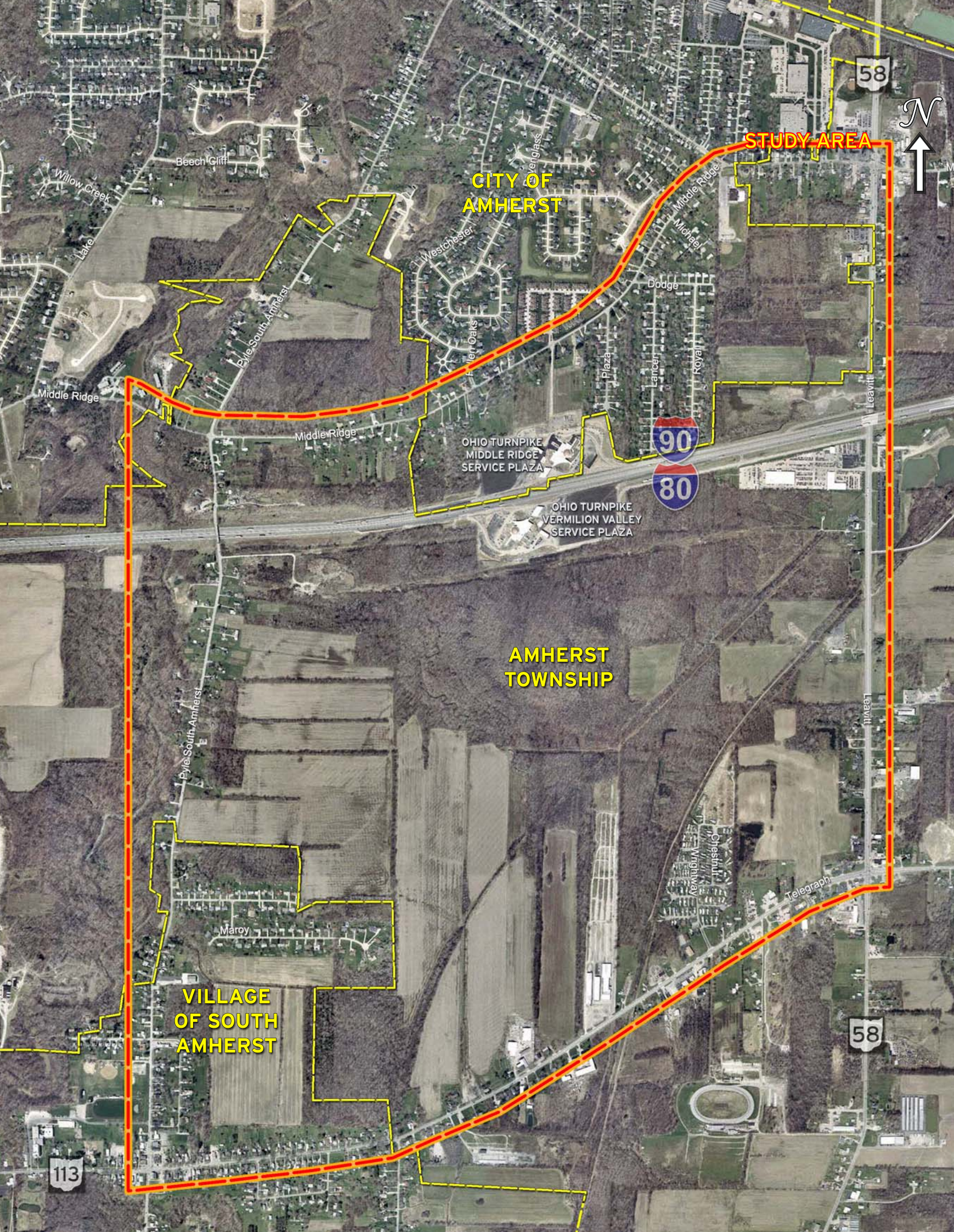


## **Appendix A: Figures**

---

---



**STUDY-AREA**

**CITY OF  
AMHERST**

**AMHERST  
TOWNSHIP**

**VILLAGE  
OF SOUTH  
AMHERST**

OHIO TURNPIKE  
MIDDLE RIDGE  
SERVICE PLAZA

OHIO TURNPIKE  
VERMILION VALLEY  
SERVICE PLAZA



58

58

113

Beech Cliff

Willow Creek  
Lake

Middle Ridge

Middle Ridge

Pyle South Amherst

Maroy

Westchester

Ferr Oaks

Dodge

Plaza

Manchester

Royal

Leavitt

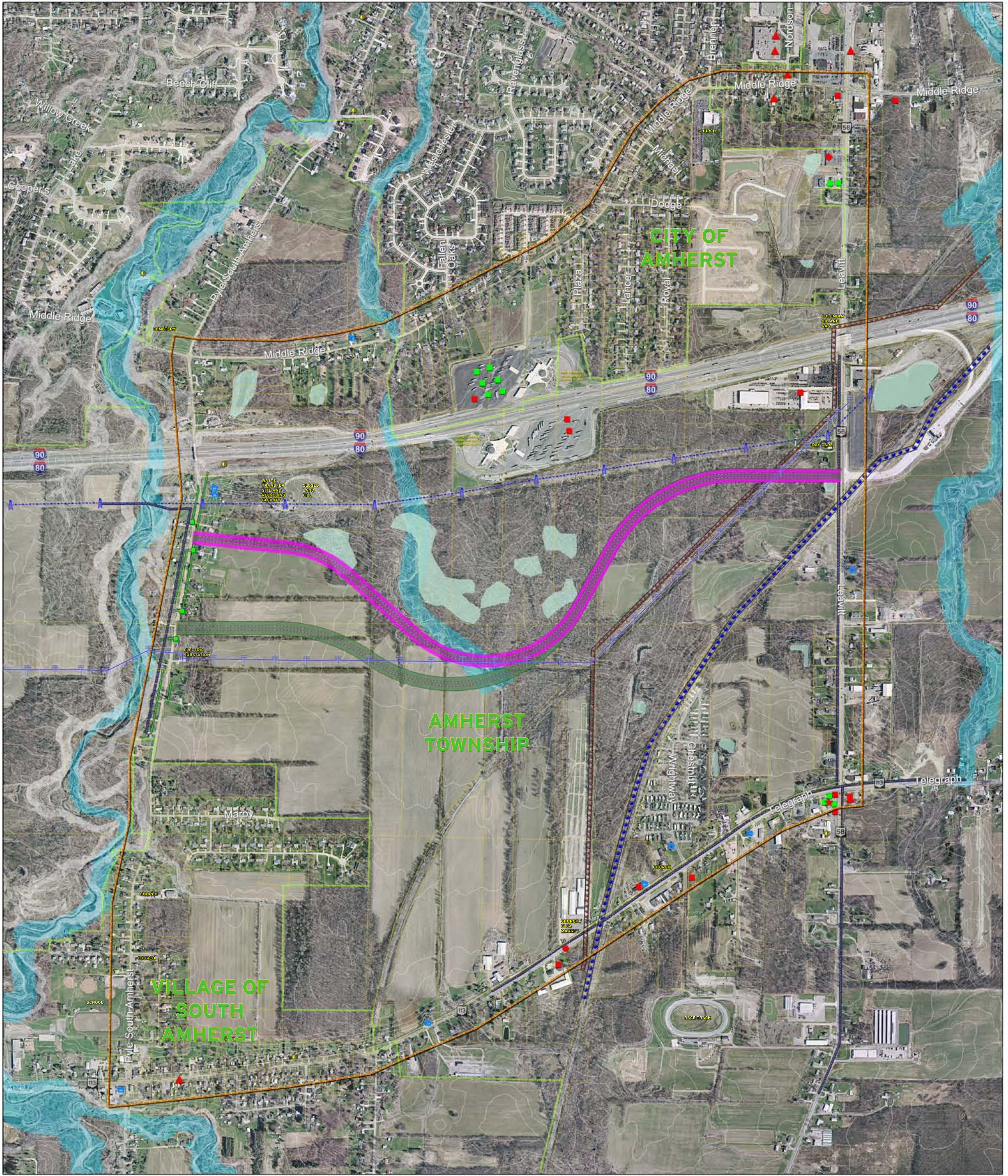
Leavitt

Chestnut

Wrightway

Telegraph

