

INTER-OFFICE COMMUNICATION

TO: David Hoffman, P.E., District Traffic Engineer, District 11

FROM: Joshua Kieselbach, P.E., Transportation Engineer, Office of Statewide Planning & Research, Modeling & Forecasting Section

SUBJECT: BEL-70-9.35, PID 120547

DATE: 4/18/2024

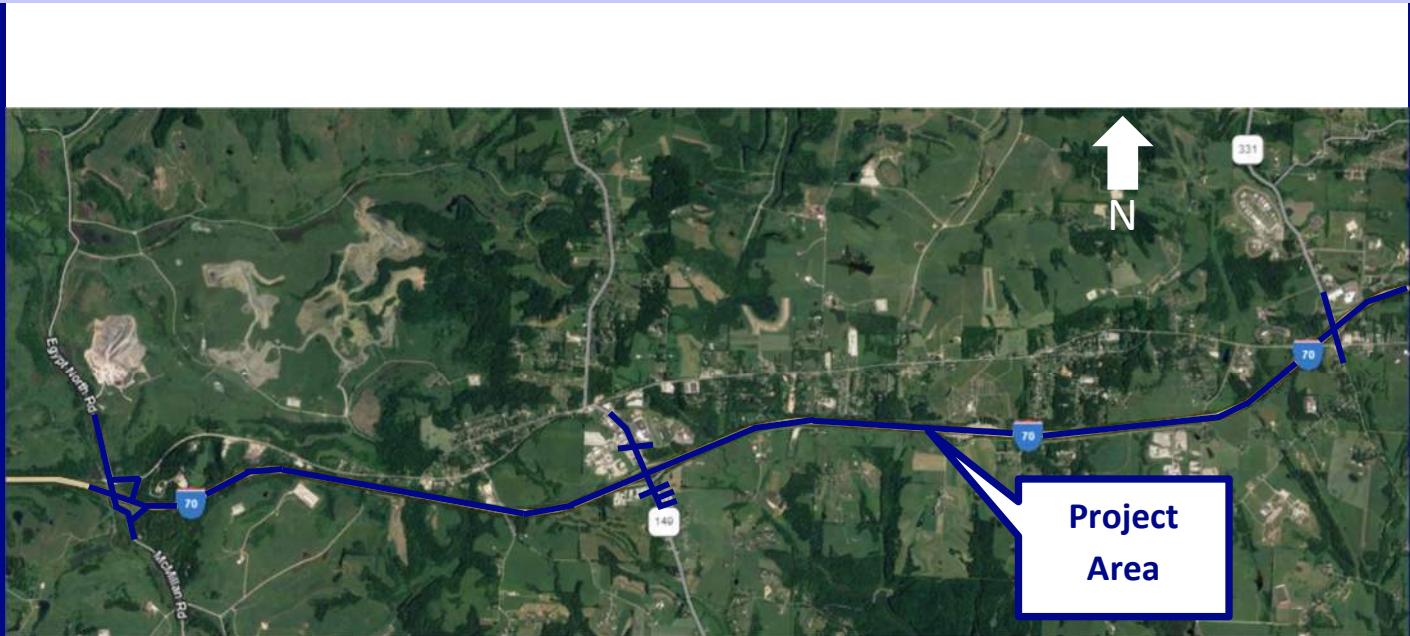
In reply to a request dated February 21, 2024, review of the submitted traffic plates has been completed and the forecast is approved for use on this project. Based on an initial review some errors were found that required corrections to the original traffic plates. I have replaced those plates in the report and attached an updated report to this memo.

If you have any questions, please contact me at Joshua.Kieselbach@dot.ohio.gov or (614) 752-5747.

c: G. Giaimo, OSPR – File

BEL-70-9.35

Design Traffic Technical Report PID 120547
I-70 Interchanges from US-40 to SR-331
Belmont County | ODOT District 11



Prepared for:
ODOT Central Office
1980 West Broad Street
Columbus, Ohio 43222
614.466.7170



Prepared by:
Lanham Engineering, LLC
2421 Reginald Ct.
Powell, OH 43065
(614) 216-0448

Introduction

This document details the process used to prepare the design traffic for BEL-70-9.35. This project was initiated to study the potential roadway improvements on SR-149 near the interchange with I-70 due to the truck stop being planned for the southwest quadrant of the area. The project study area includes the I-70 interchanges at US-40/Egypt North Rd/McMillan Rd, SR-149, and SR-40/SR-331. It also includes the intersections of SR-149 with Bond Dr, Reco Dr, Pilot Travel Center North Drive, Pilot Travel Center South Drive, I-70 westbound ramps, and I-70 eastbound ramps.

Project Description and Forecast Parameters

The project area is in Belmont County just west of St. Clairsville, Ohio. Volumes were developed for both the No Build and Build scenarios. The No Build scenario includes the current existing configuration with one through lane in each direction on SR-149 and at grade intersections. The Build scenario includes the additional Love's TIS volumes overlaid on the No Build Volumes. The existing lane configurations are considered unchanged.

The intersections analyzed are listed below:

- SR-149 and Bond Drive
- SR-149 and I-70 Westbound Ramp
- SR-149 and I-70 Eastbound Ramp
- SR-149 and Reco Drive
- SR-149 and Pilot North Drive
- SR-149 and Pilot South Drive

The existing ramps analyzed are listed below:

- I-70 Eastbound Off Ramp to McMillan Road
- US-40/Egypt North Road to I-70 Westbound On Ramp
- I-70 Eastbound Off Ramp to US-40/SR-331
- US-40/SR-331 to I-70 Westbound On Ramp
- US-40/SR-331 to I-70 Eastbound On Ramp
- I-70 Westbound Off Ramp to US-40/SR-331



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The No Build and Build scenarios were forecasted for both the Opening Year 2027 and the Design Year 2047. AM Peak, Midday Peak, PM Peak, and ADT volumes were calculated for each scenario. Truck percentages (T24, AM TD, MID TD and PM TD) were determined for the No Build scenario and No Build plus Love's TIS.

Data Sources

Count Data

See the Count Memo in **Appendix A** for count information.

Model

Travel Demand Modeling was provided by ODOT for the No Build scenario and the Build scenario. The model base year was 2023, model opening year was 2027, and model design year was 2047.

Design Traffic Volumes

No Build and Build Alternatives

Design hour volume factors (DHV) used in the NCHRP sheets are included in **Appendix B**. NCHRP sheets were created for the No Build conditions. All intersections within the project area converged with no issues.

The Build condition consisted of the No Build volumes with the trip generation volumes added. The trip generation volumes were taken from the Traffic Impact Study of the Proposed Love's Development. The directional distribution for the PM peak site generated traffic volumes were added to the midday no build traffic volumes, as it was the higher of the two peaks. The TIS provided AADT volumes but not distribution percentages. The AADT volumes from the TIS were distributed using an average of the AM and PM distribution percentages provided in the TIS. Volume balancing and smoothing was required throughout the project area. All balancing and smoothing was completed using methodologies stated in the Ohio Traffic Forecasting Manual. Balancing and smoothing efforts are shown in **Appendix C** for each alternative. For both the No Build and Build scenarios, any movement that showed negative growth was modified to maintain a



Creating Traffic Solutions

minimum zero growth since volumes are not expected to decrease significantly in the region between the opening and design years.

Truck Percentages

The No Build truck percentages were calculated for the study area using the existing count data. The Build truck percentages were calculated by adding the traffic impact study volumes to the No Build traffic volumes. The midday and ADT truck volumes were determined using the same methodology as the Build traffic volumes. Truck plates for all alternatives are in **Appendix D**.

Results

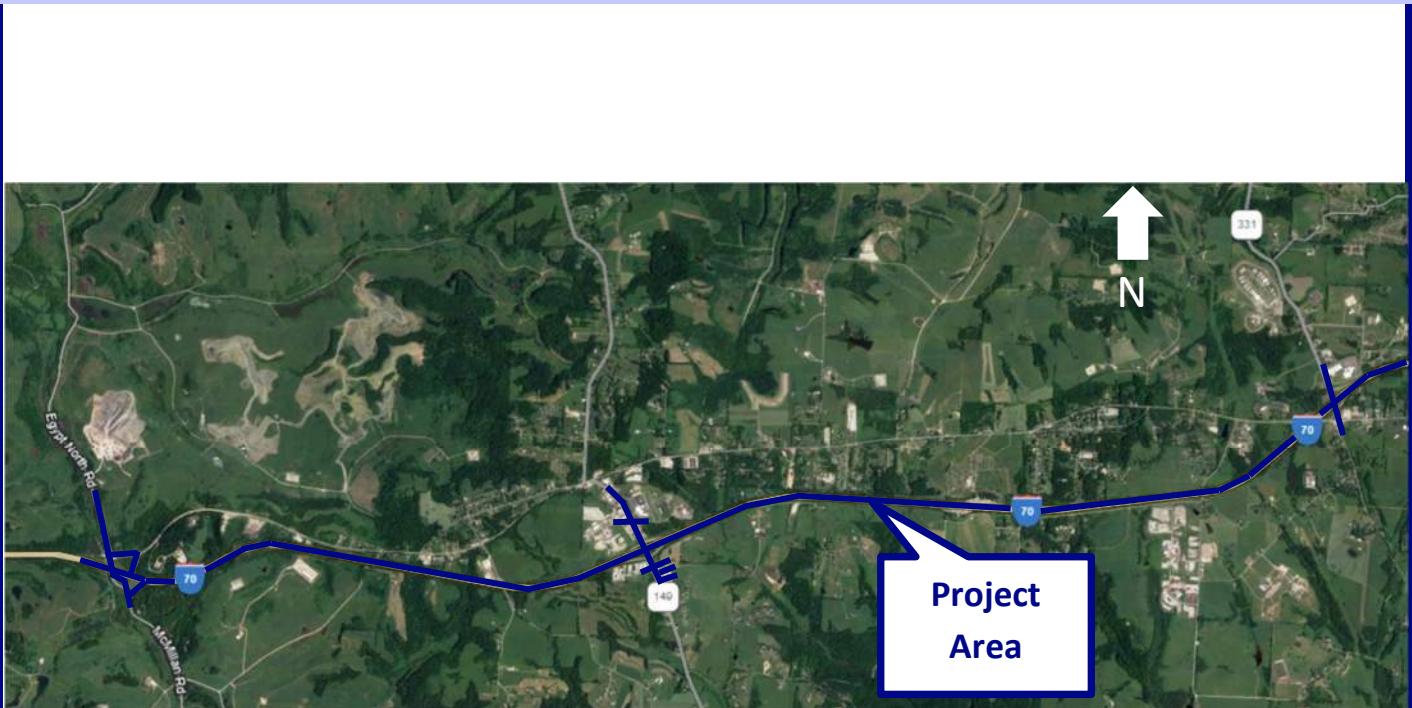
For the No Build and Build alternatives, design traffic plates were created for the AM Peak, Midday Peak, PM Peak, and ADT. The Balanced No Build and Build design traffic plates are provided in **Appendix E**.

ODOT Design Traffic
Technical Report
BEL-70-9.35

Appendix A
Count Memo

BEL-70-9.35

Count Memo PID 120547
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Introduction

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Data Sources

ODOT performed turning movement counts along SR-149 for the intersections included in this project. All intersection counts were performed in December of 2023.

Turning movement counts were performed at the following intersections on December 6, 2023:

- SR-149 and Bond Drive
- SR-149 and I-70 Westbound Ramp
- SR-149 and I-70 Eastbound Ramp
- SR-149 and Reco Drive
- SR-149 and Pilot North Drive
- SR-149 and Pilot South Drive

Mainline volumes were collected at:

- I-70 Eastbound East of SR-149 – December 6, 2023
- I-70 Westbound East of SR-149 – December 6, 2023

Ramp volumes were collected at:

- I-70 Eastbound Off Ramp to McMillan Road – June 2, 2021
- US-40/Egypt North Road to I-70 Westbound On Ramp – June 2, 2021
- I-70 Eastbound Off Ramp to US-40/SR-331 – June 2, 2021
- US-40/SR-331 to I-70 Westbound On Ramp – June 2, 2021
- US-40/SR-331 to I-70 Eastbound On Ramp – June 2, 2021
- I-70 Westbound Off Ramp to US-40/SR-331 – June 2, 2021

All counts are accessible on ODOT's Transportation Data Management System site.



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Peak Hour Selection

The peak hours for the system were determined by reviewing both the peaks for the I-70 mainline volumes and the peak hours of the five intersections along SR-149. The AM Peak hours were tallied, and the majority was at 7:00 it was decided to use that time as the AM Peak. The same process was repeated with the Midday and PM Peak hours which resulted in peaks of 12:45 and 4:15, respectively. A summary of peak hours per intersection is included in **Appendix A**.

AADT Calculations

The AADTs for the six SR-149 intersections were calculated by entering the original count data into ODOT's expansion spreadsheets along with the seasonal adjustment factor. The expansion factors per functional class used were based on ODOT's 2021 Hourly Percent by Vehicle Type by Functional Class spreadsheet. The seasonal adjustment factors used are in **Appendix B** and the expansion factor spreadsheets can be found in **Appendix C**.

Balancing

Balancing of the counts was performed along the corridor. All balancing was performed in accordance with methodologies stated in the Ohio Traffic Forecasting Manual. Balancing efforts are included in **Appendix D**. Balanced count plates are in **Appendix E**.

ODOT Design Traffic
Count Memo
BEL-70-9.35

Appendix A
Peak Hour Determination

Count Data Collected					
ID	Intersection/Ramp	Count Date	AM Peak Hour	Midday Peak Hour	PM Peak Hour
1	Bond Drive @ SR-149	12/6/2023	6:45	12:00	15:00
2	I-70 WB ramps @ SR-149	12/6/2023	7:00	12:45	15:45
3	I-70 EB ramps @ SR-149	12/6/2023	7:00	12:45	16:15
4	Reco Drive @ SR-149	12/6/2023	7:00	12:45	16:15
5	Pilot Travel Center North Drive @ SR-149	12/6/2023	7:00	13:00	16:15
6	Pilot Travel Center South Drive @ SR-149	12/6/2023	7:00	12:45	16:15
7	I-70 EB to McMillan ramp	6/2/2021	7:30	12:45	16:45
	US-40/Egypt North to I-70 WB ramp	6/2/2021	8:30	12:30	1:00
8	I-70 EB mainline	12/6/2023	7:30	12:30	16:15
	I-70 WB mainline	12/6/2023	9:45	12:45	15:15
9	I-70 EB to US-40 ramp	6/2/2021	6:45	12:45	16:00
	US-40 to I-70 WB ramp	6/2/2021	7:15	11:15	15:45
10	SR-331 to I-70 EB ramp	6/2/2021	9:00	12:45	15:30
	I-70 WB to SR-331	6/2/2021	7:00	12:00	16:30

Study area peaks used:

7:00

12:45

16:15

ODOT Design Traffic
Count Memo
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Appendix B
Seasonal Adjustment Factors

ID Number	Intersection/Segment	East Leg			North Leg			West Leg			South Leg			Segment			Count Date	Count Day
		FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor		
1	Bond Drive @ SR-149	7	1.22	0.981	5	1.22	0.981	7	1.22	0.981	5	1.22	0.981				12/6/2023	Wed
2	I-70 WB ramps @ SR-149	1	1.38	0.971	5	1.22	0.981	1	1.38	0.971	5	1.22	0.981				12/6/2023	Wed
3	I-70 EB ramps @ SR-149	1	1.38	0.971	5	1.22	0.981	1	1.38	0.971	5	1.22	0.981				12/6/2023	Wed
4	Reco Drive @ SR-149				5	1.22	0.981	7	1.22	0.981	5	1.22	0.981				12/6/2023	Wed
5	Pilot Travel Center North Drive @ SR-149	7	1.22	0.981	5	1.22	0.981				5	1.22	0.981				12/6/2023	Wed
6	Pilot Travel Center South Drive @ SR-149	7	1.22	0.981	5	1.22	0.981				5	1.22	0.981				12/6/2023	Wed
7a	I-70 EB to McMillan ramp													1	1.29	0.954	6/2/2021	Wed
7b	US-40/Egypt North to I-70 WB ramp													1	1.29	0.954	6/2/2021	Wed
8a	I-70 EB mainline													1	1.38	0.971	12/6/2023	Wed
8b	I-70 WB mainline													1	1.38	0.971	12/6/2023	Wed
9a	I-70 EB to US-40 ramp*													1	1.29	0.954	6/2/2021	Wed
9b	US-40 to I-70 WB ramp*													1	1.29	0.954	6/2/2021	Wed
10a	SR-331 to I-70 EB ramp*													1	1.29	0.954	6/2/2021	Wed
10b	I-70 WB to SR-331*													1	1.29	0.954	6/2/2021	Wed

Insufficient data exists to produce factors for FC 07 rural

*I-70 is considered directionally east/west for consistency

ID Number	Intersection/Ramp	East Leg			North Leg			West Leg			South Leg			Ramp			Count Date	Count Day
		FC	P&A	B&C	FC	P&A	B&C	FC	P&A	B&C	FC	P&A	B&C	FC	P&A	B&C		
1	Bond Drive @ SR-149	7	1.217	1.115	5	1.214	1.153	7	1.217	1.115	5	1.214	1.153				12/6/2023	Wed
2	I-70 WB ramps @ SR-149	1	1.335	1.517	5	1.214	1.153	1	1.335	1.517	5	1.214	1.153				12/6/2023	Wed
3	I-70 EB ramps @ SR-149	1	1.335	1.517	5	1.214	1.153	1	1.335	1.517	5	1.214	1.153				12/6/2023	Wed
4	Reco Drive @ SR-149				5	1.214	1.153	7	1.217	1.115	5	1.214	1.153				12/6/2023	Wed
5	Pilot Travel Center North Drive @ SR-149	7	1.217	1.115	5	1.214	1.153				5	1.214	1.153				12/6/2023	Wed
6	Pilot Travel Center South Drive @ SR-149	7	1.217	1.115	5	1.214	1.153				5	1.214	1.153				12/6/2023	Wed
7	I-70 EB to McMillan ramp													1	1.000	1.000	6/2/2021	Wed
	US-40/Egypt North to I-70 WB ramp													1	1.000	1.000	6/2/2021	Wed
8	I-70 EB mainline													1	1.000	1.000	12/6/2023	Wed
	I-70 WB mainline													1	1.000	1.000	12/6/2023	Wed
9	I-70 EB to US-40 ramp													1	1.000	1.000	6/2/2021	Wed
	US-40 to I-70 WB ramp													1	1.000	1.000	6/2/2021	Wed
10	SR-331 to I-70 EB ramp													1	1.000	1.000	6/2/2021	Wed
	I-70 WB to SR-331													1	1.000	1.000	6/2/2021	Wed

PEAK HOUR FACTORS				
INTID	NAME	AM	MID	PM
1	Bond Drive @ SR-149	0.66	0.78	0.94
2	I-70 WB ramps @ SR-149	0.78	0.90	0.97
3	I-70 EB ramps @ SR-149	0.92	0.96	0.97
4	Reco Drive @ SR-149	0.94	0.90	0.90
5	Pilot Travel Center North Drive @ SR-149	0.93	0.89	0.92
6	Pilot Travel Center South Drive @ SR-149	0.96	0.88	0.92
7a	I-70 EB to McMillan ramp	0.94	0.94	0.94
7b	US-40/Egypt North to I-70 WB ramp	0.94	0.94	0.94
8a	I-70 EB mainline	0.94	0.94	0.94
8b	I-70 WB mainline	0.94	0.94	0.94
9a	I-70 EB to US-40 ramp	0.94	0.94	0.94
9b	US-40 to I-70 WB ramp	0.94	0.94	0.94
10a	SR-331 to I-70 EB ramp	0.94	0.94	0.94
10b	I-70 WB to SR-331	0.94	0.94	0.94

ODOT Design Traffic
Count Memo
BEL-70-9.35

Appendix C
Expansion Spreadsheets

For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the SeasonalAdjstmtFactors_YYYY spreadsheet to lookup seasonal factor.
Use Avg TD by FC.xls to compute P&A B&C FACTORS.

