

MOTORCYCLE



PASSENGER CARS



PICKUPS



OTHER 2-AXLE 4 TIRE SINGLE UNIT

BUS



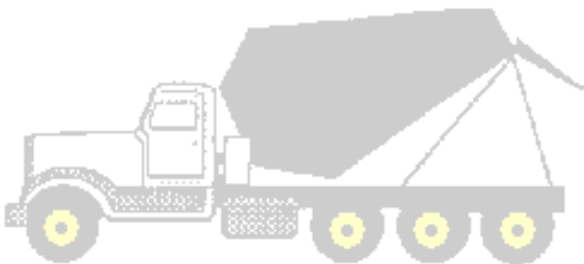
2-3 AXLE PASSENGER BUS

TWO AXLE



# District Four

FOUR + AXLES

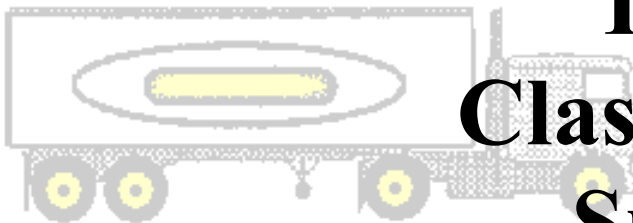


THREE AXLE



## 2004

FOUR or LESS AXLES



# Traffic Classification Surveys

FIVE AXLES



SIX + AXLES



FIVE AXLES



SIX AXLES



SEVEN + AXLES



# District 4

# 2004 Vehicle Classification Summary

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	Start Page
				AF	1	2	3	4	5	6	7	8	9	10	11	12			
Anderson	K-31	K-31 W OF RS-260, AT FR CO LI	7	5	123	84	0	6	5	0	2	12	1	1	0	1	28	240	IV - 7
DH4A17	RS-260, CLARK RD		0.89	2.1%	51.3%	35.0%	0.0%	2.5%	2.1%	0.0%	0.8%	5.0%	0.4%	0.4%	0.0%	0.4%	11.7%	1	
Anderson	K-31	K-31, 2 MI NW OF HARRIS	7	1	252	58.5	6.5	10.5	1	2	6	17	1.5	0	0	0	45	356	IV - 9
DHJ8Q5	NW 2200		0.90	0.3%	70.8%	16.4%	1.8%	2.9%	0.3%	0.6%	1.7%	4.8%	0.4%	0.0%	0.0%	0.0%	12.5%	1	
Anderson	K-31	K-31 E OF DELAWARE RD, S OF HARRIS	7	3.5	202	148	0	27	6	0	4	14	1.5	1.5	0	1	55	409	IV - 11
DJ17E3	RS-11		0.92	0.9%	49.4%	36.2%	0.0%	6.6%	1.5%	0.0%	1.0%	3.4%	0.4%	0.4%	0.0%	0.2%	13.5%	1	
Anderson	K-58	K-58 W OF US-169, N OF COLONY	6	1	239	130	0	29	9	0	8	70	1	0	0	3	120	490	IV - 13
DNV0S7	US-169		0.79	0.2%	48.8%	26.5%	0.0%	5.9%	1.8%	0.0%	1.6%	14.3%	0.2%	0.0%	0.0%	0.6%	24.5%	1	
Anderson	K-31	K-31 W OF KENTUCKY RD, 4 W OF GARNETT	7	11	280	217	0	16.5	9	1.5	3.5	13	2.5	1	0.5	1.5	49	557	IV - 15
DR17H7	MCS-211, KENTUCKY		0.93	2.0%	50.3%	39.0%	0.0%	3.0%	1.6%	0.3%	0.6%	2.3%	0.4%	0.2%	0.1%	0.3%	8.8%	1	
Anderson	K-31	K-31 E OF MISSOURI RD, 1 MI W OF GARNETT	7	7	622	431	0	17.5	12	0.5	7.5	19	3.5	0	0	1	61	1,121	IV - 17
DV4723	MISSOURI RD		0.96	0.6%	55.5%	38.4%	0.0%	1.6%	1.1%	0.0%	0.7%	1.7%	0.3%	0.0%	0.0%	0.1%	5.4%	1	
Anderson	US-169	US-169 NE OF RS-1160, SE OF GREELEY	2	8.75	1746	650.25	31.5	108.75	19.5	10.5	45.25	536.5	6	74	18	10	860	3,265	IV - 19
E579E2	RS-1160, NE 2400th		0.75	0.3%	53.5%	19.9%	1.0%	3.3%	0.6%	0.3%	1.4%	16.4%	0.2%	2.3%	0.6%	0.3%	26.3%	2	
Bourbon	US-54	US-54 E OF 240th ST, E OF FORT SCOTT	2	18.5	2372.5	1166	24	102.5	19.5	20	78.5	396	8	10	0.5	14	673	4,230	IV - 23
F40TU3	240th		0.85	0.4%	56.1%	27.6%	0.6%	2.4%	0.5%	0.5%	1.9%	9.4%	0.2%	0.2%	0.0%	0.3%	15.9%	1	
Chautauqua	K-99	K-99 SE OF RS-1566, NW OF SEDAN	6	1	262	191	2	29	8	1	9	47	0	1	1	0	98	552	IV - 25
BVFBC4	RS-1566, TRAIL		0.86	0.2%	47.5%	34.6%	0.4%	5.3%	1.4%	0.2%	1.6%	8.5%	0.0%	0.2%	0.2%	0.0%	17.8%	1	
Chautauqua	K-99	K-99 NW OF RS-1566, NW OF SEDAN	6	0	259	184	2	38	8	1	9	49	0	2	1	0	110	553	IV - 27
BVFBC8	RS-1566, TRAIL		0.86	0.0%	46.8%	33.3%	0.4%	6.9%	1.4%	0.2%	1.6%	8.9%	0.0%	0.4%	0.2%	0.0%	19.9%	1	
Chautauqua	US-166	US-166 W OF US-166B (W JCT), W OF SEDAN	2	4	718	421	8	48	15	8	28	212	1	7	0	7	334	1,477	IV - 29
BX36G7	US-166B		0.79	0.3%	48.6%	28.5%	0.5%	3.2%	1.0%	0.5%	1.9%	14.4%	0.1%	0.5%	0.0%	0.5%	22.6%	1	
Chautauqua	US-166B, K-99	K-99/US-166B N OF US-166, S OF SEDAN	6	5	1156	826	11	83	23	2	14	60	4	2	0	1	200	2,187	IV - 31
C305L1	US-166		0.94	0.2%	52.9%	37.8%	0.5%	3.8%	1.1%	0.1%	0.6%	2.7%	0.2%	0.1%	0.0%	0.0%	9.1%	1	
Chautauqua	US-166	US-166 E OF K-99, S OF SEDAN	2	7	1179	742	5	109	38	11	44	257	6	3	0	7	480	2,408	IV - 33
C305L3	K-99, US-166B		0.83	0.3%	49.0%	30.8%	0.2%	4.5%	1.6%	0.5%	1.8%	10.7%	0.2%	0.1%	0.0%	0.3%	19.9%	1	

IV-1

# District 4

# 2004 Vehicle Classification Summary

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	Start Page
Site Id	Cross- Route		AF	1	2	3	4	5	6	7	8	9	10	11	12	13			
Chautauqua	K-99	K-99 S OF US-166, S OF SEDAN	6	1	399	387	10	36	12	2	10	57	2	2	0	2	133	920	IV - 35
C305L5	US-166		0.89	0.1%	43.4%	42.1%	1.1%	3.9%	1.3%	0.2%	1.1%	6.2%	0.2%	0.2%	0.0%	0.2%	14.5%	1	
Cherokee	US-160	US-160 E OF RS-1165, 3 MI E OF OSWEGO	6	18	1014	743	15	123	13	18	51	100	2	2	1	11	336	2,111	IV - 37
EE38S3	RS-1165		0.89	0.9%	48.0%	35.2%	0.7%	5.8%	0.6%	0.9%	2.4%	4.7%	0.1%	0.1%	0.0%	0.5%	15.9%	1	
Cherokee	K-171	K-171 E OF US-400 / US-69, S OF PITTSBURG	2	15.5	2965	713.5	27	106.5	63.5	30	77	607	35.5	46.5	4.5	0	998	4,692	IV - 39
F2XEE3	US-69		0.80	0.3%	63.2%	15.2%	0.6%	2.3%	1.4%	0.6%	1.6%	12.9%	0.8%	1.0%	0.1%	0.0%	21.3%	1	
Coffey	K-131	K-131 S OF I-35, N OF LEBO	7	14	1480	757	3	38	9	0	9	35	0	0	0	0	94	2,345	IV - 41
CO1AY5	I-35, US-50		0.97	0.6%	63.1%	32.3%	0.1%	1.6%	0.4%	0.0%	0.4%	1.5%	0.0%	0.0%	0.0%	0.0%	4.0%	1	
Coffey	US-75	US-75 N OF RS-153, N OF NEW STRAWN	2	24	2604.5	1046.5	19.5	104	39	14.5	96.5	434.5	9.5	8	0.5	7	733	4,408	IV - 43
CX16C1	RS-153, 17th RD		0.84	0.5%	59.1%	23.7%	0.4%	2.4%	0.9%	0.3%	2.2%	9.9%	0.2%	0.2%	0.0%	0.2%	16.6%	1	
Coffey	US-75	US-75 N OF 8th RD, S OF BURLINGTON	2	24	1829	957	16	113	17	21	64	440	6	10	1	1	689	3,499	IV - 45
CXA291	8th RD		0.82	0.7%	52.3%	27.4%	0.5%	3.2%	0.5%	0.6%	1.8%	12.6%	0.2%	0.3%	0.0%	0.0%	19.7%	1	
Coffey	US-75	US-75 N OF 14th RD, N OF BURLINGTON	2	46	3480	1493	12	176	59	11	83	444	5	8	0	8	806	5,825	IV - 47
CXA4X1	14th RD		0.87	0.8%	59.7%	25.6%	0.2%	3.0%	1.0%	0.2%	1.4%	7.6%	0.1%	0.1%	0.0%	0.1%	13.8%	1	
Coffey	US-75, K-58	US-75 N OF K-58 (S JCT)	2	16	1651	935	16	147	21	17	80	475	10	9	0	15	790	3,392	IV - 49
CXD0G1	K-58		0.79	0.5%	48.7%	27.6%	0.5%	4.3%	0.6%	0.5%	2.4%	14.0%	0.3%	0.3%	0.0%	0.4%	23.3%	1	
Coffey	K-58	K-58 E OF US-75 (S JCT), S OF BURLINGTON	6	5	674	337	1	49	4	0	17	60	2	2	0	3	138	1,154	IV - 51
CXD0G3	US-75		0.90	0.4%	58.4%	29.2%	0.1%	4.2%	0.3%	0.0%	1.5%	5.2%	0.2%	0.2%	0.0%	0.3%	12.0%	1	
Coffey	US-75	US-75 N OF K-58 (N JCT), S OF BURLINGTON	2	18	1862	838	9	54	24	9	88	449	12	6	0	4	655	3,373	IV - 53
CXD0W1	K-58		0.80	0.5%	55.2%	24.8%	0.3%	1.6%	0.7%	0.3%	2.6%	13.3%	0.4%	0.2%	0.0%	0.1%	19.4%	1	
Coffey	I-35, US-50	I-35 E OF US-75	1	25.5	5810.5	1882	55.5	184	55	27.5	218	2982.5	36.5	132	39	18	3,748	11,466	IV - 55
CXDB32	US-75		0.69	0.2%	50.7%	16.4%	0.5%	1.6%	0.5%	0.2%	1.9%	26.0%	0.3%	1.2%	0.3%	0.2%	32.7%	1	
Coffey	US-75	US-75 N OF RS-2066, S OF OSAGE CO LINE	2	30	2409	999	19.5	124	34	14	98.5	455	8	6	0.5	8.5	768	4,206	IV - 57
CXGAC1	RS-2066		0.83	0.7%	57.3%	23.8%	0.5%	2.9%	0.8%	0.3%	2.3%	10.8%	0.2%	0.1%	0.0%	0.2%	18.3%	1	
Coffey	US-75	US-75 S OF RS-2066, W OF WAVERLY	2	25.5	2445	990	18.5	121.5	33	17.5	79	469	8.5	9.5	0	6	763	4,223	IV - 59
CXGAC5	RS-2066		0.83	0.6%	57.9%	23.4%	0.4%	2.9%	0.8%	0.4%	1.9%	11.1%	0.2%	0.2%	0.0%	0.1%	18.1%	1	

### District 4

### 2004 Vehicle Classification Summary

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	Start Page
Site Id	Cross- Route		AF	1	2	3	4	5	6	7	8	9	10	11	12	13			
Coffey	K-31	K-31 N OF RS-2066, N OF WAVERLY	7	9	378	184	0	16	5	1	8	24	2	0	0	0	56	627	IV - 61
D6PAF1	RS-2066		0.92	1.4%	60.3%	29.3%	0.0%	2.6%	0.8%	0.2%	1.3%	3.8%	0.3%	0.0%	0.0%	0.0%	8.9%	1	
Coffey	K-31	K-31 S OF RS-2066, N OF WAVERLY	7	18	803	386	0	18	26	3	20	28	2	5	0	2	104	1,311	IV - 63
D6PAF5	RS-2066		0.93	1.4%	61.3%	29.4%	0.0%	1.4%	2.0%	0.2%	1.5%	2.1%	0.2%	0.4%	0.0%	0.2%	7.9%	1	
Coffey	K-58	K-58 E OF RS-666, E OF LEROY	6	8	529	308	2	46	2	4	17	66	5	2	0	3	147	992	IV - 65
D840I3	RS-666, UNDERWOOD RD		0.87	0.8%	53.3%	31.0%	0.2%	4.6%	0.2%	0.4%	1.7%	6.7%	0.5%	0.2%	0.0%	0.3%	14.8%	1	
Coffey	K-31	K-31 W OF UNDERWOOD, E OF WAVERLY	7	10	221	143	0	9	33	0	2	11	2	0	0	2	59	433	IV - 67
D849Z7	UNDERWOOD RD		0.91	2.3%	51.0%	33.0%	0.0%	2.1%	7.6%	0.0%	0.5%	2.5%	0.5%	0.0%	0.0%	0.5%	13.6%	1	
Crawford	K-3	K-3 N OF K-146, S OF HEPLAR	7	0	215	183	0	26	14	5	23	34	2	0	1	0	105	503	IV - 69
EIRM81	K-146		0.85	0.0%	42.7%	36.4%	0.0%	5.2%	2.8%	1.0%	4.6%	6.8%	0.4%	0.0%	0.2%	0.0%	20.9%	1	
Crawford	K-146	K-146 W OF K-3, E OF WALNUT	7	1	199	196	0	28	6	3	8	18	1	0	1	2	67	463	IV - 71
EIRM87	K-3		0.90	0.2%	43.0%	42.3%	0.0%	6.0%	1.3%	0.6%	1.7%	3.9%	0.2%	0.0%	0.2%	0.4%	14.5%	1	
Crawford	K-7	K-7 N OF RS-1180, S OF GIRARD	6	6	1938	796	3	68	41	5	42	128	2	0	2	0	291	3,031	IV - 73
ESIA1	RS-1180, 590th		0.92	0.2%	63.9%	26.3%	0.1%	2.2%	1.4%	0.2%	1.4%	4.2%	0.1%	0.0%	0.1%	0.0%	9.6%	1	
Crawford	K-7	K-7 N OF K-277, W OF STATE LAKE	7	3	347	232	2	42	7	6	26	61	5	3	1	2	155	737	IV - 75
ESON01	K-277		0.83	0.4%	47.1%	31.5%	0.3%	5.7%	0.9%	0.8%	3.5%	8.3%	0.7%	0.4%	0.1%	0.3%	21.0%	1	
Crawford	K-277	K-277 E OF K-7, W OF STATE LAKE	7	14	197	106	0	23	12	0	4	8	0	2	0	0	49	366	IV - 77
ESON03	K-7		0.94	3.8%	53.8%	29.0%	0.0%	6.3%	3.3%	0.0%	1.1%	2.2%	0.0%	0.5%	0.0%	0.0%	13.4%	1	
Crawford	K-7	K-7 S OF K-277, W OF STATE LAKE	7	3	456	297	2	47	17	4	28	67	5	2	2	2	176	932	IV - 79
ESON05	K-277, STATE LAKE RD		0.85	0.3%	48.9%	31.9%	0.2%	5.0%	1.8%	0.4%	3.0%	7.2%	0.5%	0.2%	0.2%	0.2%	18.9%	1	
Crawford	K-126, 4th ST	K-126 E OF US-69, IN PITTSBURG	14	31	4753.5	1848	23.5	170.5	47.5	10	65	137	4.5	5.5	0.5	8	472	7,105	IV - 81
F1CGL3	US-69, US-160		0.95	0.4%	66.9%	26.0%	0.3%	2.4%	0.7%	0.1%	0.9%	1.9%	0.1%	0.1%	0.0%	0.1%	6.6%	1	
Crawford	C-4521, MICHIGAN AVE	MICHIGAN AV S OF 9th, IN PITTSBURG	16	4	349	96	0	4	1	0	1	0.5	0.5	1.5	0	0	9	458	IV - 83
F3CGS5	9th ST		0.99	0.9%	76.3%	21.0%	0.0%	0.9%	0.2%	0.0%	0.2%	0.1%	0.1%	0.3%	0.0%	0.0%	1.9%	1	
Elk	US-160	US-160 E OF RS-804, E OF GRENOLA	6	0	204	172	0	32	3	3	34	49	3	1	0	2	127	503	IV - 85
BMLDZ3	RS-804		0.80	0.0%	40.6%	34.2%	0.0%	6.4%	0.6%	0.6%	6.8%	9.7%	0.6%	0.2%	0.0%	0.4%	25.2%	1	

# District 4

# 2004 Vehicle Classification Summary

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	Start Page
Site Id	Cross- Route		AF	1	2	3	4	5	6	7	8	9	10	11	12	13			
Elk	US-160	US-160 W OF RS-804, E OF GRENOLA	6	2	169	205	1	27	1	5	28	53	4	1	0	1	121	497	IV - 87
BMLDZ7	RS-804		0.80	0.4%	34.0%	41.2%	0.2%	5.4%	0.2%	1.0%	5.6%	10.7%	0.8%	0.2%	0.0%	0.2%	24.3%	1	
Elk	K-99	K-99 N OF RS-780, N OF HOWARD	6	2	483	338	8	66	1	5	21	89	2	2	1	2	197	1,020	IV - 89
BWVK81	RS-780, CRISCO RD		0.85	0.2%	47.4%	33.1%	0.8%	6.5%	0.1%	0.5%	2.1%	8.7%	0.2%	0.2%	0.1%	0.2%	19.3%	1	
Elk	K-99	K-99 S OF RS-780, N OF HOWARD	6	0	497	332	7	69	0	4	20	88	3	1	1	4	197	1,026	IV - 91
BWVK85	RS-780, CRISCO RD		0.85	0.0%	48.4%	32.4%	0.7%	6.7%	0.0%	0.4%	1.9%	8.6%	0.3%	0.1%	0.1%	0.4%	19.2%	1	
Elk	US-160	US-160 E OF RS-98, E OF LONGTON	6	0	437	309	3	34	1	1	4	24	1	1	0	0	69	815	IV - 93
CAXET3	RS-98		0.95	0.0%	53.6%	37.9%	0.4%	4.2%	0.1%	0.1%	0.5%	2.9%	0.1%	0.1%	0.0%	0.0%	8.5%	1	
Elk	US-160	US-160 W OF RS-98, E OF LONGTON	6	0	422	358	3	43	6	3	9	23	1	0	0	1	89	869	IV - 95
CAXET7	RS-98		0.94	0.0%	48.6%	41.2%	0.3%	4.9%	0.7%	0.3%	1.0%	2.6%	0.1%	0.0%	0.0%	0.1%	10.2%	1	
Franklin	RS-1928, EISENHOWER RD	EISENHOWER RD N OF 23rd, SW OF OTTAWA	7	22	2129	1149	8	143	31	19	23	48	4	3	0	4	283	3,583	IV - 97
DSYFZ1	RS-1161, 23rd		0.96	0.6%	59.4%	32.1%	0.2%	4.0%	0.9%	0.5%	0.6%	1.3%	0.1%	0.1%	0.0%	0.1%	7.9%	1	
Franklin	K-68, LOGAN	K-68 E OF DAVIS AVE, E OF OTTAWA	6	15.5	5493.5	2210	35	221	90.5	30	83	348	16	1.5	0	5.5	831	8,550	IV - 99
DVDHC3	C-4323, DAVIS		0.92	0.2%	64.3%	25.8%	0.4%	2.6%	1.1%	0.4%	1.0%	4.1%	0.2%	0.0%	0.0%	0.1%	9.7%	1	
Franklin	RS-266, VERMONT RD	RS-266 S OF K-68, 5 MI N OF RANTOUL	7	3.5	602	396.5	13.5	46	6	8	7	5	0	0.5	0.5	2	89	1,091	IV - 101
E64HG5	K-68		0.97	0.3%	55.2%	36.4%	1.2%	4.2%	0.6%	0.7%	0.6%	0.5%	0.0%	0.0%	0.0%	0.2%	8.1%	1	
Franklin	RS-266, VERMONT RD	RS-266 N OF RS-259, 3.5 MI S OF RANTOUL	7	0.5	464.5	297	3.5	33.5	3	9.5	5	3.5	1.5	2.5	0	1.5	64	826	IV - 103
E6AF71	RS-259, JOHN BROWN RD		0.96	0.1%	56.3%	36.0%	0.4%	4.1%	0.4%	1.2%	0.6%	0.4%	0.2%	0.3%	0.0%	0.2%	7.7%	1	
Labette	RS-1140	RS-1140 W OF RS-1139, 2 MI S & 3.5 MI W OF OSWEGO	7	0	15.5	23	0	2.5	1	0	0	0	0	0	0	0	4	42	IV - 105
E767K7	RS-1139		0.99	0.0%	36.9%	54.8%	0.0%	6.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	1	
Linn	K-31	K-31 N OF RS-1481, S OF BLUE MOUND	6	7.5	377.5	277.5	0	4.5	8	0.5	12	24.5	1.5	2.5	0.5	2	56	719	IV - 107
EEM0W1	RS-1481		0.92	1.0%	52.5%	38.6%	0.0%	0.6%	1.1%	0.1%	1.7%	3.4%	0.2%	0.3%	0.1%	0.3%	7.8%	1	
Linn	K-152	K-152 E OF K-7, W OF LACYGNE	7	4.5	263	203.5	2.5	34	11.5	8	5	17	0	2	0.5	1	82	553	IV - 109
ELM8N3	K-7		0.91	0.8%	47.6%	36.8%	0.5%	6.2%	2.1%	1.4%	0.9%	3.1%	0.0%	0.4%	0.1%	0.2%	14.8%	1	
Linn	K-52	K-52 E OF K-31, SW OF MOUND CITY	6	2.5	423.5	289.5	4	41	8	6.5	9	16	1	1.5	2	4	93	809	IV - 111
EOJIG3	K-31		0.93	0.3%	52.4%	35.8%	0.5%	5.1%	1.0%	0.8%	1.1%	2.0%	0.1%	0.2%	0.2%	0.5%	11.5%	1	

# District 4

# 2004 Vehicle Classification Summary

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	Start Page
Site Id	Cross- Route		AF	1	2	3	4	5	6	7	8	9	10	11	12	13			
Linn	K-31	K-31 S OF K-52, SW OF MOUND CITY	7	1	161.5	105	1.5	15	3	4.5	5	3.5	0	0	1	0	34	301	IV - 113
EOJIG5	K-52		0.94	0.3%	53.7%	34.9%	0.5%	5.0%	1.0%	1.5%	1.7%	1.2%	0.0%	0.0%	0.3%	0.0%	11.1%	1	
Linn	K-31	K-31 W OF JCT K-31 / K-52, E OF BLUE MOUND	6	1	314	235.5	5	35	6	4.5	9.5	17	1.5	1	0	2.5	82	633	IV - 115
EOJIG7	K-52		0.92	0.2%	49.6%	37.2%	0.8%	5.5%	0.9%	0.7%	1.5%	2.7%	0.2%	0.2%	0.0%	0.4%	13.0%	1	
Linn	K-7	K-7 N OF RS-408, S OF MOUND CITY	7	8.5	348.5	219.5	0	31	13.5	2.5	5	5	0	2.5	0	2	62	638	IV - 117
ETA0M1	RS-408, 300 RD		0.95	1.3%	54.6%	34.4%	0.0%	4.9%	2.1%	0.4%	0.8%	0.8%	0.0%	0.4%	0.0%	0.3%	9.6%	1	
Linn	K-7	K-7 S OF RS-408, S OF MOUND CITY	7	4.5	247.5	166	0	17.5	11.5	1.5	4	2.5	0	0.5	0	0.5	38	456	IV - 119
ETA0M5	RS-408, 300 RD		0.96	1.0%	54.3%	36.4%	0.0%	3.8%	2.5%	0.3%	0.9%	0.5%	0.0%	0.1%	0.0%	0.1%	8.3%	1	
Linn	US-69	US-69 N OF K-52 (N JCT)	2	22	2785.5	1178.5	33.5	131.5	36.5	14	100.5	793.5	7	51.5	8	11.5	1,188	5,174	IV - 121
F216L1	K-52		0.78	0.4%	53.8%	22.8%	0.6%	2.5%	0.7%	0.3%	1.9%	15.3%	0.1%	1.0%	0.2%	0.2%	23.0%	1	
Miami	US-169	US-169 NE OF K-7, 2 MI S OF OSAWATOMIE	2	37	3754	1625	13	119	30	6	71	536	10	65	20	11	881	6,297	IV - 123
EH7CN2	K-7		0.85	0.6%	59.6%	25.8%	0.2%	1.9%	0.5%	0.1%	1.1%	8.5%	0.2%	1.0%	0.3%	0.2%	14.0%	1	
Miami	K-7	K-7 S OF US-169, 2 MI S OF OSAWATOMIE	7	16	1926	1048	7	95	7	12	21	47	1	1	1	3	195	3,185	IV - 125
EH7CN5	US-169		0.96	0.5%	60.5%	32.9%	0.2%	3.0%	0.2%	0.4%	0.7%	1.5%	0.0%	0.0%	0.0%	0.1%	6.1%	1	
Miami	US-169	US-169 SW OF K-7, 2 MI S OF OSAWATOMIE	2	35	2674	1211	26	116	29	12	58	503	11	67	18	10	850	4,770	IV - 127
EH7CN6	K-7		0.82	0.7%	56.1%	25.4%	0.5%	2.4%	0.6%	0.3%	1.2%	10.5%	0.2%	1.4%	0.4%	0.2%	17.8%	1	
Miami	US-169, K-7	US-169 NE OF K-279, E OF OSAWATOMIE	2	73	6951	2691	32	230	48	16	117	648	13	72	15	20	1,211	10,926	IV - 129
EIJDS2	K-279		0.89	0.7%	63.6%	24.6%	0.3%	2.1%	0.4%	0.1%	1.1%	5.9%	0.1%	0.7%	0.1%	0.2%	11.1%	1	
Miami	K-7	K-7 S OF RS-1024, SE OF OSAWATOMIE	7	5	555	331	0	28	19	4	19	53	4	1	0	4	132	1,023	IV - 131
ELDBB5	RS-1024, 391st		0.89	0.5%	54.3%	32.4%	0.0%	2.7%	1.9%	0.4%	1.9%	5.2%	0.4%	0.1%	0.0%	0.4%	12.9%	1	
Miami	K-7	K-7 W OF K-7 / LOOKOUT RD, SE OF OSAWATOMIE	7	5	764	449	1	55	14	4	25	54	3	3	0	4	163	1,381	IV - 133
ELDBB7	K-7, LOOKOUT RD		0.91	0.4%	55.3%	32.5%	0.1%	4.0%	1.0%	0.3%	1.8%	3.9%	0.2%	0.2%	0.0%	0.3%	11.8%	1	
Miami	RS-1604, OLD KC HWY	RS-1604 NE OF K-68, N OF PAOLA	7	23	1132	667	2	100	24	9	8	7	0	1	0	10	161	1,983	IV - 135
ENYHL2	K-68		0.97	1.2%	57.1%	33.6%	0.1%	5.0%	1.2%	0.5%	0.4%	0.4%	0.0%	0.1%	0.0%	0.5%	8.1%	1	
Miami	K-68	K-68 E OF RS-1604, N OF PAOLA	6	29	3246	1369	6	101	78	24	59	292	7	3	0	8	578	5,222	IV - 137
ENYHL3	RS-1604, OLD KC HWY		0.90	0.6%	62.2%	26.2%	0.1%	1.9%	1.5%	0.5%	1.1%	5.6%	0.1%	0.1%	0.0%	0.2%	11.1%	1	

### District 4

### 2004 Vehicle Classification Summary

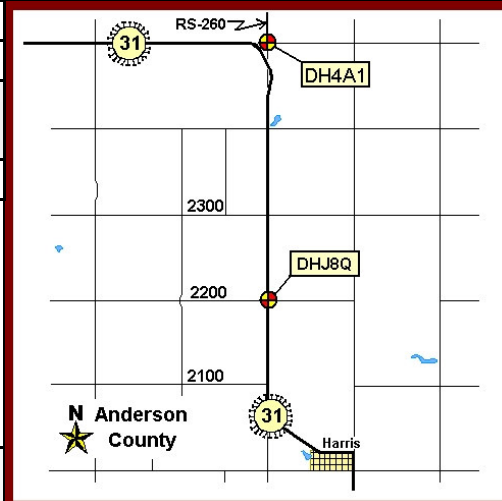
County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	Start Page
Site Id	Cross- Route		AF	1	2	3	4	5	6	7	8	9	10	11	12	13			
Miami	MCS-6107, HEDGE RD	MCS-6107 S OF K-68, N OF PAOLA	8	12	886	320	4	30	7	4	5	0	0	1	0	3	54	1,272	IV - 139
ENYHL5	K-68		0.98	0.9%	69.7%	25.2%	0.3%	2.4%	0.6%	0.3%	0.4%	0.0%	0.0%	0.1%	0.0%	0.2%	4.2%	1	
Miami	RS-1604, OLD KC HWY	RS-1604 SW OF K-68, N OF PAOLA	7	36	2495	1790	7	253	33	25	34	39	6	1	0	8	406	4,727	IV - 141
ENYHL6	K-68		0.97	0.8%	52.8%	37.9%	0.1%	5.4%	0.7%	0.5%	0.7%	0.8%	0.1%	0.0%	0.0%	0.2%	8.6%	1	
Miami	K-68	K-68 W OF RS-1604, N OF PAOLA	6	30	1981	1165	13	186	73	35	59	285	6	3	0	9	669	3,845	IV - 143
ENYHL7	RS-1604, OLD KC HWY		0.86	0.8%	51.5%	30.3%	0.3%	4.8%	1.9%	0.9%	1.5%	7.4%	0.2%	0.1%	0.0%	0.2%	17.4%	1	
Montgomery	US-169	US-169 NE OF US-400, N OF CHERRYVALE	2	10.5	1942.5	440.5	78	85	54	11.5	63	599	21.5	49.5	18.5	2.5	983	3,376	IV - 145
DEFE02	US-400		0.74	0.3%	57.5%	13.0%	2.3%	2.5%	1.6%	0.3%	1.9%	17.7%	0.6%	1.5%	0.5%	0.1%	29.1%	1	
Neosho	US-169, GALVENSTON	US-169 N OF NEOSHO, IN THAYER	2	24	1955	1184.5	29.5	173.5	56	31	82	715.5	27.5	59.5	16	15.5	1,206	4,370	IV - 147
DICIE1	NEOSHO ST		0.75	0.5%	44.7%	27.1%	0.7%	4.0%	1.3%	0.7%	1.9%	16.4%	0.6%	1.4%	0.4%	0.4%	27.6%	1	
Neosho	US-169	US-169 S OF 95th, 0.5 MI N OF THAYER	2	6.9194	1887.61	1025.3	24.903	176.32	81.887	16.903	80.919	578.44	19.597	38.290	16.306	9.0645	1,043	3,962	IV - 149
DICIZ5	95th		0.77	0.2%	47.6%	25.9%	0.6%	4.4%	2.1%	0.4%	2.0%	14.6%	0.5%	1.0%	0.4%	0.2%	26.3%	2	
Woodson	K-105, TORONTO LAKE RD	K-105 S OF US-54, 2 MI N OF TORONTO	7	1	379	178	1	38	0	3	0	3	0	2	0	2	49	607	IV - 153
CILSS5	US-54		0.97	0.2%	62.4%	29.3%	0.2%	6.3%	0.0%	0.5%	0.0%	0.5%	0.0%	0.3%	0.0%	0.3%	8.1%	1	

# 24 Hour Site Summary

## CLASSIFICATION

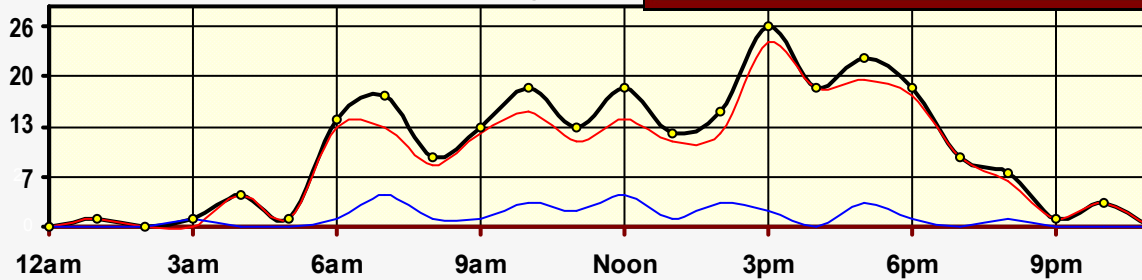
<b>DH4A17</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Anderson County</b>
Rte: K-31		<b>West Leg</b>
XRte: RS-260, CLARK RD		
K-31 W OF RS-260, AT FR CO LI		

## CLASSIFICATION



Peak Hour Traffic	
Total: 3pm	26
Private: 3pm	24
Trucks: Noon	4

**June 2004 (24 Hr Survey)**



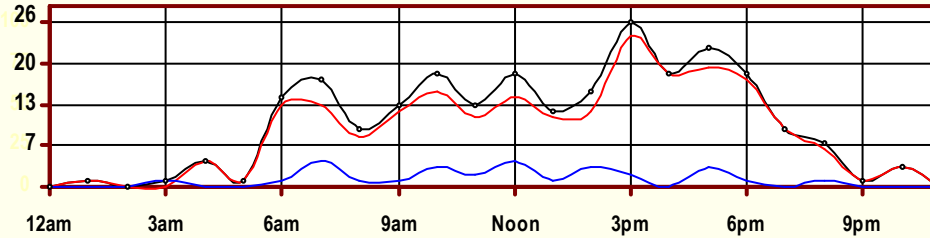
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	1	0	0	0	0	0	0	0
4	4	0	2	2	0	0	0	0	0	0	0	0	0	0
5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6	14	0	8	5	0	1	0	0	0	0	0	0	0	0
7	17	0	8	5	0	0	2	0	0	0	1	0	0	1
8	9	0	4	4	0	0	0	0	1	0	0	0	0	0
9	13	0	8	4	0	0	0	0	0	0	0	1	0	0
10	18	0	9	6	0	1	0	0	0	2	0	0	0	0
11	13	0	7	4	0	1	0	0	0	1	0	0	0	0
12	18	0	9	5	0	0	1	0	1	2	0	0	0	0
13	12	1	4	6	0	0	0	0	0	1	0	0	0	0
14	15	0	6	6	0	1	1	0	0	1	0	0	0	0
15	26	2	12	10	0	0	0	0	0	2	0	0	0	0
16	18	2	11	5	0	0	0	0	0	0	0	0	0	0
17	22	0	13	6	0	1	0	0	0	2	0	0	0	0
18	18	0	9	8	0	0	0	0	0	1	0	0	0	0
19	9	0	6	3	0	0	0	0	0	0	0	0	0	0
20	7	0	3	3	0	1	0	0	0	0	0	0	0	0
21	1	0	1	0	0	0	0	0	0	0	0	0	0	0
22	3	0	1	2	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>240</b>	<b>5</b>	<b>123</b>	<b>84</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>0.89</b>		<b>2.1%</b>	<b>51.3%</b>	<b>35.0%</b>	<b>0.0%</b>	<b>2.5%</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>5.0%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		212 Private 88.3% Unit			11 Single Unit 4.6%					17 Combination Unit 7.1%				
		28 Commercial Unit 11.7%												



# DH4A17

# Classification Summary

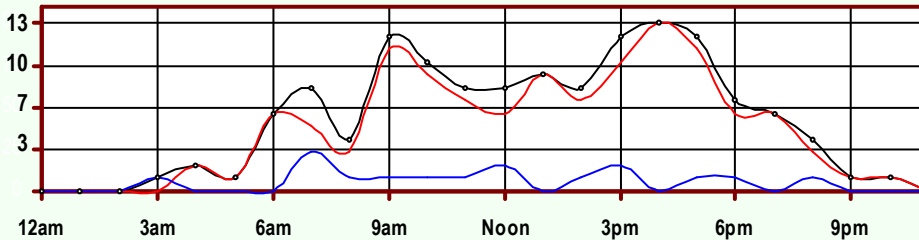
June 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
240	3pm	26
212	Private	24
28	Commercial	2
KFact 0.11	EB: 12	WB: 14

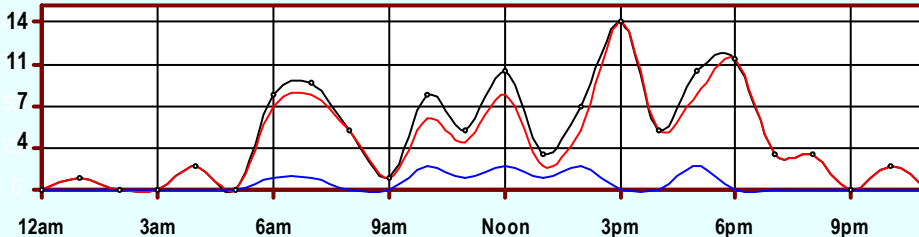
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
240	5	123	84	0	6	5	0	2	12	1	1	0	1
Axle Factor 0.89	212 Private-Unit 88.0%			11 Single-Unit 4.6%			17 Combination-Unit 7.1%						
	28 Commercial-Unit 11.7%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
133	4pm	13
117	Private	13
16	Commercial	0
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
133	2	68	47	0	4	3	0	2	4	1	1	0	1
Axle Factor 0.90	117 Private-Unit 88.0%			7 Single-Unit 5.3%			9 Combination-Unit 6.8%						
	16 Commercial-Unit 12.0%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
107	3pm	14
95	Private	14
12	Commercial	0
KFact 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
107	3	55	37	0	2	2	0	0	8	0	0	0	0
Axle Factor 0.89	95 Private-Unit 88.8%			4 Single-Unit 3.7%			8 Combination-Unit 7.5%						
	12 Commercial-Unit 11.2%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> DH4A17	<b>Event No:</b> 4348	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Anderson County</b>	
<b>West Leg</b>	<b>FC 7</b>	
	Route: K-31	
	X-Route: RS-260, CLARK RD	
K-31 W OF RS-260, AT FR CO LI		
Site Info: Class E		
No Other Surveys on File		

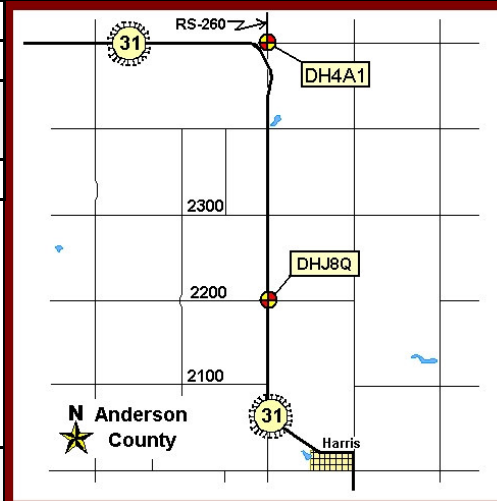
Ln	Start	End	Hrs
31	06/16/04 12:00	06/17/04 11:00	24
71	06/16/04 12:00	06/17/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>DHJ8Q5</b>		<b>Regular</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Anderson County</b>
Rte: K-31		South Leg
XRte: NW 2200		
K-31, 2 MI NW OF HARRIS		

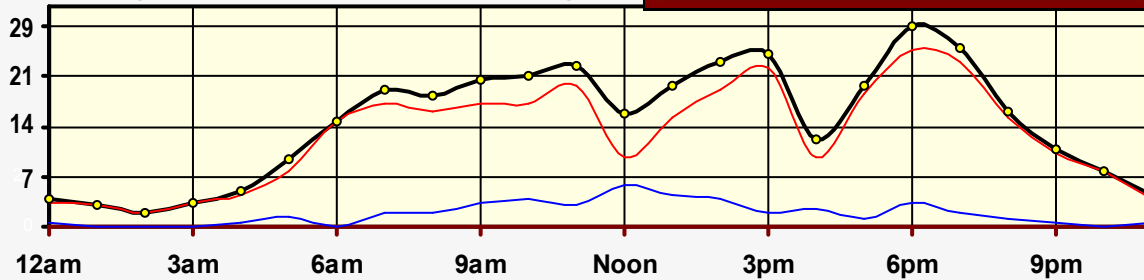
## CLASSIFICATION



### Peak Hour Traffic

Total: 6pm	29
Private: 6pm	25
Trucks: Noon	6

### May 2004 (24 ~ 48 Hr Survey)

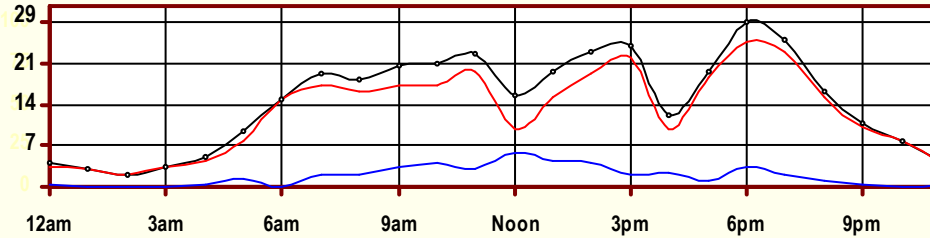


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4	0	3.5	0	0	0	0	0	0	0	0.5	0	0	0
1	3	0	2	1	0	0	0	0	0	0	0	0	0	0
2	2	0	1	1	0	0	0	0	0	0	0	0	0	0
3	3.5	0	3.5	0	0	0	0	0	0	0	0	0	0	0
4	5	0	2	2.5	0	0	0	0	0	0.5	0	0	0	0
5	9.5	0	3.5	4.5	0	0	0	0	0	1.5	0	0	0	0
6	15	0	11	4	0	0	0	0	0	0	0	0	0	0
7	19.5	0	12	5.5	0	1	0	0	0.5	0.5	0	0	0	0
8	18.5	0	13	3.5	0.5	0	0	0	0.5	1	0	0	0	0
9	21	0	15.5	2	0	2	0	0	0	1.5	0	0	0	0
10	21.5	0	14.5	3	0.5	2	0	0	1	0.5	0	0	0	0
11	23	0	13	7	0	2	0	0	0	1	0	0	0	0
12	16	0	6.5	3.5	3.5	0	1	1	0	0.5	0	0	0	0
13	20	0	15	0.5	0.5	2	0	0	1	1	0	0	0	0
14	23.5	0	14.5	5	0.5	0	0	0	1	2.5	0	0	0	0
15	24.5	0	20.5	2	0.5	0	0	0	0	1.5	0	0	0	0
16	12.5	0	8	2	0	0	0	1	1.5	0	0	0	0	0
17	20	0	17.5	1.5	0	0	0	0	0	1	0	0	0	0
18	28.5	0	21.5	3.5	0.5	1	0	0	0	1	1	0	0	0
19	25.5	1	22	0.5	0	0.5	0	0	0	1.5	0	0	0	0
20	16.5	0	11.5	4	0	0	0	0	0	1	0	0	0	0
21	11	0	10	0.5	0	0	0	0	0.5	0	0	0	0	0
22	8	0	7.5	0.5	0	0	0	0	0	0	0	0	0	0
23	4.5	0	3	1	0	0	0	0	0	0.5	0	0	0	0
<b>AF</b>	<b>356</b>	<b>1</b>	<b>252</b>	<b>58.5</b>	<b>6.5</b>	<b>10.5</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>17</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>0.90</b>		<b>0.3%</b>	<b>70.8%</b>	<b>16.4%</b>	<b>1.8%</b>	<b>2.9%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>1.7%</b>	<b>4.8%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>311.5 Private 87.5% Unit</b>			<b>20 Single Unit 5.6%</b>					<b>24.5 Combination Unit 6.9%</b>				
		<b>44.5 Commercial Unit 12.5%</b>												

# DHJ8Q5

# Classification Summary

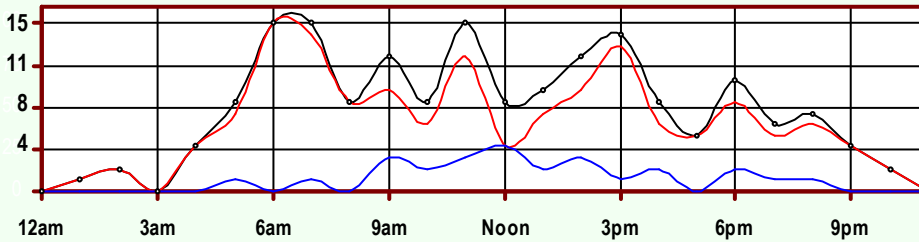
May 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
702	6pm	29
606	Private	25
97	Commercial	4
KFact 0.04	NB: 10	SB: 18.5

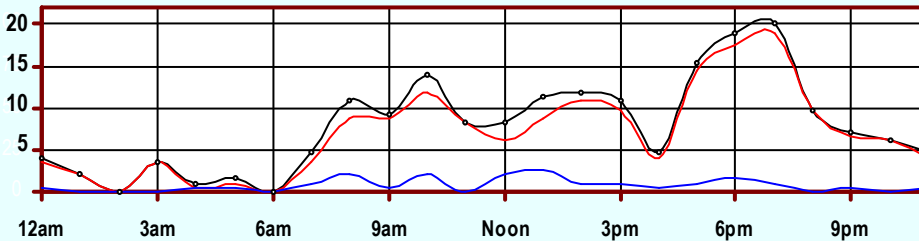
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
702	3	452	151	11	27	3	6	12	35	4	0	0	0
Axle Factor 0.90	0.4%	64.4%	21.4%	1.5%	3.8%	0.4%	0.9%	1.7%	5.0%	0.5%	0.0%	0.0%	0.0%
	606 Private-Unit 85.0%			46 Single-Unit 6.6%				51 Combination-Unit 7.2%					
	97 Commercial-Unit 13.7%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
519	6am	15
441	Private	15
78	Commercial	0
KFact 0.03		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
519	3	300	138	6	24	3	6	9	27	3	0	0	0
Axle Factor 0.89	0.6%	57.8%	26.6%	1.2%	4.6%	0.6%	1.2%	1.7%	5.2%	0.6%	0.0%	0.0%	0.0%
	441 Private-Unit 85.0%			39 Single-Unit 7.5%				39 Combination-Unit 7.5%					
	78 Commercial-Unit 15.0%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
183	7pm	20
165	Private	19
19	Commercial	1
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
183	0	152	13	5	3	0	0	3	8	1	0	0	0
Axle Factor 0.91	0.0%	83.1%	6.8%	2.5%	1.4%	0.0%	0.0%	1.6%	4.4%	0.3%	0.0%	0.0%	0.0%
	165 Private-Unit 89.9%			7 Single-Unit 3.8%				12 Combination-Unit 6.3%					
	19 Commercial-Unit 10.1%												

## SITE INFORMATION

Id: DHJ8Q5	Event No: 4764	Type: Regular
District 4	Anderson County	
South Leg	Route: K-31	FC 7
	X-Route: NW 2200	
K-31, 2 MI NW OF HARRIS		
Site Info: Reg-Grp(2), WIM, Class E		
Also: 5/7/01; 5/4/98; 5/8/95		
24 Hrs NB, 48 Hrs SB		

## 2 Lanes

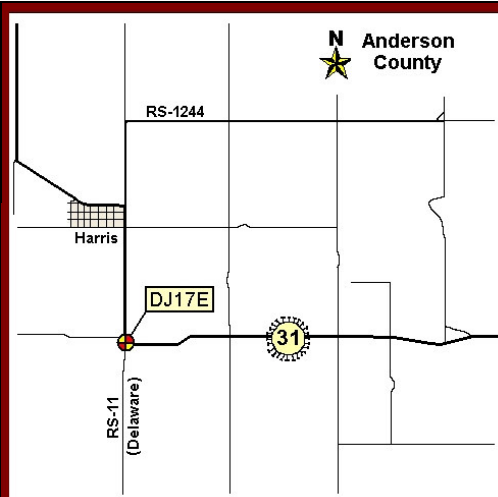
Ln	Start	End	Hrs
11	05/12/04 12:00	05/13/04 11:00	24
51	05/11/04 12:00	05/13/04 11:00	48

# 24 Hour Site Summary

## CLASSIFICATION

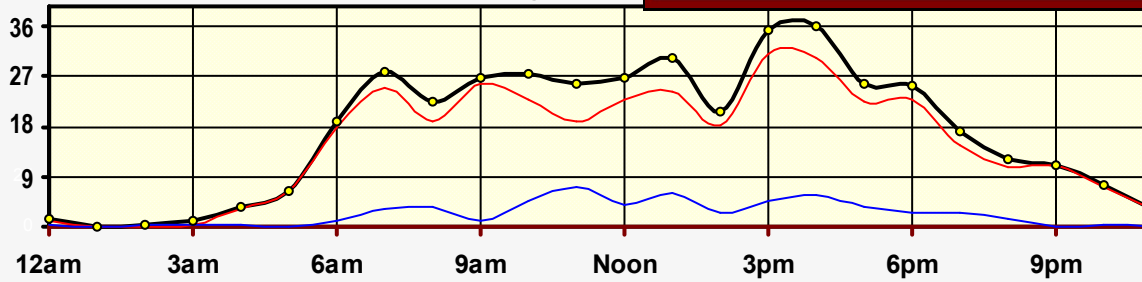
## CLASSIFICATION

<b>DJ17E3</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Anderson County</b>
Rte: K-31		<b>East Leg</b>
XRte: RS-11		
K-31 E OF DELAWARE RD, S OF HARRIS		



Peak Hour Traffic	
Total: 4pm	36
Private: 3pm	31
Trucks: 11am	7

**June 2004 (48 Hr Survey)**

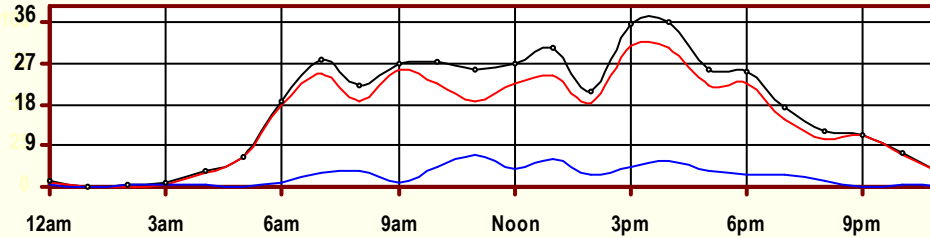


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	1.5	0	1	0	0	0	0	0	0	0.5	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0.5	0	0	0	0	0.5	0	0	0	0	0	0	0	0
3	1	0	0.5	0	0	0	0.5	0	0	0	0	0	0	0
4	3.5	0	1.5	1.5	0	0	0	0	0.5	0	0	0	0	0
5	6.5	0	3.5	3	0	0	0	0	0	0	0	0	0	0
6	18.5	0	10	7.5	0	1	0	0	0	0	0	0	0	0
7	27.5	0	16.5	8	0	0.5	1	0	0.5	0.5	0.5	0	0	0
8	22	0	11	7.5	0	1	0.5	0	1	0.5	0	0	0	0.5
9	26.5	0	11.5	14	0	0.5	0	0	0	0.5	0	0	0	0
10	27	0	11.5	11	0	2	0	0	0.5	1.5	0.5	0	0	0
11	25.5	0	11.5	7	0	4.5	0.5	0	0	1.5	0	0.5	0	0
12	26.5	1	11	10.5	0	1.5	1	0	0.5	1	0	0	0	0
13	30	0	12	12	0	2.5	1.5	0	0.5	1.5	0	0	0	0
14	20.5	0	9	9	0	2	0	0	0	0.5	0	0	0	0
15	35	1	17.5	12	0	2	0.5	0	0.5	1	0	0.5	0	0
16	35.5	1.5	18.5	10	0	4.5	0	0	0	1	0	0	0	0
17	25.5	0	13	9	0	0.5	0	0	0	2	0	0.5	0	0.5
18	25	0	16	6.5	0	1.5	0.5	0	0	0.5	0	0	0	0
19	17	0	9	5.5	0	1	0	0	0	1	0.5	0	0	0
20	12	0	6.5	4	0	1	0	0	0	0.5	0	0	0	0
21	11	0	4.5	6.5	0	0	0	0	0	0	0	0	0	0
22	7.5	0	5	2	0	0.5	0	0	0	0	0	0	0	0
23	3	0	1.5	1.5	0	0	0	0	0	0	0	0	0	0
AF	409	3.5	202	148	0	27	6	0	4	14	1.5	1.5	0	1
0.92		0.9%	49.4%	36.2%	0.0%	6.6%	1.5%	0.0%	1.0%	3.4%	0.4%	0.4%	0.0%	0.2%
<b>SITE RECAP</b>		353.5 Private 86.5% Unit			33 Single Unit 8.1%					22 Combination Unit 5.4%				
		55 Commercial Unit 13.5%												

**DJ17E3**

**Classification Summary**

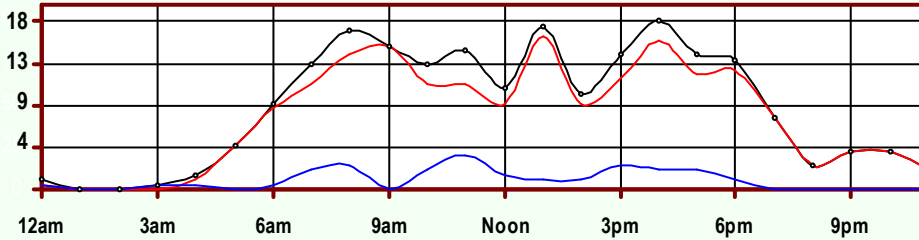
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
409	4pm	36
354	Private	30
55	Commercial	6
KFact 0.09	EB: 17.5	WB: 18

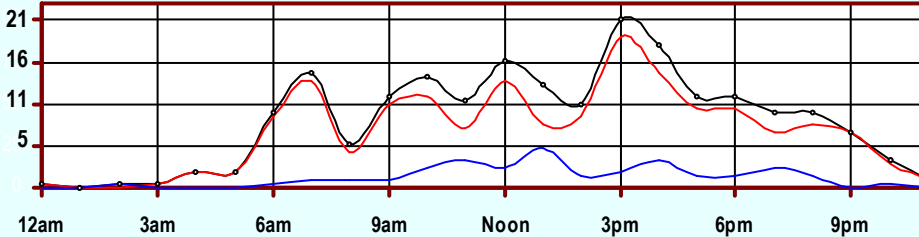
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
409	4	202	148	0	27	6	0	4	14	2	2	0	1
Axle Factor 0.92	354 Private-Unit 88.8%			33 Single-Unit 8.1%			22 Combination-Unit 5.4%						
	55 Commercial-Unit 13.5%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
205	4pm	18
182	Private	16
23	Commercial	2
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
205	2	109	72	0	11	3	0	2	5	1	2	0	1
Axle Factor 0.93	182 Private-Unit 88.8%			14 Single-Unit 6.6%			10 Combination-Unit 4.6%						
	23 Commercial-Unit 11.2%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
204	3pm	21
172	Private	19
32	Commercial	2
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
204	2	94	77	0	17	3	0	2	10	1	0	0	1
Axle Factor 0.91	172 Private-Unit 84.3%			20 Single-Unit 9.6%			13 Combination-Unit 6.1%						
	32 Commercial-Unit 15.7%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> DJ17E3	<b>Event No:</b> 4524	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Anderson County</b>	
<b>East Leg</b>	<b>FC 7</b>	
	Route: K-31	
	X-Route: RS-11	
K-31 E OF DELAWARE RD, S OF HARRIS		
Site Info: Class E		
No Other Surveys on File		

Ln	Start	End	Hrs
31	06/15/04 15:00	06/17/04 14:00	48
71	06/15/04 15:00	06/17/04 14:00	48

# 24 Hour Site Summary

## CLASSIFICATION

## CLASSIFICATION

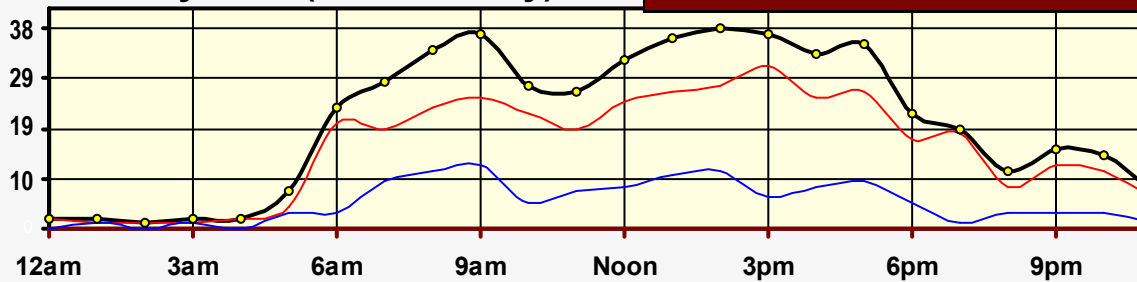
<b>DNV0S7</b>		<b>Supplemental</b>
<b>FC 6</b>	<b>Dist 4</b>	<b>Anderson County</b>
Rte: K-58		<b>West Leg</b>
XRte: US-169		
K-58 W OF US-169, N OF COLONY		



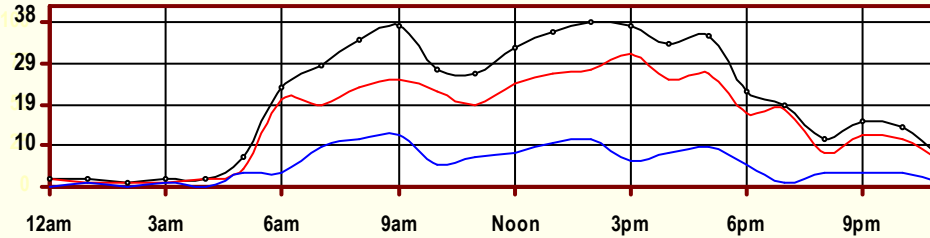
### Peak Hour Traffic

Total: 2pm	38
Private: 3pm	31
Trucks: 9am	12

### July 2004 (24 Hr Survey)



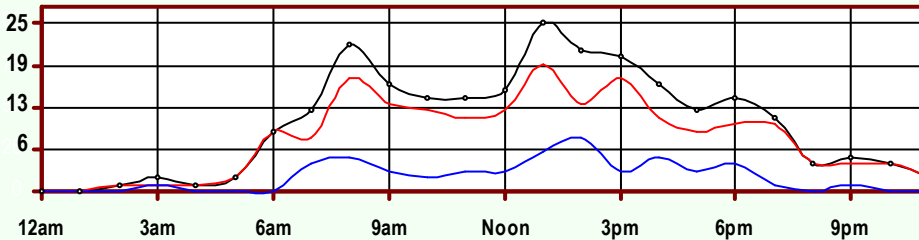
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	1	1	0	0	0	0	0	0	0	0	0	0
1	2	0	0	1	0	0	0	0	0	0	1	0	0	0
2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3	2	0	1	0	0	0	0	0	0	1	0	0	0	0
4	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5	7	0	4	0	0	1	0	0	0	2	0	0	0	0
6	23	0	12	8	0	2	0	0	0	1	0	0	0	0
7	28	0	15	4	0	4	0	0	0	5	0	0	0	0
8	34	0	12	11	0	1	1	0	0	9	0	0	0	0
9	37	0	14	11	0	5	0	0	1	6	0	0	0	0
10	27	0	15	7	0	1	0	0	1	2	0	0	0	1
11	26	1	12	6	0	1	1	0	1	4	0	0	0	0
12	32	0	14	10	0	1	2	0	0	5	0	0	0	0
13	36	0	17	9	0	2	2	0	0	6	0	0	0	0
14	38	0	21	6	0	2	1	0	1	7	0	0	0	0
15	37	0	18	13	0	2	1	0	0	3	0	0	0	0
16	33	0	15	10	0	2	1	0	0	4	0	0	0	1
17	35	0	19	7	0	1	0	0	1	7	0	0	0	0
18	22	0	9	8	0	3	0	0	1	0	0	0	0	1
19	19	0	13	5	0	0	0	0	0	1	0	0	0	0
20	11	0	6	2	0	0	0	0	0	3	0	0	0	0
21	15	0	7	5	0	0	0	0	1	2	0	0	0	0
22	14	0	8	3	0	0	0	0	1	2	0	0	0	0
23	7	0	5	1	0	1	0	0	0	0	0	0	0	0
<b>AF</b>	<b>490</b>	<b>1</b>	<b>239</b>	<b>130</b>	<b>0</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>0.79</b>		<b>0.2%</b>	<b>48.8%</b>	<b>26.5%</b>	<b>0.0%</b>	<b>5.9%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>14.3%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>
<b>SITE RECAP</b>		370 Private 75.5% Unit			38 Single Unit 7.8%					82 Combination Unit 16.7%				
		120 Commercial Unit 24.5%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
490	2pm	38
370	Private	27
120	Commercial	11
KFact 0.08	EB: 21	WB: 17

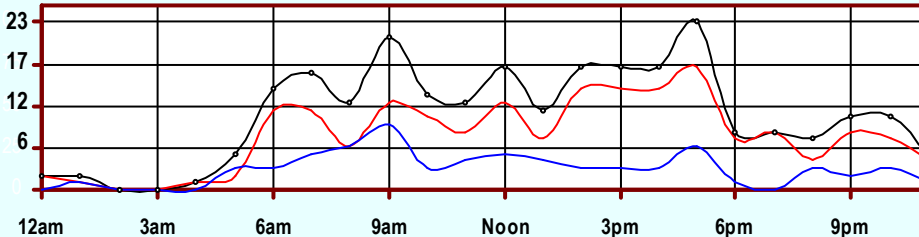
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
490	1	239	130	0	29	9	0	8	70	1	0	0	3
Axle Factor 0.79	370 Private-Unit 78.5%			38 Single-Unit 7.8%				82 Combination-Unit 16.7%					
	120 Commercial-Unit 24.5%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
242	1pm	25
190	Private	19
52	Commercial	6
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
242	1	126	63	0	13	4	0	1	32	0	0	0	2
Axle Factor 0.81	190 Private-Unit 78.5%			17 Single-Unit 7.0%				35 Combination-Unit 14.5%					
	52 Commercial-Unit 21.5%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
248	5pm	23
180	Private	17
68	Commercial	6
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
248	0	113	67	0	16	5	0	7	38	1	0	0	1
Axle Factor 0.78	180 Private-Unit 72.6%			21 Single-Unit 8.5%				47 Combination-Unit 19.0%					
	68 Commercial-Unit 27.4%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> DNV0S7	<b>Event No:</b> 4525	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Anderson County</b>	
<b>West Leg</b>	<b>FC 6</b>	
	Route: K-58	
	X-Route: US-169	
K-58 W OF US-169, N OF COLONY		
Site Info: Class D		
No Other Surveys on File		

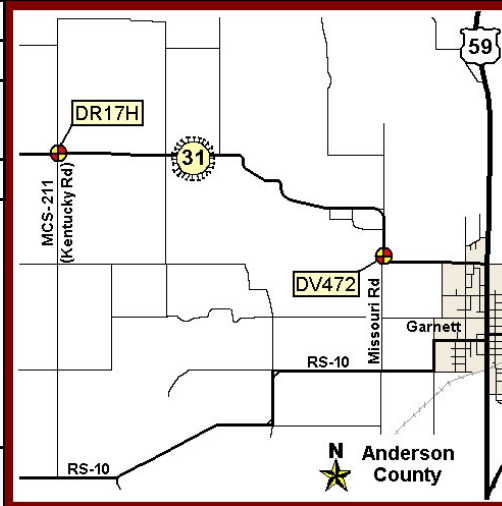
Ln	Start	End	Hrs
31	07/06/04 12:00	07/07/04 11:00	24
71	07/06/04 12:00	07/07/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

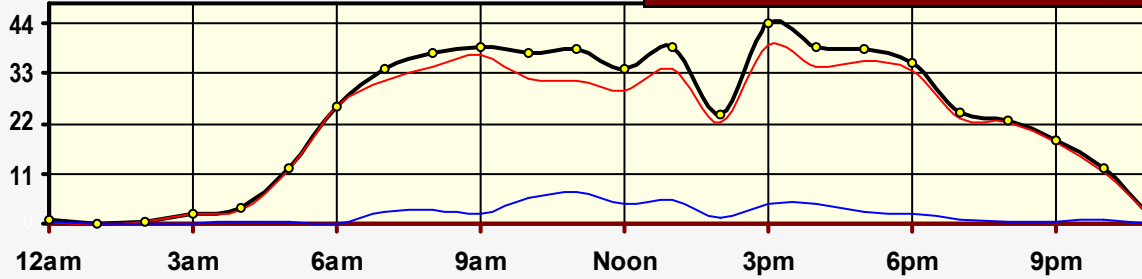
## CLASSIFICATION

<b>DR17H7</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Anderson County</b>
Rte: K-31		<b>West Leg</b>
XRte: MCS-211, KENTUCKY		
K-31 W OF KENTUCKY RD, 4 W OF GARNETT		



Peak Hour Traffic	
Total: 3pm	44
Private: 3pm	39
Trucks: 11am	7

**June 2004 (48 Hr Survey)**



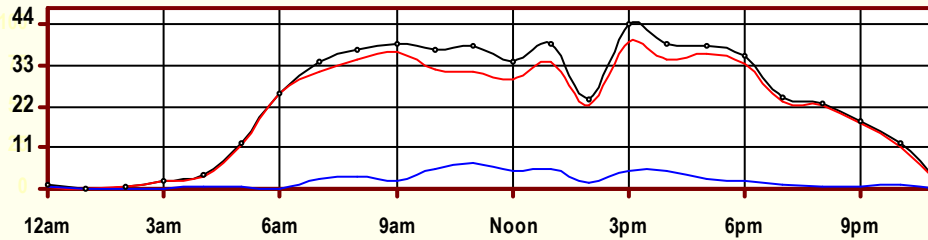
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	1	0	0.5	0	0	0	0	0	0	0.5	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
3	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
4	3.5	0	0.5	2.5	0	0	0.5	0	0	0	0	0	0	0
5	12	0	5.5	6	0	0	0	0	0.5	0	0	0	0	0
6	25.5	0	14	11.5	0	0	0	0	0	0	0	0	0	0
7	33.5	1.5	18	11.5	0	0	1	0.5	0	0.5	0.5	0	0	0
8	37	0	17	17	0	0	1	0	1	0.5	0	0	0	0.5
9	38.5	1	17.5	18	0	0	1.5	0	0	0.5	0	0	0	0
10	37	0.5	13.5	17.5	0	1	1.5	0	0.5	1.5	0.5	0	0	0.5
11	38	0.5	12	18.5	0	4.5	0.5	0	0	1.5	0.5	0	0	0
12	33.5	1.5	17.5	10	0	1.5	0.5	0.5	0.5	1	0	0	0	0.5
13	38.5	0	19	14.5	0	2	1.5	0	0	1	0.5	0	0	0
14	23.5	0	11.5	10.5	0	0.5	0	0	0	1	0	0	0	0
15	43.5	1	23.5	14.5	0	2.5	0.5	0	1	0.5	0	0	0	0
16	38.5	2	22.5	9.5	0	2.5	0	0	0	1	0	0.5	0.5	0
17	38	0.5	22	13	0	0.5	0	0	0	2	0	0	0	0
18	35	0.5	22.5	10	0	0.5	0.5	0.5	0	0	0	0.5	0	0
19	24	0.5	14	8.5	0	0	0	0	0	0.5	0.5	0	0	0
20	22.5	0.5	11	10.5	0	0	0	0	0	0.5	0	0	0	0
21	18	1	8.5	8	0	0.5	0	0	0	0	0	0	0	0
22	12	0	7.5	3.5	0	0.5	0	0	0	0.5	0	0	0	0
23	1.5	0	0.5	1	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>557</b>	<b>11</b>	<b>280</b>	<b>217</b>	<b>0</b>	<b>16.5</b>	<b>9</b>	<b>1.5</b>	<b>3.5</b>	<b>13</b>	<b>2.5</b>	<b>1</b>	<b>0.5</b>	<b>1.5</b>
<b>0.93</b>		<b>2.0%</b>	<b>50.3%</b>	<b>39.0%</b>	<b>0.0%</b>	<b>3.0%</b>	<b>1.6%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>2.3%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		508 Private 91.2% Unit				27 Single Unit 4.8%				22 Combination Unit 3.9%				
49 Commercial Unit 8.8%														



**DR17H7**

**Classification Summary**

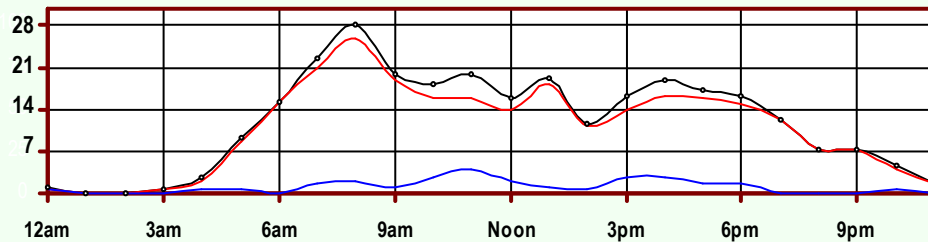
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
557	3pm	44
508	Private	39
49	Commercial	5
KFact 0.08	EB: 16	WB: 27.5

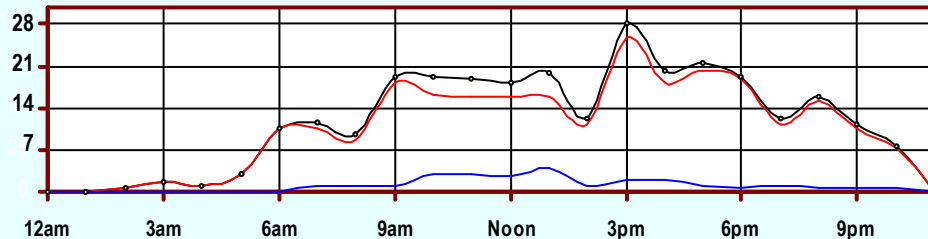
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
557	11	280	217	0	17	9	2	4	13	3	1	1	2
Axle Factor 0.93	508 Private-Unit 91.3%			27 Single-Unit 4.8%				22 Combination-Unit 3.9%					
	49 Commercial-Unit 8.8%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
280	8am	28
256	Private	26
25	Commercial	2
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
280	5	143	108	0	8	5	1	3	4	2	1	1	1
Axle Factor 0.93	256 Private-Unit 91.3%			14 Single-Unit 4.8%				11 Combination-Unit 3.9%					
	25 Commercial-Unit 8.8%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
277	3pm	28
253	Private	26
25	Commercial	2
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
277	6	137	110	0	9	5	1	1	9	1	0	0	1
Axle Factor 0.93	253 Private-Unit 91.2%			14 Single-Unit 4.9%				11 Combination-Unit 4.0%					
	25 Commercial-Unit 8.8%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> DR17H7	<b>Event No:</b> 4526	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Anderson County</b>	
<b>West Leg</b>	<b>FC 7</b>	
	Route: K-31	
	X-Route: MCS-211, KENTUCKY	
K-31 W OF KENTUCKY RD, 4 W OF GARNETT		
Site Info: Class E		
No Other Surveys on File		

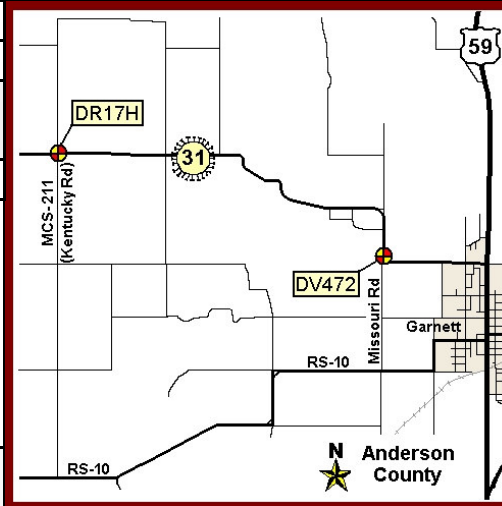
Ln	Start	End	Hrs
31	06/15/04 15:00	06/17/04 14:00	48
71	06/15/04 15:00	06/17/04 14:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>DV4723</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Anderson County</b>
<b>Rte: K-31</b>	<b>East Leg</b>
<b>XRte: MISSOURI RD</b>	
<b>K-31 E OF MISSOURI RD, 1 MI W OF GARNETT</b>	

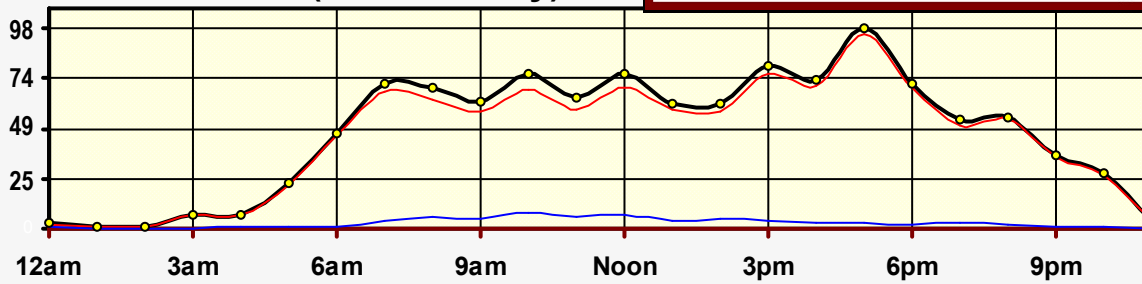
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 5pm</b>	<b>98</b>
<b>Private: 5pm</b>	<b>95</b>
<b>Trucks: 10am</b>	<b>8</b>

### June 2004 (48 Hr Survey)

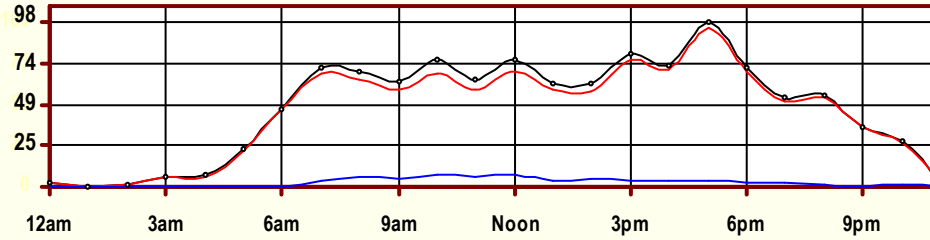


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2.5	0	2	0	0	0	0	0	0	0.5	0	0	0	0
1	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0
3	6.5	0	6	0.5	0	0	0	0	0	0	0	0	0	0
4	7	0	2.5	4	0	0	0.5	0	0	0	0	0	0	0
5	22	0	11	10.5	0	0	0	0	0.5	0	0	0	0	0
6	46.5	0	27	19	0	0.5	0	0	0	0	0	0	0	0
7	70.5	0	44.5	22.5	0	0	1.5	0	1	0.5	0.5	0	0	0
8	69	0	33.5	30	0	0.5	1.5	0	0.5	2.5	0	0	0	0.5
9	62.5	0	29.5	28	0	1.5	2	0	0	1.5	0	0	0	0
10	75.5	0.5	34	33.5	0	1	1.5	0	1	3.5	0.5	0	0	0
11	64	0	30.5	28	0	2.5	0.5	0	0	2	0.5	0	0	0
12	75.5	1.5	38.5	28.5	0	3	1	0.5	0.5	1	1	0	0	0
13	61.5	0.5	32.5	25	0	2	0	0	0.5	0.5	0	0	0	0.5
14	61.5	0	32	25	0	1	0.5	0	1.5	1	0.5	0	0	0
15	79.5	1	45	30	0	1.5	0.5	0	0.5	1	0	0	0	0
16	72.5	2	36.5	31	0	0	1	0	1	1	0	0	0	0
17	98	0.5	65.5	29	0	1	0	0	0	2	0	0	0	0
18	71	1	47	21	0	1	0.5	0	0.5	0	0	0	0	0
19	53	0	31.5	19	0	0.5	1	0	0	0.5	0.5	0	0	0
20	54.5	0	31.5	21.5	0	0.5	0	0	0	1	0	0	0	0
21	35.5	0	22	13	0	0.5	0	0	0	0	0	0	0	0
22	27	0	15.5	10.5	0	0.5	0	0	0	0.5	0	0	0	0
23	4	0	3	1	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>1,121</b>	<b>7</b>	<b>622</b>	<b>431</b>	<b>0</b>	<b>17.5</b>	<b>12</b>	<b>0.5</b>	<b>7.5</b>	<b>19</b>	<b>3.5</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>0.96</b>		<b>0.6%</b>	<b>55.5%</b>	<b>38.4%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		<b>1,060 Private 94.6% Unit</b>			<b>30 Single Unit 2.7%</b>					<b>31 Combination Unit 2.8%</b>				
<b>61 Commercial Unit 5.4%</b>														

DV4723

Classification Summary

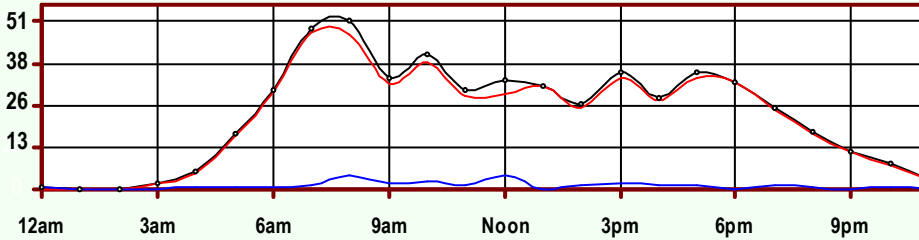
June 2004



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,121	5pm	98
1,060	Private	95
61	Commercial	3
KFact 0.09	EB: 35.5	WB: 62.5

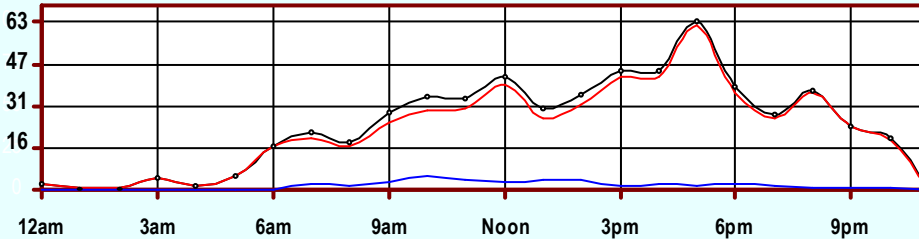
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,121	7	622	431	0	18	12	1	8	19	4	0	0	1
Axle Factor 0.96	0.6%	55.5%	38.4%	0.0%	1.6%	1.1%	0.0%	0.7%	1.7%	0.3%	0.0%	0.0%	0.1%
	1,060 Private-Unit 95.4%			30 Single-Unit 2.7%				31 Combination-Unit 2.8%					
	61 Commercial-Unit 5.4%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
547	8am	51
522	Private	47
25	Commercial	4
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
547	3	312	207	0	5	7	1	3	8	2	0	0	1
Axle Factor 0.96	0.5%	57.0%	37.8%	0.0%	0.8%	1.2%	0.1%	0.5%	1.5%	0.4%	0.0%	0.0%	0.1%
	522 Private-Unit 95.4%			12 Single-Unit 2.1%				14 Combination-Unit 2.5%					
	25 Commercial-Unit 4.6%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
574	5pm	63
538	Private	61
36	Commercial	2
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
574	4	310	224	0	13	6	0	5	11	2	0	0	1
Axle Factor 0.95	0.7%	54.0%	39.0%	0.0%	2.3%	1.0%	0.0%	0.8%	1.9%	0.3%	0.0%	0.0%	0.1%
	538 Private-Unit 93.7%			19 Single-Unit 3.2%				18 Combination-Unit 3.0%					
	36 Commercial-Unit 6.3%												

SITE INFORMATION

2 Lanes

<b>Id:</b> DV4723	<b>Event No:</b> 4352	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Anderson County</b>	
<b>East Leg</b>	<b>Route:</b> K-31	<b>FC</b> 7
	<b>X-Route:</b> MISSOURI RD	
<b>K-31 E OF MISSOURI RD, 1 MI W OF GARNETT</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

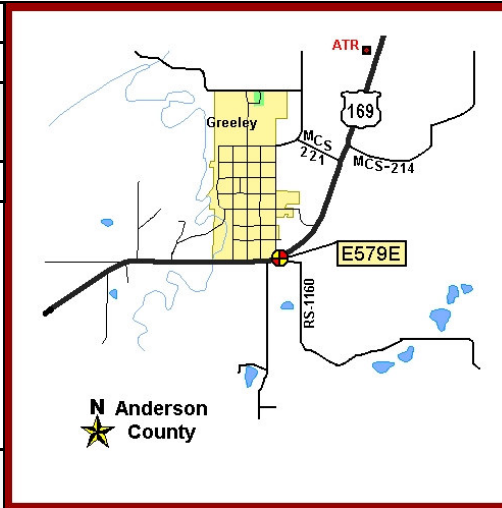
Ln	Start	End	Hrs
31	06/15/04 13:00	06/17/04 12:00	48
71	06/15/04 13:00	06/17/04 12:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>E579E2</b>		<b>Regular</b>
<b>FC 2</b>	<b>Dist 4</b>	<b>Anderson County</b>
<b>Rte: US-169</b>		<b>North-East Leg</b>
<b>XRte: RS-1160, NE 2400th</b>		
<b>US-169 NE OF RS-1160, SE OF GREELEY</b>		

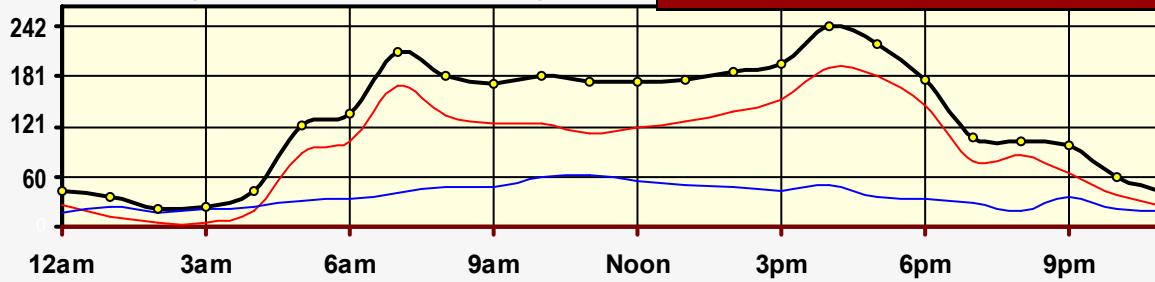
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>242</b>
<b>Private: 4pm</b>	<b>191</b>
<b>Trucks: 11am</b>	<b>63</b>

