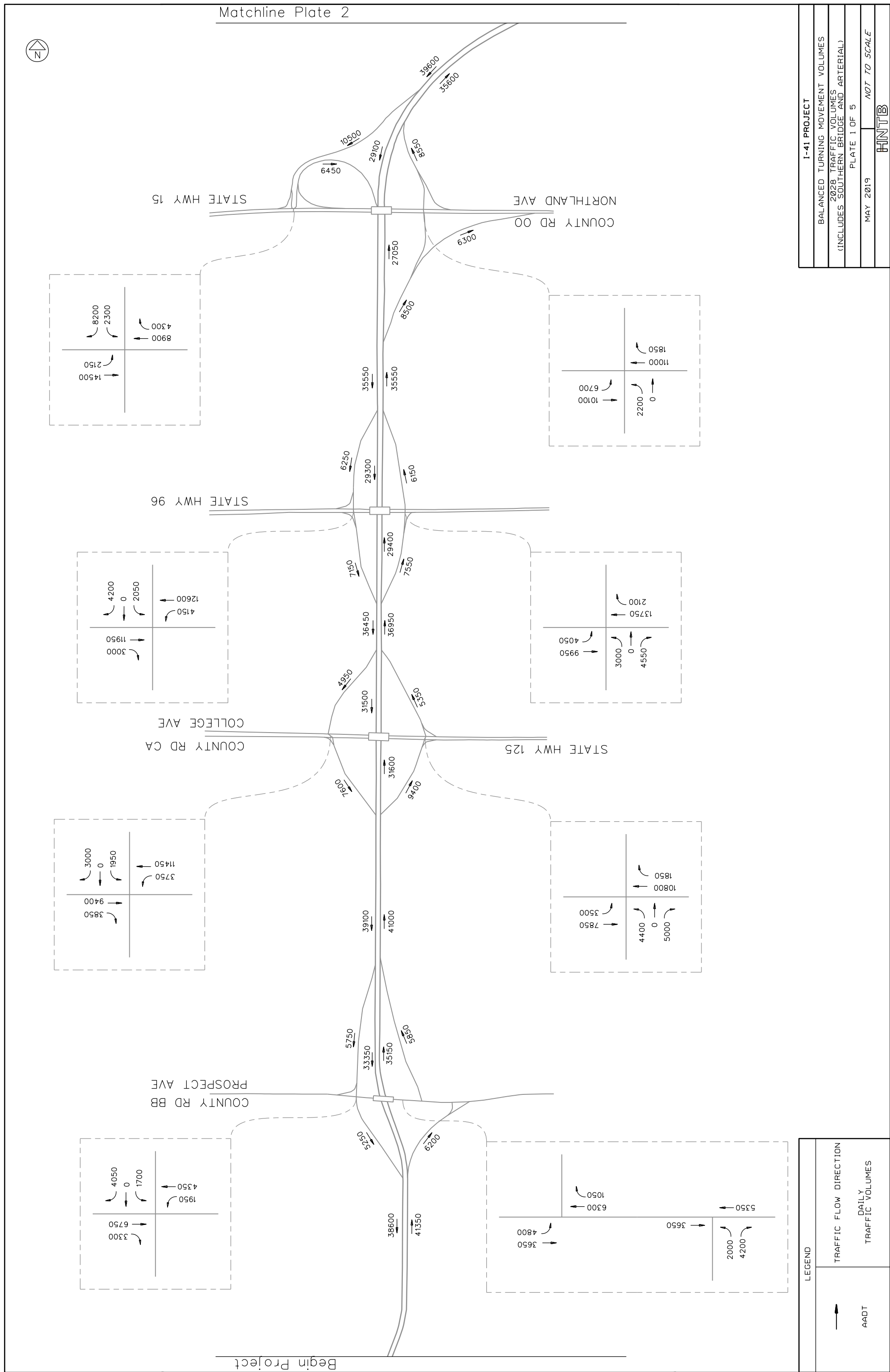


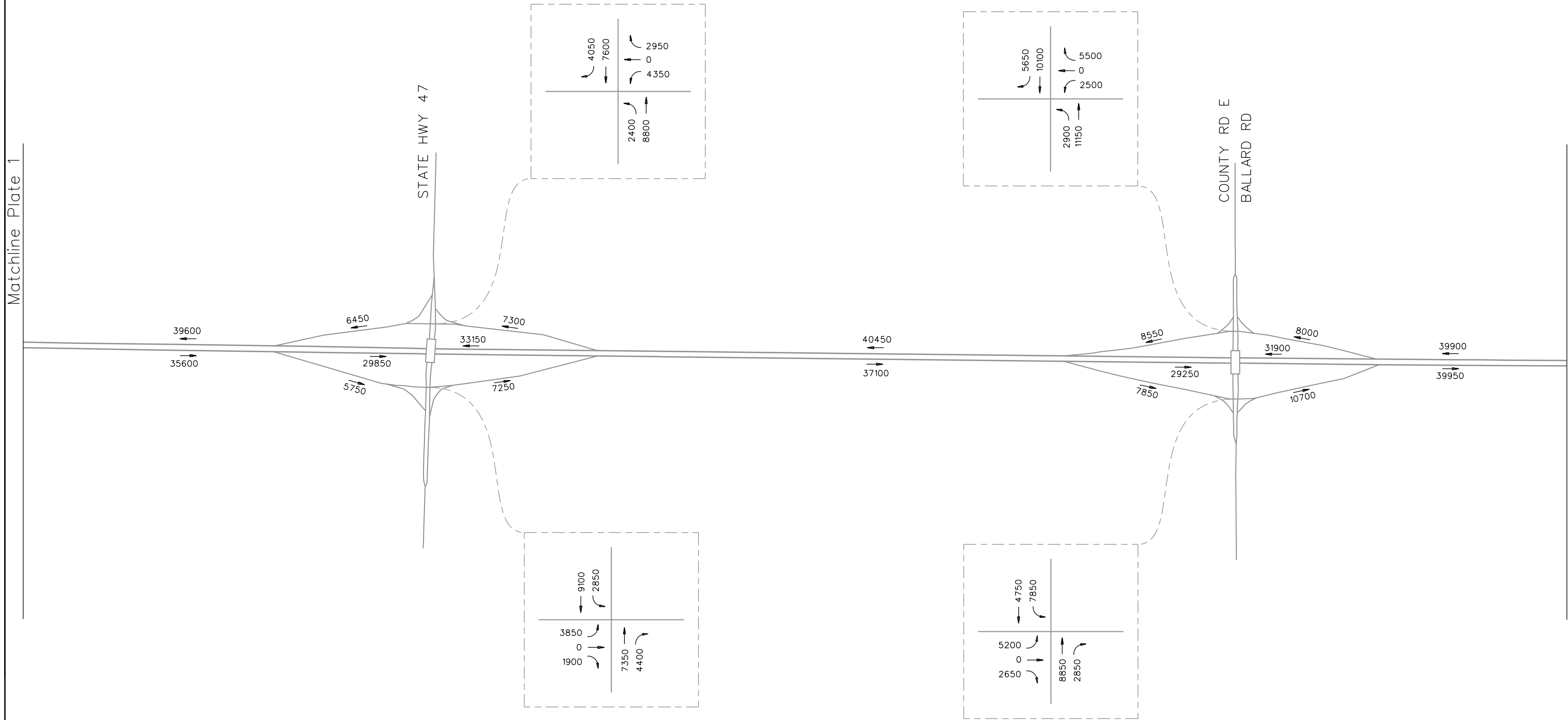
APPENDIX L

Future Scenarios' Volume Exhibits



Matchline Plate 1

Matchline Plate 3



LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2028 TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 2 OF 5	
MAY 2019	NOT TO SCALE
HNTB	



Matchline Plate 2

Matchline Plate 4

STATE HWY 441

COUNTY RD N
FREEDOM RD

39900
39950

25100

14800

8900

12900

27050

7300

34000
34350

5400

29200

5150

28600

3050

2400

31650
31600

2150

2600

800

0

2250

3250

4450

2550

0

2600

3950

900

5150

1500

LEGEND



AADT

TRAFFIC FLOW DIRECTION

DAILY
TRAFFIC VOLUMES

I-41 PROJECT

BALANCED TURNING MOVEMENT VOLUMES

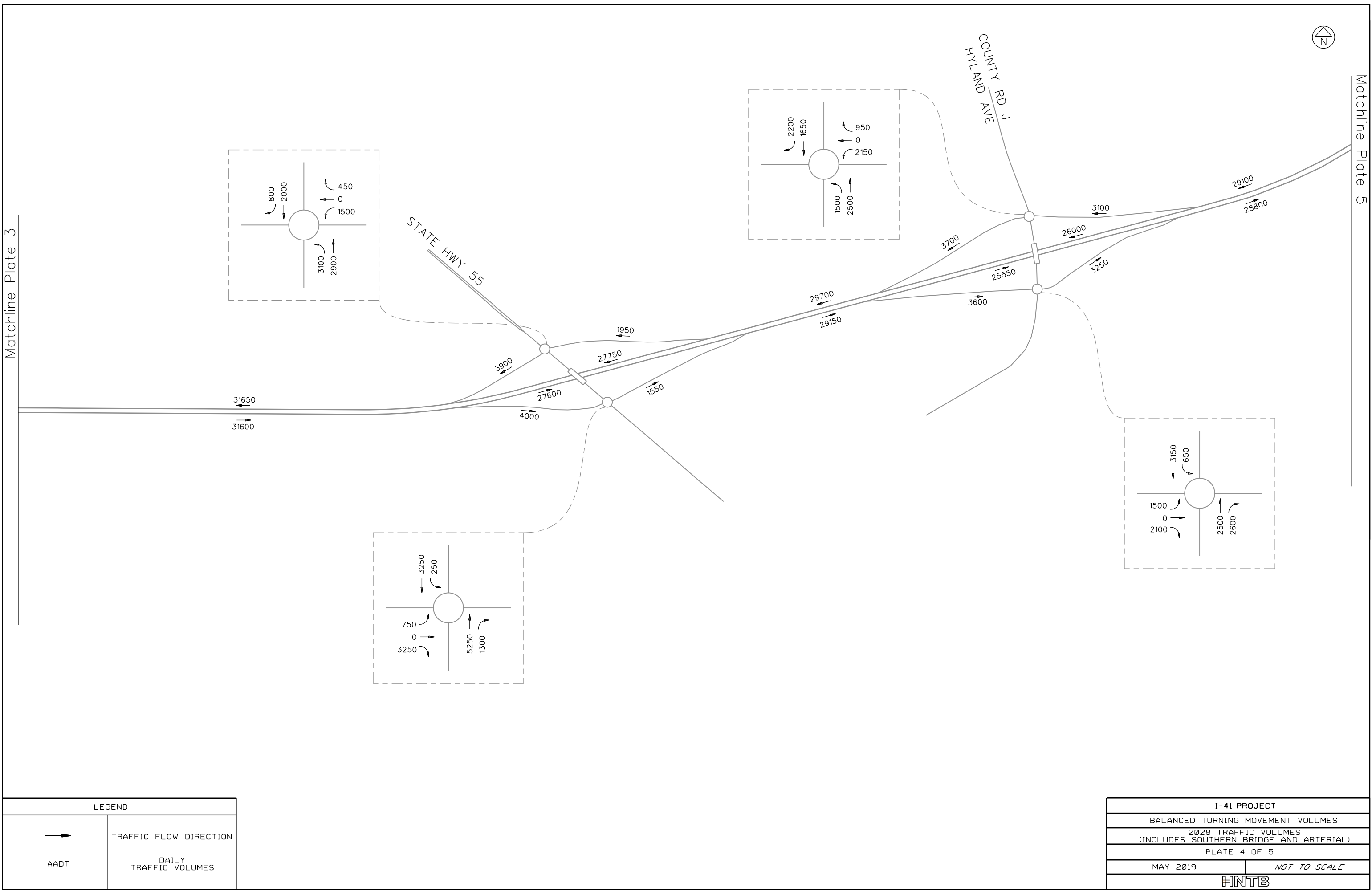
2028 TRAFFIC VOLUMES
(INCLUDES SOUTHERN BRIDGE AND ARTERIAL)

PLATE 3 OF 5

MAY 2019

NOT TO SCALE

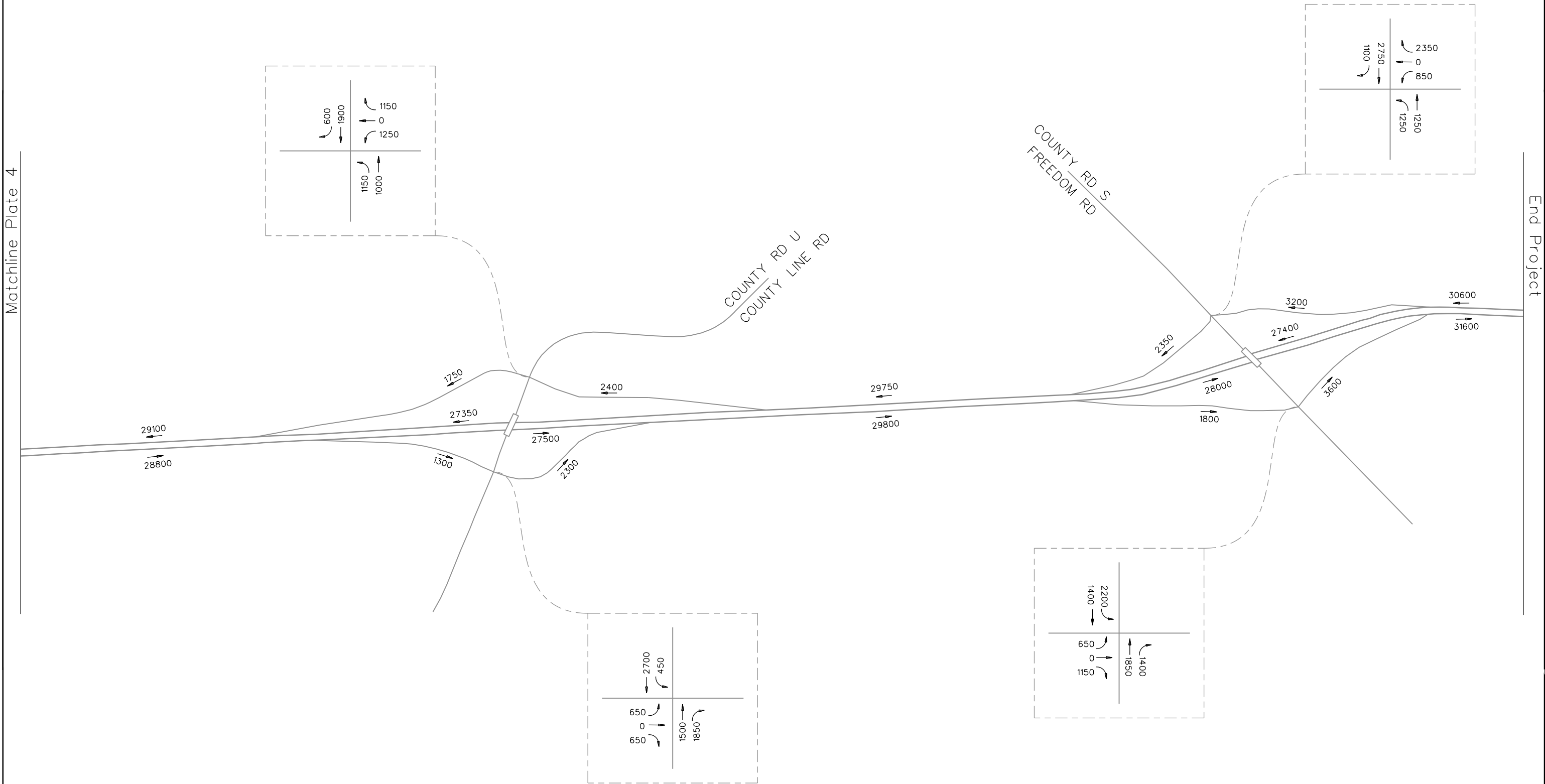
HNTB





Matchline Plate 4

End Project



LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2028 TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 5 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 1

Matchline Plate 3



STATE HWY 47

COUNTY RD E
BALLARD RD

4280 (3330)
2550 (3810)

840 (540)
2130 (3070)
420 (740)

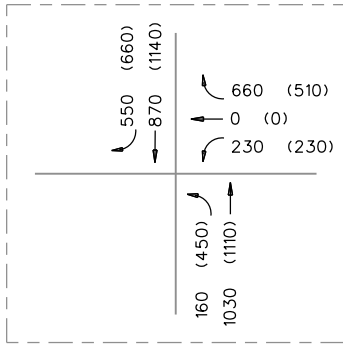
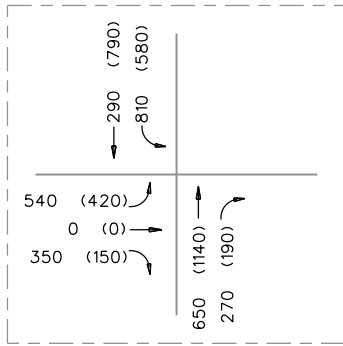
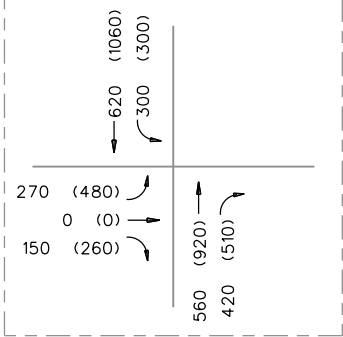
520 (810)
3440 (2790)
720 (810)

3960 (3600)
2850 (3880)

710 (1110)
1960 (3310)
890 (570)

890 (740)
3250 (2490)
1080 (770)

4140 (3230)
3040 (4080)

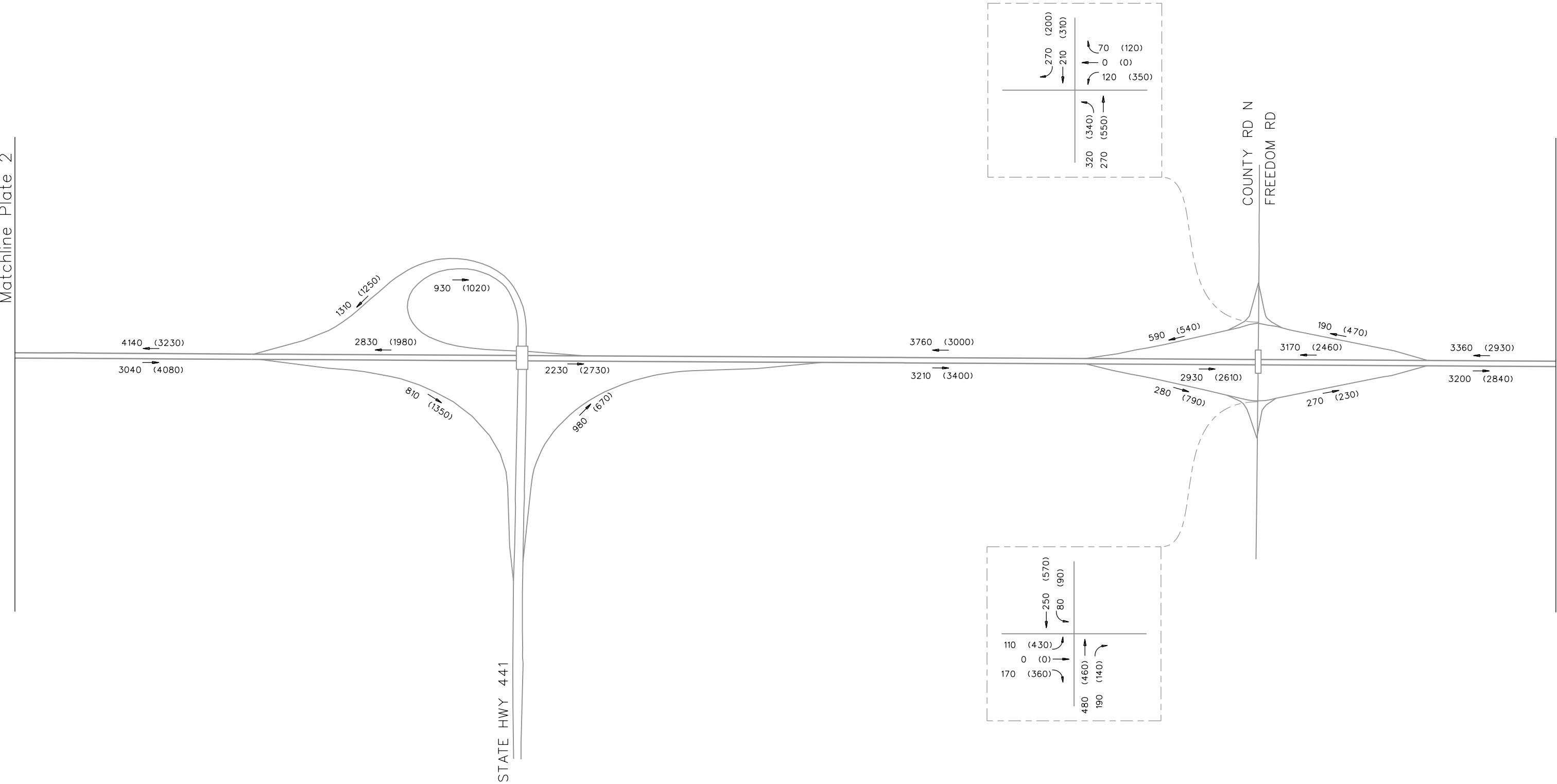


LEGEND	
	TRAFFIC FLOW DIRECTION
2028 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2028 TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 2 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