# RED FLAG SUMMARY WITH FEASIBLE ALTERNATIVES



## LEGEND

- STUDY AREA
- ALTERNATIVE 1
- ALTERNATIVE 2
- MUNICIPAL BOUNDARY
- PARCEL BOUNDARY
- 100 YEAR FLOOD PLAIN
- NATIONAL WETLAND INVENTORY
- OHIO HISTORIC INVENTORY
- RURAL LORAIN COUNTY 24" WATER LINE
- COLUMBIA GAS TRANSMISSION PIPE LINE

- ELECTRIC TRANSMISSION LINES
- OIL AND GAS WELLS

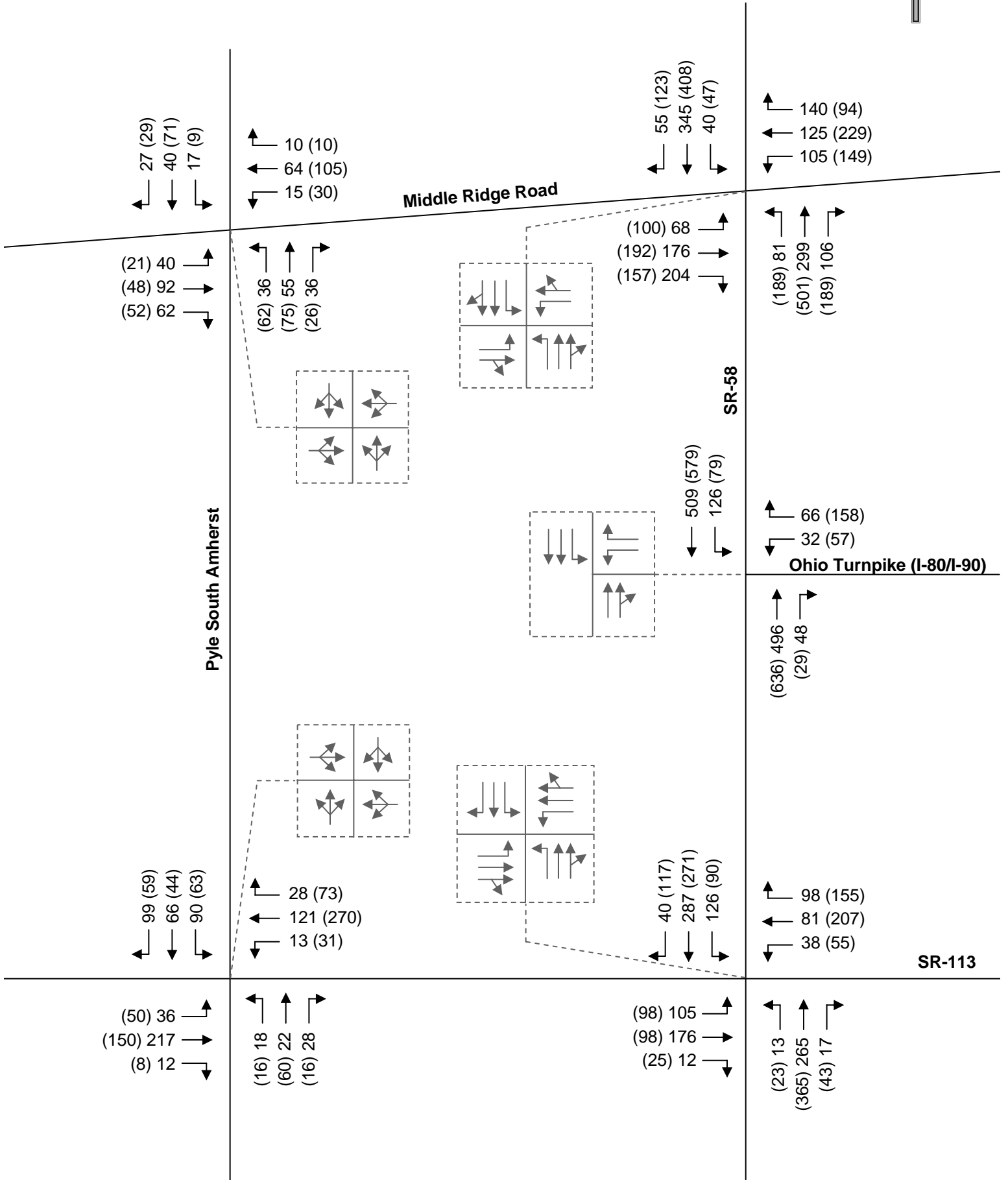
- ### POTENTIAL HAZARDOUS MATERIALS
- UNDERGROUND STORAGE TANKS
  - LEAKING UNDERGROUND STORAGE TANKS
  - RCRA SITE
  - AIRS/AFS SITE
  - PCS SITE
  - MULTI-HAZARD SITE

