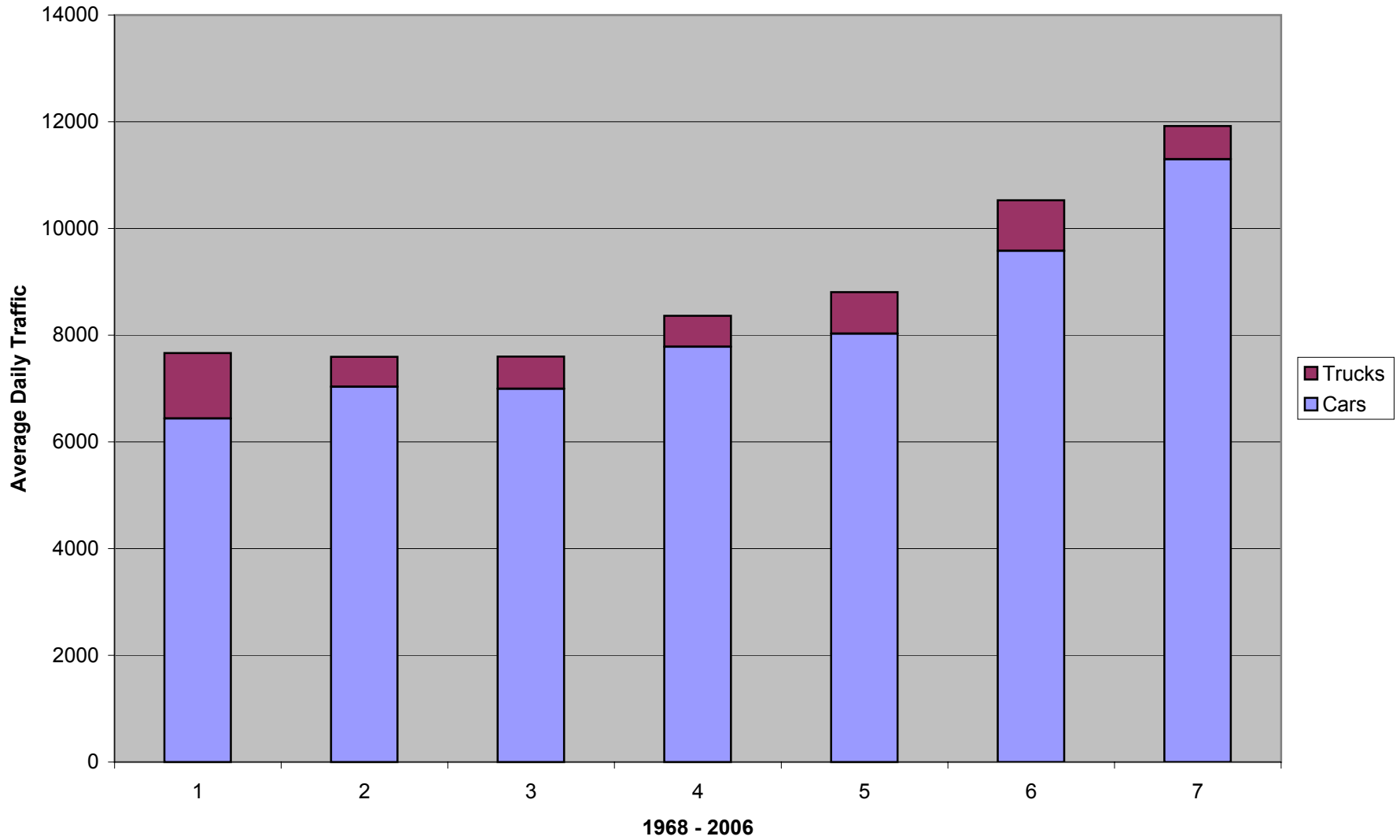
