

## **ATTACHMENTS**

**ATTACHMENT A-1**  
**ODOT CERTIFIED TRAFFIC**

# INTER-OFFICE COMMUNICATION

**TO:** Jennifer Elston, District 8

**FROM:** Bryan Raderstorf, Office of Statewide Planning and Research

**SUBJECT:** HAM-32-0.00, PID-86462

**DATE:** June 6, 2016

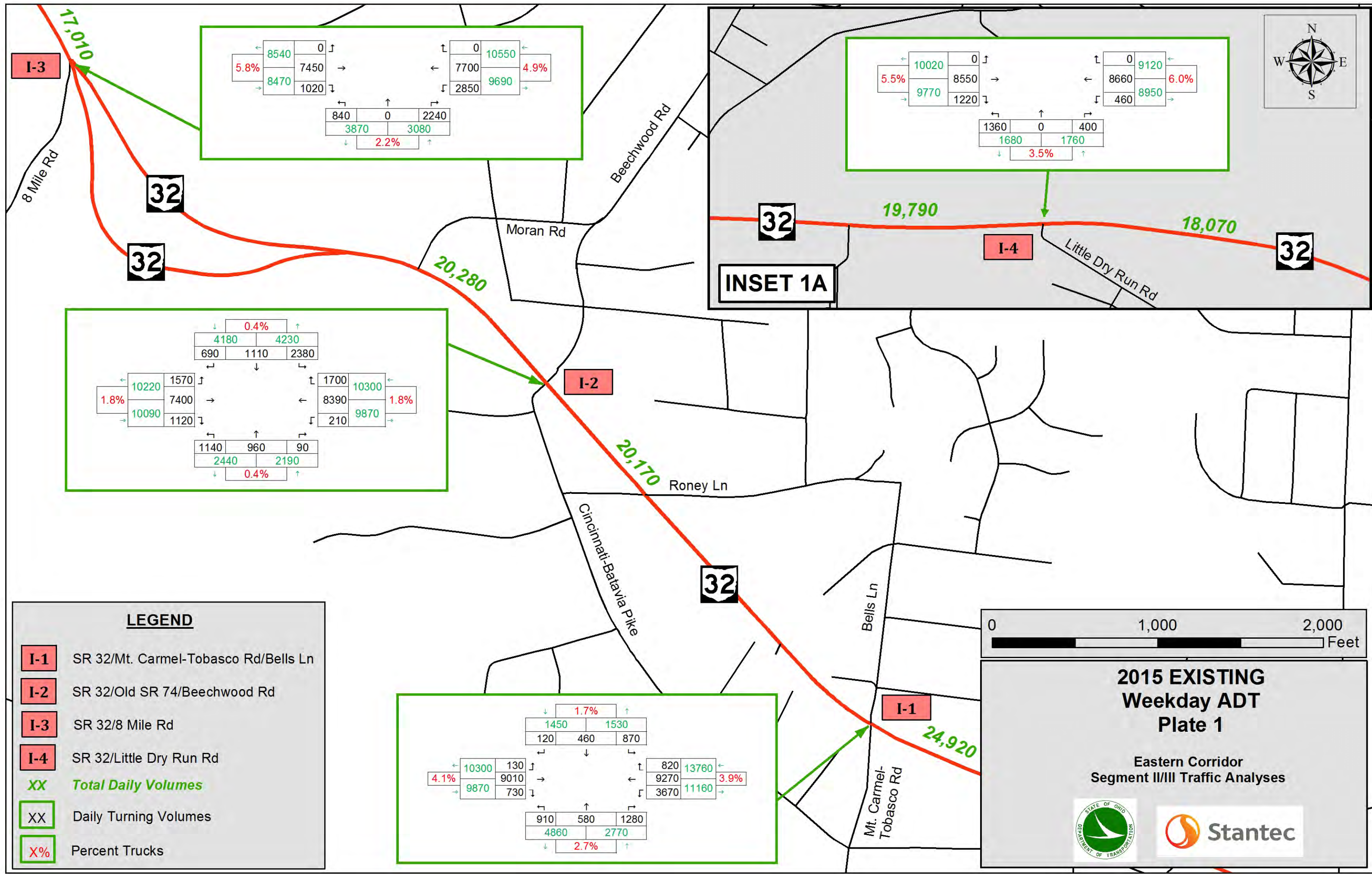
In reply to a request dated April 11, 2016, the Office of Statewide Planning and Research has reviewed the 2022/2042 traffic for the subject study and the volumes that were provided are reasonable. Please see attached plates provided by Stantec.

If you have any questions, please contact me at (614) 752-5736.

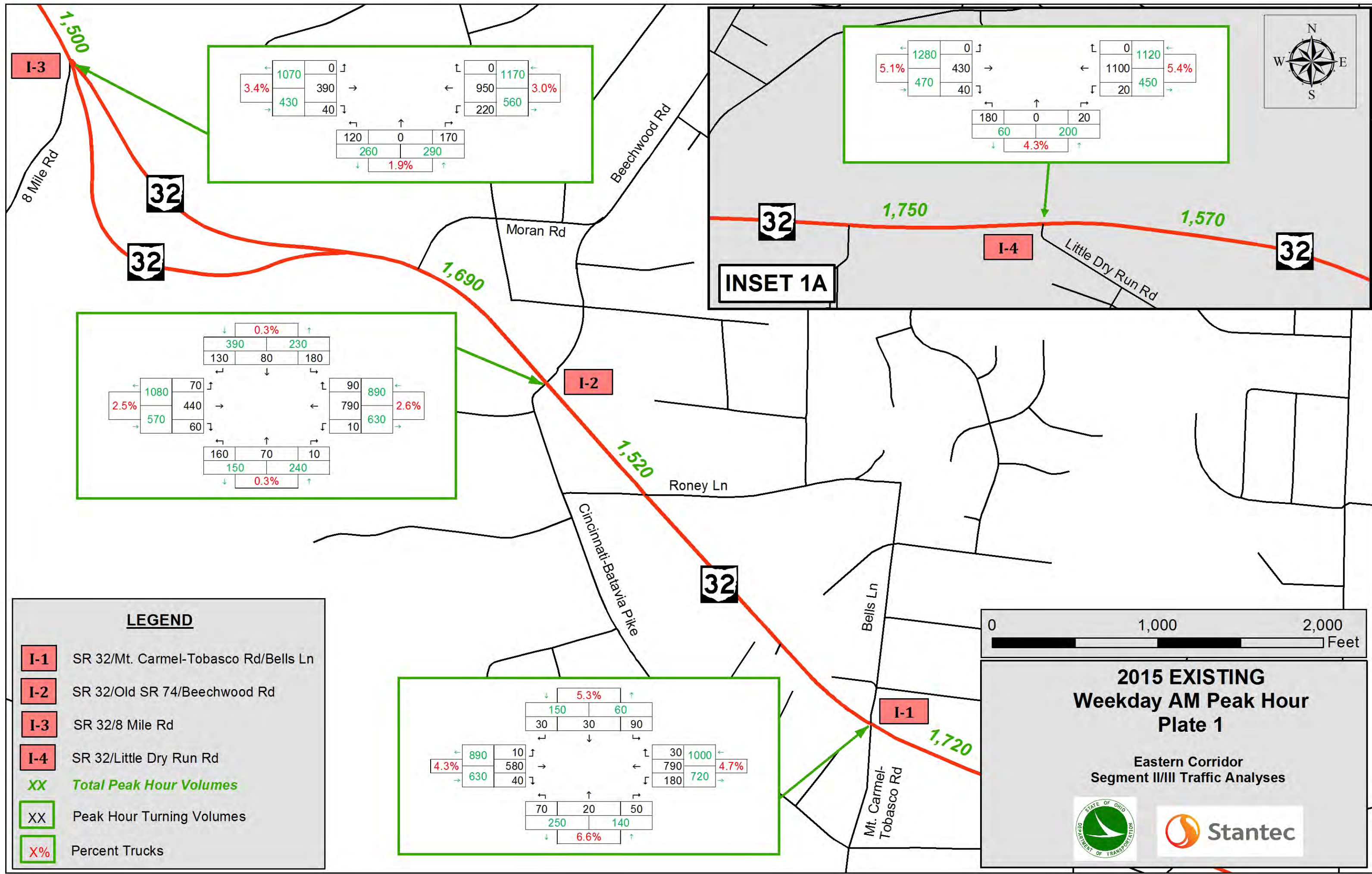




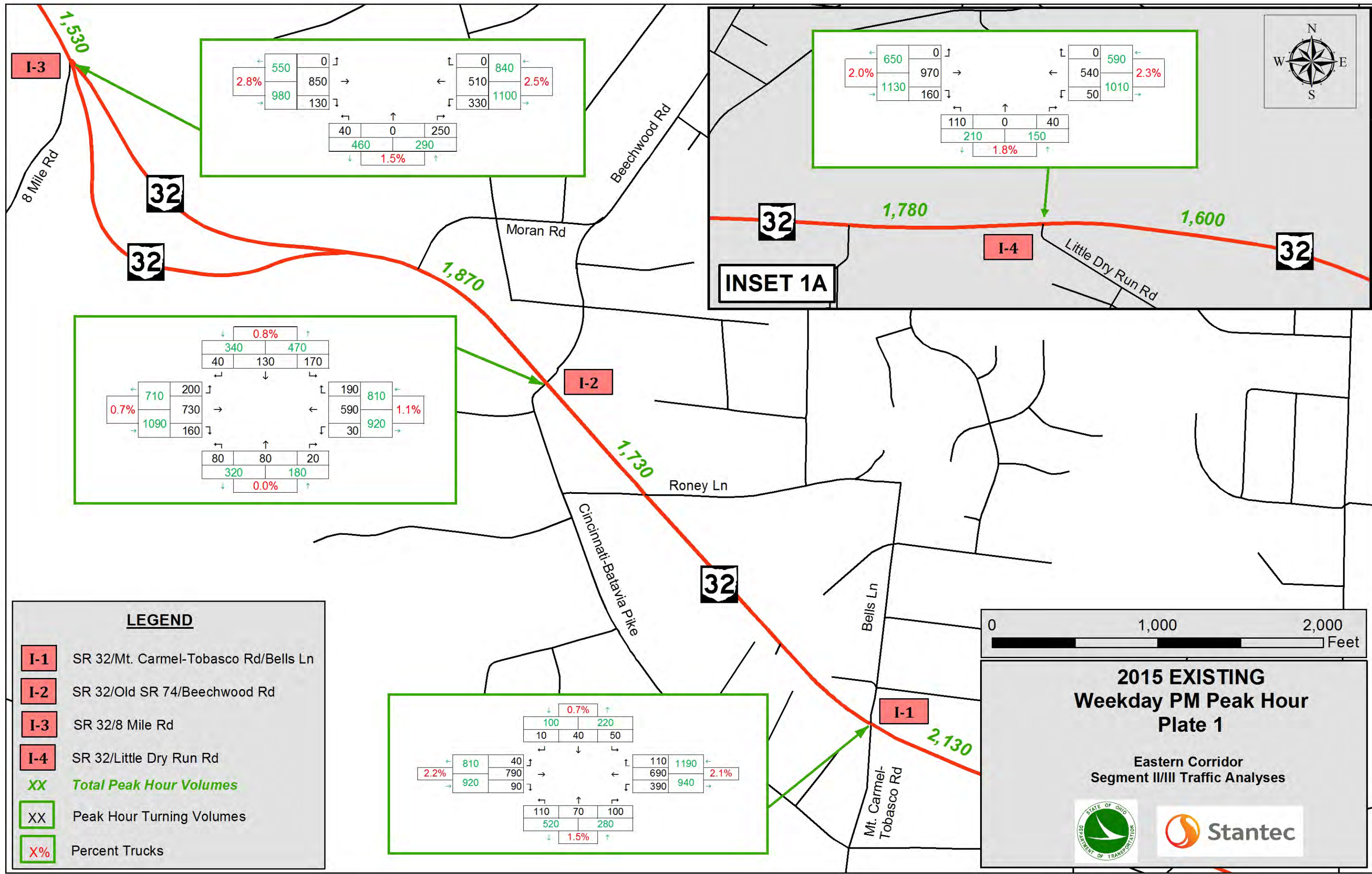




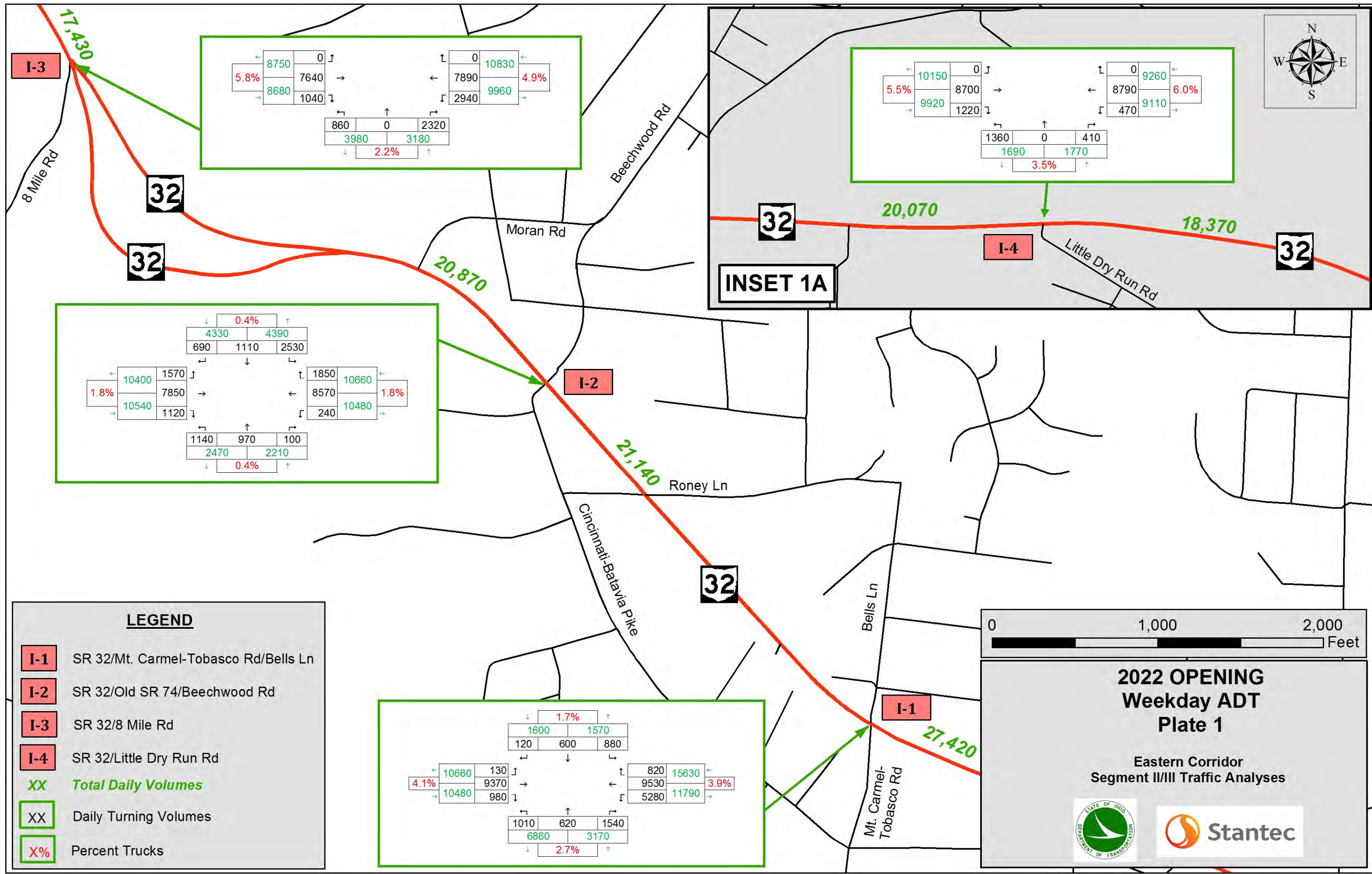




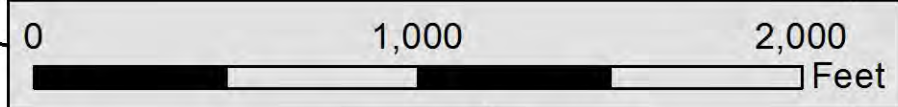
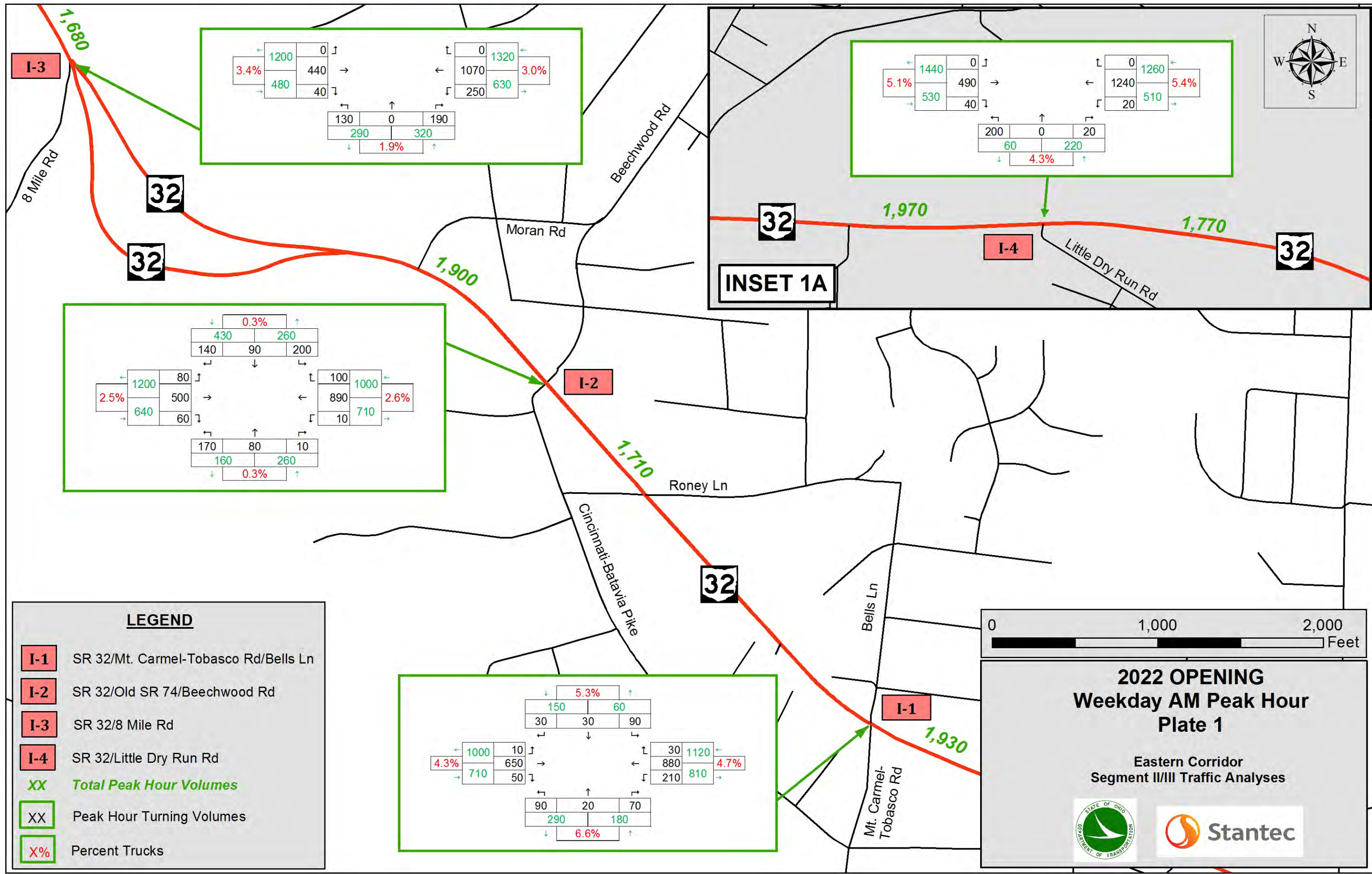












**LEGEND**

- I-1** SR 32/Mt. Carmel-Tobasco Rd/Bells Ln
- I-2** SR 32/Old SR 74/Beechwood Rd
- I-3** SR 32/8 Mile Rd
- I-4** SR 32/Little Dry Run Rd
- XX** *Total Peak Hour Volumes*
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

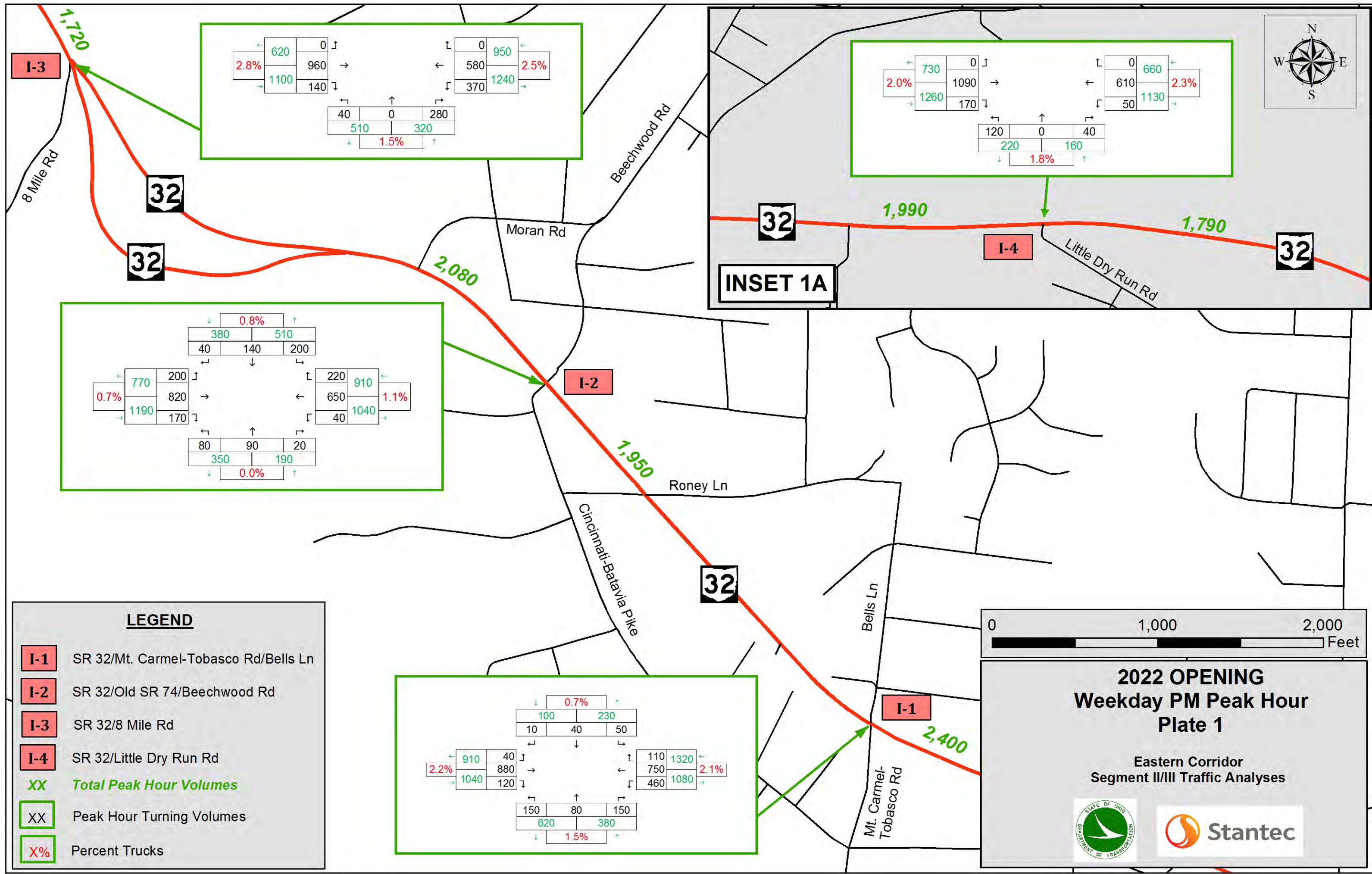
<table><tr><td>←</td><td>1200</td><td>0</td><td>↑</td></tr><tr><td>3.4%</td><td>480</td><td>440</td><td>→</td></tr></table>		←	1200	0	↑	3.4%	480	440	→	<table><tr><td>↑</td><td>0</td><td>1320</td><td>←</td></tr><tr><td>1070</td><td>630</td><td>250</td><td>→</td></tr></table>		↑	0	1320	←	1070	630	250	→
←	1200	0	↑																
3.4%	480	440	→																
↑	0	1320	←																
1070	630	250	→																
<table><tr><td>←</td><td>130</td><td>0</td><td>↓</td></tr><tr><td>290</td><td>320</td><td>190</td><td>↑</td></tr></table>		←	130	0	↓	290	320	190	↑	<table><tr><td>↑</td><td>0</td><td>1320</td><td>←</td></tr><tr><td>1070</td><td>630</td><td>250</td><td>→</td></tr></table>		↑	0	1320	←	1070	630	250	→
←	130	0	↓																
290	320	190	↑																
↑	0	1320	←																
1070	630	250	→																
<table><tr><td>↓</td><td>1.9%</td><td>↑</td></tr></table>		↓	1.9%	↑	<table><tr><td>↑</td><td>0</td><td>1320</td><td>←</td></tr><tr><td>1070</td><td>630</td><td>250</td><td>→</td></tr></table>		↑	0	1320	←	1070	630	250	→					
↓	1.9%	↑																	
↑	0	1320	←																
1070	630	250	→																

<table><tr><td>←</td><td>1440</td><td>0</td><td>↑</td></tr><tr><td>5.1%</td><td>530</td><td>490</td><td>→</td></tr></table>		←	1440	0	↑	5.1%	530	490	→	<table><tr><td>↑</td><td>0</td><td>1260</td><td>←</td></tr><tr><td>1240</td><td>510</td><td>20</td><td>→</td></tr></table>		↑	0	1260	←	1240	510	20	→
←	1440	0	↑																
5.1%	530	490	→																
↑	0	1260	←																
1240	510	20	→																
<table><tr><td>←</td><td>200</td><td>0</td><td>↓</td></tr><tr><td>60</td><td>220</td><td>20</td><td>→</td></tr></table>		←	200	0	↓	60	220	20	→	<table><tr><td>↑</td><td>0</td><td>1260</td><td>←</td></tr><tr><td>1240</td><td>510</td><td>20</td><td>→</td></tr></table>		↑	0	1260	←	1240	510	20	→
←	200	0	↓																
60	220	20	→																
↑	0	1260	←																
1240	510	20	→																
<table><tr><td>↓</td><td>4.3%</td><td>↑</td></tr></table>		↓	4.3%	↑	<table><tr><td>↑</td><td>0</td><td>1260</td><td>←</td></tr><tr><td>1240</td><td>510</td><td>20</td><td>→</td></tr></table>		↑	0	1260	←	1240	510	20	→					
↓	4.3%	↑																	
↑	0	1260	←																
1240	510	20	→																

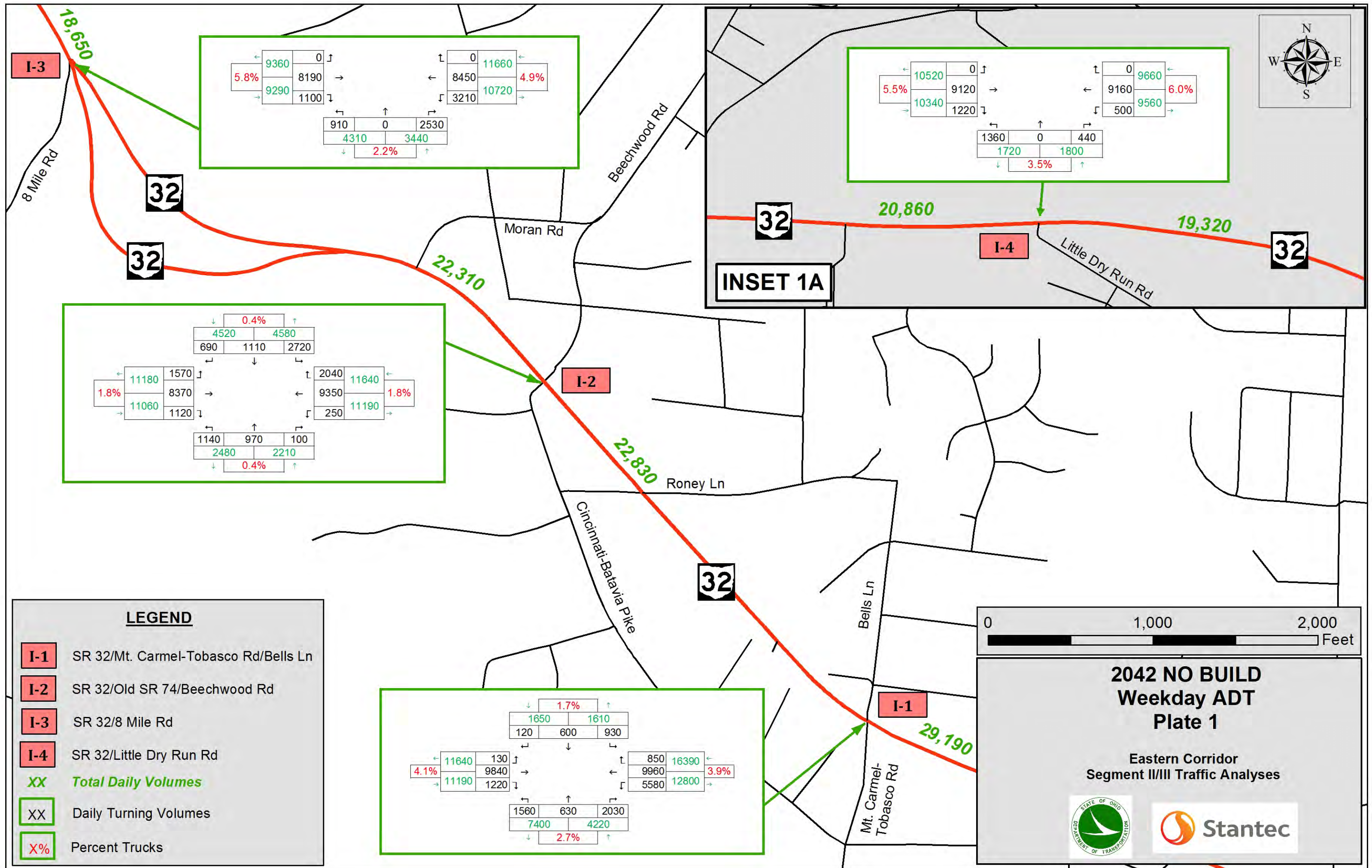
		↓		0.3%		↑			
		430				260			
		140		90		200			
		↙		↓		↘			
↖		1200		80		↑			
2.5%				500		→			
↗		640		60		↘			
		↙		↑		↘			
		170		80		10			
		160				260			
		↓		0.3%		↑			

