

MOTORCYCLE



PASSENGER CARS



KANSAS

2009

5 AXLES



PICKUPS



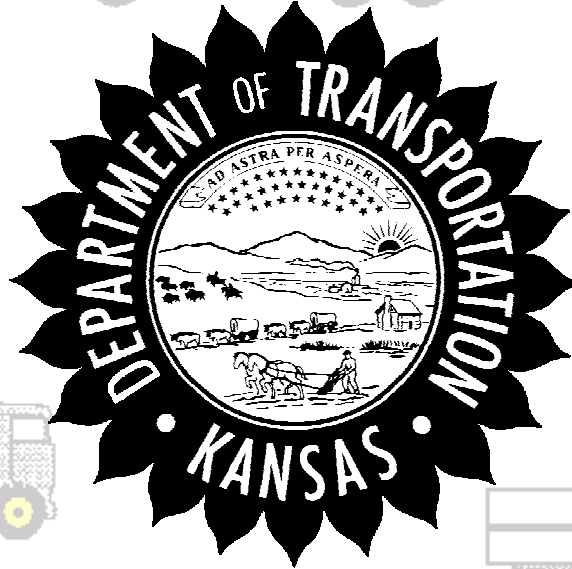
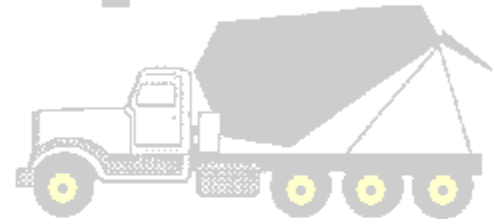
VEHICLE CLASSIFICATION

District 5 Surveys

2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



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

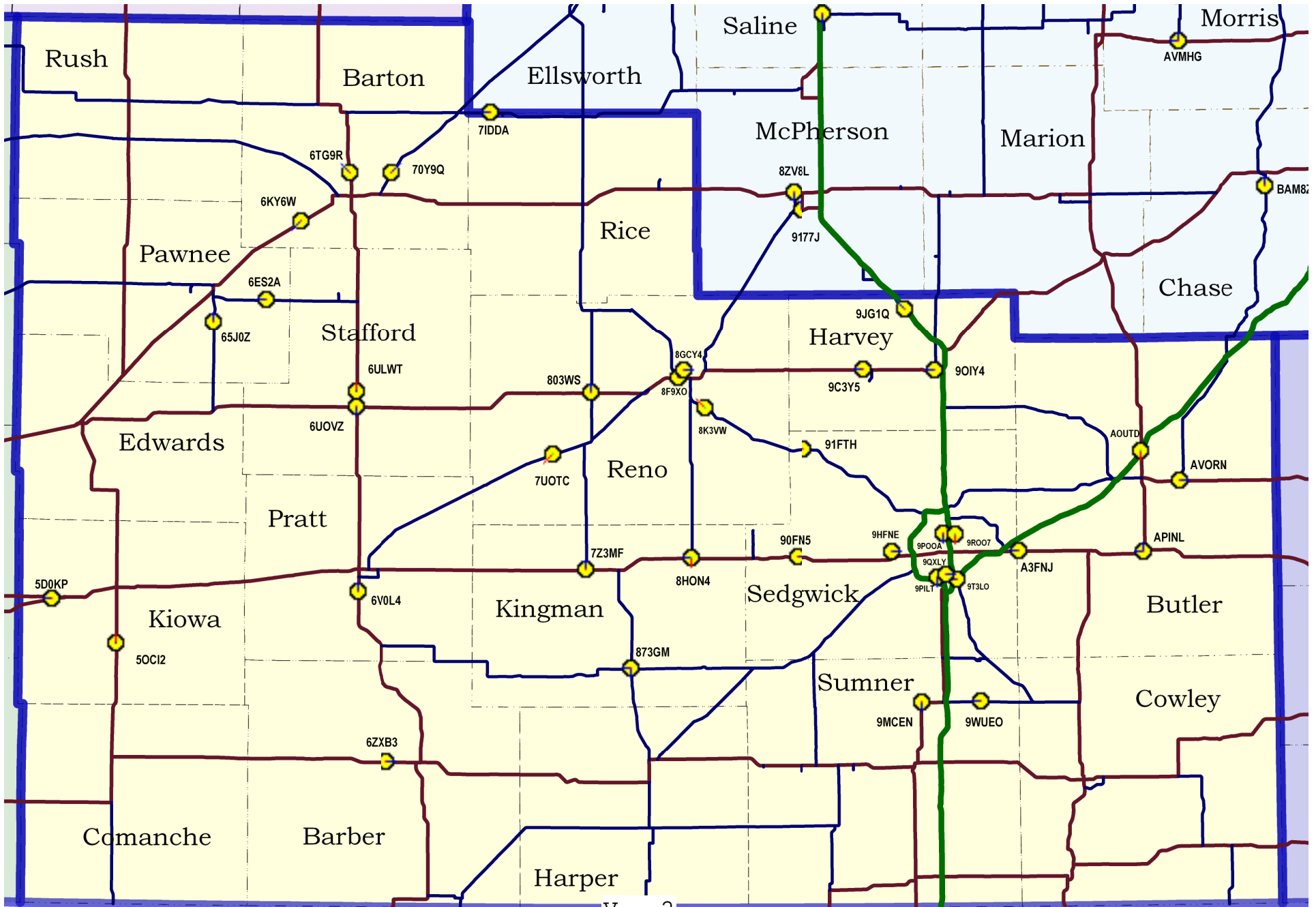
6 AXLES



≥ 7 AXLES



2009 District V Classification Locations



District 5

2009 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			
Barber	US-160	US-160 E OF TAMARISK RD, 4 MI W OF US-281	6	8	177	200	2	28	17	5	3	110	64	0	0	0	227	611	V
6ZXB33	TAMARISK RD		0.66	1.3%	29.0%	32.7%	0.2%	4.5%	2.7%	0.7%	0.5%	18.0%	10.4%	0.0%	0.0%	0.0%	37.1%	1	6
Barton	US-56	US-56 SW OF RS-41, SW OF GREAT BEND	2	42	2,523	1,227	1	52	85	8	74	568	69	27	4	11	897	4,689	V
6KY6W6	RS-41		0.80	0.9%	53.8%	26.2%	0.0%	1.1%	1.8%	0.2%	1.6%	12.1%	1.5%	0.6%	0.1%	0.2%	19.1%	1	8
Barton	US-281	US-281 NW OF RS-1936, N OF GREAT BEND	6	7	2,045	1,081	1	43	25	3	67	135	11	6	1	1	291	3,423	V
6TG9R8	RS-1936		0.91	0.2%	59.7%	31.6%	0.0%	1.3%	0.7%	0.1%	2.0%	3.9%	0.3%	0.2%	0.0%	0.0%	8.5%	1	10
Barton	K-156	K-156 NE OF RS-980, 2.25 MI NE OF US-56	2	20	1,540	705	1	31	33	7	41	383	35	24	4	2	558	2,822	V
70Y9Q2	RS-980		0.79	0.7%	54.6%	25.0%	0.0%	1.1%	1.2%	0.2%	1.4%	13.6%	1.2%	0.9%	0.1%	0.1%	19.8%	1	12
Butler	US-54	US-54 W OF RUTH AVE, IN ANDOVER	2	32	19,906	7,325	3	190	92	21	125	904	22	46	7	7	1,416	28,678	V
A3FNJ7	RUTH AVE		0.94	0.1%	69.4%	25.5%	0.0%	0.7%	0.3%	0.1%	0.4%	3.2%	0.1%	0.2%	0.0%	0.0%	4.9%	1	14
Butler	US-77	US-77 S OF RS-2141, 0.5 MI S OF I-35, N OF ELDORADO	2	21	1,408	742	3	26	28	4	33	207	12	2	0	3	315	2,486	V
AOUTD5	RS-2141 (EL DORADO ST PK RD)		0.86	0.8%	56.6%	29.8%	0.1%	1.0%	1.1%	0.2%	1.3%	8.3%	0.5%	0.1%	0.0%	0.1%	12.7%	1	16
Butler	US-54	N OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA	2	42	1,324	729	1	27	31	9	34	354	16	2	1	1	473	2,567	V
APINL1	US-400		0.80	1.6%	51.6%	28.4%	0.0%	1.0%	1.2%	0.4%	1.3%	13.8%	0.6%	0.1%	0.0%	0.0%	18.4%	1	18
Butler	US-54	US-54 W OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA	2	86	3,485	1,721	3	71	67	9	233	1,139	27	45	3	9	1,604	6,895	V
APINL7	US-54		0.76	1.2%	50.5%	25.0%	0.0%	1.0%	1.0%	0.1%	3.4%	16.5%	0.4%	0.6%	0.0%	0.1%	23.3%	1	20
Butler	US-54	US-54 E OF K-177, 4 MI E OF ELDORADO	2	51	2,326	1,245	0	26	38	8	67	253	14	6	2	2	413	4,035	V
AVORN3	K-177		0.89	1.3%	57.6%	30.9%	0.0%	0.6%	0.9%	0.2%	1.6%	6.3%	0.3%	0.1%	0.0%	0.0%	10.2%	1	22
Harvey	US-50	US-50 W OF RS-307, N OF HALSTEAD	2	21	1,864	879	0	44	51	5	60	1,013	49	43	7	0	1,270	4,033	V
9C3Y57	RS-307 (HALSTEAD RD)		0.69	0.5%	46.2%	21.8%	0.0%	1.1%	1.3%	0.1%	1.5%	25.1%	1.2%	1.1%	0.2%	0.0%	31.5%	1	24
Harvey	I-135	I-135 NW OF LINCOLN, EXIT 40, AT HESSTON	1	42	5,917	2,440	7	138	79	22	305	2,098	43	106	19	13	2,828	11,226	V
9JG1Q8	RS-306 (LINCOLN)		0.75	0.4%	52.7%	21.7%	0.1%	1.2%	0.7%	0.2%	2.7%	18.7%	0.4%	0.9%	0.2%	0.1%	25.2%	1	26
Harvey	US-50	US-50 W OF OLD MAIN ST, IN NEWTON	14	15	4,754	1,776	2	71	47	5	68	1,098	45	47	6	4	1,391	7,936	V
9O1Y47	C-4111 (OLD MAIN ST)		0.80	0.2%	59.9%	22.4%	0.0%	0.9%	0.6%	0.1%	0.9%	13.8%	0.6%	0.6%	0.1%	0.0%	17.5%	1	28
Kingman	K-14	K-14 N OF US-54 (W JCT), W OF KINGMAN	6	4	200	190	0	11	5	1	4	49	2	1	1	3	77	470	V
7Z3MF1	US-54		0.83	0.9%	42.5%	40.3%	0.0%	2.3%	1.1%	0.2%	0.9%	10.4%	0.4%	0.3%	0.2%	0.6%	16.3%	2	30
Kingman	K-14	K-14 S OF K-42, N OF RAGO	6	4	319	218	1	11	10	3	13	130	10	1	1	3	182	723	V
873GM5	K-42		0.75	0.6%	44.1%	30.2%	0.1%	1.5%	1.4%	0.4%	1.8%	17.9%	1.4%	0.1%	0.1%	0.4%	25.2%	1	34
Kingman	K-42	K-42 W OF K-14, N OF RAGO	7	0	193	228	0	7	22	4	5	23	3	3	0	3	67	488	V
873GM7	K-14		0.88	0.0%	39.5%	46.8%	0.0%	1.3%	4.5%	0.7%	0.9%	4.7%	0.5%	0.5%	0.0%	0.5%	13.7%	1	36

District 5

2009 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			
Kingman	RS-303	RS-303 S OF US-54/400, 9 MI NE OF KINGMAN	7	1	170	133	0	15	9	1	2	10	4	1	0	2	42	345	V
8HON45	US-54		0.91	0.1%	49.1%	38.6%	0.0%	4.3%	2.5%	0.3%	0.4%	2.8%	1.0%	0.3%	0.0%	0.6%	12.2%	1	38
Kingman	US-54	US-54 W OF K-17, 9 MI NE OF KINGMAN	2	13	3,271	1,401	5	71	57	7	106	720	12	40	21	2	1,039	5,723	V
8HON47	K-17		0.81	0.2%	57.2%	24.5%	0.1%	1.2%	1.0%	0.1%	1.9%	12.6%	0.2%	0.7%	0.4%	0.0%	18.1%	1	40
Kiowa	US-54	US-54 W OF MAIN ST, S EDGE OF MULLINVILLE	2	23	861	492	4	29	30	6	41	891	20	61	20	5	1,105	2,480	V
5D0KP7	RS-963 (MAIN ST)		0.61	0.9%	34.7%	19.8%	0.2%	1.2%	1.2%	0.2%	1.7%	35.9%	0.8%	2.4%	0.8%	0.2%	44.5%	1	42
Kiowa	US-183	US-183 N OF MCS-4904, 6.75 MI S OF GREENSBURG	6	13	355	375	0	14	22	4	29	156	19	3	0	4	250	993	V
5OCI21	MCS-4904		0.75	1.3%	35.8%	37.8%	0.0%	1.4%	2.2%	0.4%	2.9%	15.7%	1.9%	0.3%	0.0%	0.4%	25.1%	1	44
Pawnee	K-19	K-19 N OF RS-1585, 4 MI S OF LARNED	6	9	484	486	2	17	11	3	14	131	9	10	1	4	198	1,176	V
65J0Z1	RS-1585 (DOLL RD)		0.82	0.8%	41.1%	41.3%	0.1%	1.4%	0.9%	0.2%	1.1%	11.1%	0.7%	0.8%	0.0%	0.3%	16.8%	1	46
Pawnee	K-19	K-19 W OF RS-528, 7 MI E OF LARNED	6	5	304	219	1	6	8	0	8	68	7	1	1	2	99	626	V
6ES2A7	RS-528 (MACKSVILLE RD)		0.82	0.7%	48.6%	34.9%	0.1%	0.9%	1.3%	0.0%	1.3%	10.8%	1.0%	0.1%	0.1%	0.3%	15.8%	1	48
Pratt	US-281	US-281 N OF RS-1886, 2 MI S OF K-64 AT PRATT	6	28	1,019	937	2	29	45	7	46	161	20	6	2	5	320	2,304	V
6V0L41	RS-1886		0.86	1.2%	44.2%	40.7%	0.1%	1.3%	1.9%	0.3%	2.0%	7.0%	0.8%	0.2%	0.1%	0.2%	13.9%	1	50
Reno	K-61	K-61 SW OF ANDRE RD, 3 MI NE OF LANGDON	2	7	887	437	6	69	23	2	7	569	9	34	0	0	716	2,047	V
7UOTC6	MCS-7809 (ANDRE RD)		0.68	0.3%	43.3%	21.4%	0.3%	3.3%	1.1%	0.1%	0.3%	27.8%	0.4%	1.6%	0.0%	0.0%	35.0%	1	52
Reno	K-14	K-14 N OF US-50	6	5	180	162	0	11	11	3	10	85	3	4	3	4	131	477	V
803WS1	US-50		0.74	0.9%	37.8%	33.9%	0.0%	2.2%	2.2%	0.5%	2.0%	17.7%	0.6%	0.7%	0.5%	0.8%	27.4%	1	54
Reno	K-96	K-96 N OF US-50, W JCT, S HUTCHINSON	12	21	1,120	617	1	31	44	6	32	307	6	4	0	3	432	2,190	V
8F9XO1	US-50		0.80	1.0%	51.1%	28.2%	0.0%	1.4%	2.0%	0.3%	1.5%	14.0%	0.3%	0.2%	0.0%	0.1%	19.7%	1	56
Reno	C-1802 (BLANCHARD)	BLANCHARD E OF SUNNYDELL, IN S HUTCHINSON	16	15	1,840	853	0	39	49	1	13	13	0	0	1	1	115	2,823	V
8GCV43	SUNNYDELL		0.98	0.5%	65.2%	30.2%	0.0%	1.4%	1.7%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	4.1%	1	58
Reno	K-96	K-96, 2.25 MI SE OF K-17, SE OF SAND CREEK RD	2	13	3,374	1,415	1	77	48	9	78	573	11	15	1	5	816	5,617	V
8K3VW8	SAND CREEK RD		0.85	0.2%	60.1%	25.2%	0.0%	1.4%	0.9%	0.2%	1.4%	10.2%	0.2%	0.3%	0.0%	0.1%	14.5%	1	60
Rice	K-4	K-4 W OF RS-570, 3 MI E OF W CO LINE	6	6	488	319	0	9	22	1	22	127	3	4	1	1	187	999	V
7IDDA7	RS-570 (4th RD)		0.81	0.6%	48.8%	31.9%	0.0%	0.9%	2.2%	0.1%	2.2%	12.7%	0.3%	0.4%	0.1%	0.1%	18.7%	1	62
Sedgwick	US-54	US-54 E OF K-163, N OF GARDEN PLAIN	2	24	5,703	2,447	7	86	52	6	109	770	15	42	18	2	1,105	9,278	V
90FN53	K-163		0.87	0.3%	61.5%	26.4%	0.1%	0.9%	0.6%	0.1%	1.2%	8.3%	0.2%	0.5%	0.2%	0.0%	11.9%	1	64
Sedgwick	K-96	K-96 W OF RS-305, N OF MT HOPE	2	34	6,243	2,417	4	122	79	13	182	965	18	21	3	1	1,406	10,099	V
91FTH7	RS-305 (OHIO)		0.85	0.3%	61.8%	23.9%	0.0%	1.2%	0.8%	0.1%	1.8%	9.6%	0.2%	0.2%	0.0%	0.0%	13.9%	1	66

District 5

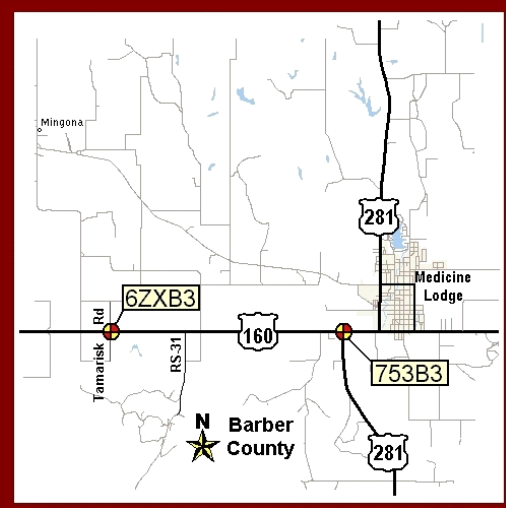
2009 Vehicle Classification Summary

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			
Sedgwick 9HFNE3	C-6350 (MAPLE) MAMIE LA	MAPLE ST E OF MAMIE LA, IN WICHITA	16	61	9,606	3,487	20	179	12	12	28	5	1	0	1	0	256	13,409	V
			1.00	0.5%	71.6%	26.0%	0.1%	1.3%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	1
Sedgwick 9PILT5	C-6351 (GOLD ST) 35th ST	GOLD ST S OF 35th ST, IN WICHITA	14	3	1,741	469	2	31	3	0	3	0	0	0	0	1	40	2,252	V
			1.00	0.1%	77.3%	20.8%	0.1%	1.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	1
Sedgwick 9POOA5	C-6401 (MOSLEY AVE) 16th ST	MOSLEY AVE S OF 16th ST, IN WICHITA	16	19	2,090	1,079	29	106	58	11	33	92	2	0	0	0	330	3,517	V
			0.94	0.5%	59.4%	30.7%	0.8%	3.0%	1.6%	0.3%	0.9%	2.6%	0.0%	0.0%	0.0%	0.0%	9.4%	1	72
Sedgwick 9QXLY3	C-6290 (31st) PATTIE	31st ST E OF PATTIE, IN WICHITA	17	2	526	145	0	8	1	0	0	0	0	0	0	1	9	681	V
			1.00	0.2%	77.2%	21.2%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.3%	1	74
Sedgwick 9ROO75	C-6475 (HILLSIDE ST) 15th	HILLSIDE S OF 15th ST, IN WICHITA	14	55	13,741	2,066	68	103	19	7	13	16	4	0	0	0	227	16,088	V
			1.00	0.3%	85.4%	12.8%	0.4%	0.6%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	1.4%	1	76
Sedgwick 9T3LO7	I-35 K-15	I-35 (KTA) SW OF K-15, IN WICHITA	11	77	7,292	2,812	21	85	110	12	202	1,503	16	112	57	126	2,243	12,424	V
			0.80	0.6%	58.7%	22.6%	0.2%	0.7%	0.9%	0.1%	1.6%	12.1%	0.1%	0.9%	0.5%	1.0%	18.1%	1	78
Stafford 6ULWT1	US-281 MCS-9306 (20th)	US-281 N OF MCS-9306, 2 MI N OF US-50	2	16	1,852	591	12	81	153	15	10	285	25	7	0	0	587	3,044	V
			0.84	0.5%	60.8%	19.4%	0.4%	2.7%	5.0%	0.5%	0.3%	9.4%	0.8%	0.2%	0.0%	0.0%	19.3%	1	80
Stafford 6UOVZ5	US-281 US-50	US-281 S OF US-50, S OF ST JOHN	2	18	711	585	1	21	30	5	29	134	18	3	1	6	246	1,559	V
			0.84	1.1%	45.6%	37.5%	0.0%	1.3%	1.9%	0.3%	1.8%	8.6%	1.2%	0.2%	0.1%	0.4%	15.7%	1	82
Sumner 9MCEN5	US-81 RS-641	US-81 S OF RS-641, 3 MI W OF I-35	6	9	1,698	689	0	40	20	5	27	310	15	3	0	1	418	2,813	V
			0.84	0.3%	60.3%	24.5%	0.0%	1.4%	0.7%	0.2%	1.0%	11.0%	0.5%	0.1%	0.0%	0.0%	14.9%	1	84
Sumner 9WUEO7	K-55 RS-160 (ROCK RD)	K-55 W OF RS-160, E OF BELLE PLAINE	6	3	477	264	0	20	3	1	12	25	1	1	0	0	61	804	V
			0.94	0.3%	59.3%	32.8%	0.0%	2.4%	0.3%	0.1%	1.5%	3.0%	0.1%	0.1%	0.0%	0.0%	7.5%	1	86

24 Hour Classification Summary

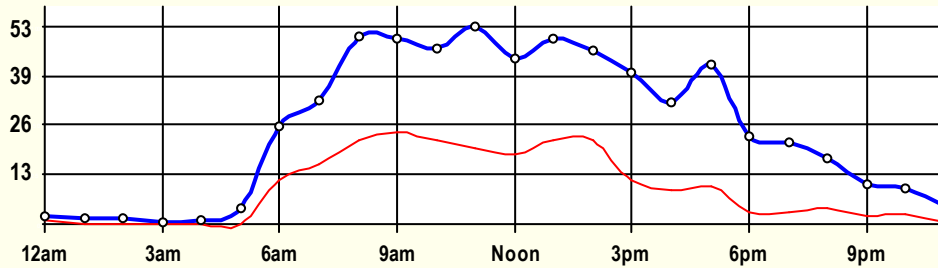
CLASSIFICATION										CLASSIFICATION				
6ZXB33					WIM Collected									
FC 6		Dist 5			Barber County									
Route: US-160								East Leg						
XRoute: TAMARISK RD														
US-160 E OF TAMARISK RD, 4 MI W OF US-281														
Peak-Hour Traffic														
All Traffic		53			11am									
Private		33			11am									
Commercial		25			9am									
July 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	1	0	0	0	0	0	0	1	0	0	0	0
1	1.5	0	0.5	1	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	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5	4.5	0	3.5	1	0	0	0	0	0	0	0	0	0	0
6	26	0	4.5	10	0.5	1	0	0	0	8	2	0	0	0
7	33	0	9	8	0	4	2	0	0	4	6	0	0	0
8	50	1	13.5	13.5	0	2	1	1.5	0.5	11	6	0	0	0
9	49.5	0	10.5	14.5	0	2.5	2	0.5	0.5	12.5	6.5	0	0	0
10	46.5	0.5	11	13	0	2	1	0.5	0	9.5	9	0	0	0
11	52.5	0.5	15	17	0	2.5	1	0.5	0	10.5	5.5	0	0	0
12	44	0.5	13.5	11.5	0	2.5	0.5	0	0	7	8.5	0	0	0
13	49.5	0.5	10	16.5	0.5	3	2	0	1	10.5	5.5	0	0	0
14	46	0	9.5	14	0	2	3.5	0	0	12.5	4.5	0	0	0
15	40.5	0	14.5	14.5	0	1	1	0.5	0	5	4	0	0	0
16	32.5	2	10	11.5	0.5	2	0	0	0.5	6	0	0	0	0
17	42.5	1.5	18.5	12.5	0	0.5	0.5	0.5	0	5	3.5	0	0	0
18	23.5	1	10	9.5	0	0	1.5	0	0	1.5	0	0	0	0
19	21.5	0.5	7	11	0	0.5	0	0	0.5	1.5	0.5	0	0	0
20	17.5	0	6	7	0	1	0.5	0	0	2.5	0.5	0	0	0
21	10.5	0	4	4.5	0	1	0	0.5	0	0.5	0	0	0	0
22	9.5	0	2	5	0	0	0	0	0	1	1.5	0	0	0
23	5	0	2	2.5	0	0	0	0	0	0.5	0	0	0	0
ADT	611	8	177	199.5	1.5	27.5	16.5	4.5	3	110	63.5	0	0	0
AF	0.66	1.3%	29.0%	32.7%	0.2%	4.5%	2.7%	0.7%	0.5%	18.0%	10.4%	0.0%	0.0%	0.0%
SITE TRAFFIC		384.5 Private			50 Single Unit 8.2%					176.5 Combination Unit 28.9%				
		62.9% Unit			226.5 Commercial Unit 37.1%									



6ZXB33

Classification Summary

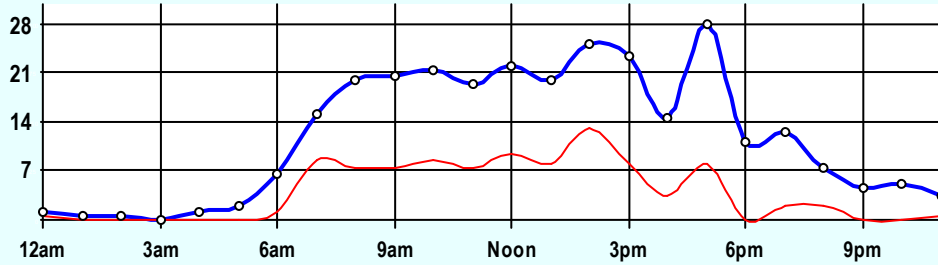
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
611	11am	53
385	Private	33
227	Commercial	20
K-Factor	EB	WB
0.05	20	33

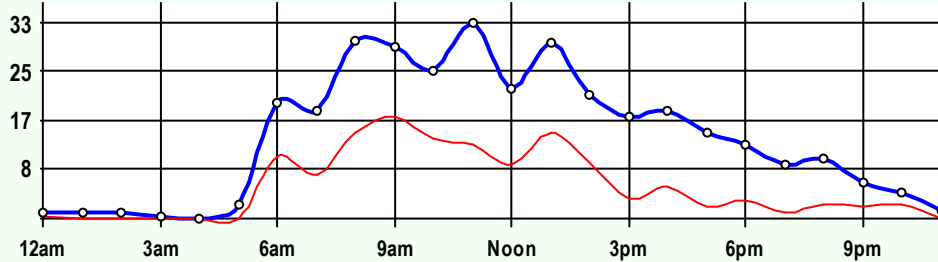
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
611	8	177	200	2	28	17	5	3	110	64	0	0	0
Axle Factor	1.3%	29.0%	32.7%	0.2%	4.5%	2.7%	0.7%	0.5%	18.0%	10.4%	0.0%	0.0%	0.0%
0.66	385 Private-Unit 62.9%			50 Single-Unit 8.2%				177 Combination-Unit 28.9%					
	227 Commercial-Unit 37.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
285	5pm	28
190	Private	20
96	Commercial	8
K-Factor		
0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
285	3	93	94	1	3	6	1	2	32	52	0	0	0
Axle Factor	0.9%	32.6%	33.0%	0.4%	1.1%	2.1%	0.2%	0.5%	11.2%	18.1%	0.0%	0.0%	0.0%
0.65	190 Private-Unit 66.5%			11 Single-Unit 3.7%				85 Combination-Unit 29.8%					
	96 Commercial-Unit 33.5%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
326	11am	33
195	Private	21
131	Commercial	13
K-Factor		
0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
326	6	84	106	1	25	11	4	2	78	12	0	0	0
Axle Factor	1.7%	25.8%	32.4%	0.2%	7.5%	3.2%	1.2%	0.5%	23.9%	3.7%	0.0%	0.0%	0.0%
0.68	195 Private-Unit 59.8%			40 Single-Unit 12.1%				92 Combination-Unit 28.1%					
	131 Commercial-Unit 40.2%												

SITE INFORMATION

6ZXB33	Event No: 7592	Dist 5	Barber County
East Leg	Route: US-160		
	X-Route: TAMARISK RD		
Location	US-160 E OF TAMARISK RD, 4 MI W OF US-281		
Site Info	Regular, State-Sys, Route-Class D		
Event Info	WIM Collected		
History	07/06;08/03;07/00;06/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	07/06/09 14:00	07/08 13:00
71	48	07/06/09 14:00	07/08 13:00

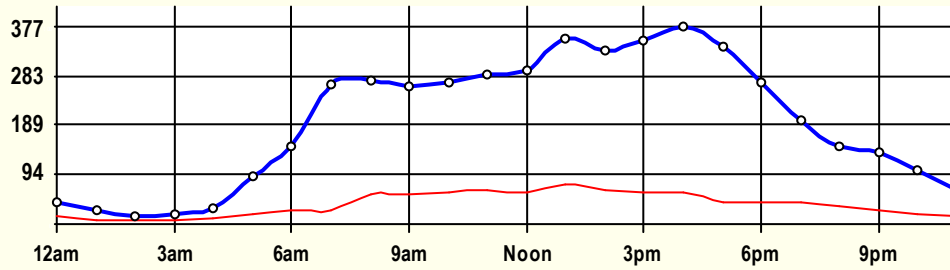
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
6KY6W6														
FC 2		Dist 5		Barton County										
Route: US-56								South-West Leg						
XRoute: RS-41														
US-56 SW OF RS-41, SW OF GREAT BEND														
Peak-Hour Traffic														
All Traffic		377		4pm										
Private		316		4pm										
Commercial		76		1pm										
<div style="display: flex; justify-content: space-between;"> July 2009 48 Hr Survey </div>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	40.5	0	20	7	0	0	1	0	0.5	11.5	0.5	0	0	0
1	27.5	0.5	13.5	6	0	0	0	0	0.5	7	0	0	0	0
2	14	0	4	0.5	0	0.5	0	0	0.5	7.5	0	1	0	0
3	18	0.5	7.5	3.5	0	0	1	0	0.5	4	0	1	0	0
4	30	1	14	5	0	1	0	0	2.5	5	0.5	1	0	0
5	89.5	0	47	22.5	0	0	1	0	2.5	10.5	3.5	2.5	0	0
6	149	1	80	43	0	4	1	0.5	2	14.5	1.5	1.5	0	0
7	266	0	157	83.5	0	2	0.5	0	4	17	0	1.5	0	0.5
8	273.5	2	130	83	0	2	12.5	2	7.5	30.5	1.5	2	0	0.5
9	263.5	1	129.5	76	0	4.5	14	0.5	4.5	27.5	4	1.5	0	0.5
10	269.5	2	135.5	72	0	3	13	0	4	34.5	1	2.5	1	1
11	286.5	2	142.5	78.5	0	4	7.5	0.5	5.5	39	4.5	1.5	0.5	0.5
12	291.5	4.5	153	73	1	5.5	3.5	0.5	4.5	36.5	7.5	1	0.5	0.5
13	352	0.5	175	100.5	0	5.5	5	0	5	51	8	0	0	1.5
14	331	1.5	174.5	90.5	0	3.5	5.5	1.5	4.5	42	5	2	0.5	0
15	348.5	1.5	194	92.5	0	5.5	5.5	0.5	7	31.5	7.5	2	0	1
16	377	2.5	214.5	99	0	3	3.5	0.5	6.5	41.5	3.5	1	0.5	1
17	340	2	203.5	92.5	0	1.5	3	0.5	1.5	28	6	0	0	1.5
18	271	4	151.5	73.5	0	2.5	2	0.5	4.5	27	3.5	0.5	0	1.5
19	199	5	114	39.5	0	1.5	2.5	0	1.5	30	4	1	0	0
20	147	2	84.5	27.5	0	0.5	0.5	0.5	0.5	25.5	4	0.5	0.5	0.5
21	137.5	3	81.5	27.5	0	1.5	0.5	0	1	19.5	1	1.5	0.5	0
22	103	3	60.5	21.5	0	0.5	1.5	0	1.5	13.5	0.5	0.5	0	0
23	63.5	2.5	36	8.5	0	0	0	0	1	13.5	1	1	0	0
ADT	4,689	42	2,523	1,226.5	1	52	84.5	8	73.5	568	68.5	27	4	10.5
AF	0.80	0.9%	53.8%	26.2%	0.0%	1.1%	1.8%	0.2%	1.6%	12.1%	1.5%	0.6%	0.1%	0.2%
SITE TRAFFIC		3,791.5 Private Unit 80.9%			145.5 Single Unit 3.1%					751.5 Combination Unit 16.0%				
		897 Commercial Unit 19.1%												

6KY6W6

Classification Summary

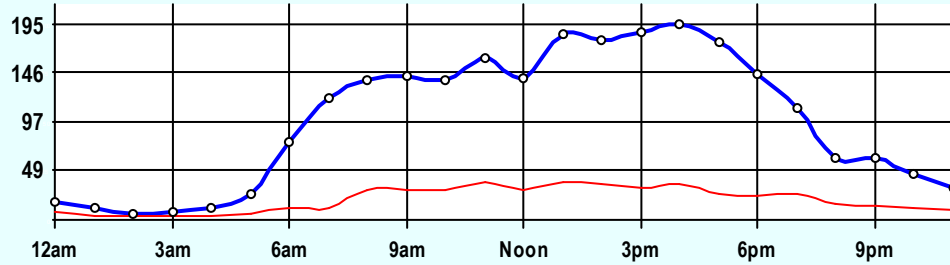
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,689	4pm	377
3,792	Private	316
897	Commercial	61
K-Factor 0.04	NEB	SWB
	194	182

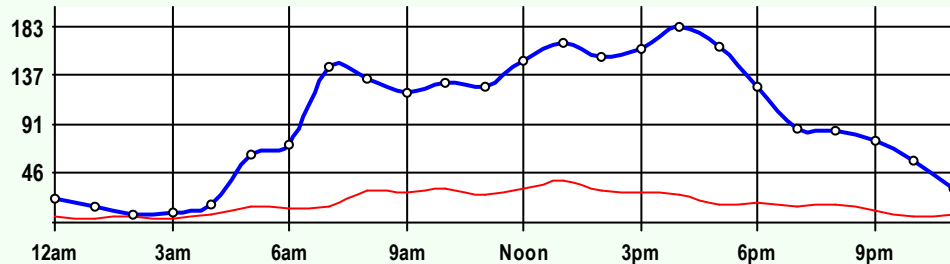
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,689	42	2,523	1,227	1	52	85	8	74	568	69	27	4	11
Axle Factor 0.80	3,792 Private-Unit 80.9%			146 Single-Unit 3.1%			752 Combination-Unit 16.0%						
	897 Commercial-Unit 19.1%												



NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,380	4pm	195
1,910	Private	160
470	Commercial	35
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,380	23	1,267	621	0	26	41	5	37	316	30	11	2	4
Axle Factor 0.79	1,910 Private-Unit 80.3%			71 Single-Unit 3.0%			399 Combination-Unit 16.7%						
	470 Commercial-Unit 19.7%												



SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,309	4pm	183
1,882	Private	157
428	Commercial	26
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,309	20	1,257	606	1	27	44	4	37	253	39	17	2	7
Axle Factor 0.80	1,882 Private-Unit 81.5%			75 Single-Unit 3.2%			353 Combination-Unit 15.3%						
	428 Commercial-Unit 18.5%												

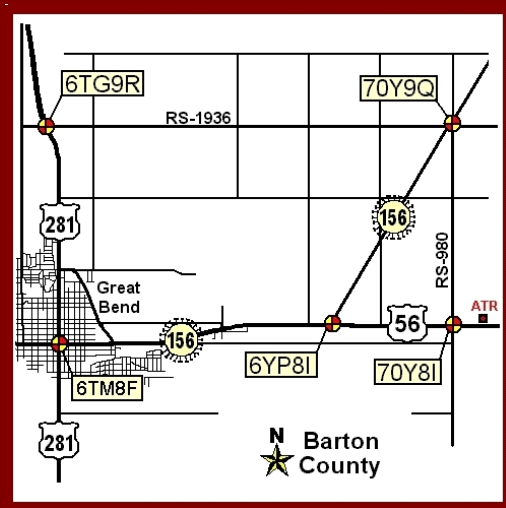
SITE INFORMATION

6KY6W6	Event No: 7488	Dist 5	Barton County
South-West Leg	Route: US-56		
	X-Route: RS-41		
Location	US-56 SW OF RS-41, SW OF GREAT BEND		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	03/05;07/02		
Comment			

Lane	Hrs	Start Hour	Last Hour
21	48	07/13/09 15:00	07/15 14:00
61	48	07/13/09 15:00	07/15 14:00

24 Hour Classification Summary

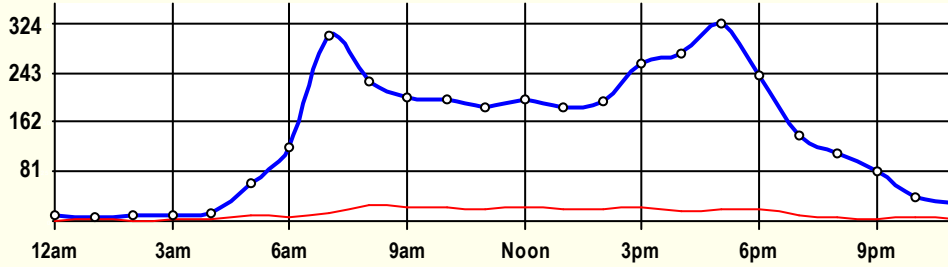
CLASSIFICATION										CLASSIFICATION				
6TG9R8														
FC 6		Dist 5		Barton County										
Route: US-281								North-West						
XRoute: RS-1936								Leg						
US-281 NW OF RS-1936, N OF GREAT BEND														
Peak-Hour Traffic														
All Traffic		324		5pm										
Private		306		5pm										
Commercial		26		8am										
October 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	9.5	0	7	1.5	0	0	0	0	0.5	0.5	0	0	0	0
1	8	0	4.5	1.5	0	0	0	0	0.5	1.5	0	0	0	0
2	8.5	0	6.5	1	0	0	0	0	0.5	0.5	0	0	0	0
3	8.5	0	4	2	0	1.5	0.5	0	0.5	0	0	0	0	0
4	12.5	0	7.5	2.5	0	0.5	0	0	0	2	0	0	0	0
5	61	0	34	18	0	1	1	0	0.5	5	1	0.5	0	0
6	120.5	0	58.5	55	0	1	0.5	0	1.5	4	0	0	0	0
7	303	1	200	90	0	4.5	1.5	0	1	5	0	0	0	0
8	227.5	0	126.5	75.5	0.5	4.5	2	0	5	12.5	0.5	0.5	0	0
9	204	0	110.5	71.5	0	5	4	0	3.5	7	1	1.5	0	0
10	200	1.5	106	69.5	0	1.5	0.5	1	4.5	15	0.5	0	0	0
11	187	0.5	103	62.5	0.5	4	2.5	0	5.5	7	1	0.5	0	0
12	199	1	112	64.5	0	2	1	0.5	7.5	9.5	1	0	0	0
13	186	0.5	96.5	69.5	0	3.5	1.5	0	3	11	0.5	0	0	0
14	195.5	0.5	114	61	0	3	1.5	0.5	5.5	7.5	1.5	0.5	0	0
15	259	1	157	79	0	3	1.5	0.5	8	8.5	0	0.5	0	0
16	274	0	172	84.5	0	4	1.5	0	4	6	1	1	0	0
17	323.5	0	217	88.5	0	1.5	2.5	0	6.5	6.5	0	0.5	0	0.5
18	238	0	148	71.5	0	1	2	0	5	9.5	1	0	0	0
19	139	0	83.5	46.5	0	0	0	0	1	7	1	0	0	0
20	111	0.5	68	36.5	0	1	0.5	0	1	3	0	0	0.5	0
21	81.5	0.5	64	14	0	0	0	0	1	2	0	0	0	0
22	38.5	0	24.5	8.5	0	0.5	0	0	1	3	0.5	0.5	0	0
23	28	0	20	6	0	0	0	0	0	1.5	0	0	0	0.5
ADT	3,423	7	2,044.5	1,080.5	1	43	24.5	2.5	67	135	10.5	6	0.5	1
AF	0.91	0.2%	59.7%	31.6%	0.0%	1.3%	0.7%	0.1%	2.0%	3.9%	0.3%	0.2%	0.0%	0.0%
SITE TRAFFIC		3,132 Private Unit 91.5%			71 Single Unit 2.1%				220 Combination Unit 6.4%					
		291 Commercial Unit 8.5%												



6TG9R8

Classification Summary

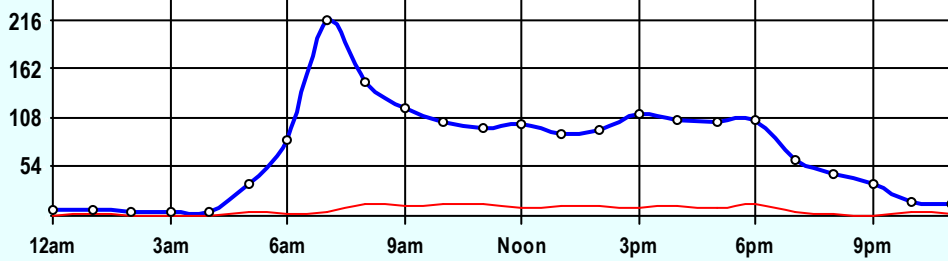
October 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,423	5pm	324
3,132	Private	306
291	Commercial	18
K-Factor 0.06	SEB	NWB
	103	220

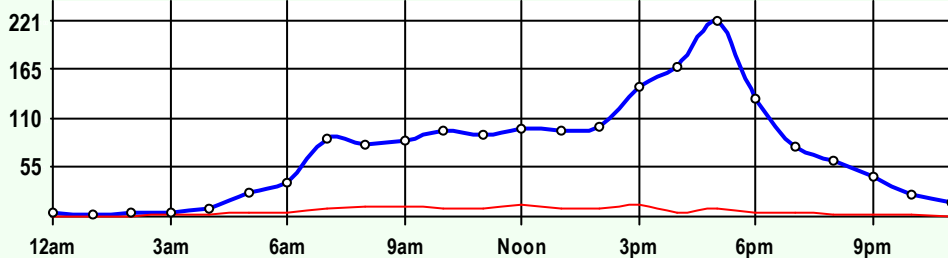
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13			
3,423	7	2,045	1,081	1	43	25	3	67	135	11	6	1	1			
Axle Factor 0.91	0.2%		59.7%		31.6%		0.0%		1.3%		0.7%		0.1%			
	3,132 Private-Unit			71 Single-Unit				2.1%			220 Combination-Unit				6.4%	
	91.5%			291 Commercial-Unit										8.5%		



SEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,709	7am	216
1,557	Private	212
152	Commercial	4
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13			
1,709	3	1,012	543	1	22	13	3	21	83	7	2	1	1			
Axle Factor 0.91	0.1%		59.2%		31.7%		0.1%		1.3%		0.8%		0.1%			
	1,557 Private-Unit			38 Single-Unit				2.2%			114 Combination-Unit				6.7%	
	91.1%			152 Commercial-Unit										8.9%		



NWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,714	5pm	221
1,575	Private	212
139	Commercial	9
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13			
1,714	5	1,033	538	0	22	12	0	46	52	4	4	0	1			
Axle Factor 0.92	0.3%		60.2%		31.4%		0.0%		1.3%		0.7%		0.0%			
	1,575 Private-Unit			33 Single-Unit				1.9%			106 Combination-Unit				6.2%	
	91.9%			139 Commercial-Unit										8.1%		

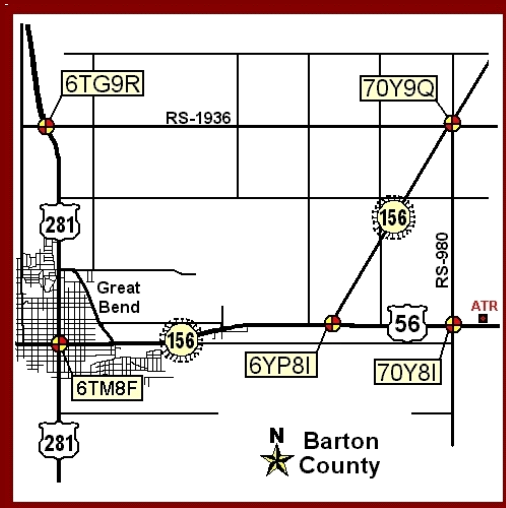
SITE INFORMATION

6TG9R8	Event No: 7545	Dist 5	Barton County
North-West Leg	Route: US-281		
	X-Route: RS-1936		
Location	US-281 NW OF RS-1936, N OF GREAT BEND		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	05/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
41	48	10/05/09 13:00	10/07 12:00
81	48	10/05/09 13:00	10/07 12:00

24 Hour Classification Summary

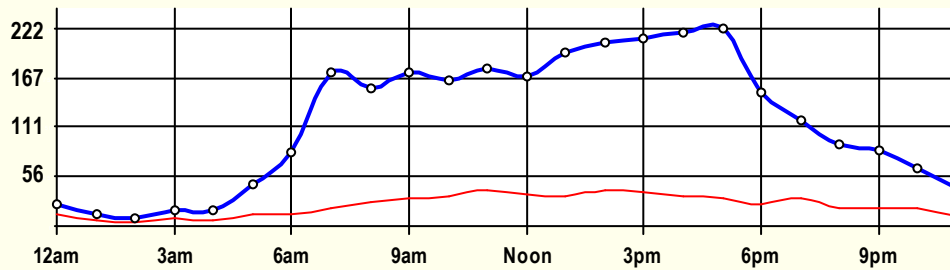
CLASSIFICATION					CLASSIFICATION										
70Y9Q2															
FC 2	Dist 5		Barton County												
Route: K-156				North-East Leg											
XRoute: RS-980															
K-156 NE OF RS-980, 2.25 MI NE OF US-56															
Peak-Hour Traffic															
All Traffic		222	5pm												
Private		192	5pm												
Commercial		41	11am												
July 2009					48 Hr Survey										
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	25	0	8	3	0	0	1	0	1	11	0.5	0.5	0	0	
1	13	0	4	2.5	0	0	0	0	0	5.5	0	1	0	0	
2	8	0	3.5	1	0	0	0	0	0	3.5	0	0	0	0	
3	17.5	0.5	7.5	1.5	0	0.5	0.5	0	0	4	0	3	0	0	
4	18	1	5.5	4.5	0	0.5	0	0	1	3.5	0	2	0	0	
5	46.5	0	21	12	0	0	0	0	1.5	8.5	0	3.5	0	0	
6	84	0.5	43	26	0	0	1.5	0	0	10.5	0.5	2	0	0	
7	172	0.5	110	42	0	2.5	1	0.5	2	9	0.5	3	1	0	
8	154	0	82	45	0	2	2	0	2.5	17.5	1.5	1	0.5	0	
9	171.5	1	92.5	46.5	0	3.5	3	0.5	2.5	20	2	0	0	0	
10	164.5	1	80	50	0	2	2.5	0.5	3	22	2	1	0	0.5	
11	176.5	2	93.5	40	0	2.5	2.5	1	3.5	28	2.5	0	0.5	0.5	
12	169	0.5	92	41.5	0.5	2	1.5	0.5	5.5	21.5	3.5	0	0	0	
13	195.5	1	103	57	0	2	4	0.5	2.5	21	3	1	0.5	0	
14	205.5	1	106.5	58	0	2	1.5	0.5	1	31.5	3	0.5	0	0	
15	211	2	117.5	54.5	0	3.5	2	0	3	25	3.5	0	0	0	
16	216.5	2	127	53.5	0	4	3	0.5	4	20	1	1.5	0	0	
17	222	1	139	51.5	0	1	2.5	1	3	18.5	4	0	0	0.5	
18	149.5	1.5	85.5	38	0	1.5	0.5	1	0.5	20	0.5	0	0.5	0	
19	119.5	1	64.5	22.5	0	0	2	0	1.5	24	3	1	0	0	
20	91	0.5	52.5	17	0	0.5	0.5	0	0.5	17	2	0.5	0	0	
21	85.5	1	44	20.5	0	0.5	0.5	0	0.5	17	0.5	1	0	0	
22	65	1.5	34	10	0	0	1	0	1	15	0.5	1	1	0	
23	41.5	0.5	24	6.5	0	0	0	0	0.5	9	0.5	0.5	0	0	
ADT	2,822	20	1,540	704.5	0.5	30.5	33	6.5	40.5	382.5	34.5	24	4	1.5	
AF	0.79	0.7%	54.6%	25.0%	0.0%	1.1%	1.2%	0.2%	1.4%	13.6%	1.2%	0.9%	0.1%	0.1%	
SITE TRAFFIC		2,264.5 Private Unit 80.2%			70.5 Single Unit 2.5%					487 Combination Unit 17.3%					
		557.5 Commercial Unit 19.8%													



70Y9Q2

Classification Summary

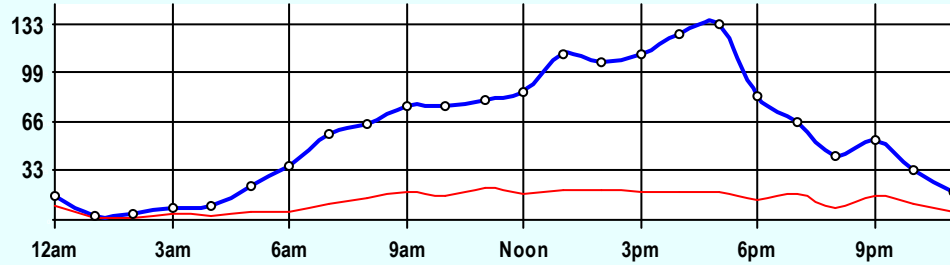
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,822	5pm	222
2,265	Private	192
558	Commercial	31
K-Factor 0.05	NEB	SWB
	132	90

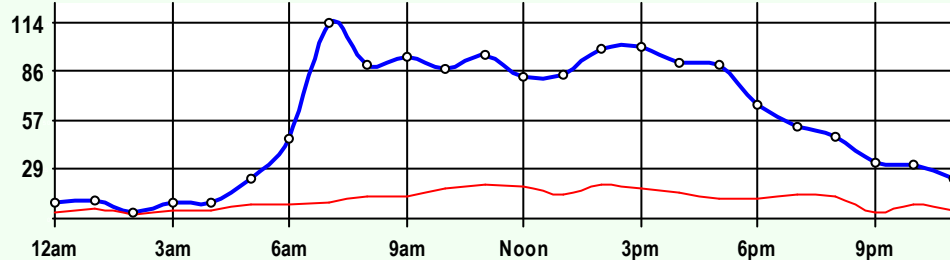
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,822	20	1,540	705	1	31	33	7	41	383	35	24	4	2
Axle Factor 0.79	0.7% 54.6% 25.0%			0.0% 1.1% 1.2%			0.2% 1.4%			13.6% 1.2% 0.9% 0.1% 0.1%			
	2,265 Private-Unit 80.2%			71 Single-Unit 2.5%			487 Combination-Unit 17.3%						
	558 Commercial-Unit 19.8%												



NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,434	5pm	133
1,137	Private	114
297	Commercial	19
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,434	13	760	364	0	15	19	5	24	206	17	9	3	1
Axle Factor 0.78	0.9% 53.0% 25.4%			0.0% 1.0% 1.3%			0.3% 1.7%			14.4% 1.2% 0.6% 0.2% 0.0%			
	1,137 Private-Unit 79.3%			38 Single-Unit 2.7%			259 Combination-Unit 18.1%						
	297 Commercial-Unit 20.7%												



SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,389	7am	114
1,128	Private	105
261	Commercial	9
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,389	8	780	341	1	16	14	2	17	177	18	15	2	1
Axle Factor 0.80	0.5% 56.2% 24.5%			0.0% 1.2% 1.0%			0.1% 1.2%			12.7% 1.3% 1.1% 0.1% 0.1%			
	1,128 Private-Unit 81.2%			33 Single-Unit 2.3%			228 Combination-Unit 16.4%						
	261 Commercial-Unit 18.8%												

SITE INFORMATION

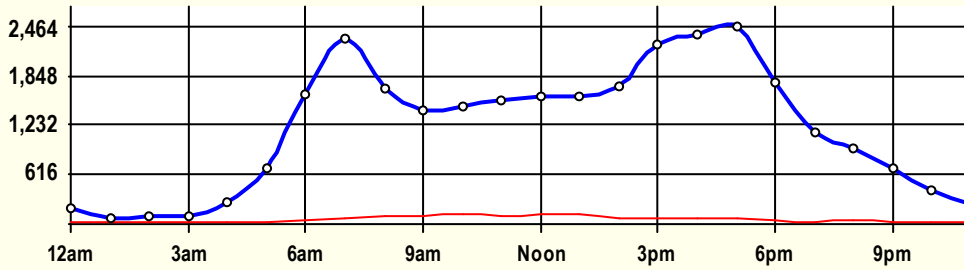
70Y9Q2	Event No: 7489	Dist 5	Barton County
North-East Leg	Route: K-156		
	X-Route: RS-980		
Location	K-156 NE OF RS-980, 2.25 MI NE OF US-56		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	07/06;04/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
21	48	07/13/09 17:00	07/15 16:00
61	48	07/13/09 17:00	07/15 16:00

24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Hr</th> <th>Vol</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> </tr> </thead> <tbody> <tr><td>0</td><td>186.5</td><td>0.5</td><td>130.5</td><td>33.5</td><td>0</td><td>1</td><td>0.5</td><td>0</td><td>0</td><td>16</td><td>0.5</td><td>3.5</td><td>0</td><td>0.5</td></tr> <tr><td>1</td><td>86</td><td>0</td><td>50</td><td>18.5</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0.5</td><td>12.5</td><td>1</td><td>1.5</td><td>1</td><td>0</td></tr> <tr><td>2</td><td>98.5</td><td>1.5</td><td>56.5</td><td>22.5</td><td>0</td><td>2</td><td>0.5</td><td>0</td><td>1</td><td>13</td><td>0</td><td>1</td><td>0.5</td><td>0</td></tr> <tr><td>3</td><td>97.5</td><td>0</td><td>58</td><td>21</td><td>0</td><td>1</td><td>0.5</td><td>0</td><td>0.5</td><td>13.5</td><td>0</td><td>2.5</td><td>0.5</td><td>0</td></tr> <tr><td>4</td><td>276</td><td>0</td><td>172.5</td><td>81.5</td><td>0</td><td>0.5</td><td>0</td><td>0</td><td>4</td><td>17</td><td>0</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>5</td><td>699</td><td>2</td><td>453</td><td>211.5</td><td>0</td><td>2.5</td><td>1.5</td><td>0.5</td><td>4</td><td>20.5</td><td>0</td><td>3.5</td><td>0</td><td>0</td></tr> <tr><td>6</td><td>1,606.5</td><td>0.5</td><td>1,055.5</td><td>488.5</td><td>0</td><td>8.5</td><td>2.5</td><td>0</td><td>7.5</td><td>39</td><td>1.5</td><td>1.5</td><td>1.5</td><td>0</td></tr> <tr><td>7</td><td>2,323</td><td>2</td><td>1,676</td><td>558</td><td>0</td><td>12</td><td>7</td><td>2</td><td>9.5</td><td>52</td><td>0.5</td><td>3</td><td>1</td><td>0</td></tr> <tr><td>8</td><td>1,692</td><td>1</td><td>1,147.5</td><td>444.5</td><td>0</td><td>19.5</td><td>11</td><td>2.5</td><td>9</td><td>54.5</td><td>0.5</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>9</td><td>1,413</td><td>0.5</td><td>929.5</td><td>386</td><td>1</td><td>13</td><td>4</td><td>1.5</td><td>6.5</td><td>66</td><td>1.5</td><td>3.5</td><td>0</td><td>0</td></tr> <tr><td>10</td><td>1,471</td><td>1.5</td><td>946.5</td><td>408</td><td>0</td><td>20.5</td><td>7</td><td>2.5</td><td>10.5</td><td>70.5</td><td>1.5</td><td>2</td><td>0</td><td>0.5</td></tr> <tr><td>11</td><td>1,549</td><td>1.5</td><td>1,005</td><td>439</td><td>0</td><td>15.5</td><td>9.5</td><td>1.5</td><td>7.5</td><td>65</td><td>3</td><td>1</td><td>0</td><td>0.5</td></tr> <tr><td>12</td><td>1,582.5</td><td>1</td><td>1,034</td><td>430.5</td><td>0.5</td><td>20</td><td>10</td><td>2</td><td>9.5</td><td>70.5</td><td>3</td><td>1</td><td>0</td><td>0.5</td></tr> <tr><td>13</td><td>1,602.5</td><td>2.5</td><td>1,061</td><td>424</td><td>0</td><td>16.5</td><td>12</td><td>3</td><td>11.5</td><td>67</td><td>1</td><td>2</td><td>0.5</td><td>1.5</td></tr> <tr><td>14</td><td>1,719</td><td>4</td><td>1,158.5</td><td>471</td><td>1</td><td>14</td><td>9</td><td>0.5</td><td>6</td><td>52</td><td>1</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>15</td><td>2,241.5</td><td>2</td><td>1,558.5</td><td>605</td><td>0</td><td>13</td><td>4.5</td><td>1</td><td>12</td><td>42.5</td><td>1.5</td><td>1.5</td><td>0</td><td>0</td></tr> <tr><td>16</td><td>2,358</td><td>2</td><td>1,685.5</td><td>607.5</td><td>0</td><td>11.5</td><td>3.5</td><td>0.5</td><td>9.5</td><td>35.5</td><td>1</td><td>0.5</td><td>0</td><td>1</td></tr> <tr><td>17</td><td>2,464</td><td>1.5</td><td>1,804</td><td>595.5</td><td>0</td><td>3.5</td><td>2</td><td>0</td><td>8.5</td><td>44.5</td><td>2.5</td><td>2</td><td>0</td><td>0</td></tr> <tr><td>18</td><td>1,762</td><td>4</td><td>1,329</td><td>384</td><td>0</td><td>3.5</td><td>3</td><td>1</td><td>3.5</td><td>33</td><td>1</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>19</td><td>1,145</td><td>1</td><td>847.5</td><td>263</td><td>0</td><td>4</td><td>0.5</td><td>1</td><td>1.5</td><td>26</td><td>0</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>20</td><td>946</td><td>1</td><td>710.5</td><td>192.5</td><td>0</td><td>3.5</td><td>2</td><td>1</td><td>1</td><td>27</td><td>0.5</td><td>5.5</td><td>1.5</td><td>0</td></tr> <tr><td>21</td><td>684.5</td><td>1.5</td><td>535.5</td><td>115.5</td><td>0</td><td>1</td><td>0.5</td><td>0</td><td>0</td><td>28.5</td><td>0</td><td>2</td><td>0</td><td>0</td></tr> <tr><td>22</td><td>422</td><td>0</td><td>312.5</td><td>78.5</td><td>0.5</td><td>2</td><td>0</td><td>0.5</td><td>0</td><td>25</td><td>0</td><td>3</td><td>0</td><td>0</td></tr> <tr><td>23</td><td>252.5</td><td>0</td><td>188.5</td><td>45.5</td><td>0</td><td>0.5</td><td>1</td><td>0</td><td>1.5</td><td>13</td><td>0</td><td>2.5</td><td>0</td><td>0</td></tr> <tr><td>ADT</td><td>28,678</td><td>31.5</td><td>19,905.5</td><td>7,325</td><td>3</td><td>190</td><td>92</td><td>21</td><td>125</td><td>904</td><td>21.5</td><td>46</td><td>6.5</td><td>6.5</td></tr> <tr><td>AF</td><td>0.94</td><td>0.1%</td><td>69.4%</td><td>25.5%</td><td>0.0%</td><td>0.7%</td><td>0.3%</td><td>0.1%</td><td>0.4%</td><td>3.2%</td><td>0.1%</td><td>0.2%</td><td>0.0%</td><td>0.0%</td></tr> <tr> <td colspan="2" style="text-align: center;">SITE TRAFFIC</td> <td colspan="3">27,262 Private Unit 95.1%</td> <td colspan="5">306 Single Unit 1.1%</td> <td colspan="5">1,109.5 Combination Unit 3.9%</td> </tr> <tr> <td colspan="2"></td> <td colspan="13" style="text-align: center;">1,415.5 Commercial Unit 4.9%</td> </tr> </tbody> </table>															Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	0	186.5	0.5	130.5	33.5	0	1	0.5	0	0	16	0.5	3.5	0	0.5	1	86	0	50	18.5	0	1	0	0	0.5	12.5	1	1.5	1	0	2	98.5	1.5	56.5	22.5	0	2	0.5	0	1	13	0	1	0.5	0	3	97.5	0	58	21	0	1	0.5	0	0.5	13.5	0	2.5	0.5	0	4	276	0	172.5	81.5	0	0.5	0	0	4	17	0	0.5	0	0	5	699	2	453	211.5	0	2.5	1.5	0.5	4	20.5	0	3.5	0	0	6	1,606.5	0.5	1,055.5	488.5	0	8.5	2.5	0	7.5	39	1.5	1.5	1.5	0	7	2,323	2	1,676	558	0	12	7	2	9.5	52	0.5	3	1	0	8	1,692	1	1,147.5	444.5	0	19.5	11	2.5	9	54.5	0.5	1	0	1	9	1,413	0.5	929.5	386	1	13	4	1.5	6.5	66	1.5	3.5	0	0	10	1,471	1.5	946.5	408	0	20.5	7	2.5	10.5	70.5	1.5	2	0	0.5	11	1,549	1.5	1,005	439	0	15.5	9.5	1.5	7.5	65	3	1	0	0.5	12	1,582.5	1	1,034	430.5	0.5	20	10	2	9.5	70.5	3	1	0	0.5	13	1,602.5	2.5	1,061	424	0	16.5	12	3	11.5	67	1	2	0.5	1.5	14	1,719	4	1,158.5	471	1	14	9	0.5	6	52	1	1	0	1	15	2,241.5	2	1,558.5	605	0	13	4.5	1	12	42.5	1.5	1.5	0	0	16	2,358	2	1,685.5	607.5	0	11.5	3.5	0.5	9.5	35.5	1	0.5	0	1	17	2,464	1.5	1,804	595.5	0	3.5	2	0	8.5	44.5	2.5	2	0	0	18	1,762	4	1,329	384	0	3.5	3	1	3.5	33	1	0	0	0	19	1,145	1	847.5	263	0	4	0.5	1	1.5	26	0	0.5	0	0	20	946	1	710.5	192.5	0	3.5	2	1	1	27	0.5	5.5	1.5	0	21	684.5	1.5	535.5	115.5	0	1	0.5	0	0	28.5	0	2	0	0	22	422	0	312.5	78.5	0.5	2	0	0.5	0	25	0	3	0	0	23	252.5	0	188.5	45.5	0	0.5	1	0	1.5	13	0	2.5	0	0	ADT	28,678	31.5	19,905.5	7,325	3	190	92	21	125	904	21.5	46	6.5	6.5	AF	0.94	0.1%	69.4%	25.5%	0.0%	0.7%	0.3%	0.1%	0.4%	3.2%	0.1%	0.2%	0.0%	0.0%	SITE TRAFFIC		27,262 Private Unit 95.1%			306 Single Unit 1.1%					1,109.5 Combination Unit 3.9%							1,415.5 Commercial Unit 4.9%												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0	186.5	0.5	130.5	33.5	0	1	0.5	0	0	16	0.5	3.5	0	0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1	86	0	50	18.5	0	1	0	0	0.5	12.5	1	1.5	1	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2	98.5	1.5	56.5	22.5	0	2	0.5	0	1	13	0	1	0.5	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
3	97.5	0	58	21	0	1	0.5	0	0.5	13.5	0	2.5	0.5	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
4	276	0	172.5	81.5	0	0.5	0	0	4	17	0	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
5	699	2	453	211.5	0	2.5	1.5	0.5	4	20.5	0	3.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
6	1,606.5	0.5	1,055.5	488.5	0	8.5	2.5	0	7.5	39	1.5	1.5	1.5	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
7	2,323	2	1,676	558	0	12	7	2	9.5	52	0.5	3	1	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
8	1,692	1	1,147.5	444.5	0	19.5	11	2.5	9	54.5	0.5	1	0	1																																																																																																																																																																																																																																																																																																																																																																																																																																																			
9	1,413	0.5	929.5	386	1	13	4	1.5	6.5	66	1.5	3.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
10	1,471	1.5	946.5	408	0	20.5	7	2.5	10.5	70.5	1.5	2	0	0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
11	1,549	1.5	1,005	439	0	15.5	9.5	1.5	7.5	65	3	1	0	0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
12	1,582.5	1	1,034	430.5	0.5	20	10	2	9.5	70.5	3	1	0	0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
13	1,602.5	2.5	1,061	424	0	16.5	12	3	11.5	67	1	2	0.5	1.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
14	1,719	4	1,158.5	471	1	14	9	0.5	6	52	1	1	0	1																																																																																																																																																																																																																																																																																																																																																																																																																																																			
15	2,241.5	2	1,558.5	605	0	13	4.5	1	12	42.5	1.5	1.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
16	2,358	2	1,685.5	607.5	0	11.5	3.5	0.5	9.5	35.5	1	0.5	0	1																																																																																																																																																																																																																																																																																																																																																																																																																																																			
17	2,464	1.5	1,804	595.5	0	3.5	2	0	8.5	44.5	2.5	2	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
18	1,762	4	1,329	384	0	3.5	3	1	3.5	33	1	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
19	1,145	1	847.5	263	0	4	0.5	1	1.5	26	0	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
20	946	1	710.5	192.5	0	3.5	2	1	1	27	0.5	5.5	1.5	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
21	684.5	1.5	535.5	115.5	0	1	0.5	0	0	28.5	0	2	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
22	422	0	312.5	78.5	0.5	2	0	0.5	0	25	0	3	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
23	252.5	0	188.5	45.5	0	0.5	1	0	1.5	13	0	2.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
ADT	28,678	31.5	19,905.5	7,325	3	190	92	21	125	904	21.5	46	6.5	6.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
AF	0.94	0.1%	69.4%	25.5%	0.0%	0.7%	0.3%	0.1%	0.4%	3.2%	0.1%	0.2%	0.0%	0.0%																																																																																																																																																																																																																																																																																																																																																																																																																																																			
SITE TRAFFIC		27,262 Private Unit 95.1%			306 Single Unit 1.1%					1,109.5 Combination Unit 3.9%																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		1,415.5 Commercial Unit 4.9%																																																																																																																																																																																																																																																																																																																																																																																																																																																															

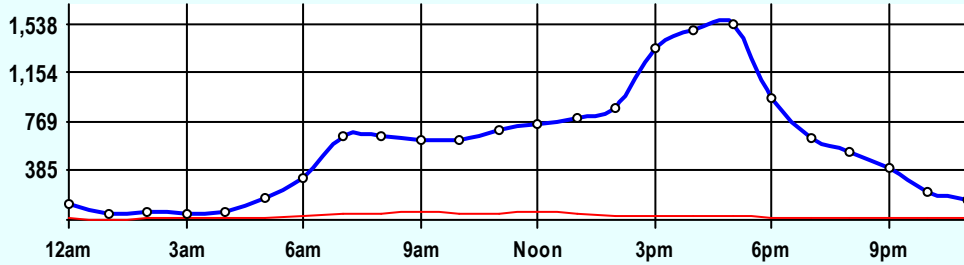




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
28,678	5pm	2,464
27,262	Private	2,401
1,416	Commercial	63
K-Factor 0.05	EB	WB
	1538	926

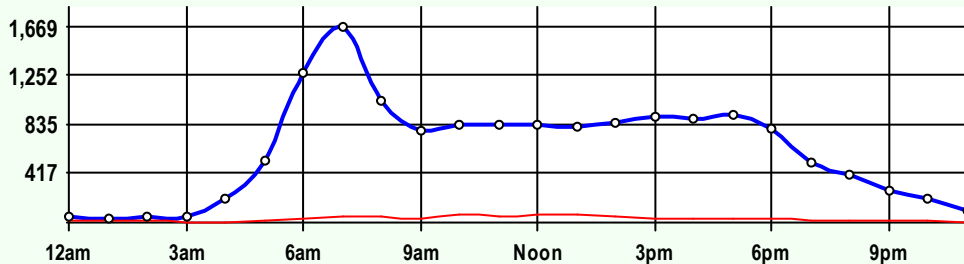
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
28,678	32	19,906	7,325	3	190	92	21	125	904	22	46	7	7
Axle Factor 0.94	27,262 Private-Unit 95.1%			306 Single-Unit 1.1%			1,110 Combination-Unit 3.9%						
	1,416 Commercial-Unit 4.9%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
13,831	5pm	1,538
13,156	Private	1,509
675	Commercial	29
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
13,831	13	9,665	3,479	1	93	48	8	65	418	14	24	3	2
Axle Factor 0.95	13,156 Private-Unit 95.1%			149 Single-Unit 1.1%			526 Combination-Unit 3.8%						
	675 Commercial-Unit 4.9%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
14,847	7am	1,669
14,106	Private	1,627
741	Commercial	43
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
14,847	19	10,241	3,846	3	98	44	13	60	486	8	22	4	5
Axle Factor 0.94	14,106 Private-Unit 95.0%			157 Single-Unit 1.1%			584 Combination-Unit 3.9%						
	741 Commercial-Unit 5.0%												

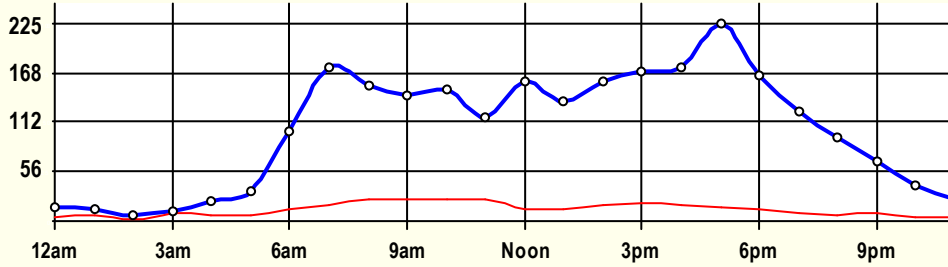
SITE INFORMATION

A3FNJ7	Event No: 7550	Dist 5	Butler County
West Leg	Route: US-54		
	X-Route: RUTH AVE		
Location	US-54 W OF RUTH AVE, IN ANDOVER		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	07/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/12/09 12:00	10/14 11:00
32	48	10/12/09 12:00	10/14 11:00
71	48	10/12/09 12:00	10/14 11:00
72	48	10/12/09 12:00	10/14 11:00

24 Hour Classification Summary

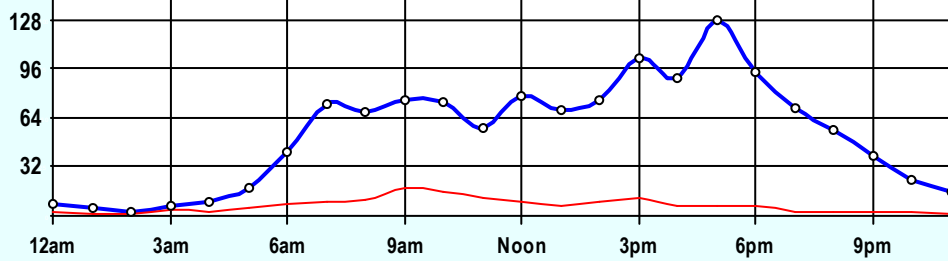
CLASSIFICATION													CLASSIFICATION	
AOUTD5														
FC 2		Dist 5		Butler County										
Route: US-77											South Leg			
XRoute: RS-2141 (EL DORADO ST PK RD)														
US-77 S OF RS-2141, 0.5 MI S OF I-35, N OF ELDORADO														
Peak-Hour Traffic														
All Traffic		225		5pm										
Private		209		5pm										
Commercial		26		9am										
September 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	16	0	7.5	3.5	0	0	0	0	0.5	4.5	0	0	0	0
1	13	0	4.5	2	0	0	0	0	0.5	4	2	0	0	0
2	7.5	0	2.5	2	0	0	0	0	0	2.5	0.5	0	0	0
3	11	0	2.5	0	0	0	0	0	1	6.5	1	0	0	0
4	22.5	0	9.5	6.5	0	0	0	0	0.5	6	0	0	0	0
5	35	0	18	9.5	0	0	0	0	0	6.5	0.5	0	0	0.5
6	102	1	59	28.5	0	4	0	0.5	1.5	7	0.5	0	0	0
7	174.5	2.5	111.5	43	0.5	3.5	1	0	0.5	11.5	0.5	0	0	0
8	153.5	1	83.5	45	0.5	2	4	1	2	14	0.5	0	0	0
9	142	2	61.5	53	0.5	3.5	4.5	0.5	1.5	15	0	0	0	0
10	150	0	75	49.5	0	1.5	3	0	3	16.5	0.5	0	0	1
11	118.5	0	62.5	32	0	1.5	1	0	3.5	16.5	1	0.5	0	0
12	158	2.5	84	57	0	0	1.5	0.5	1.5	11	0	0	0	0
13	135	1	76	44	0	1.5	2	0	1.5	8.5	0.5	0	0	0
14	158	2	86.5	52.5	0	1.5	2	0.5	3.5	9	0.5	0	0	0
15	171	0.5	99	50.5	0	3	2	0	2	12	0.5	1	0	0.5
16	174.5	2	102.5	51.5	0	2	0.5	0.5	3	11.5	1	0	0	0
17	224.5	2	138.5	68.5	1	0	0.5	0	2	11	1	0	0	0
18	166.5	2	106	45	0	1	4	0	2	6.5	0	0	0	0
19	124	2	76	36	0	0	1	0	0.5	8	0	0	0	0.5
20	95.5	0	56	32	0	0.5	0	0.5	0	6	0	0.5	0	0
21	67.5	0.5	41	17.5	0	0	0.5	0	1	6.5	0.5	0	0	0
22	41	0	28.5	9	0	0.5	0	0	0.5	2.5	0	0	0	0
23	25	0	16.5	4	0	0	0	0	0.5	3.5	0.5	0	0	0
ADT	2,486	21	1,408	742	2.5	26	27.5	4	32.5	206.5	11.5	2	0	2.5
AF	0.86	0.8%	56.6%	29.8%	0.1%	1.0%	1.1%	0.2%	1.3%	8.3%	0.5%	0.1%	0.0%	0.1%
SITE TRAFFIC		2,171 Private Unit 87.3%			60 Single Unit 2.4%					255 Combination Unit 10.3%				
		315 Commercial Unit 12.7%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,486	5pm	225
2,171	Private	209
315	Commercial	16
K-Factor 0.05	NB	SB
	128	97

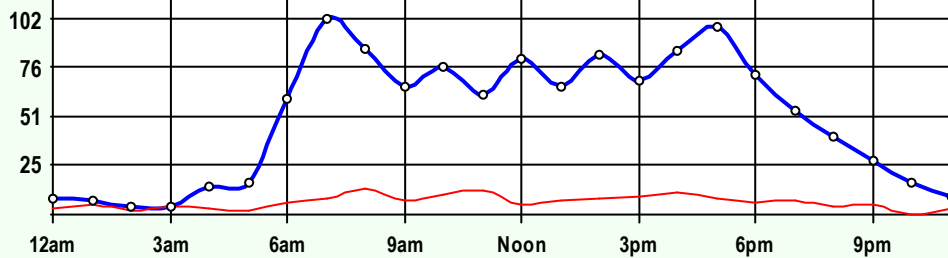
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,486	21	1,408	742	3	26	28	4	33	207	12	2	0	3
Axle Factor 0.86	0.8% 56.6% 29.8%			0.1% 1.0% 1.1%			0.2% 1.3% 8.3%			0.5% 0.1% 0.0% 0.1%			
	2,171 Private-Unit 87.3%			60 Single-Unit 2.4%			255 Combination-Unit 10.3%						
	315 Commercial-Unit 12.7%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,278	5pm	128
1,116	Private	121
162	Commercial	7
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,278	14	718	385	2	12	13	4	11	115	4	1	0	1
Axle Factor 0.86	1.1% 56.2% 30.1%			0.1% 0.9% 1.0%			0.3% 0.9% 9.0%			0.3% 0.1% 0.0% 0.0%			
	1,116 Private-Unit 87.4%			31 Single-Unit 2.4%			131 Combination-Unit 10.3%						
	162 Commercial-Unit 12.6%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,209	7am	102
1,055	Private	94
154	Commercial	8
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,209	8	691	357	1	14	15	0	22	92	8	1	0	2
Axle Factor 0.87	0.6% 57.1% 29.5%			0.1% 1.2% 1.2%			0.0% 1.8% 7.6%			0.6% 0.1% 0.0% 0.2%			
	1,055 Private-Unit 87.3%			30 Single-Unit 2.4%			124 Combination-Unit 10.3%						
	154 Commercial-Unit 12.7%												

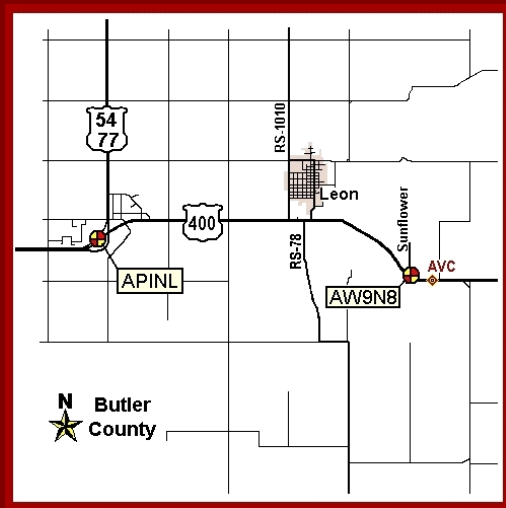
SITE INFORMATION

AOUTD5	Event No: 7543	Dist 5	Butler County
South Leg	Route: US-77		
	X-Route: RS-2141 (EL DORADO ST PK RD)		
Location	US-77 S OF RS-2141, 0.5 MI S OF I-35, N OF ELDORADO		
Site Info	Regular, ATR, State-Sys, Route-Class C		
Event Info			
History	06/06;10/02;10/99		
Comment	Survey at ATR.		

Lane	Hrs	Start Hour	Last Hour
11	48	09/28/09 13:00	09/30 12:00
12	48	09/28/09 13:00	09/30 12:00
51	48	09/28/09 13:00	09/30 12:00
52	48	09/28/09 13:00	09/30 12:00

24 Hour Classification Summary

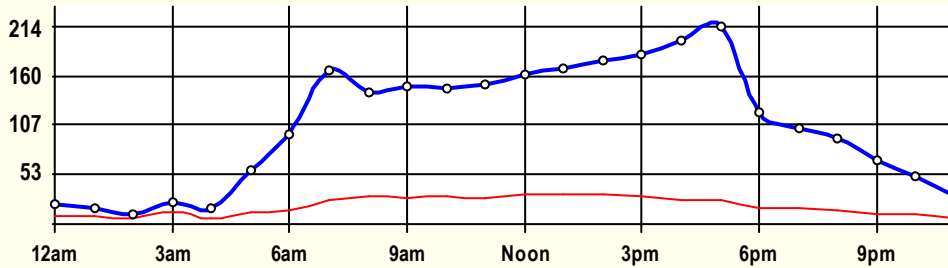
CLASSIFICATION										CLASSIFICATION				
APINL1														
FC 2		Dist 5		Butler County										
Route: US-54								North Leg						
XRoute: US-400								Leg						
N OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA														
Peak-Hour Traffic														
All Traffic		214		5pm										
Private		188		5pm										
Commercial		33		2pm										
July 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	21.5	0	9	3.5	0	0	0	1	0	7.5	0.5	0	0	0
1	17.5	0	6	2.5	0	0	0	0	0	7.5	1.5	0	0	0
2	10.5	0.5	3.5	0	0	0	0	0	0	6.5	0	0	0	0
3	24	0	4.5	5.5	0	0	0.5	0	1	12.5	0	0	0	0
4	16.5	0	6	3	0	1	0	0	0	6.5	0	0	0	0
5	59	2	26	18.5	0	0.5	1	0	2	9	0	0	0	0
6	97	2	49.5	31	0	1	0.5	0	3	9.5	0.5	0	0	0
7	166.5	0.5	91	48.5	0	3	4	0.5	1	17.5	0.5	0	0	0
8	141.5	1	73.5	37.5	0	2	3.5	0	2	21	1	0	0	0
9	148	0.5	71.5	47	0	2.5	1.5	0.5	2.5	22	0	0	0	0
10	145.5	2	67	46.5	0	2	1.5	0.5	1.5	22.5	2	0	0	0
11	150.5	4	78.5	41	0	2	1	1	3	18.5	1.5	0	0	0
12	161.5	1.5	80	48.5	0	1	3	0	1.5	23.5	1	1	0	0.5
13	168.5	2.5	88	45.5	0	2.5	3	0	3	22.5	0.5	0.5	0.5	0
14	176	2	90.5	50.5	0	2	2.5	0.5	0.5	26.5	1	0	0	0
15	183.5	5	93.5	55	0.5	1	1.5	0.5	2.5	22.5	1.5	0	0	0
16	198.5	3.5	113.5	55	0	1.5	2.5	0	2.5	19	1	0	0	0
17	213.5	4	125.5	58.5	0	1.5	3	1	3.5	15.5	1	0	0	0
18	120	3.5	64.5	34.5	0	1.5	1	1	1	13	0	0	0	0
19	104	3	52	31.5	0	0	0.5	1	0.5	14.5	1	0	0	0
20	92.5	1.5	47	28.5	0	0.5	0	0.5	1.5	13	0	0	0	0
21	68.5	1.5	37.5	18.5	0	0	0	0.5	1	9.5	0	0	0	0
22	52.5	1	27	14	0	0.5	0	0.5	0	8.5	1	0	0	0
23	29.5	0.5	18.5	4	0	0.5	0	0	0	5.5	0.5	0	0	0
ADT	2,567	42	1,323.5	728.5	0.5	26.5	30.5	9	33.5	354	16	1.5	0.5	0.5
AF	0.80	1.6%	51.6%	28.4%	0.0%	1.0%	1.2%	0.4%	1.3%	13.8%	0.6%	0.1%	0.0%	0.0%
SITE TRAFFIC		2,094 Private Unit 81.6%			66.5 Single Unit 2.6%					406 Combination Unit 15.8%				
472.5 Commercial Unit 18.4%														



APINL1

Classification Summary

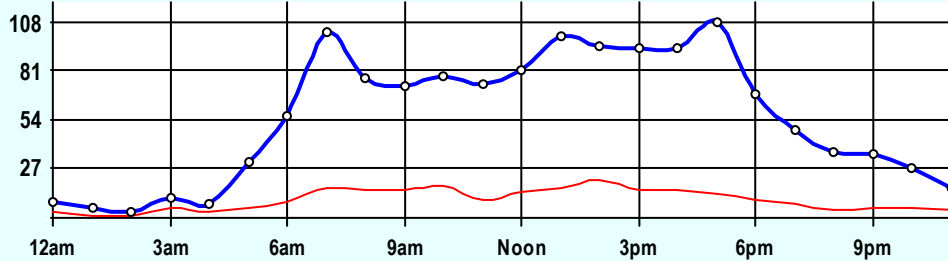
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,567	5pm	214
2,094	Private	188
473	Commercial	26
K-Factor 0.04	NB	SB
	108	106

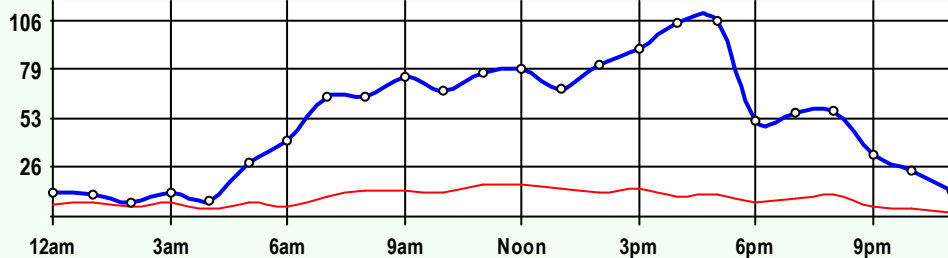
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,567	42	1,324	729	1	27	31	9	34	354	16	2	1	1
Axle Factor 0.80	1.6%	51.6%	28.4%	0.0%	1.0%	1.2%	0.4%	1.3%	13.8%	0.6%	0.1%	0.0%	0.0%
	2,094 Private-Unit 81.6%			67 Single-Unit 2.6%				406 Combination-Unit 15.8%					
	473 Commercial-Unit 18.4%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,330	5pm	108
1,093	Private	95
237	Commercial	14
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,330	23	684	387	1	15	17	5	20	170	9	1	1	1
Axle Factor 0.81	1.7%	51.4%	29.1%	0.0%	1.1%	1.2%	0.3%	1.5%	12.8%	0.7%	0.0%	0.0%	0.0%
	1,093 Private-Unit 82.2%			37 Single-Unit 2.7%				200 Combination-Unit 15.0%					
	237 Commercial-Unit 17.8%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,237	5pm	106
1,001	Private	94
236	Commercial	12
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,237	19	640	342	0	12	14	5	14	184	7	1	0	0
Axle Factor 0.80	1.5%	51.7%	27.6%	0.0%	0.9%	1.1%	0.4%	1.1%	14.9%	0.6%	0.1%	0.0%	0.0%
	1,001 Private-Unit 80.9%			30 Single-Unit 2.4%				206 Combination-Unit 16.7%					
	236 Commercial-Unit 19.1%												

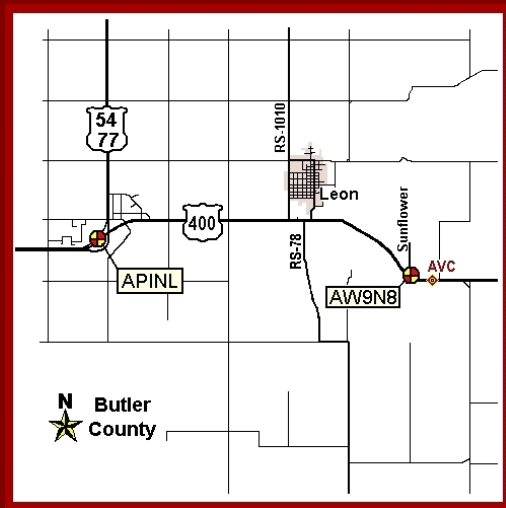
SITE INFORMATION

APINL1	Event No: 7480	Dist 5	Butler County
North Leg	Route: US-54		
	X-Route: US-400		
Location	N OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA		
Site Info	Regular, State-Sys, Route-Class C		
Event Info			
History	08/06;03/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	07/06/09 11:00	07/08 10:00
12	48	07/06/09 11:00	07/08 10:00
51	48	07/06/09 11:00	07/08 10:00
52	48	07/06/09 11:00	07/08 10:00

