

MOTORCYCLE



PASSENGER CARS



KANSAS

2008

PICKUPS



5 AXLES



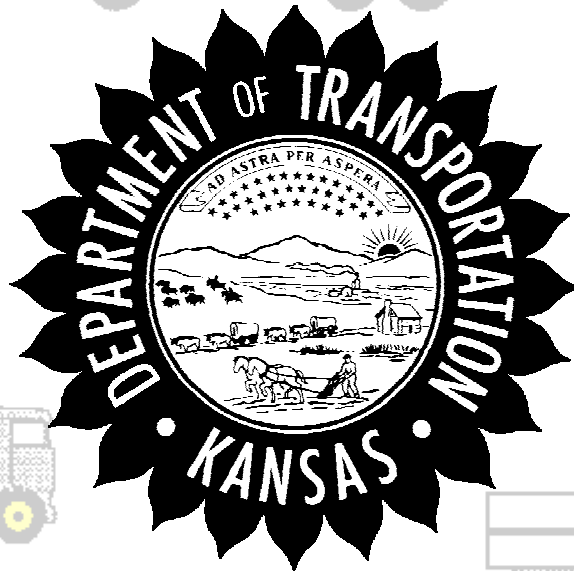
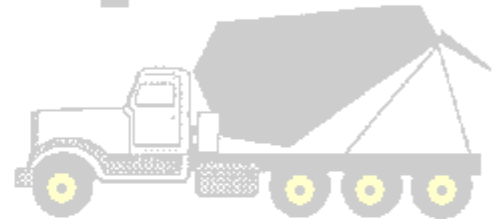
VEHICLE CLASSIFICATION

District 2 Surveys

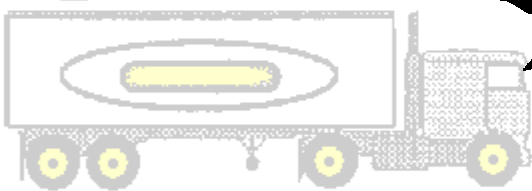
2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



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

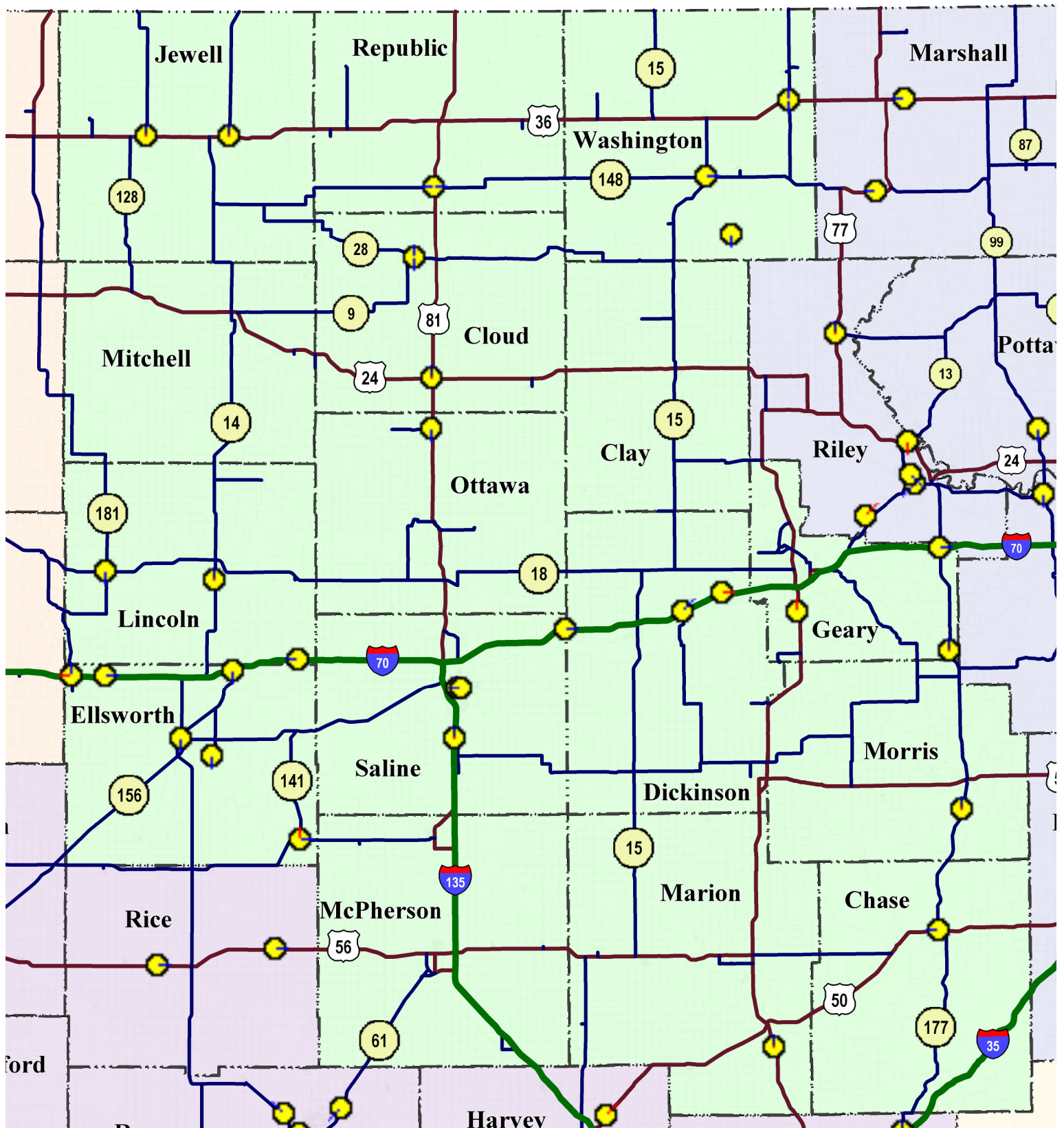
6 AXLES



≥ 7 AXLES



2008 District 2 Classification Sites



District 2

2008 Vehicle Classification Summary

Kansas Dept of Transportation

| County Site Id | Route Cross- Route | LOCATION DESCRIPTION | FC AF | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | District Start Pg |
|---------------------|---|--|--|---------------------------------|----------------|----------------|----------------|------------|-------------|-------------|------------|----------------|----------------|------------|-------------|-------------|----------------|----------------|----------------------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
| Chase B9P9S7 | US-50 K-177 | US-50 W OF K-177, NW OF STRONG CITY | 2 0.58 | 48 1.3% | 1,173 32.5% | 533 14.8% | 1 0.0% | 50 1.4% | 48 1.3% | 5 0.1% | 94 2.6% | 1,524 42.2% | 70 1.9% | 54 1.5% | 7 0.2% | 4 0.1% | 1,855 51.4% | 3,608 1 | II 6 |
| Cloud 8Y29I1 | K-28 K-9 | | K-28 N OF K-9, W OF CONCORDIA | 7 0.94 | 0 0.0% | 537 62.0% | 271 31.2% | 0 0.0% | 17 1.9% | 4 0.5% | 0 0.0% | 9 1.0% | 27 3.1% | 1 0.1% | 2 0.2% | 0 0.0% | 1 0.1% | 59 6.8% | 866 1 |
| Cloud 8Y29I5 | K-9 K-28 | K-9 S OF K-28, W OF CONCORDIA | | 7 0.65 | 1 0.1% | 260 36.6% | 172 24.2% | 0 0.0% | 15 2.1% | 11 1.6% | 1 0.1% | 21 2.9% | 200 28.2% | 14 2.0% | 12 1.7% | 1 0.1% | 4 0.5% | 278 39.1% | 709 1 |
| Cloud 90W341 | US-81 US-24 | | US-81 N OF US-24, 12 MI S OF CONCORDIA | 2 0.71 | 39 0.7% | 2,701 50.7% | 972 18.2% | 4 0.1% | 73 1.4% | 46 0.9% | 2 0.0% | 210 3.9% | 1,192 22.4% | 43 0.8% | 36 0.7% | 9 0.2% | 4 0.1% | 1,616 30.3% | 5,327 1 |
| Dickinson 9M4PS3 | I-70 K-221 | I-70 E OF K-221, SOLOMON EXIT 266 | | 1 0.79 | 271 1.7% | 9,468 59.1% | 3,034 18.9% | 38 0.2% | 150 0.9% | 151 0.9% | 12 0.1% | 406 2.5% | 2,112 13.2% | 34 0.2% | 231 1.4% | 104 0.6% | 10 0.1% | 3,248 20.3% | 16,021 1 |
| Dickinson A4PQO2 | I-70 K-43 | | I-70 NE OF K-43, ENTERPRISE EXIT 281 | 1 0.79 | 172 1.1% | 9,291 60.5% | 2,890 18.8% | 38 0.2% | 142 0.9% | 103 0.7% | 10 0.1% | 332 2.2% | 2,035 13.3% | 29 0.2% | 195 1.3% | 93 0.6% | 14 0.1% | 2,991 19.5% | 15,345 2 |
| Dickinson AB1RO3 | I-70 K-206 | I-70 E OF K-206, CHAPMAN EXIT 286 | | 1 0.78 | 161 1.0% | 8,993 58.5% | 2,824 18.4% | 26 0.2% | 283 1.8% | 114 0.7% | 13 0.1% | 315 2.0% | 2,239 14.6% | 48 0.3% | 260 1.7% | 101 0.7% | 9 0.1% | 3,404 22.1% | 15,381 2 |
| Ellsworth 7FGNB1 | K-232 I-70 | | K-232 N OF I-70, WILSON EXIT 206 | 6 0.84 | 0 0.0% | 262 50.1% | 162 31.0% | 2 0.4% | 22 4.2% | 15 2.8% | 2 0.3% | 7 1.2% | 46 8.8% | 3 0.6% | 2 0.3% | 0 0.0% | 2 0.3% | 99 18.9% | 522 1 |
| Ellsworth 7FGNB7 | I-70 K-232 | I-70 W OF K-232, WILSON EXIT 206 | | 1 0.67 | 98 0.9% | 4,884 46.4% | 1,833 17.4% | 27 0.3% | 216 2.0% | 62 0.6% | 19 0.2% | 271 2.6% | 2,608 24.8% | 34 0.3% | 323 3.1% | 155 1.5% | 8 0.1% | 3,722 35.3% | 10,537 2 |
| Ellsworth 7KSND3 | I-70 RS-236 | | I-70 E OF RS-236, SYLVAN GROVE EXIT 209 | 1 0.69 | 192 1.7% | 5,587 49.7% | 1,761 15.7% | 33 0.3% | 147 1.3% | 125 1.1% | 22 0.2% | 485 4.3% | 2,400 21.3% | 30 0.3% | 324 2.9% | 130 1.2% | 10 0.1% | 3,704 32.9% | 11,244 1 |
| Ellsworth 7WVJY5 | K-14 K-140 | K-14 S OF K-140, IN ELLSWORTH | | 6 0.99 | 21 0.8% | 1,700 65.1% | 843 32.3% | 1 0.0% | 13 0.5% | 9 0.3% | 0 0.0% | 11 0.4% | 14 0.5% | 0 0.0% | 1 0.0% | 0 0.0% | 0 0.0% | 48 1.8% | 2,611 1 |
| Ellsworth 81VJ15 | RS-238 (MISSOURI ST) RS-239 (OHIO AVE) | | MISSOURI ST S OF OHIO AVE, IN KANOPOLIS | 7 0.94 | 2 0.3% | 290 53.3% | 199 36.6% | 0 0.0% | 25 4.5% | 11 1.9% | 0 0.0% | 6 1.0% | 8 1.4% | 2 0.3% | 2 0.4% | 0 0.0% | 2 0.4% | 54 9.9% | 543 1 |
| Ellsworth 857NN5 | K-156 I-70 | K-156 S OF I-70, EXIT 225 | | 2 0.67 | 10 0.6% | 693 43.5% | 331 20.8% | 1 0.1% | 16 1.0% | 40 2.5% | 1 0.1% | 22 1.4% | 434 27.3% | 20 1.2% | 19 1.2% | 4 0.3% | 2 0.1% | 558 35.1% | 1,592 1 |
| Ellsworth 8FVEL1 | K-141 K-4 | | K-141 N OF K-4, S OF KANOPOLIS RESERVOIR | 7 0.83 | 1 0.3% | 152 47.6% | 110 34.5% | 0 0.0% | 9 2.7% | 4 1.1% | 1 0.3% | 9 2.8% | 27 8.5% | 5 1.4% | 1 0.3% | 0 0.0% | 2 0.5% | 56 17.6% | 319 1 |
| Ellsworth 8FVEL3 | K-4 K-141 | K-4 E OF K-141, S OF KANOPOLIS RESERVOIR | | 6 0.79 | 1 0.2% | 326 49.3% | 203 30.7% | 1 0.1% | 12 1.8% | 5 0.8% | 1 0.2% | 17 2.5% | 82 12.3% | 8 1.2% | 3 0.5% | 0 0.0% | 4 0.5% | 131 19.8% | 661 1 |

II
I
3

District 2

2008 Vehicle Classification Summary

Kansas Dept of Transportation

| County Site Id | Route Cross- Route | LOCATION DESCRIPTION | FC AF | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | District Start Pg |
|--------------------|-----------------------------------|--|----------|---------------------------------|-------|-------|------|------|------|------|------|-------|------|------|------|------|----------------|----------------|----------------------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
| Geary AN1QO1 | US-77 RS-1806 (LYON CREEK RD) | US-77 N OF RS-1806, 4 MI S OF JUNCTION CITY | 2 | 15 | 2,039 | 784 | 2 | 37 | 39 | 17 | 110 | 262 | 15 | 4 | 0 | 1 | 483 | 3,321 | II 42 |
| | | | 0.85 | 0.5% | 61.4% | 23.6% | 0.0% | 1.1% | 1.2% | 0.5% | 3.3% | 7.9% | 0.5% | 0.1% | 0.0% | 0.0% | 14.5% | 1 | 42 |
| Geary B9VU43 | I-70 K-177 | I-70 E OF K-177, EXIT 313 | 1 | 122 | 9,904 | 3,110 | 42 | 195 | 87 | 15 | 350 | 2,473 | 51 | 279 | 129 | 8 | 3,627 | 16,762 | II 44 |
| | | | 0.77 | 0.7% | 59.1% | 18.6% | 0.2% | 1.2% | 0.5% | 0.1% | 2.1% | 14.8% | 0.3% | 1.7% | 0.8% | 0.0% | 21.6% | 1 | 44 |
| Geary BBGON1 | K-177 RS-1571 | K-177 N OF RS-1571, NW OF ALTA VISTA | 6 | 3 | 919 | 367 | 0 | 23 | 12 | 1 | 25 | 95 | 6 | 2 | 0 | 1 | 164 | 1,452 | II 46 |
| | | | 0.88 | 0.2% | 63.3% | 25.2% | 0.0% | 1.6% | 0.8% | 0.1% | 1.7% | 6.5% | 0.4% | 0.1% | 0.0% | 0.0% | 11.3% | 1 | 46 |
| Jewell 7REG01 | K-128 US-36 | K-128 N OF US-36, W OF MANKATO | 7 | 1 | 256 | 164 | 0 | 13 | 4 | 1 | 10 | 43 | 6 | 0 | 0 | 0 | 76 | 496 | II 48 |
| | | | 0.85 | 0.1% | 51.5% | 33.1% | 0.0% | 2.6% | 0.8% | 0.2% | 2.0% | 8.6% | 1.1% | 0.0% | 0.0% | 0.0% | 15.3% | 1 | 48 |
| Jewell 84KFZ1 | K-14 US-36 | K-14 N OF US-36 (E JCT), E OF MANKATO | 6 | 2 | 163 | 74 | 1 | 8 | 9 | 0 | 3 | 91 | 17 | 4 | 0 | 1 | 132 | 371 | II 50 |
| | | | 0.67 | 0.5% | 43.9% | 19.9% | 0.3% | 2.2% | 2.4% | 0.0% | 0.8% | 24.4% | 4.4% | 0.9% | 0.0% | 0.1% | 35.6% | 1 | 50 |
| Lincoln 7KVSV5 | K-181 K-18 | K-181 S OF K-18, N OF SYLVAN GROVE | 7 | 0 | 427 | 203 | 0 | 22 | 14 | 1 | 9 | 13 | 1 | 2 | 0 | 2 | 62 | 691 | II 52 |
| | | | 0.94 | 0.0% | 61.8% | 29.3% | 0.0% | 3.1% | 2.0% | 0.1% | 1.2% | 1.8% | 0.1% | 0.2% | 0.0% | 0.3% | 8.9% | 1 | 52 |
| Lincoln 827SE1 | K-14 RS-1583 | K-14 N OF RS-1583, 1.5 MI S OF LINCOLN | 6 | 2 | 410 | 303 | 0 | 8 | 58 | 3 | 19 | 112 | 22 | 12 | 1 | 5 | 238 | 952 | II 54 |
| | | | 0.76 | 0.2% | 43.0% | 31.8% | 0.0% | 0.8% | 6.1% | 0.3% | 1.9% | 11.7% | 2.3% | 1.2% | 0.1% | 0.5% | 25.0% | 1 | 54 |
| Lincoln 8FJO67 | I-70 RS-1751 | I-70 W OF RS-1751, 2 MI W OF SALINE CO LINE | 1 | 138 | 6,237 | 2,011 | 34 | 155 | 101 | 19 | 436 | 2,928 | 65 | 337 | 133 | 14 | 4,220 | 12,604 | II 56 |
| | | | 0.68 | 1.1% | 49.5% | 16.0% | 0.3% | 1.2% | 0.8% | 0.2% | 3.5% | 23.2% | 0.5% | 2.7% | 1.1% | 0.1% | 33.5% | 1 | 56 |
| Marion AJG3L1 | US-77 MCS-057 (90th) | US-77 N of 90th ~2mi S of Florence | 2 | 6 | 699 | 185 | 5 | 30 | 12 | 1 | 10 | 113 | 15 | 0 | 0 | 0 | 184 | 1,074 | II 58 |
| | | | 0.83 | 0.6% | 65.1% | 17.2% | 0.4% | 2.7% | 1.1% | 0.1% | 0.9% | 10.5% | 1.4% | 0.0% | 0.0% | 0.0% | 17.1% | 1 | 58 |
| Morris BDGG71 | K-177 RS-820 | K-177 N OF RS-820, S OF COUNCIL GROVE | 6 | 3 | 322 | 227 | 0 | 22 | 7 | 1 | 12 | 81 | 3 | 4 | 1 | 1 | 130 | 681 | II 60 |
| | | | 0.82 | 0.4% | 47.3% | 33.3% | 0.0% | 3.2% | 1.0% | 0.1% | 1.8% | 11.8% | 0.4% | 0.6% | 0.1% | 0.1% | 19.1% | 1 | 60 |
| Ottawa 90T0F5 | US-81 K-41 | US-81 S OF K-41, E OF DELPHOS | 2 | 26 | 2,596 | 967 | 2 | 76 | 53 | 3 | 223 | 1,445 | 58 | 31 | 12 | 7 | 1,909 | 5,497 | II 62 |
| | | | 0.68 | 0.5% | 47.2% | 17.6% | 0.0% | 1.4% | 1.0% | 0.0% | 4.1% | 26.3% | 1.1% | 0.6% | 0.2% | 0.1% | 34.7% | 1 | 62 |
| Republic 918DA3 | K-148 US-81 | K-148 E OF US-81, 8 MI S OF BELLEVILLE | 7 | 1 | 101 | 74 | 0 | 6 | 2 | 0 | 1 | 17 | 0 | 0 | 0 | 1 | 27 | 203 | II 64 |
| | | | 0.87 | 0.5% | 49.8% | 36.5% | 0.0% | 3.0% | 1.0% | 0.0% | 0.5% | 8.4% | 0.0% | 0.0% | 0.0% | 0.5% | 13.3% | 1 | 64 |
| Republic 918DA7 | K-148 US-81 | K-148 W OF US-81, 8 MI S OF BELLEVILLE | 7 | 1 | 215 | 138 | 0 | 6 | 5 | 0 | 7 | 32 | 1 | 0 | 0 | 0 | 51 | 405 | II 66 |
| | | | 0.87 | 0.2% | 53.2% | 34.0% | 0.0% | 1.5% | 1.2% | 0.0% | 1.7% | 7.9% | 0.2% | 0.0% | 0.0% | 0.0% | 12.6% | 1 | 66 |
| Saline 94MJY1 | I-135 K-104 | I-135 N OF K-104, EXIT 86, S OF SALINA | 1 | 118 | 7,558 | 3,061 | 16 | 215 | 100 | 7 | 304 | 2,669 | 61 | 117 | 35 | 15 | 3,536 | 14,272 | II 68 |
| | | | 0.75 | 0.8% | 53.0% | 21.4% | 0.1% | 1.5% | 0.7% | 0.0% | 2.1% | 18.7% | 0.4% | 0.8% | 0.2% | 0.1% | 24.8% | 1 | 68 |
| Saline 94YML1 | C-4817 (9th) C-4816 (CRAWFORD) | 9th N OF CRAWFORD, IN SALINA | 14 | 105 | 9,309 | 2,523 | 2 | 45 | 27 | 5 | 91 | 20 | 6 | 11 | 6 | 8 | 219 | 12,155 | II 70 |
| | | | 0.98 | 0.9% | 76.6% | 20.8% | 0.0% | 0.4% | 0.2% | 0.0% | 0.7% | 0.2% | 0.0% | 0.1% | 0.0% | 0.1% | 1.8% | 1 | 70 |

II - 4

District 2

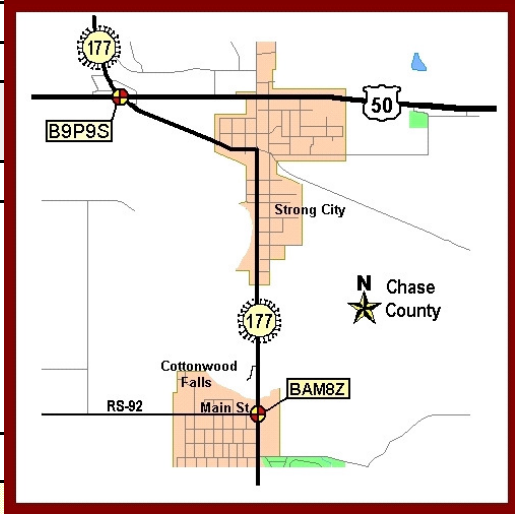
2008 Vehicle Classification Summary

Kansas Dept of Transportation

| County Site Id | Route Cross- Route | LOCATION DESCRIPTION | FC AF | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | District Start Pg |
|-----------------------------|---|--|---|---------------------------------|-----------------|----------------|--------------|-------------|------------|------------|------------|------------|-------------|------------|-----------|-----------|----------------|---------------------------|--------------------------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
| Saline 95MMM7 | C-4816 (CRAWFORD) C-4833 (FRONT) | CRAWFORD W OF FRONT, IN SALINA | 14 1.00 | 134 0.9% | 11,880 76.7% | 3,155 20.4% | 27 0.2% | 236 1.5% | 18 0.1% | 10 0.1% | 21 0.1% | 13 0.1% | 5 0.0% | 1 0.0% | 0 0.0% | 0 0.0% | 328 2.1% | 15,496 1 | II 72 |
| Washington A8NDU3 | K-9 K-15 | | K-9 E OF (K-9 / K-15 / K-148) JCT, S OF WASHINGTON | 7 0.86 | 1 0.1% | 364 51.9% | 234 33.4% | 0 0.0% | 12 1.7% | 16 2.3% | 3 0.4% | 14 2.0% | 47 6.7% | 5 0.6% | 2 0.3% | 1 0.1% | 4 0.5% | 103 14.6% | 700 1 |
| Washington ACNAR5 | RS-125 (THUNDER RD) RS-1102 (3rd RD) | RS-125 S OF RS-1102, 8 MI S OF GREENLEAF | | 7 0.90 | 0 0.0% | 108 57.4% | 63 33.5% | 0 0.0% | 0 0.0% | 3 1.6% | 0 0.0% | 6 2.9% | 8 4.0% | 1 0.5% | 0 0.0% | 0 0.0% | 0 0.0% | 17 9.0% | 188 1 |
| Washington ALTHW1 | K-148 US-36 | | K-148 N OF US-36, 3 MI W OF WS/MS CO LINE | 7 0.84 | 1 0.0% | 748 50.3% | 491 33.0% | 2 0.1% | 42 2.8% | 26 1.7% | 4 0.2% | 25 1.7% | 137 9.2% | 13 0.8% | 1 0.0% | 0 0.0% | 2 0.1% | 249 16.7% | 1,487 1 |
| Washington ALTHW5 | K-148 US-36 | K-148 S OF US-36, 3 MI W OF WS/MS CO LINE | | 7 0.90 | 0 0.0% | 220 53.4% | 151 36.7% | 0 0.0% | 6 1.5% | 5 1.1% | 0 0.0% | 2 0.5% | 27 6.6% | 1 0.1% | 0 0.0% | 0 0.0% | 1 0.1% | 41 9.9% | 411 1 |

24 Hour Classification Summary

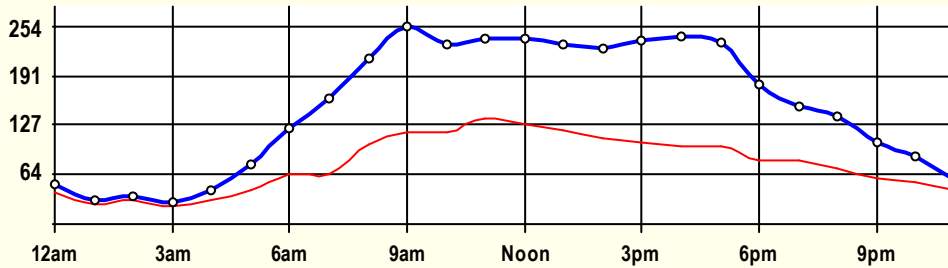
| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | |
|-------------------------------------|--------------|-------------------------------|----------------|---------------------|------------------------|-------------|-------------|-------------|------------------------------|----------------|-------------|-------------|-------------|-------------|
| B9P9S7 | | | | | | | | | | | | | | |
| FC 2 | Dist 2 | Chase County | | | | | | | | | | | | |
| Route: US-50 | | | West Leg | | | | | | | | | | | |
| XRoute: K-177 | | | | | | | | | | | | | | |
| US-50 W OF K-177, NW OF STRONG CITY | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | 254 | 9am | | | | | | | | | | | | |
| Private | 140 | 4pm | | | | | | | | | | | | |
| Commercial | 136 | 11am | | | | | | | | | | | | |
| August 2008 | | | | 48 Hr Survey | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 51.5 | 0.5 | 7 | 3 | 0 | 1 | 0 | 0 | 3 | 34.5 | 0.5 | 2 | 0 | 0 |
| 1 | 31.5 | 0.5 | 4.5 | 0.5 | 0 | 1 | 0 | 0 | 1.5 | 20.5 | 1 | 2 | 0 | 0 |
| 2 | 36.5 | 0.5 | 3 | 3 | 0 | 0.5 | 0.5 | 0 | 2 | 22 | 1.5 | 3 | 0.5 | 0 |
| 3 | 27 | 0 | 2.5 | 0.5 | 0 | 1.5 | 0 | 0.5 | 1.5 | 17 | 0.5 | 2.5 | 0.5 | 0 |
| 4 | 43.5 | 0 | 11 | 2.5 | 0 | 0 | 0 | 0 | 2.5 | 25.5 | 0.5 | 1.5 | 0 | 0 |
| 5 | 78 | 0.5 | 21 | 13.5 | 0 | 1 | 0.5 | 0 | 3 | 34 | 2 | 2.5 | 0 | 0 |
| 6 | 123.5 | 2 | 34 | 22.5 | 0 | 4 | 1.5 | 0 | 4.5 | 53 | 0 | 1 | 1 | 0 |
| 7 | 162 | 1 | 69 | 29 | 0 | 6 | 4 | 0.5 | 4.5 | 44.5 | 1.5 | 2 | 0 | 0 |
| 8 | 211.5 | 1 | 73 | 35 | 0 | 5 | 3 | 0.5 | 3 | 83.5 | 3.5 | 4 | 0 | 0 |
| 9 | 254 | 4 | 87.5 | 45 | 0 | 2.5 | 5 | 0 | 4 | 97 | 7.5 | 1.5 | 0 | 0 |
| 10 | 229.5 | 4 | 74.5 | 33 | 0.5 | 3.5 | 2 | 0 | 7.5 | 98.5 | 3 | 2.5 | 0 | 0.5 |
| 11 | 239.5 | 2 | 66 | 35.5 | 0 | 4.5 | 4 | 0.5 | 8.5 | 116 | 1 | 0 | 0.5 | 1 |
| 12 | 238 | 1.5 | 69 | 38.5 | 0 | 2.5 | 4 | 0.5 | 6 | 108 | 3.5 | 4 | 0 | 0.5 |
| 13 | 230 | 5 | 69.5 | 36 | 0 | 2.5 | 2 | 1.5 | 5 | 102.5 | 4 | 1 | 1 | 0 |
| 14 | 224.5 | 2.5 | 74.5 | 36 | 0 | 3.5 | 4 | 0 | 8.5 | 89 | 4.5 | 1.5 | 0 | 0.5 |
| 15 | 235 | 2 | 92.5 | 35.5 | 0 | 3.5 | 2.5 | 0 | 4 | 83 | 8 | 3.5 | 0 | 0.5 |
| 16 | 240.5 | 1.5 | 96.5 | 42 | 0 | 0.5 | 2.5 | 0 | 5 | 86.5 | 3 | 2 | 0.5 | 0.5 |
| 17 | 233.5 | 2.5 | 90.5 | 40.5 | 0 | 2 | 1 | 0.5 | 5 | 86.5 | 2.5 | 1.5 | 1 | 0 |
| 18 | 180.5 | 3 | 65.5 | 29 | 0 | 1.5 | 1.5 | 0 | 2.5 | 70 | 5 | 1.5 | 1 | 0 |
| 19 | 150 | 3 | 47 | 17 | 0 | 1 | 2.5 | 0 | 5 | 67 | 3.5 | 3 | 0.5 | 0.5 |
| 20 | 139 | 4 | 49 | 15 | 0 | 1.5 | 2.5 | 0 | 2 | 57.5 | 4.5 | 3 | 0 | 0 |
| 21 | 105 | 4 | 30 | 11.5 | 0 | 0.5 | 2 | 0 | 1.5 | 47.5 | 5 | 3 | 0 | 0 |
| 22 | 86 | 2 | 25 | 6 | 0.5 | 0.5 | 2 | 0 | 3 | 43.5 | 1.5 | 2 | 0 | 0 |
| 23 | 57.5 | 1 | 10.5 | 2.5 | 0 | 0 | 0.5 | 0.5 | 0.5 | 36.5 | 2.5 | 3 | 0 | 0 |
| ADT | 3,608 | 48 | 1,172.5 | 532.5 | 1 | 50 | 47.5 | 5 | 93.5 | 1,523.5 | 70 | 53.5 | 6.5 | 4 |
| AF | 0.58 | 1.3% | 32.5% | 14.8% | 0.0% | 1.4% | 1.3% | 0.1% | 2.6% | 42.2% | 1.9% | 1.5% | 0.2% | 0.1% |
| SITE TRAFFIC | | 1,753 Private Unit 48.6% | | | 103.5 Single Unit 2.9% | | | | 1,751 Combination Unit 48.5% | | | | | |
| | | 1,854.5 Commercial Unit 51.4% | | | | | | | | | | | | |



B9P9S7

Classification Summary

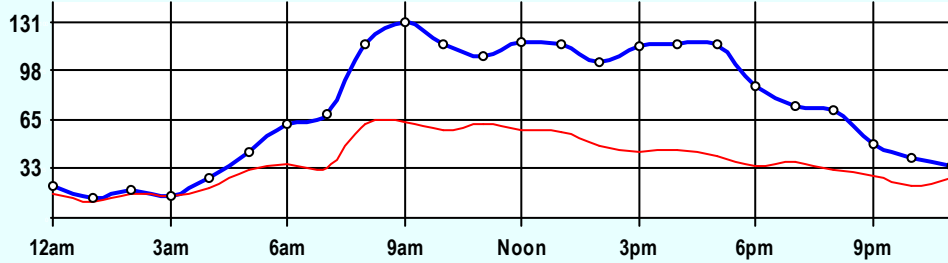
August 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 3,608 | 9am | 254 |
| 1,753 | Private | 137 |
| 1,855 | Commercial | 118 |
| K-Factor 0.07 | EB | WB |
| | 130 | 124 |

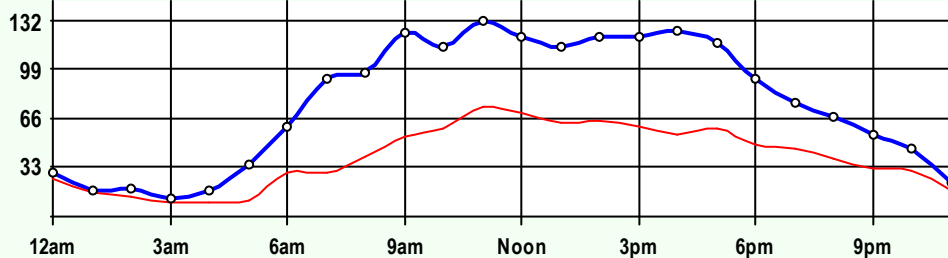
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|----------------------|----|----|---|------------------------------|-------|----|----|----|----|
| 3,608 | 48 | 1,173 | 533 | 1 | 50 | 48 | 5 | 94 | 1,524 | 70 | 54 | 7 | 4 |
| Axle Factor 0.58 | 1,753 Private-Unit 48.6% | | | 104 Single-Unit 2.9% | | | | 1,751 Combination-Unit 48.5% | | | | | |
| | 1,855 Commercial-Unit 51.4% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,777 | 9am | 131 |
| 876 | Private | 67 |
| 901 | Commercial | 64 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,777 | 19 | 604 | 254 | 1 | 20 | 20 | 3 | 34 | 748 | 37 | 33 | 5 | 2 |
| Axle Factor 0.58 | 876 Private-Unit 49.3% | | | 44 Single-Unit 2.4% | | | | 857 Combination-Unit 48.2% | | | | | |
| | 901 Commercial-Unit 50.7% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,831 | 11am | 132 |
| 877 | Private | 59 |
| 954 | Commercial | 74 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,831 | 30 | 569 | 279 | 0 | 31 | 28 | 2 | 60 | 776 | 34 | 21 | 2 | 2 |
| Axle Factor 0.58 | 877 Private-Unit 47.9% | | | 60 Single-Unit 3.3% | | | | 894 Combination-Unit 48.8% | | | | | |
| | 954 Commercial-Unit 52.1% | | | | | | | | | | | | |

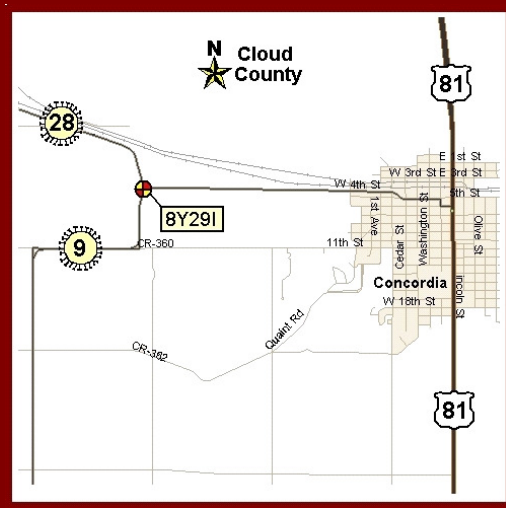
SITE INFORMATION

| | | | |
|-------------------|-------------------------------------|---------------|---------------------|
| B9P9S7 | Event No: 7289 | Dist 2 | Chase County |
| West Leg | Route: US-50 | | |
| | X-Route: K-177 | | |
| Location | US-50 W OF K-177, NW OF STRONG CITY | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 05/05;05/01;08/98 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 08/18/08 12:00 | 08/20 11:00 |
| 71 | 48 | 08/18/08 12:00 | 08/20 11:00 |

24 Hour Classification Summary

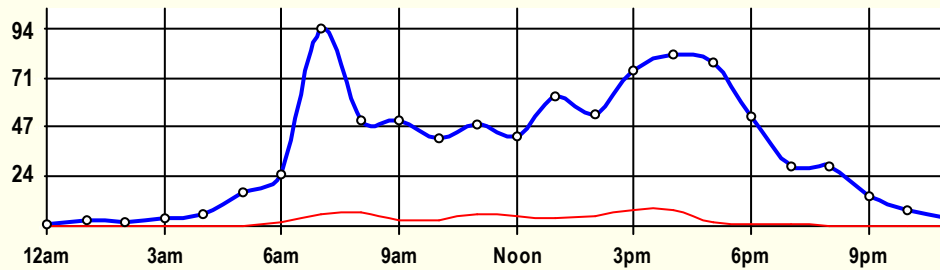
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|-------------------------|--------------|--------------|-----------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| 8Y29I1 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Cloud County | | | | | | | | | | |
| Route: K-28 | | | | | | | | North Leg | | | | | | |
| XRoute: K-9 | | | | | | | | | | | | | | |
| K-28 N OF K-9, W OF CONCORDIA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 94 | | 7am | | | | | | | | | | |
| Private | | 88 | | 7am | | | | | | | | | | |
| Commercial | | 8 | | 3pm | | | | | | | | | | |
| March 2008 NB 48Hr SB 24Hr | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 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 | 3 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 1.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 3.5 | 0 | 2 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5.5 | 0 | 5.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 16.5 | 0 | 9 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 25 | 0 | 15.5 | 7.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 94 | 0 | 61.5 | 26.5 | 0 | 3 | 0.5 | 0 | 0 | 1 | 0 | 1 | 0 | 0.5 |
| 8 | 50 | 0 | 33 | 10 | 0 | 2 | 0.5 | 0 | 1.5 | 3 | 0 | 0 | 0 | 0 |
| 9 | 50.5 | 0 | 31 | 16.5 | 0 | 0.5 | 0 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 10 | 41.5 | 0 | 23.5 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 11 | 48 | 0 | 21 | 21 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 |
| 12 | 43 | 0 | 21.5 | 17 | 0 | 1 | 1 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 13 | 62 | 0 | 37 | 21.5 | 0 | 0.5 | 0.5 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 14 | 53.5 | 0 | 32 | 16.5 | 0 | 0 | 0.5 | 0 | 1 | 3 | 0.5 | 0 | 0 | 0 |
| 15 | 74 | 0 | 45 | 21 | 0 | 3.5 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 16 | 81.5 | 0 | 42 | 31.5 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 |
| 17 | 78 | 0 | 53.5 | 22.5 | 0 | 0 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 18 | 52 | 0 | 38.5 | 13 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 19 | 28 | 0 | 22.5 | 5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 28 | 0 | 19.5 | 8.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 14.5 | 0 | 11 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 4 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 866 | 0 | 536.5 | 270.5 | 0 | 16.5 | 4 | 0 | 8.5 | 27 | 0.5 | 2 | 0 | 0.5 |
| AF | 0.94 | 0.0% | 62.0% | 31.2% | 0.0% | 1.9% | 0.5% | 0.0% | 1.0% | 3.1% | 0.1% | 0.2% | 0.0% | 0.1% |
| SITE TRAFFIC | | 807 Private Unit 93.2% | | | 20.5 Single Unit 2.4% | | | | | 38.5 Combination Unit 4.4% | | | | |
| | | 59 Commercial Unit 6.8% | | | | | | | | | | | | |



8Y29I1

Classification Summary

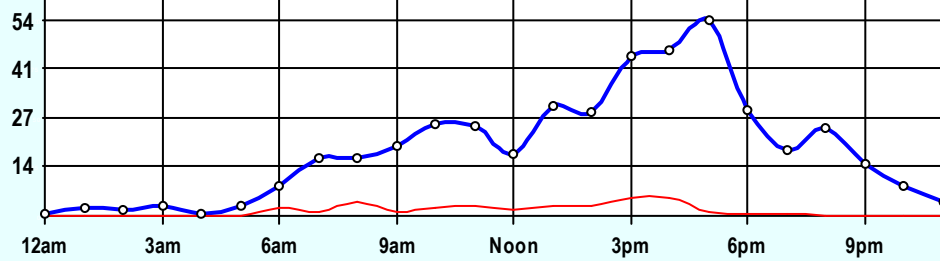
March 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 866 | 7am | 94 |
| 807 | Private | 88 |
| 59 | Commercial | 6 |
| K-Factor 0.11 | NB 16 | SB 78 |

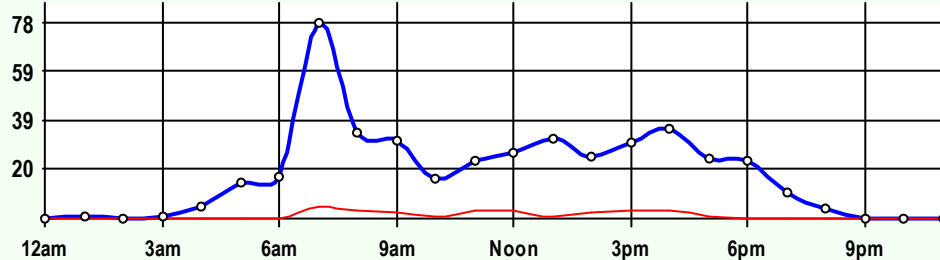
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|--------------------------|---|----|----|----|----|----|
| 866 | 0 | 537 | 271 | 0 | 17 | 4 | 0 | 9 | 27 | 1 | 2 | 0 | 1 |
| Axle Factor 0.94 | 807 Private-Unit 93.2% | | | 21 Single-Unit 2.4% | | | 39 Combination-Unit 4.4% | | | | | | |
| | 59 Commercial-Unit 6.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 436 | 5pm | 54 |
| 404 | Private | 53 |
| 32 | Commercial | 1 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|---|--------------------------|---|----|----|----|----|----|
| 436 | 0 | 263 | 142 | 0 | 9 | 4 | 0 | 4 | 14 | 1 | 1 | 0 | 1 |
| Axle Factor 0.94 | 404 Private-Unit 92.7% | | | 13 Single-Unit 2.9% | | | 20 Combination-Unit 4.5% | | | | | | |
| | 32 Commercial-Unit 7.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 430 | 7am | 78 |
| 403 | Private | 73 |
| 27 | Commercial | 5 |
| K-Factor 0.18 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|--------------------|---|---|--------------------------|---|----|----|----|----|----|
| 430 | 0 | 274 | 129 | 0 | 8 | 0 | 0 | 5 | 13 | 0 | 1 | 0 | 0 |
| Axle Factor 0.94 | 403 Private-Unit 93.7% | | | 8 Single-Unit 1.9% | | | 19 Combination-Unit 4.4% | | | | | | |
| | 27 Commercial-Unit 6.3% | | | | | | | | | | | | |

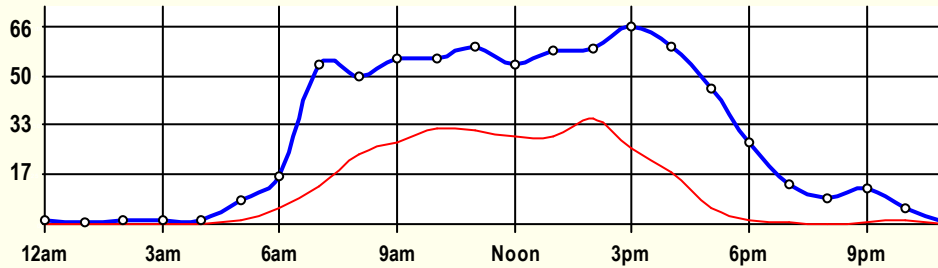
SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|--------------|
| 8Y29I1 | Event No: 7167 | Dist 2 | Cloud County |
| North Leg | Route: K-28 X-Route: K-9 | | |
| Location | K-28 N OF K-9, W OF CONCORDIA | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 04/05;10/00 | | |
| Comment | NB 48Hr, SB 24Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 03/03/08 14:00 | 03/05 13:00 |
| 51 | 24 | 03/04/08 14:00 | 03/05 13:00 |

24 Hour Classification Summary

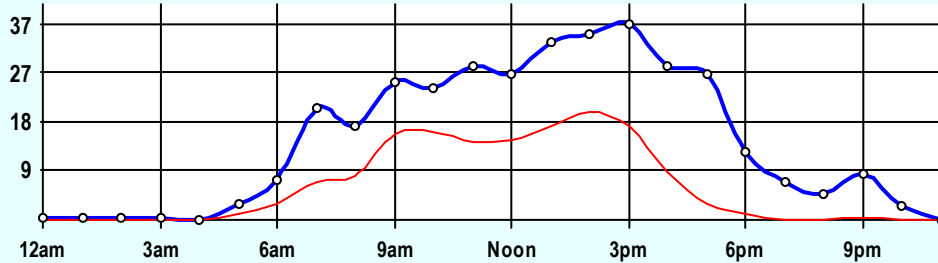
| CLASSIFICATION | | | | | CLASSIFICATION | | | | | | | | | | |
|-------------------------------|-------------|-----------------------------|--------------|--------------|-----------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|--|
| 8Y29I5 | | | | | | | | | | | | | | | |
| FC 7 | Dist 2 | | Cloud County | | | | | | | | | | | | |
| Route: K-9 | | | | South Leg | | | | | | | | | | | |
| XRoute: K-28 | | | | | | | | | | | | | | | |
| K-9 S OF K-28, W OF CONCORDIA | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 66 | 3pm | | | | | | | | | | | | |
| Private | | 42 | 4pm | | | | | | | | | | | | |
| Commercial | | 36 | 2pm | | | | | | | | | | | | |
| March 2008 | | | | | 48 Hr Survey | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 8 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 6 | 16 | 0 | 3.5 | 7.5 | 0 | 2 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | |
| 7 | 53 | 0 | 27 | 13.5 | 0 | 1 | 0 | 0 | 2.5 | 9 | 0 | 0 | 0 | 0 | |
| 8 | 49.5 | 0 | 18.5 | 7.5 | 0 | 2 | 2.5 | 0 | 2 | 14 | 1.5 | 1 | 0 | 0.5 | |
| 9 | 55.5 | 0 | 17 | 11.5 | 0 | 0.5 | 1 | 0 | 1.5 | 21.5 | 1 | 1 | 0.5 | 0 | |
| 10 | 55 | 0 | 12 | 11 | 0 | 0.5 | 1.5 | 0.5 | 2.5 | 24 | 0.5 | 1.5 | 0 | 1 | |
| 11 | 59 | 0 | 12.5 | 15.5 | 0 | 1 | 0.5 | 0 | 1 | 25.5 | 1.5 | 1.5 | 0 | 0 | |
| 12 | 53 | 0 | 14 | 9.5 | 0 | 0 | 1 | 0 | 2.5 | 22.5 | 1 | 2.5 | 0 | 0 | |
| 13 | 58 | 0 | 17.5 | 11.5 | 0 | 1 | 1.5 | 0 | 1.5 | 22 | 1.5 | 1 | 0 | 0.5 | |
| 14 | 58.5 | 0.5 | 9.5 | 13 | 0 | 2 | 3 | 0 | 2 | 23.5 | 2.5 | 2 | 0 | 0.5 | |
| 15 | 66 | 0 | 25.5 | 15 | 0 | 3 | 0 | 0 | 0.5 | 18.5 | 2.5 | 0.5 | 0.5 | 0 | |
| 16 | 59.5 | 0 | 24 | 18 | 0 | 1.5 | 0 | 0 | 3 | 10 | 1.5 | 1 | 0 | 0.5 | |
| 17 | 45.5 | 0 | 23.5 | 16.5 | 0 | 0.5 | 0 | 0 | 0.5 | 4 | 0 | 0 | 0 | 0.5 | |
| 18 | 27.5 | 0 | 18 | 8.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | |
| 19 | 13.5 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 20 | 8.5 | 0 | 8 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 21 | 12 | 0 | 8 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 22 | 5.5 | 0 | 4 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | |
| 23 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ADT | 709 | 0.5 | 259.5 | 171.5 | 0 | 15 | 11 | 0.5 | 20.5 | 200 | 14 | 12 | 1 | 3.5 | |
| AF | 0.65 | 0.1% | 36.6% | 24.2% | 0.0% | 2.1% | 1.6% | 0.1% | 2.9% | 28.2% | 2.0% | 1.7% | 0.1% | 0.5% | |
| SITE TRAFFIC | | 431.5 Private 60.9% Unit | | | 26.5 Single Unit 3.7% | | | | | 251 Combination Unit 35.4% | | | | | |
| 277.5 Commercial Unit 39.1% | | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 709 | 3pm | 66 |
| 432 | Private | 41 |
| 278 | Commercial | 26 |
| K-Factor | NB | SB |
| 0.09 | 36 | 30 |

