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

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	
N Vancouver @ N Broadway	2,580	2,928	2,465	-0.69%	2,382	2,185	2,034	2,030	2,295	
Eastbound left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right Westbound	0 1,350	0 1,545	0 1,081		0 1,044	0 872	0 849	0 850	1,000	
left	455	435	127		123	128	143 707	145	145	
through right	895 0	1,110 0	954 0		922 0	743 0	0	705 0	855 0	
Southbound left	345 0	396 0	308 0		298 0	259 0	247 0	245 0	300	
through	345	396	308		298	259	247	245	300	
right Southeast Bound	0 885	0 987	0 1,076		0 1,040	0 1,054	0 938	0 935	995	995 -Southbound Off-ramp from the mainline forecasts
left	0	0	0		0	0	0	0	0	
through right	590 295	459 528	674 402		651 388	837 217	782 155	780 155	780 215	
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	
N Vancouver @ N Weidler	2,070	2,373	1,888	-0.91%	1,804	1,982	1,501	1,500	1,810	
Eastbound left	680 0	1,084	779 0		744 0	389 0	340 0	340 0	585 0	
through	450	861	779		744	389	333	335	580	
right Westbound	230	223 0	0		0	0	0	0	0	
left through	0	0	0		0	0	0	0	0	
right	0	ō	0		ō	0	o o	ō	ō	
Northbound left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right Southbound	1,390	1,289	1,109		0 1,059	1,593	1,160	1,160	1,225	
left through	540 850	298 991	751 358		717 342	1,300 293	959 201	960 200	995 230	
tnrougn 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	
N Williams @ N Broadway	2,455	2,736	2,816	0.12%	2,832	2,037	1,990	1,990	2,680	
Eastbound left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right Westbound	0 2,250	0 2,557	0 2,697		0 2,713	0 1,897	0 1,844	0 1,845	0 2,480	
left	0	0	558		561	0	0	0	560	
through right	1,330 920	1,524 1,033	1,081 1,058		1,087 1,064	949 948	893 951	895 950	990 930	
Northbound left	205	179	119 0		120	140 0	146	145 0	200 10	
through	20 185	21 158	119		0 120	140	-1 147	145	190	
right Southbound	0	0	0		0	0	0	0	0	
left	0	0	0		0	0	0	0	0	
through 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	
N Williams @ NE Weidler	1,030	1,228	2,087	2.14%	2,321	975	949	980	2,155	
Eastbound left	990 175	1,159 147	1,529 119		1,700 132	975 158	978 160	980 160	1,575 190	
through right	815 0	1,012	913 497		1,015 553	818	818 0	820	865 520	
Westbound	0	0	0		0	0	0	0	0	
left through	0	0	0		0	0	0	0	0	520 -Eastbound right 550 -Southbound through
right	0	0	0		0	0	0	0	0	1,070 -Volume heading to southbound I-5 on-ramp
Northbound left	40 0	69	0		0	0	-29 0	0	20 0	1,070 -Southbound On-ramp from the mainline forecasts
through right	30	32	0		0	0	-2 -27	0	10	
Southbound	0	0	558		620	0	0	0	560	
left through right	0	0	0 558 0		0 620 0	0	0	0	10 550	
right	2016 Balanced	Ü	Ü	Growth Rate by	2045 Build TD Model by Growth	2045 Build Forecast	Ü	2045 Build Volume	Ü	
Intersection, Approach, Movement	Volumes									
NE Victoria @ NE Broadway Eastbound			2040 Build TD Model	Intersections	Rate	Volume via Ratio Method	2045 Build Forecast Volume via Difference Method	(Difference and greater than 0)	2045 Build Balanced Volume FINAL	
	2,305 0	2,556 0	2,697 0	Intersections 0.22%						
left	<b>2,305</b> 0 0	<b>2,556</b> 0 0	<b>2,697</b> 0 0		Rate 2,726 0 0	Volume via Ratio Method  2,445 0 0	2,475 0 0	than 0) 2,475 0 0	FINAL 2,545	
left through right	2,305 0 0 0	2,556 0 0 0	2,697 0 0 0		2,726 0 0 0 0	Volume via Ratio Method  2,445  0  0  0  0	2,475 0 0 0 0	than 0)  2,475  0  0  0  0	FINAL  2,545 0 0 0 0 0	
left through	2,305 0 0	<b>2,556</b> 0 0	2,697 0 0		2,726 0 0 0	Volume via Ratio Method  2,445  0  0 0	2,475 0 0 0	than 0)  2,475  0  0  0	FINAL  2,545 0	
left through right Westbound left through	2,305 0 0 0 0 0 1,820 0 1,810	2,556 0 0 0 0 0 2,151 0 2,151	2,697 0 0 0 0 1,879 0		Rate  2,726 0 0 0 0 1,899 0 1,899	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598	2,475 0 0 0 0 1,568 0 1,558	than 0)  2,475 0 0 0 0 1,570 0 1,560	FINAL  2,545 0 0 0 0 1,595 0 1,585	
left through right Westbound left	2,305 0 0 0 0 0 1,820 0 1,810 10 460	2,556 0 0 0 0 0 2,151 0	2,697 0 0 0 0 1,879 0 1,879 0 818		Rate  2,726 0 0 0 0 1,899 0 1,899 0 827	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 847	Difference Method  2,475 0 0 0 0 1,568 0 1,558 10 882	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920	
left through right Westbound left through right Northbound	2,305 0 0 0 0 0 1,820 0 1,810 10 460 415	2,556 0 0 0 0 0 2,151 0 2,151 0 405	2,697 0 0 0 0 1,879 0 1,879 0 818 818		Rate  2,726 0 0 0 1,899 0 1,899 0 827 827	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 847 847	Difference Method  2,475 0 0 0 1,568 0 1,558 10 882 837	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835	FINAL  2,545 0 0 0 1 0 1,595 0 1,585 10 920 865	
left through right Westbound left through right Northbound left through right	2,305 0 0 0 0 0 1,820 0 1,810 10 460 415 45 0	2,556 0 0 0 0 2,151 0 2,151 0 405 405 0	2,697 0 0 0 0 1,879 0 818 818 0		Rate 2,726 0 0 0 1,899 0 1,899 0 827 827 0 0	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 0 847 0 0 0	Difference Method  2,475 0 0 0 1,568 0 1,558 10 882 837 45 0	than 0)  2,475 0 0 0 0 1,570 0 1,560 1880 8835 45 0	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920 865 55	
left through right Westbound left through right Northbound left through right Southbound	2,305 0 0 0 0 1,820 0 1,810 10 460 415 45	2,556 0 0 0 0 0 2,151 0 2,151 0 405	2,697 0 0 0 0 1,879 0 1,879 0 818 818		Rate  2,726 0 0 0 0 1,899 0 1,899 0 827 827 0	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 847 847	Difference Method  2,475 0 0 0 0 1,568 0 1,558 10 882 837 45	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45	FINAL  2,545 0 0 0 1 0 1,595 0 1,585 10 920 865	
left through right Westbound left through right Northbound left through right	2,305 0 0 0 0 0 1,820 0 1,810 10 460 415 45 0 25	2,556 0 0 0 0 2,151 0 2,151 0 405 405 0	2,697 0 0 0 0 1,879 0 818 818 0		Rate  2,726 0 0 0 1,899 0 1,899 0 827 827 0 0 0	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 0 847 0 0 0	Difference Method  2.475 0 0 0 0 1,568 0 1,558 10 882 837 45 0 25	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920 865 55	
left through right Westbound left through right Northbound left through right Southbound left through right through right through	2,305 0 0 0 0 1,820 0 1,810 10 460 415 45 0 25 0	2.556 0 0 0 0 2.151 0 2.151 0 405 405 0 0 0	2,697 0 0 0 0 0 0 0 1,879 0 0 1,879 0 0 8118 8118 0 0 0 0 0 0 0 0		Rate  2,726 0 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 0	Volume via Ratio Method  2,445 0 0 0 1,598 0 0 1,598 0 0 847 847 0 0 0 0 0	Difference Method  2.475 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 0	than 0)  2,415 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 2045 Build Volume (Difference and greater	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920 865 55 0 30 0 0	
left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Intersection, Approach, Movement	2.305 0 0 0 0 1.820 0 1.830 1.00 460 415 45 0 0 25 2016 Balanced Volumes 2.030	2,556 0 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2015 TD Model	2,697 0 0 0 0 1,879 0 1,879 0 8,18 818 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.22%	Rate  2,726 0 0 0 1,899 1,899 0 827 827 0 0 0 0 0 2045 Build TD Model by Growth Rate	Volume via Ratio Method  2,445 0 0 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Suild Forecast	Difference Method  2,475 0 0 0 0 1,568 0 1,568 0 1,559 10 882 837 45 0 25 0 0 25 2045 Bulld Forecast Volume via Difference Method	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 0 25  2045 Build Volume (Difference and greater than 0)	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920 865 55 0 30 0 0 30 2045 Build Balanced Volume FINAL	
left through right Westbound left through right Northbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria @ NE Weidler Eastbound	2,305 0 0 0 1,820 0 1,810 10 460 415 45 0 25 0 0 25 2016 Balanced Volumes 2,030 825	2,556 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2015 TD Model	2,697 0 0 0 1,879 0 1,879 0 1,879 0 0 818 818 0 0 0 0 0 0 2040 Build TD Model	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 2045 Bulld TD Model by Growth Rate  2,704	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method	Difference Method  2.475 0 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 0 25 2045 Bulld Forecast Volume via Difference Method	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 25 2045 Build Volume (Olfference and greater than 0)  2,475 7,15	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920 885 55 0 30 0 0 2045 Build Balanced Volume FINAL  2,715 885	
left through right Westbound left through right Northbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria © NE Weidler Eastbound left through	2,305 0 0 0 1,820 0 1,810 10 450 415 45 0 25 2016 Balanced Volumes 2,030 825 15 810	2,556 0 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2015 TD Model 2,259 1,049 0 1,049	2,697 0 0 0 1,879 0 1,879 0 1,879 0 818 818 0 0 0 0 0 2040 Build TD Model	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 2045 Bulld TD Model by Growth Rate  2,704 941 0 941	Volume via Ratio Method  2,445 0 0 0 1 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 726	Difference Method  2.475 0 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 0 25 2045 Bulld Forecast Volume via Difference Method	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 25 2645 Build Volume (Difference and greater than 0)  2,475 15 15 700	FINAL  2,548 0 0 0 0 1,595 0 1,585 10 920 885 55 0 30 0 0 2045 Build Balanced Volume FINAL  2,715 885 15 870	
left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Weidler Eastbound left through right	2.305 0 0 0 0 1.820 0 1.820 0 1.810 100 460 415 45 0 0 25 2016 Balanced Volumes 2.030 825 15 810 0	2,556 0 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 0 0 0 0 0 2015 TD Model	2,697 0 0 0 0 1,879 0 1,879 0 818 818 0 0 0 0 0 2040 Build TD Model	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 1,899 1,899 0 1,899 0 827 827 0 0 0 0 0 2045 Build TD Model by Growth Rate  2,704 941 0 941	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 726 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Difference Method  2,475 0 0 0 0 1,568 0 1,568 10 25 837 45 0 25 0 0 25 2045 Build Forecast Volume via Difference Method  2,475 717 15 702 0	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 885 45 0 25 0 25 2045 Build Volume (Difference and greater than 6) 15 715 700 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FINAL  2,5.55 0 0 0 0 0 1,5.95 1,5.85 10 920 865 55 0 30 0 0 2045 Build Balanced Volume FINAL  2,7.15 885 15 870 0	
left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right Mressection, Approach, Movement  NE Victoria @ NE Weidler Eastbound left through right Westbound left Usersection	2,305 0 0 0 1,820 0 1,810 10 450 415 45 0 25 2016 Balanced Volumes 2,030 825 15 810	2,556 0 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2015 TD Model 2,259 1,049 0 1,049	2,697 0 0 0 1,879 0 1,879 0 1,879 0 818 818 0 0 0 0 0 2040 Build TD Model	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 0 1,889 0 1,889 0 2,827 827 0 0 0 0 0 0 2045 Build TD Model by Growth Rate  2,704 941 0 0 0 0 0 0	Volume via Ratio Method  2,445 0 0 0 1 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 726	Difference Method  2,475 0 0 0 1,568 0 1,568 158 19 882 837 45 0 25 0 0 25 2045 Build Forecast Volume via Difference Method  2,475 717 15 702 0 0 0 0	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 25 2645 Build Volume (Difference and greater than 0)  2,475 15 15 700	FINAL  2,548 0 0 0 0 1,595 0 1,585 10 920 885 55 0 30 0 0 2045 Build Balanced Volume FINAL  2,715 885 15 870	
left through right Westbound left through right Northbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria @ NE Weidler Eastbound left through right Westbound	2.305 0 0 0 0 1.820 0 1.820 0 1.810 100 460 415 45 0 0 25 2016 Balanced Volumes 2.030 825 15 810 0	2,556 0 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 0 0 0 0 0 2015 TD Model	2,697 0 0 0 0 1,879 0 1,879 0 818 818 0 0 0 0 0 2040 Build TD Model	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 2045 Build TD Model by Growth Rate  2,708 941 0 0 0 0 0	Volume via Ratio Method  2,445 0 0 0 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 726 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Difference Method  2.475 0 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 0 25 2045 Bulld Forecast Volume via Difference Method	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 885 45 0 25 0 25 2045 Build Volume (Difference and greater than 6) 15 715 700 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FINAL  2,5.55 0 0 0 0 0 1,5.95 1,5.85 10 920 865 55 0 30 0 0 2045 Build Balanced Volume FINAL  2,7.15 885 15 870 0	
left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right  Nettbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Weidler Eastbound left through right Westbound left through right Northbound	2,305 0 0 1,820 0 1,810 1,810 450 415 45 0 25 0 0 25 2016 Balanced Volumes 2,030 8,25 15 810 0 0 0 1,205	2,556 0 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2,151 0 0 0 0 0 0 0 0 0 0 1,049 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,697 0 0 0 1,879 0 1,879 0 1,879 0 818 818 0 0 0 0 0 2040 Build TD Model 2,624 913 0 913 0 0 1,711	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 0 2045 Bulld TD Model by Growth Rate  2,704 941 0 0 0 0 0 1,763	Volume via Ratio Method  2,445 0 0 0 1 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 0 0 0 0 0 1,795	Difference Method  2.475 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 25 2045 Bulld Forecast Volume via Difference Method  2.475 717 15 702 0 0 0 0 1.758	than 0)  2,475 0 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 25 245 Build Volume (Difference and greater than 0) 2,475 15 700 0 0 0 0 0 0 1,760	FINAL  2,545 0 0 0 0 1,595 0 1,585 10 920 8855 55 0 30 0 0 2045 Build Balanced Volume FINAL  2,715 885 15 870 0 0 0 0 1,830	1,820 -Northbound Off-ramp from the mainline forecasts
left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right  Ne Victoria @ Ne Weidler Eastbound left through right  NE Victoria @ Ne Weidler Letthrough right through right left through right	2,305 0 0 1,820 0 1,820 1,810 10 450 415 45 0 25 2016 Balanced Volumes 2,030 825 15 810 0 0 0 1,205 0 445	2,556 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2015 TD Model 2,259 1,049 0 1,049 0 0 1,1210 0 0 405	2,697 0 0 0 1,879 0 1,879 0 1,879 0 0 818 818 0 0 0 0 2040 Build TD Model  2,624 913 0 913 0 0 1,7711 0 818	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 0 2045 Bulld TD Model by Growth Rate  2,704 941 0 0 0 0 0 1,763 0 0 843	Volume via Ratio Method  2,445 0 0 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 0 0 0 0 1,795 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Difference Method  2.475 0 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 0 25 25 2045 Build Forecast Volume via Difference Method  2.475 717 15 702 0 0 0 0 0 1.758 0 883	than 0)  2,475 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 25 15 700 0 0 0 0 1,760 0 0 885	FINAL  2.545 0 0 0 0 1.595 0 1.585 10 920 865 55 0 30 0 30 2045 Build Balanced Volume FINAL  2.715 885 15 870 0 0 0 0 0 1,830 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,830 -Northbound Off-ramp from the mainline forecasts
left through right Westbound left through right Northbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria © NE Weidler Eastbound left through right Nethbound left through right Nethbound left through right Westbound left through right Northbound left through right	2.305 0 0 0 1.820 0 1.820 0 1.830 100 4650 415 45 0 0 25 2016 Balanced Volumes  2.030 825 15 810 0 0 0 0 0 0 0 445 7660	2.556 0 0 0 0 0 2.151 0 2.151 0 405 405 0 0 0 0 0 0 2015 TD Model  2.259 1,049 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,697 0 0 0 0 1,879 0 1,879 0 818 818 0 0 0 0 0 2040 Build TD Model  2,624 913 0 913 0 0 1,711 0 818 803	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 0 1,899 0 1,899 0 1,899 0 0 2827 827 0 0 0 0 0 0 2045 Build TD Model by Growth Rate  2,704 941 0 1 941 0 0 0 0 0 1,763 0 0 843 920	Volume via Ratio Method  2.445 0 0 0 0 1.598 0 0 1.598 0 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2.521 7.26 0 7.26 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Difference Method  2.475 0 0 0 0 1,568 0 1,568 10 882 882 882 827 45 0 0 25  2045 Build Forecast Volume via Difference Method  2.475 712 15 702 0 0 0 0 1,758 0 0 883 875	than 0)  2,475 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25  2045 Build Volume (Difference and greater than 0) 2,475 715 10 0 0 0 1,760 0 0 885 875	FINAL  2,545 0 0 0 0 0 1,595 0 1,585 1,0 200 865 55 0 30 0 0 30  2045 Build Balanced Volume FINAL  2,715 885 15 870 0 0 0 0 1,830 0 0 905 925	1,830 -Northbound Off-ramp from the mainline forecasts
left through right Westbound left through right Northbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria © NE Weidler Eastbound left through right Westbound left through right Westbound left through right through	2,305 0 0 1,820 0 1,820 1,810 10 450 415 45 0 25 2016 Balanced Volumes 2,030 825 15 810 0 0 0 1,205 0 445	2,556 0 0 0 0 2,151 0 2,151 0 405 405 0 0 0 0 2015 TD Model 2,259 1,049 0 1,049 0 0 1,1210 0 0 405	2,697 0 0 0 1,879 0 1,879 0 1,879 0 0 818 818 0 0 0 0 2040 Build TD Model  2,624 913 0 913 0 0 1,7711 0 818	0.22%  Growth Rate by Intersections	Rate  2,726 0 0 0 0 1,899 0 1,899 0 827 827 0 0 0 0 0 2045 Bulld TD Model by Growth Rate  2,704 941 0 0 0 0 0 1,763 0 0 843	Volume via Ratio Method  2,445 0 0 0 1,598 0 1,598 0 847 847 0 0 0 0 2045 Build Forecast Volume via Ratio Method  2,521 726 0 0 0 0 0 1,795 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Difference Method  2.475 0 0 0 0 1.568 0 1.558 10 882 837 45 0 25 0 0 25 25 2045 Build Forecast Volume via Difference Method  2.475 717 15 702 0 0 0 0 0 1.758 0 883	than 0)  2,475 0 0 0 1,570 0 1,560 10 880 835 45 0 25 0 0 25 25 15 700 0 0 0 0 1,760 0 0 885	FINAL  2.545 0 0 0 0 1.595 0 1.585 10 920 865 55 0 30 0 30 2045 Build Balanced Volume FINAL  2.715 885 15 870 0 0 0 0 0 1,830 0 0 0 0 0 0 0 0 0 0 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 left	20 10	0	175 175		190 190	0	210 200	210 200	210 200
through right	10 0	0	0		0	0	10 0	10 0	10 0
Westbound	100	176	200		217	123	141	140	275
left through	0	0	0		0	0	0	0	0 150
right	100	176	200		217	123	141	140	125
Northbound left	345 10	280	307 0		333 0	386 0	398 10	400 10	410 10
through	325	280	307		333	386	378	380	390
right Southbound	10 0	0	0		0	0	10 0	10 0	10 0
left	0	0	0		0	0	0	0	0
through 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 No Build Balanced Volume FINAL
11 N Flint @ NE Hancock (future) Eastbound	0	0	0		0	0	0	0	390 210
left	0	0	0		0	0	0	ŭ	10
through right	0	0	0		0	0	0		200 0
Westbound	0	0	0		0	0	0	0	160
left through	0	0	0		0	0	0		0 155
right	0	0	0		0	0	0		5
Northbound left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0		0
right Southbound	0	0	0		0	0	0	0	0 20
left	0	0	0		0	0	0		10
through 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	<b>1,915</b>	2,258	<b>2,017</b> 0	-0.45%	<b>1,972</b> 0	2,071	1,629	1,630	1,805
Eastbound left	0	0	0		0	0	0	0	0
through 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 through	15 1,770	0 2,052	0 1,611		0 1,575	0 1,359	15 1,293	15 1,295	15 1,385
right	60	152	177		173	68	81	80	80
Northbound left	60 35	53 37	111 40		109 39	145 37	116 37	115 35	150 55
through	25	16	71		69	108	78	80	95
right Southbound	0 10	0	0 118		0 115	0 499	0 124	0 125	0 175
left	0	0	0		0	0	0	0	0
through right	5 5	0	16 102		16 100	0 499	21 104	20 105	20 155
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 Weidler	1,655	1,821	1,684	-0.31%	1,658	1,445	1,492	1,560	1,875
Eastbound left	1,585 25	1,768	1,641 67		1,616 66	1,427 0	1,433 91	1,500 90	1,795 135
through	1,490	1,602	1,546		1,522	1,416	1,410	1,410	1,650
right Westbound	70 0	166 0	28 0		28 0	12 0	-68 0	0	10 0
left	0	0	0		0	0	0	0	0
through right	0	0	0		0	0	0	0	0
Northbound left	50 0	53 0	27 0		27 0	18 0	24 0	25 0	45 0
through	35	53	27		27	18	9	10	30
right Southbound	15 20	0	0 16		0 16	0	15 36	15 35	15 35
left	10	0	16		16	0	26	25	25
through right	10 0	0	0		0	0	10 0	10 0	10 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 Eastbound	<b>2,715</b> 0	<b>3,265</b> 0	<b>2,843</b>	-0.55%	<b>2,765</b> 0	<b>2,260</b> 0	<b>2,215</b> 0	<b>2,220</b> 0	<b>2,335</b>
left	0	0	0		0	0	0	0	0
through 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 through	0 1,565	0 1,557	0 1,023		0 995	0 1,000	0 1,003	0 1,005	0 1,025
right	170	166	300		292	299	296	295	300
Northbound left	980 355	1,542 498	1,520 685		1,479 666	961 475	917 523	920 525	1,010 525
through	625	1,044	835		812	486	393	395	485
right Southbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through 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 15 nor-ramp
710 -Northbound On-ramp from the mainline forecasts