24 Hour Classification Summary

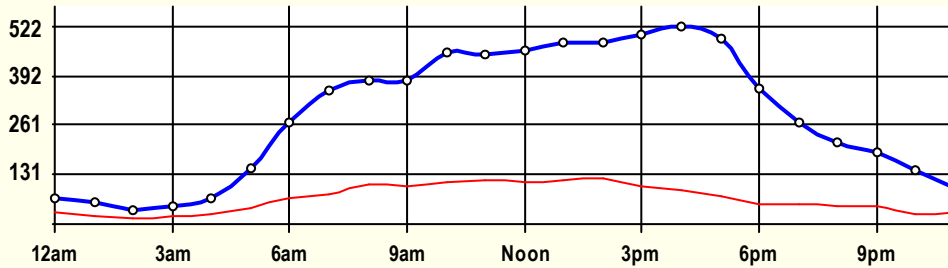
CLASSIFICATION										CLASSIFICATION				
APINL7														
FC 2		Dist 5		Butler County										
Route: US-54								West Leg						
XRoute: US-54														
US-54 W OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA														
Peak-Hour Traffic														
All Traffic		522		4pm										
Private		431		4pm										
Commercial		121		2pm										
July 2009							EB 47Hr WB 46Hr							
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	67.5	1	24	11.5	0	0	1	0.5	2	23.5	1	3	0	0
1	55.5	0.5	17	14.5	0	1.5	0	0	2	16	1.5	2	0.5	0
2	34.5	2.5	10	5.5	0	0	0.5	0	1.5	13.5	0	1	0	0
3	45.5	0	14.5	8	0	1.5	1	0	1.5	18.5	0	0.5	0	0
4	67.5	0	21	19.5	0	2	0	0	1.5	21.5	0	2	0	0
5	147	1.5	63.5	41.5	0	2	1	0	8.5	26	0.5	2	0.5	0
6	268	4.5	125	70.5	0	5	3.5	0	20	36.5	1	2	0	0
7	355.5	4	181.5	91.5	0	6	5.5	0.5	8	54.5	1	2.5	0	0.5
8	377	3.5	173.5	96	0	5	5.5	0	7.5	81.5	1	3	0	0.5
9	380	5	187	88	1	5	5	1	14	71	1	1	0	1
10	451	6	209	126	0	4.5	5	0.5	23	72.5	1.5	2.5	0	0.5
11	449.5	5	219	112	0.5	2.5	4	0	16	86	2	0.5	0.5	1.5
12	456	2	224	117	0	3.5	5.5	0.5	19	81	1	1.5	0	1
13	477	8	246.5	106	0	3.5	7	1.5	20.5	80	2	1.5	0	0.5
14	480	5.5	244	110	0.5	3.5	5.5	0.5	19	87.5	2.5	1.5	0	0
15	498	8.5	253.5	134.5	0.5	5	4	1	17.5	68.5	3	0.5	0.5	1
16	522	5	294	132	0.5	5	3.5	0	12.5	66.5	2.5	0.5	0	0
17	492.5	3.5	291.5	126	0	6	2.5	1	13.5	42.5	2	2	0	2
18	358.5	4.5	214	89	0	3	2.5	1	6.5	37	0	1	0	0
19	269.5	6.5	141	68.5	0	2	0.5	0.5	6	42	1.5	1	0	0
20	217.5	3.5	115.5	53.5	0	0.5	1	0	5	34	0	4	0.5	0
21	189.5	2.5	97.5	41.5	0	0.5	1.5	0	2	38.5	1	4.5	0	0
22	142.5	1.5	72	42.5	0	2.5	0.5	0.5	3.5	16.5	0.5	2.5	0	0
23	93.5	1	46.5	15.5	0	1	1	0	2.5	23.5	0.5	2	0	0
ADT	6,895	85.5	3,485	1,720.5	3	71	67	9	233	1,138.5	27	44.5	2.5	8.5
AF	0.76	1.2%	50.5%	25.0%	0.0%	1.0%	1.0%	0.1%	3.4%	16.5%	0.4%	0.6%	0.0%	0.1%
SITE TRAFFIC		5,291 Private Unit 76.7%			150 Single Unit 2.2%					1,454 Combination Unit 21.1%				
1,604 Commercial Unit 23.3%														



APINL7

Classification Summary

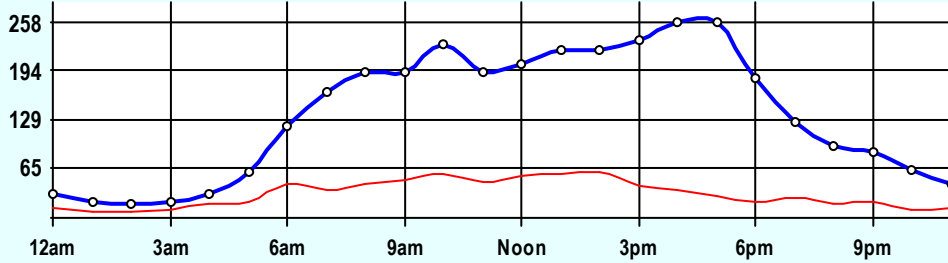
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
6,895	4pm	522
5,291	Private	431
1,604	Commercial	91
K-Factor 0.04	EB	WB
	256	266

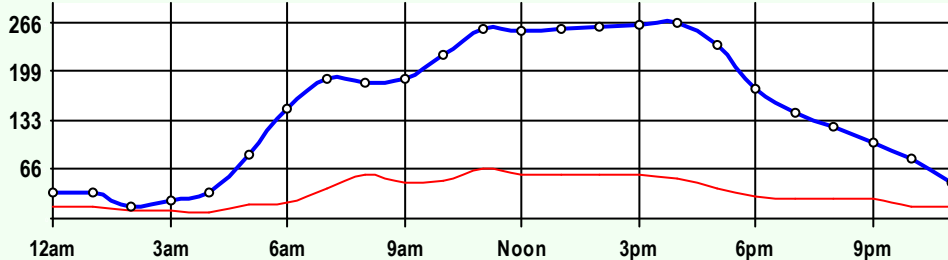
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,895	86	3,485	1,721	3	71	67	9	233	1,139	27	45	3	9
Axle Factor 0.76	1.2%	50.5%	25.0%	0.0%	1.0%	1.0%	0.1%	3.4%	16.5%	0.4%	0.6%	0.0%	0.1%
	5,291 Private-Unit 76.7%			150 Single-Unit 2.2%				1,454 Combination-Unit 21.1%					
	1,604 Commercial-Unit 23.3%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,262	5pm	258
2,507	Private	228
755	Commercial	30
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,262	43	1,656	809	2	35	34	4	157	486	10	22	2	5
Axle Factor 0.77	1.3%	50.8%	24.8%	0.1%	1.1%	1.0%	0.1%	4.8%	14.9%	0.3%	0.7%	0.0%	0.2%
	2,507 Private-Unit 76.9%			75 Single-Unit 2.3%				680 Combination-Unit 20.8%					
	755 Commercial-Unit 23.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,634	4pm	266
2,784	Private	212
850	Commercial	54
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,634	43	1,830	912	1	37	33	5	77	653	18	23	1	4
Axle Factor 0.76	1.2%	50.4%	25.1%	0.0%	1.0%	0.9%	0.1%	2.1%	18.0%	0.5%	0.6%	0.0%	0.1%
	2,784 Private-Unit 76.6%			76 Single-Unit 2.1%				774 Combination-Unit 21.3%					
	850 Commercial-Unit 23.4%												

SITE INFORMATION

APINL7	Event No: 7479	Dist 5	Butler County
West Leg	Route: US-54		
	X-Route: US-54		
Location	US-54 W OF E JCT US-54 / 77 / 400, 7 MI E OF AUGUSTA		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	08/06;03/97;09/95		
Comment	EB 47Hrs, WB 46Hrs		

Lane	Hrs	Start Hour	Last Hour
31	47	07/06/09 10:00	07/08 08:00
32	47	07/06/09 10:00	07/08 08:00
71	46	07/06/09 10:00	07/08 07:00
72	46	07/06/09 10:00	07/08 07:00

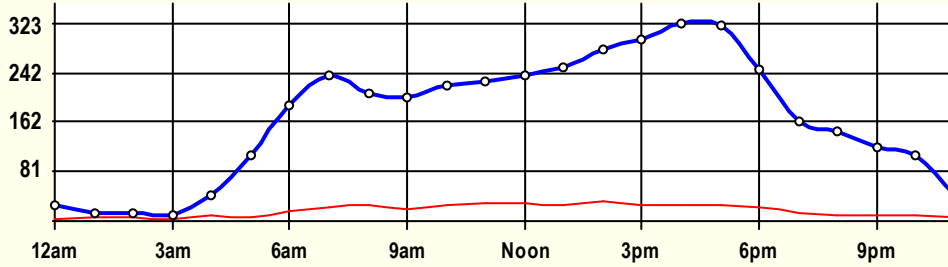
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
AVORN3														
FC 2		Dist 5			Butler County									
Route: US-54								East Leg						
XRoute: K-177														
US-54 E OF K-177, 4 MI E OF ELDORADO														
Peak-Hour Traffic														
All Traffic		323			4pm									
Private		296			4pm									
Commercial		32			2pm									
<div style="display: flex; justify-content: space-between;"> July 2009 48 Hr Survey </div>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	25.5	0	9	13.5	0	0	0	0	0	3	0	0	0	0
1	14	0	6	2.5	0	0	0	0.5	1.5	3.5	0	0	0	0
2	14	0	5.5	2.5	0	0.5	1.5	0	0.5	3	0	0.5	0	0
3	11	0	6	1	0	0	0	0	0.5	3.5	0	0	0	0
4	41	0.5	24	8	0	1	0.5	0	0.5	6.5	0	0	0	0
5	106	1.5	59.5	38.5	0	0.5	0.5	0	0.5	5	0	0	0	0
6	189.5	5	106.5	60.5	0	2.5	1	0.5	2	11	0.5	0	0	0
7	237.5	0.5	141.5	72.5	0	3.5	2.5	0	3	13	0.5	0	0.5	0
8	209	3.5	117.5	62.5	0	2.5	4	0	3	14.5	0.5	0.5	0	0.5
9	201.5	1	105	74.5	0	2	2	0.5	1	15	0	0	0	0.5
10	220.5	4.5	117	72.5	0	1	2	1.5	5	15	2	0	0	0
11	227	3.5	130	64.5	0	2.5	4	0.5	3.5	17	0.5	0.5	0	0.5
12	237.5	3	131	73.5	0	2.5	5.5	0.5	2	17.5	2	0	0	0
13	252.5	3	134	89.5	0	1.5	1.5	0	3.5	16	2.5	1	0	0
14	281.5	3	163.5	83	0	1.5	3	0.5	7.5	17	0.5	1	1	0
15	297.5	3.5	173	93.5	0	1	2.5	1	5	15	2	1	0	0
16	323	2.5	193.5	99.5	0	0	2.5	1	7.5	16	0.5	0	0	0
17	320	6.5	190	99	0	2	2	0.5	5.5	12.5	1	0.5	0.5	0
18	247	3.5	152	70	0	0	1.5	0.5	6.5	12	1	0	0	0
19	161.5	3.5	96	48.5	0	0	1	0	3.5	9	0	0	0	0
20	147	1.5	90	46	0	1	0	0	0	8.5	0	0	0	0
21	120.5	0.5	79	32	0	0	0	0	2	6.5	0	0	0	0.5
22	108	0.5	68.5	28	0	0	0	0	2	8.5	0	0.5	0	0
23	42.5	0	28	9.5	0	0	0	0	0.5	4.5	0	0	0	0
ADT	4,035	51	2,326	1,245	0	25.5	37.5	7.5	66.5	253	13.5	5.5	2	2
AF	0.89	1.3%	57.6%	30.9%	0.0%	0.6%	0.9%	0.2%	1.6%	6.3%	0.3%	0.1%	0.0%	0.0%
SITE TRAFFIC		3,622 Private Unit 89.8%			70.5 Single Unit 1.7%					342.5 Combination Unit 8.5%				
413 Commercial Unit 10.2%														

AVORN3

Classification Summary

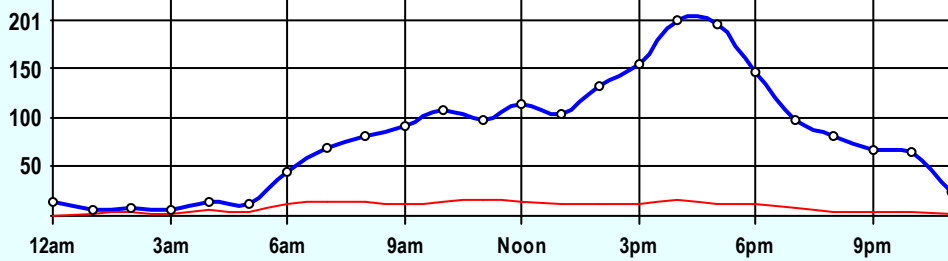
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,035	4pm	323
3,622	Private	296
413	Commercial	28
K-Factor 0.05	EB	WB
	200	122

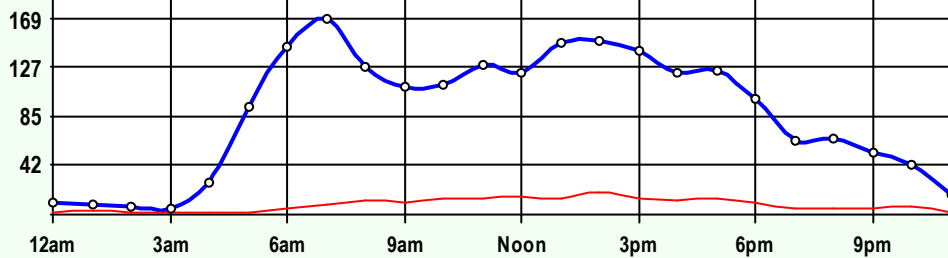
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,035	51	2,326	1,245	0	26	38	8	67	253	14	6	2	2
Axle Factor 0.89	3,622 Private-Unit 89.8%			71 Single-Unit 1.7%				343 Combination-Unit 8.5%					
	413 Commercial-Unit 10.2%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,940	4pm	201
1,724	Private	185
216	Commercial	16
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,940	20	1,113	591	0	13	16	6	32	137	8	4	1	1
Axle Factor 0.88	1,724 Private-Unit 88.9%			35 Single-Unit 1.8%				182 Combination-Unit 9.4%					
	216 Commercial-Unit 11.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,095	7am	169
1,898	Private	160
197	Commercial	9
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,095	31	1,213	654	0	13	22	2	35	117	6	2	1	1
Axle Factor 0.90	1,898 Private-Unit 90.6%			36 Single-Unit 1.7%				161 Combination-Unit 7.7%					
	197 Commercial-Unit 9.4%												

SITE INFORMATION

AVORN3	Event No: 7481	Dist 5	Butler County
East Leg	Route: US-54		
	X-Route: K-177		
Location	US-54 E OF K-177, 4 MI E OF ELDORADO		
Site Info	Regular, State-Sys, Route-Class C		
Event Info			
History	05/06;06/03;03/03;04/00;03/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	07/06/09 12:00	07/08 11:00
71	48	07/06/09 12:00	07/08 11:00

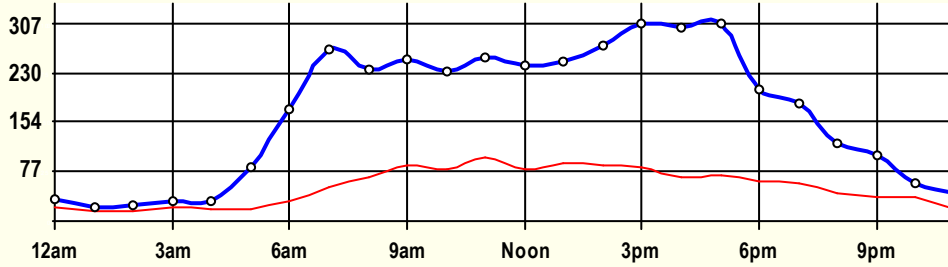
24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION												
9C3Y57																
FC 2	Dist 5	Harvey County														
Route: US-50			West Leg													
XRoute: RS-307 (HALSTEAD RD)																
US-50 W OF RS-307, N OF HALSTEAD																
Peak-Hour Traffic																
All Traffic	307	5pm														
Private	237	5pm														
Commercial	98	11am														
October 2009				48 Hr Survey												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	33.5	0	8.5	2.5	0	0	0.5	0	0	19.5	0.5	2	0	0		
1	23	0	5.5	2	0	0	0	0	0	13.5	0	1.5	0.5	0		
2	23.5	0.5	5	1.5	0	0	0.5	0	0.5	14	0.5	0.5	0.5	0		
3	29.5	0.5	4	2.5	0	0	0.5	0	0	20.5	0.5	1	0	0		
4	32.5	1	11	3	0	0.5	0.5	0	0.5	15	0	1	0	0		
5	84	0.5	44.5	20	0	2	1	0	1	13	0.5	1.5	0	0		
6	173.5	1	95	45	0	1.5	1	0	2.5	22	2.5	2	1	0		
7	266.5	1	149.5	62.5	0	4.5	2	0	3	41	3	0	0	0		
8	236	1.5	102.5	63	0	3	3.5	0.5	6	50	2.5	3.5	0	0		
9	251	1	108.5	55.5	0	3.5	4	0	5.5	67	3.5	2.5	0	0		
10	233.5	1	95	56	0	3.5	2.5	1	2.5	64	3.5	3.5	1	0		
11	253	1.5	104.5	49	0	6	6.5	0	6.5	74	3	1	1	0		
12	242.5	2	96.5	63	0	2.5	6	1.5	4	59.5	6	1.5	0	0		
13	247.5	0.5	108.5	50	0	3	3	0	6	70.5	3	3	0	0		
14	273.5	1.5	126.5	59	0	3	5.5	0	6	63.5	5.5	3	0	0		
15	306	2.5	148	71	0	3	5.5	0.5	2.5	69	3.5	0.5	0	0		
16	299.5	1	163	66.5	0	2	1.5	1	3	56.5	2	1.5	1.5	0		
17	307	2.5	166.5	68	0	0	3.5	0	3.5	59.5	2	1	0.5	0		
18	206	0	101	42	0	3.5	1	0	3	52	0.5	3	0	0		
19	183.5	1	82	43	0	1.5	2	0	1.5	47.5	2.5	2.5	0	0		
20	121	0	59.5	17.5	0	0	0	0	1.5	37	2	3.5	0	0		
21	103.5	0	45.5	20	0	0	0	0	0.5	35.5	0.5	1.5	0	0		
22	59	0	16	7	0	0	0	0	0	33	1.5	1.5	0	0		
23	44.5	0.5	17	9	0	0.5	0.5	0	0	16	0	0.5	0.5	0		
ADT	4,033	21	1,863.5	878.5	0	43.5	51	4.5	59.5	1,013	49	43	6.5	0		
AF	0.69	0.5%	46.2%	21.8%	0.0%	1.1%	1.3%	0.1%	1.5%	25.1%	1.2%	1.1%	0.2%	0.0%		
SITE TRAFFIC		2,763 Private Unit 68.5%			99 Single Unit 2.5%					1,171 Combination Unit 29.0%						
		1,270 Commercial Unit 31.5%														

9C3Y57

Classification Summary

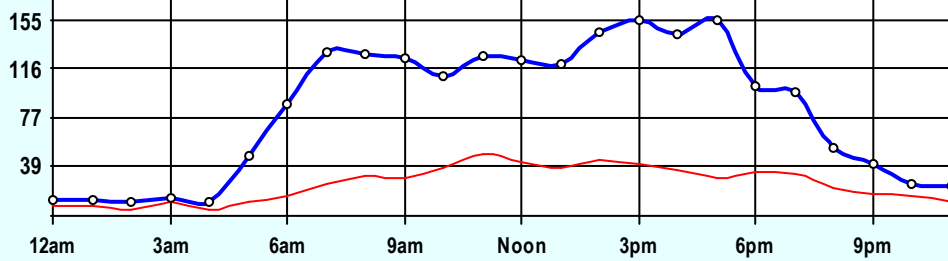
October 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,033	5pm	307
2,763	Private	237
1,270	Commercial	70
K-Factor 0.04	EB	WB
	154	152

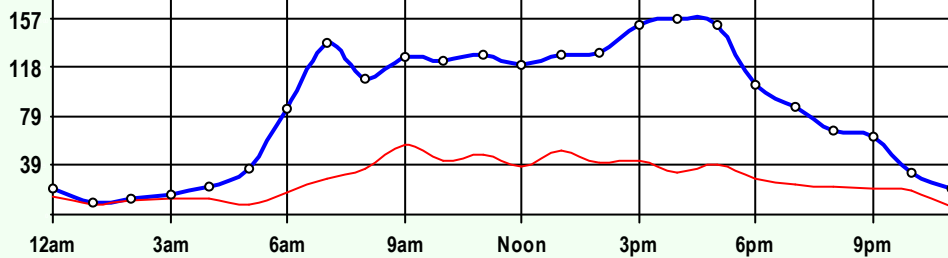
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,033	21	1,864	879	0	44	51	5	60	1,013	49	43	7	0
Axle Factor 0.69	2,763 Private-Unit 68.5%			99 Single-Unit 2.5%				1,171 Combination-Unit 29.0%					
	1,270 Commercial-Unit 31.5%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,994	5pm	155
1,390	Private	125
604	Commercial	30
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,994	14	920	457	0	22	30	2	27	481	23	19	3	0
Axle Factor 0.70	1,390 Private-Unit 69.7%			53 Single-Unit 2.7%				551 Combination-Unit 27.6%					
	604 Commercial-Unit 30.3%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,039	4pm	157
1,373	Private	124
666	Commercial	33
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,039	7	944	422	0	22	22	3	33	533	27	24	4	0
Axle Factor 0.68	1,373 Private-Unit 67.3%			46 Single-Unit 2.3%				620 Combination-Unit 30.4%					
	666 Commercial-Unit 32.7%												

SITE INFORMATION

9C3Y57	Event No: 7557	Dist 5	Harvey County
West Leg	Route: US-50		
	X-Route: RS-307 (HALSTEAD RD)		
Location	US-50 W OF RS-307, N OF HALSTEAD		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	06/06;02/03;06/00;06/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/26/09 12:00	10/28 11:00
71	48	10/26/09 12:00	10/28 11:00

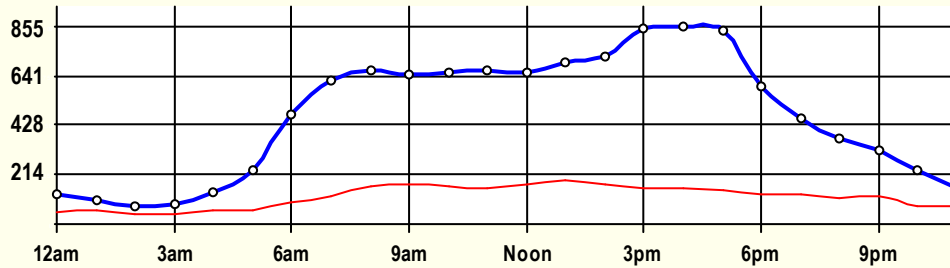
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9JG1Q8														
FC 1		Dist 5		Harvey County										
Route: I-135							North-West							
XRoute: RS-306 (LINCOLN)							Leg							
I-135 NW OF LINCOLN, EXIT 40, AT HESSTON														
Peak-Hour Traffic														
All Traffic		855		4pm										
Private		699		4pm										
Commercial		187		1pm										
October 2009							48 Hr Survey							
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	126.5	1.5	42.5	27.5	0.5	2	1.5	0	3.5	39	0.5	6.5	1	0.5
1	106.5	0.5	29	16	0	2	0.5	0	5	48	0.5	3	1.5	0.5
2	80.5	0	30.5	11	1	0	0.5	0	1	30	1	3	2	0.5
3	82	0	24.5	15	0	1	0	1	7	27	0.5	5	1	0
4	134.5	1.5	50	23	0	4.5	1.5	0.5	5.5	39.5	1	6.5	1	0
5	234.5	1.5	117.5	51	0	4	1.5	0.5	4	45	1	5	2.5	1
6	470.5	3	230	141.5	0	6	3	0.5	7.5	71.5	1	5.5	1	0
7	619.5	2.5	347.5	151.5	0	7.5	5.5	1	11	82.5	5.5	3	1	1
8	666.5	1	351.5	152.5	0.5	17	4	3	12.5	114.5	2	6	1	1
9	644.5	2	329.5	141.5	0	10.5	7	2.5	23.5	122.5	1.5	4	0	0
10	652	1.5	332	151.5	1	11	3.5	1	25	118	2.5	4	0	1
11	662.5	2	353	155	0	9	4.5	1.5	19.5	111.5	2.5	2.5	1.5	0
12	655	2.5	343	139.5	0	8	5	2.5	27.5	117.5	4	4.5	0.5	0.5
13	699.5	1	358	154	1	9.5	6	1	26.5	134	5	3	0	0.5
14	728.5	1	387.5	169	0.5	9.5	5.5	1	25.5	122	2.5	4.5	0	0
15	842	3	491.5	188.5	0	9.5	6	1.5	17	119	2	2	0	2
16	855	3.5	493.5	201.5	0	6	5	1	17.5	119.5	1.5	5	0.5	0.5
17	836	3.5	512.5	172	1	10.5	6	1	14.5	108	2	2	1.5	1.5
18	592.5	1.5	338	120.5	0.5	3.5	4	1	11	107.5	1.5	2	0.5	1
19	454.5	2.5	238	82.5	0.5	1	3	0.5	11.5	108.5	1.5	3	1.5	0.5
20	373	3.5	186.5	73.5	0	1.5	1.5	0	6.5	97	0	2	0.5	0.5
21	319	1	152.5	48	0	3	2.5	0.5	11.5	86	0.5	13.5	0	0
22	236	1	117.5	37	0	0.5	1	0.5	6	65	2	5	0.5	0
23	154.5	0.5	60.5	16.5	0.5	0.5	0.5	0	4.5	64.5	0.5	5.5	0	0.5
ADT	11,226	41.5	5,916.5	2,439.5	7	137.5	79	22	304.5	2,097.5	42.5	106	19	13
AF	0.75	0.4%	52.7%	21.7%	0.1%	1.2%	0.7%	0.2%	2.7%	18.7%	0.4%	0.9%	0.2%	0.1%
SITE TRAFFIC		8,397.5 Private Unit 74.8%			245.5 Single Unit 2.2%					2,582.5 Combination Unit 23.0%				
		2,828 Commercial Unit 25.2%												

9JG1Q8

Classification Summary

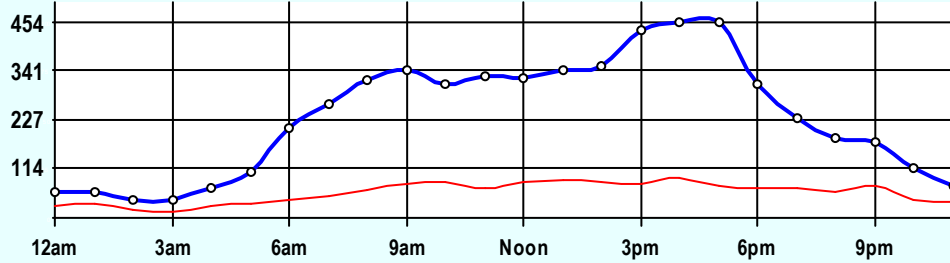
October 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
11,226	4pm	855
8,398	Private	699
2,828	Commercial	157
K-Factor 0.04	SEB	NWB
	454	402

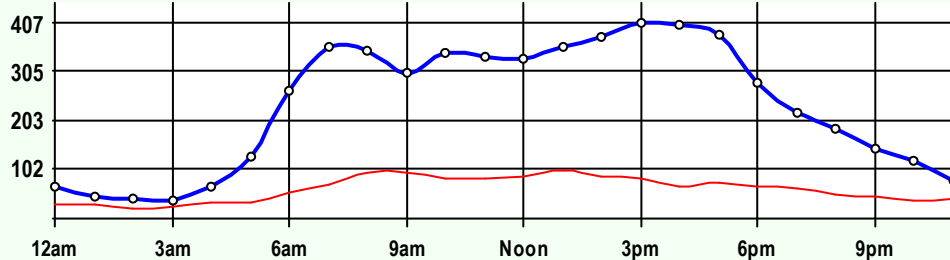
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
11,226	42	5,917	2,440	7	138	79	22	305	2,098	43	106	19	13
Axle Factor 0.75	0.4%	52.7%	21.7%	0.1%	1.2%	0.7%	0.2%	2.7%	18.7%	0.4%	0.9%	0.2%	0.1%
	8,398 Private-Unit 74.8%			246 Single-Unit 2.2%				2,583 Combination-Unit 23.0%					
	2,828 Commercial-Unit 25.2%												



SEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,608	5pm	454
4,222	Private	380
1,386	Commercial	75
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,608	21	2,987	1,215	3	67	40	10	160	1,010	27	54	8	9
Axle Factor 0.75	0.4%	53.3%	21.7%	0.1%	1.2%	0.7%	0.2%	2.8%	18.0%	0.5%	1.0%	0.1%	0.2%
	4,222 Private-Unit 75.3%			119 Single-Unit 2.1%				1,267 Combination-Unit 22.6%					
	1,386 Commercial-Unit 24.7%												



NWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,618	3pm	407
4,176	Private	325
1,442	Commercial	82
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,618	21	2,930	1,225	4	71	39	13	145	1,088	16	52	11	4
Axle Factor 0.74	0.4%	52.2%	21.8%	0.1%	1.3%	0.7%	0.2%	2.6%	19.4%	0.3%	0.9%	0.2%	0.1%
	4,176 Private-Unit 74.3%			127 Single-Unit 2.3%				1,316 Combination-Unit 23.4%					
	1,442 Commercial-Unit 25.7%												

SITE INFORMATION

9JG1Q8	Event No: 7558	Dist 5	Harvey County
North-West Leg	Route: I-135		
	X-Route: RS-306 (LINCOLN)		
Location	I-135 NW OF LINCOLN, EXIT 40, AT HESSTON		
Site Info	Regular, NHS, Route-Class A		
Event Info			
History	09/06;09/03;10/00;09/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
41	48	10/26/09 10:00	10/28 09:00
42	48	10/26/09 10:00	10/28 09:00
81	48	10/26/09 10:00	10/28 09:00
82	48	10/26/09 10:00	10/28 09:00

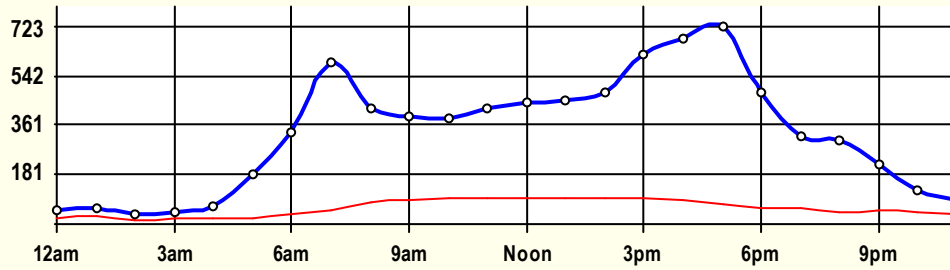
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION					
90IY47															
FC 14			Dist 5			Harvey County									
Route: US-50								West Leg							
XRoute: C-4111 (OLD MAIN ST)															
US-50 W OF OLD MAIN ST, IN NEWTON															
Peak-Hour Traffic															
All Traffic		723		5pm											
Private		646		5pm											
Commercial		97		3pm											
March 2009 48 Hr Survey															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	53.5	0.5	27	5	0	0	1	0	1	18.5	0	0.5	0	0	
1	59.5	0.5	21	7	0	0	0.5	0	0	26	0.5	3.5	0	0.5	
2	38	0	17.5	4.5	0	0	0	0	0	15	0	1	0	0	
3	42	0	14	9	0	1	0.5	0	0	16	0.5	0.5	0.5	0	
4	63	0	27.5	12	0.5	2	0.5	0	0.5	15.5	0.5	3.5	0.5	0	
5	183.5	2.5	120.5	39	0	0.5	1.5	0	0.5	18	0	1	0	0	
6	339	0	214.5	90	0	7	1.5	0	3.5	20	0	2	0.5	0	
7	593.5	0.5	404.5	138.5	0	3	1.5	0	4	36.5	2.5	2	0.5	0	
8	424.5	0.5	244.5	99.5	0.5	5	1	1	5.5	62.5	3.5	1	0	0	
9	393	1	205.5	98.5	0	5.5	3	0	4	68.5	2.5	4	0	0.5	
10	389.5	1	212	85	0	5	4.5	0.5	3	73.5	3	1.5	0.5	0	
11	424.5	1	226	103	0	4.5	3.5	0	6	75.5	2.5	2	0.5	0	
12	444.5	1	243	107	0.5	3.5	4	1	7	71	4	1.5	0.5	0.5	
13	450	1	244	112.5	0	4	4.5	0	9	69.5	1	4.5	0	0	
14	484	1.5	274.5	114	0	4	6.5	0.5	7	69.5	4	2	0	0.5	
15	619	1	371	150	0	8	5	0.5	5	73	4	1	0.5	0	
16	678.5	0.5	430.5	161.5	0	8.5	3	1	4	62.5	3.5	1	1.5	1	
17	722.5	0.5	487	158.5	0.5	3.5	1	0	4	63.5	2	1.5	0	0.5	
18	479	0	334	87	0	2	2	0	2.5	47	2.5	2	0	0	
19	317.5	0	196.5	64	0	2	0	0	1	50	2	2	0	0	
20	305	0.5	200.5	60.5	0	0.5	0.5	0	0	35.5	4	2.5	0.5	0	
21	220.5	1	132.5	38.5	0	1	1	0	0	43	0.5	3	0	0	
22	122.5	0	65.5	16	0	0.5	0	0	0	38	0.5	2	0	0	
23	89	0.5	40	15.5	0	0	0.5	0	0	30	1	1.5	0	0	
ADT	7,936	15	4,753.5	1,776	2	71	47	4.5	67.5	1,098	44.5	47	6	3.5	
AF	0.80	0.2%	59.9%	22.4%	0.0%	0.9%	0.6%	0.1%	0.9%	13.8%	0.6%	0.6%	0.1%	0.0%	
SITE TRAFFIC		6,544.5 Private Unit 82.5%			124.5 Single Unit 1.6%					1,266.5 Combination Unit 16.0%					
		1,391 Commercial Unit 17.5%													

90IY47

Classification Summary

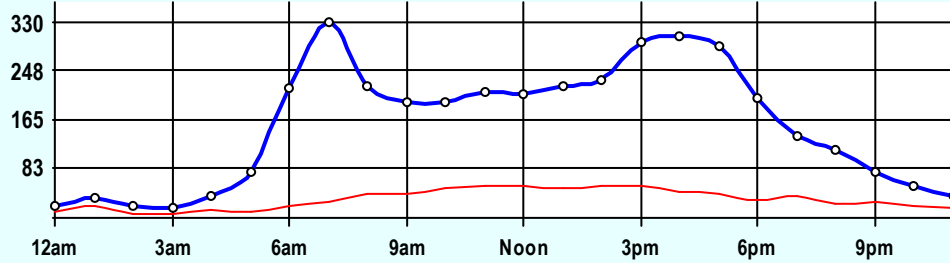
March 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
7,936	5pm	723
6,545	Private	646
1,391	Commercial	77
K-Factor 0.05	EB	WB
	290	433

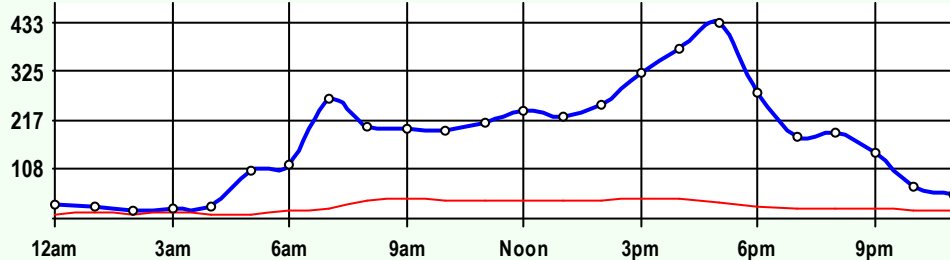
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
7,936	15	4,754	1,776	2	71	47	5	68	1,098	45	47	6	4
Axle Factor 0.80	0.2%	59.9%	22.4%	0.0%	0.9%	0.6%	0.1%	0.9%	13.8%	0.6%	0.6%	0.1%	0.0%
	6,545 Private-Unit 82.5%			125 Single-Unit 1.6%				1,267 Combination-Unit 16.0%					
	1,391 Commercial-Unit 17.5%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,755	7am	330
3,003	Private	304
752	Commercial	27
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,755	5	2,151	848	1	37	23	2	33	602	26	24	4	1
Axle Factor 0.78	0.1%	57.3%	22.6%	0.0%	1.0%	0.6%	0.1%	0.9%	16.0%	0.7%	0.6%	0.1%	0.0%
	3,003 Private-Unit 80.0%			63 Single-Unit 1.7%				689 Combination-Unit 18.4%					
	752 Commercial-Unit 20.0%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,181	5pm	433
3,542	Private	398
640	Commercial	36
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,181	11	2,603	929	1	35	24	3	35	497	19	24	2	3
Axle Factor 0.83	0.3%	62.2%	22.2%	0.0%	0.8%	0.6%	0.1%	0.8%	11.9%	0.4%	0.6%	0.0%	0.1%
	3,542 Private-Unit 84.7%			62 Single-Unit 1.5%				578 Combination-Unit 13.8%					
	640 Commercial-Unit 15.3%												

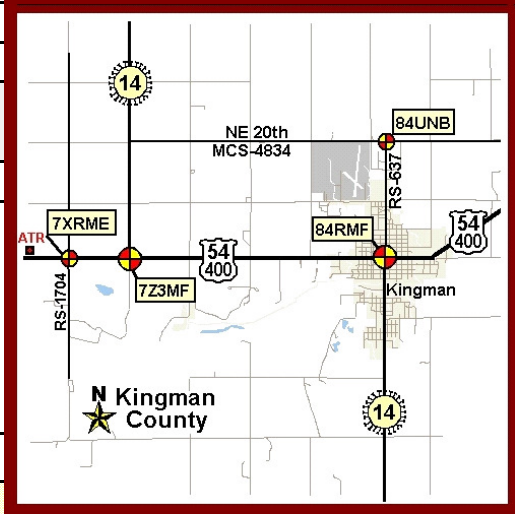
SITE INFORMATION

90IY47	Event No: 7414	Dist 5	Harvey County
West Leg	Route: US-50		
	X-Route: C-4111 (OLD MAIN ST)		
Location	US-50 W OF OLD MAIN ST, IN NEWTON		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	11/08;10/08;10/07;09/06;11/02;12/01;03/01;12/99;03/98;12/95;08/92		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	03/24/09 14:00	03/26 13:00
71	48	03/24/09 14:00	03/26 13:00

24 Hour Classification Summary

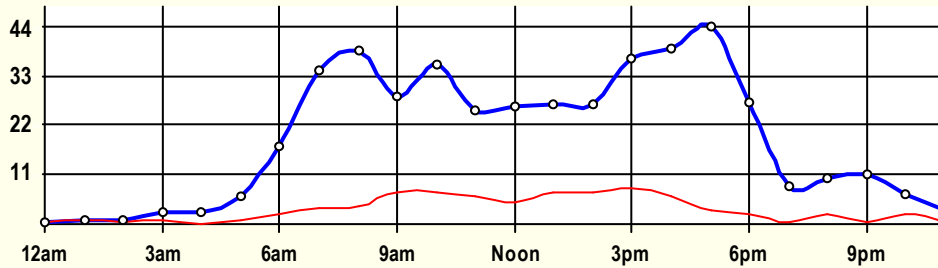
CLASSIFICATION										CLASSIFICATION				
7Z3MF1														
FC 6		Dist 5		Kingman County										
Route: K-14								North Leg						
XRoute: US-54														
K-14 N OF US-54 (W JCT), W OF KINGMAN														
Peak-Hour Traffic														
All Traffic		44		5pm										
Private		41		5pm										
Commercial		8		3pm										
February 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0.5	0	0	0	0	0	0	0	0	0	0.5	0	0	0
1	1	0	0	0	0	0	0	0	0	1	0	0	0	0
2	1	0	0.5	0	0	0	0	0	0	0.5	0	0	0	0
3	2.5	0	1.5	0	0	0	0	0	0	1	0	0	0	0
4	2.5	0	1	1.5	0	0	0	0	0	0	0	0	0	0
5	6	0	2	3	0	0	0	0	0	0.5	0.5	0	0	0
6	17.5	0	6	9.5	0	0.5	0	0.5	0	1	0	0	0	0
7	34	0	20.5	10	0	2.5	0	0	0	1	0	0	0	0
8	38.5	0	16	18.5	0	1	0.5	0	0.5	2	0	0	0	0
9	28.5	0	6.5	15	0	2	0	0	1	3.5	0	0	0	0.5
10	35.5	0	9.5	19	0	3	0	0.5	0.5	2.5	0.5	0	0	0
11	25.5	0	10.5	9	0	0	1	0	1.5	3.5	0	0	0	0
12	26	0	10	11	0	0	0	0	0.5	4.5	0	0	0	0
13	26.5	0.5	8	11	0	1.5	2	0.5	0	3	0	0	0	0
14	26.5	0	10	9.5	0	1	0	0	1.5	4	0.5	0	0	0
15	37	1	15	13	0	2.5	2	0	0	3.5	0	0	0	0
16	39	0	16	17	0	0.5	1	0	1	3.5	0	0	0	0
17	44	0	20.5	20.5	0	0.5	0	0	0	2	0.5	0	0	0
18	27	0	12	13	0	0	0	0	0	2	0	0	0	0
19	8.5	0	4.5	3.5	0	0	0	0	0	0.5	0	0	0	0
20	10	0	3.5	4.5	0	1	0	0	0	1	0	0	0	0
21	11	0.5	5.5	4.5	0	0	0	0	0	0.5	0	0	0	0
22	6.5	0	3	1.5	0	0	0	0	0	2	0	0	0	0
23	3	0	1	1.5	0	0	0	0	0	0.5	0	0	0	0
ADT	458	2	183	196	0	16	6.5	1.5	6.5	43.5	2.5	0	0	0.5
AF	0.85	0.4%	40.0%	42.8%	0.0%	3.5%	1.4%	0.3%	1.4%	9.5%	0.5%	0.0%	0.0%	0.1%
SITE TRAFFIC		381 Private Unit 83.2%			24 Single Unit 5.2%					53 Combination Unit 11.6%				
		77 Commercial Unit 16.8%												