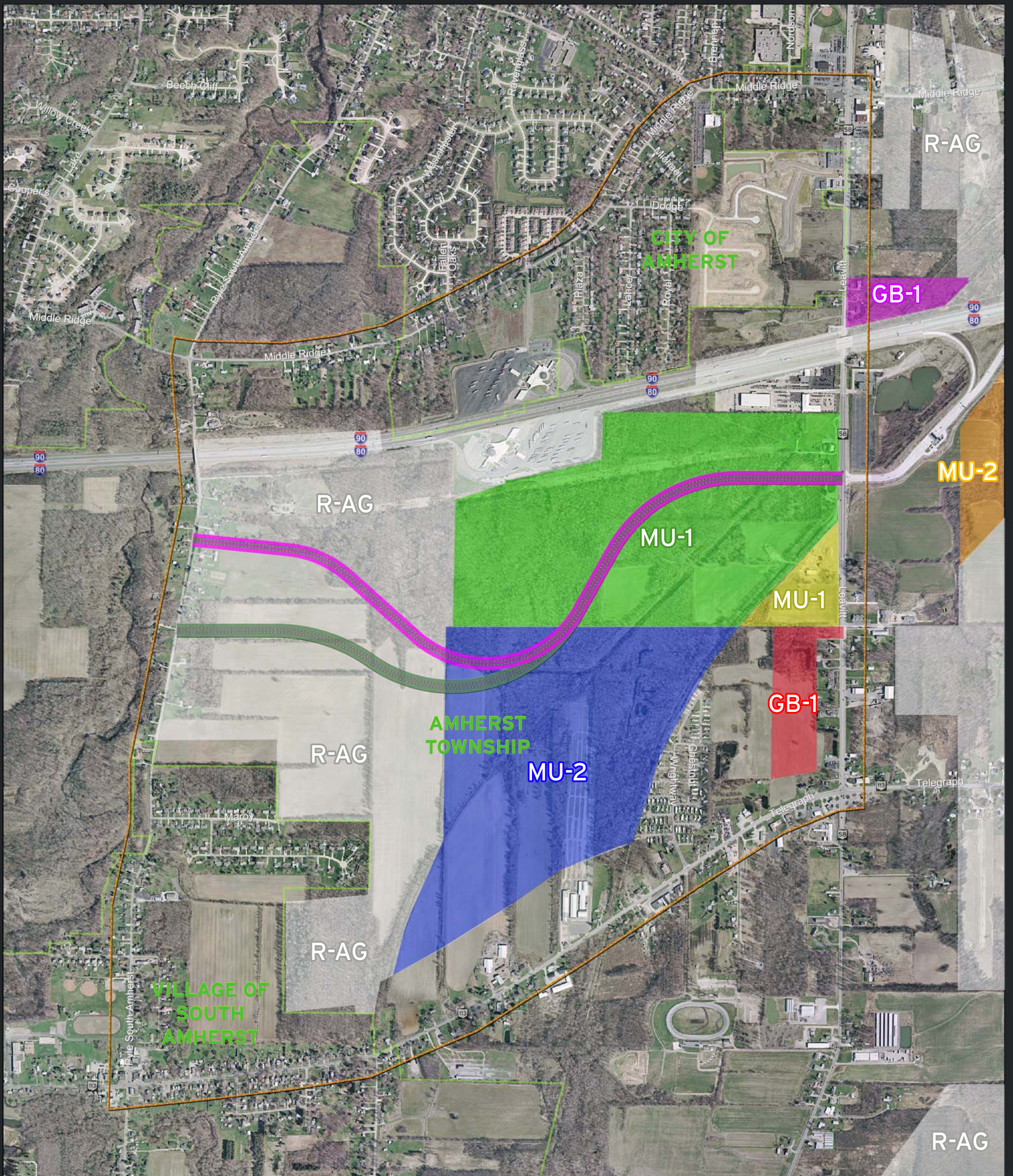
NOTE: The study areas is within the range of the federally endangered Indiana Bat and Piping Plover, Federal candidate Eastern Massassugua, and federally threatened Bald Eagle



Figure 3: Existing (2006) Lane Use and Peak Hour AM (PM) Traffic Volumes

AM (PM)