	2016 Balanced Volumes		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
Eastbound	<b>2,050</b> 1,150	<b>2,724</b> 1,339	<b>2,625</b> 1,151	-0.15%	<b>2,606</b> 1,143	<b>1,943</b> 991	<b>1,932</b> 954	<b>1,935</b> 955	<b>2,045</b> 1,065
left through	150 1,000	260 1,079	195 956		194 949	112 879	84 870	85 870	145 920
right Westbound	0	0	0		0	0	0	0	0
left through	0	0	0		0	0	0	0	0
right Northbound	900	1,385	0 1,474		0 1,463	0 952	0 978	0 980	980
left through	0 830	0 1,281	0 1,325		0 1,315	0 852	0 864	0 865	0 865
right Southbound	70 0	104 0	149 0		148 0	100 0	114 0	115 0	115 0
left through	0	0	0		0 0	0 0	0 0	0 0	0 0
right	0	0	0		0	0	0	0 <b>2045 Build Volume</b>	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	(Difference and greater than 0)	2045 Build Balanced Volume FINAL
Eastbound	<b>3,335</b> 0	<b>3,628</b> 0	<b>3,131</b> 0	-0.59%	<b>3,040</b> 0	<b>2,639</b> 0	<b>2,747</b> 0	<b>2,750</b> 0	<b>2,845</b> 0
left through	0	0	0		0	0	0	0	0
right Westbound	0 1,920	0 2,055	0 1,708		0 1,658	0 1,378	0 1,523	0 1,525	0 1,550
left through	325 1,595	109 1,946	9 1,699		9 1,650	26 1,352	225 1,299	225 1,300	225 1,325
right Northbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through right	0	0	0		0 0	0 0	0 0	0	0 0
Southbound left	1,415 0	1,573 0	1,423 0		1,382 0	1,260 0	1,224 0	1,225 0	1,295 0
through right	1,150 265	1,231 342	1,227 196		1,191 190	1,113 147	1,110 113	1,110 115	1,140 155
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
MLK @ NE Weidler	2,935	2,976	2,928	-0.07%	2,918	2,929	2,877	2,875	3,055
Eastbound left	1,460 0	1,635	1,692 0		1,687 0	1,577 0	1,512 0	1,510 0	1,690 0
through right	995 465	1,229 406	1,059 633		1,056 631	855 723	822 690	820 690	930 760
Westbound left	0	0	0		0	0	0	0	0
through right	0	0	0		0	0	0	0	0
Northbound	0	0	0		0	0	0	0	0
left through	0	0	0		0	0	0	0	0
right Southbound	0 1,475	0 1,341	0 1,236		0 1,232	0 1,352	0 1,366	0 1,365	0 1,365
left through right	155 1,320 0	110 1,231 0	92 1,144 0		92 1,140 0	129 1,223 0	137 1,229 0	135 1,230 0	135 1,230 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
Williams @ NE Wheeler-Winning	1,180	1,202	132	-8.46%	85	97	63	115	275
Eastbound left 1 (Will)	100 20	66 0	13 0		8	28 0	42 20	40 20	20 0
through right	70 10	63 3	0 13		0 8	0 28	7 15	5 15	0 20
Southeastbound	1,065	1,083	119		77	69	59	70	235
left 1 (Will) left 2 (IS)	25 890	15 901	0		0	0	10 -11	10 0	0
through (Wheeler) Northbound	150 15	167 53	119 0		77 0	69 0	60 -38	60 5	235 20
left through (Williams)	0 10	0 53	0		0	0	0 -43	0	0 20
right (Wheeler) Southbound	5	0	0		0	0	5 0	5	0
	0				0	0			
left through	0 0	0	0 0		0 0 0	0 0 0	0	0	0 0
left through right	0 0 0 2016 Balanced	0 0 0	0 0 0	Growth Rate by	0 0 0 2045 Build TD Model by Growth	0 0 0 2045 Build Forecast	0 0 0 2045 Build Forecast Volume via	0 0 0 2045 Build Volume	0 0 0
left through right  Intersection, Approach, Movement	0 0 0 2016 Balanced Volumes	0 0 0	0 0 0 2040 Build TD Model	Growth Rate by Intersections	0 0 2 2045 Build TD Model by Growth Rate	0 0 0 2045 Build Forecast Volume via Ratio Method	0 0 0	0 0 0 2045 Build Volume (Difference and greater than 0)	0 0 0 2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah  Eastbound	0 0 0 2016 Balanced	0 0 0	0 0 0		0 0 0 2045 Build TD Model by Growth	0 0 0 2045 Build Forecast	0 0 0 2045 Build Forecast Volume via Difference Method	0 0 0 2045 Build Volume (Difference and greater	0 0 0
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through	0 0 0 2016 Balanced Volumes 610 20 0	0 0 0 2015 TD Model 1,233 15 0	0 0 0 2040 Build TD Model 1,261 215 0 215		0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216	0 0 0 2045 Build Forecast Volume via Ratio Method	0 0 0 2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)  640 220 0 215	0 0 0 2045 Build Balanced Volume FINAL 770 220 0 215
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound  left through right Westbound	0 0 0 2016 Balanced Volumes 610 20 0 15 5	0 0 0 2015 TD Model 1,233 15 0 15 0	0 0 0 2040 Build TD Model 1.261 215 0 215 0 874		0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343	0 0 0 0 2045 Build Forecast Volume via Difference Method 644 221 0 216 5 267	2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265	2045 Build Balanced Volume FINAL 220 0 215 5 285
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Westbound left through	0 0 0 2016 Balanced Volumes 610 20 0 15 5 425 10 405	0 0 0 2015 TD Model 1,233 15 0 1,036	0 0 0 2040 Build TD Model 1,261 215 0 215 0 874 0		0 0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878 0	0 0 0 2045 Build Forecast Volume via Ratio Method 692 216 0 216 0 343 0 343	0 0 0 0 2045 Build Forecast Volume via Difference Method 644 221 0 216 5 267 10 247	0 0 0 2045 Build Volume (Difference and greater than 0) 640 220 0 215 5 265 10 245	2045 Build Balanced Volume FINAL 770 220 0 215 5 285 10 265
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound Left through right Westbound Left through right Northbound (Driveway)	0 0 0 2016 Balanced Volumes 610 20 0 15 5 425 10 405 10	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0	0 0 0 0 2040 Build TD Model 3.261 215 0 215 0 0 874 0 0		0 0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878 0 878	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 343	0 0 0 0 0 2045 Build Forecast Volume via Difference Method 644 221 0 216 5 5 267 10 247 10 5	0 0 0 0 2045 Build Volume (Difference and greater than 0) 640 220 0 215 5 265 10 245 10	0 0 0 0 2045 Build Balanced Volume FINAL 770 220 0 215 5 285 10 265 10
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Westbound left through right	0 0 0 2016 Balanced Volumes 610 20 0 15 5 425 10 405	0 0 0 2015 TD Model 1,233 15 0 15 0 1,036 0	0 0 0 2040 Build TD Model 215 0 215 0 874 0		0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878 0 878	0 0 0 2045 Build Forecast Volume via Ratio Method 692 216 0 216 0 343 0 343 0	0 0 0 0 2045 Build Forecast Volume via Difference Method 221 0 216 5 267 10 247	0 0 0 2045 Build Volume (Difference and greater than 0) 640 220 0 215 5 265 10 245	0 0 0 2045 Build Balanced Volume FINAL 220 0 215 5 285 10 265
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right through right through right through	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 2015 TD Model 1,233 15 0 15 0 1,035 0 1,036 0	0 0 0 2040 Build TD Model 215 0 215 0 874 0 0 874 0		2045 Build TD Model by Growth Rate  1.267 216 0 216 0 878 0 878 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 343 0 0 0	0 0 0 0 0 2045 Build Forecast Volume via Difference Method 644 221 0 216 5 267 10 247 10 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL 220 0 225 5 285 10 265 10 0 10 0 10 0 0
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Southbound (Driveway) left though right Southbound left through right through right	0 0 0 2016 Balanced Volumes 610 20 0 15 5 425 10 405 5 0 10 5 0	0 0 0 0 1,233 15 0 15 0 1,036 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 2040 Build TD Model 215 0 215 0 874 0 874 0 0 0 0 0		0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878 0 0 0 0 0 0	0 0 0 0 2045 Build Forecast Volume via Ratio Method 692 216 0 216 0 343 0 0 0 0 0 0 133 86 0	0 0 0 0 0 2045 Build Forecast Volume via Difference Method 221 0 216 5 267 10 247 10 5 0 0 15 10 247 10 247 10 247 10 25 267 10 247 247 247 247 247 247 247 247 247 247	0 0 0 0 2045 Build Volume (Difference and greater than 0) 220 0 215 5 265 10 245 10 5 0 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right vestbound left through right through right through right through right Southbound	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 2015 TD Model 1,233 15 0 15 0 1,036 0 0 0 0 0 0 0	0 0 0 0 2040 Build TD Model 215 0 215 0 215 0 0 874 0 0 0 0 0 172 172		0 0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878 0 878 0 0 0 10 173	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 343 0 0 0 133 86	0 0 0 0 0 0 2045 Build Forecast Volume via Difference Method 221 0 216 5 267 10 247 10 5 0 0 10 15 18 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL 770 220 0 215 5 285 10 265 10 10 0 10 0 255 1155
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Southbound (Driveway) left through right Southbound	0 0 0 2016 Balanced Volumes 610 20 0 15 5 425 10 405 5 0 10 5 0	0 0 0 0 1,233 15 0 15 0 1,036 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 2040 Build TD Model 215 0 215 0 874 0 874 0 0 0 0 0		0 0 0 2045 Build TD Model by Growth Rate 1,267 216 0 216 0 878 0 0 0 0 0 0	0 0 0 0 2045 Build Forecast Volume via Ratio Method 692 216 0 216 0 343 0 0 0 0 0 0 133 86 0	0 0 0 0 0 2045 Build Forecast Volume via Difference Method 221 0 216 5 267 10 247 10 5 0 0 15 10 247 10 247 10 247 10 25 267 10 247 247 247 247 247 247 247 247 247 247	0 0 0 0 2045 Build Volume (Difference and greater than 0) 220 0 215 5 265 10 245 10 5 0 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Southbound Left through right Introsection, Approach, Movement  Intersection, Approach, Movement	2016 Balanced Volumes  610 20 0 15 5 425 10 405 5 0 160 90 20 50 2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 1,036 0 0 49  2015 TD Model	0 0 0 0 2040 Build TD Model 3.261 215 0 215 0 874 0 0 0 0 0 172 126 0 46	Intersections  0.09%  Growth Rate by	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47	0 0 0 0 0 0 0 2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
left through right  Intersection, Approach, Movement  Wheeler ⊕ NE Multnomah Eastbound left through right Westbound left through right Southbound (Driveway) left through right Intersection, Approach, Movement  Vancouver ⊕ N Russell Eastbound left Lastbound	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 1,036 0 0 49  2015 TD Model	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 10 0 10 0 0 255 155 255 75  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Northbound (Driveway) left through right Southbound left through right Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right Intersection, Approach, Movement	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1,233 15 0 0 1,035 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 216 0 343 0 0 0 0 133 86 0 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 10 0 255 155 25 75  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Northbound (Driveway) left through right  Southbound left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Control of the Control of	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes	0 0 0 0 0 1.233 15 0 0 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 216 0 343 0 0 0 0 0 133 86 0 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265 10 245 10 5 0 150 85 20 45  2045 Build Volume (Difference and greater than 0)  725 190 0 190 0 190 0 215 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 10 0 255 155 25 75  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right  Westbound (Driveway) left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Intersection, Approach, Movement  Wancouver @ N Russell Eastbound left through right  Westbound left through right  Westbound left through right	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50 20 60 20 60 20 60 10 50 70 366	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 1,036 0 49  2015 TD Model	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 878 0 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265 10 245 10 5 0 150 85 20 45  2045 Build Volume (Difference and greater than 0)  725 190 0 190 0 215	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 0 265 10 0 0 255 155 25 75  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right  Westbound (Driveway) left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 1,036 0 0 49  2015 TD Model	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265 10 245 10 5 0 150 85 20 45  2045 Build Volume (Difference and greater than 0)  725 190 0 190 0 215 0 215 0 215	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 0 0 265 10 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 200 50 280 65 215
left through right  Intersection, Approach, Movement  Wheeler ® NE Multnomah Eastbound left through right  Westbound left through right  Intersection, Approach, Movement  Vancouver ® N Russell Eastbound left through right  Intersection, Approach, Movement  Vancouver ® N Russell Eastbound left through right  Westbound left through right  Westbound left through right left through	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265 10 245 10 5 0 150 85 20 45  2045 20 45  2015 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 10 0 265 10 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 200 0 200 50 280 65 215 0 0 0
left through right  Intersection, Approach, Movement  Mheeler @ NE Multnomah astbound left through right  Westbound left through right  Southbound left through right  Intersection, Approach, Movement  Vancouver @ N Russell astbound left through right left through right  Intersection, Approach, Movement  Vancouver @ N Russell astbound left through right  Westbound left through right Westbound left through right Westbound left through right Westbound left through right Westbound left through right Westbound left through right Westbound left through right Worthbound left	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 20 50 20 50 2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 0 5220	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	2045 Build TD Model by Growth Rate  1.267 216 0 216 0 216 0 878 0 878 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  2045 Build TD Model by Growth Rate  913 2990 0 0 290 0 301 4 298 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 0 0 0 133 343 0 0 0 0 176 0 176 0 176 0 176 0 239 1 1 238 0 0 0 0 0 0 0 374	2045 Build Forecast Volume via Difference Method  544 221 0 216 5 267 10 247 10 5 0 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 0 10 0 10 0 0 255 155 255 75  2045 Build Balanced Volume FINAL  875 250 0 200 50 280 65 215 0 0 0 0 0 345
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right  Westbound (Driveway) left through right  Intersection, Approach, Movement  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Intersection, Approach, Movement  Westbound left through right  Westbound left through right	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 182 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.09%  Growth Rate by Intersections	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 216 0 343 0 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265 10 245 10 5 0 150 85 20 45  2045 10 150 85 20 45 20 215 10 215 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 215 20 20 20 20 20 20 20 20 20 20 20 20 20	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 0 255 155 25 75  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right  Westbound (Driveway) left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right left through right  Southbound left through right left through right Southbound left through right	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 20 155 0 160 90 20 20 150 70 365 40 325 0 0 0 0 0 520 55 290 175	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 1,036 0 0 0 182 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 0 0 19324 77	2040 Build TD Model  3,261 215 0 215 0 215 0 874 0 0 874 0 0 0 172 126 0 46  2040 Build TD Model  2040 Build TD Model  0 313 0 313 0 313 0 325 4 321 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Intersections  0.09%  Growth Rate by Intersections  -1.50%	0 0 0 0 0 0 216 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Volume (Difference and greater than 0)  640 220 0 215 5 265 10 245 10 5 0 150 85 20 45  2045 10 150 85 20 215 0 0 150 85 20 215 0 0 150 85 20 150 0 150 85 20 150 0 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 85 20 150 150 150 150 150 150 150 150 150 15	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 0 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 200 500 50 0 0 0 345 55 95 95 195
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right Wheetbound (Driveway) left through right Southbound (Driveway) left through right Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right Southbound left through right Southbound left through right Intersection, Approach, Movement  Intersection, Approach, Movement  Intersection, Approach, Movement	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes  21105 220 0 150 70 365 40 325 0 0 0 0 0 0 520 55 290 175  2016 Balanced Volumes	2015 TD Model  1,233 15 0 15 0 1,036 0 0 1,036 0 0 0 182 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 0 0 520 119 324 77	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 878 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  913 290 0 290 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  2045 Build Forecast Volume via Ratio Method  2045 Build Forecast Volume via Ratio Method  205 Build Forecast Volume via Ratio Method  2299 128 0 0 0 0 374 54 94 225	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 200 50 280 65 215 0 0 0 0 0 345 55 95 195
left through right  Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound left through right  Westbound left through right  Northbound [Driveway] left through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound left through right  Intersection   Approach   Movement  Vancouver @ N Russell Eastbound left through right  Northbound left through right  Southbound left through right  Intersection, Approach, Movement	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 20 155 0 160 90 20 20 150 70 365 40 325 0 0 0 0 0 520 55 290 175	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 0 1,036 0 0 0 182 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 0 0 19324 77	2040 Build TD Model  3,261 215 0 215 0 215 0 874 0 0 874 0 0 0 172 126 0 46  2040 Build TD Model  2040 Build TD Model  0 313 0 313 0 313 0 325 4 321 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Intersections  0.09%  Growth Rate by Intersections  -1.50%	0 0 0 0 0 0 216 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 0 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 200 500 50 0 0 0 345 55 95 95 195
left through right  Intersection, Approach, Movement  EWheeler @ NE Multnomah Eastbound left through right  Westbound left through right  Southbound [Driveway] left through right  Intersection, Approach, Movement  EVancouver @ N Russell Eastbound left through right  Westbound left through right  Intersection, Approach, Movement  EVancouver @ N Russell Eastbound left through right  Westbound left through right  Westbound left through right  Intersection, Approach, Movement	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes  1,105 220 0 150 0 150 0 150 0 150 150 150 150 15	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 520 119 324 77  2015 TD Model	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 878 0 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  2045 Build TD Model by Growth Rate  299 0 0 0 0 301 4 298 0 0 0 0 0 322 118 105 99  2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 0 47  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 -20 87 -128 -216 0 0 0 0 322 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 0 10 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 0 345 55 95 195 2045 Build Balanced Volume FINAL  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  EWheeler ❷ NE Multnomah Eastbound left through right  Westbound left through right  Southbound left through right  Intersection, Approach, Movement  EVancouver ❷ N Russell Eastbound left through right  Uestbound left through right  Intersection, Approach, Movement	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 20 20 155 0 160 90 20 20 50 2016 Balanced Volumes  1,105 220 0 0 0 0 0 0 0 0 0 0 520 55 290 175  2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 5200 119 324 77  2015 TD Model	2040 Build TD Model  1.261 215 0 215 0 874 0 0 874 0 0 0 172 126 0 46  2040 Build TD Model  2040 Build TD Model  1.825 4 4 107 2040 Build TD Model	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 0 878 0 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  2045 Build TD Model by Growth Rate  299 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method  788 176 0 176 0 239 1 238 0 0 0 0 374 54 94 225  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 -20 87 -128 -216 0 0 0 0 322 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 345 55 95 195 2045 Build Balanced Volume FINAL  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 0 345 55 95 195
Intersection, Approach, Movement  Wheeler @ NE Multnomah Eastbound Ieft through right  Westbound Ieft through right  Southbound [Driveway] Ieft through right  Intersection, Approach, Movement  Vancouver @ N Russell Eastbound Ieft through right  Intersection, Approach, Movement  Intersection, Approach, Movement  Ieft Intersection, Intersection Ieft Intersection, Inters	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 160 90 20 50 160 90 20 50  2016 Balanced Volumes  1,105 220 0 150 0 0 0 150 0 0 0 0 0 150 0 0 0 150 0 0 0	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 2015 TD Model  2015 TD Model  1,557 368 127 241 0 0 520 0	2040 Build TD Model  1.261 215 0 215 0 874 0 0 0 874 0 0 0 172 126 0 46  2040 Build TD Model  2040 Build TD Model  2040 Build TD Model  2040 Build TD Model  1.825	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 0 878 0 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  913 290 0 290 0 301 4 298 0 0 0 0 301 4 298 0 0 0 0 0 302 118 105 99  2045 Build TD Model by Growth Rate  1,881 454 168 286 0 0 609	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 0 343 0 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method  788 176 0 176 0 176 0 239 1 238 0 0 0 0 374 54 94 225  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 202 87 -128 216 0 0 0 0 222 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 10 0 10 0 0 255 155 255 75  2045 Build Balanced Volume FINAL  875 250 0 200 50 280 65 215 0 0 0 0 345 55 95 195  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  EWheeler ② NE Multnomah Eastbound left through right  Westbound left through right  Southbound left through right  Intersection, Approach, Movement  EVancouver ③ N Russell Eastbound left through right  Intersection, Approach, Movement  EVancouver ③ N Russell Eastbound left through right  Westbound left through right  Intersection, Approach, Movement  Westbound left through right  Intersection, Approach, Movement  Intersection, Approach, Movement  Westbound left through right  Intersection, Approach, Movement  Williams ④ N Russell Eastbound left through right  Intersection, Approach, Movement  Williams ④ N Russell Eastbound left through right  Westbound left through right	2016 Balanced Volumes  610 20 0 15 5 425 10 405 10 5 0 160 90 20 50 2016 Balanced Volumes  2105 220 50 2015 2016 Balanced Volumes  2105 220 20 150 0 0 0 0 0 0 520 55 290 175  2016 Balanced Volumes	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 520 119 324 77	2040 Build TD Model  1.261 215 0 215 0 874 0 0 0 874 0 0 0 172 126 0 46  2040 Build TD Model  2040 Build TD Model  1.825 4 321 0 0 0 0 347 127 113 107	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections  -0.61%	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 878 0 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  913 290 0 290 0 301 4 298 0 0 0 0 301 4 298 0 0 0 0 0 302 118 105 99  2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 343 0 0 343 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method  788 176 0 176 0 239 1 238 0 0 0 0 374 54 94 225  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 -20 87 -1128 216 0 0 0 0 0 222 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 10 0 10 0 0 265 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 200 50 280 66 215 0 0 0 0 345 55 95 195 2045 Build Balanced Volume FINAL  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0
left through right  Intersection, Approach, Movement  EWheeler ❷ NE Multnomah Eastbound left through right  Westbound left through right  Northbound [Driveway) left through right  Intersection, Approach, Movement  Eastbound left through right  Intersection, Approach, Movement  Eastbound left through right  Intersection, Approach, Movement  Eastbound left through right  Westbound left through right  Intersection, Approach, Movement  Intersection, Approach, Movement  Intersection, Approach, Movement  Williams ❷ N Russell  Eastbound left through right  Intersection, Approach, Movement  Williams ❷ N Russell  Eastbound left through right  Vestbound left through right  Westbound left through right  Northbound left	2016 Balanced Volumes  610 20 0 115 5 425 10 405 10 160 90 20 50  2016 Balanced Volumes  2116 Balanced Volumes  2216 Balanced Volumes  21175 220 0 0 150 0 0 0 0 0 0 0 0 0 150 0 0 0 0	2015 TD Model  1,233 15 0 1,036 0 1,036 0 0 1,036 0 0 0 1,82 133 0 49  2015 TD Model  1,437 338 0 248 90 579 172 407 0 0 0 0 0 520 119 324 77	2040 Build TD Model  1,261 215 0 215 0 874 0 0 874 0 0 0 172 126 0 46  2040 Build TD Model  2040 Build TD Model  2040 Build TD Model  313 0 313 0 313 0 325 4 321 0 0 0 0 7 7 17 17 17 17 17 18 10 17 20 20 20 20 20 20 20 20 20 20 20 20 20	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections  -0.61%	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 878 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  2045 Build TD Model by Growth Rate  2090 0 0 0 0 0 301 4 298 0 0 0 0 0 322 118 105 99  2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 216 0 343 0 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method  788 176 0 176 0 239 1 238 0 0 0 0 0 374 54 94 225  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 -20 87 -128 216 0 0 0 0 0 322 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 0 255 155 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 255 255 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 0 10 0 10 0 10 0 10 10 0 10
Intersection, Approach, Movement  EWheeler @ NE Multnomah Eastbound Ieft through right  Westbound Ieft through right  Southbound [Oriveway] Ieft through right  Intersection, Approach, Movement  EVancouver @ N Russell Eastbound Ieft through right  Intersection, Approach, Movement  Intersection, Approach, Movement Ieft through right  Intersection, Approach, Movement  Intersection	2016 Balanced Volumes  610 20 0 115 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes  2116 Balanced Volumes  220 0 0 150 70 365 40 0 0 0 0 0 0 150 20 55 290 175  2016 Balanced Volumes	0 0 0 0 152 133 0 0 0 182 133 0 0 0 0 182 133 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections  -0.61%	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 0 0 0 173 177 127 0 46  2045 Build TD Model by Growth Rate  2045 Build TD Model by Growth Rate  1,881 105 99  2045 Build TD Model by Growth Rate  1,881 454 168 286 0 609 0 0 334 275 819 0 813 5	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 216 0 343 0 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method  788 176 0 176 0 239 1 238 0 0 0 0 0 374 54 94 225  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 -20 87 -128 216 0 0 0 0 0 322 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 0 255 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 255 255 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 0 0 345 55 95 195 195  2045 Build Balanced Volume FINAL
left through right  Intersection, Approach, Movement  EWheeler @ NE Multnomah Eastbound left through right  Westbound left through right  Southbound [Driveway] left through right  Intersection, Approach, Movement  EVancouver @ N Russell Eastbound left through right  Westbound left through right  Intersection, Approach, Movement  EVancouver @ N Russell Eastbound left through right  Westbound left through right  Intersection, Approach, Movement  Williams @ N Russell Eastbound left through right  Intersection, Approach, Movement  Williams @ N Russell Eastbound left through right  Westbound left through right Westbound left through right Westbound left	2016 Balanced Volumes  610 20 0 115 5 425 10 405 10 5 0 160 90 20 50  2016 Balanced Volumes  2116 Balanced Volumes  220 0 0 150 70 365 40 0 0 0 0 0 0 150 20 55 290 175  2016 Balanced Volumes	0 0 0 0 152 133 0 0 0 182 133 0 0 0 0 182 133 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Rate by Intersections  -1.50%  Growth Rate by Intersections  -0.61%	2045 Build TD Model by Growth Rate  1,267 216 0 216 0 878 0 878 0 0 0 173 127 0 46  2045 Build TD Model by Growth Rate  2045 Build TD Model by Growth Rate  2090 0 0 0 0 0 301 4 298 0 0 0 0 0 322 118 105 99  2045 Build TD Model by Growth Rate	2045 Build Forecast Volume via Ratio Method  692 216 0 216 0 216 0 343 0 0 0 0 133 86 0 47  2045 Build Forecast Volume via Ratio Method  788 176 0 176 0 239 1 238 0 0 0 0 0 374 54 94 225  2045 Build Forecast Volume via Ratio Method	2045 Build Forecast Volume via Difference Method  644 221 0 216 5 267 10 247 10 5 0 151 84 20 47  2045 Build Forecast Volume via Difference Method  581 172 0 192 -20 87 -128 216 0 0 0 0 0 322 54 71 197  2045 Build Forecast Volume via Difference Method	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2045 Build Balanced Volume FINAL  770 220 0 215 5 285 10 265 10 0 0 255 25 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 255 255 75  2045 Build Balanced Volume FINAL  875 250 0 0 0 0 0 0 345 55 95 195 195  2045 Build Balanced Volume FINAL

