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3.7 TRAFFIC IMPACTS

3.7.1 Introduction

This section addresses traffic impacts of the Mid-States Corridor alternatives within the 12-County Study Area, as well on other major highway corridors that may be affected by the project. This section emphasizes impacts of traffic diverted to Mid-States alternatives and identifies impacts on congestion levels along the major corridors in the Study Area. Details of travel forecasting methods and tools are provided in **Appendix T – Travel Forecasting Model Documentation**.

3.7.2 Methodology

Analyzing traffic impacts of major highway projects such as the Mid-States Corridor require traffic forecasting models to analyze travel patterns, origin-destination (O-D) trip patterns and project benefits. The Mid-States Travel Demand Model (TDM) was developed to analyze travel patterns within the Study Area and to forecast travel between the Study Area and significant portions of Indiana, Kentucky and Tennessee. **Figure 3.7-1** shows the modeled area for the TDM (in green) as well as the Study Area (in yellow).

The TDM was developed as a three-step travel demand model. A three-step travel model is an abbreviated version of the traditional four-step travel demand model. Primary steps of a four-step travel model include: trip generation, trip distribution, mode choice, and traffic assignment. In a three-step travel model, mode choice step from the four-step model is omitted. The Study Area is nearly entirely rural. Motor vehicle transportation (truck and auto) is the overwhelmingly predominant travel mode. There is negligible use of other travel modes (e.g., walking, biking and transit). See **Appendix D – Screening of Alternatives Report, Non-Highway Alternatives Analysis Appendix**. It documents that in the Study Area passenger rail service does not exist, and bus transit is very limited.

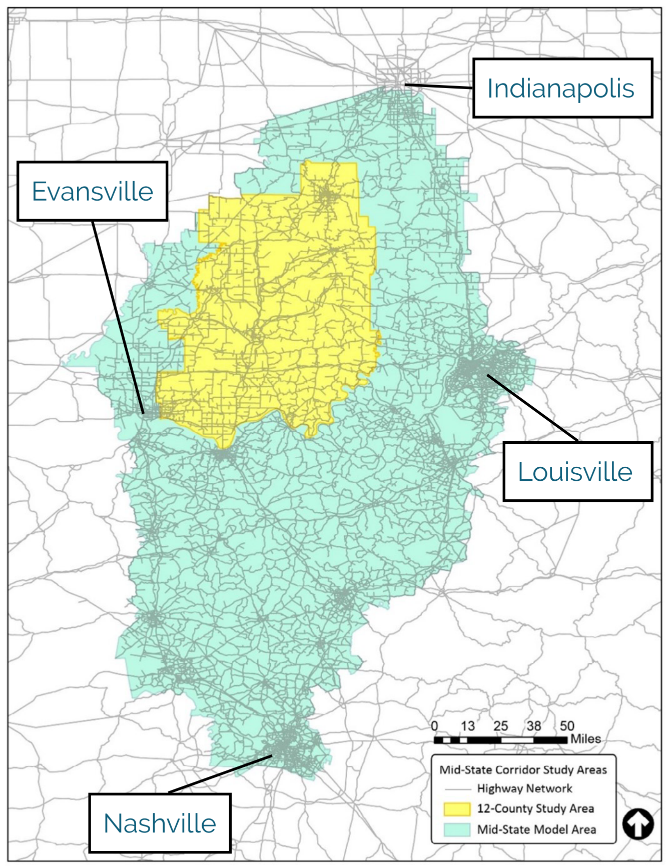

Figure 3.7-1: Mid-States Corridor TDM – Modeled Area

The TDM base year is 2017. This was the most recent year for which suitable socioeconomic data and traffic counts were available from federal and state sources. The base year model forecasts existing travel. A primary purpose for providing a base year travel model is to assess the ability of the travel model to accurately replicate travel flows (i.e., "predict the present").

The TDM forecast year is 2045. Traffic projections for the forecast (horizon) year are used to evaluate network and traffic operational conditions and to identify future capacity needs in the regional highway network. For the forecast year, a No-Build highway network is defined as the base year highway network plus committed projects. "Committed" projects are funded transportation projects programmed for construction in state DOTs' fiscally constrained transportation plans. For the TDM No-Build network, committed projects were added from the 2045 highway networks of Indiana, Kentucky and Tennessee statewide model highway networks. The 2045 horizon year model for the Evansville MPO (EMPO) and the 2040 horizon year model for the Kentuckiana Regional Planning and Development Agency (KIPDA) also were checked. Details of future year tolls and highway capacities crossing the Ohio River were added from the EMPO model.

