Amelia Olive Branch Relocation (PID 82581)
Technical Memorandum
Traffic Task Order #2
Clermont County, Ohio

Prepared for

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1.0 Introduction

The following summarizes the existing operational conditions within the study area for the Amelia-Olive Branch Relocation Project. Several technical studies were conducted to document the traffic volumes and the operational characteristics within the study area for the existing (2008) conditions. The certified traffic method was utilized to calculate the future (2030) conditions. The studies included determining the existing traffic volumes and then using these traffic volumes to calculate levels of service (LOS). The results of these studies are discussed in the following sections.

1.1 Study Area

The traffic analysis study area straddles the boundaries of Batavia and Union Townships in Clermont County, Ohio, approximately one and one-half miles east of Interstate 275. It stretches from SR 32 to the north, State Route (SR) 125 to the south, Bach-Buxton Road and Elick Lane to the west, and Amelia-Olive Brach Road to the east. The study area also includes Olive Branch-Stonelick Road, Shayler Road, Old SR 74 (Cincinnati-Batavia Pike), Taylor Road, and Clough Pike. The following intersections are included as part of the traffic analysis:

- SR 32 & Elick Lane
- SR 32 & Old SR 74
- SR 32 WB Ramp & Olive Branch Stonelick Road
- SR 32 EB Ramp & Olive Branch Stonelick Road
- Bach-Buxton Road & Shayler Road
- Old SR 74 & Olive Branch-Stonelick Road
- Old SR 74 & Shayler Road
- Old SR 74 & Amelia-Olive Branch Road
- Clough Pike & Bach-Buxton Road
- Clough Pike & Amelia-Olive Branch Road
- Clough Pike & Taylor Road
- Amelia-Olive Branch Road & Taylor Road
- SR 125 & Bach-Buxton Road
- SR 125 & Amelia-Olive Branch Road

The traffic analysis for the Amelia-Olive Branch Relocation Project involved the No Build 2030 conditions and 2030 conditions for two (2) corridor alternatives, Corridor Alternative #1 and Corridor Alternative #2.

Corridor Alternative #1 involves relocating the existing Amelia-Olive Branch Road from just north of the Clough Pike/Amelia-Olive Branch Road intersection and connecting it to the Old SR 74/Olive Branch-Stonelick Road intersection. This provides a direct connection from SR 125 to

the recently constructed SR 32/Olive Branch-Stonelick Road interchange. The existing Amelia-Olive Branch Road will be left in place for residential access.

Corridor Alternative #2 involves adding a road from just north of the existing Clough Pike/Bach-Buxton Road intersection and connecting it to the Old SR-74/Olive Branch-Stonelick Road intersection. This provides a direct connection from Bach-Buxton Road to the recently completed SR 32/Olive Branch-Stonelick Road interchange. The existing Amelia-Olive Branch Road will be left in place for residential access.

1.2 Traffic Characteristics

Levels of Service

According to the *Highway Capacity Manual*, "Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety."[1] For interrupted flow conditions - such as signalized intersections - LOS is defined in terms of total delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time due to geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the travel time that would result in the absence of geometric delay, traffic control, other vehicles, and incidents. Levels of service range from A (best) to F (worst). For signalized intersections, LOS A indicates that delay is minimal; progression is extremely favorable; and most vehicles arrive during the green phase. LOS F, on the other hand, generally indicates poor progression, long cycle lengths, individual cycle failures, and high delay. The levels of service criteria for signalized and unsignalized intersections are summarized in **Table 1**.

Table 1: Signalized and Unsignalized Intersection LOS

Signalized Intersection LOS	Control Delay per Vehicle (s/veh) at Signalized Intersections	Control Delay per Vehicle (s/veh) at Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤15
C	> 20 and ≤ 35	> 15 and ≤25
D	> 35 and ≤ 55	> 25 and ≤35
E	> 55 and ≤ 80	> 35 and ≤50
F	> 80	>50

[1] Highway Capacity Manual, Transportation Research Board, Washington D.C., 2000

An acceptable level of service for interrupted flow is LOS C. However, LOS D may be used in urban areas, with the approval of the local planning commission and when it can be shown that obtaining LOS C incurs extreme costs.

Volume to Capacity (v/c) Ratio

The volume to capacity ratio (v/c) is a measure of the demand for traffic desiring to use a roadway compared to the ultimate capacity of the roadway itself. When the v/c ratio reaches or exceeds a value of 1.0, the roadway is at or exceeds its capacity. For interrupted traffic flow conditions, such as a "red" traffic signal, both the level of service and the v/c ratio must be considered separately because there is no correlation between the two measurements. For instance, it is possible to have a level of service with a value of LOS D or LOS E and have a v/c ratio which exceeds 1.0 and is overcapacity.

1.3 Methodology

A series of LOS analyses were conducted to determine the existing (2008), no build (2030), Corridor Alternative #1 (2030) and Corridor Alternative #2 (2030) operational conditions for the study area. *Synchro 7*, a software package for modeling and optimizing traffic signal timings, was utilized to analyze levels of service at the intersections. Additional analysis information for each condition is provided in the following sections.

2.0 Existing (2008) Conditions

Within the study area, the functional classification for SR 32 and SR 125 is urban principal arterial (FC 14). Bach-Buxton Road north of Clough Pike and Clough Pike west of Bach-Buxton Road are functionally classified as urban minor arterial (FC 16). Old SR 74, Clough Pike east of Bach-Buxton Road, Amelia-Olive Branch Road and Shayler Road are functionally classified as urban collector (FC 17). Elick Lane, Olive Branch-Stonelick Road and Taylor Road are urban local roads (FC 19).

All of the turning movement counts for the study area were conducted in January of 2008. Tube counts were conducted in February of 2008. The Am and PM peak hour was determined by summing all of the traffic in the study area and taking the highest one hour total in the morning and in the evening. As a result, 7:00 AM and 4:30 PM are the peak hours. Tube counts were used to obtain ADT and truck percentages for the intersections. The existing traffic volumes are included in **Appendix 1**.

3.0 Travel Demand Model Analysis

HNTB utilized a regional travel demand model (RTDM) developed by the Ohio Kentucky Indiana Council of Governments (OKI) to evaluate and analyze alternatives for the SR 32 and Amelia-Olive Branch projects in Clermont County. The OKI model was supplemented by future year socioeconomic information from Property Advisors Residential Incentive District (RID) reports and input on network and land use from Clermont County staff.

3.1 Base Year (2005) Model Refinement

The original OKI year 2005 model was run and the travel demand model networks and trip tables that were generated were used as the basis for base year model analysis and refinement.
For the base year, the refinements include modifications that were made to the OKI zone structure, the model network, and to the traffic trip tables.

3.1.1 Base Year Zone Structure

The original OKI model included 2531 zones – 2425 internal zones and 106 external zones. A review of OKI's socioeconomic database for the Traffic Analysis Zones (TAZs) in Clermont County revealed a need for refinement. The OKI zones were disaggregated into smaller zones by:

1) Logically refining some of the larger TAZs into smaller ones using ortho-corrected aerial photo imagery.
2) Assigning each Residential Improvement District (RID) and major employment center its own TAZ.

Based on this methodology, the original 128 OKI TAZs in Clermont County were disaggregated into 362 TAZs. **Appendix 2** shows the original OKI TAZs and the Clermont County disaggregated TAZs.

3.1.2 Base Year Network

The base year OKI model network from the base year OKI model run was modified to include:

3) Additional centroid connectors (one for each new disaggregated zone) added to the OKI model network to represent the new disaggregated zones.
4) Additional roadways and the network attributes for these new roadways were borrowed from similar roadways in the vicinity.

To get the travel demand model to more accurately match the existing traffic counts, minor refinements were made to the 2005 base year model network. This included moving and adding centroid connectors to better reflect the loading of trips onto the roadway network. Free flow speeds were also adjusted in a few locations to bring traffic volumes more in line with existing counts.

3.1.3 Base Year Trip Tables

Based on the aerial photography overlays, an approximate percentage split of trips for each original OKI zone to its corresponding Clermont County zones was determined. The base year OKI trip tables from the OKI model were then disaggregated into the Clermont County zone set based on these percentage splits.

3.1.4 Base Year Traffic Assignment

A traffic assignment script was developed using the same inputs and parameters as the OKI model. A base year traffic assignment was then run using the base year disaggregated Clermont County traffic trip tables and revised base year disaggregated networks.

3.2 Future Year (2030) Model Refinement

Future year model refinements include zone modifications, network refinements and trip table modifications. Additionally, the future year socioeconomic data was updated to better reflect local knowledge and the most current development information.

3.2.1 Future Year Zone Structure

The future year Clermont County zone structure is the same as the zone structure used for the base year.

3.2.2 Future Year Socioeconomic Data

Information provided by Clermont County, Miami Township, Union Township, and Property Advisors was used to modify the OKI model socioeconomic data to more accurately represent the anticipated 2030 household and employment conditions. **Table 2** summarizes the overall increases in Clermont County after household and employment data refinements.

Table 2: Clermont County Socioeconomic Year 2030 Data

	OKI	Revised	Increase
Households	98,239	104,328	6.20%

Employment	81,423	88,232	8.36%

Maps showing OKI's projected number of households and number of employees in each of the refined TAZs are included in **Appendix 3.** Maps showing the revised number of households and number of employees in each of the refined TAZs are included in **Appendix 4.**

3.2.3 Future Year Network

For future year models, future year networks were created by merging all the additional base year centroid connectors and additional roadways with future year existing plus committed (E+C) network changes found in the OKI model.

3.2.4 Future Year Trip Tables

Using the revised future year socioeconomic data, the OKI model was run to generate revised future year OKI trip tables. The revised future year OKI trip tables were disaggregated to generate the Clermont County future year trip tables.

3.2.5 Future Year Traffic Assignment

Future year traffic assignments were run using the future year disaggregated Clermont County traffic trip tables and revised future year disaggregated networks.

4.0 Future Traffic

The following four (4) assumptions were made in order to develop the future traffic.

Heavy vehicles were not separated as part of the manual turning movement traffic counts. Instead, tube counts were conducted within and around the study area and analyzed. Heavy vehicle percentages were figured out by sorting the tube count data by axle class. The heavy vehicle percentages were then logically assigned to intersections based on functional classification and proximity to an actual tube count. Each intersection was only assigned one percentage of heavy vehicles. For the AM peak hour and the PM peak hour, the percent heavy vehicles was used to calculate a number of trucks making each movement. Subsequently, the number of trucks was then subtracted out of the number of cars for each of the peak hours.

Seasonal adjustment factors were applied on a per leg basis. The correct seasonal adjustment factor was applied based on the functional classification of each leg. Also, the functional classification of each leg along with the ADT was utilized to determine the K factors.

Growth rate factors for the study area were derived using the 2005 and 2030 OKI travel demand models that has been enhanced by HNTB. Growth rate factors for roads or legs of intersections which are not in the model are derived using the centroid load volumes from the OKI travel demand model.

At the intersection of Olive Branch-Stonelick Road & SR 32 WB Ramps the east leg (exit ramp) has a higher volume in the AM peak hour than in the PM peak hour. This means that the assumed K factor is for the AM peak hour, while the PM K factor is calculated based on the AM information.

The eastbound and westbound ramps at the interchange of SR 32 and Olive Branch-Stonelick Road were combined when calculating the future traffic in order to avoid having any lost traffic between the two ramps.

5.0 Existing and Future Operations Analysis

5.1 No Build

Existing traffic volumes and signal timing plans were utilized to perform Level of Service (LOS) and signal warrant analyses for existing (2008) and future (2030) traffic operations. Synchro 7, a software package for modeling and optimizing traffic signal timings, was utilized to determine traffic operational characteristics of the study area.

5.1.1 Traffic Signal Warrant Analysis

A traffic signal warrant analysis was performed in accordance with the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 2003 Edition* to determine whether or not the existing signalized and unsignalized intersections met traffic signal warrants. Trafficware's Warrants 7 software package was used to analyze the intersections. **Table 3** identifies the eight signalized intersections and six unsignalized intersections that were included in this analysis.

Table 3: Signalized and Unsignalized Intersections

Signalized	Unsignalized
SR 32 & Elick Lane	SR 32 WB Ramp & Olive Branch Stonelick Road
SR 32 & Old SR 74	SR 32 EB Ramp & Olive Branch Stonelick Road
Bach-Buxton Road & Shayler Road	Old SR 74 & Shayler Road
Old SR 74 & Olive Branch-Stonelick Road	Old SR 74 & Amelia-Olive Branch Road

Signalized	Unsignalized
Clough Pike & Bach-Buxton Road	Amelia-Olive Branch Road & Taylor Road
Clough Pike & Amelia-Olive Branch Road	Clough Pike & Taylor Road
SR 125 & Bach-Buxton Road	
SR 125 & Amelia-Olive Branch Road	

The following traffic signal warrants were analyzed for the signalized and unsignalized intersections within the study area:

- Warrant #1: Eight-Hour Volume
- Warrant #2: Four-Hour Volume
- Warrant #3: Peak Hour

The analysis concluded that all eight of the signalized intersections met current traffic signal warrants based on the manual turning movement counts conducted in January 2008. Two of the six unsignalized intersections that were analyzed also met current traffic signal warrants. The two unsignalized intersections that met traffic signal warrants were Old State Route 74 and Shayler Road as well as Old State Route 74 and Amelia-Olive Branch Road. A summary of the traffic signal warrant analysis can be found in **Table 4**. A map depicting where signals are warranted and where they are not warranted as well as the output files from Warrant #1, Warrant #2, and Warrant #3 are attached in **Appendix 5**.

Table 4: Summary of Traffic Signal Warrant Analysis

Intersection	Warrant # 1 Eight Hour Volume	Warrant # 2 Four Hour Volume	Warrant # 3 Peak Hour Volume
Elick Lane & SR 32	Met	Met	Met
Bach-Buxton Road & Shayler Road	Met	Met	Met
Bach-Buxton Road & Clough Pike	Met	Met	Met
Bach-Buxton Road & SR 125	Met	Met	Met
Amelia-Olive Branch Road & SR 125	Met	Met	Met
Amelia-Olive Branch Road & Clough Pike	-	Met	Met
Olive Branch-Stonelick Road & Old State Route 74	Met	Met	Met
Old State Route 74 & SR 32	Met	Met	Met
Clough Pike & Taylor Road	-	-	-
Amelia-Olive Branch Road & Taylor Road	-	-	-
Amelia-Olive Branch Road & Old State Route 74	Met	Met	Met
Shayler Road & Old State Route 74	Met	Met	Met
Olive Branch-Stonelick Road & SR 32 EB Ramp	-	-	-

Olive Branch-Stonelick Road & SR 32 WB Ramp	-	-	-

5.1.2 Levels of Service

A series of LOS analyses were conducted to determine the existing (2008) operational conditions for the study area. The existing timing plans were utilized for this analysis. **Appendix 6, Figures 1 and 2** indicate the LOS, v/c ratios, lane use and traffic volumes for the existing (2008) conditions in the AM and PM peak hours, respectively. The signals within the study area are uncoordinated with the exception of the SR 32/Elick Lane intersection and SR 32/Old SR 74 intersection. It should be noted that although the SR 32/Elick Lane intersection and SR 32/Old SR 74 intersection were examined as part of this analysis, additional operational analyses will be completed under a subsequent project by the Clermont County Transportation Improvement District (CCTID).

The results of the capacity analysis with levels of service and delayfor the AM (7:00 a.m. to 8:00 a.m.) and PM (4:30 p.m. to 5:30 p.m.) peak hours for the intersection as a whole are summarized in **Table 5**. As shown in **Table 5**, in the PM peak hour, the SR 32/Elick Lane, Old SR 74/Shayler Road, and SR 125/Amelia-Olive Branch Road intersections operate below acceptable LOS (LOS D or worse).

Table 5: Existing (2008) LOS

Intersection	LOS*	
	AM	PM
SR 32 & Elick Lane	C (31.1)	**F (88.0)**
SR 32 & Old SR 74	C (20.7)	C (23.8)
SR 32 WB Ramp & Olive Branch Stonelick Road	B (11.8)	B (12.6)
SR 32 EB Ramp & Olive Branch Stonelick Road	B (10.2)	B (10.4)
Old SR 74 & Shayler Road	C (16.0)	**D (30.3)**
Bach-Buxton RD & Shayler Road	B (18.0)	C (22.1)
Old SR 74 & Olive Branch-Stonelick Road	A (9.1)	A (8.1)
Old SR 74 & Amelia-Olive Branch Road	C (17.3)	C (21.8)
Amelia-Olive Branch RD & Taylor Road	A (9.8)	B (10.8)
Clough Pike & Taylor Road	A (9.5)	A (9.6)
Clough Pike & Bach-Buxton Road	B (12.2)	B (19.1)
Clough Pike & Amelia-Olive Branch Road	B (15.1)	B (11.5)
SR 125 & Bach-Buxton Road	C (33.4)	C (30.0)
SR 125 & Amelia-Olive Branch Road	C (21.7)	**D (41.7)**

*LOS in bold indicates intersections below acceptable LOS (LOS D or worse).

5.1.3 Volume to Capacity (v/c) Ratio

Table 6 indicates the individual movements at an intersection that reaches or exceeds a v/c ratio of 1.0 for the existing (2008) conditions in the PM peak hour. No movements in the AM peak hour reached or exceed a v/c ratio of 1.0.

Table 6: Existing (2008) Movement v/c Ratios Exceeding 1.0

Intersection & Movement	PM v/c Ratio
SR 32 & Elick Lane southbound through lane	1.03
SR 32 & Elick Lane eastbound through lanes	1.24
[redacted]	
SR 125 & Amelia-Olive Branch Road southbound through/left/right lane	1.24

5.2 No Build (2030) Conditions

5.2.1 Levels of Service

A series of LOS analyses were conducted to determine the No Build (2030) operational conditions for the study area. The existing lane assignments were used with future (2030) traffic and optimized cycle lengths. **Appendix 6, Figures 3 and 4** indicate the LOS, v/c ratios, lane use and traffic volumes for the no build (2030) conditions in the AM and PM peak hours, respectively. The results of the capacity analysis with levels of service and delay for the AM and PM peak hours for the intersection as a whole are summarized in **Table 7**.

Table 7: No Build (2030) LOS

Intersection	LOS*	
	AM	PM
SR 32 & Elick Lane	**F (169.7)**	**F (290.4)**
SR 32 & Old SR 74	**F (192.9)**	**F (326.1)**
SR 32 WB Ramp & Olive Branch Stonelick Road	**D (31.8)**	**F (81.7)**
SR 32 EB Ramp & Olive Branch Stonelick Road	B (12.5)	C (20.2)
Old SR 74 & Shayler Road	**F (52.6)**	**F 361.3)**
Bach-Buxton RD & Shayler Road	**D (43.5)**	**E (76.1)**
Old SR 74 & Olive Branch-Stonelick Road	B (12.2)	C (21.5)
Old SR 74 & Amelia-Olive Branch Road	**F (293.6)**	**F (508.6)**
Amelia-Olive Branch Road & Taylor Road	B (12.4)	C (16.5)
Clough Pike & Taylor Road	C (15.4)	C (15.5)
Clough Pike & Bach-Buxton Road	**D (41.6)**	**F (200.8)**

Intersection	LOS*	
	AM	PM
Clough Pike & Amelia-Olive Branch Road	B (18.9)	C (28.0)
SR 125 & Bach-Buxton Road	**F (146.5)**	**F (154.7)**
SR 125 & Amelia-Olive Branch Road	C (22.1)	**D (37.6)**

* LOS in bold indicates intersections below acceptable LOS (LOS D or worse).