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

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 left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0 0	0 0	0	0		
Westbound left	1,350 455	1,545 435	1,344 496		1,340 494	1,199 517	1,145 514	1,145 515	1,265 515		
through right	895 0	1,110 0	848 0		845 0	681 0	630 0	630 0	750 0		
Southbound left	345 0	396 0	320 0		319 0	278 0	268 0	270 0	255 0		
through right	345 0	396 0	320 0		319 0	278 0	268 0	270 0	255 0		
Southeast Bound left	885 0	987 0	1,216 0		1,212 0	1,204 0	1,110 0	1,110 0	1,165 0	1,165	-Southbound Off-ramp from the mainline forecasts
through right	590 295	459 528	728 488		726 486	933 272	857 253	855 255	890 275		
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		
4 N Vancouver @ N Weidler	2,070	2,373	2.339	-0.06%	2,332	2,476	2.029	2,030	2,245		
Eastbound left	680 0	1,084	796 0		794 0	541 0	390 0	390 0	585 0		
through right	450 230	861 223	547 249		545 248	285 256	134 255	135 255	325 260		
Westbound left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0 0	0 0	0	0		
Northbound left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0	0	0	0		
Southbound left	1,390 540	1,289 298	1,543 646		1,539 644	1,934 1,167	1,640 886	1,640 885	1,660 910		
through right	850 0	991 0	897 0		894 0	767 0	753 0	755 0	750 0		
						2045 No Build Forecast		2045 No Build Volume	2045 No Build Balanced		
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	Volume via Ratio Method	2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)	Volume FINAL		
5 N Williams @ N Broadway	2,455	2,736	2,649	-0.13%	2,632	2,376	2,351	2,355	2,490		
Eastbound left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0	0 0	0	0		
Westbound left	2,250 0	2,557 0	2,447 0		2,431 0	2,141 0	2,124 0	2,125 0	2,230 0		
through right	1,330 920	1,524 1,033	1,344 1,103		1,335 1,096	1,165 976	1,141 983	1,140 985	1,265 965		
Northbound left	205 20	179 21	202 0		201 0	235 0	227 -1	230 0	260 0		
through right	185 0	158	202 0		201 0	235	228 0	230	260 0		
Southbound left	0	0	0 0 0		0	0 0 0	0 0 0	0 0 0	0 0 0		
through right	0	0	0		0	0	0	0	0		
	2016 Balanced		2040 No Build TD	Growth Rate by	2045 No Build TD	2045 No Build Forecast	2045 No Build Forecast	2045 No Build Volume	2045 No Build Balanced		
Intersection, Approach, Movement	Volumes	2015 TD Model	Model	Intersections	Model by Growth Rate	Volume via Ratio Method	Volume via Difference Method	(Difference and greater than 0)	Volume FINAL		
6 N Williams @ NE Weidler Eastbound	<b>1,030</b> 990	<b>1,228</b> 1,159	1,279 1,194	0.16%	1,289 1,204	1,086 1,028	1,091 1,035	<b>1,090</b> 1,035	1,285 1,235		
left through	175 815	147 1,012	150 1,044		151 1,053	180 848	179 856	180 855	200 1,035		
right Westbound	0	0	0		0	0	0	0	0		
left through	0	0	0		0	0	0	0	0		
right Northbound	0 40	0 69	0 85		0 86	0 58	0 57	0 55	0 50		
left through	0 30	0 32	0 52		0 52	0 49	0 50	0 50	0 40		
right Southbound	10 0	37 0	33 0		33 0	9	6 0	5 0	10 0		
left 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	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater	2045 No Build Balanced Volume		
and the second second		2.556	2.447		2.426	Method		than 0)	FINAL		
7 NE Victoria @ NE Broadway  Eastbound  left	<b>2,305</b> 0 0	0 0	0	-0.17%	0	2,158 0 0	<b>2,175</b> 0 0	2,170 0 0	0 0		
through right	0	0	0		0	0	0	0	0		
Westbound left	1,820 0	2,151 0	1,804		1,788 0	1,505 0	1,457 0	1,455	1,525 0		
through right	1,810 10	2,151 0	1,804		1,788 0	1,505 0	1,447 10	1,445 10	1,505 20		
Northbound left	460 415	405 405	643 643		637 637	653 653	692 647	690 645	745 700		
through right	45 0	0	0		0	0	45 0	45 0	45 0		
Southbound left	25 0	0	0		0	0	25 0	25 0	25 0		
through right	0 25	0	0		0	0	0 25	0 25	0 25		
	and not over the		2040 No Build TD		2045 N. D. 114 TO	2045 No Build Forecast	2045 No Build Forecast	2045 No Build Volume	2045 No Build Balanced		
Intersection, Approach, Movement	2016 Balanced Volumes	2015 TD Model	Model	Growth Rate by Intersections	2045 No Build TD Model by Growth Rate	Volume via Ratio Method	Volume via Difference Method	(Difference and greater than 0)	Volume FINAL		
8 NE Victoria @ NE Weidler Eastbound	<b>2,030</b> 825	<b>2,259</b> 1,049	<b>2,532</b> 1,077	0.46%	<b>2,590</b> 1,102	<b>2,358</b> 851	<b>2,361</b> 878	<b>2,365</b> 880	<b>2,550</b> 1,045		
left through	15 810	0	0		0 1,102	0 851	15 863	15 865	15 1,030		
right Westbound	0	0	0		0	0	0	0	0		
left through	0	0	0		0	0	0	0	0		
right Northbound	0 1,205	0 1,210	0 1,455		0 1,489	0 1,507	0 1,484	0 1,485	0 1,505	1,505	-Northbound Off-ramp from the mainline forecasts
left through	0 445	0 405	0 643		0 658	0 723	0 698	0 700	0 730		
right Southbound	760 0	805 0	812 0		831 0	784 0	786 0	785 0	775 0		
left through right	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		
ngitt	Ü	Ü	Ü		Ü	ū	Ü	v	Ü		
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	2045 No Build Forecast Volume via Difference Method	2045 No Build Volume (Difference and greater	2045 No Build Balanced Volume		
9 N Williams @ NE Hancock	465	456	581	0.97%	610	Method 597	619	than 0) 615	FINAL 675		
Eastbound (Driveway)  left	20 10	0	0		0	0	20 10	20 10	20 10		
through right	10 0	0	0		0	0	10 0	10 0	10 0		
Westbound left	100 0	176 0	179 0		188 0	107 0	112 0	110 0	180		
through right	0 100	0 176	0 179		0 188	0 107	0 112	0 110	0 180	1,225	-Northbound through plus northbound right-turn at intersection #
Northbound left through	345 10 325	280 0 280	402 0 402		422 0 422	490 0 490	487 10 467	485 10 465	475 10 455	475 750 <b>750</b>	<ul> <li>-Northbound through plus westbound right-turn at intersection #</li> <li>-Volume heading to northbound I-5 on-ramp</li> <li>-Northbound On-ramp from the mainline forecasts</li> </ul>
right Southbound	10 0	0	0		0 0	0 0	10 0	10 0	10 0	230	
left 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
10 N Flint @ NE Hancock	290	295	397		397	260	315	365	425
Eastbound left	10 5	82 5	26 5		26 5	6 5	-46 5	5 5	30 5
through	0	0	0		0	0	0	0	0
right Westbound	5 0	77 0	21 0		21 0	1 0	-51 0	0	25 0
left	0	0	0		0	0	0	0	0
through right	0	0	0		0	0	0	0	0
Northbound	65	213	239		239	73	91	90	175
left through	10 55	32 181	87 152		87 152	27 46	65 26	65 25	65 110
right	0	0	0		0	0	0	0	0
Southbound left	215 0	0	132 0		132 0	180 0	270 0	270 0	220 0
through right	110 105	0 77	0 132		0 132	0 180	110 160	110 160	110 110
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 through	0	0	0		0	0 0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound left	1,845 15	2,204	1,676 0		1,626 0	1,333 0	1,267 15	1,265 15	1,370 15
through	1,770	2,052	1,523		1,478	1,275	1,196	1,195	1,300
right Northbound	60 60	152 53	153 172		148 167	59 220	56 174	55 175	55 205
left	35	37	68		66	62	64	65	80
through right	25 0	16 0	104 0		101 0	158 0	110 0	110 0	125 0
Southbound	10	1	93		90	451	99	100	150
left through	0 5	0	0		0	0	0 5	0 5	0 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 Eastbound	<b>1,655</b> 1,585	<b>1,821</b> 1,768	<b>1,826</b> 1,752	0.01%	<b>1,827</b> 1,753	<b>1,513</b> 1,465	<b>1,661</b> 1,570	<b>1,665</b> 1,575	<b>1,895</b> 1,805
left	25	0	99		99	0	124	125	150
through right	1,490 70	1,602 166	1,509 144		1,510 144	1,404 61	1,398 48	1,400 50	1,550 105
Westbound	0	0	0		0	0	0	0	0
left	0	0	0		0	0	0	0	0
through right	0	0	0		0	0	0	0	0
Northbound	50	53	73		73	48	70	70	70
left through	0 35	0 53	0 73		0 73	0 48	0 55	0 55	0 55
right	15	0	0		0	0	15	15	15
Southbound left	20 10	0	1		1	0	21 11	20 10	20 10
through right	10 0	0	0		0	0	10 0	10 0	10 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	0.0370	0	0	0	0	0
left through	0	0	0		0	0 0	0	0	0
right	0	0	0		0	0	0	0	0
Westbound left	1,735 0	1,723 0	1,324 0		1,282 0	1,294 0	1,294 0	1,295 0	1,315 0
through	1,565	1,557	1,028		995	1,000	1,003	1,005	1,025
right Northbound	170 980	166 1,542	296 1,450		287 1,404	293 907	291 842	290 845	290 910
left	355	498	606		587	418	444	445	460
through right	625 0	1,044 0	844 0		817 0	489 0	398 0	400 0	450 0
Southbound	0	0	0		0	0	0	0	0
left through	0	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 Eastbound	<b>2,050</b> 1,150	<b>2,724</b> 1,339	<b>2,505</b> 1,117	-0.33%	<b>2,463</b> 1,098	<b>1,841</b> 953	<b>1,789</b> 909	<b>1,790</b> 910	<b>1,910</b> 1,030
left	150	260	188		185	107	75	75	120
through right	1,000 0	1,079 0	929 0		914 0	847 0	835 0	835 0	910 0
right Westbound	0	0	0		0	0	0	0	0
left through	0	0	0		0	0	0	0	0
through right	0	0	0		0	0	0	0	0
Northbound	900	1,385	1,388		1,365	887	880	880	880
left through	0 830	0 1,281	0 1,262		0 1,241	0 804	0 790	0 790	0 790
right	70	104	126		124	83	90	90	90
Southbound 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	
6 NE MLK @ NE Broadway	3,335	3,628	3,034	-0.71%	2,927	2,563	2,634	2,635	2,705	
Eastbound left	0 0 0	0 0	0 0		0 0 0	0 0	0 0	0 0 0	0 0 0	
through right	0	0 2,055	0		0 0 1,577	0 1,330	0 1,442	0 1,445	0 0 1,485	
Westbound left	325 1,595	109 1,946	18		1,577 17 1,559	52	233 1,208	235 1,210	235 1,250	
through right	0	0	1,616 0		0	1,278 0	0	0	0	
Northbound left	0	0	0		0	0	0	0	0	
through right	0	0	0		0	0	0	0	0	
Southbound left	1,415 0	1,573 0	1,400 0		1,351 0	1,233	1,193 0	1,190 0 1,090	1,220 0 1,100	
through right	1,150 265	1,231 342	1,214 186		1,171 179	1,094 139	1,090 102	100	1,100	
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	
7 NE MLK @ NE Weidler Eastbound	<b>2,935</b> 1,460	<b>2,976</b> 1,635	<b>2,871</b> 1,640	-0.14%	<b>2,850</b> 1,628	<b>2,860</b> 1,521	<b>2,809</b> 1,453	<b>2,810</b> 1,455	<b>2,910</b> 1,575	
left through	0 995	0 1,229	0 1,032		0 1,025	0 830	0 791	0 790	0 910	
right Westbound	465 0	406 0	608 0		604 0	691 0	663 0	665 0	665 0	
left through	0	0	0		0	0	0	0	0 0	
right Northbound	0	0	0		0	0	0	0	0	
left through	0	0	0		0	0	0	0	0	
right Southbound	0 1,475	0 1,341	0 1,231		0 1,222	0 1,339	0 1,356	0 1,355	0 1,335	
left through	155 1,320	110 1,231	85 1,146		84 1,138	119 1,220	129 1,227	130 1,225	120 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	
8 N Williams @ NE Wheeler-Winning Eastbound	1,180 100	<b>1,202</b> 66	<b>1,195</b> 116	-0.02%	<b>1,194</b> 116	<b>1,061</b> 166	<b>1,172</b> 150	<b>1,170</b> 150	<b>1,230</b> 200	120 -Eastbound through
left 1 (Will) through	20 70	0 63	0 99		0 99	0 110	20 106	20 105	20 120	915 -Southeastbound left 0 -Northbound right
right Southeastbound	10 1,065	3 1,083	17 896		17 895	57 878	24 877	25 875	60 1,010	1,035 -Volume heading to southbound I-5 on-ra 1,035 -Southbound On-ramp from the mainline
left 1 (Will) left 2 (I5)	25 890	15 901	0 829		0 828	0 818	10 817	10 815	10 915	,
through (Wheeler) Northbound	150 15	167 53	67 183		67 183	60 16	50 145	50 145	85 20	
left through (Williams)	0 10	0 53	0 85		0 85	0	0 42	0	0 20	
right (Wheeler) Southbound	5	0	98 0		98 0	0	103	105 0	0	
left 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	
NE Wheeler @ NE Multnomah Eastbound	<b>610</b> 20	<b>1,233</b> 15	<b>1,249</b> 174	0.05%	1,252 174	<b>629</b> 174	<b>629</b> 179	<b>625</b> 180	<b>705</b> 195	
left through	0 15	0 15	0 174		0 174	0 174	0 174	0 175	0 190	
right Westbound	5 425	0	0 965		0 967	0 378	5 356	5 355	5 355	
left through	10 405	0	0 965		0	0	10 336	10 335	10 335	
right	10	1,036	0		967 0	378 0	10	10	10	
Northbound (Driveway)  left	5	0	0		0	0	5 0	5	0	
through right	5	0	0		0	0	5 0	5	10 0	
Southbound left	160 90	182 133	110 105		110 105	76 71	88 62	85 60	145 105	
through right	20 50	0 49	0 5		0 5	0 5	20 6	20 5	15 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	
0 NE Vancouver @ N Russell Eastbound	<b>1,105</b> 220	1,437 338	<b>1,107</b> 357	-1.04%	<b>1,051</b> 339	<b>843</b> 205	<b>719</b> 221	<b>800</b> 240	<b>1,050</b> 290	Balance from Intersection 21
left through	0 150	0 248	0 357		0 339	0 205	0 241	0 240	0 240	
right Westbound	70 365	90 579	0 424		0 402	0 282	-20 188	0 250	50 400	
left through	40 325	172 407	74 350		70 332	16 265	-62 250	0 250	90 310	
right Northbound	0	0	0		0	0	0	0	0	
left through	0	0	0		0	0	0	0	0	
right	0 520	0	0 326		0 309	0 356	0 309	0 310	0 360	
Southbound left through	55 290	520 119 324	132 92		125 87	58 78	61 53	60 55	60 80	
right	175	324 77	102		87 97	220	195	195	220	
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 Williams @ N Russell Eastbound	<b>1,045</b> 205	<b>1,567</b> 368	<b>1,980</b> 488	0.94%	<b>2,075</b> 511	1,532 287	1,553 348	<b>1,705</b> 350	<b>1,490</b> 300	
left through	50 155	127 241	159 329		167 345	66 222	90 259	90 260	70 230	
right	0 370	0 520	0 663		0 695	0 487	0 545	0 545	0 490	
Westbound	0 280	0 357	0 423		0 443	0 348	0 366	0 365	0 350	
Westbound left through		163	240		251 869	139 758	178 660	180 810	140 700	
Westbound left	90 470	679	829							
Westbound left through right	470 85 355	221 406	829 1 824		1 863	0 755	-135 812	0 810	50 650	
Westbound left through right Northbound left	470 85	221	1		1	0			50	
Westbound left through right Northbound left through right	470 85 355 30	221 406 52	1 824 4		1 863 4	0 755 2	812 -18	810 0	50 650 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	
1 N Larrabee @ N Broadway	<b>3,015</b> 1,570	2,966	<b>3,406</b> 1,554	0.55%	3,502	3,414	3,551	3,585	<b>3,200</b> 1,560	
Eastbound left	0	1,381	0		1,598	1,812 0	1,787	1,785	0	
through right	1,330 240	1,039 342	1,162 392		1,195 403	1,529 283	1,486 301	1,485 300	1,280 280	
Westbound left	885 20	1,107 68	1,131 7		1,163 7	917 2	941 -41	980 0	850 20	
through	760	962	1,121		1,152	910	950	950	800	
right Northbound	105 160	77 167	3 529		3 544	4 446	31 537	30 535	30 530	
left through	55 40	68 88	146 357		150 367	121 167	137 319	135 320	135 320	SB exit from Interstate has been removed
right	65	11	26		27	158	81	80	75	
Southbound left	400 110	311 96	192 0		197 0	239 0	286 14	285 15	260 0	SB exit from Interstate has been removed
through	15	35	55		57	24	37	35	25	
right	275	180	137		141	215	236 <b>2045 Build</b>	235	235 2045 Build	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	Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	Balanced Volume FINAL	
2 N Benton @ N Broadway	2,650	2,398	2,439	0.07%	2,447	5,575	2,686	2,695	2,365	
Eastbound left	1,505 70	1,147 74	1,188 126		1,192 126	4,649 120	1,550 122	1,550 120	1,355 120	
through right	1,310 125	1,069 4	955 107		958 107	1,174 3,355	1,199 228	1,200 230	1,005 230	
Westbound	1,010	1,128	1,047		1,051	855	933	930	885	
left through	70 870	57 1,071	4 1,043		4 1,047	5 850	17 846	15 845	15 800	
right	70	0	0		0	0	70	70	70	
Northbound left	45 0	39 37	131 50		131 50	30 0	124 0	125 0	35 0	
through	20	2	3 78		3	30 0	21 103	20	20	
right Southbound	25 90	0 84	78 73		78 73	0 41	103 79	105 90	15 90	
left	50 25	44	36		36 0	41 0	42 -15	40 0	25 15	
through right	15	40 0	0 37		37	0	-15 52	50	50	
	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	
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 left	605 0	600 0	465 0		451 0	454 0	456 0	455 0	740 0	
through	605 0	600 0	465 0		451 0	454 0	456 0	455 0	740 0	NB Interstate
right Westbound	875	905	735		712	672	682	680	650	
left through	375 500	375 530	0 735		0 712	0 672	0 682	0 680	0 650	SB Interstate
right	0	0	0		0	0	0	0	0	36 Interstate
Northbound left	170 0	230	283 0		274 0	203	214 0	215 0	215 0	
through	0	0	0		0	0	0	0	0	
right Southbound	170 0	230	283 0		274 0	203	214 0	215 0	215 0	NB Larabee
left	0	0	0		0	0	0	0	0	
through right	0	0	0 0		0	0	0	0 0	0	
	2016 Counted		2040 Build TD	Growth Rate by	2045 Build TD	2045 Build	2045 Build Forecast Volume	2045 Build Volume	2045 Build Balanced	
Intersection, Approach, Movement	Volumes	2015 TD Model	Model	Intersections	Model by Growth Rate	Forecast Volume via Ratio Method	via Difference Method	(Difference and greater than 0)	Volume FINAL	
2b N Larabee @ N Interstate (Middle)  Eastbound  left  through	<b>585</b> 375 0 0	0	0		0	0	0	<b>0</b> 0	615 85 0 0	
right	375								85	SB Larrabee
Westbound left	0	0	0		0	0	0	0	0	
through	0								0	
right Northbound	0 190	0	0		0	0	0	0	0 345	
left	0								0	
through right	170 20								205 140	NB Larrabee NB Right at Hancock
Southbound	20	0	0		0	0	0	0	185	
left through right	0 20 0								0 185 0	SB Larrabee
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	
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 left	10 0	0	0		0	0	10 0	10 0	10 0	
through	10	0	0		0	0	10	10	10	
right Westbound	0 260	0 447	0 263		0 266	0 106	0 79	0 130	0 345	
left	90	229	259		262	103	123	125	125	
through right	5 165	0 218	0 4		0 4	0 3	5 -49	5 0	5 215	
Northbound	930	521	601		609	1,013	1,018	1,020	935	
left through	25 440	0 382	0 461		0 467	0 538	25 525	25 525	10 525	
right Southbound	465 500	139 529	140 735		142 745	475 1,004	468 716	470 715	400 650	
left	110	25	118		120	526	205	205	165	SB exit from Interstate has been removed
through right	385 5	504 0	617 0		625 0	478 0	506 5	505 5	480 5	
<b>.</b>	-	-	-		-	-	-	-	3	