Traffic assignment outputs from the TDM were inputs into the TREDIS software tool[1]. TREDIS calculates economic impacts, benefits and costs of proposed projects, programs and policies. TREDIS uses travel demand model forecasts for both No-Build and Build scenarios to forecast the economic impacts, including population and employment growth, of transportation projects. TREDIS forecasted induced population and employment due to increased economic activities caused by the project alternatives. This induced population and employment were added to the baseline 2045 population and employment forecasts for analysis of each alternative. The final TDM traffic assignments shown here reflect the added travel due to the induced population and employment.

3.7.3 Regional Impacts

Mid-States Corridor alternatives include a new highway within the Study Area connecting I-69 (directly or via SR 37) to the north/northwest and I-64 to the south/southeast. Major new roads will alleviate some existing congestion and increase overall regional vehicle operating speeds. These factors lead to increased vehicle miles traveled (VMT), as drivers take more frequent and longer trips. Mid-States Corridor alternatives would also divert a small amount of travel into the Study Area from other highways, though this would not be a significant differentiator of alternatives.

Table 3.7-1 shows annual VMT within the Study Area for No-Build and Build alternatives. VMT shows slight increases for all Build alternatives due to changes in trip characteristics (e.g., number of trips, trip length, etc.) as well as small increases in External-External (E-E) trips (trips with both origin and destination outside the Study Area).

Alternatives	Auto		Truck	
Routes	Annual VMT (millions)	% Change in VMT Compared to No-Build	Annual VMT (millions)	% Change in VMT Compared to No-Build
No Build	4,285	N/A	367	N/A
B Alternatives	4,310 - 4,317	0.66	371	1.10
C Alternatives	4,315 - 4,316	0.71	369 -370	0.70
M Alternatives	4,300 - 4,302	0.37	368 - 369	0.41
O Alternatives	4,309 - 4,319	0.68	368 - 370	0.54
P Alternatives	4,298 - 4,305	0.39	368 - 369	0.41

Table 3.7-1: 2045 Study Area Total VMT

3.7.4 Impacts on Major Corridors

Within the Study Area some roads will have significant impacts to their traffic volumes and operational conditions. Traffic operational conditions are typically measured by Level of Service (LOS). It is a measure of driver experience on a given roadway segment or intersection. LOS ranges from LOS A, which reflects the best operating conditions with no congestion, to LOS F which reflects forced or breakdown flow. Roadway segments with higher Volume to Capacity (V/C) ratios (greater than 0.85) within the Study Area were identified for the No-Build 2045 scenario. LOS values for these roadway segments were determined following the Highway Capacity Manual's guidelines for highways (e.g.,

1 See Appendix B – Economic Performance Measures and Methods for documentation of the TREDIS tool

two-lane and multi-lane segments). **Table 3.7-2** shows major urban[2] roadway segments within the Study Area with LOS E (traffic operations at capacity and unstable) and LOS F (breakdown flow) for urban areas for 2045 No-Build condition during PM Peak Period. It excludes roads within Monroe and Warrick counties.

Corridor	From	To	Daily Volumes (Auto + Truck)	PM LOS	Urban/Rural	County
US 231	47th St	36th St	24,700	F	Urban	Dubois
	36th St	Schuetter Rd	33,500	F	Urban	Dubois
	15th St	6th St	34,700	E	Urban	Dubois
	SR 56	Newton St	35,000	E	Urban	Dubois

Table 3.7-2: Study Area Highways With Forecasted No-Build Congestion in Year 2045

Table 3.7-3a and **Table 3.7-3b** show forecasted daily traffic volumes (AADT) for the No-Build and Build alternatives on key highways for the Super-2 and expressway facility types, respectively, of each alternative. **Table 3.7-4a** and **Table 3.7-4b** show the percentage changes in traffic on these highways for each alternative and facility type, compared to the No-Build scenario.[3]