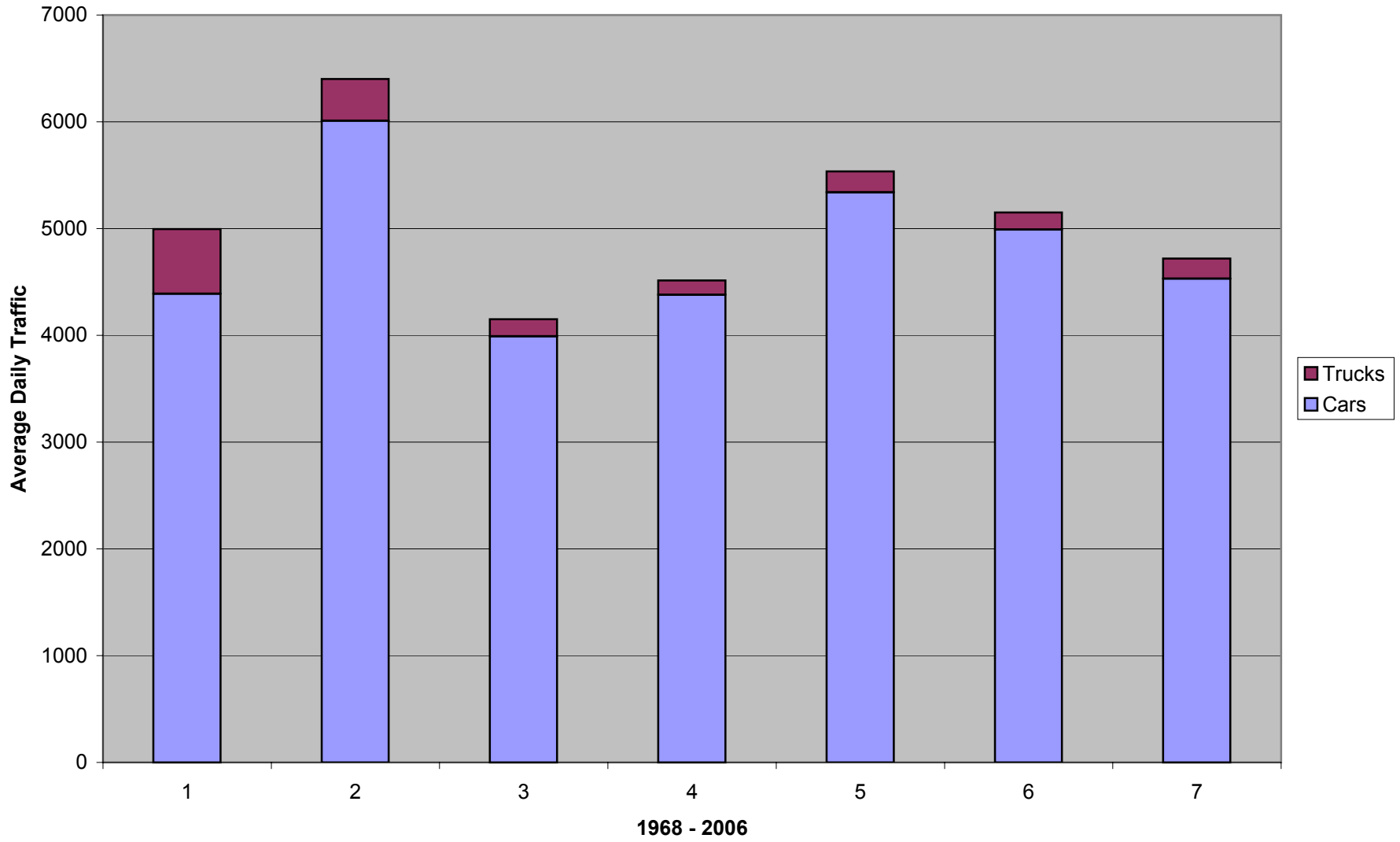


