

MOTORCYCLE



PASSENGER CARS



KANSAS

2006

PICKUPS



5 AXLES



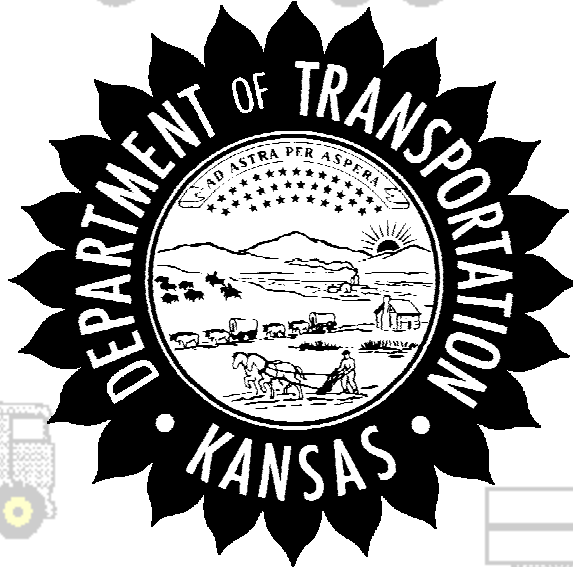
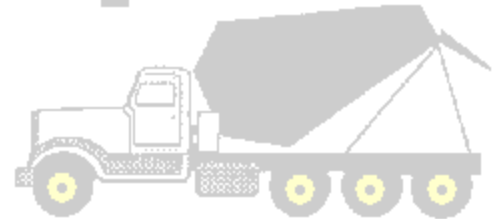
VEHICLE CLASSIFICATION

District 5 Surveys

2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



Kansas Department of Transportation
Bureau of Transportation Planning
Traffic and Field Operations Unit

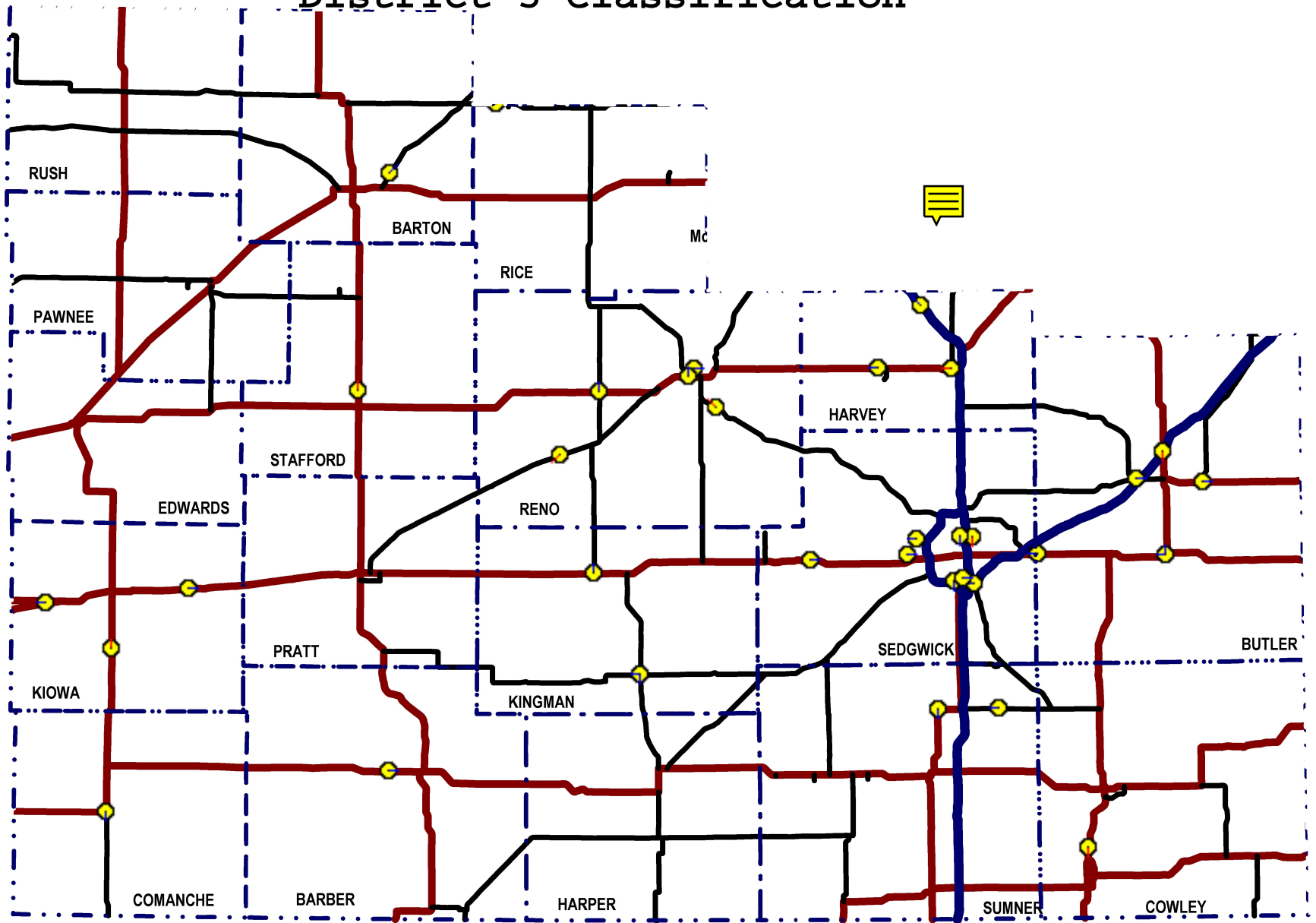
6 AXLES



≥ 7 AXLES



District 5 Classification



District 5



2006 Vehicle Classification Summary

| County | Route | LOCATION | FC | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck | ADT | Dist Page |
|---------------|------------------------------|--|------|---------------------------------|---------|--------|--------|--------|--------|-------|--------|--------|-------|-------|-------|------|-------|---------|--------------|
| Site Id | Cross- Route | DESCRIPTION | AF | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Surveys | |
| Barber | US-160 | US-160 E OF TAMARISK RD, 4 MI W OF US-281 | 6 | 2.0 | 165.5 | 182.5 | 1 | 41.5 | 16 | 5 | 7.5 | 33 | 48.5 | 0 | 0 | 0 | 153 | 503 | V |
| 6ZXB33 | TAMARISK RD | | 0.75 | 0.4% | 32.9% | 36.3% | 0.2% | 8.3% | 0.4% | 1.0% | 1.5% | 6.6% | 9.7% | 0.0% | 0.0% | 0.0% | 30.3% | 1 | 6 |
| Barton | K-156 | K-156 NE OF RS-980, 2.25 MI NE OF US-56 | 2 | 16.0 | 1180 | 457 | 10 | 75 | 11 | 13 | 63 | 444 | 28 | 27 | 5 | 4 | 680 | 2,333 | V |
| 70Y9Q2 | RS-980 | | 0.73 | 0.7% | 50.6% | 19.6% | 0.4% | 3.2% | 0.7% | 0.6% | 2.7% | 19.0% | 1.2% | 1.2% | 0.2% | 0.2% | 29.1% | 1 | 8 |
| Butler | US-54 | US-54 W OF RUTH AVE, IN ANDOVER | 2 | 226.5 | 17287.5 | 6702.5 | 88.5 | 724 | 209 | 117 | 268 | 992 | 27 | 60.5 | 6.5 | 59.5 | 2,552 | 26,769 | V |
| A3FNJ7 | RUTH AVE | | 0.92 | 0.8% | 64.6% | 25.0% | 0.3% | 2.7% | 0.8% | 0.4% | 1.0% | 3.7% | 0.1% | 0.2% | 0.0% | 0.2% | 9.5% | 1 | 10 |
| Butler | K-254 | K-254 E OF SW INDUSTRIAL RD, 0.4 MI W OF I-35 JCT | 2 | 92.5 | 9749 | 3772 | 25 | 433 | 145 | 74.5 | 140 | 881 | 17.5 | 17 | 3.5 | 1 | 1,738 | 15,351 | V |
| AKCRT3 | SW INDUSTRIAL RD | | 0.90 | 0.6% | 63.5% | 24.6% | 0.2% | 2.8% | 0.6% | 0.5% | 0.9% | 5.7% | 0.1% | 0.1% | 0.0% | 0.0% | 11.3% | 1 | 12 |
| Butler | US-77 | US-77 S OF RS-2141, 0.5 MI S OF I-35, N OF ELDORADO | 2 | 17.5 | 1215 | 640 | 11.5 | 106.5 | 13.5 | 12 | 36.5 | 183.5 | 6.5 | 3 | 0.5 | 8 | 382 | 2,254 | V |
| AOUTD5 | RS-2141 (EL DORADO ST PK RD) | | 0.86 | 0.8% | 53.9% | 28.4% | 0.5% | 4.7% | 0.8% | 0.5% | 1.6% | 8.1% | 0.3% | 0.1% | 0.0% | 0.4% | 16.9% | 1 | 14 |
| Butler | US-54 | N OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA | 2 | 20.0 | 993.5 | 525 | 13.5 | 89.5 | 38 | 23 | 45.5 | 460 | 12.5 | 7 | 1.5 | 12 | 703 | 2,241 | V |
| APINL1 | US-400 | | 0.73 | 0.9% | 44.3% | 23.4% | 0.6% | 4.0% | 0.9% | 1.0% | 2.0% | 20.5% | 0.6% | 0.3% | 0.1% | 0.5% | 31.3% | 1 | 16 |
| Butler | US-54 | US-54 W OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA | 2 | 58.5 | 2998 | 1481.5 | 37.5 | 311 | 48 | 53.5 | 205.5 | 1215.5 | 48 | 61.5 | 4 | 22.5 | 2,007 | 6,545 | V |
| APINL7 | US-54 (US-77) | | 0.73 | 0.9% | 45.8% | 22.6% | 0.6% | 4.8% | 0.9% | 0.8% | 3.1% | 18.6% | 0.7% | 0.9% | 0.1% | 0.3% | 30.7% | 1 | 18 |
| Butler | US-54 | US-54 E OF K-177, 4 MI E OF ELDORADO | 2 | 19.0 | 1900.5 | 1066.5 | 18.5 | 163.5 | 19 | 20 | 50.5 | 262 | 8 | 5 | 4 | 7.5 | 558 | 3,544 | V |
| AVORN3 | K-177 | | 0.87 | 0.5% | 53.6% | 30.1% | 0.5% | 4.6% | 0.5% | 0.6% | 1.4% | 7.4% | 0.2% | 0.1% | 0.1% | 0.2% | 15.7% | 1 | 20 |
| Comanche | K-1 | K-1 S OF US-160, S OF COLDWATER | 7 | 3.0 | 129 | 148 | 2 | 26 | 12.5 | 9 | 9 | 107.5 | 4.5 | 3.5 | 0.5 | 1.5 | 176 | 456 | V |
| 5NF8R5 | US-160 (US-183) | | 0.69 | 0.7% | 28.3% | 32.5% | 0.4% | 5.7% | 0.7% | 2.0% | 2.0% | 23.6% | 1.0% | 0.8% | 0.1% | 0.3% | 38.6% | 1 | 22 |
| Cowley | US-77 | US-77 S OF 232nd RD, N OF ARKANSAS CITY | 2 | 82.0 | 5743 | 4331 | 76 | 780.5 | 52.5 | 17 | 143 | 353.5 | 5.5 | 4 | 1 | 22.5 | 1,456 | 11,612 | V |
| ACC755 | 232nd RD | | 0.93 | 0.7% | 49.5% | 37.3% | 0.7% | 6.7% | 0.7% | 0.1% | 1.2% | 3.0% | 0.0% | 0.0% | 0.0% | 0.2% | 12.5% | 1 | 24 |
| Harvey | US-50 | US-50 W OF RS-307, N OF HALSTEAD | 2 | 38.5 | 2005.5 | 976 | 20 | 174 | 45 | 19.5 | 111 | 875.5 | 45 | 57.5 | 7 | 14 | 1,369 | 4,389 | V |
| 9C3Y57 | RS-307 (HALSTEAD RD) | | 0.72 | 0.9% | 45.7% | 22.2% | 0.5% | 4.0% | 0.9% | 0.4% | 2.5% | 19.9% | 1.0% | 1.3% | 0.2% | 0.3% | 31.2% | 1 | 26 |
| Harvey | I-135 | I-135 NW OF RS-306, HESSTON | 1 | 25.5 | 5719.5 | 2532 | 63 | 355 | 70 | 36.5 | 252 | 2498.5 | 60 | 130 | 28 | 4 | 3,497 | 11,774 | V |
| 9JG1Q8 | RS-306 (LINCOLN) | | 0.72 | 0.2% | 48.6% | 21.5% | 0.5% | 3.0% | 0.2% | 0.3% | 2.1% | 21.2% | 0.5% | 1.1% | 0.2% | 0.0% | 29.7% | 1 | 28 |
| Harvey | US-50 | US-50 W OF OLD MAIN ST, IN NEWTON | 14 | 95.9 | 6050.5 | 2443.6 | 42.125 | 313.38 | 117.13 | 45.75 | 132.75 | 971.63 | 37.25 | 62.75 | 9.125 | 15 | 1,747 | 10,337 | V |
| 9OIY47 | C-4111 (OLD MAIN ST) | | 0.84 | 0.9% | 58.5% | 23.6% | 0.4% | 3.0% | 0.9% | 0.4% | 1.3% | 9.4% | 0.4% | 0.6% | 0.1% | 0.1% | 16.9% | 1 | 30 |
| Kingman | K-14 | K-14 N OF US-54 (W JCT), W OF KINGMAN | 6 | 1.5 | 182 | 115.5 | 5.5 | 33 | 6 | 1.5 | 5.5 | 36.5 | 1.5 | 0 | 0 | 2.5 | 92 | 391 | V |
| 7Z3MF1 | US-54 (US-400) | | 0.84 | 0.4% | 46.5% | 29.5% | 1.4% | 8.4% | 0.4% | 0.4% | 1.4% | 9.3% | 0.4% | 0.0% | 0.0% | 0.6% | 23.5% | 1 | 32 |

District 5



2006 Vehicle Classification Summary

| County | Route | LOCATION | FC | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck | ADT | Dist Page |
|----------|---------------------|---|------|---------------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|---------|--------------|
| Site Id | Cross- Route | DESCRIPTION | AF | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total | Surveys | |
| Kingman | K-14 | K-14 S OF K-42, N OF RAGO | 6 | 7.5 | 452.5 | 372 | 2.5 | 58.5 | 33 | 13.5 | 23 | 122.5 | 4 | 6 | 0.5 | 15 | 279 | 1,111 | V |
| 873GM5 | K-42 | | 0.79 | 0.7% | 40.7% | 33.5% | 0.2% | 5.3% | 0.7% | 1.2% | 2.1% | 11.0% | 0.4% | 0.5% | 0.0% | 1.4% | 25.1% | 1 | 34 |
| Kingman | K-42 | K-42 W OF K-14, N OF RAGO | 7 | 3.5 | 150.5 | 228.5 | 2.5 | 67 | 15 | 6 | 6.5 | 41.5 | 1.5 | 0.5 | 1 | 1.5 | 143 | 526 | V |
| 873GM7 | K-14 | | 0.85 | 0.7% | 28.6% | 43.5% | 0.5% | 12.7% | 0.7% | 1.1% | 1.2% | 7.9% | 0.3% | 0.1% | 0.2% | 0.3% | 27.2% | 1 | 36 |
| Kiowa | US-54 | US-54 W OF MAIN ST, S EDGE OF MULLINVILLE | 2 | 12.0 | 895.5 | 447 | 26.5 | 87 | 14.5 | 25 | 124.5 | 783 | 11 | 84.5 | 29.5 | 13.5 | 1,199 | 2,554 | V |
| 5D0KP7 | RS-963 (MAIN ST) | | 0.62 | 0.5% | 35.1% | 17.5% | 1.0% | 3.4% | 0.5% | 1.0% | 4.9% | 30.7% | 0.4% | 3.3% | 1.2% | 0.5% | 47.0% | 1 | 38 |
| Kiowa | US-183 | US-183 N OF MCS-4904, 6.75 MI S OF GREENSBURG | 6 | 2.0 | 351 | 262.5 | 6 | 45 | 22 | 4 | 20 | 150 | 15 | 1.5 | 3 | 1.5 | 268 | 884 | V |
| 5OCI21 | MCS-4904 | | 0.74 | 0.2% | 39.7% | 29.7% | 0.7% | 5.1% | 0.2% | 0.5% | 2.3% | 17.0% | 1.7% | 0.2% | 0.3% | 0.2% | 30.3% | 1 | 40 |
| Kiowa | US-54 | 1.2 MI W OF RS-219 AT HAVILAND | 2 | 44.9 | 3671.14 | 2429.0 | 84.757 | 359.74 | 108.78 | 65.433 | 297.33 | 2300.7 | 35.067 | 189.94 | 54.586 | 34.152 | 3,531 | 9,676 | V |
| 61ILJ3 | LOC | | 0.69 | 0.5% | 37.9% | 25.1% | 0.9% | 3.7% | 0.5% | 0.7% | 3.1% | 23.8% | 0.4% | 2.0% | 0.6% | 0.4% | 36.5% | 2 | 42 |
| Reno | K-61 | K-61 SW OF ANDRE RD, 3 MI NE OF LANGDON | 2 | 15.5 | 1071 | 311.5 | 12.5 | 54.5 | 71 | 8 | 32.5 | 591 | 18 | 61 | 12 | 12.5 | 873 | 2,271 | V |
| 7UOTC6 | MCS-7809 (ANDRE RD) | | 0.66 | 0.7% | 47.2% | 13.7% | 0.6% | 2.4% | 0.7% | 0.4% | 1.4% | 26.0% | 0.8% | 2.7% | 0.5% | 0.6% | 38.4% | 1 | 46 |
| Reno | K-14 | K-14 N OF US-50 | 6 | 0.5 | 174 | 142 | 6.5 | 22 | 9 | 6.5 | 7.5 | 65 | 2 | 1 | 0 | 0.5 | 120 | 437 | V |
| 803WS1 | US-50 | | 0.78 | 0.1% | 39.9% | 32.5% | 1.5% | 5.0% | 0.1% | 1.5% | 1.7% | 14.9% | 0.5% | 0.2% | 0.0% | 0.1% | 27.5% | 1 | 48 |
| Reno | K-96 | K-96 N OF US-50, W JCT, S HUTCHINSON | 12 | 36.5 | 2269.5 | 1311 | 41 | 189 | 61 | 13.5 | 95.5 | 420 | 17.5 | 10.5 | 0.5 | 9.5 | 858 | 4,475 | V |
| 8F9XO1 | US-50 (K-61) | | 0.84 | 0.8% | 50.7% | 29.3% | 0.9% | 4.2% | 0.8% | 0.3% | 2.1% | 9.4% | 0.4% | 0.2% | 0.0% | 0.2% | 19.2% | 2 | 50 |
| Reno | C-1802 (BLANCHARD) | BLANCHARD E OF SUNNYDELL, IN S HUTCHINSON | 16 | 33.5 | 1749.5 | 809 | 2 | 143.5 | 49 | 10 | 9.5 | 13 | 0 | 2 | 0 | 1.5 | 231 | 2,823 | V |
| 8GKY43 | SUNNYDELL | | 0.98 | 1.2% | 62.0% | 28.7% | 0.1% | 5.1% | 1.2% | 0.4% | 0.3% | 0.5% | 0.0% | 0.1% | 0.0% | 0.1% | 8.2% | 1 | 54 |
| Reno | K-96 | K-96, 2.25 MI SE OF K-17, SE OF SAND CREEK RD | 2 | 61.0 | 7473.11 | 3357.1 | 58.506 | 490.3 | 116.82 | 24.851 | 180.63 | 979.14 | 20.208 | 27.78 | 2.1786 | 17.619 | 1,918 | 12,809 | V |
| 8K3VW8 | SAND CREEK RD | | 0.87 | 0.5% | 58.3% | 26.2% | 0.5% | 3.8% | 0.5% | 0.2% | 1.4% | 7.6% | 0.2% | 0.2% | 0.0% | 0.1% | 15.0% | 2 | 56 |
| Rice | K-4 | K-4 W OF RS-570, 3 MI E OF W CO LINE | 6 | 15.0 | 378.5 | 270 | 6.5 | 55.5 | 29.5 | 4 | 23 | 45 | 4 | 1 | 0.5 | 2 | 171 | 835 | V |
| 7IDDA7 | RS-570 (4th RD) | | 0.87 | 1.8% | 45.4% | 32.4% | 0.8% | 6.7% | 1.8% | 0.5% | 2.8% | 5.4% | 0.5% | 0.1% | 0.1% | 0.2% | 20.5% | 1 | 60 |
| Sedgwick | US-54 | US-54 E OF K-163, N OF GARDEN PLAIN | 2 | 78.0 | 5943.5 | 2955.5 | 67.5 | 404.5 | 51 | 35.5 | 150.5 | 577 | 8.5 | 37 | 14 | 34 | 1,380 | 10,357 | V |
| 90FN53 | K-163 | | 0.89 | 0.8% | 57.4% | 28.5% | 0.7% | 3.9% | 0.8% | 0.3% | 1.5% | 5.6% | 0.1% | 0.4% | 0.1% | 0.3% | 13.3% | 1 | 62 |
| Sedgwick | C-6350 (MAPLE) | MAPLE ST E OF MAMIE LA, IN WICHITA | 16 | 40.5 | 5244 | 1951.5 | 9.5 | 144.5 | 8 | 10.5 | 15 | 5.5 | 0 | 0.5 | 0 | 0 | 194 | 7,430 | V |
| 9HFNE3 | MAMIE LA | | 0.99 | 0.5% | 70.6% | 26.3% | 0.1% | 1.9% | 0.5% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | 1 * | 64 |
| Sedgwick | C-6380 (13th) | 13th ST W OF MORGANTOWN, IN WICHITA | 16 | 19.0 | 12124.5 | 3938.5 | 54.5 | 272.5 | 17.5 | 21 | 11.5 | 9.5 | 0 | 0 | 0 | 0 | 387 | 16,469 | V |
| 9IOO97 | MORGANTOWN | | 1.00 | 0.1% | 73.6% | 23.9% | 0.3% | 1.7% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.3% | 1 | 66 |

District 5

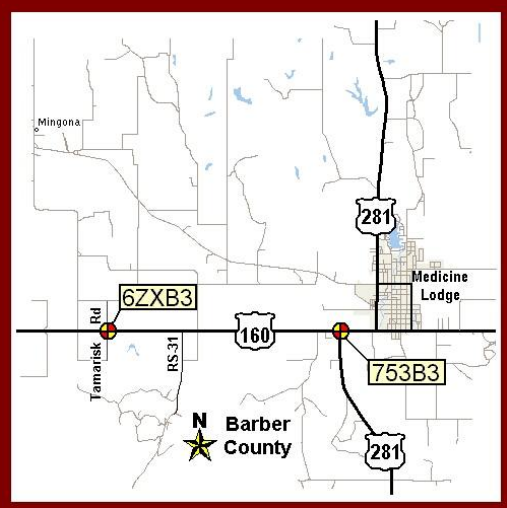


2006 Vehicle Classification Summary

| County | Route | LOCATION DESCRIPTION | FC | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | Dist Page |
|----------|-----------------------|---------------------------------------|------|---------------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|-------------|-----------|
| Site Id | Cross- Route | | AF | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
| Sedgwick | C-6351 (GOLD ST) | GOLD ST S OF 35th ST, IN WICHITA | 14 | 25.5 | 1213 | 380 | 4 | 45 | 1 | 0.5 | 2 | 0 | 0 | 0 | 0 | 2 | 55 | 1,673 | V |
| 9PILT5 | 35th ST | | 0.99 | 1.5% | 72.5% | 22.7% | 0.2% | 2.7% | 1.5% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 3.3% | 1 | 68 |
| Sedgwick | C-6401 (MOSLEY AVE) | MOSLEY AVE S OF 16th ST, IN WICHITA | 16 | 27.5 | 2495.5 | 1334 | 4 | 198 | 40 | 11 | 37.5 | 167 | 5 | 0.5 | 0 | 0 | 463 | 4,320 | V |
| 9POOA5 | 16th ST | | 0.93 | 0.6% | 57.8% | 30.9% | 0.1% | 4.6% | 0.6% | 0.3% | 0.9% | 3.9% | 0.1% | 0.0% | 0.0% | 0.0% | 10.7% | 1 | 70 |
| Sedgwick | C-6290 (31st) | 31st ST E OF PATTIE, IN WICHITA | 17 | 6.0 | 508.5 | 116.5 | 0.5 | 10 | 2 | 1 | 1 | 0 | 0 | 0.5 | 0 | 0 | 15 | 646 | V |
| 9QXLY3 | PATTIE | | 0.99 | 0.9% | 78.7% | 18.0% | 0.1% | 1.5% | 0.9% | 0.2% | 0.2% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 2.3% | 1 | 72 |
| Sedgwick | C-6475 (HILLSIDE ST) | HILLSIDE S OF 15th ST, IN WICHITA | 14 | 40.5 | 10940.5 | 2100 | 39.5 | 139 | 15 | 13.5 | 29.5 | 9.5 | 0 | 0.5 | 0 | 0 | 247 | 13,328 | V |
| 9ROO75 | 15th | | 0.99 | 0.3% | 82.1% | 15.8% | 0.3% | 1.0% | 0.3% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 1.8% | 1 | 74 |
| Sedgwick | I-35 | I-35 (KTA) SW OF K-15, IN WICHITA | 11 | 95.5 | 7237.5 | 2924 | 84.5 | 404 | 114 | 18.5 | 264 | 1913.5 | 15.5 | 156.5 | 61 | 161 | 3,193 | 13,450 | V |
| 9T3LO7 | K-15 (SOUTHEAST BLVD) | | 0.77 | 0.7% | 53.8% | 21.7% | 0.6% | 3.0% | 0.7% | 0.1% | 2.0% | 14.2% | 0.1% | 1.2% | 0.5% | 1.2% | 23.7% | 1 | 76 |
| Stafford | US-281 | US-281 N OF MCS-9306, 2 MI N OF US-50 | 2 | 11.4 | 1655.93 | 1118.3 | 17.143 | 234.93 | 50.429 | 31.429 | 63.214 | 292.79 | 26.857 | 8.0714 | 2.3571 | 6.2857 | 734 | 3,519 | V |
| 6ULWT1 | MCS-9306 (OLD 50 RD) | | 0.84 | 0.3% | 47.1% | 31.8% | 0.5% | 6.7% | 0.3% | 0.9% | 1.8% | 8.3% | 0.8% | 0.2% | 0.1% | 0.2% | 20.8% | 2 | 78 |
| Sumner | US-81 | US-81 S OF RS-641, 3 MI W OF I-35 | 6 | 27.0 | 1817.5 | 862 | 23 | 114 | 31 | 11.5 | 41 | 315 | 14 | 2.5 | 0 | 6 | 558 | 3,265 | V |
| 9MCEN5 | RS-641 | | 0.85 | 0.8% | 55.7% | 26.4% | 0.7% | 3.5% | 0.8% | 0.4% | 1.3% | 9.6% | 0.4% | 0.1% | 0.0% | 0.2% | 17.1% | 1 | 82 |
| Sumner | K-55 | K-55 W OF RS-160, E OF BELLE PLAINE | 6 | 2.5 | 583.5 | 348.5 | 3 | 49 | 15.5 | 3.5 | 18 | 32.5 | 1 | 0 | 1 | 2 | 126 | 1,060 | V |
| 9WUEO7 | RS-160 (ROCK RD) | | 0.92 | 0.2% | 55.0% | 32.9% | 0.3% | 4.6% | 0.2% | 0.3% | 1.7% | 3.1% | 0.1% | 0.0% | 0.1% | 0.2% | 11.8% | 1 | 84 |

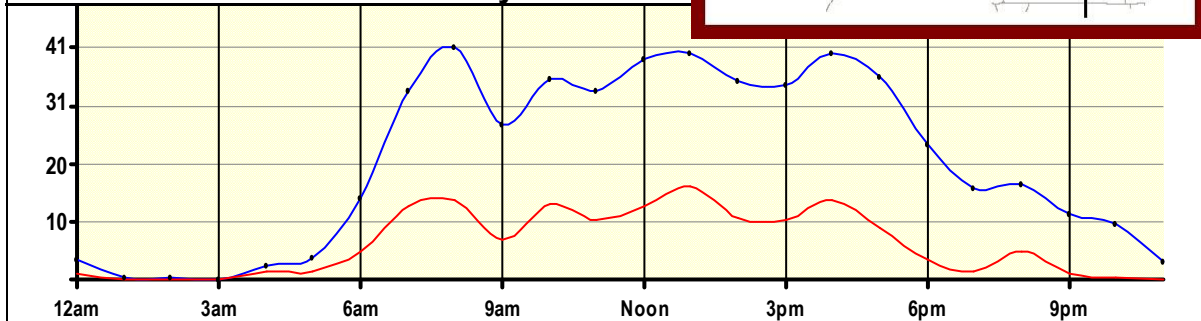
24 Hour Site Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | |
|---|--------|---------------|----------|----------------|--|--|--|
| 6ZXB33 | | WIM | | | | | |
| FC 6 | Dist 5 | Barber County | | | | | |
| Rte: US-160 | | | East Leg | | | | |
| XRte: TAMARISK RD | | | | | | | |
| US-160 E OF TAMARISK RD, 4 MI W OF US-281 | | | | | | | |



| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 41 at 8am |
| Pk-Priv: 27 at 8am |
| Pk -Trk: 16 at 1pm |

Jul '06 48 Hr Survey

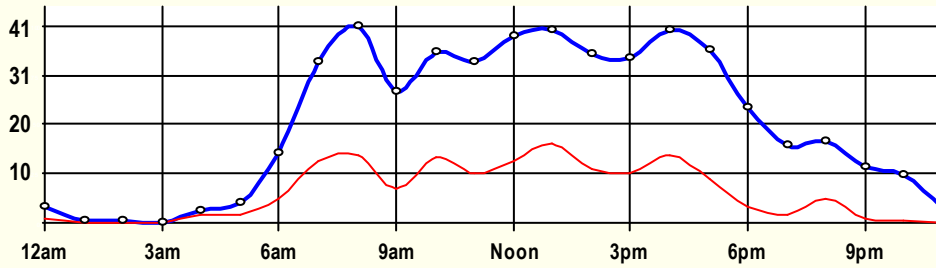


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------|------------------------------------|--------------|-------------------------------|-------------|-------------|-------------|-------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 3.5 | 0 | 0.5 | 2 | 0 | 0.5 | 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 | 0.5 | 0 | 0.5 | 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 | 2.5 | 0 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 5 | 4 | 0 | 1 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6 | 14.5 | 1 | 2.5 | 6 | 0 | 2 | 0.5 | 1.5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7 | 33.5 | 0 | 8.5 | 12 | 0 | 6.5 | 0.5 | 0 | 1 | 1.5 | 3.5 | 0 | 0 | 0 |
| 8 | 41 | 0.5 | 15 | 11.5 | 0 | 7 | 1.5 | 0.5 | 0.5 | 1.5 | 3 | 0 | 0 | 0 |
| 9 | 27.5 | 0 | 7 | 13.5 | 0 | 1 | 2.5 | 0.5 | 0.5 | 1 | 1.5 | 0 | 0 | 0 |
| 10 | 35.5 | 0.5 | 11 | 10.5 | 0 | 1 | 2.5 | 0.5 | 0 | 4 | 5.5 | 0 | 0 | 0 |
| 11 | 33.5 | 0 | 12 | 11 | 0 | 2 | 1 | 0 | 1 | 2.5 | 4 | 0 | 0 | 0 |
| 12 | 39 | 0 | 16.5 | 9.5 | 0 | 3 | 1 | 0 | 1 | 3 | 5 | 0 | 0 | 0 |
| 13 | 40 | 0 | 15 | 8.5 | 0 | 2.5 | 4 | 0 | 1 | 3 | 6 | 0 | 0 | 0 |
| 14 | 35 | 0 | 11.5 | 12.5 | 0 | 2.5 | 1.5 | 0 | 0.5 | 2 | 4.5 | 0 | 0 | 0 |
| 15 | 34.5 | 0 | 9 | 15 | 0.5 | 3 | 0 | 0.5 | 0.5 | 0 | 6 | 0 | 0 | 0 |
| 16 | 40 | 0 | 12 | 14 | 0 | 3.5 | 0.5 | 1 | 0.5 | 3 | 5.5 | 0 | 0 | 0 |
| 17 | 36 | 0 | 14.5 | 12.5 | 0 | 2 | 0.5 | 0 | 0 | 3 | 3.5 | 0 | 0 | 0 |
| 18 | 24 | 0 | 7 | 13.5 | 0 | 1.5 | 0 | 0.5 | 0 | 1 | 0.5 | 0 | 0 | 0 |
| 19 | 16 | 0 | 5.5 | 9 | 0 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 20 | 17 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 0.5 | 3.5 | 0 | 0 | 0 | 0 |
| 21 | 11.5 | 0 | 4.5 | 6 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 22 | 10 | 0 | 5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 23 | 3 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF | 502.5 | 2 | 165.5 | 182.5 | 1 | 41.5 | 16 | 5 | 7.5 | 33 | 48.5 | 0 | 0 | 0 |
| 0.75 | Site Traffic | 0.4% | 32.9% | 36.3% | 0.2% | 8.3% | 3.2% | 1.0% | 1.5% | 6.6% | 9.7% | 0.0% | 0.0% | 0.0% |
| | | 350 Private Unit 69.7% | | 63.5 Single Unit 12.6% | | | | | 89 Combination Unit 17.7% | | | | | |
| | | 152.5 Commercial Unit 30.3% | | | | | | | | | | | | |

6ZXB33

Classification Summary

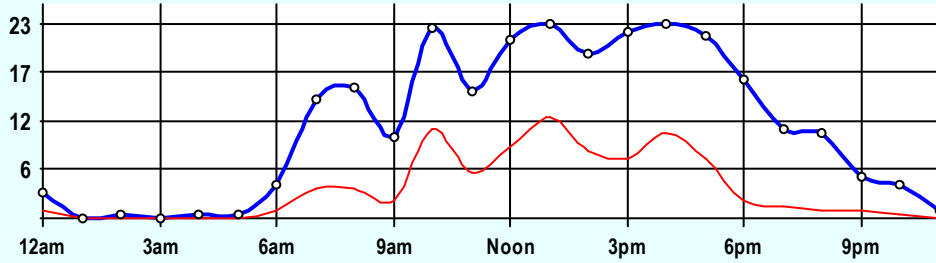
July 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 765 | 8am | 41 |
| 527 | Private | 27 |
| 238 | Commercial | 14 |
| K-Factor 0.05 | EB | WB |
| | 16 | 26 |

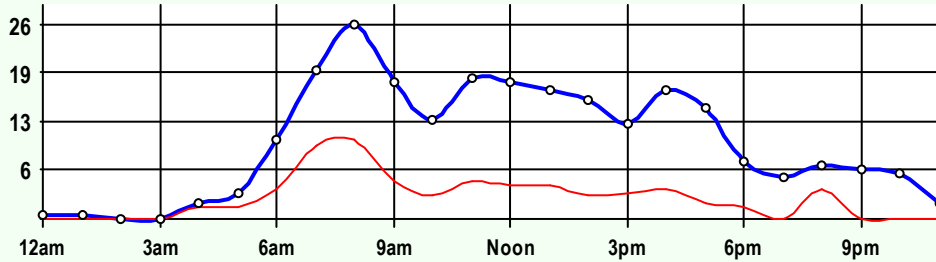
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|----------------------------|----|----|----|----|----|
| 765 | 2 | 249 | 276 | 1 | 57 | 22 | 6 | 9 | 48 | 96 | 0 | 0 | 0 |
| Axle Factor 0.73 | 527 Private-Unit 67.4% | | | 86 Single-Unit 11.2% | | | | 152 Combination-Unit 19.9% | | | | | |
| | 238 Commercial-Unit 31.1% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 524 | 1pm | 23 |
| 353 | Private | 11 |
| 171 | Commercial | 12 |
| K-Factor 0.04 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|----------------------------|----|----|----|----|----|
| 524 | 0 | 166 | 187 | 0 | 31 | 12 | 2 | 2 | 30 | 94 | 0 | 0 | 0 |
| Axle Factor 0.68 | 353 Private-Unit 67.4% | | | 45 Single-Unit 8.6% | | | | 126 Combination-Unit 24.0% | | | | | |
| | 171 Commercial-Unit 32.6% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 241 | 8am | 26 |
| 174 | Private | 15 |
| 67 | Commercial | 11 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|----------------------|----|----|---|---------------------------|----|----|----|----|----|
| 241 | 2 | 83 | 89 | 1 | 26 | 10 | 4 | 7 | 18 | 2 | 0 | 0 | 0 |
| Axle Factor 0.84 | 174 Private-Unit 72.1% | | | 41 Single-Unit 17.0% | | | | 26 Combination-Unit 10.8% | | | | | |
| | 67 Commercial-Unit 27.9% | | | | | | | | | | | | |

SITE INFORMATION

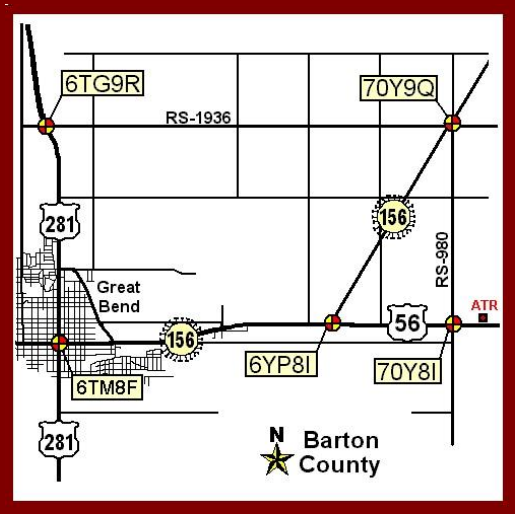
| | | | |
|-------------------|---|---------------|----------------------|
| 6ZXB33 | #6848 | Dist 5 | Barber County |
| East Leg | Route: US-160 | | |
| | X-Route: TAMARISK RD | | |
| Location | US-160 E OF TAMARISK RD, 4 MI W OF US-281 | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 8/4/03; 7/31/00; 6/3/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 07/31/06 13:00 | 08/02/06 12:00 |
| 71 | 48 | 07/31/06 13:00 | 08/02/06 12:00 |

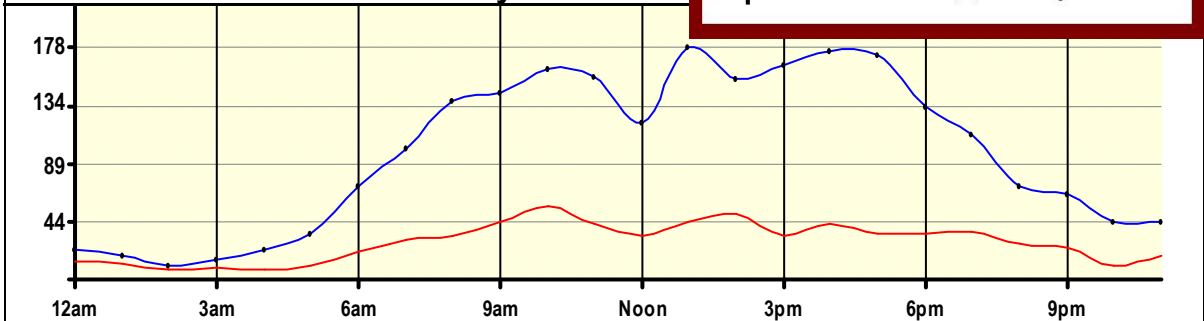
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|--------|----------------|--|
| 70Y9Q2 | | | |
| FC 2 | Dist 5 | Barton County | |
| Rte: K-156 | | North-East Leg | |
| XRte: RS-980 | | | |
| K-156 NE OF RS-980, 2.25 MI NE OF US-56 | | | |

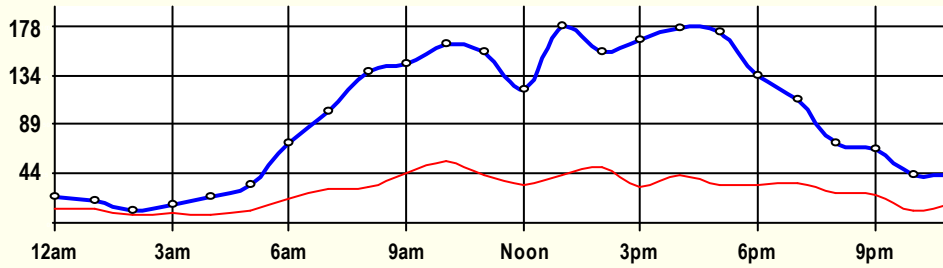
| Peak-Hour Traffic |
|---------------------|
| Pk-Vol: 178 at 1pm |
| Pk-Priv: 138 at 5pm |
| Pk -Trk: 56 at 10am |



Jul '06 24 Hr Survey



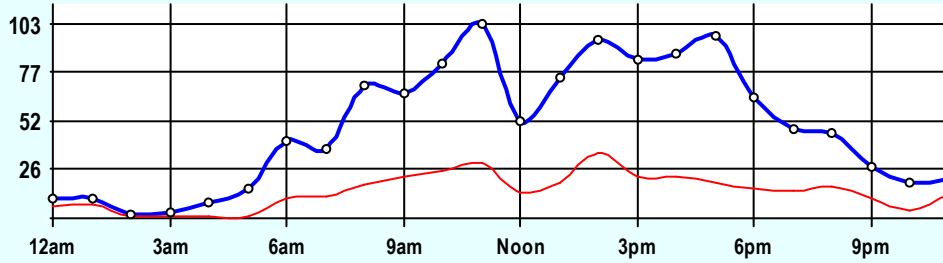
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|-------|---------------------------|-------|----------------------|------|------|------|------|----------------------------|-------|------|------|------|------|
| 0 | 23 | 0 | 7 | 3 | 0 | 3 | 0 | 1 | 1 | 8 | 0 | 0 | 0 | 0 |
| 1 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 1 | 1 | 0 | 0 |
| 2 | 10 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 |
| 3 | 16 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 |
| 4 | 23 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 0 |
| 5 | 35 | 0 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 6 | 71 | 0 | 33 | 17 | 0 | 0 | 0 | 0 | 5 | 13 | 1 | 1 | 0 | 1 |
| 7 | 100 | 1 | 50 | 19 | 1 | 3 | 1 | 0 | 3 | 16 | 2 | 3 | 0 | 1 |
| 8 | 137 | 0 | 63 | 41 | 1 | 2 | 0 | 2 | 3 | 21 | 1 | 1 | 1 | 1 |
| 9 | 144 | 3 | 71 | 25 | 0 | 8 | 2 | 1 | 5 | 23 | 2 | 3 | 1 | 0 |
| 10 | 162 | 0 | 80 | 26 | 0 | 8 | 1 | 1 | 6 | 35 | 3 | 2 | 0 | 0 |
| 11 | 155 | 0 | 78 | 34 | 0 | 6 | 0 | 0 | 4 | 29 | 2 | 2 | 0 | 0 |
| 12 | 120 | 2 | 57 | 27 | 0 | 3 | 2 | 0 | 5 | 22 | 1 | 1 | 0 | 0 |
| 13 | 178 | 0 | 105 | 29 | 1 | 3 | 1 | 1 | 4 | 31 | 1 | 1 | 0 | 1 |
| 14 | 154 | 2 | 67 | 34 | 2 | 6 | 2 | 2 | 3 | 34 | 2 | 0 | 0 | 0 |
| 15 | 165 | 1 | 92 | 39 | 0 | 6 | 0 | 1 | 4 | 20 | 2 | 0 | 0 | 0 |
| 16 | 176 | 1 | 103 | 29 | 1 | 7 | 1 | 1 | 3 | 29 | 1 | 0 | 0 | 0 |
| 17 | 173 | 1 | 94 | 43 | 0 | 4 | 0 | 1 | 2 | 24 | 2 | 1 | 1 | 0 |
| 18 | 133 | 1 | 74 | 23 | 2 | 5 | 0 | 0 | 1 | 27 | 0 | 0 | 0 | 0 |
| 19 | 112 | 3 | 51 | 22 | 0 | 5 | 0 | 1 | 4 | 23 | 3 | 0 | 0 | 0 |
| 20 | 72 | 1 | 33 | 11 | 0 | 2 | 0 | 1 | 2 | 17 | 3 | 2 | 0 | 0 |
| 21 | 66 | 0 | 28 | 13 | 0 | 1 | 0 | 0 | 1 | 20 | 1 | 1 | 1 | 0 |
| 22 | 44 | 0 | 22 | 11 | 1 | 1 | 1 | 0 | 3 | 4 | 0 | 1 | 0 | 0 |
| 23 | 45 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 |
| AF | 2,333 | 16 | 1,180 | 457 | 10 | 75 | 11 | 13 | 63 | 444 | 28 | 27 | 5 | 4 |
| 0.73 | | 0.7% | 50.6% | 19.6% | 0.4% | 3.2% | 0.5% | 0.6% | 2.7% | 19.0% | 1.2% | 1.2% | 0.2% | 0.2% |
| Site Traffic | | 1,653 Private Unit 70.9% | | 109 Single Unit 4.7% | | | | | 571 Combination Unit 24.5% | | | | | |
| | | 680 Commercial Unit 29.1% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,333 | 1pm | 178 |
| 1,653 | Private | 134 |
| 680 | Commercial | 44 |
| K-Factor 0.08 | NEB | SWB |
| | 75 | 103 |

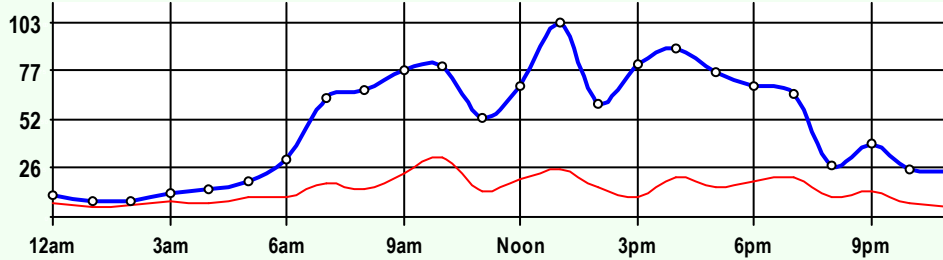
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 2,333 | 16 | 1,180 | 457 | 10 | 75 | 11 | 13 | 63 | 444 | 28 | 27 | 5 | 4 |
| Axle Factor 0.73 | 0.7% | 50.6% | 19.6% | 0.4% | 3.2% | 0.5% | 0.6% | 2.7% | 19.0% | 1.2% | 1.2% | 0.2% | 0.2% |
| | 1,653 Private-Unit 70.6% | | | 109 Single-Unit 4.7% | | | | 571 Combination-Unit 24.5% | | | | | |
| | 680 Commercial-Unit 29.1% | | | | | | | | | | | | |



NEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,160 | 11am | 103 |
| 819 | Private | 74 |
| 341 | Commercial | 29 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 1,160 | 8 | 590 | 221 | 4 | 35 | 7 | 8 | 27 | 225 | 16 | 12 | 3 | 4 |
| Axle Factor 0.72 | 0.7% | 50.9% | 19.1% | 0.3% | 3.0% | 0.6% | 0.7% | 2.3% | 19.4% | 1.4% | 1.0% | 0.3% | 0.3% |
| | 819 Private-Unit 70.6% | | | 54 Single-Unit 4.7% | | | | 287 Combination-Unit 24.7% | | | | | |
| | 341 Commercial-Unit 29.4% | | | | | | | | | | | | |



SWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,173 | 1pm | 103 |
| 834 | Private | 78 |
| 339 | Commercial | 25 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 1,173 | 8 | 590 | 236 | 6 | 40 | 4 | 5 | 36 | 219 | 12 | 15 | 2 | 0 |
| Axle Factor 0.73 | 0.7% | 50.3% | 20.1% | 0.5% | 3.4% | 0.3% | 0.4% | 3.1% | 18.7% | 1.0% | 1.3% | 0.2% | 0.0% |
| | 834 Private-Unit 71.1% | | | 55 Single-Unit 4.7% | | | | 284 Combination-Unit 24.2% | | | | | |
| | 339 Commercial-Unit 28.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|----------------|---|--------|---------------|
| 70Y9Q2 | #6208 | Dist 5 | Barton County |
| North-East Leg | Route: K-156 | | |
| | X-Route: RS-980 | | |
| Location | K-156 NE OF RS-980, 2.25 MI NE OF US-56 | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 4/3/96 | | |
| Comment | 24Hr Survey | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 21 | 24 | 07/11/06 12:00 | 07/12/06 11:00 |
| 61 | 24 | 07/11/06 12:00 | 07/12/06 11:00 |

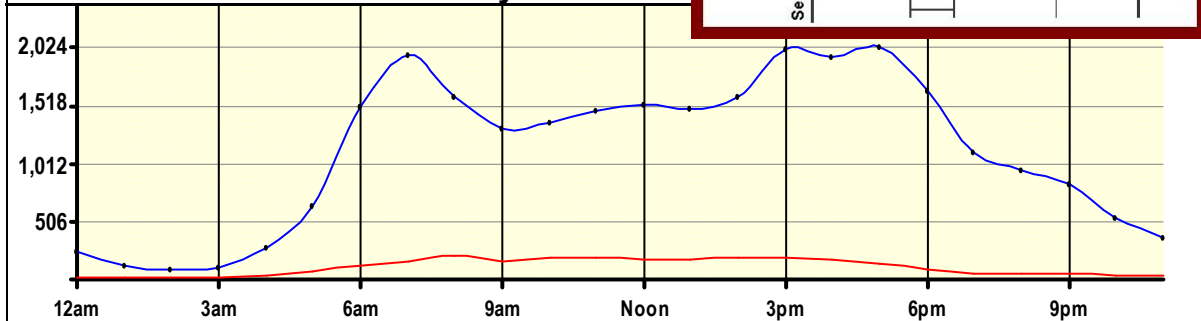
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---------------------------------|--------|----------------|--|
| A3FNJ7 | | | |
| FC 2 | Dist 5 | Butler County | |
| Rte: US-54 (US-400) | | West Leg | |
| XRte: RUTH AVE | | | |
| US-54 W OF RUTH AVE, IN ANDOVER | | | |

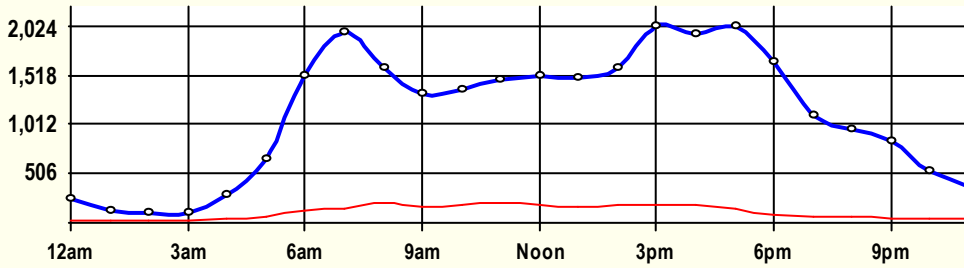


| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 2024 at 5pm |
| Pk-Priv: 1882 at 5pm |
| Pk -Trk: 200 at 8am |

Jul '06 48 Hr Survey



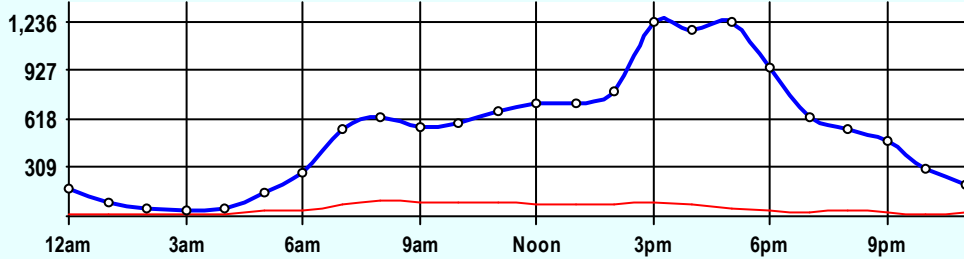
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|--------------|----------|-----------------------------|----------|--------------------------|------|------|------|-------------------------------|------|------|------|----------------------------|------|------|--|
| 0 | 240.5 | 7 | 160 | 52.5 | 0 | 3.5 | 1 | 0.5 | 0 | 13.5 | 0 | 2.5 | 0 | 0 | |
| 1 | 126 | 1.5 | 76.5 | 28 | 0 | 3 | 0 | 0 | 1 | 12 | 0 | 4 | 0 | 0 | |
| 2 | 92 | 2.5 | 58.5 | 13.5 | 1 | 2.5 | 2 | 0.5 | 0.5 | 8.5 | 0 | 2 | 0 | 0.5 | |
| 3 | 95.5 | 2.5 | 52.5 | 20 | 1 | 2 | 4 | 0 | 0.5 | 10 | 0 | 2.5 | 0 | 0.5 | |
| 4 | 284 | 6 | 167 | 75 | 1.5 | 9.5 | 1.5 | 0 | 5 | 17.5 | 0.5 | 0.5 | 0 | 0 | |
| 5 | 649.5 | 8.5 | 400.5 | 174 | 1 | 24 | 3.5 | 0 | 13 | 23 | 0 | 1.5 | 0 | 0.5 | |
| 6 | 1,511 | 27 | 891 | 479 | 3 | 45.5 | 4 | 3.5 | 17 | 30 | 1.5 | 6.5 | 1 | 2 | |
| 7 | 1,968 | 12 | 1,312 | 492.5 | 6.5 | 58.5 | 6 | 3 | 17 | 44 | 2 | 1.5 | 1 | 12 | |
| 8 | 1,599 | 13 | 1,004 | 381.5 | 6 | 61 | 21.5 | 11.5 | 21.5 | 69.5 | 2 | 4 | 0 | 3.5 | |
| 9 | 1,319 | 10.5 | 783.5 | 363 | 9.5 | 46.5 | 11 | 12.5 | 10.5 | 66 | 2 | 1.5 | 0 | 2.5 | |
| 10 | 1,365 | 10 | 813.5 | 354 | 9 | 41.5 | 22.5 | 11.5 | 14.5 | 80 | 2.5 | 2 | 0.5 | 3.5 | |
| 11 | 1,475 | 9 | 905 | 364 | 8 | 44 | 28.5 | 12.5 | 17.5 | 78 | 3.5 | 2.5 | 0 | 2.5 | |
| 12 | 1,519 | 12.5 | 916.5 | 413 | 7.5 | 47.5 | 20.5 | 9.5 | 21 | 63 | 1.5 | 1.5 | 1 | 4 | |
| 13 | 1,492 | 7 | 922.5 | 395 | 5.5 | 40 | 15.5 | 9 | 14.5 | 79 | 1 | 1 | 0 | 2 | |
| 14 | 1,595.5 | 11.5 | 991 | 408 | 5 | 50.5 | 22 | 9.5 | 20 | 67.5 | 3 | 1.5 | 2 | 4 | |
| 15 | 2,013.5 | 20.5 | 1,273.5 | 534.5 | 7 | 52.5 | 13.5 | 9 | 27.5 | 65.5 | 3.5 | 2.5 | 0 | 4 | |
| 16 | 1,948.5 | 15 | 1,235 | 524 | 3 | 49.5 | 18 | 11.5 | 21 | 60.5 | 1.5 | 1.5 | 0 | 8 | |
| 17 | 2,024 | 3.5 | 1,406.5 | 472.5 | 4 | 51.5 | 6.5 | 7 | 17.5 | 45.5 | 2 | 1.5 | 0 | 6 | |
| 18 | 1,654.5 | 15.5 | 1,178.5 | 377 | 3 | 27 | 2 | 3 | 10.5 | 34 | 0 | 1.5 | 0.5 | 2 | |
| 19 | 1,108.5 | 8 | 811.5 | 237 | 2 | 18 | 0.5 | 1 | 6 | 22.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| 20 | 950 | 8.5 | 682 | 199.5 | 2 | 18 | 1.5 | 0.5 | 4 | 29 | 0 | 4.5 | 0 | 0.5 | |
| 21 | 841 | 7 | 608.5 | 177.5 | 0.5 | 13 | 1 | 0 | 2 | 27.5 | 0 | 3.5 | 0 | 0.5 | |
| 22 | 537.5 | 5 | 395.5 | 95.5 | 0.5 | 8 | 0 | 1.5 | 2.5 | 24 | 0 | 4.5 | 0 | 0.5 | |
| 23 | 360 | 3 | 242.5 | 72 | 2 | 7 | 2.5 | 0 | 3.5 | 22 | 0 | 5.5 | 0 | 0 | |
| AF 0.92 | 26,768.5 | 226.5 | 17,287.5 | 6,702.5 | 88.5 | 724 | 209 | 117 | 268 | 992 | 27 | 60.5 | 6.5 | 59.5 | |
| | | 0.8% | 64.6% | 25.0% | 0.3% | 2.7% | 0.8% | 0.4% | 1.0% | 3.7% | 0.1% | 0.2% | 0.0% | 0.2% | |
| Site Traffic | | 24,216.5 Private Unit 90.5% | | 1,138.5 Single Unit 4.3% | | | | 1,413.5 Combination Unit 5.3% | | | | 2,552 Commercial Unit 9.5% | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 26,769 | 5pm | 2024 |
| 24,217 | Private | 1,883 |
| 2,552 | Commercial | 142 |
| K-Factor 0.08 | EB | WB |
| | 1230 | 794 |

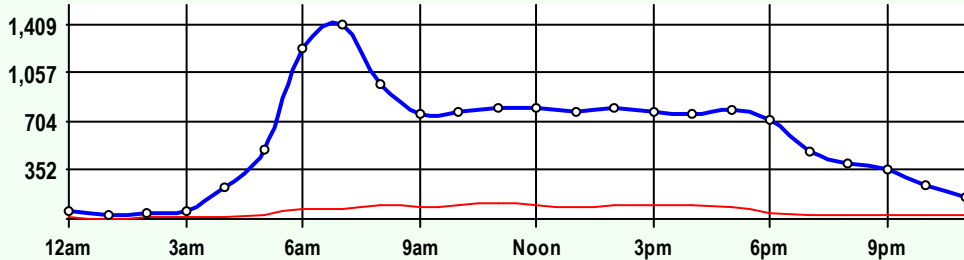
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|--------|-------|---------------------------|-----|-----|--------------------------------|-----|-----|----|----|----|----|
| 26,769 | 227 | 17,288 | 6,703 | 89 | 724 | 209 | 117 | 268 | 992 | 27 | 61 | 7 | 60 |
| Axle Factor 0.92 | 24,217 Private-Unit 91.0% | | | 1,139 Single-Unit 4.3% | | | 1,414 Combination-Unit 5.3% | | | | | | |
| | 2,552 Commercial-Unit 9.5% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 12,854 | 3pm | 1,237 |
| 11,691 | Private | 1,153 |
| 1,163 | Commercial | 84 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|----|------------------------------|-----|-----|----|----|----|----|
| 12,854 | 86 | 8,524 | 3,082 | 39 | 290 | 51 | 78 | 152 | 491 | 8 | 32 | 3 | 21 |
| Axle Factor 0.92 | 11,691 Private-Unit 91.0% | | | 457 Single-Unit 3.6% | | | 706 Combination-Unit 5.5% | | | | | | |
| | 1,163 Commercial-Unit 9.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 13,915 | 7am | 1,409 |
| 12,526 | Private | 1,337 |
| 1,389 | Commercial | 72 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|-----|------------------------------|-----|-----|----|----|----|----|
| 13,915 | 141 | 8,764 | 3,621 | 50 | 435 | 158 | 40 | 116 | 501 | 19 | 29 | 4 | 39 |
| Axle Factor 0.92 | 12,526 Private-Unit 90.0% | | | 682 Single-Unit 4.9% | | | 708 Combination-Unit 5.1% | | | | | | |
| | 1,389 Commercial-Unit 10.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---------------------------------|---------------|----------------------|
| A3FNJ7 | #6219 | Dist 5 | Butler County |
| West Leg | Route: US-54 (US-400) | | |
| | X-Route: RUTH AVE | | |
| Location | US-54 W OF RUTH AVE, IN ANDOVER | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | No Other Surveys on Record | | |
| Comment | | | |