	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	
N Vancouver @ N Broadway	2,475	2,858	2,285	-0.89%	2,185	2,185	1,802	1,850	1,925	
Eastbound left	0	0	0		0	0	0	0	0	
through right	0	0	0		0	0	0	0	0	
Westbound left	1,070 415	1,492 550	938 88		897 84	629 63	475 -51	525 0	555 55	
through right	655 0	942 0	850 0		813 0	565 0	526 0	525 0	500 0	
Southbound left	315 0	400 0	358 0		342 0	270 0	257 0	255 0	250 0	
through right	315 0	400 0	358 0		342 0	270 0	257 0	255 0	250 0	
Southeast Bound left	1,090	966 0	989 0		946 0	1,287	1,070	1,070 0	1,120 0	-Southbound Off-ramp from the mainline forecasts
through right	690 400	429 537	705 284		674 272	1,084 202	935 135	935 135	935 185	
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	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume	
N Vancouver @ N Weidler	2,800	2,919	2,260	-1.02%	2,147	2,610	Method 2,028	2,030	2,200	
Eastbound left	1,380 0	1,540 0	1,110 0		1,055 0	907	895 0	895 0	960	
through right	1,180 200	1,372 168	1,110 0		1,055 0	907 0	863 32	865 30	930 30	
Westbound left	0	0	0		0	0	0	0	0	
through right	0	0	0		0	0	0	0	0	
Northbound left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right Southbound	0 1,420	0 1,379	0 1,150		0 1,093	0 1,703	1,134	0 1,135	0 1,240	
left through	570 850	310 1,069	841 309		799 294	1,469 233	1,059 75	1,060 75	1,115 125	
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	
N Williams @ N Broadway	2,315	2,911	2,840	-0.10%	2,826	1,782	1,613	1,610	2,375	
Eastbound left	0	0	0	0.1070	0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right Westbound	0 1,905	0 2,438	0 2,532		0 2,520	0 1,527	0 1,370	0 1,370	0 2,030	
left through	0 1,030	0 1,464	620 938		617 933	0 657	0 499	0 500	620 540	
right Northbound	875 410	974 473	974 308		969 306	871 255	870 243	870 240	870 345	
left through	40 370	28 445	0 308		0 306	0 255	12 231	10 230	15 330	
right Southbound	0	0	0		0	0	0	0	0	
left 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	
N Williams @ NE Weidler Eastbound	1,845 1,750	<b>1,856</b> 1,683	<b>2,571</b> 1,951		Model by Growth Rate 2,744 2,082	Forecast Volume via Ratio Method  1,555 1,555	Forecast Volume via Difference Method  1,482 1,560	(Difference and greater than 0)  1,560 1,560	Volume FINAL 2,675 2,045	
N Williams @ NE Weidler Eastbound left through	1,845 1,750 335 1,415	1,856 1,683 381 1,302	<b>2,571</b> 1,951 308 1,091	Intersections	Model by Growth Rate 2,744 2,082 329 1,164	1,555 1,555 289 1,266	Forecast Volume via Difference Method  1,482 1,560 283 1,277	(Difference and greater than 0)  1,560 1,560 285 1,275	Balanced Volume FINAL 2,675 2,045 335 1,330	
N Williams @ NE Weidler  Eastbound  left through right Westbound	1,845 1,750 335 1,415 0	<b>1,856</b> 1,683 381	<b>2,571</b> 1,951 308 1,091 552 0	Intersections	Model by Growth Rate 2,744 2,082 329	1,555 1,555 289 1,266 0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0	Balanced Volume FINAL 2,675 2,045 335 1,330 380 0	
N Williams @ NE Weidler Eastbound left through right	1,845 1,750 335 1,415 0	1,856 1,683 381 1,302	2,571 1,951 308 1,091 552	Intersections	Model by Growth Rate 2,744 2,082 329 1,164 589	1,555 1,555 289 1,266 0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0	Balanced Volume FINAL 2,675 2,045 335 1,330 380	-Eastbound right -Southbound through
N Williams @ NE Weidler Eastbound left through right Westbound left through right	1,845 1,750 335 1,415 0 0 0	1,856 1,683 381 1,302 0 0	2,571 1,951 308 1,091 552 0	Intersections	Model by Growth Rate  2,744  2,082  329  1,164  589  0	1,555 1,555 289 1,266 0 0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left	1,845 1,750 335 1,415 0 0 0 0 0 0 95	1,856 1,683 381 1,302 0 0 0 0 0 0 173	<b>2,571</b> 1,951 308 1,091 552 0 0 0 0 0	Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 0 78	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675  2,045  335  1,330  380  0  0  10 0	-Southbound through
N Williams @ NE Weidler  Eastbound  left  through right  Westbound  left  through right  Northbound  left  through right	1,845 1,750 335 1,415 0 0 0 0 95 0 75	1,856 1,683 381 1,302 0 0 0 0 0 0 173 0 92 81	Model  2,571 1,951 308 1,091 552 0 0 0 0 0 0 0	Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0	1,555 1,555 1,555 289 1,266 0 0 0 0 0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 -78 0 -177 -61	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,575 2,045 335 1,330 380 0 0 0 10 0 10 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left through right Southbound left	1,845 1,750 335 1,415 0 0 0 0 0 75 20 0 0	1,856 1,683 381 1,302 0 0 0 0 173 0 92 81 0 0 0	Model  2,571 1,951 308 1,991 552 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 662 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 1-17 -61 0 0 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 880 0 0 0 10 0 60 0 10 0 620 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound	1,845 1,750 335 1,415 0 0 0 0 0 0 95 0 75 20	1,856 1,683 381 1,302 0 0 0 0 173 0 92 81	<b>2,571</b> 1,951 308 1,091 552 0 0 0 0 0 0 0 620	Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 0 0 0 662	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 -78 0 -17 -61	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0 10 0 10 0 10 0 620	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left through right Southbound left through right fight	1,845 1,750 335 1,415 0 0 0 0 95 0 75 20 0 0 0	1,856 1,683 381 1,302 0 0 0 0 0 0 173 0 92 81 0 0	Model  2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 620 0 620	Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 662 0 662	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 -78 0 -17 -61 0 0 0 0 2045 Build Forecast Volume via Difference	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,575 2,045 335 1,330 380 0 0 0 10 0 0 10 0 620 0 620 0  2045 Build Balanced Volume	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound left through right  Northbound left through right Southbound left through right Southbound left through right Intersection, Approach, Movement	1,845 1,750 335 1,415 0 0 0 0 95 0 75 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,856 1,683 381 1,302 0 0 0 0 173 0 92 81 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Model  2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 2040 Build TD Model	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 1-17 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 0 0 0 0 10 0 620 0 620 0 2045 Build Balanced Volume FINAL	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right Southbound left through right	1,845 1,750 335 1,415 0 0 0 0 95 0 0 75 20 0 0 0 2016 Counted Volumes	1,856 1,683 381 1,302 0 0 0 0 173 0 92 81 0 0 0 2015 TD Model	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 0 2040 Build TD Model	1.31%  Growth Rate by	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 662 0 2045 Build TD Model by Growth Rate	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 -78 0 0 -78 0 0 -17 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2045 Build Volume (Difference and greater than 0)	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0 0 10 0 10 0 620 0 0 2045 Build Balanced Volume FINAL	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Southbound  left through right  Southbound  left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound  left through	1,845 1,750 335 1,415 0 0 0 0 95 0 0 75 20 0 0 0 0 2016 Counted Volumes	1,856 1,683 381 1,302 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 620 0 0 620 0 0  2040 Build TD Model	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 662 0 662 0  2045 Build TD Model by Growth Rate	1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 -78 0 0 -78 0 0 -17 -61 0 0 0 0  2045 Build Forecast Volume via Difference Method  2,144 0 0 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2045 Build Volume (Difference and greater than 0)	Balanced Volume FINAL  2,675 2,045 335 1,330 80 0 0 0 10 0 0 10 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Southbound left through right  Northound left through right  Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound left through right Westbound	1,845 1,750 335 1,415 0 0 0 0 95 0 0 75 20 0 0 0 0 2016 Counted Volumes	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 620 0 620 0 620 0  2040 Build TD Model	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 5662 0 662 0  Model by Growth Rate  2,552 0 0 0 1,860	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 177 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 0 0 0 0 1,159	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 880 0 0 0 0 10 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 0 1,160	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway Eastbound left through right	1,845 1,750 335 1,415 0 0 0 0 95 0 0 0 0 2016 Counted Volumes  2,030 0 0 0 1,425 0	1,856 1,683 381 1,302 0 0 0 0 173 0 92 81 0 0 0 0  2015 TD Model	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 620 0 620 0  2040 Build TD Model  2,533 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 662 0 662 0  2045 Build TD Model by Growth Rate  2,552 0 0 0 1,866 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 -78 0 0 -78 0 -17 -61 0 0 0 0  2045 Build Forecast Volume via Difference Method  2,144 0 0 0 0 0 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2045 Build Volume (Difference and greater than 0)	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0 0 10 0 10 0 620 0 0 2045 Build Balanced Volume FINAL  2,205 0 0 0 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Southbound left through right  Southbound left through right  Vouthough right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound left through right  Westbound left through right  Westbound left through right	1,845 1,750 335 1,415 0 0 0 0 95 0 0 75 20 0 0 0 0 2016 Counted Volumes	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2,126 0 0 2,126 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 620 0 620 0 0 2040 Build TD Model  2,533 0 0 0 1,846 0 1,846 0	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 0 662 0 662 0  Model by Growth Rate  2,552 0 0 0 1,860 0 1,860 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 1-17 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 0 0 0 1,159 0 1,144 15	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2045 Build Volume (Difference and greater than 0)  2,145 0 0 0 1,160 0 1,145	Balanced Volume FINAL  2,675 2,045 335 1,330 880 0 0 0 0 10 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 0 1,160 0 1,145	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound  left through right  Westbound  left through right  Westbound  left through right  Northbound  left through right  Northbound left	1,845 1,750 335 1,415 0 0 0 0 0 95 0 0 0 0 2016 Counted Volumes  2,030 0 0 1,425 0 1,410 15 580 470	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0  2015 TD Model	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 620 0 620 0 6220 0 1,846 0 0 1,846 0 687 687	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 662 0 662 0 662 0  2045 Build TD Model by Growth Rate  2,552 0 0 0 1,860 0 0 692 692	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 0 -17 -61 0 0 0 0 -17 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 0 0 0 1,159 0 1,144 15 960 850	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 0 0 0 10 0 10 0 620 0 620 0 0  2045 Build Balanced Volume FINAL  2,205 0 0 1,146 0 1,145 15 1,020 880	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right Westbound left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway Eastbound left through right Westbound left through right Northbound left through right Vestbound left through right Northbound left through right Northbound left through right Northbound left through right Northbound left through right	1,845 1,750 335 1,415 0 0 0 0 0 95 0 0 0 0 0 2016 Counted Volumes  2,030 0 0 0 1,425 0 1,410 15 580 470 110 0	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 620 0 620 0 0  2040 Build TD Model  2,533 0 0 0 1,846 0 1,846 0 687 687 0 0 0	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 662 0 662 0  2045 Build TD Model by Growth Rate  2,552 0 0 0 1,860 0 0 1,860 0 0 692 692	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 -78 0 0 -78 0 0 -17 -61 0 0 0 0  2045 Build Forecast Volume via Difference Method  2,144 0 0 0 0 1,159 0 1,144 15 960 850 110 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0 10 0 0 10 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 0 1,160 0 1,145 1,020 860 160 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound left through right  Northbound left through right  Southbound left through right  Southbound left through right  Westbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound left through right  Westbound left through right  Northbound left through right Southbound left through right Southbound left through right Southbound left	1,845 1,750 335 1,415 0 0 0 0 0 95 0 0 0 0 95 0 0 0 0 0 1,425 0 1,410 15 580 470 110 0 0 25	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2,126 0 0 2,126 0 0 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571   1,951   308   1,091   552   0   0   0   0   0   0   0   0   0	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 662 0  Model by Growth Rate  2,552 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 1-17 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 0 0 0 1,159 0 1,144 15 960 850 110 0 25	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 880 0 0 0 0 10 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 0 1,160 0 1,145 15 1,020 860 160 0 0 25 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound  left through right  Westbound  left through right  Westbound  left through right  Northbound  left through right  Southbound	1,845 1,750 335 1,415 0 0 0 0 0 95 0 0 0 75 20 0 0 0 0 0 1,425 0 0 1,410 15 580 470 110 0 0 25	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0  2015 TD Model  2,438 0 0 0 0 2,126 0 0 2,126 0 0 312 312 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 620 0 620 0 6220 0 1,846 0 0 1,846 0 687 687 0 0 0 0 0	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 662 0 662 0 662 0 662 0 1,860 0 0 1,860 0 0 692 692 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 0 -17 -61 0 0 0 0 -17 -61 0 0 0 0 1,159 0 1,159 0 1,144 15 960 850 110 0 25	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 800 0 0 0 10 0 0 10 0 620 0 620 0 0  2045 Build Balanced Volume FINAL  2,205 0 0 1,146 0 1,145 15 1,020 860 160 0 255	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound left through right  Westbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Northbound left through right  Southbound left through right Southbound left through	1,845 1,750 335 1,415 0 0 0 0 0 95 0 0 0 0 0 2016 Counted Volumes  2,030 0 0 0 1,425 0 1,410 15 580 470 1110 0 0 255 0 0	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model  2,438 0 0 0 2,126 0 0 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 620 0 620 0 0 620 0 1,846 0 0 1,846 0 0 687 687 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.31%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 0 662 0 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 692 692 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 -78 0 0 -78 0 0 -17 -61 0 0 0 0  2045 Build Forecast Volume via Difference Method  2,144 0 0 0 1,159 0 1,144 155 960 850 110 0 255 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0 0 10 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 0 1,145 0 0 1,145 1,020 860 160 0 0 255 0 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Southbound  left through right  Vestbound  left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Intersection, Approach, Movement  Ne Victoria @ NE Weidler  Eastbound	1,845   1,750   335   1,415   0   0   0   0   0   0   0   0   0	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model  2,438 0 0 0 2,126 0 0 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 0 620 0 620 0 0 620 0 0 1,846 0 0 1,846 0 0 687 687 687 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Intersections  1.31%  Growth Rate by Intersections  0.15%	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 662 0 662 0 1,860 0 0 1,860 0 0 1,860 0 0 0 2045 Build TD Model by Growth Rate	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 0 78 0 0 1,17 -61 0 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 15 960 850 110 0 25 25 2045 Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2.675 2,045 335 1,330 80 0 0 0 0 10 0 0 10 0 620 0 620 0 0  2045 Build Balanced Volume FINAL  2.205 0 0 1,145 15 1,020 860 160 0 0 255 2045 Build Balanced Volume FINAL	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound left through right  Westbound left through right  Northbound left through right  Intersection, Approach, Movement	1,845 1,750 335 1,415 0 0 0 0 0 95 0 0 0 0 2016 Counted Volumes  2,030 0 0 1,425 0 1,410 15 580 470 1110 0 255 0 2016 Counted Volumes	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model  2,126 0 0 312 312 0 0 0 0 0 0 2,126 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 620 0 620 0 620 0 620 0 1,846 0 0 1,846 0 687 687 0 0 0 0 0 0 1,846 0 0 0 0 0 1,846 0 0 0 0 0 1,846 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 2045 Build TD Model by Growth Rate	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 177 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 0 0 0 0 1,159 0 1,144 15 960 850 110 0 25 0 25  2045 Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 380 0 0 0 0 10 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 1,160 0 0 1,145 1,51 1,020 860 160 0 255 0 2045 Build Balanced Volume FINAL	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound  left through right  Westbound  left through right  Northbound  left through right  Southbound  left through right  Intersection, Approach, Movement  Ne Victoria @ NE Broadway  Eastbound  left through right  Northbound  left through right  Southbound  left through right  Southbound  left through right  Southbound  left through right  Northbound  left through right  Southbound  left through right  Intersection, Approach, Movement	1,845   1,750   335   1,415   0   0   0   0   0   0   0   0   0	1,856 1,683 381 1,302 0 0 0 0 0 0 173 0 92 81 0 0 0 0 0 0 2,126 0 0 2,126 0 0 312 312 0 0 0 0 2,126 0 0 312 312 0 0 0 0 2,1383 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 620 0 620 0 6220 0 6220 0 1,846 0 0 1,846 0 687 687 0 0 0 0 0 1,846 0 0 687 687 0 0 0 0 1,846 0 0 687 0 0 0 0 0 1,846 0 0 1,846 0 0 1,846 0 0 1,846 0 0 1,846 0 0 1,846 0 0 0 0 1,846 0 0 0 0 1,846 0 0 0 0 1,846 0 0 0 0 1,846 0 0 0 0 1,846 0 0 0 0 0 1,846 0 0 0 0 0 1,846 0 0 0 0 1,846 0 0 0 0 0 1,846 0 0 0 0 0 1,846 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 0 0 2045 Build TD Model by Growth Rate  2,552 0 0 0 1,860 0 0 0 1,860 0 0 1,860 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 1,860 0 0 0 1,860 0 0 0 1,860 0 0 0 1,860 0 0 0 0 1,860 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 0 78 0 0 1,17 -61 0 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 15 960 850 110 0 25 25 2045 Build Forecast Volume via Difference Method  2,144 15 960 850 110 0 25 0 1,144 15 960 850 110 0 25 0 0 25 1,152 30 1,152 30 1,122 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2.675 2,045 335 1,330 380 0 0 0 0 10 0 0 10 0 620 0 620 0 0  2045 Build Balanced Volume FINAL  2.205 0 0 1,160 0 0 1,145 15 1,020 860 160 0 0 255  2045 Build Balanced Volume FINAL  2.105 0 0 0 1,180 0 0 0 1,180 0 0 0 1,180 0 0 0 1,180 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler  Eastbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway  Eastbound left through right  Westbound left through right  Northbound left through right  Northound left through right  Westbound left through right  Ne Victoria @ NE Weidler  Eastbound left through right Westbound left	1,845 1,750 3335 1,415 0 0 0 0 0 95 0 0 75 20 0 0 0 0 0 2016 Counted Volumes  2,030 0 0 1,425 0 1,410 15 580 470 1110 0 255 0 0 25 25  2016 Counted Volumes	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 0 2015 TD Model  2,126 0 0 2,126 0 0 312 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 620 0 620 0 620 0  2040 Build TD Model  2,533 0 0 1,846 0 687 687 0 0 0 0 0 2040 Build TD Model	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 0 1,860 0 0 0 2045 Build TD Model by Growth Rate  2,752 0 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 1,860 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume   via Difference   Method     1,482	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced   Volume   FINAL	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway Eastbound left through right Westbound left through right Northbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right Northbound left through right Vestbound left through right	1,845	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model  2,438 0 0 0 2,126 0 0 312 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 0 620 0 620 0 0 620 0 0 1,846 0 0 1,846 0 0 1,846 0 0 0 2040 Build TD Model  2040 Build TD Model	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 662 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 2045 Build TD Model by Growth Rate  2,552 0 0 0 1,860 0 0 1,860 0 0 1,100 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 1,77 -61 0 0 0 0 1,17 -61 0 0 0 1,159 0 1,144 15 960 850 1,144 15 960 850 110 0 25 25  2045 Build Forecast Volume via Difference Method  2,144 0 0 0 0 1,159 0 0 1,144 15 960 850 1,152 0 0 0 1,159 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2,675 2,045 335 1,330 880 0 0 0 0 10 0 0 10 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2,205 0 0 1,160 0 1,145 15 1,020 860 1,145 15 1,020 860 10 0 25  2045 Build Balanced Volume FINAL  2,205 0 0 0 0 1,145 15 1,020 860 0 1,145 15 1,020 860 0 1,145 15 1,020 860 0 0 1,145 15 1,020 860 0 0 0 1,145 15 1,020 860 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-Southbound through -Volume heading to southbound i-5 on-ramp -Southbound On-ramp from the mainline forecasts
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria @ NE Weidler Eastbound left through right Southbound left through right Intersection, Approach, Movement  NE Victoria @ NE Weidler Eastbound left through right Westbound left through right Westbound left through right Vestbound left through right Northbound left	1,845   1,750   335   1,415   0   0   0   0   0   0   0   0   0	1,856 1,683 381 1,302 0 0 0 0 0 0 173 0 92 81 0 0 0 0 0 2015 TD Model  2,438 0 0 0 2,126 0 0 312 312 0 0 0 0 2,126 0 0 312 312 312 0 0 0 0 2,1383 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Model   2,571   1,951   308   1,091   552   0	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 662 0 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 0 1,860 0 0 0 2045 Build TD Model by Growth Rate  2,552 0 0 0 0 1,860 0 0 0 1,800 0 0 0 0 1,800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 78 0 0 1,17 -61 0 0 0 0 2045 Build Forecast Volume via Difference Method  2,144 0 0 0 1,159 0 0 1,149 15 960 850 110 0 25 25  2045 Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2.675 2,045 335 1,330 380 0 0 0 10 0 10 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2.205 0 0 1,160 0 1,145 1,020 860 160 0 1,145 15 1,020 87 25  2045 Build Balanced Volume FINAL  2.705 0 0 0 0 1,180 0 0 1,180 0 0 1,180 0 0 1,180 0 0 1,180 0 0 0 1,180 0 0 0 1,180 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-Southbound through -Volume heading to southbound I-5 on-ramp
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway Eastbound left through right Westbound left through right Northbound left through right Northbound left through right Northbound left through right Northbound left through right Nouthbound left through right Northbound left through right Nouthbound left through right Nouthbound left through right Northbound left	1,845 1,750 3335 1,415 0 0 0 0 0 95 0 0 0 0 2016 Counted Volumes  2,030 0 0 0 1,425 0 0 1,410 15 580 470 1110 0 255 0 0 1,435 0 0 1,435 0 0 1,405 0 0 1,095 0 0 1,095	1,856 1,683 381 1,302 0 0 0 0 0 0 173 0 92 81 0 0 0 0 0 2015 TD Model  2,438 0 0 0 2,126 0 0 312 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 620 0 620 0 620 0  2040 Build TD Model  2,533 0 0 0 1,846 0 687 687 0 0 0 0 0 0 2040 Build TD Model	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by   Growth Rate   2,744   2,082   329   1,164   589   0   0   0   0   0   0   0   0   0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume   via Difference   Method     1,482   1,560   283   1,277   0   0   0   0   0   0   0   0   0	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced   Volume   FINAL   2,675   2,045   335   1,330   380   0   0   0   0   0   0   0   0   0	-Southbound through -Volume heading to southbound I-5 on-ramp -Southbound On-ramp from the mainline forecasts
N Williams @ NE Weidler Eastbound left through right Westbound left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  NE Victoria @ NE Broadway Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Northbound left through right Southbound left through right Southbound left through right Vestbound left through right Northbound left through right Northbound left through right Northbound left	1,845	1,856 1,683 381 1,302 0 0 0 0 0 173 0 92 81 0 0 0 0 2015 TD Model  2,438 0 0 0 2,126 0 0 2,126 0 0 312 312 312 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2,571 1,951 308 1,091 552 0 0 0 0 0 0 0 0 0 0 0 0 620 0 0 620 0 0 2040 Build TD Model  2,533 0 0 0 1,846 0 0 1,846 0 0 0 0 2040 Build TD Model  2040 Build TD Model	Growth Rate by Intersections  0.15%  Growth Rate by Intersections	Model by Growth Rate  2,744 2,082 329 1,164 589 0 0 0 0 0 0 0 0 0 662 0 662 0 0 662 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 2045 Build TD Model by Growth Rate  2,552 0 0 0 1,860 0 0 1,860 0 0 1,860 0 0 0 1,860 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Torecast Volume via Ratio Method   1,555   1,555   289   1,266   0   0   0   0   0   0   0   0   0	Forecast Volume via Difference Method  1,482 1,560 283 1,277 0 0 0 0 0 78 0 1,17 -61 0 0 0 0 1,17 -61 0 0 0 1,159 0 1,144 15 960 850 1,144 15 960 850 110 0 25 25  2045 Build Forecast Volume via Difference Method  2,144 0 0 0 0 1,159 0 0 1,144 15 960 850 1,144 15 960 850 1,144 15 960 850 1,152 0 0 0 0 1,513 0 0 0 0 0 1,513	(Difference and greater than 0)  1,560 1,560 285 1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  2.675 2,045 335 1,330 880 0 0 0 0 10 0 0 620 0 620 0 620 0  2045 Build Balanced Volume FINAL  2.205 0 0 1,160 0 1,145 15 1,020 860 160 0 25 2045 Build Balanced Volume FINAL  2,205 0 0 1,1860 0 1,1860 0 1,145 15 1,020 860 160 0 1,145 15 1,020 860 160 0 0 1,145 15 1,020 860 160 0 0 1,1595 0 0 0 0 0 1,5955 0 0 0 0 0 1,5955 0 0 0 0 0 1,5955 0 0 0 0 0 975	-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	
9 N Williams @ NE Hancock	650	670	774	0.58%	797	477	491	495	945	I
Eastbound left	5	0	278 0		286 0	0	5 5	5 5	280 15	
through right	0	0	278 0		286 0	0	0	0	265 0	
Westbound	135	187	121		125	90	73	75	165	
left through	0 0	0 0	0 0		0 0	0	0 0	0	0 90	
right Northbound	135 510	187 483	121 375		125 386	90 388	73 413	75 415	75 500	-Northbound through plus northbound right-turn at intersection #9 -Northbound through plus westbound right-turn at intersection #6
left	5	0	0		0	0	5	5	5	-Volume heading to northbound I-5 on-ramp
through right	485 20	483 0	375 0		386 0	388 0	388 20	390 20	475 20	-Northbound On-ramp from the mainline forecasts
Southbound left	0	0	0		0	0	0	0	0	
through right	0	0	0		0	0	0	0	0	
rigin	U	Ü	Ü		Ü	Ü	U	Ü	Ü	
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) Eastbound	0	0	0		0	0	0	<b>0</b>	<b>390</b> 275	
left	0	0	0		0	0	0		5 270	
through right	0	0	0		0	0 0	0		0	
Westbound left	0	0	0		0	0	0	0	95 0	
through right	0	0 0	0		0	0	0		90 5	
Northbound	0	0	0		0	0	0	0	0	
left through	0 0	0 0	0 0		0 0	0 0	0 0		0	
right Southbound	0	0	0		0	0	0	0	0 20	
left	0	0	0		0	0	0		10 0	
through right	0	0	0		0	0	0		10	
					2045 0	2045 D. H.	2045 Build	2045 Pullel Value	2045 Build	
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	Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	Balanced Volume FINAL	
12 NE 2nd @ NE Broadway Eastbound	<b>1,545</b>	<b>2,226</b> 0	<b>1,986</b> 0	-0.46%	<b>1,941</b> 0	<b>1,407</b>	<b>1,260</b> 0	<b>1,280</b> 0	<b>1,415</b>	
left through	0	0	0		0	0	0	0	0	
right	0	0	0		0	0	0	0	0	
Westbound left	1,440 20	2,144 0	1,660 0		1,623 0	1,087 0	919 20	940 20	1,075 20	
through right	1,365 55	1,976 168	1,565 95		1,530 93	1,057 30	919 -20	920 0	1,025 30	
Northbound	85	82	236		231	320	234	230	230	
left through	50 35	59 23	47 189		46 185	39 281	37 197	35 195	35 195	
right Southbound	0 20	0	0 90		0 88	0	0 108	0 110	0 110	
left	0	0	0		0	0	0	0	0	
through right	10 10	0 0	0 90		88	0	10 98	10 100	10 100	
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	I
Eastbound left	1,950 35	2,178 15	1,810 185		1,743 178	1,788 416	1,515 198	1,520 200	1,905 200	
through right	1,780 135	2,038 125	1,596 29		1,537 28	1,342 30	1,279 38	1,280 40	1,525 180	
Westbound left	0	0	0		0	0	0	0	0	
through	0	0	0		0	0	0	0	0	
right Northbound	0 65	0 67	0 50		0 48	0 36	0 46	0 45	0 45	
left through	0 50	0 67	0 50		0 48	0 36	0 31	0 30	0 30	
right	15	0	0		0	0	15	15	15	
Southbound left	30 15	0	0		0	0	30 15	30 15	30 15	
through right	15 0	0 0	0 0		0 0	0 0	15 0	15 0	15 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	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume	
							Method		FINAL	
14 NE Grand @ NE Broadway  Eastbound	<b>3,085</b>	<b>3,530</b> 0	<b>3,025</b> 0	-0.62%	<b>2,933</b> 0	<b>2,714</b> 0	<b>2,488</b> 0	<b>2,485</b> 0	<b>2,630</b> 0	
left through	0	0	0		0	0	0	0	0	
right Westbound	0 1,335	0	0 1,291		0 1,252	0 1,270	0	0 1,075	0	
left	0	0	0		0	0	0	0	0	
through right	1,060 275	1,343 165	959 332		930 322	734 537	647 432	645 430	680 525	
Northbound left	1,750 520	2,022 679	1,734 663		1,681 643	1,443 492	1,409 484	1,410 485	1,425 475	
through	1,230	1,343	1,071		1,038	951	925	925	950	
right Southbound	0	0	0		0	0	0	0	0	
left 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	2045 Build Volume (Difference and greater than 0)	2045 Build Balanced Volume
15 NE Grand @ NE Weidler	3,300	3,716	2,975	-0.89%	2,846	2,561	Method 2,430	2,430	7,625
Eastbound left	1,555 235	1,809 310	1,218 253	0.0376	1,165 242	996 183	911 167	910 165	1,065 165
through right Westbound	1,320 0 0	1,499 0 0	965 0 0		923 0 0	813 0 0	744 0 0	745 0 0	900 0 0
left through right	0 0 0	0	0 0		0	0 0	0 0	0 0 0	0
Northbound left	1,745 0	1,907 0	1,757 0		1,681 0	1,565 0	1,519 0	1,520 0	1,560 0
through right Southbound	1,515 230 0	1,712 195 0	1,481 276 0		1,417 264 0	1,254 311 0	1,220 299 0	1,220 300 0	1,260 300 0
left through	0	0	0 0		0	0	0	0	0
right	0	0	0		0 <b>2045 Build TD</b>	0 <b>2045 Build</b>	0 2045 Build	0 2045 Build Volume	0 2045 Build
Intersection, Approach, Movement	2016 Counted Volumes	2015 TD Model	2040 Build TD Model	Growth Rate by Intersections	Model by Growth Rate	Forecast Volume via Ratio Method	Forecast Volume via Difference Method	(Difference and greater than 0)	Balanced Volume FINAL
16 NE MLK @ NE Broadway  Eastbound  left	<b>2,935</b> 0 0	3,421 0 0	<b>3,104</b> 0 0	-0.39%	<b>3,044</b> 0 0	<b>2,663</b> 0 0	<b>2,558</b> 0 0	<b>2,575</b> 0 0	<b>2,575</b> 0 0
through right Westbound	0	0	0		0	0	0	0	0
left through	1,580 230 1,350	2,021 130 1,891	1,622 6 1,616		1,591 6 1,585	1,142 10 1,131	1,150 106 1,044	1,150 105 1,045	1,155 100 1,055
right Northbound left	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
through right	0	0	0 0		0 0	0	0	0 0	0
Southbound left through	1,355 0 1,225	1,400 0 1,079	1,482 0 1,302		1,453 0 1,277	1,521 0 1,450	1,408 0 1,423	1,425 0 1,425	1,420 0 1,400
right	130	321	180		177	71	-14 2045 Build	0	20 <b>2045 Build</b>
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	Forecast Volume via Difference Method	2045 Build Volume (Difference and greater than 0)	Balanced Volume FINAL
17 NE MLK @ NE Weidler Eastbound	<b>3,255</b> 1,800	<b>3,324</b> 2,115	<b>3,056</b> 1,748	-0.34%	<b>3,005</b> 1,719	<b>3,163</b> 1,625	<b>2,936</b> 1,404	<b>2,935</b> 1,405	<b>3,055</b> 1,555
left through right	0 1,285 515	0 1,721 394	0 1,128 620		0 1,109 610	0 828 797	0 673 731	0 675 730	0 825 730
Westbound left through	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
right Northbound	0	0	0		0	0	0	0	0
left through right	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Southbound left	1,455 270	1,209 88	1,308 90		1,286 88	1,538 272	1,532 270	1,530 270	1,500 240
through right	1,185 0	1,121 0	1,218 0		1,198 0	1,266 0	1,262 0	1,260 0	1,260 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 Eastbound	<b>1,365</b> 390	<b>1,528</b> 280	148 26	-8.92%	<b>93</b> 16	<b>144</b> 20	<b>-70</b> 126	<b>295</b> 130	<b>305</b> 140
left 1 (Will) through right	50 270 70	12 210 58	0 0 26		0 0 16	0 0 20	38 60 28	40 60 30	0 0 140
Southeastbound  left 1 (Will)  left 2 (I5)	950 30 685	1,161 74 942	122 0 0		76 0 0	124 0 0	-135 -44 -257	165 0 0	155 0 0
through (Wheeler) Northbound	235 25	145 87	122 0		76 0	124 0	166 -62	165 0	155 10
left through (Williams) right (Wheeler)	0 25 0	0 87 0	0 0 0		0 0 0	0 0 0	0 -62 0	0 0 0	0 10 0
Southbound left	0	0	0		0	0	0	0	0
through right	0 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 Eastbound	<b>940</b> 35	<b>1,208</b> 101	<b>1,313</b> 316	0.33%	<b>1,335</b> 321	<b>1,063</b> 95	<b>1,067</b> 255	<b>1,065</b> 255	<b>1,010</b> 255
left through right	0 30 5	0 101 0	0 316 0		0 321 0	0 95 0	0 250 5	0 250 5	0 250 5
Westbound left through	590 0 585	946 0 946	799 0 799		812 0 812	502 0 502	456 0 451	455 0 450	450 0 450
right Northbound (Driveway)	5 15	0	0		0	0	5 15	5 15	0 10
left through right	0 15 0	0 0 0	0 0 0		0 0 0	0 0 0	0 15 0	0 15 0	0 10 0
Southbound left through	300 180 20	161 139 0	198 136 0		201 138 0	466 179 0	340 179 20	340 180 20	295 150 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 Eastbound	<b>1,330</b> 445	<b>1,044</b> 452	<b>775</b>	-1.18%	<b>730</b> 393	<b>929</b> 347	<b>1,016</b> 386	<b>1,095</b> 385	<b>1,130</b> 395
left through right	0 325 120	0 368 84	0 417 0		0 393 0	0 347 0	0 350 36	0 350 35	0 350 45
Westbound left	250 25	264 104	163 0		154 0	216 0	140 -79	220 0	245 25
through right Northbound	225 0 0	160 0 0	163 0 0		154 0 0	216 0 0	0 0	220 0 0	220 0 0
left through right	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Southbound left	635 170	328 115	195 124		184 117	366 173	491 172	490 170	490 170
through right	315 150	161 52	0 71		0 67	0 193	154 165	155 165	155 165
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 Eastbound	<b>1,325</b> 495	<b>1,648</b> 482	<b>1,617</b> 541	-0.08%	<b>1,611</b> 539	<b>1,419</b> 549	<b>1,288</b> 552	<b>1,375</b> 550	<b>1,420</b> 520
left through right	95 400 0	59 423 0	60 481 0		60 479 0	96 453 0	96 456 0	95 455 0	95 425 0
Westbound left	205 0	185 0	309 0		308 0	332 0	328 0	330 0	300 0
through right Northbound	155 50 625	92 93 981	146 163 767		145 162 764	245 87 537	208 119 408	210 120 495	180 120 600
left through	95 480 50	173 574 234	18 593 156		18 591 155	10 494 33	-60 497 -29	0 495 0	65 500 35
right Southbound left	0	0	0		0	0	0	0	0
through right	0	0	0		0	0	0	0 0	0

