

## No Build Alternative Traffic Data - Freeway Segments

Data Corresponds With Level of Service Exhibits

No Build I-75 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
South of Dixie Highway	Dixie Highway Diverge	3	NB	AM	5760	38.4 pc/mi/ln	E	0.938
				PM	6570	-	F	1.075
Dixie Highway Diverge	Dixie Highway Merge	3	NB	AM	5490	34.8 pc/mi/ln	D	0.894
				PM	6210	-	F	1.016
Dixie Highway Merge	Kyles Lane Diverge	4	NB	AM	6430	30.75 pc/mi/ln*	D	0.791
				PM	6600	30.97 pc/mi/ln*	D	0.816
Kyles Lane Diverge	Kyles Lane Merge	3	NB	AM	5930	41.1 pc/mi/ln	E	0.966
				PM	5790	39.3 pc/mi/ln	E	0.947
Kyles Lane Merge	W 12th Street Diverge	3	NB	AM	7250	-	F	1.181
				PM	6410	-	F	1.048
W 12th Street Diverge	W 5th Street Diverge	3	NB	AM	7010	-	F	1.142
				PM	5860	40.4 pc/mi/ln	E	0.958
W 5th Street Diverge	Pike Street Merge	3	NB	AM	6370	-	F	1.027
				PM	5310	32.8 pc/mi/ln	D	0.865
Pike Street Merge	W 4th Street Merge	3	NB	AM	7490	-	F	1.208
				PM	5710	37.7 pc/mi/ln	E	0.930
W 4th Street Merge	I-71 NB Diverge	4	NB	AM	8650	-	F	1.092
				PM	6690	33.1 pc/mi/ln	D	0.844
I-71 NB Diverge	W 5th Street Diverge	3	NB	AM	3850	24.6 pc/mi/ln	C	0.642
				PM	4360	28.1 pc/mi/ln	D	0.734
W 5th Street Diverge	US 50 Diverge	2	NB	AM	3090	30.1 pc/mi/ln	D	0.780
				PM	3990	-	F	1.007
US 50 Diverge	I-71 SB Merge	2	NB	AM	2360	22.8 pc/mi/ln	C	0.596
				PM	3290	32.6 pc/mi/ln	D	0.835
I-71 SB Merge	W 9th Street Merge	4	NB	AM	4580	22.4 pc/mi/ln	C	0.584
				PM	6690	33.3 pc/mi/ln	D	0.849
W 9th Street Merge	Freeman Avenue Merge	4	NB	AM	4730	23.1 pc/mi/ln	C	0.603
				PM	7520	40.4 pc/mi/ln	E	0.954
Freeman Avenue Merge	Ezzard Charles Drive Merge	4	NB	AM	5220	25.4 pc/mi/ln	C	0.662
				PM	8080	-	F	1.025
Ezzard Charles Drive Merge	WHV Diverge	4	NB	AM	5350	26.0 pc/mi/ln	C	0.679
				PM	8480	-	F	1.076
WHV Diverge	WHV Merge	4	NB	AM	5030	24.5 pc/mi/ln	C	0.638
				PM	7950	-	F	1.008
North of WHV Merge		4	NB	AM	6040	29.5 pc/mi/ln	D	0.766
				PM	8860	-	F	1.124
North of WHV Diverge	WHV Diverge	4	SB	AM	9630	-	F	1.221
				PM	6530	32.3 pc/mi/ln	D	0.828
WHV Diverge	WHV Merge	4	SB	AM	9370	-	F	1.188
				PM	6030	29.4 pc/mi/ln	D	0.765
WHV Merge	Findlay Street Diverge	5	SB	AM	10170	*	F	1.156
				PM	6430	28.82 pc/mi/ln*	D	0.725
Findlay Street Diverge	Ezzard Charles Drive Diverge	4	SB	AM	9430	-	F	1.196
				PM	5960	29.0 pc/mi/ln	D	0.756
Ezzard Charles Drive Diverge	Freeman Avenue Diverge	4	SB	AM	8810	-	F	1.123
				PM	5720	27.8 pc/mi/ln	D	0.726
Freeman Avenue Diverge	Ezzard Charles Drive Merge	4	SB	AM	8140	-	F	1.037
				PM	5260	25.6 pc/mi/ln	C	0.667
Ezzard Charles Drive Merge	W 7th Street Diverge	5	SB	AM	8410	38.03 pc/mi/ln*	E	0.905
				PM	5730	23.11 pc/mi/ln*	C	0.584
W 7th Street Diverge	I-71 NB Diverge	4	SB	AM	7080	36.6 pc/mi/ln	E	0.902
				PM	5550	27.0 pc/mi/ln	D	0.704
I-71 NB Diverge	W 9th Street Merge	2	SB	AM	3000	29.1 pc/mi/ln	D	0.757
				PM	2760	27.0 pc/mi/ln	D	0.703

\* Indicates Weave Segment

## No Build Alternative Traffic Data - Freeway Segments

Data Corresponds With Level of Service Exhibits

No Build I-75 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
W 9th Street Merge	US 50 Merge	2	SB	AM	3160	30.9 pc/mi/ln	D	0.798
				PM	3700	39.2 pc/mi/ln	E	0.939
US 50 Merge	I-71 SB Merge	2	SB	AM	3840	41.8 pc/mi/ln	E	0.969
				PM	4530	-	F	1.143
I-71 SB Merge	W 5th Street Diverge	4	SB	AM	6520	32.0 pc/mi/ln	D	0.823
				PM	8870	-	F	1.125
W 5th Street Diverge	Pike Street Diverge	4	SB	AM	5660	24.4 pc/mi/ln	C	0.701
				PM	8020	43.6 pc/mi/ln	E	0.989
W 5th Street	Pike Street (CD Weave)	2	SB	AM	940	12.37 pc/mi/ln*	B	N/A
				PM	2030	-*	F	N/A
Pike Street Diverge	W 4th Street Merge	4	SB	AM	5390	23.3 pc/mi/ln	C	0.674
				PM	7430	36.5 pc/mi/ln	E	0.916
W 4th Street Merge	W 12th Street Merge	4	SB	AM	5870	25.8 pc/mi/ln	C	0.734
				PM	8580	-	F	1.062
W 12th Street Merge	Kyles Lane Diverge	4	SB	AM	6220	27.8 pc/mi/ln	D	0.778
				PM	9160	-	F	1.134
Kyles Lane Diverge	Kyles Lane Merge	4	SB	AM	5620	24.5 pc/mi/ln	C	0.703
				PM	8140	-	F	1.008
Kyles Lane Merge	Dixie Highway Diverge	5	SB	AM	6060	22.96 pc/mi/ln*	C	0.618
				PM	8780	36.88 pc/mi/ln*	E	0.899
Dixie Highway Diverge	Dixie Highway Merge	4	SB	AM	5870	25.8 pc/mi/ln	C	0.734
				PM	8070	44.9 pc/mi/ln	E	0.999
South of Dixie Highway Merge		4	SB	AM	6200	27.7 pc/mi/ln	D	0.775
				PM	8650	-	F	1.071

No Build I-71 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-75 NB Diverge	W 2nd Street Diverge	2	NB	AM	4800	-	F	1.218
				PM	2330	22.6 pc/mi/ln	C	0.591
W 2nd Street Diverge	I-75 SB Merge	2	NB	AM	3600	37.3 pc/mi/ln	E	0.913
				PM	1900	18.6 pc/mi/ln	C	0.484
I-75 SB Merge	US 50 Diverge	4	NB	AM	7210	37.4 pc/mi/ln	E	0.915
				PM	4820	23.4 pc/mi/ln	C	0.611
US 50 Diverge	W 2nd Street Merge	2	NB	AM	5120	-	F	1.286
				PM	2390	23.0 pc/mi/ln	C	0.601
W 2nd Street Merge	W 5th Street Merge	3	NB	AM	5210	34.7 pc/mi/ln	D	0.873
				PM	2820	18.1 pc/mi/ln	C	0.472
W 5th Street Merge	I-471 Merge	3	NB	AM	5430	37.1 pc/mi/ln	E	0.910
				PM	3440	22.1 pc/mi/ln	C	0.576
I-471 Merge	Gilbert Street Merge	3	NB	AM	7400	-	F	1.233
				PM	4560	29.2 pc/mi/ln	D	0.760
North of I-471 Diverge		3	SB	AM	5350	35.9 pc/mi/ln	E	0.892
				PM	6330	-	F	1.055
I-471 Diverge	3rd Street Diverge	3	SB	AM	4700	30.4 pc/mi/ln	D	0.787
				PM	4820	31.3 pc/mi/ln	D	0.807
3rd Street Diverge	US 50 Merge	2	SB	AM	3030	29.3 pc/mi/ln	D	0.761
				PM	4290	-	F	1.078
US 50 Merge	I-75 NB Diverge	4	SB	AM	5270	25.6 pc/mi/ln	C	0.668
				PM	6190	30.3 pc/mi/ln	D	0.785
I-75 NB Diverge	W 3rd Street Merge	2	SB	AM	2420	23.5 pc/mi/ln	C	0.614
				PM	3140	31.5 pc/mi/ln	D	0.811
W 3rd Street Merge	I-75 SB Merge	2	SB	AM	2680	26.0 pc/mi/ln	D	0.680
				PM	4340	-	F	1.106

\* Indicates Weave Segment

## No Build Alternative Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

No Build US 50 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
West of Freeman Avenue Diverge		3	EB	AM	3790	23.9 pc/mi/l <sub>n</sub>	C	0.623
				PM	1300	8.2 pc/mi/l <sub>n</sub>	A	0.215
Freeman Avenue Diverge	Freeman Avenue Merge	2	EB	AM	3040	28.8 pc/mi/l <sub>n</sub>	D	0.749
				PM	1120	10.6 pc/mi/l <sub>n</sub>	A	0.277
Freeman Avenue Merge	W 6th Street Merge	3	EB	AM	3110	21.42 pc/mi/l <sub>n</sub> *	C	0.566
				PM	1530	10.07 pc/mi/l <sub>n</sub> *	B	0.315
W 6th Street Merge	W 5th Street Diverge	4	EB	AM	3330	17.42 pc/mi/l <sub>n</sub> *	B	0.472
				PM	2290	12.46 pc/mi/l <sub>n</sub> *	B	0.368
W 5th Street Diverge	I-75 SB/I-71 NB Split	2	EB	AM	2770	26.2 pc/mi/l <sub>n</sub>	D	0.683
				PM	2140	20.3 pc/mi/l <sub>n</sub>	C	0.530
Central Avenue	I-75 NB/I-71 SB Merge	2	WB	AM	190	1.8 pc/mi/l <sub>n</sub>	A	0.047
				PM	960	9.1 pc/mi/l <sub>n</sub>	A	0.237
I-75 NB/I-71 SB Merge	Gest Street Diverge	4	WB	AM	1860	12.51 pc/mi/l <sub>n</sub> *	B	0.353
				PM	3110	23.79 pc/mi/l <sub>n</sub> *	C	0.588
Gest Street Diverge	Linn Street Diverge	4	WB	AM	1310	6.58 pc/mi/l <sub>n</sub> *	A	0.208
				PM	2730	14.29 pc/mi/l <sub>n</sub> *	B	0.400
Linn Street Diverge	Freeman Avenue Merge	3	WB	AM	740	4.7 pc/mi/l <sub>n</sub>	A	0.122
				PM	2460	15.6 pc/mi/l <sub>n</sub>	B	0.406
West of Freeman Avenue Merge		3	WB	AM	890	5.6 pc/mi/l <sub>n</sub>	A	0.147
				PM	3000	19.0 pc/mi/l <sub>n</sub>	C	0.495

No Build I-71/I-75 Connector Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-75 SB Diverge	US 50 Diverge	2	NB	AM	2850	27.3 pc/mi/l <sub>n</sub>	D	0.713
				PM	3050	29.0 pc/mi/l <sub>n</sub>	D	0.755
US 50 Diverge	W 4th Street Merge	1	NB	AM	1910	40.2 pc/mi/l <sub>n</sub>	E	0.950
				PM	1600	30.2 pc/mi/l <sub>n</sub>	D	0.785
W 4th Street Merge	W 6th Street Merge	2	NB	AM	2200	21.0 pc/mi/l <sub>n</sub>	C	0.547
				PM	3200	30.4 pc/mi/l <sub>n</sub>	D	0.789
W 6th Street Merge	Winchell Diverge	4	NB	AM	2390	11.40 pc/mi/l <sub>n</sub> *	A	0.309
				PM	3720	18.97 pc/mi/l <sub>n</sub> *	B	0.499
Winchell Diverge	I-75 NB Merge	3	NB	AM	2200	14.4 pc/mi/l <sub>n</sub>	B	0.374
				PM	3400	21.4 pc/mi/l <sub>n</sub>	C	0.559
I-75 SB Diverge	W 5th Diverge	2	SB	AM	4080	-	F	1.010
				PM	2790	26.4 pc/mi/l <sub>n</sub>	D	0.688
W 5th Diverge	W 2nd Diverge	2	SB	AM	3370	32.6 pc/mi/l <sub>n</sub>	D	0.834
				PM	2540	24.0 pc/mi/l <sub>n</sub>	C	0.626
W 2nd Diverge	US 50 Merge	1	SB	AM	1860	38.5 pc/mi/l <sub>n</sub>	E	0.930
				PM	1730	33.6 pc/mi/l <sub>n</sub>	D	0.853
US 50 Merge	I-75 NB Merge	2	SB	AM	3610	36.0 pc/mi/l <sub>n</sub>	E	0.894
				PM	2920	27.6 pc/mi/l <sub>n</sub>	D	0.720

\* Indicates Weave Segment

## No Build Alternative Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 No Build Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-1	Bank Street & Dalton Avenue	AM	18.5s	B	21.1s	C	19.4s	B	20.8s	C	20.3s	C
		PM	18.0s	B	25.5s	C	22.0s	C	25.4s	C	24.2s	C
OH-2	Bank Street & Winchell Avenue	AM	12.1s	B	11.0s	B	11.8s	B	N/A	N/A	11.8s	B
		PM	13.1s	B	11.3s	B	12.7s	B	N/A	N/A	12.5s	B
OH-3	Central Pkwy & Linn Street	AM	27.0s	C	12.2s	B	13.7s	B	26.2s	C	22.8s	C
		PM	15.4s	B	29.4s	C	13.7s	B	30.5s	C	24.4s	C
OH-5	Findlay Street & Dalton Avenue	AM	16.8s	B	18.7s	B	18.8s	B	11.3s	B	15.2s	B
		PM	19.4s	B	20.0s	B	20.1s	C	10.4s	B	15.9s	B
OH-6	Findlay Street & Western Avenue	AM	13.7s	B	14.0s	B	N/A	N/A	14.0s	B	14.0s	B
		PM	13.9s	B	13.4s	B	N/A	N/A	13.7s	B	13.7s	B
OH-7	Findlay Street & Winchell Avenue	AM	14.0s	B	13.0s	B	14.1s	B	N/A	N/A	14.0s	B
		PM	14.4s	B	13.7s	B	14.4s	B	N/A	N/A	14.3s	B
OH-8	Liberty Street & Dalton Avenue	AM	11.6s	B	13.2s	B	11.3s	B	13.6s	B	12.5s	B
		PM	11.8s	B	15.0s	B	11.5s	B	14.4s	B	13.7s	B
OH-9	Liberty Street & Western Avenue	AM	11.4s	B	11.3s	B	N/A	N/A	11.4s	B	11.4s	B
		PM	11.4s	B	11.6s	B	N/A	N/A	11.3s	B	11.4s	B
OH-10	Liberty Street & Winchell Avenue	AM	11.9s	B	10.8s	B	12.2s	B	N/A	N/A	11.8s	B
		PM	11.4s	B	12.5s	B	12.4s	B	N/A	N/A	12.2s	B
OH-11	Liberty Street & Linn Street	AM	13.3s	B	13.0s	B	13.2s	B	13.0s	B	13.1s	B
		PM	12.0s	B	14.4s	B	14.5s	B	13.8s	B	13.9s	B
OH-12	Ezzard Charles WB & Western Avenue	AM	N/A	N/A	19.4s	B	N/A	N/A	19.2s	B	19.2s	B
		PM	N/A	N/A	19.3s	B	N/A	N/A	19.5s	B	19.5s	B
OH-13	Ezzard Charles WB & Winchell Avenue	AM	N/A	N/A	10.8s	B	11.0s	B	N/A	N/A	10.9s	B
		PM	N/A	N/A	11.8s	B	11.7s	B	N/A	N/A	11.7s	B
OH-14	Ezzard Charles EB & Western Avenue	AM	11.2s	B	N/A	N/A	N/A	N/A	11.3s	B	11.3s	B
		PM	11.2s	B	N/A	N/A	N/A	N/A	11.3s	B	11.3s	B
OH-15	Ezzard Charles EB & Winchell Avenue	AM	12.0s	B	N/A	N/A	12.4s	B	N/A	N/A	12.2s	B
		PM	11.2s	B	N/A	N/A	11.3s	B	N/A	N/A	11.2s	B
OH-16	Ezzard Charles & Linn Street	AM	14.0s	B	11.4s	B	13.8s	B	13.2s	B	13.5s	B
		PM	13.3s	B	14.0s	B	14.0s	B	13.2s	B	13.7s	B
OH-17	Gest Street & Dalton Avenue	AM	15.7s	B	15.9s	B	15.7s	B	15.9s	B	15.8s	B
		PM	17.2s	B	17.1s	B	13.9s	B	17.2s	B	16.6s	B
OH-18	Gest Street & Western Avenue	AM	15.4s	B	15.2s	B	N/A	N/A	15.2s	B	15.3s	B
		PM	15.2s	B	14.0s	B	N/A	N/A	15.5s	B	15.0s	B
OH-19	Gest Street & Freeman Avenue	AM	17.1s	B	27.0s	C	27.1s	C	27.0s	C	25.8s	C
		PM	16.3s	B	25.2s	C	25.2s	C	24.8s	C	23.3s	C
OH-20	Linn/W 3rd Street & Gest Street	AM	15.1s	B	17.7s	B	17.5s	B	9.9s	A	15.7s	B
		PM	16.4s	B	18.2s	B	18.6s	B	10.4s	B	16.5s	B
OH-23	8th Street & Dalton Avenue	AM	13.9s	B	20.7s	C	17.9s	B	20.5s	C	17.3s	B
		PM	12.6s	B	22.2s	C	18.0s	B	22.6s	C	20.2s	C
OH-24	8th Street & Freeman Avenue	AM	24.4s	C	21.4s	C	24.4s	C	21.8s	C	23.4s	C
		PM	23.7s	C	21.9s	C	22.3s	C	23.6s	C	22.8s	C
OH-25	8th Street & Linn Street	AM	22.0s	C	19.6s	B	20.5s	C	21.7s	C	21.4s	C
		PM	24.1s	C	24.3s	C	24.4s	C	23.3s	C	24.1s	C
OH-26	WHV LL & Spring Grove Avenue	AM	16.6s	B	N/A	N/A	8.4s	A	16.9s	B	14.2s	B
		PM	19.9s	B	N/A	N/A	9.6s	A	20.1s	C	13.8s	B
OH-27	Dalton Avenue & Linn Street	AM	14.3s	B	15.7s	B	15.3s	B	14.1s	B	15.1s	B
		PM	20.3s	C	10.5s	B	20.4s	C	18.7s	B	18.1s	B
OH-29	W Court Street & Central Avenue	AM	18.4s	B	13.7s	B	18.3s	B	N/A	N/A	17.7s	B
		PM	13.1s	B	14.3s	B	14.4s	B	N/A	N/A	14.1s	B
OH-30	W 9th Street & Central Avenue	AM	N/A	N/A	13.4s	B	13.4s	B	12.3s	B	13.4s	B
		PM	N/A	N/A	17.3s	B	17.8s	B	17.0s	B	17.4s	B
OH-31	W 7th Street & Central Avenue	AM	18.0s	B	N/A	N/A	18.6s	B	N/A	N/A	18.1s	B
		PM	13.9s	B	N/A	N/A	13.8s	B	N/A	N/A	13.9s	B
OH-32	W 6th Street & Central Avenue	AM	N/A	N/A	15.0s	B	15.3s	B	N/A	N/A	15.1s	B
		PM	N/A	N/A	17.0s	B	17.2s	B	N/A	N/A	17.0s	B

## No Build Alternative Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 No Build Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-33	W 5th Street & Central Avenue	AM	31.2s	C	N/A	N/A	32.0s	C	20.1s	C	30.8s	C
		PM	22.1s	C	N/A	N/A	21.7s	C	16.2s	B	21.1s	C
OH-34	W 4th Street & Central Avenue	AM	N/A	N/A	18.9s	B	15.9s	B	18.9s	B	17.7s	B
		PM	N/A	N/A	51.2s	D	51.2s	D	33.5s	C	50.1s	D
OH-35	W 3rd Street & Central Avenue	AM	46.8s	D	46.6s	D	35.1s	D	46.6s	D	46.2s	D
		PM	54.8s	D	55.1s	E	44.4s	D	56.0s	E	51.7s	D
OH-36	W 4th Street & Plum Street	AM	N/A	N/A	13.0s	B	N/A	N/A	13.0s	B	13.0s	B
		PM	N/A	N/A	15.2s	B	N/A	N/A	15.1s	B	15.2s	B
OH-37	W 3rd Street & Plum Street	AM	N/A	N/A	13.6s	B	N/A	N/A	14.0s	B	13.7s	B
		PM	N/A	N/A	14.2s	B	N/A	N/A	14.0s	B	14.1s	B
OH-38	W 4th Street & Elm Street	AM	N/A	N/A	14.5s	B	14.6s	B	N/A	N/A	14.6s	B
		PM	N/A	N/A	17.1s	B	16.9s	B	N/A	N/A	17.0s	B
OH-39	W 3rd Street & Elm Street	AM	N/A	N/A	15.7s	B	15.4s	B	N/A	N/A	15.6s	B
		PM	N/A	N/A	16.3s	B	16.5s	B	N/A	N/A	16.4s	B
OH-40	W 2nd Street & Elm Street	AM	18.1s	B	N/A	N/A	17.8s	B	N/A	N/A	18.1s	B
		PM	16.7s	B	N/A	N/A	17.1s	B	N/A	N/A	16.8s	B
OH-41	W 3rd Street & Clay Wade Bailey Bridge	AM	22.4s	C	22.9s	C	22.6s	C	N/A	N/A	22.6s	C
		PM	61.3s	E	58.2s	E	52.2s	D	N/A	N/A	57.8s	E
OH-43	W McMillan Street & Central Pkwy	AM	31.7s	C	12.6s	B	19.2s	B	33.2s	C	29.0s	C
		PM	37.7s	D	21.5s	C	27.4s	C	36.0s	D	30.2s	C
OH-44	W McMillan Street & W McMicken Avenue	AM	16.5s	B	7.4s	A	15.8s	B	16.1s	B	14.7s	B
		PM	15.4s	B	9.1s	A	14.7s	B	15.3s	B	12.1s	B
OH-47	W McMillan Street/Fairview Avenue/ Ravine Street	AM	See Below									
		PM	See Below									
KY-2	W 4th Street & Philadelphia Street	AM	N/A	N/A	39.3s	D	9.3s	A	41.0s	D	33.7s	C
		PM	N/A	N/A	65.9s	E	16.6s	B	66.5s	E	57.0s	E
KY-3	W 4th Street & Bakewell Street	AM	N/A	N/A	14.5s	B	14.0s	B	14.7s	B	14.5s	B
		PM	N/A	N/A	16.4s	B	15.9s	B	16.2s	B	16.3s	B
KY-4	W 4th Street & Main Street	AM	N/A	N/A	20.7s	C	20.4s	C	9.2s	A	18.2s	B
		PM	N/A	N/A	25.9s	C	14.2s	B	27.0s	C	24.8s	C
KY-7	W 5th Street & Philadelphia Street	AM	18.8s	B	N/A	N/A	19.5s	B	19.2s	B	18.9s	B
		PM	17.5s	B	N/A	N/A	16.0s	B	17.0s	B	17.2s	B
KY-9	W 5th Street & Main Street	AM	22.0s	C	N/A	N/A	21.9s	C	22.0s	C	22.0s	C
		PM	20.5s	C	N/A	N/A	11.7s	B	21.3s	C	19.5s	B
KY-10	Pike Street & Bullock Street	AM	43.5s	D	12.9s	B	N/A	N/A	41.8s	D	38.3s	D
		PM	39.1s	D	37.5s	D	N/A	N/A	38.2s	D	38.1s	D
KY-11	Pike Street & Jillians Way	AM	56.8s	E	6.5s	A	55.1s	E	N/A	N/A	49.2s	D
		PM	20.5s	C	17.6s	B	20.4s	C	N/A	N/A	19.2s	B
KY-14	Dixie Hwy & Kyles Lane	AM	134.6s	F	116.1s	F	125.0s	F	40.8s	D	125.0s	F
		PM	84.9s	F	86.2s	F	83.0s	F	22.2s	C	84.1s	F
KY-15	I75 SB Ramps & Kyles Lane	AM	N/A	N/A	22.6s	C	15.1s	B	21.9s	C	19.3s	B
		PM	N/A	N/A	61.8s	E	30.4s	C	58.3s	E	48.7s	D
KY-16	I75 NB Ramps & Kyles Lane	AM	112.2s	F	N/A	N/A	121.6s	F	6.1s	A	82.8s	F
		PM	30.0s	C	N/A	N/A	31.7s	C	16.9s	B	25.5s	C
KY-17	Higland Avenue & Kyles Lane	AM	30.0s	C	186.6s	F	176.5s	F	17.6s	B	128.9s	F
		PM	62.4s	E	161.8s	F	101.0s	F	236.0s	F	171.5s	F
KY-18	I75 SB Ramps & Dixie Hwy	AM	N/A	N/A	17.6s	B	16.7s	B	17.6s	B	17.0s	B
		PM	N/A	N/A	23.8s	C	8.8s	A	23.0s	C	19.2s	B
KY-19	I75 NB Ramps & Dixie Hwy	AM	25.6s	C	N/A	N/A	25.0s	C	8.6s	A	20.8s	C
		PM	18.4s	B	N/A	N/A	18.6s	B	14.9s	B	16.4s	B

ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Northeastbound	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-47	W McMillan Street/Fairview Avenue/ Ravine Street	AM	20.0s	C	14.8s	B	27.7s	C	22.6s	C	36.2s	D
		PM	20.2s	C	25.0s	C	24.9s	C	17.7s	B	35.8s	D
			Southwestbound		Overall							
			Delay	LOS	Delay	LOS						
			33.1s	C	21.1s	C						
			37.6s	D	25.6s	C						

## No Build Alternative Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Unsignalized Intersections - 2035 No Build Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-4	Bank Street & Linn Street	AM	9.9s	A	N/A	N/A	7.6s [L]	A	N/A	N/A	N/A	N/A
		PM	11.3s	B	N/A	N/A	8.0s [L]	A	N/A	N/A	N/A	N/A
OH-21	Court Street & Linn Street	AM	16.5s	C	14.0s	B	7.8s [L]	A	8.9s [L]	A	N/A	N/A
		PM	19.4s	C	22.8s	C	8.3s [L]	A	8.7s [L]	A	N/A	N/A
OH-28	W 6th Street & Linn Street	AM	N/A	N/A	N/A	N/A	N/A	N/A	8.4s [L]	A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	13.8s [L]	B	N/A	N/A
OH-45	Clemmer Avenue & W McMillan Street	AM	N/A	N/A	13.1s	B	N/A	N/A	7.8s [L]	A	N/A	N/A
		PM	N/A	N/A	16.2s	C	N/A	N/A	8.8s [L]	A	N/A	N/A
OH-46	W McMillan Street & Scenic Drive	AM	N/A	N/A	N/A	N/A	9.3s [L]	A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	8.0s [L]	A	N/A	N/A	N/A	N/A
OH-48	W McMillan Street & Flora Avenue	AM	N/A	N/A	9.3s [L]	A	10.6s	B	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.3s [L]	A	9.6s	A	N/A	N/A	N/A	N/A
OH-49	W McMillan Street & Victor Avenue	AM	N/A	N/A	9.3s [L]	A	14.4s	B	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.3s [L]	A	12.5s	B	N/A	N/A	N/A	N/A
KY-1	W 4th Street & Crescent Avenue	AM	N/A	N/A	26.0s	D	N/A	N/A	8.4s [L]	A	N/A	N/A
		PM	N/A	N/A	33.3s	D	N/A	N/A	9.1s [L]	A	N/A	N/A
KY-6	W 5th Street & Crescent Avenue	AM	N/A	N/A	11.4s	B	N/A	N/A	7.7s [L]	A	N/A	N/A
		PM	N/A	N/A	15.2s	C	N/A	N/A	7.6s [L]	A	N/A	N/A
KY-8	W 5th Street & Bakewell Street	AM	7.3s [L]	A	N/A	N/A	28.3s	D	47.6s	E	N/A	N/A
		PM	7.3s [L]	A	N/A	N/A	19.4s	C	21.7s	C	N/A	N/A
KY-12	W 12th Street & Bullock Street	AM	18.35s	C	15.09s	C	N/A	N/A	13.80s	B	15.61s	C
		PM	11.67s	B	16.73s	C	N/A	N/A	15.64s	C	15.38s	C
KY-13	W 12th Street & Jillians Way	AM	100.10s	F	80.72s	F	15.48s	C	N/A	N/A	78.14s	F
		PM	60.43s	F	128.39s	F	80.51s	F	N/A	N/A	92.36s	F