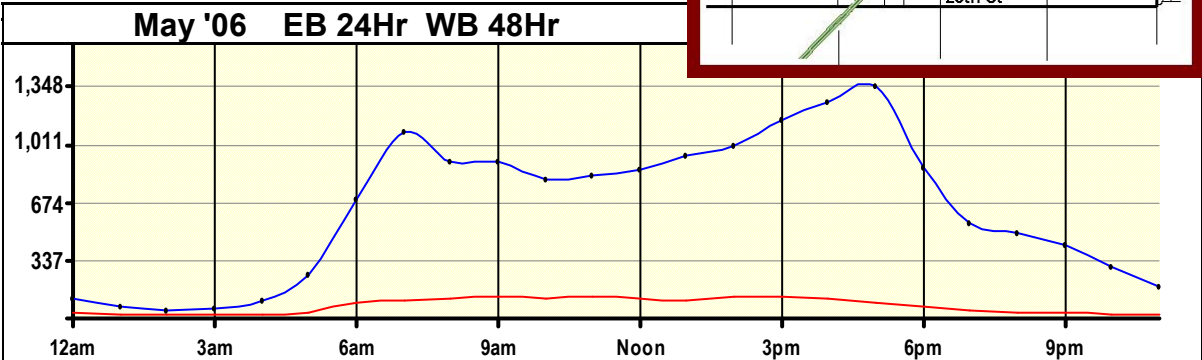
| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 07/11/06 10:00 | 07/13/06 09:00 |
| 32 | 48 | 07/11/06 10:00 | 07/13/06 09:00 |
| 71 | 48 | 07/11/06 10:00 | 07/13/06 09:00 |
| 72 | 48 | 07/11/06 10:00 | 07/13/06 09:00 |

24 Hour Site Summary

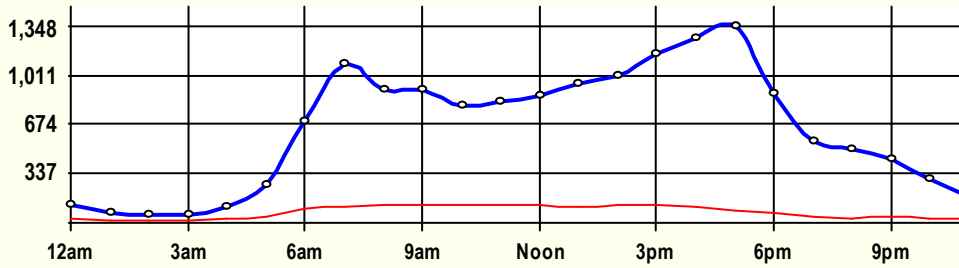
| CLASSIFICATION | | CLASSIFICATION | |
|---|--------|----------------|--|
| AKCRT3 | | | |
| FC 2 | Dist 5 | Butler County | |
| Rte: K-254 | | East Leg | |
| XRte: SW INDUSTRIAL RD | | | |
| K-254 E OF SW INDUSTRIAL RD, 0.4 MI W OF I-35 JCT | | | |



| Peak-Hour Traffic |
|----------------------|
| Pk-Vol: 1348 at 5pm |
| Pk-Priv: 1262 at 5pm |
| Pk -Trk: 129 at 11am |



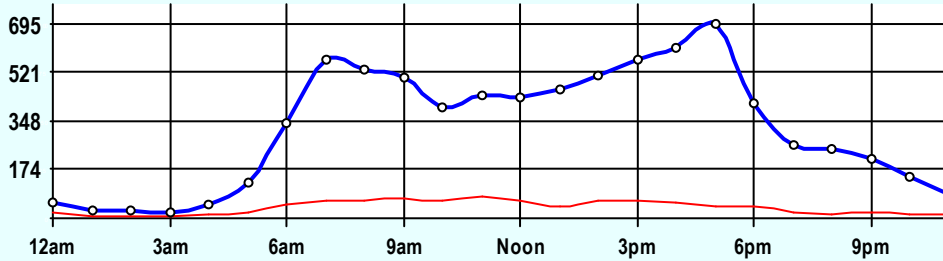
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------------------------|---------|-----------------------------|-------|-------|------------------------|------|------|------|-----------------------------|------|------|------|------|------|
| 0 | 118 | 1 | 74 | 13.5 | 0 | 2 | 0.5 | 0 | 0 | 25 | 0.5 | 1 | 0.5 | 0 |
| 1 | 67.5 | 1 | 37.5 | 11 | 0 | 0 | 1 | 0 | 0 | 13 | 0.5 | 3.5 | 0 | 0 |
| 2 | 52 | 2 | 24.5 | 8 | 0 | 1 | 2 | 0.5 | 0.5 | 12.5 | 0 | 0.5 | 0.5 | 0 |
| 3 | 56 | 2.5 | 24.5 | 9.5 | 0 | 1 | 1.5 | 0 | 2.5 | 14.5 | 0 | 0 | 0 | 0 |
| 4 | 109 | 0.5 | 57.5 | 26 | 5 | 0 | 1 | 0 | 2 | 16 | 0 | 1 | 0 | 0 |
| 5 | 252.5 | 2.5 | 150.5 | 64.5 | 1 | 7.5 | 3.5 | 1 | 2 | 19 | 0 | 1 | 0 | 0 |
| 6 | 695 | 1.5 | 402 | 193.5 | 2.5 | 27.5 | 6.5 | 3 | 13 | 43.5 | 1 | 1 | 0 | 0 |
| 7 | 1,087.5 | 5 | 696 | 277.5 | 0 | 28.5 | 12 | 5.5 | 10.5 | 48.5 | 3 | 0 | 1 | 0 |
| 8 | 914 | 4 | 544 | 247.5 | 1.5 | 39.5 | 8.5 | 4 | 8 | 54.5 | 0 | 2.5 | 0 | 0 |
| 9 | 918 | 5 | 537.5 | 250 | 3.5 | 26.5 | 14.5 | 6.5 | 15.5 | 57.5 | 0 | 1.5 | 0 | 0 |
| 10 | 806.5 | 5 | 483 | 202.5 | 1 | 28 | 8 | 4 | 8.5 | 66 | 0.5 | 0 | 0 | 0 |
| 11 | 829.5 | 1 | 505.5 | 194 | 1.5 | 30.5 | 11.5 | 6 | 11 | 66.5 | 1 | 1 | 0 | 0 |
| 12 | 869 | 6 | 521 | 225.5 | 1 | 32.5 | 10.5 | 6 | 12 | 54 | 0.5 | 0 | 0 | 0 |
| 13 | 950 | 4 | 597 | 246 | 0 | 24.5 | 9 | 7.5 | 6.5 | 54.5 | 1 | 0 | 0 | 0 |
| 14 | 1,001 | 8 | 646.5 | 224.5 | 2.5 | 28.5 | 12 | 7 | 8.5 | 60 | 2 | 0.5 | 1 | 0 |
| 15 | 1,153.5 | 6.5 | 731 | 291.5 | 2 | 28.5 | 22.5 | 4.5 | 9.5 | 55.5 | 2 | 0 | 0 | 0 |
| 16 | 1,265.5 | 7.5 | 834 | 312 | 3.5 | 46.5 | 7 | 6 | 13 | 35.5 | 0.5 | 0 | 0 | 0 |
| 17 | 1,348.5 | 8.5 | 942 | 311 | 0 | 23 | 5 | 3 | 7.5 | 46.5 | 1.5 | 0.5 | 0 | 0 |
| 18 | 880 | 6.5 | 597.5 | 204 | 0 | 28.5 | 4 | 3.5 | 3.5 | 31 | 1 | 0.5 | 0 | 0 |
| 19 | 557.5 | 4.5 | 372 | 139.5 | 0 | 8.5 | 0.5 | 5 | 2 | 23 | 2 | 0.5 | 0 | 0 |
| 20 | 501.5 | 4 | 341.5 | 122.5 | 0 | 8 | 0 | 1.5 | 2.5 | 21 | 0 | 0.5 | 0 | 0 |
| 21 | 433 | 2 | 299.5 | 96 | 0 | 8 | 1.5 | 0 | 1 | 25 | 0 | 0 | 0 | 0 |
| 22 | 303.5 | 2 | 207 | 69 | 0 | 3.5 | 2 | 0 | 0 | 19 | 0 | 1 | 0 | 0 |
| 23 | 182.5 | 2 | 123.5 | 33 | 0 | 1 | 0.5 | 0 | 0.5 | 19.5 | 0.5 | 0.5 | 0.5 | 1 |
| AF 0.90 | 15,351 | 92.5 | 9,749 | 3,772 | 25 | 433 | 145 | 74.5 | 140 | 881 | 17.5 | 17 | 3.5 | 1 |
| | | 0.6% | 63.5% | 24.6% | 0.2% | 2.8% | 0.9% | 0.5% | 0.9% | 5.7% | 0.1% | 0.1% | 0.0% | 0.0% |
| Site Traffic | | 13,613.5 Private Unit 88.7% | | | 677.5 Single Unit 4.4% | | | | 1,060 Combination Unit 6.9% | | | | | |
| 1,737.5 Commercial Unit 11.3% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 22,972 | 5pm | 1348 |
| 20,440 | Private | 1,262 |
| 2,532 | Commercial | 87 |
| K-Factor 0.06 | EB | WB |
| | 695 | 654 |

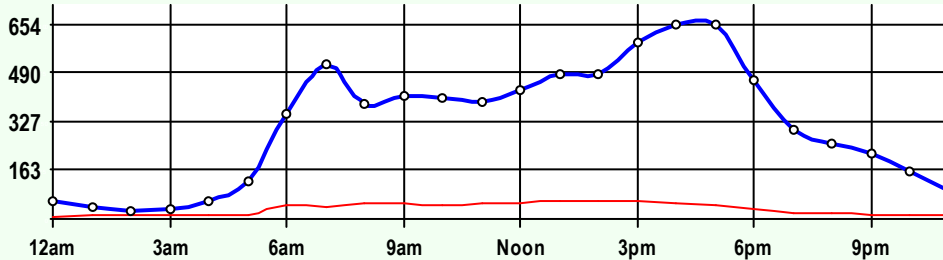
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|--------|-------|-------------------------|-----|-----|--------------------------------|-----|-------|----|----|----|----|
| 22,972 | 148 | 14,637 | 5,655 | 37 | 619 | 233 | 107 | 199 | 1,276 | 29 | 26 | 5 | 1 |
| Axle Factor 0.90 | 20,440 Private-Unit 87.8% | | | 996 Single-Unit 4.3% | | | 1,536 Combination-Unit 6.7% | | | | | | |
| | 2,532 Commercial-Unit 11.0% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,730 | 5pm | 695 |
| 6,787 | Private | 653 |
| 943 | Commercial | 42 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|-------------------------|-----|----|------------------------------|----|-----|----|----|----|----|
| 7,730 | 37 | 4,861 | 1,889 | 13 | 247 | 57 | 42 | 81 | 486 | 6 | 8 | 2 | 1 |
| Axle Factor 0.89 | 6,787 Private-Unit 87.8% | | | 359 Single-Unit 4.6% | | | 584 Combination-Unit 7.6% | | | | | | |
| | 943 Commercial-Unit 12.2% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 15,242 | 4pm | 654 |
| 13,653 | Private | 600 |
| 1,589 | Commercial | 54 |
| K-Factor 0.04 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|-----|------------------------------|-----|-----|----|----|----|----|
| 15,242 | 111 | 9,776 | 3,766 | 24 | 372 | 176 | 65 | 118 | 790 | 23 | 18 | 3 | 0 |
| Axle Factor 0.91 | 13,653 Private-Unit 89.6% | | | 637 Single-Unit 4.2% | | | 952 Combination-Unit 6.2% | | | | | | |
| | 1,589 Commercial-Unit 10.4% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---|---------------|----------------------|
| AKCRT3 | #6835 | Dist 5 | Butler County |
| East Leg | Route: K-254 X-Route: SW INDUSTRIAL RD | | |
| Location | K-254 E OF SW INDUSTRIAL RD, 0.4 MI W OF I-35 JCT | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 8/18/03; 8/22/00; 9/22/97 | | |
| Comment | EB 24Hr, WB 48Hr | | |

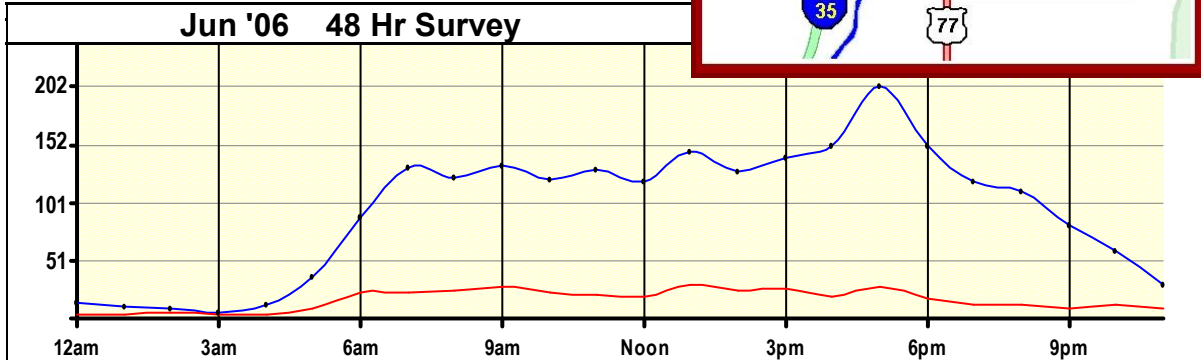
| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 24 | 05/23/06 14:00 | 05/24/06 13:00 |
| 32 | 24 | 05/23/06 14:00 | 05/24/06 13:00 |
| 71 | 48 | 05/22/06 14:00 | 05/24/06 13:00 |
| 72 | 48 | 05/22/06 14:00 | 05/24/06 13:00 |

24 Hour Site Summary

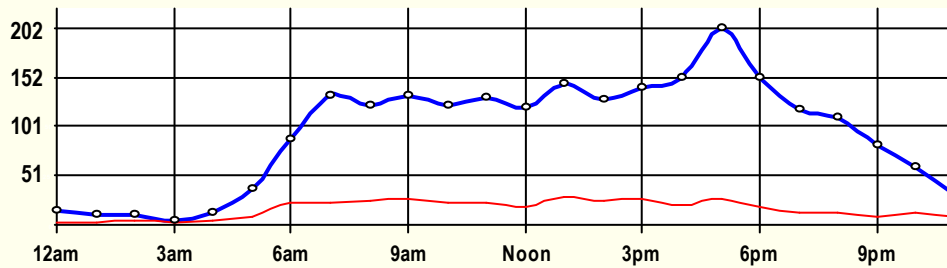
| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|----------------------|--|
| AOUTD5 | | | |
| FC 2 | Dist 5 | Butler County | |
| Rte: US-77 | | South Leg | |
| XRte: RS-2141 (EL DORADO ST PK RD) | | | |
| US-77 S OF RS-2141, 0.5 MI S OF I-35, N OF ELDORADO | | | |



| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 202 at 5pm |
| Pk-Priv: 176 at 5pm |
| Pk -Trk: 30 at 1pm |



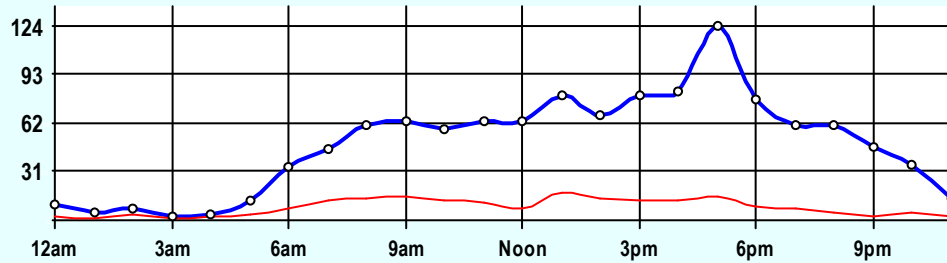
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---------------------|--------------|------------------------------------|--------------|--------------|-------------------------------|--------------|-------------|-------------|-----------------------------------|--------------|-------------|-------------|-------------|-------------|--|
| 0 | 14 | 0 | 6.5 | 4.5 | 0 | 0 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | |
| 1 | 10.5 | 0 | 4.5 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | |
| 2 | 9.5 | 0 | 3.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 | |
| 3 | 4.5 | 0 | 1 | 0.5 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | |
| 4 | 11.5 | 0 | 4.5 | 3.5 | 0 | 0 | 0 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 | |
| 5 | 36 | 0.5 | 15 | 11.5 | 0 | 2 | 0.5 | 0.5 | 0 | 5.5 | 0 | 0 | 0 | 0.5 | |
| 6 | 88 | 0.5 | 35.5 | 29.5 | 0.5 | 6.5 | 1 | 0.5 | 2 | 11.5 | 0 | 0 | 0 | 0.5 | |
| 7 | 132.5 | 0 | 73 | 37 | 1.5 | 6.5 | 1 | 0 | 2.5 | 9.5 | 0.5 | 0 | 0 | 1 | |
| 8 | 123 | 1 | 62 | 35.5 | 0.5 | 6.5 | 2.5 | 1 | 2.5 | 10 | 0.5 | 0 | 0.5 | 0.5 | |
| 9 | 133 | 0.5 | 69 | 36.5 | 0.5 | 10 | 1 | 1.5 | 4 | 9 | 0.5 | 0 | 0 | 0.5 | |
| 10 | 122 | 1.5 | 60.5 | 37.5 | 0 | 7 | 0 | 0.5 | 1 | 13 | 0 | 1 | 0 | 0 | |
| 11 | 131 | 1 | 70.5 | 38 | 1 | 5.5 | 1 | 0.5 | 2.5 | 9.5 | 0 | 1.5 | 0 | 0 | |
| 12 | 120.5 | 1 | 64.5 | 36.5 | 0 | 5 | 2 | 0.5 | 1.5 | 9 | 0.5 | 0 | 0 | 0 | |
| 13 | 146 | 0.5 | 76 | 40 | 2 | 8.5 | 0.5 | 1 | 3 | 14 | 0.5 | 0 | 0 | 0 | |
| 14 | 128 | 0 | 60 | 44 | 1.5 | 7 | 2 | 0.5 | 2.5 | 9.5 | 0.5 | 0 | 0 | 0.5 | |
| 15 | 140.5 | 1 | 70.5 | 42.5 | 1 | 9.5 | 1.5 | 1 | 2.5 | 10 | 1 | 0 | 0 | 0 | |
| 16 | 150.5 | 0.5 | 86 | 44.5 | 0.5 | 5 | 0 | 0.5 | 3 | 9 | 0.5 | 0 | 0 | 1 | |
| 17 | 202.5 | 1 | 124.5 | 50 | 1 | 10 | 0 | 1 | 1.5 | 11.5 | 0 | 0 | 0 | 2 | |
| 18 | 151 | 2 | 85 | 46.5 | 0 | 5.5 | 0 | 0.5 | 2 | 8.5 | 0 | 0.5 | 0 | 0.5 | |
| 19 | 119 | 1 | 75.5 | 31 | 0.5 | 2.5 | 0.5 | 0.5 | 1 | 6.5 | 0 | 0 | 0 | 0 | |
| 20 | 111 | 4 | 69 | 25 | 0 | 5.5 | 0 | 1 | 2.5 | 3.5 | 0 | 0 | 0 | 0.5 | |
| 21 | 81 | 1.5 | 51 | 20 | 0 | 1.5 | 0 | 0.5 | 1 | 5.5 | 0 | 0 | 0 | 0 | |
| 22 | 58.5 | 0 | 32 | 15 | 0 | 1.5 | 0 | 0 | 0.5 | 8.5 | 0.5 | 0 | 0 | 0.5 | |
| 23 | 30 | 0 | 15.5 | 6.5 | 0 | 1 | 0 | 0.5 | 0 | 5 | 1.5 | 0 | 0 | 0 | |
| AF 0.86 | 2,254 | 17.5 | 1,215 | 640 | 11.5 | 106.5 | 13.5 | 12 | 36.5 | 183.5 | 6.5 | 3 | 0.5 | 8 | |
| | | 0.8% | 53.9% | 28.4% | 0.5% | 4.7% | 0.6% | 0.5% | 1.6% | 8.1% | 0.3% | 0.1% | 0.0% | 0.4% | |
| Site Traffic | | 1,872.5 Private Unit 83.1% | | | 143.5 Single Unit 6.4% | | | | 238 Combination Unit 10.6% | | | | | | |
| | | 381.5 Commercial Unit 16.9% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,254 | 5pm | 202 |
| 1,873 | Private | 176 |
| 382 | Commercial | 27 |
| K-Factor 0.09 | NB | SB |
| | 124 | 78 |

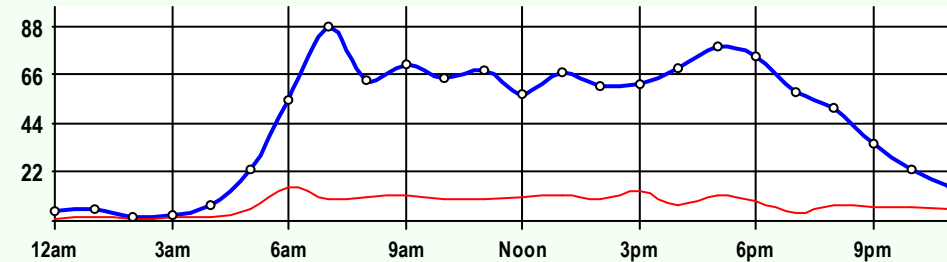
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|-------------------------|-----|----|----|-------------------------------|-----|----|----|----|----|
| 2,254 | 18 | 1,215 | 640 | 12 | 107 | 14 | 12 | 37 | 184 | 7 | 3 | 1 | 8 |
| Axle Factor 0.86 | 1,873 Private-Unit 82.7% | | | 144 Single-Unit 6.4% | | | | 238 Combination-Unit 10.6% | | | | | |
| | 382 Commercial-Unit 16.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,153 | 5pm | 124 |
| 953 | Private | 109 |
| 200 | Commercial | 15 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|---|---|-------------------------------|----|----|----|----|----|
| 1,153 | 11 | 610 | 332 | 7 | 55 | 6 | 8 | 21 | 93 | 4 | 2 | 1 | 5 |
| Axle Factor 0.85 | 953 Private-Unit 82.7% | | | 75 Single-Unit 6.5% | | | | 125 Combination-Unit 10.8% | | | | | |
| | 200 Commercial-Unit 17.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,102 | 7am | 88 |
| 920 | Private | 78 |
| 182 | Commercial | 10 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|---|---|-------------------------------|----|----|----|----|----|
| 1,102 | 7 | 605 | 308 | 5 | 52 | 8 | 4 | 16 | 91 | 3 | 2 | 0 | 3 |
| Axle Factor 0.86 | 920 Private-Unit 83.5% | | | 69 Single-Unit 6.3% | | | | 113 Combination-Unit 10.3% | | | | | |
| | 182 Commercial-Unit 16.5% | | | | | | | | | | | | |

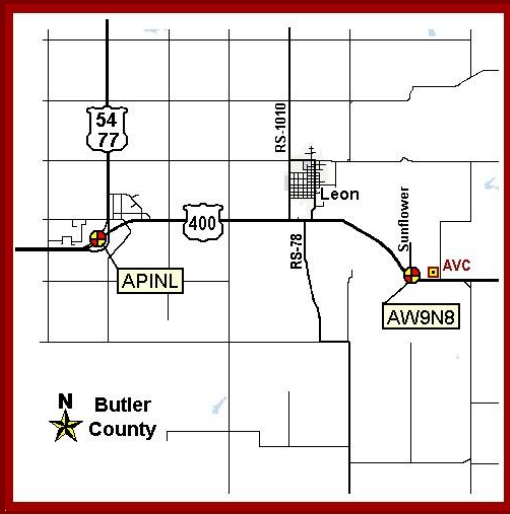
SITE INFORMATION

| | | | |
|-------------------|---|--------|---------------|
| AOUTD5 | #6143 | Dist 5 | Butler County |
| South Leg | Route: US-77 | | |
| | X-Route: RS-2141 (EL DORADO ST PK RD) | | |
| Location | US-77 S OF RS-2141, 0.5 MI S OF I-35, N OF ELDORADO | | |
| Site Info | Regular, ATR, State-Sys, Route-Class C | | |
| Event Info | | | |
| History | 10/14/02; 10/4/99 | | |
| Comment | ATR SITE | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 06/26/06 15:00 | 06/28/06 14:00 |
| 51 | 48 | 06/26/06 15:00 | 06/28/06 14:00 |

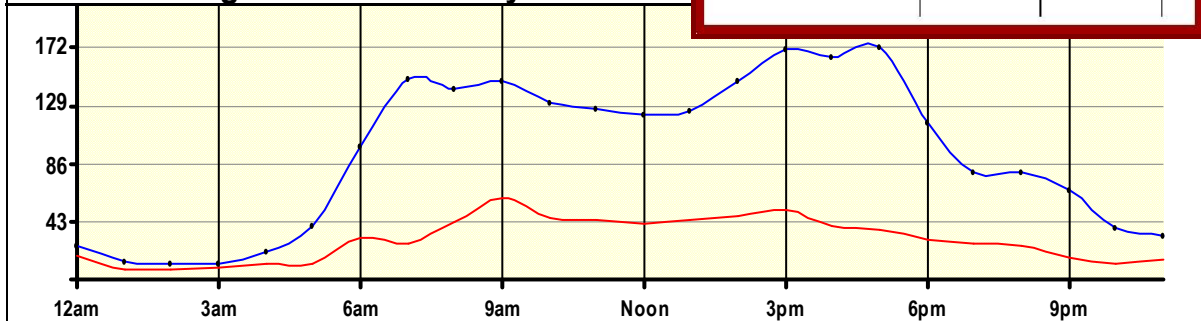
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|---------------|----------------------|--|
| APINL1 | | | |
| FC 2 | Dist 5 | Butler County | |
| Rte: US-54 (US-77) | | North Leg | |
| XRte: US-400 | | | |
| N OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA | | | |

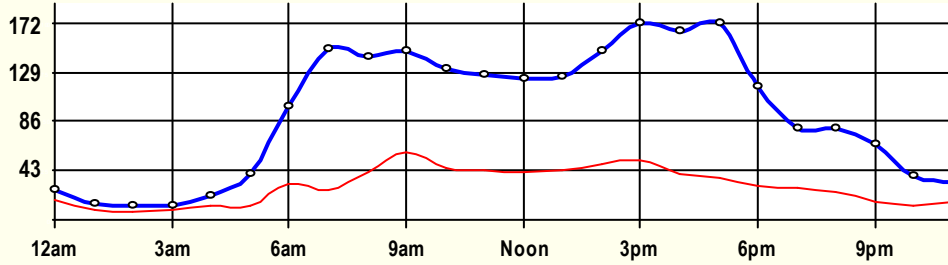


| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 172 at 5pm |
| Pk-Priv: 136 at 5pm |
| Pk -Trk: 60 at 9am |

Aug '06 48 Hr Survey



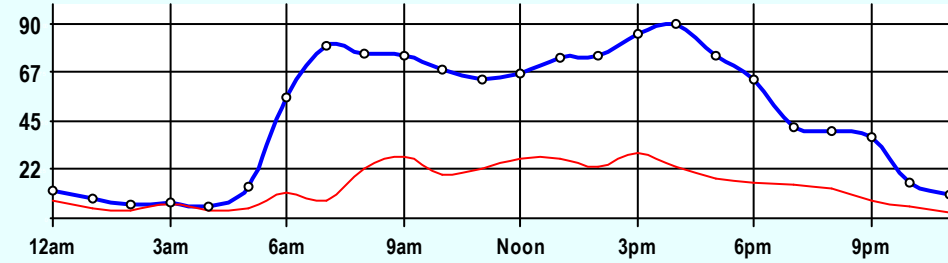
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|----------------|---------------------|------------------------------------|--------------|--------------|-----------------------------|-------------|-------------|-------------|-------------------------------------|--------------|-------------|-------------|-------------|-------------|--|
| 0 | 25.5 | 0.5 | 5.5 | 2 | 0 | 0.5 | 0 | 0 | 0 | 15.5 | 0.5 | 1 | 0 | 0 | |
| 1 | 13.5 | 0 | 4.5 | 1 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0.5 | 0 | 0 | 0 | |
| 2 | 12 | 0 | 3.5 | 1 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 | |
| 3 | 11.5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8.5 | 0 | 0 | 0 | 0 | |
| 4 | 20.5 | 0 | 4 | 4.5 | 1 | 0 | 0 | 0.5 | 2 | 8 | 0 | 0.5 | 0 | 0 | |
| 5 | 40.5 | 0 | 16 | 12 | 1 | 1 | 0 | 0 | 1 | 9 | 0.5 | 0 | 0 | 0 | |
| 6 | 99 | 1 | 47.5 | 19.5 | 1 | 4.5 | 3 | 0.5 | 0.5 | 18.5 | 0.5 | 0 | 0 | 2.5 | |
| 7 | 149.5 | 0 | 90 | 33 | 1 | 5.5 | 0.5 | 0.5 | 3 | 16 | 0 | 0 | 0 | 0 | |
| 8 | 142.5 | 1 | 58.5 | 40.5 | 0 | 8 | 4 | 1.5 | 1 | 25.5 | 1 | 1.5 | 0 | 0 | |
| 9 | 148 | 1 | 55.5 | 31.5 | 0.5 | 8 | 5 | 2 | 5 | 37 | 2 | 0.5 | 0 | 0 | |
| 10 | 132 | 0.5 | 50.5 | 35.5 | 1.5 | 5 | 2.5 | 0.5 | 4 | 30 | 1 | 0 | 0 | 1 | |
| 11 | 127 | 1 | 51 | 31 | 0 | 3.5 | 2.5 | 3.5 | 3 | 30 | 0.5 | 0 | 0 | 1 | |
| 12 | 123 | 0.5 | 53 | 28.5 | 0 | 4 | 3 | 1 | 3 | 27.5 | 1 | 0 | 0 | 1.5 | |
| 13 | 125 | 0 | 53.5 | 27.5 | 0.5 | 8.5 | 2.5 | 1 | 3.5 | 26.5 | 1 | 0 | 0.5 | 0 | |
| 14 | 148 | 2 | 64 | 34 | 1.5 | 6.5 | 4 | 2 | 2 | 31 | 1 | 0 | 0 | 0 | |
| 15 | 171.5 | 0.5 | 74.5 | 45 | 2 | 7.5 | 3.5 | 1.5 | 2.5 | 33.5 | 1 | 0 | 0 | 0 | |
| 16 | 166 | 2.5 | 80 | 43.5 | 0.5 | 5 | 2.5 | 1 | 6 | 23.5 | 0 | 0 | 0 | 1.5 | |
| 17 | 172.5 | 5.5 | 88 | 42.5 | 1.5 | 7 | 1.5 | 1 | 3 | 20.5 | 0 | 0 | 0 | 2 | |
| 18 | 117 | 1 | 55 | 31 | 0 | 4.5 | 1.5 | 2.5 | 1 | 18.5 | 0 | 1.5 | 0 | 0.5 | |
| 19 | 80 | 2.5 | 35.5 | 15 | 0 | 3 | 1 | 0.5 | 1 | 19 | 0.5 | 0 | 0 | 2 | |
| 20 | 80 | 0.5 | 38 | 16.5 | 0.5 | 3.5 | 0.5 | 3 | 2.5 | 12.5 | 1 | 0.5 | 1 | 0 | |
| 21 | 66 | 0 | 35.5 | 14.5 | 0.5 | 1.5 | 0 | 0.5 | 1.5 | 11.5 | 0 | 0.5 | 0 | 0 | |
| 22 | 38 | 0 | 19.5 | 6 | 0.5 | 0.5 | 0 | 0 | 0 | 11 | 0 | 0.5 | 0 | 0 | |
| 23 | 32.5 | 0 | 8.5 | 8.5 | 0 | 2 | 0.5 | 0 | 0 | 12 | 0.5 | 0.5 | 0 | 0 | |
| AF 0.73 | 2,241 | 20 | 993.5 | 525 | 13.5 | 89.5 | 38 | 23 | 45.5 | 460 | 12.5 | 7 | 1.5 | 12 | |
| | Site Traffic | 0.9% | 44.3% | 23.4% | 0.6% | 4.0% | 1.7% | 1.0% | 2.0% | 20.5% | 0.6% | 0.3% | 0.1% | 0.5% | |
| | | 1,538.5 Private Unit 68.7% | | | 164 Single Unit 7.3% | | | | 538.5 Combination Unit 24.0% | | | | | | |
| | | 702.5 Commercial Unit 31.3% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,241 | 5pm | 172 |
| 1,539 | Private | 136 |
| 703 | Commercial | 37 |
| K-Factor 0.08 | NB | SB |
| | 75 | 98 |

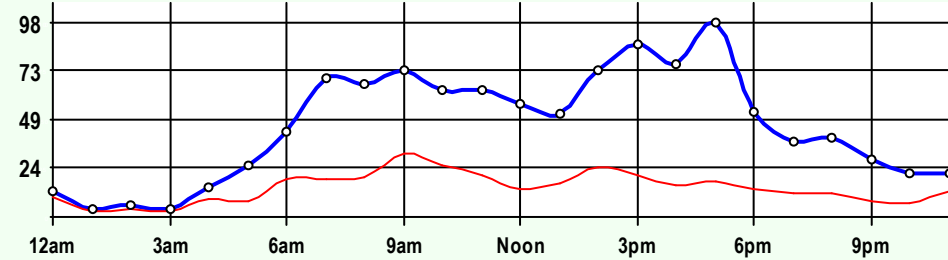
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|----------------------|----|----|----|----------------------------|-----|----|----|----|----|
| 2,241 | 20 | 994 | 525 | 14 | 90 | 38 | 23 | 46 | 460 | 13 | 7 | 2 | 12 |
| Axle Factor 0.73 | 1,539 Private-Unit 68.8% | | | 164 Single-Unit 7.3% | | | | 539 Combination-Unit 24.0% | | | | | |
| | 703 Commercial-Unit 31.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,149 | 4pm | 90 |
| 790 | Private | 66 |
| 359 | Commercial | 24 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|----|----------------------------|-----|----|----|----|----|
| 1,149 | 11 | 511 | 268 | 8 | 46 | 18 | 11 | 21 | 239 | 6 | 2 | 1 | 8 |
| Axle Factor 0.72 | 790 Private-Unit 68.8% | | | 82 Single-Unit 7.1% | | | | 277 Combination-Unit 24.1% | | | | | |
| | 359 Commercial-Unit 31.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,093 | 5pm | 98 |
| 749 | Private | 80 |
| 344 | Commercial | 18 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|----|----------------------------|-----|----|----|----|----|
| 1,093 | 9 | 483 | 257 | 6 | 44 | 20 | 13 | 25 | 221 | 7 | 5 | 1 | 4 |
| Axle Factor 0.73 | 749 Private-Unit 68.5% | | | 82 Single-Unit 7.5% | | | | 262 Combination-Unit 24.0% | | | | | |
| | 344 Commercial-Unit 31.5% | | | | | | | | | | | | |

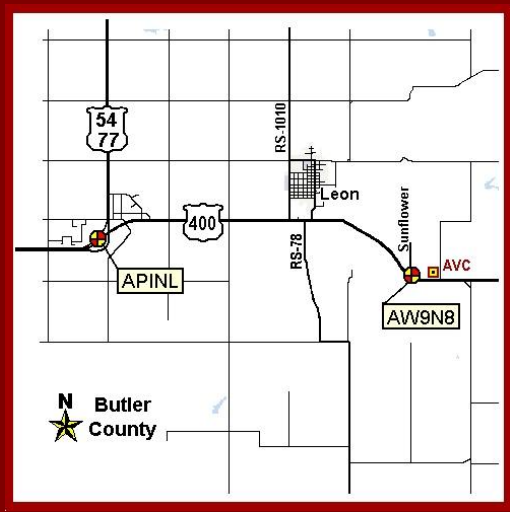
SITE INFORMATION

| | | | |
|-------------------|--|--------|---------------|
| APINL1 | #6383 | Dist 5 | Butler County |
| North Leg | Route: US-54 (US-77) | | |
| | X-Route: US-400 | | |
| Location | N OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA | | |
| Site Info | Regular, State-Sys, Route-Class C | | |
| Event Info | | | |
| History | 3/10/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 08/28/06 10:00 | 08/30/06 09:00 |
| 12 | 48 | 08/28/06 10:00 | 08/30/06 09:00 |
| 51 | 48 | 08/28/06 10:00 | 08/30/06 09:00 |
| 52 | 48 | 08/28/06 10:00 | 08/30/06 09:00 |

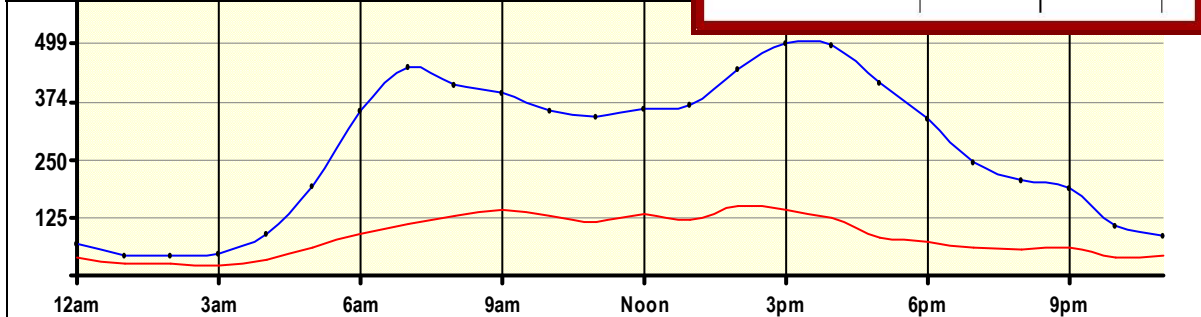
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|--------|----------------|--|
| APINL7 | | | |
| FC 2 | Dist 5 | Butler County | |
| Rte: US-54 (US-77, US-400) | | West Leg | |
| XRte: US-54 (US-77) | | | |
| US-54 W OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA | | | |

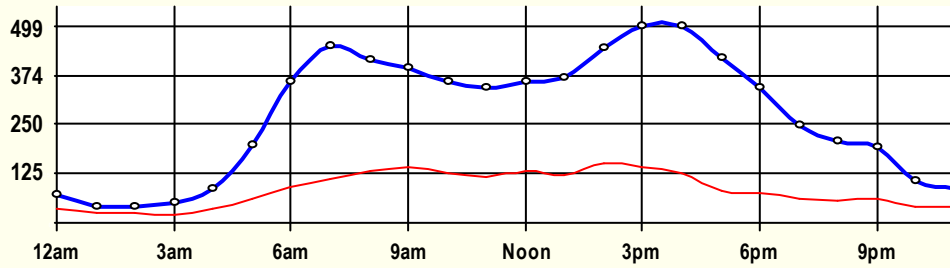


| Peak-Hour Traffic |
|---------------------|
| Pk-Vol: 499 at 3pm |
| Pk-Priv: 371 at 4pm |
| Pk -Trk: 151 at 2pm |

Aug '06 48 Hr Survey



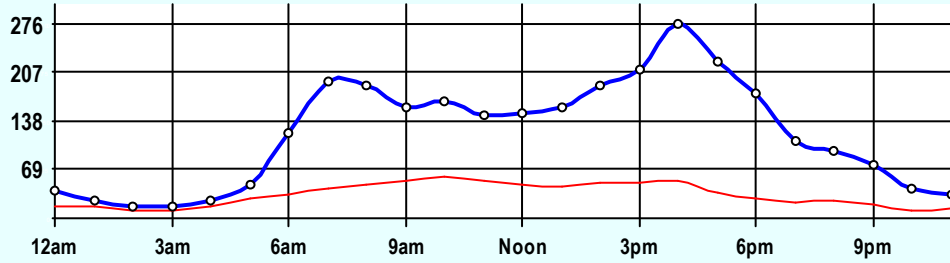
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|-------|-----------------------------|-------|----------------------|------|------|------|------------------------------|-------|---------|------|------|------|------|
| 0 | 68 | 2 | 22 | 7.5 | 0 | 2.5 | 0.5 | 0.5 | 3 | 23 | 0.5 | 6.5 | 0 | 0 |
| 1 | 41.5 | 0.5 | 12.5 | 2.5 | 0 | 1.5 | 0 | 0 | 2.5 | 16.5 | 0.5 | 5 | 0 | 0 |
| 2 | 41.5 | 1.5 | 8 | 5 | 1 | 2 | 1 | 0 | 1 | 20 | 0 | 2 | 0 | 0 |
| 3 | 48 | 0.5 | 21 | 6.5 | 0 | 4.5 | 0 | 0.5 | 2.5 | 11.5 | 0 | 1 | 0 | 0 |
| 4 | 88 | 0.5 | 33.5 | 19.5 | 1 | 1 | 1 | 0.5 | 4.5 | 23.5 | 0 | 3 | 0 | 0 |
| 5 | 194 | 1 | 83.5 | 48 | 1.5 | 9 | 0 | 0 | 8 | 36.5 | 0.5 | 2.5 | 2 | 1.5 |
| 6 | 355.5 | 3 | 181 | 82 | 1.5 | 28.5 | 1 | 0.5 | 11 | 41.5 | 2 | 1.5 | 0 | 2 |
| 7 | 448 | 1.5 | 241 | 96 | 3.5 | 20 | 2 | 3.5 | 15.5 | 48.5 | 10 | 5.5 | 0 | 1 |
| 8 | 412 | 2 | 180 | 101 | 2 | 14.5 | 4 | 3 | 16 | 82 | 4 | 2.5 | 0 | 1 |
| 9 | 395 | 3 | 157 | 92 | 2.5 | 23.5 | 6.5 | 2.5 | 19 | 84 | 2.5 | 1.5 | 0 | 1 |
| 10 | 355.5 | 6 | 149.5 | 73.5 | 3 | 20 | 4.5 | 2 | 15 | 79.5 | 1 | 0 | 0 | 1.5 |
| 11 | 342 | 3 | 136.5 | 87.5 | 3 | 16 | 3 | 5.5 | 8.5 | 72.5 | 5.5 | 0 | 0 | 1 |
| 12 | 359 | 2.5 | 147 | 77.5 | 1.5 | 13 | 1.5 | 3.5 | 18.5 | 84.5 | 6.5 | 2 | 0 | 1 |
| 13 | 366 | 2 | 161 | 83.5 | 1.5 | 15 | 3 | 2 | 13 | 81.5 | 2 | 0.5 | 0.5 | 0.5 |
| 14 | 445 | 3 | 190.5 | 100.5 | 1 | 22 | 5.5 | 4.5 | 11.5 | 101 | 1 | 1 | 0 | 3.5 |
| 15 | 499 | 3.5 | 241.5 | 111 | 3.5 | 19.5 | 3.5 | 4.5 | 13 | 93 | 3.5 | 1 | 0 | 1.5 |
| 16 | 497 | 6 | 241.5 | 123.5 | 3 | 21 | 3.5 | 6 | 9.5 | 75.5 | 3.5 | 2 | 0.5 | 1.5 |
| 17 | 416.5 | 4 | 231 | 99 | 2 | 27.5 | 0 | 1.5 | 5.5 | 42 | 2 | 0.5 | 0 | 1.5 |
| 18 | 340 | 4.5 | 165 | 96.5 | 1.5 | 18.5 | 4 | 4 | 3.5 | 40.5 | 0 | 1 | 0 | 1 |
| 19 | 244.5 | 4 | 122.5 | 56.5 | 1.5 | 5.5 | 0 | 2.5 | 7 | 43.5 | 0 | 1 | 0 | 0.5 |
| 20 | 205.5 | 1.5 | 103.5 | 43.5 | 2 | 8 | 0.5 | 4.5 | 4.5 | 31 | 1 | 4 | 1 | 0.5 |
| 21 | 190 | 1.5 | 86.5 | 41 | 0.5 | 8 | 1.5 | 1 | 4.5 | 38 | 0 | 5.5 | 0 | 2 |
| 22 | 107.5 | 1.5 | 49 | 18 | 0.5 | 7.5 | 1 | 0.5 | 2.5 | 21.5 | 1.5 | 4 | 0 | 0 |
| 23 | 86 | 0 | 33.5 | 10 | 0 | 2.5 | 0.5 | 0.5 | 6 | 24.5 | 0.5 | 8 | 0 | 0 |
| AF 0.73 | 6,545 | 58.5 | 2,998 | 1,481.5 | 37.5 | 311 | 48 | 53.5 | 205.5 | 1,215.5 | 48 | 61.5 | 4 | 22.5 |
| | | 0.9% | 45.8% | 22.6% | 0.6% | 4.8% | 0.7% | 0.8% | 3.1% | 18.6% | 0.7% | 0.9% | 0.1% | 0.3% |
| Site Traffic | | 4,538 Private Unit 69.3% | | 450 Single Unit 6.9% | | | | 1,557 Combination Unit 23.8% | | | | | | |
| | | 2,007 Commercial Unit 30.7% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,545 | 3pm | 499 |
| 4,538 | Private | 356 |
| 2,007 | Commercial | 143 |
| K-Factor 0.08 | EB | WB |
| | 211 | 288 |

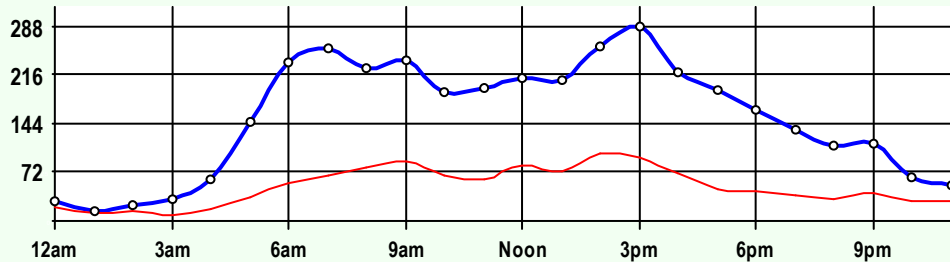
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 6,545 | 59 | 2,998 | 1,482 | 38 | 311 | 48 | 54 | 206 | 1,216 | 48 | 62 | 4 | 23 |
| Axle Factor 0.73 | 0.9% | 45.8% | 22.6% | 0.6% | 4.8% | 0.7% | 0.8% | 3.1% | 18.6% | 0.7% | 0.9% | 0.1% | 0.3% |
| | 4,538 Private-Unit 72.3% | | | 450 Single-Unit 6.9% | | | | 1,557 Combination-Unit 23.8% | | | | | |
| | 2,007 Commercial-Unit 30.7% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,887 | 4pm | 277 |
| 2,089 | Private | 222 |
| 799 | Commercial | 55 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 2,887 | 27 | 1,388 | 674 | 19 | 137 | 20 | 35 | 112 | 436 | 9 | 23 | 2 | 7 |
| Axle Factor 0.76 | 0.9% | 48.1% | 23.3% | 0.7% | 4.7% | 0.7% | 1.2% | 3.9% | 15.1% | 0.3% | 0.8% | 0.1% | 0.2% |
| | 2,089 Private-Unit 72.3% | | | 211 Single-Unit 7.3% | | | | 588 Combination-Unit 20.3% | | | | | |
| | 799 Commercial-Unit 27.7% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,658 | 3pm | 288 |
| 2,450 | Private | 195 |
| 1,209 | Commercial | 94 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 3,658 | 32 | 1,610 | 808 | 19 | 174 | 28 | 19 | 94 | 780 | 39 | 39 | 3 | 16 |
| Axle Factor 0.71 | 0.9% | 44.0% | 22.1% | 0.5% | 4.8% | 0.8% | 0.5% | 2.6% | 21.3% | 1.1% | 1.1% | 0.1% | 0.4% |
| | 2,450 Private-Unit 67.0% | | | 239 Single-Unit 6.5% | | | | 970 Combination-Unit 26.5% | | | | | |
| | 1,209 Commercial-Unit 33.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--|--------|---------------|
| APINL7 | #6384 | Dist 5 | Butler County |
| West Leg | Route: US-54 (US-77, US-400) | | |
| | X-Route: US-54 (US-77) | | |
| Location | US-54 W OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 3/10/97; 9/26/95 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 08/28/06 11:00 | 08/30/06 10:00 |
| 32 | 48 | 08/28/06 11:00 | 08/30/06 10:00 |
| 71 | 48 | 08/28/06 11:00 | 08/30/06 10:00 |
| 72 | 48 | 08/28/06 11:00 | 08/30/06 10:00 |

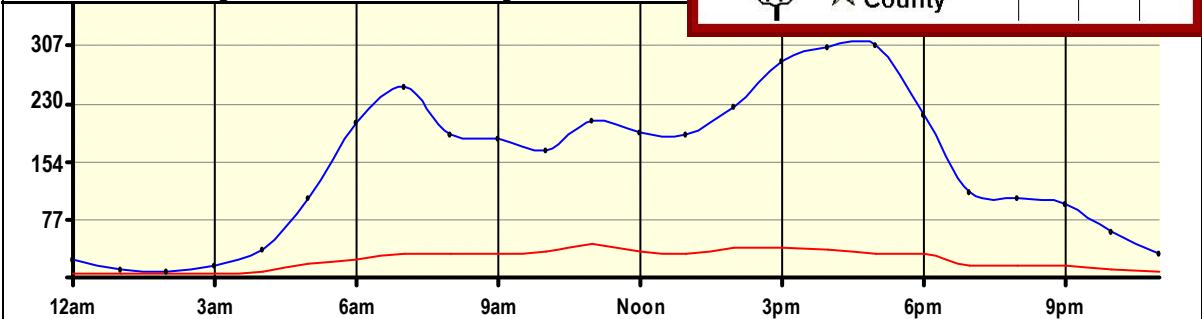
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|---------------|----------------------|--|
| AVORN3 | | | |
| FC 2 | Dist 5 | Butler County | |
| Rte: US-54 | | East Leg | |
| XRte: K-177 | | | |
| US-54 E OF K-177, 4 MI E OF ELDORADO | | | |

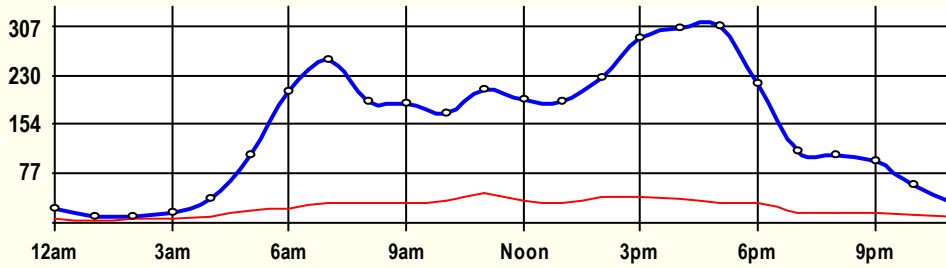


| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 307 at 5pm |
| Pk-Priv: 275 at 5pm |
| Pk -Trk: 46 at 11am |

May '06 48 Hr Survey



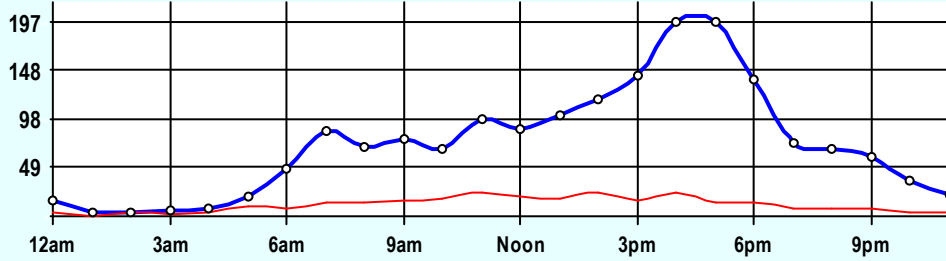
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------|----------------------------------|----------------|-----------------------------|-------------|--------------|-------------|-------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 23 | 0 | 12.5 | 4 | 0 | 0 | 0.5 | 0 | 0.5 | 5 | 0 | 0 | 0.5 | 0 |
| 1 | 10.5 | 0 | 3.5 | 2.5 | 0 | 0.5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 2 | 9 | 0 | 1.5 | 1 | 0 | 0 | 0.5 | 0 | 1 | 4.5 | 0.5 | 0 | 0 | 0 |
| 3 | 14.5 | 0 | 8.5 | 1 | 0 | 0 | 0 | 0 | 0.5 | 4.5 | 0 | 0 | 0 | 0 |
| 4 | 36 | 0 | 21 | 6.5 | 1.5 | 0.5 | 0 | 0 | 1 | 5 | 0 | 0.5 | 0 | 0 |
| 5 | 106.5 | 0 | 55 | 34 | 2 | 3.5 | 0 | 0 | 0.5 | 11 | 0.5 | 0 | 0 | 0 |
| 6 | 205.5 | 0.5 | 121.5 | 61 | 1.5 | 11 | 0 | 0.5 | 2 | 7 | 0.5 | 0 | 0 | 0 |
| 7 | 253 | 3 | 144 | 74 | 0.5 | 17 | 1.5 | 2.5 | 1.5 | 8.5 | 0 | 0.5 | 0 | 0 |
| 8 | 189 | 0.5 | 92.5 | 64 | 0.5 | 9.5 | 1.5 | 2 | 1 | 15 | 0 | 1 | 0.5 | 1 |
| 9 | 185 | 1 | 94 | 59 | 1 | 8.5 | 1 | 1.5 | 2.5 | 16.5 | 0 | 0 | 0 | 0 |
| 10 | 169.5 | 1.5 | 81.5 | 51.5 | 1.5 | 8 | 1.5 | 0.5 | 3 | 19.5 | 0 | 0.5 | 0 | 0.5 |
| 11 | 209 | 1 | 102.5 | 60 | 1 | 9.5 | 1 | 3 | 3 | 24.5 | 3 | 0 | 0 | 0.5 |
| 12 | 191 | 0.5 | 88.5 | 66.5 | 0.5 | 12.5 | 1 | 1.5 | 4 | 14.5 | 1 | 0 | 0.5 | 0 |
| 13 | 190.5 | 1 | 102 | 56 | 2 | 6 | 2 | 1 | 3.5 | 16 | 0.5 | 0.5 | 0 | 0 |
| 14 | 227.5 | 0.5 | 118.5 | 69 | 1 | 9 | 0 | 1.5 | 6.5 | 19.5 | 1 | 0 | 0 | 1 |
| 15 | 288 | 2.5 | 166.5 | 79 | 4 | 12 | 3 | 0.5 | 6 | 13.5 | 0.5 | 0 | 0.5 | 0 |
| 16 | 305 | 1.5 | 177 | 88.5 | 0.5 | 15.5 | 2 | 2 | 3 | 11.5 | 0.5 | 0 | 0.5 | 2.5 |
| 17 | 307 | 3.5 | 166.5 | 105 | 1 | 14 | 0.5 | 1 | 3 | 11.5 | 0 | 0 | 1 | 0 |
| 18 | 217 | 1.5 | 116 | 69 | 0 | 9.5 | 1.5 | 0.5 | 2.5 | 14 | 0 | 0.5 | 0 | 2 |
| 19 | 112.5 | 0.5 | 61 | 36 | 0 | 4.5 | 0 | 1 | 1.5 | 8 | 0 | 0 | 0 | 0 |
| 20 | 106 | 0 | 60.5 | 31 | 0 | 5 | 1.5 | 1 | 1 | 5 | 0 | 0.5 | 0.5 | 0 |
| 21 | 97 | 0 | 55.5 | 26 | 0 | 2.5 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 0 |
| 22 | 60 | 0 | 35.5 | 13.5 | 0 | 3 | 0 | 0 | 0.5 | 7 | 0 | 0.5 | 0 | 0 |
| 23 | 32 | 0 | 15 | 8.5 | 0 | 2 | 0 | 0 | 0.5 | 5.5 | 0 | 0.5 | 0 | 0 |
| AF 0.87 | 3,544 | 19 | 1,900.5 | 1,066.5 | 18.5 | 163.5 | 19 | 20 | 50.5 | 262 | 8 | 5 | 4 | 7.5 |
| | | 0.5% | 53.6% | 30.1% | 0.5% | 4.6% | 0.5% | 0.6% | 1.4% | 7.4% | 0.2% | 0.1% | 0.1% | 0.2% |
| Site Traffic | | 2,986 Private Unit 84.3% | | 221 Single Unit 6.2% | | | | | 337 Combination Unit 9.5% | | | | | |
| | | 558 Commercial Unit 15.7% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 3,544 | 5pm | 307 |
| 2,986 | Private | 275 |
| 558 | Commercial | 32 |
| K-Factor 0.09 | EB | WB |
| | 197 | 110 |

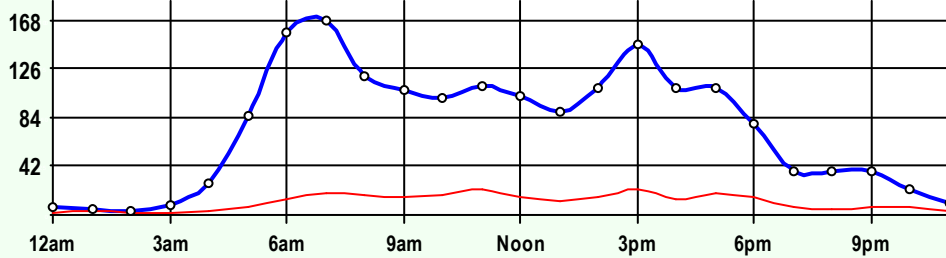
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|----|----|------------------------------|-----|----|----|----|----|
| 3,544 | 19 | 1,901 | 1,067 | 19 | 164 | 19 | 20 | 51 | 262 | 8 | 5 | 4 | 8 |
| Axle Factor 0.87 | 2,986 Private-Unit 83.3% | | | 221 Single-Unit 6.2% | | | | 337 Combination-Unit 9.5% | | | | | |
| | 558 Commercial-Unit 15.7% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,755 | 5pm | 197 |
| 1,462 | Private | 183 |
| 293 | Commercial | 14 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|----|----|---|-------------------------------|-----|----|----|----|----|
| 1,755 | 11 | 922 | 529 | 7 | 88 | 10 | 9 | 23 | 140 | 7 | 4 | 2 | 6 |
| Axle Factor 0.86 | 1,462 Private-Unit 83.3% | | | 113 Single-Unit 6.4% | | | | 180 Combination-Unit 10.3% | | | | | |
| | 293 Commercial-Unit 16.7% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,790 | 7am | 168 |
| 1,525 | Private | 149 |
| 265 | Commercial | 19 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|----|---|----|------------------------------|-----|----|----|----|----|
| 1,790 | 8 | 979 | 538 | 12 | 76 | 9 | 11 | 28 | 123 | 2 | 2 | 2 | 2 |
| Axle Factor 0.88 | 1,525 Private-Unit 85.2% | | | 108 Single-Unit 6.0% | | | | 157 Combination-Unit 8.8% | | | | | |
| | 265 Commercial-Unit 14.8% | | | | | | | | | | | | |