7Z3MF1

Classification Summary

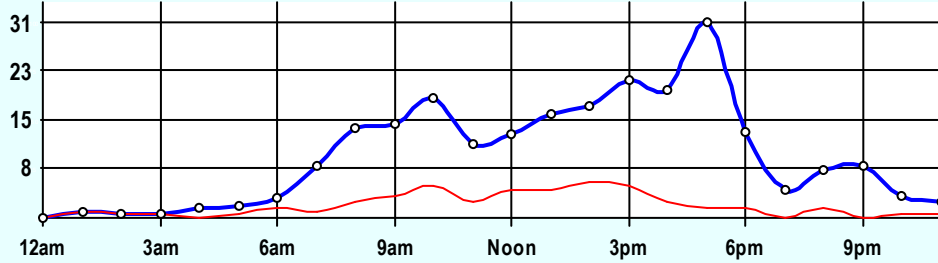
February 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
458	5pm	44
381	Private	41
77	Commercial	3
K-Factor 0.07	NB	SB
	30	14

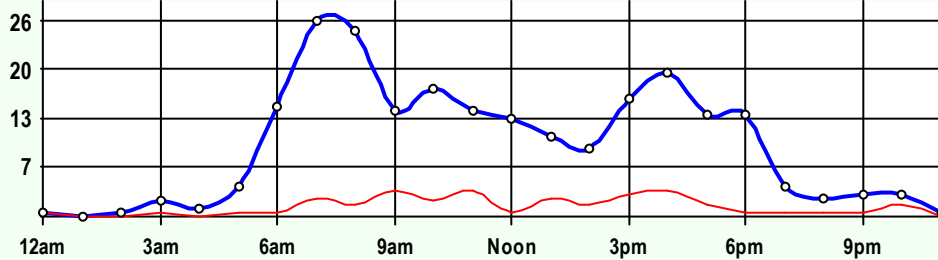
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
458	2	183	196	0	16	7	2	7	44	3	0	0	1
Axle Factor 0.85	0.4% 381 Private-Unit 83.2%			0.0% 24 Single-Unit 5.2%				1.4% 53 Combination-Unit 11.6%					
	77 Commercial-Unit 16.8%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
233	5pm	31
187	Private	29
46	Commercial	2
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
233	2	76	110	0	11	5	1	4	25	1	0	0	0
Axle Factor 0.84	0.9% 187 Private-Unit 80.3%			0.0% 17 Single-Unit 7.1%				1.7% 30 Combination-Unit 12.7%					
	46 Commercial-Unit 19.7%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
225	7am	26
194	Private	24
31	Commercial	3
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
225	0	108	87	0	5	2	1	3	19	2	0	0	1
Axle Factor 0.86	0.0% 194 Private-Unit 86.2%			0.0% 8 Single-Unit 3.3%				1.1% 24 Combination-Unit 10.4%					
	31 Commercial-Unit 13.8%												

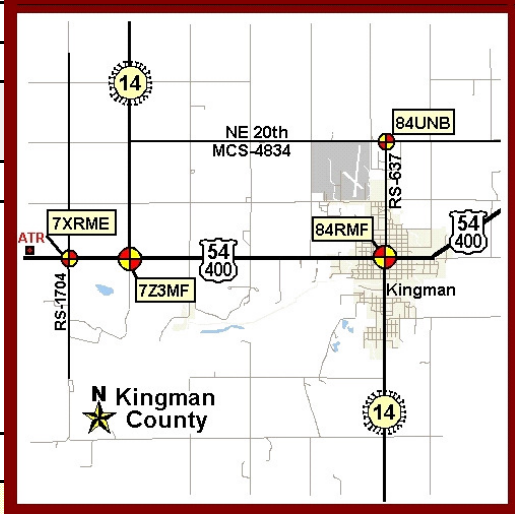
SITE INFORMATION

7Z3MF1	Event No: 7495	Dist 5	Kingman County
North Leg	Route: K-14		
	X-Route: US-54		
Location	K-14 N OF US-54 (W JCT), W OF KINGMAN		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	06/09;10/06;03/03;07/95		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	02/16/09 12:00	02/18 11:00
51	48	02/16/09 12:00	02/18 11:00

24 Hour Classification Summary

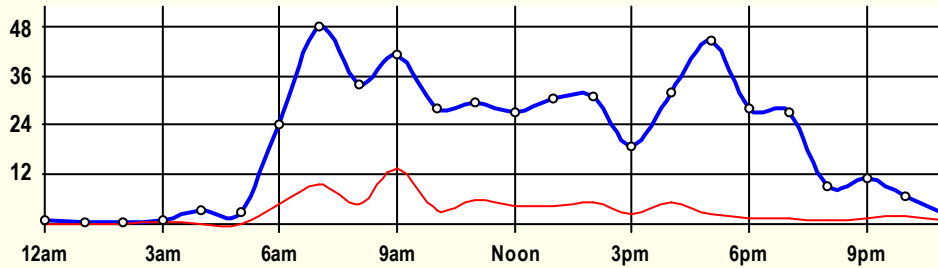
CLASSIFICATION										CLASSIFICATION					
7Z3MF1															
FC 6		Dist 5		Kingman County											
Route: K-14								North Leg							
XRoute: US-54															
K-14 N OF US-54 (W JCT), W OF KINGMAN															
Peak-Hour Traffic															
All Traffic		48		7am											
Private		42		5pm											
Commercial		14		9am											
June 2009 48 Hr Survey															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	1	0	0.5	0.5	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	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	
3	1	0	0.5	0	0	0	0	0	0	0.5	0	0	0	0	
4	3.5	0	1.5	2	0	0	0	0	0	0	0	0	0	0	
5	3	0	1.5	1.5	0	0	0	0	0	0	0	0	0	0	
6	24	0	11	8	0	0.5	0	0	0	2	0	0.5	1.5	0.5	
7	48	1.5	19.5	17.5	0	1	0	0	0	7	0	0.5	0	1	
8	34	0	14	15	0	0.5	1	0	0	3.5	0	0	0	0	
9	41	0	12	15.5	0	0.5	0	0	0	12	0	0.5	0	0.5	
10	28	0	13	11.5	0	0	0.5	0	0	3	0	0	0	0	
11	29.5	1	10	12.5	0	1	0.5	0	0	3.5	0	0	0	1	
12	27	0	10.5	12	0	1	0	0	0.5	1.5	0	0	0.5	1	
13	30.5	0	10	16	0	1	0	0	0	3.5	0	0	0	0	
14	31	0	14	11.5	0	0.5	0	0	0.5	3	0	1	0	0.5	
15	19	0	8.5	8	0	0	0.5	0	0	1.5	0	0	0	0.5	
16	32	0	17	9.5	0	0	1	0	0	4.5	0	0	0	0	
17	44.5	2.5	27	12.5	0	0	0	0	0.5	1.5	0.5	0	0	0	
18	28	0.5	13	13	0	0	0	0	0	1.5	0	0	0	0	
19	27	0	15.5	10	0	0	0	0	0	1.5	0	0	0	0	
20	9	0	5	3	0	0	0	0	0	0.5	0.5	0	0	0	
21	11	0.5	6.5	2.5	0	0	0.5	0	0	1	0	0	0	0	
22	7	0	4.5	0.5	0	0	0	0	0	2	0	0	0	0	
23	2.5	0	1.5	0	0	0	0	0	0	0.5	0	0	0	0.5	
ADT	483	6	217	183	0	6	4	0	1.5	54	1	2.5	2	5.5	
AF	0.82	1.2%	45.0%	37.9%	0.0%	1.2%	0.8%	0.0%	0.3%	11.2%	0.2%	0.5%	0.4%	1.1%	
SITE TRAFFIC		406 Private Unit 84.1%			10 Single Unit 2.1%				66.5 Combination Unit 13.8%						
		76.5 Commercial Unit 15.9%													



7Z3MF1

Classification Summary

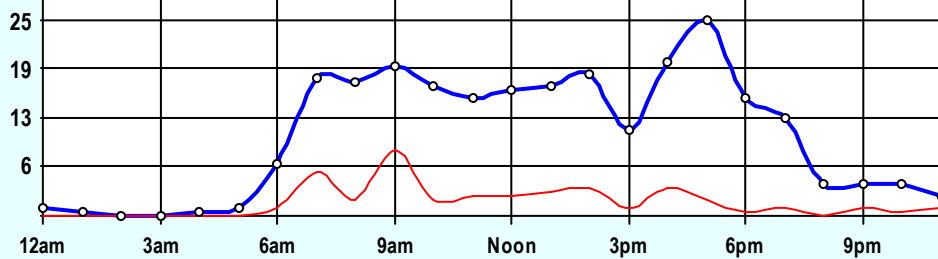
June 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
483	7am	48
406	Private	39
77	Commercial	10
K-Factor 0.06	NB	SB
	18	30

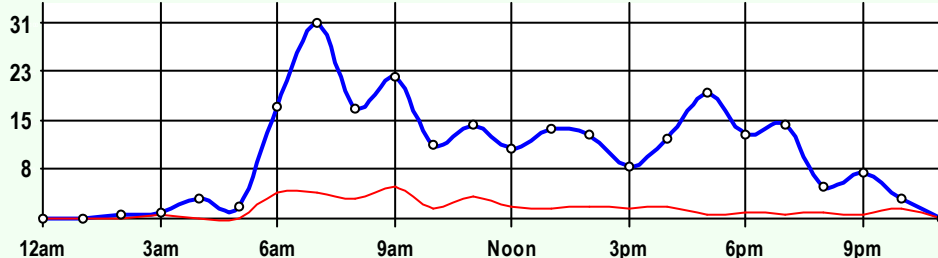
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
483	6	217	183	0	6	4	0	2	54	1	3	2	6
Axle Factor 0.82	406 Private-Unit 84.1%			10 Single-Unit 2.1%				67 Combination-Unit 13.8%					
	77 Commercial-Unit 15.9%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
243	5pm	25
202	Private	23
41	Commercial	2
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
243	3	106	93	0	4	3	0	1	31	1	1	0	2
Axle Factor 0.81	202 Private-Unit 83.1%			6 Single-Unit 2.5%				35 Combination-Unit 14.4%					
	41 Commercial-Unit 16.9%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
240	7am	31
205	Private	27
36	Commercial	4
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
240	3	112	90	0	3	2	0	1	23	1	2	2	4
Axle Factor 0.82	205 Private-Unit 85.2%			4 Single-Unit 1.7%				32 Combination-Unit 13.1%					
	36 Commercial-Unit 14.8%												

SITE INFORMATION

7Z3MF1	Event No: 7476	Dist 5	Kingman County
North Leg	Route: K-14		
	X-Route: US-54		
Location	K-14 N OF US-54 (W JCT), W OF KINGMAN		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	02/09;10/06;03/03;07/95		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/15/09 10:00	06/17 09:00
51	48	06/15/09 10:00	06/17 09:00

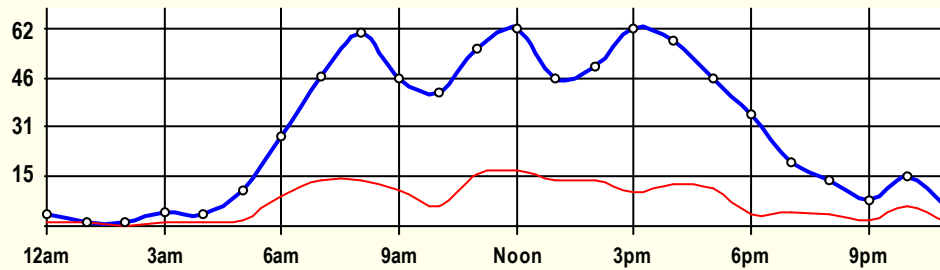
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
873GM5														
FC 6		Dist 5		Kingman County										
Route: K-14								South Leg						
XRoute: K-42														
K-14 S OF K-42, N OF RAGO														
Peak-Hour Traffic														
All Traffic		62		Noon										
Private		51		3pm										
Commercial		18		Noon										
February 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3.5	0	1	1	0	0	0	0	0	1	0.5	0	0	0
1	1.5	0	0	0	0	0	0	0	0	1.5	0	0	0	0
2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3	4.5	0	2.5	0.5	0	0	0	0	0	1	0.5	0	0	0
4	3.5	0	2	0.5	0	0	0	0	0	1	0	0	0	0
5	11	0	3.5	5.5	0	0	0.5	0	0	1	0.5	0	0	0
6	28	0	13	6	0	3	0	0.5	0	5.5	0	0	0	0
7	46.5	0.5	19	13	0	1	1	0	1.5	9	1	0	0	0.5
8	60	0.5	28.5	17	0	0	1	1	0.5	11.5	0	0	0	0
9	46	0.5	17	17.5	0	0.5	1.5	0	1	7.5	0	0	0	0.5
10	41.5	0.5	19	15.5	0	0.5	0.5	0	1	4.5	0	0	0	0
11	55.5	0	19.5	20	0	0	0	0.5	1.5	13	1	0	0	0
12	61.5	0	27	17	0	1	0.5	1	0.5	13	1	0.5	0	0
13	46	0	15	16.5	0.5	0	2.5	0	1	9.5	0.5	0	0.5	0
14	49.5	0	20	15	0	1	0	0	2.5	8.5	2	0	0	0.5
15	61.5	1	29.5	20.5	0	1	1	0	1.5	6.5	0	0	0.5	0
16	58	1	24	20	0	2	0.5	0	1	8	1	0	0	0.5
17	46	0	20.5	13.5	0	0	1	0	0.5	8.5	1.5	0	0	0.5
18	35	0	23.5	7.5	0	0.5	0	0	0.5	3	0	0	0	0
19	20	0	13	2.5	0	0	0	0	0	4	0	0.5	0	0
20	14	0	6.5	4	0	0	0	0	0	3	0	0	0	0.5
21	8	0	5	1	0	0	0	0	0	2	0	0	0	0
22	15.5	0	6.5	2.5	0	0.5	0	0	0	5.5	0.5	0	0	0
23	5.5	0	2.5	1.5	0	0	0	0	0	1.5	0	0	0	0
ADT	723	4	319	218	0.5	11	10	3	13	129.5	10	1	1	3
AF	0.75	0.6%	44.1%	30.2%	0.1%	1.5%	1.4%	0.4%	1.8%	17.9%	1.4%	0.1%	0.1%	0.4%
SITE TRAFFIC		541 Private 74.8% Unit			24.5 Single Unit 3.4%					157.5 Combination Unit 21.8%				
182 Commercial Unit 25.2%														

873GM5

Classification Summary

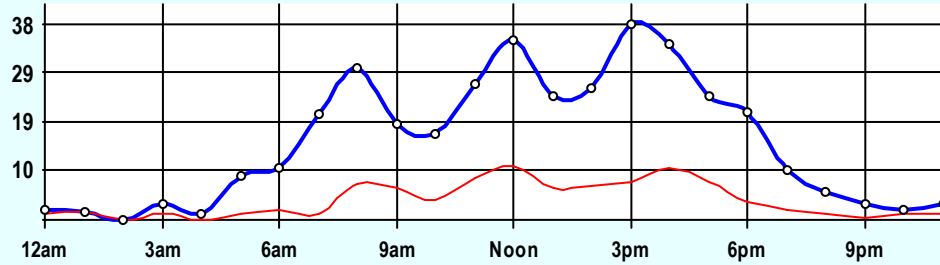
February 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
723	Noon	62
541	Private	44
182	Commercial	18
K-Factor 0.05	NB	SB
	35	26

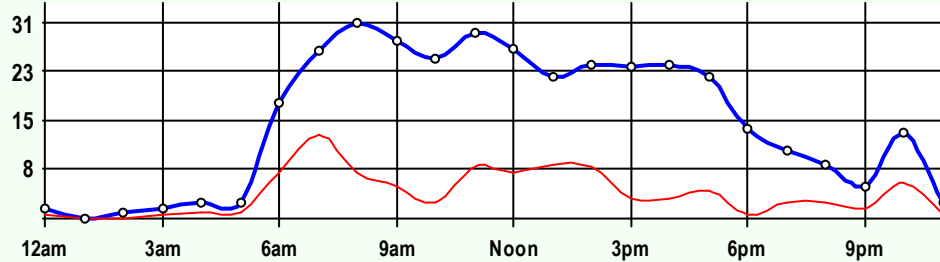
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
723	4	319	218	1	11	10	3	13	130	10	1	1	3
Axle Factor 0.75	541 Private-Unit 74.8%			25 Single-Unit 3.4%			158 Combination-Unit 21.8%						
	182 Commercial-Unit 25.2%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
362	3pm	38
273	Private	31
90	Commercial	8
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
362	2	163	109	1	6	6	2	6	62	6	1	1	1
Axle Factor 0.75	273 Private-Unit 75.3%			14 Single-Unit 3.9%			76 Combination-Unit 20.9%						
	90 Commercial-Unit 24.7%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
361	8am	31
269	Private	24
93	Commercial	7
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
361	3	157	110	0	6	4	1	7	68	5	0	1	2
Axle Factor 0.74	269 Private-Unit 74.4%			11 Single-Unit 2.9%			82 Combination-Unit 22.7%						
	93 Commercial-Unit 25.6%												

SITE INFORMATION

873GM5	Event No: 7345	Dist 5	Kingman County
South Leg	Route: K-14		
	X-Route: K-42		
Location	K-14 S OF K-42, N OF RAGO		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	06/06;08/03;07/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	02/16/09 13:00	02/18 12:00
51	48	02/16/09 13:00	02/18 12:00

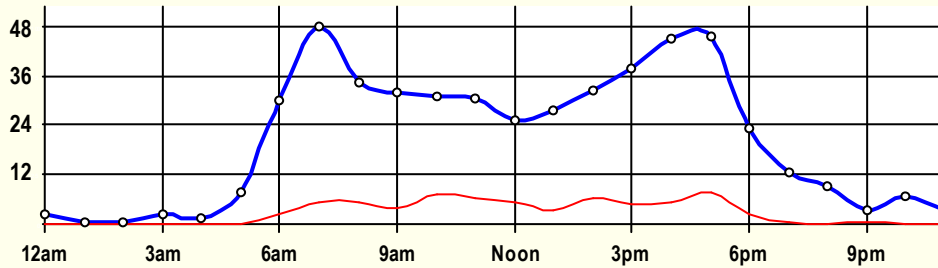
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
873GM7														
FC 7		Dist 5		Kingman County										
Route: K-42							West Leg							
XRoute: K-14														
K-42 W OF K-14, N OF RAGO														
Peak-Hour Traffic														
All Traffic		48		7am										
Private		42		7am										
Commercial		8		5pm										
February 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2.5	0	2.5	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	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
3	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0
4	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0
5	7.5	0	4	3.5	0	0	0	0	0	0	0	0	0	0
6	29.5	0	8.5	18.5	0	1	0	0	0.5	1	0	0	0	0
7	47.5	0	21.5	20.5	0	0	1.5	0.5	0.5	1.5	0.5	0.5	0	0.5
8	34	0	10.5	18	0	0	2.5	1	0.5	1	0	0	0	0.5
9	31.5	0	10	17.5	0	1	1	0.5	0	1.5	0	0	0	0
10	30.5	0	7	16.5	0	0.5	1	0.5	1	3	0	0.5	0	0.5
11	30	0	10	14	0	0.5	1.5	0.5	0	2.5	0	0	0	1
12	25	0	7.5	12	0	1	0.5	0	0.5	3.5	0	0	0	0
13	27.5	0	8.5	15.5	0	0	1.5	0	0	1.5	0.5	0	0	0
14	32	0	12	14	0	1.5	1	0	0.5	3	0	0	0	0
15	37.5	0	13.5	19	0	0.5	2.5	0	0.5	0.5	0	1	0	0
16	44.5	0	21.5	17.5	0	0.5	3.5	0	0	0.5	1	0	0	0
17	45	0	18	19.5	0	0	4.5	0	0	2.5	0	0.5	0	0
18	23	0	11.5	9	0	0	0.5	0.5	0.5	0.5	0.5	0	0	0
19	12.5	0	6	6	0	0	0.5	0	0	0	0	0	0	0
20	9	0	6.5	2.5	0	0	0	0	0	0	0	0	0	0
21	3.5	0	2	1	0	0	0	0	0	0.5	0	0	0	0
22	6.5	0	5.5	1	0	0	0	0	0	0	0	0	0	0
23	3.5	0	1.5	2	0	0	0	0	0	0	0	0	0	0
ADT	488	0	192.5	228	0	6.5	22	3.5	4.5	23	2.5	2.5	0	2.5
AF	0.88	0.0%	39.5%	46.8%	0.0%	1.3%	4.5%	0.7%	0.9%	4.7%	0.5%	0.5%	0.0%	0.5%
SITE TRAFFIC		420.5 Private 86.3% Unit			32 Single Unit 6.6%					35 Combination Unit 7.2%				
		67 Commercial Unit 13.7%												

873GM7

Classification Summary

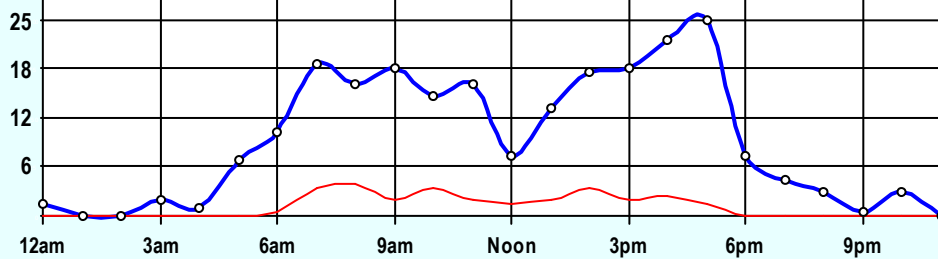
February 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
488	7am	48
421	Private	42
67	Commercial	6
K-Factor 0.06	EB	WB
	19	28

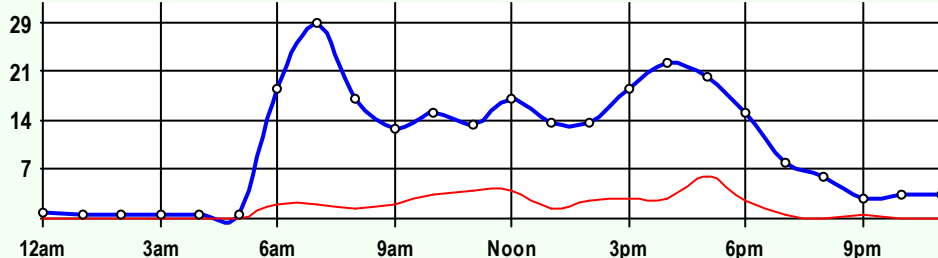
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
488	0	193	228	0	7	22	4	5	23	3	3	0	3
Axle Factor 0.88	421 Private-Unit 86.3%			32 Single-Unit 6.6%				35 Combination-Unit 7.2%					
	67 Commercial-Unit 13.7%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
230	5pm	25
202	Private	23
29	Commercial	2
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
230	0	96	106	0	4	12	1	2	9	1	1	0	0
Axle Factor 0.90	202 Private-Unit 87.6%			17 Single-Unit 7.2%				12 Combination-Unit 5.2%					
	29 Commercial-Unit 12.4%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
258	7am	29
219	Private	27
39	Commercial	2
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
258	0	97	122	0	3	10	3	3	15	2	2	0	3
Axle Factor 0.85	219 Private-Unit 85.0%			16 Single-Unit 6.0%				23 Combination-Unit 8.9%					
	39 Commercial-Unit 15.0%												

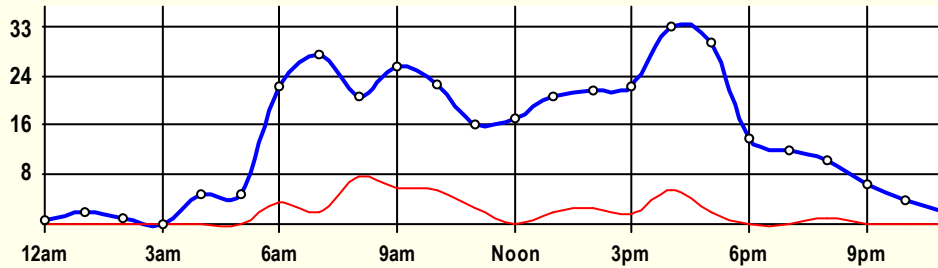
SITE INFORMATION

873GM7	Event No: 7346	Dist 5	Kingman County
West Leg	Route: K-42		
	X-Route: K-14		
Location	K-42 W OF K-14, N OF RAGO		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	06/06;08/03;07/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	02/16/09 13:00	02/18 12:00
71	48	02/16/09 13:00	02/18 12:00

24 Hour Classification Summary

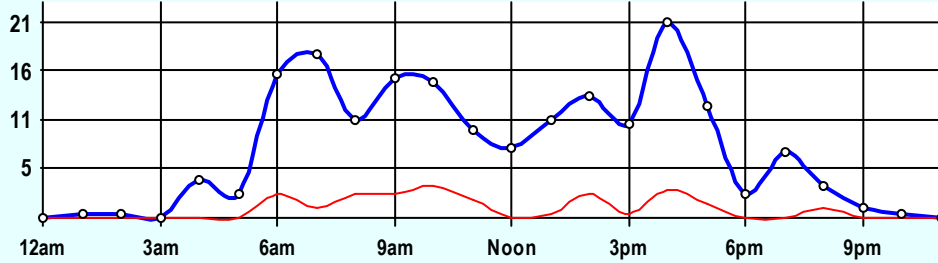
CLASSIFICATION										CLASSIFICATION				
8HON45														
FC 7		Dist 5		Kingman County										
Route: RS-303								South Leg						
XRoute: US-54														
RS-303 S OF US-54/400, 9 MI NE OF KINGMAN														
Peak-Hour Traffic														
All Traffic		33		4pm										
Private		28		5pm										
Commercial		8		8am										
February 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
1	2	0	1.5	0.5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	5	0	4	1	0	0	0	0	0	0	0	0	0	0
5	5	0	2.5	2.5	0	0	0	0	0	0	0	0	0	0
6	22.5	0	9.5	9.5	0	3	0	0	0	0.5	0	0	0	0
7	28	0	13.5	12.5	0	1	0.5	0	0	0	0.5	0	0	0
8	21	0	8	5	0	2	2.5	0	0.5	2.5	0.5	0	0	0
9	26	0	10	10	0	1.5	1.5	0.5	0	2	0.5	0	0	0
10	23	0	9.5	8	0	0.5	2	0	0	2.5	0	0	0	0.5
11	16.5	0	9	5	0	1.5	0	0	0	0	0	0	0	1
12	17.5	0	9.5	8	0	0	0	0	0	0	0	0	0	0
13	21	0	7.5	11.5	0	0	0	0.5	0.5	0.5	0.5	0	0	0
14	22	0.5	6.5	12.5	0	1	0	0	0.5	0.5	0.5	0	0	0
15	22.5	0	15	6	0	1	0	0	0	0.5	0	0	0	0
16	32.5	0	14.5	12.5	0	2.5	1	0	0	0	1	0.5	0	0.5
17	30	0	16.5	11.5	0	1	0	0	0	0.5	0	0.5	0	0
18	14	0	10.5	3.5	0	0	0	0	0	0	0	0	0	0
19	12	0	6.5	5.5	0	0	0	0	0	0	0	0	0	0
20	10.5	0	6	3.5	0	0	1	0	0	0	0	0	0	0
21	6.5	0	5	1.5	0	0	0	0	0	0	0	0	0	0
22	4	0	2.5	1.5	0	0	0	0	0	0	0	0	0	0
23	2	0	2	0	0	0	0	0	0	0	0	0	0	0
ADT	345	0.5	169.5	133	0	15	8.5	1	1.5	9.5	3.5	1	0	2
AF	0.91	0.1%	49.1%	38.6%	0.0%	4.3%	2.5%	0.3%	0.4%	2.8%	1.0%	0.3%	0.0%	0.6%
SITE TRAFFIC		303 Private Unit 87.8%			24.5 Single Unit 7.1%					17.5 Combination Unit 5.1%				
		42 Commercial Unit 12.2%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
345	4pm	33
303	Private	27
42	Commercial	6
K-Factor 0.06	NB	SB
	21	12

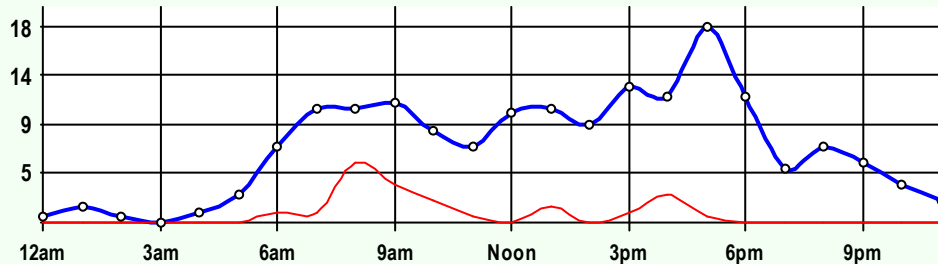
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
345	1	170	133	0	15	9	1	2	10	4	1	0	2
Axle Factor 0.91	0.1% 303 Private-Unit 87.8%			0.0% 25 Single-Unit 7.1%				0.4% 18 Combination-Unit 5.1%					
	42 Commercial-Unit 12.2%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
179	4pm	21
156	Private	18
23	Commercial	3
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
179	0	90	66	0	9	5	0	1	5	1	1	0	2
Axle Factor 0.91	0.0% 156 Private-Unit 87.1%			0.0% 14 Single-Unit 7.6%				0.6% 10 Combination-Unit 5.3%					
	23 Commercial-Unit 12.9%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
167	5pm	18
148	Private	18
19	Commercial	1
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
167	1	80	67	0	7	4	1	1	5	3	0	0	1
Axle Factor 0.91	0.3% 148 Private-Unit 88.6%			0.0% 11 Single-Unit 6.6%				0.3% 8 Combination-Unit 4.8%					
	19 Commercial-Unit 11.4%												

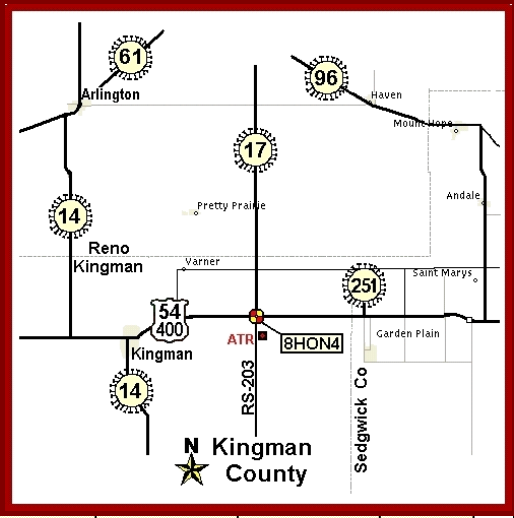
SITE INFORMATION

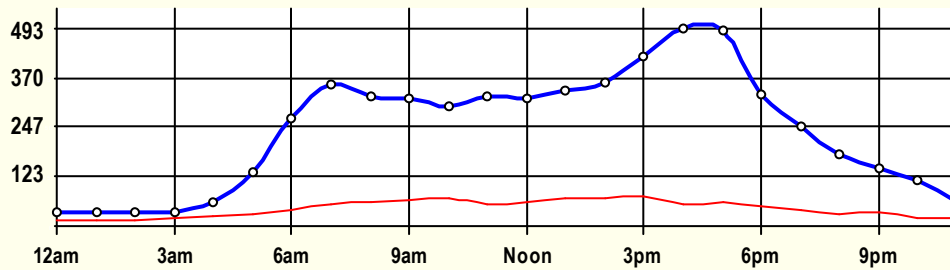
8H0N45	Event No: 7347	Dist 5	Kingman County
South Leg	Route: RS-303		
	X-Route: US-54		
Location	RS-303 S OF US-54/400, 9 MI NE OF KINGMAN		
Site Info	Regular, ATR		
Event Info			
History	10/05;02/02;07/99		
Comment	Survey at ATR		

Lane	Hrs	Start Hour	Last Hour
11	48	02/16/09 11:00	02/18 10:00
51	48	02/16/09 11:00	02/18 10:00

24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
8HON47														
FC 2		Dist 5		Kingman County										
Route: US-54								West Leg						
XRoute: K-17														
US-54 W OF K-17, 9 MI NE OF KINGMAN														
Peak-Hour Traffic														
All Traffic		493		4pm										
Private		438		4pm										
Commercial		73		3pm										
February 2009						48 Hr Survey								
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	37	0	15.5	7	0	0	0.5	0	0	11	0	2	1	0
1	37	0	15	6.5	0	0	0	0	2	11	0	1.5	0.5	0.5
2	34	0	9.5	8	0.5	0	0.5	0	1	11.5	0.5	1.5	1	0
3	36	0.5	13	4.5	1	1	0	0	1	7.5	0	4.5	3	0
4	60.5	0.5	24.5	11	0	1.5	1	0	2.5	17	0.5	1.5	0.5	0
5	135	0.5	72	34	0	4	0.5	0	3	19	0	0.5	1.5	0
6	270	0	157	75	0.5	4.5	2.5	0	5.5	21	0.5	1.5	2	0
7	352	0.5	200.5	97	0	6.5	1.5	0	7	34.5	0	2.5	2	0
8	325.5	0.5	181	84.5	0.5	3.5	7	0.5	3	43	0.5	0.5	1	0
9	320.5	0.5	167	89	0.5	4.5	3	0	8.5	45.5	1	1	0	0
10	300.5	2.5	144	83.5	0	5.5	6	0.5	7.5	48.5	0.5	1.5	0.5	0
11	325	1	178	90	0	2.5	3.5	0	5.5	41.5	2	0	1	0
12	317	1.5	168	86	0	5	5	0.5	6.5	40	0.5	3	1	0
13	337.5	1	199	70	0	3.5	3	1	8	49	0.5	1.5	1	0
14	360.5	0.5	212	80.5	0	2	5.5	0.5	6.5	49	2	2	0	0
15	425	0.5	247.5	104.5	0	6.5	6	1	10.5	44.5	1	2	0.5	0.5
16	493	0.5	305.5	132	0	6.5	2.5	0	7	37.5	1	0	0.5	0
17	487	1	307.5	119.5	0	2	3	0.5	8.5	43.5	0	1	0.5	0
18	328	0	209.5	67	0.5	3	2	0.5	6	37	0	1	1.5	0
19	248	0	156	54.5	0	3	1.5	1	2.5	28.5	0	0.5	0	0.5
20	178	0	107.5	41	0.5	2	1	0	1.5	23	0	1	0.5	0
21	143.5	1	82.5	26	0	2.5	0	0.5	2	23.5	0.5	5	0	0
22	112.5	0	70.5	20	0.5	1	0	0	0.5	16.5	0.5	2	1	0
23	59.5	0.5	28	9.5	0	0.5	1	0	0	17	0.5	2	0.5	0
ADT	5,723	13	3,270.5	1,400.5	4.5	71	56.5	6.5	106	720	12	39.5	21	1.5
AF	0.81	0.2%	57.2%	24.5%	0.1%	1.2%	1.0%	0.1%	1.9%	12.6%	0.2%	0.7%	0.4%	0.0%
SITE TRAFFIC		4,684 Private Unit 81.9%			138.5 Single Unit 2.4%				900 Combination Unit 15.7%					
1,038.5 Commercial Unit 18.1%														

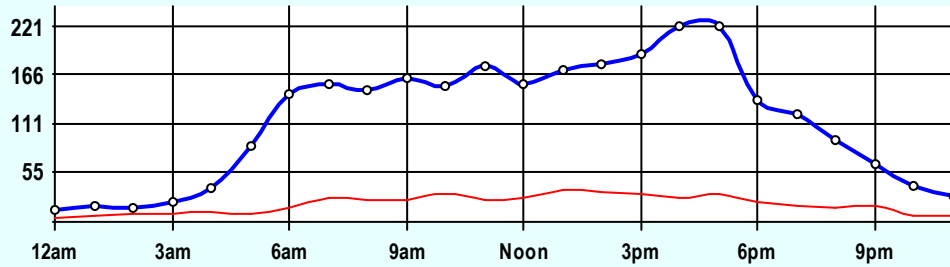




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
5,723	4pm	493
4,684	Private	438
1,039	Commercial	55
K-Factor 0.05	EB	WB
	221	272

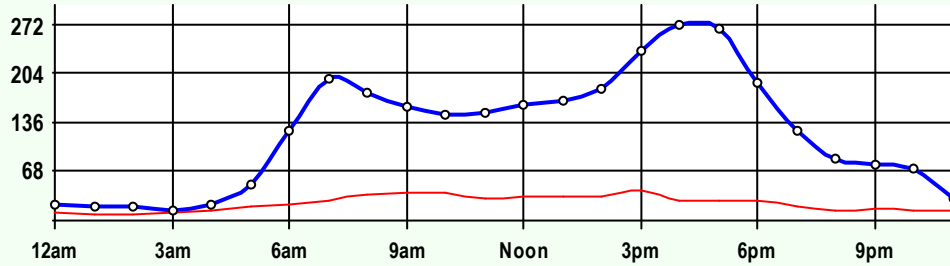
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
5,723	13	3,271	1,401	5	71	57	7	106	720	12	40	21	2	
Axle Factor 0.81	0.2%		57.2%		24.5%		0.1%		1.2%		1.0%		0.1%	
	4,684 Private-Unit			139 Single-Unit			2.4%			900 Combination-Unit				15.7%
	81.9%			1,039 Commercial-Unit						18.1%				



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,752	4pm	221
2,285	Private	195
467	Commercial	26
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,752	3	1,610	672	3	31	25	3	72	302	6	18	9	1	
Axle Factor 0.82	0.1%		58.5%		24.4%		0.1%		1.1%		0.9%		0.1%	
	2,285 Private-Unit			61 Single-Unit			2.2%			406 Combination-Unit				14.7%
	83.0%			467 Commercial-Unit						17.0%				



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,971	4pm	272
2,399	Private	243
572	Commercial	29
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,971	10	1,661	729	2	40	32	4	35	419	6	22	13	1	
Axle Factor 0.80	0.3%		55.9%		24.5%		0.1%		1.3%		1.1%		0.1%	
	2,399 Private-Unit			78 Single-Unit			2.6%			495 Combination-Unit				16.6%
	80.7%			572 Commercial-Unit						19.3%				

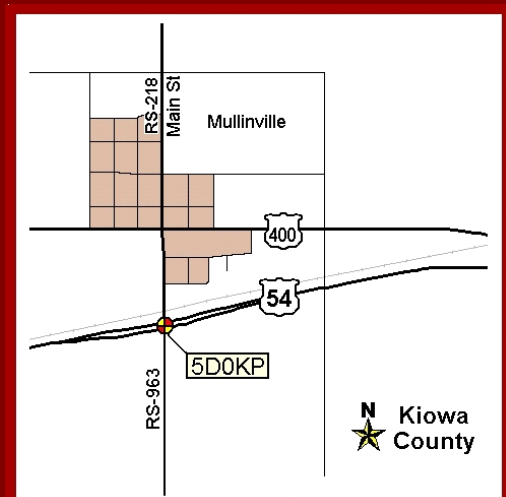
SITE INFORMATION

8HON47	Event No: 7348	Dist 5	Kingman County
West Leg	Route: US-54		
	X-Route: K-17		
Location	US-54 W OF K-17, 9 MI NE OF KINGMAN		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	06/05;06/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	02/16/09 11:00	02/18 10:00
32	48	02/16/09 11:00	02/18 10:00
71	48	02/16/09 11:00	02/18 10:00
72	48	02/16/09 11:00	02/18 10:00

24 Hour Classification Summary

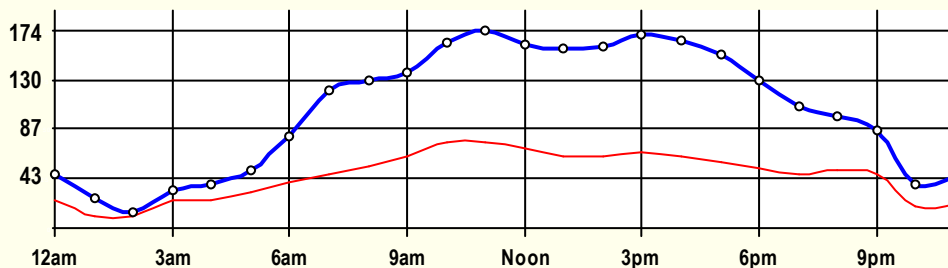
CLASSIFICATION													CLASSIFICATION												
5D0KP7																									
FC 2			Dist 5			Kiowa County																			
Route: US-54										West Leg															
XRoute: RS-963 (MAIN ST)																									
US-54 W OF MAIN ST, S EDGE OF MULLINVILLE																									
Peak-Hour Traffic																									
All Traffic			174			11am																			
Private			104			3pm																			
Commercial			75			10am																			
July 2009													EB 48Hr WB 30Hr												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13											
0	46.5	0.5	19	3	0	0	0.5	0	0	20	0.5	3	0	0											
1	26	0	12.5	2.5	0	0.5	0	0	0	10	0	0.5	0	0											
2	14.5	0	2.5	1	0	0	1	0	1.5	5	0.5	2.5	0.5	0											
3	32.5	0	4	4	0	0	1.5	0	1	19.5	0	0.5	2	0											
4	38	0	4	9.5	0	0	0	0	1.5	15.5	1	5	1.5	0											
5	50	0.5	11.5	7	0	1	0.5	0	0.5	24	0	3.5	1.5	0											
6	81	0	20	20.5	0	0	0	0	1.5	36.5	0	2	0.5	0											
7	120.5	3.5	41.5	29	1.5	1	3	0.5	1	37.5	0	1	0	1											
8	129.5	0.5	47.5	26.5	0	1	1.5	0	3.5	40	3	4.5	1	0.5											
9	136	1	48	24.5	0	4	1	0	2	51.5	1	2.5	0.5	0											
10	163.5	1.5	52	35	0	3	2	0	4.5	55.5	2.5	2.5	5	0											
11	173.5	1.5	65.5	31.5	0	2	2	0	2.5	63.5	2	3	0	0											
12	161	0.5	56	34	0	3	1.5	0	2.5	57.5	2.5	3	0.5	0											
13	157.5	0	55.5	38.5	0	2	1	0	4	52	0.5	3.5	0.5	0											
14	158.5	3	52.5	40	0	2	2	0.5	2	51	1	2.5	2	0											
15	170	0.5	68	35	0	3	1	1.5	3	52	1.5	2.5	1.5	0.5											
16	164	1.5	62	37	0	2	1	1	2.5	53	0.5	2.5	1	0											
17	153	2.5	61	32	0	0.5	1	0.5	1.5	51.5	0.5	1.5	0	0.5											
18	130	0.5	50	27.5	1	2	2.5	0	2	41	0	0.5	1	2											
19	107.5	1	36.5	22	1.5	0	2.5	0	1	36.5	2	4	0.5	0											
20	98.5	1.5	34.5	11	0	0	1	0	1.5	47	0.5	1.5	0	0											
21	85	2	26	9	0	1	1	2	0.5	39	0.5	4	0	0											
22	38	0	14	5.5	0	0.5	0	0	1	16	0	1	0	0											
23	45.5	1	17	6	0	0.5	2	0	0	15.5	0	3.5	0	0											
ADT	2,480	23	861	491.5	4	29	29.5	6	41	890.5	20	60.5	19.5	4.5											
AF	0.61	0.9%	34.7%	19.8%	0.2%	1.2%	1.2%	0.2%	1.7%	35.9%	0.8%	2.4%	0.8%	0.2%											
SITE TRAFFIC		1,375.5 Private Unit 55.5%			68.5 Single Unit 2.8%					1,036 Combination Unit 41.8%															
		1,104.5 Commercial Unit 44.5%																							



5D0KP7

Classification Summary

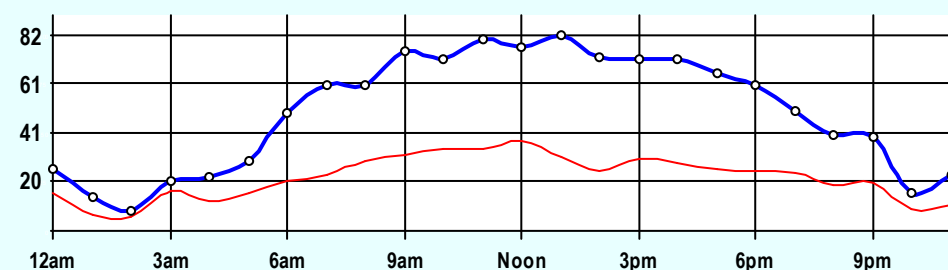
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,480	11am	174
1,376	Private	99
1,105	Commercial	75
K-Factor 0.04	EB	WB
	80	94

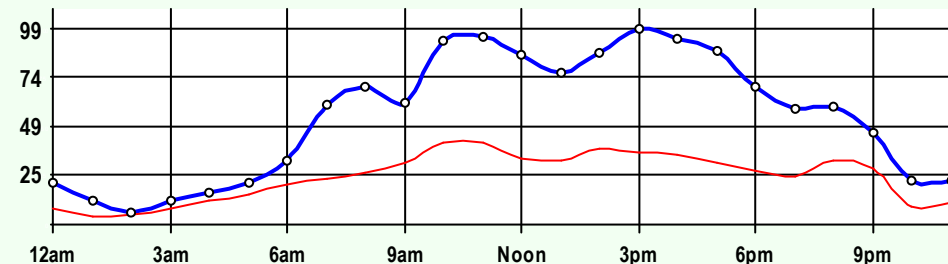
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,480	23	861	492	4	29	30	6	41	891	20	61	20	5
Axle Factor 0.61	0.9%	34.7%	19.8%	0.2%	1.2%	1.2%	0.2%	1.7%	35.9%	0.8%	2.4%	0.8%	0.2%
	1,376 Private-Unit 55.5%			69 Single-Unit 2.8%				1,036 Combination-Unit 41.8%					
	1,105 Commercial-Unit 44.5%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,182	1pm	82
650	Private	51
532	Commercial	31
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,182	14	404	233	1	15	14	3	22	431	7	31	9	1
Axle Factor 0.61	1.1%	34.2%	19.7%	0.1%	1.2%	1.2%	0.3%	1.8%	36.5%	0.6%	2.6%	0.7%	0.0%
	650 Private-Unit 55.0%			33 Single-Unit 2.8%				499 Combination-Unit 42.2%					
	532 Commercial-Unit 45.0%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,299	3pm	99
726	Private	62
573	Commercial	37
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,299	10	458	259	3	15	16	3	20	460	13	30	11	4
Axle Factor 0.61	0.7%	35.2%	19.9%	0.2%	1.1%	1.2%	0.2%	1.5%	35.4%	1.0%	2.3%	0.8%	0.3%
	726 Private-Unit 55.9%			36 Single-Unit 2.8%				537 Combination-Unit 41.4%					
	573 Commercial-Unit 44.1%												

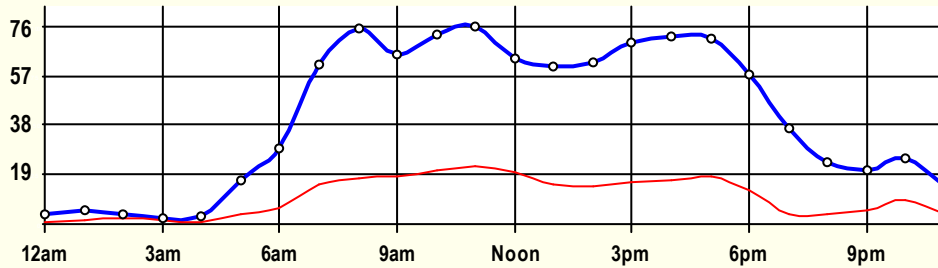
SITE INFORMATION

5D0KP7	Event No: 7494	Dist 5	Kiowa County
West Leg	Route: US-54		
	X-Route: RS-963 (MAIN ST)		
Location	US-54 W OF MAIN ST, S EDGE OF MULLINVILLE		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	11/06;09/03		
Comment	EB 48Hrs, WB 30Hrs.		