Date of Count: 12/6/2023 4 Wednesday December

PART 1: INPUT PARTIAL DAY P&A VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

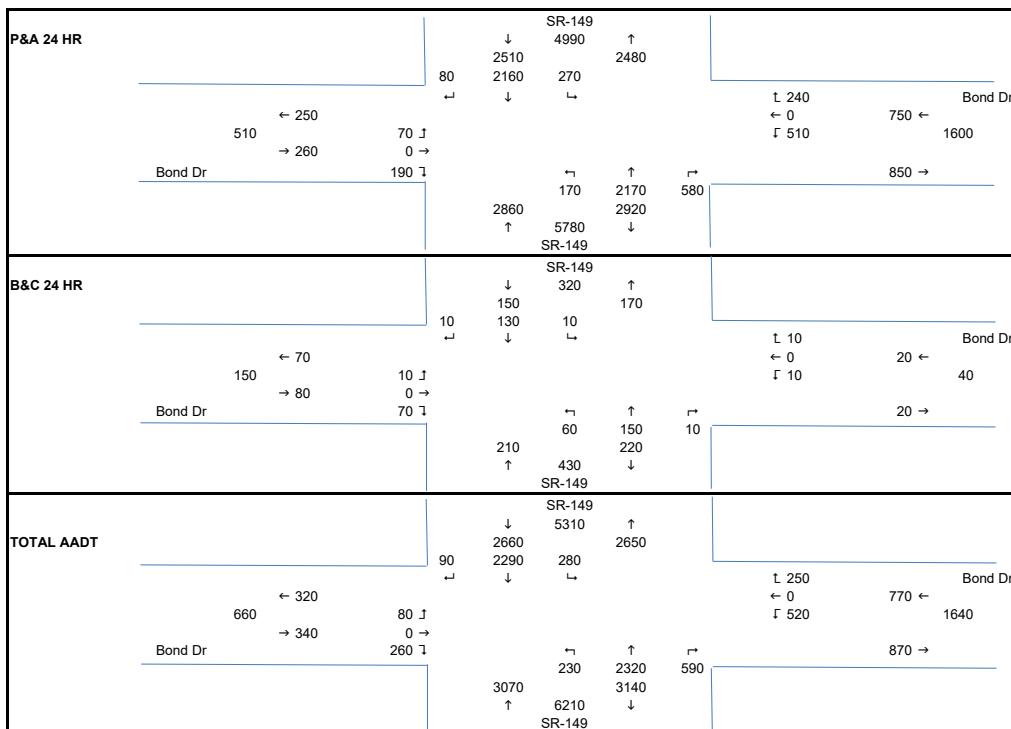
SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG		APPROACH	DEPART	
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	140	1822	487	2449	2405	170	2210	590	2970	2930
SEASONAL FACTOR		0.981	0.981	0.981	169.96	2211.91	591.218	2973.09	2921.43	170	2170	580	2920	2860
WEST LEG		Bond Dr	FC =	7	eastbound			APPROACH	DEPART	WEST LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.217	1.217	1.217	59	3	162	224	210	70	0	200	270	250
SEASONAL F		0.981	0.981	0.981	71.803	3.651	197.154	272.608	254.949	70	0	190	260	250
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	228	1817	67	2112	2082	280	2210	80	2570	2520
SEASONAL F		0.981	0.981	0.981	276.792	2205.84	81.338	2563.97	2528.33	270	2160	80	2510	2480
EAST LEG		Bond Dr	FC =	7	westbound			APPROACH	DEPART	EAST LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.217	1.217	1.217	426	3	201	630	718	520	0	240	760	870
SEASONAL F		0.981	0.981	0.981	518.442	3.651	244.617	766.71	871.661	520	0	240	750	850

PART 2: INPUT PARTIAL DAY B&C VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR = 24 HR B&C

SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	52	133	13	198	186	60	150	10	220	220
SEASONAL FACTOR		0.981	0.981	0.981	59.956	153.349	14.989	228.294	211.912	60	150	10	220	210
WEST LEG		Bond Dr	FC =	7	eastbound			APPROACH	DEPART	WEST LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.115	1.115	1.115	7	0	62	69	63	10	0	70	80	70
SEASONAL FACTOR		0.981	0.981	0.981	7.805	0	69.13	76.935	72.639	10	0	70	80	70
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	5	119	11	135	149	10	140	10	160	170
SEASONAL FACTOR		0.981	0.981	0.981	5.765	137.207	12.683	155.655	171.189	10	130	10	150	170
EAST LEG		Bond Dr	FC =	7	westbound			APPROACH	DEPART	EAST LEG		APPROACH	DEPART	
		FACTORY			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.115	1.115	1.115	5	0	9	14	18	10	0	10	20	20
SEASONAL FACTOR		0.981	0.981	0.981	5.575	0	10.035	15.61	20.754	10	0	10	20	20



For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the SeasonalAdjstmtFactors_YYYY spreadsheet to lookup seasonal factor.

Use Avg TD by FC.xls to compute P&A B&C FACTORS.

Date of Count: 12/6/2023

4 Wednesday December

PART 1: INPUT PARTIAL DAY P&A VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

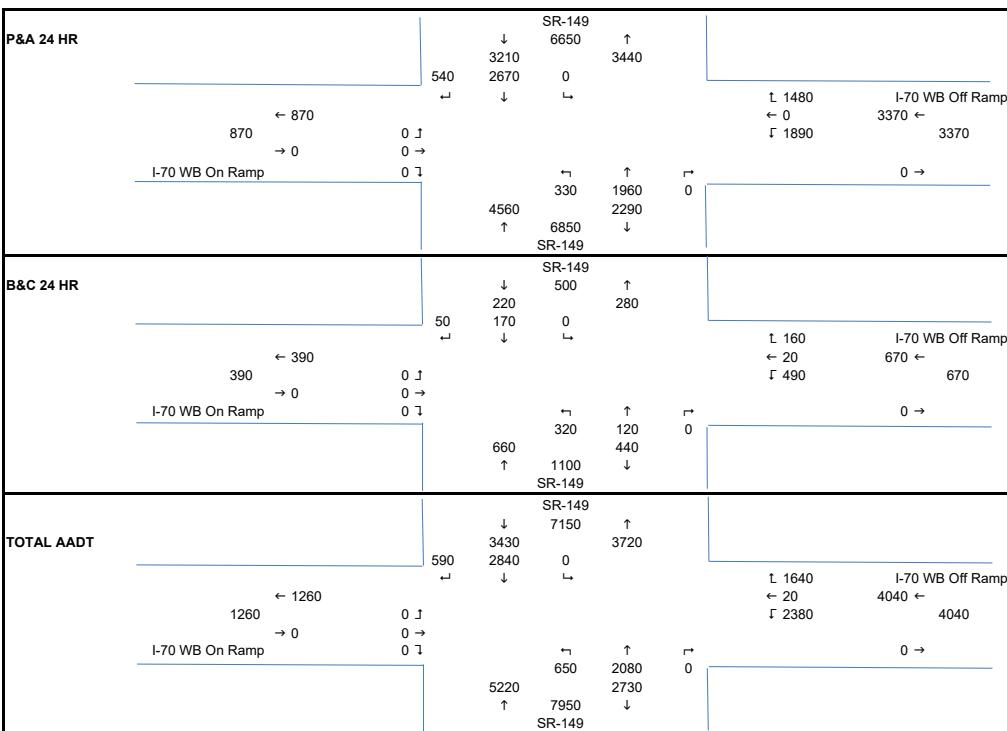
SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG		APPROACH	DEPART	
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	277	1647	0	1924	3703	340	2000	0	2340	4680
SEASONAL FACTOR		0.981	0.981	0.981	336.278	1999.46	0	2335.74	4671.86	340	2000	0	2290	4560
WEST LEG		I-70 WB On	FC =	1	eastbound			APPROACH	DEPART	WEST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.335	1.335	1.335	0	0	0	0	735	0	0	0	0	890
SEASONAL F		0.971	0.971	0.971	0	0	0	0	875.653	0	0	0	0	870
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	0	2245	455	2700	2788	0	2730	550	3280	3520
SEASONAL F		0.981	0.981	0.981	0	2725.43	552.37	3277.8	3522.69	0	2670	540	3210	3440
EAST LEG		I-70 WB Off	FC =	1	westbound			APPROACH	DEPART	EAST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.335	1.335	1.335	1458	3	1141	2602	0	1950	0	1520	3470	0
SEASONAL F		0.971	0.971	0.971	1889.98	3.88886	1479.06	3372.93	0	1890	0	1480	3370	0

PART 2: INPUT PARTIAL DAY B&C VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR = 24 HR B&C

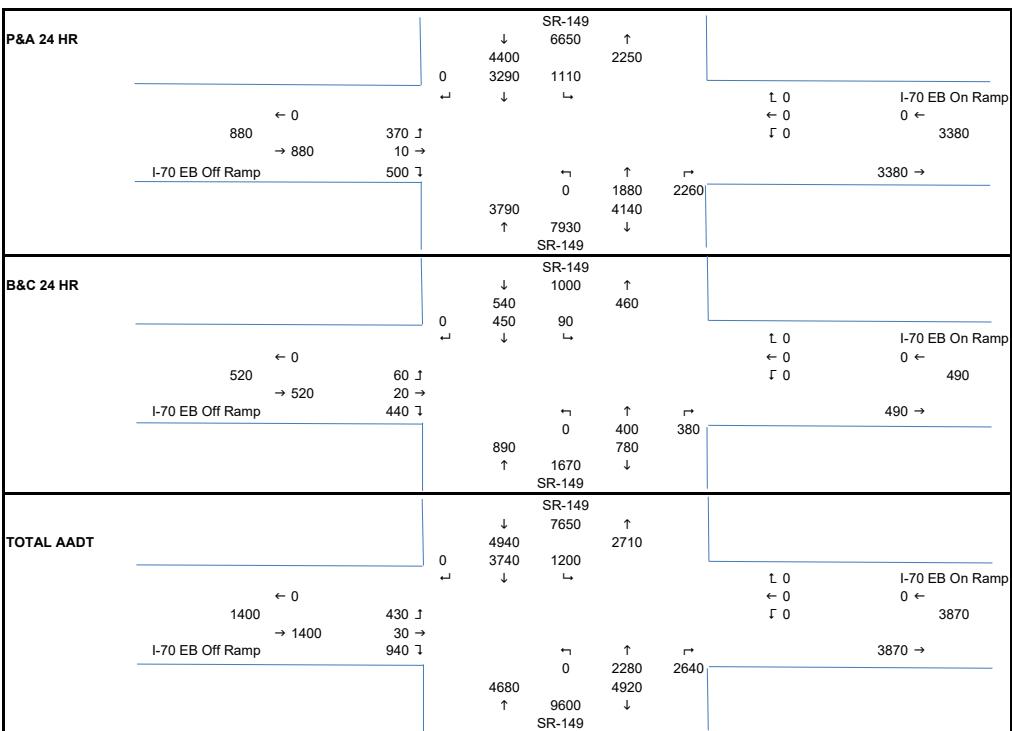
SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	284	104	0	388	487	330	120	0	450	690
SEASONAL FACTOR		0.981	0.981	0.981	327.452	119.912	0	447.364	683.451	320	120	0	440	660
WEST LEG		I-70 WB On	FC =	1	eastbound			APPROACH	DEPART	WEST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.517	1.517	1.517	0	0	0	0	346	0	0	0	0	400
SEASONAL FACTOR		0.971	0.971	0.971	0	0	0	0	75.5984	0	0	0	0	390
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	0	152	46	198	213	0	180	50	230	290
SEASONAL FACTOR		0.981	0.981	0.981	0	175.256	53.038	228.294	285.265	0	170	50	220	280
EAST LEG		I-70 WB Off	FC =	1	westbound			APPROACH	DEPART	EAST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.517	1.517	1.517	335	16	109	460	0	510	20	170	700	0
SEASONAL FACTOR		0.971	0.971	0.971	493.457	23.5681	160.558	677.583	0	490	20	160	670	0



For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the SeasonalAdjstmtFactors_YYYY spreadsheet to lookup seasonal factor.
Use Avg TD by FC.xls to compute P&A B&C FACTORS.

Date of Count: 12/6/2023 4 Wednesday December

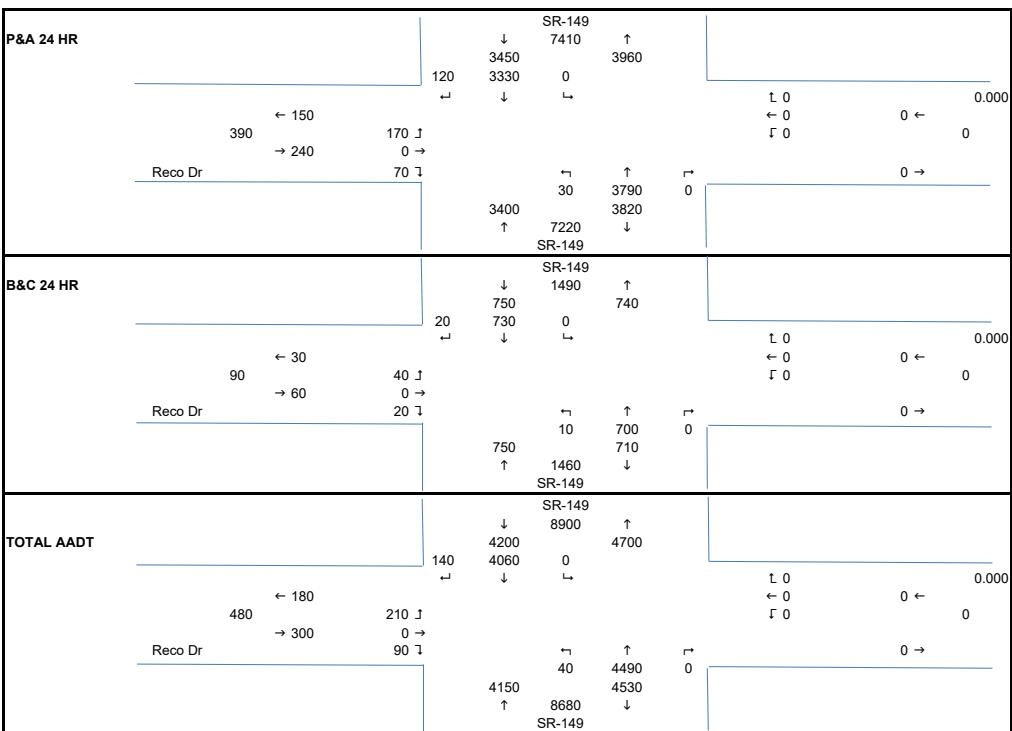
PART 1: INPUT PARTIAL DAY P&A VEHICLES										ROUTE SR-149				
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A														
SOUTH LEG		SR-149		FC = 5		northbound		APPROACH DEPART						
LT	THRU	RT		0	1576	1898	TOTAL	TOTAL	SOUTH LEG	APPROACH	DEPART			
P&A FACTOR	1.214	1.214	1.214		0	1913.26	2304.17	4217.44	3869.83	0	1910	2300	4210	3870
SEASONAL FACTOR	0.981	0.981	0.981		0	1876.91	2260.39	4137.3	3791.13	0	1880	2260	4140	3790
WEST LEG		I-70 EB Off	FC = 1	eastbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	WEST LEG	APPROACH	DEPART			
P&A FACTOR	1.335	1.335	1.335	282	7	388	677	1	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL F	0.971	0.971	0.971	376.47	9.345	517.98	903.795	1.214	380	10	520	910	0	
NORTH LEG		SR-149	FC = 5	southbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	NORTH LEG	APPROACH	DEPART			
P&A FACTOR	1.214	1.214	1.214	928	2761	1	3690	1860	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL F	0.981	0.981	0.981	1126.59	3351.85	1.214	4479.66	2292.4	1130	3350	0	4480	2290	
EAST LEG		I-70 EB On	FC = 1	westbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	EAST LEG	APPROACH	DEPART			
P&A FACTOR	1.335	1.335	1.335	0	0	2	2	2833	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL F	0.971	0.971	0.971	0	0	2.67	2.67	3440.11	0	0	0	0	3440	
PART 2: INPUT PARTIAL DAY B&C VEHICLES														
PARTIAL COUNT * FACTOR = 24 HR B&C										ROUTE SR-149				
SOUTH LEG		SR-149	FC = 5	northbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	SOUTH LEG	APPROACH	DEPART			
B&C FACTOR	1.153	1.153	1.153	0	352	338	690	694	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL FACTOR	0.981	0.981	0.981	405.856	389.714	795.57	908.29	0	410	390	800	910		
WEST LEG		I-70 EB Off	FC = 1	eastbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	WEST LEG	APPROACH	DEPART			
B&C FACTOR	1.517	1.517	1.517	43	13	297	353	0	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL FACTOR	0.971	0.971	0.971	65.231	19.721	450.549	535.501	0	70	20	450	540	0	
NORTH LEG		SR-149	FC = 5	southbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	NORTH LEG	APPROACH	DEPART			
B&C FACTOR	1.153	1.153	1.153	78	397	0	475	395	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL FACTOR	0.981	0.981	0.981	89.934	457.741	0	547.675	471.087	90	460	0	550	480	
EAST LEG		I-70 EB On	FC = 1	westbound		APPROACH DEPART								
FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	EAST LEG	APPROACH	DEPART			
B&C FACTOR	1.517	1.517	1.517	0	0	0	0	429	LT	THRU	RT	TOTAL	TOTAL	
SEASONAL FACTOR	0.971	0.971	0.971	0	0	0	0	499.369	0	0	0	0	500	



For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the SeasonalAdjstmtFactors_YYYY spreadsheet to lookup seasonal factor.
Use Avg TD by FC.xls to compute P&A B&C FACTORS.

Date of Count: 12/6/2023 4 Wednesday December

PART 1: INPUT PARTIAL DAY P&A VEHICLES										ROUTE SR-149	
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A											
SOUTH LEG		SR-149		FC = 5		northbound		APPROACH DEPART		SOUTH LEG	
LT	THRU	RT				LT	THRU	RT	TOTAL	LT	THRU
P&A FACTOR	1.214	1.214	1.214	35.206	3861.73	0	3896.94	3464.92	3210 2854	40	3860 0
SEASONAL FACTOR	0.981	0.981	0.981	34.5371	3788.36	0	3822.9	3399.09	30 3790	0	3820 3400
WEST LEG		Reco Dr		FC = 7		eastbound		APPROACH DEPART		WEST LEG	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
P&A FACTOR	1.217	1.217	1.217	174.031	0	68.152	242.183	155.392	199 128	170 0	70 240
SEASONAL F	0.981	0.981	0.981	170.724	0	66.8571	237.582	152.44	170 0	70 240	150
NORTH LEG		SR-149		FC = 5		southbound		APPROACH DEPART		NORTH LEG	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
P&A FACTOR	1.214	1.214	1.214	0	2798.99	2897	3324	0	3400 120	3520 3520	4030
SEASONAL F	0.981	0.981	0.981	0	3332.23	117.902	3450.14	3959.09	0 3330	120 3450	3960
EAST LEG		FC =		westbound		APPROACH DEPART		EAST LEG		APPROACH DEPART	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
P&A FACTOR	0.000	0.000	0.000	0	0 0	0	0	0	0 0	0 0	0
SEASONAL F	0.000	0.000	0.000	0	0 0	0	0	0	0 0	0 0	0
PART 2: INPUT PARTIAL DAY B&C VEHICLES										ROUTE SR-149	
PARTIAL COUNT * FACTOR = 24 HR B&C											
SOUTH LEG		SR-149		FC = 5		northbound		APPROACH DEPART		SOUTH LEG	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
B&C FACTOR	1.153	1.153	1.153	6.918	713.707	0	720.625	766.061	625 665	10 710	0 720
SEASONAL FACTOR	0.981	0.981	0.981	6.78656	700.147	0	706.933	751.506	10 700	0 710	750
WEST LEG		Reco Dr		FC = 7		eastbound		APPROACH DEPART		WEST LEG	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
B&C FACTOR	1.115	1.115	1.115	43.485	0	20.07	63.555	24.213	57 21	40 0	20 60
SEASONAL FACTOR	0.981	0.981	0.981	42.6588	0	19.6887	62.3475	16.9664	40 0	20 60	30
NORTH LEG		SR-149		FC = 5		southbound		APPROACH DEPART		NORTH LEG	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
B&C FACTOR	1.153	1.153	1.153	0	745.991	17.295	763.286	757.192	662 658	0 750	20 770
SEASONAL FACTOR	0.981	0.981	0.981	0	731.817	16.9664	748.784	742.805	0 730	20 750	740
EAST LEG		0.000		FC = 0		westbound		APPROACH DEPART		EAST LEG	
FACTOR	LT	THRU	RT			LT	THRU	RT	TOTAL	LT	THRU
B&C FACTOR	0.000	0.000	0.000	0	0 0	0	0	0	0 0	0 0	0
SEASONAL FACTOR	0.000	0.000	0.000	0	0 0	0	0	0	0 0	0 0	0



For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
 Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the SeasonalAdjstmtFactors_YYYY spreadsheet to lookup seasonal factor.
 Use Avg TD by FC.xls to compute P&A B&C FACTORS.

Date of Count: 12/6/2023 4 Wednesday December

PART 1: INPUT PARTIAL DAY P&A VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

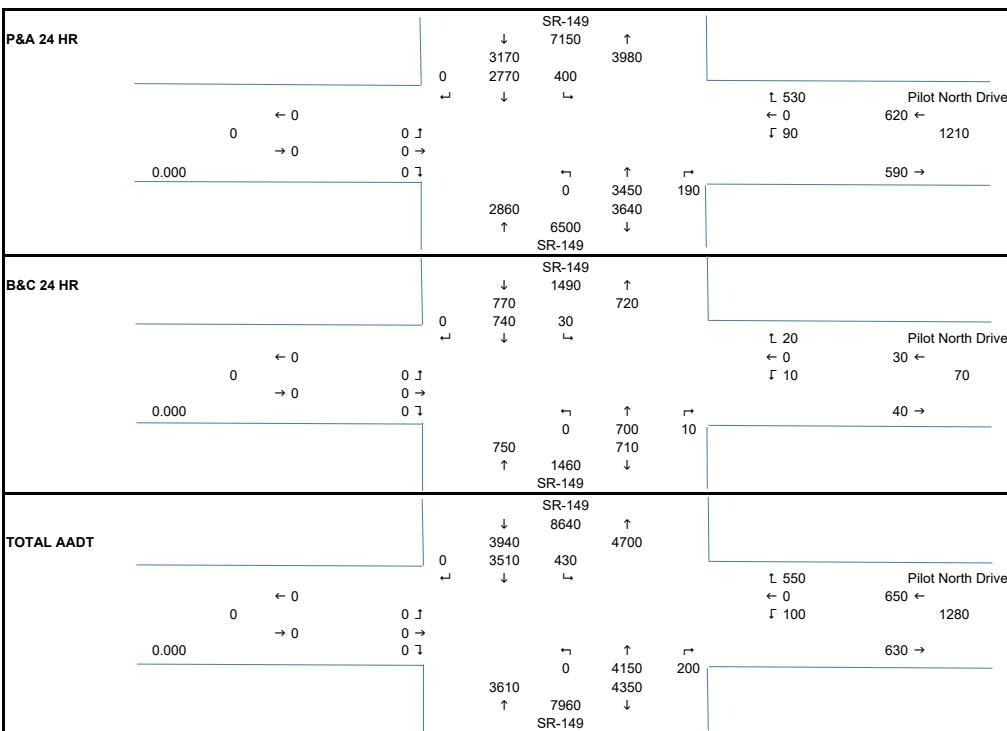
SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	0	2900	163	3063	2403	0	3520	200	3720	2920
SEASONAL FACTOR		0.981	0.981	0.981	0	3520.6	197.882	3718.48	2917.47	0	3520	200	3720	2920
WEST LEG		FC =			eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0
SEASONAL F		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	335	2328	0	2663	3345	410	2830	0	3240	4060
SEASONAL F		0.981	0.981	0.981	406.69	2826.19	0	3232.88	4062.17	398.963	2772.49	0	3171.46	3984.98
EAST LEG		Pilot North	FC =	7	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.217	1.217	1.217	75	0	445	520	498	91.275	0	541.565	632.84	604.572
SEASONAL F		0.981	0.981	0.981	89.5408	0	531.275	620.816	593.085	90	0	530	620	590

PART 2: INPUT PARTIAL DAY B&C VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR = 24 HR B&C

SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR		1.153	1.153	1.153	0	616	10	626	656	0	710	10	720	760	
SEASONAL FACTOR		0.981	0.981	0.981	710.248	11.53	721.778	756.178	0	696.753	11.3109	708.064	741.811	0	
WEST LEG		0.000	FC =	0	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0	
SEASONAL FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0	
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR		1.153	1.153	1.153	30	651	0	681	632	34.59	750.603	0	785.193	728.088	
SEASONAL FACTOR		0.981	0.981	0.981	33.9328	736.342	0	770.274	714.254	0	770.274	714.254	0	770	720
EAST LEG		Pilot North	FC =	7	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR		1.115	1.115	1.115	5	0	16	21	40	5.575	0	17.84	23.415	46.12	
SEASONAL FACTOR		0.981	0.981	0.981	5.46908	0	17.501	22.9701	45.2437	10	0	20	30	40	



For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the SeasonalAdjstmtFactors_YYYY spreadsheet to lookup seasonal factor.