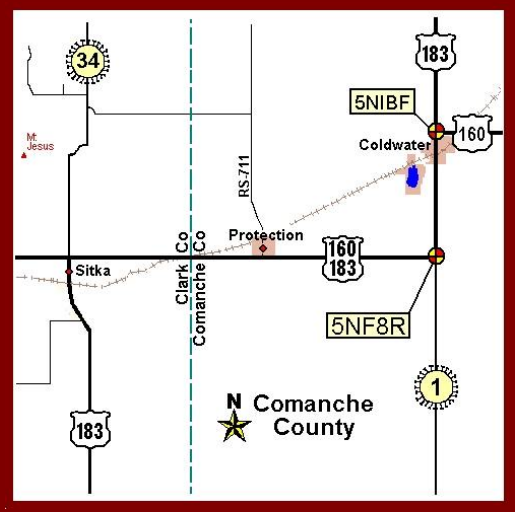
SITE INFORMATION

| | | | |
|-------------------|--------------------------------------|---------------|----------------------|
| AVORN3 | #6061 | Dist 5 | Butler County |
| East Leg | Route: US-54 | | |
| | X-Route: K-177 | | |
| Location | US-54 E OF K-177, 4 MI E OF ELDORADO | | |
| Site Info | Regular, State-Sys, Route-Class C | | |
| Event Info | | | |
| History | 6/16/03; 3/24/03; 4/25/00; 3/10/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 05/08/06 14:00 | 05/10/06 13:00 |
| 71 | 48 | 05/08/06 14:00 | 05/10/06 13:00 |

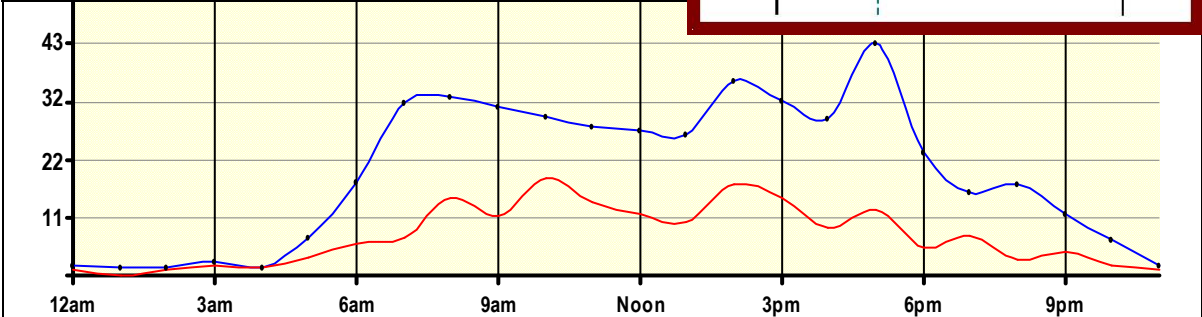
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---------------------------------|--------|-----------------|--|
| 5NF8R5 | | | |
| FC 7 | Dist 5 | Comanche County | |
| Rte: K-1 | | South Leg | |
| XRte: US-160 (US-183) | | | |
| K-1 S OF US-160, S OF COLDWATER | | | |

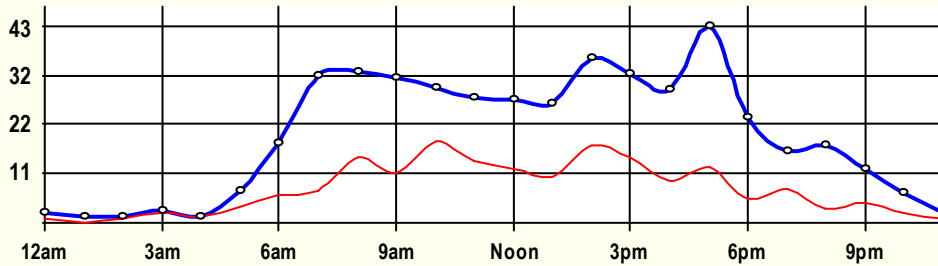


| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 43 at 5pm |
| Pk-Priv: 31 at 5pm |
| Pk -Trk: 18 at 10am |

Oct '06 48 Hr Survey



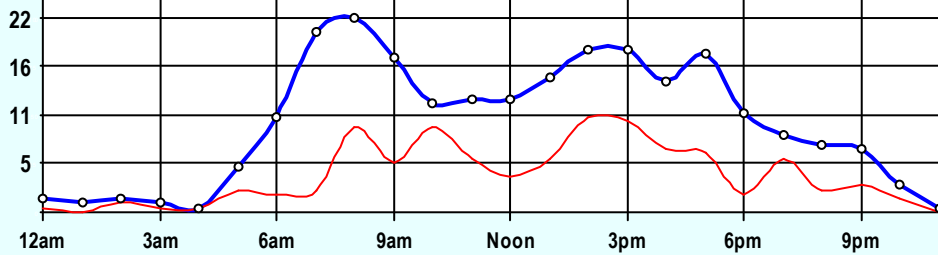
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|--------------|------|---------------------------|-------|-------|------------------------|------|------|------|------|------------------------------|------|------|------|------|--|
| 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 1 | 1.5 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 1.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 3 | 2.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 | |
| 4 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 5 | 7 | 0 | 3 | 0.5 | 0 | 0.5 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | |
| 6 | 17.5 | 0 | 4.5 | 7 | 0 | 1 | 0.5 | 0 | 1 | 3.5 | 0 | 0 | 0 | 0 | |
| 7 | 32 | 0.5 | 14.5 | 10 | 0 | 2.5 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 | |
| 8 | 33 | 1 | 6.5 | 11 | 1 | 4.5 | 2 | 1 | 0.5 | 5 | 0 | 0 | 0.5 | 0 | |
| 9 | 31.5 | 0 | 7.5 | 13 | 1 | 2.5 | 1 | 1 | 0.5 | 5 | 0 | 0 | 0 | 0 | |
| 10 | 29.5 | 0.5 | 2.5 | 8.5 | 0 | 2 | 2 | 1 | 1.5 | 10 | 1 | 0.5 | 0 | 0 | |
| 11 | 27.5 | 0.5 | 6 | 7.5 | 0 | 2 | 1 | 0 | 0 | 10.5 | 0 | 0 | 0 | 0 | |
| 12 | 27 | 0 | 6 | 9.5 | 0 | 1.5 | 0.5 | 1 | 0 | 8.5 | 0 | 0 | 0 | 0 | |
| 13 | 26 | 0 | 6 | 10 | 0 | 0 | 0 | 0.5 | 0 | 9.5 | 0 | 0 | 0 | 0 | |
| 14 | 36 | 0.5 | 8.5 | 10 | 0 | 3 | 1 | 1 | 1 | 10 | 0 | 1 | 0 | 0 | |
| 15 | 32.5 | 0 | 8.5 | 9.5 | 0 | 2 | 0 | 1 | 1.5 | 9 | 0 | 0 | 0 | 1 | |
| 16 | 29 | 0 | 9.5 | 10.5 | 0 | 2 | 0.5 | 0.5 | 0 | 4.5 | 0 | 1.5 | 0 | 0 | |
| 17 | 43 | 0 | 15 | 16 | 0 | 1 | 2.5 | 0.5 | 1 | 7 | 0 | 0 | 0 | 0 | |
| 18 | 23 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0.5 | 3.5 | 0.5 | 0 | 0 | 0.5 | |
| 19 | 15.5 | 0 | 3.5 | 4.5 | 0 | 1.5 | 0.5 | 0 | 0 | 4 | 1 | 0.5 | 0 | 0 | |
| 20 | 17 | 0 | 9 | 5 | 0 | 0 | 0.5 | 1 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 21 | 11.5 | 0 | 4 | 3 | 0 | 0 | 0 | 0.5 | 0.5 | 2.5 | 1 | 0 | 0 | 0 | |
| 22 | 6.5 | 0 | 3.5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | |
| 23 | 2 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| AF | 456 | 3 | 129 | 148 | 2 | 26 | 12.5 | 9 | 9 | 107.5 | 4.5 | 3.5 | 0.5 | 1.5 | |
| 0.69 | | 0.7% | 28.3% | 32.5% | 0.4% | 5.7% | 2.7% | 2.0% | 2.0% | 23.6% | 1.0% | 0.8% | 0.1% | 0.3% | |
| Site Traffic | | 280 Private Unit 61.4% | | | 49.5 Single Unit 10.9% | | | | | 126.5 Combination Unit 27.7% | | | | | |
| | | 176 Commercial Unit 38.6% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 456 | 5pm | 43 |
| 280 | Private | 31 |
| 176 | Commercial | 12 |
| K-Factor 0.09 | NB | SB |
| | 18 | 26 |

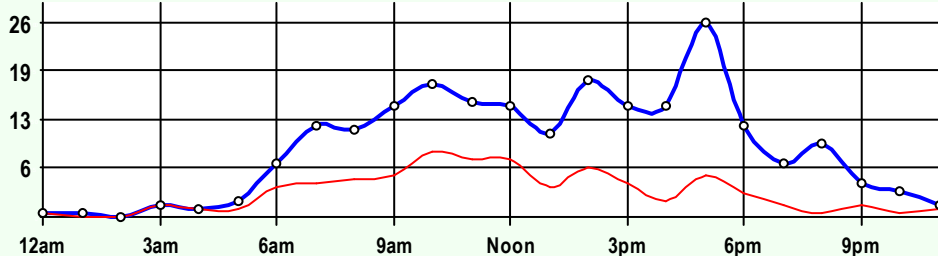
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|----|----|---|-------------------------------|-----|----|----|----|----|
| 456 | 3 | 129 | 148 | 2 | 26 | 13 | 9 | 9 | 108 | 5 | 4 | 1 | 2 |
| Axle Factor 0.69 | 280 Private-Unit 58.2% | | | 50 Single-Unit 10.9% | | | | 127 Combination-Unit 27.7% | | | | | |
| | 176 Commercial-Unit 38.6% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 237 | 8am | 22 |
| 138 | Private | 12 |
| 99 | Commercial | 10 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|----|----|-------------------------|----|---|---|------------------------------|----|----|----|----|----|
| 237 | 3 | 59 | 77 | 2 | 20 | 8 | 6 | 5 | 55 | 3 | 1 | 1 | 1 |
| Axle Factor 0.69 | 138 Private-Unit 58.2% | | | 35 Single-Unit 14.8% | | | | 64 Combination-Unit 27.0% | | | | | |
| | 99 Commercial-Unit 41.8% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 219 | 5pm | 26 |
| 142 | Private | 20 |
| 77 | Commercial | 6 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|----|----|------------------------|---|---|---|------------------------------|----|----|----|----|----|
| 219 | 1 | 70 | 72 | 1 | 7 | 5 | 3 | 5 | 53 | 2 | 3 | 0 | 1 |
| Axle Factor 0.69 | 142 Private-Unit 64.8% | | | 15 Single-Unit 6.6% | | | | 63 Combination-Unit 28.5% | | | | | |
| | 77 Commercial-Unit 35.2% | | | | | | | | | | | | |

SITE INFORMATION

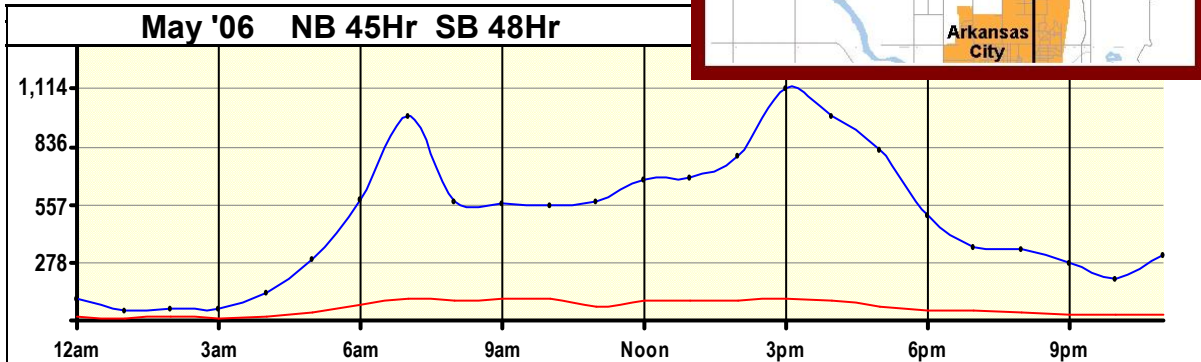
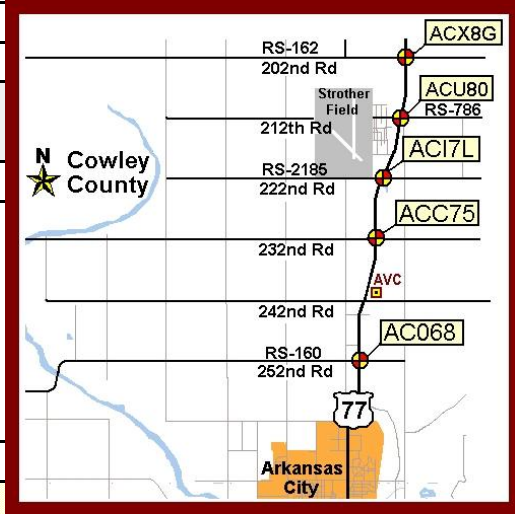
| | | | |
|-------------------|-----------------------------------|---------------|------------------------|
| 5NF8R5 | #6604 | Dist 5 | Comanche County |
| South Leg | Route: K-1 | | |
| | X-Route: US-160 (US-183) | | |
| Location | K-1 S OF US-160, S OF COLDWATER | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | No Other Surveys on Record | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 10/09/06 12:00 | 10/11/06 11:00 |
| 51 | 48 | 10/09/06 12:00 | 10/11/06 11:00 |

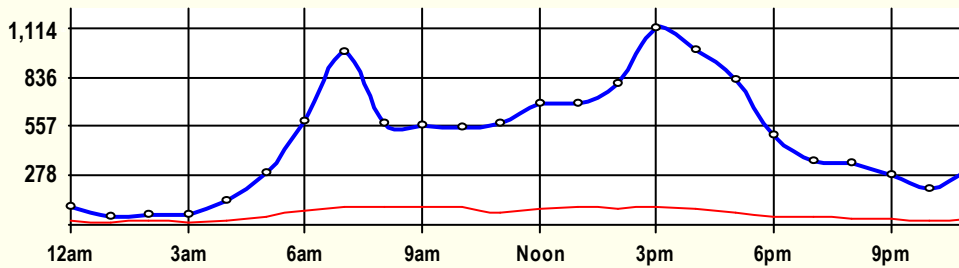
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|--------|----------------|--|
| ACC755 | | | |
| FC 2 | Dist 5 | Cowley County | |
| Rte: US-77 | | South Leg | |
| XRte: 232nd RD | | | |
| US-77 S OF 232nd RD, N OF ARKANSAS CITY | | | |

| Peak-Hour Traffic |
|----------------------|
| Pk-Vol: 1114 at 3pm |
| Pk-Priv: 1009 at 3pm |
| Pk -Trk: 106 at 7am |



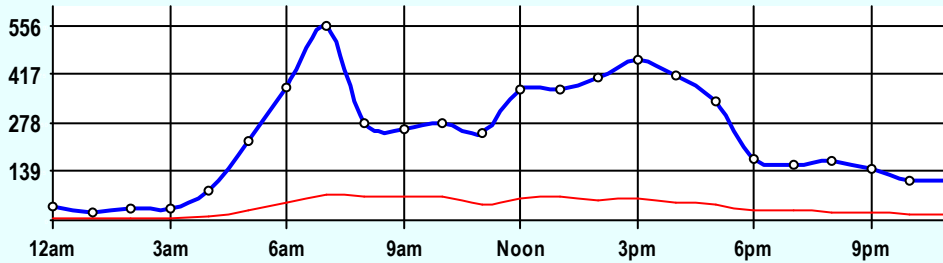
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|------------|--------------------------|-------------------------------|-------|-------|----------------------|-------|------|------|-----------------------------|-------|------|------|------|------|--|
| 0 | 104 | 2.5 | 51 | 33.5 | 3.5 | 2.5 | 0.5 | 0 | 1 | 9.5 | 0 | 0 | 0 | 0 | |
| 1 | 46 | 0.5 | 20.5 | 12.5 | 0 | 2.5 | 0 | 0 | 2.5 | 7.5 | 0 | 0 | 0 | 0 | |
| 2 | 61 | 0.5 | 26 | 17.5 | 1.5 | 3 | 0 | 0 | 3 | 9.5 | 0 | 0 | 0 | 0 | |
| 3 | 58.5 | 2.5 | 28.5 | 15 | 2.5 | 4.5 | 0.5 | 0 | 0 | 4 | 0.5 | 0 | 0 | 0.5 | |
| 4 | 132 | 1 | 57 | 57 | 1 | 7.5 | 1 | 0.5 | 3.5 | 3.5 | 0 | 0 | 0 | 0 | |
| 5 | 296.5 | 0 | 131 | 125 | 2.5 | 31.5 | 0.5 | 0.5 | 1.5 | 3.5 | 0 | 0 | 0 | 0.5 | |
| 6 | 583.5 | 3 | 275.5 | 228 | 3 | 53 | 0.5 | 0 | 6 | 12.5 | 0.5 | 0 | 0 | 1.5 | |
| 7 | 979.5 | 5.5 | 447 | 420.5 | 4.5 | 69.5 | 3 | 0.5 | 9.5 | 19.5 | 0 | 0 | 0 | 0 | |
| 8 | 575 | 2.5 | 256.5 | 217 | 6.5 | 50 | 5.5 | 0.5 | 13 | 21.5 | 0 | 0 | 0 | 2 | |
| 9 | 566 | 3 | 238 | 224 | 5.5 | 61.5 | 5.5 | 1 | 7 | 18.5 | 0 | 1.5 | 0 | 0.5 | |
| 10 | 556 | 5 | 222.5 | 225.5 | 7.5 | 52.5 | 8 | 2 | 7.5 | 23.5 | 0 | 0 | 0 | 2 | |
| 11 | 569.5 | 4.5 | 260.5 | 233.5 | 7.5 | 34 | 1.5 | 0.5 | 6 | 21 | 0 | 0 | 0 | 0.5 | |
| 12 | 682.5 | 4 | 322 | 261 | 3.5 | 43.5 | 4.5 | 2 | 13 | 25 | 0.5 | 0.5 | 0 | 3 | |
| 13 | 686 | 3 | 333 | 251 | 3 | 48.5 | 2.5 | 2 | 17.5 | 24 | 0 | 0.5 | 0 | 1 | |
| 14 | 797 | 6 | 380.5 | 315.5 | 4 | 48.5 | 3 | 0.5 | 11 | 25 | 0.5 | 0 | 0 | 2.5 | |
| 15 | 1,114 | 9 | 589.5 | 410.5 | 5 | 60 | 6 | 2.5 | 8.5 | 20.5 | 0 | 0 | 0 | 2.5 | |
| 16 | 987 | 5.5 | 551 | 335.5 | 4.5 | 53.5 | 3.5 | 1 | 9 | 20.5 | 0.5 | 0.5 | 0 | 2 | |
| 17 | 819 | 6.5 | 483.5 | 257.5 | 3.5 | 37.5 | 1 | 0 | 8 | 19 | 0.5 | 0 | 0 | 2 | |
| 18 | 508.5 | 4.5 | 280 | 181 | 1 | 25.5 | 1.5 | 0 | 3.5 | 10.5 | 0.5 | 0 | 0 | 0.5 | |
| 19 | 355 | 2 | 180.5 | 123 | 3 | 22.5 | 1.5 | 1.5 | 3 | 14 | 1 | 0.5 | 1 | 1.5 | |
| 20 | 343.5 | 3.5 | 189 | 114 | 0.5 | 18 | 2 | 1.5 | 3 | 12 | 0 | 0 | 0 | 0 | |
| 21 | 276 | 1.5 | 151.5 | 90 | 2 | 19.5 | 0 | 0.5 | 1.5 | 9 | 0.5 | 0 | 0 | 0 | |
| 22 | 199.5 | 0.5 | 106 | 66.5 | 0.5 | 14 | 0.5 | 0 | 3.5 | 8 | 0 | 0 | 0 | 0 | |
| 23 | 316 | 5.5 | 162.5 | 116.5 | 0 | 17.5 | 0 | 0 | 1 | 12 | 0.5 | 0.5 | 0 | 0 | |
| AF 0.93 | 11,611.5 Site Traffic | 82 | 5,743 | 4,331 | 76 | 780.5 | 52.5 | 17 | 143 | 353.5 | 5.5 | 4 | 1 | 22.5 | |
| | | 0.7% | 49.5% | 37.3% | 0.7% | 6.7% | 0.5% | 0.1% | 1.2% | 3.0% | 0.0% | 0.0% | 0.0% | 0.2% | |
| | | 10,156 Private Unit 87.5% | | | 926 Single Unit 8.0% | | | | 529.5 Combination Unit 4.6% | | | | | | |
| | | 1,455.5 Commercial Unit 12.5% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 11,612 | 3pm | 1114 |
| 10,156 | Private | 1,009 |
| 1,456 | Commercial | 105 |
| K-Factor 0.10 | NB | SB |
| | 456 | 658 |

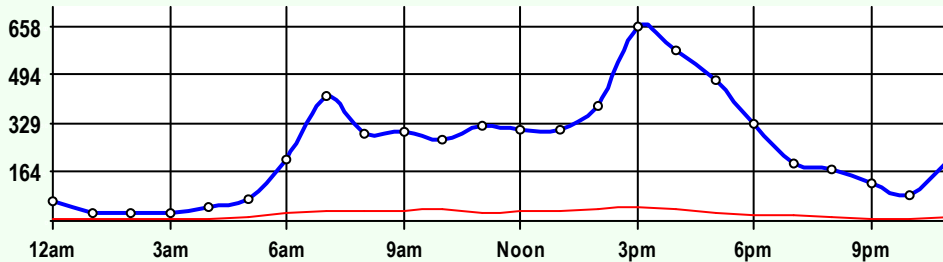
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|----------------------|-----|----|----|---------------------------|-----|----|----|----|----|
| 11,612 | 82 | 5,743 | 4,331 | 76 | 781 | 53 | 17 | 143 | 354 | 6 | 4 | 1 | 23 |
| Axle Factor 0.93 | 10,156 Private-Unit 83.8% | | | 926 Single-Unit 8.0% | | | | 530 Combination-Unit 4.6% | | | | | |
| | 1,456 Commercial-Unit 12.5% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,681 | 7am | 556 |
| 4,762 | Private | 481 |
| 919 | Commercial | 75 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|-----------------------|-----|----|----|---------------------------|-----|----|----|----|----|
| 5,681 | 41 | 2,102 | 2,620 | 53 | 558 | 30 | 12 | 63 | 187 | 1 | 3 | 1 | 11 |
| Axle Factor 0.93 | 4,762 Private-Unit 83.8% | | | 653 Single-Unit 11.5% | | | | 266 Combination-Unit 4.7% | | | | | |
| | 919 Commercial-Unit 16.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,931 | 3pm | 658 |
| 5,394 | Private | 613 |
| 537 | Commercial | 45 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|-----|----|---|---------------------------|-----|----|----|----|----|
| 5,931 | 41 | 3,642 | 1,712 | 23 | 223 | 23 | 5 | 80 | 167 | 5 | 2 | 0 | 12 |
| Axle Factor 0.94 | 5,394 Private-Unit 90.9% | | | 273 Single-Unit 4.6% | | | | 264 Combination-Unit 4.5% | | | | | |
| | 537 Commercial-Unit 9.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---|---------------|----------------------|
| ACC755 | #6060 | Dist 5 | Cowley County |
| South Leg | Route: US-77 | | |
| | X-Route: 232nd RD | | |
| Location | US-77 S OF 232nd RD, N OF ARKANSAS CITY | | |
| Site Info | Regular, ATR, NHS, Route-Class C | | |
| Event Info | | | |
| History | 10/1/05; 5/28/03; 5/3/00; 12/16/97 | | |
| Comment | NB Only 45Hr. ATR SITE | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 45 | 05/08/06 12:00 | 05/11/06 11:00 |
| 12 | 45 | 05/08/06 12:00 | 05/11/06 11:00 |
| 51 | 48 | 05/09/06 12:00 | 05/11/06 11:00 |
| 52 | 48 | 05/09/06 12:00 | 05/11/06 11:00 |

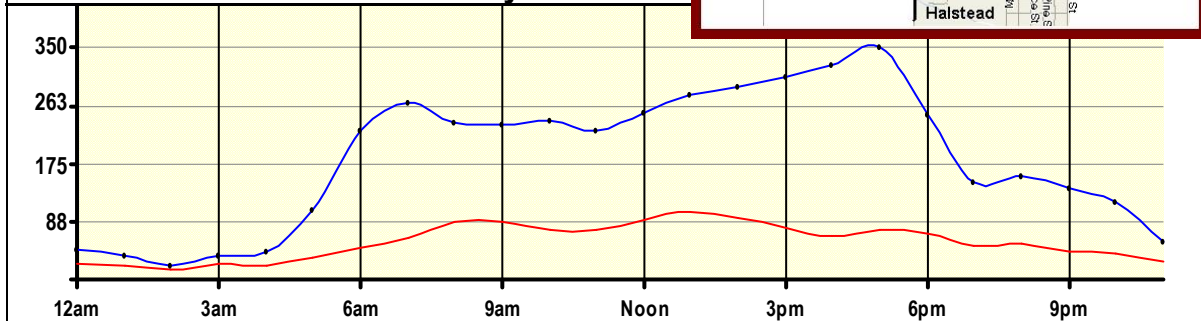
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|----------------------------------|--------|----------------|--|
| 9C3Y57 | | | |
| FC 2 | Dist 5 | Harvey County | |
| Rte: US-50 | | West Leg | |
| XRte: RS-307 (HALSTEAD RD) | | | |
| US-50 W OF RS-307, N OF HALSTEAD | | | |

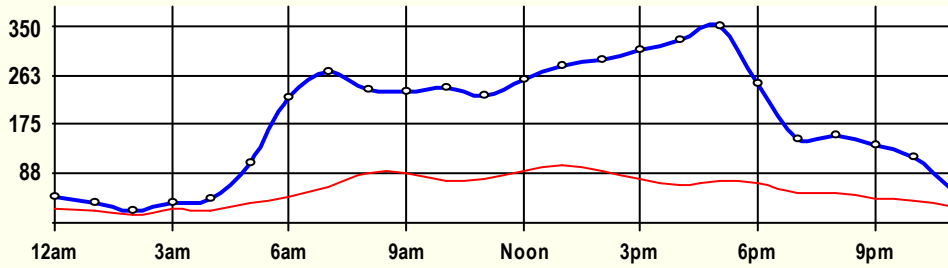
| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 350 at 5pm |
| Pk-Priv: 274 at 5pm |
| Pk -Trk: 103 at 1pm |



Jun '06 48 Hr Survey



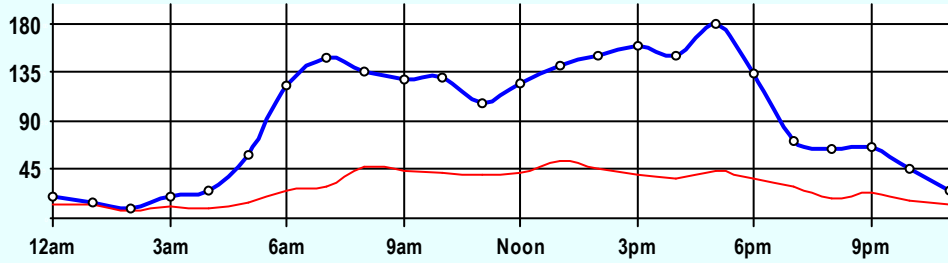
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------------------------|---------|-----------------------------|---------|------------------------|------|------|------|------|------------------------------|-------|------|------|------|------|
| 0 | 45 | 0 | 14.5 | 7 | 0 | 1 | 0 | 0 | 3.5 | 16 | 0 | 3 | 0 | 0 |
| 1 | 35.5 | 0 | 10.5 | 3 | 0 | 0 | 0 | 0 | 3.5 | 15 | 0.5 | 2.5 | 0.5 | 0 |
| 2 | 22.5 | 0 | 5.5 | 1.5 | 0 | 2 | 0 | 0 | 2 | 9.5 | 0 | 2 | 0 | 0 |
| 3 | 36 | 0.5 | 10.5 | 2 | 0 | 2 | 1 | 0 | 2.5 | 14.5 | 0 | 3 | 0 | 0 |
| 4 | 43.5 | 0.5 | 16 | 7 | 0 | 1.5 | 0.5 | 0 | 2.5 | 12 | 1 | 2.5 | 0 | 0 |
| 5 | 106 | 0 | 55 | 16.5 | 0 | 3.5 | 0.5 | 0 | 6 | 21.5 | 0.5 | 2.5 | 0 | 0 |
| 6 | 224.5 | 2.5 | 116.5 | 58 | 1.5 | 12.5 | 1 | 0 | 4 | 26 | 1 | 1.5 | 0 | 0 |
| 7 | 267.5 | 1.5 | 142.5 | 60.5 | 1 | 8.5 | 3 | 1.5 | 8 | 31.5 | 4 | 2.5 | 0.5 | 2.5 |
| 8 | 236.5 | 2 | 102 | 45.5 | 2 | 16.5 | 3.5 | 1.5 | 5 | 53 | 1.5 | 3 | 0.5 | 0.5 |
| 9 | 235 | 0 | 93 | 53.5 | 3 | 10.5 | 3 | 1.5 | 6.5 | 56.5 | 3 | 4 | 0.5 | 0 |
| 10 | 240.5 | 1.5 | 107.5 | 56.5 | 0 | 9.5 | 2.5 | 2 | 4.5 | 52 | 2.5 | 1.5 | 0 | 0.5 |
| 11 | 226.5 | 1.5 | 96.5 | 52 | 1.5 | 8.5 | 3 | 1.5 | 4.5 | 51 | 1.5 | 2.5 | 0.5 | 2 |
| 12 | 253.5 | 1 | 95 | 66 | 2.5 | 10.5 | 4.5 | 2 | 6.5 | 59 | 2 | 3 | 0.5 | 1 |
| 13 | 280.5 | 2 | 105 | 70.5 | 2 | 11.5 | 4.5 | 1.5 | 7.5 | 67 | 3.5 | 4 | 0.5 | 1 |
| 14 | 291 | 2.5 | 129.5 | 67 | 2 | 11.5 | 8 | 1 | 6 | 56 | 3 | 2.5 | 0.5 | 1.5 |
| 15 | 306.5 | 4 | 152.5 | 71.5 | 1 | 12 | 3 | 0 | 6.5 | 48 | 4.5 | 1.5 | 1 | 1 |
| 16 | 324 | 2 | 176 | 79.5 | 1 | 11.5 | 0.5 | 3 | 4 | 43 | 1 | 2 | 0.5 | 0 |
| 17 | 350.5 | 5.5 | 176.5 | 92.5 | 0.5 | 9.5 | 1.5 | 1 | 7.5 | 49.5 | 4 | 1.5 | 0 | 1 |
| 18 | 248 | 0.5 | 126.5 | 52 | 1.5 | 12 | 0.5 | 1 | 4 | 42 | 4.5 | 3 | 0 | 0.5 |
| 19 | 148 | 3 | 59 | 33.5 | 0 | 6.5 | 1 | 0.5 | 4 | 35.5 | 1.5 | 2 | 0 | 1.5 |
| 20 | 156 | 2.5 | 66.5 | 33 | 0.5 | 4 | 0.5 | 0 | 4 | 41 | 3 | 0.5 | 0.5 | 0 |
| 21 | 139.5 | 2.5 | 73 | 22 | 0 | 4 | 1 | 1.5 | 3 | 30 | 0 | 2.5 | 0 | 0 |
| 22 | 116 | 2.5 | 55 | 19 | 0 | 3 | 1.5 | 0 | 2.5 | 29 | 1 | 2.5 | 0 | 0 |
| 23 | 56 | 0.5 | 21 | 6.5 | 0 | 2 | 0.5 | 0 | 3 | 17 | 1.5 | 2 | 1 | 1 |
| AF 0.72 | 4,388.5 | 38.5 | 2,005.5 | 976 | 20 | 174 | 45 | 19.5 | 111 | 875.5 | 45 | 57.5 | 7 | 14 |
| | | 0.9% | 45.7% | 22.2% | 0.5% | 4.0% | 1.0% | 0.4% | 2.5% | 19.9% | 1.0% | 1.3% | 0.2% | 0.3% |
| Site Traffic | | 3,020 Private Unit 68.8% | | 258.5 Single Unit 5.9% | | | | | 1,110 Combination Unit 25.3% | | | | | |
| 1,368.5 Commercial Unit 31.2% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,389 | 5pm | 350 |
| 3,020 | Private | 275 |
| 1,369 | Commercial | 76 |
| K-Factor 0.08 | EB | WB |
| | 180 | 170 |

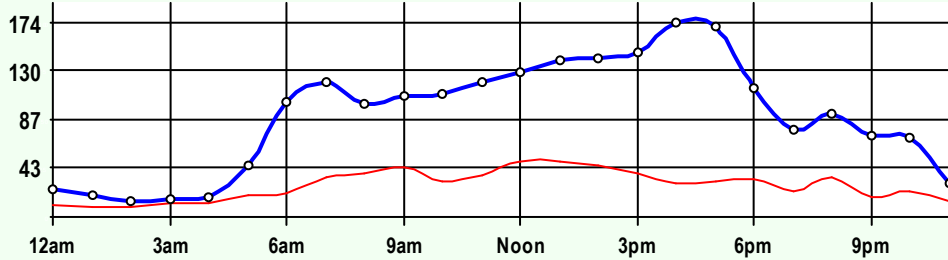
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-----|-------------------------|-----|----|---------------------------------|-----|-----|----|----|----|----|
| 4,389 | 39 | 2,006 | 976 | 20 | 174 | 45 | 20 | 111 | 876 | 45 | 58 | 7 | 14 |
| Axle Factor 0.72 | 3,020 Private-Unit 68.9% | | | 259 Single-Unit 5.9% | | | 1,110 Combination-Unit 25.3% | | | | | | |
| | 1,369 Commercial-Unit 31.2% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,236 | 5pm | 180 |
| 1,541 | Private | 137 |
| 695 | Commercial | 44 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|-----|----|-------------------------------|----|-----|----|----|----|----|
| 2,236 | 21 | 991 | 530 | 11 | 108 | 21 | 11 | 60 | 429 | 20 | 25 | 4 | 8 |
| Axle Factor 0.73 | 1,541 Private-Unit 68.9% | | | 150 Single-Unit 6.7% | | | 545 Combination-Unit 24.4% | | | | | | |
| | 695 Commercial-Unit 31.1% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,153 | 4pm | 174 |
| 1,479 | Private | 143 |
| 674 | Commercial | 31 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,153 | 18 | 1,015 | 447 | 9 | 66 | 25 | 9 | 51 | 447 | 26 | 33 | 3 | 7 |
| Axle Factor 0.71 | 1,479 Private-Unit 68.7% | | | 109 Single-Unit 5.0% | | | 566 Combination-Unit 26.3% | | | | | | |
| | 674 Commercial-Unit 31.3% | | | | | | | | | | | | |

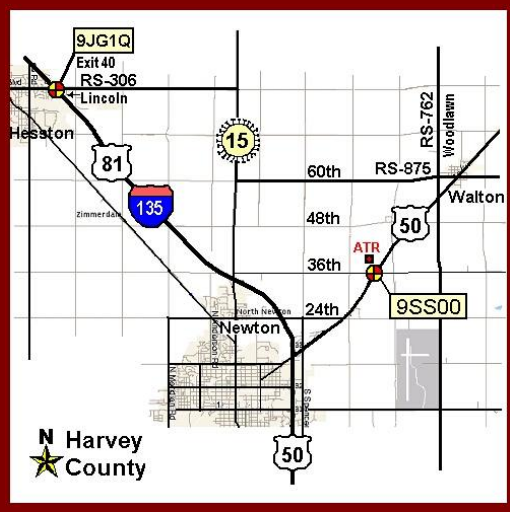
SITE INFORMATION

| | | | |
|------------|----------------------------------|--------|---------------|
| 9C3Y57 | #6089 | Dist 5 | Harvey County |
| West Leg | Route: US-50 | | |
| | X-Route: RS-307 (HALSTEAD RD) | | |
| Location | US-50 W OF RS-307, N OF HALSTEAD | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 2/3/03; 6/12/00; 6/2/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/05/06 14:00 | 06/07/06 13:00 |
| 71 | 48 | 06/05/06 14:00 | 06/07/06 13:00 |

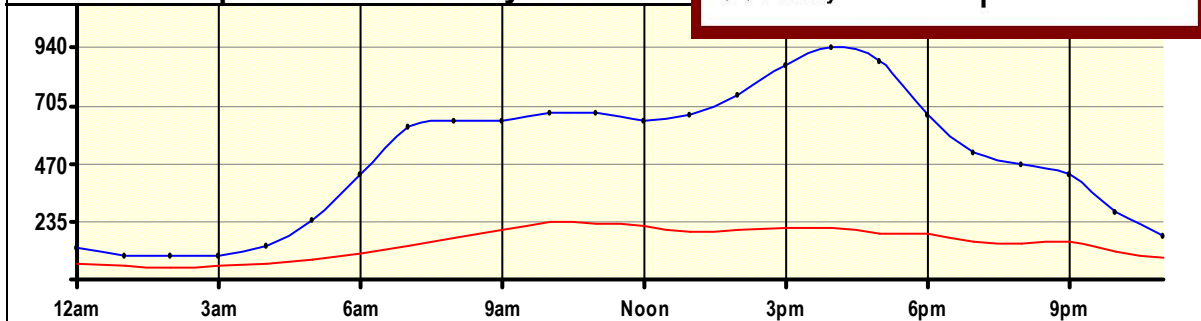
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|-----------------------------|--------|----------------|--|
| 9JG1Q8 | | WIM | |
| FC 1 | Dist 5 | Harvey County | |
| Rte: I-135 (US-81) | | North-West Leg | |
| XRte: RS-306 (LINCOLN) | | | |
| I-135 NW OF RS-306, HESSTON | | | |



| Peak-Hour Traffic |
|----------------------|
| Pk-Vol: 940 at 4pm |
| Pk-Priv: 730 at 4pm |
| Pk -Trk: 230 at 10am |

Sep '06 48 Hr Survey

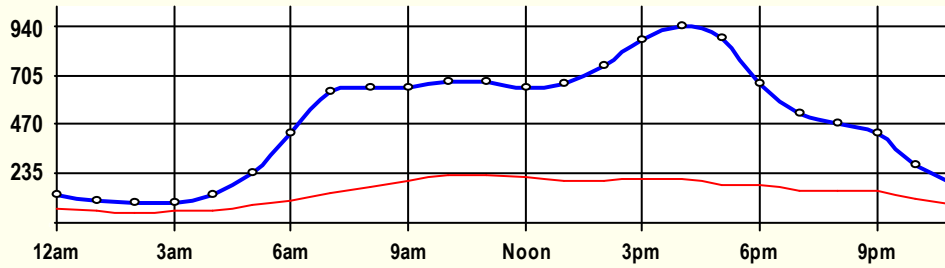


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------------------|---------------|--------------------------|----------------|--------------|------------------------|-------------|-------------|-------------|--------------------------------|----------------|-------------|-------------|-------------|-------------|
| 0 | 128 | 0.5 | 41.5 | 20 | 1 | 4 | 0.5 | 0 | 4 | 49 | 0.5 | 6 | 0.5 | 0.5 |
| 1 | 100.5 | 0 | 32 | 9 | 0.5 | 0.5 | 0.5 | 0.5 | 2.5 | 46 | 0.5 | 6 | 2.5 | 0 |
| 2 | 94 | 0 | 26.5 | 17.5 | 0.5 | 3 | 1.5 | 1.5 | 4.5 | 34 | 0.5 | 4 | 0.5 | 0 |
| 3 | 93 | 0.5 | 20 | 18 | 0.5 | 2.5 | 0 | 0.5 | 8 | 37.5 | 1 | 3.5 | 0.5 | 0.5 |
| 4 | 133.5 | 0 | 46.5 | 25.5 | 0.5 | 2.5 | 0.5 | 0.5 | 7 | 41 | 1.5 | 5 | 3 | 0 |
| 5 | 238 | 1 | 105 | 50 | 1.5 | 7.5 | 0 | 1.5 | 5 | 56 | 0.5 | 7.5 | 2 | 0.5 |
| 6 | 428.5 | 0.5 | 212.5 | 110 | 3 | 13.5 | 3 | 0.5 | 5 | 70.5 | 2.5 | 6.5 | 0.5 | 0.5 |
| 7 | 622 | 0.5 | 338 | 146 | 2 | 18.5 | 3.5 | 1.5 | 9 | 94 | 1 | 6 | 1.5 | 0.5 |
| 8 | 645 | 1.5 | 319 | 154.5 | 3.5 | 23.5 | 3.5 | 1 | 9 | 116 | 6 | 6 | 1.5 | 0 |
| 9 | 643 | 0.5 | 285 | 159.5 | 1 | 20 | 8.5 | 1.5 | 17.5 | 139.5 | 1.5 | 7.5 | 0.5 | 0.5 |
| 10 | 672.5 | 1 | 306.5 | 134.5 | 5.5 | 20 | 2 | 2.5 | 27.5 | 165 | 3.5 | 4 | 0.5 | 0 |
| 11 | 677 | 1.5 | 310.5 | 138.5 | 4.5 | 29 | 4 | 3.5 | 18 | 157.5 | 3 | 5 | 2 | 0 |
| 12 | 648 | 1.5 | 301 | 130 | 2 | 23.5 | 6 | 1 | 9 | 162.5 | 3 | 8 | 0.5 | 0 |
| 13 | 666.5 | 2.5 | 324.5 | 142.5 | 5.5 | 22.5 | 5 | 3.5 | 18 | 134.5 | 1.5 | 5 | 1 | 0.5 |
| 14 | 749.5 | 2 | 377.5 | 169 | 7 | 29 | 7.5 | 4 | 18.5 | 122.5 | 6 | 5.5 | 1 | 0 |
| 15 | 871 | 1.5 | 461.5 | 198 | 4.5 | 33.5 | 7 | 4.5 | 22.5 | 128.5 | 5.5 | 2.5 | 1.5 | 0 |
| 16 | 939.5 | 3.5 | 509.5 | 217.5 | 6 | 28.5 | 4 | 2.5 | 15 | 145 | 4.5 | 2.5 | 1 | 0 |
| 17 | 884.5 | 0 | 514.5 | 187 | 2 | 17.5 | 3.5 | 0.5 | 12.5 | 138.5 | 4.5 | 3.5 | 0.5 | 0 |
| 18 | 666 | 3 | 352.5 | 126.5 | 2 | 18 | 2.5 | 1 | 12 | 146 | 0.5 | 1.5 | 0.5 | 0 |
| 19 | 518.5 | 1.5 | 245.5 | 116 | 4 | 13 | 3 | 1 | 11.5 | 119 | 2 | 1.5 | 0.5 | 0 |
| 20 | 469.5 | 1.5 | 232 | 89 | 2.5 | 10.5 | 1.5 | 1 | 5 | 117.5 | 2.5 | 6 | 0.5 | 0 |
| 21 | 430 | 0.5 | 193 | 85.5 | 1.5 | 8.5 | 1.5 | 0 | 2.5 | 123 | 2 | 10.5 | 1.5 | 0 |
| 22 | 275 | 0 | 108.5 | 52.5 | 1 | 5.5 | 0.5 | 2 | 3.5 | 87 | 2.5 | 9 | 3 | 0 |
| 23 | 181 | 0.5 | 56.5 | 35.5 | 1 | 0.5 | 0.5 | 0.5 | 5 | 68.5 | 3.5 | 7.5 | 1 | 0.5 |
| AF | 11,774 | 25.5 | 5,719.5 | 2,532 | 63 | 355 | 70 | 36.5 | 252 | 2,498.5 | 60 | 130 | 28 | 4 |
| 0.72 | | 0.2% | 48.6% | 21.5% | 0.5% | 3.0% | 0.6% | 0.3% | 2.1% | 21.2% | 0.5% | 1.1% | 0.2% | 0.0% |
| Site Traffic | | 8,277 Private Unit 70.3% | | | 524.5 Single Unit 4.5% | | | | 2,972.5 Combination Unit 25.2% | | | | | |
| 3,497 Commercial Unit 29.7% | | | | | | | | | | | | | | |

9JG1Q8

Classification Summary

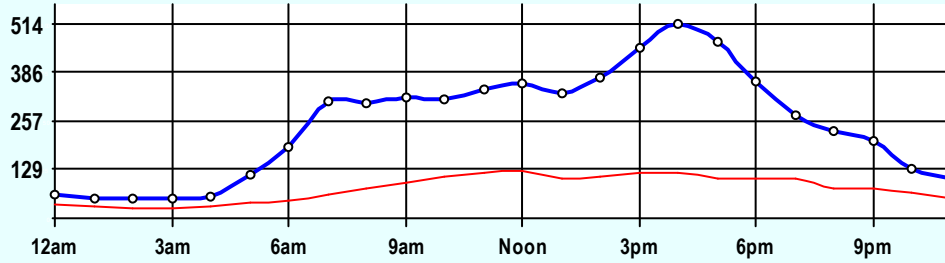
September 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 11,774 | 4pm | 940 |
| 8,277 | Private | 731 |
| 3,497 | Commercial | 209 |
| K-Factor 0.08 | SEB | NWB |
| | 514 | 425 |

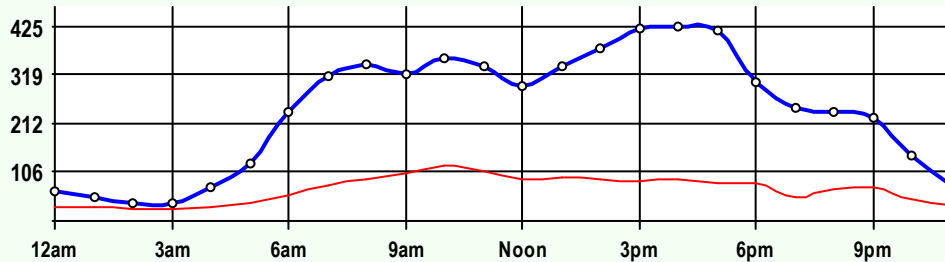
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|-----|----|----|
| 11,774 | 26 | 5,720 | 2,532 | 63 | 355 | 70 | 37 | 252 | 2,499 | 60 | 130 | 28 | 4 |
| Axle Factor 0.72 | 8,277 Private-Unit 68.7% | | | 525 Single-Unit 4.5% | | | 2,973 Combination-Unit 25.2% | | | | | | |
| | 3,497 Commercial-Unit 29.7% | | | | | | | | | | | | |



SEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,966 | 4pm | 515 |
| 4,100 | Private | 396 |
| 1,866 | Commercial | 119 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|----|----|----|
| 5,966 | 20 | 2,929 | 1,152 | 32 | 218 | 49 | 31 | 153 | 1,266 | 40 | 63 | 14 | 4 |
| Axle Factor 0.72 | 4,100 Private-Unit 68.7% | | | 328 Single-Unit 5.5% | | | 1,538 Combination-Unit 25.8% | | | | | | |
| | 1,866 Commercial-Unit 31.3% | | | | | | | | | | | | |



NWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,809 | 4pm | 425 |
| 4,178 | Private | 335 |
| 1,631 | Commercial | 91 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|----|----|----|
| 5,809 | 6 | 2,791 | 1,381 | 32 | 138 | 22 | 6 | 100 | 1,233 | 21 | 67 | 15 | 1 |
| Axle Factor 0.73 | 4,178 Private-Unit 71.9% | | | 197 Single-Unit 3.4% | | | 1,435 Combination-Unit 24.7% | | | | | | |
| | 1,631 Commercial-Unit 28.1% | | | | | | | | | | | | |

SITE INFORMATION

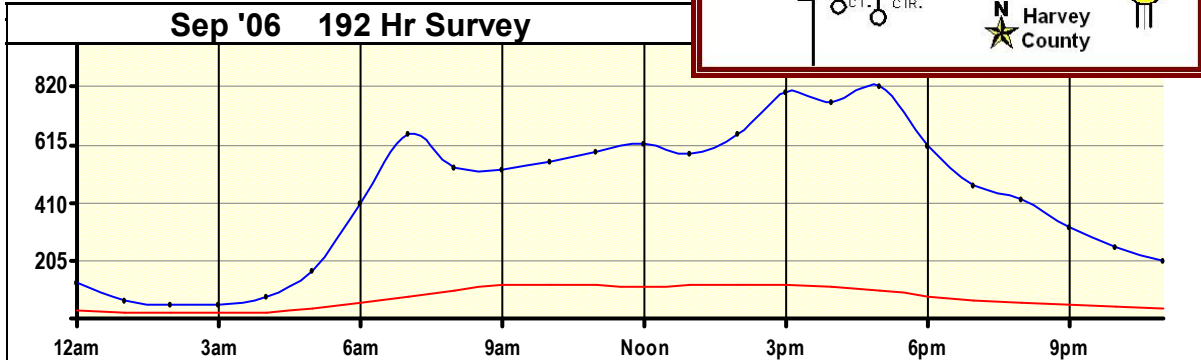
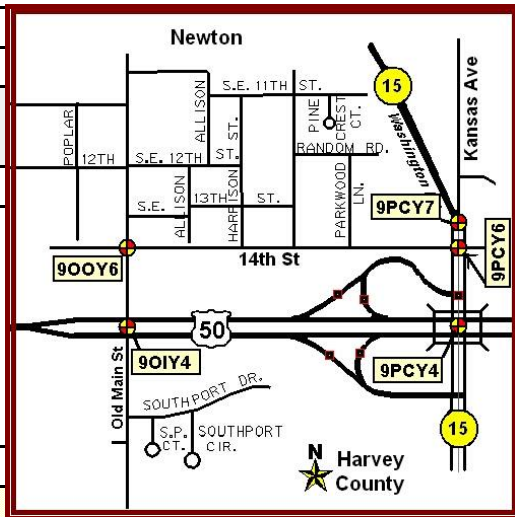
| | | | |
|-----------------------|-----------------------------|---------------|----------------------|
| 9JG1Q8 | #6852 | Dist 5 | Harvey County |
| North-West Leg | Route: I-135 (US-81) | | |
| | X-Route: RS-306 (LINCOLN) | | |
| Location | I-135 NW OF RS-306, HESSTON | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 9/22/03; 10/10/00; 9/9/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 41 | 48 | 09/18/06 13:00 | 09/20/06 12:00 |
| 42 | 48 | 09/18/06 13:00 | 09/20/06 12:00 |
| 81 | 48 | 09/18/06 13:00 | 09/20/06 12:00 |
| 82 | 48 | 09/18/06 13:00 | 09/20/06 12:00 |

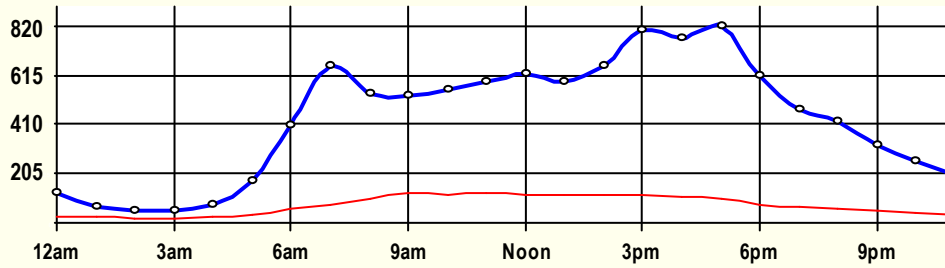
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|----------------------|--|
| 90IY47 | | | |
| FC 14 | Dist 5 | Harvey County | |
| Rte: US-50 | | West Leg | |
| XRte: C-4111 (OLD MAIN ST) | | | |
| US-50 W OF OLD MAIN ST, IN NEWTON | | | |

| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 820 at 5pm |
| Pk-Priv: 722 at 5pm |
| Pk -Trk: 123 at 9am |



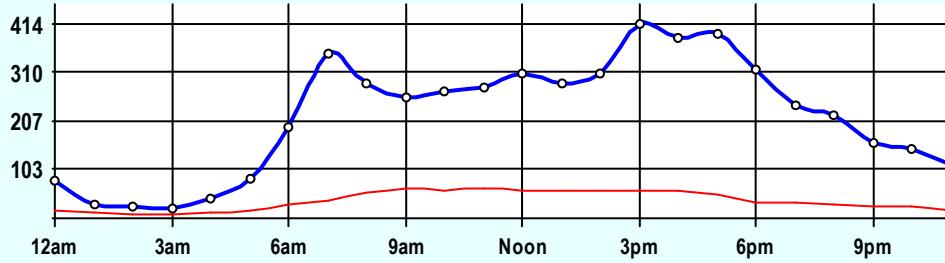
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------|--------------------------------------|----------------|-------------------------------|-------------|--------------|--------------|---------------------------------------|--------------|--------------|-------------|-------------|-------------|-------------|
| 0 | 125.9 | 1.2 | 74.8 | 21.2 | 0.2 | 2.2 | 1.2 | 0.8 | 2 | 19.4 | 0.5 | 1.8 | 0.4 | 0.1 |
| 1 | 62.6 | 1.6 | 28.8 | 11.2 | 0 | 1.4 | 1.5 | 0.2 | 1.8 | 13.1 | 0.2 | 2.4 | 0.4 | 0 |
| 2 | 50.2 | 1.6 | 20.1 | 8.9 | 0.4 | 1.2 | 1.5 | 0.5 | 0.8 | 13.2 | 0.2 | 1.2 | 0.4 | 0.1 |
| 3 | 47 | 1.6 | 17.6 | 7.2 | 0.2 | 2.1 | 1.4 | 0 | 1.1 | 12.8 | 0.4 | 2.2 | 0.2 | 0 |
| 4 | 78.2 | 2.1 | 34.1 | 18.6 | 0.5 | 3.1 | 1.4 | 0.2 | 0.8 | 14 | 0.5 | 2.6 | 0.2 | 0 |
| 5 | 171.6 | 1.1 | 96.6 | 39.8 | 0.1 | 6.6 | 1.6 | 0.4 | 2 | 19.6 | 0.5 | 2.2 | 0.4 | 0.6 |
| 6 | 409.2 | 3.2 | 249.8 | 100.1 | 3.1 | 18.6 | 2.2 | 0.5 | 5.5 | 22.5 | 0.6 | 2.1 | 0.4 | 0.5 |
| 7 | 652.9 | 6.4 | 417.6 | 151.5 | 3.8 | 18.1 | 5.4 | 2 | 7.4 | 35.5 | 1.2 | 2.4 | 0.5 | 1.1 |
| 8 | 534.2 | 4.6 | 302.4 | 127.8 | 4.2 | 17.4 | 7 | 3.9 | 5.5 | 54.1 | 2.6 | 3.2 | 0.1 | 1.4 |
| 9 | 526.1 | 4.2 | 273.2 | 125.6 | 2.5 | 21 | 9.5 | 3 | 9.6 | 68.9 | 3 | 4 | 0.4 | 1.1 |
| 10 | 558.1 | 6.4 | 293.4 | 138.6 | 4.4 | 16.9 | 10.8 | 4.9 | 11.8 | 65 | 2.5 | 1.9 | 0.5 | 1.2 |
| 11 | 587.5 | 6 | 310.6 | 149.6 | 2.6 | 22.1 | 9.5 | 2.5 | 10.8 | 68 | 2.2 | 2.4 | 0.1 | 1 |
| 12 | 617.6 | 5.9 | 349.6 | 146.6 | 1.6 | 19.8 | 9.4 | 2.9 | 9.5 | 66 | 2.8 | 2.2 | 0.5 | 0.9 |
| 13 | 583.9 | 4.9 | 325.1 | 136.9 | 2.9 | 19.4 | 8 | 3.8 | 10.4 | 66 | 2.1 | 2.9 | 0.4 | 1.2 |
| 14 | 653.2 | 4.8 | 376.2 | 155.9 | 3.1 | 24 | 8.8 | 3.5 | 9.9 | 62 | 1.4 | 2.5 | 0.2 | 1 |
| 15 | 803 | 5.8 | 485.4 | 192.8 | 4.4 | 25.4 | 8.9 | 3.5 | 11 | 59.2 | 1.9 | 3.2 | 0.6 | 1 |
| 16 | 767.9 | 7.4 | 465.6 | 184.6 | 3.1 | 22.9 | 7.5 | 2.8 | 8.8 | 57.9 | 2.4 | 2.8 | 1.4 | 0.9 |
| 17 | 820 | 5.9 | 521.4 | 195.2 | 1 | 22.9 | 5.2 | 2.8 | 6.5 | 50.6 | 4.6 | 2.9 | 0.4 | 0.6 |
| 18 | 615 | 4.4 | 384.9 | 151.2 | 1 | 12.5 | 3.8 | 1.9 | 6.9 | 43.4 | 1.6 | 2.8 | 0.2 | 0.5 |
| 19 | 470 | 5.2 | 280.5 | 117.9 | 0.8 | 13.8 | 3.9 | 1.6 | 2.5 | 39.4 | 0.9 | 3.1 | 0 | 0.5 |
| 20 | 421.5 | 4.2 | 263.8 | 95.8 | 0.6 | 7.8 | 2.8 | 1.4 | 2.9 | 36.5 | 2.2 | 3 | 0.5 | 0.1 |
| 21 | 323.8 | 3.9 | 195.4 | 74.6 | 0.5 | 6 | 2.9 | 0.9 | 2 | 33.4 | 0.8 | 2.8 | 0.1 | 0.6 |
| 22 | 255.5 | 1.4 | 155.5 | 54.2 | 0.6 | 5 | 1.9 | 0.5 | 2.4 | 28.9 | 1.1 | 3.6 | 0.4 | 0 |
| 23 | 201.8 | 2 | 128.1 | 37.6 | 0.4 | 3.2 | 1.2 | 1.5 | 1.2 | 22.2 | 0.9 | 2.5 | 0.4 | 0.4 |
| AF | | 95.9 | 6,050.5 | 2,443.6 | 42.1 | 313.4 | 117.1 | 45.8 | 132.8 | 971.6 | 37.2 | 62.8 | 9.1 | 15 |
| 0.84 | 10,336.9 | 0.9% | 58.5% | 23.6% | 0.4% | 3.0% | 1.1% | 0.4% | 1.3% | 9.4% | 0.4% | 0.6% | 0.1% | 0.1% |
| Site Traffic | | 8,590 Private Unit 83.1% | | 518.4 Single Unit 5.0% | | | | 1,228.5 Combination Unit 11.9% | | | | | | |
| | | 1,746.9 Commercial Unit 16.9% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 10,337 | 5pm | 820 |
| 8,590 | Private | 723 |
| 1,747 | Commercial | 98 |
| K-Factor 0.08 | EB | WB |
| | 391 | 429 |