		5.3%			
150		60			
30	30	90			
↙		↓		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖		↗		↘	
↖					

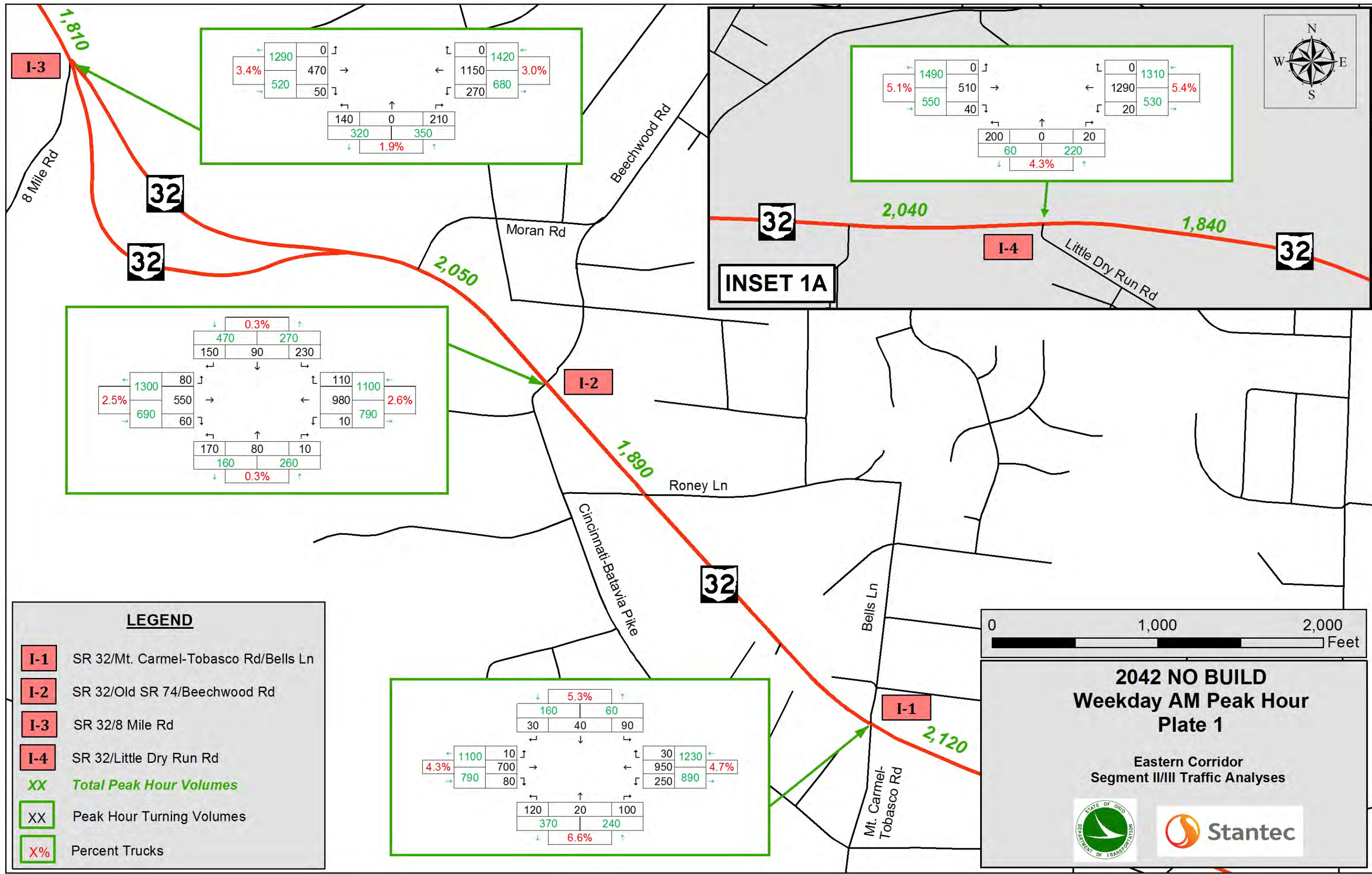




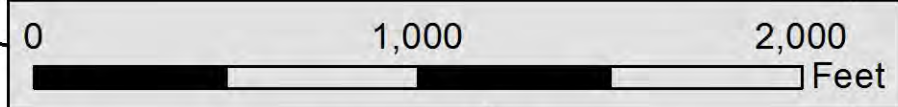
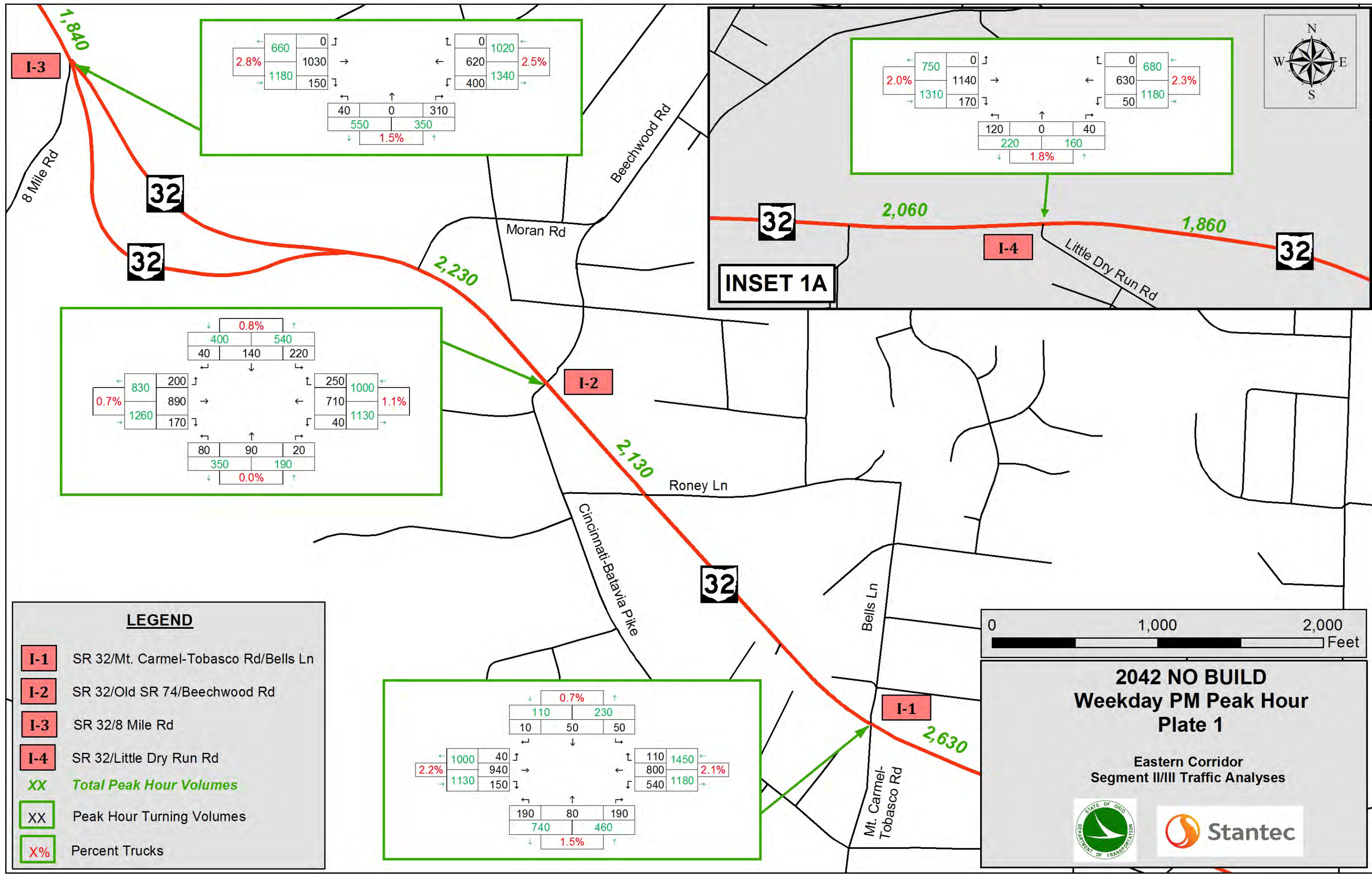












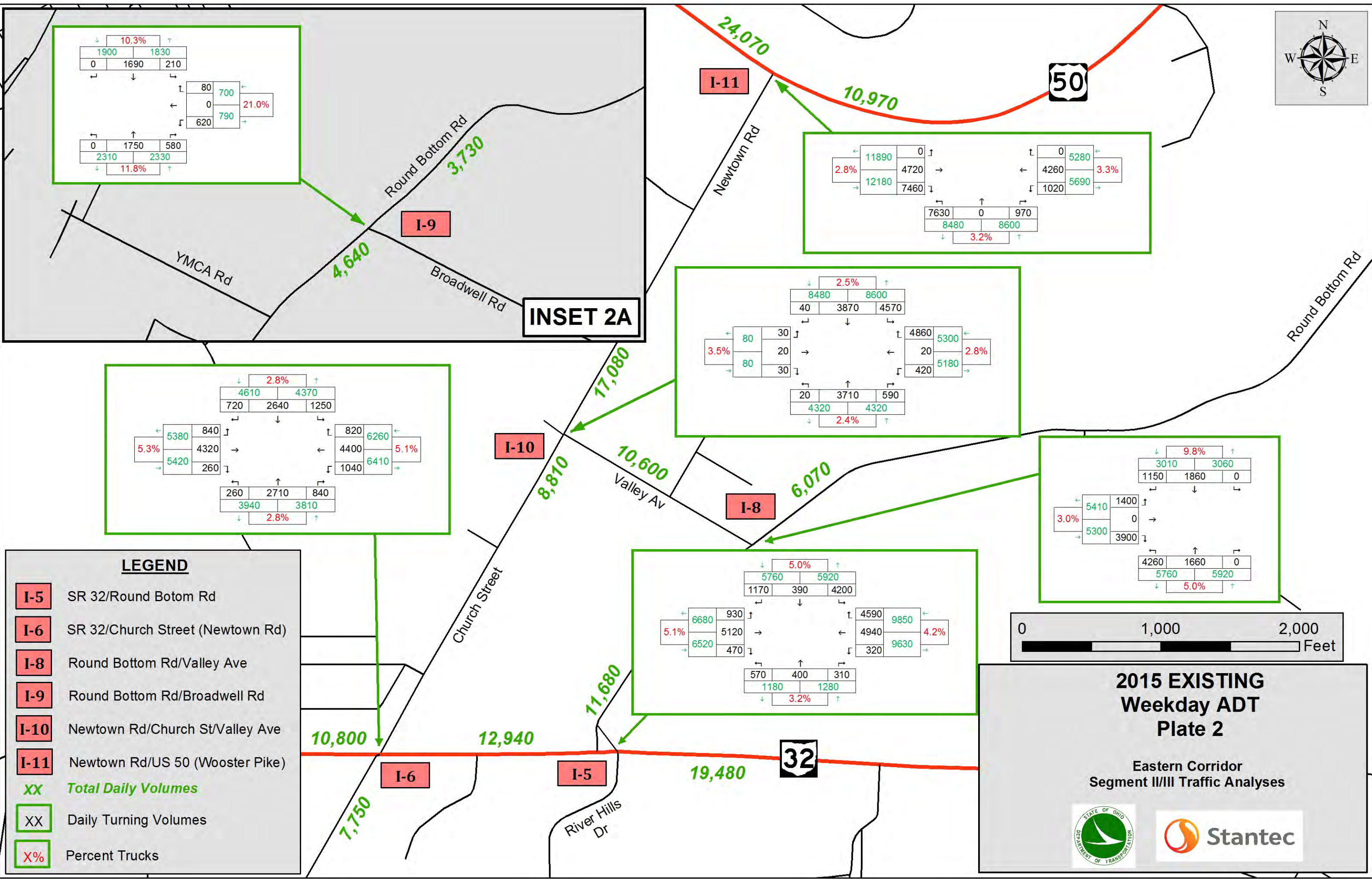
**2042 NO BUILD  
Weekday PM Peak Hour  
Plate 1**

Eastern Corridor  
Segment II/III Traffic Analyses

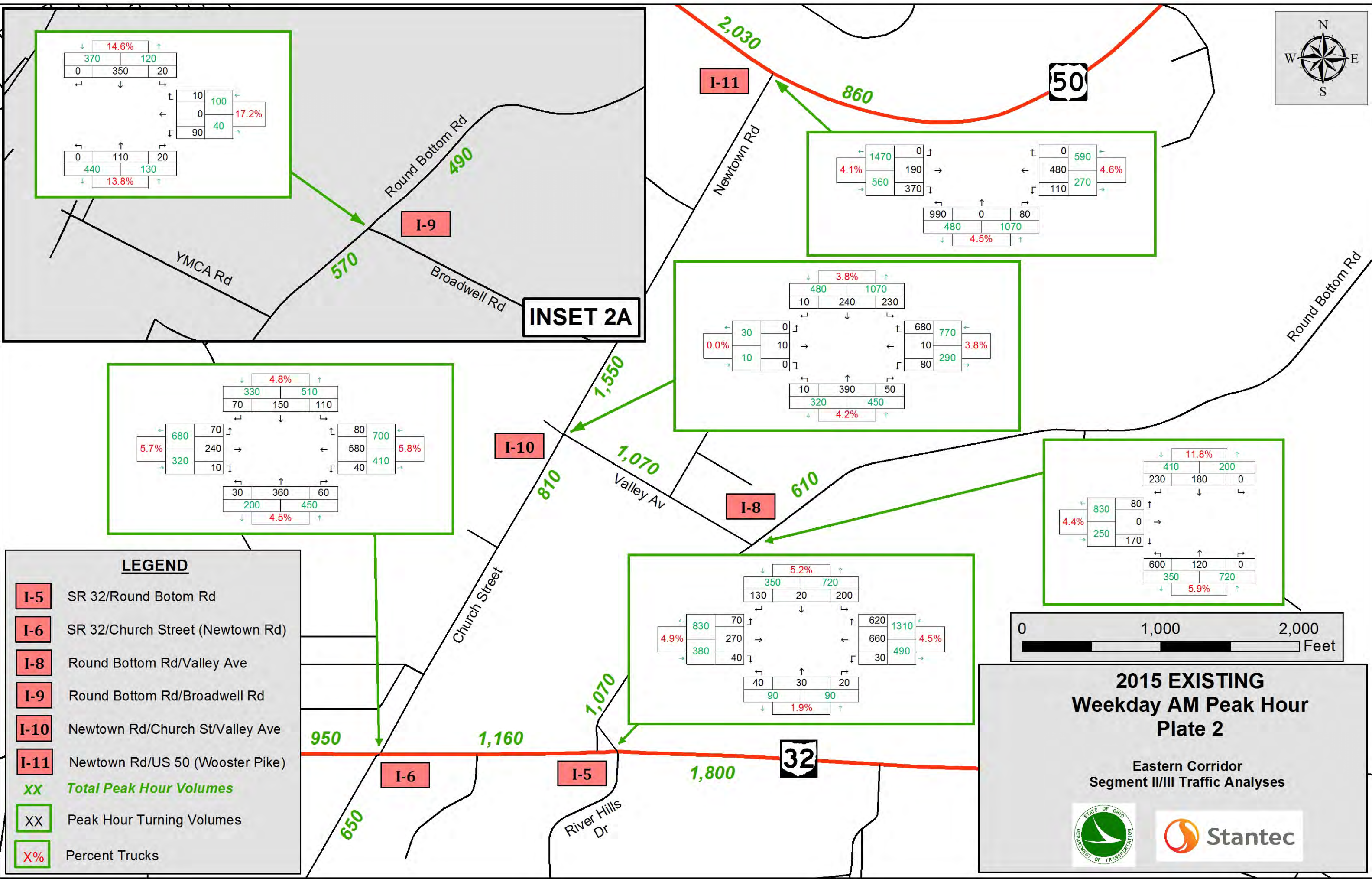
**LEGEND**

- I-1** SR 32/Mt. Carmel-Tobasco Rd/Bells Ln
- I-2** SR 32/Old SR 74/Beechwood Rd
- I-3** SR 32/8 Mile Rd
- I-4** SR 32/Little Dry Run Rd
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