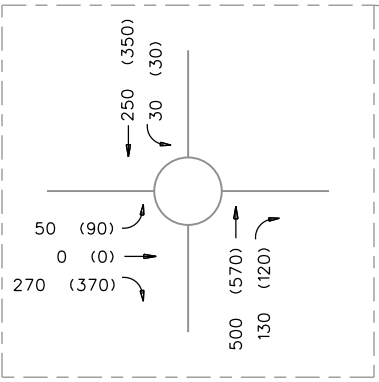
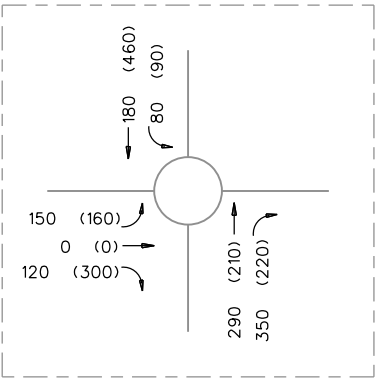
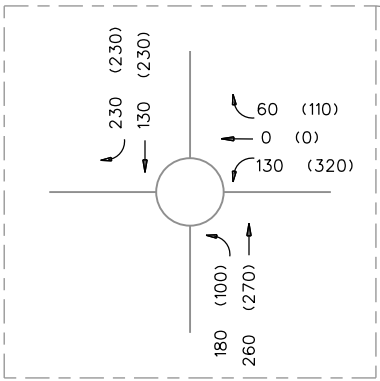
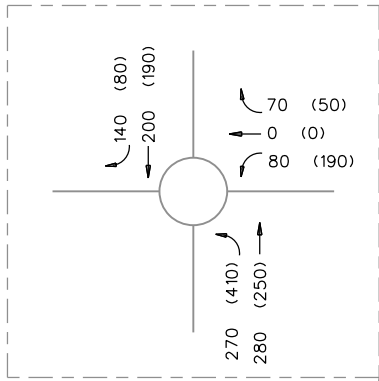
Matchline Plate 2

Matchline Plate 4



LEGEND	
	TRAFFIC FLOW DIRECTION
2028 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2028 TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 3 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

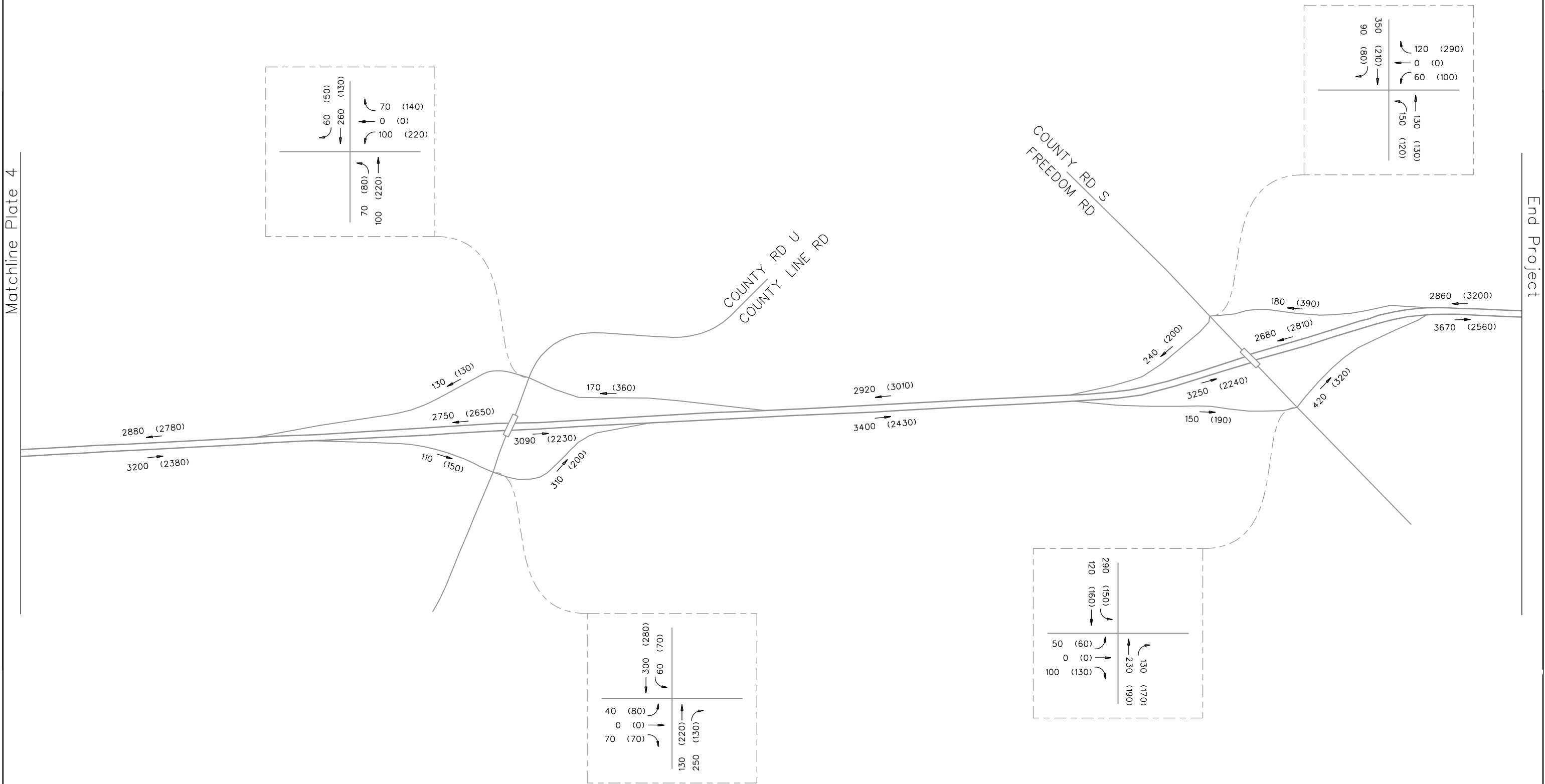


STATE HWY 55

COUNTY RD J
HYLAND AVE

LEGEND	
	TRAFFIC FLOW DIRECTION
2028 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2028 TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 4 OF 5	
MAY 2019	NOT TO SCALE
HNTB	



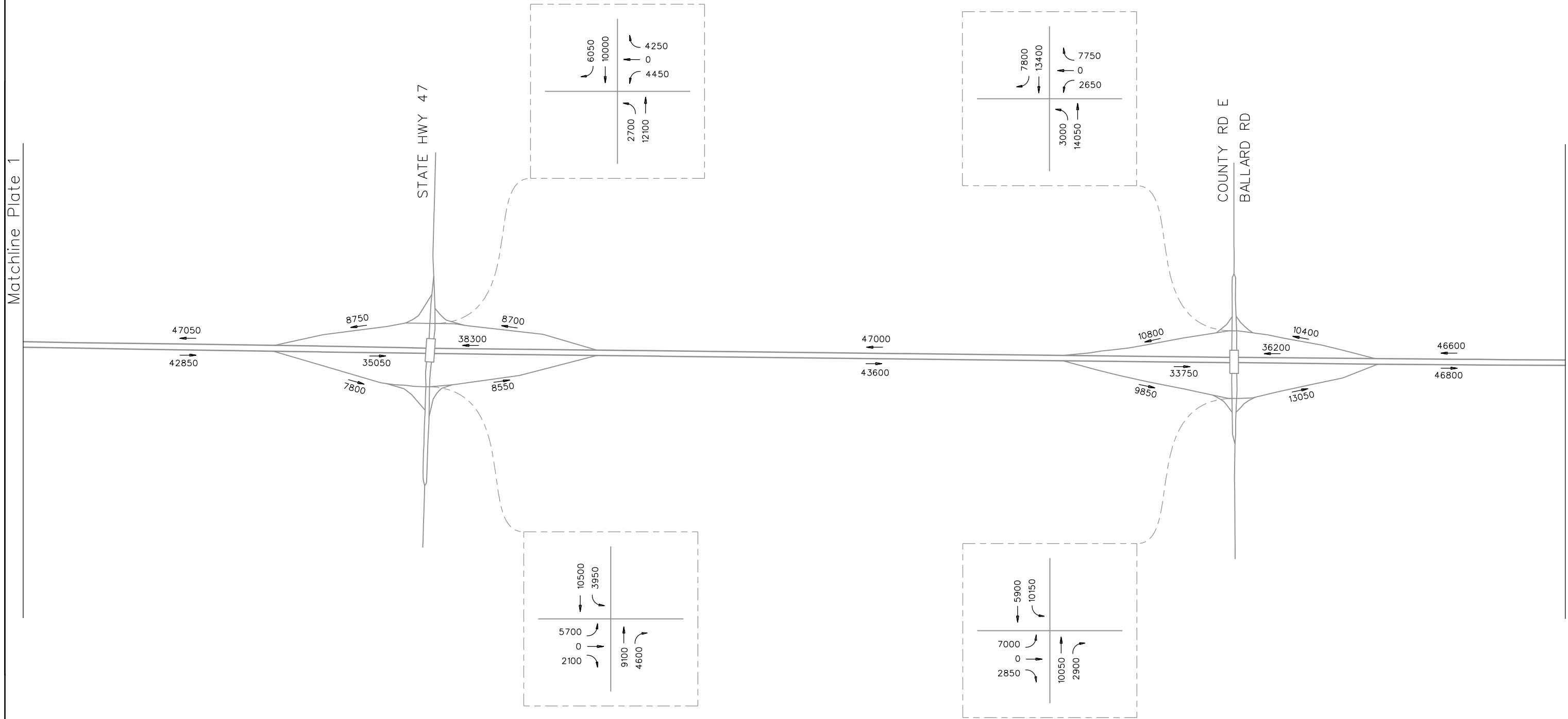
LEGEND	
	TRAFFIC FLOW DIRECTION
2028 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2028 TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 5 OF 5	
MAY 2019	NOT TO SCALE
HNTB	



Matchline Plate 1

Matchline Plate 3

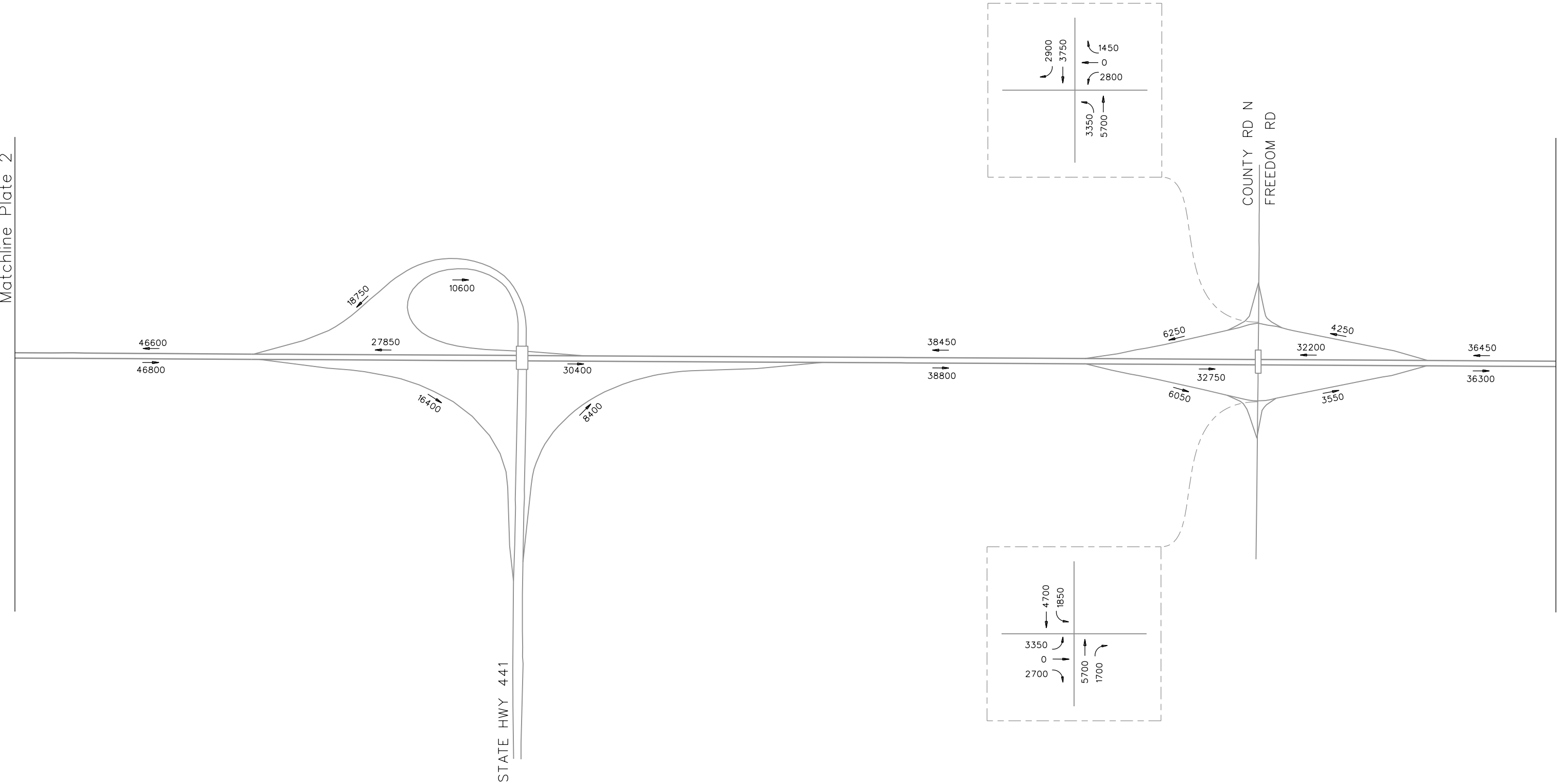


LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 2 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

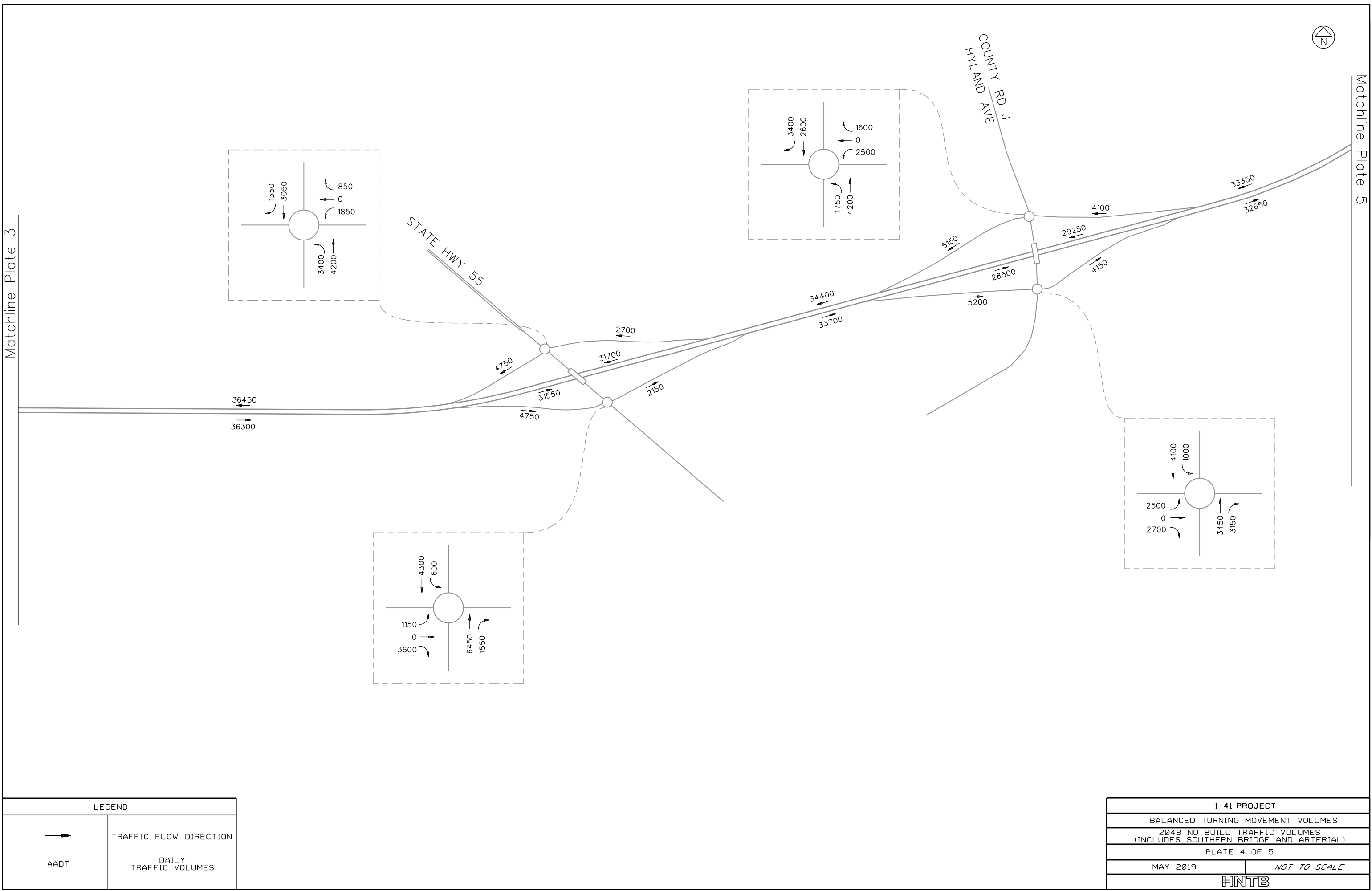
Matchline Plate 2

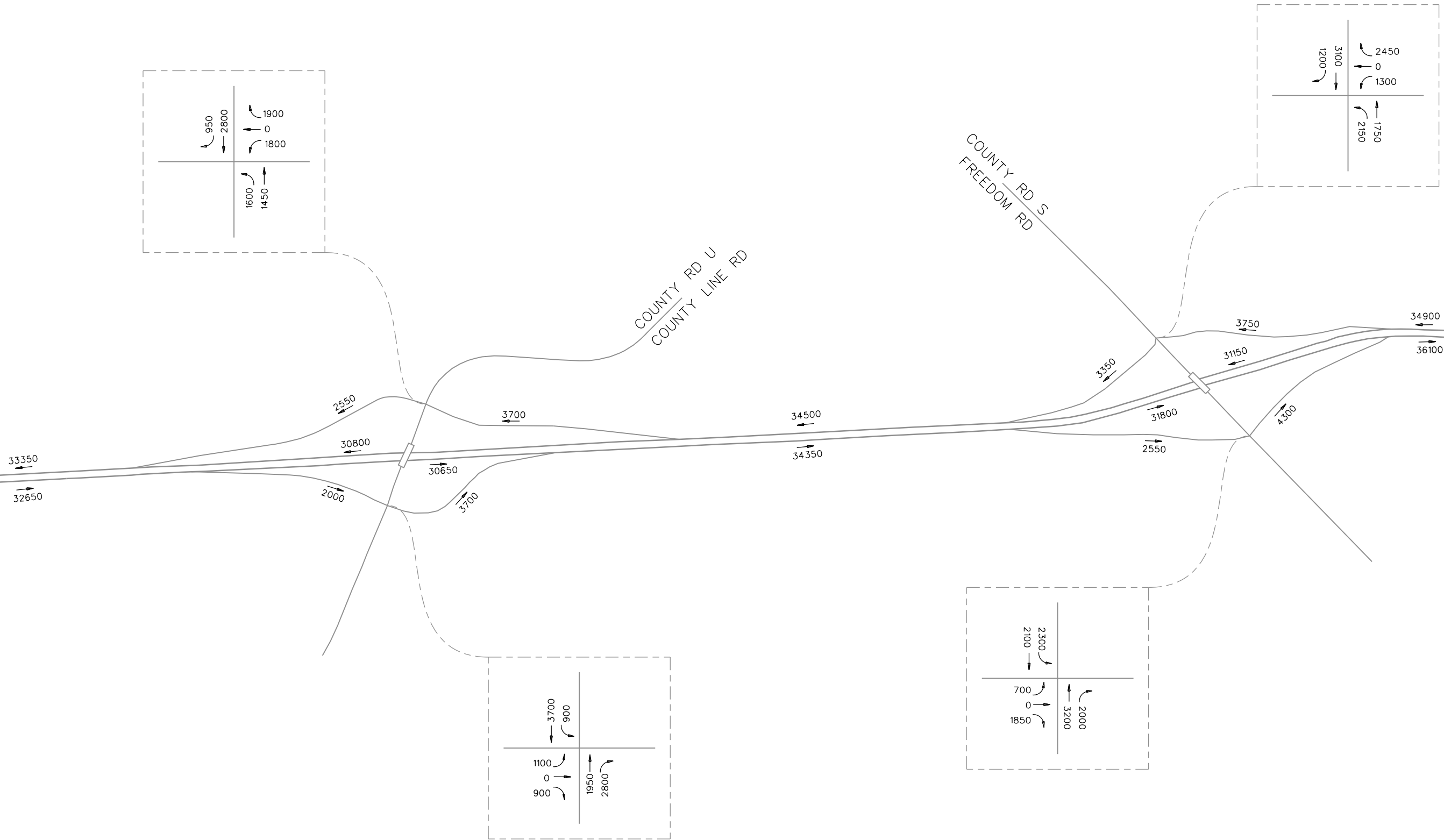
Matchline Plate 4



LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 3 OF 5	
MAY 2019	NOT TO SCALE
HNTB	



