Appendix A
Traffic Volumes/Level of Service (LOS) Data
<table>
<thead>
<tr>
<th>LOCID</th>
<th>Location Description</th>
<th>2008/2009 Volume (AADT)</th>
<th>Growth Rate</th>
<th>2018/2018 PEOR (2) Volume (AADT)</th>
<th>Current Year Volume (AADT)</th>
<th>2045 Volume (AADT)</th>
<th>Current Year</th>
<th>Growth Rate</th>
<th>Existing Daily Capacity (3)</th>
<th>Existing Volume to Capacity (5)</th>
<th>Existing Seg. LOS</th>
<th>Future Volume to Capacity (5)</th>
<th>Future Seg. LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Main Ave at 6th Street (4)</td>
<td>13,500</td>
<td>-0.74%</td>
<td>11,700</td>
<td>12,600</td>
<td>16,700</td>
<td>2015</td>
<td>1.08%</td>
<td>36,000</td>
<td>0.35</td>
<td>B</td>
<td>0.46</td>
<td>B</td>
</tr>
<tr>
<td>2</td>
<td>Reid Street at 6th Street (4)</td>
<td>11,700</td>
<td>-0.85%</td>
<td>14,200</td>
<td>10,800</td>
<td>17,000</td>
<td>2015</td>
<td>1.91%</td>
<td>24,000</td>
<td>0.45</td>
<td>B</td>
<td>0.71</td>
<td>C</td>
</tr>
<tr>
<td>3</td>
<td>I-41 north of Oneida Street</td>
<td>71,000</td>
<td>-1.11%</td>
<td>93,100</td>
<td>63,900</td>
<td>85,000</td>
<td>2018</td>
<td>1.22%</td>
<td>170,000</td>
<td>0.38</td>
<td>B</td>
<td>0.50</td>
<td>B</td>
</tr>
<tr>
<td>4</td>
<td>I-41 north of Main Avenue</td>
<td>65,000</td>
<td>1.68%</td>
<td>87,400</td>
<td>74,800</td>
<td>100,000</td>
<td>2018</td>
<td>1.25%</td>
<td>170,000</td>
<td>0.44</td>
<td>B</td>
<td>0.59</td>
<td>C</td>
</tr>
<tr>
<td>5</td>
<td>Main Ave at I-41 (4)</td>
<td>21,300</td>
<td>-1.72%</td>
<td>NA</td>
<td>18,000</td>
<td>24,000</td>
<td>2015</td>
<td>1.11%</td>
<td>49,000</td>
<td>0.37</td>
<td>B</td>
<td>0.49</td>
<td>B</td>
</tr>
<tr>
<td>6</td>
<td>Main Ave between 8th St and 9th St (4)</td>
<td>17,300</td>
<td>-2.63%</td>
<td>26,585</td>
<td>13,200</td>
<td>19,000</td>
<td>2015</td>
<td>1.46%</td>
<td>49,000</td>
<td>0.27</td>
<td>A</td>
<td>0.39</td>
<td>B</td>
</tr>
<tr>
<td>7</td>
<td>I-41 north of Scheuring Road</td>
<td>52,200</td>
<td>3.41%</td>
<td>75,000</td>
<td>68,200</td>
<td>87,000</td>
<td>2018</td>
<td>1.02%</td>
<td>128,000</td>
<td>0.53</td>
<td>C</td>
<td>0.68</td>
