

## Appendix C Traffic Projection Background and Analysis

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## **I-69 Spur, I-66 / I-65 Spur and US 60 Connection: Traffic Projection Background Data and Analysis**

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), identified I-69 (Corridor 18) as a high priority corridor on the National Highway System. The Federal Highway Administration (FHWA) later concluded (1995) that construction of I-69 from Mexico to Canada was feasible. The Corridor 18 Special Issues Study (1997) further identified a representative corridor through Kentucky that followed much of the Parkway system in western Kentucky including the Julian M. Carroll (Purchase) Parkway, the Wendell H. Ford (Western Kentucky) Parkway, and the Edward T. Breathitt (Pennyrile) Parkway. I-69 in Kentucky will extend from Fulton at the Tennessee State Line along the Purchase Parkway, I-24, Western Kentucky Parkway, and Pennyrile Parkway to Henderson before crossing the Ohio River into Indiana.

I-69 Spur is intended to link Owensboro to Henderson and I-69 via the Audubon Parkway. The Natcher Parkway will serve as the I-66/I-65 Spur following the Natcher Parkway between Bowling Green and Owensboro. A segment of US 60 in Owensboro will connect the I-69 Spur and the I-66/I-65 Spur. With these improvements, Owensboro will have interstate access to the high priority corridor I-69, I-65, and I-66, improving regional connectivity and traffic flow between Owensboro, Henderson, Madisonville, and Bowling Green.

The purpose of I-69 Spur, I-66 / I-65 Spur and US 60 Connection Planning Study is to identify improvements needed to bring the Audubon and Natcher Parkways and US 60 to current standards to become part of the interstate system in Kentucky as either the I-69 Spur or I-66 / I-65 Spur.

As part of the project, the current and future operations of the Audubon and Natcher Parkways and US 60, functioning both a parkways/expressway and an interstate, will be evaluated for the proposed interstate spur designation. The evaluation of the operational considerations include a traffic analysis of the Audubon and Natcher Parkway and US 60. Current and future traffic projections will be needed based on the parkways/expressways with and without I-69, I-65/I-65 Spur designation. The current traffic volumes for this project will be based on KYTC HIS database and traffic classification counts.

### **Natcher Parkway Annual Growth Rate Recommendation**

The available relative studies were reviewed to estimate growth rates of the parkways/expressways with the introduction of I-69 and I-66. The first studies reviewed with consideration to future traffic projection along the Natcher Parkway with and without I-66 was *Southern Kentucky Corridor (I-66) Planning Study* and *Bowling Green Outer Beltline Corridor Planning Study*. These reports were prepared for the Kentucky Transportation Cabinet by Bernardin, Lochmueller & Associates, Inc in October 2004. The purpose of I-66 Corridor Planning Study was to “identify and evaluate alternative interstate corridors, including a “no build” corridor, for the I-66 Corridor, between the William H. Natcher Parkway and the Louie B. Nunn (Cumberland) Parkway”. The purpose of the Bowling Green Outer Beltline Corridor Planning Study was to “identify and evaluate alternative freeway corridors, including a “no build” corridor for the Bowling Green Outer Beltline”. A traffic analysis was conducted to serve both of these planning studies. The traffic analysis presented findings based on three scenarios: (1) I-66 as an individual project, (2), Bowling Green Beltline as an individual project, and (2) a combined I-66 and Bowling Green Beltline project.

The projects included developing a Regional Travel Model to evaluate the traffic considerations for the three scenarios mentioned above and is a comprised of the Kentucky Statewide Traffic Model (KySTM) and the Bowling Green Transportation Plan Travel Model. The Bowling Green Transportation Plan Model was built using planning software MinuTP.

The I-66 Corridor Planning Study recommended four corridors for further consideration based on the project screening process; No-build Corridor, Corridor 10, Corridor 11, and Corridor 12. Refer to pages 56-61 of the Technical Memorandum: Traffic Analysis FINAL REPORT for I-66 corridor descriptions and traffic analyses. The Bowling Green Outer Beltline Planning Study recommended two corridors for further considerations based on the project screening process; Corridor A and Corridor B. Refer to pages 62-66 of the Technical Memorandum: Traffic Analysis FINAL Report for Bowling Green Outer Beltline corridor descriptions and traffic analyses. These corridors were combined and analyzed. The combined corridor descriptions and analyses are presented on pages 67-69 of the Technical Memorandum: Traffic Analysis FINAL Report.

The results of the traffic analyses for the combined corridors were reviewed for future traffic projections along the Natcher Parkway. The following table illustrates the study existing (Year 2000) and future (Year 2030) traffic volumes for the Natcher Parkway from I-65 in Bowling Green to US 60 in Owensboro. These volumes were developed with the Regional Travel Model in the planning study. All of the corridors, including the No-Build (Existing plus Committed-E+C) option, includes some of the programmed improvements from the KYTC 2002 and 2000 Six Year Highway Plan (See page 46 of the Technical Memorandum: Traffic Analysis FINAL REPORT). The corridors reviewed and findings in **Table 1** are based on the report recommendations. The 2010 Average Daily Traffic (ADT) are included in **Table 1** for comparison. The Annual Growth Rates (AGR) presented in **Table 1** were calculated from the Year 2000.

The options analyzed in the Technical Memorandum: Traffic Analysis FINAL REPORT were compared to the options in the I-69 Spur, I-66 / I-65 Spur and US 60 Connection Planning Study for the Natcher Parkway.

- **2030 Natcher Parkway without I-66 and without the Beltline** – 2030 Existing Plus Committed (State Data Center Scenario): Highlighted BLUE
- **2030 Natcher Parkway with I-66 and without the Beltline** – 2030 I-66 Corridor 12: Highlighted RED
- **2030 Natcher Parkway without I-66 and with the Beltline** – 2030 Outer Beltline B: Highlighted YELLOW
- **2030 Natcher Parkway with I-66 and with the Beltline** – 2030 Corridor 11 or 12 with Beltline A: Highlighted GREEN

**Table 2** illustrates the future traffic projections for the Natcher Parkway based on the growth rates used in the Technical Memorandum: Traffic Analysis FINAL REPORT. **Figures 1** through **5** show the traffic segments along the Natcher Parkway.

Annual Daily Traffic (ADT) & Annual Growth Rate (AGR) - Natcher Pwky										
Year / Corridor Option	SEGMENT 1 I-65 to US 31W		SEGMENT 2 US 31W to US 68		SEGMENT 3 US 68 to US 231		SEGMENT 4-5 US 231 to US 231 (KY 79)			
	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT		AGR 2000	
2000 Existing - Planning Study	13,600	-	13,800	-	7,820	-	8,490		-	
2010 (KTC Traffic Counts)	19,500	3.67%	19,100	3.30%	12,200	4.55%	11,100		2.72%	
2030 Existing Plus Committed (KY Statewide Traffic Model)	40,997	3.75%	37,810	3.42%	21,838	3.48%	17,155		2.37%	
2030 Existing Plus Committed (State Data Center Scenario)	47,779	4.28%	42,762	3.84%	24,267	3.85%	19,204		2.76%	
2030 I-66 Corridor 12	49,569	4.41%	44,399	3.97%	25,678	4.04%	20,883		3.05%	

Year / Corridor Option	SEGMENT 1 I-65 to US 31W		SEGMENT 2 US 31W to US 68		SEGMENT 3 US 68 to US 231		SEGMENT 4 US 231 to Beltline		SEGMENT 5 Beltline to US 231 (KY 79)	
	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000
2030 I-66 Corridor 10	44,147	4.00%	39,459	3.56%	22,583	3.60%	13,608	1.58%	22,922	3.37%
2030 I-66 Corridor 11	43,268	3.93%	39,335	3.55%	24,134	3.83%	13,391	1.53%	24,258	3.56%
2030 Outer Beltline A	44,168	4.00%	40,421	3.65%	24,560	3.89%	13,425	1.54%	23,827	3.50%
2030 Outer Beltline B	45,124	4.08%	40,047	3.62%	23,033	3.67%	13,640	1.59%	22,440	3.29%
2030 Corridor 10 w/ Beltline B	45,124	4.08%	40,047	3.62%	23,033	3.67%	13,640	1.59%	22,440	3.29%
2030 Corridor 11 or 12 w/ Beltline A	44,168	4.00%	40,421	3.65%	24,560	3.89%	13,425	1.54%	23,827	3.50%

Year / Corridor Option	SEGMENT 6 US 231 (KY 79) to KY 70		SEGMENT 7 KY 70 to US 231		SEGMENT 8 US 231 to WK Pwky		SEGMENT 9 WK Pwky to KY 69		SEGMENT 10 KY 69 to US 60 Bypass	
	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000
2000 Existing - Planning Study	9,980	-	9,280	-	7,010	-	6,510	-	5,520	-
2010 (KTC Traffic Counts)	10,900	0.89%	8,840	-0.48%	7,450	0.61%	8,540	2.75%	9,580	5.67%
2030 Existing Plus Committed (KY Statewide Traffic Model)	14,437	1.24%	12,985	1.13%	12,040	1.82%	12,552	2.21%	11,464	2.47%
2030 Existing Plus Committed (State Data Center Scenario)	15,902	1.56%	14,159	1.42%	13,897	2.31%	14,498	2.70%	13,308	2.98%
2030 I-66 Corridor 12	17,595	1.91%	15,850	1.80%	15,699	2.72%	14,322	2.66%	13,058	2.91%

