

# 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

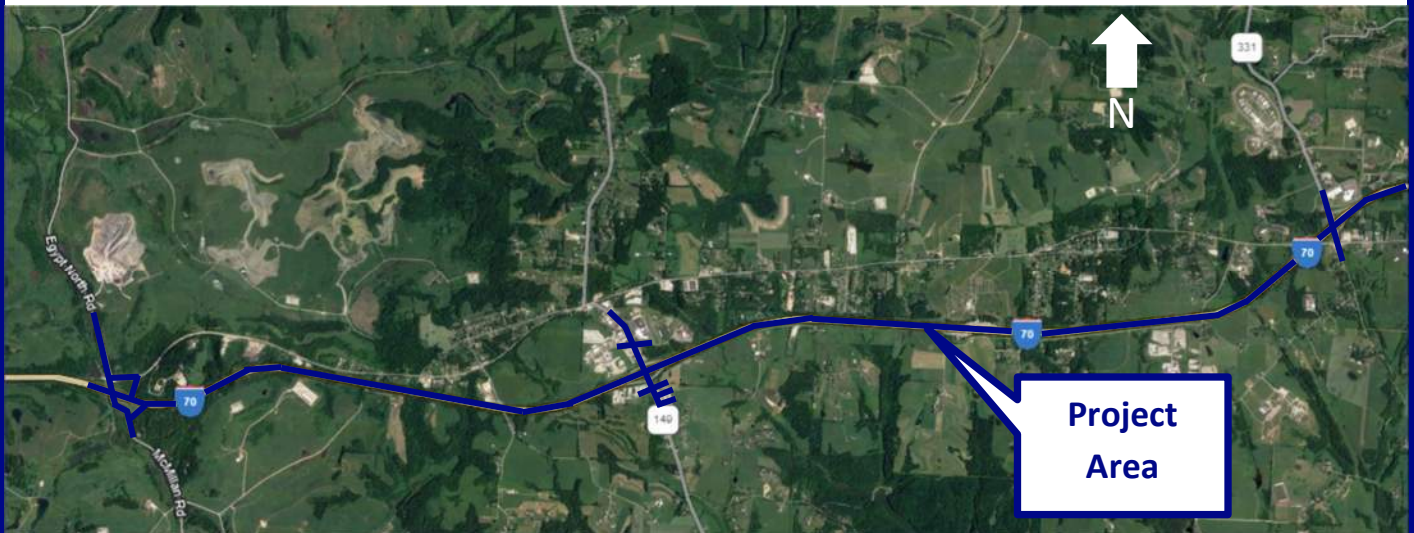
In reply to a request dated February 21, 2024, review of the submitted traffic plates has been completed and the forecast is approved for use on this project. Based on an initial review some errors were found that required corrections to the original traffic plates. I have replaced those plates in the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

If you have any questions, please contact me at [Joshua.Kieselbach@dot.ohio.gov](mailto: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.  
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(614) 216-0448

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## Introduction

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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.

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## Project Description and Forecast Parameters

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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.

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## Data Sources

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### 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.

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## Design Traffic Volumes

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### 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



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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**.

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## Results

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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  
I-70 Interchanges from US-40 to SR-331  
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Prepared for:  
ODOT Central Office  
1980 West Broad Street  
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## Introduction

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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.

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## Data Sources

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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

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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**.

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## AADT Calculations

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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**.

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## Balancing

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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

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Count Memo  
BEL-70-9.35

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 Seasonal AdjustmtFactors\_YYYY spreadsheet to lookup seasonal factor.  
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

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

**PART 1: INPUT PARTIAL DAY P&A VEHICLES** ROUTE SR-149  
 PARTIAL COUNT \* 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	336.278	1999.46	0	2335.74	4671.86	340	2000	0	2340	4680
SEASONAL FACTOR		0.981	0.981	0.981	329.889	1961.47	0	2291.36	4563.63	330	1960	0	2290	4560

WEST LEG		I-70 WB On	FC =	1	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.335	1.335	1.335	0	0	0	0	892.653	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
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	0	2725.43	552.37	3277.8	3522.69	0	2730	550	3280	3520
SEASONAL F		0.981	0.981	0.981	0	2673.65	541.875	3215.52	3440.53	0	2670	540	3210	3440

EAST LEG		I-70 WB Off	FC =	1	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.335	1.335	1.335	1946.43	4.005	1523.24	3473.67	0	1950	0	1520	3470	0
SEASONAL F		0.971	0.971	0.971	1889.98	3.88866	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
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	327.452	119.912	0	447.364	683.451	330	120	0	450	690
SEASONAL FACTOR		0.981	0.981	0.981	321.23	117.634	0	438.864	665.383	320	120	0	440	660

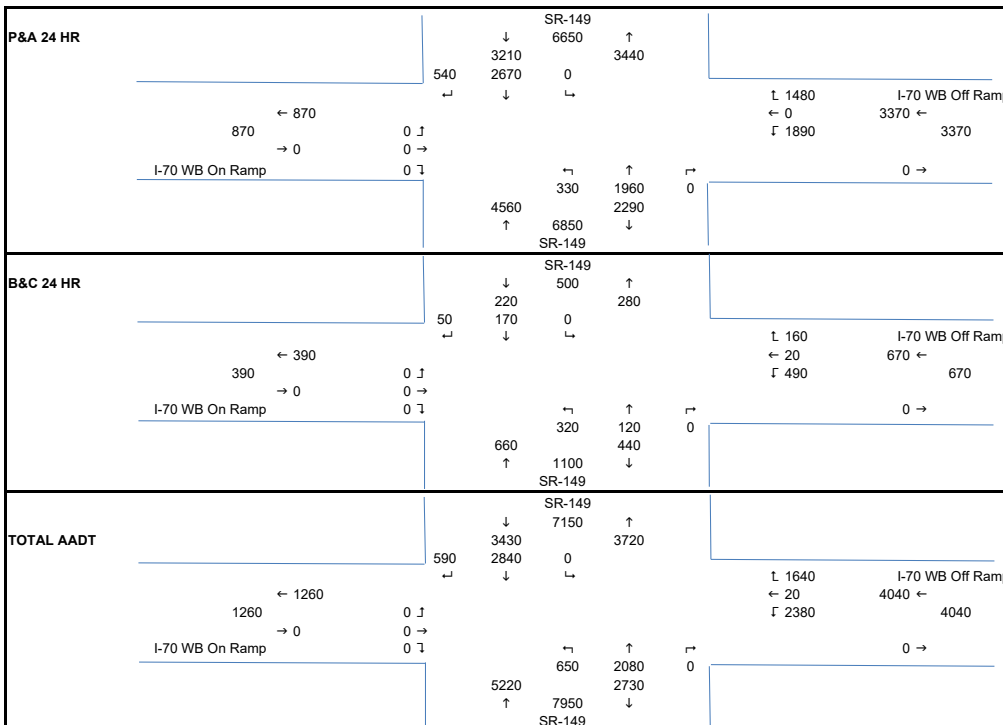
WEST LEG		I-70 WB On	FC =	1	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.517	1.517	1.517	0	0	0	0	404.762	0	0	0	0	400
SEASONAL FACTOR		0.971	0.971	0.971	0	0	0	0	392.762	0	0	0	0	390

NORTH LEG		SR-149	FC =	5	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	0	175.256	53.038	228.294	285.265	0	180	50	230	290
SEASONAL FACTOR		0.981	0.981	0.981	0	171.926	52.0303	223.956	278.191	0	170	50	220	280

EAST LEG		I-70 WB Off	FC =	1	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART
		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.517	1.517	1.517	508.195	24.272	165.353	697.82	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 Seasonal AdjustmtFactors\_YYYY spreadsheet to lookup seasonal factor.  
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 12/6/2023 4 Wednesd 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			APROACH	DEPART	SOUTH LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	35.206	3861.73	0	3896.94	3464.92	40	3860	0	3900	3470		
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			APROACH	DEPART	WEST LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.217	1.217	1.217	174.031	0	68.152	242.183	155.392	170	0	70	240	160		
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			APROACH	DEPART	NORTH LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR		1.214	1.214	1.214	0	3396.77	120.186	3516.96	4035.77	0	3400	120	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			APROACH	DEPART	EAST LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	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	0	0
SEASONAL F		0.000	0.000	0.000	0	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			APROACH	DEPART	SOUTH LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	6.918	713.707	0	720.625	766.061	10	710	0	720	770		
SEASONAL FACTOR		0.981	0.981	0.981	6.78656	700.147	0	706.933	751.506	10	700	0	710	750		

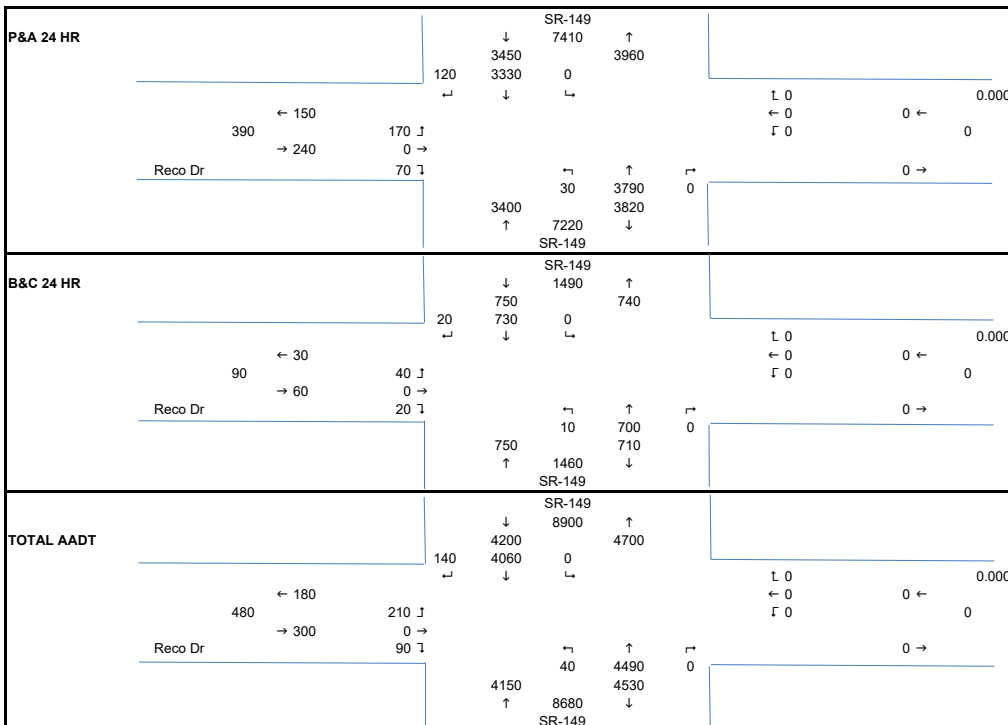
WEST LEG		Reco Dr	FC = 7	eastbound			APROACH	DEPART	WEST LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.115	1.115	1.115	43.485	0	20.07	63.555	24.213	40	0	20	60	30		
SEASONAL FACTOR		0.981	0.981	0.981	42.6588	0	19.6887	62.3475	16.9664	40	0	20	60	30		

NORTH LEG		SR-149	FC = 5	southbound			APROACH	DEPART	NORTH LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR		1.153	1.153	1.153	0	745.991	17.295	763.286	757.192	0	750	20	770	750		
SEASONAL FACTOR		0.981	0.981	0.981	0	731.817	16.9664	748.784	742.805	0	730	20	750	740		

EAST LEG			FC = 0	westbound			APROACH	DEPART	EAST LEG			APROACH	DEPART			
		LT	THRU	RT	TOTAL	TOTAL	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	0	0
SEASONAL FACTOR		0.000	0.000	0.000	0	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 Seasonal AdjustmtFactors\_YYYY spreadsheet to lookup seasonal factor.  
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

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

**PART 1: INPUT PARTIAL DAY P&A VEHICLES** ROUTE SR-149

PARTIAL COUNT \* FACTOR = 24 HR P&A

SOUTH LEG	SR-149	FC = 5	northbound			APROACH		DEPART		SOUTH LEG			APROACH		DEPART			
			LT	THRU	RT	TOTAL	TOTAL	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	3520.6	197.882	3718.48	2917.47	0	3520	200	3720	2920
SEASONAL FACTOR	0.981	0.981	0.981	0	3453.71	194.122	3647.83	2862.04	0	3450	190	3640	2860	0	3450	190	3640	2860

WEST LEG	FC =	eastbound			APROACH		DEPART		WEST LEG			APROACH		DEPART				
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEASONAL F		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NORTH LEG	SR-149	FC = 5	southbound			APROACH		DEPART		NORTH LEG			APROACH		DEPART			
			LT	THRU	RT	TOTAL	TOTAL	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	400	2770	0	3170	3980
SEASONAL F	0.981	0.981	0.981	398.963	2772.49	0	3171.46	3984.98	400	2770	0	3170	3980	400	2770	0	3170	3980

EAST LEG	Pilot North	FC = 7	westbound			APROACH		DEPART		EAST LEG			APROACH		DEPART			
			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
P&A FACTOR	1.217	1.217	1.217	75	0	445	520	498	90	0	540	630	610	90	0	530	620	590
SEASONAL F	0.981	0.981	0.981	89.5408	0	531.275	620.816	593.085	90	0	530	620	590	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			APROACH		DEPART		SOUTH LEG			APROACH		DEPART			
			LT	THRU	RT	TOTAL	TOTAL	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	0	700	10	710	750
SEASONAL FACTOR	0.981	0.981	0.981	0	696.753	11.3109	708.064	741.811	0	696.753	11.3109	708.064	741.811	0	700	10	710	750

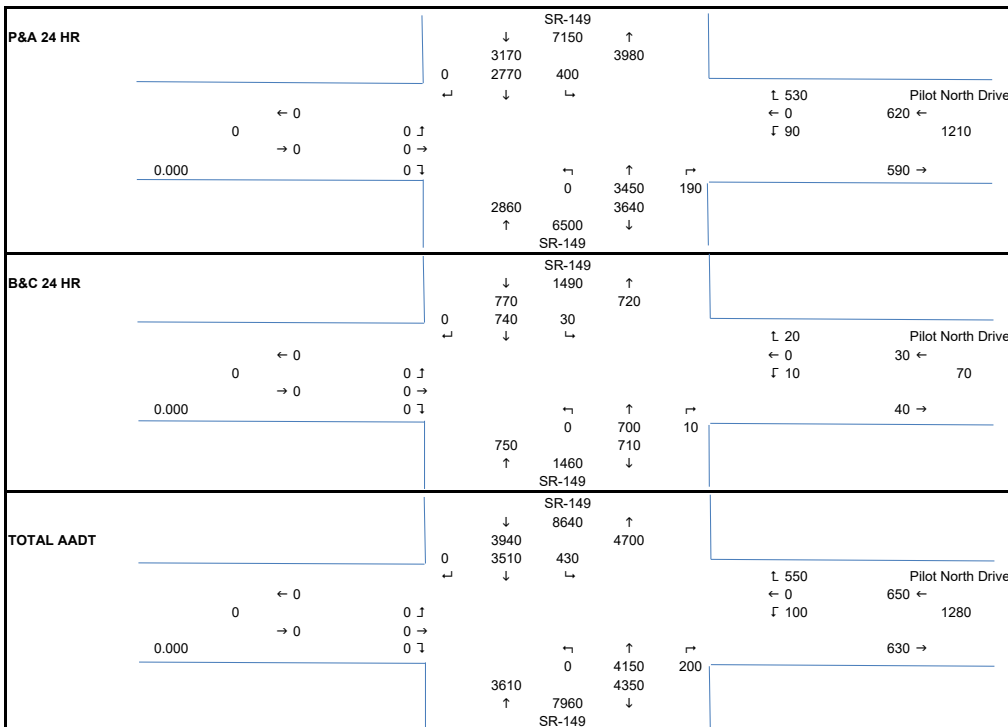
WEST LEG	FC = 0	eastbound			APROACH		DEPART		WEST LEG			APROACH		DEPART				
		LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEASONAL FACTOR		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NORTH LEG	SR-149	FC = 5	southbound			APROACH		DEPART		NORTH LEG			APROACH		DEPART			
			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR	1.153	1.153	1.153	30	651	0	681	632	30	750	0	780	730	30	740	0	770	720
SEASONAL FACTOR	0.981	0.981	0.981	33.9328	736.342	0	770.274	714.254	30	740	0	770	720	30	740	0	770	720

EAST LEG	Pilot North	FC = 7	westbound			APROACH		DEPART		EAST LEG			APROACH		DEPART			
			LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR	1.115	1.115	1.115	5	0	16	21	40	10	0	20	30	40	10	0	20	30	40
SEASONAL FACTOR	0.981	0.981	0.981	5.46908	0	17.501	22.9701	45.2437	10	0	20	30	40	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 Seasonal AdjustmtFactors\_YYYY spreadsheet to lookup seasonal factor.  
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

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

**PART 1: INPUT PARTIAL DAY P&A VEHICLES** ROUTE SR-149

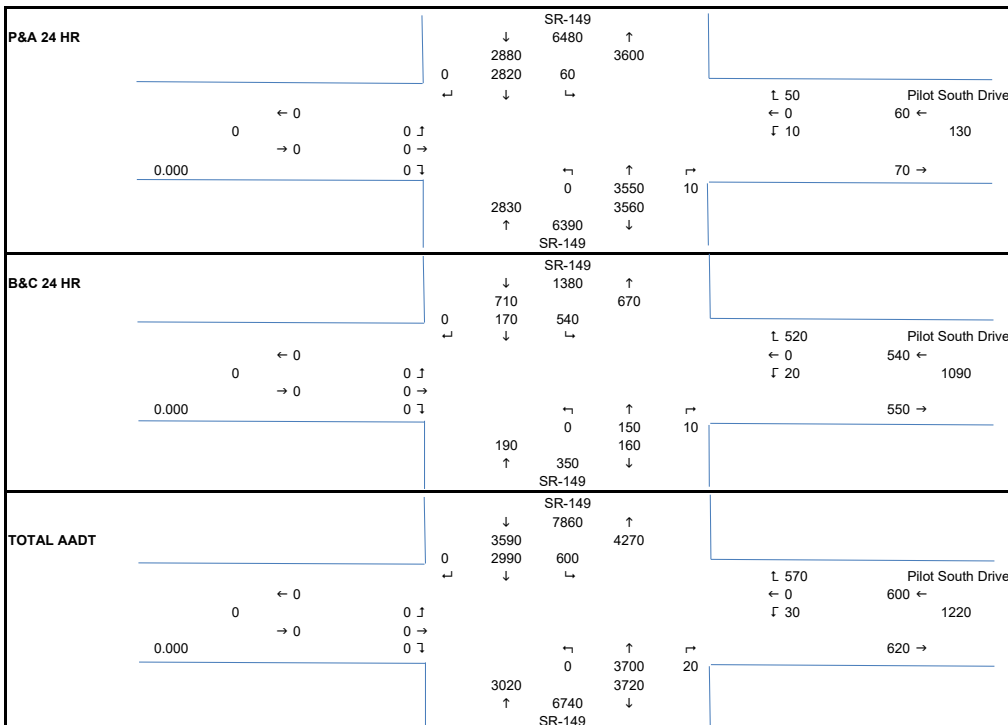
PARTIAL COUNT \* FACTOR = SEASONAL FACTOR = 24 HR P&A

