

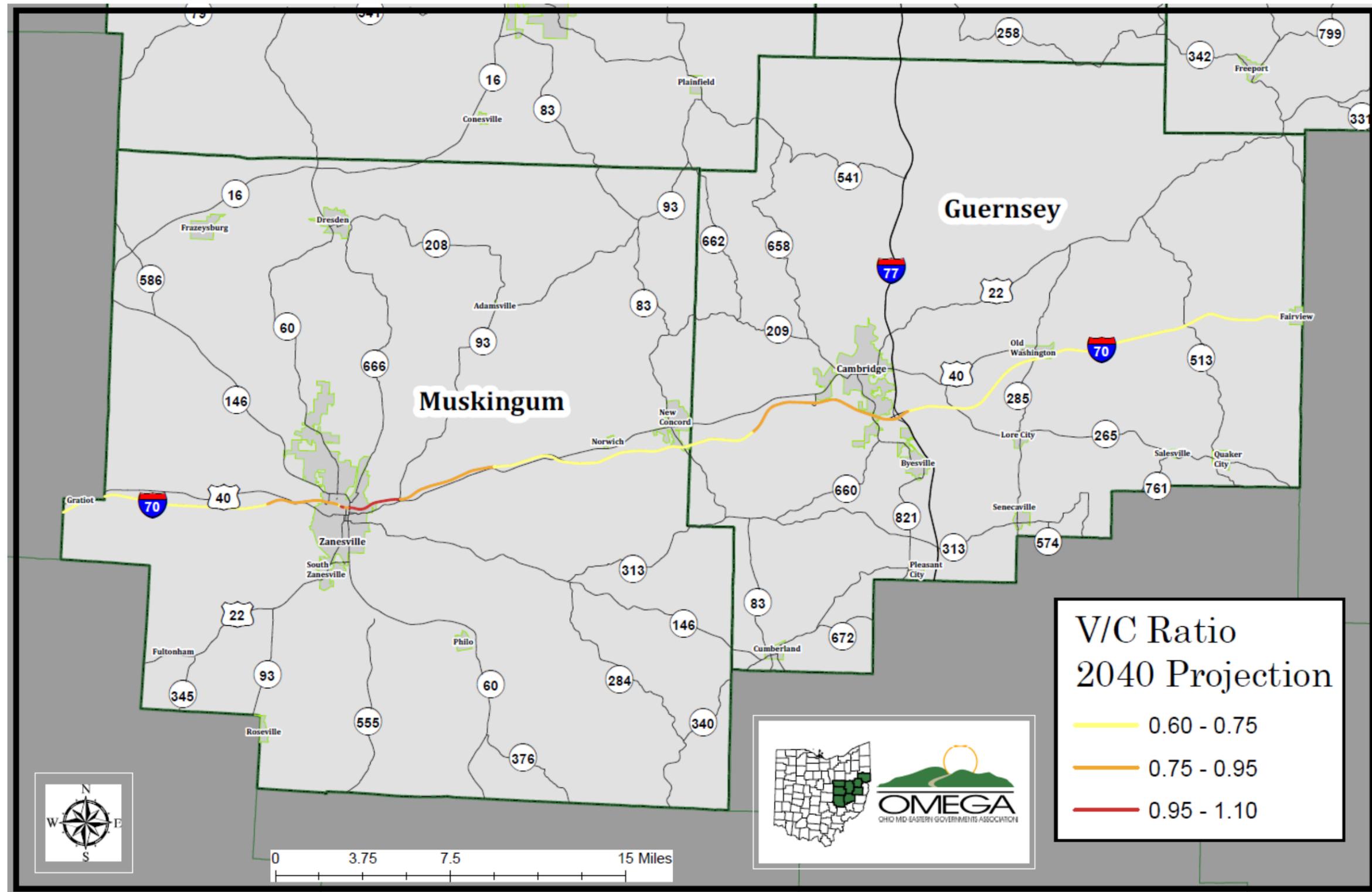
APPENDIX C
CONGESTED AREAS

I-70

I-70 currently has poor LOS ratings (D and E) near the Cities of Zanesville and Cambridge and high V/C ratios (0.75 to 0.89) in Zanesville. Interchange improvements, improved access points, and additional comments regarding congestion have all been voiced as concerns of these segments from local officials in Guernsey and Muskingum counties as well. Appendix C-1 depicts the areas of concern along I-70 with poor LOS ratings.

