

System Peak Hour 7:45-8:45 (Assumed to be 8:00-9:00 AM)

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
1 N Larrabee @ N Broadway	2,250	2,679	2,910	0.33%	2,959	2,416	2,530	2,570	2,310
Eastbound	615	1,030	1,207		1,227	714	812	810	800
left	0	0	0		0	0	0	0	0
through	510	794	837		851	547	567	565	555
right	105	236	370		376	167	245	245	245
Westbound	1,135	1,223	1,192		1,212	1,163	1,124	1,165	990
left	20	66	4		4	1	-42	0	5
through	1,010	1,051	1,159		1,178	1,132	1,137	1,135	955
right	105	106	29		29	29	28	30	30
Northbound	100	144	348		354	268	310	310	245
left	45	74	129		131	80	102	100	100
through	20	68	212		216	63	168	170	65
right	35	2	7		7	125	40	40	80
Southbound	400	282	163		166	271	284	285	275
left	90	92	0		0	0	-2	0	0
through	5	3	28		28	47	30	30	30
right	305	187	135		137	224	255	255	245
									SB exit from Interstate has been removed
2 N Benton @ N Broadway	1,840	2,174	2,173	0.00%	2,173	1,743	1,839	1,845	1,725
Eastbound	635	889	844		844	587	590	595	645
left	25	75	118		118	39	68	70	40
through	605	811	719		719	536	513	515	580
right	5	3	7		7	12	9	10	25
Westbound	1,165	1,221	1,126		1,126	1,049	1,070	1,070	950
left	10	17	3		3	2	-4	0	5
through	1,120	1,201	1,123		1,123	1,047	1,042	1,040	915
right	35	3	0		0	0	32	30	30
Northbound	15	17	138		138	66	136	135	35
left	5	15	47		47	16	37	35	15
through	5	2	20		20	50	23	25	15
right	5	0	71		71	0	76	75	5
Southbound	25	47	65		65	41	43	45	95
left	10	39	44		44	11	15	15	10
through	5	1	0		0	0	4	5	25
right	10	7	21		21	30	24	25	60
2a N Larabee @ N Interstate (North)	1,310	1,540	1,239	-0.87%	1,186	1,039	956	965	985
Eastbound	435	665	494		473	309	243	245	375
left	0	0	0		0	0	0	0	0
through	435	665	494		473	309	243	245	375
right	0	0	0		0	0	0	0	0
Westbound	750	710	551		528	589	568	575	510
left	320	325	0		0	0	-5	0	0
through	430	385	551		528	589	573	575	510
right	0	0	0		0	0	0	0	0
Northbound	125	165	194		186	141	146	145	100
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	125	165	194		186	141	146	145	100
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
									NB Interstate
									SB Interstate
									NB Larabee
2b N Larabee @ N Interstate (Middle)	565	0	0		0	0	0	0	375
Eastbound	320	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	320	0	0		0	0	0	0	0
Westbound	55	0	0		0	0	0	0	65
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	165	0	0		0	0	0	0	100
left	0	0	0		0	0	0	0	0
through	135	0	0		0	0	0	0	90
right	30	0	0		0	0	0	0	10
Southbound	25	0	0		0	0	0	0	210
left	0	0	0		0	0	0	0	0
through	25	0	0		0	0	0	0	210
right	0	0	0		0	0	0	0	0
									Balance from Intersections 2a and 1
									SB Larabee
									NB Larabee
									NB Right at Hancock
									SB Larabee
2c N Larabee @ N Interstate (South)	1,075	1,641	1,450	-0.49%	1,415	864	849	920	1,160
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	165	309	261		255	74	111	155	270
left	50	173	259		253	73	130	130	130
through	25	0	0		0	0	25	25	15
right	90	136	2		2	1	-44	0	125
Northbound	480	668	638		622	426	434	430	380
left	25	0	0		0	0	25	25	10
through	345	528	492		480	314	297	295	250
right	110	140	146		142	112	112	110	120
Southbound	430	664	551		538	364	304	335	510
left	50	136	54		53	19	-33	0	160
through	375	528	497		485	344	332	330	345
right	5	0	0		0	0	5	5	5
									SB exit from Interstate has been removed

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
3 N Vancouver @ N Broadway	2,580	2,928	2,465	-0.69%	2,382	2,185	2,034	2,030	2,295
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,350	1,545	1,081		1,044	872	849	850	1,000
left	455	435	127		123	128	143	145	145
through	895	1,110	954		922	743	707	705	855
right	0	0	0		0	0	0	0	0
Southbound	345	396	308		298	259	247	245	300
left	0	0	0		0	0	0	0	0
through	345	396	308		298	259	247	245	300
right	0	0	0		0	0	0	0	0
Southwest Bound	885	987	1,076		1,040	1,054	938	935	995
left	0	0	0		0	0	0	0	0
through	590	459	674		651	837	782	780	780
right	295	528	402		388	217	155	155	215

995 -Southbound Off-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
4 N Vancouver @ N Weidler	2,070	2,373	1,888	-0.91%	1,804	1,982	1,501	1,500	1,810
Eastbound	680	1,084	779		744	389	340	340	585
left	0	0	0		0	0	0	0	0
through	450	861	779		744	389	333	335	580
right	230	223	0		0	0	7	5	5
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,390	1,289	1,109		1,059	1,593	1,160	1,160	1,225
left	540	298	751		717	1,300	959	960	995
through	850	991	358		342	293	201	200	230
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
5 N Williams @ N Broadway	2,455	2,736	2,816	0.12%	2,832	2,037	1,990	1,990	2,680
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	2,250	2,557	2,697		2,713	1,897	1,844	1,845	2,480
left	0	0	558		561	0	0	0	560
through	1,330	1,524	1,081		1,087	949	893	895	990
right	920	1,033	1,058		1,064	948	951	950	930
Northbound	205	179	119		120	140	146	145	200
left	20	21	0		0	0	-1	0	10
through	185	158	119		120	140	147	145	190
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
6 N Williams @ NE Weidler	1,030	1,228	2,087	2.14%	2,321	975	949	980	2,155
Eastbound	990	1,159	1,529		1,700	975	978	980	1,575
left	175	147	119		132	158	160	150	190
through	815	1,012	913		1,015	818	818	820	865
right	0	0	497		553	0	0	0	520
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	40	69	0		0	0	-29	0	20
left	0	0	0		0	0	0	0	0
through	30	32	0		0	0	-2	0	10
right	10	37	0		0	0	-27	0	10
Southbound	0	0	558		620	558	0	0	560
left	0	0	558		620	558	0	0	10
through	0	0	558		620	558	0	0	550
right	0	0	0		0	0	0	0	0

520 -Eastbound right
550 -Southbound through
1,070 -Volume heading to southbound I-5 on-ramp
1,070 -Southbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
7 NE Victoria @ NE Broadway	2,305	2,556	2,697	0.22%	2,726	2,445	2,475	2,475	2,545
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,820	2,151	1,879		1,899	1,598	1,568	1,570	1,595
left	0	0	0		0	0	0	0	0
through	1,810	2,151	1,879		1,899	1,598	1,558	1,560	1,585
right	10	0	0		0	0	10	10	10
Northbound	460	405	818		827	847	882	880	920
left	415	405	818		827	847	837	835	865
through	45	0	0		0	0	45	45	55
right	0	0	0		0	0	0	0	0
Southbound	25	0	0		0	0	25	25	30
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	25	0	0		0	0	25	25	30

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
8 NE Victoria @ NE Weidler	2,030	2,259	2,624	0.60%	2,704	2,521	2,475	2,475	2,715
Eastbound	825	1,049	913		941	726	717	715	885
left	15	0	0		0	0	15	15	15
through	810	1,049	913		941	726	702	700	870
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	1,205	1,210	1,711		1,763	1,795	1,758	1,760	1,830
left	0	0	0		0	0	0	0	0
through	445	405	818		843	926	883	885	905
right	760	805	893		920	869	875	875	925
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

1,830 -Northbound Off-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
9 N Williams @ NE Hancock	465	456	682	1.62%	739	509	748	750	895
Eastbound	20	0	175		190	0	210	210	210
left	10	0	175		190	0	200	200	200
through	10	0	0		0	0	10	10	10
right	0	0	0		0	0	0	0	0
Westbound	100	176	200		217	123	141	140	275
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	150
right	100	176	200		217	123	141	140	125
Northbound	345	280	307		333	386	398	400	410
left	10	0	0		0	0	10	10	10
through	325	280	307		333	386	378	380	390
right	10	0	0		0	0	10	10	10
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

1,120 -Northbound through plus northbound right-turn at intersection #9
410 -Northbound through plus westbound right-turn at intersection #6
710 -Volume heading to northbound I-5 on-ramp
710 -Northbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
11 N Flint @ NE Hancock (future)	0	0	0		0	0	0	0	390
Eastbound	0	0	0		0	0	0	0	210
left	0	0	0		0	0	0	0	10
through	0	0	0		0	0	0	0	200
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	160
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	155
right	0	0	0		0	0	0	0	5
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	20
left	0	0	0		0	0	0	0	10
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	10

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
12 NE 2nd @ NE Broadway	1,915	2,258	2,017	-0.45%	1,972	2,071	1,629	1,630	1,805
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,845	2,204	1,788		1,748	1,427	1,389	1,390	1,480
left	15	0	0		0	0	15	15	15
through	1,770	2,052	1,611		1,575	1,359	1,293	1,295	1,385
right	60	152	177		173	68	81	80	80
Northbound	60	53	111		109	145	116	115	150
left	35	37	40		39	37	37	35	55
through	25	16	71		69	108	78	80	95
right	0	0	0		0	0	0	0	0
Southbound	10	1	118		115	499	124	125	175
left	0	0	0		0	0	0	0	0
through	5	0	16		16	0	21	20	20
right	5	1	102		100	499	104	105	155

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
13 NE 2nd @ NE Weldler	1,655	1,821	1,684	-0.31%	1,658	1,445	1,492	1,560	1,875
Eastbound	1,585	1,768	1,641		1,616	1,427	1,433	1,500	1,795
left	25	0	67		66	0	91	90	135
through	1,490	1,602	1,546		1,522	1,416	1,410	1,410	1,650
right	70	166	28		28	12	-68	0	10
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	50	53	27		27	18	24	25	45
left	0	0	0		0	0	0	0	0
through	35	53	27		27	18	9	10	30
right	15	0	0		0	0	15	15	15
Southbound	20	0	16		16	0	36	35	35
left	10	0	16		16	0	26	25	25
through	10	0	0		0	0	10	10	10
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
14 NE Grand @ NE Broadway	2,715	3,265	2,843	-0.55%	2,765	2,260	2,215	2,220	2,335
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,735	1,723	1,323		1,287	1,299	1,299	1,300	1,325
left	0	0	0		0	0	0	0	0
through	1,565	1,557	1,023		995	1,000	1,003	1,005	1,025
right	170	166	300		292	299	296	295	300
Northbound	980	1,542	1,520		1,479	961	917	920	1,010
left	355	498	685		666	475	523	525	525
through	625	1,044	835		812	486	393	395	485
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