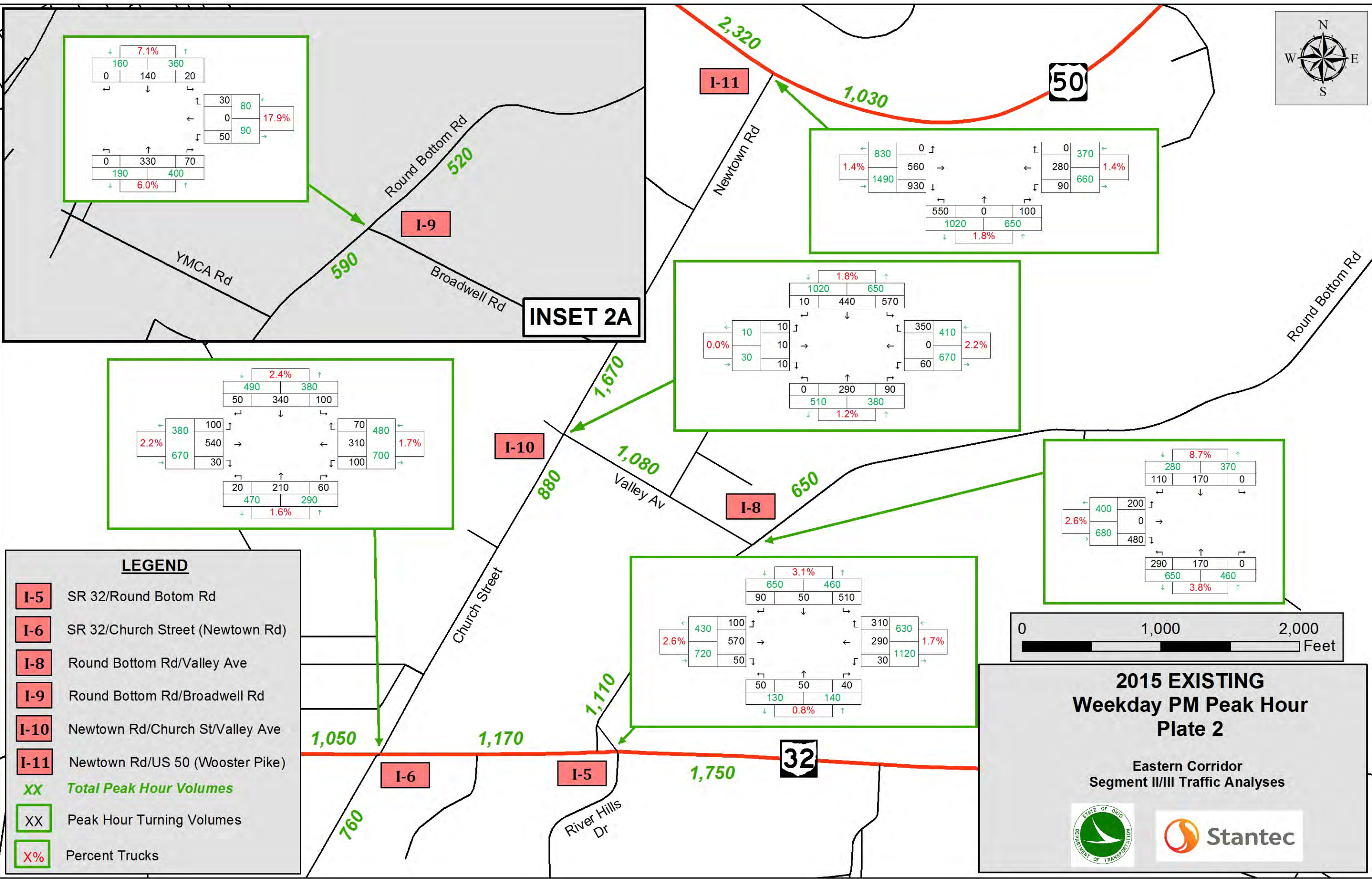




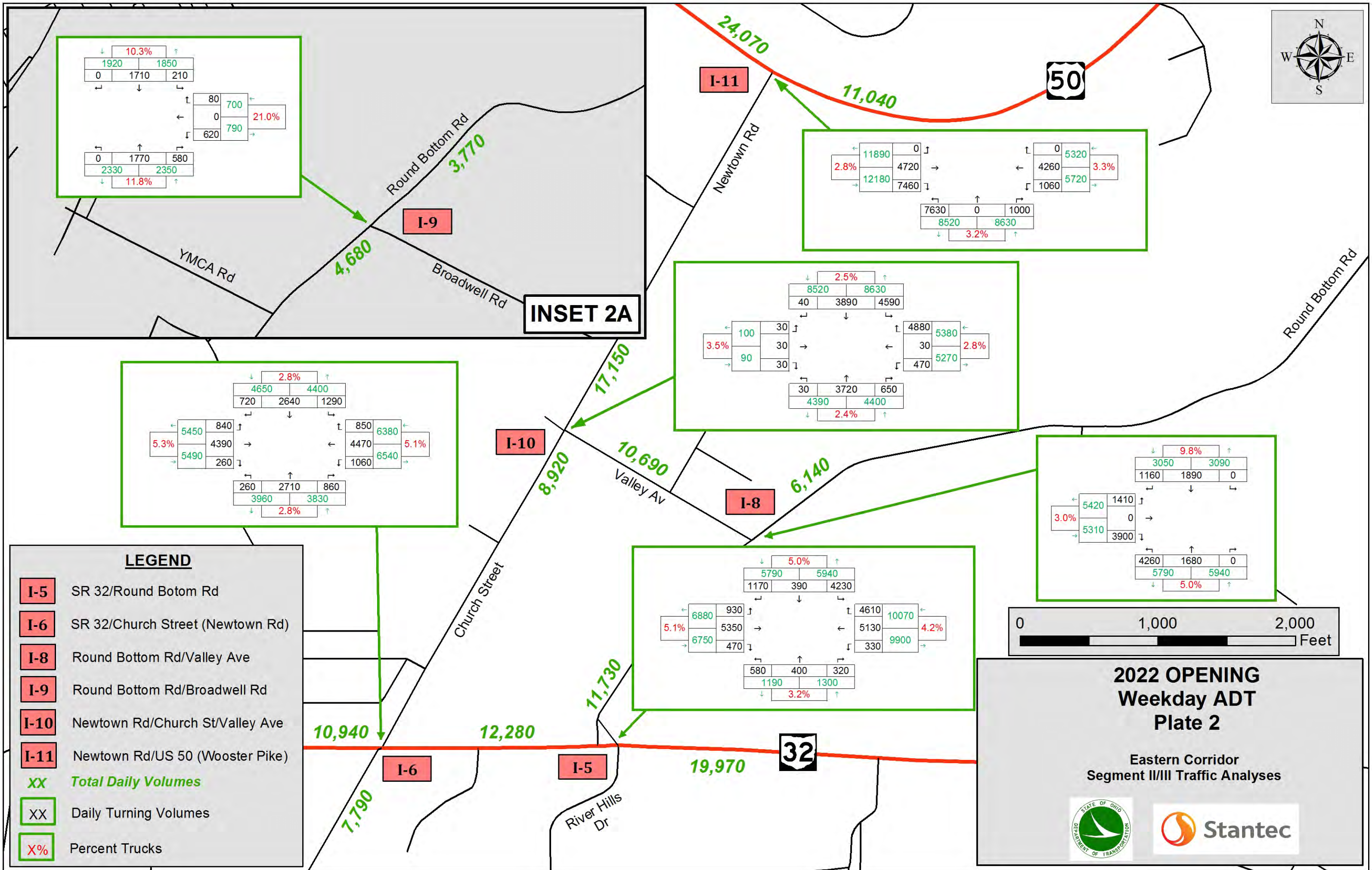




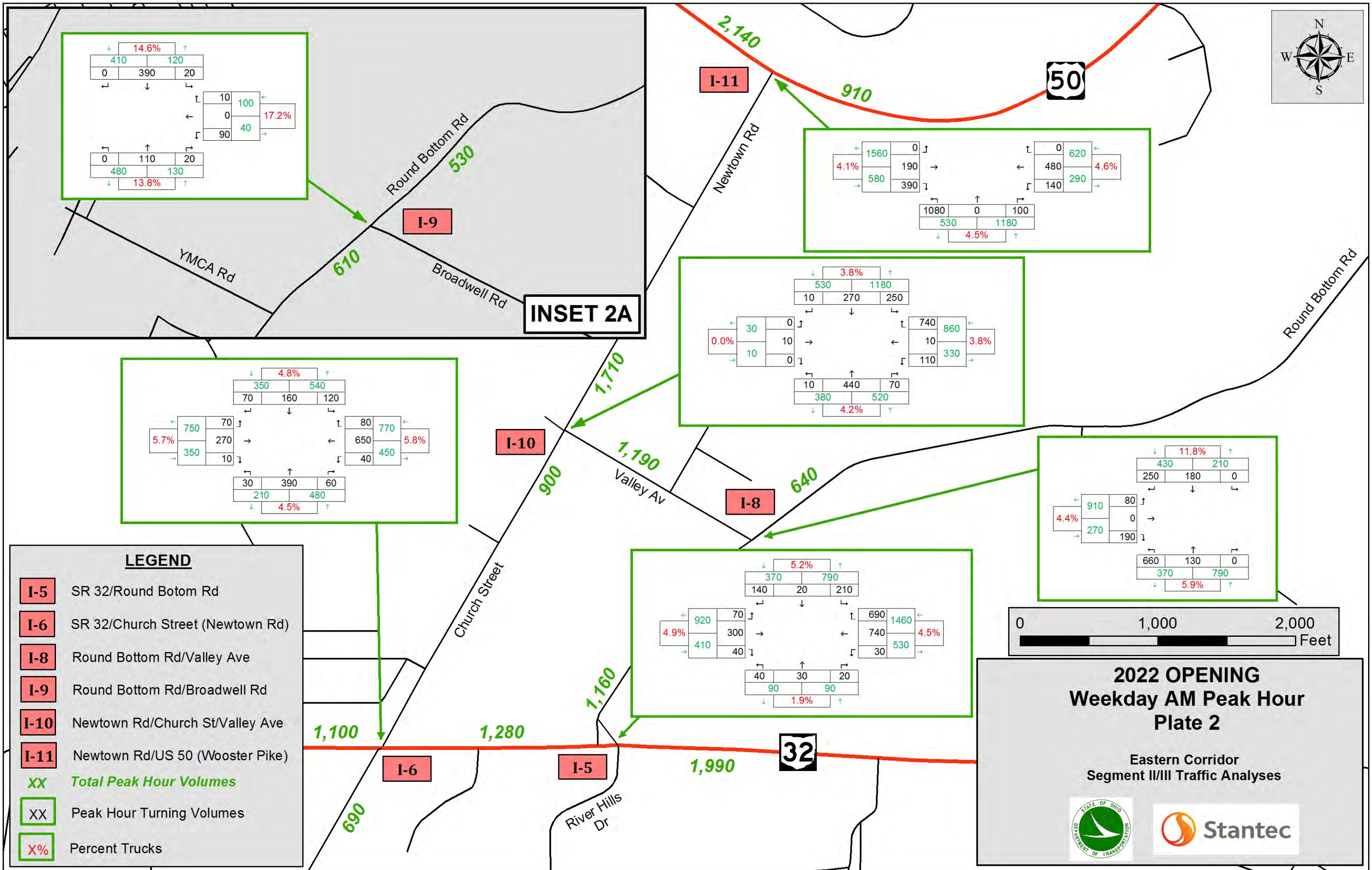




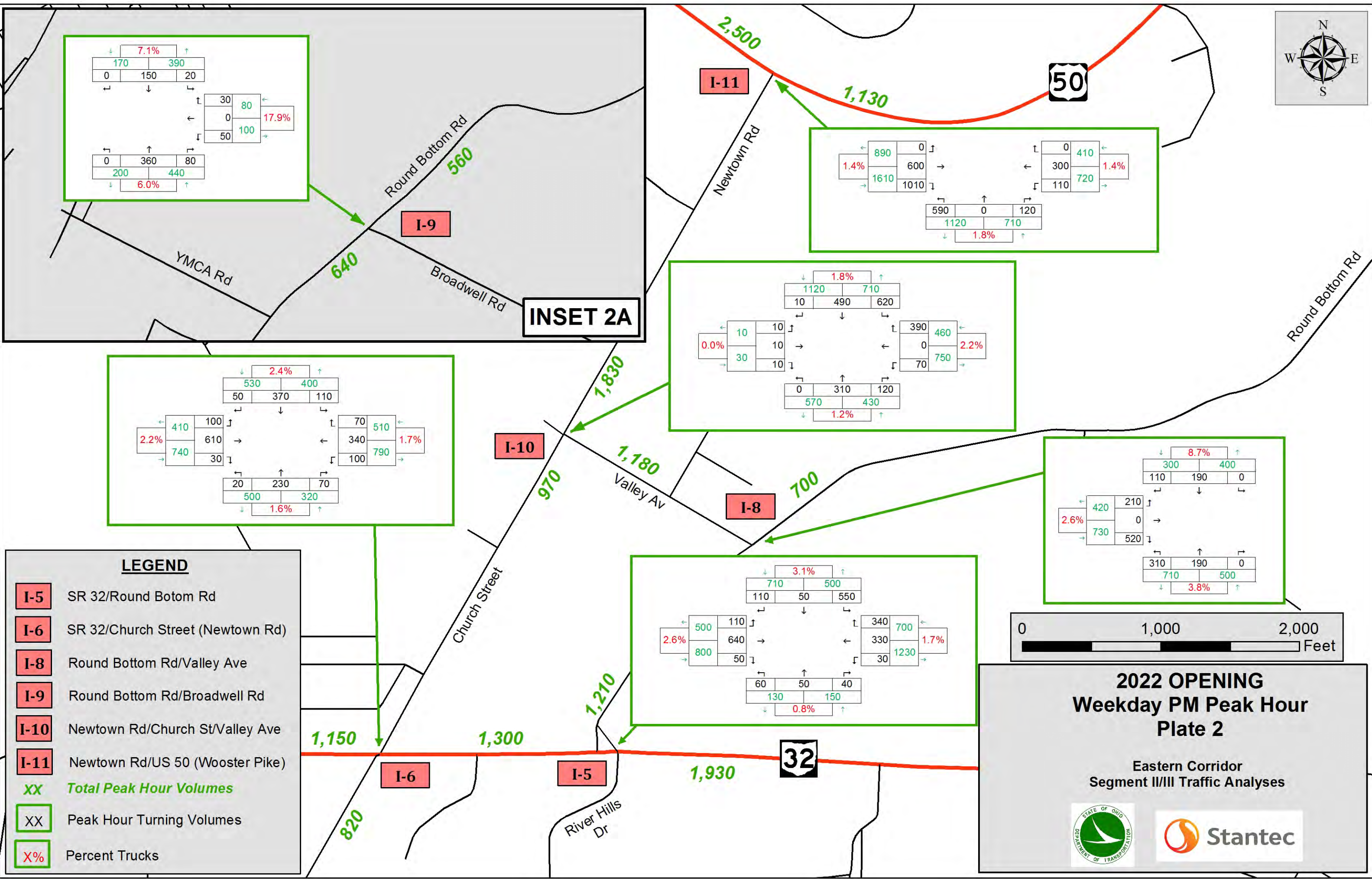






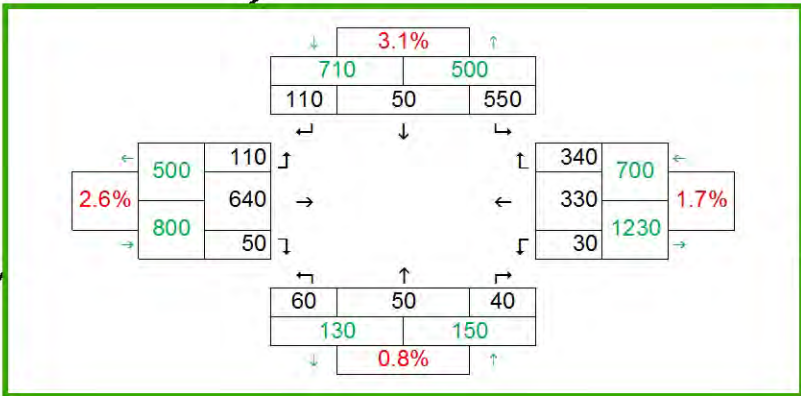
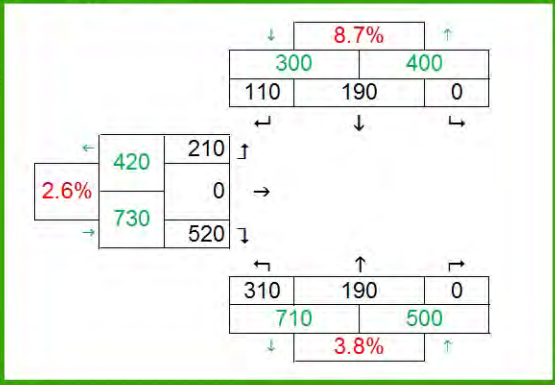
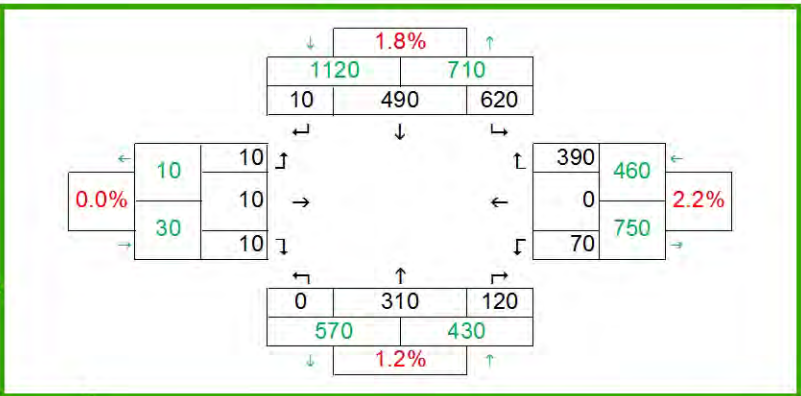
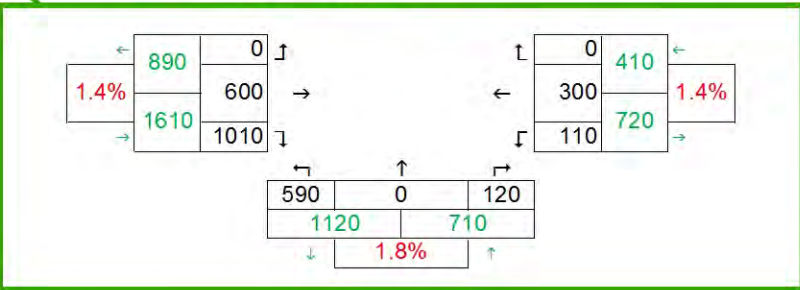
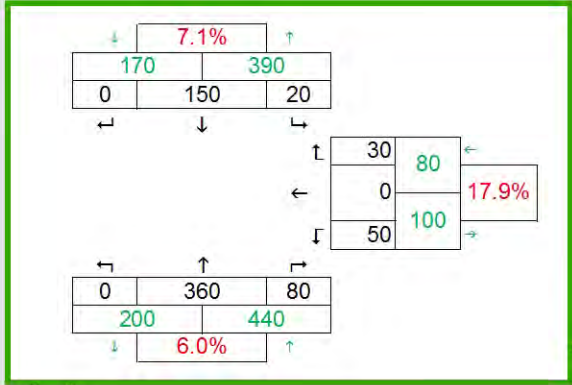






**LEGEND**

- I-5** SR 32/Round Botom Rd
- I-6** SR 32/Church Street (Newtown Rd)
- I-8** Round Bottom Rd/Valley Ave
- I-9** Round Bottom Rd/Broadwell Rd
- I-10** Newtown Rd/Church St/Valley Ave
- I-11** Newtown Rd/US 50 (Wooster Pike)
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks



1,930

1,210

1,300

1,150

820

32

I-11

I-9

I-10

I-8

I-6

I-5

50

560

640

1,180

970

700

2,500

1,130

Round Bottom Rd

River Hills Dr

Church Street

Valley Ave

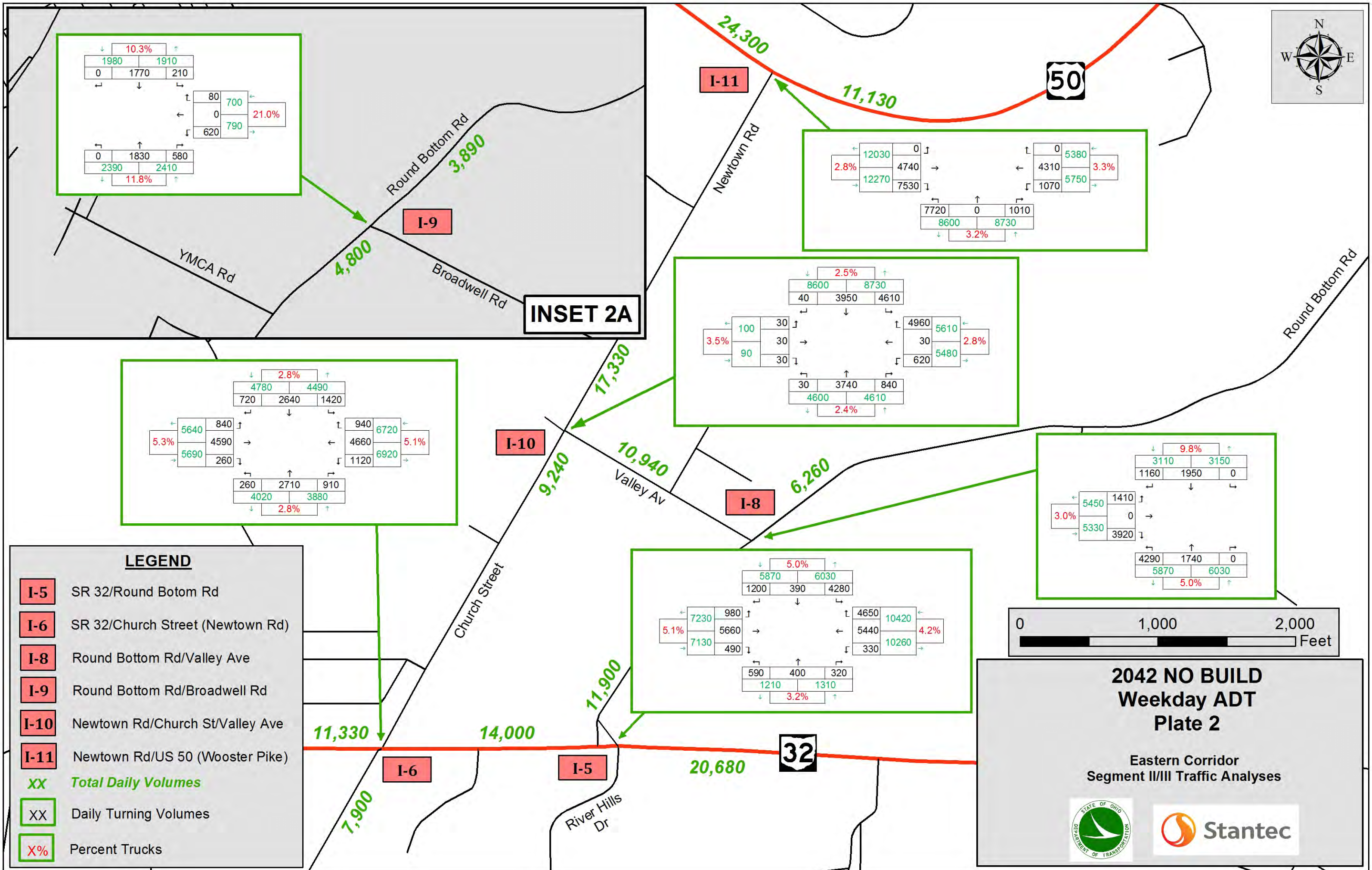
YMCA Rd

Round Bottom Rd

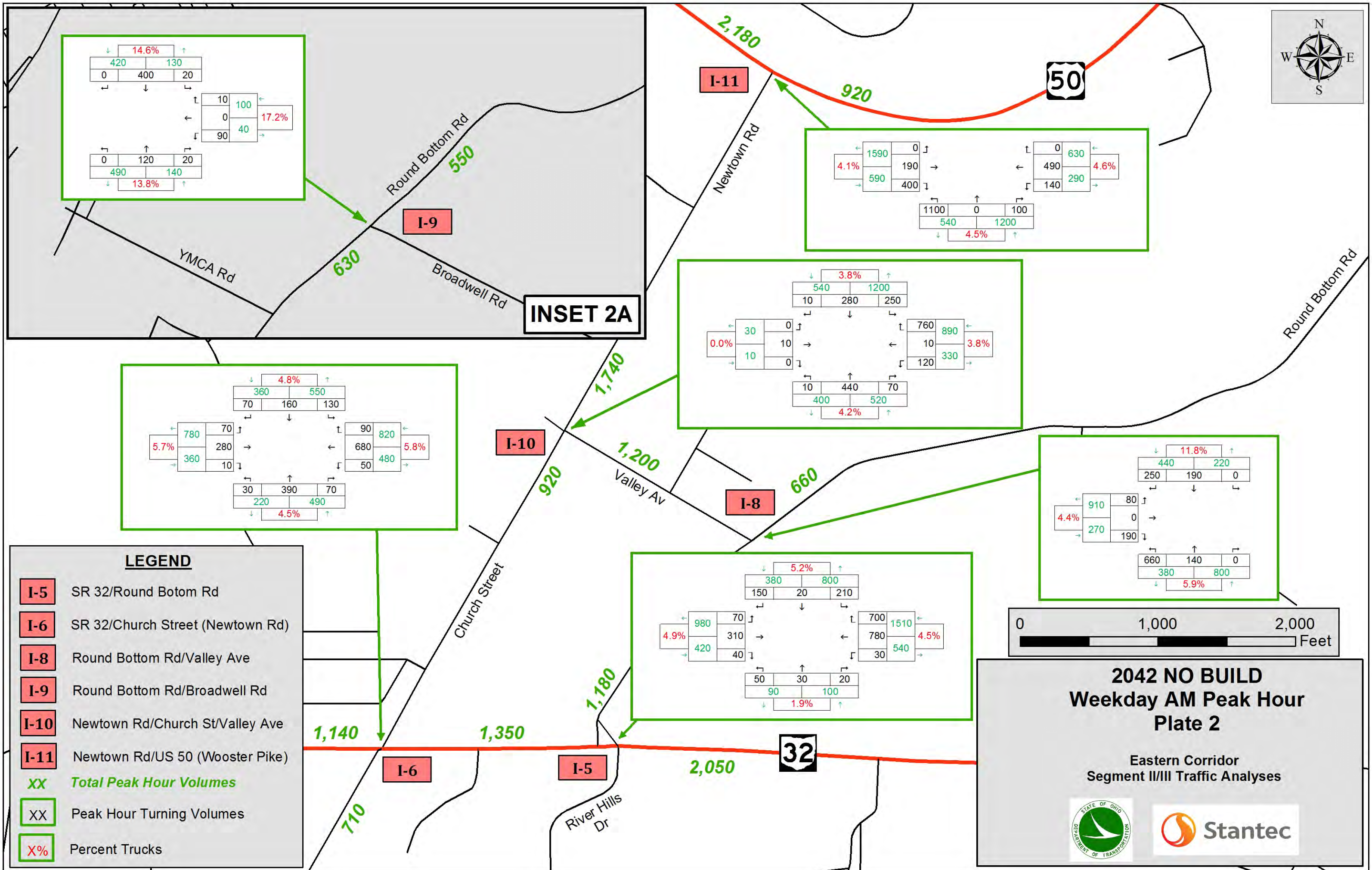
Broadwell Rd

INSET 2A

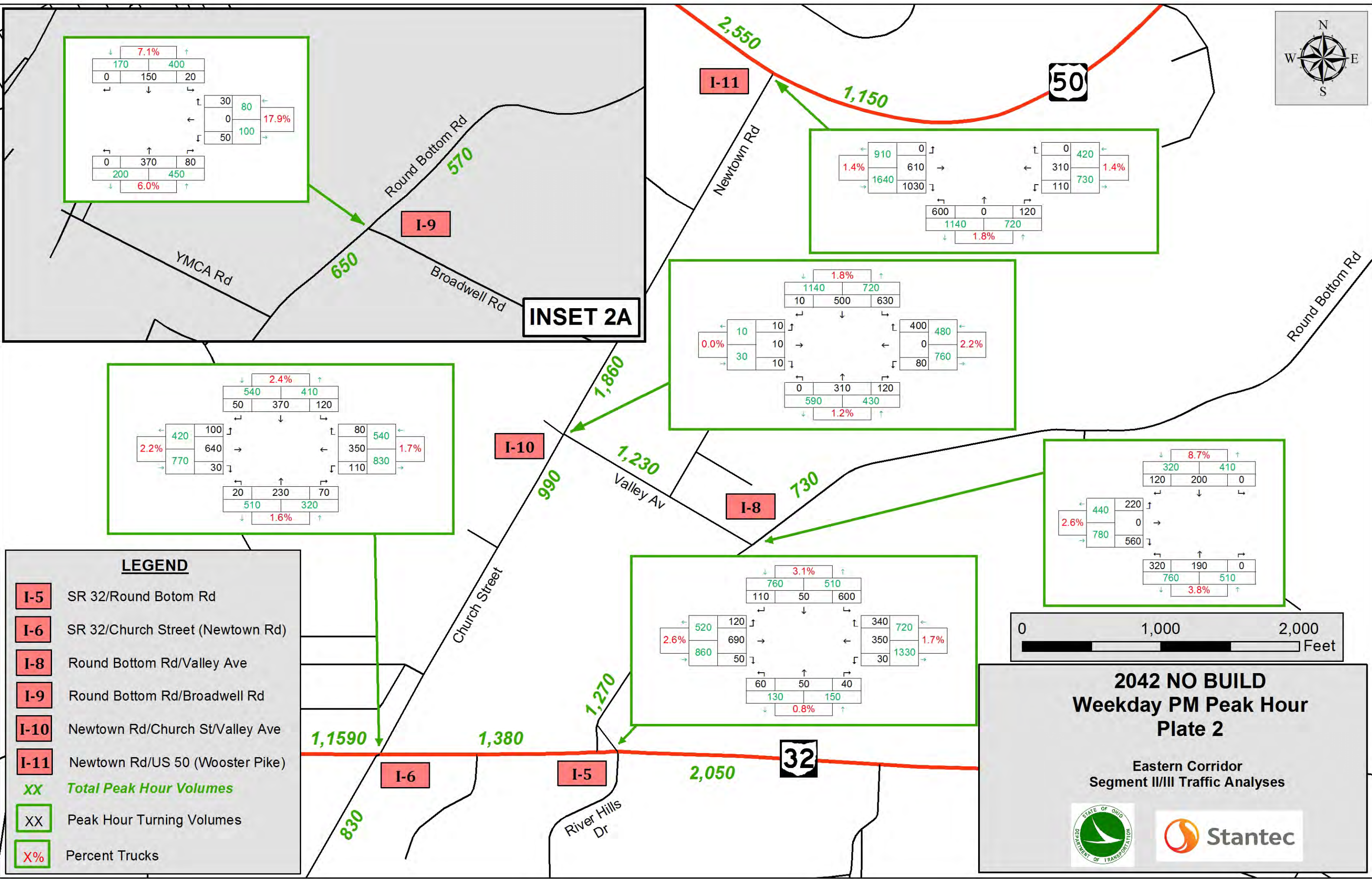




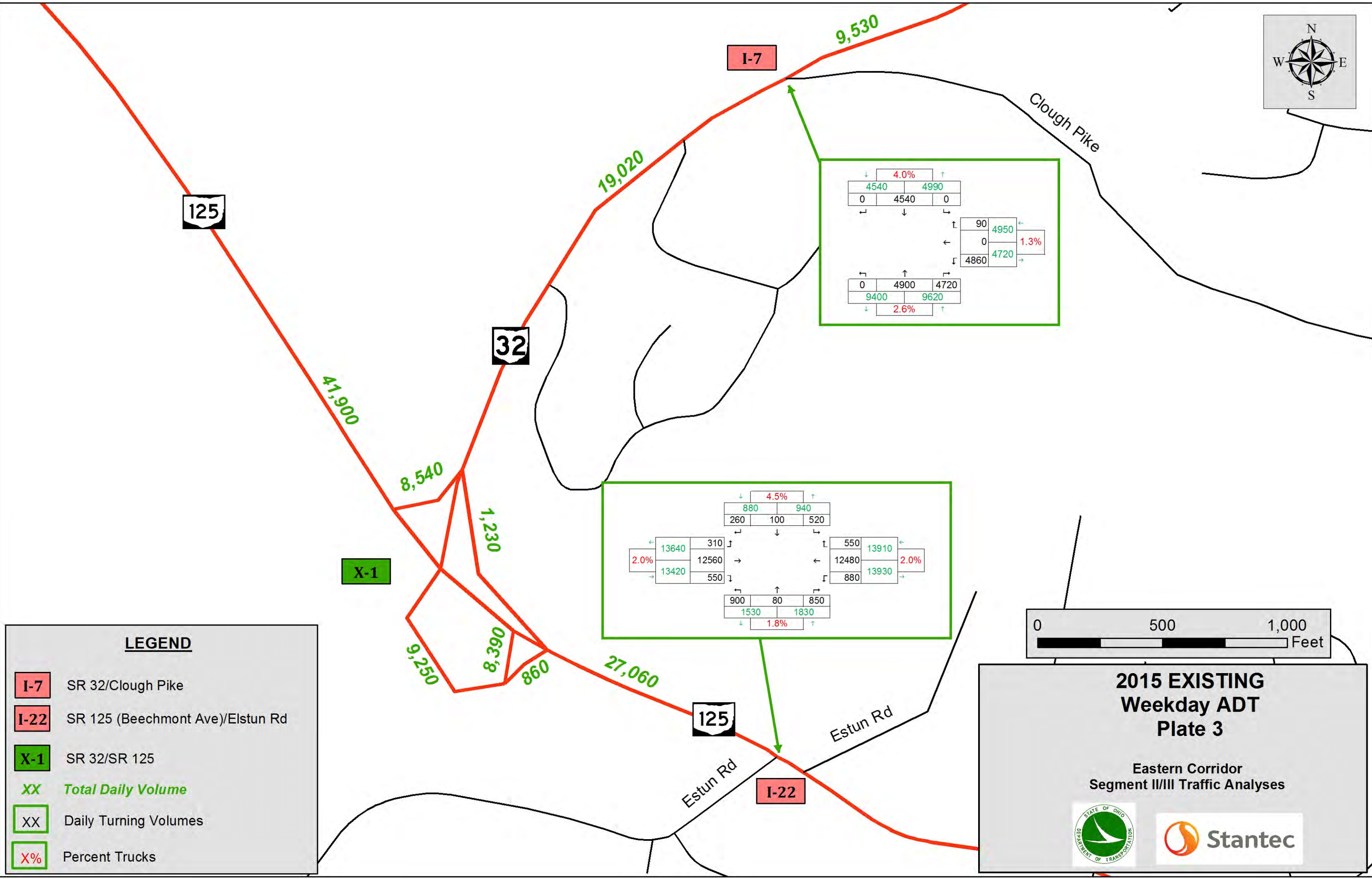




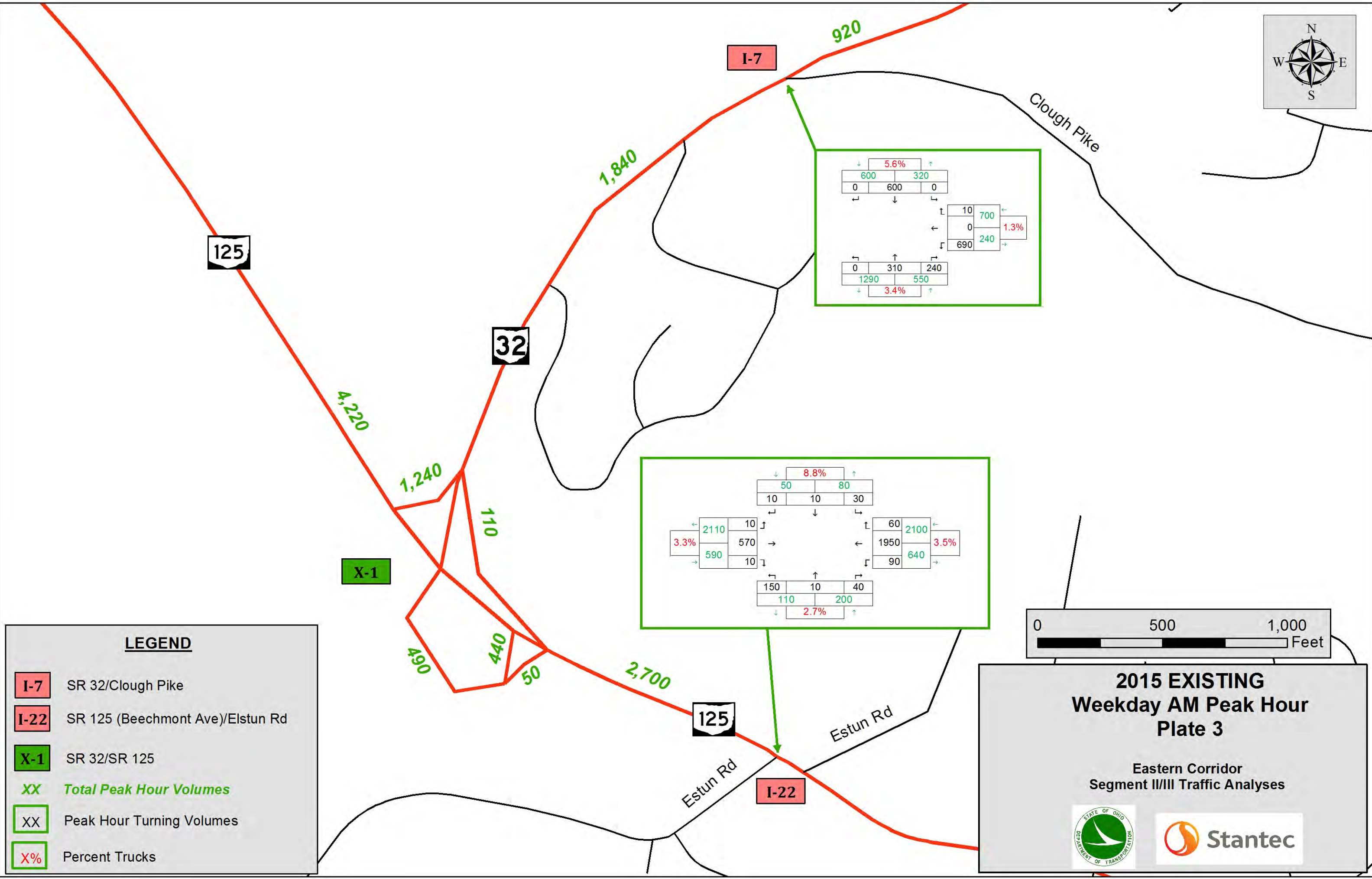
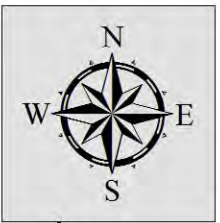




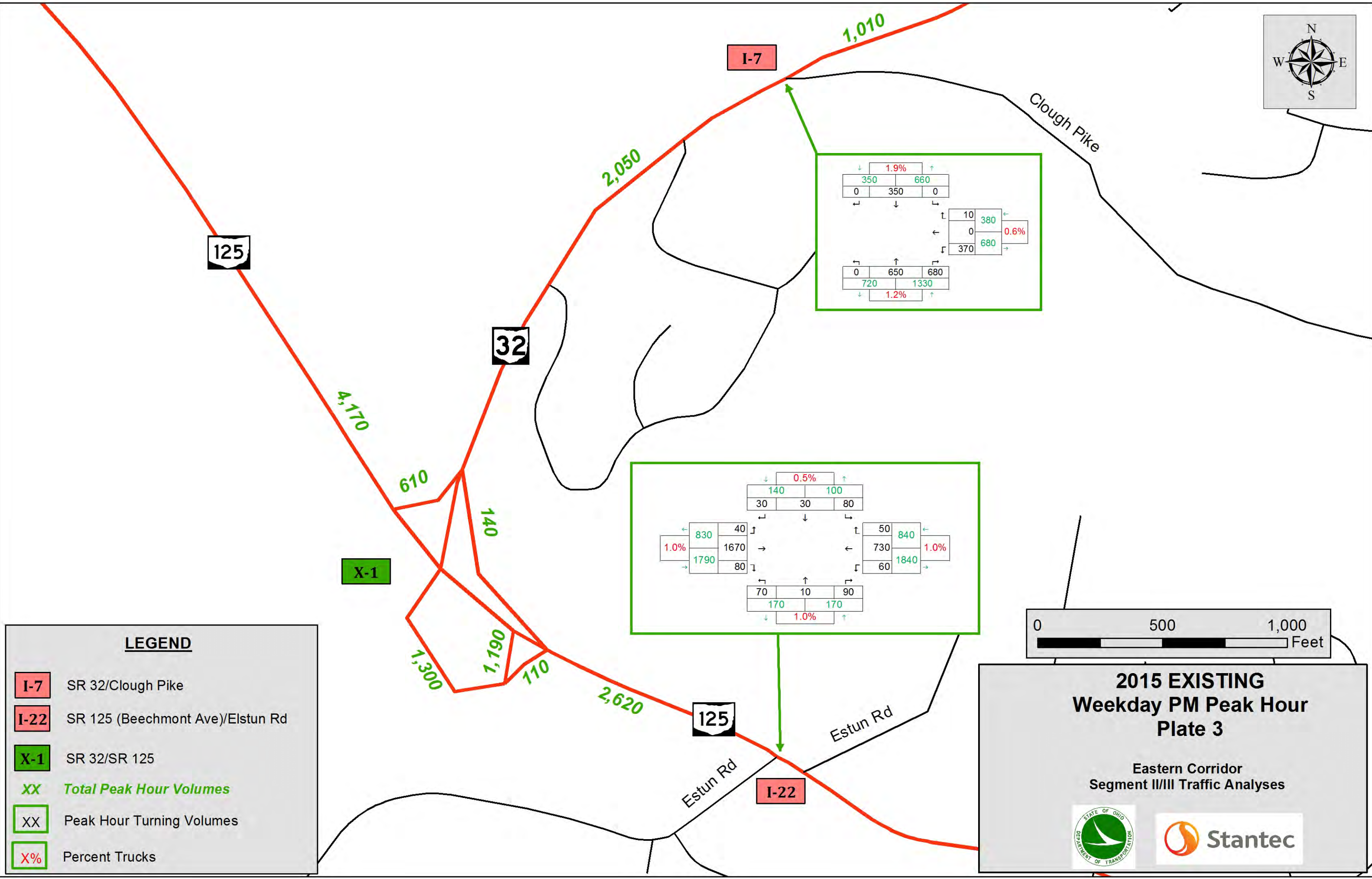
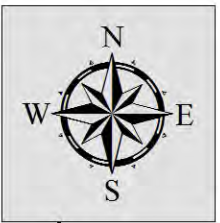












