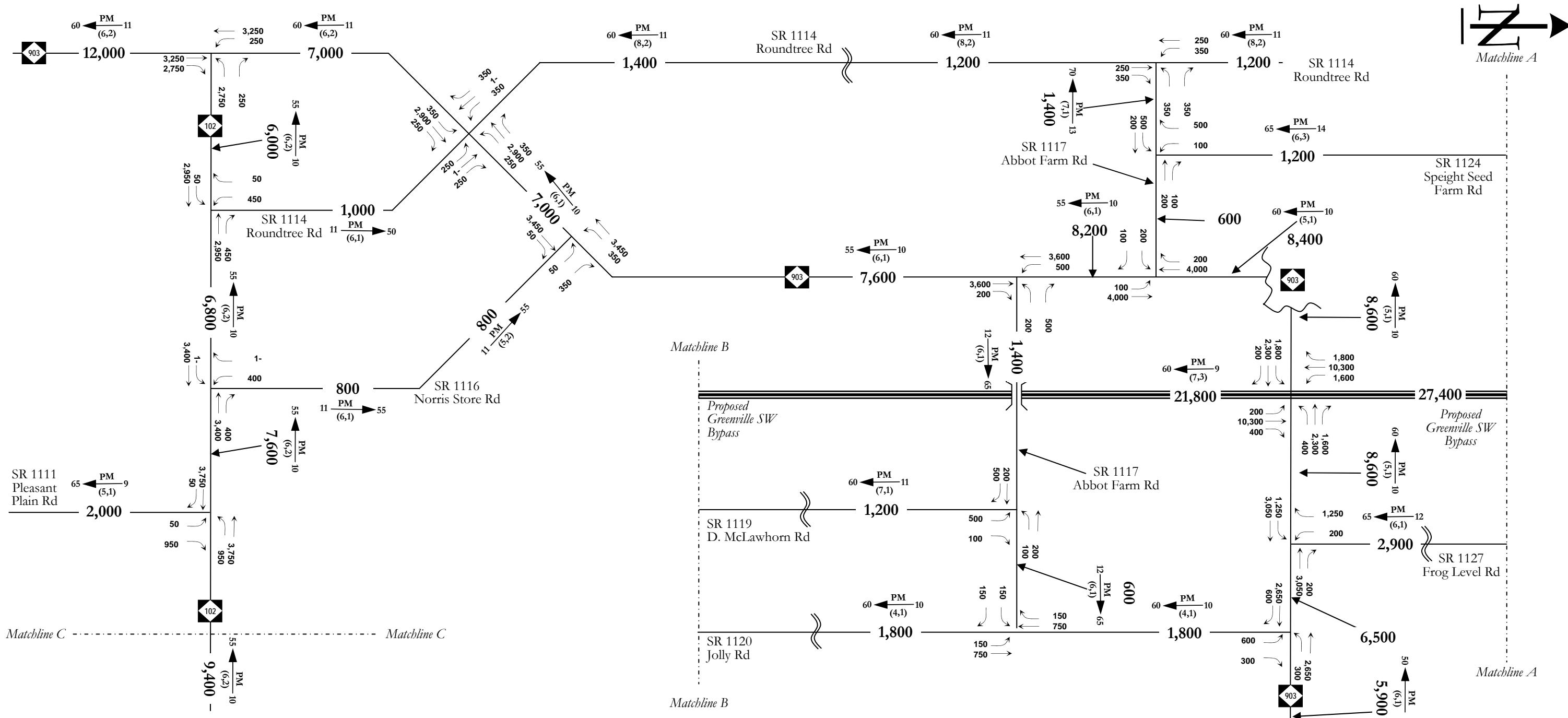
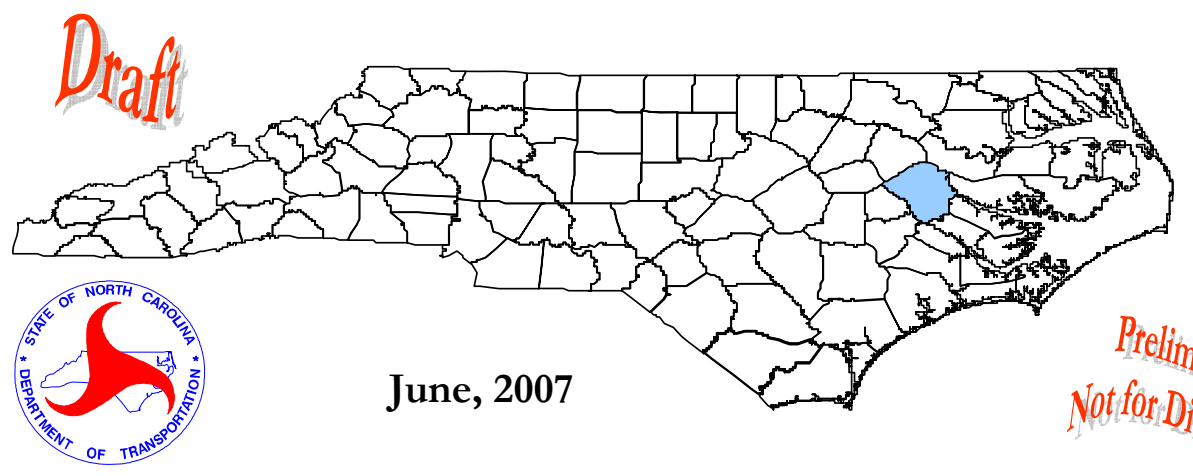