## No Build Alternative Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

No Build I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volume	Peak	Density	LOS
Dixie Highway Diverge	NB	270	AM	37.3 pc/mi/ln	E
		360	PM	-	F
Kyles Lane Merge	NB	1320	AM	-	F
		620	PM	-	F
W 12th Street Diverge	NB	240	AM	-	F
		550	PM	-	F
W 5th Street Diverge	NB	640	AM	-	F
		550	PM	38.6 pc/mi/ln	E
Pike Street Merge	NB	1120	AM	-	F
		400	PM	33.6 pc/mi/ln	D
W 4th Street Merge	NB	1160	AM	-	F
		980	PM	37.7 pc/mi/ln	E
I-71 NB Split	NB	4800	AM	-	F
		2330	PM	33.1 pc/mi/ln	D
W 5th Street Diverge	NB	760	AM	30.1 pc/mi/ln	D
		370	PM	-	F
US 50 Diverge	NB	730	AM	33.1 pc/mi/ln	D
		700	PM	-	F
I-71 SB Merge	NB	2220	AM	22.8 pc/mi/ln	C
		3400	PM	33.3 pc/mi/ln	D
W 9th Street Merge	NB	150	AM	19.4 pc/mi/ln	B
		830	PM	32.6 pc/mi/ln	D
Freeman Avenue Merge	NB	490	AM	23.7 pc/mi/ln	C
		560	PM	-	F
Ezzard Charles Drive Merge	NB	130	AM	20.1 pc/mi/ln	C
		400	PM	-	F
WHV Diverge	NB	320	AM	26.1 pc/mi/ln	C
		530	PM	-	F
WHV/Bank Ramps	NB	250	AM	21.2 pc/mi/ln	C
		540	PM	19.2 pc/mi/ln	C
WHV/Bank Street Merge	NB	1010	AM	28.4 pc/mi/ln	D
		910	PM	-	F
WHV Diverge	SB	260	AM	-	F
		500	PM	30.6 pc/mi/ln	D
Ezzard Charles Drive Diverge	SB	620	AM	-	F
		240	PM	26.7 pc/mi/ln	C
Freeman Avenue Diverge	SB	670	AM	-	F
		460	PM	26.2 pc/mi/ln	C
I-71 NB Split	SB	4080	AM	-	F
		2790	PM	27.0 pc/mi/ln	D
W 9th Street Merge	SB	160	AM	30.2 pc/mi/ln	D
		940	PM	34.7 pc/mi/ln	D
US 50 Merge	SB	680	AM	36.8 pc/mi/ln	E
		830	PM	-	F
I-71 SB Merge	SB	2680	AM	41.8 pc/mi/ln	E
		4340	PM	-	F
W 5th Street Diverge	SB	860	AM	35.3 pc/mi/ln	E
		850	PM	-	F
Pike Street Diverge	SB	270	AM	-	F
		590	PM	-	F
W 5th Street Merge	SB	480	AM	27.7 pc/mi/ln	C
		1150	PM	-	F
W 12th Street Merge	SB	350	AM	26.9 pc/mi/ln	C
		580	PM	-	F
Kyles Lane Diverge	SB	600	AM	33.3 pc/mi/ln	D
		1020	PM	-	F
Dixie Highway Merge	SB	330	AM	25.5 pc/mi/ln	C
		580	PM	-	F

## No Build Alternative Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

No Build I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volume	Peak	Density	LOS
W 2nd Street Diverge	NB	1200	AM	-	F
		430	PM	23.6 pc/mi/l <sub>n</sub>	C
I-75 SB Merge	NB	3610	AM	37.4 pc/mi/l <sub>n</sub>	E
		2920	PM	27.6 pc/mi/l <sub>n</sub>	D
US 50 Diverge	NB	2090	AM	-	F
		2430	PM	23.4 pc/mi/l <sub>n</sub>	C
W 2nd Street Merge	NB	90	AM	-	F
		430	PM	23.0 pc/mi/l <sub>n</sub>	C
W 5th Street Merge	NB	220	AM	32.3 pc/mi/l <sub>n</sub>	D
		620	PM	23.0 pc/mi/l <sub>n</sub>	C
I-471 Merge	NB	1970	AM	-	F
		1120	PM	30.7 pc/mi/l <sub>n</sub>	D
I-471 Diverge	SB	650	AM	34.1 pc/mi/l <sub>n</sub>	D
		1510	PM	-	F
W 3rd Street Diverge	SB	1670	AM	34.9 pc/mi/l <sub>n</sub>	D
		530	PM	-	F
US 50 Merge	SB	2240	AM	29.3 pc/mi/l <sub>n</sub>	D
		1900	PM	-	F
I-75 NB Diverge	SB	2850	AM	27.3 pc/mi/l <sub>n</sub>	D
		3050	PM	31.5 pc/mi/l <sub>n</sub>	D
W 3rd Street Merge	SB	260	AM	26.4 pc/mi/l <sub>n</sub>	C
		1200	PM	-	F

No Build US 50 Ramp Junctions					
Ramp Junction	Direction	Ramp Volume	Peak	Density	LOS
Freeman Avenue Diverge	EB	750	AM	28.8 pc/mi/l <sub>n</sub>	D
		180	PM	10.6 pc/mi/l <sub>n</sub>	A
I-75 SB/I-71 NB Split	EB	1750	AM	33.9 pc/mi/l <sub>n</sub>	D
		1190	PM	22.5 pc/mi/l <sub>n</sub>	C
I-75 NB Merge	WB	940	AM	18.0 pc/mi/l <sub>n</sub>	C
		1450	PM	27.7 pc/mi/l <sub>n</sub>	D
Freeman Avenue Merge	WB	150	AM	5.8 pc/mi/l <sub>n</sub>	A
		540	PM	18.1 pc/mi/l <sub>n</sub>	B

No Build I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volume	Peak	Density	LOS
US 50 Diverge	NB	940	AM	40.2 pc/mi/l <sub>n</sub>	E
		1450	PM	30.2 pc/mi/l <sub>n</sub>	D
W 4th Merge	NB	290	AM	40.2 pc/mi/l <sub>n</sub>	E
		1600	PM	33.0 pc/mi/l <sub>n</sub>	D
W 5th Street Diverge	SB	710	AM	-	F
		250	PM	30.5 pc/mi/l <sub>n</sub>	D
W 2nd Street Diverge	SB	1510	AM	38.5 pc/mi/l <sub>n</sub>	E
		810	PM	33.6 pc/mi/l <sub>n</sub>	D
US 50 Merge	SB	1750	AM	38.5 pc/mi/l <sub>n</sub>	E
		1190	PM	33.6 pc/mi/l <sub>n</sub>	D

## Alternative B Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative B I-75 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
South of Dixie Highway	Dixie Highway Diverge	NB	3	AM	7160	-	F	1.216
				PM	8280	-	F	1.413
Dixie Highway Diverge	Dixie Highway Merge	NB	3	AM	6440	-	F	1.094
				PM	7180	-	F	1.225
Dixie Highway Merge	Kyles Lane Merge	NB	5	AM	7440	29.1 pc/mi/ln	D	0.758
				PM	7560	29.8 pc/mi/ln	D	0.774
Kyles Lane Merge	Local CD Diverge	NB	6	AM	8910	29.1 pc/mi/ln	D	0.757
				PM	8270	27.1 pc/mi/ln	D	0.706
Local CD Diverge	W 5th Merge	NB	4	AM	6070	29.5 pc/mi/ln	D	0.766
				PM	6260	30.9 pc/mi/ln	D	0.798
W 5th Merge	I-71 NB Diverge	NB	4	AM	6920	34.8 pc/mi/ln	D	0.873
				PM	6660	33.4 pc/mi/ln	D	0.849
I-71 NB Diverge	I-71 SB/ Local CD Merge	NB	2	AM	2450	23.7 pc/mi/ln	C	0.618
				PM	4000	-	F	1.019
I-71 SB/ Local CD Merge	WHV/Central Pkwy Diverge	NB	5	AM	5640	21.9 pc/mi/ln	C	0.572
				PM	8290	32.9 pc/mi/ln	D	0.841
WHV/Central Pkwy Diverge	WHV Merge	NB	5	AM	4070	15.8 pc/mi/ln	B	0.413
				PM	7340	28.6 pc/mi/ln	D	0.745
WHV Merge	Central Pkwy Merge	NB	6	AM	5640	18.3 pc/mi/ln	C	0.477
				PM	8560	27.7 pc/mi/ln	D	0.724
North of Central Pkwy Merge		NB	6	AM	6150	19.9 pc/mi/ln	C	0.520
				PM	8790	28.5 pc/mi/ln	D	0.743
North of WHV Diverge	WHV Diverge	SB	5	AM	9780	44.1 pc/mi/ln	E	0.992
				PM	7230	28.1 pc/mi/ln	D	0.734
WHV Diverge	Findlay Diverge	SB	5	AM	8670	35.1 pc/mi/ln	E	0.880
				PM	6720	26.1 pc/mi/ln	D	0.682
Findlay Diverge	I-71 NB/Local CD Diverge	SB	5	AM	8400	33.5 pc/mi/ln	D	0.852
				PM	6270	24.4 pc/mi/ln	C	0.636
I-71 NB/Local CD Diverge	I-71 SB Merge	SB	2	AM	3920	44.4 pc/mi/ln	E	0.994
				PM	2730	26.5 pc/mi/ln	D	0.693
I-71 SB Merge	Local CD Merge	SB	4	AM	6230	30.5 pc/mi/ln	D	0.790
				PM	5900	29.2 pc/mi/ln	D	0.759
Local CD Merge	W 12th Merge	SB	5	AM	6560	26.0 pc/mi/ln	C	0.678
				PM	8930	37.7 pc/mi/ln	E	0.919
W 12th Merge	Kyles/Dixie Diverge	SB	6	AM	7340	24.5 pc/mi/ln	C	0.638
				PM	10390	36.1 pc/mi/ln	E	0.895
Kyles/Dixie Diverge	Kyles CD Merge	SB	4	AM	6460	33.0 pc/mi/ln	D	0.842
				PM	8570	-	F	1.107
Kyles CD Merge	Dixie Highway Merge	SB	5	AM	6810	27.2 pc/mi/ln	D	0.710
				PM	9130	39.6 pc/mi/ln	E	0.944
South of Dixie Merge		SB	4	AM	7150	38.7 pc/mi/ln	E	0.932
				PM	9760	-	F	1.261

Alternative B I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-75 NB Diverge	US 50/I-75 SB Merge	NB	2	AM	4470	-	F	1.134
				PM	2660	26.0 pc/mi/ln	C	0.678
US 50/I-75 SB Merge	US 50 Diverge	NB	4	AM	7480	40.0 pc/mi/ln	E	0.949
				PM	5020	24.4 pc/mi/ln	C	0.637
US 50 Diverge	W 2nd Merge	NB	2	AM	5320	-	F	1.337
				PM	2510	24.2 pc/mi/ln	C	0.631
W 2nd Merge	W 5th Merge	NB	3	AM	5380	36.5 pc/mi/ln	E	0.901
				PM	2800	18.0 pc/mi/ln	B	0.469

\* Indicates Weave Segments

## Alternative B Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative B I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
W 5th Merge	I-471 Merge	NB	3	AM	5570	38.7 pc/mi/ln	E	0.933
				PM	3330	21.4 pc/mi/ln	C	0.558
I-471 Merge	Gilbert Merge	NB	3	AM	7530	-	F	1.255
				PM	4440	28.4 pc/mi/ln	D	0.740
North of I-471 Diverge		SB	3	AM	5230	34.7 pc/mi/ln	D	0.872
				PM	6490	-	F	1.082
I-471 Diverge	3rd Street Diverge	SB	3	AM	4580	29.5 pc/mi/ln	D	0.767
				PM	4960	32.4 pc/mi/ln	D	0.831
3rd Street Diverge	US 50 Merge	SB	2	AM	3120	30.2 pc/mi/ln	D	0.784
				PM	4490	-	F	1.128
US 50 Merge	I-75 NB/US 50 Diverge	SB	4	AM	5440	26.5 pc/mi/ln	D	0.690
				PM	6460	31.9 pc/mi/ln	D	0.819
I-75 NB/US 50 Diverge	I-75 SB Merge	SB	2	AM	2310	22.5 pc/mi/ln	C	0.586
				PM	3170	31.9 pc/mi/ln	D	0.819

Alternative B US 50 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
West of Freeman Avenue Diverge		EB	3	AM	3370	21.3 pc/mi/ln	C	0.556
				PM	1220	7.7 pc/mi/ln	A	0.201
Freeman Avenue Diverge	Freeman Avenue Merge	EB	2	AM	2870	27.2 pc/mi/ln	D	0.710
				PM	1100	10.4 pc/mi/ln	A	0.272
Freeman Avenue Merge	W 6th Street Merge	EB	3	AM	2920	24.32 pc/mi/ln*	C	0.636
				PM	1460	11.17 pc/mi/ln*	B	0.339
W 6th Street Merge	I-75 SB Diverge	EB	3	AM	3140	28.12 pc/mi/ln*	D	0.719
				PM	2220	19.62 pc/mi/ln*	B	0.541
I-75 SB Diverge	I-71/W 2nd Split	EB	2	AM	1950	18.3 pc/mi/ln	C	0.478
				PM	1230	11.6 pc/mi/ln	B	0.303
I-75 NB Merge	I-71 SB Merge	WB	3	AM	940	5.9 pc/mi/ln	A	0.154
				PM	1460	9.2 pc/mi/ln	A	0.240
I-71 SB Merge	Gest Street Diverge	WB	4	AM	1930	11.90 pc/mi/ln*	B	0.366
				PM	3030	20.81 pc/mi/ln*	C	0.577
Gest Street Diverge	Linn Street Diverge	WB	4	AM	1420	7.27 pc/mi/ln*	A	0.232
				PM	2680	15.02 pc/mi/ln*	B	0.433
Linn Street Diverge	Freeman Avenue Merge	WB	3	AM	880	5.6 pc/mi/ln	A	0.145
				PM	2420	15.3 pc/mi/ln	B	0.399
West of Freeman Avenue Merge		WB	3	AM	1050	6.7 pc/mi/ln	A	0.173
				PM	2880	18.2 pc/mi/ln	C	0.475

Alternative B I-71/I75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-75 NB Split	W 12th Diverge	NB	2	AM	2840	27.0 pc/mi/ln	D	0.703
				PM	2010	19.1 pc/mi/ln	C	0.498
W 12th Diverge	W 9th Merge	NB	2	AM	1700	16.1 pc/mi/ln	B	0.421
				PM	810	7.7 pc/mi/ln	A	0.200
W 9th Merge	W 2nd Diverge	NB	3	AM	3440	21.8 pc/mi/ln	C	0.568
				PM	2010	12.7 pc/mi/ln	B	0.332
W 2nd Diverge	Connector Split	NB	3	AM	2240	14.2 pc/mi/ln	B	0.370
				PM	1580	10.0 pc/mi/ln	A	0.261
Connector Split	Connector Converge (west)	NB	1	AM	650	12.3 pc/mi/ln	B	0.322
				PM	390	7.4 pc/mi/ln	A	0.193
Connector Split	US 50 Diverge	NB	2	AM	1590	15.1 pc/mi/ln	B	0.394
				PM	1190	11.3 pc/mi/ln	B	0.295
US 50 Diverge	W 5th Diverge	NB	1	AM	1430	27.0 pc/mi/ln	D	0.705
				PM	1110	20.9 pc/mi/ln	C	0.544
US 50 Diverge	I-71 SB Merge	NB	1	AM	160	3.0 pc/mi/ln	A	0.080
				PM	80	1.5 pc/mi/ln	A	0.040

\* Indicates Weave Segments

## Alternative B Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative B I-71/I-75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-71 SB Merge	W 4th Merge	NB	2	AM	2110	20.1 pc/mi/ln	C	0.525
				PM	1480	13.9 pc/mi/ln	B	0.363
W 4th Merge	NB Connector Converge	NB	3	AM	2540	16.1 pc/mi/ln	B	0.421
				PM	3900	24.4 pc/mi/ln	C	0.638
I-71 SB Diverge	Local SB Ramps Diverge	NB	2	AM	2940	30.2 pc/mi/ln	D	0.735
				PM	3290	31.6 pc/mi/ln	D	0.814
Local SB Ramps Diverge	US 50 Diverge	NB	2	AM	2940	28.2 pc/mi/ln	D	0.735
				PM	2970	28.2 pc/mi/ln	D	0.735
US 50 Diverge	NB Connector Merge	NB	1	AM	1950	42.0 pc/mi/ln*	E	0.970
				PM	1400	26.3 pc/mi/ln	D	0.687
NB Connector Converge	I-75 NB Merge	NB	3	AM	3190	20.3 pc/mi/ln	C	0.529
				PM	4290	26.9 pc/mi/ln	D	0.701
I-75 SB Diverge	WHV merge	SB	3	AM	4480	28.5 pc/mi/ln	D	0.743
				PM	3540	22.4 pc/mi/ln	C	0.584
WHV merge	Local SB Ramps Diverge	SB	4	AM	5840	39.85 pc/mi/ln*	E	0.942
				PM	4310	31.64 pc/mi/ln*	D	0.719
Local SB Ramps Diverge	W 7th Diverge	SB	3	AM	4970	31.9 pc/mi/ln	D	0.820
				PM	2420	15.3 pc/mi/ln	B	0.399
W 7th Diverge	W 5th Diverge	SB	3	AM	3410	22.5 pc/mi/ln	C	0.563
				PM	1580	14.1 pc/mi/ln	B	0.261
W 5th Diverge	I-71 NB/W 2nd Split	SB	2	AM	2000	27.3 pc/mi/ln	D	0.495
				PM	1390	19.5 pc/mi/ln	C	0.344
W 2nd Split	US 50 Merge	SB	1	AM	1320	25.3 pc/mi/ln	C	0.660
				PM	1220	23.0 pc/mi/ln	C	0.601
US 50 Merge	I-71 NB Merge	SB	2	AM	3010	28.6 pc/mi/ln	D	0.745
				PM	2360	22.3 pc/mi/ln	C	0.582
I-71 NB Split	US 50 Merge	SB	1	AM	1560	29.1 pc/mi/ln	D	0.757
				PM	840	15.7 pc/mi/ln	B	0.410
US 50 Merge	I-75 NB Merge	SB	2	AM	1820	16.9 pc/mi/ln	B	0.442
				PM	930	8.7 pc/mi/ln	A	0.227
SB Connector Diverge	Freeman Diverge	SB	1	AM	870	16.5 pc/mi/ln	B	0.431
				PM	1890	39.0 pc/mi/ln*	E	0.936
Freeman Diverge	Ezzard Charles Merge	SB	1	AM	100	1.9 pc/mi/ln	A	0.050
				PM	1370	26.0 pc/mi/ln	C	0.678
Ezzard Charles Merge	W 9th Merge	SB	1	AM	200	3.8 pc/mi/ln	A	0.099
				PM	1570	29.9 pc/mi/ln	D	0.777
W 9th Merge	US 50 Merge	SB	1	AM	270	5.1 pc/mi/ln	A	0.134
				PM	2070	-	F	1.025
US 50 Merge	I-71 SB Merge	SB	1	AM	940	18.1 pc/mi/ln	C	0.472
				PM	2890	-	F	1.431
I-71 SB Merge	W 9th Diverge (KY)	SB	2	AM	1410	13.7 pc/mi/ln	B	0.358
				PM	4660	-	F	1.153
W 9th Diverge (KY)	I-75 SB Merge	SB	1	AM	330	6.5 pc/mi/ln	A	0.171
				PM	3030	-	F	1.537

\* Indicates Weave Segments

### Alternative B Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative B Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-1	Bank Street & Dalton Avenue	AM	18.6s	B	21.6s	C	19.7s	B	21.5s	C	20.8s	C
		PM	21.1s	C	31.6s	C	19.7s	B	29.7s	C	26.6s	C
OH-2	Bank Street & Winchell Avenue	AM	11.3s	B	10.7s	B	11.5s	B	N/A	N/A	11.4s	B
		PM	13.1s	B	11.5s	B	12.8s	B	N/A	N/A	12.6s	B
OH-3	Central Pkwy & Linn Street	AM	85.1s	F	9.0s	A	19.9s	B	92.5s	F	63.2s	E
		PM	13.1s	B	214.3s	F	27.2s	C	223.0s	F	145.4s	F
OH-5	Findlay Street & Dalton Avenue	AM	17.5s	B	18.3s	B	18.2s	B	10.8s	B	14.5s	B
		PM	19.0s	B	20.1s	C	19.7s	B	10.6s	B	15.9s	B
OH-6	Findlay Street & Western Avenue	AM	13.5s	B	13.3s	B	N/A	N/A	13.3s	B	13.4s	B
		PM	13.7s	B	13.4s	B	N/A	N/A	13.4s	B	13.5s	B
OH-7	Findlay Street & Winchell Avenue	AM	14.2s	B	13.1s	B	14.1s	B	N/A	N/A	14.1s	B
		PM	15.0s	B	14.0s	B	14.7s	B	N/A	N/A	14.7s	B
OH-8	Liberty Street & Dalton Avenue	AM	11.5s	B	12.5s	B	11.4s	B	12.0s	B	11.8s	B
		PM	12.0s	B	13.7s	B	11.2s	B	14.2s	B	13.2s	B
OH-9	Liberty Street & Western Avenue	AM	11.2s	B	10.7s	B	N/A	N/A	11.1s	B	11.0s	B
		PM	11.1s	B	10.8s	B	N/A	N/A	11.1s	B	11.0s	B
OH-10	Liberty Street & Winchell Avenue	AM	11.9s	B	10.9s	B	12.0s	B	N/A	N/A	11.8s	B
		PM	12.1s	B	12.4s	B	12.2s	B	N/A	N/A	12.3s	B
OH-11	Liberty Street & Linn Street	AM	12.6s	B	12.4s	B	12.7s	B	12.5s	B	12.5s	B
		PM	12.0s	B	13.5s	B	13.2s	B	12.7s	B	13.0s	B
OH-12	Ezzard Charles WB & Western Avenue	AM	N/A	N/A	19.2s	B	N/A	N/A	18.9s	B	19.0s	B
		PM	N/A	N/A	18.6s	B	N/A	N/A	18.7s	B	18.7s	B
OH-13	Ezzard Charles WB & Winchell Avenue	AM	N/A	N/A	10.9s	B	11.1s	B	N/A	N/A	11.0s	B
		PM	N/A	N/A	12.0s	B	12.2s	B	N/A	N/A	12.1s	B
OH-14	Ezzard Charles EB & Western Avenue	AM	18.6s	B	N/A	N/A	N/A	N/A	18.3s	B	18.4s	B
		PM	18.7s	B	N/A	N/A	N/A	N/A	18.5s	B	18.5s	B
OH-15	Ezzard Charles EB & Winchell Avenue	AM	11.6s	B	N/A	N/A	11.5s	B	N/A	N/A	11.5s	B
		PM	11.2s	B	N/A	N/A	11.5s	B	N/A	N/A	11.5s	B
OH-16	Ezzard Charles & Linn Street	AM	13.0s	B	11.6s	B	13.3s	B	13.0s	B	12.9s	B
		PM	12.8s	B	13.3s	B	13.1s	B	13.0s	B	13.1s	B
OH-17	Gest Street & Dalton Avenue	AM	15.2s	B	15.8s	B	15.8s	B	16.0s	B	15.7s	B
		PM	16.8s	B	17.0s	B	13.7s	B	16.8s	B	16.2s	B
OH-18	Gest Street & Western Avenue	AM	15.0s	B	15.4s	B	N/A	N/A	15.1s	B	15.2s	B
		PM	15.0s	B	14.5s	B	N/A	N/A	14.9s	B	14.8s	B
OH-19	Gest Street & Freeman Avenue	AM	17.4s	B	26.8s	C	21.3s	C	26.3s	C	23.9s	C
		PM	15.4s	B	23.5s	C	22.3s	C	23.3s	C	21.2s	C
OH-20	Linn/W 3rd Street & Gest Street	AM	15.2s	B	17.1s	B	17.2s	B	9.9s	A	15.4s	B
		PM	16.7s	B	17.9s	B	18.0s	B	10.3s	B	16.5s	B
OH-23	8th Street & Dalton Avenue	AM	12.9s	B	19.4s	B	18.3s	B	19.2s	B	16.4s	B
		PM	12.2s	B	21.1s	C	18.1s	B	20.8s	C	19.1s	B
OH-24	8th Street & Freeman Avenue	AM	24.4s	C	21.3s	C	24.3s	C	21.2s	C	23.3s	C
		PM	22.9s	C	23.0s	C	22.2s	C	23.2s	C	23.0s	C
OH-25	8th Street & Linn Street	AM	21.6s	C	19.3s	B	20.9s	C	21.5s	C	21.2s	C
		PM	23.3s	C	24.0s	C	24.5s	C	20.4s	C	23.1s	C
OH-26	WHV & Spring Grove Avenue	AM	28.1s	C	26.0s	C	16.5s	B	28.8s	C	25.6s	C
		PM	18.6s	B	47.0s	D	32.5s	C	48.9s	D	38.1s	D
OH-27	Dalton Avenue & Linn Street	AM	13.5s	B	14.7s	B	14.8s	B	14.1s	B	14.4s	B
		PM	17.8s	B	10.8s	B	18.0s	B	18.0s	B	16.8s	B
OH-29	W Court Street & Central Avenue	AM	15.7s	B	13.4s	B	15.8s	B	N/A	N/A	15.4s	B
		PM	12.8s	B	13.6s	B	13.5s	B	N/A	N/A	13.4s	B
OH-30	W 9th Street & Central Avenue	AM	N/A	N/A	12.5s	B	12.7s	B	12.2s	B	12.6s	B
		PM	N/A	N/A	13.7s	B	13.8s	B	13.9s	B	13.7s	B
OH-31	W 7th Street & Central Avenue	AM	16.4s	B	N/A	N/A	16.2s	B	N/A	N/A	16.4s	B
		PM	13.2s	B	N/A	N/A	13.5s	B	N/A	N/A	13.3s	B
OH-32	W 6th Street & Central Avenue	AM	N/A	N/A	13.9s	B	13.7s	B	N/A	N/A	13.8s	B
		PM	N/A	N/A	14.0s	B	14.2s	B	N/A	N/A	14.1s	B