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15 NE Grand @ NE Weidler	2,050	2,724	2,625	-0.15%	2,606	1,943	1,932	1,935	2,045
Eastbound	1,150	1,339	1,151		1,143	991	954	955	1,065
left	150	260	195		194	112	84	85	145
through	1,000	1,079	956		949	879	870	870	920
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	900	1,385	1,474		1,463	952	978	980	980
left	0	0	0		0	0	0	0	0
through	830	1,281	1,325		1,315	852	864	865	865
right	70	104	149		148	100	114	115	115
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
16 NE MLK @ NE Broadway	3,335	3,628	3,131	-0.59%	3,040	2,639	2,747	2,750	2,845
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,920	2,055	1,708		1,658	1,378	1,523	1,525	1,550
left	325	109	9		9	26	225	225	225
through	1,595	1,946	1,699		1,650	1,352	1,299	1,300	1,325
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,415	1,573	1,423		1,382	1,260	1,224	1,225	1,295
left	0	0	0		0	0	0	0	0
through	1,150	1,231	1,227		1,191	1,113	1,110	1,110	1,140
right	265	342	196		190	147	113	115	155

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
17 NE MLK @ NE Weidler	2,935	2,976	2,928	-0.07%	2,918	2,929	2,877	2,875	3,055
Eastbound	1,460	1,635	1,692		1,687	1,577	1,512	1,510	1,690
left	0	0	0		0	0	0	0	0
through	995	1,229	1,059		1,056	855	822	820	930
right	465	406	633		631	723	690	690	760
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,475	1,341	1,236		1,232	1,352	1,366	1,365	1,365
left	155	110	92		92	129	137	135	135
through	1,320	1,231	1,144		1,140	1,223	1,229	1,230	1,230
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
18 N Williams @ NE Wheeler-Winning	1,180	1,202	132	-8.46%	85	97	63	115	275
Eastbound	100	66	13		8	28	42	40	20
left 1 (Will)	20	0	0		0	0	20	20	0
through	70	63	0		0	0	7	5	0
right	10	3	13		8	28	15	15	20
Southbound	1,065	1,083	119		77	69	59	70	235
left 1 (Will)	25	15	0		0	0	10	10	0
left 2 (S)	890	901	0		0	0	-11	0	0
through (Wheeler)	150	167	119		77	69	60	60	235
Northbound	15	53	0		0	0	-38	5	20
left	0	0	0		0	0	0	0	0
through (Williams)	10	53	0		0	0	-43	0	20
right (Wheeler)	5	0	0		0	0	5	5	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
19 NE Wheeler @ NE Multnomah	610	1,233	1,261	0.09%	1,267	692	644	640	770
Eastbound	20	15	215		216	216	221	220	220
left	0	0	0		0	0	0	0	0
through	15	15	215		216	216	216	215	215
right	5	0	0		0	0	5	5	5
Westbound	425	1,036	874		878	343	267	265	285
left	10	0	0		0	0	10	10	10
through	405	1,036	874		878	343	247	245	265
right	10	0	0		0	0	10	10	10
Northbound (Driveway)	5	0	0		0	0	5	5	10
left	0	0	0		0	0	0	0	0
through	5	0	0		0	0	5	5	10
right	0	0	0		0	0	0	0	0
Southbound	160	182	172		173	133	151	150	255
left	90	133	126		127	86	84	85	155
through	20	0	0		0	0	20	20	25
right	50	49	46		46	47	47	45	75

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
20 NE Vancouver @ N Russell	1,105	1,437	985	-1.50%	913	788	581	725	875
Eastbound	220	338	313		290	176	172	190	250
left	0	0	0		0	0	0	0	0
through	150	248	313		290	176	192	190	200
right	70	90	0		0	0	-20	0	50
Westbound	365	579	325		301	239	87	215	280
left	40	172	4		4	1	-128	0	65
through	325	407	321		298	238	216	215	215
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	520	520	347		322	374	322	320	345
left	55	119	127		118	54	54	55	55
through	290	324	113		105	94	71	70	95
right	175	77	107		99	225	197	195	195

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
21 N Williams @ N Russell	1,045	1,567	1,825	0.61%	1,881	1,378	1,359	1,505	1,410
Eastbound	205	368	440		454	250	291	290	255
left	50	127	163		168	66	91	90	70
through	155	241	277		286	184	200	200	185
right	0	0	0		0	0	0	0	0
Westbound	370	520	591		609	414	459	455	415
left	0	0	0		0	0	0	0	0
through	280	357	324		334	262	257	255	265
right	90	163	267		275	152	202	200	150
Northbound	470	679	794		819	714	610	760	740
left	85	221	0		0	0	-136	0	15
through	355	406	789		813	711	762	760	710
right	30	52	5		5	3	-17	0	15
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Balance from Intersection 21

System Peak Hour 7:45-8:45 (Assumed to be 8:00-9:00 AM)

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL	
1 N Larrabee @ N Broadway	2,250	2,679	2,765	0.13%	2,783	2,307	2,354	2,390	2,260	
Eastbound	615	1,030	1,222		1,230	717	815	810	815	
left	0	0	0		0	0	0	0	0	
through	510	794	856		861	553	577	575	575	
right	105	236	366		368	164	237	235	240	
Westbound	1,135	1,223	1,167		1,174	1,125	1,086	1,125	975	
left	20	66	5		5	2	-41	0	5	
through	1,010	1,051	1,160		1,167	1,122	1,126	1,125	965	
right	105	106	2		2	2	1	0	5	
Northbound	100	144	221		222	209	178	180	180	
left	45	74	127		128	78	99	100	70	SB exit from Interstate has been removed
through	20	68	88		89	26	41	40	20	
right	35	2	6		6	106	39	40	90	
Southbound	400	282	155		156	255	274	275	290	
left	90	92	0		0	0	-2	0	0	SB exit from Interstate has been removed
through	5	3	24		24	40	26	25	25	
right	305	187	131		132	215	250	250	265	SB exit from Interstate has been removed
2 N Benton @ N Broadway	1,840	2,174	2,108	-0.12%	2,095	1,803	1,761	1,765	1,735	
Eastbound	635	889	862		857	609	603	605	665	
left	25	75	114		113	38	63	65	55	
through	605	811	730		726	541	520	520	570	
right	5	3	18		18	30	20	20	40	
Westbound	1,165	1,221	1,118		1,111	1,033	1,055	1,055	995	
left	10	17	0		10	6	3	5	5	
through	1,120	1,201	1,108		1,101	1,027	1,020	1,020	950	
right	35	3	0		0	0	32	30	40	
Northbound	15	17	55		55	35	53	50	30	
left	5	15	47		47	16	37	35	15	
through	5	2	8		8	20	11	10	10	
right	5	0	0		0	0	5	5	5	
Southbound	25	47	73		73	126	51	55	45	
left	10	39	42		42	11	13	15	10	
through	5	1	20		20	99	24	25	25	
right	10	7	11		11	16	14	15	10	
2a N Larabee @ N Interstate (North)	1,310	1,540	1,312	-0.64%	1,271	1,094	1,041	1,045	1,080	
Eastbound	435	665	668		647	423	417	415	490	
left	0	0	0		0	0	0	0	0	NB Interstate
through	435	665	668		647	423	417	415	490	
right	0	0	0		0	0	0	0	0	SB Interstate
Westbound	750	710	569		551	615	591	595	535	
left	320	325	0		0	0	-5	0	0	
through	430	385	569		551	615	596	595	535	
right	0	0	0		0	0	0	0	0	
Northbound	125	165	75		73	55	33	35	55	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	125	165	75		73	55	33	35	55	NB Larabee
Southbound	0	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	0	0	0		0	0	0	0	0	
2b N Larabee @ N Interstate (Middle)	565	0	0		0	0	0	0	280	Balance from Intersections 2a and 1
Eastbound	320	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	320	0	0		0	0	0	0	0	SB Larabee
Westbound	55	0	0		0	0	0	0	55	
left	55	0	0		0	0	0	0	55	
through	0	0	0		0	0	0	0	0	
right	0	0	0		0	0	0	0	0	
Northbound	165	0	0		0	0	0	0	40	
left	0	0	0		0	0	0	0	0	
through	135	0	0		0	0	0	0	35	NB Larabee
right	30	0	0		0	0	0	0	5	NB Right at Hancock
Southbound	25	0	0		0	0	0	0	185	
left	0	0	0		0	0	0	0	0	
through	25	0	0		0	0	0	0	185	SB Larabee
right	0	0	0		0	0	0	0	0	
2c N Larabee @ N Interstate (South)	1,075	1,641	1,635	-0.01%	1,634	1,000	1,068	1,070	1,290	
Eastbound	0	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	0	0	0		0	0	0	0	0	
Westbound	165	309	374		374	154	230	230	265	
left	50	173	250		250	72	127	125	125	
through	25	0	0		0	0	25	25	10	
right	90	136	124		124	82	78	80	130	
Northbound	480	668	692		691	471	503	505	490	
left	25	0	0		0	0	25	25	10	
through	345	528	544		544	355	361	360	360	
right	110	140	148		148	116	118	120	120	
Southbound	430	664	569		569	374	335	335	535	
left	50	136	87		87	32	1	0	200	SB exit from Interstate has been removed
through	375	528	482		482	342	329	330	330	
right	5	0	0		0	0	5	5	5	