5.2.2 Volume to Capacity Ratio

Table 8 indicates the individual movements at an intersection that reaches or exceeds a v/c ratio of 1.0 for the no build (2030) conditions in the AM or PM peak hour.

Table 8: No Build (2030) Movement v/c Ratios Exceeding 1.0

Intersection & Movement	v/c Ratio	
	AM	PM
SR 32 & Elick Lane southbound through lane	-	1.38
SR 32 & Elick Lane southbound left lanes	-	1.53
SR 32 & Elick Lane eastbound through lanes	1.15	1.89
SR 32 & Elick Lane northbound through lanes	-	1.38
SR 32 & Elick Lane northbound left lanes	1.46	1.46
SR 32 & Elick Lane westbound through lanes	1.46	1.31
SR 32 & Old SR 74 southbound through lane	-	1.56
SR 32 & Old SR 74 southbound left lane	1.21	1.58
SR 32 & Old SR 74 eastbound through lanes	-	1.82
SR 32 & Old SR 74 northbound through lane	1.37	1.35
SR 32 & Old SR 74 westbound through lanes	1.60	1.57
Old SR 74 & Shayler Road eastbound left/right lane	-	1.70
Old SR 74 & Amelia-Olive Brach Road northbound left/right lane	1.55	-
Bach-Buxton Road & Shayler Road eastbound through/right/left lane	-	1.07
Bach-Buxton Road & Shayler Road northbound through/right lane	-	1.09
Bach-Buxton Road & Clough Pike eastbound through/right lane	-	1.50
Bach-Buxton Road & Clough Pike northbound through/right lane	-	1.59
Bach-Buxton Road & Clough Pike westbound left lane	-	1.39
SR 125 & Bach-Buxton Road southbound left lane	1.19	1.51
SR 125 & Bach-Buxton Road eastbound left lane	1.33	1.55
SR 125 & Bach-Buxton Road westbound through lane	1.31	1.39
SR 125 & Amelia-Olive Branch Road southbound Left lane	-	1.01
SR 125 & Amelia-Olive Branch Road eastbound left lane	-	1.02

5.3 Corridor Alternative #1 (2030) Conditions

5.3.1 Levels of Service

A series of LOS analyses were conducted to determine the Corridor Alternative #1 (2030) operational conditions for the study area. **Appendix 6, Figures 5 and 6** indicate the LOS, v/c ratios, lane use and traffic volumes for Corridor Alternative #1 (2030) conditions in the AM and PM peak hours, respectively. New lane assignments and additional traffic signals were utilized to reach acceptable LOS (LOS C or better) and a v/c ratio below 1.0 for each turning movement. Also, analysis included the addition of an intersection at Amelia-Olive Branch Road and Relocated Amelia-Olive Branch Road. The east/west approach delays were balanced with the north/south approach delays. Lanes were added in the following locations:

- SR 32 & Elick Lane southbound through lane
- SR 32 & Elick Lane eastbound through lane and right turn lane
- SR 32 & Elick Lane northbound through lane
- SR 32 & Elick Lane westbound through lane and right turn lane
- SR 32 & Old SR 74 southbound through lane, left turn lane and right turn lane
- SR 32 & Old SR 74 eastbound through lane and right turn lane
- SR 32 & Old SR 74 northbound through lane, left turn lane and right turn lane
- SR 32 & Old SR 74 westbound through lane and right turn lane
- Olive Branch-Stonelick Road & SR-32 EB Ramp northbound right turn lane
- Old SR 74 & Shayler Road eastbound right turn lane
- Old SR 74 & Shayler Road northbound left turn lane
- Old SR 74 & Olive Branch-Stonelick Road southbound left turn lane
- Old SR 74 & Olive Branch-Stonelick Road eastbound through lane and left turn lane
- Old SR 74 & Olive Branch-Stonelick Road northbound through lane (2) and left turn lane
- Old SR 74 & Olive Branch-Stonelick Road westbound left turn lane
- Old SR 74 & Amelia-Olive Branch Road eastbound right turn lane
- Old SR 74 & Amelia-Olive Branch Road northbound right turn lane
- Bach-Buxton Road & Shayler Road southbound through lane
- Bach-Buxton Road & Shayler Road eastbound left turn lane and right turn lane
- Bach-Buxton Road & Shayler Road northbound through lane
- Bach-Buxton Road & Shayler Road westbound left turn lane and right turn lane

- Clough Pike & Bach-Buxton Road southbound through lane
- Clough Pike & Bach-Buxton Road eastbound right turn lane
- Clough Pike & Bach-Buxton Road northbound through lane
- Clough Pike & Bach-Buxton Road westbound right turn lane
- SR 125 & Bach-Buxton Road southbound left turn lane
- SR 125 & Bach-Buxton Road eastbound left turn lane
- SR 125 & Bach-Buxton Road westbound right turn lane
- SR 125 & Amelia-Olive Branch Road southbound left turn lane

Traffic signals were added in the following locations:

- Olive Branch-Stonelick Road & SR-32 WB Ramp
- Olive Branch-Stonelick Road & SR-32 EB Ramp
- Old SR 74 & Amelia-Olive Branch Road

The results of the capacity analysis with levels of service and v/c ratios for the AM and PM peak hours for the intersection as a whole are summarized in **Table 9**. As shown in **Table 9**, in the AM peak hour, the SR 32/Elick Lane intersection operates below acceptable LOS (LOS D or worse). In the PM peak hour, the SR 32/Elick Lane, SR 32/Old SR 74, and Old SR 74 /Shayler Road intersections operate below acceptable LOS (LOS D or worse).

Table 9: Corridor Alternative #1 (2030) LOS

Intersection	LOS*	
	AM	PM
SR 32 & Elick Lane	**D (44.5)**	**E (75.5)**
SR 32 & Old SR 74	C (28.7)	**E (66.1)**
SR 32 WB Ramp & Olive Branch Stonelick Road	C (26.6)	B (12.1)
SR 32 EB Ramp & Olive Branch Stonelick Road	A (4.3)	A (9.6)
Old SR 74 & Shayler Road	C (23.6)	**F (165.2)**
Bach-Buxton RD & Shayler Road	C (20.2)	C (32.7)
Old SR 74 & Olive Branch-Stonelick Road	C (22.1)	C (27.2)
Old SR 74 & Amelia-Olive Branch Road	B (10.7)	B (10.7)
Amelia-Olive Branch RD & Taylor Road	B (10.7)	B (11.6)
Clough Pike & Taylor Road	B (12.0)	B (11.9)
Clough Pike & Bach-Buxton Road	B (20.0)	C (27.8)
Clough Pike & Amelia-Olive Branch Road	B (18.8)	C (30.1)
SR 125 & Bach-Buxton Road	C (24.9)	C (27.2)
SR 125 & Amelia-Olive Branch Road	C (23.8)	C (22.3)
Amelia-Olive Branch Road & Relocated AOB	B (11.5)	C (20.2)

* LOS in bold indicates intersections below acceptable LOS (LOS D or worse).

5.3.2 Volume to Capacity Ratio

Table 10 indicates the individual movements at an intersection that reaches or exceeds a v/c ratio of 1.0 for the Corridor Alternative #1 (2030) conditions in the AM and PM peak hours.

Table 10: Corridor Alternative #1 (2030) Movement v/c Ratios Exceeding 1.0

Intersection & Movement	v/c Ratio	
	AM	PM
SR 32 & Elick Lane southbound through lane	-	1.05
SR 32 & Elick Lane eastbound through lanes	-	1.15
SR 32 & Elick Lane northbound left lanes	1.02	1.16
SR 32 & Old SR 74 southbound through lane	-	1.01
SR 32 & Old SR 74 southbound left lane	-	1.18
SR 32 & Old SR 74 eastbound through lanes	-	1.13
SR 32 & Old SR 74 westbound left lanes	-	1.02
Old SR 74 & Shayler Road eastbound left/right lane	-	1.25

5.4 Corridor Alternative #2 (2030) Conditions

5.4.1 Levels of Service

A series of LOS analyses were conducted to determine the Corridor Alternative #2 (2030) operational conditions for the Amelia-Olive Branch Relocation Project area. **Appendix 6, Figures 7 and 8** indicate the LOS, v/c ratios, lane use and traffic volumes for Corridor Alternative #2 (2030) conditions in the AM and PM peak hours, respectively. New lane assignments and additional traffic signals were utilized to reach acceptable LOS (LOS C or better) and a v/c ratio below 1.0 for each turning movement. Also, analysis included the addition of an intersection at Bach-Buxton Road and Relocated Amelia-Olive Branch Road. The east/west approach delays were balanced with the north/south approach delays. Lanes were added in the following locations:

- SR 32 & Elick Lane southbound through lane
- SR 32 & Elick Lane eastbound through lane and right turn lane
- SR 32 & Elick Lane northbound through lane
- SR 32 & Elick Lane westbound through lane and right turn lane
- SR 32 & Old SR 74 southbound through lane, left turn lane and right turn lane

- SR 32 & Old SR 74 eastbound through lane and right turn lane
- SR 32 & Old SR 74 northbound through lane, left turn lane and right turn lane
- SR 32 & Old SR 74 westbound through lane and right turn lane
- Olive Branch-Stonelick Road & SR-32 EB Ramp northbound right turn lane
- Old SR 74 & Shayler Road eastbound right turn lane
- Old SR 74 & Shayler Road northbound left turn lane
- Old SR 74 & Olive Branch-Stonelick Road southbound left turn lane
- Old SR 74 & Olive Branch-Stonelick Road eastbound through lane and left turn lane
- Old SR 74 & Olive Branch-Stonelick Road northbound through lane (2) and left turn lane
- Old SR 74 & Olive Branch-Stonelick Road westbound left turn lane
- Old SR 74 & Amelia-Olive Branch Road eastbound right turn lane
- Bach-Buxton Road & Shayler Road southbound through lane
- Bach-Buxton Road & Shayler Road eastbound left turn lane and right turn lane
- Bach-Buxton Road & Shayler Road northbound through lane
- Bach-Buxton Road & Shayler Road westbound left turn lane and right turn lane
- Clough Pike & Bach-Buxton Road southbound through lane
- Clough Pike & Bach-Buxton Road eastbound right turn lane
- Clough Pike & Bach-Buxton Road northbound through lane
- Clough Pike & Bach-Buxton Road westbound right turn lane
- SR 125 & Bach-Buxton Road southbound left turn lane
- SR 125 & Bach-Buxton Road eastbound left turn lane
- SR 125 & Bach-Buxton Road westbound right turn lane
- SR 125 & Amelia-Olive Branch Road southbound left turn lane

Traffic Signals were added in the following locations:

- Olive Branch-Stonelick Road & SR-32 WB Ramp
- Olive Branch-Stonelick Road & SR-32 EB Ramp
- Old SR 74 & Amelia-Olive Branch Road
- Bach-Buxton Road & Relocated AOB

The results of the Corridor Alternative #2 capacity analysis with levels of service and v/c ratios for the AM and PM peak hours for the intersection as a whole are summarized in **Table 11**. As shown in **Table 11**, in the AM peak hour, the SR 32/Elick Lane intersection operates below acceptable LOS (LOS D or worse). In the PM peak hour, the SR 32/Elick Lane, SR 32/Old SR 74, and Old SR 74 /Shayler Road intersections operate below acceptable LOS (LOS D or worse).

Table 11: Corridor Alternative #2 (2030) LOS

Intersection	LOS*	
	AM	PM
SR 32 & Elick Lane	**D (43.5)**	**E (58.0)**
SR 32 & Old SR 74	C (29.3)	**E (69.1)**
SR 32 WB Ramp & Olive Branch Stonelick Road	C (27.5)	B (14.7)
SR 32 EB Ramp & Olive Branch Stonelick Road	A (3.3)	A (8.4)
Old SR 74 & Shayler Road	C (19.0)	**E (46.8)**
Bach-Buxton RD & Shayler Road	C (20.5)	C (24.7)
Old SR 74 & Olive Branch-Stonelick Road	C (25.7)	C (29.4)
Old SR 74 & Amelia-Olive Branch Road	B (11.8)	B (11.8)
Amelia-Olive Branch RD & Taylor Road	B (11.5)	B (12.4)
Clough Pike & Taylor Road	B (11.6)	B (12.3)
Clough Pike & Bach-Buxton Road	C (21.2)	C (29.5)
Clough Pike & Amelia-Olive Branch Road	B (16.0)	C (22.5)
SR 125 & Bach-Buxton Road	C (24.0)	C (28.9)
SR 125 & Amelia-Olive Branch Road	C (20.2)	C (21.3)
Bach-Buxton Road & Relocated AOB	B (19.6)	C (27.1)

* LOS in bold indicates intersections below acceptable LOS (LOS D or worse).

5.4.2 Volume to Capacity Ratio

Table 12 indicates the individual movements at an intersection that reaches or exceeds a v/c ratio of 1.0 for the no build (2030) conditions in the AM and PM peak hours. Note that no movement in the AM peak hour reached or exceed a v/c ratio of 1.0.

Table 12: Corridor #2 (2030) Movement v/c Ratios Exceeding 1.0

Intersection & Movement	v/c Ratio	
	AM	PM
SR 32 & Elick Lane southbound right lane	-	1.08
SR 32 & Elick Lane eastbound through lanes	-	1.06
SR 32 & Elick Lane northbound left lanes	-	1.13
SR 32 & Old SR 74 southbound through lane	-	1.00
SR 32 & Old SR 74 southbound left lane	-	1.19
SR 32 & Old SR 74 eastbound through lanes	-	1.12

6.0 Crash Analysis

6.1 Crash Analysis Introduction

Crash data for the study area was collected from the Ohio Department of Public Safety website and supplemented by data from the Clermont County Engineer's Office.

It should be noted that the consultant scope developed for the Amelia-Olive Branch Relocation Project (PID 82581) indicated that collision diagrams would be provided by the CCTID through the Traffic Simulation Task Order Contract. Based upon the accuracy of the available data, collision diagrams may not clearly reflect the safety conditions of the local roadway network.

6.2 Crash Analysis Methodology

Data for crashes between January 1, 2004 and December 31, 2006 in Clermont County were provided by the Ohio Department of Public Safety website (http://www.dps.state.oh.us/CrashRequests/extract.aspx). The crashes for the study area, including Amelia-Olive Branch Road, Bach-Buxton Road, Clough Pike, Old State Route 74, Shayler Road, and Taylor Road were extracted for analysis. Side-street references were utilized to assure the crashes occurred within the study area.

The Clermont County Engineer's Office supplemented this data to reflect the most recent three year trend period. For the purpose of this analysis, crashes between January 1, 2005 and December 31, 2007 were analyzed.

County road to county road intersections were considered the major intersections for the study area. These intersections include:

- Amelia-Olive Branch Road & Clough Pike
- Amelia-Olive Branch Road & Old State Route 74
- Amelia-Olive Branch Road & Taylor Road
- Bach-Buxton Road & Clough Pike
- Bach-Buxton Road & Shayler Road
- Old State Route 74 & Olive Branch-Stonelick Road and
- Old State Route 74 & Shayler Road.

6.3 Crash Summary

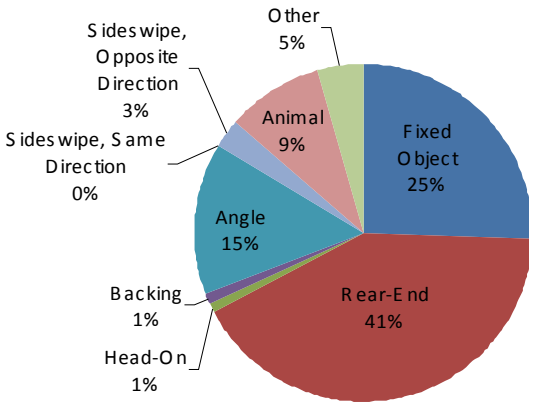
Between January 1, 2005 and December 31, 2007 a total of 110 corridor crashes occurred in the study area. **Table 13** lists the types of crashes that occurred at each of the corridor segments within the study area. Of these crashes, 46 were rear end, 28 were fixed object, 16 were angle, 10 were animal, three were sideswipes in the opposite direction, one was head-on, one was backing, and five were other types of crashes.

During this three year period, more than half of the crashes occurred within the Amelia-Olive Branch Road and Old State Route 74 corridors. Thirty seven crashes (33.6%) occurred on Old State Route 74 corridor, while 30 (27.3%) occurred on Amelia-Olive Branch Road.

On Old State Route 74, 27 (73.0%) of the crashes were reported as rear-end crashes. On Amelia-Olive Branch Road, 14 (46.7%) of the crashes were reported as fixed object crashes.

Between January 1, 2005 and December 31, 2007 a total of 200 intersection crashes occurred at the seven main intersections within the study area. **Table 13** lists the types of crashes that occurred at each of the intersections within the study area. Of these crashes, 89 were rear end, 55 were angle, 23 were fixed object, nine were head-on, nine were animal, six were sideswipe, same direction, three were backing, two were sideswipe, same direction, and four were other types of crashes.

Corridor Crashes



Intersection Crashes

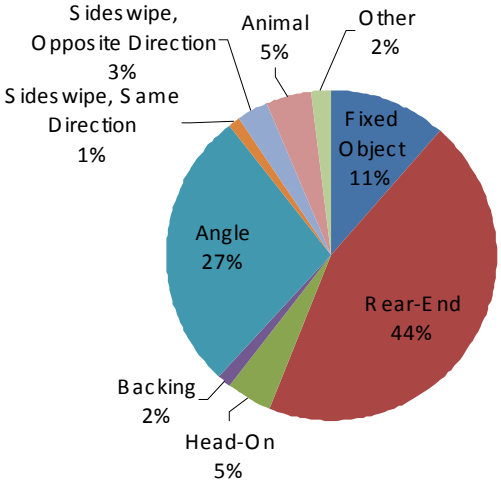


Table 13. Manner of Collision or Impact

	Fixed Object	Rear End	Head On	Backing	Angle	Sideswipe Same Direction	Sideswipe Opposite Direction	Animal	Other	Total
Corridor Sections										
Amelia-Olive Branch Road	14	7	0	0	5	0	0	2	2	**30**
Bach-Buxton Road	0	4	0	0	1	0	0	2	1	**8**
Clough Pike	3	7	0	0	2	0	1	3	0	**16**
Old State Route 74	3	27	1	0	4	0	0	1	1	**37**
Shayler Road	4	1	0	0	3	0	2	2	1	**13**
Taylor Road	4	0	0	1	1	0	0	0	0	**6**
Total	**28**	**46**	**1**	**1**	**16**	**0**	**3**	**10**	**5**	**110**
Intersections										
Amelia-Olive Branch Road & Clough Pike	3	15	4	1	9	0	0	4	1	**37**
Amelia-Olive Branch Road & Old State Route 74	5	7	2	2	17	2	2	0	0	**37**
Amelia-Olive Branch Road & Taylor Road	9	4	0	0	3	0	0	1	1	**18**
Bach-Buxton Road & Clough Pike	3	14	2	0	7	0	0	3	0	**29**
Bach-Buxton Road & Shayler Road	1	13	0	0	9	0	2	1	1	**27**
Old State Route 74 & Olive Branch-Stonelick Road	2	22	1	0	2	0	0	0	1	**28**
Old State Route 74 & Shayler Road	0	14	0	0	8	0	2	0	0	**24**
Total	**23**	**89**	**9**	**3**	**55**	**2**	**6**	**9**	**4**	**200**

Crash rates were also calculated for the intersection crashes at the seven major intersections within the study area, as shown in **Table 14**. The average daily traffic (ADT) utilized for the crash rates was calculated based on the turning movement traffic counts conducted in January of 2008 by Clermont County. The crash rate and statewide average crash rate both have units of accidents per annual million vehicles. All seven intersections within the study area have crash rates higher than the statewide average for similar intersections.