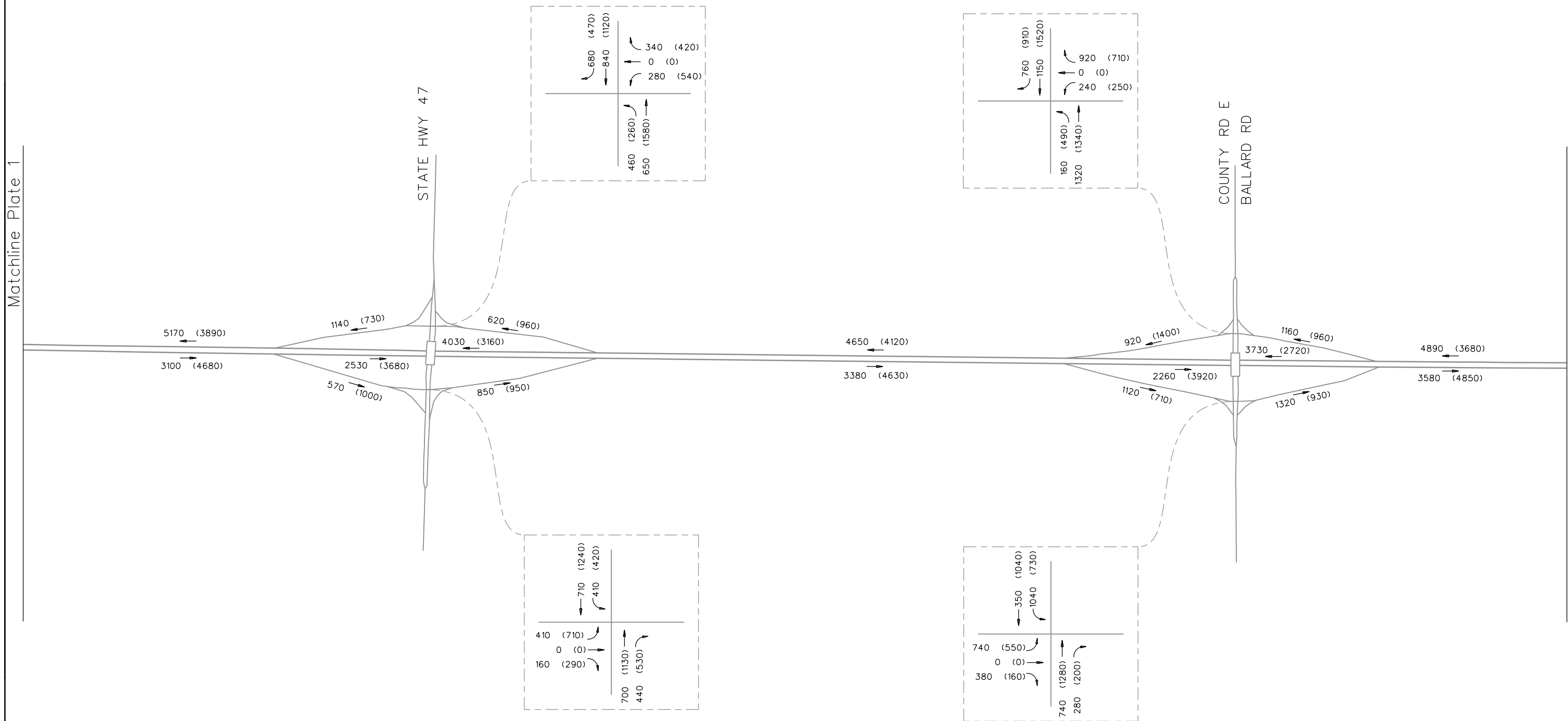


LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 5 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 1

Matchline Plate 3

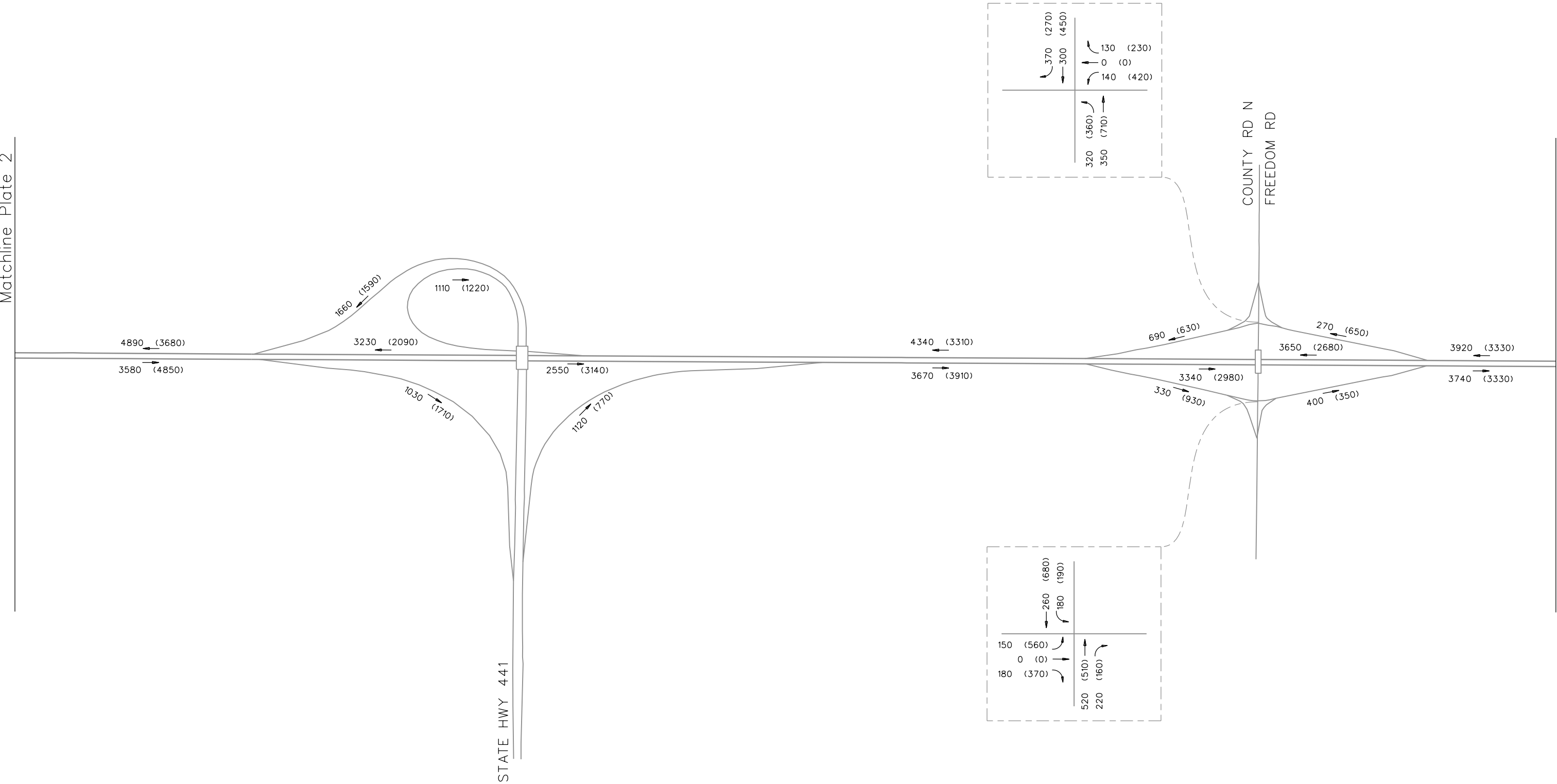


LEGEND	
→	TRAFFIC FLOW DIRECTION
2048 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 2 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 2

Matchline Plate 4

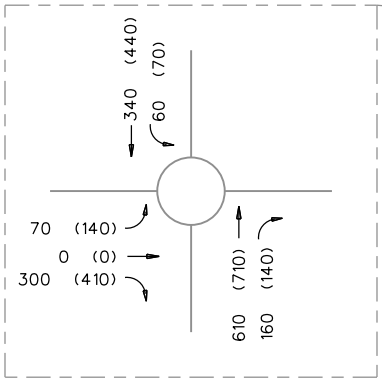
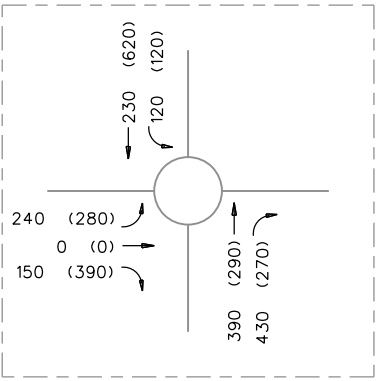
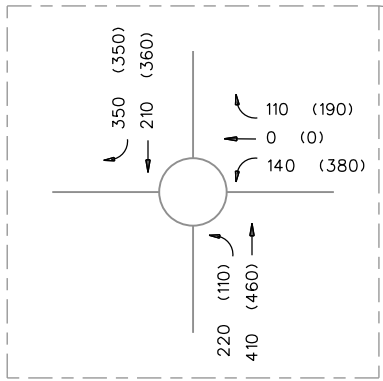
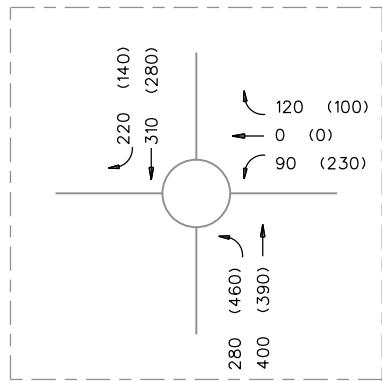


LEGEND	
	TRAFFIC FLOW DIRECTION
2048 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 3 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 3

Matchline Plate 5

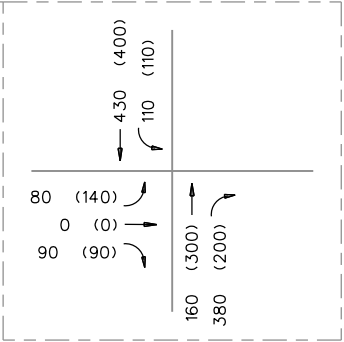
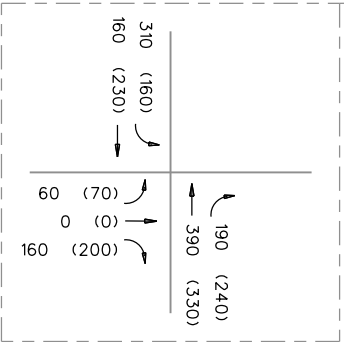
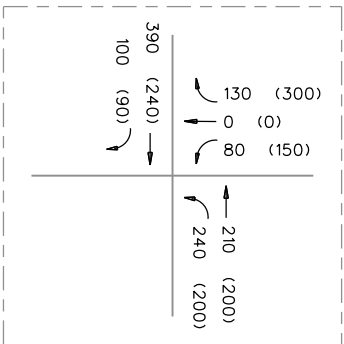
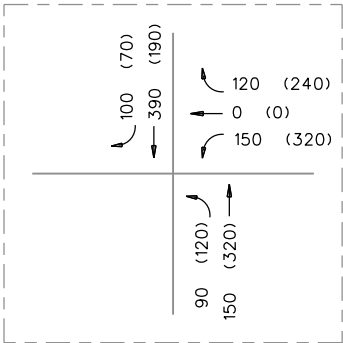
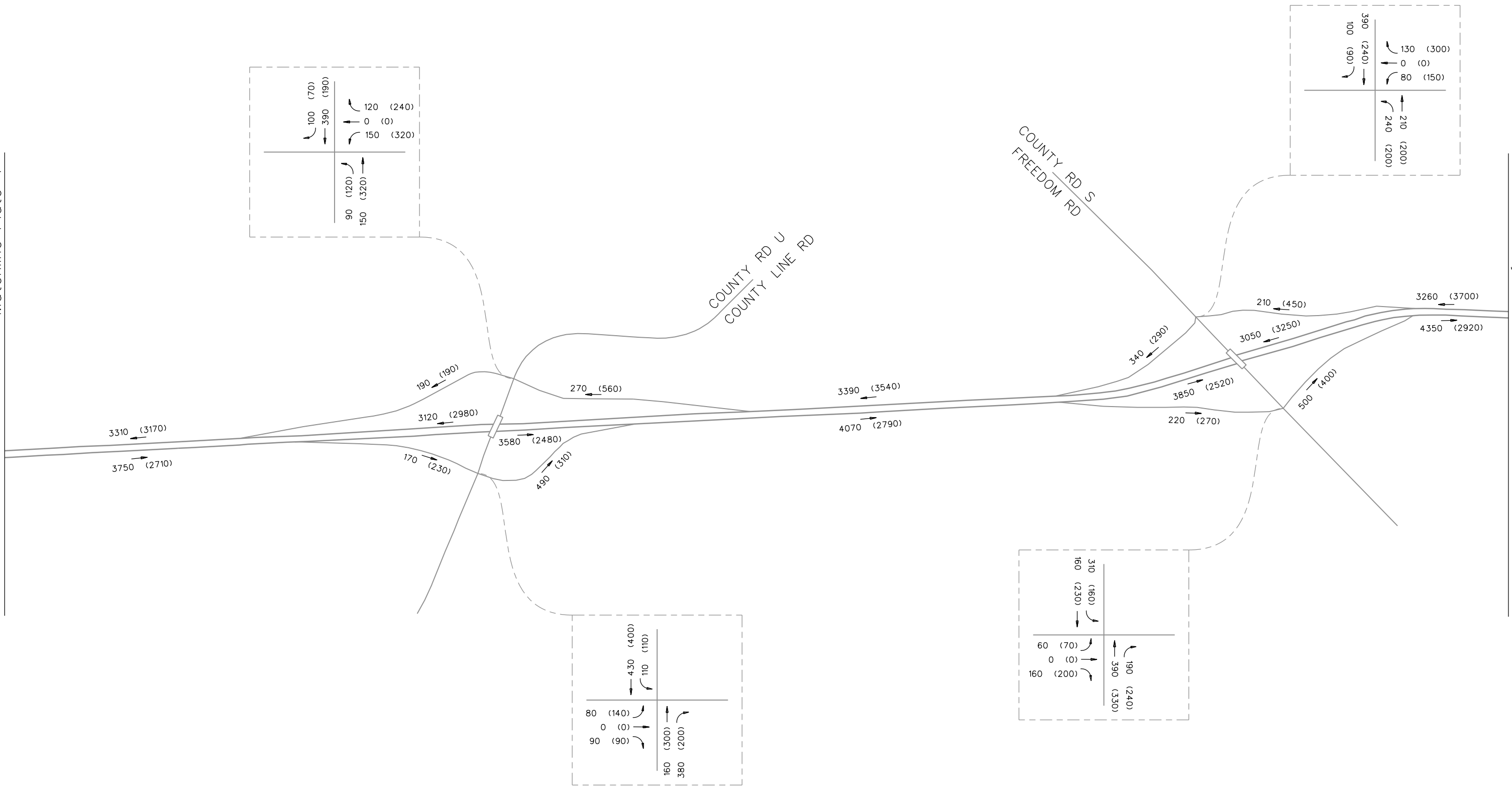


STATE HWY 55

COUNTY RD J
HYLAND AVE

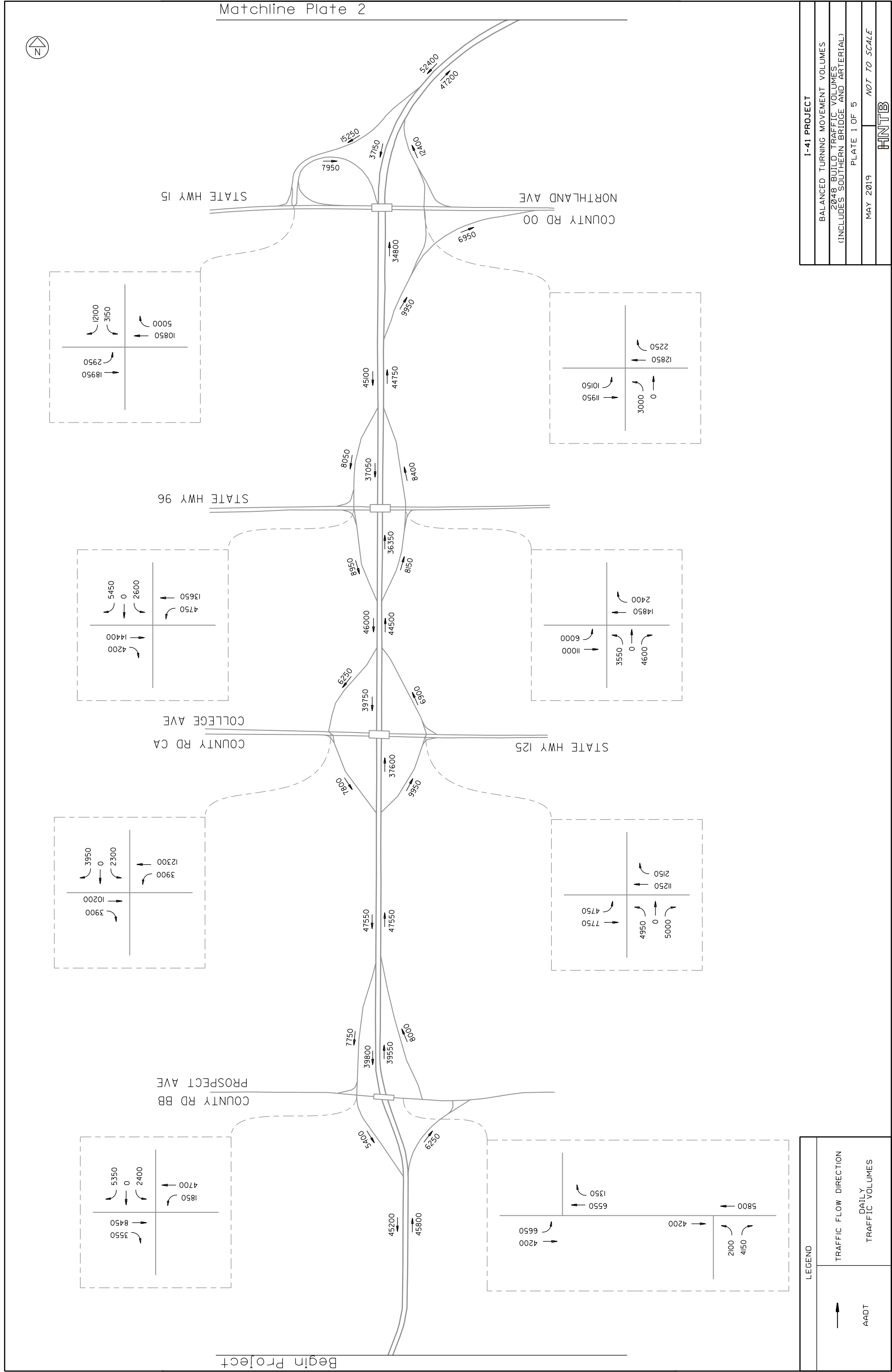
LEGEND	
	TRAFFIC FLOW DIRECTION
2048 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 4 OF 5	
MAY 2019	NOT TO SCALE
HNTB	



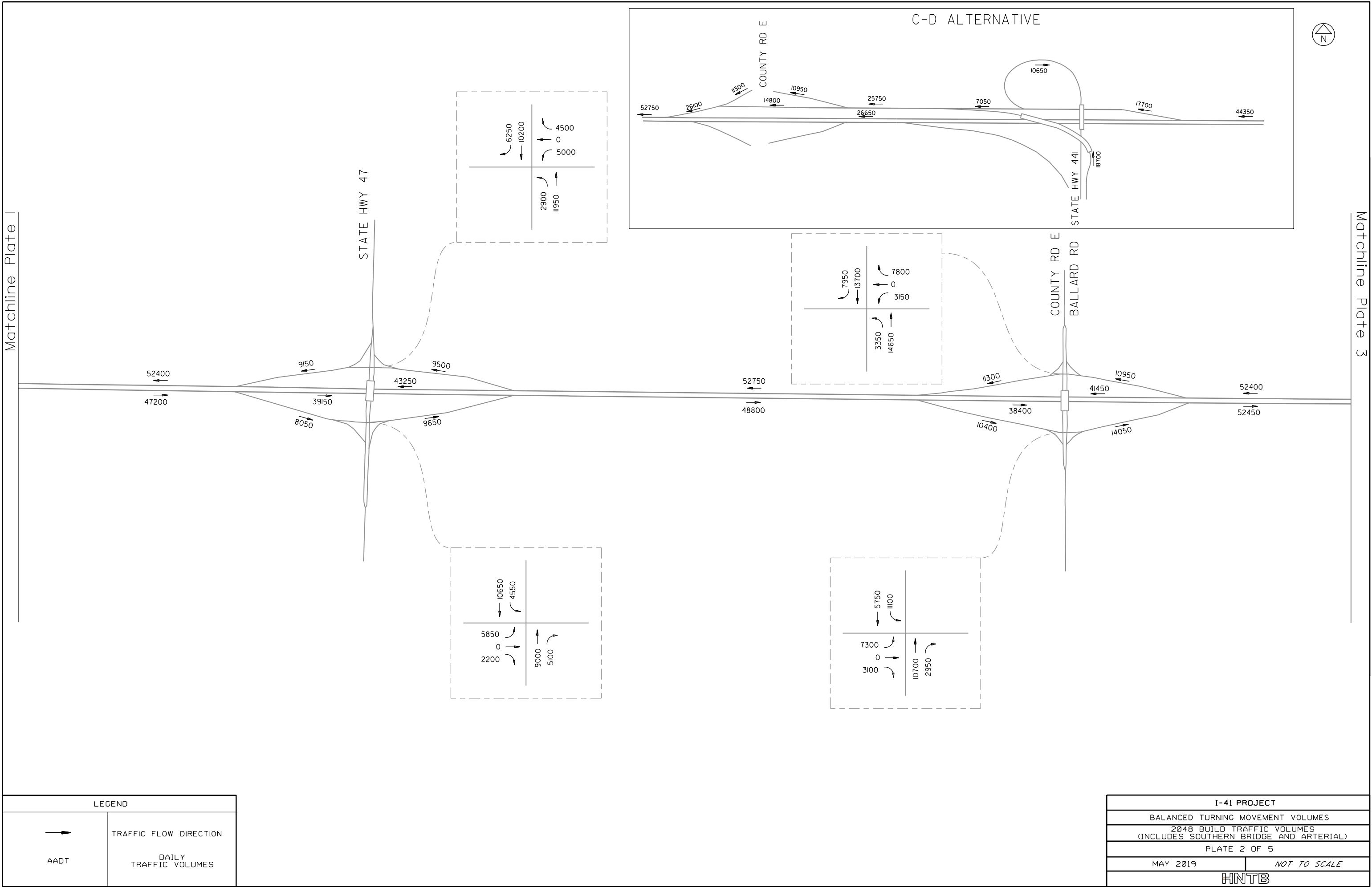
LEGEND	
	TRAFFIC FLOW DIRECTION
2048 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 NO BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 5 OF 5	
MAY 2019	NOT TO SCALE
HNTB	