SOUTH LEG		SR-149	FC = 5	northbound			APROACH	DEPART	SOUTH LEG			APROACH	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	3548.98	10.7184	3559.7	2829.67	0	3550	10	3560	2830
WEST LEG			FC =	eastbound			APROACH	DEPART	WEST LEG			APROACH	DEPART	
		LT	THRU	RT	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			APROACH	DEPART	NORTH LEG			APROACH	DEPART	
		LT	THRU	RT	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	2939.09	3666.4	60	2820	0	2880	3600
EAST LEG		Pilot South	FC = 7	westbound			APROACH	DEPART	EAST LEG			APROACH	DEPART	
		LT	THRU	RT	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			APROACH	DEPART	SOUTH LEG			APROACH	DEPART	
		LT	THRU	RT	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	153.829	10.1798	164.008	181.547	0	150	10	160	190
WEST LEG			FC = 0	eastbound			APROACH	DEPART	WEST LEG			APROACH	DEPART	
		LT	THRU	RT	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			APROACH	DEPART	NORTH LEG			APROACH	DEPART	
		LT	THRU	RT	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	541.794	165.14	0	706.933	673.391	540	170	0	710	670
EAST LEG		Pilot South	FC = 7	westbound			APROACH	DEPART	EAST LEG			APROACH	DEPART	
		LT	THRU	RT	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	16.4072	0	519.562	535.969	551.973	20	0	520	540	550



ODOT Design Traffic  
Count Memo  
BEL-70-9.35

Appendix D  
Count Balancing



2023 AM Peak Count Balancing/Smoothing

- Higher Volume Through
- Higher Volume Distributed
- Split
- Zero Growth
- Must balance**

			SR-149			
			4			
			0			
7	203	45	12			
			8	7	212	120
			1	Bond Drive		
			30			
	245			339		26
-23	268			365		
			118			
			0			
47	221	-	114			
			43	247	-	I-70 WB
	335			290		
<b>0</b>	335			290	<b>0</b>	
	5					
-	<b>229</b>	106				
			37	-	253	293
			3			I-70 EB
			62		14	
	291			546		-9
35	256			537		
27	229	-				
Reco Dr			18	8	519	-
			-		6	
			6			
	235			527		<b>0</b>
<b>0</b>	235			527	<b>0</b>	
			44			
			-			
	22					
-	<b>194</b>	41		-	483	14
				6	Pilot North Drive	
	199			497		
<b>0</b>	199			497	<b>0</b>	
	2					
-	<b>163</b>	36		34		
			-			
			5			
			-	463	1	Pilot South Drive



2023 PM Peak Count Balancing/Smoothing

- Higher Volume Through
- Higher Volume Distributed
- Split
- Zero Growth
- Must balance**

		SR-149			
			9		
			0		
10	240	5	32		
		9	25	226	17
		0	Bond Drive		
		17			
	289		268		12
-16	305		280		
			115		
	8		1		
50	255	-	263		
		56	165	-	I-70 WB
	518		221		
0	518		221		0
-	424	94			
		28	-	193	201
		1		11	I-70 EB
		90			
	514		394		12
32	482		406		
4	478	-			
		20	0	386	-
		-		51	
		12			
	490		386		0
0	490		386		0
			51		
	13		-		
-	451	39	8		
		-	335	15	Pilot North Drive
	459		350		
0	459		350		0
	15		54		
-	411	48	-		
		4	-	4	
		-	296	0	Pilot South Drive
			7		

2023 ADT Count Balancing/Smoothing

- Higher Volume Through
- Higher Volume Distributed
- Split
- Zero Growth
- Must balance**

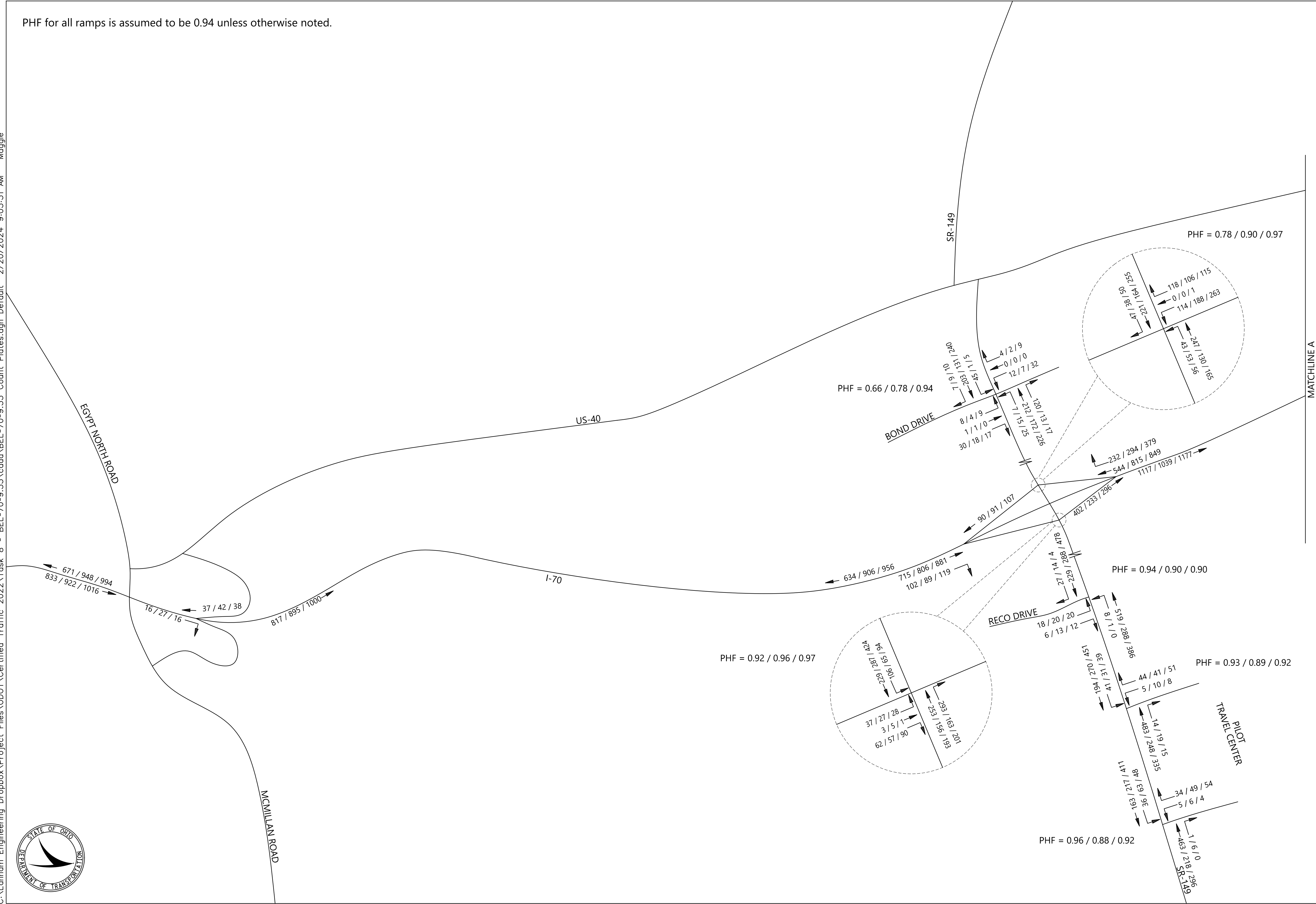
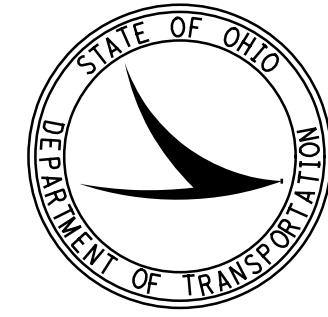
		SR-149		
		250		
		0		
90	2290	280	520	
		80	230	2320
		0	590	Bond Drive
		260		
	3070		3140	
-360			580	
	3430		3720	
		1640		
		20		
590	2840	-	2380	
		650	2080	-
				I-70 WB
	5220		2730	
0			0	
	5220		2730	
	280			
-	4020	1200		
		430	-	2300
		30	2640	I-70 EB
		940	20	
	4960		4940	
560			-70	
	4400		4870	
	200			
140	4260	-		
Reco Dr		210	40	4660
		-	170	-
		90		
	4350		4700	
0			0	
	4350		4700	
	390	20	550	
-	3900	450	-	
			100	
			-	4150
			200	Pilot North Drive
	4000		4350	
0			0	
	4000		4350	
	380	30	570	
-	3370	630	-	
			30	
			-	3780
			20	Pilot South Drive
			80	

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.

C:\Lanham\_Engineering\_Dropbox\Project\_Files\ODOT\Certified\_Traffic\_2022\Task\_8 - BEL-70-9.35\cadd\BEL-70-9.35\_Count\_Plates.dgn Default 2/20/2024 9:05:31 AM Maggie



MATCHLINE A

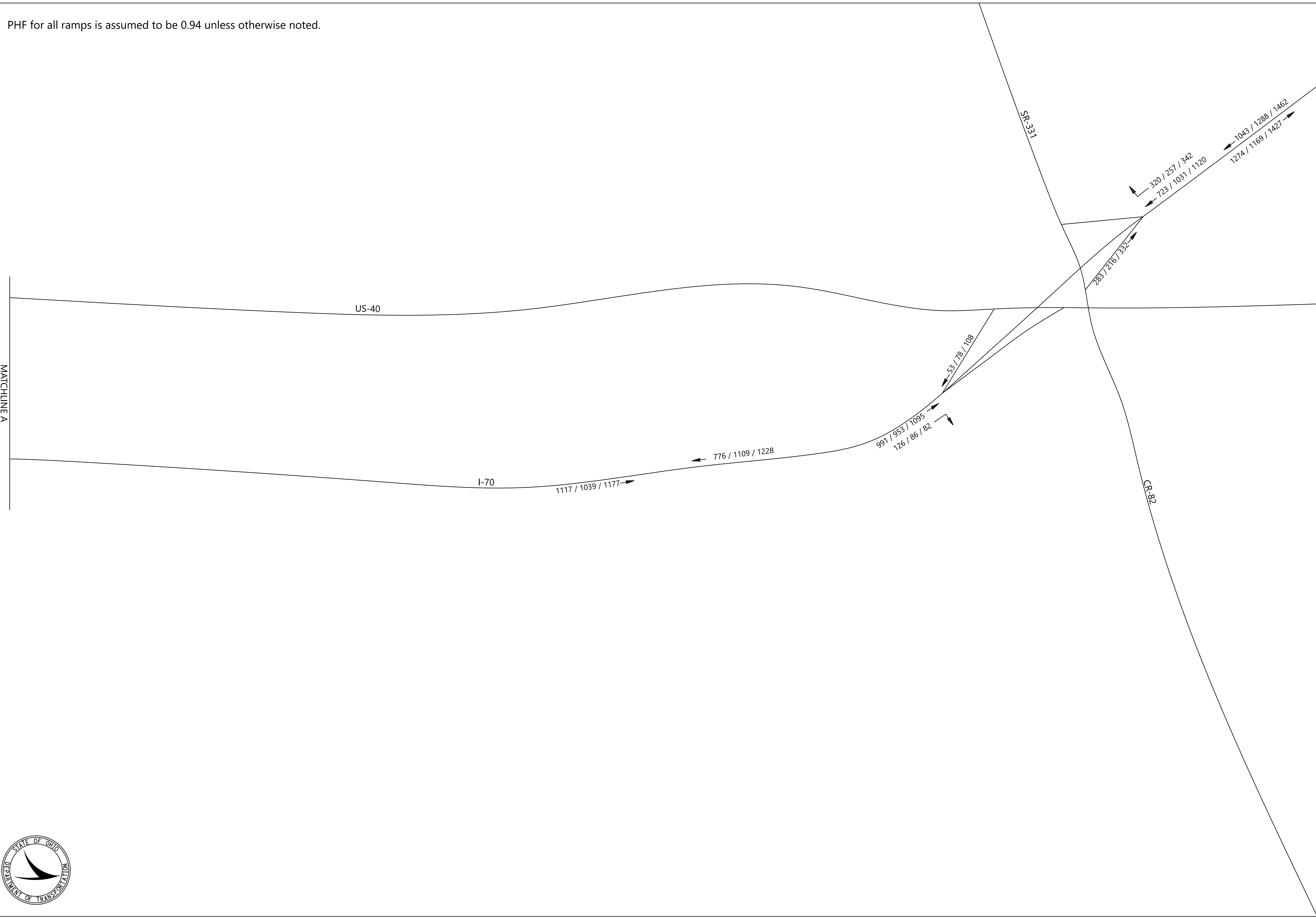
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ANALYST KMN	DATE 02/20/24
<b>BEL-70-9.35 2023 AM/MID/PM PEAK COUNTS BALANCED</b> <b>ODOT STATEWIDE PLANNING AND RESEARCH</b>	
PID 117437	
1	4

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MATCHLINE A

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





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

C:\Lanham\_Engineering\_Dropbox\Project\_Files\ODOT\Certified\_Traffic\_2022\_Task\_8 - BEL-70-9.35\cadd\BEL-70-9.35\_Count\_Plates.dgn Default 3/27/2024 2:44:44 PM joy



EGYPT NORTH ROAD

MCWILLIAMS ROAD

US-40

I-70

SR-149

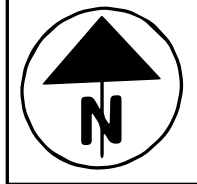
BOND DRIVE

RECO DRIVE

TRAVEL CENTER

SR-149

MATCHLINE A



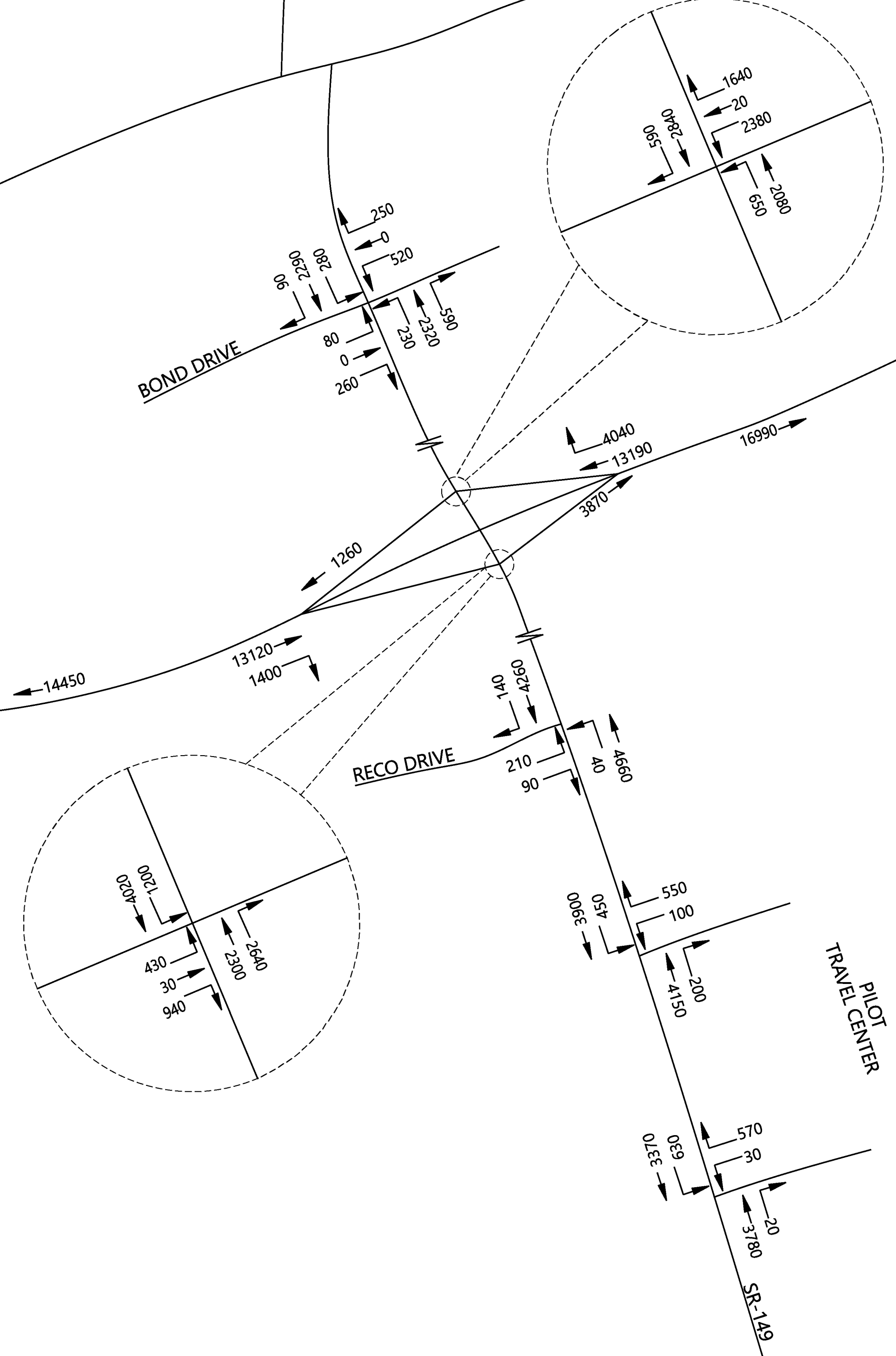
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ANALYST  
KMIN  
DATE  
02/20/24