Table 14. Crash Rates for Intersections

Intersection	Crashes	ADT	Crash Rate	Statewide Average
Amelia-Olive Branch Road & Clough Pike	37	13,383	**2.525**	0.651
Amelia-Olive Branch Road & Old State Route 74	37	11,252	**3.003**	0.237
Amelia-Olive Branch Road & Taylor Road	18	5,827	**2.821**	0.237
Bach-Buxton Road & Clough Pike	29	19,321	**1.371**	0.651
Bach-Buxton Road & Shayler Road	27	17,794	**1.386**	0.651
Old State Route 74 & Olive Branch-Stonelick Road	28	12,340	**2.072**	0.652
Old State Route 74 & Shayler Road	24	11,252	**1.948**	0.237

7.0 Conclusion

Several technical studies were conducted to document the traffic volumes and the operational characteristics within the study area for the existing (2008) and the future (2030) conditions. The studies included determining the existing traffic volumes and then using these traffic volumes to calculate levels of service (LOS). For this study, two alternative corridors were studied. Corridor Alternative #1 involves relocating the existing Amelia-Olive Branch Road from just north of the Clough Pike/Amelia-Olive Branch Road intersection and connecting it to the Old SR 74/Olive Branch-Stonelick Road intersection. Corridor Alternative #2 involves adding a road from just north of the existing Clough Pike/Bach-Buxton Road intersection and connecting it to the Old SR-74/Olive Branch-Stonelick Road intersection. The growth rates from the OKI Travel Demand Model were applied to the existing traffic counts conducted by Clermont County to forecast future traffic volumes. Based on these future traffic projections, there is not much difference in traffic operations between Alternative #1 and Alternative #2. They are both going to need similar roadway improvements throughout the study area. Crash rates were also calculated for the intersection crashes at the seven major intersections (County road to county road) within the study area. All seven of these intersections were well above the statewide average for similar intersections.

Appendix 1

Existing Volumes

NINE HOUR COUNT

Date: Wednesday, 01/16/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Amelia Olive Branch Road
Eastbound and Westbound Approach: Clough Pike

Trucks: 3.3%
Buses: 0.0%
9 Hour to 24 Hour Multiplier: 1.77
Seasonal Adjustment Factor: 1.04
Intersection Peak Hour =

	Amelia Olive Branch SB APPROACH			Clough Pike WB APPROACH			Amelia Olive Branch NB APPROACH			Clough Pike EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	9	17	1	1	17	6	13	46	73	43	9	12	247	829
7:15 AM	13	14	0	1	11	8	12	33	47	28	1	7	175	762
7:30 AM	7	13	0	0	19	7	19	56	63	21	3	0	208	754
7:45 AM	19	14	1	1	13	6	21	41	59	13	9	2	199	693
8:00 AM	8	20	1	0	14	6	26	39	43	11	11	1	180	658
8:15 AM	4	18	1	0	14	6	16	31	49	21	4	3	167	604
8:30 AM	4	20	0	0	9	4	13	42	35	14	3	3	147	564
8:45 AM	2	10	0	2	15	8	27	33	46	13	7	1	164	505
9:00 AM	1	14	1	9	14	13	14	19	14	11	16	0	126	453
9:15 AM	2	16	0	1	12	12	12	20	23	14	9	6	127	
9:30 AM	3	9	0	0	6	6	5	17	20	11	8	3	88	
9:45 AM	3	12	0	0	8	3	7	21	23	25	7	3	112	
3 HR TOTAL	75	177	5	15	152	85	185	398	495	225	87	41		
11:00 AM	0	13	0	1	7	5	8	24	13	13	10	3	97	499
11:15 AM	2	26	0	1	3	5	10	23	29	25	6	0	130	562
11:30 AM	3	24	2	1	9	3	5	28	28	23	10	1	137	590
11:45 AM	3	20	0	1	11	14	5	17	21	26	13	4	135	615
12:00 PM	8	23	2	4	15	6	8	22	22	32	13	5	160	622
12:15 PM	3	33	2	0	9	10	8	22	24	34	6	7	158	620
12:30 PM	2	30	0	1	22	13	10	23	28	27	3	3	162	628
12:45 PM	5	27	0	0	10	13	7	24	25	22	9	0	142	623
1:00 PM	3	30	1	0	12	13	13	30	27	17	11	1	158	615
1:15 PM	3	28	0	2	13	7	12	29	17	39	14	2	166	
1:30 PM	4	23	4	1	10	11	7	31	23	30	8	5	157	
1:45 PM	3	23	1	2	7	6	5	19	22	30	11	5	134	
3 HR TOTAL	39	300	12	14	128	106	98	292	279	318	114	36		
3:00 PM	5	41	1	1	7	20	6	20	25	66	12	4	208	951
3:15 PM	5	45	0	1	9	10	24	27	30	42	20	7	220	1069
3:30 PM	7	52	1	0	12	13	5	30	35	67	12	15	249	1126
3:45 PM	4	70	0	1	9	15	14	32	34	77	14	4	274	1213
4:00 PM	11	56	0	0	15	25	12	34	50	96	19	8	326	1245
4:15 PM	11	50	1	2	8	17	7	34	49	68	20	10	277	1310
4:30 PM	1	62	1	0	21	19	11	42	35	111	22	11	336	1445
4:45 PM	13	59	3	1	14	20	11	35	36	83	23	8	306	1441
5:00 PM	7	59	2	0	16	32	13	27	38	147	36	14	391	1398
5:15 PM	7	53	4	3	15	21	22	32	37	161	33	24	412	
5:30 PM	5	65	3	2	7	17	10	27	49	109	32	6	332	
5:45 PM	5	39	1	2	12	16	10	29	49	71	23	6	263	
3 HR TOTAL	81	651	17	13	145	225	145	369	467	1098	266	117		
9 HR TOTAL	195	1128	34	42	425	416	428	1059	1241	1641	467	194	7270	
ADT	359	2076	63	77	782	766	788	1949	2284	3021	860	357	13383	

AM Peak 7:00	48	58	2	3	60	27	65	176	242	105	22	21
MID Peak 1:00	13	104	6	5	42	37	37	109	89	116	44	13
PM Peak 4:30	28	233	10	4	66	92	57	136	146	502	114	57

NINE HOUR COUNT

Date: Tuesday, 01/15/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Amelia Olive Branch Road
Eastbound and Westbound Approach: Old State Route 74

Trucks: 4.4%
Buses: 0.0%
9 Hour to 24 Hour Multiplier: 1.77
Seasonal Adjustment Factor: 1.023
Intersection Peak Hour =

	SB APPROACH			Old State Route 74 WB APPROACH			Amelia Olive Branch NB APPROACH			Old State Route 74 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	0	0	0	0	30	3	3	0	61	24	45	0	166	701
7:15 AM	0	0	0	0	31	3	2	0	55	36	31	0	158	730
7:30 AM	0	0	0	0	35	6	2	0	58	23	52	0	176	743
7:45 AM	0	0	0	0	25	4	6	0	51	44	71	0	201	698
8:00 AM	0	0	0	0	23	2	9	0	44	31	86	0	195	634
8:15 AM	0	0	0	0	50	1	4	0	38	32	46	0	171	564
8:30 AM	0	0	0	0	25	2	1	0	56	31	16	0	131	508
8:45 AM	0	0	0	0	30	4	1	0	46	31	25	0	137	484
9:00 AM	0	0	0	0	27	2	7	0	29	37	23	0	125	455
9:15 AM	0	0	0	0	36	2	1	0	32	21	23	0	115	
9:30 AM	0	0	0	0	29	5	2	0	28	20	23	0	107	
9:45 AM	0	0	0	0	17	3	1	0	34	20	33	0	108	
3 HR TOTAL	0	0	0	0	358	37	39	0	532	350	474	0		
11:00 AM	0	0	0	0	39	1	4	0	30	24	29	0	127	542
11:15 AM	0	0	0	0	19	3	2	0	29	22	33	0	108	592
11:30 AM	0	0	0	0	53	7	4	0	36	31	37	0	168	648
11:45 AM	0	0	0	0	39	4	4	0	35	30	27	0	139	643
12:00 PM	0	0	0	0	44	5	3	0	39	52	34	0	177	666
12:15 PM	0	0	0	0	42	3	4	0	33	38	44	0	164	649
12:30 PM	0	0	0	0	55	5	2	0	33	34	34	0	163	612
12:45 PM	0	0	0	0	33	6	4	0	42	41	36	0	162	621
1:00 PM	0	0	0	0	30	3	3	0	31	42	51	0	160	606
1:15 PM	0	0	0	0	18	3	1	0	35	38	32	0	127	
1:30 PM	0	0	0	0	47	4	8	0	39	41	33	0	172	
1:45 PM	0	0	0	0	32	3	5	0	29	36	42	0	147	
3 HR TOTAL	0	0	0	0	451	47	44	0	411	429	432	0		
3:00 PM	0	0	0	0	47	7	2	0	28	49	44	0	177	835
3:15 PM	0	0	0	0	35	4	7	0	27	54	28	0	155	907
3:30 PM	0	0	0	0	114	9	4	0	41	63	39	0	270	971
3:45 PM	0	0	0	0	68	2	2	0	38	80	43	0	233	951
4:00 PM	0	0	0	0	74	7	7	0	43	76	42	0	249	922
4:15 PM	0	0	0	0	51	4	4	0	42	79	39	0	219	934
4:30 PM	0	0	0	0	69	4	8	0	55	82	32	0	250	906
4:45 PM	0	0	0	0	50	6	7	0	42	73	26	0	204	871
5:00 PM	0	0	0	0	89	13	4	1	47	69	38	0	261	853
5:15 PM	0	0	0	0	59	4	3	0	42	59	24	0	191	
5:30 PM	0	0	0	0	41	4	5	0	41	84	40	0	215	
5:45 PM	0	0	0	0	36	5	0	1	42	59	43	0	186	
3 HR TOTAL	0	0	0	0	733	69	53	2	488	827	438	0		
9 HR TOTAL	0	0	0	0	1542	153	136	2	1431	1606	1344	0	6214	
ADT	0	0	0	0	2792	277	246	4	2591	2908	2434	0	11252	

AM Peak 7:00	0	0	0	0	121	16	13	0	225	127	199	0
MID Peak 1:00	0	0	0	0	127	13	17	0	134	157	158	0
PM Peak 4:30	0	0	0	0	267	27	22	1	186	283	120	0

NINE HOUR COUNT

Date: Thursday, 01/17/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Amelia Olive Branch Road
Eastbound and Westbound Approach: State Route 125

Trucks:	3.8%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.96	1.77
Seasonal Adjustment Factor:	1.038	1.043
Intersection Peak Hour =		

	Amelia Olive Branch SB APPROACH			SR 125 WB APPROACH			Parking Lot NB APPROACH			SR 125 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	63	0	23	42	289	0	0	0	0	0	67	24	508	2035
7:15 AM	45	0	36	21	280	0	0	0	0	0	94	17	493	1912
7:30 AM	37	0	15	29	310	0	0	0	0	0	110	19	520	1836
7:45 AM	30	0	29	33	295	0	0	0	0	0	103	24	514	1804
8:00 AM	30	0	21	16	210	0	0	0	0	0	98	10	385	1676
8:15 AM	24	0	24	18	236	1	0	0	0	0	102	12	417	1740
8:30 AM	26	0	30	26	287	0	0	0	0	1	106	12	488	1701
8:45 AM	31	0	17	17	203	0	0	0	1	0	103	14	386	1597
9:00 AM	42	0	21	25	218	0	0	0	1	0	119	23	449	1581
9:15 AM	31	0	17	13	194	0	0	0	0	2	103	18	378	
9:30 AM	24	0	30	12	198	1	0	0	0	1	100	18	384	
9:45 AM	17	0	21	12	178	0	0	0	0	0	133	9	370	
3 HR TOTAL	400	0	284	264	2898	2	0	0	2	4	1238	200		
11:00 AM	35	2	14	19	172	3	0	0	1	1	151	17	415	1834
11:15 AM	23	0	29	29	205	1	0	0	0	0	156	16	459	1853
11:30 AM	28	0	26	18	191	2	0	0	0	1	160	20	446	1901
11:45 AM	36	0	19	24	226	1	0	0	0	0	183	25	514	2008
12:00 PM	21	1	23	16	192	1	0	0	0	0	159	21	434	2008
12:15 PM	23	1	28	14	238	1	0	0	1	0	180	21	507	2083
12:30 PM	36	0	27	27	209	2	0	0	1	0	206	45	553	2090
12:45 PM	31	0	33	20	209	0	0	0	0	0	187	34	514	2079
1:00 PM	36	0	40	27	187	0	0	0	0	0	190	29	509	2073
1:15 PM	28	0	22	23	200	0	0	0	0	1	199	41	514	
1:30 PM	21	0	26	32	226	0	1	0	0	3	199	34	542	
1:45 PM	37	0	37	20	180	1	1	0	0	2	201	29	508	
3 HR TOTAL	355	4	324	269	2435	12	2	0	3	8	2171	332		
3:00 PM	20	1	50	42	240	0	0	0	0	1	257	39	650	2720
3:15 PM	28	0	54	31	244	0	0	0	1	0	261	42	661	2781
3:30 PM	36	0	49	37	238	0	0	0	0	0	330	33	723	2872
3:45 PM	35	0	63	21	224	1	0	0	1	1	293	47	686	2896
4:00 PM	27	0	57	47	217	0	0	0	0	0	313	50	711	3063
4:15 PM	32	0	69	37	211	2	0	0	0	0	345	56	752	3147
4:30 PM	45	1	73	42	249	2	2	0	1	0	297	35	747	3198
4:45 PM	31	0	69	34	276	0	0	0	0	0	402	41	853	3082
5:00 PM	53	1	63	37	234	0	1	0	0	0	358	48	795	2895
5:15 PM	44	0	73	33	221	0	1	0	1	0	378	52	803	
5:30 PM	33	0	73	27	154	0	0	0	0	1	298	45	631	
5:45 PM	31	0	47	60	182	3	0	0	0	1	294	48	666	
3 HR TOTAL	415	3	740	448	2690	8	4	0	4	4	3826	536		
9 HR TOTAL	1170	7	1348	981	8023	22	6	0	9	16	7235	1068	19885	
ADT	2160	13	2489	1996	16323	45	11	0	17	33	14719	2173	39977	

AM Peak 7:00	175	0	103	125	1174	0	0	0	0	0	374	84
MID Peak 1:00	122	0	125	102	793	1	2	0	0	6	789	133
PM Peak 4:30	173	2	278	146	980	2	4	0	2	0	1435	176

NINE HOUR COUNT

Date: Tuesday, 01/29/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Amelia Olive Branch Road
Eastbound and Westbound Approach: Taylor Road

Trucks: 3.3%
Buses: 0.0%
9 Hour to 24 Hour Multiplier: 1.77 1.34
Seasonal Adjustment Factor: 1.023
Intersection Peak Hour =

	Amelia Olive Branch SB APPROACH			Taylor WB APPROACH			Amelia Olive Branch NB APPROACH			EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	0	23	5	16	0	2	1	55	0	0	0	0	102	393
7:15 AM	0	35	1	6	0	1	1	45	0	0	0	0	89	393
7:30 AM	0	26	8	10	0	0	1	38	0	0	0	0	83	385
7:45 AM	0	41	11	7	0	0	3	57	0	0	0	0	119	387
8:00 AM	1	29	11	13	0	1	2	45	0	0	0	0	102	374
8:15 AM	0	25	3	7	0	1	0	45	0	0	0	0	81	359
8:30 AM	0	29	17	5	0	2	1	31	0	0	0	0	85	337
8:45 AM	0	36	22	10	0	0	1	37	0	0	0	0	106	316
9:00 AM	0	16	27	7	0	1	0	36	0	0	0	0	87	261
9:15 AM	0	16	9	7	0	1	1	25	0	0	0	0	59	
9:30 AM	0	19	6	9	0	0	1	29	0	0	0	0	64	
9:45 AM	0	21	2	5	0	1	0	22	0	0	0	0	51	
3 HR TOTAL	1	316	122	102	0	10	12	465	0	0	0	0		
11:00 AM	0	30	7	5	0	1	0	21	0	0	0	0	64	246
11:15 AM	0	23	4	4	0	0	1	23	0	0	0	0	55	259
11:30 AM	0	17	7	11	0	1	1	38	0	0	0	0	75	266
11:45 AM	0	30	4	3	0	0	0	15	0	0	0	0	52	272
12:00 PM	0	25	9	10	0	4	0	29	0	0	0	0	77	302
12:15 PM	0	24	8	8	0	0	0	22	0	0	0	0	62	304
12:30 PM	0	26	8	13	0	3	2	29	0	0	0	0	81	320
12:45 PM	0	25	10	6	0	2	3	36	0	0	0	0	82	322
1:00 PM	0	27	13	11	0	0	1	27	0	0	0	0	79	302
1:15 PM	0	26	16	7	0	1	0	28	0	0	0	0	78	
1:30 PM	0	26	13	9	0	2	2	31	0	0	0	0	83	
1:45 PM	0	19	14	6	0	1	1	21	0	0	0	0	62	
3 HR TOTAL	0	298	113	93	0	15	11	320	0	0	0	0		
3:00 PM	0	43	14	6	0	2	2	35	0	0	0	0	102	450
3:15 PM	0	41	15	7	0	0	0	30	0	0	0	0	93	464
3:30 PM	0	61	12	5	0	3	1	57	0	0	0	0	139	487
3:45 PM	0	68	11	6	0	3	1	27	0	0	0	0	116	469
4:00 PM	0	54	12	8	0	3	2	37	0	0	0	0	116	479
4:15 PM	0	57	12	5	0	1	0	41	0	0	0	0	116	517
4:30 PM	0	56	9	13	0	3	2	38	0	0	0	0	121	523
4:45 PM	0	71	4	10	0	4	2	35	0	0	0	0	126	513
5:00 PM	0	76	10	4	0	7	1	56	0	0	0	0	154	492
5:15 PM	0	66	10	5	0	1	0	40	0	0	0	0	122	
5:30 PM	1	57	14	8	0	2	1	28	0	0	0	0	111	
5:45 PM	0	43	16	7	0	1	0	38	0	0	0	0	105	
3 HR TOTAL	1	693	139	84	0	30	12	462	0	0	0	0		
9 HR TOTAL	2	1307	374	279	0	55	35	1247	0	0	0	0	3299	
ADT	4	2367	677	382	0	75	63	2258	0	0	0	0	5827	

AM Peak 7:00	0	125	25	39	0	3	6	195	0	0	0	0
MID Peak 1:00	0	98	56	33	0	4	4	107	0	0	0	0
PM Peak 4:30	0	269	33	32	0	15	5	169	0	0	0	0

NINE HOUR COUNT

Date: Wednesday, 01/30/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Bach Buxton Road
Eastbound and Westbound Approach: Clough Pike

Trucks:	3.3%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.70	1.77
Seasonal Adjustment Factor:	1.04	
Intersection Peak Hour =		

