

# Purpose & Need



## What is the Purpose of the East-West Connector Project?

The purpose of the project is to provide better connectivity between US 23 and the existing and projected development surrounding Rickenbacker International Airport. The solution for this project needs both an immediate and a long-term focus. It must address the following:

- ◆ Improve capacity and levels of service on the roadway network throughout the study area.
- ◆ Provide for the safe and efficient flow of local and regional traffic on the roadway network including grade crossings in the study area.
- ◆ Enhance safety and operational efficiencies of freight and goods movement on the rail network.
- ◆ Be consistent with existing transportation and land use plans in the study area.



Trains at the at-grade crossing often block vehicular traffic on Duvall Road for an extended period of time.

## What are the Consequences of Doing Nothing?

Currently, no roadway exists on the southwest side of Rickenbacker International Airport that can serve predicted traffic from future development in the area. These roadways cannot be left in their current condition because of the following issues:

- ◆ The mostly rural roads to the south of the airport lack the design and capacity to handle substantial levels of traffic.
- ◆ Current routes that provide this connection, such as Duvall Road and Ashville Pike, are presently two-lane rural roadways which will be considerably over capacity by design year 2030.
- ◆ Vehicular traffic on Duvall Road will continue to experience blockages due to train traffic because of the at-grade crossing. Norfolk Southern's Heartland Corridor project is expected to substantially increase train traffic over the next decade.



Traffic on US 23 at the Duvall Road/SR 762 intersection.

## Anticipated Traffic Volumes Throughout the Study Area

The current (2005) and future (2030) traffic numbers were generated for several roadway segments in the study area utilizing the Mid-Ohio Regional Planning Commission's (MORPC) travel demand model. The numbers listed in the table below are the anticipated growth in traffic with no roadway improvements. Each of the listed roadway segments are two lanes and the average daily traffic (ADT) numbers are based upon a Do Nothing scenario. Typically, 10,000 ADT is the acceptable maximum threshold for two-lane roads.

Average Daily Traffic (ADT) Analysis		
Road Segment	2005 ADT	2030 ADT
Duvall Road (US 23 to Ashville Pike)	1,500	19,700
Duvall Road (east of Ashville Pike)	1,100	8,100
Ashville Pike (north of Duvall Road)	1,300	20,400
Ashville Pike (south of Duvall Road)	1,400	18,500