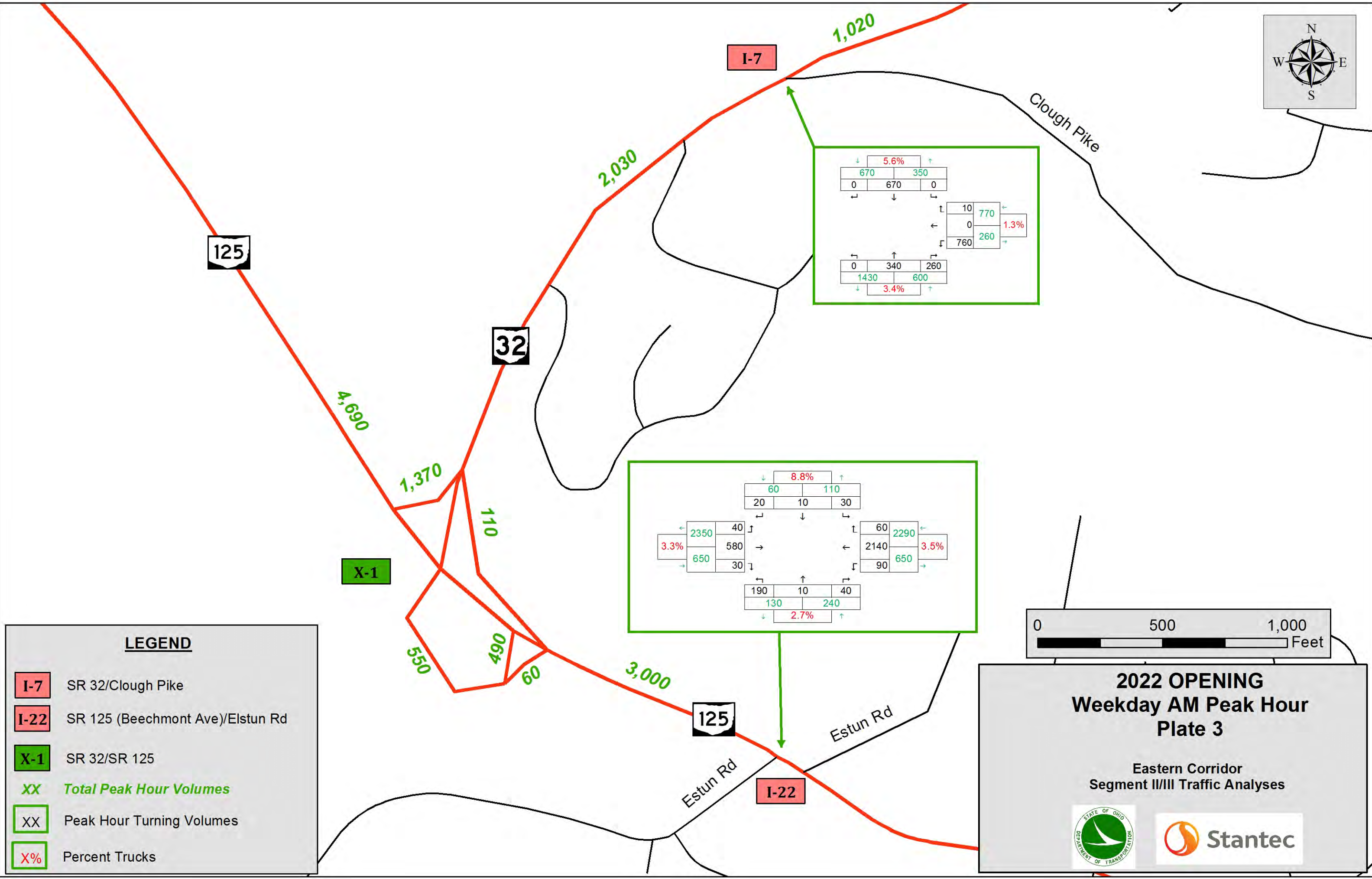
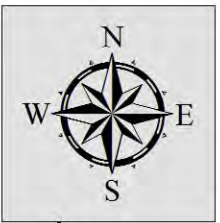
1.9%					
350		660			
0	350	0			
↓		↓			
10		380			0.6%
0		680			
370					
↑		↑			
0	650	680			
720		1330			
↓		↓			
1.2%					

0.5%					
140		100			
30	30	80			
↓		↓			
830	40	50	840		1.0%
1670		730			
1790	80	60	1840		
↑		↑			
70	10	90			
170		170			
↓		↓			
1.0%					



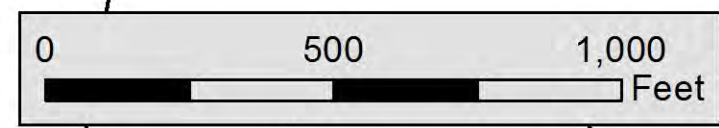






### LEGEND

- I-7** SR 32/Clough Pike
- I-22** SR 125 (Beechmont Ave)/Elstun Rd
- X-1** SR 32/SR 125
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

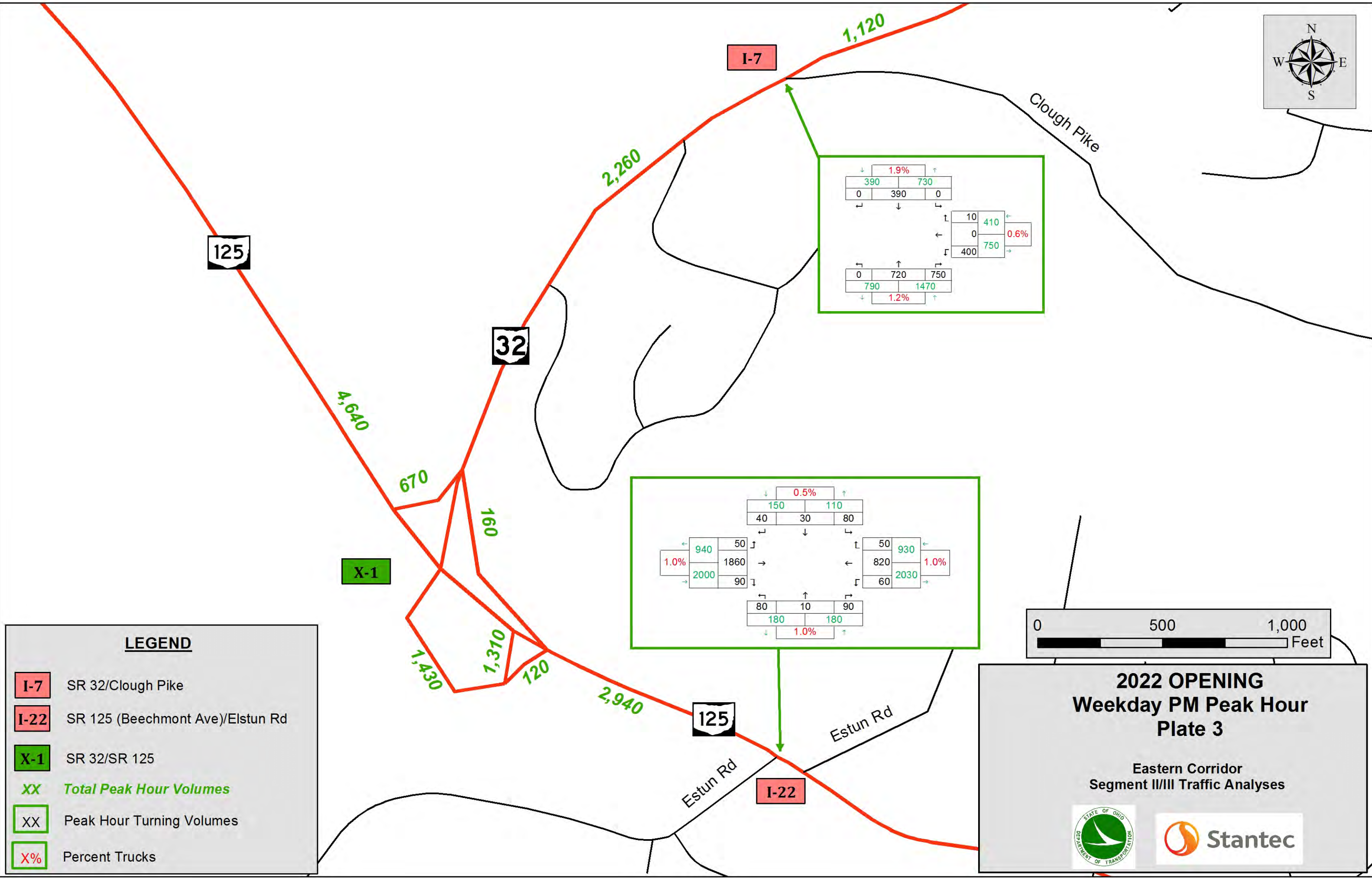
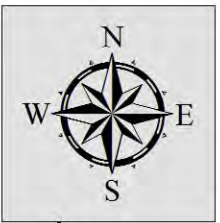


## 2022 OPENING Weekday AM Peak Hour Plate 3

Eastern Corridor  
Segment II/III Traffic Analyses







### LEGEND

- I-7** SR 32/Clough Pike
- I-22** SR 125 (Beechmont Ave)/Elstun Rd
- X-1** SR 32/SR 125
- XX** *Total Peak Hour Volumes*
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

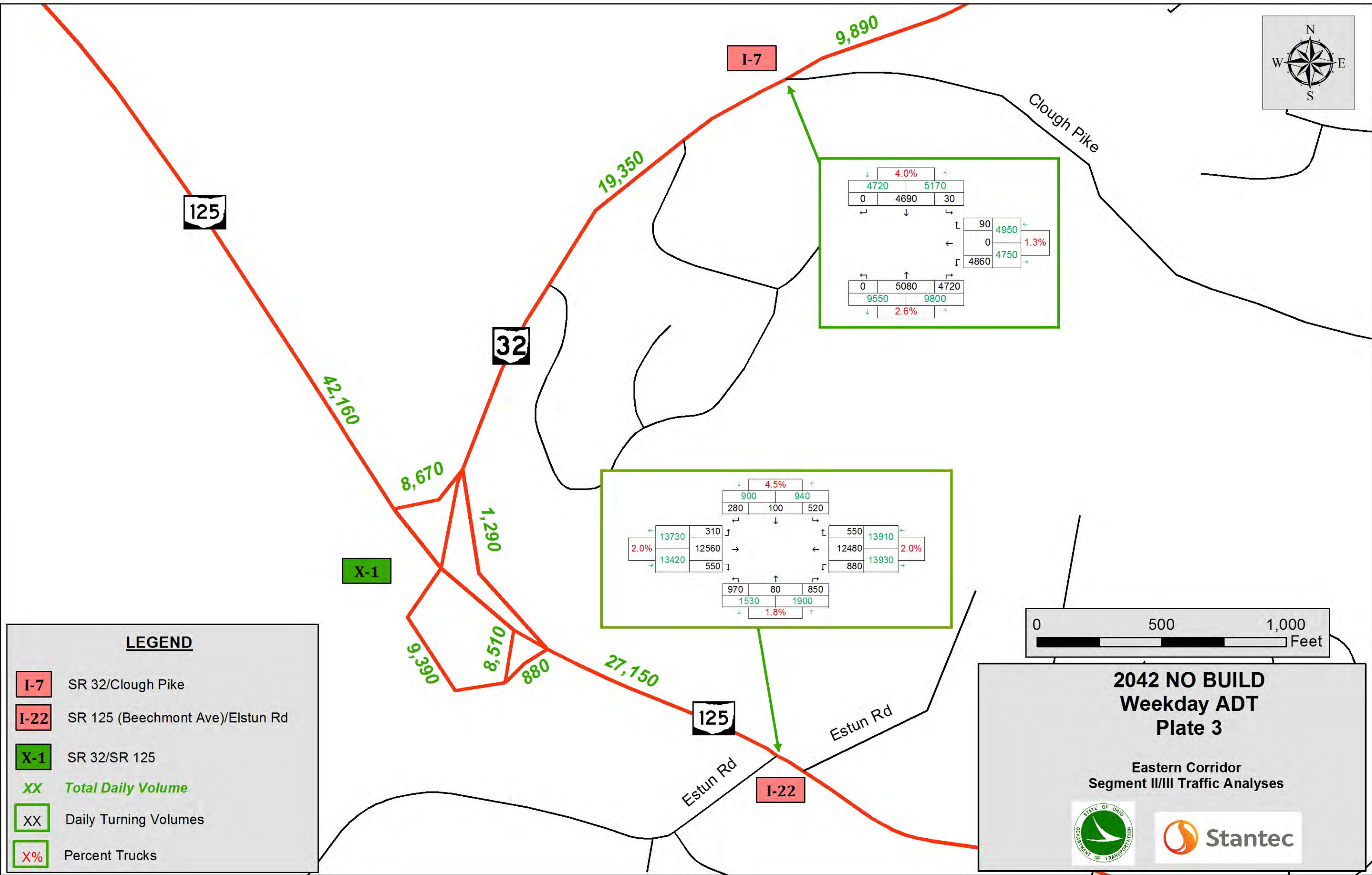


## 2022 OPENING Weekday PM Peak Hour Plate 3

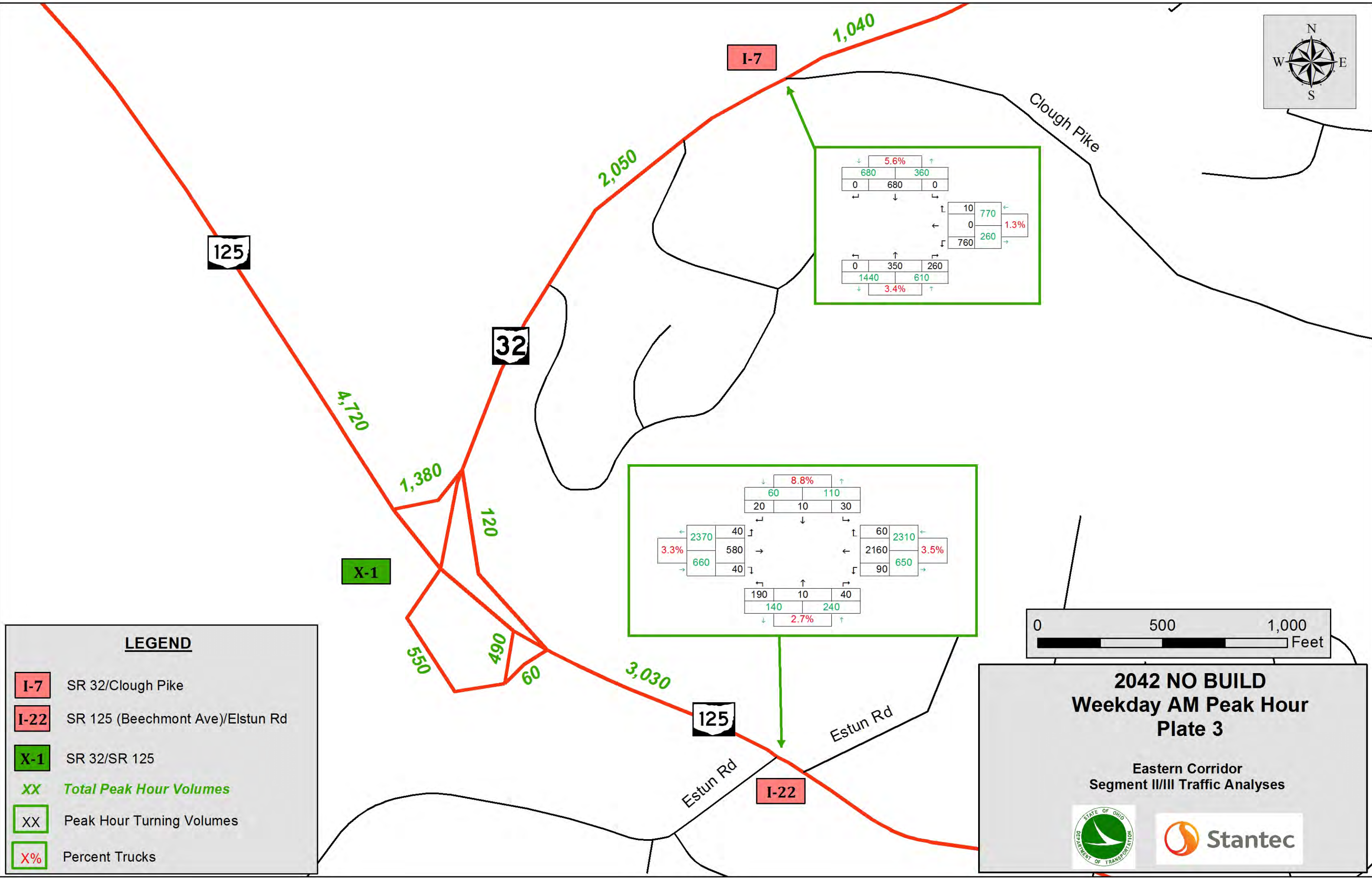
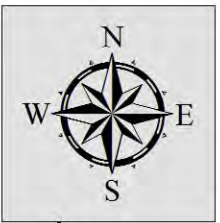
Eastern Corridor  
Segment II/III Traffic Analyses



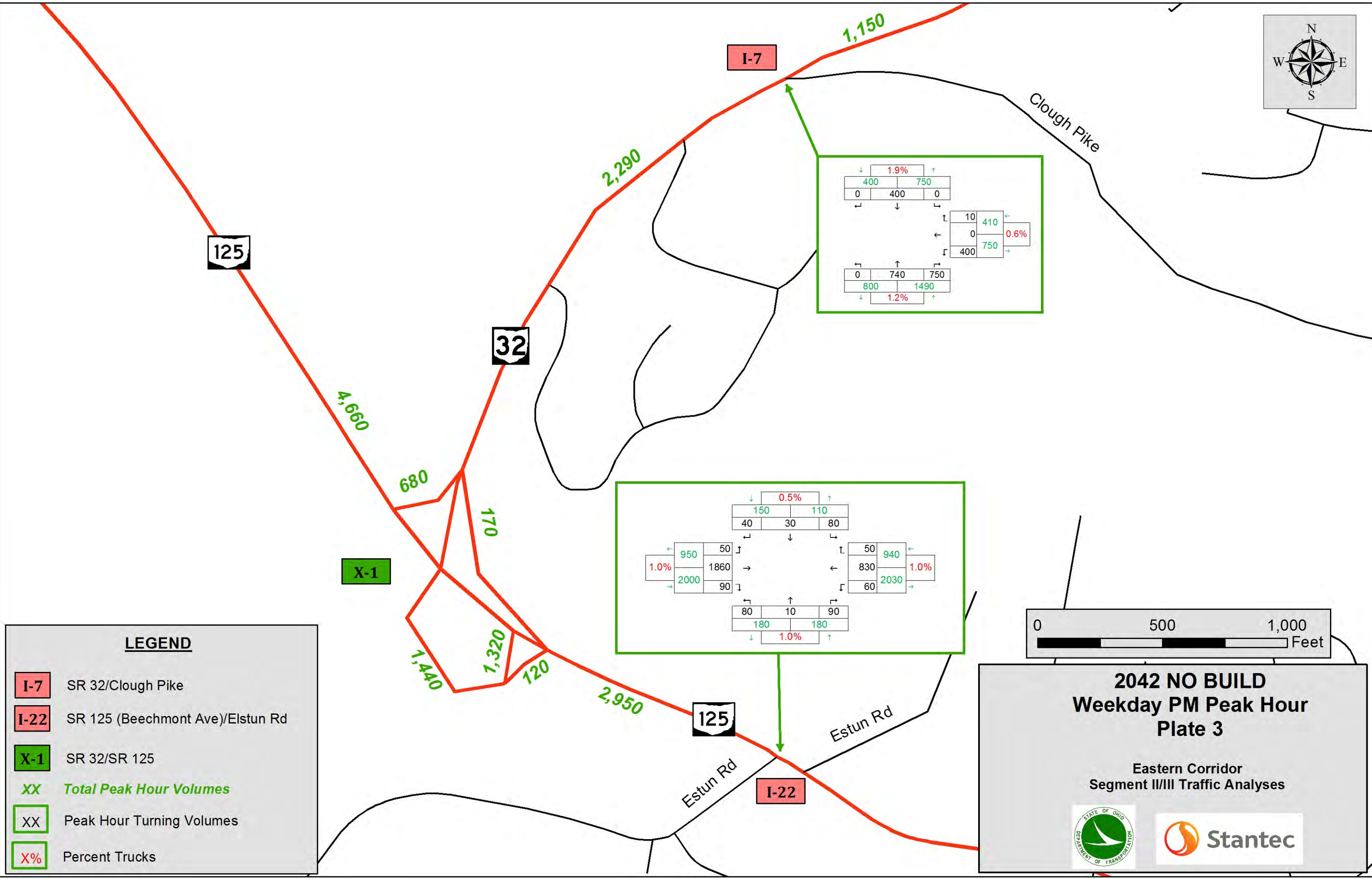
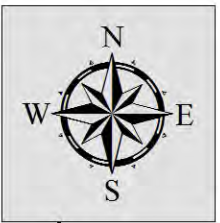












### LEGEND

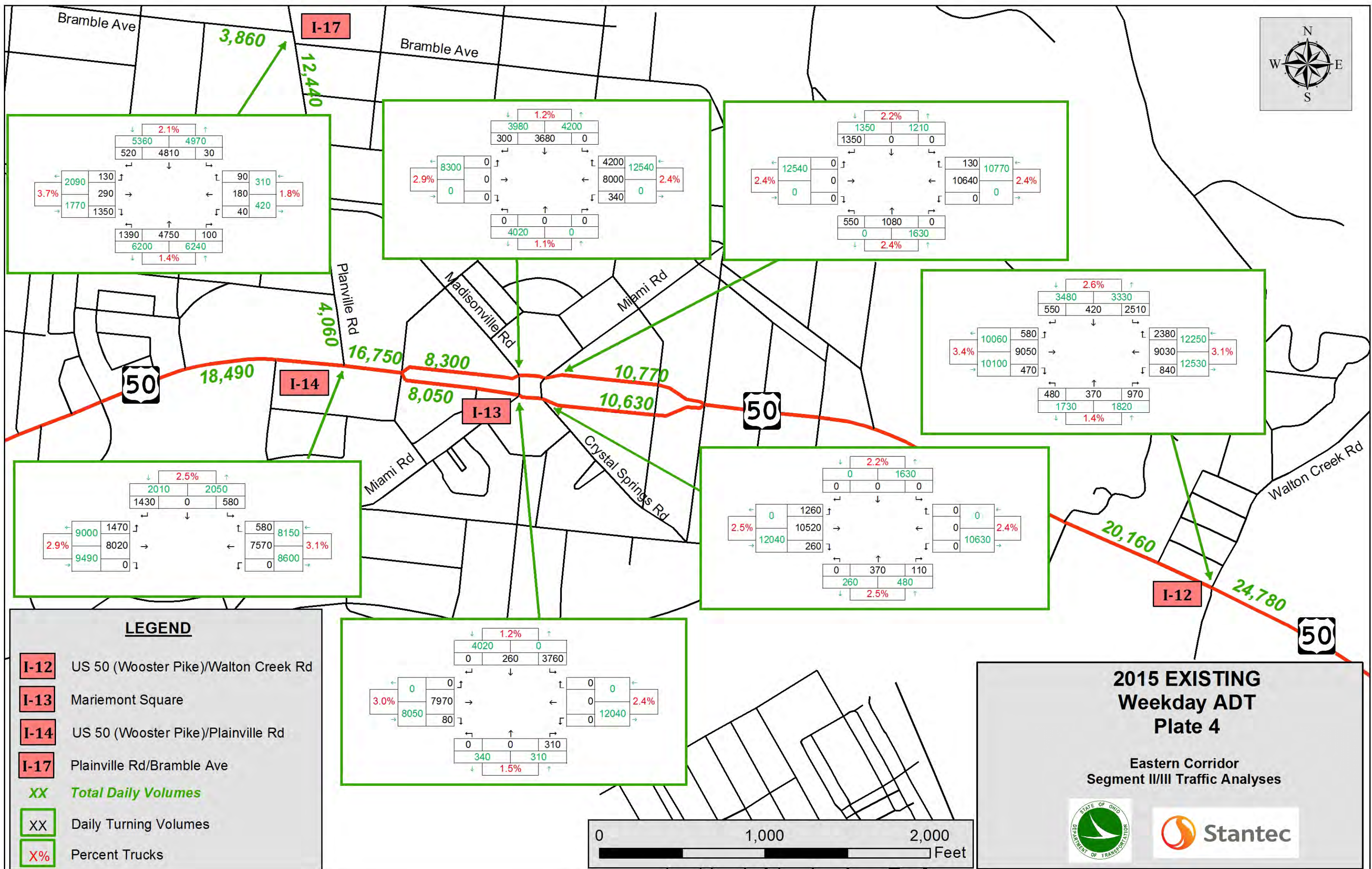
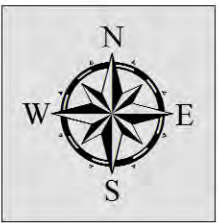
- I-7** SR 32/Clough Pike
- I-22** SR 125 (Beechmont Ave)/Elstun Rd
- X-1** SR 32/SR 125
- XX** *Total Peak Hour Volumes*
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

### 2042 NO BUILD Weekday PM Peak Hour Plate 3

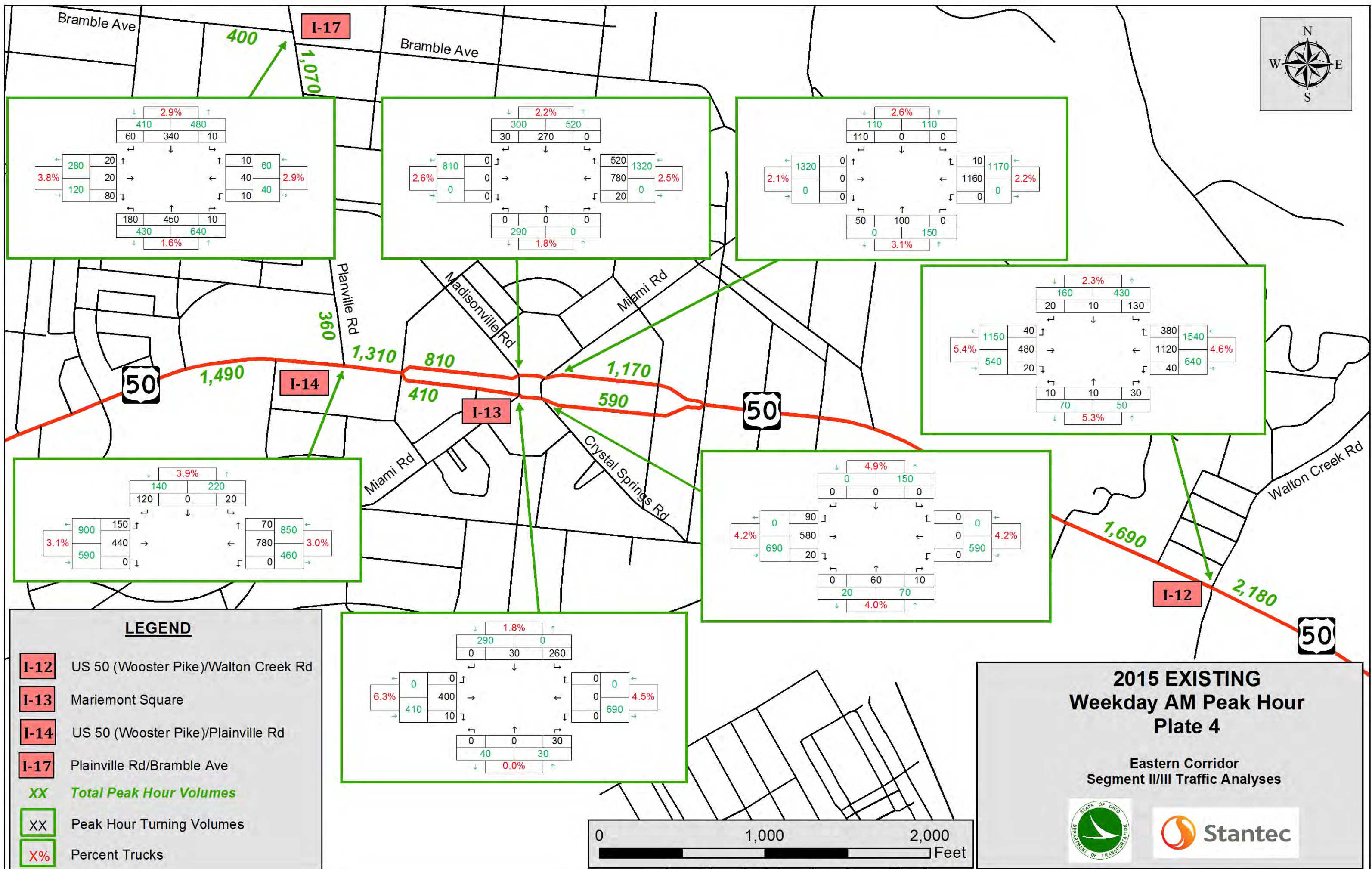
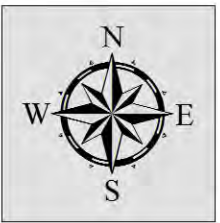
Eastern Corridor  
Segment II/III Traffic Analyses