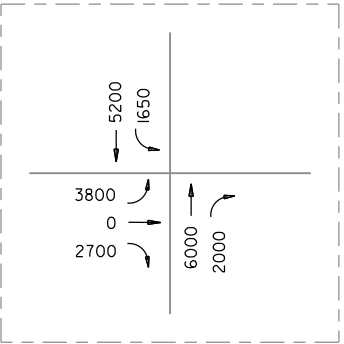
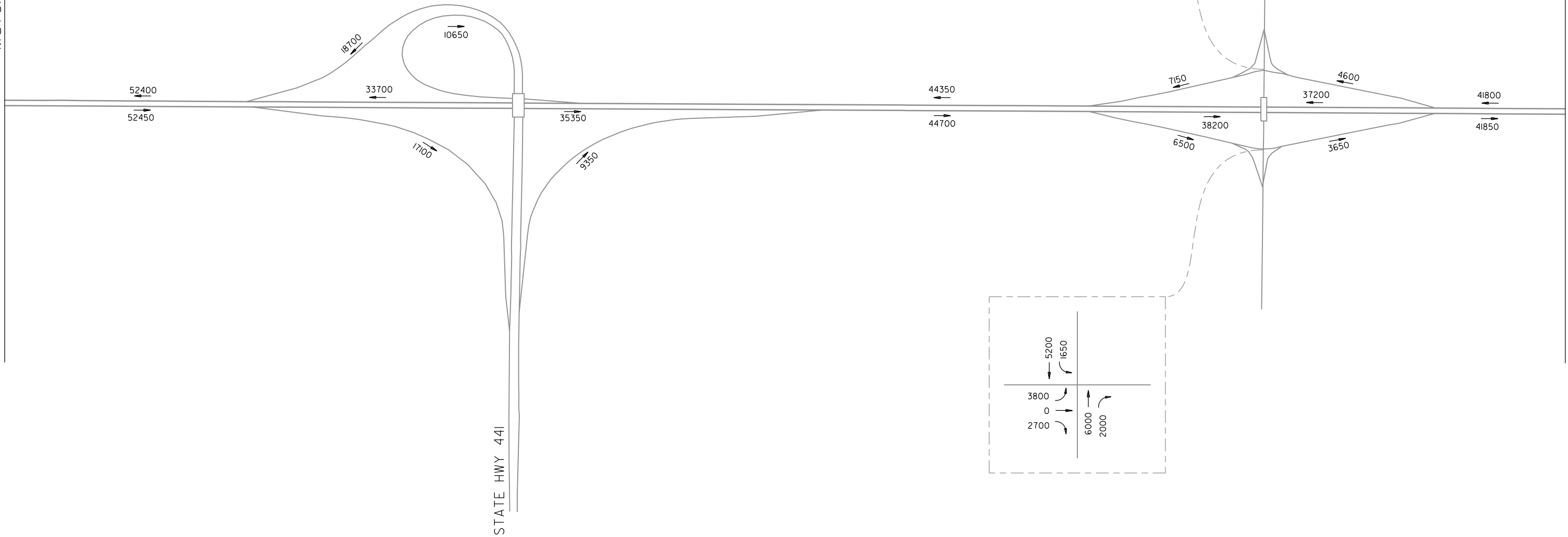
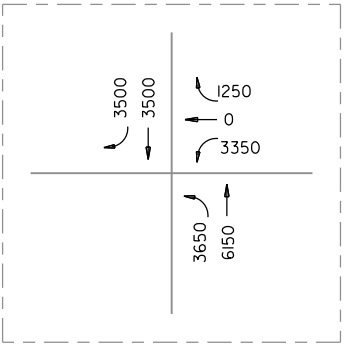
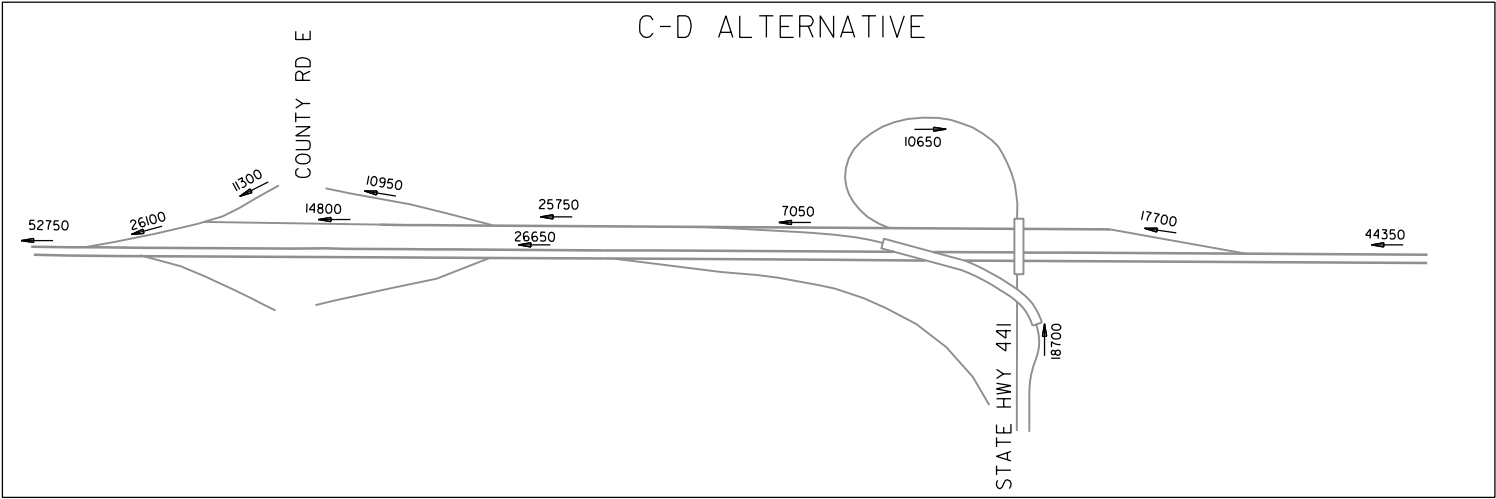
Matchline Plate 1

Matchline Plate 3



Matchline Plate 2

Matchline Plate 4

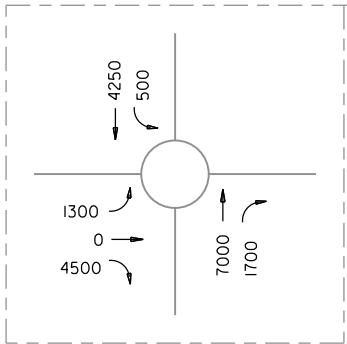
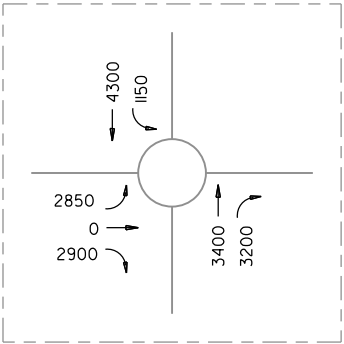
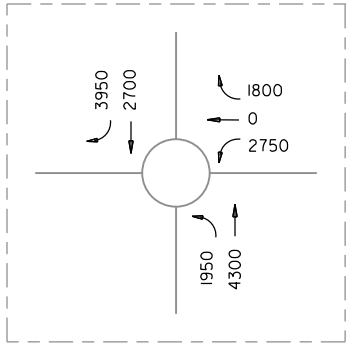
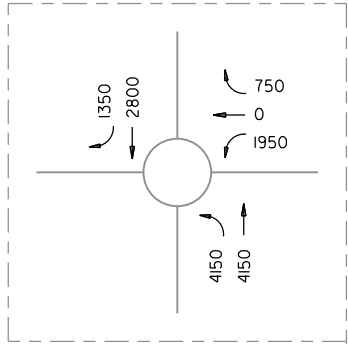


LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 3 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 3

Matchline Plate 5



STATE HWY 55

COUNTY RD J
HYLAND AVE

41800
41850

5500
36050
5800

2700
36300
2200

39000
38250

5900

5750

32500

4350

33100

4550

37650

36850

LEGEND



TRAFFIC FLOW DIRECTION

AADT

DAILY
TRAFFIC VOLUMES

I-41 PROJECT

BALANCED TURNING MOVEMENT VOLUMES
2048 BUILD TRAFFIC VOLUMES
(INCLUDES SOUTHERN BRIDGE AND ARTERIAL)

PLATE 4 OF 5

MAY 2019

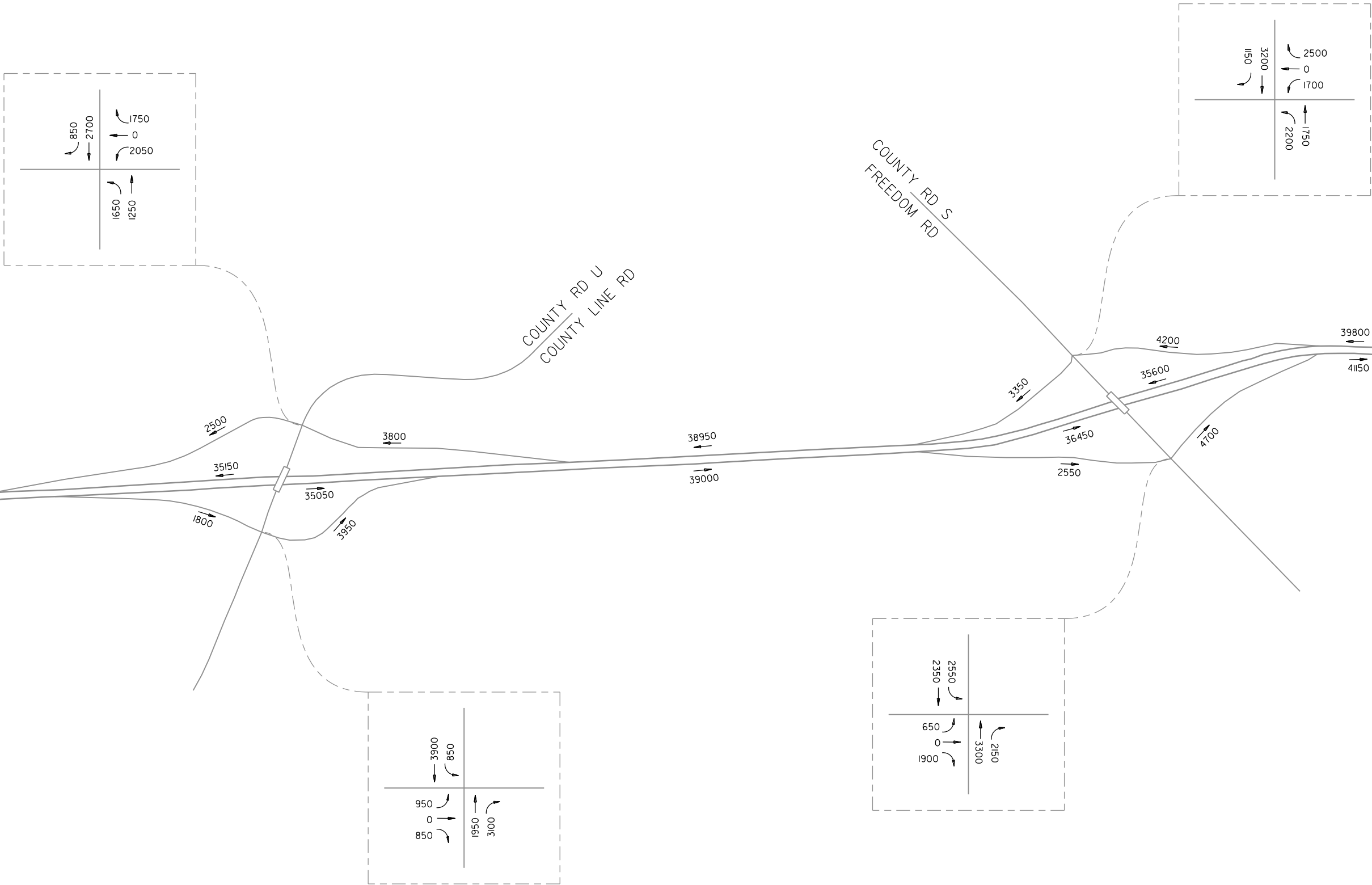
NOT TO SCALE

HNTB



Matchline Plate 4

End Project

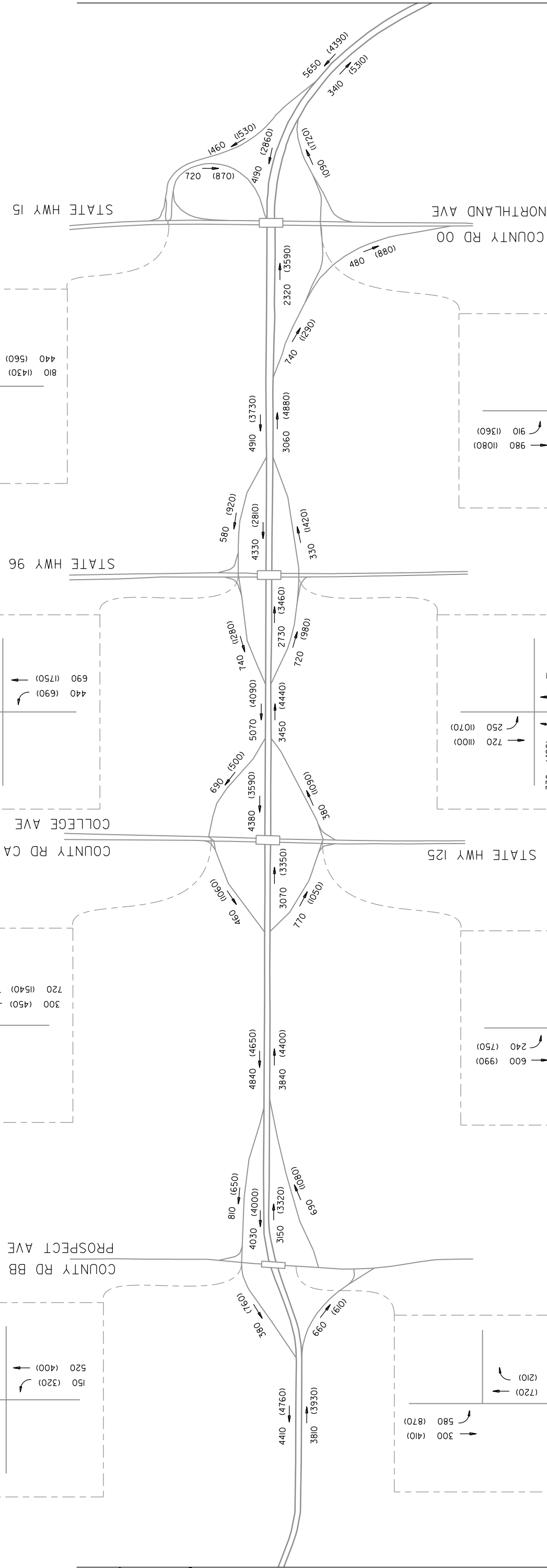
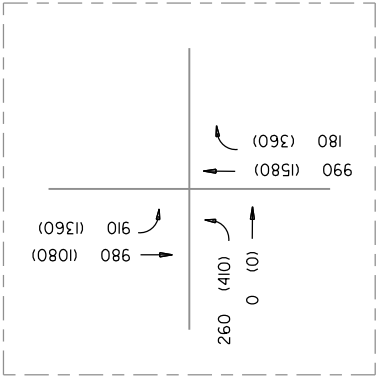
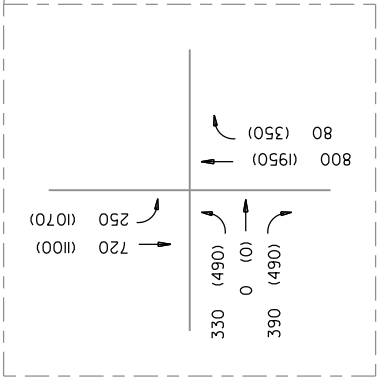
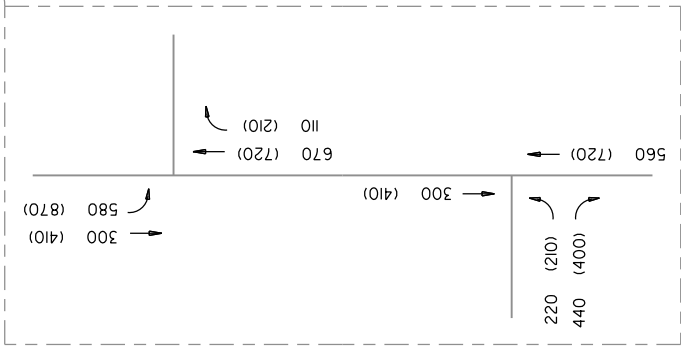
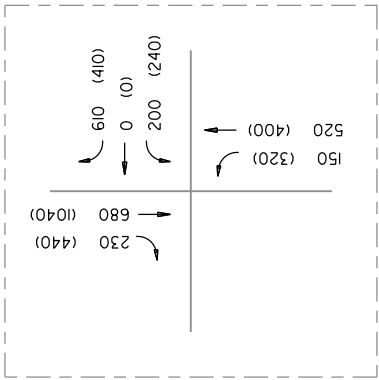
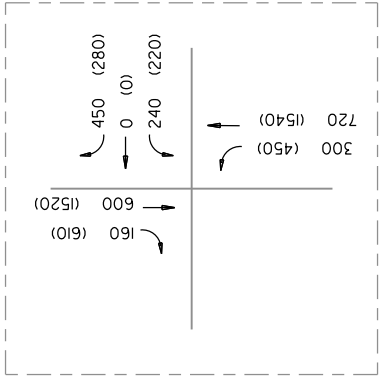
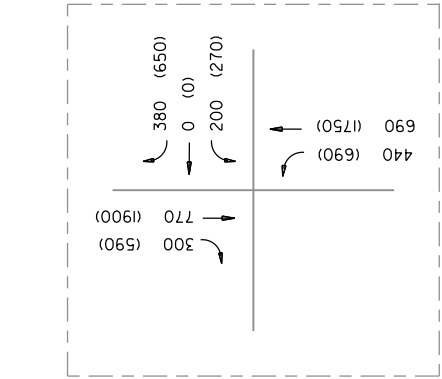
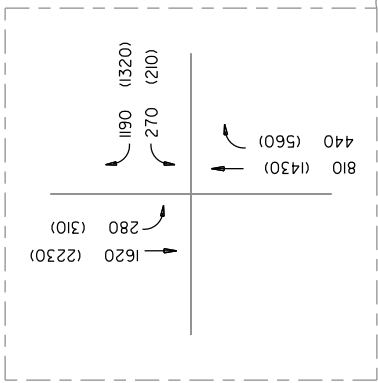


LEGEND	
	TRAFFIC FLOW DIRECTION
AADT	DAILY TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 5 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Begin Project

Matchline Plate 2



LEGEND



TRAFFIC FLOW DIRECTION

2048 AM (PM)

PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT

BALANCED TURNING MOVEMENT VOLUMES

2048 BUILD TRAFFIC VOLUMES

(INCLUDES SOUTHERN BRIDGE AND ARTERIAL)