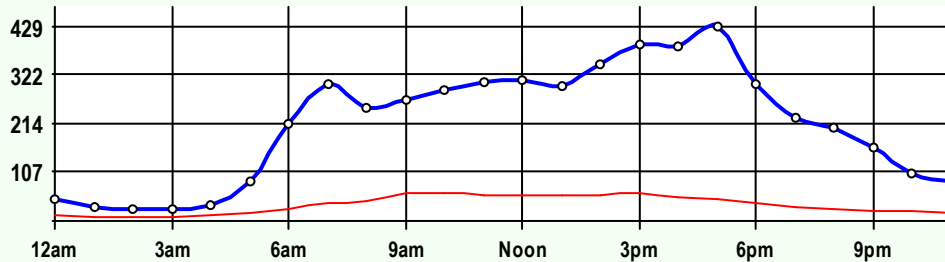
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|-----|---------------------------------|-----|-----|----|----|----|----|
| 10,337 | 96 | 6,051 | 2,444 | 42 | 313 | 117 | 46 | 133 | 972 | 37 | 63 | 9 | 15 |
| Axle Factor 0.84 | 8,590 Private-Unit 82.7% | | | 518 Single-Unit 5.0% | | | 1,229 Combination-Unit 11.9% | | | | | | |
| | 1,747 Commercial-Unit 16.9% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,211 | 3pm | 414 |
| 4,308 | Private | 356 |
| 903 | Commercial | 58 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|----|-------------------------------|----|-----|----|----|----|----|
| 5,211 | 27 | 3,013 | 1,268 | 19 | 164 | 35 | 22 | 63 | 537 | 18 | 32 | 5 | 9 |
| Axle Factor 0.84 | 4,308 Private-Unit 82.7% | | | 240 Single-Unit 4.6% | | | 663 Combination-Unit 12.7% | | | | | | |
| | 903 Commercial-Unit 17.3% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,126 | 5pm | 429 |
| 4,282 | Private | 382 |
| 844 | Commercial | 47 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|----|-------------------------------|----|-----|----|----|----|----|
| 5,126 | 69 | 3,038 | 1,176 | 23 | 149 | 82 | 24 | 70 | 435 | 19 | 31 | 5 | 6 |
| Axle Factor 0.85 | 4,282 Private-Unit 83.5% | | | 278 Single-Unit 5.4% | | | 566 Combination-Unit 11.0% | | | | | | |
| | 844 Commercial-Unit 16.5% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|---|--------|---------------|
| 90IY47 | #6397 | Dist 5 | Harvey County |
| West Leg | Route: US-50 | | |
| | X-Route: C-4111 (OLD MAIN ST) | | |
| Location | US-50 W OF OLD MAIN ST, IN NEWTON | | |
| Site Info | Regular, ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 11/19/02; 12/4/01; 3/13/01; 12/13/99; 3/2/98; 12/11/95; 8/27/92 | | |
| Comment | Special Survey At LTPP: 192Hr | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 192 | 09/11/06 10:00 | 09/19/06 09:00 |
| 71 | 192 | 09/11/06 10:00 | 09/19/06 09:00 |

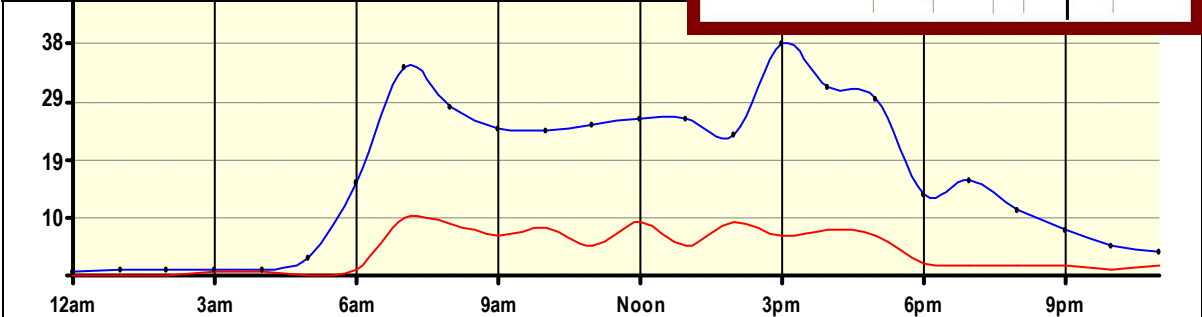
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---------------------------------------|--------|----------------|--|
| 7Z3MF1 | | | |
| FC 6 | Dist 5 | Kingman County | |
| Rte: K-14 | | North Leg | |
| XRte: US-54 (US-400) | | | |
| K-14 N OF US-54 (W JCT), W OF KINGMAN | | | |



| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 38 at 3pm |
| Pk-Priv: 32 at 3pm |
| Pk -Trk: 10 at 7am |

Oct '06 48 Hr Survey

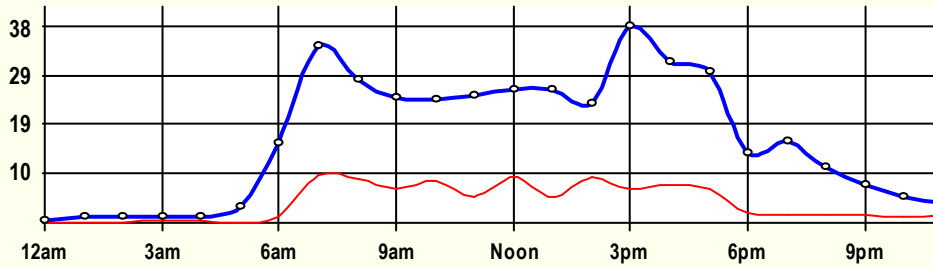


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------------|------|-------------|-------|--------------------------|------|------|------|------|---------------------------|------|------|------|------|------|
| 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 1 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 3 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 15.5 | 0 | 9 | 5.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 7 | 34.5 | 0 | 14 | 11 | 2 | 5.5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 8 | 28 | 0 | 14.5 | 5 | 0.5 | 4 | 1 | 0.5 | 0 | 2 | 0.5 | 0 | 0 | 0 |
| 9 | 24.5 | 0 | 8 | 10 | 0 | 2.5 | 0.5 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 10 | 24 | 0 | 7.5 | 8.5 | 0 | 2 | 0.5 | 0.5 | 1 | 3.5 | 0.5 | 0 | 0 | 0 |
| 11 | 25 | 0.5 | 12.5 | 7 | 0 | 2 | 0.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0.5 |
| 12 | 26 | 0 | 8.5 | 8.5 | 0 | 1.5 | 1 | 0 | 1 | 4.5 | 0.5 | 0 | 0 | 0.5 |
| 13 | 26 | 0 | 13 | 8 | 0 | 0.5 | 0 | 0 | 1 | 3.5 | 0 | 0 | 0 | 0 |
| 14 | 23.5 | 0 | 5.5 | 9 | 0 | 4.5 | 1 | 0.5 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 15 | 38.5 | 0 | 21 | 11 | 2 | 1.5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 16 | 31.5 | 0 | 16 | 8 | 1 | 3 | 0 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0 |
| 17 | 29.5 | 0.5 | 14.5 | 8 | 0 | 3 | 0.5 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0.5 |
| 18 | 13.5 | 0.5 | 8.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0.5 |
| 19 | 16 | 0 | 8 | 6.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 20 | 11 | 0 | 7.5 | 2 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 21 | 7.5 | 0 | 4 | 2 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 22 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 4 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| AF 0.84 | 391 | 1.5 | 182 | 115.5 | 5.5 | 33 | 6 | 1.5 | 5.5 | 36.5 | 1.5 | 0 | 0 | 2.5 |
| | | 0.4% | 46.5% | 29.5% | 1.4% | 8.4% | 1.5% | 0.4% | 1.4% | 9.3% | 0.4% | 0.0% | 0.0% | 0.6% |
| Site Traffic | | 299 Private | | 46 Single Unit 11.8% | | | | | 46 Combination Unit 11.8% | | | | | |
| | | 76.5% Unit | | 92 Commercial Unit 23.5% | | | | | | | | | | |

7Z3MF1

Classification Summary

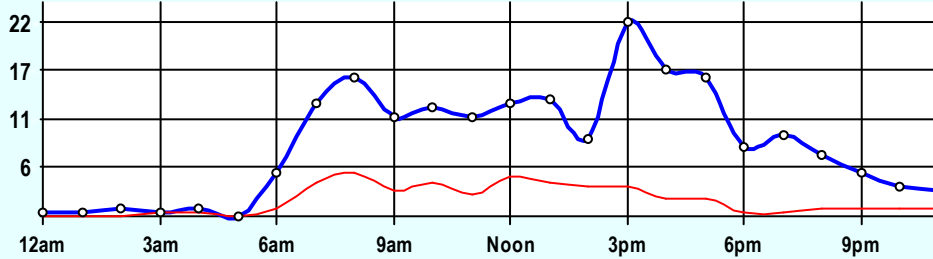
October 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 391 | 3pm | 38 |
| 299 | Private | 32 |
| 92 | Commercial | 7 |
| K-Factor 0.10 | NB | SB |
| | 22 | 16 |

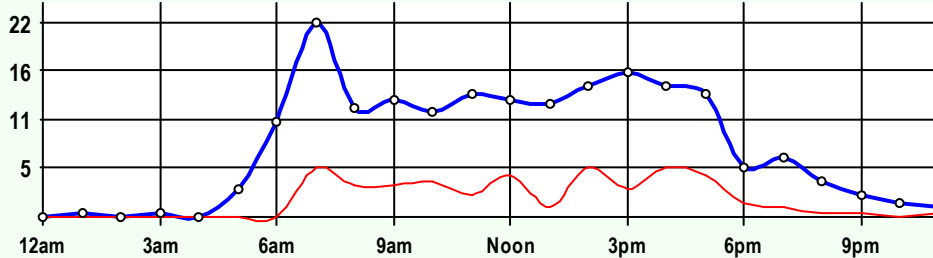
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|---|---|---------------------------|----|----|----|----|----|
| 391 | 2 | 182 | 116 | 6 | 33 | 6 | 2 | 6 | 37 | 2 | 0 | 0 | 3 |
| Axle Factor 0.84 | 299 Private-Unit 77.5% | | | 46 Single-Unit 11.8% | | | | 46 Combination-Unit 11.8% | | | | | |
| | 92 Commercial-Unit 23.5% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 200 | 3pm | 23 |
| 155 | Private | 19 |
| 45 | Commercial | 4 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|----------------------|----|---|---|---------------------------|----|----|----|----|----|
| 200 | 2 | 92 | 62 | 2 | 17 | 2 | 1 | 3 | 20 | 1 | 0 | 0 | 1 |
| Axle Factor 0.84 | 155 Private-Unit 77.5% | | | 22 Single-Unit 10.8% | | | | 24 Combination-Unit 11.8% | | | | | |
| | 45 Commercial-Unit 22.5% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 191 | 7am | 22 |
| 144 | Private | 16 |
| 47 | Commercial | 6 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|----------------------|----|---|---|---------------------------|----|----|----|----|----|
| 191 | 0 | 90 | 54 | 4 | 16 | 4 | 1 | 3 | 17 | 1 | 0 | 0 | 2 |
| Axle Factor 0.83 | 144 Private-Unit 75.4% | | | 25 Single-Unit 12.8% | | | | 23 Combination-Unit 11.8% | | | | | |
| | 47 Commercial-Unit 24.6% | | | | | | | | | | | | |

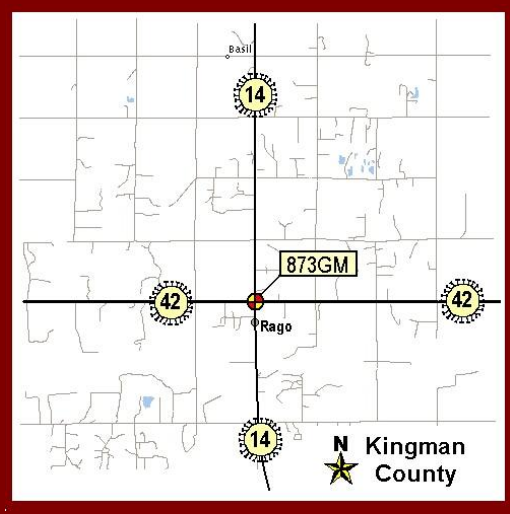
SITE INFORMATION

| | | | |
|-------------------|---------------------------------------|---------------|-----------------------|
| 7Z3MF1 | #6589 | Dist 5 | Kingman County |
| North Leg | Route: K-14 | | |
| | X-Route: US-54 (US-400) | | |
| Location | K-14 N OF US-54 (W JCT), W OF KINGMAN | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 3/26/03; 7/5/95 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 10/02/06 15:00 | 10/04/06 14:00 |
| 51 | 48 | 10/02/06 15:00 | 10/04/06 14:00 |

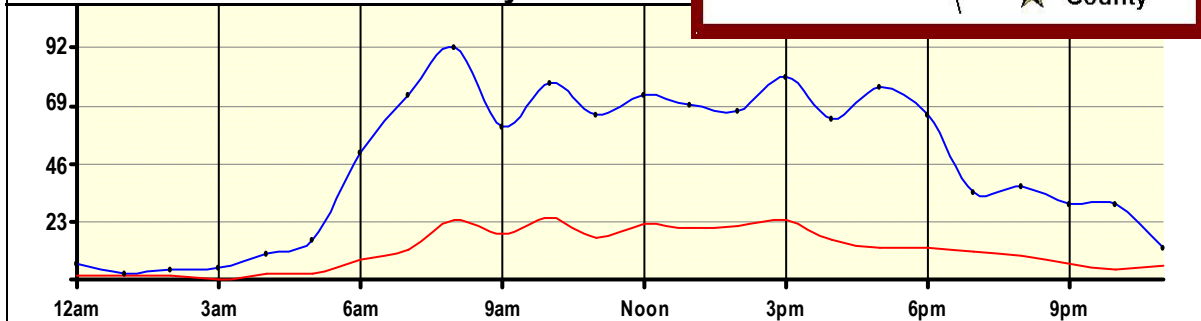
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|----------------------------------|---------------|-----------------------|--|
| 873GM5 | | | |
| FC 6 | Dist 5 | Kingman County | |
| Rte: K-14 | | South Leg | |
| XRte: K-42 | | | |
| K-14 S OF K-42, N OF RAGO | | | |

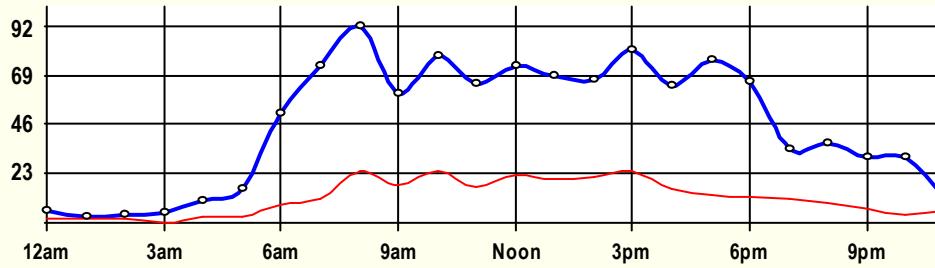


| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 92 at 8am |
| Pk-Priv: 68 at 8am |
| Pk -Trk: 24 at 10am |

Jun '06 48 Hr Survey



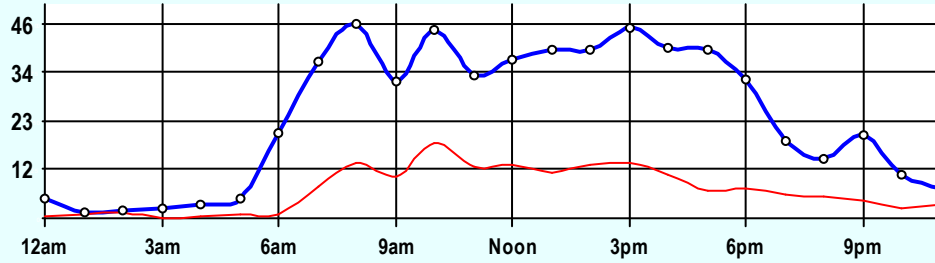
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------------------|----------------|-------------------------------|--------------|--------------|-------------------------------|-------------|-------------|-------------|-------------|-----------------------------------|-------------|-------------|-------------|-------------|
| 0 | 6 | 0 | 2 | 2.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 |
| 1 | 2.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 |
| 2 | 4 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 3 | 5 | 0 | 1.5 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 10.5 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 5 | 16 | 0 | 9.5 | 4 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 6 | 51 | 0.5 | 19 | 23.5 | 0 | 2.5 | 0.5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 7 | 74 | 0.5 | 32 | 30 | 0 | 3.5 | 1 | 0 | 0.5 | 4.5 | 0.5 | 0 | 0 | 1.5 |
| 8 | 92.5 | 0.5 | 39 | 29 | 0.5 | 4.5 | 5.5 | 1.5 | 3.5 | 7.5 | 0 | 0 | 0 | 1 |
| 9 | 61 | 0 | 22 | 21 | 0 | 5.5 | 1 | 1 | 1.5 | 8.5 | 0 | 0 | 0 | 0.5 |
| 10 | 78.5 | 0.5 | 28.5 | 25 | 1 | 3.5 | 2.5 | 3 | 0.5 | 12 | 0 | 1 | 0 | 1 |
| 11 | 65.5 | 0 | 23.5 | 25 | 0 | 3 | 1.5 | 1.5 | 2 | 7 | 0 | 0.5 | 0 | 1.5 |
| 12 | 73.5 | 0.5 | 26 | 25 | 0 | 5 | 2.5 | 2 | 0.5 | 10.5 | 0.5 | 0.5 | 0 | 0.5 |
| 13 | 69.5 | 1.5 | 24 | 23 | 0.5 | 3.5 | 2.5 | 0 | 3 | 10 | 0.5 | 0 | 0 | 1 |
| 14 | 67.5 | 1.5 | 24.5 | 20 | 0.5 | 3.5 | 6.5 | 0 | 2 | 5.5 | 0 | 1 | 0 | 2.5 |
| 15 | 81 | 0.5 | 29.5 | 27 | 0 | 6 | 1 | 1 | 3.5 | 8 | 0.5 | 1.5 | 0 | 2.5 |
| 16 | 64 | 0 | 32.5 | 16 | 0 | 3 | 0.5 | 1.5 | 1.5 | 8 | 0 | 0 | 0 | 1 |
| 17 | 77 | 1 | 37 | 26 | 0 | 6 | 2.5 | 0 | 0.5 | 3.5 | 0 | 0 | 0.5 | 0 |
| 18 | 66 | 0.5 | 33 | 20 | 0 | 3.5 | 2.5 | 1 | 1.5 | 3.5 | 0.5 | 0 | 0 | 0 |
| 19 | 34.5 | 0 | 13 | 10.5 | 0 | 1.5 | 1.5 | 0 | 0 | 6 | 0.5 | 1 | 0 | 0.5 |
| 20 | 37.5 | 0 | 19 | 9 | 0 | 1.5 | 0 | 1 | 2 | 4.5 | 0 | 0 | 0 | 0.5 |
| 21 | 30.5 | 0 | 13.5 | 10.5 | 0 | 0.5 | 0 | 0 | 0.5 | 5 | 0 | 0 | 0 | 0.5 |
| 22 | 30.5 | 0 | 14 | 12.5 | 0 | 1 | 0 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 |
| 23 | 12.5 | 0 | 3.5 | 3.5 | 0 | 0.5 | 1 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0.5 |
| AF | | 7.5 | 452.5 | 372 | 2.5 | 58.5 | 33 | 13.5 | 23 | 122.5 | 4 | 6 | 0.5 | 15 |
| 0.79 | 1,110.5 | 0.7% | 40.7% | 33.5% | 0.2% | 5.3% | 3.0% | 1.2% | 2.1% | 11.0% | 0.4% | 0.5% | 0.0% | 1.4% |
| Site Traffic | | 832 Private Unit 74.9% | | | 107.5 Single Unit 9.7% | | | | | 171 Combination Unit 15.4% | | | | |
| 278.5 Commercial Unit 25.1% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,111 | 8am | 92 |
| 832 | Private | 69 |
| 279 | Commercial | 24 |
| K-Factor 0.08 | NB | SB |
| | 46 | 46 |

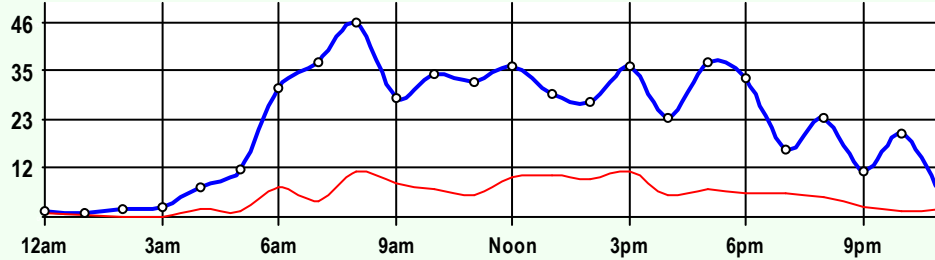
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|----|----------------------------|-----|----|----|----|----|
| 1,111 | 8 | 453 | 372 | 3 | 59 | 33 | 14 | 23 | 123 | 4 | 6 | 1 | 15 |
| Axle Factor 0.79 | 832 Private-Unit 72.4% | | | 108 Single-Unit 9.7% | | | | 171 Combination-Unit 15.4% | | | | | |
| | 279 Commercial-Unit 25.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 578 | 8am | 46 |
| 418 | Private | 33 |
| 160 | Commercial | 13 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|----|----------------------------|----|----|----|----|----|
| 578 | 4 | 223 | 192 | 1 | 29 | 10 | 12 | 12 | 76 | 3 | 6 | 0 | 13 |
| Axle Factor 0.75 | 418 Private-Unit 72.4% | | | 51 Single-Unit 8.8% | | | | 109 Combination-Unit 18.8% | | | | | |
| | 160 Commercial-Unit 27.6% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 533 | 8am | 47 |
| 414 | Private | 36 |
| 119 | Commercial | 11 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|---------------------------|----|----|----|----|----|
| 533 | 4 | 230 | 181 | 2 | 30 | 24 | 2 | 11 | 47 | 2 | 1 | 1 | 2 |
| Axle Factor 0.83 | 414 Private-Unit 77.7% | | | 57 Single-Unit 10.6% | | | | 63 Combination-Unit 11.7% | | | | | |
| | 119 Commercial-Unit 22.3% | | | | | | | | | | | | |

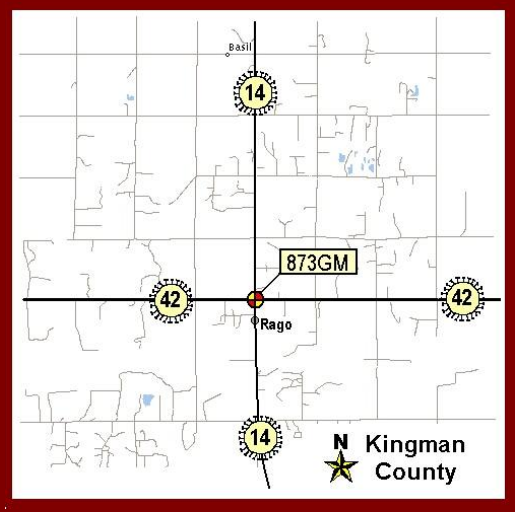
SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|----------------|
| 873GM5 | #6080 | Dist 5 | Kingman County |
| South Leg | Route: K-14 | | |
| | X-Route: K-42 | | |
| Location | K-14 S OF K-42, N OF RAGO | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 8/11/03; 7/22/96 | | |
| Comment | Survey During Wheat Harvest | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 06/05/06 14:00 | 06/07/06 13:00 |
| 51 | 48 | 06/05/06 14:00 | 06/07/06 13:00 |

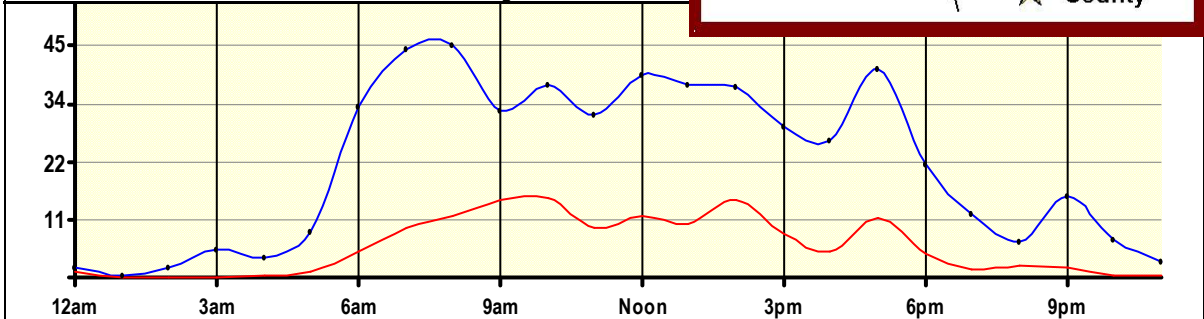
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|----------------------------------|---------------|-----------------------|--|
| 873GM7 | | | |
| FC 7 | Dist 5 | Kingman County | |
| Rte: K-42 | | West Leg | |
| XRte: K-14 | | | |
| K-42 W OF K-14, N OF RAGO | | | |

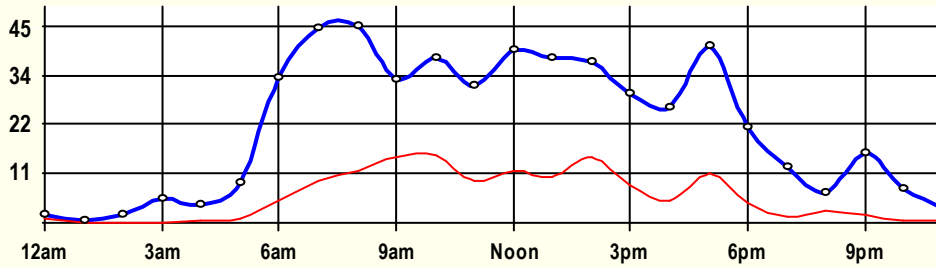


| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 45 at 8am |
| Pk-Priv: 35 at 7am |
| Pk -Trk: 16 at 10am |

Jun '06 48 Hr Survey



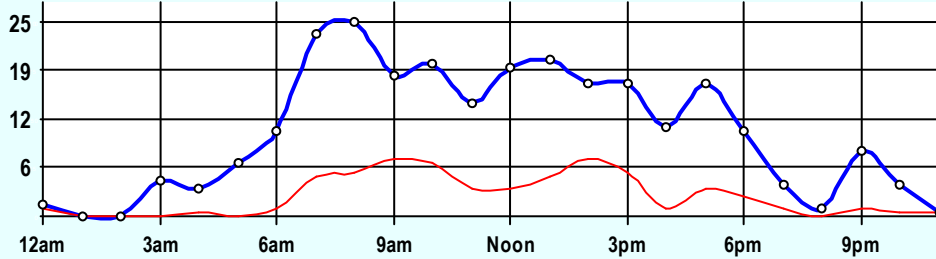
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|----------------|---------------------|----------------------------------|--------------|--------------|-------------------------------|--------------|-------------|-------------|------------------------------------|-------------|-------------|-------------|-------------|-------------|--|
| 0 | 2 | 0 | 0.5 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 2 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 5.5 | 0 | 2.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | 4 | 0 | 2 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 9 | 0 | 4.5 | 3.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | 33 | 0.5 | 7 | 20.5 | 0 | 3 | 0 | 0.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 7 | 44.5 | 0 | 17 | 18 | 0 | 5 | 1 | 0 | 0.5 | 2 | 0 | 0 | 0 | 1 | |
| 8 | 45 | 0 | 12.5 | 20.5 | 0 | 4.5 | 4 | 1.5 | 0.5 | 1.5 | 0 | 0 | 0 | 0 | |
| 9 | 32.5 | 0 | 7.5 | 10 | 0 | 6.5 | 2.5 | 1 | 1.5 | 3 | 0 | 0 | 0 | 0.5 | |
| 10 | 37.5 | 0 | 8 | 14 | 1 | 7.5 | 0.5 | 0.5 | 0.5 | 5.5 | 0 | 0 | 0 | 0 | |
| 11 | 31.5 | 0 | 7.5 | 14.5 | 0.5 | 2.5 | 1 | 1 | 0.5 | 4 | 0 | 0 | 0 | 0 | |
| 12 | 39.5 | 1 | 10.5 | 16 | 0 | 6 | 1 | 0.5 | 0.5 | 4 | 0 | 0 | 0 | 0 | |
| 13 | 37.5 | 0 | 7.5 | 19.5 | 0 | 4 | 0 | 0 | 0.5 | 6 | 0 | 0 | 0 | 0 | |
| 14 | 37 | 1 | 8 | 13 | 0 | 6.5 | 2.5 | 0 | 0.5 | 5 | 0.5 | 0 | 0 | 0 | |
| 15 | 29.5 | 0 | 7.5 | 13.5 | 1 | 3.5 | 0.5 | 0 | 0 | 3 | 0.5 | 0 | 0 | 0 | |
| 16 | 26.5 | 0.5 | 7.5 | 13.5 | 0 | 2 | 0 | 0.5 | 1 | 1.5 | 0 | 0 | 0 | 0 | |
| 17 | 40.5 | 0 | 12 | 17 | 0 | 8.5 | 1 | 0 | 0 | 1 | 0.5 | 0 | 0.5 | 0 | |
| 18 | 22 | 0 | 10.5 | 7 | 0 | 0.5 | 1 | 0 | 0.5 | 2 | 0 | 0.5 | 0 | 0 | |
| 19 | 12.5 | 0 | 4.5 | 6.5 | 0 | 0 | 0 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 20 | 7 | 0 | 2 | 2.5 | 0 | 1.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | |
| 21 | 16 | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22 | 7.5 | 0 | 3 | 4 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | 3 | 0.5 | 1 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AF 0.85 | 525.5 | 3.5 | 150.5 | 228.5 | 2.5 | 67 | 15 | 6 | 6.5 | 41.5 | 1.5 | 0.5 | 1 | 1.5 | |
| | Site Traffic | 0.7% | 28.6% | 43.5% | 0.5% | 12.7% | 2.9% | 1.1% | 1.2% | 7.9% | 0.3% | 0.1% | 0.2% | 0.3% | |
| | | 382.5 Private Unit 72.8% | | | 90.5 Single Unit 17.2% | | | | 52.5 Combination Unit 10.0% | | | | | | |
| | | 143 Commercial Unit 27.2% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 526 | 8am | 45 |
| 383 | Private | 33 |
| 143 | Commercial | 12 |
| K-Factor 0.09 | EB | WB |
| | 25 | 20 |

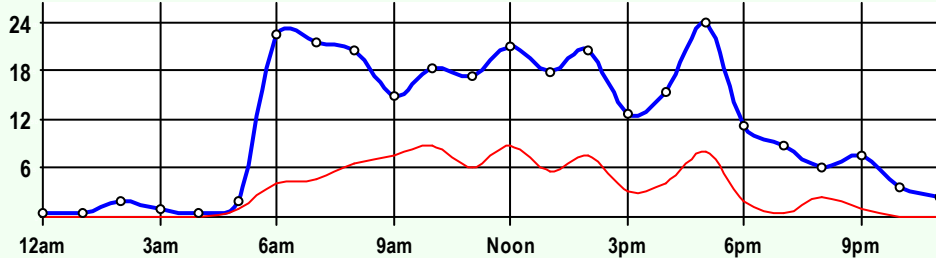
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|---------------------------|----|----|----|----|----|
| 526 | 4 | 151 | 229 | 3 | 67 | 15 | 6 | 7 | 42 | 2 | 1 | 1 | 2 |
| Axle Factor 0.85 | 383 Private-Unit 75.8% | | | 91 Single-Unit 17.2% | | | | 53 Combination-Unit 10.0% | | | | | |
| | 143 Commercial-Unit 27.2% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 259 | 8am | 25 |
| 196 | Private | 20 |
| 63 | Commercial | 6 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|-----|----------------------|----|---|---|--------------------------|----|----|----|----|----|
| 259 | 2 | 78 | 117 | 2 | 25 | 8 | 3 | 4 | 21 | 1 | 0 | 1 | 0 |
| Axle Factor 0.86 | 196 Private-Unit 75.8% | | | 37 Single-Unit 14.3% | | | | 26 Combination-Unit 9.9% | | | | | |
| | 63 Commercial-Unit 24.2% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 267 | 5pm | 24 |
| 187 | Private | 16 |
| 81 | Commercial | 8 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|-----|----------------------|----|---|---|---------------------------|----|----|----|----|----|
| 267 | 2 | 73 | 112 | 1 | 42 | 8 | 4 | 3 | 21 | 1 | 1 | 1 | 2 |
| Axle Factor 0.85 | 187 Private-Unit 69.9% | | | 54 Single-Unit 20.0% | | | | 27 Combination-Unit 10.1% | | | | | |
| | 81 Commercial-Unit 30.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------------|---------------|-----------------------|
| 873GM7 | #6081 | Dist 5 | Kingman County |
| West Leg | Route: K-42 | | |
| | X-Route: K-14 | | |
| Location | K-42 W OF K-14, N OF RAGO | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 8/11/03; 7/22/96 | | |
| Comment | Survey During Wheat Harvest | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/05/06 14:00 | 06/07/06 13:00 |
| 71 | 48 | 06/05/06 14:00 | 06/07/06 13:00 |

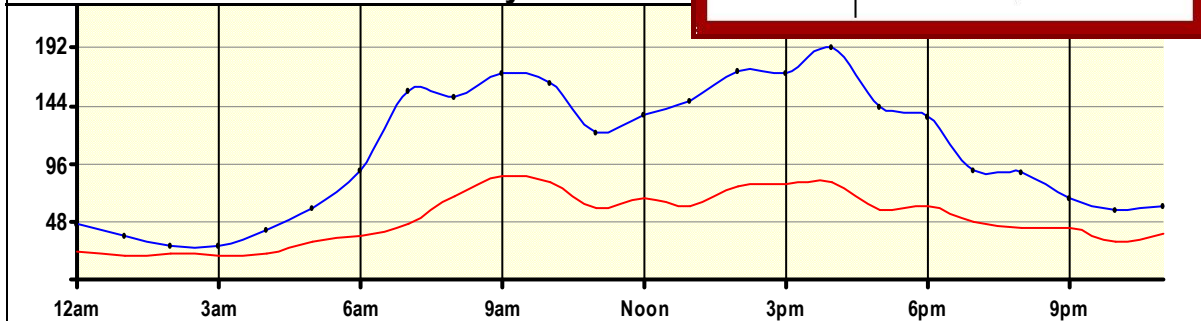
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|---------------------|--|
| 5D0KP7 | | | |
| FC 2 | Dist 5 | Kiowa County | |
| Rte: US-54 | | West Leg | |
| XRte: RS-963 (MAIN ST) | | | |
| US-54 W OF MAIN ST, S EDGE OF MULLINVILLE | | | |

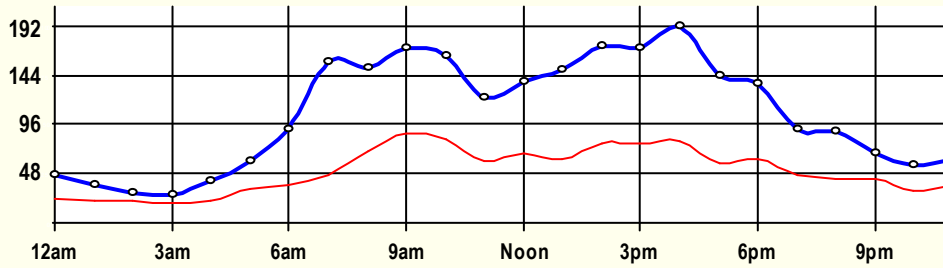


| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 192 at 4pm |
| Pk-Priv: 112 at 4pm |
| Pk -Trk: 86 at 9am |

Nov '06 48 Hr Survey



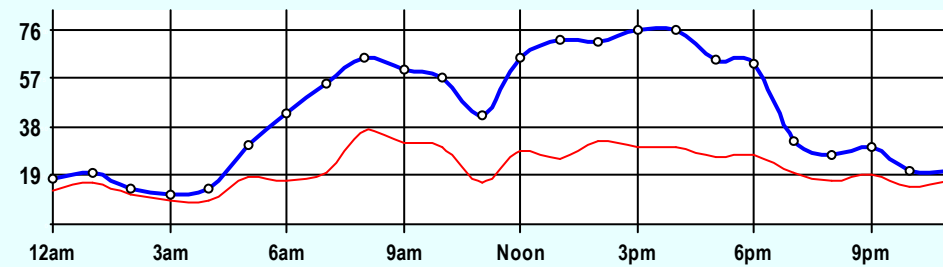
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------|------------------------------------|--------------|--------------|-----------------------------|-------------|-------------|-------------|-------------------------------------|--------------|-------------|-------------|-------------|-------------|
| 0 | 46 | 0.5 | 21.5 | 1.5 | 0.5 | 2 | 0.5 | 0 | 3.5 | 9 | 0 | 6 | 1 | 0 |
| 1 | 36.5 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 4.5 | 9.5 | 0 | 2.5 | 3 | 0 |
| 2 | 28.5 | 0.5 | 4 | 2 | 0.5 | 1 | 0.5 | 0 | 3.5 | 11 | 0 | 3.5 | 1.5 | 0.5 |
| 3 | 28 | 0 | 8 | 0.5 | 0.5 | 2.5 | 0 | 0 | 4 | 6 | 0 | 4 | 2 | 0.5 |
| 4 | 40.5 | 0 | 14.5 | 5 | 0.5 | 0.5 | 0 | 0 | 6 | 9 | 0 | 5 | 0 | 0 |
| 5 | 59 | 0 | 18 | 9 | 1 | 2 | 0 | 0 | 6 | 16.5 | 0 | 3 | 3 | 0.5 |
| 6 | 90 | 0 | 31.5 | 22.5 | 1.5 | 0.5 | 1.5 | 1 | 6.5 | 18 | 2 | 3 | 1 | 1 |
| 7 | 156 | 0.5 | 73.5 | 36 | 3 | 8.5 | 0.5 | 0.5 | 7 | 20 | 0 | 5 | 1 | 0.5 |
| 8 | 151 | 1 | 50.5 | 30.5 | 0.5 | 7 | 1.5 | 0.5 | 5 | 48 | 1 | 4 | 0.5 | 1 |
| 9 | 170.5 | 0.5 | 55.5 | 28.5 | 0 | 8 | 0.5 | 2.5 | 6.5 | 60 | 0 | 4.5 | 3 | 1 |
| 10 | 163 | 1 | 54.5 | 26.5 | 1 | 10 | 1 | 1 | 11.5 | 49.5 | 2 | 2.5 | 1.5 | 1 |
| 11 | 121 | 2.5 | 38 | 21 | 1 | 4.5 | 0.5 | 2.5 | 5.5 | 43.5 | 0 | 2 | 0 | 0 |
| 12 | 136.5 | 0 | 45.5 | 23 | 0.5 | 5 | 1 | 1.5 | 4 | 50 | 0.5 | 2 | 2 | 1.5 |
| 13 | 148 | 0 | 52 | 34.5 | 0 | 7.5 | 0 | 3.5 | 3 | 44.5 | 0.5 | 2 | 0 | 0.5 |
| 14 | 172.5 | 1 | 55.5 | 38.5 | 2 | 5 | 1.5 | 4 | 6.5 | 54.5 | 0.5 | 2 | 1 | 0.5 |
| 15 | 170.5 | 1.5 | 54.5 | 36.5 | 2 | 5.5 | 1 | 3 | 7 | 52.5 | 0.5 | 6 | 0 | 0.5 |
| 16 | 191.5 | 1 | 74 | 36.5 | 3 | 2.5 | 1.5 | 0.5 | 7 | 58.5 | 2 | 2.5 | 2.5 | 0 |
| 17 | 143.5 | 0 | 57.5 | 28.5 | 1.5 | 1.5 | 1.5 | 1.5 | 4 | 42.5 | 0 | 1 | 1.5 | 2.5 |
| 18 | 135 | 0 | 54 | 20 | 1 | 2.5 | 0.5 | 1 | 5 | 46.5 | 1 | 3 | 0.5 | 0 |
| 19 | 91 | 1 | 26 | 17 | 2.5 | 3.5 | 0.5 | 1 | 2.5 | 35 | 0 | 1.5 | 0.5 | 0 |
| 20 | 88.5 | 0 | 34.5 | 11 | 0.5 | 2 | 0 | 0.5 | 5 | 30.5 | 0.5 | 2.5 | 1 | 0.5 |
| 21 | 68 | 0 | 18.5 | 7.5 | 0.5 | 3.5 | 0 | 0.5 | 4 | 28.5 | 0.5 | 4 | 0.5 | 0 |
| 22 | 57 | 1 | 18 | 7 | 1.5 | 0.5 | 0 | 0 | 3 | 20.5 | 0 | 4.5 | 1 | 0 |
| 23 | 61.5 | 0 | 21 | 3 | 0.5 | 1.5 | 0.5 | 0 | 4 | 19.5 | 0 | 8.5 | 1.5 | 1.5 |
| AF | | 12 | 895.5 | 447 | 26.5 | 87 | 14.5 | 25 | 124.5 | 783 | 11 | 84.5 | 29.5 | 13.5 |
| 0.62 | 2,553.5 | 0.5% | 35.1% | 17.5% | 1.0% | 3.4% | 0.6% | 1.0% | 4.9% | 30.7% | 0.4% | 3.3% | 1.2% | 0.5% |
| Site Traffic | | 1,354.5 Private Unit 53.0% | | | 153 Single Unit 6.0% | | | | 1,046 Combination Unit 41.0% | | | | | |
| | | 1,199 Commercial Unit 47.0% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,611 | 4pm | 192 |
| 1,891 | Private | 112 |
| 1,721 | Commercial | 80 |
| K-Factor 0.05 | EB | WB |
| | 76 | 115 |

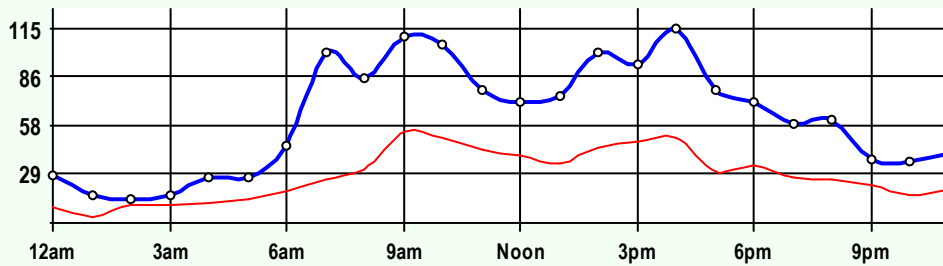
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-----|-------------------------|-----|----|---------------------------------|-----|-------|----|-----|----|----|
| 3,611 | 17 | 1,207 | 668 | 36 | 121 | 20 | 34 | 169 | 1,135 | 15 | 126 | 48 | 20 |
| Axle Factor 0.61 | 1,891 Private-Unit 50.7% | | | 211 Single-Unit 5.8% | | | 1,510 Combination-Unit 41.8% | | | | | | |
| | 1,721 Commercial-Unit 47.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,115 | 4pm | 77 |
| 1,072 | Private | 47 |
| 1,043 | Commercial | 30 |
| K-Factor 0.04 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-----|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,115 | 9 | 622 | 441 | 19 | 68 | 10 | 18 | 88 | 703 | 7 | 82 | 36 | 12 |
| Axle Factor 0.60 | 1,072 Private-Unit 50.7% | | | 115 Single-Unit 5.4% | | | 928 Combination-Unit 43.9% | | | | | | |
| | 1,043 Commercial-Unit 49.3% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,496 | 4pm | 115 |
| 819 | Private | 65 |
| 678 | Commercial | 50 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 1,496 | 8 | 585 | 227 | 17 | 53 | 10 | 16 | 81 | 432 | 8 | 44 | 12 | 8 |
| Axle Factor 0.63 | 819 Private-Unit 54.7% | | | 96 Single-Unit 6.4% | | | 582 Combination-Unit 38.9% | | | | | | |
| | 678 Commercial-Unit 45.3% | | | | | | | | | | | | |

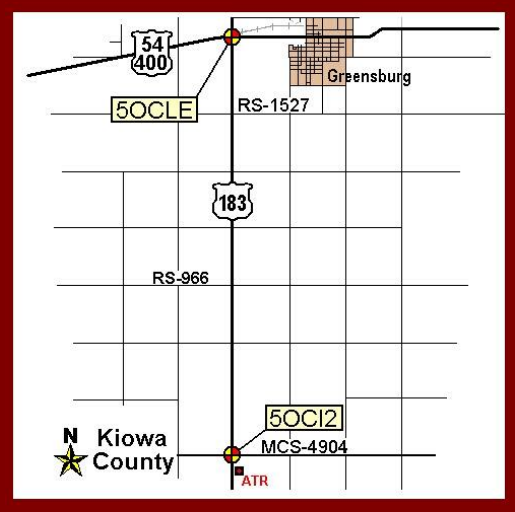
SITE INFORMATION

| | | | |
|------------|---|--------|--------------|
| 5D0KP7 | #6769 | Dist 5 | Kiowa County |
| West Leg | Route: US-54 | | |
| | X-Route: RS-963 (MAIN ST) | | |
| Location | US-54 W OF MAIN ST, S EDGE OF MULLINVILLE | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 9/30/03 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 11/13/06 12:00 | 11/15/06 11:00 |
| 71 | 48 | 11/13/06 12:00 | 11/15/06 11:00 |

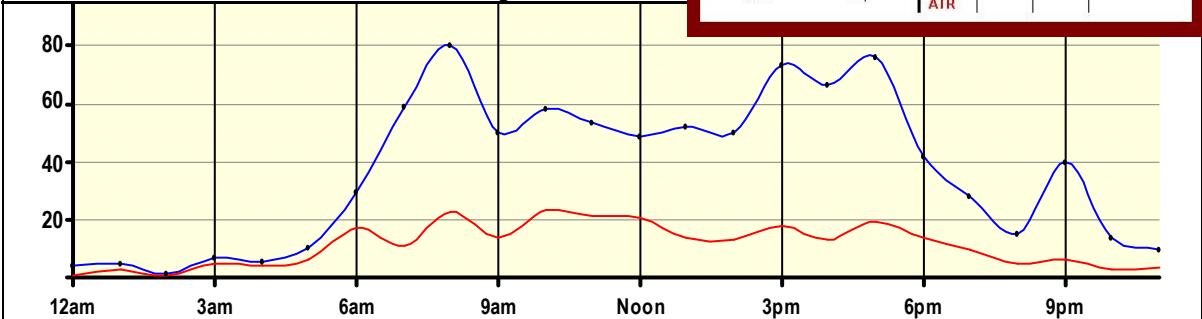
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|---------------------|--|
| 50CI21 | | | |
| FC 6 | Dist 5 | Kiowa County | |
| Rte: US-183 | | North Leg | |
| XRte: MCS-4904 | | | |
| US-183 N OF MCS-4904, 6.75 MI S OF GREENSBURG | | | |

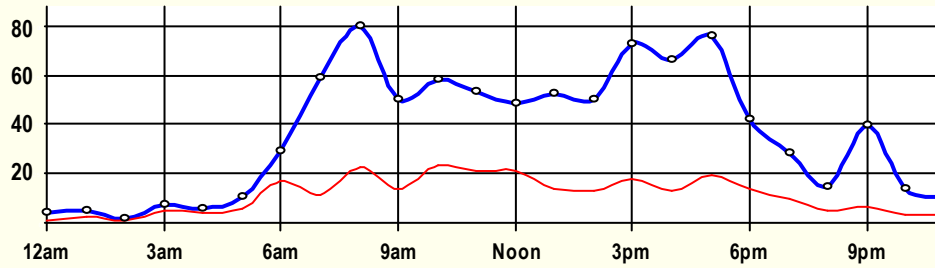


| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 80 at 8am |
| Pk-Priv: 58 at 8am |
| Pk -Trk: 24 at 10am |

Jan '06 48 Hr Survey



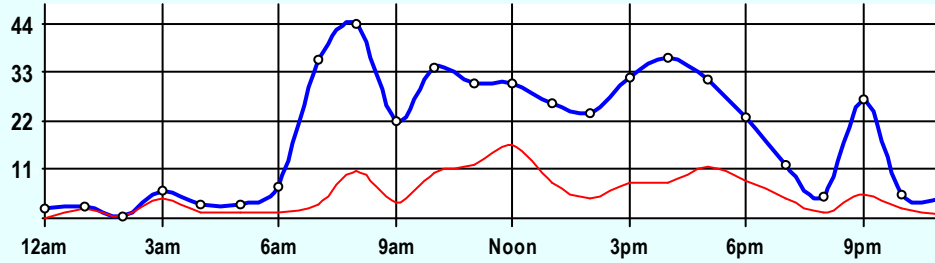
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------|----------------------------------|--------------|--------------|----------------------------|-------------|-------------|-------------|-----------------------------------|--------------|-------------|-------------|-------------|-------------|
| 0 | 4 | 0 | 1.5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 |
| 1 | 5 | 0.5 | 0.5 | 1.5 | 0.5 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 2 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 7 | 0 | 0 | 2 | 0 | 0.5 | 0.5 | 0 | 0.5 | 3.5 | 0 | 0 | 0 | 0 |
| 4 | 5.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0.5 | 3.5 | 0 | 0 | 0 | 0 |
| 5 | 10.5 | 0 | 1.5 | 3 | 0 | 0.5 | 0 | 0 | 0.5 | 4.5 | 0.5 | 0 | 0 | 0 |
| 6 | 29.5 | 0 | 6.5 | 6 | 0.5 | 4 | 0.5 | 0 | 0.5 | 7 | 2.5 | 0 | 2 | 0 |
| 7 | 59.5 | 0 | 30 | 18.5 | 0 | 3.5 | 2 | 0 | 0 | 4.5 | 1 | 0 | 0 | 0 |
| 8 | 80.5 | 0.5 | 33.5 | 24 | 1 | 2 | 3.5 | 0 | 2 | 12 | 2 | 0 | 0 | 0 |
| 9 | 50.5 | 0 | 24 | 12.5 | 0.5 | 2 | 1 | 0 | 2.5 | 7 | 0 | 0 | 0.5 | 0.5 |
| 10 | 58.5 | 0 | 19 | 16 | 0.5 | 4 | 2 | 0.5 | 1 | 14 | 1.5 | 0 | 0 | 0 |
| 11 | 53.5 | 0 | 14 | 18 | 0 | 2.5 | 1.5 | 0.5 | 1 | 14.5 | 1.5 | 0 | 0 | 0 |
| 12 | 49 | 0 | 13.5 | 14.5 | 0 | 4.5 | 0.5 | 0.5 | 2 | 12 | 1 | 0.5 | 0 | 0 |
| 13 | 52.5 | 0 | 24 | 14.5 | 0 | 2 | 0 | 0 | 2.5 | 7.5 | 1.5 | 0 | 0.5 | 0 |
| 14 | 50.5 | 0 | 18.5 | 19 | 0.5 | 0.5 | 1 | 0.5 | 0.5 | 9 | 0.5 | 0.5 | 0 | 0 |
| 15 | 73.5 | 0 | 28.5 | 27 | 1.5 | 1 | 4.5 | 0 | 1 | 8 | 1 | 0 | 0 | 1 |
| 16 | 67 | 0 | 36 | 18 | 0.5 | 3 | 0 | 1 | 1.5 | 7 | 0 | 0 | 0 | 0 |
| 17 | 76.5 | 1 | 33 | 23 | 0 | 5 | 0.5 | 0.5 | 1 | 11.5 | 0.5 | 0.5 | 0 | 0 |
| 18 | 42 | 0 | 15.5 | 12.5 | 0 | 3.5 | 1.5 | 0 | 1.5 | 7.5 | 0 | 0 | 0 | 0 |
| 19 | 28.5 | 0 | 12 | 7 | 0 | 3 | 1 | 0 | 0.5 | 5 | 0 | 0 | 0 | 0 |
| 20 | 15 | 0 | 6 | 4.5 | 0 | 1.5 | 0.5 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 21 | 40 | 0 | 21.5 | 12 | 0.5 | 1.5 | 1 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 22 | 13.5 | 0 | 8 | 2.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 23 | 10 | 0 | 3 | 3.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 1 | 0 | 0 | 0 |
| AF | 883.5 | 2 | 351 | 262.5 | 6 | 45 | 22 | 4 | 20 | 150 | 15 | 1.5 | 3 | 1.5 |
| 0.74 | | 0.2% | 39.7% | 29.7% | 0.7% | 5.1% | 2.5% | 0.5% | 2.3% | 17.0% | 1.7% | 0.2% | 0.3% | 0.2% |
| Site Traffic | | 615.5 Private Unit 69.7% | | | 77 Single Unit 8.7% | | | | 191 Combination Unit 21.6% | | | | | |
| | | 268 Commercial Unit 30.3% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 884 | 8am | 80 |
| 616 | Private | 58 |
| 268 | Commercial | 23 |
| K-Factor 0.09 | NB | SB |
| | 44 | 37 |

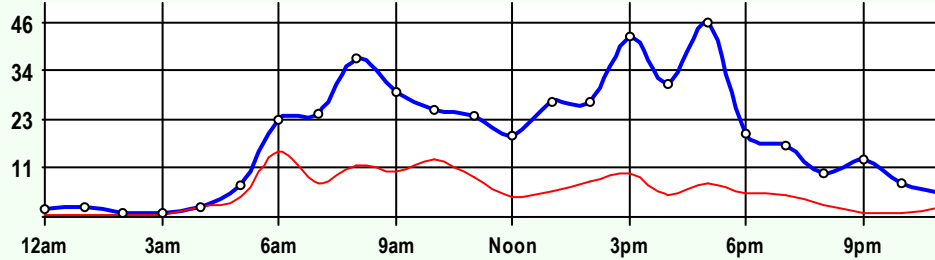
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 884 | 2 | 351 | 263 | 6 | 45 | 22 | 4 | 20 | 150 | 15 | 2 | 3 | 2 |
| Axle Factor 0.74 | 616 Private-Unit 70.6% | | | 77 Single-Unit 8.7% | | | | 191 Combination-Unit 21.6% | | | | | |
| | 268 Commercial-Unit 30.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 442 | 8am | 44 |
| 312 | Private | 33 |
| 130 | Commercial | 11 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|---------------------------|----|----|----|----|----|
| 442 | 2 | 168 | 143 | 3 | 23 | 12 | 3 | 7 | 77 | 6 | 1 | 0 | 0 |
| Axle Factor 0.75 | 312 Private-Unit 70.6% | | | 40 Single-Unit 8.9% | | | | 91 Combination-Unit 20.5% | | | | | |
| | 130 Commercial-Unit 29.4% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 442 | 5pm | 46 |
| 304 | Private | 38 |
| 138 | Commercial | 8 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|----------------------------|----|----|----|----|----|
| 442 | 1 | 184 | 120 | 3 | 23 | 11 | 2 | 14 | 73 | 9 | 1 | 3 | 2 |
| Axle Factor 0.74 | 304 Private-Unit 68.8% | | | 38 Single-Unit 8.5% | | | | 101 Combination-Unit 22.7% | | | | | |
| | 138 Commercial-Unit 31.2% | | | | | | | | | | | | |

SITE INFORMATION

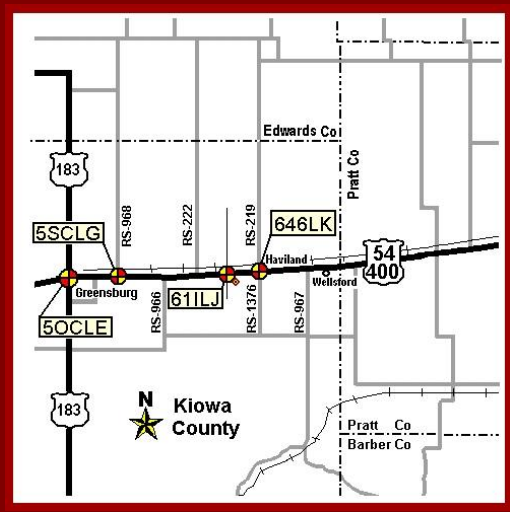
| | | | |
|------------|---|--------|--------------|
| 50CI21 | #5954 | Dist 5 | Kiowa County |
| North Leg | Route: US-183 | | |
| | X-Route: MCS-4904 | | |
| Location | US-183 N OF MCS-4904, 6.75 MI S OF GREENSBURG | | |
| Site Info | Regular, ATR, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 3/26/03; 2/22/00; 4/29/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 01/30/06 09:00 | 02/01/06 08:00 |
| 51 | 48 | 01/30/06 09:00 | 02/01/06 08:00 |

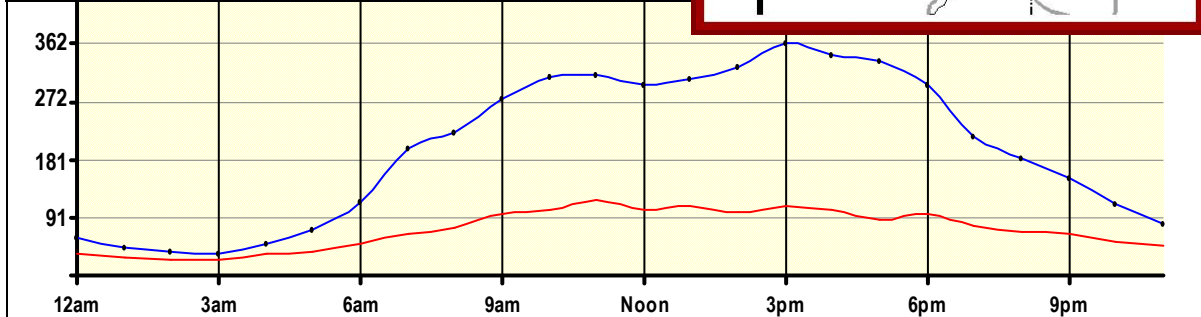
24 Hour Site Summary

| CLASSIFICATION | | | CLASSIFICATION | | |
|--------------------------------|--------|--------------|----------------|--|--|
| 61ILJ3 | | | | | |
| FC 2 | Dist 5 | Kiowa County | | | |
| Rte: US-54 (US-400) | | East Leg | | | |
| XRte: LOC | | | | | |
| 1.2 MI W OF RS-219 AT HAVILAND | | | | | |

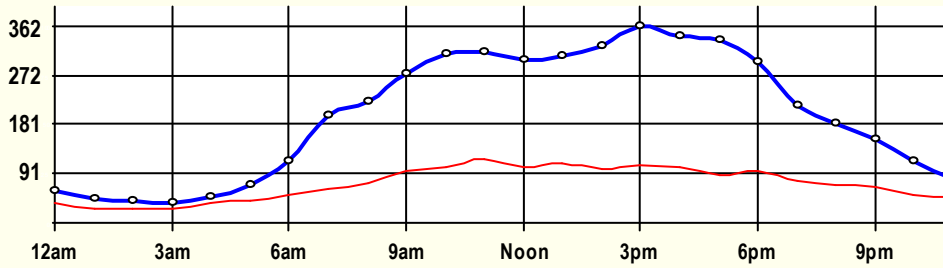
| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 362 at 3pm |
| Pk-Priv: 255 at 3pm |
| Pk -Trk: 118 at 11am |



