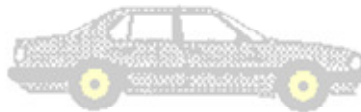


MOTORCYCLE



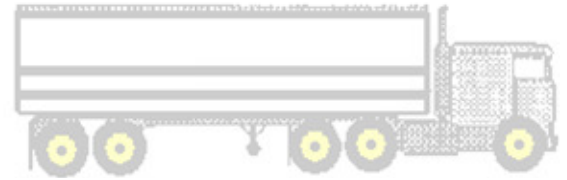
PASSENGER CARS



KANSAS

2011

5 AXLES



PICKUPS



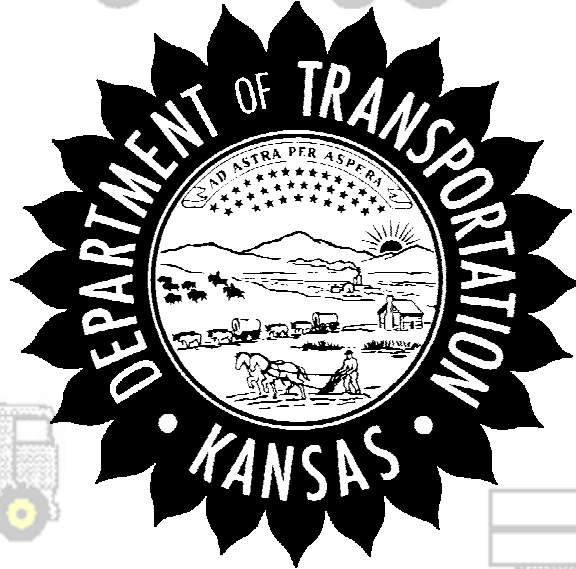
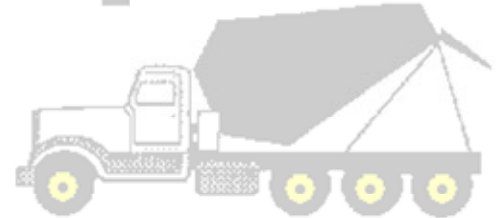
VEHICLE CLASSIFICATION

District 4 Surveys

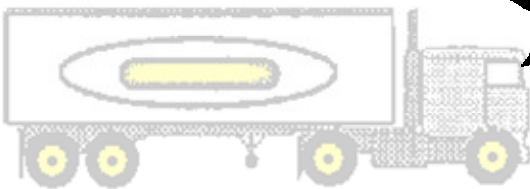
2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