### May 2004 (48 Hr Survey)

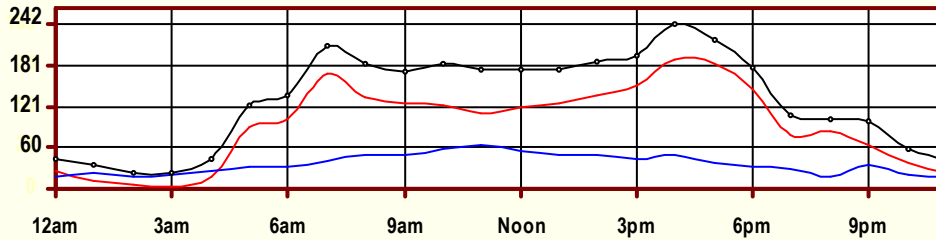


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	42.5	1	17.5	7	0	0.5	0	0	1	7.5	0	7	1	0
1	35.5	0.5	7	4.5	1	2	0	0	1.5	9.5	0.5	6	3	0
2	22.5	0	3.5	1.5	0	0.5	0.5	0	1	11.5	0	2.5	1.5	0
3	24.5	0.5	1.5	2	0.5	0.5	0	0	0	18	0	1	0.5	0
4	43.5	0	14.5	4	0.5	1	0	0	0.5	18	0	4	1	0
5	121.5	0.5	82	7	0	0.5	0.5	0	0.5	23	0.5	6.5	0.5	0
6	136.5	0.5	90.5	12	0.5	2	0	0	1	25	0	4	1	0
7	210.5	0	147	22	3	8	1.5	0.5	0.5	25.5	0.5	0.5	1	0.5
8	182.5	0	110	23.5	2	8.5	0.5	2.5	2	29.5	0	3.5	0.5	0
9	173.5	0	102.5	22	1.5	8.5	1.5	0.5	1.5	33	1.5	1	0	0
10	182.5	0	102.5	21	0.5	8	5	1.5	1.5	38	0.5	4	0	0
11	174.5	0.5	82.5	28.5	2	10	3	1	2	37.5	1	5	0	1.5
12	174	0	94.5	24.5	1	9.5	1.5	2.5	3.5	32.5	0	4.5	0	0
13	176	0	94	32.5	1	8.5	1	0.5	2	31	0.5	5	0	0
14	187	1	105	32.5	4.5	5.5	1.5	0.5	2	30.5	0.5	3	0	0.5
15	196	0	124.5	27.5	1	10	0.5	0	3	28.5	0.5	0.5	0	0
16	241.5	0	154.5	36.5	1	12.5	1.5	1.5	3.5	26	0.5	2.5	0	1.5
17	219.5	0	140.5	42	3.5	8.5	0	0.5	0.5	22.5	0.5	0.5	0	0.5
18	177.5	0	108.5	36.5	4	6.5	1.5	0.5	1.5	17	0.5	0.5	0.5	0
19	107	0	62	16	0	2	0	0.5	1.5	24	0	0	0.5	0.5
20	103.5	0.5	66	19	0.5	1	0	0.5	0.5	14	0	1	0.5	0
21	99	0	51	12.5	1	1.5	0	0	1.5	24.5	0.5	2.5	3.5	0.5
22	59.5	0	27.5	10.5	2	1.5	0.5	0	0.5	11.5	0	4.5	1	0
23	41.5	0	19	4.5	0	1.5	0.5	0	0.5	11	0.5	2.5	1	0.5
<b>AF</b>	<b>3,132</b>	<b>5</b>	<b>1,808</b>	<b>449.5</b>	<b>31</b>	<b>118.5</b>	<b>21</b>	<b>13</b>	<b>33.5</b>	<b>549</b>	<b>8.5</b>	<b>72</b>	<b>17</b>	<b>6</b>
<b>0.75</b>		<b>0.2%</b>	<b>57.7%</b>	<b>14.4%</b>	<b>1.0%</b>	<b>3.8%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>1.1%</b>	<b>17.5%</b>	<b>0.3%</b>	<b>2.3%</b>	<b>0.5%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>2,262.5 Private 72.2% Unit</b>			<b>183.5 Single Unit 5.9%</b>					<b>686 Combination Unit 21.9%</b>				
		<b>869.5 Commercial Unit 27.8%</b>												

**E579E2**

**Classification Summary**

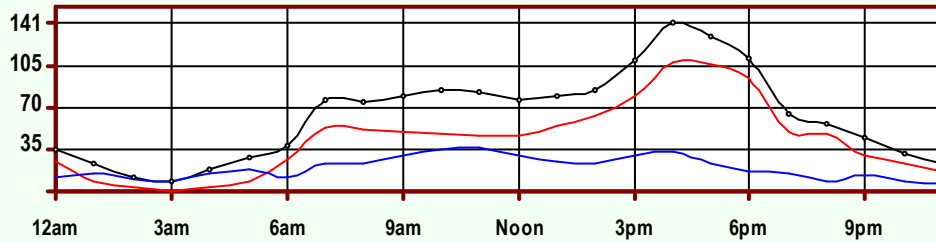
**May 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,132	4pm	242
2,263	Private	191
870	Commercial	51
KFact 0.08	NEB: 140.5	SWB: 101

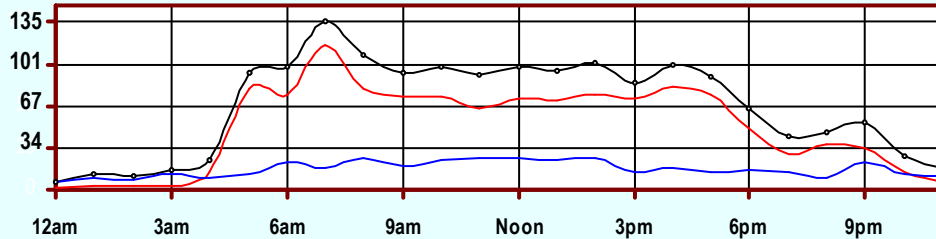
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,132	5	1,808	450	31	119	21	13	34	549	9	72	17	6
Axle Factor 0.75	0.2%	57.7%	14.4%	1.0%	3.8%	0.7%	0.4%	1.1%	17.5%	0.3%	2.3%	0.5%	0.2%
	2,263 Private-Unit 69.0%			184 Single-Unit 5.9%			686 Combination-Unit 21.9%						
	870 Commercial-Unit 27.8%												



**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,516	4pm	141
1,046	Private	108
470	Commercial	33
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,516	5	690	352	16	88	11	12	14	274	4	36	10	6
Axle Factor 0.74	0.3%	45.5%	23.2%	1.1%	5.8%	0.7%	0.8%	0.9%	18.1%	0.2%	2.4%	0.6%	0.4%
	1,046 Private-Unit 69.0%			127 Single-Unit 8.4%			343 Combination-Unit 22.6%						
	470 Commercial-Unit 31.0%												



**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,617	7am	135
1,217	Private	117
400	Commercial	18
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,617	1	1,118	98	15	31	10	1	20	275	5	36	8	0
Axle Factor 0.76	0.0%	69.2%	6.1%	0.9%	1.9%	0.6%	0.1%	1.2%	17.0%	0.3%	2.2%	0.5%	0.0%
	1,217 Private-Unit 75.3%			57 Single-Unit 3.5%			344 Combination-Unit 21.2%						
	400 Commercial-Unit 24.7%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> E579E2	<b>Event No:</b> 4716	<b>Type:</b> Regular
<b>District</b> 4	<b>Anderson County</b>	
<b>North-East Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> RS-1160, NE 2400th	
<b>US-169 NE OF RS-1160, SE OF GREELEY</b>		
<b>Site Info:</b> Reg-Grp(2), ATR, WIM, Class C, NHS		
<b>Also:</b> 6/15/04; 5/7/01; 5/3/98; 4/24/95; 4/28/92		

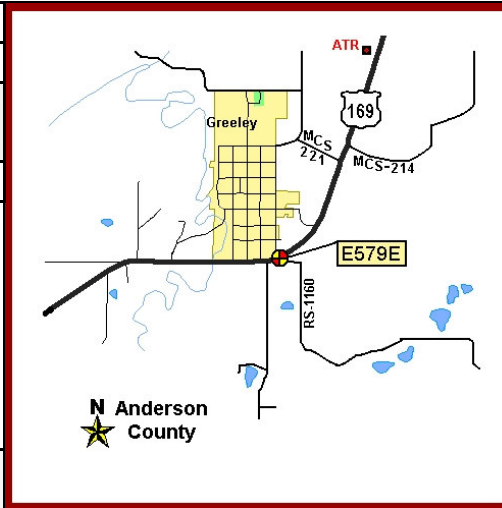
Ln	Start	End	Hrs
21	05/11/04 13:00	05/13/04 12:00	48
61	05/11/04 13:00	05/13/04 12:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>E579E2</b>		<b>Regular</b>
<b>FC 2</b>	<b>Dist 4</b>	<b>Anderson County</b>
<b>Rte: US-169</b>		<b>North-East Leg</b>
<b>XRte: RS-1160, NE 2400th</b>		
<b>US-169 NE OF RS-1160, SE OF GREELEY</b>		

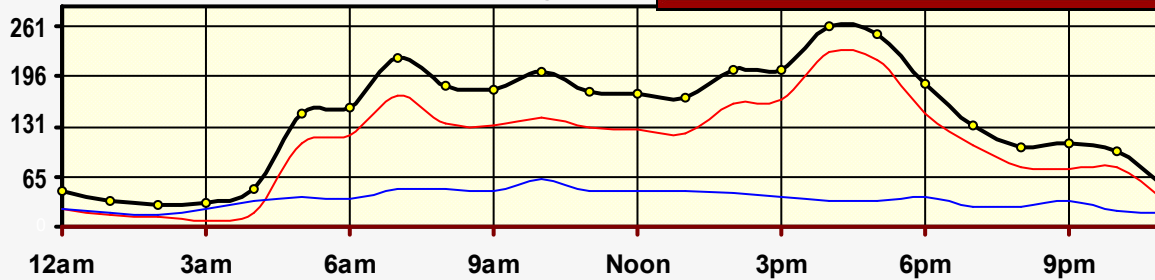
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>261</b>
<b>Private: 4pm</b>	<b>228</b>
<b>Trucks: 10am</b>	<b>62</b>

### June 2004 (48 Hr Survey)

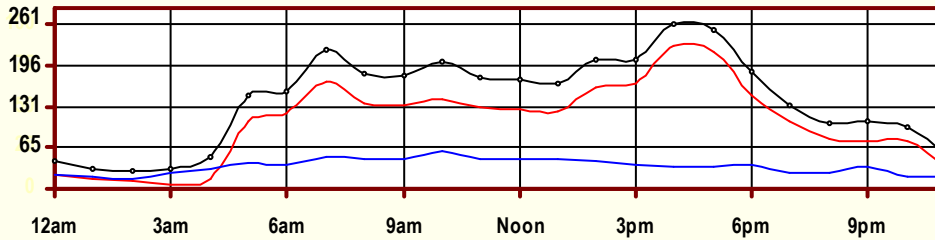


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	45.5	0	18	4	0	1	0	0	1	12.5	0	5	3.5	0.5
1	33	0	10	5.5	1	0	0	0	1	7	0	7	1.5	0
2	28.5	0	7.5	5.5	0.5	0.5	0	0	1.5	9.5	0	2.5	1	0
3	31.5	0	4	3.5	2	0.5	0	0	0	17.5	0	2	1.5	0.5
4	50	0	8.5	8.5	1	3.5	0	0	2	19.5	0	6	1	0
5	147.5	0.5	63	44	0	7	0	0	1.5	23.5	0.5	7	0	0.5
6	156	1	68	50	1.5	5.5	0.5	0	1.5	23	0	2	1	2
7	220.5	1	118	52	2	7.5	2.5	0.5	3	29.5	0	3.5	0.5	0.5
8	183	0	84	50.5	2	5.5	0.5	0	3	33.5	1	2	0.5	0.5
9	179.5	0	93.5	39	4.5	8.5	1	1	2	27	0	1	0.5	1.5
10	203	1	90.5	50	2	7.5	1.5	1	3.5	41.5	0	3	0.5	1
11	176.5	0	86.5	42.5	0.5	5.5	0	0.5	3.5	33	0	3.5	0	1
12	173.5	0.5	79	47.5	1.5	2	1	1	3	33.5	1	1.5	0	2
13	168	1	74.5	46.5	2	6.5	1.5	1	4.5	24.5	0.5	4	0.5	1
14	204.5	1	102	57.5	0.5	5.5	3	0.5	3.5	25.5	0	4.5	0	1
15	205.5	0.5	108	58	3	8.5	1	0	3	23	0	0.5	0	0
16	261	0.5	168	59	1	3	1	0.5	3.5	21	0.5	2.5	0	0.5
17	251	0.5	149	67	2.5	7	1	0	4	17	0	2	0	1
18	186	1	98	49	1	5	1.5	1	3.5	23	0	1.5	1	0.5
19	131.5	1	70	35	1	1.5	0.5	0	2	20	0	0.5	0	0
20	104	0.5	48.5	29	0	2	0.5	0.5	2.5	19	0	1	0.5	0
21	108.5	1	54.5	19	0.5	2.5	0.5	0	2	21.5	0	5.5	1.5	0
22	97	0.5	57	19	2	2.5	0	0	1	10	0	3.5	1.5	0
23	53	1	24	9.5	0	0.5	0.5	0.5	1	9	0	4.5	2.5	0
<b>AF</b>														
<b>0.76</b>	<b>3,398</b>	<b>12.5</b>	<b>1,684</b>	<b>851</b>	<b>32</b>	<b>99</b>	<b>18</b>	<b>8</b>	<b>57</b>	<b>524</b>	<b>3.5</b>	<b>76</b>	<b>19</b>	<b>14</b>
		<b>0.4%</b>	<b>49.6%</b>	<b>25.0%</b>	<b>0.9%</b>	<b>2.9%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>1.7%</b>	<b>15.4%</b>	<b>0.1%</b>	<b>2.2%</b>	<b>0.6%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		<b>2,547.5 Private 75.0% Unit</b>			<b>157 Single Unit 4.6%</b>					<b>693.5 Combination Unit 20.4%</b>				
		<b>850.5 Commercial Unit 25.0%</b>												

**E579E2**

**Classification Summary**

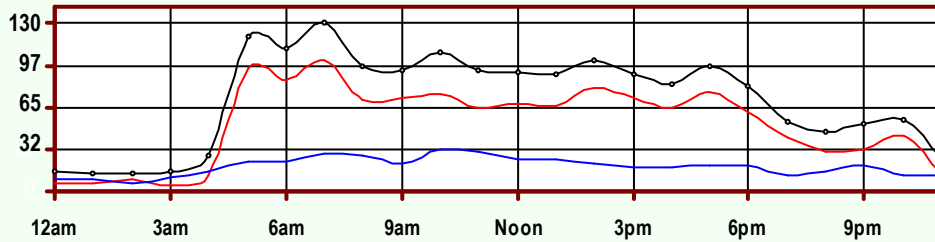
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,398	4pm	261
2,548	Private	228
851	Commercial	34
KFact 0.08	NEB: 82	SWB: 179

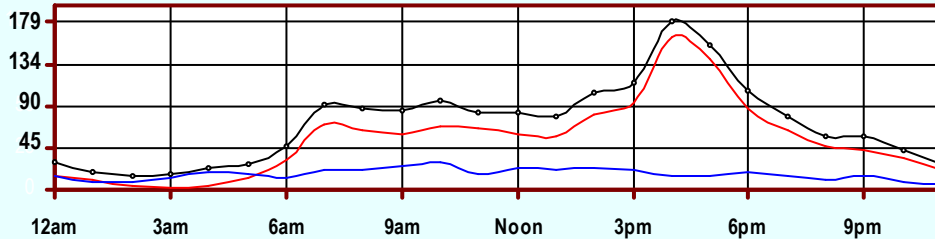
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,398	13	1,684	851	32	99	18	8	57	524	4	76	19	14
Axle Factor 0.76	0.4%	49.6%	25.0%	0.9%	2.9%	0.5%	0.2%	1.7%	15.4%	0.1%	2.2%	0.6%	0.4%
	2,548 Private-Unit 73.4%			157 Single-Unit 4.6%			694 Combination-Unit 20.4%						
	851 Commercial-Unit 25.0%												



**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,703	7am	130
1,250	Private	101
453	Commercial	29
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,703	8	806	437	17	59	9	5	29	275	2	40	9	10
Axle Factor 0.75	0.4%	47.3%	25.6%	1.0%	3.4%	0.5%	0.3%	1.7%	16.1%	0.1%	2.3%	0.5%	0.6%
	1,250 Private-Unit 73.4%			89 Single-Unit 5.2%			364 Combination-Unit 21.4%						
	453 Commercial-Unit 26.6%												



**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,696	4pm	179
1,298	Private	164
398	Commercial	16
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,696	5	878	415	16	41	10	3	28	250	2	36	10	4
Axle Factor 0.77	0.3%	51.8%	24.4%	0.9%	2.4%	0.6%	0.2%	1.7%	14.7%	0.1%	2.1%	0.6%	0.2%
	1,298 Private-Unit 76.5%			69 Single-Unit 4.0%			330 Combination-Unit 19.4%						
	398 Commercial-Unit 23.5%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> E579E2	<b>Event No:</b> 4199	<b>Type:</b> Regular
<b>District</b> 4	<b>Anderson County</b>	
<b>North-East Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> RS-1160, NE 2400th	
<b>US-169 NE OF RS-1160, SE OF GREELEY</b>		
<b>Site Info:</b> Reg-Grp(2), ATR, WIM, Class C, NHS		
<b>Also:</b> 5/11/04; 5/7/01; 5/3/98; 4/24/95; 4/28/92		

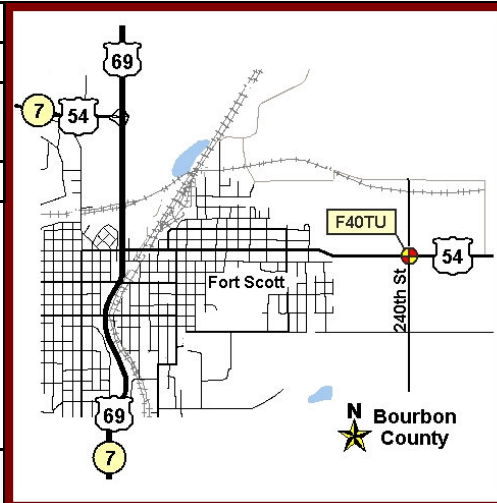
Ln	Start	End	Hrs
21	06/15/04 00:00	06/16/04 23:00	48
61	06/15/04 00:00	06/16/04 23:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>F40TU3</b>	<b>Regular</b>
<b>FC 2   Dist 4</b>	<b>Bourbon County</b>
<b>Rte: US-54</b>	<b>East Leg</b>
<b>XRte: 240th</b>	
<b>US-54 E OF 240th ST, E OF FORT SCOTT</b>	

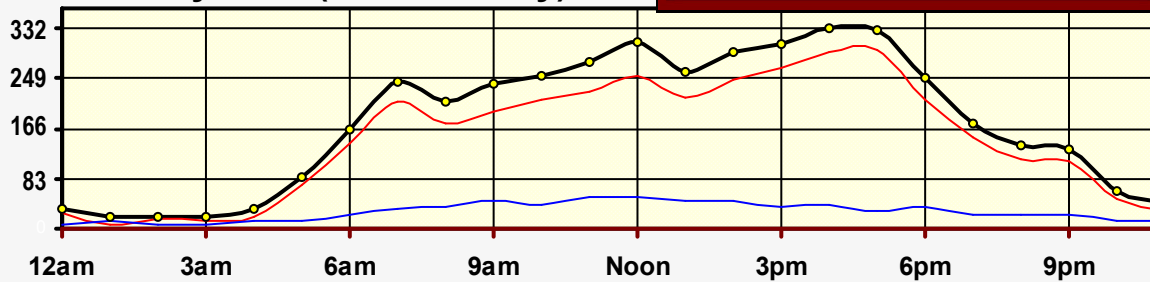
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>332</b>
<b>Private: 5pm</b>	<b>297</b>
<b>Trucks: Noon</b>	<b>54</b>

### July 2004 (48 Hr Survey)



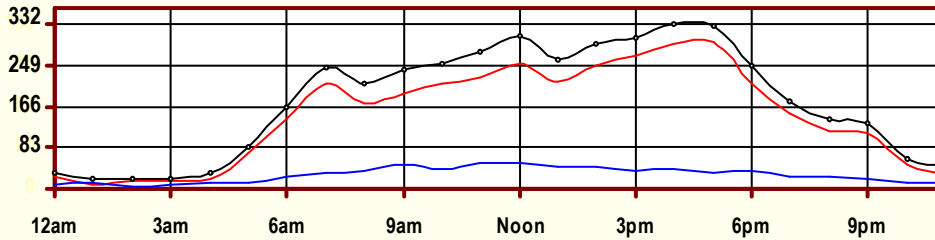
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	33.5	0	16.5	9	1	1	0	0	0.5	5.5	0	0	0	0
1	20	0	7	0.5	0	0	0.5	0.5	0	11.5	0	0	0	0
2	20.5	0	10.5	4.5	1	0	0	0	0.5	4	0	0	0	0
3	21	0	13	1.5	0	0.5	0	0	1	4.5	0	0.5	0	0
4	33	0	13.5	5.5	1	1	0	0.5	0	10	0	1.5	0	0
5	85.5	0	40.5	31.5	0	1.5	1	0	0.5	10	0.5	0	0	0
6	165.5	0	91.5	50.5	0.5	4.5	0.5	1	3	13	0	0.5	0	0.5
7	243	0.5	132.5	78	0	8	1.5	0.5	5.5	15	0.5	1	0	0
8	211	0	115.5	58.5	1.5	7.5	1.5	0	4.5	19	0.5	1.5	0	1
9	239	1.5	127.5	63.5	1.5	10	1	1	3.5	27	0.5	1	0	1
10	254	1.5	129.5	82.5	0.5	5	2	2	3	25.5	1.5	0	0.5	0.5
11	277.5	1	146.5	79	3.5	7	1	1	9.5	25.5	2	0.5	0	1
12	308.5	3	170	81.5	2.5	15	3	1	5	27	0	0	0	0.5
13	261.5	2	147	67	2	6.5	1.5	2.5	8	23.5	0.5	0	0	1
14	292	2.5	171.5	73.5	1.5	7	1.5	3	4	25	1	0	0	1.5
15	304.5	0.5	173	94	1	5.5	0.5	0	6	22	0	0	0	2
16	332	0.5	187.5	104.5	1	4.5	1	2.5	5.5	23	0	0	0	2
17	327.5	0.5	213.5	82.5	0	6.5	0.5	0.5	3	18.5	0.5	1	0	0.5
18	248.5	3	150	60.5	1	6.5	1	0.5	8	18	0	0	0	0
19	175.5	0.5	98	52.5	0	3	0.5	1.5	4.5	13	0	1.5	0	0.5
20	139.5	1	85	29.5	1	1	0.5	1	1.5	18.5	0	0	0	0.5
21	132.5	0	75.5	35	1.5	0	0	0.5	0.5	18.5	0	0.5	0	0.5
22	61.5	0	34	15	0	0.5	0	0	0	10.5	0.5	0.5	0	0.5
23	43	0.5	23.5	6	2	0.5	0.5	0.5	1	8	0	0	0	0.5
<b>AF</b>	<b>4,230</b>	<b>18.5</b>	<b>2,372.5</b>	<b>1,166</b>	<b>24</b>	<b>102.5</b>	<b>19.5</b>	<b>20</b>	<b>78.5</b>	<b>396</b>	<b>8</b>	<b>10</b>	<b>0.5</b>	<b>14</b>
<b>0.85</b>		<b>0.4%</b>	<b>56.1%</b>	<b>27.6%</b>	<b>0.6%</b>	<b>2.4%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>1.9%</b>	<b>9.4%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		<b>3,557 Private 84.1% Unit</b>			<b>166 Single Unit 3.9%</b>					<b>507 Combination Unit 12.0%</b>				
		<b>673 Commercial Unit 15.9%</b>												



# F40TU3

# Classification Summary

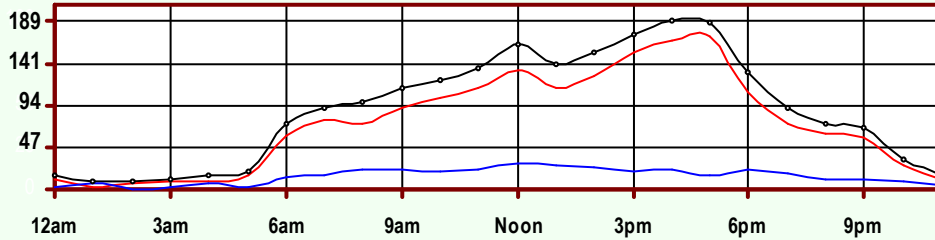
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,230	4pm	332
3,557	Private	293
673	Commercial	40
KFact 0.08	EB: 188.5	WB: 143.5

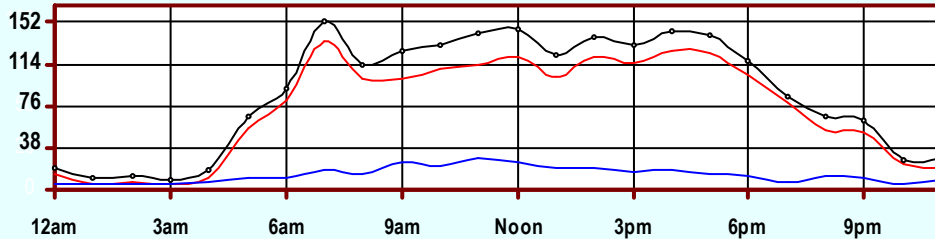
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,230	19	2,373	1,166	24	103	20	20	79	396	8	10	1	14
Axle Factor 0.85	0.4%	56.1%	27.6%	0.6%	2.4%	0.5%	0.5%	1.9%	9.4%	0.2%	0.2%	0.0%	0.3%
	3,557 Private-Unit 83.6%			166 Single-Unit 3.9%				507 Combination-Unit 12.0%					
	673 Commercial-Unit 15.9%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,135	4pm	189
1,786	Private	167
349	Commercial	22
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,135	9	1,160	618	12	63	9	15	35	199	5	6	0	8
Axle Factor 0.85	0.4%	54.3%	28.9%	0.6%	2.9%	0.4%	0.7%	1.6%	9.3%	0.2%	0.3%	0.0%	0.4%
	1,786 Private-Unit 83.6%			98 Single-Unit 4.6%				252 Combination-Unit 11.8%					
	349 Commercial-Unit 16.4%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,096	7am	152
1,772	Private	134
324	Commercial	18
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,096	10	1,213	549	12	40	11	6	44	198	4	4	1	7
Axle Factor 0.85	0.5%	57.9%	26.2%	0.6%	1.9%	0.5%	0.3%	2.1%	9.4%	0.2%	0.2%	0.0%	0.3%
	1,772 Private-Unit 84.5%			69 Single-Unit 3.3%				256 Combination-Unit 12.2%					
	324 Commercial-Unit 15.5%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> F40TU3	<b>Event No:</b> 4394	<b>Type:</b> Regular
<b>District:</b> 4	<b>County:</b> Bourbon	
<b>East Leg</b>	<b>FC 2</b>	
	<b>Route:</b> US-54	
	<b>X-Route:</b> 240th	
<b>US-54 E OF 240th ST, E OF FORT SCOTT</b>		
<b>Site Info:</b> Reg-Grp(2), Class C, NHS		
<b>Also:</b> 11/13/01; 4/20/98; 8/15/95; 12/10/91		

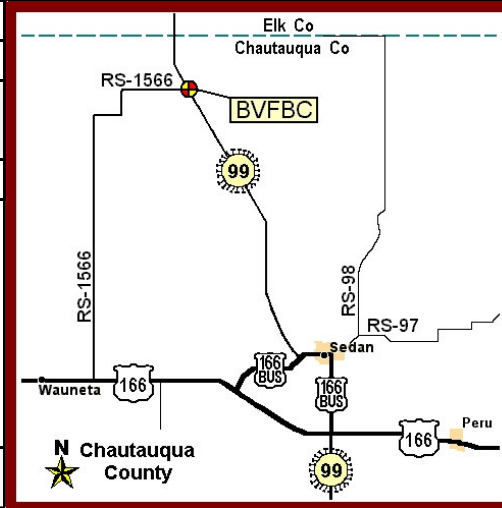
Ln	Start	End	Hrs
31	07/27/04 00:00	07/28/04 23:00	48
71	07/27/04 00:00	07/28/04 23:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>BVFC4</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Chautauqua County</b>	
Rte: K-99			South-East Leg
XRte: RS-1566, TRAIL			
K-99 SE OF RS-1566, NW OF SEDAN			

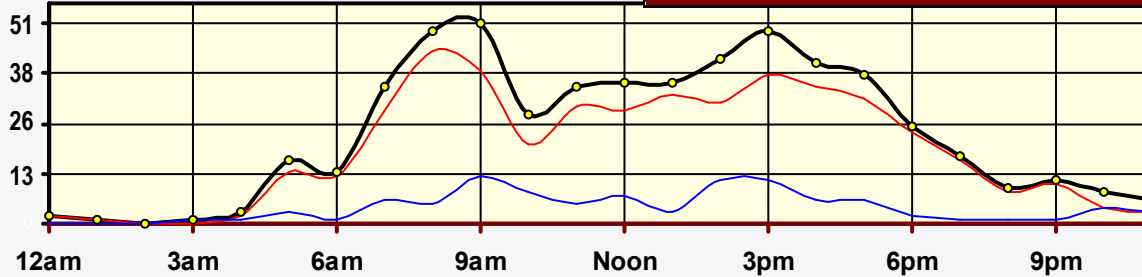
## CLASSIFICATION



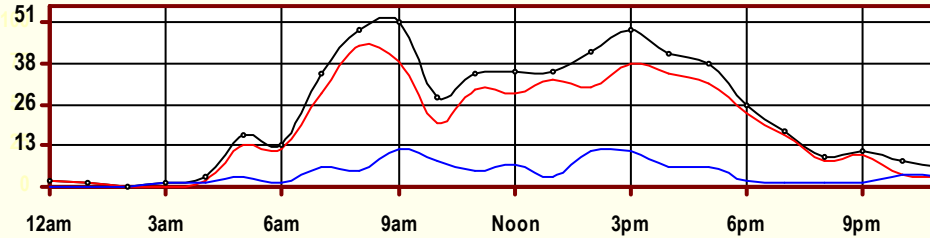
### Peak Hour Traffic

Total: 9am	51
Private: 8am	44
Trucks: 9am	12

### January 2004 (24 Hr Survey)



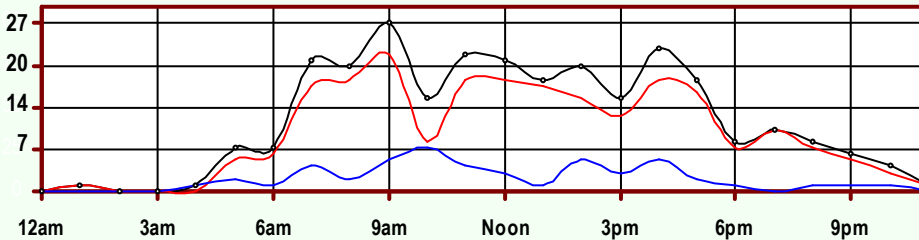
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	1	0	0	0	0
4	3	0	0	2	0	0	0	0	0	0	0	1	0	0
5	16	0	6	7	0	2	0	0	0	1	0	0	0	0
6	13	0	8	4	0	0	0	0	0	1	0	0	0	0
7	35	0	15	14	0	2	1	0	1	2	0	0	0	0
8	49	0	21	23	0	3	1	0	1	0	0	0	0	0
9	51	0	21	18	1	4	2	0	1	4	0	0	0	0
10	28	0	10	10	0	2	1	1	1	3	0	0	0	0
11	35	0	22	8	0	2	0	0	1	2	0	0	0	0
12	36	1	16	12	0	1	1	0	1	4	0	0	0	0
13	36	0	18	15	0	3	0	0	0	0	0	0	0	0
14	42	0	14	17	1	3	1	0	0	6	0	0	0	0
15	49	0	29	9	0	2	1	0	2	6	0	0	0	0
16	41	0	20	15	0	2	0	0	0	4	0	0	0	0
17	38	0	20	12	0	1	0	0	0	5	0	0	0	0
18	25	0	13	10	0	0	0	0	0	2	0	0	0	0
19	17	0	9	7	0	0	0	0	0	1	0	0	0	0
20	9	0	5	3	0	0	0	0	0	1	0	0	0	0
21	11	0	7	3	0	1	0	0	0	0	0	0	0	0
22	8	0	3	1	0	1	0	0	0	2	0	0	1	0
23	6	0	2	1	0	0	0	0	1	2	0	0	0	0
AF	552	1	262	191	2	29	8	1	9	47	0	1	1	0
0.86		0.2%	47.5%	34.6%	0.4%	5.3%	1.4%	0.2%	1.6%	8.5%	0.0%	0.2%	0.2%	0.0%
<b>SITE RECAP</b>		454 Private 82.2% Unit			40 Single Unit 7.2%					58 Combination Unit 10.5%				
		98 Commercial Unit 17.8%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
552	9am	51
454	Private	39
98	Commercial	12
KFact 0.09	SEB: 27	NWB: 24

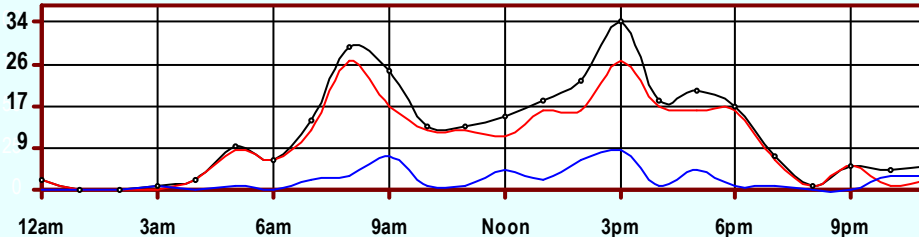
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
552	1	262	191	2	29	8	1	9	47	0	1	1	0
Axle Factor 0.86	454 Private-Unit 82.1%			40 Single-Unit 7.2%			58 Combination-Unit 10.5%						
	98 Commercial-Unit 17.8%												



**SEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
273	9am	27
224	Private	22
49	Commercial	5
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
273	0	127	97	1	21	3	1	4	18	0	1	0	0
Axle Factor 0.89	224 Private-Unit 82.1%			26 Single-Unit 9.5%			23 Combination-Unit 8.4%						
	49 Commercial-Unit 17.9%												



**NWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
279	3pm	34
230	Private	26
49	Commercial	8
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
279	1	135	94	1	8	5	0	5	29	0	0	1	0
Axle Factor 0.84	230 Private-Unit 82.4%			14 Single-Unit 5.0%			35 Combination-Unit 12.5%						
	49 Commercial-Unit 17.6%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> BVFBC4	<b>Event No:</b> 3891	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Chautauqua County</b>	
<b>South-East Leg</b>	<b>FC 6</b>	
	<b>Route:</b> K-99	
	<b>X-Route:</b> RS-1566, TRAIL	
<b>K-99 SE OF RS-1566, NW OF SEDAN</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

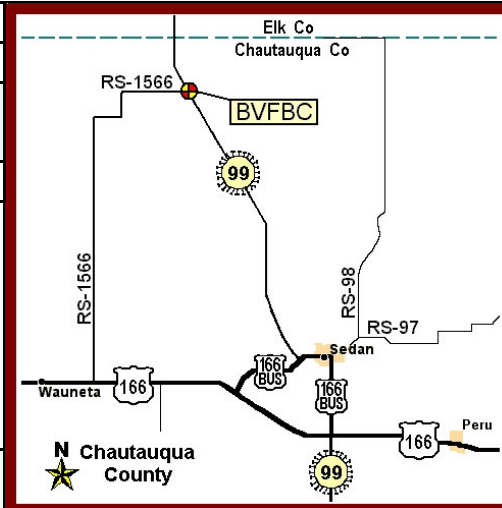
Ln	Start	End	Hrs
41	01/27/04 17:00	01/28/04 16:00	24
81	01/27/04 17:00	01/28/04 16:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>BVFC8</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Chautauqua County</b>	
Rte: K-99			<b>North-West Leg</b>
XRte: RS-1566, TRAIL			
K-99 NW OF RS-1566, NW OF SEDAN			

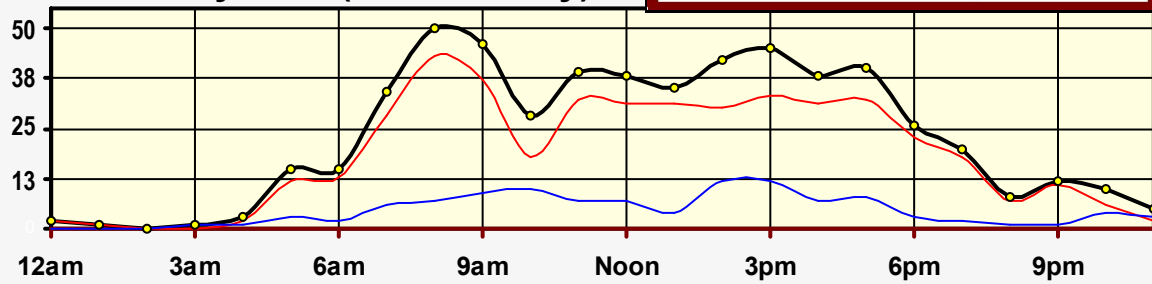
## CLASSIFICATION



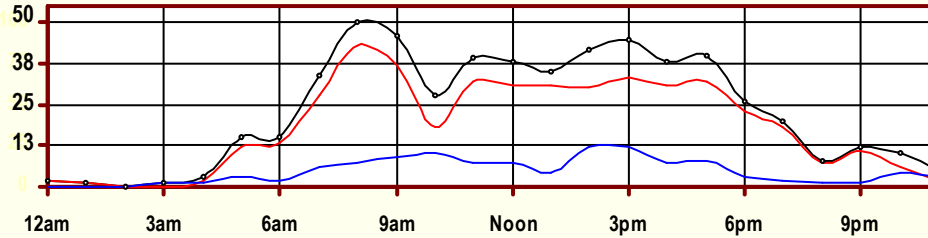
### Peak Hour Traffic

Total: 8am	50
Private: 8am	43
Trucks: 2pm	12

### January 2004 (24 Hr Survey)



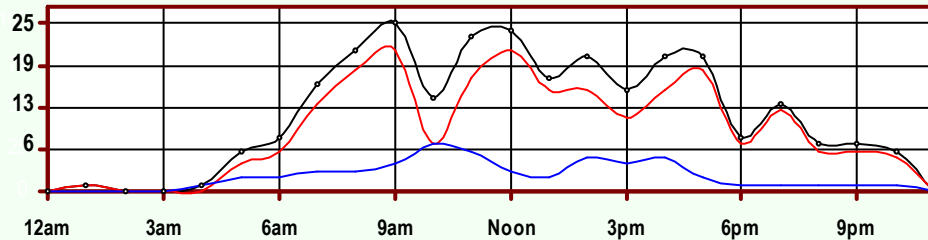
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	1	0	0	0	0
4	3	0	0	2	0	0	0	0	0	0	0	1	0	0
5	15	0	6	6	0	2	0	0	0	1	0	0	0	0
6	15	0	9	4	0	1	0	0	0	1	0	0	0	0
7	34	0	14	14	0	2	1	0	1	2	0	0	0	0
8	50	0	22	21	0	4	2	0	1	0	0	0	0	0
9	46	0	18	19	1	2	1	0	1	4	0	0	0	0
10	28	0	10	8	0	4	1	1	1	3	0	0	0	0
11	39	0	23	9	0	4	0	0	0	3	0	0	0	0
12	38	0	18	13	0	1	0	0	1	5	0	0	0	0
13	35	0	18	13	0	4	0	0	0	0	0	0	0	0
14	42	0	13	17	1	4	1	0	0	6	0	0	0	0
15	45	0	24	9	0	1	2	0	2	6	0	1	0	0
16	38	0	19	12	0	3	0	0	1	3	0	0	0	0
17	40	0	20	12	0	2	0	0	1	5	0	0	0	0
18	26	0	13	10	0	1	0	0	0	2	0	0	0	0
19	20	0	10	8	0	1	0	0	0	1	0	0	0	0
20	8	0	5	2	0	0	0	0	0	1	0	0	0	0
21	12	0	9	2	0	1	0	0	0	0	0	0	0	0
22	10	0	4	2	0	1	0	0	0	2	0	0	1	0
23	5	0	1	1	0	0	0	0	0	3	0	0	0	0
AF	553	0	259	184	2	38	8	1	9	49	0	2	1	0
0.86		0.0%	46.8%	33.3%	0.4%	6.9%	1.4%	0.2%	1.6%	8.9%	0.0%	0.4%	0.2%	0.0%
<b>SITE RECAP</b>		443 Private 80.1% Unit			49 Single Unit 8.9%					61 Combination Unit 11.0%				
		110 Commercial Unit 19.9%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
553	8am	50
443	Private	43
110	Commercial	7
KFact 0.09	SEB: 21	NWB: 29

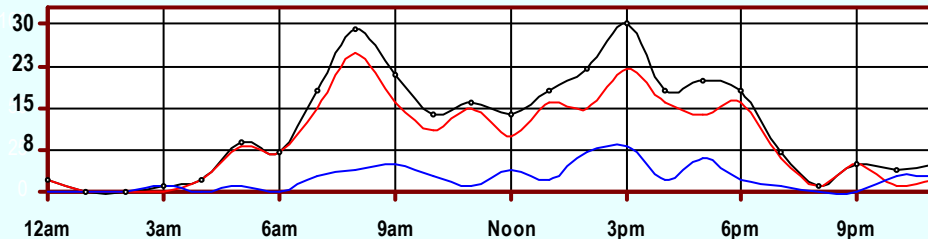
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
553	0	259	184	2	38	8	1	9	49	0	2	1	0
Axle Factor 0.86	0.0%	46.8%	33.3%	0.4%	6.9%	1.4%	0.2%	1.6%	8.9%	0.0%	0.4%	0.2%	0.0%
	443 Private-Unit 80.1%			49 Single-Unit 8.9%				61 Combination-Unit 11.0%					
	110 Commercial-Unit 19.9%												



**SEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
272	9am	25
218	Private	21
54	Commercial	4
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
272	0	125	93	1	24	4	1	4	18	0	2	0	0
Axle Factor 0.88	0.0%	46.0%	34.2%	0.4%	8.8%	1.5%	0.4%	1.5%	6.6%	0.0%	0.7%	0.0%	0.0%
	218 Private-Unit 80.1%			30 Single-Unit 11.0%				24 Combination-Unit 8.8%					
	54 Commercial-Unit 19.9%												



**NWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
281	3pm	30
225	Private	22
56	Commercial	8
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
281	0	134	91	1	14	4	0	5	31	0	0	1	0
Axle Factor 0.83	0.0%	47.7%	32.4%	0.4%	5.0%	1.4%	0.0%	1.8%	11.0%	0.0%	0.0%	0.4%	0.0%
	225 Private-Unit 80.1%			19 Single-Unit 6.8%				37 Combination-Unit 13.2%					
	56 Commercial-Unit 19.9%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> BVFBC8	<b>Event No:</b> 3892	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Chautauqua County</b>	
<b>North-West Leg</b>	<b>FC 6</b>	
	Route: K-99	
	X-Route: RS-1566, TRAIL	
K-99 NW OF RS-1566, NW OF SEDAN		
Site Info: Class D		
No Other Surveys on File		

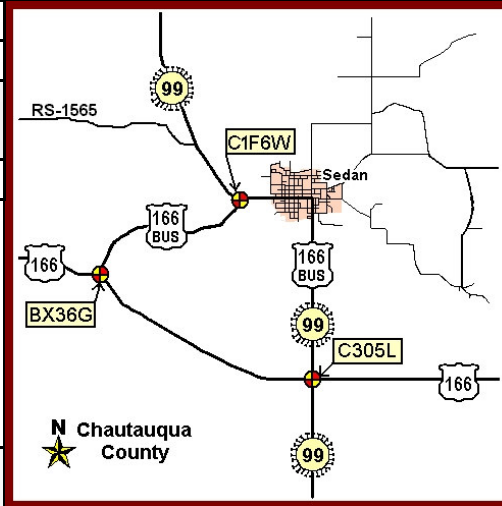
Ln	Start	End	Hrs
41	01/27/04 17:00	01/28/04 16:00	24
81	01/27/04 17:00	01/28/04 16:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>BX36G7</b>	<b>Supplemental</b>
<b>FC 2   Dist 4</b>	<b>Chautauqua County</b>
<b>Rte: US-166</b>	<b>West Leg</b>
<b>XRte: US-166B</b>	
<b>US-166 W OF US-166B (W JCT), W OF SEDAN</b>	

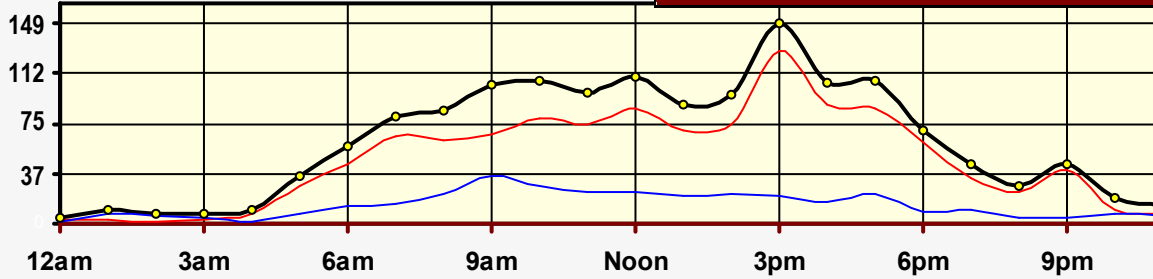
## CLASSIFICATION



### Peak Hour Traffic

Total: 3pm	149
Private: 3pm	128
Trucks: 9am	36

### February 2004 (24 Hr Survey)

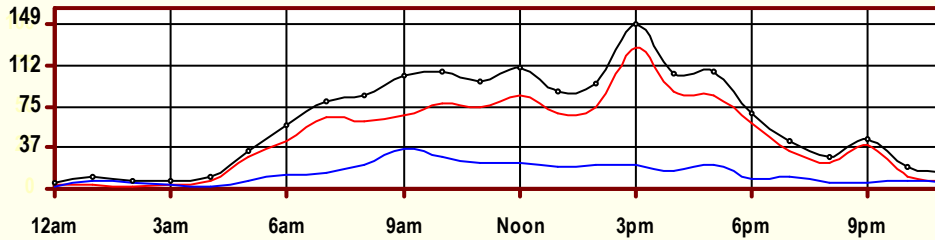


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	2	1	0	0	0	0	0	2	0	0	0	0
1	10	0	1	2	0	0	0	0	1	6	0	0	0	0
2	8	0	1	1	0	0	0	0	0	6	0	0	0	0
3	7	0	3	0	0	0	0	0	0	4	0	0	0	0
4	10	0	5	3	0	0	0	0	0	2	0	0	0	0
5	35	0	18	10	0	0	0	1	0	6	0	0	0	0
6	57	0	28	16	1	4	0	1	1	5	0	0	0	1
7	80	1	33	31	1	2	1	2	0	9	0	0	0	0
8	84	0	36	26	0	4	3	0	4	11	0	0	0	0
9	103	0	40	27	2	4	1	0	4	22	0	2	0	1
10	106	0	44	34	0	5	1	1	3	16	0	1	0	1
11	98	2	39	33	0	5	3	0	1	12	1	0	0	2
12	109	0	56	29	1	6	0	0	3	13	0	1	0	0
13	89	0	44	25	0	2	0	0	2	15	0	0	0	1
14	96	0	53	21	1	4	0	1	0	13	0	3	0	0
15	149	1	89	38	1	4	2	0	4	10	0	0	0	0
16	105	0	56	33	0	1	0	2	0	13	0	0	0	0
17	107	0	49	36	0	2	2	0	4	13	0	0	0	1
18	69	0	41	19	0	1	0	0	1	7	0	0	0	0
19	44	0	24	10	0	1	1	0	0	8	0	0	0	0
20	28	0	15	8	0	1	1	0	0	3	0	0	0	0
21	45	0	27	13	1	1	0	0	0	3	0	0	0	0
22	19	0	8	3	0	1	0	0	0	7	0	0	0	0
23	14	0	6	2	0	0	0	0	0	6	0	0	0	0
<b>AF</b>	<b>1,477</b>	<b>4</b>	<b>718</b>	<b>421</b>	<b>8</b>	<b>48</b>	<b>15</b>	<b>8</b>	<b>28</b>	<b>212</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>7</b>
		<b>0.3%</b>	<b>48.6%</b>	<b>28.5%</b>	<b>0.5%</b>	<b>3.2%</b>	<b>1.0%</b>	<b>0.5%</b>	<b>1.9%</b>	<b>14.4%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.5%</b>
<b>SITE RECAP</b>		<b>1,143 Private 77.4% Unit</b>			<b>79 Single Unit 5.3%</b>					<b>255 Combination Unit 17.3%</b>				
		<b>334 Commercial Unit 22.6%</b>												

**BX36G7**

**Classification Summary**

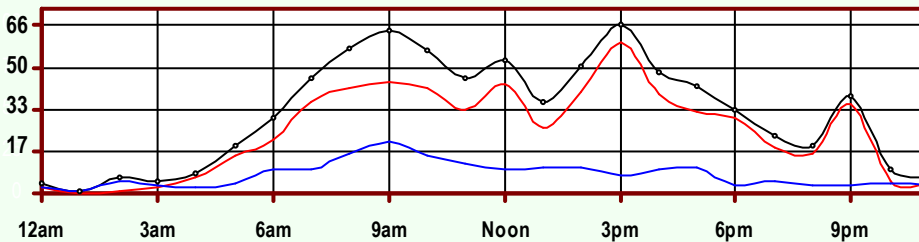
**February 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,477	3pm	149
1,143	Private	128
334	Commercial	21
KFact 0.10	EB: 66	WB: 83

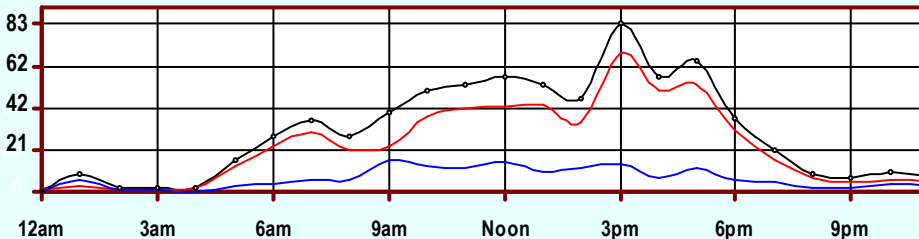
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,477	4	718	421	8	48	15	8	28	212	1	7	0	7
Axle Factor 0.79	0.3%	48.6%	28.5%	0.5%	3.2%	1.0%	0.5%	1.9%	14.4%	0.1%	0.5%	0.0%	0.5%
	1,143 Private-Unit 77.2%			79 Single-Unit 5.3%				255 Combination-Unit 17.3%					
	334 Commercial-Unit 22.6%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
762	3pm	66
588	Private	59
174	Commercial	7
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
762	2	371	215	5	28	6	5	13	109	0	5	0	3
Axle Factor 0.79	0.3%	48.7%	28.2%	0.7%	3.7%	0.8%	0.7%	1.7%	14.3%	0.0%	0.7%	0.0%	0.4%
	588 Private-Unit 77.2%			44 Single-Unit 5.8%				130 Combination-Unit 17.1%					
	174 Commercial-Unit 22.8%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
715	3pm	83
555	Private	69
160	Commercial	14
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
715	2	347	206	3	20	9	3	15	103	1	2	0	4
Axle Factor 0.79	0.3%	48.5%	28.8%	0.4%	2.8%	1.3%	0.4%	2.1%	14.4%	0.1%	0.3%	0.0%	0.6%
	555 Private-Unit 77.6%			35 Single-Unit 4.9%				125 Combination-Unit 17.5%					
	160 Commercial-Unit 22.4%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> BX36G7	<b>Event No:</b> 3778	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Chautauqua County</b>	
<b>West Leg</b>	<b>Route:</b> US-166	<b>FC</b> 2
	<b>X-Route:</b> US-166B	
<b>US-166 W OF US-166B (W JCT), W OF SEDAN</b>		
<b>Site Info:</b> Class C, NHS		
Also: 6/11/01; 8/18/98		

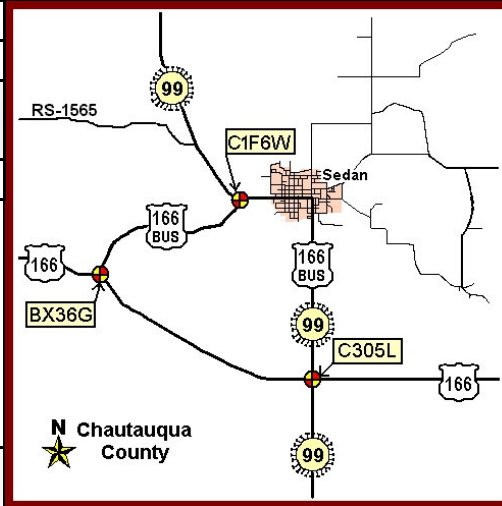
Ln	Start	End	Hrs
31	02/10/04 00:00	02/10/04 23:00	24
71	02/10/04 00:00	02/10/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>C305L1</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Chautauqua County</b>
<b>Rte: US-166B, K-99</b>	<b>North Leg</b>
<b>XRte: US-166</b>	
<b>K-99/US-166B N OF US-166, S OF SEDAN</b>	

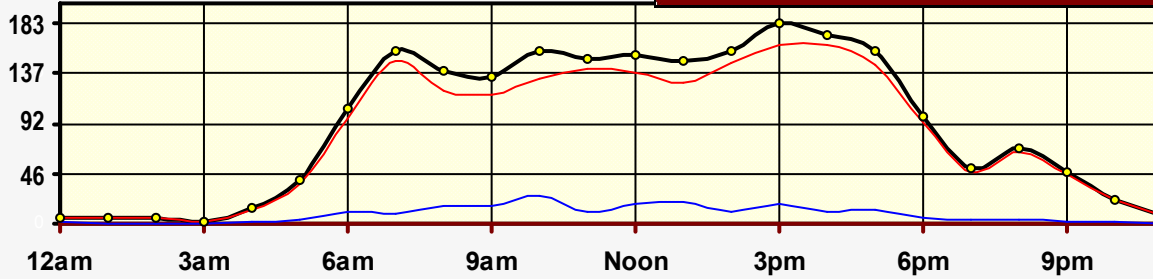
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 3pm</b>	<b>183</b>
<b>Private: 3pm</b>	<b>164</b>
<b>Trucks: 10am</b>	<b>25</b>

### February 2004 (24 Hr Survey)



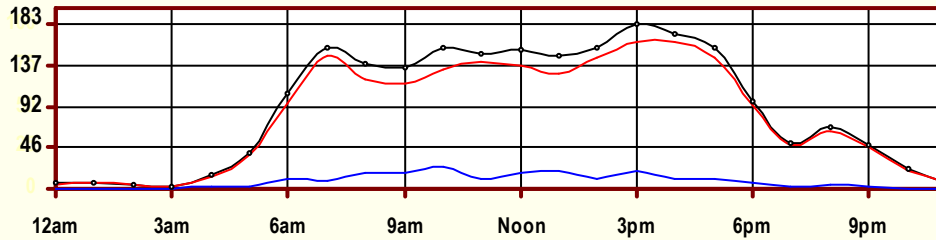
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6	0	5	0	0	0	0	0	0	1	0	0	0	0
1	6	0	4	2	0	0	0	0	0	0	0	0	0	0
2	5	0	5	0	0	0	0	0	0	0	0	0	0	0
3	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4	15	0	9	4	0	1	0	0	1	0	0	0	0	0
5	40	0	26	11	1	1	1	0	0	0	0	0	0	0
6	106	0	56	40	0	4	0	0	2	4	0	0	0	0
7	157	0	86	62	0	4	3	0	1	1	0	0	0	0
8	139	0	70	52	0	6	4	0	1	6	0	0	0	0
9	134	0	61	56	2	3	6	0	2	4	0	0	0	0
10	158	0	73	60	2	13	1	0	1	7	1	0	0	0
11	151	0	73	68	0	4	0	0	2	4	0	0	0	0
12	155	0	78	59	1	5	2	0	1	9	0	0	0	0
13	148	0	64	64	1	6	0	1	0	10	2	0	0	0
14	157	0	90	56	1	6	0	0	0	3	0	1	0	0
15	183	2	98	64	1	8	4	1	2	2	1	0	0	0
16	173	2	98	63	2	4	0	0	1	3	0	0	0	0
17	157	0	90	55	0	8	1	0	0	2	0	0	0	1
18	98	1	52	39	0	4	1	0	0	0	0	1	0	0
19	51	0	29	19	0	1	0	0	0	2	0	0	0	0
20	69	0	33	32	0	3	0	0	0	1	0	0	0	0
21	48	0	34	12	0	2	0	0	0	0	0	0	0	0
22	22	0	15	6	0	0	0	0	0	1	0	0	0	0
23	7	0	6	1	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>2,187</b>	<b>5</b>	<b>1,156</b>	<b>826</b>	<b>11</b>	<b>83</b>	<b>23</b>	<b>2</b>	<b>14</b>	<b>60</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>
<b>0.94</b>		<b>0.2%</b>	<b>52.9%</b>	<b>37.8%</b>	<b>0.5%</b>	<b>3.8%</b>	<b>1.1%</b>	<b>0.1%</b>	<b>0.6%</b>	<b>2.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>1,987 Private 90.9% Unit</b>			<b>119 Single Unit 5.4%</b>					<b>81 Combination Unit 3.7%</b>				
<b>200 Commercial Unit 9.1%</b>														



# C305L1

# Classification Summary

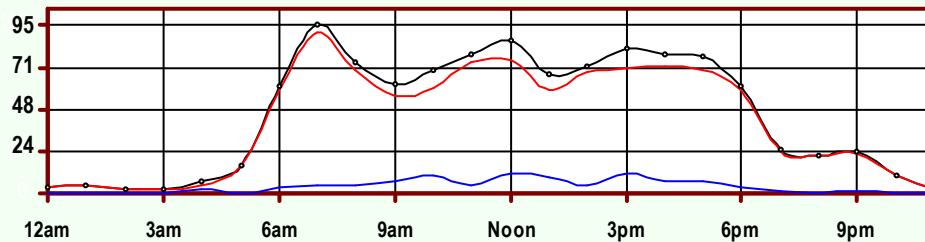
February 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,187	3pm	183
1,987	Private	164
200	Commercial	19
KFact 0.08	NB: 82	SB: 101

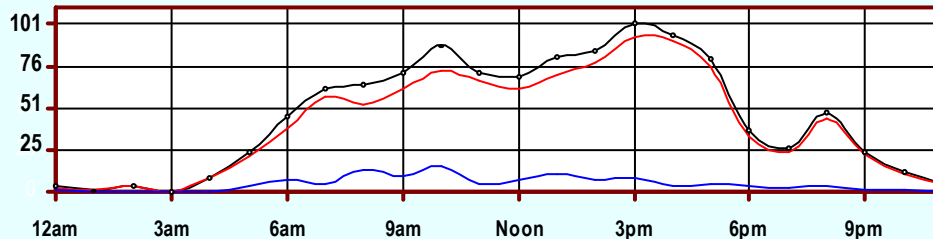
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,187	5	1,156	826	11	83	23	2	14	60	4	2	0	1
Axle Factor 0.94	0.2%	52.9%	37.8%	0.5%	3.8%	1.1%	0.1%	0.6%	2.7%	0.2%	0.1%	0.0%	0.0%
	1,987 Private-Unit 91.8%			119 Single-Unit 5.4%				81 Combination-Unit 3.7%					
	200 Commercial-Unit 9.1%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,082	7am	95
993	Private	91
89	Commercial	4
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,082	4	582	407	6	28	12	0	7	30	3	2	0	1
Axle Factor 0.94	0.4%	53.8%	37.6%	0.6%	2.6%	1.1%	0.0%	0.6%	2.8%	0.3%	0.2%	0.0%	0.1%
	993 Private-Unit 91.8%			46 Single-Unit 4.3%				43 Combination-Unit 4.0%					
	89 Commercial-Unit 8.2%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,105	3pm	101
994	Private	93
111	Commercial	8
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,105	1	574	419	5	55	11	2	7	30	1	0	0	0
Axle Factor 0.95	0.1%	51.9%	37.9%	0.5%	5.0%	1.0%	0.2%	0.6%	2.7%	0.1%	0.0%	0.0%	0.0%
	994 Private-Unit 90.0%			73 Single-Unit 6.6%				38 Combination-Unit 3.4%					
	111 Commercial-Unit 10.0%												

## SITE INFORMATION

Id: C305L1	Event No: 3779	Type: Supplemental
District 4	Chautauqua County	
North Leg	Route: US-166B, K-99	FC 6
	X-Route: US-166	
K-99/US-166B N OF US-166, S OF SEDAN		
Site Info: Class D		
Also: 12/20/99		

## 2 Lanes

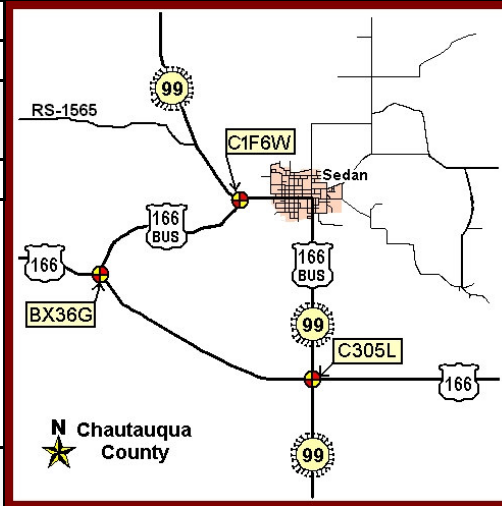
Ln	Start	End	Hrs
11	02/10/04 00:00	02/10/04 23:00	24
51	02/10/04 00:00	02/10/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>C305L3</b>		<b>Supplemental</b>	
<b>FC 2</b>	<b>Dist 4</b>	<b>Chautauqua County</b>	
<b>Rte: US-166</b>			<b>East Leg</b>
<b>XRte: K-99, US-166B</b>			
<b>US-166 E OF K-99, S OF SEDAN</b>			

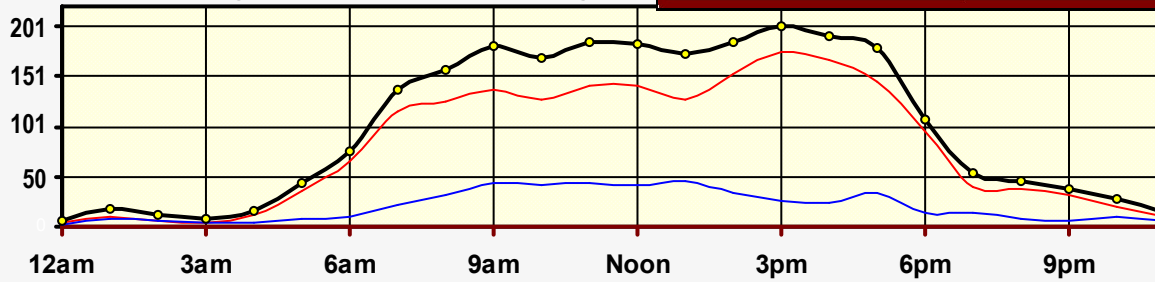
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 3pm</b>	<b>201</b>
<b>Private: 3pm</b>	<b>175</b>
<b>Trucks: 1pm</b>	<b>46</b>

### February 2004 (24 Hr Survey)

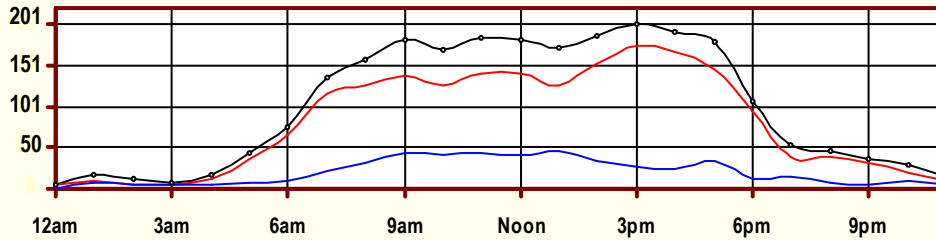


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	2	2	0	0	0	1	0	0	0	0	0	0
1	17	0	6	3	0	0	0	0	4	4	0	0	0	0
2	12	0	5	1	0	0	0	0	1	5	0	0	0	0
3	8	0	2	2	0	0	0	0	1	3	0	0	0	0
4	16	0	8	4	0	1	0	0	1	2	0	0	0	0
5	43	0	25	11	0	1	0	0	1	5	0	0	0	0
6	75	1	38	27	1	0	0	0	2	6	0	0	0	0
7	137	0	69	47	0	8	3	1	1	7	0	0	0	1
8	158	0	71	55	0	7	1	0	5	19	0	0	0	0
9	182	1	77	60	2	9	3	1	4	24	0	0	0	1
10	169	0	77	50	0	8	3	1	1	26	1	1	0	1
11	185	1	80	61	0	10	8	0	3	18	2	0	0	2
12	183	0	92	49	0	8	4	0	5	24	0	1	0	0
13	173	0	69	58	0	9	6	0	1	27	2	0	0	1
14	186	0	98	55	2	9	4	1	0	16	0	1	0	0
15	201	2	123	50	0	7	4	1	4	10	0	0	0	0
16	192	2	94	72	0	7	0	0	1	15	1	0	0	0
17	180	0	91	55	0	11	1	5	1	16	0	0	0	0
18	108	0	59	36	0	4	1	0	3	4	0	0	0	1
19	54	0	29	11	0	3	0	0	1	10	0	0	0	0
20	45	0	20	18	0	3	0	0	0	4	0	0	0	0
21	37	0	23	8	0	2	0	0	1	3	0	0	0	0
22	28	0	14	5	0	2	0	0	1	6	0	0	0	0
23	14	0	7	2	0	0	0	0	2	3	0	0	0	0
<b>AF</b>	<b>2,408</b>	<b>7</b>	<b>1,179</b>	<b>742</b>	<b>5</b>	<b>109</b>	<b>38</b>	<b>11</b>	<b>44</b>	<b>257</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>7</b>
<b>0.83</b>		<b>0.3%</b>	<b>49.0%</b>	<b>30.8%</b>	<b>0.2%</b>	<b>4.5%</b>	<b>1.6%</b>	<b>0.5%</b>	<b>1.8%</b>	<b>10.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		<b>1,928 Private Unit 80.1%</b>			<b>163 Single Unit 6.8%</b>					<b>317 Combination Unit 13.2%</b>				
		<b>480 Commercial Unit 19.9%</b>												

# C305L3

# Classification Summary

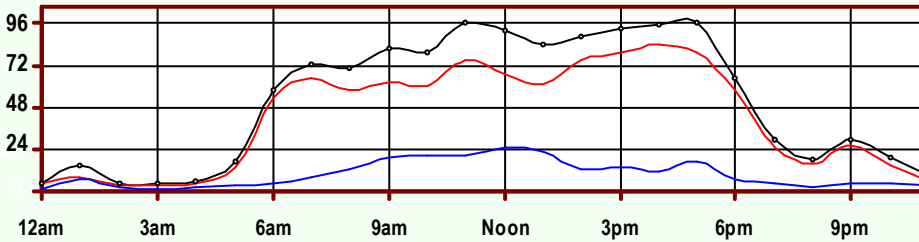
February 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,638	3pm	201
2,929	Private	175
709	Commercial	26
KFact 0.06	EB: 93	WB: 108

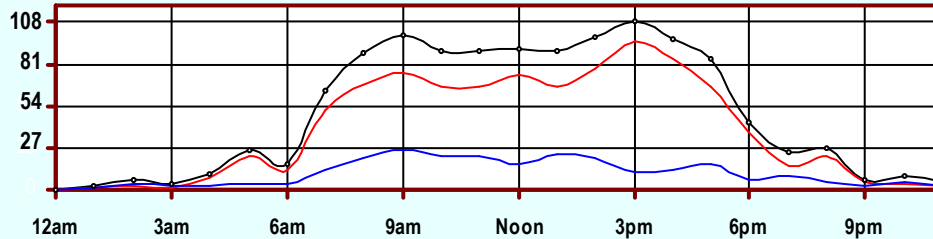
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,638	12	1,809	1,108	8	150	59	15	73	381	10	3	0	10
Axle Factor 0.83	0.3%	49.7%	30.5%	0.2%	4.1%	1.6%	0.4%	2.0%	10.5%	0.3%	0.1%	0.0%	0.3%
	2,929 Private-Unit 81.4%			232 Single-Unit 6.4%				477 Combination-Unit 13.1%					
	709 Commercial-Unit 19.5%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,460	11am	96
2,002	Private	75
458	Commercial	21
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,460	10	1,260	732	6	82	42	8	58	248	8	0	0	6
Axle Factor 0.83	0.4%	51.2%	29.8%	0.2%	3.3%	1.7%	0.3%	2.4%	10.1%	0.3%	0.0%	0.0%	0.2%
	2,002 Private-Unit 81.4%			138 Single-Unit 5.6%				320 Combination-Unit 13.0%					
	458 Commercial-Unit 18.6%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,178	3pm	108
927	Private	96
251	Commercial	12
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,178	2	549	376	2	68	17	7	15	133	2	3	0	4
Axle Factor 0.83	0.2%	46.6%	31.9%	0.2%	5.8%	1.4%	0.6%	1.3%	11.3%	0.2%	0.3%	0.0%	0.3%
	927 Private-Unit 78.7%			94 Single-Unit 8.0%				157 Combination-Unit 13.3%					
	251 Commercial-Unit 21.3%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> C305L3	<b>Event No:</b> 3780	<b>Type:</b> Supplemental
<b>District:</b> 4	<b>Chautauqua County</b>	
<b>East Leg</b>	<b>FC 2</b>	
	Route: US-166	
	X-Route: K-99, US-166B	
US-166 E OF K-99, S OF SEDAN		
Site Info: Class C, NHS		
Also: 5/30/01; 8/18/98		

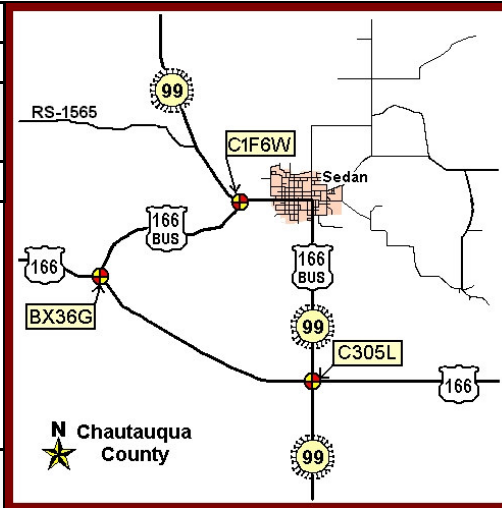
Ln	Start	End	Hrs
31	02/10/04 00:00	02/10/04 23:00	24
71	02/10/04 00:00	02/10/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>C305L5</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Chautauqua County</b>	
Rte: K-99			<b>South Leg</b>
XRte: US-166			
K-99 S OF US-166, S OF SEDAN			

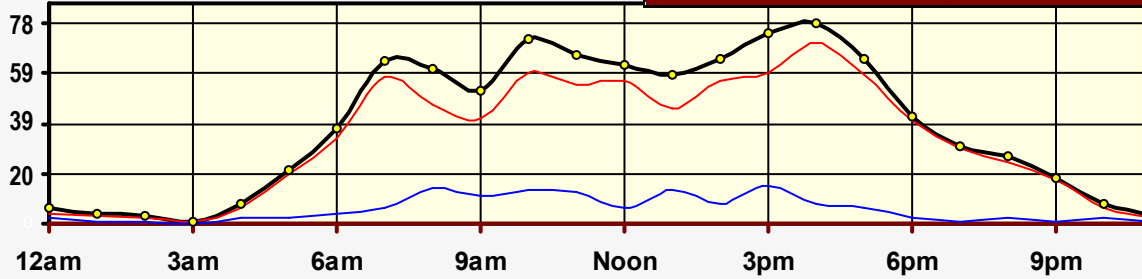
## CLASSIFICATION



### Peak Hour Traffic

Total: 4pm	78
Private: 4pm	70
Trucks: 3pm	15

### February 2004 (24 Hr Survey)

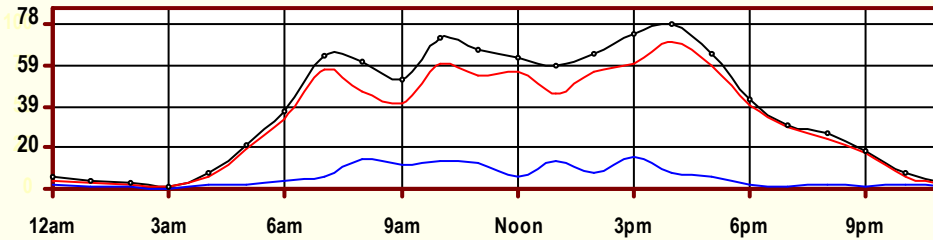


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6	0	3	1	0	0	0	1	0	1	0	0	0	0
1	4	0	2	1	0	0	0	0	0	1	0	0	0	0
2	3	0	0	2	0	0	0	0	0	1	0	0	0	0
3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4	8	0	3	3	0	0	0	0	0	2	0	0	0	0
5	21	0	14	5	1	1	0	0	0	0	0	0	0	0
6	37	0	16	17	0	4	0	0	0	0	0	0	0	0
7	63	0	33	24	1	0	0	0	0	5	0	0	0	0
8	60	0	27	19	0	3	4	0	4	3	0	0	0	0
9	52	0	19	22	0	3	2	0	0	6	0	0	0	0
10	72	0	23	36	2	7	1	0	0	3	0	0	0	0
11	66	0	21	33	0	4	1	0	1	4	1	1	0	0
12	62	0	28	28	1	1	0	0	1	3	0	0	0	0
13	58	0	24	21	0	3	0	1	0	8	0	0	0	1
14	64	0	27	29	2	1	0	0	0	5	0	0	0	0
15	74	0	34	25	1	5	3	0	3	2	0	0	0	1
16	78	0	43	27	2	1	0	0	0	4	1	0	0	0
17	64	0	26	32	0	2	1	0	1	2	0	0	0	0
18	42	0	16	24	0	0	0	0	0	1	0	1	0	0
19	30	1	13	15	0	0	0	0	0	1	0	0	0	0
20	26	0	7	17	0	1	0	0	0	1	0	0	0	0
21	18	0	12	5	0	0	0	0	0	1	0	0	0	0
22	8	0	5	1	0	0	0	0	0	2	0	0	0	0
23	3	0	2	0	0	0	0	0	0	1	0	0	0	0
AF	920	1	399	387	10	36	12	2	10	57	2	2	0	2
0.89		0.1%	43.4%	42.1%	1.1%	3.9%	1.3%	0.2%	1.1%	6.2%	0.2%	0.2%	0.0%	0.2%
<b>SITE RECAP</b>		787 Private 85.5% Unit			60 Single Unit 6.5%					73 Combination Unit 7.9%				
		133 Commercial Unit 14.5%												

# C305L5

# Classification Summary

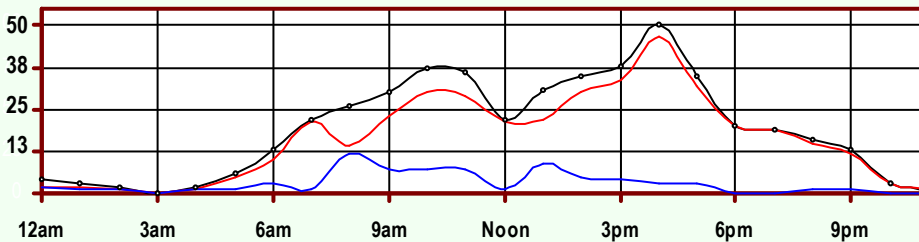
February 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
920	4pm	78
787	Private	70
133	Commercial	8
KFact 0.08	NB: 50	SB: 28

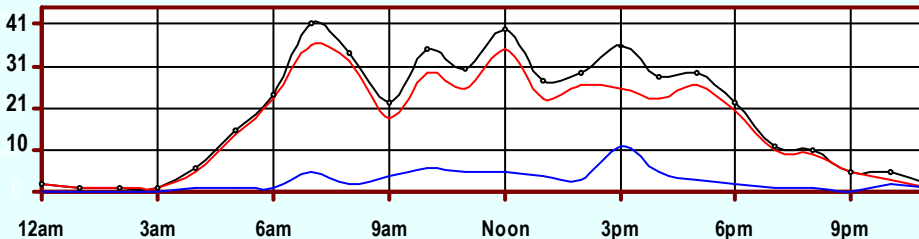
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
920	1	399	387	10	36	12	2	10	57	2	2	0	2
Axle Factor 0.89	0.1%	43.4%	42.1%	1.1%	3.9%	1.3%	0.2%	1.1%	6.2%	0.2%	0.2%	0.0%	0.2%
	787 Private-Unit 84.9%			60 Single-Unit 6.5%			73 Combination-Unit 7.9%						
	133 Commercial-Unit 14.5%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
464	4pm	50
394	Private	47
70	Commercial	3
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
464	1	204	189	5	18	6	2	5	30	1	1	0	2
Axle Factor 0.88	0.2%	44.0%	40.7%	1.1%	3.9%	1.3%	0.4%	1.1%	6.5%	0.2%	0.2%	0.0%	0.4%
	394 Private-Unit 84.9%			31 Single-Unit 6.7%			39 Combination-Unit 8.4%						
	70 Commercial-Unit 15.1%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
456	7am	41
393	Private	36
63	Commercial	5
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
456	0	195	198	5	18	6	0	5	27	1	1	0	0
Axle Factor 0.90	0.0%	42.8%	43.4%	1.1%	3.9%	1.3%	0.0%	1.1%	5.9%	0.2%	0.2%	0.0%	0.0%
	393 Private-Unit 86.2%			29 Single-Unit 6.4%			34 Combination-Unit 7.5%						
	63 Commercial-Unit 13.8%												

## SITE INFORMATION

<b>Id:</b> C305L5	<b>Event No:</b> 3781	<b>Type:</b> Supplemental
<b>District:</b> 4	<b>Chautauqua County</b>	
<b>South Leg</b>	<b>Route:</b> K-99	<b>FC:</b> 6
	<b>X-Route:</b> US-166	
<b>K-99 S OF US-166, S OF SEDAN</b>		
<b>Site Info:</b> Class D		
<b>Also:</b> 12/20/99		

## 2 Lanes

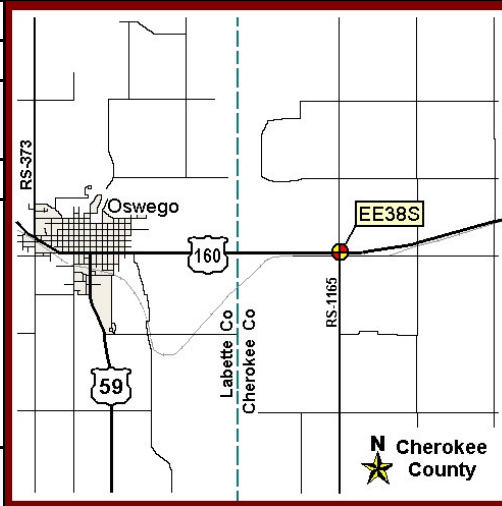
Ln	Start	End	Hrs
11	02/10/04 00:00	02/10/04 23:00	24
51	02/10/04 00:00	02/10/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>EE38S3</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Cherokee County</b>	
Rte: US-160			<b>East Leg</b>
XRte: RS-1165			
US-160 E OF RS-1165, 3 MI E OF OSWEGO			

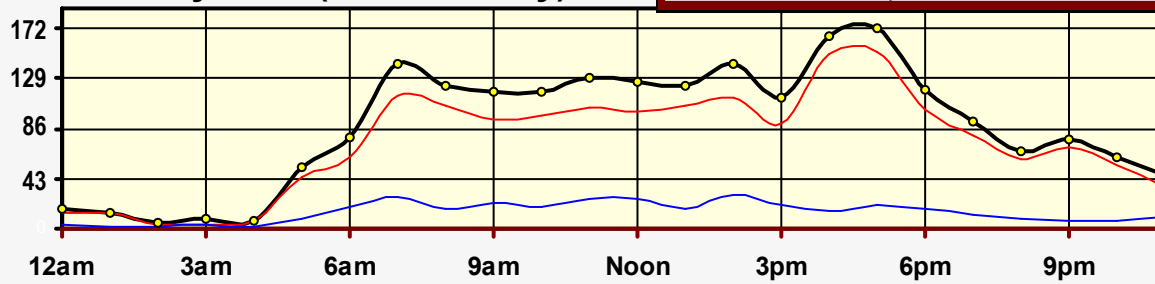
## CLASSIFICATION



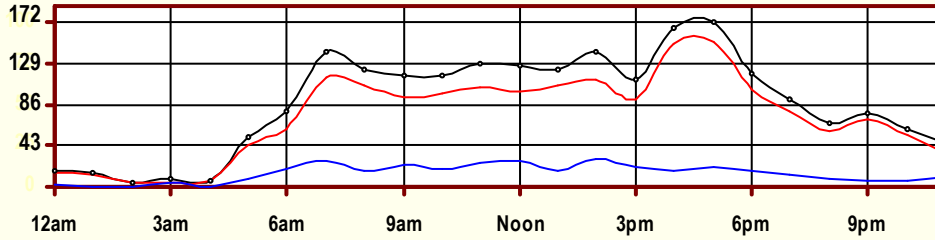
### Peak Hour Traffic

Total: 5pm	172
Private: 5pm	152
Trucks: 2pm	29

### July 2004 (24 Hr Survey)



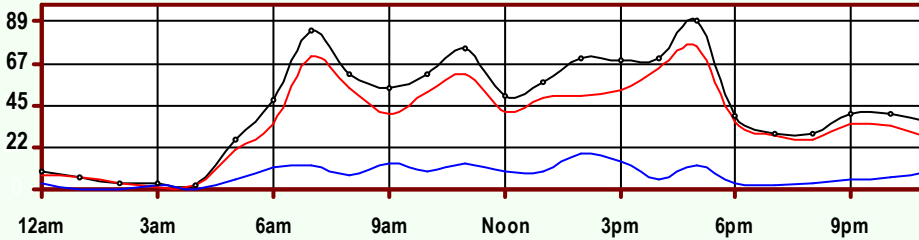
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	17	1	7	6	0	0	0	1	1	0	0	0	0	1
1	14	0	10	3	0	0	0	0	0	1	0	0	0	0
2	5	0	4	0	0	0	0	0	0	1	0	0	0	0
3	8	0	2	2	0	0	0	0	0	3	0	1	0	0
4	7	0	4	2	0	0	0	0	0	1	0	0	0	0
5	52	0	22	22	0	4	0	0	0	3	0	0	0	1
6	79	0	36	25	0	12	0	1	2	3	0	0	0	0
7	141	2	65	47	1	16	0	0	4	6	0	0	0	0
8	123	0	56	50	2	3	2	0	2	7	1	0	0	0
9	117	0	50	44	1	10	0	0	2	9	1	0	0	0
10	117	0	54	44	2	4	0	1	4	6	0	1	0	1
11	129	2	52	50	0	12	0	0	6	6	0	0	1	0
12	126	2	53	45	2	7	2	0	4	11	0	0	0	0
13	122	0	51	54	0	6	2	0	2	6	0	0	0	1
14	142	2	69	42	2	10	2	1	2	11	0	0	0	1
15	112	4	49	38	1	6	2	0	5	6	0	0	0	1
16	166	1	95	54	2	8	0	1	2	3	0	0	0	0
17	172	0	96	56	0	3	3	2	4	8	0	0	0	0
18	119	2	64	36	0	6	0	4	3	2	0	0	0	2
19	92	2	44	34	0	4	0	3	3	2	0	0	0	0
20	67	0	36	23	0	3	0	0	1	4	0	0	0	0
21	77	0	44	26	0	3	0	1	2	0	0	0	0	1
22	61	0	32	23	1	1	0	2	1	1	0	0	0	0
23	46	0	19	17	1	5	0	1	1	0	0	0	0	2
<b>AF</b>	<b>2,111</b>	<b>18</b>	<b>1,014</b>	<b>743</b>	<b>15</b>	<b>123</b>	<b>13</b>	<b>18</b>	<b>51</b>	<b>100</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>11</b>
<b>0.89</b>		<b>0.9%</b>	<b>48.0%</b>	<b>35.2%</b>	<b>0.7%</b>	<b>5.8%</b>	<b>0.6%</b>	<b>0.9%</b>	<b>2.4%</b>	<b>4.7%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.5%</b>
<b>SITE RECAP</b>		1,775 Private 84.1% Unit			169 Single Unit 8.0%					167 Combination Unit 7.9%				
		336 Commercial Unit 15.9%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,111	5pm	172
1,775	Private	152
336	Commercial	20
KFact 0.08	EB: 89	WB: 83

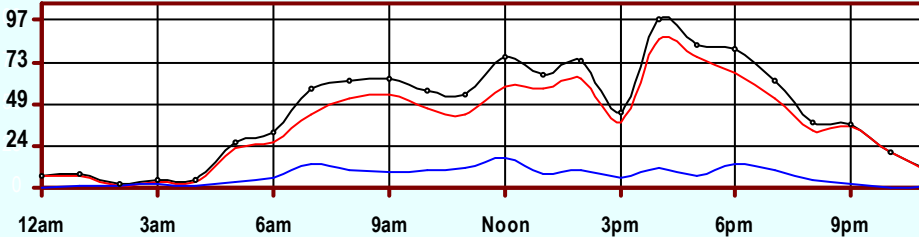
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,111	18	1,014	743	15	123	13	18	51	100	2	2	1	11
Axle Factor 0.89	0.9%	48.0%	35.2%	0.7%	5.8%	0.6%	0.9%	2.4%	4.7%	0.1%	0.1%	0.0%	0.5%
	1,775 Private-Unit 83.1%			169 Single-Unit 8.0%			167 Combination-Unit 7.9%						
	336 Commercial-Unit 15.9%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,048	5pm	89
871	Private	76
177	Commercial	13
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,048	12	553	306	7	61	8	9	27	55	1	1	1	7
Axle Factor 0.88	1.1%	52.8%	29.2%	0.7%	5.8%	0.8%	0.9%	2.6%	5.2%	0.1%	0.1%	0.1%	0.7%
	871 Private-Unit 83.1%			85 Single-Unit 8.1%			92 Combination-Unit 8.8%						
	177 Commercial-Unit 16.9%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,063	4pm	97
904	Private	86
159	Commercial	11
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,063	6	461	437	8	62	5	9	24	45	1	1	0	4
Axle Factor 0.90	0.6%	43.4%	41.1%	0.8%	5.8%	0.5%	0.8%	2.3%	4.2%	0.1%	0.1%	0.0%	0.4%
	904 Private-Unit 85.0%			84 Single-Unit 7.9%			75 Combination-Unit 7.1%						
	159 Commercial-Unit 15.0%												