### Alternative B Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative B Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-33	W 5th Street & Central Avenue	AM	68.6s	E	N/A	N/A	65.8s	E	10.0s	B	65.6s	E
		PM	31.4s	C	N/A	N/A	31.3s	C	5.5s	A	28.4s	C
OH-34	W 4th Street & Central Avenue	AM	N/A	N/A	18.6s	B	17.8s	B	18.4s	B	18.2s	B
		PM	N/A	N/A	115.2s	F	113.8s	F	112.8s	F	114.2s	F
OH-35	W 3rd Street & Central Avenue	AM	43.9s	D	43.2s	D	37.8s	D	44.1s	D	43.4s	D
		PM	116.9s	F	113.6s	F	107.6s	F	112.7s	F	112.3s	F
OH-36	W 4th Street & Plum Street	AM	N/A	N/A	12.7s	B	N/A	N/A	12.9s	B	12.8s	B
		PM	N/A	N/A	14.8s	B	N/A	N/A	14.7s	B	14.8s	B
OH-37	W 3rd Street & Plum Street	AM	N/A	N/A	13.5s	B	N/A	N/A	13.5s	B	13.5s	B
		PM	N/A	N/A	14.1s	B	N/A	N/A	14.1s	B	14.1s	B
OH-38	W 4th Street & Elm Street	AM	N/A	N/A	14.0s	B	13.8s	B	N/A	N/A	13.9s	B
		PM	N/A	N/A	15.4s	B	15.8s	B	N/A	N/A	15.5s	B
OH-39	W 3rd Street & Elm Street	AM	N/A	N/A	14.5s	B	14.6s	B	N/A	N/A	14.6s	B
		PM	N/A	N/A	16.6s	B	17.0s	B	N/A	N/A	16.7s	B
OH-40	W 2nd Street & Elm Street	AM	17.4s	B	N/A	N/A	17.8s	B	N/A	N/A	17.5s	B
		PM	16.4s	B	N/A	N/A	16.7s	B	N/A	N/A	16.5s	B
OH-41	W 3rd Street & Clay Wade Bailey Bridge	AM	17.9s	B	18.0s	B	18.0s	B	N/A	N/A	18.0s	B
		PM	24.5s	C	25.4s	C	25.5s	C	N/A	N/A	25.1s	C
OH-42	WHV & I-75 NB Ramps	AM	24.5s	C	N/A	N/A	24.7s	C	N/A	N/A	24.6s	C
		PM	22.4s	C	N/A	N/A	21.8s	C	N/A	N/A	22.0s	C
OH-43	W McMillan Street & Central Pkwy	AM	32.1s	C	21.7s	C	17.1s	B	33.1s	C	29.0s	C
		PM	20.0s	B	78.7s	E	81.0s	F	39.5s	D	61.7s	E
OH-44	W McMillan Street & W McMicken Avenue	AM	17.1s	B	7.1s	A	16.2s	B	17.4s	B	15.4s	B
		PM	16.7s	B	9.3s	A	15.0s	B	17.0s	B	13.3s	B
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	See Below									
		PM	See Below									
OH-50	I-75 NB Ramps & Central Pkwy	AM	39.5s	D	N/A	N/A	34.4s	C	39.4s	D	38.0s	D
		PM	22.2s	C	N/A	N/A	18.4s	B	22.5s	C	20.2s	C
OH-51	WHV & I-75 SB Ramps	AM	53.2s	D	16.0s	B	N/A	N/A	53.0s	D	49.2s	D
		PM	16.8s	B	19.8s	B	N/A	N/A	19.5s	B	18.8s	B
KY-2	W 4th Street & Philadelphia Street	AM	N/A	N/A	16.1s	B	13.8s	B	15.8s	B	15.4s	B
		PM	N/A	N/A	18.3s	B	15.6s	B	18.2s	B	17.6s	B
KY-3	W 4th Street & Bakewell Street	AM	N/A	N/A	13.6s	B	13.2s	B	13.9s	B	13.6s	B
		PM	N/A	N/A	14.3s	B	14.7s	B	14.7s	B	14.4s	B
KY-4	W 4th Street & Main Street	AM	N/A	N/A	14.7s	B	15.1s	B	11.6s	B	14.1s	B
		PM	N/A	N/A	30.0s	C	6.5s	A	31.5s	C	28.8s	C
KY-7	W 5th Street & Philadelphia Street	AM	18.0s	B	N/A	N/A	17.6s	B	18.0s	B	18.0s	B
		PM	17.8s	B	N/A	N/A	16.6s	B	17.8s	B	17.7s	B
KY-9	W 5th Street & Main Street	AM	16.2s	B	N/A	N/A	16.7s	B	16.4s	B	16.3s	B
		PM	42.2s	D	N/A	N/A	8.2s	A	43.8s	D	40.3s	D
KY-10	Pike Street & Bullock Street	AM	28.6s	C	23.2s	C	N/A	N/A	28.7s	C	27.7s	C
		PM	47.2s	D	40.6s	D	N/A	N/A	47.4s	D	45.0s	D
KY-11	Pike Street & Jillians Way	AM	363.0s	F	6.9s	A	359.6s	F	N/A	N/A	280.0s	F
		PM	103.9s	F	10.0s	A	106.2s	F	N/A	N/A	66.0s	E
KY-14	Dixie Hwy & Kyles Lane	AM	140.3s	F	157.3s	F	148.8s	F	28.5s	C	145.5s	F
		PM	108.0s	F	102.4s	F	106.5s	F	21.0s	C	103.8s	F
KY-15	I-75 SB Ramps & Kyles Lane	AM	N/A	N/A	23.3s	C	14.6s	B	23.6s	C	20.3s	C
		PM	N/A	N/A	67.7s	E	28.2s	C	69.2s	E	54.2s	D
KY-16	I-75 NB Ramps & Kyles Lane	AM	141.0s	F	N/A	N/A	143.5s	F	5.8s	A	95.3s	F
		PM	29.8s	C	N/A	N/A	31.1s	C	15.5s	B	24.3s	C
KY-17	Highland Avenue & Kyles Lane	AM	186.5s	F	20.0s (-)	B	175.9s	F	27.4s	C	134.1s	F
		PM	88.1s	F	224.8s	F	211.4s	F	37.3s	D	167.2s	F
KY-18	I-75 SB Ramps & Dixie Hwy	AM	N/A	N/A	18.0s	B	17.6s	B	17.6s	B	17.7s	B
		PM	N/A	N/A	25.1s	C	8.1s	A	24.4s	C	19.9s	B
KY-19	I-75 NB Ramps & Dixie Hwy	AM	27.1s	C	N/A	N/A	26.3s	C	9.2s	A	21.9s	C
		PM	18.7s	B	N/A	N/A	18.7s	B	14.7s	B	16.4s	B
KY-A	W 9th & Jillians Way	AM	34.1s	C	33.5s	C	34.4s	C	N/A	N/A	34.1s	C
		PM	33.3s	C	32.5s	C	33.1s	C	N/A	N/A	32.9s	C

### Alternative B Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative B Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
KY-B	W 9th & Bullock St	AM	44.0s	D	44.6s	D	N/A	N/A	43.1s	D	43.4s	D
		PM	48.7s	D	62.4s	E	N/A	N/A	62.5s	E	62.1s	E
KY-C	W 5h & Jillians Way	AM	18.9s	B	N/A	N/A	19.3	B	N/A	N/A	19.3s	B
		PM	17.9s	B	N/A	N/A	17.3s	B	N/A	N/A	17.4s	B
KY-D	W 5th & Local CD SB (Bullock St)	AM	15.6s	B	N/A	N/A	N/A	N/A	15.5s	B	15.6s	B
		PM	16.0s	B	N/A	N/A	N/A	N/A	15.8s	B	15.9s	B
KY-E	W 4th & I-75 NB Ramps	AM	N/A	N/A	15.0s	B	14.8s	B	N/A	N/A	15.0s	B
		PM	N/A	N/A	17.6s	B	17.8s	B	N/A	N/A	17.7s	B

ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Northeastbound	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	18.6s	B	12.5s	C	33.4s	C	25.8s	C	36.2s	D
		PM	20.9s	C	25.0s	B	29.9s	C	19.7s	B	34.2s	C
			Southwestbound		Overall							
			Delay	LOS	Delay	LOS						
			34.8s	C	20.6s	C						
			40.0s	D	26.8s	C						

HCS Results - Unsignalized Intersections - 2035 Alternative B Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-4	Bank Street & Linn Street	AM	12.5s	B	N/A	N/A	7.8s [L]	A	N/A	N/A	N/A	N/A
		PM	20.8s	C	N/A	N/A	8.4s [L]	A	N/A	N/A	N/A	N/A
OH-21	Court Street & Linn Street	AM	13.4s	B	14.8s	B	7.9s [L]	A	8.4s [L]	A	N/A	N/A
		PM	22.6s	C	32.0s	D	9.0s [L]	A	8.9s [L]	A	N/A	N/A
OH-28	W 6th Street & Linn Street	AM	N/A	N/A	N/A	N/A	N/A	N/A	8.5s [L]	A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	14.3s [L]	B	N/A	N/A
OH-45	Clemmer Avenue & W McMillan Street	AM	N/A	N/A	14.0s	B	N/A	N/A	7.8s [L]	A	N/A	N/A
		PM	N/A	N/A	20.4s	C	N/A	N/A	9.4s [L]	A	N/A	N/A
OH-46	W McMillan Street & Scenic Drive	AM	N/A	N/A	N/A	N/A	9.7s [L]	A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	8.3s [L]	A	N/A	N/A	N/A	N/A
OH-48	W McMillan Street & Flora Avenue	AM	N/A	N/A	9.4s [L]	A	10.8s	B	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.5s [L]	A	9.9s	A	N/A	N/A	N/A	N/A
OH-49	W McMillan Street & Victor Avenue	AM	N/A	N/A	9.5s [L]	A	15.1s	C	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.5s [L]	A	13.7s	B	N/A	N/A	N/A	N/A
KY-1	W 4th Street & Crescent Avenue	AM	N/A	N/A	10.5s	B	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	11.9s	B	N/A	N/A	N/A	N/A	N/A	N/A
KY-6	W 5th Street & Crescent Avenue	AM	N/A	N/A	N/A	N/A	N/A	N/A	9.0s [L]	A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	8.3s [L]	A	N/A	N/A
KY-8	W 5th Street & Bakewell Street	AM	7.3s [L]	A	N/A	N/A	25.4s	D	41.3s	E	N/A	N/A
		PM	7.3s [L]	A	N/A	N/A	27.4s	D	31.9s	D	N/A	N/A
KY-12	W 12th Street & Bullock Street	AM	15.45s	C	25.03s	D	N/A	N/A	49.32s	E	38.70s	E
		PM	11.48s	B	39.98s	E	N/A	N/A	352.38s	F	270.29s	F
KY-13	W 12th Street & Jillians Way	AM	156.84s	F	268.17s	F	699.74s	F	N/A	N/A	444.89s	F
		PM	112.66s	F	250.19s	F	693.74s	F	N/A	N/A	440.6s	F

## Alternative B Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative B I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Dixie Highway Diverge	NB	720	AM	-	F
		1100	PM	-	F
Dixie Highway/Kyles Lane Split	NB	280	AM	14.9 pc/mi/l <sub>n</sub>	B
		380	PM	22.7 pc/mi/l <sub>n</sub>	C
Dixie Highway Merge	NB	1000	AM	-	F
		380	PM	-	F
Kyles Lane Merge	NB	1470	AM	29.1 pc/mi/l <sub>n</sub>	D
		710	PM	29.8 pc/mi/l <sub>n</sub>	D
Local CD Diverge	NB	2840	AM	29.5 pc/mi/l <sub>n</sub>	D
		2010	PM	30.9 pc/mi/l <sub>n</sub>	D
W 5th Merge	NB	850	AM	29.2 pc/mi/l <sub>n</sub>	D
		400	PM	26.4 pc/mi/l <sub>n</sub>	C
I-71 NB/I-75 NB Split	NB	4470	AM	-	F
		2660	PM	-	F
I-71 SB/Local CD Merge	NB	3190	AM	23.7 pc/mi/l <sub>n</sub>	C
		4290	PM	-	F
Central Pkwy/WHV diverge	NB	1570	AM	28.9 pc/mi/l <sub>n</sub>	D
		950	PM	33.5 pc/mi/l <sub>n</sub>	D
Central Pkwy/WHV Ramp Split	NB	650	AM	32.3 pc/mi/l <sub>n</sub>	D
		190	PM	19.4 pc/mi/l <sub>n</sub>	C
WHV/Bank Ramps Merge	NB	310	AM	19.0 pc/mi/l <sub>n</sub>	C
		870	PM	15.5 pc/mi/l <sub>n</sub>	B
Bank/WHV Merge	NB	1570	AM	32.3 pc/mi/l <sub>n</sub>	D
		1220	PM	28.6 pc/mi/l <sub>n</sub>	D
Central Pkwy Merge	NB	510	AM	17.4 pc/mi/l <sub>n</sub>	B
		230	PM	20.3 pc/mi/l <sub>n</sub>	C
WHV Diverge	SB	1110	AM	43.3 pc/mi/l <sub>n</sub>	E
		510	PM	30.6 pc/mi/l <sub>n</sub>	D
Findlay Diverge	SB	270	AM	27.1 pc/mi/l <sub>n</sub>	C
		450	PM	21.3 pc/mi/l <sub>n</sub>	C
I-71 NB/Local CD Diverge	SB	4480	AM	44.4 pc/mi/l <sub>n</sub>	E
		3540	PM	26.5 pc/mi/l <sub>n</sub>	D
I-71 SB Merge	SB	2310	AM	44.4 pc/mi/l <sub>n</sub>	E
		3170	PM	31.9 pc/mi/l <sub>n</sub>	D
Local CD Merge	SB	330	AM	30.5 pc/mi/l <sub>n</sub>	D
		3030	PM	-	F
W 12th Merge	SB	780	AM	26.0 pc/mi/l <sub>n</sub>	C
		1460	PM	37.7 pc/mi/l <sub>n</sub>	E
Kyles Lane Diverge	SB	880	AM	33.0 pc/mi/l <sub>n</sub>	D
		1820	PM	-	F
Kyles/Dixie Split	SB	690	AM	18.4 pc/mi/l <sub>n</sub>	C
		1140	PM	38.8 pc/mi/l <sub>n</sub>	E
Kyles/Dixie Merge	SB	350	AM	11.1 pc/mi/l <sub>n</sub>	B
		560	PM	25.3 pc/mi/l <sub>n</sub>	C
Kyles CD/Dixie exit split	SB	190	AM	11.1 pc/mi/l <sub>n</sub>	B
		680	PM	25.3 pc/mi/l <sub>n</sub>	C
Kyles CD merge	SB	350	AM	33.0 pc/mi/l <sub>n</sub>	D
		560	PM	-	F
Dixie Merge	SB	340	AM	21.2 pc/mi/l <sub>n</sub>	C
		630	PM	31.4 pc/mi/l <sub>n</sub>	D

## Alternative B Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative B I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
US 50/I-75 SB Merge	NB	3010	AM	-	F
		2360	PM	26.0 pc/mi/l <sub>n</sub>	C
US 50 Diverge	NB	2160	AM	-	F
		2510	PM	24.4 pc/mi/l <sub>n</sub>	C
W 2nd Merge	NB	60	AM	-	F
		290	PM	24.2 pc/mi/l <sub>n</sub>	C
W 5th Merge	NB	190	AM	32.6 pc/mi/l <sub>n</sub>	D
		530	PM	21.7 pc/mi/l <sub>n</sub>	C
I-471 Merge	NB	1960	AM	-	F
		1110	PM	29.3 pc/mi/l <sub>n</sub>	D
I-471 Diverge	SB	650	AM	32.3 pc/mi/l <sub>n</sub>	D
		1530	PM	-	F
W 3rd Street Diverge	SB	1460	AM	30.4 pc/mi/l <sub>n</sub>	D
		470	PM	-	F
US 50 Merge	SB	2320	AM	30.2 pc/mi/l <sub>n</sub>	D
		1970	PM	-	F
US 50 WB/I-75 NB diverge	SB	2940	AM	30.2 pc/mi/l <sub>n</sub>	D
		2970	PM	31.9 pc/mi/l <sub>n</sub>	D

Alternative B US 50 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Freeman Avenue Diverge	EB	500	AM	27.2 pc/mi/l <sub>n</sub>	D
		120	PM	10.4 pc/mi/l <sub>n</sub>	A
W 2nd Diverge	EB	260	AM	34.8 pc/mi/l <sub>n</sub>	D
		90	PM	23.5 pc/mi/l <sub>n</sub>	C
I-75 NB Merge	WB	850	AM	17.5 pc/mi/l <sub>n</sub>	B
		830	PM	17.0 pc/mi/l <sub>n</sub>	B
Freeman Avenue Merge	WB	170	AM	6.7 pc/mi/l <sub>n</sub>	A
		460	PM	17.2 pc/mi/l <sub>n</sub>	B

Alternative B I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 12th Diverge	NB	1140	AM	30.3 pc/mi/l <sub>n</sub>	D
		1200	PM	22.1 pc/mi/l <sub>n</sub>	C
W 9th Merge (KY)	NB	1740	AM	36.5 pc/mi/l <sub>n</sub>	E
		1200	PM	24.7 pc/mi/l <sub>n</sub>	C
W 2nd Diverge (OH)	NB	1200	AM	27.3 pc/mi/l <sub>n</sub>	C
		430	PM	17.2 pc/mi/l <sub>n</sub>	B
Connector Split	NB	650	AM	15.1 pc/mi/l <sub>n</sub>	B
		390	PM	11.3 pc/mi/l <sub>n</sub>	B
US 50 Diverge	NB	1430	AM	27.0 pc/mi/l <sub>n</sub>	D
		1110	PM	20.9 pc/mi/l <sub>n</sub>	C
W 5th Diverge (OH)	NB	580	AM	27.0 pc/mi/l <sub>n</sub>	D
		280	PM	20.9 pc/mi/l <sub>n</sub>	C
US 50/I-71 SB Split	NB	990	AM	42.0 pc/mi/l <sub>n</sub>	E
		1570	PM	30.1 pc/mi/l <sub>n</sub>	D
I-71 SB Merge	NB	1950	AM	42.0 pc/mi/l <sub>n</sub>	E
		1400	PM	26.3 pc/mi/l <sub>n</sub>	D
W 4th Merge (OH)	NB	430	AM	20.1 pc/mi/l <sub>n</sub>	C
		2420	PM	-	F
Connector Converge	NB	650	AM	16.1 pc/mi/l <sub>n</sub>	B
		390	PM	24.4 pc/mi/l <sub>n</sub>	C

## Alternative B Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative B I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 7th Diverge	SB	1410	AM	35.3 pc/mi/ln	E
		190	PM	19.2 pc/mi/ln	B
W 5th Diverge (OH)	SB	680	AM	27.3 pc/mi/ln	D
		170	PM	19.5 pc/mi/ln	C
W 2nd/I-71 NB Split	SB	1560	AM	29.1 pc/mi/ln	D
		840	PM	27.3 pc/mi/ln	D
I-71 NB/US 50 EB ramp Merge	SB	1690	AM	34.8 pc/mi/ln	D
		1140	PM	23.5 pc/mi/ln	C
W 2nd/US 50 EB ramp Merge	SB	260	AM	29.1 pc/mi/ln	D
		90	PM	15.7 pc/mi/ln	B
Freeman Diverge	SB	770	AM	16.6 pc/mi/ln	B
		520	PM	39.0 pc/mi/ln	E
Ezzard Charles Merge	SB	100	AM	3.8 pc/mi/ln	A
		200	PM	29.9 pc/mi/ln	D
W 9th Merge (OH)	SB	70	AM	5.1 pc/mi/ln	A
		500	PM	-	F
US 50 EB Merge	SB	670	AM	18.1 pc/mi/ln	C
		820	PM	-	F
I-71 SB/W 3rd merge	SB	280	AM	9.2 pc/mi/ln	A
		1450	PM	35.2 pc/mi/ln	E
I-71 SB Merge	SB	470	AM	18.1 pc/mi/ln	C
		1770	PM	-	F
W 9th Diverge (KY)	SB	1080	AM	22.4 pc/mi/ln	C
		1630	PM	-	F

## Alternative C Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative C I-75 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
South of Dixie Highway	Dixie Highway Diverge	3	NB	AM	7160	-	F	1.216
				PM	8280	-	F	1.413
Dixie Highway Diverge	Dixie Highway Merge	3	NB	AM	6440	-	F	1.094
				PM	7180	-	F	1.225
Dixie Highway Merge	Kyles Lane Merge	5	NB	AM	7440	29.1 pc/mi/ln	D	0.758
				PM	7560	29.8 pc/mi/ln	D	0.774
Kyles Lane Merge	W 12th/W 5th Diverge	6	NB	AM	8910	29.1 pc/mi/ln	D	0.757
				PM	8270	27.1 pc/mi/ln	D	0.706
W 12th/W 5th Diverge	I-71 Diverge	4	NB	AM	6070	29.5 pc/mi/ln	D	0.766
				PM	6260	30.9 pc/mi/ln	D	0.798
I-71 Diverge	I-71/Local Ramps Merge	2	NB	AM	2450	23.7 pc/mi/ln	C	0.618
				PM	4000	-	F	1.019
I-71/Local Ramps Merge	WHV Diverge	5	NB	AM	5790	22.5 pc/mi/ln	C	0.588
				PM	8620	34.8 pc/mi/ln	D	0.875
WHV Diverge	Bank/WHV Merge	5	NB	AM	4220	16.4 pc/mi/ln	B	0.428
				PM	7670	30.0 pc/mi/ln	D	0.778
Bank/WHV Merge	Central Pkwy Merge	6	NB	AM	5790	18.8 pc/mi/ln	C	0.490
				PM	8890	28.9 pc/mi/ln	D	0.752
North of Central Pkwy Merge		6	NB	AM	6300	20.4 pc/mi/ln	C	0.533
				PM	9120	29.7 pc/mi/ln	D	0.771
North of WHV Diverge	WHV Diverge	5	SB	AM	9780	44.1 pc/mi/ln	E	0.992
				PM	7230	28.1 pc/mi/ln	D	0.734
WHV Diverge	Findlay Street Diverge	5	SB	AM	8670	35.1 pc/mi/ln	E	0.880
				PM	6720	26.1 pc/mi/ln	D	0.682
Findlay Street Diverge	I-71 NB/Local Diverge	5	SB	AM	8400	33.5 pc/mi/ln	D	0.852
				PM	6270	24.4 pc/mi/ln	C	0.636
I-71 NB/Local Diverge	I-71 SB Merge	2	SB	AM	3920	44.9 pc/mi/ln	E	0.999
				PM	2730	26.7 pc/mi/ln	D	0.696
I-71 SB Merge	Local Merge	4	SB	AM	6230	30.7 pc/mi/ln	D	0.794
				PM	5900	29.3 pc/mi/ln	D	0.762
Local Merge	W 12th Merge	5	SB	AM	6560	26.0 pc/mi/ln	C	0.678
				PM	8930	37.7 pc/mi/ln	E	0.919
W 12th Merge	Kyles/Dixie Diverge	6	SB	AM	7340	24.5 pc/mi/ln	C	0.638
				PM	10390	36.1 pc/mi/ln	E	0.895
Kyles/Dixie Diverge	Kyles Merge	4	SB	AM	6460	33.0 pc/mi/ln	D	0.842
				PM	8570	-	F	1.107
Kyles Merge	Dixie Merge	5	SB	AM	6810	27.2 pc/mi/ln	D	0.710
				PM	9130	39.6 pc/mi/ln	E	0.944
South of Dixie/Kyles Merge		4	SB	AM	7150	38.7 pc/mi/ln	E	0.932
				PM	9760	-	F	1.261

Alternative C I-71 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-75 NB Diverge	W 9th/Local Merge	2	NB	AM	3620	37.7 pc/mi/ln	E	0.918
				PM	2260	22.1 pc/mi/ln	C	0.576
W 9th/Local Merge	US 50/I-75 SB Merge	2	NB	AM	4470	-	F	1.134
				PM	2660	26.0 pc/mi/ln	C	0.678
US 50/I-75 SB Merge	US 50 Diverge	4	NB	AM	7480	40.0 pc/mi/ln	E	0.949
				PM	5020	24.4 pc/mi/ln	C	0.637
US 50 Diverge	W 2nd Merge	2	NB	AM	5320	-	F	1.337
				PM	2510	24.2 pc/mi/ln	C	0.631
W 2nd Merge	W 5th Merge	3	NB	AM	5380	36.5 pc/mi/ln	E	0.901
				PM	2800	18.0 pc/mi/ln	B	0.469

\* Indicates Weave Segment

## Alternative C Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative C I-71 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
W 5th Merge	I-471 Merge	3	NB	AM	5570	38.7 pc/mi/ln	E	0.933
				PM	3330	21.4 pc/mi/ln	C	0.558
I-471 Merge	Gilbert Merge	3	NB	AM	7530	-	F	1.255
				PM	4440	28.4 pc/mi/ln	D	0.740
North of I-471 Diverge		3	SB	AM	5230	34.7 pc/mi/ln	D	0.872
				PM	6490	-	F	1.082
I-471 Diverge	3rd Street Diverge	3	SB	AM	4580	29.5 pc/mi/ln	D	0.767
				PM	4960	32.4 pc/mi/ln	D	0.831
3rd Street Diverge	US 50 Merge	2	SB	AM	3120	30.2 pc/mi/ln	D	0.784
				PM	4490	-	F	1.128
US 50 Merge	I-75 NB/US 50 Diverge	4	SB	AM	5440	26.5 pc/mi/ln	D	0.690
				PM	6460	31.9 pc/mi/ln	D	0.819
I-75 NB/US 50 Diverge	SB Local Diverge	2	SB	AM	2500	24.3 pc/mi/ln	C	0.634
				PM	3490	36.6 pc/mi/ln	E	0.902
SB Local Diverge	I-75 SB Merge	2	SB	AM	2310	22.5 pc/mi/ln	C	0.586
				PM	3170	31.9 pc/mi/ln	D	0.819

Alternative C US 50 Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
West of Freeman Avenue Diverge		3	EB	AM	3430	21.7 pc/mi/ln	C	0.566
				PM	1250	7.9 pc/mi/ln	A	0.206
Freeman Avenue Diverge	Freeman Avenue Merge	2	EB	AM	2870	27.2 pc/mi/ln	D	0.710
				PM	1110	10.5 pc/mi/ln	A	0.275
Freeman Avenue Merge	W 6th Street Merge	4	EB	AM	2920	16.79 pc/mi/ln*	B	0.460
				PM	1460	7.84 pc/mi/ln*	A	0.230
W 6th Street Merge	I-75 SB Diverge	4	EB	AM	3140	18.95 pc/mi/ln*	B	0.527
				PM	2220	13.17 pc/mi/ln*	B	0.397
I-75 SB Diverge	W 2nd Diverge	2	EB	AM	1950	18.3 pc/mi/ln	C	0.478
				PM	1230	11.6 pc/mi/ln	B	0.303
I-75 Merge	I-71 SB Merge	3	WB	AM	950	6.1 pc/mi/ln	A	0.158
				PM	1700	10.7 pc/mi/ln	A	0.279
I-71 SB Merge	Gest Street Diverge	4	WB	AM	1940	14.63 pc/mi/ln*	B	0.410
				PM	3270	28.55 pc/mi/ln*	D	0.678
Gest Street Diverge	Linn Street Diverge	4	WB	AM	1290	6.87 pc/mi/ln*	A	0.226
				PM	2820	17.43 pc/mi/ln*	B	0.490
Linn Street Diverge	Freeman Avenue Merge	3	WB	AM	730	4.7 pc/mi/ln	A	0.122
				PM	2540	16.1 pc/mi/ln	B	0.419
West of Freeman Avenue Merge		3	WB	AM	910	5.8 pc/mi/ln	A	0.152
				PM	3030	19.2 pc/mi/ln	C	0.500

Alternative C I-71/I-75 Connector Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-75 NB Split	W 12th Diverge	2	NB	AM	2840	27.0 pc/mi/ln	D	0.703
				PM	2010	19.1 pc/mi/ln	C	0.498
W 12th Diverge	W 9th Merge	2	NB	AM	1700	16.1 pc/mi/ln	B	0.421
				PM	810	7.7 pc/mi/ln	A	0.200
W 9th Merge	W 2nd Diverge	3	NB	AM	3440	21.8 pc/mi/ln	C	0.568
				PM	2010	12.7 pc/mi/ln	B	0.332
W 2nd Diverge	W 5th Street Diverge	3	NB	AM	2240	14.2 pc/mi/ln	B	0.370
				PM	1580	10.0 pc/mi/ln	A	0.261
W 5th Street Diverge	US 50 Diverge	2	NB	AM	1660	15.8 pc/mi/ln	B	0.411
				PM	1300	12.3 pc/mi/ln	B	0.322
US 50 Diverge	W 4th Merge	2	NB	AM	810	7.7 pc/mi/ln	A	0.200
				PM	470	4.5 pc/mi/ln	A	0.116
W 4th Merge	I-71 SB Merge	3	NB	AM	1140	7.3 pc/mi/ln	A	0.189
				PM	2310	14.6 pc/mi/ln	B	0.381