Oct '06 122 Hr Survey



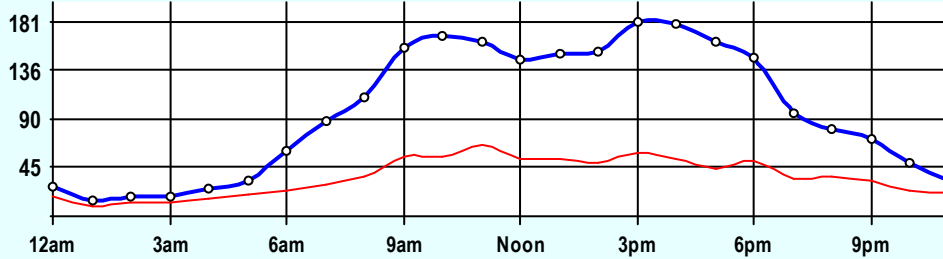
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|--------------|---------|-------------------------------|---------|---------|------------------------|-------|------|------|--------------------------------|---------|------|------|------|------|--|
| 0 | 57.8 | 0 | 12.2 | 10.2 | 0.8 | 2 | 0.2 | 0.2 | 2.2 | 23.6 | 0 | 5.2 | 0.6 | 0.6 | |
| 1 | 42.8 | 0 | 9.4 | 6.2 | 0.4 | 2 | 0.2 | 0 | 1.4 | 19.2 | 0.2 | 3.2 | 0.6 | 0 | |
| 2 | 38.8 | 0.8 | 6.4 | 5.8 | 0 | 1.4 | 0.8 | 0 | 2 | 16.6 | 0 | 4 | 0.6 | 0.4 | |
| 3 | 34.8 | 0.4 | 4.6 | 3.6 | 0.2 | 0.8 | 0.4 | 0 | 1.2 | 18.8 | 0 | 4 | 0.8 | 0 | |
| 4 | 49.2 | 0.6 | 6.8 | 6.2 | 0.6 | 1 | 0.4 | 0.4 | 2.4 | 20.4 | 0 | 8.2 | 1.8 | 0.4 | |
| 5 | 70 | 0.4 | 18 | 12.8 | 1.4 | 2.6 | 0.8 | 0.4 | 4 | 23.6 | 0 | 4.2 | 1.4 | 0.4 | |
| 6 | 114.8 | 0.6 | 34.8 | 28.2 | 1.4 | 5.8 | 1.4 | 0.4 | 6 | 31.8 | 0.2 | 2.4 | 1.2 | 0.6 | |
| 7 | 198.4 | 1.2 | 68 | 65.4 | 2.6 | 10.4 | 3 | 1.4 | 6.6 | 34 | 0.2 | 3 | 1.2 | 1.4 | |
| 8 | 224 | 1.4 | 84.8 | 63.8 | 2.8 | 12.4 | 3.4 | 2.2 | 7.2 | 40.4 | 1 | 2.4 | 1 | 1.2 | |
| 9 | 275.6 | 2.4 | 98 | 79.4 | 2.4 | 12.2 | 2.6 | 4.2 | 8.6 | 56.6 | 0.8 | 4.6 | 1.8 | 2 | |
| 10 | 309.3 | 7.7 | 113.2 | 85.2 | 2 | 14.5 | 3.3 | 3.7 | 11.7 | 60.7 | 1.5 | 3.5 | 0.8 | 1.7 | |
| 11 | 313.4 | 1.4 | 110.8 | 82.8 | 3.8 | 15 | 3.6 | 3.2 | 12 | 74.8 | 1.2 | 2.6 | 1.2 | 1 | |
| 12 | 298.2 | 2.5 | 113.2 | 78.7 | 3.3 | 13.3 | 1.8 | 2.3 | 9.8 | 65 | 1.7 | 4.5 | 1.5 | 0.5 | |
| 13 | 306.2 | 1 | 110.4 | 86.2 | 1.2 | 16 | 3.8 | 4 | 12.8 | 64 | 0.6 | 3.6 | 1.2 | 1.4 | |
| 14 | 325.4 | 3.6 | 133.2 | 90.2 | 4.2 | 13.2 | 2.6 | 2.6 | 12.2 | 57 | 1.2 | 3 | 1 | 1.4 | |
| 15 | 362.2 | 1.4 | 151.4 | 101.8 | 2.2 | 18.2 | 3.6 | 1.8 | 8.6 | 64.2 | 2.2 | 5 | 1.2 | 0.6 | |
| 16 | 344.4 | 1.8 | 148.8 | 92.2 | 4.2 | 18.2 | 3.6 | 1.6 | 8 | 56.8 | 1.2 | 3.4 | 1.8 | 2.8 | |
| 17 | 335.6 | 1.2 | 150.6 | 96.4 | 2.6 | 12.2 | 1.6 | 1.4 | 9.2 | 53 | 1.4 | 3.8 | 1 | 1.2 | |
| 18 | 296.6 | 2.4 | 122.4 | 76 | 1.8 | 13.8 | 3 | 1.8 | 8.2 | 58.6 | 1.8 | 4 | 1.8 | 1 | |
| 19 | 216.8 | 0.6 | 85.6 | 53.6 | 2 | 10.4 | 1 | 0.6 | 7.2 | 50.2 | 0.4 | 3.2 | 1.6 | 0.4 | |
| 20 | 182.6 | 0.6 | 68.6 | 44.2 | 0.8 | 7 | 1 | 0.8 | 5.6 | 47.8 | 0.2 | 3.4 | 1.6 | 1 | |
| 21 | 153.6 | 0 | 52.2 | 35.6 | 0.8 | 6 | 1.2 | 1.2 | 4.8 | 46 | 0.2 | 3.8 | 0.8 | 1 | |
| 22 | 111.8 | 1 | 35.6 | 23 | 0.6 | 2.4 | 0.6 | 0 | 3.6 | 35.4 | 0.6 | 6.8 | 1.6 | 0.6 | |
| 23 | 81 | 0.2 | 19.8 | 14.4 | 0 | 1.6 | 0.6 | 0.6 | 5.4 | 29.8 | 0 | 7.6 | 1 | 0 | |
| AF 0.69 | 4,743.3 | 33.2 | 1,758.7 | 1,241.8 | 42.1 | 212.4 | 44.6 | 34.8 | 160.7 | 1,048.3 | 16.6 | 99.4 | 29.1 | 21.6 | |
| | | 0.7% | 37.1% | 26.2% | 0.9% | 4.5% | 0.9% | 0.7% | 3.4% | 22.1% | 0.3% | 2.1% | 0.6% | 0.5% | |
| Site Traffic | | 3,033.7 Private Unit 64.0% | | | 333.9 Single Unit 7.0% | | | | 1,375.6 Combination Unit 29.0% | | | | | | |
| | | 1,709.6 Commercial Unit 36.0% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,743 | 3pm | 362 |
| 3,034 | Private | 255 |
| 1,710 | Commercial | 108 |
| K-Factor 0.08 | EB | WB |
| | 181 | 181 |

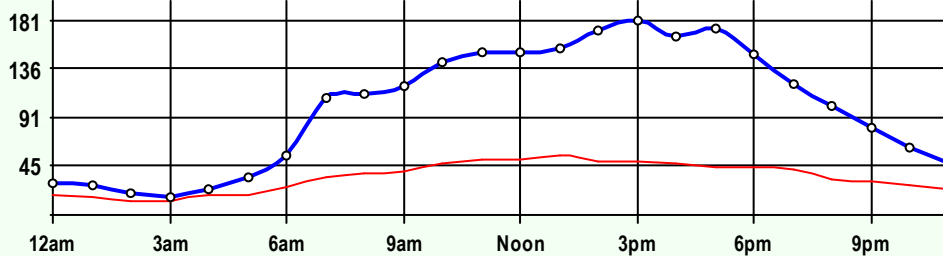
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|----|----|----|
| 4,743 | 33 | 1,759 | 1,242 | 42 | 212 | 45 | 35 | 161 | 1,048 | 17 | 99 | 29 | 22 |
| Axle Factor 0.69 | 3,034 Private-Unit 62.6% | | | 334 Single-Unit 7.0% | | | 1,376 Combination-Unit 29.0% | | | | | | |
| | 1,710 Commercial-Unit 36.0% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,335 | 3pm | 181 |
| 1,462 | Private | 122 |
| 873 | Commercial | 58 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|-----|----|-------------------------------|----|-----|----|----|----|----|
| 2,335 | 22 | 768 | 673 | 25 | 131 | 24 | 16 | 70 | 522 | 8 | 51 | 14 | 10 |
| Axle Factor 0.69 | 1,462 Private-Unit 62.6% | | | 197 Single-Unit 8.4% | | | 676 Combination-Unit 29.0% | | | | | | |
| | 873 Commercial-Unit 37.4% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,409 | 3pm | 181 |
| 1,572 | Private | 132 |
| 837 | Commercial | 49 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,409 | 12 | 991 | 569 | 17 | 81 | 21 | 19 | 91 | 526 | 8 | 48 | 15 | 12 |
| Axle Factor 0.69 | 1,572 Private-Unit 65.3% | | | 137 Single-Unit 5.7% | | | 700 Combination-Unit 29.0% | | | | | | |
| | 837 Commercial-Unit 34.7% | | | | | | | | | | | | |

SITE INFORMATION

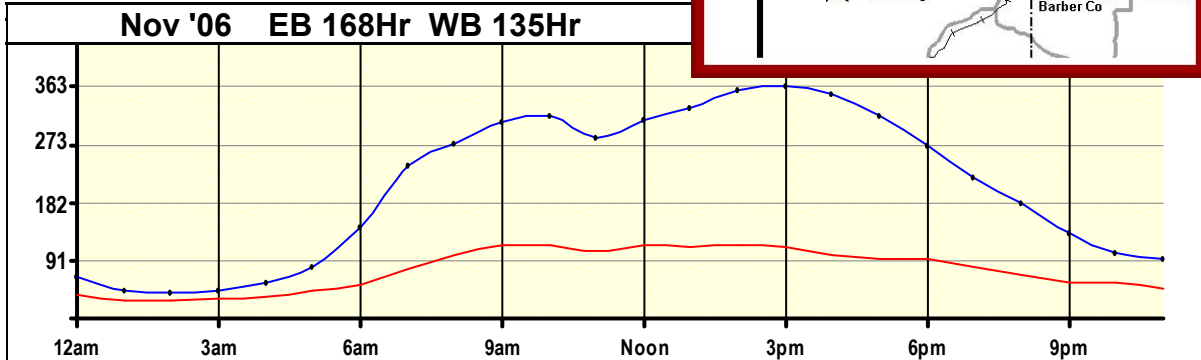
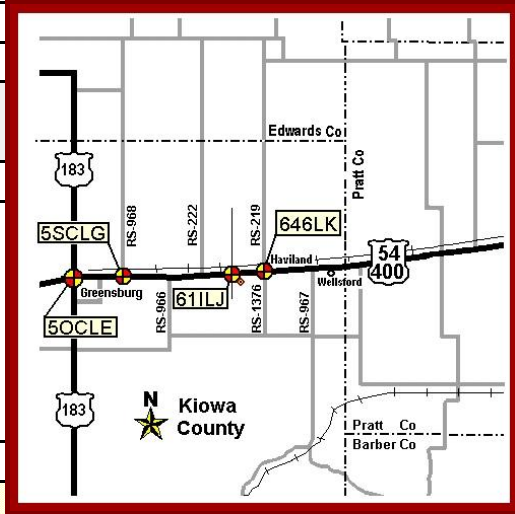
| | | | |
|------------|--------------------------------|--------|--------------|
| 611LJ3 | #6606 | Dist 5 | Kiowa County |
| East Leg | Route: US-54 (US-400) | | |
| | X-Route: LOC | | |
| Location | 1.2 MI W OF RS-219 AT HAVILAND | | |
| Site Info | ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 11/13/06 | | |
| Comment | Special Survey At LTPP: 122Hr | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 122 | 10/04/06 12:00 | 10/11/06 12:00 |
| 71 | 122 | 10/04/06 12:00 | 10/11/06 12:00 |

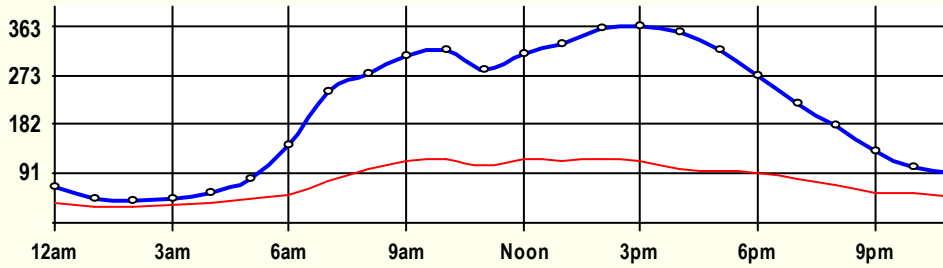
24 Hour Site Summary

| CLASSIFICATION | | | CLASSIFICATION | | |
|--------------------------------|--------|--------------|----------------|--|--|
| 61ILJ3 | | | | | |
| FC 2 | Dist 5 | Kiowa County | | | |
| Rte: US-54 (US-400) | | East Leg | | | |
| XRte: LOC | | | | | |
| 1.2 MI W OF RS-219 AT HAVILAND | | | | | |

| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 363 at 3pm |
| Pk-Priv: 254 at 4pm |
| Pk -Trk: 116 at Noon |



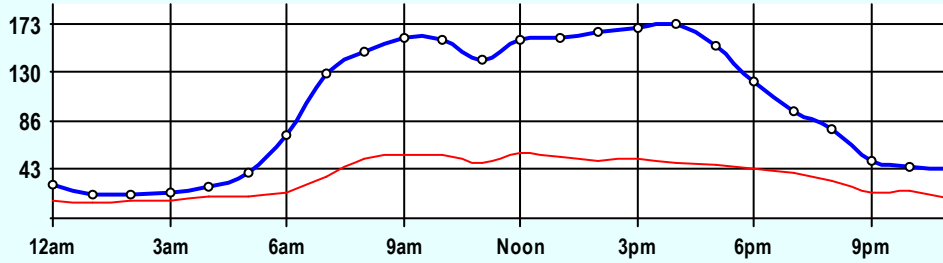
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------|--------------------------------------|----------------|----------------|-------------------------------|--------------|-------------|-------------|---------------------------------------|----------------|-------------|-------------|-------------|-------------|
| 0 | 64.3 | 0.1 | 17.0 | 10.1 | 0.6 | 1.2 | 0.3 | 0 | 2.2 | 27.1 | 0 | 4.6 | 0.9 | 0 |
| 1 | 44.3 | 0 | 10.5 | 5.6 | 0.7 | 1.7 | 0 | 0.1 | 1.9 | 20.3 | 0 | 3.0 | 0.4 | 0 |
| 2 | 41.0 | 0.4 | 8.6 | 3.8 | 0 | 0.6 | 0.2 | 0.2 | 2 | 20 | 0.1 | 3.5 | 1.5 | 0 |
| 3 | 44.4 | 0.1 | 8.5 | 3.3 | 0.3 | 0.7 | 0.1 | 0.3 | 1.2 | 22.7 | 0 | 6.3 | 0.6 | 0.1 |
| 4 | 55.4 | 0.4 | 11.6 | 8.3 | 0 | 1.4 | 0.3 | 0.1 | 3.2 | 23.6 | 0.2 | 4.3 | 1.7 | 0.3 |
| 5 | 81.1 | 0 | 22.0 | 16.4 | 0.9 | 3.4 | 0.1 | 0.6 | 3.6 | 29.0 | 0.2 | 3.9 | 0.4 | 0.3 |
| 6 | 143.7 | 0.1 | 54.5 | 36.4 | 1.7 | 5.2 | 1.7 | 1.1 | 5.4 | 32.5 | 0.6 | 3.0 | 1.1 | 0.3 |
| 7 | 240.9 | 0.4 | 97.5 | 64.6 | 4 | 7.0 | 2.4 | 1.6 | 7.0 | 50.0 | 1.8 | 3.1 | 1.2 | 0.5 |
| 8 | 273.6 | 0.1 | 101.3 | 73.5 | 2.3 | 10.6 | 3.5 | 2.1 | 6.9 | 67.3 | 0.6 | 3.7 | 1.3 | 0.5 |
| 9 | 307.0 | 1.0 | 121.8 | 69.2 | 1.5 | 11.7 | 3.5 | 1 | 9.8 | 80.6 | 1.7 | 3.3 | 1.6 | 0.2 |
| 10 | 317.3 | 0.3 | 115.5 | 85.3 | 2.2 | 10.8 | 5.3 | 2.0 | 8.5 | 81.5 | 1.0 | 2.9 | 1.5 | 0.5 |
| 11 | 282.5 | 1.7 | 112.5 | 63.3 | 2.9 | 10.9 | 2.2 | 3.5 | 7.3 | 71.8 | 1.7 | 2.1 | 2.0 | 0.8 |
| 12 | 312.3 | 0.6 | 119.7 | 75.5 | 2.7 | 8 | 9.9 | 2.7 | 7.9 | 77.2 | 2.5 | 2.8 | 1.5 | 1.3 |
| 13 | 329.3 | 1.0 | 132.5 | 83.8 | 2.7 | 8.2 | 11.4 | 1.9 | 8.3 | 71.2 | 1.4 | 4.9 | 0.9 | 1.2 |
| 14 | 358.3 | 0.7 | 149.2 | 92.5 | 4.4 | 10.0 | 10.2 | 1.9 | 10.9 | 73.6 | 0.8 | 2.6 | 0.7 | 0.6 |
| 15 | 363.5 | 0.9 | 157.5 | 91.7 | 3.1 | 9.3 | 3.4 | 1.1 | 8.9 | 79.7 | 1.4 | 4.0 | 1.4 | 1.1 |
| 16 | 353.2 | 0.3 | 162.4 | 91.0 | 1.5 | 10.8 | 1.7 | 1.8 | 6.3 | 72 | 0.9 | 2.2 | 1.8 | 0.6 |
| 17 | 318.6 | 0.6 | 139.2 | 84.7 | 2.5 | 9.1 | 1.8 | 2.5 | 6.8 | 64.4 | 0.8 | 3.6 | 1.4 | 1.2 |
| 18 | 272.0 | 0.5 | 110.5 | 69.0 | 3.6 | 5.3 | 2 | 1 | 6.4 | 66.8 | 0.9 | 3.9 | 0.9 | 1.1 |
| 19 | 220.8 | 0.5 | 85.4 | 55.3 | 1.2 | 7.4 | 1.2 | 1.3 | 5.7 | 58.8 | 0.3 | 3.0 | 0.6 | 0.2 |
| 20 | 180.0 | 0.8 | 70.1 | 39.7 | 1.3 | 5.4 | 1.2 | 1.4 | 3.8 | 52.9 | 0.3 | 2.2 | 0.3 | 0.5 |
| 21 | 133.3 | 0.5 | 47.4 | 29.4 | 1.1 | 3.1 | 0.5 | 0.5 | 6.9 | 36.8 | 0 | 6.2 | 0.4 | 0.6 |
| 22 | 103.4 | 0.2 | 31.2 | 16.7 | 0.1 | 3.8 | 0.8 | 1.5 | 3.6 | 39.4 | 0.6 | 5.1 | 0 | 0.5 |
| 23 | 92.3 | 0.3 | 25.9 | 18.1 | 1.2 | 1.7 | 0.5 | 0.5 | 2.3 | 33.5 | 0.6 | 6.1 | 1.4 | 0.3 |
| AF | | 11.7 | 1,912.4 | 1,187.2 | 42.6 | 147.3 | 64.2 | 30.6 | 136.6 | 1,252.5 | 18.5 | 90.5 | 25.5 | 12.6 |
| 0.68 | 4,932.3 | 0.2% | 38.8% | 24.1% | 0.9% | 3.0% | 1.3% | 0.6% | 2.8% | 25.4% | 0.4% | 1.8% | 0.5% | 0.3% |
| Site Traffic | | 3,111.3 Private Unit 63.1% | | | 284.8 Single Unit 5.8% | | | | 1,536.2 Combination Unit 31.1% | | | | | |
| | | 1,820.9 Commercial Unit 36.9% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,932 | 3pm | 363 |
| 3,111 | Private | 250 |
| 1,821 | Commercial | 113 |
| K-Factor 0.07 | EB | WB |
| | 168 | 195 |

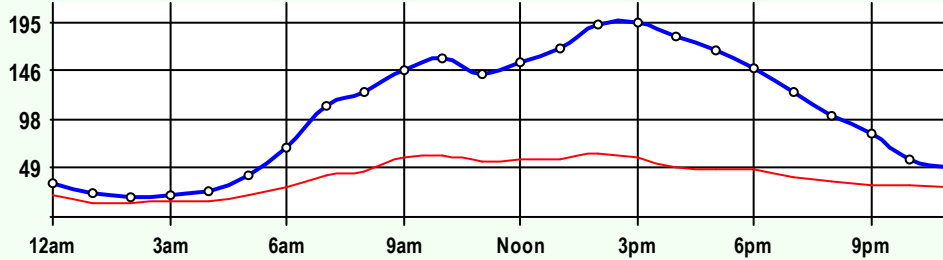
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|----|----|----|
| 4,932 | 12 | 1,912 | 1,187 | 43 | 147 | 64 | 31 | 137 | 1,252 | 19 | 91 | 25 | 13 |
| Axle Factor 0.68 | 3,111 Private-Unit 63.6% | | | 285 Single-Unit 5.8% | | | 1,536 Combination-Unit 31.1% | | | | | | |
| | 1,821 Commercial-Unit 36.9% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,387 | 4pm | 173 |
| 1,517 | Private | 124 |
| 870 | Commercial | 49 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,387 | 5 | 949 | 564 | 21 | 63 | 29 | 11 | 43 | 625 | 9 | 47 | 16 | 6 |
| Axle Factor 0.68 | 1,517 Private-Unit 63.6% | | | 123 Single-Unit 5.2% | | | 747 Combination-Unit 31.3% | | | | | | |
| | 870 Commercial-Unit 36.4% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,545 | 3pm | 195 |
| 1,594 | Private | 135 |
| 951 | Commercial | 60 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,545 | 7 | 964 | 623 | 22 | 85 | 36 | 20 | 93 | 627 | 10 | 44 | 9 | 6 |
| Axle Factor 0.68 | 1,594 Private-Unit 62.6% | | | 162 Single-Unit 6.4% | | | 790 Combination-Unit 31.0% | | | | | | |
| | 951 Commercial-Unit 37.4% | | | | | | | | | | | | |

SITE INFORMATION

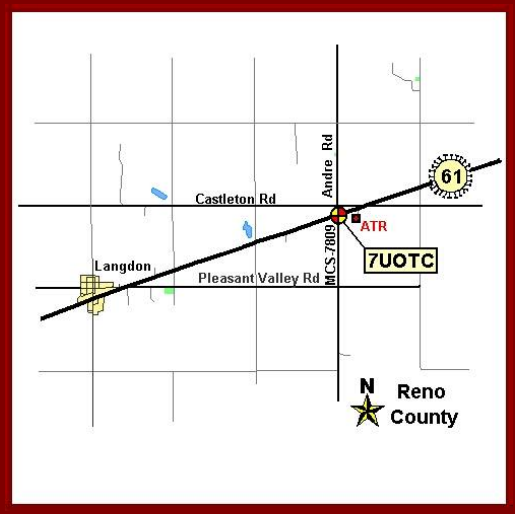
| | | | |
|------------|---------------------------------------|--------|--------------|
| 611LJ3 | #6810 | Dist 5 | Kiowa County |
| East Leg | Route: US-54 (US-400) | | |
| | X-Route: LOC | | |
| Location | 1.2 MI W OF RS-219 AT HAVILAND | | |
| Site Info | ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 10/4/06 | | |
| Comment | Special Survey At LTPP. Ln71 34Hr Gap | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 168 | 11/13/06 12:00 | 11/20/06 11:00 |
| 71 | 135 | 11/13/06 12:00 | 11/20/06 11:00 |

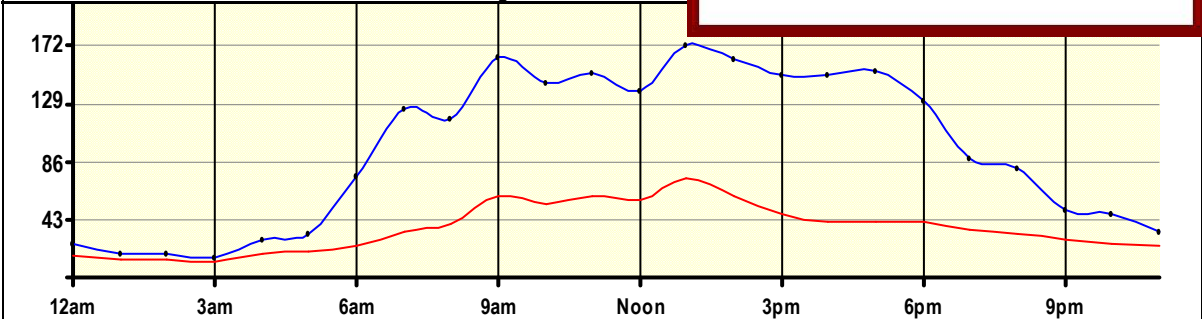
24 Hour Site Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | |
|---|--------|-------------|----------------|----------------|--|--|--|
| 7UOTC6 | | WIM | | | | | |
| FC 2 | Dist 5 | Reno County | | | | | |
| Rte: K-61 | | | South-West Leg | | | | |
| XRte: MCS-7809 (ANDRE RD) | | | | | | | |
| K-61 SW OF ANDRE RD, 3 MI NE OF LANGDON | | | | | | | |

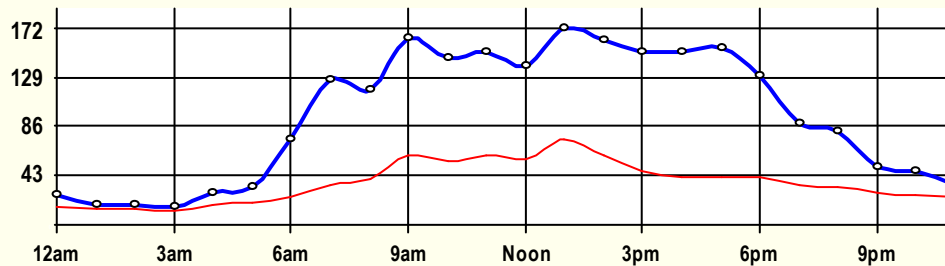
| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 172 at 1pm |
| Pk-Priv: 112 at 5pm |
| Pk -Trk: 74 at 1pm |



Oct '06 48 Hr Survey



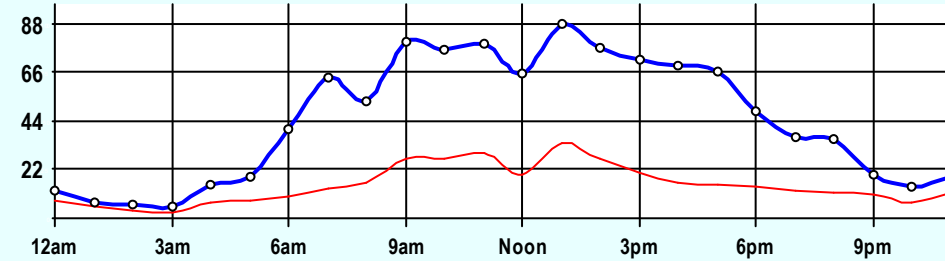
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------|--------------------------|-----------------------------|-------|----------------------|------|------|------|----------------------------|------|-------|------|---------------------------|------|------|
| 0 | 25.5 | 0 | 6.5 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 12.5 | 0 | 2 | 0 | 0.5 |
| 1 | 17.5 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 9 | 0.5 | 3.5 | 0.5 | 0 |
| 2 | 17 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 3.5 | 0.5 | 2.5 |
| 3 | 15 | 0 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 7 | 0.5 | 2.5 | 0 | 1 |
| 4 | 28 | 0 | 10.5 | 0 | 0 | 0.5 | 0 | 0.5 | 1 | 9.5 | 0 | 5 | 0.5 | 0.5 |
| 5 | 32.5 | 0 | 12 | 2 | 0 | 0.5 | 0.5 | 0 | 0.5 | 15 | 0 | 1.5 | 0.5 | 0 |
| 6 | 74.5 | 0.5 | 40 | 10 | 0 | 2.5 | 0 | 0 | 0 | 16.5 | 0 | 4 | 0.5 | 0.5 |
| 7 | 126 | 0.5 | 74.5 | 17 | 0.5 | 6 | 1.5 | 0 | 0.5 | 20.5 | 1.5 | 2.5 | 0 | 1 |
| 8 | 117.5 | 0 | 58 | 19.5 | 0.5 | 3.5 | 4 | 0.5 | 2 | 25.5 | 1.5 | 2.5 | 0 | 0 |
| 9 | 163 | 0.5 | 78 | 24 | 2.5 | 5 | 8 | 0.5 | 2.5 | 37 | 0.5 | 2.5 | 1 | 1 |
| 10 | 145 | 0.5 | 71.5 | 18 | 0 | 2 | 6.5 | 0.5 | 2 | 38.5 | 0.5 | 3 | 2 | 0 |
| 11 | 151.5 | 0.5 | 70 | 21 | 1 | 4.5 | 9 | 0.5 | 1.5 | 38.5 | 2 | 1.5 | 0.5 | 1 |
| 12 | 138 | 0 | 61.5 | 19 | 0.5 | 4 | 4.5 | 1 | 3 | 40.5 | 2 | 1 | 0.5 | 0.5 |
| 13 | 172 | 0.5 | 67 | 30.5 | 1.5 | 4 | 14 | 0.5 | 2 | 45 | 0.5 | 4 | 2.5 | 0 |
| 14 | 162 | 1 | 71 | 29 | 1 | 4 | 12.5 | 0.5 | 2 | 34 | 2 | 4.5 | 0.5 | 0 |
| 15 | 151 | 5 | 75 | 24.5 | 1 | 5 | 7 | 1 | 1 | 26.5 | 2 | 3 | 0 | 0 |
| 16 | 150.5 | 3 | 81.5 | 24.5 | 0.5 | 3 | 1.5 | 1 | 3 | 28.5 | 0 | 1.5 | 2 | 0.5 |
| 17 | 154 | 2.5 | 85.5 | 24.5 | 0.5 | 3 | 0.5 | 0.5 | 1.5 | 33.5 | 0 | 1.5 | 0 | 0.5 |
| 18 | 130.5 | 0 | 70.5 | 18 | 1 | 3 | 0 | 0 | 4 | 31 | 1 | 1.5 | 0 | 0.5 |
| 19 | 88.5 | 0.5 | 43.5 | 9.5 | 0.5 | 0 | 1 | 0 | 0.5 | 30.5 | 0 | 2 | 0 | 0.5 |
| 20 | 81 | 0 | 42.5 | 6 | 1 | 1.5 | 0 | 0 | 1.5 | 24 | 1.5 | 1.5 | 0.5 | 1 |
| 21 | 50 | 0 | 17 | 4.5 | 0.5 | 0.5 | 0 | 0.5 | 0 | 23 | 1.5 | 2.5 | 0 | 0 |
| 22 | 46.5 | 0.5 | 16 | 4.5 | 0 | 1 | 0.5 | 0.5 | 1 | 20 | 0.5 | 1.5 | 0 | 0.5 |
| 23 | 34 | 0 | 8.5 | 1.5 | 0 | 0.5 | 0 | 0 | 1.5 | 19 | 0 | 2.5 | 0 | 0.5 |
| AF 0.66 | 2,271 Site Traffic | 15.5 | 1,071 | 311.5 | 12.5 | 54.5 | 71 | 8 | 32.5 | 591 | 18 | 61 | 12 | 12.5 |
| | | 0.7% | 47.2% | 13.7% | 0.6% | 2.4% | 3.1% | 0.4% | 1.4% | 26.0% | 0.8% | 2.7% | 0.5% | 0.6% |
| | | 1,398 Private 61.6% Unit | | 146 Single Unit 6.4% | | | | 727 Combination Unit 32.0% | | | | 873 Commercial Unit 38.4% | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 2,271 | 1pm | 172 |
| 1,398 | Private | 98 |
| 873 | Commercial | 74 |
| K-Factor 0.08 | NEB | SWB |
| | 88 | 84 |

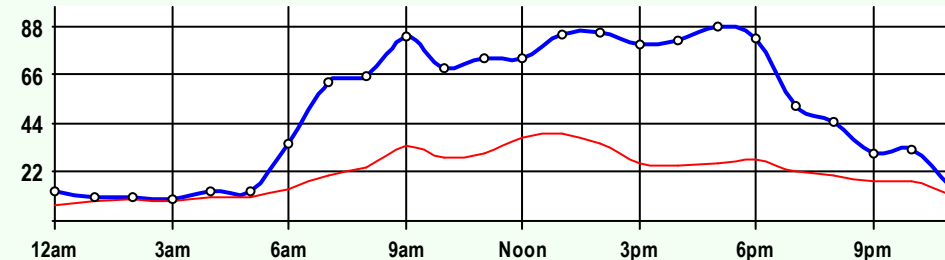
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---------------------|--------------------|-------|-------|-----------------|-------|----|---------------------|----|------|----------------------|------|----|------|-------|--|
| 2,271 | 16 | 1,071 | 312 | 13 | 55 | 71 | 8 | 33 | 591 | 18 | 61 | 12 | 13 | | |
| Axle Factor 0.66 | 0.7% | | 47.2% | | 13.7% | | 0.6% | | 2.4% | | 3.1% | | 0.4% | | |
| | 1,398 Private-Unit | | | 146 Single-Unit | | | 6.4% | | | 727 Combination-Unit | | | | 32.0% | |
| | 66.3% | | | | | | 873 Commercial-Unit | | | 38.4% | | | | | |



NEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|-----------|
| 1,069 | 1pm | 88 |
| 709 | Private | 54 |
| 360 | Commercial | 35 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---------------------|------------------|-----|-------|----------------|------|----|---------------------|---|------|----------------------|------|----|------|-------|--|
| 1,069 | 14 | 627 | 68 | 8 | 15 | 43 | 1 | 8 | 249 | 7 | 26 | 5 | 0 | | |
| Axle Factor 0.70 | 1.3% | | 58.7% | | 6.4% | | 0.7% | | 1.4% | | 4.0% | | 0.0% | | |
| | 709 Private-Unit | | | 66 Single-Unit | | | 6.1% | | | 295 Combination-Unit | | | | 27.6% | |
| | 66.3% | | | | | | 360 Commercial-Unit | | | 33.7% | | | | | |



SWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|-----------|
| 1,203 | 5pm | 88 |
| 690 | Private | 62 |
| 513 | Commercial | 26 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---------------------|------------------|-----|-------|----------------|-------|----|---------------------|----|------|----------------------|------|----|------|-------|--|
| 1,203 | 2 | 444 | 244 | 5 | 40 | 29 | 8 | 25 | 342 | 11 | 35 | 7 | 13 | | |
| Axle Factor 0.64 | 0.2% | | 36.9% | | 20.2% | | 0.4% | | 3.3% | | 2.4% | | 0.6% | | |
| | 690 Private-Unit | | | 81 Single-Unit | | | 6.7% | | | 433 Combination-Unit | | | | 36.0% | |
| | 57.3% | | | | | | 513 Commercial-Unit | | | 42.7% | | | | | |

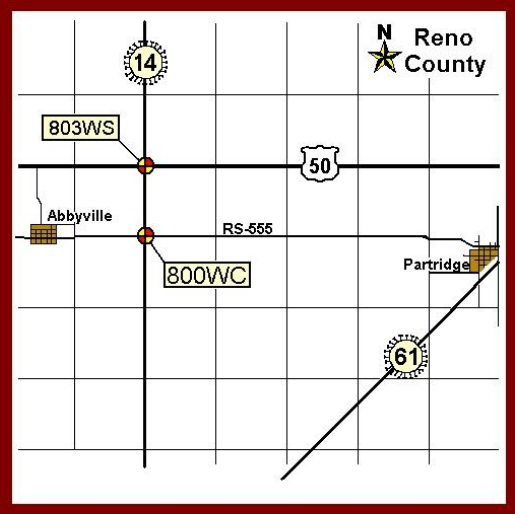
SITE INFORMATION

| | | | |
|-----------------------|---|---------------|--------------------|
| 7UOTC6 | #6849 | Dist 5 | Reno County |
| South-West Leg | Route: K-61 | | |
| | X-Route: MCS-7809 (ANDRE RD) | | |
| Location | K-61 SW OF ANDRE RD, 3 MI NE OF LANGDON | | |
| Site Info | Regular, ATR, NHS, Route-Class C | | |
| Event Info | | | |
| History | 8/4/03; 5/22/00; 6/2/97 | | |
| Comment | ATR SITE | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 21 | 48 | 10/16/06 14:00 | 10/18/06 13:00 |
| 61 | 48 | 10/16/06 14:00 | 10/18/06 13:00 |

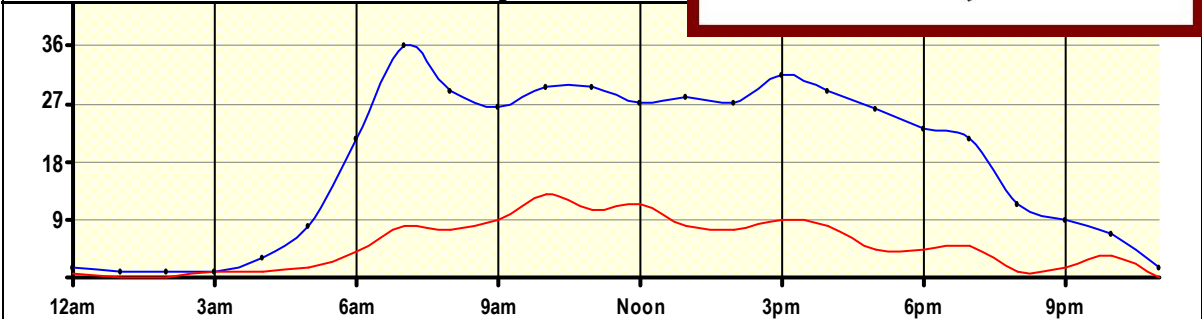
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|-----------------|--------|----------------|--|
| 803WS1 | | | |
| FC 6 | Dist 5 | Reno County | |
| Rte: K-14 | | North Leg | |
| XRte: US-50 | | | |
| K-14 N OF US-50 | | | |

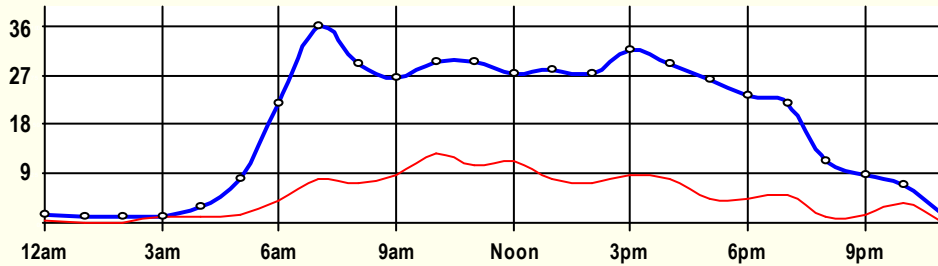


| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 36 at 7am |
| Pk-Priv: 28 at 7am |
| Pk -Trk: 13 at 10am |

Oct '06 48 Hr Survey



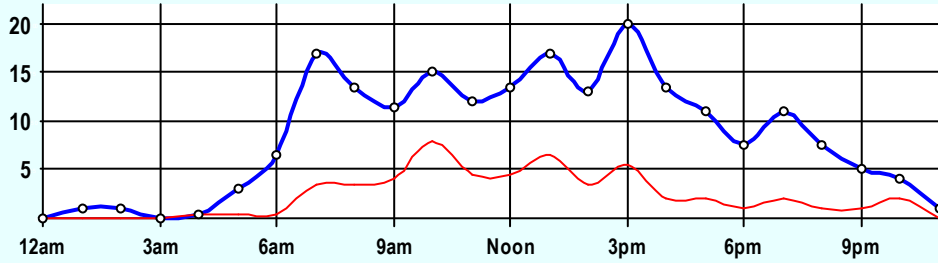
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|-------|---------------------------|-------|----------------------|------|------|------|------|---------------------------|-------|------|------|------|------|
| 0 | 1.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5 | 8 | 0 | 3.5 | 3 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6 | 22 | 0 | 10 | 8 | 1 | 0.5 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 7 | 36.5 | 0 | 17.5 | 11 | 0.5 | 3 | 1 | 0.5 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 8 | 29.5 | 0 | 9.5 | 12.5 | 0.5 | 1 | 0 | 0 | 0.5 | 4.5 | 1 | 0 | 0 | 0 |
| 9 | 27 | 0 | 6.5 | 11.5 | 1.5 | 1.5 | 0.5 | 0.5 | 0 | 4.5 | 0.5 | 0 | 0 | 0 |
| 10 | 30 | 0.5 | 8.5 | 8 | 0 | 1.5 | 3.5 | 0.5 | 2 | 5 | 0.5 | 0 | 0 | 0 |
| 11 | 30 | 0 | 8 | 11.5 | 0 | 2 | 0.5 | 0.5 | 1 | 6.5 | 0 | 0 | 0 | 0 |
| 12 | 27.5 | 0 | 9 | 7 | 0 | 2 | 0.5 | 0 | 1 | 7.5 | 0 | 0.5 | 0 | 0 |
| 13 | 28.5 | 0 | 13 | 7.5 | 0 | 1.5 | 0.5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| 14 | 27.5 | 0 | 9.5 | 10.5 | 1.5 | 0 | 1 | 0.5 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 15 | 32 | 0 | 13.5 | 9.5 | 0 | 2.5 | 0.5 | 0 | 1 | 4.5 | 0 | 0 | 0 | 0.5 |
| 16 | 29.5 | 0 | 13 | 8.5 | 0.5 | 1 | 0 | 0.5 | 1 | 5 | 0 | 0 | 0 | 0 |
| 17 | 26.5 | 0 | 12 | 10 | 0.5 | 1 | 0 | 1 | 0.5 | 1 | 0 | 0.5 | 0 | 0 |
| 18 | 23.5 | 0 | 13.5 | 5.5 | 0 | 1.5 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 19 | 22 | 0 | 8 | 9 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 20 | 11.5 | 0 | 7 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 21 | 9 | 0 | 5.5 | 2 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 22 | 7 | 0 | 2.5 | 1 | 0.5 | 0 | 0 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 23 | 1.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF 0.78 | 436.5 | 0.5 | 174 | 142 | 6.5 | 22 | 9 | 6.5 | 7.5 | 65 | 2 | 1 | 0 | 0.5 |
| | | 0.1% | 39.9% | 32.5% | 1.5% | 5.0% | 2.1% | 1.5% | 1.7% | 14.9% | 0.5% | 0.2% | 0.0% | 0.1% |
| Site Traffic | | 316.5 Private Unit 72.5% | | 44 Single Unit 10.1% | | | | | 76 Combination Unit 17.4% | | | | | |
| | | 120 Commercial Unit 27.5% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 437 | 7am | 36 |
| 317 | Private | 29 |
| 120 | Commercial | 8 |
| K-Factor 0.08 | NB | SB |
| | 17 | 20 |

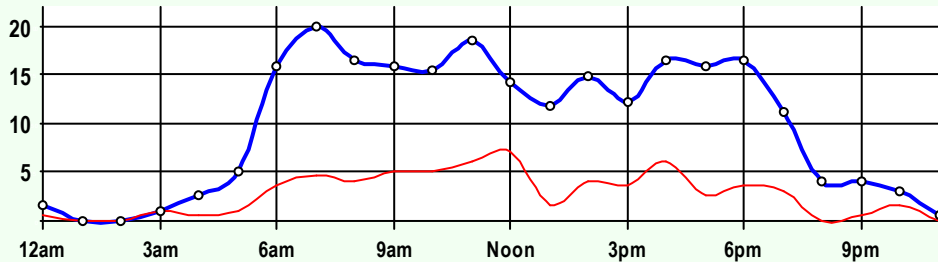
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|---|---|---------------------------|----|----|----|----|----|
| 437 | 1 | 174 | 142 | 7 | 22 | 9 | 7 | 8 | 65 | 2 | 1 | 0 | 1 |
| Axle Factor 0.78 | 317 Private-Unit 72.7% | | | 44 Single-Unit 10.1% | | | | 76 Combination-Unit 17.4% | | | | | |
| | 120 Commercial-Unit 27.5% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 205 | 3pm | 20 |
| 149 | Private | 15 |
| 56 | Commercial | 6 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|---------------------|----|---|---|---------------------------|----|----|----|----|----|
| 205 | 1 | 76 | 73 | 3 | 11 | 4 | 3 | 4 | 32 | 1 | 1 | 0 | 1 |
| Axle Factor 0.78 | 149 Private-Unit 72.7% | | | 20 Single-Unit 9.5% | | | | 37 Combination-Unit 17.8% | | | | | |
| | 56 Commercial-Unit 27.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 232 | 7am | 20 |
| 168 | Private | 15 |
| 64 | Commercial | 5 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|----------------------|----|---|---|---------------------------|----|----|----|----|----|
| 232 | 0 | 99 | 69 | 4 | 12 | 5 | 4 | 4 | 34 | 2 | 1 | 0 | 0 |
| Axle Factor 0.78 | 168 Private-Unit 72.4% | | | 25 Single-Unit 10.6% | | | | 40 Combination-Unit 17.1% | | | | | |
| | 64 Commercial-Unit 27.6% | | | | | | | | | | | | |

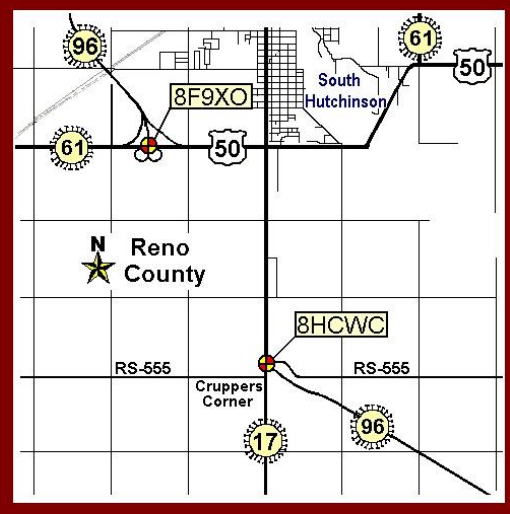
SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|-------------|
| 803WS1 | #6590 | Dist 5 | Reno County |
| North Leg | Route: K-14 | | |
| | X-Route: US-50 | | |
| Location | K-14 N OF US-50 | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | No Other Surveys on Record | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 10/02/06 15:00 | 10/04/06 14:00 |
| 51 | 48 | 10/02/06 15:00 | 10/04/06 14:00 |

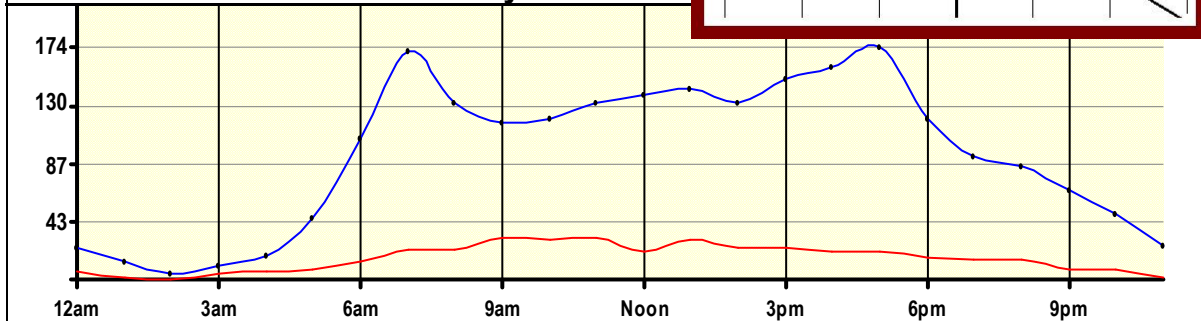
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|---------------|--------------------|--|
| 8F9XO1 | | | |
| FC 12 | Dist 5 | Reno County | |
| Rte: K-96 | | North Leg | |
| XRte: US-50 (K-61) | | | |
| K-96 N OF US-50, W JCT, S HUTCHINSON | | | |



| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 174 at 5pm |
| Pk-Priv: 152 at 5pm |
| Pk -Trk: 31 at 11am |

Jun '06 40 Hr Survey

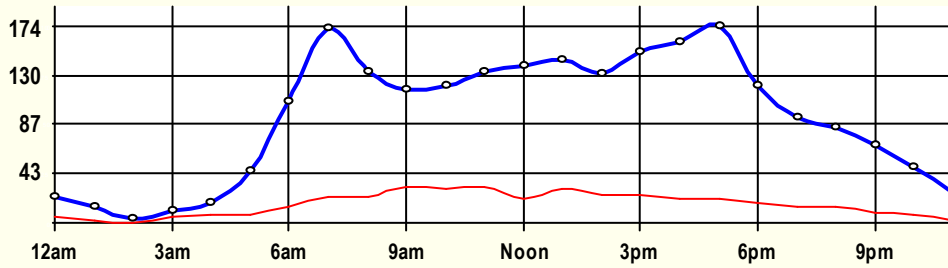


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------|------------------------------------|----------------|--------------|-----------------------------|-------------|-------------|-------------|-------------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 23.5 | 0.5 | 11.5 | 6 | 0 | 0.5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 1 | 14 | 1.5 | 9.5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2 | 4 | 0.5 | 2.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 10.5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0.5 |
| 4 | 18 | 2.5 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 3.5 | 1.5 | 0.5 | 0.5 | 0.5 |
| 5 | 46 | 1 | 25 | 13 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 6 | 106 | 1 | 54 | 37 | 1 | 2 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 1 |
| 7 | 171 | 2 | 87 | 60 | 0 | 6 | 1 | 0 | 4 | 10 | 1 | 0 | 0 | 0 |
| 8 | 133 | 0 | 75 | 35 | 0 | 6 | 1 | 0 | 1 | 14 | 0 | 1 | 0 | 0 |
| 9 | 117 | 1 | 55 | 30 | 2 | 5 | 1 | 0 | 3 | 18 | 1 | 0 | 0 | 1 |
| 10 | 120 | 0 | 50 | 40 | 0 | 4 | 5 | 1 | 2 | 15 | 3 | 0 | 0 | 0 |
| 11 | 133 | 3 | 60 | 39 | 1 | 5 | 1 | 1 | 3 | 20 | 0 | 0 | 0 | 0 |
| 12 | 139 | 1 | 70 | 47 | 0 | 2 | 4 | 0 | 2 | 12 | 1 | 0 | 0 | 0 |
| 13 | 143.5 | 0 | 73 | 41 | 1 | 4 | 2.5 | 1 | 4.5 | 15 | 1 | 0 | 0 | 0.5 |
| 14 | 132 | 1 | 73.5 | 33.5 | 1 | 2.5 | 1 | 0 | 4 | 15 | 0.5 | 0 | 0 | 0 |
| 15 | 150 | 0.5 | 86 | 39.5 | 0.5 | 5.5 | 1 | 0.5 | 2.5 | 11.5 | 2 | 0.5 | 0 | 0 |
| 16 | 159 | 1.5 | 82 | 54 | 2 | 2.5 | 1 | 0 | 3 | 11 | 1 | 0.5 | 0 | 0.5 |
| 17 | 173.5 | 0.5 | 103 | 48.5 | 0 | 6.5 | 2 | 0 | 4.5 | 8.5 | 0 | 0 | 0 | 0 |
| 18 | 120 | 1.5 | 72.5 | 29 | 0.5 | 4.5 | 0.5 | 0.5 | 2.5 | 8 | 0.5 | 0 | 0 | 0 |
| 19 | 92.5 | 2.5 | 48 | 27.5 | 0 | 7 | 1 | 0 | 0 | 6.5 | 0 | 0 | 0 | 0 |
| 20 | 84.5 | 1.5 | 48 | 20.5 | 0 | 4 | 1 | 0 | 0.5 | 7.5 | 0.5 | 1 | 0 | 0 |
| 21 | 67.5 | 0 | 42.5 | 17 | 0 | 2 | 0 | 0 | 1 | 4.5 | 0 | 0.5 | 0 | 0 |
| 22 | 48.5 | 1 | 27 | 13.5 | 0 | 0.5 | 0.5 | 0 | 0 | 5.5 | 0 | 0.5 | 0 | 0 |
| 23 | 25.5 | 0.5 | 15.5 | 8.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| AF | | 25.5 | 1,182.5 | 644 | 10 | 72.5 | 23.5 | 5 | 42.5 | 203 | 13 | 5.5 | 0.5 | 4 |
| 0.84 | 2,231.5 | 1.1% | 53.0% | 28.9% | 0.4% | 3.2% | 1.1% | 0.2% | 1.9% | 9.1% | 0.6% | 0.2% | 0.0% | 0.2% |
| Site Traffic | | 1,852 Private Unit 83.0% | | | 111 Single Unit 5.0% | | | | 268.5 Combination Unit 12.0% | | | | | |
| | | 379.5 Commercial Unit 17.0% | | | | | | | | | | | | |

8F9XO1

Classification Summary

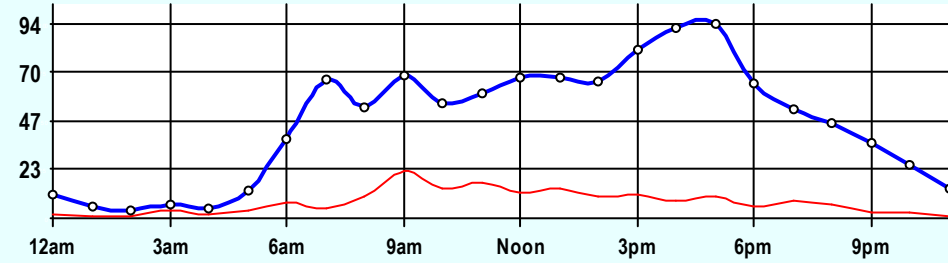
June 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,232 | 5pm | 174 |
| 1,852 | Private | 152 |
| 380 | Commercial | 22 |
| K-Factor 0.08 | NB | SB |
| | 94 | 80 |

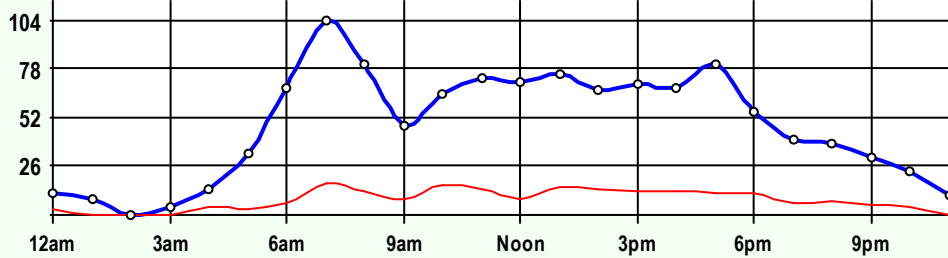
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,232 | 26 | 1,183 | 644 | 10 | 73 | 24 | 5 | 43 | 203 | 13 | 6 | 1 | 4 |
| Axle Factor 0.84 | 1,852 Private-Unit 83.1% | | | 111 Single-Unit 5.0% | | | 269 Combination-Unit 12.0% | | | | | | |
| | 380 Commercial-Unit 17.0% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,094 | 5pm | 94 |
| 909 | Private | 84 |
| 185 | Commercial | 10 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 1,094 | 10 | 581 | 318 | 5 | 29 | 12 | 0 | 24 | 104 | 7 | 3 | 0 | 2 |
| Axle Factor 0.84 | 909 Private-Unit 83.1% | | | 46 Single-Unit 4.2% | | | 140 Combination-Unit 12.8% | | | | | | |
| | 185 Commercial-Unit 16.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,138 | 7am | 104 |
| 944 | Private | 87 |
| 195 | Commercial | 17 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-------------------------------|----|----|----|----|----|----|
| 1,138 | 16 | 602 | 326 | 6 | 44 | 12 | 5 | 19 | 99 | 6 | 3 | 1 | 2 |
| Axle Factor 0.85 | 944 Private-Unit 82.9% | | | 66 Single-Unit 5.8% | | | 129 Combination-Unit 11.3% | | | | | | |
| | 195 Commercial-Unit 17.1% | | | | | | | | | | | | |

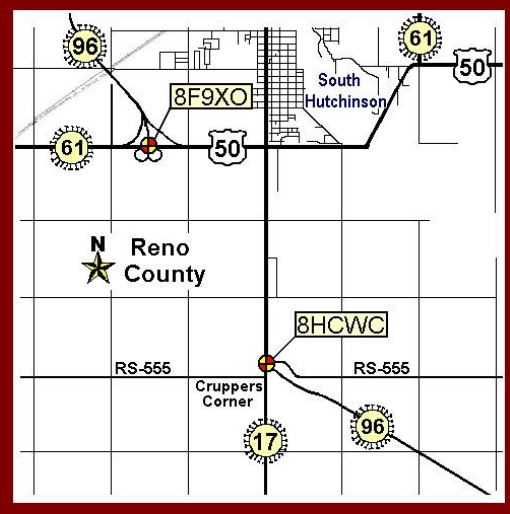
SITE INFORMATION

| | | | |
|-------------------|--------------------------------------|---------------|--------------------|
| 8F9XO1 | #6086 | Dist 5 | Reno County |
| North Leg | Route: K-96 | | |
| | X-Route: US-50 (K-61) | | |
| Location | K-96 N OF US-50, W JCT, S HUTCHINSON | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 11/6/06; 12/10/02 | | |
| Comment | 40Hr Survey | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 40 | 06/05/06 13:00 | 06/07/06 04:00 |
| 51 | 40 | 06/05/06 13:00 | 06/07/06 04:00 |

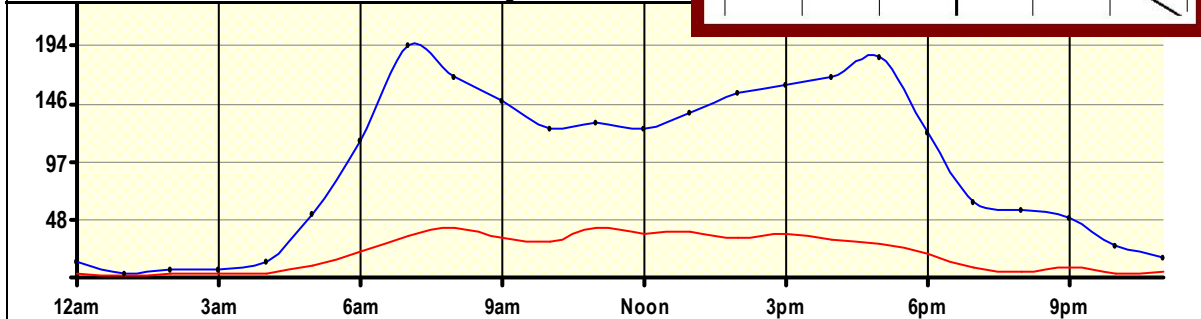
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|---------------|--------------------|--|
| 8F9XO1 | | | |
| FC 12 | Dist 5 | Reno County | |
| Rte: K-96 | | North Leg | |
| XRte: US-50 (K-61) | | | |
| K-96 N OF US-50, W JCT, S HUTCHINSON | | | |



| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 194 at 7am |
| Pk-Priv: 159 at 7am |
| Pk -Trk: 42 at 11am |