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

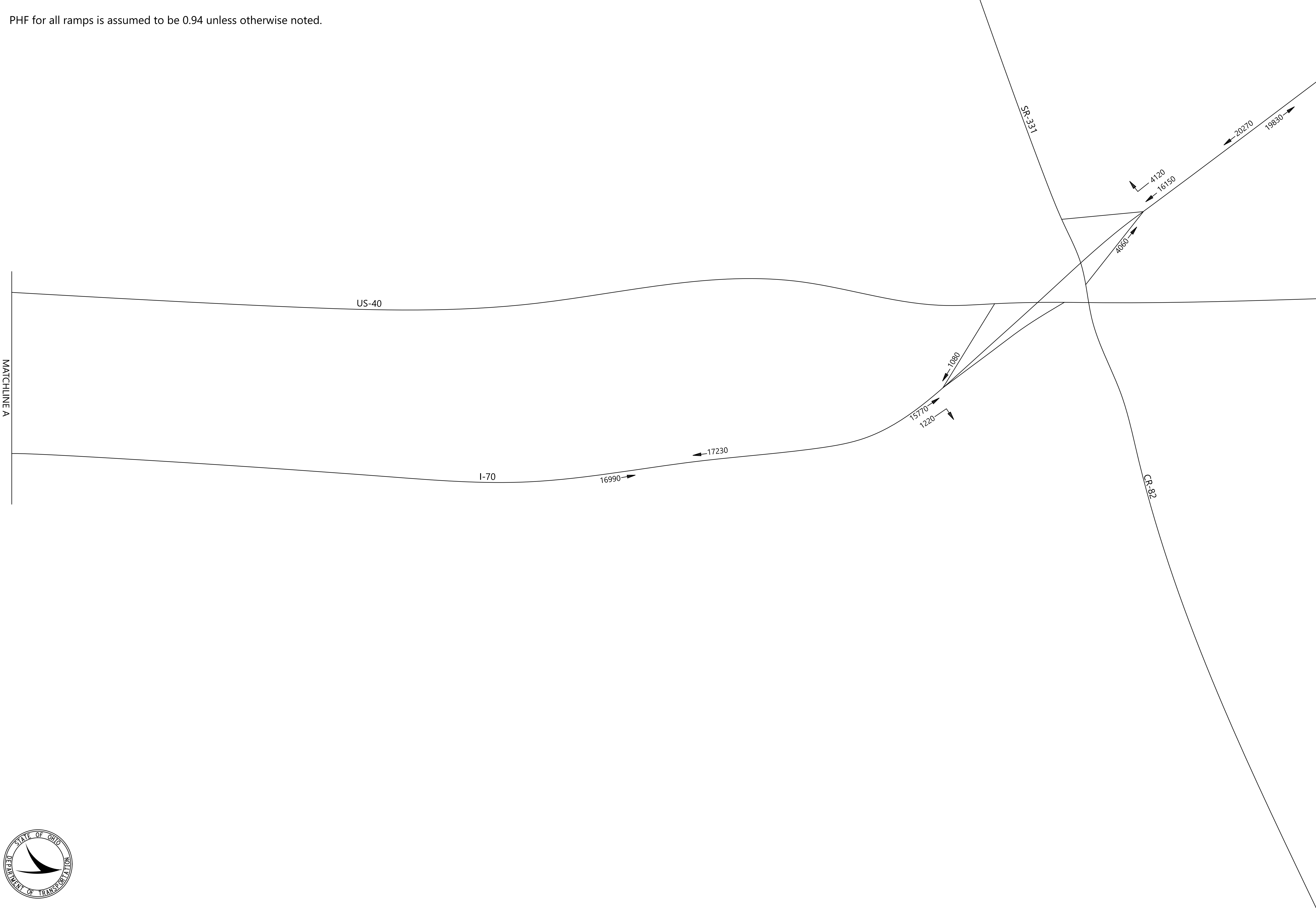
PID 117437

3  
4



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

MATCHLINE A



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

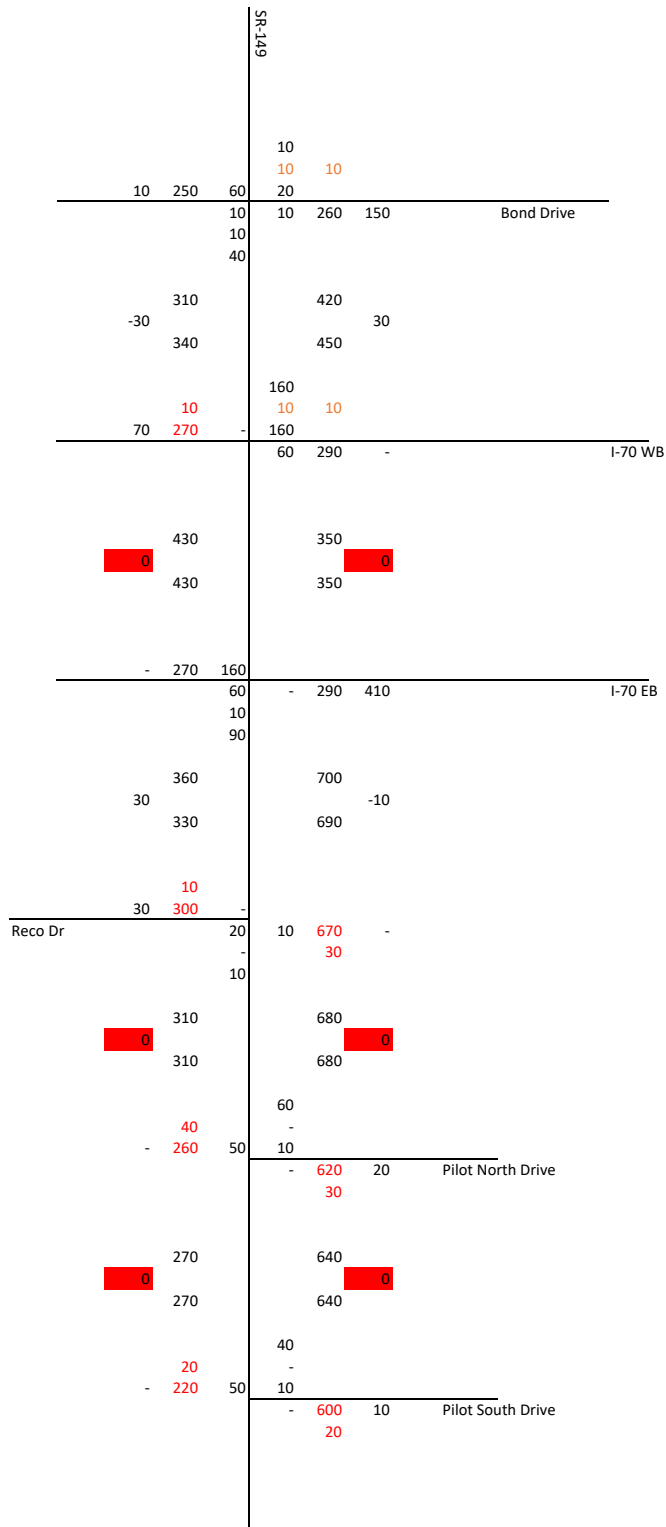
Insufficient data exists to produce factors for FC 07 rural

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

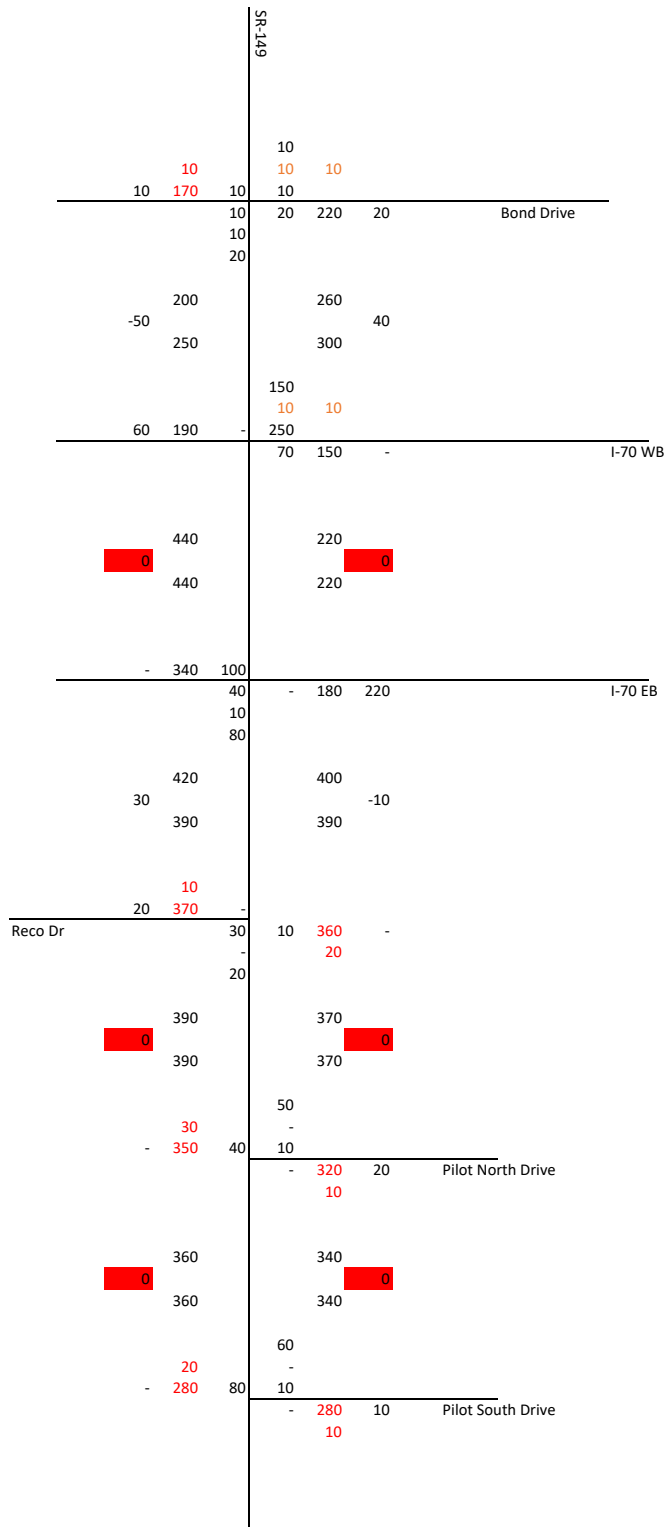
ODOT Design Traffic  
Technical Report  
BEL-70-9.35

Appendix C  
Balancing Calculations

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

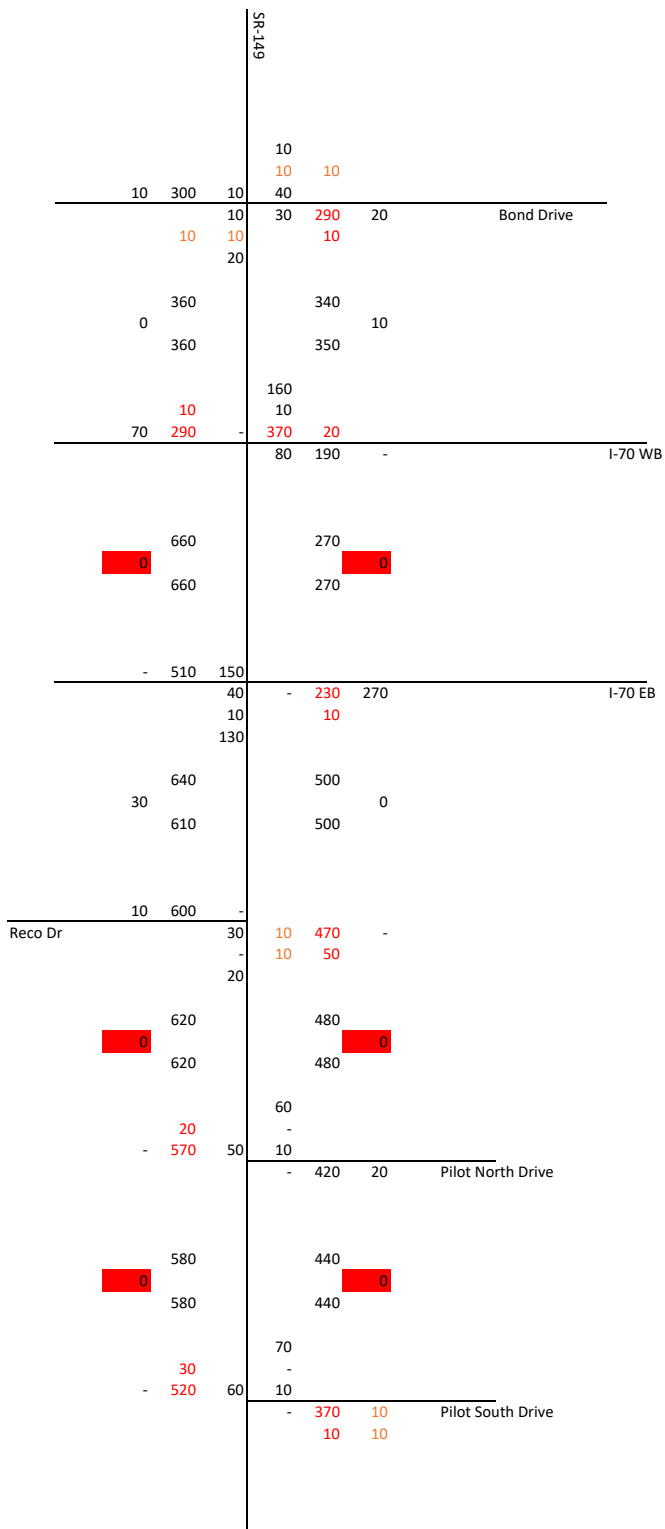


Higher Volume Through  
 Higher Volume Distributed  
 Split  
 Zero Growth Min Volume  
 Must balance





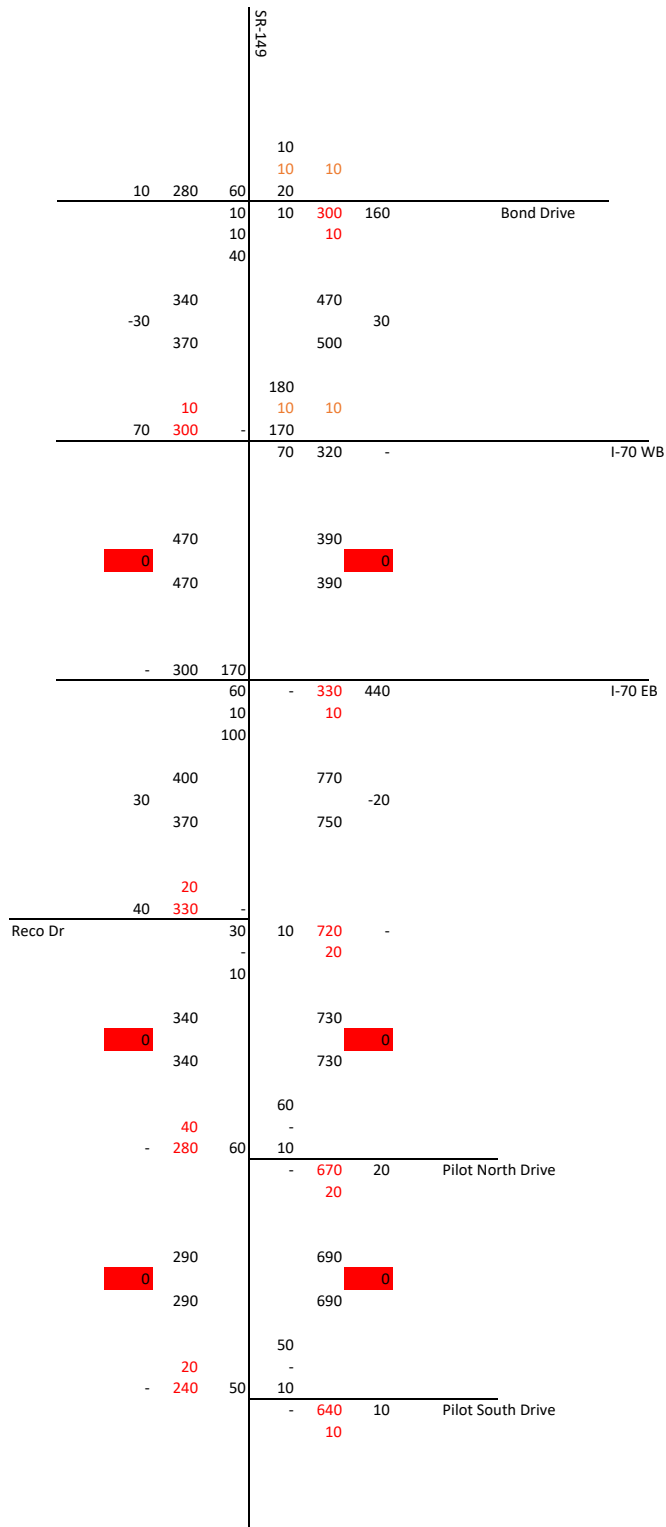
Higher Volume Through  
 Higher Volume Distributed  
 Split  
 Zero Growth Min Volume  
 Must balance



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

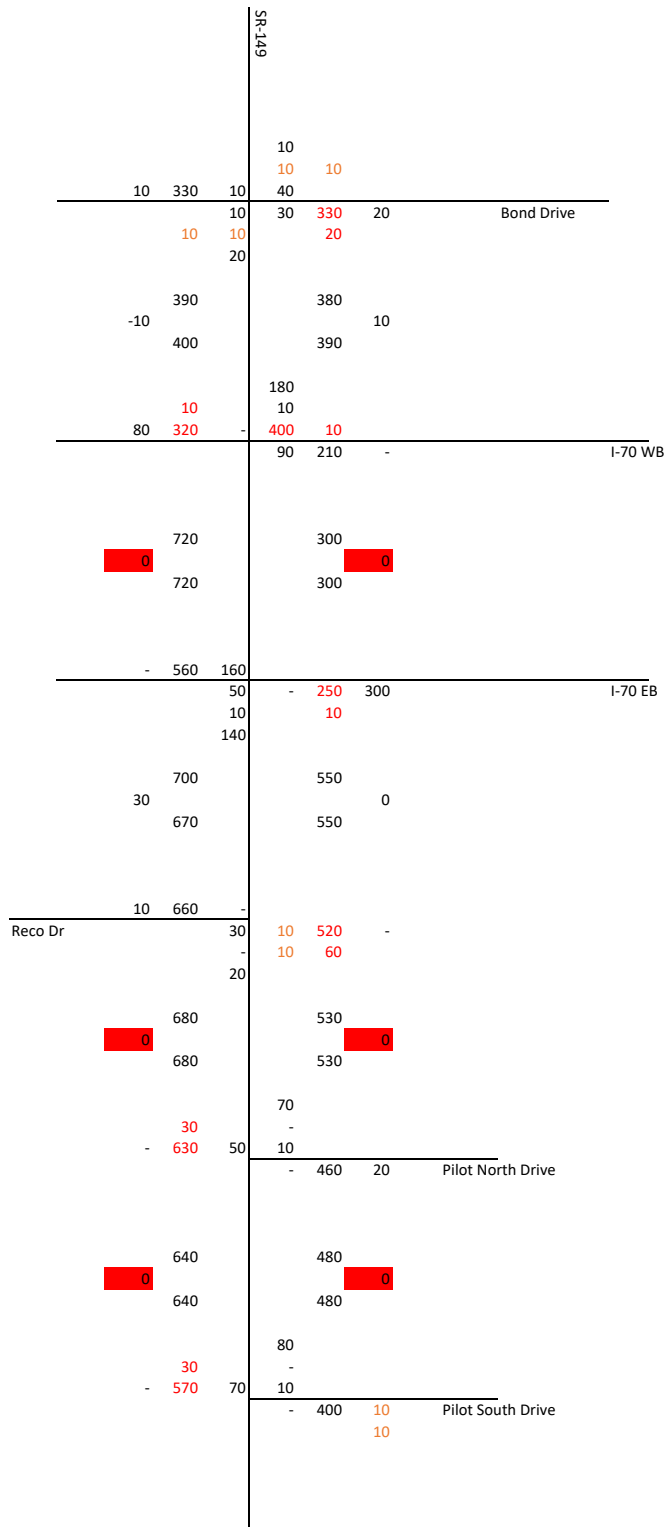
SR-149					
	20	260	30	30	
90	2,360	530			
	290				
	80	230	2,380	600	Bond Drive
	30		10		
	260				
	3,150		3,210		
-360				580	
	3510		3790		
		1,670			
	10	30			
600	2,910	-	2,430		
		670	2,120	-	I-70 WB
	5340		2790		
0			0		
	5,340		2,790		
	300				
-	4,110	1,230			
	440	-	2,350	2,690	I-70 EB
	30		30		
	960				
	5070		5040		
560				-40	
	4,510		5,000		
	230				
140	4,370				
Reco Dr		210	40	4,790	
				210	
	90				
	4460		4830		
0			0		
	4,460		4830		
		560			
	390	50			
-	3,970	490	100		
			-	4,270	210
				40	Pilot North Drive
	4070		4480		
0			0		
	4,070		4,480		
		580			
	340	70			
-	3,390	680	30		
			-	3,900	30
				120	Pilot South Drive