DIAGRAM 3b:
2030 BUILD ALTERNATIVE 1
FORECAST VOLUMES
with the Greenville Southwest Bypass
Interchange at NC 903

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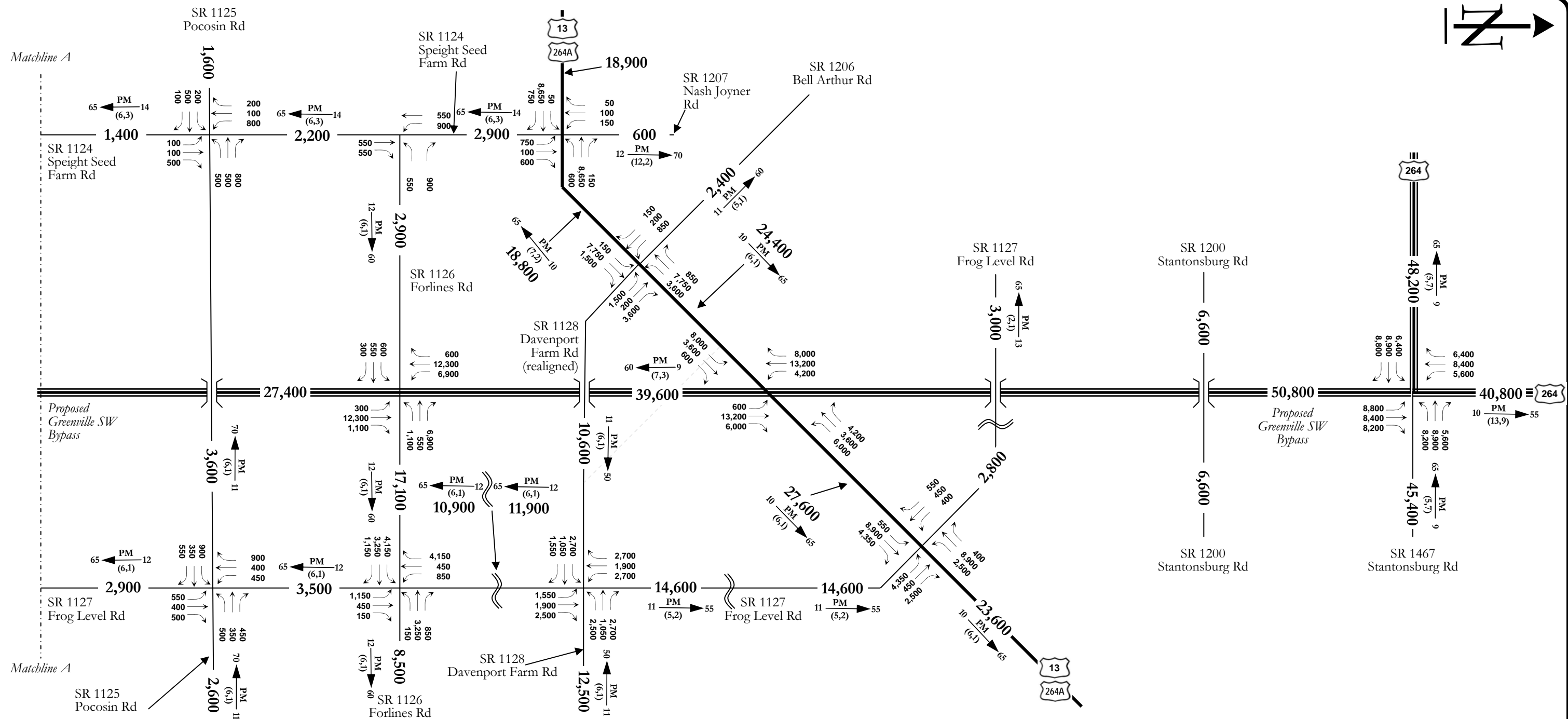
LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
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 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)