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
3 N Vancouver @ N Broadway	2,580	2,928	2,880	-0.07%	2,870	2,681	2,522	2,525	2,685
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,350	1,545	1,344		1,340	1,199	1,145	1,145	1,265
left	455	435	496		494	517	514	515	515
through	895	1,110	848		845	681	630	630	750
right	0	0	0		0	0	0	0	0
Southbound	345	396	320		319	278	268	270	255
left	0	0	0		0	0	0	0	0
through	345	396	320		319	278	268	270	255
right	0	0	0		0	0	0	0	0
Southeast Bound	885	987	1,216		1,212	1,204	1,110	1,110	1,165
left	0	0	0		0	0	0	0	0
through	590	459	728		726	933	857	855	890
right	295	528	488		486	272	253	255	275
									1,165 -Southbound Off-ramp from the mainline forecasts
4 N Vancouver @ N Weidler	2,070	2,373	2,339	-0.06%	2,332	2,476	2,029	2,030	2,245
Eastbound	680	1,084	796		794	541	390	390	585
left	0	0	0		0	0	0	0	0
through	450	861	547		545	285	134	135	325
right	230	223	249		248	256	255	255	260
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,390	1,289	1,543		1,539	1,934	1,640	1,640	1,660
left	540	298	644		644	1,167	886	885	910
through	850	991	897		894	767	753	755	750
right	0	0	0		0	0	0	0	0
5 N Williams @ N Broadway	2,455	2,736	2,649	-0.13%	2,632	2,376	2,351	2,355	2,490
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	2,250	2,557	2,447		2,431	2,141	2,124	2,125	2,230
left	0	0	0		0	0	0	0	0
through	1,330	1,524	1,344		1,335	1,165	1,141	1,140	1,265
right	920	1,033	1,103		1,096	976	983	985	965
Northbound	205	179	202		201	235	227	230	260
left	20	21	0		0	0	-1	0	0
through	185	158	202		201	235	228	230	260
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
6 N Williams @ NE Weidler	1,030	1,228	1,279	0.16%	1,289	1,086	1,091	1,090	1,285
Eastbound	990	1,159	1,194		1,204	1,028	1,035	1,035	1,235
left	175	147	150		151	180	179	180	200
through	815	1,012	1,044		1,053	848	856	855	1,035
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	40	69	85		86	58	57	55	50
left	0	0	0		0	0	0	0	0
through	30	32	52		52	49	50	50	40
right	10	37	33		33	9	6	5	10
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
7 NE Victoria @ NE Broadway	2,305	2,556	2,447	-0.17%	2,426	2,158	2,175	2,170	2,295
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,820	2,151	1,804		1,788	1,505	1,457	1,455	1,525
left	0	0	0		0	0	0	0	0
through	1,810	2,151	1,804		1,788	1,505	1,447	1,445	1,505
right	10	0	0		0	0	10	10	20
Northbound	460	405	643		637	653	692	690	745
left	415	405	643		637	653	647	645	700
through	45	0	0		0	0	45	45	45
right	0	0	0		0	0	0	0	0
Southbound	25	0	0		0	0	25	25	25
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	25	0	0		0	0	25	25	25
8 NE Victoria @ NE Weidler	2,030	2,259	2,332	0.46%	2,390	2,358	2,361	2,365	2,510
Eastbound	825	1,049	1,077		1,102	851	878	880	1,045
left	15	0	0		0	0	15	15	15
through	810	1,049	1,077		1,102	851	863	865	1,030
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	1,205	1,210	1,455		1,489	1,507	1,484	1,485	1,505
left	0	0	0		0	0	0	0	0
through	445	405	643		658	723	698	700	730
right	760	805	812		831	784	786	785	775
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
									1,505 -Northbound Off-ramp from the mainline forecasts
9 N Williams @ NE Hancock	465	456	581	0.97%	610	597	619	615	675
Eastbound (Driveway)	20	0	0		0	0	20	20	20
left	10	0	0		0	0	10	10	10
through	10	0	0		0	0	10	10	10
right	0	0	0		0	0	0	0	0
Westbound	100	176	179		188	107	112	110	180
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	100	176	179		188	107	112	110	180
Northbound	345	280	402		422	490	487	485	475
left	10	0	0		0	0	10	10	10
through	325	280	402		422	490	467	465	455
right	10	0	0		0	0	10	10	10
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
									1,225 -Northbound through plus northbound right-turn at intersection #9 475 -Northbound through plus westbound right-turn at intersection #6 750 -Volume heading to northbound I-5 on-ramp 750 -Northbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
10 N Flint @ NE Hancock	290	295	397		397	260	315	365	425
Eastbound	10	82	26		26	6	-46	5	30
left	5	5	5		5	5	5	5	5
through	0	0	0		0	0	0	0	0
right	5	77	21		21	1	-51	0	25
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	65	213	239		239	73	91	90	175
left	10	32	87		87	27	65	65	65
through	55	181	152		152	46	26	25	110
right	0	0	0		0	0	0	0	0
Southbound	215	0	132		132	180	270	270	220
left	0	0	0		0	0	0	0	0
through	110	0	0		0	0	110	110	110
right	105	77	132		132	180	160	160	110

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
12 NE 2nd @ NE Broadway	1,915	2,258	1,941	-0.60%	1,883	2,004	1,540	1,540	1,725
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,845	2,204	1,676		1,626	1,333	1,267	1,265	1,370
left	15	0	0		0	0	15	15	15
through	1,770	2,052	1,523		1,478	1,275	1,196	1,195	1,300
right	60	152	153		148	59	56	55	55
Northbound	60	53	172		167	220	174	175	205
left	35	37	68		66	62	64	65	80
through	25	16	104		101	158	110	110	125
right	0	0	0		0	0	0	0	0
Southbound	10	1	93		90	451	99	100	150
left	0	0	0		0	0	0	0	0
through	5	0	0		0	0	5	5	5
right	5	1	93		90	451	94	95	145

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
13 NE 2nd @ NE Weidler	1,655	1,821	1,826	0.01%	1,827	1,513	1,661	1,665	1,895
Eastbound	1,585	1,768	1,752		1,753	1,465	1,570	1,575	1,805
left	25	0	99		99	0	124	125	150
through	1,490	1,602	1,509		1,510	1,404	1,398	1,400	1,550
right	70	166	144		144	61	48	50	105
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	50	53	73		73	48	70	70	70
left	0	0	0		0	0	0	0	0
through	35	53	73		73	48	55	55	55
right	15	0	0		0	0	15	15	15
Southbound	20	0	1		1	0	21	20	20
left	10	0	1		1	0	11	10	10
through	10	0	0		0	0	10	10	10
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
14 NE Grand @ NE Broadway	2,715	3,265	2,774	-0.65%	2,685	2,201	2,135	2,140	2,225
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,735	1,723	1,324		1,282	1,294	1,294	1,295	1,315
left	0	0	0		0	0	0	0	0
through	1,565	1,557	1,028		995	1,000	1,003	1,005	1,025
right	170	166	296		287	293	291	290	290
Northbound	980	1,542	1,450		1,404	907	842	845	910
left	355	498	606		587	418	444	445	460
through	625	1,044	844		817	489	398	400	450
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
15 NE Grand @ NE Weidler	2,050	2,724	2,505	-0.33%	2,463	1,841	1,789	1,790	1,910
Eastbound	1,150	1,339	1,117		1,098	953	909	910	1,030
left	150	260	188		185	107	75	75	120
through	1,000	1,079	929		914	847	835	835	910
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	900	1,385	1,388		1,365	887	880	880	880
left	0	0	0		0	0	0	0	0
through	830	1,281	1,262		1,241	804	790	790	790
right	70	104	126		124	83	90	90	90
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
16 NE MLK @ NE Broadway	3,335	3,628	3,034	-0.71%	2,927	2,563	2,634	2,635	2,705
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,930	2,055	1,634		1,577	1,330	1,442	1,445	1,485
left	325	109	18		17	52	233	235	235
through	1,595	1,946	1,616		1,559	1,278	1,208	1,210	1,250
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,415	1,573	1,400		1,351	1,233	1,193	1,190	1,220
left	0	0	0		0	0	0	0	0
through	1,150	1,231	1,214		1,171	1,094	1,090	1,090	1,100
right	265	342	186		179	139	102	100	120

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
17 NE MLK @ NE Weidler	2,935	2,976	2,871	-0.14%	2,850	2,860	2,809	2,810	2,910
Eastbound	1,460	1,635	1,640		1,628	1,521	1,453	1,455	1,575
left	0	0	0		0	0	0	0	0
through	995	1,229	1,022		1,025	830	791	790	910
right	465	406	608		604	691	663	665	665
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,475	1,341	1,231		1,222	1,339	1,356	1,355	1,335
left	155	110	85		84	119	129	130	120
through	1,320	1,231	1,146		1,138	1,220	1,227	1,225	1,215
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
18 N Williams @ NE Wheeler-Winning	1,180	1,202	1,195	-0.02%	1,194	1,061	1,172	1,170	1,230
Eastbound	100	66	116		116	166	150	150	200
left 1 (Will)	20	0	0		0	0	20	20	20
through	70	63	99		99	110	106	105	120
right	10	3	17		17	57	24	25	60
Southbound	1,065	1,083	896		895	878	877	875	1,010
left 1 (Will)	25	15	0		0	0	10	10	10
left 2 (IS)	890	901	829		828	818	817	815	915
through (Wheeler)	150	167	67		67	60	50	50	85
Northbound	15	53	183		183	16	145	145	20
left	0	0	0		0	0	0	0	0
through (Williams)	10	53	85		85	16	42	40	20
right (Wheeler)	5	0	98		98	0	103	105	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

120 -Eastbound through
915 -Southeastbound left
0 -Northbound right
1,035 -Volume heading to southbound I-5 on-ramp
1,035 -Southbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
19 NE Wheeler @ NE Multnomah	610	1,233	1,249	0.05%	1,252	629	629	625	705
Eastbound	20	15	174		174	174	179	180	195
left	0	0	0		0	0	0	0	0
through	15	15	174		174	174	174	175	190
right	5	0	0		0	0	5	5	5
Westbound	425	1,036	965		967	378	356	355	355
left	10	0	0		0	0	10	10	10
through	405	1,036	965		967	378	336	335	335
right	10	0	0		0	0	10	10	10
Northbound (Driveway)	5	0	0		0	0	5	5	10
left	0	0	0		0	0	0	0	0
through	5	0	0		0	0	5	5	10
right	0	0	0		0	0	0	0	0
Southbound	160	182	110		110	76	88	85	145
left	90	133	105		105	71	62	60	105
through	20	0	0		0	0	20	20	15
right	50	49	5		5	5	6	5	25

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
20 NE Vancouver @ N Russell	1,105	1,437	1,107	-1.04%	1,051	843	719	800	1,050
Eastbound	220	338	357		339	205	221	240	290
left	0	0	0		0	0	0	0	0
through	150	248	357		339	205	241	240	240
right	70	90	0		0	0	-20	0	50
Westbound	365	579	424		402	282	188	250	400
left	40	172	74		70	16	-62	0	90
through	325	407	350		332	265	250	250	310
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	520	520	326		309	356	309	310	360
left	55	119	132		125	58	61	60	60
through	290	324	92		87	78	53	55	80
right	175	77	102		97	220	195	195	220

Balance from Intersection 21

Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
21 N Williams @ N Russell	1,045	1,567	1,980	0.94%	2,075	1,532	1,553	1,705	1,490
Eastbound	205	368	488		511	287	348	350	300
left	50	127	159		167	66	90	90	70
through	155	241	329		345	222	259	260	230
right	0	0	0		0	0	0	0	0
Westbound	370	520	663		695	487	545	545	490
left	0	0	0		0	0	0	0	0
through	280	357	423		443	348	366	365	350
right	90	163	240		251	139	178	180	140
Northbound	470	679	829		869	758	660	810	700
left	85	221	1		1	0	-135	0	50
through	355	406	824		863	755	812	810	650
right	30	52	4		4	2	-18	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Portland Rose Quarter - PM Build
 PM Peak Hour Turn Movements (vph)
 with Broadway-Weidler Lane Reduction
 Revision Date: 05-30-18

