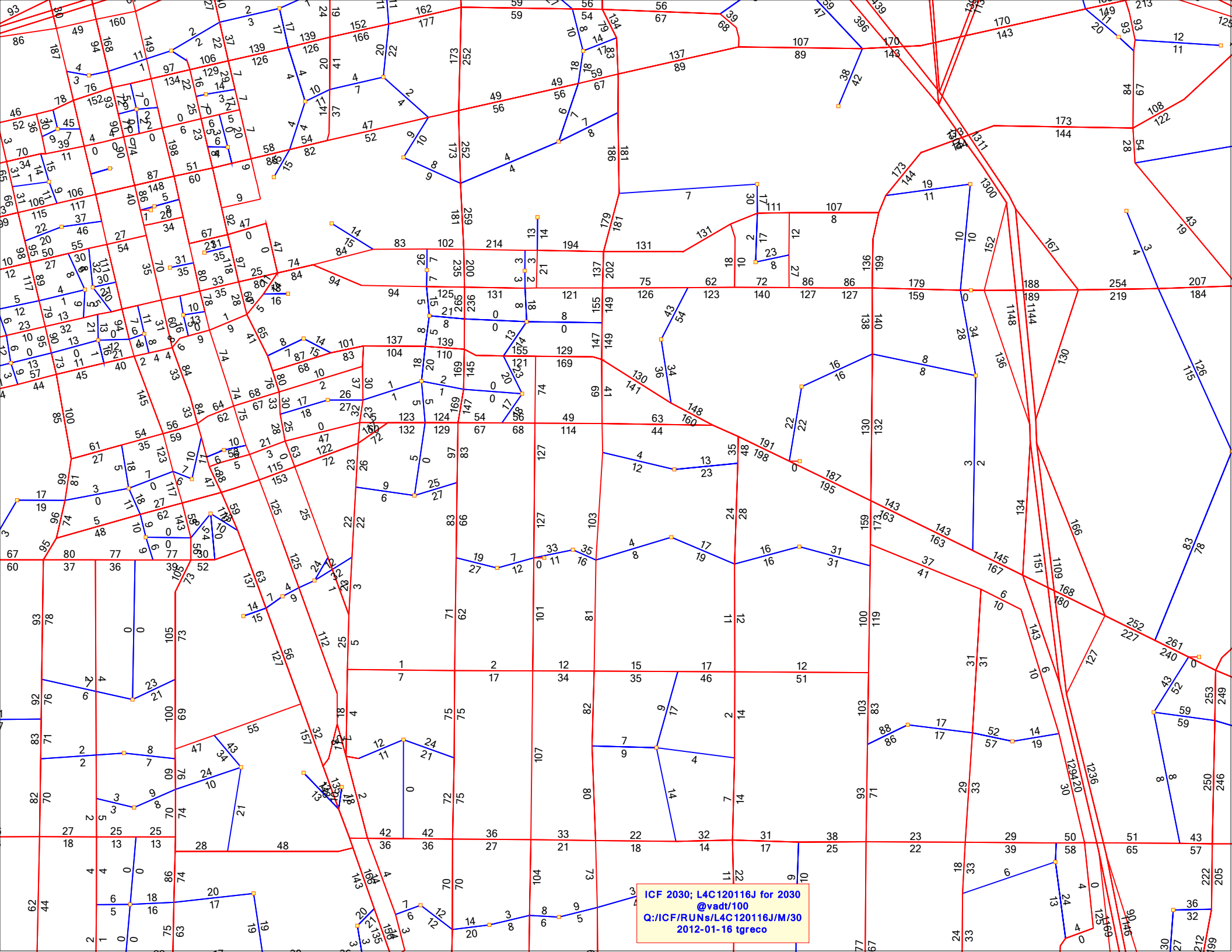
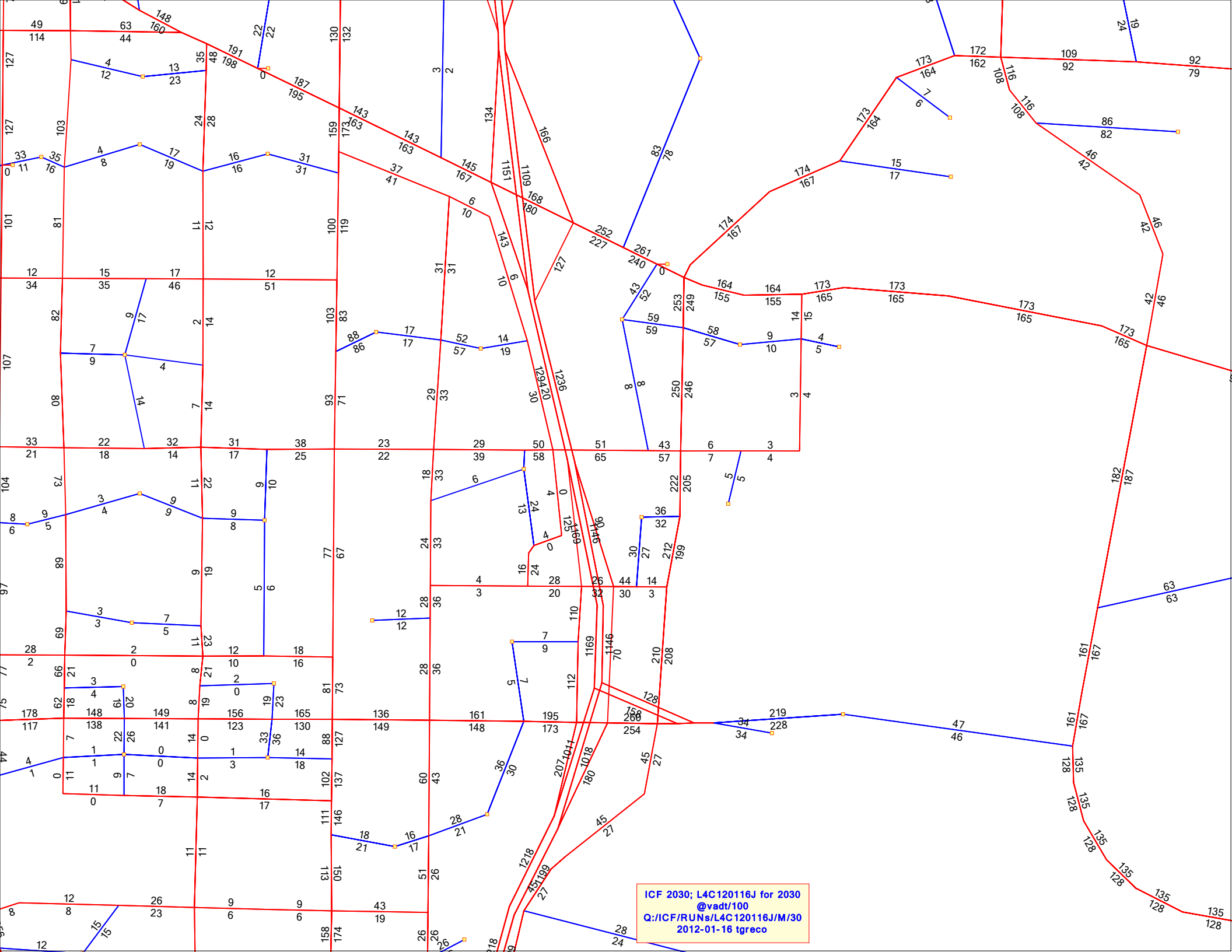


APPENDIX A
2030 TRAVEL DEMAND MODEL VOLUMES AND FORECASTS





ICF 2030; L4C120116J for 2030
@vadt/100
Q:/ICF/RUNs/L4C120116J/M/30
2012-01-16 tgreco

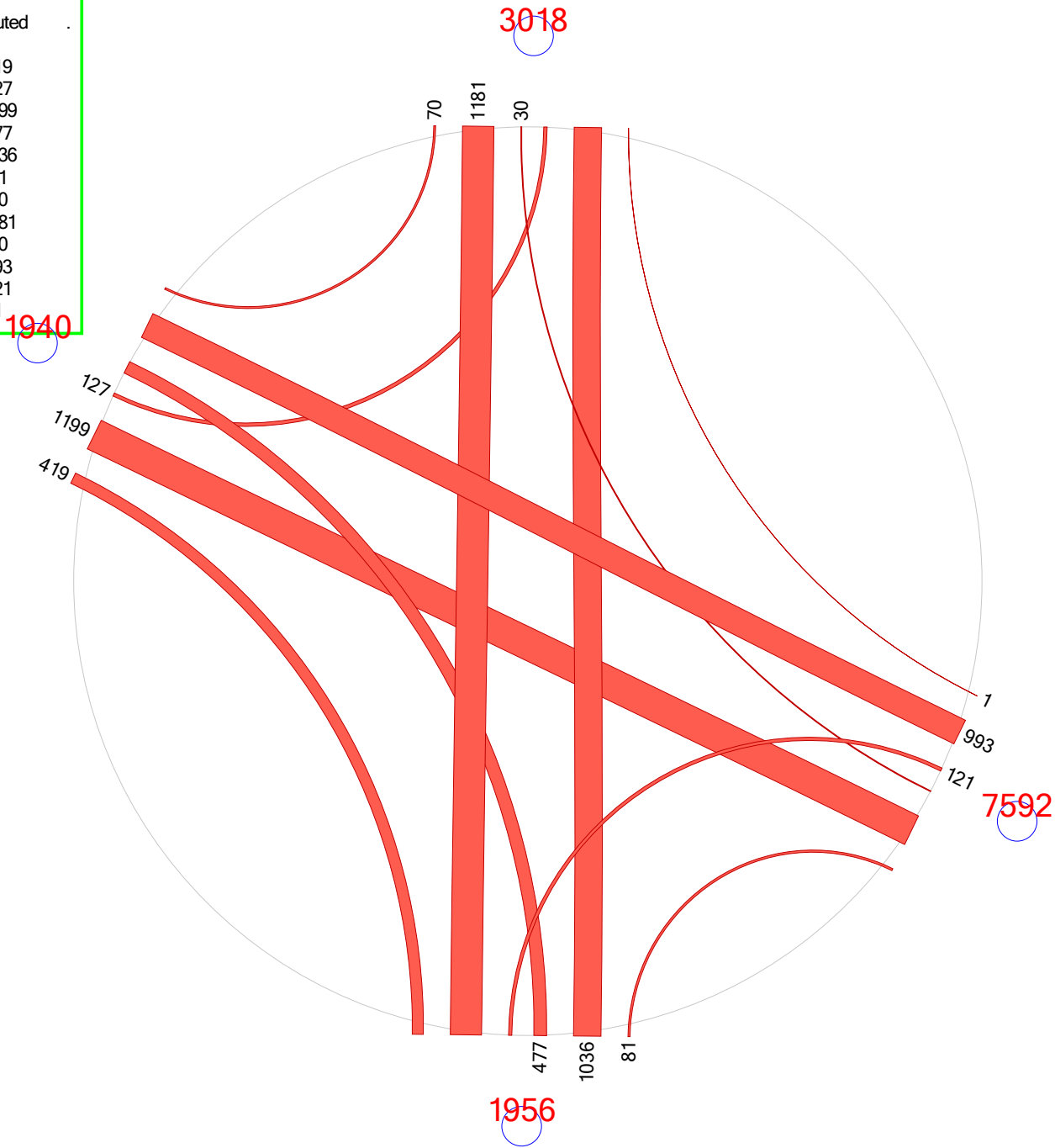


ICF 2030; L4C120116J for 2030
@vadt/100
Q:/ICF/RUNs/L4C120116J/M/30
2012-01-16 tgreco

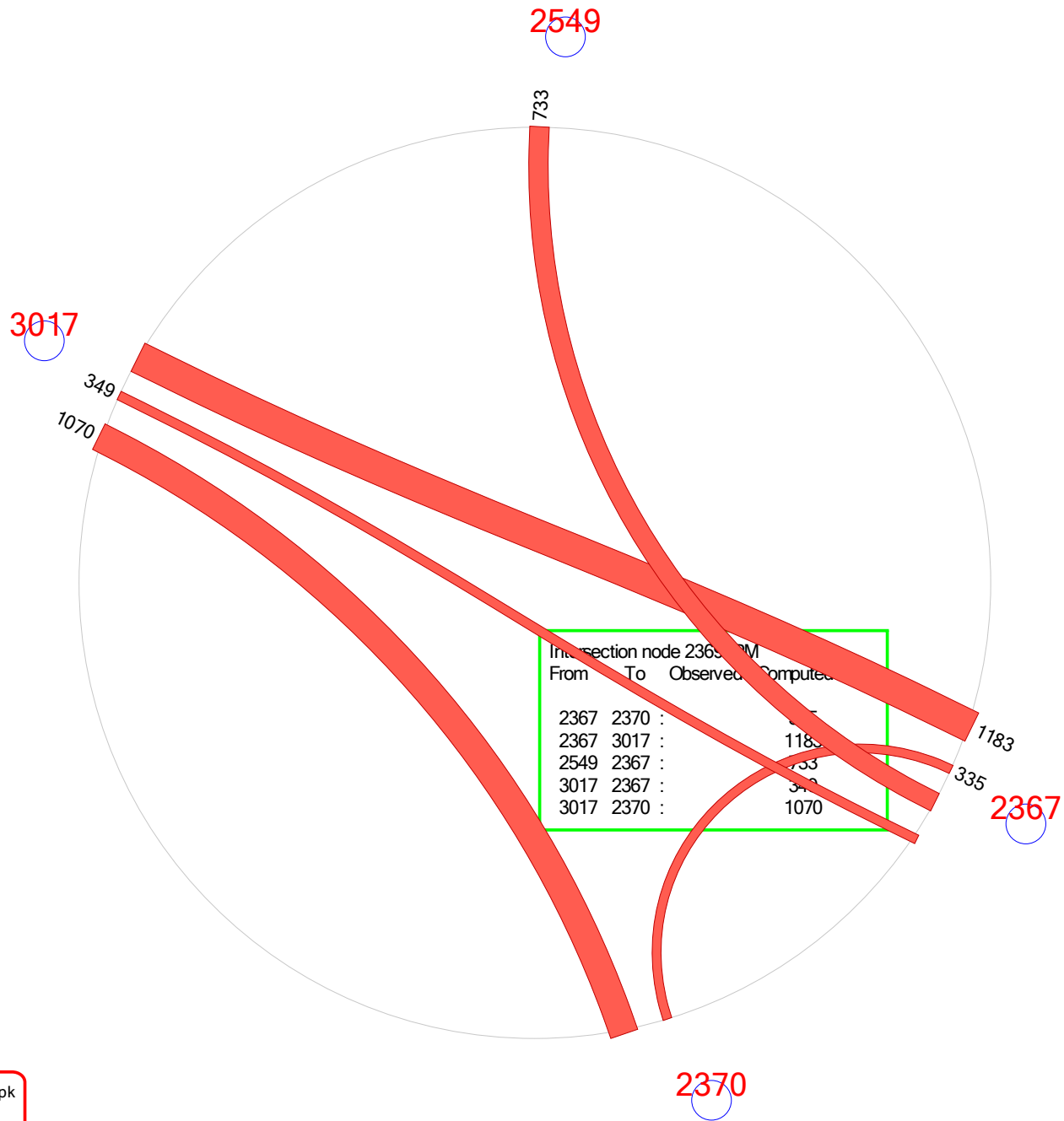
Intersection node 1941: AM

From To Observed Computed

From	To	Observed	Computed
1940	1956		419
1940	3018		127
1940	7592		1199
1956	1940		477
1956	3018		1036
1956	7592		81
3018	1940		70
3018	1956		1181
3018	7592		30
7592	1940		993
7592	1956		121
7592	3018		1