SR 58 CORRIDOR STUDY

NEWLY ADOPTED ZONING MAP  
WITH FEASIBLE ALTERNATIVES

LEGEND

-  STUDY AREA
-  MUNICIPAL BOUNDARY
-  ALTERNATIVE 1
-  ALTERNATIVE 2

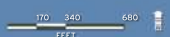


Figure 5: Future Traffic Distribution

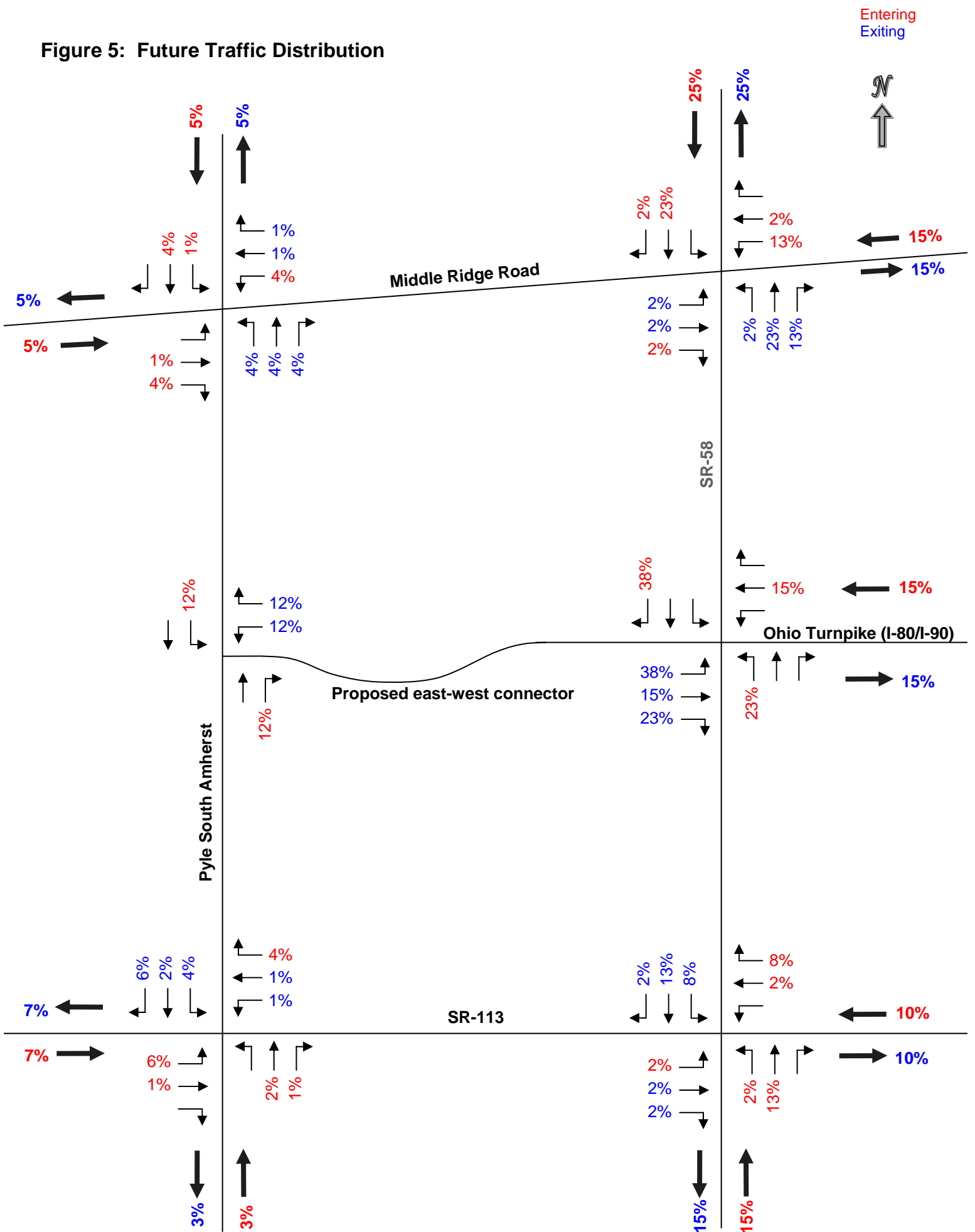


Figure 6: Opening Day (2010) Traffic Estimates

AM Existing + ¼ AM Build Out = AM Total  
 (PM Existing + ¼ PM Build Out = PM Total)