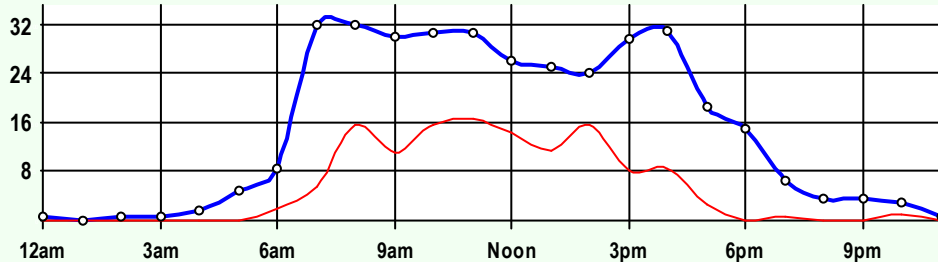
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 709 | 1 | 260 | 172 | 0 | 15 | 11 | 1 | 21 | 200 | 14 | 12 | 1 | 4 |
| Axle Factor | 0.1% | 36.6% | 24.2% | 0.0% | 2.1% | 1.6% | 0.1% | 2.9% | 28.2% | 2.0% | 1.7% | 0.1% | 0.5% |
| 0.65 | 432 Private-Unit 60.9% | | | 27 Single-Unit 3.7% | | | | 251 Combination-Unit 35.4% | | | | | |
| | 278 Commercial-Unit 39.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 352 | 3pm | 37 |
| 202 | Private | 19 |
| 150 | Commercial | 18 |
| K-Factor | | |
| 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 352 | 0 | 124 | 79 | 0 | 9 | 7 | 0 | 10 | 107 | 10 | 6 | 0 | 2 |
| Axle Factor | 0.0% | 35.1% | 22.3% | 0.0% | 2.4% | 2.0% | 0.0% | 2.7% | 30.4% | 2.7% | 1.7% | 0.0% | 0.6% |
| 0.63 | 202 Private-Unit 57.5% | | | 16 Single-Unit 4.4% | | | | 134 Combination-Unit 38.1% | | | | | |
| | 150 Commercial-Unit 42.5% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 358 | 7am | 32 |
| 230 | Private | 27 |
| 128 | Commercial | 6 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 358 | 1 | 136 | 93 | 0 | 7 | 4 | 1 | 11 | 93 | 5 | 6 | 1 | 2 |
| Axle Factor | 0.1% | 38.0% | 26.0% | 0.0% | 1.8% | 1.1% | 0.1% | 3.1% | 26.0% | 1.3% | 1.7% | 0.3% | 0.4% |
| 0.67 | 230 Private-Unit 64.2% | | | 11 Single-Unit 3.1% | | | | 117 Combination-Unit 32.7% | | | | | |
| | 128 Commercial-Unit 35.8% | | | | | | | | | | | | |

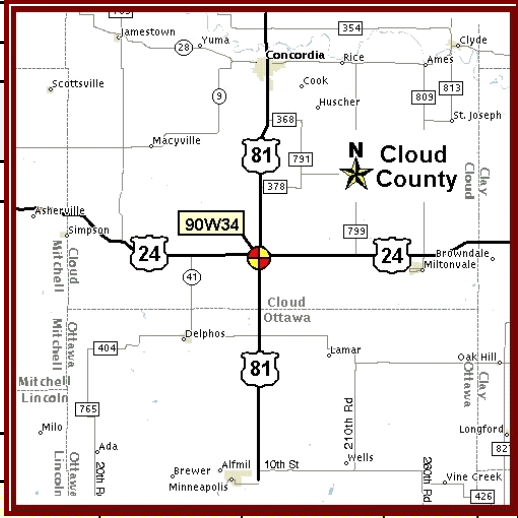
SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|--------------|
| 8Y29I5 | Event No: 7168 | Dist 2 | Cloud County |
| South Leg | Route: K-9 X-Route: K-28 | | |
| Location | K-9 S OF K-28, W OF CONCORDIA | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 04/05;10/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 03/03/08 14:00 | 03/05 13:00 |
| 51 | 48 | 03/03/08 14:00 | 03/05 13:00 |

24 Hour Classification Summary

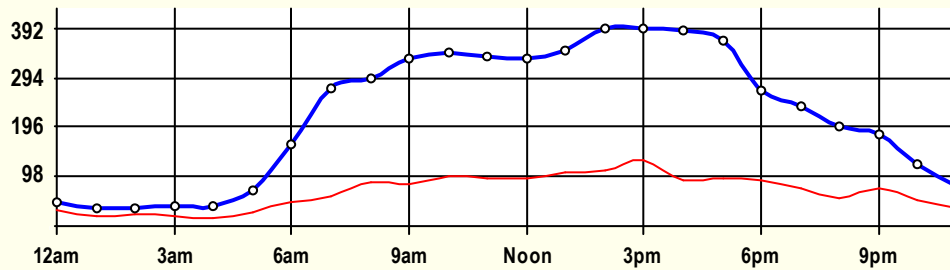
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | | | | | |
|--|--------------|-------------------------------|--------------|--------------|----------------------|-------------|-------------|-------------|--------------------------------|-----------------|-------------|-------------|-------------|-------------|--|--|--|--|--|
| 90W341 | | | | | | | | | | | | | | | | | | | |
| FC 2 | | Dist 2 | | Cloud County | | | | | | | | | | | | | | | |
| Route: US-81 | | | | | | | | North Leg | | | | | | | | | | | |
| XRoute: US-24 | | | | | | | | | | | | | | | | | | | |
| US-81 N OF US-24, 12 MI S OF CONCORDIA | | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | | |
| All Traffic | | 392 | | 2pm | | | | | | | | | | | | | | | |
| Private | | 296 | | 4pm | | | | | | | | | | | | | | | |
| Commercial | | 131 | | 3pm | | | | | | | | | | | | | | | |
| April 2008 | | | | | | | | | | NB 48Hr SB 29Hr | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | |
| 0 | 46.5 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 8 | 20.5 | 0 | 1 | 1 | 0 | | | | | |
| 1 | 35.5 | 0 | 10.5 | 6 | 0 | 0 | 0 | 0 | 2.5 | 11.5 | 0.5 | 1 | 3.5 | 0 | | | | | |
| 2 | 36.5 | 0 | 9.5 | 3 | 0 | 0 | 0 | 0 | 3.5 | 16 | 0.5 | 4 | 0 | 0 | | | | | |
| 3 | 39.5 | 0.5 | 13.5 | 4 | 0.5 | 1 | 0 | 0 | 2 | 12.5 | 0 | 5.5 | 0 | 0 | | | | | |
| 4 | 40 | 0.5 | 15 | 8 | 0 | 0.5 | 0.5 | 0 | 1.5 | 13 | 0 | 1 | 0 | 0 | | | | | |
| 5 | 73 | 0 | 37 | 10 | 0 | 2.5 | 1 | 0 | 3 | 19.5 | 0 | 0 | 0 | 0 | | | | | |
| 6 | 163 | 1.5 | 85 | 30.5 | 0 | 3.5 | 0.5 | 0 | 7 | 32 | 2 | 0.5 | 0.5 | 0 | | | | | |
| 7 | 273.5 | 0 | 166.5 | 49 | 0.5 | 4.5 | 1.5 | 0 | 8.5 | 39 | 3 | 1 | 0 | 0 | | | | | |
| 8 | 294.5 | 2.5 | 146 | 58.5 | 0 | 2.5 | 2.5 | 0 | 13.5 | 64.5 | 3 | 1.5 | 0 | 0 | | | | | |
| 9 | 331 | 1.5 | 170.5 | 76.5 | 1 | 6.5 | 3 | 0 | 12 | 57.5 | 1.5 | 1 | 0 | 0 | | | | | |
| 10 | 345 | 1.5 | 182 | 63.5 | 0 | 6 | 1.5 | 0.5 | 15 | 70 | 0.5 | 4 | 0.5 | 0 | | | | | |
| 11 | 336 | 2.5 | 177 | 62 | 0 | 3 | 5 | 0 | 11 | 72 | 1.5 | 1 | 0 | 1 | | | | | |
| 12 | 333.5 | 1.5 | 178 | 61 | 0 | 4.5 | 2 | 0 | 15 | 69.5 | 1 | 0.5 | 0 | 0.5 | | | | | |
| 13 | 350 | 3 | 173.5 | 68 | 0 | 5.5 | 4.5 | 0.5 | 13.5 | 77.5 | 2 | 2 | 0 | 0 | | | | | |
| 14 | 392 | 2 | 198.5 | 79.5 | 0 | 5.5 | 4 | 0 | 17.5 | 79 | 4 | 2 | 0 | 0 | | | | | |
| 15 | 391 | 4 | 192 | 64.5 | 0.5 | 5 | 7.5 | 1 | 15 | 94 | 5 | 1 | 0 | 1.5 | | | | | |
| 16 | 388.5 | 1.5 | 220.5 | 74 | 0 | 5 | 3 | 0 | 13 | 66.5 | 3.5 | 0 | 1 | 0.5 | | | | | |
| 17 | 367 | 4.5 | 197.5 | 72 | 0 | 4 | 1 | 0 | 15.5 | 69.5 | 3 | 0 | 0 | 0 | | | | | |
| 18 | 268 | 2 | 132.5 | 41 | 0 | 2.5 | 3 | 0 | 8 | 74.5 | 2.5 | 2 | 0 | 0 | | | | | |
| 19 | 238 | 3.5 | 117 | 42.5 | 1 | 0.5 | 2.5 | 0 | 6 | 62 | 2 | 0.5 | 0.5 | 0 | | | | | |
| 20 | 197 | 2.5 | 99.5 | 38.5 | 0 | 5 | 1 | 0 | 5.5 | 38.5 | 4.5 | 1 | 1 | 0 | | | | | |
| 21 | 183.5 | 1 | 79 | 29.5 | 0 | 3.5 | 1 | 0 | 4.5 | 59 | 2 | 4 | 0 | 0 | | | | | |
| 22 | 123.5 | 0.5 | 53 | 18.5 | 0 | 0.5 | 0 | 0 | 5 | 44 | 0 | 1 | 1 | 0 | | | | | |
| 23 | 81 | 2 | 36.5 | 7 | 0 | 1.5 | 0.5 | 0 | 3.5 | 29.5 | 0.5 | 0 | 0 | 0 | | | | | |
| ADT | 5,327 | 38.5 | 2,701 | 972 | 3.5 | 73 | 45.5 | 2 | 209.5 | 1,191.5 | 42.5 | 35.5 | 9 | 3.5 | | | | | |
| AF | 0.71 | 0.7% | 50.7% | 18.2% | 0.1% | 1.4% | 0.9% | 0.0% | 3.9% | 22.4% | 0.8% | 0.7% | 0.2% | 0.1% | | | | | |
| SITE TRAFFIC | | 3,711.5 Private Unit 69.7% | | | 124 Single Unit 2.3% | | | | 1,491.5 Combination Unit 28.0% | | | | | | | | | | |
| | | 1,615.5 Commercial Unit 30.3% | | | | | | | | | | | | | | | | | |



90W341

Classification Summary

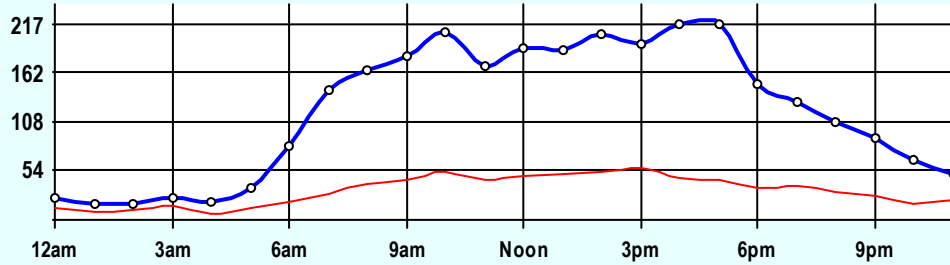
April 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,327 | 2pm | 392 |
| 3,712 | Private | 280 |
| 1,616 | Commercial | 112 |
| K-Factor | NB | SB |
| 0.07 | 204 | 188 |

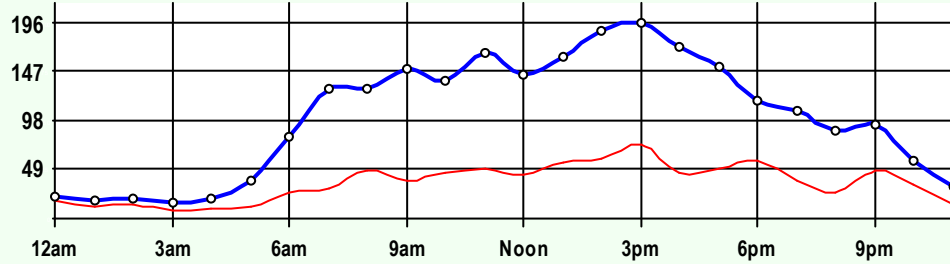
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 5,327 | 39 | 2,701 | 972 | 4 | 73 | 46 | 2 | 210 | 1,192 | 43 | 36 | 9 | 4 |
| Axle Factor | 0.7% | 50.7% | 18.2% | 0.1% | 1.4% | 0.9% | 0.0% | 3.9% | 22.4% | 0.8% | 0.7% | 0.2% | 0.1% |
| 0.71 | 3,712 Private-Unit 69.7% | | | 124 Single-Unit 2.3% | | | | 1,492 Combination-Unit 28.0% | | | | | |
| | 1,616 Commercial-Unit 30.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 2,894 | 4pm | 217 |
| 2,128 | Private | 170 |
| 767 | Commercial | 47 |
| K-Factor | | |
| 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 2,894 | 25 | 1,616 | 487 | 3 | 45 | 22 | 0 | 122 | 526 | 22 | 23 | 3 | 3 |
| Axle Factor | 0.8% | 55.8% | 16.8% | 0.1% | 1.5% | 0.7% | 0.0% | 4.2% | 18.2% | 0.8% | 0.8% | 0.1% | 0.1% |
| 0.74 | 2,128 Private-Unit 73.5% | | | 69 Single-Unit 2.4% | | | | 698 Combination-Unit 24.1% | | | | | |
| | 767 Commercial-Unit 26.5% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 2,433 | 3pm | 196 |
| 1,584 | Private | 123 |
| 849 | Commercial | 73 |
| K-Factor | | |
| 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 2,433 | 14 | 1,085 | 485 | 1 | 29 | 24 | 2 | 88 | 666 | 21 | 13 | 6 | 1 |
| Axle Factor | 0.6% | 44.6% | 19.9% | 0.0% | 1.2% | 1.0% | 0.1% | 3.6% | 27.4% | 0.8% | 0.5% | 0.2% | 0.0% |
| 0.67 | 1,584 Private-Unit 65.1% | | | 56 Single-Unit 2.3% | | | | 794 Combination-Unit 32.6% | | | | | |
| | 849 Commercial-Unit 34.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|--------------|
| 90W341 | Event No: 7208 | Dist 2 | Cloud County |
| North Leg | Route: US-81 | | |
| | X-Route: US-24 | | |
| Location | US-81 N OF US-24, 12 MI S OF CONCORDIA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 08/05;04/02;10/97 | | |
| Comment | NB 48Hr, SB 29Hr (Hose Up) | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 04/29/08 15:00 | 05/01 14:00 |
| 12 | 48 | 04/29/08 15:00 | 05/01 14:00 |
| 51 | 29 | 04/30/08 10:00 | 05/01 14:00 |
| 52 | 29 | 04/30/08 10:00 | 05/01 14:00 |

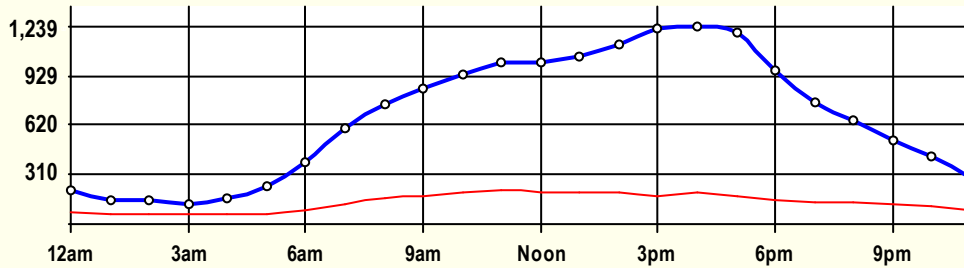
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | |
|-----------------------------------|---------------|-------------------------------|----------------|------------------------|-------------|--------------|--------------|--------------------------------|--------------|----------------|-------------|--------------|--------------|-------------|
| 9M4PS3 | | | | | | | | | | | | | | |
| FC 1 | Dist 2 | Dickinson County | | | | | | | | | | | | |
| Route: I-70 | | | East Leg | | | | | | | | | | | |
| XRoute: K-221 | | | | | | | | | | | | | | |
| I-70 E OF K-221, SOLOMON EXIT 266 | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | 1,239 | 4pm | | | | | | | | | | | | |
| Private | 1,040 | 3pm | | | | | | | | | | | | |
| Commercial | 209 | 11am | | | | | | | | | | | | |
| July 2008 | | | | 159 Hr Survey | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 209.3 | 3.6 | 99.6 | 26.9 | 0.1 | 1.4 | 3 | 0.3 | 3.7 | 49.1 | 0.7 | 15.4 | 5.3 | 0.1 |
| 1 | 151.1 | 3.2 | 68.2 | 21.6 | 0.5 | 1.9 | 3.4 | 0.3 | 3.7 | 37.0 | 0.1 | 7.3 | 3.8 | 0 |
| 2 | 150.5 | 1 | 71 | 18.3 | 0.8 | 1.8 | 1.3 | 0.2 | 4.3 | 36.8 | 0 | 10.5 | 4.3 | 0 |
| 3 | 122.8 | 3 | 49.2 | 14 | 1.8 | 2 | 1.5 | 0 | 5 | 31.8 | 0 | 10.8 | 3.2 | 0.5 |
| 4 | 165.5 | 4.2 | 82.7 | 20.8 | 0.5 | 2.3 | 2.3 | 0.5 | 3.3 | 34.3 | 0.5 | 9.8 | 4 | 0.2 |
| 5 | 239.5 | 4 | 121.7 | 54.2 | 1.2 | 3.5 | 3.5 | 0 | 5.5 | 35.7 | 0.3 | 8 | 2 | 0 |
| 6 | 392.3 | 10 | 195.5 | 94.2 | 1.3 | 3.7 | 3.3 | 0.2 | 9.2 | 60.8 | 1 | 9.2 | 3.7 | 0.3 |
| 7 | 595.5 | 13.2 | 344.7 | 113 | 1.3 | 6.5 | 8.3 | 0.3 | 13.7 | 80.2 | 2 | 8.8 | 3.2 | 0.3 |
| 8 | 747.3 | 13 | 418.3 | 151.8 | 3.2 | 10 | 8.2 | 1.5 | 24.8 | 105.7 | 1.2 | 5.3 | 4.2 | 0.2 |
| 9 | 856.7 | 15.2 | 499.3 | 166.8 | 2.7 | 9.5 | 8.8 | 0.8 | 24.2 | 114.8 | 2.2 | 9.3 | 2.5 | 0.5 |
| 10 | 939.2 | 19.3 | 538.7 | 179.3 | 2.7 | 7.3 | 7.8 | 0.7 | 29.8 | 137.7 | 2.7 | 9 | 3.8 | 0.3 |
| 11 | 1,017.9 | 22 | 602.3 | 185 | 2.1 | 10.7 | 8.6 | 0.4 | 29.7 | 139.1 | 2 | 11.7 | 3.6 | 0.6 |
| 12 | 1,007.6 | 19.7 | 597.4 | 190.4 | 1.4 | 11.6 | 9.3 | 0.5 | 31.7 | 129.5 | 2.6 | 9.3 | 3.7 | 0.6 |
| 13 | 1,047.3 | 17 | 624.1 | 202 | 1.3 | 10.6 | 12.6 | 1 | 26.9 | 136.1 | 2.1 | 8 | 4.7 | 0.9 |
| 14 | 1,130.9 | 18 | 687.1 | 225.7 | 1.0 | 11.9 | 10.1 | 0.4 | 33.1 | 126.7 | 2.9 | 8.6 | 4.4 | 0.9 |
| 15 | 1,219.9 | 17.7 | 777.6 | 245.1 | 1.3 | 12.1 | 8.4 | 0.7 | 28.3 | 112.6 | 2.3 | 9.1 | 4 | 0.6 |
| 16 | 1,239.3 | 19.1 | 775.4 | 243.7 | 2.6 | 7.3 | 11.1 | 0.4 | 29.1 | 127.4 | 2.1 | 12.4 | 7.1 | 1.3 |
| 17 | 1,196.4 | 16.4 | 763.9 | 243.1 | 3.3 | 9.6 | 8.4 | 0.6 | 27.4 | 107 | 1.9 | 10 | 4.3 | 0.6 |
| 18 | 960.4 | 14.6 | 604 | 185.6 | 2.3 | 7.1 | 6.3 | 1 | 16.6 | 107.4 | 1.9 | 7.4 | 5.7 | 0.6 |
| 19 | 761.4 | 9.3 | 470.3 | 141.1 | 0.9 | 4.7 | 7 | 0.7 | 17.7 | 95.1 | 2.6 | 8.4 | 3 | 0.6 |
| 20 | 647.1 | 9.7 | 389.4 | 114 | 1 | 5.4 | 5.3 | 0.3 | 12.4 | 93 | 1.1 | 9.1 | 6.1 | 0.1 |
| 21 | 519.6 | 7.3 | 302.6 | 88.7 | 1.1 | 4.1 | 5 | 0.7 | 11 | 79.4 | 1.1 | 10.9 | 7.1 | 0.4 |
| 22 | 419.6 | 4.9 | 237.9 | 65.7 | 1.7 | 2.9 | 4.1 | 0.3 | 8.1 | 78.6 | 0.3 | 10.7 | 4.3 | 0.1 |
| 23 | 283.7 | 5.6 | 147.6 | 42.4 | 1.7 | 2.1 | 3.3 | 0.3 | 6.7 | 56.3 | 0.3 | 11.4 | 6 | 0 |
| ADT | 16,021 | 270.9 | 9,468.3 | 3,033.6 | 37.8 | 150.2 | 151.2 | 12.2 | 406.1 | 2,112.3 | 33.8 | 230.7 | 104.1 | 9.6 |
| AF | 0.79 | 1.7% | 59.1% | 18.9% | 0.2% | 0.9% | 0.9% | 0.1% | 2.5% | 13.2% | 0.2% | 1.4% | 0.6% | 0.1% |
| SITE TRAFFIC | | 12,772.9 Private Unit 79.7% | | 351.3 Single Unit 2.2% | | | | 2,896.6 Combination Unit 18.1% | | | | | | |
| | | 3,247.9 Commercial Unit 20.3% | | | | | | | | | | | | |

9M4PS3

Classification Summary

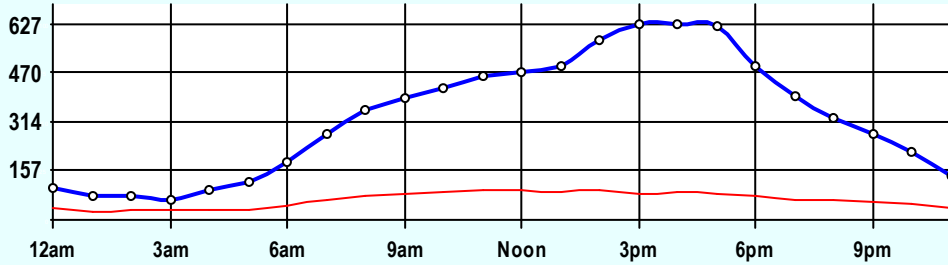
July 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 16,021 | 4pm | 1,239 |
| 12,773 | Private | 1,038 |
| 3,248 | Commercial | 201 |
| K-Factor 0.08 | EB 626 | WB 613 |

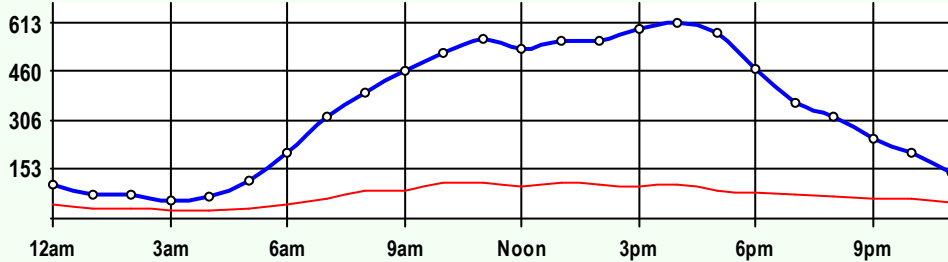
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 16,021 | 271 | 9,468 | 3,034 | 38 | 150 | 151 | 12 | 406 | 2,112 | 34 | 231 | 104 | 10 |
| Axle Factor 0.79 | 1.7% | 59.1% | 18.9% | 0.2% | 0.9% | 0.9% | 0.1% | 2.5% | 13.2% | 0.2% | 1.4% | 0.6% | 0.1% |
| | 12,773 Private-Unit 79.7% | | | 351 Single-Unit 2.2% | | | 2,897 Combination-Unit 18.1% | | | | | | |
| | 3,248 Commercial-Unit 20.3% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,880 | 3pm | 627 |
| 6,330 | Private | 545 |
| 1,550 | Commercial | 82 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 7,880 | 114 | 4,613 | 1,602 | 18 | 74 | 51 | 7 | 192 | 1,018 | 19 | 115 | 52 | 4 |
| Axle Factor 0.79 | 1.4% | 58.5% | 20.3% | 0.2% | 0.9% | 0.7% | 0.1% | 2.4% | 12.9% | 0.2% | 1.5% | 0.7% | 0.1% |
| | 6,330 Private-Unit 80.3% | | | 150 Single-Unit 1.9% | | | 1,400 Combination-Unit 17.8% | | | | | | |
| | 1,550 Commercial-Unit 19.7% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 8,141 | 4pm | 613 |
| 6,443 | Private | 504 |
| 1,698 | Commercial | 109 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 8,141 | 157 | 4,855 | 1,431 | 19 | 77 | 100 | 6 | 214 | 1,094 | 15 | 116 | 52 | 5 |
| Axle Factor 0.78 | 1.9% | 59.6% | 17.6% | 0.2% | 0.9% | 1.2% | 0.1% | 2.6% | 13.4% | 0.2% | 1.4% | 0.6% | 0.1% |
| | 6,443 Private-Unit 79.1% | | | 201 Single-Unit 2.5% | | | 1,496 Combination-Unit 18.4% | | | | | | |
| | 1,698 Commercial-Unit 20.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--|---------------|-------------------------|
| 9M4PS3 | Event No: 7268 | Dist 2 | Dickinson County |
| East Leg | Route: I-70 | | |
| | X-Route: K-221 | | |
| Location | I-70 E OF K-221, SOLOMON EXIT 266 | | |
| Site Info | Regular, ATR, NHS, Route-Class A | | |
| Event Info | | | |
| History | 05/07;03/07;10/06;04/04;09/01;04/98;07/95;07/92 | | |
| Comment | 159Hr Survey | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 159 | 07/14/08 13:00 | 07/21 12:00 |
| 32 | 159 | 07/14/08 13:00 | 07/21 12:00 |
| 71 | 159 | 07/14/08 12:00 | 07/21 12:00 |
| 72 | 159 | 07/14/08 12:00 | 07/21 12:00 |

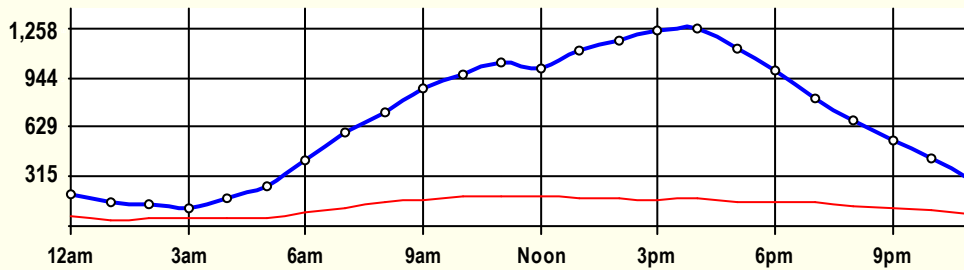
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|--------------------------------------|---------------|--------------------------------|-------------------|--------------------|------------------------|--------------|--------------|-------------|--------------|--------------------------------|-------------|--------------|-------------|-------------|--|--|
| A4PQ02 | | | | | | | | | | | | | | | | |
| FC 1 | Dist 2 | Dickinson County | | | | | | | | | | | | | | |
| Route: I-70 | | | North-East Leg | | | | | | | | | | | | | |
| XRoute: K-43 | | | | | | | | | | | | | | | | |
| I-70 NE OF K-43, ENTERPRISE EXIT 281 | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | 1,258 | 4pm | | | | | | | | | | | | | | |
| Private | 1,084 | 3pm | | | | | | | | | | | | | | |
| Commercial | 195 | 11am | | | | | | | | | | | | | | |
| July 2008 | | | | NEB 168Hr SWB 48Hr | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 208.1 | 6.7 | 118.2 | 25.5 | 0 | 0.4 | 4.4 | 0.1 | 3.6 | 39.6 | 0.8 | 5.4 | 3.2 | 0.1 | | |
| 1 | 156.2 | 2.8 | 82.5 | 26.8 | 0 | 1.3 | 1.8 | 0 | 5.1 | 30.6 | 0.1 | 2.6 | 2.5 | 0.1 | | |
| 2 | 140 | 5.2 | 64.1 | 16.4 | 2 | 0.9 | 0.9 | 0.1 | 4.4 | 36.1 | 0.6 | 7.1 | 2 | 0 | | |
| 3 | 115.4 | 6.6 | 49.7 | 12.9 | 2 | 1.4 | 2.1 | 0 | 2.7 | 27.9 | 0 | 8.4 | 1.4 | 0.1 | | |
| 4 | 175.8 | 5.9 | 88.6 | 25.4 | 1 | 2.6 | 3 | 1.3 | 2.7 | 30.8 | 0.6 | 10.9 | 2.9 | 0.1 | | |
| 5 | 258.4 | 10.6 | 143.6 | 54.5 | 1.4 | 1.3 | 1.1 | 0 | 6.4 | 31.9 | 0.4 | 6.1 | 1 | 0 | | |
| 6 | 421.4 | 8.9 | 221.4 | 106.6 | 1.6 | 3.1 | 3.6 | 0.5 | 9.6 | 53.7 | 0.4 | 8.4 | 2.6 | 1 | | |
| 7 | 591 | 12.9 | 342.7 | 118.5 | 1.5 | 5.4 | 7.4 | 0.3 | 12.1 | 79.6 | 1.9 | 6.6 | 1.9 | 0.1 | | |
| 8 | 723.6 | 14.6 | 417.9 | 135.4 | 2.8 | 9.1 | 7.1 | 0.8 | 19.9 | 105.1 | 1.8 | 6 | 2.8 | 0.3 | | |
| 9 | 870.2 | 15.5 | 529.5 | 159.6 | 2.2 | 7.9 | 9.1 | 0.1 | 19.8 | 114.1 | 2.4 | 8 | 1.5 | 0.5 | | |
| 10 | 960.1 | 22.3 | 564.1 | 186.1 | 2.4 | 5.6 | 11.6 | 0.4 | 27.4 | 128.9 | 1.3 | 6.1 | 3.6 | 0.3 | | |
| 11 | 1,041.4 | 15.5 | 637.6 | 193.5 | 1.8 | 10.3 | 8.1 | 1.4 | 28.6 | 132.8 | 3.5 | 7.3 | 1 | 0 | | |
| 12 | 1,009.6 | 16.9 | 601.5 | 196.7 | 0.9 | 8.4 | 7 | 0.8 | 30.6 | 134 | 2.6 | 5.5 | 3.6 | 1.1 | | |
| 13 | 1,122.9 | 21.4 | 709.1 | 209.1 | 1.4 | 6.7 | 9.2 | 1.2 | 26.4 | 129.1 | 2 | 5.1 | 1.7 | 0.6 | | |
| 14 | 1,182.9 | 17.4 | 753.6 | 234.9 | 1.7 | 10.4 | 7.3 | 0.6 | 25.4 | 119.5 | 1.2 | 5.9 | 3.6 | 1.3 | | |
| 15 | 1,245.2 | 16.6 | 828.6 | 238.3 | 1.4 | 7 | 7.3 | 0 | 29.7 | 103.8 | 1.4 | 6.7 | 3.6 | 0.8 | | |
| 16 | 1,258.4 | 19.6 | 815.6 | 241.6 | 2.4 | 7.4 | 9.8 | 0.4 | 29.9 | 113.9 | 1.2 | 10.1 | 6.1 | 0.4 | | |
| 17 | 1,133.9 | 16.2 | 734.3 | 230.5 | 3.1 | 7.9 | 7.2 | 1 | 21.2 | 97.1 | 1.6 | 9.6 | 3.9 | 0.1 | | |
| 18 | 986.4 | 16.9 | 626 | 192.6 | 2.1 | 5.6 | 7.8 | 0.7 | 15.3 | 108.6 | 2.2 | 3.4 | 4.9 | 0.3 | | |
| 19 | 808.4 | 12.1 | 501.6 | 147.4 | 2.3 | 4.2 | 7.5 | 1.1 | 21.8 | 94.9 | 2.4 | 8.5 | 3.9 | 0.5 | | |
| 20 | 678.9 | 6 | 428.6 | 123.2 | 0.6 | 4.4 | 2.1 | 0.3 | 12.9 | 86.7 | 1.1 | 6.4 | 6.5 | 0 | | |
| 21 | 544.8 | 5.1 | 330.3 | 93.9 | 1.2 | 3.5 | 4.9 | 1.1 | 8.4 | 79.9 | 0.1 | 9.4 | 6.9 | 0.1 | | |
| 22 | 431.3 | 3.6 | 262.7 | 69.4 | 1.6 | 1.7 | 3.4 | 0.1 | 6.8 | 70.2 | 0.1 | 7.7 | 3.9 | 0.1 | | |
| 23 | 298.1 | 5.7 | 168.1 | 47.4 | 1.1 | 2.9 | 3 | 0.5 | 3.3 | 57.1 | 0 | 6.3 | 2.4 | 0.3 | | |
| ADT | 16,362 | 285 | 10,020.1 | 3,086.2 | 38.6 | 119.6 | 136.4 | 13.1 | 374.1 | 2,006 | 30.0 | 167.5 | 77.2 | 8.5 | | |
| AF | 0.81 | 1.7% | 61.2% | 18.9% | 0.2% | 0.7% | 0.8% | 0.1% | 2.3% | 12.3% | 0.2% | 1.0% | 0.5% | 0.1% | | |
| SITE TRAFFIC | | 13,391.4 Private 81.8% Unit | | | 307.7 Single Unit 1.9% | | | | | 2,663.3 Combination Unit 16.3% | | | | | | |
| | | 2,971 Commercial Unit 18.2% | | | | | | | | | | | | | | |

A4PQ02

Classification Summary

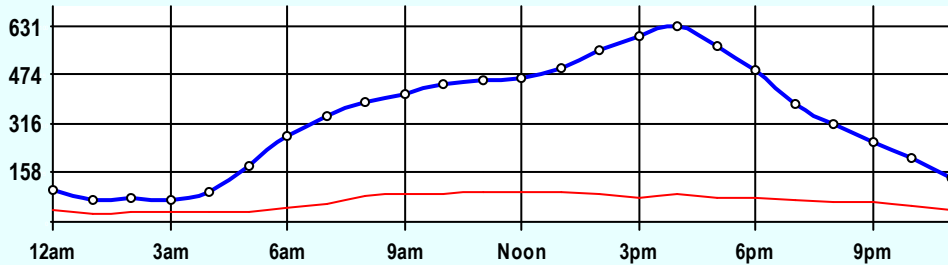
July 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 16,362 | 4pm | 1,258 |
| 13,391 | Private | 1,077 |
| 2,971 | Commercial | 182 |
| K-Factor 0.08 | NEB 631 | SWB 627 |

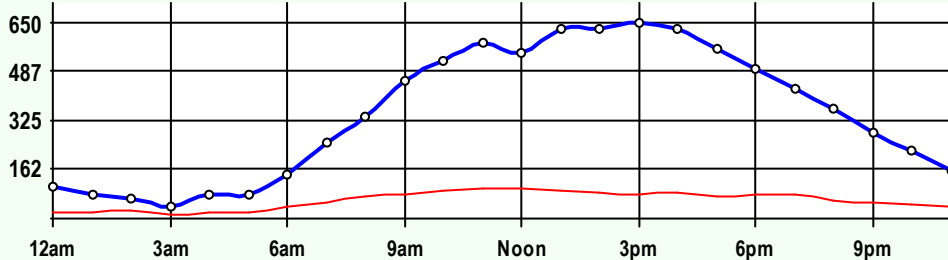
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|--------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 16,362 | 285 | 10,020 | 3,086 | 39 | 120 | 136 | 13 | 374 | 2,006 | 30 | 168 | 77 | 9 |
| Axle Factor 0.81 | 1.7% | 61.2% | 18.9% | 0.2% | 0.7% | 0.8% | 0.1% | 2.3% | 12.3% | 0.2% | 1.0% | 0.5% | 0.1% |
| | 13,391 Private-Unit 81.8% | | | 308 Single-Unit 1.9% | | | 2,663 Combination-Unit 16.3% | | | | | | |
| | 2,971 Commercial-Unit 18.2% | | | | | | | | | | | | |



NEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 8,013 | 4pm | 631 |
| 6,468 | Private | 539 |
| 1,545 | Commercial | 93 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 8,013 | 109 | 4,753 | 1,606 | 20 | 71 | 44 | 6 | 183 | 1,031 | 19 | 114 | 53 | 5 |
| Axle Factor 0.79 | 1.4% | 59.3% | 20.0% | 0.2% | 0.9% | 0.6% | 0.1% | 2.3% | 12.9% | 0.2% | 1.4% | 0.7% | 0.1% |
| | 6,468 Private-Unit 80.7% | | | 141 Single-Unit 1.8% | | | 1,404 Combination-Unit 17.5% | | | | | | |
| | 1,545 Commercial-Unit 19.3% | | | | | | | | | | | | |



SWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 8,350 | 3pm | 650 |
| 6,924 | Private | 567 |
| 1,426 | Commercial | 83 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 8,350 | 176 | 5,267 | 1,481 | 19 | 49 | 92 | 8 | 192 | 975 | 11 | 54 | 25 | 4 |
| Axle Factor 0.82 | 2.1% | 63.1% | 17.7% | 0.2% | 0.6% | 1.1% | 0.1% | 2.3% | 11.7% | 0.1% | 0.6% | 0.3% | 0.0% |
| | 6,924 Private-Unit 82.9% | | | 167 Single-Unit 2.0% | | | 1,259 Combination-Unit 15.1% | | | | | | |
| | 1,426 Commercial-Unit 17.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|----------------|---|--------|------------------|
| A4PQ02 | Event No: 7267 | Dist 2 | Dickinson County |
| North-East Leg | Route: I-70 | | |
| | X-Route: K-43 | | |
| Location | I-70 NE OF K-43, ENTERPRISE EXIT 281 | | |
| Site Info | ATR, NHS, Route-Class A | | |
| Event Info | | | |
| History | 10/08;03/07;10/06;05/03;05/00;09/97;09/97 | | |
| Comment | EB 168Hr ,WB 48Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 21 | 168 | 07/14/08 13:00 | 07/21 12:00 |
| 22 | 168 | 07/14/08 13:00 | 07/21 12:00 |
| 61 | 48 | 07/19/08 13:00 | 07/21 12:00 |
| 62 | 48 | 07/19/08 13:00 | 07/21 12:00 |

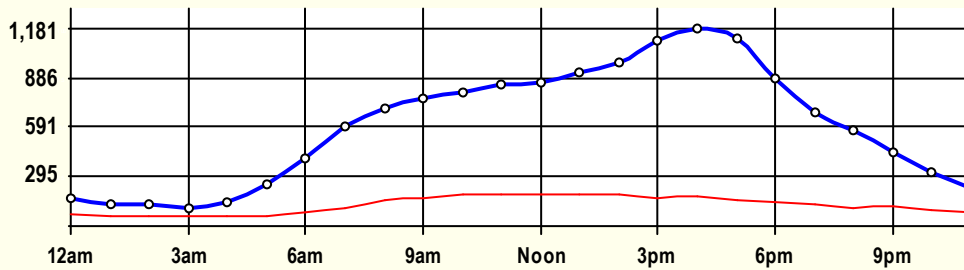
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--------------------------------------|---------------|-------------------------------|----------------|------------------|-------------|----------------------|---------------|----------------|--------------|--------------------------------|-------------|--------------|--------------|-------------|
| A4PQ02 | | | | | | | | | | | | | | |
| FC 1 | | Dist 2 | | Dickinson County | | | | | | | | | | |
| Route: I-70 | | | | | | | | North-East Leg | | | | | | |
| XRoute: K-43 | | | | | | | | | | | | | | |
| I-70 NE OF K-43, ENTERPRISE EXIT 281 | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,181 | | 4pm | | | | | | | | | | |
| Private | | 1,004 | | 4pm | | | | | | | | | | |
| Commercial | | 195 | | 11am | | | | | | | | | | |
| October 2008 | | | | | | | 164 Hr Survey | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 164 | 0.1 | 74.6 | 22 | 0.1 | 0.7 | 0.6 | 0.3 | 4.4 | 43.7 | 0.3 | 13.4 | 3.6 | 0.1 |
| 1 | 127.6 | 0.3 | 53.6 | 18.6 | 0.3 | 1.3 | 0.6 | 0 | 2.7 | 41.6 | 0 | 7 | 1.7 | 0 |
| 2 | 130.4 | 0.1 | 58.9 | 15.3 | 1.3 | 1.6 | 0.3 | 0 | 3.1 | 35.6 | 0.1 | 9.6 | 4.4 | 0.1 |
| 3 | 110.6 | 0.6 | 40.3 | 14.3 | 2 | 1.9 | 0.7 | 0.1 | 3.1 | 34.9 | 0 | 8.7 | 4 | 0 |
| 4 | 147 | 0.7 | 69.9 | 18.7 | 1.1 | 1.6 | 3.1 | 0.1 | 3.6 | 32 | 0.1 | 10.4 | 5.4 | 0.1 |
| 5 | 244.7 | 1.1 | 129.3 | 49.3 | 0.7 | 2.6 | 0.6 | 0.1 | 4 | 42.3 | 1.1 | 9 | 4.6 | 0 |
| 6 | 411 | 1.2 | 216.5 | 105.5 | 1.2 | 5.5 | 1.5 | 0.2 | 8.2 | 54.3 | 1.8 | 10.2 | 4.5 | 0.5 |
| 7 | 601.8 | 2 | 364.2 | 124.7 | 1.5 | 6.3 | 4.2 | 0.2 | 9.5 | 76.7 | 1.3 | 7.2 | 3.8 | 0.3 |
| 8 | 704.3 | 2.3 | 401.8 | 146.8 | 2.7 | 9.7 | 4 | 0.5 | 16.5 | 104.5 | 1.8 | 9.2 | 3 | 1.5 |
| 9 | 766.8 | 2.8 | 440.5 | 153.3 | 3.0 | 10 | 5 | 0.7 | 19.8 | 115.7 | 2.2 | 8.3 | 3.8 | 1.7 |
| 10 | 803.1 | 3.3 | 460.1 | 149 | 3.3 | 14.3 | 5 | 0 | 21.6 | 130.6 | 2.9 | 7.4 | 4.7 | 1 |
| 11 | 845.6 | 4.4 | 486.6 | 159.1 | 0.6 | 12.6 | 4.1 | 0.7 | 19.7 | 139.7 | 2.4 | 9.3 | 4.4 | 1.9 |
| 12 | 853.1 | 4.4 | 508.6 | 155.1 | 0.9 | 12.7 | 5.3 | 0.9 | 20 | 132.3 | 2.3 | 5.6 | 4.3 | 0.9 |
| 13 | 916.7 | 5 | 545.9 | 174.3 | 1.9 | 11.9 | 5.9 | 0.6 | 20.3 | 134.6 | 2.7 | 8.3 | 4.1 | 1.4 |
| 14 | 982.4 | 3.7 | 595.6 | 189.9 | 1.6 | 15.3 | 4.1 | 0.7 | 25.9 | 127.3 | 2.4 | 10.3 | 5.1 | 0.6 |
| 15 | 1,102.6 | 3.7 | 716.4 | 212.9 | 2.1 | 10.4 | 4.4 | 0.4 | 22 | 113.4 | 2 | 9.3 | 3.7 | 1.7 |
| 16 | 1,181 | 6.7 | 772.7 | 224.4 | 3.3 | 8 | 5.6 | 0.4 | 20.7 | 116.6 | 1.6 | 11.1 | 8.3 | 1.6 |
| 17 | 1,119.6 | 5.7 | 739.1 | 215.3 | 2.1 | 10 | 5.1 | 0.1 | 14.6 | 108.9 | 1.6 | 10.7 | 4.7 | 1.6 |
| 18 | 878.4 | 3.4 | 564 | 164.3 | 2.3 | 8.9 | 3.7 | 0.1 | 13.7 | 104.6 | 0.6 | 6.6 | 4.9 | 1.4 |
| 19 | 682.9 | 3 | 425.1 | 125.1 | 1.9 | 7.6 | 2.1 | 0.1 | 10.3 | 93.9 | 0 | 9.6 | 3.6 | 0.6 |
| 20 | 572.4 | 2.3 | 362 | 98.7 | 0.6 | 3.9 | 0.7 | 0.3 | 7.9 | 81.1 | 0.6 | 8.6 | 5.6 | 0.3 |
| 21 | 438.1 | 1.7 | 248.9 | 72.4 | 1.3 | 4.4 | 1.6 | 0.1 | 8.7 | 82.1 | 0.9 | 9.7 | 5.7 | 0.6 |
| 22 | 321.9 | 0.9 | 176 | 54.9 | 1 | 2.7 | 0.7 | 0.1 | 4.6 | 63.6 | 0 | 10.1 | 6.9 | 0.4 |
| 23 | 220.9 | 0.3 | 111 | 30.1 | 0.1 | 1.3 | 0.4 | 0 | 4.4 | 54.3 | 0 | 13.9 | 4.6 | 0.4 |
| ADT | 14,327 | 59.9 | 8,561.4 | 2,694.0 | 36.8 | 164.9 | 69.4 | 6.9 | 289.3 | 2,064.0 | 28.7 | 223.4 | 109.5 | 18.7 |
| AF | 0.78 | 0.4% | 59.8% | 18.8% | 0.3% | 1.2% | 0.5% | 0.0% | 2.0% | 14.4% | 0.2% | 1.6% | 0.8% | 0.1% |
| SITE TRAFFIC | | 11,315.4 Private Unit | | 79.0% | | 278 Single Unit 1.9% | | | | 2,733.6 Combination Unit 19.1% | | | | |
| | | 3,011.6 Commercial Unit 21.0% | | | | | | | | | | | | |

A4PQ02

Classification Summary

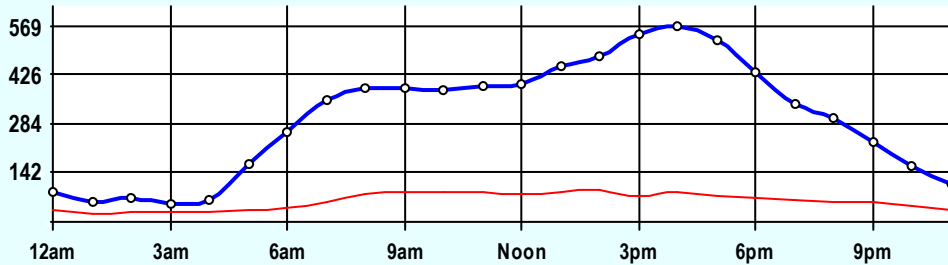
October 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 14,327 | 4pm | 1,181 |
| 11,315 | Private | 1,004 |
| 3,012 | Commercial | 177 |
| K-Factor 0.08 | NEB 569 | SWB 612 |

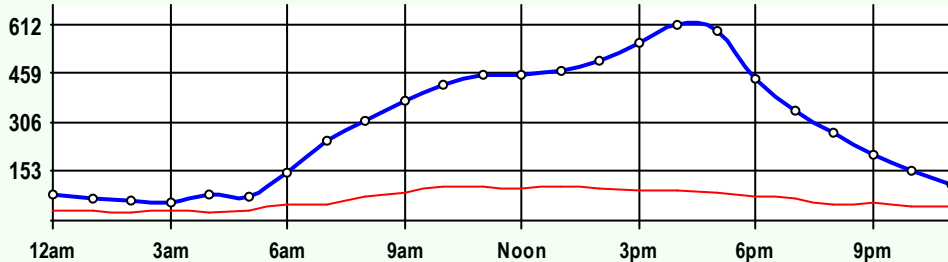
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 14,327 | 60 | 8,561 | 2,694 | 37 | 165 | 69 | 7 | 289 | 2,064 | 29 | 223 | 109 | 19 |
| Axle Factor 0.78 | 0.4% | 59.8% | 18.8% | 0.3% | 1.2% | 0.5% | 0.0% | 2.0% | 14.4% | 0.2% | 1.6% | 0.8% | 0.1% |
| | 11,315 Private-Unit 79.0% | | | 278 Single-Unit 1.9% | | | 2,734 Combination-Unit 19.1% | | | | | | |
| | 3,012 Commercial-Unit 21.0% | | | | | | | | | | | | |



NEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,223 | 4pm | 569 |
| 5,779 | Private | 484 |
| 1,445 | Commercial | 85 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 7,223 | 28 | 4,471 | 1,280 | 15 | 60 | 32 | 3 | 125 | 1,022 | 15 | 113 | 56 | 3 |
| Axle Factor 0.78 | 0.4% | 61.9% | 17.7% | 0.2% | 0.8% | 0.4% | 0.0% | 1.7% | 14.1% | 0.2% | 1.6% | 0.8% | 0.0% |
| | 5,779 Private-Unit 80.0% | | | 110 Single-Unit 1.5% | | | 1,334 Combination-Unit 18.5% | | | | | | |
| | 1,445 Commercial-Unit 20.0% | | | | | | | | | | | | |



SWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,104 | 4pm | 612 |
| 5,537 | Private | 520 |
| 1,567 | Commercial | 92 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 7,104 | 32 | 4,091 | 1,414 | 22 | 105 | 37 | 4 | 164 | 1,042 | 13 | 110 | 53 | 16 |
| Axle Factor 0.77 | 0.4% | 57.6% | 19.9% | 0.3% | 1.5% | 0.5% | 0.1% | 2.3% | 14.7% | 0.2% | 1.5% | 0.8% | 0.2% |
| | 5,537 Private-Unit 77.9% | | | 168 Single-Unit 2.4% | | | 1,399 Combination-Unit 19.7% | | | | | | |
| | 1,567 Commercial-Unit 22.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|----------------|---|--------|------------------|
| A4PQ02 | Event No: 7317 | Dist 2 | Dickinson County |
| North-East Leg | Route: I-70 | | |
| | X-Route: K-43 | | |
| Location | I-70 NE OF K-43, ENTERPRISE EXIT 281 | | |
| Site Info | ATR, NHS, Route-Class A | | |
| Event Info | | | |
| History | 07/08;03/07;10/06;05/03;05/00;09/97;09/97 | | |
| Comment | 164Hr SURVEY | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 21 | 164 | 10/06/08 10:00 | 10/13 05:00 |
| 22 | 164 | 10/06/08 10:00 | 10/13 05:00 |
| 61 | 164 | 10/06/08 10:00 | 10/13 05:00 |
| 62 | 164 | 10/06/08 10:00 | 10/13 05:00 |

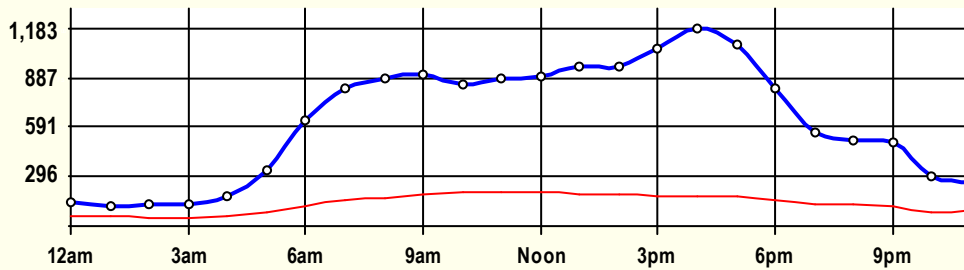
24 Hour Classification Summary

| CLASSIFICATION | | | | | | CLASSIFICATION | | | | | | | | |
|---|---------------|-----------------------------|------------------|------------------------|-------------|----------------|-------------|-------------|--------------------------------|----------------|-------------|-------------|-------------|-------------|
| AB1R03 | | | WIM Collected | | | | | | | | | | | |
| FC 1 | Dist 2 | | Dickinson County | | | | | | | | | | | |
| Route: I-70 | | | East Leg | | | | | | | | | | | |
| XRoute: K-206 | | | | | | | | | | | | | | |
| I-70 E OF K-206, CHAPMAN EXIT 286 | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,183 | 4pm | | | | | | | | | | | |
| Private | | 1,004 | 4pm | | | | | | | | | | | |
| Commercial | | 209 | 10am | | | | | | | | | | | |
| June 2008 EB 24Hr WB 48Hr | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 141 | 0.5 | 55.5 | 20 | 0 | 1.5 | 0 | 0 | 3.5 | 36 | 1 | 18.5 | 4.5 | 0 |
| 1 | 121.5 | 0 | 47 | 12.5 | 0 | 3 | 0 | 0 | 2 | 36 | 2 | 12.5 | 5.5 | 1 |
| 2 | 126.5 | 0 | 58.5 | 20 | 0 | 1 | 0 | 1 | 5.5 | 27.5 | 1 | 5.5 | 6.5 | 0 |
| 3 | 126.5 | 1 | 58 | 17 | 0 | 1.5 | 3 | 0 | 1 | 32.5 | 1 | 7 | 4.5 | 0 |
| 4 | 177 | 0 | 90.5 | 23 | 0 | 2.5 | 2 | 0 | 4.5 | 38.5 | 0 | 10.5 | 4.5 | 1 |
| 5 | 336.5 | 2.5 | 162.5 | 83.5 | 0 | 11 | 3 | 0 | 7.5 | 50 | 1 | 11.5 | 4 | 0 |
| 6 | 629 | 8 | 338 | 158.5 | 0 | 27.5 | 4 | 1 | 4 | 73 | 3 | 11 | 1 | 0 |
| 7 | 825.5 | 10 | 517 | 137.5 | 4 | 23 | 16.5 | 0 | 13.5 | 84 | 3 | 12.5 | 4.5 | 0 |
| 8 | 887 | 8 | 551.5 | 160.5 | 5 | 23 | 8 | 2 | 15 | 105 | 1.5 | 5.5 | 1 | 1 |
| 9 | 904.5 | 13.5 | 553 | 147.5 | 0 | 33 | 12 | 0.5 | 11 | 117 | 3.5 | 8.5 | 5 | 0 |
| 10 | 850.5 | 6.5 | 471.5 | 164 | 0 | 28 | 10.5 | 1 | 17.5 | 136 | 1 | 10.5 | 4 | 0 |
| 11 | 880.5 | 7 | 512.5 | 155.5 | 0.5 | 21.5 | 8 | 0 | 16.5 | 134.5 | 6.5 | 13 | 4 | 1 |
| 12 | 895.5 | 4 | 524 | 169 | 1 | 23.5 | 4.5 | 0.5 | 14 | 136.5 | 6 | 8 | 4.5 | 0 |
| 13 | 951 | 6 | 558.5 | 192 | 2.5 | 25.5 | 6.5 | 0.5 | 15.5 | 127.5 | 3 | 8.5 | 5 | 0 |
| 14 | 955.5 | 2.5 | 571.5 | 193 | 5 | 25 | 3.5 | 0 | 15 | 124.5 | 3.5 | 7.5 | 2.5 | 2 |
| 15 | 1,065 | 1.5 | 667 | 215.5 | 3 | 29.5 | 6 | 1 | 16.5 | 114.5 | 2 | 5.5 | 2 | 1 |
| 16 | 1,182.5 | 8.5 | 760 | 235 | 0 | 26.5 | 1.5 | 0 | 13 | 120 | 5.5 | 9 | 2.5 | 1 |
| 17 | 1,083 | 9 | 678.5 | 216 | 0 | 22.5 | 2 | 0 | 18.5 | 120.5 | 2 | 11 | 2 | 1 |
| 18 | 825 | 6.5 | 483.5 | 182 | 0 | 21 | 5.5 | 0 | 14.5 | 100 | 1 | 8.5 | 2.5 | 0 |
| 19 | 559 | 7.5 | 318 | 102 | 0 | 9.5 | 4.5 | 0 | 5 | 102.5 | 2.5 | 6.5 | 1 | 0 |
| 20 | 513 | 3 | 275 | 107.5 | 0 | 14 | 1.5 | 0 | 1 | 98 | 3 | 7 | 3 | 0 |
| 21 | 504.5 | 0 | 289 | 98.5 | 0 | 13 | 0.5 | 0 | 5.5 | 85.5 | 2 | 5 | 5.5 | 0 |
| 22 | 304 | 3 | 154.5 | 58 | 0 | 8 | 0 | 0 | 2 | 66 | 1 | 7.5 | 4 | 0 |
| 23 | 265.5 | 0.5 | 134.5 | 32 | 0 | 2.5 | 2 | 0 | 4 | 62 | 1 | 18.5 | 7.5 | 1 |
| ADT | 15,110 | 109 | 8,829.5 | 2,900 | 21 | 397 | 105 | 7.5 | 226 | 2,127.5 | 57 | 229 | 91 | 10 |
| AF | 0.78 | 0.7% | 58.4% | 19.2% | 0.1% | 2.6% | 0.7% | 0.0% | 1.5% | 14.1% | 0.4% | 1.5% | 0.6% | 0.1% |
| SITE TRAFFIC | | 11,838.5 Private Unit 78.4% | | 530.5 Single Unit 3.5% | | | | | 2,740.5 Combination Unit 18.1% | | | | | |
| | | 3,271 Commercial Unit 21.6% | | | | | | | | | | | | |

AB1R03

Classification Summary

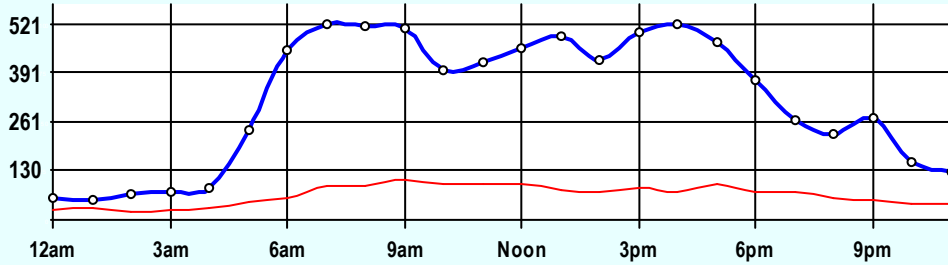
June 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 15,110 | 4pm | 1,183 |
| 11,839 | Private | 1,004 |
| 3,271 | Commercial | 179 |
| K-Factor | EB | WB |
| 0.08 | 518 | 664 |

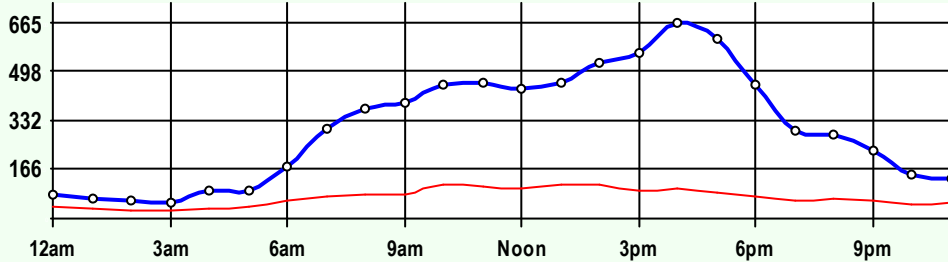
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 15,110 | 109 | 8,830 | 2,900 | 21 | 397 | 105 | 8 | 226 | 2,128 | 57 | 229 | 91 | 10 |
| Axle Factor | 0.7% | 58.4% | 19.2% | 0.1% | 2.6% | 0.7% | 0.0% | 1.5% | 14.1% | 0.4% | 1.5% | 0.6% | 0.1% |
| 0.78 | 11,839 Private-Unit 78.4% | | | 531 Single-Unit 3.5% | | | 2,741 Combination-Unit 18.1% | | | | | | |
| | 3,271 Commercial-Unit 21.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 7,676 | 7am | 521 |
| 6,106 | Private | 433 |
| 1,570 | Commercial | 88 |
| K-Factor | | |
| 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 7,676 | 94 | 4,338 | 1,674 | 17 | 214 | 84 | 5 | 135 | 945 | 36 | 94 | 32 | 8 |
| Axle Factor | 1.2% | 56.5% | 21.8% | 0.2% | 2.8% | 1.1% | 0.1% | 1.8% | 12.3% | 0.5% | 1.2% | 0.4% | 0.1% |
| 0.80 | 6,106 Private-Unit 79.5% | | | 320 Single-Unit 4.2% | | | 1,250 Combination-Unit 16.3% | | | | | | |
| | 1,570 Commercial-Unit 20.5% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 7,434 | 4pm | 665 |
| 5,733 | Private | 562 |
| 1,701 | Commercial | 103 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 7,434 | 15 | 4,492 | 1,226 | 4 | 183 | 21 | 3 | 91 | 1,183 | 21 | 135 | 59 | 2 |
| Axle Factor | 0.2% | 60.4% | 16.5% | 0.1% | 2.5% | 0.3% | 0.0% | 1.2% | 15.9% | 0.3% | 1.8% | 0.8% | 0.0% |
| 0.77 | 5,733 Private-Unit 77.1% | | | 211 Single-Unit 2.8% | | | 1,491 Combination-Unit 20.1% | | | | | | |
| | 1,701 Commercial-Unit 22.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--|---------------|-------------------------|
| AB1R03 | Event No: 7367 | Dist 2 | Dickinson County |
| East Leg | Route: I-70 | | |
| | X-Route: K-206 | | |
| Location | I-70 E OF K-206, CHAPMAN EXIT 286 | | |
| Site Info | Regular, ATR, NHS, Route-Class A | | |
| Event Info | WIM Collected | | |
| History | 07/08;10/05 | | |
| Comment | Survey at ATR. EB 24Hr, WB 48Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 24 | 06/02/08 14:00 | 06/03 13:00 |
| 32 | 24 | 06/02/08 14:00 | 06/03 13:00 |
| 71 | 48 | 06/02/08 14:00 | 06/04 13:00 |
| 72 | 48 | 06/02/08 14:00 | 06/04 13:00 |

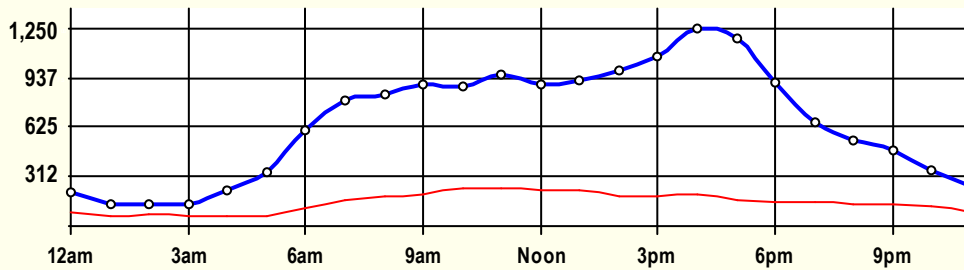
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|-----------------------------------|---------------|-------------------------------|----------------|------------------|----------------------|--------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|
| AB1R03 | | | | | | | | | | | | | | |
| FC 1 | | Dist 2 | | Dickinson County | | | | | | | | | | |
| Route: I-70 | | | | | | | | East Leg | | | | | | |
| XRoute: K-206 | | | | | | | | | | | | | | |
| I-70 E OF K-206, CHAPMAN EXIT 286 | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,250 | | 4pm | | | | | | | | | | |
| Private | | 1,053 | | 4pm | | | | | | | | | | |
| Commercial | | 239 | | 11am | | | | | | | | | | |
| July 2008 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 211.5 | 4 | 92.5 | 24 | 0.5 | 4 | 3.5 | 0.5 | 4 | 53 | 0 | 20.5 | 5 | 0 |
| 1 | 132.5 | 2.5 | 56.5 | 12 | 0.5 | 2 | 3 | 0.5 | 3 | 39 | 0 | 9.5 | 4 | 0 |
| 2 | 145 | 1 | 55.5 | 18 | 0 | 3.5 | 1.5 | 0.5 | 7.5 | 42 | 0 | 11 | 4.5 | 0 |
| 3 | 140.5 | 2 | 63 | 10.5 | 1.5 | 2 | 2.5 | 0 | 3.5 | 39 | 0 | 13.5 | 3 | 0 |
| 4 | 225 | 1 | 127 | 28.5 | 1 | 3.5 | 3 | 0.5 | 3.5 | 36.5 | 0 | 14 | 6.5 | 0 |
| 5 | 338.5 | 5.5 | 193.5 | 75.5 | 1 | 2 | 3 | 0 | 7.5 | 36.5 | 1 | 12.5 | 0.5 | 0 |
| 6 | 599 | 15 | 311 | 162.5 | 1 | 6.5 | 6 | 0 | 11.5 | 66 | 1 | 15.5 | 3 | 0 |
| 7 | 793.5 | 11 | 475.5 | 147.5 | 0.5 | 7.5 | 5 | 0 | 20.5 | 105 | 3.5 | 11 | 6 | 0.5 |
| 8 | 830 | 17.5 | 466 | 157 | 3 | 16.5 | 6 | 0 | 25.5 | 123.5 | 1 | 9.5 | 4.5 | 0 |
| 9 | 892.5 | 16 | 516 | 162.5 | 1.5 | 9 | 7 | 2 | 27.5 | 136 | 2.5 | 8.5 | 4 | 0 |
| 10 | 879.5 | 12 | 486 | 145.5 | 1.5 | 11.5 | 8.5 | 1 | 32 | 161 | 2.5 | 14 | 3.5 | 0.5 |
| 11 | 964 | 14 | 531 | 180 | 2 | 10 | 8 | 1.5 | 26.5 | 170.5 | 2 | 14 | 4 | 0.5 |
| 12 | 901.5 | 9.5 | 514 | 152.5 | 0 | 18 | 11 | 0.5 | 26 | 155 | 3 | 7.5 | 4.5 | 0 |
| 13 | 923.5 | 9 | 533.5 | 148.5 | 1 | 15 | 8 | 2.5 | 26.5 | 160.5 | 5 | 8.5 | 4 | 1.5 |
| 14 | 983.5 | 8 | 611.5 | 176.5 | 2.5 | 12.5 | 5 | 1 | 23 | 127 | 2.5 | 7 | 5.5 | 1.5 |
| 15 | 1,072 | 15 | 685.5 | 186 | 0.5 | 15 | 5.5 | 1.5 | 27.5 | 120 | 1.5 | 10 | 4 | 0 |
| 16 | 1,249.5 | 12 | 817 | 224 | 3.5 | 6 | 6.5 | 1 | 27.5 | 124.5 | 2 | 19.5 | 6 | 0 |
| 17 | 1,183 | 16.5 | 777 | 231.5 | 2 | 8 | 5.5 | 0 | 18 | 106.5 | 2 | 11.5 | 3 | 1.5 |
| 18 | 912 | 9.5 | 596.5 | 157.5 | 1 | 2.5 | 3 | 1.5 | 20.5 | 107 | 3.5 | 4.5 | 4.5 | 0.5 |
| 19 | 656 | 11.5 | 382 | 113.5 | 1 | 2 | 6.5 | 0.5 | 13.5 | 107 | 2.5 | 13.5 | 2.5 | 0 |
| 20 | 548 | 4.5 | 308 | 92.5 | 0.5 | 3 | 3 | 0.5 | 16 | 101.5 | 1 | 12 | 5.5 | 0 |
| 21 | 473.5 | 5 | 262 | 69.5 | 1 | 4.5 | 2.5 | 1.5 | 12.5 | 89.5 | 1 | 15 | 9.5 | 0 |
| 22 | 348 | 7 | 170 | 41.5 | 1.5 | 3 | 6 | 0 | 13.5 | 85 | 0 | 13 | 7.5 | 0 |
| 23 | 251 | 4 | 125 | 30 | 1.5 | 1 | 2.5 | 0.5 | 6 | 59 | 0.5 | 14.5 | 6 | 0.5 |
| ADT | 15,653 | 213 | 9,155.5 | 2,747 | 30 | 168.5 | 122 | 17.5 | 403 | 2,350.5 | 38 | 290 | 111 | 7 |
| AF | 0.77 | 1.4% | 58.5% | 17.5% | 0.2% | 1.1% | 0.8% | 0.1% | 2.6% | 15.0% | 0.2% | 1.9% | 0.7% | 0.0% |
| SITE TRAFFIC | | 12,115.5 Private Unit 77.4% | | | 338 Single Unit 2.2% | | | | | 3,199.5 Combination Unit 20.4% | | | | |
| | | 3,537.5 Commercial Unit 22.6% | | | | | | | | | | | | |

AB1R03

Classification Summary

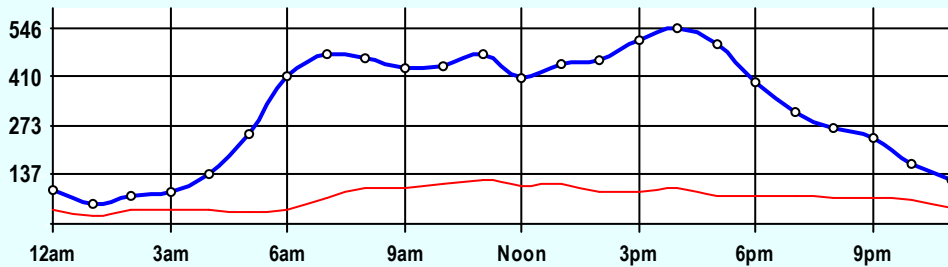
July 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 15,653 | 4pm | 1,250 |
| 12,116 | Private | 1,053 |
| 3,538 | Commercial | 197 |
| K-Factor 0.08 | EB 546 | WB 704 |

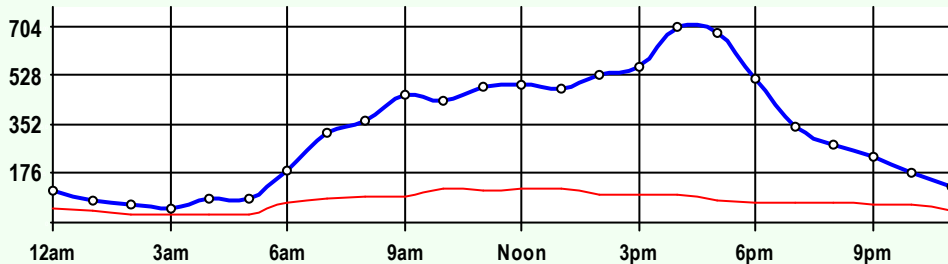
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|----------------------|-----|-----|------------------------------|-----|-------|----|-----|-----|----|
| 15,653 | 213 | 9,156 | 2,747 | 30 | 169 | 122 | 18 | 403 | 2,351 | 38 | 290 | 111 | 7 |
| Axle Factor 0.77 | 12,116 Private-Unit 77.4% | | | 338 Single-Unit 2.2% | | | 3,200 Combination-Unit 20.4% | | | | | | |
| | 3,538 Commercial-Unit 22.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,768 | 4pm | 546 |
| 6,034 | Private | 448 |
| 1,734 | Commercial | 99 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|----|----|------------------------------|-----|-------|----|-----|----|----|
| 7,768 | 101 | 4,575 | 1,358 | 14 | 78 | 50 | 10 | 181 | 1,183 | 21 | 143 | 51 | 5 |
| Axle Factor 0.77 | 6,034 Private-Unit 77.7% | | | 151 Single-Unit 1.9% | | | 1,583 Combination-Unit 20.4% | | | | | | |
| | 1,734 Commercial-Unit 22.3% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,886 | 4pm | 704 |
| 6,082 | Private | 606 |
| 1,804 | Commercial | 98 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|----------------------|----|----|------------------------------|-----|-------|----|-----|----|----|
| 7,886 | 112 | 4,581 | 1,389 | 17 | 91 | 73 | 8 | 222 | 1,168 | 17 | 148 | 60 | 3 |
| Axle Factor 0.77 | 6,082 Private-Unit 77.1% | | | 188 Single-Unit 2.4% | | | 1,617 Combination-Unit 20.5% | | | | | | |
| | 1,804 Commercial-Unit 22.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------------|---------------|-------------------------|
| AB1R03 | Event No: 7266 | Dist 2 | Dickinson County |
| East Leg | Route: I-70 X-Route: K-206 | | |
| Location | I-70 E OF K-206, CHAPMAN EXIT 286 | | |
| Site Info | Regular, ATR, NHS, Route-Class A | | |
| Event Info | | | |
| History | 06/08;10/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 07/14/08 14:00 | 07/16 13:00 |
| 32 | 48 | 07/14/08 14:00 | 07/16 13:00 |
| 71 | 48 | 07/14/08 14:00 | 07/16 13:00 |
| 72 | 48 | 07/14/08 14:00 | 07/16 13:00 |

24 Hour Classification Summary

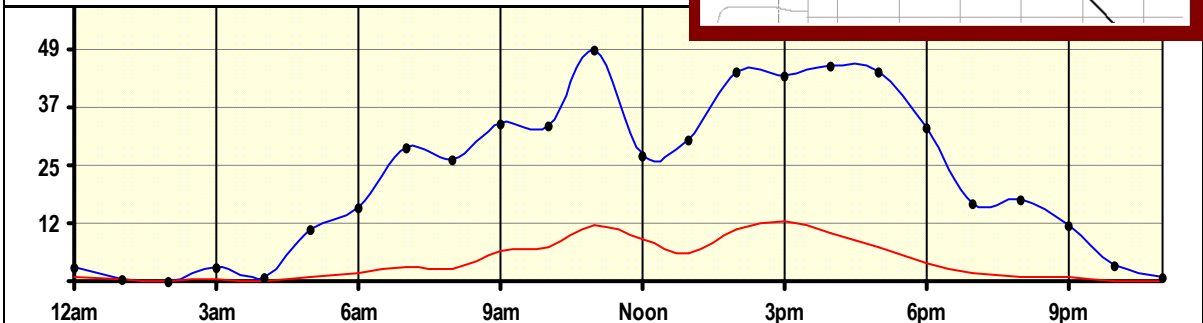
CLASSIFICATION

| | |
|---|---------------|
| 7FGNB1 | |
| FC 6 | Dist 2 |
| Ellsworth County | |
| Route: K-232 | |
| XRoute: I-70 | |
| K-232 N OF I-70, WILSON EXIT 206 | |



| Peak-Hour Traffic | | |
|--------------------|----|------|
| All Traffic | 49 | 11am |
| Private | 38 | 5pm |
| Commercial | 13 | 3pm |

February 2008 **48 Hr Survey**

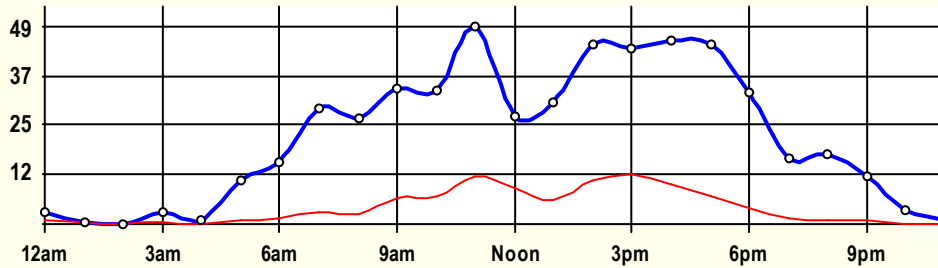


| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---------------------|------------------------|----------------------------|---------------------|--------------|-------------|-------------|-------------|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| 0 | 3 | 0 | 1.5 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | |
| 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 3 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 11 | 0 | 5.5 | 4.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 6 | 15.5 | 0 | 8.5 | 5.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 7 | 28.5 | 0 | 16 | 9.5 | 0 | 1.5 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | |
| 8 | 26 | 0 | 14 | 9.5 | 0.5 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 9 | 33.5 | 0 | 15.5 | 11.5 | 0 | 2 | 0.5 | 0 | 1 | 2.5 | 0.5 | 0 | 0 | 0 | |
| 10 | 33 | 0 | 15 | 11 | 0 | 0.5 | 1.5 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | |
| 11 | 49 | 0 | 27 | 10 | 0.5 | 3 | 3 | 0.5 | 0 | 4 | 1 | 0 | 0 | 0 | |
| 12 | 26.5 | 0 | 10 | 7.5 | 0.5 | 1.5 | 1.5 | 0 | 0 | 4.5 | 0.5 | 0.5 | 0 | 0 | |
| 13 | 30 | 0 | 13 | 11 | 0 | 0.5 | 1.5 | 0.5 | 0.5 | 3 | 0 | 0 | 0 | 0 | |
| 14 | 44.5 | 0 | 20 | 13.5 | 0.5 | 1.5 | 2 | 0 | 1 | 5.5 | 0 | 0 | 0 | 0.5 | |
| 15 | 43.5 | 0 | 18 | 13 | 0 | 3.5 | 1.5 | 0 | 0.5 | 5.5 | 0.5 | 0.5 | 0 | 0.5 | |
| 16 | 45.5 | 0 | 19.5 | 16 | 0 | 4 | 2 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0.5 | |
| 17 | 44.5 | 0 | 23 | 14.5 | 0 | 1 | 0.5 | 0 | 0.5 | 5 | 0 | 0 | 0 | 0 | |
| 18 | 32.5 | 0 | 19 | 9.5 | 0 | 1 | 0 | 0.5 | 0.5 | 2 | 0 | 0 | 0 | 0 | |
| 19 | 16.5 | 0 | 10.5 | 4.5 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0 | |
| 20 | 17.5 | 0 | 12.5 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 21 | 12 | 0 | 7.5 | 3.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 22 | 3.5 | 0 | 3 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ADT | 522 | 0 | 261.5 | 161.5 | 2 | 22 | 14.5 | 1.5 | 6.5 | 46 | 3 | 1.5 | 0 | 1.5 | |
| AF | 0.84 | 0.0% | 50.1% | 31.0% | 0.4% | 4.2% | 2.8% | 0.3% | 1.2% | 8.8% | 0.6% | 0.3% | 0.0% | 0.3% | |
| SITE TRAFFIC | 423 Private Unit 81.1% | | 40 Single Unit 7.7% | | | | | 58.5 Combination Unit 11.2% | | | | | | | |
| | | 98.5 Commercial Unit 18.9% | | | | | | | | | | | | | |

7FGNB1

Classification Summary

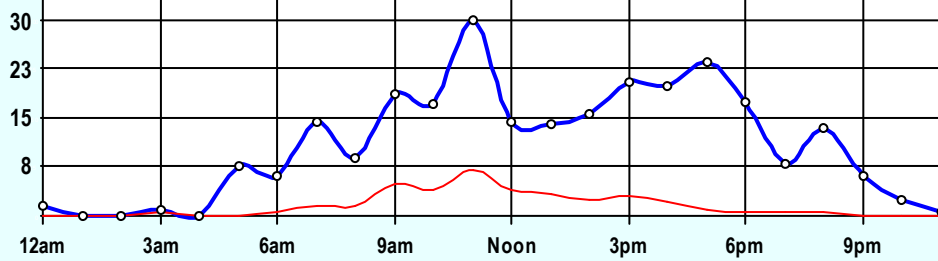
February 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 522 | 11am | 49 |
| 423 | Private | 37 |
| 99 | Commercial | 12 |
| K-Factor 0.09 | NB | SB |
| | 30 | 19 |

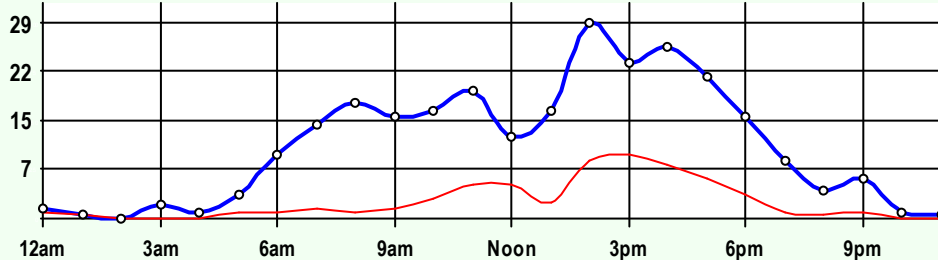
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---------------------------|-----|-----|---------------------|----|----|-------|---|----|---------------------------|----|----|------|--|--|--------------------------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|
| 522 | 0 | 262 | 162 | 2 | 22 | 15 | 2 | 7 | 46 | 3 | 2 | 0 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Factor 0.84 | 0.0% | | | 50.1% | | | 31.0% | | | 0.4% | | | 4.2% | | | 2.8% | | | 0.3% | | | 1.2% | | | 8.8% | | | 0.6% | | | 0.3% | | | 0.0% | | | 0.3% | | |
| | 423 Private-Unit 81.1% | | | 40 Single-Unit 7.7% | | | | | | 59 Combination-Unit 11.2% | | | | | | 99 Commercial-Unit 18.9% | | | | | | | | | | | | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 261 | 11am | 30 |
| 224 | Private | 23 |
| 38 | Commercial | 7 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---------------------------|-----|----|---------------------|---|---|-------|---|----|--------------------------|----|----|------|--|--|--------------------------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|
| 261 | 0 | 147 | 77 | 1 | 4 | 8 | 1 | 3 | 21 | 2 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Factor 0.86 | 0.0% | | | 56.1% | | | 29.5% | | | 0.4% | | | 1.3% | | | 3.1% | | | 0.2% | | | 1.0% | | | 7.9% | | | 0.6% | | | 0.0% | | | 0.0% | | | 0.0% | | |
| | 224 Private-Unit 85.6% | | | 13 Single-Unit 5.0% | | | | | | 25 Combination-Unit 9.4% | | | | | | 38 Commercial-Unit 14.4% | | | | | | | | | | | | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 261 | 2pm | 29 |
| 200 | Private | 21 |
| 61 | Commercial | 9 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---------------------------|-----|----|----------------------|----|---|-------|---|----|---------------------------|----|----|------|--|--|--------------------------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|
| 261 | 0 | 115 | 85 | 1 | 19 | 7 | 1 | 4 | 26 | 2 | 2 | 0 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Factor 0.82 | 0.0% | | | 44.1% | | | 32.4% | | | 0.4% | | | 7.1% | | | 2.5% | | | 0.4% | | | 1.5% | | | 9.8% | | | 0.6% | | | 0.6% | | | 0.0% | | | 0.6% | | |
| | 200 Private-Unit 76.6% | | | 27 Single-Unit 10.4% | | | | | | 34 Combination-Unit 13.1% | | | | | | 61 Commercial-Unit 23.4% | | | | | | | | | | | | | | | | | | | | | | | |

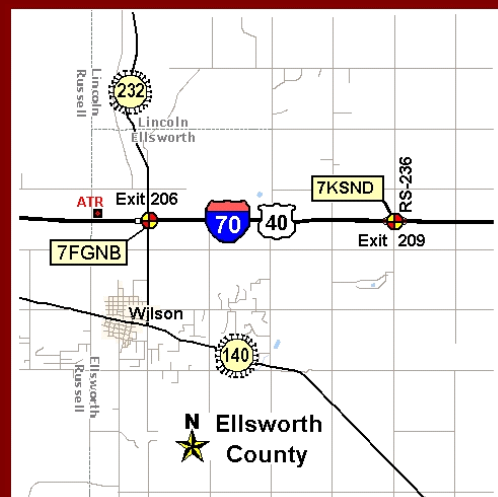
SITE INFORMATION

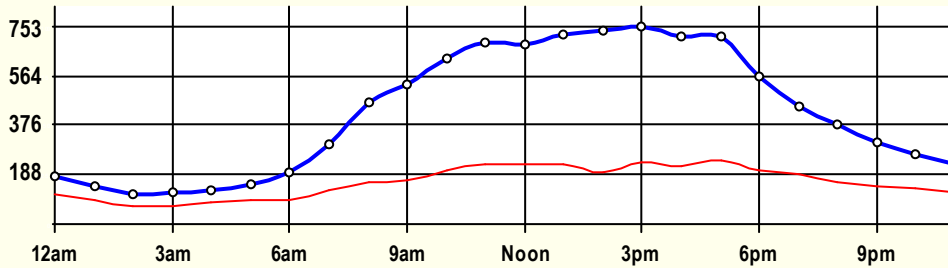
| | | | |
|------------|-----------------------------------|--------|------------------|
| 7FGNB1 | Event No: 7148 | Dist 2 | Ellsworth County |
| North Leg | Route: K-232 | | |
| | X-Route: I-70 | | |
| Location | K-232 N OF I-70, WILSON EXIT 206 | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 07/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/12/08 13:00 | 02/14 12:00 |
| 51 | 48 | 02/12/08 13:00 | 02/14 12:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | | | | CLASSIFICATION | | |
|----------------------------------|---------------|-----------------------------|------------------|--------------|----------------------|-----------------|-------------|-------------|------------------------------|--------------|-------------|--------------|----------------|-------------|--|
| 7FGNB7 | | | WIM Collected | | | | | | | | | | | | |
| FC 1 | Dist 2 | | Ellsworth County | | | | | | | | | | | | |
| Route: I-70 | | | | | | | | | | West Leg | | | | | |
| XRoute: K-232 | | | | | | | | | | | | | | | |
| I-70 W OF K-232, WILSON EXIT 206 | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 753 | | | | | | | | | | | 3pm | | |
| Private | | 537 | | | | | | | | | | | 2pm | | |
| Commercial | | 242 | | | | | | | | | | | 5pm | | |
| June 2008 | | | | | | EB 24Hr WB 48Hr | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 183.5 | 0 | 49.5 | 21.5 | 0.5 | 5 | 0.5 | 0.5 | 1.5 | 71.5 | 0.5 | 25 | 7.5 | 0 | |
| 1 | 148 | 0 | 44 | 16.5 | 0.5 | 7.5 | 1.5 | 0 | 2 | 45.5 | 0 | 22.5 | 8 | 0 | |
| 2 | 112.5 | 0 | 28 | 18.5 | 0 | 2 | 0 | 0.5 | 0.5 | 38 | 0 | 16.5 | 8.5 | 0 | |
| 3 | 118 | 0 | 31.5 | 15.5 | 0 | 3.5 | 0 | 0 | 3 | 44.5 | 0 | 12 | 8 | 0 | |
| 4 | 127.5 | 0 | 32.5 | 13.5 | 0 | 4.5 | 0.5 | 0 | 1.5 | 46.5 | 0 | 18.5 | 10 | 0 | |
| 5 | 152 | 0 | 34.5 | 26.5 | 0 | 5 | 0 | 0.5 | 2 | 61 | 0 | 17 | 5.5 | 0 | |
| 6 | 201 | 1.5 | 62 | 43.5 | 0 | 7.5 | 0 | 0 | 4 | 67.5 | 2.5 | 8 | 4.5 | 0 | |
| 7 | 303.5 | 0 | 101 | 77 | 2 | 11 | 0.5 | 1.5 | 2.5 | 94 | 2 | 9 | 3 | 0 | |
| 8 | 461.5 | 3 | 200.5 | 101 | 0 | 17.5 | 1 | 0 | 6 | 114.5 | 2 | 10.5 | 5.5 | 0 | |
| 9 | 535 | 2 | 246 | 117.5 | 1 | 17 | 2 | 1 | 9 | 123.5 | 2 | 7.5 | 6.5 | 0 | |
| 10 | 628.5 | 5.5 | 287.5 | 127.5 | 0 | 20.5 | 4.5 | 4 | 14 | 144 | 1 | 12.5 | 7.5 | 0 | |
| 11 | 691 | 3 | 325.5 | 134.5 | 1.5 | 20 | 6 | 1 | 14 | 153 | 4 | 21 | 7.5 | 0 | |
| 12 | 681.5 | 2.5 | 310.5 | 142 | 2 | 19.5 | 4 | 1 | 5 | 170.5 | 0.5 | 18 | 6 | 0 | |
| 13 | 723.5 | 6.5 | 332.5 | 158.5 | 0 | 26.5 | 5 | 0 | 14.5 | 164.5 | 1.5 | 9 | 5 | 0 | |
| 14 | 733.5 | 6.5 | 374.5 | 156 | 1 | 21 | 4.5 | 1.5 | 7.5 | 131.5 | 2 | 16 | 11.5 | 0 | |
| 15 | 752.5 | 7 | 355 | 157.5 | 0 | 18 | 1 | 1 | 11 | 166 | 0.5 | 25.5 | 10 | 0 | |
| 16 | 711.5 | 2.5 | 347 | 140 | 3 | 22 | 2 | 1 | 5.5 | 170 | 2.5 | 9 | 7 | 0 | |
| 17 | 712.5 | 3 | 331 | 136.5 | 5.5 | 20.5 | 2.5 | 1.5 | 12 | 175 | 1.5 | 10.5 | 13 | 0 | |
| 18 | 564 | 5.5 | 239 | 117.5 | 0.5 | 16 | 2 | 1.5 | 5.5 | 154 | 4.5 | 9 | 9 | 0 | |
| 19 | 445 | 2.5 | 173.5 | 81.5 | 2.5 | 11.5 | 1 | 0 | 8.5 | 148.5 | 0.5 | 12.5 | 2.5 | 0 | |
| 20 | 380.5 | 3 | 153.5 | 64.5 | 0 | 7 | 1 | 0.5 | 4 | 130 | 2.5 | 7 | 7.5 | 0 | |
| 21 | 313.5 | 1.5 | 117 | 54.5 | 0 | 6.5 | 1.5 | 0 | 2.5 | 111 | 1 | 11.5 | 6 | 0.5 | |
| 22 | 263 | 0.5 | 81 | 48.5 | 1 | 7.5 | 0 | 0 | 2.5 | 107.5 | 0.5 | 6.5 | 7 | 0.5 | |
| 23 | 226 | 0 | 72 | 33 | 0 | 8 | 0 | 0 | 4 | 84 | 0 | 16 | 8.5 | 0.5 | |
| ADT | 10,169 | 56 | 4,329 | 2,003 | 21 | 305 | 41 | 17 | 142.5 | 2,716 | 31.5 | 330.5 | 175 | 1.5 | |
| AF | 0.66 | 0.6% | 42.6% | 19.7% | 0.2% | 3.0% | 0.4% | 0.2% | 1.4% | 26.7% | 0.3% | 3.3% | 1.7% | 0.0% | |
| SITE TRAFFIC | | 6,388 Private Unit 62.8% | | | 384 Single Unit 3.8% | | | | 3,397 Combination Unit 33.4% | | | | | | |
| | | 3,781 Commercial Unit 37.2% | | | | | | | | | | | | | |

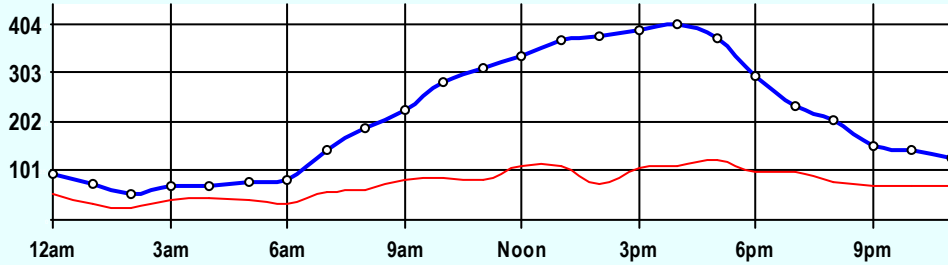




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 10,169 | 3pm | 753 |
| 6,388 | Private | 520 |
| 3,781 | Commercial | 233 |
| K-Factor | EB | WB |
| 0.07 | 391 | 362 |

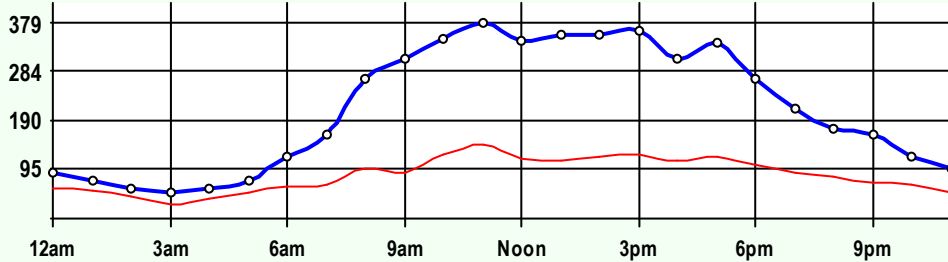
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 10,169 | 56 | 4,329 | 2,003 | 21 | 305 | 41 | 17 | 143 | 2,716 | 32 | 331 | 175 | 2 |
| Axle Factor | 0.6% | 42.6% | 19.7% | 0.2% | 3.0% | 0.4% | 0.2% | 1.4% | 26.7% | 0.3% | 3.3% | 1.7% | 0.0% |
| 0.66 | 6,388 Private-Unit 62.8% | | | 384 Single-Unit 3.8% | | | 3,397 Combination-Unit 33.4% | | | | | | |
| | 3,781 Commercial-Unit 37.2% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,090 | 4pm | 404 |
| 3,327 | Private | 294 |
| 1,763 | Commercial | 110 |
| K-Factor | | |
| 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 5,090 | 14 | 2,349 | 964 | 14 | 166 | 14 | 3 | 55 | 1,258 | 8 | 159 | 86 | 0 |
| Axle Factor | 0.3% | 46.1% | 18.9% | 0.3% | 3.3% | 0.3% | 0.1% | 1.1% | 24.7% | 0.2% | 3.1% | 1.7% | 0.0% |
| 0.68 | 3,327 Private-Unit 65.4% | | | 197 Single-Unit 3.9% | | | 1,566 Combination-Unit 30.8% | | | | | | |
| | 1,763 Commercial-Unit 34.6% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,079 | 11am | 379 |
| 3,061 | Private | 235 |
| 2,018 | Commercial | 144 |
| K-Factor | | |
| 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 5,079 | 42 | 1,980 | 1,039 | 7 | 139 | 27 | 14 | 88 | 1,458 | 24 | 172 | 89 | 2 |
| Axle Factor | 0.8% | 39.0% | 20.5% | 0.1% | 2.7% | 0.5% | 0.3% | 1.7% | 28.7% | 0.5% | 3.4% | 1.8% | 0.0% |
| 0.65 | 3,061 Private-Unit 60.3% | | | 187 Single-Unit 3.7% | | | 1,831 Combination-Unit 36.1% | | | | | | |
| | 2,018 Commercial-Unit 39.7% | | | | | | | | | | | | |