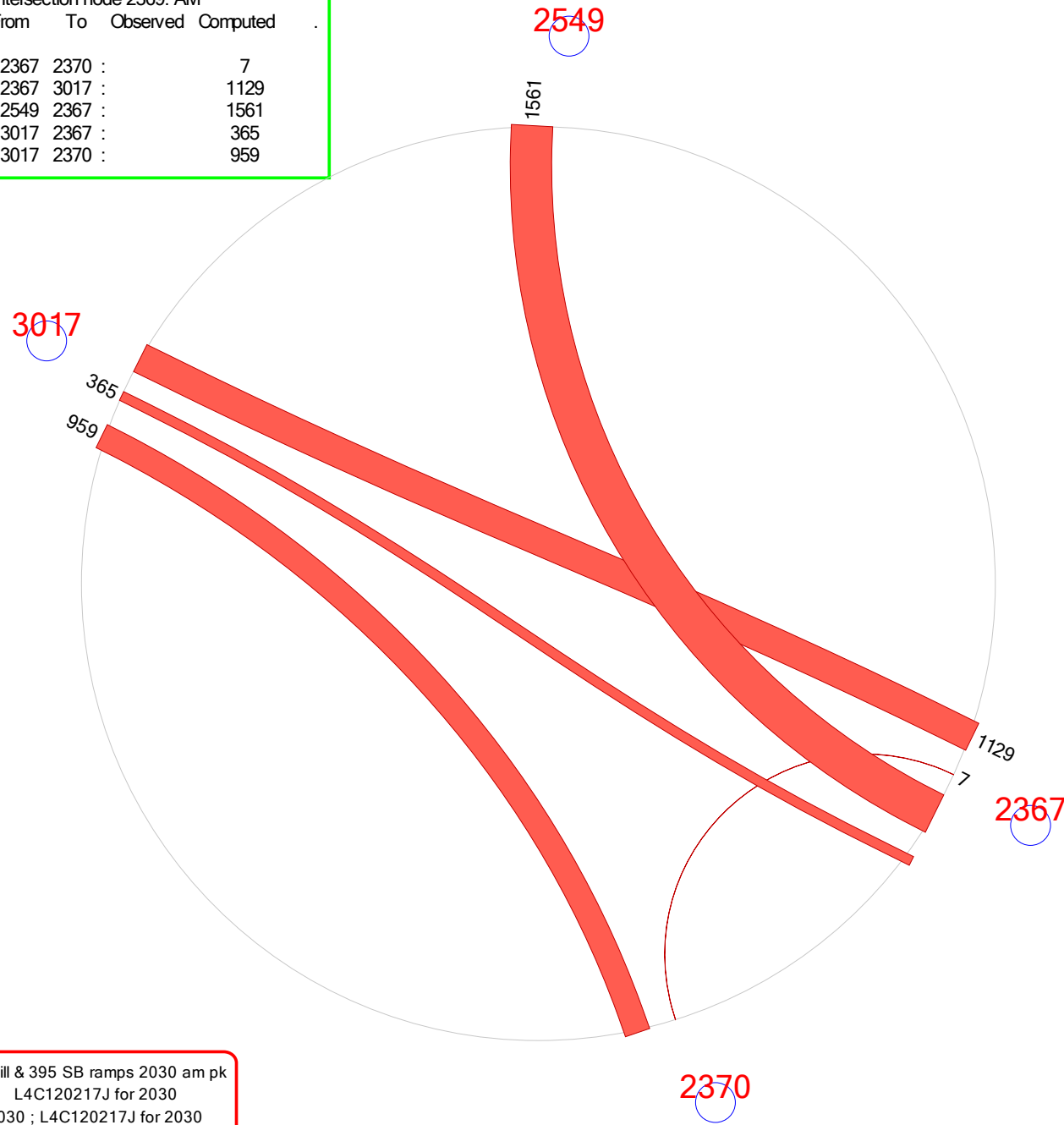
int Mill & Kietzke 2030 AM pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]



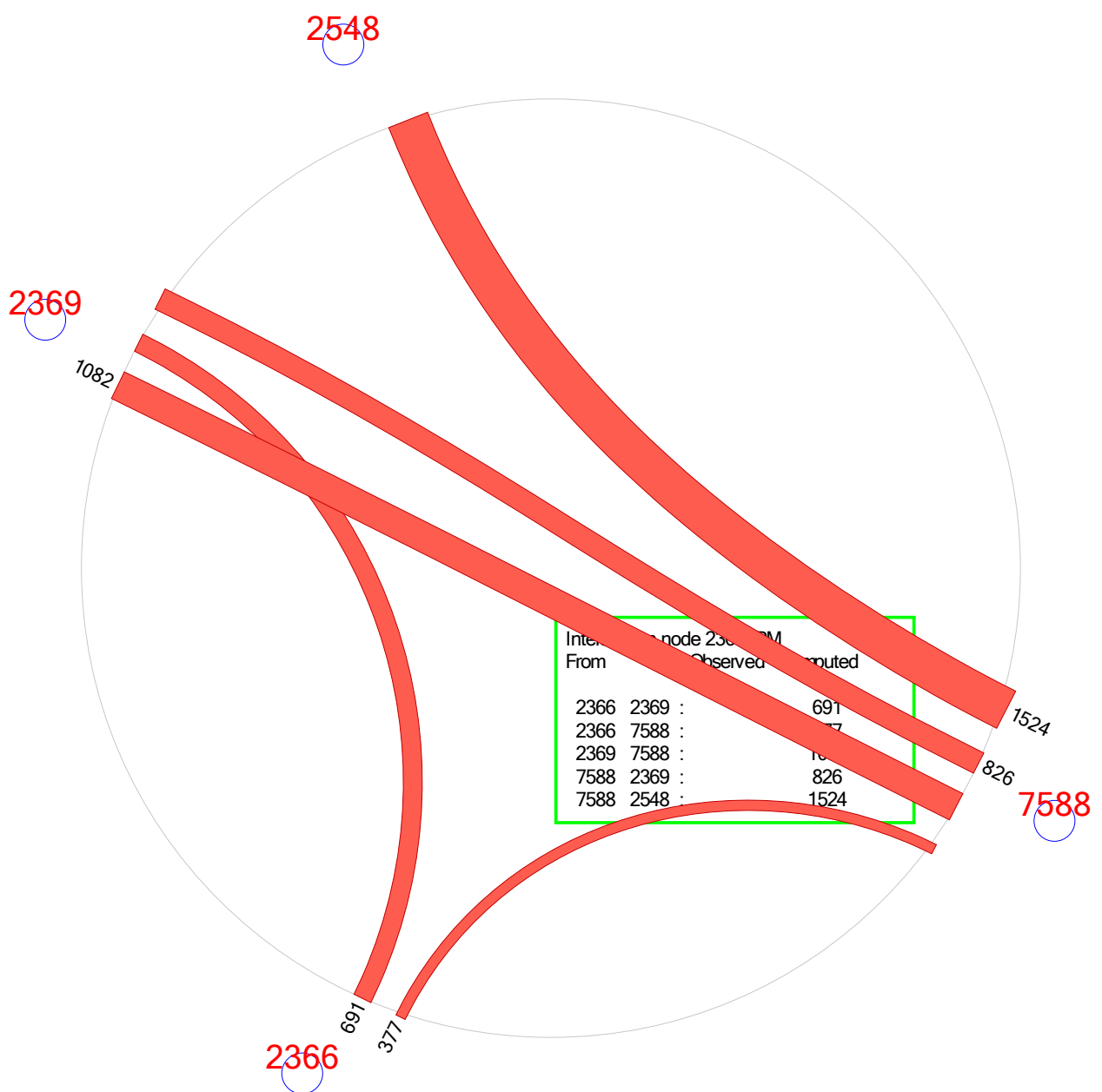
int Mill & 395 SB ramps 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

Intersection node 2369: AM
From To Observed Computed

2367	2370	:	7
2367	3017	:	1129
2549	2367	:	1561
3017	2367	:	365
3017	2370	:	959



int Mill & 395 SB ramps 2030 am pk
L4C120217J for 2030
2030 ; L4C120217J for 2030
intersection_AM [@pampk]

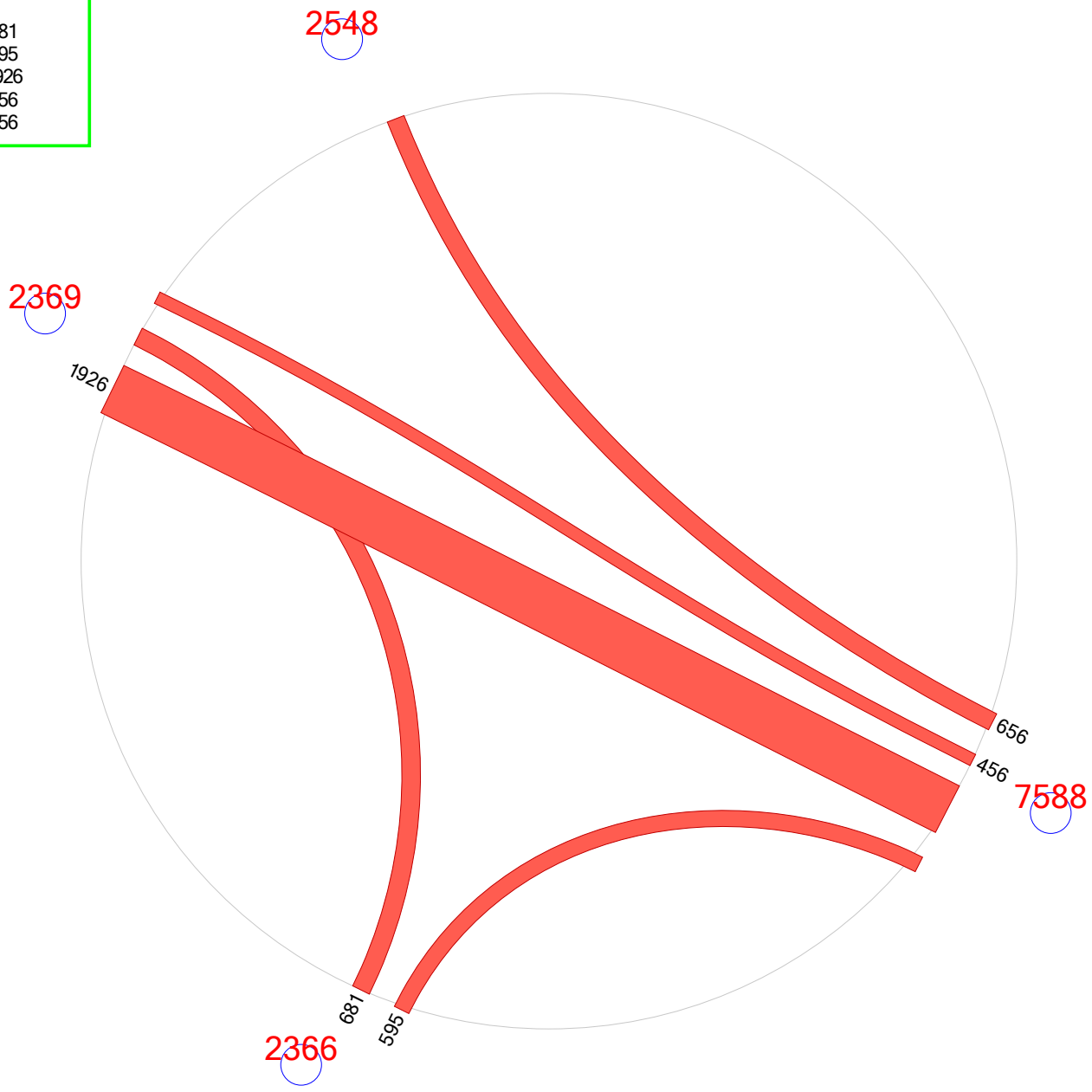


int Mill & 395 NB ramps pm pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