Use Avg TD by FC.xls to compute P&A B&C FACTORS.

Date of Count: 12/6/2023

4 Wednesday December

PART 1: INPUT PARTIAL DAY P&A VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

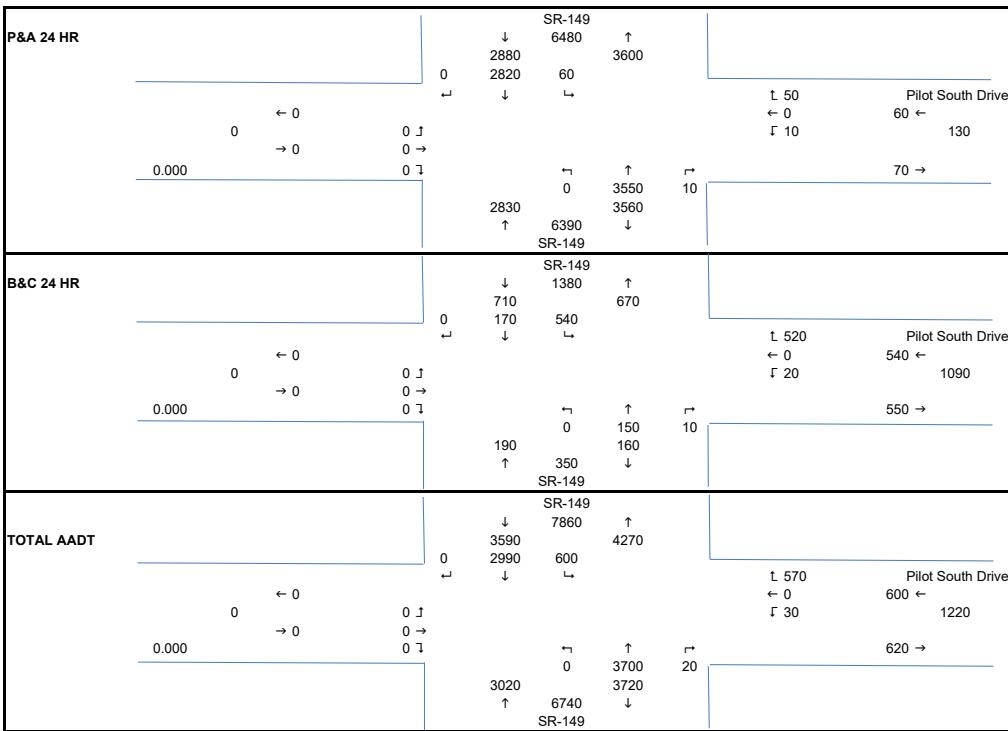
SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG		APPROACH	DEPART	
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	0	2980	9	2989	2376	0	3620	10	3630	2890
SEASONAL FACTOR		0.981	0.981	0.981	0	3617.72	10.926	3628.65	2884.48	0	3550	10	3560	2830
WEST LEG		FC =			eastbound			APPROACH	DEPART	WEST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0
SEASONAL F		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	50	2371	0	2421	3020	60	2880	0	2940	3670
SEASONAL F		0.981	0.981	0.981	59.5467	2823.7	0	2883.25	3596.74	60	2820	0	2880	3600
EAST LEG		Pilot South	FC =	7	westbound			APPROACH	DEPART	EAST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.217	1.217	1.217	5	0	40	45	59	10	0	50	60	70
SEASONAL F		0.981	0.981	0.981	5.96939	0	47.7551	53.7245	70.2651	10	0	50	60	70

PART 2: INPUT PARTIAL DAY B&C VEHICLES

ROUTE SR-149

PARTIAL COUNT * FACTOR = 24 HR B&C

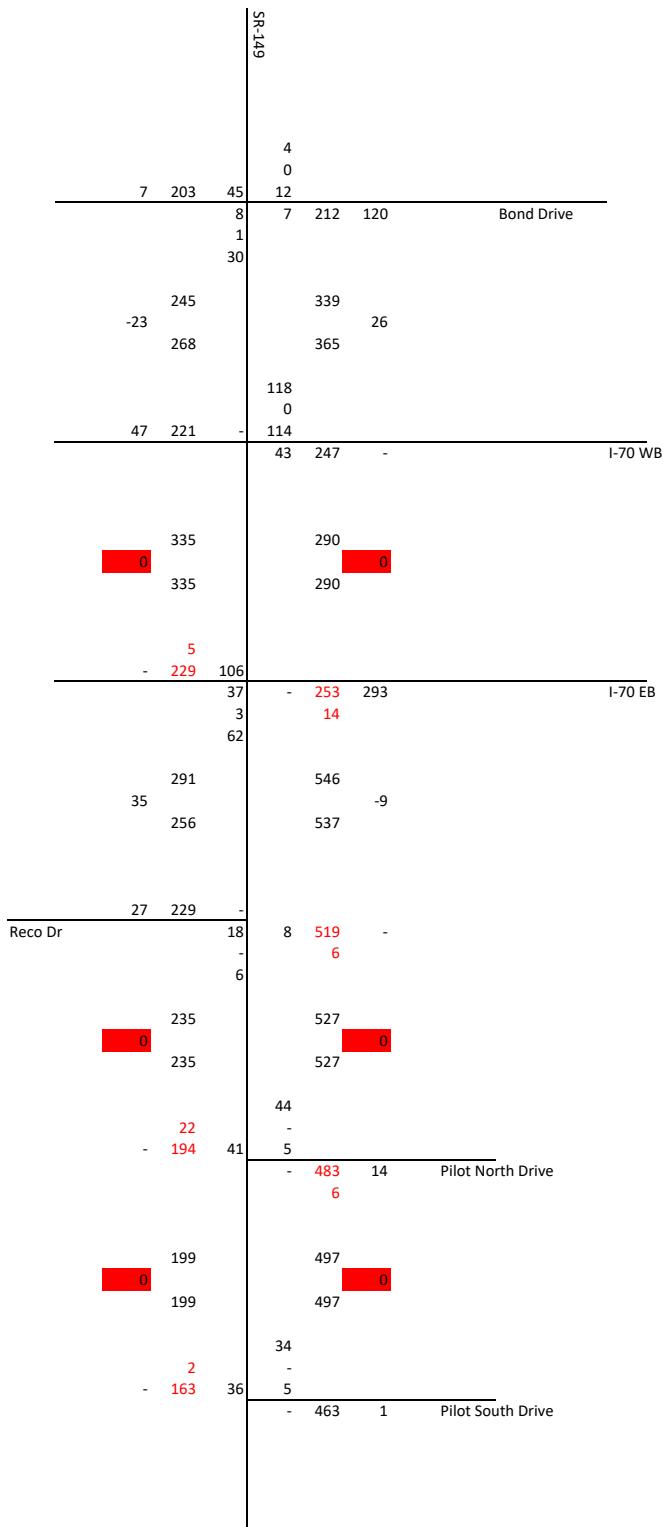
SOUTH LEG		SR-149	FC =	5	northbound			APPROACH	DEPART	SOUTH LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	0	136	9	145	161	0	160	10	170	190
SEASONAL FACTOR		0.981	0.981	0.981	0	156.808	10.377	167.185	185.063	0	150	10	160	190
WEST LEG		0.000	FC =	0	eastbound			APPROACH	DEPART	WEST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0
SEASONAL FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0
NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	479	146	0	625	611	550	170	0	720	690
SEASONAL FACTOR		0.981	0.981	0.981	552.287	168.338	0	720.625	686.433	540	170	0	710	670
EAST LEG		Pilot South	FC =	7	westbound			APPROACH	DEPART	EAST LEG		APPROACH	DEPART	
		FACTOR			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.115	1.115	1.115	15	0	475	490	488	20	0	530	550	560
SEASONAL FACTOR		0.981	0.981	0.981	16.725	0	529.625	546.35	562.664	20	0	520	540	550



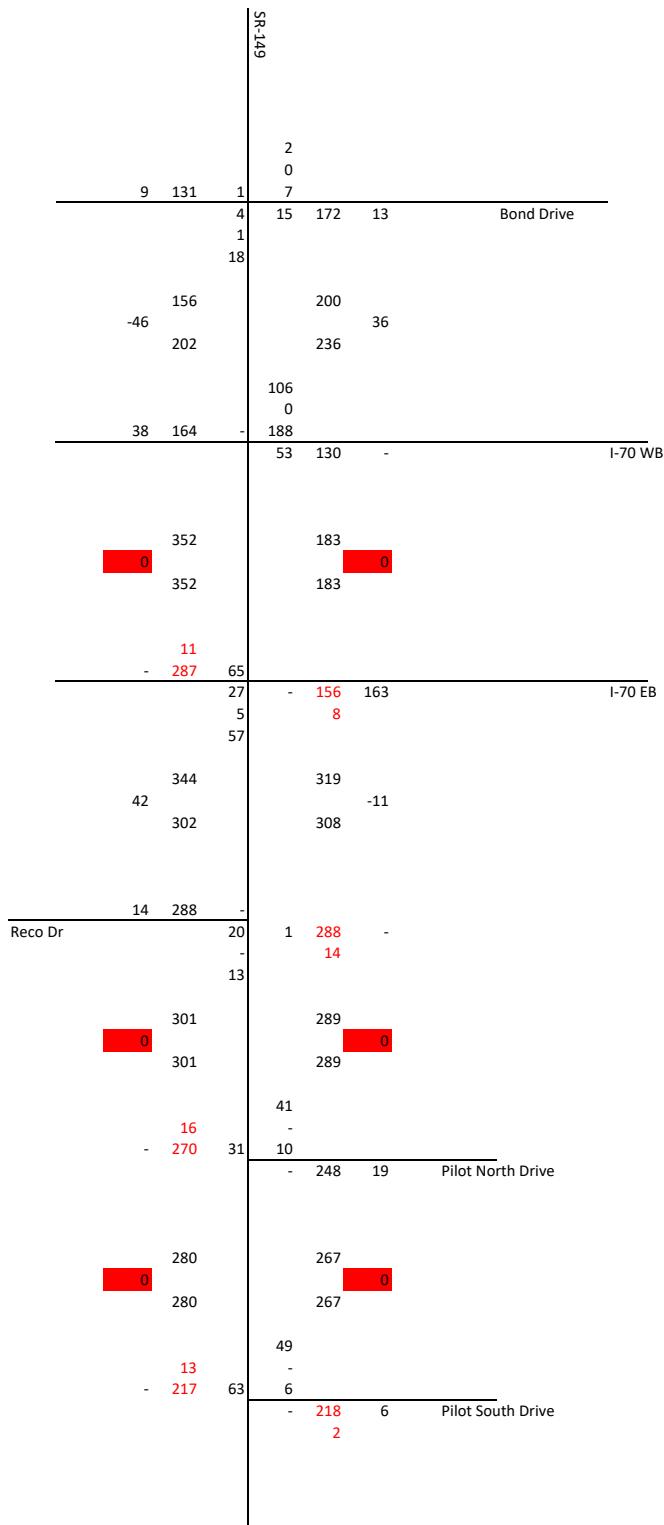
ODOT Design Traffic
Count Memo
BEL-70-9.35

Appendix D
Count Balancing

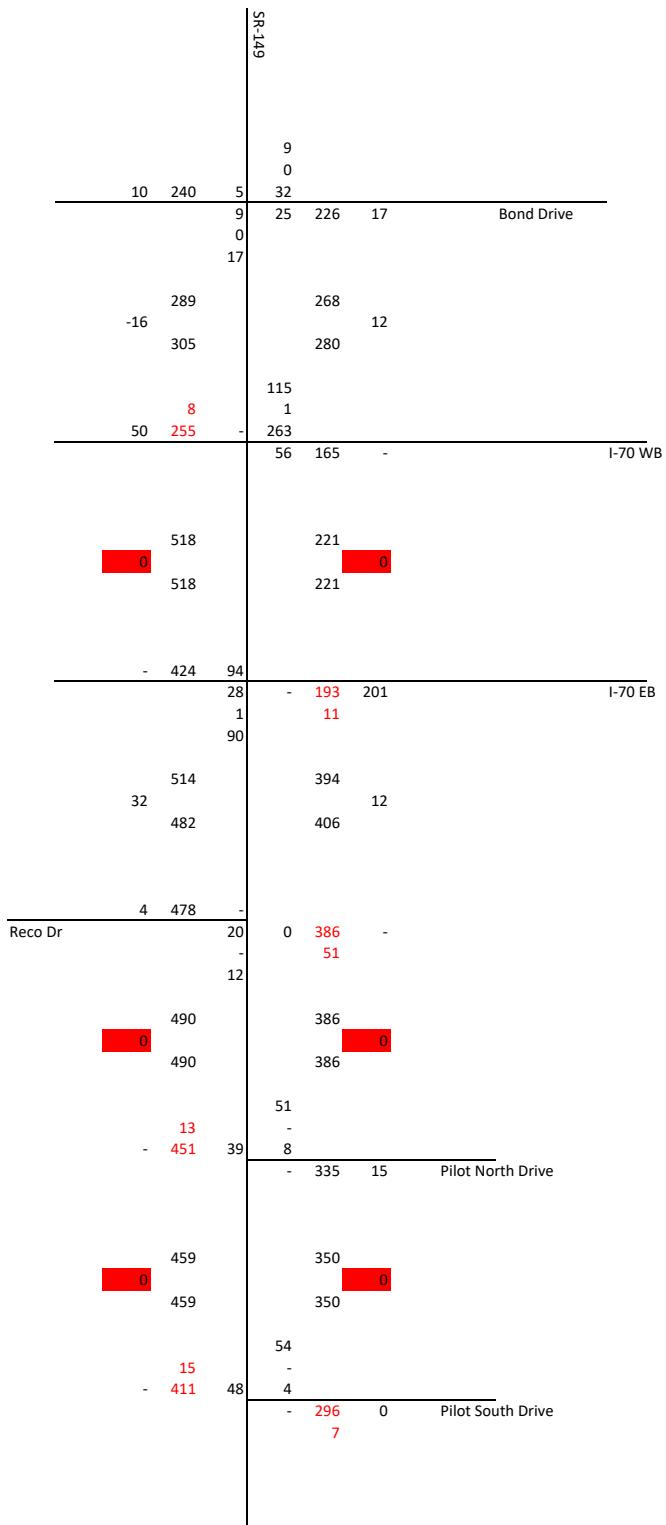
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth
 Must balance



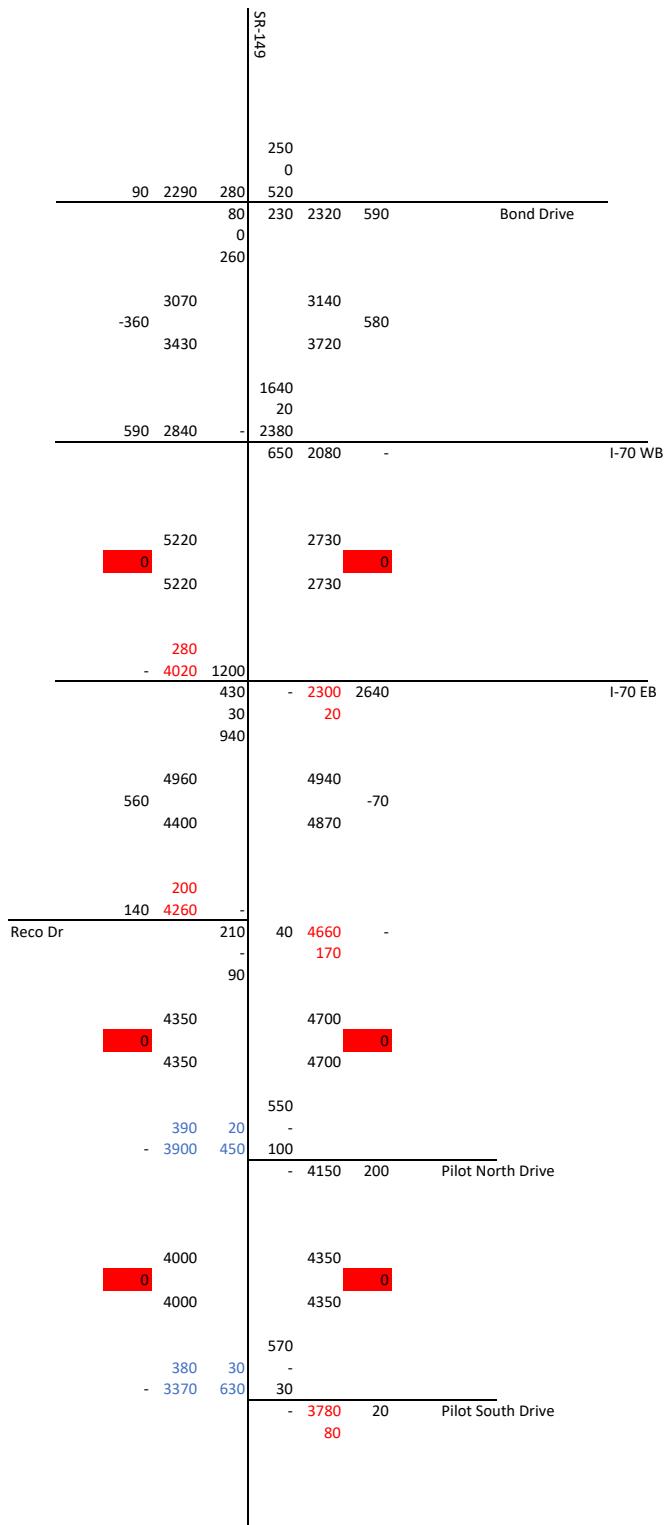
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth
Must balance



Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth
 Must balance



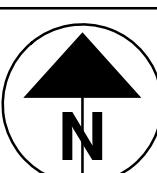
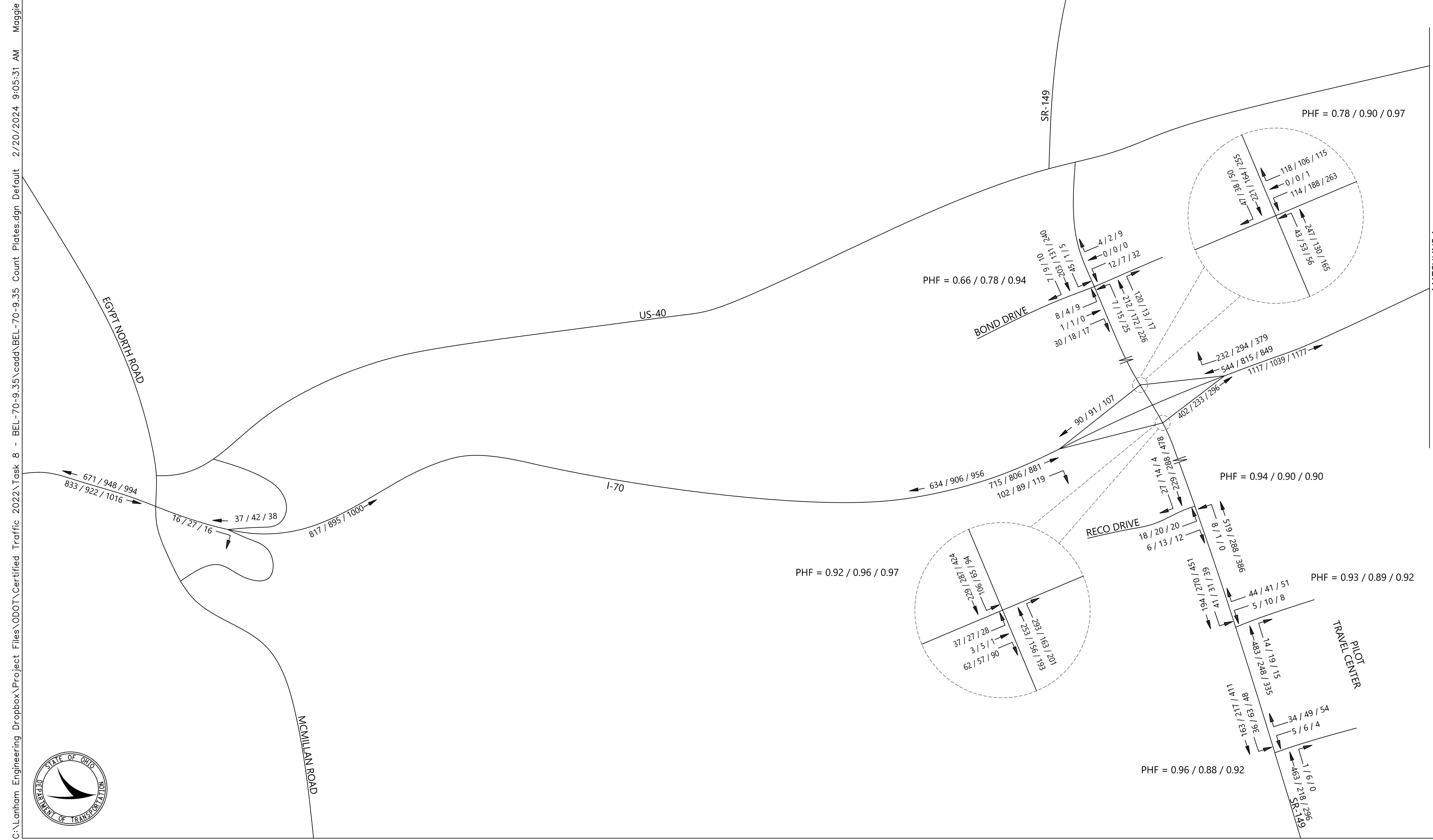
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth
 Must balance



ODOT Design Traffic
Count Memo
BEL-70-9.35

Appendix E
Balanced Count Plates

PHF for all ramps is assumed to be 0.94 unless otherwise noted.