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

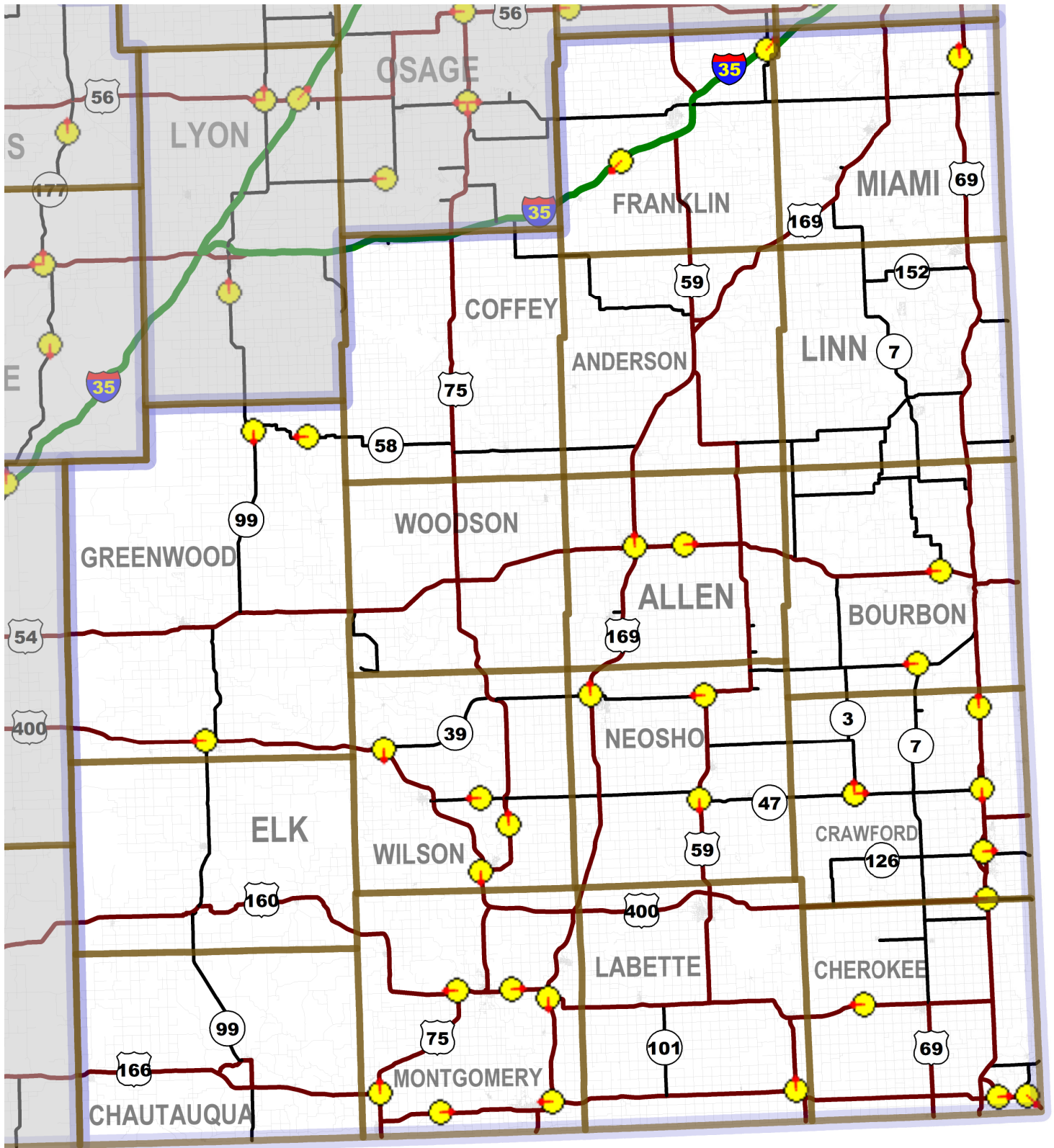
6 AXLES





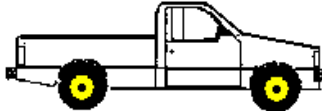

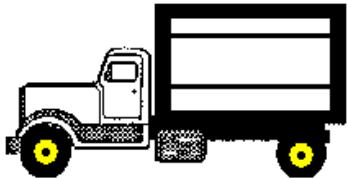

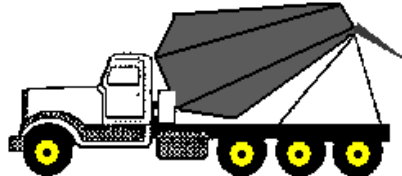






≥ 7 AXLES



DISTRICT 4



FHWA CLASSIFICATIONS

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

Intentionally Blank

District 4

2011 Vehicle Classification Summary

Kansas Dept of Transportation

IT - 5

| County | Route | LOCATION DESCRIPTION | FC | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | District Start Pg |
|----------|--------------|---|--------------------|---------------------------------|--------|-------|-------|------|------|------|------|-------|-------|------|------|------|-------------|-------------|-------------------|
| | Site Id | | Cross- Route | AF | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| Allen | US-169 | US-169 N OF US-54, IN IOLA | 2 | 48 | 1,885 | 938 | 7 | 45 | 52 | 12 | 58 | 727 | 10 | 69 | 10 | 4 | 991 | 3,861 | IV |
| | DO3VR1 | | US-54 | 0.74 | 1.2% | 48.8% | 24.3% | 0.2% | 1.2% | 1.3% | 0.3% | 1.5% | 18.8% | 0.3% | 1.8% | 0.2% | 0.1% | 25.7% | 1 |
| Allen | US-54 | US-54 E OF RS-5, E OF La HARPE | 2 | 63 | 1,655 | 941 | 1 | 32 | 56 | 4 | 49 | 238 | 26 | 1 | 1 | 0 | 405 | 3,064 | IV |
| | DV3VT3 | | RS-5 (2800th RD) | 0.86 | 2.0% | 54.0% | 30.7% | 0.0% | 1.0% | 1.8% | 0.1% | 1.6% | 7.8% | 0.8% | 0.0% | 0.0% | 0.0% | 13.2% | 1 |
| Bourbon | K-39 | K-39 W OF K-7, 7.75 MI SW OF US-69 | 6 | 5 | 324 | 240 | 0 | 3 | 6 | 0 | 10 | 36 | 1 | 0 | 0 | 0 | 56 | 624 | IV |
| | ET3PW7 | | K-7 | 0.90 | 0.8% | 51.9% | 38.4% | 0.0% | 0.5% | 1.0% | 0.0% | 1.5% | 5.8% | 0.2% | 0.0% | 0.0% | 0.0% | 8.9% | 1 |
| Bourbon | US-54 | US-54 W OF K-7, W OF FT SCOTT | 2 | 41 | 1,400 | 772 | 1 | 40 | 76 | 6 | 44 | 245 | 11 | 11 | 1 | 4 | 437 | 2,650 | IV |
| | EWLUF7 | | K-7 | 0.84 | 1.5% | 52.8% | 29.1% | 0.0% | 1.5% | 2.8% | 0.2% | 1.7% | 9.2% | 0.4% | 0.4% | 0.0% | 0.1% | 16.5% | 1 |
| Cherokee | US-160 | US-160 W OF RS-1699, W OF COLUMBUS | 6 | 2 | 1,129 | 559 | 0 | 30 | 13 | 4 | 26 | 188 | 2 | 0 | 0 | 0 | 262 | 1,951 | IV |
| | EKR9A7 | | RS-1699 (70th RD) | 0.86 | 0.1% | 57.9% | 28.6% | 0.0% | 1.5% | 0.7% | 0.2% | 1.3% | 9.6% | 0.1% | 0.0% | 0.0% | 0.0% | 13.4% | 1 |
| Cherokee | US-400 | US-400 W OF US-400 / US-69 / K-171, S OF PITTSBURG | 2 | 16 | 3,131 | 1,001 | 14 | 126 | 41 | 5 | 75 | 767 | 11 | 79 | 0 | 0 | 1,116 | 5,263 | IV |
| | F2XEE7 | | US-69 | 0.79 | 0.3% | 59.5% | 19.0% | 0.3% | 2.4% | 0.8% | 0.1% | 1.4% | 14.6% | 0.2% | 1.5% | 0.0% | 0.0% | 21.2% | 1 |