Corridor	From	To	2045 NB	Alt B	Alt C	Alt M	Alt O	Alt P	County
I-69	US 50	SR 58	20,150	23,600	22,800	19,300	19,500	18,900	Daviess
	SR 58	US 231	17,550	20,100	20,000	16,600	16,800	16,300	Daviess
	US 231	SR 45	23,450	22,750	23,300	22,600	22,400	23,000	Greene
	SR 45	SR 37	27,600	27,400	27,600	27,400	27,200	27,700	Monroe
	SR 37	Bloomfield Rd	49,750	50,400	49,800	50,400	50,800	50,500	Monroe
SR 37	I-69	Smithville Rd	30,650	30,600	30,500	30,700	31,200	30,500	Monroe
	Smithville Rd	Monroe Lake Rd	30,300	30,000	30,200	30,500	30,900	30,200	Monroe
	Monroe Lake Rd	SR 54	29,900	29,900	29,900	30,000	30,400	29,750	Lawrence
	SR 54	US 50	31,800	32,100	32,400	33,300	32,900	32,500	Lawrence
US 231	I-69	SR 58	10,400	8,200	9,000	11,500	11,500	13,600	Daviess
	SR 58	US 50N	10,900	8,700	7,500	12,000	12,100	8,500	Martin
	US 50N	US 50S	15,500	12,950	10,500	16,200	16,200	9,300	Martin
	US 50S	SR 56	8,100	5,650	2,400	5,800	9,000	2,500	Martin
	SR 56	47th St	11,400	9,000	6,300	5,700	9,000	6,300	Dubois
	47th St	36th St	22,850	20,550	19,000	18,500	18,000	18,500	Dubois
	36th St	15th St	31,250	29,300	26,000	25,000	24,900	25,000	Dubois
	15th St	6th St	30,000	28,600	26,300	25,200	25,400	25,100	Dubois
	6th St	SR 162	19,800	18,600	15,500	14,700	15,600	14,700	Dubois
	SR 162	SR 64	16,150	14,700	11,500	10,300	11,200	10,300	Dubois
	SR 64	I-64	10,700	8,700	8,000	8,400	8,100	8,500	Dubois
I-64	SR 161	US 231	25,400	24,200	25,300	25,400	25,600	25,550	Warrick
	US 231	SR 162	28,400	29,300	27,600	27,800	27,600	28,000	Spencer
	SR 162	SR 145	30,200	30,700	30,400	29,800	29,600	30,000	Perry

Table 3.7-3a: 2045 Forecast Year Daily Traffic (AADT) on Key Highways, Super-2 Facility Type

2 Rural roads with LOS D or lower are considered congested. No rural roads in the Study Area are forecasted to be congested.
3 Chapter 5, Table 5-1 shows traffic volumes at key locations on all Build alternatives. It is included there as part of an overall comparison of key costs, benefits and impacts.

Corridor	From	To	2045 NB	Alt B	Alt C	Alt M	Alt O
I-69	US 50	SR 58	20,150	23,150	23,500	18,650	19,100
	SR 58	US 231	17,550	20,100	20,550	16,300	17,000
	US 231	SR 45	23,450	23,750	23,250	21,000	22,400
	SR 45	SR 37	27,600	27,950	27,550	26,228	27,550
	SR 37	Bloomfield Rd	49,750	50,000	49,700	49,800	50,400
SR 37	I-69	Smithville Rd	30,650	30,550	30,600	31,900	31,200
	Smithville Rd	Monroe Lake Rd	30,300	30,200	30,250	31,750	31,000
	Monroe Lake Rd	SR 54	29,900	29,800	29,900	31,450	30,600
	SR 54	US 50	31,800	32,400	32,500	33,800	33,500
US 231	I-69	SR 58	10,400	7,910	6,750	10,350	11,200
	SR 58	US 50N	10,900	8,400	7,075	11,000	11,800
	US 50N	US 50S	15,500	12,550	10,000	10,850	15,900
	US 50S	SR 56	8,100	5,400	2,100	2,700	8,900
	SR 56	47th St	11,400	8,600	6,800	5,800	9,500
	47th St	36th St	22,850	20,150	19,475	18,650	18,800
	36th St	15th St	31,250	28,800	26,350	25,450	25,400
	15th St	6th St	30,000	28,600	26,200	24,800	25,400
	6th St	SR 162	19,800	18,100	15,900	14,650	15,100
	SR 162	SR 64	16,150	13,750	11,600	10,300	10,700
	SR 64	I-64	10,700	8,600	8,200	8,000	8,300
I-64	SR 161	US 231	25,400	24,700	25,299	25,550	25,700
	US 231	SR 162	28,400	29,300	27,900	27,800	27,700
	SR 162	SR 145	30,200	30,700	30,600	30,000	29,800

Table 3.7-3b: 2045 Forecast Year Daily Traffic (AADT) on Key Highways, Expressway Facility Type