From the 2013/2014 data, no roadway systems had a LOS rating of F within our region. From the 2040 projection data, the LOS of I-70 near Zanesville was reduced to F, making these segments the most congested in the OMEGA region. Additionally, all roadway segments on I-70 were estimated to have LOS ratings of D and worse throughout the OMEGA region. As car and truck growth rates increase significantly on this route in the future, the LOS and V/C ratio will continue to indicate high levels on congestion. Appendix C-2 and Appendix C-3 show the projected LOS and V/C Ratios along this roadway. Long-term planning efforts are needed in order to avoid reaching these levels and reaching the ultimate goal of improving congestion along the regional roadway systems.

APPENDIX C-3: I-70 PROJECTED V/C RATIO 2040



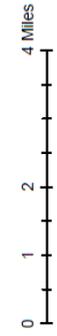
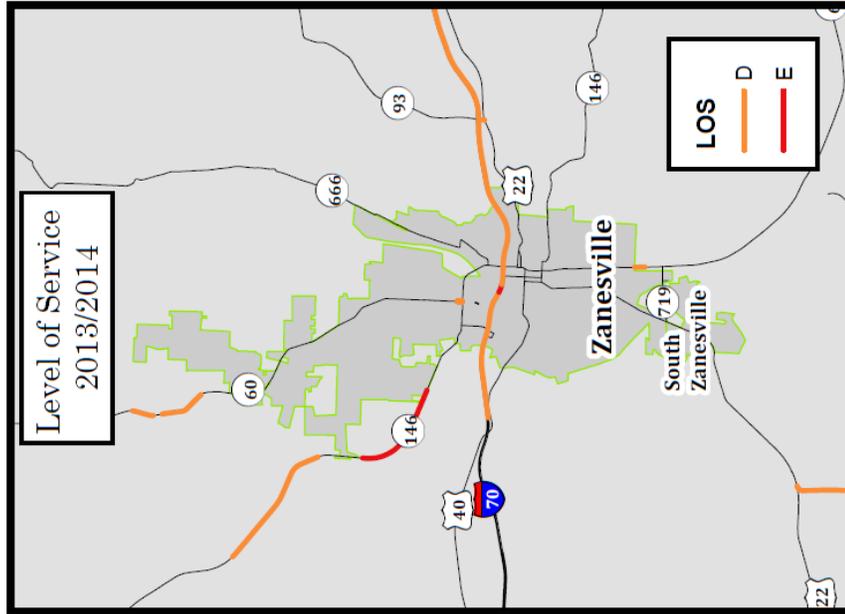
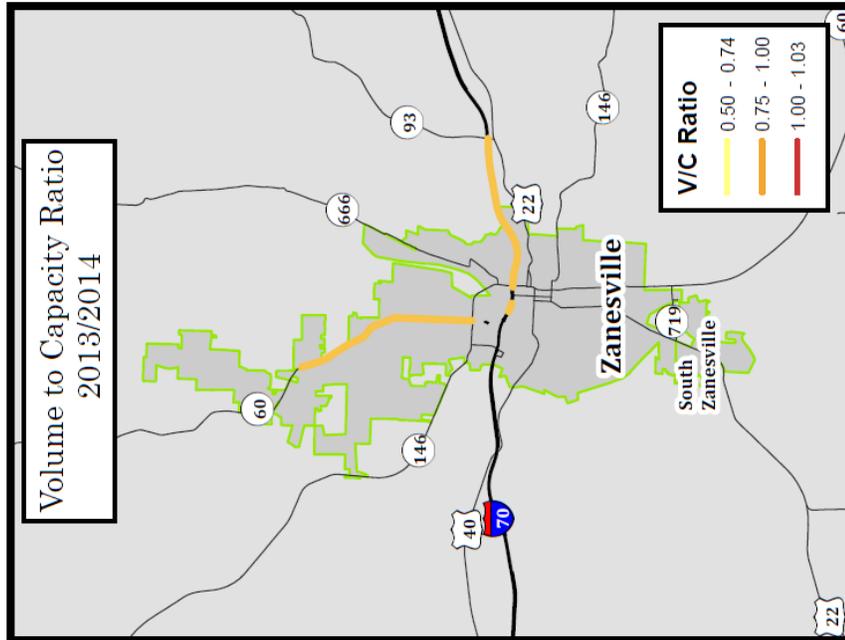
SR 146

SR 146 entering Zanesville is a heavily travelled route for all types of vehicles. Currently, SR 146 has LOS ratings of D and E entering Zanesville, and also the longest segment with a LOS of E in the region as shown in Appendix C-4. Although the V/C ratio is moderate (0.5 for the same segments), congestion is expected to worsen in future years as shown in Appendix C-5.