| Cherokee | US-166 | US-166/400 E OF US-166/400 JCT, E OF BAXTER SPRINGS | 2 | 22 | 5,022 | 2,090 | 1 | 59 | 67 | 5 | 57 | 501 | 6 | 57 | 4 | 3 | 758 | 7,892 | IV |
| | F464Q3 | | US-400 | 0.89 | 0.3% | 63.6% | 26.5% | 0.0% | 0.7% | 0.8% | 0.1% | 0.7% | 6.3% | 0.1% | 0.7% | 0.0% | 0.0% | 9.6% | 1 |
| Cherokee | US-166 | US-400 SE OF K-26, S OF GALENA | 2 | 59 | 4,311 | 1,608 | 9 | 67 | 37 | 5 | 73 | 515 | 9 | 56 | 4 | 3 | 775 | 6,752 | IV |
| | F8I4R4 | | K-26 | 0.87 | 0.9% | 63.8% | 23.8% | 0.1% | 1.0% | 0.5% | 0.1% | 1.1% | 7.6% | 0.1% | 0.8% | 0.1% | 0.0% | 11.5% | 1 |
| Crawford | K-3 | K-3 N OF K-47, W OF GIRARD | 7 | 3 | 385 | 269 | 0 | 6 | 4 | 1 | 2 | 23 | 1 | 0 | 0 | 0 | 35 | 691 | IV |
| | EJOJK1 | | K-47 | 0.95 | 0.4% | 55.6% | 38.9% | 0.0% | 0.8% | 0.5% | 0.1% | 0.3% | 3.3% | 0.1% | 0.0% | 0.0% | 0.0% | 5.1% | 1 |
| Crawford | K-47 | K-47 E OF K-3, W OF GIRARD | 6 | 20 | 1,412 | 754 | 0 | 36 | 16 | 1 | 24 | 99 | 4 | 1 | 1 | 1 | 180 | 2,365 | IV |
| | EJOJK3 | | K-3 | 0.93 | 0.8% | 59.7% | 31.9% | 0.0% | 1.5% | 0.7% | 0.0% | 1.0% | 4.2% | 0.1% | 0.0% | 0.0% | 0.0% | 7.6% | 1 |
| Crawford | US-69 | US-69 N OF 710th, 2 MI S OF CO LINE | 2 | 42 | 2,963 | 1,106 | 3 | 65 | 49 | 5 | 66 | 639 | 7 | 64 | 14 | 2 | 911 | 5,021 | IV |
| | F23NR1 | | RS-55 (710th) | 0.81 | 0.8% | 59.0% | 22.0% | 0.0% | 1.3% | 1.0% | 0.1% | 1.3% | 12.7% | 0.1% | 1.3% | 0.3% | 0.0% | 18.1% | 1 |
| Crawford | US-69 | US-69 S OF K-47, S OF ARMA | 2 | 111 | 6,404 | 2,521 | 4 | 84 | 85 | 6 | 79 | 708 | 12 | 65 | 14 | 5 | 1,060 | 10,095 | IV |
| | F2CJR5 | | K-47 | 0.88 | 1.1% | 63.4% | 25.0% | 0.0% | 0.8% | 0.8% | 0.1% | 0.8% | 7.0% | 0.1% | 0.6% | 0.1% | 0.0% | 10.5% | 1 |
| Crawford | C-4516 (7th) | 7th E OF WALNUT, IN PITTSBURG | 16 | 3 | 538 | 166 | 0 | 4 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 8 | 714 | IV |
| | F2IGP3 | | C-4509 (WALNUT) | 0.99 | 0.4% | 75.3% | 23.2% | 0.0% | 0.5% | 0.1% | 0.1% | 0.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 1.1% | 1 |
| Franklin | I-35 | I-35 SW OF RS-1647, EXIT 176, N OF HOMEWOOD | 1 | 132 | 6,435 | 1,838 | 17 | 99 | 144 | 17 | 171 | 3,045 | 54 | 165 | 65 | 9 | 3,786 | 12,190 | IV |
| | DMDEK6 | | RS-1647 (IDAHO RD) | 0.70 | 1.1% | 52.8% | 15.1% | 0.1% | 0.8% | 1.2% | 0.1% | 1.4% | 25.0% | 0.4% | 1.4% | 0.5% | 0.1% | 31.1% | 1 |
| Franklin | I-35 | I-35 NE OF K-33, NE OF WELLSVILLE EXIT | 1 | 46 | 12,125 | 3,677 | 8 | 438 | 76 | 9 | 108 | 3,404 | 45 | 182 | 81 | 11 | 4,359 | 20,207 | IV |
| | E7PK42 | | K-33 | 0.78 | 0.2% | 60.0% | 18.2% | 0.0% | 2.2% | 0.4% | 0.0% | 0.5% | 16.8% | 0.2% | 0.9% | 0.4% | 0.1% | 21.6% | 1 |

