OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

November 4, 2004

Mr. Aaron G. Grilliot, P.E.
TranSystems Corporation
5747 Perimeter Drive Suite 240
Dublin OH 43017

RE: SCI-823-0.00 Portsmouth Bypass PID 19415
Revised Preferred Alternative

Dear Mr. Grilliot:

In reply to your letter dated October 20, 2004, Technical Services certifies the 2010 and 2030 projected daily traffic plates. The unchanged design factors listed on the second page of that letter remain certified.

If you have any questions, please contact me at (614) 644-8195.

Respectfully,

Robert A. Burgett
Project Analyses Administrator
Office of Technical Services

RAB:rb

c: J. McQuirt, OTS–L. Oesterling, OTS–D. Buskirk, D9–File

TRANSYSTEMS CORPORATION

October 20, 2004

Mr. James E. McQuirt, P.E.
Administrator
ODOT Office of Technical Services
1980 West Broad Street
Columbus, OH 43223

Attn.: Bob Burgett

Re: SCI-823-0.00 Portsmouth Bypass (PID #19415)
Revised Preferred Alternative Concept
Request for Traffic Certification

Gentlemen:

Over the past several months, the Portsmouth Bypass project team has met with ODOT staff and other governmental officials, held public involvement meetings and conducted preliminary engineering activities culminating in the selection of a preferred alternative and roadway alignment to be advanced to Stage 1 design in accordance with ODOT's Project Development Process. Through the evolution of this project, some changes have occurred subsequent to the previous traffic certification, which was submitted by TranSystems Corporation on January 23, 2003, and approved by the ODOT Office of Technical Services (OTS) in a letter dated February 4, 2003. According to the Office of Roadway Engineering Services, formal interchange studies will not be required as part of this project; however, to maintain consistency with the preferred alternative concept, a revised certification request has been prepared to outline the recent changes to the project and document the modifications to the projected traffic volumes.

The following items summarize the primary reasons for this revised certified traffic request:

- Adjustment of the opening and design years from 2008 and 2028 to 2010 and 2030 based on the current project funding schedule.
- Relocation of the northbound to eastbound entrance ramp at the US 23 interchange from SR 728 to US 23.
- Addition of a new interchange at Lucasville-Minford Road (CR 28), which alters previous traffic projections for the Shumway Hollow interchange.

Based on recent telephone conversations with the Office of Technical Services, it was agreed that due to the relatively low rate of growth (1.0% compound was used previously) combined with some uncertainty regarding the timetable for future economic development in the area, which is dependent on certain Bypass-related infrastructure being in place, no additional growth would be forecasted to adjust the opening and design year traffic volumes. Thus, the 2008 and 2028 opening and design year Average Daily Traffic (ADT) volumes remained the same within the overall project area, but were assigned an updated 'year' designation to reflect the more

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realistic opening year of 2010 and design year of 2030 based on programmed design and construction activities for the Bypass.

Traffic volumes were modified at the US 23/SR 728 intersection due the northbound to eastbound entrance ramp from SR 728 being moved to US 23 just north of SR 728. As a result, some turning movements were adjusted at the intersection to reflect the ramp modification, but no changes were made to the total interchange traffic volumes.

The new Lucasville-Minford Road interchange became justified as a result of community concerns over local access and opposition to the project on the grounds that the Bypass would impact them but not be usable by them. In response to these concerns, ODOT decision makers decided that a reasonable increase in project cost should be incurred in order to address public concerns. The context of the added cost being that Lucasville-Minford Road is a logical construction phase termini and that a temporary connection would be constructed anyway. The cost of temporary road construction could then be applied to permanent ramp construction at a location where proposed bridges over Lucasville-Minford Road would also be built with or without an interchange. In addition, the interchange would be located approximately four miles from the nearest interchange in either direction. To account for this additional interchange, traffic volumes at the Shumway Hollow Road interchange were reduced and a portion of this traffic was reassigned to the Lucasville-Minford Road interchange. Both access points will serve the future economic development areas to the north and east of these interchange locations. Therefore, approximately 75% of the Shumway Hollow Road traffic projected to use the ramps to and from the north was shifted to the Lucasville-Minford Road interchange. Using the same approach, roughly 25% of the traffic using the ramps on the south side of the interchange was relocated to Lucasville-Minford Road. As a direct result, some traffic was diverted from SR 335 north of Shumway Hollow Road; however, no changes were made to SR 335 traffic south of this intersection.