PLATE 1 OF 5

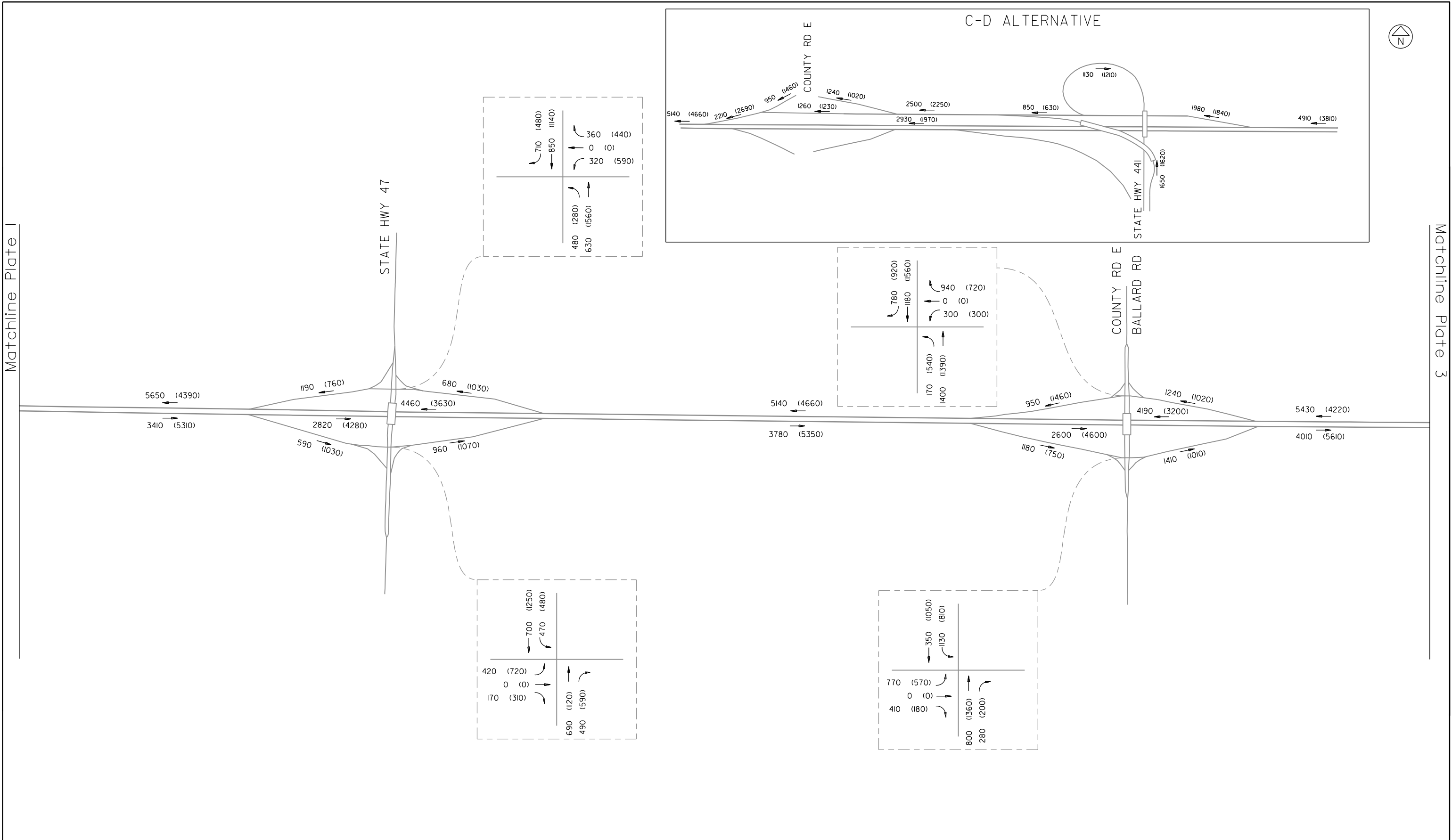
MAY 2019

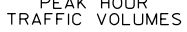
NOT TO SCALE

HNTB

Matchline Plate 1

Matchline Plate 3

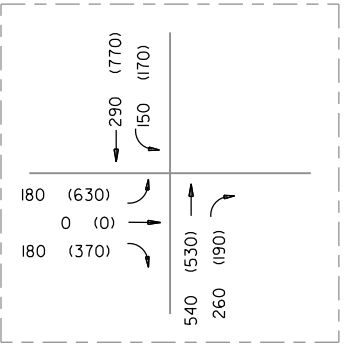
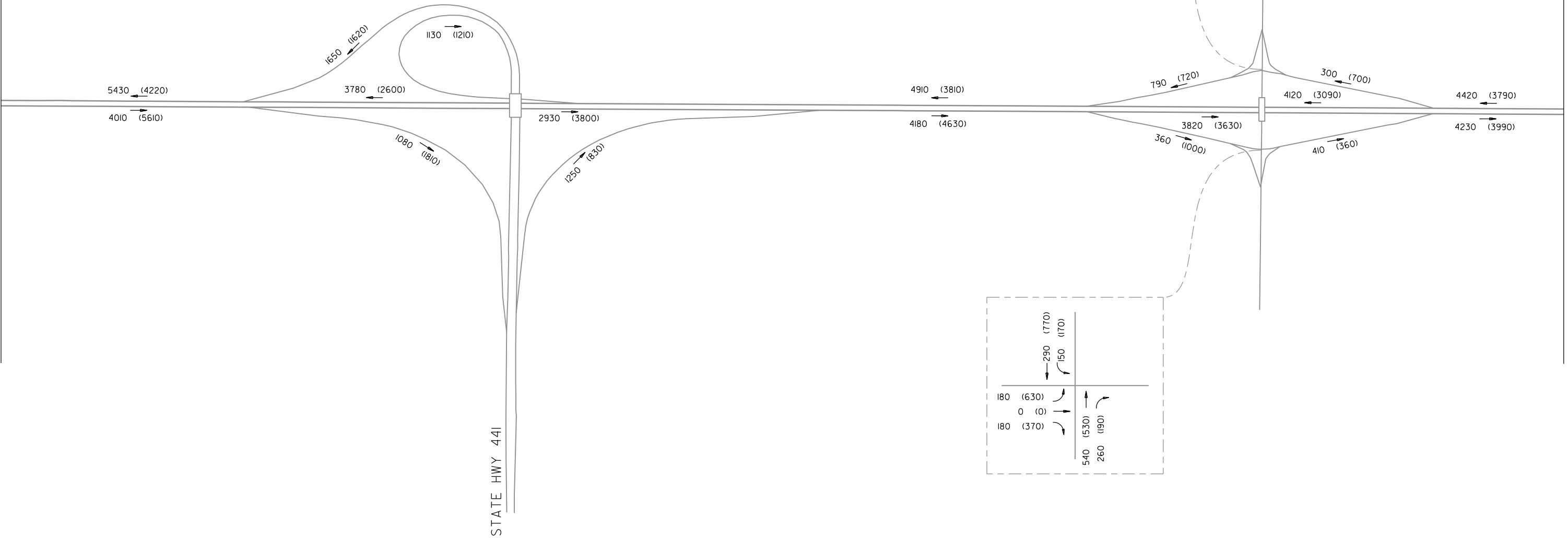
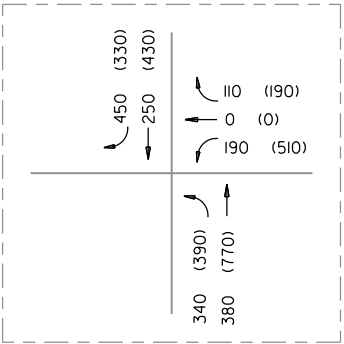
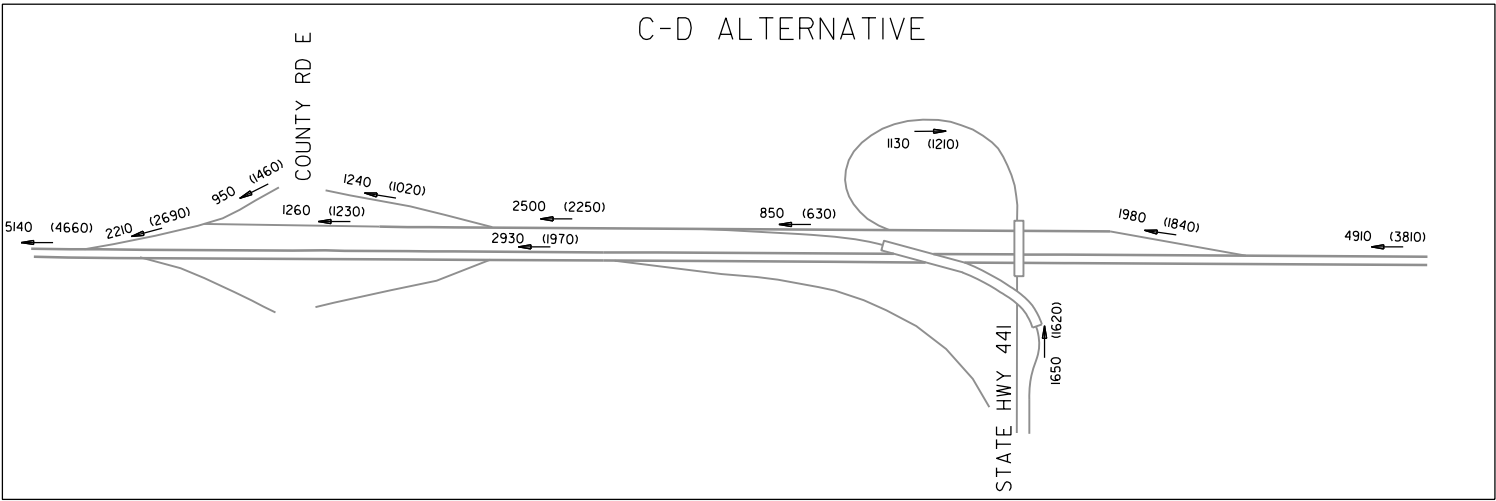


LEGEND	
	TRAFFIC FLOW DIRECTION
	2048 AM (PM)
	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 2 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 2

Matchline Plate 4

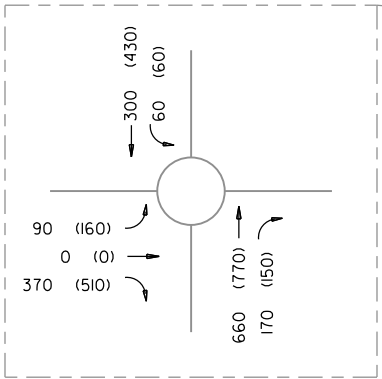
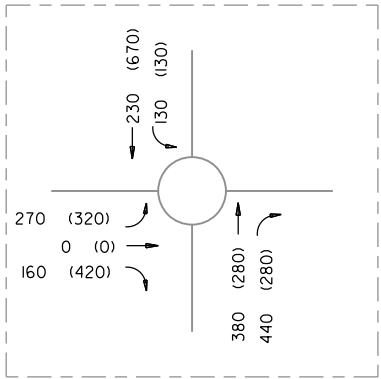
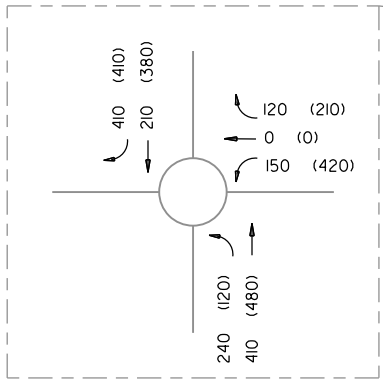
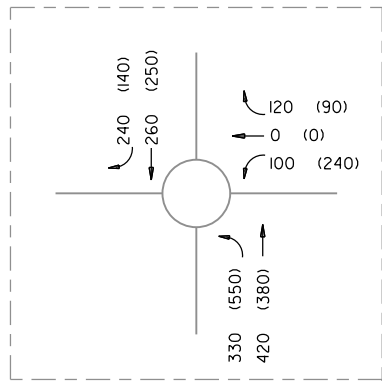


LEGEND	
	TRAFFIC FLOW DIRECTION
2048 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 3 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Matchline Plate 3

Matchline Plate 5



STATE HWY 55

COUNTY RD J
HYLAND AVE

4420 (3790)
4230 (3990)

570 (690)
3770 (3320)
460 (670)

220 (330)
3850 (3100)
230 (210)

4070 (3430)
4000 (3530)

650 (530)
430 (740)
3570 (2790)

270 (630)
3420 (2900)
570 (410)

3690 (3530)
4140 (3200)

LEGEND



TRAFFIC FLOW DIRECTION

2048 AM (PM)

PEAK HOUR
TRAFFIC VOLUMES

I-41 PROJECT

BALANCED TURNING MOVEMENT VOLUMES

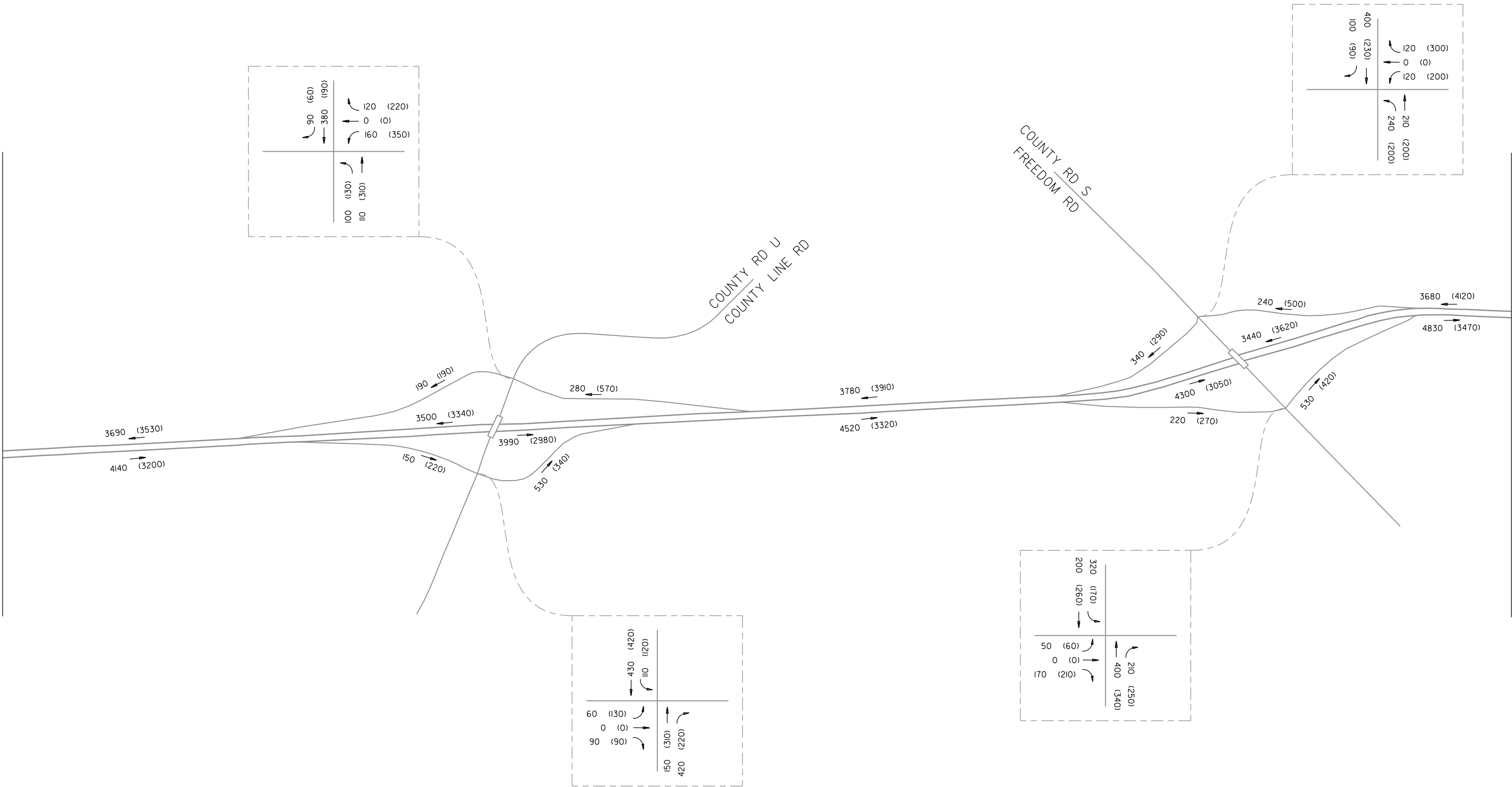
2048 BUILD TRAFFIC VOLUMES
(INCLUDES SOUTHERN BRIDGE AND ARTERIAL)

PLATE 4 OF 5

MAY 2019

NOT TO SCALE

HNTB



LEGEND	
	TRAFFIC FLOW DIRECTION
2048 AM (PM)	PEAK HOUR TRAFFIC VOLUMES

I-41 PROJECT	
BALANCED TURNING MOVEMENT VOLUMES	
2048 BUILD TRAFFIC VOLUMES (INCLUDES SOUTHERN BRIDGE AND ARTERIAL)	
PLATE 5 OF 5	
MAY 2019	NOT TO SCALE
HNTB	