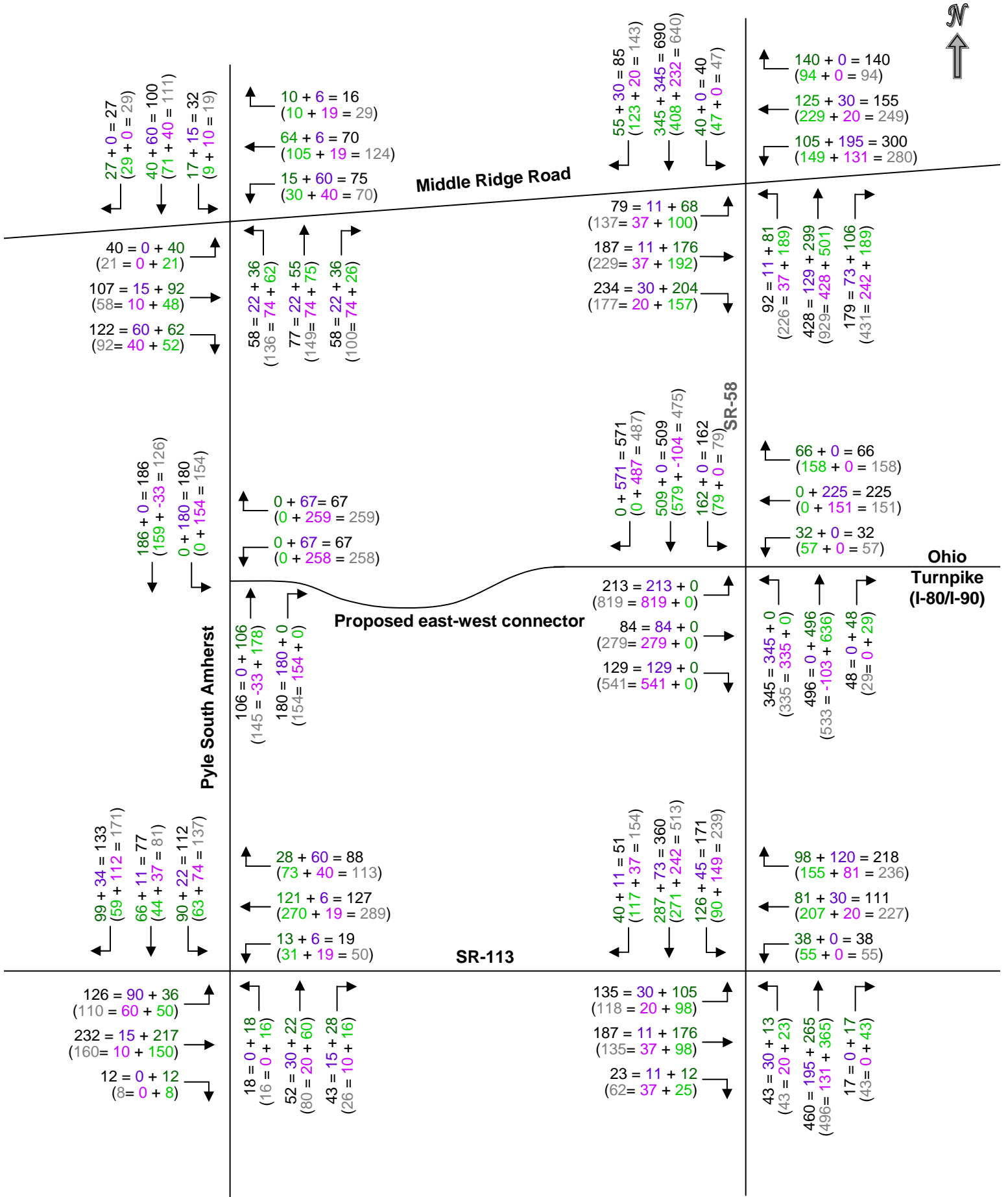
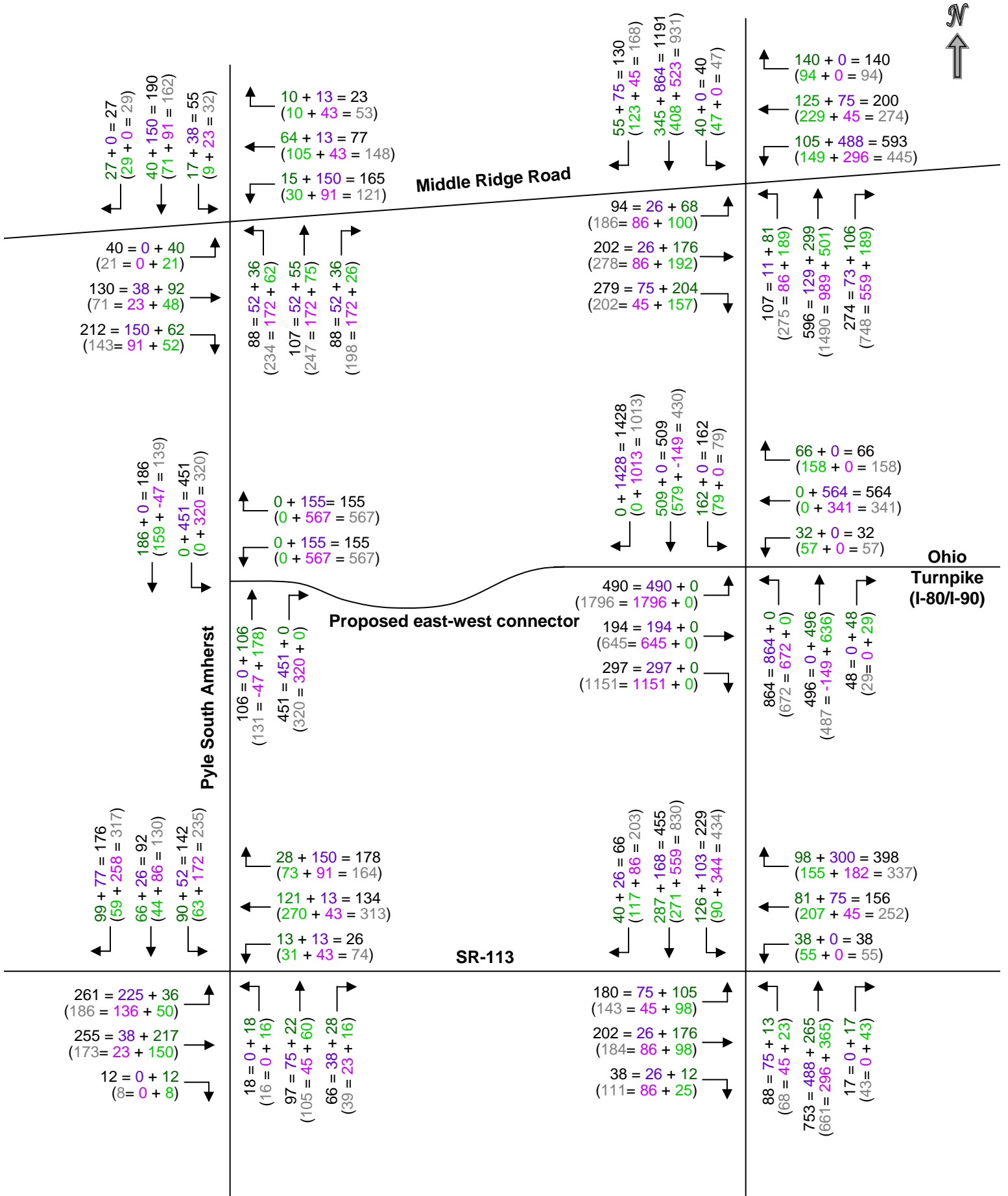


Figure 7: Design Year Day (2030) Traffic Estimates

AM Existing + 2/3 AM Build Out = AM Total  
 (PM Existing + 2/3 PM Build Out = PM Total)





Existing Lane Use  
Future Lane Use 2010 - 25% Build Out  
Future Lane Use 2030 - 67% Build Out