Nov '06 48 Hr Survey

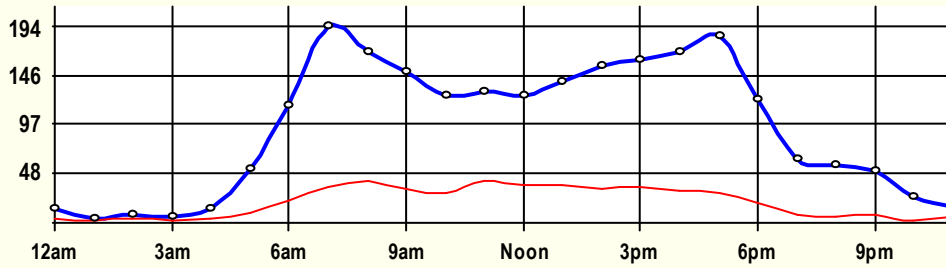


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------------------|----------------|---------------------------------|--------------|-------------------------------|-------------|--------------|-------------|-------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 13 | 0 | 5 | 4.5 | 0 | 1.5 | 0 | 0 | 0 | 1.5 | 0.5 | 0 | 0 | 0 |
| 1 | 4 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 |
| 2 | 7 | 0 | 2.5 | 1 | 0 | 1 | 0 | 0 | 0.5 | 1.5 | 0 | 0.5 | 0 | 0 |
| 3 | 6.5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 4 | 14 | 0 | 8.5 | 2.5 | 0 | 0.5 | 0 | 0 | 0 | 2 | 0 | 0.5 | 0 | 0 |
| 5 | 53 | 0 | 26.5 | 16.5 | 1.5 | 3.5 | 1 | 0.5 | 1 | 2.5 | 0 | 0 | 0 | 0 |
| 6 | 115 | 0.5 | 55 | 38.5 | 1.5 | 10 | 0.5 | 0 | 4.5 | 3.5 | 0.5 | 0 | 0 | 0.5 |
| 7 | 194 | 1 | 106 | 52 | 3.5 | 8 | 1 | 0 | 5.5 | 13 | 1.5 | 1.5 | 0 | 1 |
| 8 | 168.5 | 0 | 73.5 | 53.5 | 5.5 | 11 | 4.5 | 1 | 1.5 | 18 | 0 | 0 | 0 | 0 |
| 9 | 148 | 1 | 60.5 | 53 | 2.5 | 8.5 | 5.5 | 1 | 2 | 13.5 | 0.5 | 0 | 0 | 0 |
| 10 | 124.5 | 1.5 | 50.5 | 43 | 2.5 | 7.5 | 4 | 0.5 | 4 | 11 | 0 | 0 | 0 | 0 |
| 11 | 130 | 0.5 | 52.5 | 35.5 | 0.5 | 8 | 5.5 | 0 | 3 | 24 | 0 | 0.5 | 0 | 0 |
| 12 | 125.5 | 1 | 50.5 | 37 | 0.5 | 9.5 | 3 | 0.5 | 3.5 | 19 | 0.5 | 0 | 0 | 0.5 |
| 13 | 138.5 | 0.5 | 58 | 42.5 | 2 | 5 | 4 | 0.5 | 5 | 21 | 0 | 0 | 0 | 0 |
| 14 | 154 | 0.5 | 74.5 | 45.5 | 1.5 | 5.5 | 3 | 0 | 5 | 18.5 | 0 | 0 | 0 | 0 |
| 15 | 161.5 | 0.5 | 78.5 | 46.5 | 6 | 7.5 | 2.5 | 0.5 | 3 | 16 | 0 | 0 | 0 | 0.5 |
| 16 | 167.5 | 0.5 | 91.5 | 44 | 2 | 9.5 | 1 | 0.5 | 3.5 | 14 | 0 | 0 | 0 | 1 |
| 17 | 184.5 | 0.5 | 96 | 59 | 1 | 8.5 | 0 | 1.5 | 4.5 | 11.5 | 0.5 | 0 | 0 | 1.5 |
| 18 | 121.5 | 1.5 | 69 | 30.5 | 0.5 | 4.5 | 0.5 | 0 | 3.5 | 11.5 | 0 | 0 | 0 | 0 |
| 19 | 63.5 | 1 | 37 | 18 | 0 | 4 | 0.5 | 0.5 | 0 | 2 | 0 | 0 | 0 | 0.5 |
| 20 | 57 | 0.5 | 31.5 | 20 | 0 | 1.5 | 0 | 0 | 0 | 3 | 0 | 0.5 | 0 | 0 |
| 21 | 50.5 | 0 | 31 | 12 | 0 | 1 | 0 | 0.5 | 0 | 5 | 0 | 1 | 0 | 0 |
| 22 | 26 | 0 | 17.5 | 6 | 0 | 0.5 | 0 | 0.5 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 23 | 16 | 0 | 8 | 3 | 0 | 0 | 1 | 0.5 | 2 | 1.5 | 0 | 0 | 0 | 0 |
| AF 0.83 | 2,243.5 | 11 | 1,087 | 667 | 31 | 116.5 | 37.5 | 8.5 | 53 | 217 | 4.5 | 5 | 0 | 5.5 |
| | | 0.5% | 48.5% | 29.7% | 1.4% | 5.2% | 1.7% | 0.4% | 2.4% | 9.7% | 0.2% | 0.2% | 0.0% | 0.2% |
| Site Traffic | | 1,765 Private Unit 78.7% | | 193.5 Single Unit 8.6% | | | | | 285 Combination Unit 12.7% | | | | | |
| 478.5 Commercial Unit 21.3% | | | | | | | | | | | | | | |

8F9XO1

Classification Summary

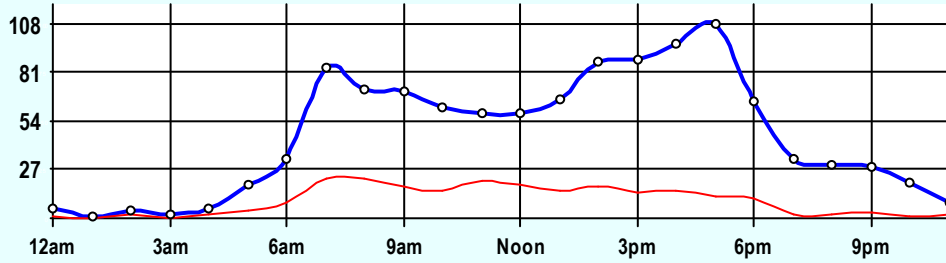
November 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,244 | 7am | 194 |
| 1,765 | Private | 159 |
| 479 | Commercial | 35 |
| K-Factor 0.09 | NB | SB |
| | 84 | 110 |

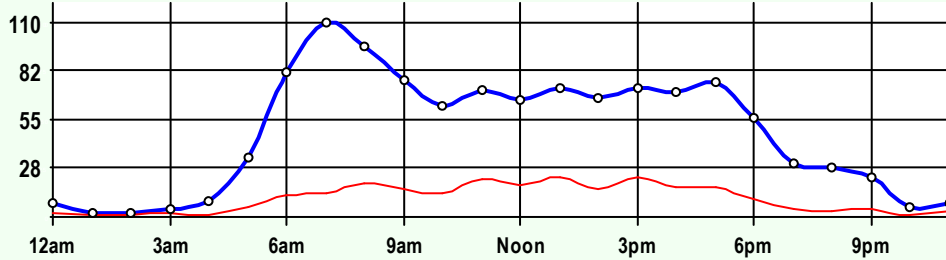
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|-------------------------|-----|----|-------------------------------|----|-----|----|----|----|----|
| 2,244 | 11 | 1,087 | 667 | 31 | 117 | 38 | 9 | 53 | 217 | 5 | 5 | 0 | 6 |
| Axle Factor 0.83 | 1,765 Private-Unit 79.1% | | | 194 Single-Unit 8.6% | | | 285 Combination-Unit 12.7% | | | | | | |
| | 479 Commercial-Unit 21.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,108 | 5pm | 109 |
| 876 | Private | 97 |
| 232 | Commercial | 12 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 1,108 | 3 | 555 | 319 | 15 | 39 | 21 | 6 | 22 | 122 | 3 | 3 | 0 | 3 |
| Axle Factor 0.82 | 876 Private-Unit 79.1% | | | 80 Single-Unit 7.2% | | | 152 Combination-Unit 13.7% | | | | | | |
| | 232 Commercial-Unit 20.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,136 | 7am | 110 |
| 889 | Private | 97 |
| 247 | Commercial | 13 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|--------------------------|----|----|-------------------------------|----|----|----|----|----|----|
| 1,136 | 8 | 533 | 349 | 16 | 78 | 17 | 3 | 32 | 95 | 2 | 2 | 0 | 3 |
| Axle Factor 0.85 | 889 Private-Unit 78.3% | | | 114 Single-Unit 10.0% | | | 133 Combination-Unit 11.7% | | | | | | |
| | 247 Commercial-Unit 21.7% | | | | | | | | | | | | |

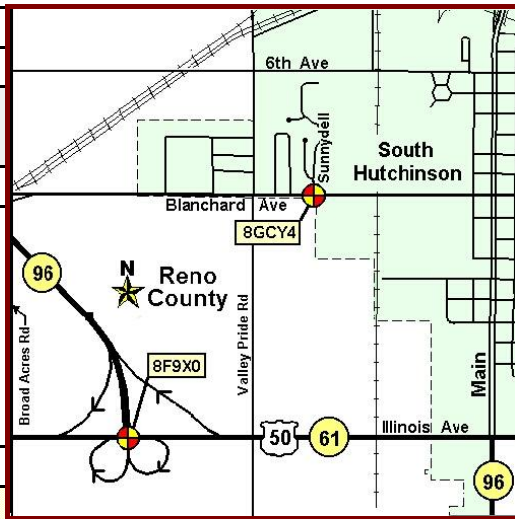
SITE INFORMATION

| | | | |
|-------------------|--------------------------------------|---------------|--------------------|
| 8F9XO1 | #6764 | Dist 5 | Reno County |
| North Leg | Route: K-96 | | |
| | X-Route: US-50 (K-61) | | |
| Location | K-96 N OF US-50, W JCT, S HUTCHINSON | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 6/5/06; 12/10/02 | | |
| Comment | 2nd Survey This Yr | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 11/06/06 14:00 | 11/08/06 13:00 |
| 51 | 48 | 11/06/06 14:00 | 11/08/06 13:00 |

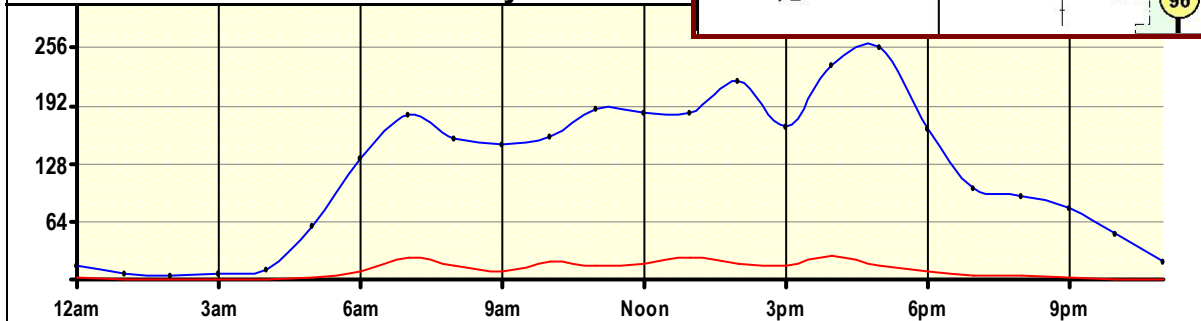
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|--------------------|--|
| 8GCY43 | | | |
| FC 16 | Dist 5 | Reno County | |
| Rte: C-1802 (BLANCHARD) | | East Leg | |
| XRte: SUNNYDELL | | | |
| BLANCHARD E OF SUNNYDELL, IN S HUTCHINSON | | | |

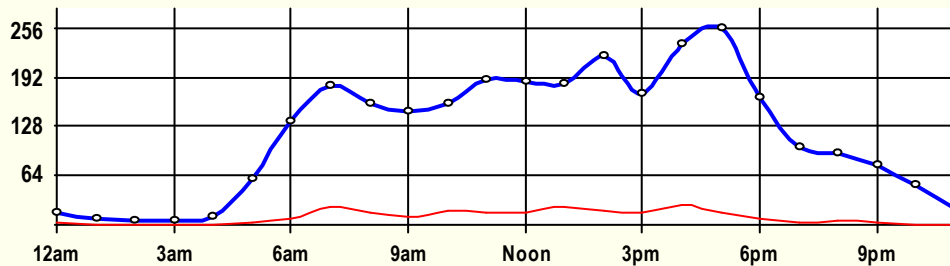


| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 256 at 5pm |
| Pk-Priv: 240 at 5pm |
| Pk -Trk: 26 at 4pm |

Jun '06 48 Hr Survey



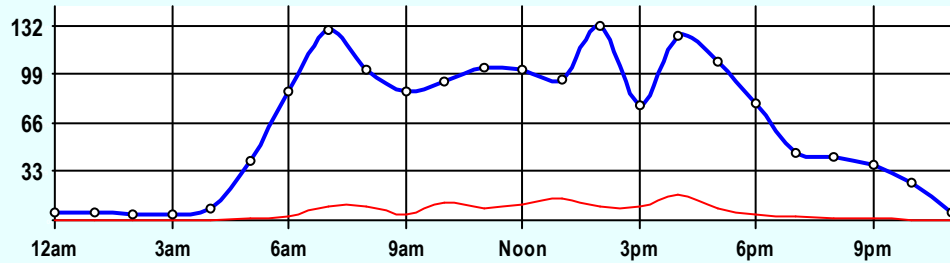
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------|-----------------------------------|----------------|--------------|-------------------------------|--------------|-------------|-------------|---------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 15 | 0 | 8 | 4.5 | 0 | 1 | 0 | 0.5 | 0 | 0.5 | 0 | 0.5 | 0 | 0 |
| 1 | 7.5 | 0 | 7.5 | 0 | 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 | 5.5 | 0 | 4 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 11 | 1 | 6 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 58.5 | 1 | 30.5 | 24.5 | 0 | 1 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0.5 |
| 6 | 133 | 2.5 | 75 | 46.5 | 0.5 | 7.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 181 | 3 | 101.5 | 53 | 1 | 12 | 8.5 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0.5 |
| 8 | 156.5 | 0.5 | 103.5 | 38 | 0 | 9 | 4 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9 | 148 | 1 | 78.5 | 59 | 0 | 5 | 3 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 |
| 10 | 158 | 0.5 | 94 | 44.5 | 0 | 13 | 2.5 | 1.5 | 1 | 1 | 0 | 0 | 0 | 0 |
| 11 | 187.5 | 0.5 | 113.5 | 59 | 0 | 10 | 2 | 0 | 0.5 | 1.5 | 0 | 0.5 | 0 | 0 |
| 12 | 184.5 | 2.5 | 110.5 | 55 | 0 | 9 | 4.5 | 0.5 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 13 | 183 | 1.5 | 109 | 48.5 | 0.5 | 13.5 | 5.5 | 1 | 1.5 | 2 | 0 | 0 | 0 | 0 |
| 14 | 219.5 | 1 | 134.5 | 67 | 0 | 10.5 | 4 | 0.5 | 1.5 | 0.5 | 0 | 0 | 0 | 0 |
| 15 | 169 | 1.5 | 99.5 | 52 | 0 | 11.5 | 2.5 | 1 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 16 | 235.5 | 3 | 150 | 56 | 0 | 15.5 | 7 | 1 | 1.5 | 1 | 0 | 0.5 | 0 | 0 |
| 17 | 255.5 | 5 | 162.5 | 72 | 0 | 11.5 | 2.5 | 0.5 | 0 | 1 | 0 | 0.5 | 0 | 0 |
| 18 | 166 | 3.5 | 104.5 | 50 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 101.5 | 2.5 | 75 | 20.5 | 0 | 2.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 20 | 93 | 0.5 | 64.5 | 24 | 0 | 1.5 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 21 | 78.5 | 1.5 | 59 | 15.5 | 0 | 1.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 22 | 50.5 | 0.5 | 41 | 8.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 19.5 | 0.5 | 12.5 | 6 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF | | 33.5 | 1,749.5 | 809 | 2 | 143.5 | 49 | 10 | 9.5 | 13 | 0 | 2 | 0 | 1.5 |
| 0.98 | 2,822.5 | 1.2% | 62.0% | 28.7% | 0.1% | 5.1% | 1.7% | 0.4% | 0.3% | 0.5% | 0.0% | 0.1% | 0.0% | 0.1% |
| Site Traffic | | 2,592 Private Unit 91.8% | | | 204.5 Single Unit 7.2% | | | | 26 Combination Unit 0.9% | | | | | |
| | | 230.5 Commercial Unit 8.2% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,823 | 5pm | 256 |
| 2,592 | Private | 240 |
| 231 | Commercial | 16 |
| K-Factor 0.09 | EB | WB |
| | 108 | 148 |

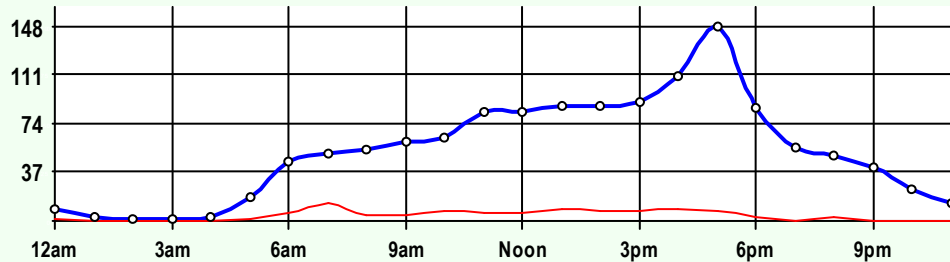
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------------------|--------------------------|-------|-----|----------------------|-----|----|--------------------------|----|----|---------------------|----|----|----|
| 2,823 | 34 | 1,750 | 809 | 2 | 144 | 49 | 10 | 10 | 13 | 0 | 2 | 0 | 2 |
| Axle Factor 0.98 | 1.2% 62.0% 28.7% | | | 0.1% 5.1% 1.7% | | | 0.4% 0.3% 0.5% | | | 0.0% 0.1% 0.0% 0.1% | | | |
| | 2,592 Private-Unit 91.6% | | | 205 Single-Unit 7.2% | | | 26 Combination-Unit 0.9% | | | | | | |
| 231 Commercial-Unit 8.2% | | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,556 | 2pm | 133 |
| 1,425 | Private | 123 |
| 131 | Commercial | 10 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------------------|--------------------------|-----|-----|----------------------|----|----|--------------------------|---|---|---------------------|----|----|----|
| 1,556 | 18 | 968 | 439 | 1 | 79 | 30 | 6 | 6 | 8 | 0 | 1 | 0 | 1 |
| Axle Factor 0.97 | 1.1% 62.2% 28.2% | | | 0.1% 5.1% 1.9% | | | 0.4% 0.4% 0.5% | | | 0.0% 0.1% 0.0% 0.1% | | | |
| | 1,425 Private-Unit 91.6% | | | 116 Single-Unit 7.4% | | | 16 Combination-Unit 1.0% | | | | | | |
| 131 Commercial-Unit 8.4% | | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,267 | 5pm | 148 |
| 1,168 | Private | 141 |
| 100 | Commercial | 8 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------------------|--------------------------|-----|-----|---------------------|----|----|--------------------------|---|---|---------------------|----|----|----|
| 1,267 | 16 | 782 | 370 | 1 | 65 | 20 | 4 | 4 | 6 | 0 | 1 | 0 | 1 |
| Axle Factor 0.98 | 1.3% 61.7% 29.2% | | | 0.1% 5.1% 1.5% | | | 0.3% 0.3% 0.4% | | | 0.0% 0.1% 0.0% 0.0% | | | |
| | 1,168 Private-Unit 92.1% | | | 89 Single-Unit 7.0% | | | 11 Combination-Unit 0.8% | | | | | | |
| 100 Commercial-Unit 7.9% | | | | | | | | | | | | | |

SITE INFORMATION

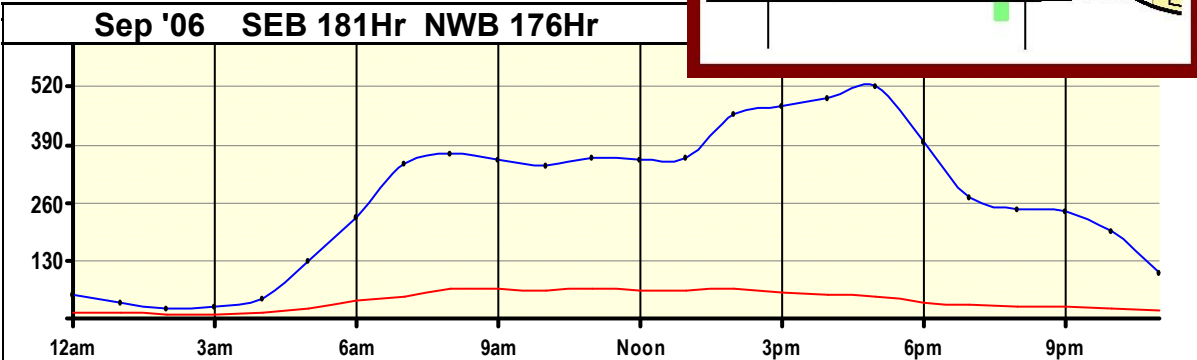
| | | | |
|-------------------|---|---------------|--------------------|
| 8GCY43 | #6087 | Dist 5 | Reno County |
| East Leg | Route: C-1802 (BLANCHARD) | | |
| | X-Route: SUNNYDELL | | |
| Location | BLANCHARD E OF SUNNYDELL, IN S HUTCHINSON | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 3/25/03; 6/12/00; 6/2/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/05/06 13:00 | 06/07/06 15:00 |
| 71 | 48 | 06/05/06 13:00 | 06/07/06 15:00 |

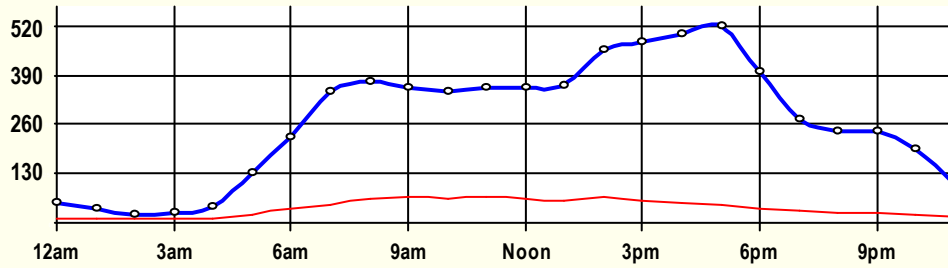
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|--------|----------------|--|
| 8K3VW8 | | | |
| FC 2 | Dist 5 | Reno County | |
| Rte: K-96 | | North-West Leg | |
| XRte: SAND CREEK RD | | | |
| K-96, 2.25 MI SE OF K-17, SE OF HUTCHINSON | | | |

| Peak-Hour Traffic |
|---------------------|
| Pk-Vol: 520 at 5pm |
| Pk-Priv: 470 at 5pm |
| Pk -Trk: 69 at 9am |



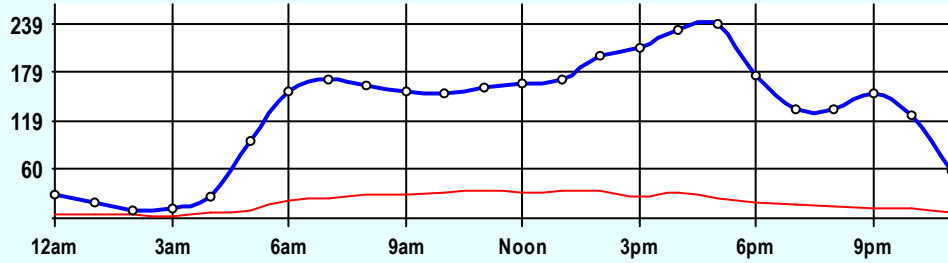
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|---------|-----------------------------|---------|---------|------------------------|-------|------|------|-----------------------------|-------|------|------|------|------|
| 0 | 54.7 | 0.3 | 31.5 | 10.8 | 0.4 | 1.7 | 0 | 0.1 | 1.1 | 8.1 | 0.2 | 0.1 | 0.1 | 0.1 |
| 1 | 35.3 | 0.3 | 16.4 | 5.7 | 0.9 | 0.9 | 0.1 | 0.1 | 1.6 | 8.4 | 0 | 0.7 | 0.1 | 0 |
| 2 | 23.1 | 0.1 | 9.9 | 3.5 | 0.4 | 1.6 | 0.1 | 0 | 0.9 | 6.1 | 0.1 | 0.3 | 0 | 0 |
| 3 | 25.9 | 0.2 | 10.1 | 7.3 | 0.2 | 1.0 | 0.1 | 0.1 | 1.1 | 5.5 | 0.1 | 0 | 0 | 0 |
| 4 | 43.3 | 0.1 | 19.8 | 10.8 | 0.3 | 2.4 | 1.4 | 0.1 | 2.2 | 5.7 | 0 | 0.1 | 0 | 0.3 |
| 5 | 131.1 | 0.4 | 69.8 | 39.3 | 0.3 | 6.0 | 1.6 | 0.1 | 3.4 | 9.3 | 0.1 | 0.6 | 0.1 | 0.2 |
| 6 | 227.5 | 1.1 | 125.6 | 62.4 | 1.4 | 10.8 | 1.3 | 0.4 | 6.0 | 16.2 | 0.4 | 0.6 | 0.1 | 1.1 |
| 7 | 345.8 | 0.8 | 217.5 | 80 | 2.0 | 17.1 | 1.7 | 0.5 | 7.6 | 14.7 | 0.5 | 1.1 | 0.1 | 2.1 |
| 8 | 371.9 | 2.7 | 210.3 | 94.1 | 2.4 | 22.1 | 2.9 | 0.7 | 8.6 | 25.4 | 0.7 | 0.7 | 0.1 | 1 |
| 9 | 355.4 | 3.4 | 187.7 | 95.5 | 4.6 | 17.2 | 3.9 | 0.5 | 6.7 | 32.4 | 1 | 1.0 | 0 | 1.5 |
| 10 | 345.2 | 3.0 | 185.6 | 94.3 | 2.3 | 17.0 | 2.4 | 0.7 | 6.3 | 31.6 | 0.4 | 1.1 | 0 | 0.6 |
| 11 | 358.6 | 4.8 | 196.5 | 90.9 | 2.6 | 15.7 | 3.5 | 0.5 | 8.8 | 31.7 | 1.5 | 0.8 | 0.1 | 1.2 |
| 12 | 354.4 | 2.4 | 199.3 | 90.6 | 2.6 | 13.7 | 2.3 | 0.4 | 6.4 | 35.1 | 0.7 | 0.7 | 0 | 0.3 |
| 13 | 359.7 | 2.1 | 203.9 | 93.6 | 3.3 | 15.9 | 3.2 | 0.7 | 7.4 | 26.9 | 1.1 | 0.3 | 0 | 1.3 |
| 14 | 456.7 | 3.9 | 260 | 125.3 | 2.7 | 17.6 | 3.1 | 1 | 7.6 | 31.6 | 1.7 | 0.3 | 0 | 1.9 |
| 15 | 476.5 | 2.4 | 294.6 | 119.6 | 2.7 | 18.4 | 2.4 | 0.7 | 8.6 | 25.2 | 0.4 | 0.3 | 0 | 1.2 |
| 16 | 496.2 | 4.2 | 304.1 | 132.9 | 1.5 | 16.6 | 1.8 | 0.9 | 6.8 | 24.8 | 0.4 | 0.8 | 0 | 1.6 |
| 17 | 519.6 | 2.5 | 345.4 | 122.4 | 0.9 | 16.9 | 2 | 0.6 | 6.8 | 20.8 | 0.1 | 0.5 | 0 | 0.9 |
| 18 | 396.8 | 2.2 | 251.5 | 106 | 1.5 | 11.2 | 0.8 | 0.2 | 5.2 | 17 | 0.2 | 0.2 | 0 | 0.5 |
| 19 | 271.6 | 2.8 | 170 | 65.9 | 0.9 | 10.6 | 1.2 | 0 | 3.5 | 15.6 | 0.5 | 0 | 0 | 0.6 |
| 20 | 243.5 | 1.6 | 152 | 63.8 | 0.6 | 7.8 | 0.5 | 0.6 | 2.7 | 12.2 | 0.1 | 0.8 | 0 | 0.6 |
| 21 | 242.0 | 2.2 | 154.7 | 59.2 | 1.7 | 5.6 | 1.2 | 0 | 3.2 | 13.5 | 0.1 | 0.4 | 0 | 0.2 |
| 22 | 193.8 | 0.7 | 126.8 | 43.5 | 1.0 | 3.9 | 0.4 | 0.4 | 3.2 | 11.9 | 0 | 1.8 | 0.2 | 0.1 |
| 23 | 100.6 | 0.1 | 63.6 | 20.7 | 1.4 | 3.3 | 0.4 | 0 | 1.9 | 8.2 | 0.1 | 0.7 | 0 | 0.1 |
| AF 0.88 | 6,429.2 | 44.5 | 3,806.6 | 1,638.1 | 38.5 | 255.3 | 38.3 | 9.4 | 117.6 | 437.6 | 10.7 | 13.8 | 1.2 | 17.6 |
| | | 0.7% | 59.2% | 25.5% | 0.6% | 4.0% | 0.6% | 0.1% | 1.8% | 6.8% | 0.2% | 0.2% | 0.0% | 0.3% |
| Site Traffic | | 5,489.1 Private Unit 85.4% | | | 341.5 Single Unit 5.3% | | | | 598.6 Combination Unit 9.3% | | | | | |
| | | 940.0 Commercial Unit 14.6% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 6,429 | 5pm | 520 |
| 5,489 | Private | 470 |
| 940 | Commercial | 49 |
| K-Factor | SEB | NWB |
| 0.08 | 239 | 281 |

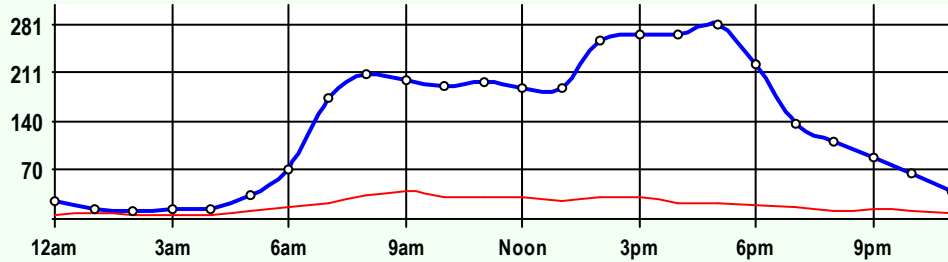
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|----------------------|------|------|------|---------------------------|------|------|------|------|------|
| 6,429 | 44 | 3,807 | 1,638 | 39 | 255 | 38 | 9 | 118 | 438 | 11 | 14 | 1 | 18 |
| Axle Factor | 0.7% | 59.2% | 25.5% | 0.6% | 4.0% | 0.6% | 0.1% | 1.8% | 6.8% | 0.2% | 0.2% | 0.0% | 0.3% |
| 0.88 | 5,489 Private-Unit 85.0% | | | 341 Single-Unit 5.3% | | | | 599 Combination-Unit 9.3% | | | | | |
| | 940 Commercial-Unit 14.6% | | | | | | | | | | | | |



SEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 3,147 | 5pm | 239 |
| 2,676 | Private | 213 |
| 472 | Commercial | 25 |
| K-Factor | | |
| 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|----------------------|------|------|------|---------------------------|------|------|------|------|------|
| 3,147 | 23 | 1,807 | 846 | 19 | 138 | 21 | 7 | 57 | 206 | 6 | 7 | 1 | 10 |
| Axle Factor | 0.7% | 57.4% | 26.9% | 0.6% | 4.4% | 0.7% | 0.2% | 1.8% | 6.6% | 0.2% | 0.2% | 0.0% | 0.3% |
| 0.88 | 2,676 Private-Unit 85.0% | | | 185 Single-Unit 5.9% | | | | 287 Combination-Unit 9.1% | | | | | |
| | 472 Commercial-Unit 15.0% | | | | | | | | | | | | |



NWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 3,282 | 5pm | 281 |
| 2,814 | Private | 257 |
| 468 | Commercial | 24 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|----------------------|------|------|------|---------------------------|------|------|------|------|------|
| 3,282 | 22 | 2,000 | 792 | 20 | 117 | 18 | 2 | 61 | 231 | 5 | 7 | 0 | 8 |
| Axle Factor | 0.7% | 60.9% | 24.1% | 0.6% | 3.6% | 0.5% | 0.1% | 1.9% | 7.1% | 0.1% | 0.2% | 0.0% | 0.2% |
| 0.88 | 2,814 Private-Unit 85.7% | | | 157 Single-Unit 4.8% | | | | 312 Combination-Unit 9.5% | | | | | |
| | 468 Commercial-Unit 14.3% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|----------------|--|--------|-------------|
| 8K3VW8 | #6588 | Dist 5 | Reno County |
| North-West Leg | Route: K-96 | | |
| | X-Route: SAND CREEK RD | | |
| Location | K-96, 2.25 MI SE OF K-17, SE OF HUTCHINSON | | |
| Site Info | Regular, ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 10/17/06; 9/15/03 | | |
| Comment | Special Survey At LTPP: SEB 181Hr, NWB 176Hr | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 41 | 181 | 09/11/06 12:00 | 09/19/06 08:00 |
| 42 | 181 | 09/11/06 12:00 | 09/19/06 08:00 |
| 81 | 176 | 09/11/06 12:00 | 09/19/06 08:00 |
| 82 | 176 | 09/11/06 12:00 | 09/19/06 08:00 |

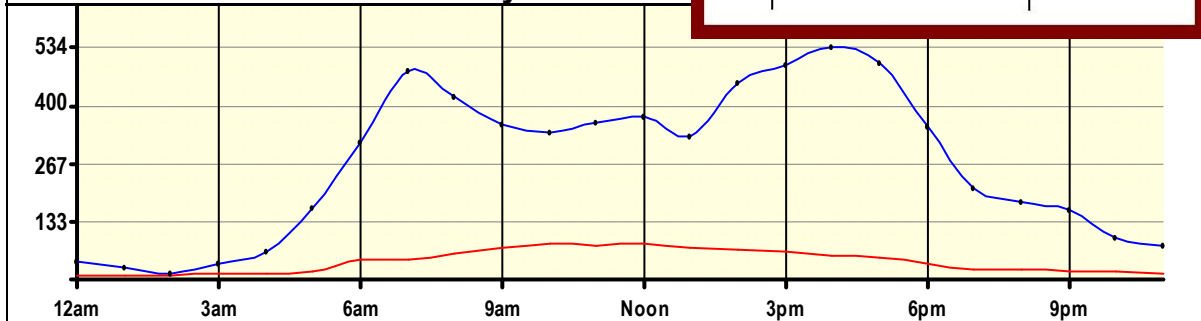
24 Hour Site Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | |
|--|--------|-------------|----------------|----------------|--|--|--|
| 8K3VW8 | | WIM | | | | | |
| FC 2 | Dist 5 | Reno County | | | | | |
| Rte: K-96 | | | North-West Leg | | | | |
| XRte: SAND CREEK RD | | | | | | | |
| K-96, 2.25 MI SE OF K-17, SE OF HUTCHINSON | | | | | | | |

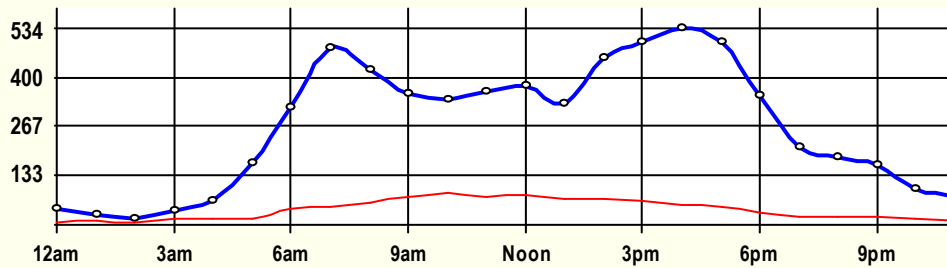
| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 534 at 4pm |
| Pk-Priv: 478 at 4pm |
| Pk -Trk: 84 at 10am |



Oct '06 48 Hr Survey



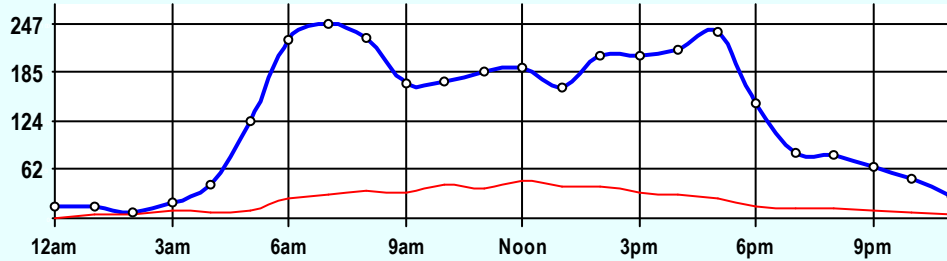
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|-------|---------------------------|---------|----------------------|------|------|------|------|---------------------------|-------|------|------|------|------|
| 0 | 41 | 0 | 23 | 10 | 0 | 1.5 | 0 | 0 | 0 | 6.5 | 0 | 0 | 0 | 0 |
| 1 | 26 | 0 | 12 | 5 | 0 | 1.5 | 0.5 | 0 | 1 | 5.5 | 0.5 | 0 | 0 | 0 |
| 2 | 16 | 0 | 6.5 | 2.5 | 0 | 0.5 | 1 | 0 | 0 | 5.5 | 0 | 0 | 0 | 0 |
| 3 | 35 | 0 | 15.5 | 5.5 | 0 | 0.5 | 1 | 0 | 1.5 | 11 | 0 | 0 | 0 | 0 |
| 4 | 64 | 0.5 | 33.5 | 14.5 | 0 | 1.5 | 2.5 | 0 | 4 | 7.5 | 0 | 0 | 0 | 0 |
| 5 | 165 | 0 | 102 | 44.5 | 0.5 | 2.5 | 1 | 1 | 2 | 11 | 0 | 0.5 | 0 | 0 |
| 6 | 315.5 | 0 | 184.5 | 86.5 | 1 | 14 | 3.5 | 1.5 | 1.5 | 21 | 1 | 1 | 0 | 0 |
| 7 | 478 | 1 | 321 | 108.5 | 0 | 22 | 2 | 0.5 | 3 | 18 | 0 | 2 | 0 | 0 |
| 8 | 420 | 0.5 | 240 | 118.5 | 1 | 23 | 1 | 1 | 3 | 31 | 0 | 1 | 0 | 0 |
| 9 | 356.5 | 0.5 | 185.5 | 96.5 | 1 | 13 | 5.5 | 3 | 6.5 | 43 | 1 | 1 | 0 | 0 |
| 10 | 339.5 | 1.5 | 169.5 | 84.5 | 1 | 22.5 | 13.5 | 1 | 5.5 | 39.5 | 0.5 | 0.5 | 0 | 0 |
| 11 | 361.5 | 0.5 | 193.5 | 91 | 0 | 13.5 | 9 | 0.5 | 4.5 | 47 | 0.5 | 1.5 | 0 | 0 |
| 12 | 377 | 2 | 178 | 116.5 | 2 | 15.5 | 12 | 0 | 6 | 42 | 2 | 1 | 0 | 0 |
| 13 | 330.5 | 1 | 166 | 92.5 | 1 | 14 | 14 | 0.5 | 3 | 37.5 | 1 | 0 | 0 | 0 |
| 14 | 454 | 2.5 | 242.5 | 141 | 3.5 | 15.5 | 2.5 | 1 | 3 | 42.5 | 0 | 0 | 0 | 0 |
| 15 | 494.5 | 1 | 280 | 147.5 | 0.5 | 20 | 0.5 | 1 | 3.5 | 38.5 | 1.5 | 0.5 | 0 | 0 |
| 16 | 533.5 | 2 | 330 | 146.5 | 2 | 14.5 | 1 | 1.5 | 4.5 | 31 | 0.5 | 0 | 0 | 0 |
| 17 | 496.5 | 1.5 | 305.5 | 138.5 | 3.5 | 16 | 1 | 1.5 | 3.5 | 24.5 | 0 | 1 | 0 | 0 |
| 18 | 350.5 | 2 | 227.5 | 86.5 | 1.5 | 8.5 | 3 | 0 | 3.5 | 17.5 | 0.5 | 0 | 0 | 0 |
| 19 | 210.5 | 0 | 131.5 | 57.5 | 0.5 | 5 | 2 | 0.5 | 1 | 12.5 | 0 | 0 | 0 | 0 |
| 20 | 180.5 | 0 | 108 | 51.5 | 0 | 3.5 | 0.5 | 0 | 1 | 16 | 0 | 0 | 0 | 0 |
| 21 | 160 | 0 | 101.5 | 39 | 1 | 4 | 1 | 0.5 | 0.5 | 11 | 0 | 1.5 | 0 | 0 |
| 22 | 97.5 | 0 | 63 | 17 | 0 | 2 | 0.5 | 0 | 1 | 12 | 0 | 2 | 0 | 0 |
| 23 | 77 | 0 | 46.5 | 17.5 | 0 | 0.5 | 0 | 0.5 | 0 | 10 | 0.5 | 0.5 | 1 | 0 |
| AF 0.87 | 6,380 | 16.5 | 3,666.5 | 1,719 | 20 | 235 | 78.5 | 15.5 | 63 | 541.5 | 9.5 | 14 | 1 | 0 |
| | | 0.3% | 57.5% | 26.9% | 0.3% | 3.7% | 1.2% | 0.2% | 1.0% | 8.5% | 0.1% | 0.2% | 0.0% | 0.0% |
| Site Traffic | | 5,402 Private Unit 84.7% | | 349 Single Unit 5.5% | | | | | 629 Combination Unit 9.9% | | | | | |
| | | 978 Commercial Unit 15.3% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,380 | 4pm | 534 |
| 5,402 | Private | 479 |
| 978 | Commercial | 55 |
| K-Factor 0.08 | SEB | NWB |
| | 214 | 320 |

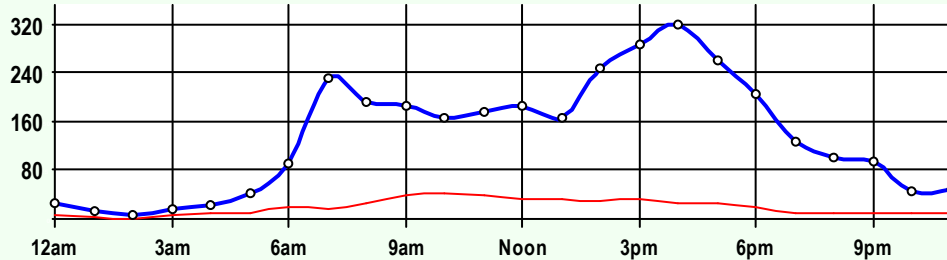
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|----|------------------------------|----|-----|----|----|----|----|
| 6,380 | 17 | 3,667 | 1,719 | 20 | 235 | 79 | 16 | 63 | 542 | 10 | 14 | 1 | 0 |
| Axle Factor 0.87 | 5,402 Private-Unit 83.5% | | | 349 Single-Unit 5.5% | | | 629 Combination-Unit 9.9% | | | | | | |
| | 978 Commercial-Unit 15.3% | | | | | | | | | | | | |



SEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,133 | 7am | 247 |
| 2,616 | Private | 216 |
| 517 | Commercial | 31 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|-------------------------|-----|----|------------------------------|----|-----|----|----|----|----|
| 3,133 | 14 | 1,735 | 868 | 16 | 148 | 41 | 14 | 32 | 253 | 4 | 10 | 0 | 0 |
| Axle Factor 0.87 | 2,616 Private-Unit 83.5% | | | 218 Single-Unit 7.0% | | | 299 Combination-Unit 9.5% | | | | | | |
| | 517 Commercial-Unit 16.5% | | | | | | | | | | | | |



NWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,248 | 4pm | 320 |
| 2,786 | Private | 294 |
| 462 | Commercial | 26 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 3,248 | 3 | 1,932 | 851 | 4 | 87 | 38 | 2 | 31 | 289 | 6 | 4 | 1 | 0 |
| Axle Factor 0.87 | 2,786 Private-Unit 85.8% | | | 131 Single-Unit 4.0% | | | 331 Combination-Unit 10.2% | | | | | | |
| | 462 Commercial-Unit 14.2% | | | | | | | | | | | | |

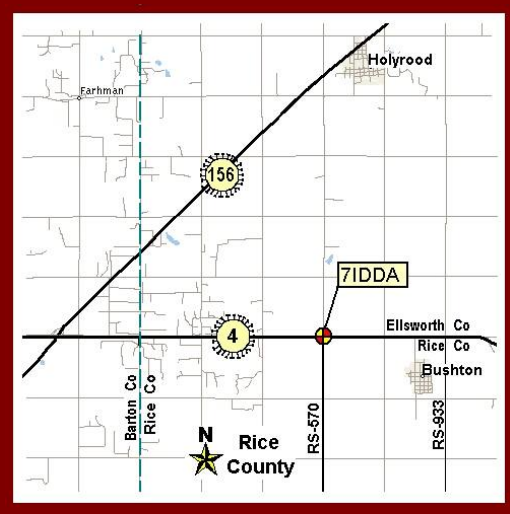
SITE INFORMATION

| | | | |
|-----------------------|--|---------------|--------------------|
| 8K3VW8 | #6850 | Dist 5 | Reno County |
| North-West Leg | Route: K-96 | | |
| | X-Route: SAND CREEK RD | | |
| Location | K-96, 2.25 MI SE OF K-17, SE OF HUTCHINSON | | |
| Site Info | Regular, ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 9/11/06; 9/15/03 | | |
| Comment | LTPP SITE | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 41 | 48 | 10/17/06 12:00 | 10/19/06 11:00 |
| 42 | 48 | 10/17/06 12:00 | 10/19/06 11:00 |
| 81 | 48 | 10/17/06 12:00 | 10/19/06 11:00 |
| 82 | 48 | 10/17/06 12:00 | 10/19/06 11:00 |

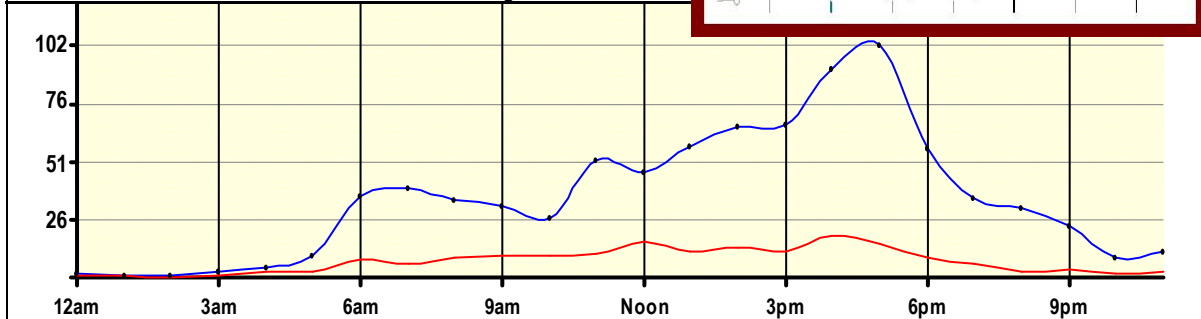
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--------------------------------------|--------|----------------|--|
| 7IDDA7 | | | |
| FC 6 | Dist 5 | Rice County | |
| Rte: K-4 | | West Leg | |
| XRte: RS-570 (4th RD) | | | |
| K-4 W OF RS-570, 3 MI E OF W CO LINE | | | |

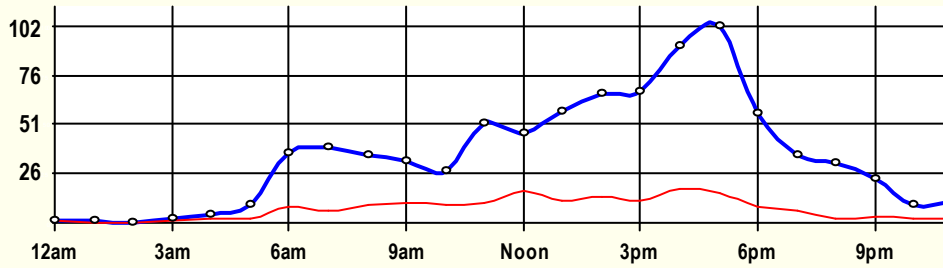


| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 102 at 5pm |
| Pk-Priv: 87 at 5pm |
| Pk -Trk: 18 at 4pm |

Jun '06 48 Hr Survey



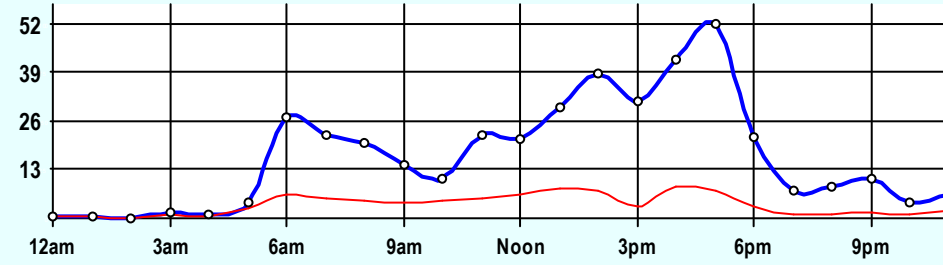
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|-------|---------------------------|-------|------------------------|------|------|------|------|----------------------------|------|------|------|------|------|
| 0 | 1.5 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 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 | 2.5 | 0.5 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 4.5 | 0 | 2 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 5 | 9.5 | 1 | 3 | 3 | 0 | 1.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 6 | 36 | 1 | 15 | 12 | 0 | 4 | 1.5 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 7 | 39 | 0.5 | 15.5 | 16.5 | 1 | 2.5 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 8 | 34.5 | 0.5 | 14 | 11 | 0.5 | 1.5 | 1 | 0 | 1.5 | 3.5 | 0.5 | 0 | 0 | 0.5 |
| 9 | 31.5 | 0.5 | 11.5 | 9.5 | 0 | 3.5 | 3 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 |
| 10 | 26.5 | 0 | 8.5 | 8.5 | 0 | 2 | 2.5 | 0.5 | 1.5 | 3 | 0 | 0 | 0 | 0 |
| 11 | 51.5 | 0.5 | 20.5 | 20 | 1 | 5 | 1 | 0 | 2.5 | 1 | 0 | 0 | 0 | 0 |
| 12 | 46 | 0 | 19 | 11 | 0 | 2 | 4 | 1.5 | 1.5 | 5.5 | 1 | 0.5 | 0 | 0 |
| 13 | 58 | 1.5 | 25.5 | 19.5 | 1 | 3 | 1.5 | 0.5 | 2 | 3 | 0.5 | 0 | 0 | 0 |
| 14 | 66.5 | 2 | 26 | 25 | 0.5 | 3.5 | 1.5 | 0 | 3.5 | 3.5 | 1 | 0 | 0 | 0 |
| 15 | 67.5 | 0 | 35 | 21.5 | 0 | 5 | 2 | 0 | 0.5 | 2.5 | 0.5 | 0.5 | 0 | 0 |
| 16 | 91.5 | 2 | 37 | 34.5 | 0.5 | 5.5 | 3 | 1.5 | 2.5 | 4 | 0 | 0 | 0 | 1 |
| 17 | 102 | 2.5 | 52 | 32.5 | 1.5 | 5 | 3.5 | 0 | 1.5 | 2.5 | 0.5 | 0 | 0.5 | 0 |
| 18 | 56.5 | 1 | 31 | 16 | 0 | 3.5 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| 19 | 35 | 1 | 19.5 | 8.5 | 0 | 2.5 | 1 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 |
| 20 | 30.5 | 0 | 18.5 | 9.5 | 0 | 1 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 21 | 22.5 | 0.5 | 11.5 | 7 | 0 | 1.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 |
| 22 | 9 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 23 | 11 | 0 | 6.5 | 2 | 0 | 1 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| AF 0.87 | 834.5 | 15 | 378.5 | 270 | 6.5 | 55.5 | 29.5 | 4 | 23 | 45 | 4 | 1 | 0.5 | 2 |
| | | 1.8% | 45.4% | 32.4% | 0.8% | 6.7% | 3.5% | 0.5% | 2.8% | 5.4% | 0.5% | 0.1% | 0.1% | 0.2% |
| Site Traffic | | 663.5 Private Unit 79.5% | | 95.5 Single Unit 11.4% | | | | | 75.5 Combination Unit 9.0% | | | | | |
| | | 171 Commercial Unit 20.5% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 835 | 5pm | 102 |
| 664 | Private | 87 |
| 171 | Commercial | 15 |
| K-Factor 0.12 | EB | WB |
| | 52 | 50 |

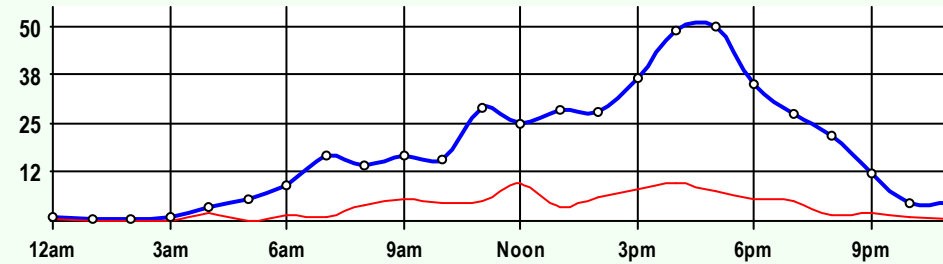
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|--------------------------|----|----|----|----|----|
| 835 | 15 | 379 | 270 | 7 | 56 | 30 | 4 | 23 | 45 | 4 | 1 | 1 | 2 |
| Axle Factor 0.87 | 664 Private-Unit 78.0% | | | 96 Single-Unit 11.4% | | | | 76 Combination-Unit 9.0% | | | | | |
| | 171 Commercial-Unit 20.5% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 398 | 5pm | 52 |
| 310 | Private | 45 |
| 88 | Commercial | 8 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|--------------------------|----|----|----|----|----|
| 398 | 8 | 166 | 136 | 6 | 29 | 15 | 2 | 14 | 20 | 2 | 0 | 1 | 1 |
| Axle Factor 0.87 | 310 Private-Unit 78.0% | | | 51 Single-Unit 12.7% | | | | 37 Combination-Unit 9.3% | | | | | |
| | 88 Commercial-Unit 22.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 437 | 5pm | 50 |
| 354 | Private | 43 |
| 84 | Commercial | 8 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|--------------------------|----|----|----|----|----|
| 437 | 7 | 213 | 134 | 1 | 27 | 15 | 3 | 9 | 26 | 2 | 1 | 0 | 1 |
| Axle Factor 0.87 | 354 Private-Unit 80.9% | | | 45 Single-Unit 10.3% | | | | 39 Combination-Unit 8.8% | | | | | |
| | 84 Commercial-Unit 19.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--------------------------------------|---------------|--------------------|
| 7IDDA7 | #6083 | Dist 5 | Rice County |
| West Leg | Route: K-4 | | |
| | X-Route: RS-570 (4th RD) | | |
| Location | K-4 W OF RS-570, 3 MI E OF W CO LINE | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 3/25/03; 5/9/00; 5/13/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/05/06 11:00 | 06/07/06 10:00 |
| 71 | 48 | 06/05/06 11:00 | 06/07/06 10:00 |

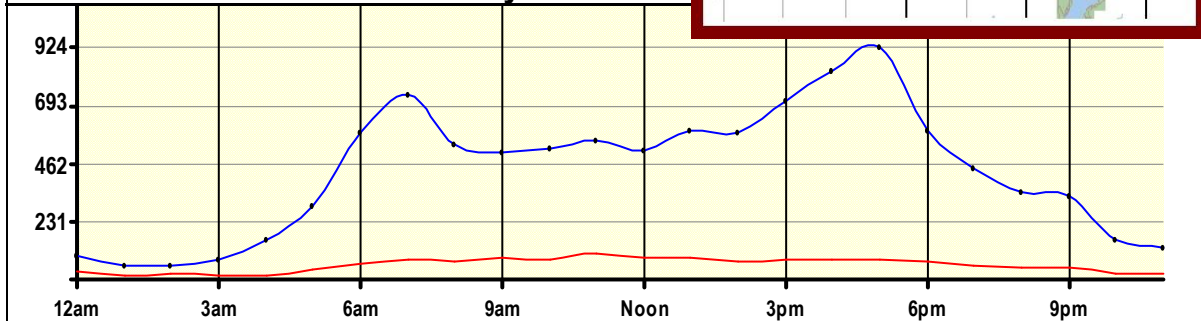
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|------------------------|--|
| 90FN53 | | | |
| FC 2 | Dist 5 | Sedgwick County | |
| Rte: US-54 (US-400) | | East Leg | |
| XRte: K-163 | | | |
| US-54 E OF K-163, N OF GARDEN PLAIN | | | |

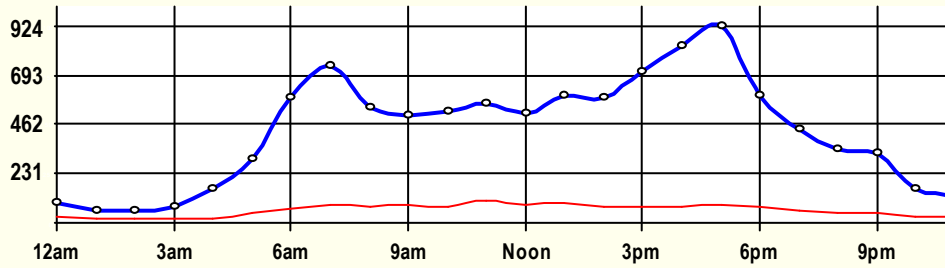


| |
|-----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 924 at 5pm |
| Pk-Priv: 842 at 5pm |
| Pk -Trk: 106 at 11am |