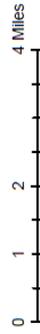
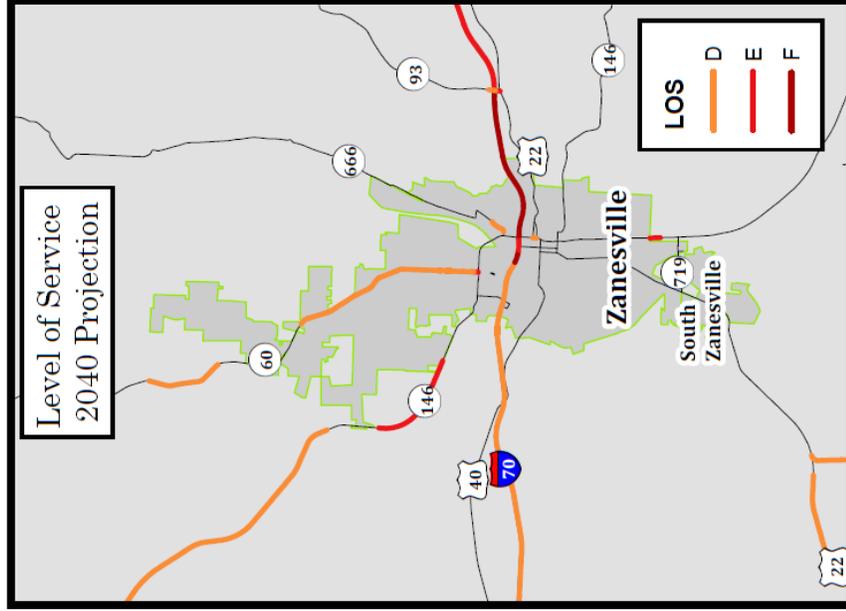
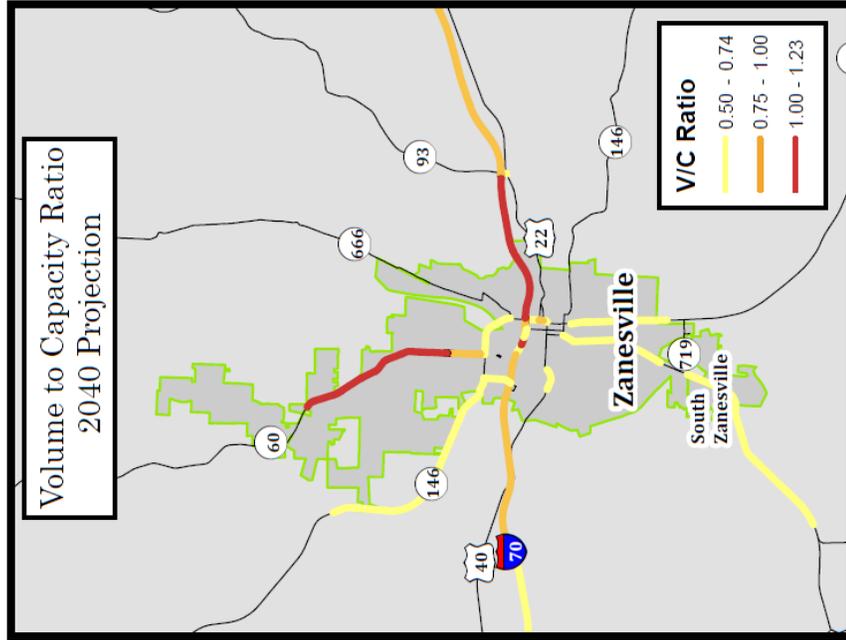
SR 60/ Maple Ave.