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 left	1,570 0	1,381 0	1,557 0		1,591 0	1,808 0	1,780 0	1,780 0	1,550 0	
through right	1,330 240	1,039 342	1,170 387		1,196 395	1,530 278	1,487 293	1,485 295	1,270 280	
Westbound	885	1,107	1,143		1,168	916	946	980	860	
left through	20 760	68 962	14 1,129		14 1,154	4 911	-34 952	0 950	15 825	
right	105	77	0		0	0 237	28	30 410	20	
Northbound left	160 55	167 68	409 131		418 134	108	411 121	120	410 120	SB exit from Interstate has been removed
through right	40 65	88 11	278 0		284 0	129 0	236 54	235 55	235 55	
Southbound	400	311	196		200	237	289	290	260	SD 12 form laterature has been seen and
left through	110 15	96 35	0 61		0 62	0 27	14 42	15 40	0 25	SB exit from Interstate has been removed
right	275	180	135		138	211	233	235	235	SB exit from Interstate has been removed
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	_
2 N Benton @ N Broadway  Eastbound	<b>2,650</b> 1,505	<b>2,398</b> 1,147	<b>2,389</b> 1,170	-0.02%	<b>2,387</b> 1,169	<b>6,163</b> 5,155	<b>2,628</b> 1,527	<b>2,645</b> 1,525	<b>2,405</b> 1,325	
left	70	74	101		101	95	97	95	95	
through right	1,310 125	1,069 4	944 125		943 125	1,156 3,903	1,184 246	1,185 245	985 245	
Westbound left	1,010 70	1,128 57	1,116 39		1,115 39	922 48	997 52	995 50	945 50	
through	870	1,071	1,077		1,076	874	875	875	875	
right Northbound	70 45	0 39	0 53		0 53	0 50	70 48	70 50	20 50	
left	0	37	48		48	0	0	0	10	
through right	20 25	2	5 0		5 0	50 0	23 25	25 25	25 15	
Southbound	90	84	50		50	36	56	75	85	
left through	50 25	44 40	32 0		32 0	36 0	38 -15	40 0	30 25	
right	15 2016 Counted	0	18 2040 No Build	Growth Rate by	18 <b>2045 No Build TD</b>	0  2045 No Build Forecast	33 <b>2045 No Build</b>	35  2045 No Build Volume	30 <b>2045 No Build</b>	
Intersection, Approach, Movement	Volumes	2015 TD Model	TD Model	Intersections	Model by Growth Rate	Volume via Ratio Method	Forecast Volume via Difference Method	(Difference and greater than 0)	Balanced Volume FINAL	
2a N Larabee @ N Interstate (North) Eastbound	<b>1,650</b> 605	<b>1,735</b> 600	<b>1,475</b> 441	-0.65%	<b>1,428</b> 427	<b>1,316</b> 430	<b>1,343</b> 432	<b>1,340</b> 430	<b>1,670</b> 660	
left through	0 605	0 600	0 441		0 427	0 430	0 432	0 430	0 660	NB Interstate
right	0	0	0		0	0	0	0	0	No interstate
Westbound left	875 375	905 375	739 0		715 0	675 0	685 0	685 0	785 0	
through	500	530	739		715	675	685	685	785	SB Interstate
right Northbound	0 170	0 230	0 295		0 286	0 211	0 226	0 225	0 225	
left	0	0	0		0	0	0	0	0	
through right	0 170	0 230	0 295		0 286	0 211	0 226	0 225	0 225	NB Larabee
Southbound	0	0	0		0	0	0	0	0	
left 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	
2b N Larabee @ N Interstate (Middle) Eastbound	<b>585</b> 375	0	0		0	0	0	0	505	Balance from Intersections 2a and 1
left	0	U	U		U	U	U	U	0	
through right	0 375								0	SB Larrabee
Westbound	0	0	0		0	0	0	0	0	SS Edinasee
left through	0								0	
right	0		•						0	
Northbound left	190 0	0	0		0	0	0	U	255 0	
through right	170 20								205 50	NB Larrabee NB Right at Hancock
Southbound	20	0	0		0	0	0	0	250	NB Right at HallCock
left through right	0 20 0								0 250 0	SB Larrabee
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	
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 through	0 10	0	0		0 0	0 0	0 10	0 10	0 10	
right	0	0	0		0	0	0	0	0	
Westbound left	260 90	447 229	276 271		280 274	112 108	93 135	140 135	320 155	
through	5	0	0		0 5	0	5	5	5	
right Northbound	165 930	218 521	5 581		588	1,000	-48 997	1,000	160 1,000	
left through	25 440	0 382	0 436		0 442	0 509	25 500	25 500	25 500	
right	465	139	145		147	491	473	475	475	
Southbound left	500 110	529 25	739 121		749 123	1,017 539	720 208	720 210	785 275	SB exit from Interstate has been removed
through	385	504	618		626	478	507	505	505	== 5.00 mon mediatate has been removed
right	5	0	0		0	0	5	5	5	