TranSystems Corporation is requesting certification of the revised 2010 opening year and 2030 design year ADT volumes. Please note that no changes have been requested to the design designations approved in the February 4, 2003, letter from OTS and the same 'd' and 'k' factors ($d = 0.55$, $k = 0.10$) will be used to calculate the design hourly volumes. If you have any questions regarding this information, please do not hesitate to contact me at (614) 336-8480.

Sincerely,

TranSystems Corporation of Ohio

Aaron G. Grilliot, P.E.
Manager of Traffic Engineering Services

Attachments

Cc: Project File (w/attach)

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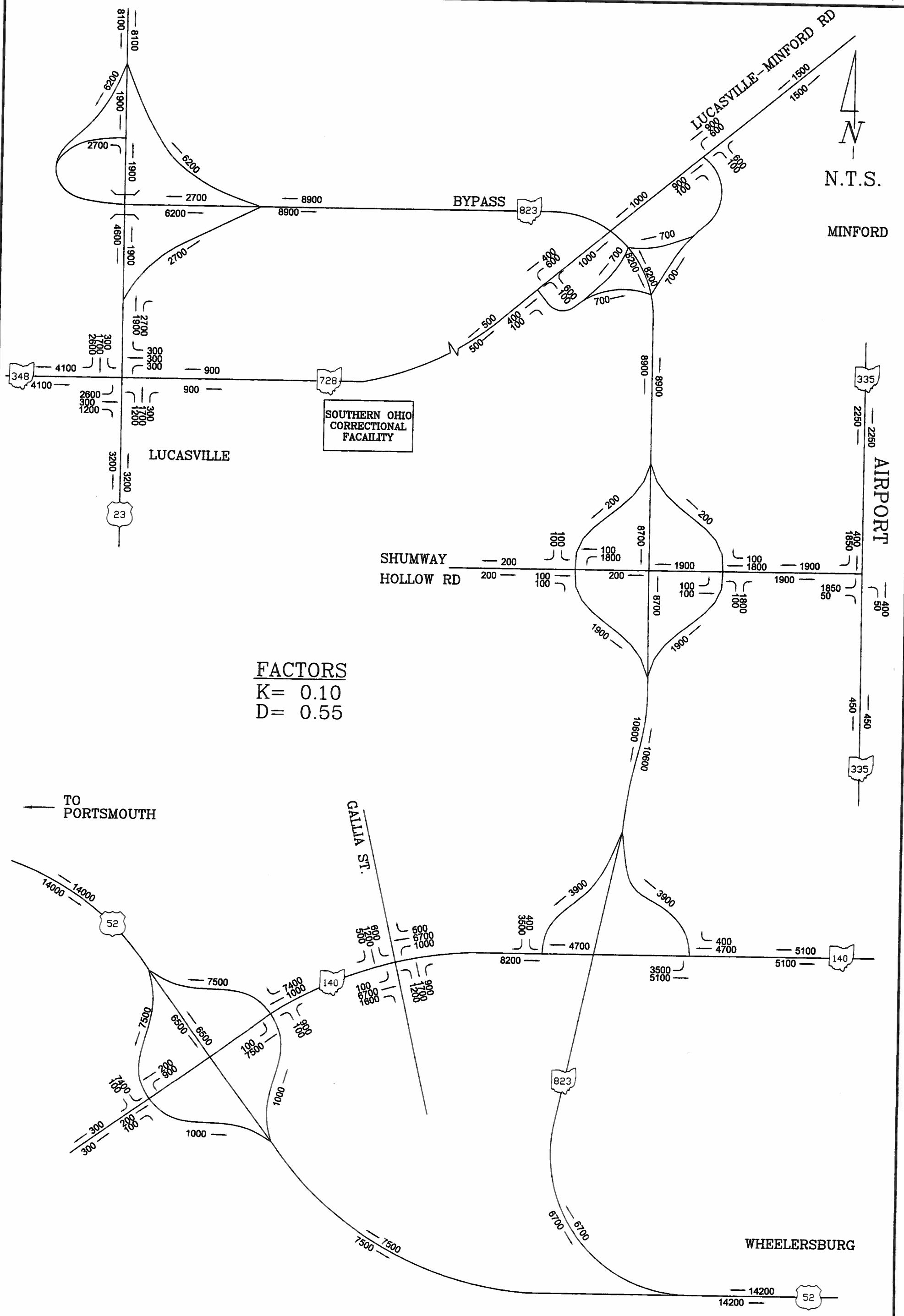

