



| 2030 Interstate 74 Westbound Ramps | | | | | |
|-------------------------------------|-----------|-----|--------------------|-----|--------------------|
| Ramp | Junction | AM | | PM | |
| | | LOS | Density (pc/mi/ln) | LOS | Density (pc/mi/ln) |
| I-75 Southbound Entrance Ramp | Add Lane | B | 16.9 | D | 32.6 |
| I-75 Northbound Entrance Ramp | Add Lane | B | 17.9 | F | * |
| Colerain Ave. @ Spring Grove/Elmore | Diverge | B | 16.6 | D | 31.5 |
| Colerain Interchange Exit Ramp | Drop Lane | A | 10.0 | C | 20.0 |
| Colerain Interchange Entrance Ramp | Add Lane | B | 11.6 | D | 29.3 |
| Montana Avenue Exit Ramp | Drop Lane | A | 10.4 | D | 26.9 |

* - Capacity exceeds HCS calculations

| 2030 Interstate 74 Eastbound Ramps | | | | | |
|------------------------------------|-----------|-----|--------------------|-----|--------------------|
| Ramp | Junction | AM | | PM | |
| | | LOS | Density (pc/mi/ln) | LOS | Density (pc/mi/ln) |
| I-75 Southbound Exit Ramp | Drop Lane | F | * | C | 19.7 |
| I-75 Northbound Exit Ramp | Drop Lane | C | 23.8 | A | 9.2 |
| Spring Grove Avenue Entrance Ramp | Merge | F | 60.2# | D | 29.2 |
| Colerain Interchange Entrance Ramp | Add Lane | E | 35.0 | A | 10.5 |
| Colerain Interchange Exit Ramp | Drop Lane | D | 28.3 | B | 13.2 |
| Montana Avenue Entrance Ramp | Add Lane | D | 27.4 | B | 11.5 |

- The flowrate of the ramp and/or freeway exceeds capacity for the merge/diverge area, resulting in LOS F.

* - Capacity exceeds HCS calculations

| 2030 State Route 562 Ramps | | | | | |
|---------------------------------------|----------|-----|--------------------|-----|--------------------|
| Ramp | Junction | AM | | PM | |
| | | LOS | Density (pc/mi/ln) | LOS | Density (pc/mi/ln) |
| Paddock Rd to SR 562 EB Entrance Ramp | Merge | D | 34.0 | D | 34.1 |
| SR 562 EB to Paddock Rd Exit Ramp | Diverge | E | 37.5 | D | 32.7 |
| Paddock Rd to SR 562 WB Entrance Ramp | Merge | D | 31.9 | C | 25.2 |
| SR 562 WB to Paddock Rd Exit Ramp | Diverge | E | 37.0 | D | 34.4 |

As with the freeway segments, the ramp junctions on Interstate 75 would severely degrade by 2030. All of the I-75 northbound ramp junctions would operate at an LOS F during the PM design hour and most would operate at an unacceptable level-of-service during the AM design hour. For Interstate 75 southbound during the AM design hour, all of the ramp junctions would operate at an LOS F and most would operate at an LOS F during the PM design hour. Additionally, the I-75 northbound entrance ramp to I-74 westbound would operate at an LOS F. I-74 eastbound, the I-75 southbound exit ramp, Spring Grove Avenue entrance ramp and the Colerain Interchange entrance ramp would fail. Finally, the SR 562 entrance ramps in both directions would operate at an LOS E.

2030 At-grade Local Street Intersection Analyses. The following tables present the intersections evaluated as part of this study and the results obtained for each location for 2030. Once again red and orange highlighting was used to detail the locations of interest.



| 2030 I-75 and Paddock Road Interchange Area | | | | | | | | | | | |
|--|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Paddock Rd & I-75 SB ramps | AM | 123.4 | F | 17.2 | B | - | - | 128.4 | F | 102.5 | F |
| | PM | 73.4 | E | 67.4 | E | - | - | 68.7 | E | 70.0 | E |
| Paddock Rd & I-75 NB exit ramps/Summit Rd | AM | 13.1 | B | 20.6 | C | 19.7 | B | 20.7 | C | 17.3 | B |
| | PM | 33.8 | C | 40.1 | D | 25.8 | C | 34.6 | C | 35.7 | D |
| Paddock Rd & Seymore Ave | AM | 24.6 | C | 13.4 | B | 15.3 | B | 24.3 | C | 20.6 | C |
| | PM | 26.2 | C | 15.3 | B | 26.4 | C | 19.5 | B | 21.1 | C |
| Paddock Rd & North Bend Rd (stop controlled) | AM | 74.1 | F | - | - | 462.1 | F | - | - | - | - |
| | PM | 83.1 | F | - | - | 14.1 | B | - | - | - | - |
| Paddock Rd & Vine St | AM | 63.7 | E | 68.9 | E | 11.6 | B | 75.5 | E | 64.2 | E |
| | PM | 31.9 | C | 29.9 | C | 23.1 | C | 32.0 | C | 28.5 | C |
| Vine St & North Bend Rd | AM | 11.6 | B | 15.4 | B | 13.5 | B | 15.2 | B | 14.5 | B |
| | PM | 16.5 | B | 16.0 | B | 16.0 | B | 11.9 | B | 15.4 | B |