Year / Corridor Option	SEGMENT 6 US 231 (KY 79) to KY 70		SEGMENT 7 KY 70 to US 231		SEGMENT 8 US 231 to WK Pwky		SEGMENT 9 WK Pwky to KY 69		SEGMENT 10 KY 69 to US 60 Bypass	
	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000	ADT	AGR 2000
2030 I-66 Corridor 10	18,834	2.14%	16,656	1.97%	16,263	2.84%	14,611	2.73%	13,309	2.98%
2030 I-66 Corridor 11	19,030	2.17%	16,789	2.00%	16,382	2.87%	14,666	2.74%	13,316	2.98%
2030 Outer Beltline A	18,598	2.10%	16,345	1.90%	15,926	2.77%	14,381	2.68%	13,058	2.91%
2030 Outer Beltline B	18,418	2.06%	16,233	1.88%	15,842	2.76%	14,358	2.67%	13,057	2.91%
2030 Corridor 10 w/ Beltline B	18,418	2.06%	16,233	1.88%	15,842	2.76%	14,358	2.67%	13,057	2.91%
2030 Corridor 11 or 12 w/ Beltline A	18,598	2.10%	16,345	1.90%	15,926	2.77%	14,381	2.68%	13,058	2.91%

**Table 1 Natcher Parkway Annual Daily Traffic and Annual Growth Rates – Data from Technical Memorandum: Traffic Analysis FINAL REPORT 2004**

Annual Daily Traffic (ADT) & Annual Growth Rate (AGR) - Natcher Pwky										
Year / Corridor Option	SEGMENT 1 I-65 to US 31W		SEGMENT 2 US 31W to US 68		SEGMENT 3 US 68 to US 231		SEGMENT 4-5 US 231 to US 231 (KY 79)			
	ADT	AGR	ADT	AGR	ADT	AGR	ADT		AGR	
2010 Existing (KTC Traffic Counts)	19,500	-	19,100	-	12,200	-	11,100		-	
2040 Natcher Parkway without I-66 and without Beltline	68,600	4.28%	59,200	3.84%	37,900	3.85%	25,200		2.76%	
2040 Natcher Parkway with I-66 and without Beltline	71,100	4.41%	61,500	3.97%	40,100	4.04%	27,400		3.05%	
Year / Corridor Option	SEGMENT 1 I-65 to US 31W		SEGMENT 2 US 31W to US 68		SEGMENT 3 US 68 to US 231		SEGMENT 4 US 231 to Beltline		SEGMENT 5 Beltline to US 231 (KY 79)	
	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR
2040 Natcher Parkway without I-66 and with Beltline	64,700	4.08%	55,500	3.62%	36,000	3.67%	17,900	1.59%	29,400	3.29%
2040 Natcher Parkway with I-66 and with Beltline	63,400	4.00%	56,000	3.65%	38,400	3.89%	17,600	1.54%	31,200	3.50%
Year / Corridor Option	SEGMENT 6 US 231 (KY 79) to KY 70		SEGMENT 7 KY 70 to US 231		SEGMENT 8 US 231 to WK Pwky		SEGMENT 9 WK Pwky to KY 69		SEGMENT 10 KY 69 to US 60 Bypass	
	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR
2010 Existing (KTC Traffic Counts)	10,900	-	8,840	-	7,450	-	8,540	-	9,580	-
2040 Natcher Parkway without I-66 and without Beltline	17,400	1.56%	13,500	1.42%	14,800	2.31%	19,100	2.70%	23,100	2.98%
2040 Natcher Parkway with I-66 and without Beltline	19,300	1.91%	15,100	1.80%	16,700	2.72%	18,800	2.66%	22,700	2.91%
Year / Corridor Option	SEGMENT 6 US 231 (KY 79) to KY 70		SEGMENT 7 KY 70 to US 231		SEGMENT 8 US 231 to WK Pwky		SEGMENT 9 WK Pwky to KY 69		SEGMENT 10 KY 69 to US 60 Bypass	
	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR
2040 Natcher Parkway without I-66 and with Beltline	18,200	2.06%	14,100	1.88%	14,700	2.76%	16,600	2.67%	19,700	2.91%
2040 Natcher Parkway with I-66 and with Beltline	18,400	2.10%	14,200	1.90%	14,800	2.77%	16,600	2.68%	19,700	2.91%

**Table 2 Natcher Parkway - Calculated Annual Daily Traffic and Annual Growth Rates (based on data from Technical Memorandum: Traffic Analysis FINAL REPORT 2004)**

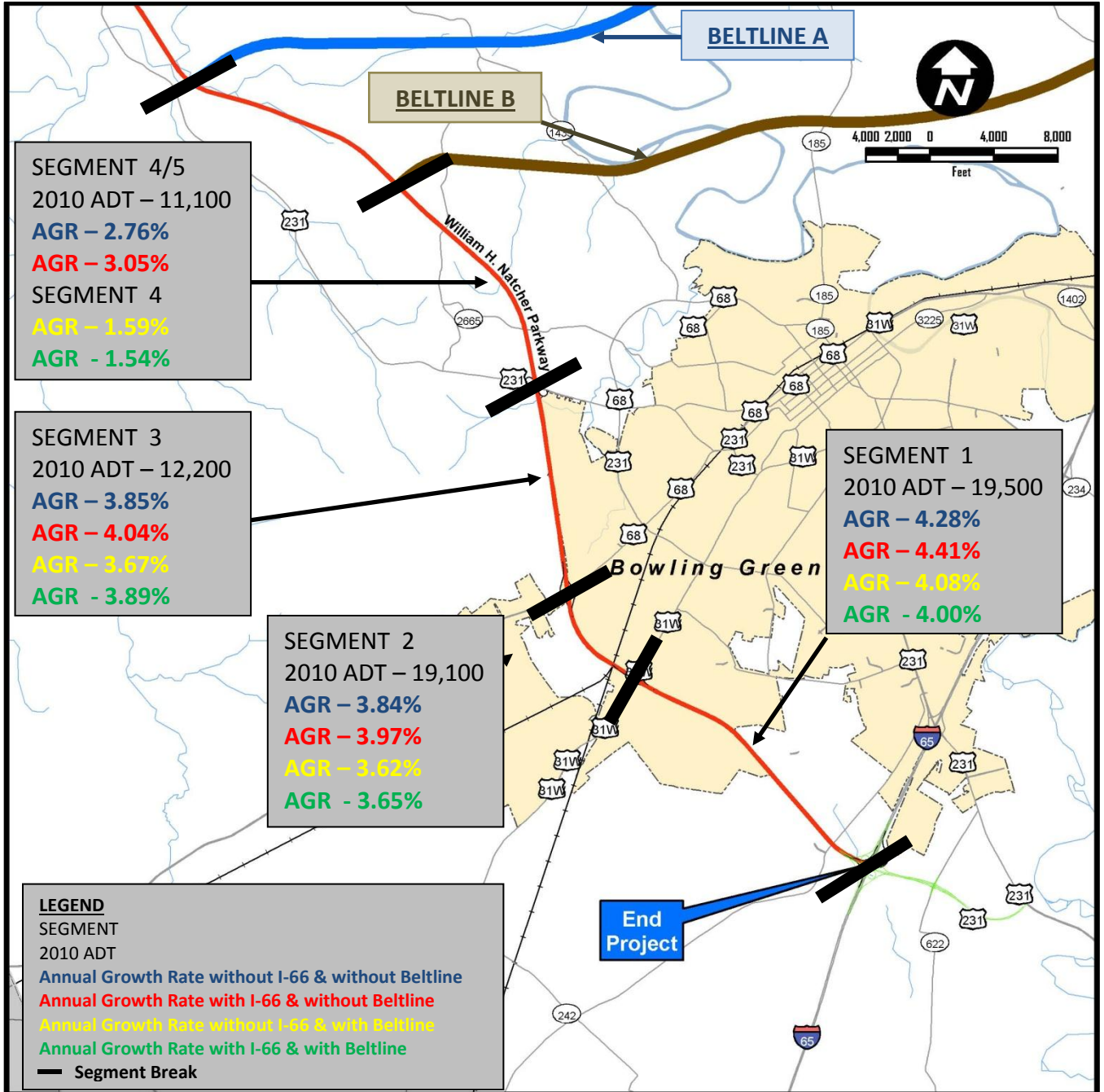


Figure 1 Natcher Parkway Segments 1 through 4/5 and Annual Growth Rates based on Technical Memorandum: Traffic Analysis FINAL REPORT 2004