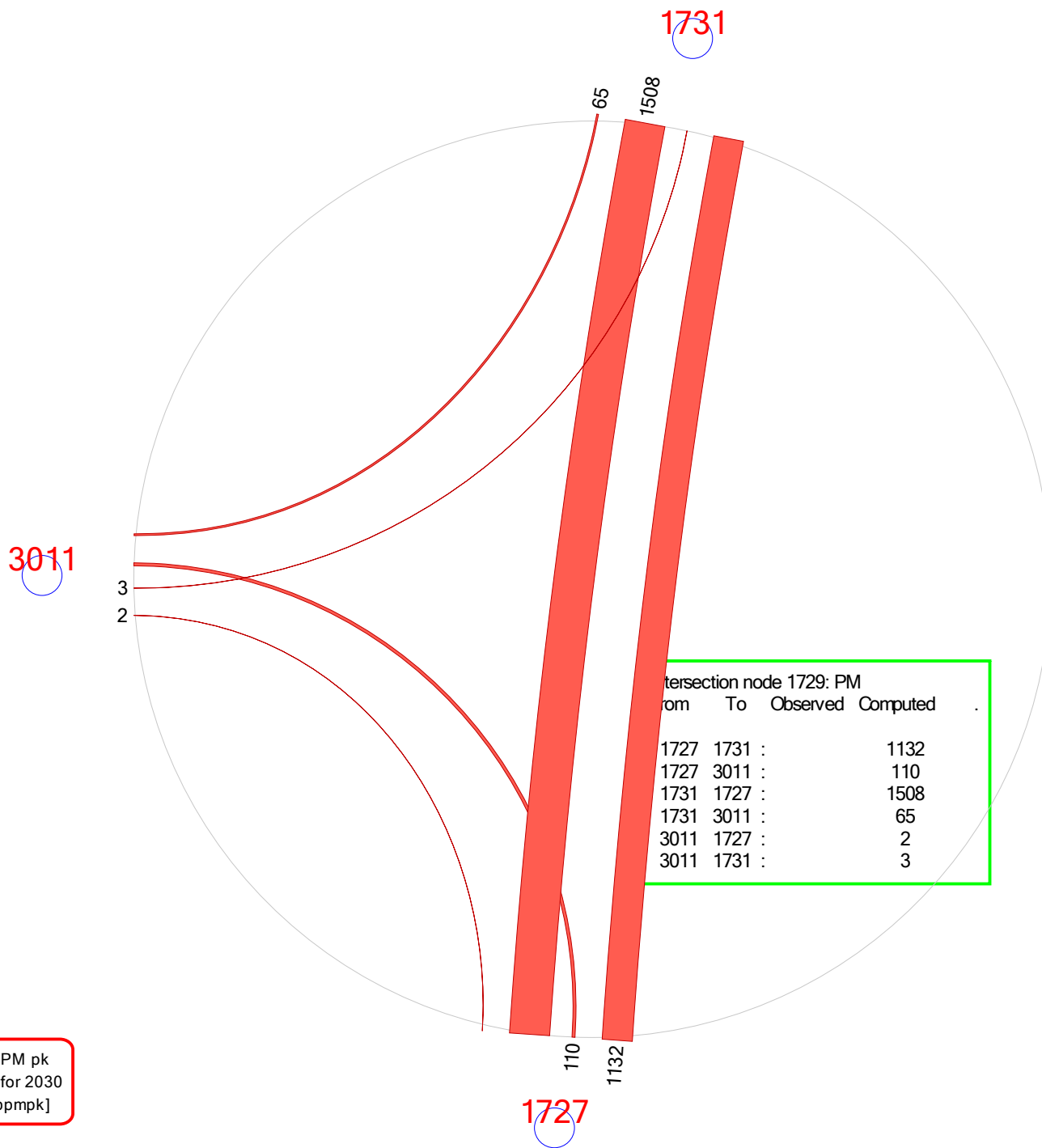
Intersection node 2367: AM

From To Observed Computed

2366	2369	:	681
2366	7588	:	595
2369	7588	:	1926
7588	2369	:	456
7588	2548	:	656



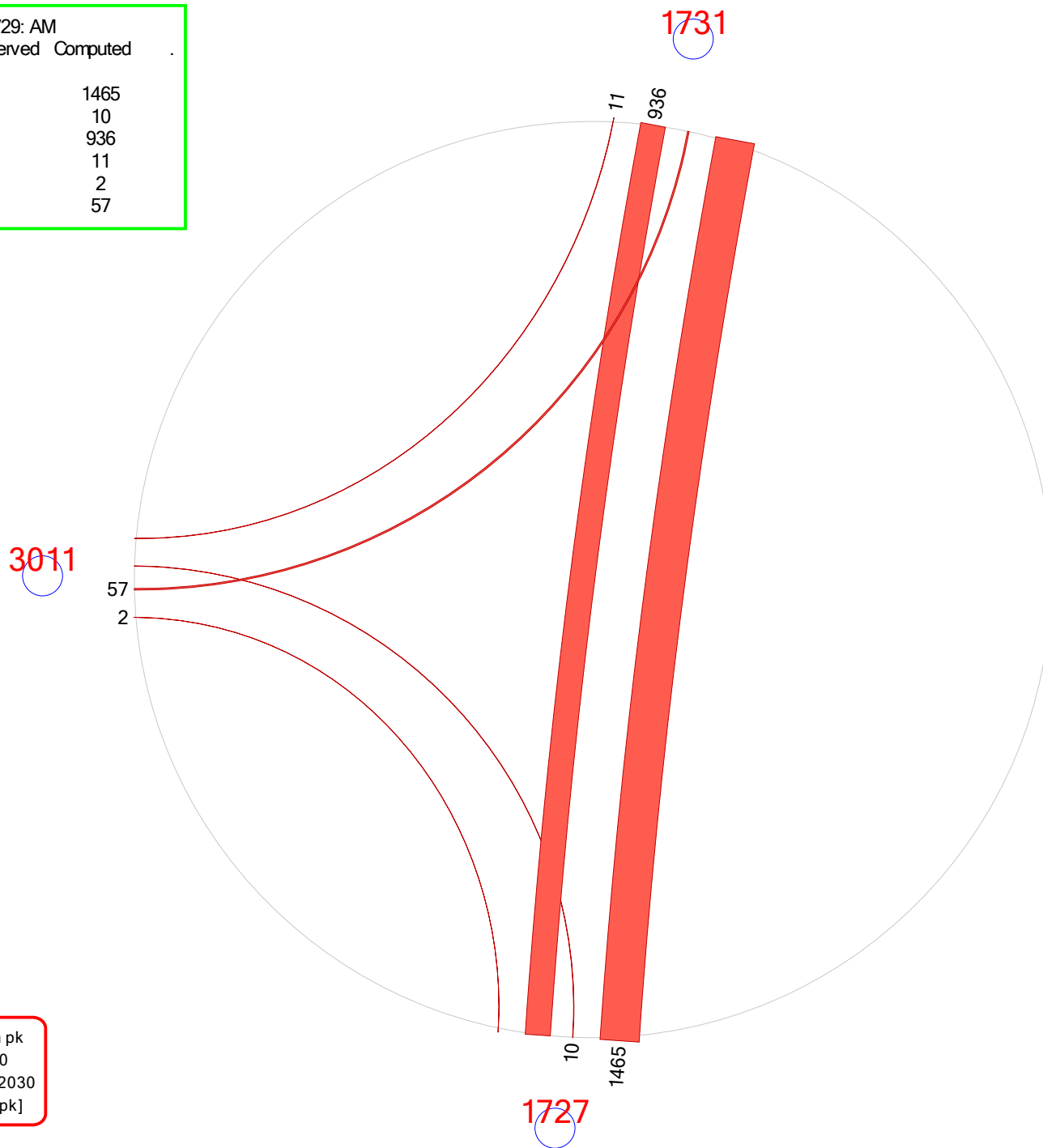
int Mill & 395 NB ramps 2030 am pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]



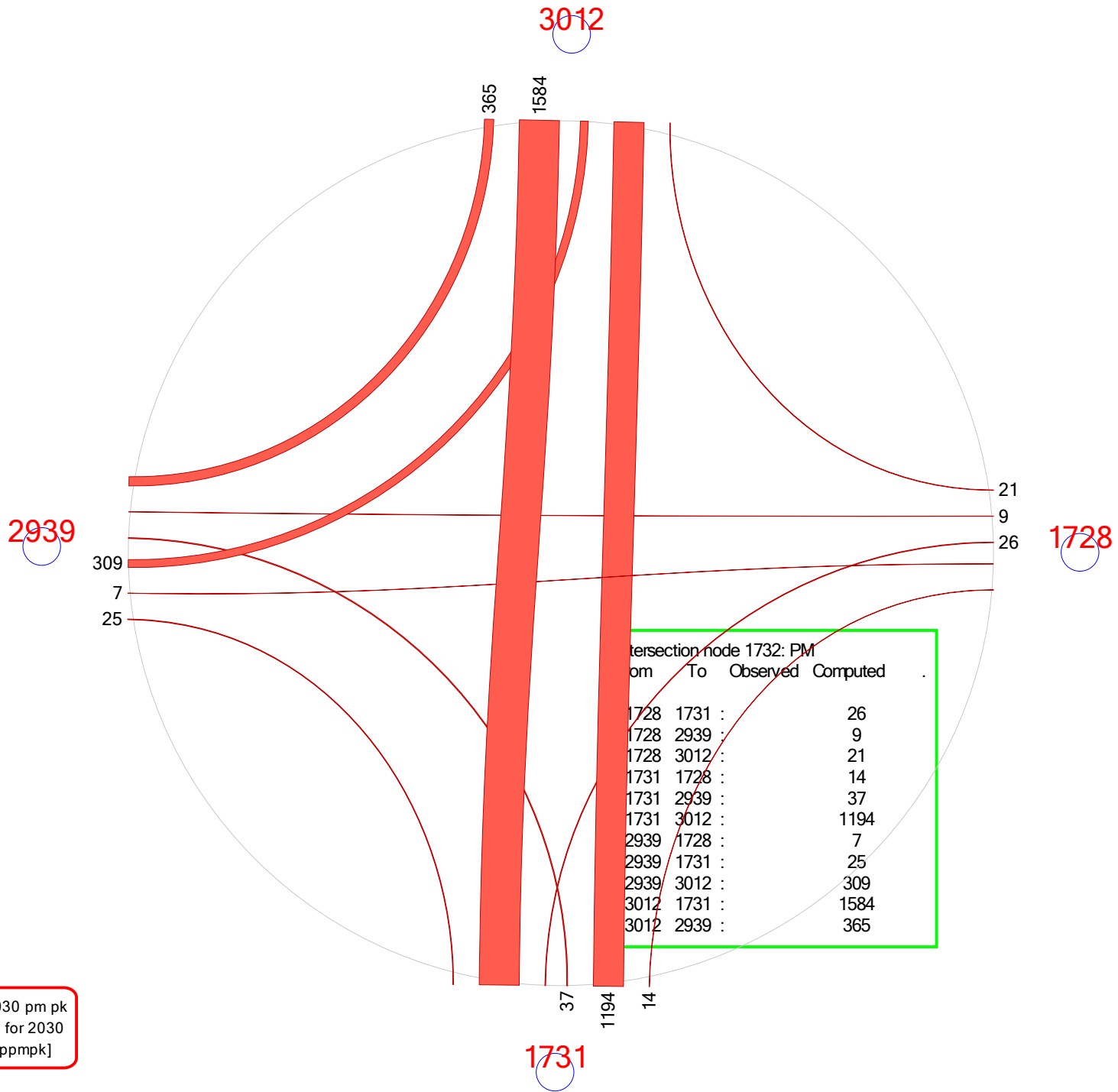
int term & Vill 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

Intersection node 1729: AM

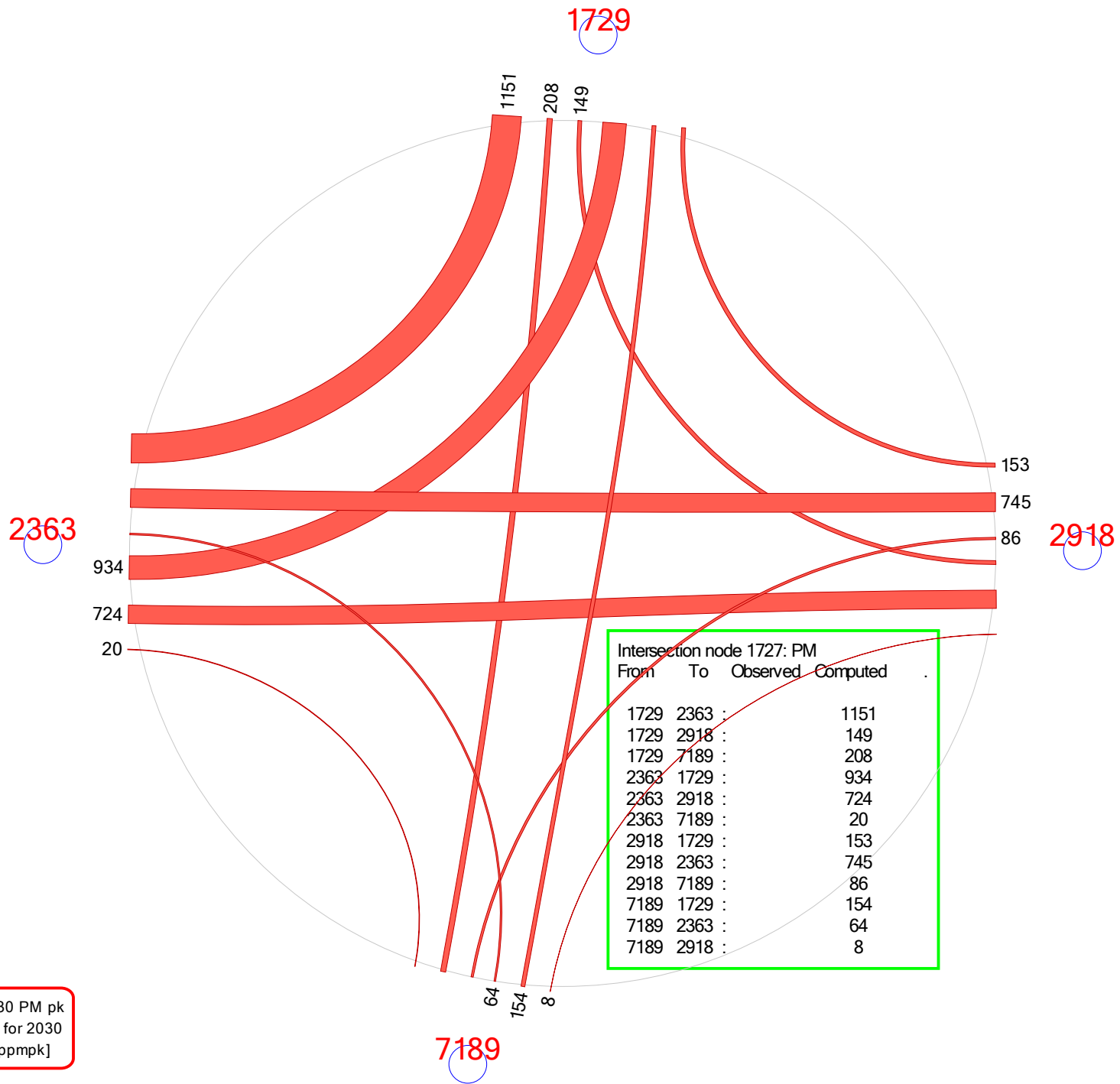
From	To	Observed	Computed
1727	1731	:	1465
1727	3011	:	10
1731	1727	:	936
1731	3011	:	11
3011	1727	:	2
3011	1731	:	57



int Term & Vill 2030 am pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]