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



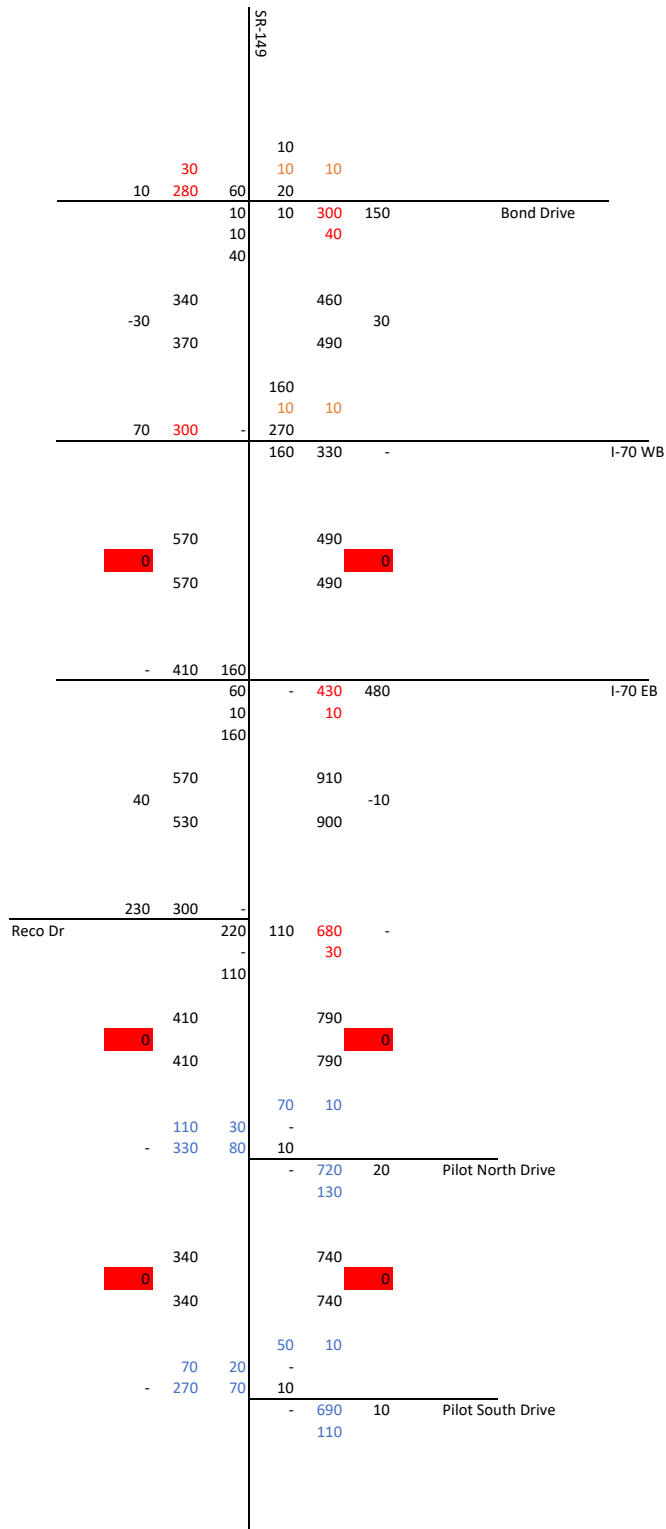


Higher Volume Through  
 Higher Volume Distributed  
 Split  
 Zero Growth Min Volume  
 Must balance





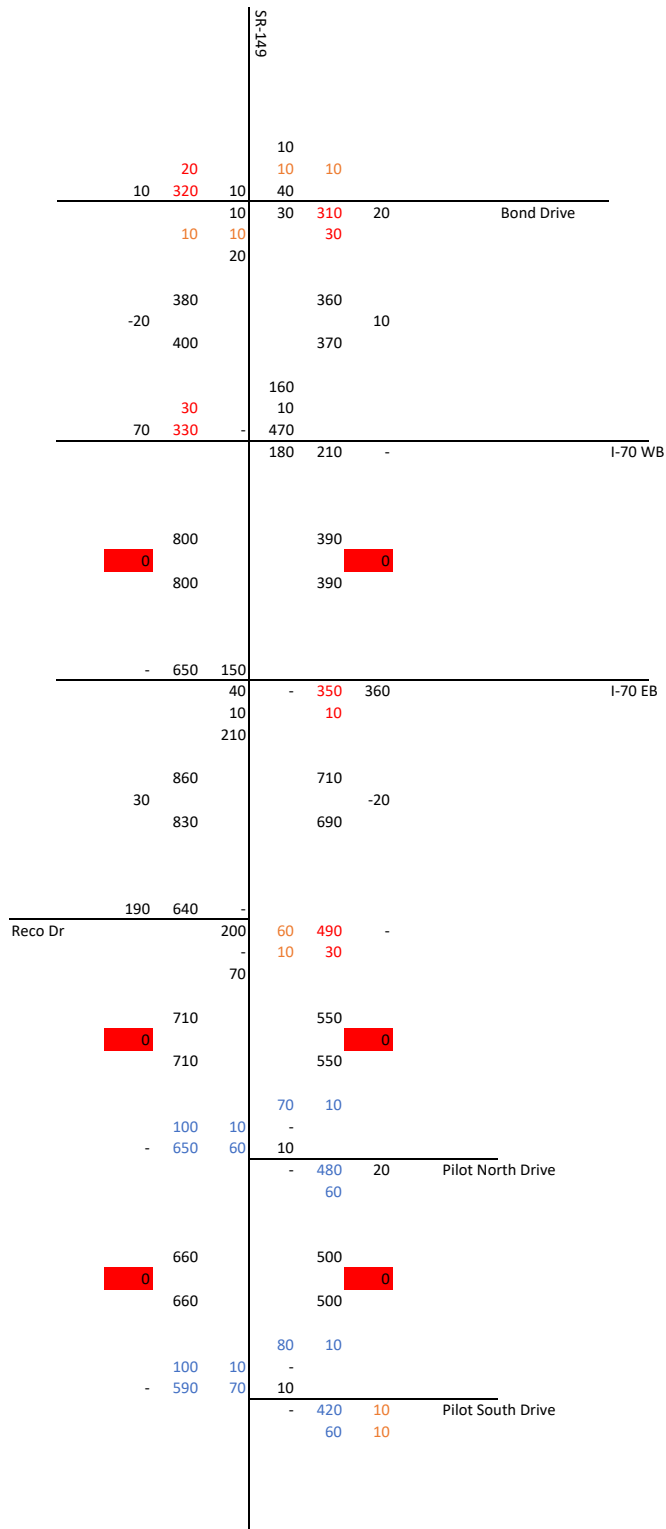
Higher Volume Through  
 Higher Volume Distributed  
 Split  
 Zero Growth Min Volume  
 Must balance





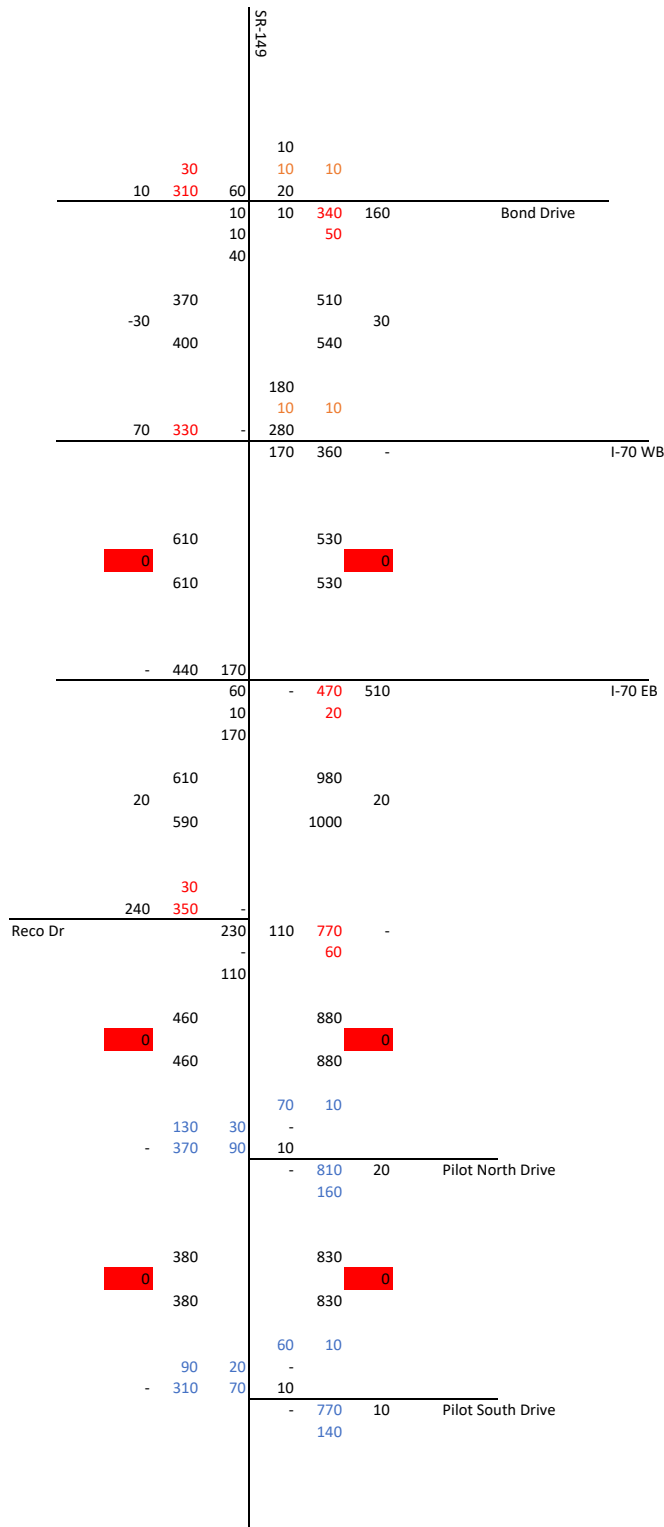


Higher Volume Through  
 Higher Volume Distributed  
 Split  
 Zero Growth Min Volume  
 Must balance

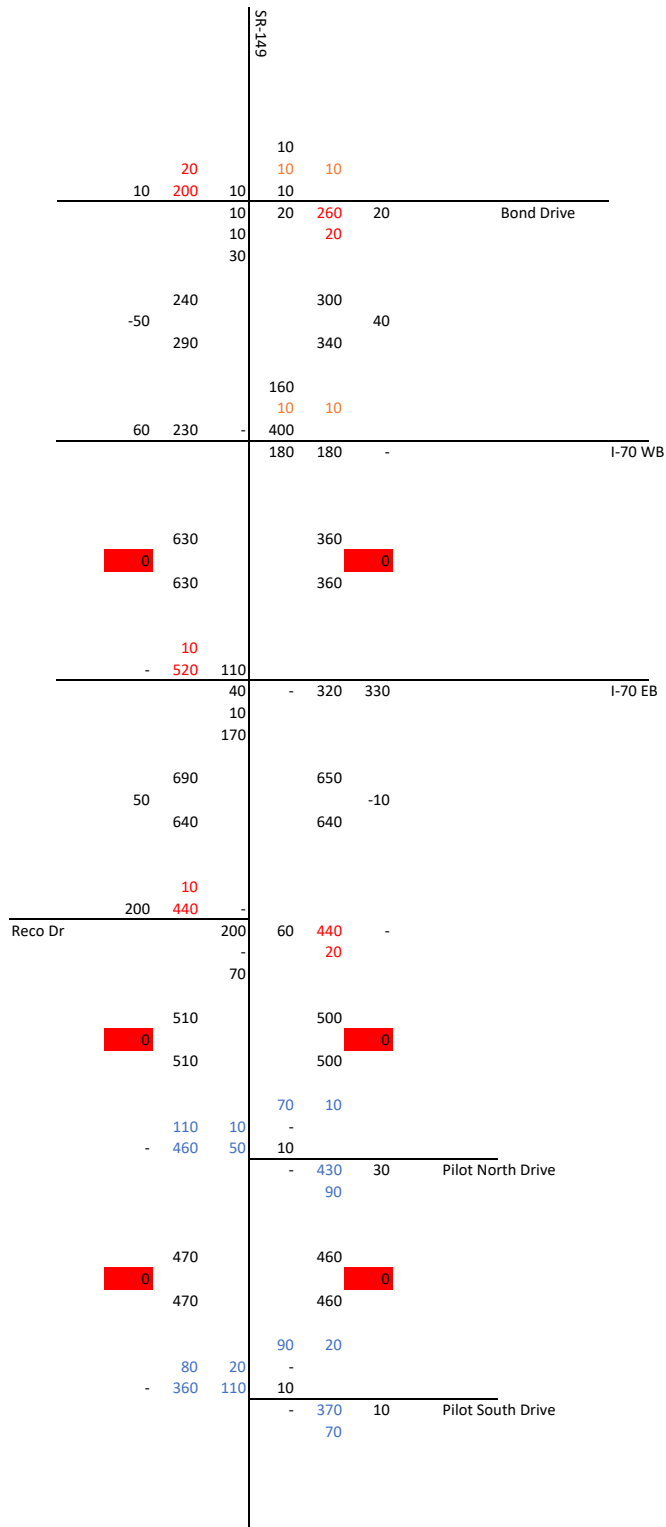




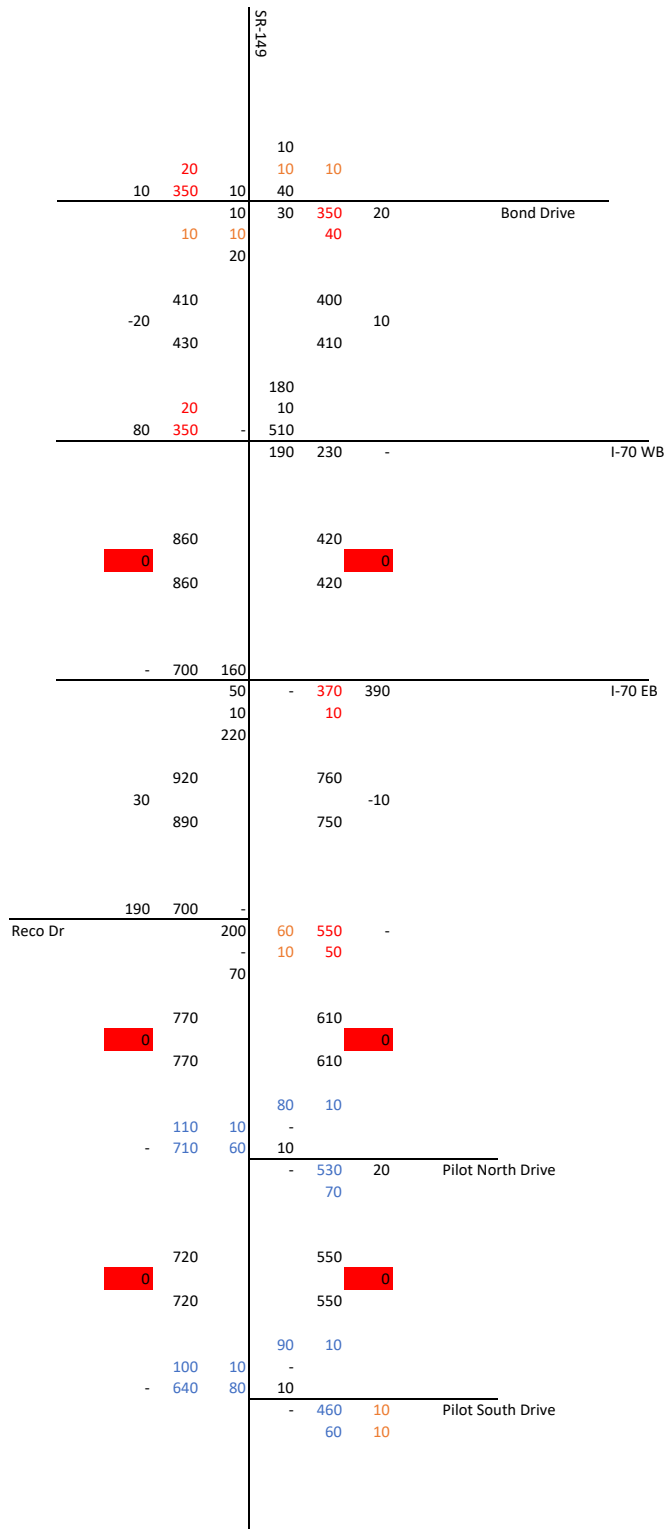
Higher Volume Through  
 Higher Volume Distributed  
 Split  
 Zero Growth Min Volume  
 Must balance



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					
			280				
	620		30	30			
100	3190	310	720	140			
		90	320	3240	820		Bond Drive
		30	60	640	160		
	70	360					
	4270		4380				
-360					580		
	4630		4960				
			1840				
			30				
660	3970	-	3970				
			1630	3120	-		I-70 WB
	7940		4750				
0			4750		0		
	7940						
	320						
-	6600	1340					
		480	-	4270	4200		I-70 EB
		30		40			
		1890					
	8490		8470				
560					-70		
	7930		8400				
	280						
2290	5640	-					
Reco Dr		2370	1360	6030	-		
		-		190			
		1410					
	7050		7390				
0			7390		0		
	7050						
			880	270			
	2350	290					
-	6280	770	110				
			-	6510	220		Pilot North Drive
				1860			
	6390		6730				
0			6730		0		
	6390						
			900	260			
	1980	390					
-	5330	1060	30				
			-	5830	30		Pilot South Drive
				1690			

ODOT Design Traffic  
Technical Report  
BEL-70-9.35

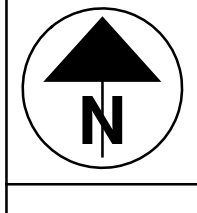
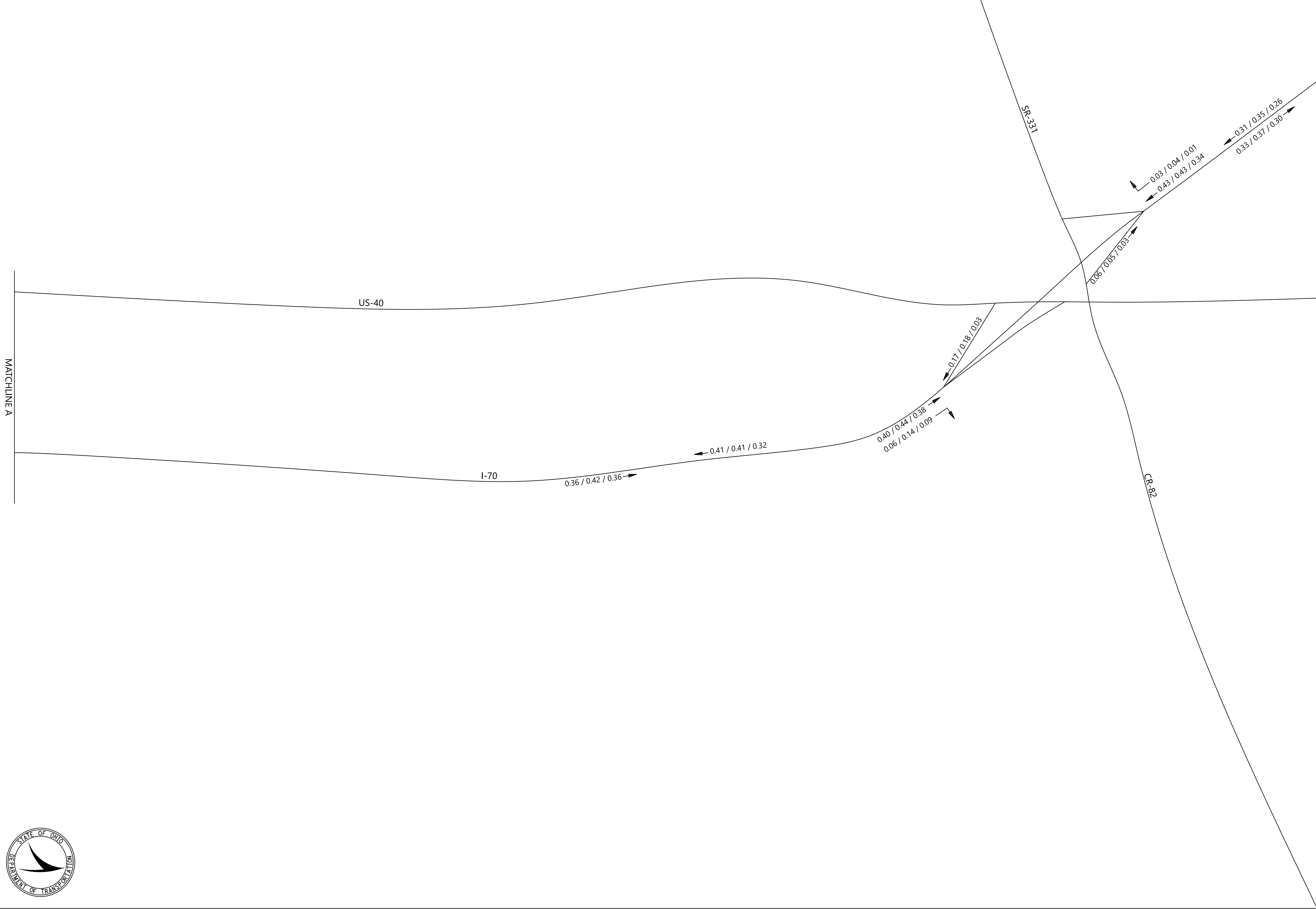
Appendix D  
Truck Plates