NOT TO SCALE

02/20/24

BEL-70-9.35 2023 AM/MID/PM PEAK COUNTS BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

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PHF for all ramps is assumed to be 0.94 unless otherwise noted.

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MACHLINIA

US-40

I-70

1117 / 1039 / 1177

776 / 1109 / 1228

991 / 953 / 1095
126 / 86 / 82

53 / 78 / 108

S-331

283 / 26 / 352

CR-82

1274 / 1169 / 1427
1043 / 1288 / 1462

PID 117437

BEL-70-9.35 2023 AM/MID/PM PEAK COUNTS BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH



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NOT TO SCALE
02/20/24

ANALYST
KMN
DATE

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PHF for all ramps is assumed to be 0.94 unless otherwise noted.

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joy

3/27/2024 2:44:44 PM

joy

EAST NORTH ROAD

MCMILLAN ROAD

US-40

I-70

BOND DRIVE

RECO DRIVE

TRAIL CENTER

SR-149

MATCHLINE A
BEL-70-9.35 2023 ADT COUNTS BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

NOT TO SCALE

DATE

02/20/24

ANALYST

KMN

DATE

02/20/24

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PHF for all ramps is assumed to be 0.94 unless otherwise noted.

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Default

Count Plates.dgn Default

Task 8 - BEL-70-9.35\cdd\bEL-70-9.35

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Analyst

KMN

Date

02/20/24

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MACHLINIA
A 31N

US-40

I-70

16990

17230

15770

1220

1080

58-331

4060

4120

16150

20270

19830

BEL-70-9.35 2023 ADT COUNTS BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

A 31N



4
4



NOT TO SCALE



ANALYST

KMN

DATE

02/20/24

ODOT Design Traffic
Technical Report
BEL-70-9.35

Appendix B
Design Hour Volume Factors

ID Number	Intersection/Segment	East Leg			North Leg			West Leg			South Leg			Segment			Count Date	Count Day
		FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor		
1	Bond Drive @ SR-149	7	1.22	0.981	5	1.22	0.981	7	1.22	0.981	5	1.22	0.981				12/6/2023	Wed
2	I-70 WB ramps @ SR-149	1	1.38	0.971	5	1.22	0.981	1	1.38	0.971	5	1.22	0.981				12/6/2023	Wed
3	I-70 EB ramps @ SR-149	1	1.38	0.971	5	1.22	0.981	1	1.38	0.971	5	1.22	0.981				12/6/2023	Wed
4	Reco Drive @ SR-149				5	1.22	0.981	7	1.22	0.981	5	1.22	0.981				12/6/2023	Wed
5	Pilot Travel Center North Drive @ SR-149	7	1.22	0.981	5	1.22	0.981				5	1.22	0.981				12/6/2023	Wed
6	Pilot Travel Center South Drive @ SR-149	7	1.22	0.981	5	1.22	0.981				5	1.22	0.981				12/6/2023	Wed
7a	I-70 EB to McMillan ramp													1	1.29	0.954	6/2/2021	Wed
7b	US-40/Egypt North to I-70 WB ramp													1	1.29	0.954	6/2/2021	Wed
8a	I-70 EB mainline													1	1.38	0.971	12/6/2023	Wed
8b	I-70 WB mainline													1	1.38	0.971	12/6/2023	Wed
9a	I-70 EB to US-40 ramp*													1	1.29	0.954	6/2/2021	Wed
9b	US-40 to I-70 WB ramp*													1	1.29	0.954	6/2/2021	Wed
10a	SR-331 to I-70 EB ramp*													1	1.29	0.954	6/2/2021	Wed
10b	I-70 WB to SR-331*													1	1.29	0.954	6/2/2021	Wed

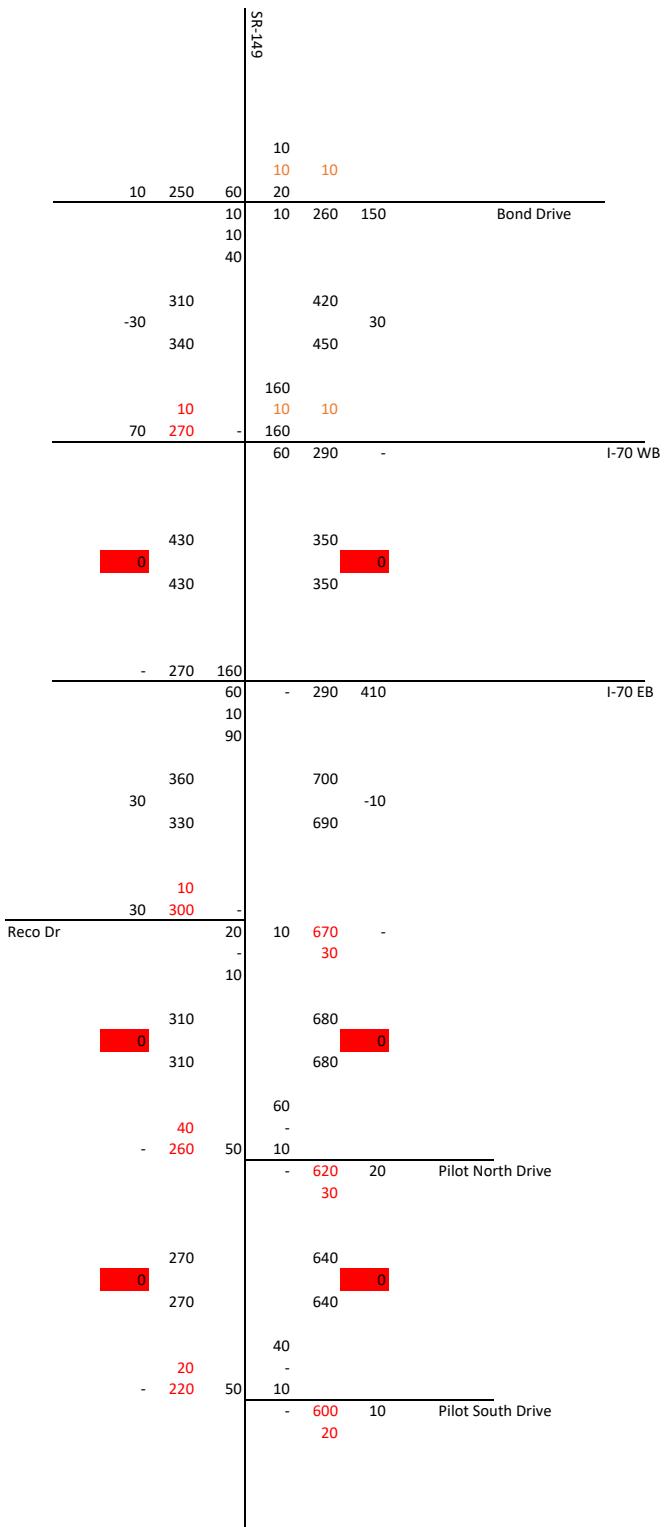
Insufficient data exists to produce factors for FC 07 rural

*I-70 is considered directionally east/west for consistency

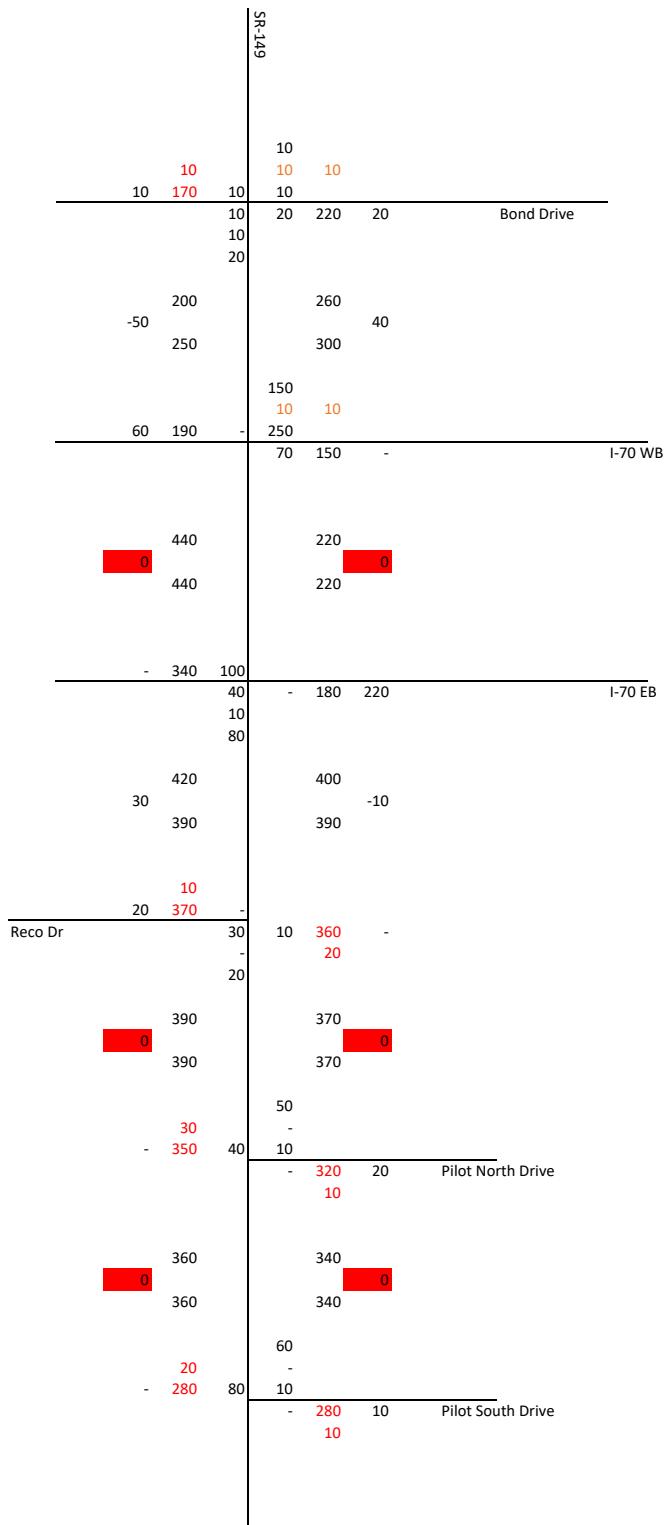
ODOT Design Traffic
Technical Report
BEL-70-9.35

Appendix C
Balancing Calculations

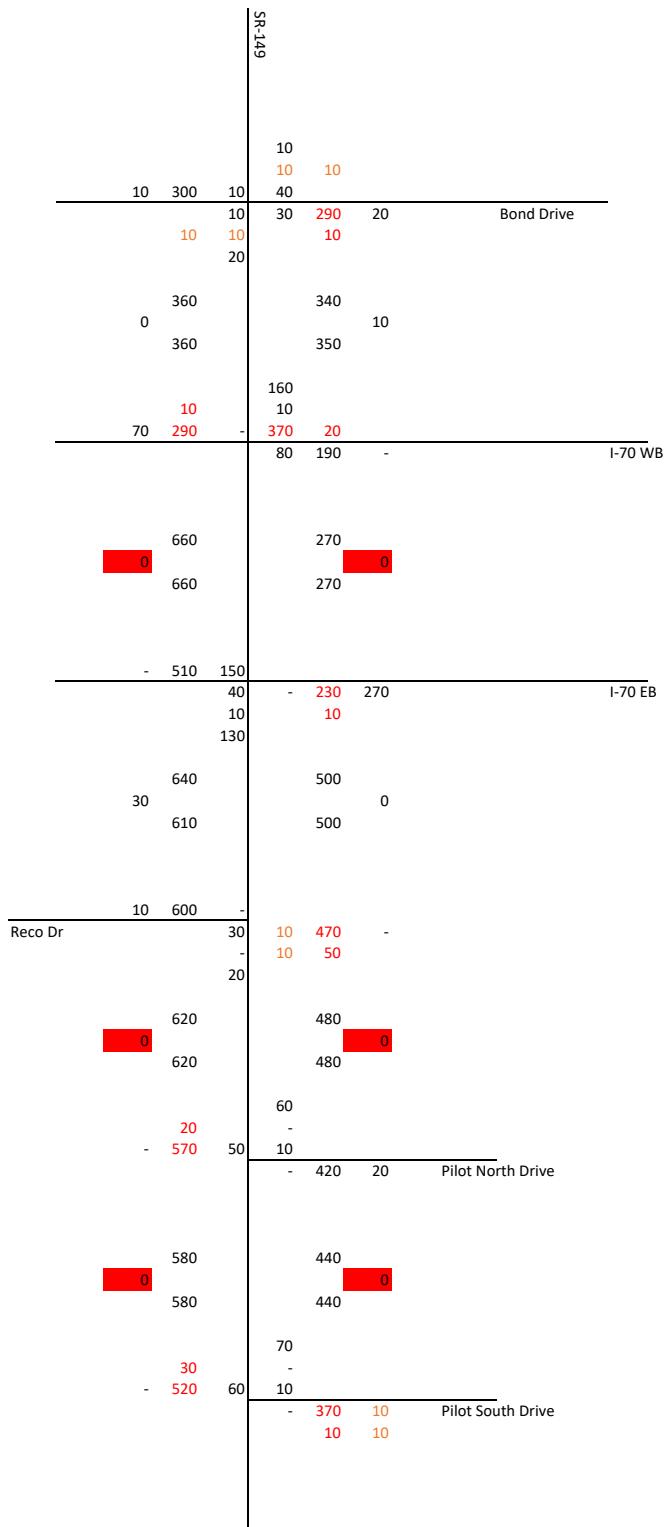
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



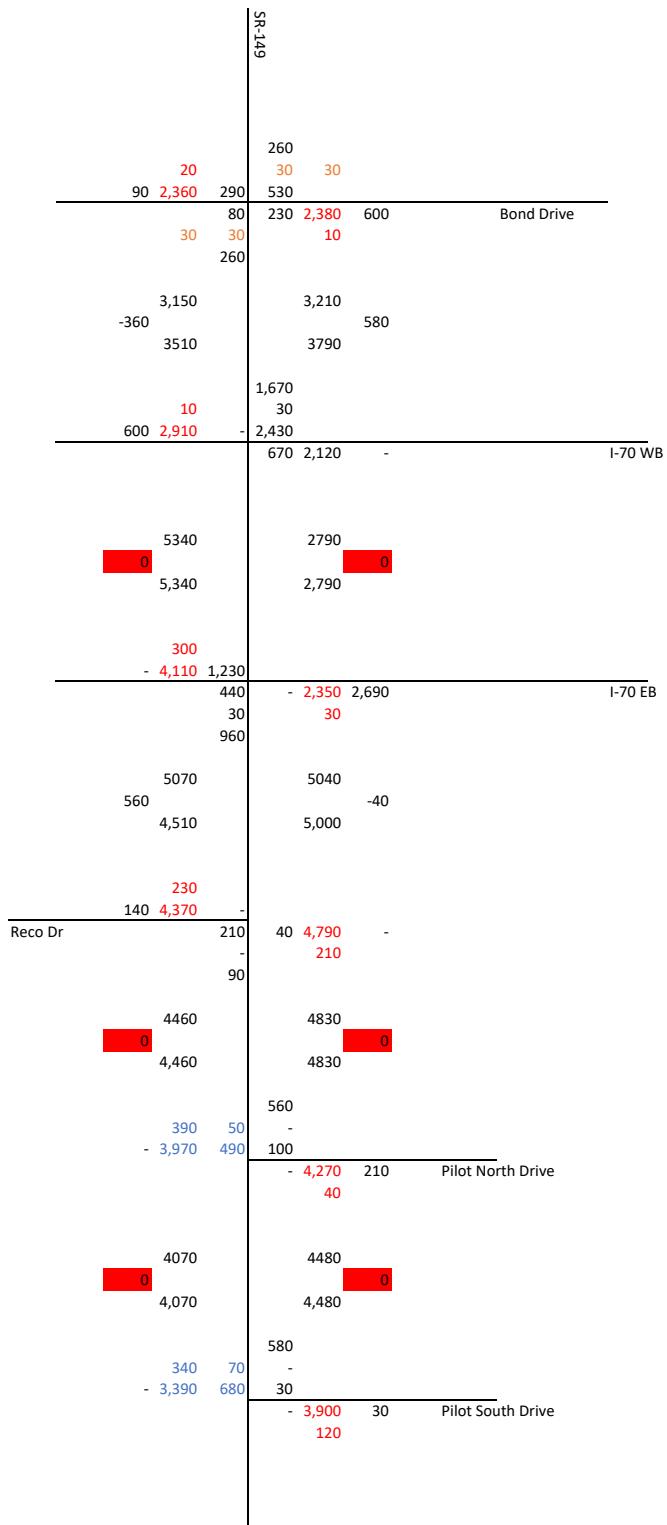
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



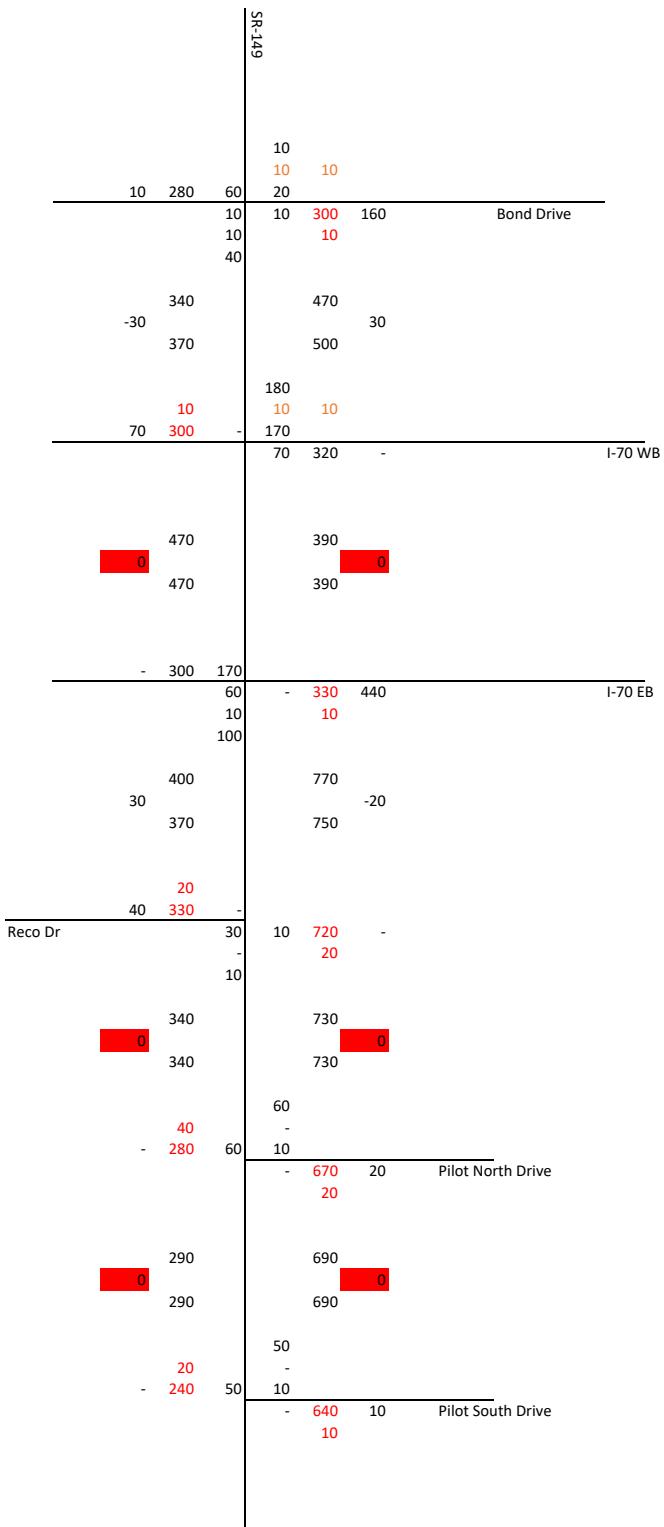
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



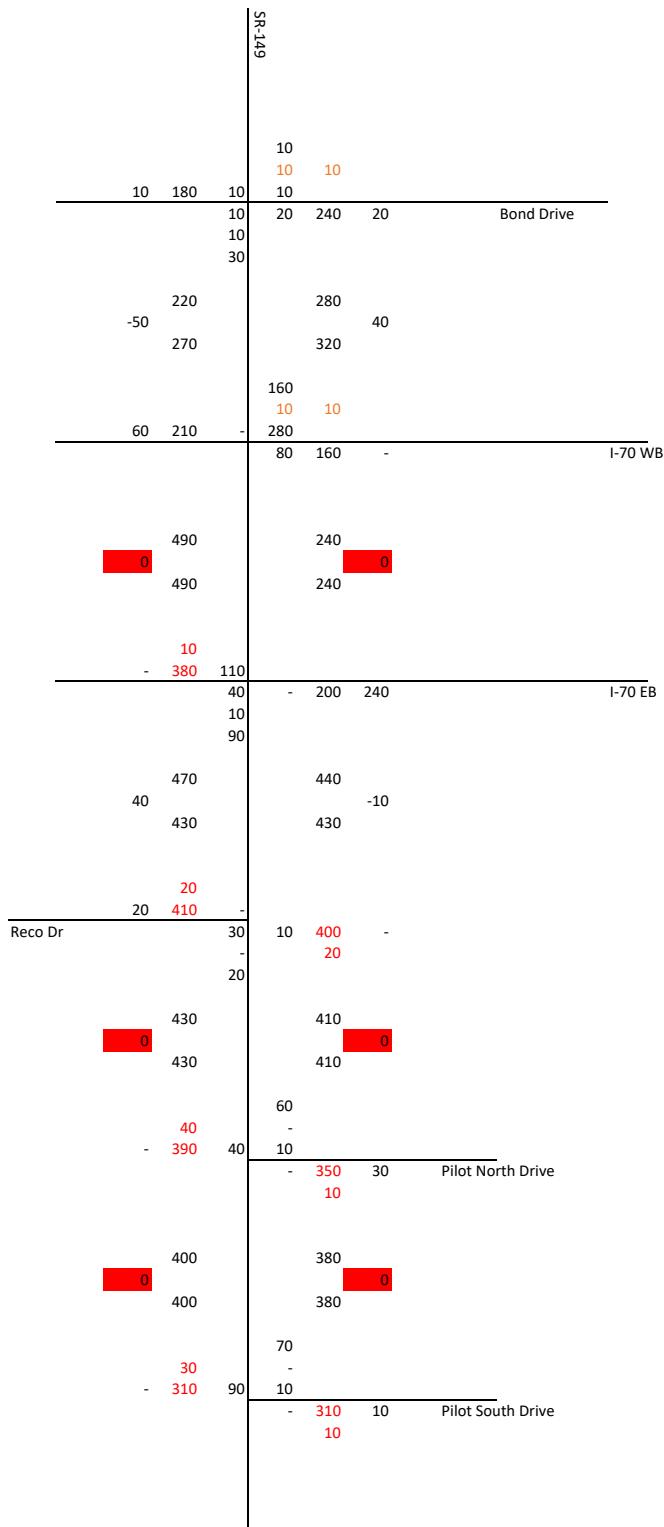
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 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