\*Indicates Weave Segment

## Alternative C Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative C I-71/I-75 Connector Freeway Segments								
Freeway Segment		Number of Lanes	Direction	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-71 SB Merge	W 6th/W 9th Merge	3	NB	AM	3090	19.6 pc/mi/lN	C	0.512
				PM	3710	23.5 pc/mi/lN	C	0.612
W 6th/W 9th Merge	I-75 NB Merge	4	NB	AM	3340	15.9 pc/mi/lN	B	0.415
				PM	4620	21.7 pc/mi/lN	C	0.566
I-71 SB Diverge	US 50 Diverge	2	NB	AM	2940	28.2 pc/mi/lN	D	0.735
				PM	2970	28.2 pc/mi/lN	D	0.735
US 50 Diverge	Connector Merge	1	NB	AM	1950	42.0 pc/mi/lN	E	0.970
				PM	1400	26.3 pc/mi/lN	D	0.687
I-75 SB Diverge	WHV Merge	3	SB	AM	4480	28.5 pc/mi/lN	D	0.743
				PM	3540	22.4 pc/mi/lN	C	0.584
WHV Merge	Local CD Split	4	SB	AM	5840	34.63 pc/mi/lN*	D	0.836
				PM	4310	27.01 pc/mi/lN*	C	0.687
Local CD Split	W 7th Diverge	3	SB	AM	4970	31.9 pc/mi/lN	D	0.820
				PM	2420	15.3 pc/mi/lN	B	0.399
W 7th Diverge	W 2nd Diverge	3	SB	AM	3560	22.5 pc/mi/lN	C	0.587
				PM	2230	14.1 pc/mi/lN	B	0.368
W 2nd Diverge	W 5th Diverge	2	SB	AM	2000	19.2 pc/mi/lN	C	0.500
				PM	1390	13.2 pc/mi/lN	B	0.344
W 5th Diverge	US 50 Merge	1	SB	AM	1320	25.3 pc/mi/lN	C	0.660
				PM	1220	23.0 pc/mi/lN	C	0.601
US 50 Merge	I-71 NB Merge	2	SB	AM	3010	28.9 pc/mi/lN	D	0.753
				PM	2360	22.3 pc/mi/lN	C	0.582
I-71 Connector Diverge	US 50 Merge	1	SB	AM	1560	29.1 pc/mi/lN	D	0.757
				PM	840	15.7 pc/mi/lN	B	0.410
US 50 Merge	W 2nd Merge	2	SB	AM	1820	16.9 pc/mi/lN	B	0.442
				PM	930	8.7 pc/mi/lN	A	0.227
Local CD Split	Freeman Diverge	1	SB	AM	870	16.5 pc/mi/lN	B	0.431
				PM	1890	39.0 pc/mi/lN	E	0.936
Freeman Diverge	Ezzard Charles Merge	1	SB	AM	100	1.9 pc/mi/lN	A	0.050
				PM	1370	26.0 pc/mi/lN	C	0.678
Ezzard Charles Merge	W 9th Merge	1	SB	AM	200	3.8 pc/mi/lN	A	0.099
				PM	1570	29.9 pc/mi/lN	D	0.777
W 9th Merge	US 50 Merge	1	SB	AM	270	5.1 pc/mi/lN	A	0.134
				PM	2070	-	F	1.025
US 50 Merge	I-71 SB Merge	1	SB	AM	940	18.1 pc/mi/lN	C	0.472
				PM	2890	-	F	1.431
I-71 SB Merge	W 9th Diverge (KY)	2	SB	AM	1410	13.7 pc/mi/lN	B	0.358
				PM	4660	-	F	1.188
W 9th Diverge (KY)	I-75 SB Merge	1	SB	AM	330	6.4 pc/mi/lN	A	0.167
				PM	3030	-	F	1.544
I-71 SB Diverge	W 3rd Merge	1	SB	AM	190	3.7 pc/mi/lN	A	0.096
				PM	320	6.3 pc/mi/lN	A	0.165
W 3rd Merge	Local CD Merge	1	SB	AM	470	9.1 pc/mi/lN	A	0.238
				PM	1770	37.4 pc/mi/lN	E	0.915

\* Indicates Weave Segment

### Alternative C Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative C Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-1	Bank Street & Dalton Avenue	AM	18.9s	B	20.5s	C	19.3s	B	20.8s	C	20.2s	C
		PM	19.2s	B	24.3s	C	21.4s	C	24.6s	C	23.3s	C
OH-2	Bank Street & Winchell Avenue	AM	11.1s	B	10.7s	B	11.2s	B	N/A	N/A	11.1s	B
		PM	12.5s	B	11.5s	B	12.9s	B	N/A	N/A	12.7s	B
OH-3	Central Pkwy & Linn Street	AM	24.4s	C	6.4s	A	23.3s	C	24.2s	C	20.6s	C
		PM	8.6s	A	61.3s	E	58.9s	E	26.4s	C	45.0s	D
OH-5	Findlay Street & Dalton Avenue	AM	17.5s	B	18.2s	B	18.0s	B	10.8s	B	14.4s	B
		PM	19.2s	B	19.8s	B	19.6s	B	10.5s	B	15.8s	B
OH-6	Findlay Street & Western Avenue	AM	13.2s	B	13.1s	B	N/A	N/A	13.3s	B	13.2s	B
		PM	13.5s	B	13.3s	B	N/A	N/A	13.4s	B	13.4s	B
OH-7	Findlay Street & Winchell Avenue	AM	13.9s	B	13.4s	B	13.7s	B	N/A	N/A	13.7s	B
		PM	14.6s	B	14.0s	B	14.6s	B	N/A	N/A	14.6s	B
OH-8	Liberty Street & Dalton Avenue	AM	11.5s	B	12.1s	B	11.4s	B	11.9s	B	11.7s	B
		PM	12.6s	B	13.8s	B	10.7s	B	13.8s	B	12.9s	B
OH-9	Liberty Street & Western Avenue	AM	10.9s	B	10.4s	B	N/A	N/A	11.1s	B	10.8s	B
		PM	10.8s	B	10.5s	B	N/A	N/A	11.1s	B	10.8s	B
OH-10	Liberty Street & Winchell Avenue	AM	11.6s	B	11.2s	B	11.5s	B	N/A	N/A	11.5s	B
		PM	11.6s	B	12.4s	B	12.3s	B	N/A	N/A	12.2s	B
OH-11	Liberty Street & Linn Street	AM	12.6s	B	12.7s	B	12.8s	B	12.6s	B	12.7s	B
		PM	12.0s	B	13.7s	B	13.4s	B	12.8s	B	13.2s	B
OH-12	Ezzard Charles WB & Western Avenue	AM	N/A	N/A	18.6s	B	N/A	N/A	18.5s	B	18.5s	B
		PM	N/A	N/A	19.2s	B	N/A	N/A	19.3s	B	19.3s	B
OH-13	Ezzard Charles WB & Winchell Avenue	AM	N/A	N/A	10.9s	B	11.0s	B	N/A	N/A	10.9s	B
		PM	N/A	N/A	12.3s	B	12.0s	B	N/A	N/A	12.1s	B
OH-14	Ezzard Charles EB & Western Avenue	AM	18.6s	B	N/A	N/A	N/A	N/A	18.3s	B	18.3s	B
		PM	18.7s	B	N/A	N/A	N/A	N/A	18.8s	B	18.8s	B
OH-15	Ezzard Charles EB & Winchell Avenue	AM	11.3s	B	N/A	N/A	11.6s	B	N/A	N/A	11.5s	B
		PM	11.6s	B	N/A	N/A	11.3s	B	N/A	N/A	11.4s	B
OH-16	Ezzard Charles & Linn Street	AM	13.5s	B	12.3s	B	13.2s	B	12.8s	B	13.1s	B
		PM	12.7s	B	13.5s	B	13.3s	B	13.2s	B	13.3s	B
OH-17	Gest Street & Dalton Avenue	AM	15.0s	B	15.8s	B	15.9s	B	16.1s	B	15.8s	B
		PM	16.8s	B	17.0s	B	13.9s	B	17.1s	B	16.4s	B
OH-18	Gest Street & Western Avenue	AM	14.6s	B	14.8s	B	N/A	N/A	15.0s	B	14.8s	B
		PM	15.1s	B	14.4s	B	N/A	N/A	14.9s	B	14.8s	B
OH-19	Gest Street & Freeman Avenue	AM	17.0s	B	26.3s	C	23.6s	C	26.4s	C	24.5s	C
		PM	15.8s	B	25.2s	C	25.1s	C	24.6s	C	22.7s	C
OH-20	Linn/W 3rd Street & Gest Street	AM	15.2s	B	17.1s	B	17.2s	B	9.9s	A	15.3s	B
		PM	16.6s	B	17.8s	B	18.0s	B	10.4s	B	16.3s	B
OH-23	8th Street & Dalton Avenue	AM	12.8s	B	19.4s	B	18.4s	B	19.7s	B	16.6s	B
		PM	12.2s	B	21.0s	C	18.2s	B	21.3s	C	19.3s	B
OH-24	8th Street & Freeman Avenue	AM	24.2s	C	21.5s	C	24.7s	C	21.9s	C	23.4s	C
		PM	23.0s	C	23.7s	C	22.4s	C	23.4s	C	23.3s	C
OH-25	8th Street & Linn Street	AM	21.7s	C	19.6s	B	20.8s	C	21.7s	C	21.3s	C
		PM	25.0s	C	25.5s	C	25.9s	C	19.5s	B	24.0s	C
OH-26	WHV & Spring Grove Avenue	AM	25.1s	C	27.2s	C	16.7s	B	27.8s	C	24.9s	C
		PM	23.7s	C	46.6s	D	40.0s	D	45.8s	D	41.0s	D
OH-27	Dalton Avenue & Linn Street	AM	13.5s	B	14.9s	B	14.8s	B	14.2s	B	14.5s	B
		PM	18.3s	B	10.9s	B	18.2s	B	18.2s	B	17.0s	B
OH-29	W Court Street & Central Avenue	AM	16.5s	B	13.6s	B	16.4s	B	N/A	N/A	16.0s	B
		PM	13.0s	B	13.3s	B	13.3s	B	N/A	N/A	13.3s	B
OH-30	W 9th Street & Central Avenue	AM	N/A	N/A	13.0s	B	12.9s	B	12.2s	B	12.9s	B
		PM	N/A	N/A	14.7s	B	14.9s	B	14.7s	B	14.8s	B
OH-31	W 7th Street & Central Avenue	AM	16.2s	B	N/A	N/A	16.2s	B	N/A	N/A	16.2s	B
		PM	13.2s	B	N/A	N/A	13.5s	B	N/A	N/A	13.3s	B
OH-32	W 6th Street & Central Avenue	AM	N/A	N/A	13.8s	B	13.7s	B	N/A	N/A	13.7s	B
		PM	N/A	N/A	14.9s	B	14.6s	B	N/A	N/A	14.8s	B

### Alternative C Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative C Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-33	W 5th Street & Central Avenue	AM	21.5s	C	N/A	N/A	21.7s	C	11.7s	B	21.2s	C
		PM	19.0s	B	N/A	N/A	19.2s	B	9.0s	A	17.9s	B
OH-34	W 4th Street & Central Avenue	AM	N/A	N/A	15.7s	B	15.7s	B	11.5s	B	14.8s	B
		PM	N/A	N/A	230.8s	F	231.5s	F	4.6s	A	212.1s	F
OH-35	W 3rd Street & Central Avenue	AM	43.1s	D	40.3s	D	28.0s	C	43.1s	D	41.0s	D
		PM	85.6s	F	87.1s	F	90.3s	F	67.5s	E	85.3s	F
OH-36	W 4th Street & Plum Street	AM	N/A	N/A	12.8s	B	N/A	N/A	12.6s	B	12.8s	B
		PM	N/A	N/A	14.4s	B	N/A	N/A	14.1s	B	14.4s	B
OH-37	W 3rd Street & Plum Street	AM	N/A	N/A	13.5s	B	N/A	N/A	13.5s	B	13.5s	B
		PM	N/A	N/A	14.2s	B	N/A	N/A	14.2s	B	14.2s	B
OH-38	W 4th Street & Elm Street	AM	N/A	N/A	13.8s	B	13.7s	B	N/A	N/A	13.7s	B
		PM	N/A	N/A	14.9s	B	15.3s	B	N/A	N/A	15.0s	B
OH-39	W 3rd Street & Elm Street	AM	N/A	N/A	14.5s	B	14.5s	B	N/A	N/A	14.5s	B
		PM	N/A	N/A	16.8s	B	17.0s	B	N/A	N/A	16.8s	B
OH-40	W 2nd Street & Elm Street	AM	17.4s	B	N/A	N/A	17.5s	B	N/A	N/A	17.4s	B
		PM	16.0s	B	N/A	N/A	16.1s	B	N/A	N/A	16.0s	B
OH-41	W 3rd Street & Clay Wade Bailey Bridge	AM	34.8s	C	12.1s	B	34.5s	C	N/A	N/A	26.0s	C
		PM	73.1s	E	76.2s	E	75.1s	E	N/A	N/A	75.1s	E
OH-42	WHV & I-75 NB Ramps	AM	24.5s	C	N/A	N/A	23.9s	C	N/A	N/A	24.2s	C
		PM	21.4s	C	N/A	N/A	21.9s	C	N/A	N/A	21.7s	C
OH-43	W McMillan Street & Central Pkwy	AM	26.3s	C	22.1s	C	21.4s	C	25.9s	C	25.1s	C
		PM	17.1s	B	45.5s	D	47.7s	D	46.1s	D	41.2s	D
OH-44	W McMillan Street & W McMicken Avenue	AM	17.4s	B	7.1s	A	16.2s	B	17.3s	B	15.6s	B
		PM	16.7s	B	9.3s	A	15.0s	B	17.0s	B	13.3s	B
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	See Below									
		PM	See Below									
OH-50	I-75 NB Ramps & Central Pkwy	AM	37.5s	D	N/A	N/A	37.2s	D	36.4s	D	37.0s	D
		PM	20.4s	C	N/A	N/A	16.6s	B	20.3s	C	18.3s	B
OH-51	WHV & I-75 SB Ramps	AM	40.2s	D	17.5s	B	N/A	N/A	39.4s	D	37.5s	D
		PM	14.4s	B	21.1s	C	N/A	N/A	20.8s	C	18.9s	B
KY-2	W 4th Street & Philadelphia Street	AM	N/A	N/A	16.1s	B	13.8s	B	15.8s	B	15.4s	B
		PM	N/A	N/A	18.3s	B	15.6s	B	18.2s	B	17.6s	B
KY-3	W 4th Street & Bakewell Street	AM	N/A	N/A	13.9s	B	12.9s	B	13.6s	B	13.8s	B
		PM	N/A	N/A	14.7s	B	14.3s	B	14.3s	B	14.6s	B
KY-4	W 4th Street & Main Street	AM	N/A	N/A	14.1s	B	14.1s	B	10.9s	B	13.2s	B
		PM	N/A	N/A	29.0s	C	6.5s	A	31.5s	C	28.3s	C
KY-7	W 5th Street & Philadelphia Street	AM	18.0s	B	N/A	N/A	17.6s	B	18.0s	B	18.0s	B
		PM	17.8s	B	N/A	N/A	16.6s	B	17.8s	B	17.7s	B
KY-9	W 5th Street & Main Street	AM	16.2s	B	N/A	N/A	16.7s	B	16.4s	B	16.3s	B
		PM	42.2s	D	N/A	N/A	8.2s	A	43.8s	D	40.3s	D
KY-10	Pike Street & Bullock Street	AM	27.3s	C	27.7s	C	N/A	N/A	28.2s	C	27.7s	C
		PM	45.6s	D	43.3s	D	N/A	N/A	44.3s	D	44.1s	D
KY-11	Pike Street & Jillians Way	AM	380.7s	F	6.7s	A	401.5s	F	N/A	N/A	304.5s	F
		PM	110.0s	F	10.0s+	B	112.8s	F	N/A	N/A	69.8s	E
KY-14	Dixie Hwy & Kyles Lane	AM	140.3s	F	157.3s	F	148.5s	F	28.9s	C	145.5s	F
		PM	108.0s	F	102.4s	F	106.5s	F	21.0s	C	103.8s	F
KY-15	I-75 SB Ramps & Kyles Lane	AM	N/A	N/A	23.3s	C	14.6s	B	23.6s	C	20.3s	C
		PM	N/A	N/A	58.1s	E	43.3s	D	51.6s	D	50.9s	D
KY-16	I-75 NB Ramps & Kyles Lane	AM	21.5s	C	N/A	N/A	21.0s	C	20.7s	C	20.9s	C
		PM	24.2s	C	N/A	N/A	23.5s	C	19.1s	B	21.5s	C
KY-17	Higland Avenue & Kyles Lane	AM	27.4s	C	175.9s	F	186.5s	F	20.0s-	B	134.1s	F
		PM	37.3s	D	211.4s	F	88.1s	F	224.8s	F	167.2s	F
KY-18	I-75 SB Ramps & Dixie Hwy	AM	N/A	N/A	18.0s	B	17.6s	B	17.6s	B	17.7s	B
		PM	N/A	N/A	25.1s	C	8.1s	A	24.4s	C	19.9s	B
KY-19	I-75 NB Ramps & Dixie Hwy	AM	27.1s	C	N/A	N/A	26.3s	C	9.2s	A	21.9s	C
		PM	18.7s	B	N/A	N/A	18.7s	B	14.7s	B	16.4s	B
KY-A	W 9th & I-75 NB Ramps	AM	33.7s	C	34.3s	C	34.4s	C	N/A	N/A	34.3s	C
		PM	32.9s	C	33.3s	C	33.1s	C	N/A	N/A	33.2s	C



## Alternative C Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative C I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Dixie Highway Diverge	NB	720	AM	-	F
		1100	PM	-	F
Dixie Highway/Kyles Lane Split	NB	280	AM	14.9 pc/mi/ln	B
		380	PM	22.7 pc/mi/ln	C
Dixie Highway Merge	NB	1000	AM	31.9 pc/mi/ln	D
		380	PM	37.7 pc/mi/ln	E
Kyles Lane Merge	NB	1470	AM	29.1 pc/mi/ln	D
		710	PM	29.8 pc/mi/ln	D
Local/W 12th Diverge	NB	2840	AM	29.5 pc/mi/ln	D
		2010	PM	30.9 pc/mi/ln	D
I-71 NB/I-75 NB Split	NB	3620	AM	37.7 pc/mi/ln	E
		2260	PM	-	F
I-71 SB/Local Merge	NB	3340	AM	23.7 pc/mi/ln	C
		4620	PM	-	F
WHV Diverge	NB	1570	AM	29.9 pc/mi/ln	D
		950	PM	35.1 pc/mi/ln	E
WHV/Central Split	NB	650	AM	32.3 pc/mi/ln	D
		190	PM	19.4 pc/mi/ln	C
WHV Merge	NB	1570	AM	32.3 pc/mi/ln	D
		1220	PM	30.0 pc/mi/ln	D
Central Pkwy Merge	NB	510	AM	19.9 pc/mi/ln	B
		230	PM	28.8 pc/mi/ln	D
WHV Diverge	SB	1110	AM	40.6 pc/mi/ln	E
		510	PM	27.9 pc/mi/ln	C
Findlay Diverge	SB	270	AM	31.6 pc/mi/ln	D
		450	PM	25.8 pc/mi/ln	C
I-71 NB Diverge	SB	4480	AM	44.9 pc/mi/ln	E
		3540	PM	26.7 pc/mi/ln	D
I-71 SB Merge	SB	2310	AM	44.9 pc/mi/ln	E
		3170	PM	31.9 pc/mi/ln	D
Local Merge	SB	330	AM	30.7 pc/mi/ln	D
		3030	PM	-	F
W 12th Merge	SB	780	AM	26.0 pc/mi/ln	C
		1460	PM	37.7 pc/mi/ln	E
Kyles Lane Diverge	SB	880	AM	33.0 pc/mi/ln	D
		1820	PM	-	F
Kyles/Dixie Split	SB	690	AM	18.4 pc/mi/ln	C
		1140	PM	38.5 pc/mi/ln	E
Kyles/Dixie Merge	SB	350	AM	11.1 pc/mi/ln	B
		560	PM	25.3 pc/mi/ln	C
Kyles CD/Dixie exit split	SB	190	AM	11.1 pc/mi/ln	B
		680	PM	25.3 pc/mi/ln	C
Kyles CD merge	SB	350	AM	33.0 pc/mi/ln	D
		560	PM	-	F
Dixie Merge	SB	340	AM	23.4 pc/mi/ln	C
		630	PM	33.6 pc/mi/ln	D

Alternative C I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 9th/Pike Merge	NB	850	AM	-	F
		400	PM	26.3 pc/mi/ln	C
US 50/I-75 SB Merge	NB	3010	AM	-	F
		2360	PM	26.0 pc/mi/ln	C
US 50 Diverge	NB	2160	AM	-	F
		2510	PM	24.4 pc/mi/ln	C

## Alternative C Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative C I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 2nd Merge	NB	60	AM	-	F
		290	PM	24.2 pc/mi/l <sub>n</sub>	C
W 5th Merge	NB	190	AM	32.6 pc/mi/l <sub>n</sub>	D
		530	PM	21.7 pc/mi/l <sub>n</sub>	C
I-471 Merge	NB	1960	AM	-	F
		1110	PM	29.3 pc/mi/l <sub>n</sub>	D
I-471 Diverge	SB	650	AM	32.3 pc/mi/l <sub>n</sub>	D
		1530	PM	-	F
W 3rd Street Diverge	SB	1460	AM	30.4 pc/mi/l <sub>n</sub>	D
		470	PM	-	F
US 50 Merge	SB	2320	AM	30.2 pc/mi/l <sub>n</sub>	D
		1970	PM	-	F
I-75 NB Diverge	SB	2940	AM	28.2 pc/mi/l <sub>n</sub>	D
		2970	PM	36.6 pc/mi/l <sub>n</sub>	E
SB Local Diverge	SB	190	AM	24.8 pc/mi/l <sub>n</sub>	C
		320	PM	35.4 pc/mi/l <sub>n</sub>	E

Alternative C US 50 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Freeman Avenue Diverge	EB	560	AM	27.2 pc/mi/l <sub>n</sub>	D
		140	PM	10.5 pc/mi/l <sub>n</sub>	A
W 2nd Diverge	EB	260	AM	32.3 pc/mi/l <sub>n</sub>	D
		90	PM	21.5 pc/mi/l <sub>n</sub>	C
I-75 Merge	WB	850	AM	16.3 pc/mi/l <sub>n</sub>	B
		830	PM	15.8 pc/mi/l <sub>n</sub>	B
Freeman Avenue Merge	WB	180	AM	7.9 pc/mi/l <sub>n</sub>	A
		490	PM	19.8 pc/mi/l <sub>n</sub>	B

Alternative C I-71/-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 12th Diverge	NB	1140	AM	27.6 pc/mi/l <sub>n</sub>	C
		1200	PM	19.4 pc/mi/l <sub>n</sub>	B
W 9th Merge	NB	1740	AM	36.5 pc/mi/l <sub>n</sub>	E
		1200	PM	24.7 pc/mi/l <sub>n</sub>	C
W 2nd Diverge	NB	1200	AM	24.6 pc/mi/l <sub>n</sub>	C
		430	PM	14.5 pc/mi/l <sub>n</sub>	B
W 5th Diverge	NB	580	AM	15.8 pc/mi/l <sub>n</sub>	B
		280	PM	12.3 pc/mi/l <sub>n</sub>	B
US 50 Diverge	NB	850	AM	16.0 pc/mi/l <sub>n</sub>	B
		830	PM	12.5 pc/mi/l <sub>n</sub>	B
W 4th Merge	NB	330	AM	7.7 pc/mi/l <sub>n</sub>	A
		1840	PM	39.2 pc/mi/l <sub>n</sub>	E
I-71 SB/US 50 Diverge	NB	990	AM	42.0 pc/mi/l <sub>n</sub>	E
		1570	PM	30.1 pc/mi/l <sub>n</sub>	D
I-71 SB Merge	NB	1950	AM	42.0 pc/mi/l <sub>n</sub>	E
		1400	PM	26.3 pc/mi/l <sub>n</sub>	D
W 6th/W 9th Merge	NB	250	AM	19.6 pc/mi/l <sub>n</sub>	C
		910	PM	23.5 pc/mi/l <sub>n</sub>	C
W 7th Diverge	SB	1410	AM	34.2 pc/mi/l <sub>n</sub>	D
		190	PM	17.3 pc/mi/l <sub>n</sub>	B
W 2nd Diverge	SB	1560	AM	29.1 pc/mi/l <sub>n</sub>	D
		840	PM	15.7 pc/mi/l <sub>n</sub>	B
W 5th Diverge (OH)	SB	680	AM	25.3 pc/mi/l <sub>n</sub>	C
		170	PM	23.0 pc/mi/l <sub>n</sub>	C
US 50 Merge	SB	1690	AM	32.3 pc/mi/l <sub>n</sub>	D
		1140	PM	23.0 pc/mi/l <sub>n</sub>	C

### Alternative C Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative C I-71-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 2nd to US 50 Merge	SB	260	AM	29.1 pc/mi/ln	D
		90	PM	15.7 pc/mi/ln	B
Freeman Diverge	SB	770	AM	16.9 pc/mi/ln	B
		520	PM	39.0 pc/mi/ln	E
Ezzard Charles Merge	SB	100	AM	3.8 pc/mi/ln	A
		200	PM	29.9 pc/mi/ln	D
W 9th Merge	SB	70	AM	5.1 pc/mi/ln	A
		500	PM	-	F
US 50 Merge (Local CD)	SB	670	AM	18.1 pc/mi/ln	C
		820	PM	-	F
W 3rd Merge	SB	280	AM	9.1 pc/mi/ln	A
		1450	PM	35.4 pc/mi/ln	E
I-71 SB Merge	SB	470	AM	18.1 pc/mi/ln	C
		1770	PM	-	F
W 9th Diverge	SB	1080	AM	22.6 pc/mi/ln	C
		1630	PM	-	F

## Alternative D Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative D I-75 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
South of Dixie Highway	Dixie Highway Diverge	NB	3	AM	7160	-	F	1.216
				PM	8280	-	F	1.413
Dixie Highway Diverge	Dixie Highway Merge	NB	3	AM	6440	-	F	1.094
				PM	7180	-	F	1.225
Dixie Highway Merge	Kyles Lane Merge	NB	5	AM	7440	29.1 pc/mi/ln	D	0.758
				PM	7560	29.8 pc/mi/ln	D	0.774
Kyles Lane Merge	W 12th/W 5th Diverge	NB	6	AM	8910	29.1 pc/mi/ln	D	0.757
				PM	8270	27.1 pc/mi/ln	D	0.706
W 12th/W 5th Diverge	I-71 Diverge	NB	4	AM	6070	29.5 pc/mi/ln	D	0.766
				PM	6260	30.9 pc/mi/ln	D	0.798
I-71 Diverge	Local NB Merge	NB	2	AM	2450	23.7 pc/mi/ln	C	0.618
				PM	4000	-	F	1.019
Local NB Merge	Central Pkwy Diverge	NB	5	AM	2960	23.1 pc/mi/ln	C	0.300
				PM	4290	35.3 pc/mi/ln	E	0.435
Central Pkwy Diverge	WHV Merge	NB	5	AM	4690	18.2 pc/mi/ln	C	0.476
				PM	7790	30.5 pc/mi/ln	D	0.790
WHV Merge	Central Pkwy Merge	NB	6	AM	5980	19.4 pc/mi/ln	C	0.506
				PM	8790	28.5 pc/mi/ln	D	0.743
North of Central Pkwy Merge		NB	6	AM	6490	21.0 pc/mi/ln	C	0.549
				PM	9020	29.3 pc/mi/ln	D	0.763
North of WHV Diverge	WHV Diverge	SB	5	AM	9840	44.8 pc/mi/ln	E	0.998
				PM	7240	28.2 pc/mi/ln	D	0.735
WHV Diverge	Findlay Diverge	SB	5	AM	8630	34.9 pc/mi/ln	D	0.876
				PM	6680	26.0 pc/mi/ln	C	0.678
Findlay Diverge	I-71 NB/Local Diverge	SB	5	AM	8350	33.3 pc/mi/ln	D	0.847
				PM	6220	24.2 pc/mi/ln	C	0.631
I-71 NB/Local Diverge	I-71 SB Merge	SB	2	AM	3920	44.4 pc/mi/ln	E	0.994
				PM	2730	26.7 pc/mi/ln	D	0.696
I-71 SB Merge	Local Merge	SB	4	AM	6230	30.5 pc/mi/ln	D	0.790
				PM	5900	29.2 pc/mi/ln	D	0.759
Local Merge	W 12th Merge	SB	5	AM	6560	26.0 pc/mi/ln	C	0.678
				PM	8930	37.7 pc/mi/ln	E	0.919
W 12th Merge	Kyles/Dixie Diverge	SB	6	AM	7340	24.5 pc/mi/ln	C	0.638
				PM	10390	36.1 pc/mi/ln	E	0.895
Kyles/Dixie Diverge	Kyles CD Merge	SB	4	AM	6460	33.0 pc/mi/ln	D	0.842
				PM	8570	-	F	1.107
Kyles CD Merge	Dixie Highway Merge	SB	5	AM	6810	27.2 pc/mi/ln	D	0.710
				PM	9130	39.6 pc/mi/ln	E	0.944
South of Dixie Merge		SB	4	AM	7150	38.7 pc/mi/ln	E	0.932
				PM	9760	-	F	1.261