SITE INFORMATION

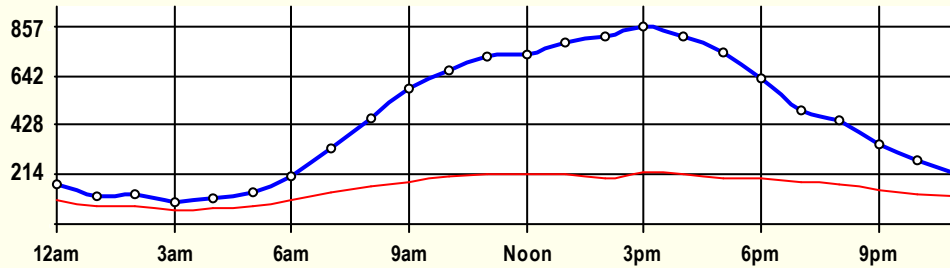
| | | | |
|------------|-------------------------------------|--------|------------------|
| 7FGNB7 | Event No: 7369 | Dist 2 | Ellsworth County |
| West Leg | Route: I-70 | | |
| | X-Route: K-232 | | |
| Location | I-70 W OF K-232, WILSON EXIT 206 | | |
| Site Info | Regular, ATR, NHS, Route-Class A | | |
| Event Info | WIM Collected | | |
| History | 07/08;06/05;11/04;06/98;05/97;08/95 | | |
| Comment | EB 24Hr, WB 48Hr, at ATR. | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 24 | 06/04/08 12:00 | 06/05 11:00 |
| 32 | 24 | 06/04/08 12:00 | 06/05 11:00 |
| 71 | 48 | 06/03/08 12:00 | 06/05 11:00 |
| 72 | 48 | 06/03/08 12:00 | 06/05 11:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | | | | | |
|----------------------------------|---------------|-----------------------------|--------------|------------------|----------------------|-------------|-------------|-------------|------------------------------|----------------|-------------|-------------|-------------|-------------|--|--|--|--|--|
| 7FGNB7 | | | | | | | | | | | | | | | | | | | |
| FC 1 | | Dist 2 | | Ellsworth County | | | | | | | | | | | | | | | |
| Route: I-70 | | | | | | | | West Leg | | | | | | | | | | | |
| XRoute: K-232 | | | | | | | | | | | | | | | | | | | |
| I-70 W OF K-232, WILSON EXIT 206 | | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | | |
| All Traffic | | 857 | | 3pm | | | | | | | | | | | | | | | |
| Private | | 633 | | 3pm | | | | | | | | | | | | | | | |
| Commercial | | 224 | | 3pm | | | | | | | | | | | | | | | |
| July 2008 | | | | | | | | | | 48 Hr Survey | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | |
| 0 | 173.5 | 1.5 | 51 | 18 | 0.5 | 2 | 2 | 0.5 | 9.5 | 65 | 1.5 | 15 | 6.5 | 0.5 | | | | | |
| 1 | 125 | 0.5 | 30 | 15 | 2.5 | 4 | 1 | 0 | 4 | 47 | 1 | 15.5 | 4.5 | 0 | | | | | |
| 2 | 131.5 | 1.5 | 41.5 | 13.5 | 1.5 | 2.5 | 2 | 0.5 | 4.5 | 42 | 0.5 | 13.5 | 7.5 | 0.5 | | | | | |
| 3 | 99 | 0 | 29 | 11.5 | 0.5 | 0.5 | 0 | 0 | 3.5 | 41 | 0 | 10 | 3 | 0 | | | | | |
| 4 | 110.5 | 0.5 | 30.5 | 13.5 | 0 | 0.5 | 1.5 | 0 | 2 | 38.5 | 0 | 18 | 5 | 0.5 | | | | | |
| 5 | 138 | 1.5 | 38.5 | 20.5 | 1.5 | 0.5 | 1.5 | 0.5 | 3 | 47.5 | 2 | 14 | 7 | 0 | | | | | |
| 6 | 203.5 | 0.5 | 67.5 | 33.5 | 1.5 | 5 | 2 | 1 | 6.5 | 73 | 2.5 | 7.5 | 1.5 | 1.5 | | | | | |
| 7 | 327 | 3 | 137.5 | 51 | 2 | 7 | 2.5 | 0 | 12 | 99 | 1.5 | 8 | 3.5 | 0 | | | | | |
| 8 | 460.5 | 8.5 | 214 | 77.5 | 2 | 5 | 3 | 0.5 | 16 | 116.5 | 2.5 | 10 | 5 | 0 | | | | | |
| 9 | 592 | 7.5 | 297.5 | 105.5 | 2 | 7 | 6.5 | 1 | 21 | 129.5 | 1.5 | 9 | 3 | 1 | | | | | |
| 10 | 661.5 | 12.5 | 337 | 107 | 1.5 | 7.5 | 4 | 0.5 | 30 | 131 | 3.5 | 17.5 | 9 | 0.5 | | | | | |
| 11 | 728.5 | 9.5 | 380 | 120 | 2.5 | 7 | 3.5 | 3 | 27.5 | 143 | 1.5 | 19.5 | 9.5 | 2 | | | | | |
| 12 | 735.5 | 17.5 | 391.5 | 114 | 1.5 | 9.5 | 6 | 1 | 31.5 | 140 | 2 | 17 | 4 | 0 | | | | | |
| 13 | 785.5 | 8 | 440 | 125.5 | 0.5 | 11.5 | 2.5 | 0.5 | 26.5 | 146.5 | 2 | 16.5 | 4.5 | 1 | | | | | |
| 14 | 809.5 | 6 | 489 | 119.5 | 0 | 8 | 4.5 | 1 | 23 | 131 | 4 | 13.5 | 8 | 2 | | | | | |
| 15 | 856.5 | 17.5 | 483 | 132 | 1 | 6.5 | 9.5 | 1.5 | 30.5 | 139.5 | 1.5 | 26 | 8 | 0 | | | | | |
| 16 | 815.5 | 11.5 | 469.5 | 116.5 | 1.5 | 7 | 4.5 | 1 | 32 | 147 | 2 | 15.5 | 6.5 | 1 | | | | | |
| 17 | 740 | 7 | 412.5 | 125 | 1.5 | 8 | 3 | 2.5 | 25 | 141 | 1 | 8 | 5 | 0.5 | | | | | |
| 18 | 629 | 7 | 324 | 102.5 | 2 | 6 | 5 | 1.5 | 19.5 | 141 | 1.5 | 10.5 | 8 | 0.5 | | | | | |
| 19 | 494 | 4 | 241.5 | 70.5 | 3 | 6 | 3 | 0.5 | 17.5 | 133.5 | 1 | 8 | 5.5 | 0 | | | | | |
| 20 | 453.5 | 5 | 209.5 | 65 | 1.5 | 3.5 | 5.5 | 2.5 | 18 | 126 | 2 | 7 | 5.5 | 2.5 | | | | | |
| 21 | 348.5 | 5 | 152 | 45 | 0.5 | 4.5 | 6 | 1 | 10.5 | 106.5 | 0 | 12.5 | 5 | 0 | | | | | |
| 22 | 273 | 1.5 | 112 | 30 | 1 | 4 | 1.5 | 0 | 12.5 | 97 | 1 | 9.5 | 3 | 0 | | | | | |
| 23 | 213.5 | 3.5 | 60.5 | 31 | 0 | 3 | 2.5 | 0.5 | 13 | 78.5 | 0.5 | 13.5 | 7 | 0 | | | | | |
| ADT | 10,905 | 140.5 | 5,439 | 1,663 | 32 | 126 | 83 | 21 | 399 | 2,500.5 | 36.5 | 315 | 135 | 14 | | | | | |
| AF | 0.68 | 1.3% | 49.9% | 15.3% | 0.3% | 1.2% | 0.8% | 0.2% | 3.7% | 22.9% | 0.3% | 2.9% | 1.2% | 0.1% | | | | | |
| SITE TRAFFIC | | 7,242.5 Private Unit 66.4% | | | 262 Single Unit 2.4% | | | | 3,400 Combination Unit 31.2% | | | | | | | | | | |
| | | 3,662 Commercial Unit 33.6% | | | | | | | | | | | | | | | | | |

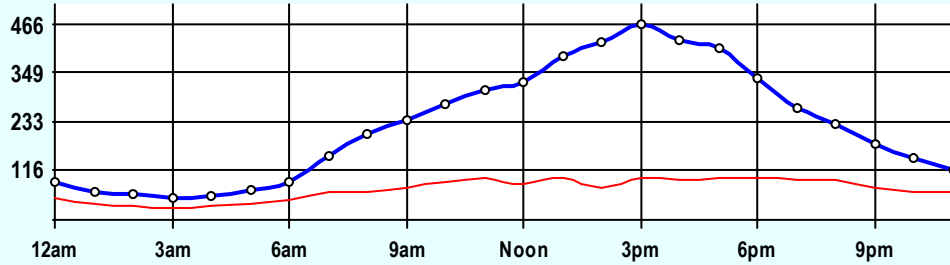




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 10,905 | 3pm | 857 |
| 7,243 | Private | 633 |
| 3,662 | Commercial | 224 |
| K-Factor | EB | WB |
| 0.08 | 466 | 391 |

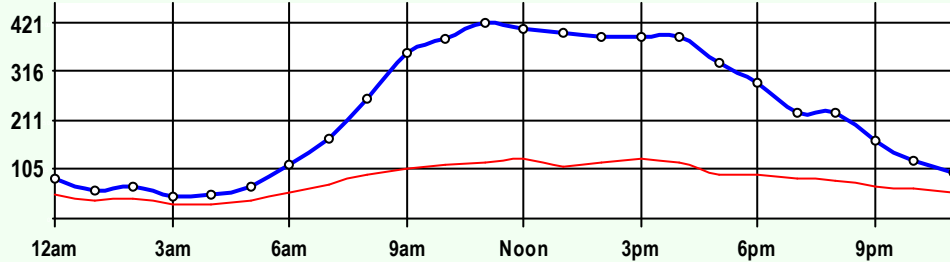
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 10,905 | 141 | 5,439 | 1,663 | 32 | 126 | 83 | 21 | 399 | 2,501 | 37 | 315 | 135 | 14 |
| Axle Factor | 1.3% | 49.9% | 15.3% | 0.3% | 1.2% | 0.8% | 0.2% | 3.7% | 22.9% | 0.3% | 2.9% | 1.2% | 0.1% |
| 0.68 | 7,243 Private-Unit 66.4% | | | 262 Single-Unit 2.4% | | | | 3,400 Combination-Unit 31.2% | | | | | |
| | 3,662 Commercial-Unit 33.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,366 | 3pm | 466 |
| 3,653 | Private | 368 |
| 1,713 | Commercial | 98 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 5,366 | 65 | 2,767 | 821 | 18 | 57 | 36 | 10 | 190 | 1,157 | 16 | 158 | 66 | 6 |
| Axle Factor | 1.2% | 51.6% | 15.3% | 0.3% | 1.1% | 0.7% | 0.2% | 3.5% | 21.6% | 0.3% | 2.9% | 1.2% | 0.1% |
| 0.69 | 3,653 Private-Unit 68.1% | | | 121 Single-Unit 2.2% | | | | 1,593 Combination-Unit 29.7% | | | | | |
| | 1,713 Commercial-Unit 31.9% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,539 | 11am | 421 |
| 3,590 | Private | 300 |
| 1,949 | Commercial | 122 |
| K-Factor | | |
| 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 5,539 | 76 | 2,673 | 842 | 14 | 70 | 47 | 11 | 209 | 1,344 | 21 | 158 | 69 | 8 |
| Axle Factor | 1.4% | 48.2% | 15.2% | 0.3% | 1.3% | 0.8% | 0.2% | 3.8% | 24.3% | 0.4% | 2.8% | 1.2% | 0.1% |
| 0.67 | 3,590 Private-Unit 64.8% | | | 142 Single-Unit 2.6% | | | | 1,808 Combination-Unit 32.6% | | | | | |
| | 1,949 Commercial-Unit 35.2% | | | | | | | | | | | | |

SITE INFORMATION

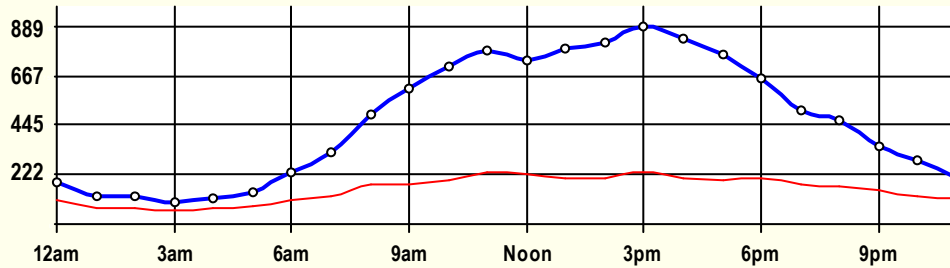
| | | | |
|------------|-------------------------------------|--------|------------------|
| 7FGNB7 | Event No: 7269 | Dist 2 | Ellsworth County |
| West Leg | Route: I-70 | | |
| | X-Route: K-232 | | |
| Location | I-70 W OF K-232, WILSON EXIT 206 | | |
| Site Info | Regular, ATR, NHS, Route-Class A | | |
| Event Info | | | |
| History | 06/08;06/05;11/04;06/98;05/97;08/95 | | |
| Comment | ATR Site | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 07/28/08 13:00 | 07/30 12:00 |
| 32 | 48 | 07/28/08 13:00 | 07/30 12:00 |
| 71 | 48 | 07/28/08 13:00 | 07/30 12:00 |
| 72 | 48 | 07/28/08 13:00 | 07/30 12:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|---|---------------|-----------------------------|--------------|-----------------|----------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|--|--|
| 7KSND3 | | | | | | | | | | | | | | | | |
| FC 1 | Dist 2 | Ellsworth County | | | | | | | | | | | | | | |
| Route: I-70 | | | | | | | | | | | | | | East Leg | | |
| XRoute: RS-236 | | | | | | | | | | | | | | | | |
| I-70 E OF RS-236, SYLVAN GROVE EXIT 209 | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | 889 | 3pm | | | | | | | | | | | | | | |
| Private | 655 | 3pm | | | | | | | | | | | | | | |
| Commercial | 238 | 11am | | | | | | | | | | | | | | |
| July 2008 | | | | EB 44Hr WB 48Hr | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 188 | 4.5 | 50 | 21.5 | 1.5 | 1.5 | 5 | 0.5 | 13 | 64.5 | 2.5 | 16.5 | 7 | 0 | | |
| 1 | 122 | 1.5 | 34 | 14.5 | 2 | 3.5 | 1 | 0.5 | 5 | 41 | 0 | 14.5 | 4 | 0.5 | | |
| 2 | 129.5 | 3 | 39.5 | 11.5 | 2.5 | 2 | 2.5 | 0 | 5 | 43 | 0.5 | 11.5 | 8.5 | 0 | | |
| 3 | 99.5 | 0.5 | 27.5 | 13 | 0 | 0 | 0.5 | 0 | 4.5 | 39.5 | 0.5 | 10 | 3.5 | 0 | | |
| 4 | 113.5 | 2 | 30.5 | 11.5 | 0.5 | 1.5 | 2.5 | 0.5 | 1.5 | 37.5 | 0.5 | 19.5 | 5.5 | 0 | | |
| 5 | 141.5 | 3.5 | 37.5 | 21.5 | 1.5 | 1.5 | 4.5 | 0 | 4 | 46.5 | 1 | 13.5 | 6.5 | 0 | | |
| 6 | 232 | 3 | 83 | 42 | 1.5 | 5 | 4 | 0 | 10 | 70 | 2 | 9 | 1.5 | 1 | | |
| 7 | 320.5 | 3.5 | 142.5 | 49 | 1.5 | 5.5 | 4 | 0.5 | 13.5 | 89 | 0.5 | 7 | 4 | 0 | | |
| 8 | 496 | 8 | 226.5 | 82.5 | 2.5 | 6 | 3 | 1 | 22.5 | 125.5 | 2.5 | 10 | 5.5 | 0.5 | | |
| 9 | 611 | 12.5 | 315.5 | 106.5 | 3 | 6.5 | 13 | 0 | 22 | 120.5 | 1 | 8.5 | 2 | 0 | | |
| 10 | 707 | 15.5 | 369 | 122.5 | 1.5 | 8.5 | 7.5 | 1.5 | 30 | 124 | 2.5 | 18 | 5.5 | 1 | | |
| 11 | 777.5 | 10.5 | 396 | 133.5 | 2.5 | 12 | 6.5 | 1 | 36.5 | 139 | 1 | 27 | 11 | 1 | | |
| 12 | 736 | 16 | 385.5 | 114.5 | 0.5 | 11.5 | 4 | 1 | 30 | 151.5 | 1.5 | 15.5 | 4.5 | 0 | | |
| 13 | 791.5 | 12 | 439.5 | 131 | 0.5 | 13 | 7 | 1 | 28.5 | 137 | 2 | 14 | 4.5 | 1.5 | | |
| 14 | 816.5 | 12.5 | 473 | 126.5 | 0 | 7.5 | 6.5 | 3 | 30 | 132.5 | 2 | 14.5 | 7 | 1.5 | | |
| 15 | 889 | 13.5 | 497 | 144 | 1 | 8 | 6.5 | 2 | 41 | 138.5 | 2.5 | 28 | 6.5 | 0.5 | | |
| 16 | 836 | 20.5 | 483 | 129.5 | 1.5 | 9 | 6 | 1 | 34 | 127 | 2 | 15 | 6.5 | 1 | | |
| 17 | 764.5 | 12.5 | 427 | 126.5 | 1.5 | 10.5 | 5.5 | 1.5 | 36.5 | 128.5 | 0 | 8.5 | 6 | 0 | | |
| 18 | 650.5 | 10 | 325.5 | 113 | 2 | 9.5 | 8.5 | 0.5 | 32 | 130.5 | 1 | 10.5 | 7 | 0.5 | | |
| 19 | 511.5 | 8 | 250.5 | 74.5 | 2.5 | 5 | 7 | 1.5 | 22 | 128 | 0.5 | 8.5 | 3.5 | 0 | | |
| 20 | 466 | 7.5 | 223.5 | 63.5 | 1.5 | 5.5 | 8 | 2.5 | 24 | 112 | 3 | 9.5 | 5.5 | 0 | | |
| 21 | 347 | 4 | 146 | 48.5 | 0.5 | 6.5 | 6.5 | 1 | 13.5 | 103 | 0 | 12.5 | 4.5 | 0.5 | | |
| 22 | 288.5 | 6 | 123.5 | 32.5 | 0.5 | 4 | 4 | 0.5 | 12.5 | 91.5 | 0.5 | 10 | 3 | 0 | | |
| 23 | 208.5 | 1 | 61.5 | 27.5 | 0 | 3.5 | 1.5 | 0.5 | 13.5 | 79.5 | 0.5 | 12.5 | 7 | 0 | | |
| ADT | 11,244 | 191.5 | 5,587 | 1,761 | 32.5 | 147 | 125 | 21.5 | 485 | 2,399.5 | 30 | 324 | 130 | 9.5 | | |
| AF | 0.69 | 1.7% | 49.7% | 15.7% | 0.3% | 1.3% | 1.1% | 0.2% | 4.3% | 21.3% | 0.3% | 2.9% | 1.2% | 0.1% | | |
| SITE TRAFFIC | | 7,539.5 Private Unit 67.1% | | | 326 Single Unit 2.9% | | | | | 3,378 Combination Unit 30.0% | | | | | | |
| | | 3,704 Commercial Unit 32.9% | | | | | | | | | | | | | | |

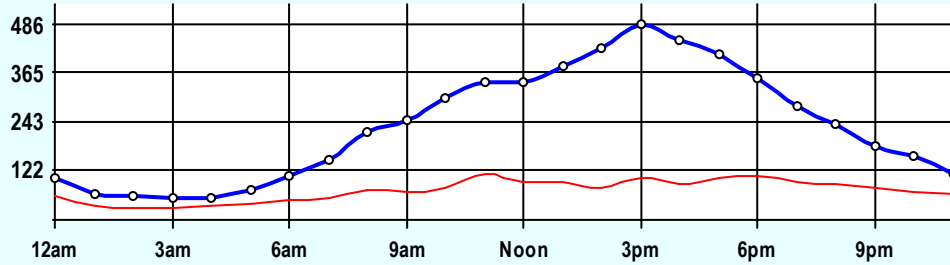




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 11,244 | 3pm | 889 |
| 7,540 | Private | 655 |
| 3,704 | Commercial | 235 |
| K-Factor | EB | WB |
| 0.08 | 486 | 403 |

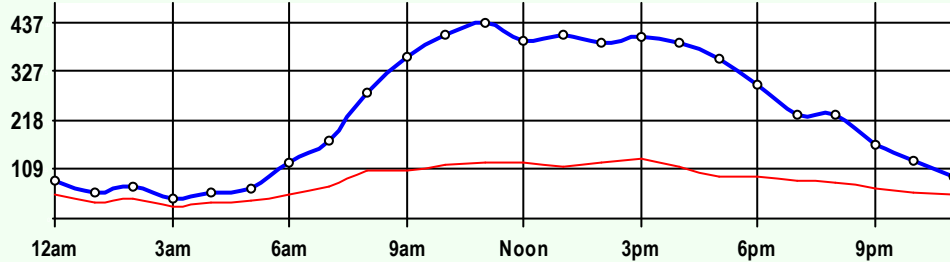
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 11,244 | 192 | 5,587 | 1,761 | 33 | 147 | 125 | 22 | 485 | 2,400 | 30 | 324 | 130 | 10 |
| Axle Factor | 1.7% | 49.7% | 15.7% | 0.3% | 1.3% | 1.1% | 0.2% | 4.3% | 21.3% | 0.3% | 2.9% | 1.2% | 0.1% |
| 0.69 | 7,540 Private-Unit 67.1% | | | 326 Single-Unit 2.9% | | | | 3,378 Combination-Unit 30.0% | | | | | |
| | 3,704 Commercial-Unit 32.9% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,590 | 3pm | 486 |
| 3,847 | Private | 385 |
| 1,743 | Commercial | 102 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 5,590 | 111 | 2,818 | 919 | 18 | 75 | 72 | 9 | 250 | 1,083 | 12 | 162 | 62 | 2 |
| Axle Factor | 2.0% | 50.4% | 16.4% | 0.3% | 1.3% | 1.3% | 0.2% | 4.5% | 19.4% | 0.2% | 2.9% | 1.1% | 0.0% |
| 0.71 | 3,847 Private-Unit 68.8% | | | 173 Single-Unit 3.1% | | | | 1,570 Combination-Unit 28.1% | | | | | |
| | 1,743 Commercial-Unit 31.2% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 5,654 | 11am | 437 |
| 3,693 | Private | 311 |
| 1,962 | Commercial | 126 |
| K-Factor | | |
| 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 5,654 | 81 | 2,769 | 843 | 15 | 72 | 54 | 13 | 235 | 1,317 | 19 | 163 | 68 | 8 |
| Axle Factor | 1.4% | 49.0% | 14.9% | 0.3% | 1.3% | 0.9% | 0.2% | 4.2% | 23.3% | 0.3% | 2.9% | 1.2% | 0.1% |
| 0.68 | 3,693 Private-Unit 65.3% | | | 154 Single-Unit 2.7% | | | | 1,808 Combination-Unit 32.0% | | | | | |
| | 1,962 Commercial-Unit 34.7% | | | | | | | | | | | | |

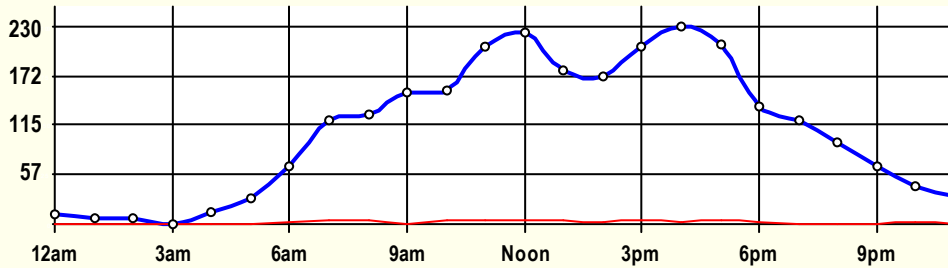
SITE INFORMATION

| | | | |
|------------|---|--------|------------------|
| 7KSND3 | Event No: 7270 | Dist 2 | Ellsworth County |
| East Leg | Route: I-70 | | |
| | X-Route: RS-236 | | |
| Location | I-70 E OF RS-236, SYLVAN GROVE EXIT 209 | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 01/05;11/02;10/99;07/96;01/90 | | |
| Comment | EB 44Hr, WB 48Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 44 | 07/28/08 13:00 | 07/30 12:00 |
| 32 | 44 | 07/28/08 13:00 | 07/30 12:00 |
| 71 | 48 | 07/28/08 13:00 | 07/30 12:00 |
| 72 | 48 | 07/28/08 13:00 | 07/30 12:00 |

24 Hour Classification Summary

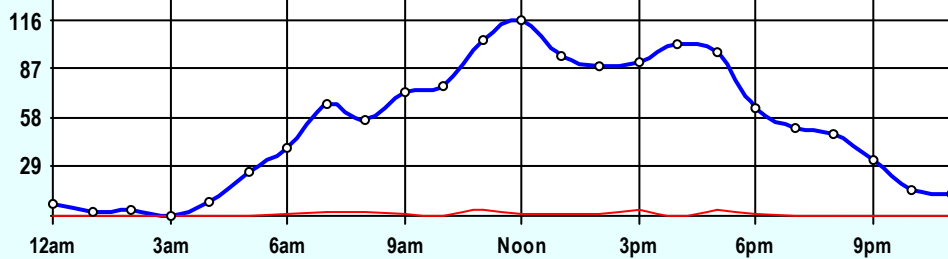
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|-------------------------------|--------------|---------------------------|--------------|------------------|-----------------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| 7WVJY5 | | | | | | | | | | | | | | |
| FC 6 | | Dist 2 | | Ellsworth County | | | | | | | | | | |
| Route: K-14 | | | | | | | | South Leg | | | | | | |
| XRoute: K-140 | | | | | | | | | | | | | | |
| K-14 S OF K-140, IN ELLSWORTH | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 230 | | 4pm | | | | | | | | | | |
| Private | | 227 | | 4pm | | | | | | | | | | |
| Commercial | | 6 | | 5pm | | | | | | | | | | |
| July 2008 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 12.5 | 0 | 10 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 7 | 0 | 6 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 13 | 0 | 7.5 | 5.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 30.5 | 0 | 20.5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 68 | 0.5 | 41 | 25 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 7 | 120.5 | 0.5 | 79.5 | 35.5 | 0 | 1 | 0.5 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 |
| 8 | 128.5 | 0 | 69.5 | 55.5 | 0 | 1.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 9 | 152 | 2 | 91 | 58 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10 | 155 | 0.5 | 95.5 | 55 | 0 | 1 | 1 | 0 | 1 | 0.5 | 0 | 0.5 | 0 | 0 |
| 11 | 205 | 2 | 125.5 | 73 | 0 | 1.5 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 |
| 12 | 222 | 2.5 | 149 | 67 | 0 | 0.5 | 1.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 13 | 178 | 0 | 118.5 | 56 | 0 | 2 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 14 | 172 | 0.5 | 123.5 | 46 | 0 | 0.5 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 15 | 205 | 2 | 135 | 63 | 0 | 1.5 | 1 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 |
| 16 | 229.5 | 0.5 | 152.5 | 74 | 0 | 1 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 17 | 208 | 0 | 142.5 | 60 | 0 | 0 | 1.5 | 0 | 2.5 | 1.5 | 0 | 0 | 0 | 0 |
| 18 | 137.5 | 2 | 90 | 43.5 | 0 | 0.5 | 0.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 19 | 119.5 | 2 | 80.5 | 36 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 20 | 96 | 2.5 | 59.5 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 68 | 2 | 41 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 44 | 0.5 | 31 | 10.5 | 0.5 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 31.5 | 0.5 | 25 | 5.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 2,611 | 20.5 | 1,700 | 842.5 | 1 | 12.5 | 9 | 0 | 10.5 | 14 | 0 | 0.5 | 0 | 0 |
| AF | 0.99 | 0.8% | 65.1% | 32.3% | 0.0% | 0.5% | 0.3% | 0.0% | 0.4% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 2,563 Private Unit 98.2% | | | 22.5 Single Unit 0.9% | | | | | 25 Combination Unit 1.0% | | | | |
| | | 47.5 Commercial Unit 1.8% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,611 | 4pm | 230 |
| 2,563 | Private | 227 |
| 48 | Commercial | 3 |
| K-Factor 0.09 | NB | SB |
| | 102 | 128 |

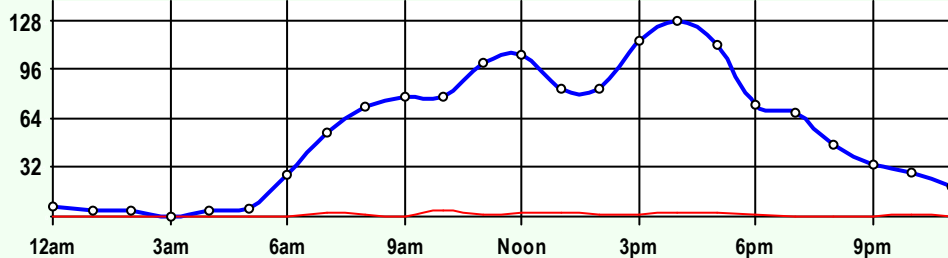
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-------|-----|--------------------------|----|---|---|-------------------------------|----|----|----|----|----|
| 2,611 | 21 | 1,700 | 843 | 1 | 13 | 9 | 0 | 11 | 14 | 0 | 1 | 0 | 0 |
| Axle Factor 0.99 | 0.8% 2,563 Private-Unit 98.2% | | | 0.0% 23 Single-Unit 0.9% | | | | 0.4% 25 Combination-Unit 1.0% | | | | | |
| | 48 Commercial-Unit 1.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,278 | Noon | 116 |
| 1,255 | Private | 115 |
| 23 | Commercial | 2 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-----|-----|--------------------------|---|---|---|-------------------------------|---|----|----|----|----|
| 1,278 | 9 | 832 | 415 | 0 | 5 | 5 | 0 | 7 | 7 | 0 | 0 | 0 | 0 |
| Axle Factor 0.98 | 0.7% 1,255 Private-Unit 98.2% | | | 0.0% 10 Single-Unit 0.7% | | | | 0.5% 14 Combination-Unit 1.1% | | | | | |
| | 23 Commercial-Unit 1.8% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,333 | 4pm | 128 |
| 1,308 | Private | 126 |
| 25 | Commercial | 2 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-----|-----|--------------------------|---|---|---|-------------------------------|---|----|----|----|----|
| 1,333 | 12 | 869 | 428 | 1 | 8 | 4 | 0 | 4 | 7 | 0 | 1 | 0 | 0 |
| Axle Factor 0.99 | 0.9% 1,308 Private-Unit 98.2% | | | 0.1% 13 Single-Unit 1.0% | | | | 0.3% 12 Combination-Unit 0.9% | | | | | |
| | 25 Commercial-Unit 1.8% | | | | | | | | | | | | |

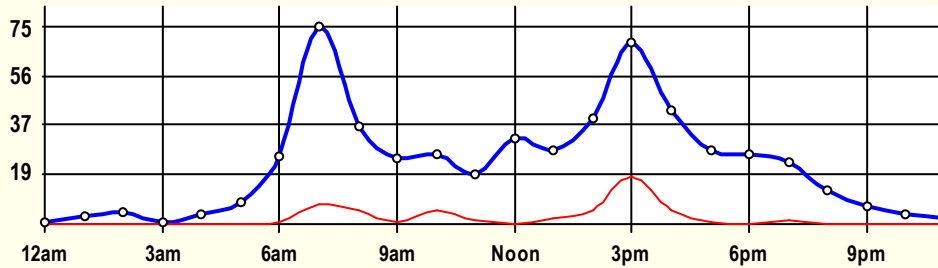
SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|------------------|
| 7WVJY5 | Event No: 7271 | Dist 2 | Ellsworth County |
| South Leg | Route: K-14 | | |
| | X-Route: K-140 | | |
| Location | K-14 S OF K-140, IN ELLSWORTH | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 01/05;11/02;08/99 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 07/28/08 13:00 | 07/30 12:00 |
| 51 | 48 | 07/28/08 13:00 | 07/30 12:00 |

24 Hour Classification Summary

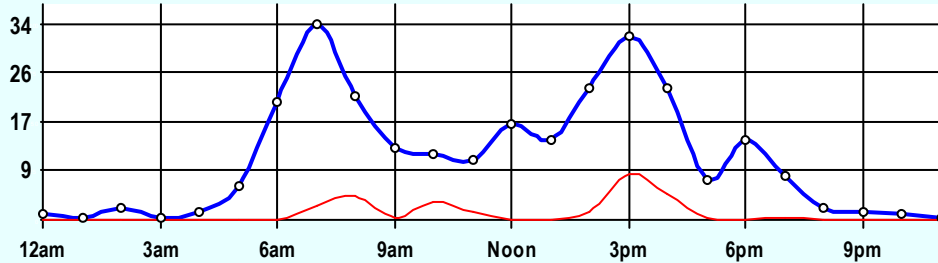
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---|-------------|---------------------------|--------------|------------------|---------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| 81VJ15 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Ellsworth County | | | | | | | | | | |
| Route: RS-238 (MISSOURI ST) | | | | | | | | South Leg | | | | | | |
| XRoute: RS-239 (OHIO AVE) | | | | | | | | Leg | | | | | | |
| MISSOURI ST S OF OHIO AVE, IN KANOPOLIS | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 75 | | 7am | | | | | | | | | | |
| Private | | 67 | | 7am | | | | | | | | | | |
| Commercial | | 18 | | 3pm | | | | | | | | | | |
| February 2008 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 4.5 | 0 | 4 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 8.5 | 0 | 3 | 5.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 25.5 | 0 | 15 | 10 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 74.5 | 0 | 39.5 | 27.5 | 0 | 7 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 8 | 36.5 | 0 | 18 | 13.5 | 0 | 3.5 | 1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 |
| 9 | 24.5 | 0 | 11.5 | 12.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 26.5 | 0.5 | 12 | 9 | 0 | 0.5 | 2.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0.5 |
| 11 | 19 | 0 | 11 | 6.5 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 |
| 12 | 32.5 | 0 | 19.5 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 27.5 | 0 | 15.5 | 9.5 | 0 | 0 | 1.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0.5 |
| 14 | 40 | 0 | 19 | 16 | 0 | 1 | 1.5 | 0 | 0.5 | 1 | 0 | 0.5 | 0 | 0.5 |
| 15 | 68.5 | 0 | 28.5 | 22 | 0 | 7.5 | 3.5 | 0 | 2 | 4.5 | 0 | 0 | 0 | 0.5 |
| 16 | 43 | 0.5 | 18.5 | 18.5 | 0 | 2.5 | 0 | 0 | 1.5 | 0 | 0.5 | 1 | 0 | 0 |
| 17 | 28 | 0 | 14.5 | 12.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 18 | 26.5 | 0.5 | 16.5 | 9.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 23 | 0 | 15 | 6.5 | 0 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 20 | 13 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 6.5 | 0 | 5.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 2.5 | 0 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 543 | 1.5 | 289.5 | 198.5 | 0 | 24.5 | 10.5 | 0 | 5.5 | 7.5 | 1.5 | 2 | 0 | 2 |
| AF | 0.94 | 0.3% | 53.3% | 36.6% | 0.0% | 4.5% | 1.9% | 0.0% | 1.0% | 1.4% | 0.3% | 0.4% | 0.0% | 0.4% |
| SITE TRAFFIC | | 489.5 Private Unit 90.1% | | | 35 Single Unit 6.4% | | | | | 18.5 Combination Unit 3.4% | | | | |
| | | 53.5 Commercial Unit 9.9% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 543 | 7am | 75 |
| 490 | Private | 67 |
| 54 | Commercial | 8 |
| K-Factor 0.14 | NB | SB |
| | 34 | 40 |

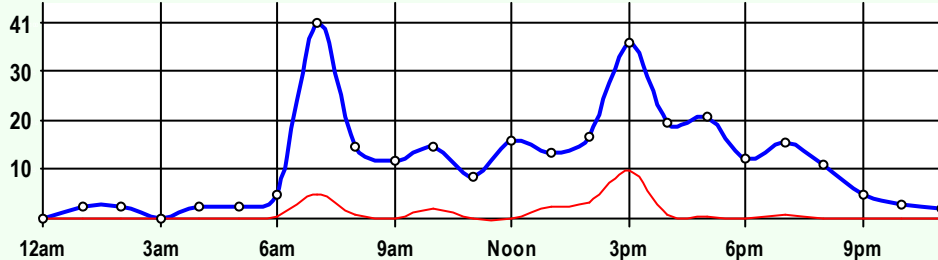
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|--------------------------|---|----|----|----|----|
| 543 | 2 | 290 | 199 | 0 | 25 | 11 | 0 | 6 | 8 | 2 | 2 | 0 | 2 |
| Axle Factor 0.94 | 490 Private-Unit 90.1% | | | 35 Single-Unit 6.4% | | | | 19 Combination-Unit 3.4% | | | | | |
| | 54 Commercial-Unit 9.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 264 | 7am | 34 |
| 238 | Private | 32 |
| 27 | Commercial | 3 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|-------------------------|---|----|----|----|----|
| 264 | 1 | 130 | 107 | 0 | 14 | 4 | 0 | 5 | 1 | 2 | 2 | 0 | 1 |
| Axle Factor 0.95 | 238 Private-Unit 90.0% | | | 18 Single-Unit 6.6% | | | | 9 Combination-Unit 3.4% | | | | | |
| | 27 Commercial-Unit 10.0% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 279 | 7am | 41 |
| 252 | Private | 36 |
| 27 | Commercial | 5 |
| K-Factor 0.15 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|---------------------|----|---|---|--------------------------|---|----|----|----|----|
| 279 | 1 | 160 | 92 | 0 | 11 | 7 | 0 | 1 | 7 | 0 | 1 | 0 | 2 |
| Axle Factor 0.94 | 252 Private-Unit 90.3% | | | 18 Single-Unit 6.3% | | | | 10 Combination-Unit 3.4% | | | | | |
| | 27 Commercial-Unit 9.7% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|---|--------|------------------|
| 81VJ15 | Event No: 7146 | Dist 2 | Ellsworth County |
| South Leg | Route: RS-238 (MISSOURI ST) | | |
| | X-Route: RS-239 (OHIO AVE) | | |
| Location | MISSOURI ST S OF OHIO AVE, IN KANOPOLIS | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 07/05;11/02;08/99;07/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/12/08 12:00 | 02/14 11:00 |
| 51 | 48 | 02/12/08 12:00 | 02/14 11:00 |

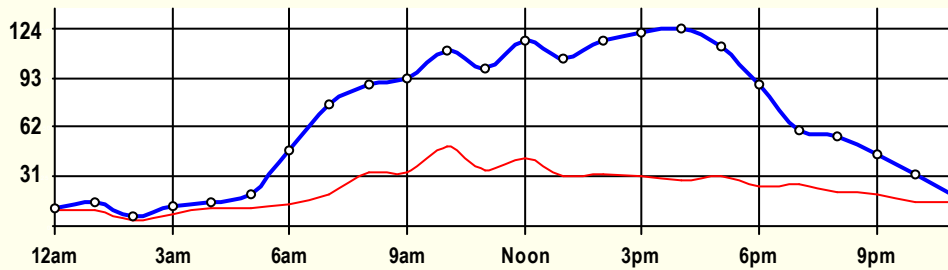
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | |
|---------------------------|--------------|-----------------------------|--------------|------------------|-----------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|--|
| 857NN5 | | | | | | | | | | | | | | | |
| FC 2 | | Dist 2 | | Ellsworth County | | | | | | | | | | | |
| Route: K-156 | | | | | | | | South Leg | | | | | | | |
| XRoute: I-70 | | | | | | | | | | | | | | | |
| K-156 S OF I-70, EXIT 225 | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 124 | | 4pm | | | | | | | | | | | |
| Private | | 95 | | 4pm | | | | | | | | | | | |
| Commercial | | 51 | | 10am | | | | | | | | | | | |
| February 2008 | | | | | | | | | | NB 70Hr SB 48Hr | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 11.7 | 0 | 1.3 | 0.8 | 0 | 0 | 0.3 | 0 | 0 | 7.7 | 0 | 1.5 | 0 | 0 | |
| 1 | 15.3 | 0.3 | 3.3 | 1.8 | 0 | 0.3 | 0.3 | 0 | 0 | 8 | 0 | 0.3 | 0.8 | 0 | |
| 2 | 6.2 | 0 | 2.3 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | 0.3 | 0 | |
| 3 | 12.5 | 0 | 3 | 1.8 | 0 | 0 | 0 | 0 | 0 | 6.8 | 0 | 0.8 | 0 | 0 | |
| 4 | 15.3 | 0.3 | 1.7 | 1.8 | 0 | 0 | 0.7 | 0 | 1 | 5.8 | 0 | 4 | 0 | 0 | |
| 5 | 20.5 | 0 | 6 | 3.2 | 0 | 0.5 | 0 | 0 | 0 | 8.5 | 0.8 | 1.2 | 0.3 | 0 | |
| 6 | 47.8 | 0.5 | 19 | 15.2 | 0 | 0.5 | 3 | 0 | 0.8 | 7.7 | 0.8 | 0 | 0 | 0.3 | |
| 7 | 76.8 | 0.5 | 41.8 | 14.5 | 0 | 0 | 2.5 | 0 | 1.2 | 14.8 | 1.5 | 0 | 0 | 0 | |
| 8 | 88.7 | 1 | 34.5 | 19.7 | 0 | 2 | 4.7 | 0 | 1.5 | 23.5 | 0.5 | 1.3 | 0 | 0 | |
| 9 | 93 | 1 | 37.3 | 20.7 | 0.5 | 1.2 | 6.7 | 0 | 2.5 | 22.8 | 0 | 0.3 | 0 | 0 | |
| 10 | 109.8 | 1.3 | 36.8 | 21.2 | 0 | 2.8 | 6 | 0 | 1.7 | 36.2 | 1.8 | 1.7 | 0.3 | 0 | |
| 11 | 98.5 | 0.5 | 41 | 21.5 | 0 | 1.5 | 2.5 | 0 | 2.5 | 28.5 | 0 | 0.5 | 0 | 0 | |
| 12 | 116 | 0.5 | 51 | 22.5 | 0 | 1 | 2 | 0 | 2.5 | 31 | 4.5 | 1 | 0 | 0 | |
| 13 | 104.7 | 0.7 | 47.7 | 25.2 | 0 | 2.2 | 3.3 | 0 | 0.7 | 23.2 | 0.8 | 0 | 0 | 1 | |
| 14 | 116.7 | 1 | 52.7 | 30.8 | 0 | 1.5 | 3.2 | 0.3 | 0.7 | 24 | 1 | 0.7 | 0.3 | 0.5 | |
| 15 | 120.7 | 1 | 56 | 32.3 | 0 | 0 | 1 | 0 | 2.3 | 25.3 | 1.8 | 0.3 | 0.5 | 0 | |
| 16 | 123.8 | 0.3 | 65.8 | 28.3 | 0 | 1.7 | 0.3 | 0 | 2.3 | 24.3 | 0.7 | 0 | 0 | 0 | |
| 17 | 112.7 | 0 | 56.2 | 25.5 | 0 | 0.3 | 0.3 | 0.5 | 2 | 27.5 | 0.3 | 0 | 0 | 0 | |
| 18 | 88.5 | 0 | 51.3 | 12.7 | 0 | 0 | 1 | 0 | 0.3 | 22.2 | 1 | 0 | 0 | 0 | |
| 19 | 60 | 0.3 | 23.7 | 10.3 | 0 | 0.3 | 0 | 0 | 0 | 23.7 | 1.3 | 0 | 0.3 | 0 | |
| 20 | 56.3 | 0.7 | 27 | 7.2 | 0.3 | 0 | 1 | 0 | 0.3 | 17.3 | 1 | 0.8 | 0.7 | 0 | |
| 21 | 45.2 | 0 | 17 | 8.7 | 0 | 0 | 0.3 | 0 | 0 | 18.8 | 0 | 0.3 | 0 | 0 | |
| 22 | 32.5 | 0 | 13.7 | 3.3 | 0 | 0 | 0 | 0 | 0 | 13.8 | 0.3 | 1.3 | 0 | 0 | |
| 23 | 19 | 0 | 3.2 | 1 | 0 | 0 | 0.5 | 0 | 0 | 11.3 | 1.5 | 1.2 | 0.3 | 0 | |
| ADT | 1,592 | 10.0 | 693.3 | 330.5 | 0.8 | 15.8 | 39.7 | 0.8 | 22.3 | 434.3 | 19.8 | 18.8 | 4 | 1.8 | |
| AF | 0.67 | 0.6% | 43.5% | 20.8% | 0.1% | 1.0% | 2.5% | 0.1% | 1.4% | 27.3% | 1.2% | 1.2% | 0.3% | 0.1% | |
| SITE TRAFFIC | | 1,033.8 Private Unit 64.9% | | | 57.2 Single Unit 3.6% | | | | | 501.2 Combination Unit 31.5% | | | | | |
| | | 558.3 Commercial Unit 35.1% | | | | | | | | | | | | | |

857NN5

Classification Summary

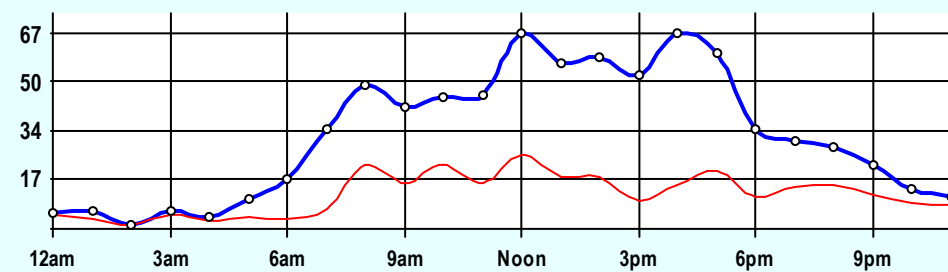
February 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,592 | 4pm | 124 |
| 1,034 | Private | 95 |
| 558 | Commercial | 29 |
| K-Factor 0.08 | NB | SB |
| | 67 | 56 |

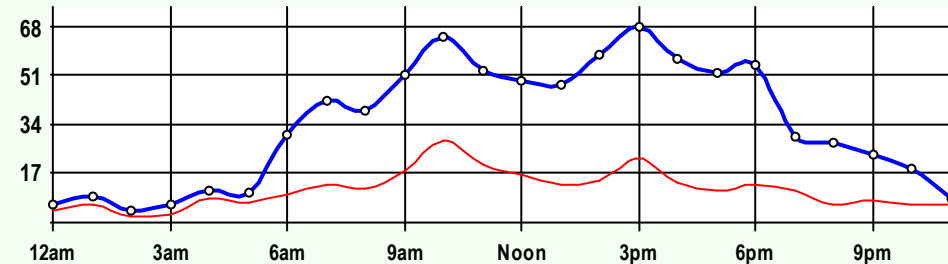
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,592 | 10 | 693 | 331 | 1 | 16 | 40 | 1 | 22 | 434 | 20 | 19 | 4 | 2 |
| Axle Factor 0.67 | 1,034 Private-Unit 64.9% | | | 57 Single-Unit 3.6% | | | | 501 Combination-Unit 31.5% | | | | | |
| | 558 Commercial-Unit 35.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 771 | 4pm | 67 |
| 487 | Private | 52 |
| 283 | Commercial | 15 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|----|---|----------------------------|-----|----|----|----|----|
| 771 | 7 | 320 | 161 | 0 | 8 | 18 | 0 | 12 | 220 | 13 | 8 | 3 | 0 |
| Axle Factor 0.66 | 487 Private-Unit 63.2% | | | 26 Single-Unit 3.4% | | | | 257 Combination-Unit 33.4% | | | | | |
| | 283 Commercial-Unit 36.8% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 822 | 3pm | 68 |
| 547 | Private | 46 |
| 275 | Commercial | 22 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|----|---|----------------------------|-----|----|----|----|----|
| 822 | 3 | 374 | 170 | 1 | 8 | 22 | 1 | 10 | 214 | 7 | 11 | 1 | 2 |
| Axle Factor 0.68 | 547 Private-Unit 66.5% | | | 31 Single-Unit 3.8% | | | | 244 Combination-Unit 29.7% | | | | | |
| | 275 Commercial-Unit 33.5% | | | | | | | | | | | | |

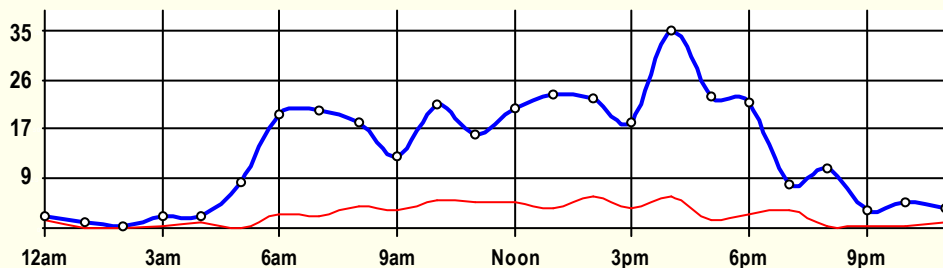
SITE INFORMATION

| | | | |
|------------|-----------------------------|--------|------------------|
| 857NN5 | Event No: 7160 | Dist 2 | Ellsworth County |
| South Leg | Route: K-156 | | |
| | X-Route: I-70 | | |
| Location | K-156 S OF I-70, EXIT 225 | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 02/05 | | |
| Comment | 70Hr Ln11, 48Hr Ln51 | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 70 | 02/25/08 13:00 | 02/28 10:00 |
| 51 | 48 | 02/26/08 11:00 | 02/28 10:00 |

24 Hour Classification Summary

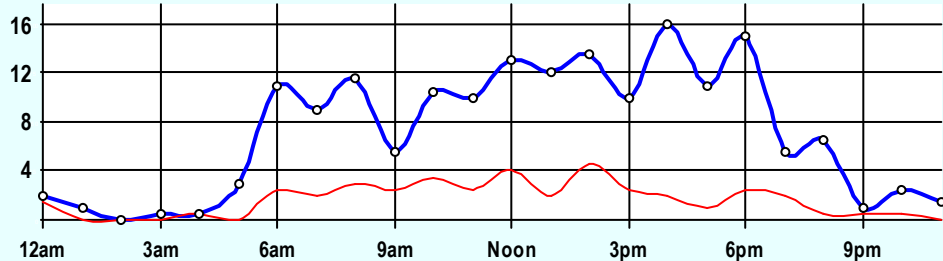
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|--------------------------|--------------|------------------|---------------------|-------------|-------------|-------------|-------------|---------------------------|-------------|-------------|-------------|-------------|
| 8FVEL1 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Ellsworth County | | | | | | | | | | |
| Route: K-141 | | | | | | | | North Leg | | | | | | |
| XRoute: K-4 | | | | | | | | Leg | | | | | | |
| K-141 N OF K-4, S OF KANOPOLIS RESERVOIR | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 35 | | 4pm | | | | | | | | | | |
| Private | | 29 | | 4pm | | | | | | | | | | |
| Commercial | | 6 | | 2pm | | | | | | | | | | |
| February 2008 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 2 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 2 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 |
| 5 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 20 | 0 | 13 | 4.5 | 0 | 1.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7 | 20.5 | 0 | 11 | 7.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 |
| 8 | 18.5 | 0.5 | 8.5 | 5.5 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9 | 12.5 | 0 | 5 | 4.5 | 0 | 0.5 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 10 | 21.5 | 0 | 7 | 9.5 | 0 | 1 | 0 | 0.5 | 1.5 | 1 | 0 | 0.5 | 0 | 0.5 |
| 11 | 16.5 | 0 | 6.5 | 5.5 | 0 | 0 | 0.5 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0.5 |
| 12 | 21 | 0 | 10 | 6.5 | 0 | 0 | 0 | 0.5 | 1.5 | 2 | 0 | 0.5 | 0 | 0 |
| 13 | 23.5 | 0 | 10.5 | 9.5 | 0 | 1 | 0 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 14 | 22.5 | 0 | 10.5 | 6.5 | 0 | 0.5 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 15 | 18.5 | 0.5 | 9 | 5.5 | 0 | 1 | 1 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 16 | 34.5 | 0 | 17 | 12 | 0 | 2.5 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 17 | 23 | 0 | 12.5 | 9 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0 |
| 18 | 22 | 0 | 12 | 7.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 19 | 7.5 | 0 | 2 | 2.5 | 0 | 0 | 0 | 0 | 0 | 1 | 1.5 | 0 | 0 | 0.5 |
| 20 | 10.5 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 |
| 21 | 3 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 22 | 4.5 | 0 | 1.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 23 | 3.5 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| ADT | 319 | 1 | 152 | 110 | 0 | 8.5 | 3.5 | 1 | 9 | 27 | 4.5 | 1 | 0 | 1.5 |
| AF | 0.83 | 0.3% | 47.6% | 34.5% | 0.0% | 2.7% | 1.1% | 0.3% | 2.8% | 8.5% | 1.4% | 0.3% | 0.0% | 0.5% |
| SITE TRAFFIC | | 263 Private Unit 82.4% | | | 13 Single Unit 4.1% | | | | | 43 Combination Unit 13.5% | | | | |
| | | 56 Commercial Unit 17.6% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 319 | 4pm | 35 |
| 263 | Private | 29 |
| 56 | Commercial | 6 |
| K-Factor 0.11 | NB | SB |
| | 16 | 18 |