int Tern & Vassar 2030 pm pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

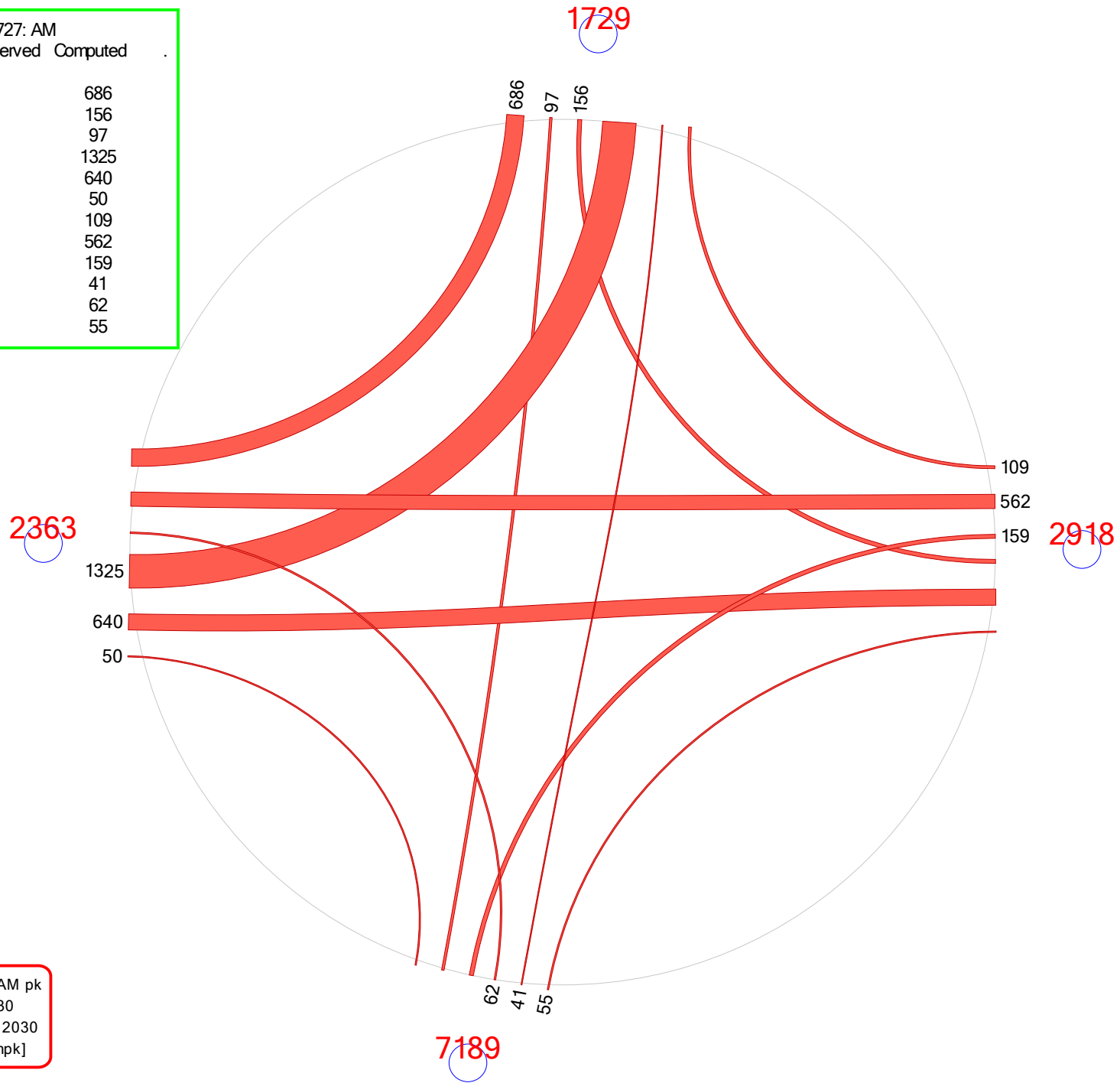


int term & PlumbI 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

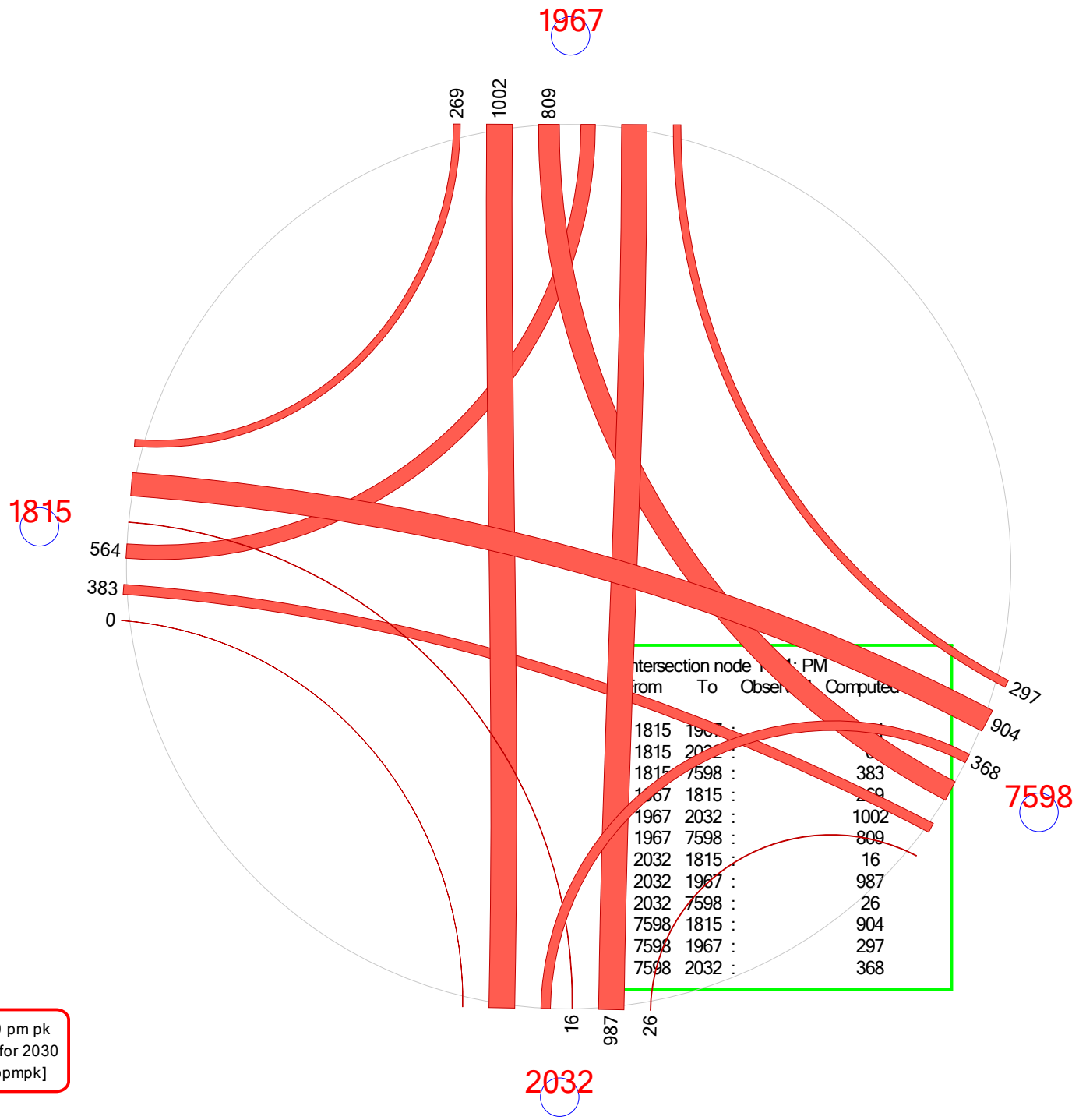
Intersection node 1727: AM

From To Observed Computed

From	To	Observed	Computed
1729	2363	:	686
1729	2918	:	156
1729	7189	:	97
2363	1729	:	1325
2363	2918	:	640
2363	7189	:	50
2918	1729	:	109
2918	2363	:	562
2918	7189	:	159
7189	1729	:	41
7189	2363	:	62
7189	2918	:	55



int Term & Plumb 2030 AM pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]

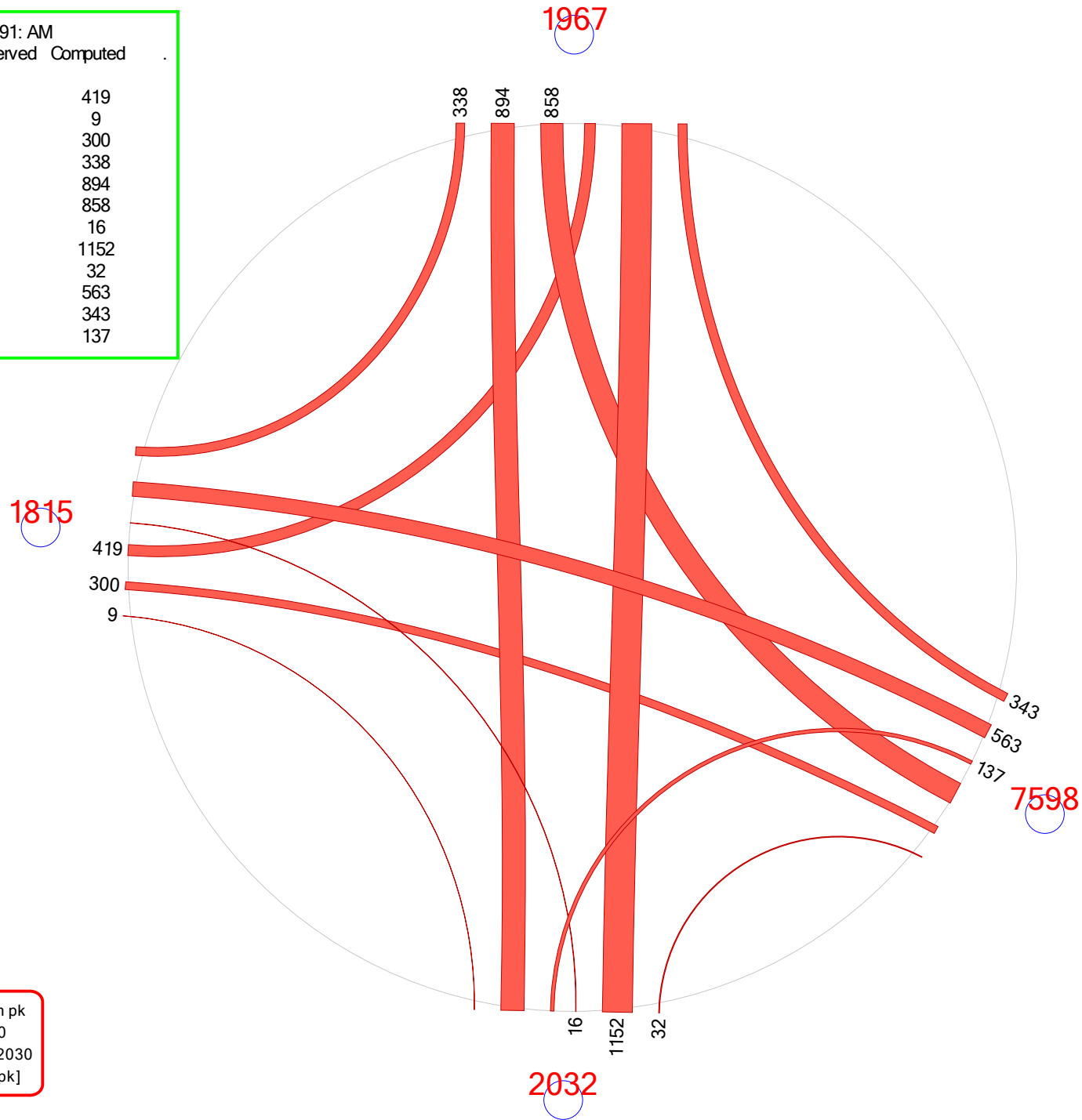


int Mill & Wells 2030 pm pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

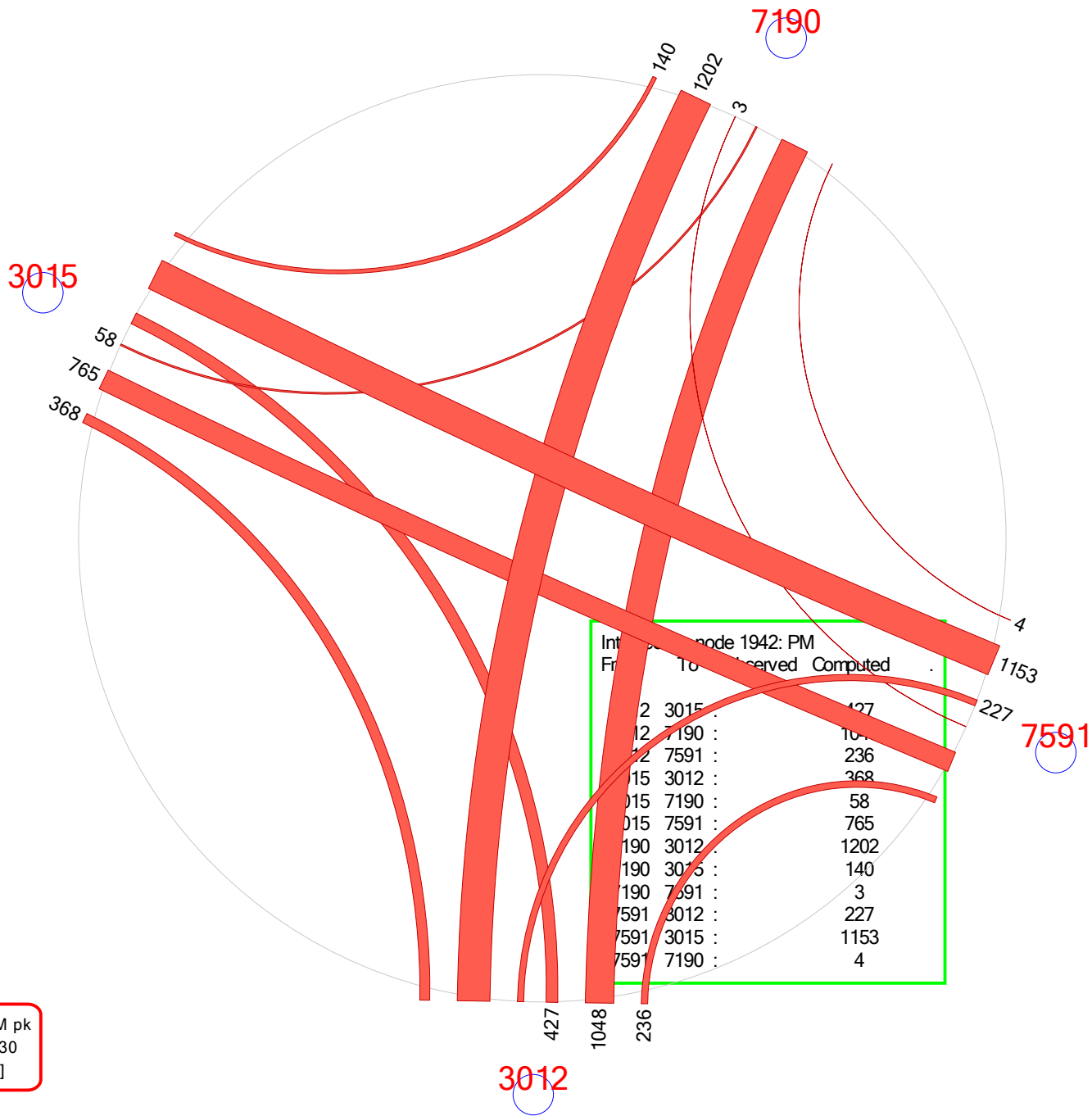
Intersection node 1791: AM

From To Observed Computed

From	To	Observed	Computed
1815	1967		419
1815	2032		9
1815	7598		300
1967	1815	338	
1967	2032	894	
1967	7598	858	
2032	1815	16	
2032	1967	1152	
2032	7598	32	
7598	1815	563	
7598	1967	343	
7598	2032	137	