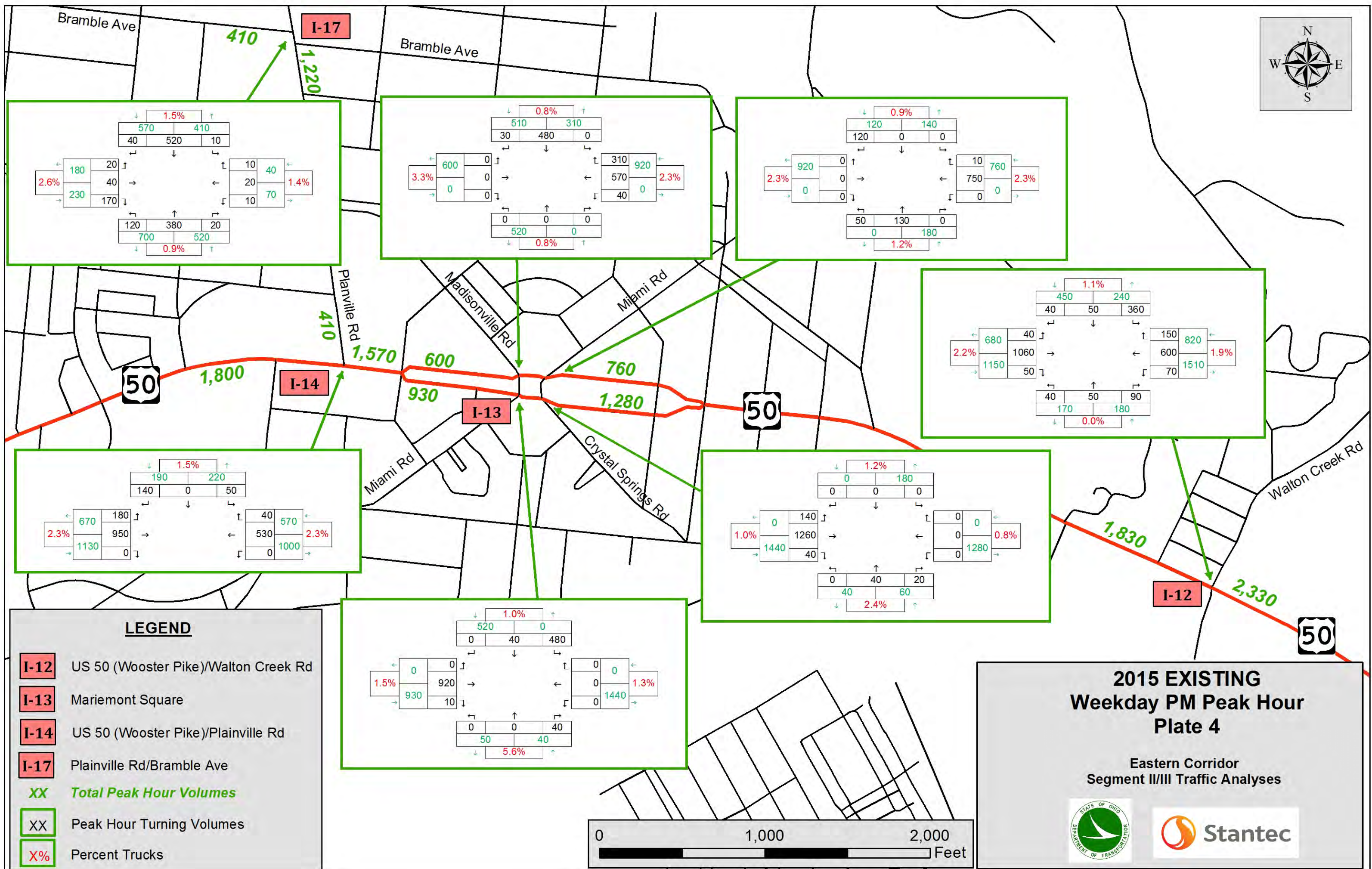




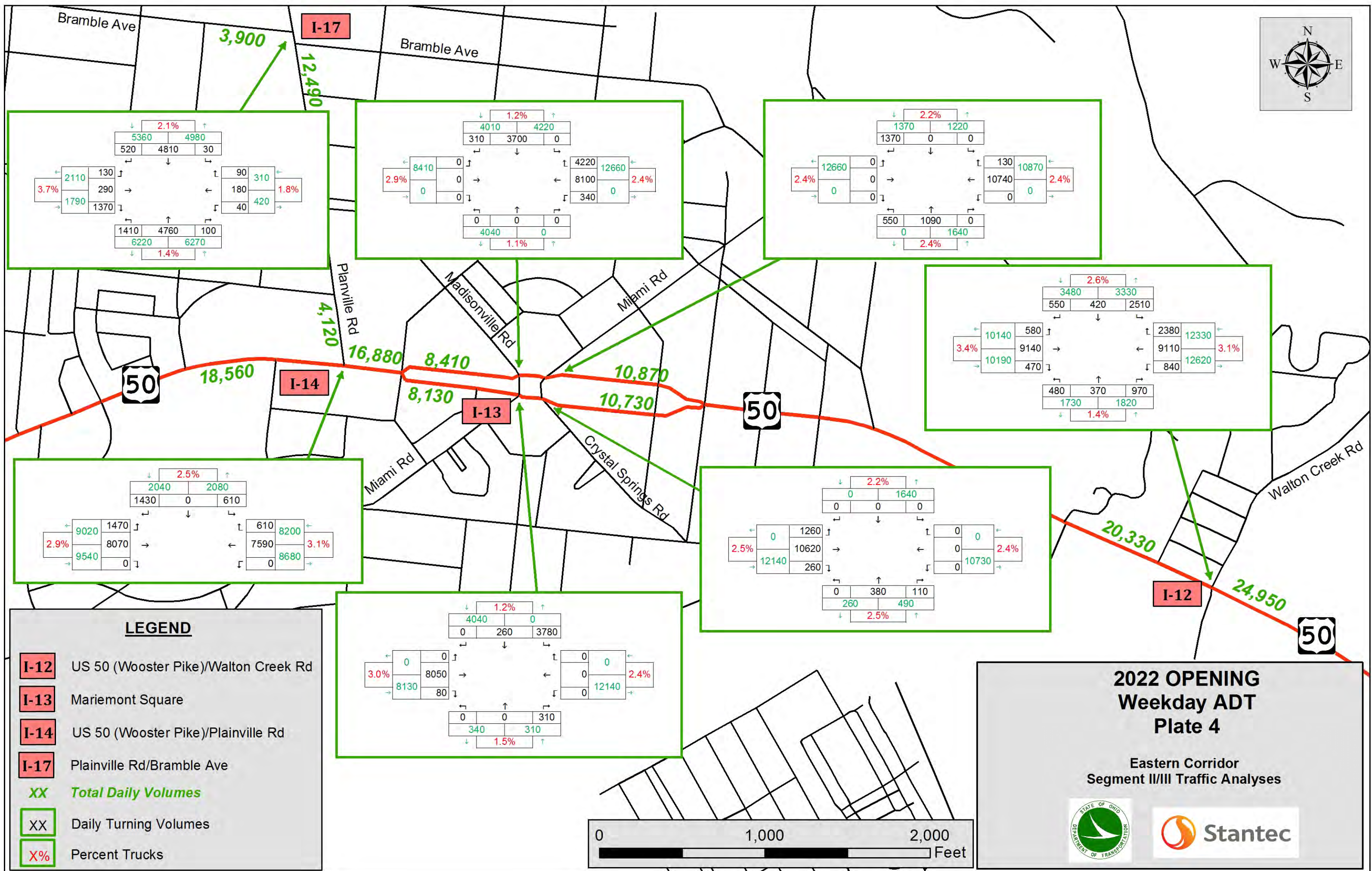




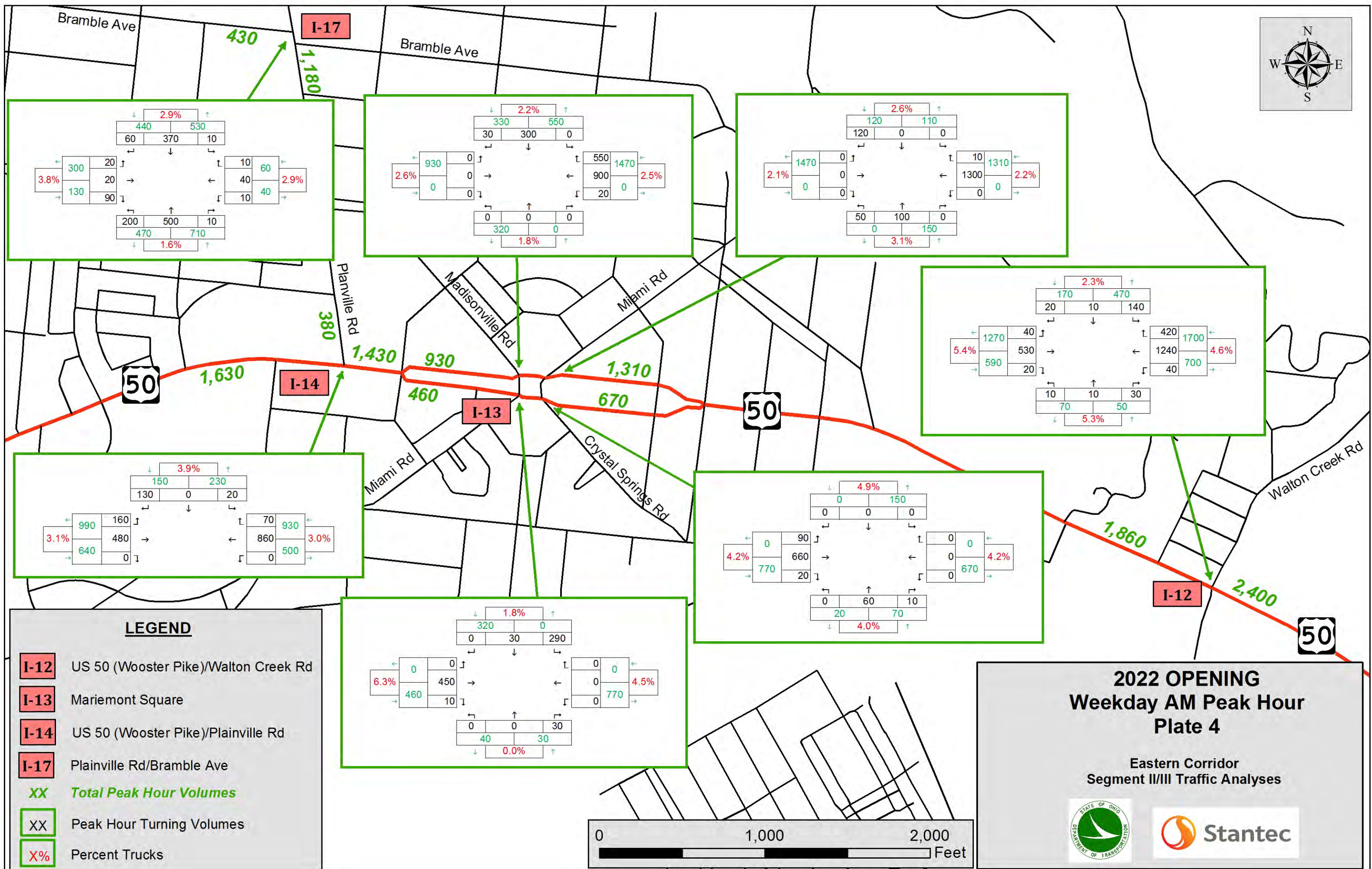




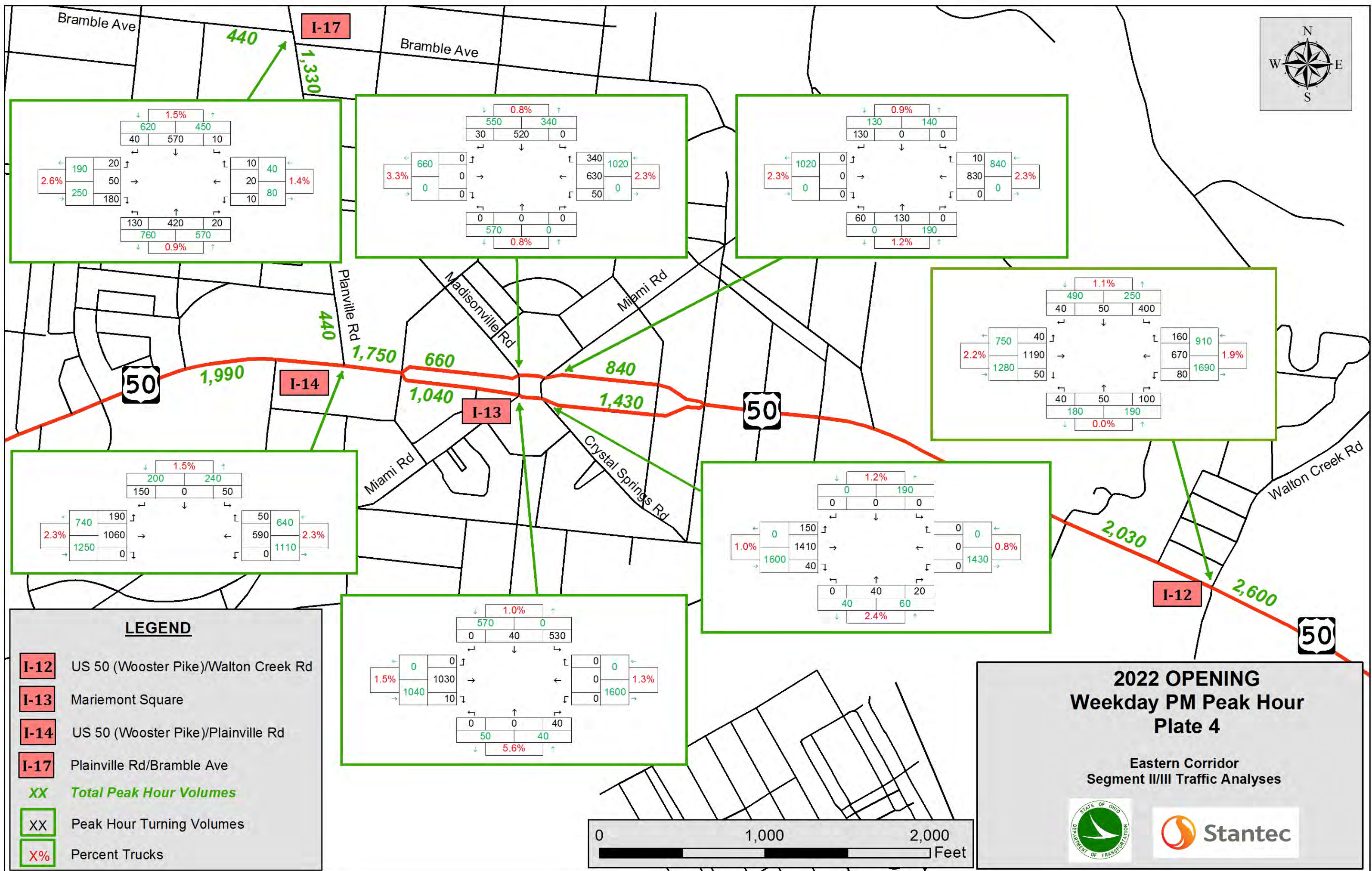
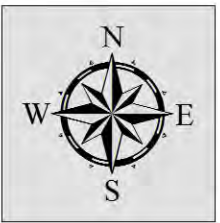




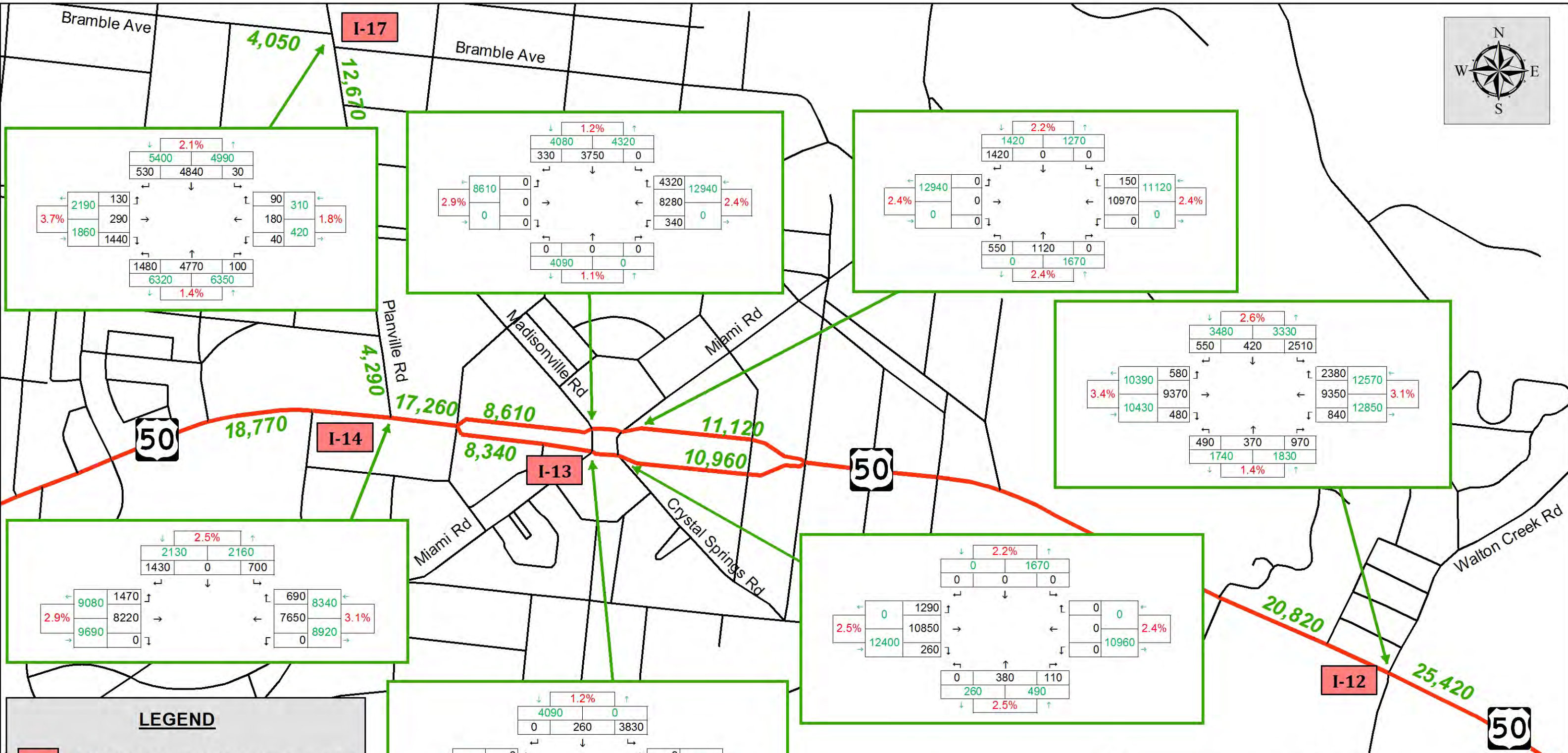






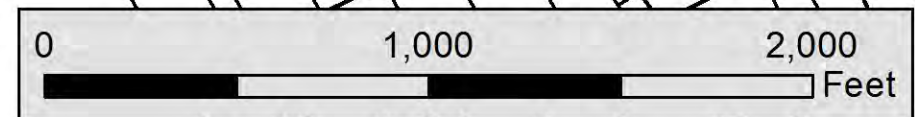






**LEGEND**

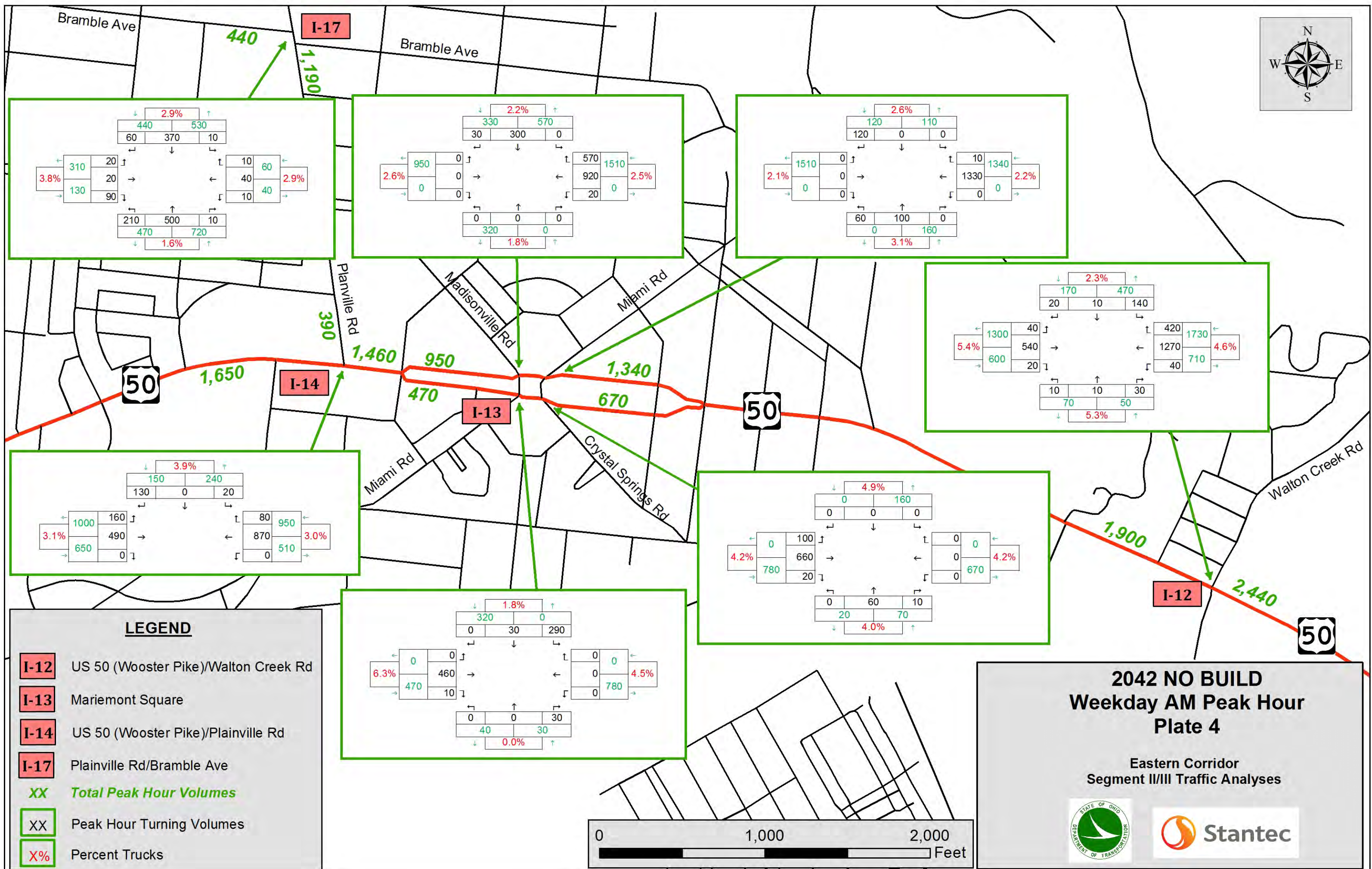
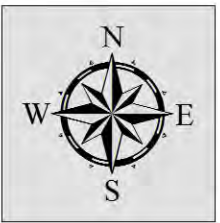
- I-12** US 50 (Wooster Pike)/Walton Creek Rd
- I-13** Mariemont Square
- I-14** US 50 (Wooster Pike)/Plainville Rd
- I-17** Plainville Rd/Bramble Ave
- XX** Total Daily Volumes
- XX** Daily Turning Volumes
- X%** Percent Trucks



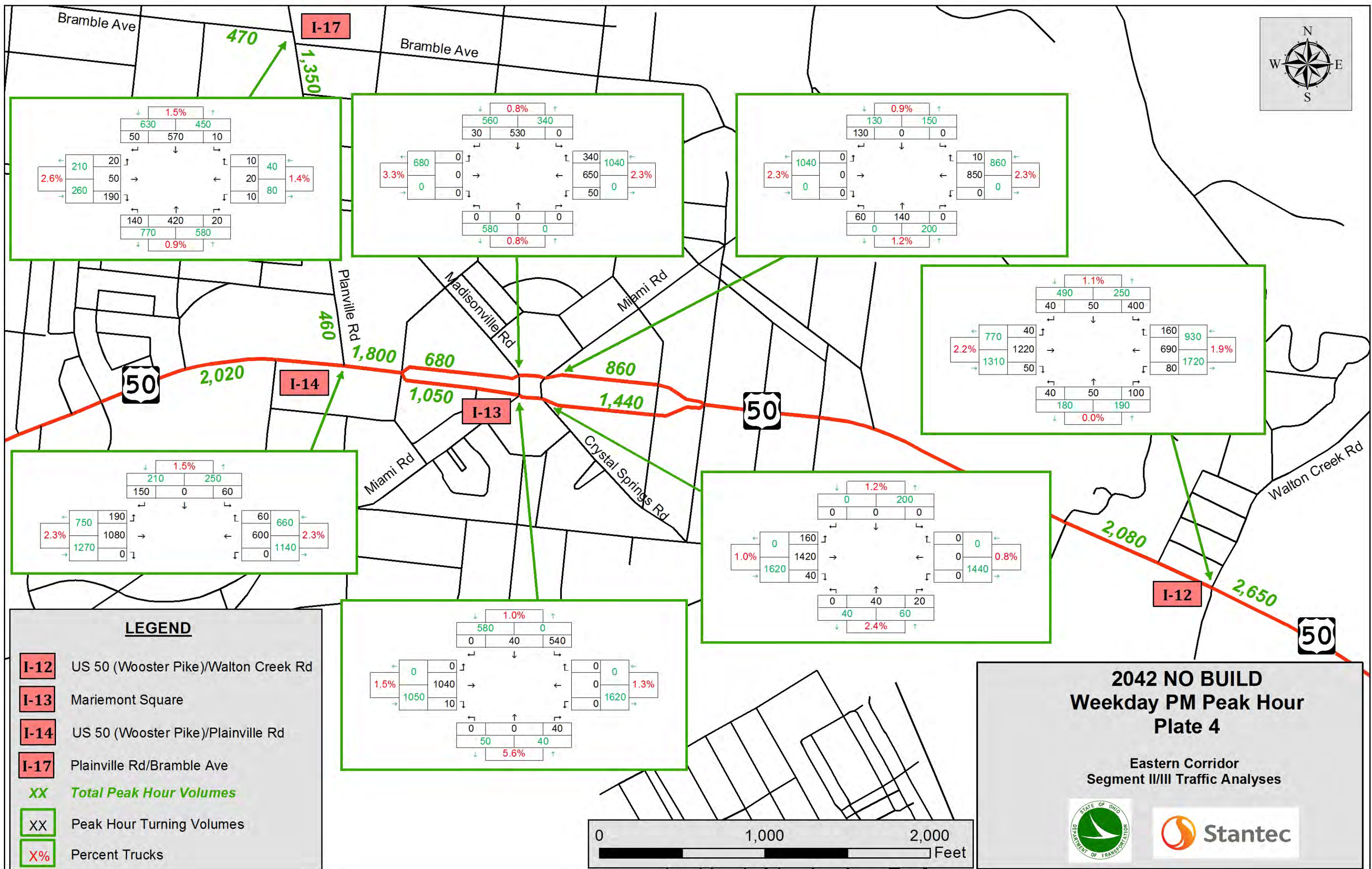
**2042 NO BUILD  
Weekday ADT  
Plate 4**