Figure 8: Future Roadway Network Improvements

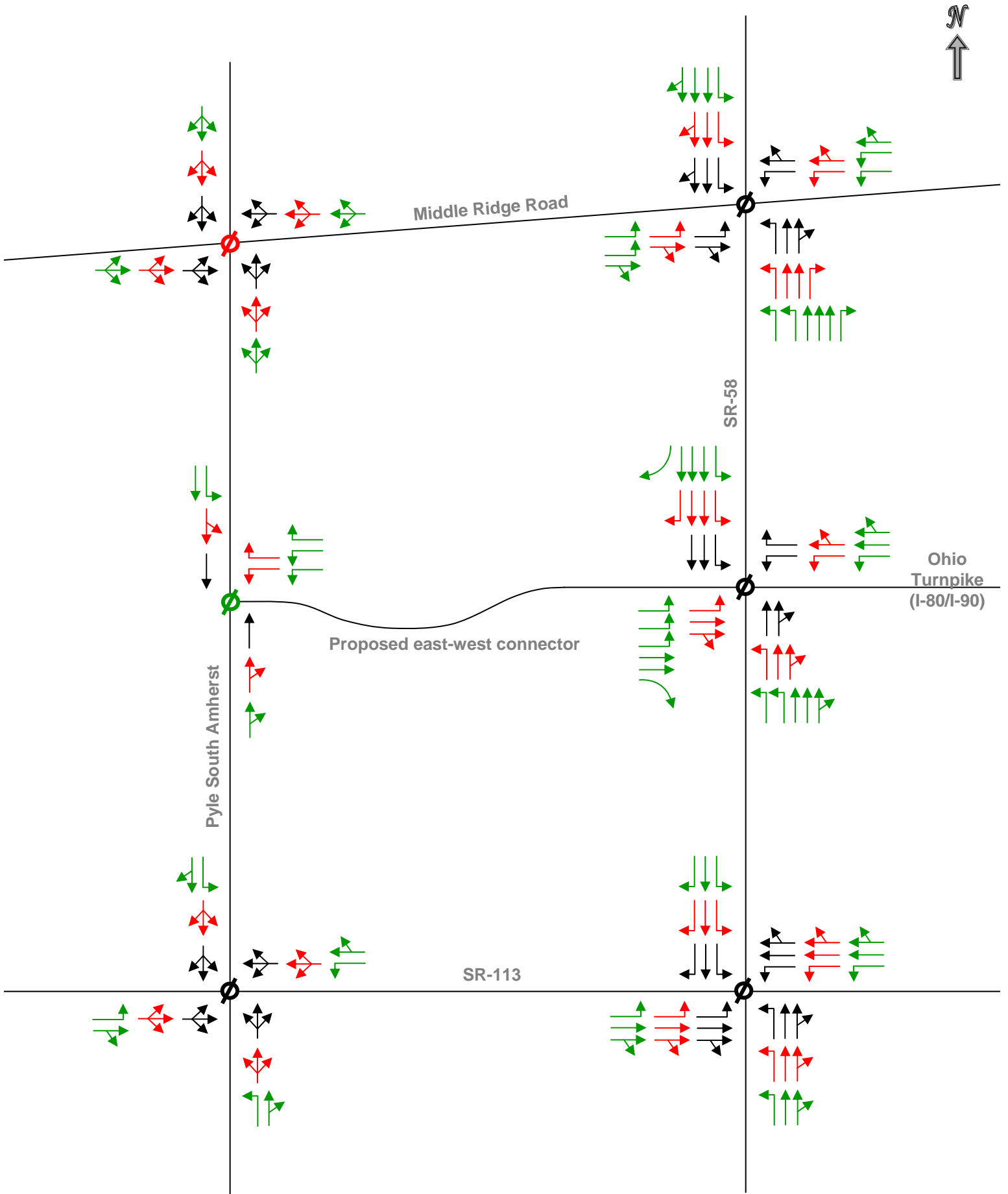


Figure 9: Conceptual Alternatives

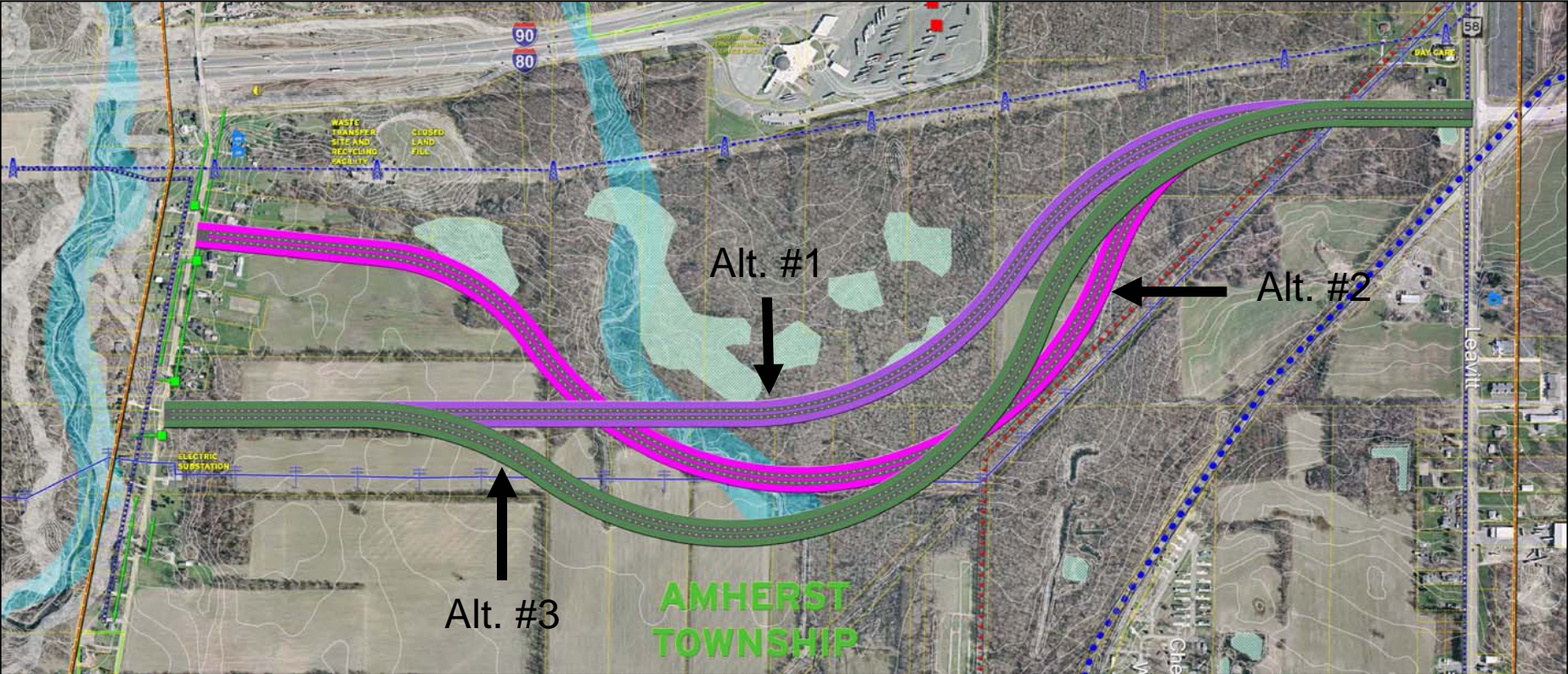


Figure 10: Sample Typical Section



Figure 11: Conceptual “Tower Median Alignment”