SR 60/Maple Avenue experiences high traffic volumes and currently has one of the highest V/C ratios recorded in the RTPO region at 0.92. Within the Zanesville corporation limits, the LOS is rated at D. County and city officials have long recognized this segment as an issue and have commented on the heavy congestion and safety issues that occur on this roadway. The need for designated alternate routes has been expressed as well. This data is shown in Appendix C-4. In the future, congestion is expected to worsen as well; the V/C ratio is expected to be above severe congestion (1.00) and the LOS is expected to remain at D. This data is shown in Appendix C-5.

APPENDIX C-4: CONGESTION ON SR 146 AND SR 60/MAPLE AVE.



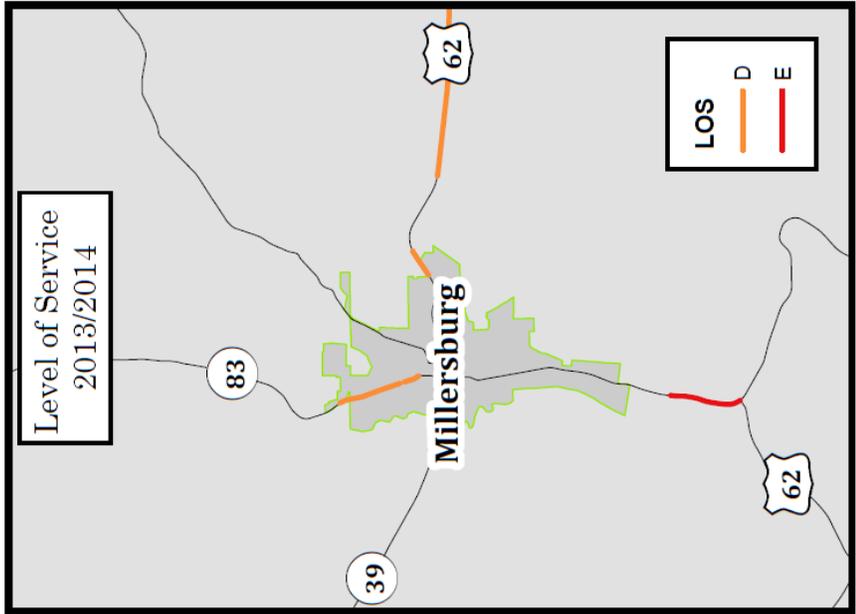
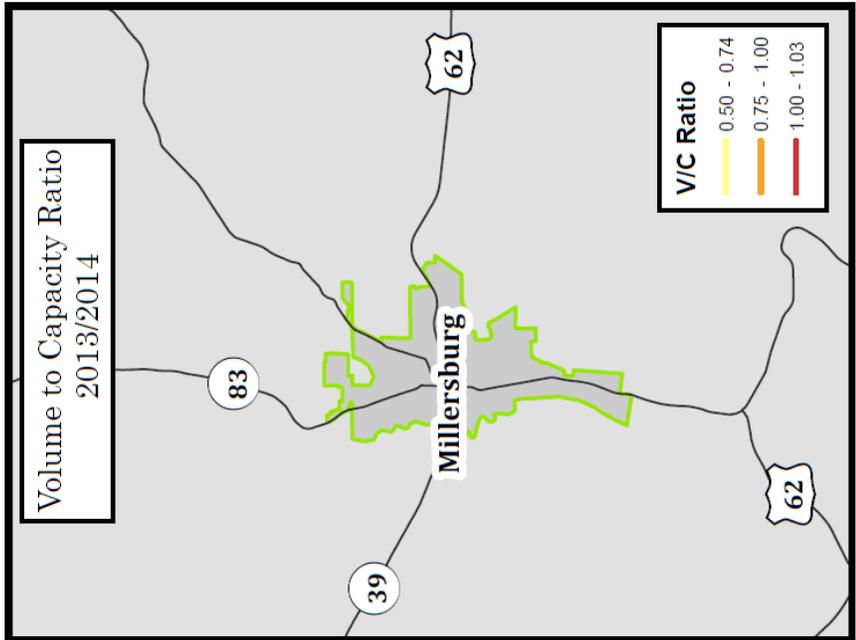
APPENDIX C-5: PROJECTED CONGESTION ON SR 146 AND SR 60/MAPLE AVE.