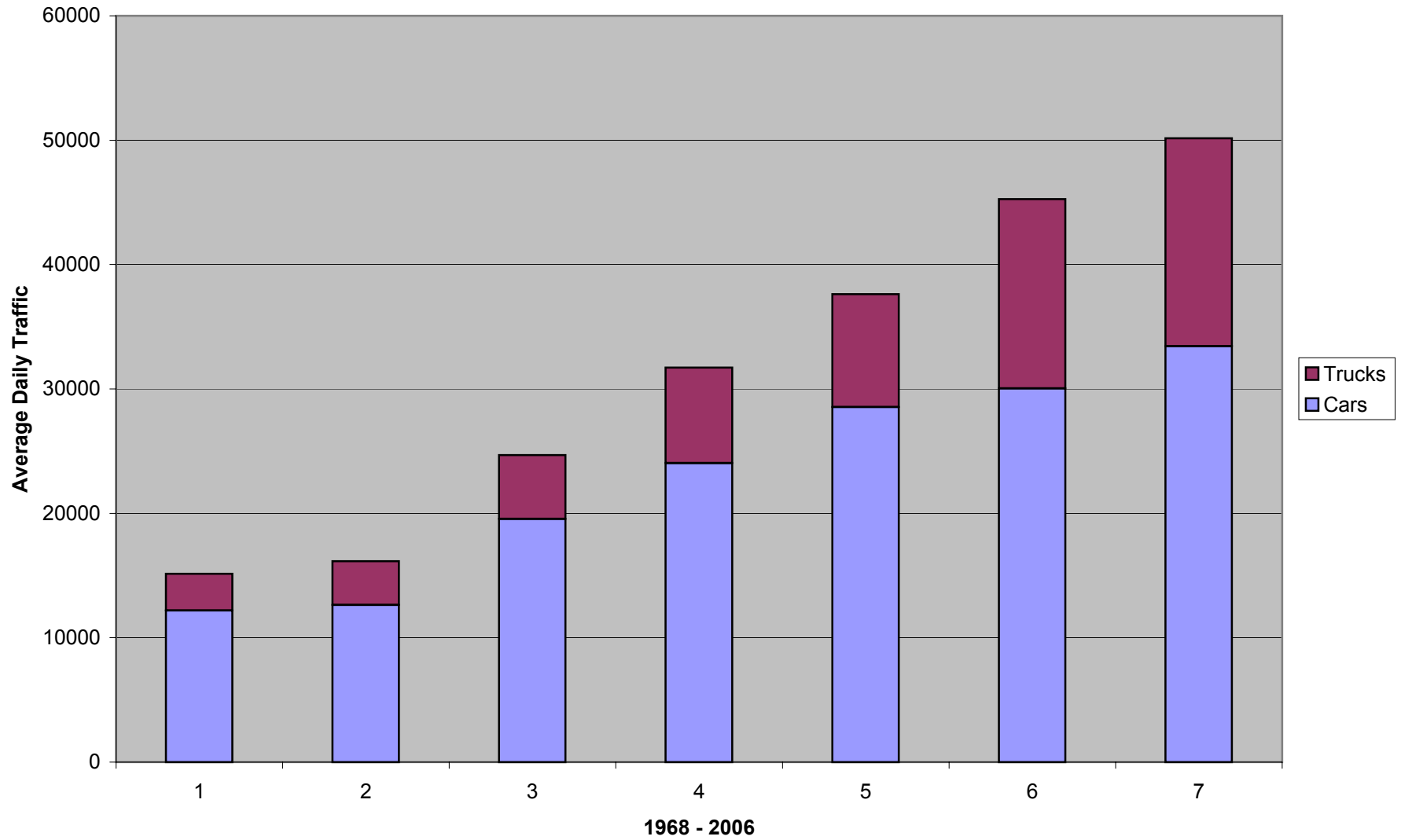
US 36 Traffic Trend



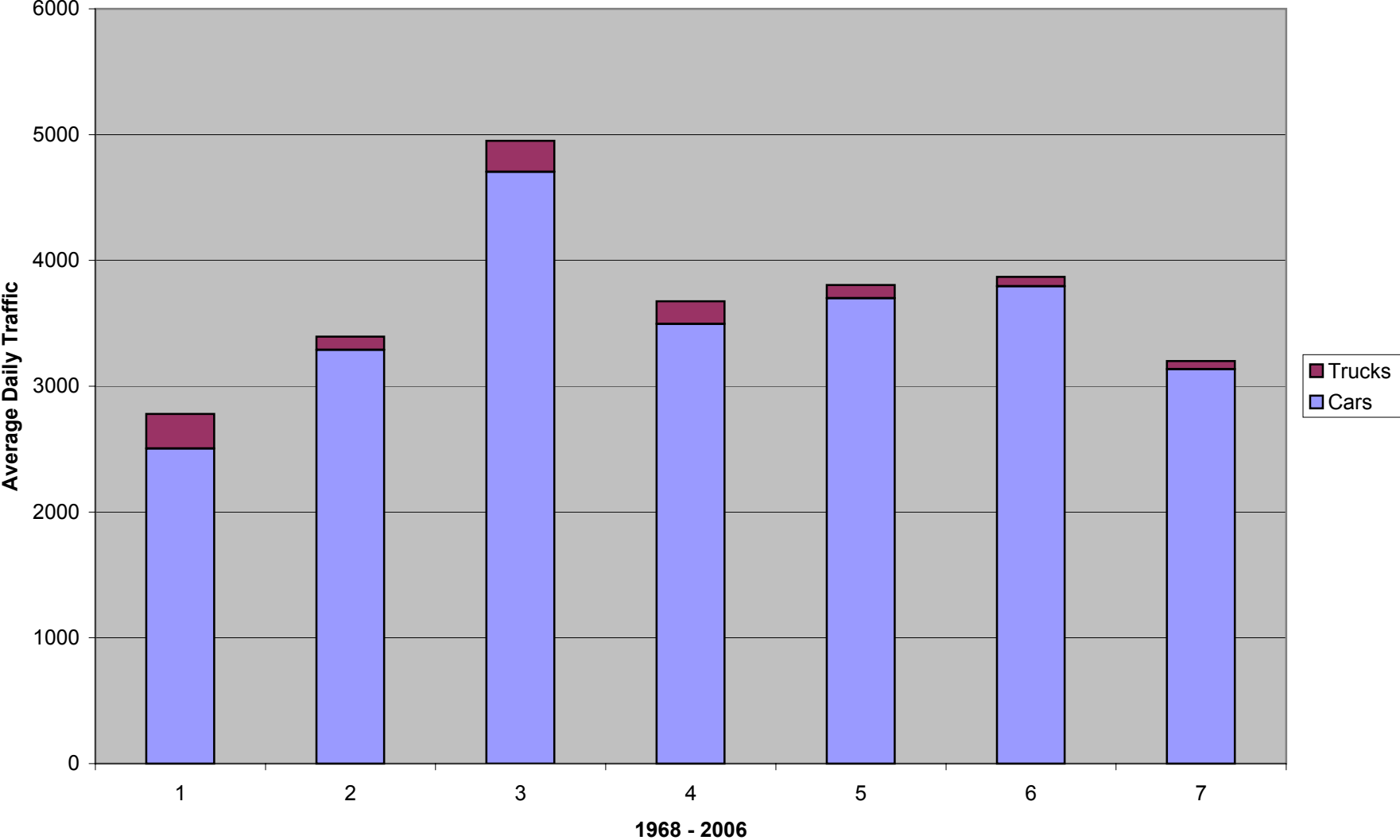
SR 66 Traffic Trend



I-75 Traffic Trend



SR 185 Traffic Trend



Piqua Comprehensive Plan
 Transportation Element
 Traffic Count Information/Trend

Year	Route	Location	ADT		
			Cars	Trucks	Total
1968	US 36	W. corp Line	6060	1060	7120
		E Corp Line	6820	1390	8210
		Average	6440	1225	7665
	SR 66	At US 36 in Piqua	7300	910	8210
		N. Corp Line	1480	300	1780
		Average	4390	605	4995
	Interstate 75	S. Corp Line	12760	2960	15720
		N. Corp Line	11600	2960	14560
		Average	12180	2960	15140
In 1968, Piqua corporation line had yet to reach 1-75. CR 25, N&S, figures used.					
	SR 185	NW. Corp Line	1980	240	2220
		At Broadway/Ash	3030	310	3340
		Average	2505	275	2780
1975	US 36	W. Corp Line	6070	580	6650
		E Corp Line	8000	540	8540
		Average	7035	560	7595
	SR 66	At US 36 in Piqua	8200	560	8760
		N. Corp Line	3820	220	4040
		Average	6010	390	6400
	Interstate 75	S. Corp Line	13470	3500	16970
		N. Corp Line	11800	3530	15330
		Average	12635	3515	16150
	SR 185	NW. Corp Line	2220	100	2320
		At Broadway/Ash	4360	110	4470
		Average	3290	105	3395