	Bach Buxton SB APPROACH			Clough WB APPROACH			Bach Buxton NB APPROACH			Clough EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	10	56	15	29	52	24	21	47	19	9	31	3	316	1310
7:15 AM	12	75	11	19	39	13	6	56	12	22	14	0	279	1259
7:30 AM	15	91	17	20	52	15	9	64	17	20	24	2	346	1222
7:45 AM	20	103	20	18	57	13	5	65	20	16	31	1	369	1052
8:00 AM	13	61	16	17	41	13	13	50	14	8	17	2	265	887
8:15 AM	4	47	8	23	29	16	9	53	20	13	16	4	242	796
8:30 AM	5	34	6	12	24	11	4	36	18	12	8	6	176	722
8:45 AM	3	33	5	16	30	10	9	62	13	11	6	6	204	719
9:00 AM	2	28	10	15	20	7	5	46	17	4	16	4	174	691
9:15 AM	6	38	4	8	24	9	9	37	14	6	12	1	168	
9:30 AM	7	32	6	15	16	13	7	42	7	6	20	2	173	
9:45 AM	4	33	8	12	19	8	8	43	12	9	13	7	176	
3 HR TOTAL	101	631	126	204	403	152	105	601	183	136	208	38		
11:00 AM	3	35	5	14	23	10	8	30	14	8	11	1	162	819
11:15 AM	8	42	7	18	17	6	10	51	19	14	9	4	205	927
11:30 AM	2	31	10	13	28	13	8	54	14	15	18	5	211	967
11:45 AM	0	45	14	14	29	6	18	59	18	17	19	2	241	1014
12:00 PM	5	43	8	15	19	21	11	58	25	28	31	6	270	1055
12:15 PM	4	51	14	13	14	10	15	51	22	24	24	3	245	1025
12:30 PM	2	42	20	19	26	17	20	55	24	18	13	2	258	1043
12:45 PM	6	57	22	23	36	10	16	49	16	26	21	0	282	1040
1:00 PM	2	47	11	9	20	16	13	56	17	15	30	4	240	1001
1:15 PM	8	62	12	12	31	5	11	40	22	24	31	5	263	
1:30 PM	7	52	12	12	20	13	14	52	20	20	28	5	255	
1:45 PM	4	50	14	12	19	8	13	36	14	18	49	6	243	
3 HR TOTAL	51	557	149	174	282	135	157	591	225	227	284	43		
3:00 PM	8	55	17	21	28	14	14	51	14	24	30	2	278	1352
3:15 PM	3	62	15	17	33	15	11	52	14	29	51	5	307	1490
3:30 PM	2	65	23	27	28	13	17	69	22	34	75	7	382	1609
3:45 PM	2	75	30	21	32	24	22	69	26	31	48	5	385	1697
4:00 PM	2	66	25	18	42	30	17	77	32	25	73	9	416	1793
4:15 PM	7	57	22	27	42	14	36	78	15	28	84	16	426	1880
4:30 PM	4	74	21	29	40	21	25	80	23	49	86	18	470	1957
4:45 PM	5	85	26	26	46	18	13	93	18	45	85	21	481	1878
5:00 PM	6	58	15	60	37	34	13	75	36	64	78	27	503	1828
5:15 PM	4	66	30	21	39	15	15	138	33	26	101	15	503	
5:30 PM	3	94	21	18	27	15	15	91	6	28	67	6	391	
5:45 PM	6	38	55	33	47	16	32	66	42	34	44	18	431	
3 HR TOTAL	52	795	300	318	441	229	230	939	281	417	822	149		
9 HR TOTAL	204	1983	575	696	1126	516	492	2131	689	780	1314	230	10736	
ADT	361	3506	1017	1281	2073	950	870	3768	1218	1436	2419	423	19321	

AM Peak 7:00	57	325	63	86	200	65	41	232	68	67	100	6
MID Peak 1:00	21	211	49	45	90	42	51	184	73	77	138	20
PM Peak 4:30	19	283	92	136	162	88	66	386	110	184	350	81

NINE HOUR COUNT

Date: Wednesday, 01/30/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Bach Buxton Road
Eastbound and Westbound Approach: Shayler Road

Trucks:	2.7%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.70	1.77
Seasonal Adjustment Factor:	1.04	
Intersection Peak Hour =		

	Bach Buxton SB APPROACH			Shayler WB APPROACH			Bach Buxton NB APPROACH			Shayler EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	16	62	3	16	75	14	1	79	20	3	19	5	313	1311
7:15 AM	12	79	3	14	60	17	7	73	20	7	23	9	324	1314
7:30 AM	12	51	0	11	63	7	5	79	21	4	27	10	290	1264
7:45 AM	17	99	2	16	68	24	4	76	18	8	39	13	384	1175
8:00 AM	4	58	4	10	70	22	7	75	9	6	44	7	316	1044
8:15 AM	6	47	3	7	44	12	8	90	8	2	30	17	274	911
8:30 AM	8	38	2	9	34	7	4	48	11	3	34	3	201	803
8:45 AM	4	43	2	9	48	9	9	69	13	2	33	12	253	759
9:00 AM	8	29	2	8	26	4	5	62	10	8	16	5	183	680
9:15 AM	7	43	4	6	30	5	2	35	7	4	20	3	166	
9:30 AM	3	42	2	5	20	6	6	51	3	1	17	1	157	
9:45 AM	9	37	2	9	20	3	3	58	11	3	12	7	174	
3 HR TOTAL	106	628	29	120	558	130	61	795	151	51	314	92		
11:00 AM	8	40	2	6	24	7	3	40	6	0	23	9	168	775
11:15 AM	7	37	7	2	37	9	8	53	11	6	33	5	215	832
11:30 AM	9	37	5	9	19	4	8	65	6	6	34	6	208	828
11:45 AM	7	47	5	7	15	5	7	45	11	4	26	5	184	843
12:00 PM	14	50	2	12	25	3	9	62	6	7	27	8	225	918
12:15 PM	5	56	2	3	22	7	6	64	11	3	24	8	211	895
12:30 PM	10	57	8	3	28	5	7	63	9	4	25	4	223	918
12:45 PM	24	77	4	8	22	5	5	67	4	15	20	8	259	915
1:00 PM	7	47	9	2	20	7	12	52	11	5	21	9	202	843
1:15 PM	15	66	6	7	22	5	7	47	11	5	35	8	234	
1:30 PM	11	62	6	6	22	4	3	55	9	5	28	9	220	
1:45 PM	11	62	7	3	20	5	4	42	5	5	15	8	187	
3 HR TOTAL	128	638	63	68	276	66	79	655	100	65	311	87		
3:00 PM	8	56	4	3	28	11	3	49	5	10	40	14	231	1134
3:15 PM	14	73	4	5	30	14	8	69	12	9	54	11	303	1247
3:30 PM	10	63	7	5	15	5	17	63	4	9	50	15	263	1256
3:45 PM	16	90	7	5	35	9	6	78	13	20	46	12	337	1405
4:00 PM	8	85	7	3	44	11	10	75	12	10	65	14	344	1459
4:15 PM	9	77	8	3	26	12	21	79	8	15	45	9	312	1619
4:30 PM	14	89	9	9	46	6	10	86	11	20	94	18	412	1737
4:45 PM	16	91	10	6	45	11	13	102	6	16	61	14	391	1733
5:00 PM	18	107	20	7	56	2	24	133	12	17	84	24	504	1737
5:15 PM	9	91	8	11	44	4	16	105	14	20	95	13	430	
5:30 PM	9	83	4	11	42	9	9	74	18	20	104	25	408	
5:45 PM	20	84	13	11	46	11	13	68	17	25	76	11	395	
3 HR TOTAL	151	989	101	79	457	105	150	981	132	191	814	180		
9 HR TOTAL	385	2255	193	267	1291	301	290	2431	383	307	1439	359	9901	
ADT	681	3987	341	491	2376	554	513	4298	677	565	2649	661	17794	

AM Peak 7:00	57	291	8	57	266	62	17	307	79	22	108	37
MID Peak 1:00	44	237	28	18	84	21	26	196	36	20	99	34
PM Peak 4:30	57	378	47	33	191	23	63	426	43	73	334	69

NINE HOUR COUNT

Date: Tuesday, 01/29/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Clough Pike
Eastbound and Westbound Approach: Clough Pike / Taylor Road

Trucks: 3.3%
Buses: 0.0%
9 Hour to 24 Hour Multiplier: 1.77 1.34
Seasonal Adjustment Factor: 1.023
Intersection Peak Hour =

	SB APPROACH			Clough WB APPROACH			Clough NB APPROACH			Taylor EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	0	0	0	5	10	10	5	0	2	0	1	0	33	201
7:15 AM	0	0	0	0	12	15	10	0	8	1	0	0	46	229
7:30 AM	0	0	0	0	9	12	8	0	8	3	5	0	45	235
7:45 AM	0	0	0	0	17	18	15	0	22	1	4	0	77	241
8:00 AM	0	0	0	0	8	13	6	0	22	7	5	0	61	231
8:15 AM	0	0	0	0	5	13	12	0	17	2	3	0	52	219
8:30 AM	0	0	0	0	5	12	19	0	8	2	5	0	51	212
8:45 AM	0	0	0	0	14	11	7	0	18	5	12	0	67	199
9:00 AM	0	0	0	0	10	6	8	0	19	2	4	0	49	174
9:15 AM	0	0	0	0	7	10	10	0	10	2	6	0	45	
9:30 AM	0	0	0	0	8	8	10	0	5	3	4	0	38	
9:45 AM	0	0	0	0	6	14	9	0	8	3	2	0	42	
3 HR TOTAL	0	0	0	5	111	142	119	0	147	31	51	0		
11:00 AM	0	0	0	0	1	9	7	0	3	6	4	0	30	159
11:15 AM	0	0	0	0	4	12	9	0	4	3	2	0	34	178
11:30 AM	0	0	0	0	7	16	10	0	2	9	7	0	51	188
11:45 AM	0	0	0	0	5	14	10	0	6	4	5	0	44	181
12:00 PM	0	0	0	0	8	9	13	0	7	8	4	0	49	197
12:15 PM	0	0	0	0	4	12	10	0	7	4	7	0	44	208
12:30 PM	0	0	0	0	5	12	5	0	2	15	5	0	44	219
12:45 PM	0	0	0	0	9	19	14	0	7	5	6	0	60	231
1:00 PM	0	0	0	0	8	12	12	0	13	6	9	0	60	226
1:15 PM	0	0	0	0	9	9	11	0	16	2	8	0	55	
1:30 PM	0	0	0	0	8	15	15	0	6	6	6	0	56	
1:45 PM	0	0	0	0	9	9	16	0	5	7	9	0	55	
3 HR TOTAL	0	0	0	0	77	148	132	0	78	75	72	0		
3:00 PM	0	0	0	0	3	19	23	0	8	12	13	0	78	279
3:15 PM	0	0	0	0	4	16	13	0	5	9	7	0	54	271
3:30 PM	0	0	0	0	2	13	24	0	7	17	13	0	76	288
3:45 PM	0	0	0	0	9	19	19	0	6	7	11	0	71	283
4:00 PM	0	0	0	0	2	18	24	0	2	12	12	0	70	293
4:15 PM	0	0	0	0	6	19	26	0	3	8	9	0	71	320
4:30 PM	0	0	0	0	5	18	27	0	4	8	9	0	71	318
4:45 PM	0	0	0	0	8	16	26	0	7	16	8	0	81	321
5:00 PM	0	0	0	0	4	20	27	0	3	28	15	0	97	295
5:15 PM	0	0	0	0	4	12	34	0	4	7	8	0	69	
5:30 PM	0	0	0	0	10	14	24	0	3	7	16	0	74	
5:45 PM	0	0	0	0	3	11	12	0	2	15	12	0	55	
3 HR TOTAL	0	0	0	0	60	195	279	0	54	146	133	0		
9 HR TOTAL	0	0	0	5	248	485	530	0	279	252	256	0	2055	
ADT	0	0	0	9	449	878	960	0	505	345	351	0	3498	

AM Peak 7:00	0	0	0	5	48	55	38	0	40	5	10	0
MID Peak 1:00	0	0	0	0	34	45	54	0	40	21	32	0
PM Peak 4:30	0	0	0	0	21	66	114	0	18	59	40	0

NINE HOUR COUNT

Date: Tuesday, 01/29/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Olive Branch Stonelick Road
Eastbound and Westbound Approach: Old State Route 74

Trucks: 4.4%
Buses: 0.0%
9 Hour to 24 Hour Multiplier: 1.77 1.34
Seasonal Adjustment Factor: 1.023
Intersection Peak Hour =

	Olive Branch Stonelick SB APPROACH			Old SR 74 WB APPROACH			NB APPROACH			Old SR 74 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	20	0	38	26	60	0	0	0	0	0	39	9	192	882
7:15 AM	20	0	37	26	58	0	0	0	0	0	42	26	209	908
7:30 AM	21	0	40	28	56	0	0	0	0	0	36	20	201	885
7:45 AM	26	0	60	35	52	0	0	0	0	0	77	30	280	861
8:00 AM	16	0	54	25	52	0	0	0	0	0	59	12	218	748
8:15 AM	9	0	27	42	55	0	0	0	0	0	47	6	186	680
8:30 AM	16	0	36	28	39	0	0	0	0	0	41	17	177	612
8:45 AM	9	0	25	28	45	0	0	0	0	0	47	13	167	574
9:00 AM	6	0	26	22	42	0	0	0	0	0	43	11	150	530
9:15 AM	1	0	11	23	38	0	0	0	0	0	33	12	118	
9:30 AM	8	0	18	26	36	0	0	0	0	0	36	15	139	
9:45 AM	9	0	17	20	32	0	0	0	0	0	38	7	123	
3 HR TOTAL	161	0	389	329	565	0	0	0	0	0	538	178		
11:00 AM	9	0	11	14	32	0	0	0	0	0	47	2	115	537
11:15 AM	8	0	18	22	41	0	0	0	0	0	36	7	132	604
11:30 AM	10	0	13	18	74	0	0	0	0	0	42	9	166	611
11:45 AM	11	0	10	7	32	0	0	0	0	0	54	10	124	607
12:00 PM	8	0	10	35	72	0	0	0	0	0	52	5	182	655
12:15 PM	7	0	12	20	39	0	0	0	0	0	46	15	139	640
12:30 PM	7	0	17	26	51	0	0	0	0	0	50	11	162	638
12:45 PM	14	0	22	24	42	0	0	0	0	0	62	8	172	632
1:00 PM	8	0	16	26	45	0	0	0	0	0	59	13	167	677
1:15 PM	3	0	13	27	33	0	0	0	0	0	50	11	137	
1:30 PM	8	0	19	26	47	0	0	0	0	0	47	9	156	
1:45 PM	51	0	25	22	53	0	0	0	0	0	56	10	217	
3 HR TOTAL	144	0	186	267	561	0	0	0	0	0	601	110		
3:00 PM	17	0	28	47	37	0	0	0	0	0	70	22	221	1008
3:15 PM	9	0	29	28	44	0	0	0	0	0	61	21	192	1089
3:30 PM	14	0	31	98	60	0	0	0	0	0	78	36	317	1161
3:45 PM	17	0	48	36	56	0	0	0	0	0	85	36	278	1108
4:00 PM	14	0	24	91	80	0	0	0	0	0	52	41	302	1070
4:15 PM	12	0	39	42	45	0	0	0	0	0	69	57	264	1098
4:30 PM	22	0	27	58	54	0	0	0	0	0	64	39	264	1108
4:45 PM	8	0	31	49	36	0	0	0	0	0	75	41	240	1056
5:00 PM	23	0	26	91	68	0	0	0	0	0	80	42	330	1055
5:15 PM	13	0	34	61	44	0	0	0	0	0	76	46	274	
5:30 PM	10	0	28	30	40	0	0	0	0	0	64	40	212	
5:45 PM	13	0	31	42	44	0	0	0	0	0	72	37	239	
3 HR TOTAL	172	0	376	673	608	0	0	0	0	0	846	458		
9 HR TOTAL	477	0	951	1269	1734	0	0	0	0	0	1985	746	7162	
ADT	654	0	1304	2298	3140	0	0	0	0	0	3594	1351	12340	

AM Peak 7:00	87	0	175	115	226	0	0	0	0	0	194	85
MID Peak 1:00	70	0	73	101	178	0	0	0	0	0	212	43
PM Peak 4:30	66	0	118	259	202	0	0	0	0	0	295	168

NINE HOUR COUNT

Date: Wednesday, 01/30/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Olive Branch Stonelick Road
Eastbound and Westbound Approach: State Road 32 EB Ramps

Trucks:	3.3%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.62	1.34
Seasonal Adjustment Factor:	1.042	1.040
Intersection Peak Hour =		

	Olive Branch Stonelick SB APPROACH			SR 32 EB On Ramp WB APPROACH			Olive Branch Stonelick NB APPROACH			SR 32 EB Off Ramp EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	0	44	1	0	0	0	18	12	0	0	0	2	77	443
7:15 AM	0	57	7	0	0	0	23	10	0	0	0	0	97	469
7:30 AM	0	60	2	0	0	0	35	15	0	0	0	1	113	480
7:45 AM	0	78	7	0	0	0	52	18	0	0	0	1	156	452
8:00 AM	0	55	4	0	0	0	32	5	0	2	0	5	103	380
8:15 AM	0	42	6	0	0	0	40	14	0	2	0	4	108	344
8:30 AM	0	36	7	0	0	0	31	1	0	4	0	6	85	291
8:45 AM	0	32	4	0	0	0	37	10	0	0	0	1	84	247
9:00 AM	0	28	4	0	0	0	23	6	0	1	0	5	67	224
9:15 AM	0	25	3	0	0	0	18	6	1	1	0	1	55	
9:30 AM	0	9	3	0	0	0	18	6	1	0	0	4	41	
9:45 AM	0	25	3	0	0	0	21	5	0	2	0	5	61	
3 HR TOTAL	0	491	51	0	0	0	348	108	2	12	0	35		
11:00 AM	0	17	3	0	0	0	23	11	0	1	0	6	61	262
11:15 AM	0	23	5	0	0	0	16	7	0	1	0	13	65	266
11:30 AM	1	16	4	1	0	0	25	9	0	0	0	6	62	269
11:45 AM	0	22	3	0	0	0	22	15	0	1	0	11	74	285
12:00 PM	0	23	5	0	0	0	20	12	0	0	0	5	65	271
12:15 PM	0	28	4	0	0	0	19	15	0	1	0	1	68	285
12:30 PM	0	35	4	0	0	0	20	11	0	2	0	6	78	277
12:45 PM	0	22	4	0	0	0	20	8	0	0	0	6	60	273
1:00 PM	0	26	3	0	0	0	26	14	0	2	1	7	79	288
1:15 PM	0	19	3	0	0	0	20	8	0	4	0	6	60	
1:30 PM	0	27	2	0	0	0	29	7	0	2	0	7	74	
1:45 PM	0	31	5	0	0	0	26	7	0	1	0	5	75	
3 HR TOTAL	1	289	45	1	0	0	266	124	0	15	1	79		
3:00 PM	0	52	2	0	0	0	42	15	0	1	0	12	124	538
3:15 PM	0	38	8	0	0	0	40	16	0	0	0	7	109	584
3:30 PM	0	41	5	0	0	0	79	34	0	0	0	8	167	601
3:45 PM	0	49	4	0	0	0	51	21	0	3	1	9	138	616
4:00 PM	0	50	4	0	0	0	75	26	0	1	0	14	170	628
4:15 PM	0	36	4	0	0	0	46	29	0	1	0	10	126	657
4:30 PM	0	47	2	0	0	0	83	38	0	2	0	10	182	685
4:45 PM	0	40	5	0	0	0	66	19	0	3	0	17	150	670
5:00 PM	0	36	2	0	0	0	110	36	0	1	0	14	199	666
5:15 PM	0	33	6	0	0	0	69	36	0	1	0	9	154	
5:30 PM	0	40	5	0	0	0	68	30	0	0	0	24	167	
5:45 PM	0	34	6	0	0	0	66	23	0	0	0	17	146	
3 HR TOTAL	0	496	53	0	0	0	795	323	0	13	1	151		
9 HR TOTAL	1	1276	149	1	0	0	1409	555	2	40	2	265	3700	
ADT	1	1778	208	2	0	0	1964	773	3	68	3	447	5247	