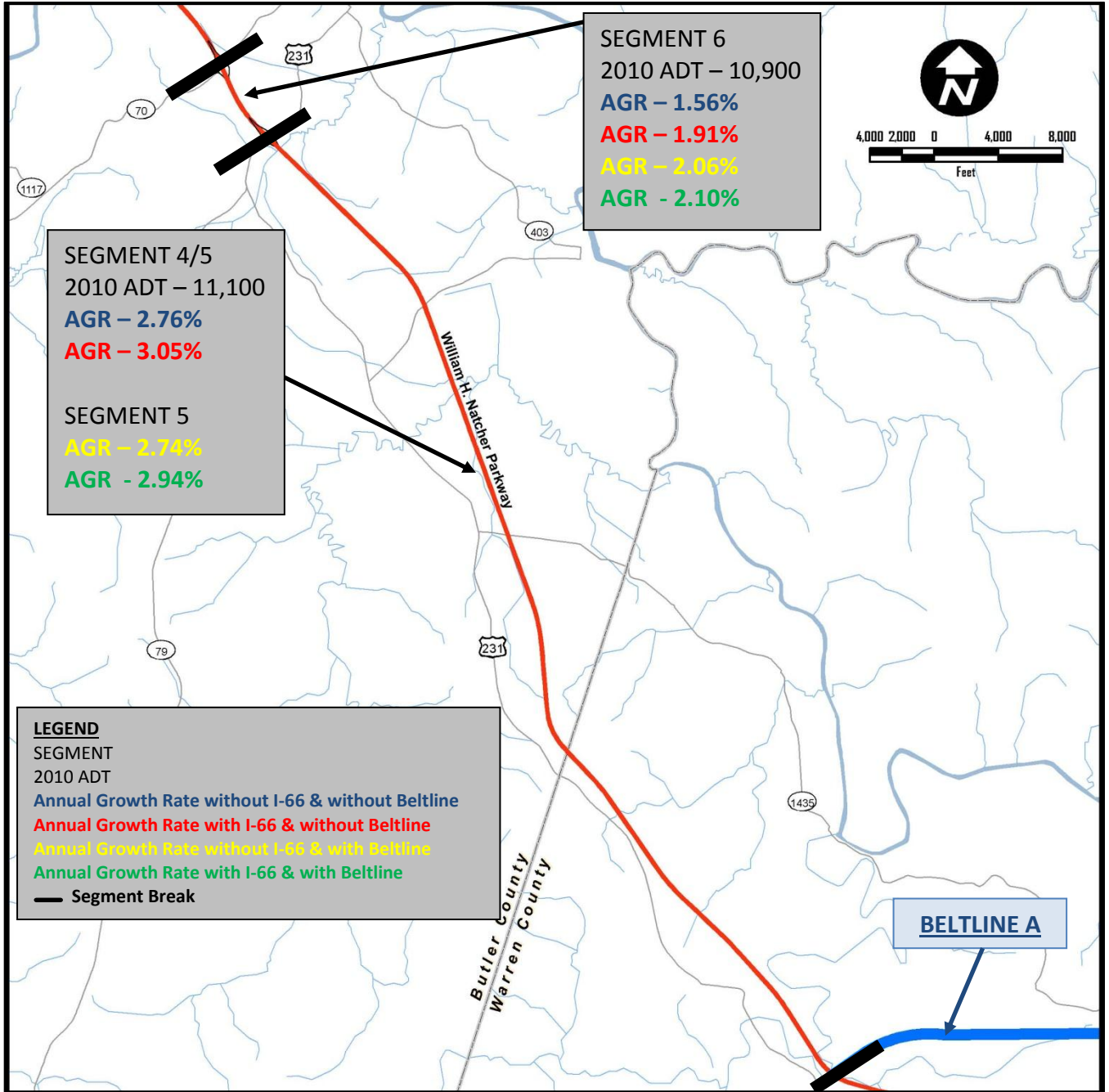


Figure 2 Natcher Parkway Segments 4/5 & 6 and Annual Growth Rates based on Technical Memorandum:  
 Traffic Analysis FINAL REPORT 2004



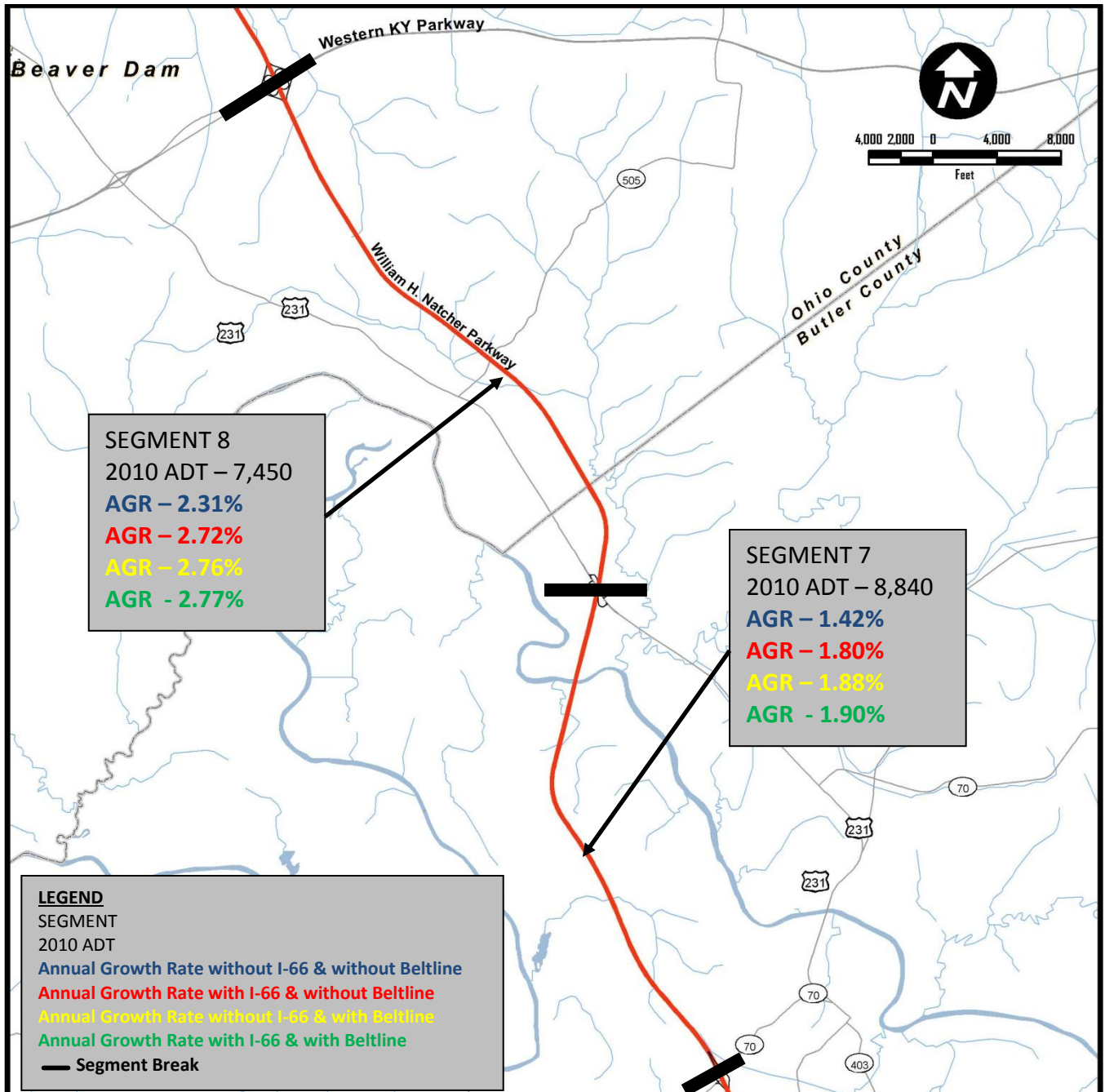


Figure 3 Natcher Parkway – Segments 7 & 8 and Annual Growth Rates based on Technical Memorandum:  
 Traffic Analysis FINAL REPORT 2004