Alternative D I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-75 NB Diverge	W 9th/Local Merge	NB	2	AM	3620	37.7 pc/mi/ln	E	0.918
				PM	2260	22.1 pc/mi/ln	C	0.576
W 9th/Local Merge	US 50/I-75 SB Merge	NB	2	AM	4470	-	F	1.134
				PM	2660	26.0 pc/mi/ln	C	0.678
US 50/I-75 SB Merge	US 50 Diverge	NB	4	AM	7480	40.0 pc/mi/ln	E	0.949
				PM	5020	24.4 pc/mi/ln	C	0.637
US 50 Diverge	W 2nd Merge	NB	2	AM	5320	-	F	1.337
				PM	2510	24.2 pc/mi/ln	C	0.631
W 2nd Merge	W 5th Merge	NB	3	AM	5380	36.5 pc/mi/ln	E	0.901
				PM	2800	18.0 pc/mi/ln	B	0.469

\* Indicates Weave Segment

## Alternative D Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative D I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
W 5th Merge	I-471 Merge	NB	3	AM	5570	38.7 pc/mi/ln	E	0.933
				PM	3330	21.4 pc/mi/ln	C	0.558
I-471 Merge	Gilbert Merge	NB	3	AM	7530	-	F	1.255
				PM	4440	28.4 pc/mi/ln	D	0.740
North of I-471 Diverge		SB	3	AM	5230	34.7 pc/mi/ln	D	0.872
				PM	6490	-	F	1.082
I-471 Diverge	3rd Street Diverge	SB	3	AM	4580	29.5 pc/mi/ln	D	0.767
				PM	4960	32.4 pc/mi/ln	D	0.831
3rd Street Diverge	US 50 Merge	SB	2	AM	3120	30.2 pc/mi/ln	D	0.784
				PM	4490	-	F	1.128
US 50 Merge	I-75 NB/US 50 Diverge	SB	4	AM	5440	26.5 pc/mi/ln	D	0.690
				PM	6460	31.9 pc/mi/ln	D	0.819
I-75 NB/US 50 Diverge	SB Local Diverge	SB	2	AM	2500	24.3 pc/mi/ln	C	0.634
				PM	3490	36.6 pc/mi/ln	E	0.902
SB Local Diverge	I-75 SB Merge	SB	2	AM	2310	22.5 pc/mi/ln	C	0.586
				PM	3170	31.9 pc/mi/ln	D	0.819

Alternative D US 50 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
West of Freeman Avenue Diverge		EB	3	AM	3480	22.0 pc/mi/ln	C	0.574
				PM	1220	7.7 pc/mi/ln	A	0.201
Freeman Avenue Diverge	Freeman Avenue Merge	EB	2	AM	2910	27.6 pc/mi/ln	D	0.720
				PM	1080	10.3 pc/mi/ln	A	0.267
Freeman Avenue Merge	W 6th Street Merge	EB	3	AM	2970	21.79 pc/mi/ln*	C	0.611
				PM	1470	10.99 pc/mi/ln*	B	0.336
W 6th Street Merge	I-75 SB Diverge	EB	4	AM	3200	18.26 pc/mi/ln*	B	0.489
				PM	2230	13.13 pc/mi/ln*	B	0.395
I-75 SB Diverge	I-71 NB Diverge	EB	2	AM	2260	21.2 pc/mi/ln	C	0.554
				PM	1320	12.5 pc/mi/ln	B	0.325
I-75 NB Merge	I-71 SB Merge	WB	3	AM	1010	6.4 pc/mi/ln	A	0.167
				PM	1650	10.4 pc/mi/ln	A	0.271
I-71 SB Merge	Gest Street Diverge	WB	4	AM	1980	14.85 pc/mi/ln*	B	0.416
				PM	3180	27.56 pc/mi/ln*	C	0.660
Gest Street Diverge	Linn Street Diverge	WB	3	AM	1460	11.13 pc/mi/ln*	B	0.341
				PM	2750	24.50 pc/mi/ln*	C	0.642
Linn Street Diverge	Freeman Avenue Merge	WB	3	AM	930	5.9 pc/mi/ln	A	0.153
				PM	2490	15.8 pc/mi/ln	B	0.411
West of Freeman Avenue Merge		WB	3	AM	1100	7.0 pc/mi/ln	A	0.182
				PM	2960	18.7 pc/mi/ln	C	0.488

Alternative D I-71/I-75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-75 NB Split	W 12th Diverge	NB	3	AM	2840	18.0 pc/mi/ln	B	0.469
				PM	2010	12.7 pc/mi/ln	B	0.332
W 12th Diverge	W 9th Merge	NB	2	AM	1700	16.1 pc/mi/ln	B	0.421
				PM	810	7.7 pc/mi/ln	A	0.200
W 9th Merge	W 2nd Diverge	NB	3	AM	3440	21.8 pc/mi/ln	C	0.568
				PM	2010	12.7 pc/mi/ln	B	0.332
W 2nd Diverge	NB Connector Split	NB	3	AM	2240	14.2 pc/mi/ln	B	0.370
				PM	1340	10.0 pc/mi/ln	A	0.221
NB Connector Split	I-71 SB Merge	NB	1	AM	420	7.9 pc/mi/ln	A	0.207
				PM	240	4.6 pc/mi/ln	A	0.119
I-71 SB Merge	John St Merge	NB	2	AM	2390	22.8 pc/mi/ln	C	0.595
				PM	1680	15.9 pc/mi/ln	B	0.416
John St Merge	NB Connector Converge	NB	3	AM	2780	17.7 pc/mi/ln	B	0.461
				PM	3700	23.4 pc/mi/ln	C	0.611

\* Indicates Weave Segment

## Alternative D Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative D I-71/I-75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
NB Connector Split	US 50/W 5th Split	NB	2	AM	1820	17.3 pc/mi/ln	B	0.450
				PM	1340	12.7 pc/mi/ln	B	0.332
US 50/W 5th Split	NB Connector Converge	NB	1	AM	510	9.7 pc/mi/ln	A	0.252
				PM	290	5.5 pc/mi/ln	A	0.144
US 50/W 5th Split	W 5th Diverge	NB	1	AM	1310	24.8 pc/mi/ln	C	0.646
				PM	1050	19.7 pc/mi/ln	C	0.515
NB Connector Converge	W 9th/John St Merge	NB	3	AM	2780	20.9 pc/mi/ln	C	0.461
				PM	3700	25.3 pc/mi/ln	C	0.611
W 9th/John St Merge	I-75 NB Merge	NB	4	AM	2980	16.6 pc/mi/ln	B	0.371
				PM	4410	22.2 pc/mi/ln	C	0.543
W 9th/I-71 SB Merge	US 50 Diverge	NB	2	AM	2940	28.2 pc/mi/ln	D	0.735
				PM	2970	28.2 pc/mi/ln	D	0.735
US 50 Diverge	NB Connector Merge	NB	1	AM	1970	42.9 pc/mi/ln	E	0.980
				PM	1440	27.1 pc/mi/ln	D	0.706
NB Connector Merge	US 50 Merge	NB	1	AM	970	18.6 pc/mi/ln	C	0.485
				PM	1530	29.3 pc/mi/ln	D	0.761
I-75 SB Diverge	WHV Merge	SB	3	AM	4430	28.2 pc/mi/ln	D	0.735
				PM	3490	22.1 pc/mi/ln	C	0.576
WHV Merge	Freeman Diverge	SB	4	AM	5950	28.3 pc/mi/ln	D	0.736
				PM	4350	20.6 pc/mi/ln	C	0.538
Freeman Diverge	Ezzard Charles Merge	SB	4	AM	5180	24.6 pc/mi/ln	C	0.641
				PM	3830	18.2 pc/mi/ln	C	0.474
Ezzard Charles Merge	W 5th/W 7th/I-71 SB Diverge	SB	5	AM	5350	23.34 pc/mi/ln*	C	0.602
				PM	4160	22.14 pc/mi/ln*	C	0.678
W 5th/W 7th/I-71 SB Diverge	W 2nd Diverge	SB	2	AM	1430	13.6 pc/mi/ln	B	0.354
				PM	2440	23.1 pc/mi/ln	C	0.604
W 2nd Diverge	W 9th Merge	SB	1	AM	220	4.2 pc/mi/ln	A	0.109
				PM	1720	33.5 pc/mi/ln	D	0.851
W 9th Merge	US 50 Merge	SB	1	AM	270	5.1 pc/mi/ln	A	0.134
				PM	2070	-	F	1.025
US 50 Merge	W 3rd/I-71 SB Merge	SB	1	AM	940	18.1 pc/mi/ln	C	0.472
				PM	2890	-	F	1.431
W 3rd/I-71 SB Merge	W 9th Diverge	SB	2	AM	1410	13.7 pc/mi/ln	B	0.358
				PM	4660	-	F	1.153
W 9th Diverge	I-75 SB Merge	SB	1	AM	330	6.5 pc/mi/ln	A	0.171
				PM	3030	-	F	1.515
W 2nd Diverge	W 7th Diverge	SB	3	AM	3920	24.8 pc/mi/ln	C	0.647
				PM	1720	10.8 pc/mi/ln	A	0.283
W 7th Diverge	W 5th Diverge	SB	2	AM	2470	23.5 pc/mi/ln	C	0.611
				PM	1530	14.4 pc/mi/ln	B	0.377
W 5th Diverge	US 50 Merge	SB	1	AM	1360	25.8 pc/mi/ln	C	0.673
				PM	1250	23.6 pc/mi/ln	C	0.616
US 50 Merge	I-75 NB Merge	SB	2	AM	3010	28.6 pc/mi/ln	D	0.745
				PM	2360	22.3 pc/mi/ln	C	0.582
I-71 SB Diverge	W 3rd Merge	SB	1	AM	190	3.7 pc/mi/ln	A	0.096
				PM	320	6.3 pc/mi/ln	A	0.165
W 3rd Merge	I-71/I-75 SB Connector Merge	SB	1	AM	470	9.2 pc/mi/ln	A	0.240
				PM	1770	35.4 pc/mi/ln	E	0.885

\* Indicates Weave Segment

### Alternative D Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative D Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-1	Bank Street & Dalton Avenue	AM	18.8s	B	20.4s	C	19.1s	B	20.2s	C	19.8s	B
		PM	18.8s	B	23.4s	C	20.9s	C	23.1s	C	22.3s	C
OH-2	Bank Street & Winchell Avenue	AM	11.5s	B	11.0s	B	11.1s	B	N/A	N/A	11.2s	B
		PM	11.8s	B	11.3s	B	11.6s	B	N/A	N/A	11.6s	B
OH-3	Central Pkwy & Linn Street	AM	76.5s	E	9.1s	A	19.1s	B	49.8s	B	57.1s	E
		PM	18.6s	B	89.7s	F	17.6s	B	86.7s	F	66.4s	E
OH-5	Findlay Street & Dalton Avenue	AM	17.5s	B	18.2s	B	18.1s	B	10.7s	B	14.4s	B
		PM	18.7s	B	19.5s	B	19.9s	B	10.8s	B	15.9s	B
OH-6	Findlay Street & Western Avenue	AM	13.5s	B	13.3s	B	N/A	N/A	13.4s	B	13.4s	B
		PM	13.7s	B	13.3s	B	N/A	N/A	13.5s	B	13.5s	B
OH-7	Findlay Street & Winchell Avenue	AM	13.8s	B	13.1s	B	13.6s	B	N/A	N/A	13.6s	B
		PM	14.0s	B	13.2s	B	14.2s	B	N/A	N/A	14.1s	B
OH-8	Liberty Street & Dalton Avenue	AM	11.2s	B	12.0s	B	11.6s	B	12.2s	B	12.0s	B
		PM	12.0s	B	13.5s	B	11.1s	B	13.9s	B	13.0s	B
OH-9	Liberty Street & Western Avenue	AM	11.1s	B	10.6s	B	N/A	N/A	11.2s	B	11.0s	B
		PM	11.2s	B	10.7s	B	N/A	N/A	11.1s	B	11.0s	B
OH-10	Liberty Street & Winchell Avenue	AM	11.6s	B	11.1s	B	11.4s	B	N/A	N/A	11.4s	B
		PM	11.1s	B	11.5s	B	11.8s	B	N/A	N/A	11.6s	B
OH-11	Liberty Street & Linn Street	AM	12.6s	B	12.4s	B	12.6s	B	12.4s	B	12.5s	B
		PM	11.8s	B	13.1s	B	13.5s	B	13.0s	B	13.0s	B
OH-12	Ezzard Charles WB & Western Avenue	AM	N/A	N/A	18.6s	B	N/A	N/A	18.3s	B	18.3s	B
		PM	N/A	N/A	19.2s	B	N/A	N/A	19.4s	B	19.3s	B
OH-13	Ezzard Charles WB & Winchell Avenue	AM	N/A	N/A	10.7s	B	10.9s	B	N/A	N/A	10.8s	B
		PM	N/A	N/A	11.9s	B	11.7s	B	N/A	N/A	11.8s	B
OH-14	Ezzard Charles EB & Western Avenue	AM	18.3s	B	N/A	N/A	N/A	N/A	18.5s	B	18.5s	B
		PM	18.7s	B	N/A	N/A	N/A	N/A	18.9s	B	18.9s	B
OH-15	Ezzard Charles EB & Winchell Avenue	AM	11.3s	B	N/A	N/A	11.2s	B	N/A	N/A	11.2s	B
		PM	11.2s	B	N/A	N/A	11.1s	B	N/A	N/A	11.1s	B
OH-16	Ezzard Charles & Linn Street	AM	13.0s	B	11.6s	B	13.1s	B	12.8s	B	12.8s	B
		PM	12.3s	B	13.2s	B	13.0s	B	13.0s	B	12.9s	B
OH-17	Gest Street & Dalton Avenue	AM	15.2s	B	15.7s	B	15.8s	B	16.0s	B	15.7s	B
		PM	16.8s	B	17.0s	B	13.7s	B	16.7s	B	16.2s	B
OH-18	Gest Street & Western Avenue	AM	14.8s	B	15.0s	B	N/A	N/A	14.8s	B	14.9s	B
		PM	14.9s	B	14.4s	B	N/A	N/A	15.0s	B	14.8s	B
OH-19	Gest Street & Freeman Avenue	AM	16.7s	B	25.6s	C	24.0s	C	25.6s	C	24.1s	C
		PM	16.0s	B	24.4s	C	24.0s	C	24.1s	C	22.2s	C
OH-20	Linn/W 3rd Street & Gest Street	AM	15.1s	B	16.8s	B	17.2s	B	9.8s	A	15.3s	B
		PM	16.4s	B	17.4s	B	17.9s	B	10.2s	B	16.1s	B
OH-23	8th Street & Dalton Avenue	AM	12.8s	B	19.4s	B	18.3s	B	19.4s	B	16.4s	B
		PM	12.2s	B	21.0s	C	18.1s	B	20.8s	C	19.1s	B
OH-24	8th Street & Freeman Avenue	AM	24.4s	C	21.3s	C	24.4s	C	21.3s	C	23.3s	C
		PM	22.9s	C	22.9s	C	22.3s	C	23.3s	C	22.9s	C
OH-25	8th Street & Linn Street	AM	21.6s	C	19.3s	B	20.9s	C	21.6s	C	21.2s	C
		PM	23.3s	C	23.9s	C	24.6s	C	22.3s	C	23.5s	C
OH-26	WHV & Spring Grove Avenue	AM	24.2s	C	22.1s	C	16.9s	B	23.8s	C	22.4s	C
		PM	22.8s	C	40.1s	D	30.6s	C	38.6s	D	33.7s	C
OH-27	Dalton Avenue & Linn Street	AM	13.5s	B	14.7s	B	14.6s	B	14.1s	B	14.4s	B
		PM	17.9s	B	11.1s	B	17.7s	B	17.7s	B	16.7s	B
OH-29	W Court Street & Central Avenue	AM	16.2s	B	13.4s	B	16.6s	B	N/A	N/A	16.0s	B
		PM	13.0s	B	13.2s	B	13.3s	B	N/A	N/A	13.2s	B
OH-30	W 9th Street & Central Avenue	AM	N/A	N/A	12.7s	B	12.7s	B	12.2s	B	12.7s	B
		PM	N/A	N/A	14.2s	B	14.3s	B	13.9s	B	14.2s	B
OH-31	W 7th Street & Central Avenue	AM	16.0s	B	N/A	N/A	16.3s	B	N/A	N/A	16.1s	B
		PM	13.2s	B	N/A	N/A	13.4s	B	N/A	N/A	13.2s	B
OH-32	W 6th Street & Central Avenue	AM	N/A	N/A	13.9s	B	14.0s	B	N/A	N/A	13.9s	B
		PM	N/A	N/A	15.9s	B	16.3s	B	N/A	N/A	15.9s	B
OH-33	W 5th Street & Central Avenue	AM	83.7s	F	N/A	N/A	83.6s	F	11.5s	B	80.7s	F
		PM	36.1s	D	N/A	N/A	37.6s	D	6.4s	A	33.0s	C
OH-34	W 4th Street & Central Avenue	AM	N/A	N/A	19.9s	B	13.9s	B	19.8s	B	17.4s	B
		PM	N/A	N/A	27.7s	C	26.4s	C	27.1s	C	26.9s	C
OH-35	W 3rd Street & Central Avenue	AM	40.9s	D	41.4s	D	36.8s	D	41.4s	D	41.1s	D
		PM	57.7s	E	57.8s	E	55.0s+	E	56.2s	E	56.8s	E

### Alternative D Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative D Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-36	W 4th Street & Plum Street	AM	N/A	N/A	12.5s	B	N/A	N/A	12.6s	B	12.5s	B
		PM	N/A	N/A	13.5s	B	N/A	N/A	13.5s	B	13.5s	B
OH-37	W 3rd Street & Plum Street	AM	N/A	N/A	13.3s	B	N/A	N/A	13.5s	B	13.3s	B
		PM	N/A	N/A	14.1s	B	N/A	N/A	13.9s	B	14.0s	B
OH-38	W 4th Street & Elm Street	AM	N/A	N/A	13.6s	B	13.5s	B	N/A	N/A	13.5s	B
		PM	N/A	N/A	14.6s	B	14.6s	B	N/A	N/A	14.6s	B
OH-39	W 3rd Street & Elm Street	AM	N/A	N/A	14.5s	B	14.5s	B	N/A	N/A	14.5s	B
		PM	N/A	N/A	16.3s	B	16.6s	B	N/A	N/A	16.3s	B
OH-40	W 2nd Street & Elm Street	AM	18.1s	B	N/A	N/A	17.9s	B	N/A	N/A	18.1s	B
		PM	16.1s	B	N/A	N/A	16.2s	B	N/A	N/A	16.1s	B
OH-41	W 3rd Street & Clay Wade Bailey Bridge	AM	15.3s	B	14.9s	B	15.3s	B	N/A	N/A	15.2s	B
		PM	15.4s	B	16.7s	B	16.5s	B	N/A	N/A	16.3s	B
OH-42	WHV & I-75 NB Ramps	AM	19.6s	B	N/A	N/A	19.7s	B	N/A	N/A	19.6s	B
		PM	18.9s	B	N/A	N/A	18.9s	B	N/A	N/A	18.9s	B
OH-43	W McMillan Street & Central Pkwy	AM	26.0s	C	18.5s	B	26.1s	C	25.8s	C	25.5s	C
		PM	16.8s	B	58.4s	E	61.6s	E	57.7s	E	52.4s	D
OH-44	W McMillan Street & W McMicken Avenue	AM	17.1s	B	7.2s	A	16.2s	B	17.2s	B	15.4s	B
		PM	16.6s	B	9.3s	A	15.0s	B	16.9s	B	13.2s	B
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	See Below									
		PM	See Below									
OH-50	I-75 NB Ramps & Central Pkwy	AM	33.4s	C	N/A	N/A	32.9s	C	32.6s	C	32.9s	C
		PM	20.8s	C	N/A	N/A	18.0s	B	20.4s	C	19.2s	B
OH-51	WHV & I-75 SB Ramps	AM	68.0s	E	24.8s	C	N/A	N/A	42.7s	D	56.1s	E
		PM	15.0s	B	22.2s	C	N/A	N/A	22.1s	C	19.9s	B
KY-2	W 4th Street & Philadelphia Street	AM	N/A	N/A	16.1s	B	13.8s	B	15.8s	B	15.4s	B
		PM	N/A	N/A	18.3s	B	15.6s	B	18.2s	B	17.6s	B
KY-3	W 4th Street & Bakewell Street	AM	N/A	N/A	13.9s	B	12.9s	B	13.6s	B	13.8s	B
		PM	N/A	N/A	14.3s	B	14.7s	B	14.7s	B	14.4s	B
KY-4	W 4th Street & Main Street	AM	N/A	N/A	14.1s	B	14.1s	B	10.9s	B	13.2s	B
		PM	N/A	N/A	29.0s	C	6.5s	A	31.5s	C	28.3s	C
KY-7	W 5th Street & Philadelphia Street	AM	18.0s	B	N/A	N/A	17.6s	B	18.0s	B	18.0s	B
		PM	17.8s	B	N/A	N/A	16.6s	B	17.8s	B	17.7s	B
KY-9	W 5th Street & Main Street	AM	16.2s	B	N/A	N/A	16.7s	B	16.4s	B	16.3s	B
		PM	42.2s	D	N/A	N/A	8.2s	A	43.8s	D	40.3s	D
KY-10	Pike Street & Bullock Street	AM	23.6s	C	16.4s	B	N/A	N/A	23.3s	C	21.8s	C
		PM	35.5s	D	36.6s	D	N/A	N/A	35.6s	D	36.0s	D
KY-11	Pike Street & Jillians Way	AM	44.4s	D	14.8s	B	44.7s	D	N/A	N/A	37.6s	D
		PM	15.4s	B	24.5s	C	24.2s	C	N/A	N/A	23.4s	C
KY-14	Dixie Hwy & Kyles Lane	AM	140.3s	F	157.3s	F	148.8s	F	28.5s	C	145.5s	F
		PM	108.0s	F	102.4s	F	106.5s	F	21.0s	C	103.8s	F
KY-15	I-75 SB Ramps & Kyles Lane	AM	N/A	N/A	23.3s	C	14.6s	B	23.6s	C	20.3s	C
		PM	N/A	N/A	53.7s	D	44.2s	D	59.5s	E	52.1s	D
KY-16	I-75 NB Ramps & Kyles Lane	AM	24.5s	C	N/A	N/A	15.8s	B	25.1s	C	22.5s	C
		PM	24.2s	C	N/A	N/A	23.5s	C	19.1s	B	21.5s	C
KY-17	Higland Avenue & Kyles Lane	AM	27.4s	C	175.9s	F	186.5s	F	20.0s	B	134.1s	F
		PM	37.3s	D	211.4s	F	88.1s	F	224.8s	F	167.2s	F
KY-18	I-75 SB Ramps & Dixie Hwy	AM	N/A	N/A	18.0s	B	17.6s	B	17.6s	B	17.7s	B
		PM	N/A	N/A	25.1s	C	8.1s	A	24.4s	C	19.9s	B
KY-19	I-75 NB Ramps & Dixie Hwy	AM	27.1s	C	N/A	N/A	26.3s	C	9.2s	A	21.9s	C
		PM	18.7s	B	N/A	N/A	18.7s	B	14.7s	B	16.4s	B
KY-A	W 9th & I-75 NB Ramps	AM	260.9s	F	252.7s	F	264.2s	F	N/A	N/A	261.6s	F
		PM	151.7s	F	156.1s	F	153.3s	F	N/A	N/A	153.4s	F



### Alternative D Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative D I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Dixie Highway Diverge	NB	720	AM	-	F
		1100	PM	-	F
Dixie Highway/Kyles Lane Split	NB	280	AM	14.9 pc/mi/ln	B
		380	PM	22.7 pc/mi/ln	C
Dixie Highway Merge	NB	1000	AM	31.9 pc/mi/ln	D
		380	PM	37.7 pc/mi/ln	E
Kyles Lane Merge	NB	1470	AM	29.1 pc/mi/ln	D
		710	PM	29.8 pc/mi/ln	D
Local/W 12th Diverge	NB	2840	AM	29.5 pc/mi/ln	D
		2010	PM	30.9 pc/mi/ln	D
I-71 NB/I-75 NB Split	NB	3620	AM	37.7 pc/mi/ln	E
		2260	PM	-	F
Local Merge	NB	2980	AM	23.7 pc/mi/ln	C
		4410	PM	-	F
Central Pkwy/WHV diverge	NB	1250	AM	28.7 pc/mi/ln	D
		910	PM	35.1 pc/mi/ln	E
WHV/Central Ramps Split	NB	540	AM	25.8 pc/mi/ln	C
		160	PM	18.6 pc/mi/ln	C
Bank/WHV Ramps Merge	NB	270	AM	14.6 pc/mi/ln	B
		540	PM	15.3 pc/mi/ln	B
WHV Merge	NB	1290	AM	26.6 pc/mi/ln	D
		1000	PM	30.5 pc/mi/ln	D
Central Pkwy Merge	NB	510	AM	17.9 pc/mi/ln	B
		230	PM	20.6 pc/mi/ln	C
WHV Diverge	SB	1210	AM	40.9 pc/mi/ln	E
		560	PM	27.7 pc/mi/ln	C
Findlay Diverge	SB	280	AM	31.5 pc/mi/ln	D
		460	PM	25.8 pc/mi/ln	C
Local/I-71 NB Diverge	SB	4430	AM	44.4 pc/mi/ln	E
		3490	PM	26.7 pc/mi/ln	D
I-71 SB Merge	SB	2310	AM	43.9 pc/mi/ln	E
		3170	PM	31.9 pc/mi/ln	D
Local Merge	SB	330	AM	30.5 pc/mi/ln	D
		3030	PM	-	F
W 12th Merge	SB	780	AM	26.0 pc/mi/ln	C
		1460	PM	37.7 pc/mi/ln	E
Kyles Lane Diverge	SB	880	AM	33.0 pc/mi/ln	D
		1820	PM	-	F
Kyles/Dixie Split	SB	690	AM	18.4 pc/mi/ln	C
		1140	PM	38.5 pc/mi/ln	E
Kyles/Dixie Merge	SB	350	AM	11.1 pc/mi/ln	B
		560	PM	25.3 pc/mi/ln	C
Kyles CD/Dixie exit split	SB	190	AM	11.1 pc/mi/ln	B
		680	PM	25.3 pc/mi/ln	C
Kyles CD merge	SB	350	AM	33.0 pc/mi/ln	D
		560	PM	-	F
Dixie Merge	SB	340	AM	21.2 pc/mi/ln	C
		630	PM	31.4 pc/mi/ln	D

Alternative D I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 9th Merge	NB	850	AM	-	F
		400	PM	26.3 pc/mi/ln	C
US 50/I-75 SB Merge	NB	3010	AM	-	F
		2360	PM	26.0 pc/mi/ln	C

## Alternative D Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative D I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
US 50 Diverge	NB	2160	AM	-	F
		2510	PM	24.4 pc/mi/l <sub>n</sub>	C
W 2nd Merge	NB	60	AM	-	F
		290	PM	24.2 pc/mi/l <sub>n</sub>	C
W 5th Merge	NB	190	AM	32.6 pc/mi/l <sub>n</sub>	D
		530	PM	21.7 pc/mi/l <sub>n</sub>	C
I-471 Merge	NB	1960	AM	-	F
		1110	PM	29.3 pc/mi/l <sub>n</sub>	D
I-471 Diverge	SB	650	AM	32.3 pc/mi/l <sub>n</sub>	D
		1530	PM	-	F
W 3rd Street Diverge	SB	1460	AM	30.4 pc/mi/l <sub>n</sub>	D
		470	PM	-	F
US 50 Merge	SB	2320	AM	30.2 pc/mi/l <sub>n</sub>	D
		1970	PM	-	F
US 50 WB/I-75 NB diverge	SB	2940	AM	28.2 pc/mi/l <sub>n</sub>	D
		2970	PM	36.6 pc/mi/l <sub>n</sub>	E
Local SB Diverge	SB	190	AM	24.8 pc/mi/l <sub>n</sub>	C
		320	PM	35.4 pc/mi/l <sub>n</sub>	E