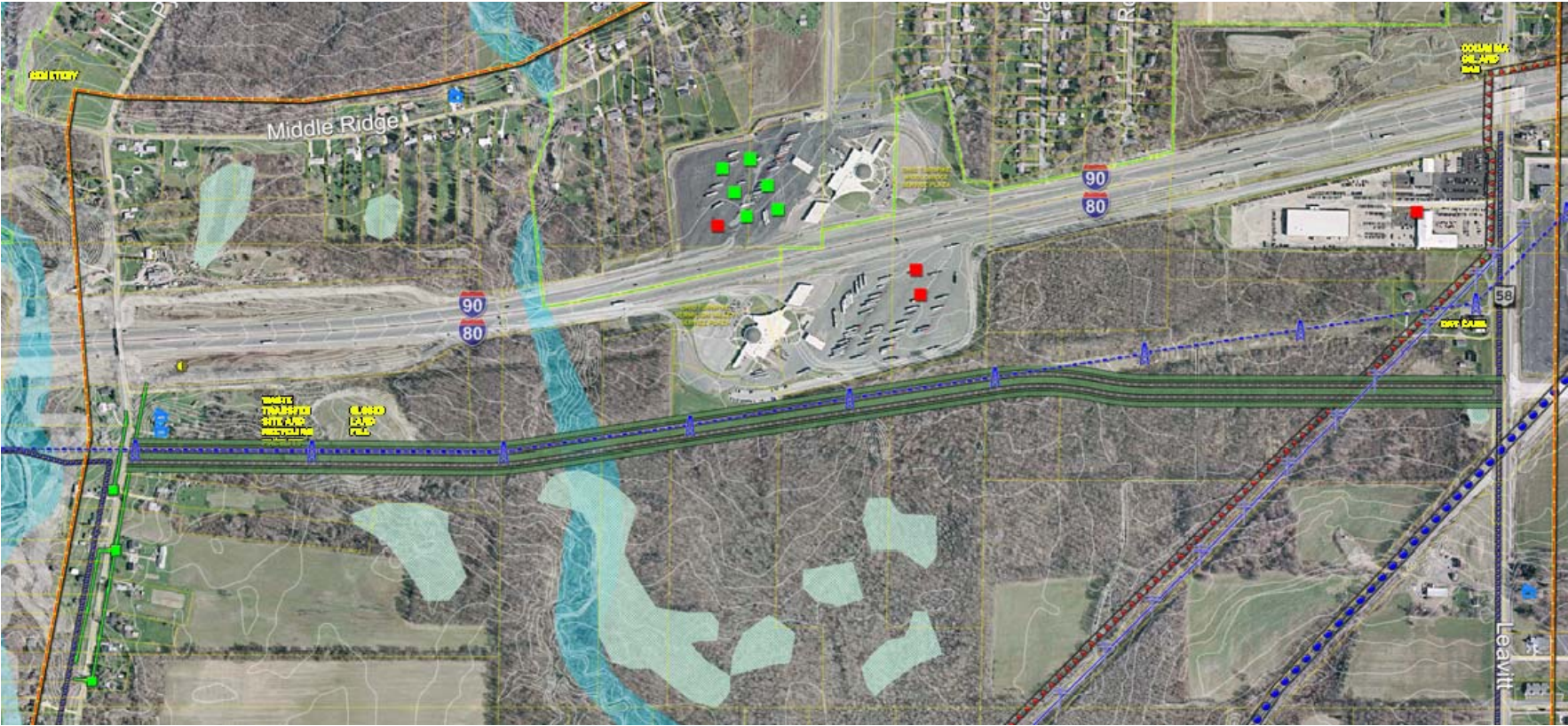


Figure 12: Conceptual “Tower Parallel Alignment”