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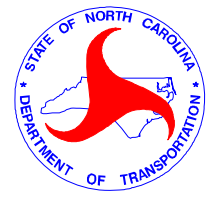
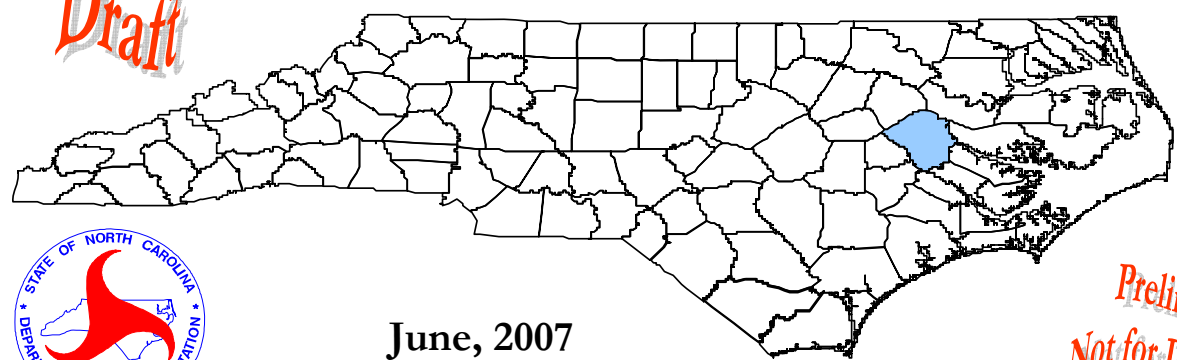
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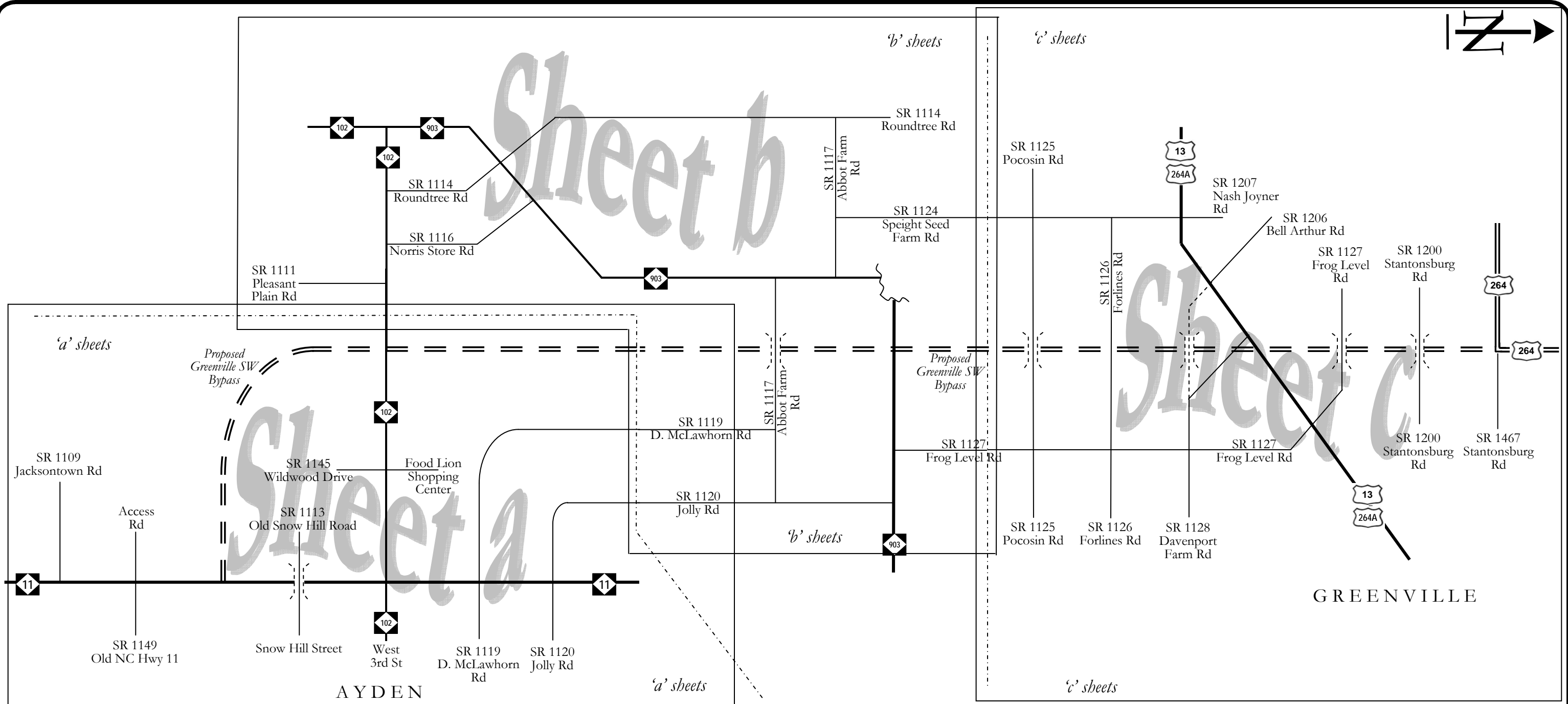
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DIAGRAM 3c:
2030 BUILD ALTERNATIVE 1
FORECAST VOLUMES
with the Greenville Southwest Bypass
Interchange at NC 903