Corridor	From	To	Alt B	Alt C	Alt M	Alt O	Alt P	County
I-69	US 50	SR 58	17	13	-4	-3	-6	Daviess
	SR 58	US 231	15	14	-5	-4	-7	Daviess
	US 231	SR 45	-3	-1	-4	-4	-2	Greene
	SR 45	SR 37	-1	0	-1	-1	0	Monroe
	SR 37	Bloomfield Rd	1	0	1	2	2	Monroe
SR 37	I-69	Smithville Rd	0	0	0	2	0	Monroe
	Smithville Rd	Monroe Lake Rd	-1	0	1	2	0	Monroe
	Monroe Lake Rd	SR 54	0	0	0	2	-1	Lawrence
	SR 54	SR 58	1	2	5	3	2	Lawrence
US 231	I-69	SR 58	-21	-13	11	11	31	Daviess
	SR 58	US 50N	-20	-31	10	11	-22	Martin
	US 50N	US 50S	-16	-32	5	5	-40	Martin
	US 50S	SR 56	-30	-70	-28	11	-69	Martin
	SR 56	47th St	-21	-45	-50	-21	-45	Dubois
	47th St	36th St	-10	-17	-19	-21	-19	Dubois
	36th St	15th St	-6	-17	-20	-20	-20	Dubois
	15th St	6th St	-5	-12	-16	-15	-16	Dubois
	6th St	SR 162	-6	-22	-26	-21	-26	Dubois
	SR 162	SR 64	-9	-29	-36	-31	-36	Dubois
	SR 64	I-64	-19	-25	-21	-24	-21	Dubois
I-64	SR 161	US 231	-5	0	0	1	1	Warrick
	US 231	SR 162	3	-3	-2	-3	-1	Spencer
	SR 162	SR 145	2	1	-1	-2	-1	Perry

Table 3.7-4a: 2045 Percent Change, 2045 Forecast Year Daily Traffic (AADT) on Key Highways, Super-2 Facility Type

Corridor	From	To	Alt B	Alt C	Alt M	Alt O	Alt P	County
I-69	US 50	SR 58	15	17	-7	-5	-7	Daviess
	SR 58	US 231	15	17	-7	-3	-7	Daviess
	US 231	SR 45	1	-1	-10	-4	2	Greene
	SR 45	SR 37	1	0	-5	0	2	Monroe
	SR 37	Bloomfield Rd	1	0	0	1	1	Monroe
SR 37	I-69	Smithville Rd	0	0	4	2	0	Monroe
	Smithville Rd	Monroe Lake Rd	0	0	5	2	1	Monroe
	Monroe Lake Rd	SR 54	0	0	5	2	0	Lawrence
	SR 54	SR 58	2	2	6	5	2	Lawrence
US 231	I-69	SR 58	-24	-35	0	8	32	Daviess
	SR 58	US 50N	-23	-35	1	8	-52	Martin
	US 50N	US 50S	-19	-35	-30	3	-37	Martin
	US 50S	SR 56	-33	-74	-67	10	-69	Martin
	SR 56	47th St	-25	-40	-49	-17	-46	Dubois
	47th St	36th St	-12	-15	-18	-18	-18	Dubois
	36th St	15th St	-8	-16	-19	-19	-19	Dubois
	15th St	6th St	-5	-13	-17	-15	-17	Dubois
	6th St	SR 162	-9	-20	-26	-24	-26	Dubois
	SR 162	SR 64	-15	-28	-36	-34	-36	Dubois
	SR 64	I-64	-20	-23	-25	-22	-25	Dubois
I-64	SR 161	US 231	-3	0	1	1	1	Warrick
	US 231	SR 162	3	-2	-2	-2	-1	Spencer
	SR 162	SR 145	2	1	-1	-1	0	Perry

Table 3.7-4b: 2045 Percent Change, 2045 Forecast Year Daily Traffic (AADT) on Key Highways, Expressway Facility Type

3.7.4.1 Impacts to I-69

I-69 segments south/southwest of US 231 would be moderately affected by Alternatives B and C with traffic volumes increasing by approximately 15 percent. I-69 traffic volumes on this same segment will decrease by 3 to 7 percent for Alternatives M, O and P. These alternatives will divert some traffic from I-69 by providing shorter travel times. Also, it is not uncommon for trips to travel longer distances to use higher-classification facilities which offer higher speed travel. For I-69 segments north/northeast of US 231 to Bloomington, impacts of Mid-States alternatives are negligible for Alternatives B and C, but show moderate reductions of 4 to 10 percent for Alternatives M and O with a slight increase for Alternative P. **Figure 3.7-2** shows the shortest travel path (in minutes) between two generic zones within the Study Area for No-Build Alternative (between easter Greene County and northern Warrick County). It shows the shortest travel path includes a significant segment of I-69.