District 4

2011 Vehicle Classification Summary

Kansas Dept of Transportation

| County | Route | LOCATION DESCRIPTION | FC | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | District Start Pg |
|------------|---------------|--|---------------------|---------------------------------|--------|-------|-------|------|------|------|------|-------|-------|------|------|------|-------------|---------------|-------------------|
| | Site Id | | Cross- Route | AF | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| Greenwood | US-400 | US-400 W OF K-99 (W JCT) | 2 | 60 | 1,921 | 950 | 6 | 39 | 66 | 9 | 107 | 855 | 25 | 59 | 5 | 3 | 1,172 | 4,103 | IV |
| | BWRMG7 | | K-99 | 0.72 | 1.5% | 46.8% | 23.2% | 0.1% | 0.9% | 1.6% | 0.2% | 2.6% | 20.8% | 0.6% | 1.4% | 0.1% | 0.1% | 28.6% | 1 |
| Greenwood | K-99 | K-99 S OF K-249, S OF MADISON | 6 | 3 | 622 | 451 | 0 | 13 | 12 | 2 | 11 | 40 | 2 | 4 | 1 | 1 | 85 | 1,160 | IV |
| | C441N5 | | K-249 | 0.93 | 0.2% | 53.6% | 38.9% | 0.0% | 1.1% | 1.0% | 0.2% | 0.9% | 3.4% | 0.2% | 0.3% | 0.0% | 0.1% | 7.3% | 1 |
| Greenwood | K-58 | K-58 W OF RS-1504 / RS-293, E OF MADISON | 6 | 1 | 155 | 156 | 0 | 10 | 12 | 1 | 4 | 11 | 1 | 0 | 0 | 1 | 38 | 349 | IV |
| | CC4187 | | RS-1504 | 0.92 | 0.1% | 44.3% | 44.6% | 0.0% | 2.7% | 3.3% | 0.1% | 1.1% | 3.0% | 0.3% | 0.0% | 0.0% | 0.3% | 10.9% | 1 |
| Labette | US-59 | US-59 N OF US-166, N JCT, IN CHETOPA | 6 | 14 | 1,110 | 531 | 2 | 48 | 14 | 4 | 24 | 179 | 5 | 21 | 2 | 0 | 298 | 1,952 | IV |
| | EA0561 | | US-166 | 0.85 | 0.7% | 56.9% | 27.2% | 0.1% | 2.5% | 0.7% | 0.2% | 1.2% | 9.2% | 0.3% | 1.1% | 0.1% | 0.0% | 15.3% | 1 |
| Miami | US-69 | US-69 N OF RS-1016, N OF LOUISBURG | 2 | 131 | 10,409 | 3,492 | 3 | 129 | 113 | 27 | 124 | 1,036 | 35 | 57 | 16 | 7 | 1,548 | 15,580 | IV |
| | F01J11 | | RS-1016 (247th) | 0.89 | 0.8% | 66.8% | 22.4% | 0.0% | 0.8% | 0.7% | 0.2% | 0.8% | 6.7% | 0.2% | 0.4% | 0.1% | 0.0% | 9.9% | 1 |
| Montgomery | US-75 | US-75 N OF US-166 (N JCT), 3 MI N OF CANEY | 2 | 25 | 1,900 | 942 | 1 | 32 | 32 | 5 | 53 | 307 | 13 | 6 | 3 | 3 | 452 | 3,318 | IV |
| | CLU571 | | US-166 | 0.85 | 0.7% | 57.3% | 28.4% | 0.0% | 1.0% | 0.9% | 0.2% | 1.6% | 9.2% | 0.4% | 0.2% | 0.1% | 0.1% | 13.6% | 1 |
| Montgomery | US-166 | US-166 E OF EAST ST (IN TYRO) | 2 | 19 | 2,674 | 960 | 8 | 272 | 23 | 4 | 8 | 236 | 2 | 0 | 0 | 0 | 553 | 4,206 | IV |
| | CV64B3 | | RS-474 (EAST ST) | 0.92 | 0.5% | 63.6% | 22.8% | 0.2% | 6.5% | 0.5% | 0.1% | 0.2% | 5.6% | 0.0% | 0.0% | 0.0% | 0.0% | 13.1% | 1 |
| Montgomery | US-160 | US-160 W OF (W JCT US-75 / 160), W OF INDEPENDENCE | 6 | 17 | 875 | 526 | 0 | 6 | 34 | 6 | 11 | 29 | 1 | 1 | 0 | 0 | 87 | 1,504 | IV |
| | CXCA67 | | US-75 | 0.95 | 1.1% | 58.2% | 34.9% | 0.0% | 0.4% | 2.2% | 0.4% | 0.7% | 1.9% | 0.1% | 0.0% | 0.0% | 0.0% | 5.8% | 1 |
| Montgomery | US-160 | US-160 E OF RS-814, 2 MI E OF INDEPENDENCE | 6 | 56 | 2,991 | 1,356 | 2 | 47 | 82 | 16 | 66 | 235 | 12 | 6 | 3 | 3 | 469 | 4,872 | IV |
| | D5CA73 | | RS-814 (Co Rd 4500) | 0.90 | 1.1% | 61.4% | 27.8% | 0.0% | 1.0% | 1.7% | 0.3% | 1.3% | 4.8% | 0.2% | 0.1% | 0.1% | 0.1% | 9.6% | 1 |
| Montgomery | US-169 | US-169 S OF US-160 (S JCT), N OF COFFEYVILLE | 2 | 47 | 1,971 | 992 | 11 | 47 | 72 | 21 | 102 | 897 | 24 | 84 | 10 | 5 | 1,272 | 4,281 | IV |
| | DAO9R5 | | US-160 | 0.71 | 1.1% | 46.0% | 23.2% | 0.3% | 1.1% | 1.7% | 0.5% | 2.4% | 21.0% | 0.5% | 2.0% | 0.2% | 0.1% | 29.7% | 1 |
| Montgomery | US-166 | US-166 W OF US-169 (E JCT), E OF COFFEYVILLE | 2 | 30 | 4,432 | 2,300 | 20 | 372 | 56 | 32 | 90 | 1,234 | 32 | 77 | 5 | 0 | 1,918 | 8,680 | IV |
| | DB64Q7 | | US-169 | 0.80 | 0.3% | 51.1% | 26.5% | 0.2% | 4.3% | 0.6% | 0.4% | 1.0% | 14.2% | 0.4% | 0.9% | 0.1% | 0.0% | 22.1% | 1 |
| Neosho | US-169 | US-169 N OF K-39, N OF CHANUTE | 2 | 24 | 1,636 | 738 | 6 | 42 | 39 | 6 | 95 | 736 | 8 | 68 | 9 | 4 | 1,011 | 3,408 | IV |
| | DH9OK1 | | K-39 | 0.71 | 0.7% | 48.0% | 21.7% | 0.2% | 1.2% | 1.1% | 0.2% | 2.8% | 21.6% | 0.2% | 2.0% | 0.3% | 0.1% | 29.7% | 1 |
| Neosho | US-59 | US-59 S OF K-47 (S JCT), S OF ERIE | 6 | 17 | 1,790 | 984 | 1 | 31 | 49 | 7 | 43 | 271 | 4 | 43 | 3 | 1 | 451 | 3,242 | IV |
| | DX0JD5 | | K-47 | 0.85 | 0.5% | 55.2% | 30.4% | 0.0% | 1.0% | 1.5% | 0.2% | 1.3% | 8.3% | 0.1% | 1.3% | 0.1% | 0.0% | 13.9% | 1 |
| Neosho | K-39 | K-39 W OF US-59 (W JCT), E OF CHANUTE | 6 | 15 | 1,081 | 524 | 0 | 18 | 18 | 3 | 20 | 73 | 2 | 0 | 0 | 1 | 133 | 1,752 | IV |
| | DXUOH7 | | US-59 | 0.92 | 0.9% | 61.7% | 29.9% | 0.0% | 1.0% | 1.0% | 0.2% | 1.1% | 4.1% | 0.1% | 0.0% | 0.0% | 0.1% | 7.6% | 1 |
| Wilson | US-400 | US-400 S OF K-39, NW OF FREDONIA | 2 | 41 | 1,703 | 847 | 2 | 34 | 35 | 6 | 93 | 777 | 27 | 58 | 5 | 4 | 1,039 | 3,630 | IV |
| | CMUM05 | | K-39 | 0.72 | 1.1% | 46.9% | 23.3% | 0.0% | 0.9% | 1.0% | 0.2% | 2.6% | 21.4% | 0.7% | 1.6% | 0.1% | 0.1% | 28.6% | 1 |