<td>C</td>
</tr>
<tr>
<td>8</td>
<td>Lost Dauphin Road (CTH D) north of Scheuring Rd</td>
<td>7,000</td>
<td>-1.11%</td>
<td>12,800</td>
<td>6,300</td>
<td>10,500</td>
<td>2018</td>
<td>2.47%</td>
<td>24,000</td>
<td>0.26</td>
<td>A</td>
<td>0.44</td>
<td>B</td>
</tr>
<tr>
<td>9</td>
<td>Broadway (STH 32/57) north of Heritage Road</td>
<td>6,000</td>
<td>0.56%</td>
<td>9,900</td>
<td>6,300</td>
<td>11,000</td>
<td>2018</td>
<td>2.76%</td>
<td>25,000</td>
<td>0.25</td>
<td>A</td>
<td>0.44</td>
<td>B</td>
</tr>
<tr>
<td>10</td>
<td>Broadway (STH 32/57) at CTH PP</td>
<td>16,500</td>
<td>0.40%</td>
<td>24,600</td>
<td>17,100</td>
<td>30,000</td>
<td>2018</td>
<td>2.79%</td>
<td>49,000</td>
<td>0.35</td>
<td>B</td>
<td>0.61</td>
<td>C</td>
</tr>
<tr>
<td>11</td>
<td>George Street at Erie Street</td>
<td>9,200</td>
<td>-2.17%</td>
<td>10,900</td>
<td>7,400</td>
<td>9,800</td>
<td>2018</td>
<td>1.20%</td>
<td>24,000</td>
<td>0.31</td>
<td>A</td>
<td>0.41</td>
<td>B</td>
</tr>
<tr>
<td>12</td>
<td>Broadway (STH 57) north of George Street</td>
<td>11,900</td>
<td>0.28%</td>
<td>14,300</td>
<td>12,200</td>
<td>13,500</td>
<td>2018</td>
<td>0.39%</td>
<td>49,000</td>
<td>0.25</td>
<td>A</td>
<td>0.28</td>
<td>A</td>
</tr>
<tr>
<td>13</td>
<td>Claude Allouez Bridge (4)</td>
<td>29,800</td>
<td>0.60%</td>
<td>35,700</td>
<td>31,400</td>
<td>44,000</td>
<td>2015</td>
<td>1.34%</td>
<td>49,000</td>
<td>0.64</td>
<td>C</td>
<td>0.90</td>
<td>E</td>
</tr>
<tr>
<td>14</td>
<td>WS 172 at Oneida Street</td>
<td>57,400</td>
<td>0.29%</td>
<td>NA</td>
<td>58,900</td>
<td>81,000</td>
<td>2018</td>
<td>1.39%</td>
<td>121,000</td>
<td>0.49</td>
<td>B</td>
<td>0.67</td>
<td>C</td>
</tr>
<tr>
<td>15</td>
<td>WS 172 Bridge</td>
<td>65,000</td>
<td>3.37%</td>
<td>89,600</td>
<td>84,700</td>
<td>110,000</td>
<td>2018</td>
<td>1.11%</td>
<td>121,000</td>
<td>0.70</td>
<td>C</td>
<td>0.91</td>
<td>E</td>
</tr>
<tr>
<td>16</td>
<td>WS 172 Bridge</td>
<td>50,600</td>
<td>2.31%</td>
<td>NA</td>
<td>61,100</td>
<td>80,000</td>
<td>2018</td>
<td>1.15%</td>
<td>81,000</td>
<td>0.75</td>
<td>D</td>
<td>0.99</td>
<td>E</td>
</tr>
</tbody>
</table>

