represents the best tool available to approximate current and future traffic scenarios. To calibrate the model, analysts collected information regarding existing traffic conditions: signal timing plans on connected surface streets, queue lengths, operating speeds, etc. Additional technical information about the microsimulation modeling tasks is included in **Appendix A**.

In addition to illustrating existing needs within the study area, the microsimulation model forms a baseline to test how proposed infrastructure improvement concepts would affect traffic operations.

Figure 16 presents peak hour operations along I-65 mainline for the 2020 scenario. As shown, 33% of the northbound mainline operates at LOS E or F during the AM peak. During the PM peak, operations degrade further: 55% of the corridor length operates at LOS F.
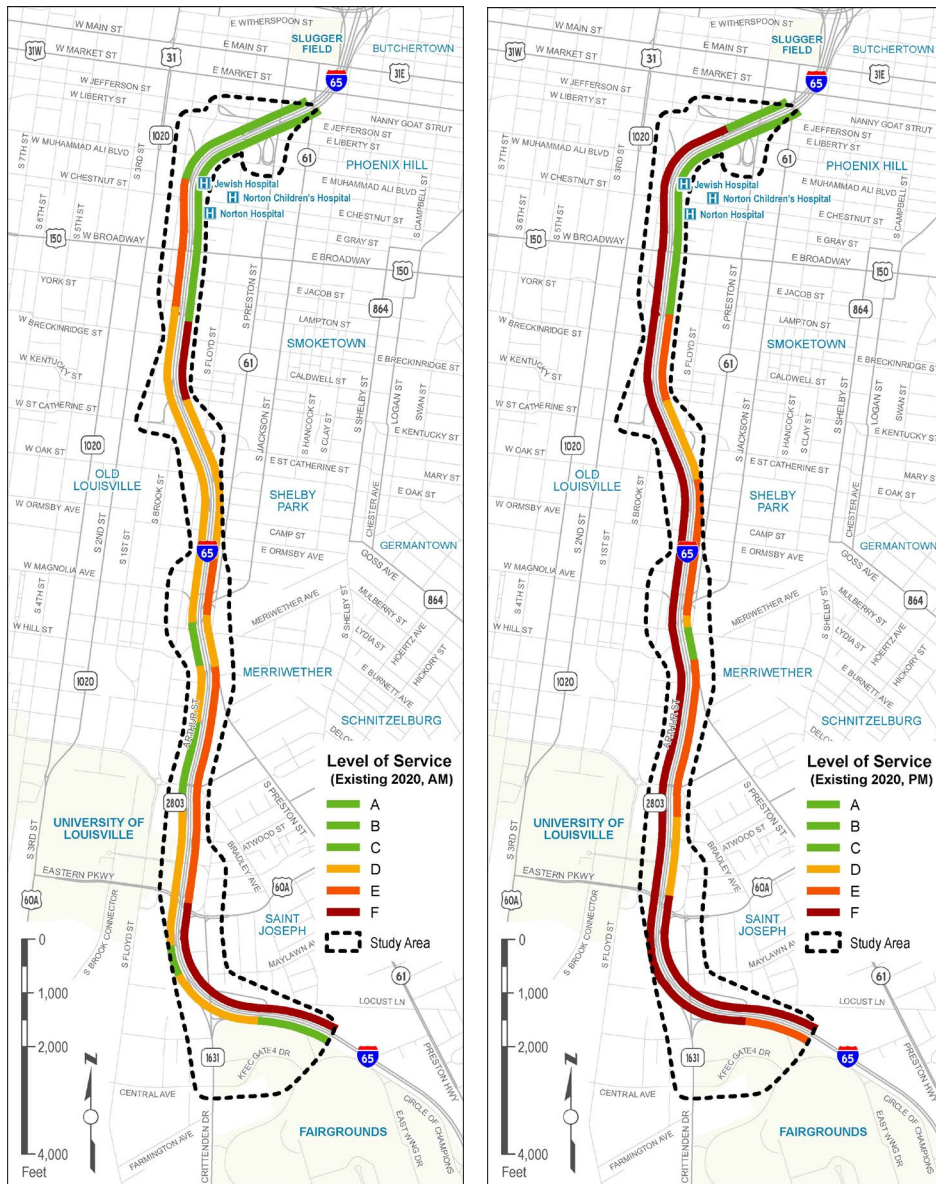

Figure 16: 2020 Existing Peak Hour LOS