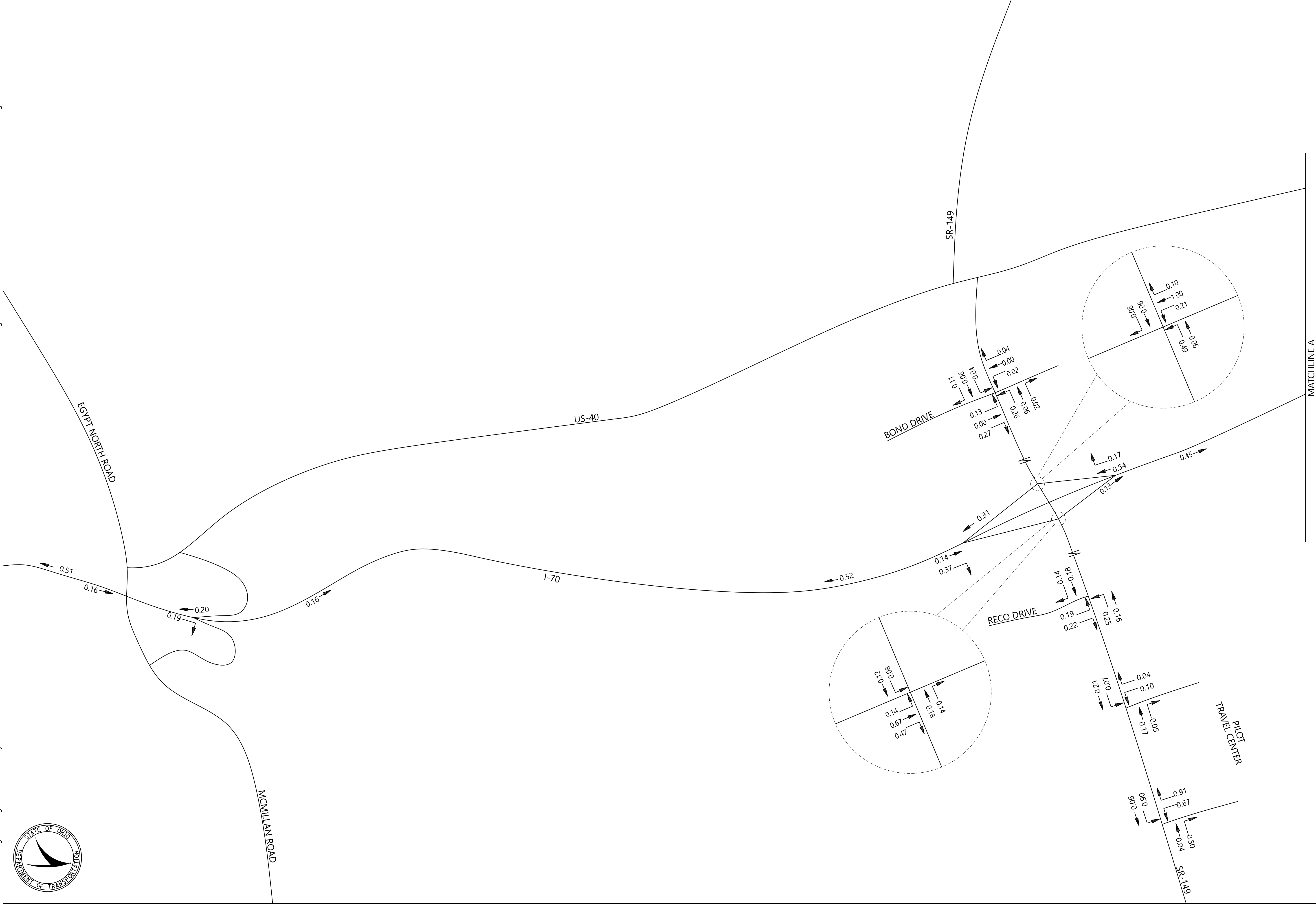






MATCHLINE A







MATCHLINE A

US-40

I-70

SR-331

CR-82

0.45

0.45

0.48

0.11

0.11

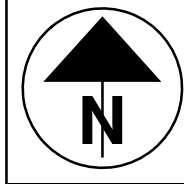
0.06

0.04

0.44

0.37

0.39





EGYPT NORTH ROAD

MCWILLIAMS ROAD

I-70

US-40

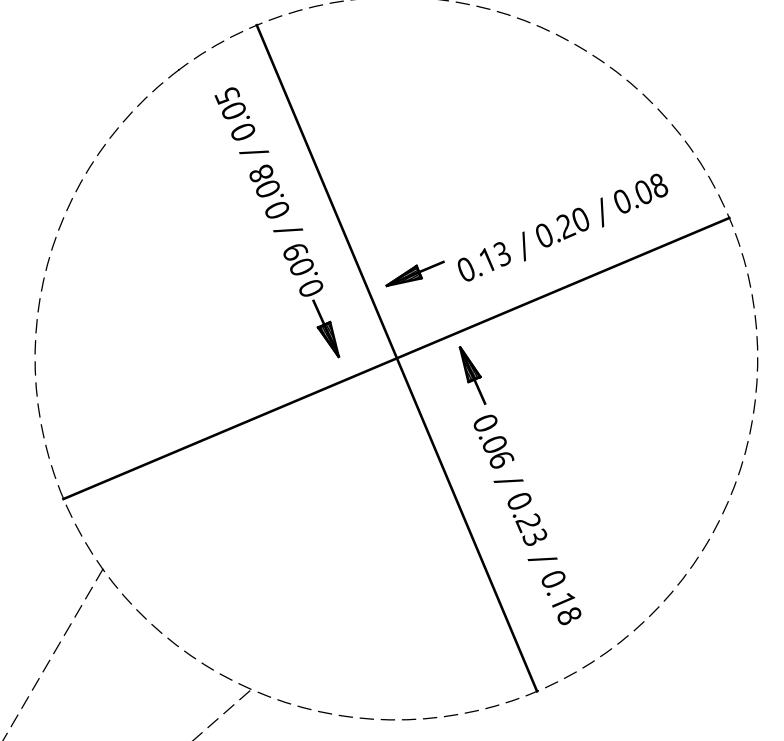
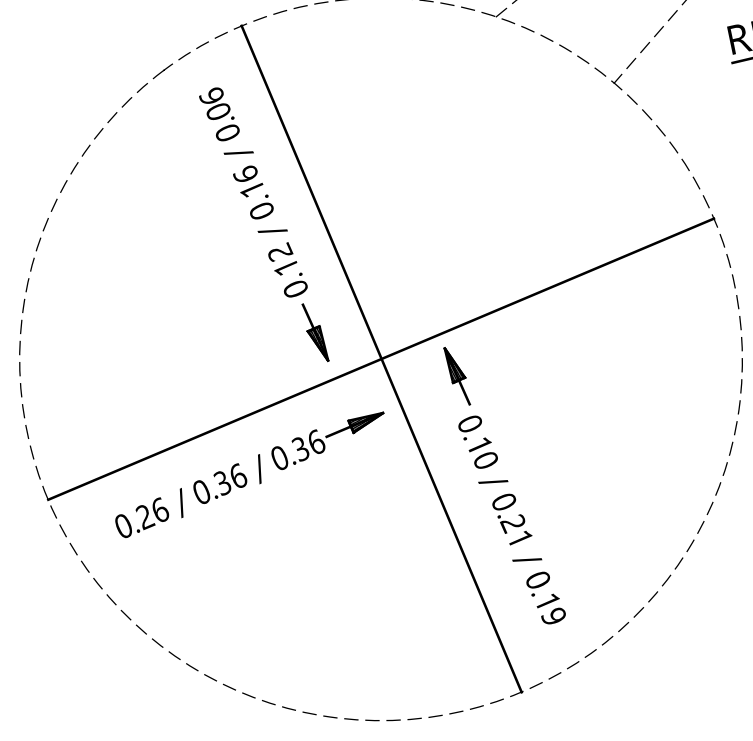
SR-149

BOND DRIVE

RECO DRIVE

TRAVEL CENTER PILOT

0.19 / 0.30 / 0.00  
0.24 / 0.33 / 0.03



40' / 0.06 / 0.04

0.26 / 0.30 / 0.27

0.25 / 0.11 / 0.00

0.04 / 0.10 / 0.06

0.36 / 0.42 / 0.36

0.17 / 0.33 / 0.09

0.10 / 0.23 / 0.12

0.10 / 0.20 / 0.16

0.02 / 0.02 / 0.07

0.10 / 0.21 / 0.21

0.90 / 0.87 / 0.97

0.04 / 0.05 / 0.04

SR-149

MATCHLINE A



NOT TO SCALE

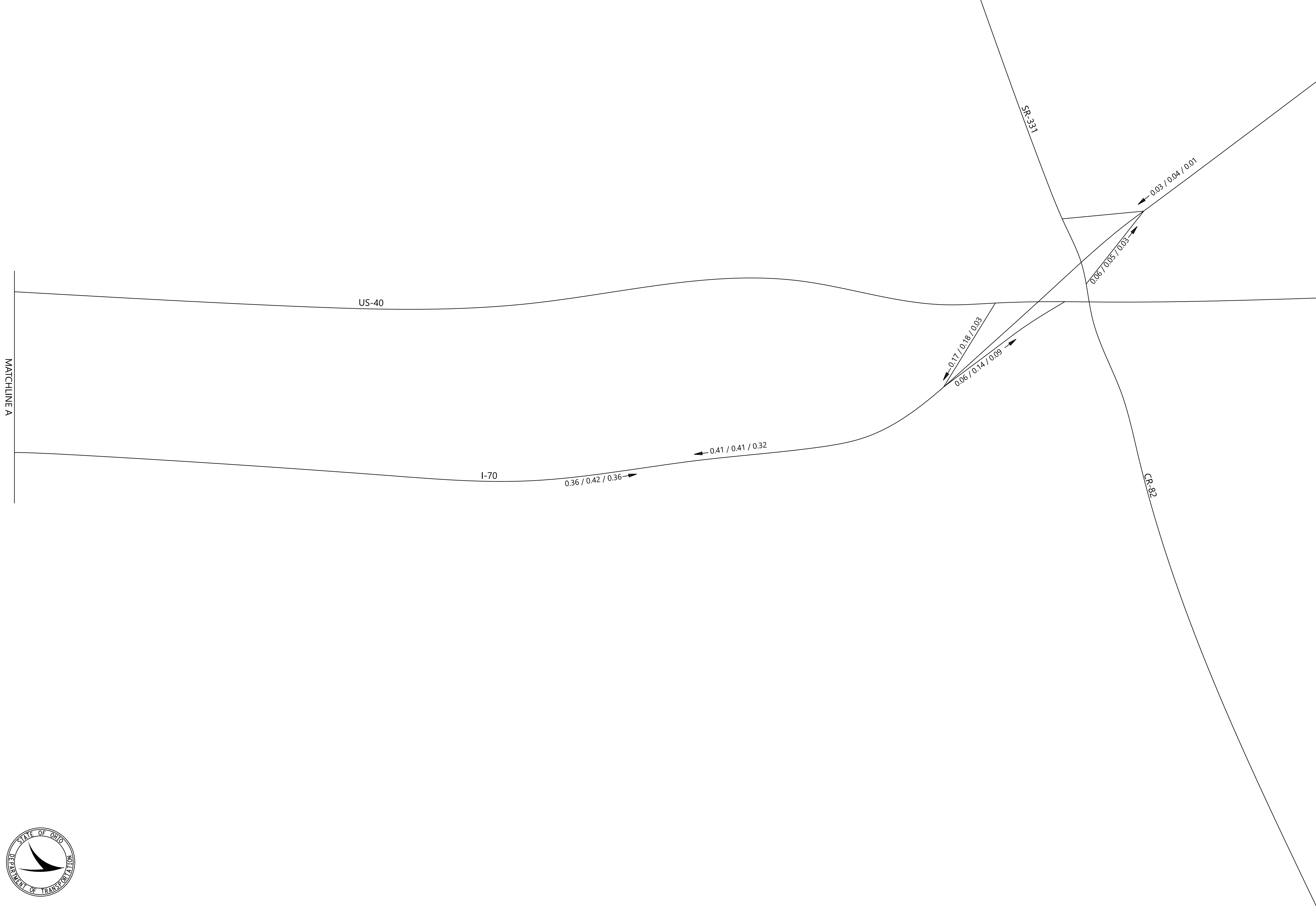
ANALYST  
KMN  
DATE  
02/20/24

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

PID 117437



MATCHLINE A



C:\Lanham\_Engineering\_Dropbox\Project\_Files\ODOT\Certified\_Traffic\_2022\Task\_8 - BEL-70-9.35\cadd\BEL-70-9.35 Truck Plates.dgn Default 2/21/2024 1:58:16 AM Victoria Dang



EGYPT NORTH ROAD

MCWILLIAMS ROAD

I-70

US-40

SR-149

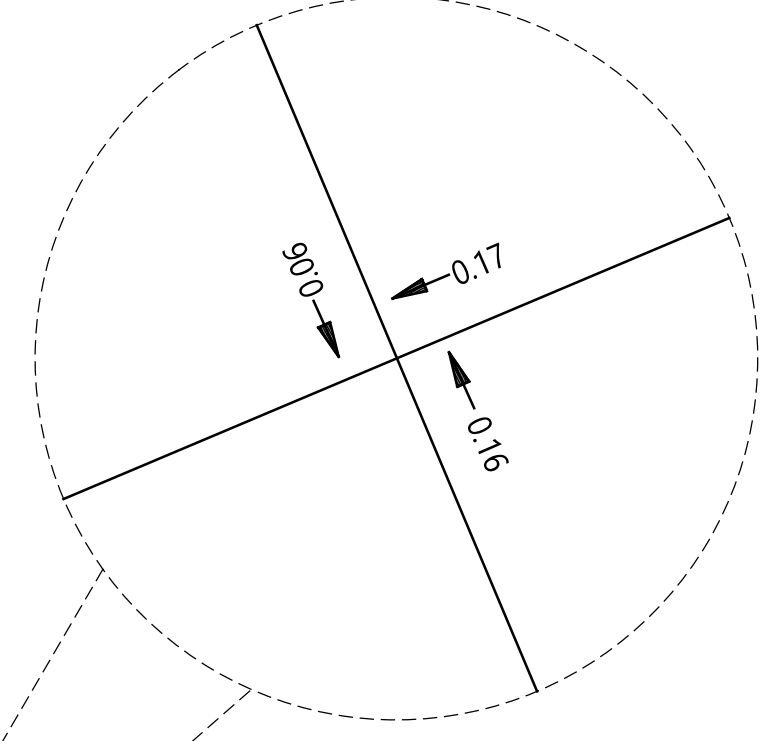
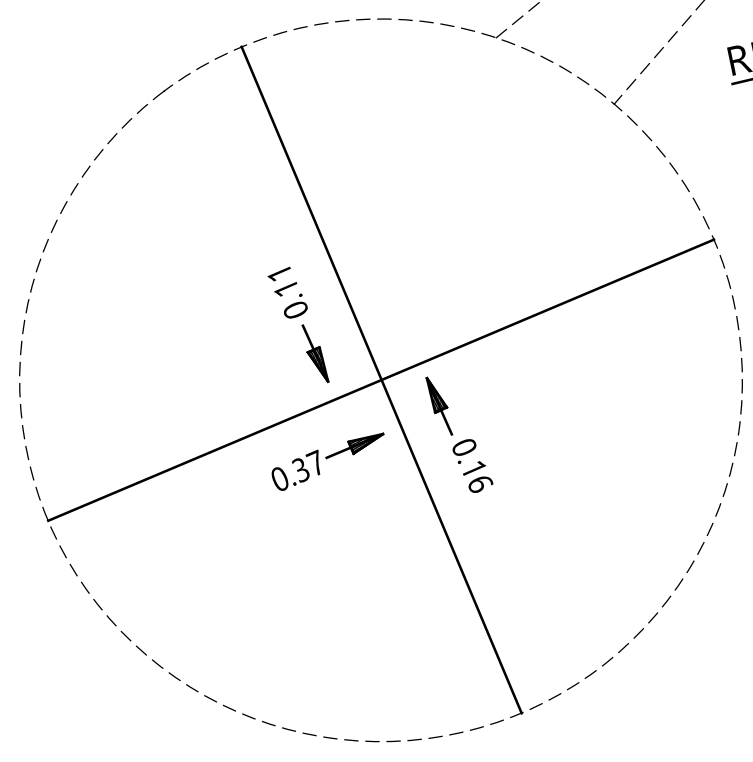
BOND DRIVE

RECO DRIVE

TRAVEL CENTER PILOT

SR-149

0.19  
0.20



0.24  
0.03  
0.07

0.20  
0.10  
0.16

0.20  
0.05  
0.16

0.20  
0.04  
0.90

0.45



MATCHLINE A



MATCHLINE A

US-40

I-70

0.45

0.45

0.11

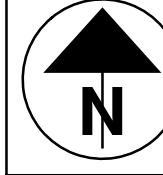
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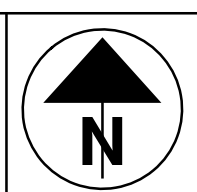
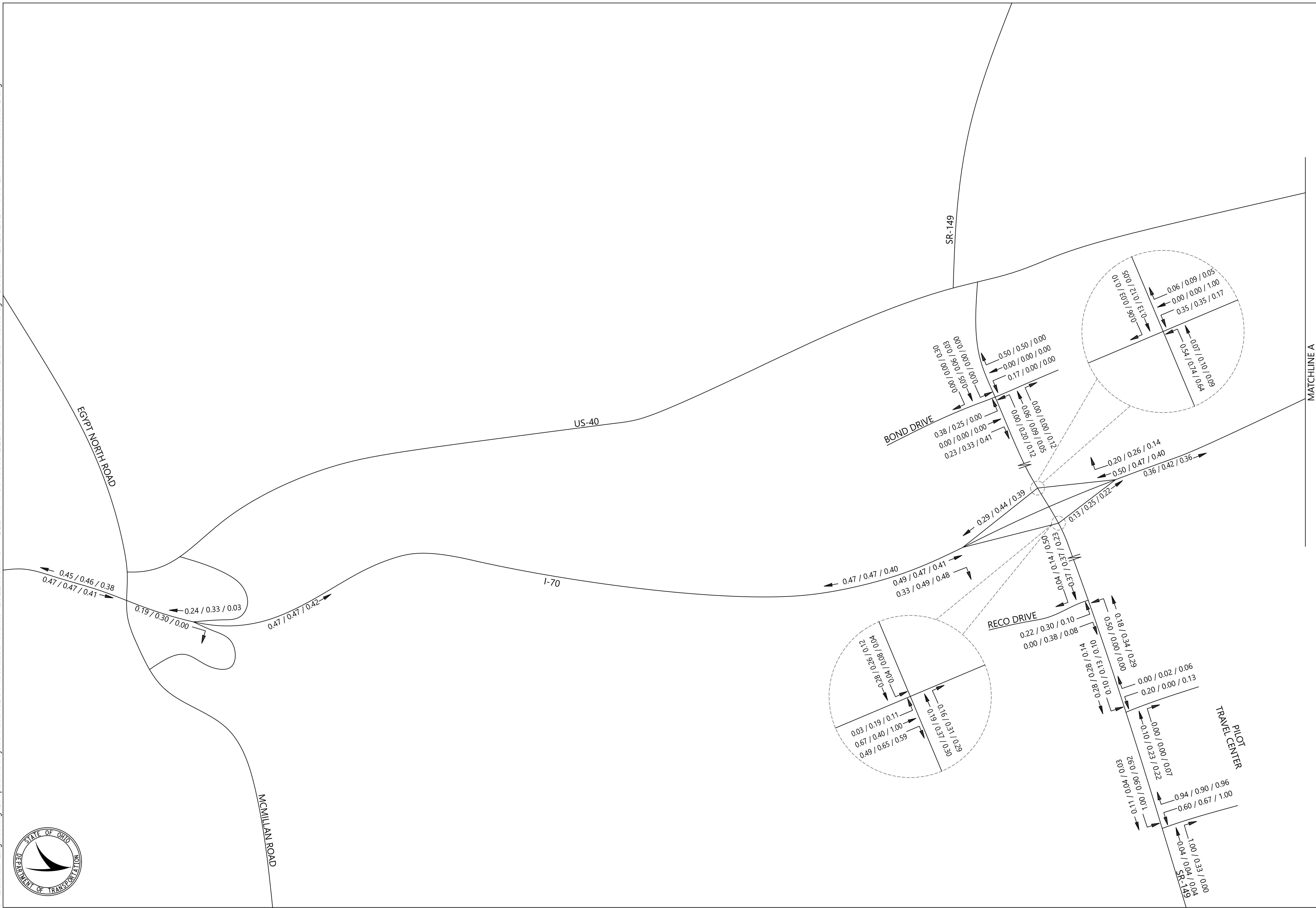
SR-331