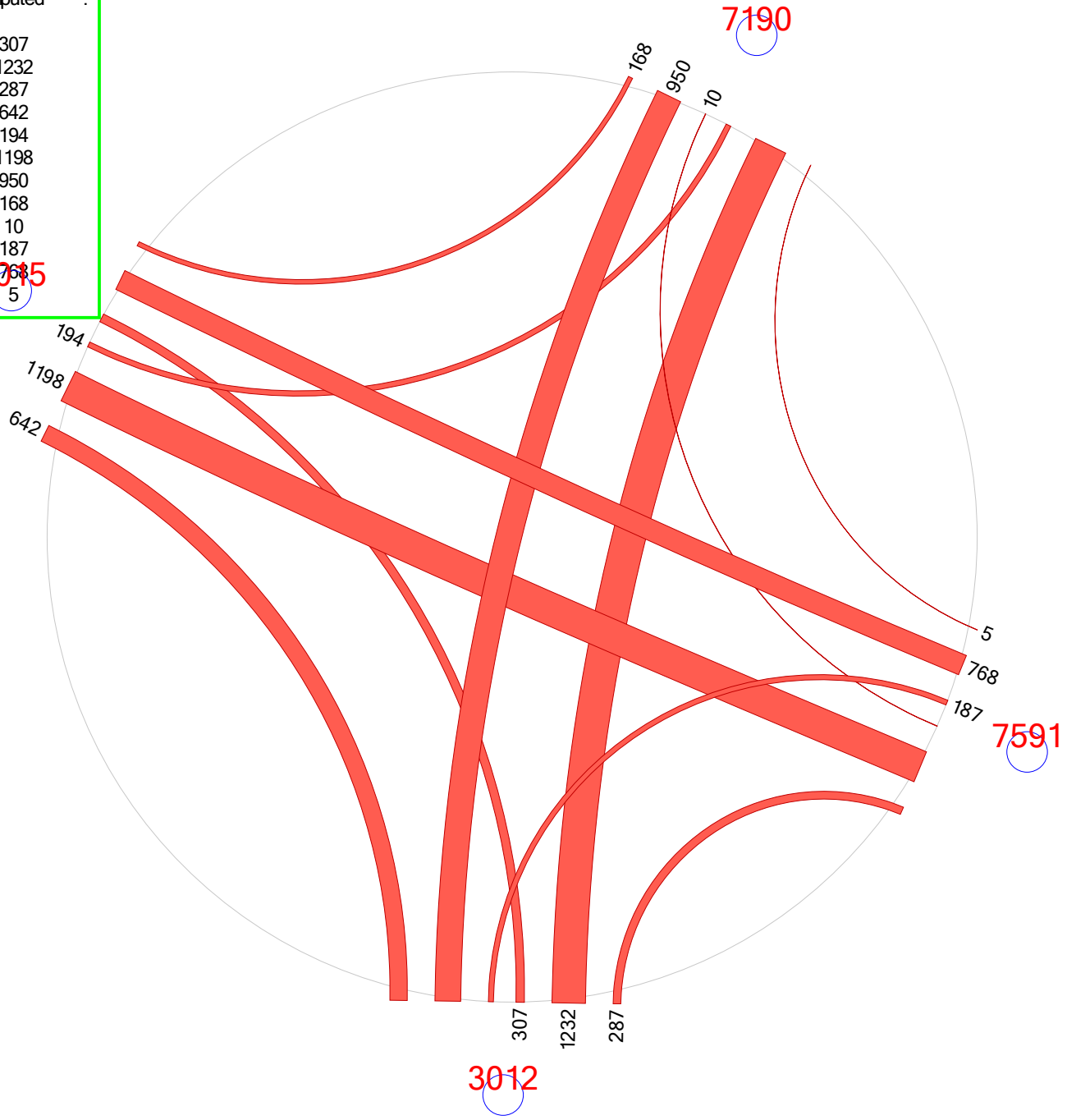
Int Mill & Wells 2030 am pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]



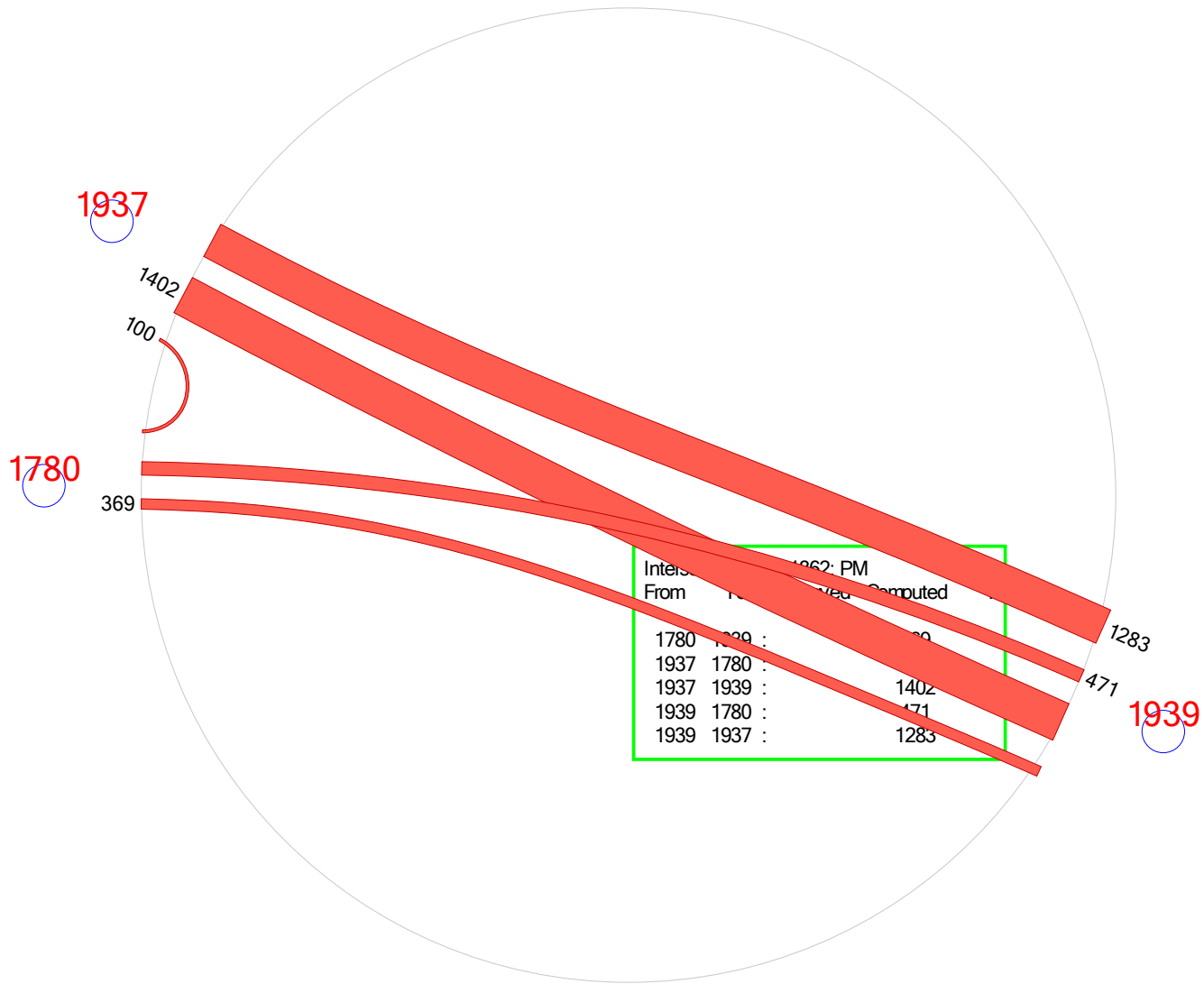
int Mill & Term-Greg 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

Intersection node 1942: AM

From	To	Observed	Computed
3012	3015	:	307
3012	7190	:	1232
3012	7591	:	287
3015	3012	:	642
3015	7190	:	194
3015	7591	:	1198
7190	3012	:	950
7190	3015	:	168
7190	7591	:	10
7591	3012	:	187
7591	3015	:	768
7591	7190	:	5



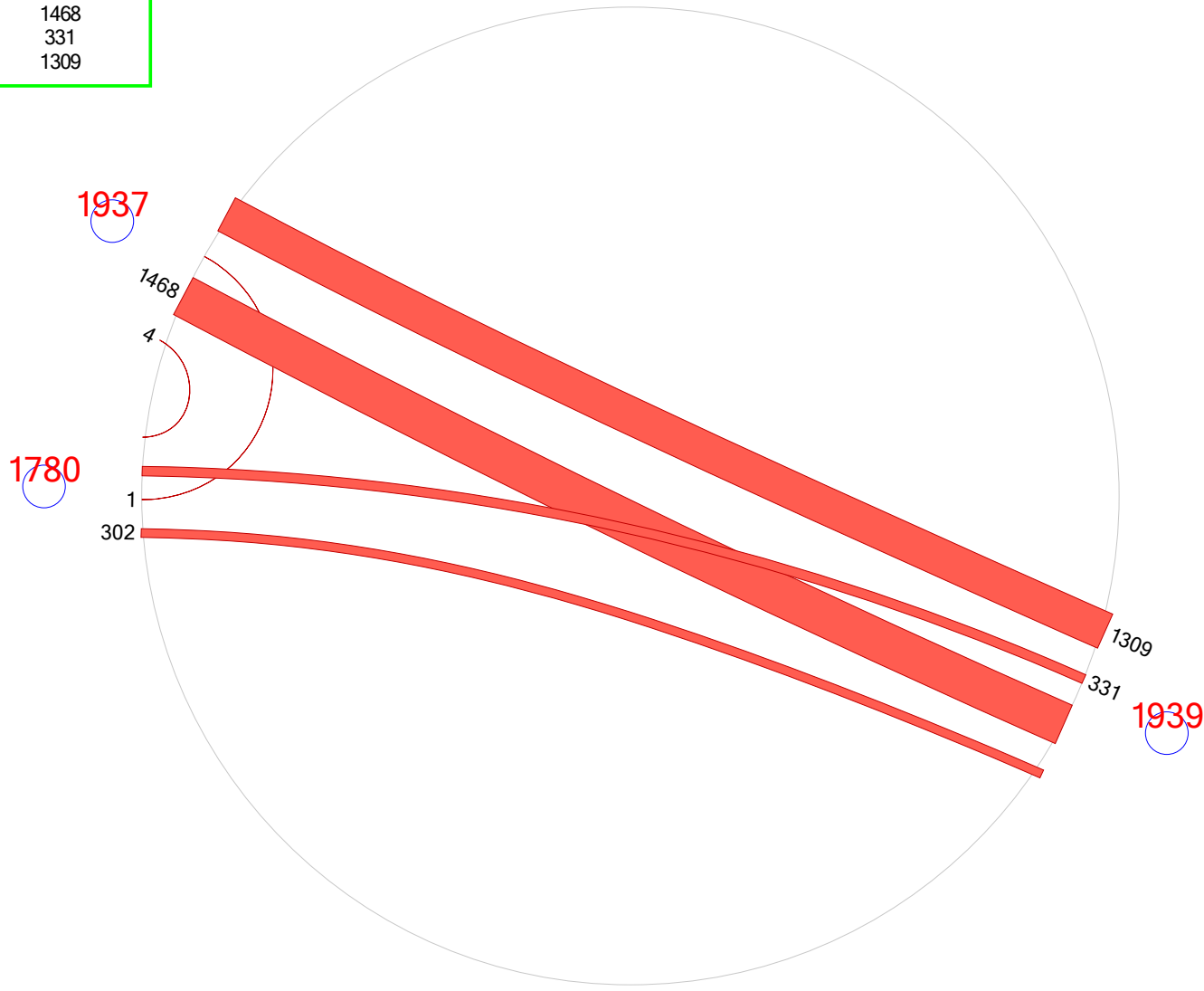
int Mill & Term-Greg 2030 AM pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]



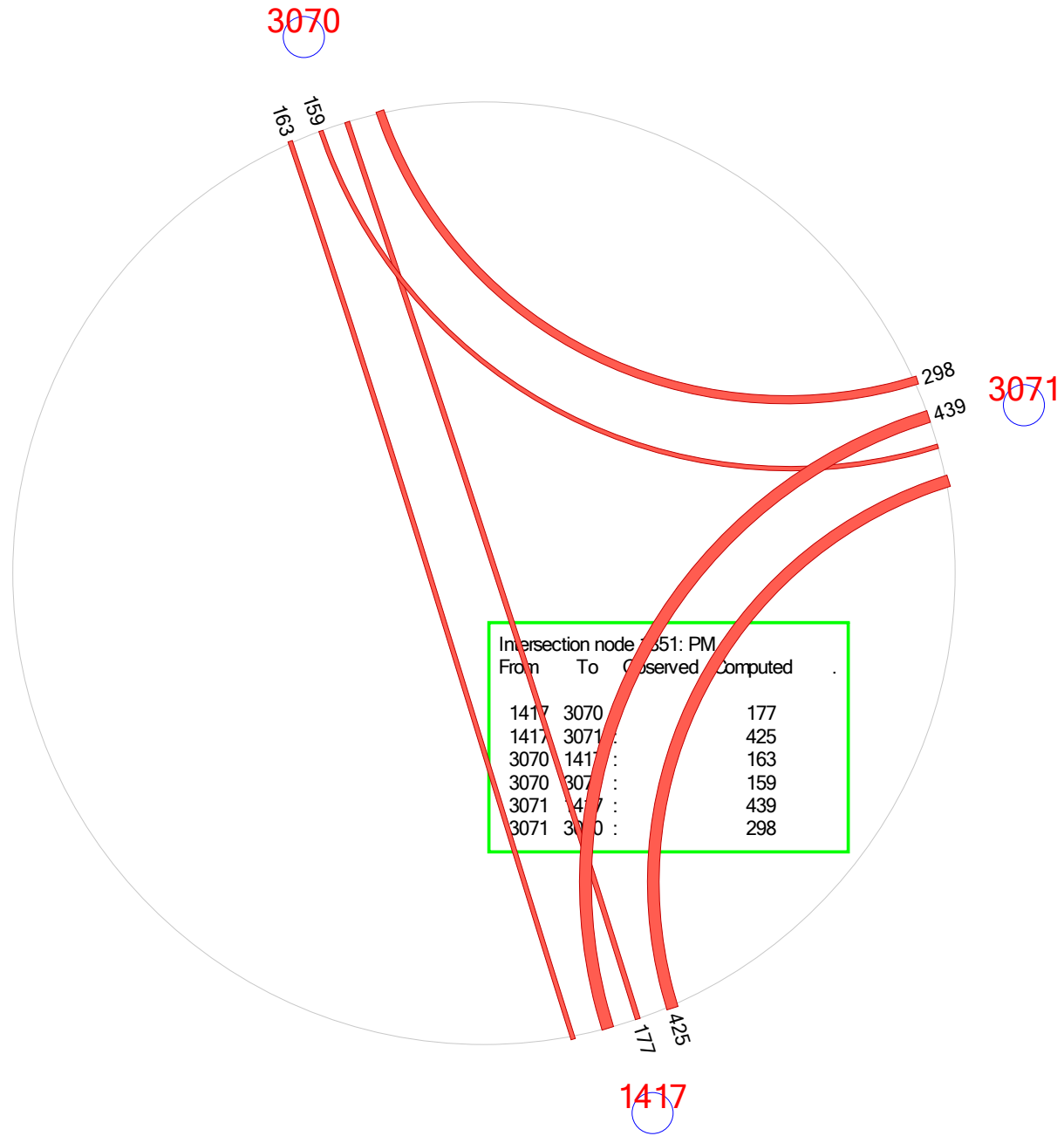
int Mill & Ryland 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