Jun '06 48 Hr Survey



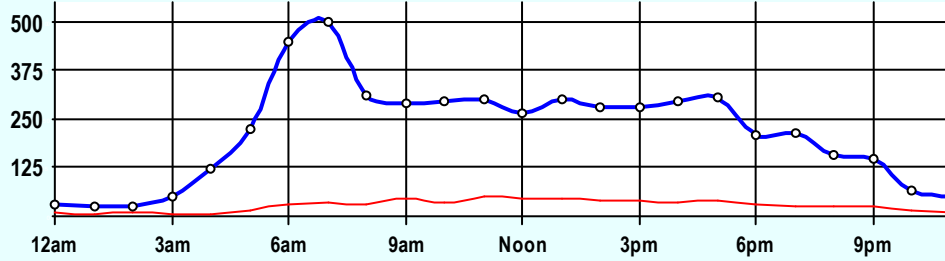
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------|--------------------------------------|----------------|----------------|-------------------------------|--------------|-------------|-------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 94.5 | 1 | 47.5 | 17.5 | 3 | 3.5 | 0.5 | 0 | 1.5 | 17 | 0 | 3 | 0 | 0 |
| 1 | 54 | 0.5 | 29.5 | 10 | 0.5 | 2.5 | 0 | 0 | 0.5 | 9 | 0 | 1 | 0.5 | 0 |
| 2 | 57 | 0.5 | 27 | 8 | 1 | 2.5 | 0.5 | 1 | 2 | 11 | 0 | 3 | 0.5 | 0 |
| 3 | 75.5 | 0 | 43.5 | 15.5 | 2.5 | 3.5 | 1 | 0 | 1.5 | 5 | 0.5 | 2.5 | 0 | 0 |
| 4 | 156.5 | 1.5 | 95 | 41.5 | 2 | 4.5 | 1 | 0 | 1 | 8 | 0 | 0.5 | 1.5 | 0 |
| 5 | 296 | 1 | 162.5 | 90.5 | 3 | 11.5 | 2.5 | 1.5 | 7.5 | 14.5 | 0 | 0.5 | 0.5 | 0.5 |
| 6 | 585 | 7.5 | 335.5 | 176.5 | 2 | 27 | 0 | 1 | 5.5 | 22.5 | 0.5 | 3.5 | 1 | 2.5 |
| 7 | 737 | 4.5 | 449.5 | 203 | 3 | 30 | 3 | 3.5 | 10 | 26.5 | 0.5 | 0.5 | 0.5 | 2.5 |
| 8 | 542.5 | 5.5 | 302 | 163 | 4.5 | 19 | 1 | 1.5 | 6 | 35 | 0.5 | 0 | 1 | 3.5 |
| 9 | 503.5 | 3.5 | 269 | 143 | 3.5 | 21 | 2.5 | 1.5 | 13 | 39.5 | 1.5 | 2.5 | 0.5 | 2.5 |
| 10 | 520 | 2.5 | 278 | 163 | 4 | 21 | 2 | 2 | 7 | 36 | 0 | 1.5 | 1 | 2 |
| 11 | 557.5 | 3 | 295.5 | 153 | 5 | 29 | 7.5 | 6 | 16 | 37.5 | 0.5 | 1.5 | 0 | 3 |
| 12 | 515.5 | 3.5 | 285 | 142.5 | 5 | 21 | 3 | 4 | 12.5 | 33.5 | 1.5 | 1.5 | 1 | 1.5 |
| 13 | 596 | 2.5 | 338 | 166.5 | 4 | 30.5 | 4 | 1 | 9 | 36.5 | 1 | 0.5 | 2 | 0.5 |
| 14 | 588 | 1.5 | 335 | 180.5 | 3 | 25.5 | 7.5 | 0 | 7.5 | 25 | 0 | 0.5 | 0 | 2 |
| 15 | 711 | 4 | 415 | 215.5 | 4.5 | 28.5 | 1 | 0.5 | 6.5 | 31.5 | 0 | 0.5 | 1 | 2.5 |
| 16 | 834.5 | 3.5 | 497 | 258.5 | 4 | 26 | 4.5 | 2.5 | 8 | 26 | 1 | 0.5 | 0.5 | 2.5 |
| 17 | 924.5 | 7 | 579 | 255.5 | 5 | 26 | 3.5 | 2.5 | 8.5 | 31 | 0.5 | 2.5 | 0 | 3.5 |
| 18 | 597 | 7.5 | 341 | 177 | 1.5 | 26 | 1.5 | 1 | 9.5 | 29.5 | 0.5 | 0 | 1 | 1 |
| 19 | 442.5 | 8 | 256.5 | 124 | 3 | 15.5 | 2 | 3.5 | 4 | 23 | 0 | 1.5 | 0.5 | 1 |
| 20 | 349 | 3.5 | 199 | 100.5 | 1 | 10 | 1 | 2 | 5 | 25 | 0 | 1 | 0.5 | 0.5 |
| 21 | 330 | 3.5 | 197.5 | 81.5 | 1 | 12.5 | 1 | 0.5 | 4 | 23 | 0 | 4 | 0 | 1.5 |
| 22 | 162 | 0 | 96.5 | 39 | 0 | 2 | 0.5 | 0 | 2 | 19 | 0 | 3 | 0 | 0 |
| 23 | 127.5 | 2.5 | 69.5 | 30 | 1.5 | 6 | 0 | 0 | 2.5 | 12.5 | 0 | 1.5 | 0.5 | 1 |
| AF | | 78 | 5,943.5 | 2,955.5 | 67.5 | 404.5 | 51 | 35.5 | 150.5 | 577 | 8.5 | 37 | 14 | 34 |
| 0.89 | 10,356.5 | 0.8% | 57.4% | 28.5% | 0.7% | 3.9% | 0.5% | 0.3% | 1.5% | 5.6% | 0.1% | 0.4% | 0.1% | 0.3% |
| Site Traffic | | 8,977 Private Unit 86.7% | | | 558.5 Single Unit 5.4% | | | | 821 Combination Unit 7.9% | | | | | |
| | | 1,379.5 Commercial Unit 13.3% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 10,357 | 5pm | 924 |
| 8,977 | Private | 842 |
| 1,380 | Commercial | 83 |
| K-Factor 0.09 | EB | WB |
| | 306 | 618 |

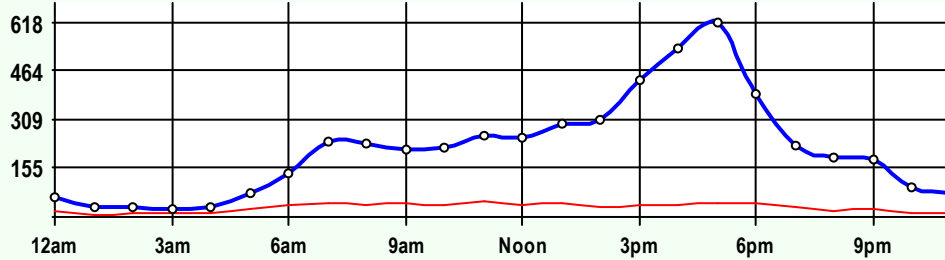
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|-----|----|----|---------------------------|-----|----|----|----|----|
| 10,357 | 78 | 5,944 | 2,956 | 68 | 405 | 51 | 36 | 151 | 577 | 9 | 37 | 14 | 34 |
| Axle Factor 0.89 | 8,977 Private-Unit 87.2% | | | 559 Single-Unit 5.4% | | | | 821 Combination-Unit 7.9% | | | | | |
| | 1,380 Commercial-Unit 13.3% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,198 | 7am | 500 |
| 4,534 | Private | 464 |
| 664 | Commercial | 37 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-------|----------------------|-----|----|----|---------------------------|-----|----|----|----|----|
| 5,198 | 41 | 3,023 | 1,471 | 32 | 196 | 23 | 21 | 64 | 287 | 4 | 17 | 6 | 16 |
| Axle Factor 0.89 | 4,534 Private-Unit 87.2% | | | 271 Single-Unit 5.2% | | | | 393 Combination-Unit 7.6% | | | | | |
| | 664 Commercial-Unit 12.8% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,159 | 5pm | 619 |
| 4,443 | Private | 574 |
| 716 | Commercial | 45 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-------|----------------------|-----|----|----|---------------------------|-----|----|----|----|----|
| 5,159 | 38 | 2,921 | 1,485 | 36 | 209 | 28 | 15 | 87 | 291 | 5 | 20 | 8 | 19 |
| Axle Factor 0.89 | 4,443 Private-Unit 86.1% | | | 288 Single-Unit 5.6% | | | | 429 Combination-Unit 8.3% | | | | | |
| | 716 Commercial-Unit 13.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|-------------------------------------|--------|-----------------|
| 90FN53 | #6082 | Dist 5 | Sedgwick County |
| East Leg | Route: US-54 (US-400) | | |
| | X-Route: K-163 | | |
| Location | US-54 E OF K-163, N OF GARDEN PLAIN | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 1/28/03; 5/2/00; 6/2/97 | | |
| Comment | Survey During Wheat Harvest | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/05/06 12:00 | 06/07/06 11:00 |
| 32 | 48 | 06/05/06 12:00 | 06/07/06 11:00 |
| 71 | 48 | 06/05/06 12:00 | 06/07/06 11:00 |
| 72 | 48 | 06/05/06 12:00 | 06/07/06 11:00 |

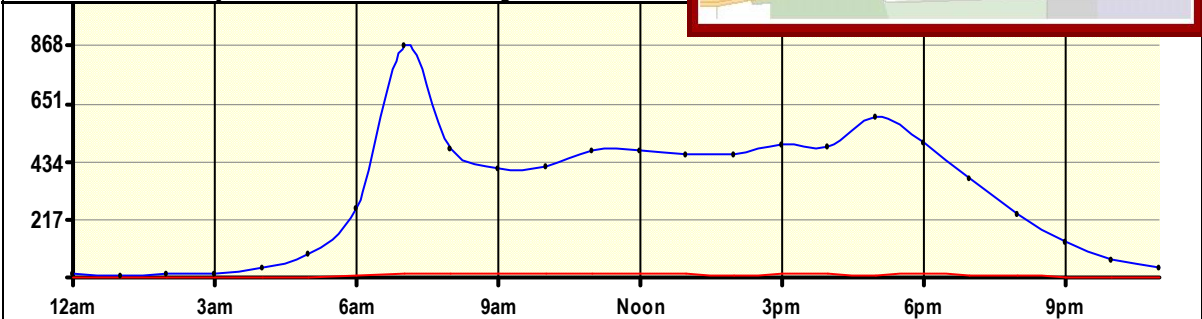
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|---|-----------------------|------------------------|--|
| 9HFNE3 | Iso-Tubes Used | | |
| FC 16 | Dist 5 | Sedgwick County | |
| Rte: C-6350 (MAPLE) | | East Leg | |
| XRte: MAMIE LA | | | |
| MAPLE ST E OF MAMIE LA, IN WICHITA | | | |



| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 868 at 7am |
| Pk-Priv: 850 at 7am |
| Pk -Trk: 18 at 10am |

Sep '06 48 Hr Survey

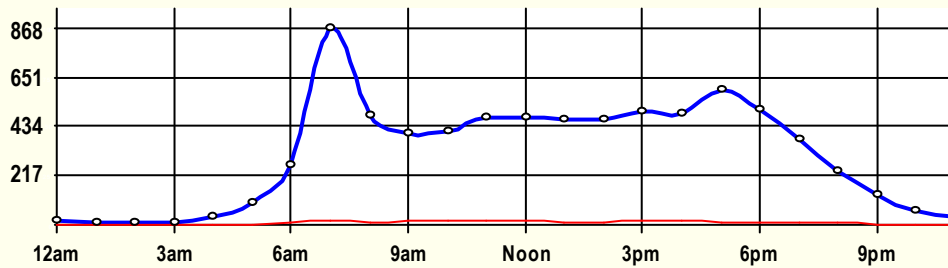


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------------------------------|----------------|---------------------------------|--------------|----------------|-------------------------------|--------------|-------------|-------------|---------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 18 | 0.5 | 15.5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 6 | 0 | 5.5 | 0.5 | 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 | 12.5 | 0 | 10 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 34.5 | 0.5 | 23.5 | 10.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 93 | 0 | 67 | 25.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 264 | 2 | 168.5 | 85.5 | 1 | 5 | 0.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 7 | 868 | 7 | 634.5 | 209 | 2 | 12 | 0 | 0 | 3 | 0.5 | 0 | 0 | 0 | 0 |
| 8 | 486 | 2.5 | 338.5 | 133.5 | 0 | 8 | 2 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9 | 406.5 | 1.5 | 275.5 | 115.5 | 0.5 | 11 | 0.5 | 0.5 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 10 | 415 | 0.5 | 277.5 | 119.5 | 2.5 | 10 | 1.5 | 2 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 11 | 476 | 0.5 | 329.5 | 130 | 0.5 | 13.5 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 12 | 472.5 | 1.5 | 331.5 | 125 | 1.5 | 10 | 0 | 0.5 | 1.5 | 1 | 0 | 0 | 0 | 0 |
| 13 | 463.5 | 5 | 320.5 | 125 | 0 | 11.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 14 | 460 | 4 | 317 | 128 | 0 | 9 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 15 | 498.5 | 2 | 347.5 | 132.5 | 1 | 11 | 0.5 | 1 | 2.5 | 0.5 | 0 | 0 | 0 | 0 |
| 16 | 491.5 | 2 | 336.5 | 139 | 0.5 | 11.5 | 0 | 0 | 1.5 | 0 | 0 | 0.5 | 0 | 0 |
| 17 | 599 | 3.5 | 434.5 | 150 | 0 | 9 | 0.5 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18 | 507.5 | 1 | 374 | 120.5 | 0 | 8 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 19 | 374.5 | 4 | 270 | 91 | 0 | 8.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 240.5 | 2 | 170 | 63.5 | 0 | 4 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 21 | 130.5 | 0.5 | 104.5 | 24 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 65 | 0 | 52 | 12.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 35 | 0 | 31.5 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF | | 40.5 | 5,244 | 1,951.5 | 9.5 | 144.5 | 8 | 10.5 | 15 | 5.5 | 0 | 0.5 | 0 | 0 |
| 0.99 | 7,429.5 | 0.5% | 70.6% | 26.3% | 0.1% | 1.9% | 0.1% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| Site Traffic | | 7,236 Private Unit 97.4% | | | 172.5 Single Unit 2.3% | | | | 21 Combination Unit 0.3% | | | | | |
| 193.5 Commercial Unit 2.6% | | | | | | | | | | | | | | |

9HFNE3

Classification Summary

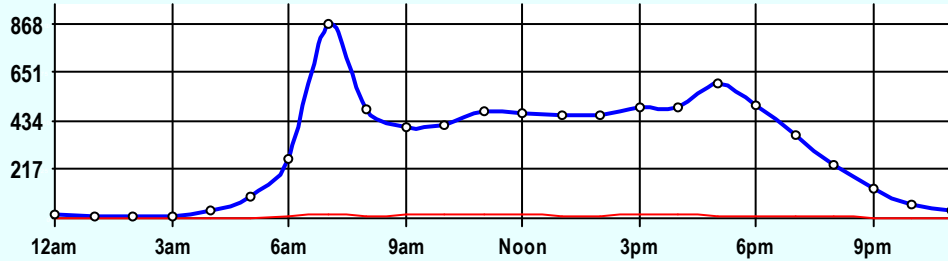
September 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,430 | 7am | 868 |
| 7,236 | Private | 851 |
| 194 | Commercial | 18 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|--------------------------|------|------|------|------|------|
| 7,430 | 41 | 5,244 | 1,952 | 10 | 145 | 8 | 11 | 15 | 6 | 0 | 1 | 0 | 0 |
| Axle Factor 0.99 | 0.5% | 70.6% | 26.3% | 0.1% | 1.9% | 0.1% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 7,236 Private-Unit 97.4% | | | 173 Single-Unit 2.3% | | | | 21 Combination-Unit 0.3% | | | | | |
| | 194 Commercial-Unit 2.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,430 | 7am | 868 |
| 7,236 | Private | 851 |
| 194 | Commercial | 18 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|--------------------------|------|------|------|------|------|
| 7,430 | 41 | 5,244 | 1,952 | 10 | 145 | 8 | 11 | 15 | 6 | 0 | 1 | 0 | 0 |
| Axle Factor 0.99 | 0.5% | 70.6% | 26.3% | 0.1% | 1.9% | 0.1% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 7,236 Private-Unit 97.4% | | | 173 Single-Unit 2.3% | | | | 21 Combination-Unit 0.3% | | | | | |
| | 194 Commercial-Unit 2.6% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--|---------------|------------------------|
| 9HFNE3 | #6832 | Dist 5 | Sedgwick County |
| East Leg | Route: C-6350 (MAPLE) X-Route: MAMIE LA | | |
| Location | MAPLE ST E OF MAMIE LA, IN WICHITA | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 6/23/03; 6/26/00; 9/30/97 | | |
| Comment | Only EB. | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 09/18/06 14:00 | 09/20/06 13:00 |
| 32 | 48 | 09/18/06 14:00 | 09/20/06 13:00 |

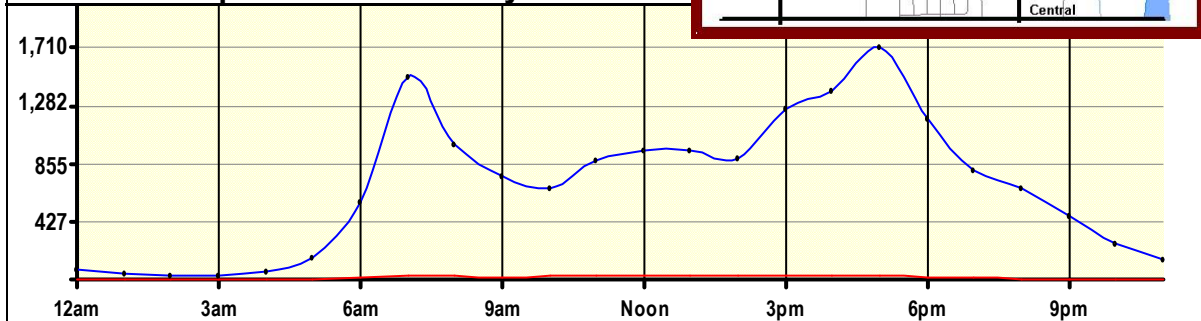
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|-------------------------------------|----------------|------------------------|--|
| 910097 | Iso-Tubes Used | | |
| FC 16 | Dist 5 | Sedgwick County | |
| Rte: C-6380 (13th) | | West Leg | |
| XRte: MORGANTOWN | | | |
| 13th ST W OF MORGANTOWN, IN WICHITA | | | |



| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 1710 at 5pm |
| Pk-Priv: 1682 at 5pm |
| Pk -Trk: 36 at 7am |

Sep '06 48 Hr Survey

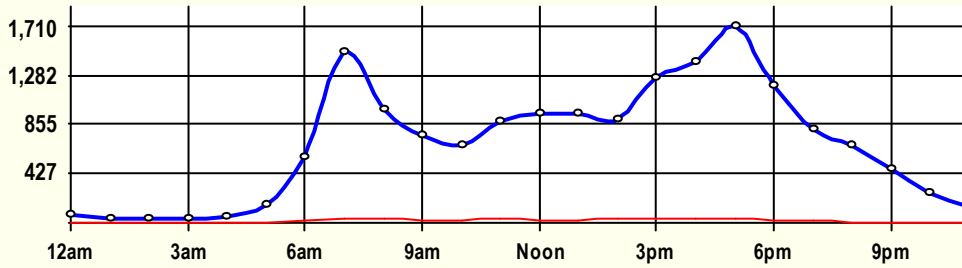


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|----------------|----------|----------------------------|-----------------|----------------|------------------------|--------------|-------------|-----------|--------------------------|------------|----------|----------|----------|----------|
| 0 | 74.5 | 0 | 54.5 | 18.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 43 | 0 | 32 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 31 | 0 | 26.5 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 33 | 0 | 23.5 | 8.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 54 | 0 | 36.5 | 15.5 | 0.5 | 1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 5 | 163.5 | 0.5 | 111.5 | 48 | 1 | 2 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 6 | 569 | 1 | 391.5 | 164.5 | 1 | 9.5 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 1,490 | 3 | 1,125 | 325.5 | 12 | 19.5 | 1.5 | 1 | 2 | 0.5 | 0 | 0 | 0 | 0 |
| 8 | 991 | 1 | 721 | 239.5 | 5.5 | 20 | 1 | 1.5 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 9 | 765.5 | 1 | 547.5 | 197.5 | 1.5 | 14 | 1.5 | 1.5 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 10 | 677.5 | 0.5 | 448.5 | 205.5 | 3.5 | 17.5 | 1 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 11 | 884 | 0 | 626 | 228.5 | 2.5 | 20 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 |
| 12 | 950 | 0.5 | 694.5 | 230 | 2.5 | 19 | 1.5 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 13 | 948 | 0.5 | 684.5 | 239 | 2.5 | 19 | 0.5 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 14 | 895 | 0 | 642.5 | 219.5 | 5.5 | 22.5 | 2.5 | 2 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 15 | 1,257.5 | 2 | 911 | 308.5 | 8.5 | 22.5 | 2 | 1.5 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 16 | 1,397 | 0 | 1,014 | 348 | 3.5 | 25 | 3.5 | 1 | 1.5 | 0.5 | 0 | 0 | 0 | 0 |
| 17 | 1,709.5 | 3 | 1,290 | 388.5 | 0.5 | 23 | 0 | 3 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 18 | 1,189 | 3 | 904 | 262.5 | 1.5 | 14.5 | 0 | 1 | 1.5 | 1 | 0 | 0 | 0 | 0 |
| 19 | 809 | 0.5 | 616 | 182.5 | 0 | 7 | 0 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 20 | 669 | 1.5 | 530 | 131 | 0.5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 467.5 | 0.5 | 371 | 91.5 | 1 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 258 | 0.5 | 212.5 | 41 | 0.5 | 3 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 23 | 143 | 0 | 110.5 | 30.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF 1.00 | 16,468.5 | 19 | 12,124.5 | 3,938.5 | 54.5 | 272.5 | 17.5 | 21 | 11.5 | 9.5 | 0 | 0 | 0 | 0 |
| | | 0.1% | 73.6% | 23.9% | 0.3% | 1.7% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| Site Traffic | | 16,082 Private Unit 97.7% | | | 365.5 Single Unit 2.2% | | | | 21 Combination Unit 0.1% | | | | | |
| | | 386.5 Commercial Unit 2.3% | | | | | | | | | | | | |

910097

Classification Summary

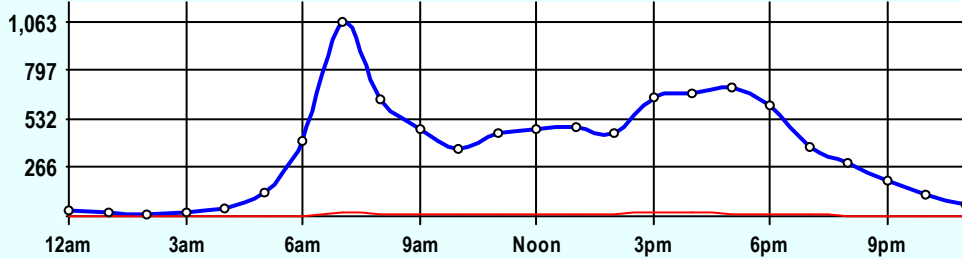
September 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 16,469 | 5pm | 1710 |
| 16,082 | Private | 1,682 |
| 387 | Commercial | 28 |
| K-Factor 0.10 | EB | WB |
| | 700 | 1009 |

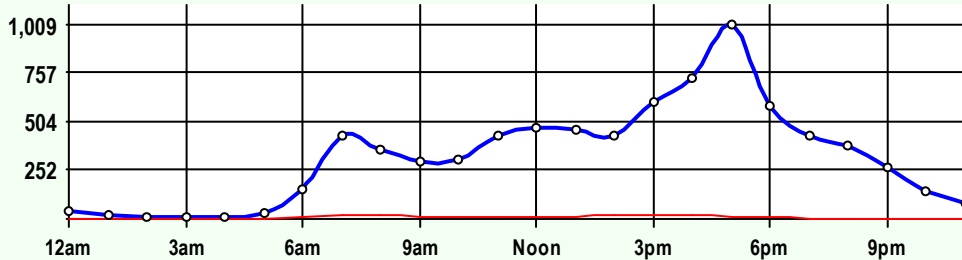
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|--------|-------|----------------------|------|------|------|--------------------------|------|------|------|------|------|
| 16,469 | 19 | 12,125 | 3,939 | 55 | 273 | 18 | 21 | 12 | 10 | 0 | 0 | 0 | 0 |
| Axle Factor 1.00 | 0.1% | 73.6% | 23.9% | 0.3% | 1.7% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 16,082 Private-Unit 97.7% | | | 366 Single-Unit 2.2% | | | | 21 Combination-Unit 0.1% | | | | | |
| | 387 Commercial-Unit 2.3% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 8,768 | 7am | 1,063 |
| 8,570 | Private | 1,045 |
| 198 | Commercial | 19 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|--------------------------|------|------|------|------|------|
| 8,768 | 14 | 6,495 | 2,062 | 25 | 134 | 14 | 14 | 9 | 4 | 0 | 0 | 0 | 0 |
| Axle Factor 1.00 | 0.2% | 74.1% | 23.5% | 0.3% | 1.5% | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 8,570 Private-Unit 97.7% | | | 186 Single-Unit 2.1% | | | | 12 Combination-Unit 0.1% | | | | | |
| | 198 Commercial-Unit 2.3% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,701 | 5pm | 1,009 |
| 7,512 | Private | 994 |
| 189 | Commercial | 15 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|------|------|------|-------------------------|------|------|------|------|------|
| 7,701 | 5 | 5,630 | 1,877 | 30 | 139 | 4 | 7 | 3 | 6 | 0 | 0 | 0 | 0 |
| Axle Factor 1.00 | 0.1% | 73.1% | 24.4% | 0.4% | 1.8% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| | 7,512 Private-Unit 97.6% | | | 180 Single-Unit 2.3% | | | | 9 Combination-Unit 0.1% | | | | | |
| | 189 Commercial-Unit 2.4% | | | | | | | | | | | | |

SITE INFORMATION

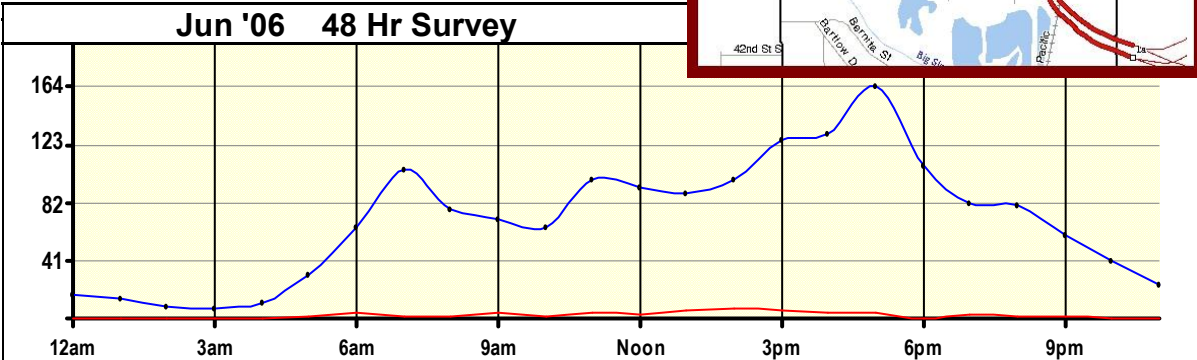
| | | | |
|------------|-------------------------------------|--------|-----------------|
| 910097 | #6833 | Dist 5 | Sedgwick County |
| West Leg | Route: C-6380 (13th) | | |
| | X-Route: MORGANTOWN | | |
| Location | 13th ST W OF MORGANTOWN, IN WICHITA | | |
| Site Info | | | |
| Event Info | | | |
| History | 8/11/03; 5/22/00; 6/2/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 09/18/06 14:00 | 09/20/06 13:00 |
| 32 | 48 | 09/18/06 14:00 | 09/20/06 13:00 |
| 71 | 48 | 09/18/06 14:00 | 09/20/06 13:00 |
| 72 | 48 | 09/18/06 14:00 | 09/20/06 13:00 |

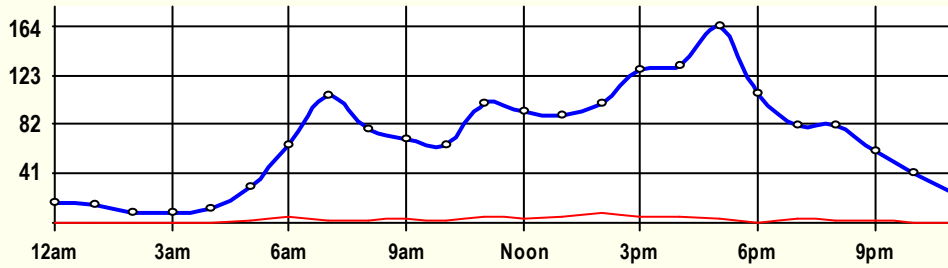
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|----------------------------------|--------|-----------------|--|
| 9PILT5 | | | |
| FC 14 | Dist 5 | Sedgwick County | |
| Rte: C-6351 (GOLD ST) | | South Leg | |
| XRte: 35th ST | | | |
| GOLD ST S OF 35th ST, IN WICHITA | | | |

| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 164 at 5pm |
| Pk-Priv: 160 at 5pm |
| Pk -Trk: 8 at 2pm |



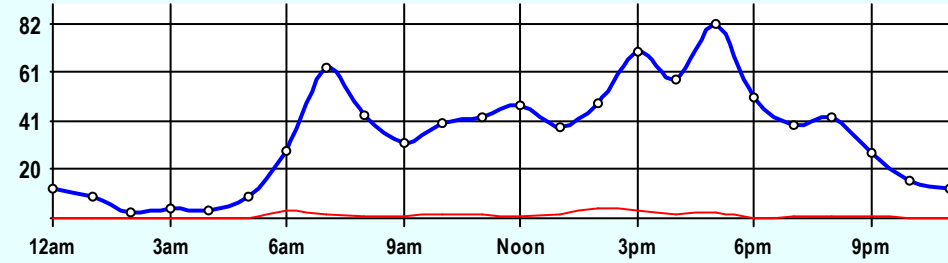
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|--------------|-------|----------------------------|-------|-------|-----------------------|------|------|------|-------------------------|------|------|------|------|------|
| 0 | 16.5 | 0 | 11.5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 14.5 | 0 | 11.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 7.5 | 0 | 5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 11.5 | 0 | 8 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 30.5 | 0 | 18.5 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 65 | 0.5 | 40.5 | 19.5 | 2 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 106 | 0.5 | 83.5 | 20.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 77.5 | 0 | 59.5 | 16.5 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 70.5 | 0 | 45 | 21.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 65 | 0.5 | 47.5 | 15.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 99 | 1 | 64 | 29.5 | 0 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 93.5 | 0 | 65.5 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 89.5 | 0.5 | 59.5 | 24 | 0.5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 14 | 99 | 1 | 62 | 28.5 | 1 | 5.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0.5 |
| 15 | 127.5 | 2 | 85 | 35 | 0 | 5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 131.5 | 3 | 96.5 | 27.5 | 0 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 164.5 | 1 | 133.5 | 26 | 0.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 |
| 18 | 108.5 | 1.5 | 90.5 | 16 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 82 | 10.5 | 55.5 | 12.5 | 0 | 1 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 | 0.5 |
| 20 | 81 | 2.5 | 62 | 15.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 59 | 0.5 | 45.5 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 41 | 0.5 | 36 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 24.5 | 0 | 21 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF 0.99 | 1,673 | 25.5 | 1,213 | 380 | 4 | 45 | 1 | 0.5 | 2 | 0 | 0 | 0 | 0 | 2 |
| | | 1.5% | 72.5% | 22.7% | 0.2% | 2.7% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% |
| Site Traffic | | 1,618.5 Private Unit 96.7% | | | 50.5 Single Unit 3.0% | | | | 4 Combination Unit 0.2% | | | | | |
| | | 54.5 Commercial Unit 3.3% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,673 | 5pm | 164 |
| 1,619 | Private | 161 |
| 55 | Commercial | 4 |
| K-Factor 0.10 | NB | SB |
| | 82 | 83 |

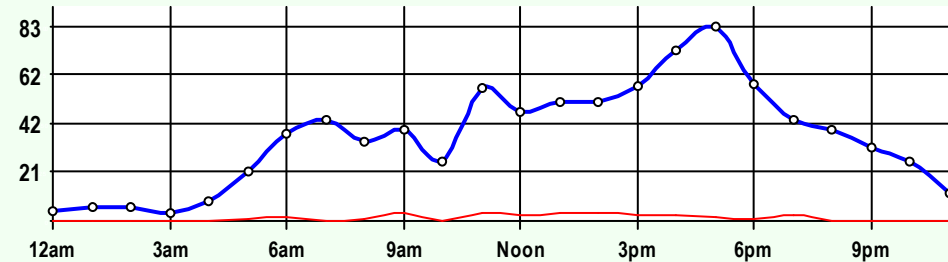
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|---------------------|----|---|---|-------------------------|---|----|----|----|----|
| 1,673 | 26 | 1,213 | 380 | 4 | 45 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 |
| Axle Factor 0.99 | 1,619 Private-Unit 96.7% | | | 51 Single-Unit 3.0% | | | | 4 Combination-Unit 0.2% | | | | | |
| | 55 Commercial-Unit 3.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 820 | 5pm | 82 |
| 793 | Private | 79 |
| 27 | Commercial | 3 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|-------------------------|---|----|----|----|----|
| 820 | 11 | 591 | 192 | 1 | 24 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Axle Factor 1.00 | 793 Private-Unit 96.7% | | | 26 Single-Unit 3.1% | | | | 2 Combination-Unit 0.2% | | | | | |
| | 27 Commercial-Unit 3.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 853 | 5pm | 83 |
| 826 | Private | 82 |
| 28 | Commercial | 2 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|-------------------------|---|----|----|----|----|
| 853 | 15 | 623 | 188 | 3 | 21 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| Axle Factor 0.99 | 826 Private-Unit 96.8% | | | 25 Single-Unit 2.9% | | | | 3 Combination-Unit 0.3% | | | | | |
| | 28 Commercial-Unit 3.2% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|----------------------------------|--------|-----------------|
| 9PILT5 | #6139 | Dist 5 | Sedgwick County |
| South Leg | Route: C-6351 (GOLD ST) | | |
| | X-Route: 35th ST | | |
| Location | GOLD ST S OF 35th ST, IN WICHITA | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 9/23/03; 4/17/00; 9/15/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 06/26/06 13:00 | 06/28/06 12:00 |
| 51 | 48 | 06/26/06 13:00 | 06/28/06 12:00 |

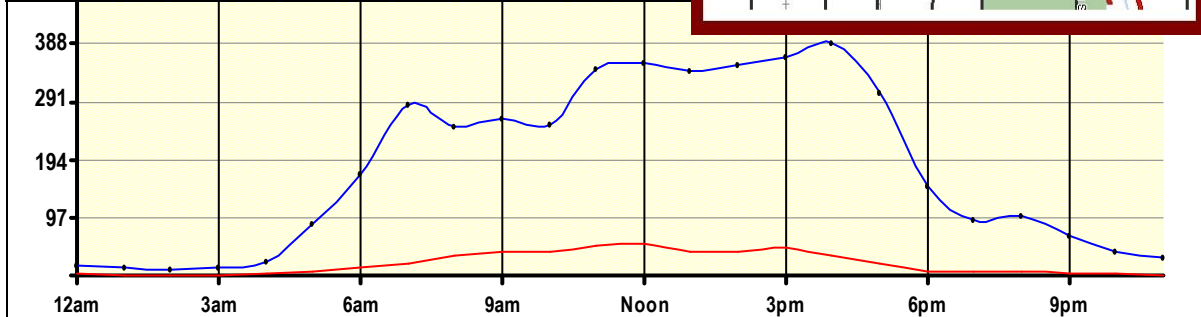
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|----------------------------|------------------------|--|
| 9POOA5 | WIM, Iso-Tubes Used | | |
| FC 16 | Dist 5 | Sedgwick County | |
| Rte: C-6401 (MOSLEY AVE) | | South Leg | |
| XRte: 16th ST | | | |
| MOSLEY AVE S OF 16th ST, IN WICHITA | | | |

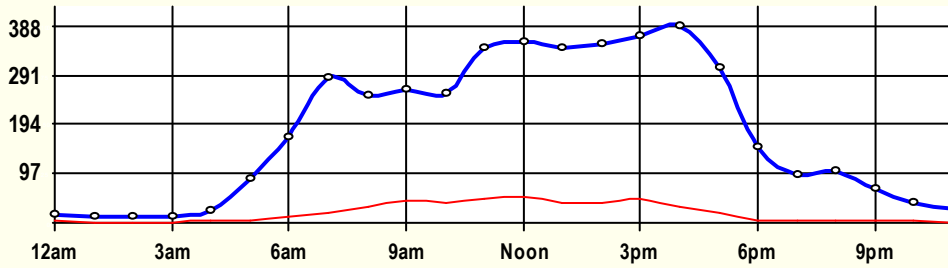
| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 388 at 4pm |
| Pk-Priv: 355 at 4pm |
| Pk -Trk: 52 at Noon |



Aug '06 48 Hr Survey



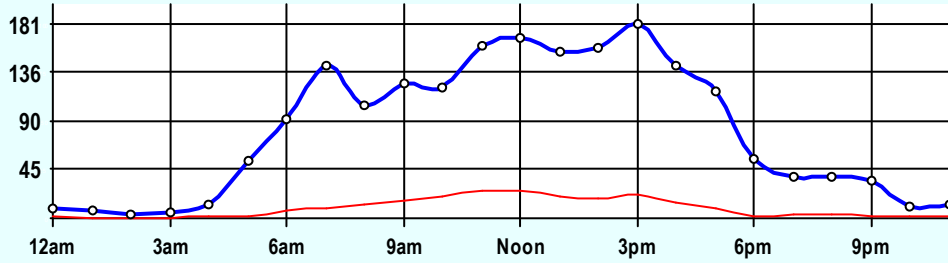
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------|----------------------------------|----------------|--------------|-----------------------------|-------------|-------------|-------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 17.5 | 0 | 10.5 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 1 | 13 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 10.5 | 0.5 | 7.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 13 | 0 | 8.5 | 4 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 23 | 0 | 14 | 5 | 0 | 1 | 0.5 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 5 | 85 | 1.5 | 49.5 | 28.5 | 0.5 | 0.5 | 1 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 6 | 170 | 2 | 93 | 62.5 | 0 | 5.5 | 1 | 0 | 0.5 | 5.5 | 0 | 0 | 0 | 0 |
| 7 | 286.5 | 4 | 183.5 | 77.5 | 0 | 9 | 2.5 | 1.5 | 0 | 8 | 0.5 | 0 | 0 | 0 |
| 8 | 249 | 2.5 | 128.5 | 85.5 | 0.5 | 19.5 | 2.5 | 1.5 | 1.5 | 7 | 0 | 0 | 0 | 0 |
| 9 | 262.5 | 1.5 | 120 | 99.5 | 0 | 16.5 | 5.5 | 0.5 | 4 | 15 | 0 | 0 | 0 | 0 |
| 10 | 254 | 2.5 | 127.5 | 84 | 0 | 18 | 4 | 2 | 4 | 11.5 | 0.5 | 0 | 0 | 0 |
| 11 | 345.5 | 0.5 | 188 | 108.5 | 0.5 | 20.5 | 6.5 | 1.5 | 4 | 15.5 | 0 | 0 | 0 | 0 |
| 12 | 357 | 2 | 190 | 112.5 | 0 | 25 | 3 | 1 | 4.5 | 17.5 | 1 | 0.5 | 0 | 0 |
| 13 | 343.5 | 2 | 189.5 | 113 | 0 | 19.5 | 2.5 | 0 | 2.5 | 14 | 0.5 | 0 | 0 | 0 |
| 14 | 352 | 1 | 188.5 | 121.5 | 1 | 16.5 | 3 | 2 | 3 | 15.5 | 0 | 0 | 0 | 0 |
| 15 | 366.5 | 1.5 | 203.5 | 115 | 0.5 | 19 | 4 | 0.5 | 7 | 15 | 0.5 | 0 | 0 | 0 |
| 16 | 388 | 3 | 245 | 107 | 0.5 | 11.5 | 2.5 | 0 | 3.5 | 14.5 | 0.5 | 0 | 0 | 0 |
| 17 | 304.5 | 1 | 207.5 | 75.5 | 0.5 | 8 | 1 | 0 | 2.5 | 7.5 | 1 | 0 | 0 | 0 |
| 18 | 149.5 | 0 | 100.5 | 44 | 0 | 2 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 19 | 94.5 | 1 | 66 | 22 | 0 | 3.5 | 0 | 0.5 | 0 | 1 | 0.5 | 0 | 0 | 0 |
| 20 | 100 | 0 | 70 | 25 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 21 | 67 | 0.5 | 42 | 21.5 | 0 | 0.5 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 22 | 39.5 | 0.5 | 31 | 6 | 0 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 28.5 | 0 | 20.5 | 6.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| AF 0.93 | 4,320 | 27.5 | 2,495.5 | 1,334 | 4 | 198 | 40 | 11 | 37.5 | 167 | 5 | 0.5 | 0 | 0 |
| | | 0.6% | 57.8% | 30.9% | 0.1% | 4.6% | 0.9% | 0.3% | 0.9% | 3.9% | 0.1% | 0.0% | 0.0% | 0.0% |
| Site Traffic | | 3,857 Private Unit 89.3% | | | 253 Single Unit 5.9% | | | | 210 Combination Unit 4.9% | | | | | |
| | | 463 Commercial Unit 10.7% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,320 | 4pm | 388 |
| 3,857 | Private | 355 |
| 463 | Commercial | 33 |
| K-Factor 0.09 | NB | SB |
| | 142 | 246 |

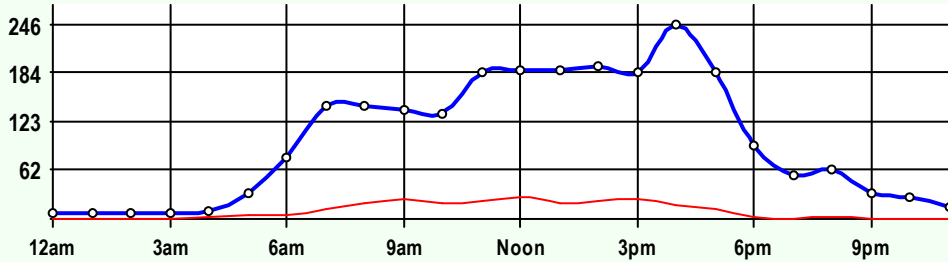
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-------|----------------------|-----|----|----|---------------------------|-----|----|----|----|----|
| 4,320 | 28 | 2,496 | 1,334 | 4 | 198 | 40 | 11 | 38 | 167 | 5 | 1 | 0 | 0 |
| Axle Factor 0.93 | 3,857 Private-Unit 88.6% | | | 253 Single-Unit 5.9% | | | | 210 Combination-Unit 4.9% | | | | | |
| | 463 Commercial-Unit 10.7% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,953 | 3pm | 181 |
| 1,730 | Private | 159 |
| 223 | Commercial | 23 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-----|----------------------|-----|----|---|--------------------------|----|----|----|----|----|
| 1,953 | 17 | 1,040 | 674 | 1 | 113 | 13 | 6 | 16 | 72 | 2 | 1 | 0 | 0 |
| Axle Factor 0.93 | 1,730 Private-Unit 88.6% | | | 133 Single-Unit 6.8% | | | | 91 Combination-Unit 4.6% | | | | | |
| | 223 Commercial-Unit 11.4% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,367 | 4pm | 246 |
| 2,127 | Private | 228 |
| 240 | Commercial | 19 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-----|----------------------|----|----|---|---------------------------|----|----|----|----|----|
| 2,367 | 11 | 1,456 | 661 | 4 | 85 | 27 | 5 | 22 | 95 | 3 | 0 | 0 | 0 |
| Axle Factor 0.93 | 2,127 Private-Unit 89.9% | | | 121 Single-Unit 5.1% | | | | 120 Combination-Unit 5.0% | | | | | |
| | 240 Commercial-Unit 10.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|-------------------------------------|--------|-----------------|
| 9POOA5 | #6864 | Dist 5 | Sedgwick County |
| South Leg | Route: C-6401 (MOSLEY AVE) | | |
| | X-Route: 16th ST | | |
| Location | MOSLEY AVE S OF 16th ST, IN WICHITA | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 8/11/03; 6/26/00; 7/14/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 08/14/06 13:00 | 08/16/06 12:00 |
| 12 | 48 | 08/14/06 13:00 | 08/16/06 12:00 |
| 51 | 48 | 08/14/06 13:00 | 08/16/06 12:00 |
| 52 | 48 | 08/14/06 13:00 | 08/16/06 12:00 |

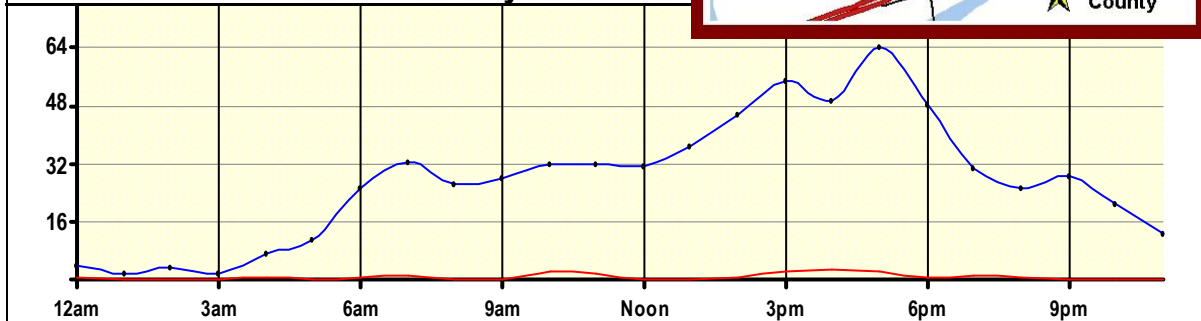
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|------------------------|--|
| 9QXLY3 | | | |
| FC 17 | Dist 5 | Sedgwick County | |
| Rte: C-6290 (31st) | | East Leg | |
| XRte: PATTIE | | | |
| 31st ST E OF PATTIE, IN WICHITA | | | |



| Peak-Hour Traffic |
|---------------------------|
| Pk-Vol: 64 at 5pm |
| Pk-Priv: 62 at 5pm |
| Pk -Trk: 2 at 4pm |

Jun '06 48 Hr Survey

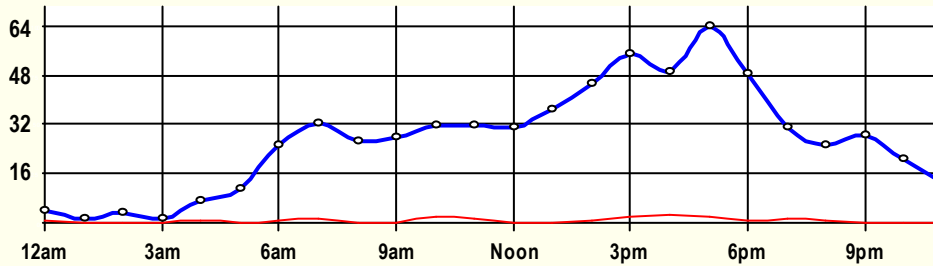


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------|--------------------------------|--------------|--------------|------------------------------|-------------|-------------|-------------|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 4 | 0 | 2.5 | 1 | 0 | 0.5 | 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 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 7 | 0 | 5 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 11 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 25 | 0 | 19.5 | 5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 32 | 0 | 23.5 | 7.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 26 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 27.5 | 0 | 21 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 31.5 | 0 | 23 | 6.5 | 0 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 31.5 | 0.5 | 24.5 | 5 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 12 | 31 | 0.5 | 24 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 36.5 | 0.5 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 45 | 0 | 39.5 | 5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 54.5 | 1 | 39.5 | 12 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 |
| 16 | 49 | 0.5 | 38 | 8 | 0 | 1.5 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 63.5 | 1 | 47.5 | 13 | 0.5 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 18 | 48 | 0.5 | 42.5 | 4.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 30.5 | 0.5 | 23.5 | 5.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 25 | 0 | 20.5 | 4 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 28.5 | 1 | 23 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 20.5 | 0 | 17 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 12.5 | 0 | 11.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF | 646 | 6 | 508.5 | 116.5 | 0.5 | 10 | 2 | 1 | 1 | 0 | 0 | 0.5 | 0 | 0 |
| 0.99 | | 0.9% | 78.7% | 18.0% | 0.1% | 1.5% | 0.3% | 0.2% | 0.2% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| | Site Traffic | 631 Private Unit 97.7% | | | 13.5 Single Unit 2.1% | | | | 1.5 Combination Unit 0.2% | | | | | |
| | | 15 Commercial Unit 2.3% | | | | | | | | | | | | |

9QXLY3

Classification Summary

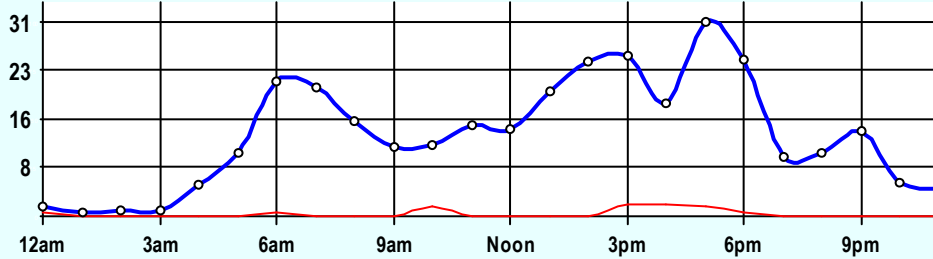
June 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 646 | 5pm | 64 |
| 631 | Private | 62 |
| 15 | Commercial | 2 |
| K-Factor 0.10 | EB | WB |
| | 31 | 32 |

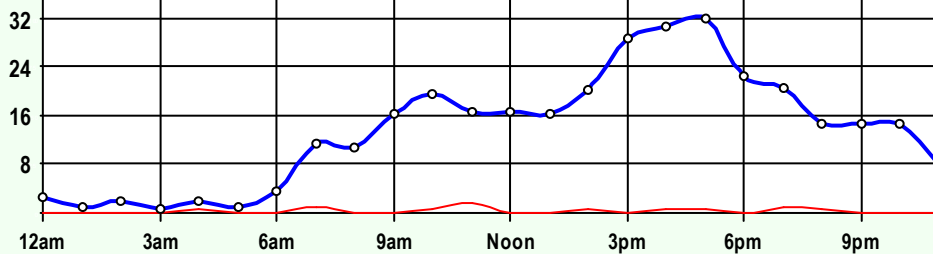
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|-------------------------|---|----|----|----|----|
| 646 | 6 | 509 | 117 | 1 | 10 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| Axle Factor 0.99 | 631 Private-Unit 97.3% | | | 14 Single-Unit 2.1% | | | | 2 Combination-Unit 0.2% | | | | | |
| | 15 Commercial-Unit 2.3% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 314 | 5pm | 31 |
| 306 | Private | 30 |
| 9 | Commercial | 2 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|-------------------------|---|----|----|----|----|
| 314 | 2 | 239 | 66 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Axle Factor 1.00 | 306 Private-Unit 97.3% | | | 8 Single-Unit 2.5% | | | | 1 Combination-Unit 0.2% | | | | | |
| | 9 Commercial-Unit 2.7% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 332 | 5pm | 33 |
| 326 | Private | 32 |
| 7 | Commercial | 1 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|-------------------------|---|----|----|----|----|
| 332 | 5 | 270 | 51 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Axle Factor 0.99 | 326 Private-Unit 98.0% | | | 6 Single-Unit 1.7% | | | | 1 Combination-Unit 0.3% | | | | | |
| | 7 Commercial-Unit 2.0% | | | | | | | | | | | | |

SITE INFORMATION

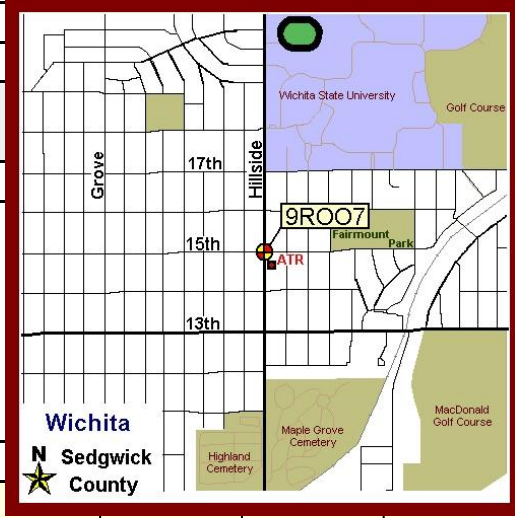
| | | | |
|-------------------|---------------------------------|---------------|------------------------|
| 9QXLY3 | #6140 | Dist 5 | Sedgwick County |
| East Leg | Route: C-6290 (31st) | | |
| | X-Route: PATTIE | | |
| Location | 31st ST E OF PATTIE, IN WICHITA | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 2/3/03; 4/17/00; 9/15/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/26/06 12:00 | 06/28/06 11:00 |
| 71 | 48 | 06/26/06 12:00 | 06/28/06 11:00 |

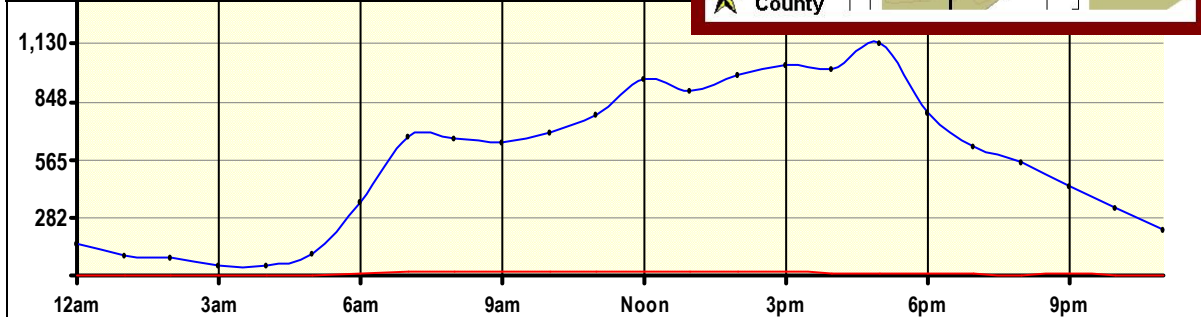
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|-----------------------------------|----------------|-----------------|--|
| 9ROO75 | Iso-Tubes Used | | |
| FC 14 | Dist 5 | Sedgwick County | |
| Rte: C-6475 (HILLSIDE ST) | | South Leg | |
| XRte: 15th | | | |
| HILLSIDE S OF 15th ST, IN WICHITA | | | |

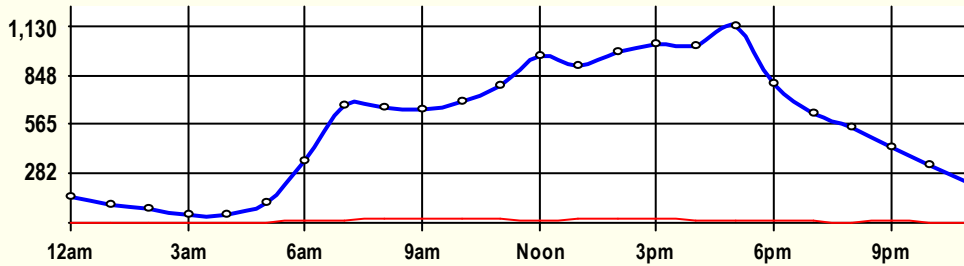
| |
|--------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 1130 at 5pm |
| Pk-Priv: 1116 at 5pm |
| Pk -Trk: 23 at 8am |



Aug '06 48 Hr Survey



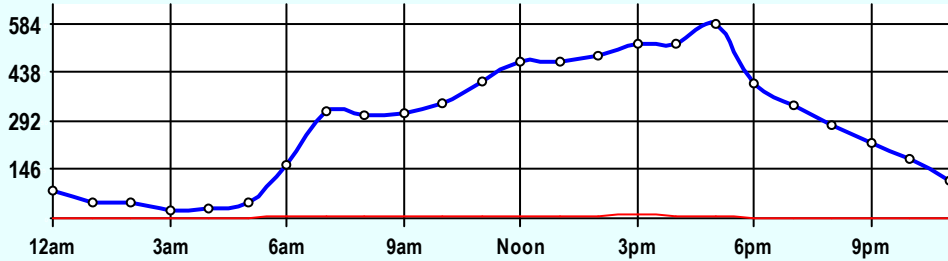
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------------------------------|-----------------|---------------------------|-----------------|--------------|----------------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 153 | 2 | 136 | 12.5 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 97.5 | 0.5 | 84.5 | 11.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 84.5 | 0.5 | 76.5 | 6.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 45.5 | 0.5 | 37 | 7 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 46 | 0.5 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 5 | 109 | 0 | 89.5 | 16 | 0.5 | 2.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 6 | 358 | 2 | 277.5 | 66.5 | 3.5 | 4.5 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 7 | 674.5 | 2 | 542 | 113.5 | 7 | 8.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 664.5 | 2 | 508.5 | 131 | 8.5 | 10 | 1.5 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0 |
| 9 | 649 | 2.5 | 515 | 112 | 3 | 12 | 0.5 | 1.5 | 1.5 | 0.5 | 0 | 0.5 | 0 | 0 |
| 10 | 700.5 | 1 | 545.5 | 136.5 | 0.5 | 10 | 0.5 | 2 | 3 | 1.5 | 0 | 0 | 0 | 0 |
| 11 | 781.5 | 2.5 | 616 | 144.5 | 0.5 | 11.5 | 3 | 0 | 3 | 0.5 | 0 | 0 | 0 | 0 |
| 12 | 957.5 | 2 | 782 | 158.5 | 1 | 9 | 1.5 | 0 | 2.5 | 1 | 0 | 0 | 0 | 0 |
| 13 | 903.5 | 1 | 725 | 155.5 | 1.5 | 15 | 1.5 | 0.5 | 3 | 0.5 | 0 | 0 | 0 | 0 |
| 14 | 975.5 | 1.5 | 796.5 | 160 | 3.5 | 9.5 | 1 | 0.5 | 2.5 | 0.5 | 0 | 0 | 0 | 0 |
| 15 | 1,023.5 | 2.5 | 840.5 | 160.5 | 3 | 9 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 |
| 16 | 1,012 | 5 | 833.5 | 160 | 4 | 5 | 0 | 1.5 | 2.5 | 0.5 | 0 | 0 | 0 | 0 |
| 17 | 1,130 | 3 | 966 | 147.5 | 2 | 8 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 | 0 |
| 18 | 794.5 | 1.5 | 680.5 | 105 | 0 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 626.5 | 2 | 526.5 | 92 | 0 | 3.5 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 20 | 548 | 3 | 461.5 | 79.5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 433 | 0 | 372 | 53.5 | 0.5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 334 | 1.5 | 289.5 | 40.5 | 0 | 1 | 0 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 226 | 1.5 | 199 | 25 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF | | 40.5 | 10,940.5 | 2,100 | 39.5 | 139 | 15 | 13.5 | 29.5 | 9.5 | 0 | 0.5 | 0 | 0 |
| 0.99 | 13,327.5 | 0.3% | 82.1% | 15.8% | 0.3% | 1.0% | 0.1% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| Site Traffic | | 13,081 Private Unit 98.2% | | | 207 Single Unit 1.6% | | | | 39.5 Combination Unit 0.3% | | | | | |
| 246.5 Commercial Unit 1.8% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 13,328 | 5pm | 1130 |
| 13,081 | Private | 1,117 |
| 247 | Commercial | 14 |
| K-Factor 0.08 | NB | SB |
| | 584 | 546 |