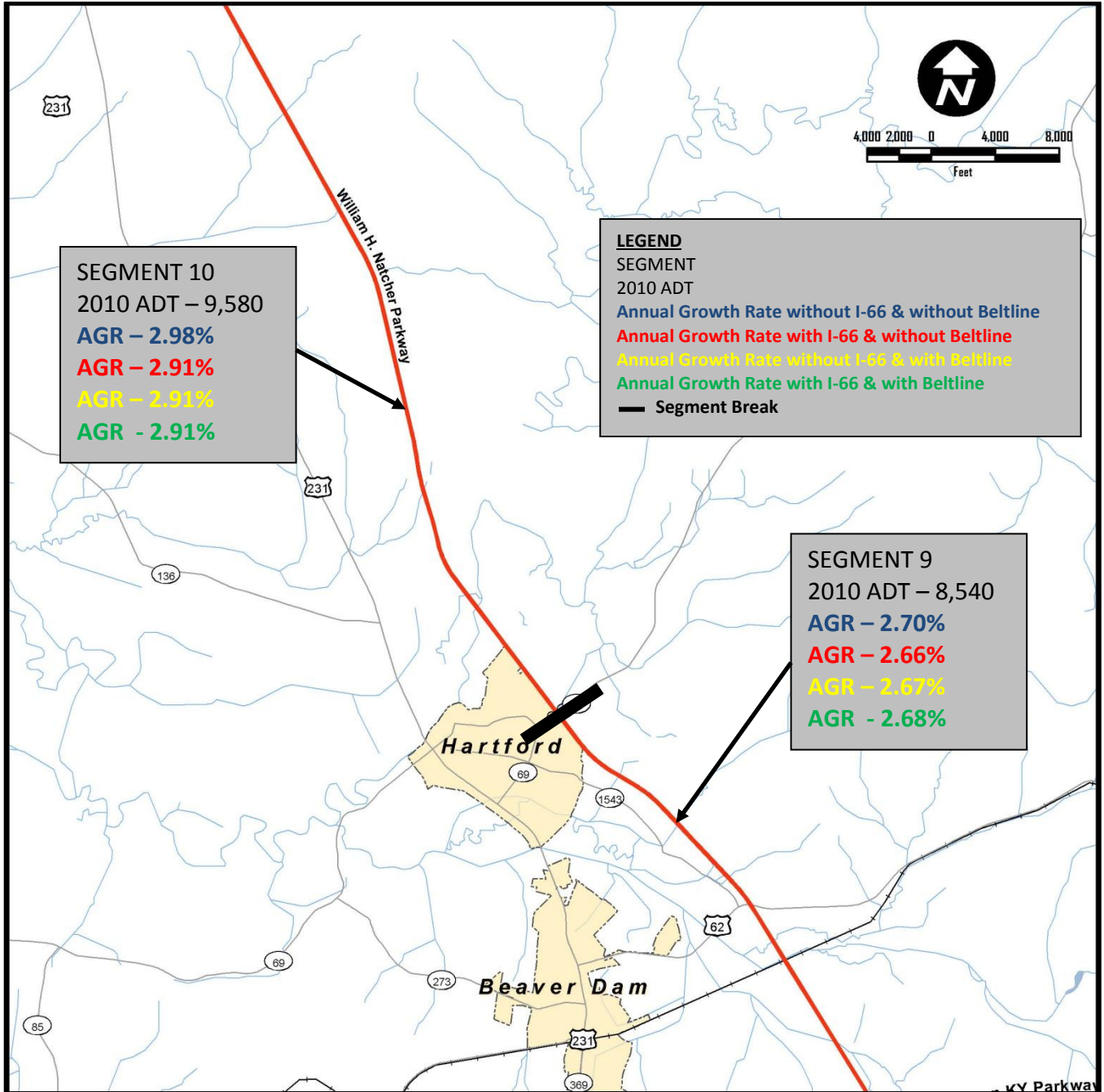


Figure 4 Natcher Parkway – Segments 9 & 10 and Annual Growth Rates based on Technical Memorandum:  
 Traffic Analysis FINAL REPORT 2004

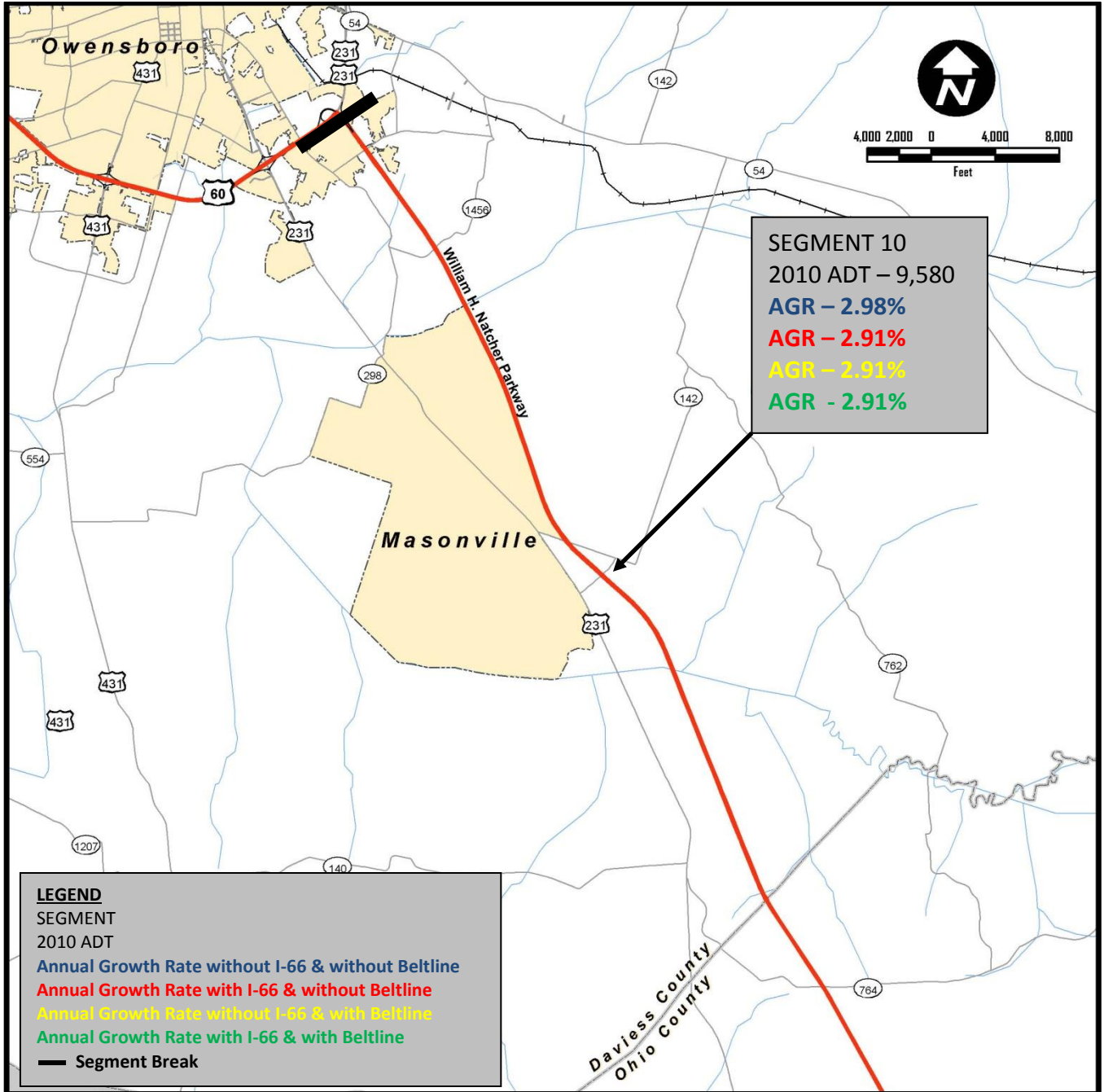


Figure 5 Natcher Parkway – Segment 10 and Annual Growth Rates based on Technical Memorandum: Traffic Analysis FINAL REPORT 2004)

It is shown that the annual growth rates calculated from the YR 2000 traffic volumes to YR 2010 along the Natcher Parkway are close to the annual growth rates projected for the 2030 Existing Plus Committed (KY Statewide Traffic Model) and 2030 Existing Plus Committed (State Data Center Scenario) in the Technical Memorandum: Traffic Analysis FINAL REPORT. With the exception of Segments 3 and 10, the calculated annual growth rates are slightly less than the projected annual growth rates.

Since the time of the Technical Memorandum: Traffic Analysis FINAL REPORT publication the Kentucky Transportation Cabinet have updated their statewide traffic models with newer software and data. The growth rates developed in the report were based on a 1997 traffic model. Also since the time of the publication, the economy and job growth has not grown at the rate which was modeled in the report. **Table 3** illustrates the historical ADT volumes for the Natcher Parkway by segment of study. Based on this information and YR 2000-2010 calculated annual growth rates the annual growth rates and future traffic volumes for the Natcher Parkway are recommended for the I-69 Spur, I-66 / I-65 Spur and US 60 Connection Planning Study in **Table 4** and shown in **Figures 6-10**.