AM Peak 7:00	0	239	17	0	0	0	128	55	0	0	0	4
MID Peak 1:00	0	103	13	0	0	0	101	36	0	9	1	25
PM Peak 4:30	0	156	15	0	0	0	328	129	0	7	0	50

NINE HOUR COUNT

Date: Wednesday, 01/30/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Olive Branch Stonelick Road
Eastbound and Westbound Approach: State Road 32 WB Ramps

Trucks:	3.3%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.62	1.34
Seasonal Adjustment Factor:	1.042	1.040
Intersection Peak Hour =		

	Olive Branch Stonelick SB APPROACH			SR 32 WB Off Ramp WB APPROACH			Olive Branch Stonelick NB APPROACH			SR 32 WB On Ramp EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	19	7	0	2	0	46	0	7	9	0	0	0	90	398
7:15 AM	19	15	0	2	0	47	0	2	5	0	0	0	90	385
7:30 AM	7	10	0	1	0	51	1	12	6	0	0	0	88	378
7:45 AM	23	16	0	1	0	71	0	11	8	0	0	0	130	356
8:00 AM	7	6	0	2	0	53	0	6	3	0	0	0	77	280
8:15 AM	13	13	0	3	0	34	0	13	7	0	0	0	83	261
8:30 AM	13	13	0	4	1	27	0	5	3	0	0	0	66	226
8:45 AM	6	8	0	3	1	26	0	4	6	0	0	0	54	197
9:00 AM	7	8	0	4	0	27	0	6	6	0	0	0	58	186
9:15 AM	14	6	0	1	0	21	0	3	3	0	0	0	48	
9:30 AM	12	1	0	2	0	11	0	7	4	0	0	0	37	
9:45 AM	7	5	0	1	0	21	0	6	3	0	0	0	43	
3 HR TOTAL	147	108	0	26	2	435	1	82	63	0	0	0		
11:00 AM	2	4	0	3	0	18	0	10	4	0	0	0	41	212
11:15 AM	10	6	0	1	0	24	0	15	6	0	0	0	62	224
11:30 AM	11	7	0	6	0	16	0	11	5	0	0	0	56	223
11:45 AM	7	6	0	1	0	18	0	14	7	0	0	0	53	225
12:00 PM	3	5	0	2	0	24	0	15	4	0	0	0	53	226
12:15 PM	9	5	0	5	0	27	0	6	9	0	0	0	61	227
12:30 PM	5	7	0	0	0	30	0	8	8	0	0	0	58	202
12:45 PM	7	8	0	3	0	19	0	10	7	0	0	0	54	196
1:00 PM	5	4	0	1	0	23	0	15	6	0	0	0	54	203
1:15 PM	3	7	0	2	0	12	0	11	1	0	0	0	36	
1:30 PM	9	7	0	1	0	21	0	8	6	0	0	0	52	
1:45 PM	9	8	0	2	0	30	0	10	2	0	0	0	61	
3 HR TOTAL	80	74	0	27	0	262	0	133	65	0	0	0		
3:00 PM	13	16	0	5	1	43	0	20	13	0	0	0	111	383
3:15 PM	10	14	0	2	1	32	0	18	7	0	0	0	84	376
3:30 PM	4	8	0	3	0	36	0	26	17	0	0	0	94	389
3:45 PM	6	14	0	3	0	41	0	14	16	0	0	0	94	408
4:00 PM	6	11	0	9	0	42	0	23	13	0	0	0	104	412
4:15 PM	6	12	0	4	0	33	0	20	22	0	0	0	97	413
4:30 PM	7	10	0	9	1	38	0	25	23	0	0	0	113	412
4:45 PM	13	8	0	7	0	37	0	21	12	0	0	0	98	402
5:00 PM	7	12	0	6	0	28	0	25	27	0	0	0	105	400
5:15 PM	8	11	0	5	0	24	0	27	21	0	0	0	96	
5:30 PM	7	13	0	3	0	30	0	29	21	0	0	0	103	
5:45 PM	12	14	0	4	0	26	0	26	14	0	0	0	96	
3 HR TOTAL	99	143	0	60	3	410	0	274	206	0	0	0		
9 HR TOTAL	326	325	0	113	5	1107	1	489	334	0	0	0	2700	
ADT	454	453	0	191	8	1869	1	681	465	0	0	0	4123	

AM Peak 7:00	68	48	0	6	0	215	0	32	28	0	0	0
MID Peak 1:00	26	26	0	6	0	86	0	44	15	0	0	0
PM Peak 4:30	35	41	0	27	1	127	0	98	83	0	0	0

NINE HOUR COUNT

Date: Tuesday, 01/29/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Shayler Road
Eastbound and Westbound Approach: Old State Road 74

Trucks:	4.4%
Buses:	0.0%
9 Hour to 24 Hour Multiplier:	1.77
Seasonal Adjustment Factor:	1.023
Intersection Peak Hour =	

	SB APPROACH			Old SR 74 WB APPROACH			Shayler NB APPROACH			Old SR 74 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	0	0	0	0	54	23	12	0	20	17	34	0	160	708
7:15 AM	0	0	0	0	53	26	14	0	27	17	30	0	167	724
7:30 AM	0	0	0	0	44	28	16	0	22	15	36	0	161	719
7:45 AM	0	0	0	0	57	24	28	0	30	16	65	0	220	711
8:00 AM	0	0	0	0	44	24	19	0	26	19	44	0	176	649
8:15 AM	0	0	0	0	51	18	13	0	27	9	44	0	162	608
8:30 AM	0	0	0	0	41	19	16	0	20	13	44	0	153	565
8:45 AM	0	0	0	0	48	10	21	0	22	15	42	0	158	528
9:00 AM	0	0	0	0	42	8	15	0	20	15	35	0	135	485
9:15 AM	0	0	0	0	39	4	13	0	18	8	37	0	119	
9:30 AM	0	0	0	0	35	11	12	0	17	9	32	0	116	
9:45 AM	0	0	0	0	31	13	9	0	17	9	36	0	115	
3 HR TOTAL	0	0	0	0	539	208	188	0	266	162	479	0		
11:00 AM	0	0	0	0	36	14	2	0	9	9	41	0	111	520
11:15 AM	0	0	0	0	32	12	4	0	20	13	38	0	119	589
11:30 AM	0	0	0	0	72	16	10	0	16	23	34	0	171	595
11:45 AM	0	0	0	0	30	11	12	0	10	9	47	0	119	565
12:00 PM	0	0	0	0	65	20	14	0	10	19	52	0	180	577
12:15 PM	0	0	0	0	29	14	6	0	13	15	48	0	125	548
12:30 PM	0	0	0	0	32	18	15	0	8	21	47	0	141	551
12:45 PM	0	0	0	0	41	14	7	0	6	10	53	0	131	565
1:00 PM	0	0	0	0	44	9	12	0	9	17	60	0	151	577
1:15 PM	0	0	0	0	32	9	13	0	17	8	49	0	128	
1:30 PM	0	0	0	0	45	12	13	0	26	10	49	0	155	
1:45 PM	0	0	0	0	45	11	17	0	9	8	53	0	143	
3 HR TOTAL	0	0	0	0	503	160	125	0	153	162	571	0		
3:00 PM	0	0	0	0	29	19	10	0	17	11	56	0	142	766
3:15 PM	0	0	0	0	39	12	19	0	23	19	49	0	161	880
3:30 PM	0	0	0	0	50	16	35	0	19	23	77	0	220	972
3:45 PM	0	0	0	0	49	25	23	0	27	26	93	0	243	1015
4:00 PM	0	0	0	0	58	32	32	0	22	31	81	0	256	1006
4:15 PM	0	0	0	0	37	16	39	0	39	30	92	0	253	1007
4:30 PM	0	0	0	0	53	27	46	0	29	29	79	0	263	1016
4:45 PM	0	0	0	0	29	23	30	0	27	31	94	0	234	985
5:00 PM	0	0	0	0	48	40	34	0	31	26	78	0	257	926
5:15 PM	0	0	0	0	45	22	39	0	34	24	98	0	262	
5:30 PM	0	0	0	0	40	15	38	0	32	25	82	0	232	
5:45 PM	0	0	0	0	33	17	33	0	24	17	51	0	175	
3 HR TOTAL	0	0	0	0	510	264	378	0	324	292	930	0		
9 HR TOTAL	0	0	0	0	1552	632	691	0	743	616	1980	0	6214	
ADT	0	0	0	0	2810	1144	1251	0	1345	1115	3585	0	11252	

AM Peak 7:00	0	0	0	0	208	101	70	0	99	65	165	0
MID Peak 1:00	0	0	0	0	166	41	55	0	61	43	211	0
PM Peak 4:30	0	0	0	0	175	112	149	0	121	110	349	0

NINE HOUR COUNT

Date: Wednesday, 01/23/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Elick Lane
Eastbound and Westbound Approach: State Road 32

Trucks:	3.8%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.96	1.70
Seasonal Adjustment Factor:	1.042	1.040
Intersection Peak Hour =		

	Elick SB APPROACH			SR 32 WB APPROACH			Elick NB APPROACH			SR 32 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	11	16	1	7	359	8	5	28	112	52	193	2	794	3583
7:15 AM	11	17	9	8	354	7	9	28	145	48	219	1	856	3589
7:30 AM	12	21	7	11	352	22	11	19	90	53	303	4	905	3621
7:45 AM	15	28	5	14	382	15	14	30	105	81	337	2	1028	3480
8:00 AM	13	23	5	9	311	11	14	23	86	52	247	6	800	3331
8:15 AM	8	13	5	4	372	18	15	29	94	35	287	8	888	3246
8:30 AM	18	14	7	9	254	5	16	23	110	37	268	3	764	3016
8:45 AM	20	16	7	12	329	13	6	26	91	35	309	15	879	2934
9:00 AM	20	13	3	12	296	21	10	19	88	26	190	17	715	2718
9:15 AM	14	12	8	8	268	15	10	28	81	17	188	9	658	
9:30 AM	21	22	0	10	254	30	15	13	64	25	219	9	682	
9:45 AM	19	14	4	3	270	8	15	13	72	31	204	10	663	
3 HR TOTAL	182	209	61	107	3801	173	140	279	1138	492	2964	86		
11:00 AM	10	16	8	7	301	29	15	23	50	30	218	5	712	2988
11:15 AM	14	12	4	6	293	19	8	38	90	43	218	12	757	3023
11:30 AM	17	92	4	1	261	10	11	31	55	45	251	14	792	3047
11:45 AM	18	20	1	8	231	34	18	21	82	54	229	11	727	3086
12:00 PM	19	29	11	3	245	20	14	22	75	58	224	27	747	3123
12:15 PM	19	23	4	6	291	24	16	20	64	41	261	12	781	3253
12:30 PM	14	32	10	10	300	25	25	14	52	34	304	11	831	3297
12:45 PM	13	27	10	0	268	19	27	22	63	55	243	17	764	3322
1:00 PM	19	25	14	4	350	21	13	24	65	45	282	15	877	3451
1:15 PM	27	31	5	6	295	21	16	15	63	58	280	8	825	
1:30 PM	17	22	8	3	308	21	25	20	61	37	329	5	856	
1:45 PM	13	23	4	4	312	22	21	53	66	51	315	9	893	
3 HR TOTAL	200	352	83	58	3455	265	209	303	786	551	3154	146		
3:00 PM	15	29	11	10	275	27	16	25	60	49	358	20	895	3948
3:15 PM	26	22	20	14	294	18	23	47	80	63	350	6	963	4057
3:30 PM	11	33	28	12	333	16	53	41	82	54	389	9	1061	4087
3:45 PM	13	38	22	10	311	11	26	18	85	70	409	16	1029	4167
4:00 PM	19	35	19	16	336	17	16	34	73	52	378	9	1004	4237
4:15 PM	11	33	24	4	274	13	28	26	98	67	407	8	993	4418
4:30 PM	20	30	40	8	349	13	24	25	105	85	436	6	1141	4622
4:45 PM	19	43	27	7	297	22	35	38	96	75	432	8	1099	4543
5:00 PM	10	51	42	8	306	25	50	49	114	68	453	9	1185	4488
5:15 PM	27	45	57	11	316	7	51	52	109	88	429	5	1197	
5:30 PM	19	51	44	5	238	9	31	34	108	86	431	6	1062	
5:45 PM	15	44	40	6	258	8	28	41	89	70	442	3	1044	
3 HR TOTAL	205	454	374	111	3587	186	381	430	1099	827	4914	105		
9 HR TOTAL	587	1015	518	276	10843	624	730	1012	3023	1870	11032	337	31867	
ADT	818	1415	722	564	22145	1274	1291	1789	5345	3819	22531	688	62400	

AM Peak 7:00	49	82	22	40	1447	52	39	105	452	234	1052	9
MID Peak 1:00	76	101	31	17	1265	85	75	112	255	191	1206	37
PM Peak 4:30	76	169	166	34	1268	67	160	164	424	316	1750	28

NINE HOUR COUNT

Date: Thursday, 01/24/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Old State Road 74
Eastbound and Westbound Approach: State Road 32

Trucks:	3.8%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.96	1.77
Seasonal Adjustment Factor:	1.038	1.043
Intersection Peak Hour =		

	Old SR 74 SB APPROACH			SR 32 WB APPROACH			Old SR 74 NB APPROACH			SR 32 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	0	10	11	59	360	18	6	26	42	16	164	4	716	3022
7:15 AM	0	7	18	45	356	14	17	28	29	24	185	0	723	3031
7:30 AM	1	13	28	47	305	19	11	18	32	28	181	1	684	3075
7:45 AM	2	20	20	68	355	21	18	40	28	52	272	3	899	3050
8:00 AM	0	14	25	38	301	19	19	21	38	18	232	0	725	2828
8:15 AM	0	16	20	37	329	22	16	13	30	38	243	3	767	2840
8:30 AM	1	14	24	35	283	16	20	13	29	36	188	0	659	2690
8:45 AM	2	17	27	35	271	12	19	25	27	29	213	0	677	2684
9:00 AM	0	24	31	29	293	21	19	17	15	49	239	0	737	2592
9:15 AM	1	15	45	25	239	17	17	17	40	27	173	1	617	
9:30 AM	0	15	30	43	267	14	18	13	26	35	190	2	653	
9:45 AM	2	10	24	32	237	22	10	12	33	25	175	3	585	
3 HR TOTAL	9	175	303	493	3596	215	190	243	369	377	2455	17		
11:00 AM	1	17	23	36	275	18	5	15	17	29	192	2	630	2561
11:15 AM	2	13	24	28	266	11	11	17	39	24	201	1	637	2644
11:30 AM	4	12	25	36	289	8	14	19	28	35	201	3	674	2660
11:45 AM	1	17	41	30	245	11	7	10	36	30	190	2	620	2739
12:00 PM	2	26	37	40	276	11	21	13	38	38	210	1	713	2827
12:15 PM	0	18	33	41	201	8	17	14	28	47	242	4	653	2778
12:30 PM	4	17	22	40	295	18	17	28	31	41	239	1	753	2827
12:45 PM	2	27	36	29	245	7	13	21	30	36	260	2	708	2794
1:00 PM	0	20	38	37	199	14	20	10	19	54	250	3	664	2892
1:15 PM	4	25	35	18	242	8	16	23	24	42	262	3	702	
1:30 PM	4	11	36	28	255	18	19	14	22	46	266	1	720	
1:45 PM	0	26	36	30	274	15	16	12	27	44	326	0	806	
3 HR TOTAL	24	229	386	393	3062	147	176	196	339	466	2839	23		
3:00 PM	0	38	40	38	300	24	6	13	15	39	261	0	774	3713
3:15 PM	1	40	45	47	284	22	20	21	24	46	363	3	916	3879
3:30 PM	0	40	39	75	351	19	14	28	27	57	394	1	1045	3980
3:45 PM	0	65	41	43	300	13	14	23	24	57	396	2	978	3956
4:00 PM	1	61	47	37	321	15	14	17	25	44	358	0	940	3937
4:15 PM	2	50	44	35	310	14	24	23	28	47	436	4	1017	3932
4:30 PM	1	51	39	43	338	21	34	23	14	47	406	4	1021	3928
4:45 PM	2	42	30	57	306	28	24	14	10	43	402	1	959	3841
5:00 PM	5	65	33	42	309	29	11	22	14	48	356	1	935	3720
5:15 PM	2	69	38	41	307	18	22	34	30	54	394	4	1013	
5:30 PM	1	51	29	38	289	19	27	35	31	38	372	4	934	
5:45 PM	1	46	39	25	253	18	24	19	26	56	329	2	838	
3 HR TOTAL	16	618	464	521	3668	240	234	272	268	576	4467	26		
9 HR TOTAL	49	1022	1153	1407	10326	602	600	711	976	1419	9761	66	28092	
ADT	100	2079	2346	2863	21008	1225	1221	1447	1986	2887	19859	134	57153	

AM Peak 7:00	3	50	77	219	1376	72	52	112	131	120	802	8
MID Peak 1:00	8	82	145	113	970	55	71	59	92	186	1104	7
PM Peak 4:30	10	227	140	183	1260	96	91	93	68	192	1558	10

NINE HOUR COUNT

Date: Tuesday, 01/22/2008
Time: 7 AM - 10 AM, 11 AM - 2 PM, 3 PM - 6 PM
Northbound and Southbound Approach: Bach Buxton Road
Eastbound and Westbound Approach: State Road 125

Trucks:	3.8%	
Buses:	0.0%	
9 Hour to 24 Hour Multiplier:	1.96	1.70
Seasonal Adjustment Factor:	1.036	1.023
Intersection Peak Hour =		