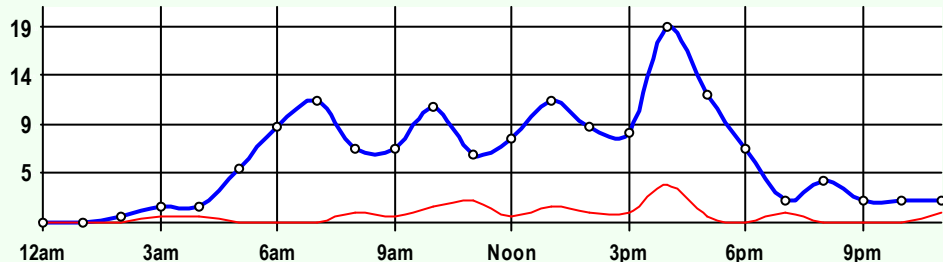
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|---|---------------------------|---|----|--------------------------|----|----|----|
| 319 | 1 | 152 | 110 | 0 | 9 | 4 | 1 | 9 | 27 | 5 | 1 | 0 | 2 |
| Axle Factor 0.83 | 263 Private-Unit 82.4% | | | 13 Single-Unit 4.1% | | | 43 Combination-Unit 13.5% | | | 56 Commercial-Unit 17.6% | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 172 | 4pm | 16 |
| 132 | Private | 14 |
| 40 | Commercial | 2 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|--------------------|---|---|---------------------------|---|----|--------------------------|----|----|----|
| 172 | 1 | 78 | 54 | 0 | 5 | 2 | 1 | 5 | 23 | 4 | 1 | 0 | 1 |
| Axle Factor 0.77 | 132 Private-Unit 76.7% | | | 8 Single-Unit 4.4% | | | 33 Combination-Unit 18.9% | | | 40 Commercial-Unit 23.3% | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 147 | 4pm | 19 |
| 131 | Private | 15 |
| 16 | Commercial | 4 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|--------------------|---|---|--------------------------|---|---|--------------------------|----|----|----|
| 147 | 1 | 74 | 57 | 0 | 4 | 2 | 1 | 4 | 5 | 1 | 0 | 0 | 1 |
| Axle Factor 0.90 | 131 Private-Unit 89.1% | | | 6 Single-Unit 3.7% | | | 11 Combination-Unit 7.1% | | | 16 Commercial-Unit 10.9% | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|------------------|
| 8FVEL1 | Event No: 7145 | Dist 2 | Ellsworth County |
| North Leg | Route: K-141 | | |
| | X-Route: K-4 | | |
| Location | K-141 N OF K-4, S OF KANOPOLIS RESERVOIR | | |
| Site Info | Regular, ATR, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 01/06;11/03;02/03;05/00;05/97 | | |
| Comment | ATR Site | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/12/08 11:00 | 02/14 10:00 |
| 51 | 48 | 02/12/08 11:00 | 02/14 10:00 |

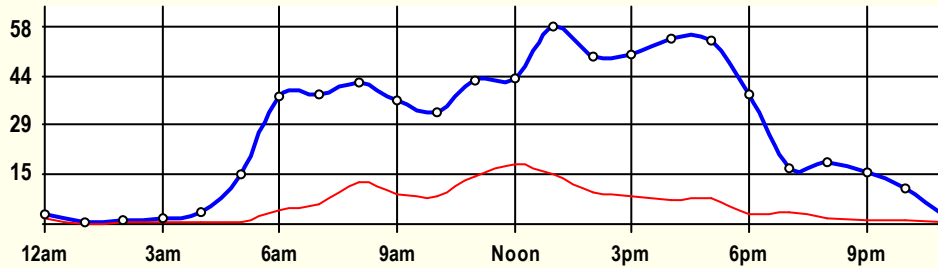
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|---------------------------|--------------|--------------|-----------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|
| 8FVEL3 | | | | | | | | | | | | | | |
| FC 6 | Dist 2 | | | | Ellsworth County | | | | | | | | | |
| Route: K-4 | | | | | East Leg | | | | | | | | | |
| XRoute: K-141 | | | | | | | | | | | | | | |
| K-4 E OF K-141, S OF KANOPOLIS RESERVOIR | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 58 | 1pm | | | | | | | | | | | |
| Private | | 48 | 4pm | | | | | | | | | | | |
| Commercial | | 18 | Noon | | | | | | | | | | | |
| February 2008 | | | | | 48 Hr Survey | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 3 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 1 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 2 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 |
| 4 | 3.5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 |
| 5 | 14.5 | 0 | 5.5 | 8.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 6 | 37.5 | 0.5 | 21 | 12 | 0 | 2 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 7 | 38 | 0 | 22 | 10 | 0 | 0 | 0 | 0.5 | 0.5 | 3.5 | 1 | 0 | 0 | 0.5 |
| 8 | 41.5 | 0 | 20.5 | 8.5 | 0.5 | 0.5 | 1.5 | 0 | 0.5 | 8 | 1 | 0.5 | 0 | 0 |
| 9 | 36.5 | 0 | 18 | 10 | 0 | 0.5 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 1 |
| 10 | 33 | 0 | 12 | 13 | 0 | 1.5 | 0 | 0.5 | 1 | 4.5 | 0.5 | 0 | 0 | 0 |
| 11 | 42 | 0 | 16.5 | 11.5 | 0 | 0 | 1 | 0 | 2.5 | 8.5 | 1 | 0 | 0 | 1 |
| 12 | 42.5 | 0 | 16.5 | 8.5 | 0 | 0 | 0.5 | 0 | 3 | 14 | 0 | 0 | 0 | 0 |
| 13 | 58 | 0 | 24.5 | 19 | 0 | 3 | 0.5 | 0 | 1.5 | 8 | 1 | 0 | 0 | 0.5 |
| 14 | 49 | 0 | 24 | 15.5 | 0 | 1 | 0 | 0 | 2 | 6.5 | 0 | 0 | 0 | 0 |
| 15 | 49.5 | 0 | 25.5 | 16 | 0 | 1 | 1 | 0 | 0.5 | 5.5 | 0 | 0 | 0 | 0 |
| 16 | 54.5 | 0.5 | 29.5 | 17.5 | 0 | 2 | 0 | 0 | 1 | 3.5 | 0.5 | 0 | 0 | 0 |
| 17 | 54 | 0 | 26.5 | 20 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1.5 | 0 | 0 |
| 18 | 38 | 0 | 23.5 | 11.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0.5 |
| 19 | 16.5 | 0 | 9 | 4 | 0 | 0.5 | 0 | 0 | 0.5 | 2 | 0.5 | 0 | 0 | 0 |
| 20 | 18 | 0 | 10 | 6.5 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0 |
| 21 | 15 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 22 | 10.5 | 0 | 6 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 |
| 23 | 2.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 |
| ADT | 661 | 1 | 326 | 203 | 0.5 | 12 | 5 | 1 | 16.5 | 81.5 | 8 | 3 | 0 | 3.5 |
| AF | 0.79 | 0.2% | 49.3% | 30.7% | 0.1% | 1.8% | 0.8% | 0.2% | 2.5% | 12.3% | 1.2% | 0.5% | 0.0% | 0.5% |
| SITE TRAFFIC | | 530 Private Unit 80.2% | | | 18.5 Single Unit 2.8% | | | | | 112.5 Combination Unit 17.0% | | | | |
| | | 131 Commercial Unit 19.8% | | | | | | | | | | | | |

8FVEL3

Classification Summary

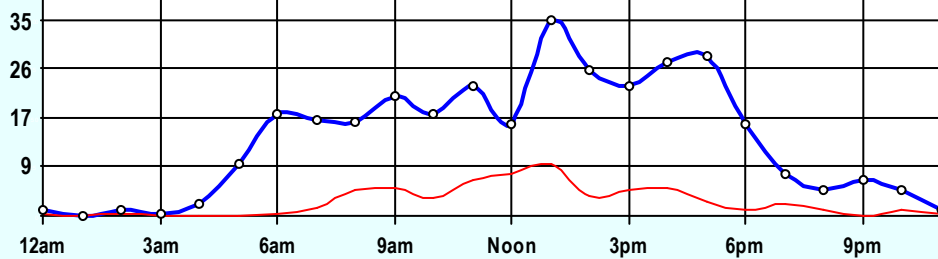
February 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 661 | 1pm | 58 |
| 530 | Private | 44 |
| 131 | Commercial | 15 |
| K-Factor | EB | WB |
| 0.09 | 34 | 24 |

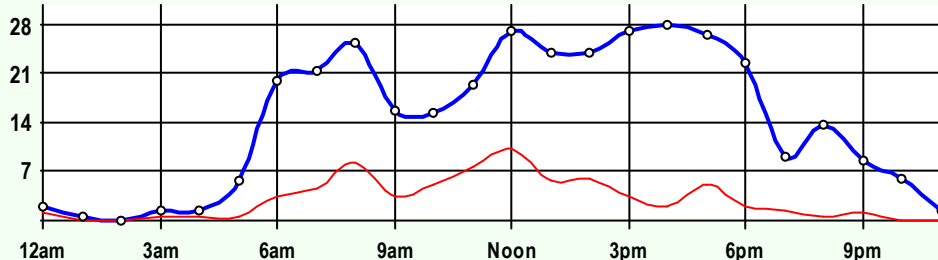
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 661 | 1 | 326 | 203 | 1 | 12 | 5 | 1 | 17 | 82 | 8 | 3 | 0 | 4 |
| Axle Factor | 0.2% | 49.3% | 30.7% | 0.1% | 1.8% | 0.8% | 0.2% | 2.5% | 12.3% | 1.2% | 0.5% | 0.0% | 0.5% |
| 0.79 | 530 Private-Unit 80.2% | | | 19 Single-Unit 2.8% | | | | 113 Combination-Unit 17.0% | | | | | |
| | 131 Commercial-Unit 19.8% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 321 | 1pm | 35 |
| 262 | Private | 26 |
| 60 | Commercial | 9 |
| K-Factor | 0.11 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|--------------------------|-------|-------|--------------------|------|------|------|---------------------------|-------|------|------|------|------|
| 321 | 0 | 160 | 102 | 0 | 5 | 3 | 1 | 10 | 36 | 3 | 2 | 0 | 1 |
| Axle Factor | 0.0% | 49.7% | 31.8% | 0.0% | 1.6% | 0.9% | 0.2% | 3.1% | 11.2% | 0.8% | 0.6% | 0.0% | 0.2% |
| 0.81 | 262 Private-Unit 81.5% | | | 9 Single-Unit 2.6% | | | | 51 Combination-Unit 15.9% | | | | | |
| | 60 Commercial-Unit 18.5% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 340 | 4pm | 28 |
| 269 | Private | 26 |
| 72 | Commercial | 2 |
| K-Factor | 0.08 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|--------------------------|-------|-------|---------------------|------|------|------|---------------------------|-------|------|------|------|------|
| 340 | 1 | 167 | 101 | 1 | 7 | 2 | 1 | 7 | 46 | 6 | 1 | 0 | 3 |
| Axle Factor | 0.3% | 49.0% | 29.7% | 0.1% | 2.1% | 0.6% | 0.1% | 1.9% | 13.4% | 1.6% | 0.3% | 0.0% | 0.9% |
| 0.78 | 269 Private-Unit 79.0% | | | 10 Single-Unit 2.9% | | | | 62 Combination-Unit 18.1% | | | | | |
| | 72 Commercial-Unit 21.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|------------------|
| 8FVEL3 | Event No: 7144 | Dist 2 | Ellsworth County |
| East Leg | Route: K-4 | | |
| | X-Route: K-141 | | |
| Location | K-4 E OF K-141, S OF KANOPOLIS RESERVOIR | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 05/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 02/12/08 11:00 | 02/14 10:00 |
| 71 | 48 | 02/12/08 11:00 | 02/14 10:00 |

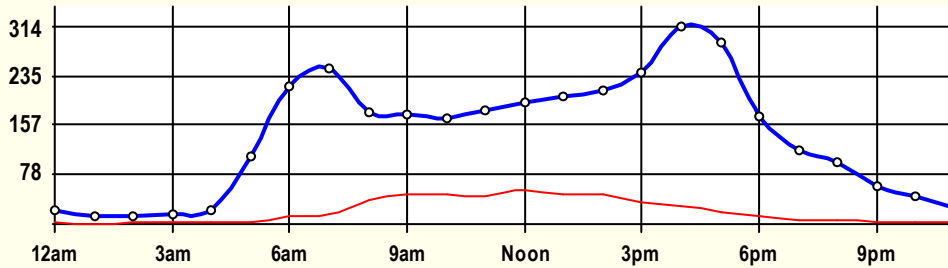
24 Hour Classification Summary

| CLASSIFICATION | | | | | CLASSIFICATION | | | | | | | | | |
|---|----------------------------|--------------|--------------|--------------|---------------------|-------------|-------------|-------------|--------------|----------------------------|-------------|-------------|-------------|-------------|
| AN1Q01 | | | | | | | | | | | | | | |
| FC 2 | Dist 2 | Geary County | | North Leg | | | | | | | | | | |
| Route: US-77 | | | | | | | | | | | | | | |
| XRoute: RS-1806 (LYON CREEK RD) | | | | | | | | | | | | | | |
| US-77 N OF RS-1806, 4 MI S OF JUNCTION CITY | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | 314 | 4pm | | | | | | | | | | | | |
| Private | 285 | 4pm | | | | | | | | | | | | |
| Commercial | 53 | Noon | | | | | | | | | | | | |
| March 2008 | | | | | 48 Hr Survey | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 21.5 | 0 | 12.5 | 5.5 | 1 | 1 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 1 | 11.5 | 0 | 8.5 | 2 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 13 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 3 | 16 | 0 | 10 | 4 | 0 | 0 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 4 | 21.5 | 0 | 14 | 5.5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5 | 108.5 | 0 | 77 | 27.5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 6 | 219.5 | 0 | 145.5 | 61 | 0 | 2.5 | 0.5 | 0 | 2 | 7.5 | 0 | 0.5 | 0 | 0 |
| 7 | 247 | 1 | 165 | 64 | 0 | 1.5 | 1.5 | 0.5 | 2 | 11.5 | 0 | 0 | 0 | 0 |
| 8 | 177 | 0.5 | 94 | 45 | 0 | 2 | 2.5 | 3.5 | 8 | 20.5 | 1 | 0 | 0 | 0 |
| 9 | 172.5 | 0 | 89 | 36.5 | 0 | 3.5 | 4.5 | 1.5 | 12.5 | 24 | 1 | 0 | 0 | 0 |
| 10 | 168.5 | 1.5 | 86.5 | 34 | 0 | 2 | 6 | 1 | 13 | 23 | 1 | 0 | 0 | 0.5 |
| 11 | 179 | 2 | 91.5 | 42 | 0 | 1.5 | 5.5 | 0 | 13 | 22 | 1.5 | 0 | 0 | 0 |
| 12 | 194 | 2.5 | 98 | 41 | 0.5 | 2.5 | 2 | 4 | 12 | 29 | 2 | 0.5 | 0 | 0 |
| 13 | 203.5 | 1 | 116.5 | 38 | 0 | 3.5 | 4.5 | 0.5 | 10.5 | 27.5 | 1 | 0.5 | 0 | 0 |
| 14 | 210.5 | 1 | 104.5 | 56.5 | 0 | 4 | 2 | 2 | 14 | 23.5 | 3 | 0 | 0 | 0 |
| 15 | 241.5 | 0 | 149 | 57 | 0 | 3 | 3 | 1 | 8.5 | 18 | 1 | 1 | 0 | 0 |
| 16 | 313.5 | 1 | 204 | 80 | 0 | 4 | 2 | 1.5 | 6 | 12.5 | 1.5 | 1 | 0 | 0 |
| 17 | 287 | 1 | 206 | 61.5 | 0 | 2 | 2 | 0 | 4 | 10 | 0.5 | 0 | 0 | 0 |
| 18 | 170 | 2 | 114.5 | 41.5 | 0 | 0.5 | 2 | 0.5 | 1.5 | 6.5 | 1 | 0 | 0 | 0 |
| 19 | 118 | 0.5 | 75.5 | 36.5 | 0 | 1.5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| 20 | 99 | 1 | 72.5 | 20.5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 21 | 59 | 0 | 46.5 | 9 | 0 | 0.5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 22 | 43 | 0 | 30.5 | 8.5 | 0 | 0 | 0 | 0.5 | 0.5 | 3 | 0 | 0 | 0 | 0 |
| 23 | 26 | 0 | 19 | 4.5 | 0 | 0 | 0 | 0 | 0 | 2 | 0.5 | 0 | 0 | 0 |
| ADT | 3,321 | 15 | 2,039 | 783.5 | 1.5 | 36.5 | 38.5 | 16.5 | 109.5 | 261.5 | 15 | 3.5 | 0 | 0.5 |
| AF | 0.85 | 0.5% | 61.4% | 23.6% | 0.0% | 1.1% | 1.2% | 0.5% | 3.3% | 7.9% | 0.5% | 0.1% | 0.0% | 0.0% |
| SITE TRAFFIC | 2,837.5 Private Unit 85.5% | | | | 93 Single Unit 2.8% | | | | | 390 Combination Unit 11.7% | | | | |
| 483 Commercial Unit 14.5% | | | | | | | | | | | | | | |

AN1Q01

Classification Summary

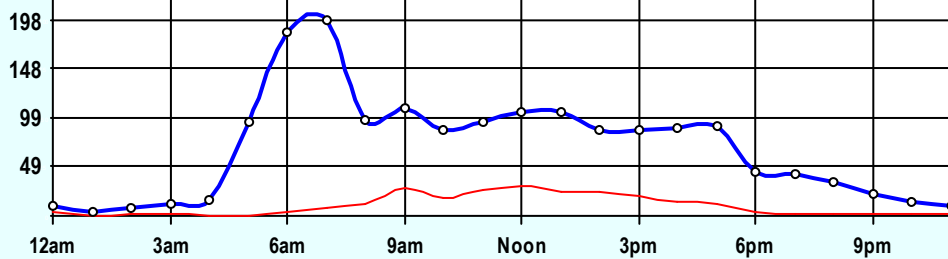
March 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,321 | 4pm | 314 |
| 2,838 | Private | 285 |
| 483 | Commercial | 29 |
| K-Factor 0.09 | NB | SB |
| | 90 | 224 |

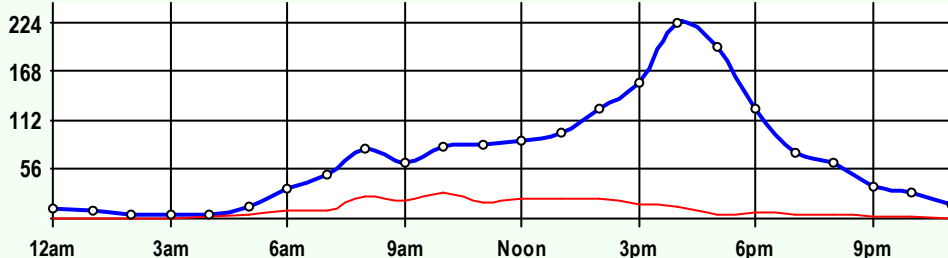
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|------|------|------|------|------|
| 3,321 | 15 | 2,039 | 784 | 2 | 37 | 39 | 17 | 110 | 262 | 15 | 4 | 0 | 1 |
| Axle Factor 0.85 | 0.5% | 61.4% | 23.6% | 0.0% | 1.1% | 1.2% | 0.5% | 3.3% | 7.9% | 0.5% | 0.1% | 0.0% | 0.0% |
| | 2,838 Private-Unit 85.5% | | | 93 Single-Unit 2.8% | | | | 390 Combination-Unit 11.7% | | | | | |
| | 483 Commercial-Unit 14.5% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,646 | 7am | 198 |
| 1,402 | Private | 190 |
| 245 | Commercial | 8 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|------|------|------|------|------|
| 1,646 | 10 | 999 | 393 | 2 | 20 | 24 | 4 | 58 | 126 | 10 | 2 | 0 | 1 |
| Axle Factor 0.85 | 0.6% | 60.7% | 23.9% | 0.1% | 1.2% | 1.5% | 0.2% | 3.5% | 7.7% | 0.6% | 0.1% | 0.0% | 0.0% |
| | 1,402 Private-Unit 85.1% | | | 49 Single-Unit 3.0% | | | | 196 Combination-Unit 11.9% | | | | | |
| | 245 Commercial-Unit 14.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,675 | 4pm | 224 |
| 1,436 | Private | 211 |
| 239 | Commercial | 14 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|------|------|------|------|------|
| 1,675 | 5 | 1,041 | 391 | 0 | 17 | 15 | 13 | 52 | 136 | 5 | 2 | 0 | 0 |
| Axle Factor 0.85 | 0.3% | 62.1% | 23.3% | 0.0% | 1.0% | 0.9% | 0.7% | 3.1% | 8.1% | 0.3% | 0.1% | 0.0% | 0.0% |
| | 1,436 Private-Unit 85.8% | | | 44 Single-Unit 2.6% | | | | 195 Combination-Unit 11.6% | | | | | |
| | 239 Commercial-Unit 14.2% | | | | | | | | | | | | |

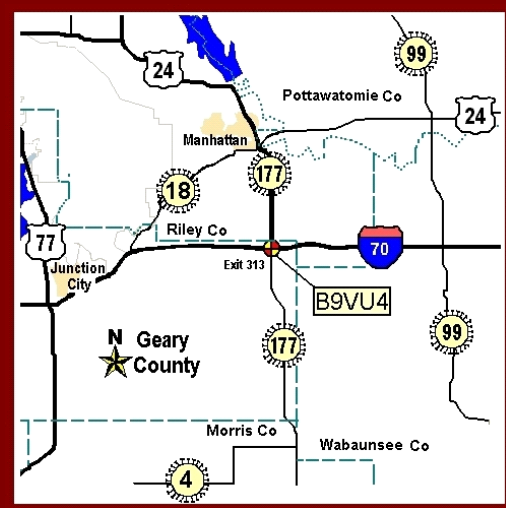
SITE INFORMATION

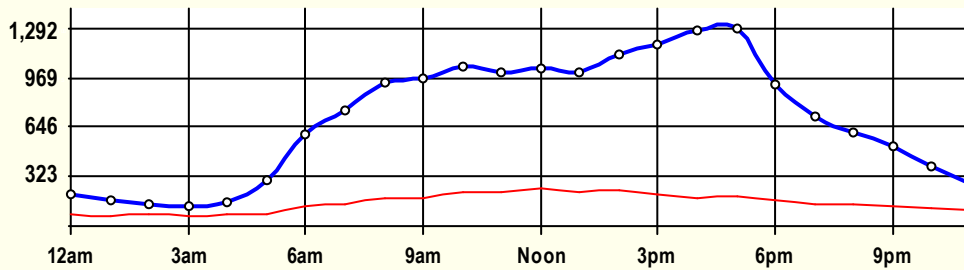
| | | | |
|-------------------|---|---------------|---------------------|
| AN1Q01 | Event No: 7192 | Dist 2 | Geary County |
| North Leg | Route: US-77 | | |
| | X-Route: RS-1806 (LYON CREEK RD) | | |
| Location | US-77 N OF RS-1806, 4 MI S OF JUNCTION CITY | | |
| Site Info | Regular, ATR, State-Sys, Route-Class C | | |
| Event Info | | | |
| History | 02/05;03/02;04/99 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 03/31/08 14:00 | 04/02 13:00 |
| 51 | 48 | 03/31/08 14:00 | 04/02 13:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---------------------------|---------------|-------------------------------|----------------|----------------|------------------------|--------------|-------------|-------------|--------------|--------------------------------|-------------|--------------|--------------|-------------|
| B9VU43 | | | | | | | | | | | | | | |
| FC 1 | | Dist 2 | | Geary County | | | | | | | | | | |
| Route: I-70 | | | | | | | | East Leg | | | | | | |
| XRoute: K-177 | | | | | | | | | | | | | | |
| I-70 E OF K-177, EXIT 313 | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,292 | | 5pm | | | | | | | | | | |
| Private | | 1,097 | | 5pm | | | | | | | | | | |
| Commercial | | 244 | | Noon | | | | | | | | | | |
| July 2008 | | | | | | | | | | EB 60Hr WB 66Hr | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 206.7 | 1 | 106.0 | 25.3 | 0.3 | 1 | 1 | 0.3 | 3 | 49.3 | 1 | 14.3 | 4 | 0 |
| 1 | 169.3 | 0.7 | 73 | 24 | 1 | 1.7 | 2 | 0.3 | 6 | 45.7 | 0 | 9 | 5.7 | 0.3 |
| 2 | 144.3 | 2.3 | 57.7 | 11.7 | 2.7 | 3 | 2.7 | 0 | 6.3 | 44 | 0.3 | 9 | 4.7 | 0 |
| 3 | 132.3 | 1.3 | 50.7 | 15.3 | 2 | 1.3 | 1.3 | 0 | 3 | 36.3 | 1.3 | 15 | 4.7 | 0 |
| 4 | 158.7 | 1.7 | 62 | 20.7 | 0.7 | 1.3 | 1.3 | 0 | 6.7 | 45.7 | 0.3 | 13.3 | 5 | 0 |
| 5 | 295.3 | 1.3 | 151.3 | 59 | 2 | 4 | 3.7 | 0 | 10.7 | 47.3 | 0.3 | 12.7 | 3 | 0 |
| 6 | 604.7 | 4.7 | 325 | 147 | 0.3 | 7 | 2 | 0.3 | 11.3 | 82.3 | 3.7 | 15.7 | 5.3 | 0 |
| 7 | 761.3 | 5 | 447 | 165.7 | 1.3 | 10.3 | 4.7 | 0 | 10 | 104 | 1 | 8.3 | 3.7 | 0.3 |
| 8 | 935 | 8 | 547.3 | 191.3 | 1.3 | 12.7 | 3.3 | 1.3 | 20 | 126.7 | 3.7 | 13.7 | 4.3 | 1.3 |
| 9 | 967.3 | 8.2 | 566.7 | 204.3 | 3.8 | 18 | 6.3 | 1.5 | 17.8 | 129.5 | 1.8 | 6.2 | 3.2 | 0 |
| 10 | 1,043.5 | 7.5 | 620 | 199 | 4.5 | 16.5 | 6 | 0.5 | 18.5 | 152.5 | 4 | 10.5 | 4 | 0 |
| 11 | 997.5 | 12 | 593.5 | 176 | 3 | 17.5 | 5 | 1.5 | 22 | 152.5 | 3 | 7 | 4 | 0.5 |
| 12 | 1,034 | 7.5 | 620.5 | 162.5 | 0.5 | 13 | 2.5 | 1.5 | 25.5 | 179.5 | 4 | 11 | 3.5 | 2.5 |
| 13 | 1,007 | 4.5 | 584 | 196.5 | 1 | 17 | 5 | 2 | 30.5 | 147 | 6.5 | 7.5 | 5.5 | 0 |
| 14 | 1,121 | 16 | 661.5 | 206 | 2 | 12 | 12.5 | 1 | 29.5 | 154.5 | 3.5 | 11.5 | 10.5 | 0.5 |
| 15 | 1,193 | 5 | 739 | 235.5 | 3 | 11.5 | 7.5 | 1 | 24 | 153.5 | 1.5 | 8.5 | 2.5 | 0.5 |
| 16 | 1,272.3 | 5.7 | 815 | 262.7 | 2.3 | 11.7 | 3.7 | 0.7 | 22 | 124.7 | 3.7 | 13.3 | 6.7 | 0.3 |
| 17 | 1,292 | 6.7 | 843.7 | 246.7 | 2 | 12 | 5 | 0.7 | 24 | 128.7 | 1 | 16 | 5.0 | 0.7 |
| 18 | 919.3 | 7 | 578.7 | 169 | 1.7 | 6.3 | 3.3 | 0 | 16 | 124.7 | 1.7 | 4 | 6.7 | 0.3 |
| 19 | 711.3 | 4.7 | 443.7 | 123.3 | 1.3 | 2.7 | 1.7 | 1.3 | 13 | 101 | 3.3 | 9.3 | 6 | 0 |
| 20 | 609.3 | 3.7 | 373.7 | 89.7 | 0.3 | 6 | 1.7 | 0 | 9 | 104 | 1.3 | 13.3 | 6.3 | 0.3 |
| 21 | 520.7 | 4.7 | 300 | 85.7 | 1 | 3 | 1.7 | 0 | 10.7 | 92 | 2 | 11.7 | 8.3 | 0 |
| 22 | 387.3 | 1.7 | 206.7 | 57 | 2.3 | 3 | 1.7 | 0.7 | 4.3 | 84 | 1.3 | 15.3 | 9 | 0.3 |
| 23 | 279 | 1.3 | 137.3 | 36 | 1.3 | 2.3 | 1.7 | 0 | 5.7 | 63.7 | 0.3 | 22.3 | 7 | 0 |
| ADT | 16,762 | 122.0 | 9,903.8 | 3,109.8 | 41.8 | 194.8 | 87.2 | 14.7 | 349.5 | 2,473 | 50.7 | 278.5 | 128.5 | 8.0 |
| AF | 0.77 | 0.7% | 59.1% | 18.6% | 0.2% | 1.2% | 0.5% | 0.1% | 2.1% | 14.8% | 0.3% | 1.7% | 0.8% | 0.0% |
| SITE TRAFFIC | | 13,135.7 Private Unit 78.4% | | | 338.5 Single Unit 2.0% | | | | | 3,288.2 Combination Unit 19.6% | | | | |
| | | 3,626.7 Commercial Unit 21.6% | | | | | | | | | | | | |

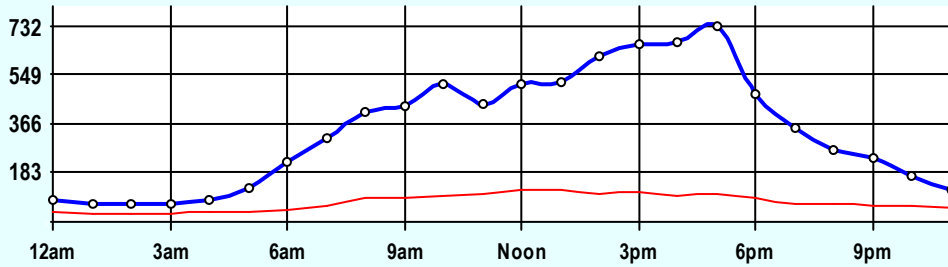




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|---------------|-------------------|--------------|
| 16,762 | 5pm | 1,292 |
| 13,136 | Private | 1,097 |
| 3,627 | Commercial | 195 |
| K-Factor | EB | WB |
| 0.08 | 732 | 560 |

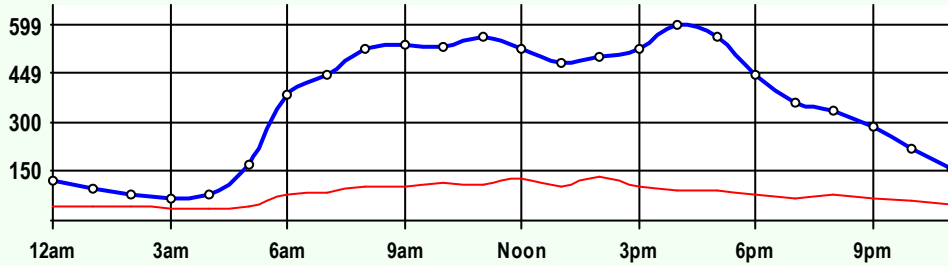
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 16,762 | 122 | 9,904 | 3,110 | 42 | 195 | 87 | 15 | 350 | 2,473 | 51 | 279 | 129 | 8 |
| Axle Factor | 0.7% | 59.1% | 18.6% | 0.2% | 1.2% | 0.5% | 0.1% | 2.1% | 14.8% | 0.3% | 1.7% | 0.8% | 0.0% |
| 0.77 | 13,136 Private-Unit 78.4% | | | 339 Single-Unit 2.0% | | | 3,288 Combination-Unit 19.6% | | | | | | |
| | 3,627 Commercial-Unit 21.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|--------------|-------------------|------------|
| 8,157 | 5pm | 732 |
| 6,424 | Private | 630 |
| 1,733 | Commercial | 102 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 8,157 | 75 | 4,672 | 1,676 | 21 | 105 | 48 | 7 | 174 | 1,153 | 28 | 136 | 60 | 4 |
| Axle Factor | 0.9% | 57.3% | 20.6% | 0.3% | 1.3% | 0.6% | 0.1% | 2.1% | 14.1% | 0.3% | 1.7% | 0.7% | 0.0% |
| 0.78 | 6,424 Private-Unit 78.8% | | | 180 Single-Unit 2.2% | | | 1,553 Combination-Unit 19.0% | | | | | | |
| | 1,733 Commercial-Unit 21.2% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|--------------|-------------------|------------|
| 8,606 | 4pm | 599 |
| 6,712 | Private | 505 |
| 1,894 | Commercial | 94 |
| K-Factor | | |
| 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-----------------------------|-------|-------|----------------------|------|------|------------------------------|------|-------|------|------|------|------|
| 8,606 | 47 | 5,232 | 1,434 | 21 | 90 | 40 | 8 | 176 | 1,320 | 23 | 143 | 69 | 4 |
| Axle Factor | 0.5% | 60.8% | 16.7% | 0.2% | 1.0% | 0.5% | 0.1% | 2.0% | 15.3% | 0.3% | 1.7% | 0.8% | 0.0% |
| 0.77 | 6,712 Private-Unit 78.0% | | | 159 Single-Unit 1.8% | | | 1,735 Combination-Unit 20.2% | | | | | | |
| | 1,894 Commercial-Unit 22.0% | | | | | | | | | | | | |

SITE INFORMATION

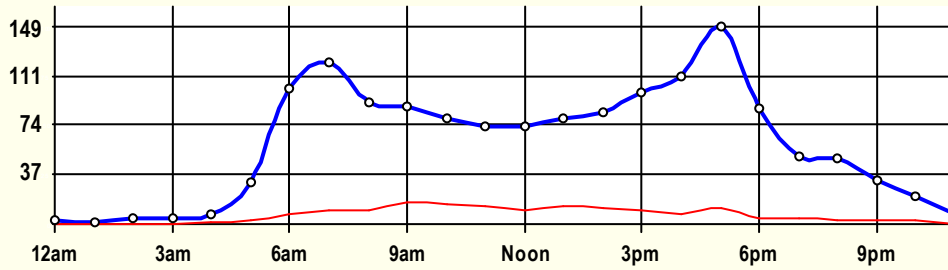
| | | | |
|-------------------|-----------------------------|--------|--------------|
| B9VU43 | Event No: 7264 | Dist 2 | Geary County |
| East Leg | Route: I-70 | | |
| | X-Route: K-177 | | |
| Location | I-70 E OF K-177, EXIT 313 | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 05/05;10/00 | | |
| Comment | EB 60Hr, WB 66Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 60 | 07/07/08 16:00 | 07/10 09:00 |
| 32 | 60 | 07/07/08 16:00 | 07/10 09:00 |
| 71 | 66 | 07/07/08 16:00 | 07/10 09:00 |
| 72 | 66 | 07/07/08 16:00 | 07/10 09:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--------------------------------------|--------------|-----------------------------|--------------|--------------|---------------------|-------------|-------------|-------------|-------------|-----------------------------|-------------|-------------|-------------|-------------|
| BBGON1 | | | | | | | | | | | | | | |
| FC 6 | | Dist 2 | | Geary County | | | | | | | | | | |
| Route: K-177 | | | | | | | | North Leg | | | | | | |
| XRoute: RS-1571 | | | | | | | | | | | | | | |
| K-177 N OF RS-1571, NW OF ALTA VISTA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 149 | | 5pm | | | | | | | | | | |
| Private | | 137 | | 5pm | | | | | | | | | | |
| Commercial | | 16 | | 9am | | | | | | | | | | |
| March 2008 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 3.5 | 0 | 2 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 4 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 7.5 | 0 | 5.5 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 5 | 31 | 0 | 21 | 7.5 | 0 | 0.5 | 0.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 6 | 102 | 0 | 72 | 22.5 | 0 | 3.5 | 0.5 | 0 | 0 | 3 | 0 | 0.5 | 0 | 0 |
| 7 | 122 | 0 | 79 | 32 | 0 | 1 | 0.5 | 0 | 2 | 7 | 0.5 | 0 | 0 | 0 |
| 8 | 91.5 | 0 | 59.5 | 21 | 0 | 2 | 1 | 0 | 0.5 | 7 | 0.5 | 0 | 0 | 0 |
| 9 | 88.5 | 0.5 | 49 | 23 | 0 | 1.5 | 1 | 0 | 1.5 | 12 | 0 | 0 | 0 | 0 |
| 10 | 79.5 | 0 | 44 | 21 | 0 | 2.5 | 0.5 | 0 | 3.5 | 7 | 1 | 0 | 0 | 0 |
| 11 | 73 | 0 | 39 | 20 | 0 | 1 | 0.5 | 0 | 1.5 | 11 | 0 | 0 | 0 | 0 |
| 12 | 74 | 0 | 46 | 17 | 0 | 1 | 1 | 0 | 1.5 | 7 | 0.5 | 0 | 0 | 0 |
| 13 | 79.5 | 0 | 45.5 | 20.5 | 0 | 1.5 | 1 | 0 | 2.5 | 7.5 | 1 | 0 | 0 | 0 |
| 14 | 83.5 | 1 | 45 | 25 | 0 | 2 | 0.5 | 0 | 4 | 6 | 0 | 0 | 0 | 0 |
| 15 | 98.5 | 0.5 | 59.5 | 28 | 0 | 2 | 1 | 0 | 2.5 | 5 | 0 | 0 | 0 | 0 |
| 16 | 110.5 | 0.5 | 69.5 | 33 | 0 | 1 | 0 | 0.5 | 2 | 3.5 | 0.5 | 0 | 0 | 0 |
| 17 | 148.5 | 0 | 104 | 33 | 0 | 0.5 | 2.5 | 0 | 1 | 6 | 1 | 0 | 0 | 0.5 |
| 18 | 86.5 | 0.5 | 61.5 | 20 | 0 | 0.5 | 0.5 | 0 | 0 | 2 | 1 | 0.5 | 0 | 0 |
| 19 | 51 | 0 | 35.5 | 11.5 | 0 | 0.5 | 1 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 20 | 50 | 0 | 36.5 | 10.5 | 0 | 0 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 21 | 33 | 0 | 21 | 8.5 | 0 | 1 | 0 | 0.5 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 22 | 21.5 | 0 | 14.5 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 2.5 | 0 | 0.5 | 0 | 0 |
| 23 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 1,452 | 3 | 919 | 366.5 | 0 | 23 | 12 | 1 | 24.5 | 95 | 6 | 1.5 | 0 | 0.5 |
| AF | 0.88 | 0.2% | 63.3% | 25.2% | 0.0% | 1.6% | 0.8% | 0.1% | 1.7% | 6.5% | 0.4% | 0.1% | 0.0% | 0.0% |
| SITE TRAFFIC | | 1,288.5 Private Unit 88.7% | | | 36 Single Unit 2.5% | | | | | 127.5 Combination Unit 8.8% | | | | |
| | | 163.5 Commercial Unit 11.3% | | | | | | | | | | | | |

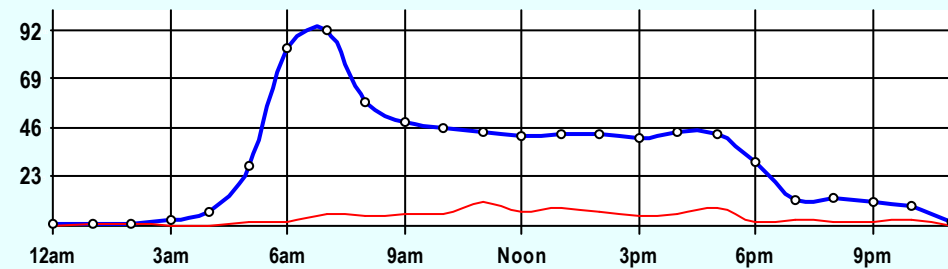




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,452 | 5pm | 149 |
| 1,289 | Private | 137 |
| 164 | Commercial | 12 |
| K-Factor 0.10 | NB | SB |
| | 43 | 106 |

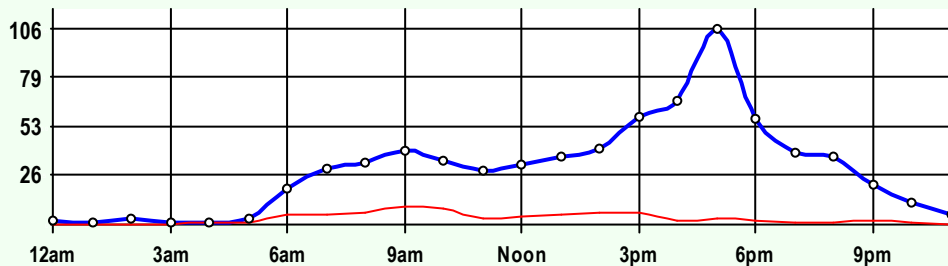
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|---------------------|----|----|---|---------------------------|----|----|----|----|----|
| 1,452 | 3 | 919 | 367 | 0 | 23 | 12 | 1 | 25 | 95 | 6 | 2 | 0 | 1 |
| Axle Factor 0.88 | 1,289 Private-Unit 88.7% | | | 36 Single-Unit 2.5% | | | | 128 Combination-Unit 8.8% | | | | | |
| | 164 Commercial-Unit 11.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 746 | 7am | 92 |
| 659 | Private | 86 |
| 87 | Commercial | 6 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|--------------------------|----|----|----|----|----|
| 746 | 2 | 472 | 185 | 0 | 13 | 8 | 1 | 15 | 48 | 2 | 1 | 0 | 1 |
| Axle Factor 0.88 | 659 Private-Unit 88.3% | | | 22 Single-Unit 2.9% | | | | 66 Combination-Unit 8.8% | | | | | |
| | 87 Commercial-Unit 11.7% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 707 | 5pm | 106 |
| 630 | Private | 102 |
| 77 | Commercial | 4 |
| K-Factor 0.15 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|--------------------------|----|----|----|----|----|
| 707 | 1 | 447 | 182 | 0 | 11 | 4 | 0 | 10 | 47 | 4 | 1 | 0 | 0 |
| Axle Factor 0.88 | 630 Private-Unit 89.2% | | | 15 Single-Unit 2.1% | | | | 62 Combination-Unit 8.8% | | | | | |
| | 77 Commercial-Unit 10.8% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--------------------------------------|--------|--------------|
| BBGON1 | Event No: 7193 | Dist 2 | Geary County |
| North Leg | Route: K-177 | | |
| | X-Route: RS-1571 | | |
| Location | K-177 N OF RS-1571, NW OF ALTA VISTA | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 05/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 03/31/08 13:00 | 04/02 12:00 |
| 51 | 48 | 03/31/08 13:00 | 04/02 12:00 |

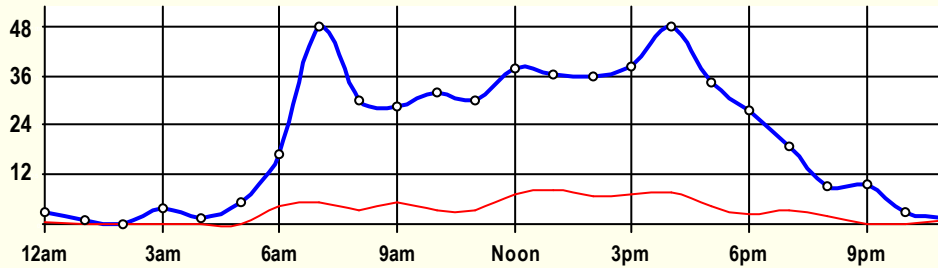
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|--------------------------------|-------------|---------------------------|--------------|-----------------|-------------|---------------------|-------------|-------------|-------------|---|-------------|-------------|-------------|-------------|--|--|
| 7REG01 | | | | | | | | | | | | | | | | |
| FC 7 | Dist 2 | Jewell County | | | | | | | | | | | | | | |
| Route: K-128 | | North Leg | | | | | | | | | | | | | | |
| XRoute: US-36 | | | | | | | | | | | | | | | | |
| K-128 N OF US-36, W OF MANKATO | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | 48 | 7am | | | | | | | | | | | | | | |
| Private | 42 | 7am | | | | | | | | | | | | | | |
| Commercial | 8 | 1pm | | | | | | | | | | | | | | |
| March 2008 | | | | NB 24Hr SB 48Hr | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 3 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | | |
| 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 4 | 1.5 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5 | 5.5 | 0 | 3 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 6 | 17 | 0 | 7.5 | 5 | 0 | 1.5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | |
| 7 | 47.5 | 0 | 33.5 | 8.5 | 0 | 3.5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | | |
| 8 | 29.5 | 0 | 15 | 11 | 0 | 0 | 0 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 | | |
| 9 | 28.5 | 0 | 11.5 | 11.5 | 0 | 0 | 0.5 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | | |
| 10 | 31.5 | 0 | 15 | 13 | 0 | 0 | 0 | 0 | 1.5 | 2 | 0 | 0 | 0 | 0 | | |
| 11 | 29.5 | 0 | 16 | 10 | 0 | 0 | 1 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 | | |
| 12 | 37.5 | 0 | 15.5 | 15 | 0 | 0 | 1 | 0.5 | 1 | 4.5 | 0 | 0 | 0 | 0 | | |
| 13 | 36 | 0 | 12 | 16 | 0 | 0 | 0.5 | 0 | 1.5 | 4 | 2 | 0 | 0 | 0 | | |
| 14 | 35.5 | 0 | 18.5 | 10.5 | 0 | 1.5 | 0 | 0.5 | 0 | 4.5 | 0 | 0 | 0 | 0 | | |
| 15 | 38 | 0 | 18 | 13 | 0 | 3 | 0 | 0 | 0.5 | 3.5 | 0 | 0 | 0 | 0 | | |
| 16 | 47.5 | 0 | 27 | 13 | 0 | 2.5 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | | |
| 17 | 34 | 0 | 18.5 | 11 | 0 | 0.5 | 0 | 0 | 1 | 2.5 | 0.5 | 0 | 0 | 0 | | |
| 18 | 27.5 | 0 | 17.5 | 7.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | | |
| 19 | 18.5 | 0.5 | 8.5 | 6 | 0 | 0.5 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | | |
| 20 | 9 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | | |
| 21 | 9.5 | 0 | 5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 22 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 23 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| ADT | 496 | 0.5 | 255.5 | 164 | 0 | 13 | 4 | 1 | 10 | 42.5 | 5.5 | 0 | 0 | 0 | | |
| AF | 0.85 | 0.1% | 51.5% | 33.1% | 0.0% | 2.6% | 0.8% | 0.2% | 2.0% | 8.6% | 1.1% | 0.0% | 0.0% | 0.0% | | |
| SITE TRAFFIC | | 420 Private 84.7% Unit | | | | 18 Single Unit 3.6% | | | | 58 Combination Unit 11.7% 76 Commercial Unit 15.3% | | | | | | |

7REG01

Classification Summary

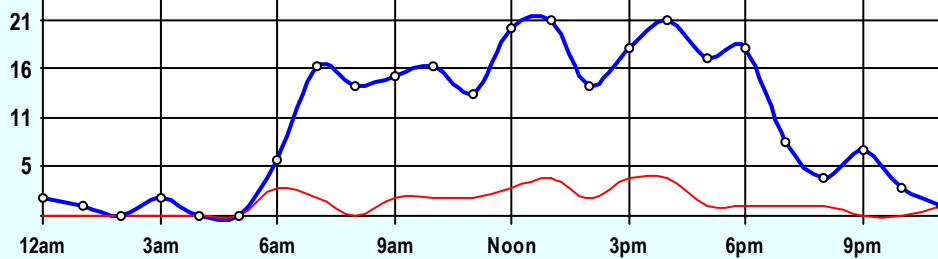
March 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 496 | 7am | 48 |
| 420 | Private | 42 |
| 76 | Commercial | 6 |
| K-Factor 0.10 | NB | SB |
| | 16 | 32 |