HISTORICAL ANNUAL DAILY TRAFFIC									
NATCHER PARKWAY									
SEGMENT	1	2	3	4-5	6	7	8	9	10
YEAR	I-65 to US 31W	US 31W to US 68	US 68 to US 231	US 231 to US 231(KY 79)	US 231(KY 79) to KY 70	KY 70 to US 231	US 231 to WK Pkwy	WK Pkwy to KY 69	KY 69 to US 60
2011 <sup>1</sup>	20,200	19,100	11,900	11,300	11,300	8,720	7,830	7,790	8,900
2010	19,500	19,100	12,200	11,100	10,900	8,840	7,450	8,540	9,580
2009	18,200	16,900	10,900	10,100	10,500	8,410	7,650	7,660	8,970
2008	22,200	17,300	11,100	10,200	10,100	7,790		6,500	8,400
2007	19,300	18,500	11,200	10,400	10,700	8,420	7,380	6,530	6,400
2006	17,100	17,400	11,200	10,100	9,860	6,600	6,770	5,510	6,270
2005	15,700	16,900	9,220	9,060	9,590	6,240	6,670	5,260	5,890
2004	17,300	16,800	9,600	10,300	9,500	7,200	6,830	5,080	6,230
2003	15,200	15,200	8,010	9,100		6,800	5,600	5,130	5,940
2002	14,300					8,420			
2001	15,100	13,400	7,850	9,340	7,410	6,650	7,010	6,020	6,370
2000	13,600	13,800	7,820	8,490	9,980	9,280		6,510	5,520
1999		13,700	8,450	10,400	6,090	6,090		7,970	9,460
1998	12,600	12,300	5,520	7,470	7,660	7,660	6,180	4,760	5,660
1997	10,700	11,300	7,120	8,850	5,360	5,360	6,330	6,230	
1996	12,600	12,100	6,890	6,140	4,670	4,670	7,020	5,770	6,260
1995	7,850	12,100	6,670	4,800	4,820	4,820		5,080	6,680
1994	9,090	10,500	6,280		4,540	4,540	4,530	4,860	3,370
1993		10,500	5,880		4,280	4,280	4,280	4,610	5,250
1992					4,020	4,020	4,060	4,640	
1991	7,330	7,900	5,260	4,780	3,790	3,790	3,830	4,170	
1990		7,870	5,160	4,860	3,460	3,460	3,760	4,000	

<sup>1</sup> Computer Estimate

**Table 3 Natcher Parkway – Historical Annual Daily Traffic Volumes**

Natcher Parkway Annual Growth Rate & Average Daily Traffic										
	SEGMENT 1 I-65 to US 31W		SEGMENT 2 US 31W to US 68		SEGMENT 3 US 68 to US 231		SEGMENT 4-5 US 231 to US 231 (KY 79)			
	ADT	AGR	ADT	AGR	ADT	AGR	ADT		AGR	
2010 Existing (KTC Traffic Counts)	19,500	-	19,100	-	12,200	-	11,100		-	
2040 Without I-69, I-66/I-65 Spur	48,800	3.1%	45,100	2.9%	30,500	3.1%	22,000		2.3%	
2040 With I-69, I-66/I65 Spur	56,400	3.6%	52,100	3.4%	33,300	3.4%	24,000		2.6%	
	SEGMENT 6 US 231 (KY 79) to KY 70		SEGMENT 7 KY 70 to US 231		SEGMENT 8 US 231 to WK Pwky		SEGMENT 9 WK Pwky to KY 69		SEGMENT 10 KY 69 to US 60 Bypass	
	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR
2010 Existing (KTC Traffic Counts)	10,900	-	8,840	-	7,450	-	8,540		-	
2040 Without I-69, I-66/I-65 Spur	14,700	1.0%	11,600	0.9%	11,000	1.3%	16,900		2.3%	
2040 With I-69, I-66/I65 Spur	16,100	1.3%	12,300	1.1%	11,000	1.3%	16,900		2.3%	

**Table 4 Natcher Parkway – Recommended Annual Growth Rates and projected Annual Daily Traffic Volumes**



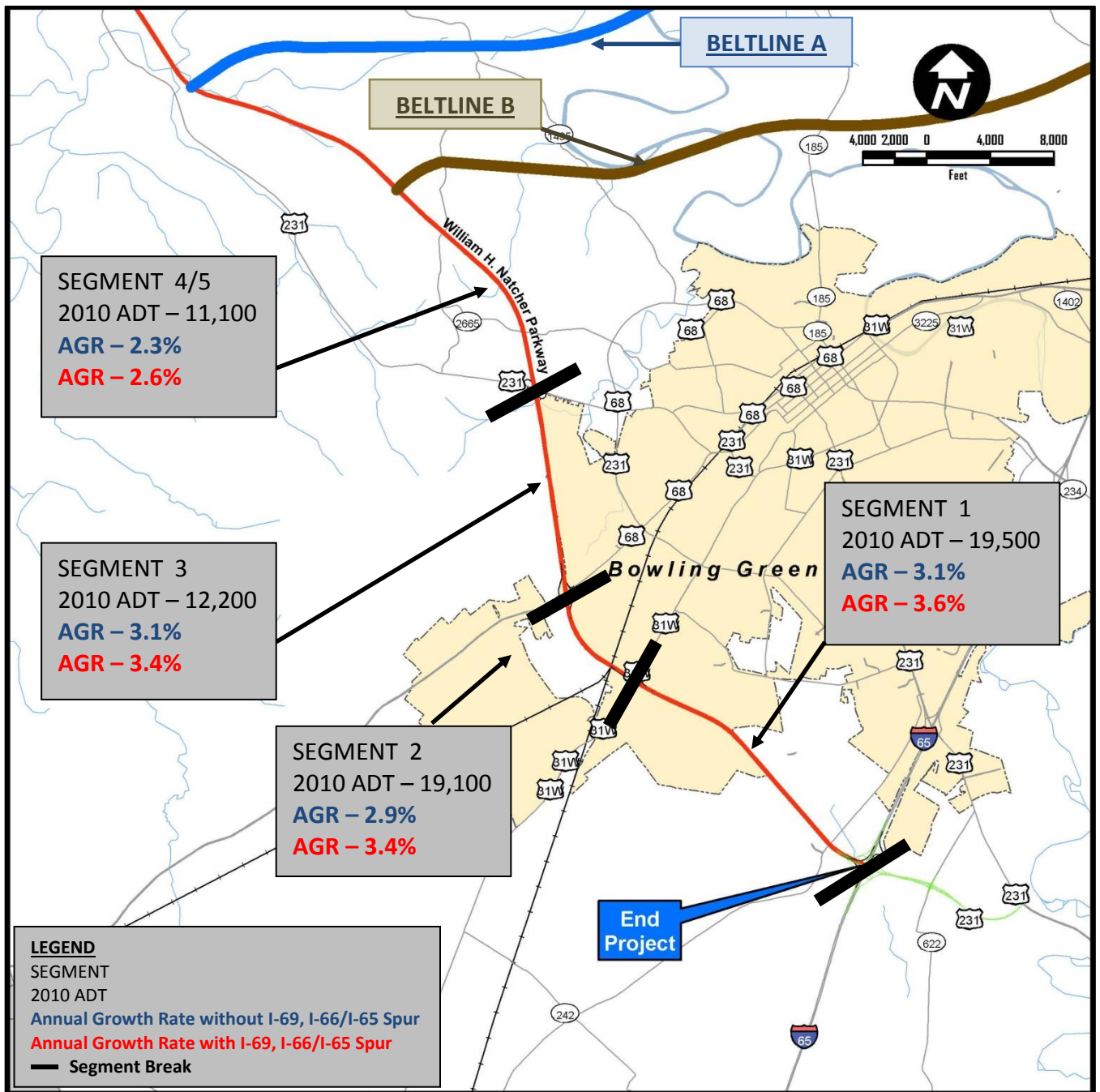


Figure 6 Natcher Parkway Segments 1 through 4/5 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study