SITE INFORMATION

2 Lanes

<b>Id:</b> EE38S3	<b>Event No:</b> 4527	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Cherokee County</b>	
<b>East Leg</b>	<b>Route:</b> US-160	<b>FC</b> 6
	<b>X-Route:</b> RS-1165	
<b>US-160 E OF RS-1165, 3 MI E OF OSWEGO</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

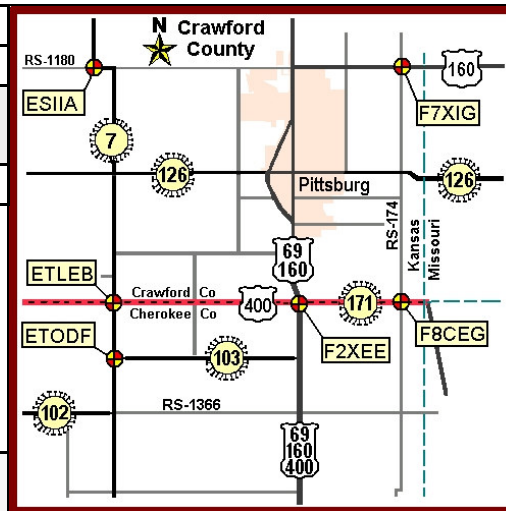
Ln	Start	End	Hrs
31	07/27/04 12:00	07/28/04 11:00	24
71	07/27/04 12:00	07/28/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>F2XEE3</b>		<b>Regular</b>	
<b>FC 2</b>	<b>Dist 4</b>	<b>Cherokee County</b>	
Rte: K-171			<b>East Leg</b>
XRte: US-69			
K-171 E OF US-400 / US-69, S OF PITTSBURG			

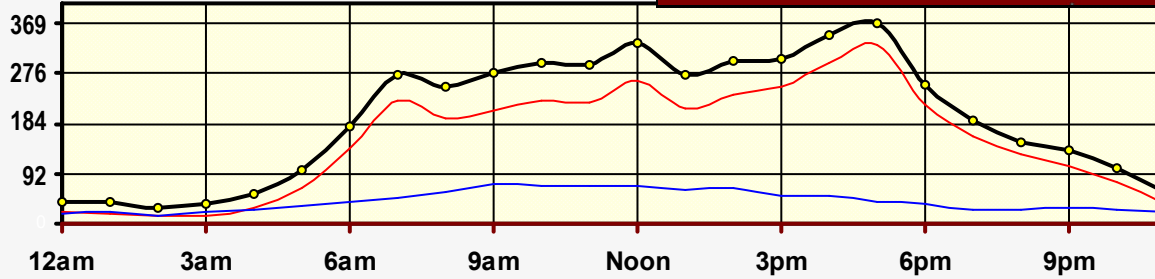
## CLASSIFICATION



### Peak Hour Traffic

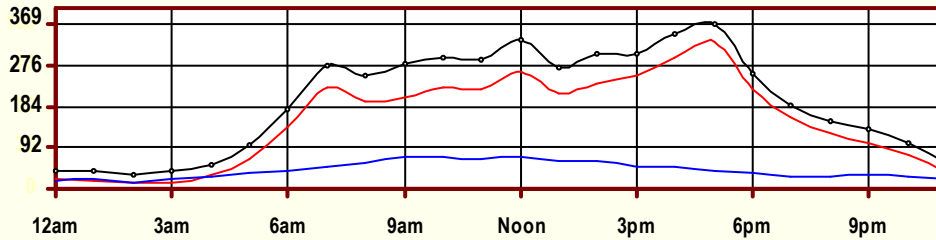
<b>Total: 5pm</b>	<b>369</b>
<b>Private: 5pm</b>	<b>328</b>
<b>Trucks: 9am</b>	<b>72</b>

### July 2004 (48 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	39.5	0	16	6	0.5	0.5	0	0.5	1	12.5	0.5	2	0	0
1	40.5	0.5	14	2.5	0	0	1	0	0.5	17	0	4.5	0.5	0
2	29.5	0	11.5	3	0	0.5	1	0	0	11	0.5	2	0	0
3	38	0	8.5	6.5	2	0	1	0	2	13	0	4	1	0
4	54	0	21.5	7.5	2	0	0	0	2.5	13.5	0	6	1	0
5	99.5	0.5	54	11.5	0	3	1.5	0	3	19.5	2.5	3	1	0
6	180	0.5	107	31.5	0	5.5	4	0.5	2	26	2	1	0	0
7	275.5	0	184	42.5	1	6.5	1.5	2.5	3	32	1	1.5	0	0
8	253.5	1.5	147	46.5	1	8.5	5.5	1.5	3.5	36	2.5	0	0	0
9	279	0	161.5	45.5	1	6	7	4.5	7.5	41.5	3.5	1	0	0
10	296	0.5	177.5	48.5	2.5	4	9.5	1.5	8	38	2	4	0	0
11	291.5	1	176	45.5	2	8.5	5.5	1.5	8	40.5	2.5	0.5	0	0
12	332	2	203	57.5	3	10	7.5	4	4.5	36.5	3	1	0	0
13	273.5	1	169.5	42.5	2	5	6.5	2.5	3.5	36	5	0	0	0
14	301	0	193	43.5	2	10.5	2	3	2.5	37.5	6.5	0	0.5	0
15	303	3	204.5	46	1.5	6	3	2	5	29	2.5	0.5	0	0
16	345.5	1.5	239.5	54.5	0.5	10.5	1.5	1	4.5	31.5	0	0.5	0	0
17	368.5	0.5	273.5	53.5	0.5	5.5	1	0.5	6.5	27	0	0	0	0
18	256.5	1	178.5	41	1.5	5	1.5	2	4	21.5	0	0.5	0	0
19	189	0	133	29	1.5	5.5	1.5	1	1	16	0	0.5	0	0
20	151.5	1	105.5	19.5	0	2	0	1	1	20	0.5	1	0	0
21	133.5	0.5	90.5	13.5	1	3	0.5	0.5	1	18.5	0.5	4	0	0
22	101.5	0.5	63.5	11.5	0.5	0.5	1	0	1.5	17.5	0.5	4.5	0	0
23	59.5	0	32.5	4.5	1	0	0	0	1	15.5	0	4.5	0.5	0
<b>AF</b>	<b>4,692</b>	<b>15.5</b>	<b>2,965</b>	<b>713.5</b>	<b>27</b>	<b>106.5</b>	<b>63.5</b>	<b>30</b>	<b>77</b>	<b>607</b>	<b>35.5</b>	<b>46.5</b>	<b>4.5</b>	<b>0</b>
<b>0.80</b>		<b>0.3%</b>	<b>63.2%</b>	<b>15.2%</b>	<b>0.6%</b>	<b>2.3%</b>	<b>1.4%</b>	<b>0.6%</b>	<b>1.6%</b>	<b>12.9%</b>	<b>0.8%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>3,694 Private 78.7% Unit</b>			<b>227 Single Unit 4.8%</b>					<b>770.5 Combination Unit 16.4%</b>				
<b>997.5 Commercial Unit 21.3%</b>														

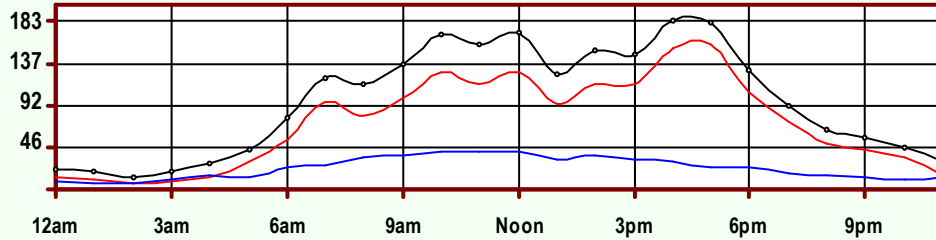




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,692	5pm	369
3,694	Private	328
998	Commercial	41
KFact 0.08	EB: 182.5	WB: 186

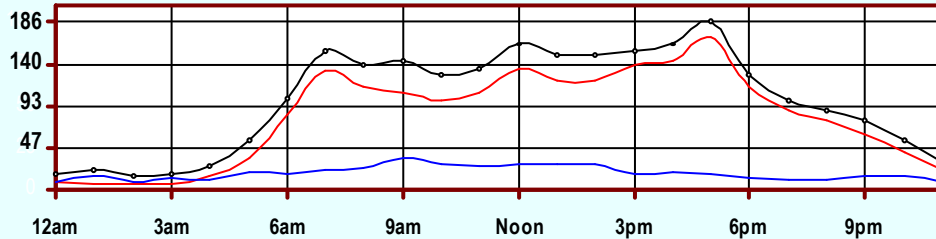
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,692	16	2,965	714	27	107	64	30	77	607	36	47	5	0
Axle Factor 0.80	0.3%	63.2%	15.2%	0.6%	2.3%	1.4%	0.6%	1.6%	12.9%	0.8%	1.0%	0.1%	0.0%
	3,694 Private-Unit 75.9%			227 Single-Unit 4.8%				771 Combination-Unit 16.4%					
	998 Commercial-Unit 21.3%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,295	4pm	183
1,742	Private	154
554	Commercial	30
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,295	15	1,155	573	15	72	30	23	47	333	11	22	2	0
Axle Factor 0.78	0.6%	50.3%	24.9%	0.6%	3.1%	1.3%	1.0%	2.0%	14.5%	0.5%	1.0%	0.1%	0.0%
	1,742 Private-Unit 75.9%			139 Single-Unit 6.1%				415 Combination-Unit 18.1%					
	554 Commercial-Unit 24.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,397	5pm	186
1,953	Private	169
444	Commercial	18
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,397	1	1,811	141	13	35	34	7	30	275	25	25	3	0
Axle Factor 0.81	0.0%	75.5%	5.9%	0.5%	1.5%	1.4%	0.3%	1.3%	11.5%	1.0%	1.0%	0.1%	0.0%
	1,953 Private-Unit 81.5%			88 Single-Unit 3.7%				356 Combination-Unit 14.9%					
	444 Commercial-Unit 18.5%												

SITE INFORMATION

2 Lanes

<b>Id:</b> F2XEE3	<b>Event No:</b> 4715	<b>Type:</b> Regular
<b>District</b> 4	<b>Cherokee County</b>	
<b>East Leg</b>	<b>Route:</b> K-171	<b>FC</b> 2
	<b>X-Route:</b> US-69	
<b>K-171 E OF US-400 / US-69, S OF PITTSBURG</b>		
<b>Site Info:</b> Reg-Grp(2), WIM, Class B, NHS		
<b>Also:</b> 5/14/01; 12/19/00; 9/22/98; 10/20/92		

Ln	Start	End	Hrs
31	07/12/04 13:00	07/14/04 12:00	48
71	07/12/04 13:00	07/14/04 12:00	48

# 24 Hour Site Summary

## CLASSIFICATION

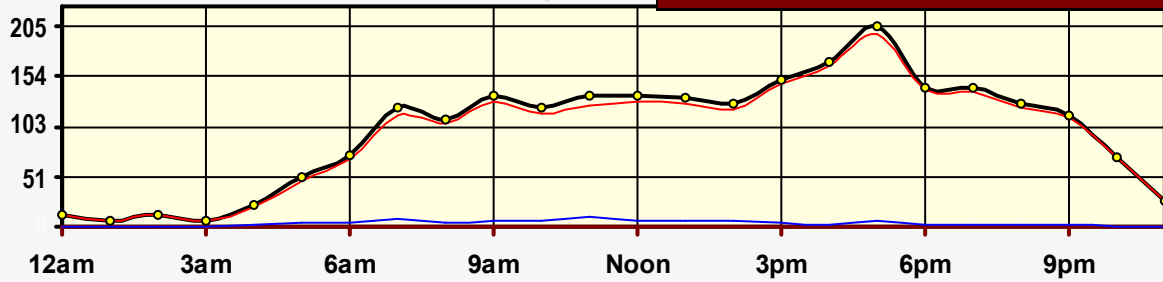
<b>CO1AY5</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Coffey County</b>
<b>Rte: K-131</b>	<b>South Leg</b>
<b>XRte: I-35, US-50</b>	
<b>K-131 S OF I-35, N OF LEBO</b>	

## CLASSIFICATION



<b>Peak Hour Traffic</b>	
Total: 5pm	205
Private: 5pm	198
Trucks: 11am	10

### June 2004 (24 Hr Survey)

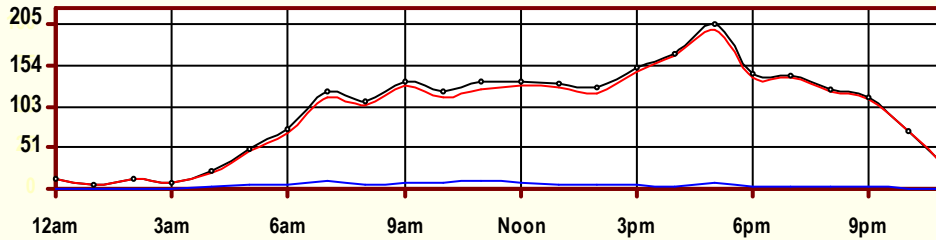


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	12	0	6	6	0	0	0	0	0	0	0	0	0	0
1	6	0	5	1	0	0	0	0	0	0	0	0	0	0
2	12	0	9	3	0	0	0	0	0	0	0	0	0	0
3	7	0	6	1	0	0	0	0	0	0	0	0	0	0
4	23	0	12	8	0	1	0	0	0	2	0	0	0	0
5	50	0	23	23	0	3	0	0	0	1	0	0	0	0
6	74	2	36	32	0	2	0	0	1	1	0	0	0	0
7	122	0	80	33	1	3	1	0	1	3	0	0	0	0
8	109	0	67	38	0	1	1	0	0	2	0	0	0	0
9	135	1	89	38	0	3	0	0	0	4	0	0	0	0
10	122	0	67	48	0	2	0	0	2	3	0	0	0	0
11	134	0	65	59	0	3	2	0	0	5	0	0	0	0
12	135	1	84	43	0	1	0	0	0	6	0	0	0	0
13	132	4	81	41	0	0	2	0	1	3	0	0	0	0
14	126	1	78	41	0	2	1	0	0	3	0	0	0	0
15	151	1	85	61	0	2	0	0	0	2	0	0	0	0
16	168	1	110	54	1	1	0	0	1	0	0	0	0	0
17	205	1	143	54	1	4	1	0	1	0	0	0	0	0
18	143	0	109	31	0	2	0	0	1	0	0	0	0	0
19	142	0	90	49	0	1	1	0	1	0	0	0	0	0
20	125	2	89	31	0	3	0	0	0	0	0	0	0	0
21	113	0	79	32	0	2	0	0	0	0	0	0	0	0
22	72	0	48	23	0	1	0	0	0	0	0	0	0	0
23	27	0	19	7	0	1	0	0	0	0	0	0	0	0
<b>AF</b>	<b>2,345</b>	<b>14</b>	<b>1,480</b>	<b>757</b>	<b>3</b>	<b>38</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>0.6%</b>	<b>63.1%</b>	<b>32.3%</b>	<b>0.1%</b>	<b>1.6%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>2,251 Private 96.0% Unit</b>			<b>50 Single Unit 2.1%</b>					<b>44 Combination Unit 1.9%</b>				
		<b>94 Commercial Unit 4.0%</b>												

**CO1AY5**

**Classification Summary**

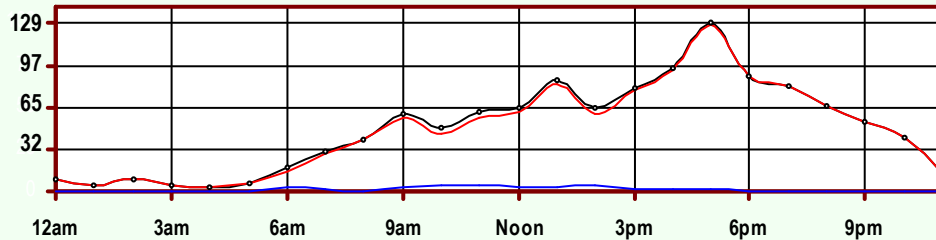
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
2,345	5pm	205
2,251	Private	198
94	Commercial	7
KFact 0.09	NB: 129	SB: 76

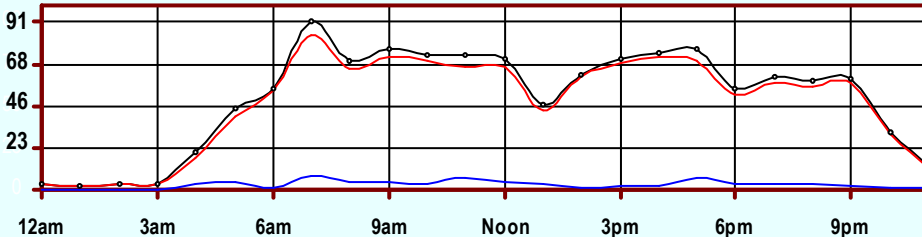
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,345	14	1,480	757	3	38	9	0	9	35	0	0	0	0
Axle Factor 0.97	0.6%	63.1%	32.3%	0.1%	1.6%	0.4%	0.0%	0.4%	1.5%	0.0%	0.0%	0.0%	0.0%
	2,251 Private-Unit 97.3%			50 Single-Unit 2.1%				44 Combination-Unit 1.9%					
	94 Commercial-Unit 4.0%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,153	5pm	129
1,122	Private	128
31	Commercial	1
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,153	6	747	369	0	5	4	0	4	18	0	0	0	0
Axle Factor 0.97	0.5%	64.8%	32.0%	0.0%	0.4%	0.3%	0.0%	0.3%	1.6%	0.0%	0.0%	0.0%	0.0%
	1,122 Private-Unit 97.3%			9 Single-Unit 0.8%				22 Combination-Unit 1.9%					
	31 Commercial-Unit 2.7%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,192	7am	91
1,129	Private	84
63	Commercial	7
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,192	8	733	388	3	33	5	0	5	17	0	0	0	0
Axle Factor 0.97	0.7%	61.5%	32.6%	0.3%	2.8%	0.4%	0.0%	0.4%	1.4%	0.0%	0.0%	0.0%	0.0%
	1,129 Private-Unit 94.7%			41 Single-Unit 3.4%				22 Combination-Unit 1.8%					
	63 Commercial-Unit 5.3%												

**SITE INFORMATION**

**2 Lanes**

Id: CO1AY5	Event No: 4291	Type: Supplemental
District 4	Coffey County	
South Leg	Route: K-131	FC 7
	X-Route: I-35, US-50	
K-131 S OF I-35, N OF LEBO		
Site Info: Class E		
No Other Surveys on File		

Ln	Start	End	Hrs
11	06/30/04 12:00	07/01/04 11:00	24
51	06/30/04 12:00	07/01/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>CX16C1</b>	<b>Supplemental</b>
<b>FC 2   Dist 4</b>	<b>Coffey County</b>
<b>Rte: US-75</b>	<b>North Leg</b>
<b>XRte: RS-153, 17th RD</b>	
<b>US-75 N OF RS-153, N OF NEW STRAWN</b>	

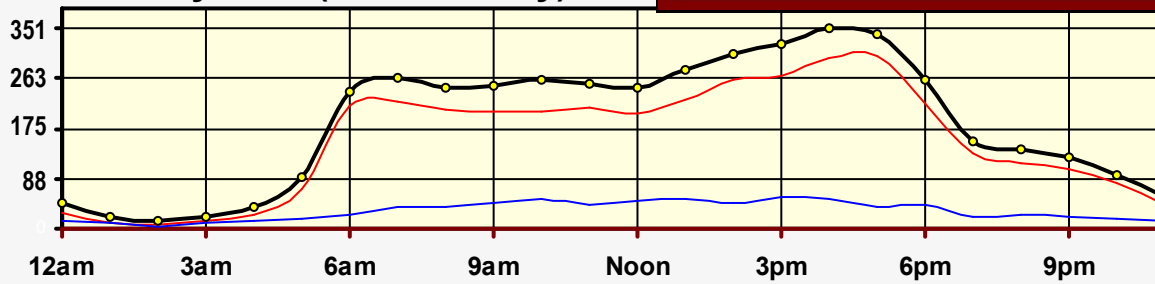
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>351</b>
<b>Private: 5pm</b>	<b>302</b>
<b>Trucks: 3pm</b>	<b>54</b>

### July 2004 (48 Hr Survey)

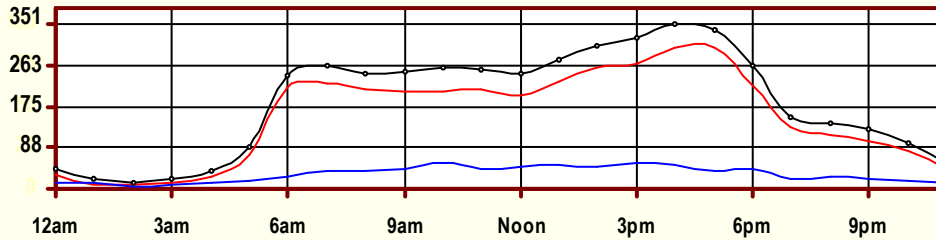


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	43.5	0	22	7.5	0	0	0	0	0.5	12	0.5	1	0	0
1	21.5	0	7.5	3	1.5	0	0	0.5	1.5	7.5	0	0	0	0
2	12.5	0	7.5	1	0	0.5	0	0	0.5	3	0	0	0	0
3	21.5	0.5	9	3	0	0.5	0.5	0	0.5	6.5	0	1	0	0
4	37.5	0.5	17	6.5	0.5	0.5	0.5	0	2	9	0	1	0	0
5	89	0	45.5	25.5	2	0	0.5	0.5	2	13	0	0	0	0
6	239.5	6	153.5	56.5	0	5.5	5	0	2.5	10.5	0	0	0	0
7	262.5	1	163.5	59.5	0.5	7	4.5	0	7	19	0	0	0	0.5
8	247.5	1	154	55	1	9	1	1	3	21.5	0.5	0.5	0	0
9	249	0.5	134	71	1	8	2	0.5	4	26	1	0.5	0	0.5
10	260	1	141.5	64	2.5	6.5	1.5	4	10	28	1	0	0	0
11	252.5	1.5	145	65	0	5	2.5	1	6	26	0.5	0	0	0
12	247	1	140.5	58.5	1	7.5	2.5	0	6	28.5	0	0	0	1.5
13	277.5	2	159	66	1.5	9.5	1	1.5	5	28.5	0.5	2	0.5	0.5
14	306	0.5	188	72	2	2.5	8.5	1	6.5	22.5	1.5	0.5	0	0.5
15	322	2.5	192	73.5	2	11	2	2.5	7.5	26.5	1	0.5	0	1
16	350.5	3.5	211.5	84	1	11.5	2.5	0	7.5	26.5	1.5	0	0	1
17	339.5	1.5	209	91	1	9	2.5	0	3.5	21.5	0	0	0	0.5
18	261	0.5	165	54	1	1.5	0.5	0	7	30.5	1	0	0	0
19	154	0	95.5	36.5	0.5	2	0	0	4.5	14	0	0.5	0	0.5
20	138	0.5	82.5	30	0	3	1	0.5	2.5	18	0	0	0	0
21	125	0	73	30.5	0.5	2	0.5	1.5	3	13	0.5	0	0	0.5
22	95.5	0	60	19.5	0	2	0	0	1	13	0	0	0	0
23	55.5	0	28.5	13.5	0	0	0	0	3	10	0	0.5	0	0
<b>AF</b>	<b>4,408</b>	<b>24</b>	<b>2,604.5</b>	<b>1,046.5</b>	<b>19.5</b>	<b>104</b>	<b>39</b>	<b>14.5</b>	<b>96.5</b>	<b>434.5</b>	<b>9.5</b>	<b>8</b>	<b>0.5</b>	<b>7</b>
<b>0.84</b>		<b>0.5%</b>	<b>59.1%</b>	<b>23.7%</b>	<b>0.4%</b>	<b>2.4%</b>	<b>0.9%</b>	<b>0.3%</b>	<b>2.2%</b>	<b>9.9%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>3,675 Private 83.4% Unit</b>			<b>177 Single Unit 4.0%</b>					<b>556 Combination Unit 12.6%</b>				
		<b>733 Commercial Unit 16.6%</b>												

# CX16C1

# Classification Summary

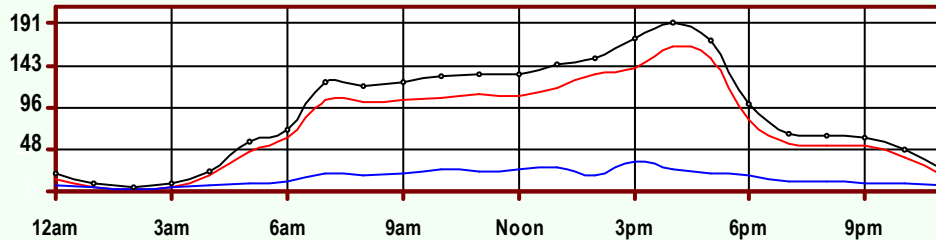
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,408	4pm	351
3,675	Private	299
733	Commercial	52
KFact 0.08	NB: 191	SB: 159.5

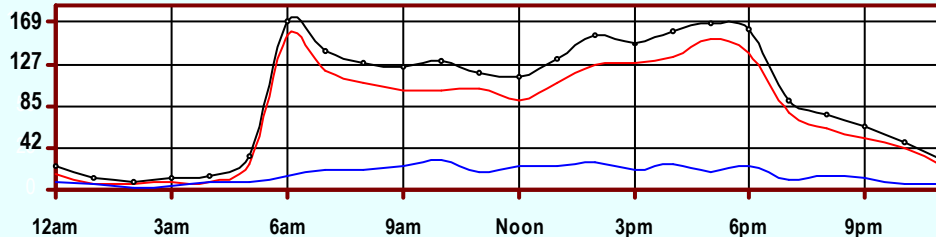
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,408	24	2,605	1,047	20	104	39	15	97	435	10	8	1	7
Axle Factor 0.84	0.5%	59.1%	23.7%	0.4%	2.4%	0.9%	0.3%	2.2%	9.9%	0.2%	0.2%	0.0%	0.2%
	3,675 Private-Unit 83.1%			177 Single-Unit 4.0%			556 Combination-Unit 12.6%						
	733 Commercial-Unit 16.6%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,154	4pm	191
1,789	Private	166
365	Commercial	25
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,154	11	1,259	520	9	59	19	8	45	210	8	4	1	5
Axle Factor 0.84	0.5%	58.4%	24.1%	0.4%	2.7%	0.9%	0.4%	2.1%	9.7%	0.3%	0.2%	0.0%	0.2%
	1,789 Private-Unit 83.1%			95 Single-Unit 4.4%			271 Combination-Unit 12.6%						
	365 Commercial-Unit 16.9%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,254	6am	169
1,886	Private	156
368	Commercial	13
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,254	14	1,346	527	11	45	21	7	52	225	2	5	0	3
Axle Factor 0.84	0.6%	59.7%	23.4%	0.5%	2.0%	0.9%	0.3%	2.3%	10.0%	0.1%	0.2%	0.0%	0.1%
	1,886 Private-Unit 83.7%			83 Single-Unit 3.7%			286 Combination-Unit 12.7%						
	368 Commercial-Unit 16.3%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> CX16C1	<b>Event No:</b> 4408	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>North Leg</b>	<b>FC 2</b>	
	Route: US-75	
	X-Route: RS-153, 17th RD	
US-75 N OF RS-153, N OF NEW STRAWN		
Site Info: Class B		
No Other Surveys on File		

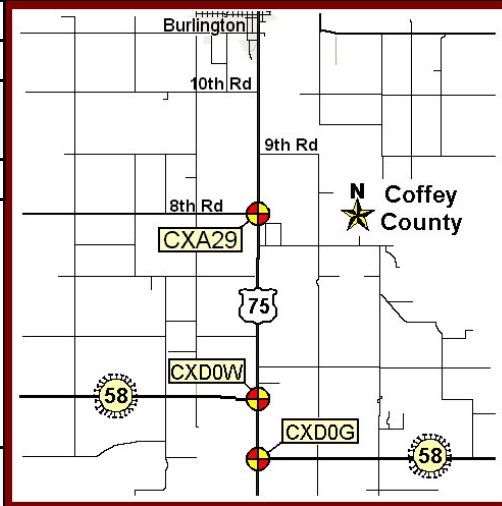
Ln	Start	End	Hrs
11	07/06/04 12:00	07/08/04 11:00	48
51	07/06/04 12:00	07/08/04 11:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>CXA291</b>	<b>Supplemental</b>		
<b>FC 2</b>	<b>Dist 4</b>	<b>Coffey County</b>	
<b>Rte: US-75</b>			<b>North Leg</b>
<b>XRte: 8th RD</b>			
<b>US-75 N OF 8th RD, S OF BURLINGTON</b>			

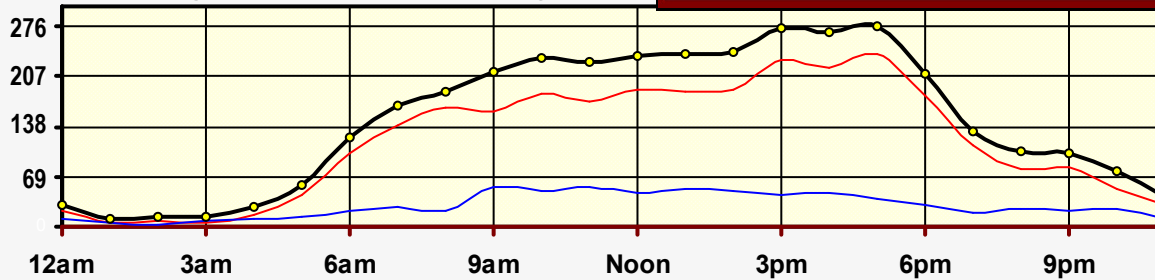
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 5pm</b>	<b>276</b>
<b>Private: 5pm</b>	<b>239</b>
<b>Trucks: 11am</b>	<b>55</b>

### July 2004 (24 Hr Survey)

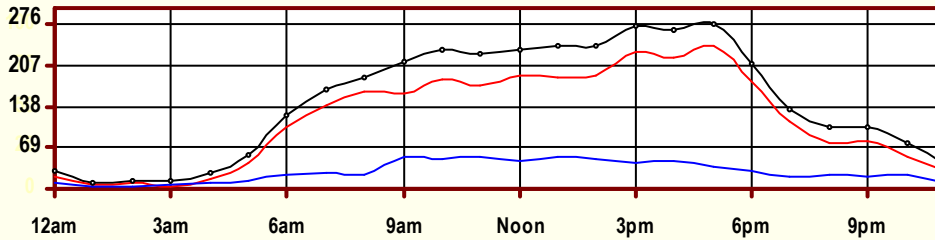


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	31	0	16	5	0	0	0	0	0	9	0	1	0	0
1	11	0	6	0	0	0	0	0	0	5	0	0	0	0
2	13	0	9	0	0	0	0	0	0	4	0	0	0	0
3	13	1	2	2	0	0	0	0	1	6	0	1	0	0
4	27	0	9	7	0	0	0	0	1	9	0	1	0	0
5	57	0	29	14	1	0	1	0	1	11	0	0	0	0
6	124	1	65	36	1	8	0	2	2	9	0	0	0	0
7	167	0	91	48	4	2	0	1	1	20	0	0	0	0
8	187	2	110	52	1	4	0	1	4	13	0	0	0	0
9	214	0	86	74	2	10	0	3	5	32	0	2	0	0
10	233	2	106	76	1	10	1	1	3	32	0	1	0	0
11	227	1	114	57	1	8	1	2	8	33	2	0	0	0
12	235	1	122	66	0	10	0	2	5	28	1	0	0	0
13	239	3	125	58	1	13	4	2	8	25	0	0	0	0
14	240	1	128	61	0	14	1	2	7	23	1	1	0	1
15	273	5	147	78	1	7	2	1	3	28	0	1	0	0
16	267	1	143	76	0	10	1	0	5	31	0	0	0	0
17	276	2	151	86	1	3	2	0	2	29	0	0	0	0
18	211	2	118	60	0	6	0	1	1	20	1	1	1	0
19	132	0	82	31	1	1	1	1	0	15	0	0	0	0
20	103	0	55	23	0	3	1	2	2	17	0	0	0	0
21	102	1	60	20	1	2	1	0	0	16	1	0	0	0
22	77	1	33	19	0	0	1	0	5	18	0	0	0	0
23	40	0	22	8	0	2	0	0	0	7	0	1	0	0
<b>AF</b>	<b>3,499</b>	<b>24</b>	<b>1,829</b>	<b>957</b>	<b>16</b>	<b>113</b>	<b>17</b>	<b>21</b>	<b>64</b>	<b>440</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>1</b>
		<b>0.7%</b>	<b>52.3%</b>	<b>27.4%</b>	<b>0.5%</b>	<b>3.2%</b>	<b>0.5%</b>	<b>0.6%</b>	<b>1.8%</b>	<b>12.6%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>2,810 Private 80.3% Unit</b>			<b>167 Single Unit 4.8%</b>					<b>522 Combination Unit 14.9%</b>				
		<b>689 Commercial Unit 19.7%</b>												

# CXA291

# Classification Summary

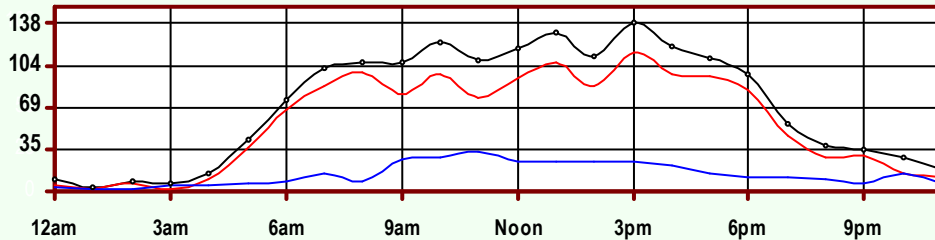
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,499	5pm	276
2,810	Private	239
689	Commercial	37
KFact 0.08	NB: 109	SB: 167

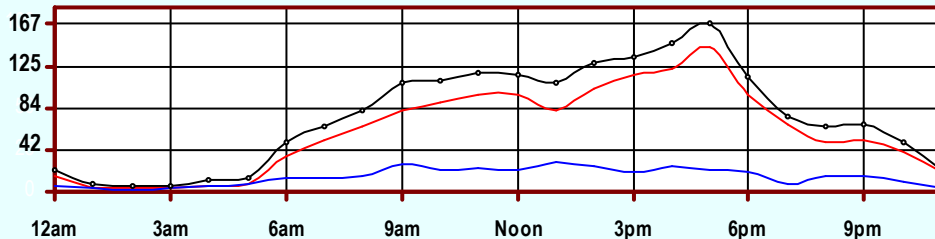
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,499	24	1,829	957	16	113	17	21	64	440	6	10	1	1
Axle Factor 0.82	0.7%	52.3%	27.4%	0.5%	3.2%	0.5%	0.6%	1.8%	12.6%	0.2%	0.3%	0.0%	0.0%
	2,810 Private-Unit 80.4%			167 Single-Unit 4.8%			522 Combination-Unit 14.9%						
	689 Commercial-Unit 19.7%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,701	3pm	138
1,367	Private	114
334	Commercial	24
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,701	11	859	497	9	57	8	11	29	209	6	3	1	1
Axle Factor 0.82	0.6%	50.5%	29.2%	0.5%	3.4%	0.5%	0.6%	1.7%	12.3%	0.4%	0.2%	0.1%	0.1%
	1,367 Private-Unit 80.4%			85 Single-Unit 5.0%			249 Combination-Unit 14.6%						
	334 Commercial-Unit 19.6%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,798	5pm	167
1,443	Private	145
355	Commercial	22
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,798	13	970	460	7	56	9	10	35	231	0	7	0	0
Axle Factor 0.81	0.7%	53.9%	25.6%	0.4%	3.1%	0.5%	0.6%	1.9%	12.8%	0.0%	0.4%	0.0%	0.0%
	1,443 Private-Unit 80.3%			82 Single-Unit 4.6%			273 Combination-Unit 15.2%						
	355 Commercial-Unit 19.7%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> CXA291	<b>Event No:</b> 4518	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>North Leg</b>	<b>FC 2</b>	
	Route: US-75	
	X-Route: 8th RD	
US-75 N OF 8th RD, S OF BURLINGTON		
Site Info: Class B		
No Other Surveys on File		

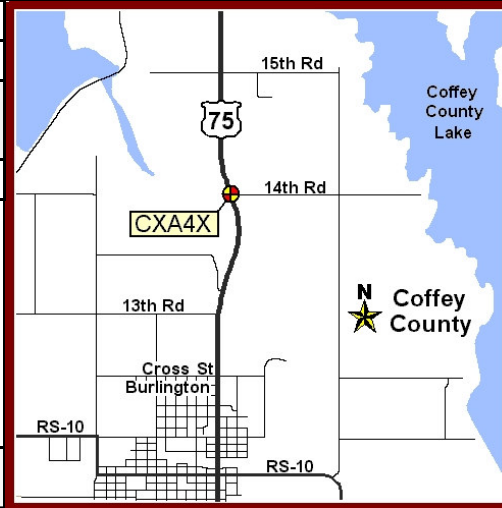
Ln	Start	End	Hrs
11	07/07/04 10:00	07/08/04 09:00	24
51	07/07/04 10:00	07/08/04 09:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>CXA4X1</b>		<b>Supplemental</b>
<b>FC 2</b>	<b>Dist 4</b>	<b>Coffey County</b>
<b>Rte: US-75</b>		<b>North Leg</b>
<b>XRte: 14th RD</b>		
<b>US-75 N OF 14th RD, N OF BURLINGTON</b>		

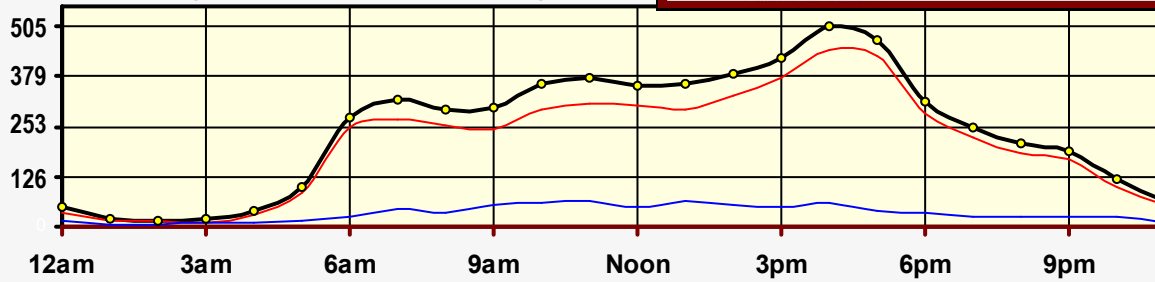
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>505</b>
<b>Private: 4pm</b>	<b>446</b>
<b>Trucks: 11am</b>	<b>65</b>

### July 2004 (24 Hr Survey)



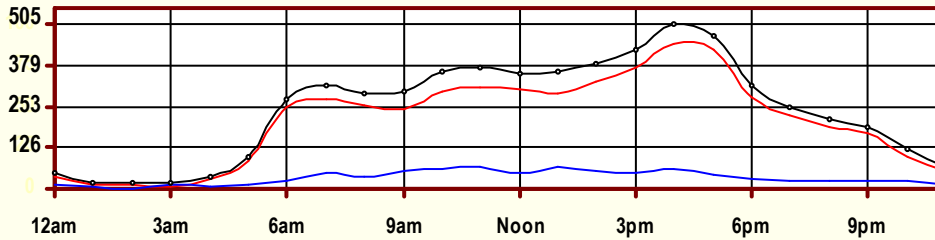
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	49	1	26	9	0	0	0	0	0	12	0	1	0	0
1	21	0	10	4	0	0	0	0	0	7	0	0	0	0
2	16	0	11	2	0	2	0	0	0	1	0	0	0	0
3	20	0	7	2	0	0	0	0	1	9	0	1	0	0
4	39	1	22	7	0	0	0	0	1	7	0	1	0	0
5	100	1	58	26	2	0	0	0	1	12	0	0	0	0
6	277	7	161	82	0	11	1	0	1	14	0	0	0	0
7	319	0	189	83	0	10	9	0	7	19	0	0	0	2
8	293	2	179	76	1	17	1	2	1	14	0	0	0	0
9	299	0	162	83	1	9	4	1	6	31	1	1	0	0
10	358	2	195	100	1	18	4	2	9	26	0	1	0	0
11	375	2	206	102	0	18	6	1	5	35	0	0	0	0
12	356	3	214	90	1	7	6	0	6	27	0	0	0	2
13	360	3	199	93	1	15	4	2	13	27	1	1	0	1
14	385	1	234	96	1	12	8	0	5	27	1	0	0	0
15	426	7	255	113	0	14	4	0	4	28	0	0	0	1
16	505	7	314	125	1	18	4	0	9	27	0	0	0	0
17	469	6	300	122	1	7	2	0	4	26	0	0	0	1
18	316	0	199	84	1	4	3	1	3	20	1	0	0	0
19	250	2	161	63	0	4	1	1	2	15	0	1	0	0
20	212	1	134	52	0	3	1	1	1	18	0	0	0	1
21	192	0	126	43	1	3	1	0	1	16	1	0	0	0
22	121	0	77	21	0	1	0	0	2	20	0	0	0	0
23	67	0	41	15	0	3	0	0	1	6	0	1	0	0
<b>AF</b>	<b>5,825</b>	<b>46</b>	<b>3,480</b>	<b>1,493</b>	<b>12</b>	<b>176</b>	<b>59</b>	<b>11</b>	<b>83</b>	<b>444</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>8</b>
<b>0.87</b>		<b>0.8%</b>	<b>59.7%</b>	<b>25.6%</b>	<b>0.2%</b>	<b>3.0%</b>	<b>1.0%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>7.6%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		<b>5,019 Private 86.2% Unit</b>			<b>258 Single Unit 4.4%</b>					<b>548 Combination Unit 9.4%</b>				
<b>806 Commercial Unit 13.8%</b>														



# CXA4X1

# Classification Summary

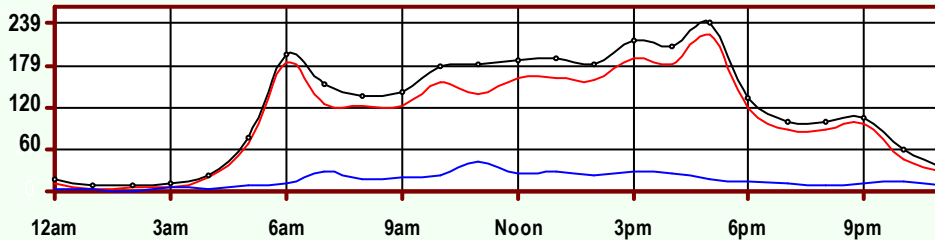
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
5,825	4pm	505
5,019	Private	446
806	Commercial	59
KFact 0.09	NB: 207	SB: 298

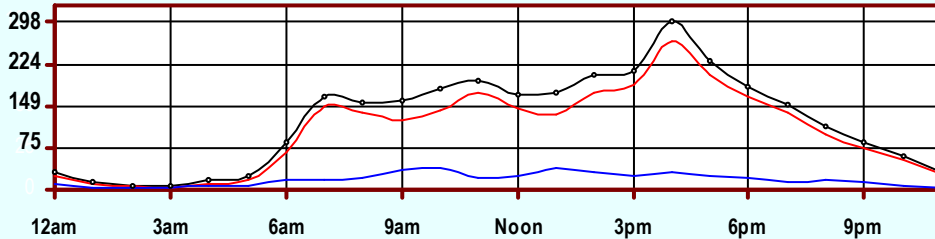
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,825	46	3,480	1,493	12	176	59	11	83	444	5	8	0	8
Axle Factor 0.87	0.8%	59.7%	25.6%	0.2%	3.0%	1.0%	0.2%	1.4%	7.6%	0.1%	0.1%	0.0%	0.1%
	5,019 Private-Unit 86.8%			258 Single-Unit 4.4%			548 Combination-Unit 9.4%						
	806 Commercial-Unit 13.8%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,875	5pm	239
2,496	Private	222
379	Commercial	17
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,875	24	1,733	739	6	77	31	2	44	207	5	3	0	4
Axle Factor 0.88	0.8%	60.3%	25.7%	0.2%	2.7%	1.1%	0.1%	1.5%	7.2%	0.2%	0.1%	0.0%	0.1%
	2,496 Private-Unit 86.8%			116 Single-Unit 4.0%			263 Combination-Unit 9.1%						
	379 Commercial-Unit 13.2%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,950	4pm	298
2,523	Private	265
427	Commercial	33
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,950	22	1,747	754	6	99	28	9	39	237	0	5	0	4
Axle Factor 0.87	0.7%	59.2%	25.6%	0.2%	3.4%	0.9%	0.3%	1.3%	8.0%	0.0%	0.2%	0.0%	0.1%
	2,523 Private-Unit 85.5%			142 Single-Unit 4.8%			285 Combination-Unit 9.7%						
	427 Commercial-Unit 14.5%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> CXA4X1	<b>Event No:</b> 4519	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>North Leg</b>	<b>FC 2</b>	
	Route: US-75	
	X-Route: 14th RD	
US-75 N OF 14th RD, N OF BURLINGTON		
Site Info: Class B		
No Other Surveys on File		

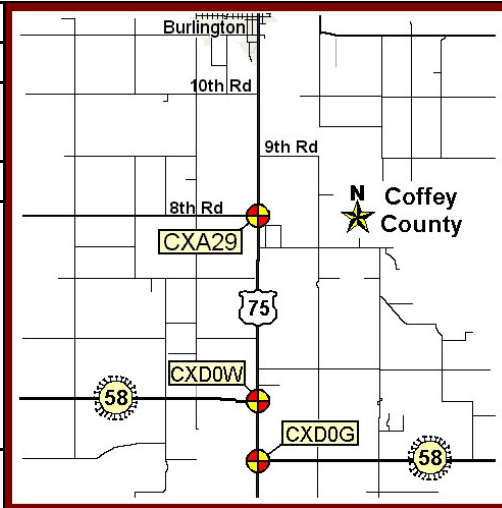
Ln	Start	End	Hrs
11	07/07/04 10:00	07/08/04 09:00	24
51	07/07/04 10:00	07/08/04 09:00	24

# 24 Hour Site Summary

## CLASSIFICATION

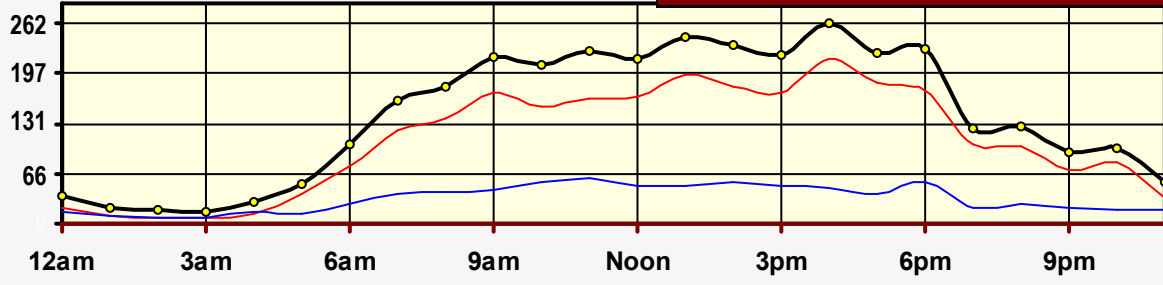
<b>CXD0G1</b>	<b>Supplemental</b>
<b>FC 2   Dist 4</b>	<b>Coffey County</b>
<b>Rte: US-75, K-58</b>	<b>North Leg</b>
<b>XRte: K-58</b>	
<b>US-75 N OF K-58 (S JCT)</b>	

## CLASSIFICATION

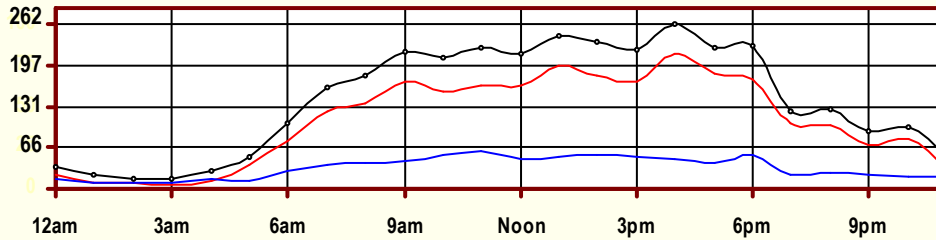


Peak Hour Traffic	
Total: 4pm	262
Private: 4pm	216
Trucks: 11am	61

**July 2004 (24 Hr Survey)**



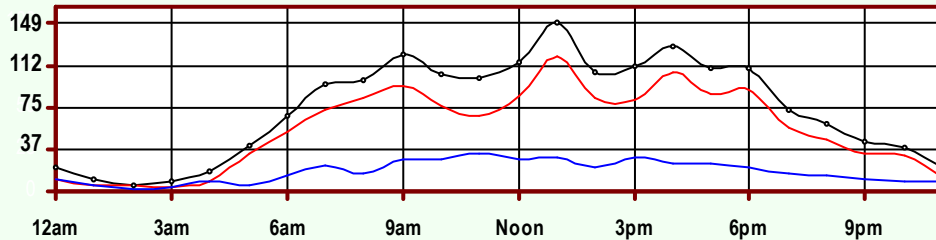
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	36	0	9	12	0	0	0	1	0	11	1	1	0	1
1	21	0	9	2	0	0	0	0	1	8	0	0	0	1
2	17	0	6	2	3	0	0	0	0	5	0	0	0	1
3	16	1	4	2	0	0	0	0	0	8	0	1	0	0
4	28	0	9	4	0	0	0	0	2	12	0	1	0	0
5	52	1	23	15	0	1	0	0	2	10	0	0	0	0
6	103	3	43	30	0	5	6	1	0	15	0	0	0	0
7	160	0	82	40	1	10	1	1	1	23	0	1	0	0
8	179	0	77	60	1	13	1	0	3	22	1	0	0	1
9	217	0	105	67	3	10	1	0	5	26	0	0	0	0
10	209	2	94	58	0	16	1	0	6	31	0	0	0	1
11	225	1	107	56	1	10	3	1	9	35	1	0	0	1
12	215	1	109	56	0	10	0	0	7	30	1	0	0	1
13	245	3	133	59	1	15	1	2	2	26	0	2	0	1
14	234	2	117	61	2	6	4	2	5	28	1	3	0	3
15	221	0	104	67	1	13	1	3	9	22	1	0	0	0
16	262	2	123	91	1	9	0	3	3	25	3	0	0	2
17	224	0	122	62	1	9	1	1	1	27	0	0	0	0
18	229	0	116	58	0	6	0	1	7	41	0	0	0	0
19	125	0	72	32	1	2	0	0	3	14	0	0	0	1
20	128	0	69	33	0	2	1	0	3	19	1	0	0	0
21	93	0	44	27	0	2	0	1	3	16	0	0	0	0
22	99	0	55	25	0	7	0	0	3	8	0	0	0	1
23	54	0	19	16	0	1	0	0	5	13	0	0	0	0
<b>AF</b>	<b>3,392</b>	<b>16</b>	<b>1,651</b>	<b>935</b>	<b>16</b>	<b>147</b>	<b>21</b>	<b>17</b>	<b>80</b>	<b>475</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>15</b>
		<b>0.5%</b>	<b>48.7%</b>	<b>27.6%</b>	<b>0.5%</b>	<b>4.3%</b>	<b>0.6%</b>	<b>0.5%</b>	<b>2.4%</b>	<b>14.0%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		<b>2,602 Private 76.7% Unit</b>			<b>201 Single Unit 5.9%</b>					<b>589 Combination Unit 17.4%</b>				
		<b>790 Commercial Unit 23.3%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,392	4pm	262
2,602	Private	216
790	Commercial	46
KFact 0.08	NB: 129	SB: 133

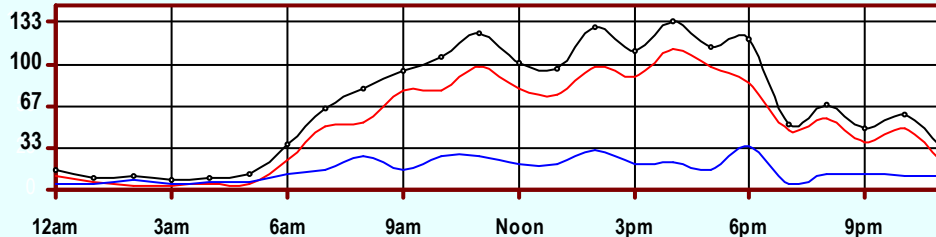
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,392	16	1,651	935	16	147	21	17	80	475	10	9	0	15
Axle Factor 0.79	0.5%	48.7%	27.6%	0.5%	4.3%	0.6%	0.5%	2.4%	14.0%	0.3%	0.3%	0.0%	0.4%
	2,602 Private-Unit 76.2%			201 Single-Unit 5.9%			589 Combination-Unit 17.4%						
	790 Commercial-Unit 23.3%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,757	1pm	149
1,339	Private	119
418	Commercial	30
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,757	7	819	513	8	86	9	13	45	231	10	7	0	9
Axle Factor 0.79	0.4%	46.6%	29.2%	0.5%	4.9%	0.5%	0.7%	2.6%	13.1%	0.6%	0.4%	0.0%	0.5%
	1,339 Private-Unit 76.2%			116 Single-Unit 6.6%			302 Combination-Unit 17.2%						
	418 Commercial-Unit 23.8%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,635	4pm	133
1,263	Private	111
372	Commercial	22
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,635	9	832	422	8	61	12	4	35	244	0	2	0	6
Axle Factor 0.79	0.6%	50.9%	25.8%	0.5%	3.7%	0.7%	0.2%	2.1%	14.9%	0.0%	0.1%	0.0%	0.4%
	1,263 Private-Unit 77.2%			85 Single-Unit 5.2%			287 Combination-Unit 17.6%						
	372 Commercial-Unit 22.8%												

**SITE INFORMATION**

Id: CXD0G1	Event No: 4328	Type: Supplemental
District 4	Coffey County	
North Leg	Route: US-75, K-58	FC 2
	X-Route: K-58	
US-75 N OF K-58 (S JCT)		
Site Info: Class B		
No Other Surveys on File		

**2 Lanes**

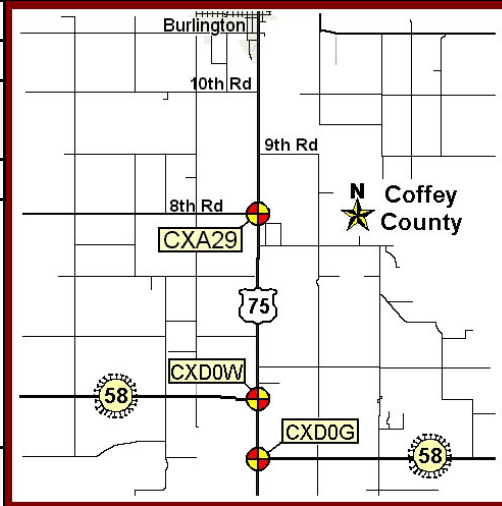
Ln	Start	End	Hrs
11	07/06/04 13:00	07/07/04 12:00	24
51	07/06/04 13:00	07/07/04 12:00	24

# 24 Hour Site Summary

## CLASSIFICATION

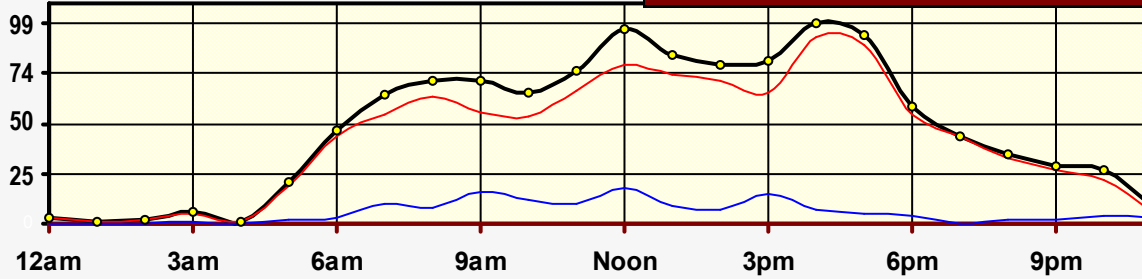
## CLASSIFICATION

<b>CXD0G3</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Coffey County</b>	
Rte: K-58			<b>East Leg</b>
XRte: US-75			
K-58 E OF US-75 (S JCT), S OF BURLINGTON			

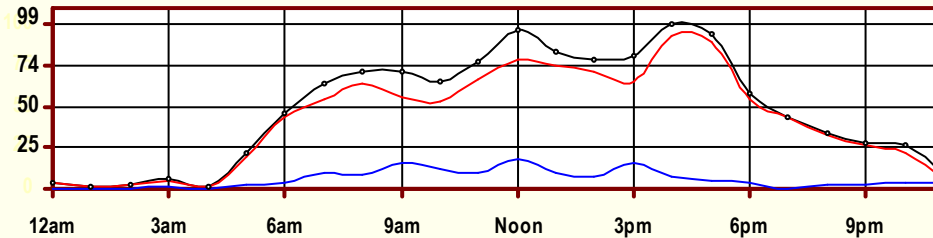


<b>Peak Hour Traffic</b>	
Total: 4pm	99
Private: 4pm	92
Trucks: Noon	18

**July 2004 (24 Hr Survey)**



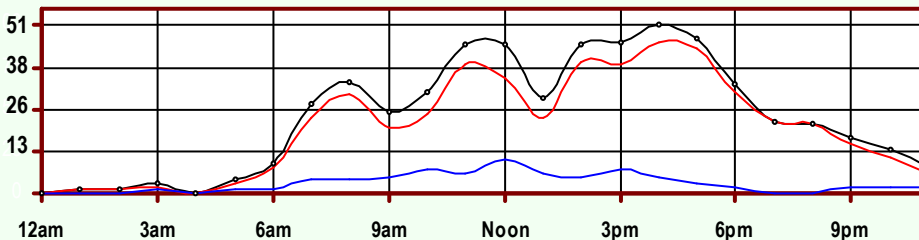
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	2	0	2	0	0	0	0	0	0	0	0	0	0	0
3	6	0	4	1	0	0	0	0	0	1	0	0	0	0
4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5	21	0	12	7	0	1	0	0	0	1	0	0	0	0
6	46	1	24	18	0	1	0	0	0	1	0	0	0	1
7	64	0	37	17	0	2	0	0	0	8	0	0	0	0
8	71	0	32	31	0	2	1	0	0	5	0	0	0	0
9	71	0	33	22	1	7	0	0	2	6	0	0	0	0
10	65	1	33	19	0	5	0	0	1	6	0	0	0	0
11	76	0	43	23	0	2	1	0	3	4	0	0	0	0
12	96	1	56	21	0	4	1	0	2	9	1	1	0	0
13	83	1	52	21	0	2	0	0	0	6	0	0	0	1
14	78	1	44	26	0	2	0	0	1	3	0	0	0	1
15	80	0	40	25	0	6	1	0	4	4	0	0	0	0
16	99	0	58	34	0	5	0	0	0	1	0	1	0	0
17	93	0	60	28	0	3	0	0	1	1	0	0	0	0
18	58	0	42	12	0	2	0	0	1	1	0	0	0	0
19	43	0	36	7	0	0	0	0	0	0	0	0	0	0
20	34	0	27	5	0	0	0	0	0	1	1	0	0	0
21	28	0	19	7	0	1	0	0	1	0	0	0	0	0
22	26	0	16	6	0	2	0	0	1	1	0	0	0	0
23	9	0	1	5	0	2	0	0	0	1	0	0	0	0
<b>AF</b>	<b>1,154</b>	<b>5</b>	<b>674</b>	<b>337</b>	<b>1</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>
		0.4%	58.4%	29.2%	0.1%	4.2%	0.3%	0.0%	1.5%	5.2%	0.2%	0.2%	0.0%	0.3%
<b>SITE RECAP</b>		1,016 Private Unit 88.0%			54 Single Unit 4.7%					84 Combination Unit 7.3%				
		138 Commercial Unit 12.0%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,154	4pm	99
1,016	Private	92
138	Commercial	7
KFact 0.09	EB: 51	WB: 48

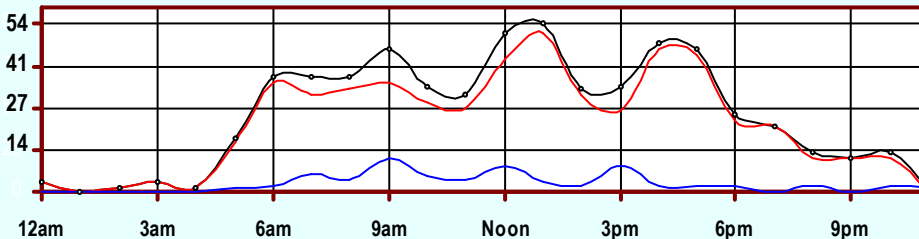
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,154	5	674	337	1	49	4	0	17	60	2	2	0	3
Axle Factor 0.90	1,016 Private-Unit 86.9%			54 Single-Unit 4.7%			84 Combination-Unit 7.3%						
	138 Commercial-Unit 12.0%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
557	4pm	51
484	Private	46
73	Commercial	5
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
557	3	320	161	0	30	1	0	10	30	0	2	0	0
Axle Factor 0.90	484 Private-Unit 86.9%			31 Single-Unit 5.6%			42 Combination-Unit 7.5%						
	73 Commercial-Unit 13.1%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
597	1pm	54
532	Private	51
65	Commercial	3
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
597	2	354	176	1	19	3	0	7	30	2	0	0	3
Axle Factor 0.90	532 Private-Unit 89.1%			23 Single-Unit 3.9%			42 Combination-Unit 7.0%						
	65 Commercial-Unit 10.9%												

**SITE INFORMATION**

<b>Id:</b> CXD0G3	<b>Event No:</b> 4329	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>East Leg</b>	<b>Route:</b> K-58	<b>FC</b> 6
	<b>X-Route:</b> US-75	
<b>K-58 E OF US-75 (S JCT), S OF BURLINGTON</b>		
<b>Site Info:</b> Class D		
Also: 9/6/95		

**2 Lanes**

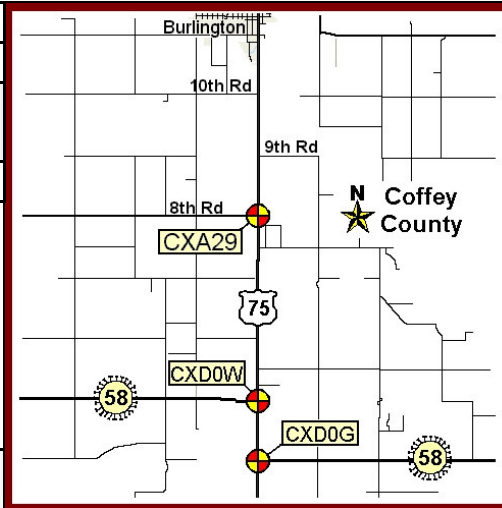
Ln	Start	End	Hrs
31	07/06/04 13:00	07/07/04 12:00	24
71	07/06/04 13:00	07/07/04 12:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>CXD0W1</b>	<b>Supplemental</b>
<b>FC 2   Dist 4</b>	<b>Coffey County</b>
<b>Rte: US-75</b>	<b>North Leg</b>
<b>XRte: K-57</b>	
<b>US-75 N OF K-57 (N JCT), S OF BURLINGTON</b>	

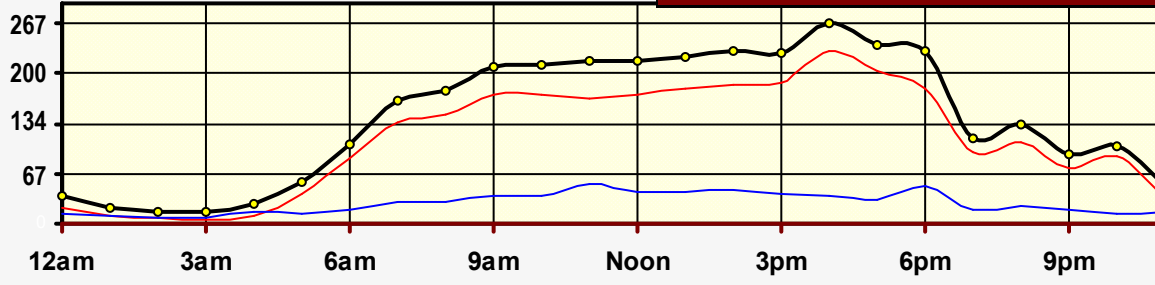
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>267</b>
<b>Private: 4pm</b>	<b>231</b>
<b>Trucks: 11am</b>	<b>52</b>

### July 2004 (24 Hr Survey)

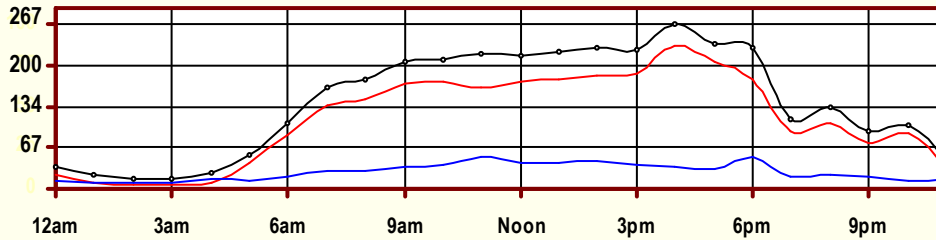


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	36	0	12	10	0	0	0	1	0	11	1	1	0	0
1	21	0	9	2	0	0	0	1	2	7	0	0	0	0
2	17	0	5	3	3	0	0	0	0	6	0	0	0	0
3	15	1	3	2	0	0	0	0	0	8	0	1	0	0
4	26	0	9	2	0	0	0	0	4	10	0	1	0	0
5	55	1	27	13	1	1	0	0	1	11	0	0	0	0
6	106	3	52	32	0	1	5	0	1	11	0	0	0	1
7	164	0	99	36	0	4	2	0	0	22	0	1	0	0
8	176	0	95	51	0	4	1	0	4	20	1	0	0	0
9	208	1	110	61	1	7	2	1	3	22	0	0	0	0
10	211	2	111	60	0	3	1	0	4	30	0	0	0	0
11	218	1	113	52	1	5	1	0	9	34	2	0	0	0
12	216	1	124	48	0	3	0	0	8	30	1	0	0	1
13	222	2	126	51	0	5	3	0	13	22	0	0	0	0
14	230	4	125	55	0	3	7	2	4	27	1	2	0	0
15	227	0	130	58	1	7	0	2	6	21	1	0	0	1
16	267	2	143	86	1	5	0	0	5	22	3	0	0	0
17	237	0	147	58	1	1	1	1	0	28	0	0	0	0
18	230	0	136	43	0	2	0	0	9	40	0	0	0	0
19	113	0	71	24	0	2	0	0	2	14	0	0	0	0
20	131	0	73	35	0	1	1	0	2	18	1	0	0	0
21	93	0	55	19	0	0	0	1	2	15	1	0	0	0
22	103	0	66	24	0	0	0	0	4	8	0	0	0	1
23	51	0	21	13	0	0	0	0	5	12	0	0	0	0
<b>AF</b>		<b>18</b>	<b>1,862</b>	<b>838</b>	<b>9</b>	<b>54</b>	<b>24</b>	<b>9</b>	<b>88</b>	<b>449</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>4</b>
<b>0.80</b>	<b>3,373</b>	<b>0.5%</b>	<b>55.2%</b>	<b>24.8%</b>	<b>0.3%</b>	<b>1.6%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>2.6%</b>	<b>13.3%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		<b>2,718 Private 80.6% Unit</b>			<b>96 Single Unit 2.8%</b>					<b>559 Combination Unit 16.6%</b>				
		<b>655 Commercial Unit 19.4%</b>												

**CXD0W1**

**Classification Summary**

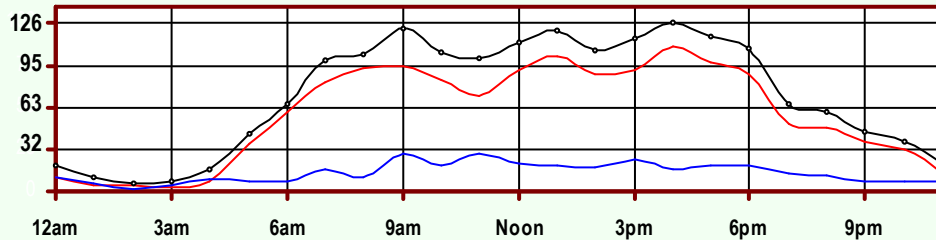
**July 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,373	4pm	267
2,718	Private	231
655	Commercial	36
KFact 0.08	NB: 126	SB: 141

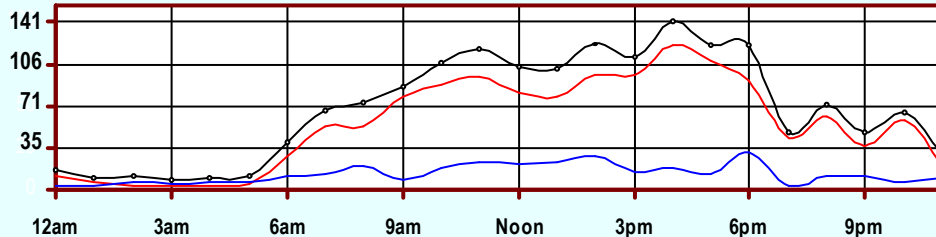
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,373	18	1,862	838	9	54	24	9	88	449	12	6	0	4
Axle Factor 0.80	0.5%	55.2%	24.8%	0.3%	1.6%	0.7%	0.3%	2.6%	13.3%	0.4%	0.2%	0.0%	0.1%
	2,718 Private-Unit 80.6%			96 Single-Unit 2.8%				559 Combination-Unit 16.6%					
	655 Commercial-Unit 19.4%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,728	4pm	126
1,393	Private	109
335	Commercial	17
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,728	11	961	421	6	37	10	9	40	215	10	4	0	4
Axle Factor 0.81	0.6%	55.6%	24.4%	0.3%	2.1%	0.6%	0.5%	2.3%	12.4%	0.6%	0.2%	0.0%	0.2%
	1,393 Private-Unit 80.6%			62 Single-Unit 3.6%				273 Combination-Unit 15.8%					
	335 Commercial-Unit 19.4%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,645	4pm	141
1,325	Private	122
320	Commercial	19
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,645	7	901	417	3	17	14	0	48	234	2	2	0	0
Axle Factor 0.80	0.4%	54.8%	25.3%	0.2%	1.0%	0.9%	0.0%	2.9%	14.2%	0.1%	0.1%	0.0%	0.0%
	1,325 Private-Unit 80.5%			34 Single-Unit 2.1%				286 Combination-Unit 17.4%					
	320 Commercial-Unit 19.5%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> CXD0W1	<b>Event No:</b> 4330	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>North Leg</b>	<b>Route:</b> US-75	<b>FC</b> 2
	<b>X-Route:</b> K-57	
<b>US-75 N OF K-57 (N JCT), S OF BURLINGTON</b>		
<b>Site Info:</b> Class B, NHS		
<b>Also:</b> 4/9/02		

Ln	Start	End	Hrs
11	07/06/04 14:00	07/07/04 13:00	24
51	07/06/04 14:00	07/07/04 13:00	24

# 24 Hour Site Summary

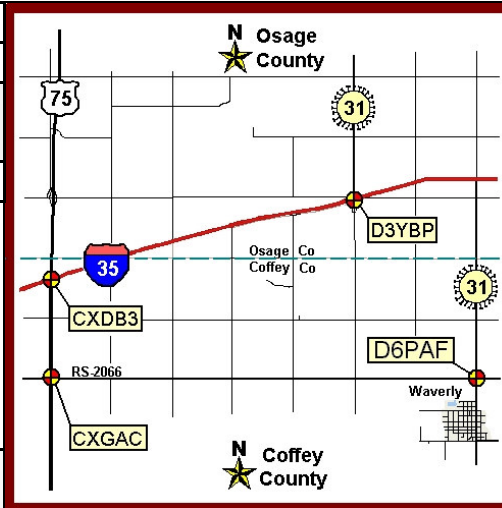
## CLASSIFICATION

<b>CXDB32</b>		<b>Regular</b>
<b>FC 1</b>	<b>Dist 4</b>	<b>Coffey County</b>
<b>Rte: I-35, US-50</b>		<b>North-East Leg</b>
<b>XRte: US-75</b>		
<b>I-35 E OF US-75</b>		

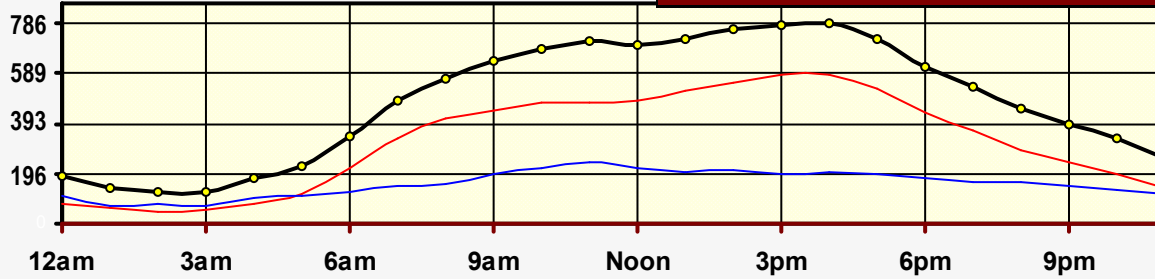
### Peak Hour Traffic

<b>Total: 4pm</b>	<b>786</b>
<b>Private: 3pm</b>	<b>584</b>
<b>Trucks: 11am</b>	<b>240</b>

## CLASSIFICATION



### July 2004 (48 Hr Survey)



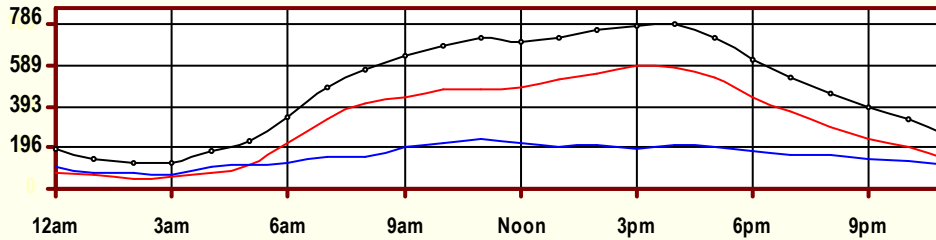
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	185.5	0.5	56.5	22	0.5	2	2	0	5	90.5	0.5	3.5	2.5	0
1	138.5	0.5	48	17	1.5	0	0.5	0	4	62.5	2	2	0.5	0
2	121	0.5	28.5	14.5	2.5	2	0.5	0	2.5	62	0.5	5.5	1.5	0.5
3	126	0	41.5	14	1.5	0.5	0	0	2	61.5	0	4.5	0.5	0
4	182	2	55	20	3.5	4	1.5	0	10.5	72.5	0.5	12	0.5	0
5	224	0	77	37.5	3.5	7.5	2	0.5	6.5	78.5	0.5	8	2.5	0
6	342	1.5	143	74.5	1	10.5	2.5	1.5	10	90.5	0.5	4	2	0.5
7	483.5	1.5	254	80	4.5	9.5	1.5	0.5	10	112.5	2.5	3.5	3	0.5
8	567	0.5	312	100.5	2	13	1.5	1	10.5	117	1.5	5	2	0.5
9	638	1.5	339	100	4	4.5	0	2.5	13	168	1	1.5	3	0
10	687.5	0	356.5	116	3	9	3	3	9	173	4.5	5	3.5	2
11	717.5	1.5	353	123	3.5	9	6	1.5	12.5	192.5	3.5	3.5	5	3
12	701.5	1	368	111.5	1.5	13	3	1.5	18	169.5	1.5	11	0	2
13	724.5	0	392	130	2	16.5	2	1	11.5	156.5	4	5.5	1.5	2
14	762.5	1	403.5	146	4.5	13	2.5	4	13.5	167.5	0.5	4.5	0.5	1.5
15	778.5	3	448	133	4.5	14	7.5	1.5	15	146	2	1.5	0.5	2
16	785.5	2	450	129	3	12	3.5	4	12.5	163	2.5	3	1	0
17	724.5	0.5	404	125	3.5	11.5	4	1.5	10.5	153.5	2.5	5.5	2	0.5
18	615.5	0.5	333	104	1.5	9	3.5	1	12.5	141.5	2.5	4.5	1	1
19	534.5	1	287.5	80	1.5	7.5	1	1	7.5	138.5	1	6	1	1
20	451.5	2	217.5	70.5	1	4.5	1.5	1	9	136.5	0.5	6.5	1	0
21	385.5	0.5	185.5	55	0.5	3	2.5	0.5	4.5	124	2	5	2	0.5
22	331.5	3	153.5	41	0.5	5	2	0	5	109	0	12	0.5	0
23	258	1	104	38	0.5	3.5	1	0	3	96	0	9	1.5	0.5
<b>AF</b>	<b>11,466</b>	<b>25.5</b>	<b>5,810.5</b>	<b>1,882</b>	<b>55.5</b>	<b>184</b>	<b>55</b>	<b>27.5</b>	<b>218</b>	<b>2,982.5</b>	<b>36.5</b>	<b>132</b>	<b>39</b>	<b>18</b>
<b>0.69</b>		<b>0.2%</b>	<b>50.7%</b>	<b>16.4%</b>	<b>0.5%</b>	<b>1.6%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>1.9%</b>	<b>26.0%</b>	<b>0.3%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		7,718 Private 67.3% Unit			322 Single Unit 2.8%					3,426 Combination Unit 29.9%				
<b>3,748 Commercial Unit 32.7%</b>														



# CXDB32

# Classification Summary

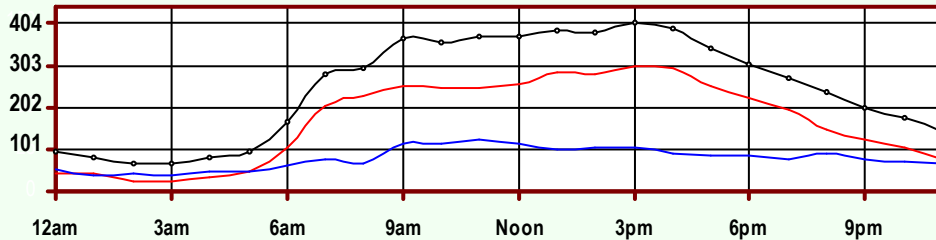
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
11,466	4pm	786
7,718	Private	581
3,748	Commercial	205
KFact 0.07	NEB: 389.5	SWB: 396

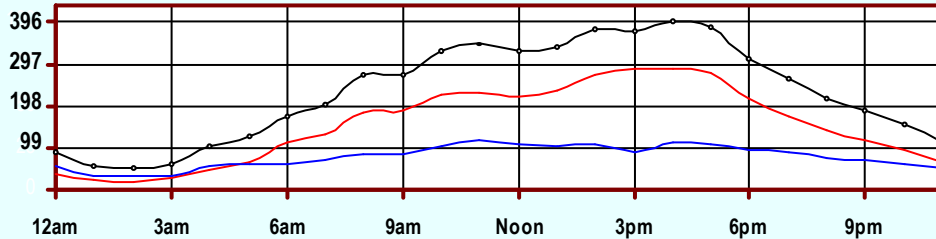
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
11,466	26	5,811	1,882	56	184	55	28	218	2,983	37	132	39	18
Axle Factor 0.69	7,718 Private-Unit 68.2%			322 Single-Unit 2.8%			3,426 Combination-Unit 29.9%						
	3,748 Commercial-Unit 32.7%												



## NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,946	3pm	404
4,053	Private	300
1,894	Commercial	104
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,946	15	3,103	935	8	60	34	5	110	1,573	13	72	16	4
Axle Factor 0.69	4,053 Private-Unit 68.2%			106 Single-Unit 1.8%			1,788 Combination-Unit 30.1%						
	1,894 Commercial-Unit 31.8%												



## SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,520	4pm	396
3,666	Private	284
1,855	Commercial	112
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,520	11	2,708	947	48	125	22	23	108	1,410	24	60	23	14
Axle Factor 0.69	3,666 Private-Unit 66.4%			216 Single-Unit 3.9%			1,639 Combination-Unit 29.7%						
	1,855 Commercial-Unit 33.6%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> CXDB32	<b>Event No:</b> 4546	<b>Type:</b> Regular
<b>District</b> 4	<b>Coffey County</b>	
<b>North-East Leg</b>	<b>Route:</b> I-35, US-50	<b>FC</b> 1
	<b>X-Route:</b> US-75	
<b>I-35 E OF US-75</b>		
<b>Site Info:</b> Reg-Grp(2), Class A, NHS		
<b>Also:</b> 12/4/01; 4/6/98; 5/31/95; 12/11/91		

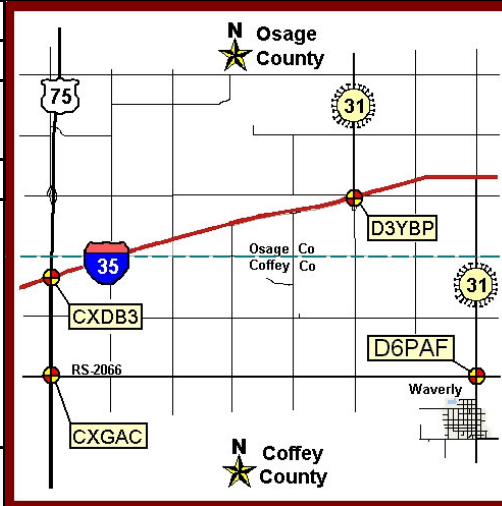
Ln	Start	End	Hrs
21	07/12/04 12:00	07/14/04 11:00	48
61	07/12/04 12:00	07/14/04 11:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>CXGAC1</b>	<b>Supplemental</b>		
<b>FC 2   Dist 4</b>	<b>Coffey County</b>		
<b>Rte: US-75</b>			<b>North Leg</b>
<b>XRte: RS-2066</b>			
<b>US-75 N OF RS-2066, S OF OSAGE CO LINE</b>			

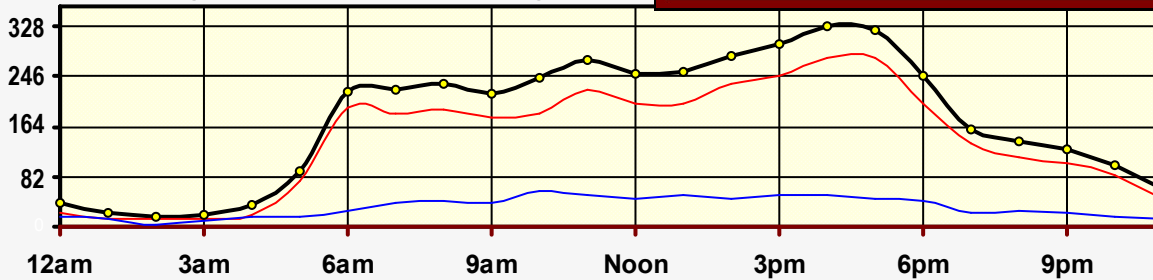
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>328</b>
<b>Private: 5pm</b>	<b>277</b>
<b>Trucks: 10am</b>	<b>58</b>