0.06

CR-32

0.04





NOT TO SCALE

ANALYST	KMIN
DATE	02/20/24

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

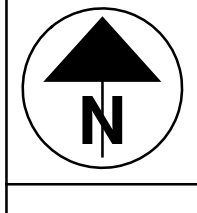
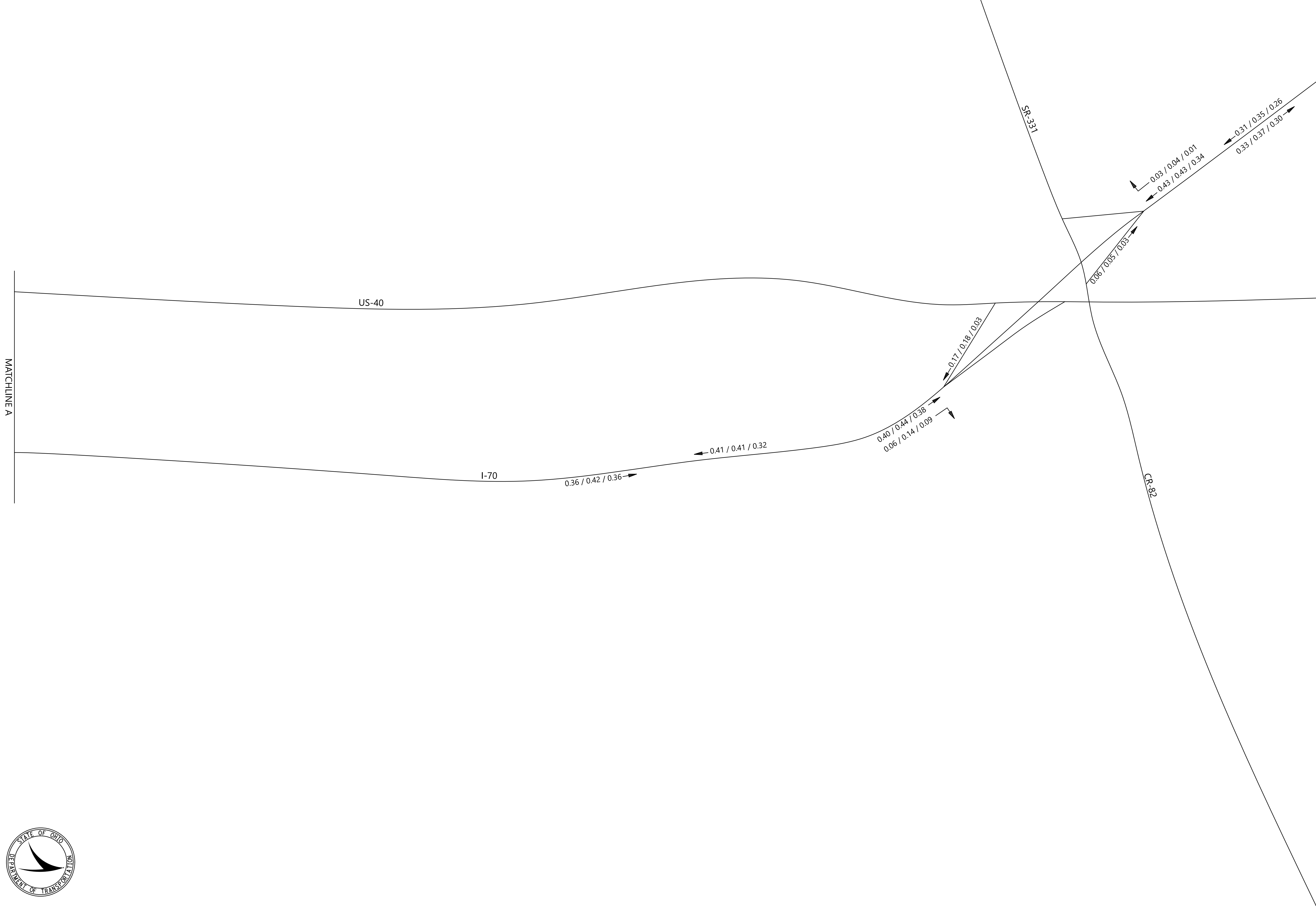
MATCHLINE A

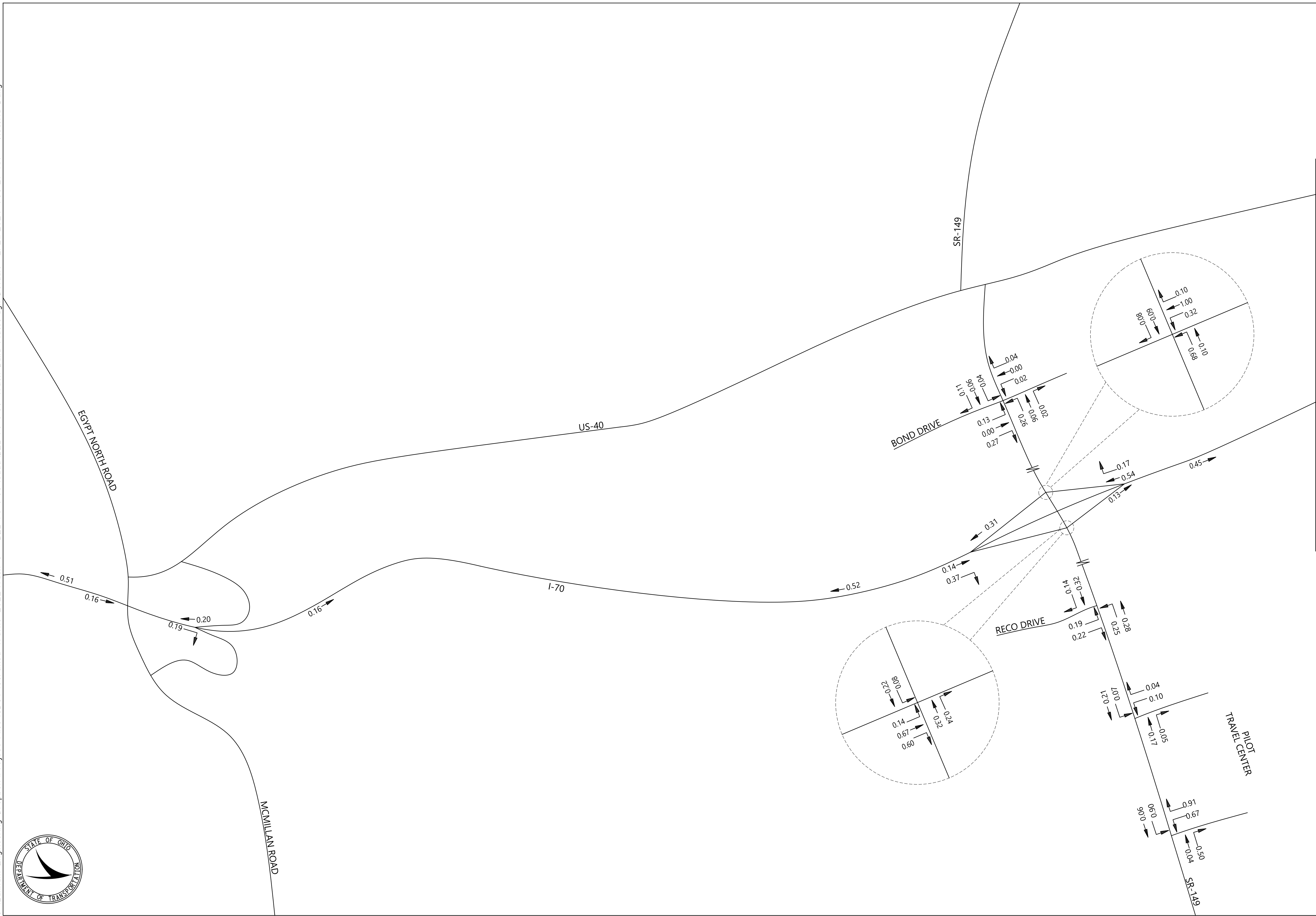
PID 117437





MATCHLINE A





ANALYST KMN	DATE 02/20/24	NOT TO SCALE	
PID 117437			



MATCHLINE A

US-40

I-70

0.45

0.45

0.48

0.11

0.11

0.11

SR-331

CR-82

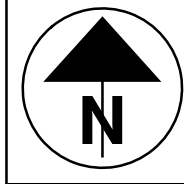
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0.04

0.44

0.37

0.39





EGYPT NORTH ROAD

MCWILLIAMS ROAD

I-70

US-40

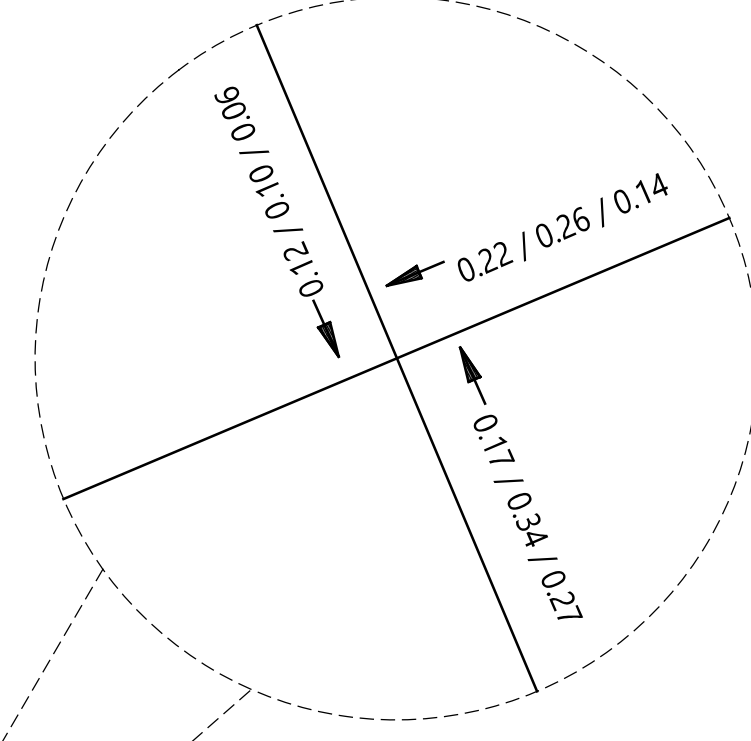
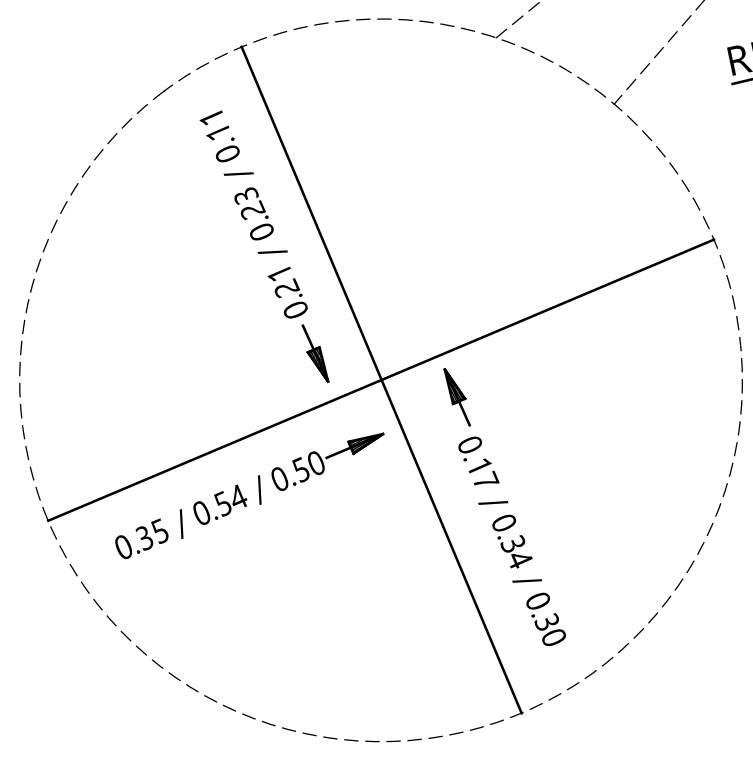
SR-149

BOND DRIVE

RECO DRIVE

TRAVEL CENTER PILOT

0.19 / 0.30 / 0.00  
0.24 / 0.33 / 0.03



0.26 / 0.30 / 0.27  
0.25 / 0.11 / 0.00  
0.04 / 0.10 / 0.06

0.20 / 1E / 0.14 / 0.30  
0.17 / 0.33 / 0.09

0.36 / 0.42 / 0.36  
0.10 / 0.34 / 0.29  
0.02 / 0.02 / 0.07  
0.10 / 0.21 / 0.21  
0.90 / 0.87 / 0.97  
0.04 / 0.05 / 0.04

MATCHLINE A

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

PID 117437

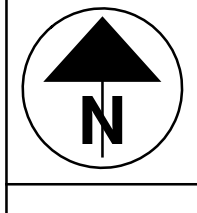
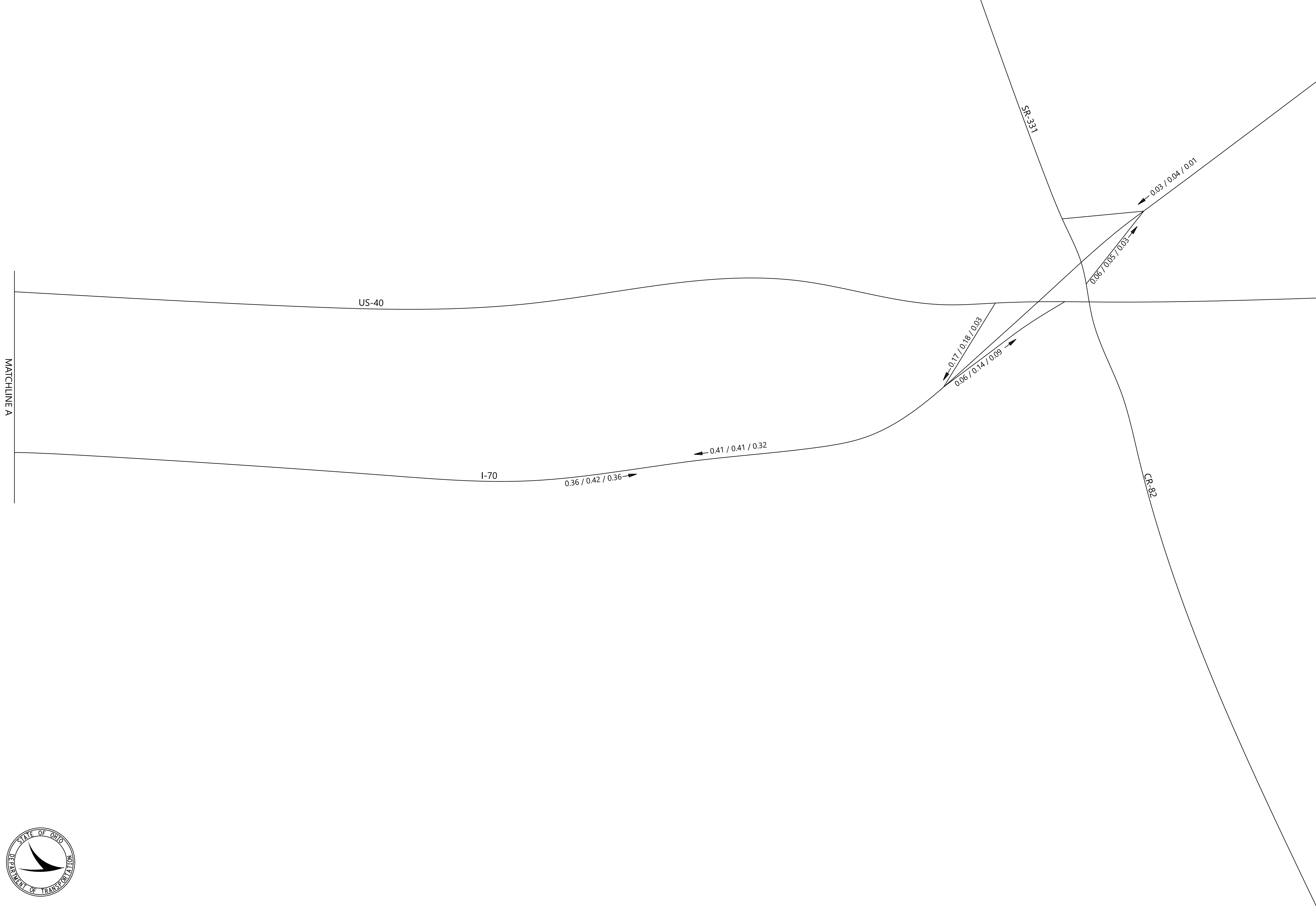
ANALYST	KMN
DATE	02/20/24