Lane	Hrs	Start Hour	Last Hour
31	48	07/13/09 12:00	07/15 11:00
71	30	07/13/09 12:00	07/14 17:00

24 Hour Classification Summary

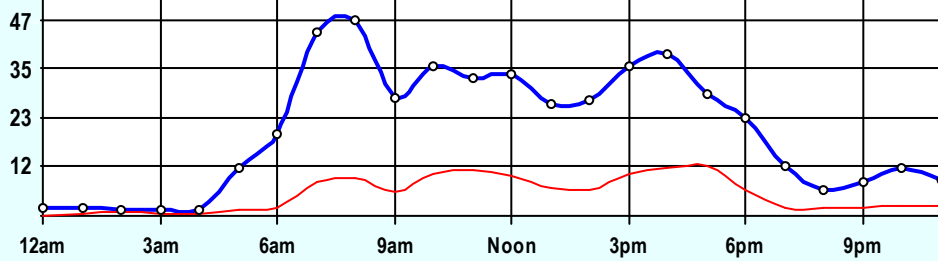
CLASSIFICATION													CLASSIFICATION	
50CI21														
FC 6			Dist 5			Kiowa County								
Route: US-183										North Leg				
XRoute: MCS-4904														
US-183 N OF MCS-4904, 6.75 MI S OF GREENSBURG														
Peak-Hour Traffic														
All Traffic		76			11am									
Private		58			8am									
Commercial		22			11am									
July 2009													48 Hr Survey	
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3.5	0	0.5	2.5	0	0	0	0	0	0.5	0	0	0	0
1	5	0	3	0.5	0	0	0.5	0	0	1	0	0	0	0
2	3.5	0	1.5	0	0	0	0	0	0.5	1.5	0	0	0	0
3	2.5	0	0.5	0.5	0	0	0	0	0	1.5	0	0	0	0
4	3	0	1.5	0.5	0	0	0	0	0	1	0	0	0	0
5	17	0	4.5	9	0	0.5	0.5	0	0	2.5	0	0	0	0
6	29	1	8	13.5	0	0	0.5	0	1	5	0	0	0	0
7	61	0	25.5	20.5	0	0.5	1.5	0	2	9	1.5	0.5	0	0
8	75.5	0	22.5	35.5	0	1	0.5	0	2.5	12.5	1	0	0	0
9	65	1	19	26.5	0	1.5	2	0	1.5	10.5	2	0.5	0	0.5
10	72.5	2.5	24	25	0	2	2.5	1	2	12	1.5	0	0	0
11	76	2	27	25	0	1.5	2	0.5	2	12.5	3	0.5	0	0
12	63.5	0.5	17.5	25.5	0	1.5	0	0	5	12	1	0	0	0.5
13	60.5	0.5	20	25	0	0.5	0.5	1	1.5	10.5	0.5	0	0	0.5
14	62.5	0.5	25	22.5	0	1	1.5	0	1	8.5	2	0	0	0.5
15	70	0.5	32	21.5	0	0.5	3	0	1	9.5	1.5	0.5	0	0
16	72	2	27.5	26	0	0.5	1	1	2.5	10	1	0	0	0.5
17	71.5	2	24.5	26.5	0	2	2.5	0	0.5	12	1.5	0	0	0
18	57.5	0	22.5	22	0	1	2	0	1.5	6.5	1	0	0	1
19	37	0	15.5	17.5	0	0	0	0	0	2	1	0.5	0	0.5
20	24	0	13	7.5	0	0	0	0	0	3.5	0	0	0	0
21	21	0	9.5	6.5	0	0	0	0	1.5	3.5	0	0	0	0
22	25	0.5	6	9	0	0	1.5	0.5	1.5	6	0	0	0	0
23	14.5	0	4.5	6.5	0	0	0	0	1	2.5	0	0	0	0
ADT	993	13	355	375	0	14	22	4	28.5	156	18.5	2.5	0	4
AF	0.75	1.3%	35.8%	37.8%	0.0%	1.4%	2.2%	0.4%	2.9%	15.7%	1.9%	0.3%	0.0%	0.4%
SITE TRAFFIC		743 Private Unit 74.9%			40 Single Unit 4.0%				209.5 Combination Unit 21.1%					
		249.5 Commercial Unit 25.1%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
993	11am	76
743	Private	54
250	Commercial	22
K-Factor 0.04	NB	SB
	32	44

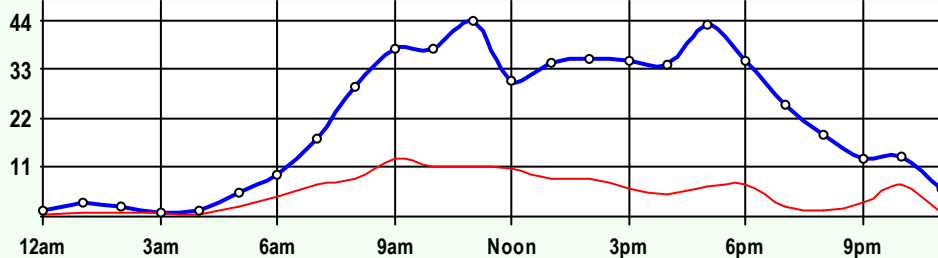
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
993	13	355	375	0	14	22	4	29	156	19	3	0	4
Axle Factor 0.75	743 Private-Unit 74.9%			40 Single-Unit 4.0%				210 Combination-Unit 21.1%					
	250 Commercial-Unit 25.1%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
485	8am	47
363	Private	38
122	Commercial	9
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
485	8	169	187	0	6	11	4	14	75	11	1	0	2
Axle Factor 0.75	363 Private-Unit 74.8%			21 Single-Unit 4.2%				102 Combination-Unit 20.9%					
	122 Commercial-Unit 25.2%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
508	11am	44
380	Private	33
128	Commercial	11
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
508	6	186	189	0	8	11	1	15	81	8	2	0	3
Axle Factor 0.75	380 Private-Unit 74.9%			20 Single-Unit 3.8%				108 Combination-Unit 21.3%					
	128 Commercial-Unit 25.1%												

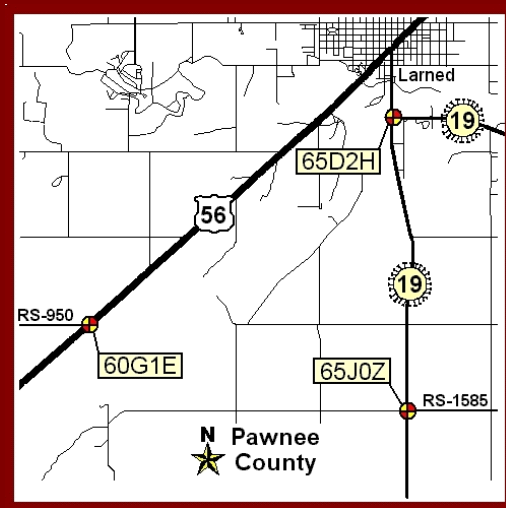
SITE INFORMATION

50CI21	Event No: 7492	Dist 5	Kiowa County
North Leg	Route: US-183		
	X-Route: MCS-4904		
Location	US-183 N OF MCS-4904, 6.75 MI S OF GREENSBURG		
Site Info	Regular, ATR, State-Sys, Route-Class D		
Event Info			
History	01/06;03/03;02/00;04/97		
Comment	Surveyed at ATR.		

Lane	Hrs	Start Hour	Last Hour
11	48	07/13/09 12:00	07/15 11:00
51	48	07/13/09 12:00	07/15 11:00

24 Hour Classification Summary

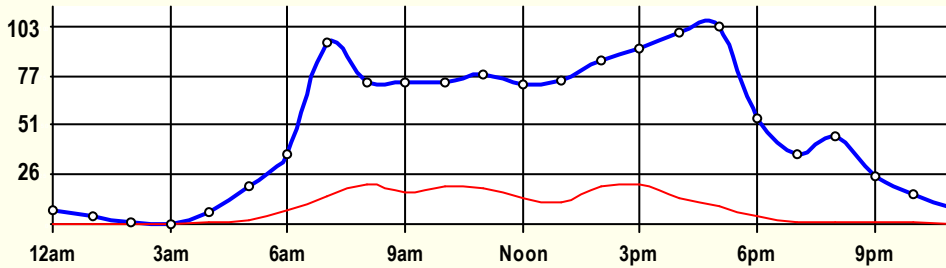
CLASSIFICATION										CLASSIFICATION				
65J0Z1														
FC 6		Dist 5		Pawnee County										
Route: K-19								North Leg						
XRoute: RS-1585 (DOLL RD)														
K-19 N OF RS-1585, 4 MI S OF LARNED														
Peak-Hour Traffic														
All Traffic		103		5pm										
Private		94		5pm										
Commercial		21		3pm										
July 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	7.5	0.5	4.5	2	0	0	0	0	0	0.5	0	0	0	0
1	4	0	3.5	0.5	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	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
4	6.5	0	4	1.5	0	0	0	0	0	1	0	0	0	0
5	20	0	8	9.5	0	0	0	0	0.5	2	0	0	0	0
6	36.5	0	12	17.5	0	0.5	0	0	1	4	0.5	1	0	0
7	94	1	44.5	34	0	1.5	0.5	0.5	0	11	0.5	0.5	0	0
8	73	0	26	26.5	0	1.5	1	0.5	3	12.5	0.5	1.5	0	0
9	73.5	2	19.5	35.5	0	2	0	0.5	1.5	10.5	0	1.5	0	0.5
10	73.5	0.5	26.5	27	0	1.5	1	0	1	14.5	0.5	0.5	0	0.5
11	78	0	23.5	36	0	1.5	0.5	0	0	14	1	0.5	0	1
12	72	0	22.5	36.5	0	1	0	0.5	2	8.5	0.5	0.5	0	0
13	74.5	0	26	37	0	0.5	2	0	0	9	0	0	0	0
14	84.5	0	30	35	0	2.5	1.5	0	1	12.5	1	0.5	0	0.5
15	91	0.5	34.5	35	1.5	1	2.5	0	1	12.5	1.5	0.5	0	0.5
16	99	0.5	50.5	35	0	0.5	0.5	0	1.5	8	1	1	0	0.5
17	102.5	0.5	55.5	37.5	0	1	0	0	0.5	6.5	0	1	0	0
18	54.5	0.5	23	27	0	0.5	0	0	0	1	1.5	0.5	0.5	0
19	36	0	17.5	17	0	0	0	0	0	1.5	0	0	0	0
20	45	1	26.5	16	0	0.5	0	0.5	0.5	0	0	0	0	0
21	24.5	1	11.5	10.5	0	0.5	0	0	0	1	0	0	0	0
22	16	0	9	6	0	0	0.5	0	0	0.5	0	0	0	0
23	8.5	1	4	3	0	0	0.5	0	0	0	0	0	0	0
ADT	1,176	9	483.5	486	1.5	16.5	10.5	2.5	13.5	131	8.5	9.5	0.5	3.5
AF	0.82	0.8%	41.1%	41.3%	0.1%	1.4%	0.9%	0.2%	1.1%	11.1%	0.7%	0.8%	0.0%	0.3%
SITE TRAFFIC		978.5 Private 83.2% Unit			31 Single Unit 2.6%					166.5 Combination Unit 14.2%				
		197.5 Commercial Unit 16.8%												



65J0Z1

Classification Summary

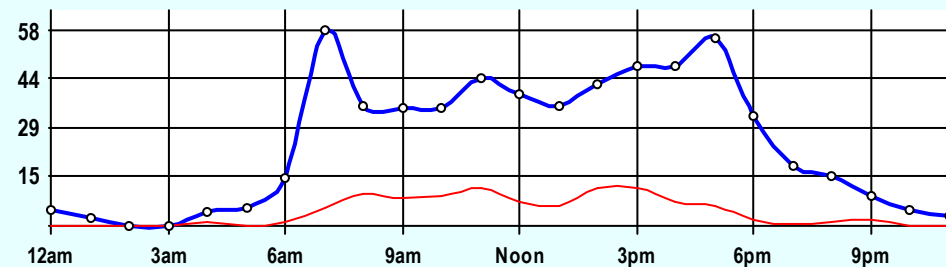
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,176	5pm	103
979	Private	94
198	Commercial	9
K-Factor 0.05	NB	SB
	56	47

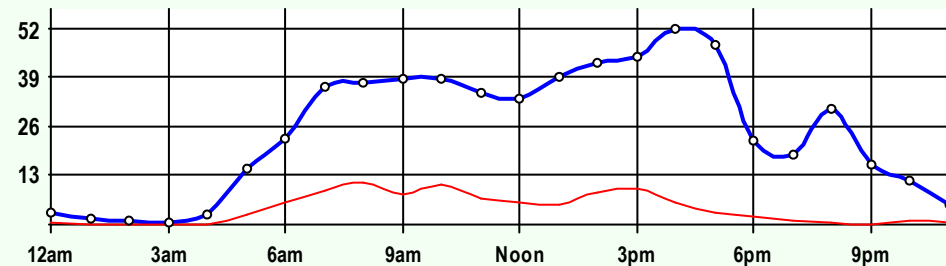
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,176	9	484	486	2	17	11	3	14	131	9	10	1	4
Axle Factor 0.82	979 Private-Unit 83.2%			31 Single-Unit 2.6%				167 Combination-Unit 14.2%					
	198 Commercial-Unit 16.8%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
585	7am	58
486	Private	53
100	Commercial	6
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
585	4	255	227	0	8	6	2	5	66	4	6	0	3
Axle Factor 0.82	486 Private-Unit 83.0%			16 Single-Unit 2.7%				84 Combination-Unit 14.3%					
	100 Commercial-Unit 17.0%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
591	4pm	52
493	Private	46
98	Commercial	6
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
591	6	229	259	2	9	5	1	9	66	5	4	1	1
Axle Factor 0.82	493 Private-Unit 83.4%			15 Single-Unit 2.5%				83 Combination-Unit 14.0%					
	98 Commercial-Unit 16.6%												

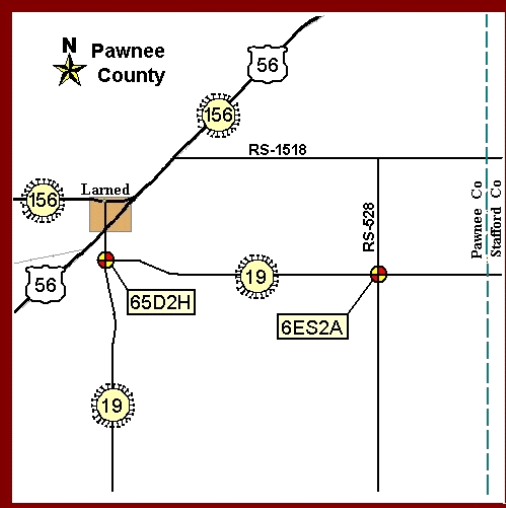
SITE INFORMATION

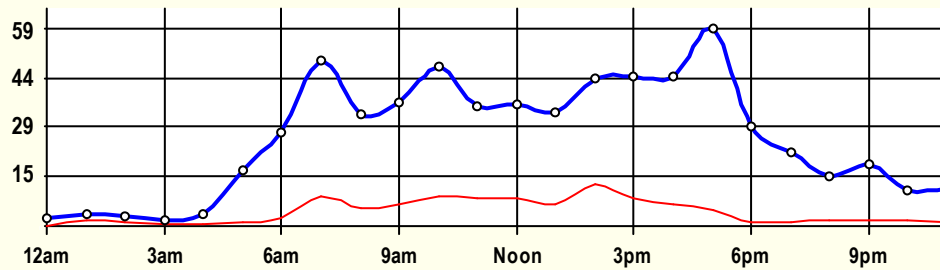
65J0Z1	Event No: 7486	Dist 5	Pawnee County
North Leg	Route: K-19		
	X-Route: RS-1585 (DOLL RD)		
Location	K-19 N OF RS-1585, 4 MI S OF LARNED		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	03/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	07/13/09 14:00	07/15 13:00
51	48	07/13/09 14:00	07/15 13:00

24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION					
6ES2A7															
FC 6		Dist 5		Pawnee County											
Route: K-19								West Leg							
XRoute: RS-528 (MACKSVILLE RD)															
K-19 W OF RS-528, 7 MI E OF LARNED															
Peak-Hour Traffic															
All Traffic		59		5pm											
Private		54		5pm											
Commercial		13		2pm											
July 2009										48 Hr Survey					
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	2.5	0	1.5	1	0	0	0	0	0	0	0	0	0	0	
1	3.5	0	2	0	0	0	0	0	1.5	0	0	0	0	0	
2	3	0	2	0	0	0	0	0	0.5	0.5	0	0	0	0	
3	2	0	1.5	0	0	0	0	0	0	0.5	0	0	0	0	
4	3.5	0	1	2	0	0	0	0	0	0.5	0	0	0	0	
5	16.5	0.5	8	7	0	0	0	0	0	1	0	0	0	0	
6	27.5	0	14	11	0	1	0	0	0	1.5	0	0	0	0	
7	49	1	29	10	0	0.5	2.5	0	0.5	4	1.5	0	0	0	
8	33	0	15.5	12	0	0.5	0	0	0	4.5	0.5	0	0	0	
9	36.5	0	16	14	0	0.5	0	0	1	4	1	0	0	0	
10	47.5	1	13.5	24	0	0.5	0.5	0	1	6	0.5	0	0	0.5	
11	35.5	0	11	16.5	0	1	1	0	0.5	5	0	0	0	0.5	
12	36	0	15.5	12.5	0	0.5	1.5	0	0.5	4.5	0	0	0	1	
13	33.5	0.5	16.5	10	0.5	0.5	1	0	0.5	3.5	0	0.5	0	0	
14	43.5	0	18	13	0	0.5	1	0	0.5	9	1.5	0	0	0	
15	44	0.5	14.5	21	0	0	0	0	0.5	6	1	0	0.5	0	
16	44	0	26.5	11	0	0	0.5	0	0	6	0	0	0	0	
17	58.5	0.5	32.5	20.5	0	0	0	0	0	4.5	0.5	0	0	0	
18	29.5	0	18.5	10	0	0	0	0	0	1	0	0	0	0	
19	22	0.5	13	7.5	0	0	0	0	0	1	0	0	0	0	
20	14.5	0	8	5	0	0	0	0	0	1.5	0	0	0	0	
21	18.5	0	12	5	0	0	0	0	0.5	1	0	0	0	0	
22	10.5	0	6	3	0	0	0	0	0	1.5	0	0	0	0	
23	11.5	0	8	2.5	0	0	0	0	0.5	0.5	0	0	0	0	
ADT	626	4.5	304	218.5	0.5	5.5	8	0	8	67.5	6.5	0.5	0.5	2	
AF	0.82	0.7%	48.6%	34.9%	0.1%	0.9%	1.3%	0.0%	1.3%	10.8%	1.0%	0.1%	0.1%	0.3%	
SITE TRAFFIC		527 Private Unit 84.2%			14 Single Unit 2.2%				85 Combination Unit 13.6%						
		99 Commercial Unit 15.8%													

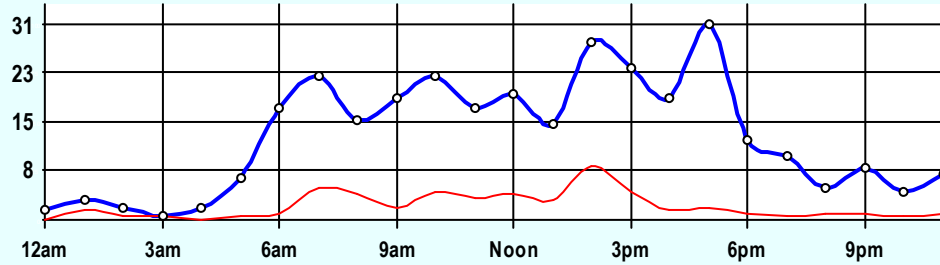




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
626	5pm	59
527	Private	54
99	Commercial	5
K-Factor 0.05	EB	WB
	30	28

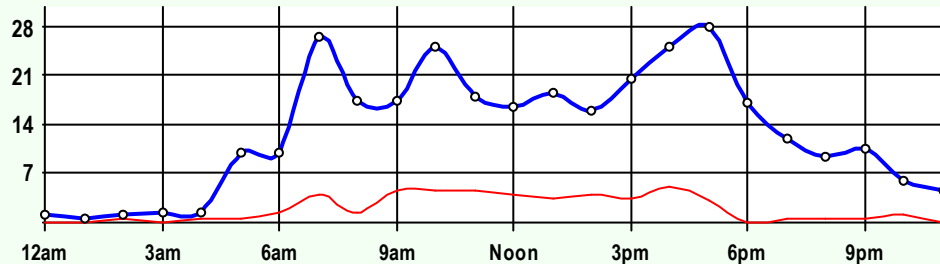
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
626	5	304	219	1	6	8	0	8	68	7	1	1	2
Axle Factor 0.82	0.7% 527 Private-Unit 84.2%			0.1% 14 Single-Unit 2.2%				0.0% 85 Combination-Unit 13.6%					
	99 Commercial-Unit 15.8%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
312	5pm	31
261	Private	29
52	Commercial	2
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
312	1	149	111	1	3	4	0	7	33	5	0	1	1
Axle Factor 0.82	0.3% 261 Private-Unit 83.5%			0.2% 7 Single-Unit 2.2%				0.0% 45 Combination-Unit 14.3%					
	52 Commercial-Unit 16.5%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
314	5pm	28
267	Private	25
48	Commercial	3
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
314	4	156	108	0	3	4	0	2	35	2	1	0	2
Axle Factor 0.83	1.1% 267 Private-Unit 84.9%			0.0% 7 Single-Unit 2.2%				0.0% 41 Combination-Unit 12.9%					
	48 Commercial-Unit 15.1%												

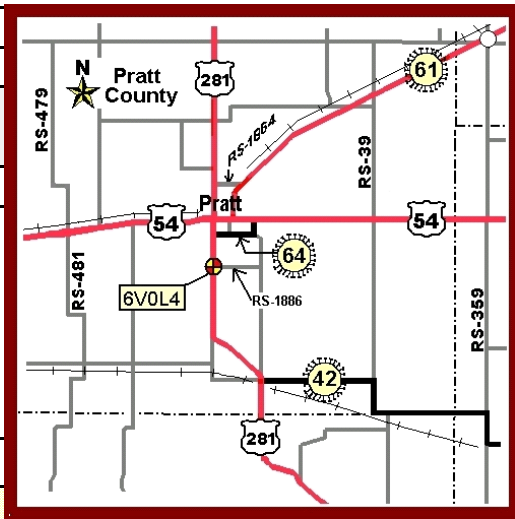
SITE INFORMATION

6ES2A7	Event No: 7487	Dist 5	Pawnee County
West Leg	Route: K-19		
	X-Route: RS-528 (MACKSVILLE RD)		
Location	K-19 W OF RS-528, 7 MI E OF LARNED		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	03/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	07/13/09 14:00	07/15 13:00
71	48	07/13/09 14:00	07/15 13:00

24 Hour Classification Summary

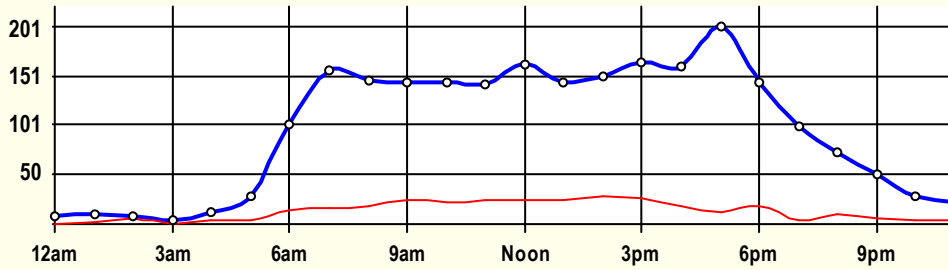
CLASSIFICATION										CLASSIFICATION				
6V0L41														
FC 6		Dist 5		Pratt County										
Route: US-281								North Leg						
XRoute: RS-1886														
US-281 N OF RS-1886, 2 MI S OF K-64 AT PRATT														
Peak-Hour Traffic														
All Traffic		201		5pm										
Private		188		5pm										
Commercial		29		2pm										
June 2009						48 Hr Survey								
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	9	0	4.5	3.5	0	0	0	0	0	0.5	0.5	0	0	0
1	9.5	0.5	3.5	3	0	0.5	0.5	0	0.5	1	0	0	0	0
2	9	0	2.5	1	0	0.5	1.5	0	1	2	0	0.5	0	0
3	3.5	0	1.5	1	0	0	0	0	0	0.5	0.5	0	0	0
4	12	1	4	2	0	1.5	0.5	0	0.5	2.5	0	0	0	0
5	28.5	0	16.5	8	0	0.5	0.5	0	1	1.5	0.5	0	0	0
6	100.5	1	37.5	48	0	2	1.5	0	0	8.5	2	0	0	0
7	156	2.5	64.5	73	0	0.5	4.5	1	0	8.5	1.5	0	0	0
8	146	1	60	66	0	2.5	1	0.5	4	10.5	0.5	0	0	0
9	144	2	55	63.5	0	0.5	4	0.5	6	9	2	0	0	1.5
10	143.5	1	59	61.5	0	2	3.5	0.5	2.5	10.5	1	1	0.5	0.5
11	142.5	1	65.5	51.5	0	3.5	3.5	1	2	14.5	0	0	0	0
12	161.5	0	75.5	62	0.5	3	3.5	0.5	3.5	12	0.5	0	0.5	0
13	144	0.5	66	53.5	0	2	2.5	1.5	5	11	1.5	0	0	0.5
14	150	2.5	56.5	62	0.5	2	6.5	0.5	4	12	1.5	1	0.5	0.5
15	165	4.5	61.5	73	0	2.5	3.5	1	5	11	2	0	0	1
16	161	1.5	77	64.5	0	2	2	0	2	10.5	0.5	0.5	0	0.5
17	201	3	103.5	81.5	0	1	2	0	1.5	6.5	1.5	0.5	0	0
18	144	1.5	70	54	0.5	0.5	1.5	0	2	11	1.5	1	0	0.5
19	98.5	1	49	44.5	0	0.5	0.5	0	0.5	2	0	0.5	0	0
20	73	1	33.5	27.5	0	1	1.5	0	2	6.5	0	0	0	0
21	51.5	1	27.5	17.5	0	0	0	0	2	3.5	0	0	0	0
22	28	0	16.5	6.5	0	0	0	0	0.5	4	0	0.5	0	0
23	22.5	1.5	8.5	8.5	0	0.5	0	0	0.5	1	2	0	0	0
ADT	2,304	28	1,019	937	1.5	29	44.5	7	46	160.5	19.5	5.5	1.5	5
AF	0.86	1.2%	44.2%	40.7%	0.1%	1.3%	1.9%	0.3%	2.0%	7.0%	0.8%	0.2%	0.1%	0.2%
SITE TRAFFIC		1,984 Private Unit 86.1%			82 Single Unit 3.6%				238 Combination Unit 10.3%					
		320 Commercial Unit 13.9%												



6V0L41

Classification Summary

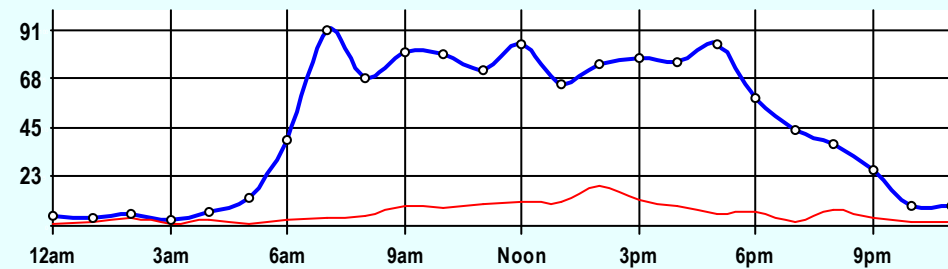
June 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,304	5pm	201
1,984	Private	188
320	Commercial	13
K-Factor 0.05	NB	SB
	84	117

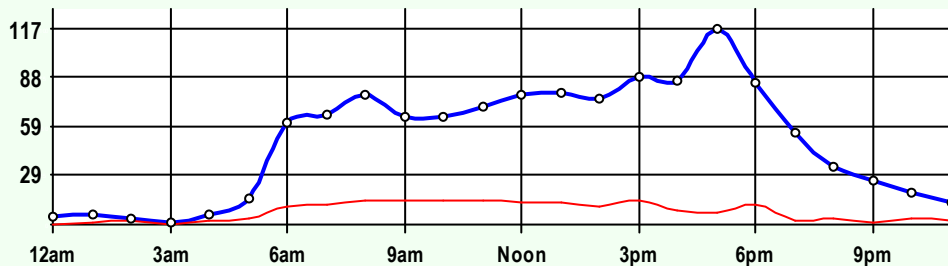
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,304	28	1,019	937	2	29	45	7	46	161	20	6	2	5
Axle Factor 0.86	1,984 Private-Unit 86.1%			82 Single-Unit 3.6%				238 Combination-Unit 10.3%					
	320 Commercial-Unit 13.9%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,111	7am	91
972	Private	87
139	Commercial	4
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,111	14	506	452	1	16	23	2	28	61	7	2	0	1
Axle Factor 0.88	972 Private-Unit 87.5%			41 Single-Unit 3.6%				98 Combination-Unit 8.8%					
	139 Commercial-Unit 12.5%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,194	5pm	117
1,012	Private	110
182	Commercial	8
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,194	14	513	485	1	14	22	6	18	100	13	4	2	5
Axle Factor 0.84	1,012 Private-Unit 84.8%			42 Single-Unit 3.5%				140 Combination-Unit 11.7%					
	182 Commercial-Unit 15.2%												

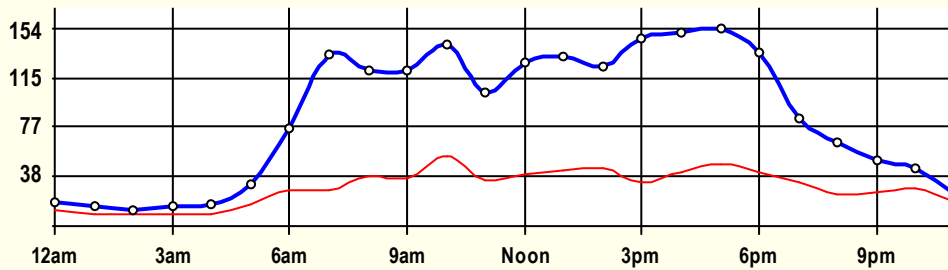
SITE INFORMATION

6V0L41	Event No: 7475	Dist 5	Pratt County
North Leg	Route: US-281		
	X-Route: RS-1886		
Location	US-281 N OF RS-1886, 2 MI S OF K-64 AT PRATT		
Site Info	Regular, State-Sys, Route-Class B		
Event Info			
History	08/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/15/09 11:00	06/17 10:00
51	48	06/15/09 11:00	06/17 10:00

24 Hour Classification Summary

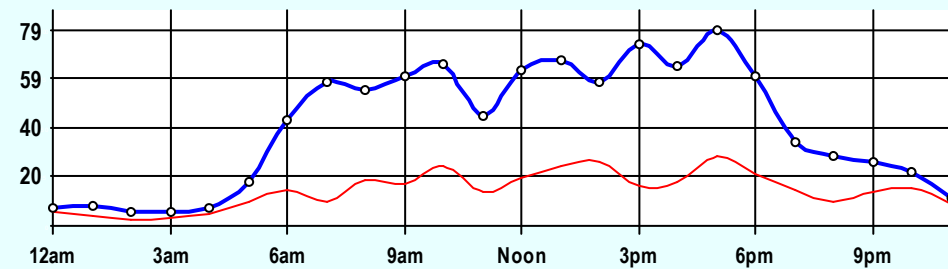
CLASSIFICATION										CLASSIFICATION				
7UOTC6					WIM Collected									
FC 2		Dist 5			Reno County									
Route: K-61					South-West Leg									
XRoute: MCS-7809 (ANDRE RD)														
K-61 SW OF ANDRE RD, 3 MI NE OF LANGDON														
Peak-Hour Traffic														
All Traffic		154		5pm										
Private		112		3pm										
Commercial		55		10am										
October 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	19	0	5	1.5	0	0	0.5	0	0	10	0.5	1.5	0	0
1	16	0	6	1	0	0	0	0	0	7.5	0.5	1	0	0
2	13	0	3	1	0	0	0	0	0.5	7	0	1.5	0	0
3	15	0	4	1.5	0	0.5	0	0	0	8	0	1	0	0
4	16.5	0	4	3	0.5	0.5	0	0	0	7	0	1.5	0	0
5	32.5	0	9.5	5.5	0	1	1	0	0	15	0	0.5	0	0
6	76	0	28.5	19.5	0.5	5.5	1	0	0.5	18	0	2.5	0	0
7	132.5	0.5	74.5	29.5	0.5	6	0	0	0	21	0.5	0	0	0
8	121	0	52	31	0.5	5	2	0.5	0	27	0.5	2.5	0	0
9	121.5	0.5	52	32.5	1	5.5	0.5	0	0.5	26	1	2	0	0
10	141.5	0	65.5	21.5	0.5	4	2	0	1	45	0.5	1.5	0	0
11	104.5	0.5	44	24	0	6.5	0.5	0.5	0	27	1	0.5	0	0
12	126.5	0	53.5	33	0.5	3	5.5	0	1	28	0	2	0	0
13	131.5	2	57	29.5	0	3.5	2.5	0	0.5	36.5	0	0	0	0
14	124.5	1.5	48	30	0	6	1	0	1	36.5	0	0.5	0	0
15	146	0	76.5	35.5	0	4.5	2	0	0	26.5	0.5	0.5	0	0
16	150.5	0	75	34	1	3	1.5	0	0.5	31.5	2.5	1.5	0	0
17	153.5	0	69.5	35.5	0.5	6	0.5	0	0.5	37.5	0	3.5	0	0
18	135.5	0.5	62	30.5	0	4	1.5	0.5	0.5	34.5	0.5	1	0	0
19	84	0.5	36.5	12.5	0	2	0.5	0	0.5	30	0	1.5	0	0
20	65	0	28	12	0	0.5	0	0	0	23	0	1.5	0	0
21	51.5	0.5	16.5	8	0	0.5	0	0	0	22.5	0	3.5	0	0
22	44.5	0	12	3	0	1	0.5	0	0	26	0	2	0	0
23	24.5	0	4.5	2	0	0	0	0	0	17.5	0.5	0	0	0
ADT	2,047	6.5	887	437	5.5	68.5	23	1.5	7	568.5	8.5	33.5	0	0
AF	0.68	0.3%	43.3%	21.4%	0.3%	3.3%	1.1%	0.1%	0.3%	27.8%	0.4%	1.6%	0.0%	0.0%
SITE TRAFFIC		1,330.5 Private Unit 65.0%			98.5 Single Unit 4.8%					617.5 Combination Unit 30.2%				
716 Commercial Unit 35.0%														



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,047	5pm	154
1,331	Private	105
716	Commercial	49
K-Factor 0.04	NEB	SWB
	79	74

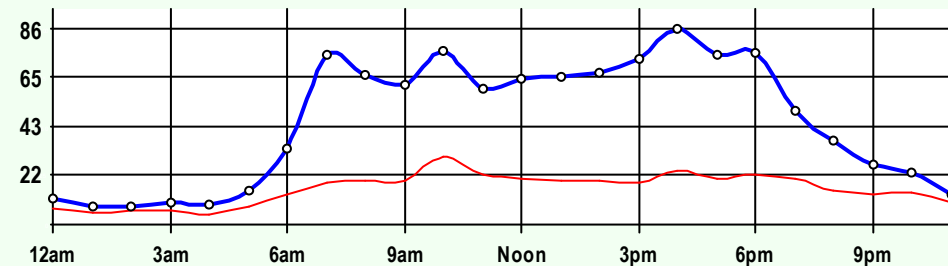
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13			
2,047	7	887	437	6	69	23	2	7	569	9	34	0	0			
Axle Factor 0.68	0.3%		43.3%		21.4%		0.3%		3.3%		1.1%		0.1%			
	1,331 Private-Unit			99 Single-Unit				4.8%			618 Combination-Unit				30.2%	
	716 Commercial-Unit													35.0%		



NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
962	5pm	79
619	Private	51
343	Commercial	28
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13			
962	3	406	211	3	30	17	1	4	272	3	15	0	0			
Axle Factor 0.68	0.3%		42.2%		21.9%		0.3%		3.1%		1.8%		0.1%			
	619 Private-Unit			50 Single-Unit				5.2%			293 Combination-Unit				30.4%	
	343 Commercial-Unit													35.6%		



SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,085	4pm	86
712	Private	63
374	Commercial	24
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13			
1,085	4	481	227	3	39	6	1	4	297	6	19	0	0			
Axle Factor 0.69	0.4%		44.3%		20.9%		0.3%		3.6%		0.6%		0.0%			
	712 Private-Unit			49 Single-Unit				4.5%			325 Combination-Unit				30.0%	
	374 Commercial-Unit													34.4%		

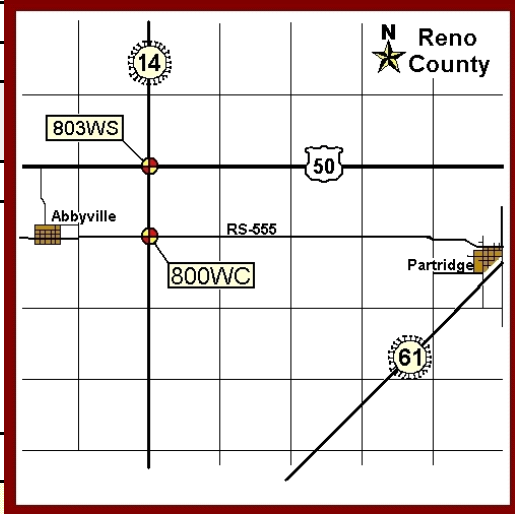
SITE INFORMATION

7U0TC6	Event No: 7593	Dist 5	Reno County
South-West Leg	Route: K-61		
	X-Route: MCS-7809 (ANDRE RD)		
Location	K-61 SW OF ANDRE RD, 3 MI NE OF LANGDON		
Site Info	Regular, ATR, NHS, Route-Class C		
Event Info	WIM Collected		
History	10/06;08/03;05/00;06/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
21	48	10/19/09 12:00	10/21 11:00
61	48	10/19/09 12:00	10/21 11:00