District 4

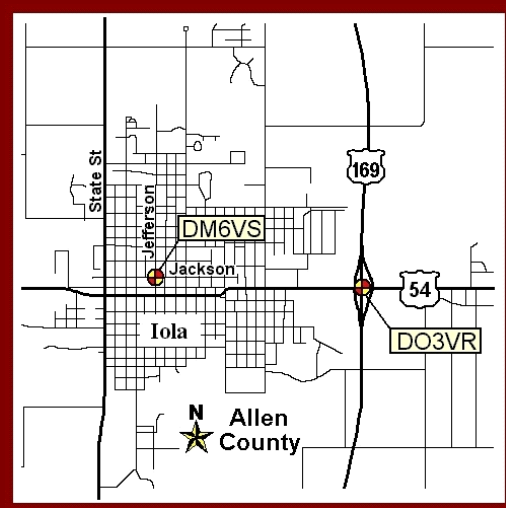
2011 Vehicle Classification Summary

Kansas Dept of Transportation

| County | Route | LOCATION DESCRIPTION | FC | VEHICLE CLASSIFICATION CATEGORY | | | | | | | | | | | | | Truck Total | ADT Surveys | District Start Pg |
|---------------|---------------------|--|------|---------------------------------|-------|-------|------|------|------|------|------|-------|------|------|------|------|-------------|--------------|-------------------|
| | Cross- Route | | AF | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
| Wilson | US-75 | US-75/400 S OF (N JCT) US-75 / 400, SW OF NEODESHA | 2 | 79 | 3,703 | 1,572 | 3 | 54 | 89 | 10 | 134 | 1,021 | 28 | 59 | 5 | 8 | 1,410 | 6,763 | IV |
| D0XFY5 | US-75 | | 0.78 | 1.2% | 54.7% | 23.2% | 0.0% | 0.8% | 1.3% | 0.1% | 2.0% | 15.1% | 0.4% | 0.9% | 0.1% | 0.1% | 20.8% | 1 | 68 |
| Wilson | K-47 | K-47 W OF RS-1378, W OF ALTOONA | 6 | 11 | 549 | 345 | 1 | 23 | 15 | 2 | 26 | 33 | 3 | 1 | 1 | 2 | 104 | 1,007 | IV |
| D10JJ7 | RS-1378 (OTTAWA RD) | | 0.91 | 1.0% | 54.5% | 34.2% | 0.0% | 2.2% | 1.5% | 0.1% | 2.5% | 3.2% | 0.3% | 0.1% | 0.0% | 0.1% | 10.3% | 1 | 70 |
| Wilson | US-75 | US-75 N OF RS-1127, S OF ALTOONA | 2 | 28 | 921 | 482 | 0 | 22 | 31 | 6 | 19 | 208 | 3 | 2 | 0 | 3 | 292 | 1,722 | IV |
| D53I81 | RS-1127 (800 RD) | | 0.82 | 1.6% | 53.5% | 28.0% | 0.0% | 1.2% | 1.8% | 0.3% | 1.1% | 12.1% | 0.1% | 0.1% | 0.0% | 0.1% | 16.9% | 1 | 72 |