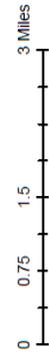
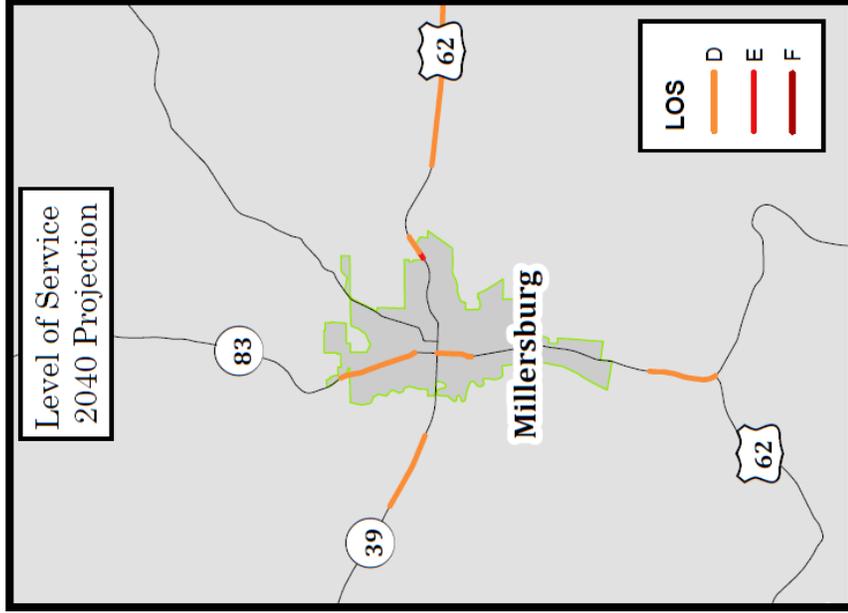
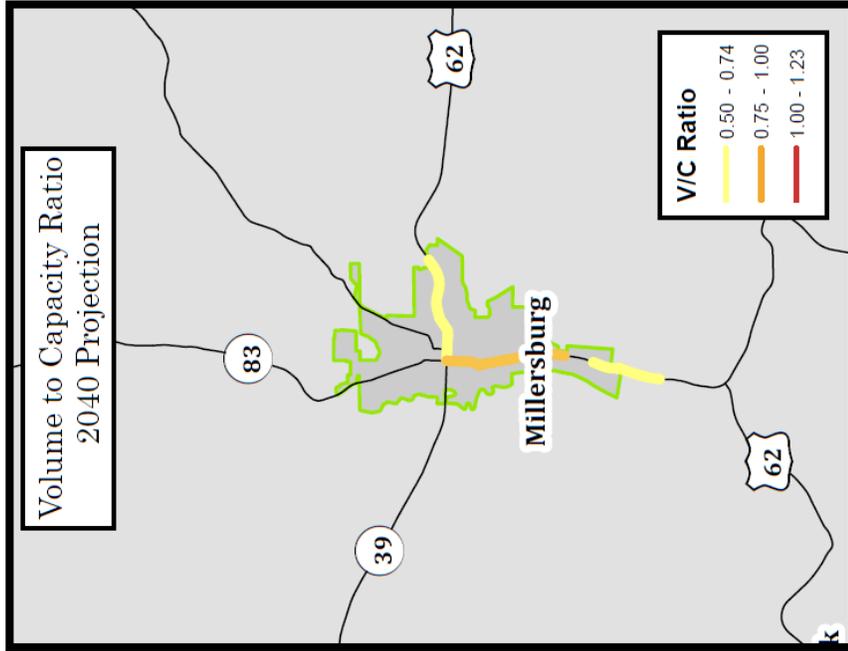
US 62

US 62 in Holmes County has two notably congested sections: directly north of its intersection with SR 83 there is a segment with a LOS of E, and within the village of Millersburg there is a section with a LOS of D. Congestion from tourism and buggy traffic has been recognized as an issue of concern by local officials as well. This data is shown in Appendix C-6. Congestion is expected to increase significantly in future years. By 2040, V/C ratios within Millersburg are expected to reach near capacity (0.94) and more segments will continue to decline in their LOS to D and E, as shown in Appendix C-7.