Year 2028 No Build Daily Volume Projection Calculations

I-41 Appleton																		
Forecast ID	Facility Name	Type	Balanced DY 2018	TDM 2010	NoBuild TDM 2045	Absolute Difference per year	Growthrate (2010-2045)	Interpolated TDM 2018	Interpolated TDM 2028	Interpolated NoBuild TDM 2045	ABS Change Future 2028	Relative Change Future 2028	ABS Change Future 2048	Relative Change Future 2048	2028 NoBuild Projection	2028 NoBuild Balanced Projection	Diff	RNSE
10000	NB I-41 (Southern Project Limits)	MAINLINE	99600	31196	99217	172	0.52%	34572	36293	39734	41320	41571	44761	45512	41446	41350	-95.5	0.47
10001	NB I-41 Exit to CTH B8	RAMP	6150	7900	8293	11	0.1%	7900	8293	8687	6261	6236	6467	6503	6200	6200	-49.3	0.63
10003	NB I-41	MAINLINE	33450	25296	30925	161	0.64%	26583	28191	31407	35058	35474	38275	39521	32566	35150	-115.9	0.62
10004	NB I-41 Ent from CTH B8	RAMP	4750	3963	6086	61	1.53%	4449	5055	6268	5356	5398	6569	6693	5377	5850	-473.0	6.18
10005	NB I-41	MAINLINE	38200	29260	37011	221	0.76%	31031	33246	37675	40415	40926	44844	46379	40670	41000	-329.6	1.6
10006	NB I-41 Exit to WIS125	RAMP	9250	11571	12008	13	0.11%	11671	11796	12046	9375	9349	9625	9547	9362	9400	-37.9	0.39
10007	NB I-41	MAINLINE	28900	17689	25002	189	1.18%	19261	21450	25629	31040	32075	35219	36324	31557	31660	-45.6	0.24
10008	NB I-41 Ent from WIS125	RAMP	4850	4617	6640	38	1.25%	5079	5657	6881	5428	5402	6584	6506	5415	5350	-64.9	0.89
10009	NB I-41	MAINLINE	33800	22305	31642	267	1.20%	24440	27107	32442	36468	37489	41803	44688	36978	36950	-28.4	0.15
10010	NB I-41 Exit to WIS96	RAMP	7150	10289	12015	49	0.48%	10683	11177	12163	7643	7480	8630	8140	7562	7550	-11.7	0.14
10011	NB I-41	MAINLINE	20650	12017	19626	217	1.81%	13756	15930	20279	28824	30852	33173	33987	29843	29400	-443.2	2.59
10012	NB I-41 Exit from WIS96	RAMP	5800	7713	9045	38	0.49%	8017	8398	9159	6181	6075	6942	6626	6128	6150	-22.0	0.28
10013	NB I-41	MAINLINE	32450	19729	28672	255	1.29%	21773	24328	29438	35005	36258	40115	43873	35631	35550	-81.3	0.43
10014	NB I-41 Exit to WIS15	RAMP	7650	5498	8140	75	1.37%	6102	6857	8367	8405	8596	9915	10489	8501	8500	-0.7	0.01
10015	NB I-41	MAINLINE	24800	14231	20531	180	1.26%	15671	17471	21071	26600	27648	30200	33345	27124	27050	-74.2	0.45
10016	NB I-41 Exit from WIS15	RAMP	7200	5586	10097	219	2.31%	6617	7906	10484	8489	8602	11066	11407	8546	8550	4.5	0.05
10017	NB I-41	MAINLINE	32000	19818	30629	309	1.56%	22289	25378	31555	35089	36435	41266	45304	35762	35600	-161.7	0.86
10018	NB I-41 Exit to WIS47	RAMP	4750	4266	7887	103	2.42%	5094	6128	8197	5784	5715	7853	7644	5749	5750	0.6	0.01
10019	NB I-41	MAINLINE	27250	15551	22742	205	1.32%	17195	19249	23358	29304	30506	33413	37017	29905	29850	-55.1	0.32
10020	NB I-41 Exit from WIS47	RAMP	6650	7112	9456	67	0.94%	7648	8318	9657	7320	7232	8660	8397	7276	7250	-26.2	0.31
10021	NB I-41	MAINLINE	33900	22663	32198	272	1.20%	24843	27567	33015	36624	37618	42073	45053	37121	37100	-20.9	0.11
10022	NB I-41 Exit to Ballard	RAMP	6800	5178	8398	92	1.78%	5914	6834	8674	7720	7858	9559	9973	7789	7850	-61.3	0.69
10023	NB I-41	MAINLINE	27100	17485	23800	180	1.03%	18928	20733	24342	28904	29683	32513	34850	29294	29250	-44.0	0.26
10024	NB I-41 Exit from Ballard	RAMP	9500	6356	9931	102	1.61%	7174	8196	10240	10522	10854	12566	13561	10688	10700	-12.2	0.12
10025	NB I-41	MAINLINE	36600	23841	33734	199	0.81%	248923	280929	348463	39427	40048	45900	48963	39995	40000	-45.6	0.22
10026	NB I-41 Exit to SB441	RAMP	11200	5867	10545	136	2.88%	6936	8273	10946	12537	13358	15210	17675	12947	12900	-47.4	0.42
10027	NB I-41	MAINLINE	25400	17974	23189	149	0.83%	19166	22656	26890	27375	27870	31124	32713	27132	27050	-82.3	0.50
10028	NB I-41 Exit from NB441	RAMP	6950	11114	13245	61	0.55%	11601	12210	13428	7559	7315	8776	8044	7437	7300	-136.8	1.60
10029	NB I-41	MAINLINE	32350	29808	36434	210	0.72%	30767	33063	36440	35457	36859	40680	44661	38070	38150	-152.7	0.82
10030	NB I-41 Exit to CTH N	RAMP	4750	4014	5512	43	1.07%	4357	4785	5641	5178	5217	6034	6150	5197	5150	-47.3	0.66
10031	NB I-41	MAINLINE	27600	25074	30922	167	0.67%	26411	28081	31423	29271	29346	32612	32838	29308	29200	-108.4	0.63
10032	NB I-41 Ent from CTH N	RAMP	1950	2517	4451	55	2.20%	2959	3512	4617	2503	2314	3608	3043	2408	2400	-8.5	0.17
10033	NB I-41	MAINLINE	29550	27591	35373	222	0.81%	29370	31593	36240	31773	31787	36220	36261	31700	31600	-180.3	1.01
10034	NB I-41 Exit to WIS55	RAMP	3650	4041	5450	40	0.94%	4363	4766	5571	4053	3987	4588	4661	4020	4000	-19.8	0.31
10035	NB I-41	MAINLINE	25900	23550	29922	182	0.77%	25006	26827	30469	27721	27786	31362	31558	27753	27600	-153.3	0.92
10036	NB I-41 Ent from WIS55	RAMP	1250	1599	2855	36	2.25%	1886	2245	2963	1609	1488	2327	1964	1549	1550	1.5	0.04
10037	NB I-41	MAINLINE	27150	25148	32778	218	0.87%	26892	29072	33432	29330	29351	33690	33752	29340	29150	-190.3	1.11
10038	NB I-41 Exit to CTH J	RAMP	1900	1922	4621	79	4.03%	2541	3814	4861	3571	3652	5120	5357	3613	3600	-12.8	0.21
10039	NB I-41	MAINLINE	24350	23226	28149	141	0.61%	24351	25758	28571	25756	25756	28569	28569	25550	25500	-208.4	1.29
10040	NB I-41 Ent from CTH J	RAMP	2650	3823	5638	52	1.36%	4238	4757	5794	3169	2974	4206	3623	3071	3250	-178.6	3.13
10041	NB I-41	MAINLINE	27000	27049	33787	193	0.71%	28589	30514	34364	28925	28818	32775	32454	28872	28800	-71.5	0.42
10042	NB I-41 Exit to CTH U	RAMP	950	512	1584	31	5.98%	757	1061	1676	1256	1334	1869	2103	1295	1300	-47	0.13
10043	NB I-41	MAINLINE	26050	26537	32203	616	0.82%	27832	29451	33688	27469	27465	30906	30906	27617	27500	-116.8	0.71
10044	NB I-41 Ent from CTH U	RAMP	1650	2687	5320	76	2.81%	3291	4046	5557	2405	2029	3915	2786	2217	2300	-83.1	1.73
10045	NB I-41	MAINLINE	27700	29224	37533	237	0.81%	31123	33497	38245	30074	29813	34822	34038	29943	29800	-143.3	0.83
10046	NB I-41 Exit to CTH S	RAMP	1400	980	2264	37	3.74%	1274	1640	2374	1767	1803	2500	2609	1785	1800	15.0	0.35
10047	NB I-41	MAINLINE	26000	26244	35269	201	0.71%	29850	31857	35871	28307	28668	32321	31605	28188	28000	-187.8	1.12
10048	NB I-41 Ent from CTH S	RAMP	3200	4137	5414	37	0.88%	4294	4764	5565	3465	3464	4265	4514	3600	3514	-85.6	1.43
10049	NB I-41	MAINLINE	29500	32381	40683	237	0.73%	34278	36651	41395	31872	31542	36617	35625	31707	31600	-106.9	0.60
20000	SB I-41	MAINLINE	28400	32780	41477	248	0.76%	34768	37523	42222	30885	30430	35854	34489	30657	30600	-57.2	0.33
20001	SB I-41 Exit to CTH S	RAMP	2900	4225	5447	35	0.83%	4505	4854	5552	3249	3125	3947	3579	3187	3200	-13.1	0.23
20002	SB I-41	MAINLINE	25520	28555	36030	214	0.75%	32093	33999	36670	27638	27490	31907	30899	27468	27400	-67.6	0.40
20003	SB I-41 Ent from CTH S	RAMP	1850	942	2341	40	4.25%	1261	1661	2461	2250	2436	3049	3609	2343	2350	7.0	0.14
20004	SB I-41	MAINLINE	27350	29496	38370	254	0.80%	31525	34060	39131	29885	29550	34956	33949	29718	29750	32.4	0.19
20005	SB I-41 Exit to CTH U	RAMP	1800	2862	5264	69	2.40%	3411	4097	5470	2487	2162	3860	2887	2324	2400	-75.6	1.54
20006	SB I-41	MAINLINE	25550	26635	33106	185	0.69%	28114	29963	33661	27399	27230	31097	30591	27315	27350	35.4	0.21
20007	SB I-41 Exit from CTH U	RAMP	1350	444	1380	126	1.77%	1460	1808	2460	1617	1808	2152	2295	1578	1590	-7.8	0.19
20008	SB I-41	MAINLINE	26900	27079	34486	212	0.78%	28772	30888	35121	29016	28879	33249	32836	28947	29100	-152.6	0.89
20009	SB I-41 Exit to CTH J	RAMP	2500	3927	5734	52	1.31%	4340	4856	5889	3016	2797	4049	3392	2907	3100	-193.2	3.47
20010	SB I-41	MAINLINE	24400	23152	28752	160	0.69%	24432	26032	29232	26000	25998	29200	29194	25999	26000	1.0	0.01
20011	SB I-41 Exit from CTH J	RAMP	2600	2216	4999	79	3.59%	2852	3647	4837	3695	3708	5285	5325	3702	3700	-1.5	0.03
20012	SB I-41	MAINLINE	27300	25368	33750	239	0.94%	27284	29679	34469	29695	29696	34485	34489	29696	29700	4.4	0.03
20013	SB I-41 Exit to WIS55	RAMP	1550	1514	2997	42	2.80%	1853	2276	3124	1974	1905	2821	2614	1939	1950	10.8	0.24
20014	SB I-41	MAINLINE	25750	23855	30753	197	0.83%	25432	27403	31345	27721	27746	31663	31737	27733	27750	16.6	0.10
20015	SB I-41 Ent from WIS55	RAMP	3500	3115	4616	43	1.38%	3458	3887	4745	3929	3934	4787	4802	3931	3900	-31.5	0.50
20016	SB I-41	MAIN																

Year 2028 No Build Daily Turn Volume Forecast Projections

I-41 Appleton						
Turn	Intersection Name	2018 Daily Balanced	DY Turn Distribution		2028 NoBuild Balanced Projection	2028 DY Turn Distribution
EBL	SB I-41 & WIS15	1700	12%		2150	13%
EBT	SB I-41 & WIS15	12600	88%		14500	87%
WBT	SB I-41 & WIS15	7700	66%		8900	67%
WBR	SB I-41 & WIS15	3950	34%		4300	33%
SBL	SB I-41 & WIS15	2200	24%		2300	22%
SBR	SB I-41 & WIS15	6800	76%		8200	78%
EBT	SB I-41 & WIS96	11200	81%		11950	80%
EBR	SB I-41 & WIS96	2550	19%		3000	20%
WBL	SB I-41 & WIS96	3900	25%		4150	25%
WBT	SB I-41 & WIS96	11950	75%		12600	75%
SBL	SB I-41 & WIS96	2000	34%		2050	33%
SBT	SB I-41 & WIS96	0	0%		0	0%
SBR	SB I-41 & WIS96	3850	66%		4200	67%
EBT	SB I-41 & WIS125	8850	70%		9400	71%
EBR	SB I-41 & WIS125	3800	30%		3850	29%
WBL	SB I-41 & WIS125	3750	25%		3750	25%
WBT	SB I-41 & WIS125	11100	75%		11450	75%
SBL	SB I-41 & WIS125	1800	40%		1950	39%
SBT	SB I-41 & WIS125	0	0%		0	0%
SBR	SB I-41 & WIS125	2700	60%		3000	61%
EBT	SB I-41 & CTHBB	5950	65%		6750	67%
EBR	SB I-41 & CTHBB	3150	35%		3300	33%
WBL	SB I-41 & CTHBB	1850	30%		1950	31%
WBT	SB I-41 & CTHBB	4300	70%		4350	69%
SBL	SB I-41 & CTHBB	1250	28%		1700	30%
SBT	SB I-41 & CTHBB	0	0%		0	0%
SBR	SB I-41 & CTHBB	3250	72%		4050	70%
EBL	NB I-41 & WIS15	5450	37%		6700	40%
EBT	NB I-41 & WIS15	9350	63%		10100	60%
NBL	NB I-41 & WIS15	1750	23%		2200	26%
NBT	NB I-41 & WIS15	0	0%		0	0%
NBR	NB I-41 & WIS15	5900	77%		6300	74%
WBT	NB I-41 & WIS15	9900	85%		11000	86%
WBR	NB I-41 & WIS15	1750	15%		1850	14%
EBL	NB I-41 & WIS96	3750	28%		4050	29%
EBT	NB I-41 & WIS96	9450	72%		9950	71%
NBL	NB I-41 & WIS96	2650	37%		3000	40%
NBT	NB I-41 & WIS96	0	0%		0	0%
NBR	NB I-41 & WIS96	4500	63%		4550	60%
WBT	NB I-41 & WIS96	13200	87%		13750	87%
WBR	NB I-41 & WIS96	2050	13%		2100	13%
EBL	NB I-41 & WIS125	3100	29%		3500	31%
EBT	NB I-41 & WIS125	7550	71%		7850	69%
NBL	NB I-41 & WIS125	4300	46%		4400	47%
NBT	NB I-41 & WIS125	0	0%		0	0%
NBR	NB I-41 & WIS125	4950	54%		5000	53%
WBT	NB I-41 & WIS125	10550	86%		10800	85%
WBR	NB I-41 & WIS125	1750	14%		1850	15%
EBL	NB I-41 ENT & CTHBB	3850	53%		4800	57%
EBT	NB I-41 ENT & CTHBB	3350	47%		3650	43%
WBT	NB I-41 ENT & CTHBB	6150	87%		6300	86%
WBR	NB I-41 ENT & CTHBB	900	13%		1050	14%
EBT	NB I-41 EXIT & CTHBB	3350	100%		3650	100%
NBL	NB I-41 EXIT & CTHBB	2000	33%		2000	32%
NBR	NB I-41 EXIT & CTHBB	4150	67%		4200	68%
WBT	NB I-41 EXIT & CTHBB	5050	100%		5350	100%
NBL	WIS 47 & SB I-41	2200	23%		2400	21%
NBT	WIS 47 & SB I-41	7250	77%		8800	79%
WBL	WIS 47 & SB I-41	4250	64%		4350	60%
WBT	WIS 47 & SB I-41	0	0%		0	0%
WBR	WIS 47 & SB I-41	2350	36%		2950	40%
SBT	WIS 47 & SB I-41	6400	67%		7600	65%
SBR	WIS 47 & SB I-41	3100	33%		4050	35%
EBL	WIS 47 & NB I-41	2950	62%		3850	67%
EBT	WIS 47 & NB I-41	0	0%		0	0%
EBR	WIS 47 & NB I-41	1800	38%		1900	33%
NBT	WIS 47 & NB I-41	6500	60%		7350	63%
NBR	WIS 47 & NB I-41	4300	40%		4400	37%
SBL	WIS 47 & NB I-41	2350	22%		2850	24%
SBT	WIS 47 & NB I-41	8300	78%		9100	76%
NBL	Ballard & SB I-41	2850	23%		2900	21%
NBT	Ballard & SB I-41	9600	77%		11150	79%
WBL	Ballard & SB I-41	2450	36%		2500	31%
WBT	Ballard & SB I-41	0	0%		0	0%
WBR	Ballard & SB I-41	4450	64%		5500	69%
SBT	Ballard & SB I-41	8450	65%		10100	64%
SBR	Ballard & SB I-41	4650	35%		5650	36%
EBL	Ballard & NB I-41	4200	62%		5200	66%
EBT	Ballard & NB I-41	0	0%		0	0%
EBR	Ballard & NB I-41	2600	38%		2650	34%
NBT	Ballard & NB I-41	8250	75%		8850	76%
NBR	Ballard & NB I-41	2800	25%		2850	24%
SBL	Ballard & NB I-41	6700	61%		7850	62%
SBT	Ballard & NB I-41	4200	39%		4750	38%
NBL	CTH N & SB I-41	3200	46%		3250	42%
NBT	CTH N & SB I-41	3800	54%		4450	58%
WBL	CTH N & SB I-41	2100	82%		2250	74%
WBT	CTH N & SB I-41	0	0%		0	0%
WBR	CTH N & SB I-41	450	18%		800	26%
SBT	CTH N & SB I-41	2000	53%		2600	55%
SBR	CTH N & SB I-41	1800	47%		2150	45%
EBL	CTH N & NB I-41	2200	46%		2550	50%
EBT	CTH N & NB I-41	0	0%		0	0%
EBR	CTH N & NB I-41	2550	54%		2600	50%
NBT	CTH N & NB I-41	4800	77%		5150	77%
NBR	CTH N & NB I-41	1400	23%		1500	23%
SBL	CTH N & NB I-41	550	13%		900	19%
SBT	CTH N & NB I-41	3550	87%		3950	81%
NBL	WISS5 & SB I-41	3000	57%		3100	52%
NBT	WISS5 & SB I-41	2250	43%		2900	48%
WBL	WISS5 & SB I-41	1300	84%		1500	77%
WBT	WISS5 & SB I-41	0	0%		0	0%
WBR	WISS5 & SB I-41	250	16%		450	23%
SBT	WISS5 & SB I-41	1500	75%		2000	71%
SBR	WISS5 & SB I-41	500	25%		800	29%
EBL	WISS5 & NB I-41	500	14%		750	19%
EBT	WISS5 & NB I-41	0	0%		0	0%
EBR	WISS5 & NB I-41	3150	86%		3250	81%
NBT	WISS5 & NB I-41	4750	81%		5250	80%
NBR	WISS5 & NB I-41	1100	19%		1300	20%
SBL	WISS5 & NB I-41	150	5%		250	7%
SBT	WISS5 & NB I-41	2650	95%		3250	93%
NBL	CTH J & SB I-41	1350	44%		1500	38%
NBT	CTH J & SB I-41	1700	56%		2500	63%
WBL	CTH J & SB I-41	1900	76%		2150	69%
WBT	CTH J & SB I-41	0	0%		0	0%
WBR	CTH J & SB I-41	600	24%		950	31%
SBT	CTH J & SB I-41	1150	43%		1650	43%
SBR	CTH J & SB I-41	1550	57%		2200	57%
EBL	CTH J & NB I-41	1000	36%		1500	42%
EBT	CTH J & NB I-41	0	0%		0	0%
EBR	CTH J & NB I-41	1800	64%		2100	58%
NBT	CTH J & NB I-41	2050	48%		2500	49%
NBR	CTH J & NB I-41	2200	52%		2600	51%
SBL	CTH J & NB I-41	450	15%		650	17%
SBT	CTH J & NB I-41	2600	85%		3150	83%
NBL	CTH U & SB I-41	950	56%		1150	53%
NBT	CTH U & SB I-41	750	44%		1000	47%
WBL	CTH U & SB I-41	1000	56%		1250	52%
WBT	CTH U & SB I-41	0	0%		0	0%
WBR	CTH U & SB I-41	800	44%		1150	48%
SBT	CTH U & SB I-41	1450	78%		1900	76%
SBR	CTH U & SB I-41	400	22%		600	24%
EBL	CTH U & NB I-41	450	47%		650	50%
EBT	CTH U & NB I-41	0	0%		0	0%
EBR	CTH U & NB I-41	500	53%		650	50%
NBT	CTH U & NB I-41	1250	47%		1500	45%
NBR	CTH U & NB I-41	1400	53%		1850	55%
SBL	CTH U & NB I-41	250	10%		450	14%
SBT	CTH U & NB I-41	2200	90%		2700	86%
EBT	SB I-41 & CTH S	2550	71%		2750	71%
EBR	SB I-41 & CTH S	1050	29%		1100	29%
WBL	SB I-41 & CTH S	800	44%		1250	50%
WBT	SB I-41 & CTH S	1000	56%		1250	50%
SBL	SB I-41 & CTH S	600	21%		850	27%
SBT	SB I-41 & CTH S	0	0%		0	0%
SBR	SB I-41 & CTH S	2300	79%		2350	73%
EBL	NB I-41 & CTH S	2150	68%		2200	61%
EBT	NB I-41 & CTH S	1000	32%		1400	39%
NBL	NB I-41 & CTH S	600	43%		650	36%
NBT	NB I-41 & CTH S	0	0%		0	0%
NBR	NB I-41 & CTH S	800	57%		1150	64%
WBT	NB I-41 & CTH S	1200	53%		1850	57%
WBR	NB I-41 & CTH S	1050	47%		1400	43%