Intersection node 1862: AM

From	To	Observed	Computed
1780	1937		1
1780	1939		302
1937	1780	4	
1937	1939	1468	
1939	1780	331	
1939	1937	1309	



int Mill & Ryland 2030 AM pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]

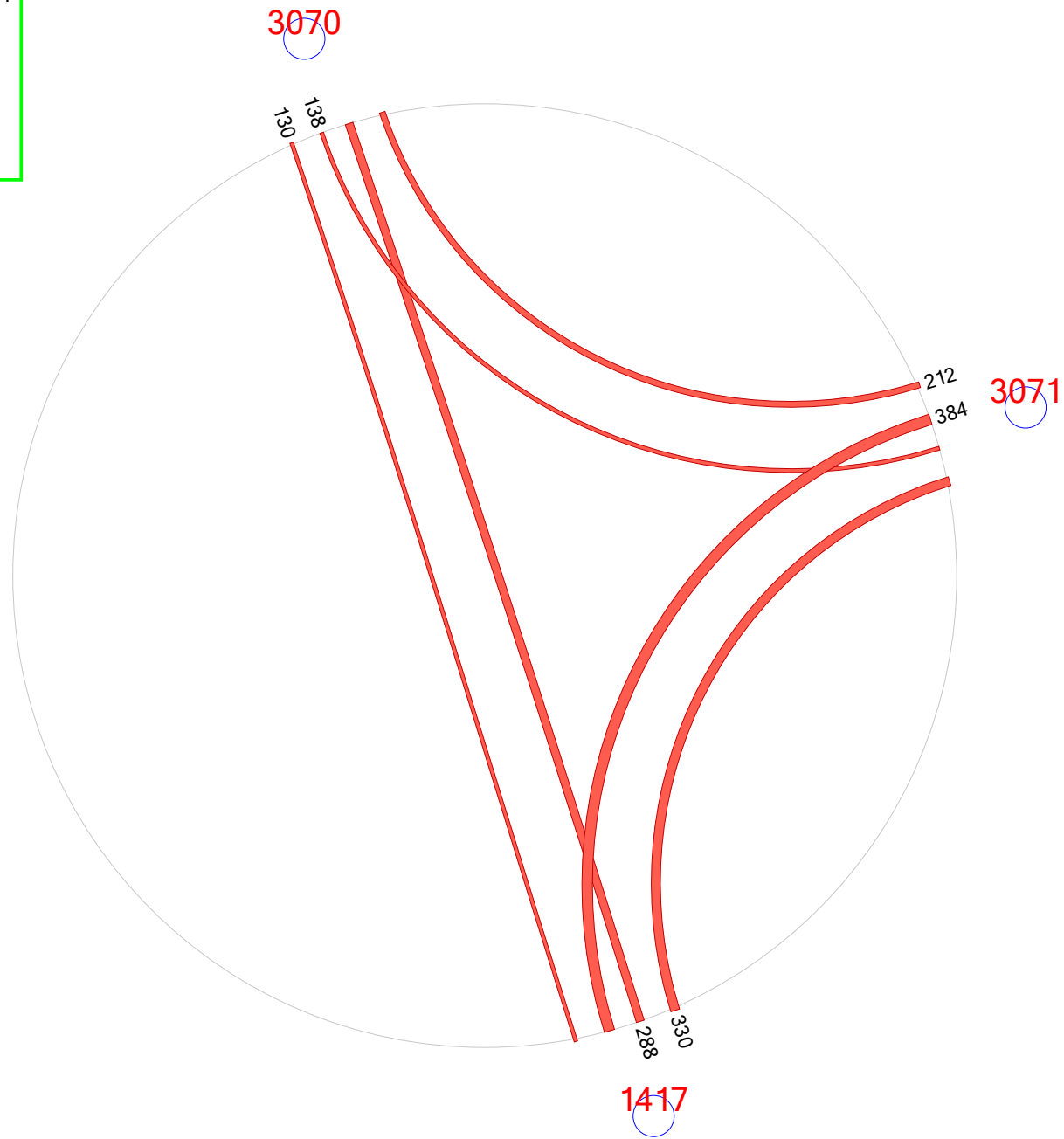


int Mill & Lake 2030 pm pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

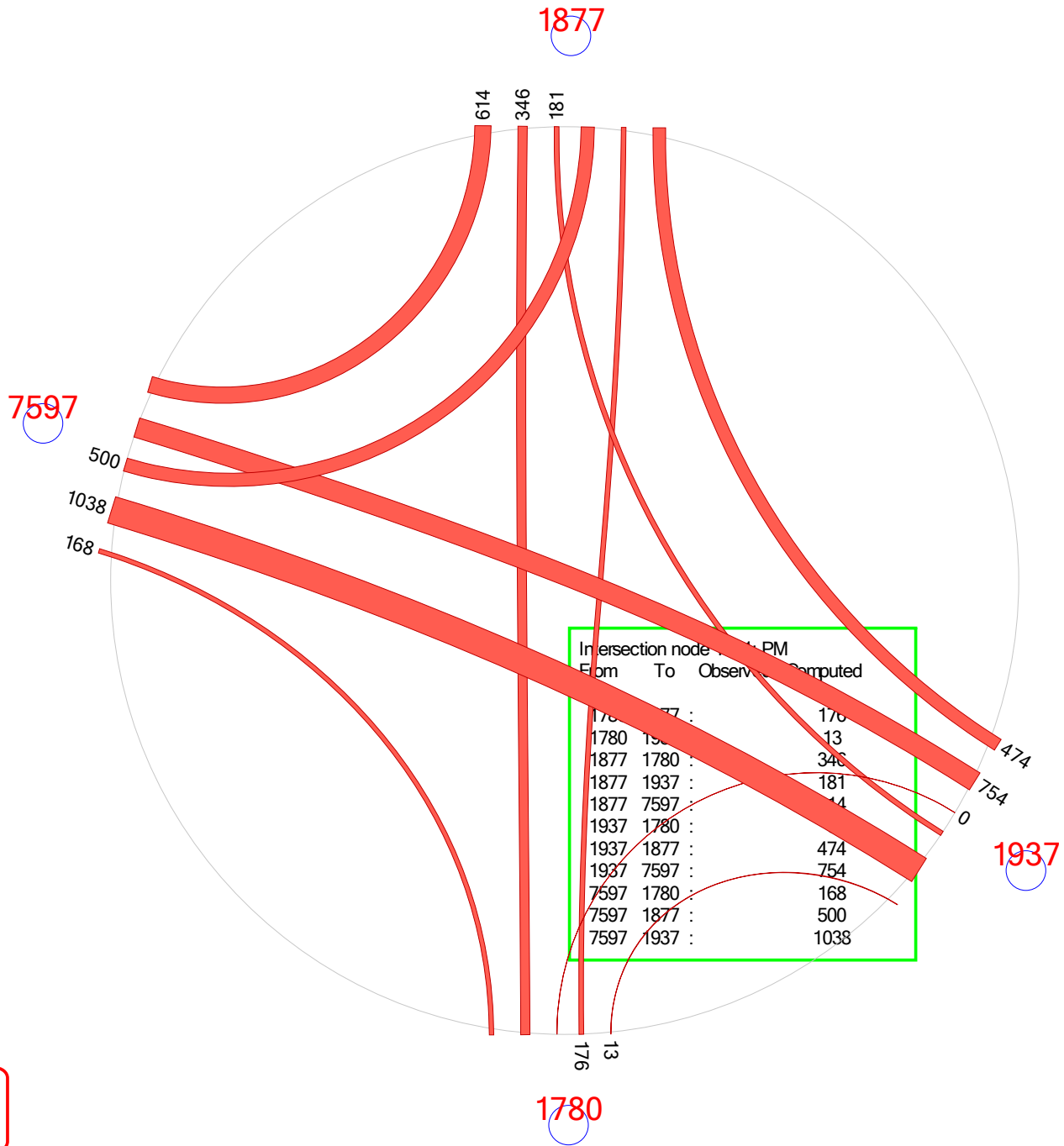
Intersection node 1851: AM

From To Observed Computed

From	To	Observed	Computed
1417	3070		288
1417	3071		330
3070	1417		130
3070	3071		138
3071	1417		384
3071	3070		212



int Mill & Lake 2030 am pk
L4C120217J for 2030
2030 ; L4C120217J for 2030
intersection_AM [@pampk]