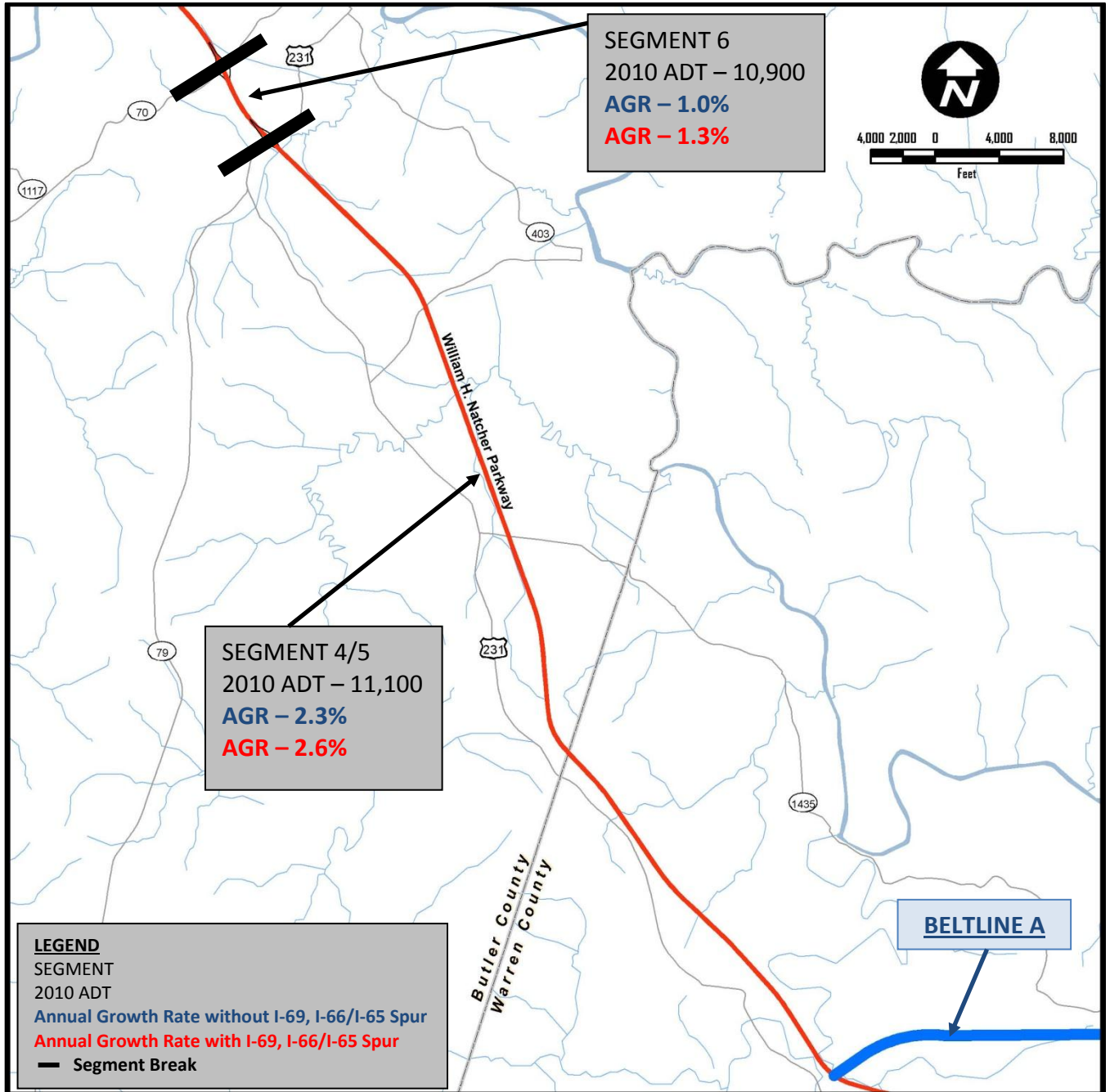


Figure 7 Natcher Parkway Segments 4/5 & 6 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study

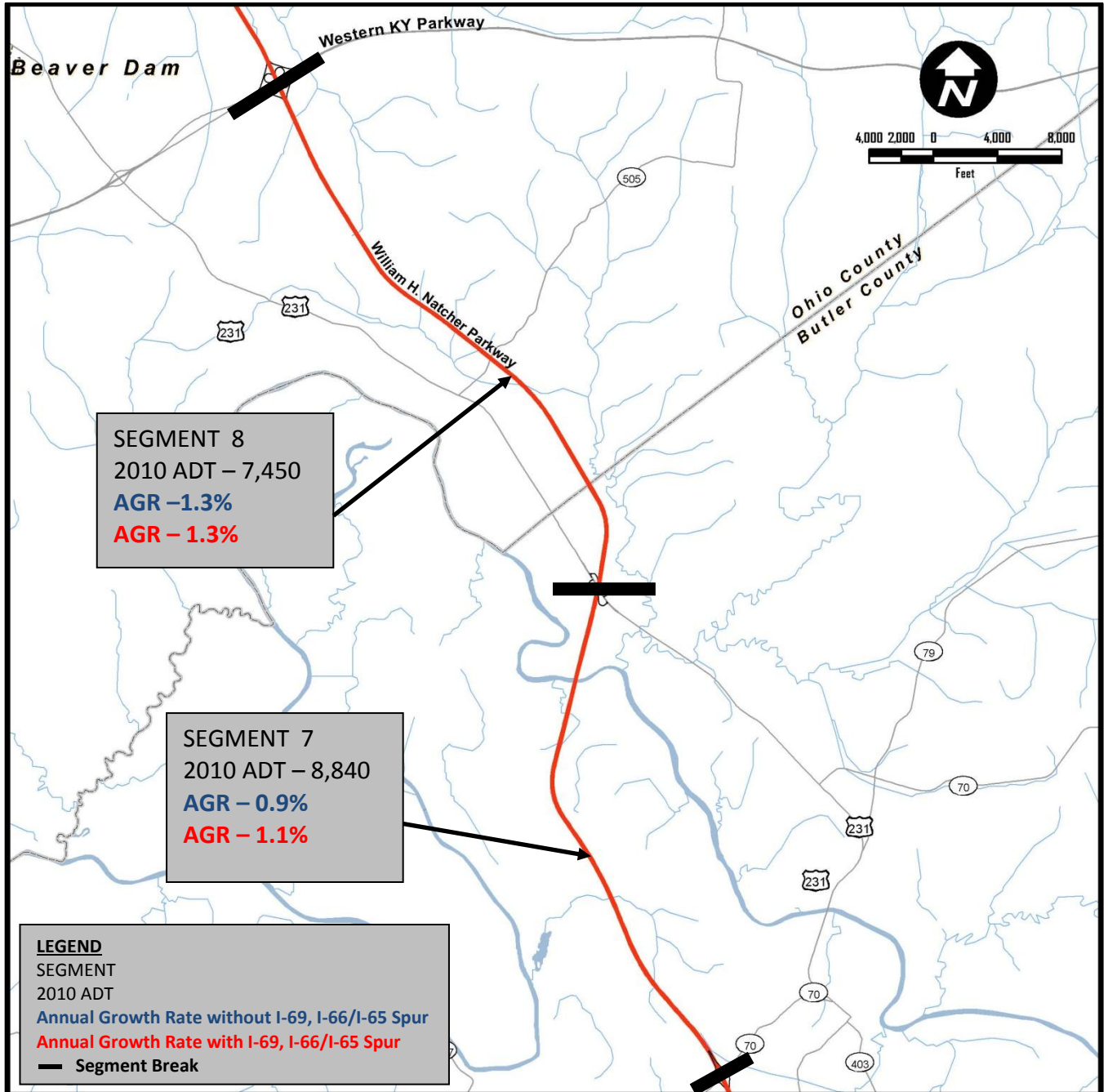


Figure 8 Natcher Parkway – Segments 7 & 8 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study



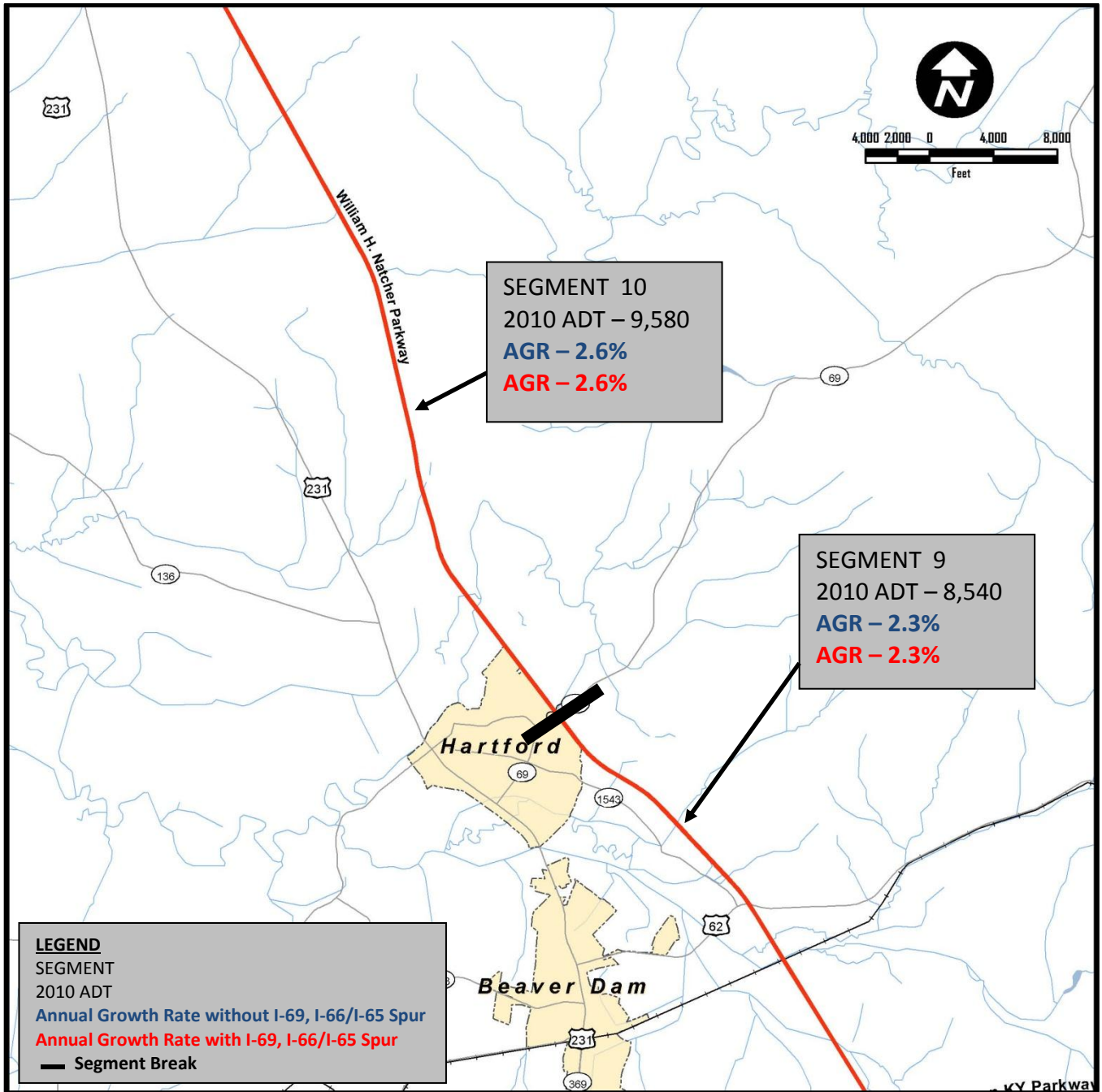


Figure 9 Natcher Parkway – Segments 9 & 10 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study