System Peak Hour 4:45-5:45 (Assumed to be 5:00-6:00 PM)

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
1 N Larrabee @ N Broadway	3,015	2,966	3,406	0.55%	3,502	3,414	3,551	3,585	3,200
Eastbound	1,570	1,381	1,554		1,598	1,812	1,787	1,785	1,560
left	0	0	0		0	0	0	0	0
through	1,330	1,039	1,162		1,195	1,529	1,486	1,485	1,280
right	240	342	392		403	283	301	300	280
Westbound	885	1,107	1,131		1,163	917	941	980	850
left	20	68	7		7	2	-41	0	20
through	760	962	1,121		1,152	910	950	950	800
right	105	77	3		3	4	31	30	30
Northbound	160	167	529		544	446	537	535	530
left	55	68	146		150	121	137	135	135
through	40	88	357		367	167	319	320	320
right	65	11	26		27	158	81	80	75
Southbound	400	311	192		197	239	286	285	260
left	110	96	0		0	0	14	15	0
through	15	35	55		57	24	37	35	25
right	275	180	137		141	215	236	235	235
									SB exit from Interstate has been removed
									SB exit from Interstate has been removed
									SB exit from Interstate has been removed
2 N Benton @ N Broadway	2,650	2,398	2,439	0.07%	2,447	5,575	2,686	2,695	2,365
Eastbound	1,505	1,147	1,188		1,192	4,649	1,550	1,550	1,355
left	70	74	126		126	120	122	120	120
through	1,310	1,069	955		958	1,174	1,199	1,200	1,005
right	125	4	107		107	3,355	228	230	230
Westbound	1,010	1,128	1,047		1,051	855	933	930	885
left	70	57	4		4	5	17	15	15
through	870	1,071	1,043		1,047	850	846	845	800
right	70	0	0		0	0	70	70	70
Northbound	45	39	131		131	30	124	125	35
left	0	37	50		50	0	0	0	0
through	20	2	3		3	30	21	20	20
right	25	0	78		78	0	103	105	15
Southbound	90	84	73		73	41	79	90	90
left	50	44	36		36	41	42	40	25
through	25	40	0		0	0	-15	0	15
right	15	0	37		37	0	52	50	50
2a N Larabee @ N Interstate (North)	1,650	1,735	1,483	-0.63%	1,437	1,329	1,352	1,350	1,605
Eastbound	605	600	465		451	454	456	455	740
left	0	0	0		0	0	0	0	0
through	605	600	465		451	454	456	455	740
right	0	0	0		0	0	0	0	0
Westbound	875	905	735		712	672	682	680	650
left	375	375	0		0	0	0	0	0
through	500	530	735		712	672	682	680	650
right	0	0	0		0	0	0	0	0
Northbound	170	230	283		274	203	214	215	215
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	170	230	283		274	203	214	215	215
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
2b N Larabee @ N Interstate (Middle)	585	0	0		0	0	0	0	615
Eastbound	375	0	0		0	0	0	0	85
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	375	0	0		0	0	0	0	85
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	190	0	0		0	0	0	0	345
left	0	0	0		0	0	0	0	0
through	170	0	0		0	0	0	0	205
right	20	0	0		0	0	0	0	140
Southbound	20	0	0		0	0	0	0	185
left	0	0	0		0	0	0	0	0
through	20	0	0		0	0	0	0	185
right	0	0	0		0	0	0	0	0
2c N Larabee @ N Interstate (South)	1,700	1,497	1,599	0.26%	1,620	2,122	1,823	1,875	1,940
Eastbound	10	0	0		0	0	10	10	10
left	0	0	0		0	0	0	0	0
through	10	0	0		0	0	10	10	10
right	0	0	0		0	0	0	0	0
Westbound	260	447	263		266	106	79	130	345
left	90	229	259		262	103	123	125	125
through	5	0	0		0	0	5	5	5
right	165	218	4		4	3	-49	0	215
Northbound	930	521	601		609	1,013	1,018	1,020	935
left	25	0	0		0	0	25	25	10
through	440	382	461		467	538	525	525	525
right	465	139	140		142	475	468	470	400
Southbound	500	529	735		745	1,004	716	715	650
left	110	25	118		120	526	205	205	165
through	385	504	617		625	478	506	505	480
right	5	0	0		0	0	5	5	5
									SB exit from Interstate has been removed

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
3 N Vancouver @ N Broadway	2,475	2,858	2,285	-0.89%	2,185	2,185	1,802	1,850	1,925
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,070	1,492	938		897	629	475	525	555
left	415	550	88		84	63	-51	0	55
through	655	942	850		813	565	526	525	500
right	0	0	0		0	0	0	0	0
Southbound	315	400	358		342	270	257	255	250
left	0	0	0		0	0	0	0	0
through	315	400	358		342	270	257	255	250
right	0	0	0		0	0	0	0	0
Southeast Bound	1,090	966	989		946	1,287	1,070	1,070	1,120
left	0	0	0		0	0	0	0	0
through	690	429	705		674	1,084	935	935	935
right	400	537	284		272	202	135	135	185

-Southbound Off-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
4 N Vancouver @ N Weidler	2,800	2,919	2,260	-1.02%	2,147	2,610	2,028	2,030	2,200
Eastbound	1,380	1,540	1,110		1,055	907	895	895	960
left	0	0	0		0	0	0	0	0
through	1,180	1,372	1,110		1,055	907	863	865	930
right	200	168	0		0	0	32	30	30
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,420	1,379	1,150		1,093	1,703	1,134	1,135	1,240
left	570	310	841		799	1,469	1,059	1,060	1,115
through	850	1,069	309		294	233	75	75	125
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
5 N Williams @ N Broadway	2,315	2,911	2,840	-0.10%	2,826	1,782	1,613	1,610	2,375
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,905	2,438	2,532		2,520	1,527	1,370	1,370	2,030
left	0	0	620		617	0	0	0	620
through	1,030	1,464	938		933	657	499	500	540
right	875	974	974		969	871	870	870	870
Northbound	410	473	308		306	255	243	240	345
left	40	28	0		0	0	12	10	15
through	370	445	308		306	255	231	230	330
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
6 N Williams @ NE Weidler	1,845	1,856	2,571	1.31%	2,744	1,555	1,482	1,560	2,675
Eastbound	1,750	1,683	1,951		2,082	1,555	1,560	1,560	2,045
left	335	381	308		329	289	283	285	335
through	1,415	1,302	1,091		1,164	1,266	1,277	1,275	1,330
right	0	0	552		589	0	0	0	380
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	95	173	0		0	0	-78	0	10
left	0	0	0		0	0	0	0	0
through	75	92	0		0	0	-17	0	10
right	20	81	0		0	0	-61	0	0
Southbound	0	0	620		662	0	0	0	620
left	0	0	0		0	0	0	0	0
through	0	0	620		662	0	0	0	620
right	0	0	0		0	0	0	0	0

-Eastbound right
-Southbound through
-Volume heading to southbound I-5 on-ramp
-Southbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
7 NE Victoria @ NE Broadway	2,030	2,438	2,533	0.15%	2,552	2,277	2,144	2,145	2,205
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,425	2,126	1,846		1,860	1,234	1,159	1,160	1,160
left	0	0	0		0	0	0	0	0
through	1,410	2,126	1,846		1,860	1,234	1,144	1,145	1,145
right	15	0	0		0	0	15	15	15
Northbound	580	312	687		692	1,043	960	960	1,020
left	470	312	687		692	1,043	850	850	860
through	110	0	0		0	0	110	110	160
right	0	0	0		0	0	0	0	0
Southbound	25	0	0		0	0	25	25	25
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	25	0	0		0	0	25	25	25

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
8 NE Victoria @ NE Weidler	2,530	2,584	2,696	0.17%	2,719	2,907	2,665	2,660	2,925
Eastbound	1,435	1,383	1,091		1,100	1,118	1,152	1,150	1,330
left	30	0	0		0	0	30	30	45
through	1,405	1,383	1,091		1,100	1,118	1,122	1,120	1,285
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	1,095	1,201	1,605		1,619	1,789	1,513	1,510	1,595
left	0	0	0		0	0	0	0	0
through	550	312	687		693	1,221	931	930	975
right	545	889	918		926	568	582	580	620
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

-Northbound Off-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
9 N Williams @ NE Hancock	650	670	774	0.58%	797	477	491	495	945
Eastbound	5	0	278		286	0	5	5	280
left through	5	0	0		0	0	5	5	15
right through	0	0	278		286	0	0	0	265
Westbound	135	187	121		125	90	73	75	165
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	90
Northbound	135	187	121		125	90	73	75	75
left through	510	483	375		386	388	413	415	500
right through	5	0	0		0	0	5	5	5
right through	485	483	375		386	388	388	390	475
Southbound	20	0	0		0	0	20	20	20
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0

-Northbound through plus northbound right-turn at intersection #9
 -Northbound through plus westbound right-turn at intersection #6
 -Volume heading to northbound I-5 on-ramp
 -Northbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2040 Build TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
11 N Flint @ NE Hancock (future)	0	0	0		0	0	0	0	390
Eastbound	0	0	0		0	0	0	0	275
left through	0	0	0		0	0	0	0	5
right through	0	0	0		0	0	0	0	270
Westbound	0	0	0		0	0	0	0	95
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	90
Northbound	0	0	0		0	0	0	0	5
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	20
left through	0	0	0		0	0	0	0	10
right through	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
12 NE 2nd @ NE Broadway	1,545	2,226	1,986	-0.46%	1,941	1,407	1,260	1,280	1,415
Eastbound	0	0	0		0	0	0	0	0
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0
Westbound	1,440	2,144	1,660		1,623	1,087	919	940	1,075
left through	20	0	0		0	0	20	20	20
right through	1,365	1,976	1,565		1,530	1,057	919	920	1,025
Northbound	55	168	95		93	30	-20	0	30
left through	85	82	236		231	320	234	230	230
right through	50	59	47		46	39	37	35	35
right through	35	23	189		185	281	197	195	195
Southbound	0	0	0		0	0	0	0	0
left through	20	0	90		88	0	108	110	110
right through	0	0	0		0	0	0	0	0
right through	10	0	0		0	0	10	10	10
right through	10	0	90		88	0	98	100	100