NOT TO SCALE





MATCHLINE A





EGYPT NORTH ROAD

MCWILLIAMS ROAD

I-70

US-40

SR-149

BOND DRIVE

RECO DRIVE

TRAVEL CENTER

SR-149

0.19  
0.20

0.24  
0.03  
0.07

0.20  
0.28

0.20  
0.05  
0.16  
0.04  
0.90

0.45

6.10  
0.49  
0.28

60.0  
0.24  
0.25

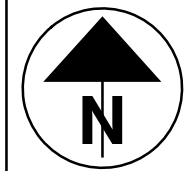
MATCHLINE A

PID 117437

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

ANALYST  
KMN  
DATE  
02/20/24

NOT TO SCALE





MATCHLINE A

US-40

I-70

0.45

0.45

0.11

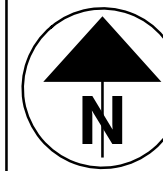
0.11

SR-331

0.06

0.04

CR-32



ODOT Design Traffic  
Technical Report  
BEL-70-9.35

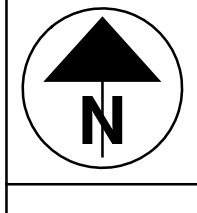
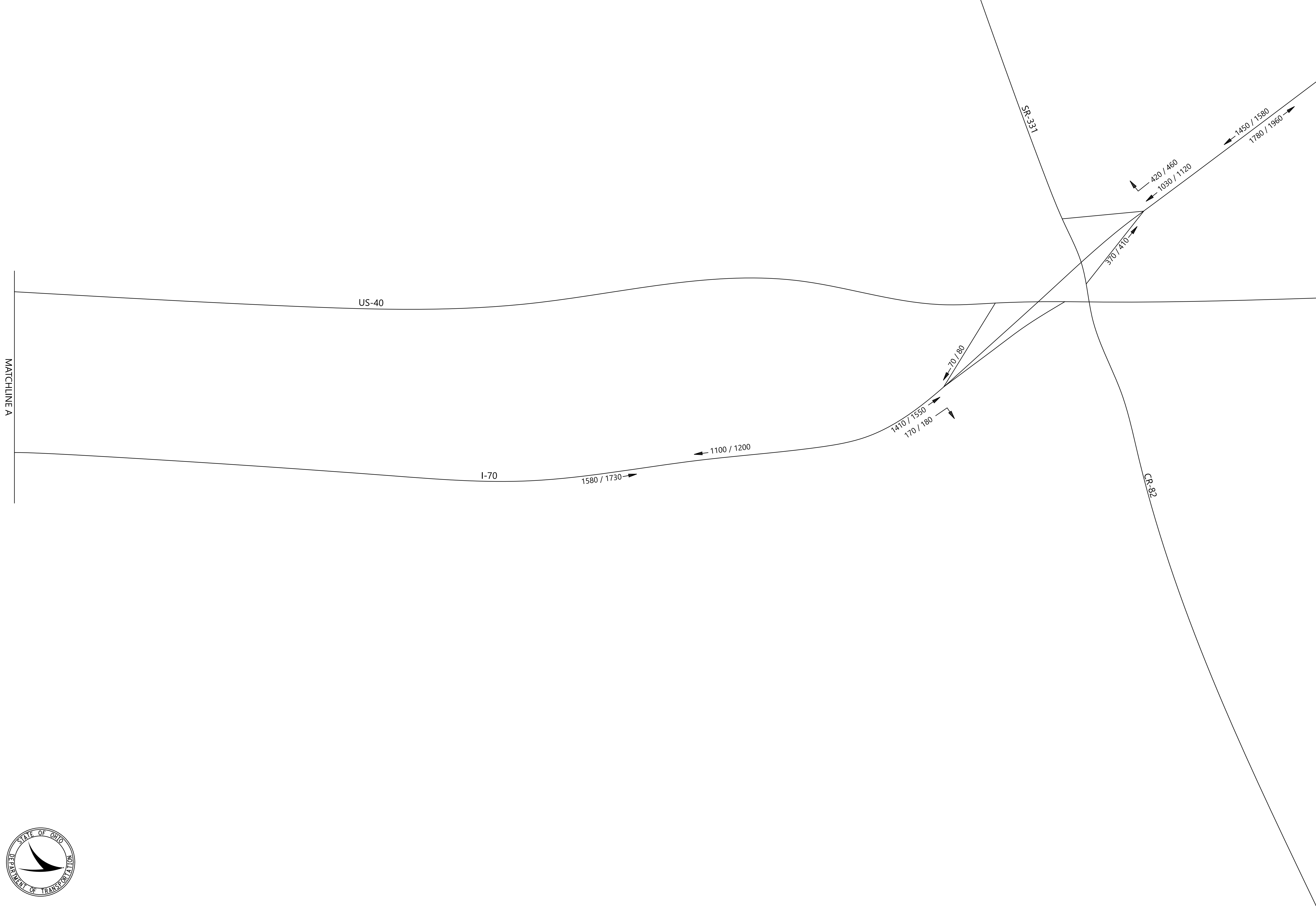
Appendix E  
Balanced No Build & Build Plates







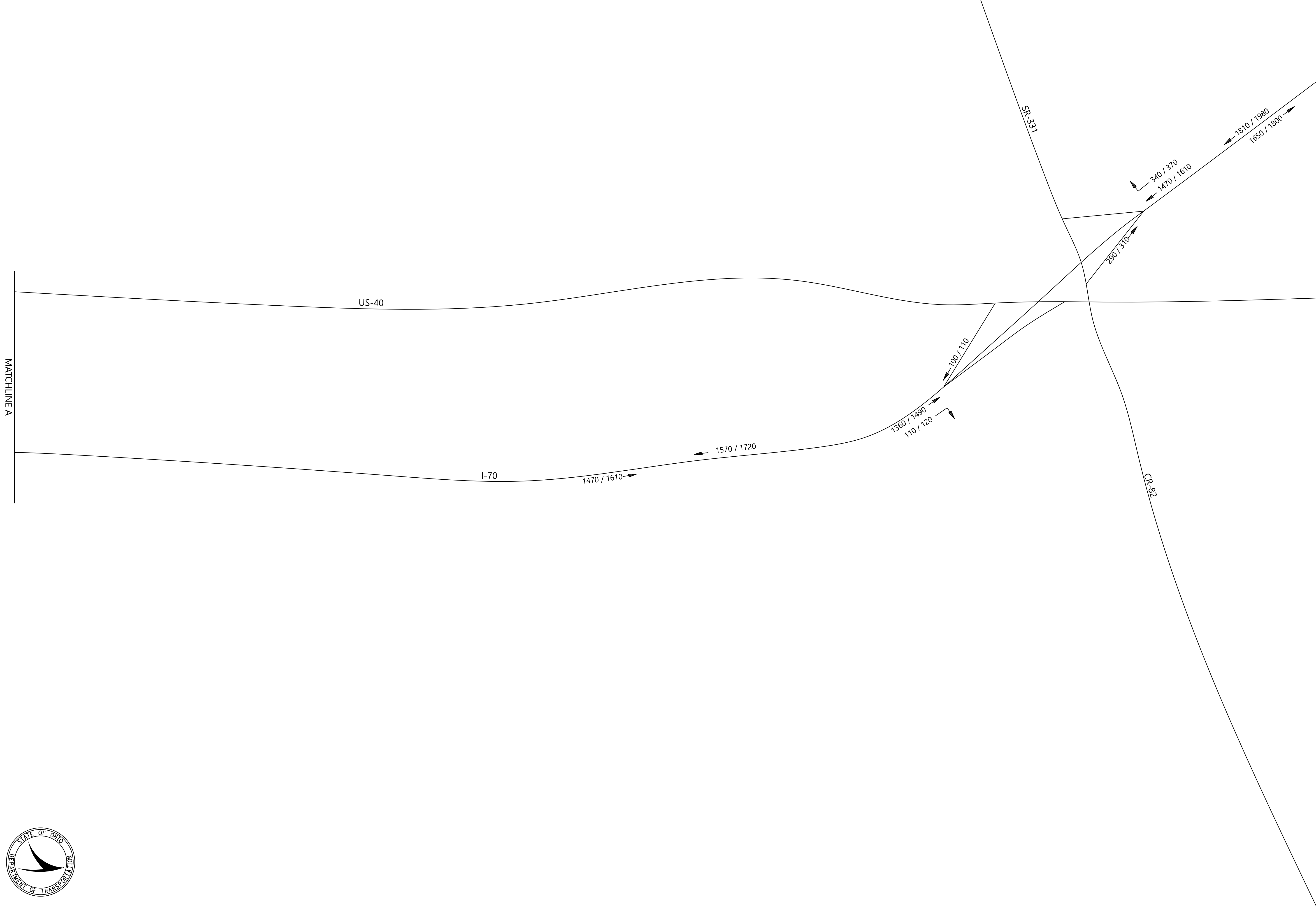
MATCHLINE A







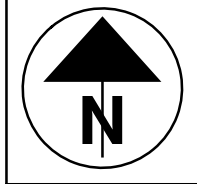
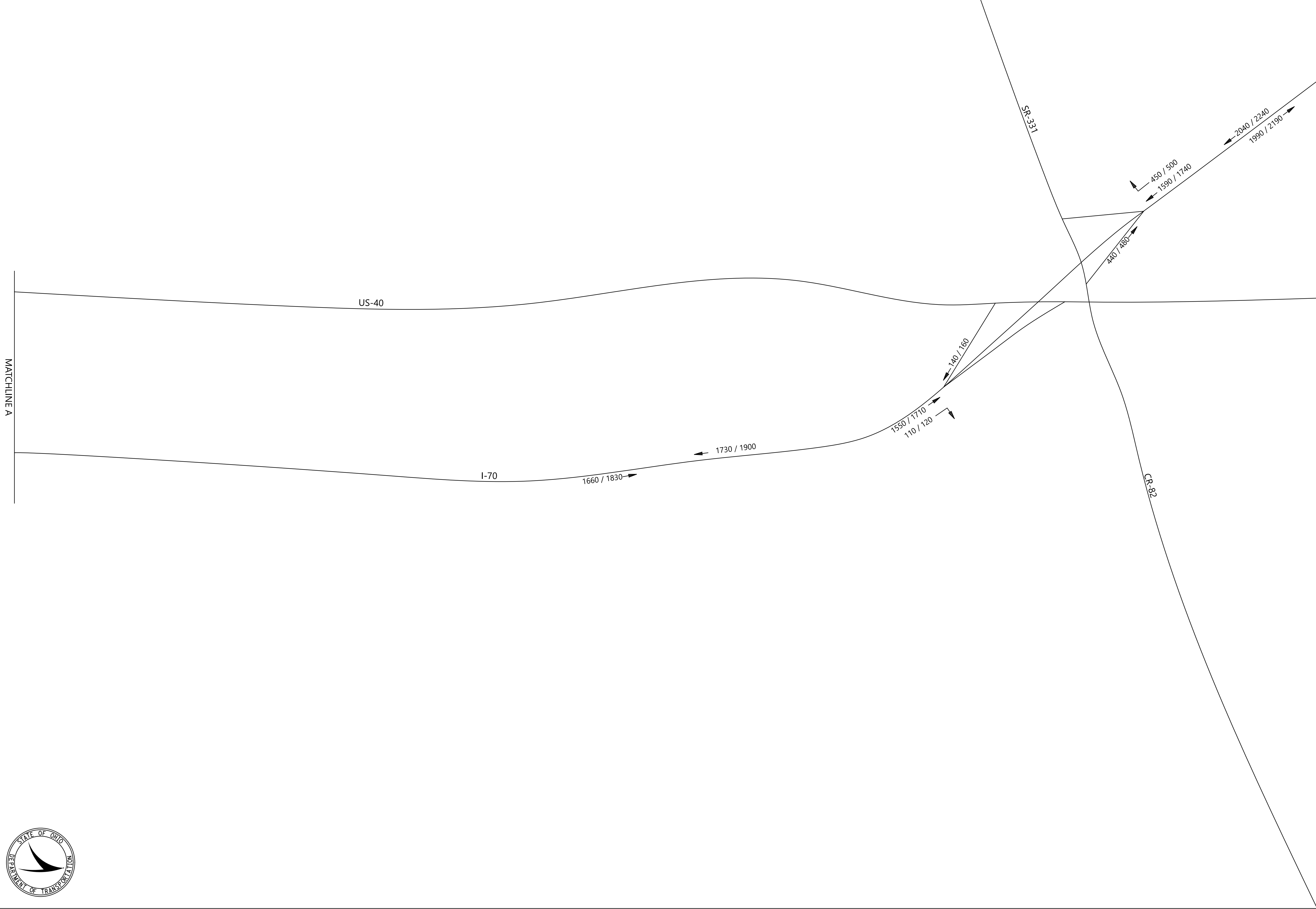
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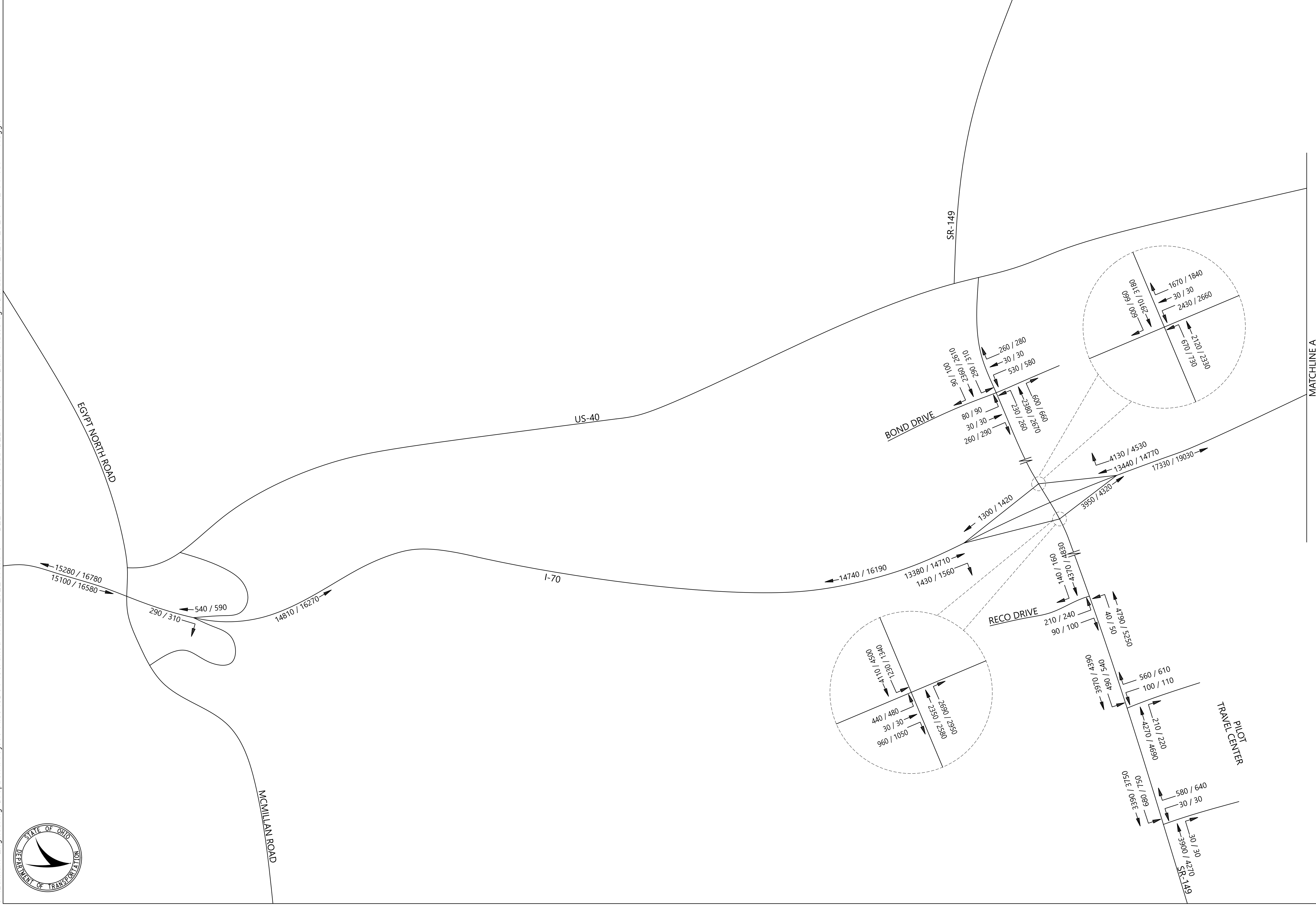






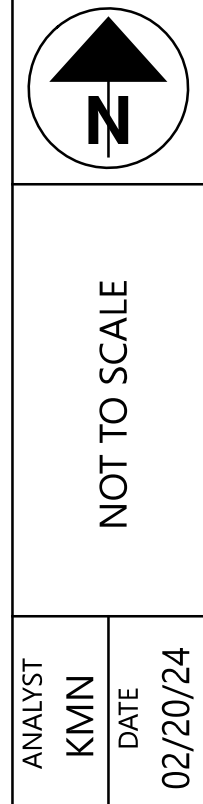
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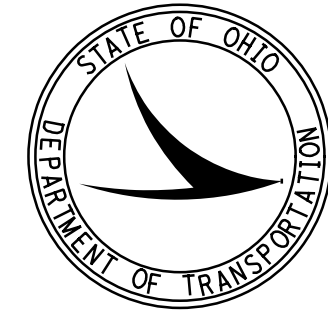