Alternative D US 50 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Freeman Avenue Diverge	EB	570	AM	27.6 pc/mi/l <sub>n</sub>	D
		140	PM	10.3 pc/mi/l <sub>n</sub>	A
W 5th Diverge	EB	940	AM	21.2 pc/mi/l <sub>n</sub>	C
		910	PM	12.5 pc/mi/l <sub>n</sub>	B
W 2nd Diverge	EB	610	AM	33.9 pc/mi/l <sub>n</sub>	D
		210	PM	22.9 pc/mi/l <sub>n</sub>	C
I-75 Merge	WB	850	AM	17.5 pc/mi/l <sub>n</sub>	B
		830	PM	17.0 pc/mi/l <sub>n</sub>	B
Freeman Avenue Merge	WB	170	AM	7.0 pc/mi/l <sub>n</sub>	A
		470	PM	17.7 pc/mi/l <sub>n</sub>	B

Alternative D I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 12th Diverge	NB	1140	AM	23.6 pc/mi/l <sub>n</sub>	C
		1200	PM	24.9 pc/mi/l <sub>n</sub>	C
W 9th Merge (KY)	NB	1740	AM	36.5 pc/mi/l <sub>n</sub>	E
		1200	PM	24.7 pc/mi/l <sub>n</sub>	C
W 2nd Diverge	NB	1200	AM	24.6 pc/mi/l <sub>n</sub>	C
		430	PM	14.5 pc/mi/l <sub>n</sub>	B
Local CD Split	NB	420	AM	17.3 pc/mi/l <sub>n</sub>	B
		240	PM	12.7 pc/mi/l <sub>n</sub>	B
US 50 W 5th Diverge	NB	1310	AM	24.8 pc/mi/l <sub>n</sub>	C
		1050	PM	19.7 pc/mi/l <sub>n</sub>	C
W 5th Diverge (OH)	NB	460	AM	24.8 pc/mi/l <sub>n</sub>	C
		220	PM	19.7 pc/mi/l <sub>n</sub>	C
I-71 SB/US 50/I-75 NB Diverge	NB	970	AM	42.9 pc/mi/l <sub>n</sub>	E
		1530	PM	29.3 pc/mi/l <sub>n</sub>	D
Local/I-71 SB Merge	NB	1970	AM	42.9 pc/mi/l <sub>n</sub>	E
		1440	PM	27.1 pc/mi/l <sub>n</sub>	D
W 3rd/W 4th/W 6th St Merge	NB	390	AM	22.8 pc/mi/l <sub>n</sub>	C
		2020	PM	-	F
Local CD Converge	NB	2780	AM	17.7 pc/mi/l <sub>n</sub>	B
		3700	PM	23.4 pc/mi/l <sub>n</sub>	C
John St/W 9th Merge	NB	200	AM	20.9 pc/mi/l <sub>n</sub>	C
		710	PM	25.3 pc/mi/l <sub>n</sub>	C

## Alternative D Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative D I-71-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
WHV Merge	SB	1520	AM	31.2 pc/mi/ln	D
		860	PM	22.1 pc/mi/ln	C
Freeman Diverge	SB	770	AM	29.6 pc/mi/ln	D
		520	PM	21.3 pc/mi/ln	C
W 7th Diverge	SB	1450	AM	30.3 pc/mi/ln	D
		190	PM	14.4 pc/mi/ln	B
W 5th Diverge	SB	1110	AM	25.8 pc/mi/ln	C
		280	PM	23.6 pc/mi/ln	C
US 50/I-71 NB Merge	SB	1650	AM	31.4 pc/mi/ln	D
		1110	PM	23.6 pc/mi/ln	C
W 2nd Diverge	SB	1210	AM	22.5 pc/mi/ln	C
		720	PM	33.5 pc/mi/ln	D
US 50/W 2nd Merge	SB	610	AM	22.5 pc/mi/ln	C
		210	PM	13.5 pc/mi/ln	B
W 9th Merge	SB	50	AM	5.1 pc/mi/ln	A
		350	PM	-	F
US 50 Merge	SB	670	AM	18.1 pc/mi/ln	C
		820	PM	-	F
W 3rd Merge w/ I-71 SB merge	SB	280	AM	9.2 pc/mi/ln	A
		1450	PM	35.4 pc/mi/ln	E
W 3rd Merge	SB	470	AM	18.1 pc/mi/ln	C
		1770	PM	-	F
W 9th Diverge	SB	1080	AM	22.6 pc/mi/ln	C
		1630	PM	-	F

## Alternative E Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative E I-75 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
South of Dixie Highway	Dixie Highway Diverge	NB	3	AM	7160	-	F	1.216
				PM	8280	-	F	1.413
Dixie Highway Diverge	Dixie Highway Merge	NB	3	AM	6440	-	F	1.094
				PM	7180	-	F	1.225
Dixie Highway Merge	Kyles Lane Merge	NB	5	AM	7440	29.1 pc/mi/ln	D	0.758
				PM	7560	29.8 pc/mi/ln	D	0.774
Kyles Lane Merge	W 12th/W 5th Diverge	NB	6	AM	8910	29.1 pc/mi/ln	D	0.757
				PM	8270	27.1 pc/mi/ln	D	0.706
W 12th/W 5th Diverge	I-71 NB Diverge	NB	5	AM	6740	26.1 pc/mi/ln	D	0.680
				PM	6730	26.3 pc/mi/ln	D	0.686
I-71 NB Diverge	W 9th Merge	NB	3	AM	3070	19.8 pc/mi/ln	C	0.517
				PM	4490	29.3 pc/mi/ln	D	0.763
W 9th Merge	US 50/ W 6th Diverge	NB	3	AM	3620	23.4 pc/mi/ln	C	0.609
				PM	4830	31.9 pc/mi/ln	D	0.821
US 50/ W 6th Diverge	I-71 SB Merge	NB	3	AM	2870	18.5 pc/mi/ln	C	0.483
				PM	4100	26.7 pc/mi/ln	D	0.697
I-71 SB Merge	Local CD NB Merge	NB	4	AM	4770	23.1 pc/mi/ln	C	0.602
				PM	5500	26.9 pc/mi/ln	D	0.701
Local CD NB Merge	Freeman Merge	NB	6	AM	5470	17.7 pc/mi/ln	B	0.463
				PM	7930	25.7 pc/mi/ln	C	0.671
Freeman Merge	WHV/Central Pkwy Diverge	NB	6	AM	5980	19.4 pc/mi/ln	C	0.506
				PM	8680	28.2 pc/mi/ln	D	0.734
WHV/Central Pkwy Diverge	WHV Merge	NB	5	AM	4290	16.7 pc/mi/ln	B	0.435
				PM	7290	28.4 pc/mi/ln	D	0.740
WHV Merge	Central Pkwy Merge	NB	6	AM	5720	18.5 pc/mi/ln	C	0.484
				PM	8400	27.2 pc/mi/ln	D	0.710
North of Central Pkwy Merge		NB	6	AM	6220	20.1 pc/mi/ln	C	0.526
				PM	8630	28.0 pc/mi/ln	D	0.730
North of WHV Diverge	WHV Diverge	SB	5	AM	9480	41.2 pc/mi/ln	E	0.962
				PM	7140	27.8 pc/mi/ln	D	0.725
WHV Diverge	Findlay Diverge	SB	5	AM	8190	32.4 pc/mi/ln	D	0.831
				PM	6540	25.4 pc/mi/ln	C	0.664
Findlay Diverge	WHV Merge	SB	5	AM	7540	29.4 pc/mi/ln	D	0.765
				PM	5470	21.3 pc/mi/ln	C	0.555
WHV Merge	Local CD Diverge	SB	6	AM	8900	28.9 pc/mi/ln	D	0.753
				PM	6330	20.5 pc/mi/ln	C	0.535
Local CD Diverge	I-71 NB Diverge	SB	4	AM	4490	21.8 pc/mi/ln	C	0.570
				PM	3710	18.0 pc/mi/ln	C	0.471
I-71 NB Diverge	US 50 EB Merge	SB	3	AM	3420	22.2 pc/mi/ln	C	0.578
				PM	2730	17.7 pc/mi/ln	B	0.462
US 50 EB Merge	W 9th Diverge	SB	3	AM	4060	26.3 pc/mi/ln	D	0.687
				PM	3520	22.8 pc/mi/ln	C	0.595
W 9th Diverge	I-71 SB Merge	SB	3	AM	3600	23.8 pc/mi/ln	C	0.620
				PM	2940	19.3 pc/mi/ln	C	0.504
I-71 SB Merge	W 12th Merge	SB	6	AM	6870	22.7 pc/mi/ln	C	0.592
				PM	9600	32.2 pc/mi/ln	D	0.827
W 12th Merge	Kyles/Dixie Diverge	SB	6	AM	7340	24.5 pc/mi/ln	C	0.638
				PM	10390	36.1 pc/mi/ln	E	0.895
Kyles/Dixie Diverge	Kyles CD Merge	SB	4	AM	6460	33.0 pc/mi/ln	D	0.842
				PM	8570	-	F	1.107
Kyles CD Merge	Dixie Highway Merge	SB	5	AM	6810	27.2 pc/mi/ln	D	0.710
				PM	9130	39.6 pc/mi/ln	E	0.944
South of Dixie Merge		SB	4	AM	7150	38.7 pc/mi/ln	E	0.932
				PM	9760	-	F	1.261

\* Indicates Weave Segment

## Alternative E Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative E I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-75 NB Diverge	W 5th Merge	NB	2	AM	3670	38.6 pc/mi/ln	E	0.931
				PM	2240	21.9 pc/mi/ln	C	0.571
W 5th Merge	US 50/I-75 SB Merge	NB	2	AM	4470	-	F	1.134
				PM	2660	26.0 pc/mi/ln	C	0.678
US 50/I-75 SB Merge	US 50 Diverge	NB	4	AM	7480	40.0 pc/mi/ln	E	0.949
				PM	5020	24.4 pc/mi/ln	C	0.637
US 50 Diverge	W 2nd Merge	NB	2	AM	5320	-	F	1.337
				PM	2510	24.2 pc/mi/ln	C	0.631
W 2nd Merge	W 5th Merge	NB	3	AM	5380	36.5 pc/mi/ln	E	0.901
				PM	2800	18.0 pc/mi/ln	B	0.469
W 5th Merge	I-471 Merge	NB	3	AM	5570	38.7 pc/mi/ln	E	0.933
				PM	3330	21.4 pc/mi/ln	C	0.558
I-471 Merge	Gilbert Merge	NB	3	AM	7530	-	F	1.255
				PM	4440	28.4 pc/mi/ln	D	0.740
North of I-471 Diverge		SB	3	AM	5230	34.7 pc/mi/ln	D	0.872
				PM	6490	-	F	1.082
I-471 Diverge	3rd Street Diverge	SB	3	AM	4580	29.5 pc/mi/ln	D	0.767
				PM	4960	32.4 pc/mi/ln	D	0.831
3rd Street Diverge	US 50 Merge	SB	2	AM	3120	30.2 pc/mi/ln	D	0.784
				PM	4490	-	F	1.128
US 50 Merge	I-75 NB/US 50 Diverge	SB	4	AM	5440	26.5 pc/mi/ln	D	0.690
				PM	6460	31.9 pc/mi/ln	D	0.819
I-75 NB/US 50 Diverge	W 3rd Merge	SB	2	AM	2500	24.3 pc/mi/ln	C	0.634
				PM	3490	36.6 pc/mi/ln	E	0.902
W 3rd Merge	W 9th Diverge	SB	3	AM	2780	18.0 pc/mi/ln	C	0.470
				PM	4940	32.9 pc/mi/ln	D	0.839
W 9th Diverge	W 5th Merge	SB	3	AM	2660	17.6 pc/mi/ln	B	0.458
				PM	4810	32.1 pc/mi/ln	D	0.825
W 5th Merge	I-75 SB Merge	SB	4	AM	3270	16.2 pc/mi/ln	B	0.422
				PM	6660	33.8 pc/mi/ln	D	0.856

Alternative E US 50 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
West of Freeman Avenue Diverge		EB	3	AM	3350	21.2 pc/mi/ln	C	0.553
				PM	1300	8.2 pc/mi/ln	A	0.215
Freeman Avenue Diverge	Freeman Avenue Merge	EB	2	AM	2650	25.1 pc/mi/ln	C	0.656
				PM	1130	10.7 pc/mi/ln	A	0.280
Freeman Avenue Merge	W 6th Street Merge	EB	3	AM	2720	18.89 pc/mi/ln*	B	0.520
				PM	1540	11.39 pc/mi/ln*	B	0.345
W 6th Street Merge	I-75 SB Diverge	EB	4	AM	2940	15.72 pc/mi/ln*	B	0.438
				PM	2290	13.32 pc/mi/ln*	B	0.397
I-75 NB/I-71 SB Merge	Gest Street Diverge	WB	3	AM	1980	12.5 pc/mi/ln	B	0.327
				PM	2960	18.7 pc/mi/ln	C	0.488
Gest Street Diverge	Linn Street Diverge	WB	3	AM	1460	9.2 pc/mi/ln	A	0.241
				PM	2610	16.5 pc/mi/ln	B	0.431
Linn Street Diverge	Freeman Avenue Merge	WB	3	AM	940	5.9 pc/mi/ln	A	0.155
				PM	2360	14.9 pc/mi/ln	B	0.389
West of Freeman Avenue Merge		WB	3	AM	1060	6.7 pc/mi/ln	A	0.175
				PM	2800	17.7 pc/mi/ln	B	0.462

\* Indicates Weave Segment

## Alternative E Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative E I-71/I-75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-75 NB Split	W 12th Diverge	NB	2	AM	2170	20.6 pc/mi/ln	C	0.537
				PM	1540	14.6 pc/mi/ln	B	0.381
W 12th Diverge	W 5th Diverge (KY)	NB	2	AM	1920	18.2 pc/mi/ln	C	0.475
				PM	990	9.4 pc/mi/ln	A	0.245
W 5th Diverge (KY)	W 4th Merge	NB	2	AM	1030	9.8 pc/mi/ln	A	0.255
				PM	340	3.2 pc/mi/ln	A	0.084
W 4th Merge	W 2nd Diverge	NB	2	AM	2270	21.5 pc/mi/ln	C	0.562
				PM	1180	11.2 pc/mi/ln	B	0.292
W 2nd Diverge	W 5th Diverge (OH)	NB	2	AM	1070	10.1 pc/mi/ln	A	0.265
				PM	750	7.1 pc/mi/ln	A	0.186
W 5th Diverge (OH)	W 4th Merge (OH)	NB	1	AM	470	9.0 pc/mi/ln	A	0.235
				PM	460	8.7 pc/mi/ln	A	0.228
W 4th Merge (OH)	W 9th Diverge	NB	2	AM	720	6.9 pc/mi/ln	A	0.180
				PM	2250	21.4 pc/mi/ln	C	0.557
W 9th Diverge	W 6th Merge	NB	2	AM	640	6.1 pc/mi/ln	A	0.160
				PM	2150	20.4 pc/mi/ln	C	0.532
W 6th Merge	Winchell Diverge	NB	3	AM	710	5.63 pc/mi/ln*	A	0.186
				PM	2440	15.67 pc/mi/ln*	B	0.409
Winchell Diverge	I-75 NB Merge	NB	2	AM	700	6.8 pc/mi/ln	A	0.178
				PM	2430	23.0 pc/mi/ln	C	0.599
I-75 SB Diverge	US 50/I-75 NB Split	NB	2	AM	2940	28.2 pc/mi/ln	D	0.735
				PM	2970	28.2 pc/mi/ln	D	0.735
US 50/I-75 NB Split	I-75 NB Merge	NB	1	AM	1900	40.1 pc/mi/ln	E	0.950
				PM	1400	26.3 pc/mi/ln	D	0.687
US 50/I-75 NB Split	US 50 Merge	NB	1	AM	1040	19.9 pc/mi/ln	C	0.520
				PM	1570	30.1 pc/mi/ln	D	0.781
I-75 SB Diverge	Ezzard Charles Merge	SB	3	AM	4410	28.0 pc/mi/ln	D	0.731
				PM	2620	16.6 pc/mi/ln	B	0.432
Ezzard Charles Merge	I-71 NB Diverge	SB	3	AM	4560	29.1 pc/mi/ln	D	0.756
				PM	2880	18.2 pc/mi/ln	C	0.475
I-71 NB Diverge	W 7th Intersection	SB	3	AM	4460	28.4 pc/mi/ln	D	0.740
				PM	2780	17.6 pc/mi/ln	B	0.459
W 7th Intersection	W 5th Diverge	SB	3	AM	3130	19.9 pc/mi/ln	C	0.519
				PM	2790	17.6 pc/mi/ln	B	0.460
W 5th Diverge	W 2nd Diverge	SB	3	AM	1940	12.3 pc/mi/ln	B	0.322
				PM	2450	15.5 pc/mi/ln	B	0.404
W 2nd Diverge	W 4th Merge	SB	2	AM	690	6.6 pc/mi/ln	A	0.172
				PM	1810	17.2 pc/mi/ln	B	0.448
W 4th Merge	W 5th Street intersection	SB	2	AM	800	7.6 pc/mi/ln	A	0.199
				PM	2100	19.9 pc/mi/ln	C	0.520
SB CD Diverge	I-75 SB Merge	SB	1	AM	100	1.9 pc/mi/ln	A	0.050
				PM	100	1.9 pc/mi/ln	A	0.049
I-75 SB Merge	US 50 Merge	SB	1	AM	1170	22.4 pc/mi/ln	C	0.585
				PM	1080	20.4 pc/mi/ln	C	0.532
US 50 Merge	I-71 NB Merge	SB	2	AM	3010	28.6 pc/mi/ln	D	0.745
				PM	2360	22.3 pc/mi/ln	C	0.582

\* Indicates Weave Segment

### Alternative E Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative E Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-1	Bank Street & Dalton Avenue	AM	18.9s	B	20.6s	C	19.3s	B	20.8s	C	20.2s	C
		PM	19.7s	B	24.8s	C	20.7s	C	24.7s	C	23.2s	C
OH-2	Bank Street & Winchell Avenue	AM	11.3s	B	10.9s	B	11.0s	B	N/A	N/A	11.0s	B
		PM	11.6s	B	11.0s	B	11.4s	B	N/A	N/A	11.4s	B
OH-3	Central Pkwy & Linn Street	AM	77.3s	E	8.7s	A	20.5s	C	67.7s	E	57.4s	E
		PM	11.9s	B	164.6s	F	33.1s	C	161.0s	F	111.5s	F
OH-5	Findlay Street & Dalton Avenue	AM	17.5s	B	18.2s	B	18.1s	B	10.7s	B	14.4s	B
		PM	19.2s	B	19.6s	B	19.8s	B	10.6s	B	15.8s	B
OH-6	Findlay Street & Western Avenue	AM	13.7s	B	13.5s	B	N/A	N/A	14.1s	B	13.9s	B
		PM	13.9s	B	13.6s	B	N/A	N/A	14.2s	B	14.1s	B
OH-7	Findlay Street & Winchell Avenue	AM	13.5s	B	13.1s	B	13.6s	B	N/A	N/A	13.6s	B
		PM	13.9s	B	13.5s	B	13.8s	B	N/A	N/A	13.8s	B
OH-8	Liberty Street & Dalton Avenue	AM	11.5s	B	12.1s	B	11.4s	B	11.9s	B	11.7s	B
		PM	12.3s	B	13.6s	B	11.0s	B	13.5s	B	12.7s	B
OH-9	Liberty Street & Western Avenue	AM	11.4s	B	11.0s	B	N/A	N/A	11.5s	B	11.4s	B
		PM	11.6s	B	11.2s	B	N/A	N/A	11.8s	B	11.6s	B
OH-10	Liberty Street & Winchell Avenue	AM	11.2s	B	10.8s	B	11.4s	B	N/A	N/A	11.2s	B
		PM	11.3s	B	11.7s	B	11.4s	B	N/A	N/A	11.4s	B
OH-11	Liberty Street & Linn Street	AM	12.6s	B	12.5s	B	12.4s	B	12.4s	B	12.5s	B
		PM	12.2s	B	13.4s	B	13.0s	B	12.7s	B	13.0s	B
OH-12	Ezzard Charles WB & Western Avenue	AM	N/A	N/A	19.2s	B	N/A	N/A	19.1s	B	19.1s	B
		PM	N/A	N/A	19.5s	B	N/A	N/A	19.8s	B	19.8s	B
OH-13	Ezzard Charles WB & Winchell Avenue	AM	N/A	N/A	11.0s	B	10.8s	B	N/A	N/A	10.8s	B
		PM	N/A	N/A	11.7s	B	11.4s	B	N/A	N/A	11.5s	B
OH-14	Ezzard Charles EB & Western Avenue	AM	18.9s	B	N/A	N/A	N/A	N/A	19.0s	B	19.0s	B
		PM	19.9s	B	N/A	N/A	N/A	N/A	20.1s	C	20.1s	C
OH-15	Ezzard Charles EB & Winchell Avenue	AM	11.4s	B	N/A	N/A	11.4s	B	N/A	N/A	11.4s	B
		PM	11.0s	B	N/A	N/A	10.9s	B	N/A	N/A	10.9s	B
OH-16	Ezzard Charles & Linn Street	AM	13.0s	B	11.4s	B	13.1s	B	12.9s	B	12.8s	B
		PM	12.6s	B	13.4s	B	13.0s	B	12.9s	B	13.0s	B
OH-17	Gest Street & Dalton Avenue	AM	15.3s	B	15.5s	B	15.4s	B	15.7s	B	15.5s	B
		PM	16.8s	B	16.7s	B	13.7s	B	16.7s	B	16.1s	B
OH-18	Gest Street & Western Avenue	AM	15.5s	B	15.1s	B	N/A	N/A	15.4s	B	15.3s	B
		PM	16.0s	B	15.0s	B	N/A	N/A	16.2s	B	16.0s	B
OH-19	Gest Street & Freeman Avenue	AM	13.1s	B	20.2s	C	20.3s	C	N/A	N/A	17.7s	B
		PM	14.9s	B	19.7s	B	19.3s	B	N/A	N/A	17.2s	B
OH-20	Linn/W 3rd Street & Gest Street	AM	15.5s	B	16.9s	B	16.6s	B	9.3s	A	15.2s	B
		PM	16.5s	B	17.4s	B	17.1s	B	9.5s	A	16.0s	B
OH-23	8th Street & Dalton Avenue	AM	12.8s	B	19.6s	B	18.2s	B	19.9s	B	16.7s	B
		PM	12.4s	B	21.2s	C	17.5s	B	21.2s	C	19.4s	B
OH-24	8th Street & Freeman Avenue	AM	24.2s	C	21.5s	C	24.7s	C	21.9s	C	23.4s	C
		PM	22.8s	C	22.7s	C	21.9s	C	23.0s	C	22.7s	C
OH-25	8th Street & Linn Street	AM	22.7s	C	20.0s	B	23.2s	C	20.4s	C	22.1s	C
		PM	24.1s	C	26.4s	C	26.6s	C	18.8s	B	24.5s	C
OH-26	WHV & Spring Grove Avenue	AM	18.7s	B	26.6s	C	16.0s	B	26.2s	C	22.4s	C
		PM	11.7s	B	65.8s	E	68.1s	E	68.9s	E	61.7s	E
OH-27	Dalton Avenue & Linn Street	AM	13.7s	B	14.9s	B	14.5s	B	13.7s	B	14.4s	B
		PM	17.9s	B	11.1s	B	18.2s	B	17.3s	B	16.9s	B
OH-29	W Court Street & Central Avenue	AM	16.2s	B	13.8s	B	16.3s	B	N/A	N/A	15.9s	B
		PM	13.2s	B	13.3s	B	13.2s	B	N/A	N/A	13.2s	B
OH-30	W 9th Street & Central Avenue	AM	N/A	N/A	12.7s	B	12.7s	B	12.1s	B	12.7s	B
		PM	N/A	N/A	13.6s	B	13.4s	B	13.0s	B	13.5s	B
OH-31	W 7th Street & Central Avenue	AM	19.0s	B	N/A	N/A	19.2s	B	N/A	N/A	19.0s	B
		PM	13.6s	B	N/A	N/A	13.6s	B	N/A	N/A	13.6s	B
OH-32	W 6th Street & Central Avenue	AM	24.9s	C	25.2s	C	24.8s	C	N/A	N/A	25.0s	C
		PM	23.9s	C	24.3s	C	24.3s	C	N/A	N/A	24.2s	C
OH-33	W 5th Street & Central Avenue	AM	33.9s	C	N/A	N/A	32.7s	C	31.4s	C	33.2s	C
		PM	26.0s	C	N/A	N/A	25.7s	C	9.2s	A	23.2s	C
OH-34	W 4th Street & Central Avenue	AM	N/A	N/A	18.1s	B	15.2s	B	17.7s	B	17.2s	B
		PM	N/A	N/A	46.5s	D	42.6s	D	40.3s	D	44.4s	D
OH-35	W 3rd Street & Central Avenue	AM	42.8s	D	43.3s	D	30.4s	C	43.6s	D	42.5s	D
		PM	38.5s	D	38.4s	D	35.7s	D	39.0s	D	37.3s	D
OH-36	W 4th Street & Plum Street	AM	N/A	N/A	13.0s	B	N/A	N/A	12.9s	B	13.0s	B
		PM	N/A	N/A	15.6s	B	N/A	N/A	15.7s	B	15.6s	B
OH-37	W 3rd Street & Plum Street	AM	N/A	N/A	13.1s	B	N/A	N/A	13.4s	B	13.2s	B
		PM	N/A	N/A	13.2s	B	N/A	N/A	13.2s	B	13.2s	B
OH-38	W 4th Street & Elm Street	AM	N/A	N/A	14.1s	B	13.9s	B	N/A	N/A	14.0s	B
		PM	N/A	N/A	15.8s	B	16.2s	B	N/A	N/A	15.9s	B