	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 through	0	0	0		0	0	0	0	0		
right Westbound	0 1,070	0 1,492	0 1,312		0 1,318	0 948	0 896	0 895	0 930		
left through	415 655	550 942	525 787		527 791	398 550	392 504	390 505	405 525		
right	0	0	0		0	0	0	0	0		
Southbound left	315 0	400 0	438 0		440 0	347 0	355 0	355 0	355 0		
through right	315 0	400 0	438 0		440 0	347 0	355 0	355 0	355 0		
Southeast Bound left	1,090	966 0	1,176 0		1,182 0	1,520 0	1,306 0	1,305 0	1,345 0	1,345	-Southbound Off-ramp fr
through	690	429 537	737		740	1,191	1,001	1,000	1,030		
right	400	537	439		441	329	304	305	315		
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 left	1,380 0	1,540 0	1,099 0		1,090 0	1,006 0	930	930	1,000 0		
through right	1,180 200	1,372 168	890 209		883 207	759 247	691 239	690 240	750 250		
Westbound left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0	0	0	0		
Northbound left	0	0	0		0	0	0	0	0		
through	0	0	0		0	0	0	0	0		
right Southbound	0 1,420	0 1,379	0 1,700		0 1,686	0 2,143	0 1,727	0 1,725	0 1,790		
left through	570 850	310 1,069	776 924		770 916	1,415 729	1,030 697	1,030 695	1,060 730		
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 left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0	0	0	0		
Westbound left	1,905 0	2,438	2,262		2,246 0	1,764 0	1,713 0	1,710 0	1,760 0		
through	1,030	1,464	1,310		1,301	915	867	865	910		
right Northbound	875 410	974 473	952 548		945 544	849 454	846 481	845 480	850 560		
left through	40 370	28 445	2 546		2 542	3 451	14 467	15 465	20 540		
right Southbound	0	0	0		0	0	0	0	0		
left 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 left	1,750 335	1,683 381	1,666 460		1,658 458	1,707 403	1,725 412	1,725 410	1,810 460		
through right	1,415 0	1,302	1,206		1,200	1,305 0	1,313 0	1,315 0	1,350		
Westbound	0	0	0		0	0	0	0	0		
left through	0	0	0		0	0	0	0	0		
right Northbound	0 95	0 173	0 147		0 146	0 86	0 68	0 70	0 115		
left through	0 75	0 92	0 88		0 88	0 71	0 71	0 70	0 100		
right Southbound	20	81 0	59 0		59 0	14 0	-2 0	0	15 0		
left through	0	0	0		0	0	0	0	0		
right	0	0	0		0	0	o	o	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 left	0	0	0		0	0	0	0	0		
through	0	0	0		0	0	0	0	0		
right Westbound	0 1,425	0 2,126	0 1,748		0 1,722	0 1,142	0 1,021	0 1,020	0 1,060		
left through	0 1,410	0 2,126	0 1,748		0 1,722	0 1,142	0 1,006	0 1,005	0 1,045		
right Northbound	15 580	0 312	0 515		0 507	0 764	15 775	15 775	15 830		
left through	470 110	312 0	515 0		507 0	764 0	665 110	665 110	680 150		
right Southbound	0 25	0	0		0	0	0 25	0 25	0 35		
left	0	0	0		0	0	0	0	0		
through 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	2045 No Build Forecast Volume via Ratio	2045 No Build Forecast Volume via	2045 No Build Volume (Difference and	2045 No Build Balanced Volume		
8 NE Victoria @ NE Weidler	2,530	2,584	2,696	0.17%	2,719	Method 2,778	Difference Method  2,665	greater than 0)  2,665	2,740		
Eastbound left	1,435 30	1,383 0	1,266 0		1,277 0	1,297 0	1,329 30	1,330 30	1,365 35		
through right	1,405 0	1,383 0	1,266 0		1,277 0	1,297 0	1,299 0	1,300 0	1,330 0		
Westbound left	0	0	0		0	0	0	0	0		
through right	0	0	0		0	0	0	0	0		
Northbound left	1,095	1,201	1,430		1,442	1,481 0	1,336 0	1,335	1,375 0	1,375	-Northbound Off-ramp fr
through	550	312 889	515		519	916 566	757 579	755	795 580		
right	545 0	0	915 0		923 0	0	0	580 0	0		
Southbound	0 0 0	0 0 0	0 0 0		0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		
left through	Ü	U	U								
left			2040 No Build	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		
left through	2016 Counted Volumes	2015 TD Model	TD Model			657	675	675			
left through right  Intersection, Approach, Movement	Volumes 650	670	691	0.12%	695				750		
left through right  Intersection, Approach, Movement  9 N Williams © NE Hancock Eastbound (Driveway) left	650 5 5	670 0 0	691 0 0	0.12%	0	0	5 5	5 5	<b>750</b> 5 5		
left through right  Intersection, Approach, Movement  9 N. Williams @ N. E. Hancock Eastbound (Driveway) left through right	650 5 5 0	670 0 0 0	<b>691</b> 0	0.12%	0 0 0 0	0	5	5	750 5 5 0		
left through right  Intersection, Approach, Movement  9 N Williams @ NE Hancock Eastbound (Driveway) left through	650 5 5	670 0 0	691 0 0	0.12%	0 0 0	0 0 0	5 5 0	5 5 0	5		
left through right  Intersection, Approach, Movement  9 N Williams © NE Hancock Eastbound (Driveway) left through right Westbound left through	Volumes  650 5 5 0 0 135 0 0	670 0 0 0 0 0 187 0	691 0 0 0 0 0 131 0	0.12%	0 0 0 0 132 0	0 0 0 0 95	5 5 0 0	5 5 0 0	5 0 0 0	1,390	-Northbound through plus
left through right  Intersection, Approach, Movement  9 N Williams @ NE Hancock Eastbound (Driveway) left through right Westbound left through right Northbound	Volumes  650 5 5 0 0 135 0 135 5 135 135	670 0 0 0 0 187 0 0 187 483	691 0 0 0 0 131 0 0 131 560	0.12%	0 0 0 0 132 0 0 132 563	0 0 0 0 95 0 0 95 5 5	5 5 0 0 80 0 0 80	5 5 0 0 80 0 0 80	5 0 0 95 0	650	-Northbound through plu -Northbound through plu -Volume heading to north
left through right  Intersection, Approach, Movement  9 N Williams @ NE Hancock Eastbound (Driveway) left through right Vestbound left through right Northbound left through left through	Volumes  650 5 5 0 0 135 0 135 5 135 5 485	670 0 0 0 0 187 0 0 187 483 0	691 0 0 0 0 131 0 0 131 560 0 556		0 0 0 0 132 0 0 132 563 0 0 559	0 0 0 95 0 0 95 552	5 5 0 0 80 0 0 80 590 5 561	5 0 0 80 0 0 80 590 5	5 0 0 95 0 0 95 650 5		
left through right  Intersection, Approach, Movement  9 N Williams @ NE Hancock Eastbound (Driveway) left through right Vestbound left through right Northbound left through right Southbound	Volumes  650 5 5 0 0 135 0 135 5 485 20 0	670 0 0 0 187 0 0 187 483 0 483 0	691 0 0 0 0 131 0 0 131 560 0 556 4		0 0 0 0 132 0 0 132 563 0 0 559 4	0 0 0 95 0 95 562 0 562 0	5 5 0 0 80 0 80 590 5 5 5 5 61 24 0	5 5 0 0 80 0 80 0 80 590 5 5 5 5 60 0	5 0 0 95 0 95 0 95 650 5 620 25	650 740	-Northbound through plus -Volume heading to north
left through right  Intersection, Approach, Movement  9 N Williams @ NE Hancock Eastbound (Driveway) left through right Westbound left through right Northbound left through right Northbound left through right	Volumes  650 5 5 0 0 135 0 0 135 510 5 485 20	670 0 0 0 0 187 0 0 187 483 0 483	691 0 0 0 0 131 0 0 131 560 0 556 4		0 0 0 132 0 0 132 563 0 559	0 0 0 95 0 0 95 562 0 562	5 5 0 0 80 0 0 80 590 5 561 24	5 0 0 0 80 0 0 80 590 5 560 25	5 0 0 95 0 0 95 650 5 620 25	650 740	-Northbound through plus -Volume heading to north