APPENDIX C-6: CONGESTION ON US 62



APPENDIX C-7: PROJECTED CONGESTION ON US 62



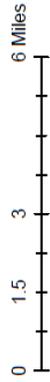
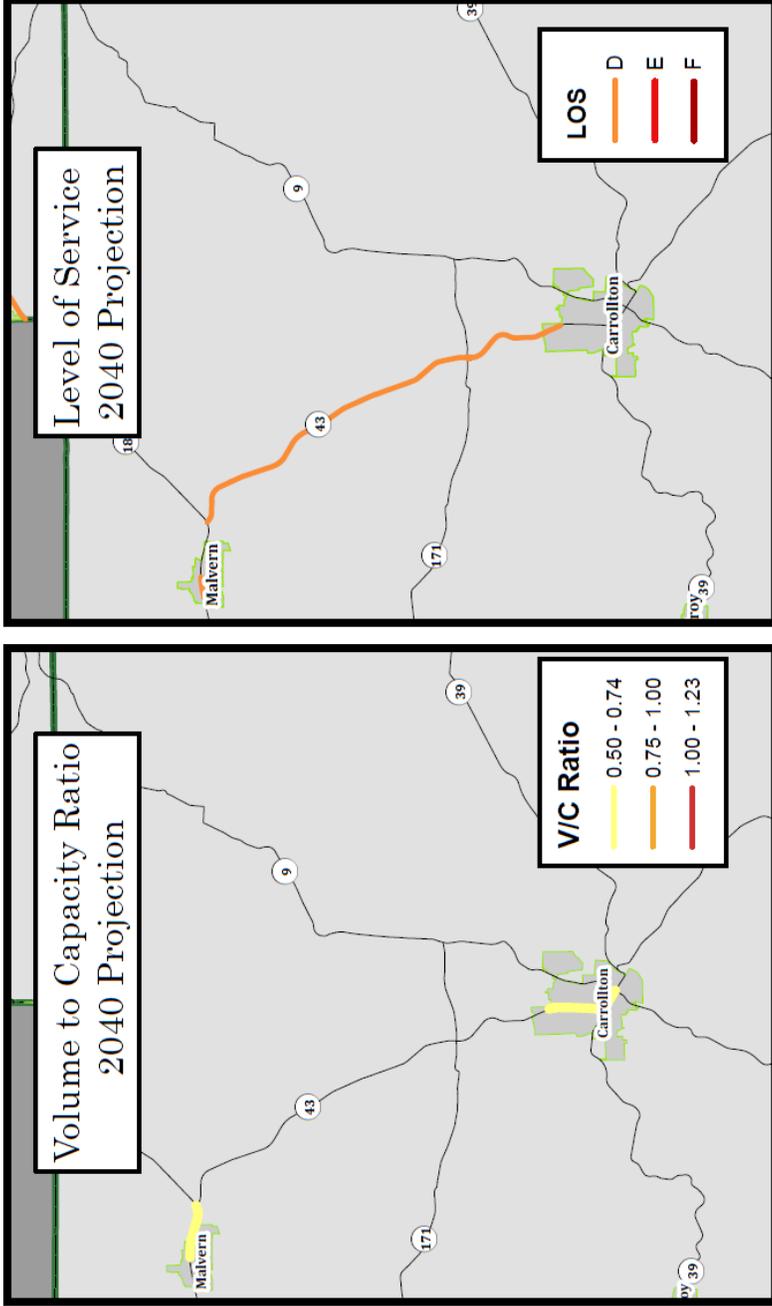
Projected Congestion

In addition to the locations already addressed, there are several roadways within the OMEGA region that are not currently congested but are expected to be congested by 2040. Preventative planning measures will assist in deterring future congestion issues along these roadways. These areas include segments of SR 43 in Carroll County, I-77 in Tuscarawas County, and US 30.

SR 43

SR 43 from Carrollton to Malvern in Carroll County is projected to experience more congestion by 2040. The V/C ratio is expected to rise to a level of moderate congestion, notably so in the villages of Malvern and Carrollton. The LOS is expected to degrade to a level of D between the villages of Malvern and Carrollton also. Sections of this roadway have been expressed as areas of concern by Carroll County officials as well, especially within the corporation limits of Carrollton and at the intersection of SR 171. This data is shown in Appendix C-8.