823 Portsmouth Bypass

An Appalachian Development Highway

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

Average Daily Traffic 2010

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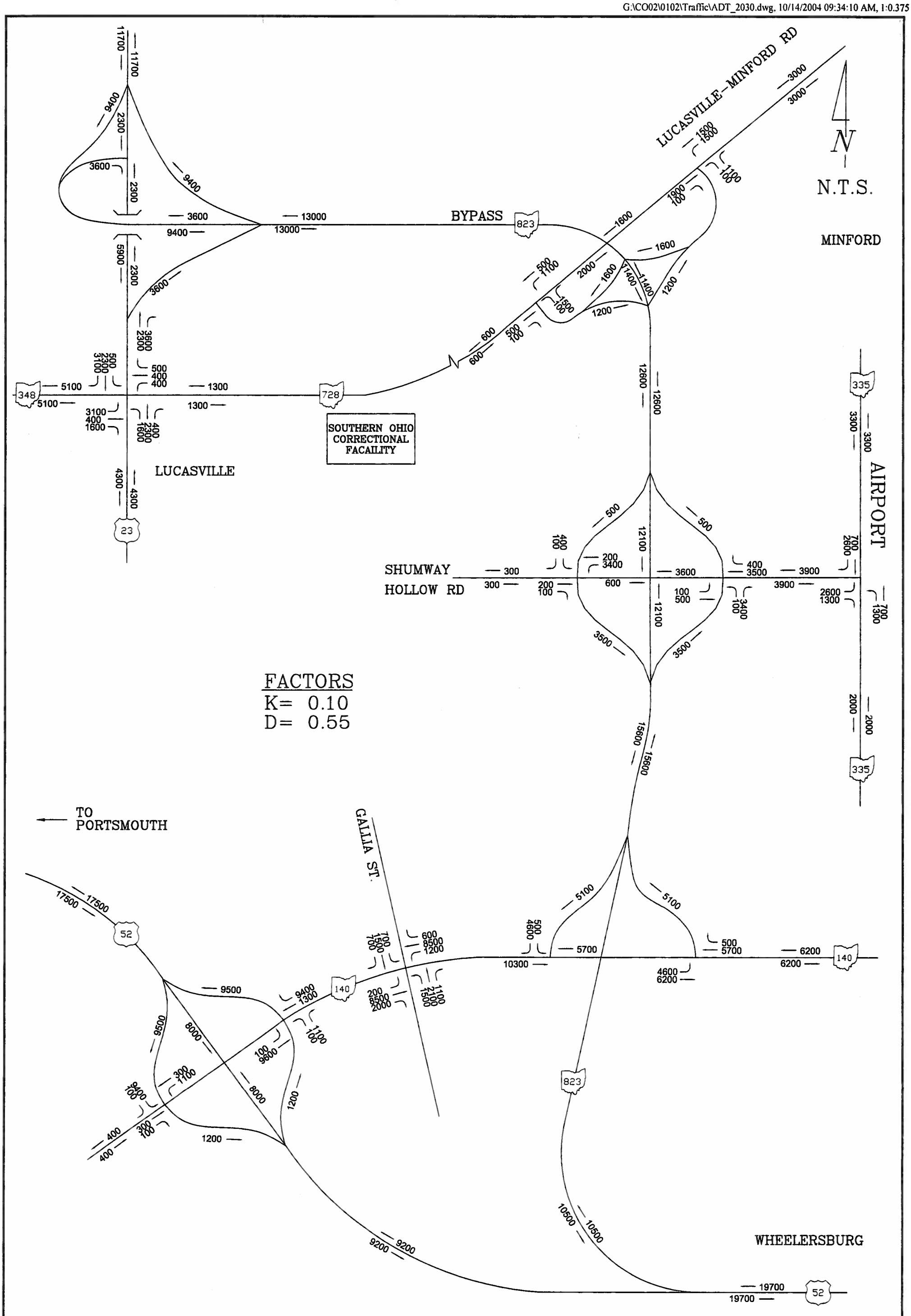

823 Portsmouth Bypass

An Appalachian Development Highway

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

Average Daily Traffic 2030