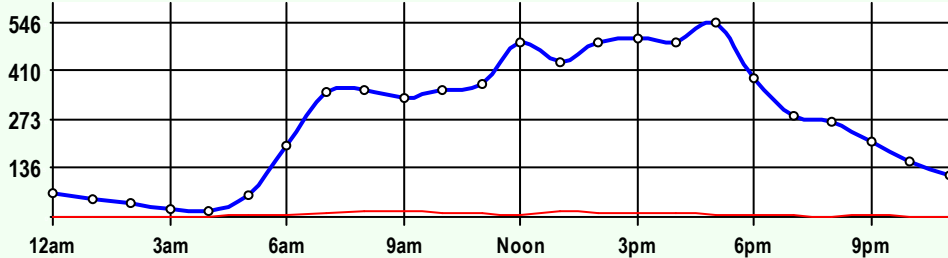
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|--------|-------|----------------------|-----|----|----|--------------------------|----|----|----|----|----|
| 13,328 | 41 | 10,941 | 2,100 | 40 | 139 | 15 | 14 | 30 | 10 | 0 | 1 | 0 | 0 |
| Axle Factor 0.99 | 13,081 Private-Unit 98.6% | | | 207 Single-Unit 1.6% | | | | 40 Combination-Unit 0.3% | | | | | |
| | 247 Commercial-Unit 1.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,747 | 5pm | 584 |
| 6,650 | Private | 577 |
| 97 | Commercial | 7 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|---------------------|----|---|---|--------------------------|---|----|----|----|----|
| 6,747 | 24 | 5,663 | 963 | 17 | 51 | 8 | 3 | 14 | 5 | 0 | 1 | 0 | 0 |
| Axle Factor 1.00 | 6,650 Private-Unit 98.6% | | | 78 Single-Unit 1.2% | | | | 19 Combination-Unit 0.3% | | | | | |
| | 97 Commercial-Unit 1.4% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,581 | 5pm | 546 |
| 6,431 | Private | 540 |
| 150 | Commercial | 7 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|----|---|----|--------------------------|---|----|----|----|----|
| 6,581 | 17 | 5,278 | 1,137 | 23 | 88 | 8 | 11 | 16 | 5 | 0 | 0 | 0 | 0 |
| Axle Factor 0.99 | 6,431 Private-Unit 97.7% | | | 129 Single-Unit 2.0% | | | | 21 Combination-Unit 0.3% | | | | | |
| | 150 Commercial-Unit 2.3% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------------|---------------|------------------------|
| 9RO075 | #6834 | Dist 5 | Sedgwick County |
| South Leg | Route: C-6475 (HILLSIDE ST) | | |
| | X-Route: 15th | | |
| Location | HILLSIDE S OF 15th ST, IN WICHITA | | |
| Site Info | Regular, ATR | | |
| Event Info | | | |
| History | No Other Surveys on Record | | |
| Comment | ATR SITE | | |

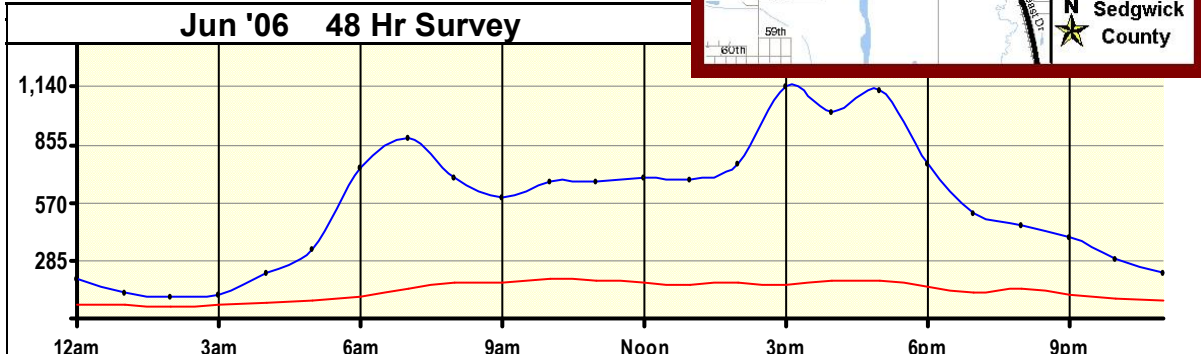
| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 08/14/06 14:00 | 08/16/06 13:00 |
| 12 | 48 | 08/14/06 14:00 | 08/16/06 13:00 |
| 51 | 48 | 08/14/06 14:00 | 08/16/06 13:00 |
| 52 | 48 | 08/14/06 14:00 | 08/16/06 13:00 |

24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|------------------------|--|
| 9T3LO7 | | | |
| FC 11 | Dist 5 | Sedgwick County | |
| Rte: I-35 (KTA) | | West Leg | |
| XRte: K-15 (SOUTHEAST BLVD) | | | |
| I-35 (KTA) SW OF K-15, IN WICHITA | | | |



| Peak-Hour Traffic |
|-----------------------------|
| Pk-Vol: 1140 at 3pm |
| Pk-Priv: 973 at 3pm |
| Pk -Trk: 196 at 10am |

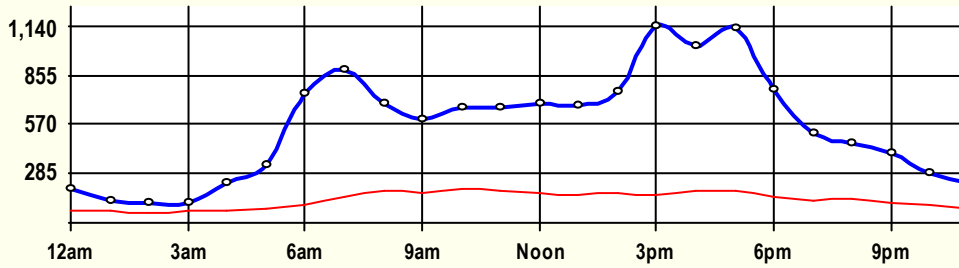


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------|--------------------------------------|----------------|-----------------------------|-------------|-------------|-------------|---------------------------------------|-------------|----------------|-------------|--------------|-------------|-------------|
| 0 | 199.5 | 4 | 86.5 | 38 | 3 | 3.5 | 0.5 | 0 | 3 | 36.5 | 0 | 12 | 4.5 | 8 |
| 1 | 128 | 0 | 43.5 | 19 | 1 | 3 | 0.5 | 0 | 4 | 38.5 | 0 | 7 | 3.5 | 8 |
| 2 | 112 | 1 | 36 | 15 | 0.5 | 1 | 1 | 0 | 2.5 | 38 | 0 | 7.5 | 1.5 | 8 |
| 3 | 118.5 | 1 | 30.5 | 16 | 0.5 | 5 | 0 | 0 | 5 | 42.5 | 0.5 | 9 | 2.5 | 6 |
| 4 | 226 | 6 | 101 | 45.5 | 1.5 | 5 | 0.5 | 0 | 6 | 41.5 | 0 | 10.5 | 5 | 3.5 |
| 5 | 337 | 3.5 | 160.5 | 87 | 5.5 | 5.5 | 0.5 | 0.5 | 6.5 | 46.5 | 0 | 7 | 5 | 9 |
| 6 | 742.5 | 5.5 | 422.5 | 210 | 1.5 | 22.5 | 1.5 | 0.5 | 9 | 55.5 | 1 | 4.5 | 3 | 5.5 |
| 7 | 886 | 5.5 | 537.5 | 193 | 6 | 23.5 | 5.5 | 0 | 15 | 78.5 | 1 | 7.5 | 3.5 | 9.5 |
| 8 | 691 | 2 | 367 | 143.5 | 4.5 | 28.5 | 10 | 2 | 16 | 101.5 | 1.5 | 4.5 | 4.5 | 5.5 |
| 9 | 594.5 | 5 | 284.5 | 128 | 6 | 30.5 | 8.5 | 1 | 16.5 | 95 | 0 | 7 | 5 | 7.5 |
| 10 | 671.5 | 2 | 337 | 137 | 5.5 | 22 | 16 | 1 | 21 | 118.5 | 1.5 | 5 | 1 | 4 |
| 11 | 671 | 1.5 | 328 | 157 | 7 | 18.5 | 12.5 | 3 | 23 | 107.5 | 0 | 4.5 | 1.5 | 7 |
| 12 | 689 | 1.5 | 386.5 | 130 | 6.5 | 27.5 | 10 | 1 | 22 | 90.5 | 0 | 4 | 3 | 6.5 |
| 13 | 679 | 3 | 349.5 | 162.5 | 5.5 | 23 | 6.5 | 1 | 20.5 | 98 | 1 | 2.5 | 1 | 5 |
| 14 | 757 | 6 | 402 | 173 | 5 | 24.5 | 3.5 | 0.5 | 18 | 99.5 | 2 | 11.5 | 1.5 | 10 |
| 15 | 1,139.5 | 12.5 | 669.5 | 291 | 2.5 | 28 | 4.5 | 1.5 | 17 | 94.5 | 2.5 | 4.5 | 2.5 | 9 |
| 16 | 1,018.5 | 5 | 585.5 | 246.5 | 3.5 | 30.5 | 12 | 0.5 | 15 | 107 | 1.5 | 3 | 1 | 7.5 |
| 17 | 1,127 | 8 | 690.5 | 242 | 2.5 | 32.5 | 12 | 1.5 | 13 | 112 | 1 | 4.5 | 2.5 | 5 |
| 18 | 765.5 | 6.5 | 453.5 | 152.5 | 5 | 22 | 1 | 2 | 8 | 105 | 0 | 5 | 2 | 3 |
| 19 | 520.5 | 3.5 | 282.5 | 105.5 | 3.5 | 9 | 2 | 0.5 | 4.5 | 96 | 0 | 4.5 | 1 | 8 |
| 20 | 459.5 | 5.5 | 234 | 78 | 2.5 | 13.5 | 2.5 | 1 | 4.5 | 101 | 0 | 9.5 | 1 | 6.5 |
| 21 | 398 | 2 | 207 | 69 | 2 | 10 | 1.5 | 0 | 2.5 | 86.5 | 0 | 6 | 2.5 | 9 |
| 22 | 290.5 | 3 | 133 | 53.5 | 2 | 9.5 | 1 | 1 | 6.5 | 68 | 1.5 | 5.5 | 0.5 | 5.5 |
| 23 | 228 | 2 | 109.5 | 31.5 | 1.5 | 5.5 | 0.5 | 0 | 5 | 55.5 | 0.5 | 10 | 2 | 4.5 |
| AF 0.77 | 13,449.5 | 95.5 | 7,237.5 | 2,924 | 84.5 | 404 | 114 | 18.5 | 264 | 1,913.5 | 15.5 | 156.5 | 61 | 161 |
| | | 0.7% | 53.8% | 21.7% | 0.6% | 3.0% | 0.8% | 0.1% | 2.0% | 14.2% | 0.1% | 1.2% | 0.5% | 1.2% |
| Site Traffic | | 10,257 Private Unit 76.3% | | 621 Single Unit 4.6% | | | | 2,571.5 Combination Unit 19.1% | | | | | | |
| | | 3,192.5 Commercial Unit 23.7% | | | | | | | | | | | | |

9T3LO7

Classification Summary

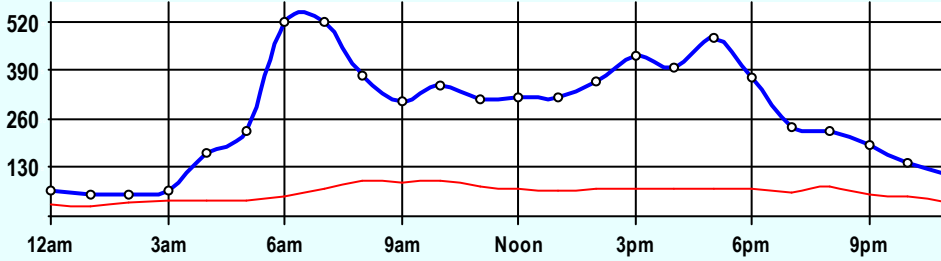
June 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 13,450 | 3pm | 1140 |
| 10,257 | Private | 973 |
| 3,193 | Commercial | 167 |
| K-Factor 0.08 | EB | WB |
| | 428 | 712 |

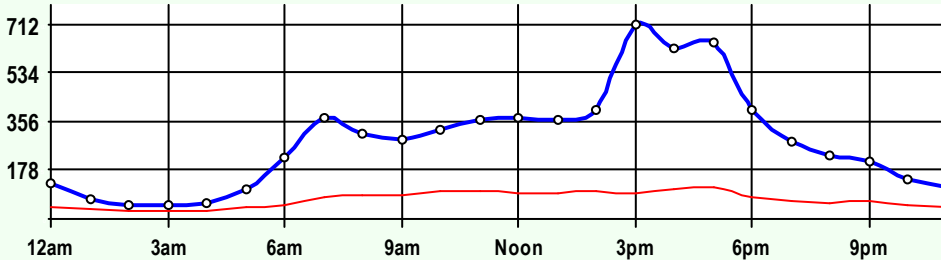
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|-----|-----|---------------------------------|-----|-------|----|-----|----|-----|
| 13,450 | 96 | 7,238 | 2,924 | 85 | 404 | 114 | 19 | 264 | 1,914 | 16 | 157 | 61 | 161 |
| Axle Factor 0.77 | 10,257 Private-Unit 77.0% | | | 621 Single-Unit 4.6% | | | 2,572 Combination-Unit 19.1% | | | | | | |
| | 3,193 Commercial-Unit 23.7% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,607 | 6am | 521 |
| 5,087 | Private | 468 |
| 1,520 | Commercial | 53 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-----|----|----|----|----|
| 6,607 | 46 | 3,590 | 1,451 | 40 | 197 | 37 | 15 | 118 | 911 | 8 | 77 | 34 | 85 |
| Axle Factor 0.77 | 5,087 Private-Unit 77.0% | | | 288 Single-Unit 4.4% | | | 1,232 Combination-Unit 18.6% | | | | | | |
| | 1,520 Commercial-Unit 23.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,843 | 3pm | 712 |
| 5,171 | Private | 621 |
| 1,673 | Commercial | 91 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|----|----|----|
| 6,843 | 50 | 3,648 | 1,473 | 45 | 208 | 78 | 4 | 146 | 1,003 | 8 | 80 | 27 | 77 |
| Axle Factor 0.77 | 5,171 Private-Unit 75.6% | | | 333 Single-Unit 4.9% | | | 1,340 Combination-Unit 19.6% | | | | | | |
| | 1,673 Commercial-Unit 24.4% | | | | | | | | | | | | |

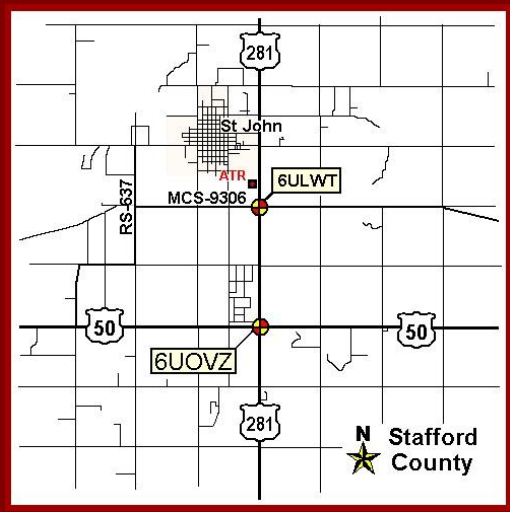
SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|-----------------|
| 9T3LO7 | #6141 | Dist 5 | Sedgwick County |
| West Leg | Route: I-35 (KTA) | | |
| | X-Route: K-15 (SOUTHEAST BLVD) | | |
| Location | I-35 (KTA) SW OF K-15, IN WICHITA | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 1/28/03; 4/17/00; 7/28/97 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 06/26/06 12:00 | 06/28/06 11:00 |
| 32 | 48 | 06/26/06 12:00 | 06/28/06 11:00 |
| 71 | 48 | 06/26/06 12:00 | 06/28/06 11:00 |
| 72 | 48 | 06/26/06 12:00 | 06/28/06 11:00 |

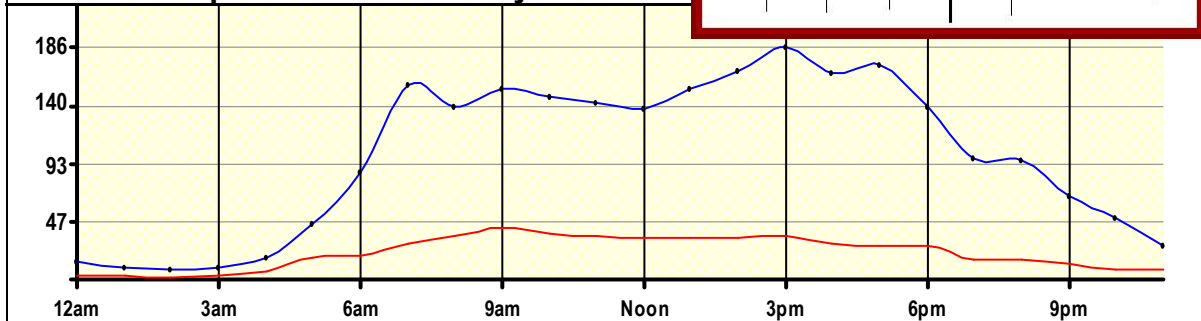
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|------------------------|--|
| 6ULWT1 | | | |
| FC 2 | Dist 5 | Stafford County | |
| Rte: US-281 | | North Leg | |
| XRte: MCS-9306 (OLD 50 RD) | | | |
| US-281 N OF MCS-9306, 2 MI N OF US-50 | | | |



| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 186 at 3pm |
| Pk-Priv: 151 at 3pm |
| Pk -Trk: 42 at 9am |

Sep '06 168 Hr Survey

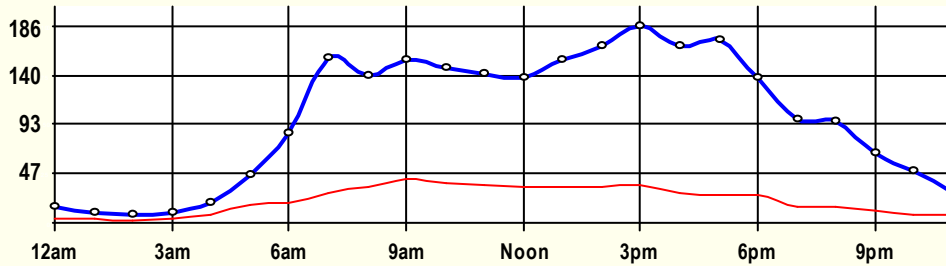


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------------------|----------------|-----------------------------------|----------------|--------------|-------------------------------|--------------|-------------|-------------|-------------------------------------|--------------|-------------|-------------|-------------|-------------|
| 0 | 14.7 | 0 | 7 | 3.9 | 0.1 | 0.9 | 0 | 0.3 | 0 | 2.1 | 0.3 | 0.1 | 0 | 0 |
| 1 | 10 | 0.1 | 4.3 | 2 | 0.3 | 0.4 | 0 | 0.1 | 0.1 | 2.4 | 0.1 | 0 | 0 | 0 |
| 2 | 8.4 | 0 | 4.1 | 2.3 | 0.3 | 0.1 | 0.1 | 0 | 0.1 | 1 | 0.1 | 0.1 | 0 | 0 |
| 3 | 9 | 0 | 3.4 | 2 | 0 | 1 | 0.1 | 0 | 0 | 1.9 | 0.3 | 0.3 | 0 | 0 |
| 4 | 18 | 0.3 | 6.4 | 4.6 | 0 | 1.6 | 0.1 | 0.4 | 0.4 | 3.6 | 0.4 | 0 | 0 | 0.1 |
| 5 | 45 | 0.1 | 18 | 9.6 | 1.1 | 4.9 | 1.3 | 0.3 | 1.3 | 6 | 1.4 | 0.6 | 0.4 | 0 |
| 6 | 85.4 | 0.1 | 38.6 | 27.4 | 0.6 | 7.6 | 0.7 | 0.4 | 1.4 | 7 | 1 | 0.4 | 0 | 0.1 |
| 7 | 156.7 | 0.6 | 76.6 | 51.3 | 0.6 | 10.7 | 0.9 | 0.4 | 2.6 | 11.3 | 0.7 | 0.9 | 0.1 | 0.1 |
| 8 | 139.1 | 0.7 | 56.6 | 47.3 | 1.3 | 11.4 | 1.4 | 1.3 | 3.3 | 13.7 | 1.6 | 0.1 | 0.1 | 0.3 |
| 9 | 153.3 | 0.1 | 63.6 | 47.7 | 1.4 | 10.7 | 3 | 2.4 | 4.4 | 16.9 | 1.3 | 0.9 | 0 | 0.9 |
| 10 | 147.1 | 0.1 | 61.4 | 48.6 | 1.1 | 9 | 4 | 2.7 | 3.4 | 15 | 0.7 | 0.3 | 0 | 0.7 |
| 11 | 141.4 | 0.6 | 58.1 | 47.7 | 0.9 | 8.7 | 5.4 | 2.1 | 4.1 | 12.3 | 1 | 0.1 | 0 | 0.3 |
| 12 | 137 | 0.3 | 61.3 | 42.4 | 0.4 | 7.3 | 3.3 | 1.7 | 3.3 | 14.4 | 0.7 | 0.1 | 0.3 | 1.4 |
| 13 | 153.9 | 0.7 | 69.4 | 50.7 | 1 | 10.3 | 2.7 | 1.4 | 2.6 | 13.1 | 1.4 | 0.1 | 0 | 0.3 |
| 14 | 167 | 1 | 81.6 | 50.3 | 1.1 | 10.1 | 3.1 | 2 | 2.1 | 14.1 | 1.1 | 0 | 0.1 | 0.1 |
| 15 | 186.3 | 0.9 | 88.6 | 61.3 | 1.3 | 11.7 | 3.3 | 2 | 2.6 | 13 | 1.3 | 0 | 0.4 | 0 |
| 16 | 166.7 | 0.6 | 85.7 | 52.4 | 0.6 | 9.3 | 1.9 | 1 | 2.4 | 10.6 | 1.7 | 0.1 | 0 | 0.4 |
| 17 | 172.3 | 1.3 | 92.3 | 51.6 | 0.6 | 9.1 | 2.4 | 2 | 2.3 | 10 | 0.6 | 0.1 | 0 | 0 |
| 18 | 138.1 | 0.3 | 74 | 37.3 | 0.1 | 9.6 | 1.6 | 1.6 | 2.1 | 9.3 | 1.4 | 0 | 0.1 | 0.7 |
| 19 | 97.6 | 0 | 53.9 | 28.4 | 0.3 | 4.4 | 0.7 | 0.6 | 1.3 | 7 | 0.7 | 0 | 0 | 0.3 |
| 20 | 95.7 | 0 | 51.3 | 28.6 | 0.9 | 4.6 | 0.7 | 0.6 | 1.1 | 6.9 | 1 | 0.1 | 0 | 0 |
| 21 | 66.3 | 0.3 | 37.7 | 16.3 | 0 | 3 | 0.1 | 0.3 | 0.7 | 5.7 | 0.3 | 1.4 | 0.1 | 0.3 |
| 22 | 49.6 | 0 | 27 | 15.3 | 0 | 2.6 | 0 | 0.3 | 0.4 | 3.4 | 0.3 | 0.3 | 0 | 0 |
| 23 | 27.4 | 0.3 | 13.6 | 5.4 | 0.1 | 1.4 | 0.4 | 0.4 | 0.4 | 4.6 | 0.3 | 0.3 | 0 | 0.1 |
| AF | | 8.4 | 1,134.4 | 734.3 | 14.1 | 150.4 | 37.4 | 24.4 | 42.7 | 205.3 | 19.9 | 6.6 | 1.9 | 6.3 |
| 0.84 | 2,386.1 | 0.4% | 47.5% | 30.8% | 0.6% | 6.3% | 1.6% | 1.0% | 1.8% | 8.6% | 0.8% | 0.3% | 0.1% | 0.3% |
| Site Traffic | | 1,877.1 Private Unit 78.7% | | | 226.4 Single Unit 9.5% | | | | 282.6 Combination Unit 11.8% | | | | | |
| 509.0 Commercial Unit 21.3% | | | | | | | | | | | | | | |

6ULWT1

Classification Summary

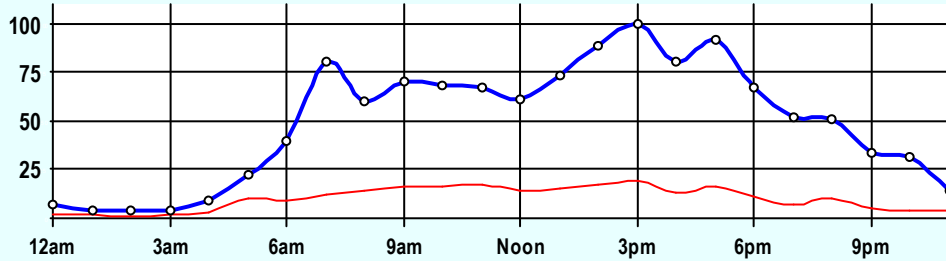
September 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,386 | 3pm | 186 |
| 1,877 | Private | 151 |
| 509 | Commercial | 36 |
| K-Factor 0.08 | NB | SB |
| | 100 | 86 |

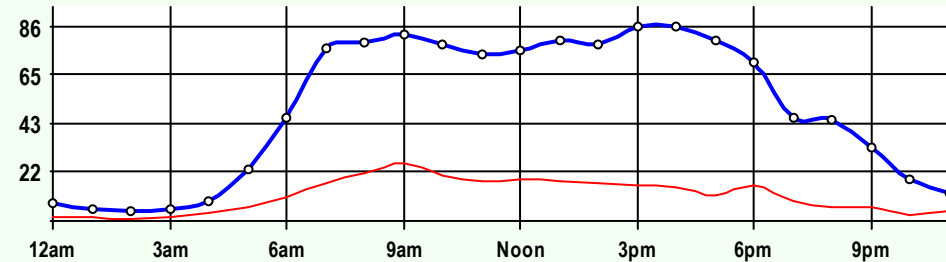
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|----------------------|-----|----|----|----------------------------|-----|----|----|----|----|
| 2,386 | 8 | 1,134 | 734 | 14 | 150 | 37 | 24 | 43 | 205 | 20 | 7 | 2 | 6 |
| Axle Factor 0.84 | 1,877 Private-Unit 79.5% | | | 226 Single-Unit 9.5% | | | | 283 Combination-Unit 11.8% | | | | | |
| | 509 Commercial-Unit 21.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,188 | 3pm | 100 |
| 944 | Private | 81 |
| 243 | Commercial | 20 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,188 | 4 | 587 | 354 | 6 | 70 | 23 | 9 | 19 | 100 | 11 | 3 | 0 | 2 |
| Axle Factor 0.84 | 944 Private-Unit 79.5% | | | 108 Single-Unit 9.1% | | | | 136 Combination-Unit 11.4% | | | | | |
| | 243 Commercial-Unit 20.5% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,198 | 4pm | 86 |
| 933 | Private | 71 |
| 266 | Commercial | 15 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|----------------------|----|----|----|----------------------------|-----|----|----|----|----|
| 1,198 | 4 | 548 | 381 | 8 | 80 | 14 | 16 | 24 | 105 | 8 | 4 | 1 | 4 |
| Axle Factor 0.83 | 933 Private-Unit 77.8% | | | 119 Single-Unit 9.9% | | | | 147 Combination-Unit 12.3% | | | | | |
| | 266 Commercial-Unit 22.2% | | | | | | | | | | | | |

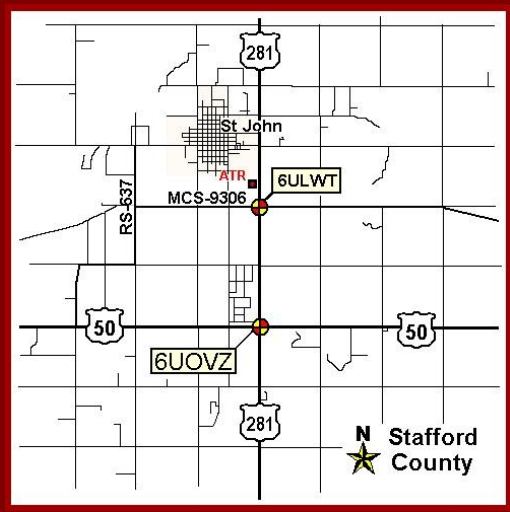
SITE INFORMATION

| | | | |
|-------------------|---|---------------|------------------------|
| 6ULWT1 | #6387 | Dist 5 | Stafford County |
| North Leg | Route: US-281 | | |
| | X-Route: MCS-9306 (OLD 50 RD) | | |
| Location | US-281 N OF MCS-9306, 2 MI N OF US-50 | | |
| Site Info | Regular, ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 11/14/06; 11/15/04; 10/8/02; 2/3/00; 4/1/97 | | |
| Comment | Special Survey At LTPP: 168Hr | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 168 | 09/18/06 12:00 | 09/25/06 11:00 |
| 51 | 168 | 09/18/06 12:00 | 09/25/06 11:00 |

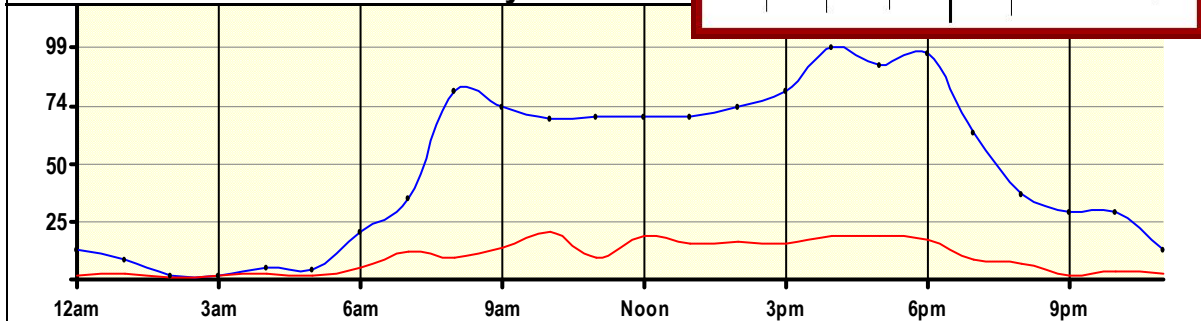
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|------------------------|--|
| 6ULWT1 | | | |
| FC 2 | Dist 5 | Stafford County | |
| Rte: US-281 | | North Leg | |
| XRte: MCS-9306 (OLD 50 RD) | | | |
| US-281 N OF MCS-9306, 2 MI N OF US-50 | | | |



| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 99 at 4pm |
| Pk-Priv: 80 at 4pm |
| Pk -Trk: 20 at 10am |

Nov '06 48 Hr Survey

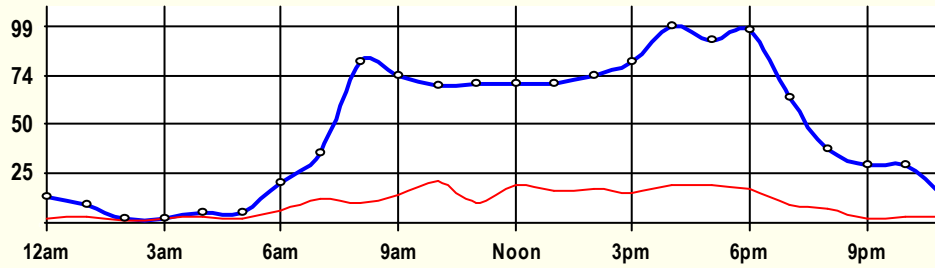


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------------------|--------------|---------------------------------|--------------|--------------|-------------------------------|-------------|-------------|-------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 12.5 | 0 | 9.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0 |
| 1 | 8.5 | 0.5 | 4 | 1.5 | 0.5 | 0.5 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 2 | 2 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 |
| 3 | 2 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4 | 5 | 0 | 2 | 0.5 | 0 | 1 | 0 | 0 | 0.5 | 0 | 1 | 0 | 0 | 0 |
| 5 | 4.5 | 0.5 | 2 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 6 | 20 | 0 | 8 | 6.5 | 0 | 2 | 0.5 | 0.5 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 7 | 34.5 | 0 | 12 | 10.5 | 0.5 | 5 | 1 | 0 | 2.5 | 3 | 0 | 0 | 0 | 0 |
| 8 | 81 | 0.5 | 51 | 20 | 0 | 3.5 | 0.5 | 0.5 | 1 | 3 | 1 | 0 | 0 | 0 |
| 9 | 73.5 | 0.5 | 34 | 25.5 | 0 | 5.5 | 0 | 1 | 1.5 | 4.5 | 1 | 0 | 0 | 0 |
| 10 | 68.5 | 0 | 23 | 25 | 0.5 | 6 | 0 | 0.5 | 3 | 9.5 | 1 | 0 | 0 | 0 |
| 11 | 69.5 | 1 | 33 | 26 | 0 | 2.5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 12 | 70 | 0 | 25.5 | 25.5 | 0 | 9.5 | 1 | 1 | 2 | 5 | 0.5 | 0 | 0 | 0 |
| 13 | 70 | 0 | 28.5 | 26 | 0 | 4.5 | 2.5 | 0.5 | 1.5 | 6.5 | 0 | 0 | 0 | 0 |
| 14 | 73.5 | 0 | 32.5 | 24.5 | 0.5 | 6 | 1.5 | 1 | 1.5 | 6 | 0 | 0 | 0 | 0 |
| 15 | 80.5 | 0 | 38 | 27.5 | 0 | 5.5 | 0 | 0 | 1.5 | 8 | 0 | 0 | 0 | 0 |
| 16 | 99 | 0 | 40 | 40.5 | 0 | 5.5 | 3 | 0.5 | 0 | 8.5 | 1 | 0 | 0 | 0 |
| 17 | 92 | 0 | 35.5 | 37.5 | 0.5 | 8 | 0.5 | 0 | 1.5 | 7.5 | 1 | 0 | 0 | 0 |
| 18 | 97 | 0 | 45.5 | 34.5 | 0 | 8 | 2.5 | 1.5 | 0 | 5 | 0 | 0 | 0 | 0 |
| 19 | 62.5 | 0 | 32.5 | 21.5 | 0.5 | 3.5 | 0 | 0 | 1 | 3 | 0.5 | 0 | 0 | 0 |
| 20 | 36.5 | 0 | 18.5 | 11 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 21 | 29 | 0 | 19.5 | 7.5 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 22 | 28.5 | 0 | 18.5 | 7 | 0 | 1.5 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 23 | 13 | 0 | 7.5 | 3 | 0 | 0.5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| AF | | 3 | 521.5 | 384 | 3 | 84.5 | 13 | 7 | 20.5 | 87.5 | 7 | 1.5 | 0.5 | 0 |
| 0.86 | 1,133 | 0.3% | 46.0% | 33.9% | 0.3% | 7.5% | 1.1% | 0.6% | 1.8% | 7.7% | 0.6% | 0.1% | 0.0% | 0.0% |
| Site Traffic | | 908.5 Private Unit 80.2% | | | 107.5 Single Unit 9.5% | | | | 117 Combination Unit 10.3% | | | | | |
| 224.5 Commercial Unit 19.8% | | | | | | | | | | | | | | |

6ULWT1

Classification Summary

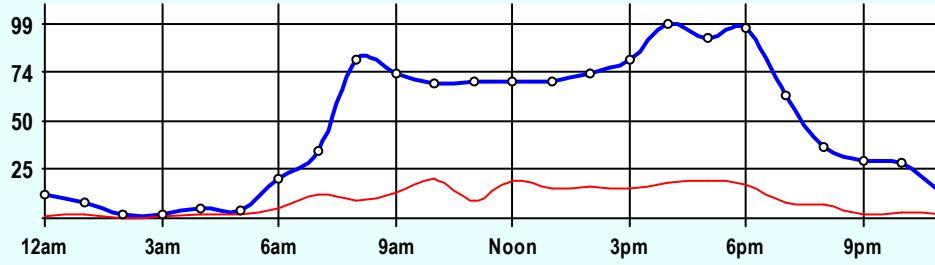
November 2006



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,133 | 4pm | 99 |
| 909 | Private | 81 |
| 225 | Commercial | 19 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|-------------------------|----|----|-------------------------------|----|----|----|----|----|----|
| 1,133 | 3 | 522 | 384 | 3 | 85 | 13 | 7 | 21 | 88 | 7 | 2 | 1 | 0 |
| Axle Factor 0.86 | 909 Private-Unit 80.2% | | | 108 Single-Unit 9.5% | | | 117 Combination-Unit 10.3% | | | | | | |
| | 225 Commercial-Unit 19.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,133 | 4pm | 99 |
| 909 | Private | 81 |
| 225 | Commercial | 19 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|-------------------------|----|----|-------------------------------|----|----|----|----|----|----|
| 1,133 | 3 | 522 | 384 | 3 | 85 | 13 | 7 | 21 | 88 | 7 | 2 | 1 | 0 |
| Axle Factor 0.86 | 909 Private-Unit 80.2% | | | 108 Single-Unit 9.5% | | | 117 Combination-Unit 10.3% | | | | | | |
| | 225 Commercial-Unit 19.8% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--|---------------|------------------------|
| 6ULWT1 | #6831 | Dist 5 | Stafford County |
| North Leg | Route: US-281 X-Route: MCS-9306 (OLD 50 RD) | | |
| Location | US-281 N OF MCS-9306, 2 MI N OF US-50 | | |
| Site Info | Regular, ATR, NHS, Route-Class B | | |
| Event Info | | | |
| History | 9/18/06; 11/15/04; 10/8/02; 2/3/00; 4/1/97 | | |
| Comment | ATR SITE. Only NB. | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 11/14/06 13:00 | 11/16/06 12:00 |

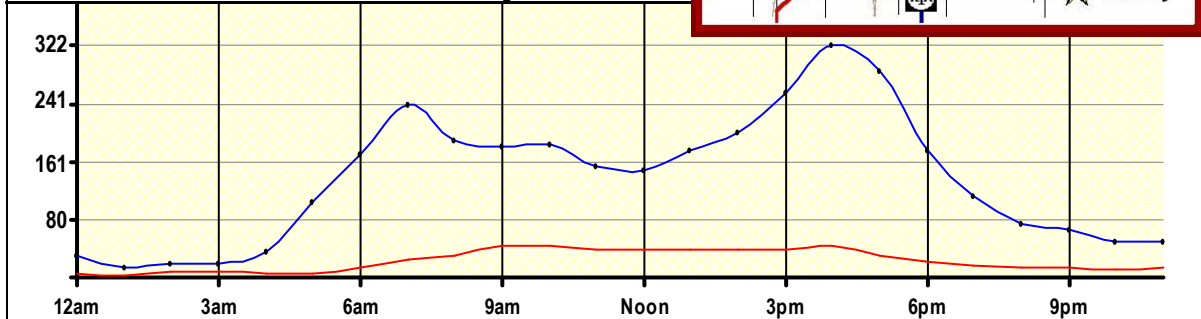
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|----------------------|--|
| 9MCEN5 | | | |
| FC 6 | Dist 5 | Sumner County | |
| Rte: US-81 | | South Leg | |
| XRte: RS-641 | | | |
| US-81 S OF RS-641, 3 MI W OF I-35 | | | |

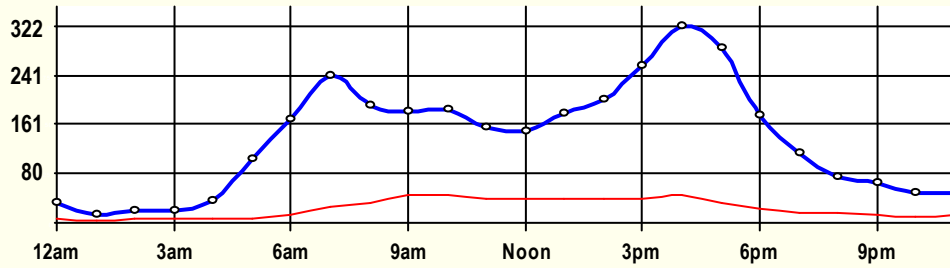


| |
|----------------------------|
| Peak-Hour Traffic |
| Pk-Vol: 322 at 4pm |
| Pk-Priv: 278 at 4pm |
| Pk -Trk: 45 at 9am |

Oct '06 48 Hr Survey



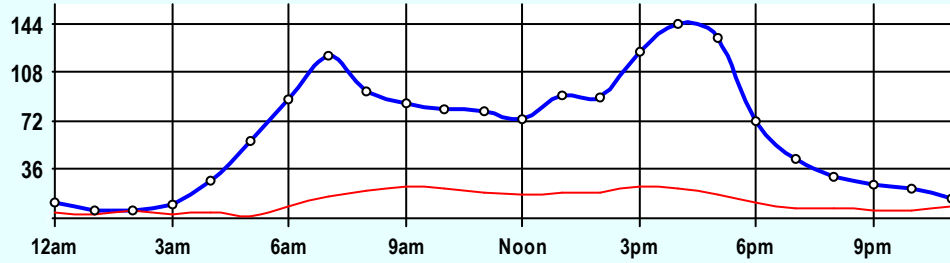
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------|-----------------------------------|----------------|--------------|-------------------------------|-------------|-------------|-------------|-------------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 31.5 | 2 | 18 | 5.5 | 0 | 0 | 0.5 | 0 | 0 | 5 | 0.5 | 0 | 0 | 0 |
| 1 | 13 | 0 | 6.5 | 3 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 2 | 18.5 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 |
| 3 | 19.5 | 0 | 8 | 4 | 1 | 0.5 | 0 | 0 | 0 | 5.5 | 0 | 0.5 | 0 | 0 |
| 4 | 36.5 | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 6 | 0.5 | 0 | 0 | 0 |
| 5 | 104 | 1.5 | 69 | 27 | 1 | 1 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 6 | 170 | 1.5 | 113.5 | 40.5 | 0.5 | 5.5 | 0.5 | 0.5 | 1 | 5.5 | 0.5 | 0 | 0 | 0.5 |
| 7 | 239.5 | 0.5 | 152 | 61.5 | 0 | 9 | 1.5 | 0 | 0 | 13.5 | 1 | 0 | 0 | 0.5 |
| 8 | 190 | 1 | 96 | 62 | 0.5 | 8.5 | 3.5 | 0.5 | 1.5 | 16 | 0.5 | 0 | 0 | 0 |
| 9 | 182 | 0.5 | 84.5 | 52 | 2 | 10.5 | 2.5 | 1.5 | 4.5 | 23.5 | 0.5 | 0 | 0 | 0 |
| 10 | 184.5 | 1.5 | 95 | 43.5 | 1.5 | 8 | 1.5 | 1 | 5.5 | 24 | 1.5 | 1 | 0 | 0.5 |
| 11 | 155 | 0.5 | 67.5 | 48.5 | 4.5 | 7.5 | 2.5 | 0.5 | 4 | 18.5 | 0.5 | 0 | 0 | 0.5 |
| 12 | 149 | 0.5 | 68 | 41 | 1.5 | 4.5 | 4.5 | 1 | 5.5 | 21 | 0.5 | 0.5 | 0 | 0.5 |
| 13 | 177.5 | 0 | 82 | 56 | 3 | 9.5 | 3.5 | 1 | 3.5 | 17 | 1 | 0 | 0 | 1 |
| 14 | 200 | 2 | 108 | 52 | 1.5 | 9 | 3.5 | 1 | 3 | 17 | 2 | 0 | 0 | 1 |
| 15 | 257 | 0.5 | 141 | 76.5 | 2.5 | 10.5 | 1 | 0.5 | 4 | 20 | 0.5 | 0 | 0 | 0 |
| 16 | 321.5 | 7 | 192.5 | 78 | 1 | 12 | 3 | 2.5 | 2.5 | 21 | 0.5 | 0.5 | 0 | 1 |
| 17 | 285.5 | 4 | 176.5 | 73.5 | 1 | 6.5 | 0.5 | 1.5 | 3.5 | 16.5 | 1.5 | 0 | 0 | 0.5 |
| 18 | 176.5 | 3.5 | 96 | 54.5 | 1.5 | 3 | 0.5 | 0 | 0.5 | 15.5 | 1.5 | 0 | 0 | 0 |
| 19 | 113 | 0 | 70.5 | 27 | 0 | 1.5 | 0.5 | 0 | 0.5 | 13 | 0 | 0 | 0 | 0 |
| 20 | 75.5 | 0 | 44.5 | 16 | 0 | 2.5 | 0.5 | 0 | 0.5 | 10.5 | 1 | 0 | 0 | 0 |
| 21 | 66.5 | 0.5 | 40.5 | 13 | 0 | 2.5 | 1 | 0 | 0.5 | 8.5 | 0 | 0 | 0 | 0 |
| 22 | 49 | 0 | 30 | 8.5 | 0 | 1 | 0 | 0 | 0 | 9.5 | 0 | 0 | 0 | 0 |
| 23 | 49.5 | 0 | 28 | 7.5 | 0 | 1 | 0 | 0 | 0.5 | 12.5 | 0 | 0 | 0 | 0 |
| AF | | 27 | 1,817.5 | 862 | 23 | 114 | 31 | 11.5 | 41 | 315 | 14 | 2.5 | 0 | 6 |
| 0.85 | 3,264.5 | 0.8% | 55.7% | 26.4% | 0.7% | 3.5% | 0.9% | 0.4% | 1.3% | 9.6% | 0.4% | 0.1% | 0.0% | 0.2% |
| Site Traffic | | 2,706.5 Private Unit 82.9% | | | 179.5 Single Unit 5.5% | | | | 378.5 Combination Unit 11.6% | | | | | |
| | | 558 Commercial Unit 17.1% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 3,265 | 4pm | 322 |
| 2,707 | Private | 278 |
| 558 | Commercial | 44 |
| K-Factor 0.10 | NB | SB |
| | 144 | 177 |

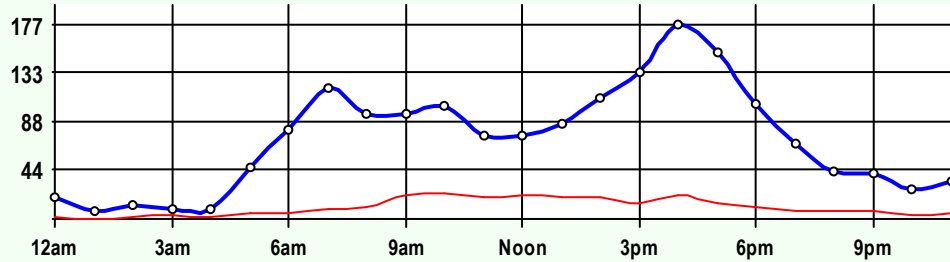
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|----------------------|-----|----|----|----------------------------|-----|----|----|----|----|
| 3,265 | 27 | 1,818 | 862 | 23 | 114 | 31 | 12 | 41 | 315 | 14 | 3 | 0 | 6 |
| Axle Factor 0.85 | 2,707 Private-Unit 80.6% | | | 180 Single-Unit 5.5% | | | | 379 Combination-Unit 11.6% | | | | | |
| | 558 Commercial-Unit 17.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,538 | 4pm | 145 |
| 1,240 | Private | 122 |
| 298 | Commercial | 23 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,538 | 8 | 823 | 409 | 12 | 64 | 18 | 5 | 23 | 165 | 7 | 2 | 0 | 4 |
| Axle Factor 0.83 | 1,240 Private-Unit 80.6% | | | 99 Single-Unit 6.4% | | | | 200 Combination-Unit 13.0% | | | | | |
| | 298 Commercial-Unit 19.4% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,727 | 4pm | 177 |
| 1,467 | Private | 156 |
| 260 | Commercial | 22 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,727 | 19 | 995 | 453 | 11 | 51 | 13 | 7 | 19 | 150 | 7 | 1 | 0 | 3 |
| Axle Factor 0.86 | 1,467 Private-Unit 84.9% | | | 81 Single-Unit 4.7% | | | | 179 Combination-Unit 10.4% | | | | | |
| | 260 Commercial-Unit 15.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------------|---------------|----------------------|
| 9MCEN5 | #6598 | Dist 5 | Sumner County |
| South Leg | Route: US-81 | | |
| | X-Route: RS-641 | | |
| Location | US-81 S OF RS-641, 3 MI W OF I-35 | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | No Other Surveys on Record | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 11 | 48 | 10/02/06 13:00 | 10/04/06 12:00 |
| 51 | 48 | 10/02/06 13:00 | 10/04/06 12:00 |

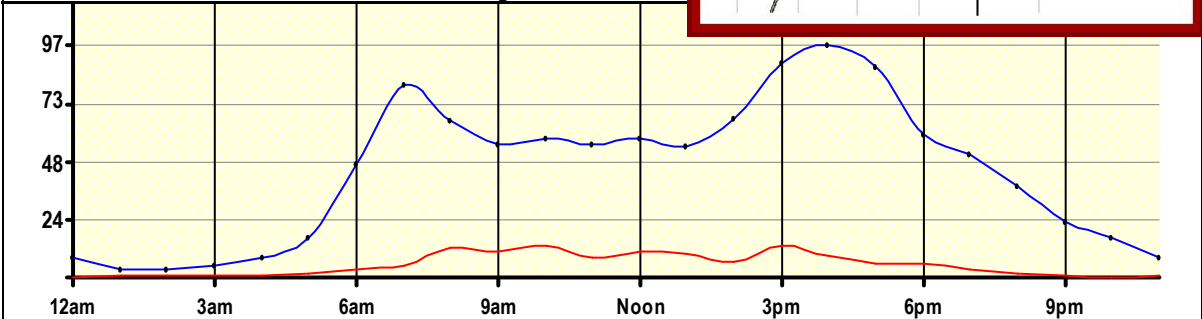
24 Hour Site Summary

| CLASSIFICATION | | CLASSIFICATION | |
|--|---------------|----------------------|--|
| 9WUE07 | | | |
| FC 6 | Dist 5 | Sumner County | |
| Rte: K-55 | | West Leg | |
| XRte: RS-160 (ROCK RD) | | | |
| K-55 W OF RS-160, E OF BELLE PLAINE | | | |

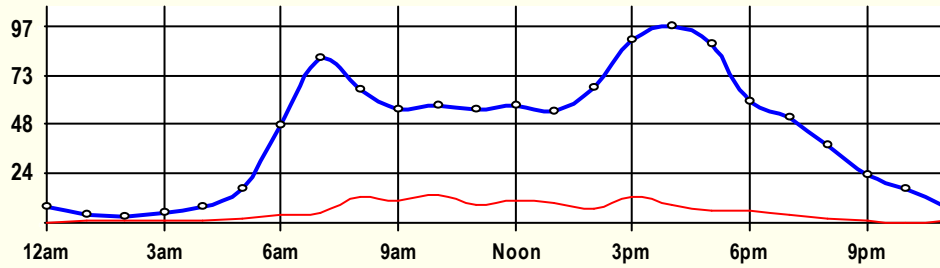


| Peak-Hour Traffic |
|----------------------------|
| Pk-Vol: 97 at 4pm |
| Pk-Priv: 88 at 4pm |
| Pk -Trk: 14 at 10am |

Oct '06 48 Hr Survey



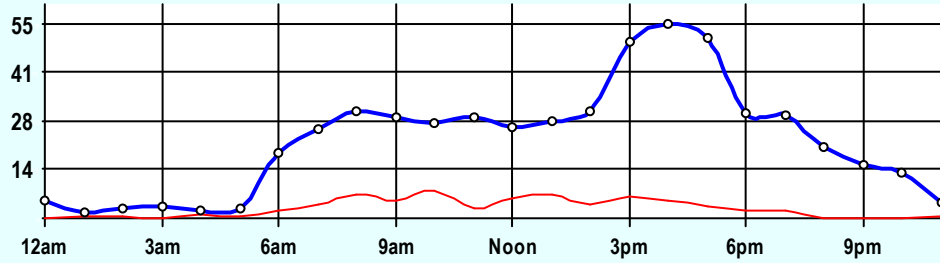
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------------------|-------|---------------------------------|--------------|--------------|----------------------------|-------------|-------------|-------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|
| 0 | 8 | 0 | 7.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 3.5 | 0 | 2 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 5 | 0 | 3 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 8 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 |
| 5 | 17 | 0 | 12 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 47.5 | 0 | 28 | 16 | 0 | 2.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7 | 81 | 0.5 | 58.5 | 17 | 0 | 1.5 | 0 | 0 | 1.5 | 2 | 0 | 0 | 0 | 0 |
| 8 | 66 | 0 | 31 | 22.5 | 0 | 6.5 | 3 | 0.5 | 1.5 | 1 | 0 | 0 | 0 | 0 |
| 9 | 56 | 1 | 20 | 24 | 0 | 1.5 | 3 | 0 | 2 | 3.5 | 0 | 0 | 0 | 1 |
| 10 | 58 | 0.5 | 26.5 | 17.5 | 0.5 | 7 | 2 | 0.5 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 11 | 55.5 | 0 | 25 | 22 | 0 | 1 | 1 | 1.5 | 2 | 3 | 0 | 0 | 0 | 0 |
| 12 | 58 | 0 | 27 | 20.5 | 0 | 5.5 | 1 | 0 | 0 | 3 | 0 | 0 | 0.5 | 0.5 |
| 13 | 54.5 | 0 | 19.5 | 25 | 1 | 3.5 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0.5 |
| 14 | 66.5 | 0 | 28.5 | 31 | 0 | 1 | 2 | 0 | 1 | 2.5 | 0 | 0 | 0.5 | 0 |
| 15 | 90 | 0 | 47.5 | 29.5 | 1.5 | 6.5 | 0.5 | 0 | 2 | 2 | 0.5 | 0 | 0 | 0 |
| 16 | 97 | 0 | 60 | 28 | 0 | 2.5 | 0 | 0 | 3.5 | 3 | 0 | 0 | 0 | 0 |
| 17 | 88 | 0 | 54 | 28.5 | 0 | 2.5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 18 | 59.5 | 0 | 34 | 19.5 | 0 | 2.5 | 0 | 0.5 | 1.5 | 1.5 | 0 | 0 | 0 | 0 |
| 19 | 51.5 | 0.5 | 32 | 15.5 | 0 | 2 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 20 | 38 | 0 | 25 | 11.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 23.5 | 0 | 15.5 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 22 | 17 | 0 | 13.5 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 8 | 0 | 5.5 | 2 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AF 0.92 | 1,060 | 2.5 | 583.5 | 348.5 | 3 | 49 | 15.5 | 3.5 | 18 | 32.5 | 1 | 0 | 1 | 2 |
| | | 0.2% | 55.0% | 32.9% | 0.3% | 4.6% | 1.5% | 0.3% | 1.7% | 3.1% | 0.1% | 0.0% | 0.1% | 0.2% |
| Site Traffic | | 934.5 Private Unit 88.2% | | | 71 Single Unit 6.7% | | | | 54.5 Combination Unit 5.1% | | | | | |
| 125.5 Commercial Unit 11.8% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,060 | 4pm | 97 |
| 935 | Private | 88 |
| 126 | Commercial | 9 |
| K-Factor 0.09 | EB | WB |
| | 55 | 42 |

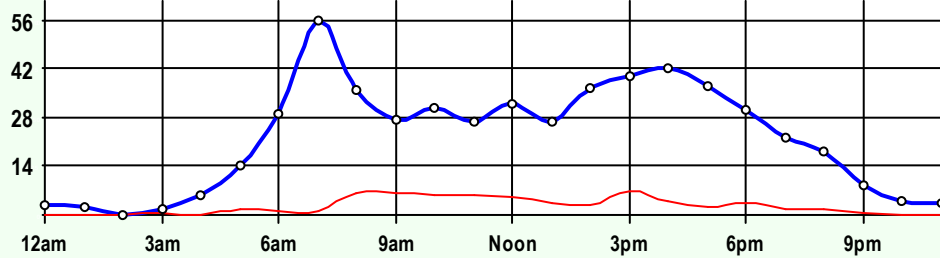
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-----------------------------|----|----|----|----|----|----|
| 1,060 | 3 | 584 | 349 | 3 | 49 | 16 | 4 | 18 | 33 | 1 | 0 | 1 | 2 |
| Axle Factor 0.92 | 935 Private-Unit 87.3% | | | 71 Single-Unit 6.7% | | | 55 Combination-Unit 5.1% | | | | | | |
| | 126 Commercial-Unit 11.8% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 527 | 4pm | 55 |
| 460 | Private | 50 |
| 67 | Commercial | 5 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|------------------------|----|---|-----------------------------|----|----|----|----|----|----|
| 527 | 1 | 278 | 181 | 2 | 28 | 8 | 3 | 10 | 17 | 1 | 0 | 1 | 1 |
| Axle Factor 0.92 | 460 Private-Unit 87.3% | | | 39 Single-Unit 7.4% | | | 28 Combination-Unit 5.3% | | | | | | |
| | 67 Commercial-Unit 12.7% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 534 | 7am | 56 |
| 475 | Private | 55 |
| 59 | Commercial | 1 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|------------------------|----|---|-----------------------------|---|----|----|----|----|----|
| 534 | 2 | 306 | 168 | 2 | 22 | 8 | 1 | 9 | 16 | 0 | 0 | 1 | 2 |
| Axle Factor 0.93 | 475 Private-Unit 89.0% | | | 32 Single-Unit 6.0% | | | 27 Combination-Unit 5.0% | | | | | | |
| | 59 Commercial-Unit 11.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|-------------------------------------|--------|---------------|
| 9WUE07 | #6603 | Dist 5 | Sumner County |
| West Leg | Route: K-55 | | |
| | X-Route: RS-160 (ROCK RD) | | |
| Location | K-55 W OF RS-160, E OF BELLE PLAINE | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 10/29/03 | | |
| Comment | | | |

| Ln | Hrs | Start Hour | Last Hour |
|----|-----|----------------|----------------|
| 31 | 48 | 10/02/06 12:00 | 10/04/06 11:00 |
| 71 | 48 | 10/02/06 12:00 | 10/04/06 11:00 |

FHWA CLASSIFICATIONS

| | | | | | | | | | | |
|---------------------|----------------|----|------------|--------------------|----------------|-----------|--|----|-------------------------------|---------------|
| COMMERCIAL VEHICLES | PRIVATE | 1 | MOTORCYCLE | 2 | PASSENGER CARS | 3 | PICKUPS OTHER 2-AXLE 4 TIRE SINGLE UNIT | 4 | BUS 2-3 AXLE PASSENGER BUS | |
| | | 5 | | TWO AXLE | 6 | | THREE AXLE | 7 | | FOUR + AXLES |
| | SINGLE TRAILER | 8 | | FOUR or LESS AXLES | 9 | | FIVE AXLES | 10 | | SIX + AXLES |
| | | 11 | | FIVE AXLES | 12 | | SIX AXLES | 13 | | SEVEN + 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