(1) Traffic projection source: Wisconsin Department of Transportation (WisDOT), January 2012. Records marked "NA" indicates data not available from source documents.
(3) Daily capacity is taken from Northeast Regional Travel Demand Model and is applicable at the planning level.
(4) 2018 count impacted due to construction at Main Avenue just east of I-41, 2015 count assumed for existing.
(5) Highlighted cells indicate the existing traffic volume to capacity ratio (V/C) is within 5% of a LOS threshold.
(6) The forecasts developed in the Tier 1 EIS are subject to updating as appropriate during the Tier 2 NEPA analyses.

4/1/2020
Legend
Number corresponds to Level of Service (LOS) Table (Appendix A)

LOS = Level of Service

LS E = Locations

Legend
Lake, Pond, or River
River or Stream
Interstate/Highway
Major Road
Minor Road
Multi-Use Trail
Railroad

Existing and Future Traffic Volumes and Future Level of Service under No Build

Fox River
Hobart
De Pere
Glenmore
Ledgeview
Allouez
Ashwaubenon
Bellevue
Rockland
Lawrence
Midway Rd
Old Martin Rd
Greenleaf Rd
Monroe Rd
Main Ave
S Scheuring Rd
S Oneida St
S Broadway St
Lost Dauphin Rd
S Erie St
Sixth St
Grant St
Reid St
Third St
S Erie St
S Fourth St
S Oneida St
S Ninth St
George St
S Nine St
C Wright St
E Oneida St
S Ninth St
S George St
S Reid St
S Third St

1. Main Avenue at Sixth Street
   2015 13,200
   2045 19,000
   LOS B

2. Reid Street at Sixth Street
   2015 12,900
   2045 16,700
   LOS B

3. I-41 north of Oneida Street
   2018 63,600
   2045 85,000
   LOS B

4. I-41 North of Main Avenue
   2018 74,800
   2045 100,000
   LOS C

5. Main Avenue at I-41
   2015 15,000
   2045 24,000
   LOS B

6. Main Avenue between Eighth Street and Ninth Street
   2015 12,600
   2045 16,700
   LOS B

7. I-41 north of Scheuring Road
   2018 68,200
   2045 87,000
   LOS C

8. Lost Dauphin Road (County D) north of Scheuring Road
   2018 6,300
   2045 11,000
   LOS B

9. Broadway (WIS 32/57) north of Scheuring Road
   2018 12,200
   2045 13,500
   LOS A

10. Broadway (WIS 32/57) at County PP
    2018 31,400
    2045 44,000
    LOS E

11. Main Avenue at Sixth Street
    2015 12,900
    2045 16,700
    LOS B

12. Claude Allouez Bridge
    2015 31,400
    2045 44,000
    LOS E

13. Claude Allouez Bridge
    2015 12,200
    2045 13,500
    LOS A

14. WIS 172 at Oneida Street
    2018 58,900
    2045 81,000
    LOS C

15. WIS 172 Bridge
    2018 84,700
    2045 110,000
    LOS E

16. WIS 172 at County GV
    2018 61,100
    2045 80,000
    LOS E

The 2018 traffic count was impacted due to construction at Main Avenue just east of I-41; therefore, 2015 traffic count is used for existing traffic volumes.
EXISTING TRAFFIC VOLUMES AT THE WIS 172 AND CLAUDE ALLOUEZ BRIDGES

**Fox River**

- Ashwaubenon
- De Pere
- Allouez

**WIS 172 at Oneida Street**
- 58,900 (2018)

**Ashland Avenue**
- north of WIS 172
- 20,100 (2018)
- south of WIS 172
- 19,400 (2018)

**Riverside Drive (WIS 32/57)**
- north of WIS 172
- 14,400 (2018)
- south of WIS 172
- 13,700 (2018)

**Riverside Drive (WIS 57)**
- 8,400 (2018)

**Main Avenue west of 3rd Street**
- 12,500 (2015*)

**3rd Street south of Main Avenue**
- 16,100 (2015*)

**Main Avenue**
- south of 3rd Street
- 13,900 (2015*)

**Reid Street**
- 25,900 (2015*)

**Claude Allouez Bridge**
- 31,400 (2015*)

**Wisconsin Street east of Broadway (WIS 32/57)**
- 5,400 (2015*)

**Broadway (WIS 32/57)**
- north of Claude Allouez Bridge
- 12,700 (2015*)
- south of Claude Allouez Bridge
- 25,900 (2015*)

**WIS 172 Bridge**
- 84,700 (2018)

*The 2018 traffic count was impacted due to construction at Main Avenue just east of I-41; therefore, 2015 traffic count is used for existing traffic volumes.*