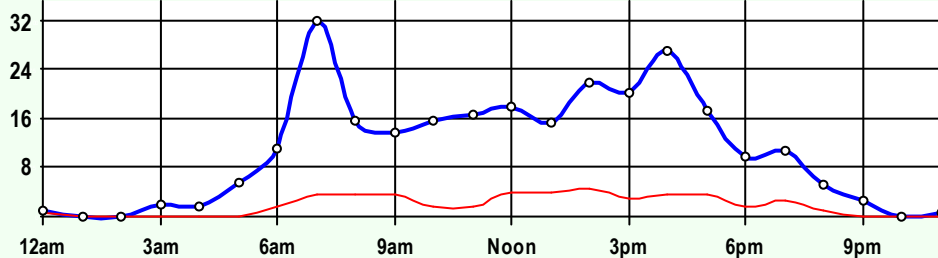
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|---------------------------|----|----|----|----|----|
| 496 | 1 | 256 | 164 | 0 | 13 | 4 | 1 | 10 | 43 | 6 | 0 | 0 | 0 |
| Axle Factor 0.85 | 420 Private-Unit 84.7% | | | 18 Single-Unit 3.6% | | | | 58 Combination-Unit 11.7% | | | | | |
| | 76 Commercial-Unit 15.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 237 | 1pm | 21 |
| 204 | Private | 17 |
| 33 | Commercial | 4 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|---------------------------|----|----|----|----|----|
| 237 | 0 | 126 | 78 | 0 | 5 | 3 | 0 | 3 | 19 | 3 | 0 | 0 | 0 |
| Axle Factor 0.86 | 204 Private-Unit 86.1% | | | 8 Single-Unit 3.4% | | | | 25 Combination-Unit 10.5% | | | | | |
| | 33 Commercial-Unit 13.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 259 | 7am | 32 |
| 216 | Private | 28 |
| 43 | Commercial | 4 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|---------------------|---|---|---|---------------------------|----|----|----|----|----|
| 259 | 1 | 130 | 86 | 0 | 8 | 1 | 1 | 7 | 24 | 3 | 0 | 0 | 0 |
| Axle Factor 0.84 | 216 Private-Unit 83.4% | | | 10 Single-Unit 3.9% | | | | 33 Combination-Unit 12.7% | | | | | |
| | 43 Commercial-Unit 16.6% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------------|---------------|----------------------|
| 7REG01 | Event No: 7166 | Dist 2 | Jewell County |
| North Leg | Route: K-128 | | |
| | X-Route: US-36 | | |
| Location | K-128 N OF US-36, W OF MANKATO | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 02/05 | | |
| Comment | NB 24Hr, SB 48Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 24 | 03/04/08 12:00 | 03/05 11:00 |
| 51 | 48 | 03/03/08 12:00 | 03/05 11:00 |

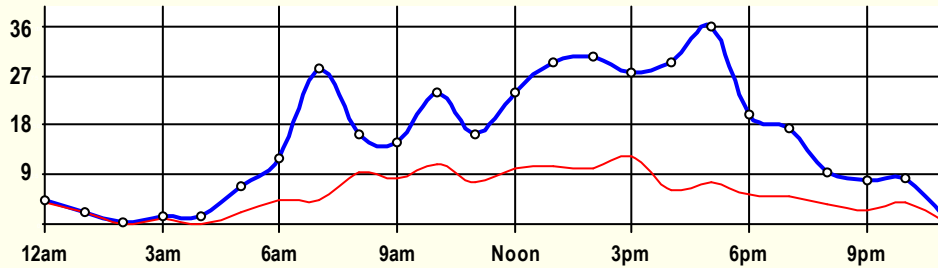
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | |
|---------------------------------------|-------------|---------------------------|--------------|---------------|---------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|--|
| 84KFZ1 | | | | | | | | | | | | | | | |
| FC 6 | | Dist 2 | | Jewell County | | | | | | | | | | | |
| Route: K-14 | | | | | | | | North Leg | | | | | | | |
| XRoute: US-36 | | | | | | | | | | | | | | | |
| K-14 N OF US-36 (E JCT), E OF MANKATO | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 36 | | 5pm | | | | | | | | | | | |
| Private | | 29 | | 5pm | | | | | | | | | | | |
| Commercial | | 13 | | 3pm | | | | | | | | | | | |
| January 2008 | | | | | | | | | | 48 Hr Survey | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 4.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0.5 | 0 | 0 | 0 | |
| 2 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 4 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 7 | 0 | 4.5 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | |
| 6 | 12 | 0 | 6.5 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0.5 | 0 | 0 | 0 | |
| 7 | 28.5 | 0.5 | 18.5 | 5 | 0 | 2.5 | 0 | 0 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | |
| 8 | 16.5 | 0 | 5.5 | 1.5 | 0 | 0.5 | 0.5 | 0 | 0 | 6.5 | 2 | 0 | 0 | 0 | |
| 9 | 15 | 0 | 3 | 3.5 | 0 | 0 | 0.5 | 0 | 0.5 | 6 | 1.5 | 0 | 0 | 0 | |
| 10 | 24 | 0 | 4 | 9 | 0 | 1.5 | 0.5 | 0 | 0.5 | 7.5 | 1 | 0 | 0 | 0 | |
| 11 | 16.5 | 0 | 4 | 5 | 0 | 0 | 0.5 | 0 | 1 | 5.5 | 0.5 | 0 | 0 | 0 | |
| 12 | 24 | 0 | 7 | 7 | 0 | 0.5 | 1 | 0 | 0 | 8 | 0 | 0.5 | 0 | 0 | |
| 13 | 29.5 | 0.5 | 10.5 | 8 | 0 | 0 | 3 | 0 | 0.5 | 6 | 0.5 | 0 | 0 | 0.5 | |
| 14 | 30.5 | 0 | 15.5 | 5 | 0 | 0.5 | 1.5 | 0 | 0 | 7.5 | 0.5 | 0 | 0 | 0 | |
| 15 | 27.5 | 0.5 | 9.5 | 5 | 0 | 0.5 | 0 | 0 | 0 | 10.5 | 0 | 1.5 | 0 | 0 | |
| 16 | 29.5 | 0 | 16 | 7.5 | 0 | 0.5 | 0 | 0 | 0 | 3.5 | 2 | 0 | 0 | 0 | |
| 17 | 36 | 0.5 | 21.5 | 6.5 | 0 | 0.5 | 0.5 | 0 | 0 | 4 | 2 | 0.5 | 0 | 0 | |
| 18 | 20 | 0 | 11.5 | 3 | 0 | 0.5 | 0.5 | 0 | 0 | 3.5 | 1 | 0 | 0 | 0 | |
| 19 | 17.5 | 0 | 8 | 4.5 | 0.5 | 0.5 | 0 | 0 | 0 | 2 | 1.5 | 0.5 | 0 | 0 | |
| 20 | 9.5 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2.5 | 1 | 0 | 0 | 0 | |
| 21 | 8 | 0 | 5 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0.5 | 0 | 0 | 0 | |
| 22 | 8.5 | 0 | 4 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | |
| 23 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| ADT | 371 | 2 | 163 | 74 | 1 | 8 | 9 | 0 | 3 | 90.5 | 16.5 | 3.5 | 0 | 0.5 | |
| AF | 0.67 | 0.5% | 43.9% | 19.9% | 0.3% | 2.2% | 2.4% | 0.0% | 0.8% | 24.4% | 4.4% | 0.9% | 0.0% | 0.1% | |
| SITE TRAFFIC | | 239 Private Unit 64.4% | | | 18 Single Unit 4.9% | | | | | 114 Combination Unit 30.7% | | | | | |
| | | 132 Commercial Unit 35.6% | | | | | | | | | | | | | |

84KFZ1

Classification Summary

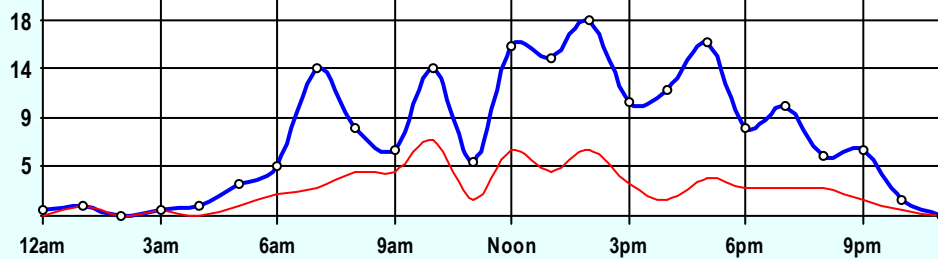
January 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 371 | 5pm | 36 |
| 239 | Private | 29 |
| 132 | Commercial | 8 |
| K-Factor 0.10 | NB | SB |
| | 16 | 20 |

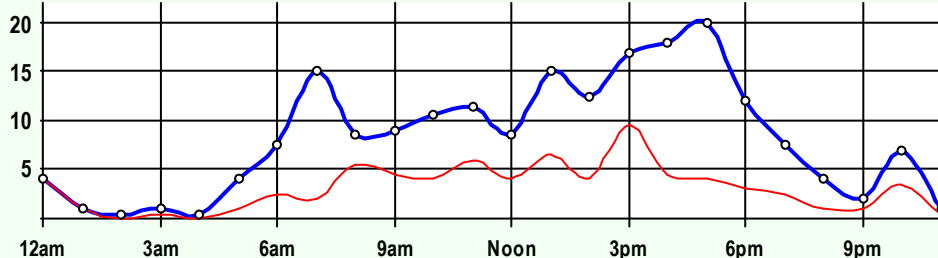
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|----|------------------------|---|---|-------------------------------|---|----|----|----|----|----|
| 371 | 2 | 163 | 74 | 1 | 8 | 9 | 0 | 3 | 91 | 17 | 4 | 0 | 1 |
| Axle Factor 0.67 | 239 Private-Unit 64.4% | | | 18 Single-Unit 4.9% | | | 114 Combination-Unit 30.7% | | | | | | |
| | 132 Commercial-Unit 35.6% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 174 | 2pm | 18 |
| 117 | Private | 12 |
| 57 | Commercial | 6 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|----|----|------------------------|---|---|------------------------------|---|----|----|----|----|----|
| 174 | 2 | 77 | 38 | 1 | 5 | 5 | 0 | 1 | 40 | 6 | 2 | 0 | 0 |
| Axle Factor 0.70 | 117 Private-Unit 67.1% | | | 10 Single-Unit 5.5% | | | 48 Combination-Unit 27.4% | | | | | | |
| | 57 Commercial-Unit 32.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 198 | 5pm | 20 |
| 123 | Private | 16 |
| 75 | Commercial | 4 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|----|----|-----------------------|---|---|------------------------------|---|----|----|----|----|----|
| 198 | 1 | 86 | 36 | 1 | 4 | 5 | 0 | 3 | 51 | 11 | 2 | 0 | 1 |
| Axle Factor 0.65 | 123 Private-Unit 62.0% | | | 9 Single-Unit 4.3% | | | 67 Combination-Unit 33.7% | | | | | | |
| | 75 Commercial-Unit 38.0% | | | | | | | | | | | | |

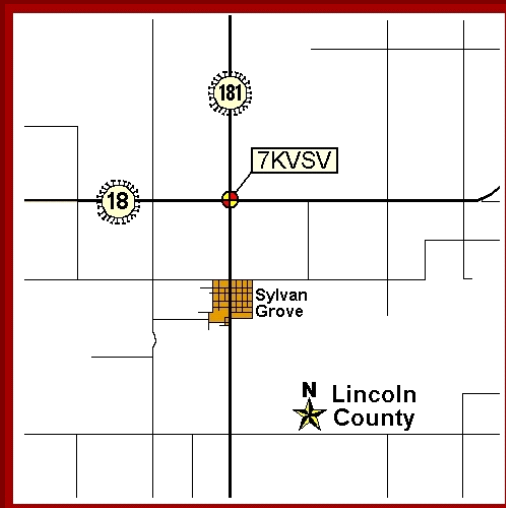
SITE INFORMATION

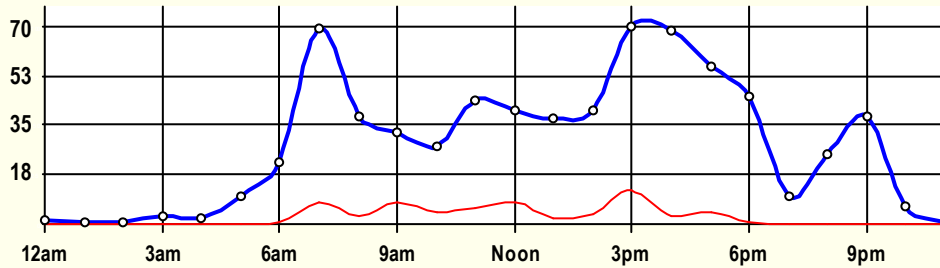
| | | | |
|------------|---------------------------------------|--------|---------------|
| 84KFZ1 | Event No: 7095 | Dist 2 | Jewell County |
| North Leg | Route: K-14 | | |
| | X-Route: US-36 | | |
| Location | K-14 N OF US-36 (E JCT), E OF MANKATO | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 04/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 01/28/08 12:00 | 01/30 11:00 |
| 51 | 48 | 01/28/08 12:00 | 01/30 11:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|------------------------------------|-------------|------------------|--------------|----------------|---------------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| 7KVSV5 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Lincoln County | | | | | | | | | | |
| Route: K-181 | | | | | | | | South Leg | | | | | | |
| XRoute: K-18 | | | | | | | | | | | | | | |
| K-181 S OF K-18, N OF SYLVAN GROVE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 70 | | 3pm | | | | | | | | | | |
| Private | | 66 | | 4pm | | | | | | | | | | |
| Commercial | | 12 | | 3pm | | | | | | | | | | |
| February 2008 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 1.5 | 0 | 1.5 | 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 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 3 | 0 | 2.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 10 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 22 | 0 | 16 | 5 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 7 | 69.5 | 0 | 50.5 | 11 | 0 | 5 | 1 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0.5 |
| 8 | 38.5 | 0 | 19.5 | 16.5 | 0 | 1 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0.5 |
| 9 | 32.5 | 0 | 8.5 | 16.5 | 0 | 0.5 | 3 | 0.5 | 1.5 | 1.5 | 0.5 | 0 | 0 | 0 |
| 10 | 27.5 | 0 | 11.5 | 12 | 0 | 0 | 1.5 | 0.5 | 0.5 | 1 | 0 | 0.5 | 0 | 0 |
| 11 | 43.5 | 0 | 23 | 15 | 0 | 1.5 | 2.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 |
| 12 | 40.5 | 0 | 23 | 9.5 | 0 | 3.5 | 2.5 | 0 | 1 | 0.5 | 0.5 | 0 | 0 | 0 |
| 13 | 37.5 | 0 | 21 | 14.5 | 0 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 14 | 40 | 0 | 21 | 15.5 | 0 | 0.5 | 0.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0.5 |
| 15 | 70 | 0 | 39 | 19 | 0 | 6 | 1.5 | 0 | 2 | 2 | 0 | 0.5 | 0 | 0 |
| 16 | 68.5 | 0 | 50.5 | 15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 17 | 56 | 0 | 37 | 15 | 0 | 1 | 0 | 0 | 1 | 1.5 | 0 | 0.5 | 0 | 0 |
| 18 | 45.5 | 0 | 32 | 13 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 19 | 10 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 25 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 38.5 | 0 | 29.5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 6.5 | 0 | 4.5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 691 | 0 | 426.5 | 202.5 | 0 | 21.5 | 13.5 | 1 | 8.5 | 12.5 | 1 | 1.5 | 0 | 2 |
| AF | 0.94 | 0.0% | 61.8% | 29.3% | 0.0% | 3.1% | 2.0% | 0.1% | 1.2% | 1.8% | 0.1% | 0.2% | 0.0% | 0.3% |
| SITE TRAFFIC | | 629 Private Unit | | | 36 Single Unit 5.2% | | | | | 25.5 Combination Unit 3.7% | | | | |
| | | 91.1% Unit | | | 61.5 Commercial Unit 8.9% | | | | | | | | | |

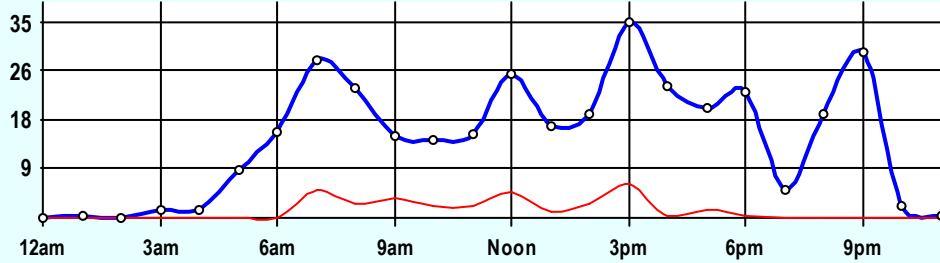




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 691 | 3pm | 70 |
| 629 | Private | 58 |
| 62 | Commercial | 12 |
| K-Factor 0.10 | NB | SB |
| | 35 | 35 |

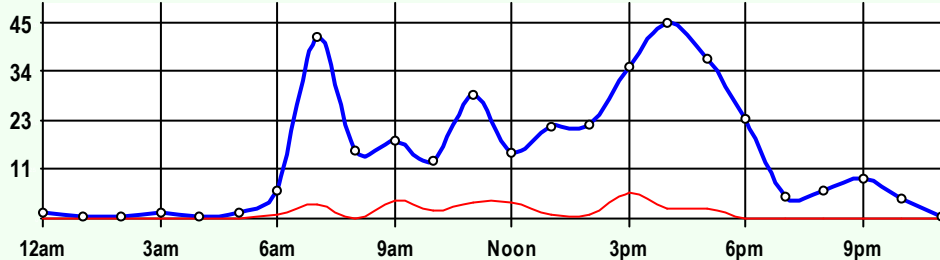
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|--------------------------|----|----|----|----|----|
| 691 | 0 | 427 | 203 | 0 | 22 | 14 | 1 | 9 | 13 | 1 | 2 | 0 | 2 |
| Axle Factor 0.94 | 629 Private-Unit 91.1% | | | 36 Single-Unit 5.2% | | | | 26 Combination-Unit 3.7% | | | | | |
| | 62 Commercial-Unit 8.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 339 | 3pm | 35 |
| 307 | Private | 29 |
| 32 | Commercial | 6 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|--------------------------|---|----|----|----|----|
| 339 | 0 | 206 | 102 | 0 | 12 | 8 | 0 | 4 | 6 | 1 | 1 | 0 | 2 |
| Axle Factor 0.94 | 307 Private-Unit 90.7% | | | 19 Single-Unit 5.6% | | | | 13 Combination-Unit 3.7% | | | | | |
| | 32 Commercial-Unit 9.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 352 | 4pm | 45 |
| 322 | Private | 43 |
| 30 | Commercial | 3 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|--------------------------|---|----|----|----|----|
| 352 | 0 | 221 | 101 | 0 | 10 | 6 | 1 | 5 | 7 | 1 | 1 | 0 | 1 |
| Axle Factor 0.94 | 322 Private-Unit 91.5% | | | 17 Single-Unit 4.8% | | | | 13 Combination-Unit 3.7% | | | | | |
| | 30 Commercial-Unit 8.5% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|------------------------------------|--------|----------------|
| 7KVS5 | Event No: 7147 | Dist 2 | Lincoln County |
| South Leg | Route: K-181 | | |
| | X-Route: K-18 | | |
| Location | K-181 S OF K-18, N OF SYLVAN GROVE | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 02/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/12/08 13:00 | 02/14 12:00 |
| 51 | 48 | 02/12/08 13:00 | 02/14 12:00 |

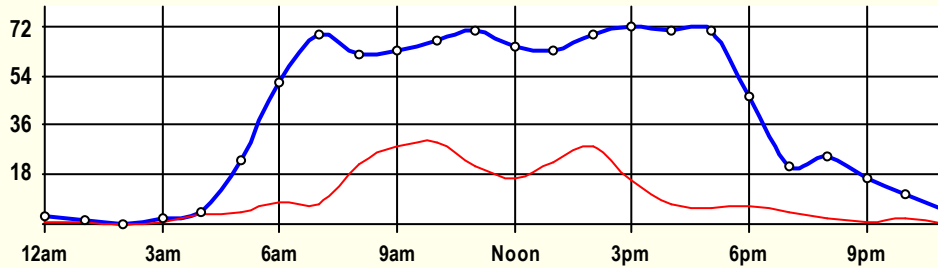
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|---------------------------|--------------|----------------|-----------------------|-------------|--------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|
| 827SE1 | | | | | | | | | | | | | | |
| FC 6 | | Dist 2 | | Lincoln County | | | | | | | | | | |
| Route: K-14 | | | | | | | | North Leg | | | | | | |
| XRoute: RS-1583 | | | | | | | | | | | | | | |
| K-14 N OF RS-1583, 1.5 MI S OF LINCOLN | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 72 | | 3pm | | | | | | | | | | |
| Private | | 65 | | 5pm | | | | | | | | | | |
| Commercial | | 30 | | 10am | | | | | | | | | | |
| February 2008 | | | | | | | 48 Hr Survey | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 3 | 0 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 1 | 1.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 2 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 |
| 4 | 4.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 2 | 0 | 0 |
| 5 | 23 | 0 | 10.5 | 8.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 2.5 | 0 | 0 |
| 6 | 51.5 | 0 | 27 | 16.5 | 0 | 0.5 | 0.5 | 0 | 0.5 | 4.5 | 0 | 2 | 0 | 0 |
| 7 | 69 | 0 | 42 | 19.5 | 0 | 1 | 0.5 | 0 | 1 | 4 | 0.5 | 0.5 | 0 | 0 |
| 8 | 62 | 0 | 19 | 21 | 0 | 0 | 8.5 | 0.5 | 1.5 | 9 | 1.5 | 0.5 | 0 | 0.5 |
| 9 | 63 | 0 | 19 | 15.5 | 0 | 1 | 4.5 | 0.5 | 3 | 13.5 | 4.5 | 0.5 | 0 | 1 |
| 10 | 67 | 0 | 14.5 | 23 | 0 | 0 | 7 | 0 | 3 | 15 | 2.5 | 1.5 | 0.5 | 0 |
| 11 | 70.5 | 0 | 19 | 30.5 | 0 | 0.5 | 3 | 0 | 0.5 | 13.5 | 2 | 1 | 0 | 0.5 |
| 12 | 64.5 | 0 | 21.5 | 26.5 | 0 | 0 | 8 | 0 | 2.5 | 5.5 | 0.5 | 0 | 0 | 0 |
| 13 | 63.5 | 1 | 23.5 | 16.5 | 0 | 0.5 | 11.5 | 0.5 | 0.5 | 6.5 | 3 | 0 | 0 | 0 |
| 14 | 69 | 0 | 20.5 | 20 | 0 | 0.5 | 9.5 | 0.5 | 2 | 11.5 | 2 | 0.5 | 0 | 2 |
| 15 | 72 | 0 | 34.5 | 21.5 | 0 | 2.5 | 3.5 | 0 | 2 | 6 | 1 | 0 | 0 | 1 |
| 16 | 70.5 | 0 | 39.5 | 24 | 0 | 1 | 0.5 | 0.5 | 0 | 4 | 0.5 | 0 | 0.5 | 0 |
| 17 | 70.5 | 0.5 | 46 | 18.5 | 0 | 0 | 1 | 0 | 0.5 | 3 | 1 | 0 | 0 | 0 |
| 18 | 46.5 | 0 | 24.5 | 15.5 | 0 | 0 | 0 | 0 | 1 | 4 | 1.5 | 0 | 0 | 0 |
| 19 | 21 | 0 | 8 | 8.5 | 0 | 0 | 0 | 0 | 0 | 3.5 | 1 | 0 | 0 | 0 |
| 20 | 24.5 | 0 | 17.5 | 5 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0 | 0.5 | 0 | 0 |
| 21 | 16.5 | 0 | 9.5 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 22 | 11 | 0 | 5 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 23 | 5 | 0 | 3.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 952 | 1.5 | 409.5 | 302.5 | 0 | 8 | 58 | 2.5 | 18.5 | 111.5 | 22 | 11.5 | 1 | 5 |
| AF | 0.76 | 0.2% | 43.0% | 31.8% | 0.0% | 0.8% | 6.1% | 0.3% | 1.9% | 11.7% | 2.3% | 1.2% | 0.1% | 0.5% |
| SITE TRAFFIC | | 713.5 Private Unit 75.0% | | | 68.5 Single Unit 7.2% | | | | | 169.5 Combination Unit 17.8% | | | | |
| | | 238 Commercial Unit 25.0% | | | | | | | | | | | | |

827SE1

Classification Summary

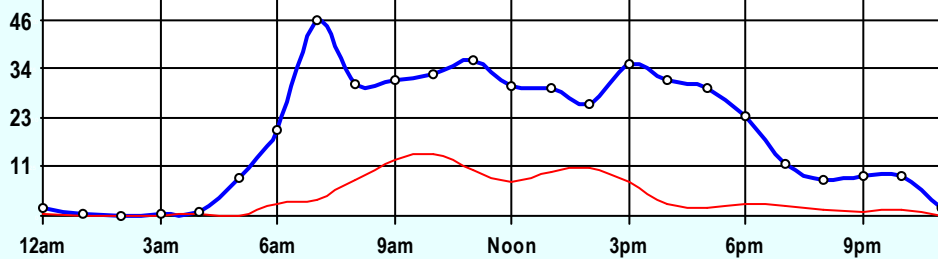
February 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 952 | 3pm | 72 |
| 714 | Private | 56 |
| 238 | Commercial | 16 |
| K-Factor | NB | SB |
| 0.08 | 35 | 37 |

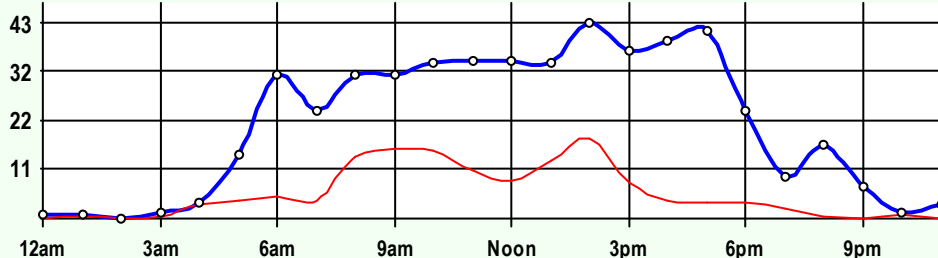
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 952 | 2 | 410 | 303 | 0 | 8 | 58 | 3 | 19 | 112 | 22 | 12 | 1 | 5 |
| Axle Factor | 0.2% | 43.0% | 31.8% | 0.0% | 0.8% | 6.1% | 0.3% | 1.9% | 11.7% | 2.3% | 1.2% | 0.1% | 0.5% |
| 0.76 | 714 Private-Unit 75.0% | | | 69 Single-Unit 7.2% | | | | 170 Combination-Unit 17.8% | | | | | |
| | 238 Commercial-Unit 25.0% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 456 | 7am | 46 |
| 350 | Private | 42 |
| 106 | Commercial | 4 |
| K-Factor | 0.10 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|---------------------------|-------|------|------|------|------|
| 456 | 1 | 202 | 148 | 0 | 4 | 29 | 0 | 13 | 47 | 8 | 3 | 1 | 2 |
| Axle Factor | 0.1% | 44.2% | 32.5% | 0.0% | 0.9% | 6.3% | 0.0% | 2.9% | 10.3% | 1.8% | 0.7% | 0.1% | 0.3% |
| 0.79 | 350 Private-Unit 76.8% | | | 33 Single-Unit 7.1% | | | | 73 Combination-Unit 16.0% | | | | | |
| | 106 Commercial-Unit 23.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 496 | 2pm | 43 |
| 364 | Private | 26 |
| 133 | Commercial | 18 |
| K-Factor | 0.09 | |


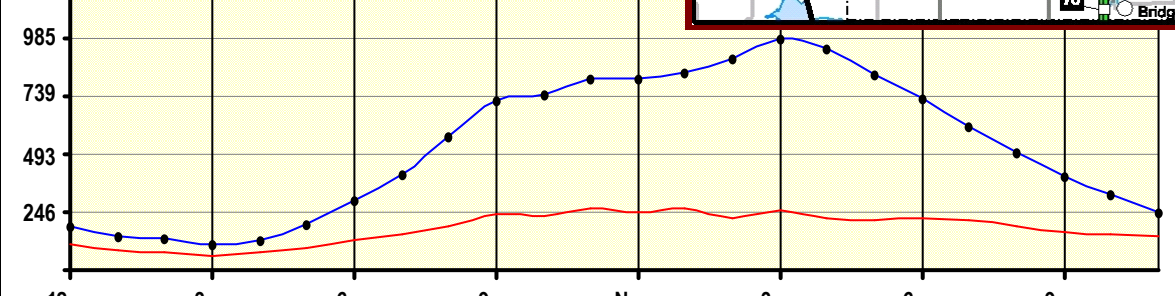
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|---------------------------|-------|------|------|------|------|
| 496 | 1 | 208 | 155 | 0 | 4 | 30 | 3 | 6 | 65 | 14 | 9 | 1 | 4 |
| Axle Factor | 0.2% | 41.9% | 31.1% | 0.0% | 0.8% | 5.9% | 0.5% | 1.1% | 13.0% | 2.8% | 1.7% | 0.1% | 0.7% |
| 0.74 | 364 Private-Unit 73.3% | | | 36 Single-Unit 7.3% | | | | 97 Combination-Unit 19.5% | | | | | |
| | 133 Commercial-Unit 26.7% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|----------------|
| 827SE1 | Event No: 7159 | Dist 2 | Lincoln County |
| North Leg | Route: K-14 X-Route: RS-1583 | | |
| Location | K-14 N OF RS-1583, 1.5 MI S OF LINCOLN | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 01/05;11/02;08/99;07/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/25/08 12:00 | 02/27 11:00 |
| 51 | 48 | 02/25/08 12:00 | 02/27 11:00 |

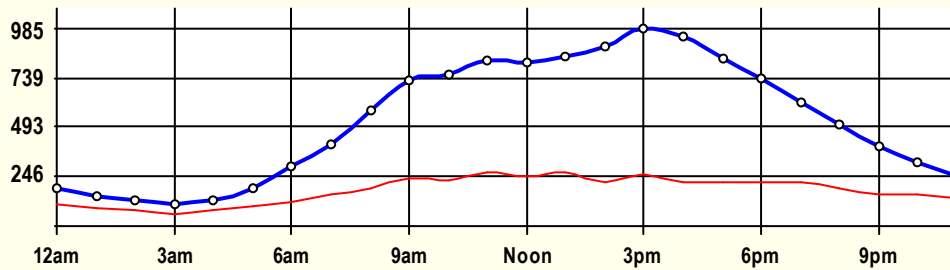
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|---|---------------|----------------------------|----------------|--|------------------------|--------------|--------------|-------------|--------------|------------------------------|-------------|-------------|-------------|-------------|--|--|
| 8FJO67 | | | |  | | | | | | | | | | | | |
| FC 1 | Dist 2 | Lincoln County | | | | | | | | | | | | | | |
| Route: I-70 | | | West Leg | | | | | | | | | | | | | |
| XRoute: RS-1751 | | | | | | | | | | | | | | | | |
| I-70 W OF RS-1751, 2 MI W OF SALINE CO LINE | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | 985 | 3pm | | | | | | | | | | | | | | |
| Private | 727 | 3pm | | | | | | | | | | | | | | |
| Commercial | 265 | 11am | | | | | | | | | | | | | | |
| July 2008 | | | | EB 37Hr WB 44Hr | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 187 | 2.5 | 56.5 | 17 | 1 | 2 | 2 | 0.5 | 7 | 73.5 | 0.5 | 19 | 5.5 | 0 | | |
| 1 | 148.5 | 0 | 47.5 | 13.5 | 2 | 3.5 | 0 | 0 | 7 | 53 | 0.5 | 17.5 | 4 | 0 | | |
| 2 | 134 | 1.5 | 43 | 14.5 | 2 | 3 | 1.5 | 1 | 2.5 | 48.5 | 1.5 | 9.5 | 5.5 | 0 | | |
| 3 | 106.5 | 0 | 33 | 13 | 2 | 0.5 | 1 | 0 | 3.5 | 37 | 0 | 9.5 | 6.5 | 0.5 | | |
| 4 | 129.5 | 1 | 38 | 12 | 1 | 1 | 1.5 | 0 | 5.5 | 39 | 0.5 | 27 | 3 | 0 | | |
| 5 | 193.5 | 0.5 | 47.5 | 49.5 | 1.5 | 3.5 | 1.5 | 1 | 4 | 71 | 0.5 | 9.5 | 3.5 | 0 | | |
| 6 | 298.5 | 0.5 | 113 | 61 | 1 | 7.5 | 3.5 | 0.5 | 9.5 | 89 | 1 | 8 | 3 | 1 | | |
| 7 | 408 | 2 | 184 | 66 | 0.5 | 9.5 | 3 | 1 | 11.5 | 116 | 1.5 | 6 | 6.5 | 0.5 | | |
| 8 | 572.5 | 4.5 | 280 | 102 | 3 | 7.5 | 7 | 0.5 | 18 | 131 | 3.5 | 11 | 4 | 0.5 | | |
| 9 | 723 | 11.5 | 353.5 | 119.5 | 2 | 7 | 5.5 | 0 | 30.5 | 168.5 | 4.5 | 13 | 7 | 0.5 | | |
| 10 | 752.5 | 9 | 375.5 | 135.5 | 1 | 6 | 10 | 0.5 | 32.5 | 157 | 4.5 | 17 | 4 | 0 | | |
| 11 | 820.5 | 8 | 412.5 | 135 | 3 | 9.5 | 6.5 | 1 | 26.5 | 178 | 2 | 29 | 8.5 | 1 | | |
| 12 | 814.5 | 13.5 | 416 | 139.5 | 0.5 | 12 | 7 | 2.5 | 26.5 | 169.5 | 6 | 13 | 6.5 | 2 | | |
| 13 | 842.5 | 7 | 443.5 | 127 | 0.5 | 13.5 | 4 | 0 | 33 | 182.5 | 5.5 | 17 | 8.5 | 0.5 | | |
| 14 | 897.5 | 16.5 | 499 | 159.5 | 0.5 | 11 | 7 | 0.5 | 28.5 | 152 | 4 | 14 | 4 | 1 | | |
| 15 | 985 | 8.5 | 555.5 | 163 | 1 | 7 | 5.5 | 2 | 31 | 172 | 4 | 27 | 7 | 1.5 | | |
| 16 | 941.5 | 15.5 | 556.5 | 149.5 | 1.5 | 8 | 3 | 1 | 28 | 155.5 | 4.5 | 12.5 | 6 | 0 | | |
| 17 | 833 | 9 | 467.5 | 140.5 | 0.5 | 9 | 4 | 2.5 | 28 | 154 | 2 | 8.5 | 6 | 1.5 | | |
| 18 | 735 | 8 | 378 | 129.5 | 3 | 13.5 | 4 | 0.5 | 24.5 | 153 | 3 | 11.5 | 6.5 | 0 | | |
| 19 | 615 | 8 | 306 | 86 | 2 | 3.5 | 10.5 | 1.5 | 17.5 | 161.5 | 3 | 9 | 6 | 0.5 | | |
| 20 | 503 | 2 | 249.5 | 63.5 | 2 | 4 | 3.5 | 1.5 | 21.5 | 132.5 | 4 | 10 | 8 | 1 | | |
| 21 | 395.5 | 3.5 | 177.5 | 51 | 1.5 | 5.5 | 6.5 | 0.5 | 11.5 | 122.5 | 2 | 9 | 4 | 0.5 | | |
| 22 | 323 | 3.5 | 126.5 | 37.5 | 0 | 2 | 2 | 0 | 13.5 | 113.5 | 3 | 17.5 | 3 | 1 | | |
| 23 | 244.5 | 1.5 | 77 | 25.5 | 0.5 | 5 | 0.5 | 0.5 | 14 | 98 | 3.5 | 12 | 6.5 | 0 | | |
| ADT | 12,604 | 137.5 | 6,236.5 | 2,010.5 | 33.5 | 154.5 | 100.5 | 19 | 435.5 | 2,928 | 65 | 337 | 133 | 13.5 | | |
| AF | 0.68 | 1.1% | 49.5% | 16.0% | 0.3% | 1.2% | 0.8% | 0.2% | 3.5% | 23.2% | 0.5% | 2.7% | 1.1% | 0.1% | | |
| SITE TRAFFIC | | 8,384.5 Private Unit 66.5% | | | 307.5 Single Unit 2.4% | | | | | 3,912 Combination Unit 31.0% | | | | | | |
| 4,219.5 Commercial Unit 33.5% | | | | | | | | | | | | | | | | |

8FJ067

Classification Summary

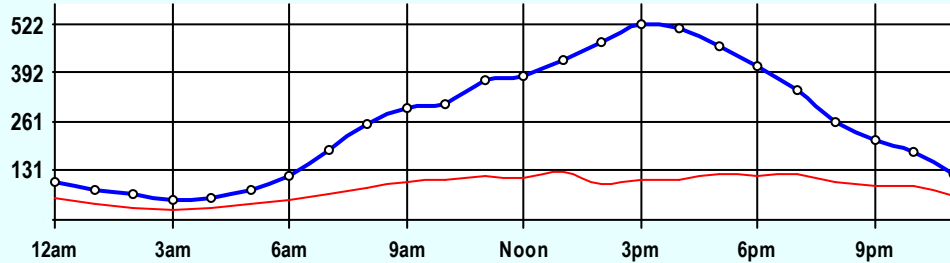
July 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 12,604 | 3pm | 985 |
| 8,385 | Private | 727 |
| 4,220 | Commercial | 258 |
| K-Factor 0.08 | EB | WB |
| | 522 | 463 |

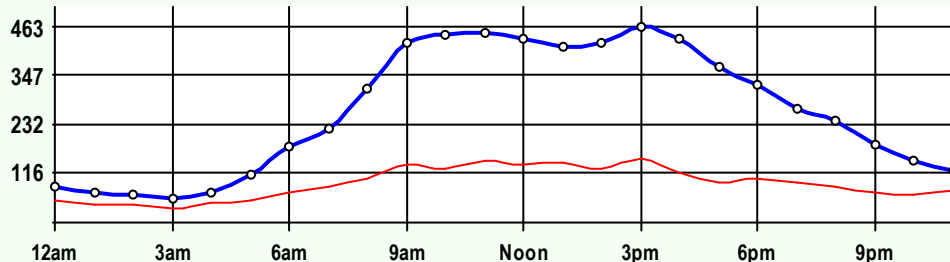
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|-----|---------------------------------|-----|-------|----|-----|-----|----|
| 12,604 | 138 | 6,237 | 2,011 | 34 | 155 | 101 | 19 | 436 | 2,928 | 65 | 337 | 133 | 14 |
| Axle Factor 0.68 | 8,385 Private-Unit 66.5% | | | 308 Single-Unit 2.4% | | | 3,912 Combination-Unit 31.0% | | | | | | |
| | 4,220 Commercial-Unit 33.5% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,290 | 3pm | 522 |
| 4,271 | Private | 415 |
| 2,019 | Commercial | 107 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-----|-------------------------|----|----|---------------------------------|-----|-------|----|-----|----|----|
| 6,290 | 74 | 3,214 | 984 | 20 | 73 | 56 | 7 | 254 | 1,346 | 31 | 167 | 61 | 5 |
| Axle Factor 0.70 | 4,271 Private-Unit 67.9% | | | 156 Single-Unit 2.5% | | | 1,863 Combination-Unit 29.6% | | | | | | |
| | 2,019 Commercial-Unit 32.1% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,315 | 3pm | 463 |
| 4,114 | Private | 312 |
| 2,201 | Commercial | 151 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|----|----|---------------------------------|-----|-------|----|-----|----|----|
| 6,315 | 64 | 3,023 | 1,027 | 14 | 82 | 45 | 12 | 182 | 1,582 | 34 | 171 | 72 | 9 |
| Axle Factor 0.67 | 4,114 Private-Unit 65.1% | | | 152 Single-Unit 2.4% | | | 2,049 Combination-Unit 32.4% | | | | | | |
| | 2,201 Commercial-Unit 34.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|--|---------------|-----------------------|
| 8FJ067 | Event No: 7272 | Dist 2 | Lincoln County |
| West Leg | Route: I-70 | | |
| | X-Route: RS-1751 | | |
| Location | I-70 W OF RS-1751, 2 MI W OF SALINE CO LINE | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 06/05;06/05;11/02;10/99;07/96 | | |
| Comment | EB 37Hr, WB 44Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 37 | 07/28/08 14:00 | 07/30 13:00 |
| 32 | 37 | 07/28/08 14:00 | 07/30 13:00 |
| 71 | 44 | 07/28/08 14:00 | 07/30 09:00 |
| 72 | 44 | 07/28/08 14:00 | 07/30 09:00 |

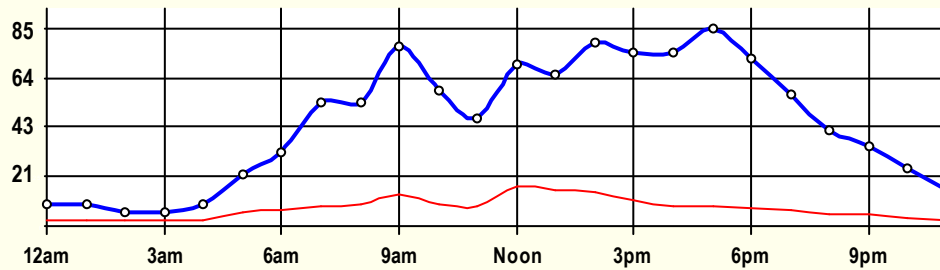
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|------------------------------------|--------------|-----------------------------|--------------|--------------|-----------------------|--------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|
| AJG3L1 | | | | | WIM Collected | | | | | | | | | |
| FC 2 | | Dist 2 | | | Marion County | | | | | | | | | |
| Route: US-77 | | | | | | | | North Leg | | | | | | |
| XRoute: MCS-057 (90th) | | | | | | | | | | | | | | |
| US-77 N of 90th ~2mi S of Florence | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 85 | | 5pm | | | | | | | | | | |
| Private | | 77 | | 5pm | | | | | | | | | | |
| Commercial | | 17 | | Noon | | | | | | | | | | |
| July 2008 | | | | | | 96 Hr Survey | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 9.8 | 0 | 6.8 | 0.2 | 0 | 0 | 0 | 0 | 0 | 2.8 | 0 | 0 | 0 | 0 |
| 1 | 9.5 | 0 | 5.5 | 1 | 0.2 | 0.2 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 2 | 6.2 | 0 | 2.5 | 0.8 | 0 | 0.2 | 0 | 0 | 0 | 2 | 0.8 | 0 | 0 | 0 |
| 3 | 6.2 | 0 | 2.5 | 0.8 | 0.2 | 0.5 | 0 | 0 | 0.2 | 1.5 | 0.5 | 0 | 0 | 0 |
| 4 | 9.2 | 0 | 4 | 2.2 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 |
| 5 | 22.5 | 0 | 11.5 | 4.8 | 0 | 1.5 | 0 | 0 | 0.2 | 4 | 0.5 | 0 | 0 | 0 |
| 6 | 31.8 | 0.2 | 18.8 | 6.2 | 0 | 1.8 | 0.2 | 0 | 0.2 | 4.2 | 0 | 0 | 0 | 0 |
| 7 | 53 | 0.5 | 33 | 11 | 0 | 1.5 | 0.2 | 0.2 | 0.8 | 5.2 | 0.5 | 0 | 0 | 0 |
| 8 | 53.5 | 0 | 35.8 | 8.2 | 0 | 0.5 | 0.2 | 0.2 | 1 | 5.8 | 1.8 | 0 | 0 | 0 |
| 9 | 77 | 0.2 | 51.5 | 11.2 | 0.2 | 1.5 | 0 | 0.2 | 0.5 | 10 | 1.5 | 0 | 0 | 0 |
| 10 | 58.2 | 0 | 39 | 10 | 0.2 | 1 | 0.2 | 0 | 0.2 | 6 | 1.5 | 0 | 0 | 0 |
| 11 | 46.5 | 0.2 | 30.5 | 7.2 | 0.8 | 1 | 0.8 | 0.2 | 0.5 | 4.5 | 0.8 | 0 | 0 | 0 |
| 12 | 69.2 | 0 | 40.8 | 11.8 | 0.8 | 2.8 | 5 | 0 | 0.5 | 7 | 0.8 | 0 | 0 | 0 |
| 13 | 65.2 | 0.2 | 37 | 12.8 | 0 | 3.8 | 0.2 | 0 | 0.8 | 9.2 | 1.2 | 0 | 0 | 0 |
| 14 | 79.2 | 0 | 49.8 | 14.5 | 1.2 | 2.2 | 0.2 | 0.2 | 1.5 | 7.5 | 2 | 0 | 0 | 0 |
| 15 | 74.2 | 0 | 46.5 | 17 | 0.2 | 1.5 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 |
| 16 | 74.8 | 0 | 52 | 13.8 | 0 | 1.8 | 1.2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 17 | 85 | 0.5 | 58.5 | 17.5 | 0.2 | 2.5 | 0 | 0 | 0.2 | 5.2 | 0.2 | 0 | 0 | 0 |
| 18 | 72 | 0 | 54.8 | 9.2 | 0 | 1.5 | 0.2 | 0 | 0.5 | 4.8 | 1 | 0 | 0 | 0 |
| 19 | 56.2 | 0.5 | 39 | 10.2 | 0 | 1.2 | 0.5 | 0 | 0.2 | 4.2 | 0.2 | 0 | 0 | 0 |
| 20 | 41 | 1.8 | 28.8 | 5.5 | 0 | 0.8 | 0 | 0 | 0 | 4.2 | 0 | 0 | 0 | 0 |
| 21 | 34 | 1.2 | 22.8 | 4.8 | 0.2 | 0.2 | 0 | 0 | 0 | 4 | 0.8 | 0 | 0 | 0 |
| 22 | 24.5 | 0.5 | 17.8 | 2.5 | 0 | 0.8 | 0.2 | 0 | 0 | 2 | 0.8 | 0 | 0 | 0 |
| 23 | 15.2 | 0 | 10.5 | 1.8 | 0 | 0.8 | 0 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 |
| ADT | 1,074 | 6 | 699.2 | 185 | 4.5 | 29.5 | 11.5 | 1.2 | 9.5 | 112.5 | 15.2 | 0 | 0 | 0 |
| AF | 0.83 | 0.6% | 65.1% | 17.2% | 0.4% | 2.7% | 1.1% | 0.1% | 0.9% | 10.5% | 1.4% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 890.2 Private 82.9% Unit | | | 46.8 Single Unit 4.4% | | | | | 137.2 Combination Unit 12.8% | | | | |
| | | 184 Commercial Unit 17.1% | | | | | | | | | | | | |

AJG3L1

Classification Summary

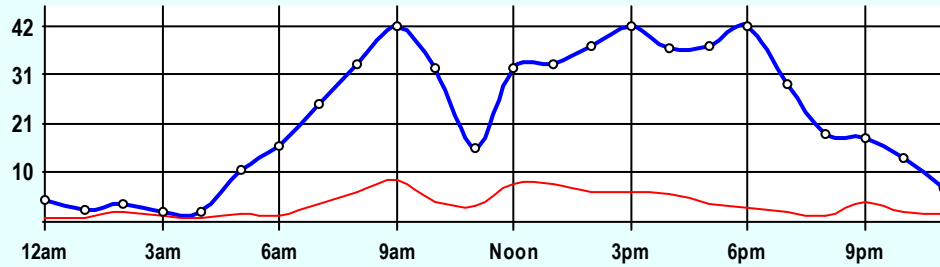
July 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,074 | 5pm | 85 |
| 890 | Private | 77 |
| 184 | Commercial | 9 |
| K-Factor 0.08 | NB | SB |
| | 37 | 48 |