Eastern Corridor  
Segment II/III Traffic Analyses

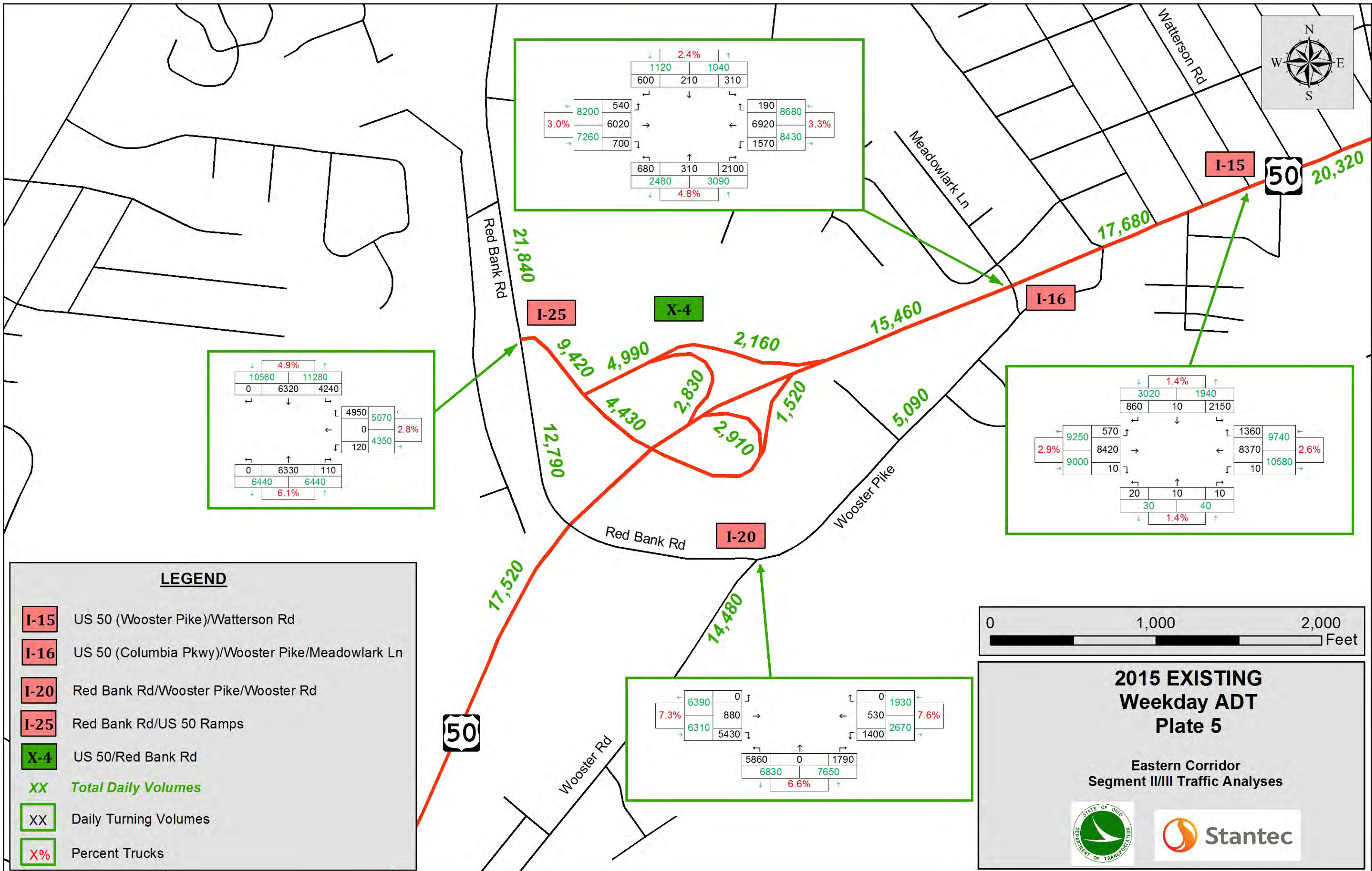




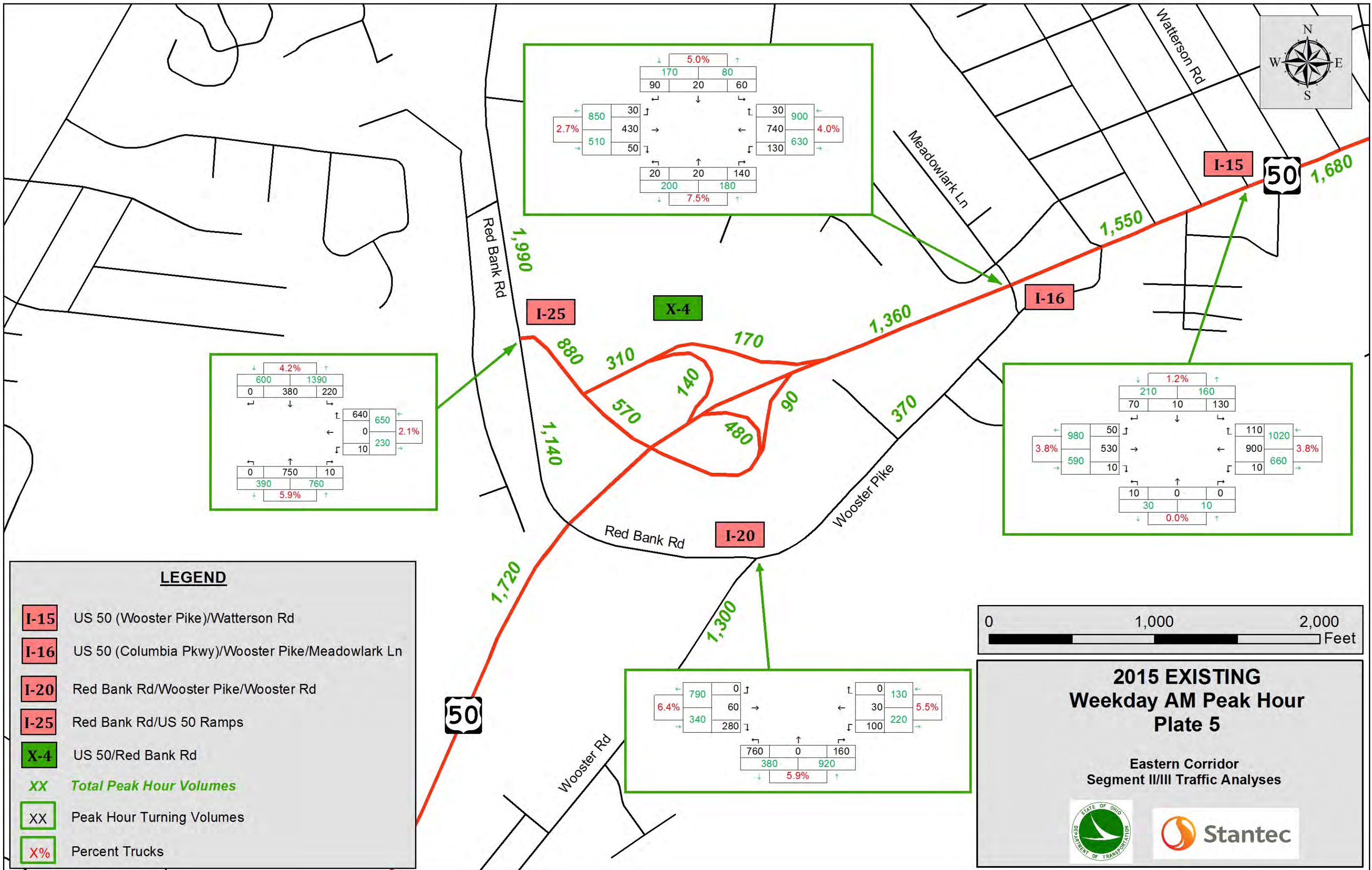




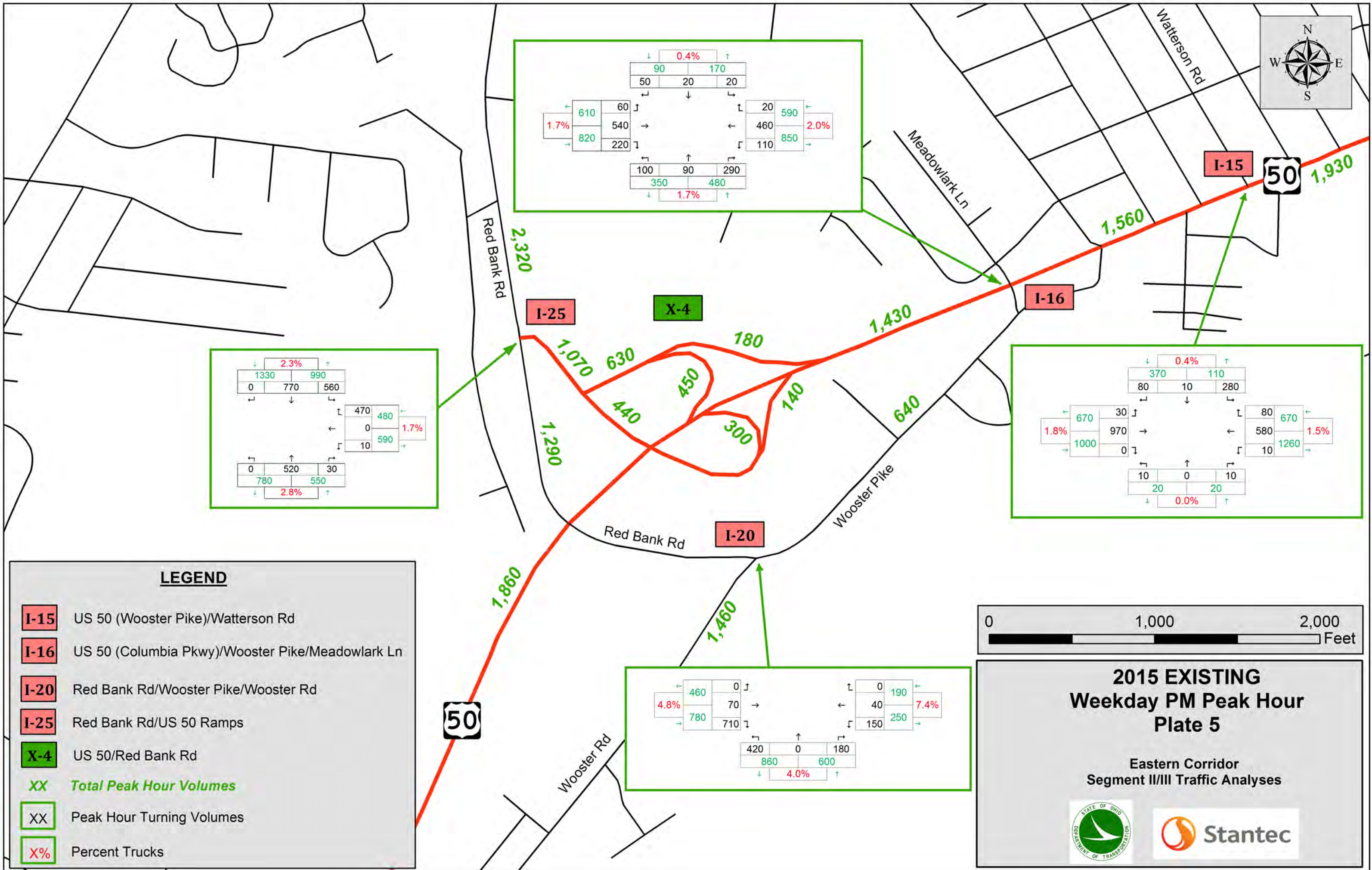




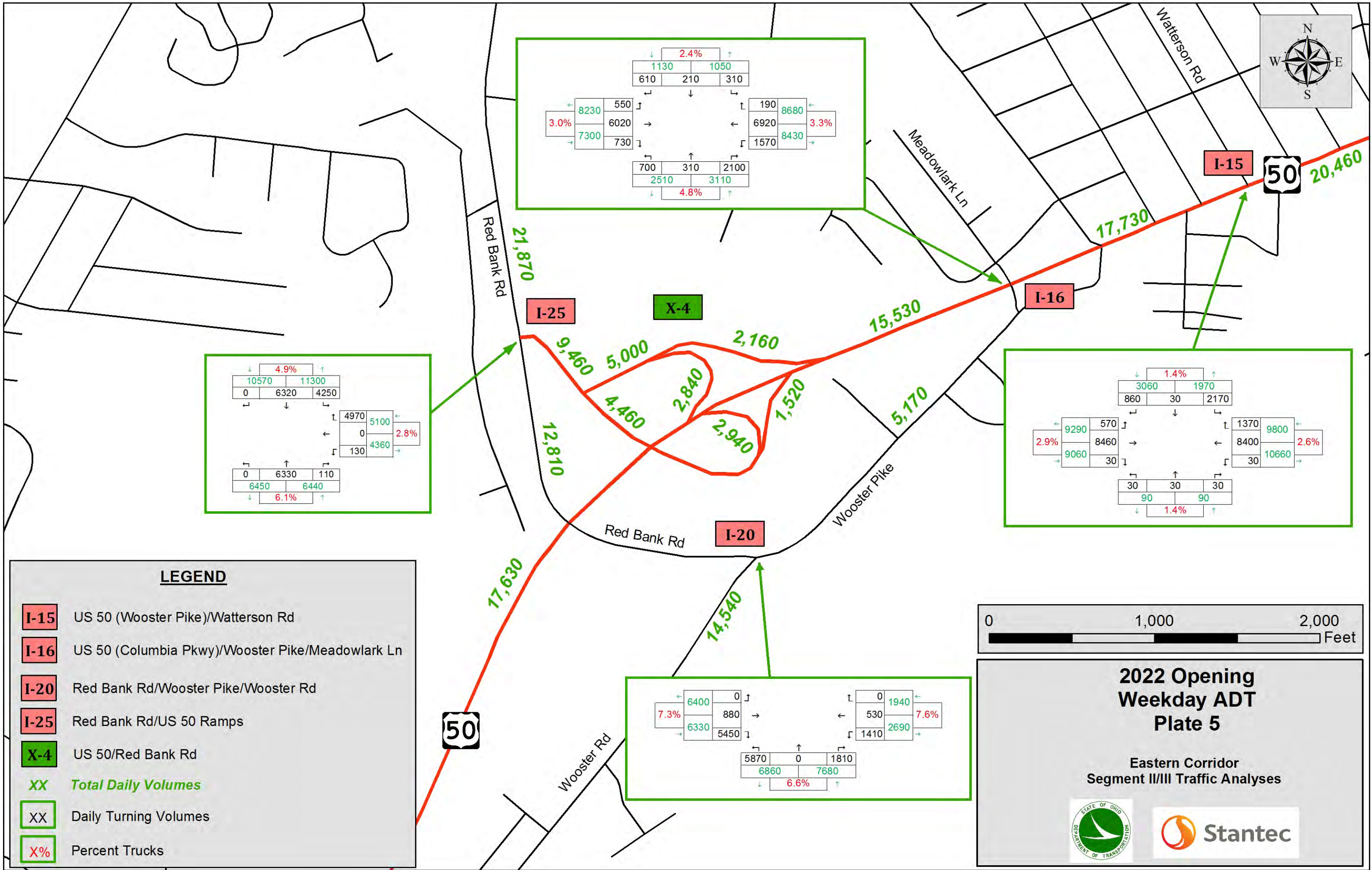




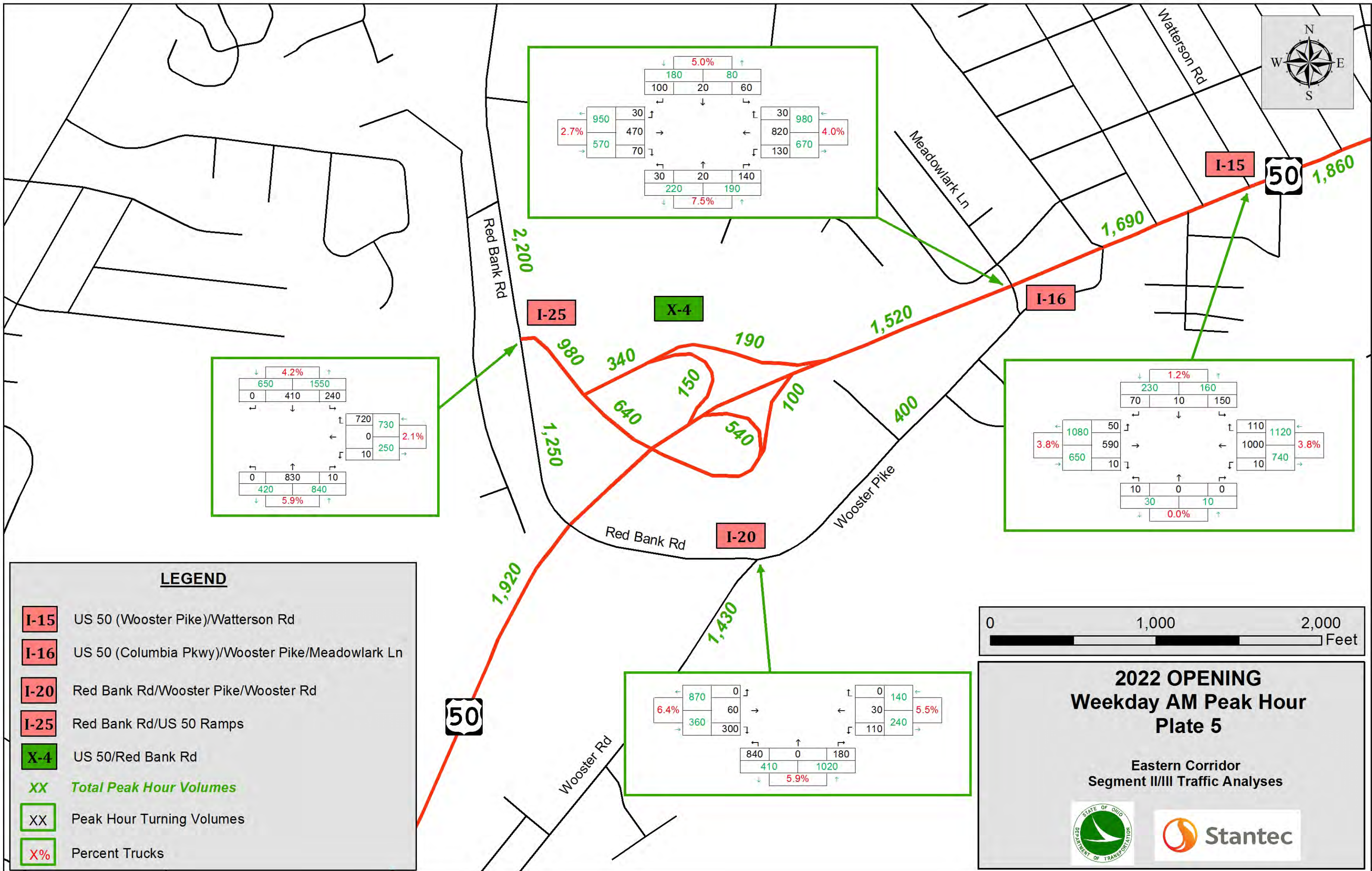




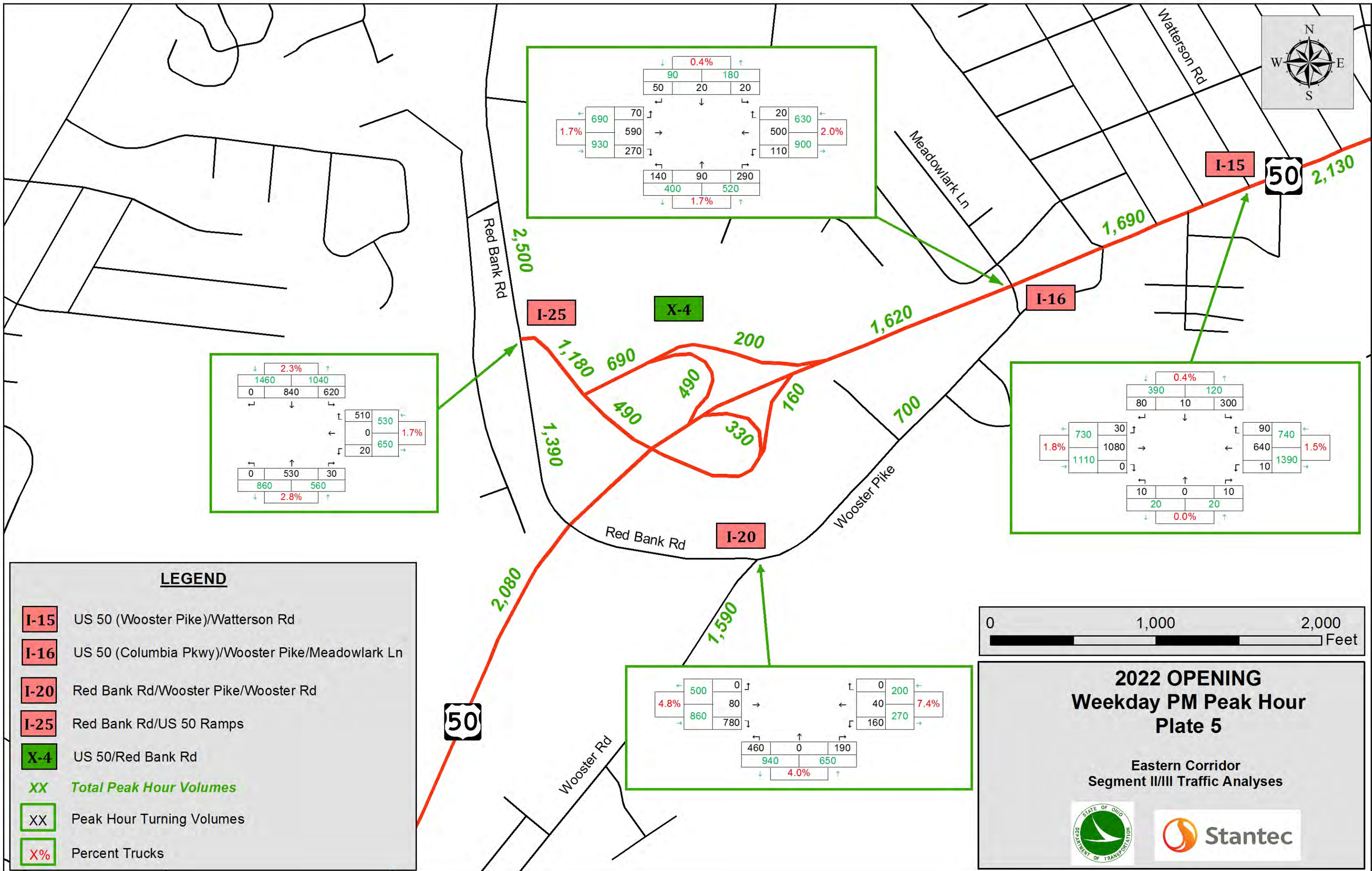




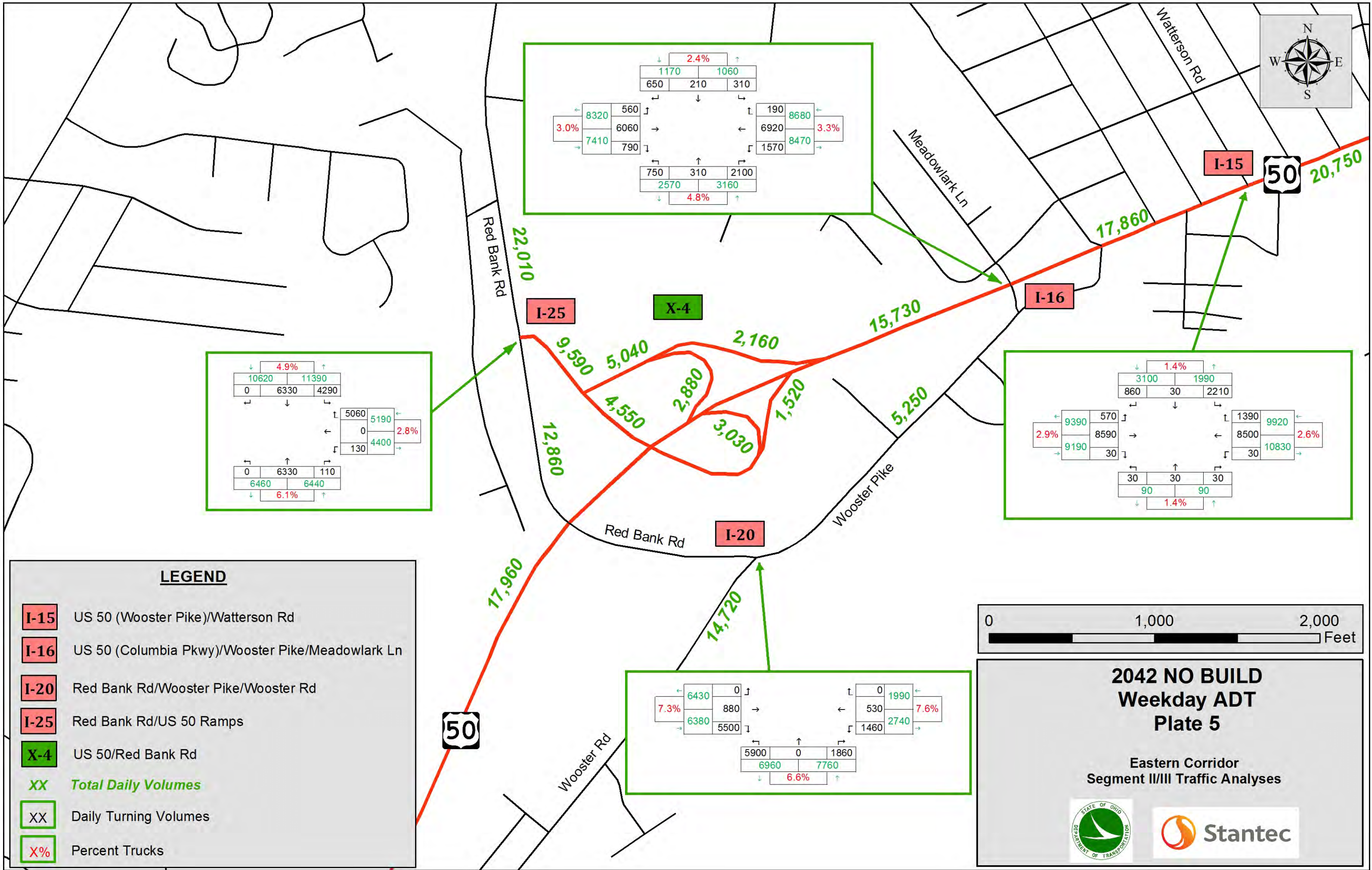






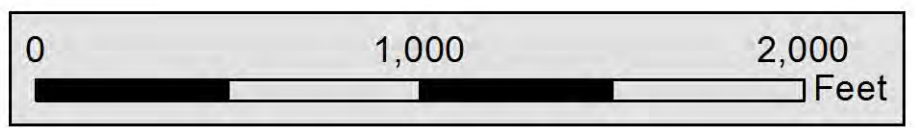








**LEGEND**

- I-15** US 50 (Wooster Pike)/Watterson Rd
- I-16** US 50 (Columbia Pkwy)/Wooster Pike/Meadowlark Ln
- I-20** Red Bank Rd/Wooster Pike/Wooster Rd
- I-25** Red Bank Rd/US 50 Ramps
- X-4** US 50/Red Bank Rd
- XX** Total Daily Volumes
- XX** Daily Turning Volumes
- X%** Percent Trucks

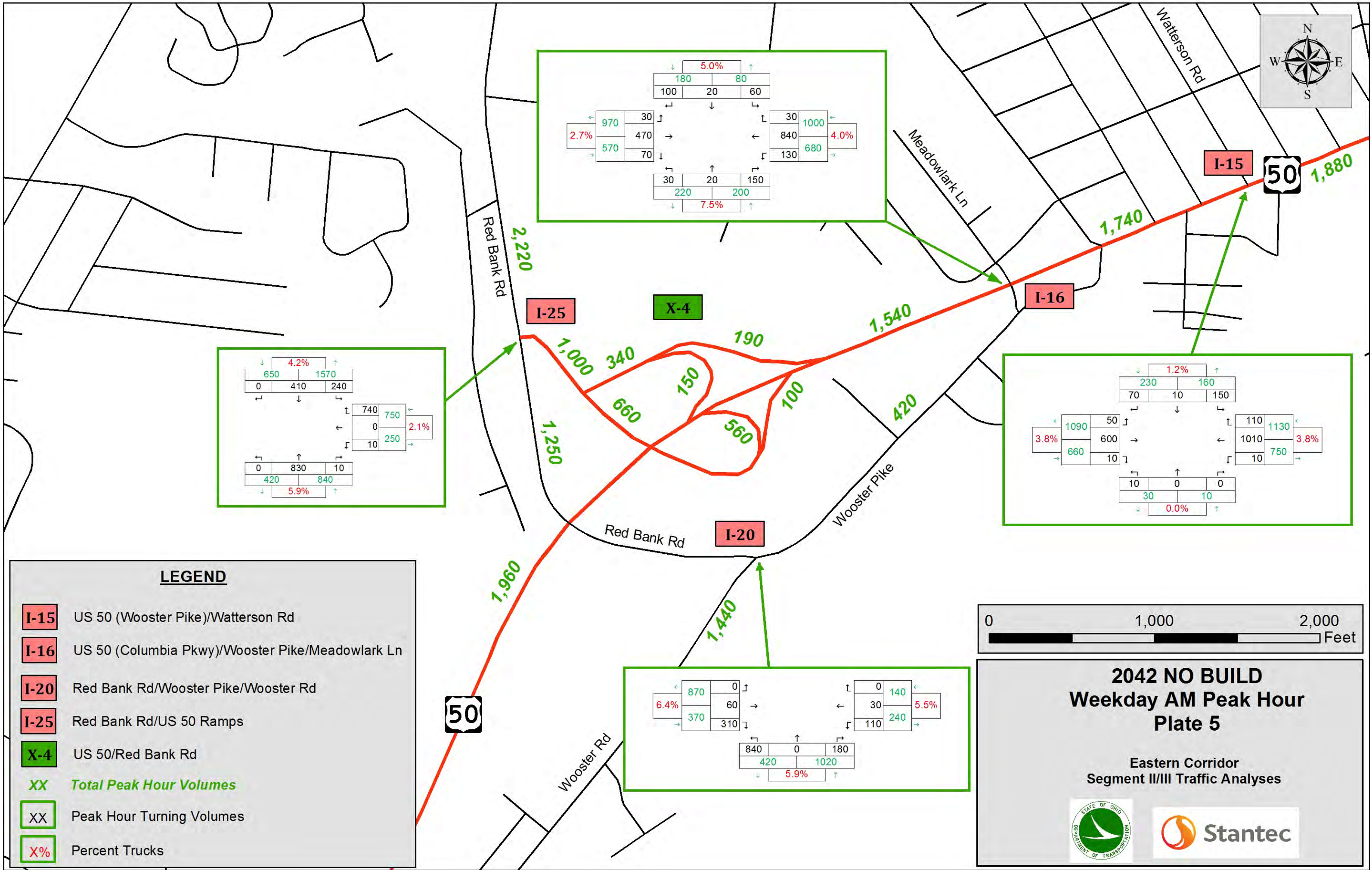


**2042 NO BUILD  
Weekday ADT  
Plate 5**

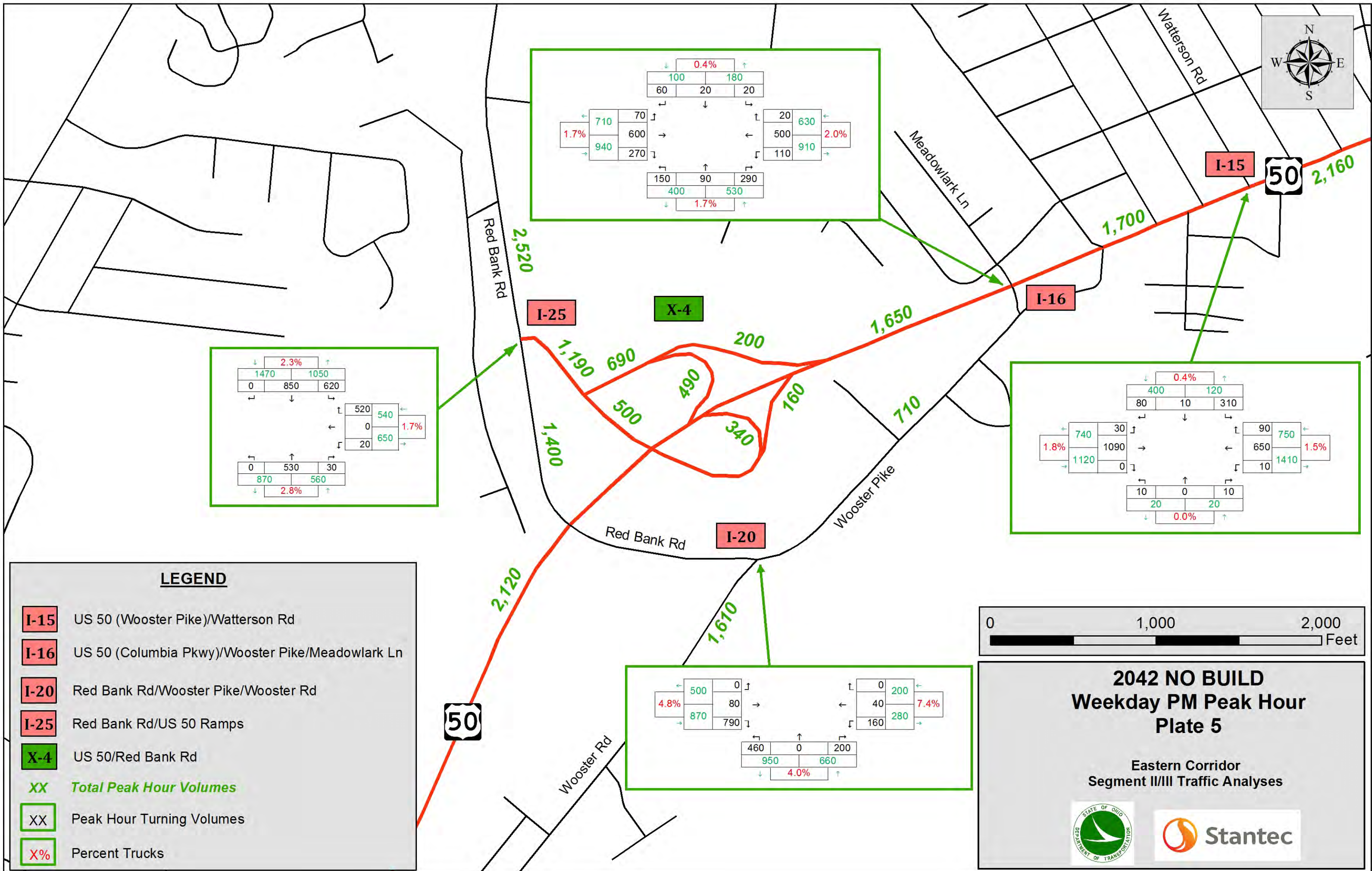
Eastern Corridor  
Segment II/III Traffic Analyses