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)

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



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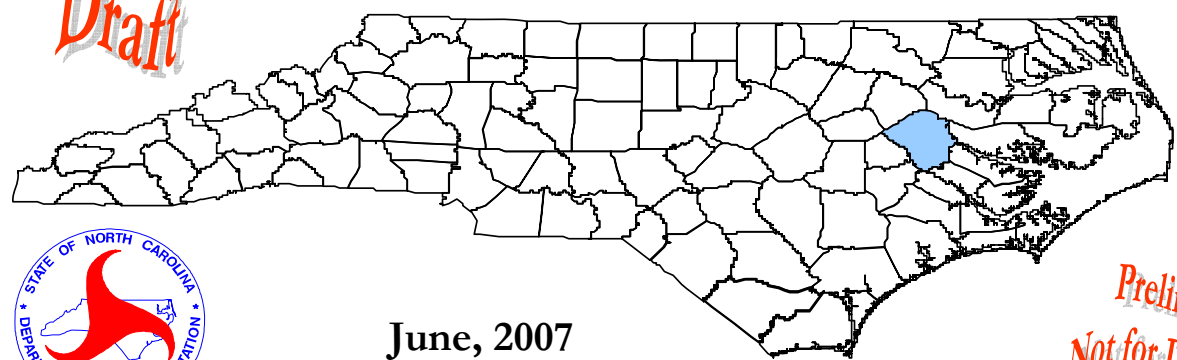
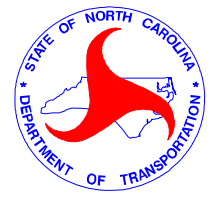