APPENDIX C-8: PROJECTED CONGESTION ON SR 43



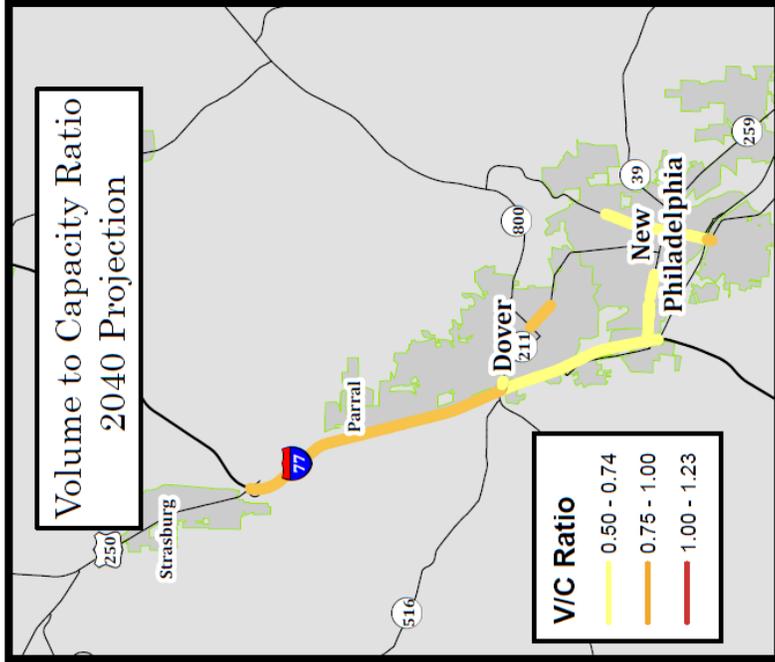
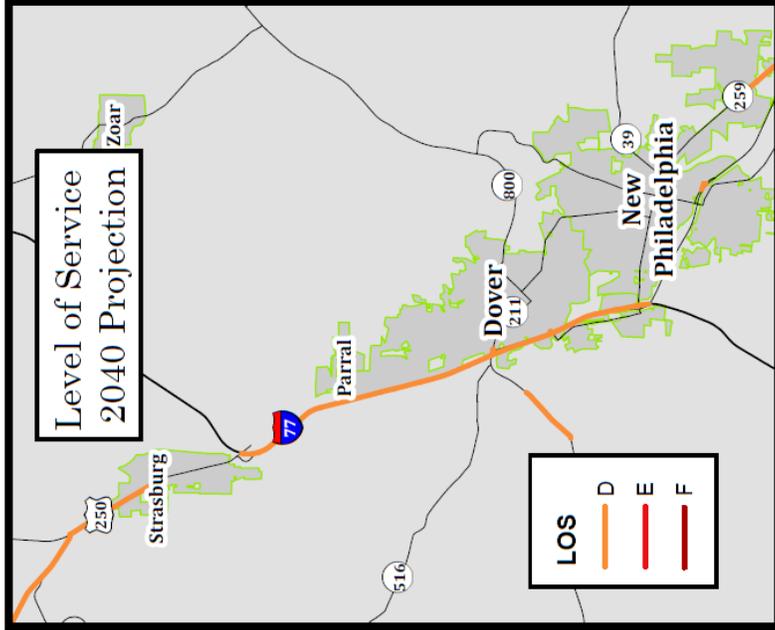
Source: ODOT
 Date: 3/9/2015

 OMEGA
 OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

I-77

I-77 is projected to have greater levels of congestion from the US 250 exit in New Philadelphia (Exit 81) to Strasburg (Exit 87) in Tuscarawas County. Moderate and heavy congestion (V/C ratios between 0.50 and 1.0) are projected to occur, especially from the SR 800 intersection to the US 250 intersection near Strasburg. The LOS is expected to degrade to a level of D as well. Currently, significant economic growth has made Tuscarawas County the 2nd highest micropolitan region in the U.S., indicating greater use of I-77 in future years. As community and economic development continues to grow in Tuscarawas County, I-77 will need future improvements to accommodate traffic growth and congestion. This data is shown in Appendix C-9.