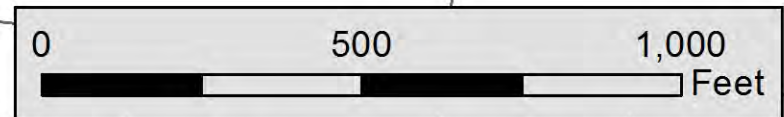
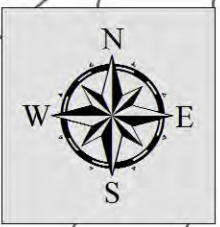












# 2015 EXISTING Weekday ADT Plate 6

Eastern Corridor  
Segment II/III Traffic Analyses



**LEGEND**

I-18

Bramble Ave/Erie Ave

I-19

Red Bank Rd/Erie Ave

I-23

Erie Ave/Murray Rd

I-24

Erie Ave/Brotherton Rd

XX

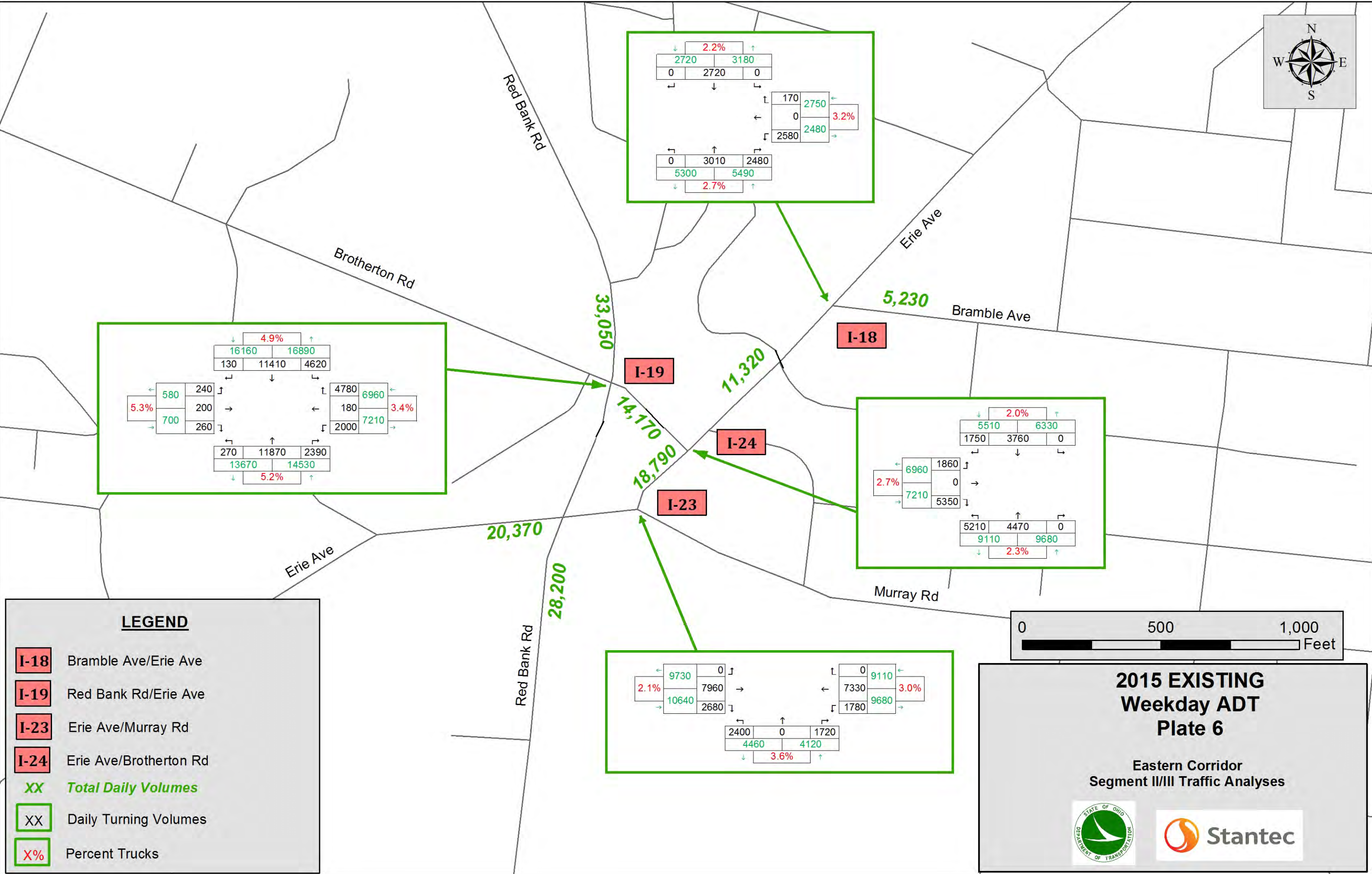
**Total Daily Volumes**

XX

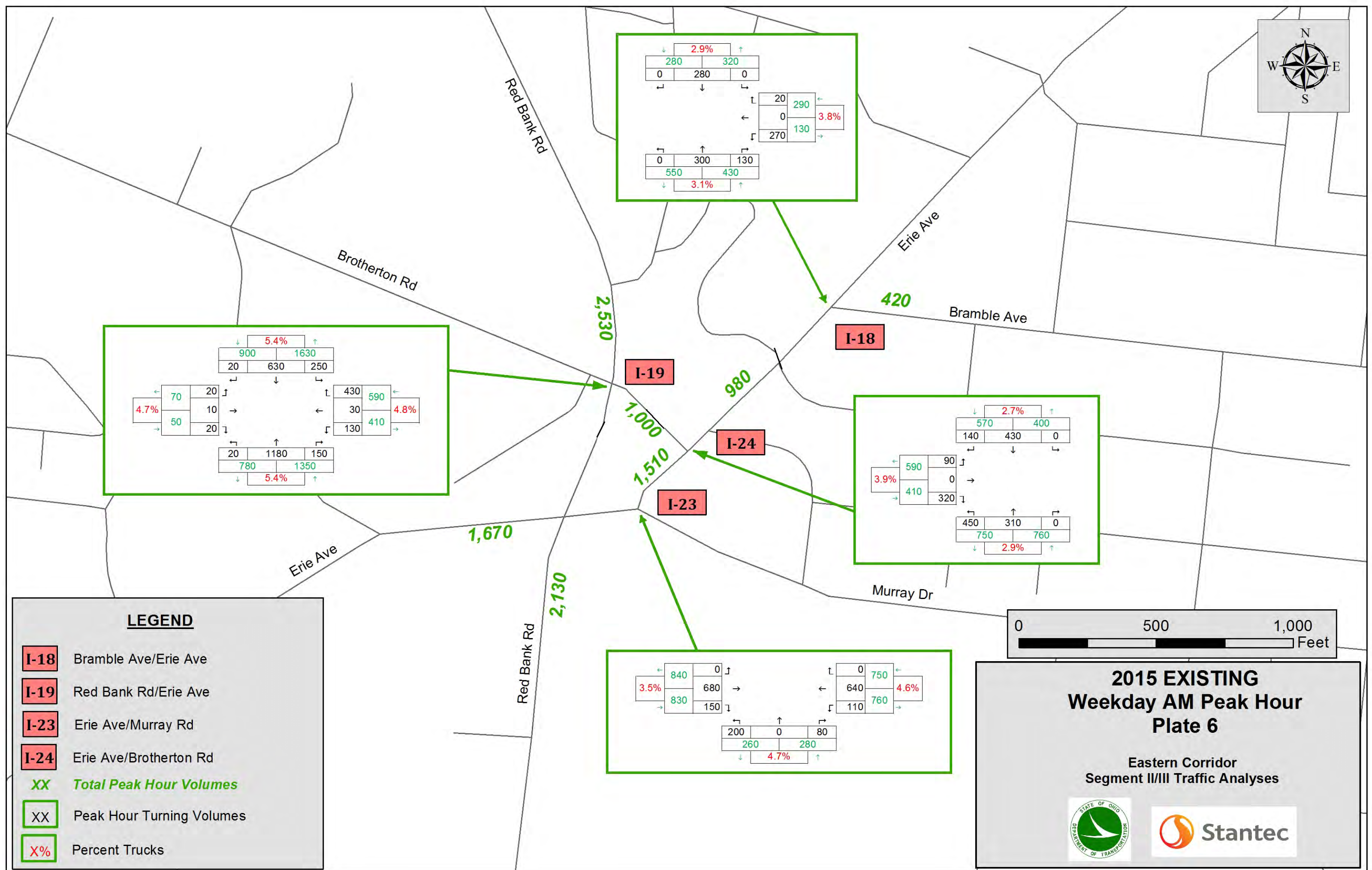
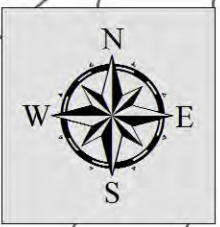
Daily Turning Volumes

X%

Percent Trucks

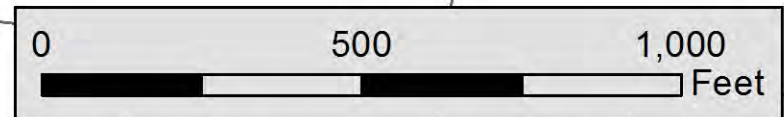






**LEGEND**

- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

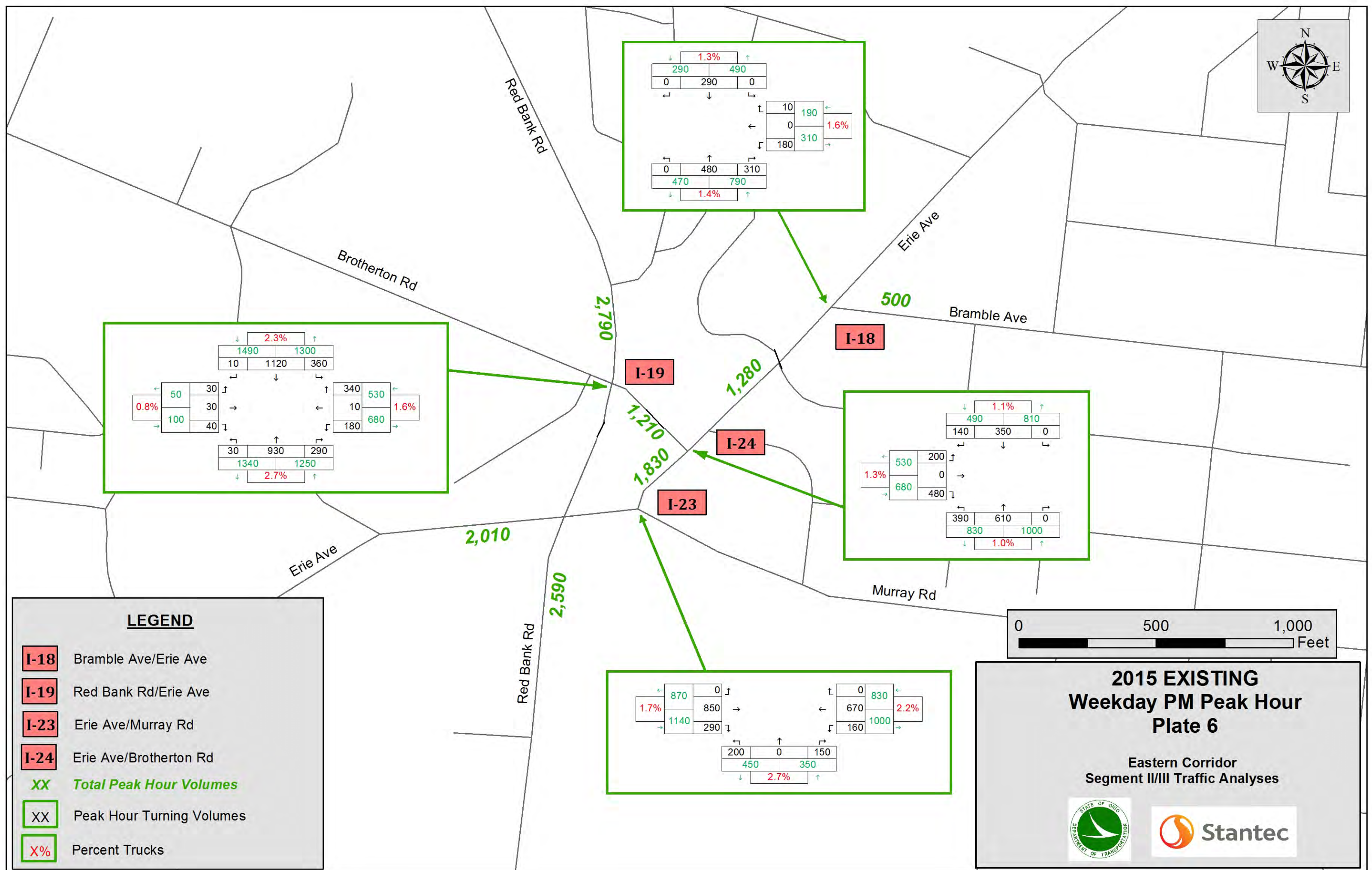
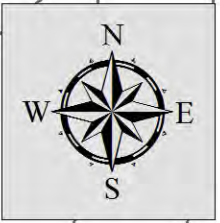


**2015 EXISTING  
Weekday AM Peak Hour  
Plate 6**

Eastern Corridor  
Segment II/III Traffic Analyses

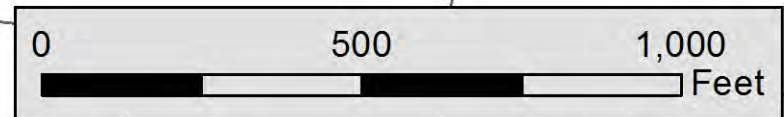






**LEGEND**

- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

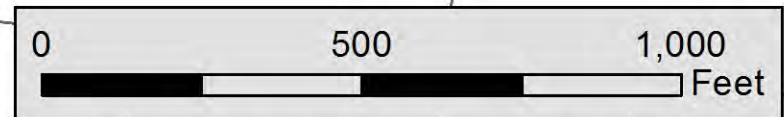
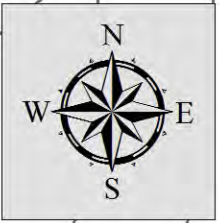


**2015 EXISTING  
Weekday PM Peak Hour  
Plate 6**

Eastern Corridor  
Segment II/III Traffic Analyses







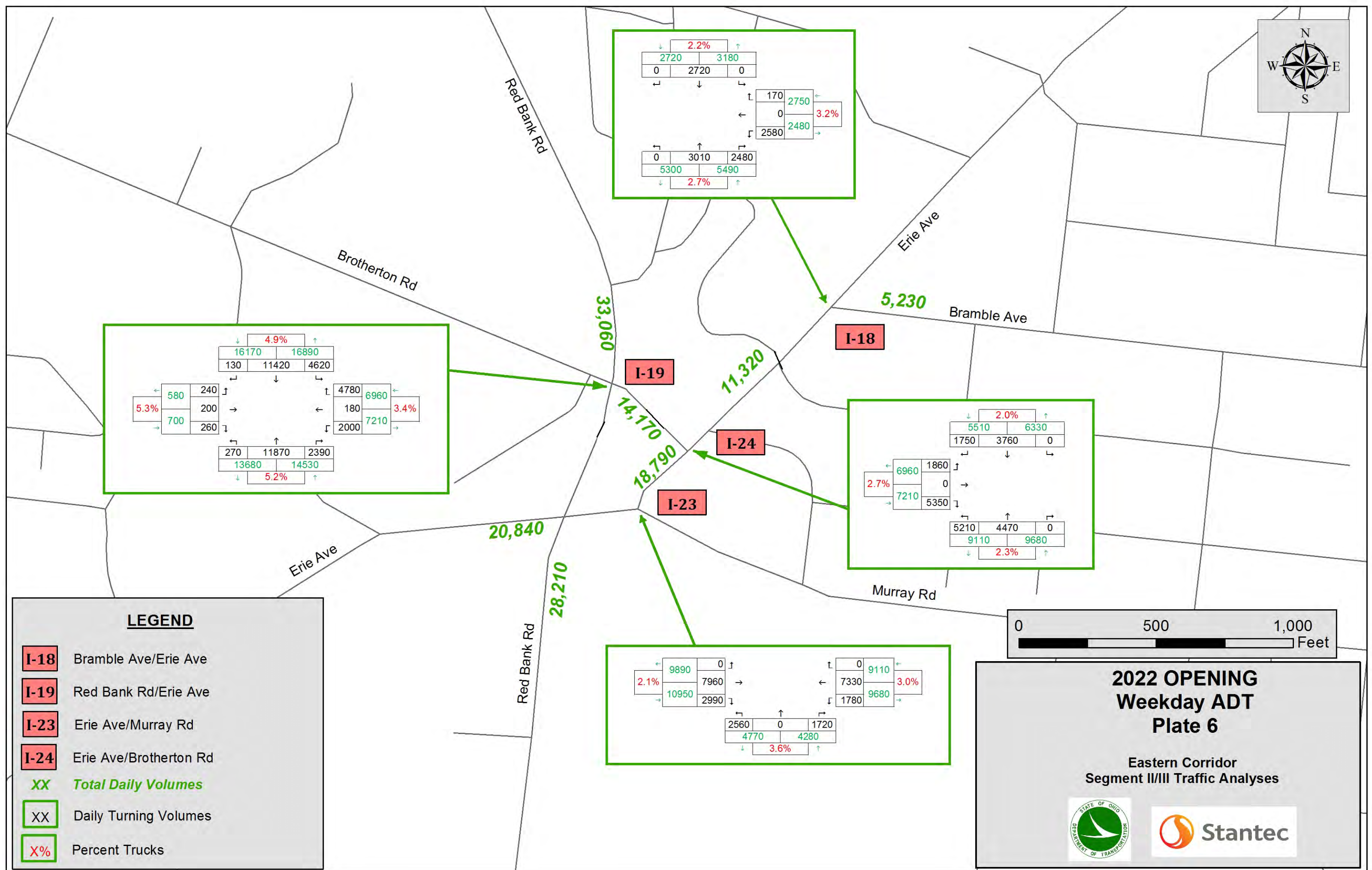
# 2022 OPENING Weekday ADT Plate 6

Eastern Corridor  
Segment II/III Traffic Analyses

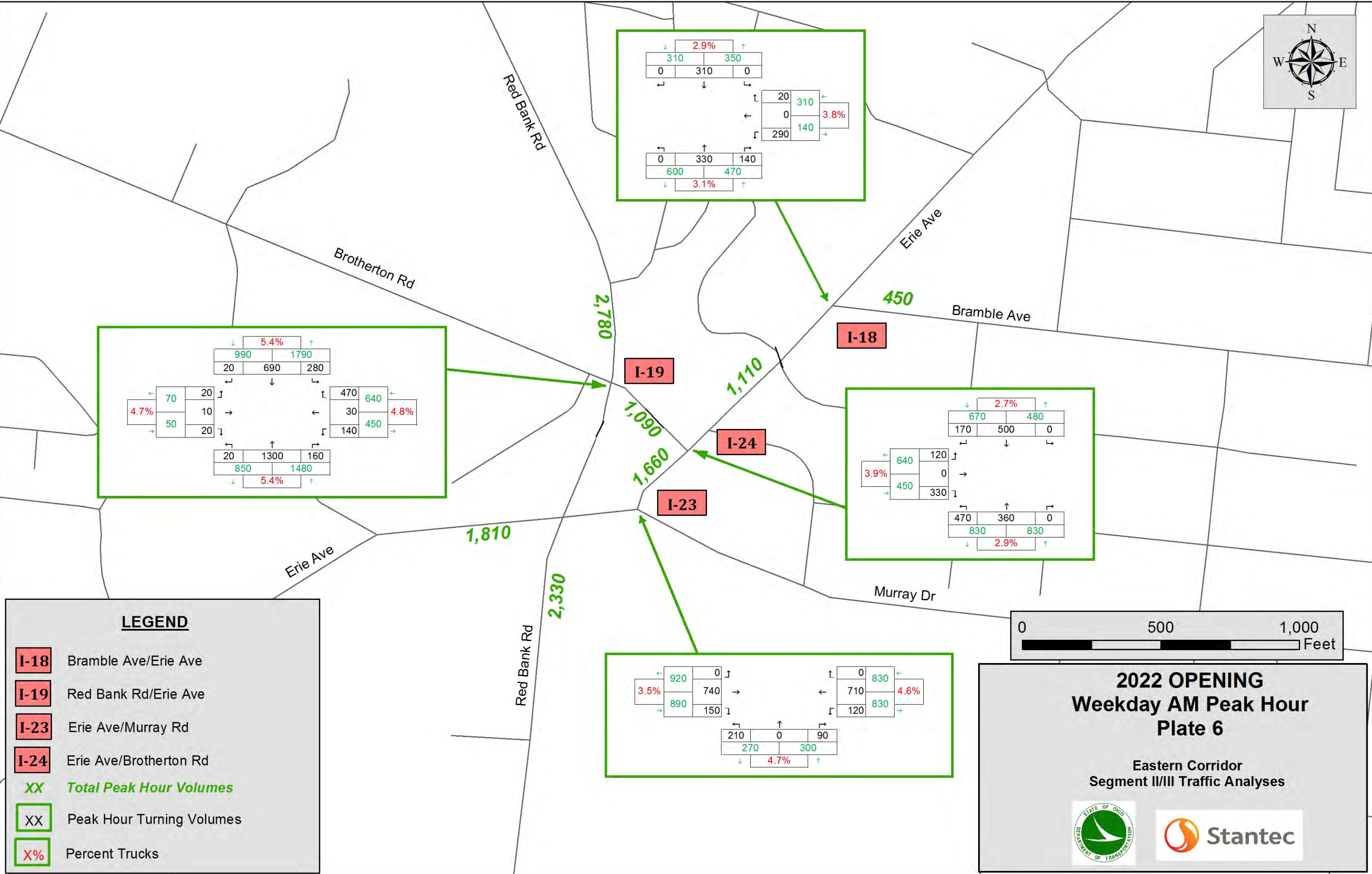
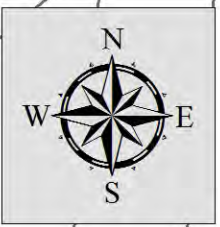


## LEGEND

- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** *Total Daily Volumes*
- XX** Daily Turning Volumes
- X%** Percent Trucks

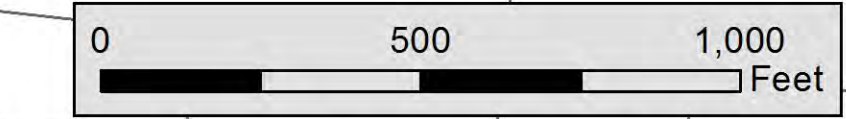








**LEGEND**

- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

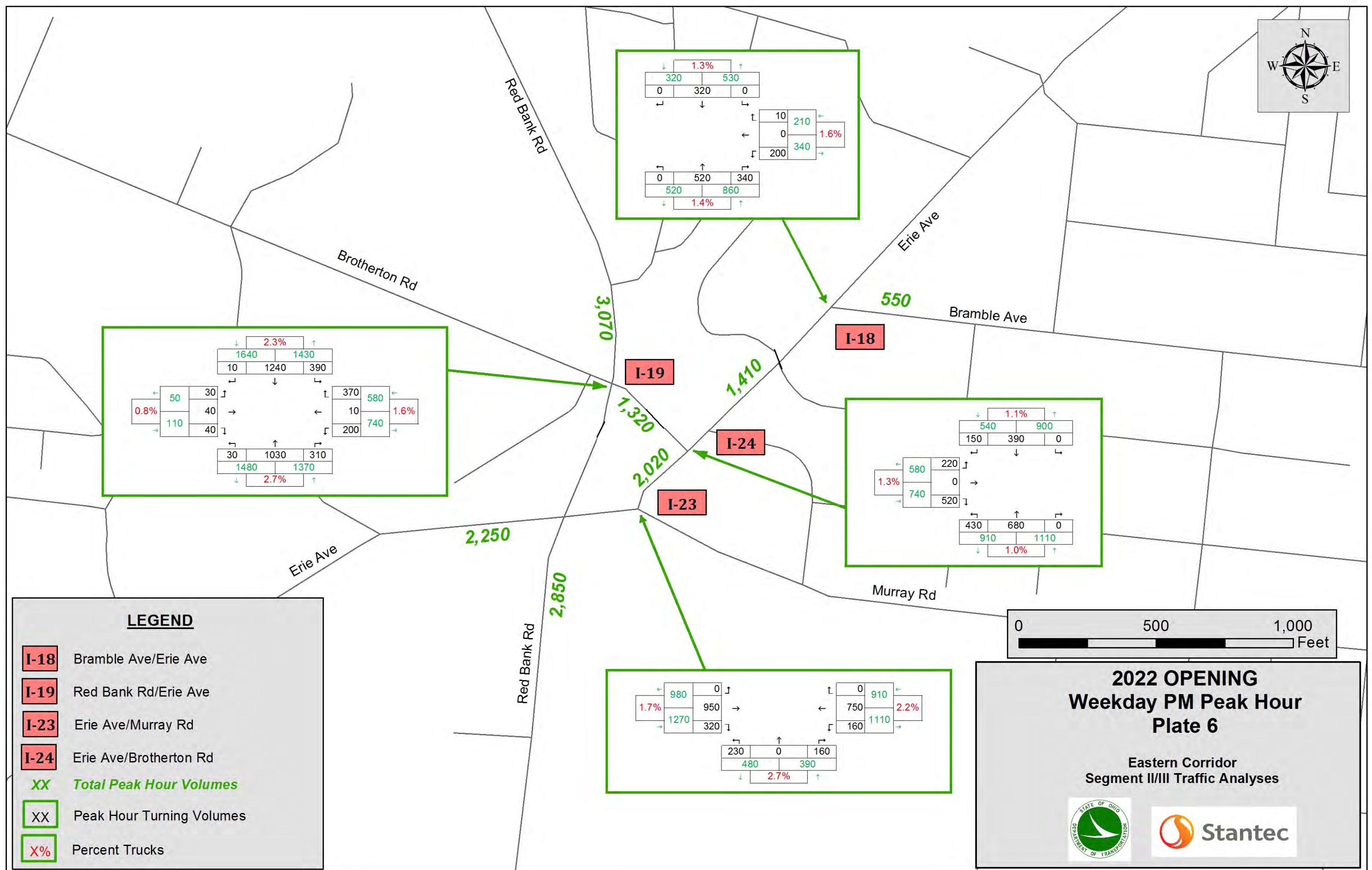
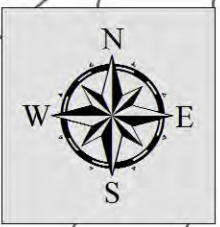


**2022 OPENING**  
**Weekday AM Peak Hour**  
**Plate 6**

Eastern Corridor  
Segment II/III Traffic Analyses

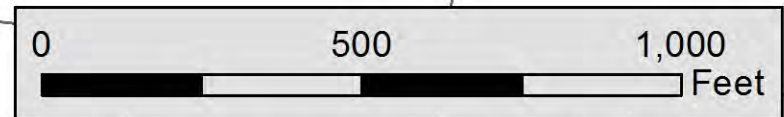
 





**LEGEND**

- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

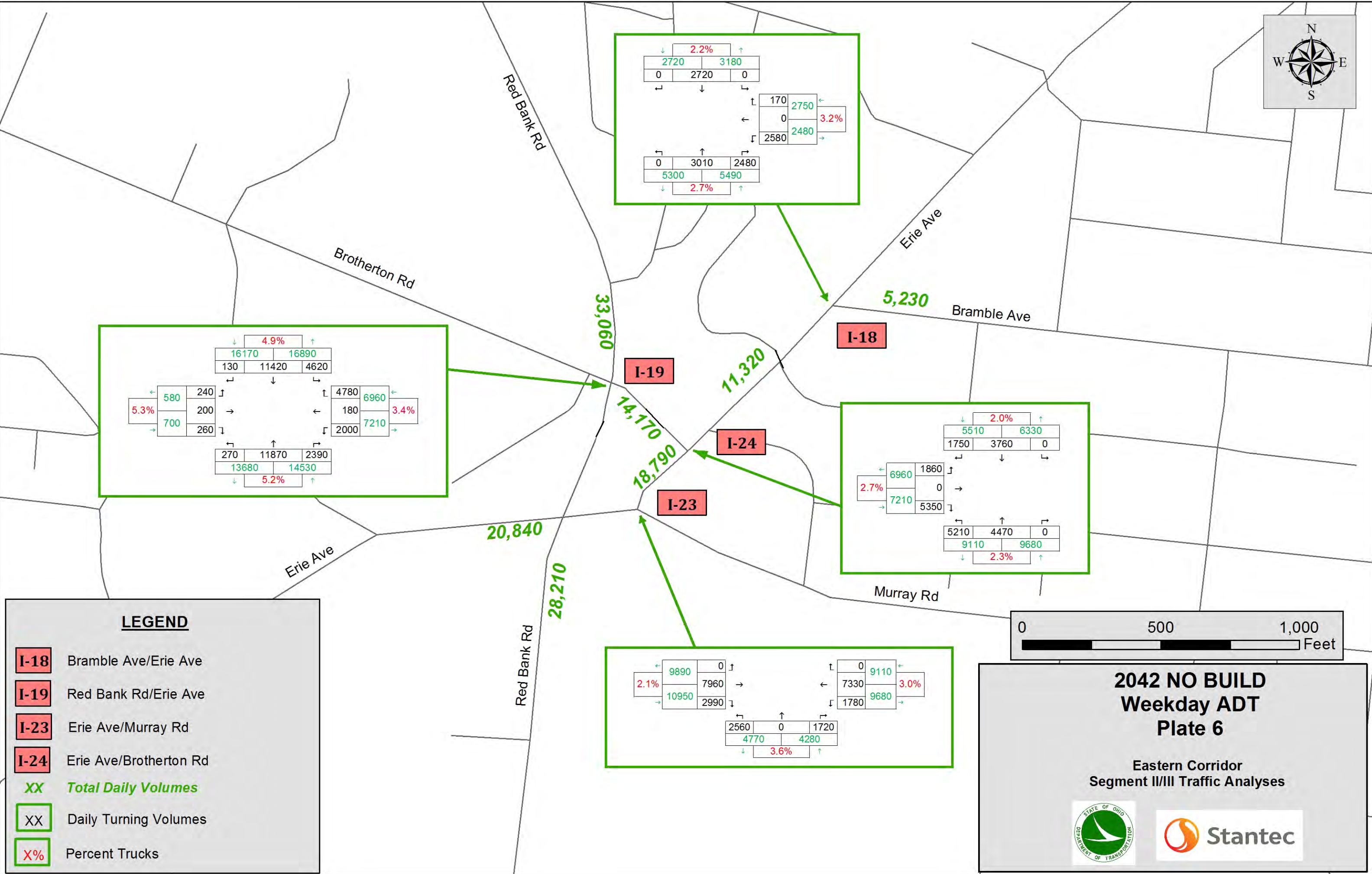
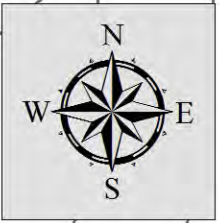