24 Hour Classification Summary

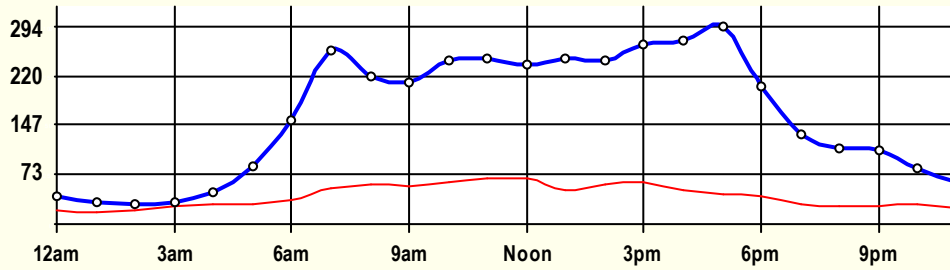
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|--------------|--------------------------|----------------|--------------|------------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| D03VR1 | | | | | | | | | | | | | | |
| FC 2 | | Dist 4 | | Allen County | | | | | | | | | | |
| Route: US-169 | | | | | | | | North Leg | | | | | | |
| XRoute: US-54 | | | | | | | | | | | | | | |
| US-169 N OF US-54, IN IOLA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 294 | | 5pm | | | | | | | | | | |
| Private | | 250 | | 5pm | | | | | | | | | | |
| Commercial | | 70 | | Noon | | | | | | | | | | |
| June 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 42.5 | 0.5 | 15 | 7.5 | 0 | 0 | 0.5 | 1 | 1.5 | 12 | 0 | 4 | 0.5 | 0 |
| 1 | 32.5 | 1.5 | 5.5 | 6.5 | 1 | 0 | 0.5 | 0.5 | 0 | 13 | 0 | 2.5 | 1.5 | 0 |
| 2 | 30.5 | 1 | 4.5 | 4 | 0 | 1.5 | 0.5 | 0 | 0.5 | 15 | 1 | 1 | 1.5 | 0 |
| 3 | 33.5 | 1 | 5.5 | 1.5 | 0 | 1 | 1 | 0.5 | 1 | 18 | 0 | 3.5 | 0.5 | 0 |
| 4 | 46.5 | 0 | 14 | 3.5 | 1 | 0.5 | 1 | 0 | 1 | 20.5 | 0 | 5 | 0 | 0 |
| 5 | 85 | 2 | 30.5 | 23 | 0 | 1.5 | 2 | 0 | 1 | 19.5 | 0.5 | 4 | 0.5 | 0.5 |
| 6 | 153 | 3.5 | 66.5 | 46.5 | 0.5 | 1 | 2 | 0 | 1.5 | 27.5 | 0.5 | 3.5 | 0 | 0 |
| 7 | 258 | 2.5 | 138.5 | 65 | 0 | 4 | 1 | 1.5 | 1.5 | 41.5 | 0 | 2.5 | 0 | 0 |
| 8 | 220.5 | 1.5 | 104.5 | 54.5 | 0 | 3.5 | 2 | 2 | 4 | 45.5 | 1 | 1.5 | 0 | 0.5 |
| 9 | 211 | 2 | 95 | 56.5 | 0 | 2.5 | 2.5 | 2 | 3.5 | 42.5 | 0 | 4.5 | 0 | 0 |
| 10 | 242 | 1.5 | 117.5 | 61.5 | 1 | 4.5 | 2.5 | 0.5 | 5.5 | 45 | 1 | 1.5 | 0 | 0 |
| 11 | 245.5 | 3.5 | 120 | 53.5 | 0 | 1.5 | 8 | 1 | 6 | 46 | 1 | 4 | 0.5 | 0.5 |
| 12 | 237 | 4 | 106 | 57.5 | 0 | 3 | 4 | 0 | 5.5 | 49 | 0.5 | 6.5 | 0.5 | 0.5 |
| 13 | 245.5 | 2 | 134 | 58 | 0 | 5 | 2.5 | 1.5 | 3.5 | 37.5 | 0.5 | 0.5 | 0 | 0.5 |
| 14 | 241.5 | 3.5 | 120 | 59.5 | 0 | 3 | 6 | 0 | 3.5 | 42 | 1 | 3 | 0 | 0 |
| 15 | 266.5 | 3 | 130.5 | 70.5 | 0.5 | 5 | 4.5 | 0.5 | 6 | 44.5 | 0.5 | 1 | 0 | 0 |
| 16 | 271.5 | 3.5 | 144.5 | 74.5 | 1 | 2.5 | 3.5 | 0 | 2.5 | 35 | 1 | 3 | 0 | 0.5 |
| 17 | 293.5 | 2.5 | 163.5 | 84 | 0 | 0.5 | 2.5 | 0 | 2 | 36.5 | 0 | 1 | 0.5 | 0.5 |
| 18 | 204.5 | 1.5 | 110.5 | 51 | 0.5 | 0.5 | 0 | 0.5 | 2 | 37 | 0 | 1 | 0 | 0 |
| 19 | 132 | 1.5 | 75 | 26 | 0 | 2.5 | 1 | 0 | 0.5 | 24.5 | 0.5 | 0 | 0.5 | 0 |
| 20 | 113 | 2.5 | 62 | 22 | 0 | 1.5 | 1.5 | 0 | 2.5 | 19.5 | 0 | 0.5 | 0.5 | 0.5 |
| 21 | 110 | 1 | 60 | 22.5 | 0 | 0 | 1 | 0 | 1.5 | 17 | 0 | 5.5 | 1.5 | 0 |
| 22 | 84 | 1.5 | 37 | 15.5 | 1 | 0 | 1.5 | 0 | 1 | 21.5 | 0.5 | 4.5 | 0 | 0 |
| 23 | 61 | 0.5 | 24.5 | 13.5 | 0 | 0 | 0 | 0 | 0 | 16.5 | 0.5 | 4.5 | 1 | 0 |
| ADT | 3,861 | 47.5 | 1,884.5 | 938 | 6.5 | 45 | 51.5 | 11.5 | 57.5 | 726.5 | 10 | 68.5 | 9.5 | 4 |
| AF | 0.74 | 1.2% | 48.8% | 24.3% | 0.2% | 1.2% | 1.3% | 0.3% | 1.5% | 18.8% | 0.3% | 1.8% | 0.2% | 0.1% |
| SITE TRAFFIC | | 2,870 Private Unit 74.3% | | | 114.5 Single Unit 3.0% | | | | | 876 Combination Unit 22.7% | | | | |
| 990.5 Commercial Unit 25.7% | | | | | | | | | | | | | | |



D03VR1

Classification Summary

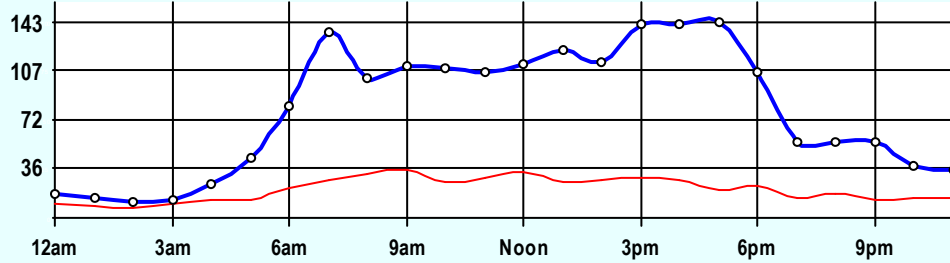
June 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 3,861 | 5pm | 294 |
| 2,870 | Private | 250 |
| 991 | Commercial | 44 |
| K-Factor 0.04 | NB | SB |
| | 143 | 150 |