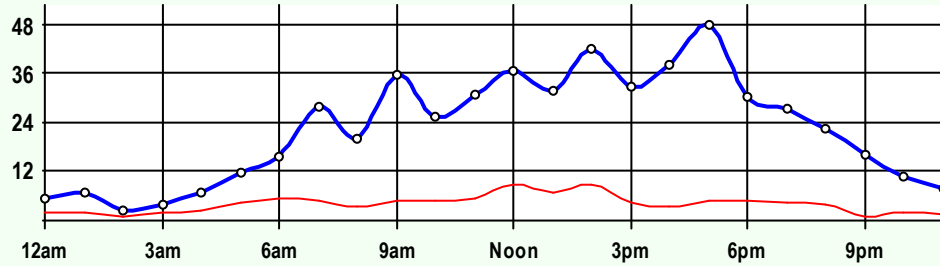
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------------------|-----|-----|----------------|----|----|---------------------------|----|-----|------|----|----|------|--|--|------|--|--|------|--|--|------|--|--|-------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|
| 1,074 | 6 | 699 | 185 | 5 | 30 | 12 | 1 | 10 | 113 | 15 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Factor 0.83 | 0.6% | | | 65.1% | | | 17.2% | | | 0.4% | | | 2.7% | | | 1.1% | | | 0.1% | | | 0.9% | | | 10.5% | | | 1.4% | | | 0.0% | | | 0.0% | | | 0.0% | | |
| | 890 Private-Unit | | | 47 Single-Unit | | | 137 Combination-Unit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 82.9% | | | 4.4% | | | 184 Commercial-Unit 17.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 540 | 6pm | 42 |
| 451 | Private | 39 |
| 89 | Commercial | 3 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------------------|-----|----|----------------|---|---|--------------------------|---|----|------|----|----|------|--|--|------|--|--|------|--|--|------|--|--|-------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|
| 540 | 0 | 395 | 56 | 2 | 8 | 5 | 1 | 5 | 57 | 12 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Factor 0.82 | 0.0% | | | 73.3% | | | 10.3% | | | 0.4% | | | 1.4% | | | 0.9% | | | 0.1% | | | 1.0% | | | 10.5% | | | 2.1% | | | 0.0% | | | 0.0% | | | 0.0% | | |
| | 451 Private-Unit | | | 15 Single-Unit | | | 73 Combination-Unit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 83.6% | | | 2.8% | | | 89 Commercial-Unit 16.4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 535 | 5pm | 48 |
| 439 | Private | 43 |
| 96 | Commercial | 5 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|------------------|-----|-----|----------------|----|---|--------------------------|---|----|------|----|----|------|--|--|------|--|--|------|--|--|------|--|--|-------|--|--|------|--|--|------|--|--|------|--|--|------|--|--|
| 535 | 6 | 304 | 130 | 2 | 22 | 7 | 1 | 4 | 56 | 4 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Factor 0.84 | 1.1% | | | 56.8% | | | 24.2% | | | 0.4% | | | 4.1% | | | 1.2% | | | 0.1% | | | 0.8% | | | 10.5% | | | 0.7% | | | 0.0% | | | 0.0% | | | 0.0% | | |
| | 439 Private-Unit | | | 32 Single-Unit | | | 64 Combination-Unit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 82.1% | | | 5.9% | | | 96 Commercial-Unit 17.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

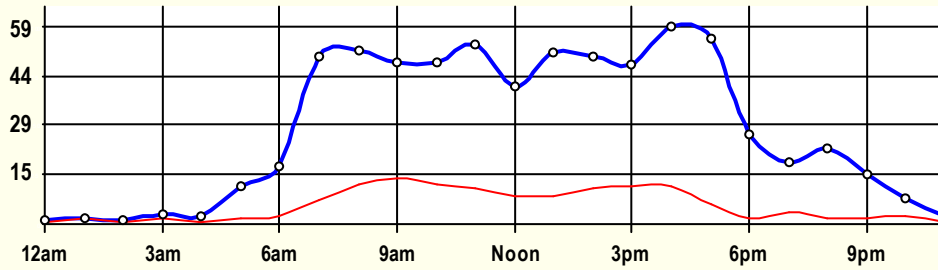
SITE INFORMATION

| | | | |
|------------|------------------------------------|--------|---------------|
| AJG3L1 | Event No: 7386 | Dist 2 | Marion County |
| North Leg | Route: US-77 | | |
| | X-Route: MCS-057 (90th) | | |
| Location | US-77 N of 90th ~2mi S of Florence | | |
| Site Info | Regular, State-Sys, Route-Class C | | |
| Event Info | WIM Collected | | |
| History | No Other Surveys on Record | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 96 | 07/31/08 11:00 | 08/06 10:00 |
| 51 | 96 | 07/31/08 11:00 | 08/06 10:00 |

24 Hour Classification Summary

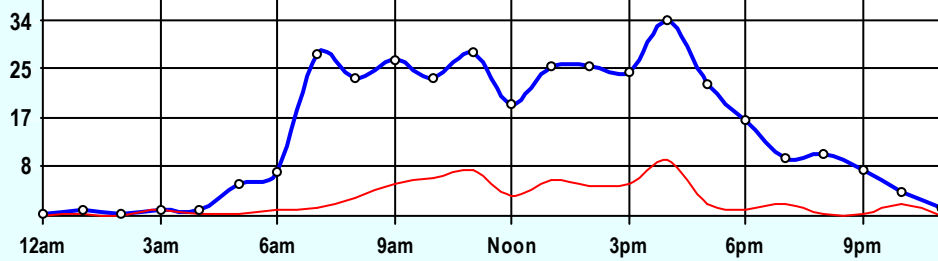
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---------------------------------------|-------------|---------------------------|--------------|---------------|---------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| BDGG71 | | | | | | | | | | | | | | |
| FC 6 | | Dist 2 | | Morris County | | | | | | | | | | |
| Route: K-177 | | | | | | | | North Leg | | | | | | |
| XRoute: RS-820 | | | | | | | | | | | | | | |
| K-177 N OF RS-820, S OF COUNCIL GROVE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 59 | | 4pm | | | | | | | | | | |
| Private | | 49 | | 5pm | | | | | | | | | | |
| Commercial | | 14 | | 9am | | | | | | | | | | |
| March 2008 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 3 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 4 | 2.5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 5 | 11 | 0 | 7 | 2 | 0 | 0 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 6 | 17 | 0 | 7.5 | 7 | 0 | 0.5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 7 | 49.5 | 0 | 24 | 18.5 | 0 | 2 | 0.5 | 0 | 0 | 3.5 | 0 | 0 | 0.5 | 0.5 |
| 8 | 51.5 | 0 | 21.5 | 18 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 9 | 48 | 0 | 18.5 | 16 | 0 | 3 | 0 | 0 | 1 | 9 | 0 | 0 | 0.5 | 0 |
| 10 | 48 | 0 | 20.5 | 15.5 | 0 | 2 | 1 | 0 | 1.5 | 6 | 0.5 | 1 | 0 | 0 |
| 11 | 53 | 0 | 21 | 21.5 | 0 | 2.5 | 0 | 0 | 1 | 6 | 0 | 1 | 0 | 0 |
| 12 | 40.5 | 1 | 20.5 | 10.5 | 0 | 0 | 1 | 0 | 0.5 | 6.5 | 0.5 | 0 | 0 | 0 |
| 13 | 51 | 1 | 19.5 | 22.5 | 0 | 1 | 0.5 | 0 | 1 | 4 | 0.5 | 0.5 | 0 | 0.5 |
| 14 | 49.5 | 0 | 19.5 | 19.5 | 0 | 1.5 | 1 | 0 | 2 | 5.5 | 0 | 0.5 | 0 | 0 |
| 15 | 47 | 0 | 24 | 12 | 0 | 2.5 | 1.5 | 0 | 1.5 | 5.5 | 0 | 0 | 0 | 0 |
| 16 | 58.5 | 0.5 | 30.5 | 16.5 | 0 | 2.5 | 0.5 | 0.5 | 1.5 | 5 | 0.5 | 0.5 | 0 | 0 |
| 17 | 55 | 0 | 31 | 18 | 0 | 0.5 | 0.5 | 0 | 0.5 | 4 | 0 | 0.5 | 0 | 0 |
| 18 | 26.5 | 0 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 19 | 18.5 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 20 | 22.5 | 0 | 13 | 8 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 14.5 | 0 | 10.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 22 | 7.5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0.5 | 0 | 0 | 0 |
| 23 | 2.5 | 0 | 1.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| ADT | 681 | 2.5 | 322 | 226.5 | 0 | 21.5 | 7 | 0.5 | 12 | 80.5 | 2.5 | 4 | 1 | 1 |
| AF | 0.82 | 0.4% | 47.3% | 33.3% | 0.0% | 3.2% | 1.0% | 0.1% | 1.8% | 11.8% | 0.4% | 0.6% | 0.1% | 0.1% |
| SITE TRAFFIC | | 551 Private Unit 80.9% | | | 29 Single Unit 4.3% | | | | | 101 Combination Unit 14.8% | | | | |
| | | 130 Commercial Unit 19.1% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 681 | 4pm | 59 |
| 551 | Private | 48 |
| 130 | Commercial | 11 |
| K-Factor | NB | SB |
| 0.09 | 34 | 25 |

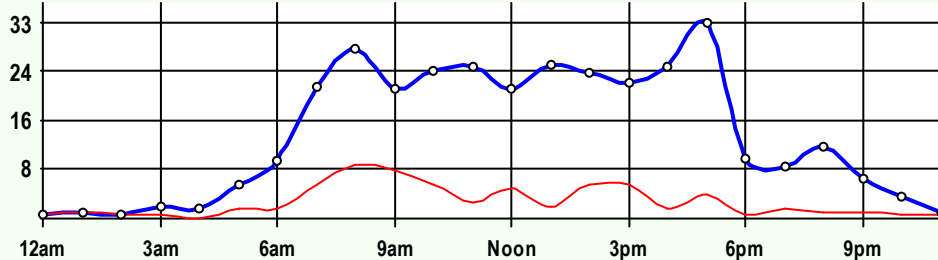
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 681 | 3 | 322 | 227 | 0 | 22 | 7 | 1 | 12 | 81 | 3 | 4 | 1 | 1 |
| Axle Factor | 0.4% | 47.3% | 33.3% | 0.0% | 3.2% | 1.0% | 0.1% | 1.8% | 11.8% | 0.4% | 0.6% | 0.1% | 0.1% |
| 0.82 | 551 Private-Unit 80.9% | | | 29 Single-Unit 4.3% | | | | 101 Combination-Unit 14.8% | | | | | |
| | 130 Commercial-Unit 19.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 347 | 4pm | 34 |
| 282 | Private | 24 |
| 66 | Commercial | 10 |
| K-Factor | 0.10 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|--------------------------|-------|-------|---------------------|------|------|------|---------------------------|-------|------|------|------|------|
| 347 | 2 | 171 | 109 | 0 | 9 | 5 | 1 | 5 | 41 | 2 | 3 | 1 | 1 |
| Axle Factor | 0.6% | 49.1% | 31.4% | 0.0% | 2.6% | 1.4% | 0.1% | 1.4% | 11.8% | 0.4% | 0.7% | 0.1% | 0.1% |
| 0.82 | 282 Private-Unit 81.1% | | | 15 Single-Unit 4.2% | | | | 51 Combination-Unit 14.7% | | | | | |
| | 66 Commercial-Unit 18.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 334 | 5pm | 33 |
| 270 | Private | 29 |
| 65 | Commercial | 4 |
| K-Factor | 0.10 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|--------------------------|-------|-------|---------------------|------|------|------|---------------------------|-------|------|------|------|------|
| 334 | 1 | 152 | 118 | 0 | 13 | 2 | 0 | 7 | 40 | 1 | 2 | 1 | 1 |
| Axle Factor | 0.1% | 45.4% | 35.2% | 0.0% | 3.7% | 0.6% | 0.0% | 2.1% | 11.8% | 0.3% | 0.4% | 0.1% | 0.1% |
| 0.82 | 270 Private-Unit 80.7% | | | 15 Single-Unit 4.3% | | | | 50 Combination-Unit 15.0% | | | | | |
| | 65 Commercial-Unit 19.3% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---------------------------------------|---------------|----------------------|
| BDGG71 | Event No: 7194 | Dist 2 | Morris County |
| North Leg | Route: K-177 X-Route: RS-820 | | |
| Location | K-177 N OF RS-820, S OF COUNCIL GROVE | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 05/05;10/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 03/31/08 12:00 | 04/02 11:00 |
| 51 | 48 | 03/31/08 12:00 | 04/02 11:00 |

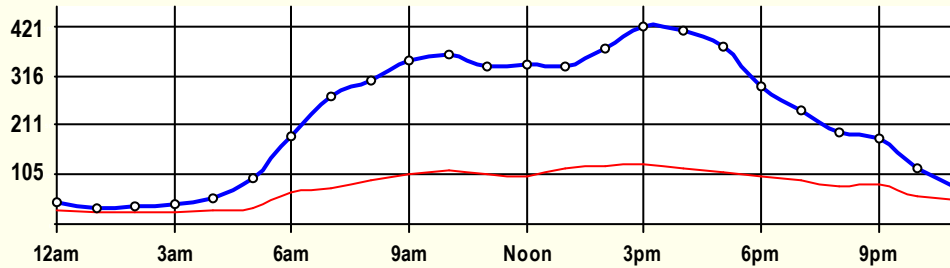
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|-------------------------------|--------------|-------------------------------|----------------|----------------|-------------|------------------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|--|--|
| 90T0F5 | | | | | | | | | | | | | | | | |
| FC 2 | Dist 2 | Ottawa County | | | | | | | | | | | | | | |
| Route: US-81 | | | South Leg | | | | | | | | | | | | | |
| XRoute: K-41 | | | | | | | | | | | | | | | | |
| US-81 S OF K-41, E OF DELPHOS | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | 421 | 3pm | | | | | | | | | | | | | | |
| Private | 296 | 4pm | | | | | | | | | | | | | | |
| Commercial | 126 | 3pm | | | | | | | | | | | | | | |
| April 2008 | | | | 48 Hr Survey | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 48.5 | 0 | 15.5 | 4 | 0 | 0 | 0 | 0 | 3.5 | 23 | 0 | 1.5 | 1 | 0 | | |
| 1 | 36 | 0.5 | 8 | 4 | 0 | 0.5 | 0 | 0 | 1.5 | 17.5 | 1 | 1 | 2 | 0 | | |
| 2 | 38 | 0 | 9 | 3.5 | 0 | 0 | 0 | 0 | 2.5 | 19.5 | 0.5 | 2 | 1 | 0 | | |
| 3 | 40.5 | 1 | 9.5 | 3.5 | 0 | 0.5 | 1 | 0 | 2.5 | 16 | 1.5 | 4 | 1 | 0 | | |
| 4 | 53.5 | 0 | 15 | 7.5 | 0 | 0.5 | 0.5 | 0 | 3 | 25 | 0.5 | 1.5 | 0 | 0 | | |
| 5 | 96 | 1 | 43 | 18 | 0 | 2.5 | 1.5 | 0 | 2.5 | 26 | 1 | 0.5 | 0 | 0 | | |
| 6 | 185.5 | 1 | 83.5 | 35 | 0 | 4.5 | 3 | 0 | 9 | 47 | 2 | 0 | 0.5 | 0 | | |
| 7 | 272 | 1 | 138 | 54.5 | 0 | 8 | 1 | 0 | 9.5 | 58 | 2 | 0 | 0 | 0 | | |
| 8 | 304 | 0.5 | 148 | 61.5 | 0 | 4.5 | 3 | 0 | 11.5 | 66.5 | 6 | 2 | 0 | 0.5 | | |
| 9 | 346.5 | 0.5 | 174 | 66.5 | 1 | 4.5 | 4 | 0 | 18 | 71 | 4 | 2 | 0.5 | 0.5 | | |
| 10 | 361.5 | 1.5 | 178.5 | 67.5 | 0 | 6 | 3.5 | 0.5 | 20.5 | 79 | 1 | 3 | 0.5 | 0 | | |
| 11 | 334.5 | 1.5 | 158 | 67.5 | 0 | 4.5 | 5.5 | 0 | 14.5 | 79 | 2 | 1.5 | 0 | 0.5 | | |
| 12 | 342 | 0.5 | 175.5 | 63.5 | 0 | 6 | 2.5 | 0 | 10.5 | 80 | 2.5 | 0.5 | 0 | 0.5 | | |
| 13 | 337.5 | 1.5 | 162 | 57 | 0 | 4.5 | 1.5 | 0.5 | 18.5 | 85.5 | 4 | 2 | 0.5 | 0 | | |
| 14 | 373.5 | 2 | 181.5 | 67.5 | 0 | 4 | 4.5 | 0 | 14 | 91.5 | 5.5 | 1.5 | 0.5 | 1 | | |
| 15 | 421 | 1 | 209.5 | 84.5 | 0.5 | 7 | 5 | 1 | 13.5 | 92 | 4 | 0.5 | 0.5 | 2 | | |
| 16 | 414 | 2.5 | 223 | 70 | 0 | 6 | 5 | 0 | 17 | 83.5 | 4.5 | 0.5 | 0.5 | 1.5 | | |
| 17 | 379 | 3 | 199.5 | 67.5 | 0.5 | 3 | 2 | 0 | 13.5 | 82.5 | 6 | 1 | 0 | 0.5 | | |
| 18 | 293 | 3 | 142.5 | 44.5 | 0 | 1 | 2.5 | 0 | 9.5 | 87 | 1.5 | 1.5 | 0 | 0 | | |
| 19 | 243.5 | 2.5 | 107.5 | 38 | 0 | 1 | 1.5 | 0 | 9 | 79.5 | 2.5 | 1 | 1 | 0 | | |
| 20 | 196.5 | 1 | 81 | 32.5 | 0 | 3 | 1 | 0 | 7 | 66.5 | 3 | 0.5 | 1 | 0 | | |
| 21 | 183 | 0 | 68.5 | 27.5 | 0 | 3 | 3 | 0.5 | 6.5 | 69 | 2.5 | 1.5 | 1 | 0 | | |
| 22 | 119 | 0.5 | 45.5 | 14 | 0 | 0.5 | 1 | 0 | 2.5 | 53.5 | 0 | 1 | 0.5 | 0 | | |
| 23 | 78 | 0 | 19.5 | 7 | 0 | 0.5 | 0 | 0 | 3 | 47 | 0.5 | 0.5 | 0 | 0 | | |
| ADT | 5,497 | 26 | 2,595.5 | 966.5 | 2 | 75.5 | 52.5 | 2.5 | 223 | 1,445 | 58 | 31 | 12 | 7 | | |
| AF | 0.68 | 0.5% | 47.2% | 17.6% | 0.0% | 1.4% | 1.0% | 0.0% | 4.1% | 26.3% | 1.1% | 0.6% | 0.2% | 0.1% | | |
| SITE TRAFFIC | | 3,588 Private Unit 65.3% | | | | 132.5 Single Unit 2.4% | | | | 1,776 Combination Unit 32.3% | | | | | | |
| | | 1,908.5 Commercial Unit 34.7% | | | | | | | | | | | | | | |

90T0F5

Classification Summary

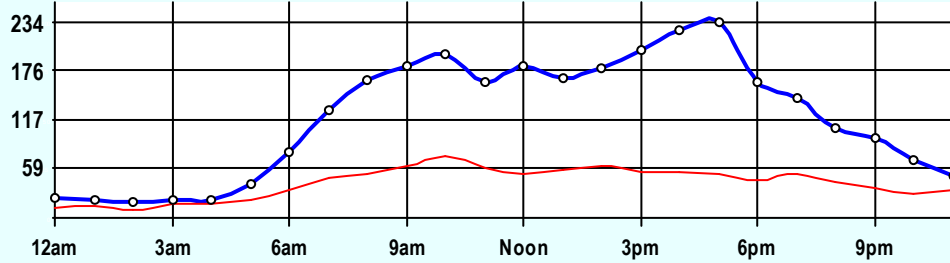
April 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,497 | 3pm | 421 |
| 3,588 | Private | 295 |
| 1,909 | Commercial | 126 |
| K-Factor 0.08 | NB | SB |
| | 200 | 220 |

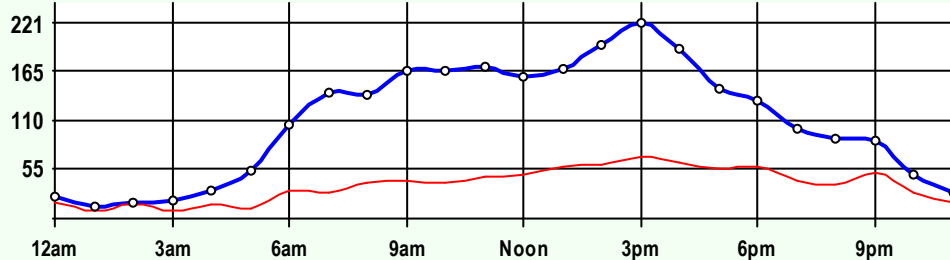
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-------|-----|----------------------|----|----|---|------------------------------|-------|----|----|----|----|
| 5,497 | 26 | 2,596 | 967 | 2 | 76 | 53 | 3 | 223 | 1,445 | 58 | 31 | 12 | 7 |
| Axle Factor 0.68 | 0.5% 3,588 Private-Unit 65.3% | | | 133 Single-Unit 2.4% | | | | 1,776 Combination-Unit 32.3% | | | | | |
| | 1,909 Commercial-Unit 34.7% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,873 | 5pm | 234 |
| 1,876 | Private | 182 |
| 997 | Commercial | 52 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-------|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 2,873 | 10 | 1,372 | 494 | 1 | 41 | 25 | 0 | 112 | 756 | 36 | 20 | 5 | 4 |
| Axle Factor 0.68 | 0.3% 1,876 Private-Unit 65.3% | | | 66 Single-Unit 2.3% | | | | 932 Combination-Unit 32.4% | | | | | |
| | 997 Commercial-Unit 34.7% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,624 | 3pm | 221 |
| 1,712 | Private | 150 |
| 912 | Commercial | 71 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-------|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 2,624 | 16 | 1,224 | 473 | 2 | 35 | 28 | 3 | 112 | 689 | 23 | 12 | 7 | 3 |
| Axle Factor 0.68 | 0.6% 1,712 Private-Unit 65.3% | | | 67 Single-Unit 2.6% | | | | 845 Combination-Unit 32.2% | | | | | |
| | 912 Commercial-Unit 34.7% | | | | | | | | | | | | |

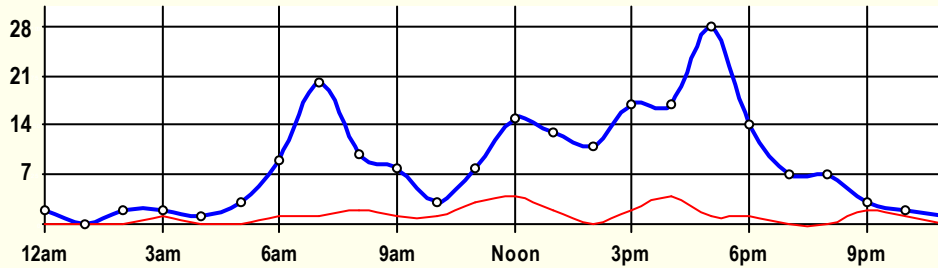
SITE INFORMATION

| | | | |
|------------|-------------------------------|--------|---------------|
| 90T0F5 | Event No: 7207 | Dist 2 | Ottawa County |
| South Leg | Route: US-81 | | |
| | X-Route: K-41 | | |
| Location | US-81 S OF K-41, E OF DELPHOS | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 07/05;11/02 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 04/29/08 13:00 | 05/01 12:00 |
| 12 | 48 | 04/29/08 13:00 | 05/01 12:00 |
| 51 | 48 | 04/29/08 13:00 | 05/01 12:00 |
| 52 | 48 | 04/29/08 13:00 | 05/01 12:00 |

24 Hour Classification Summary

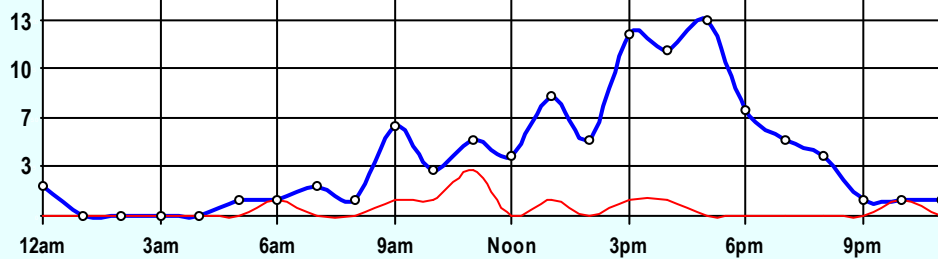
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|---------------------------|--------------|--------------|--------------------|-------------|--------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| 918DA3 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | | Republic County | | | | | | | | | |
| Route: K-148 | | | | | | | | East Leg | | | | | | |
| XRoute: US-81 | | | | | | | | | | | | | | |
| K-148 E OF US-81, 8 MI S OF BELLEVILLE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 28 | | | 5pm | | | | | | | | | |
| Private | | 27 | | | 5pm | | | | | | | | | |
| Commercial | | 4 | | | Noon | | | | | | | | | |
| January 2008 | | | | | | | 24 Hr Survey | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 9 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 20 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 10 | 1 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9 | 8 | 0 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11 | 8 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 12 | 15 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| 13 | 13 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 14 | 11 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 17 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 7 | 6 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 17 | 28 | 0 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 18 | 14 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 7 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 7 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 22 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 203 | 1 | 101 | 74 | 0 | 6 | 2 | 0 | 1 | 17 | 0 | 0 | 0 | 1 |
| AF | 0.87 | 0.5% | 49.8% | 36.5% | 0.0% | 3.0% | 1.0% | 0.0% | 0.5% | 8.4% | 0.0% | 0.0% | 0.0% | 0.5% |
| SITE TRAFFIC | | 176 Private 86.7% Unit | | | 8 Single Unit 3.9% | | | | | 19 Combination Unit 9.4% | | | | |
| | | 27 Commercial Unit 13.3% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 203 | 5pm | 28 |
| 176 | Private | 27 |
| 27 | Commercial | 1 |
| K-Factor 0.14 | EB 13 | WB 15 |

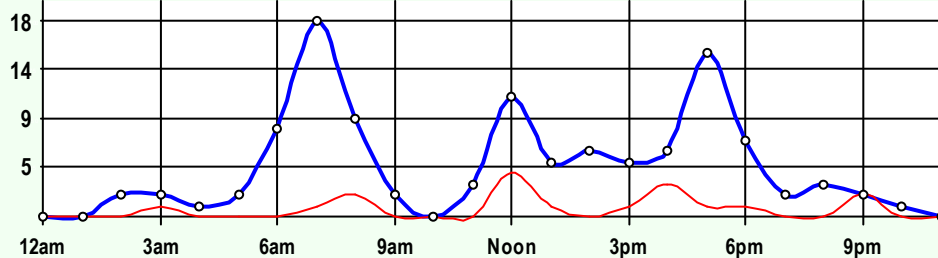
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|-----|----|--------------------|---|---|--------------------------|---|----|----|----|----|----|
| 203 | 1 | 101 | 74 | 0 | 6 | 2 | 0 | 1 | 17 | 0 | 0 | 0 | 1 |
| Axle Factor 0.87 | 176 Private-Unit 86.7% | | | 8 Single-Unit 3.9% | | | 19 Combination-Unit 9.4% | | | | | | |
| | 27 Commercial-Unit 13.3% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 93 | 5pm | 13 |
| 83 | Private | 13 |
| 10 | Commercial | 0 |
| K-Factor 0.14 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|----|----|--------------------|---|---|-------------------------|---|---|----|----|----|----|
| 93 | 0 | 49 | 34 | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Axle Factor 0.91 | 83 Private-Unit 89.2% | | | 4 Single-Unit 4.3% | | | 6 Combination-Unit 6.5% | | | | | | |
| | 10 Commercial-Unit 10.8% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 110 | 7am | 18 |
| 93 | Private | 17 |
| 17 | Commercial | 1 |
| K-Factor 0.16 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|----|----|--------------------|---|---|---------------------------|---|----|----|----|----|----|
| 110 | 1 | 52 | 40 | 0 | 3 | 1 | 0 | 1 | 11 | 0 | 0 | 0 | 1 |
| Axle Factor 0.84 | 93 Private-Unit 84.5% | | | 4 Single-Unit 3.6% | | | 13 Combination-Unit 11.8% | | | | | | |
| | 17 Commercial-Unit 15.5% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|-----------------|
| 918DA3 | Event No: 7096 | Dist 2 | Republic County |
| East Leg | Route: K-148 X-Route: US-81 | | |
| Location | K-148 E OF US-81, 8 MI S OF BELLEVILLE | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 03/05;11/00 | | |
| Comment | Only 24Hr due to snow | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 24 | 01/28/08 11:00 | 01/29 10:00 |
| 71 | 24 | 01/28/08 11:00 | 01/29 10:00 |

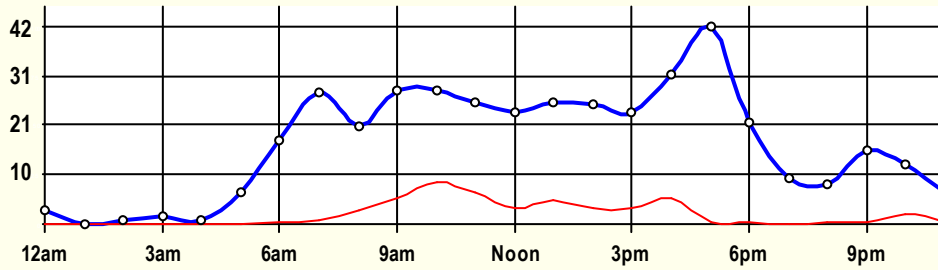
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|--------------------------|--------------|-----------------|---------------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| 918DA7 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Republic County | | | | | | | | | | |
| Route: K-148 | | | | | | | | West Leg | | | | | | |
| XRoute: US-81 | | | | | | | | | | | | | | |
| K-148 W OF US-81, 8 MI S OF BELLEVILLE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 42 | | 5pm | | | | | | | | | | |
| Private | | 41 | | 5pm | | | | | | | | | | |
| Commercial | | 9 | | 10am | | | | | | | | | | |
| January 2008 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6.5 | 0 | 4 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 17.5 | 0 | 11 | 6 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 27.5 | 0 | 18 | 8.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 |
| 8 | 20.5 | 0 | 10.5 | 7 | 0 | 0.5 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 9 | 28 | 0 | 9.5 | 13 | 0 | 1 | 0.5 | 0 | 0.5 | 3.5 | 0 | 0 | 0 | 0 |
| 10 | 28 | 0.5 | 12 | 6.5 | 0 | 0 | 2 | 0 | 0.5 | 6.5 | 0 | 0 | 0 | 0 |
| 11 | 25.5 | 0.5 | 11.5 | 7 | 0 | 0.5 | 0.5 | 0 | 0.5 | 5 | 0 | 0 | 0 | 0 |
| 12 | 23.5 | 0 | 9 | 11 | 0 | 0 | 1.5 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 13 | 25.5 | 0 | 9.5 | 11 | 0 | 0 | 0.5 | 0 | 1 | 3.5 | 0 | 0 | 0 | 0 |
| 14 | 25 | 0 | 12 | 9.5 | 0 | 0.5 | 0 | 0 | 0.5 | 2 | 0.5 | 0 | 0 | 0 |
| 15 | 23.5 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 1.5 | 2 | 0 | 0 | 0 | 0 |
| 16 | 31.5 | 0 | 14.5 | 11.5 | 0 | 2 | 0 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0 |
| 17 | 41.5 | 0 | 27.5 | 13.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 18 | 21.5 | 0 | 14.5 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 19 | 9.5 | 0 | 6 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 8.5 | 0 | 6.5 | 1.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 21 | 15.5 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 22 | 12.5 | 0 | 7.5 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 6.5 | 0 | 5.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| ADT | 405 | 1 | 215 | 137.5 | 0 | 6 | 5 | 0 | 7 | 32 | 1 | 0 | 0 | 0 |
| AF | 0.87 | 0.2% | 53.2% | 34.0% | 0.0% | 1.5% | 1.2% | 0.0% | 1.7% | 7.9% | 0.2% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 353.5 Private Unit 87.4% | | | 11 Single Unit 2.7% | | | | | 40 Combination Unit 9.9% | | | | |
| | | 51 Commercial Unit 12.6% | | | | | | | | | | | | |

918DA7

Classification Summary

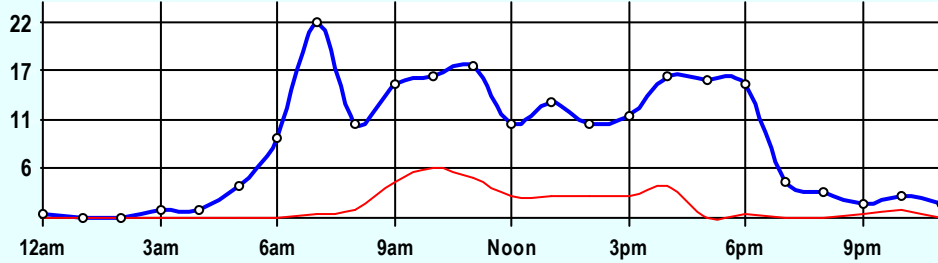
January 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 405 | 5pm | 42 |
| 354 | Private | 41 |
| 51 | Commercial | 1 |
| K-Factor 0.10 | EB | WB |
| | 16 | 26 |

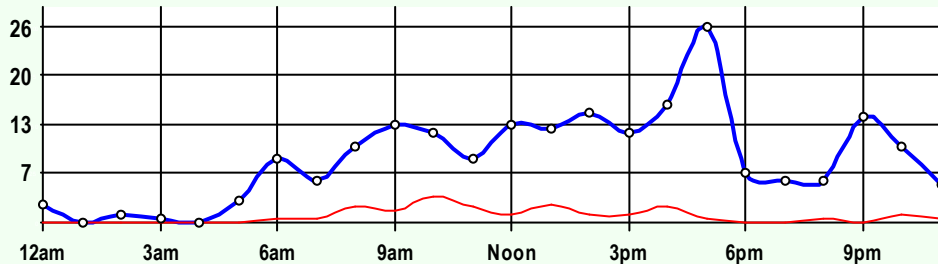
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|---|---|--------------------------|----|----|----|----|----|
| 405 | 1 | 215 | 138 | 0 | 6 | 5 | 0 | 7 | 32 | 1 | 0 | 0 | 0 |
| Axle Factor 0.87 | 354 Private-Unit 87.4% | | | 11 Single-Unit 2.7% | | | | 40 Combination-Unit 9.9% | | | | | |
| | 51 Commercial-Unit 12.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 200 | 7am | 22 |
| 169 | Private | 22 |
| 31 | Commercial | 1 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|---------------------------|----|----|----|----|----|
| 200 | 1 | 103 | 65 | 0 | 3 | 3 | 0 | 5 | 21 | 1 | 0 | 0 | 0 |
| Axle Factor 0.84 | 169 Private-Unit 84.5% | | | 5 Single-Unit 2.5% | | | | 26 Combination-Unit 13.0% | | | | | |
| | 31 Commercial-Unit 15.5% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 205 | 5pm | 26 |
| 185 | Private | 26 |
| 20 | Commercial | 1 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|--------------------------|----|----|----|----|----|
| 205 | 0 | 112 | 73 | 0 | 4 | 3 | 0 | 3 | 11 | 1 | 0 | 0 | 0 |
| Axle Factor 0.91 | 185 Private-Unit 90.2% | | | 6 Single-Unit 2.9% | | | | 14 Combination-Unit 6.8% | | | | | |
| | 20 Commercial-Unit 9.8% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|-----------------|
| 918DA7 | Event No: 7085 | Dist 2 | Republic County |
| West Leg | Route: K-148 | | |
| | X-Route: US-81 | | |
| Location | K-148 W OF US-81, 8 MI S OF BELLEVILLE | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 03/05;11/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 01/14/08 10:00 | 01/16 09:00 |
| 71 | 48 | 01/14/08 10:00 | 01/16 09:00 |

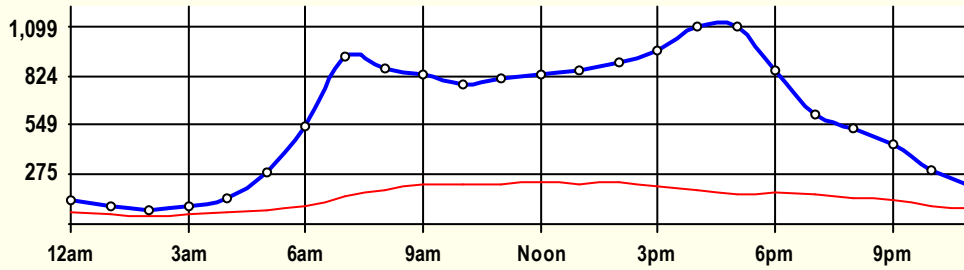
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|---------------|-------------------------------|----------------|---------------|------------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|--------------|-------------|-------------|
| 94MJY1 | | | | | | | | | | | | | | |
| FC 1 | | Dist 2 | | Saline County | | | | | | | | | | |
| Route: I-135 | | | | | | | | North Leg | | | | | | |
| XRoute: K-104 | | | | | | | | | | | | | | |
| I-135 N OF K-104, EXIT 86, S OF SALINA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,099 | | 5pm | | | | | | | | | | |
| Private | | 932 | | 5pm | | | | | | | | | | |
| Commercial | | 233 | | 2pm | | | | | | | | | | |
| August 2008 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 128.5 | 1 | 45.5 | 16.5 | 0.5 | 2 | 0.5 | 0 | 3 | 51 | 1 | 4 | 3.5 | 0 |
| 1 | 104.5 | 0.5 | 34 | 9.5 | 0.5 | 4 | 0.5 | 0 | 4 | 44 | 1 | 3.5 | 2.5 | 0.5 |
| 2 | 79 | 1.5 | 23.5 | 12.5 | 0 | 2 | 1.5 | 0 | 4 | 29 | 0 | 3.5 | 1.5 | 0 |
| 3 | 97 | 1 | 28.5 | 14 | 0.5 | 3.5 | 1.5 | 0 | 5.5 | 35.5 | 0.5 | 4.5 | 1 | 1 |
| 4 | 139 | 1 | 51.5 | 24 | 0 | 1 | 1.5 | 0 | 6.5 | 43.5 | 1 | 7 | 2 | 0 |
| 5 | 289.5 | 5.5 | 130 | 75 | 0.5 | 6 | 1 | 0 | 8 | 58.5 | 1 | 3 | 1 | 0 |
| 6 | 544 | 6 | 293.5 | 143 | 0 | 5.5 | 2.5 | 0.5 | 9 | 75.5 | 2.5 | 3.5 | 2 | 0.5 |
| 7 | 935.5 | 7.5 | 564 | 207.5 | 1 | 14 | 3 | 0.5 | 12 | 114 | 2.5 | 7 | 1.5 | 1 |
| 8 | 859.5 | 4 | 472.5 | 194 | 1.5 | 14.5 | 10 | 0.5 | 24 | 129 | 2.5 | 6 | 1 | 0 |
| 9 | 834.5 | 2 | 416 | 191 | 1 | 16.5 | 10.5 | 0.5 | 19.5 | 165 | 4.5 | 5 | 2 | 1 |
| 10 | 771.5 | 4 | 368.5 | 181.5 | 0.5 | 20 | 8.5 | 0.5 | 14.5 | 159 | 4 | 8.5 | 0 | 2 |
| 11 | 807 | 5.5 | 393 | 186.5 | 1.5 | 19 | 6 | 1.5 | 28.5 | 149.5 | 6.5 | 7.5 | 1 | 1 |
| 12 | 834.5 | 5 | 423.5 | 176.5 | 1 | 14 | 11.5 | 0.5 | 22 | 170 | 4 | 5 | 1 | 0.5 |
| 13 | 848.5 | 3.5 | 429 | 193 | 0.5 | 10.5 | 6 | 0.5 | 22.5 | 171 | 5.5 | 5 | 0.5 | 1 |
| 14 | 895 | 6.5 | 489 | 166.5 | 1 | 18 | 8 | 0 | 17.5 | 176 | 4 | 4.5 | 2.5 | 1.5 |
| 15 | 969 | 8 | 552 | 203.5 | 0.5 | 13.5 | 7 | 0 | 22 | 155.5 | 3.5 | 1 | 1.5 | 1 |
| 16 | 1,098 | 17 | 649 | 240 | 1.5 | 12.5 | 2.5 | 1 | 21.5 | 146 | 2.5 | 3.5 | 1 | 0 |
| 17 | 1,098.5 | 13.5 | 664.5 | 253.5 | 0.5 | 13.5 | 3 | 0 | 11.5 | 129.5 | 3 | 5.5 | 0.5 | 0 |
| 18 | 852.5 | 10 | 468 | 193.5 | 0.5 | 10.5 | 3.5 | 0.5 | 15 | 145 | 3 | 0.5 | 1 | 1.5 |
| 19 | 605.5 | 5 | 323.5 | 115 | 1 | 4.5 | 2.5 | 0 | 11 | 131.5 | 2.5 | 7.5 | 0 | 1.5 |
| 20 | 528.5 | 1.5 | 273.5 | 104 | 0.5 | 4 | 1.5 | 0 | 9.5 | 126 | 3 | 3.5 | 1.5 | 0 |
| 21 | 442.5 | 4 | 228.5 | 82.5 | 0.5 | 3.5 | 4 | 0 | 4 | 107.5 | 1 | 5 | 1.5 | 0.5 |
| 22 | 297 | 2 | 146.5 | 45 | 0.5 | 1 | 1.5 | 0 | 4 | 88.5 | 0 | 5.5 | 2.5 | 0 |
| 23 | 212.5 | 2 | 90 | 33 | 0 | 1.5 | 1.5 | 0 | 5 | 69 | 1.5 | 7 | 2 | 0 |
| ADT | 14,272 | 117.5 | 7,557.5 | 3,061 | 15.5 | 215 | 99.5 | 6.5 | 304 | 2,669 | 60.5 | 116.5 | 34.5 | 14.5 |
| AF | 0.75 | 0.8% | 53.0% | 21.4% | 0.1% | 1.5% | 0.7% | 0.0% | 2.1% | 18.7% | 0.4% | 0.8% | 0.2% | 0.1% |
| SITE TRAFFIC | | 10,736 Private Unit 75.2% | | | 336.5 Single Unit 2.4% | | | | | 3,199 Combination Unit 22.4% | | | | |
| | | 3,535.5 Commercial Unit 24.8% | | | | | | | | | | | | |

94MJY1

Classification Summary

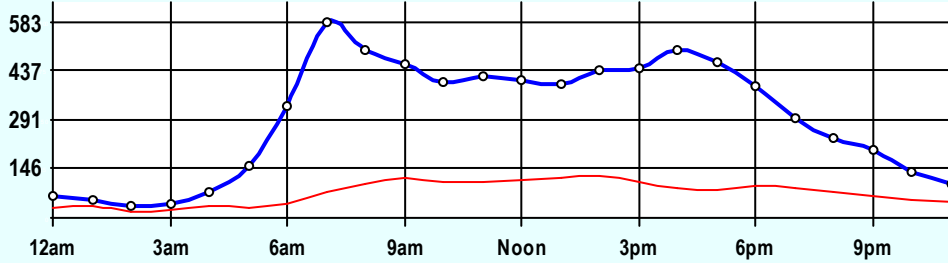
August 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 14,272 | 5pm | 1,099 |
| 10,736 | Private | 932 |
| 3,536 | Commercial | 167 |
| K-Factor 0.08 | NB 464 | SB 634 |

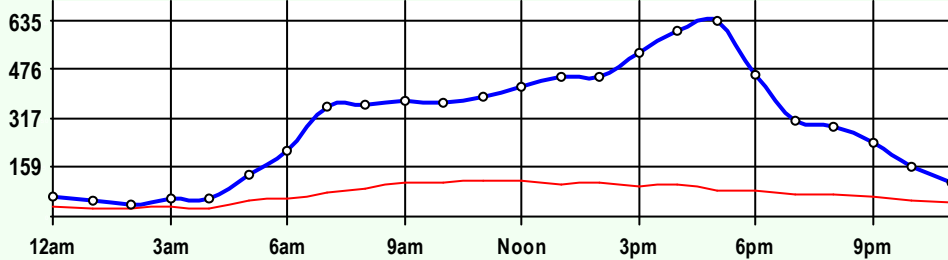
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|-----|---------------------------------|-----|-------|----|-----|----|----|
| 14,272 | 118 | 7,558 | 3,061 | 16 | 215 | 100 | 7 | 304 | 2,669 | 61 | 117 | 35 | 15 |
| Axle Factor 0.75 | 10,736 Private-Unit 75.2% | | | 337 Single-Unit 2.4% | | | 3,199 Combination-Unit 22.4% | | | | | | |
| | 3,536 Commercial-Unit 24.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,144 | 7am | 583 |
| 5,365 | Private | 506 |
| 1,780 | Commercial | 77 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|----|----|---------------------------------|-----|-------|----|----|----|----|
| 7,144 | 59 | 3,801 | 1,505 | 4 | 79 | 60 | 4 | 151 | 1,367 | 38 | 56 | 17 | 7 |
| Axle Factor 0.75 | 5,365 Private-Unit 75.1% | | | 146 Single-Unit 2.0% | | | 1,634 Combination-Unit 22.9% | | | | | | |
| | 1,780 Commercial-Unit 24.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,128 | 5pm | 635 |
| 5,372 | Private | 550 |
| 1,756 | Commercial | 85 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|-----|----|---------------------------------|-----|-------|----|----|----|----|
| 7,128 | 59 | 3,757 | 1,556 | 12 | 137 | 40 | 3 | 153 | 1,303 | 23 | 61 | 18 | 8 |
| Axle Factor 0.75 | 5,372 Private-Unit 75.4% | | | 191 Single-Unit 2.7% | | | 1,565 Combination-Unit 22.0% | | | | | | |
| | 1,756 Commercial-Unit 24.6% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|---------------|
| 94MJY1 | Event No: 7295 | Dist 2 | Saline County |
| North Leg | Route: I-135 X-Route: K-104 | | |
| Location | I-135 N OF K-104, EXIT 86, S OF SALINA | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 06/05;12/02 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 08/25/08 15:00 | 08/27 14:00 |
| 12 | 48 | 08/25/08 15:00 | 08/27 14:00 |
| 51 | 48 | 08/25/08 15:00 | 08/27 14:00 |
| 52 | 48 | 08/25/08 15:00 | 08/27 14:00 |

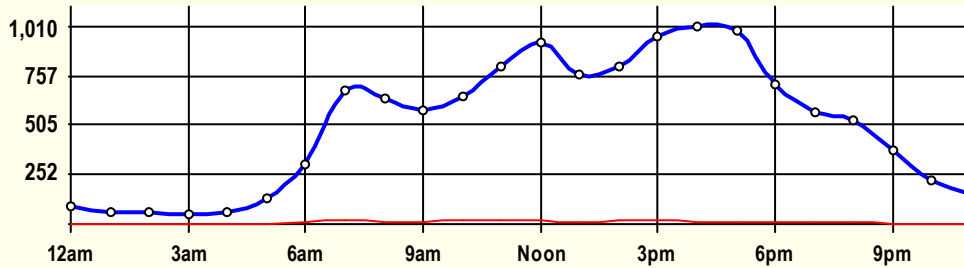
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|------------------------------|---------------|---------------------------|--------------|----------------|---------------------|-------------|--------------|-------------|-------------|---------------------------|-------------|-------------|-------------|-------------|
| 94YML1 | | | | | | | | | | | | | | |
| FC 14 | | Dist 2 | | Saline County | | | | | | | | | | |
| Route: C-4817 (9th) | | | | | | | | North Leg | | | | | | |
| XRoute: C-4816 (CRAWFORD) | | | | | | | | | | | | | | |
| 9th N OF CRAWFORD, IN SALINA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,010 | | 4pm | | | | | | | | | | |
| Private | | 996 | | 4pm | | | | | | | | | | |
| Commercial | | 20 | | Noon | | | | | | | | | | |
| August 2008 | | | | | | | 48 Hr Survey | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 87.5 | 0.5 | 71 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 58 | 1 | 49.5 | 7 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 60 | 0.5 | 47.5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 46 | 2 | 30.5 | 12 | 0 | 0 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 63 | 1 | 44.5 | 14.5 | 0 | 0.5 | 1 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 |
| 5 | 137 | 1 | 96.5 | 36 | 0 | 1 | 1 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 6 | 302 | 3.5 | 208.5 | 80.5 | 0 | 3 | 1 | 0 | 3.5 | 2 | 0 | 0 | 0 | 0 |
| 7 | 687.5 | 6 | 510 | 154.5 | 0.5 | 5.5 | 2 | 0.5 | 5.5 | 2 | 0.5 | 0.5 | 0 | 0 |
| 8 | 640 | 2 | 466.5 | 159 | 0.5 | 3 | 2 | 0 | 4.5 | 1 | 0 | 0.5 | 1 | 0 |
| 9 | 585 | 3.5 | 437 | 129.5 | 0 | 3 | 1.5 | 0 | 8 | 1.5 | 0 | 0.5 | 0 | 0.5 |
| 10 | 647.5 | 4.5 | 466.5 | 158 | 0 | 5 | 2.5 | 0 | 8.5 | 0.5 | 0.5 | 0.5 | 0 | 1 |
| 11 | 801.5 | 7 | 603 | 173 | 0 | 5.5 | 3.5 | 0 | 6.5 | 1 | 1 | 1 | 0 | 0 |
| 12 | 931.5 | 5 | 711.5 | 195.5 | 0 | 3 | 3 | 0 | 8 | 2 | 1 | 1 | 0.5 | 1 |
| 13 | 764 | 3.5 | 590.5 | 155.5 | 0 | 3 | 1 | 0.5 | 7.5 | 0.5 | 0 | 0 | 1 | 1 |
| 14 | 809 | 6 | 603.5 | 180.5 | 0 | 3.5 | 1.5 | 0.5 | 9 | 2 | 0.5 | 0.5 | 0.5 | 1 |
| 15 | 962 | 4.5 | 746.5 | 195.5 | 0 | 4.5 | 3.5 | 0 | 4 | 1 | 0 | 0 | 0.5 | 2 |
| 16 | 1,009.5 | 13.5 | 765.5 | 216.5 | 0 | 2 | 1.5 | 0 | 7.5 | 0.5 | 1 | 1 | 0.5 | 0 |
| 17 | 988.5 | 8 | 783.5 | 185.5 | 1 | 1 | 0 | 1 | 5 | 0.5 | 0.5 | 1.5 | 1 | 0 |
| 18 | 717 | 6 | 578 | 124.5 | 0 | 0 | 0.5 | 2 | 3 | 1.5 | 0 | 1 | 0.5 | 0 |
| 19 | 571 | 7 | 463 | 94.5 | 0 | 0 | 0.5 | 0.5 | 2.5 | 0.5 | 0 | 1 | 0.5 | 1 |
| 20 | 534 | 8.5 | 417 | 102.5 | 0 | 1 | 0 | 0 | 3 | 1 | 0.5 | 0.5 | 0 | 0 |
| 21 | 375 | 4.5 | 298.5 | 69.5 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 1 | 0 | 0 |
| 22 | 222.5 | 3.5 | 190.5 | 27.5 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 23 | 156 | 2 | 130 | 23 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| ADT | 12,155 | 104.5 | 9,309 | 2,522.5 | 2 | 45 | 27 | 5 | 91 | 19.5 | 5.5 | 10.5 | 6 | 7.5 |
| AF | 0.98 | 0.9% | 76.6% | 20.8% | 0.0% | 0.4% | 0.2% | 0.0% | 0.7% | 0.2% | 0.0% | 0.1% | 0.0% | 0.1% |
| SITE TRAFFIC | | 11,936 Private Unit 98.2% | | | 79 Single Unit 0.6% | | | | | 140 Combination Unit 1.2% | | | | |
| | | 219 Commercial Unit 1.8% | | | | | | | | | | | | |