**2022 OPENING  
Weekday PM Peak Hour  
Plate 6**

Eastern Corridor  
Segment II/III Traffic Analyses

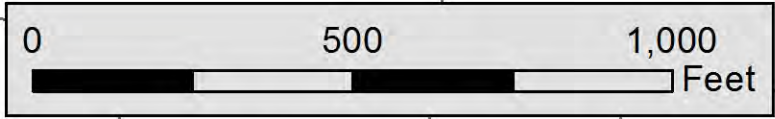






**LEGEND**

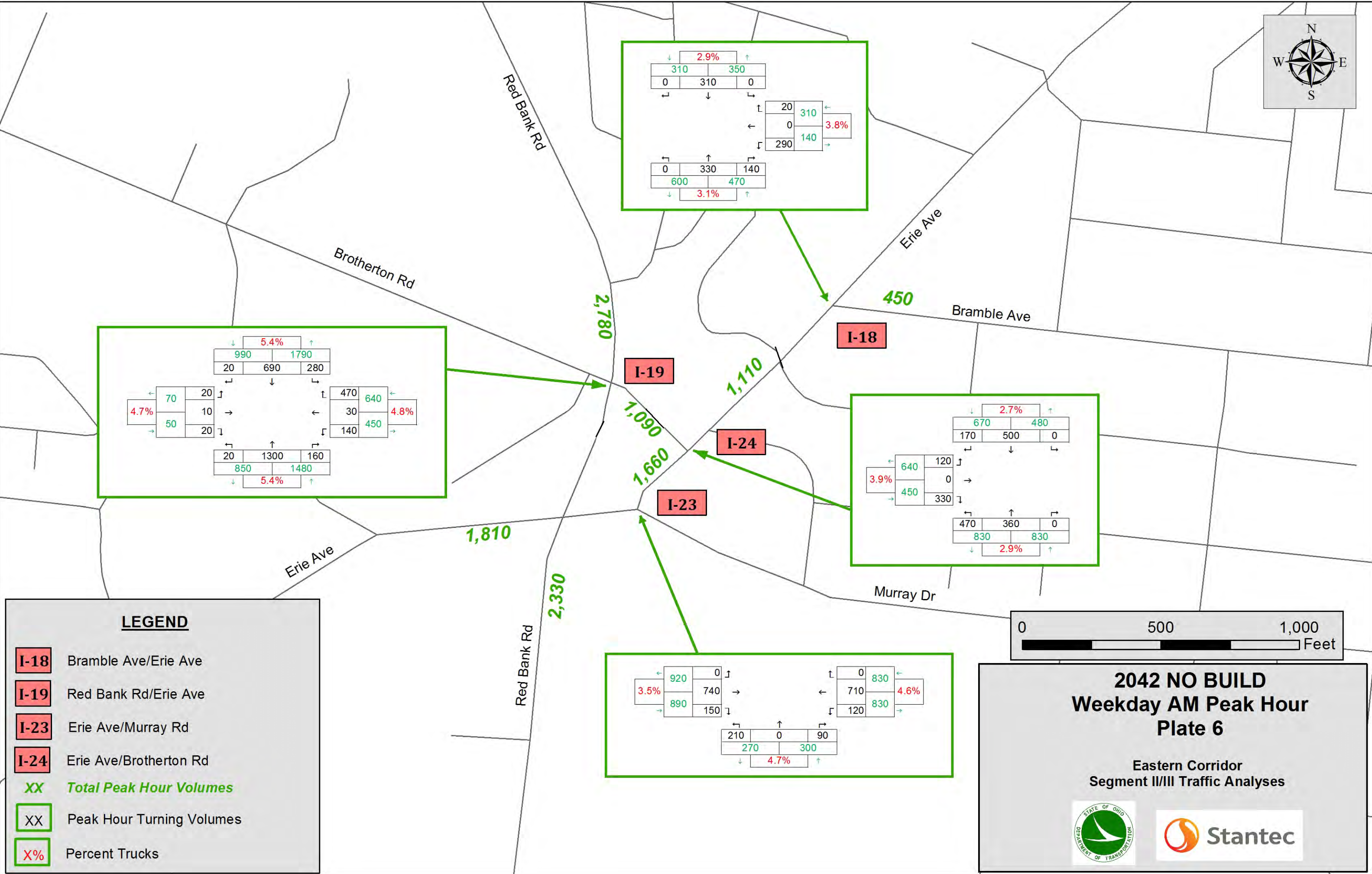
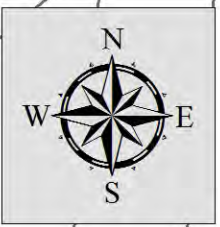
- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** Total Daily Volumes
- XX** Daily Turning Volumes
- X%** Percent Trucks



**2042 NO BUILD  
Weekday ADT  
Plate 6**

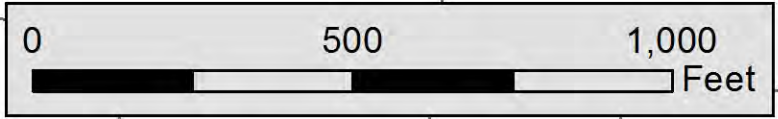
Eastern Corridor  
Segment II/III Traffic Analyses





**LEGEND**

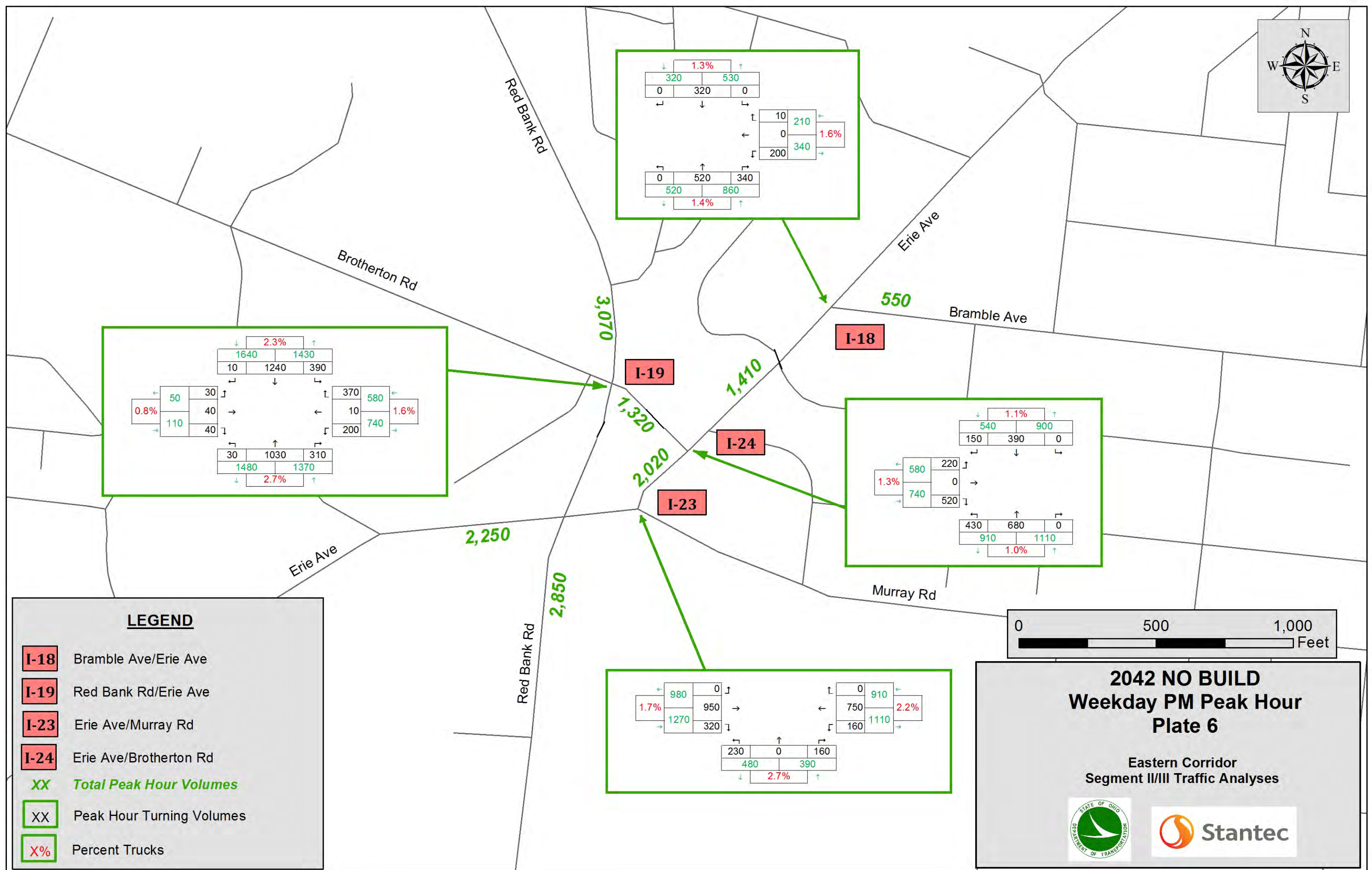
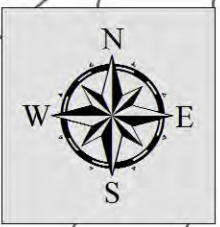
- I-18** Bramble Ave/Erie Ave
- I-19** Red Bank Rd/Erie Ave
- I-23** Erie Ave/Murray Rd
- I-24** Erie Ave/Brotherton Rd
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks



**2042 NO BUILD  
Weekday AM Peak Hour  
Plate 6**

Eastern Corridor  
Segment II/III Traffic Analyses









		1.1%			
3180		2990			
630		0		2550	
		↓			
←				←	
8680		790		2200	
3.1%		8290		10250	
		→		←	
9080		0		8050	
		↓		0	
				10840	
				2.7%	
				→	

**LEGEND**

- I-21** SR 561 (Linwood Ave)/Herschel Ave
- X-2** SR 125/Beechmont Circle/Wooster Rd/Wilmer Ave
- X-3** US 50/SR 125/Eastern Ave
- XX** Total Daily Volumes
- XX** Daily Turning Volumes
- X%** Percent Trucks



**2015 EXISTING  
Weekday ADT  
Plate 7**

Eastern Corridor  
Segment II/III Traffic Analyses







		↓ 1.2% ↑			
210		0		470	
70		0		140	
↙		↓		↘	
↖		↗		↘	
5.8%		930		100	
↖		650		550	
↘		0		↘	
		370		1230	
		860		690	
		0		↘	
				4.8%	

**LEGEND**

- I-21** SR 561 (Linwood Ave)/Herschel Ave
- X-2** SR 125/Beechmont Circle/Wooster Rd/Wilmer Ave
- X-3** US 50/SR 125/Eastern Ave
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

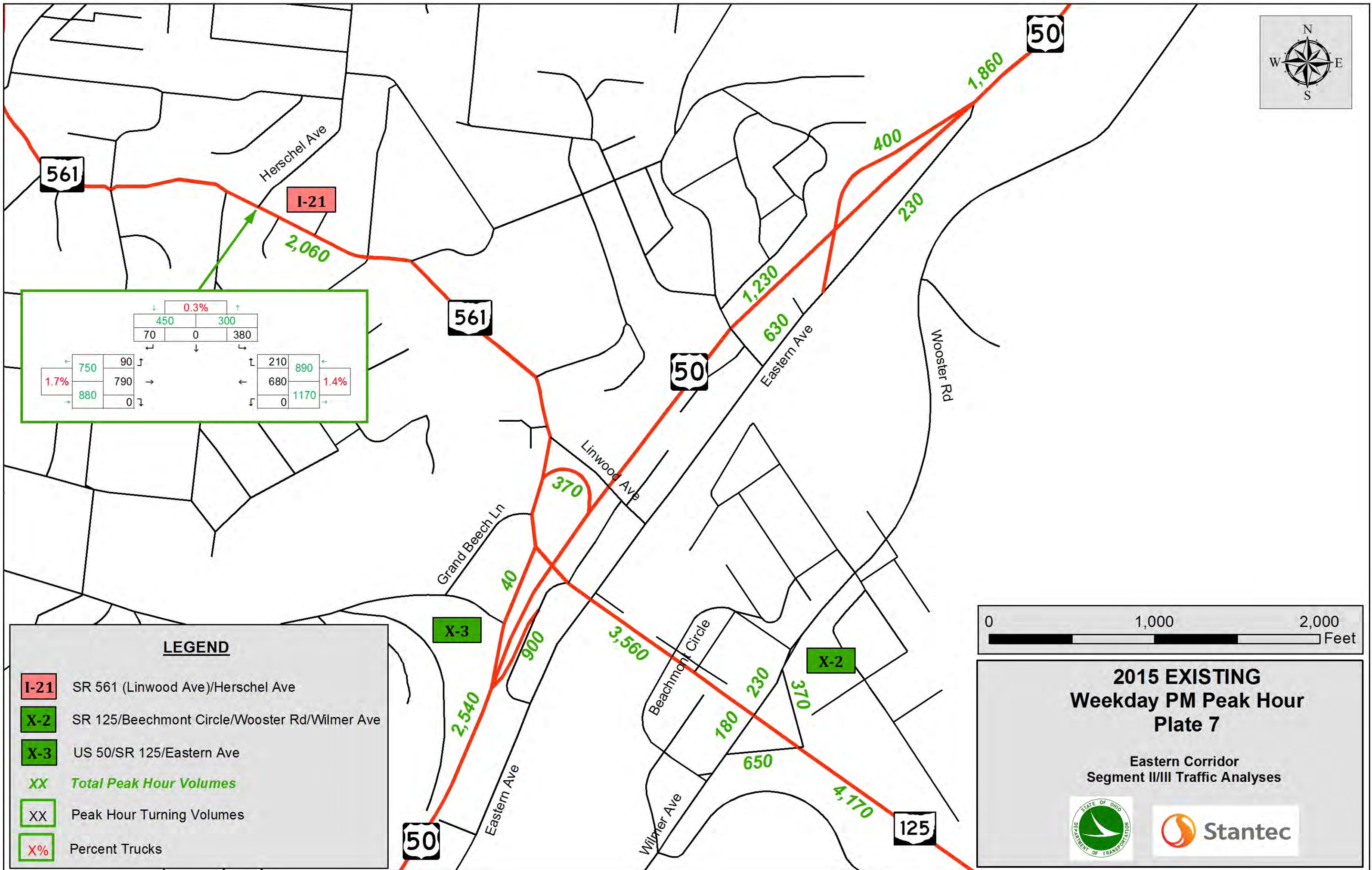


**2015 EXISTING  
Weekday AM Peak Hour  
Plate 7**

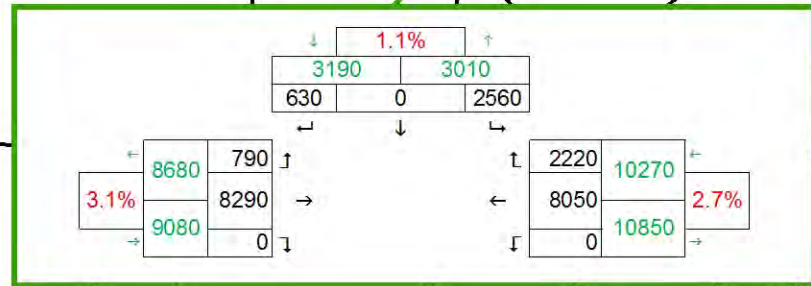
Eastern Corridor  
Segment II/III Traffic Analyses





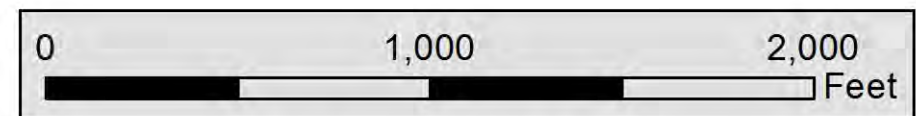






### LEGEND

- I-21** SR 561 (Linwood Ave)/Herschel Ave
- X-2** SR 125/Beechmont Circle/Wooster Rd/Wilmer Ave
- X-3** US 50/SR 125/Eastern Ave
- XX** Total Daily Volumes
- XX** Daily Turning Volumes
- X%** Percent Trucks

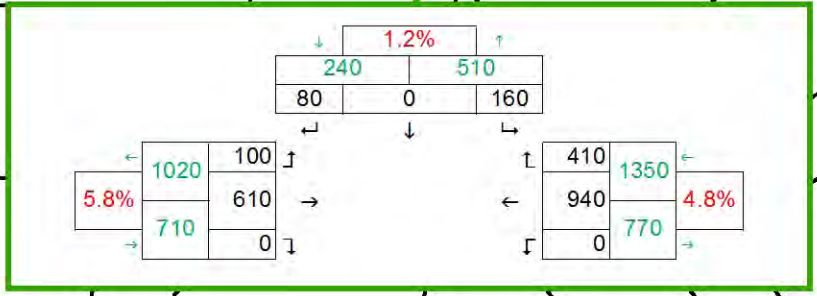
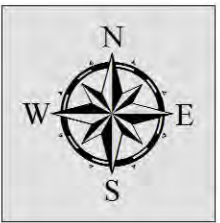


### 2022 OPENING Weekday ADT Plate 7

Eastern Corridor  
Segment II/III Traffic Analyses

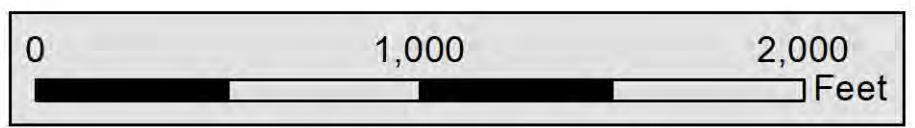






**LEGEND**

- I-21** SR 561 (Linwood Ave)/Herschel Ave
- X-2** SR 125/Beechmont Circle/Wooster Rd/Wilmer Ave
- X-3** US 50/SR 125/Eastern Ave
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks

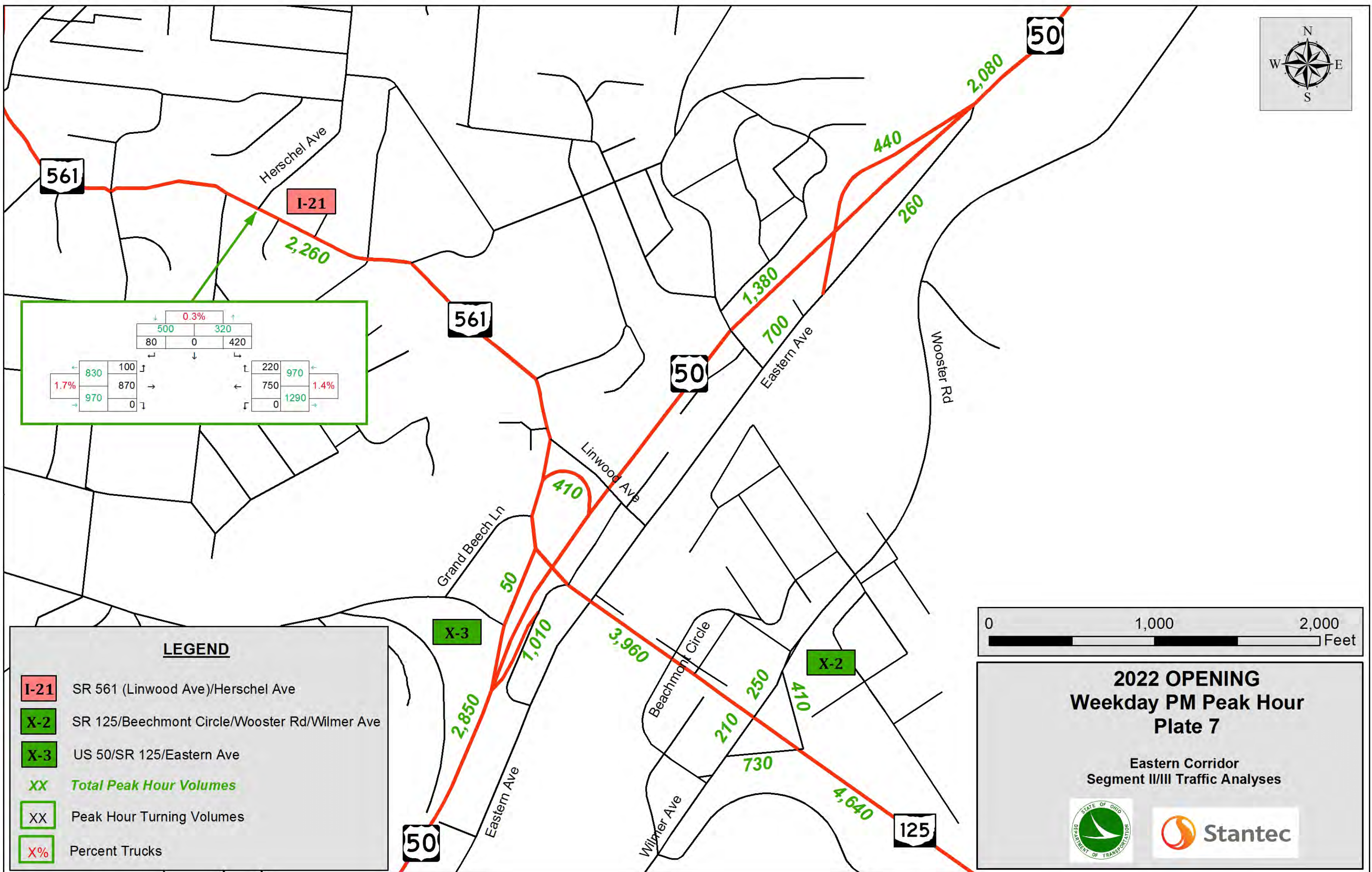


**2022 OPENING  
Weekday AM Peak Hour  
Plate 7**

Eastern Corridor  
Segment II/III Traffic Analyses







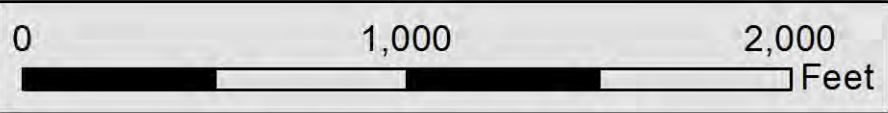




		1.1%			
3250		3060			
630		0		2620	
↓		↓		↓	
←		←		←	
8680	790			2270	10320
8300				8050	
9090	0			0	10920
→		→		→	
3.1%				2.7%	

**LEGEND**

- I-21** SR 561 (Linwood Ave)/Herschel Ave
- X-2** SR 125/Beechmont Circle/Wooster Rd/Wilmer Ave
- X-3** US 50/SR 125/Eastern Ave
- XX** *Total Daily Volumes*
- XX** Daily Turning Volumes
- X%** Percent Trucks

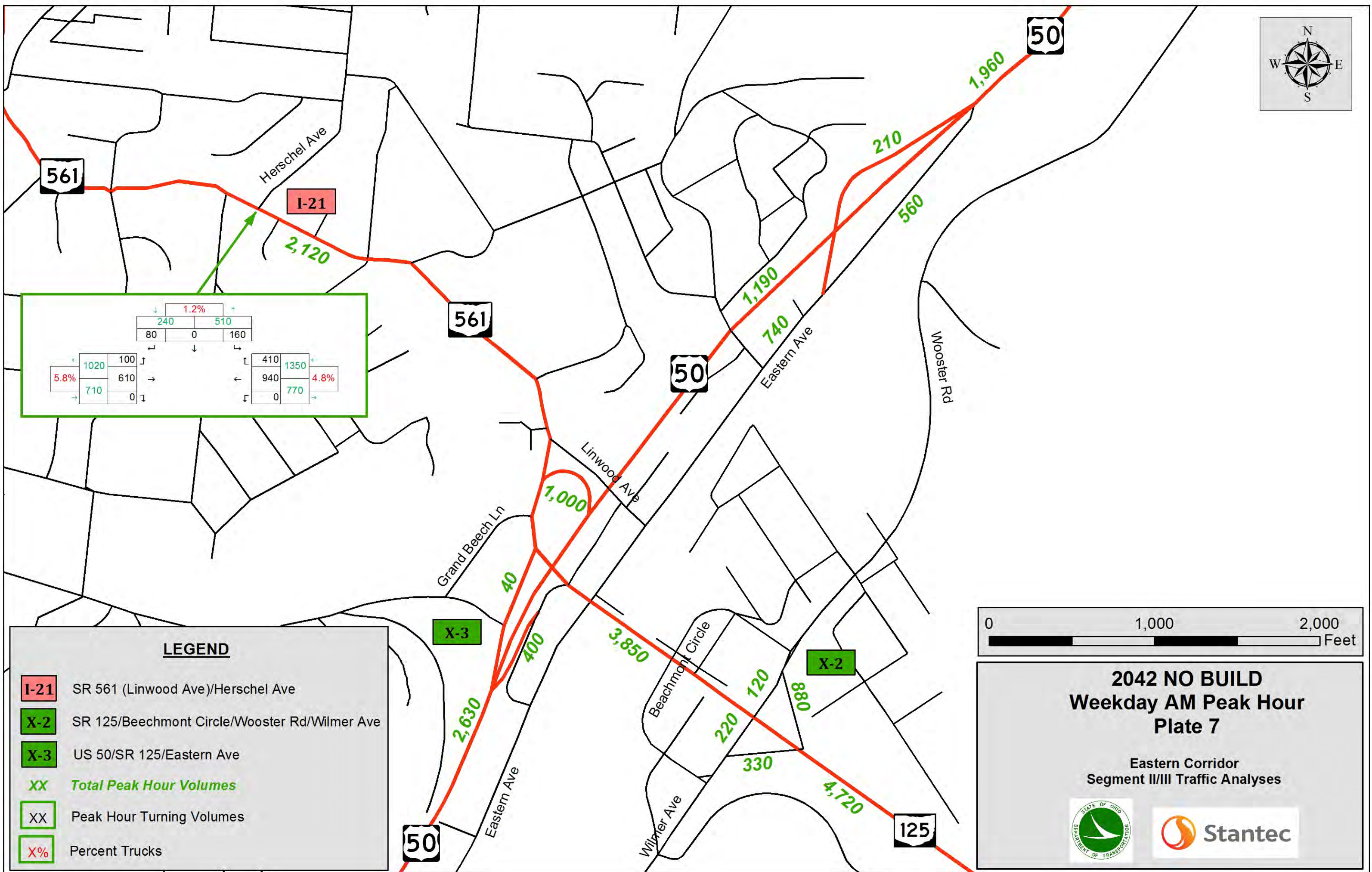


**2042 NO BUILD  
Weekday ADT  
Plate 7**

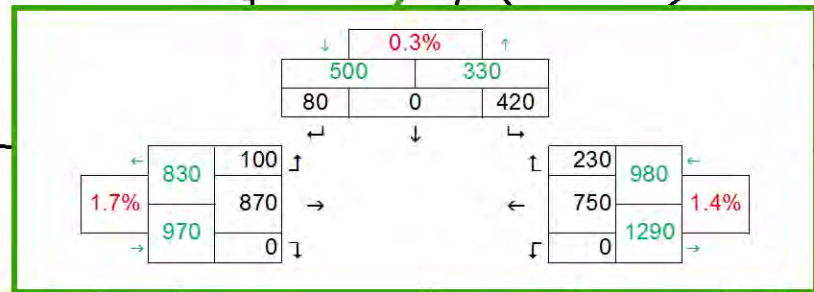
Eastern Corridor  
Segment II/III Traffic Analyses





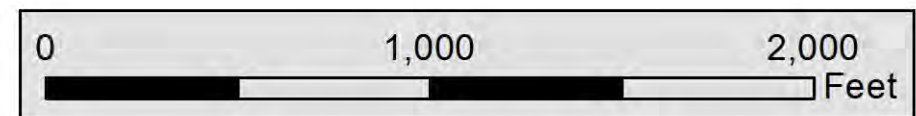






### LEGEND

- I-21** SR 561 (Linwood Ave)/Herschel Ave
- X-2** SR 125/Beechmont Circle/Wooster Rd/Wilmer Ave
- X-3** US 50/SR 125/Eastern Ave
- XX** Total Peak Hour Volumes
- XX** Peak Hour Turning Volumes
- X%** Percent Trucks



## 2042 NO BUILD Weekday PM Peak Hour Plate 7

Eastern Corridor  
Segment II/III Traffic Analyses