### July 2004 (48 Hr Survey)

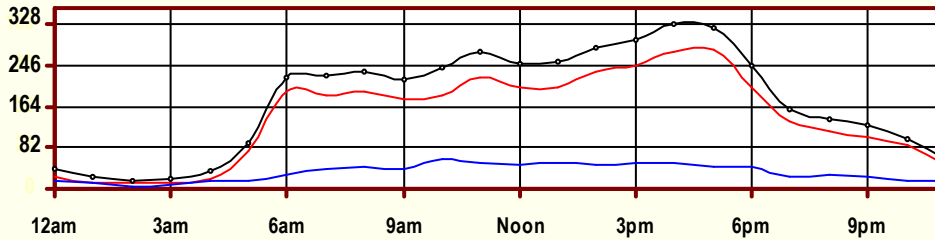


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	39	0	19	4.5	0	1.5	0	0	0.5	12	0.5	1	0	0
1	24	0	8.5	3.5	1.5	0.5	0	0	0.5	9	0	0	0	0.5
2	15.5	0	8.5	3.5	0	0.5	0	0	0	3	0	0	0	0
3	20.5	0	8.5	3	0	0	0	0	0.5	7.5	0	1	0	0
4	36	1	14.5	5.5	0.5	1	0	0	1.5	11	0	1	0	0
5	91.5	0.5	48.5	26.5	2	0	0.5	0	0.5	13	0	0	0	0
6	221	5	145.5	43.5	1	8.5	3.5	0	2	12	0	0	0	0
7	225	1	139.5	44.5	1	9	4	0.5	6.5	19	0	0	0	0
8	235.5	1	140	52	1	9.5	1	1	3	25	0.5	0.5	0	1
9	218.5	0.5	116	62.5	0	8.5	0.5	0.5	5.5	23.5	0	0.5	0	0.5
10	243	1.5	120.5	63	2.5	6.5	1	3.5	9	35	0.5	0	0	0
11	274.5	2.5	145	76	0	4.5	5.5	0.5	5.5	34	0.5	0	0	0.5
12	249	0.5	140.5	62	1	8.5	1.5	0.5	8	24.5	0.5	0	0	1.5
13	253.5	3	138.5	59	1.5	10.5	0.5	2	8	29	0.5	0.5	0	0.5
14	281	0.5	175	59.5	2	6	5	1.5	6.5	22	1	0.5	0.5	1
15	298	2.5	174	70	1.5	12	2.5	2	9	23	0.5	0.5	0	0.5
16	328	4.5	193	77.5	1	8.5	4	0.5	7.5	28.5	2	0	0	1
17	322	1.5	190	85.5	1	10.5	2.5	0	6	24.5	0	0	0	0.5
18	245.5	1.5	147.5	53	1	6.5	0.5	0.5	5.5	28	1	0	0	0.5
19	158	2.5	94.5	38.5	0.5	2.5	0	0	4	15	0	0	0	0.5
20	139.5	0.5	75.5	37	0	5	1	0	2	18.5	0	0	0	0
21	126	0	69.5	33.5	0.5	2	0.5	1	3	15.5	0.5	0	0	0
22	101	0	64	22	0	1.5	0	0	1	12.5	0	0	0	0
23	60.5	0	33	13.5	0	0.5	0	0	3	10	0	0.5	0	0
<b>AF</b>	<b>4,206</b>	<b>30</b>	<b>2,409</b>	<b>999</b>	<b>19.5</b>	<b>124</b>	<b>34</b>	<b>14</b>	<b>98.5</b>	<b>455</b>	<b>8</b>	<b>6</b>	<b>0.5</b>	<b>8.5</b>
<b>0.83</b>		<b>0.7%</b>	<b>57.3%</b>	<b>23.8%</b>	<b>0.5%</b>	<b>2.9%</b>	<b>0.8%</b>	<b>0.3%</b>	<b>2.3%</b>	<b>10.8%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>3,438 Private 81.7% Unit</b>			<b>191.5 Single Unit 4.6%</b>					<b>576.5 Combination Unit 13.7%</b>				
<b>768 Commercial Unit 18.3%</b>														

# CXGAC1

# Classification Summary

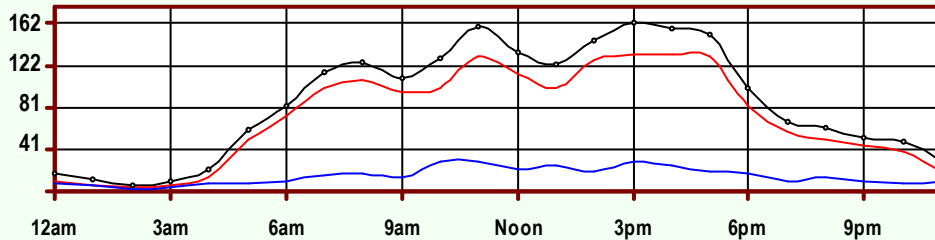
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
6,345	4pm	328
5,160	Private	275
1,185	Commercial	53
KFact 0.05	NB: 156.5	SB: 171.5

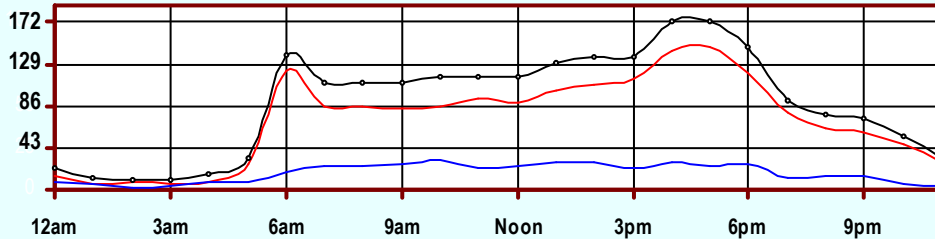
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,345	44	3,583	1,533	31	205	52	20	149	696	10	9	1	15
Axle Factor 0.83	0.7%	56.5%	24.2%	0.5%	3.2%	0.8%	0.3%	2.3%	11.0%	0.1%	0.1%	0.0%	0.2%
	5,160 Private-Unit 83.0%			307 Single-Unit 4.8%				878 Combination-Unit 13.8%					
	1,185 Commercial-Unit 18.7%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,068	3pm	162
1,717	Private	133
351	Commercial	30
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,068	16	1,236	465	9	43	17	8	48	214	7	4	1	3
Axle Factor 0.83	0.8%	59.8%	22.5%	0.4%	2.1%	0.8%	0.4%	2.3%	10.4%	0.3%	0.2%	0.0%	0.1%
	1,717 Private-Unit 83.0%			76 Single-Unit 3.7%				275 Combination-Unit 13.3%					
	351 Commercial-Unit 17.0%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,277	4pm	172
3,443	Private	143
834	Commercial	29
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,277	28	2,347	1,068	22	162	35	12	101	482	3	5	0	12
Axle Factor 0.83	0.7%	54.9%	25.0%	0.5%	3.8%	0.8%	0.3%	2.4%	11.3%	0.1%	0.1%	0.0%	0.3%
	3,443 Private-Unit 80.5%			231 Single-Unit 5.4%				603 Combination-Unit 14.1%					
	834 Commercial-Unit 19.5%												

## SITE INFORMATION

Id: CXGAC1	Event No: 4331	Type: Supplemental
District 4	Coffey County	
North Leg	Route: US-75	FC 2
	X-Route: RS-2066	
US-75 N OF RS-2066, S OF OSAGE CO LINE		
Site Info: Class B		
No Other Surveys on File		

## 2 Lanes

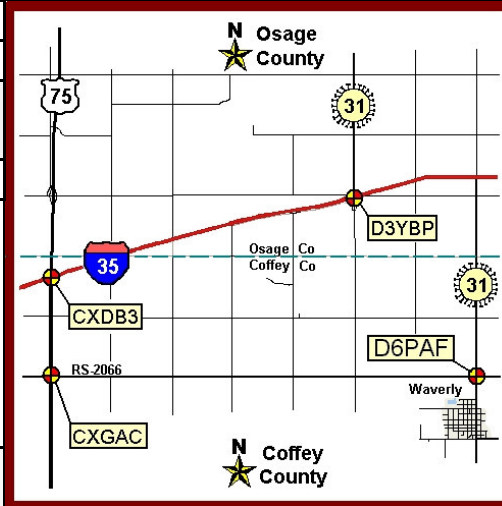
Ln	Start	End	Hrs
11	07/06/04 11:00	07/08/04 10:00	48
51	07/06/04 11:00	07/08/04 10:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>CXGAC5</b>		<b>Supplemental</b>	
<b>FC 2</b>	<b>Dist 4</b>	<b>Coffey County</b>	
Rte: US-75			South Leg
XRte: RS-2066			
US-75 S OF RS-2066, W OF WAVERLY			

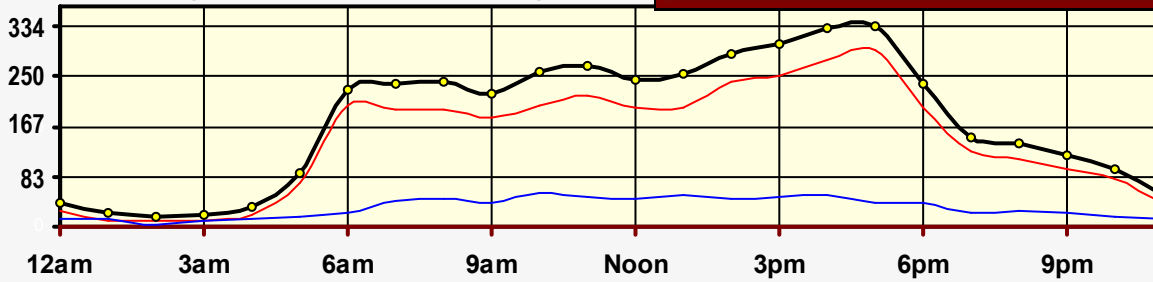
## CLASSIFICATION



### Peak Hour Traffic

Total: 5pm	334
Private: 5pm	295
Trucks: 10am	57

### July 2004 (48 Hr Survey)

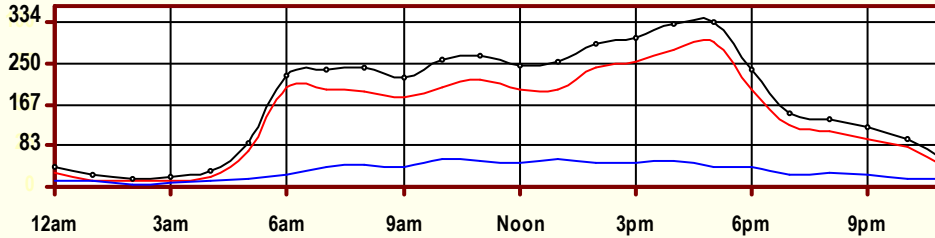


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	40.5	0	22	4.5	0	0.5	0	0	1	11	0.5	1	0	0
1	23.5	0	8.5	3	1.5	0.5	0	0	0.5	9	0	0	0	0.5
2	15	0	8.5	3	0	0.5	0	0	0	3	0	0	0	0
3	20	0	7.5	3.5	0	0	0	0	0.5	7.5	0	1	0	0
4	32.5	1	11.5	7	0	0	0	0	1	11	0	1	0	0
5	89	0.5	45.5	26	2	0	0.5	0.5	0.5	13.5	0	0	0	0
6	227.5	6	147.5	49.5	0	6	4.5	0	1.5	12	0	0	0	0.5
7	238	1	144	51.5	1	9	4.5	0	5	21.5	0	0	0	0.5
8	240.5	0.5	142.5	51.5	1	12.5	1	0.5	1.5	27	1.5	1	0	0
9	222.5	1	118.5	63.5	0	7	1	1	6	23	0	1.5	0	0
10	258	0.5	137	64	3	6	1	3	7.5	36	0	0	0	0
11	268	2.5	142.5	72.5	0	6.5	3	1	5	33.5	0.5	0.5	0	0.5
12	245.5	0.5	138.5	59	1	8.5	2	1	7.5	26	0.5	0	0	1
13	253.5	2.5	142.5	54	1.5	11.5	1.5	2.5	4.5	30.5	0.5	1.5	0	0.5
14	288.5	0.5	173	67.5	2	6	5.5	2.5	4.5	24.5	1	1	0	0.5
15	302.5	2	182	68.5	1.5	10	1.5	2.5	8.5	25	0.5	0	0	0.5
16	330.5	3.5	200	73.5	1	10	3.5	0.5	6.5	29	2	0	0	1
17	333.5	2	202.5	90.5	1	9.5	1.5	0	3	23.5	0	0	0	0
18	239	1	148	49	1	5	0.5	0	4.5	28.5	1	0.5	0	0
19	149.5	0	93.5	32	0.5	3	0	0.5	4.5	15.5	0	0	0	0
20	137.5	0.5	77	33.5	0	4.5	1	1	1	19	0	0	0	0
21	119.5	0	65.5	31	0.5	2.5	0.5	1	1.5	16	0.5	0	0	0.5
22	95.5	0	60	20.5	0	1.5	0	0	1	12.5	0	0	0	0
23	53	0	27	11.5	0	1	0	0	2	11	0	0.5	0	0
AF	4,223	25.5	2,445	990	18.5	121.5	33	17.5	79	469	8.5	9.5	0	6
0.83		0.6%	57.9%	23.4%	0.4%	2.9%	0.8%	0.4%	1.9%	11.1%	0.2%	0.2%	0.0%	0.1%
<b>SITE RECAP</b>		3,460.5 Private 81.9% Unit			190.5 Single Unit 4.5%					572 Combination Unit 13.5%				
		762.5 Commercial Unit 18.1%												

# CXGAC5

# Classification Summary

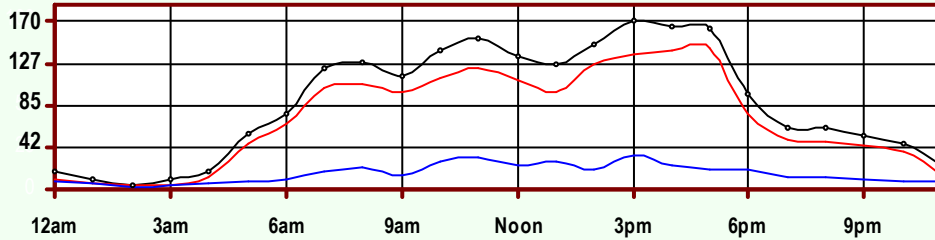
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,223	5pm	334
3,461	Private	295
763	Commercial	39
KFact 0.08	NB: 163	SB: 170.5

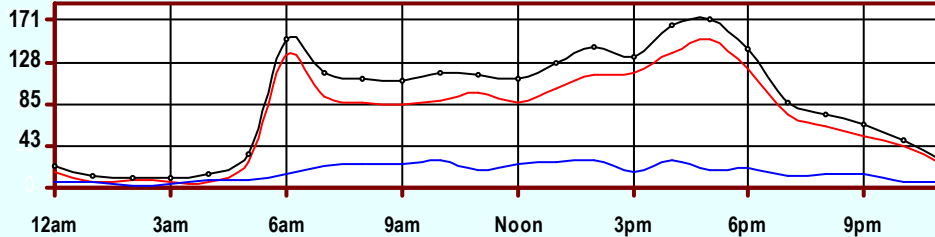
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,223	26	2,445	990	19	122	33	18	79	469	9	10	0	6
Axle Factor 0.83	0.6%	57.9%	23.4%	0.4%	2.9%	0.8%	0.4%	1.9%	11.1%	0.2%	0.2%	0.0%	0.1%
	3,461 Private-Unit 81.9%			191 Single-Unit 4.5%			572 Combination-Unit 13.5%						
	763 Commercial-Unit 18.1%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,101	3pm	170
1,721	Private	136
380	Commercial	34
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,101	13	1,210	499	9	65	18	10	46	219	7	6	0	4
Axle Factor 0.83	0.6%	57.6%	23.8%	0.4%	3.1%	0.9%	0.5%	2.2%	10.4%	0.3%	0.3%	0.0%	0.2%
	1,721 Private-Unit 81.9%			101 Single-Unit 4.8%			280 Combination-Unit 13.3%						
	380 Commercial-Unit 18.1%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,122	5pm	171
1,740	Private	152
383	Commercial	19
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,122	13	1,236	491	10	57	15	8	34	251	2	4	0	3
Axle Factor 0.83	0.6%	58.2%	23.1%	0.5%	2.7%	0.7%	0.4%	1.6%	11.8%	0.1%	0.2%	0.0%	0.1%
	1,740 Private-Unit 82.0%			90 Single-Unit 4.2%			293 Combination-Unit 13.8%						
	383 Commercial-Unit 18.0%												

## SITE INFORMATION

<b>Id:</b> CXGAC5	<b>Event No:</b> 4332	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>South Leg</b>	<b>Route:</b> US-75	<b>FC</b> 2
	<b>X-Route:</b> RS-2066	
<b>US-75 S OF RS-2066, W OF WAVERLY</b>		
<b>Site Info:</b> Class B, NHS		
Also: 6/9/97		

## 2 Lanes

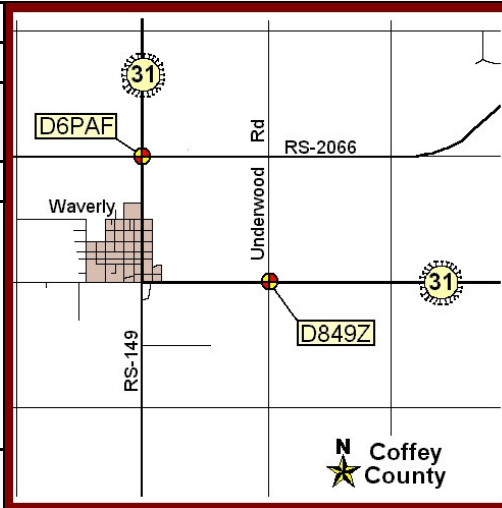
Ln	Start	End	Hrs
11	07/06/04 11:00	07/08/04 10:00	48
51	07/06/04 11:00	07/08/04 10:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>D6PAF1</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Coffey County</b>
Rte: K-31		<b>North Leg</b>
XRte: RS-2066		
K-31 N OF RS-2066, N OF WAVERLY		

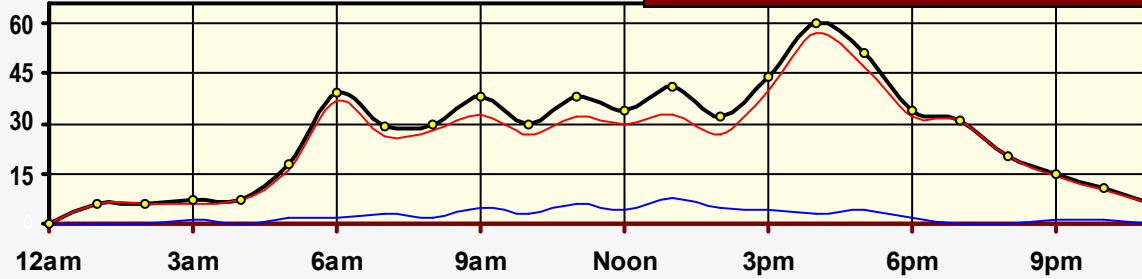
## CLASSIFICATION



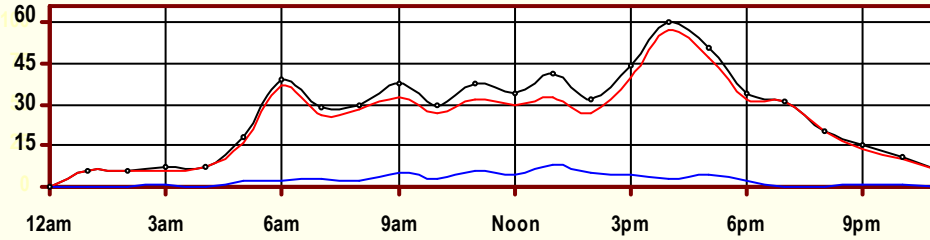
### Peak Hour Traffic

Total: 4pm	60
Private: 4pm	57
Trucks: 1pm	8

### June 2004 (24 Hr Survey)



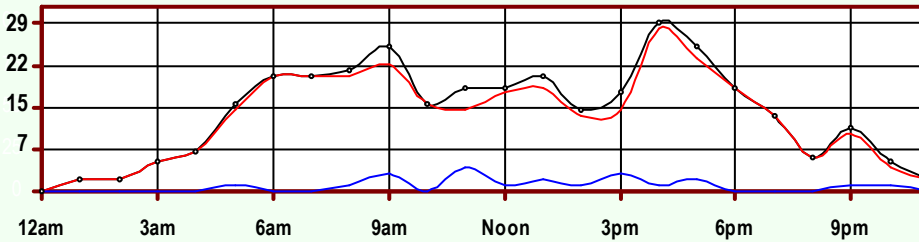
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	6	1	4	1	0	0	0	0	0	0	0	0	0	0
2	6	0	5	1	0	0	0	0	0	0	0	0	0	0
3	7	0	5	1	0	0	1	0	0	0	0	0	0	0
4	7	0	5	2	0	0	0	0	0	0	0	0	0	0
5	18	0	13	3	0	1	0	0	0	1	0	0	0	0
6	39	0	24	13	0	2	0	0	0	0	0	0	0	0
7	29	0	19	7	0	1	0	0	1	0	1	0	0	0
8	30	0	19	9	0	0	1	0	0	1	0	0	0	0
9	38	0	20	13	0	2	0	0	0	3	0	0	0	0
10	30	0	16	11	0	2	0	0	0	1	0	0	0	0
11	38	0	20	12	0	2	0	0	0	4	0	0	0	0
12	34	0	18	12	0	0	0	0	3	1	0	0	0	0
13	41	1	26	6	0	1	3	1	0	3	0	0	0	0
14	32	0	20	7	0	0	0	0	3	2	0	0	0	0
15	44	0	26	14	0	0	0	0	0	3	1	0	0	0
16	60	3	42	12	0	3	0	0	0	0	0	0	0	0
17	51	1	28	18	0	1	0	0	1	2	0	0	0	0
18	34	0	21	11	0	1	0	0	0	1	0	0	0	0
19	31	2	15	14	0	0	0	0	0	0	0	0	0	0
20	20	0	13	7	0	0	0	0	0	0	0	0	0	0
21	15	1	8	5	0	0	0	0	0	1	0	0	0	0
22	11	0	7	3	0	0	0	0	0	1	0	0	0	0
23	6	0	4	2	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>627</b>	<b>9</b>	<b>378</b>	<b>184</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>0.92</b>		<b>1.4%</b>	<b>60.3%</b>	<b>29.3%</b>	<b>0.0%</b>	<b>2.6%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>3.8%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		571 Private 91.1% Unit			22 Single Unit 3.5%					34 Combination Unit 5.4%				
		56 Commercial Unit 8.9%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
627	4pm	60
571	Private	57
56	Commercial	3
KFact 0.10	NB: 29	SB: 31

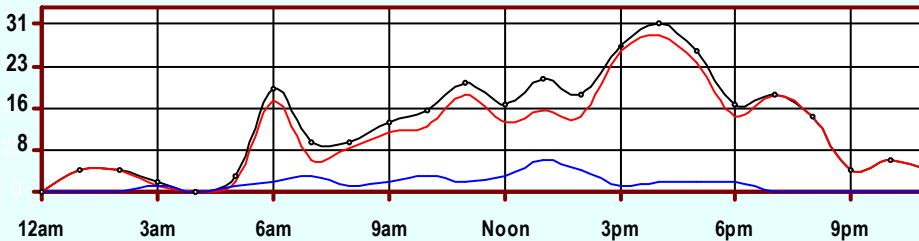
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
627	9	378	184	0	16	5	1	8	24	2	0	0	0
Axle Factor 0.92	1.4%	60.3%	29.3%	0.0%	2.6%	0.8%	0.2%	1.3%	3.8%	0.3%	0.0%	0.0%	0.0%
	571 Private-Unit 93.6%			22 Single-Unit 3.5%			34 Combination-Unit 5.4%						
	56 Commercial-Unit 8.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
328	4pm	29
307	Private	28
21	Commercial	1
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
328	6	206	95	0	2	0	0	2	16	1	0	0	0
Axle Factor 0.92	1.8%	62.8%	29.0%	0.0%	0.6%	0.0%	0.0%	0.6%	4.9%	0.3%	0.0%	0.0%	0.0%
	307 Private-Unit 93.6%			2 Single-Unit 0.6%			19 Combination-Unit 5.8%						
	21 Commercial-Unit 6.4%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
299	4pm	31
264	Private	29
35	Commercial	2
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
299	3	172	89	0	14	5	1	6	8	1	0	0	0
Axle Factor 0.93	1.0%	57.5%	29.8%	0.0%	4.7%	1.7%	0.3%	2.0%	2.7%	0.3%	0.0%	0.0%	0.0%
	264 Private-Unit 88.3%			20 Single-Unit 6.7%			15 Combination-Unit 5.0%						
	35 Commercial-Unit 11.7%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> D6PAF1	<b>Event No:</b> 4520	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>North Leg</b>	<b>Route:</b> K-31	<b>FC</b> 7
	<b>X-Route:</b> RS-2066	
<b>K-31 N OF RS-2066, N OF WAVERLY</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

Ln	Start	End	Hrs
11	06/16/04 12:00	06/17/04 11:00	24
51	06/16/04 12:00	06/17/04 11:00	24

# 24 Hour Site Summary

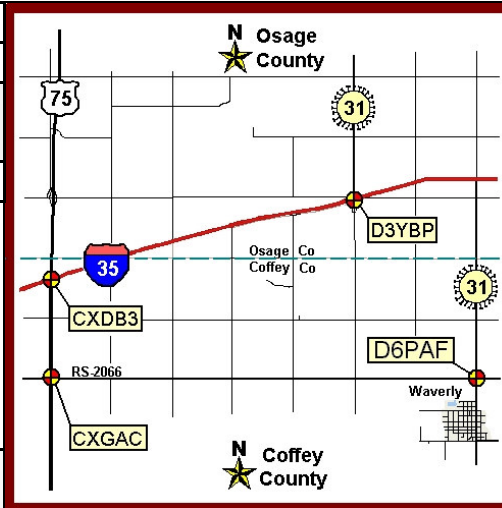
## CLASSIFICATION

<b>D6PAF5</b>		<b>Supplemental</b>	
<b>FC 7</b>	<b>Dist 4</b>	<b>Coffey County</b>	
Rte: K-31			South Leg
XRte: RS-2066			
K-31 S OF RS-2066, N OF WAVERLY			

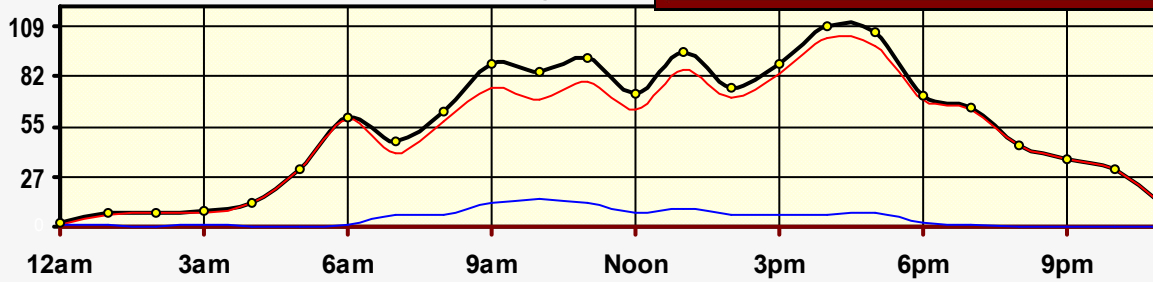
### Peak Hour Traffic

Total: 4pm	109
Private: 4pm	103
Trucks: 10am	15

## CLASSIFICATION

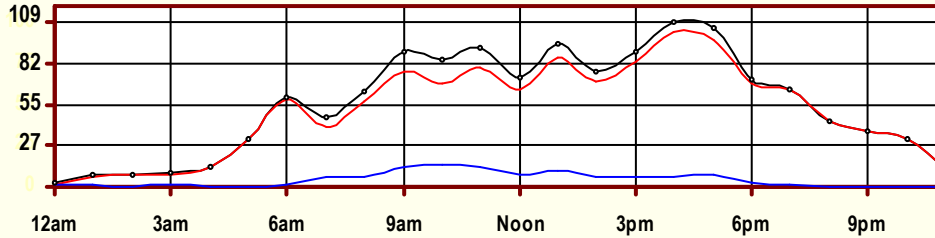


### June 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	0	1	0	0	0	0	1	0	0	0	0	0
1	8	1	3	3	0	0	0	0	1	0	0	0	0	0
2	8	0	6	2	0	0	0	0	0	0	0	0	0	0
3	9	0	7	1	0	0	1	0	0	0	0	0	0	0
4	13	0	10	3	0	0	0	0	0	0	0	0	0	0
5	31	0	22	9	0	0	0	0	0	0	0	0	0	0
6	59	0	39	19	0	0	0	0	0	1	0	0	0	0
7	46	0	24	16	0	0	0	0	3	1	1	0	0	1
8	63	1	38	18	0	3	0	0	0	3	0	0	0	0
9	89	0	48	28	0	1	9	0	1	2	0	0	0	0
10	84	0	43	26	0	2	5	2	1	3	1	1	0	0
11	92	0	51	28	0	3	4	0	1	3	0	1	0	1
12	72	0	43	21	0	1	1	1	4	2	0	0	0	0
13	95	1	59	25	0	1	5	1	0	3	0	0	0	0
14	76	0	43	27	0	1	1	1	2	1	0	1	0	0
15	89	0	55	28	0	1	0	0	2	2	0	1	0	0
16	109	1	69	33	0	1	0	0	3	2	0	0	0	0
17	106	1	62	35	0	2	0	0	1	4	0	1	0	0
18	71	3	49	17	0	2	0	0	0	0	0	0	0	0
19	65	5	42	17	0	0	0	0	0	1	0	0	0	0
20	44	1	35	8	0	0	0	0	0	0	0	0	0	0
21	37	4	25	8	0	0	0	0	0	0	0	0	0	0
22	31	0	24	7	0	0	0	0	0	0	0	0	0	0
23	12	0	6	6	0	0	0	0	0	0	0	0	0	0
AF	1,311	18	803	386	0	18	26	3	20	28	2	5	0	2
0.93		1.4%	61.3%	29.4%	0.0%	1.4%	2.0%	0.2%	1.5%	2.1%	0.2%	0.4%	0.0%	0.2%
<b>SITE RECAP</b>		1,207 Private Unit 92.1%			47 Single Unit 3.6%					57 Combination Unit 4.3%				
		104 Commercial Unit 7.9%												

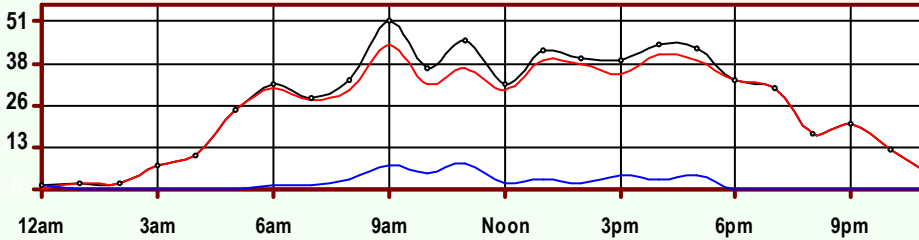




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,311	4pm	109
1,207	Private	103
104	Commercial	6
KFact 0.08	NB: 44	SB: 65

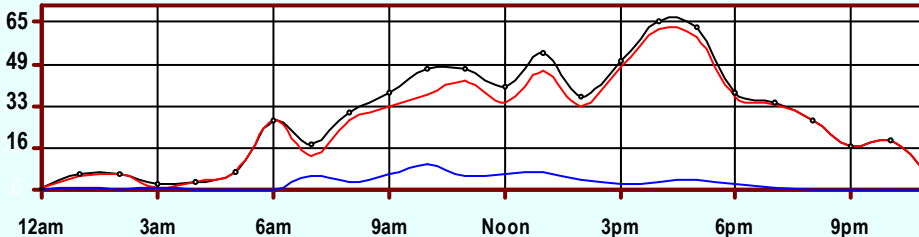
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,311	18	803	386	0	18	26	3	20	28	2	5	0	2
Axle Factor 0.93	1.4%	61.3%	29.4%	0.0%	1.4%	2.0%	0.2%	1.5%	2.1%	0.2%	0.4%	0.0%	0.2%
	1,207 Private-Unit 93.0%			47 Single-Unit 3.6%				57 Combination-Unit 4.3%					
	104 Commercial-Unit 7.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
630	9am	51
586	Private	44
44	Commercial	7
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
630	11	390	185	0	6	10	1	9	16	0	1	0	1
Axle Factor 0.94	1.7%	61.9%	29.4%	0.0%	1.0%	1.6%	0.2%	1.4%	2.5%	0.0%	0.2%	0.0%	0.2%
	586 Private-Unit 93.0%			17 Single-Unit 2.7%				27 Combination-Unit 4.3%					
	44 Commercial-Unit 7.0%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
681	4pm	65
621	Private	62
60	Commercial	3
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
681	7	413	201	0	12	16	2	11	12	2	4	0	1
Axle Factor 0.93	1.0%	60.6%	29.5%	0.0%	1.8%	2.3%	0.3%	1.6%	1.8%	0.3%	0.6%	0.0%	0.1%
	621 Private-Unit 91.2%			30 Single-Unit 4.4%				30 Combination-Unit 4.4%					
	60 Commercial-Unit 8.8%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> D6PAF5	<b>Event No:</b> 4521	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Coffey County</b>	
<b>South Leg</b>	<b>Route:</b> K-31	<b>FC</b> 7
	<b>X-Route:</b> RS-2066	
<b>K-31 S OF RS-2066, N OF WAVERLY</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

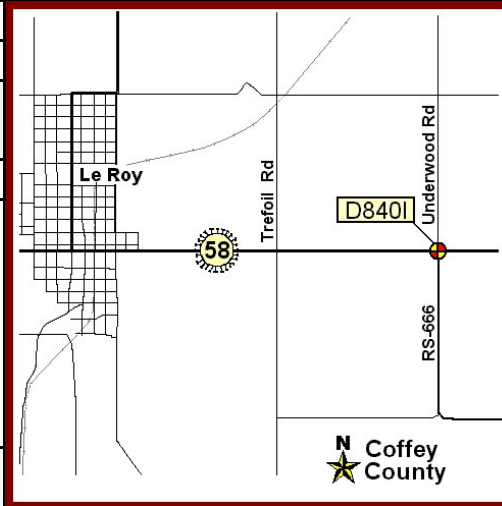
Ln	Start	End	Hrs
11	06/16/04 12:00	06/17/04 11:00	24
51	06/16/04 12:00	06/17/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

## CLASSIFICATION

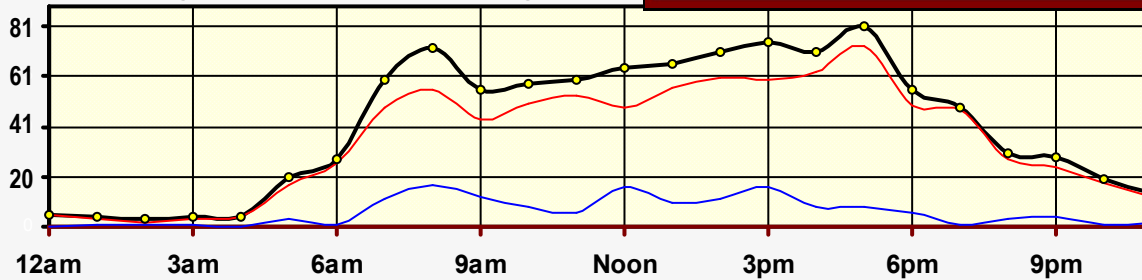
<b>D84013</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Coffey County</b>
<b>Rte: K-58</b>	<b>East Leg</b>
<b>XRte: RS-666, UNDERWOOD RD</b>	
<b>K-58 E OF RS-666, E OF LEROY</b>	



### Peak Hour Traffic

Total: 5pm	81
Private: 5pm	73
Trucks: 8am	17

### July 2004 (24 Hr Survey)

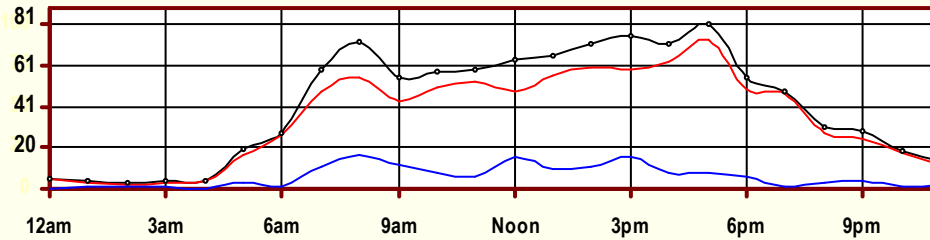


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1	4	0	3	0	0	0	0	0	0	0	1	0	0	0
2	3	0	2	0	0	0	0	0	0	0	1	0	0	0
3	4	1	1	1	0	0	0	0	0	1	0	0	0	0
4	4	0	3	1	0	0	0	0	0	0	0	0	0	0
5	20	0	10	7	0	0	0	0	1	2	0	0	0	0
6	27	0	16	10	0	1	0	0	0	0	0	0	0	0
7	59	0	33	15	0	5	0	0	1	4	1	0	0	0
8	72	0	26	29	0	5	1	0	2	8	0	0	0	1
9	55	0	27	16	1	3	0	0	1	6	0	1	0	0
10	58	0	31	19	0	2	0	0	2	4	0	0	0	0
11	59	2	33	18	0	0	0	0	1	4	0	0	0	1
12	64	1	32	15	1	5	0	1	3	5	1	0	0	0
13	66	1	38	17	0	2	0	0	0	7	0	1	0	0
14	71	1	37	22	0	3	0	0	1	7	0	0	0	0
15	75	1	37	21	0	9	1	0	2	4	0	0	0	0
16	71	1	34	28	0	5	0	0	0	3	0	0	0	0
17	81	0	49	24	0	2	0	1	1	4	0	0	0	0
18	55	0	32	17	0	3	0	0	1	1	0	0	0	1
19	48	0	23	24	0	0	0	1	0	0	0	0	0	0
20	30	0	17	10	0	0	0	0	0	2	1	0	0	0
21	28	0	18	6	0	0	0	1	1	2	0	0	0	0
22	19	0	14	4	0	0	0	0	0	1	0	0	0	0
23	14	0	9	3	0	1	0	0	0	1	0	0	0	0
<b>AF</b>	<b>992</b>	<b>8</b>	<b>529</b>	<b>308</b>	<b>2</b>	<b>46</b>	<b>2</b>	<b>4</b>	<b>17</b>	<b>66</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>3</b>
		<b>0.8%</b>	<b>53.3%</b>	<b>31.0%</b>	<b>0.2%</b>	<b>4.6%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>1.7%</b>	<b>6.7%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		<b>845 Private 85.2% Unit</b>			<b>54 Single Unit 5.4%</b>					<b>93 Combination Unit 9.4%</b>				
		<b>147 Commercial Unit 14.8%</b>												

# D84013

# Classification Summary

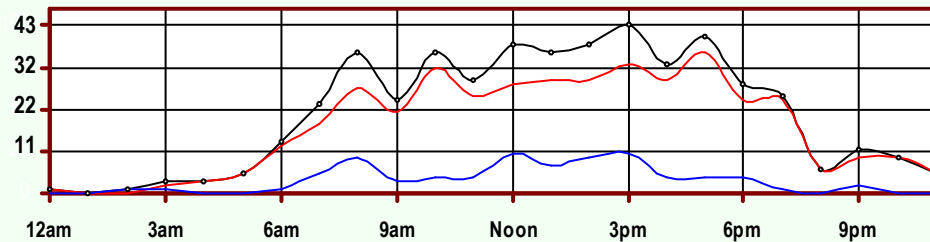
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
992	5pm	81
845	Private	73
147	Commercial	8
KFact 0.08	EB: 40	WB: 41

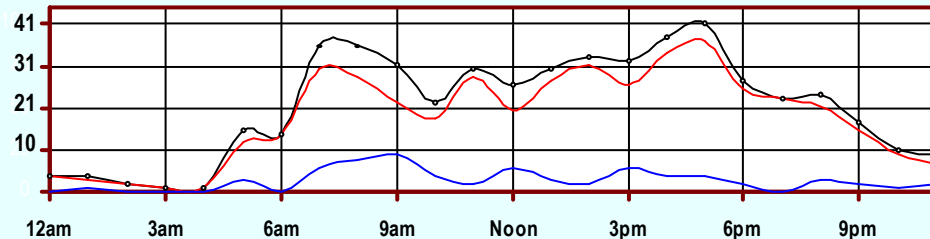
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
992	8	529	308	2	46	2	4	17	66	5	2	0	3
Axle Factor 0.87	0.8%	53.3%	31.0%	0.2%	4.6%	0.2%	0.4%	1.7%	6.7%	0.5%	0.2%	0.0%	0.3%
	845 Private-Unit 83.7%			54 Single-Unit 5.4%				93 Combination-Unit 9.4%					
	147 Commercial-Unit 14.8%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
486	3pm	43
407	Private	33
79	Commercial	10
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
486	4	240	163	1	29	2	3	7	32	2	1	0	2
Axle Factor 0.87	0.8%	49.4%	33.5%	0.2%	6.0%	0.4%	0.6%	1.4%	6.6%	0.4%	0.2%	0.0%	0.4%
	407 Private-Unit 83.7%			35 Single-Unit 7.2%				44 Combination-Unit 9.1%					
	79 Commercial-Unit 16.3%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
506	5pm	41
438	Private	37
68	Commercial	4
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
506	4	289	145	1	17	0	1	10	34	3	1	0	1
Axle Factor 0.88	0.8%	57.1%	28.7%	0.2%	3.4%	0.0%	0.2%	2.0%	6.7%	0.6%	0.2%	0.0%	0.2%
	438 Private-Unit 86.6%			19 Single-Unit 3.8%				49 Combination-Unit 9.7%					
	68 Commercial-Unit 13.4%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> D84013	<b>Event No:</b> 4522	<b>Type:</b> Supplemental
<b>District:</b> 4	<b>Coffey County</b>	
<b>East Leg</b>	<b>Route:</b> K-58	<b>FC:</b> 6
	<b>X-Route:</b> RS-666, UNDERWOOD RD	
<b>K-58 E OF RS-666, E OF LEROY</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

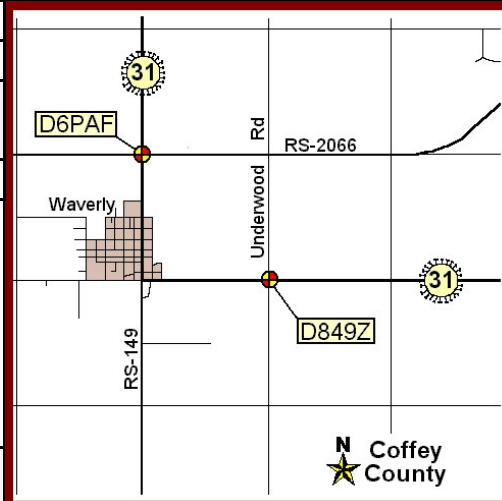
Ln	Start	End	Hrs
31	07/06/04 12:00	07/07/04 11:00	24
71	07/06/04 12:00	07/07/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

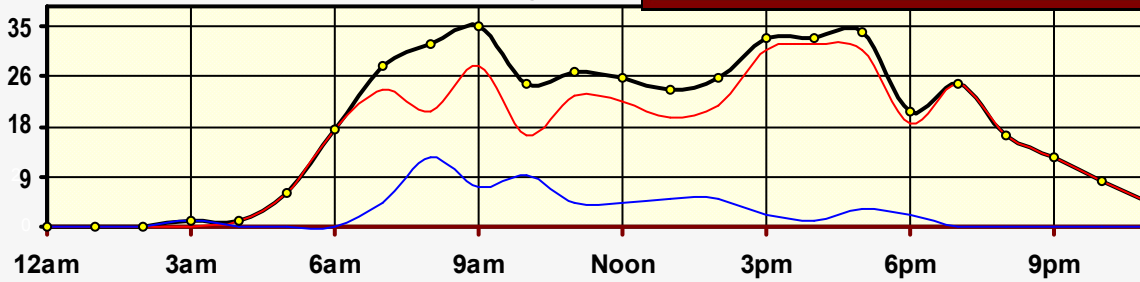
## CLASSIFICATION

<b>D849Z7</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Coffey County</b>
Rte: K-31		West Leg
XRte: UNDERWOOD RD		
K-31 W OF UNDERWOOD, E OF WAVERLY		



Peak Hour Traffic	
Total: 9am	35
Private: 4pm	32
Trucks: 8am	12

**June 2004 (24 Hr Survey)**

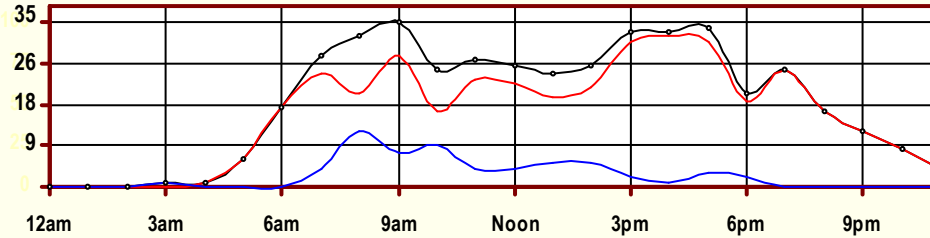


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	1	0	0	0	0	0	0	0
4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6	17	0	11	6	0	0	0	0	0	0	0	0	0	0
7	28	0	14	10	0	1	1	0	0	0	1	0	0	1
8	32	0	12	8	0	2	9	0	1	0	0	0	0	0
9	35	0	14	14	0	0	7	0	0	0	0	0	0	0
10	25	0	10	6	0	0	8	0	0	0	1	0	0	0
11	27	0	13	10	0	1	0	0	0	3	0	0	0	0
12	26	0	14	8	0	1	0	0	1	2	0	0	0	0
13	24	1	11	7	0	0	4	0	0	1	0	0	0	0
14	26	0	13	8	0	1	3	0	0	1	0	0	0	0
15	33	0	17	14	0	0	0	0	0	1	0	0	0	1
16	33	2	20	10	0	1	0	0	0	0	0	0	0	0
17	34	1	17	13	0	1	0	0	0	2	0	0	0	0
18	20	2	11	5	0	1	0	0	0	1	0	0	0	0
19	25	2	15	8	0	0	0	0	0	0	0	0	0	0
20	16	2	10	4	0	0	0	0	0	0	0	0	0	0
21	12	0	6	6	0	0	0	0	0	0	0	0	0	0
22	8	0	5	3	0	0	0	0	0	0	0	0	0	0
23	4	0	4	0	0	0	0	0	0	0	0	0	0	0
AF	433	10	221	143	0	9	33	0	2	11	2	0	0	2
0.91		2.3%	51.0%	33.0%	0.0%	2.1%	7.6%	0.0%	0.5%	2.5%	0.5%	0.0%	0.0%	0.5%
<b>SITE RECAP</b>		374 Private 86.4% Unit			42 Single Unit 9.7%					17 Combination Unit 3.9%				
		59 Commercial Unit 13.6%												

**D849Z7**

**Classification Summary**

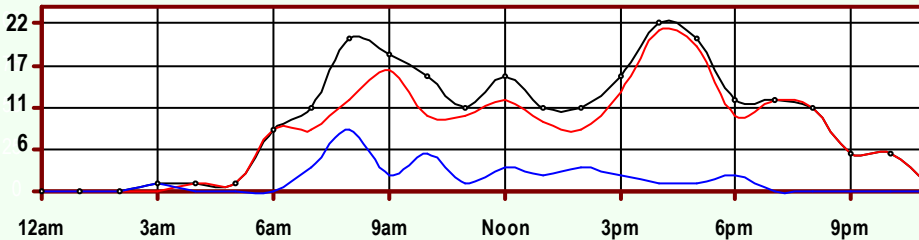
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
433	9am	35
374	Private	28
59	Commercial	7
KFact 0.08	EB: 18	WB: 17

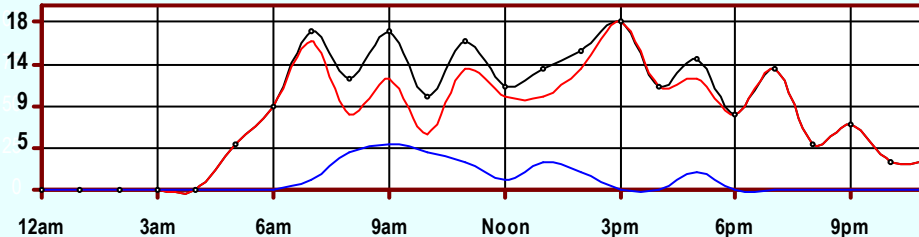
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
433	10	221	143	0	9	33	0	2	11	2	0	0	2
Axle Factor 0.91	2.3% 374 Private-Unit 85.0%			0.0% 42 Single-Unit 9.7%				0.5% 17 Combination-Unit 3.9%					
	59 Commercial-Unit 13.6%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
226	4pm	22
192	Private	21
34	Commercial	1
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
226	5	112	75	0	7	18	0	2	3	2	0	0	2
Axle Factor 0.90	2.2% 192 Private-Unit 85.0%			0.0% 25 Single-Unit 11.1%				0.9% 9 Combination-Unit 4.0%					
	34 Commercial-Unit 15.0%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
207	3pm	18
182	Private	18
25	Commercial	0
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
207	5	109	68	0	2	15	0	0	8	0	0	0	0
Axle Factor 0.91	2.4% 182 Private-Unit 87.9%			0.0% 17 Single-Unit 8.2%				0.0% 8 Combination-Unit 3.9%					
	25 Commercial-Unit 12.1%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> D849Z7	<b>Event No:</b> 4523	<b>Type:</b> Supplemental
<b>District:</b> 4	<b>Coffey County</b>	
<b>West Leg</b>	<b>FC 7</b>	
	Route: K-31	
	X-Route: UNDERWOOD RD	
K-31 W OF UNDERWOOD, E OF WAVERLY		
Site Info: Class E		
No Other Surveys on File		

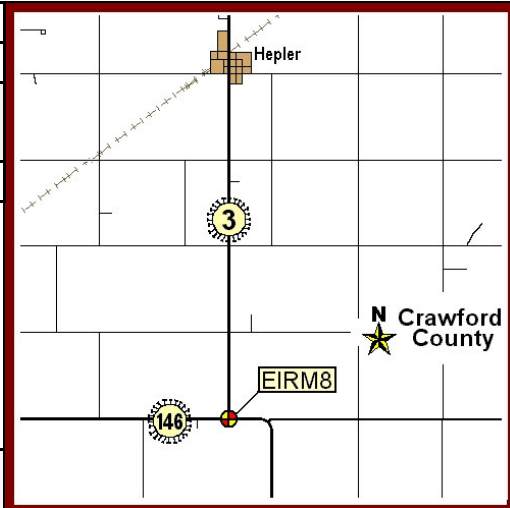
Ln	Start	End	Hrs
31	06/16/04 12:00	06/17/04 11:00	24
71	06/16/04 12:00	06/17/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>EIRM81</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Crawford County</b>
<b>Rte: K-3</b>	<b>North Leg</b>
<b>XRte: K-146</b>	
<b>K-3 N OF K-146, S OF HEPLAR</b>	

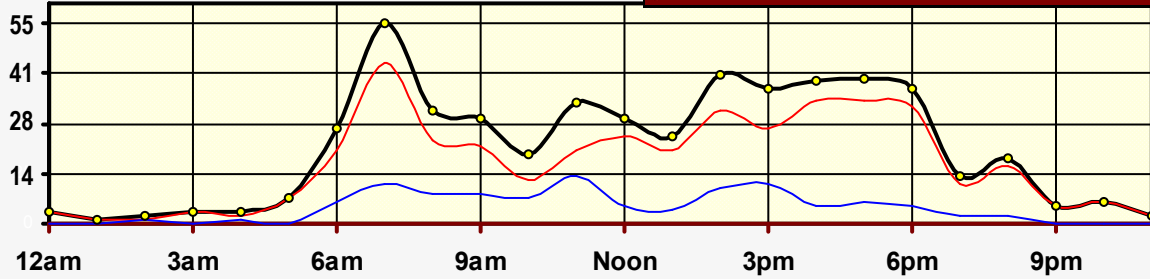
## CLASSIFICATION



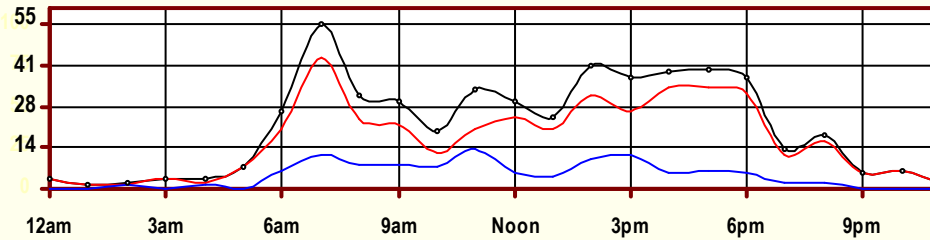
### Peak Hour Traffic

Total:	7am	55
Private:	7am	44
Trucks:	11am	13

### March 2004 (24 Hr Survey)



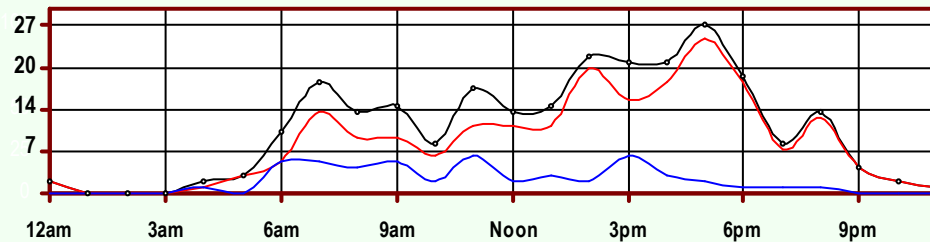
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	2	0	1	0	0	0	0	0	0	1	0	0	0	0
3	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4	3	0	2	0	0	0	0	0	0	1	0	0	0	0
5	7	0	3	4	0	0	0	0	0	0	0	0	0	0
6	26	0	10	10	0	1	3	1	0	1	0	0	0	0
7	55	0	26	18	0	1	3	0	0	6	0	0	1	0
8	31	0	11	12	0	5	1	0	2	0	0	0	0	0
9	29	0	10	11	0	5	1	0	1	1	0	0	0	0
10	19	0	6	6	0	2	0	0	3	2	0	0	0	0
11	33	0	9	11	0	3	0	0	3	7	0	0	0	0
12	29	0	11	13	0	1	1	0	0	3	0	0	0	0
13	24	0	12	8	0	1	0	0	1	2	0	0	0	0
14	41	0	21	10	0	0	2	0	3	4	1	0	0	0
15	37	0	13	13	0	2	2	2	4	0	1	0	0	0
16	39	0	20	14	0	3	0	0	1	1	0	0	0	0
17	40	0	20	14	0	1	1	2	1	1	0	0	0	0
18	37	0	14	18	0	1	0	0	3	1	0	0	0	0
19	13	0	7	4	0	0	0	0	0	2	0	0	0	0
20	18	0	8	8	0	0	0	0	1	1	0	0	0	0
21	5	0	2	3	0	0	0	0	0	0	0	0	0	0
22	6	0	2	4	0	0	0	0	0	0	0	0	0	0
23	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>503</b>	<b>0</b>	<b>215</b>	<b>183</b>	<b>0</b>	<b>26</b>	<b>14</b>	<b>5</b>	<b>23</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>0.85</b>		<b>0.0%</b>	<b>42.7%</b>	<b>36.4%</b>	<b>0.0%</b>	<b>5.2%</b>	<b>2.8%</b>	<b>1.0%</b>	<b>4.6%</b>	<b>6.8%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>398 Private 79.1% Unit</b>			<b>45 Single Unit 8.9%</b>					<b>60 Combination Unit 11.9%</b>				
		<b>105 Commercial Unit 20.9%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
503	7am	55
398	Private	44
105	Commercial	11
KFact 0.11	NB: 18	SB: 37

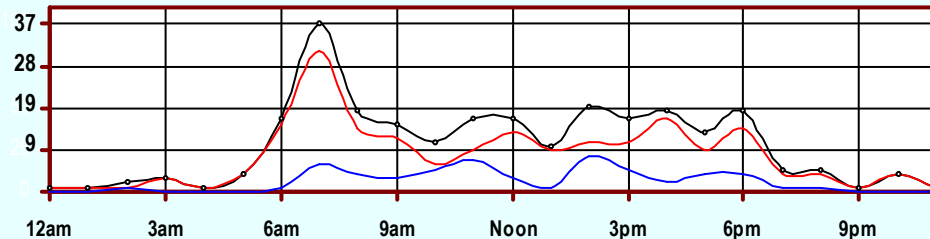
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
503	0	215	183	0	26	14	5	23	34	2	0	1	0
Axle Factor 0.85	398 Private-Unit 80.6%			45 Single-Unit 8.9%				60 Combination-Unit 11.9%					
	105 Commercial-Unit 20.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
252	5pm	27
203	Private	25
49	Commercial	2
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
252	0	109	94	0	12	7	2	11	15	1	0	1	0
Axle Factor 0.85	203 Private-Unit 80.6%			21 Single-Unit 8.3%				28 Combination-Unit 11.1%					
	49 Commercial-Unit 19.4%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
251	7am	37
195	Private	31
56	Commercial	6
KFact 0.15		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
251	0	106	89	0	14	7	3	12	19	1	0	0	0
Axle Factor 0.84	195 Private-Unit 77.7%			24 Single-Unit 9.6%				32 Combination-Unit 12.7%					
	56 Commercial-Unit 22.3%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> EIRM81	<b>Event No:</b> 3940	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Crawford County</b>	
<b>North Leg</b>	<b>FC 7</b>	
	Route: K-3	
	X-Route: K-146	
K-3 N OF K-146, S OF HEPLAR		
Site Info: Class E		
No Other Surveys on File		

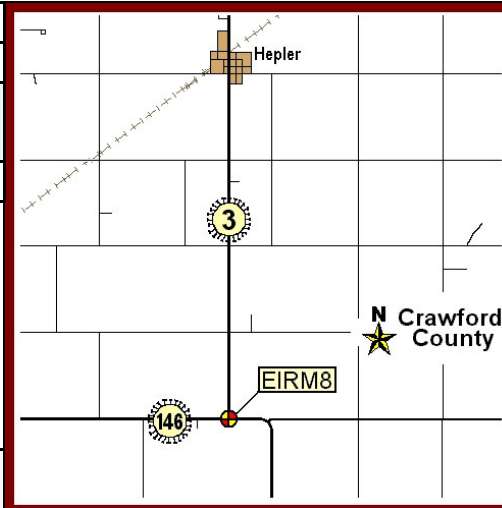
Ln	Start	End	Hrs
11	03/22/04 18:00	03/23/04 17:00	24
51	03/22/04 18:00	03/23/04 17:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>EIRM87</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Crawford County</b>
<b>Rte: K-146</b>	<b>West Leg</b>
<b>XRte: K-3</b>	
<b>K-146 W OF K-3, E OF WALNUT</b>	

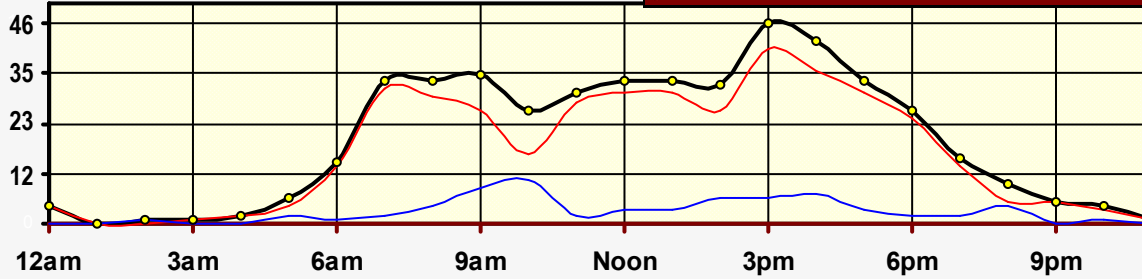
## CLASSIFICATION



### Peak Hour Traffic

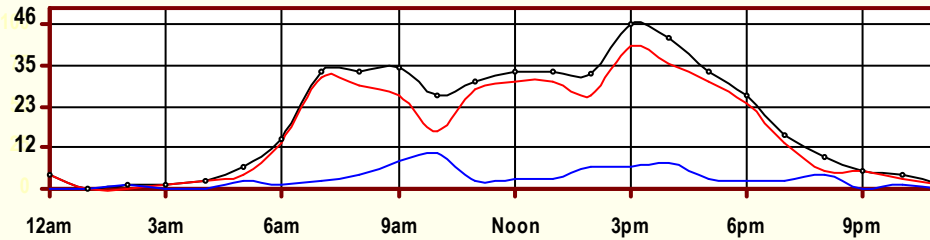
Total: 3pm	46
Private: 3pm	40
Trucks: 10am	10

### March 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	1	0	0	0	0	0	0	0
3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5	6	0	3	1	0	0	0	0	0	2	0	0	0	0
6	14	0	9	4	0	0	1	0	0	0	0	0	0	0
7	33	0	16	15	0	0	0	0	0	2	0	0	0	0
8	33	0	13	16	0	4	0	0	0	0	0	0	0	0
9	34	0	12	14	0	4	0	0	1	3	0	0	0	0
10	26	0	8	8	0	6	1	0	2	0	0	0	0	1
11	30	0	14	14	0	2	0	0	0	0	0	0	0	0
12	33	0	14	16	0	1	0	0	1	1	0	0	0	0
13	33	0	11	19	0	2	0	1	0	0	0	0	0	0
14	32	1	11	14	0	1	2	0	0	2	1	0	0	0
15	46	0	19	21	0	2	1	1	1	1	0	0	0	0
16	42	0	15	20	0	4	0	0	2	1	0	0	0	0
17	33	0	20	10	0	1	0	1	0	1	0	0	0	0
18	26	0	11	13	0	1	0	0	0	1	0	0	0	0
19	15	0	11	2	0	0	0	0	1	1	0	0	0	0
20	9	0	3	2	0	0	0	0	0	3	0	0	0	1
21	5	0	3	2	0	0	0	0	0	0	0	0	0	0
22	4	0	1	2	0	0	0	0	0	0	0	0	1	0
23	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>463</b>	<b>1</b>	<b>199</b>	<b>196</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>0.90</b>		<b>0.2%</b>	<b>43.0%</b>	<b>42.3%</b>	<b>0.0%</b>	<b>6.0%</b>	<b>1.3%</b>	<b>0.6%</b>	<b>1.7%</b>	<b>3.9%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		<b>396 Private 85.5% Unit</b>			<b>37 Single Unit 8.0%</b>					<b>30 Combination Unit 6.5%</b>				
		<b>67 Commercial Unit 14.5%</b>												

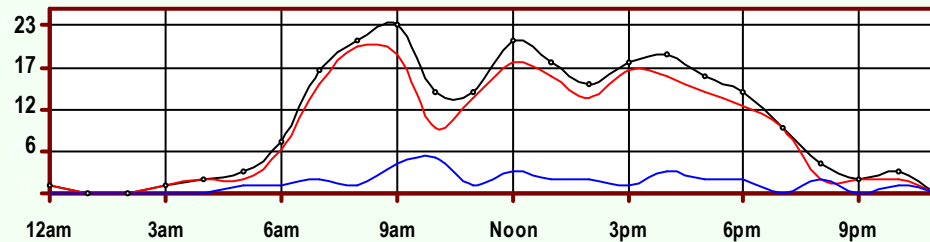




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
463	3pm	46
396	Private	40
67	Commercial	6
KFact 0.10	EB: 18	WB: 28

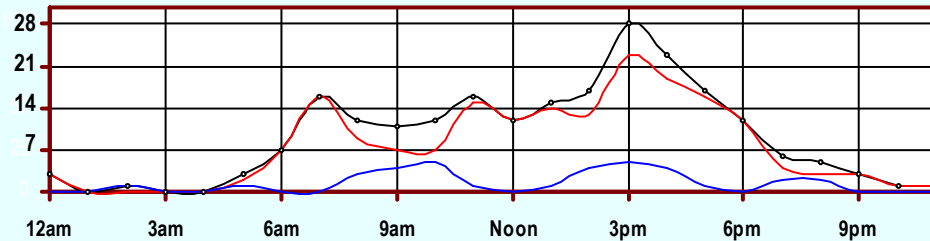
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
463	1	199	196	0	28	6	3	8	18	1	0	1	2
Axle Factor 0.90	0.2% 43.0% 42.3%			0.0% 6.0% 1.3%			0.6% 1.7% 3.9%			0.2% 0.0% 0.2% 0.4%			
	396 Private-Unit 86.4%			37 Single-Unit 8.0%			30 Combination-Unit 6.5%						
	67 Commercial-Unit 14.5%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
242	9am	23
209	Private	19
33	Commercial	4
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
242	1	108	100	0	13	2	2	3	10	1	0	1	1
Axle Factor 0.90	0.4% 44.6% 41.3%			0.0% 5.4% 0.8%			0.8% 1.2% 4.1%			0.4% 0.0% 0.4% 0.4%			
	209 Private-Unit 86.4%			17 Single-Unit 7.0%			16 Combination-Unit 6.6%						
	33 Commercial-Unit 13.6%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
221	3pm	28
187	Private	23
34	Commercial	5
KFact 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
221	0	91	96	0	15	4	1	5	8	0	0	0	1
Axle Factor 0.91	0.0% 41.2% 43.4%			0.0% 6.8% 1.8%			0.5% 2.3% 3.6%			0.0% 0.0% 0.0% 0.5%			
	187 Private-Unit 84.6%			20 Single-Unit 9.0%			14 Combination-Unit 6.3%						
	34 Commercial-Unit 15.4%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> EIRM87	<b>Event No:</b> 3941	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Crawford County</b>	
<b>West Leg</b>	<b>FC 7</b>	
	Route: K-146	
	X-Route: K-3	
K-146 W OF K-3, E OF WALNUT		
Site Info: Class E		
No Other Surveys on File		

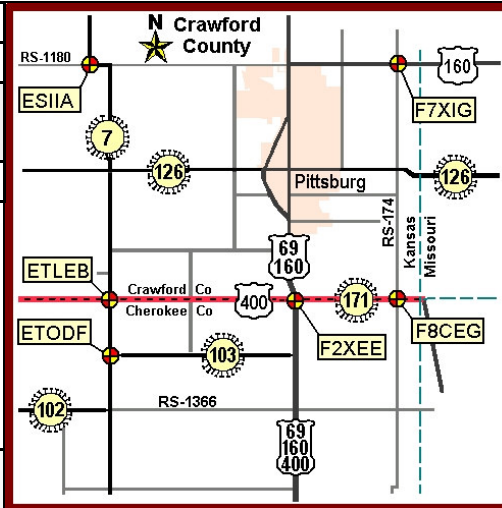
Ln	Start	End	Hrs
31	03/22/04 18:00	03/23/04 17:00	24
71	03/22/04 18:00	03/23/04 17:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>ESIIA1</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Crawford County</b>
<b>Rte: K-7</b>	<b>North Leg</b>
<b>XRte: RS-1180, 590th</b>	
<b>K-7 N OF RS-1180, S OF GIRARD</b>	

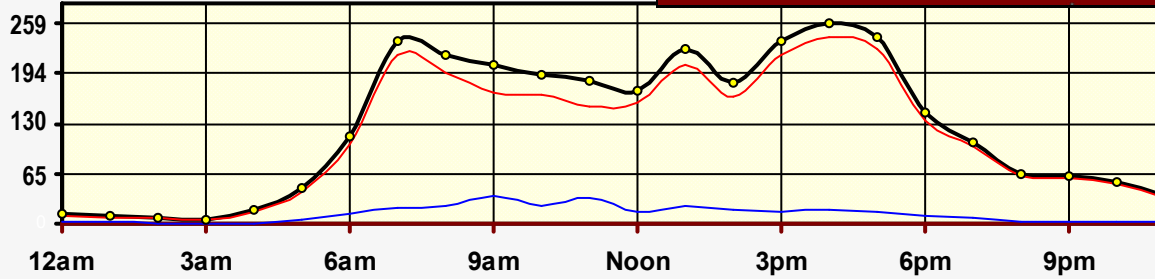
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>259</b>
<b>Private: 4pm</b>	<b>241</b>
<b>Trucks: 9am</b>	<b>37</b>

### March 2004 (24 Hr Survey)

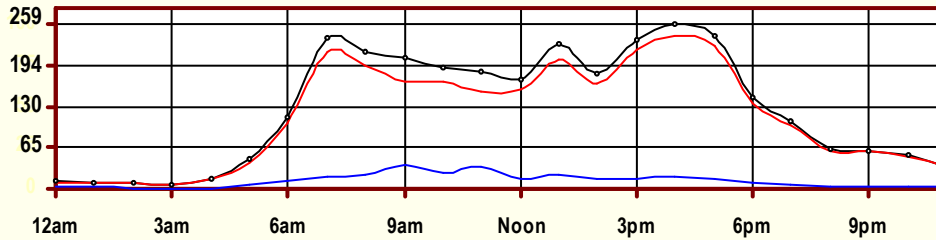


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	13	0	8	2	0	1	0	0	0	2	0	0	0	0
1	10	0	6	2	0	1	0	0	0	1	0	0	0	0
2	8	0	7	1	0	0	0	0	0	0	0	0	0	0
3	6	0	3	2	0	0	0	0	0	1	0	0	0	0
4	17	0	12	4	0	1	0	0	0	0	0	0	0	0
5	47	1	32	9	0	0	1	0	0	4	0	0	0	0
6	114	0	69	33	0	2	1	0	2	6	0	0	1	0
7	237	0	151	66	1	4	2	0	3	10	0	0	0	0
8	217	0	125	70	0	3	4	1	5	9	0	0	0	0
9	206	0	103	66	0	13	6	1	2	15	0	0	0	0
10	192	0	125	43	1	4	6	1	5	7	0	0	0	0
11	185	0	112	40	0	1	7	0	4	20	0	0	1	0
12	172	1	99	56	0	5	2	0	4	5	0	0	0	0
13	227	0	141	64	0	6	4	2	3	7	0	0	0	0
14	182	0	120	45	0	5	2	0	3	5	2	0	0	0
15	235	1	164	54	0	6	2	0	3	5	0	0	0	0
16	259	0	178	63	1	4	2	0	3	8	0	0	0	0
17	240	2	163	60	0	8	0	0	2	5	0	0	0	0
18	144	1	96	37	0	2	1	0	3	4	0	0	0	0
19	106	0	70	29	0	1	0	0	0	6	0	0	0	0
20	64	0	45	16	0	1	1	0	0	1	0	0	0	0
21	61	0	43	15	0	0	0	0	0	3	0	0	0	0
22	53	0	39	12	0	0	0	0	0	2	0	0	0	0
23	36	0	27	7	0	0	0	0	0	2	0	0	0	0
<b>AF</b>	<b>3,031</b>	<b>6</b>	<b>1,938</b>	<b>796</b>	<b>3</b>	<b>68</b>	<b>41</b>	<b>5</b>	<b>42</b>	<b>128</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>0.92</b>		<b>0.2%</b>	<b>63.9%</b>	<b>26.3%</b>	<b>0.1%</b>	<b>2.2%</b>	<b>1.4%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>4.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>2,740 Private 90.4% Unit</b>			<b>117 Single Unit 3.9%</b>					<b>174 Combination Unit 5.7%</b>				
		<b>291 Commercial Unit 9.6%</b>												

# ESIIA1

# Classification Summary

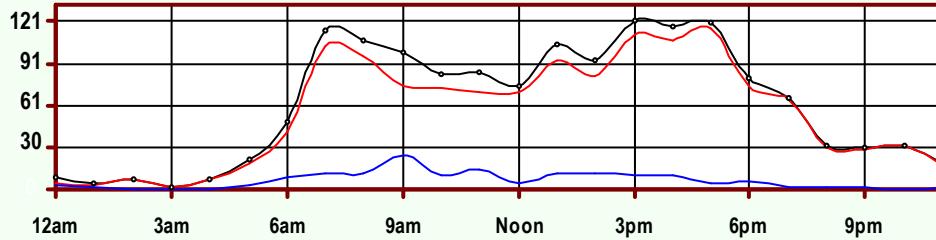
March 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,031	4pm	259
2,740	Private	241
291	Commercial	18
KFact 0.09	NB: 118	SB: 141

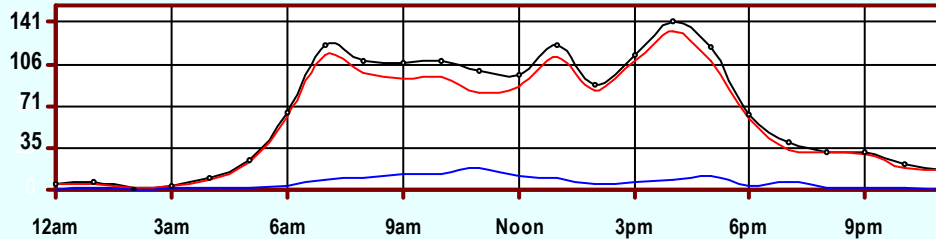
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,031	6	1,938	796	3	68	41	5	42	128	2	0	2	0
Axle Factor 0.92	0.2%	63.9%	26.3%	0.1%	2.2%	1.4%	0.2%	1.4%	4.2%	0.1%	0.0%	0.1%	0.0%
	2,740 Private-Unit 89.6%			117 Single-Unit 3.9%				174 Combination-Unit 5.7%					
	291 Commercial-Unit 9.6%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,480	3pm	121
1,326	Private	111
154	Commercial	10
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,480	2	952	372	2	25	22	1	20	81	2	0	1	0
Axle Factor 0.90	0.1%	64.3%	25.1%	0.1%	1.7%	1.5%	0.1%	1.4%	5.5%	0.1%	0.0%	0.1%	0.0%
	1,326 Private-Unit 89.6%			50 Single-Unit 3.4%				104 Combination-Unit 7.0%					
	154 Commercial-Unit 10.4%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,551	4pm	141
1,414	Private	133
137	Commercial	8
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,551	4	986	424	1	43	19	4	22	47	0	0	1	0
Axle Factor 0.93	0.3%	63.6%	27.3%	0.1%	2.8%	1.2%	0.3%	1.4%	3.0%	0.0%	0.0%	0.1%	0.0%
	1,414 Private-Unit 91.2%			67 Single-Unit 4.3%				70 Combination-Unit 4.5%					
	137 Commercial-Unit 8.8%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> ESIIA1	<b>Event No:</b> 3942	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Crawford County</b>	
<b>North Leg</b>	<b>FC 6</b>	
	Route: K-7	
	X-Route: RS-1180, 590th	
K-7 N OF RS-1180, S OF GIRARD		
Site Info: Class D		
No Other Surveys on File		

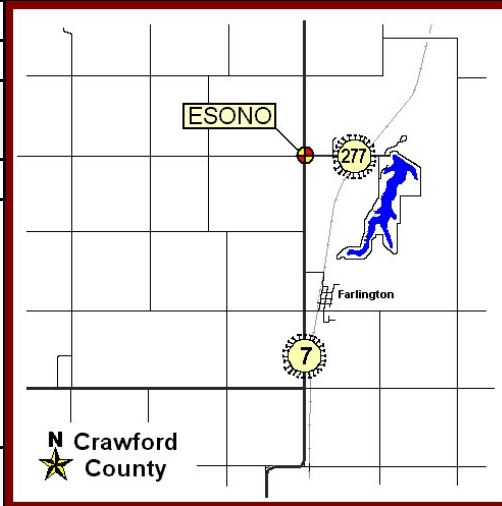
Ln	Start	End	Hrs
11	03/23/04 16:00	03/24/04 15:00	24
51	03/23/04 16:00	03/24/04 15:00	24

# 24 Hour Site Summary

## CLASSIFICATION

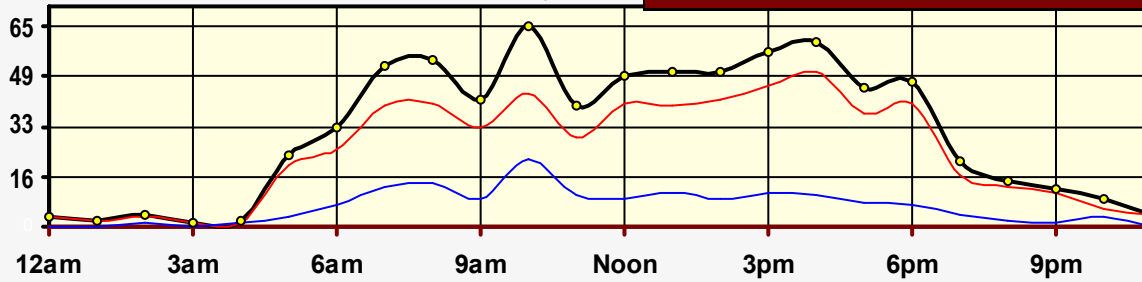
<b>ESONO1</b>	<b>Supplemental</b>	
<b>FC 7   Dist 4</b>	<b>Crawford County</b>	
Rte: K-7		North Leg
XRte: K-277		
K-7 N OF K-277, W OF STATE LAKE		

## CLASSIFICATION



<b>Peak Hour Traffic</b>	
Total: 10am	65
Private: 4pm	50
Trucks: 10am	22

**March 2004 (24 Hr Survey)**

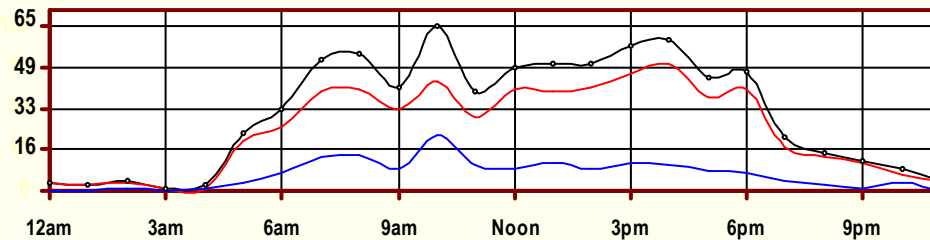


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2	4	0	2	1	0	0	0	0	0	1	0	0	0	0
3	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4	2	0	0	1	0	1	0	0	0	0	0	0	0	0
5	23	1	15	4	0	0	0	0	2	1	0	0	0	0
6	32	0	16	9	0	1	0	0	0	5	0	0	1	0
7	52	0	20	19	0	4	1	1	2	5	0	0	0	0
8	54	0	19	21	0	5	0	1	2	5	1	0	0	0
9	41	0	14	18	0	1	1	0	2	5	0	0	0	0
10	65	1	28	14	0	5	0	0	4	8	3	1	0	1
11	39	0	15	14	0	2	1	0	2	4	0	0	0	1
12	49	0	24	16	0	3	1	0	2	3	0	0	0	0
13	50	0	24	15	1	3	0	1	3	3	0	0	0	0
14	50	1	20	20	0	1	3	0	1	3	0	1	0	0
15	57	0	30	16	1	2	0	2	2	3	1	0	0	0
16	60	0	36	14	0	4	0	0	2	4	0	0	0	0
17	45	0	21	16	0	4	0	1	1	1	0	1	0	0
18	47	0	28	12	0	1	0	0	1	5	0	0	0	0
19	21	0	8	9	0	1	0	0	0	3	0	0	0	0
20	15	0	9	4	0	1	0	0	0	1	0	0	0	0
21	12	0	7	4	0	0	0	0	0	1	0	0	0	0
22	9	0	4	2	0	3	0	0	0	0	0	0	0	0
23	4	0	3	1	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>737</b>	<b>3</b>	<b>347</b>	<b>232</b>	<b>2</b>	<b>42</b>	<b>7</b>	<b>6</b>	<b>26</b>	<b>61</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>
<b>0.83</b>		<b>0.4%</b>	<b>47.1%</b>	<b>31.5%</b>	<b>0.3%</b>	<b>5.7%</b>	<b>0.9%</b>	<b>0.8%</b>	<b>3.5%</b>	<b>8.3%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		582 Private 79.0% Unit			57 Single Unit 7.7%					98 Combination Unit 13.3%				
		155 Commercial Unit 21.0%												

# ESON01

# Classification Summary

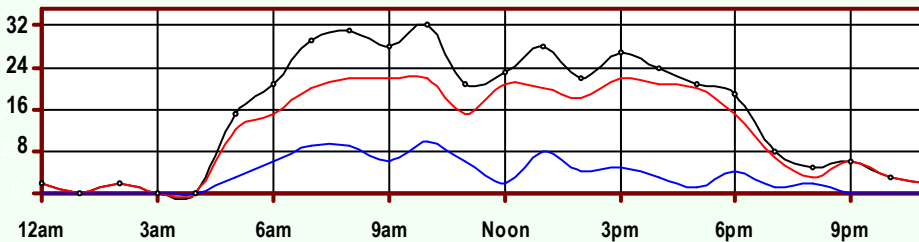
March 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
737	10am	65
582	Private	43
155	Commercial	22
KFact 0.09	NB: 32	SB: 33

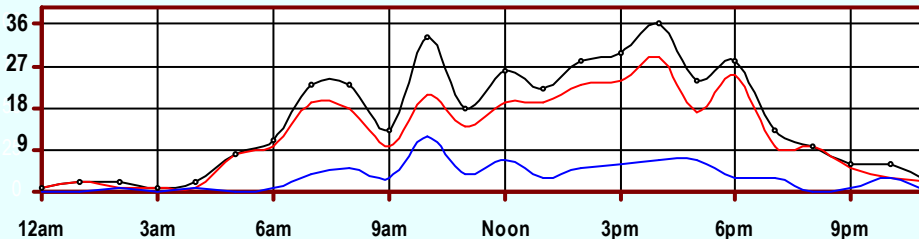
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
737	3	347	232	2	42	7	6	26	61	5	3	1	2
Axle Factor 0.83	0.4%	47.1%	31.5%	0.3%	5.7%	0.9%	0.8%	3.5%	8.3%	0.7%	0.4%	0.1%	0.3%
	582 Private-Unit 78.6%			57 Single-Unit 7.7%				98 Combination-Unit 13.3%					
	155 Commercial-Unit 21.0%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
369	10am	32
290	Private	22
79	Commercial	10
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
369	2	175	113	1	20	3	2	17	29	2	2	1	2
Axle Factor 0.83	0.5%	47.4%	30.6%	0.3%	5.4%	0.8%	0.5%	4.6%	7.9%	0.5%	0.5%	0.3%	0.5%
	290 Private-Unit 78.6%			26 Single-Unit 7.0%				53 Combination-Unit 14.4%					
	79 Commercial-Unit 21.4%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
368	4pm	36
292	Private	29
76	Commercial	7
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
368	1	172	119	1	22	4	4	9	32	3	1	0	0
Axle Factor 0.84	0.3%	46.7%	32.3%	0.3%	6.0%	1.1%	1.1%	2.4%	8.7%	0.8%	0.3%	0.0%	0.0%
	292 Private-Unit 79.3%			31 Single-Unit 8.4%				45 Combination-Unit 12.2%					
	76 Commercial-Unit 20.7%												

## SITE INFORMATION

<b>Id:</b> ESON01	<b>Event No:</b> 3943	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Crawford County</b>	
<b>North Leg</b>	<b>Route:</b> K-7	<b>FC</b> 7
	<b>X-Route:</b> K-277	
<b>K-7 N OF K-277, W OF STATE LAKE</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

## 2 Lanes

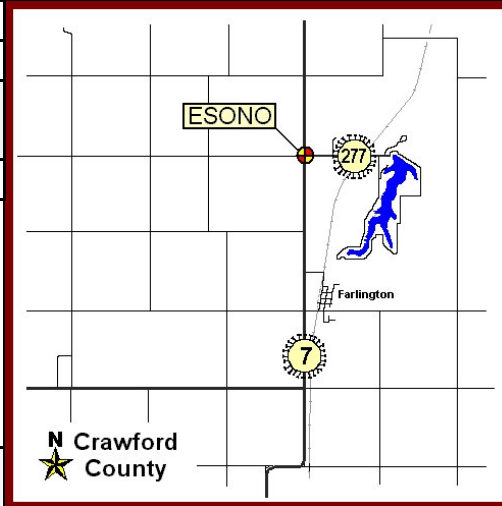
Ln	Start	End	Hrs
11	03/23/04 09:00	03/24/04 08:00	24
51	03/23/04 09:00	03/24/04 08:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>ESONO3</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Crawford County</b>
<b>Rte: K-277</b>	<b>East Leg</b>
<b>XRte: K-7</b>	
<b>K-277 E OF K-7, W OF STATE LAKE</b>	

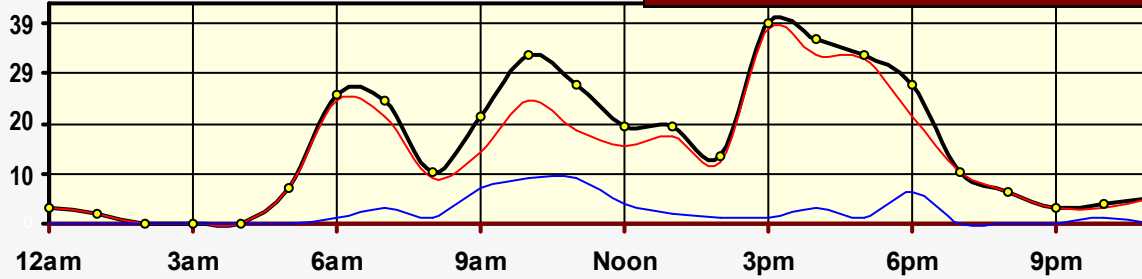
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 3pm</b>	<b>39</b>
<b>Private: 3pm</b>	<b>38</b>
<b>Trucks: 11am</b>	<b>9</b>