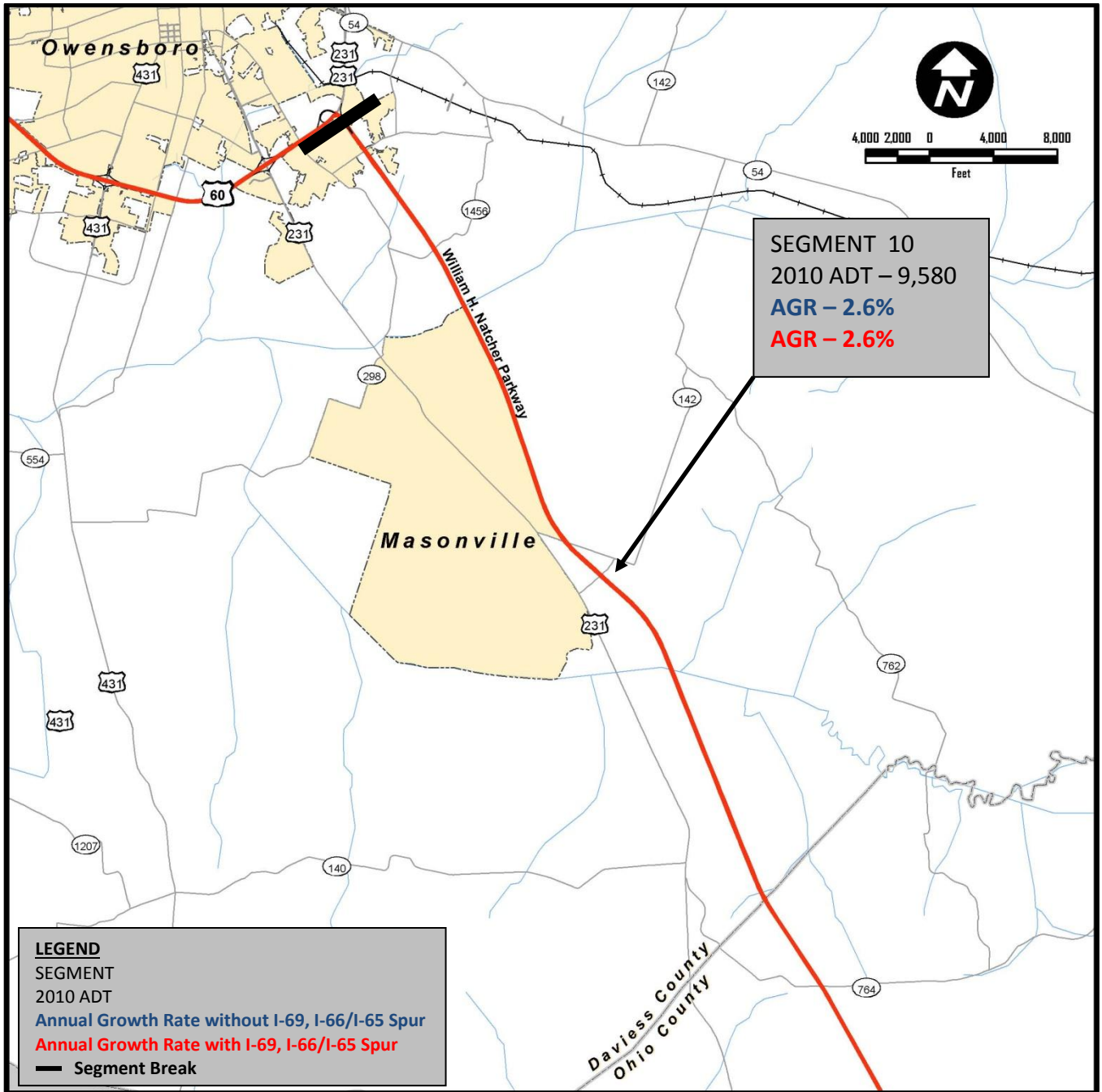


Figure 10 Natcher Parkway – Segment 10 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study

**US 60 Annual Growth Rate Recommendation**

Currently there are not any studies for US 60 related to traffic projections with consideration to I-66 or I-69. The historical ADT for US 60 was collected and evaluated. **Table 5** illustrates the historical ADT volumes for the US 60 by segment of study. The estimated traffic projections for the I-69 Spur, I-66 / I-65 Spur and US 60 Connection Planning Study are provided below in **Table 6**.

HISTORICAL ANNUAL DAILY TRAFFIC					
US 60					
SEGMENT	11	12	13	14	15
YEAR	US 231 to Natcher Pkwy	US 431 to US 231	Carter Rd to US 431	KY 81 to Carter Rd	Audubon Pkwy to KY 81
2011 <sup>1</sup>	27,900	32,400	25,400	19,100	19,200
2010	27,200	31,900	25,100	19,000	18,000
2009					
2008	24,600				
2007			25,100	22,100	20,400
2006		29,600		20,600	
2005	28,200	30,400		15,800	
2004		27,700	22,700	20,800	19,100
2003		27,100			
2002	25,200	27,000			
2001		24,000	17,500	17,200	17,200
2000		26,400			
1999	22,000	27,100			
1998		26,600	14,200	13,400	13,400
1997		25,300			
1996	21,900	24,600		12,700	12,700
1995		24,900	13,200		
1994		19,600			
1993		22,300			
1992	19,300	23,700	14,900	14,300	14,300
1991		18,000			
1990					

<sup>1</sup> Computer Estimate

**Table 5 US 60– Historical Annual Daily Traffic Volumes**

	US 60 Annual Growth Rate & Average Daily Traffic									
	SEGMENT 11 US 231-KY 2155 to Natcher Pkwy		SEGMENT 12 US 431 to US 231-KY 2155		SEGMENT 13 KY 2698 (Carter Road) to US 431		SEGMENT 14 KY 81 to KY 2695 (Carter Road)		SEGMENT 15 Audubon Pkwy to KY 81	
	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR
2010 Existing (KTC Traffic Counts)	27,200	-	31,900	-	25,100	-	19,000	-	18,000	-
2040 Without I-69, I-66/I-65 Spur	46,500	1.8%	49,900	1.5%	49,700	2.3%	37,600	2.3%	34,600	2.2%
2040 With I-69, I-66/I65 Spur	50,800	2.1%	54,500	1.8%	52,700	2.5%	39,900	2.5%	36,700	2.4%