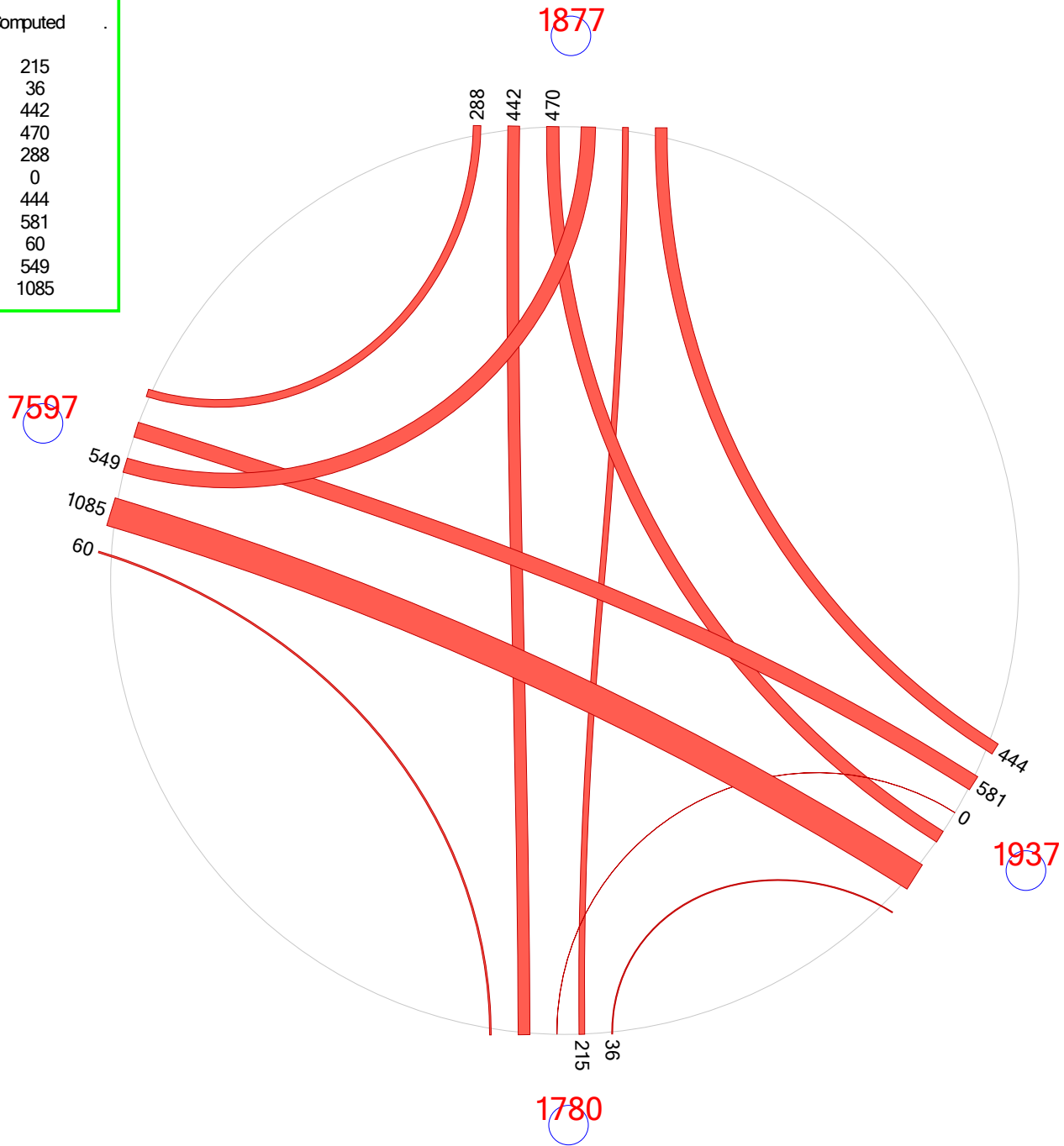


int Mill & Kirman 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

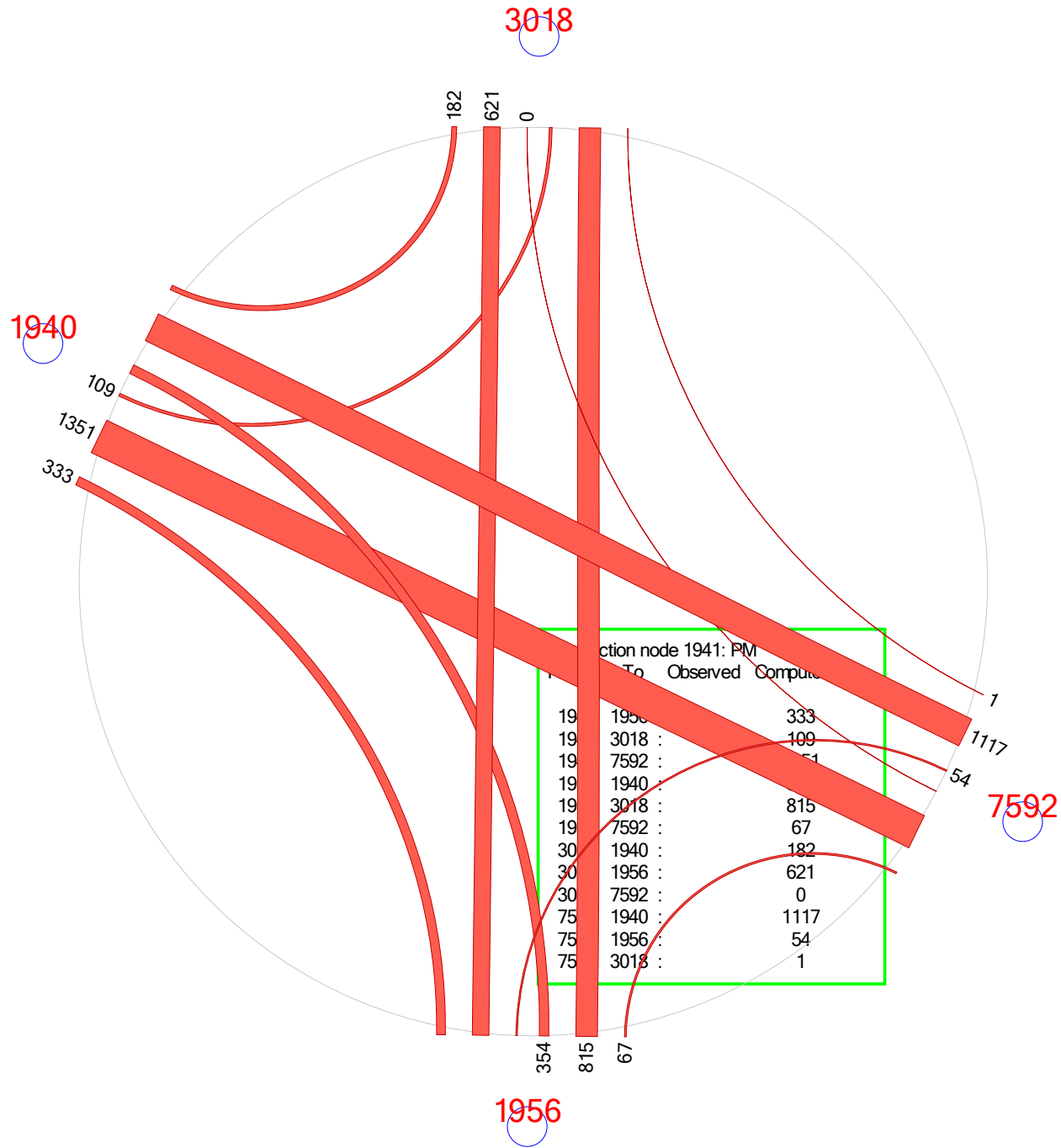
Intersection node 1781: AM

From To Observed Computed

From	To	Observed	Computed
1780	1877		215
1780	1937		36
1877	1780		442
1877	1937		470
1877	7597		288
1937	1780		0
1937	1877		444
1937	7597		581
7597	1780		60
7597	1877		549
7597	1937		1085



int Mill & Kirman 2030 am pk
 L4C120217J for 2030
 2030 ; L4C120217J for 2030
 intersection_AM [@pampk]



int Mill & Kietzke 2030 PM pk
 2030 ; L4C120217J for 2030
 intersection_PM [@ppmpk]

Model Output Analysis: Difference Method

Intersection	Turning Movement	Existing		Movement Sum		Base Year		Future Year (2030)		Model		Annual Exp Growth Rate		
		Count				Model Volume		Model Volume		Volume Difference				
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. Mill Street / Lake Street	NB	LT	6	5	100	226	0	0	0	0	0	0	2.69%	3.65%
		TH	75	161			304	146	288	177	-16	31	0.34%	0.87%
		RT	19	60			256	402	330	425	74	23	8.19%	1.51%
	SB	LT	63	77	266	310	210	106	138	159	-72	53	0.55%	2.76%
		TH	190	217			111	126	130	163	19	37	0.53%	0.75%
		RT	13	16			0	0	0	0	0	0	2.27%	1.17%
	EB	LT	5	7	27	54	0	0	0	0	0	0	3.65%	1.88%
		TH	15	22			0	0	0	0	0	0	1.51%	1.63%
		RT	7	25			0	0	0	0	0	0	1.88%	0.96%
	WB	LT	70	57	184	246	416	437	384	439	-32	2	0.70%	0.27%
		TH	14	23			0	0	0	0	0	0	1.88%	1.40%
		RT	100	166			187	344	212	298	25	-46	1.38%	0.13%
Average		577	836									1.38%	1.00%	
2. Mill Street / Wells Avenue	NB	LT	7	13	479	1145	13	8	16	16	3	8	1.88%	2.27%
		TH	433	1103			888	891	1152	987	264	96	2.53%	0.44%
		RT	39	29			50	18	32	26	-18	8	0.13%	1.69%
	SB	LT	95	43	815	628	586	541	858	809	272	268	7.16%	10.40%
		TH	662	552			546	791	894	1002	348	211	2.22%	1.68%
		RT	58	33			325	256	338	269	13	13	0.99%	2.19%
	EB	LT	31	108	110	245	292	397	419	564	127	167	8.64%	5.01%
		TH	70	117			305	418	300	383	-5	-35	0.70%	0.13%
		RT	9	20			19	25	9	0	-10	-25	0.55%	2.13%
	WB	LT	36	75	241	442	112	277	137	368	25	91	2.69%	4.31%
		TH	161	232			450	709	563	904	50	85	1.40%	1.69%
		RT	44	135			226	222	343	297	41	75	3.77%	2.33%
Average		1645	2460									2.82%	1.87%	
3. Mill Street / Kirman Avenue	NB	LT	3	5	117	200	0	0			0	0	6.34%	3.65%
		TH	97	170			149	236	215	176	66	-60	2.63%	0.30%
		RT	17	25			64	33	36	13	-28	-20	0.86%	0.96%
	SB	LT	107	130	333	420	315	67	470	181	102	84	3.55%	2.52%
		TH	183	208			251	301	442	346	191	45	3.71%	0.97%
		RT	43	82			237	372	288	614	51	142	3.89%	5.19%
	EB	LT	27	41	208	247	232	213	549	500	177	187	10.54%	9.08%
		TH	162	196			766	825	1085	1038	119	87	2.88%	1.88%
		RT	19	10			141	150	60	168	-81	18	0.27%	5.78%
	WB	LT	28	39	387	477	6	1	0	0	-6	-1	0.36%	0.13%
		TH	241	324			397	655	581	754	94	89	1.81%	1.24%
		RT	118	114			285	297	444	474	81	177	2.78%	4.91%
Average		1045	1344									3.23%	2.55%	
4. Mill Street / Ryland Street	NB	LT	1	1	389	565	0	0	0	0	0	0	12.12%	12.12%
		TH	0	0			0	0	0	0	0	0		
		RT	388	564			245	281	302	369	335	283	3.25%	2.16%
	SB	LT	38	130	67	227	0	0	0	0	0	0	0.27%	0.39%
		TH	0	0			0	0	0	0	0	0		
		RT	29	97			0	0	0	0	0	0	0.18%	0.16%
	EB	LT	42	37	280	331	0	0	0	0	0	0	0.92%	0.41%
		TH	238	294			984	1061	1468	1402	210	146	3.35%	2.12%
		RT	0	0			0	0	0	0	0	0		
	WB	LT	616	441	1067	933	237	364	331	471	295	236	2.05%	2.28%
		TH	349	428			942	927	1309	1283	166	227	2.10%	2.28%
		RT	102	64			0	0	0	0	0	0	0.40%	0.47%
Average		1803	2056									2.39%	1.97%	
5. Mill Street / Kietzke Lane	NB	LT	123	185	615	1182	266	248	477	354	211	106	5.19%	2.37%
		TH	341	758			625	811	1036	815	411	92	4.15%	0.60%
		RT	151	239			67	50	81	67	14	17	0.62%	0.44%
	SB	LT	91	113	633	759	267	1	30	0	-237	90	0.50%	3.00%
		TH	463	550			873	336	1181	621	308	285	2.68%	2.23%
		RT	79	96			68	107	70	182	41	75	2.20%	3.01%
	EB	LT	76	206	704	1205	102	100	127	109	25	9	1.44%	0.35%
		TH	525	838			833	1152	1199	1351	316	230	2.47%	1.29%
		RT	103	161			287	117	419	333	132	216	4.45%	4.52%
	WB	LT	291	293	1218	1074	93	50	121	54	28	4	0.50%	0.12%
		TH	858	687			759	893	993	1117	234	275	1.26%	1.76%
		RT	69	94			19	11	1	1	50	26	2.91%	1.29%
Average		3170	4220									2.35%	1.55%	
6. Mill Street / US 395 SB Ramps	NB	LT	0	0	0	0	0	0	0	0	0	0		
		TH	0	0			0	0	0	0	0	0		
		RT	0	0			0	0	0	0	0	0		
	SB	LT	655	343	1159	647	1444	535	1561	733	66	155	0.50%	1.98%
		TH	3	1			0	0	0	0	0	0	6.34%	12.12%
		RT	501	303			0	0	0	0	51	93	0.49%	1.46%
	EB	LT	0	0	724	1205	0	0	0	0	0	0		
		TH	549	890			258	305	365	349	175	200	1.43%	1.07%
		RT	175	315			967	899	959	1070	135	171	3.01%	2.33%
	WB	LT	137	343	902	1151	120	287	7	335	40	48	1.44%	0.68%
		TH	765	808			883	965	1129	1183	246	218	1.46%	1.28%
		RT	0	0			0	0	0	0	0	0		
Average		2785	3003									1.20%	1.39%	

Model Output Analysis: Difference Method

Intersection	Turning Movement	Existing		Movement Sum		Base Year		Future Year (2030)		Model		Annual Exp Growth Rate		
		Count				Model Volume		Model Volume		Volume Difference				
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
7. Mill Street / US 395 NB Ramps	NB	LT	443	203	755	436	462	480	681	691	250	211	2.33%	3.70%
		TH	60	75			0	0	0	0	0	5	0.81%	0.34%
		RT	252	158			371	277	595	377	180	100	2.81%	2.62%
	SB	LT	42	49	87	160	0	0	0	0	0	1	0.92%	0.11%
		TH	20	47			0	0	0	0	0	3	2.13%	0.33%
		RT	25	64			0	0	0	0	0	6	0.96%	0.47%
	EB	LT	73	106	1204	1233	0	0	0	0	0	0	0.48%	0.19%
		TH	938	715			1702	840	1926	1082	167	225	0.89%	1.44%
		RT	193	412			0	0	0	0	67	120	1.57%	1.33%
	WB	LT	176	370	696	1375	486	1085	656	1524	100	439	2.44%	4.12%
		TH	482	927			541	773	456	826	40	53	0.40%	0.29%
		RT	38	78			0	0	0	0	0	0	0.27%	0.13%
Average		2742	3204									1.42%	1.63%	
8. Mill Street / Terminal Way	NB	LT	91	268	427	1015	230	194	307	427	77	330	3.29%	4.24%
		TH	211	590			1102	1105	1232	1048	130	60	2.51%	0.51%
		RT	125	157			131	98	287	236	156	85	4.24%	2.23%
	SB	LT	17	17	452	576	14	13	10	3	13	13	2.99%	2.99%
		TH	274	269			863	1107	950	1202	87	95	1.44%	1.53%
		RT	161	290			174	151	168	140	-6	-11	0.29%	0.18%
	EB	LT	197	211	1189	891	199	175	194	58	-5	-117	0.08%	0.22%
		TH	888	559			1229	732	1198	765	-31	33	0.01%	0.28%
		RT	104	121			333	167	642	368	309	201	7.22%	5.12%
	WB	LT	157	141	647	1000	139	198	187	227	48	29	1.53%	0.98%
		TH	481	840			770	1088	768	1153	-2	65	0.10%	0.42%
		RT	9	19			6	4	9	4	3	0	0.55%	0.27%
Average		2715	3482									1.43%	1.24%	
9. Terminal Way / Vassar Street	NB	LT	127	114	520	840	7	17	10	37	3	20	0.12%	0.69%
		TH	289	656			1231	1095	1473	1194	242	99	3.19%	0.77%
		RT	104	70			53	16	51	14	-2	-2	0.30%	0.70%
	SB	LT	37	10	390	524	12	0	11	0	-1	0	0.41%	3.65%
		TH	224	348			794	1374	1097	1584	303	210	4.53%	2.50%
		RT	129	166			133	203	220	365	87	165	2.81%	3.62%
	EB	LT	115	151	256	381	304	213	509	309	205	96	5.39%	2.65%
		TH	91	107			57	6	15	7	-42	1	0.50%	0.15%
		RT	50	123			25	20	55	25	30	5	2.47%	0.29%
	WB	LT	83	85	172	230	3	30	2	26	-1	-4	0.43%	0.30%
		TH	59	127			3	10	2	9	-1	-1	0.09%	0.12%
		RT	30	18			8	22	8	21	0	-1	1.51%	0.55%
Average		1338	1975									2.74%	1.47%	
10. Terminal Way / Villanova Drive	NB	LT	38	90	499	674	9	96	10	110	1	14	0.27%	0.55%
		TH	451	565			1280	1073	1465	1132	185	59	1.84%	0.49%
		RT	10	19			0	0	0	0	0	0	3.65%	0.27%
	SB	LT	12	5	377	573	0	0	0	0	0	0	2.69%	3.65%
		TH	260	504			691	1355	936	1508	245	153	3.55%	1.42%
		RT	105	64			10	22	11	65	1	43	0.24%	2.85%
	EB	LT	65	54	111	99	56	3	57	3	1	0	0.39%	0.55%
		TH	14	17			0	0	0	0	0	0	1.88%	0.86%
		RT	32	28			0	0	2	2	2	2	1.17%	0.36%
	WB	LT	12	15	47	48	0	0	0	0	0	0	2.69%	1.51%
		TH	23	24			0	0	0	0	0	0	1.40%	1.17%
		RT	12	9			0	0	0	0	0	0	2.69%	0.55%
Average		1034	1394									2.10%	1.01%	
11. Terminal Way / Plumb Lane	NB	LT	82	144	252	510	62	84	62	64	0	-20	0.49%	0.21%
		TH	153	351			23	151	41	154	18	3	0.55%	0.13%
		RT	17	15			59	4	55	8	-4	4	0.86%	1.51%
	SB	LT	46	37	344	547	78	102	156	149	78	47	5.05%	4.06%
		TH	93	192			25	120	97	208	72	88	3.17%	1.99%
		RT	205	318			588	1133	686	1151	98	18	2.00%	0.35%
	EB	LT	297	273	603	463	1116	930	1325	934	209	4	2.85%	0.13%
		TH	235	105			272	397	640	724	368	327	4.93%	7.42%
		RT	71	85			51	15	50	20	-1	5	0.63%	0.30%
	WB	LT	37	53	245	312	153	64	159	86	6	22	0.41%	2.17%
		TH	163	211			259	402	562	745	303	343	5.57%	5.04%
		RT	45	48			150	89	109	153	-41	64	0.55%	4.36%
Average		1444	1832									3.14%	2.18%	