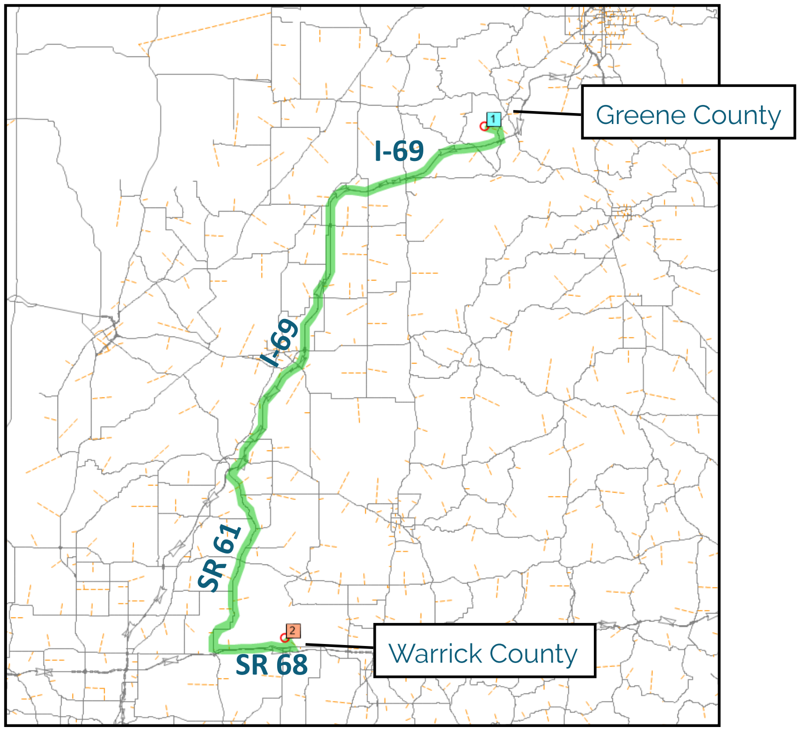

Figure 3.7-2: Shortest Travel Path between Two Selected Zones for No-Build Alternative

Figure 3.7-3 shows the shortest travel path (in minutes) for the same set of zones for Alternative P, expressway facility type. It shows the shortest travel path includes Alternative P instead of I-69.

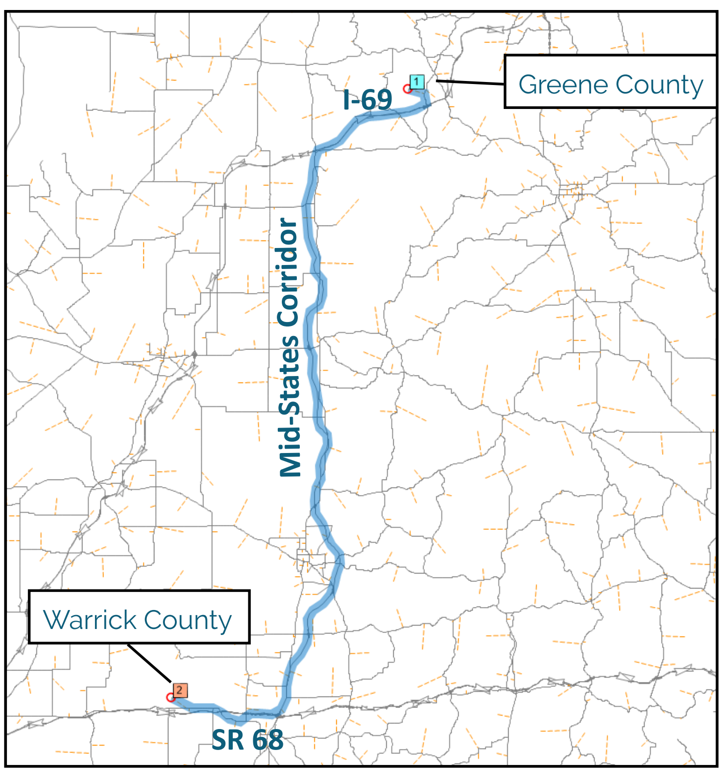

Figure 3.7-3: Shortest Travel Path between Two Selected Zones for Alternative P Expressway Facility Type

3.7.4.2 Impacts to SR 37 (Between Bloomington and Bedford)

SR 37 segments south/southeast of I-69 would have moderate increases (from 2 to 13 percent) in daily traffic volumes for Alternatives M and O. Alternatives M and O use SR 37 to connect to Bloomington from Jasper and I-64. The forecasted traffic diversions to Alternatives M and O for travel between these destinations would result in a moderate increase in traffic volumes along SR 37. There would not be any significant impacts on SR 37 for other alternatives.

3.7.4.3 Impacts to US 231

Most US 231 segments within the Study Area would see large decreases in traffic for the Build alternatives. All alternatives would reduce traffic volumes on different segments of US 231 between I-69 and I-64, with only a few segments showing slight increases. The segments showing increases are primarily associated with Alternative O. Jasper and Huntingburg are significant traffic generators/attractors in Dubois County. Mid-States Alternatives with an eastern bypass around Jasper would not only attract regional trips traveling through Jasper but also some local trips, particularly those oriented to/from eastern and southern areas in Jasper and Huntingburg. The existing local road network would connect the Mid-States Alternatives to the urbanized areas of Jasper and Huntingburg. **Figure 3.7-4** shows the shortest travel path (in minutes) from Loogootee to the commercial area at SR 162 and US 231 intersection via Alternative P, expressway facility type.