Year 2048 No Build Daily Volume Projection Calculations

I-41 Appleton																						
Forecast ID	Facility Name	Type	Balanced DY 2018	TDM 2010	NoBuild TDM 2045	Absolute Difference per year	Growthrate (2010-2045)	Interpolated TDM 2018	Interpolated TDM 2028	Interpolated NoBuild TDM 2048	ABS Change Future 2028	Relative Change Future 2028	ABS Change Future 2048	Relative Change Future 2048	2028 NoBuild Projection	2028 NoBuild Balanced Projection	Diff	RNSE	2048 NoBuild Projection	2048 NoBuild Balanced Projection	Diff	RNSE
10000	NB I-41 (Southern Project Limits)	MAINLINE	39600	33196	39217	172	0.52%	34572	36293	39734	41320	41571	44761	45512	41446	41350	-95.5	0.47	45137	45650	513.4	2.40
10001	NB I-41 Exit to CTH B8	RAMP	6100	7900	8293	141	1.79%	7900	8293	8293	6262	6262	6262	6262	6262	6262	0.0	0.60	6400	6400	0.0	0.60
10003	NB I-41	MAINLINE	33450	25296	30925	161	0.64%	26583	28191	31407	35058	35474	38275	39521	35266	35150	-115.9	0.62	38898	39250	352.2	1.78
10004	NB I-41 Ent from CTH B8	RAMP	4750	3963	6086	61	1.53%	4449	5055	6268	5356	5398	6569	6693	5377	5850	473.0	6.18	6631	7100	469.1	5.57
10005	NB I-41	MAINLINE	38200	29260	37011	221	0.76%	31031	33246	37675	40415	40926	44844	46379	40670	41000	329.6	1.63	45611	46350	738.7	1.43
10006	NB I-41 Exit to WIS525	RAMP	9250	11571	12008	13	0.11%	11671	11796	12046	9375	9349	9625	9547	9362	9400	37.9	0.39	9586	9550	-36.2	0.37
10007	NB I-41	MAINLINE	28000	17689	25002	209	1.18%	19361	21450	25629	31040	32075	33219	38248	31557	31040	4219.5	0.14	36771	34900	187.1	0.24
10008	NB I-41 Ent from WIS125	RAMP	4500	4617	6640	58	1.25%	5079	5657	6831	5428	5402	6584	6506	5415	5330	-64.9	0.89	6545	6550	5.2	0.06
10009	NB I-41	MAINLINE	33800	22305	31642	267	1.20%	24440	27107	32442	36468	37489	41803	44868	36978	36950	-28.4	0.15	43335	43350	14.8	0.07
10010	NB I-41 Exit to WIS96	RAMP	7150	10289	12015	49	0.48%	10683	11177	12163	7643	7480	8630	8140	7562	7550	-11.7	0.14	8385	8350	-35.2	0.39
10011	NB I-41	MAINLINE	20650	12017	19526	217	1.81%	13756	15930	20279	28824	30836	33173	39287	29843	29400	-443.2	2.59	36230	35500	-729.7	6.57
10012	NB I-41 Ent from WIS96	RAMP	5800	7713	9045	38	0.49%	8017	8398	9159	6181	6075	6942	6626	6128	6150	22.0	0.28	6784	6800	15.9	0.19
10013	NB I-41	MAINLINE	32450	19729	28672	255	1.29%	21773	24328	29438	35005	36258	40115	43873	35631	35550	-81.3	0.43	41994	41800	-194.0	0.95
10014	NB I-41 Exit to WIS15	RAMP	7650	5498	8140	75	1.37%	6102	6857	8367	8405	8596	9915	10489	8501	8500	-0.7	0.01	10202	10200	-2.1	0.02
10015	NB I-41	MAINLINE	24800	14231	20531	180	1.26%	15671	17471	21071	26600	27648	30200	33345	27124	27050	-74.2	0.45	33173	31600	-157.7	0.97
10016	NB I-41 Ent from WIS15	RAMP	7200	5586	10097	219	2.32%	6617	7906	10484	8489	8602	11066	11407	8546	8550	4.5	0.05	11237	11250	13.4	0.13
10017	NB I-41	MAINLINE	32000	19818	30629	309	1.56%	22289	25378	31555	35089	36435	41266	45304	35762	35600	-161.7	0.86	43285	42850	-435.0	2.10
10018	NB I-41 Exit to WIS47	RAMP	4750	4266	7887	103	2.42%	5094	6128	8197	5784	5715	7853	7644	5749	5750	0.6	0.01	7748	7800	51.7	0.59
10019	NB I-41	MAINLINE	27250	15551	22742	205	1.32%	17195	19249	23358	29304	30506	33413	37017	29905	29850	-55.1	0.32	35215	35050	-165.4	0.88
10020	NB I-41 Ent from WIS47	RAMP	6650	7112	9456	67	0.94%	7648	8318	9657	7320	7232	8660	8397	7276	7250	-26.2	0.31	8529	8550	21.5	0.23
10021	NB I-41	MAINLINE	33900	22663	32198	272	1.20%	24843	27567	33015	36624	37618	42073	45053	37121	37100	-20.9	0.11	43563	43600	37.2	0.18
10022	NB I-41 Exit to Ballard	RAMP	6800	5178	8398	92	1.78%	5914	6834	8674	7720	7858	9559	9973	7789	7850	61.3	0.69	9766	9850	83.9	0.84
10023	NB I-41	MAINLINE	27100	17485	23800	180	1.03%	18928	20733	24342	28904	29683	32513	34850	29294	29250	-44.0	0.26	33682	33750	68.1	0.37
10024	NB I-41 Ent from Ballard	RAMP	9500	6356	9933	102	1.61%	7174	8196	10240	10522	10854	12566	13561	10688	10700	12.2	0.12	13063	13050	-13.4	0.12
10025	NB I-41	MAINLINE	32250	24908	36634	210	0.72%	30767	34063	39427	43943	45127	49089	52499	39995	39950	-45.0	0.27	46781	46900	118.9	0.22
10026	NB I-41 Exit to SB441	RAMP	11200	5867	10374	134	2.28%	6936	8273	10946	12537	13358	15210	17675	12947	12900	-47.4	0.42	16442	16400	-42.3	0.33
10027	NB I-41	MAINLINE	25400	17974	23189	149	0.83%	19166	20656	26890	27375	29870	31234	37132	27132	27050	-82.3	0.50	30597	30400	-196.8	1.13
10028	NB I-41 Ent from NB441	RAMP	6950	11114	13245	61	0.55%	11601	12210	13428	7559	7315	8776	8044	7437	7300	-136.8	1.60	8410	8400	-10.3	0.11
10029	NB I-41	MAINLINE	32250	24908	36634	210	0.72%	30767	34063	39427	43943	45127	49089	52499	39995	39950	-45.0	0.27	46781	46900	118.9	0.22
10030	NB I-41 Exit to CTH N	RAMP	4750	4014	5512	43	1.07%	4357	4785	5641	5178	5217	6034	6150	5197	5150	-47.3	0.66	6092	6050	-42.0	0.54
10031	NB I-41	MAINLINE	27600	25074	30922	167	0.67%	26411	28081	31423	29271	29346	32612	33838	29308	29200	-108.4	0.63	32725	32750	24.9	0.14
10032	NB I-41 Ent from CTH N	RAMP	1950	2517	4451	55	2.20%	2959	3512	4617	2503	2314	3608	3043	2408	2400	-8.5	0.17	3325	3550	224.6	3.77
10033	NB I-41	MAINLINE	29550	27591	35373	222	0.81%	29570	31593	36040	31773	31787	36220	36261	31780	31600	-180.3	1.01	36241	36300	59.1	0.31
10034	NB I-41 Exit to WIS55	RAMP	3650	4041	5400	40	1.00%	4766	5053	5718	4853	4858	5461	5461	4020	4000	-19.8	0.31	4759	4750	-9.3	0.11
10035	NB I-41	MAINLINE	25900	23550	29922	182	0.77%	25006	26827	30469	27721	27786	31362	31558	27753	27600	-153.3	0.92	31460	31550	90.0	0.51
10036	NB I-41 Ent from WIS55	RAMP	1250	1599	2855	36	2.25%	1886	2245	2963	1609	1488	2327	1964	1549	1550	1.5	0.04	2146	2150	4.4	0.09
10037	NB I-41	MAINLINE	27150	25148	32778	218	0.87%	26892	29072	33432	29330	29351	33690	33752	29340	29150	-190.3	1.11	33721	33700	-20.9	0.11
10038	NB I-41 Exit to CTH J	RAMP	1920	1922	3314	77	4.03%	2641	3814	4861	3571	3652	5120	5357	3713	3600	-112.8	0.21	5338	5300	-38.5	0.53
10039	NB I-41	MAINLINE	24350	23226	28149	141	0.61%	24351	25758	28676	25756	25756	28569	28569	25756	25550	-208.4	1.29	28569	28500	-69.3	0.41
10040	NB I-41 Ent from CTH J	RAMP	2650	3823	5638	52	1.36%	4238	4757	5794	3169	2974	4206	3623	3071	3250	178.6	3.13	3914	4150	235.7	3.66
10041	NB I-41	MAINLINE	27000	27049	33787	193	0.71%	25859	30514	34364	28925	28818	32775	32454	28872	28800	-71.5	0.42	32615	32650	35.4	0.20
10042	NB I-41 Exit to CTH U	RAMP	950	512	1584	31	5.98%	757	1063	1576	1256	1334	1869	2103	1295	1300	4.7	0.13	1986	2000	14.0	0.34
10043	NB I-41	MAINLINE	26020	26537	32203	616	2.32%	27833	31688	37169	27669	27665	30966	30965	27617	27500	-116.8	0.71	30571	30500	-70.7	0.58
10044	NB I-41 Ent from CTH U	RAMP	1650	2687	5130	76	2.81%	3291	4046	5675	2405	2029	3915	2786	2217	2300	83.1	1.73	3351	3700	349.4	5.74
10045	NB I-41	MAINLINE	27000	29224	37533	237	0.81%	31123	33497	38245	37004	29813	34822	34038	29943	29800	-143.3	0.83	34430	34350	-80.0	0.43
10046	NB I-41 Exit to CTH S	RAMP	1400	980	2264	37	3.74%	1274	1640	2374	1767	1803	2500	2609	1785	1800	15.0	0.35	2555	2550	-4.9	0.10
10047	NB I-41	MAINLINE	26300	26244	35269	201	0.71%	29850	31857	35871	28307	28668	32321	31605	28188	28000	-187.8	1.12	31963	31900	-63.4	0.92
10048	NB I-41 Ent from CTH S	RAMP	2100	4137	5154	88	2.14%	4229	5454	6765	4265	3464	5214	5951	4143	3600	-85.4	1.43	4143	4200	56.7	0.29
10049	NB I-41	MAINLINE	29500	32381	40683	237	0.73%	34278	36651	41395	31872	31542	36617	35625	31707	31600	-106.9	0.60	36121	36100	-20.6	0.11
20000	SB I-41	MAINLINE	28400	32780	41477	248	0.76%	34768	37253	42222	30885	30430	35854	34489	30657	30600	-57.2	0.33	35172	34900	-271.7	1.45
20001	SB I-41 Exit to CTH S	RAMP	2900	4225	5447	35	0.83%	4505	4854	5552	3249	3125	3947	3574	3187	3200	13.1	0.23	3761	3750	-10.7	0.17
20002	SB I-41	MAINLINE	25520	28555	36030	214	0.75%	30763	33299	36670	27638	27480	31907	33989	27468	27400	-67.6	0.30	33403	33150	-252.9	1.43
20003	SB I-41 Ent from CTH S	RAMP	1850	942	2341	40	4.25%	1261	1661	2461	2250	2436	3049	3609	2343	2350	7.0	0.14	3329	3350	20.9	0.36
20004	SB I																					

Year 2048 No Build Daily Turn Volume Forecast Projections

I-41 Appleton									
Turn	Intersection Name	2018 Daily Balanced	DY Turn Distribution		2028 NoBuild Balanced Projection	2028 DY Turn Distribution		2048 NoBuild Balanced Projection	2048 DY Turn Distributio n
EBL	SB I-41 & WIS15	1700	12%		2150	13%		3000	14%
EBT	SB I-41 & WIS15	12600	88%		14500	87%		18250	86%
WBT	SB I-41 & WIS15	7700	66%		8900	67%		11050	68%
WBR	SB I-41 & WIS15	3950	34%		4300	33%		5150	32%
SBL	SB I-41 & WIS15	2200	24%		2300	22%		2750	20%
SBR	SB I-41 & WIS15	6800	76%		8200	78%		11050	80%
EBT	SB I-41 & WIS96	11200	81%		11950	80%		13350	77%
EBR	SB I-41 & WIS96	2550	19%		3000	20%		4000	23%
WBL	SB I-41 & WIS96	3900	25%		4150	25%		4400	24%
WBT	SB I-41 & WIS96	11950	75%		12600	75%		14000	76%
SBL	SB I-41 & WIS96	2000	34%		2050	33%		2150	30%
SBT	SB I-41 & WIS96	0	0%		0	0%		0	0%
SBR	SB I-41 & WIS96	3850	66%		4200	67%		5100	70%
EBT	SB I-41 & WIS125	8850	70%		9400	71%		10650	72%
EBR	SB I-41 & WIS125	3800	30%		3850	29%		4050	28%
WBL	SB I-41 & WIS125	3750	25%		3750	25%		3800	24%
WBT	SB I-41 & WIS125	11100	75%		11450	75%		12300	76%
SBL	SB I-41 & WIS125	1800	40%		1950	39%		2300	37%
SBT	SB I-41 & WIS125	0	0%		0	0%		0	0%
SBR	SB I-41 & WIS125	2700	60%		3000	61%		3850	63%
EBT	SB I-41 & CTHBB	5950	65%		6750	67%		8350	70%
EBR	SB I-41 & CTHBB	3150	35%		3300	33%		3550	30%
WBL	SB I-41 & CTHBB	1850	30%		1950	31%		2050	30%
WBT	SB I-41 & CTHBB	4300	70%		4350	69%		4800	70%
SBL	SB I-41 & CTHBB	1250	28%		1700	30%		1750	27%
SBT	SB I-41 & CTHBB	0	0%		0	0%		0	0%
SBR	SB I-41 & CTHBB	3250	72%		4050	70%		4800	73%
EBL	NB I-41 & WIS15	5450	37%		6700	40%		9150	44%
EBT	NB I-41 & WIS15	9350	63%		10100	60%		11850	56%
NBL	NB I-41 & WIS15	1750	23%		2200	26%		3100	30%
NBT	NB I-41 & WIS15	0	0%		0	0%		0	0%
NBR	NB I-41 & WIS15	5900	77%		6300	74%		7100	70%
WBT	NB I-41 & WIS15	9900	85%		11000	86%		13100	86%
WBR	NB I-41 & WIS15	1750	15%		1850	14%		2100	14%
EBL	NB I-41 & WIS96	3750	28%		4050	29%		4600	30%
EBT	NB I-41 & WIS96	9450	72%		9950	71%		10900	70%
NBL	NB I-41 & WIS96	2650	37%		3000	40%		3700	44%
NBT	NB I-41 & WIS96	0	0%		0	0%		0	0%
NBR	NB I-41 & WIS96	4500	63%		4550	60%		4650	56%
WBT	NB I-41 & WIS96	13200	87%		13750	87%		14700	87%
WBR	NB I-41 & WIS96	2050	13%		2100	13%		2200	13%
EBL	NB I-41 & WIS125	3100	29%		3500	31%		4450	34%
EBT	NB I-41 & WIS125	7550	71%		7850	69%		8500	66%
NBL	NB I-41 & WIS125	4300	46%		4400	47%		4500	47%
NBT	NB I-41 & WIS125	0	0%		0	0%		0	0%
NBR	NB I-41 & WIS125	4950	54%		5000	53%		5050	53%
WBT	NB I-41 & WIS125	10550	86%		10800	85%		11600	85%
WBR	NB I-41 & WIS125	1750	14%		1850	15%		2100	15%
EBL	NB I-41 ENT & CTHBB	3850	53%		4800	57%		5950	59%
EBT	NB I-41 ENT & CTHBB	3350	47%		3650	43%		4150	41%
WBT	NB I-41 ENT & CTHBB	6150	87%		6300	86%		6850	86%
WBR	NB I-41 ENT & CTHBB	900	13%		1050	14%		1150	14%
EBT	NB I-41 EXIT & CTHBB	3350	100%		3650	100%		4150	100%
NBL	NB I-41 EXIT & CTHBB	2000	33%		2000	32%		2100	33%
NBR	NB I-41 EXIT & CTHBB	4150	67%		4200	68%		4300	67%
WBT	NB I-41 EXIT & CTHBB	5050	100%		5350	100%		5900	100%
NBL	WIS 47 & SB I-41	2200	23%		2400	21%		2700	18%
NBT	WIS 47 & SB I-41	7250	77%		8800	79%		12100	82%
WBL	WIS 47 & SB I-41	4250	64%		4350	60%		4450	51%
WBT	WIS 47 & SB I-41	0	0%		0	0%		0	0%
WBR	WIS 47 & SB I-41	2350	36%		2950	40%		4250	49%
SBT	WIS 47 & SB I-41	6400	67%		7600	65%		10000	62%
SBR	WIS 47 & SB I-41	3100	33%		4050	35%		6050	38%
EBL	WIS 47 & NB I-41	2950	62%		3850	67%		5700	73%
EBT	WIS 47 & NB I-41	0	0%		0	0%		0	0%
EBR	WIS 47 & NB I-41	1800	38%		1900	33%		2100	27%
NBT	WIS 47 & NB I-41	6500	60%		7350	63%		9100	66%
NBR	WIS 47 & NB I-41	4300	40%		4400	37%		4600	34%
SBL	WIS 47 & NB I-41	2350	22%		2850	24%		3950	27%
SBT	WIS 47 & NB I-41	8300	78%		9100	76%		10500	73%
NBL	Ballard & SB I-41	2850	23%		2900	21%		3000	18%
NBT	Ballard & SB I-41	9600	77%		11150	79%		14050	82%
WBL	Ballard & SB I-41	2450	36%		2500	31%		2650	25%
WBT	Ballard & SB I-41	0	0%		0	0%		0	0%
WBR	Ballard & SB I-41	4450	64%		5500	69%		7750	75%
SBT	Ballard & SB I-41	8450	65%		10100	64%		13400	63%
SBR	Ballard & SB I-41	4650	35%		5650	36%		7800	37%
EBL	Ballard & NB I-41	4200	62%		5200	66%		7000	71%
EBT	Ballard & NB I-41	0	0%		0	0%		0	0%
EBR	Ballard & NB I-41	2600	38%		2650	34%		2850	29%
NBT	Ballard & NB I-41	8250	75%		8850	76%		10050	78%
NBR	Ballard & NB I-41	2800	25%		2850	24%		2900	22%
SBL	Ballard & NB I-41	6700	61%		7850	62%		10150	63%
SBT	Ballard & NB I-41	4200	39%		4750	38%		5900	37%
NBL	CTH N & SB I-41	3200	46%		3250	42%		3350	37%
NBT	CTH N & SB I-41	3800	54%		4450	58%		5700	63%
WBL	CTH N & SB I-41	2100	82%		2250	74%		2800	66%
WBT	CTH N & SB I-41	0	0%		0	0%		0	0%
WBR	CTH N & SB I-41	450	18%		800	26%		1450	34%
SBT	CTH N & SB I-41	2000	53%		2600	55%		3750	56%
SBR	CTH N & SB I-41	1800	47%		2150	45%		2900	44%
EBL	CTH N & NB I-41	2200	46%		2550	50%		3350	55%
EBT	CTH N & NB I-41	0	0%		0	0%		0	0%
EBR	CTH N & NB I-41	2550	54%		2600	50%		2700	45%
NBT	CTH N & NB I-41	4800	77%		5150	77%		5700	77%
NBR	CTH N & NB I-41	1400	23%		1500	23%		1700	23%
SBL	CTH N & NB I-41	550	13%		900	19%		1850	28%
SBT	CTH N & NB I-41	3550	87%		3950	81%		4700	72%
NBL	WIS55 & SB I-41	3000	57%		3100	52%		3400	45%
NBT	WIS55 & SB I-41	2250	43%		2900	48%		4200	55%
WBL	WIS55 & SB I-41	1300	84%		1500	77%		1850	69%
WBT	WIS55 & SB I-41	0	0%		0	0%		0	0%
WBR	WIS55 & SB I-41	250	16%		450	23%		850	31%
SBT	WIS55 & SB I-41	1500	75%		2000	71%		3050	69%
SBR	WIS55 & SB I-41	500	25%		800	29%		1350	31%
EBL	WIS55 & NB I-41	500	14%		750	19%		1150	24%
EBT	WIS55 & NB I-41	0	0%		0	0%		0	0%
EBR	WIS55 & NB I-41	3150	86%		3250	81%		3600	76%
NBT	WIS55 & NB I-41	4750	81%		5250	80%		6450	81%
NBR	WIS55 & NB I-41	1100	19%		1300	20%		1550	19%
SBL	WIS55 & NB I-41	150	5%		250	7%		600	12%
SBT	WIS55 & NB I-41	2650	95%		3250	93%		4300	88%
NBL	CTH J & SB I-41	1350	44%		1500	38%		1750	29%
NBT	CTH J & SB I-41	1700	56%		2500	63%		4200	71%
WBL	CTH J & SB I-41	1900	76%		2150	69%		2500	61%
WBT	CTH J & SB I-41	0	0%		0	0%		0	0%
WBR	CTH J & SB I-41	600	24%		950	31%		1600	39%
SBT	CTH J & SB I-41	1150	43%		1650	43%		2600	43%
SBR	CTH J & SB I-41	1550	57%		2200	57%		3400	57%
EBL	CTH J & NB I-41	1000	36%		1500	42%		2500	48%
EBT	CTH J & NB I-41	0	0%		0	0%		0	0%
EBR	CTH J & NB I-41	1800	64%		2100	58%		2700	52%
NBT	CTH J & NB I-41	2050	48%		2500	49%		3450	52%
NBR	CTH J & NB I-41	2200	52%		2600	51%		3150	48%
SBL	CTH J & NB I-41	450	15%		650	17%		1000	20%
SBT	CTH J & NB I-41	2600	85%		3150	83%		4100	80%
NBL	CTH U & SB I-41	950	56%		1150	53%		1600	52%
NBT	CTH U & SB I-41	750	44%		1000	47%		1450	48%
WBL	CTH U & SB I-41	1000	56%		1250	52%		1800	49%
WBT	CTH U & SB I-41	0	0%		0	0%		0	0%
WBR	CTH U & SB I-41	800	44%		1150	48%		1900	51%
SBT	CTH U & SB I-41	1450	78%		1900	76%		2800	75%
SBR	CTH U & SB I-41	400	22%		600	24%		950	25%
EBL	CTH U & NB I-41	450	47%		650	50%		1100	55%
EBT	CTH U & NB I-41	0	0%		0	0%		0	0%
EBR	CTH U & NB I-41	500	53%		650	50%		900	45%
NBT	CTH U & NB I-41	1250	47%		1500	45%		1950	41%
NBR	CTH U & NB I-41	1400	53%		1850	55%		2800	59%
SBL	CTH U & NB I-41	250	10%		450	14%		900	20%
SBT	CTH U & NB I-41	2200	90%		2700	86%		3700	80%
EBT	SB I-41 & CTH S	2550	71%		2750	71%		3100	72%
EBR	SB I-41 & CTH S	1050	29%		1100	29%		1200	28%
WBL	SB I-41 & CTH S	800	44%		1250	50%		2150	55%
WBT	SB I-41 & CTH S	1000	56%		1250	50%		1750	45%
SBL	SB I-41 & CTH S	600	21%		850	27%		1300	35%
SBT	SB I-41 & CTH S	0	0%		0	0%		0	0%
SBR	SB I-41 & CTH S	2300	79%		2350	73%		2450	65%
EBL	NB I-41 & CTH S	2150	68%		2200	61%		2300	52%