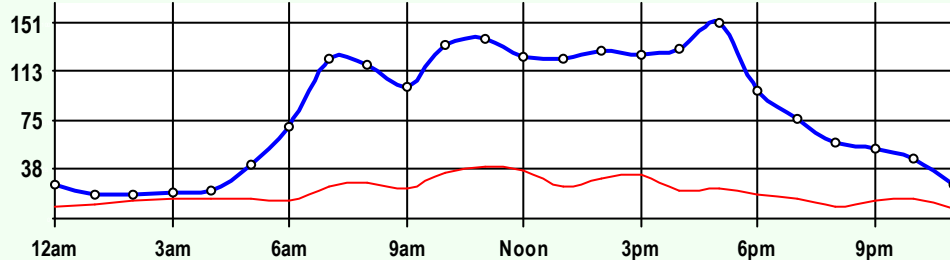
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 3,861 | 48 | 1,885 | 938 | 7 | 45 | 52 | 12 | 58 | 727 | 10 | 69 | 10 | 4 |
| Axle Factor 0.74 | 1.2% | 48.8% | 24.3% | 0.2% | 1.2% | 1.3% | 0.3% | 1.5% | 18.8% | 0.3% | 1.8% | 0.2% | 0.1% |
| | 2,870 Private-Unit 74.3% | | | 115 Single-Unit 3.0% | | | | 876 Combination-Unit 22.7% | | | | | |
| | 991 Commercial-Unit 25.7% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,891 | 5pm | 143 |
| 1,396 | Private | 123 |
| 495 | Commercial | 21 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 1,891 | 18 | 935 | 444 | 4 | 24 | 24 | 8 | 25 | 366 | 6 | 33 | 5 | 2 |
| Axle Factor 0.74 | 0.9% | 49.4% | 23.5% | 0.2% | 1.2% | 1.2% | 0.4% | 1.3% | 19.4% | 0.3% | 1.7% | 0.3% | 0.1% |
| | 1,396 Private-Unit 73.8% | | | 59 Single-Unit 3.1% | | | | 436 Combination-Unit 23.1% | | | | | |
| | 495 Commercial-Unit 26.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,970 | 5pm | 151 |
| 1,474 | Private | 128 |
| 496 | Commercial | 23 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 1,970 | 30 | 950 | 494 | 3 | 22 | 28 | 4 | 33 | 361 | 5 | 36 | 5 | 2 |
| Axle Factor 0.75 | 1.5% | 48.2% | 25.1% | 0.2% | 1.1% | 1.4% | 0.2% | 1.7% | 18.3% | 0.2% | 1.8% | 0.2% | 0.1% |
| | 1,474 Private-Unit 74.8% | | | 56 Single-Unit 2.8% | | | | 440 Combination-Unit 22.3% | | | | | |
| | 496 Commercial-Unit 25.2% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------|---------------|---------------------|
| D03VR1 | Event No: 7949 | Dist 4 | Allen County |
| North Leg | Route: US-169 | | |
| | X-Route: US-54 | | |
| Location | US-169 N OF US-54, IN IOLA | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 4/08;6/05;6/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 06/13/11 12:00 | 06/15 11:00 |
| 51 | 48 | 06/13/11 12:00 | 06/15 11:00 |

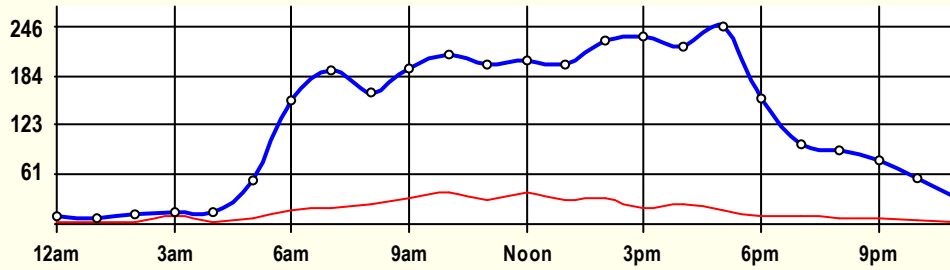
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---|--------------|----------------------------|--------------|--------------|---------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| DV3VT3 | | | | | | | | | | | | | | |
| FC 2 | | Dist 4 | | Allen County | | | | | | | | | | |
| Route: US-54 | | | | | | | | East Leg | | | | | | |
| XRoute: RS-5 (2800th RD) | | | | | | | | | | | | | | |
| US-54 E OF RS-5, E OF La HARPE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 246 | | 5pm | | | | | | | | | | |
| Private | | 227 | | 5pm | | | | | | | | | | |
| Commercial | | 41 | | Noon | | | | | | | | | | |
| June 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 10 | 0.5 | 6.5 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 1 | 6.5 | 0 | 1.5 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 2 | 12.5 | 0.5 | 5 | 3.5 | 0 | 0 | 0 | 0 | 0 | 3 | 0.5 | 0 | 0 | 0 |
| 3 | 15 | 1 | 3 | 1.5 | 0 | 0 | 0.5 | 0 | 0.5 | 8.5 | 0 | 0 | 0 | 0 |
| 4 | 14.5 | 0.5 | 6.5 | 4.5 | 0 | 0 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 5 | 53.5 | 1 | 23 | 22.5 | 0 | 1.5 | 0.5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 |
| 6 | 153 | 6 | 71 | 59.5 | 0 | 0.5 | 2.5 | 0 | 1 | 12 | 0.5 | 0 | 0 | 0 |
| 7 | 190.5 | 4 | 109.5 | 56.5 | 0 | 2 | 3.5 | 0.5 | 3 | 10.5 | 1 | 0 | 0 | 0 |
| 8 | 163 | 2.5 | 85.5 | 49 | 0 | 4 | 4.5 | 0.5 | 3 | 11.5 | 2.5 | 0 | 0 | 0 |
| 9 | 194 | 2.5 | 87.5 | 71 | 0.5 | 1.5 | 4.5 | 0 | 3 | 20.5 | 3 | 0 | 0 | 0 |
| 10 | 211 | 4.5 | 92.5 | 74.5 | 0 | 4.5 | 6 | 0 | 5.5 | 20.5 | 2.5 | 0 | 0.5 | 0 |
| 11 | 198.5 | 2.5 | 117.5 | 48.5 | 0 | 4 | 4.5 | 0 | 4.5 | 15.5 | 1.5 | 0 | 0 | 0 |
| 12 | 202 | 3.5 | 105 | 53 | 0 | 4 | 7.5 | 0.5 | 6.5 | 17.5 | 4.5 | 0 | 0 | 0 |
| 13 | 198 | 1.5 | 118 | 48 | 0 | 3 | 4.5 | 0.5 | 5 | 14.5 | 2.5 | 0.5 | 0 | 0 |
| 14 | 228 | 2.5 | 122.5 | 70.5 | 0 | 2 | 7.5 | 0 | 4 | 18 | 1 | 0 | 0 | 0 |
| 15 | 232.5 | 7 | 125 | 80 | 0 | 1 | 4 | 0 | 3.5 | 11 | 1 | 0 | 0 | 0 |
| 16 | 220 | 5.5 | 110 | 80.5 | 0 | 1 | 4 | 0 | 2.5 | 14 | 2.5 | 0 | 0 | 0 |
| 17 | 245.5 | 4 | 150 | 73 | 0 | 2 | 1 | 0 | 3.5 | 11 | 1 | 0 | 0 | 0 |
| 18 | 156 | 4 | 95.5 | 45.5 | 0 | 0.5 | 0.5 | 0.5 | 0.5 | 8.5 | 0.5 | 0 | 0 | 0 |
| 19 | 99.5 | 3.5 | 58 | 28.5 | 0 | 0 | 0 | 0 | 0 | 9.5 | 0 | 0 | 0 | 0 |
| 20 | 92.5 | 1.5 | 60.5 | 22 | 0 | 0 | 0 | 0 | 0 | 8 | 0.5 | 0 | 0 | 0 |
| 21 | 79.5 | 1.5 | 49.5 | 20 | 0 | 0 | 0 | 1 | 0.5 | 6.5 | 0.5 | 0 | 0 | 0 |
| 22 | 57 | 1.5 | 34 | 17.5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 23 | 31 | 1 | 18 | 8.5 | 0 | 0 | 0 | 0 | 0 | 3 | 0.5 | 0 | 0 | 0 |
| ADT | 3,064 | 62.5 | 1,655 | 941 | 0.5 | 31.5 | 55.5 | 3.5 | 49 | 238 | 26 | 0.5 | 0.5 | 0 |
| AF | 0.86 | 2.0% | 54.0% | 30.7% | 0.0% | 1.0% | 1.8% | 0.1% | 1.6% | 7.8% | 0.8% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 2,658.5 Private Unit 86.8% | | | 91 Single Unit 3.0% | | | | | 314 Combination Unit 10.2% | | | | |
| | | 405 Commercial Unit 13.2% | | | | | | | | | | | | |