24 Hour Classification Summary

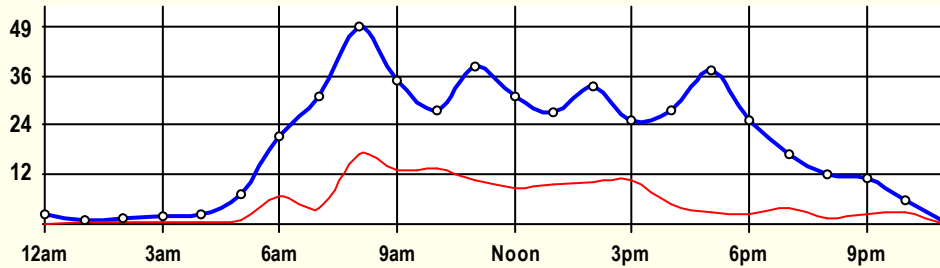
CLASSIFICATION										CLASSIFICATION				
803WS1														
FC 6		Dist 5			Reno County									
Route: K-14								North Leg						
XRoute: US-50														
K-14 N OF US-50														
Peak-Hour Traffic														
All Traffic		49			8am									
Private		35			5pm									
Commercial		17			8am									
June 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2.5	0	1.5	1	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0
2	1.5	0	0.5	0.5	0	0	0	0	0	0.5	0	0	0	0
3	2	0	1	0.5	0	0	0	0	0	0.5	0	0	0	0
4	2.5	0	0.5	1.5	0	0	0	0	0	0.5	0	0	0	0
5	7.5	0	4.5	2	0	0	0	0	0	0.5	0	0.5	0	0
6	21.5	0	8.5	6	0	1.5	0	0	0	3.5	0	0	1.5	0.5
7	31.5	0	11.5	16	0	0	0	0	0	2.5	0	0.5	0	1
8	48.5	1	13.5	17	0	2.5	0.5	0.5	1.5	11	0.5	0	0.5	0
9	35	0	11	11	0	1	2	0	0	9	0.5	0	0	0.5
10	28	0	5.5	9	0	2	2	1	1.5	7	0	0	0	0
11	38.5	0	12.5	15	0	1.5	0.5	0	2	5.5	0	0	0.5	1
12	31.5	0	11.5	11	0	0.5	0	0	0.5	8	0	0	0	0
13	27.5	0.5	9	8	0	0.5	2.5	0	1	5.5	0.5	0	0	0
14	34	1	12	10.5	0	0	0.5	0.5	0.5	8	0	0.5	0	0.5
15	25.5	0	10	4.5	0	0	1	0.5	1.5	7.5	0	0	0	0.5
16	28	0	13	10	0	0	0.5	0	0	3.5	1	0	0	0
17	37.5	0	20	14.5	0	0	0	0	0	3	0	0	0	0
18	25.5	0.5	14.5	8	0	0	0	0	0.5	2	0	0	0	0
19	17	1	5	7	0	0.5	0.5	0	0	3	0	0	0	0
20	12	0.5	5.5	4.5	0	0	0	0	0	1	0.5	0	0	0
21	11.5	0	6.5	2.5	0	0	0	0	0.5	0.5	0	1.5	0	0
22	6	0	2	1	0	0.5	0	0	0	2	0	0.5	0	0
23	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0
ADT	477	4.5	180	161.5	0	10.5	10.5	2.5	9.5	84.5	3	3.5	2.5	4
AF	0.74	0.9%	37.8%	33.9%	0.0%	2.2%	2.2%	0.5%	2.0%	17.7%	0.6%	0.7%	0.5%	0.8%
SITE TRAFFIC		346 Private			23.5 Single Unit 4.9%					107 Combination Unit 22.5%				
		72.6% Unit			130.5 Commercial Unit 27.4%									



803WS1

Classification Summary

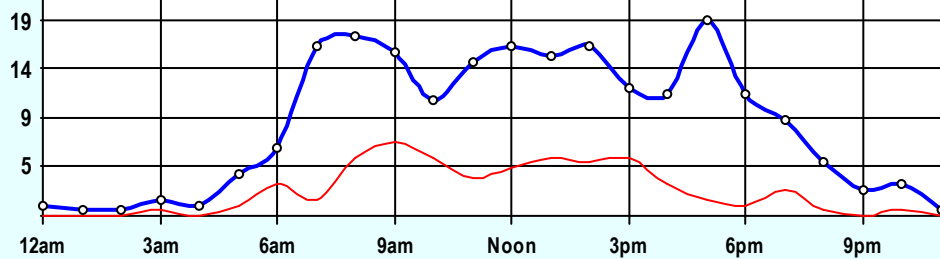
June 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
477	8am	49
346	Private	32
131	Commercial	17
K-Factor 0.07	NB	SB
	17	32

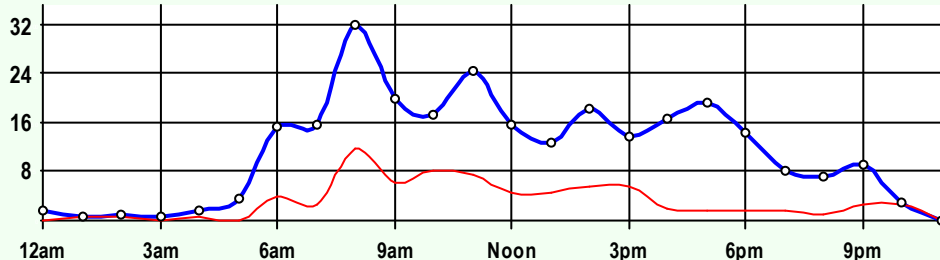
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
477	5	180	162	0	11	11	3	10	85	3	4	3	4
Axle Factor 0.74	346 Private-Unit 72.6%			24 Single-Unit 4.9%				107 Combination-Unit 22.5%					
	131 Commercial-Unit 27.4%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
210	5pm	19
153	Private	17
57	Commercial	2
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
210	2	82	70	0	4	5	1	5	40	2	1	1	1
Axle Factor 0.74	153 Private-Unit 72.8%			10 Single-Unit 4.5%				48 Combination-Unit 22.7%					
	57 Commercial-Unit 27.2%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
267	8am	32
194	Private	20
74	Commercial	12
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
267	3	99	92	0	7	6	2	5	45	2	3	2	4
Axle Factor 0.73	194 Private-Unit 72.5%			14 Single-Unit 5.2%				60 Combination-Unit 22.3%					
	74 Commercial-Unit 27.5%												

SITE INFORMATION

803WS1	Event No: 7477	Dist 5	Reno County
North Leg	Route: K-14		
	X-Route: US-50		
Location	K-14 N OF US-50		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	10/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/15/09 13:00	06/17 12:00
51	48	06/15/09 13:00	06/17 12:00

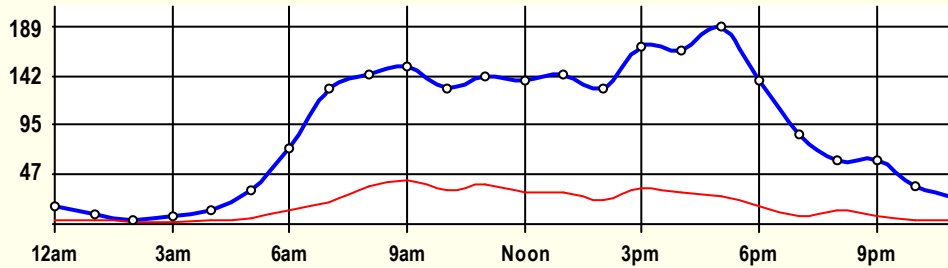
24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
8F9X01														
FC 12	Dist 5		Reno County											
Route: K-96			North Leg											
XRoute: US-50														
K-96 N OF US-50, W JCT, S HUTCHINSON														
Peak-Hour Traffic														
All Traffic		189	5pm											
Private		163	5pm											
Commercial		42	9am											
June 2009					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	16.5	0.5	8	4	0	0	1	0	0	3	0	0	0	0
1	9.5	0	5	1.5	0	0	0	0	0	2	0	1	0	0
2	3.5	0	2	0.5	0	0	0	0	0	1	0	0	0	0
3	7	0	3	2	0	0	0.5	0	0	1.5	0	0	0	0
4	13	0	7.5	1	0	1	0	0	0	3	0	0.5	0	0
5	32	0.5	17.5	9	0	0.5	1	0	0.5	3	0	0	0	0
6	72	2	35.5	21	0	2	1	0	1	9.5	0	0	0	0
7	130.5	0	66.5	43	0	1.5	1.5	0	3	15	0	0	0	0
8	143	1	62.5	42.5	0	2	5.5	0.5	1.5	25	1	0.5	0	1
9	151.5	0.5	63	46	1	2.5	2.5	0	2	32	1.5	0.5	0	0
10	129.5	0	61.5	35.5	0	1	3	1	3	24	0	0	0	0.5
11	141	1.5	65	37	0	3	8.5	0.5	3	22	0.5	0	0	0
12	137.5	1.5	63	42.5	0	5.5	3.5	1	1.5	18.5	0.5	0	0	0
13	144	0.5	72.5	40.5	0	2.5	3	1	1.5	22	0.5	0	0	0
14	130	0.5	65	41	0	1	2	0	1	19.5	0	0	0	0
15	169.5	2	87	46.5	0	2	4	1	5	21.5	0	0	0	0.5
16	165.5	0.5	92.5	42	0	1.5	3	0	2.5	21	1.5	0	0	1
17	189	4.5	105.5	52.5	0	1.5	2	0.5	2.5	20	0	0	0	0
18	136.5	2	81	36	0	2.5	0.5	0	2.5	11.5	0	0.5	0	0
19	86.5	2	47.5	28.5	0	0	0	0	0.5	8	0	0	0	0
20	60.5	1	34.5	11.5	0	0	0.5	0	0.5	12	0	0.5	0	0
21	60.5	0.5	36.5	16	0	0	0	0	0	7	0	0.5	0	0
22	37	0	26.5	7.5	0	0	0	0	0	2.5	0.5	0	0	0
23	24.5	0	11.5	9.5	0	0.5	0.5	0	0.5	2	0	0	0	0
ADT	2,190	21	1,120	617	1	30.5	43.5	5.5	32	306.5	6	4	0	3
AF	0.80	1.0%	51.1%	28.2%	0.0%	1.4%	2.0%	0.3%	1.5%	14.0%	0.3%	0.2%	0.0%	0.1%
SITE TRAFFIC		1,758 Private Unit 80.3%			80.5 Single Unit 3.7%					351.5 Combination Unit 16.1%				
		432 Commercial Unit 19.7%												

8F9X01

Classification Summary

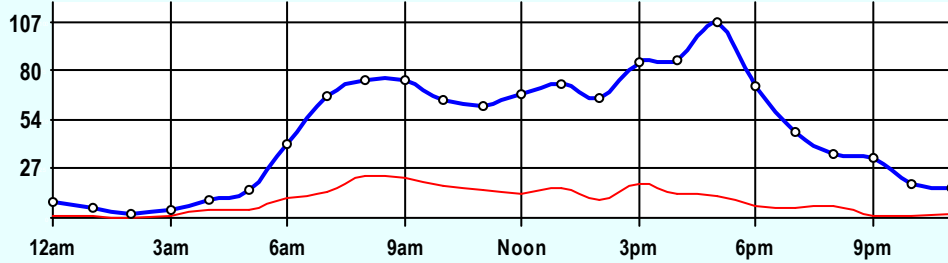
June 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,190	5pm	189
1,758	Private	163
432	Commercial	27
K-Factor 0.05	NB	SB
	107	82

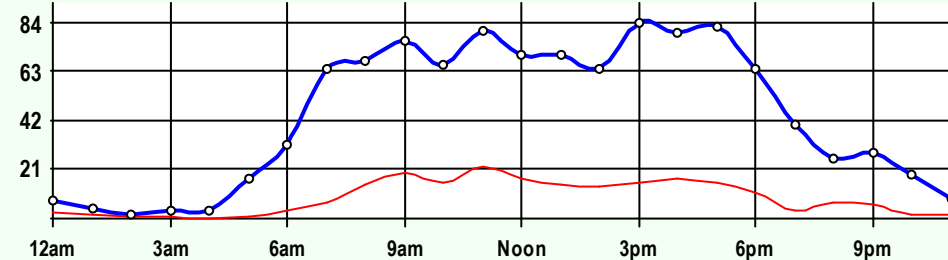
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,190	21	1,120	617	1	31	44	6	32	307	6	4	0	3
Axle Factor 0.80	1.0%	51.1%	28.2%	0.0%	1.4%	2.0%	0.3%	1.5%	14.0%	0.3%	0.2%	0.0%	0.1%
	1,758 Private-Unit 80.3%			81 Single-Unit 3.7%				352 Combination-Unit 16.1%					
	432 Commercial-Unit 19.7%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,131	5pm	107
910	Private	96
222	Commercial	12
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,131	13	568	329	1	15	23	4	17	157	3	3	0	1
Axle Factor 0.80	1.1%	50.2%	29.1%	0.0%	1.3%	2.0%	0.3%	1.5%	13.8%	0.3%	0.3%	0.0%	0.0%
	910 Private-Unit 80.4%			42 Single-Unit 3.7%				180 Combination-Unit 15.9%					
	222 Commercial-Unit 19.6%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,059	3pm	84
849	Private	69
211	Commercial	15
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,059	9	552	288	1	16	21	2	15	150	3	1	0	3
Axle Factor 0.80	0.8%	52.1%	27.2%	0.0%	1.5%	1.9%	0.2%	1.4%	14.2%	0.3%	0.1%	0.0%	0.2%
	849 Private-Unit 80.1%			39 Single-Unit 3.7%				172 Combination-Unit 16.2%					
	211 Commercial-Unit 19.9%												

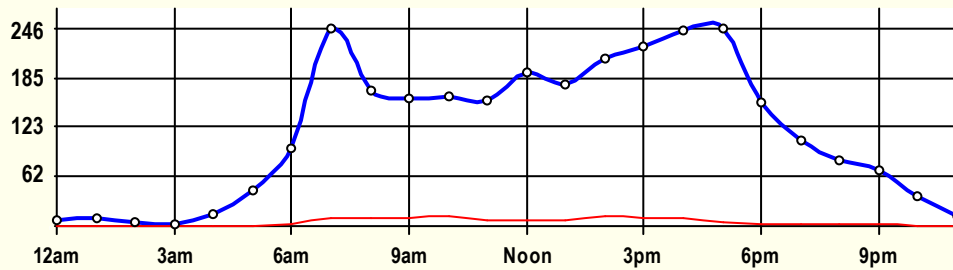
SITE INFORMATION

8F9X01	Event No: 7478	Dist 5	Reno County
North Leg	Route: K-96		
	X-Route: US-50		
Location	K-96 N OF US-50, W JCT, S HUTCHINSON		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	11/06;06/06;12/02		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/15/09 14:00	06/17 13:00
51	48	06/15/09 14:00	06/17 13:00

24 Hour Classification Summary

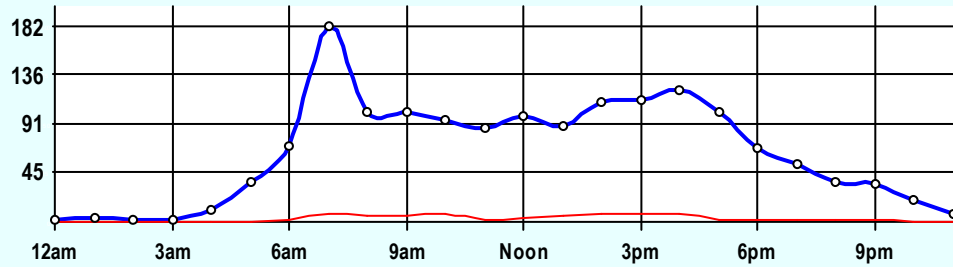
CLASSIFICATION													CLASSIFICATION		
8GCY43															
FC 16 Dist 5			Reno County												
Route: C-1802 (BLANCHARD)										East Leg					
XRoute: SUNNYDELL															
BLANCHARD E OF SUNNYDELL, IN S HUTCHINSON															
Peak-Hour Traffic															
All Traffic		246	7am												
Private		241	5pm												
Commercial		13	2pm												
October 2009 48 Hr Survey															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	7	0	5.5	1.5	0	0	0	0	0	0	0	0	0	0	
1	10.5	0	8	2.5	0	0	0	0	0	0	0	0	0	0	
2	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
3	3.5	0	2.5	1	0	0	0	0	0	0	0	0	0	0	
4	15	0	8.5	5.5	0	1	0	0	0	0	0	0	0	0	
5	44.5	0	27	17.5	0	0	0	0	0	0	0	0	0	0	
6	98	1.5	59.5	35	0	0.5	1.5	0	0	0	0	0	0	0	
7	246	1	162.5	73.5	0	4.5	2	0	2.5	0	0	0	0	0	
8	168	0.5	98.5	59	0	2.5	5.5	0	1.5	0.5	0	0	0	0	
9	159	0.5	101	48	0	1	5.5	0.5	2	0.5	0	0	0	0	
10	162.5	0.5	107	43	0	3.5	8	0	0	0	0	0	0	0.5	
11	157	0	100	50	0	3	3	0	0	1	0	0	0	0	
12	190.5	3	118.5	61.5	0	2	3.5	0	1	1	0	0	0	0	
13	175.5	0.5	107.5	59.5	0	2	3.5	0	1.5	1	0	0	0	0	
14	208.5	2.5	125	68.5	0	5.5	6	0	0	0.5	0	0	0.5	0	
15	224	0.5	144.5	69	0	5	3	0	2	0	0	0	0	0	
16	242.5	2	151	78.5	0	2.5	5.5	0	2	1	0	0	0	0	
17	245	2.5	172.5	66	0	2.5	0.5	0	0	1	0	0	0	0	
18	154	0	109.5	41	0	1	0.5	0	0	2	0	0	0	0	
19	107.5	0	73	32.5	0	0	0	0	0	2	0	0	0	0	
20	82	0	65	15	0	0.5	0	0	0	1.5	0	0	0	0	
21	68.5	0	55	11.5	0	0.5	0.5	0	0	1	0	0	0	0	
22	37.5	0	25	11.5	0	0.5	0.5	0	0	0	0	0	0	0	
23	12	0	9.5	2	0	0.5	0	0	0	0	0	0	0	0	
ADT	2,823	15	1,840	853	0	38.5	49	0.5	12.5	13	0	0	0.5	0.5	
AF	0.98	0.5%	65.2%	30.2%	0.0%	1.4%	1.7%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	
SITE TRAFFIC		2,708 Private Unit 95.9%			88 Single Unit 3.1%					26.5 Combination Unit 0.9%					
		114.5 Commercial Unit 4.1%													



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,823	7am	246
2,708	Private	237
115	Commercial	9
K-Factor 0.06	EB	WB
	182	64

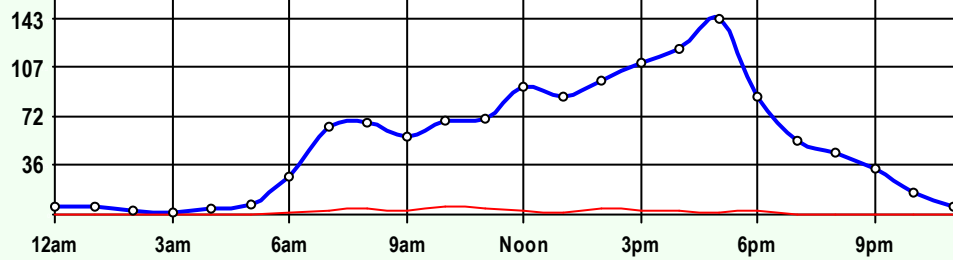
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,823	15	1,840	853	0	39	49	1	13	13	0	0	1	1
Axle Factor 0.98	2,708 Private-Unit 95.9%			88 Single-Unit 3.1%				27 Combination-Unit 0.9%					
	115 Commercial-Unit 4.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,548	7am	182
1,478	Private	175
70	Commercial	7
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,548	9	1,012	458	0	24	27	1	10	8	0	0	1	1
Axle Factor 0.98	1,478 Private-Unit 95.5%			51 Single-Unit 3.3%				19 Combination-Unit 1.2%					
	70 Commercial-Unit 4.5%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,275	5pm	143
1,230	Private	141
45	Commercial	2
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,275	6	829	396	0	15	23	0	3	5	0	0	0	0
Axle Factor 0.98	1,230 Private-Unit 96.5%			38 Single-Unit 2.9%				8 Combination-Unit 0.6%					
	45 Commercial-Unit 3.5%												

SITE INFORMATION

8GCV43	Event No: 7544	Dist 5	Reno County
East Leg	Route: C-1802 (BLANCHARD)		
	X-Route: SUNNYDELL		
Location	BLANCHARD E OF SUNNYDELL, IN S HUTCHINSON		
Site Info	Regular		
Event Info			
History	06/06;03/03;06/00;06/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/05/09 16:00	10/07 15:00
71	48	10/05/09 16:00	10/07 15:00

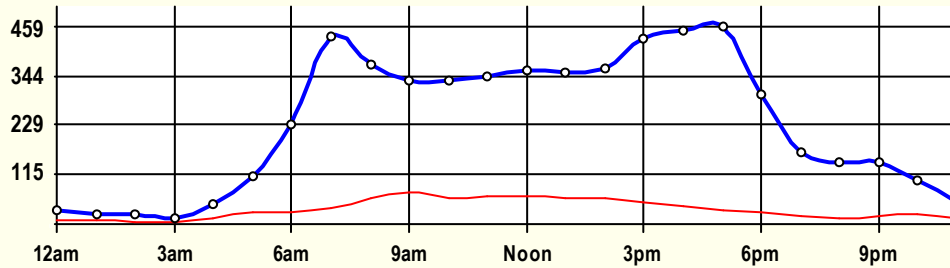
24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
8K3VW8														
FC 2	Dist 5		Reno County											
Route: K-96			North-West Leg											
XRoute: SAND CREEK RD														
K-96, 2.25 MI SE OF K-17, SE OF HUTCHINSON														
Peak-Hour Traffic														
All Traffic		459	5pm											
Private		426	5pm											
Commercial		75	9am											
March 2009					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	32.5	0	18	5.5	0	0.5	0.5	0	0	7.5	0	0.5	0	0
1	24	0.5	14.5	1	0	2	0.5	0	0.5	4.5	0	0.5	0	0
2	23	0	13.5	4	0	0.5	0.5	0	0	4.5	0	0	0	0
3	16	0	8.5	2	0	0.5	0	0	0	4.5	0	0.5	0	0
4	46.5	0.5	24.5	9.5	0	0.5	0.5	0	1	8	0	2	0	0
5	109	0.5	59	22.5	0	1	3	0	3.5	17.5	1	0.5	0.5	0
6	233.5	0.5	140	66	0	3.5	2.5	1	2.5	16	1	0.5	0	0
7	435.5	0.5	284	114	0	5.5	1.5	0.5	4	23.5	1	1	0	0
8	368.5	1.5	207.5	101	0	3	4	2	5.5	41.5	1.5	0	0	1
9	333	0	170	88	0	7	5.5	1.5	7.5	51	1.5	1	0	0
10	331	0.5	174.5	96	1	2	5	0.5	4.5	45	0	1	0	1
11	341.5	0.5	186	91.5	0	5.5	4.5	0.5	6.5	46	0	0.5	0	0
12	356	0	194	99.5	0	4	3	1	4	49	1	0	0	0.5
13	352.5	3	193.5	96	0	6	4	0	8	39.5	1.5	0.5	0	0.5
14	362.5	1	215	87.5	0	10.5	4	0	6	38	0.5	0	0	0
15	429	0	262	114	0	8	4.5	0	7	33	0.5	0	0	0
16	449.5	1	295	110.5	0	4.5	3	0	8.5	26	0.5	0	0	0.5
17	458.5	2	312.5	111.5	0	3.5	1	0.5	2.5	22.5	1	0.5	0	1
18	302.5	0	207	66.5	0	1.5	0	0.5	3.5	23.5	0	0	0	0
19	167.5	0	110	40.5	0	2	0	0	0.5	14.5	0	0	0	0
20	145	0.5	94.5	34.5	0	0.5	0	0	0	14.5	0	0.5	0	0
21	144	0	99	28	0	2	0	0	0.5	13	0	1.5	0	0
22	103	0.5	62	16.5	0	2	0.5	0	0.5	18.5	0	2.5	0	0
23	53	0	29	8.5	0	1	0	0.5	1.5	11	0	1.5	0	0
ADT	5,617	13	3,373.5	1,414.5	1	77	48	8.5	78	572.5	11	15	0.5	4.5
AF	0.85	0.2%	60.1%	25.2%	0.0%	1.4%	0.9%	0.2%	1.4%	10.2%	0.2%	0.3%	0.0%	0.1%
SITE TRAFFIC		4,801 Private Unit 85.5%			134.5 Single Unit 2.4%					681.5 Combination Unit 12.1%				
816 Commercial Unit 14.5%														

8K3VW8

Classification Summary

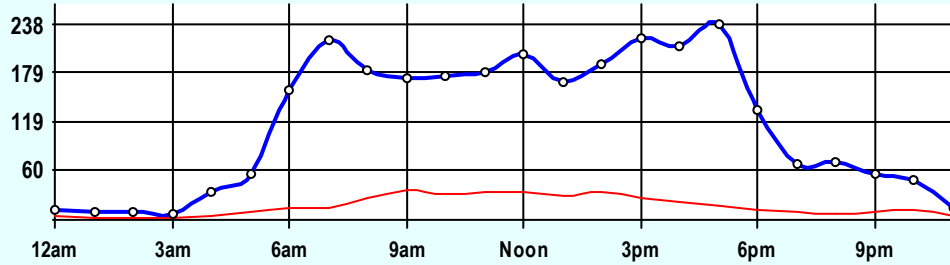
March 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
5,617	5pm	459
4,801	Private	426
816	Commercial	33
K-Factor 0.04	SEB	NWB
	238	220

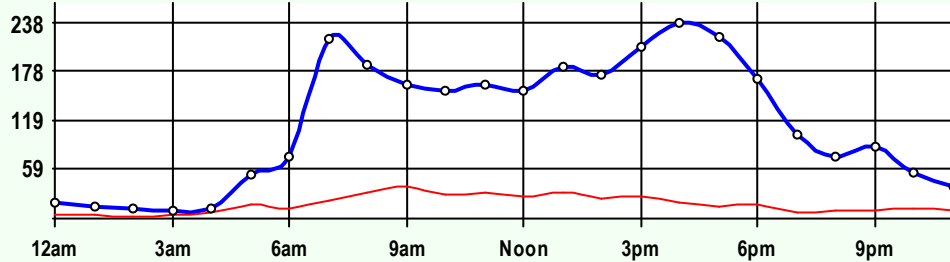
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,617	13	3,374	1,415	1	77	48	9	78	573	11	15	1	5
Axle Factor 0.85	0.2%	60.1%	25.2%	0.0%	1.4%	0.9%	0.2%	1.4%	10.2%	0.2%	0.3%	0.0%	0.1%
	4,801 Private-Unit 85.5%			135 Single-Unit 2.4%				682 Combination-Unit 12.1%					
	816 Commercial-Unit 14.5%												



SEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,831	5pm	238
2,431	Private	221
400	Commercial	17
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,831	6	1,708	718	1	36	21	6	40	279	7	9	0	3
Axle Factor 0.85	0.2%	60.3%	25.3%	0.0%	1.3%	0.7%	0.2%	1.4%	9.8%	0.2%	0.3%	0.0%	0.1%
	2,431 Private-Unit 85.9%			64 Single-Unit 2.2%				336 Combination-Unit 11.9%					
	400 Commercial-Unit 14.1%												



NWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,787	4pm	238
2,370	Private	217
417	Commercial	21
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,787	8	1,666	697	1	41	27	3	39	294	5	6	1	2
Axle Factor 0.84	0.3%	59.8%	25.0%	0.0%	1.5%	1.0%	0.1%	1.4%	10.6%	0.2%	0.2%	0.0%	0.1%
	2,370 Private-Unit 85.1%			71 Single-Unit 2.5%				346 Combination-Unit 12.4%					
	417 Commercial-Unit 14.9%												

SITE INFORMATION

8K3VW8	Event No: 7412	Dist 5	Reno County
North-West Leg	Route: K-96		
	X-Route: SAND CREEK RD		
Location	K-96, 2.25 MI SE OF K-17, SE OF HUTCHINSON		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	11/08;10/08;10/06;09/06;09/03		
Comment			

Lane	Hrs	Start Hour	Last Hour
41	48	03/24/09 16:00	03/26 15:00
42	48	03/24/09 16:00	03/26 15:00
81	48	03/24/09 16:00	03/26 15:00
82	48	03/24/09 16:00	03/26 15:00

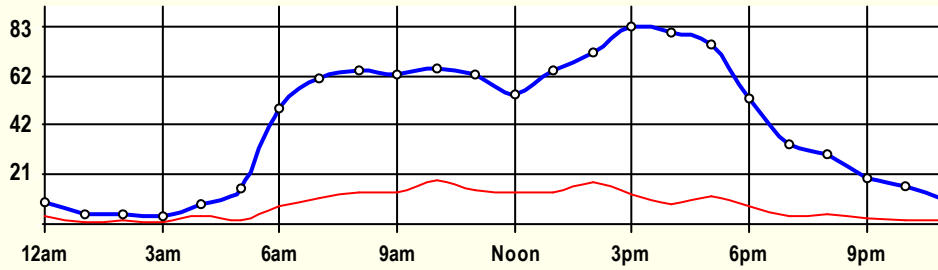
24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION										
7IDDA7														
FC 6	Dist 5	Rice County												
Route: K-4			West Leg											
XRoute: RS-570 (4th RD)														
K-4 W OF RS-570, 3 MI E OF W CO LINE														
Peak-Hour Traffic														
All Traffic	83	3pm												
Private	72	4pm												
Commercial	19	10am												
July 2009				48 Hr Survey										
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	9.5	0	4.5	2	0	0	0	0	0.5	1.5	0	1	0	0
1	4	0	1.5	1.5	0	0	0.5	0	0	0.5	0	0	0	0
2	4	0	1.5	0.5	0	0	0	0	0	2	0	0	0	0
3	3.5	0	2	0.5	0	0	0	0	0	1	0	0	0	0
4	8	1	2.5	1	0	0	0	0	1	2.5	0	0	0	0
5	15	0	8.5	5	0	0	0	0	0.5	1	0	0	0	0
6	49	1	25.5	15	0	0	1.5	0	0	5.5	0.5	0	0	0
7	61.5	0.5	30	20	0	1	0.5	0	0	9.5	0	0	0	0
8	64.5	0	25	26	0	1	5.5	0	1	5.5	0	0	0.5	0
9	62.5	0	29.5	19.5	0	0.5	2	0	0.5	10	0.5	0	0	0
10	65	0.5	22	24	0	0.5	1.5	0	2.5	13.5	0	0	0	0.5
11	63	0.5	25.5	22.5	0	1	2.5	0	1	9	0	1	0	0
12	54.5	0	24	17.5	0	1.5	0	0	1	9.5	0.5	0.5	0	0
13	64.5	0	26.5	25	0	0	0.5	0	1.5	10.5	0.5	0	0	0
14	72	0	31	23.5	0	1	2	0.5	3.5	10	0	0.5	0	0
15	83	0.5	42	28	0	0.5	1	0	2	9	0	0	0	0
16	80	1	45	26	0	0	0.5	0	1.5	5	0.5	0.5	0	0
17	75	0.5	40	23	0	0.5	0.5	0	2.5	8	0	0	0	0
18	52.5	0	34.5	10.5	0	1	1.5	0	1.5	3.5	0	0	0	0
19	33.5	0	20.5	10	0	0.5	0.5	0	0	2	0	0	0	0
20	29.5	0	17	8	0	0	0	0	1.5	3	0	0	0	0
21	19.5	0	13.5	3.5	0	0	0.5	0	0	2	0	0	0	0
22	15.5	0	10.5	3.5	0	0	0.5	0	0	1	0	0	0	0
23	10	0	5.5	3	0	0	0	0	0	1.5	0	0	0	0
ADT	999	5.5	488	319	0	9	21.5	0.5	22	126.5	2.5	3.5	0.5	0.5
AF	0.81	0.6%	48.8%	31.9%	0.0%	0.9%	2.2%	0.1%	2.2%	12.7%	0.3%	0.4%	0.1%	0.1%
SITE TRAFFIC		812.5 Private Unit 81.3%			31 Single Unit 3.1%				155.5 Combination Unit 15.6%					
		186.5 Commercial Unit 18.7%												

7IDDA7

Classification Summary

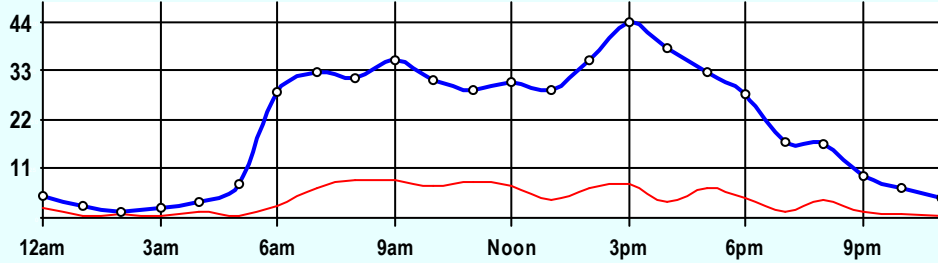
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
999	3pm	83
813	Private	71
187	Commercial	13
K-Factor 0.04	EB	WB
	44	40

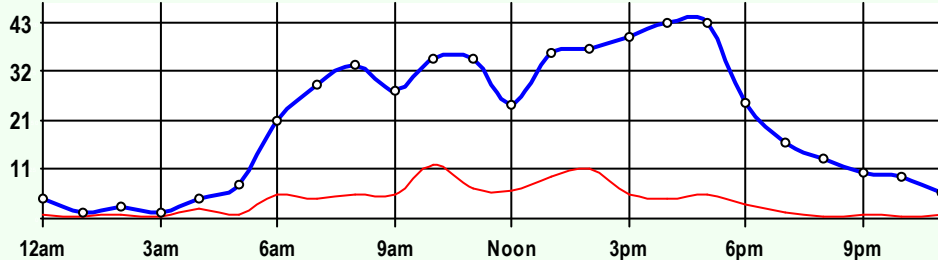
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
999	6	488	319	0	9	22	1	22	127	3	4	1	1
Axle Factor 0.81	813 Private-Unit 81.3%			31 Single-Unit 3.1%				156 Combination-Unit 15.6%					
	187 Commercial-Unit 18.7%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
496	3pm	44
401	Private	36
95	Commercial	8
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
496	4	227	171	0	5	11	0	12	63	1	3	0	1
Axle Factor 0.81	401 Private-Unit 80.8%			16 Single-Unit 3.1%				80 Combination-Unit 16.0%					
	95 Commercial-Unit 19.2%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
503	4pm	43
412	Private	38
92	Commercial	5
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
503	2	261	149	0	5	11	1	10	64	2	1	1	0
Axle Factor 0.81	412 Private-Unit 81.8%			16 Single-Unit 3.1%				76 Combination-Unit 15.1%					
	92 Commercial-Unit 18.2%												

SITE INFORMATION

7IDDA7	Event No: 7490	Dist 5	Rice County
West Leg	Route: K-4		
	X-Route: RS-570 (4th RD)		
Location	K-4 W OF RS-570, 3 MI E OF W CO LINE		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	06/06;03/03;05/00;05/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	07/13/09 18:00	07/15 17:00
71	48	07/13/09 18:00	07/15 17:00

24 Hour Classification Summary

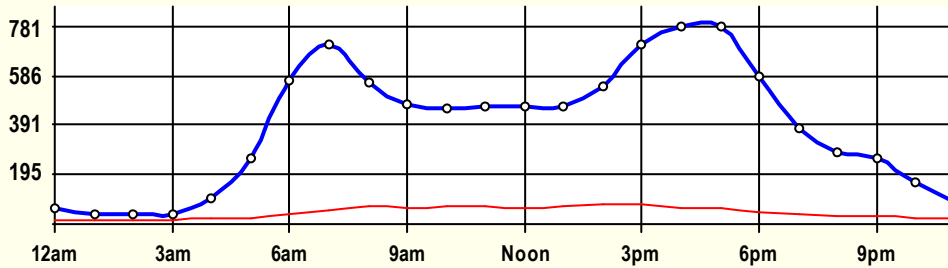
CLASSIFICATION										CLASSIFICATION									
90FN53																			
FC 2		Dist 5		Sedgwick County															
Route: US-54								East Leg											
XRoute: K-163																			
US-54 E OF K-163, N OF GARDEN PLAIN																			
Peak-Hour Traffic																			
All Traffic		781		4pm															
Private		722		4pm															
Commercial		79		2pm															
February 2009										48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13					
0	61	0.5	32.5	11	0	0.5	0.5	0	0	12.5	0.5	2.5	0.5	0					
1	42.5	0.5	15.5	11.5	0	0	0.5	0	2.5	9.5	0	2	0.5	0					
2	38	0.5	15.5	8.5	0.5	0	0.5	0	0	10	0.5	1	1	0					
3	42	0	19	4.5	0	2.5	0.5	0	1	9.5	0	3.5	1.5	0					
4	100	1	49	23	1	2.5	0.5	0	1	18	0.5	2.5	1	0					
5	263	2	160	75	0	2.5	0.5	0.5	3	18	0	0.5	1	0					
6	569.5	1	366	163	0.5	4	3.5	0	3	23.5	1	1.5	2.5	0					
7	710	0.5	474.5	182	1	5	2	0	8	33	0	2.5	1.5	0					
8	560.5	0.5	347	145	0	7	3	0	3.5	51.5	1	1	1	0					
9	472	2	260.5	143	0	6.5	3	1	8.5	44.5	1	1.5	0	0.5					
10	454.5	1.5	248	131	0.5	4	4	0	13	49	1.5	2	0	0					
11	462	0	257	134.5	0	7	3	1	7	48.5	1.5	2	0.5	0					
12	463	2.5	261	135	0	4	6.5	1	5	43.5	0.5	3	1	0					
13	465.5	0.5	272	122	0.5	3	3	0	6.5	55.5	1	0.5	1	0					
14	547	1	340	127	0	5.5	4.5	0	7.5	58.5	1.5	1.5	0	0					
15	706	1.5	435.5	191	0	7.5	2.5	0	11.5	51	2	2.5	0	1					
16	781	3	500	218.5	0.5	7.5	3	0	9.5	38.5	0	0.5	0	0					
17	780	1.5	508.5	208.5	1	2.5	3.5	0.5	6	45	0.5	1	1.5	0					
18	587	1.5	396.5	138.5	0	1.5	3.5	0	7	35.5	1	1	1	0					
19	375.5	0	252.5	84	0.5	5.5	0.5	1.5	2	29	0	0	0	0					
20	284.5	1	175	75	0	2	2	0	0.5	26.5	0	2	0.5	0					
21	264	0	161	68.5	0.5	2	0.5	0	1.5	26	0	4	0	0					
22	164	0.5	108	32	0.5	3.5	0.5	0	0.5	15.5	0.5	1.5	1	0					
23	85.5	0.5	48.5	15	0	0	0.5	0	1	17.5	0	2	0.5	0					
ADT	9,278	23.5	5,703	2,447	7	86	52	5.5	109	769.5	14.5	42	17.5	1.5					
AF	0.87	0.3%	61.5%	26.4%	0.1%	0.9%	0.6%	0.1%	1.2%	8.3%	0.2%	0.5%	0.2%	0.0%					
SITE TRAFFIC		8,173.5 Private Unit 88.1%			150.5 Single Unit 1.6%					954 Combination Unit 10.3%									
1,104.5 Commercial Unit 11.9%																			



90FN53

Classification Summary

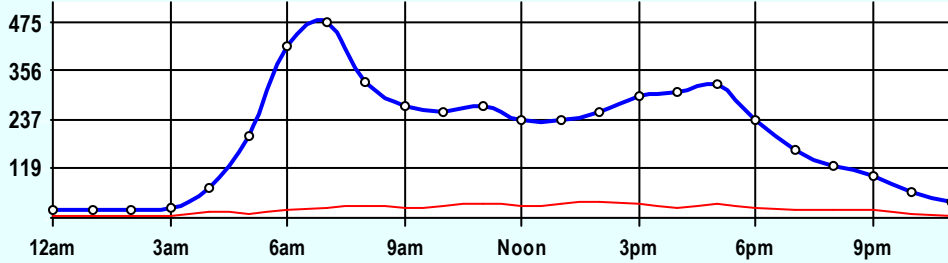
February 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
9,278	4pm	781
8,174	Private	722
1,105	Commercial	60
K-Factor 0.05	EB	WB
	304	477

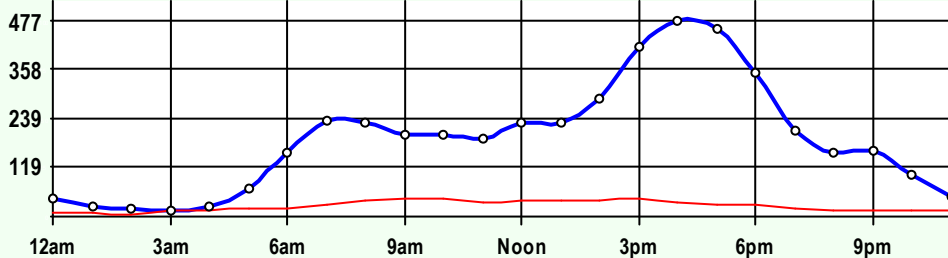
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
9,278	24	5,703	2,447	7	86	52	6	109	770	15	42	18	2
Axle Factor 0.87	8,174 Private-Unit 88.1%			151 Single-Unit 1.6%			954 Combination-Unit 10.3%						
	1,105 Commercial-Unit 11.9%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,753	7am	475
4,254	Private	449
499	Commercial	26
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,753	6	3,042	1,207	3	38	24	1	70	331	6	19	7	1
Axle Factor 0.88	4,254 Private-Unit 89.5%			66 Single-Unit 1.4%			433 Combination-Unit 9.1%						
	499 Commercial-Unit 10.5%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,526	4pm	477
3,920	Private	444
606	Commercial	34
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,526	18	2,661	1,241	4	48	29	5	39	439	9	24	11	1
Axle Factor 0.85	3,920 Private-Unit 86.6%			85 Single-Unit 1.9%			521 Combination-Unit 11.5%						
	606 Commercial-Unit 13.4%												

SITE INFORMATION

90FN53	Event No: 7349	Dist 5	Sedgwick County
East Leg	Route: US-54		
	X-Route: K-163		
Location	US-54 E OF K-163, N OF GARDEN PLAIN		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	06/06;01/03;05/00;06/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	02/16/09 10:00	02/18 09:00
32	48	02/16/09 10:00	02/18 09:00
71	48	02/16/09 10:00	02/18 09:00
72	48	02/16/09 10:00	02/18 09:00