Piqua Comprehensive Plan
 Transportation Element
 Traffic Count Information/Trend

1982	US 36	W. corp Line	7920	680	8600
		E Corp Line	6070	570	6640
		Average	6995	625	7620
	SR 66	At US 36 in Piqua	4200	100	4300
		N. Corp Line	3780	220	4000
		Average	3990	160	4150
	Interstate 75	S. Corp Line	19600	5320	24920
		N. Corp Line	19480	4960	24440
		Average	19540	5140	24680
	SR 185	NW. Corp Line	2660	140	2800
		At Broadway/Ash	6750	350	7100
		Average	4705	245	4950

1990	US 36	W. Corp Line	8540	620	9160
		E Corp Line	7030	590	7620
		Average	7785	605	8390
	SR 66	At US 36 in Piqua	4790	150	4940
		N. Corp Line	3970	120	4090
		Average	4380	135	4515
	Interstate 75	S. Corp Line	24870	7710	32580
		N. Corp Line	23220	7630	30850
		Average	24045	7670	31715
	SR 185	NW. Corp Line	3210	250	3460
		At Broadway/Ash	3780	110	3890
		Average	3495	180	3675

1994	US 36	W. Corp Line	9010	550	9560
		E. Corp Line	7050	610	7660
		Average	8030	580	8610
	SR 66	At US 36 in Piqua	3870	130	4000
		N. Corp Line	6810	260	7070
		Average	5340	195	5535
	Interstate 75	S. Corp Line	29400	9110	38510
		N. Corp Line	27670	9080	36750
		Average	28535	9095	37630
	SR 185	NW. Corp Line	2770	130	2900
		At Broadway/Ash	4630	80	4710
		Average	3700	105	3805

Piqua Comprehensive Plan
 Transportation Element
 Traffic Count Information/Trend

2000	US 36	W. Corp Line	12430	760	13190
		E. Corp Line	6730	790	7520
		Average	9580	775	10355
	SR 66	At US 36 in Piqua	4830	150	4980
		N. Corp Line	5150	170	5320
		Average	4990	160	5150
	Interstate 75	S. Corp Line	31200	15330	46530
		N. Corp Line	28880	15130	44010
		Average	30040	15230	45270
	SR 185	NW. Corp Line	2760	70	2830
		At Broadway/Ash	4830	80	4910
		Average	3795	75	3870

2006	US 36	W. Corp Line	12400	760	13160
		E. Corp Line	10190	1140	11330
		Average	11295	950	12245
	SR 66	At US 36 in Piqua	4660	140	4660
		N. Corp Line	4400	240	4400
		Average	4530	190	4530
	Interstate 75	S. Corp Line	34130	16830	34130
		N. Corp Line	32730	16630	32730
		Average	33430	16730	33430
	SR 185	NW. Corp Line	2620	70	2690
		At Broadway/Ash	3650	60	3710
		Average	3135	65	3200

Information compiled from ODOT data by Floyd Browne Group. Miami County 24 hour traffic counts. The "Average" figures were obtained by calculating a simple average of the south and north ADT (average daily traffic) data as the various routes enter and leave the city of Piqua - except for SRs 66 & 185. Both terminate in the center of Piqua. For these routes, data was obtained from the termini points.

Trends

Route	1968 to 2006			
	Cars		Trucks	
US 36	75%	increase	-22%	<i>decrease</i>
SR 66	3%	increase	-69%	<i>decrease</i>
I-75	174%	increase	465%	increase
SR 185	25%	increase	-76%	<i>decrease</i>

Car traffic on state highways has increased about 30-35% through Piqua: 1968 - 2006
Corresponding truck traffic on state highways has *decreased* about 55-60% through Piqua

Car traffic on Interstate 75 has nearly tripled: 1968 - 2006
Corresponding Interstate truck traffic has increased nearly five-fold