94YML1

Classification Summary

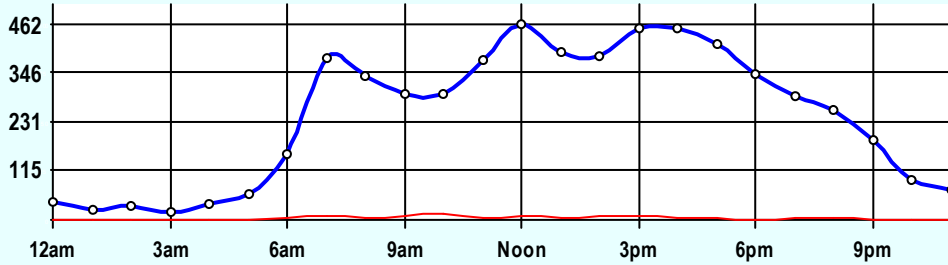
August 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 12,155 | 4pm | 1,010 |
| 11,936 | Private | 996 |
| 219 | Commercial | 14 |
| K-Factor 0.08 | NB | SB |
| | 452 | 558 |

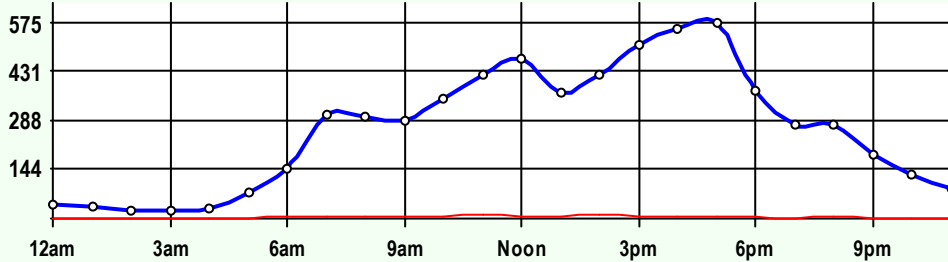
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|---------------------|----|----|---|---------------------------|----|----|----|----|----|
| 12,155 | 105 | 9,309 | 2,523 | 2 | 45 | 27 | 5 | 91 | 20 | 6 | 11 | 6 | 8 |
| Axle Factor 0.98 | 11,936 Private-Unit 98.2% | | | 79 Single-Unit 0.6% | | | | 140 Combination-Unit 1.2% | | | | | |
| | 219 Commercial-Unit 1.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,875 | Noon | 462 |
| 5,765 | Private | 451 |
| 110 | Commercial | 11 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|---------------------|----|----|---|--------------------------|---|----|----|----|----|
| 5,875 | 55 | 4,480 | 1,230 | 1 | 23 | 11 | 4 | 44 | 8 | 4 | 7 | 5 | 5 |
| Axle Factor 0.98 | 5,765 Private-Unit 98.1% | | | 39 Single-Unit 0.7% | | | | 71 Combination-Unit 1.2% | | | | | |
| | 110 Commercial-Unit 1.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,281 | 5pm | 575 |
| 6,171 | Private | 570 |
| 110 | Commercial | 6 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|---------------------|----|----|---|--------------------------|----|----|----|----|----|
| 6,281 | 50 | 4,829 | 1,293 | 1 | 22 | 16 | 2 | 47 | 12 | 2 | 4 | 2 | 3 |
| Axle Factor 0.99 | 6,171 Private-Unit 98.3% | | | 41 Single-Unit 0.6% | | | | 69 Combination-Unit 1.1% | | | | | |
| | 110 Commercial-Unit 1.7% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|------------------------------|---------------|----------------------|
| 94YML1 | Event No: 7296 | Dist 2 | Saline County |
| North Leg | Route: C-4817 (9th) | | |
| | X-Route: C-4816 (CRAWFORD) | | |
| Location | 9th N OF CRAWFORD, IN SALINA | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 07/05;08/02;10/99;06/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 08/25/08 15:00 | 08/27 14:00 |
| 51 | 48 | 08/25/08 15:00 | 08/27 14:00 |

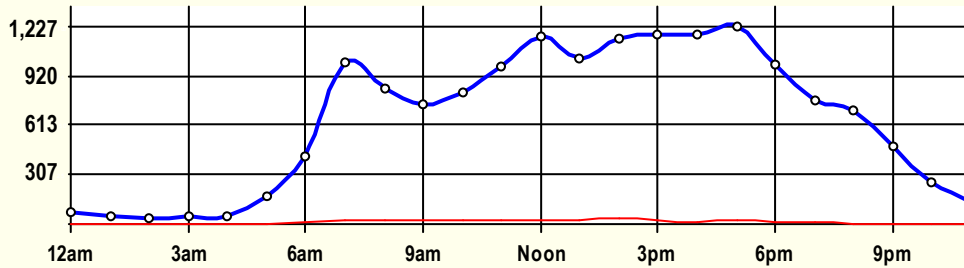
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--------------------------------|---------------|---------------------------|---------------|----------------|----------------------|--------------|--------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| 95MMM7 | | | | | Iso-Tubes Used | | | | | | | | | |
| FC 14 | | Dist 2 | | | Saline County | | | | | | | | | |
| Route: C-4816 (CRAWFORD) | | | | | | | | West Leg | | | | | | |
| XRoute: C-4833 (FRONT) | | | | | | | | Leg | | | | | | |
| CRAWFORD W OF FRONT, IN SALINA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,227 | | | 5pm | | | | | | | | | |
| Private | | 1,205 | | | 5pm | | | | | | | | | |
| Commercial | | 36 | | | 2pm | | | | | | | | | |
| April 2008 | | | | | | | 48 Hr Survey | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 71.5 | 0.5 | 62.5 | 8 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 54.5 | 0 | 43.5 | 10.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 38.5 | 0.5 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 47 | 0 | 38.5 | 7.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 52.5 | 0 | 43 | 9 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 174 | 2 | 134 | 34 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 416 | 3.5 | 306.5 | 93 | 3 | 7.5 | 0.5 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 7 | 999 | 3.5 | 772 | 198.5 | 5 | 15.5 | 0 | 1.5 | 2 | 0.5 | 0.5 | 0 | 0 | 0 |
| 8 | 835.5 | 1.5 | 612.5 | 195 | 2 | 15.5 | 5 | 0.5 | 1.5 | 2 | 0 | 0 | 0 | 0 |
| 9 | 745.5 | 2 | 542 | 174 | 0.5 | 18 | 4.5 | 1.5 | 1 | 2 | 0 | 0 | 0 | 0 |
| 10 | 813.5 | 2.5 | 598 | 192.5 | 1 | 13.5 | 1.5 | 2 | 1.5 | 0.5 | 0.5 | 0 | 0 | 0 |
| 11 | 981 | 2.5 | 739.5 | 215 | 1.5 | 18.5 | 1 | 0.5 | 1 | 1 | 0.5 | 0 | 0 | 0 |
| 12 | 1,157.5 | 4.5 | 874 | 253 | 0.5 | 20.5 | 0 | 0 | 3.5 | 1 | 0.5 | 0 | 0 | 0 |
| 13 | 1,024 | 7 | 777.5 | 213.5 | 2 | 18.5 | 0.5 | 0.5 | 2 | 2 | 0.5 | 0 | 0 | 0 |
| 14 | 1,156.5 | 10.5 | 895.5 | 214.5 | 5 | 25 | 0.5 | 1 | 4.5 | 0 | 0 | 0 | 0 | 0 |
| 15 | 1,177.5 | 9 | 912 | 231 | 1.5 | 19.5 | 1 | 0.5 | 1.5 | 1 | 0.5 | 0 | 0 | 0 |
| 16 | 1,173 | 18.5 | 912.5 | 223.5 | 1 | 14.5 | 0 | 0 | 1 | 1 | 0.5 | 0.5 | 0 | 0 |
| 17 | 1,226.5 | 11.5 | 961.5 | 232 | 1 | 18.5 | 0.5 | 0.5 | 0.5 | 0 | 0.5 | 0 | 0 | 0 |
| 18 | 990 | 17 | 757 | 207 | 0.5 | 7 | 0.5 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 |
| 19 | 767.5 | 17.5 | 589 | 151.5 | 0.5 | 7.5 | 0.5 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 20 | 710.5 | 9 | 549 | 146.5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 486 | 6 | 385 | 90.5 | 1.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 259.5 | 3 | 217.5 | 37.5 | 0 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 139 | 1.5 | 120.5 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 15,496 | 133.5 | 11,880 | 3,154.5 | 26.5 | 235.5 | 17.5 | 9.5 | 21 | 13 | 4.5 | 0.5 | 0 | 0 |
| AF | 1.00 | 0.9% | 76.7% | 20.4% | 0.2% | 1.5% | 0.1% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 15,168 Private Unit 97.9% | | | 289 Single Unit 1.9% | | | | | 39 Combination Unit 0.3% | | | | |
| | | 328 Commercial Unit 2.1% | | | | | | | | | | | | |

95MMM7

Classification Summary

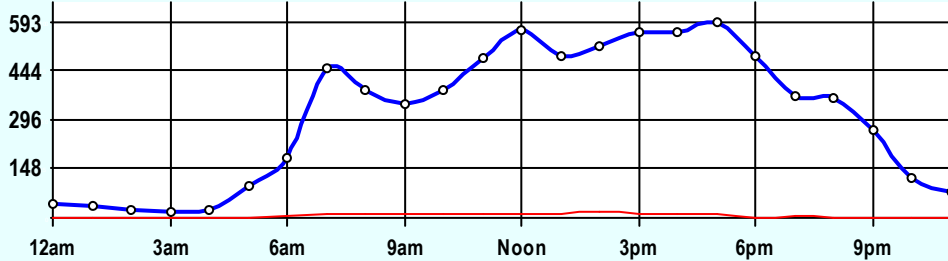
April 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 15,496 | 5pm | 1,227 |
| 15,168 | Private | 1,205 |
| 328 | Commercial | 22 |
| K-Factor 0.08 | EB | WB |
| | 592 | 634 |

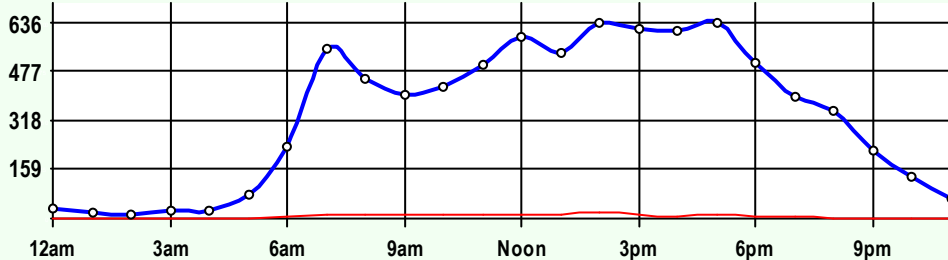
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|--------|-------|---------------------------|-----|----|----|-------------------------------|----|----|----|----|----|
| 15,496 | 134 | 11,880 | 3,155 | 27 | 236 | 18 | 10 | 21 | 13 | 5 | 1 | 0 | 0 |
| Axle Factor 1.00 | 0.9% 15,168 Private-Unit 97.9% | | | 0.2% 289 Single-Unit 1.9% | | | | 0.1% 39 Combination-Unit 0.3% | | | | | |
| | 328 Commercial-Unit 2.1% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,459 | 5pm | 593 |
| 7,306 | Private | 583 |
| 153 | Commercial | 10 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-------|-------|---------------------------|-----|----|---|-------------------------------|---|----|----|----|----|
| 7,459 | 83 | 5,835 | 1,389 | 11 | 110 | 11 | 5 | 9 | 6 | 3 | 0 | 0 | 0 |
| Axle Factor 1.00 | 1.1% 7,306 Private-Unit 98.0% | | | 0.1% 136 Single-Unit 1.8% | | | | 0.1% 17 Combination-Unit 0.2% | | | | | |
| | 153 Commercial-Unit 2.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 8,038 | 2pm | 636 |
| 7,862 | Private | 616 |
| 176 | Commercial | 20 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-------------------------------|-------|-------|---------------------------|-----|---|---|-------------------------------|---|----|----|----|----|
| 8,038 | 51 | 6,046 | 1,766 | 16 | 126 | 7 | 5 | 13 | 8 | 2 | 1 | 0 | 0 |
| Axle Factor 1.00 | 0.6% 7,862 Private-Unit 97.8% | | | 0.2% 154 Single-Unit 1.9% | | | | 0.1% 22 Combination-Unit 0.3% | | | | | |
| | 176 Commercial-Unit 2.2% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--------------------------------|--------|---------------|
| 95MMM7 | Event No: 7331 | Dist 2 | Saline County |
| West Leg | Route: C-4816 (CRAWFORD) | | |
| | X-Route: C-4833 (FRONT) | | |
| Location | CRAWFORD W OF FRONT, IN SALINA | | |
| Site Info | Regular | | |
| Event Info | Iso-Tubes Used | | |
| History | 04/05;05/02;05/99;06/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 04/21/08 12:00 | 04/23 11:00 |
| 32 | 48 | 04/21/08 12:00 | 04/23 11:00 |
| 71 | 48 | 04/21/08 12:00 | 04/23 11:00 |
| 72 | 48 | 04/21/08 12:00 | 04/23 11:00 |

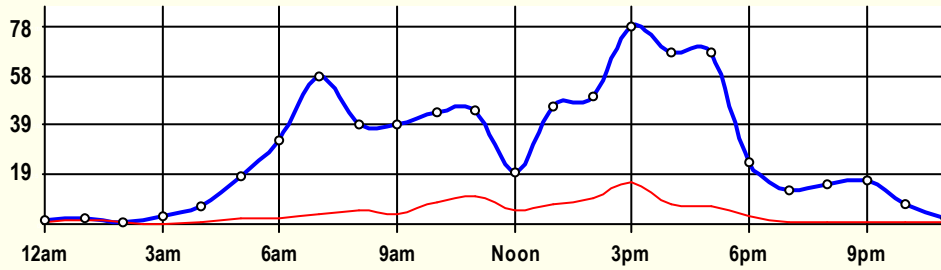
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | |
|--|-------------|-----------------------------|--------------|-------------------|---------------------|-------------|-------------|-------------|-------------|-----------------------------|-------------|-------------|-------------|-------------|--|
| A8NDU3 | | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Washington County | | | | | | | | | | | |
| Route: K-9 | | | | | East Leg | | | | | | | | | | |
| XRoute: K-15 | | | | | | | | | | | | | | | |
| K-9 E OF (K-9 / K-15 / K-148) JCT, S OF WASHINGTON | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 78 | | 3pm | | | | | | | | | | | |
| Private | | 61 | | 3pm | | | | | | | | | | | |
| Commercial | | 17 | | 3pm | | | | | | | | | | | |
| January 2008 | | | | | | | | | | 47 Hr Survey | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 1.5 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 1 | 2.5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 2 | 1 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 3 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | 7 | 0 | 3.5 | 3 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 19 | 0 | 11.5 | 5.5 | 0 | 0.5 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | |
| 6 | 32.5 | 0 | 20 | 10.5 | 0 | 0 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 7 | 58 | 0 | 36.5 | 17.5 | 0 | 1.5 | 0.5 | 0 | 0 | 1.5 | 0 | 0.5 | 0 | 0 | |
| 8 | 39 | 0 | 18.5 | 15 | 0 | 0.5 | 1.5 | 1 | 0.5 | 1.5 | 0 | 0 | 0 | 0.5 | |
| 9 | 39 | 0 | 18.5 | 16.5 | 0 | 0.5 | 0.5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| 10 | 44 | 0 | 19 | 16.5 | 0 | 0.5 | 2 | 0.5 | 1.5 | 3 | 0 | 0 | 0 | 1 | |
| 11 | 44.5 | 0 | 19.5 | 14 | 0 | 1 | 1.5 | 0 | 2 | 6 | 0 | 0.5 | 0 | 0 | |
| 12 | 20.5 | 0 | 9.5 | 5.5 | 0 | 0 | 1.5 | 0.5 | 0.5 | 3 | 0 | 0 | 0 | 0 | |
| 13 | 46 | 0 | 22 | 16 | 0 | 0 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | |
| 14 | 50 | 0 | 21 | 19 | 0 | 0 | 3 | 0.5 | 0 | 5.5 | 0.5 | 0 | 0 | 0.5 | |
| 15 | 77.5 | 0 | 37.5 | 23.5 | 0 | 3 | 1 | 0 | 2.5 | 8 | 1.5 | 0 | 0 | 0.5 | |
| 16 | 67 | 0.5 | 31.5 | 27 | 0 | 0.5 | 1 | 0.5 | 0.5 | 4 | 1 | 0.5 | 0 | 0 | |
| 17 | 67.5 | 0 | 38.5 | 22 | 0 | 1 | 0.5 | 0 | 1.5 | 3 | 0 | 0.5 | 0 | 0.5 | |
| 18 | 24 | 0 | 14 | 6.5 | 0 | 0.5 | 0.5 | 0 | 0 | 2 | 0.5 | 0 | 0 | 0 | |
| 19 | 13.5 | 0 | 8.5 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 20 | 15.5 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | |
| 21 | 17 | 0 | 13 | 3 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 22 | 8 | 0 | 5.5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | |
| 23 | 2.5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| ADT | 700 | 0.5 | 363.5 | 233.5 | 0 | 12 | 16 | 3 | 14 | 47 | 4.5 | 2 | 0.5 | 3.5 | |
| AF | 0.86 | 0.1% | 51.9% | 33.4% | 0.0% | 1.7% | 2.3% | 0.4% | 2.0% | 6.7% | 0.6% | 0.3% | 0.1% | 0.5% | |
| SITE TRAFFIC | | 597.5 Private Unit 85.4% | | | 31 Single Unit 4.4% | | | | | 71.5 Combination Unit 10.2% | | | | | |
| | | 102.5 Commercial Unit 14.6% | | | | | | | | | | | | | |

A8NDU3

Classification Summary

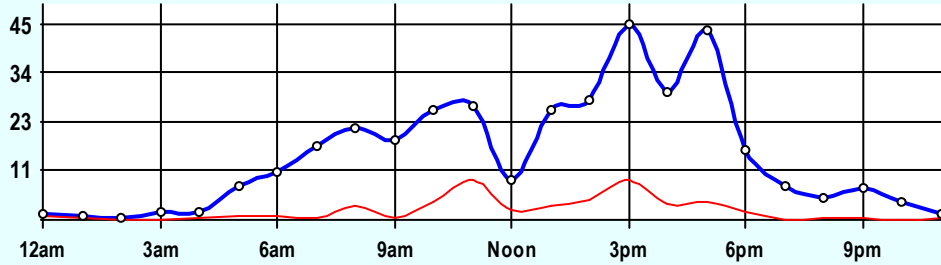
January 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 700 | 3pm | 78 |
| 598 | Private | 61 |
| 103 | Commercial | 17 |
| K-Factor 0.11 | EB 45 | WB 32 |

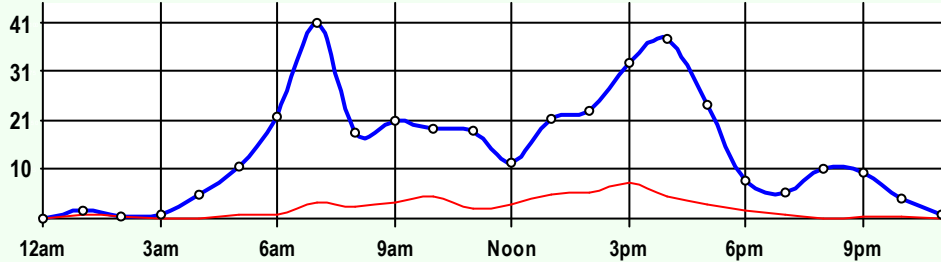
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|---|------------------------------|----|----|----|----|----|
| 700 | 1 | 364 | 234 | 0 | 12 | 16 | 3 | 14 | 47 | 5 | 2 | 1 | 4 |
| Axle Factor 0.86 | 598 Private-Unit 85.4% | | | 31 Single-Unit 4.4% | | | | 72 Combination-Unit 10.2% | | | | | |
| | 103 Commercial-Unit 14.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 355 | 3pm | 45 |
| 304 | Private | 36 |
| 51 | Commercial | 9 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|------------------------|---|---|---|------------------------------|----|----|----|----|----|
| 355 | 1 | 185 | 119 | 0 | 6 | 9 | 1 | 7 | 26 | 1 | 2 | 1 | 1 |
| Axle Factor 0.86 | 304 Private-Unit 85.6% | | | 15 Single-Unit 4.2% | | | | 36 Combination-Unit 10.1% | | | | | |
| | 51 Commercial-Unit 14.4% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 345 | 7am | 41 |
| 294 | Private | 38 |
| 52 | Commercial | 4 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|------------------------|---|---|---|------------------------------|----|----|----|----|----|
| 345 | 0 | 179 | 115 | 0 | 7 | 7 | 3 | 8 | 22 | 4 | 1 | 0 | 3 |
| Axle Factor 0.85 | 294 Private-Unit 85.1% | | | 16 Single-Unit 4.6% | | | | 36 Combination-Unit 10.3% | | | | | |
| | 52 Commercial-Unit 14.9% | | | | | | | | | | | | |

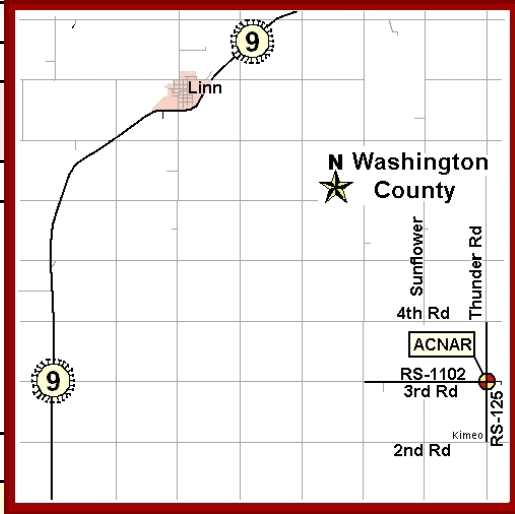
SITE INFORMATION

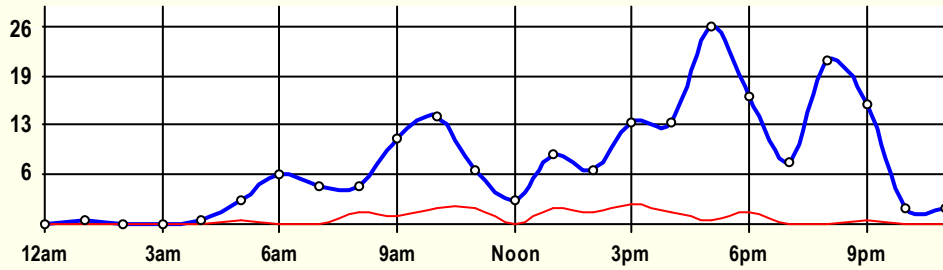
| | | | |
|-------------------|--|---------------|--------------------------|
| A8NDU3 | Event No: 7084 | Dist 2 | Washington County |
| East Leg | Route: K-9 X-Route: K-15 | | |
| Location | K-9 E OF (K-9 / K-15 / K-148) JCT, S OF WASHINGTON | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 06/05;10/00 | | |
| Comment | Only 47Hr, snow | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 47 | 01/14/08 14:00 | 01/16 12:00 |
| 71 | 47 | 01/14/08 14:00 | 01/16 12:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---|-------------|------------------|--------------|-------------------|-------------------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| ACNAR5 | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Washington County | | | | | | | | | | |
| Route: RS-125 (THUNDER RD) | | | | | | | | South Leg | | | | | | |
| XRoute: RS-1102 (3rd RD) | | | | | | | | | | | | | | |
| RS-125 S OF RS-1102, 8 MI S OF GREENLEAF | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 26 | | 5pm | | | | | | | | | | |
| Private | | 25 | | 5pm | | | | | | | | | | |
| Commercial | | 3 | | 3pm | | | | | | | | | | |
| January 2008 47 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 3 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 6 | 6.5 | 0 | 3.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 5 | 0 | 3.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 5 | 0 | 2 | 1.5 | 0 | 0 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 9 | 11 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 10 | 14 | 0 | 5.5 | 6.5 | 0 | 0 | 0.5 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 11 | 7 | 0 | 2.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 12 | 3 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 9 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 14 | 7 | 0 | 2.5 | 3 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 |
| 15 | 13 | 0 | 8 | 2.5 | 0 | 0 | 1.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 16 | 13 | 0 | 8 | 3.5 | 0 | 0 | 0.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 17 | 25.5 | 0 | 15.5 | 9.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 18 | 16.5 | 0 | 12.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 |
| 19 | 8 | 0 | 5.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 15.5 | 0 | 11.5 | 3.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 22 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ADT | 188 | 0 | 108 | 63 | 0 | 0 | 3 | 0 | 5.5 | 7.5 | 1 | 0 | 0 | 0 |
| AF | 0.90 | 0.0% | 57.4% | 33.5% | 0.0% | 0.0% | 1.6% | 0.0% | 2.9% | 4.0% | 0.5% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 171 Private Unit | | | 3 Single Unit 1.6% | | | | | 14 Combination Unit 7.4% | | | | |
| | | 91.0% Unit | | | 17 Commercial Unit 9.0% | | | | | | | | | |

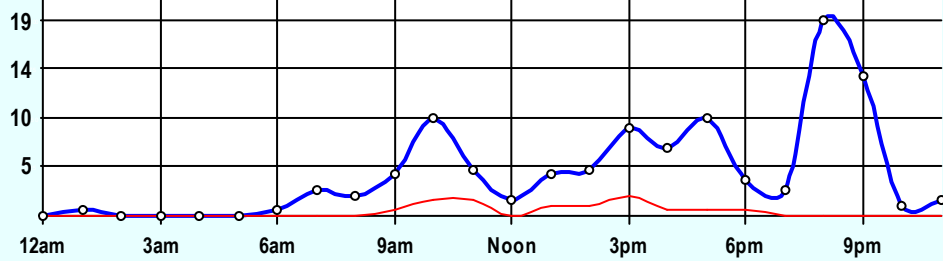




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 188 | 5pm | 26 |
| 171 | Private | 25 |
| 17 | Commercial | 1 |
| K-Factor 0.14 | NB 10 | SB 16 |

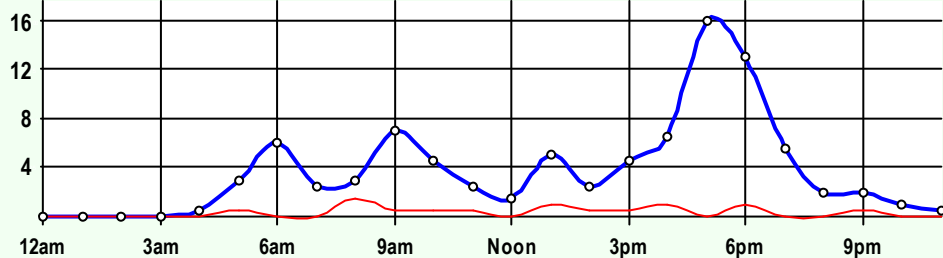
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------------------|-----|----|-----------------------|---|---|-----------------------------|---|---|----|----|----|----|
| 188 | 0 | 108 | 63 | 0 | 0 | 3 | 0 | 6 | 8 | 1 | 0 | 0 | 0 |
| Axle Factor 0.90 | 171 Private-Unit 91.0% | | | 3 Single-Unit 1.6% | | | 14 Combination-Unit 7.4% | | | | | | |
| | 17 Commercial-Unit 9.0% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 99 | 8pm | 19 |
| 90 | Private | 19 |
| 9 | Commercial | 0 |
| K-Factor 0.19 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|-----------------------|---|---|----------------------------|---|---|----|----|----|----|
| 99 | 0 | 57 | 34 | 0 | 0 | 3 | 0 | 2 | 4 | 1 | 0 | 0 | 0 |
| Axle Factor 0.91 | 90 Private-Unit 90.9% | | | 3 Single-Unit 2.5% | | | 7 Combination-Unit 6.6% | | | | | | |
| | 9 Commercial-Unit 9.1% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 89 | 5pm | 16 |
| 81 | Private | 16 |
| 8 | Commercial | 0 |
| K-Factor 0.18 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|----|----|-----------------------|---|---|----------------------------|---|---|----|----|----|----|
| 89 | 0 | 52 | 30 | 0 | 0 | 1 | 0 | 4 | 4 | 1 | 0 | 0 | 0 |
| Axle Factor 0.90 | 81 Private-Unit 91.0% | | | 1 Single-Unit 0.6% | | | 8 Combination-Unit 8.4% | | | | | | |
| | 8 Commercial-Unit 9.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|-------------------|
| ACNAR5 | Event No: 7083 | Dist 2 | Washington County |
| South Leg | Route: RS-125 (THUNDER RD) | | |
| | X-Route: RS-1102 (3rd RD) | | |
| Location | RS-125 S OF RS-1102, 8 MI S OF GREENLEAF | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 01/05;03/02;04/99;09/96 | | |
| Comment | Only 47Hr, snow | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 47 | 01/14/08 14:00 | 01/16 12:00 |
| 51 | 47 | 01/14/08 14:00 | 01/16 12:00 |

24 Hour Classification Summary

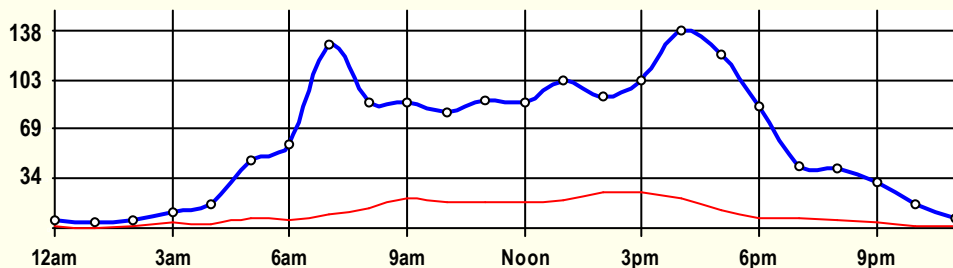
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---|--------------|-----------------------------|--------------|-------------------|---------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|
| ALTHW1 | | | | | | | | | | ALTHW | | | | |
| FC 7 | | Dist 2 | | Washington County | | | | | | | | | | |
| Route: K-148 | | | | | | | | North Leg | | | | | | |
| XRoute: US-36 | | | | | | | | | | | | | | |
| K-148 N OF US-36, 3 MI W OF WS/MS CO LINE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 138 | | 4pm | | | | | | | | | | |
| Private | | 117 | | 7am | | | | | | | | | | |
| Commercial | | 26 | | 3pm | | | | | | | | | | |
| February 2008 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 12am | 3am | 6am | 9am | Noon | 3pm | 6pm | 9pm | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 5 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 1 | 4.5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 6 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 10.5 | 0 | 4.5 | 2 | 0 | 0.5 | 0.5 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 |
| 4 | 16.5 | 0 | 7.5 | 6 | 0 | 0.5 | 0 | 0 | 0 | 2 | 0.5 | 0 | 0 | 0 |
| 5 | 46.5 | 0 | 22.5 | 17 | 0 | 1 | 0.5 | 0 | 0.5 | 4 | 0.5 | 0.5 | 0 | 0 |
| 6 | 58 | 0 | 32.5 | 20 | 0.5 | 2 | 0.5 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| 7 | 127 | 0 | 73.5 | 43.5 | 0 | 3 | 0 | 0.5 | 2.5 | 3.5 | 0.5 | 0 | 0 | 0 |
| 8 | 88 | 0 | 42.5 | 31.5 | 0 | 3.5 | 1.5 | 0 | 1.5 | 6.5 | 0.5 | 0 | 0 | 0.5 |
| 9 | 87 | 0 | 34 | 32.5 | 0 | 1 | 3 | 0 | 2 | 14 | 0 | 0 | 0 | 0.5 |
| 10 | 81 | 0 | 28.5 | 35 | 0 | 2.5 | 2 | 0 | 2 | 10 | 0.5 | 0 | 0 | 0.5 |
| 11 | 89.5 | 0 | 35 | 37 | 0 | 5 | 1 | 0 | 0.5 | 9 | 1.5 | 0 | 0 | 0.5 |
| 12 | 88 | 0 | 39 | 31.5 | 0.5 | 3.5 | 1 | 1 | 2 | 9 | 0.5 | 0 | 0 | 0 |
| 13 | 103 | 0 | 46.5 | 37.5 | 0 | 4 | 2 | 0.5 | 3.5 | 8 | 1 | 0 | 0 | 0 |
| 14 | 92 | 0 | 38.5 | 29 | 0 | 4 | 5.5 | 0.5 | 2.5 | 9.5 | 2.5 | 0 | 0 | 0 |
| 15 | 103 | 0 | 47 | 30.5 | 0.5 | 2.5 | 2 | 0 | 3 | 17 | 0.5 | 0 | 0 | 0 |
| 16 | 137.5 | 0 | 79 | 38 | 0 | 1 | 4.5 | 0 | 1.5 | 13 | 0.5 | 0 | 0 | 0 |
| 17 | 120.5 | 0.5 | 74.5 | 33.5 | 0 | 5 | 1.5 | 0 | 0.5 | 4.5 | 0.5 | 0 | 0 | 0 |
| 18 | 84 | 0 | 50.5 | 26.5 | 0 | 0.5 | 0 | 1 | 1 | 4 | 0.5 | 0 | 0 | 0 |
| 19 | 42.5 | 0 | 25.5 | 10 | 0 | 1.5 | 0 | 0 | 0 | 5 | 0.5 | 0 | 0 | 0 |
| 20 | 42 | 0 | 26 | 11 | 0 | 0.5 | 0 | 0 | 0 | 3 | 1.5 | 0 | 0 | 0 |
| 21 | 32 | 0 | 22 | 5.5 | 0 | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 22 | 16.5 | 0 | 9.5 | 5 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 23 | 6.5 | 0 | 2.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| ADT | 1,487 | 0.5 | 747.5 | 490.5 | 1.5 | 41.5 | 25.5 | 3.5 | 25 | 136.5 | 12.5 | 0.5 | 0 | 2 |
| AF | 0.84 | 0.0% | 50.3% | 33.0% | 0.1% | 2.8% | 1.7% | 0.2% | 1.7% | 9.2% | 0.8% | 0.0% | 0.0% | 0.1% |
| SITE TRAFFIC | | 1,238.5 Private Unit 83.3% | | | 72 Single Unit 4.8% | | | | | 176.5 Combination Unit 11.9% | | | | |
| | | 248.5 Commercial Unit 16.7% | | | | | | | | | | | | |



ALTHW1

Classification Summary

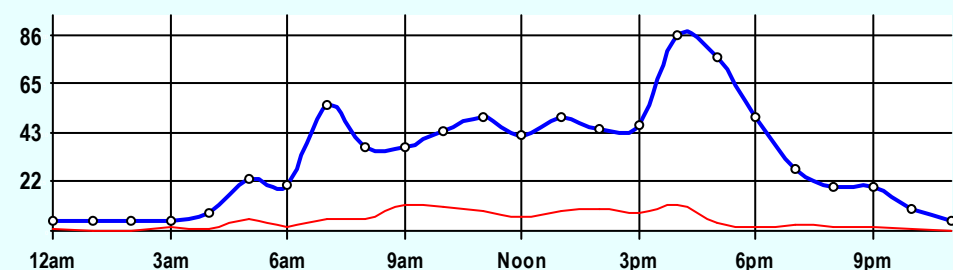
February 2008



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 1,487 | 4pm | 138 |
| 1,239 | Private | 117 |
| 249 | Commercial | 21 |
| K-Factor | NB | SB |
| 0.09 | 86 | 52 |

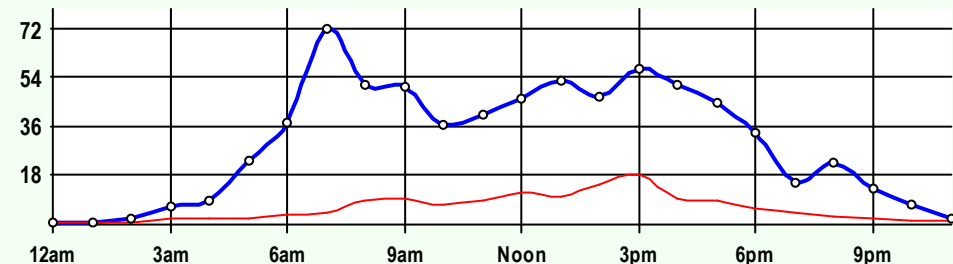
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|----------------------------|------|------|------|------|------|
| 1,487 | 1 | 748 | 491 | 2 | 42 | 26 | 4 | 25 | 137 | 13 | 1 | 0 | 2 |
| Axle Factor | 0.0% | 50.3% | 33.0% | 0.1% | 2.8% | 1.7% | 0.2% | 1.7% | 9.2% | 0.8% | 0.0% | 0.0% | 0.1% |
| 0.84 | 1,239 Private-Unit 83.3% | | | 72 Single-Unit 4.8% | | | | 177 Combination-Unit 11.9% | | | | | |
| | 249 Commercial-Unit 16.7% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 763 | 4pm | 86 |
| 657 | Private | 75 |
| 107 | Commercial | 11 |
| K-Factor | 0.11 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|---------------------------|------|------|------|------|------|
| 763 | 0 | 413 | 244 | 0 | 6 | 18 | 0 | 10 | 65 | 7 | 1 | 0 | 2 |
| Axle Factor | 0.0% | 54.1% | 32.0% | 0.0% | 0.7% | 2.3% | 0.0% | 1.3% | 8.5% | 0.9% | 0.1% | 0.0% | 0.2% |
| 0.85 | 657 Private-Unit 86.0% | | | 23 Single-Unit 3.0% | | | | 84 Combination-Unit 10.9% | | | | | |
| | 107 Commercial-Unit 14.0% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 724 | 7am | 72 |
| 582 | Private | 68 |
| 142 | Commercial | 5 |
| K-Factor | 0.10 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|---------------------------|-------|-------|---------------------|------|------|------|---------------------------|------|------|------|------|------|
| 724 | 1 | 335 | 247 | 2 | 36 | 8 | 4 | 15 | 72 | 6 | 0 | 0 | 1 |
| Axle Factor | 0.1% | 46.3% | 34.0% | 0.2% | 5.0% | 1.1% | 0.5% | 2.1% | 9.9% | 0.8% | 0.0% | 0.0% | 0.1% |
| 0.83 | 582 Private-Unit 80.4% | | | 49 Single-Unit 6.8% | | | | 93 Combination-Unit 12.8% | | | | | |
| | 142 Commercial-Unit 19.6% | | | | | | | | | | | | |

SITE INFORMATION

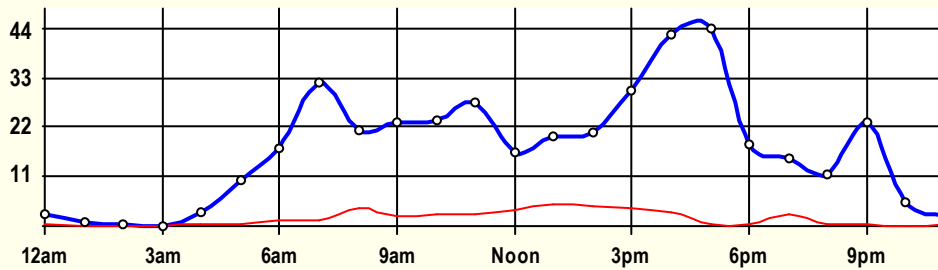
| | | | |
|-------------------|---|--------|-------------------|
| ALTHW1 | Event No: 7153 | Dist 2 | Washington County |
| North Leg | Route: K-148 | | |
| | X-Route: US-36 | | |
| Location | K-148 N OF US-36, 3 MI W OF WS/MS CO LINE | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 03/05;02/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/18/08 12:00 | 02/20 11:00 |
| 51 | 48 | 02/18/08 12:00 | 02/20 11:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | |
|---|-------------|-----------------------------|--------------|-------------------|-----------------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|--|
| ALTHW5 | | | | | | | | | | | | | | | |
| FC 7 | | Dist 2 | | Washington County | | | | | | | | | | | |
| Route: K-148 | | | | | South Leg | | | | | | | | | | |
| XRoute: US-36 | | | | | | | | | | | | | | | |
| K-148 S OF US-36, 3 MI W OF WS/MS CO LINE | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 44 | | 5pm | | | | | | | | | | | |
| Private | | 44 | | 5pm | | | | | | | | | | | |
| Commercial | | 5 | | 1pm | | | | | | | | | | | |
| January 2008 | | | | | | | | | | 48 Hr Survey | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 2.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 1 | 1 | 0 | 1 | 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 | 3 | 0 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 5 | 10 | 0 | 4.5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | |
| 6 | 17.5 | 0 | 10.5 | 5.5 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 7 | 32 | 0 | 21 | 9.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 8 | 21.5 | 0 | 7.5 | 10 | 0 | 0 | 0.5 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | |
| 9 | 23 | 0 | 9.5 | 11.5 | 0 | 0.5 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 10 | 23.5 | 0 | 9 | 12 | 0 | 0.5 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 11 | 27.5 | 0 | 13.5 | 11.5 | 0 | 0 | 0 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 | |
| 12 | 16.5 | 0 | 6.5 | 6.5 | 0 | 0.5 | 1 | 0 | 0 | 1.5 | 0.5 | 0 | 0 | 0 | |
| 13 | 20 | 0 | 8 | 7 | 0 | 0 | 1.5 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0 | |
| 14 | 21 | 0 | 6.5 | 10 | 0 | 0 | 1 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 | |
| 15 | 30 | 0 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | |
| 16 | 42.5 | 0 | 22 | 17.5 | 0 | 1.5 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | |
| 17 | 44 | 0 | 27 | 16.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 18 | 18 | 0 | 14 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 19 | 15 | 0 | 10.5 | 2 | 0 | 1 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 20 | 11.5 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 21 | 23 | 0 | 18 | 4.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22 | 5.5 | 0 | 3 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | 2 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| ADT | 411 | 0 | 219.5 | 151 | 0 | 6 | 4.5 | 0 | 2 | 27 | 0.5 | 0 | 0 | 0.5 | |
| AF | 0.90 | 0.0% | 53.4% | 36.7% | 0.0% | 1.5% | 1.1% | 0.0% | 0.5% | 6.6% | 0.1% | 0.0% | 0.0% | 0.1% | |
| SITE TRAFFIC | | 370.5 Private 90.1% Unit | | | 10.5 Single Unit 2.6% | | | | | 30 Combination Unit 7.3% | | | | | |
| 40.5 Commercial Unit 9.9% | | | | | | | | | | | | | | | |

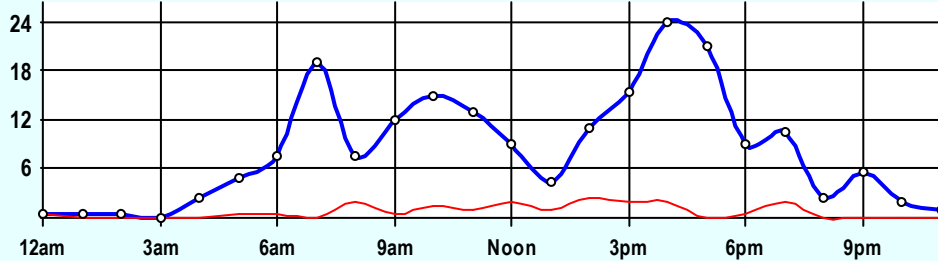




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 411 | 5pm | 44 |
| 371 | Private | 44 |
| 41 | Commercial | 1 |
| K-Factor 0.11 | NB | SB |
| | 21 | 23 |

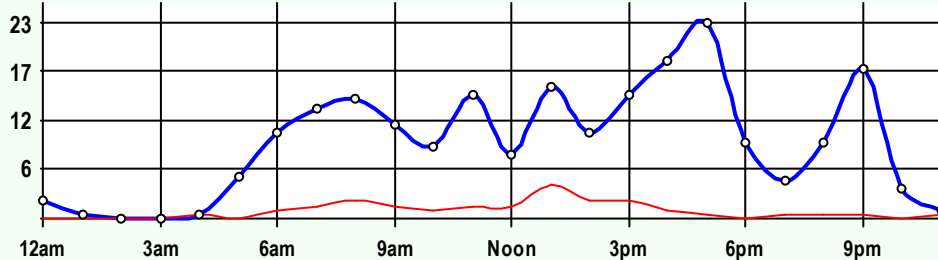
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|---|---|--------------------------|----|----|----|----|----|
| 411 | 0 | 220 | 151 | 0 | 6 | 5 | 0 | 2 | 27 | 1 | 0 | 0 | 1 |
| Axle Factor 0.90 | 371 Private-Unit 90.1% | | | 11 Single-Unit 2.6% | | | | 30 Combination-Unit 7.3% | | | | | |
| | 41 Commercial-Unit 9.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 199 | 4pm | 24 |
| 180 | Private | 22 |
| 19 | Commercial | 2 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|--------------------------|----|----|----|----|----|
| 199 | 0 | 110 | 70 | 0 | 3 | 2 | 0 | 1 | 13 | 0 | 0 | 0 | 1 |
| Axle Factor 0.90 | 180 Private-Unit 90.7% | | | 4 Single-Unit 2.0% | | | | 15 Combination-Unit 7.3% | | | | | |
| | 19 Commercial-Unit 9.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 213 | 5pm | 23 |
| 191 | Private | 23 |
| 22 | Commercial | 1 |
| K-Factor 0.11 | | |






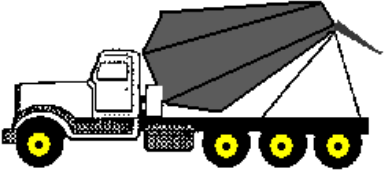






| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|----|--------------------|---|---|---|--------------------------|----|----|----|----|----|
| 213 | 0 | 110 | 81 | 0 | 4 | 3 | 0 | 1 | 14 | 1 | 0 | 0 | 0 |
| Axle Factor 0.90 | 191 Private-Unit 89.6% | | | 7 Single-Unit 3.1% | | | | 16 Combination-Unit 7.3% | | | | | |
| | 22 Commercial-Unit 10.4% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---|--------|-------------------|
| ALTHW5 | Event No: 7097 | Dist 2 | Washington County |
| South Leg | Route: K-148 | | |
| | X-Route: US-36 | | |
| Location | K-148 S OF US-36, 3 MI W OF WS/MS CO LINE | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 03/05;02/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 01/28/08 15:00 | 01/30 14:00 |
| 51 | 48 | 01/28/08 15:00 | 01/30 14:00 |

FHWA CLASSIFICATION CATEGORIES (Scheme F)

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