### March 2004 (24 Hr Survey)

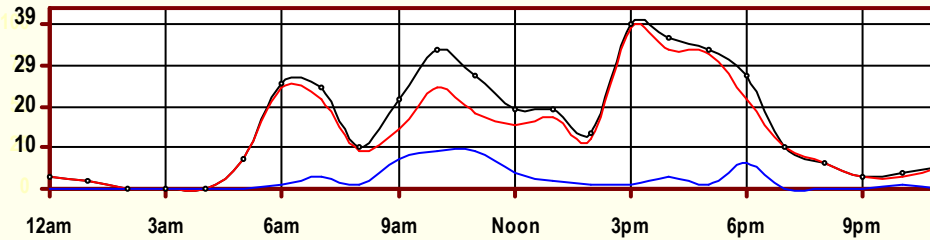


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	7	3	2	2	0	0	0	0	0	0	0	0	0	0
6	25	0	15	9	0	0	0	0	0	1	0	0	0	0
7	24	0	17	4	0	1	0	0	1	1	0	0	0	0
8	10	0	7	2	0	0	0	0	0	1	0	0	0	0
9	21	0	8	6	0	1	4	0	0	2	0	0	0	0
10	33	0	13	11	0	6	3	0	0	0	0	0	0	0
11	27	0	11	7	0	7	1	0	0	0	0	1	0	0
12	19	0	7	8	0	0	3	0	0	1	0	0	0	0
13	19	0	11	6	0	0	1	0	0	1	0	0	0	0
14	13	2	6	4	0	1	0	0	0	0	0	0	0	0
15	39	6	23	9	0	1	0	0	0	0	0	0	0	0
16	36	1	23	9	0	1	0	0	1	1	0	0	0	0
17	33	1	19	12	0	1	0	0	0	0	0	0	0	0
18	27	1	13	7	0	3	0	0	2	0	0	1	0	0
19	10	0	6	4	0	0	0	0	0	0	0	0	0	0
20	6	0	5	1	0	0	0	0	0	0	0	0	0	0
21	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22	4	0	1	2	0	1	0	0	0	0	0	0	0	0
23	5	0	4	1	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>366</b>	<b>14</b>	<b>197</b>	<b>106</b>	<b>0</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>0.94</b>		<b>3.8%</b>	<b>53.8%</b>	<b>29.0%</b>	<b>0.0%</b>	<b>6.3%</b>	<b>3.3%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>2.2%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>317 Private 86.6% Unit</b>			<b>35 Single Unit 9.6%</b>					<b>14 Combination Unit 3.8%</b>				
		<b>49 Commercial Unit 13.4%</b>												

# ESONO3

# Classification Summary

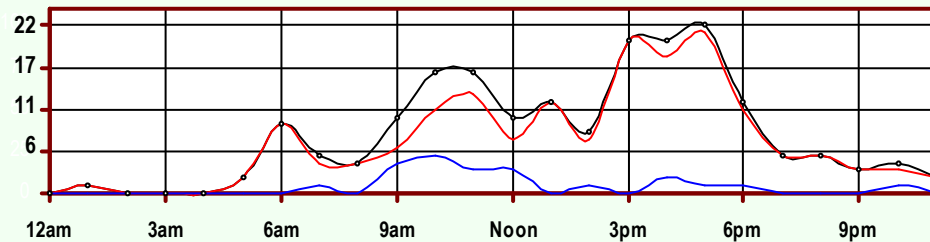
March 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
546	3pm	39
470	Private	38
76	Commercial	1
KFact 0.07	EB: 20	WB: 19

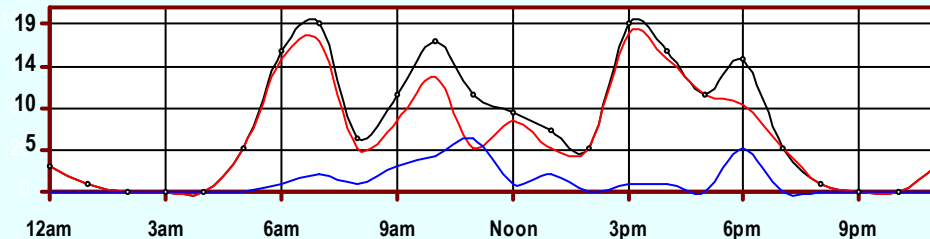
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
546	21	295	154	0	36	18	0	7	12	0	3	0	0
Axle Factor 0.93	470 Private-Unit 88.2%			54 Single-Unit 9.9%				22 Combination-Unit 4.0%					
	76 Commercial-Unit 13.9%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
186	5pm	22
164	Private	21
22	Commercial	1
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
186	7	99	58	0	10	6	0	1	4	0	1	0	0
Axle Factor 0.94	164 Private-Unit 88.2%			16 Single-Unit 8.6%				6 Combination-Unit 3.2%					
	22 Commercial-Unit 11.8%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
360	7am	19
306	Private	17
54	Commercial	2
KFact 0.05		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
360	14	196	96	0	26	12	0	6	8	0	2	0	0
Axle Factor 0.93	306 Private-Unit 85.0%			38 Single-Unit 10.6%				16 Combination-Unit 4.4%					
	54 Commercial-Unit 15.0%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> ESONO3	<b>Event No:</b> 3944	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Crawford County</b>	
<b>East Leg</b>	<b>Route:</b> K-277	<b>FC</b> 7
	<b>X-Route:</b> K-7	
<b>K-277 E OF K-7, W OF STATE LAKE</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

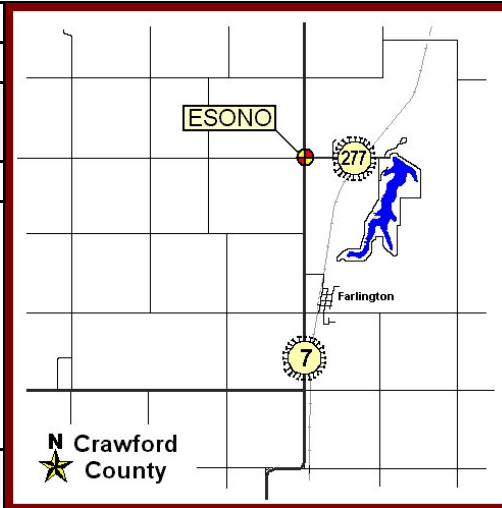
Ln	Start	End	Hrs
31	03/23/04 09:00	03/24/04 08:00	24
71	03/23/04 09:00	03/24/04 08:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>ESONO5</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Crawford County</b>
<b>Rte: K-7</b>	<b>South Leg</b>
<b>XRte: K-277, STATE LAKE RD</b>	
<b>K-7 S OF K-277, W OF STATE LAKE</b>	

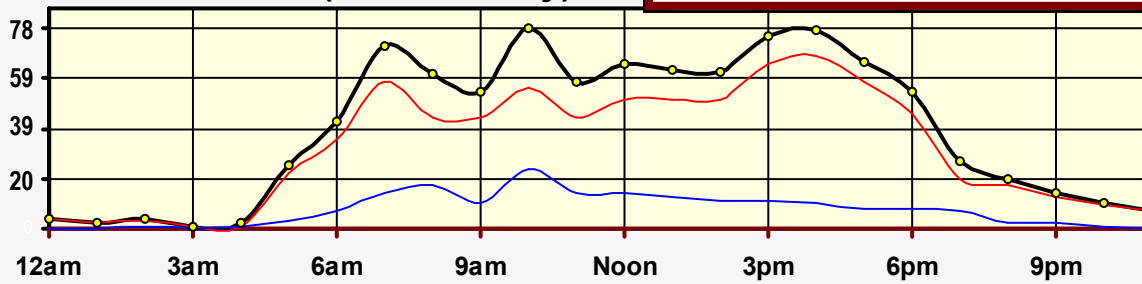
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 10am</b>	<b>78</b>
<b>Private: 4pm</b>	<b>67</b>
<b>Trucks: 10am</b>	<b>23</b>

### March 2004 (24 Hr Survey)



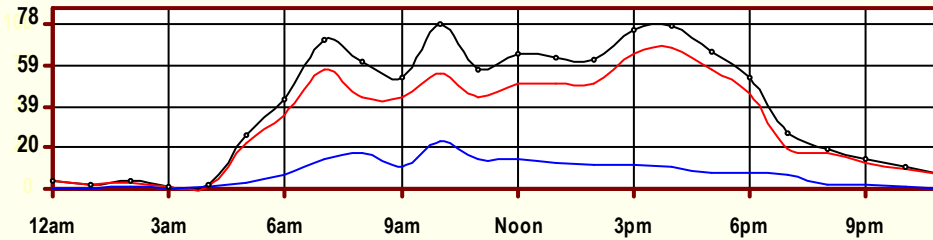
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2	4	0	3	0	0	0	0	0	0	1	0	0	0	0
3	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4	2	0	0	1	0	1	0	0	0	0	0	0	0	0
5	25	0	15	7	0	0	0	0	1	2	0	0	0	0
6	42	0	20	15	0	0	1	0	0	4	0	0	2	0
7	71	0	37	20	0	4	1	1	1	6	0	1	0	0
8	60	0	26	17	0	8	0	0	3	5	1	0	0	0
9	53	0	18	25	0	0	4	0	0	5	0	0	0	1
10	78	0	31	24	0	4	3	0	4	10	2	0	0	0
11	57	0	26	17	0	5	2	0	2	5	0	0	0	0
12	64	0	28	22	0	3	4	1	2	3	0	1	0	0
13	62	0	34	16	1	4	0	0	3	4	0	0	0	0
14	61	1	22	27	0	2	2	0	2	4	1	0	0	0
15	75	0	40	24	1	2	0	2	1	4	1	0	0	0
16	77	0	48	19	0	4	0	0	3	3	0	0	0	0
17	65	1	37	19	0	5	0	0	1	1	0	0	0	1
18	53	1	28	16	0	1	0	0	2	5	0	0	0	0
19	26	0	11	8	0	1	0	0	3	3	0	0	0	0
20	19	0	13	4	0	1	0	0	0	1	0	0	0	0
21	14	0	8	4	0	1	0	0	0	1	0	0	0	0
22	10	0	4	5	0	1	0	0	0	0	0	0	0	0
23	7	0	4	3	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>932</b>	<b>3</b>	<b>456</b>	<b>297</b>	<b>2</b>	<b>47</b>	<b>17</b>	<b>4</b>	<b>28</b>	<b>67</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>0.85</b>		<b>0.3%</b>	<b>48.9%</b>	<b>31.9%</b>	<b>0.2%</b>	<b>5.0%</b>	<b>1.8%</b>	<b>0.4%</b>	<b>3.0%</b>	<b>7.2%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>756 Private 81.1% Unit</b>			<b>70 Single Unit 7.5%</b>					<b>106 Combination Unit 11.4%</b>				
		<b>176 Commercial Unit 18.9%</b>												



# ESON05

# Classification Summary

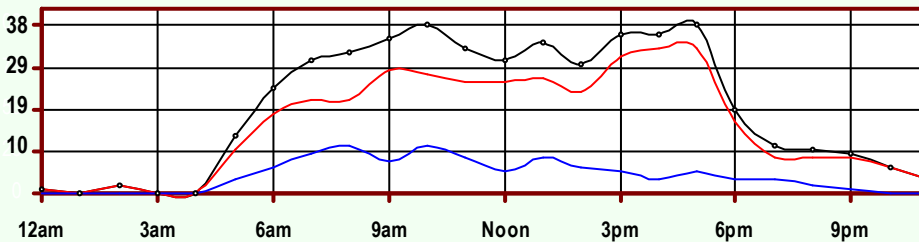
March 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,864	10am	78
1,512	Private	55
352	Commercial	23
KFact 0.04	NB: 38	SB: 40

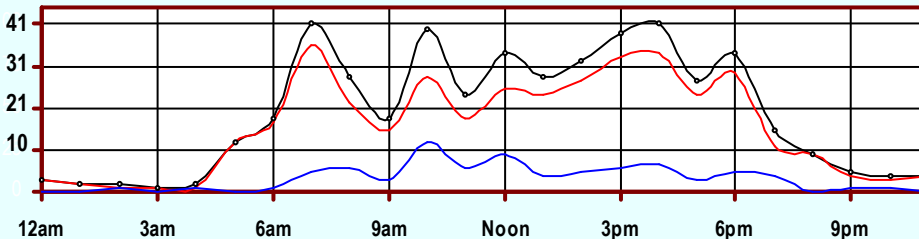
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,864	6	912	594	4	94	34	8	56	134	10	4	4	4
Axle Factor 0.85	0.3%	48.9%	31.9%	0.2%	5.0%	1.8%	0.4%	3.0%	7.2%	0.5%	0.2%	0.2%	0.2%
	1,512 Private-Unit 79.5%			140 Single-Unit 7.5%			212 Combination-Unit 11.4%						
	352 Commercial-Unit 18.9%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
938	10am	38
746	Private	27
192	Commercial	11
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
938	2	438	306	2	56	20	4	32	72	0	0	4	2
Axle Factor 0.85	0.2%	46.7%	32.6%	0.2%	6.0%	2.1%	0.4%	3.4%	7.7%	0.0%	0.0%	0.4%	0.2%
	746 Private-Unit 79.5%			82 Single-Unit 8.7%			110 Combination-Unit 11.7%						
	192 Commercial-Unit 20.5%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
926	7am	41
766	Private	36
160	Commercial	5
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
926	4	474	288	2	38	14	4	24	62	10	4	0	2
Axle Factor 0.85	0.4%	51.2%	31.1%	0.2%	4.1%	1.5%	0.4%	2.6%	6.7%	1.1%	0.4%	0.0%	0.2%
	766 Private-Unit 82.7%			58 Single-Unit 6.3%			102 Combination-Unit 11.0%						
	160 Commercial-Unit 17.3%												

## SITE INFORMATION

<b>Id:</b> ESON05	<b>Event No:</b> 3945	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Crawford County</b>	
<b>South Leg</b>	<b>FC 7</b>	
	Route: K-7	
	X-Route: K-277, STATE LAKE RD	
K-7 S OF K-277, W OF STATE LAKE		
Site Info: Class D		
No Other Surveys on File		

## 2 Lanes

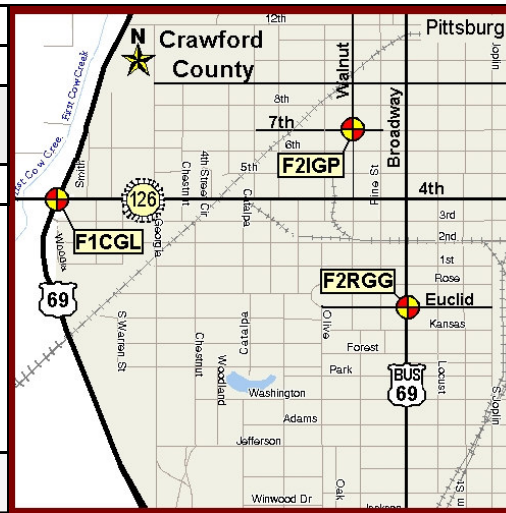
Ln	Start	End	Hrs
11	03/23/04 09:00	03/24/04 08:00	24
51	03/23/04 09:00	03/24/04 08:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>F1CGL3</b>	<b>Regular</b>
<b>FC 14   Dist 4</b>	<b>Crawford County</b>
<b>Rte: K-126, 4th ST</b>	<b>East Leg</b>
<b>XRte: US-69, US-160</b>	
<b>K-126 E OF US-69, IN PITTSBURG</b>	

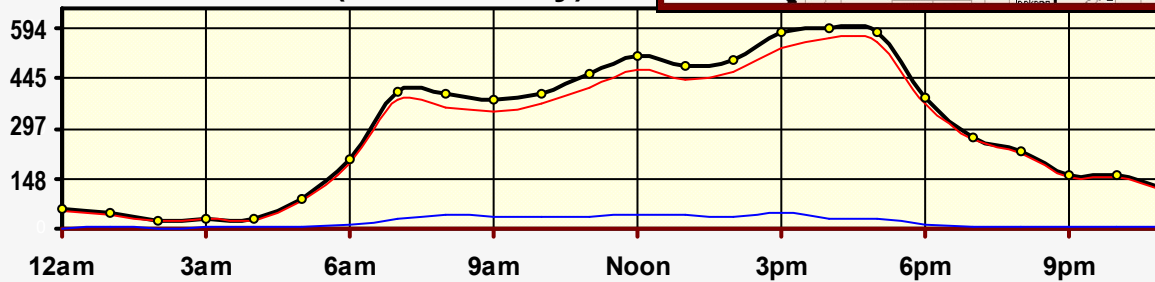
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 4pm</b>	<b>594</b>
<b>Private: 4pm</b>	<b>563</b>
<b>Trucks: 3pm</b>	<b>46</b>

### March 2004 (48 Hr Survey)

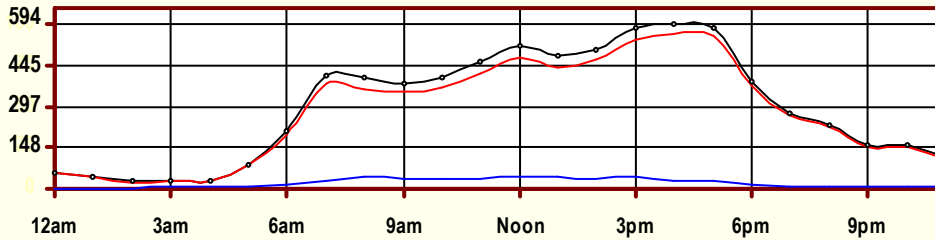


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	57.5	0	46	9	0	1.5	0	0	0	1	0	0	0	0
1	45	0	34.5	7	0.5	1.5	0	0	0	1.5	0	0	0	0
2	26	0	17.5	6.5	0	0	0	0	0	2	0	0	0	0
3	31.5	0.5	18	8.5	2	2	0.5	0	0	0	0	0	0	0
4	30	0	19.5	6	0	2.5	0.5	0	0	1.5	0	0	0	0
5	87	0	57	26	0	1.5	1	0	0	1.5	0	0	0	0
6	208	0.5	116.5	77	0	6.5	1	0	2	4	0	0	0	0.5
7	408.5	3	262.5	115	2.5	11.5	1.5	0.5	4.5	5.5	0	0	0	2
8	402.5	0.5	235	126	2.5	16	6	1	3.5	11.5	0	0	0	0.5
9	383	1.5	232.5	115.5	2	11.5	1.5	3	7	8.5	0	0	0	0
10	402.5	1	251	116	2.5	13.5	6.5	0	3	7	0	1.5	0	0.5
11	456	1.5	307	109.5	3	11.5	2.5	1.5	6	13	0	0.5	0	0
12	513.5	3.5	322.5	146	0.5	16	6	0.5	3.5	14.5	0.5	0	0	0
13	480.5	2.5	304	134	2	14.5	4.5	0.5	8.5	8	0	0	0.5	1.5
14	500	2.5	338.5	123.5	0.5	11	6.5	0.5	5.5	11	0	0.5	0	0
15	582.5	1	388	147.5	1.5	13	6.5	0.5	10	12	0.5	1	0	1
16	593.5	1.5	400	161.5	0.5	12.5	1	0	2.5	11	2	0.5	0	0.5
17	579.5	5	418.5	129	1	8.5	1	1	4	9	0.5	1	0	1
18	386	3	270	99.5	1	7	0	0.5	0.5	4	0.5	0	0	0
19	271	1	199	63	0	5	0.5	0.5	1	1	0	0	0	0
20	230	0.5	176	47.5	0.5	0.5	0.5	0	2	2	0	0	0	0.5
21	158.5	0.5	123	30	0	2	0	0	1	1.5	0.5	0	0	0
22	157	1.5	122	29	1	0	0	0	0	3.5	0	0	0	0
23	115	0	95	15.5	0	1	0	0	0.5	2.5	0	0.5	0	0
<b>AF</b>	<b>7,105</b>	<b>31</b>	<b>4,753.5</b>	<b>1,848</b>	<b>23.5</b>	<b>170.5</b>	<b>47.5</b>	<b>10</b>	<b>65</b>	<b>137</b>	<b>4.5</b>	<b>5.5</b>	<b>0.5</b>	<b>8</b>
<b>0.95</b>		<b>0.4%</b>	<b>66.9%</b>	<b>26.0%</b>	<b>0.3%</b>	<b>2.4%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		<b>6,632.5 Private 93.4% Unit</b>			<b>251.5 Single Unit 3.5%</b>					<b>220.5 Combination Unit 3.1%</b>				
<b>472 Commercial Unit 6.6%</b>														

# F1CGL3

# Classification Summary

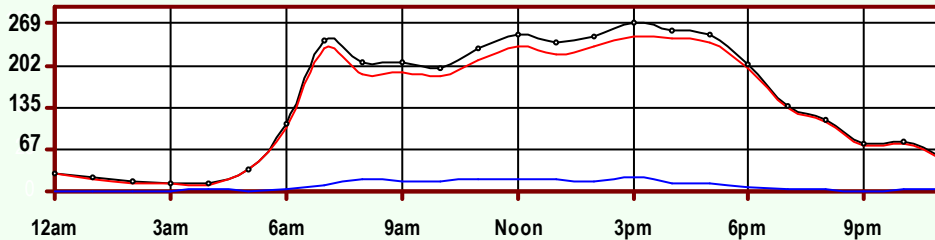
March 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
7,105	4pm	594
6,633	Private	563
472	Commercial	31
KFact 0.08	EB: 257.5	WB: 336

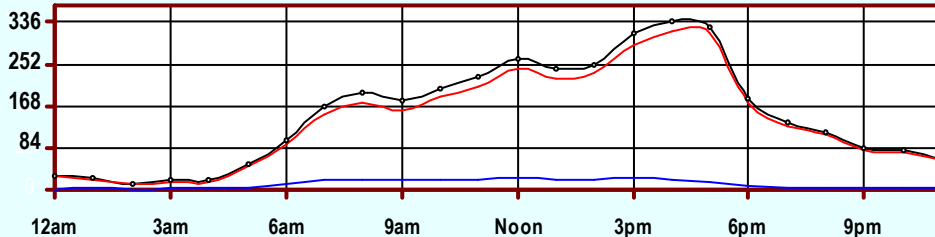
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
7,105	31	4,754	1,848	24	171	48	10	65	137	5	6	1	8
Axle Factor 0.95	0.4%	66.9%	26.0%	0.3%	2.4%	0.7%	0.1%	0.9%	1.9%	0.1%	0.1%	0.0%	0.1%
	6,633 Private-Unit 94.0%			252 Single-Unit 3.5%			221 Combination-Unit 3.1%						
	472 Commercial-Unit 6.6%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,497	3pm	269
3,286	Private	248
212	Commercial	22
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,497	14	2,367	905	12	75	26	4	18	70	4	2	1	2
Axle Factor 0.96	0.4%	67.7%	25.9%	0.3%	2.1%	0.7%	0.1%	0.5%	2.0%	0.1%	0.1%	0.0%	0.1%
	3,286 Private-Unit 94.0%			116 Single-Unit 3.3%			96 Combination-Unit 2.7%						
	212 Commercial-Unit 6.0%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,608	4pm	336
3,347	Private	317
261	Commercial	19
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,608	17	2,387	943	12	96	22	6	47	68	1	4	0	6
Axle Factor 0.95	0.5%	66.2%	26.1%	0.3%	2.6%	0.6%	0.2%	1.3%	1.9%	0.0%	0.1%	0.0%	0.2%
	3,347 Private-Unit 92.8%			136 Single-Unit 3.8%			125 Combination-Unit 3.5%						
	261 Commercial-Unit 7.2%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> F1CGL3	<b>Event No:</b> 3953	<b>Type:</b> Regular
<b>District</b> 4	<b>Crawford County</b>	
<b>East Leg</b>	<b>FC 14</b>	
	Route: K-126, 4th ST	
	X-Route: US-69, US-160	
K-126 E OF US-69, IN PITTSBURG		
Site Info: Reg-Grp(2), Class E		
Also: 5/22/01; 11/8/99; 5/27/98; 7/25/95; 11/23/92		

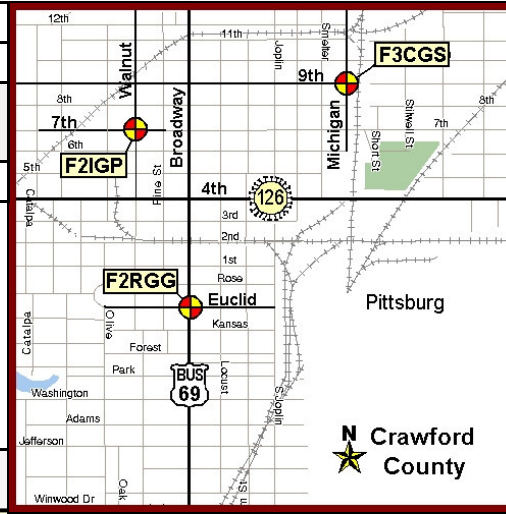
Ln	Start	End	Hrs
31	03/23/04 00:00	03/24/04 23:00	48
71	03/23/04 00:00	03/24/04 23:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>F3CGS5</b>	<b>Regular</b>
<b>FC 16   Dist 4</b>	<b>Crawford County</b>
<b>Rte: C-4521, MICHIGAN AVE</b>	<b>South Leg</b>
<b>XRte: 9th ST</b>	
<b>MICHIGAN AV S OF 9th, IN PITTSBURG</b>	

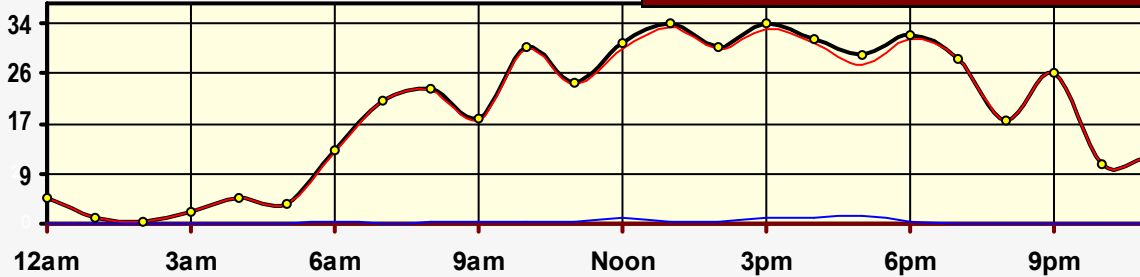
## CLASSIFICATION



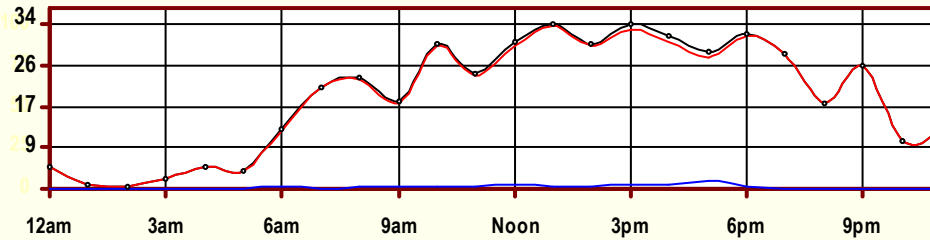
### Peak Hour Traffic

<b>Total: 1pm</b>	<b>34</b>
<b>Private: 1pm</b>	<b>34</b>
<b>Trucks: 5pm</b>	<b>2</b>

### March 2004 (48 Hr Survey)



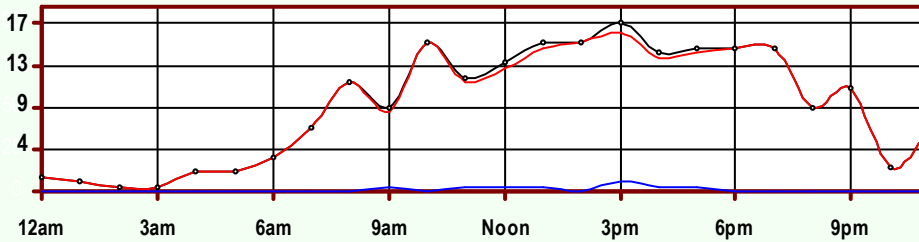
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4.5	0	4.5	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0
2	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
3	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4	4.5	0	4.5	0	0	0	0	0	0	0	0	0	0	0
5	3.5	0	1.5	2	0	0	0	0	0	0	0	0	0	0
6	12.5	0	9	3	0	0.5	0	0	0	0	0	0	0	0
7	21	0	18	3	0	0	0	0	0	0	0	0	0	0
8	23	0	14	8.5	0	0	0	0	0.5	0	0	0	0	0
9	18	0	12	5.5	0	0	0	0	0	0	0	0.5	0	0
10	30	0	21	8.5	0	0	0.5	0	0	0	0	0	0	0
11	24	0	19.5	4	0	0.5	0	0	0	0	0	0	0	0
12	30.5	0	25.5	4	0	0.5	0	0	0.5	0	0	0	0	0
13	34	0.5	23.5	9.5	0	0	0.5	0	0	0	0	0	0	0
14	30	0.5	24	5	0	0	0	0	0	0.5	0	0	0	0
15	34	0	26	7	0	1	0	0	0	0	0	0	0	0
16	31.5	0	23.5	7	0	0.5	0	0	0	0	0	0.5	0	0
17	28.5	2.5	19	5.5	0	1	0	0	0	0	0.5	0	0	0
18	32	0.5	21	10	0	0	0	0	0	0	0	0.5	0	0
19	28	0	23	5	0	0	0	0	0	0	0	0	0	0
20	17.5	0	15	2.5	0	0	0	0	0	0	0	0	0	0
21	25.5	0	22.5	3	0	0	0	0	0	0	0	0	0	0
22	10	0	8.5	1.5	0	0	0	0	0	0	0	0	0	0
23	11.5	0	10.5	1	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>458</b>	<b>4</b>	<b>349</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0.5</b>	<b>0.5</b>	<b>1.5</b>	<b>0</b>	<b>0</b>
<b>0.99</b>		<b>0.9%</b>	<b>76.3%</b>	<b>21.0%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>449 Private 98.1% Unit</b>			<b>5 Single Unit 1.1%</b>					<b>3.5 Combination Unit 0.8%</b>				
		<b>8.5 Commercial Unit 1.9%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
915	1pm	34
898	Private	34
17	Commercial	1
KFact 0.04	NB: 15	SB: 19

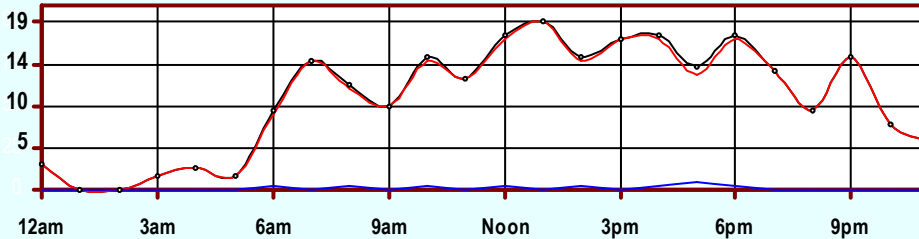
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
915	8	698	192	0	8	2	0	2	1	1	3	0	0
Axle Factor 0.99	898 Private-Unit 98.1%			10 Single-Unit 1.1%			7 Combination-Unit 0.8%						
	17 Commercial-Unit 1.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
417	3pm	17
409	Private	16
8	Commercial	1
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
417	3	308	98	0	4	1	0	0	0	1	2	0	0
Axle Factor 0.99	409 Private-Unit 98.1%			5 Single-Unit 1.2%			3 Combination-Unit 0.7%						
	8 Commercial-Unit 1.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
498	1pm	19
489	Private	19
9	Commercial	0
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
498	5	390	94	0	4	1	0	2	1	0	1	0	0
Axle Factor 0.99	489 Private-Unit 98.2%			5 Single-Unit 1.0%			4 Combination-Unit 0.8%						
	9 Commercial-Unit 1.8%												

**SITE INFORMATION**

**2 Lanes**

Id: F3CGS5	Event No: 3954	Type: Regular
District 4	Crawford County	FC 16
South Leg	Route: C-4521, MICHIGAN AVE X-Route: 9th ST	
MICHIGAN AV S OF 9th, IN PITTSBURG		
Site Info: Reg-Grp(2)		
Also: 5/22/01; 3/30/98; 7/24/95; 7/20/92		

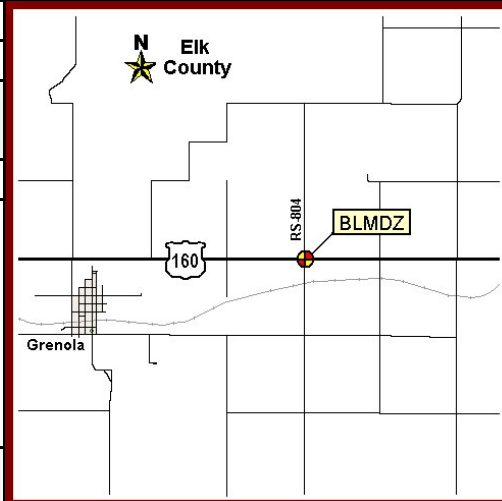
Ln	Start	End	Hrs
11	03/23/04 00:00	03/24/04 23:00	48
51	03/23/04 00:00	03/24/04 23:00	48

# 24 Hour Site Summary

## CLASSIFICATION

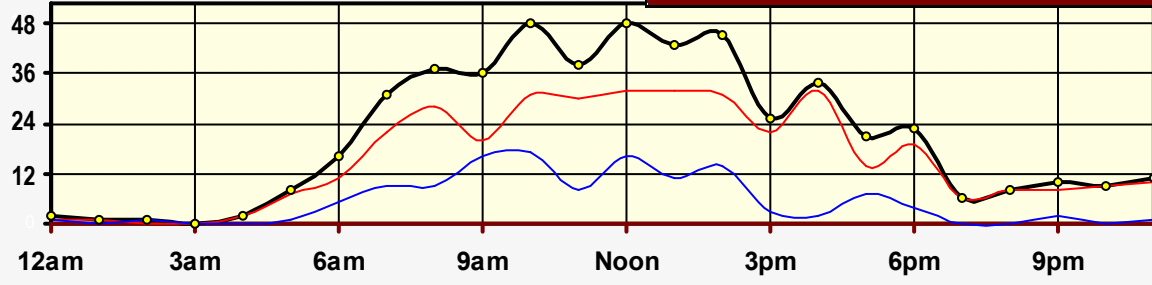
## CLASSIFICATION

<b>BMLDZ3</b>	<b>Supplemental</b>		
<b>FC 6   Dist 4</b>	<b>Elk County</b>		
<b>Rte: US-160</b>		<b>East Leg</b>	
<b>XRte: RS-804</b>			
<b>US-160 E OF RS-804, E OF GRENOLA</b>			

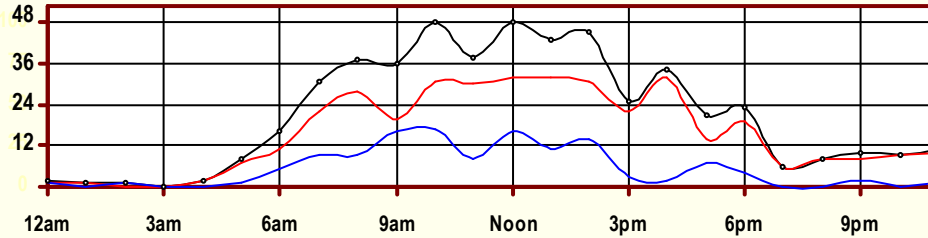


<b>Peak Hour Traffic</b>	
Total: Noon	48
Private: Noon	32
Trucks: 10am	17

**January 2004 (24 Hr Survey)**



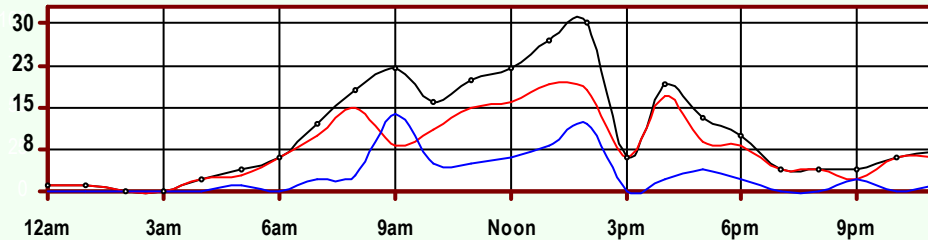
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	1	0	0	0	0	0	0	1	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	2	0	0	0	0	0	0	0	0	0	0	0
5	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6	16	0	8	3	0	2	0	0	0	3	0	0	0	0
7	31	0	12	10	0	3	0	1	1	4	0	0	0	0
8	37	0	10	18	0	5	0	0	2	2	0	0	0	0
9	36	0	9	11	0	2	1	0	8	4	1	0	0	0
10	48	0	16	15	0	4	0	0	1	8	1	1	0	2
11	38	0	13	17	0	2	0	0	4	2	0	0	0	0
12	48	0	17	15	0	1	1	0	6	7	1	0	0	0
13	43	0	14	18	0	2	1	1	1	6	0	0	0	0
14	45	0	15	16	0	2	0	0	9	3	0	0	0	0
15	25	0	13	9	0	2	0	0	0	1	0	0	0	0
16	34	0	18	14	0	0	0	0	0	2	0	0	0	0
17	21	0	10	4	0	3	0	1	2	1	0	0	0	0
18	23	0	12	7	0	2	0	0	0	2	0	0	0	0
19	6	0	5	1	0	0	0	0	0	0	0	0	0	0
20	8	0	5	3	0	0	0	0	0	0	0	0	0	0
21	10	0	7	1	0	1	0	0	0	1	0	0	0	0
22	9	0	6	3	0	0	0	0	0	0	0	0	0	0
23	11	0	5	5	0	0	0	0	0	1	0	0	0	0
<b>AF</b>	<b>503</b>	0	204	172	0	32	3	3	34	49	3	1	0	2
		0.0%	40.6%	34.2%	0.0%	6.4%	0.6%	0.6%	6.8%	9.7%	0.6%	0.2%	0.0%	0.4%
<b>SITE RECAP</b>		376 Private 74.8% Unit			38 Single Unit 7.6%					89 Combination Unit 17.7%				
		127 Commercial Unit 25.2%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,006	10am	48
752	Private	31
254	Commercial	17
KFact 0.05	EB: 16	WB: 32

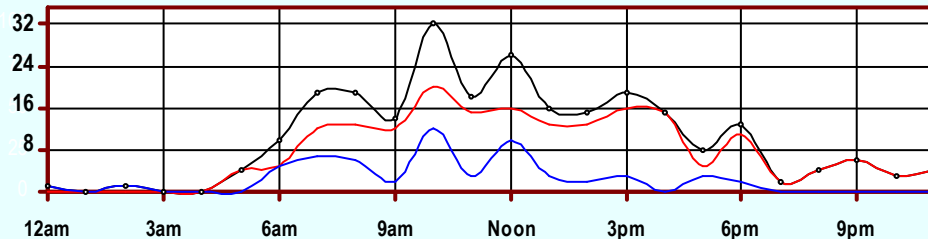
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,006	0	408	344	0	64	6	6	68	98	6	2	0	4
Axle Factor 0.80	752 Private-Unit 73.6%			76 Single-Unit 7.6%			178 Combination-Unit 17.7%						
	254 Commercial-Unit 25.2%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
508	2pm	30
374	Private	18
134	Commercial	12
KFact 0.06		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
508	0	202	172	0	30	4	2	52	38	4	2	0	2
Axle Factor 0.80	374 Private-Unit 73.6%			36 Single-Unit 7.1%			98 Combination-Unit 19.3%						
	134 Commercial-Unit 26.4%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
498	10am	32
378	Private	20
120	Commercial	12
KFact 0.06		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
498	0	206	172	0	34	2	4	16	60	2	0	0	2
Axle Factor 0.81	378 Private-Unit 75.9%			40 Single-Unit 8.0%			80 Combination-Unit 16.1%						
	120 Commercial-Unit 24.1%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> BMLDZ3	<b>Event No:</b> 3889	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Elk County</b>	
<b>East Leg</b>	<b>Route:</b> US-160	<b>FC</b> 6
	<b>X-Route:</b> RS-804	
<b>US-160 E OF RS-804, E OF GRENOLA</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

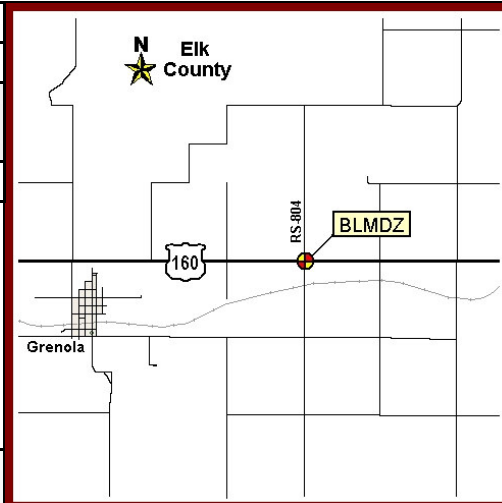
Ln	Start	End	Hrs
31	01/27/04 15:00	01/28/04 14:00	24
71	01/27/04 15:00	01/28/04 14:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>BMLDZ7</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Elk County</b>
<b>Rte: US-160</b>	<b>West Leg</b>
<b>XRte: RS-804</b>	
<b>US-160 W OF RS-804, E OF GRENOLA</b>	

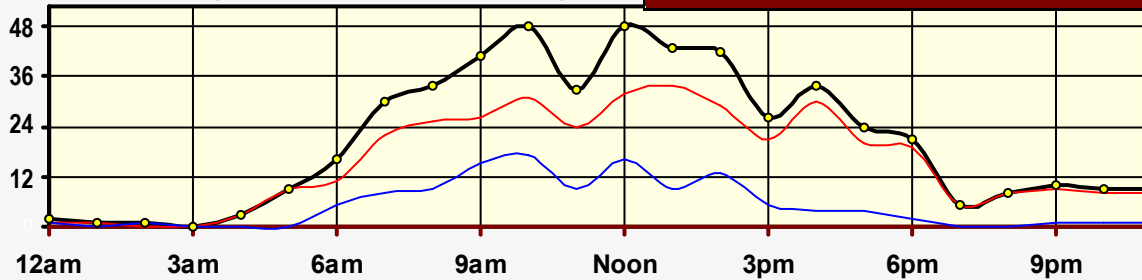
## CLASSIFICATION



### Peak Hour Traffic

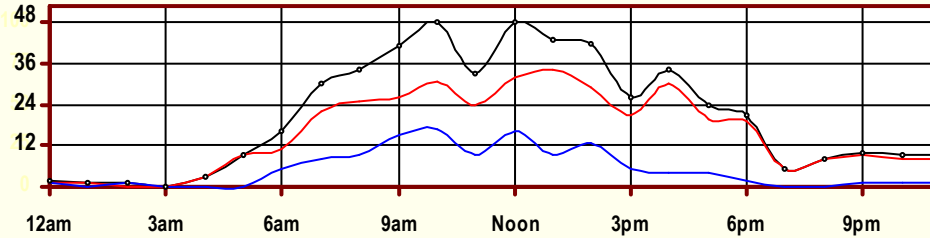
<b>Total: Noon</b>	<b>48</b>
<b>Private: 1pm</b>	<b>34</b>
<b>Trucks: 10am</b>	<b>17</b>

### January 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	1	0	0	0	0	0	0	1	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	3	0	0	0	0	0	0	0	0	0	0	0
5	9	0	4	5	0	0	0	0	0	0	0	0	0	0
6	16	0	8	3	0	2	0	0	0	3	0	0	0	0
7	30	0	8	14	0	2	0	1	0	5	0	0	0	0
8	34	1	10	14	1	4	0	1	1	2	0	0	0	0
9	41	0	7	19	0	2	1	0	8	3	1	0	0	0
10	48	0	14	17	0	3	0	1	2	10	1	0	0	0
11	33	0	12	12	0	3	0	0	4	2	0	0	0	0
12	48	0	14	18	0	2	0	0	5	8	1	0	0	0
13	43	0	11	23	0	2	0	0	0	7	0	0	0	0
14	42	0	14	15	0	1	0	0	8	3	1	0	0	0
15	26	0	8	13	0	3	0	0	0	1	0	0	0	1
16	34	0	19	11	0	1	0	0	0	2	0	1	0	0
17	24	0	10	10	0	1	0	2	0	1	0	0	0	0
18	21	0	7	12	0	0	0	0	0	2	0	0	0	0
19	5	0	2	3	0	0	0	0	0	0	0	0	0	0
20	8	1	4	3	0	0	0	0	0	0	0	0	0	0
21	10	0	3	6	0	0	0	0	0	1	0	0	0	0
22	9	0	5	3	0	1	0	0	0	0	0	0	0	0
23	9	0	4	4	0	0	0	0	0	1	0	0	0	0
<b>AF</b>	<b>497</b>	<b>2</b>	<b>169</b>	<b>205</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>5</b>	<b>28</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>0.80</b>		<b>0.4%</b>	<b>34.0%</b>	<b>41.2%</b>	<b>0.2%</b>	<b>5.4%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>5.6%</b>	<b>10.7%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>376 Private 75.7% Unit</b>			<b>34 Single Unit 6.8%</b>					<b>87 Combination Unit 17.5%</b>				
		<b>121 Commercial Unit 24.3%</b>												

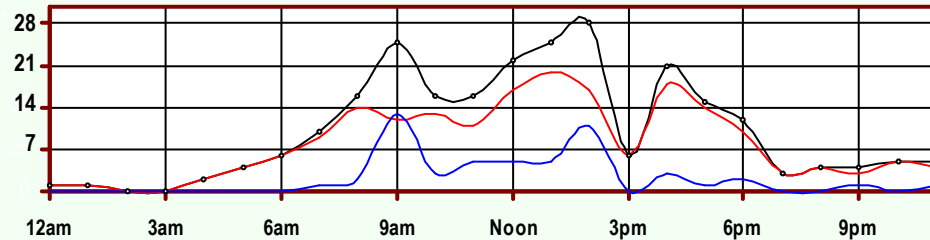




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
994	10am	48
752	Private	31
242	Commercial	17
KFact 0.05	EB: 16	WB: 32

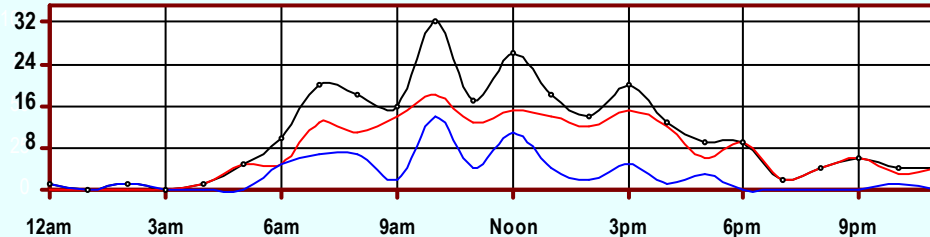
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
994	4	338	410	2	54	2	10	56	106	8	2	0	2
Axle Factor 0.80	0.4%	34.0%	41.2%	0.2%	5.4%	0.2%	1.0%	5.6%	10.7%	0.8%	0.2%	0.0%	0.2%
	752 Private-Unit 78.5%			68 Single-Unit 6.8%				174 Combination-Unit 17.5%					
	242 Commercial-Unit 24.3%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
494	2pm	28
388	Private	17
106	Commercial	11
KFact 0.06		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
494	0	234	154	0	6	2	2	52	36	6	2	0	0
Axle Factor 0.80	0.0%	47.4%	31.2%	0.0%	1.2%	0.4%	0.4%	10.5%	7.3%	1.2%	0.4%	0.0%	0.0%
	388 Private-Unit 78.5%			10 Single-Unit 2.0%				96 Combination-Unit 19.4%					
	106 Commercial-Unit 21.5%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
500	10am	32
364	Private	18
136	Commercial	14
KFact 0.06		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
500	4	104	256	2	48	0	8	4	70	2	0	0	2
Axle Factor 0.80	0.8%	20.8%	51.2%	0.4%	9.6%	0.0%	1.6%	0.8%	14.0%	0.4%	0.0%	0.0%	0.4%
	364 Private-Unit 72.8%			58 Single-Unit 11.6%				78 Combination-Unit 15.6%					
	136 Commercial-Unit 27.2%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> BMLDZ7	<b>Event No:</b> 3890	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Elk County</b>	
<b>West Leg</b>	<b>Route:</b> US-160	<b>FC</b> 6
	<b>X-Route:</b> RS-804	
<b>US-160 W OF RS-804, E OF GRENOLA</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

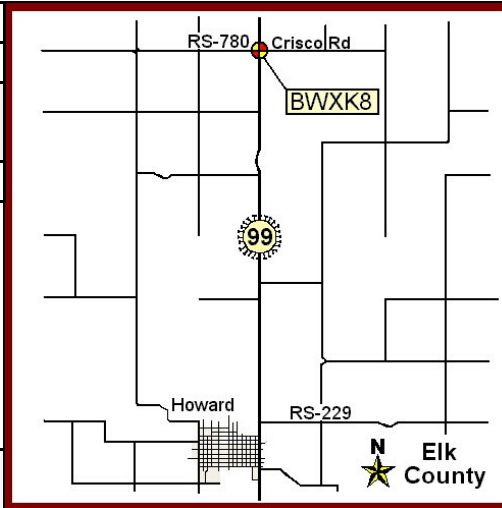
Ln	Start	End	Hrs
31	01/27/04 15:00	01/28/04 14:00	24
71	01/27/04 15:00	01/28/04 14:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>BWXK81</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Elk County</b>
<b>Rte: K-99</b>	<b>North Leg</b>
<b>XRte: RS-780, CRISCO RD</b>	
<b>K-99 N OF RS-780, N OF HOWARD</b>	

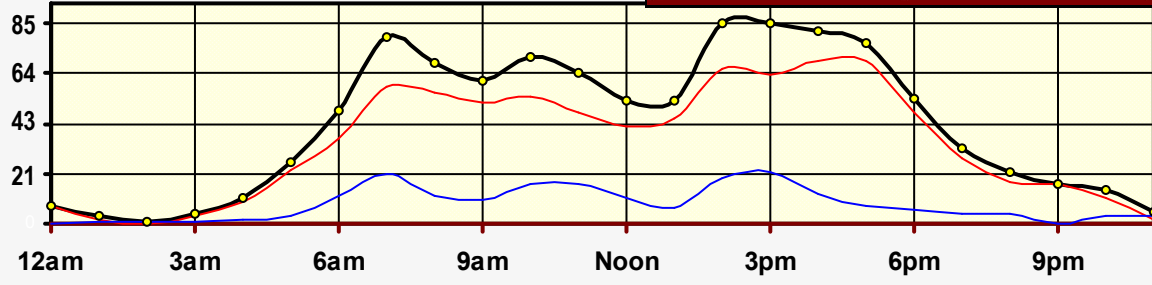
## CLASSIFICATION



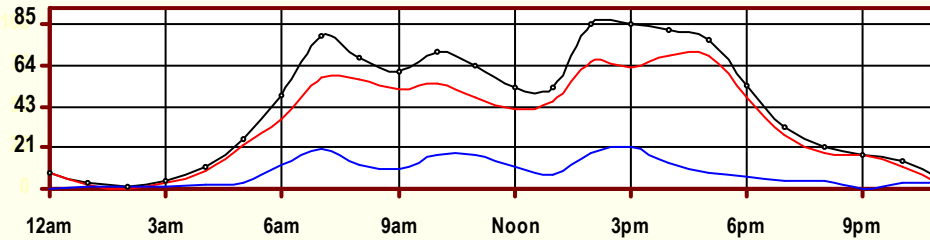
### Peak Hour Traffic

<b>Total: 2pm</b>	<b>85</b>
<b>Private: 5pm</b>	<b>69</b>
<b>Trucks: 3pm</b>	<b>22</b>

### January 2004 (24 Hr Survey)



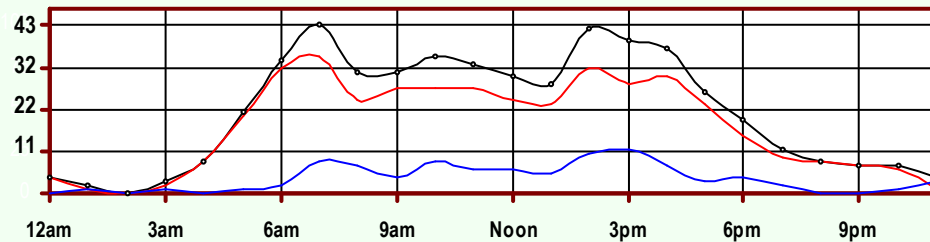
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	8	0	5	3	0	0	0	0	0	0	0	0	0	0
1	3	0	1	1	0	0	0	0	0	1	0	0	0	0
2	1	0	0	0	0	0	0	0	0	1	0	0	0	0
3	4	0	2	1	0	0	0	0	0	1	0	0	0	0
4	11	0	8	1	0	0	0	0	0	1	0	1	0	0
5	26	0	12	11	0	1	0	0	0	2	0	0	0	0
6	48	0	19	17	0	3	0	2	5	2	0	0	0	0
7	79	0	38	20	1	7	0	0	2	10	0	0	0	1
8	68	0	28	28	2	3	0	0	0	7	0	0	0	0
9	61	1	26	24	1	3	0	1	0	5	0	0	0	0
10	71	0	28	26	1	7	0	0	2	6	0	1	0	0
11	64	0	24	23	0	5	0	0	3	9	0	0	0	0
12	52	0	23	18	0	1	0	1	0	9	0	0	0	0
13	52	1	22	22	0	4	0	0	1	2	0	0	0	0
14	85	0	33	33	1	6	0	0	1	9	2	0	0	0
15	85	0	44	19	2	8	1	0	1	9	0	0	0	1
16	82	0	43	26	0	7	0	0	3	3	0	0	0	0
17	77	0	42	27	0	4	0	1	2	1	0	0	0	0
18	53	0	30	17	0	2	0	0	0	4	0	0	0	0
19	32	0	17	11	0	3	0	0	0	1	0	0	0	0
20	22	0	11	7	0	1	0	0	1	2	0	0	0	0
21	17	0	15	2	0	0	0	0	0	0	0	0	0	0
22	14	0	10	1	0	1	0	0	0	1	0	0	1	0
23	5	0	2	0	0	0	0	0	0	3	0	0	0	0
<b>AF</b>	<b>1,020</b>	<b>2</b>	<b>483</b>	<b>338</b>	<b>8</b>	<b>66</b>	<b>1</b>	<b>5</b>	<b>21</b>	<b>89</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>
<b>0.85</b>		<b>0.2%</b>	<b>47.4%</b>	<b>33.1%</b>	<b>0.8%</b>	<b>6.5%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>2.1%</b>	<b>8.7%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>823 Private 80.7% Unit</b>			<b>80 Single Unit 7.8%</b>					<b>117 Combination Unit 11.5%</b>				
		<b>197 Commercial Unit 19.3%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
2,040	2pm	85
1,646	Private	66
394	Commercial	19
KFact 0.04	NB: 42	SB: 43

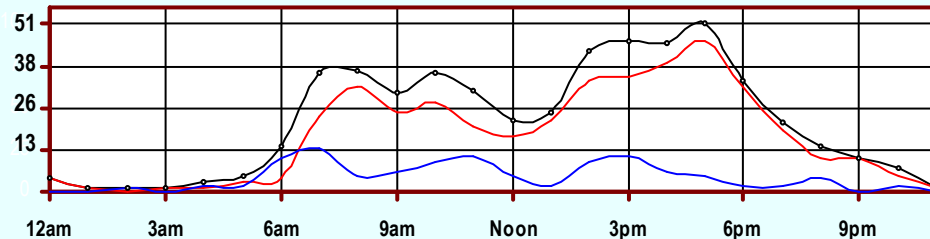
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,040	4	966	676	16	132	2	10	42	178	4	4	2	4
Axle Factor 0.85	0.2%	47.4%	33.1%	0.8%	6.5%	0.1%	0.5%	2.1%	8.7%	0.2%	0.2%	0.1%	0.2%
	1,646 Private-Unit 82.1%			160 Single-Unit 7.8%				234 Combination-Unit 11.5%					
	394 Commercial-Unit 19.3%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,006	7am	43
826	Private	35
180	Commercial	8
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,006	4	508	314	8	52	0	2	18	90	4	0	2	4
Axle Factor 0.85	0.4%	50.5%	31.2%	0.8%	5.2%	0.0%	0.2%	1.8%	8.9%	0.4%	0.0%	0.2%	0.4%
	826 Private-Unit 82.1%			62 Single-Unit 6.2%				118 Combination-Unit 11.7%					
	180 Commercial-Unit 17.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,034	5pm	51
820	Private	46
214	Commercial	5
KFact 0.05		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,034	0	458	362	8	80	2	8	24	88	0	4	0	0
Axle Factor 0.86	0.0%	44.3%	35.0%	0.8%	7.7%	0.2%	0.8%	2.3%	8.5%	0.0%	0.4%	0.0%	0.0%
	820 Private-Unit 79.3%			98 Single-Unit 9.5%				116 Combination-Unit 11.2%					
	214 Commercial-Unit 20.7%												

**SITE INFORMATION**

<b>Id:</b> BWXK81	<b>Event No:</b> 3893	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Elk County</b>	
<b>North Leg</b>	<b>FC 6</b>	
	Route: K-99	
	X-Route: RS-780, CRISCO RD	
K-99 N OF RS-780, N OF HOWARD		
Site Info: Class D		
No Other Surveys on File		

**2 Lanes**

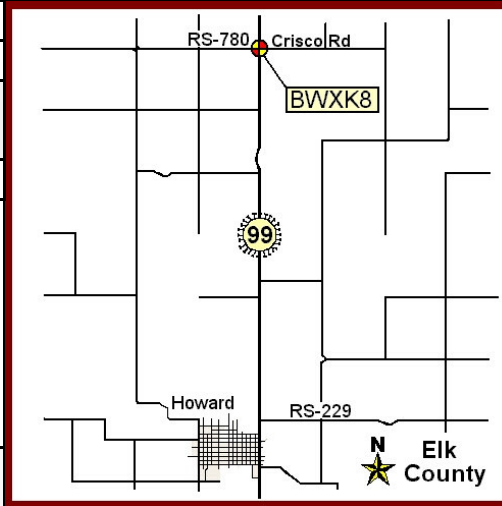
Ln	Start	End	Hrs
11	01/27/04 18:00	01/28/04 17:00	24
51	01/27/04 18:00	01/28/04 17:00	24

# 24 Hour Site Summary

## CLASSIFICATION

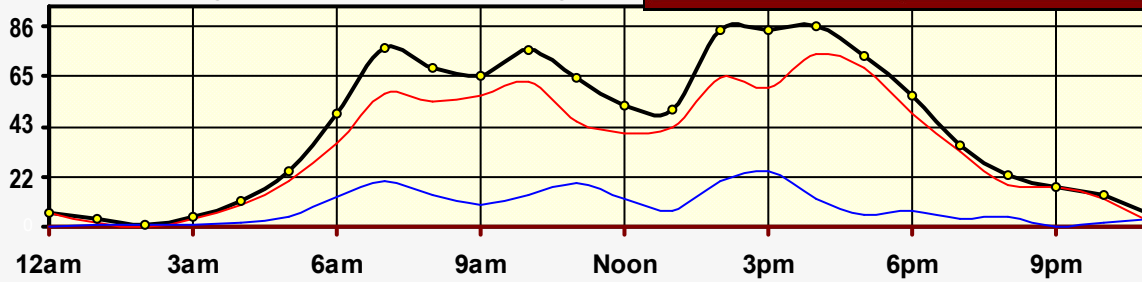
## CLASSIFICATION

<b>BWXK85</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Elk County</b>
<b>Rte: K-99</b>	<b>South Leg</b>
<b>XRte: RS-780, CRISCO RD</b>	
<b>K-99 S OF RS-780, N OF HOWARD</b>	

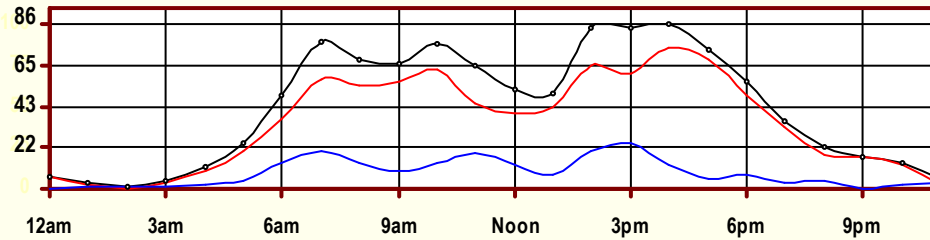


Peak Hour Traffic	
Total: 4pm	86
Private: 4pm	74
Trucks: 3pm	24

**January 2004 (24 Hr Survey)**



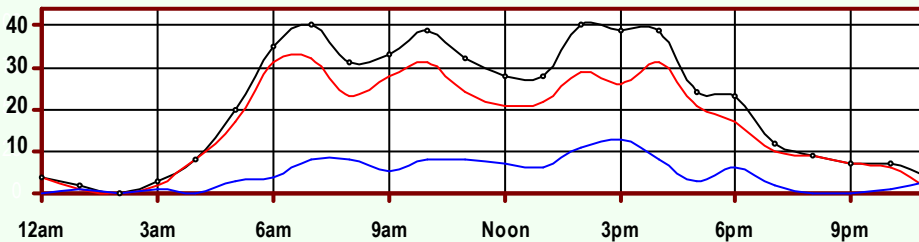
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6	0	4	2	0	0	0	0	0	0	0	0	0	0
1	3	0	1	1	0	0	0	0	0	1	0	0	0	0
2	1	0	0	0	0	0	0	0	0	1	0	0	0	0
3	4	0	2	1	0	0	0	0	0	1	0	0	0	0
4	11	0	8	1	0	0	0	0	0	1	0	1	0	0
5	24	0	10	10	0	2	0	1	0	1	0	0	0	0
6	49	0	19	17	0	4	0	0	4	3	0	0	0	2
7	77	0	39	18	1	6	0	1	3	9	0	0	0	0
8	68	0	30	24	2	5	0	0	0	7	0	0	0	0
9	65	0	28	28	1	2	0	0	0	6	0	0	0	0
10	76	0	32	30	1	6	0	0	0	6	0	0	0	1
11	64	0	24	21	0	6	0	0	3	8	1	0	0	1
12	52	0	23	17	0	2	0	0	1	9	0	0	0	0
13	50	0	23	20	0	2	0	1	1	3	0	0	0	0
14	84	0	35	29	1	8	0	0	1	8	2	0	0	0
15	84	0	41	19	1	12	0	0	1	10	0	0	0	0
16	86	0	47	27	0	5	0	0	4	3	0	0	0	0
17	73	0	40	28	0	3	0	1	1	0	0	0	0	0
18	56	0	34	15	0	3	0	0	0	4	0	0	0	0
19	35	0	20	12	0	2	0	0	0	1	0	0	0	0
20	22	0	11	7	0	1	0	0	1	2	0	0	0	0
21	17	0	14	3	0	0	0	0	0	0	0	0	0	0
22	14	0	10	2	0	0	0	0	0	1	0	0	1	0
23	5	0	2	0	0	0	0	0	0	3	0	0	0	0
<b>AF</b>	<b>1,026</b>	<b>0</b>	<b>497</b>	<b>332</b>	<b>7</b>	<b>69</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>88</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>4</b>
<b>0.85</b>		<b>0.0%</b>	<b>48.4%</b>	<b>32.4%</b>	<b>0.7%</b>	<b>6.7%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>1.9%</b>	<b>8.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		829 Private 80.8% Unit			80 Single Unit 7.8%					117 Combination Unit 11.4%				
		197 Commercial Unit 19.2%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,533	4pm	86
1,230	Private	74
303	Commercial	12
KFact 0.06	NB: 39	SB: 47

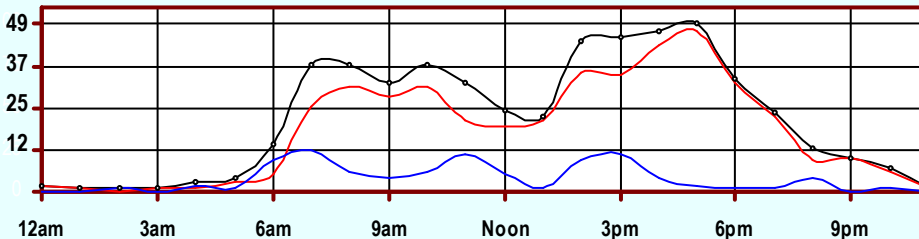
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,533	0	735	495	11	105	0	8	27	137	5	1	2	7
Axle Factor 0.85	0.0%	47.9%	32.3%	0.7%	6.8%	0.0%	0.5%	1.8%	8.9%	0.3%	0.1%	0.1%	0.5%
	1,230 Private-Unit 79.1%			124 Single-Unit 8.1%			179 Combination-Unit 11.7%						
	303 Commercial-Unit 19.8%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,014	7am	40
802	Private	32
212	Commercial	8
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,014	0	476	326	8	72	0	8	14	98	4	0	2	6
Axle Factor 0.84	0.0%	46.9%	32.1%	0.8%	7.1%	0.0%	0.8%	1.4%	9.7%	0.4%	0.0%	0.2%	0.6%
	802 Private-Unit 79.1%			88 Single-Unit 8.7%			124 Combination-Unit 12.2%						
	212 Commercial-Unit 20.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
519	5pm	49
428	Private	47
91	Commercial	2
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
519	0	259	169	3	33	0	0	13	39	1	1	0	1
Axle Factor 0.87	0.0%	49.9%	32.6%	0.6%	6.4%	0.0%	0.0%	2.5%	7.5%	0.2%	0.2%	0.0%	0.2%
	428 Private-Unit 82.5%			36 Single-Unit 6.9%			55 Combination-Unit 10.6%						
	91 Commercial-Unit 17.5%												

**SITE INFORMATION**

<b>Id:</b> BWXK85	<b>Event No:</b> 3894	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Elk County</b>	
<b>South Leg</b>	<b>Route:</b> K-99	<b>FC</b> 6
	<b>X-Route:</b> RS-780, CRISCO RD	
<b>K-99 S OF RS-780, N OF HOWARD</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

**2 Lanes**

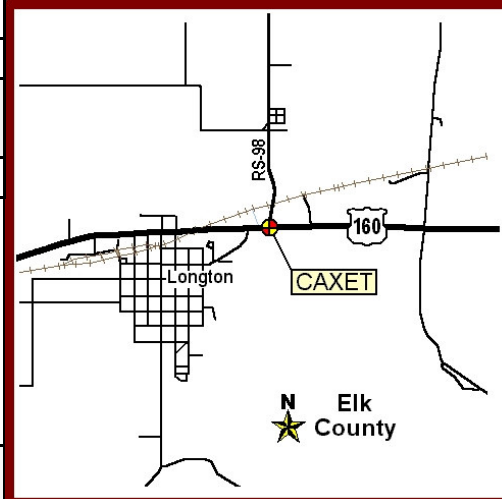
Ln	Start	End	Hrs
11	01/27/04 18:00	01/28/04 17:00	24
51	01/27/04 18:00	01/28/04 17:00	24

# 24 Hour Site Summary

## CLASSIFICATION

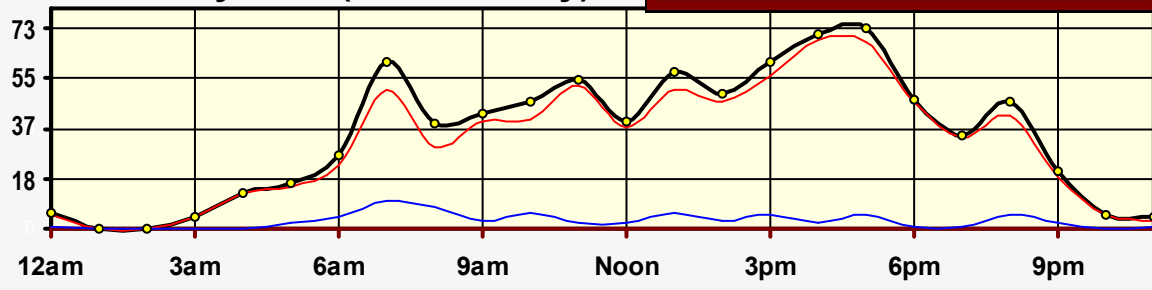
## CLASSIFICATION

<b>CAXET3</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Elk County</b>
<b>Rte: US-160</b>	<b>East Leg</b>
<b>XRte: RS-98</b>	
<b>US-160 E OF RS-98, E OF LONGTON</b>	



Peak Hour Traffic	
Total: 5pm	73
Private: 4pm	69
Trucks: 7am	10

### January 2004 (24 Hr Survey)

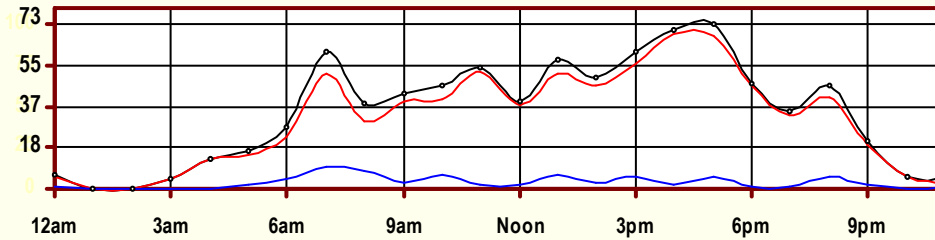


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6	0	2	3	0	0	0	0	0	1	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4	13	0	9	4	0	0	0	0	0	0	0	0	0	0
5	17	0	8	7	0	1	0	0	0	1	0	0	0	0
6	27	0	13	10	0	0	0	0	0	4	0	0	0	0
7	61	0	29	22	0	5	0	1	0	4	0	0	0	0
8	38	0	16	14	0	3	0	0	1	4	0	0	0	0
9	42	0	19	20	0	2	0	0	0	1	0	0	0	0
10	46	0	18	22	0	4	0	0	2	0	0	0	0	0
11	54	0	28	24	0	0	0	0	0	2	0	0	0	0
12	39	0	20	17	0	2	0	0	0	0	0	0	0	0
13	57	0	33	18	0	2	0	0	0	3	1	0	0	0
14	49	0	25	21	0	2	1	0	0	0	0	0	0	0
15	61	0	31	25	1	3	0	0	0	0	0	1	0	0
16	71	0	49	20	0	0	0	0	1	1	0	0	0	0
17	73	0	47	21	1	3	0	0	0	1	0	0	0	0
18	47	0	25	21	0	1	0	0	0	0	0	0	0	0
19	34	0	20	13	0	1	0	0	0	0	0	0	0	0
20	46	0	27	14	0	5	0	0	0	0	0	0	0	0
21	21	0	12	7	1	0	0	0	0	1	0	0	0	0
22	5	0	2	3	0	0	0	0	0	0	0	0	0	0
23	4	0	1	2	0	0	0	0	0	1	0	0	0	0
<b>AF</b>	<b>815</b>	<b>0</b>	<b>437</b>	<b>309</b>	<b>3</b>	<b>34</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>0.95</b>		<b>0.0%</b>	<b>53.6%</b>	<b>37.9%</b>	<b>0.4%</b>	<b>4.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>2.9%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		746 Private 91.5% Unit			39 Single Unit 4.8%					30 Combination Unit 3.7%				
		69 Commercial Unit 8.5%												

# CAXET3

# Classification Summary

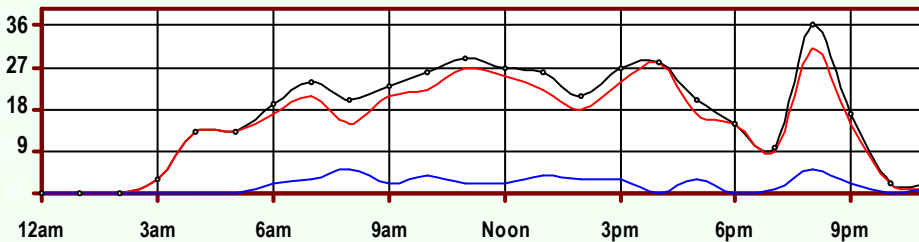
January 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
815	5pm	73
746	Private	68
69	Commercial	5
KFact 0.09	EB: 20	WB: 53

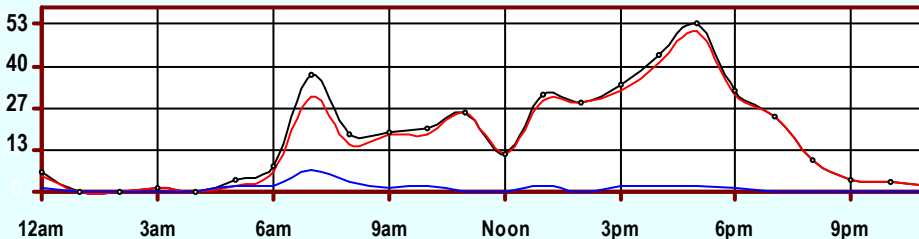
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
815	0	437	309	3	34	1	1	4	24	1	1	0	0
Axle Factor 0.95	0.0%	53.6%	37.9%	0.4%	4.2%	0.1%	0.1%	0.5%	2.9%	0.1%	0.1%	0.0%	0.0%
	746 Private-Unit 89.5%			39 Single-Unit 4.8%				30 Combination-Unit 3.7%					
	69 Commercial-Unit 8.5%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
401	8pm	36
359	Private	31
42	Commercial	5
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
401	0	206	153	1	27	1	0	1	11	0	1	0	0
Axle Factor 0.95	0.0%	51.4%	38.2%	0.2%	6.7%	0.2%	0.0%	0.2%	2.7%	0.0%	0.2%	0.0%	0.0%
	359 Private-Unit 89.5%			29 Single-Unit 7.2%				13 Combination-Unit 3.2%					
	42 Commercial-Unit 10.5%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
414	5pm	53
387	Private	51
27	Commercial	2
KFact 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
414	0	231	156	2	7	0	1	3	13	1	0	0	0
Axle Factor 0.94	0.0%	55.8%	37.7%	0.5%	1.7%	0.0%	0.2%	0.7%	3.1%	0.2%	0.0%	0.0%	0.0%
	387 Private-Unit 93.5%			10 Single-Unit 2.4%				17 Combination-Unit 4.1%					
	27 Commercial-Unit 6.5%												

## SITE INFORMATION

Id: CAXET3	Event No: 3895	Type: Supplemental
District 4	Elk County	
East Leg	Route: US-160	FC 6
	X-Route: RS-98	
US-160 E OF RS-98, E OF LONGTON		
Site Info: Class D		
No Other Surveys on File		

## 2 Lanes

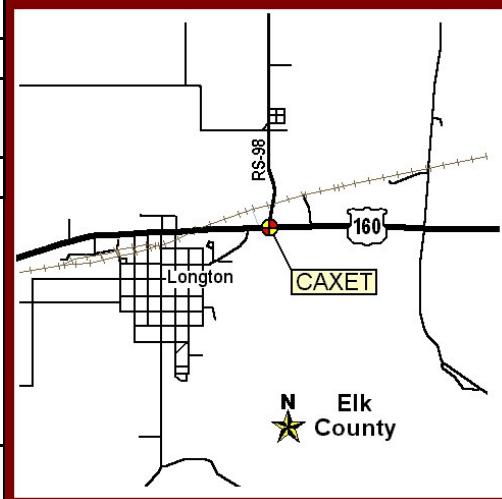
Ln	Start	End	Hrs
31	01/27/04 14:00	01/28/04 13:00	24
71	01/27/04 14:00	01/28/04 13:00	24

# 24 Hour Site Summary

## CLASSIFICATION

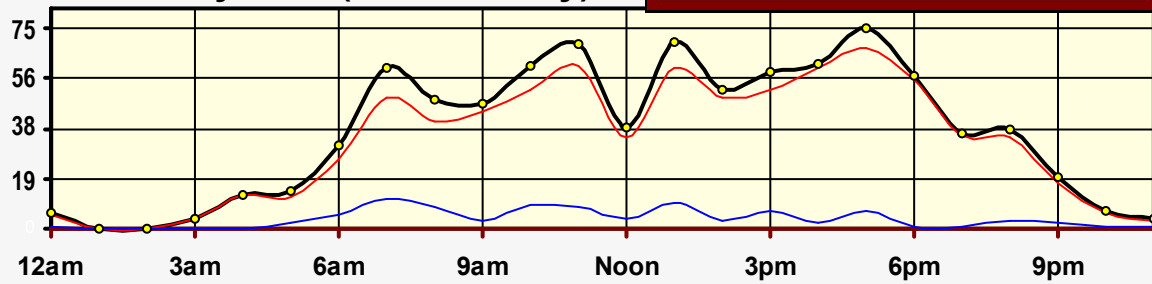
## CLASSIFICATION

<b>CAXET7</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Elk County</b>
<b>Rte: US-160</b>	<b>West Leg</b>
<b>XRte: RS-98</b>	
<b>US-160 W OF RS-98, E OF LONGTON</b>	



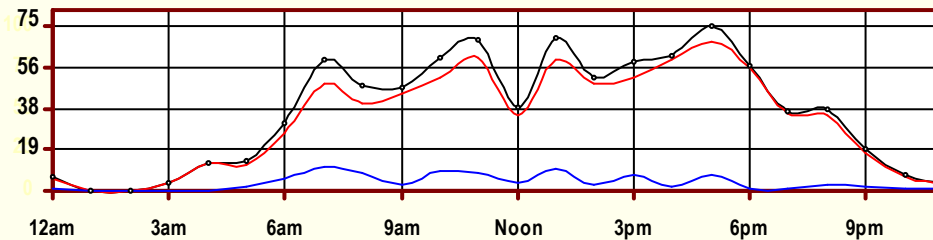
Peak Hour Traffic	
Total: 5pm	75
Private: 5pm	68
Trucks: 7am	11

### January 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6	0	2	3	0	0	0	0	0	1	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4	13	0	9	4	0	0	0	0	0	0	0	0	0	0
5	14	0	7	5	0	1	0	0	0	1	0	0	0	0
6	31	0	13	13	0	1	0	0	0	4	0	0	0	0
7	60	0	22	27	0	4	1	1	1	4	0	0	0	0
8	48	0	19	21	0	3	0	0	1	3	0	0	0	1
9	47	0	23	21	0	2	0	0	0	1	0	0	0	0
10	61	0	21	31	0	7	0	0	2	0	0	0	0	0
11	69	0	30	31	0	4	1	0	1	2	0	0	0	0
12	38	0	18	16	0	3	1	0	0	0	0	0	0	0
13	70	0	33	27	0	3	2	1	0	3	1	0	0	0
14	52	0	23	26	0	2	1	0	0	0	0	0	0	0
15	59	0	27	25	1	3	0	1	2	0	0	0	0	0
16	62	0	42	18	0	0	0	0	1	1	0	0	0	0
17	75	0	45	23	1	4	0	0	1	1	0	0	0	0
18	57	0	32	24	0	1	0	0	0	0	0	0	0	0
19	36	0	22	13	0	1	0	0	0	0	0	0	0	0
20	37	0	19	15	0	3	0	0	0	0	0	0	0	0
21	19	0	8	9	1	0	0	0	0	1	0	0	0	0
22	7	0	3	3	0	1	0	0	0	0	0	0	0	0
23	4	0	1	2	0	0	0	0	0	1	0	0	0	0
<b>AF</b>	<b>869</b>	<b>0</b>	<b>422</b>	<b>358</b>	<b>3</b>	<b>43</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
		<b>0.0%</b>	<b>48.6%</b>	<b>41.2%</b>	<b>0.3%</b>	<b>4.9%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>2.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		780 Private 89.8% Unit			55 Single Unit 6.3%					34 Combination Unit 3.9%				
		89 Commercial Unit 10.2%												

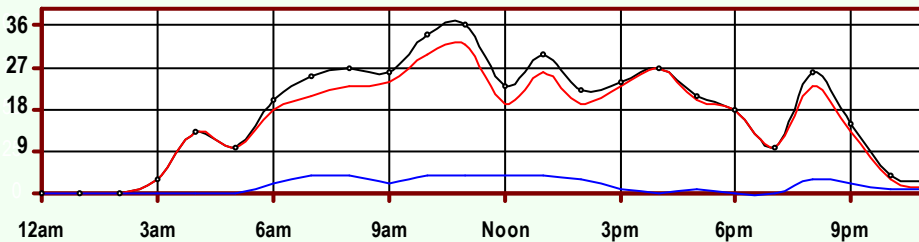




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
869	5pm	75
780	Private	68
89	Commercial	7
KFact 0.09	EB: 21	WB: 54

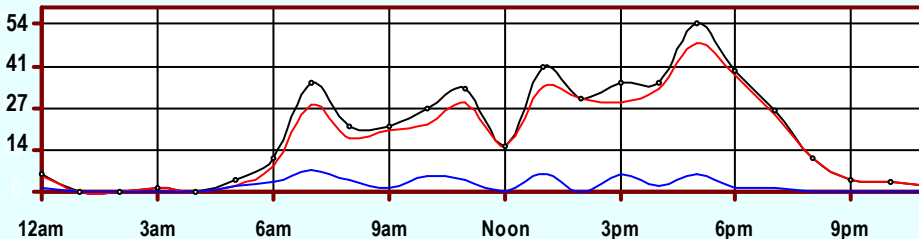
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
869	0	422	358	3	43	6	3	9	23	1	0	0	1
Axle Factor 0.94	780 Private-Unit 90.4%			55 Single-Unit 6.3%				34 Combination-Unit 3.9%					
	89 Commercial-Unit 10.2%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
416	11am	36
376	Private	32
40	Commercial	4
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
416	0	203	173	1	23	3	0	2	10	0	0	0	1
Axle Factor 0.95	376 Private-Unit 90.4%			27 Single-Unit 6.5%				13 Combination-Unit 3.1%					
	40 Commercial-Unit 9.6%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
453	5pm	54
404	Private	48
49	Commercial	6
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
453	0	219	185	2	20	3	3	7	13	1	0	0	0
Axle Factor 0.93	404 Private-Unit 89.2%			28 Single-Unit 6.2%				21 Combination-Unit 4.6%					
	49 Commercial-Unit 10.8%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> CAXET7	<b>Event No:</b> 3896	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Elk County</b>	
<b>West Leg</b>	<b>Route:</b> US-160	<b>FC</b> 6
	<b>X-Route:</b> RS-98	
<b>US-160 W OF RS-98, E OF LONGTON</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

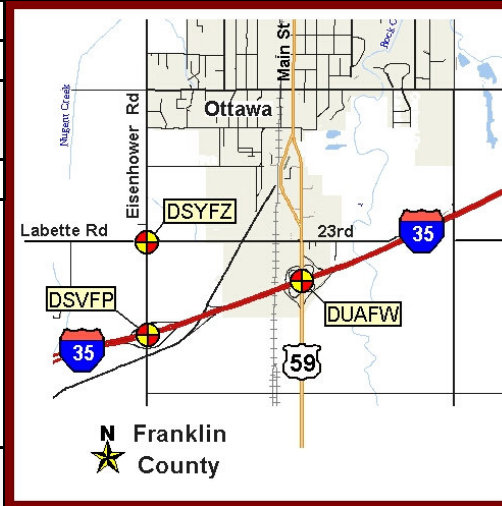
Ln	Start	End	Hrs
31	01/27/04 14:00	01/28/04 13:00	24
71	01/27/04 14:00	01/28/04 13:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>DSYFZ1</b>		<b>Supplemental</b>	
<b>FC 7</b>	<b>Dist 4</b>	<b>Franklin County</b>	
Rte: RS-1928, EISENHOWER RD			<b>North Leg</b>
XRte: RS-1161, 23rd			
EISENHOWER RD N OF 23rd, SW OF OTTAWA			

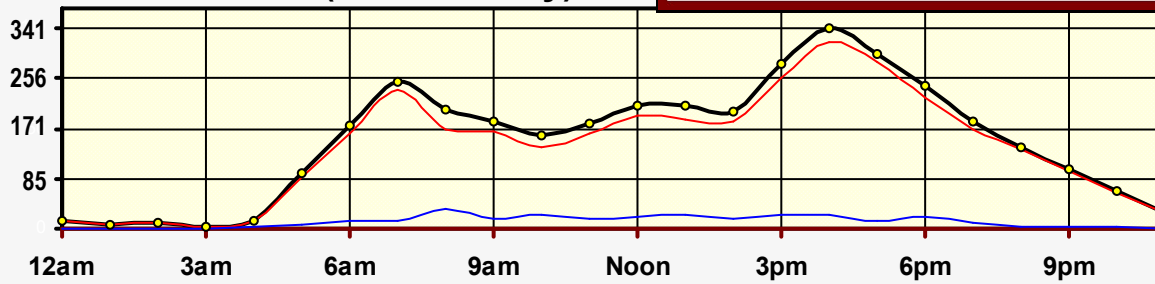
## CLASSIFICATION



### Peak Hour Traffic

Total: 4pm	341
Private: 4pm	319
Trucks: 8am	34

### June 2004 (24 Hr Survey)

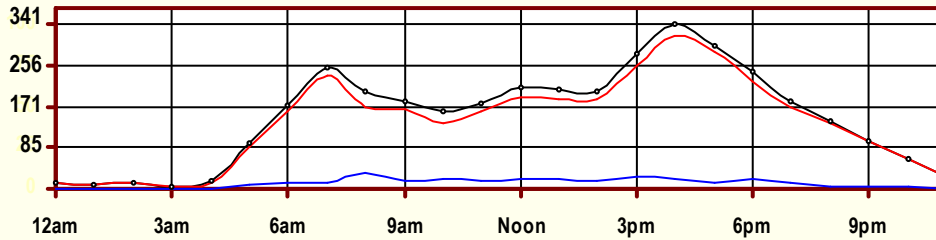


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	14	0	9	5	0	0	0	0	0	0	0	0	0	0
1	7	0	4	3	0	0	0	0	0	0	0	0	0	0
2	11	0	6	5	0	0	0	0	0	0	0	0	0	0
3	5	0	3	2	0	0	0	0	0	0	0	0	0	0
4	15	0	8	5	0	0	0	1	0	1	0	0	0	0
5	95	0	54	34	0	3	1	0	2	1	0	0	0	0
6	175	2	104	56	1	7	2	0	0	2	0	0	0	1
7	250	1	155	80	0	8	1	0	1	2	2	0	0	0
8	203	2	113	54	4	18	2	4	1	4	1	0	0	0
9	181	1	109	55	0	8	2	2	1	3	0	0	0	0
10	159	1	91	45	1	8	2	1	4	5	1	0	0	0
11	178	1	104	57	0	7	2	0	4	2	0	1	0	0
12	210	0	124	67	1	9	3	2	0	3	0	0	0	1
13	208	0	108	78	0	9	2	1	1	8	0	1	0	0
14	200	2	110	72	0	7	4	1	1	3	0	0	0	0
15	280	0	167	89	0	11	7	1	1	2	0	1	0	1
16	341	1	204	114	1	14	3	0	3	1	0	0	0	0
17	297	1	179	103	0	8	0	1	1	3	0	0	0	1
18	244	1	152	71	0	12	0	3	1	4	0	0	0	0
19	181	4	107	59	0	7	0	1	1	2	0	0	0	0
20	140	2	93	40	0	4	0	0	0	1	0	0	0	0
21	100	0	60	37	0	2	0	1	0	0	0	0	0	0
22	63	3	45	12	0	1	0	0	1	1	0	0	0	0
23	26	0	20	6	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>3,583</b>	<b>22</b>	<b>2,129</b>	<b>1,149</b>	<b>8</b>	<b>143</b>	<b>31</b>	<b>19</b>	<b>23</b>	<b>48</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>4</b>
<b>0.96</b>		<b>0.6%</b>	<b>59.4%</b>	<b>32.1%</b>	<b>0.2%</b>	<b>4.0%</b>	<b>0.9%</b>	<b>0.5%</b>	<b>0.6%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		3,300 Private Unit 92.1%				201 Single Unit 5.6%				82 Combination Unit 2.3%				
283 Commercial Unit 7.9%														