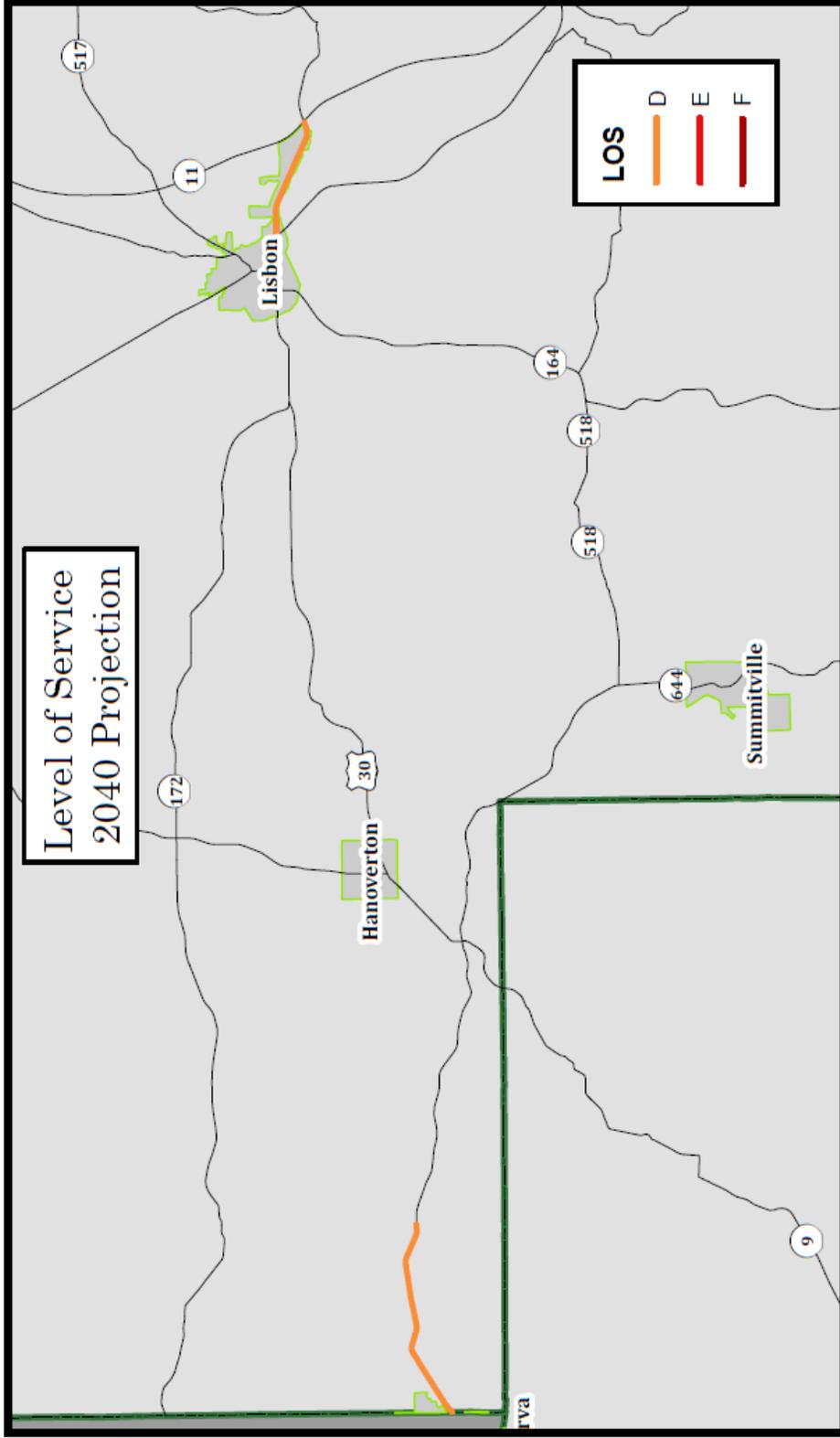
APPENDIX C-9: PROJECTED CONGESTION ON I-77



US 30

US 30 in Columbiana County has been noted as needing improvements by local and county officials, businesses, economic development leaders, and residents for decades. Two studies are currently being conducted to address safety, congestion, and economic development. By 2040, congestion is expected to worsen; segments within Lisbon and west of Hanoverton are projected to have a LOS of D. As economic development continues in Columbiana County, US 30 will need improvements to accommodate growth and reduce congestion before 2040. These congested areas are shown Appendix C-10.

APPENDIX C-10: PROJECTED CONGESTION ON US 30



Source: ODOT
Date: 3/9/2015