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
13 NE 2nd @ NE Weidler	2,045	2,245	1,860	-0.75%	1,791	1,824	1,591	1,595	1,980
Eastbound	1,950	2,178	1,810		1,743	1,788	1,515	1,520	1,905
left through	35	15	185		178	416	198	200	200
right through	1,780	2,038	1,596		1,537	1,342	1,279	1,280	1,525
Westbound	135	125	29		28	30	38	40	180
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left through	65	67	50		48	36	46	45	45
right through	0	0	0		0	0	0	0	0
right through	50	67	50		48	36	31	30	30
Southbound	15	0	0		0	0	15	15	15
left through	0	0	0		0	0	0	0	0
right through	15	0	0		0	0	15	15	15
right through	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
14 NE Grand @ NE Broadway	3,085	3,530	3,025	-0.62%	2,933	2,714	2,488	2,485	2,630
Eastbound	0	0	0		0	0	0	0	0
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0
Westbound	1,335	1,508	1,291		1,252	1,270	1,079	1,075	1,205
left through	0	0	0		0	0	0	0	0
right through	1,060	1,343	959		930	734	647	645	680
Northbound	275	165	332		322	537	432	430	525
left through	1,750	2,022	1,734		1,681	1,443	1,409	1,410	1,425
right through	520	679	663		643	492	484	485	475
right through	1,230	1,343	1,071		1,038	951	925	925	950
Southbound	0	0	0		0	0	0	0	0
left through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0
right through	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
15 NE Grand @ NE Weidler	3,300	3,716	2,975	-0.89%	2,846	2,561	2,430	2,430	2,625
Eastbound	1,555	1,809	1,218		1,165	996	911	910	1,065
left	235	310	253		242	183	167	165	165
through	1,320	1,499	965		923	813	744	745	900
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	1,745	1,907	1,757		1,681	1,565	1,519	1,520	1,560
left	0	0	0		0	0	0	0	0
through	1,515	1,712	1,481		1,417	1,254	1,220	1,220	1,260
right	230	195	276		264	311	299	300	300
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
16 NE MLK @ NE Broadway	2,935	3,421	3,104	-0.39%	3,044	2,663	2,558	2,575	2,575
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,580	2,021	1,622		1,591	1,142	1,150	1,150	1,155
left	230	130	6		6	10	106	105	100
through	1,350	1,891	1,616		1,585	1,131	1,044	1,045	1,055
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,355	1,400	1,482		1,453	1,521	1,408	1,425	1,420
left	0	0	0		0	0	0	0	0
through	1,225	1,079	1,302		1,277	1,450	1,423	1,425	1,400
right	130	321	180		177	71	-14	0	20

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
17 NE MLK @ NE Weidler	3,255	3,324	3,056	-0.34%	3,005	3,163	2,936	2,935	3,055
Eastbound	1,800	2,115	1,748		1,719	1,625	1,404	1,405	1,555
left	0	0	0		0	0	0	0	0
through	1,285	1,721	1,128		1,109	828	673	675	825
right	515	394	620		610	797	731	730	730
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,455	1,209	1,308		1,286	1,538	1,532	1,530	1,500
left	270	88	90		88	272	270	270	240
through	1,185	1,121	1,218		1,198	1,266	1,262	1,260	1,260
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
18 N Williams @ NE Wheeler-Winning	1,365	1,528	148	-8.92%	93	144	-70	295	305
Eastbound	390	280	26		16	20	126	130	140
left 1 (Will)	50	12	0		0	0	38	40	0
through	270	210	0		0	0	60	60	0
right	70	58	26		16	20	28	30	140
Southeastbound	950	1,161	122		76	124	-135	165	155
left 1 (Will)	30	74	0		0	0	-44	0	0
left 2 (I5)	685	942	0		0	0	-257	0	0
through (Wheeler)	235	145	122		76	124	166	165	155
Northbound	25	87	0		0	0	-62	0	10
left	0	0	0		0	0	0	0	0
through (Williams)	25	87	0		0	0	-62	0	10
right (Wheeler)	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
19 NE Wheeler @ NE Multnomah	940	1,208	1,313	0.33%	1,335	1,063	1,067	1,065	1,010
Eastbound	35	101	316		321	95	255	255	255
left	0	0	0		0	0	0	0	0
through	30	101	316		321	95	250	250	250
right	5	0	0		0	0	5	5	5
Westbound	590	946	799		812	502	456	455	450
left	0	0	0		0	0	0	0	0
through	585	946	799		812	502	451	450	450
right	5	0	0		0	0	5	5	0
Northbound (Driveway)	15	0	0		0	0	15	15	10
left	0	0	0		0	0	0	0	0
through	15	0	0		0	0	15	15	10
right	0	0	0		0	0	0	0	0
Southbound	300	161	198		201	466	340	340	295
left	180	139	136		138	179	179	180	150
through	20	0	0		0	0	20	20	5
right	100	22	62		63	287	141	140	140

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
20 NE Vancouver @ N Russell	1,330	1,044	775	-1.18%	730	929	1,016	1,095	1,130
Eastbound	445	452	417		393	347	386	385	395
left	0	0	0		0	0	0	0	0
through	325	368	417		393	347	350	350	350
right	120	84	0		0	0	36	35	45
Westbound	250	264	163		154	216	140	220	245
left	25	104	0		0	0	-79	0	25
through	225	160	163		154	216	219	220	220
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	635	328	195		184	366	491	490	490
left	170	115	124		117	173	172	170	170
through	315	161	0		0	0	154	155	155
right	150	52	71		67	193	165	165	165

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume FINAL
21 N Williams @ N Russell	1,325	1,648	1,617	-0.08%	1,611	1,419	1,288	1,375	1,420
Eastbound	495	482	541		539	549	552	550	520
left	95	59	60		60	96	96	95	95
through	400	423	481		479	453	456	455	425
right	0	0	0		0	0	0	0	0
Westbound	205	185	309		308	332	328	330	300
left	0	0	0		0	0	0	0	0
through	155	92	146		145	245	208	210	180
right	50	93	163		162	87	119	120	120
Northbound	625	981	767		764	537	408	495	600
left	95	173	18		18	10	-60	0	65
through	480	574	593		591	494	497	495	500
right	50	234	156		155	33	-29	0	35
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Portland Rose Quarter - PM No Build
 PM Peak Hour Turn Movements (vph)
 with Broadway-Weidler Lane Reduction
 Revision Date: 05-30-18

System Peak Hour 4:45-5:45 (Assumed to be 5:00-6:00 PM)

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL	
1 N Larrabee @ N Broadway	3,015	2,966	3,305	0.43%	3,377	3,199	3,426	3,460	3,080	
Eastbound	1,570	1,381	1,557		1,591	1,808	1,780	1,780	1,550	
left	0	0	0		0	0	0	0	0	
through	1,330	1,039	1,170		1,196	1,530	1,487	1,485	1,270	
right	240	342	387		395	278	293	295	280	
Westbound	885	1,107	1,143		1,168	916	946	980	860	
left	20	68	14		14	4	-34	0	15	
through	760	962	1,129		1,154	911	952	950	825	
right	105	77	0		0	0	28	30	20	
Northbound	160	167	409		418	237	411	410	410	
left	55	68	131		134	108	121	120	120	SB exit from Interstate has been removed
through	40	88	278		284	129	236	235	235	
right	65	11	0		0	0	54	55	55	
Southbound	400	311	196		200	237	289	290	260	
left	110	96	0		0	0	14	15	0	SB exit from Interstate has been removed
through	15	35	61		62	27	42	40	25	
right	275	180	135		138	211	233	235	235	SB exit from Interstate has been removed
2 N Benton @ N Broadway	2,650	2,398	2,389	-0.02%	2,387	6,163	2,628	2,645	2,405	
Eastbound	1,505	1,147	1,170		1,169	5,155	1,527	1,525	1,325	
left	70	74	101		101	95	97	95	95	
through	1,310	1,069	944		943	1,156	1,184	1,185	985	
right	125	4	125		125	3,903	246	245	245	
Westbound	1,010	1,128	1,116		1,115	922	997	995	945	
left	70	57	39		39	48	52	50	50	
through	870	1,071	1,077		1,076	874	875	875	875	
right	70	0	0		0	0	70	70	20	
Northbound	45	39	53		53	50	48	50	50	
left	0	37	48		48	0	0	0	10	
through	20	2	5		5	50	23	25	25	
right	25	0	0		0	0	25	25	15	
Southbound	90	84	50		50	36	56	75	85	
left	50	44	32		32	36	38	40	30	
through	25	40	0		0	0	-15	0	25	
right	15	0	18		18	0	33	35	30	
2a N Larabee @ N Interstate (North)	1,650	1,735	1,475	-0.65%	1,428	1,316	1,343	1,340	1,670	
Eastbound	605	600	441		427	430	432	430	660	
left	0	0	0		0	0	0	0	0	
through	605	600	441		427	430	432	430	660	NB Interstate
right	0	0	0		0	0	0	0	0	
Westbound	875	905	739		715	675	685	685	785	
left	375	375	0		0	0	0	0	0	
through	500	530	739		715	675	685	685	785	SB Interstate
right	0	0	0		0	0	0	0	0	
Northbound	170	230	295		286	211	226	225	225	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	170	230	295		286	211	226	225	225	NB Larabee
Southbound	0	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	0	0	0		0	0	0	0	0	
2b N Larabee @ N Interstate (Middle)	585	0	0		0	0	0	0	505	Balance from Intersections 2a and 1
Eastbound	375	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	375	0	0		0	0	0	0	0	SB Larabee
Westbound	0	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right	0	0	0		0	0	0	0	0	
Northbound	190	0	0		0	0	0	0	255	
left	0	0	0		0	0	0	0	0	
through	170	0	0		0	0	0	0	205	NB Larabee
right	20	0	0		0	0	0	0	50	NB Right at Hancock
Southbound	20	0	0		0	0	0	0	250	
left	0	0	0		0	0	0	0	0	
through	20	0	0		0	0	0	0	250	SB Larabee
right	0	0	0		0	0	0	0	0	
2c N Larabee @ N Interstate (South)	1,700	1,497	1,596	0.26%	1,617	2,129	1,820	1,870	2,115	
Eastbound	10	0	0		0	0	10	10	10	
left	0	0	0		0	0	0	0	0	
through	10	0	0		0	0	10	10	10	
right	0	0	0		0	0	0	0	0	
Westbound	260	447	276		280	112	93	140	320	
left	90	229	271		274	108	135	135	155	
through	5	0	0		0	0	5	5	5	
right	165	218	5		5	4	-48	0	160	
Northbound	930	521	581		588	1,000	997	1,000	1,000	
left	25	0	0		0	0	25	25	25	
through	440	382	436		442	509	500	500	500	
right	465	139	145		147	491	473	475	475	
Southbound	500	529	739		749	1,017	720	720	785	
left	110	25	121		123	539	208	210	275	SB exit from Interstate has been removed
through	385	504	618		626	478	507	505	505	
right	5	0	0		0	0	5	5	5	