**DSYFZ1**

**Classification Summary**

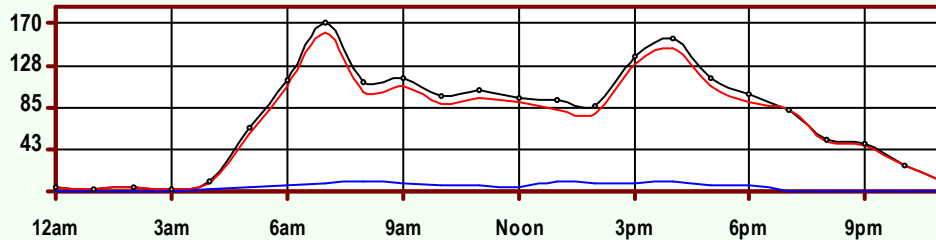
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,583	4pm	341
3,300	Private	319
283	Commercial	22
KFact 0.10	NB: 155	SB: 186

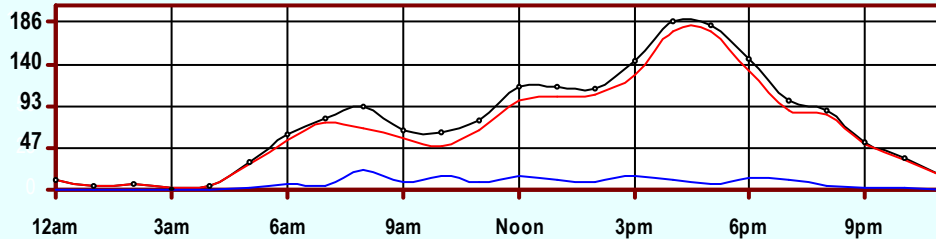
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,583	22	2,129	1,149	8	143	31	19	23	48	4	3	0	4
Axle Factor 0.96	0.6%	59.4%	32.1%	0.2%	4.0%	0.9%	0.5%	0.6%	1.3%	0.1%	0.1%	0.0%	0.1%
	3,300 Private-Unit 93.7%			201 Single-Unit 5.6%			82 Combination-Unit 2.3%						
	283 Commercial-Unit 7.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,792	7am	170
1,679	Private	161
113	Commercial	9
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,792	9	1,115	555	2	43	19	2	13	27	3	1	0	3
Axle Factor 0.96	0.5%	62.2%	31.0%	0.1%	2.4%	1.1%	0.1%	0.7%	1.5%	0.2%	0.1%	0.0%	0.2%
	1,679 Private-Unit 93.7%			66 Single-Unit 3.7%			47 Combination-Unit 2.6%						
	113 Commercial-Unit 6.3%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,791	4pm	186
1,621	Private	175
170	Commercial	11
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,791	13	1,014	594	6	100	12	17	10	21	1	2	0	1
Axle Factor 0.96	0.7%	56.6%	33.2%	0.3%	5.6%	0.7%	0.9%	0.6%	1.2%	0.1%	0.1%	0.0%	0.1%
	1,621 Private-Unit 90.5%			135 Single-Unit 7.5%			35 Combination-Unit 2.0%						
	170 Commercial-Unit 9.5%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> DSYFZ1	<b>Event No:</b> 4164	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Franklin County</b> <b>FC 7</b>	
<b>North Leg</b>	Route: RS-1928, EISENHOWER RD	
	X-Route: RS-1161, 23rd	
EISENHOWER RD N OF 23rd, SW OF OTTAWA		
Also: 12/5/01		

Ln	Start	End	Hrs
11	06/02/04 10:00	06/03/04 09:00	24
51	06/02/04 10:00	06/03/04 09:00	24

# 24 Hour Site Summary

## CLASSIFICATION

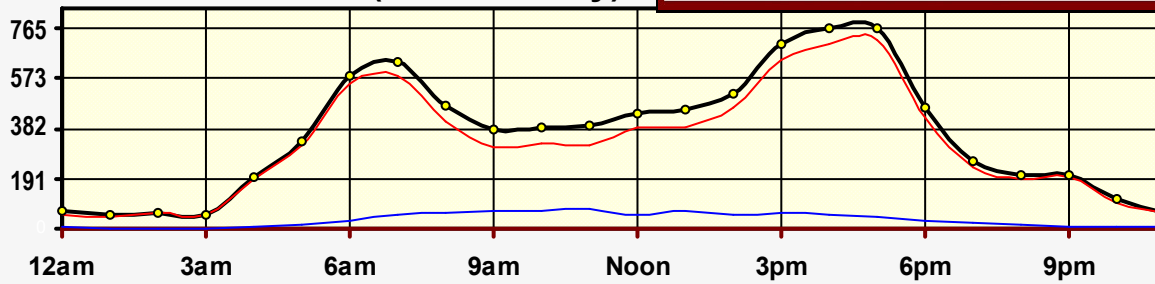
## CLASSIFICATION

<b>DVDHC3</b>		<b>Regular</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Franklin County</b>	
<b>Rte: K-68, LOGAN</b>			<b>East Leg</b>
<b>XRte: C-4323, DAVIS</b>			
<b>K-68 E OF DAVIS AVE, E OF OTTAWA</b>			

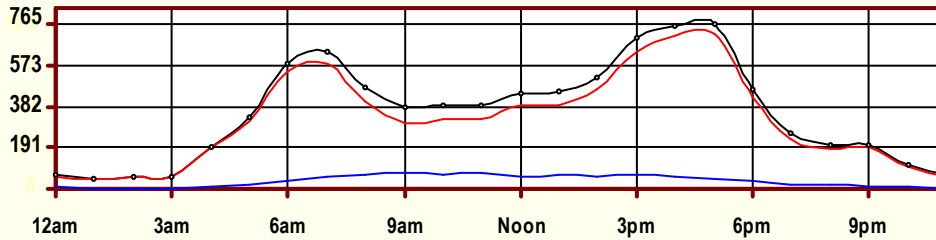


<b>Peak Hour Traffic</b>	
Total: 5pm	765
Private: 5pm	718
Trucks: 11am	72

### November 2004 (40 Hr Survey)



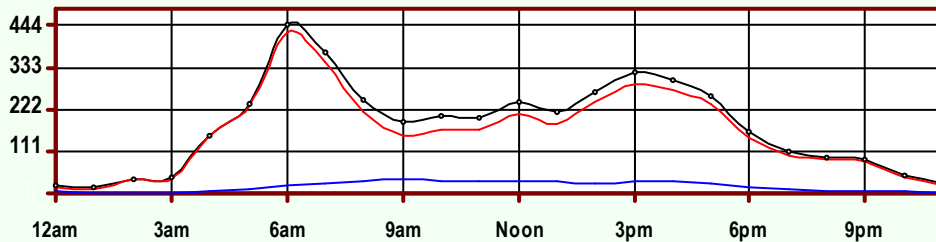
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	65	0	43	13.5	0	0	0.5	0	0.5	7.5	0	0	0	0
1	50	0	36.5	11	0	0	0	0	0	2.5	0	0	0	0
2	59.5	0	42.5	15	0.5	0	0	0	0	1.5	0	0	0	0
3	56.5	0	42	12	0.5	0.5	0	0	0	1.5	0	0	0	0
4	198.5	1	140.5	51	1	0.5	0	0	2	2.5	0	0	0	0
5	331.5	0.5	222	93	1	9	0.5	0.5	1	4	0	0	0	0
6	582.5	1	385.5	163	0.5	11	1.5	2	3	12.5	2	0	0	0.5
7	635.5	1	410.5	170.5	3.5	16	5	3	4	21	1	0	0	0
8	472	0	292	117	3	13	12	3	9	21	1	1	0	0
9	378	0	209	99	2	15	9	2	10	27	3	0	0	2
10	390	2	209	112	4	16	16	3	4	23	1	0	0	0
11	392	0	216	104	2	15	3	2	13	36	1	0	0	0
12	443	0	280	107	5	13	5	3	5	24	0	0	0	1
13	453	0	259	126	2	12	9	3	7	34	1	0	0	0
14	514	2	317	141	3	13	5	1	4	26	1	0	0	1
15	704	3	442	196	1	21	5	2	8	26	0	0	0	0
16	761.5	0.5	517.5	189	0	25.5	5.5	0	5.5	16	1.5	0	0	0.5
17	764.5	3	514.5	200	3	17	5.5	2.5	2.5	15	1	0	0	0.5
18	458.5	0.5	311.5	114	1.5	10.5	3.5	0.5	1	14	1	0.5	0	0
19	258	0.5	174.5	60.5	0.5	4	2.5	1	1.5	12.5	0.5	0	0	0
20	202.5	0.5	142	45.5	1	2.5	1	1	0	9	0	0	0	0
21	206.5	0	165.5	30.5	0	3	1	0	1.5	5	0	0	0	0
22	110	0	80	22	0	3	0	0	0.5	4.5	0	0	0	0
23	63	0	41.5	17.5	0	0.5	0	0.5	0	2	1	0	0	0
AF	8,550	15.5	5,493.5	2,210	35	221	90.5	30	83	348	16	1.5	0	5.5
0.92		0.2%	64.3%	25.8%	0.4%	2.6%	1.1%	0.4%	1.0%	4.1%	0.2%	0.0%	0.0%	0.1%
<b>SITE RECAP</b>		7,719 Private 90.3% Unit			376.5 Single Unit 4.4%					454 Combination Unit 5.3%				
		830.5 Commercial Unit 9.7%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
8,550	5pm	765
7,719	Private	718
831	Commercial	47
KFact 0.09	EB: 258.5	WB: 506

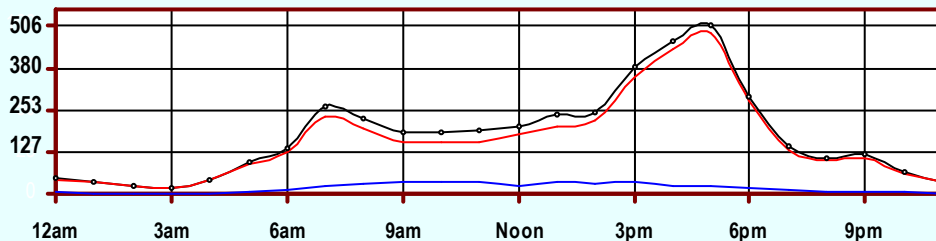
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
8,550	16	5,494	2,210	35	221	91	30	83	348	16	2	0	6
Axle Factor 0.92	0.2%	64.3%	25.8%	0.4%	2.6%	1.1%	0.4%	1.0%	4.1%	0.2%	0.0%	0.0%	0.1%
	7,719 Private-Unit 90.3%			377 Single-Unit 4.4%			454 Combination-Unit 5.3%						
	831 Commercial-Unit 9.7%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
4,285	6am	444
3,868	Private	425
418	Commercial	19
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,285	11	2,767	1,091	18	112	40	15	32	193	6	2	0	3
Axle Factor 0.92	0.2%	64.6%	25.4%	0.4%	2.6%	0.9%	0.3%	0.7%	4.5%	0.1%	0.0%	0.0%	0.1%
	3,868 Private-Unit 90.3%			184 Single-Unit 4.3%			234 Combination-Unit 5.5%						
	418 Commercial-Unit 9.7%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
4,265	5pm	506
3,852	Private	484
413	Commercial	23
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,265	5	2,727	1,120	18	109	51	16	52	155	11	0	0	3
Axle Factor 0.92	0.1%	63.9%	26.3%	0.4%	2.6%	1.2%	0.4%	1.2%	3.6%	0.2%	0.0%	0.0%	0.1%
	3,852 Private-Unit 90.3%			193 Single-Unit 4.5%			220 Combination-Unit 5.2%						
	413 Commercial-Unit 9.7%												

**SITE INFORMATION**

<b>Id:</b> DVDHC3	<b>Event No:</b> 4630	<b>Type:</b> Regular
<b>District</b> 4	<b>Franklin County</b>	
<b>East Leg</b>	<b>Route:</b> K-68, LOGAN	<b>FC</b> 6
	<b>X-Route:</b> C-4323, DAVIS	
<b>K-68 E OF DAVIS AVE, E OF OTTAWA</b>		
<b>Site Info:</b> Reg-Grp(1), ATR, WIM, Class D		
No Other Surveys on File		
Site Moved in 2003 from W leg (DVDHC7)		

**4 Lanes**

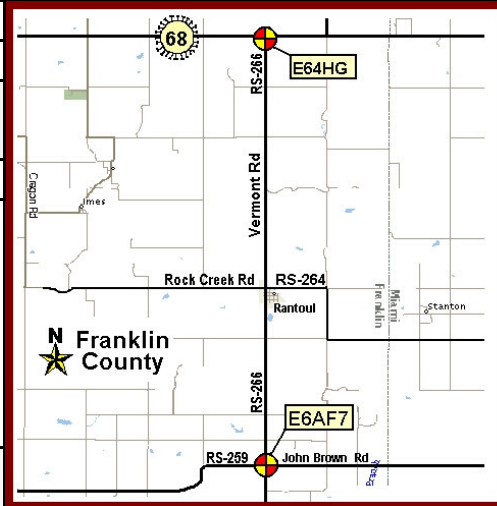
Ln	Start	End	Hrs
31	11/08/04 16:00	11/10/04 07:00	40
32	11/08/04 16:00	11/10/04 07:00	40
71	11/08/04 16:00	11/10/04 07:00	40
72	11/08/04 16:00	11/10/04 07:00	40

# 24 Hour Site Summary

## CLASSIFICATION

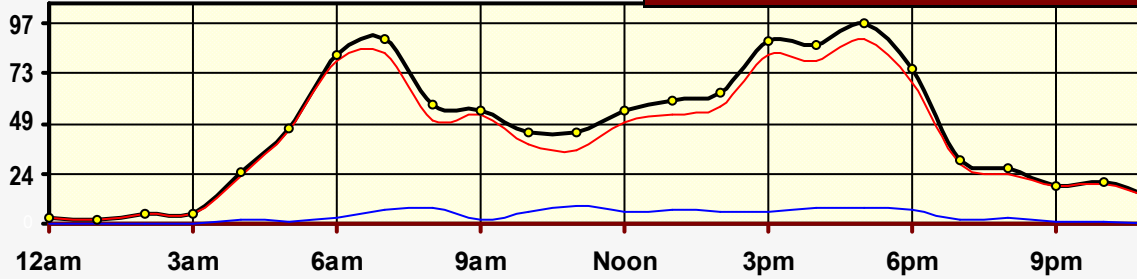
## CLASSIFICATION

<b>E64HG5</b>		<b>Supplemental</b>	
<b>FC 7</b>	<b>Dist 4</b>	<b>Franklin County</b>	
Rte: RS-266, VERMONT RD			<b>South Leg</b>
XRte: K-68			
RS-266 S OF K-68, 5 MI N OF RANTOUL			



<b>Peak Hour Traffic</b>	
Total: 5pm	97
Private: 5pm	89
Trucks: 11am	9

**October 2004 (44 Hr Survey)**

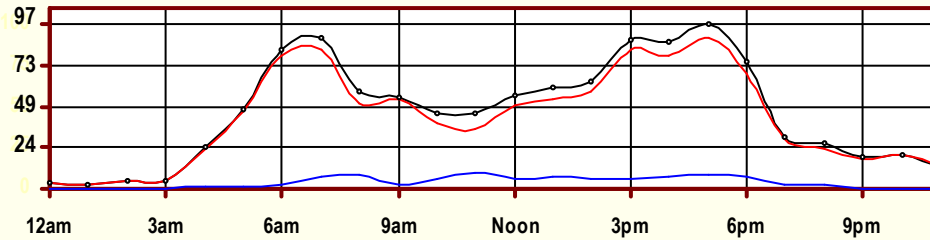


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3	5	0	3	2	0	0	0	0	0	0	0	0	0	0
4	25	0	16.5	7	0	1.5	0	0	0	0	0	0	0	0
5	46.5	0	32.5	13	0	1	0	0	0	0	0	0	0	0
6	81.5	0	42.5	36.5	0	2	0	0	0	0	0	0	0	0.5
7	89	0.5	58	24	2.5	2.5	0	0	1	0	0	0	0	0.5
8	58	0	28	22	1.5	3.5	1	1	0	0.5	0	0	0	0.5
9	54.5	0	27	25.5	0	2	0	0	0	0	0	0	0	0
10	44	0	20.5	18	0	3.5	1	0	1	0	0	0	0	0
11	44.5	0	15.5	20	0.5	3	0.5	1.5	2	1	0	0	0	0.5
12	55	1	27	21	0	3	0	1	1	1	0	0	0	0
13	60	0	29	24	2	1	2	1	0	1	0	0	0	0
14	63	0	32	25	1	3	0	2	0	0	0	0	0	0
15	88	0	49	33	2	3	0	0	0	1	0	0	0	0
16	86.5	0	46	33	2.5	2.5	0.5	1	0.5	0	0	0.5	0	0
17	97	1	53.5	34.5	0.5	6	0.5	0	0.5	0	0	0	0.5	0
18	74.5	0.5	45.5	22	1	4.5	0.5	0	0.5	0	0	0	0	0
19	31	0.5	19.5	9	0	2	0	0	0	0	0	0	0	0
20	26.5	0	17.5	6.5	0	1.5	0	0.5	0	0.5	0	0	0	0
21	18.5	0	10.5	7.5	0	0	0	0	0.5	0	0	0	0	0
22	20	0	12.5	7	0	0.5	0	0	0	0	0	0	0	0
23	12.5	0	8.5	4	0	0	0	0	0	0	0	0	0	0
AF	1,091	3.5	602	396.5	13.5	46	6	8	7	5	0	0.5	0.5	2
		0.3%	55.2%	36.4%	1.2%	4.2%	0.6%	0.7%	0.6%	0.5%	0.0%	0.0%	0.0%	0.2%
<b>SITE RECAP</b>		1,002 Private Unit 91.9%			73.5 Single Unit 6.7%					15 Combination Unit 1.4%				
		88.5 Commercial Unit 8.1%												

# E64HG5

# Classification Summary

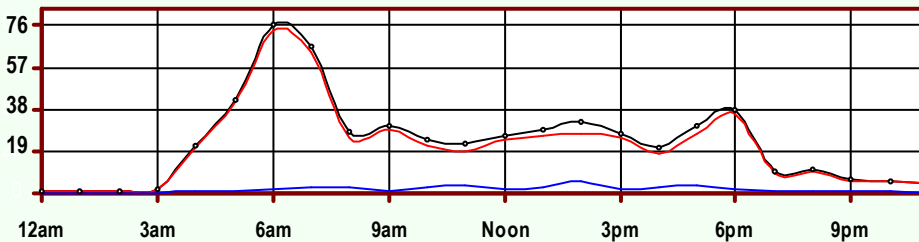
October 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,091	5pm	97
1,002	Private	89
89	Commercial	8
KFact 0.09	NB: 30	SB: 67

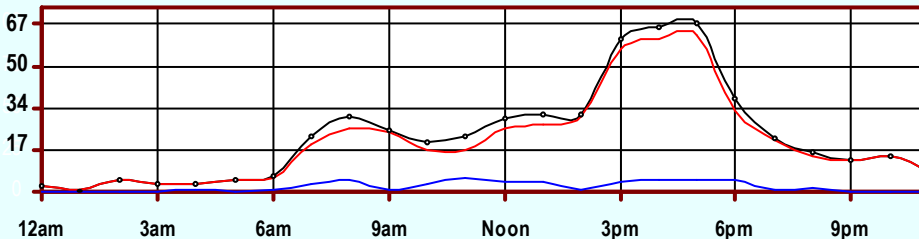
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,091	4	602	397	14	46	6	8	7	5	0	1	1	2
Axle Factor 0.97	1,002 Private-Unit 92.8%			74 Single-Unit 6.7%				15 Combination-Unit 1.4%					
	89 Commercial-Unit 8.1%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
553	6am	76
513	Private	74
40	Commercial	2
KFact 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
553	3	316	194	8	19	4	3	4	2	0	1	1	1
Axle Factor 0.97	513 Private-Unit 92.8%			33 Single-Unit 5.9%				8 Combination-Unit 1.4%					
	40 Commercial-Unit 7.2%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
538	5pm	67
490	Private	63
49	Commercial	5
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
538	1	286	203	6	28	3	5	4	3	0	0	0	1
Axle Factor 0.97	490 Private-Unit 91.0%			41 Single-Unit 7.6%				8 Combination-Unit 1.4%					
	49 Commercial-Unit 9.0%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> E64HG5	<b>Event No:</b> 4614	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Franklin County</b> FC 7	
<b>South Leg</b>	Route: RS-266, VERMONT RD	
	X-Route: K-68	
RS-266 S OF K-68, 5 MI N OF RANTOUL		
Also: 2/19/03; 3/12/02; 9/18/01; 12/4/00; 9/29/99		

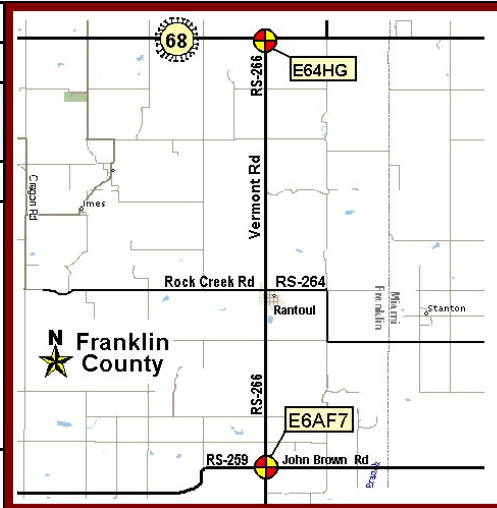
Ln	Start	End	Hrs
11	10/11/04 16:00	10/13/04 11:00	44
51	10/11/04 16:00	10/13/04 11:00	44

# 24 Hour Site Summary

## CLASSIFICATION

<b>E6AF71</b>		<b>Supplemental</b>	
<b>FC 7</b>	<b>Dist 4</b>	<b>Franklin County</b>	
Rte: RS-266, VERMONT RD			<b>North Leg</b>
XRte: RS-259, JOHN BROWN RD			
RS-266 N OF RS-259, 3.5 MI S OF RANTOUL			

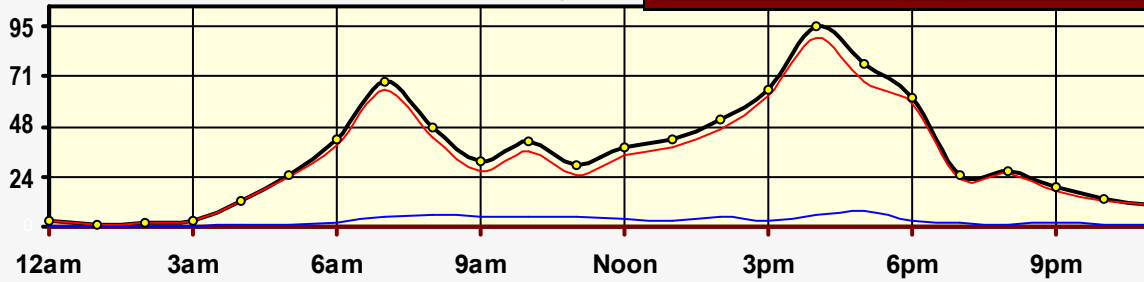
## CLASSIFICATION



### Peak Hour Traffic

Total: 4pm	95
Private: 4pm	90
Trucks: 5pm	8

### October 2004 (44 Hr Survey)



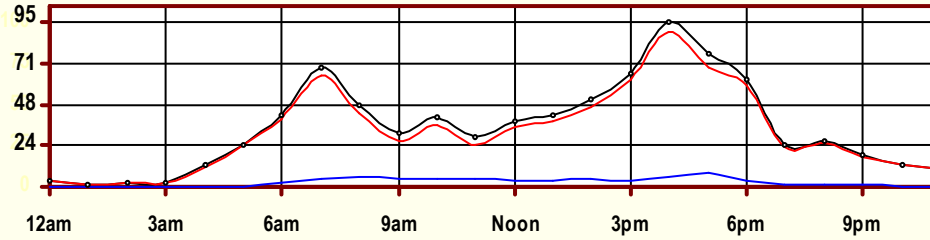
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	1.5	1.5	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
3	2.5	0	1	1.5	0	0	0	0	0	0	0	0	0	0
4	12.5	0	8.5	3.5	0	0	0	0	0	0.5	0	0	0	0
5	24.5	0	18.5	5.5	0	0	0	0	0	0.5	0	0	0	0
6	41	0	24.5	14.5	0	1.5	0	0	0	0.5	0	0	0	0
7	69	0	41.5	23	0	3.5	0	0	0	0.5	0	0.5	0	0
8	47.5	0	23.5	18.5	1	2.5	0.5	0	0	0.5	0.5	0	0	0.5
9	31.5	0.5	12	14	0	2.5	0	0.5	1	0	1	0	0	0
10	40.5	0	18	18	0	1.5	1.5	1.5	0	0	0	0	0	0
11	29	0	14	10.5	0	2.5	0	0.5	1.5	0	0	0	0	0
12	38	0	16	18	0	2	0	1	1	0	0	0	0	0
13	41	0	20	18	0	1	0	2	0	0	0	0	0	0
14	51	0	27	19	0	4	0	0	1	0	0	0	0	0
15	65	0	38	24	0	2	0	0	0	0	0	1	0	0
16	95	0	58	31.5	1	1.5	0.5	1.5	0	0	0	0.5	0	0.5
17	77	0	36.5	32.5	0.5	4	0.5	1.5	0.5	0	0	0.5	0	0.5
18	61.5	0	41	17.5	1	2	0	0	0	0	0	0	0	0
19	24.5	0	16	7	0	1.5	0	0	0	0	0	0	0	0
20	26.5	0	15.5	10	0	0.5	0	0.5	0	0	0	0	0	0
21	18.5	0	15	2	0	0.5	0	0.5	0	0.5	0	0	0	0
22	13	0	8.5	4	0	0.5	0	0	0	0	0	0	0	0
23	10.5	0	7.5	2.5	0	0	0	0	0	0.5	0	0	0	0
<b>AF</b>	<b>826</b>	<b>0.5</b>	<b>464.5</b>	<b>297</b>	<b>3.5</b>	<b>33.5</b>	<b>3</b>	<b>9.5</b>	<b>5</b>	<b>3.5</b>	<b>1.5</b>	<b>2.5</b>	<b>0</b>	<b>1.5</b>
<b>0.96</b>		<b>0.1%</b>	<b>56.3%</b>	<b>36.0%</b>	<b>0.4%</b>	<b>4.1%</b>	<b>0.4%</b>	<b>1.2%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		762 Private 92.3% Unit			49.5 Single Unit 6.0%					14 Combination Unit 1.7%				
63.5 Commercial Unit 7.7%														



**E6AF71**

**Classification Summary**

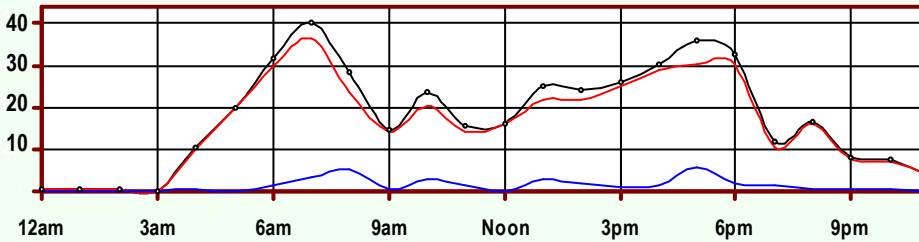
**October 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
826	4pm	95
762	Private	90
64	Commercial	6
KFact 0.12	NB: 30.5	SB: 64.5

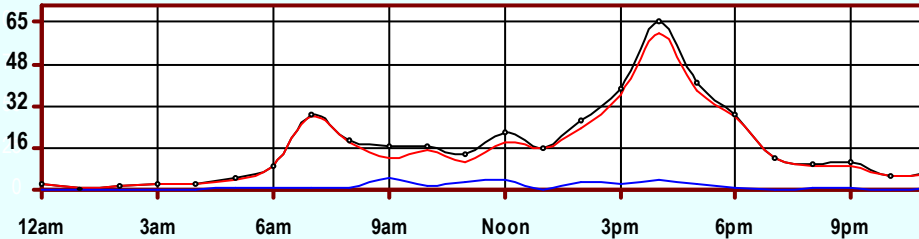
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
826	1	465	297	4	34	3	10	5	4	2	3	0	2
Axle Factor 0.96	0.1%	56.3%	36.0%	0.4%	4.1%	0.4%	1.2%	0.6%	0.4%	0.2%	0.3%	0.0%	0.2%
	762 Private-Unit 92.1%			50 Single-Unit 6.0%			14 Combination-Unit 1.7%						
	64 Commercial-Unit 7.7%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
424	7am	40
390	Private	37
34	Commercial	4
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
424	1	240	150	2	17	2	7	2	1	1	2	0	2
Axle Factor 0.96	0.1%	56.6%	35.4%	0.5%	3.9%	0.5%	1.5%	0.5%	0.2%	0.1%	0.4%	0.0%	0.4%
	390 Private-Unit 92.1%			27 Single-Unit 6.4%			7 Combination-Unit 1.5%						
	34 Commercial-Unit 7.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
402	4pm	65
372	Private	61
30	Commercial	4
KFact 0.16		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
402	0	225	147	2	17	1	3	3	3	1	1	0	0
Axle Factor 0.97	0.0%	56.0%	36.6%	0.4%	4.2%	0.2%	0.7%	0.7%	0.6%	0.2%	0.2%	0.0%	0.0%
	372 Private-Unit 92.5%			23 Single-Unit 5.6%			8 Combination-Unit 1.9%						
	30 Commercial-Unit 7.5%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> E6AF71	<b>Event No:</b> 4615	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Franklin County</b> <b>FC 7</b>	
<b>North Leg</b>	Route: RS-266, VERMONT RD	
	X-Route: RS-259, JOHN BROWN RD	
RS-266 N OF RS-259, 3.5 MI S OF RANTOUL		
Also: 2/19/03; 2/18/02; 9/18/01; 12/4/00; 9/29/99		

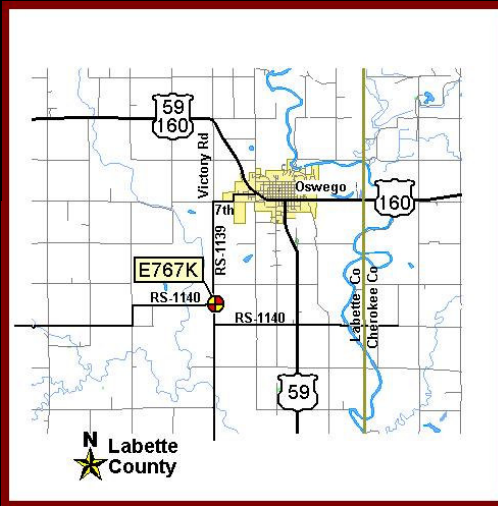
Ln	Start	End	Hrs
11	10/11/04 16:00	10/13/04 11:00	44
51	10/11/04 16:00	10/13/04 11:00	44

# 24 Hour Site Summary

## CLASSIFICATION

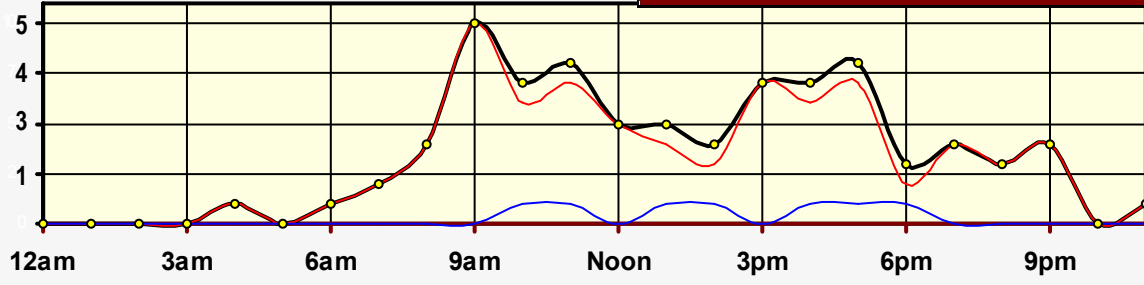
## CLASSIFICATION

<b>E767K7</b>		<b>Regular</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Labette County</b>
<b>Rte: RS-1140</b>		<b>West Leg</b>
<b>XRte: RS-1139</b>		
<b>RS-1140 W OF RS-1139, 2 MI S &amp; 3.5 MI W OF OSWEGO</b>		



<b>Peak Hour Traffic</b>	
<b>Total: 9am</b>	<b>5</b>
<b>Private: 9am</b>	<b>5</b>
<b>Trucks: 11am</b>	<b>1</b>

### October 2004 (48 Hr Survey)

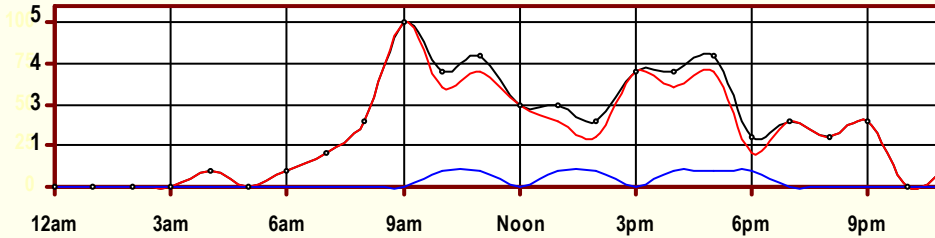


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
7	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8	2	0	1	1	0	0	0	0	0	0	0	0	0	0
9	5	0	2	3	0	0	0	0	0	0	0	0	0	0
10	3.5	0	0.5	2.5	0	0.5	0	0	0	0	0	0	0	0
11	4	0	1	2.5	0	0	0.5	0	0	0	0	0	0	0
12	2.5	0	1.5	1	0	0	0	0	0	0	0	0	0	0
13	2.5	0	1.5	0.5	0	0.5	0	0	0	0	0	0	0	0
14	2	0	0.5	1	0	0.5	0	0	0	0	0	0	0	0
15	3.5	0	1	2.5	0	0	0	0	0	0	0	0	0	0
16	3.5	0	2	1	0	0	0.5	0	0	0	0	0	0	0
17	4	0	1	2.5	0	0.5	0	0	0	0	0	0	0	0
18	1.5	0	0.5	0.5	0	0.5	0	0	0	0	0	0	0	0
19	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
20	1.5	0	0.5	1	0	0	0	0	0	0	0	0	0	0
21	2	0	0.5	1.5	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>42</b>	<b>0</b>	<b>15.5</b>	<b>23</b>	<b>0</b>	<b>2.5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>0.99</b>		<b>0.0%</b>	<b>36.9%</b>	<b>54.8%</b>	<b>0.0%</b>	<b>6.0%</b>	<b>2.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>38.5 Private</b>			<b>3.5 Single Unit 8.3%</b>					<b>0 Combination Unit 0.0%</b>				
		<b>91.7% Unit</b>			<b>3.5 Commercial Unit 8.3%</b>									

**E767K7**

**Classification Summary**

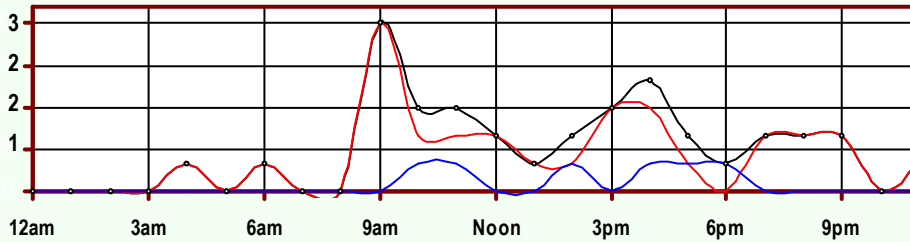
**October 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
42	9am	5
39	Private	5
4	Commercial	0
KFact 0.12	EB: 3	WB: 2

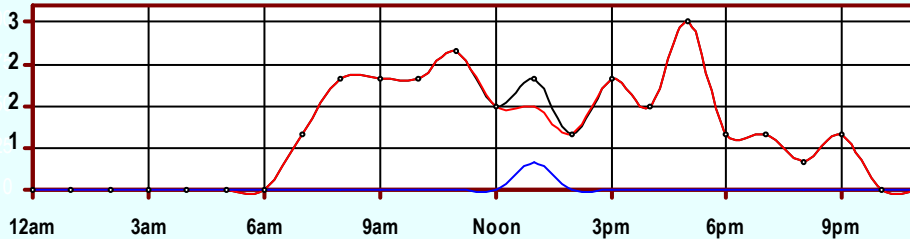
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
42	0	16	23	0	3	1	0	0	0	0	0	0	0
Axle Factor 0.99	0.0% 36.9% 54.8%			0.0% 6.0% 2.4%			0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%						
	39 Private-Unit 83.3%			4 Single-Unit 8.3%			Combination-Unit 0.0%						
	4 Commercial-Unit 8.3%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
18	9am	3
15	Private	3
3	Commercial	0
KFact 0.17		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
18	0	8	8	0	2	1	0	0	0	0	0	0	0
Axle Factor 0.97	0.0% 41.7% 41.7%			0.0% 11.1% 5.6%			0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%						
	15 Private-Unit 83.3%			3 Single-Unit 16.7%			Combination-Unit 0.0%						
	3 Commercial-Unit 16.7%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
24	5pm	3
24	Private	3
1	Commercial	0
KFact 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
24	0	8	16	0	1	0	0	0	0	0	0	0	0
Axle Factor 1.00	0.0% 33.3% 64.6%			0.0% 2.1% 0.0%			0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%						
	24 Private-Unit 97.9%			1 Single-Unit 2.1%			Combination-Unit 0.0%						
	1 Commercial-Unit 2.1%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> E767K7	<b>Event No:</b> 4616	<b>Type:</b> Regular
<b>District</b> 4	<b>Labette County</b>	
<b>West Leg</b>	<b>Route:</b> RS-1140	<b>FC</b> 7
	<b>X-Route:</b> RS-1139	
<b>RS-1140 W OF RS-1139, 2 MI S &amp; 3.5 MI W OF OSWEGO</b>		
<b>Site Info:</b> Reg-Grp(2)		
Also: 5/22/01; 3/30/98; 8/15/95; 4/21/92		

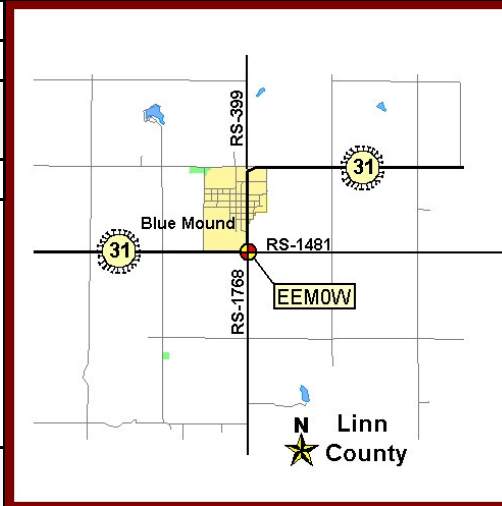
Ln	Start	End	Hrs
31	10/11/04 13:00	10/13/04 12:00	48
71	10/11/04 13:00	10/13/04 12:00	48

# 24 Hour Site Summary

## CLASSIFICATION

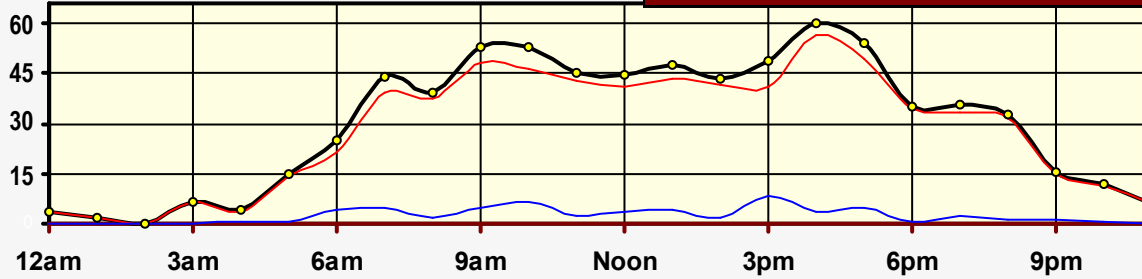
## CLASSIFICATION

<b>EEM0W1</b>		<b>Regular</b>
<b>FC 6</b>	<b>Dist 4</b>	<b>Linn County</b>
Rte: K-31		North Leg
XRte: RS-1481		
K-31 N OF RS-1481, S OF BLUE MOUND		

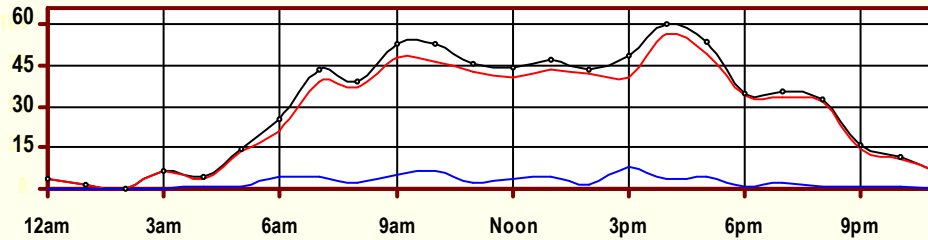


Peak Hour Traffic	
Total: 4pm	60
Private: 4pm	56
Trucks: 3pm	8

### August 2004 (48 Hr Survey)



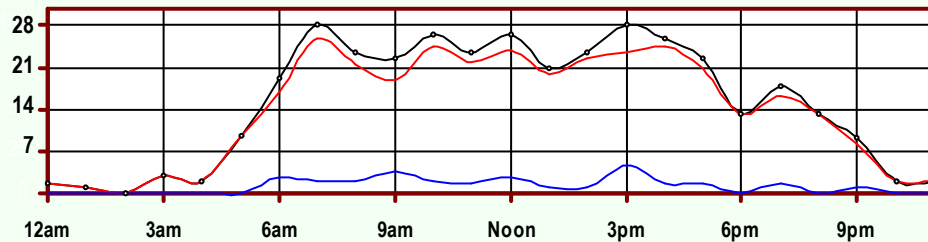
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3.5	0	2	1.5	0	0	0	0	0	0	0	0	0	0
1	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	6.5	0	5	1.5	0	0	0	0	0	0	0	0	0	0
4	4	0	2	1.5	0	0	0	0	0	0.5	0	0	0	0
5	14.5	0	8.5	5.5	0	0	0	0	0.5	0	0	0	0	0
6	25	0.5	11	9.5	0	0.5	0	0	1.5	2	0	0	0	0
7	43.5	0	22.5	16.5	0	0.5	1.5	0	0	2	0	0.5	0	0
8	39	0	20	17	0	0	0.5	0	0.5	0.5	0	0	0	0.5
9	52.5	0.5	29	18	0	0	1	0	0.5	2.5	0	0.5	0	0.5
10	52.5	0	22.5	23.5	0	0	1.5	0.5	1.5	2.5	0	0	0.5	0
11	45	0	21	21.5	0	0	0.5	0	1	1	0	0	0	0
12	44	0.5	21.5	18.5	0	0	0.5	0	1	2	0	0	0	0
13	47	0	23.5	19.5	0	0.5	1	0	1	1.5	0	0	0	0
14	43	1	26.5	14	0	0	0.5	0	0.5	0.5	0	0	0	0
15	48.5	0	19.5	21	0	1.5	1	0	1.5	2.5	0	1.5	0	0
16	59.5	0	34	22	0	1	0	0	0	1.5	0.5	0	0	0.5
17	53.5	1	32	16	0	0.5	0	0	1	2	0.5	0	0	0.5
18	34.5	0.5	20.5	13	0	0	0	0	0	0	0.5	0	0	0
19	35.5	1.5	15.5	16	0	0	0	0	0.5	2	0	0	0	0
20	32.5	2	19.5	10	0	0	0	0	0	1	0	0	0	0
21	15.5	0	11.5	3	0	0	0	0	0.5	0.5	0	0	0	0
22	11.5	0	4.5	6.5	0	0	0	0	0.5	0	0	0	0	0
23	6	0	4	2	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>719</b>	<b>7.5</b>	<b>377.5</b>	<b>277.5</b>	<b>0</b>	<b>4.5</b>	<b>8</b>	<b>0.5</b>	<b>12</b>	<b>24.5</b>	<b>1.5</b>	<b>2.5</b>	<b>0.5</b>	<b>2</b>
<b>0.92</b>		<b>1.0%</b>	<b>52.5%</b>	<b>38.6%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>1.1%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>3.4%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		<b>662.5 Private 92.2% Unit</b>			<b>13 Single Unit 1.8%</b>					<b>43 Combination Unit 6.0%</b>				
		<b>56 Commercial Unit 7.8%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,077	4pm	60
993	Private	56
84	Commercial	4
KFact 0.06	NB: 25.5	SB: 34

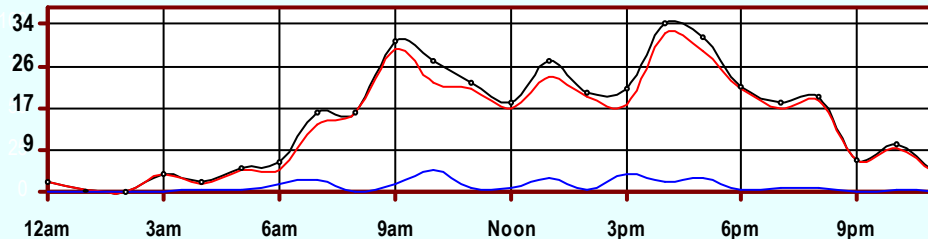
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,077	13	566	415	0	6	12	1	20	37	3	4	1	3
Axle Factor 0.92	1.2%	52.5%	38.5%	0.0%	0.6%	1.1%	0.0%	1.9%	3.4%	0.2%	0.3%	0.0%	0.2%
	993 Private-Unit 92.2%			19 Single-Unit 1.7%				66 Combination-Unit 6.1%					
	84 Commercial-Unit 7.8%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
717	7am	28
661	Private	26
56	Commercial	2
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
717	10	376	275	0	3	8	0	16	24	2	2	0	1
Axle Factor 0.92	1.4%	52.4%	38.4%	0.0%	0.4%	1.1%	0.0%	2.2%	3.3%	0.3%	0.3%	0.0%	0.1%
	661 Private-Unit 92.2%			11 Single-Unit 1.5%				45 Combination-Unit 6.3%					
	56 Commercial-Unit 7.8%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
360	4pm	34
332	Private	32
28	Commercial	2
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
360	3	190	140	0	3	4	1	4	13	1	2	1	2
Axle Factor 0.92	0.7%	52.6%	38.9%	0.0%	0.8%	1.1%	0.1%	1.1%	3.5%	0.1%	0.4%	0.1%	0.4%
	332 Private-Unit 92.2%			8 Single-Unit 2.1%				21 Combination-Unit 5.7%					
	28 Commercial-Unit 7.8%												

**SITE INFORMATION**

<b>Id:</b> EEM0W1	<b>Event No:</b> 4547	<b>Type:</b> Regular
<b>District</b> 4	<b>Linn County</b>	
<b>North Leg</b>	<b>Route:</b> K-31	<b>FC</b> 6
	<b>X-Route:</b> RS-1481	
<b>K-31 N OF RS-1481, S OF BLUE MOUND</b>		
<b>Site Info:</b> Reg-Grp(2), Class D		
Also: 11/13/01; 4/20/98; 8/15/95; 12/10/91		

**2 Lanes**

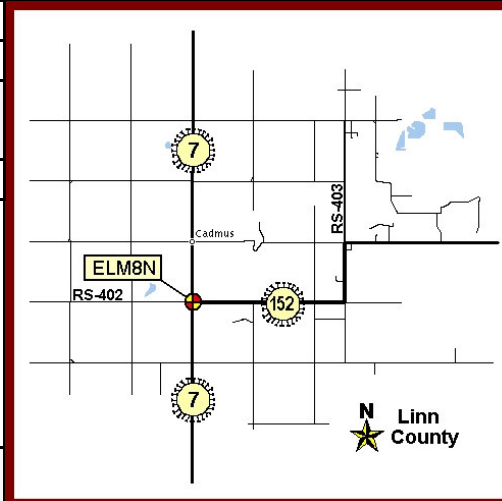
Ln	Start	End	Hrs
11	08/02/04 12:00	08/04/04 11:00	48
51	08/02/04 12:00	08/04/04 11:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>ELM8N3</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Linn County</b>
<b>Rte: K-152</b>	<b>East Leg</b>
<b>XRte: K-7</b>	
<b>K-152 E OF K-7, W OF LACYGNE</b>	

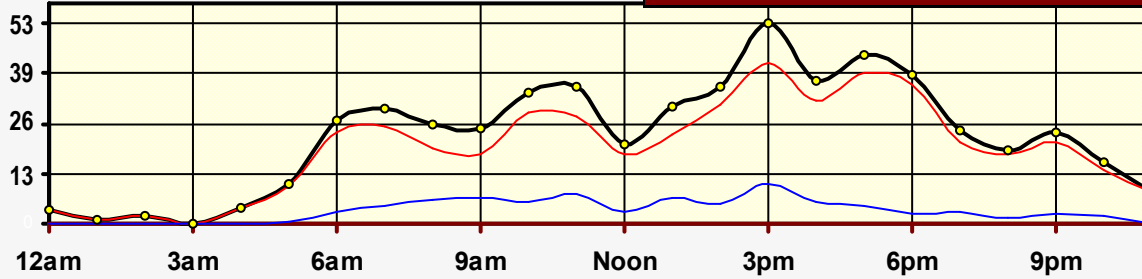
## CLASSIFICATION



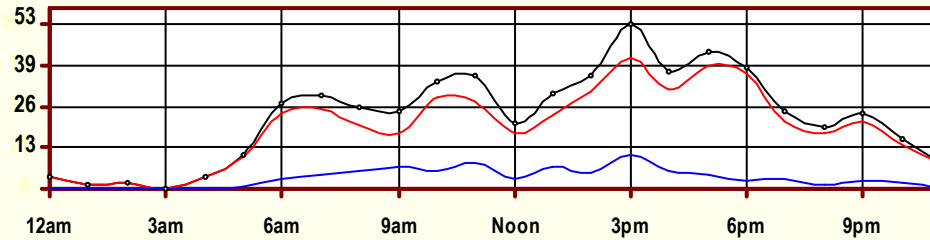
### Peak Hour Traffic

Total: 3pm	53
Private: 3pm	42
Trucks: 3pm	11

### August 2004 (46 Hr Survey)



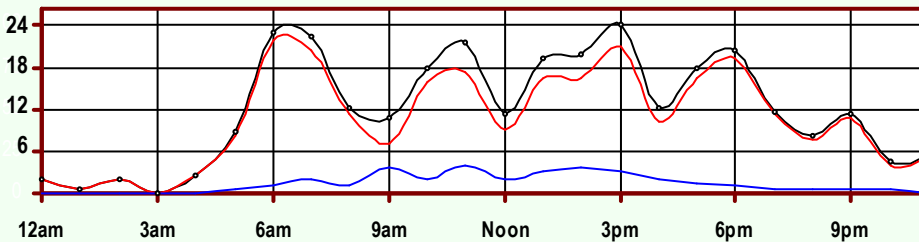
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3.5	0	3	0.5	0	0	0	0	0	0	0	0	0	0
1	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0
2	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	3.5	0.5	0	0	0	0	0	0	0	0	0	0
5	10.5	0	4	6	0	0.5	0	0	0	0	0	0	0	0
6	27	0	7.5	16.5	0	0.5	0.5	0	0	1	0	0	0.5	0.5
7	30	0	14	11.5	0	2	1	1.5	0	0	0	0	0	0
8	26	0	12.5	7.5	0	1.5	3	0	0	1.5	0	0	0	0
9	25	0	10.5	7.5	0.5	1.5	0.5	0.5	0	3.5	0	0.5	0	0
10	34.5	0	14.5	14.5	0	3.5	0.5	0.5	0.5	0	0	0.5	0	0
11	36	0	17	11	1	2	0	0	0	5	0	0	0	0
12	21	0	10	8	0	1	1	0	0	1	0	0	0	0
13	30.5	0	14.5	9	0	3	2	0.5	0.5	0.5	0	0.5	0	0
14	36	0.5	14	16.5	0	2	1	0	1	1	0	0	0	0
15	52.5	0.5	19.5	22	0.5	6.5	0.5	1	1	0.5	0	0	0	0.5
16	37.5	0.5	17.5	14	0	4	0.5	0	0	0.5	0	0.5	0	0
17	44	0.5	21.5	17.5	0	2.5	1	1	0	0	0	0	0	0
18	39	1	25	10.5	0	1	0	0.5	0.5	0.5	0	0	0	0
19	24.5	0	13.5	8	0.5	0.5	0	0.5	0.5	1	0	0	0	0
20	19.5	1	9.5	7.5	0	0.5	0	1	0	0	0	0	0	0
21	24	0	14.5	7	0	1	0	1	0	0.5	0	0	0	0
22	16	0	9.5	4.5	0	0.5	0	0	1	0.5	0	0	0	0
23	8.5	0.5	5.5	2.5	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>553</b>	<b>4.5</b>	<b>263</b>	<b>203.5</b>	<b>2.5</b>	<b>34</b>	<b>11.5</b>	<b>8</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>1</b>
<b>0.91</b>		<b>0.8%</b>	<b>47.6%</b>	<b>36.8%</b>	<b>0.5%</b>	<b>6.2%</b>	<b>2.1%</b>	<b>1.4%</b>	<b>0.9%</b>	<b>3.1%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		471 Private 85.2% Unit			56 Single Unit 10.1%					25.5 Combination Unit 4.6%				
		81.5 Commercial Unit 14.8%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
553	3pm	53
471	Private	42
82	Commercial	11
KFact 0.10	EB: 23.5	WB: 29

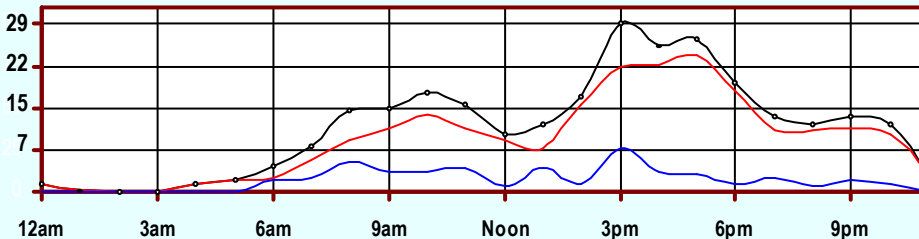
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
553	5	263	204	3	34	12	8	5	17	0	2	1	1
Axle Factor 0.91	0.8%	47.6%	36.8%	0.5%	6.2%	2.1%	1.4%	0.9%	3.1%	0.0%	0.4%	0.1%	0.2%
	471 Private-Unit 88.7%			56 Single-Unit 10.1%			26 Combination-Unit 4.6%						
	82 Commercial-Unit 14.8%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
284	3pm	24
252	Private	21
32	Commercial	3
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
284	3	143	106	2	11	4	4	3	9	0	1	0	1
Axle Factor 0.92	1.1%	50.4%	37.2%	0.5%	3.7%	1.2%	1.2%	0.9%	3.2%	0.0%	0.4%	0.0%	0.2%
	252 Private-Unit 88.7%			19 Single-Unit 6.7%			13 Combination-Unit 4.6%						
	32 Commercial-Unit 11.3%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
269	3pm	29
220	Private	22
50	Commercial	8
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
269	2	120	98	1	24	8	5	3	8	0	1	1	1
Axle Factor 0.91	0.6%	44.6%	36.4%	0.4%	8.7%	3.0%	1.7%	0.9%	3.0%	0.0%	0.4%	0.2%	0.2%
	220 Private-Unit 81.6%			37 Single-Unit 13.8%			13 Combination-Unit 4.6%						
	50 Commercial-Unit 18.4%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> ELM8N3	<b>Event No:</b> 4555	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Linn County</b>	
<b>East Leg</b>	<b>Route:</b> K-152	<b>FC</b> 7
	<b>X-Route:</b> K-7	
<b>K-152 E OF K-7, W OF LACYGNE</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

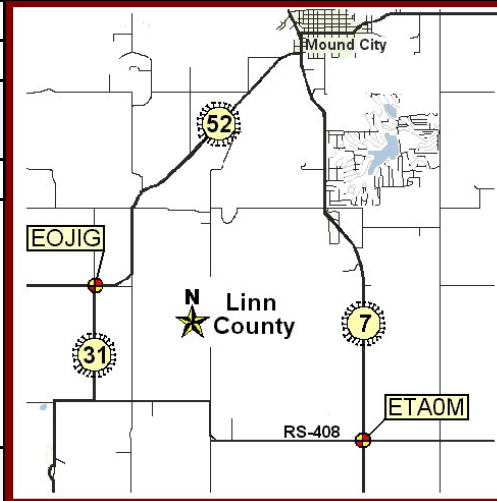
Ln	Start	End	Hrs
31	08/03/04 13:00	08/05/04 10:00	46
71	08/03/04 13:00	08/05/04 10:00	46

# 24 Hour Site Summary

## CLASSIFICATION

<b>EOJIG3</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Linn County</b>
<b>Rte: K-52</b>	<b>East Leg</b>
<b>XRte: K-31</b>	
<b>K-52 E OF K-31, SW OF MOUND CITY</b>	

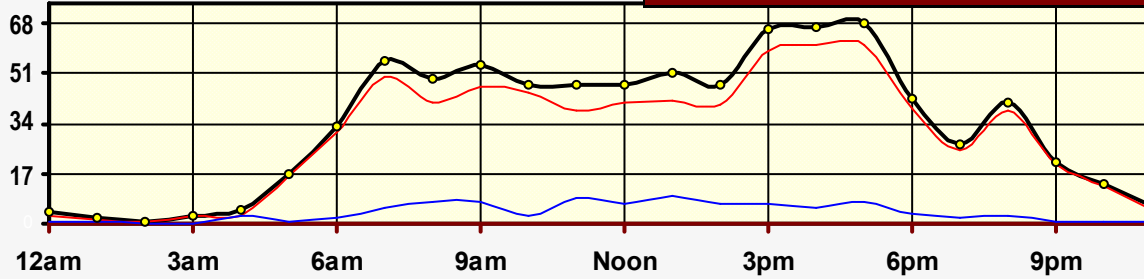
## CLASSIFICATION



### Peak Hour Traffic

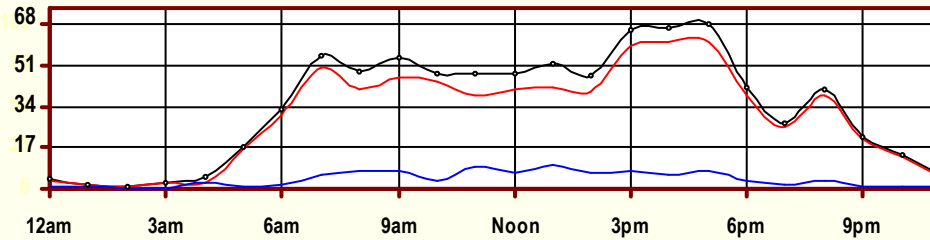
<b>Total: 5pm</b>	<b>68</b>
<b>Private: 4pm</b>	<b>61</b>
<b>Trucks: 1pm</b>	<b>10</b>

### August 2004 (46 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4	0	2	1	0	0.5	0	0	0	0.5	0	0	0	0
1	2	0	1	0.5	0	0	0	0	0	0.5	0	0	0	0
2	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
3	2.5	0	0	2.5	0	0	0	0	0	0	0	0	0	0
4	5	0	1.5	1	1	1	0	0	0	0.5	0	0	0	0
5	17	0	9	7	0	0.5	0	0	0.5	0	0	0	0	0
6	32.5	0	20.5	10	0	1.5	0	0	0	0	0	0	0	0.5
7	55	1	31	17.5	0	0.5	2	0.5	1	1.5	0	0	0	0
8	48.5	0	21	20	0.5	4	0.5	0.5	0	1	1	0	0	0
9	53.5	0	25.5	20.5	0.5	2.5	0	0	2	2	0	0	0.5	0
10	47	0	26	18	0	0	0	1	1	0	0	0	1	0
11	47	0	24	14	1	5	0	1	1	1	0	0	0	0
12	47	0	23	17.5	0.5	2	2	0	0.5	1.5	0	0	0	0
13	51	0	19.5	22	0	4.5	1.5	0.5	0.5	2	0	0.5	0	0
14	46.5	0	22.5	17.5	0.5	2	1.5	0	0.5	1.5	0	0.5	0	0
15	65.5	0	34	24.5	0	3.5	0.5	1	0.5	0.5	0	0	0.5	0.5
16	66	0.5	36	24	0	4	0	0	0	0.5	0	0.5	0	0.5
17	67.5	0	37	23	0	3.5	0	0	1.5	1.5	0	0	0	1
18	42	0	25	13.5	0	2.5	0	0.5	0	0	0	0	0	0.5
19	27	0.5	15.5	9	0	1	0	0.5	0	0	0	0	0	0.5
20	41	0.5	26	11.5	0	2	0	0.5	0	0	0	0	0	0.5
21	21	0	12	8	0	0	0	0.5	0	0.5	0	0	0	0
22	13.5	0	9.5	3.5	0	0.5	0	0	0	0	0	0	0	0
23	6	0	2	3	0	0	0	0	0	1	0	0	0	0
<b>AF</b>	<b>809</b>	<b>2.5</b>	<b>423.5</b>	<b>289.5</b>	<b>4</b>	<b>41</b>	<b>8</b>	<b>6.5</b>	<b>9</b>	<b>16</b>	<b>1</b>	<b>1.5</b>	<b>2</b>	<b>4</b>
<b>0.93</b>		<b>0.3%</b>	<b>52.4%</b>	<b>35.8%</b>	<b>0.5%</b>	<b>5.1%</b>	<b>1.0%</b>	<b>0.8%</b>	<b>1.1%</b>	<b>2.0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.5%</b>
<b>SITE RECAP</b>		<b>715.5 Private 88.5% Unit</b>			<b>59.5 Single Unit 7.4%</b>					<b>33.5 Combination Unit 4.1%</b>				
<b>93 Commercial Unit 11.5%</b>														

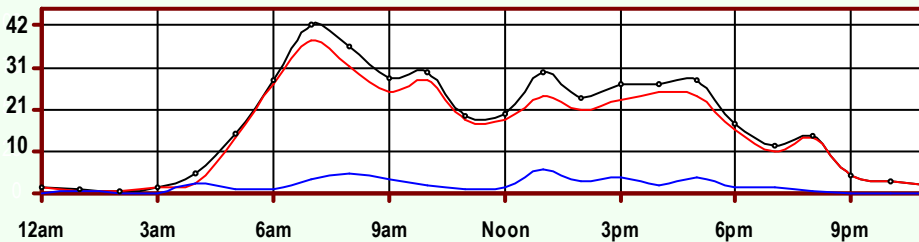




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
809	5pm	68
716	Private	60
93	Commercial	8
KFact 0.08	EB: 28	WB: 39.5

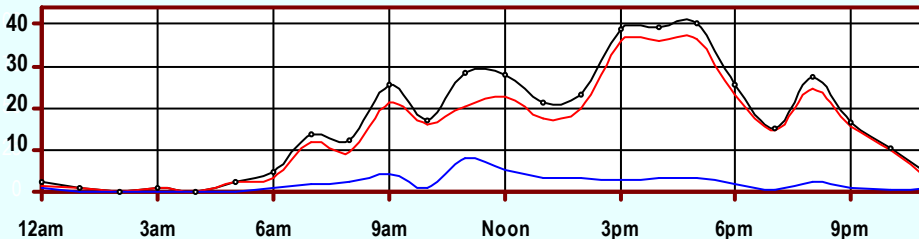
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
809	3	424	290	4	41	8	7	9	16	1	2	2	4
Axle Factor 0.93	716 Private-Unit 89.4%			60 Single-Unit 7.4%			34 Combination-Unit 4.1%						
	93 Commercial-Unit 11.5%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
415	7am	42
371	Private	38
44	Commercial	4
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
415	2	227	143	2	17	5	3	6	7	1	1	2	3
Axle Factor 0.92	371 Private-Unit 89.4%			26 Single-Unit 6.1%			19 Combination-Unit 4.5%						
	44 Commercial-Unit 10.6%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
394	5pm	40
345	Private	36
49	Commercial	4
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
394	1	197	147	3	25	4	4	3	9	0	1	1	2
Axle Factor 0.93	345 Private-Unit 87.5%			34 Single-Unit 8.6%			15 Combination-Unit 3.8%						
	49 Commercial-Unit 12.5%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> EOJIG3	<b>Event No:</b> 4563	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Linn County</b>	
<b>East Leg</b>	<b>Route:</b> K-52	<b>FC</b> 6
	<b>X-Route:</b> K-31	
<b>K-52 E OF K-31, SW OF MOUND CITY</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

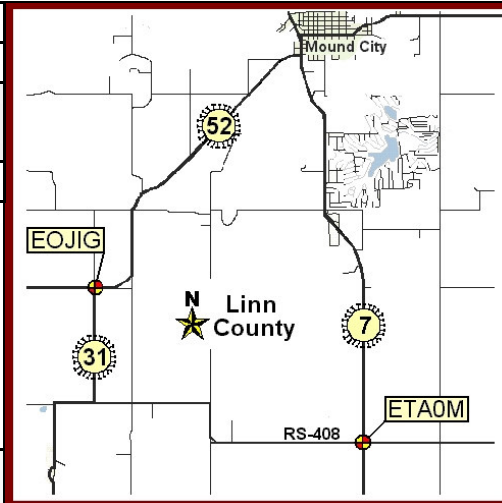
Ln	Start	End	Hrs
31	08/03/04 12:00	08/05/04 09:00	46
71	08/03/04 12:00	08/05/04 09:00	46

# 24 Hour Site Summary

## CLASSIFICATION

<b>EOJIG5</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Linn County</b>
<b>Rte: K-31</b>	<b>South Leg</b>
<b>XRte: K-52</b>	
<b>K-31 S OF K-52, SW OF MOUND CITY</b>	

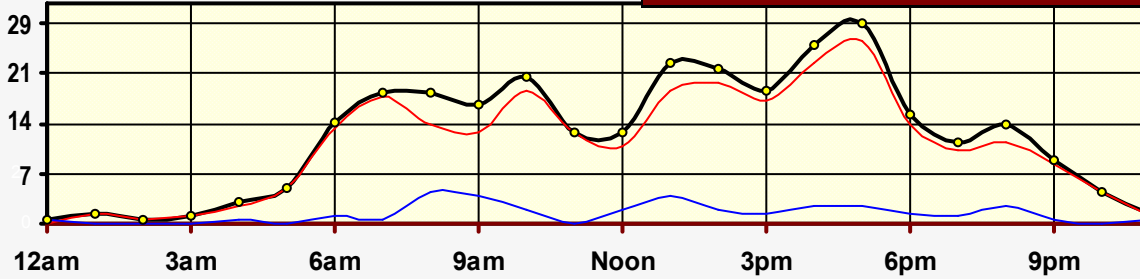
## CLASSIFICATION



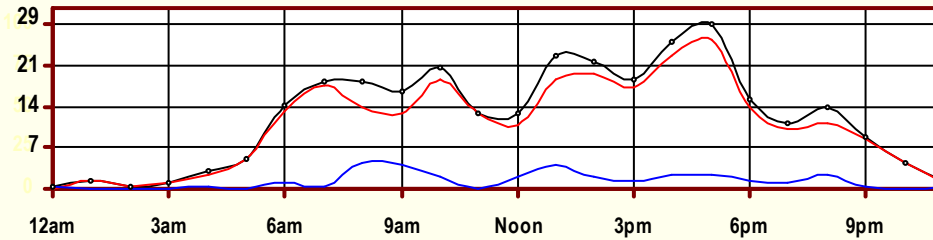
### Peak Hour Traffic

<b>Total: 5pm</b>	<b>29</b>
<b>Private: 5pm</b>	<b>26</b>
<b>Trucks: 8am</b>	<b>5</b>

### August 2004 (46 Hr Survey)



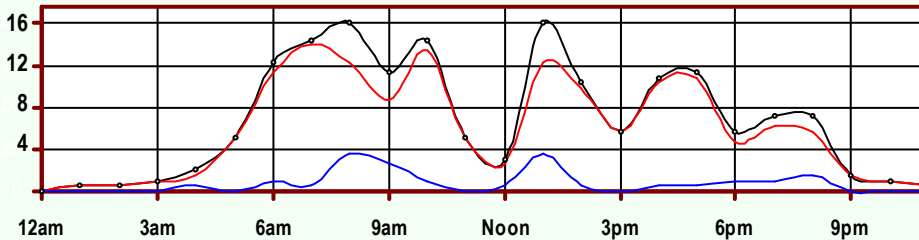
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0.5	0	0	0	0	0	0	0	0	0.5	0	0	0	0
1	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0
2	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
3	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4	3	0	1.5	1	0	0.5	0	0	0	0	0	0	0	0
5	5	0	4.5	0.5	0	0	0	0	0	0	0	0	0	0
6	14.5	0	10	3.5	0	1	0	0	0	0	0	0	0	0
7	18.5	0.5	10	7.5	0	0.5	0	0	0	0	0	0	0	0
8	18.5	0	7	7	0.5	3	0.5	0.5	0	0	0	0	0	0
9	17	0	8.5	4.5	0	0.5	0	0	3	0.5	0	0	0	0
10	21	0	13	6	1	0	0	0	0	0	0	0	1	0
11	13	0	11	2	0	0	0	0	0	0	0	0	0	0
12	13	0	8	3	0	0.5	1	0	0	0.5	0	0	0	0
13	23	0	6.5	12.5	0	2	1	0.5	0	0.5	0	0	0	0
14	22	0	10	10	0	1	0.5	0	0.5	0	0	0	0	0
15	19	0	7.5	10	0	1	0	0	0.5	0	0	0	0	0
16	25.5	0.5	14.5	8	0	2	0	0	0	0.5	0	0	0	0
17	28.5	0	16.5	9.5	0	1	0	1	0.5	0	0	0	0	0
18	15.5	0	10	4	0	0.5	0	0.5	0	0.5	0	0	0	0
19	11.5	0	8	2.5	0	0.5	0	0.5	0	0	0	0	0	0
20	14	0	5.5	6	0	1	0	1	0	0.5	0	0	0	0
21	9	0	5.5	3	0	0	0	0.5	0	0	0	0	0	0
22	4.5	0	2.5	2	0	0	0	0	0	0	0	0	0	0
23	1.5	0	0	1	0	0	0	0	0.5	0	0	0	0	0
<b>AF</b>	<b>301</b>	<b>1</b>	<b>161.5</b>	<b>105</b>	<b>1.5</b>	<b>15</b>	<b>3</b>	<b>4.5</b>	<b>5</b>	<b>3.5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>0.94</b>		<b>0.3%</b>	<b>53.7%</b>	<b>34.9%</b>	<b>0.5%</b>	<b>5.0%</b>	<b>1.0%</b>	<b>1.5%</b>	<b>1.7%</b>	<b>1.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.0%</b>
<b>SITE RECAP</b>		<b>267.5 Private 88.9% Unit</b>			<b>24 Single Unit 8.0%</b>					<b>9.5 Combination Unit 3.2%</b>				
		<b>33.5 Commercial Unit 11.1%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
460	5pm	29
408	Private	26
52	Commercial	3
KFact 0.06	NB: 11	SB: 17.5

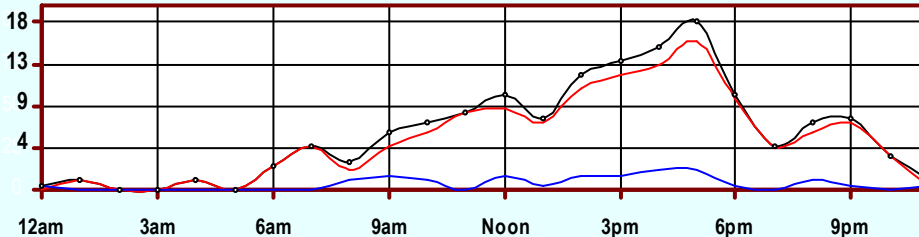
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
460	2	245	162	2	23	6	7	8	5	0	0	2	0
Axle Factor 0.94	0.3%	53.3%	35.1%	0.4%	4.9%	1.2%	1.5%	1.6%	1.1%	0.0%	0.0%	0.4%	0.0%
	408 Private-Unit 88.6%			37 Single-Unit 8.1%				15 Combination-Unit 3.2%					
	52 Commercial-Unit 11.2%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
317	8am	16
281	Private	12
36	Commercial	4
KFact 0.05		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
317	1	167	113	1	15	5	5	5	3	0	0	2	0
Axle Factor 0.94	0.3%	52.7%	35.6%	0.3%	4.7%	1.6%	1.6%	1.6%	0.9%	0.0%	0.0%	0.6%	0.0%
	281 Private-Unit 88.6%			26 Single-Unit 8.2%				10 Combination-Unit 3.2%					
	36 Commercial-Unit 11.4%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
143	5pm	18
127	Private	16
16	Commercial	2
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
143	1	78	49	1	8	1	2	3	2	0	0	0	0
Axle Factor 0.95	0.4%	54.7%	34.0%	0.7%	5.3%	0.4%	1.4%	1.8%	1.4%	0.0%	0.0%	0.0%	0.0%
	127 Private-Unit 89.1%			11 Single-Unit 7.7%				5 Combination-Unit 3.2%					
	16 Commercial-Unit 10.9%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> EOJIG5	<b>Event No:</b> 4564	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Linn County</b>	
<b>South Leg</b>	<b>Route:</b> K-31	<b>FC</b> 7
	<b>X-Route:</b> K-52	
<b>K-31 S OF K-52, SW OF MOUND CITY</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

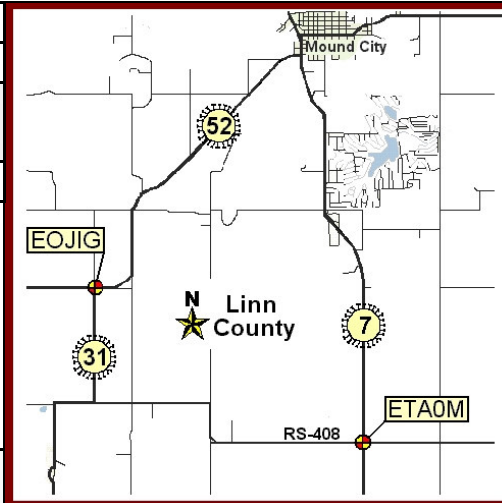
Ln	Start	End	Hrs
11	08/03/04 12:00	08/05/04 09:00	46
51	08/03/04 12:00	08/05/04 09:00	46

# 24 Hour Site Summary

## CLASSIFICATION

## CLASSIFICATION

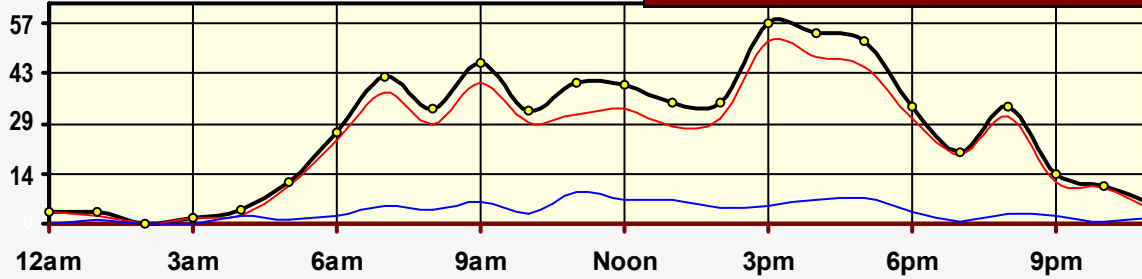
<b>EOJIG7</b>	<b>Supplemental</b>
<b>FC 6   Dist 4</b>	<b>Linn County</b>
<b>Rte: K-31</b>	<b>West Leg</b>
<b>XRte: K-52</b>	
<b>K-31 W OF JCT K-31 / K-52, E OF BLUE MOUND</b>	



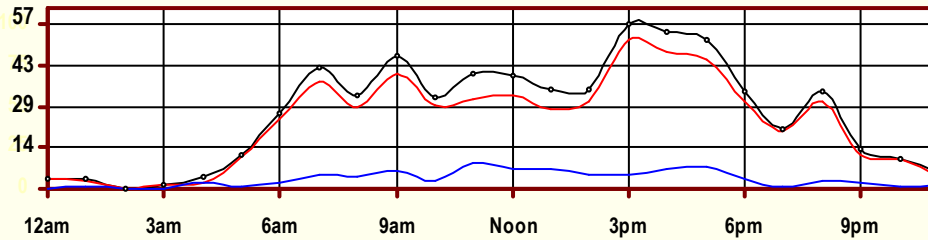
### Peak Hour Traffic

<b>Total: 3pm</b>	<b>57</b>
<b>Private: 3pm</b>	<b>52</b>
<b>Trucks: 11am</b>	<b>9</b>

### August 2004 (46 Hr Survey)



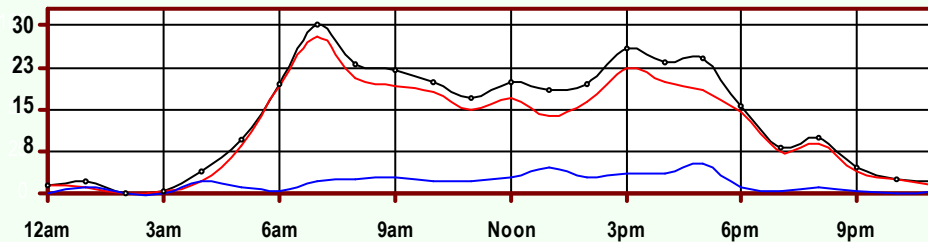
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3.5	0	1.5	2	0	0	0	0	0	0	0	0	0	0
1	3.5	0	2.5	0	0	0.5	0	0	0	0.5	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1.5	0	0	1.5	0	0	0	0	0	0	0	0	0	0
4	4	0	2	0	1	0.5	0	0	0	0.5	0	0	0	0
5	12	0	4.5	6.5	0	0.5	0	0	0.5	0	0	0	0	0
6	26	0	13	11	0	1.5	0	0	0	0	0	0	0	0.5
7	42	0	22	15	0	0	2	0.5	0.5	1	0	0	0	1
8	32.5	0	11.5	17	1	0.5	0	0	0	1.5	0.5	0	0	0.5
9	46	0	21.5	18.5	0.5	2.5	0	0	0.5	2	0	0	0	0.5
10	32	0	16	13	1	0	0	1	1	0	0	0	0	0
11	40	0	19	12	1	5	0	0	2	1	0	0	0	0
12	39.5	0	18.5	14	0.5	1.5	2	0	0.5	2	0	0.5	0	0
13	34.5	0	15.5	12	0	4.5	0.5	0	0.5	1.5	0	0	0	0
14	34.5	0	20.5	9.5	0	1	1	0	1	1.5	0	0	0	0
15	57	0	29	23	0	2.5	0.5	0.5	1	0.5	0	0	0	0
16	54.5	0	24.5	23	0	5.5	0	0.5	0	1	0	0	0	0
17	52	0	27.5	17	0	4	0	0.5	1.5	1	0.5	0	0	0
18	33.5	0	17	13	0	2.5	0	0	0	1	0	0	0	0
19	20.5	0.5	11.5	8	0	0.5	0	0	0	0	0	0	0	0
20	33.5	0.5	20	10	0	1	0	1.5	0	0.5	0	0	0	0
21	14	0	7	5	0	0.5	0	0	0	0.5	0.5	0.5	0	0
22	10.5	0	7	3	0	0.5	0	0	0	0	0	0	0	0
23	5.5	0	2.5	1.5	0	0	0	0	0.5	1	0	0	0	0
<b>AF</b>	<b>633</b>	<b>1</b>	<b>314</b>	<b>235.5</b>	<b>5</b>	<b>35</b>	<b>6</b>	<b>4.5</b>	<b>9.5</b>	<b>17</b>	<b>1.5</b>	<b>1</b>	<b>0</b>	<b>2.5</b>
<b>0.92</b>		<b>0.2%</b>	<b>49.6%</b>	<b>37.2%</b>	<b>0.8%</b>	<b>5.5%</b>	<b>0.9%</b>	<b>0.7%</b>	<b>1.5%</b>	<b>2.7%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		<b>550.5 Private 87.0% Unit</b>			<b>50.5 Single Unit 8.0%</b>				<b>31.5 Combination Unit 5.0%</b>					
		<b>82 Commercial Unit 13.0%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
942	3pm	57
821	Private	52
122	Commercial	5
KFact 0.06	EB: 26	WB: 31

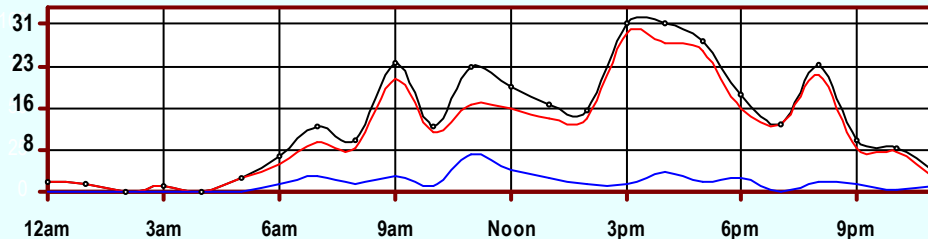
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
942	2	471	349	8	52	10	7	13	26	2	2	0	4
Axle Factor 0.92	821 Private-Unit 86.8%			76 Single-Unit 8.0%			46 Combination-Unit 4.9%						
	122 Commercial-Unit 12.9%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
323	7am	30
281	Private	28
43	Commercial	2
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
323	1	158	123	3	18	3	3	7	8	1	1	0	1
Axle Factor 0.92	281 Private-Unit 86.8%			26 Single-Unit 7.9%			17 Combination-Unit 5.3%						
	43 Commercial-Unit 13.2%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
619	3pm	31
540	Private	30
79	Commercial	2
KFact 0.05		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
619	1	313	226	5	34	7	4	6	18	1	1	0	3
Axle Factor 0.92	540 Private-Unit 87.2%			50 Single-Unit 8.1%			29 Combination-Unit 4.7%						
	79 Commercial-Unit 12.8%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> EOJIG7	<b>Event No:</b> 4565	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Linn County</b>	
<b>West Leg</b>	<b>Route:</b> K-31	<b>FC</b> 6
	<b>X-Route:</b> K-52	
<b>K-31 W OF JCT K-31 / K-52, E OF BLUE MOUND</b>		
<b>Site Info:</b> Class D		
No Other Surveys on File		

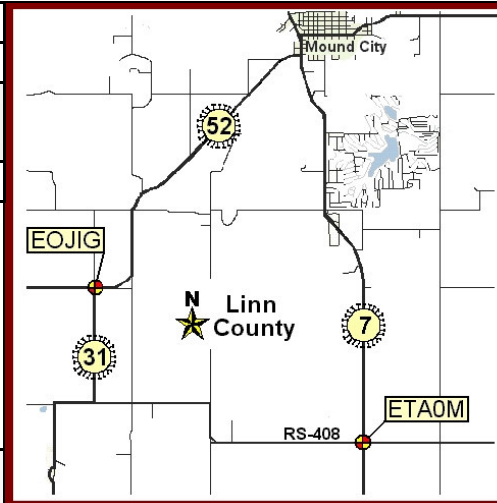
Ln	Start	End	Hrs
31	08/03/04 12:00	08/05/04 09:00	46
71	08/03/04 12:00	08/05/04 09:00	46