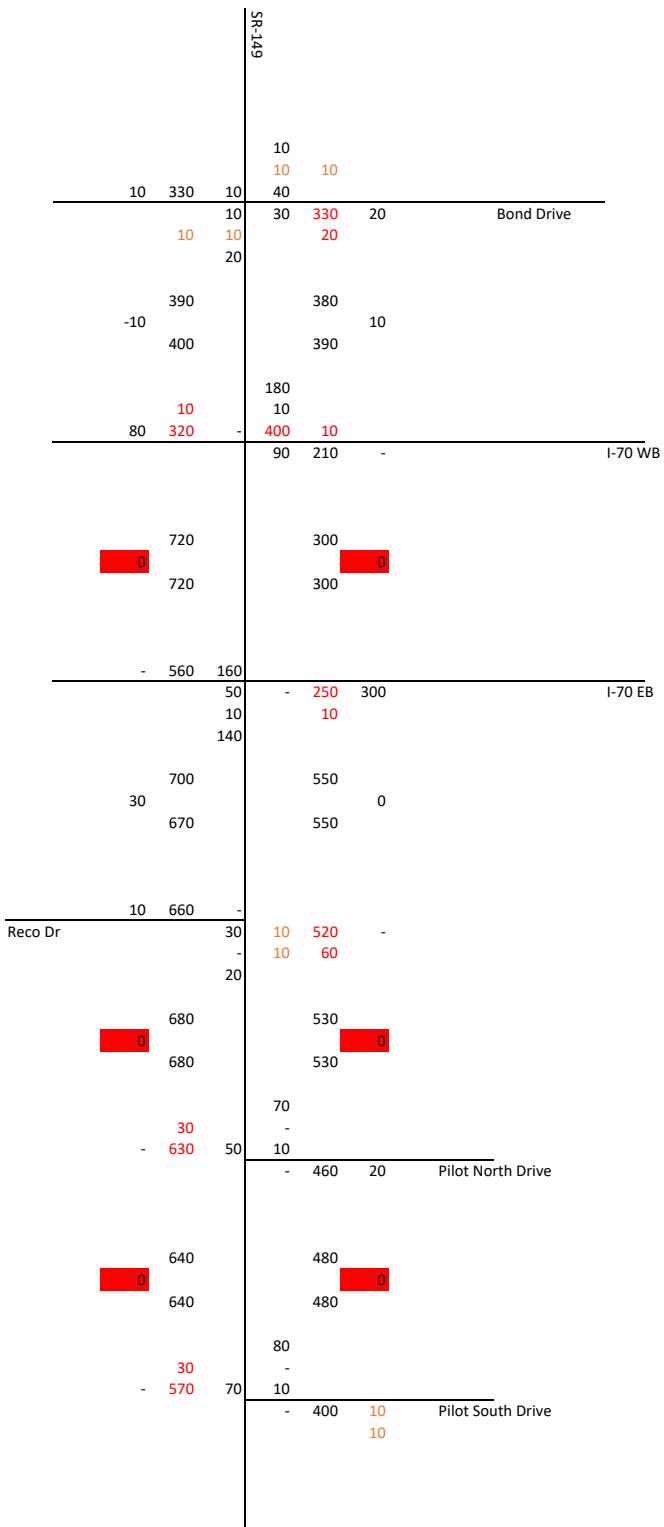
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
Must balance



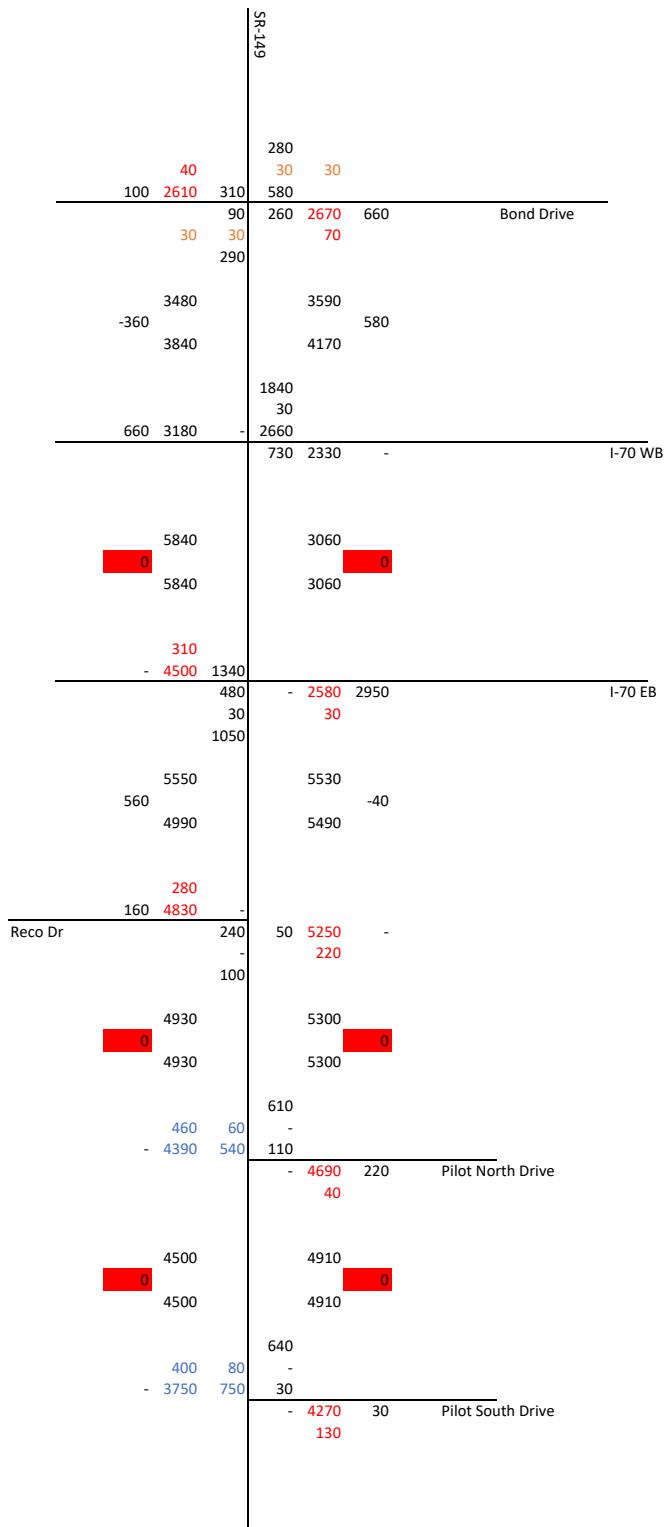
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



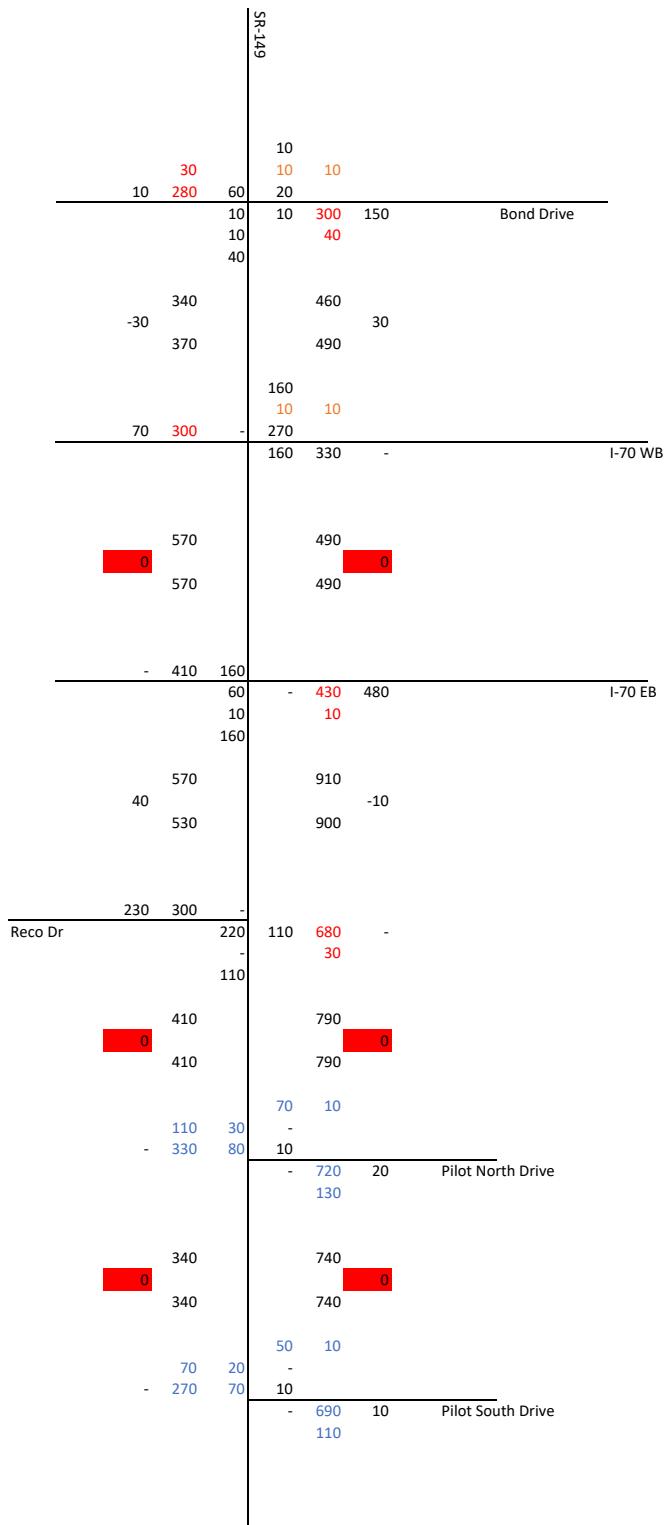
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



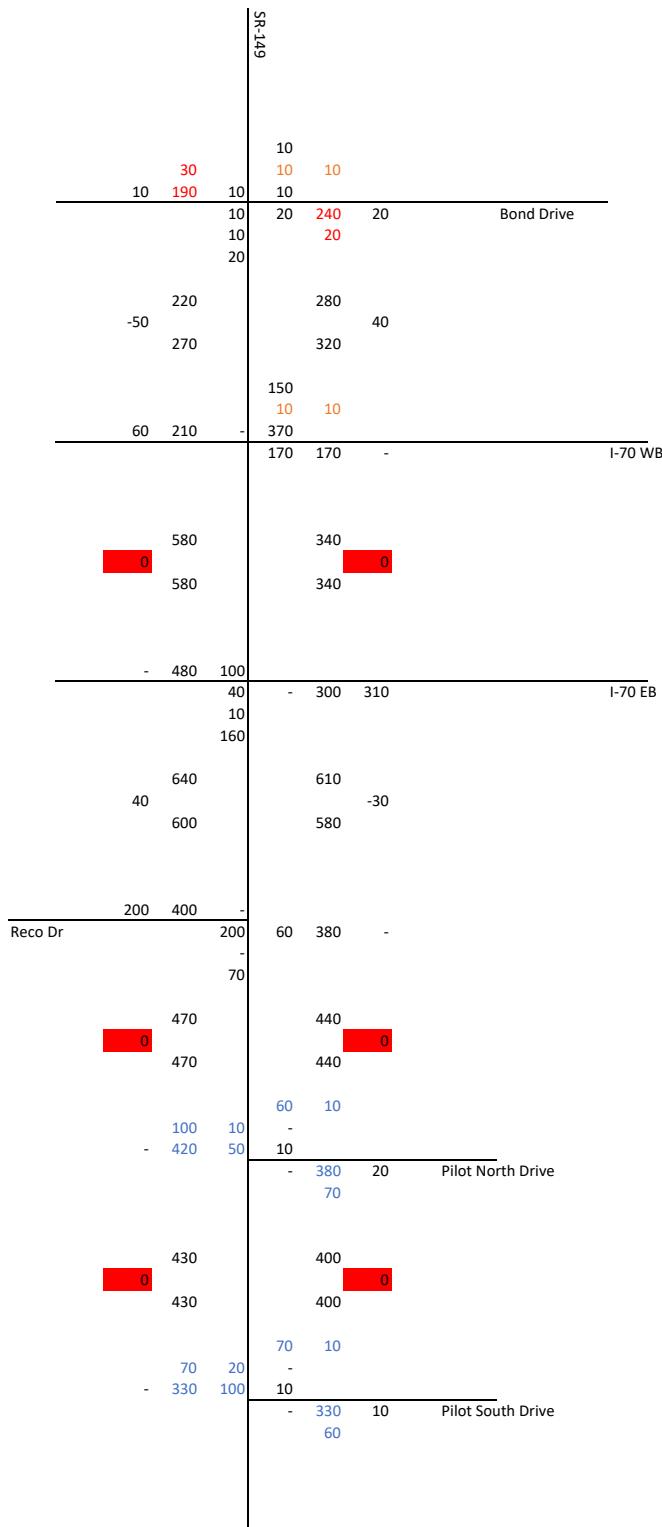
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



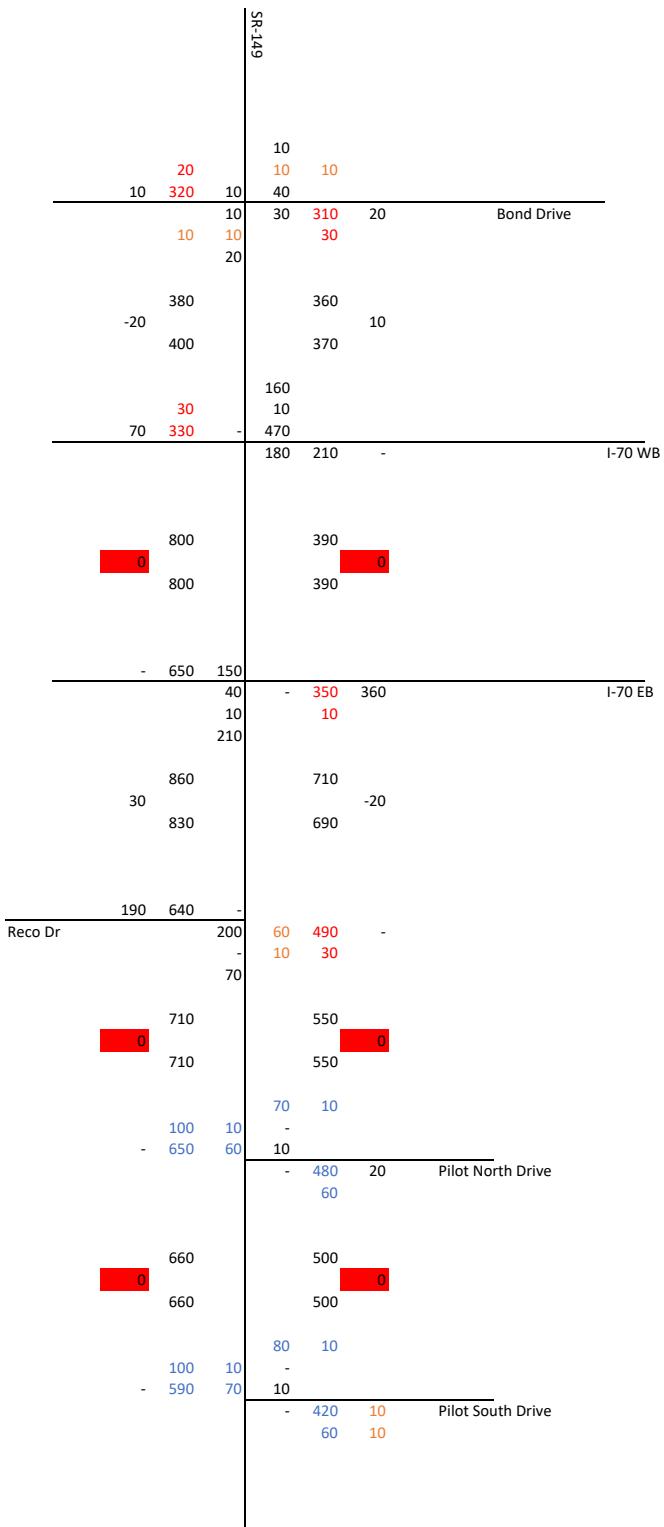
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



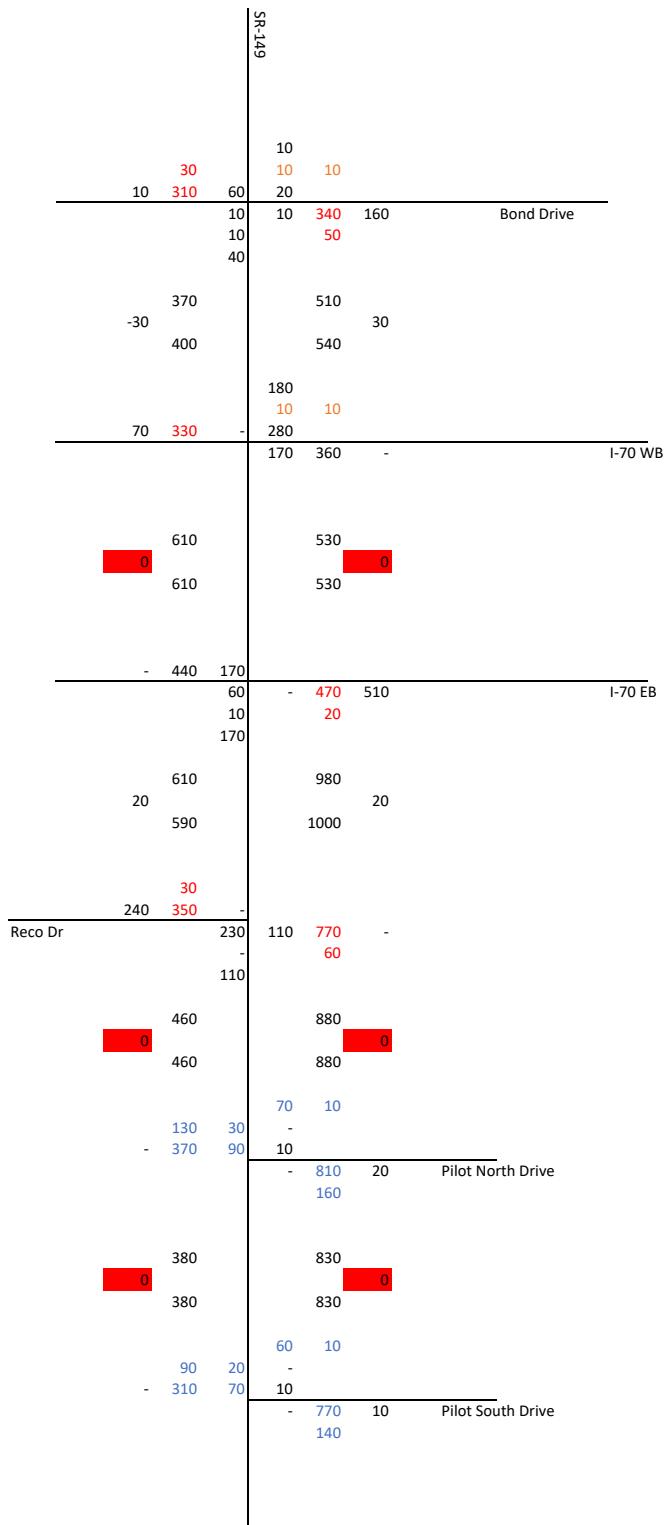
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



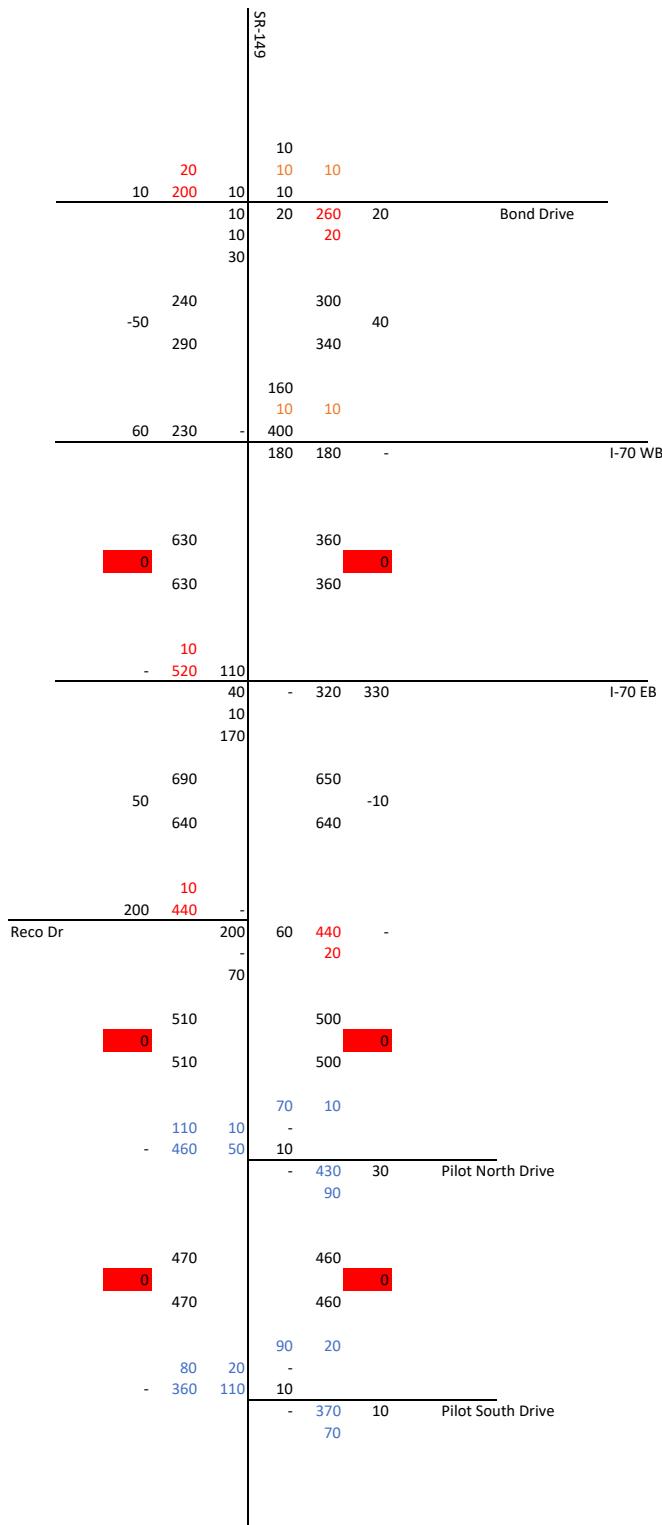
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance

				SR 149
				260
				30 30
				670 140
				Bond Drive
				290
				30 30
				60 150
				70 330
				4,000
				580
				4,580
				1,670
				30
				3,740
				600 3,690
				-
				1,570 2,910 -
				I-70 WB
				7430
				4480
				0
				4,480
				7,430
				300
				- 6,200 1,230
				440
				30
				1,800
				4,040
				40
				3,940
				I-70 EB
				8,000
				7,980
				-70
				580
				7,910
				7,420
				200
				2,270 5,150
				-
				Reco Dr
				2,340
				1,350
				5,570
				180
				-
				1,400
				6,550
				6920
				0
				6,920
				6,550
				810 250
				-
				2280 250
				-
				100
				6,110 210
				1880
				Pilot North Drive
				5,960
				6320
				0
				6,320
				5,960
				840 260
				-
				1,950 350
				30
				- 5,000 960
				- 5,480 30
				1700
				Pilot South Drive

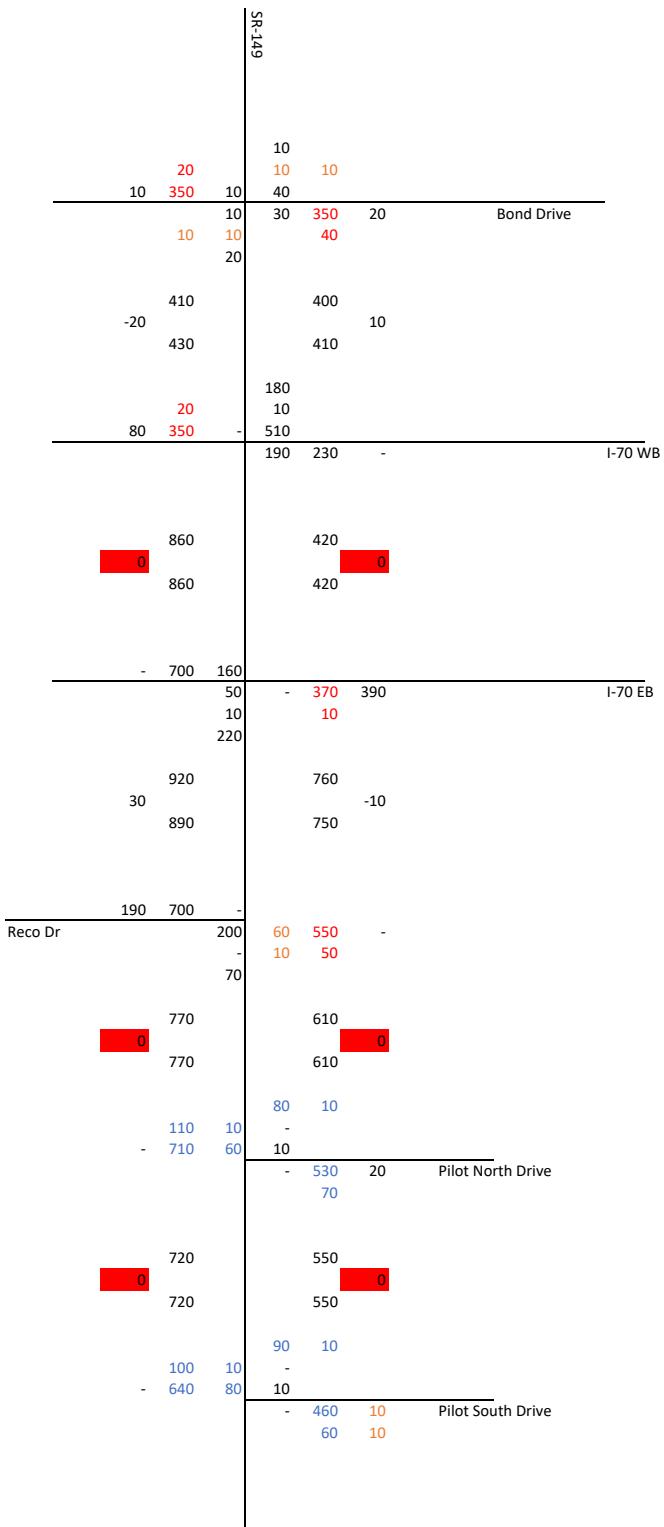
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



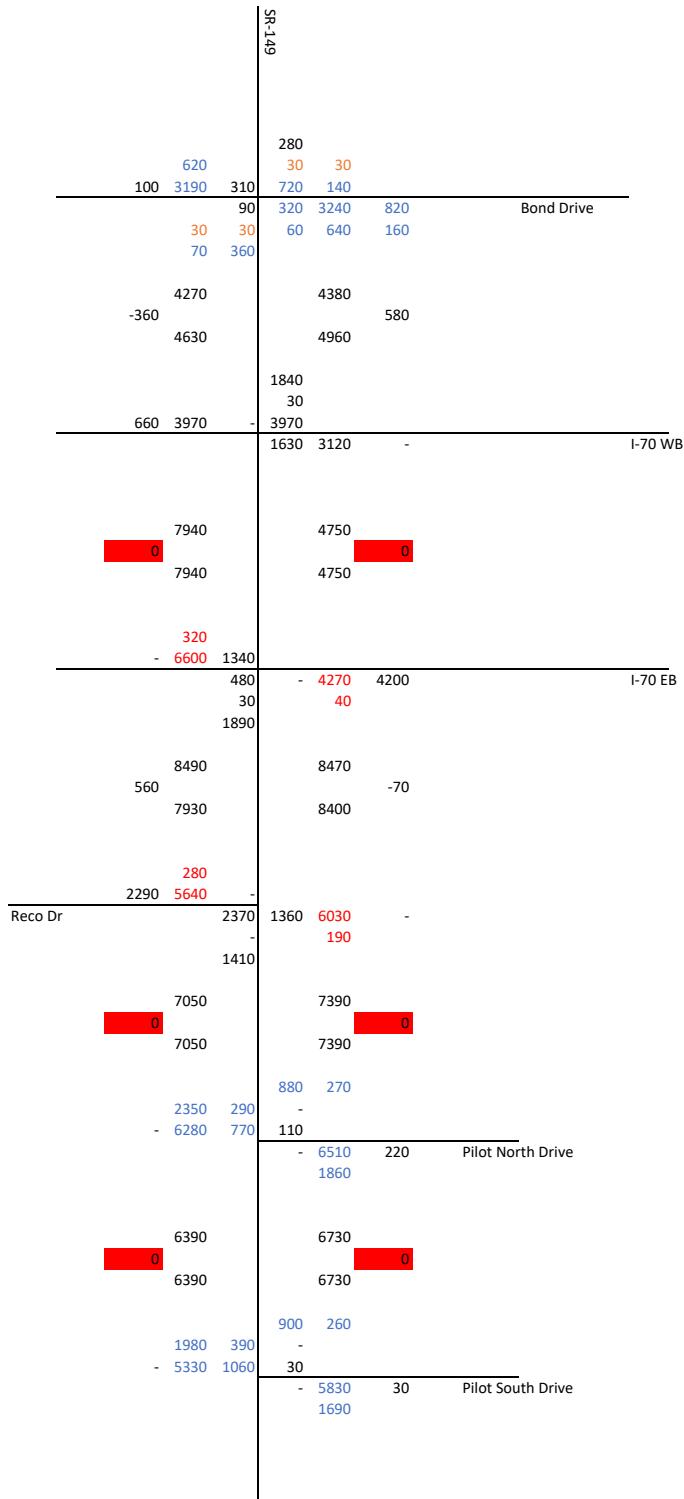
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



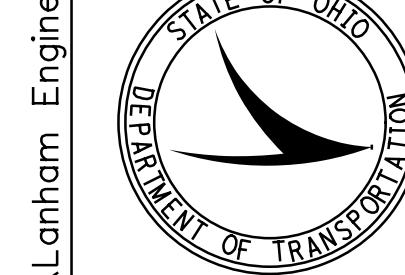
Higher Volume Through
 Higher Volume Distributed
 Split
 Zero Growth Min Volume
 Must balance



ODOT Design Traffic
Technical Report
BEL-70-9.35

Appendix D

Truck Plates



E&P NORTH ROAD

I-70

N CMLIAN ROAD

US-40

SR-149

BOND DRIVE

0.38 / 0.25 / 0.00
0.00 / 0.00 / 0.00
0.23 / 0.33 / 0.41

ZILO

MATCHLINE A
BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCHANALYST
KMN
DATE
02/20/24

NOT TO SCALE



MAJOR

MINOR

US-40

I-70

0.36 / 0.42 / 0.36 →

0.41 / 0.41 / 0.32 →

0.06 / 0.14 / 0.09 →
0.40 / 0.44 / 0.38 →
0.17 / 0.18 / 0.03 →

SR-33

006 / 005 / 003 →

CR-82

0.33 / 0.37 / 0.30 →
0.31 / 0.35 / 0.26 →

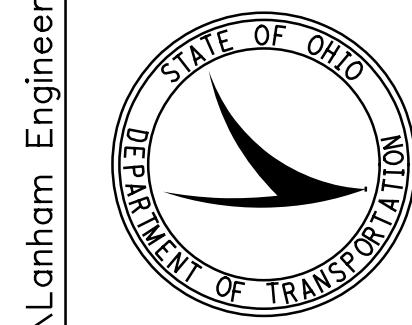
PID 117437

BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST	KMN
DATE	02/20/24

NOT TO SCALE





EGPT NORTH ROAD

0.51

0.16

0.20

N M C M I L L A N R O A D

0.16

I-70

US-40

SR-149

BOND DRIVE

0.52

0.14

0.37

0.31

0.14

0.18

0.19

0.22

0.14

0.18

0.19

0.25

0.16

0.17

0.13

0.17

0.54

0.45

RECO DRIVE

0.91

0.67

0.04

0.05

0.50

0.90

0.06

0.90

0.67

0.04

0.05

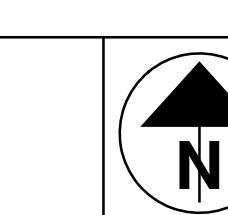
0.50

0.91

0.67

TRAILER CENTER

MATCHLINE A

BEL-70-9.35 ADT TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCHPID 117437
3
8NOT TO SCALE
02/20/24ANALYST
KMN
DATE
02/20/24



MAUCHLINE

A 31N

US-40

I-70

0.45

0.45

0.11
0.48
0.11

S-335

0.66

0.04
0.44

CR-82

0.37

0.39

PID 117437

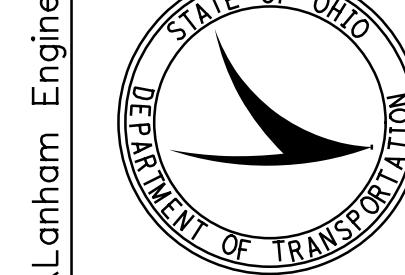
BEL-70-9.35 ADT TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST
KMN
DATE
02/20/24

NOT TO SCALE



4
8



EAST NORTH ROAD

SR-149

0.79 / 0.30 / 0.00
0.24 / 0.33 / 0.03

N CMLIAN ROAD

I-70

US-40

I-70

BOND DRIVE

0.26 / 0.30 / 0.27
0.04 / 0.06 / 0.04
0.25 / 0.11 / 0.00
0.00 / 0.01 / 0.00

RECO DRIVE

0.17 / 0.33 / 0.09
0.21 / 0.23 / 0.13
0.02 / 0.02 / 0.07
0.05 / 0.06 / 0.05
0.25 / 0.26 / 0.14
0.10 / 0.20 / 0.16

TRAIL CENTER
PLT CENTER

0.04 / 0.05 / 0.04
0.09 / 0.08 / 0.07

MATCHLINE A

BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

NOT TO SCALE

02/20/24



5
8





MAINTAIN

US-40

I-70

0.36 / 0.42 / 0.36

0.41 / 0.41 / 0.32

0.17 / 0.18 / 0.03
0.06 / 0.14 / 0.09

S-331

006 / 005 / 003

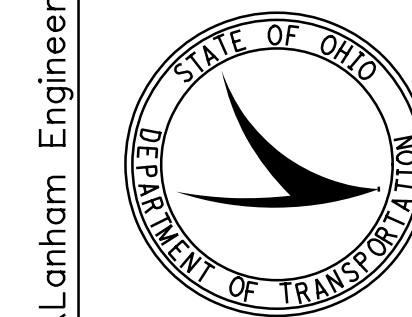
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PID 117437
BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

6
8



ANALYST
KMN
DATE
02/20/24
NOT TO SCALE



E&P NORTH ROAD

N CMCILLAN ROAD

I-70

US-40

SR-149

BOND DRIVE

RECO DRIVE

TRAIL CENTER
PLT CENTER

MATCHLINE A
BEL-70-9.35 ADT TRUCK PERCENTAGES NO BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

ANALYST
KMN
DATE
02/20/24

NOT TO SCALE



MAINTAIN

US-40

I-70

0.45

0.45

0.11

0.11

S-335

0.00

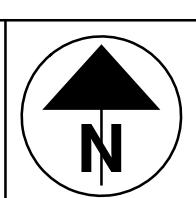
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ODOT STATEWIDE PLANNING AND RESEARCH

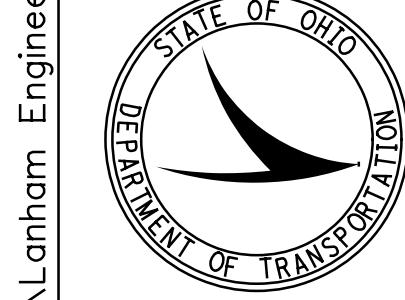
PID 117437

NOT TO SCALE

02/20/24



88



EAST NORTH ROAD

I-70

N CECILIAN ROAD

US-40

SR-149

BOND DRIVE

0.38 / 0.25 / 0.00
0.00 / 0.00 / 0.00
0.23 / 0.33 / 0.41

210 / 020 / 000
500 / 600 / 000
210 / 000 / 000210 / 020 / 000
500 / 600 / 000
210 / 000 / 0000.50 / 0.50 / 0.00
0.00 / 0.00 / 0.00
0.17 / 0.00 / 0.000.05 / 0.06 / 0.00
0.00 / 0.00 / 0.00
0.00 / 0.00 / 0.000.00 / 0.03 / 0.00
0.00 / 0.00 / 0.00
0.00 / 0.00 / 0.000.06 / 0.09 / 0.05
0.00 / 0.00 / 1.00
0.35 / 0.35 / 0.170.06 / 0.13 / 0.00
0.00 / 0.00 / 0.00
0.35 / 0.35 / 0.17

MATCHLINE A

BOND DRIVE

BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

NOT TO SCALE
02/20/24ANALYST
KMN
DATE
02/20/241
8



MAJOR HIGHWAY

US-40

I-70

0.36 / 0.42 / 0.36 →

0.41 / 0.41 / 0.32

0.40 / 0.44 / 0.38
0.06 / 0.14 / 0.09

0.17 / 0.18 / 0.03

S-331

006 / 005 / 003

CR-82

0.31 / 0.35 / 0.26
0.33 / 0.37 / 0.30

0.31 / 0.35 / 0.26
0.33 / 0.37 / 0.30

PID 117437

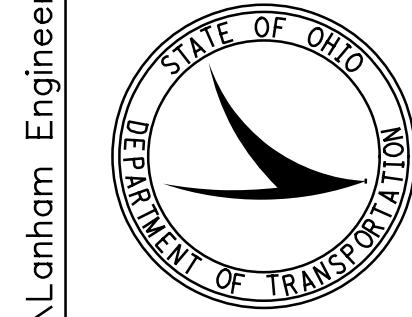
BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH



2
8



NOT TO SCALE
02/20/24



E&P NORTH ROAD

0.51

0.16

0.20

0.19

0.20

0.16

N C M I L L A N R O A D

U S - 4 0

I - 7 0

BOND DRIVE

RECO DRIVE

S E C T I O N

A - 1 4 9

S R - 1 4 9

T R U C K

P L O T

C E N T E R

0.06

0.90

0.04

0.50

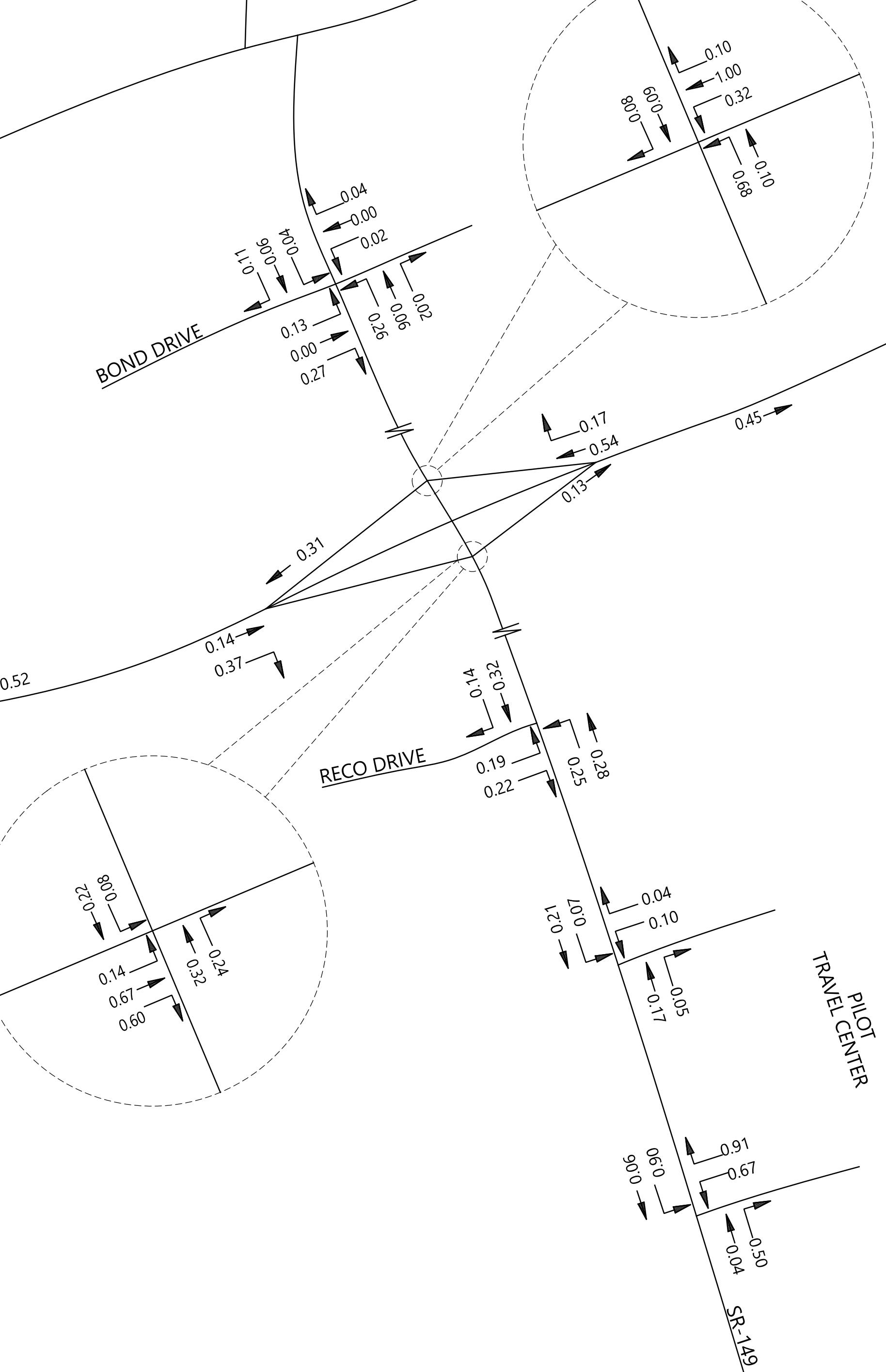
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0.67