### Alternative E Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative E Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-39	W 3rd Street & Elm Street	AM	N/A	N/A	14.4s	B	14.1s	B	N/A	N/A	14.3s	B
		PM	N/A	N/A	15.3s	B	15.0s	B	N/A	N/A	15.3s	B
OH-40	W 2nd Street & Elm Street	AM	16.3s	B	N/A	N/A	16.3s	B	N/A	N/A	16.3s	B
		PM	15.1s	B	N/A	N/A	14.7s	B	N/A	N/A	15.0s	B
OH-41	W 3rd Street & Clay Wade Bailey Bridge	AM	17.6s	B	18.0s	B	17.5s	B	N/A	N/A	17.6s	B
		PM	24.9s	C	23.4s	C	24.6s	C	N/A	N/A	24.1s	C
OH-42	WHV & I-75 NB Ramps	AM	19.6s	B	N/A	N/A	20.1s	C	N/A	N/A	19.9s	B
		PM	19.8s	B	N/A	N/A	19.7s	B	N/A	N/A	19.8s	B
OH-43	W McMillan Street & Central Pkwy	AM	26.0s	C	21.8s	C	24.0s	C	25.5s	C	25.3s	C
		PM	19.1s	B	76.0s	E	76.4s	E	75.2s	E	65.4s	E
OH-44	W McMillan Street & W McMicken Avenue	AM	17.5s	B	7.1s	A	16.2s	B	17.3s	B	15.7s	B
		PM	17.4s	B	9.4s	A	15.0s	B	17.0s	B	13.5s	B
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	See Below									
		PM	See Below									
OH-50	I-75 NB Ramps & Central Pkwy	AM	32.3s	C	N/A	N/A	32.4s	C	32.6s	C	32.5s	C
		PM	20.5s	C	N/A	N/A	18.5s	B	20.8s	C	19.5s	B
OH-51	WHV & I-75 SB Ramps	AM	11.1s	B	36.6s	D	N/A	N/A	40.9s	D	23.2s	C
		PM	9.3s	A	21.8s	C	N/A	N/A	22.7s	C	18.4s	B
OH-55	US 50/W 6th & I-71/I-75 Ramp	AM	14.5s	B	20.1s	C	19.1s	B	N/A	N/A	18.3s	B
		PM	15.5s	B	25.9s	C	25.7s	C	N/A	N/A	24.8s	C
OH-56	W 7th/8th Street & I-71/I-75 SB Connector	AM	215.5s	F	N/A	N/A	N/A	N/A	212.4s	F	215.1s	F
		PM	52.2s	D	N/A	N/A	N/A	N/A	50.6s	D	52.1s	D
KY-2	W 4th Street & Philadelphia Street	AM	N/A	N/A	77.9s	E	10.2s	B	71.7s	E	69.0s	E
		PM	N/A	N/A	19.2s	B	13.7s	B	18.6s	B	18.3s	B
KY-3	W 4th Street & Bakewell Street	AM	N/A	N/A	15.8s	B	14.6s	B	15.5s	B	15.8s	B
		PM	N/A	N/A	14.8s	B	14.9s	B	15.0s	B	14.8s	B
KY-4	W 4th Street & Main Street	AM	N/A	N/A	17.9s	B	17.6s	B	12.9s	B	17.0s	B
		PM	N/A	N/A	31.6s	C	8.5s	A	31.0s	C	29.1s	C
KY-7	W 5th Street & Philadelphia Street	AM	18.0s	B	N/A	N/A	17.2s	B	18.3s	B	18.0s	B
		PM	18.4s	B	N/A	N/A	14.2s	B	18.2s	B	17.8s	B
KY-9	W 5th Street & Main Street	AM	20.1s	C	N/A	N/A	20.5s	C	15.8s	B	19.9s	B
		PM	49.3s	D	N/A	N/A	9.5s	A	44.6s	D	43.2s	D
KY-10	Pike Street & Bullock Street	AM	24.1s	C	13.9s	B	N/A	N/A	23.7s	C	21.4s	C
		PM	23.8s	C	25.0s	C	N/A	N/A	25.7s	C	25.4s	C
KY-11	Pike Street & Jillians Way	AM	20.1s	C	15.8s	B	20.1s	C	N/A	N/A	19.2s	B
		PM	15.9s	B	19.0s	B	18.6s	B	N/A	N/A	18.3s	B
KY-14	Dixie Hwy & Kyles Lane	AM	140.3s	F	157.3s	F	148.8s	F	28.5s	C	145.5s	F
		PM	108.0s	F	102.4s	F	106.5s	F	21.0s	C	103.8s	F
KY-15	I-75 SB Ramps & Kyles Lane	AM	N/A	N/A	23.3s	C	14.6s	B	23.6s	C	20.3s	C
		PM	N/A	N/A	62.8s	E	35.1s	D	59.5s	E	52.0s	D
KY-16	I-75 NB Ramps & Kyles Lane	AM	141.0s	F	N/A	N/A	143.5s	F	5.8s	A	95.3s	F
		PM	29.8s	C	N/A	N/A	31.1s	C	15.5s	B	24.3s	C
KY-17	Highland Avenue & Kyles Lane	AM	186.5s	F	20.0s (-)	B	175.9s	F	27.4s	C	134.1s	F
		PM	88.1s	F	224.8s	F	211.4s	F	37.3s	D	167.2s	F
KY-18	I-75 SB Ramps & Dixie Hwy	AM	N/A	N/A	18.0s	B	17.6s	B	17.6s	B	17.7s	B
		PM	N/A	N/A	25.1s	C	8.1s	A	24.4s	C	19.9s	B
KY-19	I-75 NB Ramps & Dixie Hwy	AM	27.1s	C	N/A	N/A	26.3s	C	9.2s	A	21.9s	C
		PM	18.7s	B	N/A	N/A	18.7s	B	14.7s	B	16.4s	B
KY-A	W 9th & I-75 NB Ramps	AM	31.9s	C	31.0s	C	31.1s	C	N/A	N/A	31.3s	C
		PM	33.0s	C	32.5s	C	33.1s	C	N/A	N/A	32.8s	C
KY-B	W 9th & I-75 SB Ramps	AM	30.9s	C	30.7s	C	N/A	N/A	30.2s	C	30.5s	C
		PM	40.0s	D	38.4s	D	N/A	N/A	39.3s	D	39.2s	D
KY-C	W 5h & I-75 NB Ramps	AM	25.6s	C	N/A	N/A	27.1s	C	N/A	N/A	26.3s	C
		PM	17.8s	B	N/A	N/A	18.2s	B	N/A	N/A	18.0s	B
KY-D	W 5th & Local CD SB	AM	18.5s	B	9.2s	A	N/A	N/A	18.9s	B	18.4s	B
		PM	28.2s	C	14.0s	B	N/A	N/A	27.7s	C	27.4s	C
KY-E	W 4th & I-75 NB Ramps	AM	N/A	N/A	14.8s	B	14.5s	B	N/A	N/A	14.8s	B
		PM	N/A	N/A	14.3s	B	14.3s	B	N/A	N/A	14.3s	B

ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Northeastbound	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	19.0s	B	12.5s	B	33.4s	C	25.8s	C	37.7s	D
		PM	23.2s	C	28.0s	C	26.8s	C	17.7s	B	36.0s	D
			Southwestbound		Overall							
			Delay	LOS	Delay	LOS						
			35.4s	D	21.0s	C						
			43.5s	D	28.7s	C						

### Alternative E Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Unsignalized Intersections - 2035 Alternative E Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-4	Bank Street & Linn Street	AM	12.7s	B	N/A	N/A	7.8s [L]	A	N/A	N/A	N/A	N/A
		PM	21.4s	C	N/A	N/A	8.5s [L]	A	N/A	N/A	N/A	N/A
OH-21	Court Street & Linn Street	AM	12.2s	B	14.7s	B	7.8s [L]	A	8.2s [L]	A	N/A	N/A
		PM	15.5s	C	24.6s	C	8.6s [L]	A	8.5s [L]	A	N/A	N/A
OH-28	W 6th Street & Linn Street	AM	N/A	N/A	N/A	N/A	N/A	N/A	8.9s [L]	A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	28.7s	D	N/A	N/A
OH-45	Clemmer Avenue & W McMillan Street	AM	N/A	N/A	14.1s	B	N/A	N/A	7.8s [L]	A	N/A	N/A
		PM	N/A	N/A	20.7s	C	N/A	N/A	9.4s [L]	A	N/A	N/A
OH-46	W McMillan Street & Scenic Drive	AM	N/A	N/A	N/A	N/A	9.8s [L]	A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	8.3s [L]	A	N/A	N/A	N/A	N/A
OH-48	W McMillan Street & Flora Avenue	AM	N/A	N/A	9.5s [L]	A	10.9s	B	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.5s [L]	A	9.9s	A	N/A	N/A	N/A	N/A
OH-49	W McMillan Street & Victor Avenue	AM	N/A	N/A	9.5s [L]	A	15.4s	C	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.5s [L]	A	13.7s	B	N/A	N/A	N/A	N/A
KY-1	W 4th Street & Crescent Avenue	AM	N/A	N/A	615.4s	F	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	559.9s	F	N/A	N/A	N/A	N/A	N/A	N/A
KY-6	W 5th Street & Crescent Avenue	AM	N/A	N/A	4867s	F	N/A	N/A	33.2s [L]	D	N/A	N/A
		PM	N/A	N/A	1233s	F	N/A	N/A	15.8s [L]	C	N/A	N/A
KY-8	W 5th Street & Bakewell Street	AM	7.3s [L]	A	N/A	N/A	35.1s	E	72.0s	F	N/A	N/A
		PM	7.3s [L]	A	N/A	N/A	234.0s	F	-	F	N/A	N/A
KY-12	W 12th Street & Bullock Street	AM	14.76s	B	15.79s	C	N/A	N/A	17.58s	C	16.60s	C
		PM	11.27s	B	19.50s	C	N/A	N/A	36.38s	E	30.73s	D
KY-13	W 12th Street & Jillians Way	AM	104.24s	F	109.55s	F	16.80s	C	N/A	N/A	92.29s	F
		PM	112.90s	F	155.76s	F	82.97s	F	N/A	N/A	118.45s	F

## Alternative E Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative E I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Dixie Highway Diverge	NB	720	AM	-	F
		1100	PM	-	F
Dixie Highway/Kyles Lane Split	NB	280	AM	14.9 pc/mi/ln	B
		380	PM	22.7 pc/mi/ln	C
Dixie Highway Merge	NB	1000	AM	-	F
		380	PM	-	F
Kyles Lane Merge	NB	1470	AM	29.1 pc/mi/ln	C
		710	PM	29.8 pc/mi/ln	D
W 12th Diverge	NB	2170	AM	29.1 pc/mi/ln	D
		1540	PM	27.1 pc/mi/ln	D
I-71 NB/I-75 NB Split	NB	3670	AM	38.6 pc/mi/ln	E
		2240	PM	29.3 pc/mi/ln	D
W 9th Merge	NB	550	AM	23.7 pc/mi/ln	C
		340	PM	29.7 pc/mi/ln	D
US 50/6th Diverge	NB	750	AM	26.8 pc/mi/ln	C
		730	PM	33.0 pc/mi/ln	D
I-71 SB Merge	NB	1900	AM	39.7 pc/mi/ln	E
		1400	PM	26.9 pc/mi/ln	D
Local CD Merge	NB	700	AM	23.1 pc/mi/ln	C
		2430	PM	26.9 pc/mi/ln	D
Freeman Merge	NB	510	AM	21.8 pc/mi/ln	C
		750	PM	27.8 pc/mi/ln	C
Central Pkwy/WHV diverge	NB	1690	AM	35.0 pc/mi/ln	D
		1390	PM	28.4 pc/mi/ln	D
Central Pkwy/WHV Ramp Split	NB	540	AM	35.0 pc/mi/ln	D
		160	PM	28.4 pc/mi/ln	D
WHV/Bank Ramps Merge	NB	220	AM	23.7 pc/mi/ln	C
		440	PM	25.1 pc/mi/ln	C
Bank/WHV Merge	NB	1430	AM	29.5 pc/mi/ln	D
		1110	PM	28.4 pc/mi/ln	D
Central Pkwy Merge	NB	500	AM	17.2 pc/mi/ln	B
		230	PM	19.9 pc/mi/ln	B
WHV Diverge	SB	1290	AM	34.6 pc/mi/ln	D
		600	PM	24.7 pc/mi/ln	C
Findlay Diverge	SB	650	AM	32.0 pc/mi/ln	D
		800	PM	27.2 pc/mi/ln	C
WHV Merge	SB	1360	AM	29.4 pc/mi/ln	D
		590	PM	21.3 pc/mi/ln	C
Local CD Diverge	SB	4410	AM	28.9 pc/mi/ln	D
		2620	PM	20.5 pc/mi/ln	C
I-71 NB Diverge	SB	1070	AM	22.2 pc/mi/ln	C
		980	PM	18.5 pc/mi/ln	C
US 50 Merge	SB	640	AM	26.2 pc/mi/ln	C
		790	PM	23.6 pc/mi/ln	C
W 9th Diverge	SB	460	AM	26.0 pc/mi/ln	C
		580	PM	23.4 pc/mi/ln	C
I-71 SB Merge	SB	3270	AM	23.8 pc/mi/ln	C
		6660	PM	33.8 pc/mi/ln	D
W 12th Merge	SB	470	AM	21.1 pc/mi/ln	C
		790	PM	30.1 pc/mi/ln	D
Kyles Lane Diverge	SB	880	AM	33.0 pc/mi/ln	D
		1820	PM	-	F
Kyles/Dixie Split	SB	690	AM	18.4 pc/mi/ln	C
		1140	PM	38.5 pc/mi/ln	E
Kyles/Dixie Merge	SB	350	AM	11.1 pc/mi/ln	B
		560	PM	25.3 pc/mi/ln	C

## Alternative E Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative E I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Kyles CD/Dixie exit split	SB	190	AM	11.1 pc/mi/ln	B
		680	PM	25.3 pc/mi/ln	C
Kyles CD merge	SB	350	AM	33.0 pc/mi/ln	D
		560	PM	-	F
Dixie Merge	SB	340	AM	21.2 pc/mi/ln	C
		630	PM	31.4 pc/mi/ln	D

Alternative E I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 5th Merge (KY)	NB	800	AM	-	F
		420	PM	24.7 pc/mi/ln	C
US 50/I-75 SB Merge	NB	3010	AM	-	F
		2360	PM	26.0 pc/mi/ln	C
US 50 Diverge	NB	2160	AM	-	F
		2510	PM	24.4 pc/mi/ln	C
W 2nd Merge	NB	60	AM	-	F
		290	PM	24.2 pc/mi/ln	C
W 5th Merge	NB	190	AM	32.6 pc/mi/ln	D
		530	PM	21.7 pc/mi/ln	C
I-471 Merge	NB	1960	AM	-	F
		1110	PM	29.3 pc/mi/ln	D
I-471 Diverge	SB	650	AM	32.3 pc/mi/ln	D
		1530	PM	-	F
W 3rd Street Diverge	SB	1460	AM	30.4 pc/mi/ln	D
		470	PM	-	F
US 50 Merge	SB	2320	AM	30.2 pc/mi/ln	D
		1970	PM	-	F
US 50 WB/I-75 NB diverge	SB	2940	AM	28.2 pc/mi/ln	D
		2970	PM	36.6 pc/mi/ln	E
3rd Merge	SB	280	AM	24.3 pc/mi/ln	C
		1450	PM	36.6 pc/mi/ln	E
W 9th Diverge	SB	120	AM	18.4 pc/mi/ln	B
		130	PM	30.1 pc/mi/ln	D
W 5th Merge (KY)	SB	610	AM	17.6 pc/mi/ln	B
		1850	PM	38.9 pc/mi/ln	E

Alternative E US 50 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Freeman Avenue Diverge	EB	700	AM	25.1 pc/mi/ln	C
		170	PM	10.7 pc/mi/ln	A
Gest Diverge	WB	520	AM	18.1 pc/mi/ln	B
		350	PM	23.7 pc/mi/ln	C
Linn Diverge	WB	520	AM	13.0 pc/mi/ln	B
		250	PM	19.6 pc/mi/ln	B
Freeman Avenue Merge	WB	120	AM	6.6 pc/mi/ln	A
		440	PM	16.7 pc/mi/ln	B

Alternative E I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 12th Diverge	NB	250	AM	23.7 pc/mi/ln	C
		550	PM	17.5 pc/mi/ln	B
W 5th Diverge (KY)	NB	890	AM	18.6 pc/mi/ln	B
		650	PM	9.5 pc/mi/ln	A
W 4th Merge (KY)	NB	1240	AM	22.0 pc/mi/ln	C
		840	PM	12.5 pc/mi/ln	B

## Alternative E Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative E I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 2nd Diverge (OH)	NB	1200	AM	22.0 pc/mi/ln	C
		430	PM	11.3 pc/mi/ln	B
W 5th Diverge (OH)	NB	600	AM	12.2 pc/mi/ln	B
		290	PM	8.7 pc/mi/ln	A
W 4th Merge (OH)	NB	250	AM	9.0 pc/mi/ln	A
		1790	PM	37.6 pc/mi/ln	E
W 9th Diverge (OH)	NB	80	AM	7.3 pc/mi/ln	A
		100	PM	22.2 pc/mi/ln	C
US 50/I-75 NB from I-71 SB split	NB	1040	AM	39.7 pc/mi/ln	E
		1570	PM	30.1 pc/mi/ln	D
I-71 SB/I-75 NB to US 50 merge	NB	750	AM	19.9 pc/mi/ln	C
		730	PM	30.1 pc/mi/ln	D
Ezzard Charles Merge	SB	150	AM	28.5 pc/mi/ln	D
		260	PM	20.0 pc/mi/ln	C
I-71 NB Diverge	SB	100	AM	28.1 pc/mi/ln	D
		100	PM	19.1 pc/mi/ln	B
I-75 SB to I-71 NB ramps Merge	SB	1070	AM	22.4 pc/mi/ln	C
		980	PM	20.4 pc/mi/ln	C
I-71 NB/US 50 EB ramp Merge	SB	1840	AM	36.6 pc/mi/ln	E
		1280	PM	24.2 pc/mi/ln	C
W 5th Diverge (OH)	SB	1190	AM	26.9 pc/mi/ln	C
		340	PM	22.6 pc/mi/ln	C
W 2nd Diverge (OH)	SB	1250	AM	12.7 pc/mi/ln	B
		640	PM	17.2 pc/mi/ln	B
W 4th Merge (OH)	SB	110	AM	10.7 pc/mi/ln	B
		290	PM	22.1 pc/mi/ln	C

## Alternative G Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative G I-75 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
South of Dixie Highway	Dixie Highway Diverge	NB	3	AM	7160	-	F	1.216
				PM	8280	-	F	1.413
Dixie Highway Diverge	Dixie Highway Merge	NB	3	AM	6440	-	F	1.094
				PM	7180	-	F	1.225
Dixie Highway Merge	Kyles Lane Merge	NB	5	AM	7440	29.1 pc/mi/ln	D	0.758
				PM	7560	29.8 pc/mi/ln	D	0.774
Kyles Lane Merge	W 12th/W 5th Diverge	NB	6	AM	8910	29.1 pc/mi/ln	D	0.757
				PM	8270	27.1 pc/mi/ln	D	0.706
W 12th/W 5th Diverge	I-71 Diverge	NB	4	AM	5640	27.3 pc/mi/ln	D	0.712
				PM	6240	30.7 pc/mi/ln	D	0.795
I-71 Diverge	Local NB Merge	NB	2	AM	2450	23.7 pc/mi/ln	C	0.618
				PM	4000	-	F	1.019
Local NB Merge	Ezzard Charles Merge	NB	5	AM	4180	16.3 pc/mi/ln	B	0.424
				PM	6580	25.6 pc/mi/ln	C	0.668
Ezzard Charles Merge	Bank/WHV Merge	NB	5	AM	4770	18.5 pc/mi/ln	C	0.484
				PM	8230	32.6 pc/mi/ln	D	0.835
Bank/WHV Merge	Central Pkwy Merge	NB	6	AM	6130	19.9 pc/mi/ln	C	0.518
				PM	9100	29.6 pc/mi/ln	D	0.769
North of Central Pkwy Merge		NB	6	AM	6520	21.1 pc/mi/ln	C	0.551
				PM	9280	30.2 pc/mi/ln	D	0.785
North of WHV Diverge	WHV Diverge	SB	5	AM	9820	44.6 pc/mi/ln	E	0.996
				PM	7290	28.4 pc/mi/ln	D	0.740
WHV Diverge	I-71 NB/Local Diverge	SB	5	AM	8710	35.4 pc/mi/ln	E	0.884
				PM	6780	26.4 pc/mi/ln	D	0.688
I-71 NB/Local Diverge	I-71 SB Merge	SB	2	AM	3920	44.4 pc/mi/ln	E	0.994
				PM	2730	26.7 pc/mi/ln	D	0.696
I-71 SB Merge	Local CD Merge	SB	4	AM	6230	30.5 pc/mi/ln	D	0.790
				PM	5900	29.2 pc/mi/ln	D	0.759
Local CD Merge	W 12th Merge	SB	5	AM	6560	26.0 pc/mi/ln	C	0.678
				PM	8930	37.7 pc/mi/ln	E	0.919
W 12th Merge	Kyles/Dixie Diverge	SB	6	AM	7340	24.5 pc/mi/ln	C	0.638
				PM	10390	36.1 pc/mi/ln	E	0.895
Kyles/Dixie Diverge	Kyles Merge	SB	4	AM	6460	33.0 pc/mi/ln	D	0.842
				PM	8570	-	F	1.107
Kyles Merge	Dixie Merge	SB	5	AM	6810	27.2 pc/mi/ln	D	0.710
				PM	9130	39.6 pc/mi/ln	E	0.944
South of Dixie/Kyles Merge		SB	4	AM	7150	38.7 pc/mi/ln	E	0.932
				PM	9760	-	F	1.261

Alternative G I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/ Capacity
From	To							
I-75 NB Diverge	W 9th/Local Merge	NB	2	AM	3190	31.4 pc/mi/ln	D	0.809
				PM	2240	21.9 pc/mi/ln	C	0.571
W 9th/Local Merge	US 50/I-75 SB Merge	NB	2	AM	3690	39.0 pc/mi/ln	E	0.936
				PM	2380	23.3 pc/mi/ln	C	0.607
US 50/I-75 SB Merge	NB Local Ramps Merge	NB	4	AM	6700	33.4 pc/mi/ln	D	0.850
				PM	4740	23.0 pc/mi/ln	C	0.601
NB Local Ramps Merge	US 50 Diverge	NB	4	AM	7480	40.0 pc/mi/ln	E	0.949
				PM	5020	24.2 pc/mi/ln	C	0.631
US 50 Diverge	W 2nd Merge	NB	2	AM	5320	-	F	1.337
				PM	2510	24.2 pc/mi/ln	C	0.631
W 2nd Merge	W 5th Merge	NB	3	AM	5380	36.5 pc/mi/ln	E	0.901
				PM	2800	18.0 pc/mi/ln	B	0.469

\* Indicates Weave Segment

## Alternative G Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative G I-71 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
W 5th Merge	I-471 Merge	NB	3	AM	5570	38.7 pc/mi/ln	E	0.933
				PM	3330	21.4 pc/mi/ln	C	0.558
I-471 Merge	Gilbert Merge	NB	3	AM	7530	-	F	1.255
				PM	4440	28.4 pc/mi/ln	D	0.740
North of I-471 Diverge		SB	3	AM	5230	34.7 pc/mi/ln	D	0.872
				PM	6490	-	F	1.082
I-471 Diverge	3rd Street Diverge	SB	2	AM	4580	-	F	1.151
				PM	4960	-	F	1.246
3rd Street Diverge	US 50 Merge	SB	2	AM	3120	30.2 pc/mi/ln	D	0.784
				PM	4490	-	F	1.128
US 50 Merge	I-75 NB Diverge	SB	4	AM	5440	26.5 pc/mi/ln	D	0.690
				PM	6460	31.5 pc/mi/ln	D	0.812
I-75 NB Diverge	SR Local Diverge	SB	2	AM	2500	24.3 pc/mi/ln	C	0.634
				PM	3490	36.6 pc/mi/ln	E	0.902
SB Local Diverge	I-75 SB Merge	SB	2	AM	2310	22.5 pc/mi/ln	C	0.586
				PM	3170	31.9 pc/mi/ln	D	0.819

Alternative G US 50 Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
West of Freeman Avenue Diverge		EB	3	AM	3830	24.1 pc/mi/ln	C	0.629
				PM	1250	7.9 pc/mi/ln	A	0.205
Freeman Avenue Diverge	Freeman Avenue Merge	EB	2	AM	3080	29.2 pc/mi/ln	D	0.759
				PM	1070	10.1 pc/mi/ln	A	0.264
Freeman Avenue Merge	W 6th Street Merge	EB	3	AM	3140	21.98 pc/mi/ln*	C	0.584
				PM	1520	11.30 pc/mi/ln*	B	0.344
W 6th Street Merge	SB CD/local ramps/I-71 NB Diverge	EB	4	AM	3360	17.98 pc/mi/ln*	B	0.488
				PM	2280	13.26 pc/mi/ln*	B	0.396
East of I-75 NB Merge		WB	2	AM	170	1.7 pc/mi/ln	A	0.044
				PM	790	7.5 pc/mi/ln	A	0.195
I-75 NB Merge	Linn Street Diverge	WB	4	AM	1330	6.61 pc/mi/ln*	A	0.204
				PM	2650	13.38 pc/mi/ln*	B	0.371
Linn Street Diverge	Freeman Avenue Merge	WB	3	AM	800	5.1 pc/mi/ln	A	0.133
				PM	2440	15.4 pc/mi/ln	B	0.401
West of Freeman Avenue Merge		WB	3	AM	980	6.3 pc/mi/ln	A	0.163
				PM	3010	19.0 pc/mi/ln	C	0.494

Alternative G I-71/I-75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
I-75 NB Split	W 12th Diverge	NB	2	AM	3270	31.4 pc/mi/ln	D	0.809
				PM	2030	19.3 pc/mi/ln	C	0.502
W 12th Diverge	W 5th Diverge	NB	2	AM	3070	29.2 pc/mi/ln	D	0.760
				PM	1590	15.1 pc/mi/ln	B	0.394
W 5th Diverge	Pike Street Merge	NB	1	AM	2130	-	F	1.054
				PM	830	15.8 pc/mi/ln	B	0.411
Pike Street Merge	W 4th Street Merge	NB	2	AM	3070	29.2 pc/mi/ln	D	0.760
				PM	1240	11.8 pc/mi/ln	B	0.307
W 4th Street Merge	I-71 NB Diverge	NB	3	AM	4220	26.7 pc/mi/ln	D	0.696
				PM	2290	14.5 pc/mi/ln	B	0.378
I-71 NB Diverge	W 5th Diverge	NB	2	AM	2240	21.3 pc/mi/ln	C	0.554
				PM	1580	15.0 pc/mi/ln	B	0.391
W 5th Diverge	US 50 Diverge	NB	2	AM	1660	15.8 pc/mi/ln	B	0.411
				PM	1300	12.3 pc/mi/ln	B	0.322
US 50 Diverge	I-71 NB Merge	NB	1	AM	810	15.4 pc/mi/ln	B	0.401
				PM	490	9.3 pc/mi/ln	A	0.243
I-71 NB Merge	Winchell Diverge	NB	2	AM	2940	28.0 pc/mi/ln	D	0.731
				PM	2170	20.6 pc/mi/ln	C	0.537

\* Indicates Weave Segment

## Alternative G Traffic Data - Freeway Segments

*Data Corresponds With Level of Service Exhibits*

Alternative G I-71/I-75 Connector Freeway Segments								
Freeway Segment		Direction	Number of Lanes	Peak	Volume	Density	LOS	Volume/Capacity
From	To							
Winchell Diverge	Local Merge	NB	2	AM	2760	26.3 pc/mi/ln	D	0.687
				PM	1890	17.9 pc/mi/ln	B	0.468
Local Merge	Central Pkwy Diverge	NB	4	AM	3240	15.4 pc/mi/ln	B	0.403
				PM	4020	19.1 pc/mi/ln	C	0.498
Central Pkwy Diverge	I-75 NB Merge	NB	3	AM	1730	11.0 pc/mi/ln	A	0.287
				PM	2580	16.2 pc/mi/ln	B	0.422
I-71 SB Split	I-75 NB Connector Split	NB	2	AM	2940	28.2 pc/mi/ln	D	0.735
				PM	2970	27.9 pc/mi/ln	D	0.728
I-75 NB Connector Split	I-75 NB Connector Merge	NB	1	AM	2130	-	F	1.054
				PM	1680	32.1 pc/mi/ln	D	0.824
I-75 SB Diverge	WHV Merge	SB	3	AM	4790	30.7 pc/mi/ln	D	0.794
				PM	4050	25.6 pc/mi/ln	C	0.668
WHV Merge	Findlay Diverge	SB	4	AM	6350	30.3 pc/mi/ln	D	0.786
				PM	4910	23.3 pc/mi/ln	C	0.608
Findlay Diverge	Freeman Diverge	SB	4	AM	5730	27.2 pc/mi/ln	D	0.709
				PM	4240	20.1 pc/mi/ln	C	0.525
Freeman Diverge	Ezzard Charles Merge	SB	4	AM	4920	23.6 pc/mi/ln	C	0.615
				PM	3660	17.4 pc/mi/ln	B	0.453
Ezzard Charles Merge	W 7th Diverge	SB	5	AM	5100	22.19 pc/mi/ln*	B	0.571
				PM	4050	15.60 pc/mi/ln*	B	0.409
W 7th Diverge	W 2nd/I-71 SB Diverge	SB	4	AM	3730	17.7 pc/mi/ln	B	0.462
				PM	3870	18.4 pc/mi/ln	C	0.479
W 2nd/I-71 SB Diverge	W 3rd/W 5th Diverge	SB	2	AM	850	8.1 pc/mi/ln	A	0.210
				PM	1810	17.2 pc/mi/ln	B	0.448
W 3rd/W 5th Diverge	US 50 Merge	SB	1	AM	180	3.4 pc/mi/ln	A	0.089
				PM	1570	29.9 pc/mi/ln	D	0.777
US 50 Merge	I-71 SB Merge	SB	2	AM	940	9.1 pc/mi/ln	A	0.236
				PM	2890	27.4 pc/mi/ln	D	0.715
I-71 SB Merge	W 5th Diverge	SB	2	AM	1410	13.6 pc/mi/ln	B	0.356
				PM	4660	-	F	1.165
W 5th Diverge	W 9th Diverge	SB	2	AM	760	7.4 pc/mi/ln	A	0.194
				PM	3970	44.2 pc/mi/ln	E	0.993
W 9th Diverge	I-75 SB Merge	SB	1	AM	330	6.5 pc/mi/ln	A	0.171
				PM	3030	-	F	1.559
W 3rd Diverge	CW Bailey Diverge	SB	3	AM	1410	12.41 pc/mi/ln*	B	0.369
				PM	470	3.29 pc/mi/ln*	A	0.120
I-75 SB Connector Split	US 50 Merge	SB	3	AM	2880	18.2 pc/mi/ln	C	0.475
				PM	2060	13.0 pc/mi/ln	B	0.338
US 50 Merge	W 2nd Diverge	SB	3	AM	3400	21.5 pc/mi/ln	C	0.561
				PM	2150	13.5 pc/mi/ln	B	0.353
W 2nd Diverge	US 50 Merge	SB	1	AM	1320	25.3 pc/mi/ln	C	0.660
				PM	1220	23.0 pc/mi/ln	C	0.601
US 50 Merge	I-75 NB Merge	SB	2	AM	3010	28.9 pc/mi/ln	D	0.753
				PM	2360	22.3 pc/mi/ln	C	0.582

