

2030 Interstate 75 Northbound Freeway Segments																															
Segment		No Build						4 Lane Continuity						5 Lane Continuity						5/4 Lane Alternative						**6/5 Lane Alternative					
		AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
From	To	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)
Paddock Road Interchange		-	-	-	-	-	-	7,468	E	39.9	7,387	E	39.1	7,658	D	29.9	7,696	D	30.1	7,546	E	40.7	7,511	E	40.4	7,698	D	30.1	7,749	D	30.3
Paddock Road	Towne Street	7,488	F	#	7,133	F	#	7,980	F	#	7,949	F	#	8,187	D	32.4	8,239	D	32.7	8,061	F	#	8,068	F	#	8,230	D	32.6	8,288	D	32.9
Towne Street Interchange		-	-	-	-	-	-	7,833	E	44.3	7,131	E	36.7	8,027	D	31.6	7,400	D	28.8	7,229	F	#	7,923	F	#	8,069	D	31.8	7,446	D	29.0
Towne Street	SR 562 (Norwood Lateral)	7,703	E	42.6	6,546	D	32.4	8,144	F	#	7,210	E	37.4	8,325	D	33.2	7,469	D	29.1	8,221	F	#	7,316	E	38.4	8,364	D	33.4	7,513	D	29.3
SR 562 (Norwood Lateral) Interchange		-	-	-	-	-	-	6,138	D	30.0	6,206	D	30.4	6,321	C	24.6	6,453	C	25.1	6,218	D	30.4	6,320	D	31.0	6,353	C	24.7	6,495	C	25.3
SR 562 (Norwood Lateral)	Mitchell Avenue	7,269	F	#	6,772	F	#	7,730	E	42.9	7,403	E	39.2	7,910	D	31.1	7,651	D	29.9	7,806	E	43.9	7,518	E	40.4	7,941	D	31.2	7,693	D	30.1
Mitchell Avenue Interchange		-	-	-	-	-	-	6,882	D	34.7	6,262	D	30.7	7,051	D	27.4	6,498	C	25.3	6,962	E	35.3	6,377	D	31.4	7,089	D	27.6	6,541	C	25.4
Mitchell Avenue	I-74	7,402	F	#	6,162	F	#	7,821	E	44.1	6,731	D	33.6	8,042	D	31.7	6,978	D	27.1	7,956	F	#	6,857	D	34.5	8,082	D	31.9	7,028	D	27.3
I-74 Interchange		-	-	-	-	-	-	5,656	D	27.5	5,533	D	26.9	5,850	C	22.8	5,769	C	22.4	5,773	D	28.1	5,682	D	27.6	5,889	C	22.9	5,835	C	22.7
I-74	Bates Avenue	7,080	E	36.3	9,149	F	#	7,475	E	40.0	9,651	F	#	7,681	D	30.0	9,905	F	#	7,607	D	29.7	9,814	E	42.8	7,721	C	25.0	9,971	D	33.1
Bates Avenue	Hopple Street	6,849	D	34.5	8,469	F	#	7,228	E	37.6	8,931	F	#	7,430	D	29.0	9,178	E	38.6	7,362	D	28.7	9,094	E	38.0	7,472	C	24.2	9,244	D	30.1
Hopple Street	Western Hills Viaduct	7,397	E	39.2	8,891	F	#	7,698	E	42.5	9,242	F	#	7,904	D	31.0	9,523	E	41.6	7,863	D	30.9	9,459	E	41.0	7,951	C	25.8	9,610	D	31.5
Western Hills Viaduct Interchange		-	-	-	-	-	-	6,466	D	31.9	8,435	F	#	6,655	C	25.9	8,701	E	35.3	6,624	C	25.9	8,656	E	35.0	6,703	C	21.7	8,786	D	28.5

2030 Interstate 75 Southbound Freeway Segments																															
Segment		No Build						4 Lane Continuity						5 Lane Continuity						5/4 Lane Alternative						**6/5 Lane Alternative					
		AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
From	To	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)
Paddock Road Interchange		-	-	-	-	-	-	8,485	F	#	7,874	E	44.9	8,988	E	37.2	7,919	D	31.1	8,881	F	#	7,795	E	43.8	9,269	E	39.4	7,846	D	30.8
Paddock Road	SR 562 (Norwood Lateral)	8,464	F	#	8,112	F	#	9,323	F	#	8,515	F	#	9,876	F	#	8,577	D	34.6	9,752	F	#	8,428	F	#	10,173	F	#	8,500	D	34.1
SR 562 (Norwood Lateral) Interchange		-	-	-	-	-	-	7,201	E	37.3	6,561	D	32.5	7,753	D	30.2	6,634	C	25.8	7,633	E	41.7	6,487	D	32.0	8,033	D	31.6	6,547	C	25.5
SR 562 (Norwood Lateral)	Mitchell Avenue	7,718	F	#	7,753	F	#	8,477	F	#	8,134	F	#	9,035	E	37.6	8,208	D	32.5	8,927	F	#	8,061	F	#	9,324	E	39.8	8,115	D	32.1
Mitchell Avenue Interchange		-	-	-	-	-	-	6,974	E	35.4	7,164	E	37.0	7,523	D	29.3	7,231	D	28.1	7,433	E	39.5	7,095	E	36.4	7,805	D	30.6	7,142	D	27.8
Mitchell Avenue	I-74	6,613	F	#	7,713	F	#	7,265	E	37.9	8,106	F	#	7,945	D	31.2	8,197	D	32.5	7,854	E	44.6	8,041	F	#	8,278	D	32.9	8,107	D	32.0
I-74 Interchange		-	-	-	-	-	-	6,341	D	31.1	6,447	D	31.8	7,038	D	27.4	6,545	C	25.5	6,948	E	35.2	6,389	D	31.4	7,369	D	28.7	6,452	C	25.1
I-74	Hopple Street	9,781	F	#	8,098	F	#	10,227	F	#	8,459	F	#	11,096	F	#	8,595	D	34.7	11,036	F	#	8,433	D	33.7	11,498	E	42.1	8,516	D	27.6
Hopple Street Interchange		-	-	-	-	-	-	9,111	F	#	7,487	E	40.1	9,897	F	#	7,617	D	29.7	9,886	F	#	7,475	D	29.1	10,278	D	34.5	7,554	C	24.5
Hopple Street	Western Hills Viaduct	9,363	F	#	7,616	E	41.5	9,597	F	#	7,756	E	43.2	10,649	F	#	7,890	D	31.0	10,598	F	#	7,898	D	31.0	11,029	E	38.7	7,978	C	25.9
Western Hills Viaduct Interchange		-	-	-	-	-	-	9,290	F	#	7,310	E	38.3	10,286	F	#	7,438	D	29.0	10,242	F	#	7,454	D	29.0	10,638	E	36.4	7,527	C	24.4