1,390 -Northbound through plus northbound right-turn at intersection #9
650 -Northbound through plus westbound right-turn at intersection #6
404 -Volume heading to northbound 15-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 through	5 0	5 0	8		8	8	8	10 0	10 0
right	10	177	98		98	6	-69	0	0
Westbound left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right Northbound	0 145	0 172	0 208		0 208	0 82	0 181	0 180	0 110
left	25	0	91		91	0	116	115	45
through right	120 0	172 0	117 0		117 0	82 0	65 0	65 0	65 0
Southbound	165	155	195		195	126	205	205	205
left through	0 65	0	0		0 0	0	0 65	0 65	0 140
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 left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right Westbound	0 1,440	0 2,144	0 1,613		0 1,563	0 1,043	0 859	0 870	0 1,040
left	20	0	0		0	0	20	20	20
through right	1,365 55	1,976 168	1,508 105		1,461 102	1,009 33	850 -11	850 0	965 55
Northbound	85	82	228		221	313	224	225	220
left through	50 35	59 23	36 192		35 186	30 283	26 198	25 200	25 195
right	0	0	0		0	0	0	0	0
Southbound left	20	0	61 0		59 0	0	79 0	80	80 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 Eastbound	<b>2,045</b> 1,950	<b>2,245</b> 2,178	<b>2,031</b> 1,986	-0.40%	<b>1,991</b> 1,947	<b>2,036</b> 2,004	<b>1,791</b> 1,719	<b>1,790</b> 1,720	<b>1,975</b> 1,910
left	35	15	1,986		180	421	200	200	200
through	1,780	2,038 125	1,604 198		1,572 194	1,373 210	1,314 204	1,315	1,500 210
right Westbound	135 0	0	0		0	0	0	205 0	0
left	0	0	0		0	0	0	0	0
through right	0	0 0	0		0 0	0	0	0	0
Northbound	65	67	45		44	33	42	40	35
left through	0 50	0 67	0 45		0 44	0 33	0 27	0 25	0 20
right	15	0	0		0	0	15	15	15
Southbound left	30 15	0	0		0	0	30 15	30 15	30 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 left	0	0	0		0	0	0	0	0
through	0	0	0		0	0	0	0	0
right Westbound	0	0	0					0	0
	1 335	1 508			0 1 230	0 1 246	0 1.057		
left	1,335 0	1,508 0	1,271 0		1,230 0	1,246 0	1,057 0	1,060 0	1,185 0
left through	0 1,060	0 1,343	1,271 0 947		1,230 0 916	1,246 0 723	1,057 0 633	1,060 0 635	1,185 0 685
left through right Northbound	0 1,060 275 1,750	0 1,343 165 2,022	1,271 0 947 324 1,724		1,230 0 916 314 1,668	1,246 0 723 523 1,435	1,057 0 633 424 1,396	1,060 0 635 425 1,395	1,185 0 685 500 1,445
left through right Northbound left	0 1,060 275 1,750 520	0 1,343 165 2,022 679	1,271 0 947 324 1,724 640		1,230 0 916 314 1,668 619	1,246 0 723 523 1,435 474	1,057 0 633 424 1,396 460	1,060 0 635 425 1,395 460	1,185 0 685 500 1,445 450
left through right Northbound left through right	0 1,060 275 1,750 520 1,230 0	0 1,343 165 2,022 679 1,343 0	1,271 0 947 324 1,724 640 1,084 0		1,230 0 916 314 1,668 619 1,049	1,246 0 723 523 1,435 474 961	1,057 0 633 424 1,396 460 936 0	1,060 0 635 425 1,395 460 935 0	1,185 0 685 500 1,445 450 995
left through right Northbound left through right Southbound	0 1,060 275 1,750 520 1,230 0	0 1,343 165 2,022 679 1,343 0	1,271 0 947 324 1,724 640 1,084 0		1,230 0 916 314 1,668 619 1,049 0	1,246 0 723 523 1,435 474 961 0	1,057 0 633 424 1,396 460 936 0	1,060 0 635 425 1,395 460 935 0	1,185 0 685 500 1,445 450 995 0
left through right Northbound left through right Southbound left through	0 1,060 275 1,750 520 1,230 0 0	0 1,343 165 2,022 679 1,343 0 0	1,271 0 947 324 1,724 640 1,084 0 0		1,230 0 916 314 1,668 619 1,049 0 0	1,246 0 723 523 1,435 474 961 0 0	1,057 0 633 424 1,396 460 936 0 0	1,060 0 635 425 1,395 460 935 0 0	1,185 0 685 500 1,445 450 995 0 0
left through right Northbound left through right Southbound	0 1,060 275 1,750 520 1,230 0 0	0 1,343 165 2,022 679 1,343 0	1,271 0 947 324 1,724 640 1,084 0		1,230 0 916 314 1,668 619 1,049 0	1,246 0 723 523 1,435 474 961 0 0	1,057 0 633 424 1,396 460 936 0	1,060 0 635 425 1,395 460 935 0	1,185 0 685 500 1,445 450 995 0 0
left through right Northbound left through right Southbound left through	0 1,060 275 1,750 520 1,230 0 0	0 1,343 165 2,022 679 1,343 0 0	1,271 0 947 324 1,724 640 1,084 0 0	Growth Rate by Intersections	1,230 0 916 314 1,668 619 1,049 0 0	1,246 0 723 523 1,435 474 961 0 0	1,057 0 633 424 1,396 460 936 0 0	1,060 0 635 425 1,395 460 935 0 0	1,185 0 685 500 1,445 450 995 0 0
left through right Northbound left through right Southbound left through right Intersection, Approach, Movement	0 1,060 275 1,750 520 1,230 0 0 0 0 0	0 1,343 165 2,022 679 1,343 0 0 0 0	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0 0		1,230 0 916 314 1,668 619 1,049 0 0 0 0 0 0 0 0 0 0 0 0 0	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0 0 0 2045 No Build Forecast Volume via Ratio Method	1,057 0 633 424 1,396 460 936 0 0 0 0 0 0 2045 No Build Forecast Volume via Difference Method	1,060 0 635 425 1,395 460 935 0 0 0 0 2045 No Build Volume (Difference and greater than 0)	1,185 0 685 500 1,445 450 995 0 0 0 0 2045 No Build Balanced Volume FINAL
left through right Northbound left through right Southbound left through right Intersection, Approach, Movement	0 1,060 275 1,750 520 1,230 0 0 0 0 0 2016 Counted Volumes 3,300 1,555	0 1,343 165 2,022 679 1,343 0 0 0 0 0 0 2015 TD Model	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0 0 0 0 0	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0 0 0 0 0 0 0 0 0	1,246 0 723 523 1,435 474 961 0 0 0 0 0 2045 No Build Forecast Volume via Ratio Method	1,057 0 633 424 1,396 460 936 0 0 0 0 0 0 0 0 2045 No Build Forecast Volume via Difference Method	1,060 0 635 425 1,395 460 935 0 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0) 885	1,185 0 685 500 1,445 450 995 0 0 0 0 0 2045 No Build Balanced Volume FINAL 2,575 1,045
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand @ NE Weidler Eastbound left through	0 1,060 275 1,750 520 1,230 0 0 0 0 0 0 0 2016 Counted Volumes	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model 3,716 1,809 310 1,499	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  Z045 No Build TD Model by Growth Rate	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732	1,060 0 635 425 1,395 460 935 0 0 0 0 2045 No Build Volume (Difference and greater than 0) 2,370 885 155 730	1,185 0 685 500 1,445 450 995 0 0 0 0 2045 No Build Balanced Volume FINAL 2,575 1,045 185 860
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand @ NE Weidler Eastbound left through right	0 1,060 275 1,750 520 1,230 0 0 0 0 0  2016 Counted Volumes  3,300 1,555 235 1,320 0	0 1,343 165 2,022 679 1,343 0 0 0 0 0 0  2015 TD Model  3,716 1,809 310 1,499 0	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 911	1,246 0 723 523 1,435 474 961 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0	1,057 0 633 424 1,396 460 936 0 0 0 0 0 2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0	1,185 0 685 500 1,445 450 995 0 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand @ NE Weidler Eastbound left through right Westbound left	0 1,060 275 1,750 520 0 0 0 0 0 0 0 2016 Counted Volumes 3,300 1,555 235 1,320 0	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model  3,716 1,809 310 1,499 0 0 0	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 911 0 0 0	1,246 0 723 523 1,435 474 961 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732	1,060 0 635 425 1,395 460 935 0 0 0 0 2045 No Build Volume (Difference and greater than 0) 2,370 885 155 730	1,185 0 685 500 1,445 450 995 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand ® NE Weidler Eastbound left through right Westbound left through left through	0 1,060 2,75 1,750 520 1,230 0 0 0 0 0  2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 0	0 1,343 165 2,022 679 1,343 0 0 0 0 0  2015 TD Model  3,716 1,809 310 1,499 0 0 0 0	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 0	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 911 0 0 0 0	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 0 0	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 0 0	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 0 0 0	1,185 0 685 500 1,445 450 995 0 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0 0 0
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand @ NE Weidler Eastbound left through right Westbound left through right Northbound	0 1,060 275 1,750 520 1,230 0 0 0 0 0 0 2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 0 1,745	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model  3,716 1,809 310 1,499 0 0 0 0 1,907	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 1,726	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 911 0 0 0 0 1,645	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 1,525	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 0 1,483	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 1,485	1,185 0 685 500 1,445 450 995 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0 0 1,530
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand © NE Weidler Eastbound left through right  Westbound left through right Northbound left	0 1,060 275 1,750 520 1,230 0 0 0 0 0 2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 0 1,745	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model  3,716 1,809 310 1,499 0 0 0 0 1,907	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 0 1,726	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 9111 0 0 0 1,645 0	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 0 1,525 0	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 0 1,483 0	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 1,485 0	1,185 0 685 500 1,445 450 995 0 0 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0 0 1,530 0
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand @ NE Weidler Eastbound left through right Westbound left through right Northbound	0 1,060 275 1,750 520 1,230 0 0 0 0 0 0 2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 0 1,745	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model  3,716 1,809 310 1,499 0 0 0 0 1,907	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 1,726	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 911 0 0 0 0 1,645	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 1,525	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 0 1,483	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 1,485	1,185 0 685 500 1,445 450 995 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0 0 1,530
left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  15 NE Grand ® NE Weidler Eastbound left through right  Westbound left through right Northbound left through right Northbound left through right Southbound	0 1,060 275 1,750 520 1,230 0 0 0 0 0 2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 1,745 0 1,515 230 0 0 1,5515	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model  3,716 1,809 310 1,499 0 0 0 0 1,907 0 1,712 195 0	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 1,726 0 0 1,481 245	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0 0 2045 No Build TD Model by Growth Rate  2,788 1,143 232 911 0 0 0 0 1,645 0 1,412 234	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 1,525 0 1,249 275	1,057 0 633 424 1,396 460 936 0 0 0 0 0 2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 0 1,483 0 1,215 269 0	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 1,485 0 1,215 270 0	1,185 0 685 500 1,445 450 995 0 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0 1,530 0 1,260 270 0
left through right Northbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  15 NE Grand  NE Weidler Eastbound left through right  Westbound left through right Northbound left through right Southbound left through right Southbound left	0 1,060 275 1,750 520 1,230 0 0 0 0 0 0 2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 1,745 0 1,515 230	0 1,343 165 2,022 679 1,343 0 0 0 0 0 2015 TD Model  3,716 1,809 310 1,499 0 0 0 1,907 0 1,712	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 1,726 0 1,481 245	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 233 911 0 0 0 1,645 0 1,412 234	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 1,525 0 1,249 275	1,057 0 633 424 1,396 460 936 0 0 0 0 0  2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 1,483 0 1,215 269	1,060 0 635 425 1,395 460 935 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 1,485 0 1,215 270	1,185 0 685 500 1,445 450 995 0 0 0 0 0 2045 No Build Balanced Volume FINAL  2,575 1,045 185 860 0 0 0 1,530 0 1,260 270
left through right Northbound left through right Southbound left through right  Intersection, Approach, Movement  15 NE Grand ® NE Weidler Eastbound left through right  Westbound left through right Northbound left through right Northbound left through right Southbound	0 1,060 275 1,750 520 1,230 0 0 0 0 0 0  2016 Counted Volumes  3,300 1,555 235 1,320 0 0 0 1,745 0 0 1,515 230 0 0 0 0 1,745 0 0 0 0 1,745 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1,343 165 2,022 679 1,343 0 0 0 0 0 0 0  2015 TD Model  3,716 1,809 310 1,499 0 0 0 0 1,907 0 1,712 195 0 0 0	1,271 0 947 324 1,724 640 1,084 0 0 0 0 0  2040 No Build TD Model  2,925 1,199 243 956 0 0 0 1,726 0 0 1,481 245 0 0	Intersections	1,230 0 916 314 1,668 619 1,049 0 0 0 0 0 0  2045 No Build TD Model by Growth Rate  2,788 1,143 232 911 0 0 0 1,645 0 0 1,412 234 0 0	1,246 0 723 523 1,435 474 961 0 0 0 0 0 0 0  2045 No Build Forecast Volume via Ratio Method  2,503 978 176 802 0 0 0 0 1,525 0 1,249 275 0 0 0	1,057 0 633 424 1,396 460 936 0 0 0 0 0 2045 No Build Forecast Volume via Difference Method  2,372 889 157 732 0 0 0 1,483 0 1,215 269 0 0	1,060 0 635 425 1,395 460 935 0 0 0 0 0 0 2045 No Build Volume (Difference and greater than 0)  2,370 885 155 730 0 0 0 1,485 0 1,215 270 0 0	1,185 0 685 500 1,445 450 995 0 0 0 0 0 0 0 2045 No Build Balanced Volume FINAL 2,575 1,045 185 860 0 0 0 0 1,260 270 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	2045 No Build Forecast Volume via Ratio	2045 No Build Forecast Volume via	2045 No Build Volume (Difference and	2045 No Build Balanced Volume	
16 NE MLK @ NE Broadway	2,935	3,421	2,924	-0.63%	Rate 2,834	Method 2,464	Difference Method	greater than 0) 2,380	FINAL 2,435	
Eastbound left	0	0	0	-0.0370	0	0	0	0	0	
through right	0	0	0		0	0	0	0	0	
Westbound left	1,580 230	2,021 130	1,587 13		1,538 13	1,111 22	1,097 113	1,100 115	1,135 115	
through	1,350 0	1,891 0	1,574 0		1,525 0	1,089 0	984 0	985 0	1,020	
right Northbound	0	0	0		0	0	0	0	0	
left through	0	0 0 0	0		0	0 0 0	0 0 0	0	0 0	
right Southbound	0 1,355	1,400	0 1,337		0 1,296	1,353	1,251	0 1,280	1,300	
left through	0 1,225	0 1,079	0 1,170		0 1,134	0 1,287	0 1,280	0 1,280	0 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	2045 No Build Forecast Volume via Ratio	2045 No Build Forecast Volume via	2045 No Build Volume (Difference and	2045 No Build Balanced Volume FINAL	
AT AUX O AIF Weldler	2 255	2 224	2.020	0.400/	Rate	Method	Difference Method	greater than 0)		
17 NE MLK @ NE Weidler Eastbound	3,255 1,800	<b>3,324</b> 2,115	<b>2,939</b> 1,757	-0.49%	2,868 1,714	<b>2,970</b> 1,621	<b>2,799</b> 1,399	<b>2,800</b> 1,400	2,925 1,530	
left through	0 1,285	0 1,721	0 1,133		0 1,105	0 825	0 669	0 670	0 800	
right Westbound	515	394	624 0		609 0	796 0	730 0	730 0	730	
left through	0	0	0		0	0	0	0	0	
right Northbound	0	0	0		0	0	0	0	0	
left through	0	0	0		0	0	0	0	0	
right Southbound	0 1,455	0 1,209	0 1,182		0 1,153	0 1,349	0 1,399	0 1,400	0 1,395	
left through	270 1,185	88 1,121	66 1,116		64 1,089	198 1,151	246 1,153	245 1,155	245 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	2045 No Build Forecast Volume via Ratio	2045 No Build Forecast Volume via	2045 No Build Volume (Difference and	2045 No Build Balanced Volume	
					Rate	Method	Difference Method	greater than 0)	FINAL	
18 N Williams @ NE Wheeler-Winning Eastbound	1,365 390	1,528 280	1,431 227	-0.26%	1,412 224	<b>1,121</b> 309	1,156 334	1,195 335	<b>1,280</b> 290	240 -Eastbound through
left 1 (Will) through	50 270	12 210	8 190		8 188	33 241	46 248	45 250	30 240	735 -Southeastbound left 0 -Northbound right
right Southeastbound	70 950	58 1,161	29 975		29 962	35 775	41 751	40 790	20 980	975 -Volume heading to southbound I-5 of 975 -Southbound On-ramp from the mai
left 1 (Will) left 2 (I5)	30 685	74 942	5 883		5 871	2 634	-39 614	0 615	5 735	
through (Wheeler) Northbound	235 25	145 87	87 229		86 226	139 38	176 70	175 70	240 10	
left through (Williams)	0 25	0 87	0 134		0 132	0 38	0 70	0 70	0 10	
right (Wheeler) Southbound	0	0	95 0		94 0	0	0	0	0	
left through	0	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	
Intersection, Approach, Movement  19 NE Wheeler @ NE Multnomah		2015 TD Model				Volume via Ratio	Forecast Volume via	(Difference and	<b>Balanced Volume</b>	
19 NE Wheeler @ NE Multnomah Eastbound		<b>1,208</b> 101			Model by Growth Rate	Volume via Ratio	Forecast Volume via Difference Method	(Difference and greater than 0)	<b>Balanced Volume</b>	
19 NE Wheeler @ NE Multnomah	940 35	2015 TD Model  1,208 101 0 101 0	1,340 298		Model by Growth Rate 1,368 304	Volume via Ratio Method 894 90	Forecast Volume via Difference Method 1,100 238	(Difference and greater than 0)  1,100 240	Balanced Volume FINAL 1,065 240	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound	940 35 0 30	1,208 101 0 101	1,340 298 0 298		Model by Growth Rate  1,368 304 0 304	Volume via Ratio Method  894  90 0 90	Forecast Volume via Difference Method 1,100 238 0 233	(Difference and greater than 0)  1,100 240 0 235	### Balanced Volume FINAL  1,065  240 0 235	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through	940 35 0 30 5 590	1,208 101 0 101 0 946	1,340 298 0 298 0 298 0		1,368 304 0 304 0 917	Volume via Ratio Method  894  90 0 90 0 567	Forecast Volume via Difference Method  1,100 238 0 233 5 561	(Difference and greater than 0)  1,100 240 0 235 5 560	Balanced Volume FINAL  1,065  240 0 235 5 5555	
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway)	940 35 0 30 5 5 90 0 585	1,208 101 0 101 0 946 0 946	1,340 298 0 298 0 298 0 898 0 898		Model by Growth Rate  1,368 304 0 304 0 917 0 917	Volume via Ratio Method  894  90 0 90 0 567	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556	(Difference and greater than 0)  1,100 240 0 235 5 560 0 555	Balanced Volume FINAL  1,065 240 0 235 5 555 0 555	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through	Volumes  940 35 0 35 5 590 0 585 5 15	1,208 101 0 101 0 946 0 946 0	1,340 298 0 298 0 898 0 898 0 898		Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0	Volume via Ratio Method  894  90 0 90 0 567 0 567 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15	(Difference and greater than 0)  1,100 240 0 235 5 50 0 555 5 15	Balanced Volume FINAL  1.065  240  0  235  5  0  555  0  10	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound	Volumes  940 35 0 30 5 590 0 585 5 15 0 15	1,208 101 0 101 0 101 0 946 0 0 946 0 0 0 0 161	1,340 298 0 298 0 898 0 898 0 0 0 0 0 0 0		Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 0 147	Volume via Ratio Method  894  90 0 90 0 567 0 0 0 0 237	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 15 0 288	(Difference and greater than 0)  1,100 240 0 235 5 560 0 555 5 15 0 15 0 288	Balanced Volume FINAL 1,065 240 0 235 55 0 0 100 10	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right	Volumes  940 35 0 30 5 5 990 0 585 5 15 0 15 0 300	1,208 101 0 101 0 946 0 946 0 0 0	TD Model  1,340 298 0 298 0 898 0 898 0 0 0 1 144		Model by Growth Rate  1.368 304 0 304 0 917 0 917 0 0 0 0 0	Volume via Ratio Method  894  90 0 90 0 567 0 0 567 0 0 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 15 0 0	(Difference and greater than 0)  1,100 240 0 235 5 5 0 555 5 15 0 15 0	Balanced Volume FINAL 1,065 2,40 0 2,235 5 5 5,555 0 10 0 10 0 2,660	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through	Volumes  940 35 0 30 5 5 990 0 585 5 15 0 180 20 100	1,208 101 0 101 0 101 0 946 0 0 0 0 0 161 139 0	TD Model  1,340 298 0 298 0 298 0 898 0 898 0 0 0 144 130 0 14	0.42%	Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 0 0 147 133 0	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 237 172	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 0 286 174 20	(Difference and greater than 0)  1,100 240 0 235 5 560 0 555 5 15 0 0 285 175 20	Balanced Volume FINAL 1,065 2,40 0 235 5 5,55 0 10 0 10 0 260 170	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right Intersection, Approach, Movement	Volumes  940 35 0 5 5 990 0 585 5 15 0 15 0 300 180 20	1,208 101 0 101 0 101 0 946 0 0 0 0 0 161 139 0	TD Model  1,340 298 0 298 0 298 0 898 0 0 898 0 0 0 1444 130 0		Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 0 147 133 0 14	Volume via Ratio Method  894  90 0 90 0 567 0 0 567 0 0 0 237 172 0 65	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 1 0 15 0 288 174 20 92	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 555 5 15 0 288 175 20 90	Balanced Volume FINAL 1,065 2,40 0 2,35 5 5 5 5 0 10 0 10 0 2,60 170 10 80	
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right Southbound	Volumes  940 35 0 30 5 5 990 0 585 5 15 0 15 0 180 20 100	1,208 101 0 101 0 101 0 946 0 0 0 0 0 161 139 0 22	TD Model  1,340 298 0 298 0 898 0 898 0 0 0 0 144 130 0 14 2040 No Build	0.42%	Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 917 1 0 0 147 133 0 14  2045 No Build TD Model by Growth	Volume via Ratio Method  894 90 0 90 0 567 0 0 0 0 237 172 0 65	Forecast Volume via Difference Method  1,100  238 0 233 5 561 0 556 5 15 0 15 0 286 174 20 92  2045 No Build Forecast Volume via	(Difference and greater than 0)  1,100 240 0 245 5 5 560 0 0 55 15 0 15 0 288 175 20 90	Balanced Volume FINAL 1,065 2,40 0 2,235 5 5 5 5 0 0 10 0 2,60 170 10 80	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement	Volumes  940 35 0 35 0 5 5 990 0 585 5 15 0 180 20 100  2016 Counted Volumes  1,330 445 0	1,208 101 0 101 0 946 0 946 0 0 0 161 139 0 222 2015 TD Model	TD Model  1,340 298 0 298 0 0 898 0 0 898 0 0 0 144 130 0 14  2040 No Build TD Model  881 454 0	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 55 5 15 0 288 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0	Balanced Volume FINAL  1,065 240 0 235 5 5 5 5 0 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Southbound left through right  Intersection, Approach, Movement	Volumes  940 35 0 30 5 5 990 0 585 5 115 0 0 300 180 20 100  2016 Counted Volumes  1,330 445 0 325 120	1,208 101 0 101 0 946 0 946 0 0 0 161 139 0 22  2015 TD Model	TD Model  1,340 298 0 298 0 298 0 898 0 898 0 0 0 144 130 0 14  2040 No Build TD Model  881 454 0	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 304 0 917 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 439 0	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1.092 388 0 388 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 336	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35	Balanced Volume FINAL  1,065 240 0 2235 5 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 355	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right Southbound left through right Southbound left through right  Intersection, Approach, Movement	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 300 115 0 300 20 100  2016 Counted Volumes  1,330 445 0 325	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22 2015 TD Model	TD Model  1,340 298 0 298 0 298 0 8898 0 0 898 0 0 0 144 130 0 14  2040 No Build TD Model  881 454 0 454 0 218	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 439	Volume via Ratio Method  894 90 0 90 0 567 0 567 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1.092 388 0 388	Forecast Volume via Difference Method  1,100 238 0 233 5 5561 0 556 5 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76	(Difference and greater than 0)  1,100 240 0 235 560 0 555 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)	Balanced Volume FINAL 1.065 240 0 235 55 0 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL 1.275 430 0 395	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver @ N Russell Eastbound left through right Westbound left through right Westbound left through right	Volumes  940 35 0 30 5 5 990 0 5885 5 15 0 300 1180 20 100  2016 Counted Volumes  1,330 445 0 325 120 255 0 0	1,208 101 0 101 0 946 0 946 0 0 0 161 139 0 22 2015 TD Model	TD Model  1,340 298 0 298 0 298 0 0 8898 0 0 0 144 130 0 144 130 0 144 130 0 144 130 0 144 130 0 144 131 0 144 131 0 144 131 0 145 145 145 145 145 150 160 170 188 188 188 188 188 188 188 188 188 18	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 304 0 917 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 439 0 211 3 208 0	Volume via Ratio Method  894 90 0 90 0 567 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 388 0 293 1 292 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 15 0 0 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0	Balanced Volume FINAL  1,065 240 0 235 5 5 555 0 10 0 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 275 0	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver @ N Russell Eastbound left through right Vestbound left through right Vestbound left through right Northbound left	Volumes  940 35 0 0 30 5 590 0 5885 5 15 0 300 1180 20 100  2016 Counted Volumes  1.330 445 0 325 120 250 250 0 0	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0	TD Model  1,340 298 0 298 0 898 0 898 0 0 0 0 144 130 0 144 2040 No Build TD Model  881 454 0 0 218 3 215 0 0 0 0	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,368 304 0 304 0 917 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 439 0 211 3 208 0 0 0 0	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 388 0 293 1 1292	Forecast Volume via Difference Method  1,100 238 0 233 5 551 0 556 5 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 36 197 -76 273 0 0	(Difference and greater than 0)  1,100 240 0 240 0 0 235 5 5 560 0 0 555 5 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 275 0 0 0	Balanced Volume FINAL  1,065 240 0 235 555 0 10 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 310 35 275 0 0 0	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver  Neusell Eastbound left through right Westbound left through right Westbound left through right Northbound left through right Northbound left through right Northbound left through right Northbound left	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 180 20 100  2016 Counted Volumes  1,330 445 0 0 325 120 250 250 0 0 0 0	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 222  2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 0 0 0 0 0	TD Model  1,340 298 0 298 0 898 0 898 0 0 0 0 144 130 0 144 2040 No Build TD Model  881 454 0 0 218 3 215 0 0 0 0 0 0 0	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 917 0 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 439 0 211 3 208 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 292 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 15 0 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 396 197 -76 273 0 0 0 0	(Difference and greater than 0)  1,100 240 0 240 0 0 235 5 5 560 0 0 555 5 15 0 288 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 0	Balanced Volume FINAL  1.065 240 0 235 5 5 5 5 5 5 5 5 5 5 0 10 0 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1.275 430 0 395 35 310 35 310 35 275 0 0 0 0	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Vestbound left through right  Intersection, Approach, Movement  20 NE Vancouver N Russell Eastbound left through right Westbound left through right Northbound left through right Northbound left through right Southbound left	Volumes  940 25 0 30 5 5 990 0 585 5 15 0 0 180 200 100  2016 Counted Volumes  1,330 445 0 325 120 250 0 0 0 0 0 635	1,208 101 0 101 0 946 0 0 946 0 0 0 161 139 0 222  2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 0 0 328	TD Model  1,340 298 0 298 0 298 0 898 0 898 0 0 0 144 130 0 14  2040 No Build TD Model  881 454 0 0 218 3 215 0 0 0 0 0 0 209	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,368 304 0 0 304 0 917 0 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 0 0 0 0 0 0 0 111	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 388 0 293 1 1 292 0 0 0 0 0 0 0 1 1 1 292 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 288 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 0 509	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 288 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 0 0 505	Balanced Volume FINAL  1,065 240 0 2235 5 5 5 5 5 5 5 5 5 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 310 35 275 0 0 0 0 0 0 0 535	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver @ N Russell Eastbound left through right Westbound left through right Northbound left through right Northbound left through right Northbound	Volumes  940 35 0 30 5 5 990 0 5885 5 15 0 100 180 20 100  2016 Counted Volumes  1,330 445 0 325 120 250 25 225 0 0 0 0 0 635	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 0 328	TD Model  1,340 298 0 298 0 298 0 0 8898 0 0 0 144 130 0 14  2040 No Build TD Model  881 454 0 454 0 215 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 304 0 917 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume via Ratio Method  894 90 0 90 0 567 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 292 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Forecast Volume via Difference Method  1,100 238 0 233 5 5561 0 556 5 15 0 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 509	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 505	Balanced Volume FINAL  1,065 240 0 235 5 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 275 0 0 0 0 0 535	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver @ N Russell Eastbound left through right Westbound left through right Northbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 100 2016 Counted Volumes  1,330 445 0 325 120 250 0 0 0 0 635 170 315	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22  2015 TD Model  1,044 452 0 388 84 264 104 160 0 0 0 0 328 115	TD Model  1,340 298 0 298 0 0 898 0 0 8898 0 0 0 144 130 0 144 130 0 144 130 0 214 2040 No Build TD Model  881 454 0 454 0 0 218 3 215 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.42%  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 917 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 0 211 3 208 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 388 0 293 1 292 0 0 0 0 412 163 34 215	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 509 165 171 172	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 375 275 0 0 0 0 0 0 0 505 165 170 170 170	Balanced Volume FINAL  1,065  240 0 235 5 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver  Neussell Eastbound left through right Westbound left through right Northbound left through right Southbound left through right	Volumes  940 35 0 30 5 5 990 0 5885 5 115 0 100 2016 Counted Volumes  1,330 445 0 325 120 250 0 0 0 0 635 170 315 150 2016 Counted Volumes	1,208 101 0 101 0 946 0 0 946 0 0 0 161 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 166 0 0 0 0 328 115 161 52 2015 TD Model	TD Model  1,340 298 0 298 0 0 298 0 0 8898 0 0 0 0 144 130 0 14  2040 No Build TD Model  881 3 215 0 0 0 0 209 114 18 77  2040 No Build TD Model	Growth Rate by Intersections  -0.68%  Growth Rate by	Model by Growth Rate  1,368 304 0 0 304 0 0 917 0 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 0 0 202 110 17 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1.092 388 0 293 1 1292 0 0 0 0 412 163 34 215	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method 0 0 0 0 0 509 165 171 172 2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 0 505 165 170 170  2045 No Build Volume (Difference and greater than 0)	Balanced Volume FINAL  1,065 240 0 2240 0 2235 5 5 55 0 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  2045 No Build Balanced Volume FINAL  2045 No Build Balanced Volume FINAL	Balance from Intersection 21
Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver ② N Russell Eastbound left through right Westbound left through right Westbound left through right  Northbound left through right Southbound left through right Intersection, Approach, Movement	Volumes  940 35 0 30 5 5 990 0 5885 585 15 0 10 100  2016 Counted Volumes  1,330 100 255 25 25 20 0 0 0 0 635 170 315 150  2016 Counted Volumes	1,208 101 0 101 0 946 0 0 946 0 0 0 161 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 328 115 161 52 2015 TD Model	TD Model  1,340 298 0 298 0 0 298 0 0 898 0 0 0 144 130 0 14 130 0 14  2040 No Build TD Model  881 3 215 0 0 0 0 209 114 18 77  2040 No Build TD Model	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 0 917 0 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  2045 No Build TD Model by Growth Rate  1,667 569 60	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 292 0 0 0 0 412 163 34 215  2045 No Build Forecast Volume via Ratio Method	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 336 36 197 -76 273 0 0 0 0 509 165 171 172 2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 0 505 165 170 170  2045 No Build Volume (Difference and greater than 0)  1,210 430 95 430 95	Balanced Volume FINAL  1,065 240 0 2235 5 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 275 0 0 0 0 0 260 170 170 2045 No Build Balanced Volume FINAL  1,275 430 0 0 0 0 0 0 0 0 535 165 200 170 2045 No Build Balanced Volume FINAL	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver @ N Russell Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Northbound left through right Southbound left through right Left through right Eastbound left through right Left Left through right Left Left Left Left Left Left Left Lef	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 10 10 20 100  2016 Counted Volumes  1,330 445 0 325 120 250 25 225 0 0 0 0 635 170 315 150  2016 Counted Volumes	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22  2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 328 115 161 52	TD Model  1,340 298 0 298 0 298 0 0 8898 0 0 0 144 130 0 14  2040 No Build TD Model  881 3 215 0 0 0 209 114 177  2040 No Build TD Model  18 77	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 0 917 0 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 0 211 3 208 0 0 0 0 107 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 388 0 293 1 292 0 0 0 0 412 163 34 215	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 55 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 0 0 0 505 165 170 170 170  2045 No Build Volume (Difference and greater than 0)	Balanced Volume FINAL  1,065  240 0 235 5 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 0 0 0 0 0 2535 310 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balance from Intersection 21
19 NE Wheeler @ NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver @ N Russell Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Westbound left through right Lesstbound left through right Westbound left	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 10 10 20 100  2016 Counted Volumes  1,330 445 0 325 120 250 0 0 0 635 170 315 150  2016 Counted Volumes  1,325 495 95 400 0 0 205 0	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22  2015 TD Model  1,044 452 0 368 84 2564 104 160 0 0 0 328 115 161 52  2015 TD Model	TD Model  1,340 298 0 298 0 0 298 0 0 8898 0 0 0 144 130 0 144 130 0 144 130 0 144 130 0 144 130 0 144 131 0 144 131 0 144 131 0 144 131 130 144 131 144 131 144 131 144 131 144 131 144 131 145 145 145 145 145 145 145 145 145 14	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 0 917 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 117 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 567 0 0 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 292 0 0 0 0 0 1 163 34 215  2045 No Build Forecast Volume via Ratio Method	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 197 -76 273 0 0 0 0 0 0 0 0 0 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 0 505 165 170 170 170  2045 No Build Volume (Difference and greater than 0)	Balanced Volume FINAL  1,065 240 0 235 5 555 0 10 0 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 275 0 0 0 0 0 0 2045 No Build Balanced Volume FINAL  1,275 200 170 2045 No Build Balanced Volume FINAL  1,275 200 395 35 310 35 275 0 0 0 0 0 535 165 200 170  2045 No Build Balanced Volume FINAL  1,610 560 95 465 95 465	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver  Neusell Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Left through right Left through right Westbound left through right Westbound left through right Westbound left through right Westbound left through right	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 10 10 2016 Counted Volumes  1.330 445 0 325 120 255 25 150 0 0 0 0 635 170 315 150  2016 Counted Volumes  1,325 495 95 4000 0 0 205 0 0 155 5	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22  2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 0 328 115 161 52  2015 TD Model	TD Model  1,340 298 0 298 0 0 298 0 0 8898 0 0 0 0 0 144 130 0 144 131 130 0 144 2040 No Build TD Model  881 3 215 0 0 0 0 209 114 18 77  2040 No Build TD Model  1,664 568 60 508 0 0 358	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 117 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 567 0 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 1 292 0 0 0 0 412 163 34 215  2045 No Build Forecast Volume via Ratio Method  1,537 578 97 481 0 423 0 338 85	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 505 165 170 170 170  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 1,210 0 0 0 1,210 0 0 0 0 0 0 1,210 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  1,065 240 0 235 5 5 555 0 10 0 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 275 0 0 0 0 0 0 0 170 170 170 170 170 170 1	Balance from Intersection 21
19 NE Wheeler  NE Multnomah  Eastbound  left  through right  Westbound left through right  Northbound (Driveway) left through right  Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver  Neusell Eastbound left through right  Westbound left through right  Northbound left through right  Southbound left through right  Vestbound left through right  Left through right  Vestbound left through right  Vestbound left through right Vestbound left through right Vestbound left through right Vestbound left through right Northbound left	Volumes  940 35 0 0 30 5 590 0 0 5885 5 15 0 115 0 300 1180 20 100  2016 Counted Volumes  1.330 445 0 325 120 255 225 0 0 0 0 635 170 315 150  2016 Counted Volumes  1.325 495 95 400 0 0 205 0 155 50 625 95	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 328 115 161 52 2015 TD Model	TD Model  1,340 298 0 298 0 298 0 898 0 0 8898 0 0 0 144 130 0 144 130 14  2040 No Build TD Model  881 454 0 0 218 3 215 0 0 0 209 114 18 77  2040 No Build TD Model	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,368 304 0 0 304 0 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 0 202 110 17 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 1 292 0 0 0 0 0 412 163 34 215  2045 No Build Forecast Volume via Ratio Method	Forecast Volume via Difference Method  1,100 238 0 233 5 561 0 556 5 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method	(Difference and greater than 0)  1,100 240 0 240 0 225 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 170 2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 170 170 2045 No Build Volume (Difference and greater than 0)	Balanced Volume FINAL  1,065 240 0 2240 0 2235 5 5 5 5 5 5 5 5 5 5 5 5 5 5 6 10 10 10 266 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 395 35 310 35 275 0 0 0 0 10 0 0 265 165 200 170  2045 No Build Balanced Volume FINAL  1,610 5660 95 465 0 3880 0 265 115 670 45	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound Left through right Westbound Left through right Northbound (Driveway) Left through right Southbound Left through right  Southbound Left through right  Intersection, Approach, Movement  20 NE Vancouver  Neussell Eastbound Left through right Westbound Left through right Southbound Left through right Vestbound Left through right Northbound Left through right Newsbound Left through right Westbound Left through right Vestbound Left through right Northbound Left through right	Volumes  940 35 0 0 30 5 5 990 0 0 5885 5 15 0 115 0 0 300 1180 20 100  2016 Counted Volumes  1,330 445 0 0 325 120 120 250 250 0 0 0 0 635 1770 315 150  2016 Counted Volumes  1,325 495 95 400 0 0 205 0 1555 50 625 95 480 50	1,208 101 0 101 0 946 0 946 0 0 0 0 161 139 0 222  2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 328 115 161 52  2015 TD Model  1,648 482 59 423 0 185 0 92 93 981 173 574	TD Model  1,340 298 0 298 0 298 0 888 0 0 8888 0 0 0 144 1330 0 144 1330 0 144 2040 No Build TD Model  881 454 0 0 218 3 215 0 0 0 209 114 18 77  2040 No Build TD Model	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,368 304 0 0 304 0 0 917 0 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 0 202 110 17 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 0 0 0 567 0 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1.092 388 0 293 1 1292 0 0 0 1 297 163 34 215  2045 No Build Forecast Volume via Ratio Method	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 77 76 273 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 170 2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 170 0 170  2045 No Build Volume (Difference and greater than 0)	Balanced Volume FINAL  1,065 240 0 2235 5 5 5 5 5 5 5 5 5 6 10 10 10 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 0 0 0 0 0 535 165 200 170 2045 No Build Balanced Volume FINAL  1,610 560 170 380 0 0 380 0 0 380 0 0 265 115 550 75	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver  Ne Nessell Eastbound left through right Westbound left through right Northbound left through right Southbound left through right Southbound left through right Southbound left through right Southbound left through right Vestbound left through right Northbound left through right Northbound left through right Vestbound left through right Vestbound left through right Northbound left	Volumes  940 35 0 0 30 5 5 990 0 5885 55 15 0 100 201 201 201 201 201 201 201 201 2	1,208 101 0 101 0 946 0 0 946 0 0 0 161 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 166 0 0 0 328 115 161 52 2015 TD Model  1,648 482 59 423 0 185 0 92 93 981 173 574 234 0 0	TD Model  1,340 298 0 298 0 0 298 0 0 898 0 0 0 144 130 0 144 130 0 144 130 0 144 131 0 145 0 145 0 145 0 145 0 145 0 145 0 145 0 145 0 145 0 145 0 145 0 145 0 15 16 17 18 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 0 917 0 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 0 211 3 208 0 0 0 0 0 177 74  2045 No Build TD Model by Growth Rate	Volume via Ratio Method  894 90 0 90 0 567 0 0 567 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 292 0 0 0 0 412 163 34 215  2045 No Build Forecast Volume via Ratio Method	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 0 15 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method  1,138 432 0 0 396 36 197 76 273 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 15 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 505 165 170 170  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 1,215 0 0 0 0 0 0 0 0 0 0 0 0 0 0 505 165 170 170  2045 No Build Volume (Difference and greater than 0)  1,465 580 95 485 0 0 380 0 0 0 505 105 505 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  1,065 240 0 2235 5 5 555 0 10 0 10 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 0 0 0 0 0 0 265 165 200 170  2045 No Build Balanced Volume FINAL  1,275 430 0 0 0 0 0 0 0 0 0 535 165 200 0 0 0 0 0 535 165 200 170  2045 No Build Balanced Volume FINAL  1,610 560 0 0 0 535 165 200 170  2045 No Build Balanced Volume FINAL  1,610 560 0 0 0 265 165 0 0 0 0 265 165 0 0 0 0 0 265 175 0 0 0 0 0 0 0 0 0 0 0 535 0 0 0 0 0 0	Balance from Intersection 21
19 NE Wheeler  NE Multnomah Eastbound left through right Westbound left through right Northbound (Driveway) left through right Southbound left through right  Southbound left through right  Intersection, Approach, Movement  20 NE Vancouver  Nessell Eastbound left through right Vestbound left through right Northbound left through right Southbound	Volumes  940 35 0 0 30 5 5 990 0 5885 5 15 0 10 180 20 100  2016 Counted Volumes  1,330 445 0 325 120 250 0 0 0 635 170 315 150  2016 Counted Volumes  1,325 495 95 400 0 0 205 0 0 155 50 0 0 155 50 0 0 155 50 0 0 155 50 0 0 155 50 0 0 155 50 0 0 0	1,208 101 0 101 0 946 0 946 0 0 0 0 101 139 0 22 2015 TD Model  1,044 452 0 368 84 264 104 160 0 0 0 328 115 161 52 2015 TD Model	TD Model  1,340 298 0 298 0 0 298 0 0 8898 0 0 0 0 144 130 0 144 130 0 144 130 0 144 2040 No Build TD Model  881 3 215 0 0 0 0 209 114 18 77  2040 No Build TD Model  1,664 568 60 508 0 0 358 0 0 200 158 738 19 596	Growth Rate by Intersections  Growth Rate by Intersections	Model by Growth Rate  1,358 304 0 0 304 0 0 917 0 0 0 917 0 0 0 147 133 0 14  2045 No Build TD Model by Growth Rate  852 439 0 211 3 208 0 0 0 117 74  2045 No Build TD Model by Growth Rate  1,667 60 509 0 0 359 0 0 200 158 739 19 597 123 0 0	Volume via Ratio Method  894 90 0 90 0 567 0 567 0 0 0 0 0 0 0 237 172 0 65  2045 No Build Forecast Volume via Ratio Method  1,092 388 0 293 1 2992 0 0 0 0 412 163 34 215  2045 No Build Forecast Volume via Ratio Method	Forecast Volume via Difference Method  1,100 238 0 233 5 5 561 0 0 556 5 15 0 0 286 174 20 92  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 197 -76 273 0 0 0 0 509 165 171 172  2045 No Build Forecast Volume via Difference Method  1,138 432 0 396 36 379 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(Difference and greater than 0)  1,100 240 0 240 0 235 5 5 560 0 0 555 5 15 0 0 285 175 20 90  2045 No Build Volume (Difference and greater than 0)  1,210 430 0 395 35 275 0 0 0 0 0 505 165 170 170 170  2045 No Build Volume (Difference and greater than 0)  1,210 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balanced Volume FINAL  1,065 240 0 235 5 5 555 0 10 0 0 260 170 10 80  2045 No Build Balanced Volume FINAL  1,275 430 0 395 35 310 35 275 0 0 0 0 0 0 170 170 170 180 2045 No Build Balanced Volume FINAL  1,275 430 0 0 395 35 310 35 275 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Balance from Intersection 21