24 Hour Classification Summary

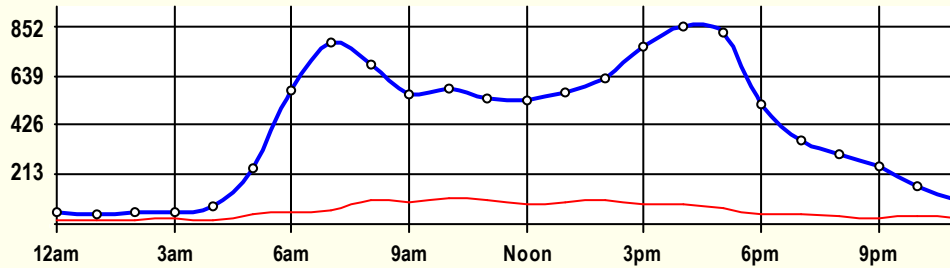
CLASSIFICATION										CLASSIFICATION																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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XRoute: RS-305 (OHIO)																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Private		767		4pm																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Hr</th> <th>Vol</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> <th>10</th> <th>11</th> <th>12</th> <th>13</th> </tr> </thead> <tbody> <tr><td>0</td><td>54.5</td><td>0.5</td><td>25.5</td><td>12</td><td>0</td><td>1</td><td>0.5</td><td>0.5</td><td>1</td><td>13</td><td>0</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>1</td><td>42</td><td>0</td><td>15</td><td>7.5</td><td>0</td><td>0.5</td><td>0.5</td><td>0</td><td>1</td><td>17.5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2</td><td>47.5</td><td>0.5</td><td>20</td><td>8</td><td>0</td><td>2</td><td>0.5</td><td>0</td><td>0</td><td>16</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>3</td><td>47.5</td><td>0.5</td><td>15</td><td>9</td><td>0</td><td>1</td><td>0.5</td><td>0.5</td><td>1</td><td>17</td><td>0.5</td><td>2.5</td><td>0</td><td>0</td></tr> <tr><td>4</td><td>75.5</td><td>0</td><td>39.5</td><td>15</td><td>0</td><td>0.5</td><td>0</td><td>0</td><td>1.5</td><td>19</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>5</td><td>236.5</td><td>1.5</td><td>135.5</td><td>58.5</td><td>0</td><td>2.5</td><td>2</td><td>0.5</td><td>8</td><td>26.5</td><td>0</td><td>1.5</td><td>0</td><td>0</td></tr> <tr><td>6</td><td>575.5</td><td>2.5</td><td>352.5</td><td>170</td><td>0.5</td><td>5.5</td><td>4</td><td>0</td><td>7.5</td><td>30</td><td>0.5</td><td>2</td><td>0.5</td><td>0</td></tr> <tr><td>7</td><td>783</td><td>3.5</td><td>541.5</td><td>175</td><td>0</td><td>10.5</td><td>5.5</td><td>0.5</td><td>9.5</td><td>36</td><td>0.5</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>8</td><td>685</td><td>2</td><td>409</td><td>167.5</td><td>0</td><td>12.5</td><td>6</td><td>1.5</td><td>15.5</td><td>68</td><td>2</td><td>0</td><td>0.5</td><td>0.5</td></tr> <tr><td>9</td><td>557.5</td><td>0.5</td><td>312</td><td>147.5</td><td>0.5</td><td>10.5</td><td>5</td><td>0.5</td><td>14.5</td><td>64</td><td>0.5</td><td>2</td><td>0</td><td>0</td></tr> <tr><td>10</td><td>582</td><td>2</td><td>311.5</td><td>156.5</td><td>0.5</td><td>9</td><td>7.5</td><td>0.5</td><td>13.5</td><td>79</td><td>1.5</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>11</td><td>544</td><td>1.5</td><td>314.5</td><td>124.5</td><td>0</td><td>8</td><td>7.5</td><td>1</td><td>10.5</td><td>71</td><td>3.5</td><td>2</td><td>0</td><td>0</td></tr> <tr><td>12</td><td>530</td><td>0.5</td><td>320</td><td>124.5</td><td>0</td><td>8.5</td><td>2.5</td><td>0.5</td><td>10</td><td>61</td><td>2</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>13</td><td>568.5</td><td>2.5</td><td>334.5</td><td>136</td><td>0</td><td>9.5</td><td>5.5</td><td>1.5</td><td>13.5</td><td>65</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>14</td><td>631</td><td>1.5</td><td>384</td><td>143</td><td>0.5</td><td>12</td><td>8</td><td>1</td><td>13</td><td>66</td><td>1</td><td>0.5</td><td>0.5</td><td>0</td></tr> <tr><td>15</td><td>766.5</td><td>1.5</td><td>463</td><td>215.5</td><td>0</td><td>8.5</td><td>4.5</td><td>3</td><td>14</td><td>55</td><td>1.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>16</td><td>851.5</td><td>3.5</td><td>541.5</td><td>222</td><td>0</td><td>5.5</td><td>6.5</td><td>1</td><td>15.5</td><td>54.5</td><td>0.5</td><td>0.5</td><td>0</td><td>0.5</td></tr> <tr><td>17</td><td>827</td><td>3</td><td>573</td><td>182</td><td>0.5</td><td>3.5</td><td>2.5</td><td>0.5</td><td>16</td><td>43.5</td><td>0.5</td><td>2</td><td>0</td><td>0</td></tr> <tr><td>18</td><td>518</td><td>1.5</td><td>356.5</td><td>116</td><td>0</td><td>2.5</td><td>2.5</td><td>0</td><td>6</td><td>32</td><td>1</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>19</td><td>360</td><td>0</td><td>239</td><td>80</td><td>1.5</td><td>1.5</td><td>1</td><td>0</td><td>5</td><td>31</td><td>0.5</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>20</td><td>299.5</td><td>0</td><td>204.5</td><td>59.5</td><td>0</td><td>2</td><td>2.5</td><td>0</td><td>2.5</td><td>28</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>21</td><td>251</td><td>1.5</td><td>171.5</td><td>48.5</td><td>0</td><td>2</td><td>1</td><td>0</td><td>1.5</td><td>24.5</td><td>0</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>22</td><td>164.5</td><td>1</td><td>103.5</td><td>28.5</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0.5</td><td>25.5</td><td>0</td><td>4.5</td><td>0</td><td>0</td></tr> <tr><td>23</td><td>101</td><td>2</td><td>60.5</td><td>10</td><td>0</td><td>3</td><td>2</td><td>0</td><td>1</td><td>21.5</td><td>0</td><td>0</td><td>1</td><td>0</td></tr> <tr><td>ADT</td><td>10,099</td><td>33.5</td><td>6,243</td><td>2,416.5</td><td>4</td><td>122</td><td>79</td><td>13</td><td>182</td><td>964.5</td><td>17.5</td><td>20.5</td><td>2.5</td><td>1</td></tr> <tr><td>AF</td><td>0.85</td><td>0.3%</td><td>61.8%</td><td>23.9%</td><td>0.0%</td><td>1.2%</td><td>0.8%</td><td>0.1%</td><td>1.8%</td><td>9.6%</td><td>0.2%</td><td>0.2%</td><td>0.0%</td><td>0.0%</td></tr> <tr> <td colspan="2" style="text-align: center;">SITE TRAFFIC</td> <td colspan="3">8,693 Private Unit 86.1%</td> <td colspan="5">218 Single Unit 2.2%</td> <td colspan="5">1,188 Combination Unit 11.8%</td> </tr> <tr> <td colspan="2"></td> <td colspan="13" style="text-align: center;">1,406 Commercial Unit 13.9%</td> </tr> </tbody> </table>															Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	0	54.5	0.5	25.5	12	0	1	0.5	0.5	1	13	0	0.5	0	0	1	42	0	15	7.5	0	0.5	0.5	0	1	17.5	0	0	0	0	2	47.5	0.5	20	8	0	2	0.5	0	0	16	0.5	0	0	0	3	47.5	0.5	15	9	0	1	0.5	0.5	1	17	0.5	2.5	0	0	4	75.5	0	39.5	15	0	0.5	0	0	1.5	19	0	0	0	0	5	236.5	1.5	135.5	58.5	0	2.5	2	0.5	8	26.5	0	1.5	0	0	6	575.5	2.5	352.5	170	0.5	5.5	4	0	7.5	30	0.5	2	0.5	0	7	783	3.5	541.5	175	0	10.5	5.5	0.5	9.5	36	0.5	0.5	0	0	8	685	2	409	167.5	0	12.5	6	1.5	15.5	68	2	0	0.5	0.5	9	557.5	0.5	312	147.5	0.5	10.5	5	0.5	14.5	64	0.5	2	0	0	10	582	2	311.5	156.5	0.5	9	7.5	0.5	13.5	79	1.5	0.5	0	0	11	544	1.5	314.5	124.5	0	8	7.5	1	10.5	71	3.5	2	0	0	12	530	0.5	320	124.5	0	8.5	2.5	0.5	10	61	2	0.5	0	0	13	568.5	2.5	334.5	136	0	9.5	5.5	1.5	13.5	65	0.5	0	0	0	14	631	1.5	384	143	0.5	12	8	1	13	66	1	0.5	0.5	0	15	766.5	1.5	463	215.5	0	8.5	4.5	3	14	55	1.5	0	0	0	16	851.5	3.5	541.5	222	0	5.5	6.5	1	15.5	54.5	0.5	0.5	0	0.5	17	827	3	573	182	0.5	3.5	2.5	0.5	16	43.5	0.5	2	0	0	18	518	1.5	356.5	116	0	2.5	2.5	0	6	32	1	0	0	0	19	360	0	239	80	1.5	1.5	1	0	5	31	0.5	0.5	0	0	20	299.5	0	204.5	59.5	0	2	2.5	0	2.5	28	0.5	0	0	0	21	251	1.5	171.5	48.5	0	2	1	0	1.5	24.5	0	0.5	0	0	22	164.5	1	103.5	28.5	0	0	1	0	0.5	25.5	0	4.5	0	0	23	101	2	60.5	10	0	3	2	0	1	21.5	0	0	1	0	ADT	10,099	33.5	6,243	2,416.5	4	122	79	13	182	964.5	17.5	20.5	2.5	1	AF	0.85	0.3%	61.8%	23.9%	0.0%	1.2%	0.8%	0.1%	1.8%	9.6%	0.2%	0.2%	0.0%	0.0%	SITE TRAFFIC		8,693 Private Unit 86.1%			218 Single Unit 2.2%					1,188 Combination Unit 11.8%							1,406 Commercial Unit 13.9%												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0	54.5	0.5	25.5	12	0	1	0.5	0.5	1	13	0	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1	42	0	15	7.5	0	0.5	0.5	0	1	17.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2	47.5	0.5	20	8	0	2	0.5	0	0	16	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
3	47.5	0.5	15	9	0	1	0.5	0.5	1	17	0.5	2.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
4	75.5	0	39.5	15	0	0.5	0	0	1.5	19	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
5	236.5	1.5	135.5	58.5	0	2.5	2	0.5	8	26.5	0	1.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
6	575.5	2.5	352.5	170	0.5	5.5	4	0	7.5	30	0.5	2	0.5	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
7	783	3.5	541.5	175	0	10.5	5.5	0.5	9.5	36	0.5	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
8	685	2	409	167.5	0	12.5	6	1.5	15.5	68	2	0	0.5	0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
9	557.5	0.5	312	147.5	0.5	10.5	5	0.5	14.5	64	0.5	2	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
10	582	2	311.5	156.5	0.5	9	7.5	0.5	13.5	79	1.5	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
11	544	1.5	314.5	124.5	0	8	7.5	1	10.5	71	3.5	2	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
12	530	0.5	320	124.5	0	8.5	2.5	0.5	10	61	2	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
13	568.5	2.5	334.5	136	0	9.5	5.5	1.5	13.5	65	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
14	631	1.5	384	143	0.5	12	8	1	13	66	1	0.5	0.5	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
15	766.5	1.5	463	215.5	0	8.5	4.5	3	14	55	1.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
16	851.5	3.5	541.5	222	0	5.5	6.5	1	15.5	54.5	0.5	0.5	0	0.5																																																																																																																																																																																																																																																																																																																																																																																																																																																			
17	827	3	573	182	0.5	3.5	2.5	0.5	16	43.5	0.5	2	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
18	518	1.5	356.5	116	0	2.5	2.5	0	6	32	1	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
19	360	0	239	80	1.5	1.5	1	0	5	31	0.5	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
20	299.5	0	204.5	59.5	0	2	2.5	0	2.5	28	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
21	251	1.5	171.5	48.5	0	2	1	0	1.5	24.5	0	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
22	164.5	1	103.5	28.5	0	0	1	0	0.5	25.5	0	4.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
23	101	2	60.5	10	0	3	2	0	1	21.5	0	0	1	0																																																																																																																																																																																																																																																																																																																																																																																																																																																			
ADT	10,099	33.5	6,243	2,416.5	4	122	79	13	182	964.5	17.5	20.5	2.5	1																																																																																																																																																																																																																																																																																																																																																																																																																																																			
AF	0.85	0.3%	61.8%	23.9%	0.0%	1.2%	0.8%	0.1%	1.8%	9.6%	0.2%	0.2%	0.0%	0.0%																																																																																																																																																																																																																																																																																																																																																																																																																																																			
SITE TRAFFIC		8,693 Private Unit 86.1%			218 Single Unit 2.2%					1,188 Combination Unit 11.8%																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		1,406 Commercial Unit 13.9%																																																																																																																																																																																																																																																																																																																																																																																																																																																															



91FTH7

Classification Summary

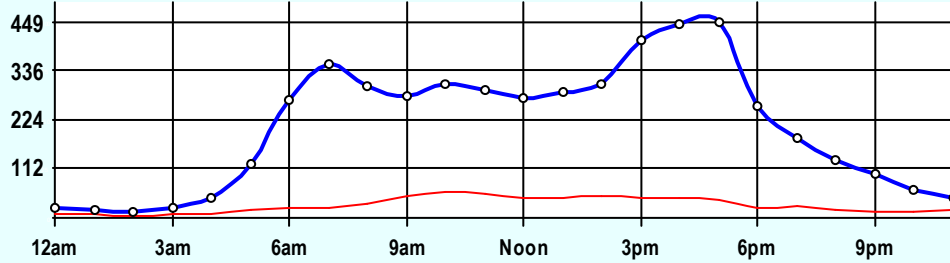
October 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
10,099	4pm	852
8,693	Private	767
1,406	Commercial	85
K-Factor 0.04	EB	WB
	444	407

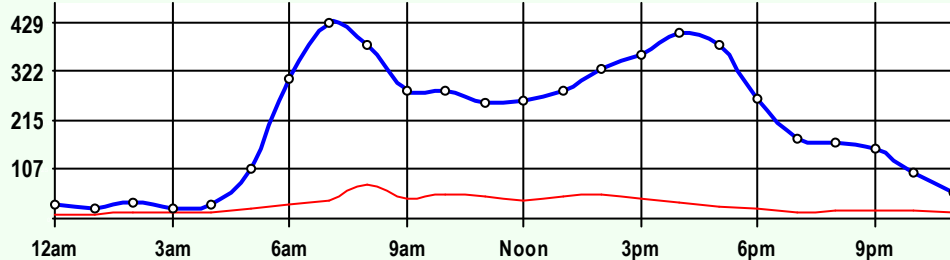
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
10,099	34	6,243	2,417	4	122	79	13	182	965	18	21	3	1
Axle Factor 0.85	8,693 Private-Unit 86.1%			218 Single-Unit 2.2%			1,188 Combination-Unit 11.8%						
	1,406 Commercial-Unit 13.9%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,998	5pm	449
4,311	Private	407
687	Commercial	42
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,998	15	3,111	1,185	3	61	38	6	105	453	8	11	3	1
Axle Factor 0.85	4,311 Private-Unit 86.3%			108 Single-Unit 2.2%			580 Combination-Unit 11.6%						
	687 Commercial-Unit 13.7%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,102	7am	429
4,383	Private	391
719	Commercial	39
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,102	19	3,132	1,232	1	61	41	8	77	512	10	10	0	1
Axle Factor 0.85	4,383 Private-Unit 85.9%			111 Single-Unit 2.2%			609 Combination-Unit 11.9%						
	719 Commercial-Unit 14.1%												

SITE INFORMATION

91FTH7	Event No: 7556	Dist 5	Sedgwick County
West Leg	Route: K-96		
	X-Route: RS-305 (OHIO)		
Location	K-96 W OF RS-305, N OF MT HOPE		
Site Info	NHS, Route-Class B		
Event Info			
History	07/01;01/00;02/98		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/26/09 12:00	10/28 11:00
32	48	10/26/09 12:00	10/28 11:00
71	48	10/26/09 12:00	10/28 11:00
72	48	10/26/09 12:00	10/28 11:00

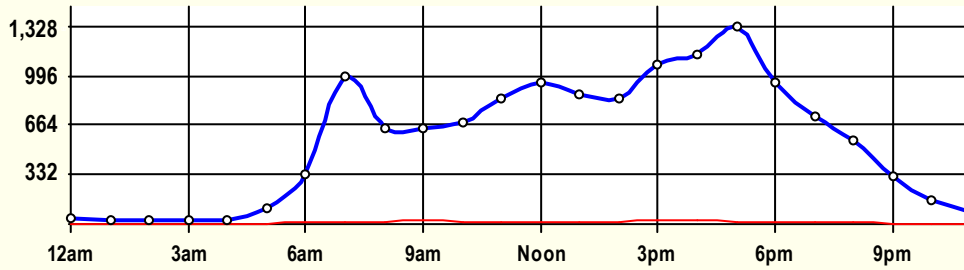
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9HFNE3					Iso-Tubes Used									
FC 16		Dist 5			Sedgwick County									
Route: C-6350 (MAPLE)					East Leg									
XRoute: MAMIE LA														
MAPLE ST E OF MAMIE LA, IN WICHITA														
Peak-Hour Traffic														
All Traffic		1,328			5pm									
Private		1,309			5pm									
Commercial		25			3pm									
September 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	41	0	31	7	0	3	0	0	0	0	0	0	0	0
1	24.5	0	17.5	6.5	0	0.5	0	0	0	0	0	0	0	0
2	29.5	0	22.5	5	0	1.5	0.5	0	0	0	0	0	0	0
3	21.5	0.5	15.5	5	0	0	0.5	0	0	0	0	0	0	0
4	32.5	0.5	19	12.5	0	0.5	0	0	0	0	0	0	0	0
5	110.5	2	78.5	29	0	0.5	0.5	0	0	0	0	0	0	0
6	334.5	6.5	227	92	1.5	5.5	2	0	0	0	0	0	0	0
7	991.5	4	716.5	256.5	3	9	0.5	0	2	0	0	0	0	0
8	643	2	449	174	0.5	12	3	1.5	0.5	0.5	0	0	0	0
9	644	1	439.5	182.5	2	15.5	1	0.5	1	1	0	0	0	0
10	683	1.5	476	186	1	14	1	1.5	0.5	1	0.5	0	0	0
11	846.5	2.5	583	244	1	11.5	0	1.5	2.5	0.5	0	0	0	0
12	953.5	5	678	253	1	12.5	0	1	2.5	0.5	0	0	0	0
13	877	4	628	230	0	11.5	0.5	1.5	1.5	0	0	0	0	0
14	844.5	3.5	606	219.5	1.5	10	0	1.5	2.5	0	0	0	0	0
15	1,077	5	760.5	286.5	3.5	17	0.5	0.5	3	0	0	0	0.5	0
16	1,143	8	831.5	281	0.5	15	0	0.5	6.5	0	0	0	0	0
17	1,328	6	970.5	332	0	13.5	1.5	0.5	3.5	0.5	0	0	0	0
18	956.5	2	703	242	0.5	8	0	0.5	0.5	0	0	0	0	0
19	719	3.5	526.5	178	2.5	8	0	0	0.5	0	0	0	0	0
20	557.5	1.5	403	144	1	5.5	0	1	0.5	1	0	0	0	0
21	319	1.5	241.5	73.5	0	2.5	0	0	0	0	0	0	0	0
22	156.5	0	123.5	31.5	0	1.5	0	0	0	0	0	0	0	0
23	75	0	58.5	16	0	0.5	0	0	0	0	0	0	0	0
ADT	13,409	60.5	9,605.5	3,487	19.5	179	11.5	12	27.5	5	0.5	0	0.5	0
AF	1.00	0.5%	71.6%	26.0%	0.1%	1.3%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
SITE TRAFFIC		13,153 Private Unit 98.1%			222 Single Unit 1.7%					33.5 Combination Unit 0.2%				
		255.5 Commercial Unit 1.9%												

9HFNE3

Classification Summary

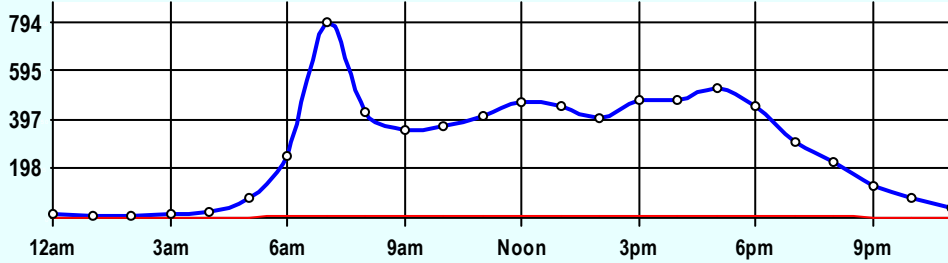
September 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
13,409	5pm	1,328
13,153	Private	1,309
256	Commercial	20
K-Factor 0.06	EB	WB
	529	799

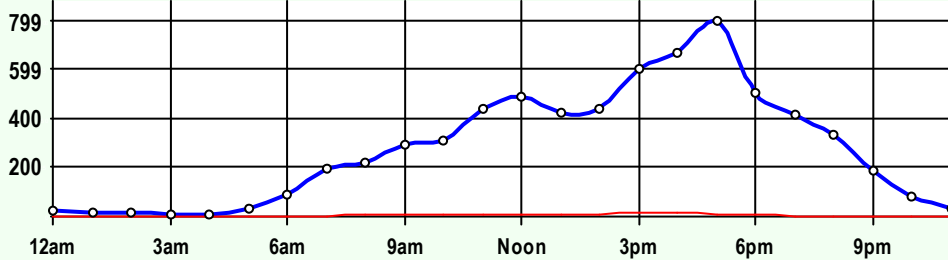
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
13,409	61	9,606	3,487	20	179	12	12	28	5	1	0	1	0
Axle Factor 1.00	13,153 Private-Unit 98.1%			222 Single-Unit 1.7%				34 Combination-Unit 0.2%					
	256 Commercial-Unit 1.9%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,790	7am	794
6,657	Private	782
133	Commercial	12
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,790	33	5,035	1,590	12	89	6	8	15	4	0	0	0	0
Axle Factor 1.00	6,657 Private-Unit 98.0%			115 Single-Unit 1.7%				18 Combination-Unit 0.3%					
	133 Commercial-Unit 2.0%												



WB Traffic

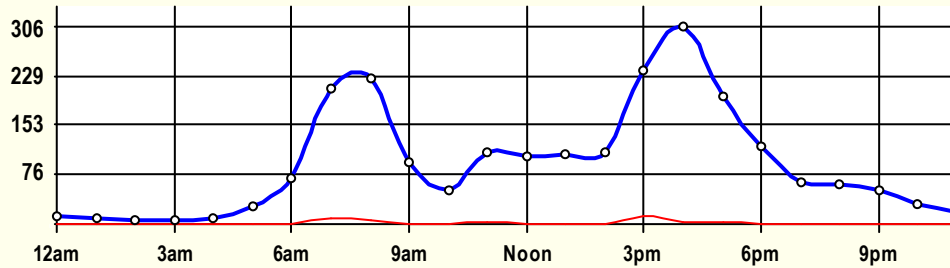
Volume	Pk-Hr	Pk-Hr-Vol
6,619	5pm	799
6,496	Private	790
123	Commercial	10
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,619	28	4,571	1,898	8	90	6	4	13	2	1	0	1	0
Axle Factor 1.00	6,496 Private-Unit 98.1%			108 Single-Unit 1.6%				16 Combination-Unit 0.2%					
	123 Commercial-Unit 1.9%												

SITE INFORMATION

9HFNE3	Event No: 7576	Dist 5	Sedgwick County
East Leg	Route: C-6350 (MAPLE)		
	X-Route: MAMIE LA		
Location	MAPLE ST E OF MAMIE LA, IN WICHITA		
Site Info	Regular		
Event Info	Iso-Tubes Used		
History	06/03;06/00;09/97		
Comment			

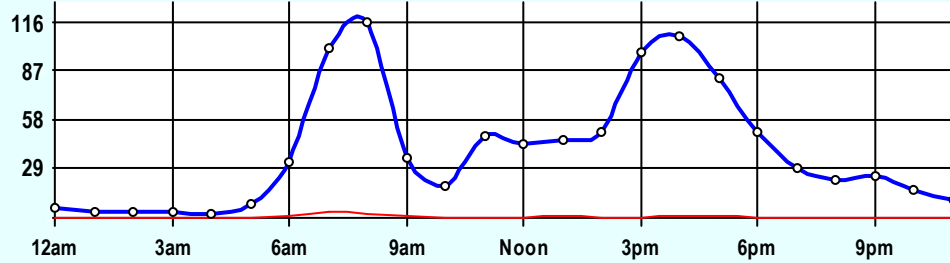
Lane	Hrs	Start Hour	Last Hour
31	48	09/14/09 14:00	09/16 13:00
32	48	09/14/09 14:00	09/16 13:00
71	48	09/14/09 14:00	09/16 13:00
72	48	09/14/09 14:00	09/16 13:00



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,252	4pm	306
2,212	Private	302
40	Commercial	4
K-Factor 0.09	NB	SB
	108	198

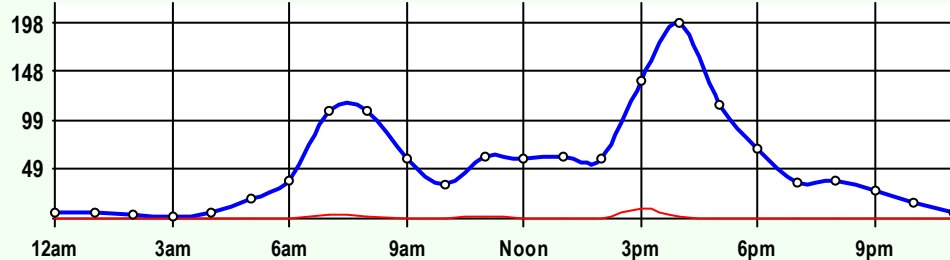
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,252	3	1,741	469	2	31	3	0	3	0	0	0	0	1
Axle Factor 1.00	0.1%	77.3%	20.8%	0.1%	1.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
	2,212 Private-Unit 98.2%			36 Single-Unit 1.6%				4 Combination-Unit 0.2%					
	40 Commercial-Unit 1.8%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
965	8am	116
951	Private	114
14	Commercial	3
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
965	2	739	211	1	9	2	0	2	0	0	0	0	1
Axle Factor 1.00	0.2%	76.6%	21.9%	0.1%	0.9%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
	951 Private-Unit 98.6%			11 Single-Unit 1.1%				3 Combination-Unit 0.3%					
	14 Commercial-Unit 1.4%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,287	4pm	198
1,261	Private	196
26	Commercial	2
K-Factor 0.15		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,287	1	1,003	258	1	22	2	0	1	0	0	0	0	1
Axle Factor 1.00	0.1%	77.9%	20.0%	0.1%	1.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
	1,261 Private-Unit 98.0%			25 Single-Unit 1.9%				2 Combination-Unit 0.1%					
	26 Commercial-Unit 2.0%												

SITE INFORMATION

9PILT5	Event No: 7399	Dist 5	Sedgwick County
South Leg	Route: C-6351 (GOLD ST)		
	X-Route: 35th ST		
Location	GOLD ST S OF 35th ST, IN WICHITA		
Site Info	Regular		
Event Info			
History	06/06;09/03;04/00;09/97		
Comment	NB 47Hr, SB 48Hr		

Lane	Hrs	Start Hour	Last Hour
11	47	03/02/09 11:00	03/04 09:00
51	48	03/02/09 11:00	03/04 10:00

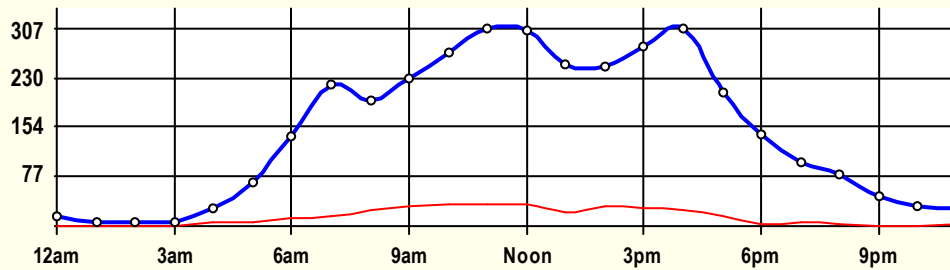
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9POOA5					WIM Collected, Iso-Tubes Used									
FC 16		Dist 5		Sedgwick County										
Route: C-6401 (MOSLEY AVE)							South Leg							
XRoute: 16th ST														
MOSLEY AVE S OF 16th ST, IN WICHITA														
Peak-Hour Traffic														
All Traffic		307		4pm										
Private		283		4pm										
Commercial		34		11am										
June 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	14	0	8	5.5	0	0	0	0	0	0.5	0	0	0	0
1	7.5	0	5.5	1.5	0	0	0	0	0	0.5	0	0	0	0
2	6.5	0	6	0	0	0	0.5	0	0	0	0	0	0	0
3	6.5	0	4.5	2	0	0	0	0	0	0	0	0	0	0
4	28	0	15.5	7.5	0	2	1.5	0	0	1.5	0	0	0	0
5	67	0.5	42	19	0.5	0.5	0	0	0	4.5	0	0	0	0
6	140.5	0.5	90	37.5	1.5	5	4	0	0	2	0	0	0	0
7	220	1	144	59	1	5.5	3	1	0	5.5	0	0	0	0
8	195.5	2	98	72	2	6.5	3	1	1	10	0	0	0	0
9	228	0.5	109.5	87.5	4.5	12.5	3.5	0	3.5	6.5	0	0	0	0
10	270.5	0.5	152.5	84.5	1.5	9.5	7.5	1	3	10	0.5	0	0	0
11	305.5	0.5	167.5	103.5	3	7	10	1.5	2.5	9.5	0.5	0	0	0
12	304	1.5	171	98	1.5	11	3.5	2	6	9.5	0	0	0	0
13	252.5	1.5	151	79	4	6	3.5	1	0.5	5.5	0.5	0	0	0
14	247.5	1	144.5	72.5	1.5	10	5	1	5.5	6.5	0	0	0	0
15	279	1	161.5	88.5	3	10.5	4.5	0.5	4	5.5	0	0	0	0
16	307	1	184	97.5	2.5	9	3.5	0	4.5	5	0	0	0	0
17	206.5	2.5	137.5	52	1.5	5.5	2.5	0	1.5	3.5	0	0	0	0
18	141.5	1.5	97.5	38.5	0.5	0.5	0.5	0.5	0	2	0	0	0	0
19	100	2.5	64	28.5	0.5	2	0	0.5	0.5	1.5	0	0	0	0
20	81.5	0.5	57.5	20	0	2	0	0.5	0	1	0	0	0	0
21	47	0	32.5	13	0	0	0	0	0.5	1	0	0	0	0
22	32	0	25	6.5	0	0	0.5	0	0	0	0	0	0	0
23	29	0	21	5.5	0	0.5	1.5	0	0	0.5	0	0	0	0
ADT	3,517	18.5	2,090	1,079	29	105.5	58	10.5	33	92	1.5	0	0	0
AF	0.94	0.5%	59.4%	30.7%	0.8%	3.0%	1.6%	0.3%	0.9%	2.6%	0.0%	0.0%	0.0%	0.0%
SITE TRAFFIC		3,187.5 Private Unit 90.6%			203 Single Unit 5.8%					126.5 Combination Unit 3.6%				
		329.5 Commercial Unit 9.4%												

9P00A5

Classification Summary

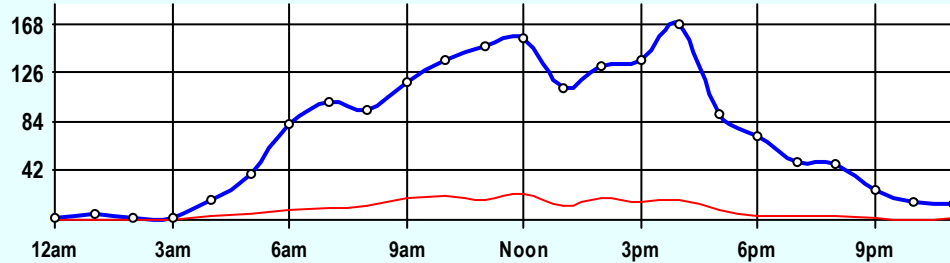
June 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,517	4pm	307
3,188	Private	283
330	Commercial	25
K-Factor 0.05	NB	SB
	168	139

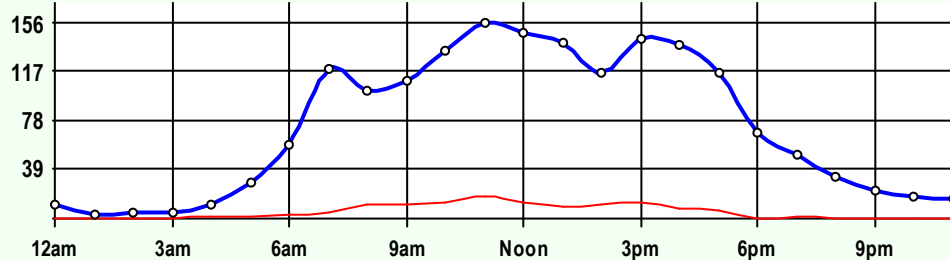
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,517	19	2,090	1,079	29	106	58	11	33	92	2	0	0	0
Axle Factor 0.94	3,188 Private-Unit 90.6%			203 Single-Unit 5.8%			127 Combination-Unit 3.6%				330 Commercial-Unit 9.4%		



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,768	4pm	168
1,562	Private	152
206	Commercial	17
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,768	10	1,005	547	18	88	25	5	20	50	1	0	0	0
Axle Factor 0.94	1,562 Private-Unit 88.4%			136 Single-Unit 7.7%			70 Combination-Unit 4.0%				206 Commercial-Unit 11.6%		



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,750	11am	156
1,626	Private	139
124	Commercial	17
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,750	9	1,085	532	11	18	33	6	14	43	1	0	0	0
Axle Factor 0.94	1,626 Private-Unit 92.9%			68 Single-Unit 3.9%			57 Combination-Unit 3.2%				124 Commercial-Unit 7.1%		

SITE INFORMATION

9P00A5	Event No: 7607	Dist 5	Sedgwick County
South Leg	Route: C-6401 (MOSLEY AVE)		
	X-Route: 16th ST		
Location	MOSLEY AVE S OF 16th ST, IN WICHITA		
Site Info	Regular		
Event Info	WIM Collected, Iso-Tubes Used		
History	08/06;08/03;06/00;07/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/08/09 12:00	06/10 11:00
12	48	06/08/09 12:00	06/10 11:00
51	48	06/08/09 12:00	06/10 11:00
52	48	06/08/09 12:00	06/10 11:00

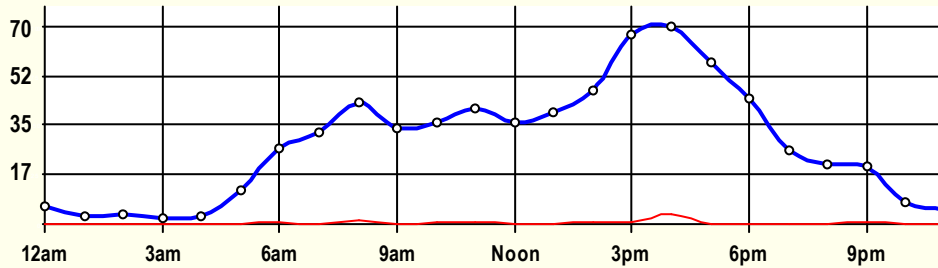
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9QXLY3														
FC 17		Dist 5		Sedgwick County										
Route: C-6290 (31st)								East Leg						
XRoute: PATTIE														
31st ST E OF PATTIE, IN WICHITA														
Peak-Hour Traffic														
All Traffic		70		4pm										
Private		66		3pm										
Commercial		4		4pm										
March 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6.5	0	5	1.5	0	0	0	0	0	0	0	0	0	0
1	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0
2	3.5	0	3	0.5	0	0	0	0	0	0	0	0	0	0
3	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4	2.5	0	2.5	0	0	0	0	0	0	0	0	0	0	0
5	12	0	8	4	0	0	0	0	0	0	0	0	0	0
6	27	0	18.5	7.5	0	1	0	0	0	0	0	0	0	0
7	32	0	24.5	7.5	0	0	0	0	0	0	0	0	0	0
8	42.5	1	30.5	9.5	0	1	0.5	0	0	0	0	0	0	0
9	34	0	27	7	0	0	0	0	0	0	0	0	0	0
10	35.5	0	25	10	0	0.5	0	0	0	0	0	0	0	0
11	41	0	36	4.5	0	0	0.5	0	0	0	0	0	0	0
12	36	0	30.5	5.5	0	0	0	0	0	0	0	0	0	0
13	39.5	0	30.5	9	0	0	0	0	0	0	0	0	0	0
14	47	0	31	15	0	1	0	0	0	0	0	0	0	0
15	66.5	0	49	17	0	0.5	0	0	0	0	0	0	0	0
16	69.5	0	49.5	16.5	0	3.5	0	0	0	0	0	0	0	0
17	57	0	47.5	9.5	0	0	0	0	0	0	0	0	0	0
18	44	0.5	35.5	8	0	0	0	0	0	0	0	0	0	0
19	26	0	21	5	0	0	0	0	0	0	0	0	0	0
20	21	0	17.5	3.5	0	0	0	0	0	0	0	0	0	0
21	20	0	17.5	2	0	0	0	0	0	0	0	0	0	0.5
22	8	0	8	0	0	0	0	0	0	0	0	0	0	0
23	5	0	4	1	0	0	0	0	0	0	0	0	0	0
ADT	681	1.5	525.5	144.5	0	7.5	1	0	0	0	0	0	0	0.5
AF	1.00	0.2%	77.2%	21.2%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
SITE TRAFFIC		671.5 Private 98.7% Unit			8.5 Single Unit 1.2%					0.5 Combination Unit 0.1%				
		9 Commercial Unit 1.3%												

9QXLY3

Classification Summary

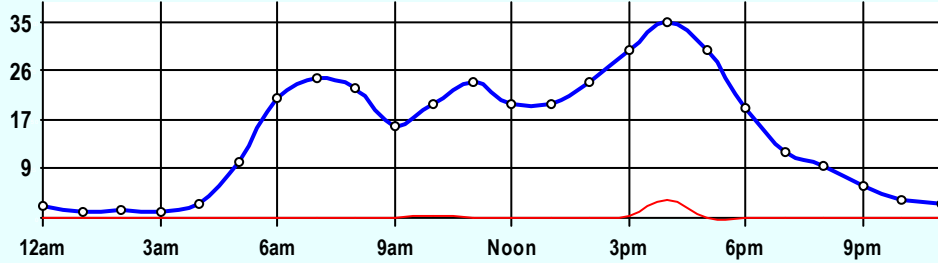
March 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
681	4pm	70
672	Private	66
9	Commercial	4
K-Factor 0.05	EB	WB
	34	35

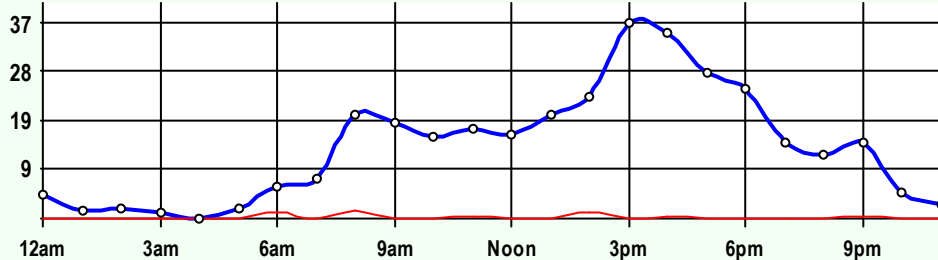
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
681	2	526	145	0	8	1	0	0	0	0	0	0	1
Axle Factor 1.00	672 Private-Unit 98.7%			9 Single-Unit 1.2%			1 Combination-Unit 0.1%						
	9 Commercial-Unit 1.3%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
355	4pm	35
351	Private	32
4	Commercial	3
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
355	1	279	72	0	4	0	0	0	0	0	0	0	0
Axle Factor 1.00	351 Private-Unit 98.9%			4 Single-Unit 1.1%			Combination-Unit 0.0%						
	4 Commercial-Unit 1.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
326	3pm	37
321	Private	37
5	Commercial	0
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
326	1	247	73	0	4	1	0	0	0	0	0	0	1
Axle Factor 0.99	321 Private-Unit 98.5%			5 Single-Unit 1.4%			1 Combination-Unit 0.2%						
	5 Commercial-Unit 1.5%												

SITE INFORMATION

9QXLY3	Event No: 7400	Dist 5	Sedgwick County
East Leg	Route: C-6290 (31st)		
	X-Route: PATTIE		
Location	31st ST E OF PATTIE, IN WICHITA		
Site Info	Regular		
Event Info			
History	06/06;02/03;04/00;09/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	03/02/09 11:00	03/04 10:00
71	48	03/02/09 11:00	03/04 10:00

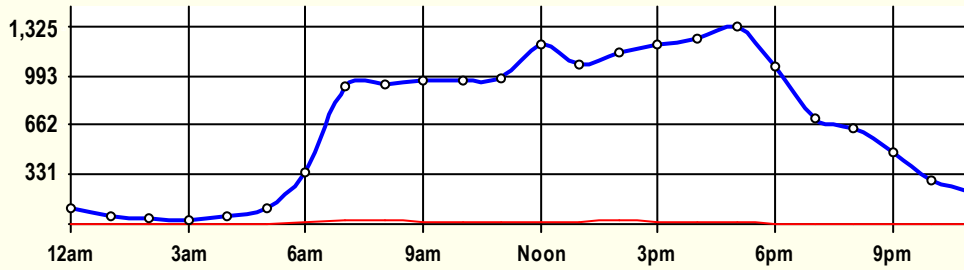
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9R0075					Iso-Tubes Used									
FC 14		Dist 5			Sedgwick County									
Route: C-6475 (HILLSIDE ST)					South Leg									
XRoute: 15th														
HILLSIDE S OF 15th ST, IN WICHITA														
Peak-Hour Traffic														
All Traffic		1,325			5pm									
Private		1,313			5pm									
Commercial		32			8am									
September 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	104	0	97.5	5.5	0	0.5	0.5	0	0	0	0	0	0	0
1	58.5	0.5	55	2.5	0	0.5	0	0	0	0	0	0	0	0
2	43.5	0	35	7.5	0	0.5	0	0	0	0.5	0	0	0	0
3	32.5	0	29	3.5	0	0	0	0	0	0	0	0	0	0
4	54	1	43	9.5	0	0	0	0	0	0.5	0	0	0	0
5	106	0	89.5	14	0	2	0.5	0	0	0	0	0	0	0
6	350	1.5	275	57	14	1	0	0	1	0.5	0	0	0	0
7	923.5	6.5	790.5	104.5	12.5	6	1.5	0	0.5	1.5	0	0	0	0
8	939.5	1	778	128.5	9.5	14	5	1	1.5	0.5	0.5	0	0	0
9	960	3	815	128.5	1.5	8.5	0.5	0.5	0.5	1.5	0.5	0	0	0
10	967	2	822.5	125.5	1	10	1.5	1	1	1.5	1	0	0	0
11	977	3	825	135.5	2	8	0.5	1.5	0	1.5	0	0	0	0
12	1,206.5	4.5	1,021	166.5	0.5	8	1.5	0	1	3	0.5	0	0	0
13	1,065.5	6	905	143	1	6.5	0.5	0.5	1	2	0	0	0	0
14	1,145	3	953.5	162.5	11	8	3	1.5	0.5	1.5	0.5	0	0	0
15	1,205	3	1,019	169.5	4	6	1.5	0	1.5	0.5	0	0	0	0
16	1,237	5	1,052.5	163	8	6.5	0	1	1	0	0	0	0	0
17	1,324.5	5	1,149	159	1	8.5	1	0	0	0.5	0.5	0	0	0
18	1,055	3	921.5	127.5	1.5	1.5	0	0	0	0	0	0	0	0
19	704	2.5	616.5	83	0	2	0	0	0	0	0	0	0	0
20	642.5	1	564.5	74.5	0	1	0	0	1.5	0	0	0	0	0
21	485.5	0.5	439	43	0	2	0	0	1	0	0	0	0	0
22	288	2	256.5	29	0	0	0	0	0.5	0	0	0	0	0
23	214	0.5	188	23	0	1.5	1	0	0	0	0	0	0	0
ADT	16,088	54.5	13,741	2,065.5	67.5	102.5	18.5	7	12.5	15.5	3.5	0	0	0
AF	1.00	0.3%	85.4%	12.8%	0.4%	0.6%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%
SITE TRAFFIC		15,861 Private Unit			195.5 Single Unit 1.2%				31.5 Combination Unit 0.2%					
		227 Commercial Unit 1.4%												