**Table 6 US 60 Recommended Annual Growth Rates and projected Average Daily Traffic Volumes**

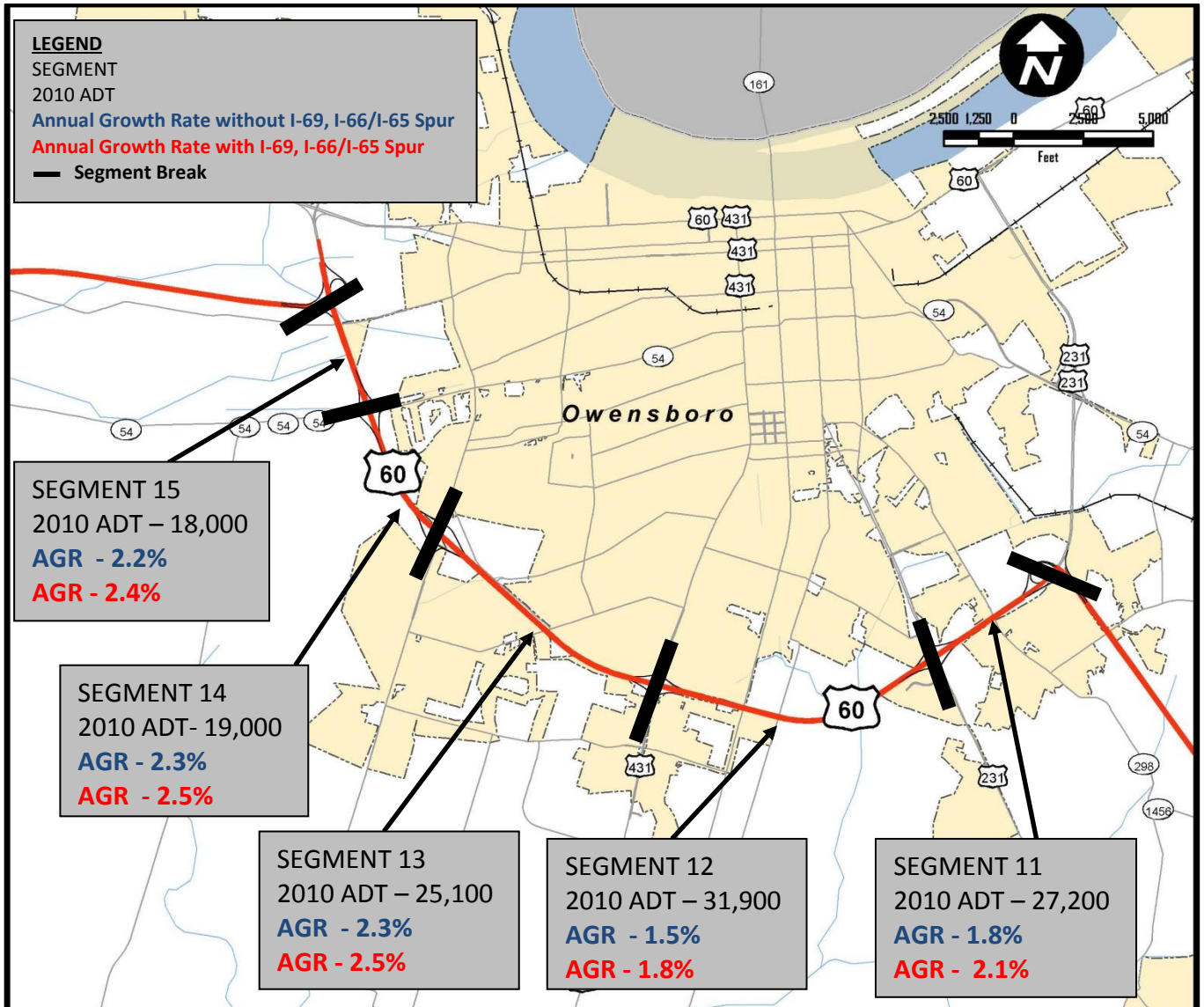


Figure 11 US 60 – Segments 11 through 15 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study

**Audubon Parkway Annual Growth Rate Recommendation**

Currently there are not any studies for the Audubon Parkway related to traffic projections with consideration to I-66 or I-69. The historical ADT (**Table 7**) for the Audubon Parkway was collected and evaluated. The estimated traffic projections for the I-69 Spur, I-66 / I-65 Spur and US 60 Connection Planning Study are provided below in **Table 8**. The I-69 Strategic Corridor Planning Study Overview of Existing Conditions – Edward T. Breathitt (Pennyriple) and Wendell H. Ford (Western Kentucky) Parkway- was reviewed with consideration to traffic projections because of the geographical location of project. The study reports the existing conditions of the Wendell H. Ford and Edward T. Breathitt Parkways from Eddyville to Henderson. The northern terminus in Henderson on the Edward T. Breathitt Parkway is at KY 425 (Henderson Bypass), just south of the Audubon Parkway.

<b>HISTORICAL ANNUAL DAILY TRAFFIC</b>				
<b>AUDUBON PARKWAY</b>				
<b>SEGMENT</b>	16	17	18	19
<b>YEAR</b>	KY 1554 to US 60	KY 416 to KY 1554	KY 1078 to KY 416	Pennyriple Pkwy to KY 1078
2011 <sup>1</sup>	9,360	8,800	8,060	8,280
2010	9,410	9,070	7,860	7,900
2009	9,400	8,290	8,110	8,190
2008		7,470	6,980	7,450
2007	7,970	7,440	7,170	7,190
2006	7,910	7,640	6,720	7,780
2005	6,920	6,640	8,070	7,830
2004	7,160	8,300	7,360	7,670
2003	7,540	7,280	6,680	6,830
2002				
2001	6,590	6,710	6,060	6,550
2000	7,050	7,050	6,010	6,270
1999	8,540		6,960	7,180
1998	7,110	7,200		7,730
1997	6,660	7,400	6,990	7,610
1996	6,670	7,790	6,380	7,140
1995	6,590	6,130	5,430	6,810
1994	5,370	6,880		5,550
1993	5,390	6,610	5,160	
1992	5,820	5,810	5,340	4,600
1991	5,020	4,620	4,620	
1990		4,430	4,430	
<sup>1</sup> Computer Estimate				

**Table 7 Audubon– Historical Annual Daily Traffic Volumes**



	Audubon Parkway Annual Growth Rate & Average Daily Traffic							
	SEGMENT 16 KY 1554 to US 60		SEGMENT 17 KY 416 to KY 1554		SEGMENT 18 KY 1078 to KY 416		SEGMENT 19 Edward T. Breathitt (Pennyrile) Pkwy to KY 1078	
	ADT	AGR	ADT	AGR	ADT	AGR	ADT	AGR
2010 Existing (KTC Traffic Counts)	9,410	-	9,070	-	7,860	-	7,900	-
2040 Without I-69, I-66/I-65 Spur	18,700	2.3%	18,000	2.3%	16,100	2.4%	14,800	2.1%
2040 With I-69, I-66/I-65 Spur	20,400	2.6%	19,100	2.5%	17,000	2.6%	15,700	2.3%

Table 8 Audubon Parkway Recommended Annual Growth Rates and projected Average Daily Traffic Volumes

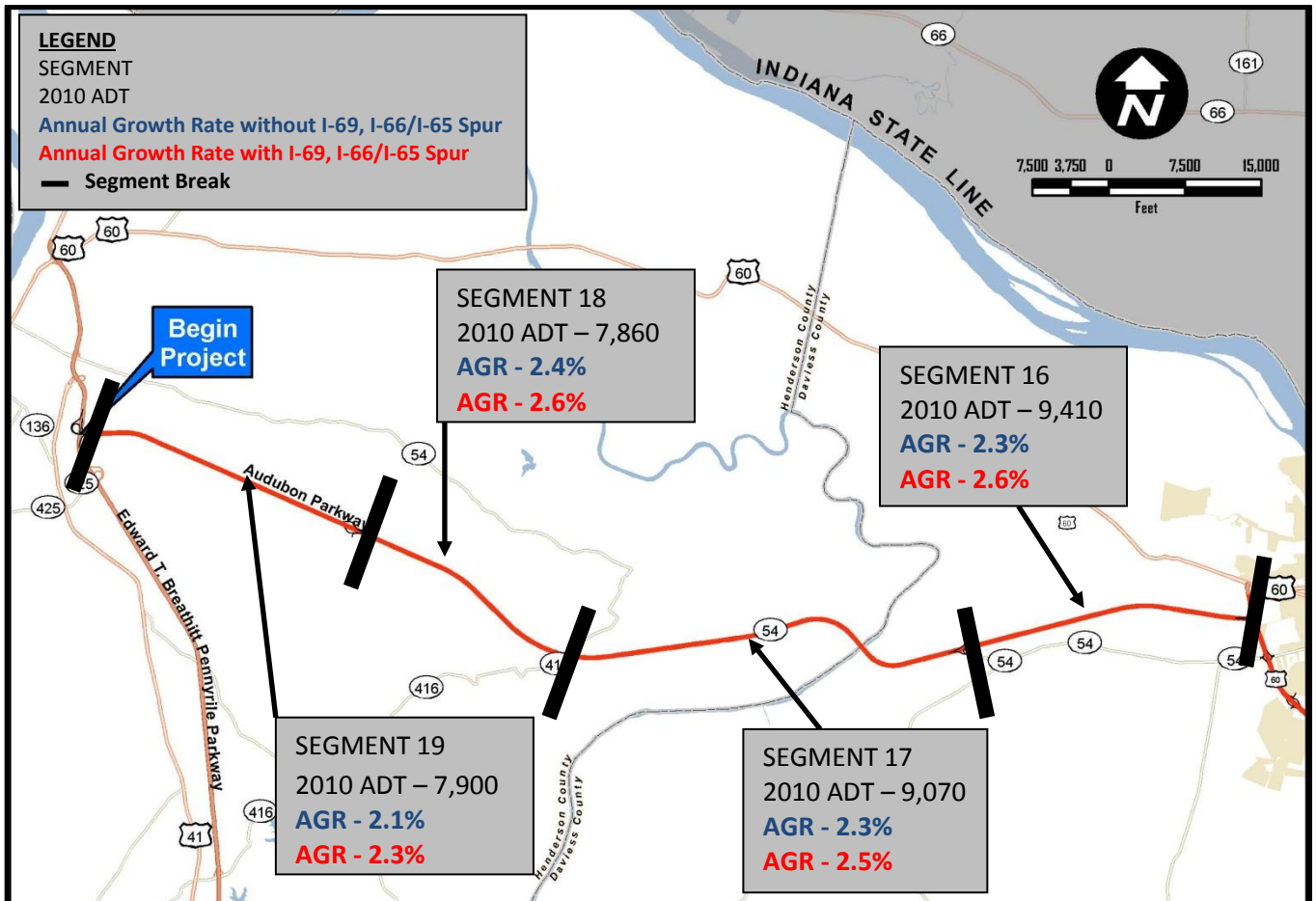


Figure 12 Audubon Parkway – Segments 16 through 19 and Recommended Annual Growth Rates for I-69, I-66/I-65 and US 60 Connection Planning Study