0.05

0.01

P L O T C E N T E R



PID 117437

3
8BEL-70-9.35 ADT TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

MATCHLINE A

3
8

NOT TO SCALE

02/20/24

DATE

KMN

ANALYST





MAUCHLINE

A 31N

US-40

I-70

0.45

0.45

0.11
0.48

0.11

S-335

0.66

0.04
0.44

S-331

CR-82

0.37
0.39

PID 117437

BEL-70-9.35 ADT TRUCK PERCENTAGES BUILD

ODOT STATEWIDE PLANNING AND RESEARCH



N

4
8

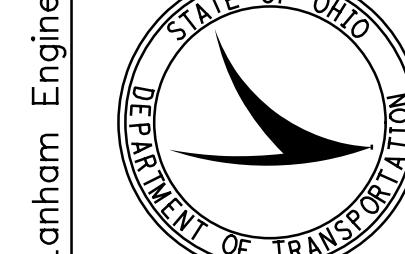


NOT TO SCALE

DATE
02/20/24



ANALYST
KMN



E&P NORTH ROAD

○

○

○

○

0.79 / 0.30 / 0.00
0.24 / 0.33 / 0.03

NCMILAN ROAD

I-70

US-40

SR-149

BOND DRIVE

0.26 / 0.30 / 0.27

0.04 / 0.06 / 0.04

0.25 / 0.11 / 0.00

0.04 / 0.04 / 0.04

0.00 / 0.00 / 0.00

RECO DRIVE

0.17 / 0.33 / 0.09

0.34 / 0.37 / 0.23

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.25 / 0.26 / 0.14

0.02 / 0.04 / 0.26

0.18 / 0.34 / 0.20

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.02 / 0.02 / 0.07

0.10 / 0.21 / 0.21

0.27 / 0.25 / 0.13

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.90 / 0.87 / 0.97

0.04 / 0.05 / 0.04

0.27 / 0.25 / 0.13

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.12 / 0.01

0.01 / 0.04 / 0.01

0.01 / 0.04 / 0.01

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.22 / 0.26 / 0.14

0.01 / 0.04 / 0.01

0.01 / 0.04 / 0.01

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.11 / 0.34 / 0.27

0.01 / 0.04 / 0.01

0.01 / 0.04 / 0.01

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.36 / 0.42 / 0.36

0.01 / 0.04 / 0.01

0.01 / 0.04 / 0.01

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

TRAILER CENTER

0.02 / 0.02 / 0.07

0.10 / 0.21 / 0.21

0.27 / 0.25 / 0.13

0.00 / 0.00 / 0.00

0.00 / 0.00 / 0.00

PID 117437

5

8

BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES BUILD

ODOT STATEWIDE PLANNING AND RESEARCH

MATCHLINE A



NOT TO SCALE

DATE
02/20/24ANALYST
KMN



MAINTAINING A STATEWIDE PLANNING AND RESEARCH

US-40

I-70

0.36 / 0.42 / 0.36

0.41 / 0.41 / 0.32

0.06 / 0.14 / 0.09
0.17 / 0.18 / 0.03

S-331

006 / 005 / 003

CR-82

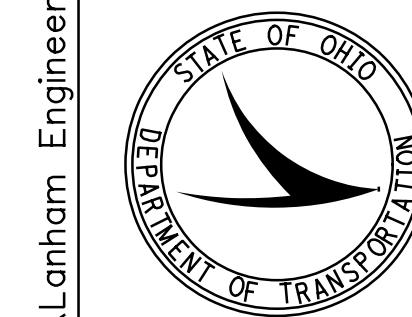
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BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

6
8

BEL-70-9.35 AM/MID/PM TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

NOT TO SCALE
02/20/24





C:\Lanham Engineering Dropbox\Project Files\ODOT\Certified Traffic 2022\Task 8 - BEL-70-9.35\codd\BEL-70-9.35 Truck Build Plates.dgn Default 2/21/2024 1:55:27 AM Victoria Dang

E&P NORTH ROAD

N MCMILLAN ROAD

I-70

US-40

SR-149

BOND DRIVE

RECO DRIVE

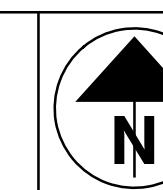
TRAIL CENTER
PLT CENTER

MATCHLINE A
BEL-70-9.35 ADT TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

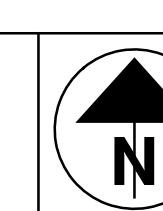
PID 117437

7

8



NOT TO SCALE
02/20/24



ANALYST
KMN
DATE
02/20/24



MAJOR HIGHWAYS

US-40

I-70

0.45

0.45

0.11

0.11

S-335

0.00

CR-82

PID 117437

88

BEL-70-9.35 ADT TRUCK PERCENTAGES BUILD
ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST KMN
DATE 02/20/24
NOT TO SCALE



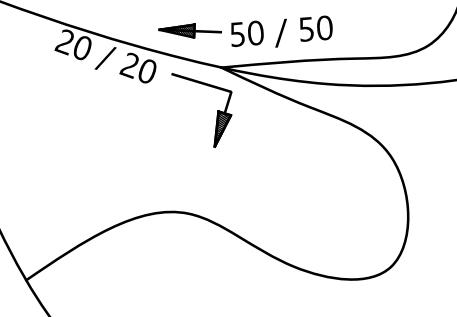
ODOT Design Traffic
Technical Report
BEL-70-9.35

Appendix E
Balanced No Build & Build Plates



E&PT NORTH ROAD

20 / 20



MCMILLAN ROAD

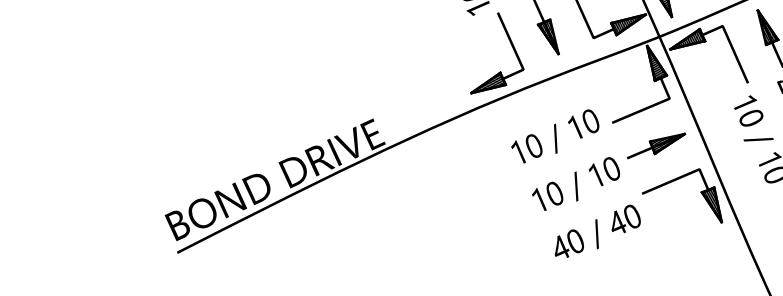
50 / 50



I-70

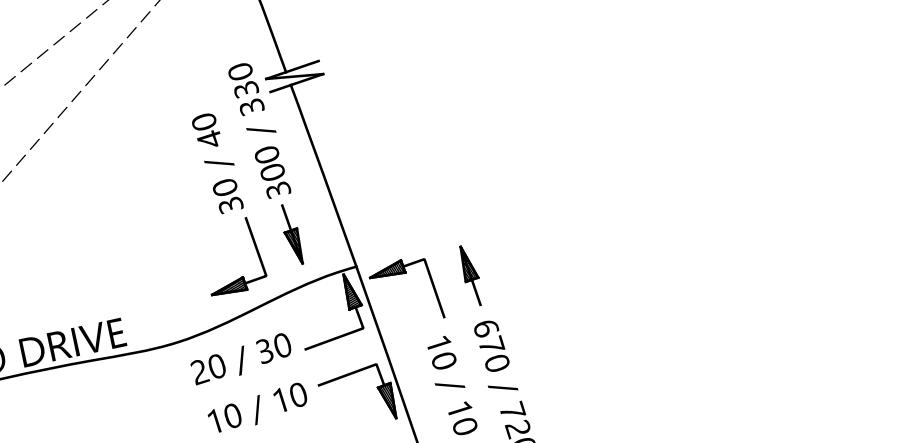
US-40

BOND DRIVE



SR-149

RECO DRIVE



TRAIL CENTER
PLAZA



BEL-70-9.35 2027/2047 AM PEAK NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

MATCHLINE A

ANALYST
KMN
DATE
02/20/24

NOT TO SCALE

1
8





MACHLINIA
A EDITION

US-40

I-70

1580 / 1730

1100 / 1200

1410 / 1550
170 / 180

70 / 80

S-335

370 / 410

CR-82

1450 / 1580
1780 / 1960

420 / 460
1030 / 1120

1450 / 1580
1780 / 1960

PID 117437

BEL-70-9.35 2027/2047 AM PEAK NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH



2
8



NOT TO SCALE
DATE
02/20/24



E&PT NORTH ROAD

40 / 40
60 / 601360 / 1480
1370 / 1430

N MILLAN ROAD

1270 / 1390

I-70

US-40

BOND DRIVE

10 / 10
10 / 10
10 / 10
20 / 3010 / 10
10 / 10
10 / 10
20 / 3010 / 10
10 / 10
10 / 10
20 / 3010 / 10
10 / 10
10 / 10
20 / 3010 / 10
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20 / 3010 / 10
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20 / 3010 / 10
10 / 10
10 / 10
20 / 3010 / 10
10 / 10
10 / 10
20 / 3010 / 10
10 / 10
10 / 10
20 / 30

SR-149

1300 / 1420
1140 / 1250
130 / 140140 / 150
140 / 150
140 / 150
140 / 150140 / 150
140 / 150
140 / 150
140 / 150140 / 150
140 / 150
140 / 150
140 / 150140 / 150
140 / 150
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140 / 150140 / 150
140 / 150
140 / 150
140 / 150140 / 150
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140 / 150
140 / 150140 / 150
140 / 150
140 / 150
140 / 150

RECO DRIVE

30 / 30
30 / 30
30 / 30
30 / 3020 / 20
20 / 20
20 / 20
20 / 2030 / 30
30 / 30
30 / 30
30 / 3020 / 20
20 / 20
20 / 20
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20 / 2030 / 30
30 / 30
30 / 30
30 / 3020 / 20
20 / 20
20 / 20
20 / 2030 / 30
30 / 30
30 / 30
30 / 30TRAIL CENTER
PLAT CENTER3
8MATCHLINE A
BEL-70-9.35 2027/2047 MID PEAK NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

BEL-70-9.35 2027/2047 MID PEAK NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH3
8ANALYST
KMN
DATE
02/20/24

NOT TO SCALE



MACHLIN A

US-40

I-70

1470 / 1610

1570 / 1720

1360 / 1490
110 / 120

100 / 110

SR-331

290 / 370

340 / 370
1470 / 1610

CR-82

1810 / 1980
1650 / 1800

PID 117437

BEL-70-9.35 2027/2047 MID PEAK NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST	KMN
DATE	02/20/24
NOT TO SCALE	

4
8





C:\Lantham Engineering Dropbox\Project Files\ODOT\Certified Traffic 2022\Task 8 - BEL-70-9.35\codd\BEL-70-9.35 No Build Plates.dgn Default 2/20/2024 9:12:04 AM Maggie

E&PT NORTH ROAD

1400 / 1540
1430 / 1580

20 / 20

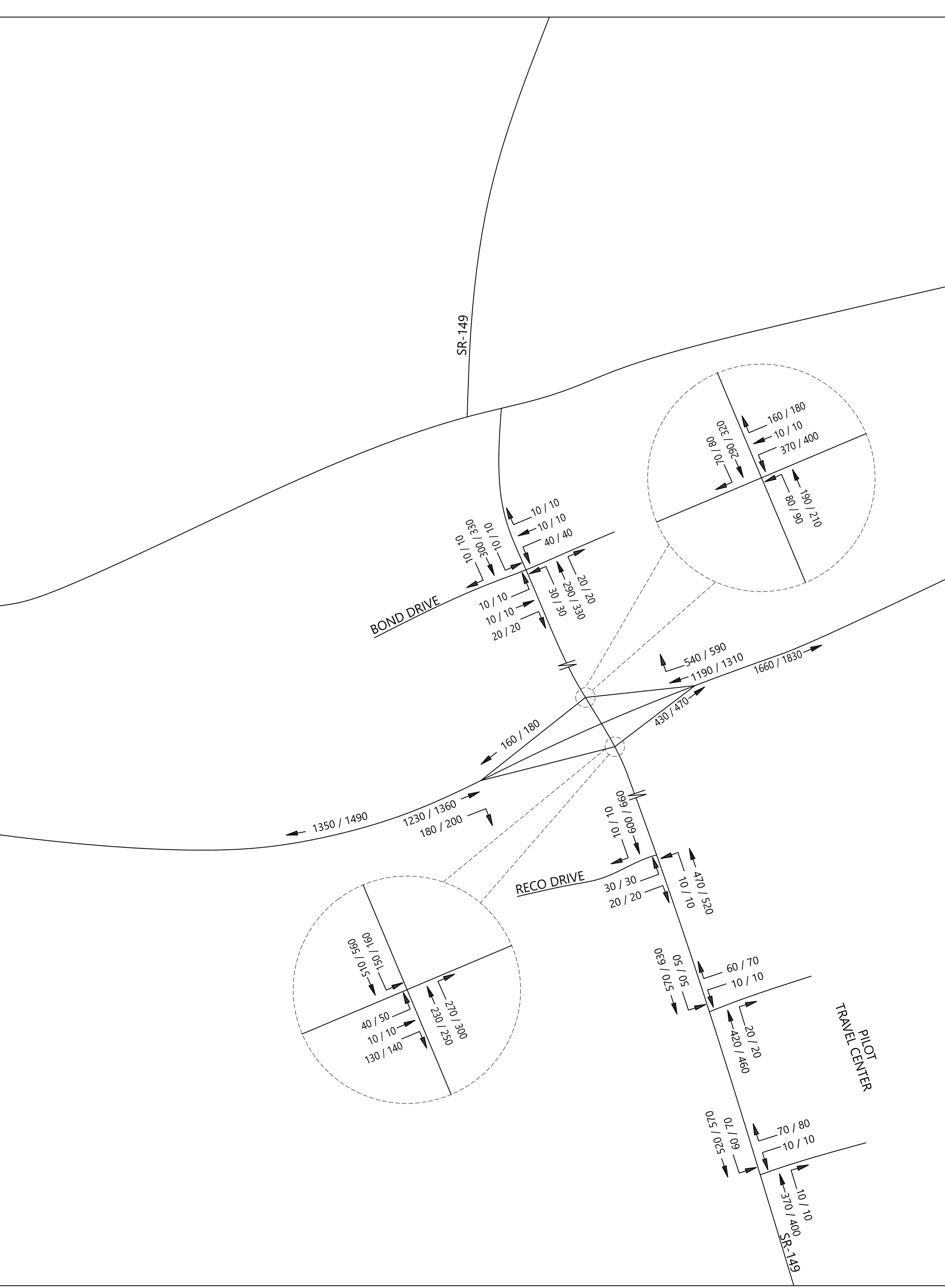
50 / 50

NMILAN ROAD

1410 / 1560

I-70

US-40



PID 117437

BEL-70-9.35 2027/2047 PM PEAK NO BUILD BALANCED

ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST KMN
DATE 02/20/24

NOT TO SCALE





MACHLINIA
A EDITION

US-40

I-70

1660 / 1830

1730 / 1900

1550 / 1710

110 / 120

140 / 160

S-331

S-335

CR-82

2040 / 2240

1990 / 2190

450 / 500

1590 / 1740

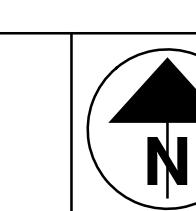
440 / 460

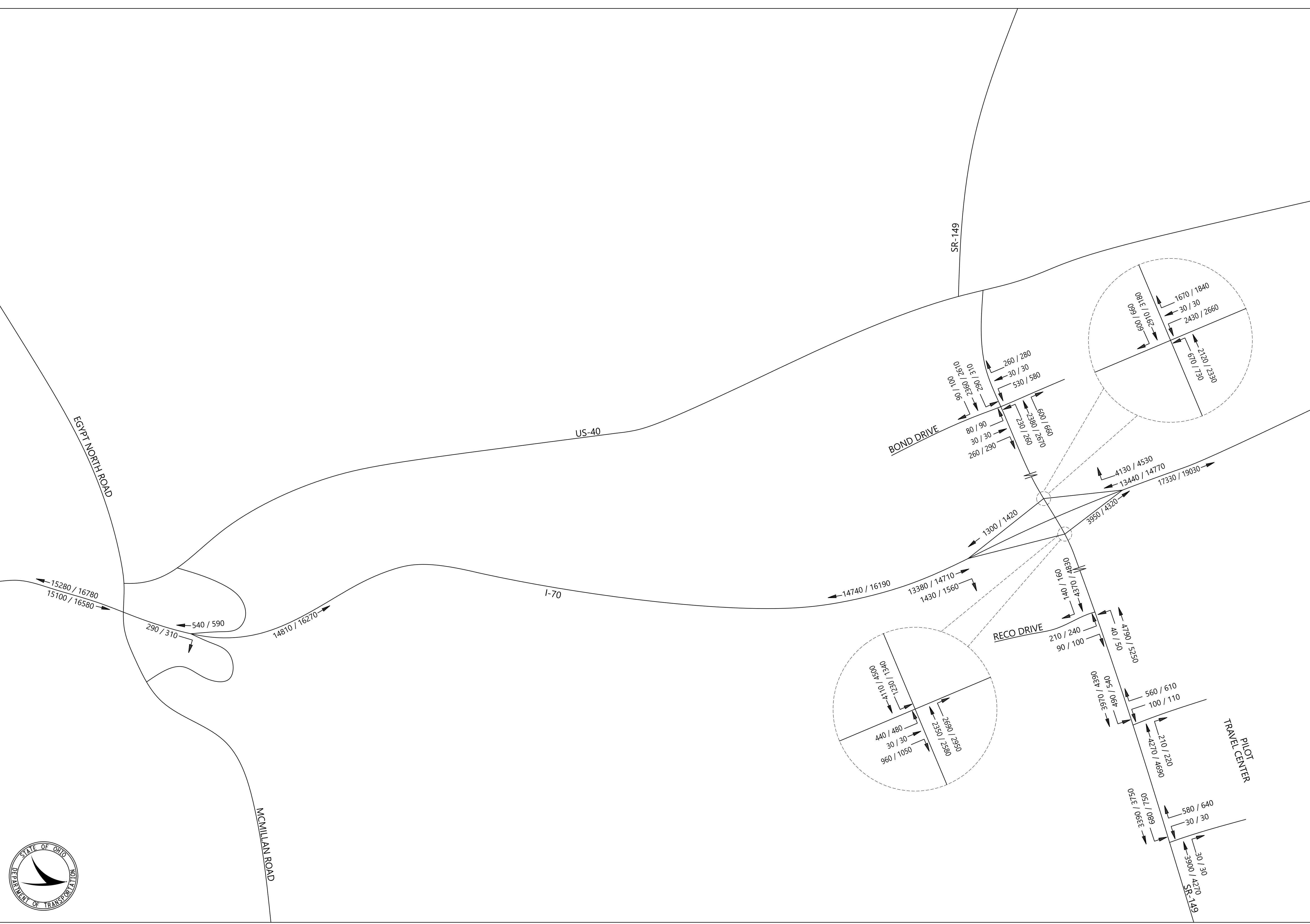
PID 117437

BEL-70-9.35 2027/2047 PM PEAK NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST	KMN
DATE	02/20/24

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PID 117437

BEL-70-9.35 2027/2047 ADT NO BUILD BALANCED

ODOT STATEWIDE PLANNING AND RESEARCH

NOT TO SCALE
02/20/247
8



MACHLINIA
A EDITION

US-40

I-70

17330 / 19030 →

17570 / 19300 →

16090 / 17660 →
1240 / 1370 →

1100 / 1210 →

S-331

4140 / 4550 →

4200 / 4610 →
16470 / 18090 →

20670 / 22700 →
20230 / 22210 →

CR-82

PID 117437

BEL-70-9-35 2027/2047 ADT NO BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH



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NOT TO SCALE
DATE
02/20/24



E&PT NORTH ROAD

1060 / 1140

1250 / 1370

20 / 20

50 / 50

NMILAN ROAD

1230 / 1350

US-40

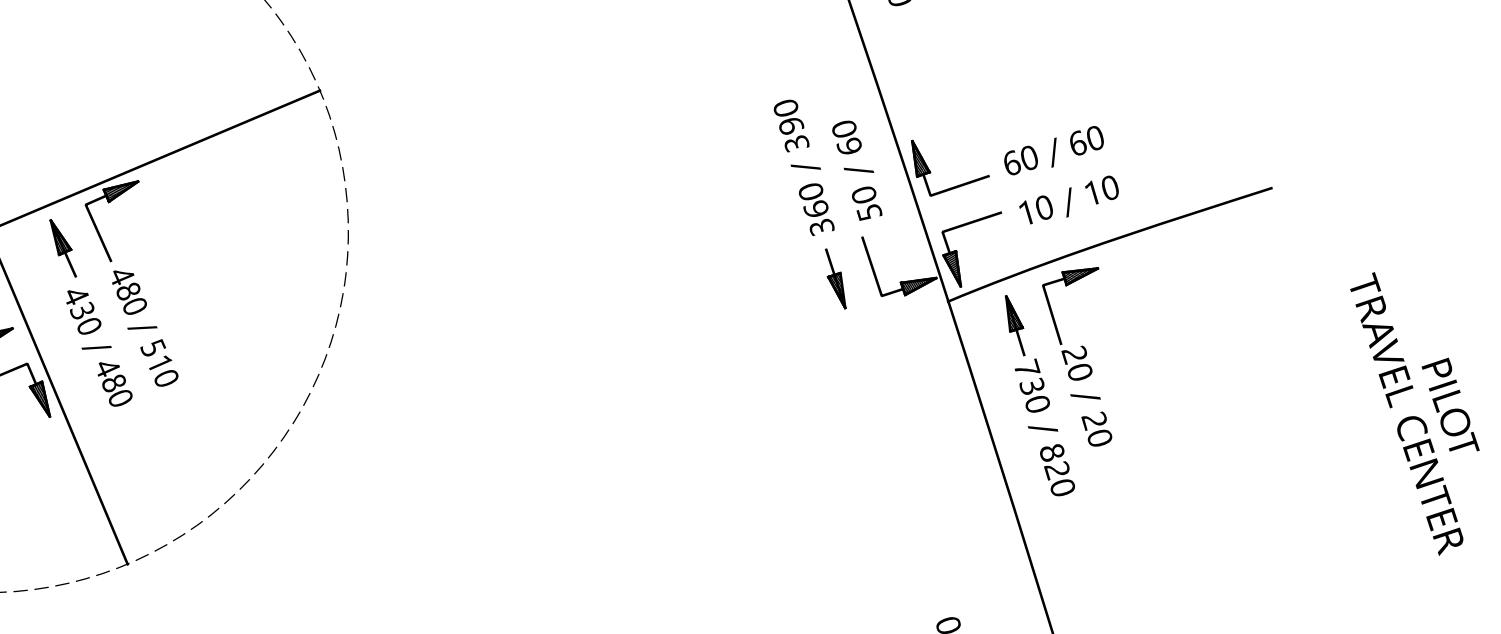
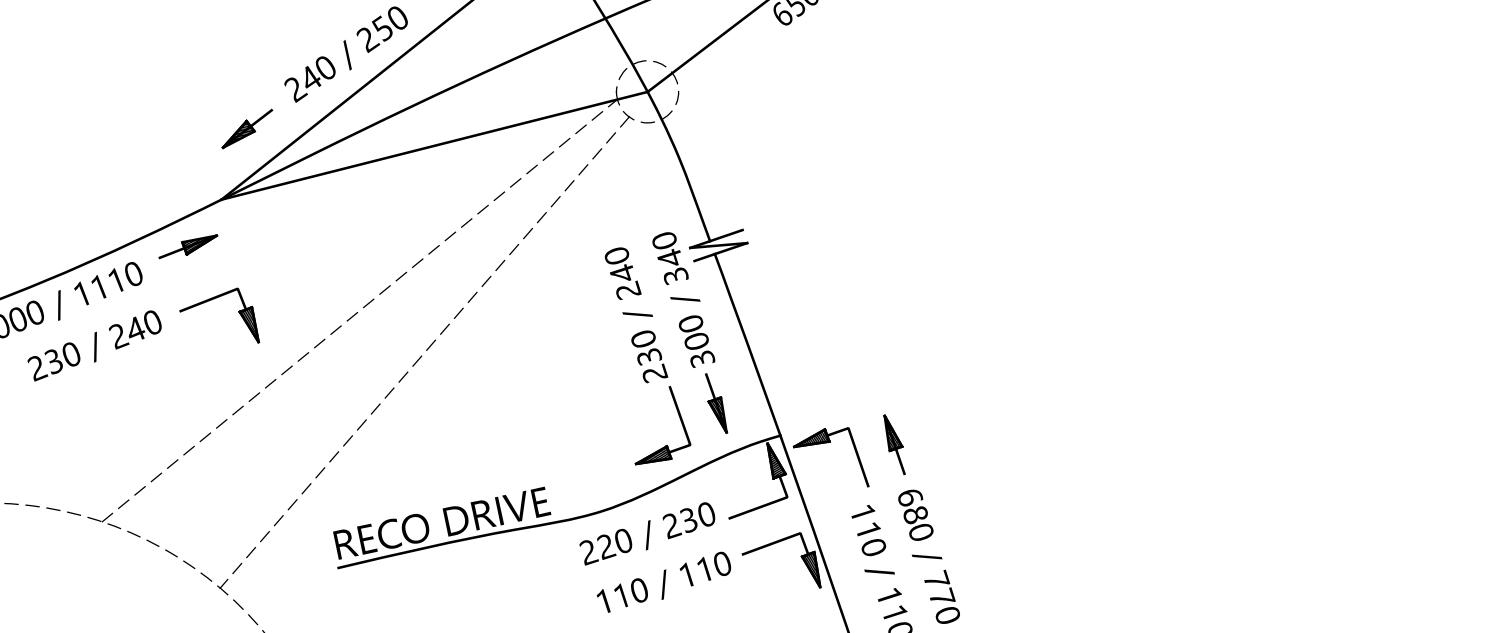
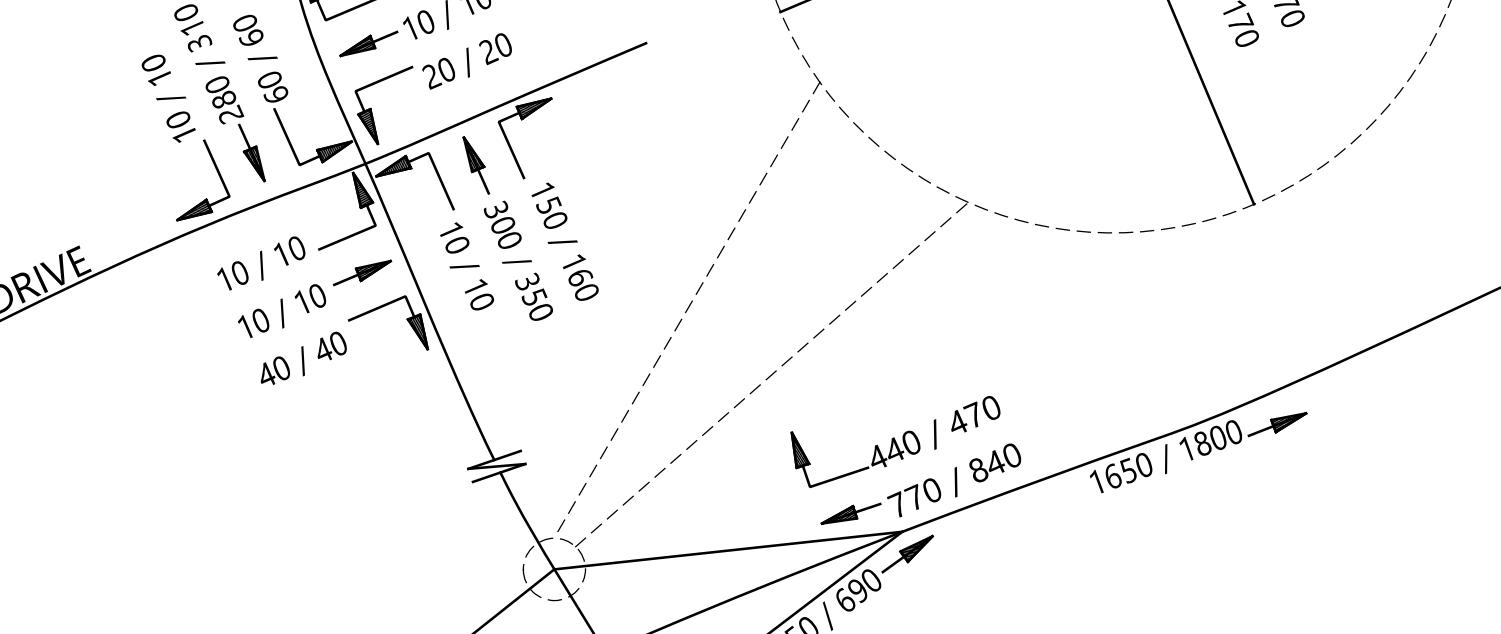
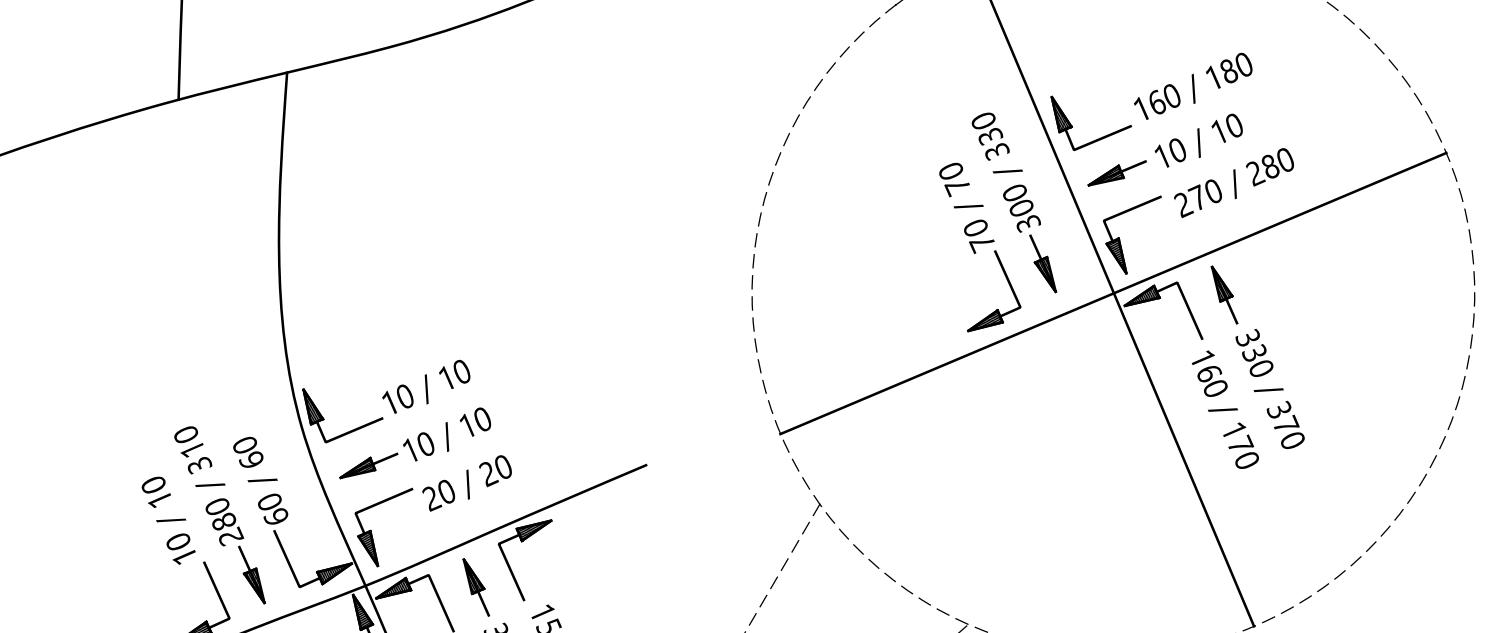
I-70

BOND DRIVE

RECO DRIVE

TRAIL CENTER
PLT CENTER

SR-149



PID 117437

BEL-70-9-35 2027/2047 AM PEAK BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH



ANALYST
KMN
DATE
02/20/24

NOT TO SCALE

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8



MACHLINIA
A 3D LINE

US-40

I-70

1650 / 1800 →

1210 / 1310 →

1480 / 1620
170 / 180 →

70 / 80 →

S-331

370 / 410 →

420 / 460
1140 / 1230 →

1560 / 1690
1850 / 2030 →

CR-82

PID 117437

BEL-70-9.35 2027/2047 AM PEAK BUILD BALANCED

ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST
KMN
DATE
02/20/24

NOT TO SCALE





E&PT NORTH ROAD

1460 / 1580
1390 / 1510
40 / 40
60 / 60

N CMLIAN ROAD

1350 / 1470

I-70

US-40

BOND DRIVE

RECO DRIVE

TRAIL CENTER
PLT CENTER

SR-149

1400 / 1520
1140 / 1250
210 / 220
240 / 250
420 / 450
530 / 570
1160 / 1270
1560 / 1700

480 / 500
100 / 110
40 / 40
10 / 10
160 / 170
300 / 320
10 / 10

200 / 200
70 / 70
400 / 440
200 / 200
40 / 40
50 / 60
10 / 10

60 / 60
210 / 220
150 / 160
10 / 10
370 / 400
10 / 10
180 / 180

MATCHLINE A
BEL-70-9.35 2027/2047 MID PEAK BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

02/20/24

NOT TO SCALE

KMN

DATE

ANALYST

Z

3
8



MACHLINIA
A E

US-40

I-70

1560 / 1700

1690 / 1840

1450 / 1580
110 / 120

100 / 110

S-331

290 / 370

340 / 370
1590 / 1730

1930 / 2100
1740 / 1890

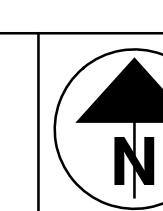
CR-82

PID 117437

BEL-70-9.35 2027/2047 MID PEAK BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

ANALYST
KMN
DATE
02/20/24

NOT TO SCALE





EGT NORTH ROAD
I-70
US-40
SR-149
MCMLIAN ROAD

1500 / 1640
1510 / 1660
20 / 20
50 / 50

MCMLIAN ROAD

1490 / 1640

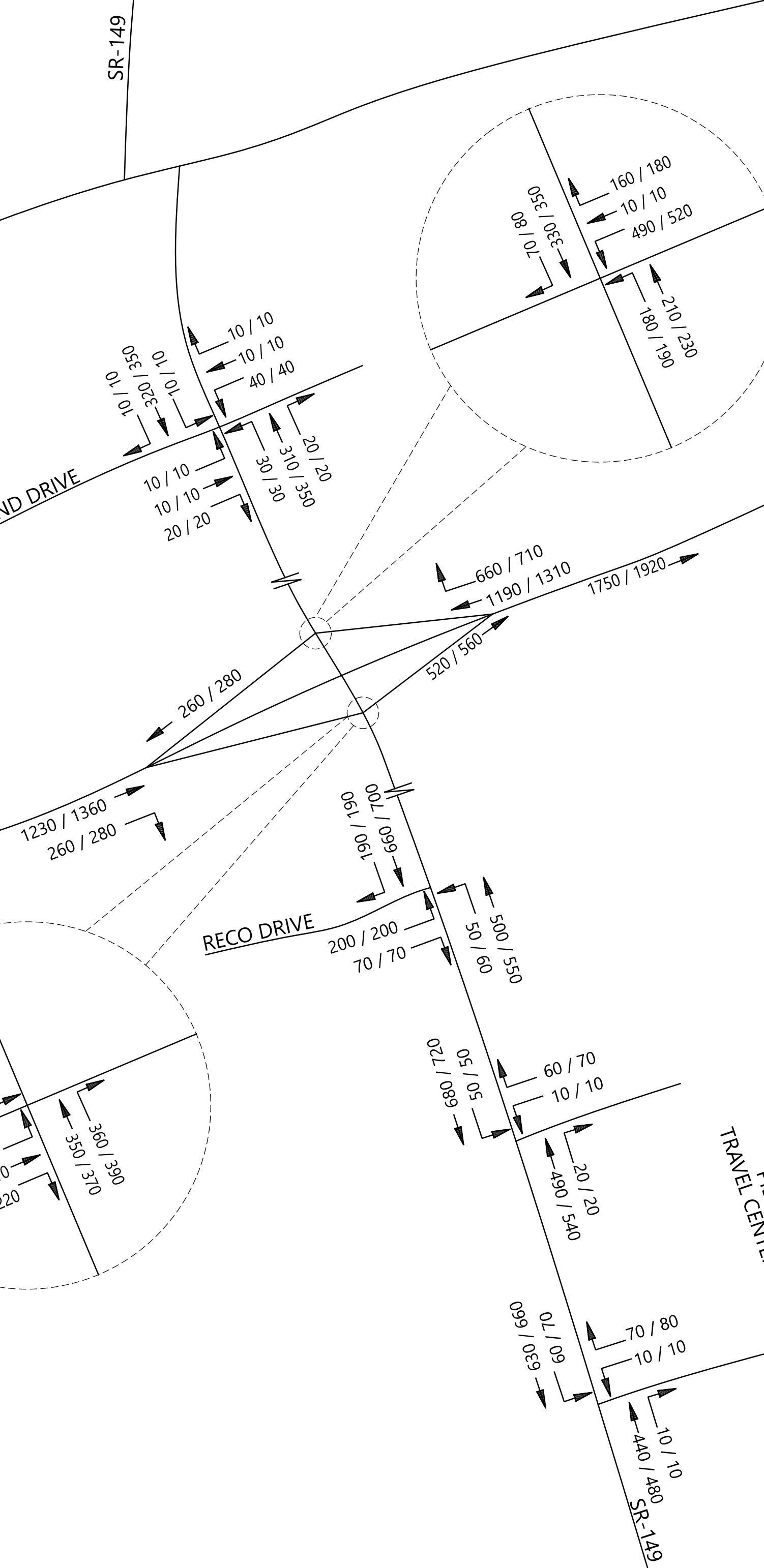
I-70

US-40

BOND DRIVE

RECO DRIVE

TRAIL CENTER
PLAT CENTER



MATCHLINE A
BEL-70-9.35 2027/2047 PM PEAK BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

PID 117437

ANALYST
KMN
DATE
02/20/24



5
8



MACHLIN A ENGINEERING

US-40

I-70

1750 / 1920

1850 / 2020

1640 / 1800

110 / 120

140 / 160

S-335

CR-82

440 / 460
450 / 500
1710 / 1860

2160 / 2360
2080 / 2280

PID 117437

BEL-70-9.35 2027/2047 PM PEAK BUILD BALANCED

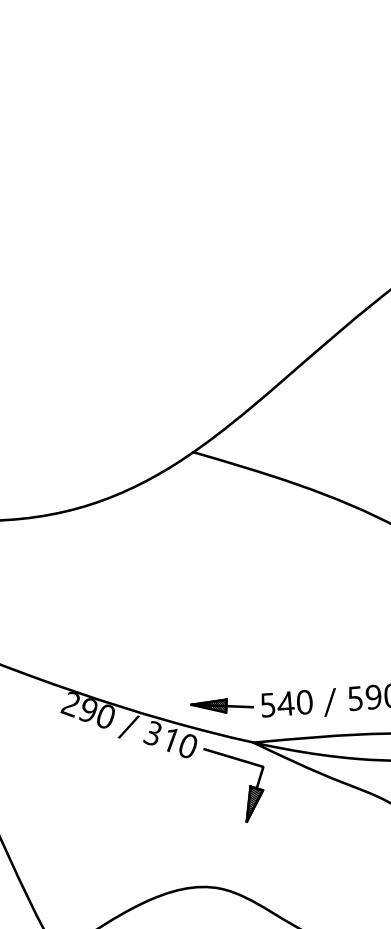
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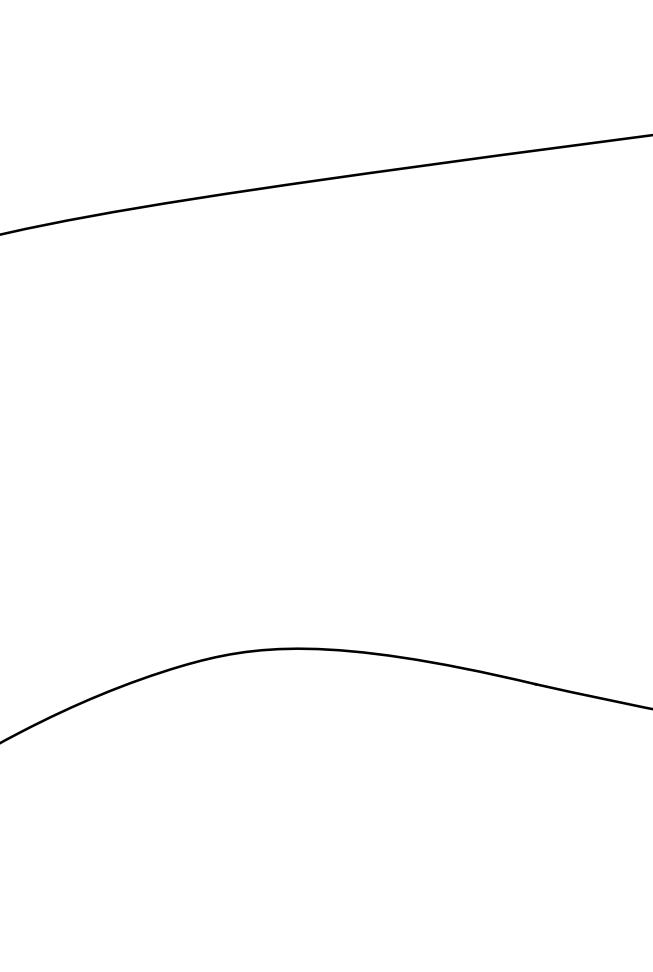


EGT NORTH ROAD

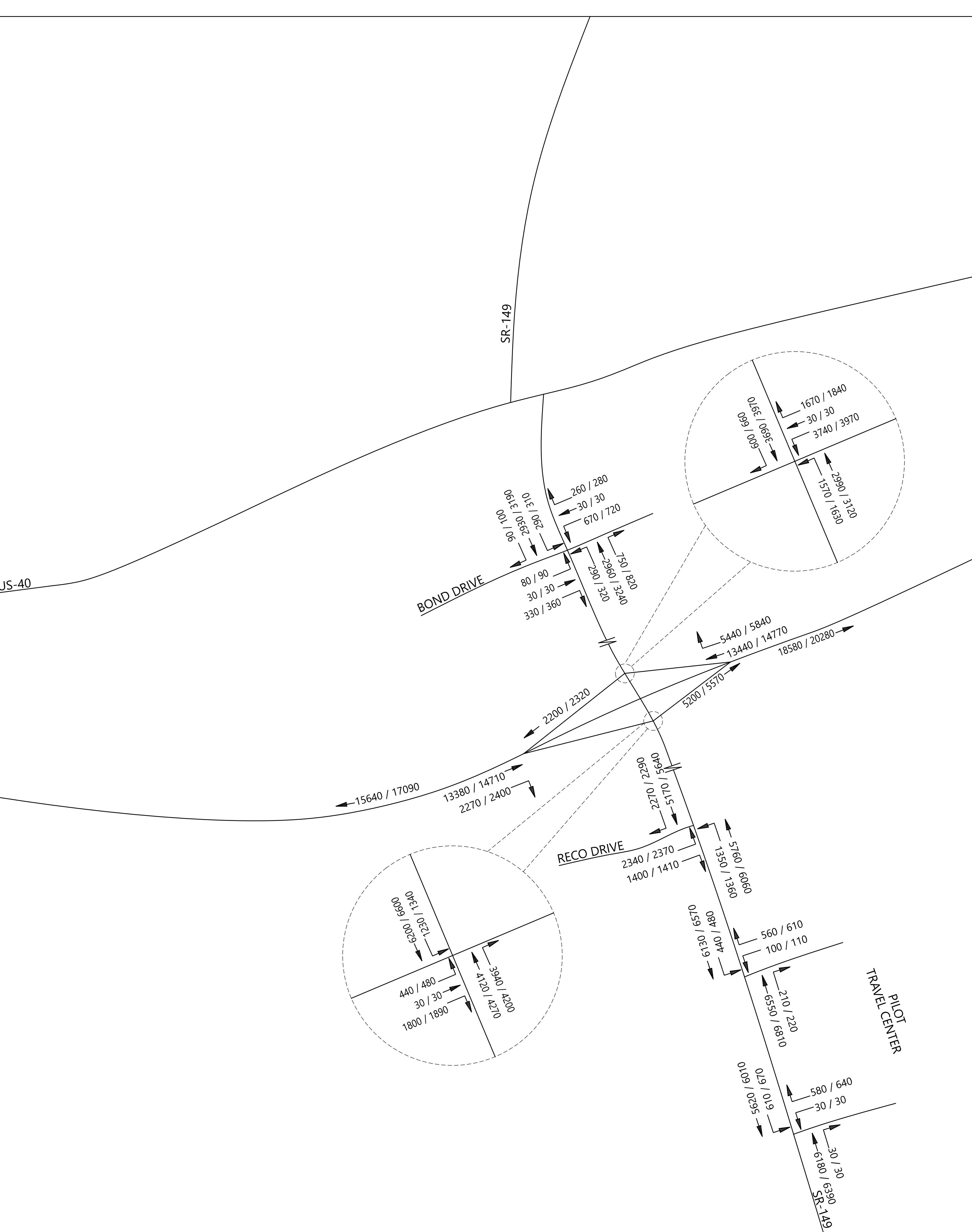


N CMILAN ROAD

I-70



US-40



PID 117437

BEL-70-9-35 2027/2047 ADT BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

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MAUCHLINE

A 31N

US-40

I-70

18580 / 20280 →

18880 / 20610 →

17340 / 18970 →
1240 / 1370 →

1100 / 1210 →

S-331

CR-82

S-335

21480 / 23460 →
21980 / 24010 →

4200 / 4610
17780 / 19400 →

21480 / 23460 →
21980 / 24010 →

4140 / 4550 →

PID 117437

BEL-70-9.35 2027/2047 ADT BUILD BALANCED
ODOT STATEWIDE PLANNING AND RESEARCH