Final 2030 Volume Forecasts

Intersection	Turning Movement	Existing Count		Annual Exp Growth Rate		2030 Volume		2030 Forecast		2030 Volumes Adjusted (Balanced)		
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. Mill Street / Lake Street	NB	LT	6	5	1.00%	1.00%	7	6	10	10	10	10
		TH	75	161	1.00%	1.00%	91	195	90	200	90	200
		RT	19	60	2.00%	1.00%	28	73	30	70	30	70
	SB	LT	63	77	1.00%	1.00%	76	93	80	90	80	90
		TH	190	217	1.00%	1.00%	230	262	230	260	230	260
		RT	13	16	1.00%	1.00%	16	19	20	20	20	20
	EB	LT	5	7	1.00%	1.00%	6	8	10	10	10	10
		TH	15	22	1.00%	1.00%	18	27	20	30	20	30
		RT	7	25	1.00%	1.00%	8	30	10	30	10	30
	WB	LT	70	57	1.00%	1.00%	85	69	90	70	90	70
		TH	14	23	1.00%	1.00%	17	28	20	30	20	30
		RT	100	166	1.00%	1.00%	121	201	120	200	120	200
2. Mill Street / Holcomb Avenue	NB	LT	6	14	1.50%	1.50%	8	19	10	20	10	20
		TH			1.50%	1.50%	0	0				
		RT	33	67	1.50%	1.50%	44	89	40	90	40	90
	SB	LT			1.50%	1.50%	0	0				
		TH			1.50%	1.50%	0	0				
		RT			1.50%	1.50%	0	0				
	EB	LT			1.50%	1.50%	0	0				
		TH	99	158	1.50%	1.50%	132	210	130	210	130	210
		RT	9	6	1.50%	1.50%	12	8	10	10	10	10
	WB	LT	51	40	1.50%	1.50%	68	53	70	50	70	50
		TH	188	257	1.50%	1.50%	250	342	250	340	250	310
		RT			1.50%	1.50%	0	0				
3. Mill Street / Wells Avenue	NB	LT	7	13	2.00%	1.00%	10	16	10	20	10	20
		TH	433	1103	2.00%	1.00%	633	1334	630	1330	630	1330
		RT	39	29	2.00%	1.00%	57	35	60	40	60	40
	SB	LT	95	43	2.00%	1.50%	139	57	140	60	140	60
		TH	662	552	2.00%	1.50%	968	734	970	730	970	730
		RT	58	33	2.00%	1.50%	85	44	90	40	90	40
	EB	LT	31	108	2.00%	1.50%	45	144	50	140	50	140
		TH	70	117	2.00%	1.50%	102	156	100	160	100	160
		RT	9	20	2.00%	1.50%	13	27	10	30	10	30
	WB	LT	36	75	2.00%	1.50%	53	100	50	100	50	100
		TH	161	232	2.00%	1.50%	235	309	240	310	240	310
		RT	44	135	2.00%	1.50%	64	180	60	180	60	180
4. Mill Street / Locust Street	NB	LT			2.00%	1.50%	0	0				
		TH			2.00%	1.50%	0	0				
		RT	27	47	2.00%	1.50%	39	62	40	60	40	60
	SB	LT	8	11	2.00%	1.50%	12	15	10	20	10	20
		TH			2.00%	1.50%	0	0				
		RT	10	25	2.00%	1.50%	15	33	20	30	20	30
	EB	LT	14	1	2.00%	1.50%	20	1	20	10	20	10
		TH	194	175	2.00%	1.50%	284	233	280	230	270	230
		RT			2.00%	1.50%	0	0				
	WB	LT			2.00%	1.50%	0	0				
		TH	256	410	2.00%	1.50%	374	545	370	550	350	550
		RT	7	14	2.00%	1.50%	10	19	10	20	10	20
5. Mill Street / Kirman Avenue	NB	LT	3	5	2.00%	1.00%	4	6	10	10	10	10
		TH	97	170	2.00%	1.00%	142	206	140	210	140	210
		RT	17	25	2.00%	1.00%	25	30	30	30	30	30
	SB	LT	107	130	2.00%	2.00%	156	190	160	190	150	170
		TH	183	208	2.00%	2.00%	268	304	270	300	270	300
		RT	43	82	2.00%	2.00%	63	120	60	120	60	120
	EB	LT	27	41	2.00%	2.00%	39	60	40	60	40	60
		TH	162	196	2.00%	2.00%	237	287	240	290	230	260
		RT	19	10	2.00%	2.00%	28	15	30	20	30	20
	WB	LT	28	39	2.00%	2.00%	41	57	40	60	40	60
		TH	241	324	2.00%	2.00%	352	474	350	470	300	460
		RT	118	114	2.00%	2.00%	173	167	170	170	170	170
6. Mill Street / Ryland Street	NB	LT			1.50%	1.50%	0	0				
		TH			1.50%	1.50%	0	0				
		RT	388	564	1.50%	1.50%	516	750	520	750	520	750
	SB	LT	38	130	1.50%	1.50%	51	173	50	170	50	170
		TH			1.50%	1.50%	0	0				
		RT	29	97	1.50%	1.50%	39	129	40	130	40	130
	EB	LT	42	37	1.50%	1.50%	56	49	60	50	60	50
		TH	238	294	1.50%	1.50%	316	391	320	390	320	390
		RT			1.50%	1.50%	0	0				
	WB	LT	616	441	1.50%	1.50%	819	586	820	590	820	590
		TH	349	428	1.50%	1.50%	464	569	460	570	460	570
		RT	102	64	1.50%	1.50%	136	85	140	90	140	90
7. Mill Street / Yori Avenue	NB	LT	13	11	1.50%	1.50%	17	15	20	20	20	20
		TH	0	0	1.50%	1.50%	0	0	10	10	10	10
		RT	54	123	1.50%	1.50%	72	164	70	160	70	160
	SB	LT	1	3	1.50%	1.50%	1	4	10	10	10	10
		TH	1	0	1.50%	1.50%	1	0	10	10	10	10
		RT	9	8	1.50%	1.50%	12	11	10	10	10	10
	EB	LT	3	0	1.50%	1.50%	4	0	10	10	0	0
		TH	649	968	1.50%	1.50%	863	1287	860	1290	870	1280
		RT	13	24	1.50%	1.50%	17	32	20	30	20	30
	WB	LT	36	21	1.50%	1.50%	48	28	50	30	50	30
		TH	1045	914	1.50%	1.50%	1390	1215	1390	1220	1390	1220
		RT	7	7	1.50%	1.50%	9	9	10	10	10	10
8. Mill Street / Kietzke Lane	NB	LT	123	185	2.00%	1.50%	180	246	180	250	180	250
		TH	341	758	2.00%	1.50%	499	1008	500	1010	500	1010
		RT	151	239	2.00%	1.50%	221	318	220	320	220	320
	SB	LT	91	113	1.50%	1.50%	121	150	120	150	120	150
		TH	463	550	1.50%	1.50%	616	731	620	730	620	730
		RT	79	96	1.50%	1.50%	105	128	110	130	110	130
	LT	76	206	1.50%	1.50%	101	274	100	270	100	250	

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9. Mill Street / Golden Lane	EB	TH	525	838	1.50%	1.50%	698	1114	700	1110	700	1110
		RT	103	161	1.50%	1.50%	137	214	140	210	140	200
		LT	291	293	1.50%	1.50%	387	390	390	390	390	390
	WB	TH	858	687	1.50%	1.50%	1141	914	1140	910	1140	910
		RT	69	94	1.50%	1.50%	92	125	90	130	90	130
		LT			1.50%	1.50%	0	0				
	NB	TH			1.50%	1.50%	0	0				
		RT			1.50%	1.50%	0	0				
		LT	0	4	1.50%	1.50%	0	5	10	10	10	10
	SB	TH			1.50%	1.50%	0	0				
		RT	0	46	1.50%	1.50%	0	61	10	60	10	60
		LT	19	38	1.50%	1.50%	25	51	30	50	30	50
EB	TH	733	1174	1.50%	1.50%	975	1561	980	1560	980	1560	
	RT			1.50%	1.50%	0	0					
	LT			1.50%	1.50%	0	0					
WB	TH	1228	1021	1.50%	1.50%	1633	1358	1630	1360	1630	1390	
	RT	27	35	1.50%	1.50%	36	47	40	50	40	50	
	LT			1.50%	1.50%	0	0					
10. Mill Street / US 395 SB Ramps	NB	TH			1.50%	1.50%	0	0				
		RT			1.50%	1.50%	0	0				
		LT			1.50%	1.50%	0	0				
	SB	TH	655	343	1.50%	1.50%	871	456	870	460	870	460
		RT	3	1	1.50%	1.50%	4	1	10	10	10	10
		LT	501	303	1.50%	1.50%	666	403	670	400	670	400
	EB	TH	549	890	1.50%	1.50%	730	1183	730	1180	740	1180
		RT	175	315	1.50%	1.50%	233	419	230	420	230	420
		LT	137	343	1.50%	1.50%	182	456	180	460	180	460
	WB	TH	765	808	1.50%	1.50%	1017	1074	1020	1070	1020	1070
		RT			1.50%	1.50%	0	0				
		LT			1.50%	1.50%	0	0				
11. Mill Street / US 395 NB Ramps	NB	TH	443	203	1.50%	1.50%	589	270	590	270	580	270
		RT	60	75	1.50%	1.50%	80	100	80	100	80	100
		LT	252	158	1.50%	1.50%	335	210	340	210	340	210
	SB	TH	42	49	1.50%	1.50%	56	65	60	70	60	70
		RT	20	47	1.50%	1.50%	27	62	30	60	30	60
		LT	25	64	1.50%	1.50%	33	85	30	90	30	90
	EB	TH	73	106	1.50%	1.50%	97	141	100	140	100	140
		RT	938	715	1.50%	1.50%	1247	951	1250	950	1250	950
		LT	193	412	1.50%	1.50%	257	548	260	550	260	550
	WB	TH	176	370	1.50%	1.50%	234	492	230	490	230	490
		RT	482	927	1.50%	1.50%	641	1233	640	1230	640	1180
		LT	38	78	1.50%	1.50%	51	104	50	100	50	100
12. Mill Street / Terminal Way	NB	TH	91	268	1.50%	1.00%	121	324	120	320	120	320
		RT	211	590	1.50%	1.00%	281	713	280	710	280	710
		LT	125	157	1.50%	1.00%	166	190	170	190	170	190
	SB	TH	17	17	1.50%	1.00%	23	21	20	20	20	20
		RT	274	269	1.50%	1.00%	364	325	360	330	360	330
		LT	161	290	1.50%	1.00%	214	351	210	350	210	350
	EB	TH	197	211	1.50%	1.50%	262	281	260	280	260	280
		RT	888	559	1.50%	1.50%	1181	743	1180	740	1180	740
		LT	104	121	1.50%	1.50%	138	161	140	160	140	160
	WB	TH	157	141	1.50%	1.00%	209	171	210	170	210	170
		RT	481	840	1.50%	1.00%	640	1016	640	1020	640	1020
		LT	9	19	1.50%	1.00%	12	23	10	20	10	20
13. Terminal Way / Vassar Street	NB	TH	127	114	1.50%	1.00%	169	138	170	140	170	140
		RT	289	656	1.50%	1.00%	384	793	380	790	380	790
		LT	104	70	1.50%	1.00%	138	85	140	90	140	90
	SB	TH	37	10	2.00%	1.00%	54	12	50	10	50	10
		RT	224	348	2.00%	1.00%	328	421	330	420	330	420
		LT	129	166	2.00%	1.00%	189	201	190	200	190	200
	EB	TH	115	151	1.50%	1.00%	153	183	150	180	150	180
		RT	91	107	1.50%	1.00%	121	129	120	130	120	130
		LT	50	123	1.50%	1.00%	66	149	70	150	70	150
	WB	TH	83	85	1.00%	1.00%	100	103	100	100	100	100
		RT	59	127	1.00%	1.00%	71	154	70	150	70	150
		LT	30	18	1.00%	1.00%	36	22	40	20	40	20
14. Terminal Way / Villanova Drive	NB	TH	38	90	1.50%	1.00%	51	109	50	110	50	110
		RT	451	565	1.50%	1.00%	600	683	600	680	600	680
		LT	10	19	1.50%	1.00%	13	23	10	20	10	20
	SB	TH	12	5	2.00%	1.00%	18	6	20	10	20	10
		RT	260	504	2.00%	1.00%	380	609	380	610	380	610
		LT	105	64	2.00%	1.00%	154	77	150	80	150	80
	EB	TH	65	54	1.50%	1.00%	86	65	90	70	90	70
		RT	14	17	1.50%	1.00%	19	21	20	20	20	20
		LT	32	28	1.50%	1.00%	43	34	40	30	40	30
	WB	TH	12	15	1.50%	1.00%	16	18	20	20	20	20
		RT	23	24	1.50%	1.00%	31	29	30	30	30	30
		LT	12	9	1.50%	1.00%	16	11	20	10	20	10
15. Terminal Way / Plumb Lane	NB	TH	82	144	2.00%	1.50%	120	191	120	190	120	190
		RT	153	351	2.00%	1.00%	224	424	220	420	220	420
		LT	17	15	2.00%	1.50%	25	20	30	20	30	20
	SB	TH	46	37	2.00%	1.50%	67	49	70	50	70	50
		RT	93	192	2.00%	1.50%	136	255	140	260	140	260
		LT	205	318	2.00%	1.50%	300	423	300	420	300	420
	EB	TH	297	273	2.00%	1.00%	434	330	430	330	430	330
		RT	235	105	2.00%	1.50%	344	140	340	140	340	140
		LT	71	85	2.00%	1.50%	104	113	100	110	100	110
	WB	TH	37	53	2.00%	2.00%	54	78	50	80	50	80
		RT	163	211	2.00%	2.00%	238	309	240	310	240	310
		LT	45	48	2.00%	2.00%	66	70	70	70	70	70

Based on model volume and historical growth. If the model predicted the overall intersection growth of < 1.5% a 1% rate was applied, for model growth of 1.5-3%, a 1.5% rate was applied, and anything greater than 3% from the model got a 2% growth rate (all rates are exponential). There were some special cases that are highlighted in pink, where the individual approach or movement was very different from the overall intersection and a different growth rate was applied. Orange highlight indicates that the volume was adjusted due to balancing.