

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.