# 24 Hour Site Summary

## CLASSIFICATION

<b>ETA0M1</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Linn County</b>
Rte: K-7		North Leg
XRte: RS-408, 300 RD		
K-7 N OF RS-408, S OF MOUND CITY		

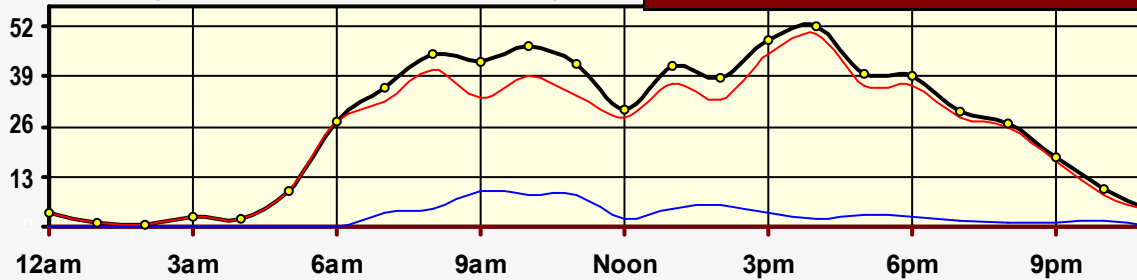
## CLASSIFICATION



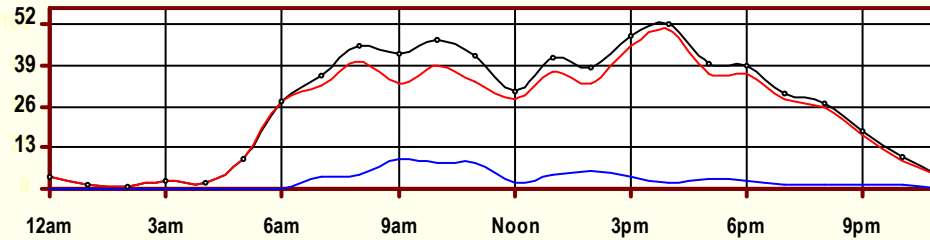
### Peak Hour Traffic

Total: 4pm	52
Private: 4pm	50
Trucks: 9am	10

### August 2004 (46 Hr Survey)



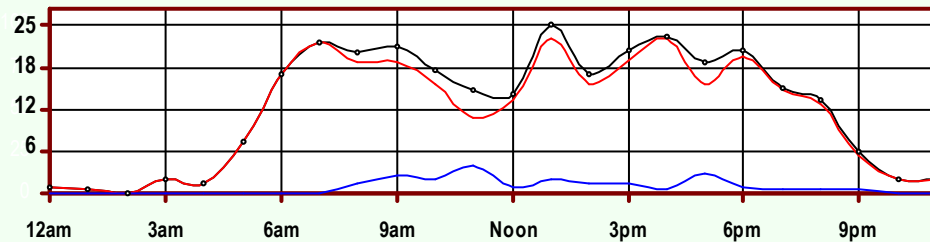
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3.5	0	3	0.5	0	0	0	0	0	0	0	0	0	0
1	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0
2	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
3	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0
4	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
5	9.5	0	7	2.5	0	0	0	0	0	0	0	0	0	0
6	27.5	0.5	14	13	0	0	0	0	0	0	0	0	0	0
7	36	0	15	17.5	0	1	0	1	0.5	0.5	0	0.5	0	0
8	45	0.5	20	20	0	1.5	2	0.5	0	0.5	0	0	0	0
9	43	0	22.5	11	0	5	1	0.5	0.5	2.5	0	0	0	0
10	47	0	24	15	0	3	4	0	1	0	0	0	0	0
11	42	0	21	13	0	4	3	0	0	0	0	1	0	0
12	30.5	1.5	13.5	13.5	0	1.5	0	0	0	0	0	0	0	0.5
13	41.5	1	24.5	11.5	0	3	1	0	0.5	0	0	0	0	0
14	38.5	1.5	18.5	13	0	2.5	2	0	0.5	0	0	0.5	0	0
15	48.5	0	28.5	16.5	0	1	0.5	0	0.5	1.5	0	0	0	0
16	52	0.5	26.5	23	0	1.5	0	0	0.5	0	0	0	0	0
17	39.5	0	21.5	15	0	1.5	0	0	0.5	0	0	0.5	0	0.5
18	39	0.5	23	13	0	1.5	0	0	0	0	0	0	0	1
19	30	1.5	21.5	5.5	0	1	0	0	0.5	0	0	0	0	0
20	27	1	20.5	4.5	0	0.5	0	0.5	0	0	0	0	0	0
21	18	0	11.5	5.5	0	1	0	0	0	0	0	0	0	0
22	10	0	4	4.5	0	1.5	0	0	0	0	0	0	0	0
23	4	0	4	0	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>638</b>	<b>8.5</b>	<b>348.5</b>	<b>219.5</b>	<b>0</b>	<b>31</b>	<b>13.5</b>	<b>2.5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2.5</b>	<b>0</b>	<b>2</b>
<b>0.95</b>		<b>1.3%</b>	<b>54.6%</b>	<b>34.4%</b>	<b>0.0%</b>	<b>4.9%</b>	<b>2.1%</b>	<b>0.4%</b>	<b>0.8%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.3%</b>
<b>SITE RECAP</b>		<b>576.5 Private 90.4% Unit</b>			<b>47 Single Unit 7.4%</b>					<b>14.5 Combination Unit 2.3%</b>				
		<b>61.5 Commercial Unit 9.6%</b>												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
970	4pm	52
869	Private	50
101	Commercial	2
KFact 0.05	NB: 23	SB: 29

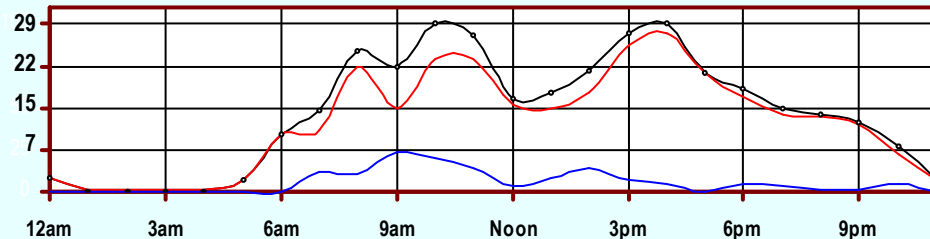
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
970	13	522	335	0	52	22	5	9	9	0	4	0	3
Axle Factor 0.95	1.3%	53.8%	34.5%	0.0%	5.3%	2.2%	0.5%	0.9%	0.9%	0.0%	0.4%	0.0%	0.3%
	869 Private-Unit 92.8%			78 Single-Unit 8.0%				24 Combination-Unit 2.4%					
	101 Commercial-Unit 10.4%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
307	1pm	25
285	Private	23
22	Commercial	2
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
307	5	176	105	0	11	6	1	2	2	0	2	0	1
Axle Factor 0.96	1.5%	57.3%	34.1%	0.0%	3.4%	1.8%	0.2%	0.5%	0.5%	0.0%	0.5%	0.0%	0.3%
	285 Private-Unit 92.8%			17 Single-Unit 5.4%				6 Combination-Unit 1.8%					
	22 Commercial-Unit 7.2%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
663	10am	29
584	Private	23
79	Commercial	6
KFact 0.04		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
663	8	346	230	0	41	16	4	7	7	0	2	0	2
Axle Factor 0.95	1.2%	52.2%	34.7%	0.0%	6.2%	2.4%	0.6%	1.1%	1.1%	0.0%	0.3%	0.0%	0.3%
	584 Private-Unit 88.1%			61 Single-Unit 9.2%				18 Combination-Unit 2.7%					
	79 Commercial-Unit 11.9%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> ETA0M1	<b>Event No:</b> 4586	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Linn County</b>	
<b>North Leg</b>	<b>FC 7</b>	
	Route: K-7	
	X-Route: RS-408, 300 RD	
K-7 N OF RS-408, S OF MOUND CITY		
Site Info: Class E		
No Other Surveys on File		

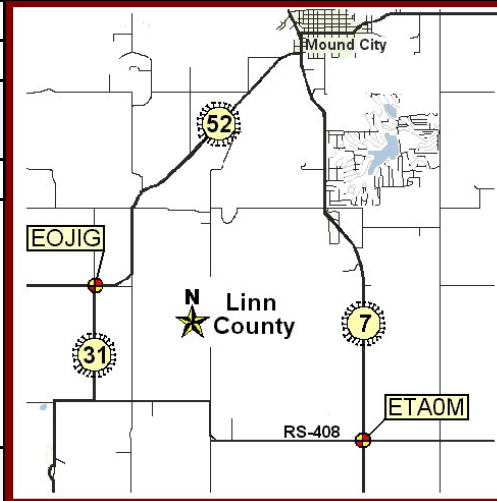
Ln	Start	End	Hrs
11	08/03/04 12:00	08/05/04 09:00	46
51	08/03/04 12:00	08/05/04 09:00	46

# 24 Hour Site Summary

## CLASSIFICATION

<b>ETA0M5</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Linn County</b>
<b>Rte: K-7</b>	<b>South Leg</b>
<b>XRte: RS-408, 300 RD</b>	
<b>K-7 S OF RS-408, S OF MOUND CITY</b>	

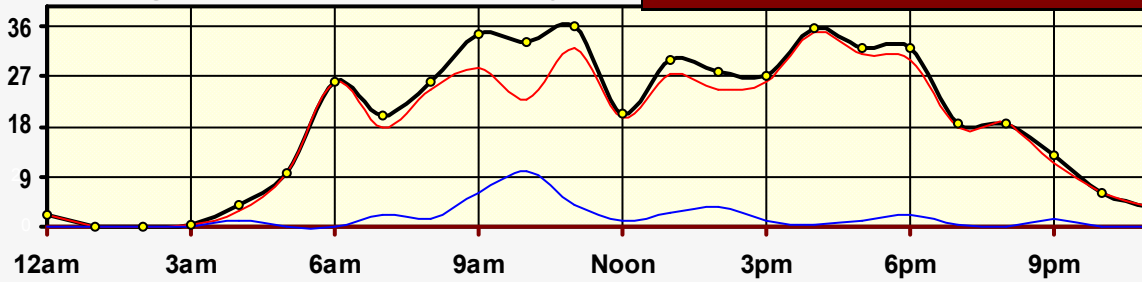
## CLASSIFICATION



### Peak Hour Traffic

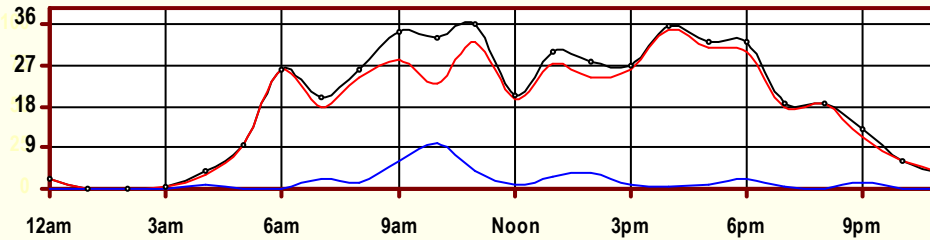
<b>Total: 11am</b>	<b>36</b>
<b>Private: 4pm</b>	<b>35</b>
<b>Trucks: 10am</b>	<b>10</b>

### August 2004 (46 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
4	4	0	2.5	0.5	0	1	0	0	0	0	0	0	0	0
5	9.5	0	6.5	3	0	0	0	0	0	0	0	0	0	0
6	26	0	13	13	0	0	0	0	0	0	0	0	0	0
7	20	0	7.5	10.5	0	0	0.5	1	0.5	0	0	0	0	0
8	26	0	13.5	11	0	0	0	0.5	0	0.5	0	0.5	0	0
9	34.5	0	17.5	11	0	4	1.5	0	0.5	0	0	0	0	0
10	33	0	15	8	0	2	5	0	2	1	0	0	0	0
11	36	0	17	15	0	2	2	0	0	0	0	0	0	0
12	20.5	1.5	9	9	0	1	0	0	0	0	0	0	0	0
13	30	0	17.5	10	0	1.5	1	0	0	0	0	0	0	0
14	28	1.5	13.5	9.5	0	2	1.5	0	0	0	0	0	0	0
15	27	0	14.5	11.5	0	0.5	0	0	0	0	0	0	0	0.5
16	35.5	0.5	16.5	18	0	0.5	0	0	0	0	0	0	0	0
17	32	0	20	11	0	0.5	0	0	0.5	0	0	0	0	0
18	32	0.5	20.5	9	0	1	0	0	0.5	0.5	0	0	0	0
19	18.5	0.5	10.5	7	0	0	0	0	0	0.5	0	0	0	0
20	18.5	0	16	2.5	0	0	0	0	0	0	0	0	0	0
21	13	0	8	3.5	0	1.5	0	0	0	0	0	0	0	0
22	6	0	3	3	0	0	0	0	0	0	0	0	0	0
23	3.5	0	3.5	0	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>456</b>	<b>4.5</b>	<b>247.5</b>	<b>166</b>	<b>0</b>	<b>17.5</b>	<b>11.5</b>	<b>1.5</b>	<b>4</b>	<b>2.5</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0.5</b>
<b>0.96</b>		<b>1.0%</b>	<b>54.3%</b>	<b>36.4%</b>	<b>0.0%</b>	<b>3.8%</b>	<b>2.5%</b>	<b>0.3%</b>	<b>0.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		<b>418 Private 91.7% Unit</b>			<b>30.5 Single Unit 6.7%</b>					<b>7.5 Combination Unit 1.6%</b>				
		<b>38 Commercial Unit 8.3%</b>												

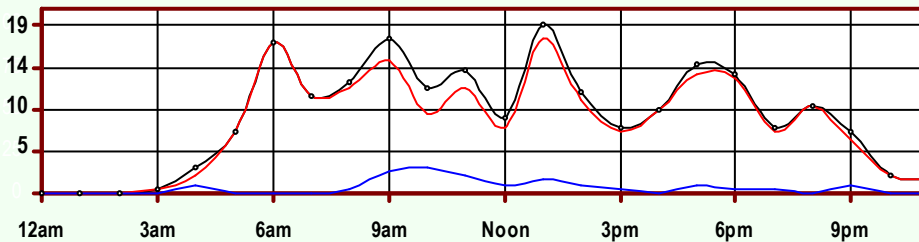




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
456	11am	36
418	Private	32
38	Commercial	4
KFact 0.08	NB: 14	SB: 22

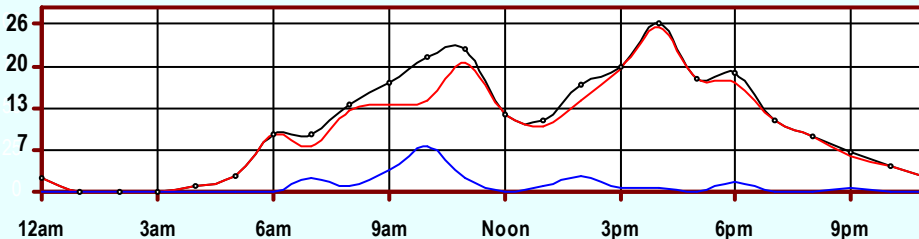
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
456	5	248	166	0	18	12	2	4	3	0	1	0	1
Axle Factor 0.96	1.0%	54.3%	36.4%	0.0%	3.8%	2.5%	0.3%	0.9%	0.5%	0.0%	0.1%	0.0%	0.1%
	418 Private-Unit 92.3%			31 Single-Unit 6.7%				8 Combination-Unit 1.6%					
	38 Commercial-Unit 8.3%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
207	1pm	19
191	Private	18
16	Commercial	2
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
207	3	113	75	0	9	5	0	1	1	0	1	0	0
Axle Factor 0.98	1.2%	54.7%	36.3%	0.0%	4.4%	2.4%	0.0%	0.5%	0.2%	0.0%	0.2%	0.0%	0.0%
	191 Private-Unit 92.3%			14 Single-Unit 6.8%				2 Combination-Unit 1.0%					
	16 Commercial-Unit 7.7%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
250	4pm	26
228	Private	26
22	Commercial	1
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
250	2	135	91	0	9	7	2	3	2	0	0	0	1
Axle Factor 0.95	0.8%	53.9%	36.5%	0.0%	3.4%	2.6%	0.6%	1.2%	0.8%	0.0%	0.0%	0.0%	0.2%
	228 Private-Unit 91.2%			17 Single-Unit 6.6%				6 Combination-Unit 2.2%					
	22 Commercial-Unit 8.8%												

**SITE INFORMATION**

<b>Id:</b> ETA0M5	<b>Event No:</b> 4587	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Linn County</b>	
<b>South Leg</b>	<b>FC 7</b>	
	<b>Route:</b> K-7	
	<b>X-Route:</b> RS-408, 300 RD	
<b>K-7 S OF RS-408, S OF MOUND CITY</b>		
<b>Site Info:</b> Class E		
No Other Surveys on File		

**2 Lanes**

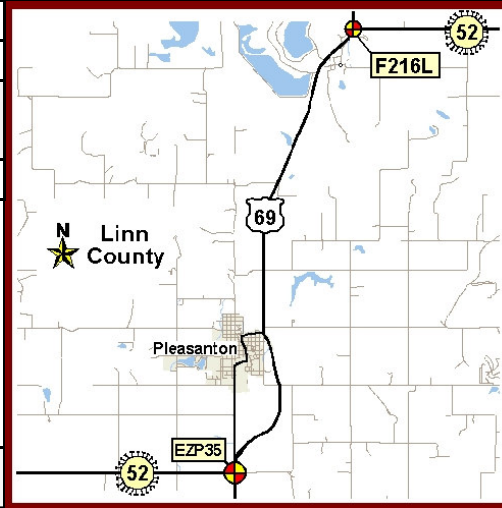
Ln	Start	End	Hrs
11	08/03/04 12:00	08/05/04 09:00	46
51	08/03/04 12:00	08/05/04 09:00	46

# 24 Hour Site Summary

## CLASSIFICATION

<b>F216L1</b>	<b>Regular</b>
<b>FC 2   Dist 4</b>	<b>Linn County</b>
<b>Rte: US-69</b>	<b>North Leg</b>
<b>XRte: K-52</b>	
<b>US-69 N OF K-52 (N JCT)</b>	

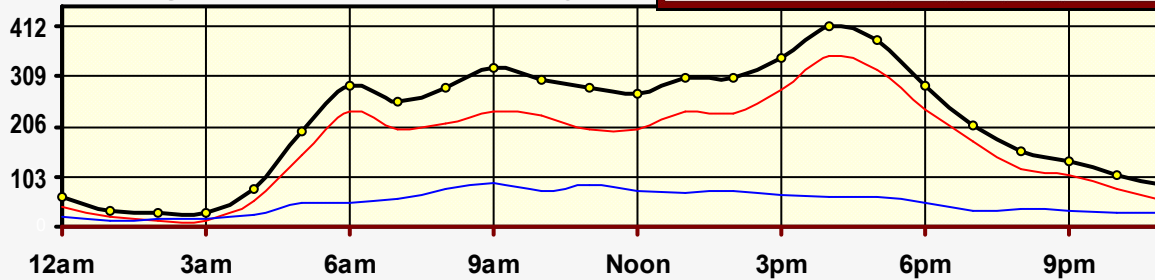
## CLASSIFICATION



### Peak Hour Traffic

Total: 4pm	412
Private: 4pm	351
Trucks: 9am	92

### August 2004 (48 Hr Survey)

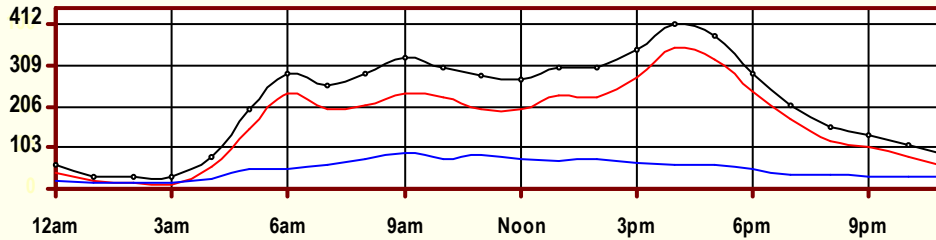


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	59.5	0.5	29.5	9	0.5	1	0.5	0	3	13.5	0	1.5	0.5	0
1	32	0	14	4.5	0.5	0.5	0.5	0	0	10.5	0	1.5	0	0
2	27.5	0	11	2	0	1	0	0	3	9	0	1	0.5	0
3	27.5	0	9.5	2.5	0.5	1	0.5	0	1.5	9.5	0	2	0.5	0
4	79.5	0	29	24.5	1.5	2.5	1	0	1.5	15	0	3.5	1	0
5	197.5	0.5	95.5	52.5	5	5	1.5	0	3	31.5	0	2.5	0	0.5
6	288.5	2.5	143	92.5	1.5	6.5	2	0.5	7.5	29	1	1	1	0.5
7	257	0	134.5	64.5	0	8	1	2	4	37.5	0.5	4	0	1
8	286.5	0	155	56	2.5	10	0	0	5	53	0.5	4	0	0.5
9	328	2.5	164	70	2.5	10	2	1	8	63.5	3	1	0	0.5
10	301.5	2.5	164.5	62	1.5	8	3.5	1	6	49	1	1.5	0	1
11	285	0.5	139.5	58.5	4	7	2	0	5	64	0.5	2	1	1
12	274	0.5	137.5	61.5	2.5	7	1.5	0	10	51.5	0.5	1	0	0.5
13	304	1.5	169.5	64.5	1	10.5	4.5	1.5	6.5	40.5	0	2.5	0.5	1
14	305.5	1.5	157	72.5	1	8	7	0.5	5.5	45	0	4.5	1	2
15	347.5	1.5	199.5	79.5	2	10.5	2	1.5	5.5	41.5	0	4	0	0
16	411.5	1.5	247	102.5	3.5	6.5	2.5	1	6	39	0	1	0	1
17	382	0	230.5	92	1	7.5	2.5	1.5	6.5	36.5	0	3	0	1
18	289.5	1	166.5	74	1	11.5	1.5	1	3	28	0	1.5	0	0.5
19	207	0.5	126.5	47	0.5	2.5	0	1	1	28	0	0	0	0
20	154	1.5	83	33	0	3.5	0	0	1	29	0	2.5	0	0.5
21	136.5	0.5	80	24	0.5	2	0	1	1.5	26.5	0	0.5	0	0
22	107.5	2	61.5	14	0	1	0	0.5	2.5	23	0	2.5	0.5	0
23	84.5	1	38	15.5	0.5	0.5	0.5	0	4	20	0	3	1.5	0
<b>AF</b>	<b>5,174</b>	<b>22</b>	<b>2,785.5</b>	<b>1,178.5</b>	<b>33.5</b>	<b>131.5</b>	<b>36.5</b>	<b>14</b>	<b>100.5</b>	<b>793.5</b>	<b>7</b>	<b>51.5</b>	<b>8</b>	<b>11.5</b>
<b>0.78</b>		<b>0.4%</b>	<b>53.8%</b>	<b>22.8%</b>	<b>0.6%</b>	<b>2.5%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>1.9%</b>	<b>15.3%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>0.2%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>3,986 Private 77.0% Unit</b>			<b>215.5 Single Unit 4.2%</b>					<b>972 Combination Unit 18.8%</b>				
<b>1,187.5 Commercial Unit 23.0%</b>														

# F216L1

# Classification Summary

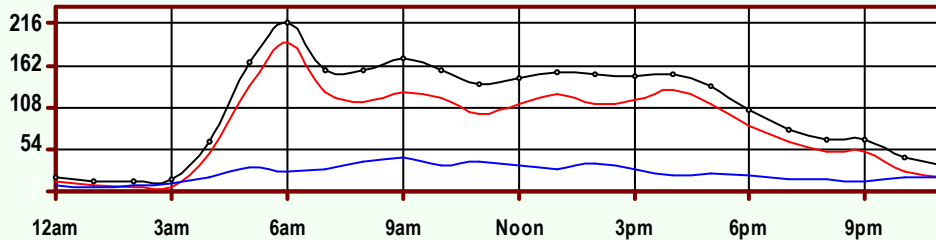
# August 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
5,174	4pm	412
3,986	Private	351
1,188	Commercial	61
KFact 0.08	NB: 152	SB: 259.5

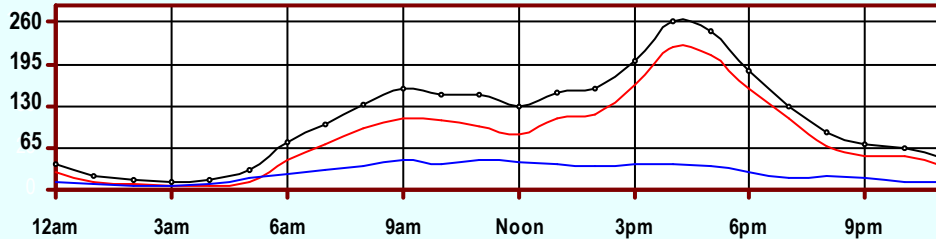
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,174	22	2,786	1,179	34	132	37	14	101	794	7	52	8	12
Axle Factor 0.78	0.4%	53.8%	22.8%	0.6%	2.5%	0.7%	0.3%	1.9%	15.3%	0.1%	1.0%	0.2%	0.2%
	3,986 Private-Unit 78.2%			216 Single-Unit 4.2%			972 Combination-Unit 18.8%						
	1,188 Commercial-Unit 23.0%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,558	6am	216
2,000	Private	191
558	Commercial	25
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,558	10	1,395	595	16	69	19	7	45	365	2	27	4	6
Axle Factor 0.79	0.4%	54.5%	23.3%	0.6%	2.7%	0.7%	0.3%	1.7%	14.3%	0.1%	1.0%	0.2%	0.2%
	2,000 Private-Unit 78.2%			110 Single-Unit 4.3%			448 Combination-Unit 17.5%						
	558 Commercial-Unit 21.8%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,616	4pm	260
1,986	Private	221
630	Commercial	39
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,616	12	1,391	584	18	63	18	7	56	429	5	25	4	6
Axle Factor 0.77	0.5%	53.2%	22.3%	0.7%	2.4%	0.7%	0.3%	2.1%	16.4%	0.2%	1.0%	0.2%	0.2%
	1,986 Private-Unit 75.9%			106 Single-Unit 4.0%			525 Combination-Unit 20.0%						
	630 Commercial-Unit 24.1%												

## SITE INFORMATION

## 2 Lanes

Id: F216L1	Event No: 4548	Type: Regular
District 4	Linn County	
North Leg	Route: US-69	FC 2
	X-Route: K-52	
US-69 N OF K-52 (N JCT)		
Site Info: Reg-Grp(2), Class B, NHS		
Also: 11/13/01; 4/21/98; 6/14/95; 12/10/91		

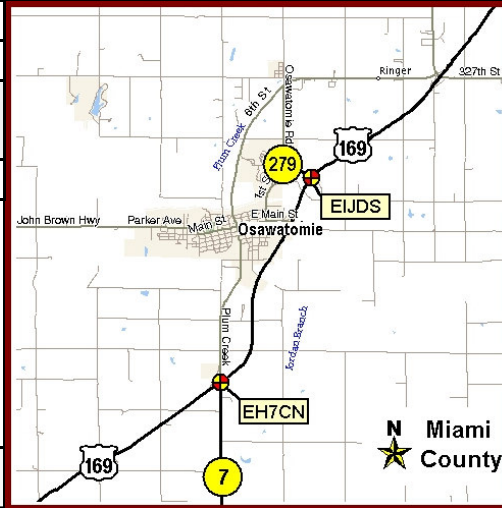
Ln	Start	End	Hrs
11	08/02/04 12:00	08/04/04 11:00	48
51	08/02/04 12:00	08/04/04 11:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>EH7CN2</b>		<b>Supplemental</b>	
<b>FC 2</b>	<b>Dist 4</b>	<b>Miami County</b>	
<b>Rte: US-169</b>			<b>North-East Leg</b>
<b>XRte: K-7</b>			
<b>US-169 NE OF K-7, 2 MI S OF OSAWATOMIE</b>			

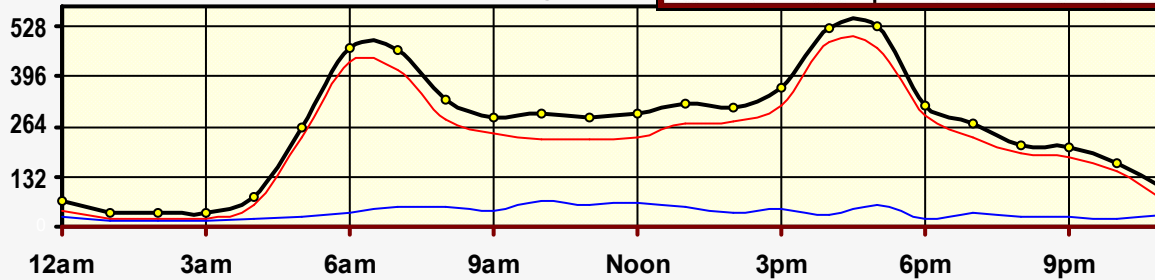
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 5pm</b>	<b>528</b>
<b>Private: 4pm</b>	<b>487</b>
<b>Trucks: 10am</b>	<b>69</b>

### June 2004 (24 Hr Survey)

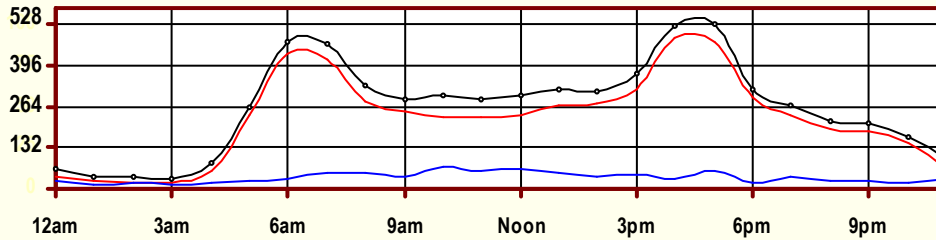


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	67	0	35	6	0	1	0	0	1	14	0	9	1	0
1	38	1	17	5	1	0	1	0	0	7	0	4	2	0
2	39	0	18	4	0	0	0	0	4	10	0	2	1	0
3	35	1	16	3	0	2	0	0	0	7	0	5	1	0
4	80	1	40	17	0	1	0	0	1	17	0	2	1	0
5	262	0	142	93	0	2	1	0	1	16	0	6	1	0
6	470	5	302	128	0	4	0	0	4	24	0	3	0	0
7	468	5	273	137	0	10	7	1	3	25	1	4	1	1
8	335	1	215	67	0	4	5	0	6	34	0	2	0	1
9	288	0	164	83	1	5	3	0	4	27	0	1	0	0
10	300	0	156	75	2	7	0	0	5	53	0	2	0	0
11	286	2	155	72	2	8	2	0	4	38	0	3	0	0
12	298	0	159	74	2	9	2	1	5	38	2	3	1	2
13	322	2	192	76	1	6	1	1	5	32	2	2	0	2
14	315	3	196	77	2	8	1	0	2	26	0	0	0	0
15	367	2	219	99	0	9	1	0	4	27	5	0	0	1
16	521	0	346	141	0	6	1	0	6	20	0	0	0	1
17	528	0	334	139	0	18	1	0	5	28	0	0	1	2
18	317	3	202	90	0	4	2	0	0	16	0	0	0	0
19	270	5	160	69	0	6	1	1	3	25	0	0	0	0
20	216	0	128	63	0	2	1	0	2	15	0	3	1	1
21	210	4	139	42	1	3	0	0	1	17	0	1	2	0
22	168	2	94	50	1	0	0	1	3	8	0	7	2	0
23	97	0	52	15	0	4	0	1	2	12	0	6	5	0
<b>AF</b>	<b>6,297</b>	<b>37</b>	<b>3,754</b>	<b>1,625</b>	<b>13</b>	<b>119</b>	<b>30</b>	<b>6</b>	<b>71</b>	<b>536</b>	<b>10</b>	<b>65</b>	<b>20</b>	<b>11</b>
<b>0.85</b>		<b>0.6%</b>	<b>59.6%</b>	<b>25.8%</b>	<b>0.2%</b>	<b>1.9%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>8.5%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>0.3%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>5,416 Private 86.0% Unit</b>			<b>168 Single Unit 2.7%</b>					<b>713 Combination Unit 11.3%</b>				
		<b>881 Commercial Unit 14.0%</b>												

**EH7CN2**

**Classification Summary**

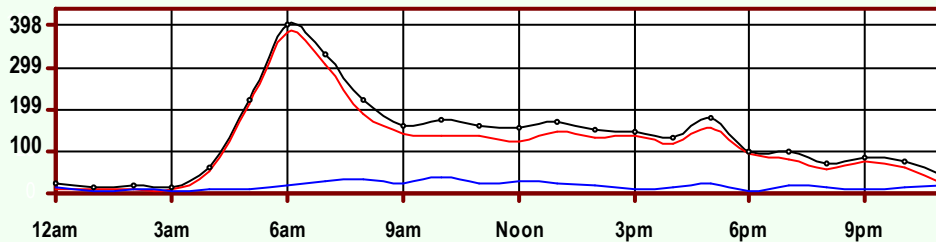
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
6,297	5pm	528
5,416	Private	473
881	Commercial	55
KFact 0.08	NEB: 180	SWB: 348

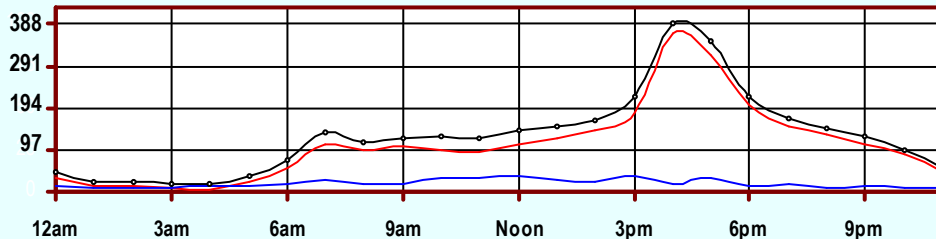
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,297	37	3,754	1,625	13	119	30	6	71	536	10	65	20	11
Axle Factor 0.85	0.6%	59.6%	25.8%	0.2%	1.9%	0.5%	0.1%	1.1%	8.5%	0.2%	1.0%	0.3%	0.2%
	5,416 Private-Unit 87.0%			168 Single-Unit 2.7%				713 Combination-Unit 11.3%					
	881 Commercial-Unit 14.0%												



**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
3,198	6am	398
2,782	Private	380
416	Commercial	18
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,198	18	1,958	806	2	46	19	3	32	263	0	35	11	5
Axle Factor 0.86	0.6%	61.2%	25.2%	0.1%	1.4%	0.6%	0.1%	1.0%	8.2%	0.0%	1.1%	0.3%	0.2%
	2,782 Private-Unit 87.0%			70 Single-Unit 2.2%				346 Combination-Unit 10.8%					
	416 Commercial-Unit 13.0%												



**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
3,099	4pm	388
2,634	Private	369
465	Commercial	19
KFact 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,099	19	1,796	819	11	73	11	3	39	273	10	30	9	6
Axle Factor 0.85	0.6%	58.0%	26.4%	0.4%	2.4%	0.4%	0.1%	1.3%	8.8%	0.3%	1.0%	0.3%	0.2%
	2,634 Private-Unit 85.0%			98 Single-Unit 3.2%				367 Combination-Unit 11.8%					
	465 Commercial-Unit 15.0%												

**SITE INFORMATION**

**4 Lanes**

<b>Id:</b> EH7CN2	<b>Event No:</b> 4311	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>North-East Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> K-7	
<b>US-169 NE OF K-7, 2 MI S OF OSAWATOMIE</b>		
<b>Site Info:</b> Class C, NHS		
Also: 6/10/97		

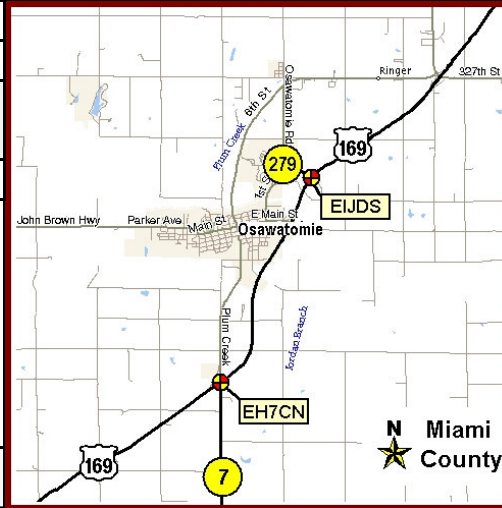
Ln	Start	End	Hrs
21	06/21/04 13:00	06/22/04 12:00	24
22	06/21/04 13:00	06/22/04 12:00	24
61	06/21/04 13:00	06/22/04 12:00	24
62	06/21/04 13:00	06/22/04 12:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>EH7CN5</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Miami County</b>
<b>Rte: K-7</b>		<b>South Leg</b>
<b>XRte: US-169</b>		
<b>K-7 S OF US-169, 2 MI S OF OSAWATOMIE</b>		

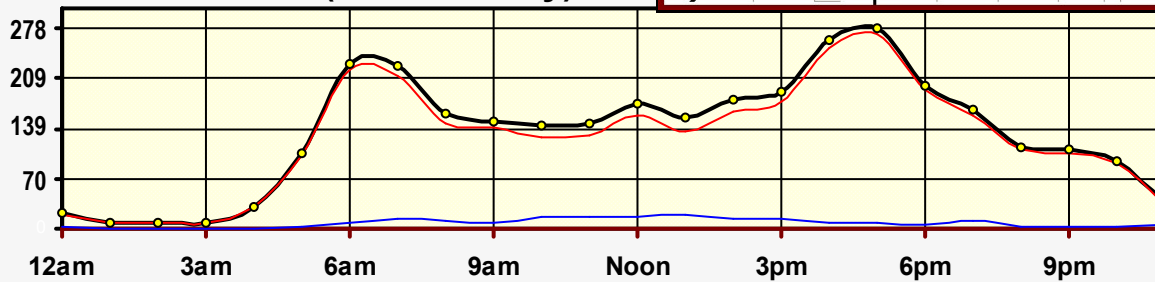
## CLASSIFICATION



### Peak Hour Traffic

Total: 5pm	278
Private: 5pm	271
Trucks: 1pm	20

### June 2004 (24 Hr Survey)

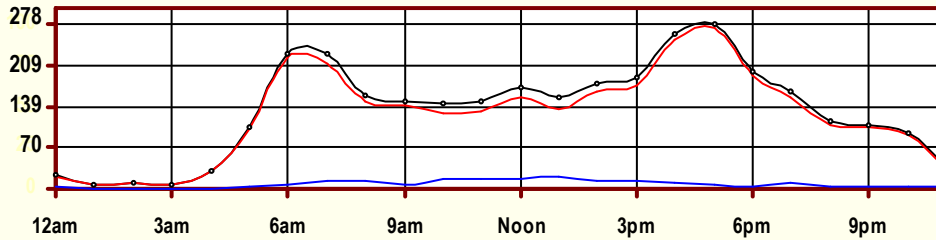


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	22	0	18	2	0	2	0	0	0	0	0	0	0	0
1	8	0	7	1	0	0	0	0	0	0	0	0	0	0
2	9	0	7	2	0	0	0	0	0	0	0	0	0	0
3	7	0	4	3	0	0	0	0	0	0	0	0	0	0
4	31	0	18	12	0	1	0	0	0	0	0	0	0	0
5	105	0	59	42	0	1	1	0	1	1	0	0	0	0
6	228	1	133	87	0	4	0	1	0	2	0	0	0	0
7	227	2	130	81	3	4	2	0	1	2	1	0	0	1
8	159	0	92	55	0	4	1	1	2	4	0	0	0	0
9	148	0	88	52	0	3	1	1	0	2	0	1	0	0
10	144	1	85	41	1	11	0	1	1	3	0	0	0	0
11	147	1	89	40	1	4	1	1	3	7	0	0	0	0
12	173	2	94	60	0	6	0	2	3	6	0	0	0	0
13	155	3	84	48	0	9	0	1	3	7	0	0	0	0
14	178	1	106	56	2	6	0	1	0	6	0	0	0	0
15	189	2	121	52	0	8	0	0	3	3	0	0	0	0
16	261	1	158	93	0	4	0	0	2	1	0	0	0	2
17	278	1	181	89	0	5	0	1	0	0	0	0	1	0
18	197	0	129	63	0	3	0	1	1	0	0	0	0	0
19	166	1	95	60	0	6	1	1	1	1	0	0	0	0
20	113	0	61	48	0	4	0	0	0	0	0	0	0	0
21	109	0	83	22	0	4	0	0	0	0	0	0	0	0
22	94	0	56	35	0	3	0	0	0	0	0	0	0	0
23	37	0	28	4	0	3	0	0	0	2	0	0	0	0
<b>AF</b>	<b>3,185</b>	<b>16</b>	<b>1,926</b>	<b>1,048</b>	<b>7</b>	<b>95</b>	<b>7</b>	<b>12</b>	<b>21</b>	<b>47</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>
<b>0.96</b>		<b>0.5%</b>	<b>60.5%</b>	<b>32.9%</b>	<b>0.2%</b>	<b>3.0%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.7%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		2,990 Private Unit 93.9%			121 Single Unit 3.8%					74 Combination Unit 2.3%				
195 Commercial Unit 6.1%														

**EH7CN5**

**Classification Summary**

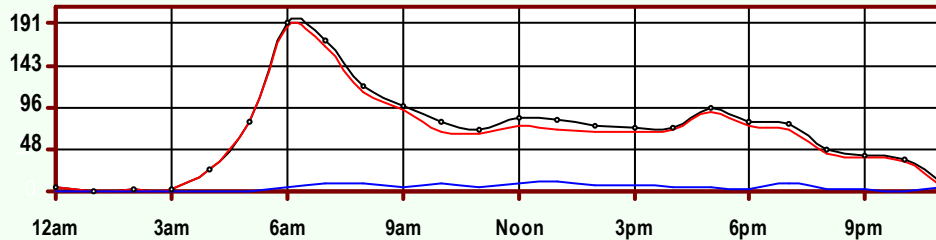
**June 2004**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,185	5pm	278
2,990	Private	271
195	Commercial	7
KFact 0.09	NB: 94	SB: 184

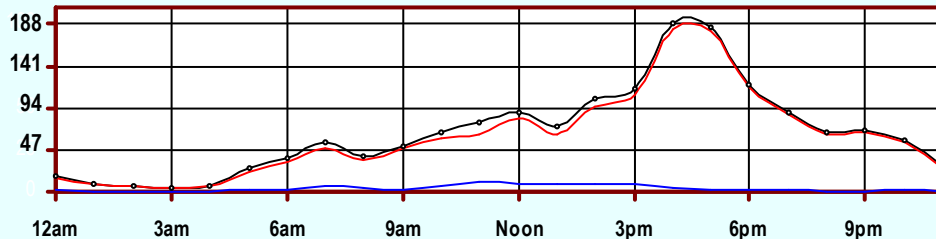
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,185	16	1,926	1,048	7	95	7	12	21	47	1	1	1	3
Axle Factor 0.96	0.5%	60.5%	32.9%	0.2%	3.0%	0.2%	0.4%	0.7%	1.5%	0.0%	0.0%	0.0%	0.1%
	2,990 Private-Unit 93.5%			121 Single-Unit 3.8%				74 Combination-Unit 2.3%					
	195 Commercial-Unit 6.1%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,606	6am	191
1,502	Private	187
104	Commercial	4
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,606	9	965	528	4	54	3	6	16	18	0	1	0	2
Axle Factor 0.97	0.6%	60.1%	32.9%	0.2%	3.4%	0.2%	0.4%	1.0%	1.1%	0.0%	0.1%	0.0%	0.1%
	1,502 Private-Unit 93.5%			67 Single-Unit 4.2%				37 Combination-Unit 2.3%					
	104 Commercial-Unit 6.5%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,579	4pm	188
1,488	Private	183
91	Commercial	5
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,579	7	961	520	3	41	4	6	5	29	1	0	1	1
Axle Factor 0.96	0.4%	60.9%	32.9%	0.2%	2.6%	0.3%	0.4%	0.3%	1.8%	0.1%	0.0%	0.1%	0.1%
	1,488 Private-Unit 94.2%			54 Single-Unit 3.4%				37 Combination-Unit 2.3%					
	91 Commercial-Unit 5.8%												

**SITE INFORMATION**

**2 Lanes**

Id: EH7CN5	Event No: 4312	Type: Supplemental
District 4	Miami County	
South Leg	Route: K-7	FC 7
	X-Route: US-169	
K-7 S OF US-169, 2 MI S OF OSAWATOMIE		
Site Info: Class E		
Also: 6/10/97		

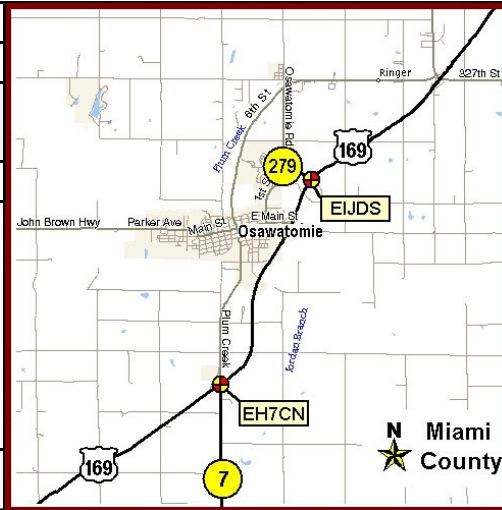
Ln	Start	End	Hrs
11	06/21/04 14:00	06/22/04 13:00	24
51	06/21/04 14:00	06/22/04 13:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>EH7CN6</b>		<b>Supplemental</b>	
<b>FC 2</b>	<b>Dist 4</b>	<b>Miami County</b>	
<b>Rte: US-169</b>			<b>South-West Leg</b>
<b>XRte: K-7</b>			
<b>US-169 SW OF K-7, 2 MI S OF OSAWATOMIE</b>			

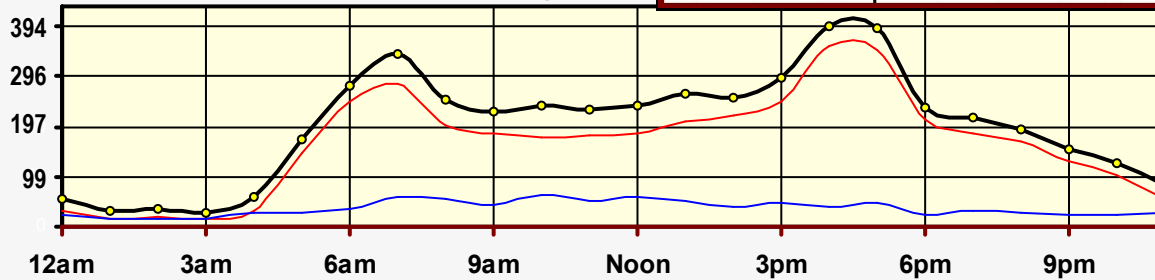
## CLASSIFICATION



### Peak Hour Traffic

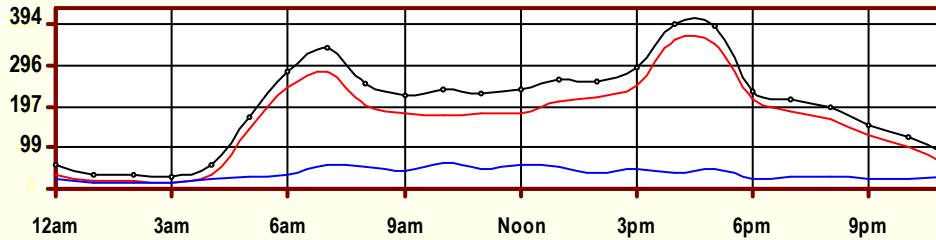
<b>Total: 4pm</b>	<b>394</b>
<b>Private: 4pm</b>	<b>355</b>
<b>Trucks: 10am</b>	<b>62</b>

### June 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	56	1	24	8	0	1	0	0	1	12	0	8	1	0
1	32	1	12	4	1	0	1	0	0	7	0	4	2	0
2	34	0	15	3	0	0	0	0	4	9	0	2	1	0
3	28	0	12	2	2	0	0	0	0	6	0	5	1	0
4	59	1	23	9	0	5	0	0	1	18	0	2	0	0
5	170	0	82	61	0	4	0	0	0	14	0	7	2	0
6	279	4	167	74	1	5	0	0	4	21	0	3	0	0
7	338	1	183	97	1	10	6	0	6	26	2	3	1	2
8	251	0	144	54	0	4	6	2	5	30	0	3	0	3
9	225	0	121	61	2	6	5	0	2	27	0	1	0	0
10	237	0	115	60	2	7	0	0	4	47	0	2	0	0
11	229	1	117	62	2	8	1	0	3	32	0	3	0	0
12	239	1	127	54	4	6	2	1	7	30	2	3	1	1
13	260	1	140	67	1	7	1	2	3	34	2	2	0	0
14	255	3	147	67	3	7	1	1	0	26	0	0	0	0
15	292	0	172	74	0	7	1	2	4	27	4	1	0	0
16	394	1	258	96	1	12	1	0	3	21	0	0	0	1
17	392	1	250	95	1	13	0	2	1	27	0	0	1	1
18	235	3	139	70	1	4	2	0	0	16	0	0	0	0
19	214	7	119	58	1	1	1	0	1	25	0	0	0	1
20	193	0	114	52	1	1	1	1	2	15	0	4	1	1
21	151	4	93	32	1	2	0	0	0	16	0	1	2	0
22	124	4	59	38	1	2	0	0	3	8	0	7	2	0
23	83	1	41	13	0	4	0	1	4	9	1	6	3	0
<b>AF</b>	<b>4,770</b>	<b>35</b>	<b>2,674</b>	<b>1,211</b>	<b>26</b>	<b>116</b>	<b>29</b>	<b>12</b>	<b>58</b>	<b>503</b>	<b>11</b>	<b>67</b>	<b>18</b>	<b>10</b>
		<b>0.7%</b>	<b>56.1%</b>	<b>25.4%</b>	<b>0.5%</b>	<b>2.4%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>1.2%</b>	<b>10.5%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>0.4%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>3,920 Private 82.2% Unit</b>			<b>183 Single Unit 3.8%</b>					<b>667 Combination Unit 14.0%</b>				
		<b>850 Commercial Unit 17.8%</b>												

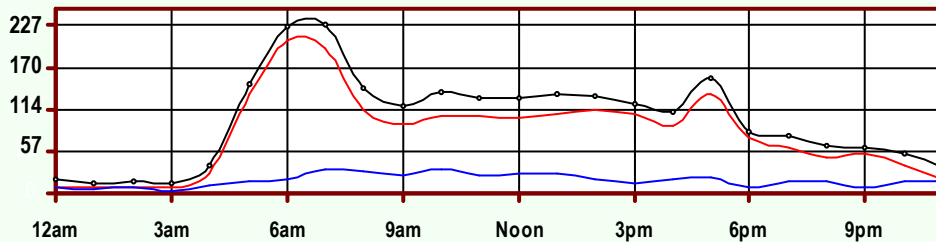




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
4,770	4pm	394
3,920	Private	355
850	Commercial	39
KFact 0.08	NEB: 109	SWB: 285

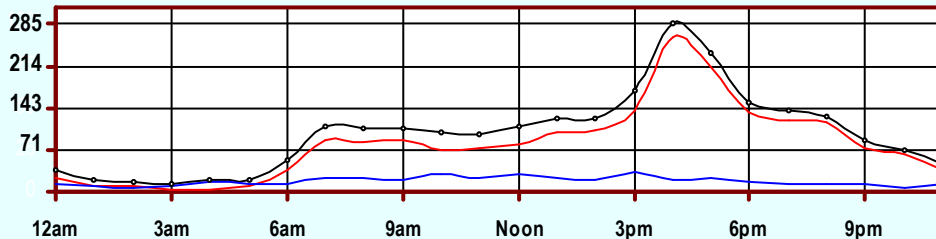
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,770	35	2,674	1,211	26	116	29	12	58	503	11	67	18	10
Axle Factor 0.82	0.7%	56.1%	25.4%	0.5%	2.4%	0.6%	0.3%	1.2%	10.5%	0.2%	1.4%	0.4%	0.2%
	3,920 Private-Unit 82.5%			183 Single-Unit 3.8%				667 Combination-Unit 14.0%					
	850 Commercial-Unit 17.8%												



**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,381	7am	227
1,965	Private	195
416	Commercial	32
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,381	16	1,353	596	15	57	19	9	24	243	1	35	9	4
Axle Factor 0.83	0.7%	56.8%	25.0%	0.6%	2.4%	0.8%	0.4%	1.0%	10.2%	0.0%	1.5%	0.4%	0.2%
	1,965 Private-Unit 82.5%			100 Single-Unit 4.2%				316 Combination-Unit 13.3%					
	416 Commercial-Unit 17.5%												



**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,389	4pm	285
1,955	Private	264
434	Commercial	21
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,389	19	1,321	615	11	59	10	3	34	260	10	32	9	6
Axle Factor 0.82	0.8%	55.3%	25.7%	0.5%	2.5%	0.4%	0.1%	1.4%	10.9%	0.4%	1.3%	0.4%	0.3%
	1,955 Private-Unit 81.8%			83 Single-Unit 3.5%				351 Combination-Unit 14.7%					
	434 Commercial-Unit 18.2%												

**SITE INFORMATION**

**4 Lanes**

<b>Id:</b> EH7CN6	<b>Event No:</b> 4313	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>South-West Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> K-7	
<b>US-169 SW OF K-7, 2 MI S OF OSAWATOMIE</b>		
<b>Site Info:</b> Class C, NHS		
<b>Also:</b> 6/10/97		

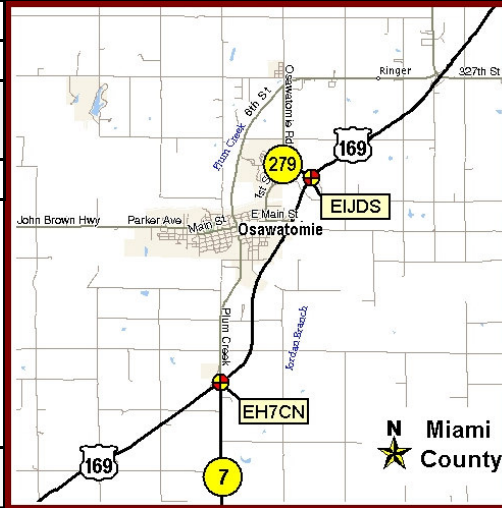
Ln	Start	End	Hrs
21	06/21/04 13:00	06/22/04 12:00	24
22	06/21/04 13:00	06/22/04 12:00	24
61	06/21/04 13:00	06/22/04 12:00	24
62	06/21/04 13:00	06/22/04 12:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>EIJDS2</b>	<b>Supplemental</b>		
<b>FC 2</b>	<b>Dist 4</b>	<b>Miami County</b>	
<b>Rte: US-169, K-7</b>			<b>North-East Leg</b>
<b>XRte: K-279</b>			
<b>US-169 NE OF K-279, E OF OSAWATOMIE</b>			

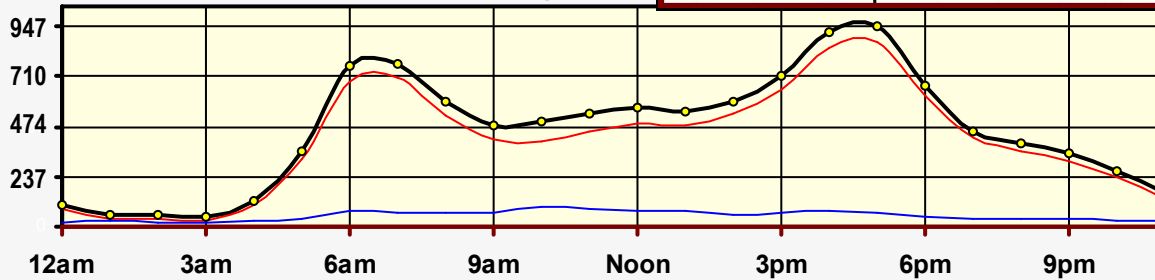
## CLASSIFICATION



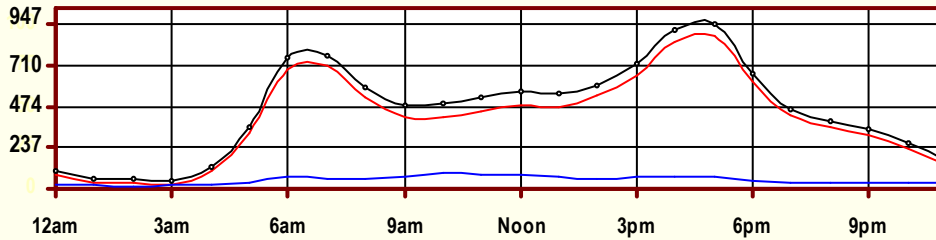
### Peak Hour Traffic

<b>Total: 5pm</b>	<b>947</b>
<b>Private: 5pm</b>	<b>877</b>
<b>Trucks: 10am</b>	<b>90</b>

### June 2004 (24 Hr Survey)



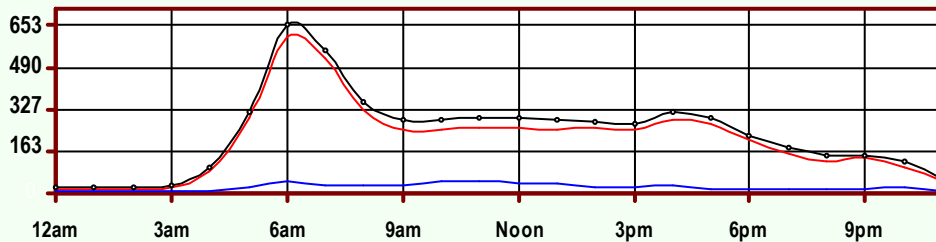
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	102	0	62	20	0	0	0	0	2	12	0	5	1	0
1	60	0	29	7	1	0	0	0	2	12	0	6	3	0
2	52	1	23	11	0	0	0	0	3	12	0	2	0	0
3	49	0	18	10	2	2	0	0	0	12	0	4	1	0
4	123	1	75	23	0	3	0	0	4	13	1	3	0	0
5	355	4	204	109	0	2	1	0	5	21	0	7	2	0
6	758	4	460	223	1	15	1	1	6	41	1	4	0	1
7	769	8	516	183	5	12	2	1	6	27	3	4	0	2
8	588	3	370	153	3	13	1	0	7	35	1	0	0	2
9	479	1	286	126	4	12	10	0	5	32	2	1	0	0
10	497	2	276	129	1	14	4	2	5	57	2	2	0	3
11	531	3	333	111	1	24	8	1	8	36	3	2	1	0
12	562	1	361	124	1	8	5	1	11	45	0	3	0	2
13	546	3	330	141	4	11	0	3	5	39	0	8	1	1
14	590	4	388	142	0	13	2	0	6	34	0	1	0	0
15	717	5	472	174	1	21	2	1	4	33	0	3	1	0
16	918	8	617	220	2	18	4	2	9	33	0	2	0	3
17	947	4	643	230	1	14	1	3	11	37	0	1	0	2
18	664	2	455	158	2	18	4	1	3	21	0	0	0	0
19	454	6	283	130	1	9	1	0	2	21	0	1	0	0
20	393	8	247	99	0	7	1	0	5	24	0	2	0	0
21	347	4	227	81	1	8	1	0	3	16	0	3	1	2
22	262	0	174	56	1	0	0	0	2	19	0	6	2	2
23	163	1	102	31	0	6	0	0	3	16	0	2	2	0
<b>AF</b>	<b>10,926</b>	<b>73</b>	<b>6,951</b>	<b>2,691</b>	<b>32</b>	<b>230</b>	<b>48</b>	<b>16</b>	<b>117</b>	<b>648</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>20</b>
<b>0.89</b>		<b>0.7%</b>	<b>63.6%</b>	<b>24.6%</b>	<b>0.3%</b>	<b>2.1%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>5.9%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>9,715 Private 88.9% Unit</b>			<b>326 Single Unit 3.0%</b>					<b>885 Combination Unit 8.1%</b>				
<b>1,211 Commercial Unit 11.1%</b>														



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
10,926	5pm	947
9,715	Private	877
1,211	Commercial	70
KFact 0.09	NEB: 290	SWB: 657

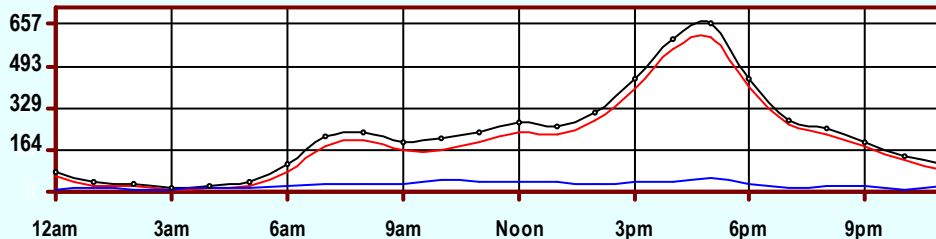
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
10,926	73	6,951	2,691	32	230	48	16	117	648	13	72	15	20
Axle Factor 0.89	0.7%	63.6%	24.6%	0.3%	2.1%	0.4%	0.1%	1.1%	5.9%	0.1%	0.7%	0.1%	0.2%
	9,715 Private-Unit 89.9%			326 Single-Unit 3.0%			885 Combination-Unit 8.1%						
	1,211 Commercial-Unit 11.1%												



**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
5,545	6am	653
4,983	Private	608
562	Commercial	45
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,545	34	3,642	1,307	14	77	25	7	57	325	5	38	8	6
Axle Factor 0.89	0.6%	65.7%	23.6%	0.3%	1.4%	0.5%	0.1%	1.0%	5.9%	0.1%	0.7%	0.1%	0.1%
	4,983 Private-Unit 89.9%			123 Single-Unit 2.2%			439 Combination-Unit 7.9%						
	562 Commercial-Unit 10.1%												



**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
5,381	5pm	657
4,732	Private	606
649	Commercial	51
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,381	39	3,309	1,384	18	153	23	9	60	323	8	34	7	14
Axle Factor 0.89	0.7%	61.5%	25.7%	0.3%	2.8%	0.4%	0.2%	1.1%	6.0%	0.1%	0.6%	0.1%	0.3%
	4,732 Private-Unit 87.9%			203 Single-Unit 3.8%			446 Combination-Unit 8.3%						
	649 Commercial-Unit 12.1%												

**SITE INFORMATION**

**4 Lanes**

<b>Id:</b> EIJDS2	<b>Event No:</b> 4314	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>North-East Leg</b>	<b>Route:</b> US-169, K-7	<b>FC</b> 2
	<b>X-Route:</b> K-279	
<b>US-169 NE OF K-279, E OF OSAWATOMIE</b>		
<b>Site Info:</b> Class C		
No Other Surveys on File		

Ln	Start	End	Hrs
21	06/22/04 13:00	06/23/04 12:00	24
22	06/22/04 13:00	06/23/04 12:00	24
61	06/22/04 13:00	06/23/04 12:00	24
62	06/22/04 13:00	06/23/04 12:00	24

# 24 Hour Site Summary

## CLASSIFICATION

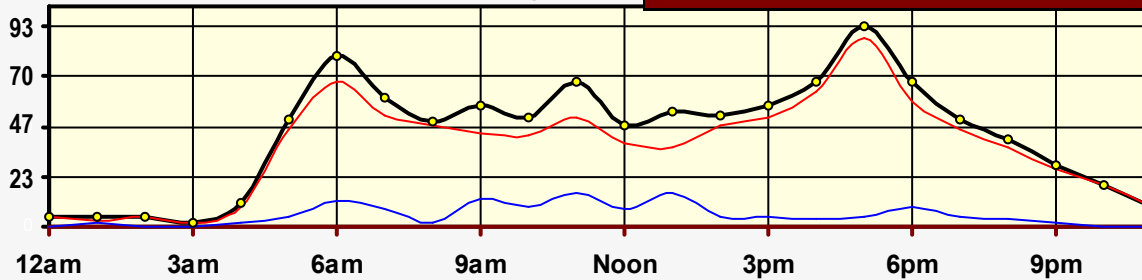
## CLASSIFICATION

<b>ELDBB5</b>		<b>Supplemental</b>	
<b>FC 7</b>	<b>Dist 4</b>	<b>Miami County</b>	
<b>Rte: K-7</b>			<b>South Leg</b>
<b>XRte: RS-1024, 391st</b>			
<b>K-7 S OF RS-1024, SE OF OSAWATOMIE</b>			

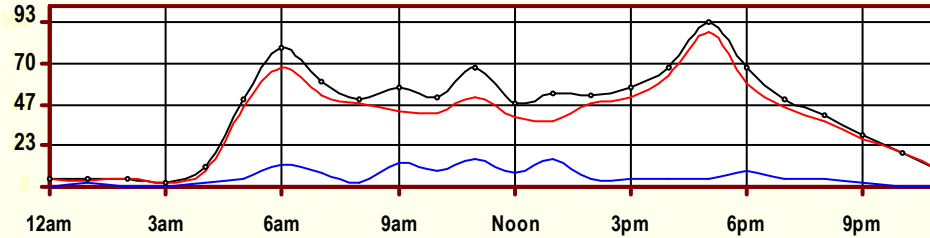


<b>Peak Hour Traffic</b>	
Total: 5pm	93
Private: 5pm	88
Trucks: 11am	16

**June 2004 (24 Hr Survey)**



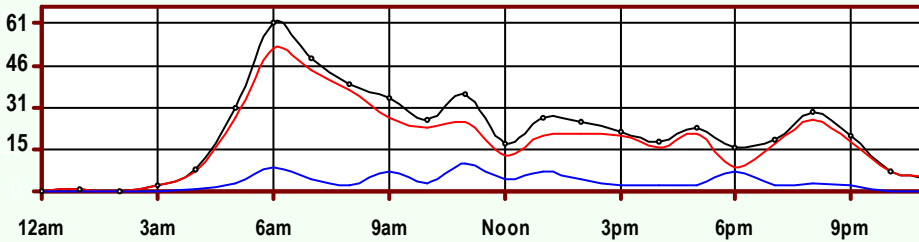
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1	5	0	3	0	0	0	0	0	2	0	0	0	0	0
2	5	0	3	2	0	0	0	0	0	0	0	0	0	0
3	2	0	1	1	0	0	0	0	0	0	0	0	0	0
4	11	0	5	4	0	2	0	0	0	0	0	0	0	0
5	50	0	27	18	0	0	0	0	2	2	0	0	0	1
6	79	0	39	28	0	1	1	0	2	7	0	0	0	1
7	60	2	34	16	0	3	1	0	3	1	0	0	0	0
8	49	0	25	22	0	1	0	0	1	0	0	0	0	0
9	56	0	22	21	0	5	0	0	2	5	1	0	0	0
10	51	0	18	24	0	2	1	0	0	5	0	1	0	0
11	67	0	33	18	0	2	1	0	0	12	0	0	0	1
12	47	1	26	12	0	1	3	1	0	2	0	0	0	1
13	53	0	24	13	0	3	6	1	1	4	1	0	0	0
14	52	0	32	15	0	0	3	0	1	1	0	0	0	0
15	56	0	35	16	0	1	1	0	0	3	0	0	0	0
16	67	1	38	24	0	1	0	0	1	2	0	0	0	0
17	93	1	61	26	0	0	0	0	1	4	0	0	0	0
18	67	0	42	16	0	2	1	0	3	3	0	0	0	0
19	50	0	25	20	0	1	0	1	0	1	2	0	0	0
20	41	0	22	15	0	2	1	0	0	1	0	0	0	0
21	29	0	16	11	0	1	0	1	0	0	0	0	0	0
22	19	0	12	7	0	0	0	0	0	0	0	0	0	0
23	9	0	7	2	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>1,023</b>	<b>5</b>	<b>555</b>	<b>331</b>	<b>0</b>	<b>28</b>	<b>19</b>	<b>4</b>	<b>19</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>
		0.5%	54.3%	32.4%	0.0%	2.7%	1.9%	0.4%	1.9%	5.2%	0.4%	0.1%	0.0%	0.4%
<b>SITE RECAP</b>		891 Private 87.1% Unit			51 Single Unit 5.0%					81 Combination Unit 7.9%				
		132 Commercial Unit 12.9%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,023	5pm	93
891	Private	88
132	Commercial	5
KFact 0.09	NB: 23	SB: 70

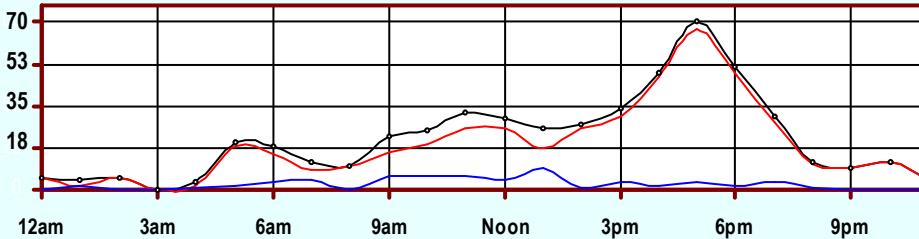
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,023	5	555	331	0	28	19	4	19	53	4	1	0	4
Axle Factor 0.89	891 Private-Unit 85.5%			51 Single-Unit 5.0%			81 Combination-Unit 7.9%						
	132 Commercial-Unit 12.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
512	6am	61
438	Private	52
74	Commercial	9
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
512	4	263	171	0	17	9	3	16	25	2	0	0	2
Axle Factor 0.88	438 Private-Unit 85.5%			29 Single-Unit 5.7%			45 Combination-Unit 8.8%						
	74 Commercial-Unit 14.5%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
511	5pm	70
453	Private	67
58	Commercial	3
KFact 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
511	1	292	160	0	11	10	1	3	28	2	1	0	2
Axle Factor 0.89	453 Private-Unit 88.6%			22 Single-Unit 4.3%			36 Combination-Unit 7.0%						
	58 Commercial-Unit 11.4%												

**SITE INFORMATION**

**2 Lanes**

Id: ELDBB5	Event No: 4227	Type: Supplemental
District 4	Miami County	
South Leg	Route: K-7	FC 7
	X-Route: RS-1024, 391st	
K-7 S OF RS-1024, SE OF OSAWATOMIE		
Site Info: Class E		
No Other Surveys on File		

Ln	Start	End	Hrs
11	06/08/04 12:00	06/09/04 11:00	24
51	06/08/04 12:00	06/09/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

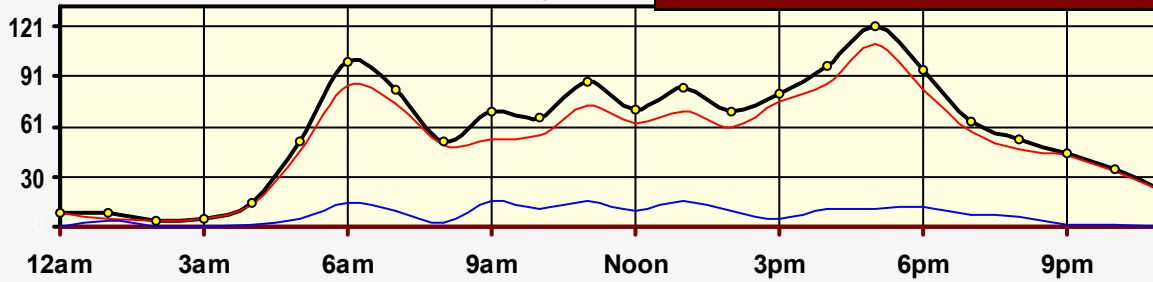
## CLASSIFICATION

<b>ELDBB7</b>		<b>Supplemental</b>	
<b>FC 7</b>	<b>Dist 4</b>	<b>Miami County</b>	
Rte: K-7			<b>West Leg</b>
XRte: K-7, LOOKOUT RD			
K-7 W OF K-7 / LOOKOUT RD, SE OF OSAWATOMIE			

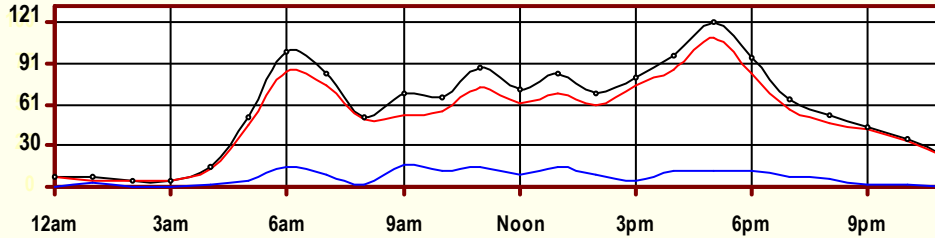


Peak Hour Traffic	
Total: 5pm	121
Private: 5pm	110
Trucks: 9am	16

**June 2004 (24 Hr Survey)**



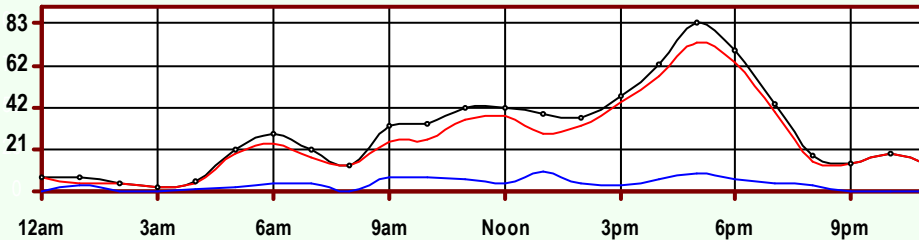
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1	8	0	4	1	0	1	0	0	2	0	0	0	0	0
2	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3	5	0	3	2	0	0	0	0	0	0	0	0	0	0
4	14	0	9	4	0	1	0	0	0	0	0	0	0	0
5	51	0	26	20	0	0	0	0	3	2	0	0	0	0
6	99	0	51	34	0	2	1	0	3	8	0	0	0	0
7	83	2	46	26	1	3	1	0	3	1	0	0	0	0
8	51	0	32	17	0	1	0	0	1	0	0	0	0	0
9	69	0	26	27	0	6	1	0	2	6	0	1	0	0
10	66	0	23	32	0	5	1	0	0	5	0	0	0	0
11	88	0	49	24	0	0	2	0	1	11	0	0	0	1
12	71	1	41	20	0	2	1	1	2	2	0	0	0	1
13	84	0	45	24	0	5	3	1	1	4	1	0	0	0
14	69	0	37	23	0	6	1	0	1	1	0	0	0	0
15	80	0	49	26	0	1	1	0	0	3	0	0	0	0
16	97	1	51	34	0	5	0	0	1	3	0	1	0	1
17	121	1	80	29	0	6	0	0	2	3	0	0	0	0
18	95	0	55	28	0	4	1	0	3	3	0	1	0	0
19	64	0	38	19	0	3	0	0	0	1	2	0	0	1
20	53	0	33	14	0	3	1	1	0	1	0	0	0	0
21	44	0	25	18	0	0	0	1	0	0	0	0	0	0
22	35	0	20	14	0	1	0	0	0	0	0	0	0	0
23	22	0	12	10	0	0	0	0	0	0	0	0	0	0
AF	1,381	5	764	449	1	55	14	4	25	54	3	3	0	4
		0.4%	55.3%	32.5%	0.1%	4.0%	1.0%	0.3%	1.8%	3.9%	0.2%	0.2%	0.0%	0.3%
<b>SITE RECAP</b>		1,218 Private 88.2% Unit			74 Single Unit 5.4%					89 Combination Unit 6.4%				
		163 Commercial Unit 11.8%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,381	5pm	121
1,218	Private	110
163	Commercial	11
KFact 0.09	EB: 83	WB: 38

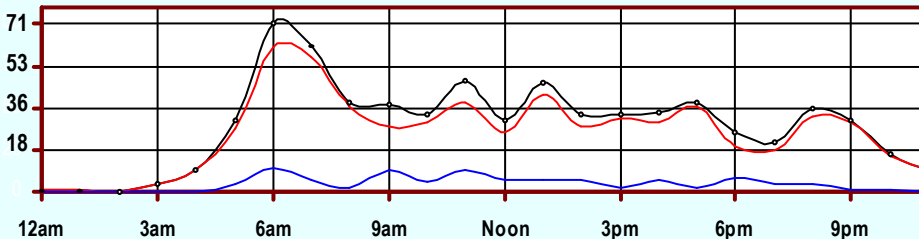
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,381	5	764	449	1	55	14	4	25	54	3	3	0	4
Axle Factor 0.91	0.4%	55.3%	32.5%	0.1%	4.0%	1.0%	0.3%	1.8%	3.9%	0.2%	0.2%	0.0%	0.3%
	1,218 Private-Unit 88.1%			74 Single-Unit 5.4%				89 Combination-Unit 6.4%					
	163 Commercial-Unit 11.8%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
699	5pm	83
616	Private	74
83	Commercial	9
KFact 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
699	1	382	233	1	35	8	1	6	27	1	2	0	2
Axle Factor 0.92	0.1%	54.6%	33.3%	0.1%	5.0%	1.1%	0.1%	0.9%	3.9%	0.1%	0.3%	0.0%	0.3%
	616 Private-Unit 88.1%			45 Single-Unit 6.4%				38 Combination-Unit 5.4%					
	83 Commercial-Unit 11.9%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
682	6am	71
602	Private	61
80	Commercial	10
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
682	4	382	216	0	20	6	3	19	27	2	1	0	2
Axle Factor 0.90	0.6%	56.0%	31.7%	0.0%	2.9%	0.9%	0.4%	2.8%	4.0%	0.3%	0.1%	0.0%	0.3%
	602 Private-Unit 88.3%			29 Single-Unit 4.3%				51 Combination-Unit 7.5%					
	80 Commercial-Unit 11.7%												

**SITE INFORMATION**

**2 Lanes**

Id: ELDBB7	Event No: 4228	Type: Supplemental
District 4	Miami County	
West Leg	Route: K-7	FC 7
	X-Route: K-7, LOOKOUT RD	
K-7 W OF K-7 / LOOKOUT RD, SE OF OSAWATOMIE		
Site Info: Class E		
No Other Surveys on File		

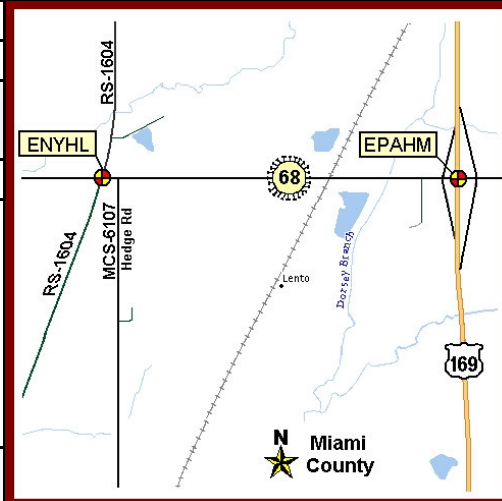
Ln	Start	End	Hrs
31	06/08/04 12:00	06/09/04 11:00	24
71	06/08/04 12:00	06/09/04 11:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>ENYHL2</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Miami County</b>
<b>Rte: RS-1604, OLD KC HWY</b>	<b>North-East Leg</b>
<b>XRte: K-68</b>	
<b>RS-1604 NE OF K-68, N OF PAOLA</b>	

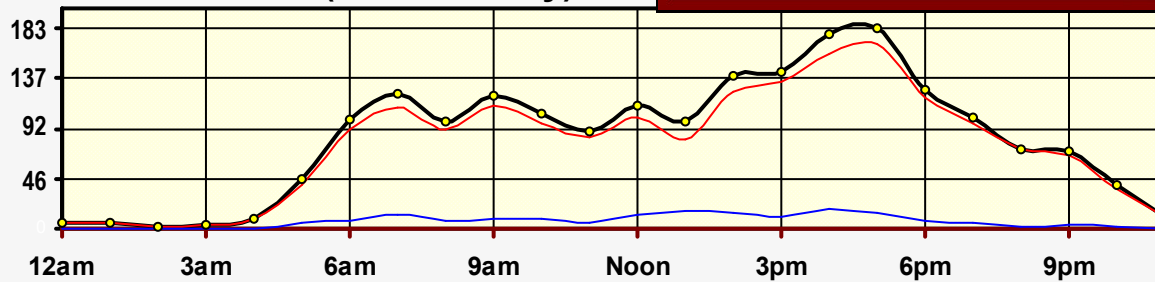
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 5pm</b>	<b>183</b>
<b>Private: 5pm</b>	<b>169</b>
<b>Trucks: 4pm</b>	<b>18</b>

### June 2004 (24 Hr Survey)



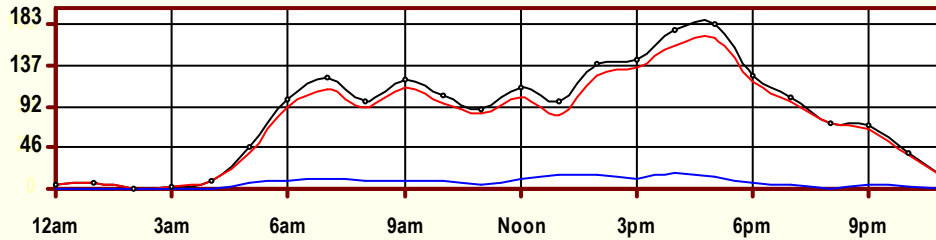
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1	6	0	3	3	0	0	0	0	0	0	0	0	0	0
2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3	3	0	2	1	0	0	0	0	0	0	0	0	0	0
4	9	0	7	2	0	0	0	0	0	0	0	0	0	0
5	46	0	18	22	1	5	0	0	0	0	0	0	0	0
6	99	0	64	27	0	4	1	0	1	0	0	0	0	2
7	123	0	73	38	0	7	1	2	0	1	0	0	0	1
8	98	1	54	35	0	4	1	0	0	2	0	0	0	1
9	122	0	50	63	1	5	1	0	1	1	0	0	0	0
10	105	0	51	45	0	5	1	0	2	0	0	0	0	1
11	88	0	42	41	0	4	1	0	0	0	0	0	0	0
12	113	1	56	44	0	5	3	2	1	1	0	0	0	0
13	98	3	47	32	0	8	5	0	0	1	0	1	0	1
14	140	1	78	46	0	7	6	0	0	0	0	0	0	2
15	144	0	78	56	0	6	2	1	0	0	0	0	0	1
16	177	1	98	60	0	13	2	2	1	0	0	0	0	0
17	183	2	112	55	0	12	0	0	1	1	0	0	0	0
18	127	3	84	33	0	5	0	0	1	0	0	0	0	1
19	102	7	63	27	0	4	0	1	0	0	0	0	0	0
20	73	3	54	15	0	1	0	0	0	0	0	0	0	0
21	71	1	53	13	0	3	0	1	0	0	0	0	0	0
22	39	0	29	8	0	2	0	0	0	0	0	0	0	0
23	11	0	11	0	0	0	0	0	0	0	0	0	0	0
<b>AF</b>	<b>1,983</b>	<b>23</b>	<b>1,132</b>	<b>667</b>	<b>2</b>	<b>100</b>	<b>24</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>
<b>0.97</b>		<b>1.2%</b>	<b>57.1%</b>	<b>33.6%</b>	<b>0.1%</b>	<b>5.0%</b>	<b>1.2%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.5%</b>
<b>SITE RECAP</b>		<b>1,822 Private Unit 91.9%</b>			<b>135 Single Unit 6.8%</b>					<b>26 Combination Unit 1.3%</b>				
<b>161 Commercial Unit 8.1%</b>														



# ENYHL2

# Classification Summary

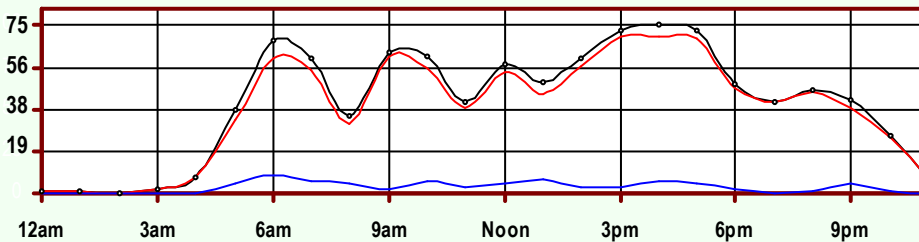
June 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,983	5pm	183
1,822	Private	169
161	Commercial	14
KFact 0.09	NEB: 73	SWB: 110

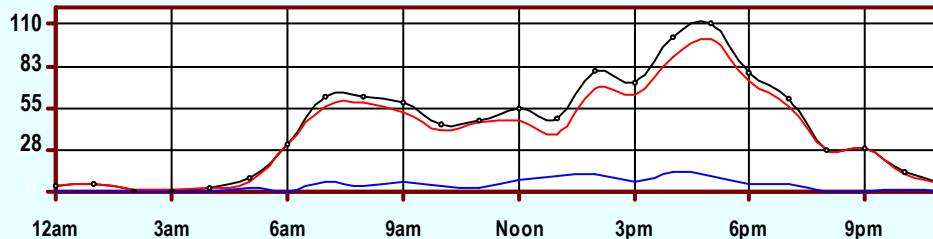
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,983	23	1,132	667	2	100	24	9	8	7	0	1	0	10
Axle Factor 0.97	1.2%	57.1%	33.6%	0.1%	5.0%	1.2%	0.5%	0.4%	0.4%	0.0%	0.1%	0.0%	0.5%
	1,822 Private-Unit 93.4%			135 Single-Unit 6.8%				26 Combination-Unit 1.3%					
	161 Commercial-Unit 8.1%												



## NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
975	4pm	75
911	Private	70
64	Commercial	5
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
975	11	583	317	0	43	9	3	2	3	0	0	0	4
Axle Factor 0.98	1.1%	59.8%	32.5%	0.0%	4.4%	0.9%	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	0.4%
	911 Private-Unit 93.4%			55 Single-Unit 5.6%				9 Combination-Unit 0.9%					
	64 Commercial-Unit 6.6%												



## SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,008	5pm	110
911	Private	100
97	Commercial	10
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,008	12	549	350	2	57	15	6	6	4	0	1	0	6
Axle Factor 0.96	1.2%	54.5%	34.7%	0.2%	5.7%	1.5%	0.6%	0.6%	0.4%	0.0%	0.1%	0.0%	0.6%
	911 Private-Unit 90.4%			80 Single-Unit 7.9%				17 Combination-Unit 1.7%					
	97 Commercial-Unit 9.6%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> ENYHL2	<b>Event No:</b> 4167	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>North-East Leg</b>	<b>Route:</b> RS-1604, OLD KC HWY	<b>FC</b> 7
	<b>X-Route:</b> K-68	
<b>RS-1604 NE OF K-68, N OF PAOLA</b>		
Also: 4/16/01		

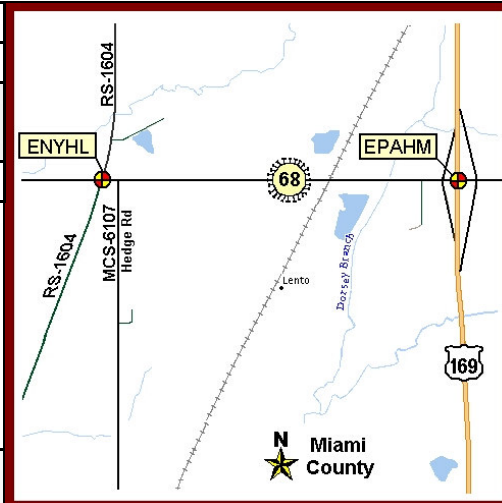
Ln	Start	End	Hrs
21	06/08/04 00:00	06/08/04 23:00	24
61	06/08/04 00:00	06/08/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>ENYHL3</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Miami County</b>	
<b>Rte: K-68</b>			<b>East Leg</b>
<b>XRte: RS-1604, OLD KC HWY</b>			
<b>K-68 E OF RS-1604, N OF PAOLA</b>			

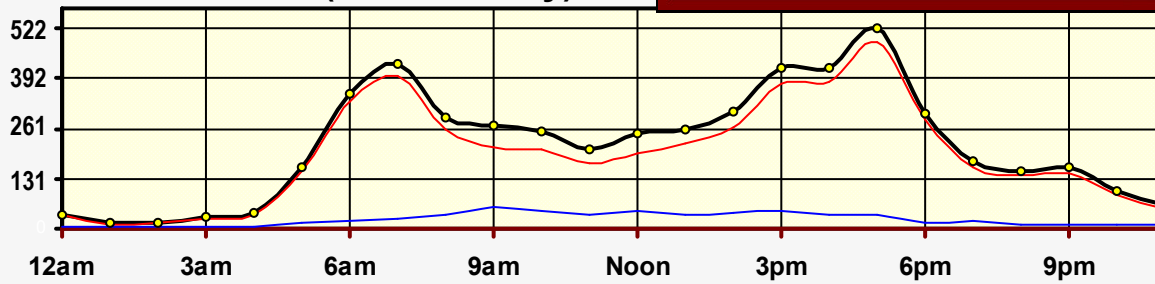
## CLASSIFICATION



### Peak Hour Traffic

<b>Total: 5pm</b>	<b>522</b>
<b>Private: 5pm</b>	<b>485</b>
<b>Trucks: 9am</b>	<b>55</b>

### June 2004 (24 Hr Survey)

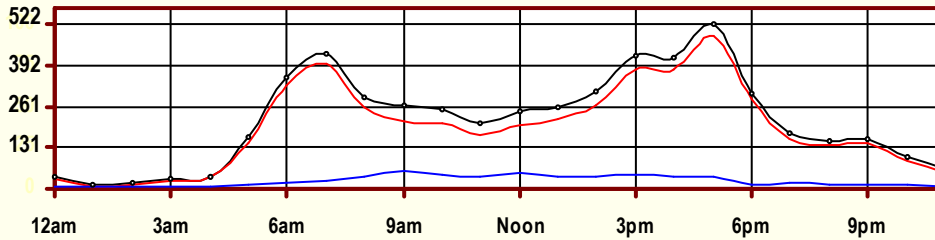


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	38	0	27	7	0	0	1	0	0	3	0	0	0	0
1	13	0	8	1	1	0	0	0	0	3	0	0	0	0
2	17	0	10	3	0	0	0	0	0	4	0	0	0	0
3	30	0	22	3	0	1	0	0	0	4	0	0	0	0
4	40	1	26	9	0	0	0	0	0	4	0	0	0	0
5	162	1	98	49	0	2	1	0	0	11	0	0	0	0
6	353	2	219	110	1	6	1	2	1	11	0	0	0	0
7	427	1	293	106	1	2	6	1	3	13	0	0	0	1
8	292	1	159	97	1	5	6	1	8	11	2	0	0	1
9	267	0	136	76	0	8	12	3	6	26	0	0	0	0
10	251	1	135	71	1	7	8	1	3	21	0	0	0	3
11	206	1	108	60	0	5	7	3	2	20	0	0	0	0
12	248	0	133	66	0	9	6	1	8	23	1	1	0	0
13	260	1	144	78	0	2	11	2	6	15	1	0	0	0
14	307	0	188	78	0	5	3	2	7	22	1	0	0	1
15	421	3	245	129	0	9	4	4	5	20	1	0	0	1
16	419	3	279	99	1	12	5	2	2	16	0	0	0	0
17	522	5	363	117	0	9	3	1	4	19	0	1	0	0
18	300	2	214	70	0	8	1	0	0	3	1	1	0	0
19	178	1	111	46	0	4	1	0	1	14	0	0	0	0
20	151	3	94	42	0	2	0	0	1	8	0	0	0	1
21	159	3	118	26	0	1	1	1	2	7	0	0	0	0
22	100	0	75	15	0	4	0	0	0	6	0	0	0	0
23	61	0	41	11	0	0	1	0	0	8	0	0	0	0
<b>AF</b>	<b>5,222</b>	<b>29</b>	<b>3,246</b>	<b>1,369</b>	<b>6</b>	<b>101</b>	<b>78</b>	<b>24</b>	<b>59</b>	<b>292</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>8</b>
<b>0.90</b>		<b>0.6%</b>	<b>62.2%</b>	<b>26.2%</b>	<b>0.1%</b>	<b>1.9%</b>	<b>1.5%</b>	<b>0.5%</b>	<b>1.1%</b>	<b>5.6%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>4,644 Private 88.9% Unit</b>			<b>209 Single Unit 4.0%</b>					<b>369 Combination Unit 7.1%</b>				
<b>578 Commercial Unit 11.1%</b>														

# ENYHL3

# Classification Summary

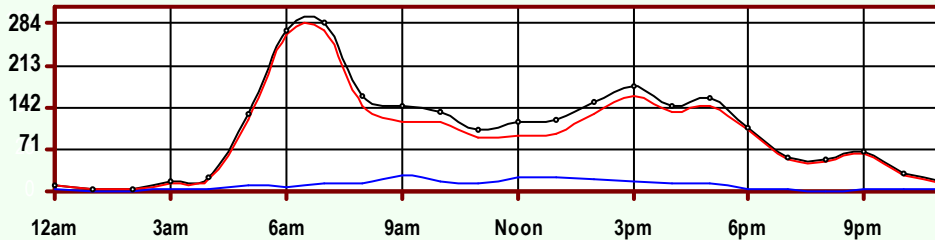
June 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
5,222	5pm	522
4,644	Private	485
578	Commercial	37
KFact 0.10	EB: 157	WB: 365

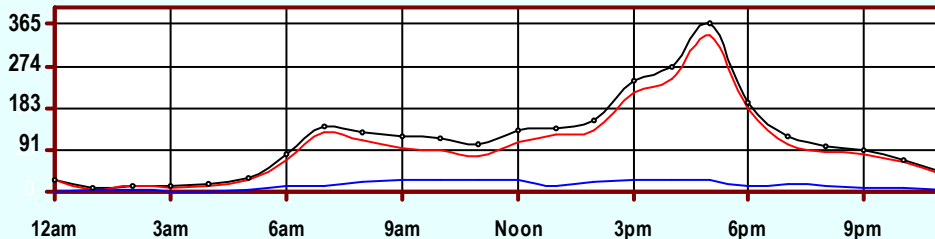
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,222	29	3,246	1,369	6	101	78	24	59	292	7	3	0	8
Axle Factor 0.90	0.6%	62.2%	26.2%	0.1%	1.9%	1.5%	0.5%	1.1%	5.6%	0.1%	0.1%	0.0%	0.2%
	4,644 Private-Unit 90.4%			209 Single-Unit 4.0%				369 Combination-Unit 7.1%					
	578 Commercial-Unit 11.1%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,490	7am	284
2,252	Private	271
238	Commercial	13
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,490	14	1,569	669	0	24	41	0	21	142	4	2	0	4
Axle Factor 0.90	0.6%	63.0%	26.9%	0.0%	1.0%	1.6%	0.0%	0.8%	5.7%	0.2%	0.1%	0.0%	0.2%
	2,252 Private-Unit 90.4%			65 Single-Unit 2.6%				173 Combination-Unit 6.9%					
	238 Commercial-Unit 9.6%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,732	5pm	365
2,392	Private	340
340	Commercial	25
KFact 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,732	15	1,677	700	6	77	37	24	38	150	3	1	0	4
Axle Factor 0.89	0.5%	61.4%	25.6%	0.2%	2.8%	1.4%	0.9%	1.4%	5.5%	0.1%	0.0%	0.0%	0.1%
	2,392 Private-Unit 87.6%			144 Single-Unit 5.3%				196 Combination-Unit 7.2%					
	340 Commercial-Unit 12.4%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> ENYHL3	<b>Event No:</b> 4168	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>East Leg</b>	<b>Route:</b> K-68	<b>FC</b> 6
	<b>X-Route:</b> RS-1604, OLD KC HWY	
<b>K-68 E OF RS-1604, N OF PAOLA</b>		
<b>Site Info:</b> Class D		
<b>Also:</b> 4/16/01		

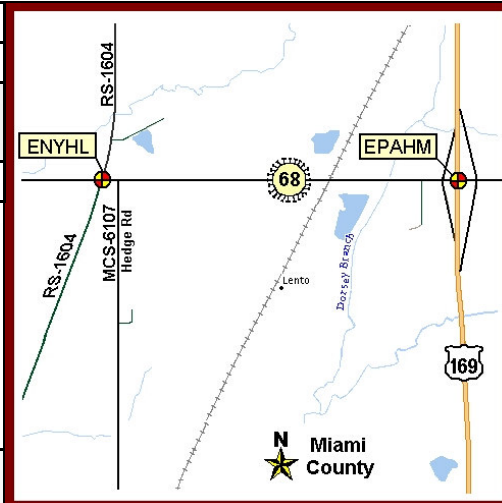
Ln	Start	End	Hrs
31	06/08/04 00:00	06/08/04 23:00	24
71	06/08/04 00:00	06/08/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>ENYHL5</b>	<b>Supplemental</b>
<b>FC 8   Dist 4</b>	<b>Miami County</b>
<b>Rte: MCS-6107, HEDGE RD</b>	<b>South Leg</b>
<b>XRte: K-68</b>	
<b>MCS-6107 S OF K-68, N OF PAOLA</b>	

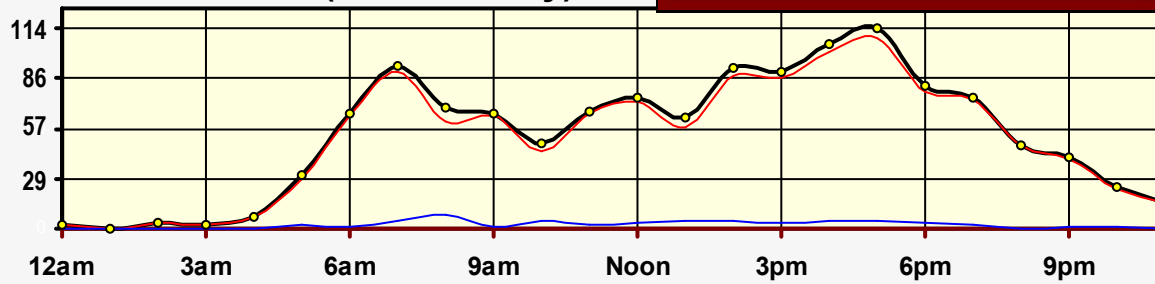
## CLASSIFICATION



### Peak Hour Traffic

Total: 5pm	114
Private: 5pm	109
Trucks: 8am	8

### June 2004 (24 Hr Survey)

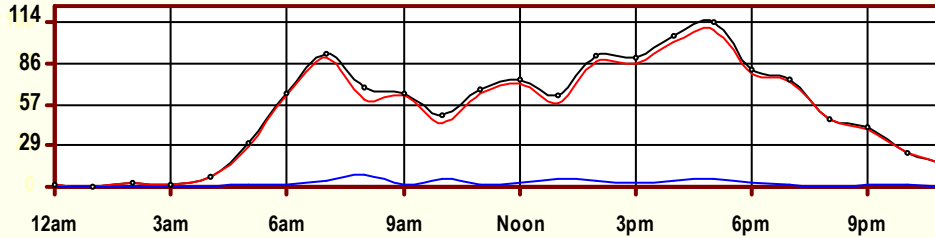


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4	7	0	2	5	0	0	0	0	0	0	0	0	0	0
5	30	0	17	11	1	0	1	0	0	0	0	0	0	0
6	65	0	44	20	0	1	0	0	0	0	0	0	0	0
7	93	0	67	22	0	3	0	1	0	0	0	0	0	0
8	69	0	45	16	0	4	1	0	2	0	0	0	0	1
9	65	0	48	16	0	1	0	0	0	0	0	0	0	0
10	49	0	32	12	2	1	2	0	0	0	0	0	0	0
11	67	0	48	17	0	1	0	1	0	0	0	0	0	0
12	75	0	44	28	0	2	0	0	1	0	0	0	0	0
13	63	0	42	16	0	2	1	1	0	0	0	1	0	0
14	91	1	56	30	0	3	0	0	1	0	0	0	0	0
15	89	1	60	25	0	1	1	0	0	0	0	0	0	1
16	105	0	75	26	0	2	1	0	0	0	0	0	0	1
17	114	2	86	21	1	4	0	0	0	0	0	0	0	0
18	81	1	65	12	0	2	0	0	1	0	0	0	0	0
19	75	4	47	22	0	1	0	1	0	0	0	0	0	0
20	47	3	35	9	0	0	0	0	0	0	0	0	0	0
21	41	0	35	5	0	1	0	0	0	0	0	0	0	0
22	24	0	18	5	0	1	0	0	0	0	0	0	0	0
23	15	0	13	2	0	0	0	0	0	0	0	0	0	0
<b>AF</b>		12	886	320	4	30	7	4	5	0	0	1	0	3
<b>0.98</b>	<b>1,272</b>	<b>0.9%</b>	<b>69.7%</b>	<b>25.2%</b>	<b>0.3%</b>	<b>2.4%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		1,218 Private 95.8% Unit			45 Single Unit 3.5%					9 Combination Unit 0.7%				
		54 Commercial Unit 4.2%												

# ENYHL5

# Classification Summary

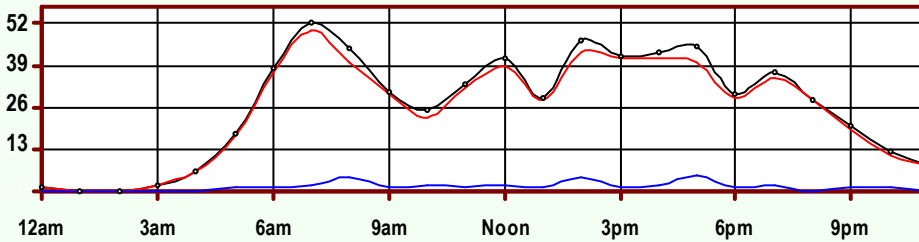
June 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,272	5pm	114
1,218	Private	109
54	Commercial	5
KFact 0.09	NB: 45	SB: 69

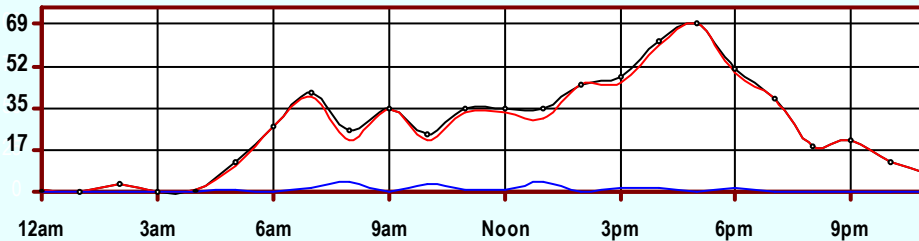
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,272	12	886	320	4	30	7	4	5	0	0	1	0	3
Axle Factor 0.98	0.9%	69.7%	25.2%	0.3%	2.4%	0.6%	0.3%	0.4%	0.0%	0.0%	0.1%	0.0%	0.2%
	1,218 Private-Unit 94.9%			45 Single-Unit 3.5%			9 Combination-Unit 0.7%						
	54 Commercial-Unit 4.2%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
632	7am	52
600	Private	50
32	Commercial	2
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
632	7	406	187	2	22	2	2	2	0	0	0	0	2
Axle Factor 0.98	1.1%	64.2%	29.6%	0.3%	3.5%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%
	600 Private-Unit 94.9%			28 Single-Unit 4.4%			4 Combination-Unit 0.6%						
	32 Commercial-Unit 5.1%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
640	5pm	69
618	Private	69
22	Commercial	0
KFact 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
640	5	480	133	2	8	5	2	3	0	0	1	0	1
Axle Factor 0.98	0.8%	75.0%	20.8%	0.3%	1.3%	0.8%	0.3%	0.5%	0.0%	0.0%	0.2%	0.0%	0.2%
	618 Private-Unit 96.6%			17 Single-Unit 2.7%			5 Combination-Unit 0.8%						
	22 Commercial-Unit 3.4%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> ENYHL5	<b>Event No:</b> 4169	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>South Leg</b>	<b>Route:</b> MCS-6107, HEDGE RD	<b>FC</b> 8
	<b>X-Route:</b> K-68	
<b>MCS-6107 S OF K-68, N OF PAOLA</b>		
Also: 4/16/01		

Ln	Start	End	Hrs
11	06/08/04 00:00	06/08/04 23:00	24
51	06/08/04 00:00	06/08/04 23:00	24

# 24 Hour Site Summary

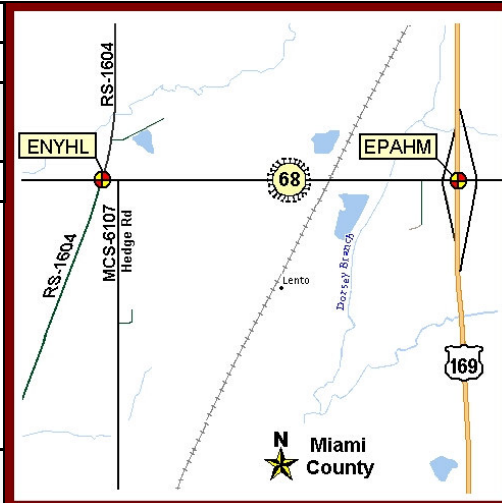
## CLASSIFICATION

<b>ENYHL6</b>	<b>Supplemental</b>
<b>FC 7   Dist 4</b>	<b>Miami County</b>
<b>Rte: RS-1604, OLD KC HWY</b>	<b>South-West Leg</b>
<b>XRte: K-68</b>	
<b>RS-1604 SW OF K-68, N OF PAOLA</b>	

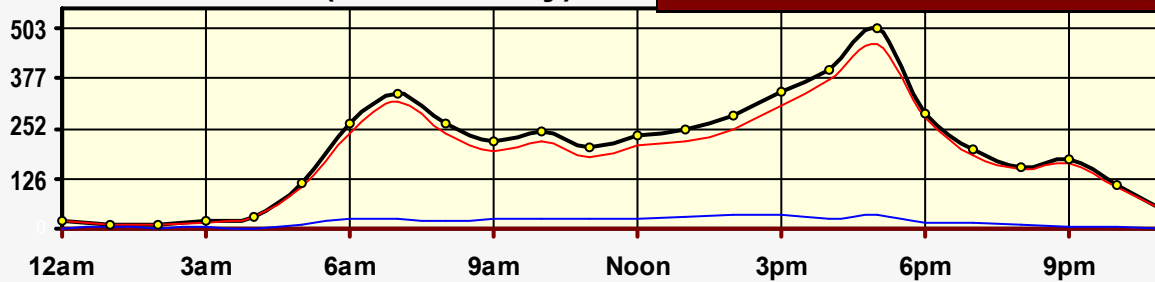
### Peak Hour Traffic

Total: 5pm	503
Private: 5pm	466
Trucks: 5pm	37

## CLASSIFICATION



### June 2004 (24 Hr Survey)

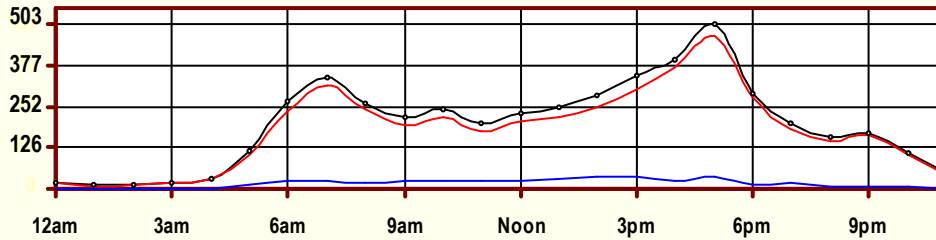


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	18	0	12	6	0	0	0	0	0	0	0	0	0	0
1	12	0	7	2	2	1	0	0	0	0	0	0	0	0
2	12	0	3	8	1	0	0	0	0	0	0	0	0	0
3	20	0	12	5	0	1	0	0	0	2	0	0	0	0
4	31	0	22	9	0	0	0	0	0	0	0	0	0	0
5	116	0	70	34	0	11	0	0	0	1	0	0	0	0
6	265	1	157	81	0	19	2	0	1	3	0	0	0	1
7	341	0	201	117	0	11	2	6	3	0	0	0	0	1
8	262	1	132	108	0	12	2	0	1	3	2	0	0	1
9	221	1	95	98	1	16	1	1	2	5	0	0	0	1
10	242	1	108	110	1	14	1	1	2	3	0	0	0	1
11	203	0	89	88	0	20	2	2	1	1	0	0	0	0
12	233	3	99	105	1	11	2	1	5	4	1	1	0	0
13	248	5	108	104	0	13	8	1	2	6	1	0	0	0
14	284	1	143	106	0	15	6	2	6	4	0	0	0	1
15	344	2	167	138	0	25	3	5	3	0	0	0	0	1
16	397	5	216	152	1	17	3	1	1	1	0	0	0	0
17	503	2	270	194	0	25	1	2	4	5	0	0	0	0
18	291	2	161	115	0	12	0	0	0	1	0	0	0	0
19	200	8	110	65	0	15	0	1	1	0	0	0	0	0
20	157	1	89	58	0	6	0	2	0	0	0	0	0	1
21	172	3	115	48	0	4	0	0	2	0	0	0	0	0
22	109	0	76	27	0	5	0	0	0	0	1	0	0	0
23	46	0	33	12	0	0	0	0	0	0	1	0	0	0
<b>AF</b>	<b>4,727</b>	<b>36</b>	<b>2,495</b>	<b>1,790</b>	<b>7</b>	<b>253</b>	<b>33</b>	<b>25</b>	<b>34</b>	<b>39</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>
<b>0.97</b>		<b>0.8%</b>	<b>52.8%</b>	<b>37.9%</b>	<b>0.1%</b>	<b>5.4%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0.7%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		<b>4,321 Private 91.4% Unit</b>			<b>318 Single Unit 6.7%</b>					<b>88 Combination Unit 1.9%</b>				
		<b>406 Commercial Unit 8.6%</b>												

# ENYHL6

# Classification Summary

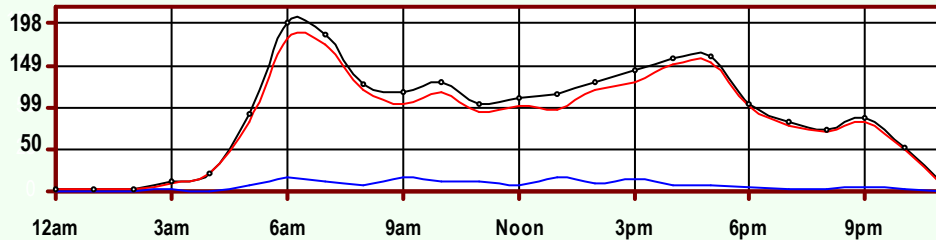
June 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,727	5pm	503
4,321	Private	466
406	Commercial	37
KFact 0.11	NEB: 160	SWB: 343

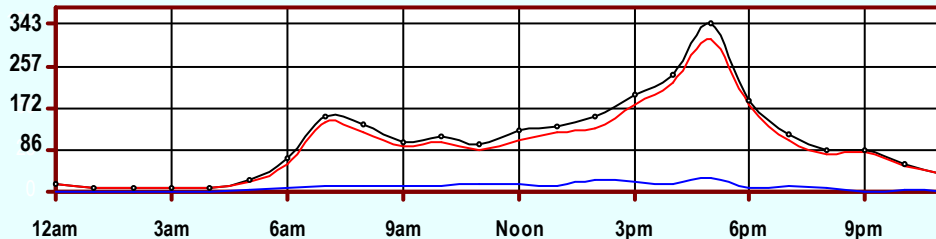
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,727	36	2,495	1,790	7	253	33	25	34	39	6	1	0	8
Axle Factor 0.97	0.8%	52.8%	37.9%	0.1%	5.4%	0.7%	0.5%	0.7%	0.8%	0.1%	0.0%	0.0%	0.2%
	4,321 Private-Unit 92.5%			318 Single-Unit 6.7%				88 Combination-Unit 1.9%					
	406 Commercial-Unit 8.6%												



## NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,209	6am	198
2,044	Private	181
165	Commercial	17
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,209	18	1,367	659	2	97	14	8	15	20	3	1	0	5
Axle Factor 0.96	0.8%	61.9%	29.8%	0.1%	4.4%	0.6%	0.4%	0.7%	0.9%	0.1%	0.0%	0.0%	0.2%
	2,044 Private-Unit 92.5%			121 Single-Unit 5.5%				44 Combination-Unit 2.0%					
	165 Commercial-Unit 7.5%												



## SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,518	5pm	343
2,277	Private	314
241	Commercial	29
KFact 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,518	18	1,128	1,131	5	156	19	17	19	19	3	0	0	3
Axle Factor 0.97	0.7%	44.8%	44.9%	0.2%	6.2%	0.8%	0.7%	0.8%	0.8%	0.1%	0.0%	0.0%	0.1%
	2,277 Private-Unit 90.4%			197 Single-Unit 7.8%				44 Combination-Unit 1.7%					
	241 Commercial-Unit 9.6%												

## SITE INFORMATION

## 2 Lanes

<b>Id:</b> ENYHL6	<b>Event No:</b> 4170	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>South-West Leg</b>	<b>Route:</b> RS-1604, OLD KC HWY	
	<b>X-Route:</b> K-68	
<b>RS-1604 SW OF K-68, N OF PAOLA</b>		
Also: 4/16/01		

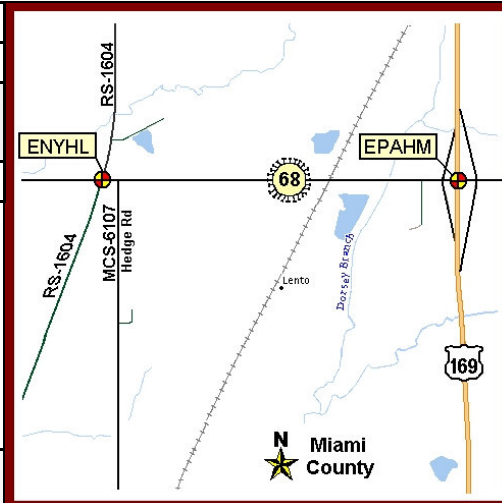
Ln	Start	End	Hrs
21	06/08/04 00:00	06/08/04 23:00	24
61	06/08/04 00:00	06/08/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

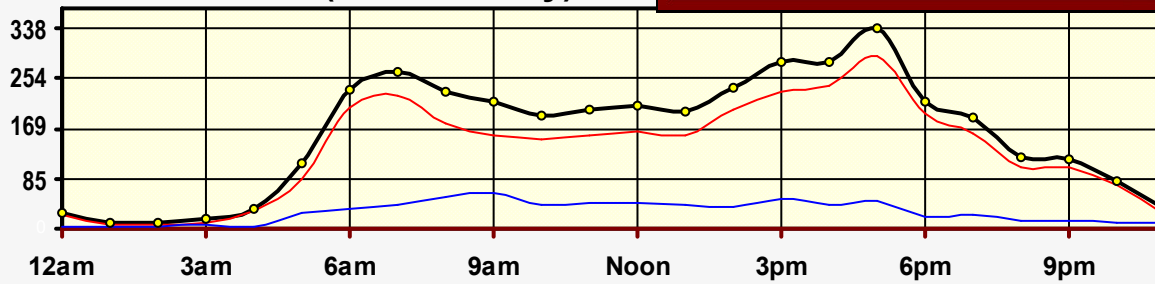
<b>ENYHL7</b>		<b>Supplemental</b>	
<b>FC 6</b>	<b>Dist 4</b>	<b>Miami County</b>	
<b>Rte: K-68</b>			<b>West Leg</b>
<b>XRte: RS-1604, OLD KC HWY</b>			
<b>K-68 W OF RS-1604, N OF PAOLA</b>			

## CLASSIFICATION



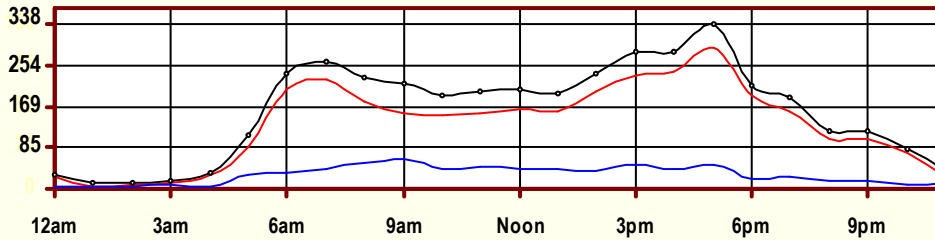
Peak Hour Traffic	
Total: 5pm	338
Private: 5pm	290
Trucks: 9am	60

## June 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	28	0	16	9	0	0	1	0	0	2	0	0	0	0
1	11	0	6	0	1	0	0	0	0	4	0	0	0	0
2	11	0	4	3	1	0	0	0	0	3	0	0	0	0
3	18	0	11	0	0	2	0	0	0	5	0	0	0	0
4	33	1	18	10	0	0	0	0	0	4	0	0	0	0
5	111	0	45	39	0	15	0	0	0	12	0	0	0	0
6	236	1	127	76	1	17	0	1	1	10	0	0	0	2
7	263	2	154	68	1	13	7	1	2	14	1	0	0	0
8	230	1	99	78	1	12	9	6	11	12	0	1	0	0
9	216	1	88	67	2	15	10	2	5	25	0	0	0	1
10	190	2	73	75	2	6	7	0	3	21	0	0	0	1
11	200	1	86	70	1	11	6	4	2	19	0	0	0	0
12	206	2	91	71	0	7	7	2	6	19	0	0	0	1
13	198	1	99	58	0	8	7	4	9	12	0	0	0	0
14	238	1	125	74	0	7	3	1	5	20	1	0	0	1
15	282	4	128	100	1	15	7	3	4	19	1	0	0	0
16	283	1	160	81	0	10	3	4	4	19	0	0	0	1
17	338	2	200	88	1	21	2	1	3	19	0	1	0	0
18	213	2	124	68	1	9	0	1	0	4	1	1	0	2
19	186	4	110	47	0	8	2	1	1	13	0	0	0	0
20	119	1	70	33	0	3	0	3	1	8	0	0	0	0
21	118	3	78	22	0	5	1	0	2	7	0	0	0	0
22	82	0	52	21	0	2	0	1	0	5	1	0	0	0
23	35	0	17	7	0	0	1	0	0	9	1	0	0	0
<b>AF</b>	<b>3,845</b>	<b>30</b>	<b>1,981</b>	<b>1,165</b>	<b>13</b>	<b>186</b>	<b>73</b>	<b>35</b>	<b>59</b>	<b>285</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>9</b>
<b>0.86</b>		<b>0.8%</b>	<b>51.5%</b>	<b>30.3%</b>	<b>0.3%</b>	<b>4.8%</b>	<b>1.9%</b>	<b>0.9%</b>	<b>1.5%</b>	<b>7.4%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		3,176 Private Unit 82.6%				307 Single Unit 8.0%				362 Combination Unit 9.4%				
<b>669 Commercial Unit 17.4%</b>														

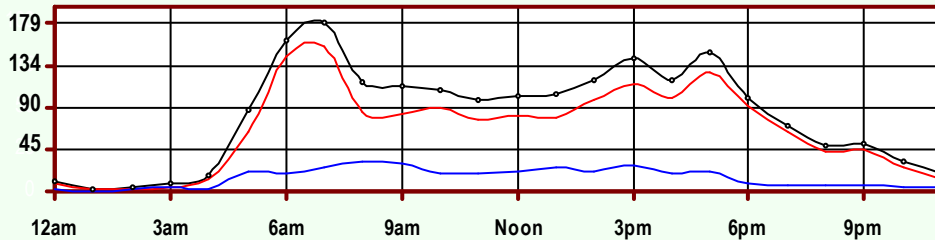




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,845	5pm	338
3,176	Private	290
669	Commercial	48
KFact 0.09	EB: 149	WB: 189

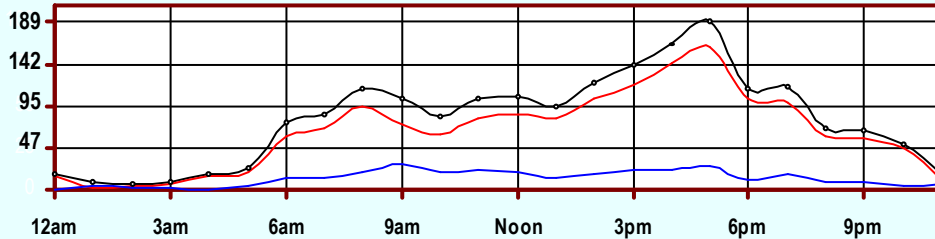
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,845	30	1,981	1,165	13	186	73	35	59	285	6	3	0	9
Axle Factor 0.86	0.8%	51.5%	30.3%	0.3%	4.8%	1.9%	0.9%	1.5%	7.4%	0.2%	0.1%	0.0%	0.2%
	3,176 Private-Unit 82.1%			307 Single-Unit 8.0%				362 Combination-Unit 9.4%					
	669 Commercial-Unit 17.4%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,954	7am	179
1,604	Private	154
350	Commercial	25
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,954	13	969	622	7	111	38	18	26	138	4	2	0	6
Axle Factor 0.87	0.7%	49.6%	31.8%	0.4%	5.7%	1.9%	0.9%	1.3%	7.1%	0.2%	0.1%	0.0%	0.3%
	1,604 Private-Unit 82.1%			174 Single-Unit 8.9%				176 Combination-Unit 9.0%					
	350 Commercial-Unit 17.9%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,891	5pm	189
1,572	Private	162
319	Commercial	27
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,891	17	1,012	543	6	75	35	17	33	147	2	1	0	3
Axle Factor 0.86	0.9%	53.5%	28.7%	0.3%	4.0%	1.9%	0.9%	1.7%	7.8%	0.1%	0.1%	0.0%	0.2%
	1,572 Private-Unit 83.1%			133 Single-Unit 7.0%				186 Combination-Unit 9.8%					
	319 Commercial-Unit 16.9%												

**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> ENYHL7	<b>Event No:</b> 4171	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Miami County</b>	
<b>West Leg</b>	<b>Route:</b> K-68	<b>FC</b> 6
	<b>X-Route:</b> RS-1604, OLD KC HWY	
<b>K-68 W OF RS-1604, N OF PAOLA</b>		
<b>Site Info:</b> Class D		
<b>Also:</b> 4/16/01		

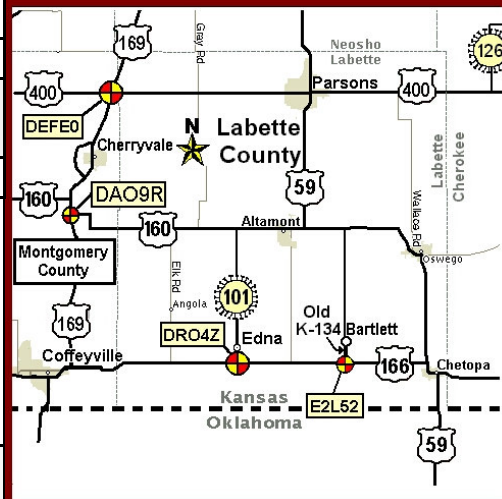
Ln	Start	End	Hrs
31	06/08/04 00:00	06/08/04 23:00	24
71	06/08/04 00:00	06/08/04 23:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>DEFE02</b>	<b>Regular</b>
<b>FC 2   Dist 4</b>	<b>Montgomery County</b>
<b>Rte: US-169</b>	<b>North-East Leg</b>
<b>XRte: US-400</b>	
<b>US-169 NE OF US-400, N OF CHERRYVALE</b>	

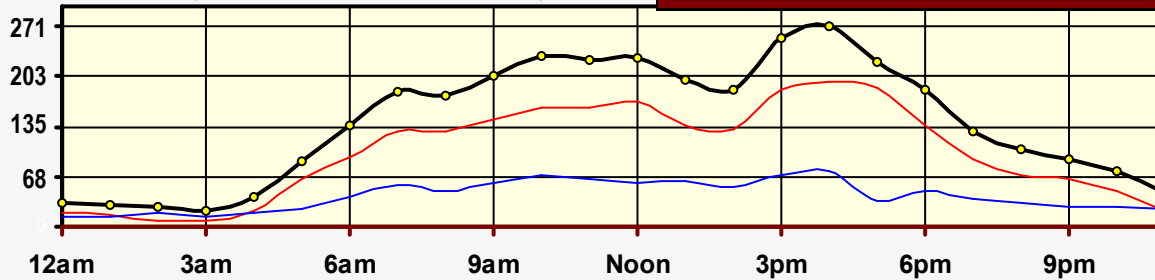
## CLASSIFICATION



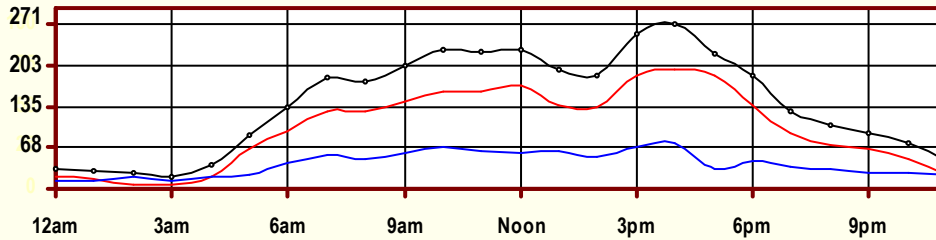
### Peak Hour Traffic

<b>Total: 4pm</b>	<b>271</b>
<b>Private: 4pm</b>	<b>196</b>
<b>Trucks: 4pm</b>	<b>75</b>

### July 2004 (48 Hr Survey)

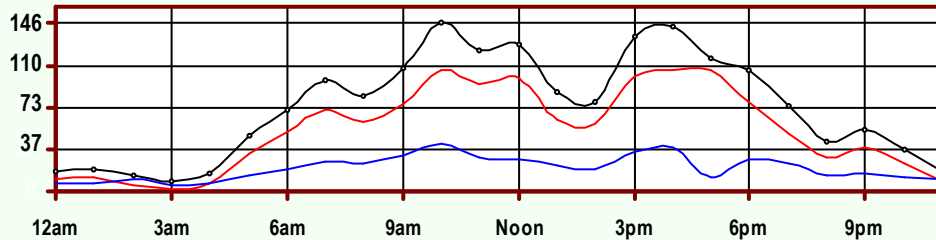


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	32.5	0	14.5	5.5	0.5	0	0	0	0.5	9.5	0	1.5	0.5	0
1	30	0	14.5	1.5	1.5	0.5	0	0	0	9.5	0	1.5	1	0
2	27	0	7	0.5	3	0.5	0.5	0	1.5	12	0	0	2	0
3	21	0	5	2.5	0.5	1.5	0	0.5	1.5	5.5	0	2.5	1.5	0
4	39	0	15	6	0.5	0.5	0	0.5	1	13.5	0	0.5	1.5	0
5	89.5	0.5	49	15.5	0.5	1	0	0	2	16	0.5	4.5	0	0
6	135.5	1	76.5	17	7.5	5.5	1	2.5	2.5	17	0.5	3.5	1	0
7	183.5	0	99	28.5	7.5	6.5	5.5	0.5	4	30.5	0.5	1	0	0
8	176	0	95.5	32.5	4.5	4	4	1.5	2.5	28.5	1.5	1	0.5	0
9	204	0	113	31.5	4.5	7	5	1.5	6	30	2	3	0.5	0
10	230.5	0.5	133	28	7	7	6.5	0	5.5	33	5	4.5	0.5	0
11	224.5	1	127	33.5	6	11	4.5	0.5	4.5	33	1.5	0.5	0.5	1
12	227.5	1	141	27	5.5	3	3.5	0	3	41	1.5	1	0	0
13	197.5	2	110	24	2	4.5	6.5	1.5	6	35.5	1.5	3	0.5	0.5
14	185	0	104	28.5	1.5	3	3	0	3.5	37	2	1	0.5	1
15	254.5	1	157.5	27	5	6.5	6	0	3	46.5	1	1	0	0
16	270.5	1	167.5	27.5	11	7	5	1.5	4.5	40.5	1.5	3.5	0	0
17	221.5	0	156	31.5	0	3.5	1	0.5	3	24	0.5	1.5	0	0
18	185	0.5	112	25.5	1.5	4.5	1	0	2.5	34.5	0.5	1.5	1	0
19	127.5	0.5	79	11	2	2	0	0	2	28	1	0.5	1.5	0
20	103.5	0.5	56.5	13.5	1	3.5	0	0	0.5	23.5	0	2.5	2	0
21	91	0.5	55	9	2	1	0	0	2	19	0	2	0.5	0
22	74	0	40	7.5	2	1.5	0	0	0.5	18	0	3	1.5	0
23	45.5	0.5	15	6	1	0	1	0.5	1	13.5	0.5	5	1.5	0
<b>AF</b>		<b>10.5</b>	<b>1,942.5</b>	<b>440.5</b>	<b>78</b>	<b>85</b>	<b>54</b>	<b>11.5</b>	<b>63</b>	<b>599</b>	<b>21.5</b>	<b>49.5</b>	<b>18.5</b>	<b>2.5</b>
<b>0.74</b>	<b>3,376</b>	<b>0.3%</b>	<b>57.5%</b>	<b>13.0%</b>	<b>2.3%</b>	<b>2.5%</b>	<b>1.6%</b>	<b>0.3%</b>	<b>1.9%</b>	<b>17.7%</b>	<b>0.6%</b>	<b>1.5%</b>	<b>0.5%</b>	<b>0.1%</b>
<b>SITE RECAP</b>		<b>2,393.5 Private 70.9% Unit</b>			<b>228.5 Single Unit 6.8%</b>					<b>754 Combination Unit 22.3%</b>				
		<b>982.5 Commercial Unit 29.1%</b>												

**DEFE02****Classification Summary****July 2004****Site Summary**

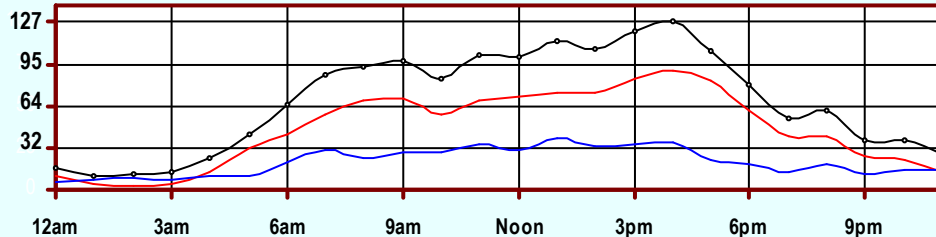
Volume	Pk-Hr	Pk-Hr-Vol
3,376	4pm	271
2,394	Private	196
983	Commercial	75
KFact 0.08	NEB: 143.5	SWB: 127

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,376	11	1,943	441	78	85	54	12	63	599	22	50	19	3
Axle Factor 0.74	0.3%	57.5%	13.0%	2.3%	2.5%	1.6%	0.3%	1.9%	17.7%	0.6%	1.5%	0.5%	0.1%
	2,394 Private-Unit 73.1%			229 Single-Unit 6.8%			754 Combination-Unit 22.3%			983 Commercial-Unit 29.1%			

**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,765	10am	146
1,291	Private	105
475	Commercial	41
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,765	2	1,207	82	65	25	26	4	33	277	15	25	7	0
Axle Factor 0.76	0.1%	68.4%	4.6%	3.7%	1.4%	1.5%	0.2%	1.8%	15.7%	0.8%	1.4%	0.4%	0.0%
	1,291 Private-Unit 73.1%			119 Single-Unit 6.7%			356 Combination-Unit 20.1%			475 Commercial-Unit 26.9%			

**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,611	4pm	127
1,103	Private	91
508	Commercial	37
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,611	9	736	359	14	60	28	8	31	322	7	25	12	3
Axle Factor 0.72	0.5%	45.7%	22.3%	0.8%	3.7%	1.7%	0.5%	1.9%	20.0%	0.4%	1.6%	0.7%	0.2%
	1,103 Private-Unit 68.5%			110 Single-Unit 6.8%			399 Combination-Unit 24.7%			508 Commercial-Unit 31.5%			

**SITE INFORMATION**

<b>Id:</b> DEFE02	<b>Event No:</b> 4717	<b>Type:</b> Regular
<b>District</b> 4	<b>Montgomery County</b>	
<b>North-East Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> US-400	
<b>US-169 NE OF US-400, N OF CHERRYVALE</b>		
<b>Site Info:</b> Reg-Grp(2), WIM, Class C, NHS		
<b>Also:</b> 5/14/01		

**2 Lanes**

Ln	Start	End	Hrs
21	07/14/04 13:00	07/16/04 12:00	48
61	07/14/04 13:00	07/16/04 12:00	48

# 24 Hour Site Summary

## CLASSIFICATION

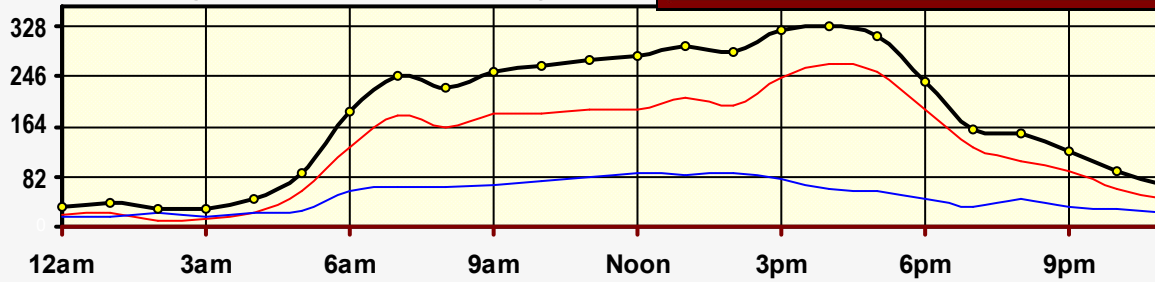
## CLASSIFICATION

<b>DICIE1</b>		<b>Regular</b>
<b>FC 2</b>	<b>Dist 4</b>	<b>Neosho County</b>
Rte: US-169, GALVENSTON		<b>North Leg</b>
XRte: NEOSHO ST		
US-169 N OF NEOSHO, IN THAYER		



Peak Hour Traffic	
Total: 4pm	328
Private: 4pm	265
Trucks: Noon	88

### July 2004 (48 Hr Survey)

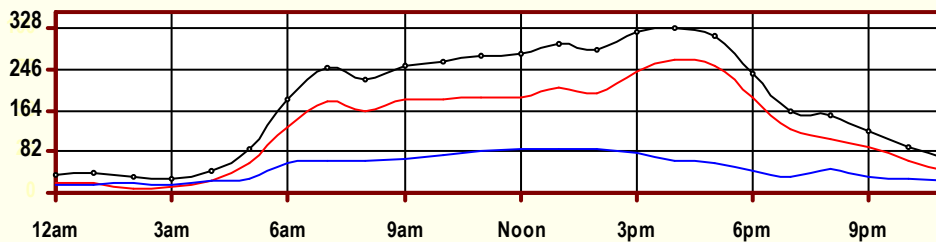


Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	34	0	12.5	6	0	0.5	0	0	0	10.5	0.5	2.5	1.5	0
1	38.5	0	12	9.5	0.5	0.5	0	0.5	0.5	13	0	1.5	0.5	0
2	30	0	5	3.5	2.5	1	0.5	0	1.5	13	0	0	3	0
3	28.5	0	8	3.5	0	0.5	0.5	0	1	13.5	0.5	0.5	0.5	0
4	45	0	13	9	0	1	0	0	0	17.5	1.5	2	1	0
5	87	0	38	22	0.5	1	0	0.5	1	18.5	0.5	3.5	1	0.5
6	188	0.5	77	53	2	12	1.5	2	3	29	0.5	6	0	1.5
7	247.5	0	102.5	80.5	1	12.5	5.5	0.5	3.5	37.5	2	1	0	1
8	226.5	2	87.5	72	2	8.5	7	5	6.5	33.5	1	0	0	1.5
9	254	0	111.5	74	2.5	9	4.5	2	6	38.5	2	3	0.5	0.5
10	261.5	2	116.5	68	4.5	11.5	3.5	2	5.5	39.5	1	6.5	0.5	0.5
11	273.5	1.5	127	62.5	1	8	9	3.5	5.5	51	1.5	2	0	1
12	278	0.5	122.5	67	2.5	15	4	1.5	10	50	1.5	2.5	1	0
13	295.5	1.5	121	87	1.5	16	5	0.5	7	46.5	5	3	0	1.5
14	285	1	124.5	72.5	2	16	6	1.5	3	54	2	1.5	0	1
15	322	0.5	150.5	91.5	1.5	13	1.5	3.5	6.5	44.5	3.5	4	0	1.5
16	327.5	3	168	94	1	10.5	3	1	6	37.5	0.5	0.5	0.5	2
17	313	2	156.5	94.5	1	8.5	1	2.5	4.5	36.5	2	3	0	1
18	236	4	125	61.5	1	2.5	0.5	0.5	2.5	33.5	0.5	3	1	0.5
19	160.5	3.5	72.5	52.5	0.5	7.5	0	0.5	3	19.5	0.5	0	0.5	0
20	154	1.5	74	32.5	0	7.5	1.5	1.5	2	25.5	0.5	4.5	2.5	0.5
21	124	0	58	33	1	6.5	0.5	1	3	17.5	0	1	2	0.5
22	92	0.5	40.5	22	1	3	1	0.5	0.5	20.5	0	2.5	0	0
23	68	0	31.5	13	0	1.5	0	0.5	0	15	0.5	5.5	0	0.5
<b>AF</b>	<b>4,370</b>	<b>24</b>	<b>1,955</b>	<b>1,184.5</b>	<b>29.5</b>	<b>173.5</b>	<b>56</b>	<b>31</b>	<b>82</b>	<b>715.5</b>	<b>27.5</b>	<b>59.5</b>	<b>16</b>	<b>15.5</b>
<b>0.75</b>		<b>0.5%</b>	<b>44.7%</b>	<b>27.1%</b>	<b>0.7%</b>	<b>4.0%</b>	<b>1.3%</b>	<b>0.7%</b>	<b>1.9%</b>	<b>16.4%</b>	<b>0.6%</b>	<b>1.4%</b>	<b>0.4%</b>	<b>0.4%</b>
<b>SITE RECAP</b>		3,163.5 Private 72.4% Unit			290 Single Unit 6.6%					916 Combination Unit 21.0%				
		1,206 Commercial Unit 27.6%												

# DICIE1

# Classification Summary

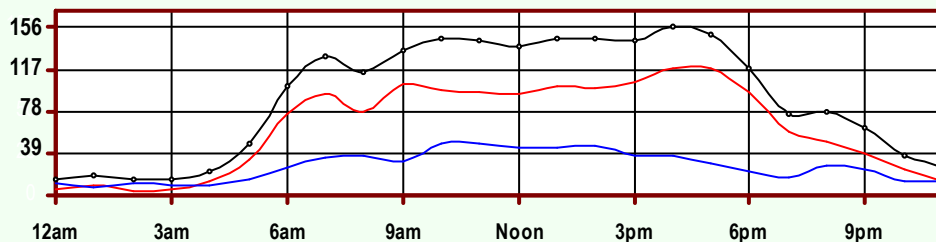
July 2004



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,370	4pm	328
3,164	Private	265
1,206	Commercial	63
KFact 0.07	NB: 155.5	SB: 172

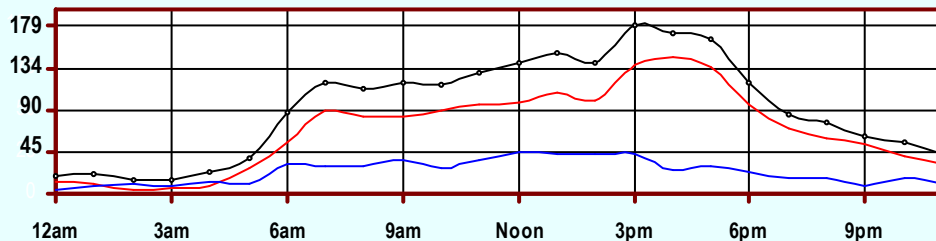
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,370	24	1,955	1,185	30	174	56	31	82	716	28	60	16	16
Axle Factor 0.75	0.5%	44.7%	27.1%	0.7%	4.0%	1.3%	0.7%	1.9%	16.4%	0.6%	1.4%	0.4%	0.4%
	3,164 Private-Unit 70.5%			290 Single-Unit 6.6%			916 Combination-Unit 21.0%						
	1,206 Commercial-Unit 27.6%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,172	4pm	156
1,531	Private	118
642	Commercial	38
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,172	13	938	581	15	100	32	15	37	375	17	35	7	10
Axle Factor 0.74	0.6%	43.2%	26.7%	0.7%	4.6%	1.5%	0.7%	1.7%	17.3%	0.8%	1.6%	0.3%	0.5%
	1,531 Private-Unit 70.5%			161 Single-Unit 7.4%			481 Combination-Unit 22.1%						
	642 Commercial-Unit 29.5%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,198	3pm	179
1,633	Private	137
565	Commercial	42
KFact 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,198	12	1,018	604	15	74	25	17	45	341	11	25	9	6
Axle Factor 0.76	0.5%	46.3%	27.5%	0.7%	3.3%	1.1%	0.8%	2.0%	15.5%	0.5%	1.1%	0.4%	0.3%
	1,633 Private-Unit 74.3%			129 Single-Unit 5.9%			436 Combination-Unit 19.8%						
	565 Commercial-Unit 25.7%												

## SITE INFORMATION

Id: DICIE1	Event No: 4393	Type: Regular
District 4	Neosho County	
North Leg	Route: US-169, GALVENSTON	FC 2
	X-Route: NEOSHO ST	
US-169 N OF NEOSHO, IN THAYER		
Site Info: Reg-Grp(2), Class C, NHS		
Also: 5/29/01; 3/30/98; 8/2/95; 7/22/92		

## 2 Lanes

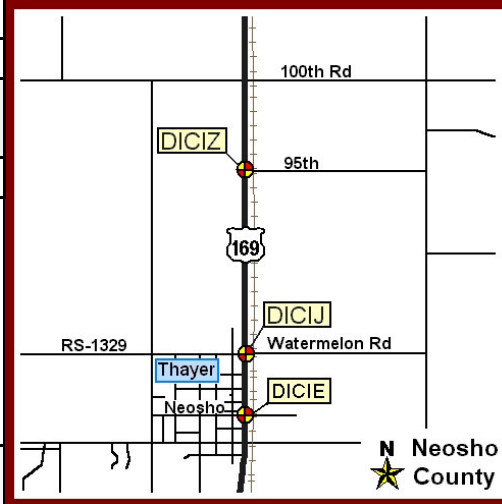
Ln	Start	End	Hrs
11	07/26/04 16:00	07/28/04 15:00	48
51	07/26/04 16:00	07/28/04 15:00	48

# 24 Hour Site Summary

## CLASSIFICATION

<b>DICIZ5</b>		<b>Supplemental</b>	
<b>FC 2</b>	<b>Dist 4</b>	<b>Neosho County</b>	
Rte: US-169			<b>South Leg</b>
XRte: 95th			
US-169 S OF 95th, 0.5 MI N OF THAYER			

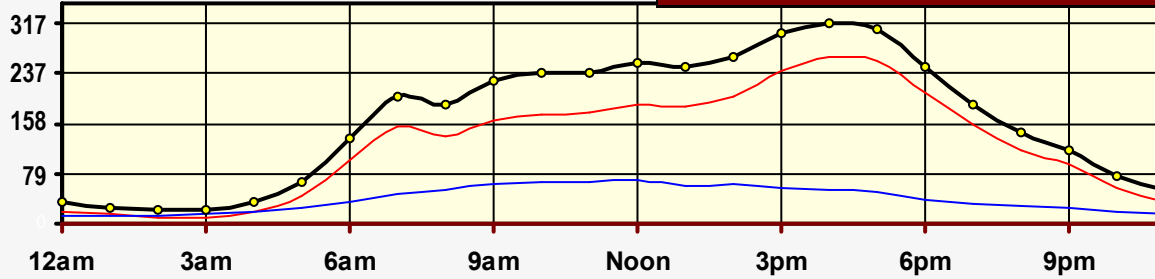
## CLASSIFICATION



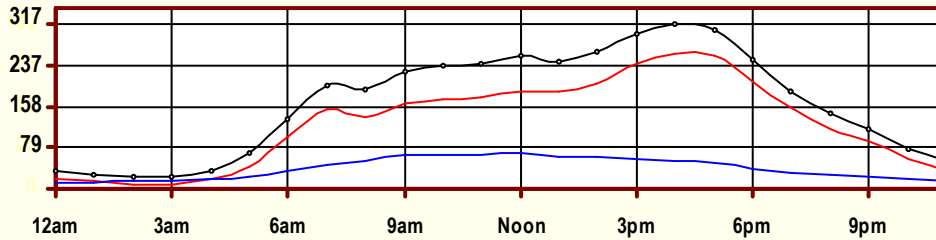
### Peak Hour Traffic

Total: 4pm	317
Private: 4pm	262
Trucks: Noon	68

### October 2004 (744 Hr Survey)



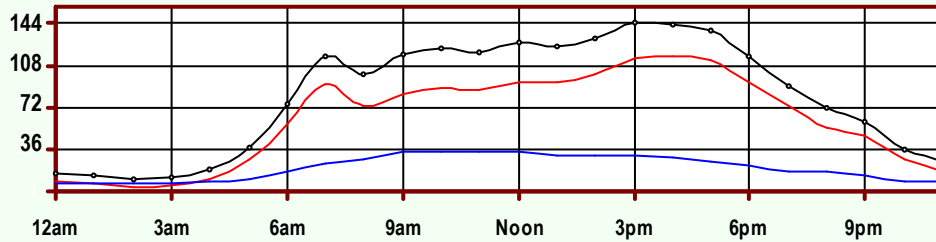
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	33.	0	13.5	6.6	0.1	0.9	0.1	0	0.6	8.4	0.2	1.9	0.6	0.1
1	26.6	0	10.5	3.6	0.6	0.6	0	0.1	0.5	8.6	0.1	1.3	0.7	0.1
2	23.3	0.	5.5	3.9	1.5	1.1	0.3	0	0.6	8.6	0.1	0.4	1.2	0
3	23.2	0.1	5.6	3.2	0.7	0.9	0.1	0.	0.7	9.7	0.7	0.4	1.2	0.
4	35.4	0	11.9	5.7	0.3	1.	0.1	0	0.6	11.9	0.6	1.5	1.7	0
5	67.2	0.	23.8	19.7	0.2	4.1	0.2	0	1.3	13.5	0.5	3.3	0.5	0.
6	134.6	0.	55.7	43.6	1.2	10.8	0.5	0.2	1.6	17.2	0.5	2.3	0.5	0.4
7	199.3	0.	94.4	59.2	2.1	12.9	1.5	0.5	4.4	21.3	0.4	1.7	0.2	0.6
8	189.7	0.1	82.6	54.2	2.1	13.5	3.6	0.5	4.3	25.8	1.1	0.7	0.3	0.9
9	226.7	0	100.9	62.3	2.6	14.6	2.7	0.8	6.2	31.6	1.2	3.1	0.3	0.5
10	237.7	0.3	109.7	62.4	1.5	13.5	2.8	0.8	7.9	33.6	1.3	2.3	0.6	1.
11	239.8	0.1	110.2	65.	1.9	13.3	3.	0.5	6.9	35.2	1.2	1.6	0.2	0.8
12	254.8	0.2	122.4	64.6	1.3	15.9	3.1	0.6	6.9	36.4	1.2	1.5	0.	0.8
13	246.7	0.1	120.7	65.5	1.5	12.8	2.8	0.5	6.9	33.6	1.1	0.4	0.1	0.8
14	263.5	0.2	130.5	70.9	1.5	13.2	3.3	0.7	6.9	31.7	1.4	2	0.2	1.1
15	300	0.2	157.5	85.1	2.3	13.6	2.6	0.5	6.1	28.8	0.7	1.5	0.1	1.1
16	316.6	0.2	174.9	87.	1.8	13.8	2.5	0.5	5.5	27.2	0.8	1.2	0.1	1.
17	306.3	0.1	171.4	86.	1.2	12.9	1.5	0.4	4.4	25.5	0.8	1.1	0.1	0.9
18	247.7	0	141.	67.5	0.8	9.6	0.6	0.5	3.8	21.1	0.3	1.5	0.1	0.7
19	187.5	0.1	104.8	50.9	0.7	7.8	0.5	0.3	2.	17.5	0.5	0.7	1.1	0.5
20	143.9	0	78.4	36.9	0.6	5.4	0.3	0.2	1.8	17.	0.3	1.6	1.2	0.3
21	116.7	0	64.4	28.4	1.9	3.7	0.5	0.2	1.5	13.7	0.1	1.	1.1	0.2
22	75.7	0.	40.	17.5	0.9	2.7	0.1	0.2	1.5	11.2	0.1	1.2	0.3	0.1
23	51.9	0.	23.9	10.9	0.5	1.	0.2	0.1	0.9	9.6	0.	3.4	1.3	0.1
AF	3,948	1.8	1,954.2	1,060.5	29.8	199.6	32.8	7.8	83.8	498.9	15.2	37.6	13.6	12.1
0.80		0.0%	49.5%	26.9%	0.8%	5.1%	0.8%	0.2%	2.1%	12.6%	0.4%	1.0%	0.3%	0.3%
<b>SITE RECAP</b>		3,016.6 Private 76.4% Unit			270. Single Unit 6.8%					661.2 Combination Unit 16.7%				
		931.3 Commercial Unit 23.6%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,948	4pm	317
3,017	Private	262
931	Commercial	55
KFact 0.08	144.06451612	172.516129032

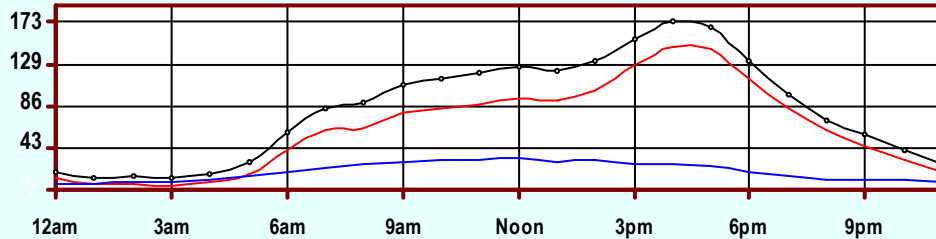
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,948	2	1,954	1,061	30	200	33	8	84	499	15	38	14	12
Axle Factor 0.80	0.0%	49.5%	26.9%	0.8%	5.1%	0.8%	0.2%	2.1%	12.6%	0.4%	1.0%	0.3%	0.3%
	3,017 Private-Unit 75.5%			270 Single-Unit 6.8%				661 Combination-Unit 16.7%					
	931 Commercial-Unit 23.6%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,967	3pm	144
1,486	Private	114
481	Commercial	31
KFact 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,967	1	953	532	15	103	16	3	43	259	10	20	7	6
Axle Factor 0.79	0.0%	48.4%	27.1%	0.8%	5.2%	0.8%	0.2%	2.2%	13.2%	0.5%	1.0%	0.3%	0.3%
	1,486 Private-Unit 75.5%			137 Single-Unit 7.0%				344 Combination-Unit 17.5%					
	481 Commercial-Unit 24.5%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,981	4pm	173
1,531	Private	146
450	Commercial	26
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,981	1	1,002	528	15	96	17	5	41	240	6	17	7	6
Axle Factor 0.80	0.1%	50.6%	26.7%	0.7%	4.9%	0.9%	0.2%	2.1%	12.1%	0.3%	0.9%	0.4%	0.3%
	1,531 Private-Unit 77.3%			133 Single-Unit 6.7%				317 Combination-Unit 16.0%					
	450 Commercial-Unit 22.7%												

SITE INFORMATION

2 Lanes

<b>Id:</b> DICIZ5	<b>Event No:</b> 4622	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Neosho County</b>	
<b>South Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> 95th	
<b>US-169 S OF 95th, 0.5 MI N OF THAYER</b>		
<b>Site Info:</b> ATR, Class C, NHS		
<b>Also:</b> 11/8/04; 5/8/00; 3/3/97		

Ln	Start	End	Hrs
11	10/01/04 00:00	10/31/04 23:00	744
51	10/01/04 00:00	10/31/04 23:00	744

# 24 Hour Site Summary

## CLASSIFICATION

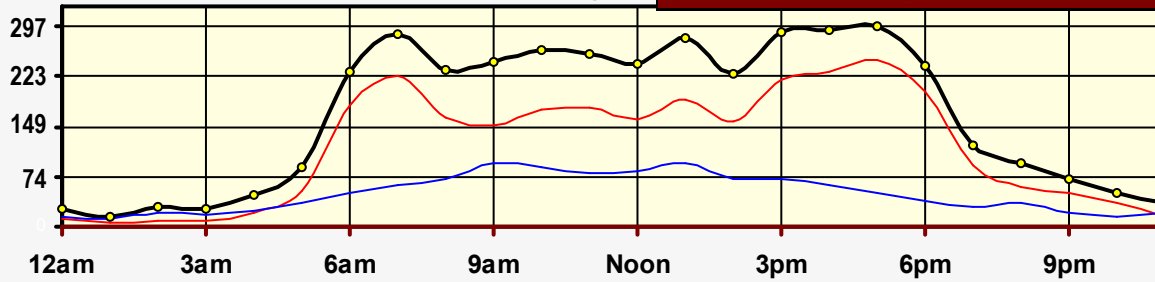
## CLASSIFICATION

<b>DICIZ5</b>	<b>Supplemental</b>
<b>FC 2   Dist 4</b>	<b>Neosho County</b>
<b>Rte: US-169</b>	<b>South Leg</b>
<b>XRte: 95th</b>	
<b>US-169 S OF 95th, 0.5 MI N OF THAYER</b>	



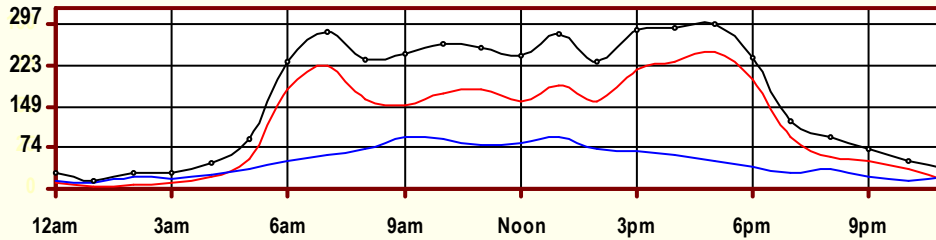
Peak Hour Traffic	
Total: 5pm	297
Private: 5pm	248
Trucks: 9am	94

### November 2004 (24 Hr Survey)



Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	27	1	7	4	0	0	2	0	1	8	1	3	0	0
1	16	0	3	2	0	0	0	0	0	8	0	3	0	0
2	29	0	7	1	1	1	1	0	1	14	0	1	2	0
3	27	0	5	4	0	1	0	0	0	11	1	2	3	0
4	46	0	15	7	1	1	1	0	1	16	1	2	1	0
5	89	0	34	20	0	4	0	0	1	24	0	5	1	0
6	230	0	99	80	1	12	1	1	4	23	3	5	0	1
7	285	0	153	71	2	16	7	1	3	30	0	2	0	0
8	232	0	103	58	1	19	8	0	3	35	3	0	1	1
9	243	1	91	57	1	17	10	5	8	47	2	2	0	2
10	261	1	114	58	0	9	15	5	5	47	3	3	1	0
11	256	1	102	75	1	10	10	2	5	48	1	1	0	0
12	242	1	102	56	1	7	10	3	6	53	1	1	0	1
13	281	1	135	52	0	9	16	2	8	56	2	0	0	0
14	228	0	107	50	3	4	12	2	6	40	3	0	0	1
15	287	0	135	82	2	8	15	0	9	35	1	0	0	0
16	292	1	153	77	1	11	12	2	7	27	1	0	0	0
17	297	0	153	95	0	10	4	2	2	30	0	1	0	0
18	237	0	133	66	1	5	2	0	3	24	1	1	1	0
19	121	0	61	31	1	4	1	1	1	21	0	0	0	0
20	94	1	43	15	1	2	1	0	2	24	0	1	4	0
21	71	2	30	17	2	0	2	0	1	15	0	1	1	0
22	50	2	25	9	0	3	1	0	1	7	0	2	0	0
23	36	0	11	3	0	0	0	0	0	15	0	3	4	0
<b>AF</b>	<b>3,977</b>	<b>12</b>	<b>1,821</b>	<b>990</b>	<b>20</b>	<b>153</b>	<b>131</b>	<b>26</b>	<b>78</b>	<b>658</b>	<b>24</b>	<b>39</b>	<b>19</b>	<b>6</b>
<b>0.75</b>		<b>0.3%</b>	<b>45.8%</b>	<b>24.9%</b>	<b>0.5%</b>	<b>3.8%</b>	<b>3.3%</b>	<b>0.7%</b>	<b>2.0%</b>	<b>16.5%</b>	<b>0.6%</b>	<b>1.0%</b>	<b>0.5%</b>	<b>0.2%</b>
<b>SITE RECAP</b>		2,823 Private 71.0% Unit			330 Single Unit 8.3%					824 Combination Unit 20.7%				
1,154 Commercial Unit 29.0%														

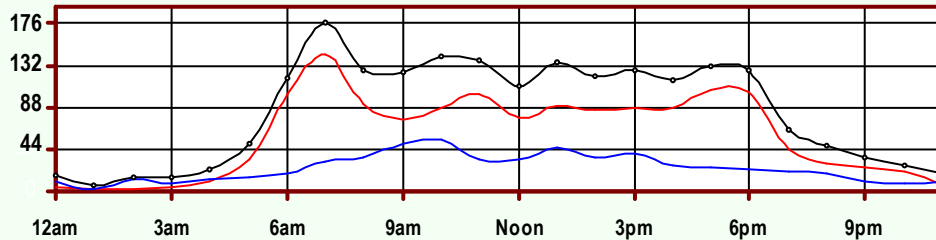




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,977	5pm	297
2,823	Private	248
1,154	Commercial	49
KFact 0.07	NB: 132	SB: 165

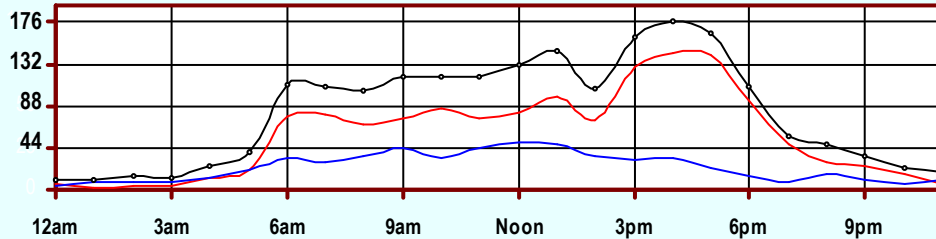
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,977	12	1,821	990	20	153	131	26	78	658	24	39	19	6
Axle Factor 0.75	0.3%	45.8%	24.9%	0.5%	3.8%	3.3%	0.7%	2.0%	16.5%	0.6%	1.0%	0.5%	0.2%
	2,823 Private-Unit 70.8%			330 Single-Unit 8.3%				824 Combination-Unit 20.7%					
	1,154 Commercial-Unit 29.0%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,010	7am	176
1,424	Private	144
586	Commercial	32
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,010	6	925	493	9	66	75	4	40	344	17	19	10	2
Axle Factor 0.75	0.3%	46.0%	24.5%	0.4%	3.3%	3.7%	0.2%	2.0%	17.1%	0.8%	0.9%	0.5%	0.1%
	1,424 Private-Unit 70.8%			154 Single-Unit 7.7%				432 Combination-Unit 21.5%					
	586 Commercial-Unit 29.2%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,967	4pm	176
1,399	Private	143
568	Commercial	33
KFact 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,967	6	896	497	11	87	56	22	38	314	7	20	9	4
Axle Factor 0.76	0.3%	45.6%	25.3%	0.6%	4.4%	2.8%	1.1%	1.9%	16.0%	0.4%	1.0%	0.5%	0.2%
	1,399 Private-Unit 71.1%			176 Single-Unit 8.9%				392 Combination-Unit 19.9%					
	568 Commercial-Unit 28.9%												

SITE INFORMATION

2 Lanes

<b>Id:</b> DICIZ5	<b>Event No:</b> 4636	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Neosho County</b>	
<b>South Leg</b>	<b>Route:</b> US-169	<b>FC</b> 2
	<b>X-Route:</b> 95th	
<b>US-169 S OF 95th, 0.5 MI N OF THAYER</b>		
<b>Site Info:</b> ATR, Class C, NHS		
<b>Also:</b> 10/1/04; 5/8/00; 3/3/97		

Ln	Start	End	Hrs
11	11/08/04 14:00	11/09/04 13:00	24
51	11/08/04 14:00	11/09/04 13:00	24

# 24 Hour Site Summary

## CLASSIFICATION

<b>CILSS5</b>		<b>Supplemental</b>
<b>FC 7</b>	<b>Dist 4</b>	<b>Woodson County</b>
Rte: K-105, TORONTO LAKE RD		South Leg
XRte: US-54		
K-105 S OF US-54, 2 MI N OF TORONTO		

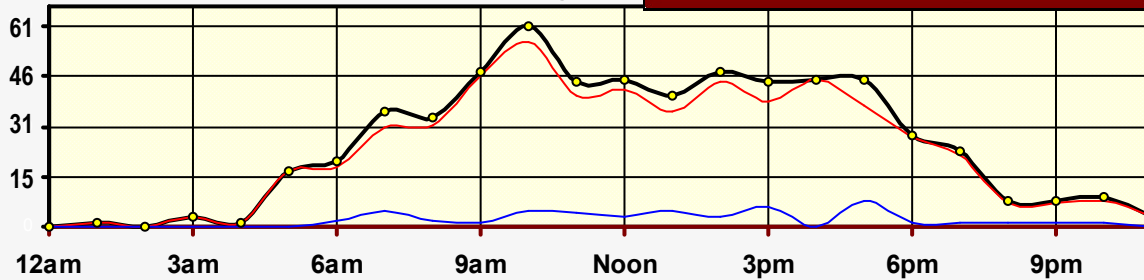
## CLASSIFICATION



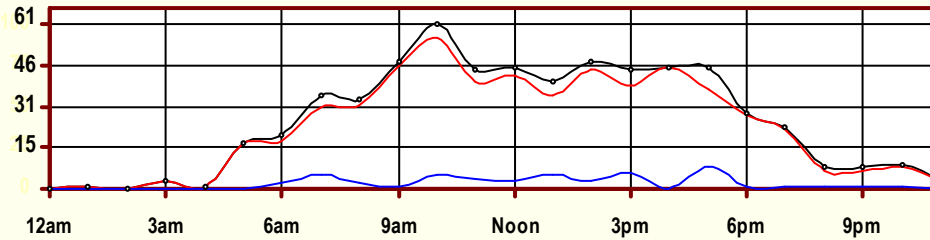
### Peak Hour Traffic

Total: 10am	61
Private: 10am	56
Trucks: 5pm	8

### October 2004 (24 Hr Survey)



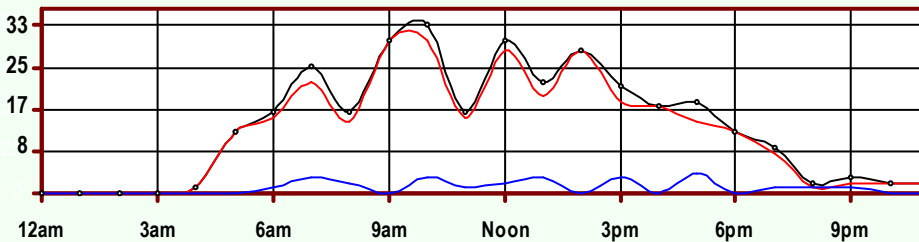
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	3	0	0	0	0	0	0	0	0	0	0	0
4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5	17	0	10	7	0	0	0	0	0	0	0	0	0	0
6	20	1	14	3	1	1	0	0	0	0	0	0	0	0
7	35	0	24	6	0	5	0	0	0	0	0	0	0	0
8	33	0	23	8	0	1	0	0	0	0	0	0	0	1
9	47	0	30	16	0	0	0	0	0	0	0	1	0	0
10	61	0	34	22	0	1	0	1	0	1	0	1	0	1
11	44	0	22	18	0	4	0	0	0	0	0	0	0	0
12	45	0	24	18	0	3	0	0	0	0	0	0	0	0
13	40	0	22	13	0	5	0	0	0	0	0	0	0	0
14	47	0	28	16	0	2	0	0	0	1	0	0	0	0
15	44	0	19	19	0	6	0	0	0	0	0	0	0	0
16	45	0	33	12	0	0	0	0	0	0	0	0	0	0
17	45	0	29	8	0	7	0	1	0	0	0	0	0	0
18	28	0	23	4	0	1	0	0	0	0	0	0	0	0
19	23	0	19	3	0	1	0	0	0	0	0	0	0	0
20	8	0	7	0	0	0	0	1	0	0	0	0	0	0
21	8	0	4	3	0	1	0	0	0	0	0	0	0	0
22	9	0	7	1	0	0	0	0	0	1	0	0	0	0
23	3	0	2	1	0	0	0	0	0	0	0	0	0	0
AF	607	1	379	178	1	38	0	3	0	3	0	2	0	2
0.97		0.2%	62.4%	29.3%	0.2%	6.3%	0.0%	0.5%	0.0%	0.5%	0.0%	0.3%	0.0%	0.3%
<b>SITE RECAP</b>		558 Private 91.9% Unit			42 Single Unit 6.9%					7 Combination Unit 1.2%				
		49 Commercial Unit 8.1%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,191	10am	61
1,094	Private	56
97	Commercial	5
KFact 0.05	NB: 33	SB: 28

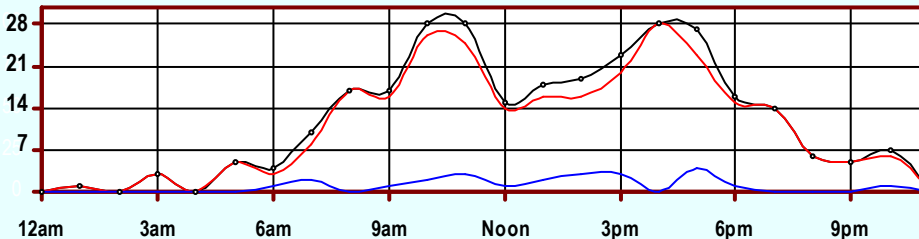
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,191	1	727	366	3	72	0	5	0	9	0	4	0	4
Axle Factor 0.97	0.1%	61.0%	30.7%	0.3%	6.0%	0.0%	0.4%	0.0%	0.8%	0.0%	0.3%	0.0%	0.3%
	1,094 Private-Unit 92.1%			80 Single-Unit 6.7%				17 Combination-Unit 1.4%					
	97 Commercial-Unit 8.1%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
315	10am	33
290	Private	30
25	Commercial	3
KFact 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
315	1	205	84	0	21	0	2	0	0	0	1	0	1
Axle Factor 0.98	0.3%	65.1%	26.7%	0.0%	6.7%	0.0%	0.6%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%
	290 Private-Unit 92.1%			23 Single-Unit 7.3%				2 Combination-Unit 0.6%					
	25 Commercial-Unit 7.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
876	10am	28
804	Private	26
72	Commercial	2
KFact 0.03		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
876	0	522	282	3	51	0	3	0	9	0	3	0	3
Axle Factor 0.97	0.0%	59.6%	32.2%	0.3%	5.8%	0.0%	0.3%	0.0%	1.0%	0.0%	0.3%	0.0%	0.3%
	804 Private-Unit 91.8%			57 Single-Unit 6.5%				15 Combination-Unit 1.7%					
	72 Commercial-Unit 8.2%												



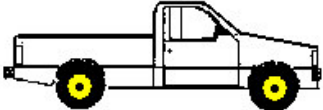

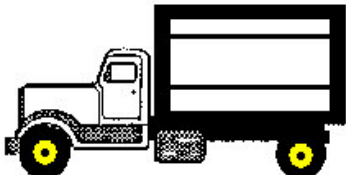

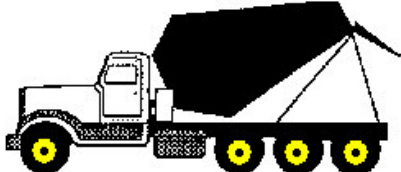

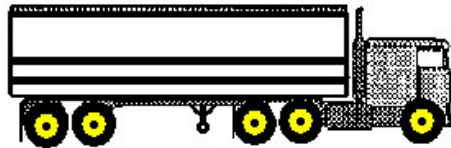




**SITE INFORMATION**

**2 Lanes**

<b>Id:</b> CILSS5	<b>Event No:</b> 4613	<b>Type:</b> Supplemental
<b>District</b> 4	<b>Woodson County</b>	
<b>South Leg</b>	<b>Route:</b> K-105, TORONTO LAKE RD	
	<b>X-Route:</b> US-54	
<b>K-105 S OF US-54, 2 MI N OF TORONTO</b>		
<b>Site Info:</b> ATR, Class E		
<b>Also:</b> 5/30/01; 3/30/98		

Ln	Start	End	Hrs
11	10/11/04 11:00	10/12/04 10:00	24
51	10/11/04 11:00	10/12/04 10:00	24

# FHWA CLASSIFICATIONS

COMMERCIAL VEHICLES	1	MOTORCYCLE	2	PASSENGER CARS	3	PICKUPS	4	BUS
						OTHER 2-AXLE 4 TIRE SINGLE UNIT	2-3 AXLE PASSENGER BUS	
	5	TWO AXLE	6	THREE AXLE	7	FOUR + AXLES		
	SINGLE UNIT							
SINGLE TRAILER	8	FOUR or LESS AXLES	9	FIVE AXLES	10	SIX+ AXLES		
								
MULTI TRAILER	11	FIVE AXLES	12	SIX AXLES	13	SEVEN + AXLES		
								

- 01 - Motorcycles
- 02 - Passenger Cars
- 03 - Other Two-Axle, Four-Tire Single-Unit Vehicles
- 04 - Busses
- 05 - Two-axle, Six-Tire Single-Unit Trucks
- 06 - Three-Axle Single-Unit Trucks
- 07 - Four or More Axle Single-Unit Trucks

- 08 - Four or Less Axle Single-Trailer Trucks
- 09 - Five-axle Single-Trailer Trucks
- 10 - Six or More Axle Single-Trailer Trucks
- 11 - Five or Less Axle Multi-Trailer Trucks
- 12 - Six Axle Multi-Trailer Trucks
- 13 - Seven or More Axle Multi-Trailer Trucks