Date: 5-21-18

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

with Broadway-Weidler Lane Reduction

								2045 Foreca	sts via Ramp Pro	portioning
	2016 Existing Conditions (8-9 am)	VISUM Hou (8-9 2015	•	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
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
Segment Check @ MP 303.68	4353									

Notes: Off-Ramp

Date: 5-21-18

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

with Broadway-Weidler Lane Reduction

								2045 Foreca	sts via Ramp Pro	portioning
	2016 Existing Conditions (8-9 am)	VISUM Hou (8-9 2015	rly Volume am) 2040	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
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

Date: 5-21-18

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

with Broadway-Weidler Lane Reduction

								2045 Foreca	sts via Ramp Pro	portioning
	2016 Existing Conditions (5-6 pm)	VISUM Hou (5-6		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
I-5 Mainline South of Morrison 1	1847	2634	2784	0.22%	2815	181		2028	2030	183
Morrison ON 2	839	996	932	-0.27%	920	-76	13%	763	765	-74
I-5 Mainline NB	2686	3630	3716	<u> </u>	3-5			2791	2790	
I-84 ON 3	1258	1059	1482	1.35%	1585	526	22%	1784	1785	527
I-5 Mainline NB	3944	4689	5198					4575	4575	
Broadway/Weidler OFF 4	1095	1200	1430	0.70%	1481	281	31%	1376	1375	280
I-5 Mainline NB	2849	3489	3768					3199	3200	
Broadway/Weidler ON 5	735	935	939	0.02%	940	5	13%	740	740	5
I-5 Mainline NB	3584	4424	4707					3939	3940	
I-405 OFF 6	1011	805	918	0.53%	942	137	20%	1148	1150	139
I-5 Mainline NB	2573	3619	3789					2790	2790	
Greeley OFF 7	570	977	1136	0.60%	1171	194	24%	764	765	195
I-5 Mainline NB	2003	2642	2653					2026	2025	
I-405 ON 8	2373	3643	3646	0.00%	3647	4	51%	2377	2375	2
I-5 Mainline NB	4376	6285	6299					4403	4405	
Going/Alberta OFF 9	1016	1233	1217	-0.05%	1214	-19	25%	997	995	-21
I-5 Mainline North of Going 10	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

Date: 5-21-18

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

with Broadway-Weidler Lane Reduction

								2045 Foreca	sts via Ramp Pro	portioning
	2016 Existing Conditions (5-6 pm)	VISUM Hou (5-6	•	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
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		1930			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

Date: 05-21-18

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

with Broadway-Weidler Lane Reduction

	_								2045 Forecas	sts via Ramp Pro	portioning
		2016 Existing Conditions (8-9 am)	VISUM Hou (8-9 2015	irly Volume am) 2040	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
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

Date: 05-21-18								2045 Foreca	sts via Ramp Pro	portioning
	2016 Existing Conditions (8-9 am)	VISUM Hou	ırly Volume 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
I-84 EB Calculations		2015	2040							
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

Date: 05-21-18

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

with Broadway-Weidler Lane Reduction

	_								2045 Foreca	sts via Ramp Pro	portioning
		2016 Existing Conditions (8-9 am)	VISUM Hou (8-9	•	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
LEMPS By Alvella (Co.)	_	5400			0.000/	2000	50		5400	5400	
I-5 Mainline North of Going	1	5133	6204	6251	0.03%	6260	56	400/	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

Date: 05-21-18								2045 Foreca	sts via Ramp Pro	portioning
	2016 Existing Conditions (8-9 am)	VISUM Hou	ırly Volume 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
I-84 EB Calculations		2015	2040							
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

Date: 05-21-18

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

with Broadway-Weidler Lane Reduction

								2045 Foreca	portioning		
		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 Demands via Ramp Proportion (RP)	2045 RP Rounded Demands	2045 RP Demand vs Existing
L			2015	2040							
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

Date: 05-21-18				2045 Forecasts via Ramp Proportioning						
	2016 Existing Conditions (8-9 am)	VISUM Hou	ırly Volume 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
I-84 EB Calculations		2015	2040							
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

Date: 05-21-18

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

with Broadway-Weidler Lane Reduction

									2045 Forecasts via Ramp Proportioning		
		2016 Existing Conditions (5-6 pm)	VISUM Hourly Volume (5-6 pm) 2015 2040		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
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

Date: 05-21-18				2045 Forecasts via Ramp Proportioning						
	2016 Existing Conditions (8-9 am)	VISUM Hou	ırly Volume 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
I-84 EB Calculations		2015	2040							
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