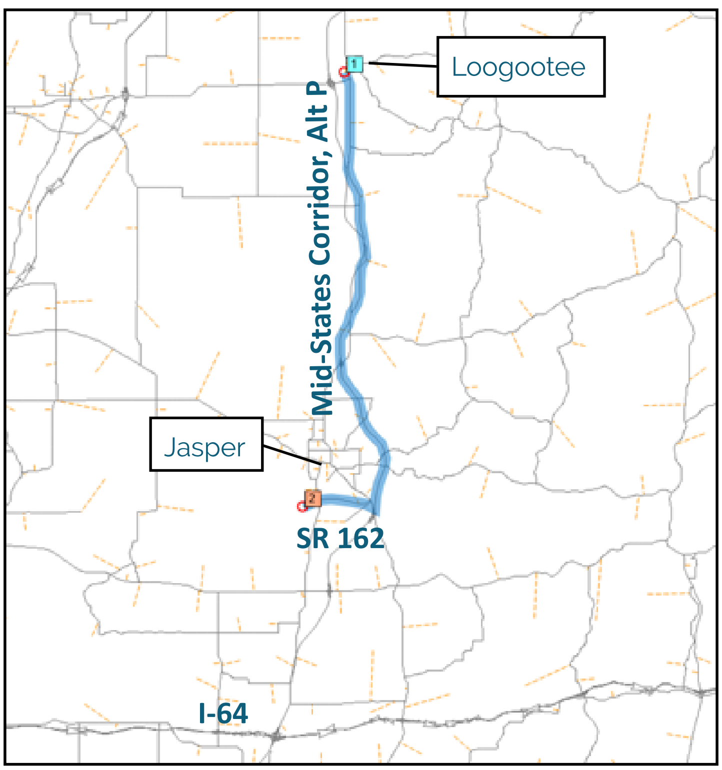

Figure 3.7-4: Shortest Travel Path Between Loogootee and Jasper/Huntingburg for Alternative P, Expressway Facility Type

Figure 3.7-4 illustrates that some traffic with origins or destinations in Jasper and Huntingburg would be diverted to Mid-States alternatives, due to travel time advantages compared with the existing US 231 route through both communities. Regional traffic which formerly used US 231 through the center of Jasper and Huntingburg to access destinations outside Dubois County also would divert to Mid-State alternatives. In addition, traffic from locations other than US 231 also is diverted to the Mid-States alternatives.

Table 3.7-5a and **Table 3.7-5b** quantifies these traffic diversions. It shows:

- Forecasted daily volumes on US 231 segments for the No-Build and each Build Alternative.
- Forecasted daily volumes on each alternative, corresponding to the US 231 segments.
- The sum of daily volumes on both US 231 and the corresponding segment of each build alternative.

Key observations include:

- **Mid-States Corridor alternatives divert significant traffic into the combined US 231/alternative corridor.** South of 47th St., combined volumes range from 20 percent to 40 percent higher than US 231 in the No-Build. This reflects diverted north-south traffic. A similar pattern is forecasted north of 47th St. for Alternatives M, O and P.
- **Midstates Corridor alternatives divert significant traffic from US 231 in Jasper and Huntingburg.** Between SR 64 in Huntingburg and 47th St. in Jasper, Alternatives M, O and P divert between 3,200 and 6,300 daily vehicles from US 231. Alternatives B and C divert between 1,200 and 4,900 from this same segment of US 231.
- **Alternatives B and C divert significant traffic from US 231 north of Jasper.** North of 47th St., US 231 volumes for Alternatives B and C are up to one-third less than in the No-Build.