Year 2048 Build Daily Volume Projection Calculations

I-41 Appleton																
Forecast ID	Facility Name	Type	Balanced DY 2018	TDM 2010	Build TDM 2045	Absolute Difference per year	Growthrate (2010-2045)	Interpolated TDM 2018	Interpolated TDM 2028	Interpolated Build TDM 2048	ABS Change Future 2048	Relative Change Future 2048	2048 Build Projection	2048 Build Balanced Projection	Diff	RNSE
10001	NB I-41 (Southern Project Limits)	MAINLINE	39600	33196	39759	188	0.56%	34696	36571	40321	45225	46020	45623	45800	177.3	0.83
10002	NB I-41 Exit to CTH 88	RAMP	6150	7900	8140	7	0.10%	7955	8024	8161	6356	6309	6333	6250	-82.7	1.05
10003	NB I-41	MAINLINE	33450	25296	31618	181	0.71%	26741	28548	32160	38869	40229	39549	39550	1.1	0.01
10004	NB I-41 Ent from CTH 88	RAMP	4750	3963	6382	69	1.74%	4516	5207	6589	6823	6930	6877	8000	1123.4	12.56
10005	NB I-41	MAINLINE	38200	29260	38000	250	0.85%	31257	33755	38750	45692	47356	46524	47550	1025.9	4.70
10006	NB I-41 Exit to WIS125	RAMP	9250	11571	12418	24	0.21%	11764	12006	12491	9976	9821	9899	9950	51.2	0.51
10007	NB I-41	MAINLINE	28950	17689	25582	226	1.27%	19493	21748	26259	35716	38998	37357	37600	243.1	1.25
10008	NB I-41 Ent from WIS125	RAMP	4850	4617	6997	68	1.47%	5161	5841	7201	6890	6767	6829	6900	71.1	0.86
10009	NB I-41	MAINLINE	33800	22305	32579	294	1.32%	24654	27589	33460	42606	45873	44239	44500	260.5	1.24
10010	NB I-41 Exit to WIS96	RAMP	7150	10289	11547	36	0.35%	10576	10936	11655	8228	7879	8054	8150	96.5	1.07
10011	NB I-41	MAINLINE	26650	12017	21032	258	2.14%	14077	16653	21805	34378	41280	37829	36350	-1478.7	7.76
10012	NB I-41 Ent from WIS96	RAMP	5800	7713	10260	73	0.94%	8295	9023	10479	7984	7327	7655	8400	744.9	8.13
10013	NB I-41	MAINLINE	32450	19729	31293	330	1.67%	22372	25676	32284	42361	46826	44594	44750	156.4	0.74
10014	NB I-41 Exit to WIS15	RAMP	7650	5498	7800	66	1.20%	6024	6682	7997	9623	10156	9889	9950	60.5	0.61
10015	NB I-41	MAINLINE	24800	14231	23493	265	1.86%	16348	18994	24286	32738	36842	34790	34800	9.9	0.05
10016	NB I-41 Ent from WIS15	RAMP	7200	5586	11568	171	3.06%	6953	8662	12080	12327	12508	12418	12400	-17.6	0.16
10017	NB I-41	MAINLINE	32000	19818	35660	435	2.20%	23302	27657	36367	45065	49942	47503	47200	-303.3	1.40
10018	NB I-41 Exit to WIS47	RAMP	4750	4266	8285	115	2.69%	5185	6333	8629	8194	7905	8050	8050	0.0	0.00
10019	NB I-41	MAINLINE	27250	15551	26775	321	2.06%	18117	21324	27737	36870	41720	39295	39150	-145.4	0.73
10020	NB I-41 Ent from WIS47	RAMP	6650	7112	10882	108	1.51%	7974	9051	11206	9882	9345	9614	9650	36.4	0.37
10021	NB I-41	MAINLINE	33900	22663	37657	428	1.89%	26090	30374	38943	46752	50599	48676	48800	124.2	0.56
10022	NB I-41 Exit to Ballard	RAMP	6800	5178	9121	113	2.18%	6080	7206	9459	10179	10580	10380	10400	20.3	0.20
10023	NB I-41	MAINLINE	27100	17485	28536	316	1.81%	20011	23168	29484	36573	39929	38251	38400	149.2	0.76
10024	NB I-41 Ent from Ballard	RAMP	9500	6356	11041	134	2.11%	7427	8766	11443	13516	14637	14077	14050	-26.6	0.22
10025	NB I-41	MAINLINE	36600	23841	39578	450	1.89%	27438	31934	40527	50089	54593	52341	52450	108.9	0.48
10026	NB I-41 Exit to SB441	RAMP	11200	5867	10836	142	2.42%	7003	8423	11262	15459	18012	16736	17100	364.1	2.78
10027	NB I-41	MAINLINE	25400	17974	28741	308	1.71%	20435	23511	29664	34629	36872	35751	35350	-400.7	2.13
10028	NB I-41 Ent from NB441	RAMP	6950	11114	14783	105	0.94%	11953	13001	15097	10094	8778	9436	9350	-86.3	0.89
10029	NB I-41	MAINLINE	32350	29088	43524	412	1.42%	32388	36512	44762	44724	44709	44717	44700	-16.6	0.08
10030	NB I-41 Exit to CTH N	RAMP	4750	4014	6070	59	1.46%	4484	5071	6246	6512	6617	6564	6500	-64.4	0.80
10031	NB I-41	MAINLINE	27600	25074	37454	354	1.41%	27904	31441	38515	38212	38096	38154	38200	46.1	0.24
10032	NB I-41 Ent from CTH N	RAMP	1950	2517	4886	68	2.69%	3058	3735	5089	3981	3245	3613	3650	37.2	0.62
10033	NB I-41	MAINLINE	29550	27591	42340	421	1.53%	30962	35176	43605	42192	41616	41904	41850	-54.1	0.26
10034	NB I-41 Exit to WIS55	RAMP	3650	4041	6898	82	2.02%	4694	5510	7143	6099	5554	5826	5800	-26.4	0.35
10035	NB I-41	MAINLINE	25900	23550	35442	340	1.44%	26268	29666	36462	36094	35951	36022	36050	27.6	0.15
10036	NB I-41 Ent from WIS55	RAMP	1250	1599	2961	39	2.44%	1910	2299	3078	2418	2015	2216	2200	-16.3	0.35
10037	NB I-41	MAINLINE	27150	25148	38404	379	1.51%	28178	31965	39540	38512	38097	38305	38250	-54.7	0.28
10038	NB I-41 Exit to CTH J	RAMP	2800	1922	5212	94	4.89%	2674	3614	5494	5620	5753	5686	5750	63.9	0.84
10039	NB I-41	MAINLINE	24350	23226	33192	285	1.23%	25504	28351	34046	32892	32506	32699	32500	-199.0	1.10
10040	NB I-41 Ent from CTH J	RAMP	2650	3823	6003	62	1.63%	4321	4944	6190	4519	3796	4157	4350	192.5	2.92
10041	NB I-41	MAINLINE	27000	27049	39195	347	1.28%	29825	33296	40237	37411	36425	36918	36850	-68.0	0.35
10042	NB I-41 Exit to CTH U	RAMP	950	512	1336	24	7.05%	794	1406	1656	1406	1656	1282	1800	18.2	0.43
10043	NB I-41	MAINLINE	26050	26537	37860	324	1.22%	29125	32360	38830	35755	34730	35243	35050	-192.8	1.03
10044	NB I-41 Ent from CTH U	RAMP	1650	2687	5818	89	3.33%	3403	4297	6087	4334	2951	3643	3950	307.4	4.89
10045	NB I-41	MAINLINE	27700	29224	43678	413	1.41%	32528	36658	44917	40089	38250	39170	39000	-169.6	0.86
10046	NB I-41 Exit to CTH S	RAMP	1400	980	2280	37	3.79%	1277	1649	2391	2514	2621	2568	2550	-17.7	0.35
10047	NB I-41	MAINLINE	26300	28244	41398	376	1.33%	31251	35009	42525	37575	35789	36682	36450	-231.7	1.21
10048	NB I-41 Ent from CTH S	RAMP	3200	4137	5950	52	1.25%	4551	5069	6105	4754	4293	4524	4700	176.5	2.57
10049	NB I-41	MAINLINE	29500	32381	47348	428	1.32%	35802	40078	48631	42329	40071	41200	41150	-50.0	0.25
20000	SB I-41	MAINLINE	28400	32780	47943	433	1.32%	36246	40578	49242	41396	38583	39990	39800	-189.8	0.95
20001	SB I-41 Exit to CTH S	RAMP	2900	4225	6113	54	1.28%	4657	5196	6274	4518	3907	4212	4200	-12.4	0.19
20002	SB I-41	MAINLINE	25500	28555	41830	379	1.33%	31589	35382	42968	36879	34686	35782	35600	-182.2	0.97
20003	SB I-41 Ent from CTH S	RAMP	1850	942	2378	41	4.36%	1270	1680	2501	3081	3643	3362	3350	-12.2	0.21
20004	SB I-41	MAINLINE	27350	29496	44208	420	1.43%	32859	37062	45469	39960	37846	38903	38950	47.2	0.24
20005	SB I-41 Exit to CTH U	RAMP	1800	2862	5666	80	2.80%	3502	4304	5906	4203	3035	3619	3800	180.7	2.93
20006	SB I-41	MAINLINE	25550	26635	38542	340	1.28%	29356	32758	39563	35756	34433	35095	35150	55.3	0.29
20007	SB I-41 Ent from CTH U	RAMP	1350	444	1291	24	5.44%	638	880	1364	2076	2886	2481	2500	19.1	0.38
20008	SB I-41	MAINLINE	26900	27079	39833	364	1.35%	29994	33638	40926	37832	36704	37268	37650	381.7	1.97
20009	SB I-41 Exit to CTH J	RAMP	2500	3927	6321	68	4.47%	4474	5158	6526	4552	3646	4099	4550	450.8	6.68
20010	SB I-41	MAINLINE	24400	23512	35112	296	1.28%	25520	28480	34400	33280	32891	33085	33100	14.5	0.08
20011	SB I-41 Ent from CTH J	RAMP	2900	2216	5792	102	4.61%	3034	4055	6099	5965	5830	5898	5900	2.5	0.03
20012	SB I-41	MAINLINE	27300	25368	39305	398	1.57%	28554	32536	40499	39245	38721	38983	39000	16.8	0.09
20013	SB I-41 Exit to WIS55	RAMP	1550	1514	2964	41	2.74%	1845	2259	3088	2793	2594	2693	2700	6.5	0.13
20014	SB I-41	MAINLINE	25750	23855	36341	357	1.50%	26709	30276	37411	36453	36068	36261	36300	39.5	0.21
20015	SB I-41 Ent from WIS55	RAMP	3500	3115	5518	69	2.20%	3664	4351	5724	5560	5467	5514	5500	-13.6	0.18
20016	SB I-41	MAINLINE	29250	26969	41859	425	1.58%	30373	34627	43135	42012	41541	41776	41800	23.6	0.12
20017	SB I-41 Exit to CTH N	RAMP	2550	2616	5143	72	2.76%	3194	3916	5359	4715	4279	4407	4600	102.9	1.52
20018	SB I-41	MAINLINE	26700	24353	36716	353	1.45%	27179	30711	37776	37297	37110	37204	37200	-3.6	0.02
20019	SB I-41 Ent from CTH N	RAMP	5000	3390	5633	64	1.89%	3903	4544	5825	6923	7463	7193	7150	-43.1	0.51
20020	SB I-41	MAINLINE	31700	27743	42349	417	1.50%	31082	35255	43601	44220	44469	44344	44350	5.7	0.03
20021	SB I-41 Exit to SB 441	RAMP	7650	4919	7766	81	1.65%	5570	6383	8010	10090	11001	10545	10650	104.5	1.01
20022	SB I-41	MAINLINE	24050	22824	34584	336	1.47%	25512	28872	35592	34130	33552	33841	33700	-141.1	0.77
20023	SB I-41 Ent from NB 441	RAMP	13000	3671	7986	123	3.36%</									

Year 2048 Build Daily Turn Volume Projection Calculations

I-41 Appleton							
Turn	Intersection Name	2018 Daily Balanced	DY Turn Distribution		2048 Build Balanced Projection	2048 DY Turn Distributio n	RNSE
EBL	SB I-41 & WIS15	1700	12%		2950	13%	
EBT	SB I-41 & WIS15	12600	88%		18950	87%	
WBT	SB I-41 & WIS15	7700	66%		10850	68%	
WBR	SB I-41 & WIS15	3950	34%		5000	32%	
SBL	SB I-41 & WIS15	2200	24%		3150	21%	
SBR	SB I-41 & WIS15	6800	76%		12100	79%	
EBT	SB I-41 & WIS96	11200	81%		14400	77%	
EBR	SB I-41 & WIS96	2550	19%		4200	23%	
WBL	SB I-41 & WIS96	3900	25%		4750	26%	
WBT	SB I-41 & WIS96	11950	75%		13650	74%	
SBL	SB I-41 & WIS96	2000	34%		2600	32%	
SBT	SB I-41 & WIS96	0	0%		0	0%	
SBR	SB I-41 & WIS96	3850	66%		5450	68%	
EBT	SB I-41 & WIS125	8850	70%		10200	72%	
EBR	SB I-41 & WIS125	3800	30%		3900	28%	
WBL	SB I-41 & WIS125	3750	25%		3900	24%	
WBT	SB I-41 & WIS125	11100	75%		12300	76%	
SBL	SB I-41 & WIS125	1800	40%		2300	37%	
SBT	SB I-41 & WIS125	0	0%		0	0%	
SBR	SB I-41 & WIS125	2700	60%		3950	63%	
EBT	SB I-41 & CTHBB	5950	65%		8450	70%	
EBR	SB I-41 & CTHBB	3150	35%		3550	30%	
WBL	SB I-41 & CTHBB	1850	30%		1850	28%	
WBT	SB I-41 & CTHBB	4300	70%		4700	72%	
SBL	SB I-41 & CTHBB	1250	28%		2400	31%	
SBT	SB I-41 & CTHBB	0	0%		0	0%	
SBR	SB I-41 & CTHBB	3250	72%		5350	69%	
EBL	NB I-41 & WIS15	5450	37%		10150	46%	
EBT	NB I-41 & WIS15	9350	63%		11950	54%	
NBL	NB I-41 & WIS15	1750	23%		3000	30%	
NBT	NB I-41 & WIS15	0	0%		0	0%	
NBR	NB I-41 & WIS15	5900	77%		6950	70%	
WBT	NB I-41 & WIS15	9900	85%		12850	85%	
WBR	NB I-41 & WIS15	1750	15%		2250	15%	
EBL	NB I-41 & WIS96	3750	28%		6000	35%	
EBT	NB I-41 & WIS96	9450	72%		11000	65%	
NBL	NB I-41 & WIS96	2650	37%		3550	44%	
NBT	NB I-41 & WIS96	0	0%		0	0%	
NBR	NB I-41 & WIS96	4500	63%		4600	56%	
WBT	NB I-41 & WIS96	13200	87%		14850	86%	
WBR	NB I-41 & WIS96	2050	13%		2400	14%	
EBL	NB I-41 & WIS125	3100	29%		4750	38%	
EBT	NB I-41 & WIS125	7550	71%		7750	62%	
NBL	NB I-41 & WIS125	4300	46%		4950	50%	
NBT	NB I-41 & WIS125	0	0%		0	0%	
NBR	NB I-41 & WIS125	4950	54%		5000	50%	
WBT	NB I-41 & WIS125	10550	86%		11250	84%	
WBR	NB I-41 & WIS125	1750	14%		2150	16%	
EBL	NB I-41 ENT & CTHBB	3850	53%		6650	61%	
EBT	NB I-41 ENT & CTHBB	3350	47%		4200	39%	
WBT	NB I-41 ENT & CTHBB	6150	87%		6550	83%	
WBR	NB I-41 ENT & CTHBB	900	13%		1350	17%	
EBT	NB I-41 EXIT & CTHBB	3350	100%		4200	100%	
NBL	NB I-41 EXIT & CTHBB	2000	33%		2100	34%	
NBR	NB I-41 EXIT & CTHBB	4150	67%		4150	66%	
WBT	NB I-41 EXIT & CTHBB	5050	100%		5800	100%	
NBL	WIS 47 & SB I-41	2200	23%		2900	20%	
NBT	WIS 47 & SB I-41	7250	77%		11950	80%	
WBL	WIS 47 & SB I-41	4250	64%		5000	53%	
WBT	WIS 47 & SB I-41	0	0%		0	0%	
WBR	WIS 47 & SB I-41	2350	36%		4500	47%	
SBT	WIS 47 & SB I-41	6400	67%		10200	62%	
SBR	WIS 47 & SB I-41	3100	33%		6250	38%	
EBL	WIS 47 & NB I-41	2950	62%		5850	73%	
EBT	WIS 47 & NB I-41	0	0%		0	0%	
EBR	WIS 47 & NB I-41	1800	38%		2200	27%	
NBT	WIS 47 & NB I-41	6500	60%		9000	64%	
NBR	WIS 47 & NB I-41	4300	40%		5100	36%	
SBL	WIS 47 & NB I-41	2350	22%		4550	30%	
SBT	WIS 47 & NB I-41	8300	78%		10650	70%	
NBL	Ballard & SB I-41	2850	23%		3350	19%	
NBT	Ballard & SB I-41	9600	77%		14650	81%	
WBL	Ballard & SB I-41	2450	36%		3150	29%	
WBT	Ballard & SB I-41	0	0%		0	0%	
WBR	Ballard & SB I-41	4450	64%		7800	71%	
SBT	Ballard & SB I-41	8450	65%		13700	63%	
SBR	Ballard & SB I-41	4650	35%		7950	37%	
EBL	Ballard & NB I-41	4200	62%		7300	70%	
EBT	Ballard & NB I-41	0	0%		0	0%	
EBR	Ballard & NB I-41	2600	38%		3100	30%	
NBT	Ballard & NB I-41	8250	75%		10700	78%	
NBR	Ballard & NB I-41	2800	25%		2950	22%	
SBL	Ballard & NB I-41	6700	61%		11100	66%	
SBT	Ballard & NB I-41	4200	39%		5750	34%	
NBL	CTH N & SB I-41	3200	46%		3650	37%	
NBT	CTH N & SB I-41	3800	54%		6150	63%	
WBL	CTH N & SB I-41	2100	82%		3350	73%	
WBT	CTH N & SB I-41	0	0%		0	0%	
WBR	CTH N & SB I-41	450	18%		1250	27%	
SBT	CTH N & SB I-41	2000	53%		3500	50%	
SBR	CTH N & SB I-41	1800	47%		3500	50%	
EBL	CTH N & NB I-41	2200	46%		3800	58%	
EBT	CTH N & NB I-41	0	0%		0	0%	
EBR	CTH N & NB I-41	2550	54%		2700	42%	
NBT	CTH N & NB I-41	4800	77%		6000	75%	
NBR	CTH N & NB I-41	1400	23%		2000	25%	
SBL	CTH N & NB I-41	550	13%		1650	24%	
SBT	CTH N & NB I-41	3550	87%		5200	76%	
NBL	WIS55 & SB I-41	3000	57%		4150	50%	
NBT	WIS55 & SB I-41	2250	43%		4150	50%	
WBL	WIS55 & SB I-41	1300	84%		1950	72%	
WBT	WIS55 & SB I-41	0	0%		0	0%	
WBR	WIS55 & SB I-41	250	16%		750	28%	
SBT	WIS55 & SB I-41	1500	75%		2800	67%	
SBR	WIS55 & SB I-41	500	25%		1350	33%	
EBL	WIS55 & NB I-41	500	14%		1300	22%	
EBT	WIS55 & NB I-41	0	0%		0	0%	
EBR	WIS55 & NB I-41	3150	86%		4500	78%	
NBT	WIS55 & NB I-41	4750	81%		7000	80%	
NBR	WIS55 & NB I-41	1100	19%		1700	20%	
SBL	WIS55 & NB I-41	150	5%		500	11%	
SBT	WIS55 & NB I-41	2650	95%		4250	89%	
NBL	CTH J & SB I-41	1350	44%		1950	31%	
NBT	CTH J & SB I-41	1700	56%		4300	69%	
WBL	CTH J & SB I-41	1900	76%		2750	60%	
WBT	CTH J & SB I-41	0	0%		0	0%	
WBR	CTH J & SB I-41	600	24%		1800	40%	
SBT	CTH J & SB I-41	1150	43%		2700	41%	
SBR	CTH J & SB I-41	1550	57%		3950	59%	
EBL	CTH J & NB I-41	1000	36%		2850	50%	
EBT	CTH J & NB I-41	0	0%		0	0%	
EBR	CTH J & NB I-41	1800	64%		2900	50%	
NBT	CTH J & NB I-41	2050	48%		3400	52%	
NBR	CTH J & NB I-41	2200	52%		3200	48%	
SBL	CTH J & NB I-41	450	15%		1150	21%	
SBT	CTH J & NB I-41	2600	85%		4300	79%	
NBL	CTH U & SB I-41	950	56%		1650	57%	
NBT	CTH U & SB I-41	750	44%		1250	43%	
WBL	CTH U & SB I-41	1000	56%		2050	54%	
WBT	CTH U & SB I-41	0	0%		0	0%	
WBR	CTH U & SB I-41	800	44%		1750	46%	
SBT	CTH U & SB I-41	1450	78%		2700	76%	
SBR	CTH U & SB I-41	400	22%		850	24%	
EBL	CTH U & NB I-41	450	47%		950	53%	
EBT	CTH U & NB I-41	0	0%		0	0%	
EBR	CTH U & NB I-41	500	53%		850	47%	
NBT	CTH U & NB I-41	1250	47%		1950	39%	
NBR	CTH U & NB I-41	1400	53%		3100	61%	
SBL	CTH U & NB I-41	250	10%		850	18%	
SBT	CTH U & NB I-41	2200	90%		3900	82%	
EBT	SB I-41 & CTH S	2550	71%		3200	74%	
EBR	SB I-41 & CTH S	1050	29%		1150	26%	
WBL	SB I-41 & CTH S	800	44%		2200	56%	
WBT	SB I-41 & CTH S	1000	56%		1750	44%	
SBL	SB I-41 & CTH S	600	21%		1700	40%	
SBT	SB I-41 & CTH S	0	0%		0	0%	
SBR	SB I-41 & CTH S	2300	79%		2500	60%	
EBL	NB I-41 & CTH S	2150	68%		2550	52%	
EBT	NB I-41 & CTH S	1000	32%		2350	48%	
NBL	NB I-41 & CTH S	600	43%		650	25%	
NBT	NB I-41 & CTH S	0	0%		0	0%	
NBR	NB I-41 & CTH S	800	57%		1900	75%	
WBT	NB I-41 & CTH S	1200	53%		3300	61%	
WBR	NB I-41 & CTH S	1050	47%		2150	39%	