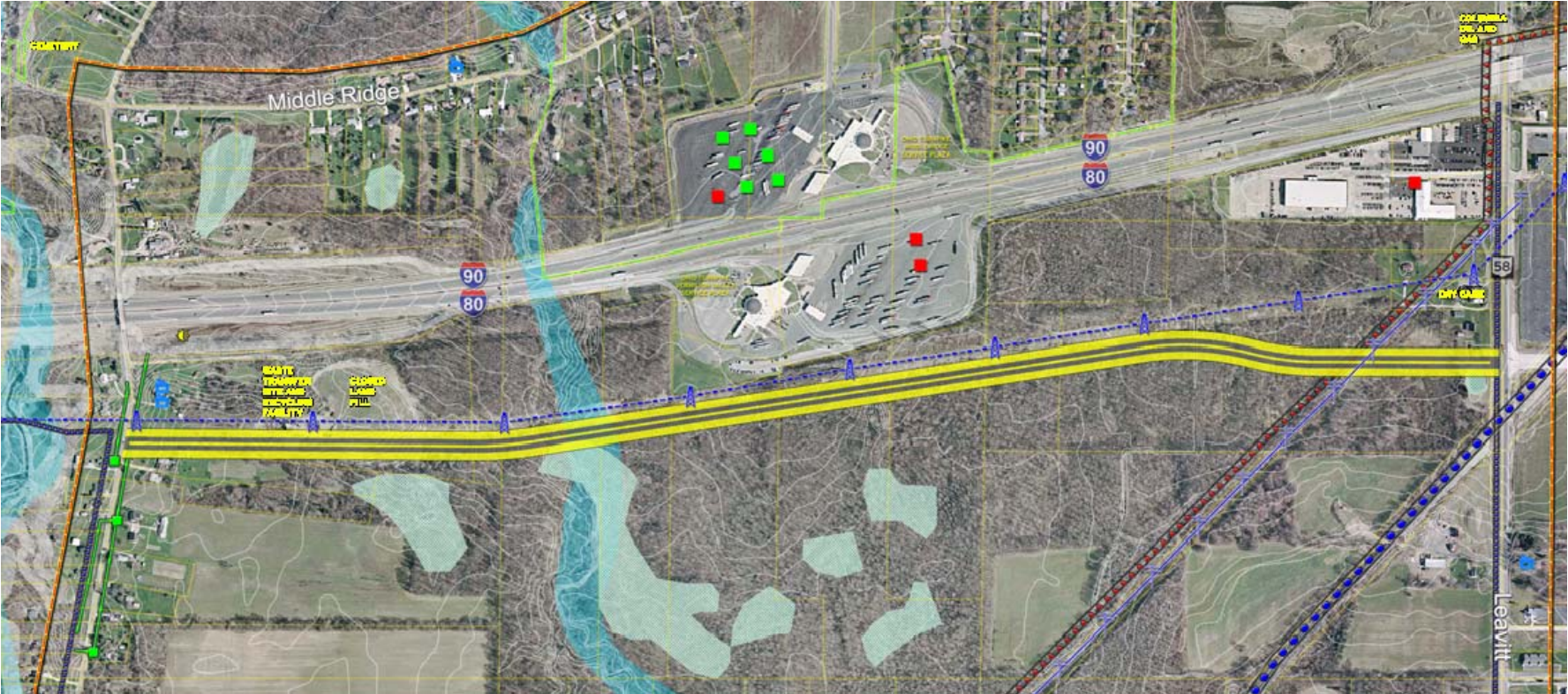
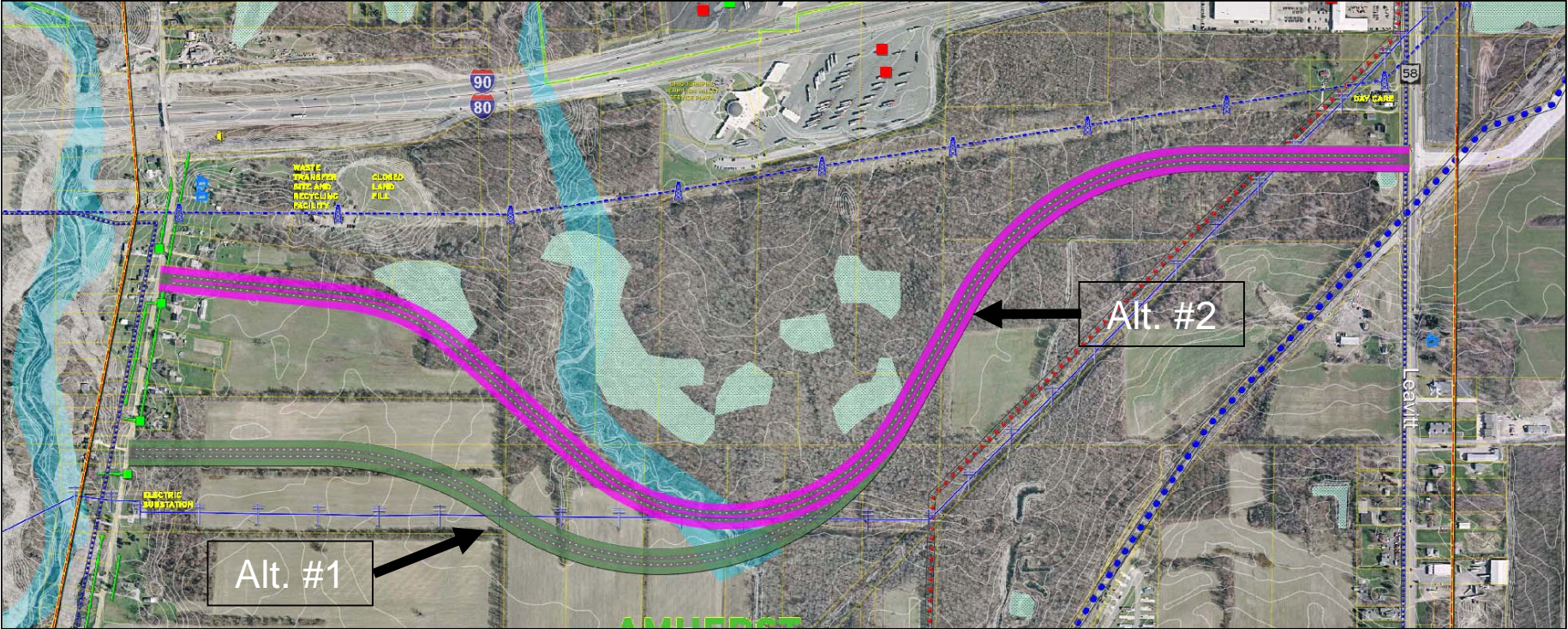


Figure 13: Feasible Alternatives



# Predicted Cost Inflation CY07-CY11: January 2007

	CY07	CY08	CY09	CY10	CY11
High	<b>10.5%</b>	<b>9.5%</b>	<b>7.0%</b>	<b>5.0%</b>	<b>5.0%</b>
Most Likely	<b>6.0%</b>	<b>5.5%</b>	<b>5.0%</b>	<b>4.0%</b>	<b>4.0%</b>
Low	<b>4.0%</b>	<b>3.5%</b>	<b>3.5%</b>	<b>3.0%</b>	<b>3.0%</b>

## **Inflationary Compounded Growth**

Most Likely	<b>6%</b>	<b>12%</b>	<b>17%</b>	<b>22%</b>	<b>27%</b>
-------------	-----------	------------	------------	------------	------------

1. The predictions in the Table are based upon our experience and understanding of the changes affecting the construction industry in Ohio. BART sourced information from its own ODOT construction cost index and from outside construction analysts whom it believed had relevant information to contribute to developing these predictions.
2. We believe that the most important cost drivers of construction cost inflation for the next five years will be energy, steel, and cement. Unlike many other construction materials, these items are impacted by international influences which are difficult to predict.