Summed Volumes - Super-2 Alternatives																	
From	To	2045 NB Volumes	Alt B Volumes			Alt C Volumes			Alt M Volumes			Alt O Volumes			Alt P Volumes		
			US 231	Alt B	Total	US 231	Alt C	Total	US 231	Alt M	Total	US 231	Alt O	Total	US 231	Alt P	Total
I-69	SR 58	10,400	8,200	N/A	8,200	9,000	N/A	9,000	11,500	N/A	11,500	11,500	N/A	11,500	9,800	2,200	12,000
SR 58	US 50N	10,900	8,700	N/A	8,700	7,500	N/A	7,500	12,000	N/A	12,000	12,100	N/A	12,100	8,500	4,900	13,400
US 50N	US 50S	15,500	12,950	N/A	12,950	10,500	N/A	10,500	16,200	N/A	16,200	16,200	N/A	16,200	9,300	8,700	18,000
US 50S	SR 56	8,100	5,650	N/A	5,650	2,400	N/A	2,400	5,800	5,950	11,750	9,000	N/A	9,000	2,500	8,700	11,200
SR 56	47th St	11,400	9,000	N/A	9,000	6,300	8,000	14,300	5,700	7,900	13,600	9,000	6,850	15,850	6,300	7,950	14,250
47th St	36th St	22,850	20,550	N/A	20,550	19,000	9,500	28,500	18,500	10,100	28,600	18,000	9,950	27,950	18,500	10,200	28,700
36th St	15th St	31,250	29,300	7,750	37,050	26,000	9,200	35,200	25,000	9,500	34,500	24,900	9,950	34,850	25,000	9,600	34,600
15th St	6th St	28,400	28,600	7,750	36,350	26,300	10,100	36,400	25,200	10,500	35,700	25,400	9,950	35,350	25,100	10,700	35,800
6th St	SR 162	19,800	18,600	7,750	26,350	15,500	12,500	28,000	14,700	13,000	27,700	15,600	12,000	27,600	14,700	13,300	28,000
SR 162	SR 64	16,150	14,700	7,750	22,450	11,500	10,000	21,500	10,300	10,650	20,950	11,200	10,900	22,100	10,300	10,900	21,200
SR 64	I-64	10,700	8,700	8,700	17,400	8,000	7,000	15,000	8,400	7,300	15,700	8,100	7,600	15,700	8,500	7,550	16,050

Table 3.7-5a: 2045 Forecasted Year Daily Volumes on US 231 for Super-2 Facility Type

Summed Volumes - Expressway Alternatives																	
From	To	2045 NB Volumes	Alt B Volumes			Alt C Volumes			Alt M Volumes			Alt O Volumes			Alt P Volumes		
			US 231	Alt B	Total	US 231	Alt C	Total	US 231	Alt M	Total	US 231	Alt O	Total	US 231	Alt P	Total
I-69	SR 58	10,400	7,900	N/A	7,900	6,750	N/A	6,750	10,350	N/A	10,350	11,200	N/A	11,200	2,500	9,700	12,200
SR 58	US 50N	10,900	8,400	N/A	8,400	7,100	N/A	7,100	11,000	N/A	11,000	11,800	N/A	11,800	5,200	8,550	13,750
US 50N	US 50S	15,500	12,550	N/A	12,550	10,000	N/A	10,000	10,850	N/A	10,850	15,900	N/A	15,900	9,800	8,400	18,200
US 50S	SR 56	8,100	5,400	N/A	5,400	2,100	N/A	2,100	2,700	8,650	11,350	8,900	N/A	8,900	2,500	8,600	11,100
SR 56	47th St	11,400	8,600	N/A	8,600	6,800	8,150	14,950	5,800	8,050	13,850	9,500	5,700	15,200	6,100	8,700	14,800
47th St	36th St	22,850	20,150	N/A	20,150	19,500	8,100	27,600	18,650	8,200	26,850	18,800	8,450	27,250	18,850	8,750	27,600
36th St	15th St	31,250	28,800	7,850	36,650	26,350	8,100	34,450	25,450	8,200	33,650	25,400	8,450	33,850	25,400	8,750	34,150
15th St	6th St	28,400	28,600	7,850	36,450	26,200	8,100	34,300	24,800	8,200	33,000	25,400	8,450	33,850	24,700	8,750	33,450
6th St	SR 162	19,800	18,100	7,850	25,950	15,900	10,700	26,600	14,650	10,650	25,300	15,100	10,050	25,150	14,650	11,200	25,850
SR 162	SR 64	16,150	13,750	7,850	21,600	11,600	6,750	18,350	10,300	7,750	18,050	10,700	7,300	18,000	10,300	8,150	18,450
SR 64	I-64	10,700	8,600	8,350	16,950	8,200	5,200	13,400	8,000	6,300	14,300	8,300	5,900	14,200	8,050	6,650	14,700

Table 3.7-5b: 2045 Forecasted Year Daily Volumes on US 231 for Expressway Facility Type

3.7.4.4 Impacts to I-64

Mid-States Corridor alternatives would have insignificant impact along I-64 corridor segments within the Study Area.

3.7.5 Impacts to Major Corridors Outside the Study Area

Impacts on daily traffic volumes (AADT) along other major corridors, some outside the Study Area, also were evaluated. These include:

- I-65 between Indianapolis and Louisville
- I-65 between Louisville and Bowling Green
- I-165 between Owensboro and Bowling Green
- I-69 between Washington and Evansville
- SR 135 between Morgantown and Corydon
- SR 37 between Bedford and I-64

Table 3.7-6 shows forecasted daily traffic volumes (AADT) for the No-Build and Build alternatives along the other major corridors.