\* Indicates Weave Segment

## Alternative G Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative G Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-1	Bank Street & Dalton Avenue	AM	18.9s	B	20.3s	C	19.1s	B	20.4s	C	19.9s	B
		PM	19.2s	B	23.3s	C	20.7s	C	23.1s	C	22.2s	C
OH-2	Bank Street & Winchell Avenue	AM	11.2s	B	10.9s	B	10.8s	B	N/A	N/A	10.9s	B
		PM	11.3s	B	11.1s	B	11.1s	B	N/A	N/A	11.1s	B
OH-3	Central Pkwy & Linn Street	AM	58.2s	E	9.3s	A	18.9s	B	59.9s	E	44.9s	D
		PM	12.5s	B	117.5s	F	20.5s	C	115.7s	F	81.3s	F
OH-5	Findlay Street & Dalton Avenue	AM	17.0s	B	18.1s	B	18.2s	B	10.9s	B	14.6s	B
		PM	18.7s	B	19.1s	B	19.4s	B	10.5s	B	15.6s	B
OH-6	Findlay Street & Western Avenue	AM	13.7s	B	13.6s	B	N/A	N/A	13.6s	B	13.6s	B
		PM	13.7s	B	13.5s	B	N/A	N/A	13.7s	B	13.7s	B
OH-7	Findlay Street & Winchell Avenue	AM	13.5s	B	12.8s	B	13.5s	B	N/A	N/A	13.4s	B
		PM	13.6s	B	13.2s	B	13.6s	B	N/A	N/A	13.6s	B
OH-8	Liberty Street & Dalton Avenue	AM	11.2s	B	12.0s	B	11.7s	B	12.0s	B	11.9s	B
		PM	12.2s	B	13.7s	B	11.0s	B	13.5s	B	12.8s	B
OH-9	Liberty Street & Western Avenue	AM	11.2s	B	10.7s	B	N/A	N/A	11.1s	B	11.0s	B
		PM	11.2s	B	11.0s	B	N/A	N/A	11.1s	B	11.1s	B
OH-10	Liberty Street & Winchell Avenue	AM	11.4s	B	11.2s	B	11.2s	B	N/A	N/A	11.3s	B
		PM	10.7s	B	11.8s	B	11.6s	B	N/A	N/A	11.5s	B
OH-11	Liberty Street & Linn Street	AM	12.8s	B	12.4s	B	12.6s	B	12.5s	B	12.6s	B
		PM	11.8s	B	13.2s	B	13.5s	B	13.1s	B	13.1s	B
OH-12	Ezzard Charles WB & Western Avenue	AM	N/A	N/A	18.7s	B	N/A	N/A	18.7s	B	18.7s	B
		PM	N/A	N/A	18.8s	B	N/A	N/A	18.5s	B	18.5s	B
OH-13	Ezzard Charles WB & Winchell Avenue	AM	N/A	N/A	11.4s	B	11.5s	B	N/A	N/A	11.5s	B
		PM	N/A	N/A	13.8s	B	14.2s	B	N/A	N/A	14.2s	B
OH-14	Ezzard Charles EB & Western Avenue	AM	18.6s	B	N/A	N/A	N/A	N/A	18.6s	B	18.6s	B
		PM	18.7s	B	N/A	N/A	N/A	N/A	18.7s	B	18.7s	B
OH-15	Ezzard Charles EB & Winchell Avenue	AM	11.7s	B	N/A	N/A	11.9s	B	N/A	N/A	11.8s	B
		PM	12.6s	B	N/A	N/A	12.3s	B	N/A	N/A	12.4s	B
OH-16	Ezzard Charles & Linn Street	AM	13.2s	B	12.4s	B	13.2s	B	12.7s	B	13.0s	B
		PM	12.4s	B	13.2s	B	13.3s	B	13.4s	B	13.2s	B
OH-17	Gest Street & Dalton Avenue	AM	15.3s	B	16.0s	B	15.6s	B	15.8s	B	15.7s	B
		PM	16.8s	B	17.0s	B	13.9s	B	17.2s	B	16.5s	B
OH-18	Gest Street & Western Avenue	AM	14.8s	B	15.1s	B	N/A	N/A	15.1s	B	15.0s	B
		PM	15.2s	B	14.3s	B	N/A	N/A	15.0s	B	14.9s	B
OH-19	Gest Street & Freeman Avenue	AM	17.1s	B	25.9s	C	25.5s	C	26.4s	C	24.9s	C
		PM	16.7s	B	24.0s	C	24.1s	C	23.8s	C	22.0s	C
OH-20	Linn/W 3rd Street & Gest Street	AM	15.2s	B	16.6s	B	16.8s	B	9.6s	A	14.9s	B
		PM	16.5s	B	17.3s	B	17.1s	B	9.6s	A	15.9s	B
OH-23	8th Street & Dalton Avenue	AM	12.8s	B	19.7s	B	18.4s	B	19.7s	B	16.8s	B
		PM	12.4s	B	21.2s	C	17.7s	B	21.6s	C	19.6s	B
OH-24	8th Street & Freeman Avenue	AM	24.2s	C	21.7s	C	24.4s	C	21.7s	C	23.4s	C
		PM	23.8s	C	22.9s	C	21.9s	C	23.7s	C	23.2s	C
OH-25	8th Street & Linn Street	AM	21.6s	C	19.2s	B	20.7s	C	21.7s	C	21.2s	C
		PM	23.5s	C	24.0s	C	24.4s	C	21.2s	C	23.2s	C
OH-26	WHV & Spring Grove Avenue	AM	20.0s	B	27.2s	C	18.0s	B	27.9s	C	23.6s	C
		PM	18.3s	B	51.3s	D	29.2s	C	49.8s	D	39.8s	D
OH-27	Dalton Avenue & Linn Street	AM	13.4s	B	14.5s	B	14.7s	B	14.2s	B	14.3s	B
		PM	17.8s	B	10.5s	B	18.1s	B	18.1s	B	17.1s	B
OH-29	W Court Street & Central Avenue	AM	16.1s	B	13.9s	B	16.4s	B	N/A	N/A	16.0s	B
		PM	12.9s	B	13.5s	B	13.5s	B	N/A	N/A	13.4s	B
OH-30	W 9th Street & Central Avenue	AM	N/A	N/A	12.8s	B	12.8s	B	12.2s	B	12.8s	B
		PM	N/A	N/A	15.2s	B	14.8s	B	14.5s	B	15.0s	B
OH-31	W 7th Street & Central Avenue	AM	16.4s	B	N/A	N/A	16.7s	B	N/A	N/A	16.5s	B
		PM	13.6s	B	N/A	N/A	13.5s	B	N/A	N/A	13.5s	B
OH-32	W 6th Street & Central Avenue	AM	N/A	N/A	13.7s	B	13.7s	B	N/A	N/A	13.7s	B
		PM	N/A	N/A	14.9s	B	15.0s	B	N/A	N/A	14.9s	B

## Alternative G Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative G Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-33	W 5th Street & Central Avenue	AM	23.8s	C	N/A	N/A	23.5s	C	18.2s	B	23.5s	C
		PM	19.4s	B	N/A	N/A	19.1s	B	13.3s	B	18.3s	B
OH-34	W 4th Street & Central Avenue	AM	N/A	N/A	17.2s	B	11.6s	B	17.4s	B	16.3s	B
		PM	N/A	N/A	20.2s	C	13.6s	B	20.0s	C	18.6s	B
OH-35	W 3rd Street & Central Avenue	AM	44.1s	D	44.9s	D	43.0s	D	45.0s	D	44.6s	D
		PM	45.4s	D	46.1s	D	45.1s	D	45.3s	D	45.6s	D
OH-36	W 4th Street & Plum Street	AM	N/A	N/A	12.6s	B	N/A	N/A	12.9s	B	12.7s	B
		PM	N/A	N/A	13.9s	B	N/A	N/A	13.8s	B	13.9s	B
OH-37	W 3rd Street & Plum Street	AM	N/A	N/A	13.2s	B	N/A	N/A	13.4s	B	13.2s	B
		PM	N/A	N/A	13.3s	B	N/A	N/A	13.2s	B	13.3s	B
OH-38	W 4th Street & Elm Street	AM	N/A	N/A	13.6s	B	13.4s	B	N/A	N/A	13.5s	B
		PM	N/A	N/A	15.2s	B	15.0s	B	N/A	N/A	15.1s	B
OH-39	W 3rd Street & Elm Street	AM	N/A	N/A	14.4s	B	14.3s	B	N/A	N/A	14.4s	B
		PM	N/A	N/A	15.4s	B	15.1s	B	N/A	N/A	15.4s	B
OH-40	W 2nd Street & Elm Street	AM	15.7s	B	N/A	N/A	16.1s	B	N/A	N/A	15.7s	B
		PM	15.0s	B	N/A	N/A	14.8s	B	N/A	N/A	15.0s	B
OH-41	W 3rd Street & Clay Wade Bailey Bridge	AM	29.4s	C	32.3s	C	32.0s	C	31.8s	C	31.7s	C
		PM	44.4s	D	44.7s	D	44.0s	D	45.1s	D	44.6s	D
OH-42	WHV & I-75 NB Ramps	AM	24.0s	C	N/A	N/A	23.5s	C	N/A	N/A	23.7s	C
		PM	27.1s	C	N/A	N/A	28.2s	C	N/A	N/A	27.9s	C
OH-43	W McMillan Street & Central Pkwy	AM	23.9s	C	22.2s	C	21.9s	C	24.3s	C	23.6s	C
		PM	16.4s	B	44.4s	D	43.1s	D	46.8s	D	38.9s	D
OH-44	W McMillan Street & W McMicken Avenue	AM	17.5s	B	7.1s	A	16.2s	B	17.3s	B	15.5s	B
		PM	16.7s	B	9.4s	A	15.1s	B	17.0s	B	13.3s	B
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	See Below									
		PM										
OH-50	I-75 NB Ramps & Central Pkwy	AM	28.7s	C	N/A	N/A	26.9s	C	28.2s	C	28.0s	C
		PM	20.1s	C	N/A	N/A	15.0s	B	20.0s	C	17.3s	B
OH-51	WHV & I-75 SB Ramps	AM	15.6s	B	42.5s	D	N/A	N/A	42.1s	D	26.1s	C
		PM	5.7s	A	22.8s	C	N/A	N/A	22.2s	C	17.0s	B
KY-2	W 4th Street & Philadelphia Street	AM	N/A	N/A	21.9s	C	10.6s	B	21.6s	C	18.5s	B
		PM	N/A	N/A	22.5s	C	16.2s	B	22.7s	C	20.8s	C
KY-3	W 4th Street & Bakewell Street	AM	N/A	N/A	13.9s	B	13.5s	B	14.2s	B	13.9s	B
		PM	N/A	N/A	14.9s	B	14.7s	B	14.7s	B	14.9s	B
KY-4	W 4th Street & Main Street	AM	N/A	N/A	15.1s	B	15.1s	B	11.6s	B	14.4s	B
		PM	N/A	N/A	37.1s	D	6.7s	A	34.4s	C	33.4s	C
KY-7	W 5th Street & Philadelphia Street	AM	23.4s	C	N/A	N/A	21.9s	C	23.4s	C	23.3s	C
		PM	21.7s	C	N/A	N/A	19.3s	B	22.5s	C	21.6s	C
KY-9	W 5th Street & Main Street	AM	18.2s	B	N/A	N/A	18.6s	B	18.7s	B	18.4s	B
		PM	56.0s	E	N/A	N/A	8.7s	A	51.2s	D	50.0s	D
KY-10	Pike Street & Bullock Street	AM	23.2s	C	16.0s	B	N/A	N/A	23.1s	C	21.5s	C
		PM	33.4s	C	34.9s	C	N/A	N/A	33.3s	C	33.9s	C
KY-11	Pike Street & Jillians Way	AM	21.8s	C	14.7s	B	21.6s	C	N/A	N/A	19.7s	B
		PM	13.9s	B	19.0s	B	19.8s	B	N/A	N/A	18.7s	B
KY-14	Dixie Hwy & Kyles Lane	AM	140.3s	F	157.3s	F	148.8s	F	28.5s	C	145.5s	F
		PM	108.0s	F	102.4s	F	106.5s	F	21.0s	C	103.8s	F
KY-15	I-75 SB Ramps & Kyles Lane	AM	N/A	N/A	23.3s	C	14.6s	B	23.6s	C	20.3s	C
		PM	N/A	N/A	53.7s	D	44.2s	D	59.5s	E	52.1s	D
KY-16	I-75 NB Ramps & Kyles Lane	AM	141.0s	F	N/A	N/A	143.5s	F	5.8s	A	95.3s	F
		PM	29.8s	C	N/A	N/A	31.1s	C	15.5s	B	24.3s	C
KY-17	Highland Avenue & Kyles Lane	AM	186.5s	F	20.0s (-)	B	175.9s	F	27.4s	C	134.1s	F
		PM	88.1s	F	224.8s	F	211.4s	F	37.3s	D	167.2s	F
KY-18	I-75 SB Ramps & Dixie Hwy	AM	N/A	N/A	18.0s	B	17.6s	B	17.6s	B	17.7s	B
		PM	N/A	N/A	25.1s	C	8.1s	A	24.4s	C	19.9s	B
KY-19	I-75 NB Ramps & Dixie Hwy	AM	27.1s	C	N/A	N/A	26.3s	C	9.2s	A	21.9s	C
		PM	18.7s	B	N/A	N/A	18.7s	B	14.7s	B	16.4s	B
KY-A	W 9th & I-75 NB Ramps	AM	118.4s	F	112.5s	F	117.6s	F	N/A	N/A	116.6s	F
		PM	33.7s	C	34.5s	C	35.1s	D	N/A	N/A	34.4s	C

## Alternative G Traffic Data - Intersections

*Data Corresponds With Level of Service Exhibits*

HCS Results - Signalized Intersections - 2035 Alternative G Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
KY-B	W 9th & I-75 SB Ramps	AM	50.2s	D	51.6s	D	N/A	N/A	53.5s	D	51.8s	D
		PM	44.3s	D	42.9s	D	N/A	N/A	42.4s	D	42.8s	D

ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Northeastbound	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-47	W McMillan Street/Fairview Avenue/Ravine Street	AM	18.9s	B	12.4s	B	33.4s	C	25.8s	C	37.7s	D
		PM	22.9s	C	25.9s	C	27.6s	C	19.0s	B	34.2s	C
			Southwestbound		Overall							
			Delay	LOS	Delay	LOS						
			35.4s	D	20.9s	C						
			40.0s	D	27.3s	C						

HCS Results - Unsignalized Intersections - 2035 Alternative G Volumes												
ID	Intersection	Peak	Eastbound		Westbound		Northbound		Southbound		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
OH-4	Bank Street & Linn Street	AM	12.0s	B	N/A	N/A	7.7s [L]	A	N/A	N/A	N/A	N/A
		PM	18.8s	C	N/A	N/A	8.2s [L]	A	N/A	N/A	N/A	N/A
OH-21	Court Street & Linn Street	AM	13.9s	B	17.2s	C	8.1s [L]	A	8.6s [L]	A	N/A	N/A
		PM	21.6s	C	42.3s	E	9.1s [L]	A	8.7s [L]	A	N/A	N/A
OH-28	W 6th Street & Linn Street	AM	N/A	N/A	N/A	N/A	N/A	N/A	14.5s [L]	B	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	14.5s [L]	B	N/A	N/A
OH-45	Clemmer Avenue & W McMillan Street	AM	N/A	N/A	14.4s	B	N/A	N/A	7.9s [L]	A	N/A	N/A
		PM	N/A	N/A	20.9s	C	N/A	N/A	9.4s [L]	A	N/A	N/A
OH-46	W McMillan Street & Scenic Drive	AM	N/A	N/A	N/A	N/A	9.8s [L]	A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	8.3s [L]	A	N/A	N/A	N/A	N/A
OH-48	W McMillan Street & Flora Avenue	AM	N/A	N/A	9.5s [L]	A	10.9s	B	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.5s [L]	A	9.9s	A	N/A	N/A	N/A	N/A
OH-49	W McMillan Street & Victor Avenue	AM	N/A	N/A	9.5s [L]	A	15.3s	C	N/A	N/A	N/A	N/A
		PM	N/A	N/A	8.5s [L]	A	13.7s	B	N/A	N/A	N/A	N/A
KY-1	W 4th Street & Crescent Avenue	AM	N/A	N/A	10.1s	B	N/A	N/A	N/A	N/A	N/A	N/A
		PM	N/A	N/A	11.9s	B	N/A	N/A	N/A	N/A	N/A	N/A
KY-6	W 5th Street & Crescent Avenue	AM	N/A	N/A	N/A	N/A	N/A	N/A	7.5s [L]	A	N/A	N/A
		PM	N/A	N/A	N/A	N/A	N/A	N/A	7.3s [L]	A	N/A	N/A
KY-8	W 5th Street & Bakewell Street	AM	7.3s [L]	A	N/A	N/A	39.4s	E	101.1s	F	N/A	N/A
		PM	7.3s [L]	A	N/A	N/A	33.9s	D	42.0s	E	N/A	N/A
KY-12	W 12th Street & Bullock Street	AM	15.45s	C	25.03s	D	N/A	N/A	49.58s	E	38.86s	E
		PM	11.48s	B	39.98s	E	N/A	N/A	352.48s	F	270.36s	F
KY-13	W 12th Street & Jillians Way	AM	64.27s	F	131.09s	F	14.30s	B	N/A	N/A	90.17s	F
		PM	92.92s	F	218.69s	F	35.63s	E	N/A	N/A	130.85s	F

## Alternative G Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative G I-75 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Dixie Highway Diverge	NB	720	AM	-	F
		1100	PM	-	F
Dixie Highway/Kyles Lane Split	NB	280	AM	14.9 pc/mi/ln	B
		380	PM	22.7 pc/mi/ln	C
Dixie Highway Merge	NB	1000	AM	-	F
		380	PM	-	F
Kyles Lane Merge	NB	1470	AM	29.1 pc/mi/ln	D
		710	PM	29.8 pc/mi/ln	D
Local Lanes Diverge	NB	3270	AM	33.9 pc/mi/ln	D
		2030	PM	30.7 pc/mi/ln	D
Local/W 12th Split	NB	200	AM	34.5 pc/mi/ln	D
		440	PM	22.3 pc/mi/ln	C
I-71 NB/I75 NB Split	NB	3190	AM	31.4 pc/mi/ln	D
		2240	PM	-	F
I-71 NB/Local Merge	NB	1730	AM	23.7 pc/mi/ln	C
		2580	PM	-	F
Ezzard Charles Merge	NB	590	AM	17.0 pc/mi/ln	B
		1650	PM	30.9 pc/mi/ln	D
Bank/WHV Merge	NB	1360	AM	28.0 pc/mi/ln	D
		870	PM	32.6 pc/mi/ln	D
Central Pkwy Merge	NB	390	AM	17.2 pc/mi/ln	B
		180	PM	21.1 pc/mi/ln	C
WHV Diverge	SB	1110	AM	40.3 pc/mi/ln	E
		510	PM	27.6 pc/mi/ln	C
I-71 Diverge	SB	4790	AM	44.4 pc/mi/ln	E
		4050	PM	26.7 pc/mi/ln	D
I-71 Merge	SB	2310	AM	44.4 pc/mi/ln	E
		3170	PM	31.9 pc/mi/ln	D
Local Merge	SB	330	AM	30.5 pc/mi/ln	D
		3030	PM	-	F
W 12th Merge	SB	780	AM	26.0 pc/mi/ln	C
		1460	PM	37.7 pc/mi/ln	E
Kyles Lane Diverge	SB	880	AM	33.0 pc/mi/ln	D
		1820	PM	-	F
Kyles/Dixie Split	SB	690	AM	18.4 pc/mi/ln	C
		1140	PM	38.5 pc/mi/ln	E
Kyles/Dixie Merge	SB	350	AM	11.1 pc/mi/ln	B
		560	PM	25.3 pc/mi/ln	C
Kyles CD/Dixie exit split	SB	190	AM	11.1 pc/mi/ln	B
		680	PM	25.3 pc/mi/ln	C
Kyles CD merge	SB	350	AM	33.0 pc/mi/ln	D
		560	PM	-	F
Dixie Merge	SB	340	AM	21.2 pc/mi/ln	C
		630	PM	31.4 pc/mi/ln	D

Alternative G I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 9th/Pike Merge	NB	500	AM	35.5 pc/mi/ln	E
		140	PM	24.0 pc/mi/ln	C
US 50/I-75 SB Merge	NB	3010	AM	39.0 pc/mi/ln	E
		2360	PM	23.3 pc/mi/ln	C
W 4th/Local Merge	NB	780	AM	33.4 pc/mi/ln	D
		280	PM	21.9 pc/mi/ln	C
US 50 Diverge	NB	2160	AM	-	F
		2510	PM	24.4 pc/mi/ln	C

## Alternative G Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative G I-71 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 2nd Merge	NB	60	AM	-	F
		290	PM	24.2 pc/mi/l <sub>n</sub>	C
W 5th Merge	NB	190	AM	32.6 pc/mi/l <sub>n</sub>	D
		530	PM	21.7 pc/mi/l <sub>n</sub>	C
I-471 Merge	NB	1960	AM	-	F
		1110	PM	29.3 pc/mi/l <sub>n</sub>	D
I-471 Diverge	SB	650	AM	32.3 pc/mi/l <sub>n</sub>	D
		1530	PM	-	F
W 3rd Street Diverge	SB	1460	AM	30.4 pc/mi/l <sub>n</sub>	D
		470	PM	-	F
US 50 Merge	SB	2320	AM	30.2 pc/mi/l <sub>n</sub>	D
		1970	PM	-	F
Local SB Diverge	SB	190	AM	24.6 pc/mi/l <sub>n</sub>	C
		320	PM	29.6 pc/mi/l <sub>n</sub>	D
I-75 NB Diverge	SB	2940	AM	28.2 pc/mi/l <sub>n</sub>	D
		2970	PM	31.9 pc/mi/l <sub>n</sub>	D

Alternative G US 50 Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Freeman Avenue Diverge	EB	750	AM	29.2 pc/mi/l <sub>n</sub>	D
		180	PM	10.1 pc/mi/l <sub>n</sub>	A
W 5th Diverge	EB	740	AM	42.9 pc/mi/l <sub>n</sub>	E
		230	PM	25.3 pc/mi/l <sub>n</sub>	C
Gest Street Diverge	WB	500	AM	16.1 pc/mi/l <sub>n</sub>	B
		240	PM	20.3 pc/mi/l <sub>n</sub>	C
Freeman Avenue Merge	WB	180	AM	6.4 pc/mi/l <sub>n</sub>	A
		570	PM	18.2 pc/mi/l <sub>n</sub>	B

Alternative G I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
W 5th Diverge	NB	940	AM	-	F
		760	PM	20.4 pc/mi/l <sub>n</sub>	D
W 12th/Pike Merge	NB	940	AM	-	F
		410	PM	15.8 pc/mi/l <sub>n</sub>	B
W 4th Merge	NB	1150	AM	29.2 pc/mi/l <sub>n</sub>	D
		1050	PM	21.6 pc/mi/l <sub>n</sub>	C
I-71 NB Diverge	NB	1980	AM	42.9 pc/mi/l <sub>n</sub>	E
		710	PM	15.0 pc/mi/l <sub>n</sub>	B
W 5th Diverge	NB	580	AM	16.0 pc/mi/l <sub>n</sub>	B
		280	PM	15.2 pc/mi/l <sub>n</sub>	B
W 2nd Diverge	NB	1200	AM	42.9 pc/mi/l <sub>n</sub>	E
		430	PM	13.5 pc/mi/l <sub>n</sub>	B
W 3rd/W 4th Merge	NB	170	AM	5.6 pc/mi/l <sub>n</sub>	A
		960	PM	30.4 pc/mi/l <sub>n</sub>	D
W 6th Merge	NB	190	AM	5.6 pc/mi/l <sub>n</sub>	A
		530	PM	30.4 pc/mi/l <sub>n</sub>	D
Local/I-71 SB Merge	NB	2130	AM	-	F
		1680	PM	32.1 pc/mi/l <sub>n</sub>	D
Winchell Diverge	NB	180	AM	28.7 pc/mi/l <sub>n</sub>	D
		280	PM	21.0 pc/mi/l <sub>n</sub>	C
W 2nd/W 4th/W 6th Merge	NB	480	AM	26.3 pc/mi/l <sub>n</sub>	D
		2130	PM	20.1 pc/mi/l <sub>n</sub>	C
I-75 NB/WHV Diverge	NB	1510	AM	31.1 pc/mi/l <sub>n</sub>	D
		1440	PM	29.4 pc/mi/l <sub>n</sub>	D
Central Pkwy/WHV Diverge	NB	540	AM	31.1 pc/mi/l <sub>n</sub>	D
		160	PM	29.4 pc/mi/l <sub>n</sub>	D

## Alternative G Traffic Data - Ramp Segments

*Data Corresponds With Level of Service Exhibits*

Alternative G I-71/I-75 Connector Ramp Junctions					
Ramp Junction	Direction	Ramp Volumes	Peak	Density	LOS
Bank/WHV Merge	NB	230	AM	20.0 pc/mi/l <sub>n</sub>	C
		400	PM	26.1 pc/mi/l <sub>n</sub>	D
US 50 WB Diverge	NB	850	AM	17.5 pc/mi/l <sub>n</sub>	B
		810	PM	16.6 pc/mi/l <sub>n</sub>	B
WHV Merge	SB	1560	AM	32.3 pc/mi/l <sub>n</sub>	D
		860	PM	23.9 pc/mi/l <sub>n</sub>	C
Findlay Diverge	SB	620	AM	30.5 pc/mi/l <sub>n</sub>	D
		670	PM	24.5 pc/mi/l <sub>n</sub>	C
Freeman Diverge	SB	810	AM	28.9 pc/mi/l <sub>n</sub>	D
		580	PM	21.1 pc/mi/l <sub>n</sub>	C
I-71 NB/local ramp Diverge	SB	2880	AM	18.2 pc/mi/l <sub>n</sub>	C
		2060	PM	18.4 pc/mi/l <sub>n</sub>	D
W 3rd/W 5th Diverge	SB	670	AM	12.6 pc/mi/l <sub>n</sub>	B
		240	PM	29.9 pc/mi/l <sub>n</sub>	D
US 50/W 9th Merge	SB	670	AM	14.7 pc/mi/l <sub>n</sub>	B
		820	PM	24.9 pc/mi/l <sub>n</sub>	C
US 50 Merge	SB	760	AM	13.6 pc/mi/l <sub>n</sub>	B
		1320	PM	29.9 pc/mi/l <sub>n</sub>	C
W 3rd Merge	SB	470	AM	18.1 pc/mi/l <sub>n</sub>	C
		1770	PM	-	F
W 5th Diverge (KY)	SB	650	AM	13.8 pc/mi/l <sub>n</sub>	B
		690	PM	-	F
W 9th/Pike Diverge	SB	430	AM	8.2 pc/mi/l <sub>n</sub>	A
		940	PM	-	F
US 50 to W 2nd Merge	SB	260	AM	19.6 pc/mi/l <sub>n</sub>	B
		90	PM	13.9 pc/mi/l <sub>n</sub>	B
US 50 to I-71 NB Merge	SB	1690	AM	32.3 pc/mi/l <sub>n</sub>	D
		1140	PM	23.0 pc/mi/l <sub>n</sub>	C
I-71 NB/W 2nd Split	SB	1820	AM	25.3 pc/mi/l <sub>n</sub>	C
		930	PM	23.0 pc/mi/l <sub>n</sub>	C