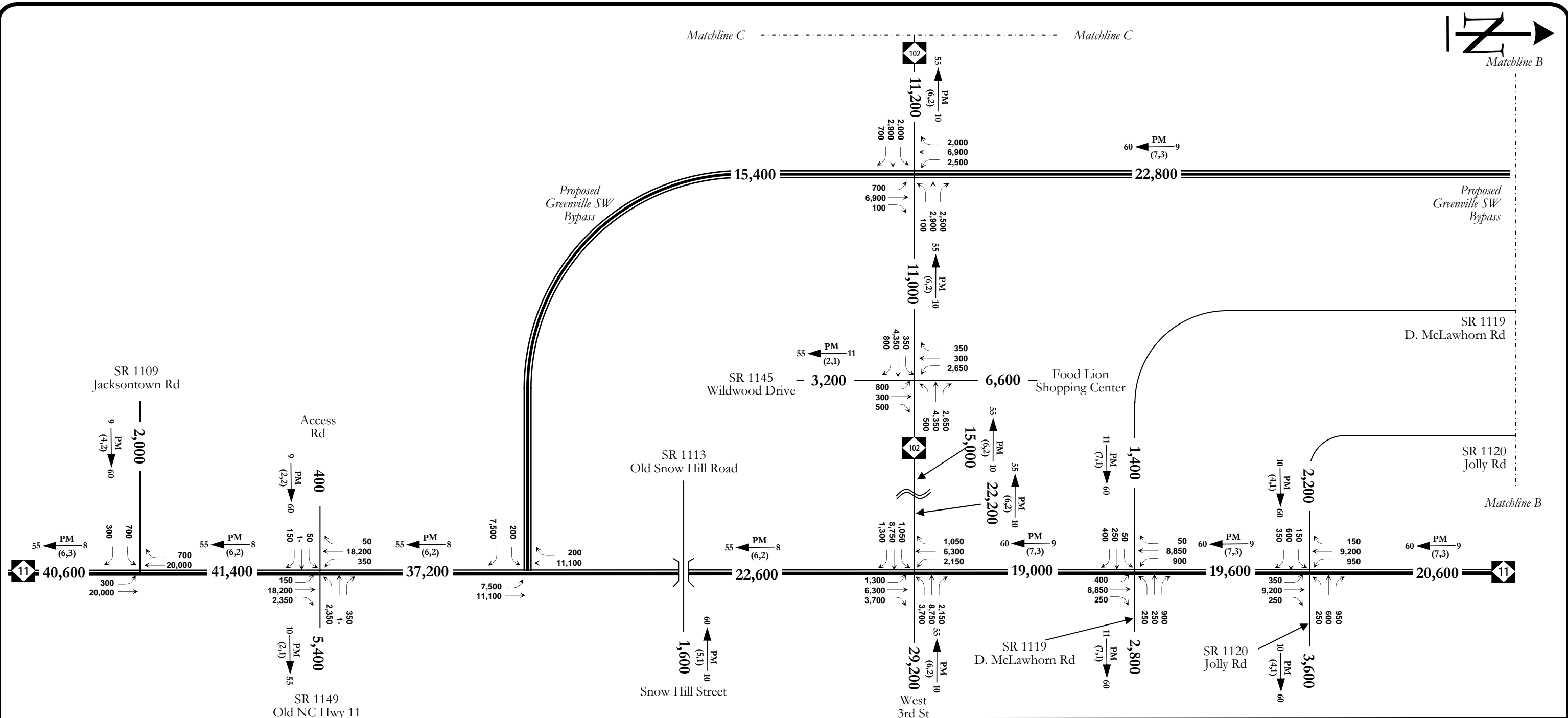
DIAGRAM 4:
2030 BUILD ALTERNATIVE 2
FORECAST VOLUMES
(Overview Diagram)
 without the Greenville Southwest Bypass Interchange at NC 903

- LEGEND**
- Existing Road
 - Proposed Road
 - Proposed Grade Separation (without interchange)
 - Matchline Between Sheets