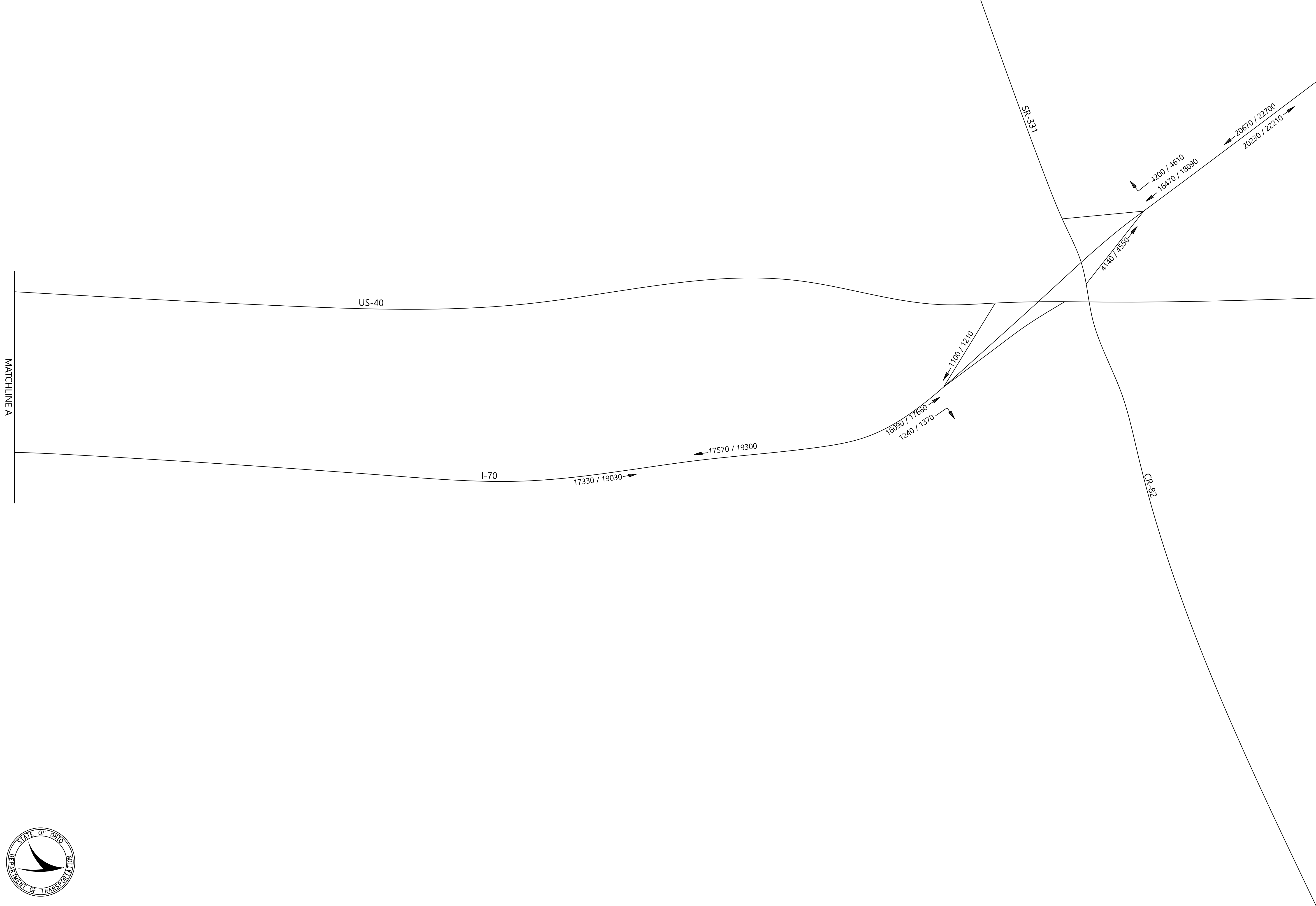
ANALYST	KMIN	DATE
		02/20/24

**BEL-70-9.35 2027/2047 ADT NO BUILD BALANCED**  
**ODOT STATEWIDE PLANNING AND RESEARCH**

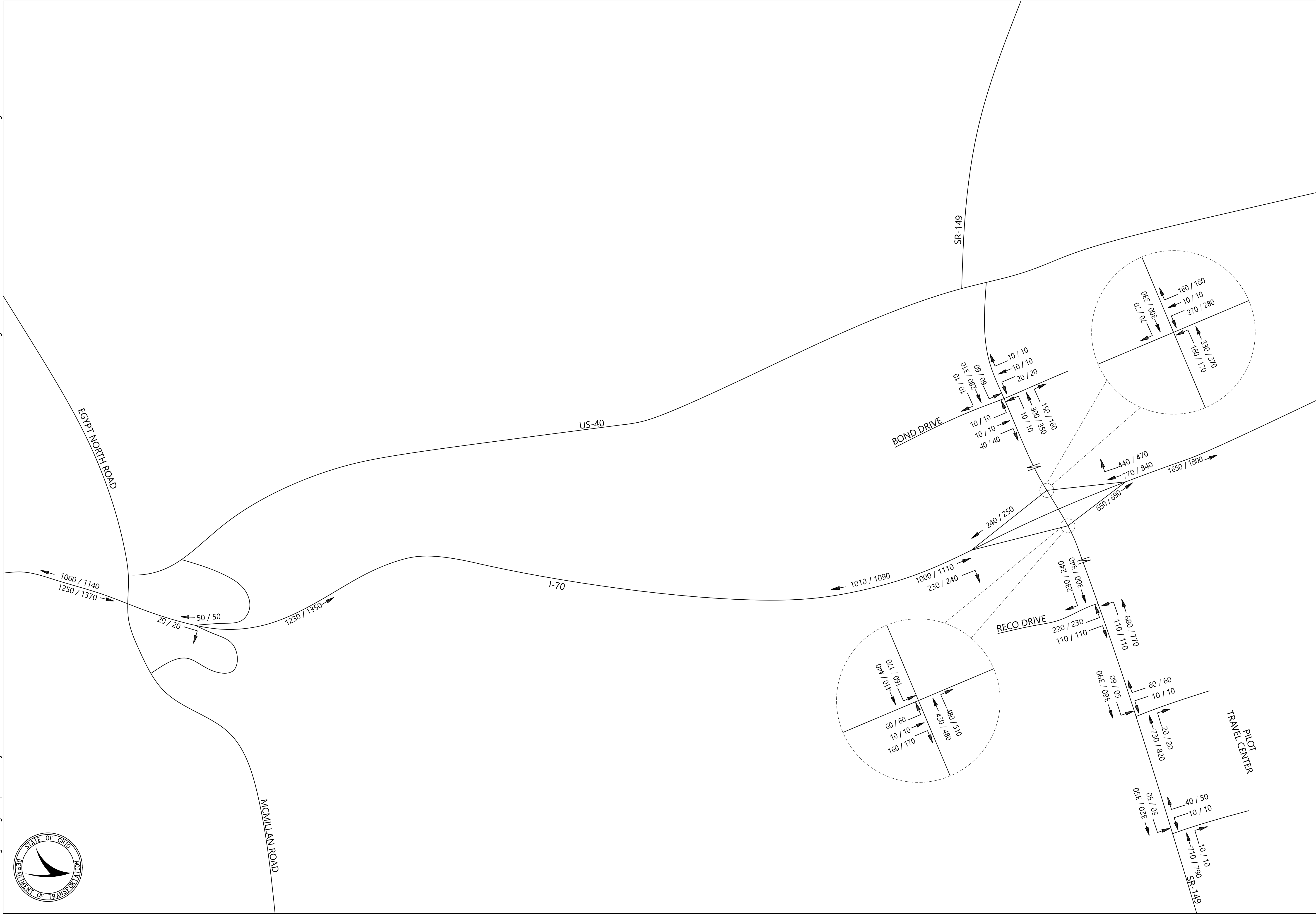




MATCHLINE A







NOT TO SCALE

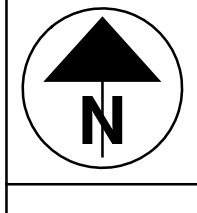
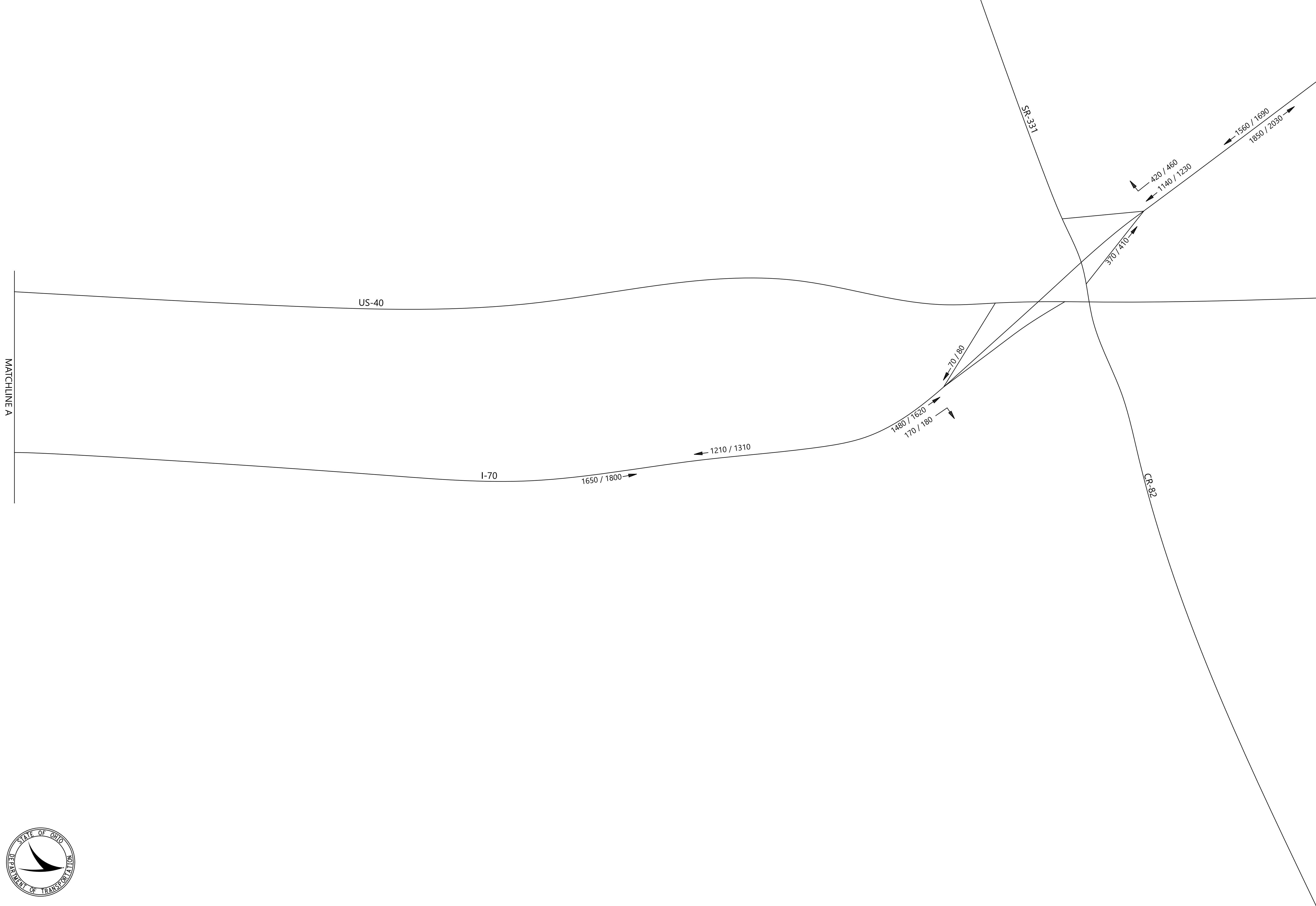
ANALYST	KMIN
DATE	02/20/24

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

PID 117437



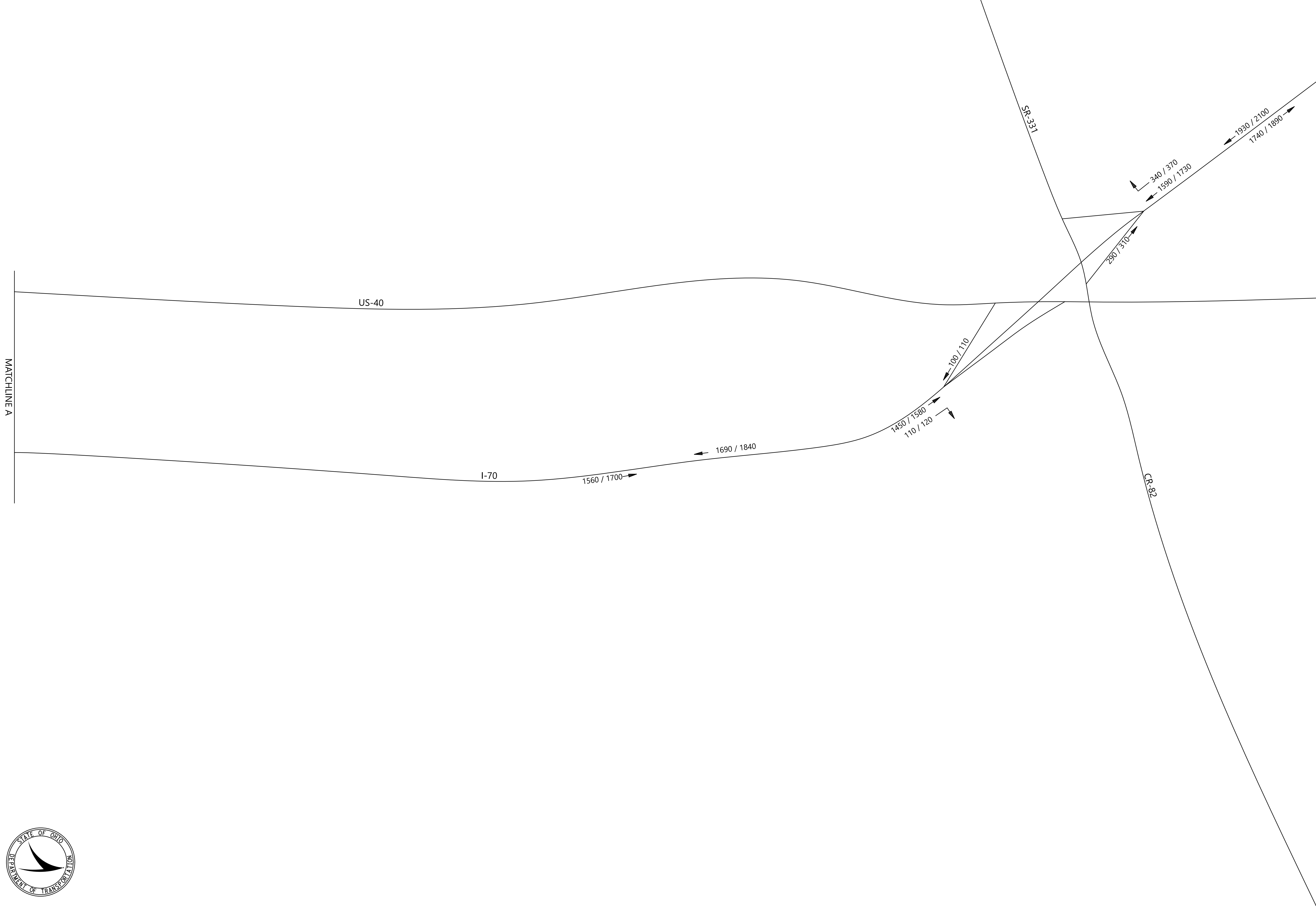
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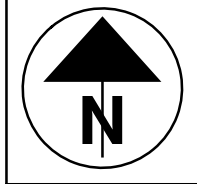
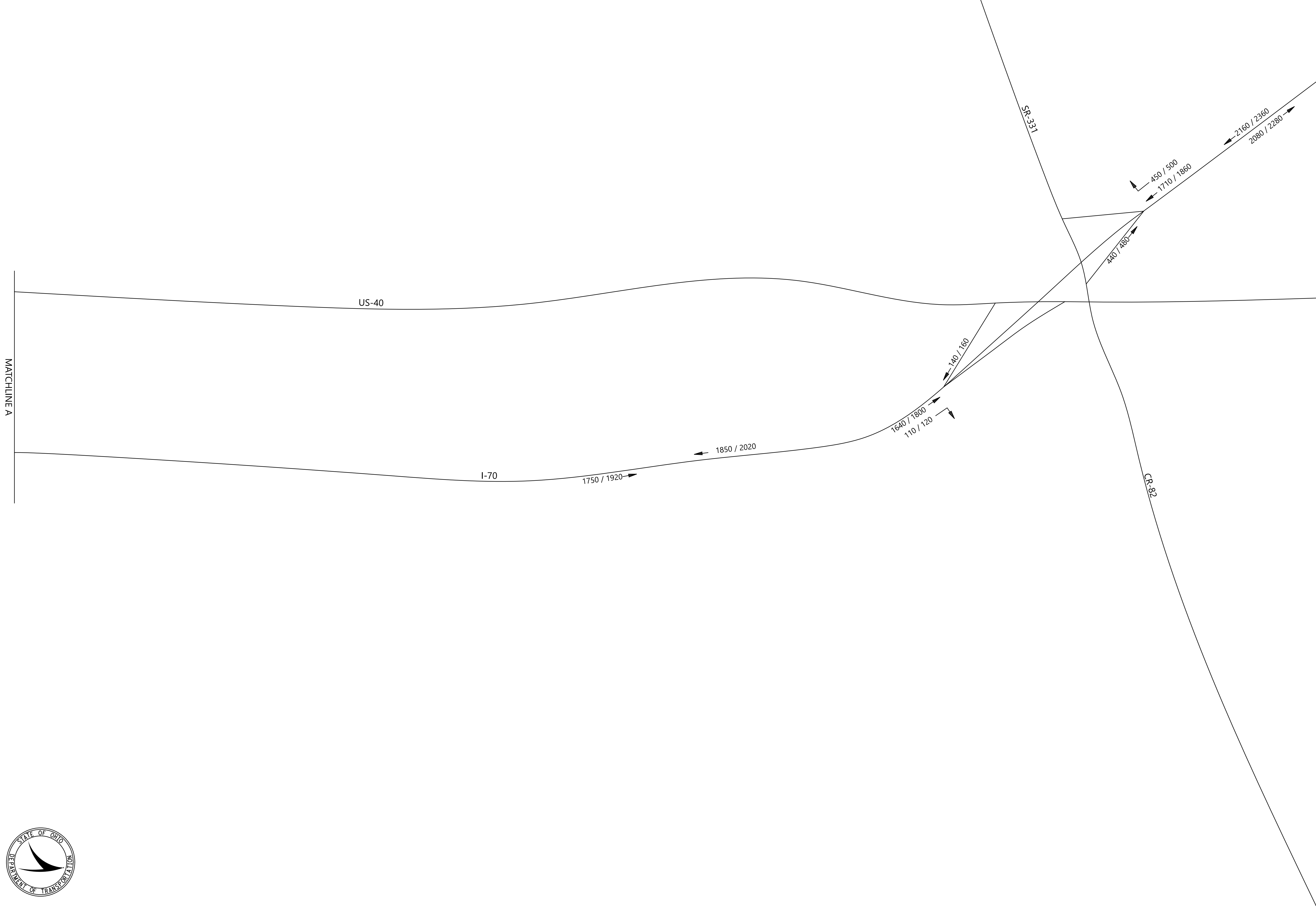
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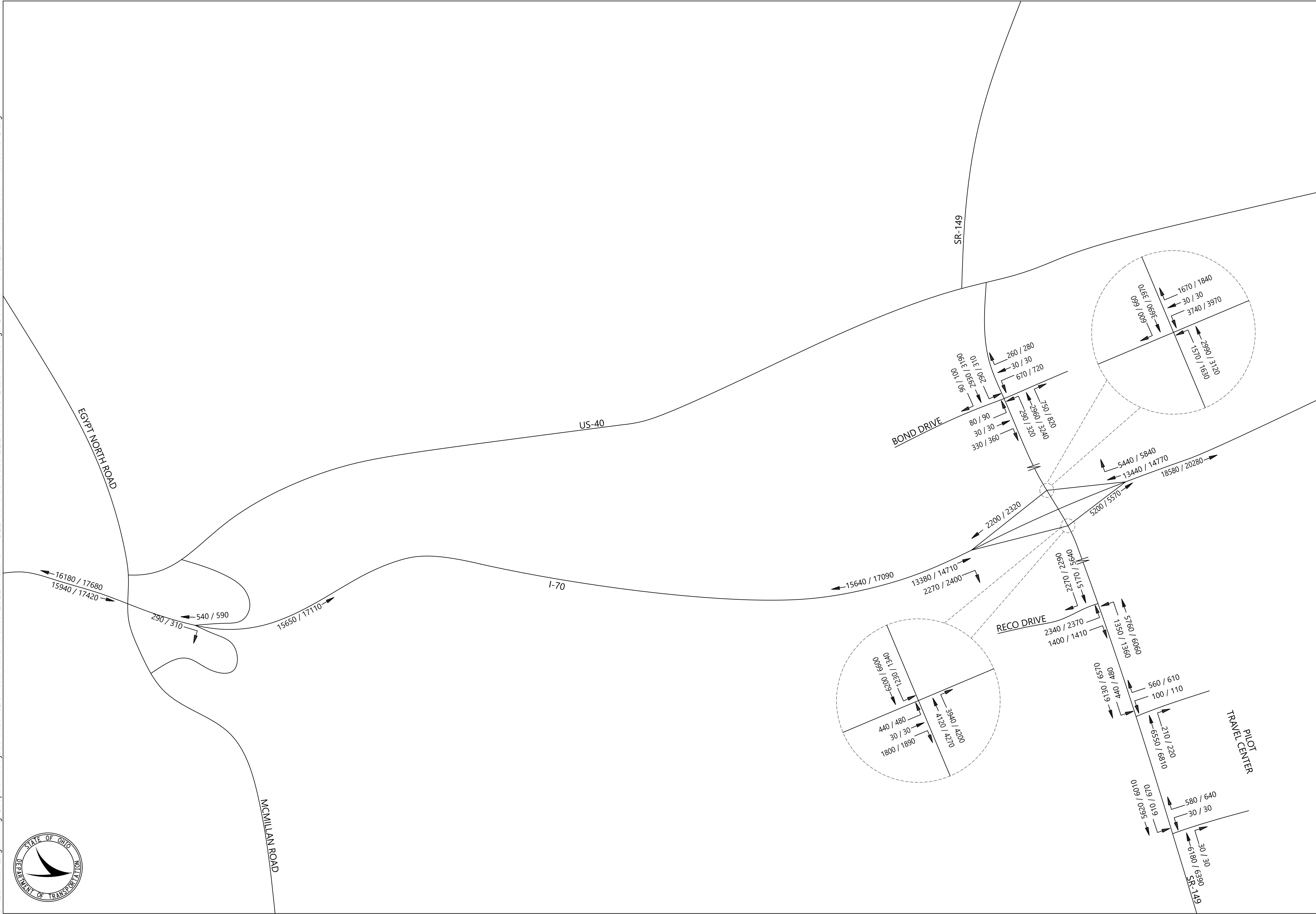






MATCHLINE A







MATCHLINE A