9R0075

Classification Summary

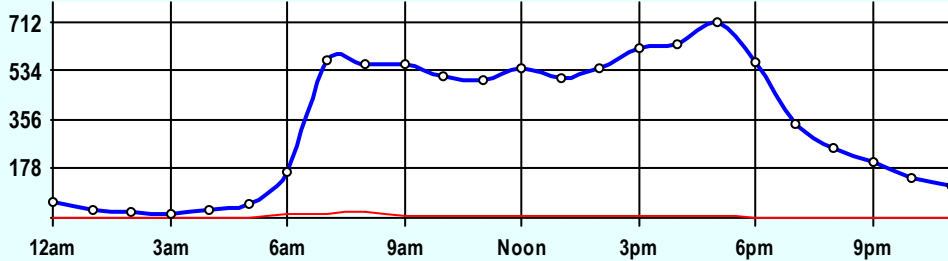
September 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
16,088	5pm	1,325
15,861	Private	1,313
227	Commercial	12
K-Factor 0.04	NB	SB
	712	613

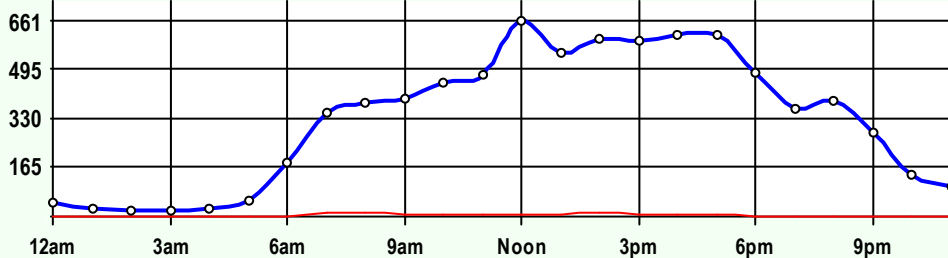
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
16,088	55	13,741	2,066	68	103	19	7	13	16	4	0	0	0	
Axle Factor 1.00	0.3%		85.4%		12.8%		0.4%		0.6%		0.1%		0.0%	
	15,861 Private-Unit 98.6%			196 Single-Unit 1.2%			32 Combination-Unit 0.2%			227 Commercial-Unit 1.4%				



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
8,248	5pm	712
8,129	Private	708
119	Commercial	4
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
8,248	24	7,081	1,025	40	47	11	4	4	12	3	0	0	0	
Axle Factor 0.99	0.3%		85.9%		12.4%		0.5%		0.6%		0.1%		0.0%	
	8,129 Private-Unit 98.6%			101 Single-Unit 1.2%			18 Combination-Unit 0.2%			119 Commercial-Unit 1.4%				



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
7,841	Noon	661
7,732	Private	652
109	Commercial	9
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
7,841	31	6,661	1,041	28	56	8	4	9	4	1	0	0	0	
Axle Factor 1.00	0.4%		84.9%		13.3%		0.4%		0.7%		0.1%		0.0%	
	7,732 Private-Unit 98.6%			95 Single-Unit 1.2%			14 Combination-Unit 0.2%			109 Commercial-Unit 1.4%				

SITE INFORMATION

9R0075	Event No: 7569	Dist 5	Sedgwick County
South Leg	Route: C-6475 (HILLSIDE ST)		
	X-Route: 15th		
Location	HILLSIDE S OF 15th ST, IN WICHITA		
Site Info	Regular, ATR		
Event Info	Iso-Tubes Used		
History	08/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	09/14/09 12:00	09/16 11:00
12	48	09/14/09 12:00	09/16 11:00
51	48	09/14/09 12:00	09/16 11:00
52	48	09/14/09 12:00	09/16 11:00

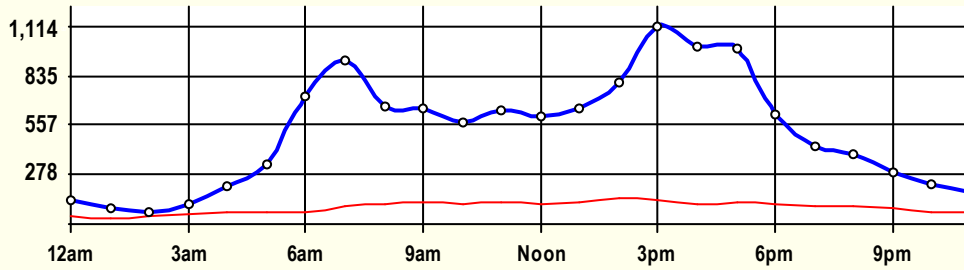
24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION													
9T3L07																	
FC 11	Dist 5	Sedgwick County															
Route: I-35		West Leg															
XRoute: K-15																	
I-35 (KTA) SW OF K-15, IN WICHITA																	
Peak-Hour Traffic																	
All Traffic	1,114	3pm															
Private	978	3pm															
Commercial	150	2pm															
October 2009				EB 48Hr WB 42Hr													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	138	3	67.5	21.5	0.5	0.5	2	0.5	4.5	23.5	0	5	5	4.5			
1	86	6	34	9	0	2	1	0	1	21	0	5	0.5	6.5			
2	71	4.5	19.5	6	1.5	1.5	2	0.5	3	18.5	0	4	1	9			
3	116.5	3.5	36	17.5	4	1.5	3.5	0	3	30	0.5	9.5	1.5	6			
4	208.5	2	93	51.5	0.5	1	2	0	5.5	39.5	0	4.5	3.5	5.5			
5	333.5	0.5	188	83	3	2	1.5	0	3	31.5	0.5	8	4.5	8			
6	717	1.5	447	204	0	5.5	3	0	7	40.5	0.5	4.5	1	2.5			
7	920	1	609	214	2.5	4	2.5	0	10.5	56	0.5	8.5	3	8.5			
8	664.5	1.5	386	165.5	0.5	4	5.5	0	7	78	0.5	5.5	3.5	7			
9	647.5	7	358.5	154	1	8	9	0.5	12.5	87.5	0	5	1.5	3			
10	575.5	3	326	132.5	1	5.5	9	1.5	13	76.5	0	2	1.5	4			
11	641	4	359	156.5	0.5	5	10	2	12	85	0	3	3.5	0.5			
12	608	3	361	135.5	0.5	6	6	0.5	17	71.5	2.5	1	2	1.5			
13	651.5	3	368	156.5	1	5	5	0.5	16	87	1	4.5	1.5	2.5			
14	798.5	3.5	478.5	167	1	8	9	1	20.5	93	1	7	1	8			
15	1,113.5	1.5	699	277.5	0	7	6.5	0.5	16	91.5	2	2	4.5	5.5			
16	1,000.5	3	643.5	242.5	0.5	5	7.5	1	10	79	1.5	1.5	3	2.5			
17	989	6	630.5	228.5	0.5	3	6	0	11	94	1	3.5	2.5	2.5			
18	616.5	4.5	381.5	120.5	1.5	1.5	6	0	9	87.5	0.5	1	1.5	1.5			
19	437.5	3.5	238.5	90	0.5	2.5	3	1.5	5.5	81.5	0	6.5	1	3.5			
20	392.5	1.5	219.5	65	0	1.5	3	1.5	3	76	1.5	4	5.5	10.5			
21	291	2	149.5	54	0.5	1	2.5	0.5	4.5	59.5	1	4.5	0.5	11			
22	221.5	3	110.5	35	0	2	1	0	4	53	0	5	2	6			
23	184.5	5	88.5	25	0	2	3.5	0	3	42	1	7	1.5	6			
ADT	12,424	77	7,292	2,812	21	85	110	12	201.5	1,503	15.5	112	56.5	126			
AF	0.80	0.6%	58.7%	22.6%	0.2%	0.7%	0.9%	0.1%	1.6%	12.1%	0.1%	0.9%	0.5%	1.0%			
SITE TRAFFIC		10,181 Private Unit 81.9%				228 Single Unit 1.8%				2,014.5 Combination Unit 16.2%							
		2,242.5 Commercial Unit 18.1%															

9T3L07

Classification Summary

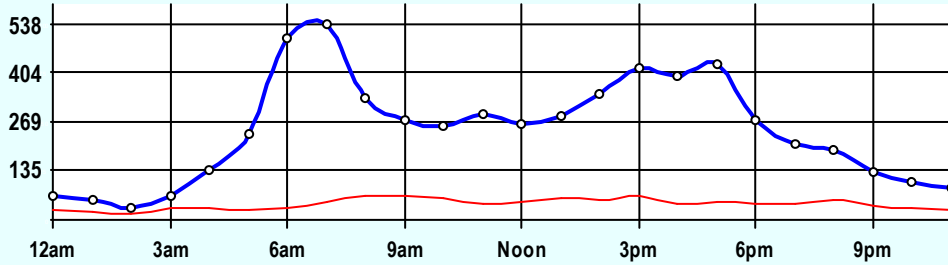
October 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
12,424	3pm	1,114
10,181	Private	978
2,243	Commercial	136
K-Factor 0.06	EB	WB
	417	696

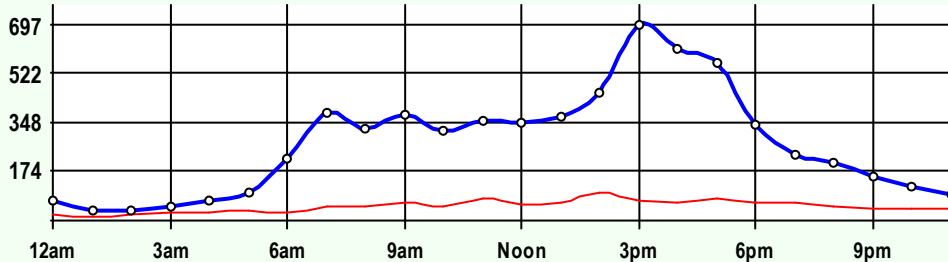
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,424	77	7,292	2,812	21	85	110	12	202	1,503	16	112	57	126
Axle Factor 0.80	10,181 Private-Unit 81.9%			228 Single-Unit 1.8%			2,015 Combination-Unit 16.2%						
	2,243 Commercial-Unit 18.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,907	7am	538
4,856	Private	491
1,051	Commercial	47
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,907	36	3,477	1,343	10	47	60	4	101	673	9	57	29	65
Axle Factor 0.80	4,856 Private-Unit 82.2%			120 Single-Unit 2.0%			932 Combination-Unit 15.8%						
	1,051 Commercial-Unit 17.8%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,517	3pm	697
5,326	Private	627
1,192	Commercial	70
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,517	42	3,815	1,469	11	39	51	9	101	831	7	56	28	62
Axle Factor 0.79	5,326 Private-Unit 81.7%			109 Single-Unit 1.7%			1,083 Combination-Unit 16.6%						
	1,192 Commercial-Unit 18.3%												

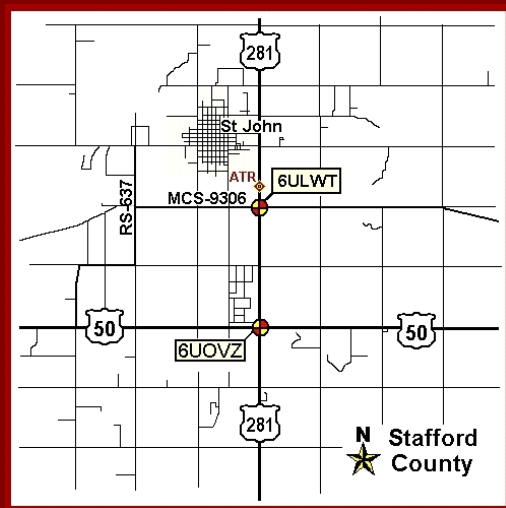
SITE INFORMATION

9T3L07	Event No: 7551	Dist 5	Sedgwick County
West Leg	Route: I-35		
	X-Route: K-15		
Location	I-35 (KTA) SW OF K-15, IN WICHITA		
Site Info	Regular, NHS, Route-Class A		
Event Info			
History	06/06;01/03;04/00;07/97		
Comment	EB 48Hrs, WB 42Hrs.		

Lane	Hrs	Start Hour	Last Hour
31	48	10/12/09 11:00	10/14 10:00
32	48	10/12/09 11:00	10/14 10:00
71	42	10/12/09 11:00	10/14 04:00
72	42	10/12/09 11:00	10/14 04:00

24 Hour Classification Summary

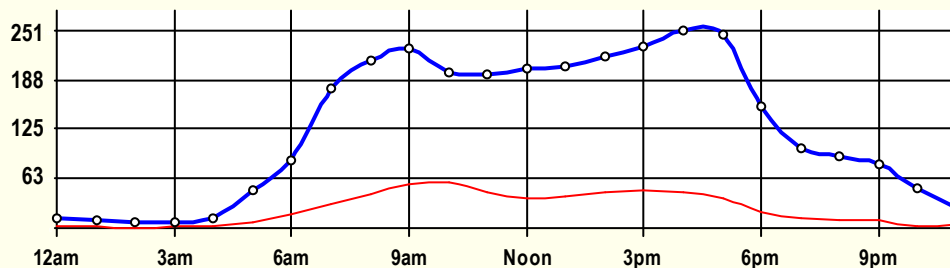
CLASSIFICATION										CLASSIFICATION				
6ULWT1					WIM Collected									
FC 2		Dist 5			Stafford County									
Route: US-281								North Leg						
XRoute: MCS-9306 (20th)														
US-281 N OF MCS-9306, 2 MI N OF US-50														
Peak-Hour Traffic														
All Traffic		251			4pm									
Private		207			5pm									
Commercial		59			10am									
July 2009										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	12.5	0	8.5	1.5	0	0	0	0	0	1.5	0	1	0	0
1	10	0	4	3.5	0.5	0.5	0	0	0	1.5	0	0	0	0
2	8	0	7	0.5	0	0	0	0	0	0.5	0	0	0	0
3	7.5	0	4	1.5	0	0	0	0	0	1.5	0	0.5	0	0
4	13	0	6	3.5	0	0.5	0	0	0	2.5	0.5	0	0	0
5	49	0.5	30	10	0.5	0.5	1	0	0	6.5	0	0	0	0
6	85.5	0	46.5	21.5	0	2.5	1.5	0	0	10	3.5	0	0	0
7	176	1	119	26.5	0.5	5.5	4	0	0.5	16	1.5	1.5	0	0
8	211.5	1.5	132	35	1	6.5	13.5	1.5	1	19	0	0.5	0	0
9	228.5	2	132.5	38	0.5	6.5	21	3	1	20.5	2.5	1	0	0
10	197	2	97	39	2.5	6	17.5	1	2	27	3	0	0	0
11	195	1.5	113.5	35	0.5	7.5	13	0.5	2	19	2	0.5	0	0
12	203.5	1.5	124.5	38.5	0	4.5	3.5	1	0	26.5	3.5	0	0	0
13	204.5	1.5	122	39.5	0.5	6.5	8	2	1.5	21.5	1.5	0	0	0
14	216.5	0.5	130.5	41	0.5	7	17	1	1	17	0.5	0.5	0	0
15	230.5	0.5	143	39	2	7	18	1	0	18.5	1	0.5	0	0
16	250.5	0.5	159.5	45	0.5	6	15	1	0	20	3	0	0	0
17	244	1	155	51	1	6.5	16.5	0.5	0	12	0.5	0	0	0
18	154.5	0	96.5	37.5	1	2	3	0	0	14	0.5	0	0	0
19	100.5	0.5	66	21	0	1	0	1	0.5	9.5	1	0	0	0
20	90	1	58.5	20.5	0	2	0.5	0.5	0	7	0	0	0	0
21	81.5	0	50	21.5	0	2.5	0	0.5	0	6.5	0	0.5	0	0
22	49.5	0	31.5	14.5	0.5	0	0	0	0	3	0	0	0	0
23	25	0	14.5	6	0	0	0	0.5	0	4	0	0	0	0
ADT	3,044	15.5	1,851.5	590.5	12	81	153	15	9.5	285	24.5	6.5	0	0
AF	0.84	0.5%	60.8%	19.4%	0.4%	2.7%	5.0%	0.5%	0.3%	9.4%	0.8%	0.2%	0.0%	0.0%
SITE TRAFFIC		2,457.5 Private Unit 80.7%			261 Single Unit 8.6%					325.5 Combination Unit 10.7%				
		586.5 Commercial Unit 19.3%												



6ULWT1

Classification Summary

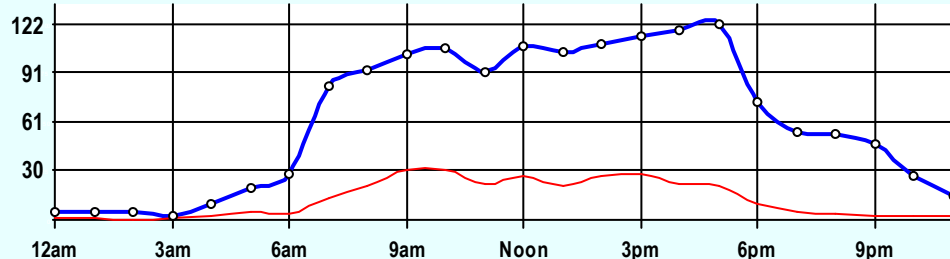
July 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,044	4pm	251
2,458	Private	205
587	Commercial	46
K-Factor 0.04	NB	SB
	118	132

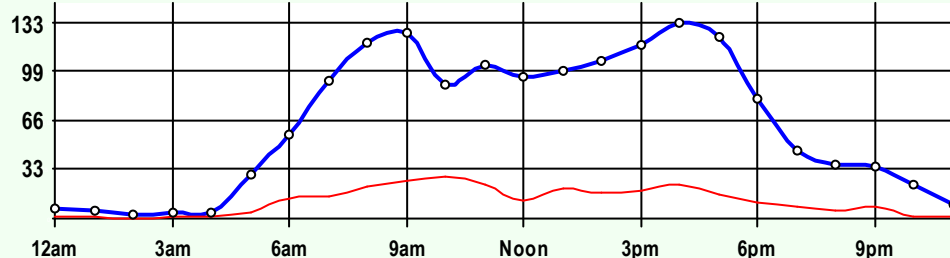
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,044	16	1,852	591	12	81	153	15	10	285	25	7	0	0
Axle Factor 0.84	0.5%	60.8%	19.4%	0.4%	2.7%	5.0%	0.5%	0.3%	9.4%	0.8%	0.2%	0.0%	0.0%
	2,458 Private-Unit 80.7%			261 Single-Unit 8.6%				326 Combination-Unit 10.7%					
	587 Commercial-Unit 19.3%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,495	5pm	122
1,186	Private	101
310	Commercial	21
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,495	14	732	440	7	38	79	13	3	156	13	3	0	0
Axle Factor 0.82	0.9%	49.0%	29.4%	0.5%	2.5%	5.3%	0.8%	0.2%	10.4%	0.8%	0.2%	0.0%	0.0%
	1,186 Private-Unit 79.3%			136 Single-Unit 9.1%				174 Combination-Unit 11.6%					
	310 Commercial-Unit 20.7%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,549	4pm	133
1,272	Private	110
277	Commercial	23
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,549	2	1,120	151	5	43	75	3	7	130	12	4	0	0
Axle Factor 0.85	0.1%	72.3%	9.7%	0.3%	2.8%	4.8%	0.2%	0.5%	8.4%	0.8%	0.2%	0.0%	0.0%
	1,272 Private-Unit 82.1%			125 Single-Unit 8.1%				152 Combination-Unit 9.8%					
	277 Commercial-Unit 17.9%												

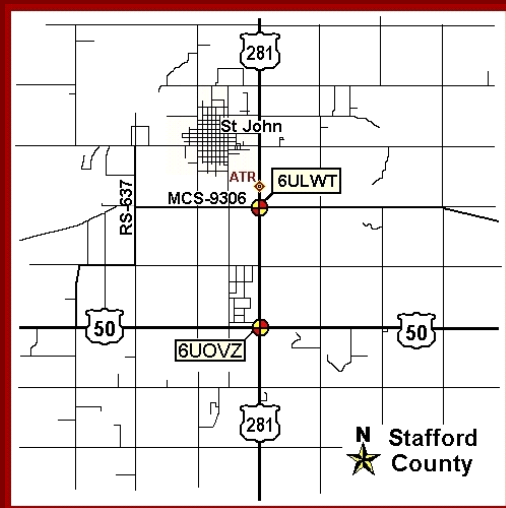
SITE INFORMATION

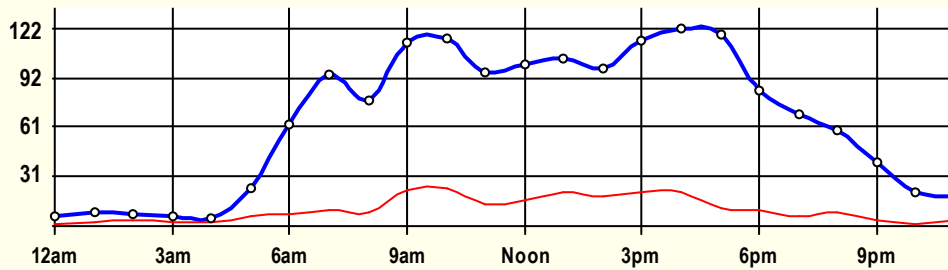
6ULWT1	Event No: 7591	Dist 5	Stafford County
North Leg	Route: US-281		
	X-Route: MCS-9306 (20th)		
Location	US-281 N OF MCS-9306, 2 MI N OF US-50		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info	WIM Collected		
History	10/08;10/07;02/07;11/06;09/06;11/04;10/02;02/00;04/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	07/07/09 10:00	07/09 09:00
51	48	07/07/09 10:00	07/09 09:00

24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION																													
6UOVZ5																																							
FC 2		Dist 5			Stafford County																																		
Route: US-281					South Leg																																		
XRoute: US-50																																							
US-281 S OF US-50, S OF ST JOHN																																							
Peak-Hour Traffic																																							
All Traffic		122			4pm																																		
Private		107			5pm																																		
Commercial		23			10am																																		
June 2009										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	14	15	16	17	18	19	20	21	22	23	ADT	AF	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6	0	3	2	0	0.5	0	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1,559	17.5	711	585	0.5	21	29.5	4.5	28.5	133.5	18	3	1	6	
1	8.5	0	4.5	1.5	0	1	0	0	0.5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.84	1.1%	45.6%	37.5%	0.0%	1.3%	1.9%	0.3%	1.8%	8.6%	1.2%	0.2%	0.1%	0.4%	
2	8	0.5	2.5	1	0	0.5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SITE TRAFFIC		1,313.5 Private Unit 84.3%		55.5 Single Unit 3.6%					190 Combination Unit 12.2%					
3	6.5	0.5	3	1	0	0	0.5	0	0	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0					245.5 Commercial Unit 15.7%										
4	5.5	0	2	1	0	0	0	0	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5	23.5	0	10	7.5	0	0	0	0	1	3.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0															
6	62.5	0.5	33	21	0	0.5	1	0	0.5	4.5	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
7	93.5	1	42.5	40.5	0	1	0.5	0	0.5	5	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0															
8	77	0.5	28.5	39	0	0.5	1	0.5	1.5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
9	113	0	41	49.5	0	1.5	2.5	1	2.5	13	0	1	0.5	0.5	0	0	0	0	0	0	0	0	0	0															
10	116	0.5	42	50.5	0.5	1	4.5	0.5	2	14	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0															
11	94.5	1	45	35	0	0.5	2.5	0	2	7.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0															
12	99.5	0.5	47.5	35	0	2.5	2	0.5	2.5	8	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0															
13	103	1.5	41.5	39.5	0	2	3	0	3	10.5	1	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0															
14	97.5	0.5	38.5	40	0	3	2.5	0.5	1	10	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0															
15	114	2.5	49	41	0	2	1.5	0	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
16	122	3	60	38	0	2	3	0.5	1.5	11.5	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0															
17	118	2	65.5	39.5	0	0	2.5	0.5	1	4.5	1.5	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0															
18	83.5	0.5	39	34	0	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0															
19	69	0.5	37.5	25	0	0.5	0.5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
20	58.5	1	30	19	0	1.5	0	0.5	1	5.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
21	40	0.5	27	9	0	0.5	0.5	0	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
22	21.5	0.5	12	7.5	0	0	0.5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
23	18	0	6.5	8	0	0	0	0	0	1.5	2	0	0	0	0	0	0	0	0	0	0	0	0	0															
ADT		1,559	17.5	711	585	0.5	21	29.5	4.5	28.5	133.5	18	3	1	6																								
AF		0.84	1.1%	45.6%	37.5%	0.0%	1.3%	1.9%	0.3%	1.8%	8.6%	1.2%	0.2%	0.1%	0.4%																								
SITE TRAFFIC		1,313.5 Private Unit 84.3%				55.5 Single Unit 3.6%					190 Combination Unit 12.2%					245.5 Commercial Unit 15.7%																							

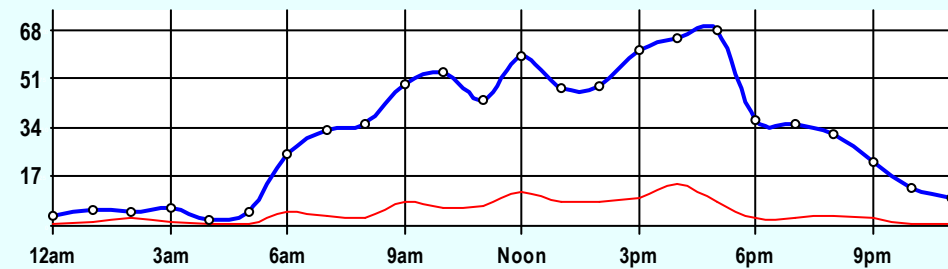




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,559	4pm	122
1,314	Private	101
246	Commercial	21
K-Factor 0.04	NB	SB
	65	57

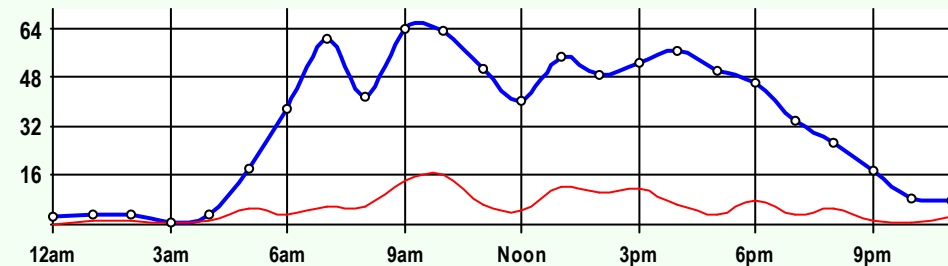
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,559	18	711	585	1	21	30	5	29	134	18	3	1	6
Axle Factor 0.84	1,314 Private-Unit 84.3%			56 Single-Unit 3.6%				190 Combination-Unit 12.2%					
	246 Commercial-Unit 15.7%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
765	5pm	68
650	Private	60
115	Commercial	8
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
765	11	347	293	1	12	17	3	14	59	9	1	0	2
Axle Factor 0.85	650 Private-Unit 85.0%			32 Single-Unit 4.2%				83 Combination-Unit 10.8%					
	115 Commercial-Unit 15.0%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
794	9am	64
664	Private	50
131	Commercial	15
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
794	7	365	293	0	9	13	2	15	75	10	3	1	5
Axle Factor 0.82	664 Private-Unit 83.6%			24 Single-Unit 3.0%				107 Combination-Unit 13.5%					
	131 Commercial-Unit 16.4%												

SITE INFORMATION

6U0VZ5	Event No: 7474	Dist 5	Stafford County
South Leg	Route: US-281		
	X-Route: US-50		
Location	US-281 S OF US-50, S OF ST JOHN		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	05/05;11/99;07/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/15/09 12:00	06/17 11:00
51	48	06/15/09 12:00	06/17 11:00

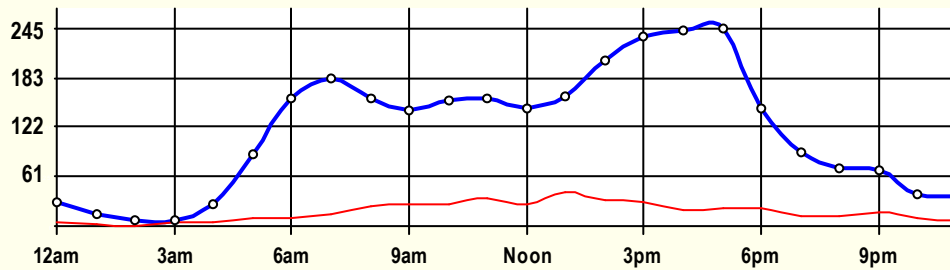
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9MCEN5														
FC 6		Dist 5		Sumner County										
Route: US-81								South Leg						
XRoute: RS-641														
US-81 S OF RS-641, 3 MI W OF I-35														
Peak-Hour Traffic														
All Traffic		245		5pm										
Private		223		4pm										
Commercial		42		1pm										
March 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	28.5	0	19.5	5	0	0	0	0	0	4	0	0	0	0
1	14.5	0	10	2.5	0	0	0	0	0	2	0	0	0	0
2	7.5	0	6	1	0	0	0	0	0	0.5	0	0	0	0
3	8	0	2	1	0	0	0	0	0	4.5	0	0.5	0	0
4	27	0	13.5	8	0	1.5	0	0	0	3.5	0	0.5	0	0
5	88	0.5	58.5	18	0	1	1	0	0	8.5	0.5	0	0	0
6	158	0	111	38	0	0	0	0	0.5	8	0	0	0	0.5
7	182.5	0	128	40.5	0	1.5	1.5	0.5	0.5	10	0	0	0	0
8	157.5	0	91.5	41.5	0	5	1	0	1.5	16.5	0.5	0	0	0
9	143	1	77.5	38	0	3.5	0.5	0.5	2.5	18.5	1	0	0	0
10	156.5	1	82.5	47	0	2.5	2.5	0	2.5	18.5	0	0	0	0
11	157	2	80	41	0	3	3	0.5	3	22.5	2	0	0	0
12	146	0	81.5	38	0	1.5	0.5	0.5	2	21.5	0.5	0	0	0
13	160.5	1.5	76.5	40.5	0	4	3	0.5	4	27.5	2.5	0.5	0	0
14	204.5	0	113	58.5	0	3.5	2	0.5	2.5	21.5	3	0	0	0
15	234	0.5	154.5	49.5	0	6	1	0.5	2.5	18.5	1	0	0	0
16	243	0	155.5	67	0	1.5	0.5	0	2.5	15.5	0.5	0	0	0
17	244.5	1	167.5	53	0	0.5	0	0	1.5	18.5	2.5	0	0	0
18	145.5	0	90	33.5	0	2.5	0.5	0	0.5	18	0	0	0	0.5
19	91	0	55	22.5	0	0	1	0.5	0	12	0	0	0	0
20	71	1	41	17.5	0	0	1	0	0.5	10	0	0	0	0
21	68	0	39	11.5	0	2	0.5	0.5	0	14	0.5	0	0	0
22	40.5	0	21.5	9	0	0	0	0	0	10	0	0	0	0
23	36.5	0	22.5	7	0	0	0	0	0.5	5.5	0	1	0	0
ADT	2,813	8.5	1,697.5	689	0	39.5	19.5	4.5	27	309.5	14.5	2.5	0	1
AF	0.84	0.3%	60.3%	24.5%	0.0%	1.4%	0.7%	0.2%	1.0%	11.0%	0.5%	0.1%	0.0%	0.0%
SITE TRAFFIC		2,395 Private 85.1% Unit			63.5 Single Unit 2.3%					354.5 Combination Unit 12.6%				
418 Commercial Unit 14.9%														

9MCEN5

Classification Summary

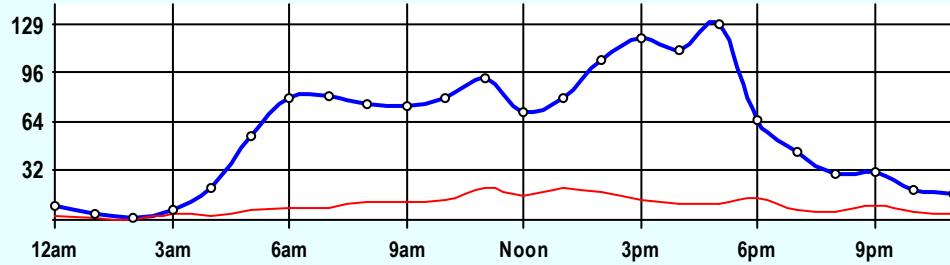
March 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,813	5pm	245
2,395	Private	222
418	Commercial	23
K-Factor 0.05	NB	SB
	128	116

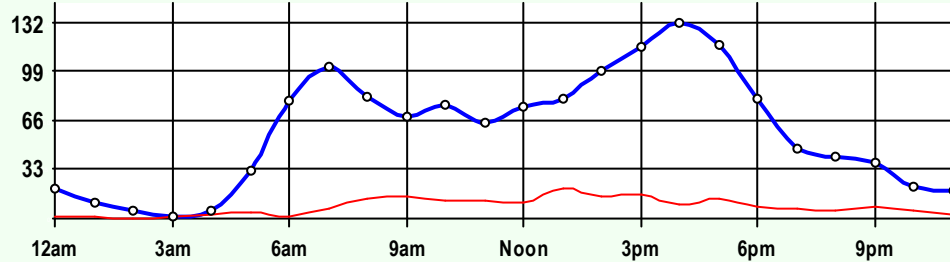
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,813	9	1,698	689	0	40	20	5	27	310	15	3	0	1	
Axle Factor 0.84	0.3%		60.3%	24.5%	0.0%	1.4%	0.7%	0.2%	1.0%	11.0%	0.5%	0.1%	0.0%	0.0%
	2,395 Private-Unit			64 Single-Unit 2.3%				355 Combination-Unit 12.6%						
	418 Commercial-Unit 14.9%													



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,402	5pm	129
1,177	Private	119
225	Commercial	10
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
1,402	2	828	348	0	19	11	3	14	171	7	1	0	1	
Axle Factor 0.83	0.1%		59.0%	24.8%	0.0%	1.4%	0.8%	0.2%	1.0%	12.2%	0.5%	0.1%	0.0%	0.1%
	1,177 Private-Unit			33 Single-Unit 2.3%				193 Combination-Unit 13.7%						
	225 Commercial-Unit 16.0%													



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,411	4pm	132
1,218	Private	122
193	Commercial	10
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
1,411	7	870	341	0	21	9	2	14	139	8	2	0	0	
Axle Factor 0.85	0.5%		61.7%	24.2%	0.0%	1.5%	0.6%	0.1%	1.0%	9.9%	0.6%	0.1%	0.0%	0.0%
	1,218 Private-Unit			31 Single-Unit 2.2%				162 Combination-Unit 11.5%						
	193 Commercial-Unit 13.7%													

SITE INFORMATION

9MCEN5	Event No: 7387	Dist 5	Sumner County
South Leg	Route: US-81		
	X-Route: RS-641		
Location	US-81 S OF RS-641, 3 MI W OF I-35		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	10/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	03/02/09 12:00	03/04 11:00
51	48	03/02/09 12:00	03/04 11:00

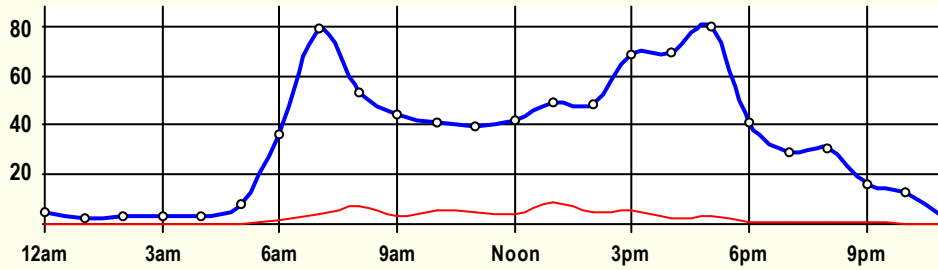
24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9WUE07														
FC 6		Dist 5		Sumner County										
Route: K-55								West Leg						
XRoute: RS-160 (ROCK RD)														
K-55 W OF RS-160, E OF BELLE PLAINE														
Peak-Hour Traffic														
All Traffic		80		5pm										
Private		76		5pm										
Commercial		9		1pm										
March 2009 48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4.5	0	3.5	1	0	0	0	0	0	0	0	0	0	0
1	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0
2	3	0	3	0	0	0	0	0	0	0	0	0	0	0
3	3	0	2.5	0.5	0	0	0	0	0	0	0	0	0	0
4	3.5	0	2.5	1	0	0	0	0	0	0	0	0	0	0
5	8	0	4.5	3.5	0	0	0	0	0	0	0	0	0	0
6	36.5	0	24.5	10	0	0.5	0	0	1	0.5	0	0	0	0
7	79	0	53	22	0	1	0.5	0	1	1.5	0	0	0	0
8	53	0	30.5	15.5	0	1.5	1	0	2	2.5	0	0	0	0
9	44	0	21.5	19.5	0	0	0	0	0.5	2.5	0	0	0	0
10	41	1.5	20	13.5	0	1	0	0	2	3	0	0	0	0
11	39	0.5	18.5	15	0	2	0	0	0.5	2.5	0	0	0	0
12	41.5	0	22	15.5	0	1	0	0	0.5	2	0.5	0	0	0
13	49	0	23.5	17	0	2.5	0	0.5	2.5	3	0	0	0	0
14	48	0	26	17	0	1.5	0	0	0.5	2.5	0	0.5	0	0
15	68.5	0.5	42.5	19.5	0	2.5	1	0	0	2.5	0	0	0	0
16	69	0	43	23.5	0	2	0	0	0	0.5	0	0	0	0
17	79.5	0	46.5	29.5	0	1.5	0	0	0.5	1	0.5	0	0	0
18	41	0	27.5	12.5	0	0	0	0	0.5	0.5	0	0	0	0
19	28.5	0	18	9.5	0	0.5	0	0	0.5	0	0	0	0	0
20	30.5	0	18.5	11	0	1	0	0	0	0	0	0	0	0
21	16	0	10.5	4.5	0	1	0	0	0	0	0	0	0	0
22	13	0	10.5	2.5	0	0	0	0	0	0	0	0	0	0
23	2.5	0	2.5	0	0	0	0	0	0	0	0	0	0	0
ADT	804	2.5	477	264	0	19.5	2.5	0.5	12	24.5	1	0.5	0	0
AF	0.94	0.3%	59.3%	32.8%	0.0%	2.4%	0.3%	0.1%	1.5%	3.0%	0.1%	0.1%	0.0%	0.0%
SITE TRAFFIC		743.5 Private Unit			22.5 Single Unit 2.8%					38 Combination Unit 4.7%				
		92.5% Unit			60.5 Commercial Unit 7.5%									

9WUE07

Classification Summary

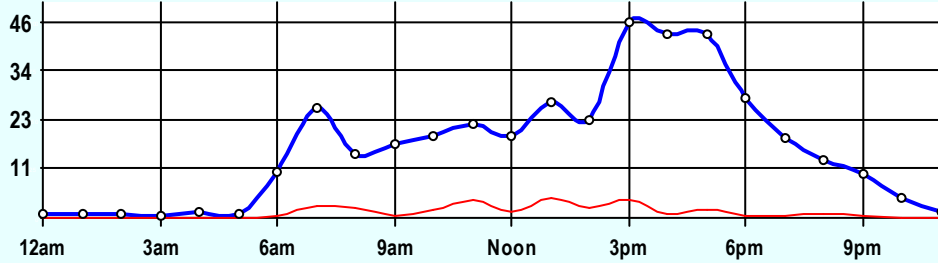
March 2009



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
804	5pm	80
744	Private	76
61	Commercial	4
K-Factor 0.05	EB	WB
	42	37

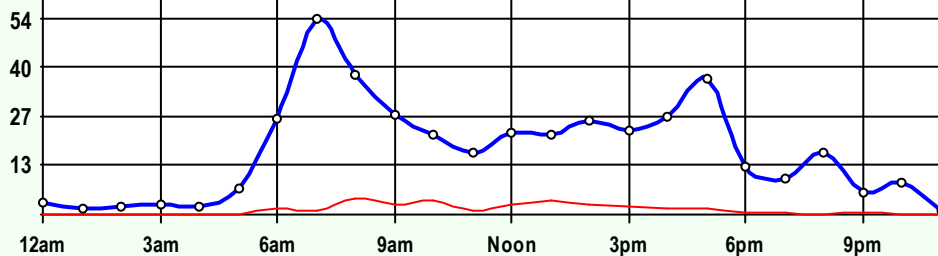
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
804	3	477	264	0	20	3	1	12	25	1	1	0	0
Axle Factor 0.94	744 Private-Unit 92.5%			23 Single-Unit 2.8%				38 Combination-Unit 4.7%					
	61 Commercial-Unit 7.5%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
390	3pm	46
360	Private	42
31	Commercial	4
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
390	1	231	128	0	11	2	0	6	12	1	0	0	0
Axle Factor 0.94	360 Private-Unit 92.2%			13 Single-Unit 3.2%				18 Combination-Unit 4.6%					
	31 Commercial-Unit 7.8%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
414	7am	54
384	Private	53
30	Commercial	1
K-Factor 0.13		



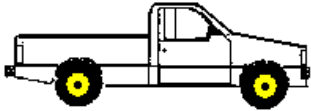

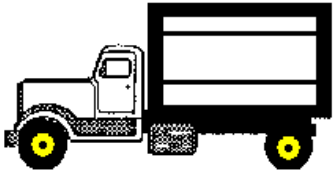
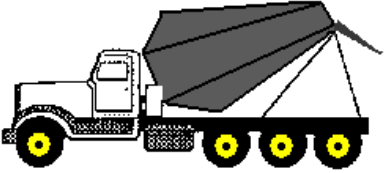
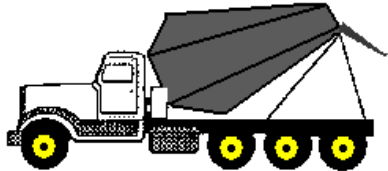





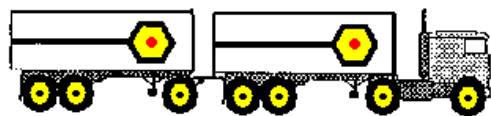
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
414	2	246	136	0	9	1	1	7	13	1	1	0	0
Axle Factor 0.94	384 Private-Unit 92.8%			10 Single-Unit 2.4%				20 Combination-Unit 4.8%					
	30 Commercial-Unit 7.2%												

SITE INFORMATION

9WUE07	Event No: 7401	Dist 5	Sumner County
West Leg	Route: K-55		
	X-Route: RS-160 (ROCK RD)		
Location	K-55 W OF RS-160, E OF BELLE PLAINE		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	10/06;10/03		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	03/02/09 13:00	03/04 12:00
71	48	03/02/09 13:00	03/04 12:00

FHWA CLASSIFICATION CATEGORIES (Scheme F)

COMMERCIAL VEHICLES	PRIVATE	1 MOTORCYCLES 	2 PASSENGER CARS 	3 PICKUPS  OTHER 2-AXLE 4 TIRE SINGLE UNIT	4 BUS  2-3 AXLE PASSENGER BUS
		5 TWO AXLE 	6 THREE AXLE 	7 FOUR 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 	
		SINGLE UNIT			
		SINGLE TRAILER			
		MULTI TRAILER			