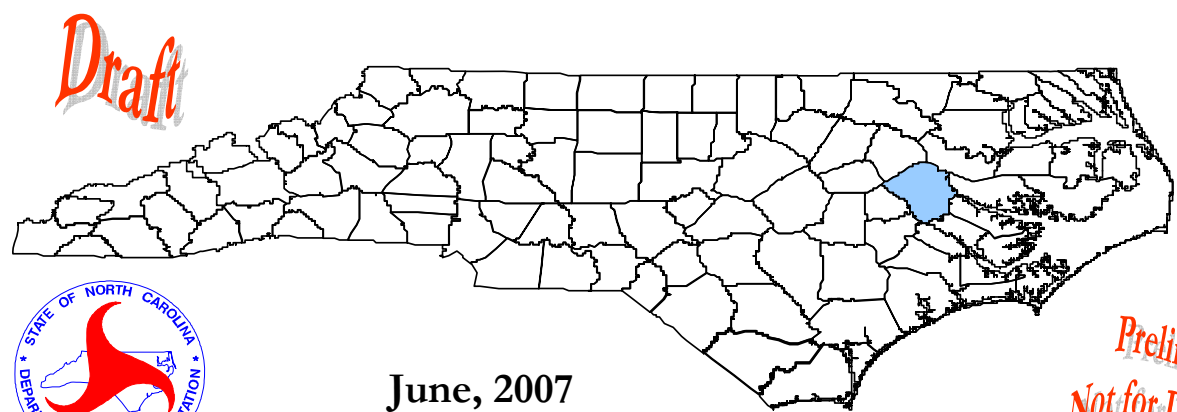


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DIAGRAM 4a:
2030 BUILD ALTERNATIVE 2
FORECAST VOLUMES
without the Greenville Southwest Bypass
Interchange at NC 903

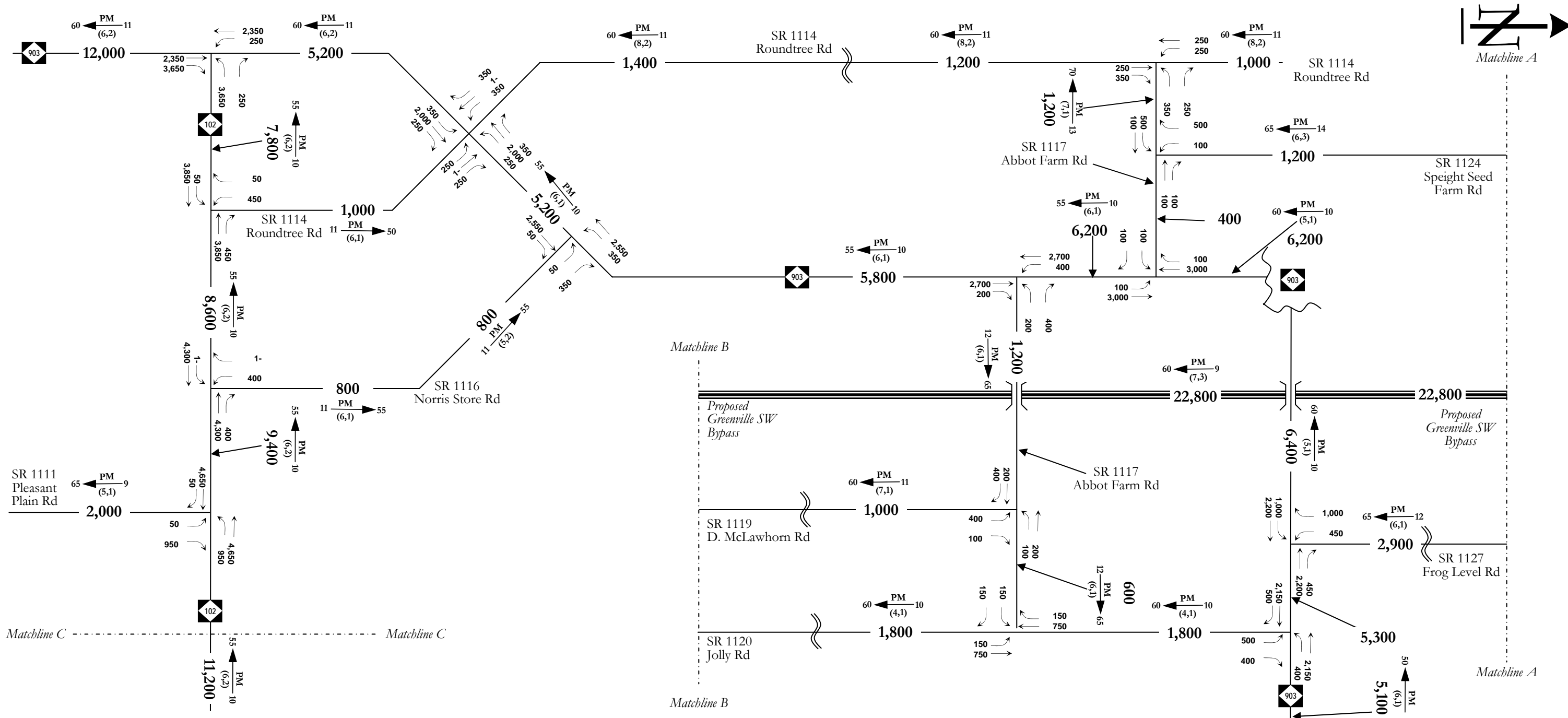
LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
 K30 = 30th HIGHEST HOURLY VOLUME
 PM = PM PEAK PERIOD
 D = DIRECTIONAL SPLIT (%)
 INDICATES DIRECTION OF D
 REVERSE FOR AM PEAK
 (d,t) DUALS, TT-ST'S (%)