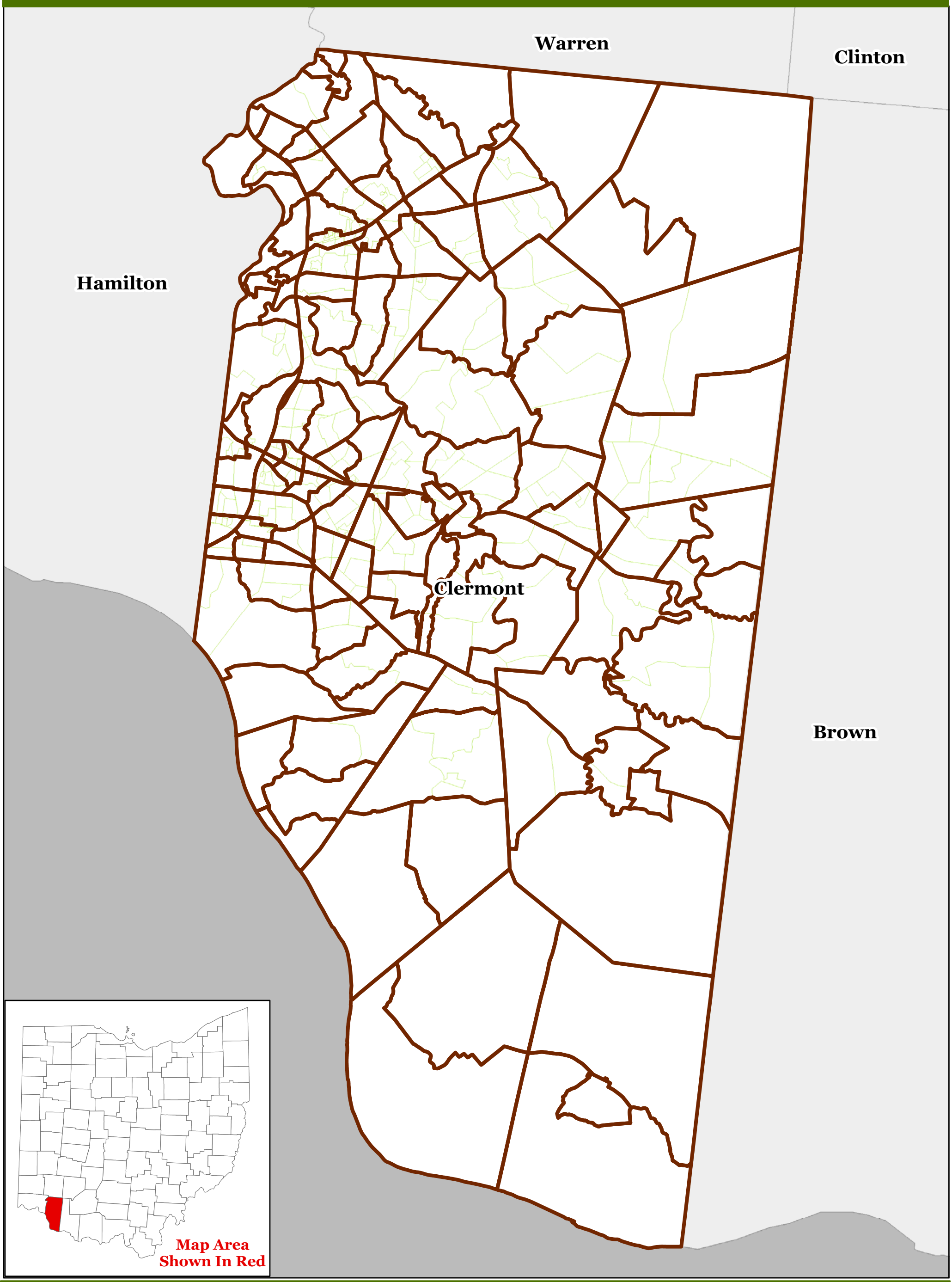
	Bach Buxton SB APPROACH			SR 125 WB APPROACH			NB APPROACH			SR 125 EB APPROACH			TOTAL	HR TOTAL
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00 AM	31	0	22	77	275	0	0	0	0	0	76	44	525	2314
7:15 AM	35	0	23	86	315	0	0	0	0	0	82	47	588	2308
7:30 AM	30	0	26	110	303	0	0	0	0	0	69	61	599	2255
7:45 AM	34	0	28	100	280	0	0	0	0	0	94	66	602	2180
8:00 AM	19	0	25	80	246	0	0	0	0	0	94	55	519	2107
8:15 AM	28	0	32	81	274	0	0	0	0	0	89	31	535	2035
8:30 AM	24	0	29	63	278	0	0	0	0	0	102	28	524	1917
8:45 AM	35	0	27	58	234	0	0	0	0	0	138	37	529	1801
9:00 AM	23	0	22	39	212	0	0	0	0	0	114	37	447	1667
9:15 AM	19	0	27	41	197	0	0	0	0	0	102	31	417	
9:30 AM	25	0	26	54	158	0	0	0	0	0	117	28	408	
9:45 AM	22	0	20	45	196	0	0	0	0	0	84	28	395	
3 HR TOTAL	325	0	307	834	2968	0	0	0	0	0	1161	493		
11:00 AM	27	0	30	32	175	0	0	0	0	0	129	31	424	1852
11:15 AM	29	0	32	48	190	0	0	0	0	0	135	26	460	1989
11:30 AM	38	0	47	36	184	0	0	0	0	0	136	34	475	2061
11:45 AM	34	0	47	38	169	0	0	0	0	0	172	33	493	2161
12:00 PM	50	0	61	26	177	0	0	0	0	0	191	56	561	2205
12:15 PM	35	0	54	50	188	0	0	0	0	0	166	39	532	2127
12:30 PM	31	0	48	44	207	0	0	0	0	0	188	57	575	2109
12:45 PM	40	0	39	46	212	0	0	0	0	0	150	50	537	2068
1:00 PM	40	0	40	28	167	0	0	0	0	0	144	64	483	2069
1:15 PM	27	0	47	39	203	0	0	0	0	0	153	45	514	
1:30 PM	30	0	43	37	193	0	0	0	0	0	176	55	534	
1:45 PM	40	0	38	41	197	0	0	0	0	0	178	44	538	
3 HR TOTAL	421	0	526	465	2262	0	0	0	0	0	1918	534		
3:00 PM	13	0	59	44	170	0	0	0	0	0	205	54	545	2503
3:15 PM	23	0	73	51	196	0	0	0	0	0	190	45	578	2582
3:30 PM	35	0	99	39	199	0	0	0	0	0	263	54	689	2775
3:45 PM	42	0	79	40	192	0	0	0	0	0	269	69	691	2859
4:00 PM	27	0	68	41	212	0	0	0	0	0	233	43	624	2886
4:15 PM	36	0	84	41	225	0	0	0	0	0	313	72	771	3137
4:30 PM	65	0	99	39	205	0	0	0	0	0	303	62	773	3171
4:45 PM	35	0	69	48	189	0	0	0	0	0	295	82	718	3095
5:00 PM	96	0	115	32	185	0	0	0	0	0	349	98	875	3052
5:15 PM	78	0	85	34	210	0	0	0	0	0	313	85	805	
5:30 PM	52	0	83	38	175	0	0	0	0	0	286	63	697	
5:45 PM	34	0	67	48	179	0	0	0	0	0	281	66	675	
3 HR TOTAL	536	0	980	495	2337	0	0	0	0	0	3300	793		
9 HR TOTAL	1282	0	1813	1794	7567	0	0	0	0	0	6379	1820	20655	
ADT	2603	0	3681	3643	15365	0	0	0	0	0	12953	3696	41941	

AM Peak 7:00	130	0	99	373	1173	0	0	0	0	0	321	218
MID Peak 1:00	137	0	168	145	760	0	0	0	0	0	651	208
PM Peak 4:30	274	0	368	153	789	0	0	0	0	0	1260	327

Appendix 2

OKI TAZs and Clermont County TAZs

OKI TAZs and Clermont County TAZs



Legend

OKI TAZs

Clermont County TAZs

0 2.5 5
Miles

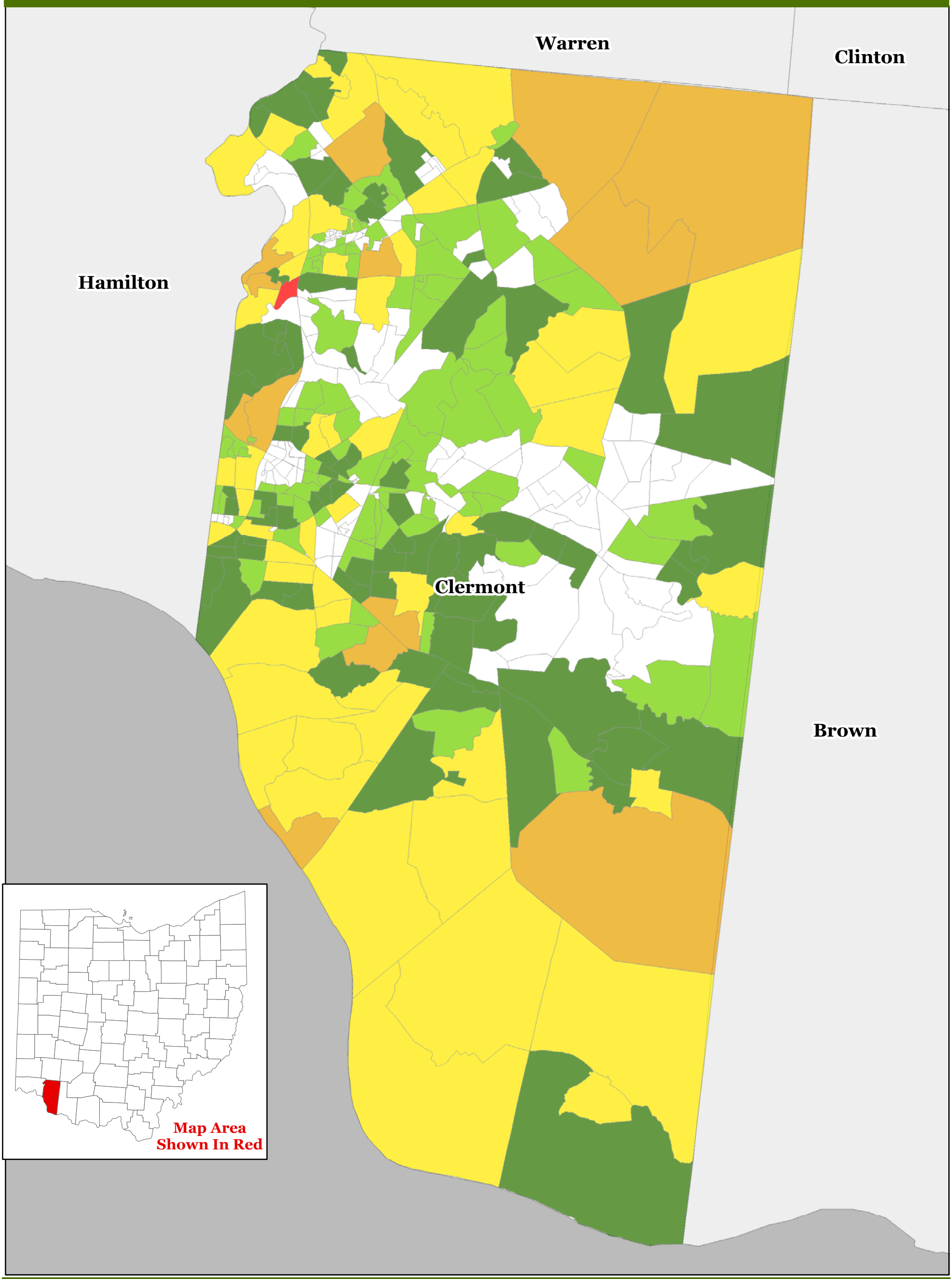
N

DRAFT

Appendix 3

OKI Socioeconomic Data Maps

Year 2030 Households - OKI Model



Legend

TAZ Boundary

2030 Household Ranges

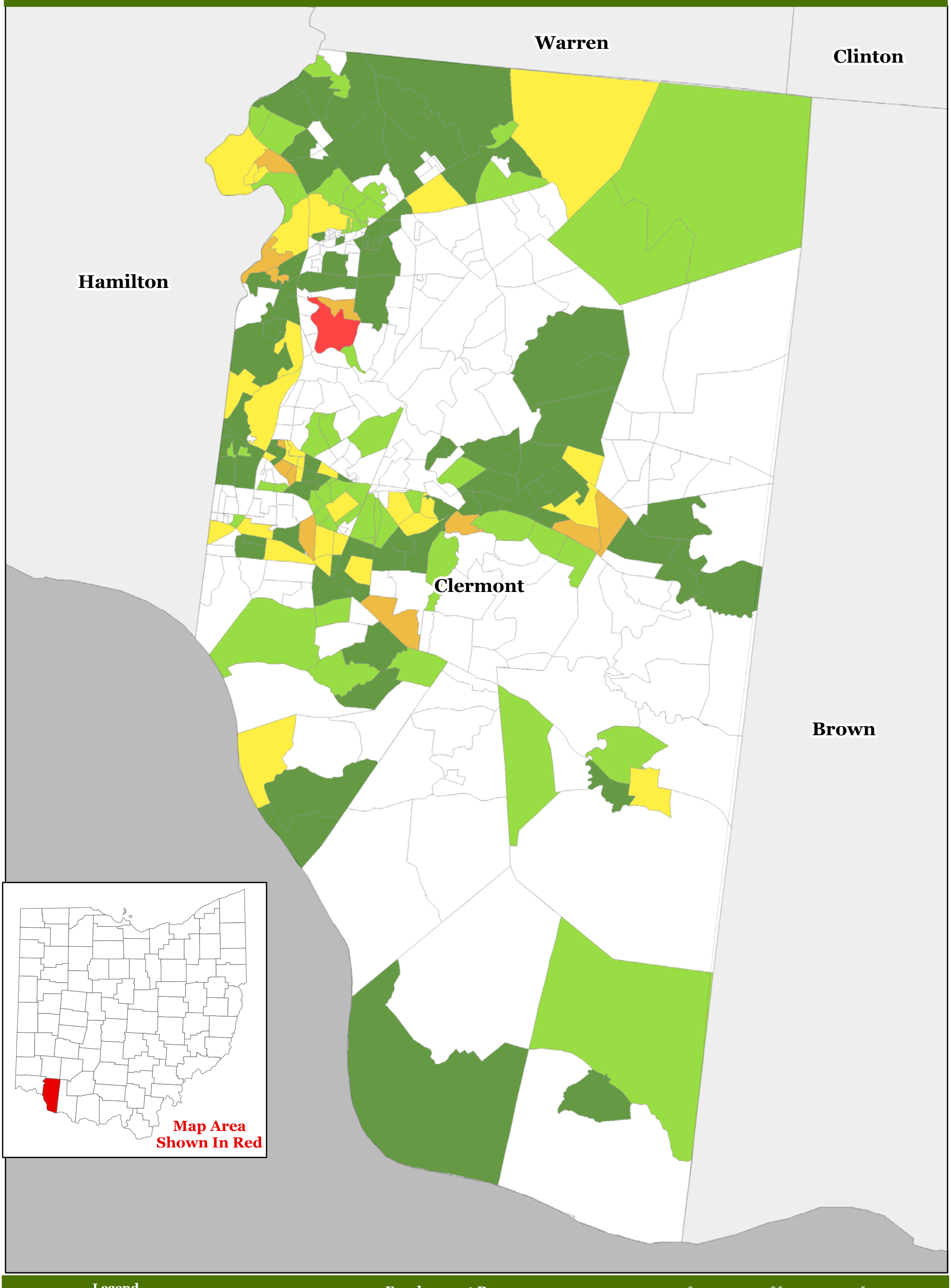
- 0 - 100
- 101 - 200
- 201 - 500
- 501 - 1000
- 1001 - 2000
- 2001 - 50000

0 2.5 5
Miles

N

DRAFT

Year 2030 Employment - OKI Model



Legend

TAZ Boundary

2030 Employment Ranges

- 0 - 100
- 101 - 200
- 201 - 500
- 501 - 1000
- 1001 - 2000
- 2001 - 50000

0 2.5 5
Miles

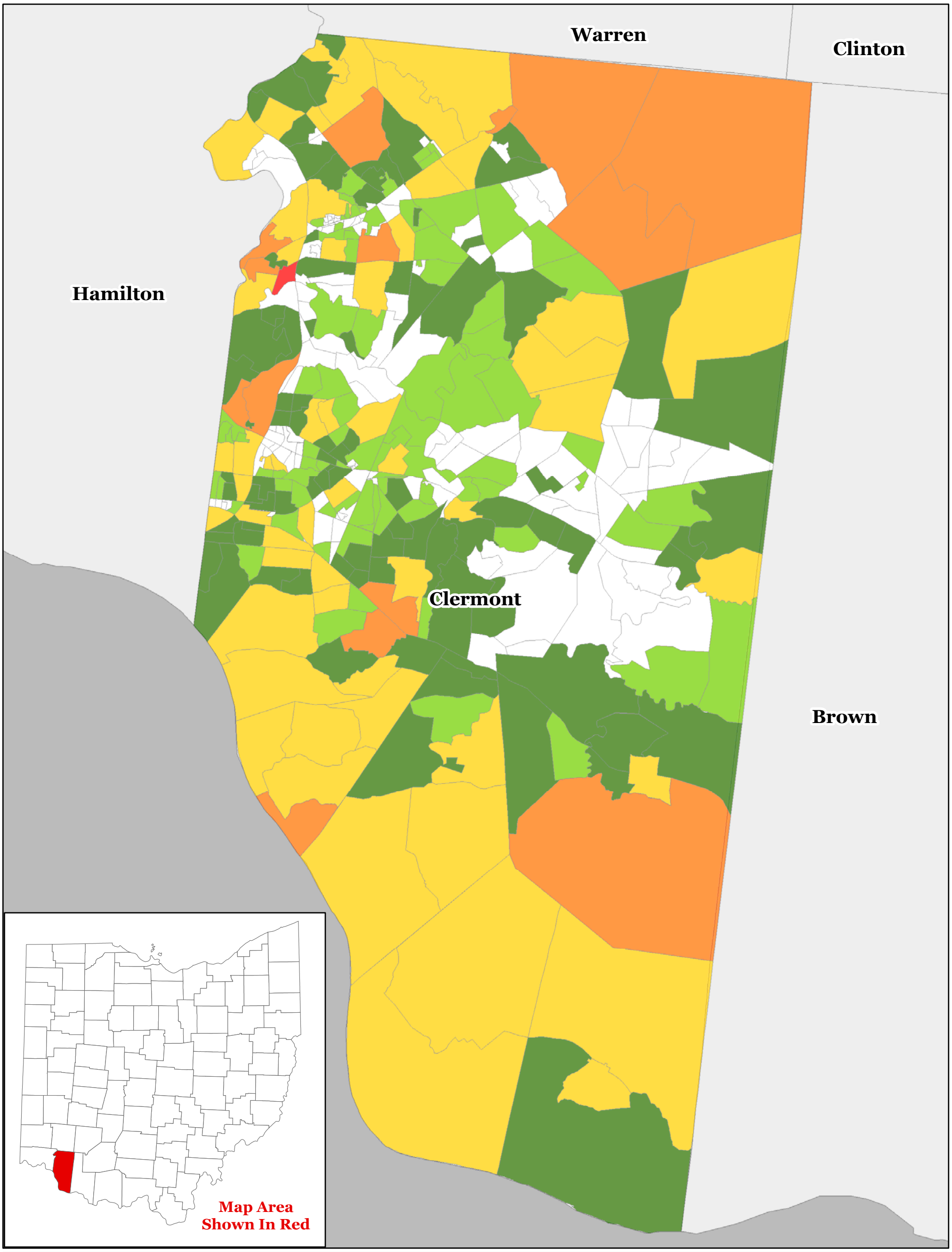
N

DRAFT

Appendix 4

Revised Socioeconomic Data Maps

Forecast Year 2030 Households



Legend

- Study Area Boundary
- County Boundary

2030 Household Ranges

- 0 - 100
- 100 - 200
- 200 - 500
- 500 - 1000
- 1000 - 2000
- 2000 - 5000

0 2.5 5
Miles

N

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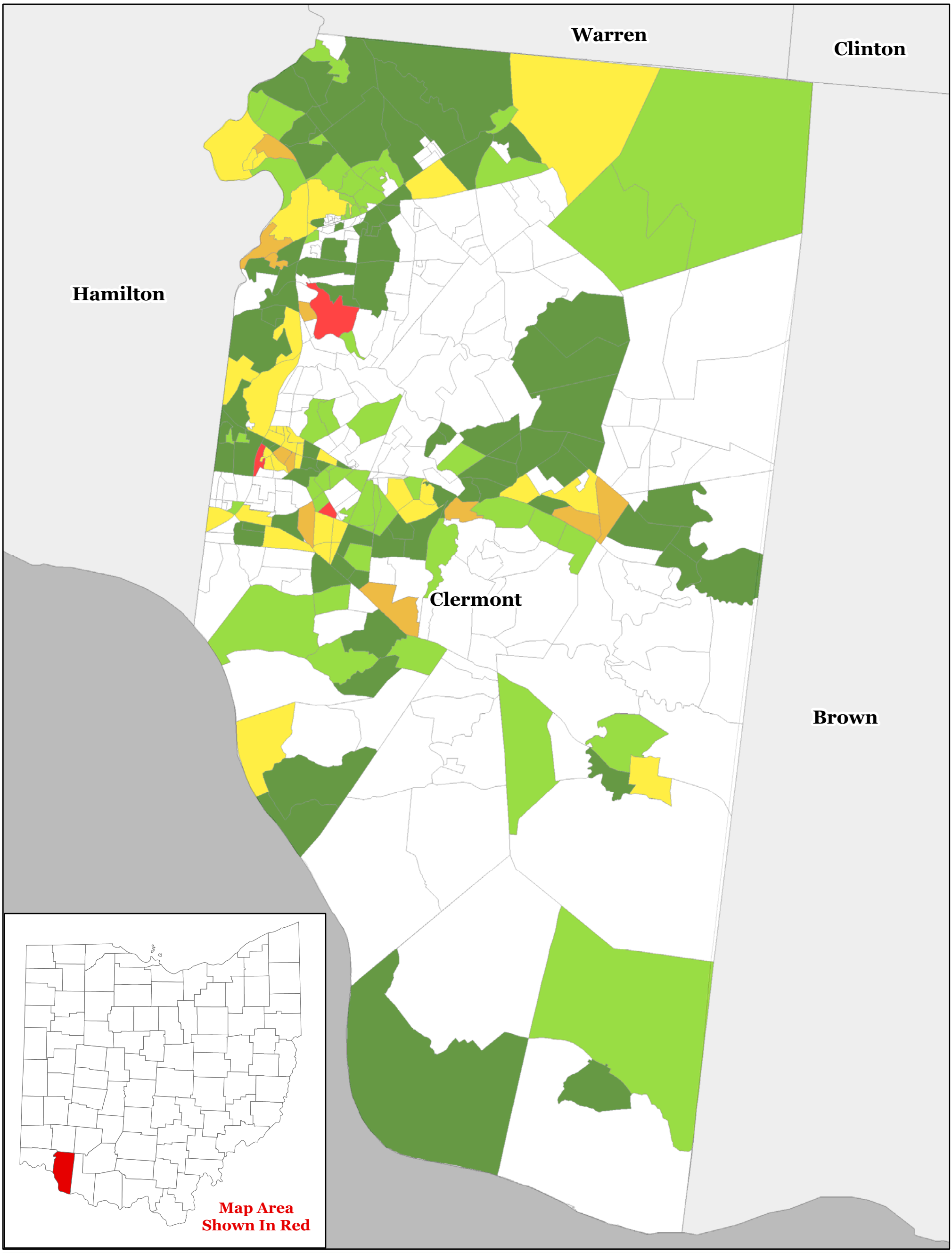
Base Year 2030 Employment