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
3 N Vancouver @ N Broadway	2,475	2,858	2,926	0.09%	2,940	2,814	2,557	2,555	2,630
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,070	1,492	1,312		1,318	948	896	895	930
left	415	550	525		527	398	392	390	405
through	655	942	787		791	550	504	505	525
right	0	0	0		0	0	0	0	0
Southbound	315	400	438		440	347	355	355	355
left	0	0	0		0	0	0	0	0
through	315	400	438		440	347	355	355	355
right	0	0	0		0	0	0	0	0
Southbound Bound	1,090	966	1,176		1,182	1,520	1,306	1,305	1,345
left	0	0	0		0	0	0	0	0
through	690	429	737		740	1,191	1,001	1,000	1,030
right	400	537	439		441	329	304	305	315

1,345 -Southbound Off-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
4 N Vancouver @ N Weidler	2,800	2,919	2,799	-0.17%	2,776	3,149	2,657	2,655	2,790
Eastbound	1,380	1,540	1,099		1,099	1,006	930	930	1,000
left	0	0	0		0	0	0	0	0
through	1,180	1,372	890		883	759	691	690	750
right	200	168	209		207	247	239	240	250
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,420	1,379	1,700		1,686	2,143	1,727	1,725	1,790
left	570	310	776		770	1,415	1,030	1,030	1,060
through	850	1,069	924		916	729	697	695	730
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
5 N Williams @ N Broadway	2,315	2,911	2,810	-0.14%	2,790	2,218	2,194	2,190	2,320
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,905	2,438	2,262		2,246	1,764	1,713	1,710	1,760
left	0	0	0		0	0	0	0	0
through	1,030	1,464	1,310		1,301	915	867	865	910
right	875	974	952		945	849	846	845	850
Northbound	410	473	548		544	454	481	480	560
left	40	28	2		2	3	14	15	20
through	370	445	546		542	451	467	465	540
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
6 N Williams @ NE Weidler	1,845	1,856	1,813	-0.09%	1,805	1,793	1,794	1,795	1,925
Eastbound	1,750	1,683	1,666		1,707	1,725	1,725	1,725	1,810
left	335	381	460		458	403	412	410	460
through	1,415	1,302	1,206		1,205	1,305	1,313	1,315	1,350
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	95	173	147		146	86	68	70	115
left	0	0	0		0	0	0	0	0
through	75	92	88		88	71	71	70	100
right	20	81	59		59	14	-2	0	15
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
7 NE Victoria @ NE Broadway	2,030	2,438	2,263	-0.30%	2,230	1,906	1,822	1,820	1,925
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,425	2,126	1,748		1,722	1,142	1,021	1,020	1,060
left	0	0	0		0	0	0	0	0
through	1,410	2,126	1,748		1,722	1,142	1,006	1,005	1,045
right	15	0	0		0	0	15	15	15
Northbound	580	312	515		507	764	775	775	830
left	470	312	515		507	764	665	665	680
through	110	0	0		0	0	110	110	150
right	0	0	0		0	0	0	0	0
Southbound	25	0	0		0	0	25	25	35
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	25	0	0		0	0	25	25	35

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
8 NE Victoria @ NE Weidler	2,530	2,584	2,696	0.17%	2,719	2,778	2,665	2,665	2,740
Eastbound	1,435	1,383	1,266		1,277	1,257	1,329	1,330	1,365
left	30	0	0		0	0	30	30	35
through	1,405	1,383	1,266		1,277	1,297	1,299	1,300	1,330
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	1,095	1,201	1,430		1,442	1,481	1,336	1,335	1,375
left	0	0	0		0	0	0	0	0
through	550	312	515		519	916	757	755	795
right	545	889	915		923	566	579	580	580
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

1,375 -Northbound Off-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
9 N Williams @ NE Hancock	650	670	691	0.12%	695	657	675	675	750
Eastbound (Driveway)	5	0	0		0	0	5	5	5
left	5	0	0		0	0	5	5	5
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	135	187	131		132	95	80	80	95
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	135	187	131		132	95	80	80	95
Northbound	510	483	560		563	562	590	590	650
left	5	0	0		0	0	5	5	5
through	485	483	556		559	562	561	560	620
right	20	0	4		4	0	24	25	25
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

1,390 -Northbound through plus northbound right-turn at intersection #9
650 -Northbound through plus westbound right-turn at intersection #6
740 -Volume heading to northbound I-5 on-ramp
740 -Northbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model		2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
10 N Flint @ NE Hancock	325	509	509		509	221	325	395	325
Eastbound	15	182	106		106	14	-61	10	10
left	5	5	8		8	8	8	10	10
through	0	0	0		0	0	0	0	0
right	10	177	98		98	6	-69	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	145	172	208		208	82	181	180	110
left	25	0	91		91	0	116	115	45
through	120	172	117		117	82	65	65	65
right	0	0	0		0	0	0	0	0
Southbound	165	155	195		195	126	205	205	205
left	0	0	0		0	0	0	0	0
through	65	0	0		0	0	65	65	140
right	100	155	195		195	126	140	140	65

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
12 NE 2nd @ NE Broadway	1,545	2,226	1,902	-0.63%	1,843	1,355	1,162	1,175	1,340
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,440	2,144	1,613		1,563	1,043	859	870	1,040
left	20	0	0		0	0	20	20	20
through	1,365	1,976	1,508		1,461	1,009	850	850	965
right	55	168	105		102	33	-11	0	55
Northbound	85	82	228		221	313	224	225	220
left	50	59	36		35	30	26	25	25
through	35	23	192		186	283	198	200	195
right	0	0	0		0	0	0	0	0
Southbound	20	0	61		59	0	79	80	80
left	0	0	0		0	0	0	0	0
through	10	0	0		0	0	10	10	10
right	10	0	61		59	0	69	70	70

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
13 NE 2nd @ NE Weidler	2,045	2,245	2,031	-0.40%	1,991	2,036	1,791	1,790	1,975
Eastbound	1,950	2,178	1,986		1,947	2,004	1,719	1,720	1,910
left	35	15	184		180	421	200	200	200
through	1,780	2,038	1,604		1,572	1,373	1,314	1,315	1,500
right	135	125	198		194	210	204	205	210
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	65	67	45		44	33	42	40	35
left	0	0	0		0	0	0	0	0
through	50	67	45		44	33	27	25	20
right	15	0	0		0	0	15	15	15
Southbound	30	0	0		0	0	30	30	30
left	15	0	0		0	0	15	15	15
through	15	0	0		0	0	15	15	15
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
14 NE Grand @ NE Broadway	3,085	3,530	2,995	-0.66%	2,898	2,681	2,453	2,455	2,630
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,335	1,508	1,271		1,230	1,246	1,057	1,060	1,185
left	0	0	0		0	0	0	0	0
through	1,060	1,343	947		916	723	633	635	685
right	275	165	324		314	523	424	425	500
Northbound	1,750	2,022	1,724		1,668	1,435	1,396	1,395	1,445
left	520	679	640		619	474	460	460	450
through	1,230	1,343	1,084		1,049	961	936	935	995
right	0	0	0		0	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
15 NE Grand @ NE Weidler	3,300	3,716	2,925	-0.95%	2,788	2,503	2,372	2,370	2,575
Eastbound	1,555	1,809	1,199		1,143	978	889	885	1,045
left	235	310	243		232	176	157	155	185
through	1,320	1,499	956		911	802	732	730	860
right	0	0	0		0	0	0	0	0
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	1,745	1,907	1,726		1,645	1,525	1,483	1,485	1,530
left	0	0	0		0	0	0	0	0
through	1,515	1,712	1,481		1,412	1,249	1,215	1,215	1,260
right	230	195	245		234	275	269	270	270
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
16 NE MLK @ NE Broadway	2,935	3,421	2,924	-0.63%	2,834	2,464	2,348	2,380	2,435
Eastbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound	1,580	2,021	1,587		1,538	1,111	1,097	1,100	1,135
left	230	130	13		13	22	113	115	115
through	1,350	1,891	1,574		1,525	1,089	984	985	1,020
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,355	1,400	1,337		1,296	1,353	1,251	1,280	1,300
left	0	0	0		0	0	0	0	0
through	1,225	1,079	1,170		1,134	1,287	1,280	1,280	1,280
right	130	321	167		162	66	-29	0	20

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
17 NE MLK @ NE Weidler	3,255	3,324	2,939	-0.49%	2,868	2,970	2,799	2,800	2,925
Eastbound	1,800	2,115	1,757		1,714	1,621	1,399	1,400	1,530
left	0	0	0		0	0	0	0	0
through	1,285	1,721	1,133		1,105	825	669	670	800
right	515	394	624		609	796	730	730	730
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	1,455	1,209	1,182		1,153	1,349	1,399	1,400	1,395
left	270	88	66		64	198	246	245	245
through	1,185	1,121	1,116		1,089	1,151	1,153	1,155	1,150
right	0	0	0		0	0	0	0	0

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
18 N Williams @ NE Wheeler-Winning	1,365	1,528	1,431	-0.26%	1,412	1,121	1,156	1,195	1,280
Eastbound	390	280	227		224	309	334	335	290
left 1 (Will)	50	12	8		8	33	46	45	30
through	270	210	190		188	241	248	250	240
right	70	58	29		29	35	41	40	20
Southbound	950	1,161	975		962	775	751	790	980
left 1 (Will)	30	74	5		5	2	-39	0	5
left 2 (S)	685	942	883		871	634	614	615	735
through (Wheeler)	235	145	87		86	139	176	175	240
Northbound	25	87	229		226	38	70	70	10
left	0	0	0		0	0	0	0	0
through (Williams)	25	87	134		132	38	70	70	10
right (Wheeler)	0	0	95		94	0	0	0	0
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

240 -Eastbound through
735 -Southbound left
0 -Northbound right
975 -Volume heading to southbound I-5 on-ramp
975 -Southbound On-ramp from the mainline forecasts

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
19 NE Wheeler @ NE Multnomah	940	1,208	1,340	0.42%	1,368	894	1,100	1,100	1,065
Eastbound	35	101	298		304	90	238	240	240
left	0	0	0		0	0	0	0	0
through	30	101	298		304	90	233	235	235
right	5	0	0		0	0	5	5	5
Westbound	590	946	898		917	567	561	560	555
left	0	0	0		0	0	0	0	0
through	585	946	898		917	567	556	555	555
right	5	0	0		0	0	5	5	0
Northbound (Driveway)	15	0	0		0	0	15	15	10
left	0	0	0		0	0	0	0	0
through	15	0	0		0	0	15	15	10
right	0	0	0		0	0	0	0	0
Southbound	300	161	144		147	237	286	285	260
left	180	139	130		133	172	174	175	170
through	20	0	0		0	0	20	20	10
right	100	22	14		14	65	92	90	80