DHV — PM —> D
 (d, t)

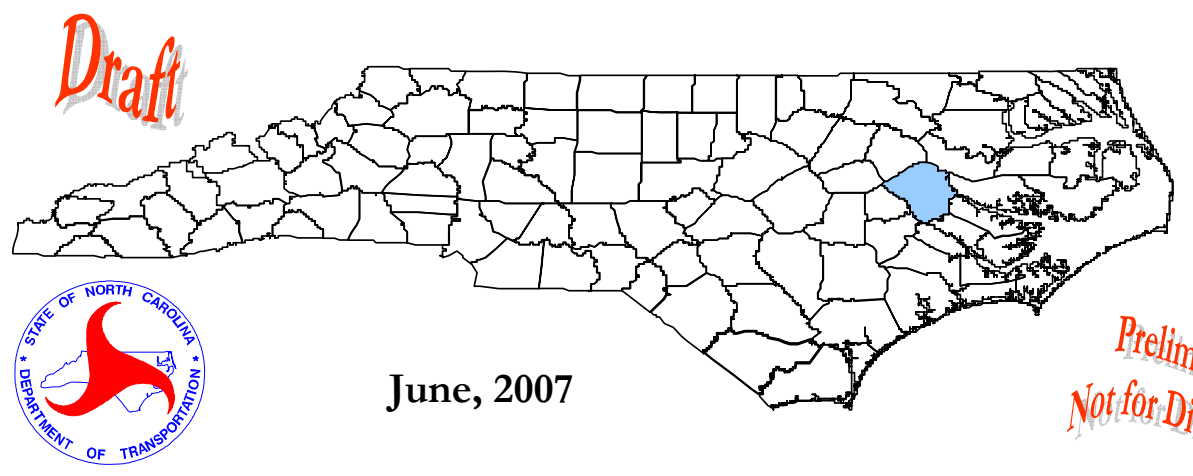


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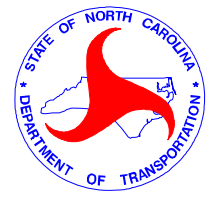
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DIAGRAM 4b:
2030 BUILD ALTERNATIVE 2
FORECAST VOLUMES
without the Greenville Southwest Bypass
Interchange at NC 903

LEGEND
 1- = LESS THAN 100 VEHICLES
 DHV = DESIGN HOURLY VOLUME (%) = K30
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 (d,t) DUALS, TT-ST'S (%)



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