Legend

- Study Area Boundary
- County Boundary

2030 Employment Ranges

- 0 - 100
- 101 - 200
- 201 - 500
- 501 - 1000
- 1001 - 2000
- 2001 - 50000

0 2.5 5
Miles

N

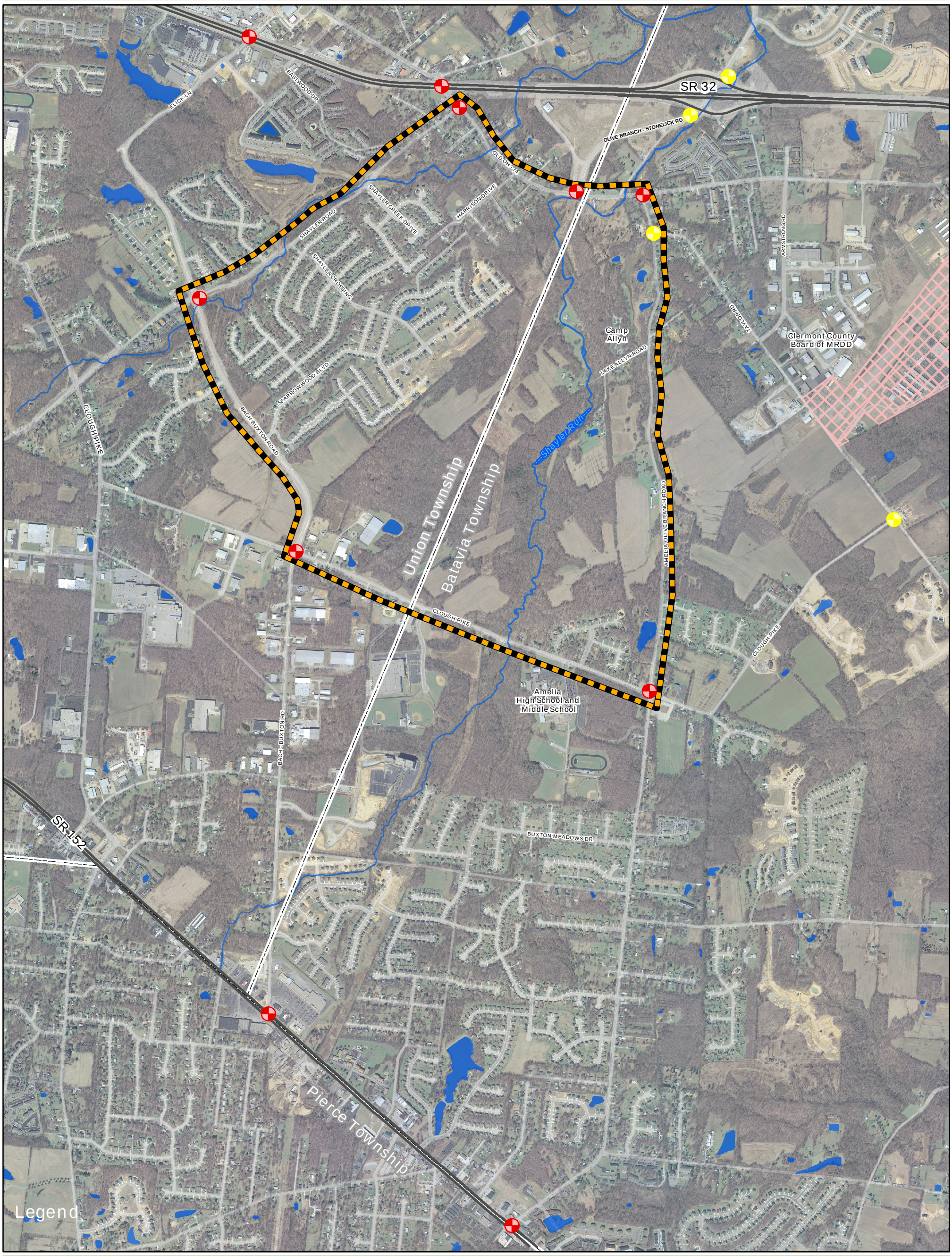
DRAFT

Appendix 5

Traffic Signal Warrant Analysis Map

Traffic Signal Warrant Analysis

Amelia - Olive Branch Relocation



Clermont County Airport

Municipal Boundary

Highway Centerline

Unwarranted

Warranted

Water Body

Study Area Boundary

0 0.2 0.4
Miles

N

Appendix 6

LOS, v/c Ratios, Lane Use and Traffic Volumes

Figure 1: Existing (2008) AM Peak Hour
Figure 2: Existing (2008) PM Peak Hour
Figure 3: No Build (2030) AM Peak Hour
Figure 4: No Build (2030) PM Peak Hour
Figure 5: Corridor Alternative #1 (2030) AM Peak Hour
Figure 6: Corridor Alternative #1 (2030) PM Peak Hour
Figure 7: Corridor Alternative #2 (2030) AM Peak Hour
Figure 8: Corridor Alternative #2 (2030) PM Peak Hour

Appendix 1: LOS, v/c Ratios, Lane Use and Traffic Volumes

Figure 1: Existing (2008) AM Peak Hour
Figure 2: Existing (2008) PM Peak Hour
Figure 3: No Build (2030) AM Peak Hour
Figure 4: No Build (2008) PM Peak Hour
Figure 5: Corridor Alternative #1 (2030) AM Peak Hour
Figure 6: Corridor Alternative #1 (2008) PM Peak Hour
Figure 7: Corridor Alternative #2 (2030) AM Peak Hour
Figure 8: Corridor Alternative #2 (2008) PM Peak Hour

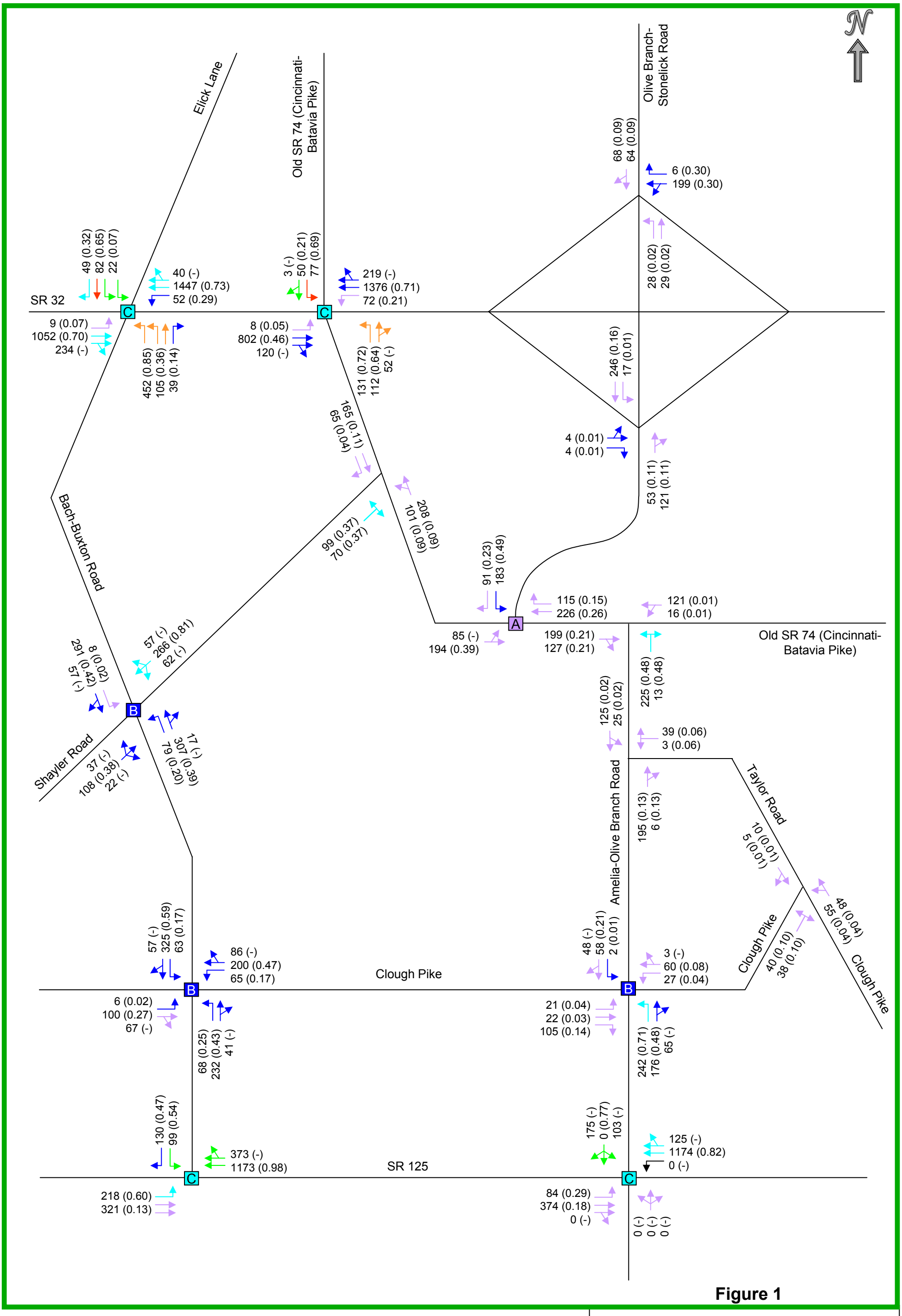


Figure 1

Existing Conditions AM Peak Hour

Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

Amelia Olive Branch Relocation
Traffic Analysis Summary

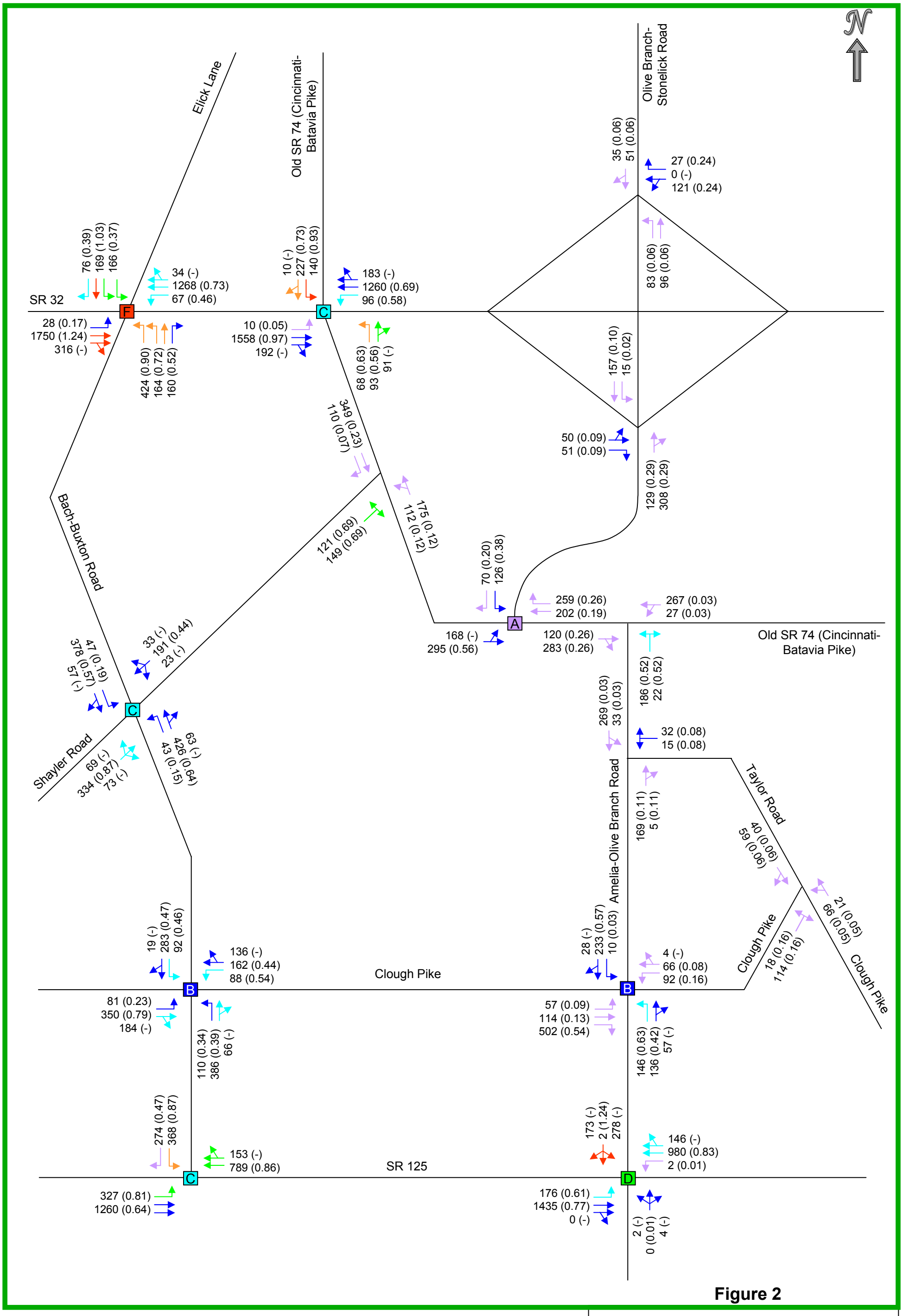


Figure 2

Amelia Olive Branch Relocation
Traffic Analysis Summary

Existing Conditions PM Peak Hour
Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