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
20 NE Vancouver @ N Russell	1,330	1,044	881	-0.68%	852	1,092	1,138	1,210	1,275
Eastbound	445	452	454		439	388	432	430	430
left	0	0	0		0	0	0	0	0
through	325	368	454		439	388	396	395	395
right	120	84	0		0	0	36	35	35
Westbound	250	264	218		211	293	197	275	310
left	25	104	3		3	1	-76	0	35
through	225	160	215		208	292	273	275	275
right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0
Southbound	635	328	209		202	412	509	505	535
left	170	115	114		110	163	165	165	165
through	315	161	18		17	34	171	170	200
right	150	52	77		74	215	172	170	170

Balance from Intersection 21

Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 No Build TD Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	2045 No Build Forecast Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater than 0)	2045 No Build Balanced Volume FINAL
21 N Williams @ N Russell	1,325	1,648	1,664	0.04%	1,667	1,537	1,344	1,465	1,610
Eastbound	495	482	568		569	578	582	580	560
left	95	59	60		60	97	96	95	95
through	400	423	508		509	481	486	485	465
right	0	0	0		0	0	0	0	0
Westbound	205	185	358		359	423	379	380	380
left	0	0	0		0	0	0	0	0
through	155	92	200		200	338	263	265	265
right	50	93	158		158	85	115	115	115
Northbound	625	981	738		739	536	383	505	670
left	95	173	19		19	10	-59	0	45
through	480	574	596		597	499	503	505	550
right	50	234	123		123	26	-61	0	75
Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right	0	0	0		0	0	0	0	0

I-5 Rose Quarter Project

Date: 5-21-18

2045 NO BUILD SCENARIO --- NORTHBOUND (8:00-9:00 AM)

with Broadway-Weidler Lane Reduction

		2016 Existing Conditions (8-9 am)		VISUM Hourly Volume (8-9 am)	Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
		2015	2040						2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline South of Morrison	1	1449	2414	2564	0.24%	2595	181		1630	1630	181
Morrison ON	2	1346	841	824	-0.08%	821	-20	12%	1326	1325	-21
I-5 Mainline NB		2795	3255	3388					2956	2955	
I-84 ON	3	1498	1415	1844	1.06%	1944	529	28%	2027	2025	527
I-5 Mainline NB		4293	4670	5232					4983	4985	
Broadway/Weidler OFF	4	1205	1210	1455	0.74%	1510	300	28%	1505	1505	300
I-5 Mainline NB		3088	3460	3777					3478	3480	
Broadway/Weidler ON	5	760	910	903	-0.03%	902	-8	13%	752	750	-10
I-5 Mainline NB		3848	4370	4680					4230	4230	
I-405 OFF	6	1567	1396	1341	-0.16%	1330	-66	25%	1501	1500	-67
I-5 Mainline NB		2281	2974	3339					2729	2730	
Greeley OFF	7	606	804	1261	1.82%	1380	576	26%	1182	1180	574
I-5 Mainline NB		1675	2170	2078					1547	1545	
I-405 ON	8	1702	3016	3176	0.21%	3209	193	47%	1895	1895	193
I-5 Mainline NB		3377	5186	5254					3442	3440	
Going/Alberta OFF	9	1231	1241	1161	-0.27%	1146	-95	21%	1136	1135	-96
I-5 Mainline North of Going	10	2146	3945	4093	0.15%	4123	178		2306	2305	159
Segment Check		2146	3945	4093			160	Check Segment Growth	2306	2305	159
Segment total ONs		5306	6182	6747		6876	694	100%	6000	5995	689
Segment total OFFs		4609	4651	5218		5365	714	100%	5323	5320	711
<i>Segment Check @ MP 303.68</i>		<i>4353</i>									

Notes:

Off-Ramp

On-Ramp

Corresponding location of 2014 tube count

I-5 Rose Quarter Project

Date: 5-21-18

2045 BUILD SCENARIO --- NORTHBOUND (8:00-9:00 AM)

with Broadway-Weidler Lane Reduction

		2016 Existing Conditions (8-9 am)		VISUM Hourly Volume (8-9 am)	Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
		2015	2040						2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline South of Morrison	1	1449	2414	2782	0.57%	2862	448		1897	1895	446
Morrison ON	2	1346	841	915	0.34%	931	90	13%	1436	1435	89
I-5 Mainline NB		2795	3255	3697					3333	3335	
I-84 ON	3	1498	1415	2289	1.94%	2520	1105	34%	2603	2605	1107
I-5 Mainline NB		4293	4670	5986					5936	5935	
Broadway/Weidler OFF	4	1205	1210	1712	1.40%	1835	625	31%	1830	1830	625
I-5 Mainline NB		3088	3460	4274					4106	4105	
Broadway/Weidler ON	5	760	910	870	-0.18%	862	-48	12%	712	710	-50
I-5 Mainline NB		3848	4370	5144					4818	4820	
I-405 OFF	6	1567	1396	1509	0.31%	1533	137	26%	1704	1705	138
I-5 Mainline NB		2281	2974	3635					3114	3115	
Greeley OFF	7	606	804	1303	1.95%	1435	631	24%	1237	1235	629
I-5 Mainline NB		1675	2170	2332					1877	1875	
I-405 ON	8	1702	3016	3080	0.08%	3093	77	42%	1779	1780	78
I-5 Mainline NB		3377	5186	5412					3656	3655	
Going/Alberta OFF	9	1231	1241	1205	-0.12%	1198	-43	20%	1188	1190	-41
I-5 Mainline North of Going	10	2146	3945	4207	0.26%	4261	316		2468	2470	324
Segment Check		2146	3945	4207			322	Check Segment Growth	2468	2465	319
Segment total ONs		5306	6182	7154		7406	1224	100%	6530	6530	1224
Segment total OFFs		4609	4651	5729		6001	1350	100%	5959	5960	1351
Segment Check @ MP 303.68		4353									

Notes:

Off-Ramp

On-Ramp

Corresponding location of 2014 tube count

I-5 Rose Quarter Project

Date: 5-21-18

2045 NO BUILD SCENARIO --- NORTHBOUND (5:00-6:00 PM)

with Broadway-Weidler Lane Reduction

	2016 Existing Conditions (5-6 pm)	VISUM Hourly Volume (5-6 pm)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
		2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline South of Morrison	1847	2634	2784	0.22%	2815	181		2028	2030	183
Morrison ON	839	996	932	-0.27%	920	-76	13%	763	765	-74
I-5 Mainline NB	2686	3630	3716					2791	2790	
I-84 ON	1258	1059	1482	1.35%	1585	526	22%	1784	1785	527
I-5 Mainline NB	3944	4689	5198					4575	4575	
Broadway/Weidler OFF	1095	1200	1430	0.70%	1481	281	31%	1376	1375	280
I-5 Mainline NB	2849	3489	3768					3199	3200	
Broadway/Weidler ON	735	935	939	0.02%	940	5	13%	740	740	5
I-5 Mainline NB	3584	4424	4707					3939	3940	
I-405 OFF	1011	805	918	0.53%	942	137	20%	1148	1150	139
I-5 Mainline NB	2573	3619	3789					2790	2790	
Greeley OFF	570	977	1136	0.60%	1171	194	24%	764	765	195
I-5 Mainline NB	2003	2642	2653					2026	2025	
I-405 ON	2373	3643	3646	0.00%	3647	4	51%	2377	2375	2
I-5 Mainline NB	4376	6285	6299					4403	4405	
Going/Alberta OFF	1016	1233	1217	-0.05%	1214	-19	25%	997	995	-21
I-5 Mainline North of Going	3360	5052	5082	0.02%	5088	36		3406	3405	45
Segment Check	3360	5052	5082			46	Check Segment Growth	3406	3410	50
Segment total ONs	5205	6633	6999		7091	458	100%	5663	5665	460
Segment total OFFs	3692	4215	4701		4808	593	100%	4285	4285	593
Segment Check @ MP 303.68	4211									

Notes:

- Off-Ramp
- On-Ramp
- Corresponding location of 2014 tube count

I-5 Rose Quarter Project

Date: 5-21-18

2045 BUILD SCENARIO --- NORTHBOUND (5:00-6:00 PM)

with Broadway-Weidler Lane Reduction

		2016 Existing Conditions (5-6 pm)		VISUM Hourly Volume (5-6 pm)	Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
		2015	2040						2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline South of Morrison	1	1847	2634	2976	0.49%	3050	416		2263	2265	418
Morrison ON	2	839	996	1015	0.08%	1019	23	13%	862	860	21
I-5 Mainline NB		2686	3630	3991					3124	3125	
I-84 ON	3	1258	1059	1916	2.40%	2157	1098	28%	2356	2355	1097
I-5 Mainline NB		3944	4689	5907					5481	5480	
Broadway/Weidler OFF	4	1095	1200	1605	1.17%	1701	501	31%	1596	1595	500
I-5 Mainline NB		2849	3489	4302					3885	3885	
Broadway/Weidler ON	5	735	935	907	-0.12%	902	-33	12%	702	700	-35
I-5 Mainline NB		3584	4424	5209					4586	4585	
I-405 OFF	6	1011	805	1139	1.40%	1221	416	22%	1427	1425	414
I-5 Mainline NB		2573	3619	4070					3159	3160	
Greeley OFF	7	570	977	1208	0.85%	1260	283	23%	853	855	285
I-5 Mainline NB		2003	2642	2862					2306	2305	
I-405 ON	8	2373	3643	3540	-0.11%	3520	-123	46%	2250	2250	-123
I-5 Mainline NB		4376	6285	6402					4556	4555	
Going/Alberta OFF	9	1016	1233	1268	0.11%	1275	42	23%	1058	1060	44
I-5 Mainline North of Going	10	3360	5052	5134	0.06%	5151	99		3497	3495	135
Segment Check		3360	5052	5134			137	Check Segment Growth	3497	3495	135
Segment total ONs		5205	6633	7378		7597	964	100%	6169	6165	960
Segment total OFFs		3692	4215	5220		5457	1242	100%	4934	4935	1243
Segment Check @ MP 303.68		4211									

Notes:

Off-Ramp

On-Ramp

Corresponding location of 2014 tube count

I-5 Rose Quarter Project

Date: 05-21-18

2045 NO BUILD SCENARIO --- SOUTHBOUND (8:00-9:00 AM)

with Broadway-Weidler Lane Reduction

								2045 Forecasts via Ramp Proportioning			
		2016 Existing Conditions (8-9 am)	VISUM Hourly Volume (8-9 am)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
			2015	2040							
I-5 Mainline North of Going	1	5133	6204	6177	-0.02%	6172	-32		5101	5100	-33
Going St. ON	2	655	386	539	1.34%	576	190	16%	845	845	190
I-5 Mainline SB		5788	6590	6716					5946	5945	
I-405 OFF	3	3348	3527	3558	0.04%	3564	37	49%	3385	3385	37
I-5 Mainline SB		2440	3063	3158					2561	2560	
Greeley ON	4	781	836	892	0.26%	904	68	25%	849	850	69
I-5 Mainline SB		3221	3899	4050					3409	3410	
I-405 ON	5	1004	732	1020	1.34%	1090	358	30%	1362	1360	356
I-5 Mainline SB		4225	4631	5070					4771	4770	
Broadway/Weidler OFF	6	885	987	1215	0.83%	1267	280	17%	1165	1165	280
I-5 Mainline SB		3340	3644	3855					3607	3605	
Broadway/Weidler ON	7	960	964	1026	0.25%	1039	75	29%	1035	1035	75
I-5 Mainline SB		4300	4608	4881					4642	4640	
I-84 OFF	8	1336	1142	1408	0.84%	1468	326	20%	1662	1660	324
I-5 Mainline SB		2964	3466	3473					2979	2980	
Morrison OFF	9	1301	1045	963	-0.33%	947	-98	13%	1203	1205	-96
I-5 Mainline South of Morrison	10	1663	2422	2510	0.14%	2528	106		1776	1775	112
Segment Check		1663	2421	2510			113	Check Segment Growth	1776	1775	112
Segment total ONs		3400	2918	3477		3609	691	100%	4091	4090	690
Segment total OFFs		6870	6701	7144		7246	545	100%	7415	7415	545
Segment Check @ MP 303.68		6058									

Notes:

- Off-Ramp
- On-Ramp
- Corresponding location of 2014 tube count

Date: 05-21-18

								2045 Forecasts via Ramp Proportioning			
		2016 Existing Conditions (8-9 am)	VISUM Hourly Volume (8-9 am)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
			2015	2040							
I-84 EB Calculations											
I-5 Mainline NB to I-84 EB		2715	2988	3133	0.19%	3163	175		2890	2890	175
I-5 SB to I-84 ON		1336	1142	1408	0.84%	1468	326		1662	1660	324
I-84 Mainline EB		4051	4130	4541					4552	4550	499
Grand ON		506	806	874	0.32%	888	82		588	590	84
I-84 Mainline EB		4557	4936	5415					5140	5140	583

I-5 Rose Quarter Project

Date: 05-21-18

2045 BUILD SCENARIO --- SOUTHBOUND (8:00-9:00 AM)

with Broadway-Weidler Lane Reduction

		2016 Existing Conditions (8-9 am)	VISUM Hourly Volume (8-9 am)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
			2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline North of Going	1	5133	6204	6251	0.03%	6260	56		5189	5190	57
Going St. ON	2	655	386	560	1.50%	603	217	16%	872	870	215
I-5 Mainline SB		5788	6590	6811					6062	6060	
I-405 OFF	3	3348	3527	3502	-0.03%	3497	-30	49%	3318	3320	-28
I-5 Mainline SB		2440	3063	3309					2744	2745	
Greeley ON	4	781	836	907	0.33%	922	86	24%	867	865	84
I-5 Mainline SB		3221	3899	4216					3611	3610	
I-405 ON	5	1004	732	1080	1.57%	1167	435	31%	1439	1440	436
I-5 Mainline SB		4225	4631	5296					5050	5050	
Broadway/Weidler OFF	6	885	987	1076	0.35%	1095	108	15%	993	995	110
I-5 Mainline SB		3340	3644	4220					4057	4055	
Broadway/Weidler ON	7	960	964	1055	0.36%	1074	110	29%	1070	1070	110
I-5 Mainline SB		4300	4608	5275					5127	5125	
I-84 OFF	8	1336	1142	1453	0.97%	1525	383	21%	1719	1720	384
I-5 Mainline SB		2964	3466	3822					3409	3410	
Morrison OFF	9	1301	1045	1067	0.08%	1071	26	15%	1327	1325	24
I-5 Mainline South of Morrison	10	1663	2422	2755	0.52%	2827	405		2081	2080	417
Segment Check		1663	2421	2755			418	Check Segment Growth	2081	2075	412
Segment total ONs		3400	2918	3602		3767	849	100%	4249	4245	845
Segment total OFFs		6870	6701	7098		7188	487	100%	7357	7360	490
Segment Check @ MP 303.68		6058									

Notes:

- Off-Ramp
- On-Ramp
- Corresponding location of 2014 tube count

Date: 05-21-18

		2016 Existing Conditions (8-9 am)	VISUM Hourly Volume (8-9 am)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
			2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-84 EB Calculations											
I-5 Mainline NB to I-84 EB		2715	2988	3090	0.13%	3111	123		2838	2840	125
I-5 SB to I-84 ON		1336	1142	1453	0.97%	1525	383		1719	1720	384
I-84 Mainline EB		4051	4130	4543					4557	4560	509
Grand ON		506	806	886	0.38%	903	97		603	605	99
I-84 Mainline EB		4557	4936	5429					5159	5165	608

I-5 Rose Quarter Project

Date: 05-21-18

2045 NO BUILD SCENARIO --- SOUTHBOUND (5:00-6:00 PM)

with Broadway-Weidler Lane Reduction

		2016 Existing Conditions (5-6 pm)	VISUM Hourly Volume (5-6 pm)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
			2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline North of Going	1	3639	5175	5461	0.22%	5520	345		3984	3985	346
Going St. ON	2	577	716	744	0.15%	750	34	17%	611	610	33
I-5 Mainline SB		4216	5891	6205					4595	4595	
I-405 OFF	3	2338	3188	3404	0.26%	3449	261	46%	2599	2600	262
I-5 Mainline SB		1878	2703	2801					1996	1995	
Greeley ON	4	645	827	865	0.18%	873	46	20%	691	690	45
I-5 Mainline SB		2523	3530	3666					2687	2685	
I-405 ON	5	1284	1325	1510	0.52%	1550	225	36%	1509	1510	226
I-5 Mainline SB		3807	4855	5176					4196	4195	
Broadway/Weidler OFF	6	1090	966	1176	0.79%	1223	257	16%	1347	1345	255
I-5 Mainline SB		2717	3889	4000					2848	2850	
Broadway/Weidler ON	7	955	1152	1168	0.06%	1171	19	27%	974	975	20
I-5 Mainline SB		3672	5041	5168					3823	3825	
I-84 OFF	8	1465	1719	1708	-0.03%	1706	-13	23%	1452	1450	-15
I-5 Mainline SB		2207	3322	3460					2371	2370	
Morrison OFF	9	1083	1043	1070	0.10%	1075	32	14%	1115	1115	32
I-5 Mainline South of Morrison	10	1124	2279	2390	0.19%	2413	134		1255	1255	131
Segment Check		1124	2279	2390			131	Check Segment Growth	1255	1260	136
Segment total ONs		3461	4020	4287		4344	324	100%	3785	3785	324
Segment total OFFs		5976	6916	7358		7453	537	100%	6513	6510	534
Segment Check @ MP 303.68		4137									

Notes:

- Off-Ramp
- On-Ramp
- Corresponding location of 2014 tube count

Date: 05-21-18

		2016 Existing Conditions (8-9 am)	VISUM Hourly Volume (8-9 am)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
			2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-84 EB Calculations											
I-5 Mainline NB to I-84 EB		2924	3503	3401	-0.12%	3381	-122		2802	2800	-124
I-5 SB to I-84 ON		1465	1719	1708	-0.03%	1706	-13		1452	1450	-15
I-84 Mainline EB		4389	5222	5109					4254	4250	-139
Grand ON		748	986	968	-0.07%	964	-22		726	725	-23
I-84 Mainline EB		5137	6208	6077					4980	4975	-162

I-5 Rose Quarter Project

Date: 05-21-18

2045 BUILD SCENARIO --- SOUTHBOUND (5:00-6:00 PM)

with Broadway-Weidler Lane Reduction

		2016 Existing Conditions (5-6 pm)	VISUM Hourly Volume (5-6 pm)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
			2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-5 Mainline North of Going	1	3639	5175	5551	0.28%	5629	454		4093	4095	456
Going St. ON	2	577	716	777	0.33%	790	74	18%	651	650	73
I-5 Mainline SB		4216	5891	6328					4744	4745	
I-405 OFF	3	2338	3188	3305	0.14%	3329	141	45%	2479	2480	142
I-5 Mainline SB		1878	2703	3023					2265	2265	
Greeley ON	4	645	827	874	0.22%	884	57	20%	702	700	55
I-5 Mainline SB		2523	3530	3897					2967	2965	
I-405 ON	5	1284	1325	1570	0.68%	1624	299	36%	1583	1585	301
I-5 Mainline SB		3807	4855	5467					4550	4550	
Broadway/Weidler OFF	6	1090	966	989	0.09%	994	28	13%	1118	1120	30
I-5 Mainline SB		2717	3889	4478					3433	3435	
Broadway/Weidler ON	7	955	1152	1172	0.07%	1176	24	26%	979	980	25
I-5 Mainline SB		3672	5041	5650					4412	4410	
I-84 OFF	8	1465	1719	1773	0.12%	1784	65	24%	1530	1530	65
I-5 Mainline SB		2207	3322	3877					2882	2880	
Morrison OFF	9	1083	1043	1230	0.66%	1271	228	17%	1311	1310	227
I-5 Mainline South of Morrison	10	1124	2279	2647	0.60%	2727	448		1570	1570	446
Segment Check		1124	2279	2647			446	Check Segment Growth	1570	1570	446
Segment total ONs		3461	4020	4393		4474	454	100%	3915	3915	454
Segment total OFFs		5976	6916	7297		7378	462	100%	6438	6440	464
Segment Check @ MP 303.68		4137									

Notes:

- Off-Ramp
- On-Ramp
- Corresponding location of 2014 tube count

Date: 05-21-18

		2016 Existing Conditions (8-9 am)	VISUM Hourly Volume (8-9 am)		Segment growth Rate (2015-2040)	2045 VISUM Model Conditions	Vol change 2045 -2015 (VISUM)	% of segment growth (On/Off 2045 VISUM)	2045 Forecasts via Ramp Proportioning		
			2015	2040					2045 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
I-84 EB Calculations											
I-5 Mainline NB to I-84 EB		2924	3503	3366	-0.16%	3339	-164		2760	2760	-164
I-5 SB to I-84 ON		1465	1719	1773	0.12%	1784	65		1530	1530	65
I-84 Mainline EB		4389	5222	5139					4290	4290	-99
Grand ON		748	986	967	-0.08%	963	-23		725	725	-23
I-84 Mainline EB		5137	6208	6106					5015	5015	-122