- The flowrate exceeds the capacity of the freeway segment, resulting in LOS F.

** - The 6/5-Lane Alternative is not an alternative currently under consideration and is therefore not discussed elsewhere in the document. The traffic results are provided here for information only.

2030 Interstate 74 Westbound Freeway Segments																															
Segment		No Build						4 Lane Continuity						5 Lane Continuity						5/4 Lane Alternative						**6/5 Lane Alternative					
		AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
From	To	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)			
I-75 SB	Spring Grove/Elmore	2,714	B	12.9	5,774	D	27.4	2,745	B	13.0	5,778	D	27.4	2,739	B	13.0	5,789	D	27.5	2,740	B	13.0	5,784	D	27.5	2,741	B	13.0	5,791	D	27.5
Spring Grove/Elmore	Colerain Interchange	2,317	B	14.7	5,600	E	38.1	2,349	B	14.9	5,588	E	38.0	2,359	B	14.9	5,584	E	37.9	2,351	B	14.9	5,595	E	38.1	2,361	B	14.5	5,591	E	38.0
Colerain Interchange		-	-	-	-	-	-	1,857	B	11.8	4,604	D	29.2	1,857	B	11.8	4,585	D	29.1	1,854	B	11.7	4,603	D	29.2	1,858	B	11.8	4,597	D	29.2
*Colerain Interchange	Montana Avenue	1,993	B	12.6	5,461	E	36.5	2,025	B	12.8	5,467	E	36.6	2,026	B	12.8	5,450	E	36.4	2,023	B	12.8	5,438	E	36.2	2,025	B	12.8	5,443	E	36.3
Montana Avenue Interchange		-	-	-	-	-	-	1,681	A	10.6	4,254	D	26.9	1,688	A	10.7	4,245	D	26.9	1,685	A	10.7	4,230	D	26.8	1,687	A	10.7	4,238	D	26.8

2030 Interstate 74 Eastbound Freeway Segments																															
Segment		No Build						4 Lane Continuity						5 Lane Continuity						5/4 Lane Alternative						**6/5 Lane Alternative					
		AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
From	To	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)
I-75 SB	Colerain Interchange	6,170	F	#	2,596	B	16.4	6,044	E	44.7	2,542	B	16.1	6,203	F	#	2,570	B	16.3	6,222	F	#	2,596	B	16.4	6,247	F	#	2,594	B	16.4
Colerain Interchange		-	-	-	-	-	-	4,373	D	27.7	2,033	B	12.9	4,499	D	28.5	2,041	B	12.9	4,506	D	28.6	2,076	B	13.1	4,533	D	28.7	2,065	B	13.1
Colerain Interchange	Montana Avenue	5,101	D	33	2,311	B	14.6	5,040	D	32.5	2,259	B	14.3	5,108	D	33.1	2,265	B	14.3	5,116	D	33.1	2,296	B	14.5	5,122	D	33.2	2,286	B	14.5
Montana Avenue Interchange		-	-	-	-	-	-	3,725	C	23.6	1,764	B	11.2	3,771	C	23.9	1,770	B	11.2	3,770	C	23.9	1,803	B	11.4	3,378	C	23.9	1,795	B	14.5

- The flowrate exceeds the capacity of the freeway segment, resulting in LOS F.

* - Weave Segment

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2030 State Route 562 Freeway Segments																															
Segment		No Build						4 Lane Continuity						5 Lane Continuity						5/4 Lane Alternative						**6/5 Lane Alternative					
		AM			PM			AM			PM			AM			PM			AM			PM			AM			PM		
From	To	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)	Volume	LOS	Density (pc/mi/ln)
Paddock Rd	I-75 Ramps	3,262	D	31.3	2,506	C	23.8	3,316	D	31.9	2,591	C	24.6	3,333	D	32.2	2,605	C	24.7	3,297	D	31.7	2,570	C	24.4	3,302	D	31.8	2,586	C	24.5
I-75 Ramps	Paddock Road	3,574	E	35.4	3,091	D	29.4	3,711	E	37.7	3,135	D	29.9	3,717	E	37.8	3,128	D	29.8	3,707	E	37.6	3,139	D	29.9	3,728	E	38.0	3,151	D	30.1

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