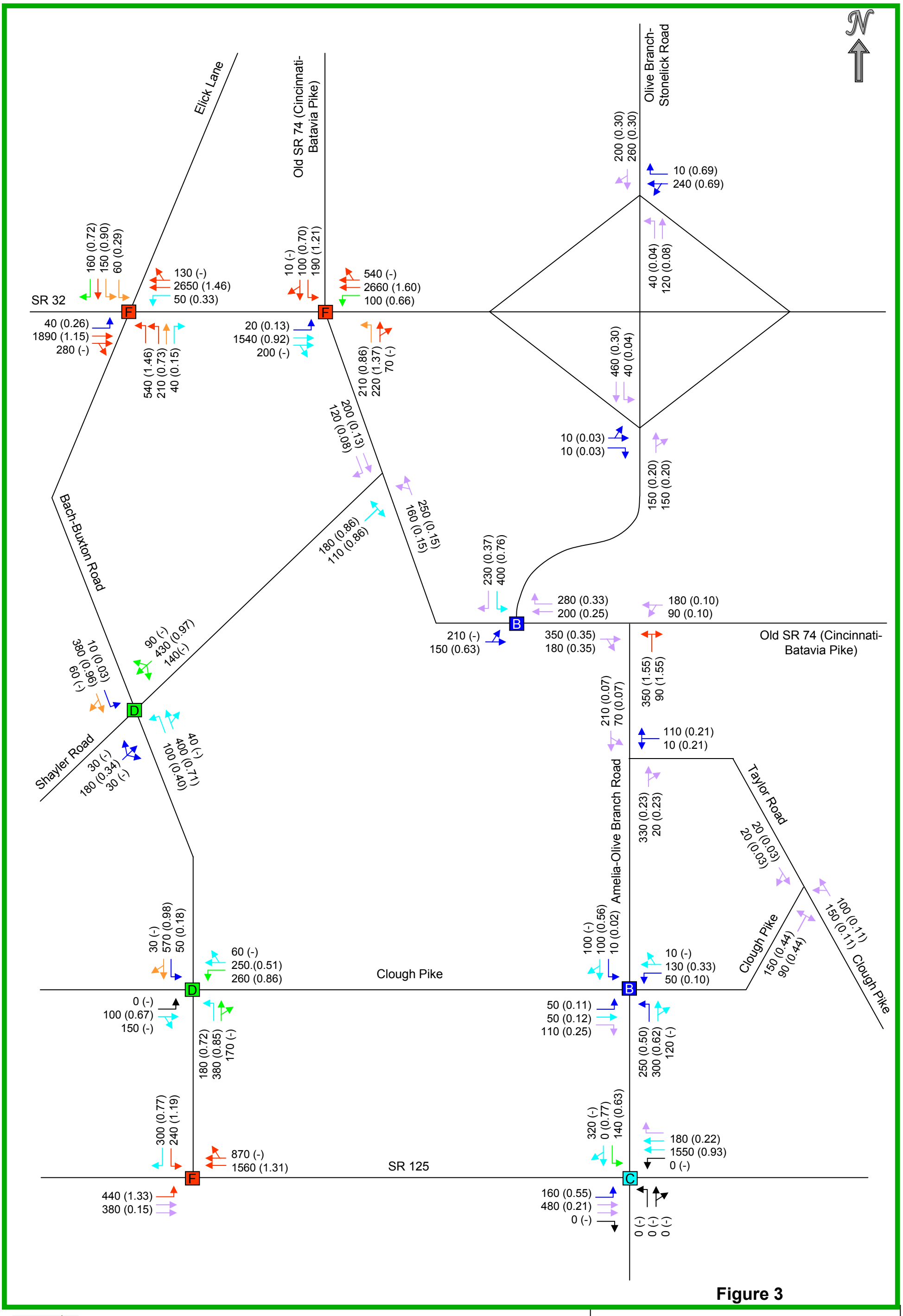


Figure 3

Amelia Olive Branch Relocation
Traffic Analysis Summary

2030 No Build Conditions AM Peak Hour
Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

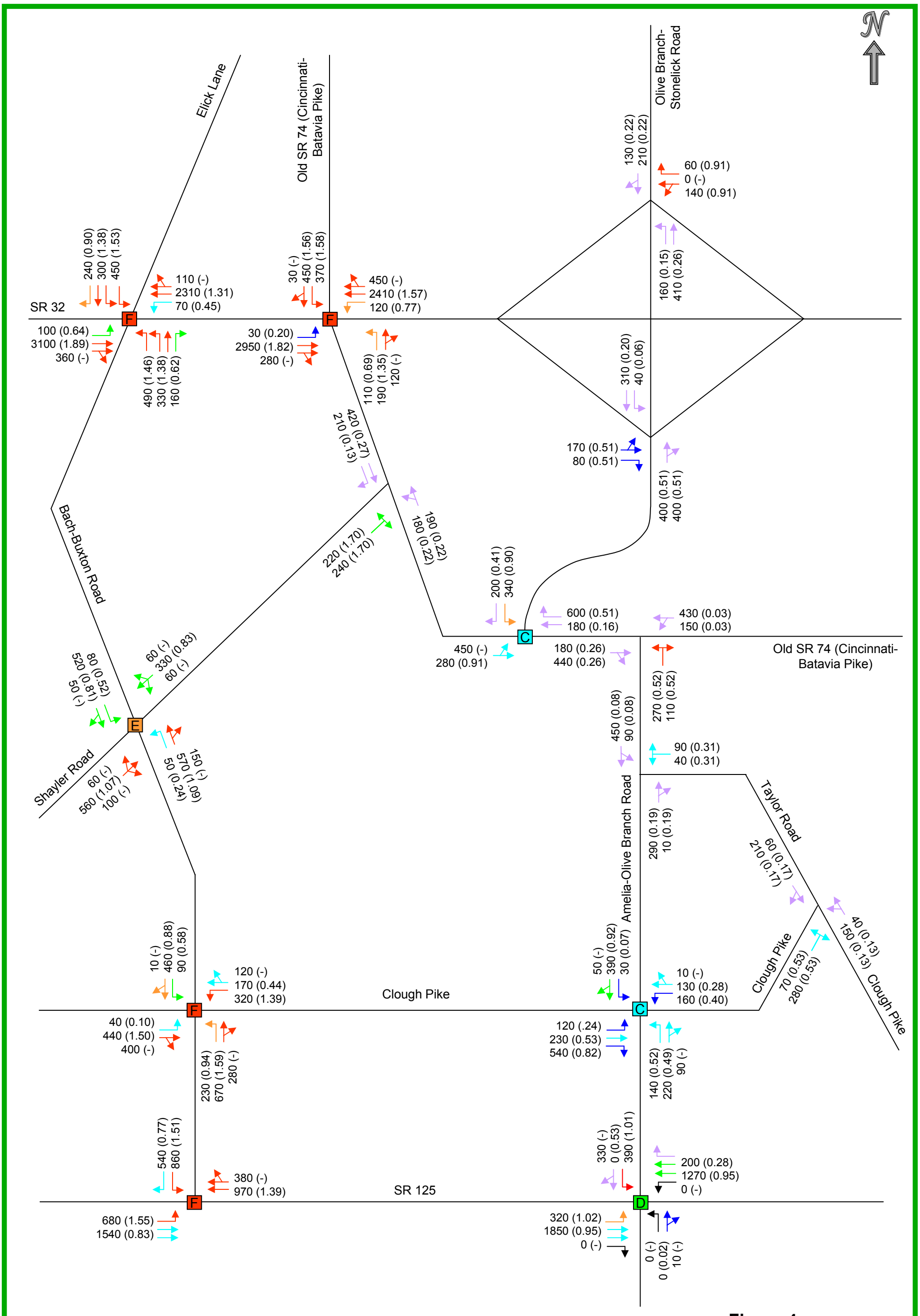


Figure 4

2030 No Build Conditions PM Peak Hour

Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

Amelia Olive Branch Relocation
Traffic Analysis Summary

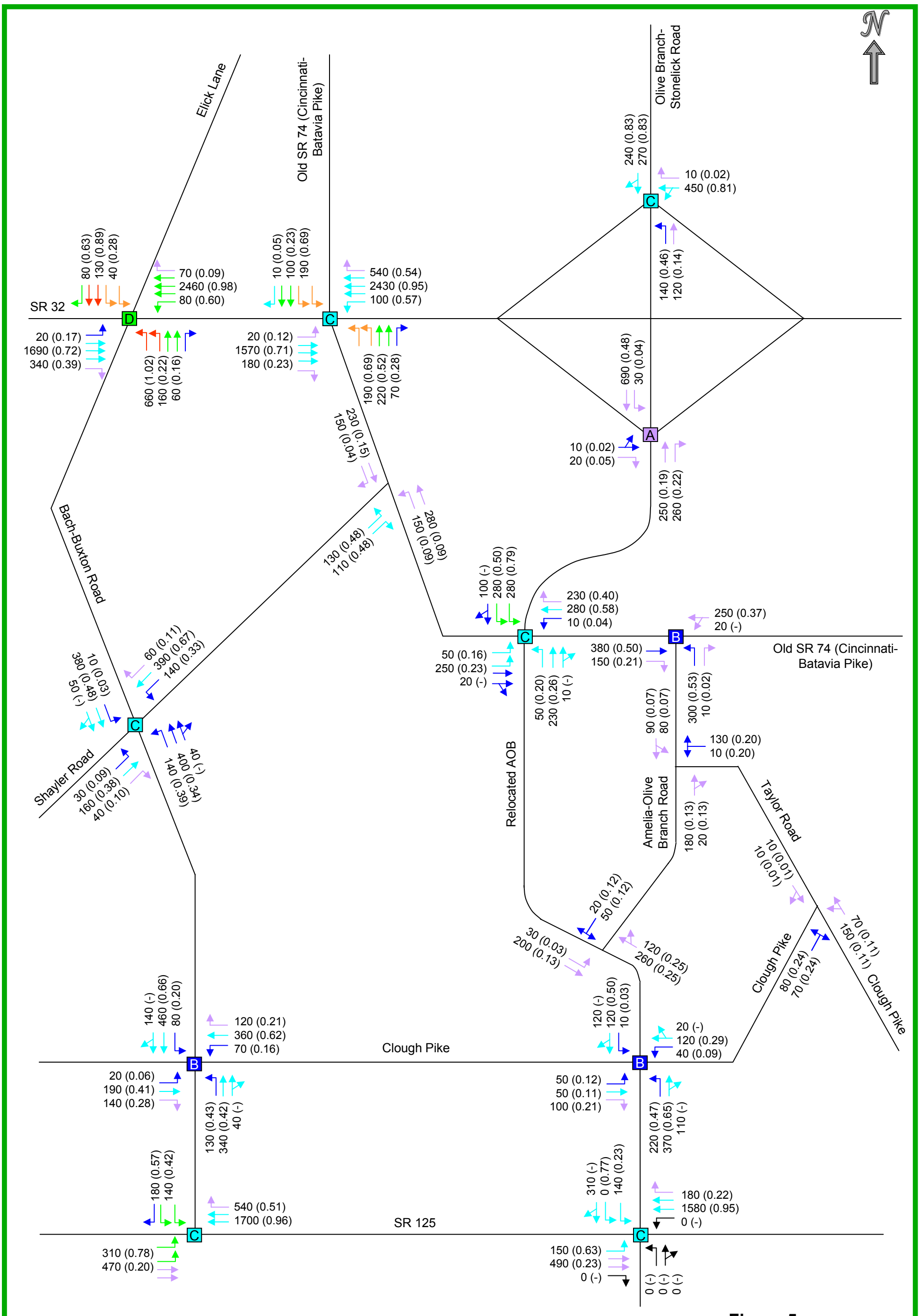


Figure 5

Alt. 1 AM Peak Hour
Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

Amelia Olive Branch Relocation
Traffic Analysis Summary

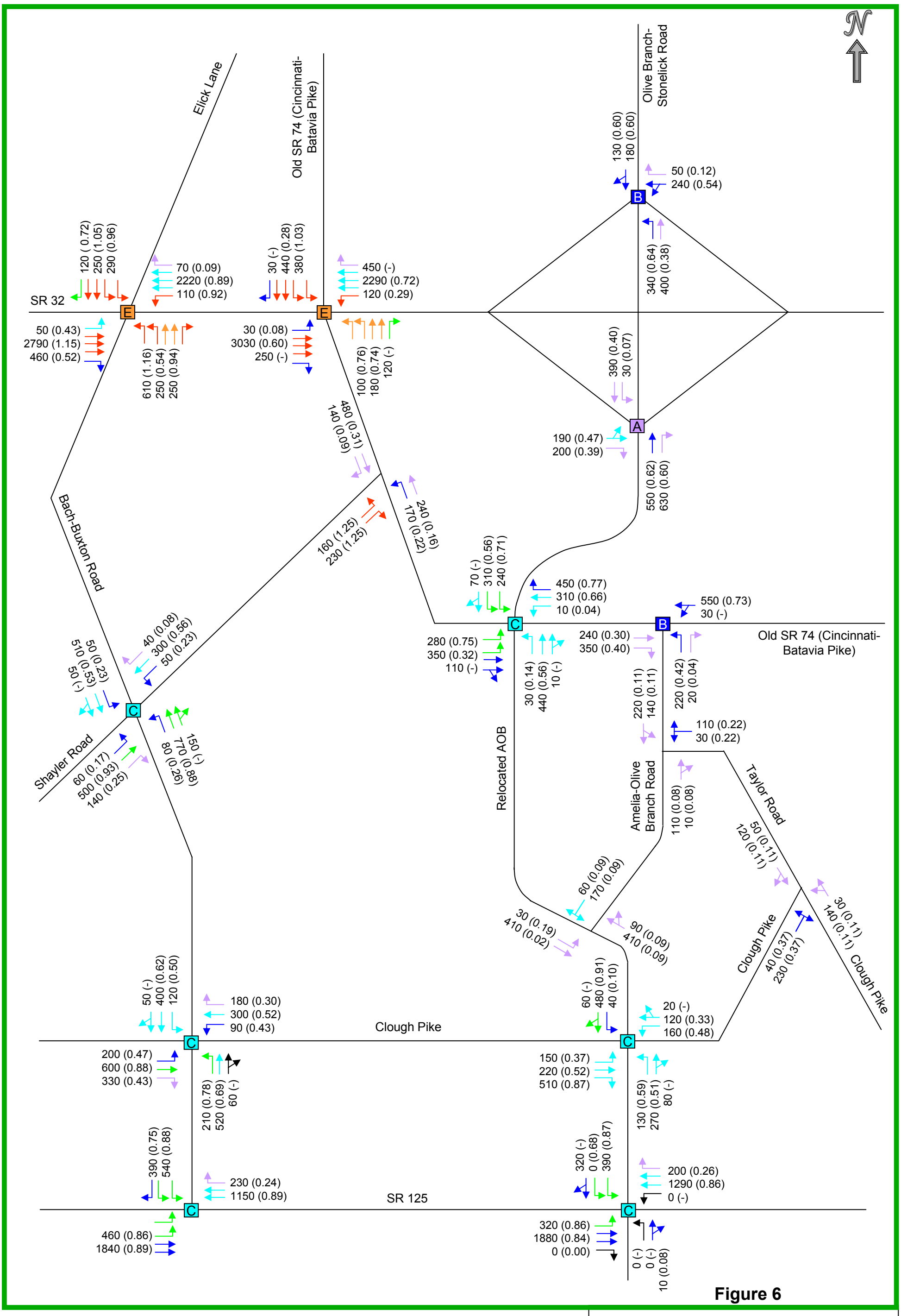


Figure 6

Alt. 1 PM Peak Hour
Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

Amelia Olive Branch Relocation
Traffic Analysis Summary

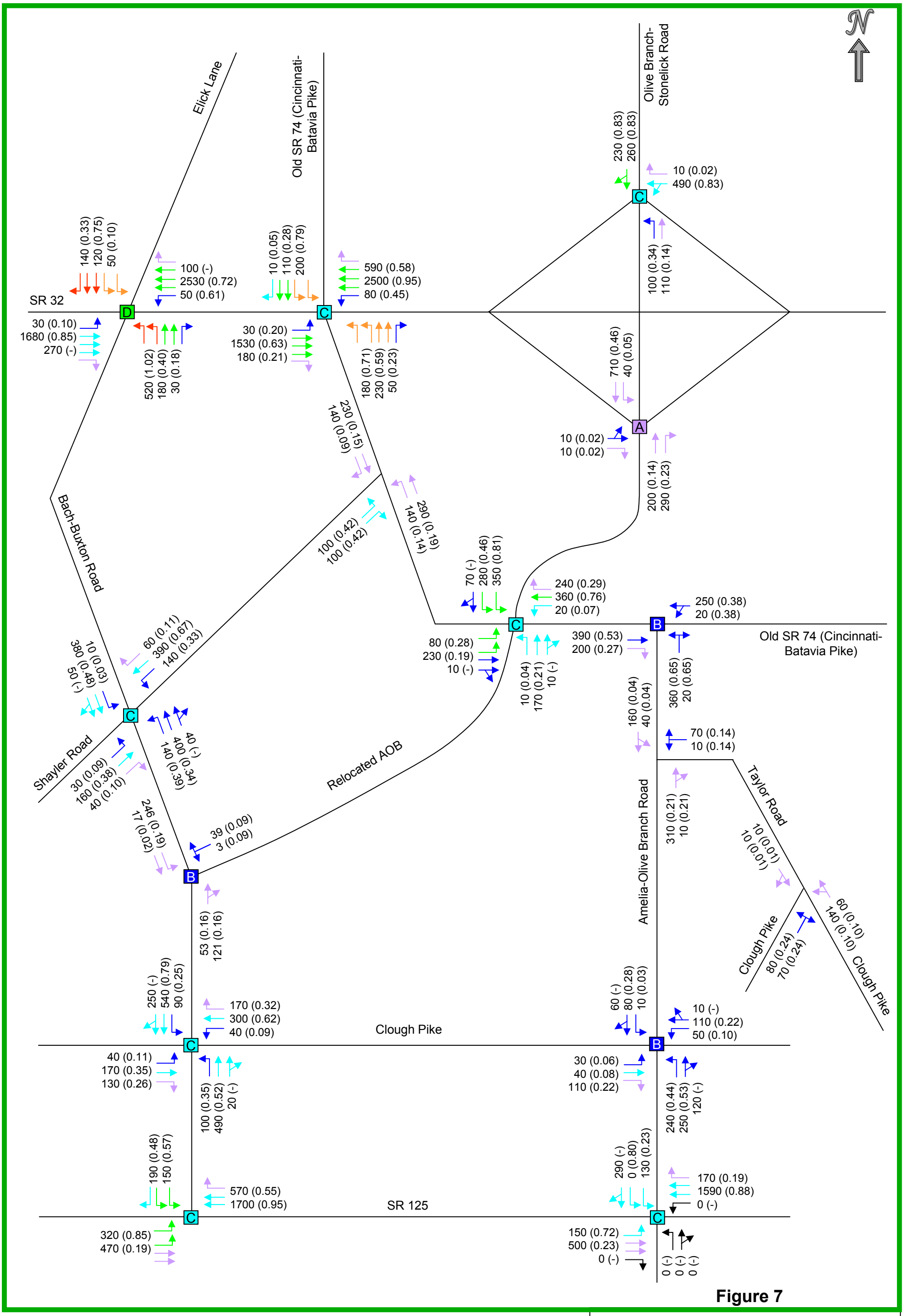


Figure 7

Alt. 2 AM Peak Hour
Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)

Amelia Olive Branch Relocation
Traffic Analysis Summary

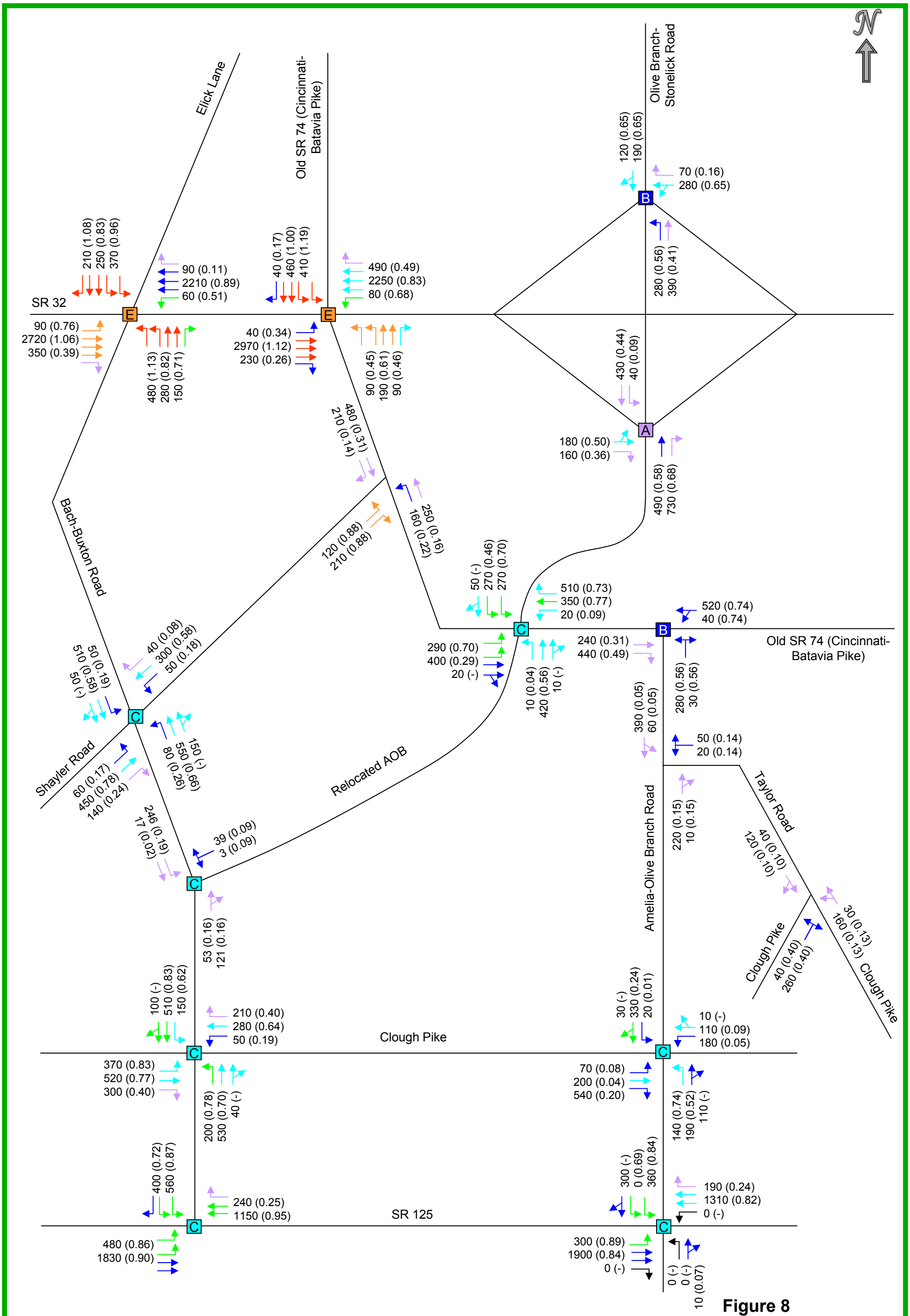


Figure 8

Amelia Olive Branch Relocation
Traffic Analysis Summary

Alt. 2 PM Peak Hour
Traffic Volume (v/c ratio)

A B C D E F Signalized Intersection Synchro Results

Synchro Results (Approach Movements)