Corridor	Location	2045 NB	Alt B	Alt C	Alt M	Alt O	Alt P	State
I-65	South of I-465	113,250	113,300	112,950	113,400	113,100	113,400	IN
	South of US 31	61,200	61,350	61,450	61,400	61,400	61,300	IN
	South of I-265	99,900	99,900	99,800	99,900	99,800	99,900	IN
	South of I-264	91,700	92,200	92,300	92,300	92,300	92,300	KY
	South of I-265	88,150	88,100	88,200	88,200	88,250	88,300	KY
	North of I-165	58,600	58,600	58,600	58,600	58,600	58,600	KY
	South of I-165	63,750	63,800	63,850	63,900	63,900	63,800	KY
I-165	South of US 60	29,600	29,750	29,300	29,650	29,600	29,800	KY
	South of W KY Pkwy	21,550	21,700	21,300	21,650	21,600	21,700	KY
	South of US 231	24,650	24,800	24,550	24,600	24,600	24,600	KY
I-69	South of US 150	19,750	24,500	19,500	19,000	19,200	18,600	IN
	South of I-64	47,700	46,150	47,500	47,100	47,400	47,000	IN
	South of Lloyd Expwy	38,100	36,850	37,950	37,600	37,800	37,400	IN
SR 135	South of SR 252	6,250	6,300	6,300	6,350	6,350	6,300	IN
	North of I-64	16,650	16,650	16,700	16,600	16,550	16,600	IN
	South of I-64	33,350	33,300	33,400	33,350	33,300	33,300	IN
SR 37	South of US 50	20,000	20,000	20,000	19,900	22,100	19,950	IN
	South of SR 60	14,200	14,200	14,200	14,100	12,300	14,250	IN
	South of SR 64	4,600	4,600	4,500	4,400	4,350	4,400	IN
	North of I-64	4,500	4,550	4,400	4,400	4,250	4,450	IN

Table 3.7-6: 2045 Forecast Year Daily Traffic for Other Major Roadways

Table 3.7-7 shows the percentage changes in traffic for each alternative compared to the No-Build Scenario along the other major corridors.

Corridor	Location	Alt B	Alt C	Alt M	Alt O	Alt P	State
I-65	South of I-465	0	0	0	0	0	IN
	South of US 31	0	0	0	0	0	IN
	South of I-265	0	0	0	0	0	IN
	South of I-264	1	1	1	1	1	KY
	South of I-265	0	0	0	0	0	KY
	North of I-165	0	0	0	0	0	KY
	South of I-165	0	0	0	0	0	KY
I-165	South of US 60	1	-1	0	0	1	KY
	South of W KY Pkwy	1	-1	0	0	1	KY
	South of US 231	1	0	0	0	0	KY
I-69	South of US 150	24	-1	-4	-3	-6	IN
	South of I-64	-3	0	-1	-1	-1	IN
	South of Lloyd Expwy	-3	0	-1	-1	-2	IN
SR 135	South of SR 252	1	1	2	2	1	IN
	North of I-64	0	0	0	-1	0	IN
	South of I-64	0	0	0	0	0	IN
SR 37	South of US 50	0	0	-1	11	0	IN
	South of SR 60	0	0	-1	-13	0	IN
	South of SR 64	0	-2	-4	-5	-4	IN
	North of I-64	1	-2	-2	-6	-1	IN

Table 3.7-7: 2045 Percentage Change in 2045 Forecast Year Daily Traffic for Other Major Roadways

Changes in traffic flows on these other major roads would be small. Earlier in the Study, freeway alternatives were evaluated for the Mid-States Project. The freeway facility type for Alternative P would have resulted in a 2% decrease in truck traffic on I-65 in Louisville, and up to a 20% increase in truck traffic on I-165 between Bowling Green and Owensboro. The Mid-States Corridor expressway facility type alternatives do not offer sufficient travel time advantages to attract significant long-distance travel from other highways. Traffic flow along I-69 outside the Study Area would reduce slightly for some segments. SR 37 would experience a reduction in daily traffic for segments outside the Study Area for Alternatives O and M.

3.7.6 Summary

As illustrated by **Table 3.7-3a** through **Table 3.7-5b**, Mid-State Corridor alternatives would not cause added congestion on I-69 segments within the Study Area. All alternatives would divert traffic from US 231 segments in Dubois County. Percentage increases on SR 37 south of I-69 would be moderate for Alternatives M and O and no significant changes for rest of the alternatives. I-64 segments within the Study Area would not have any significant changes in traffic flows.