| 2030 I-75 and Towne Street Interchange Area | | | | | | | | | | | |
|---|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Towne St & I-75 NB ramps (stop controlled) | AM | 7.6 | A | - | - | 20.5 | C | - | - | - | - |
| | PM | 11.3 | B | - | - | 448.2 | F | - | - | - | - |
| Towne St & Paddock Rd | AM | 13.1 | B | - | - | 13.2 | B | 12.3 | B | 12.8 | B |
| | PM | 34.6 | C | - | - | 34.3 | C | 5.4 | A | 26.7 | C |
| Towne St & Chestnut Ave | AM | 20.2 | C | 21.0 | C | 20.2 | C | 20.9 | C | 20.6 | C |
| | PM | 23.4 | C | 14.2 | B | 23.5 | C | 23.1 | C | 20.7 | C |
| Towne St & Vine St | AM | 19.8 | B | 20.2 | C | 9.7 | A | 20.4 | C | 17.9 | B |
| | PM | 15.2 | B | 13.7 | B | 15.7 | B | 12.6 | B | 14.7 | B |

| 2030 I-75 and Mitchell Avenue Interchange Area | | | | | | | | | | | |
|--|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Mitchell Ave & I-75 NB ramps | AM | 52.4 | D | 41.6 | D | 51.9 | D | - | - | 49.1 | D |
| | PM | 36.4 | D | 37.9 | D | 37.9 | D | - | - | 37.3 | D |
| Mitchell Ave & I-75 SB ramps | AM | 107.6 | F | 31.8 | C | - | - | 110.1 | F | 81.7 | F |
| | PM | 88.6 | F | 30.7 | C | - | - | 92.9 | F | 69.3 | E |
| Mitchell Ave & Vine St | AM | 59.6 | E | 13.1 | B | 58.9 | E | 25.8 | C | 48.0 | D |
| | PM | 29.8 | C | 56.0 | E | 54.0 | D | 28.7 | C | 44.0 | D |
| Mitchell & Kenard Ave | AM | 27.9 | C | 18.4 | B | 28.6 | C | 28.0 | C | 22.6 | C |
| | PM | 84.6 | F | 41.6 | D | 81.6 | F | 77.1 | E | 64.7 | E |
| Mitchell & Spring Grove Ave | AM | 50.7 | D | 47.9 | D | 50.7 | D | 22.7 | C | 46.6 | D |
| | PM | 111.3 | F | 109.7 | F | 111.6 | F | 100.7 | F | 109.1 | F |



2030 I-75 and Hopple Street / Bates Avenue Interchange Area

| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
|------------------------------------|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Bates Ave & Central Parkway | AM | 16.7 | B | - | - | 10.1 | B | 16.7 | B | 13.2 | B |
| | PM | 24.5 | C | - | - | 21.6 | C | 24.2 | C | 22.6 | C |
| Hopple St/MLK Dr & Central Parkway | AM | 37.3 | D | 43.0 | D | 42.3 | D | 40.3 | D | 39.3 | D |
| | PM | 33.8 | C | 99.5 | F | 93.3 | F | 100.3 | F | 77.3 | E |
| Hopple St & I-75 NB/SB ramps | AM | 27.2 | C | 21.7 | C | - | - | 29.4 | C | 27.6 | C |
| | PM | 9.6 | A | 22.8 | C | - | - | 22.1 | C | 19.5 | B |
| Hopple St & Colerain Ave | AM | 21.8 | C | 7.1 | A | 21.3 | C | 21.1 | C | 17.2 | B |
| | PM | 299.9 | F | 268.2 | F | 352.3 | F | 28.7 | C | 228.1 | F |

2030 I-75 and Western Hills Viaduct Interchange Area

| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
|--|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Western Hills Viaduct & Central Parkway | AM | 67.0 | E | 9.1 | A | 18.8 | B | 61.4 | E | 54.2 | D |
| | PM | 23.4 | C | 19.1 | B | 22.0 | C | 23.6 | C | 22.1 | C |
| Western Hills Viaduct & Spring Grove Ave | AM | 15.6 | B | - | - | 8.6 | A | 15.6 | B | 13.3 | B |
| | PM | 15.8 | B | - | - | 13.4 | B | 15.6 | B | 14.3 | B |

2030 I-74 and Montana Avenue Interchange Area

| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
|--|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Montana Ave/West Fork Rd & I-74 WB ramps | AM | 34.3 | C | 31.6 | C | 32.4 | C | 34.0 | C | 33.3 | C |
| | PM | 48.4 | D | 54.6 | D | 38.3 | D | 51.6 | D | 50.9 | D |

2030 I-74 and Colerain Avenue Interchange Area

| Intersection | Time Period | Eastbound | | Westbound | | Northbound | | Southbound | | Overall | |
|--|-------------|-----------|-----|-----------|-----|------------|-----|------------|-----|---------|-----|
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Colerain Ave & I-74 WB exit ramp | AM | 16.4 | B | 14.3 | B | 16.5 | B | - | - | 16.1 | B |
| | PM | 16.8 | B | 22.1 | C | 21.5 | C | - | - | 21.3 | C |
| Colerain Ave & West Fork Rd/Virginia Ave | AM | 74.0 | E | 156.6 | F | 14.0 | B | 158.7 | F | 117.0 | F |
| | PM | 44.8 | D | 43.9 | D | 47.3 | D | 43.3 | D | 45.9 | D |
| Elmore St & Beekman St | AM | 17.0 | B | 17.0 | B | 17.1 | B | 15.2 | B | 16.1 | B |
| | PM | 17.2 | B | 16.6 | B | 17.3 | B | 10.6 | B | 16.0 | B |