DV3VT3

Classification Summary

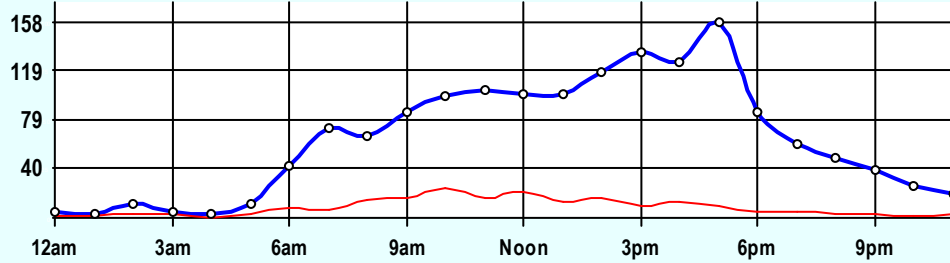
June 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,064 | 5pm | 246 |
| 2,659 | Private | 227 |
| 405 | Commercial | 19 |
| K-Factor 0.05 | EB | WB |
| | 158 | 88 |

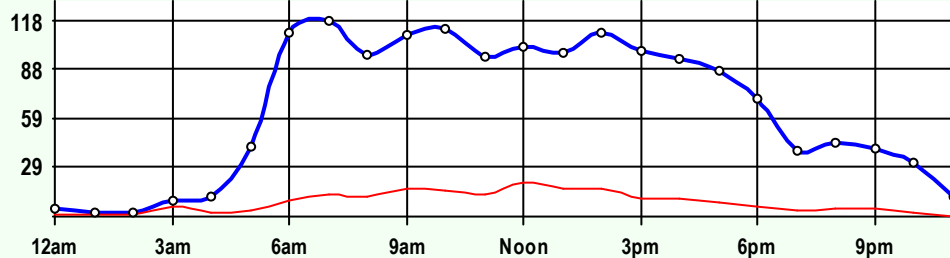
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 3,064 | 63 | 1,655 | 941 | 1 | 32 | 56 | 4 | 49 | 238 | 26 | 1 | 1 | 0 |
| Axle Factor 0.86 | 2,659 Private-Unit 86.8% | | | 91 Single-Unit 3.0% | | | | 314 Combination-Unit 10.2% | | | | | |
| | 405 Commercial-Unit 13.2% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,518 | 5pm | 158 |
| 1,314 | Private | 148 |
| 205 | Commercial | 10 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,518 | 28 | 835 | 451 | 1 | 13 | 27 | 3 | 26 | 114 | 22 | 1 | 0 | 0 |
| Axle Factor 0.86 | 1,314 Private-Unit 86.5% | | | 43 Single-Unit 2.8% | | | | 162 Combination-Unit 10.7% | | | | | |
| | 205 Commercial-Unit 13.5% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,546 | 7am | 118 |
| 1,345 | Private | 104 |
| 201 | Commercial | 14 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|---------------------|----|----|---|---------------------------|-----|----|----|----|----|
| 1,546 | 35 | 821 | 490 | 0 | 19 | 29 | 1 | 23 | 124 | 5 | 0 | 1 | 0 |
| Axle Factor 0.87 | 1,345 Private-Unit 87.0% | | | 49 Single-Unit 3.1% | | | | 152 Combination-Unit 9.8% | | | | | |
| | 201 Commercial-Unit 13.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--------------------------------|--------|--------------|
| DV3VT3 | Event No: 7950 | Dist 4 | Allen County |
| East Leg | Route: US-54 | | |
| | X-Route: RS-5 (2800th RD) | | |
| Location | US-54 E OF RS-5, E OF La HARPE | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 4/08;6/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 06/13/11 15:00 | 06/15 14:00 |
| 71 | 48 | 06/13/11 15:00 | 06/15 14:00 |

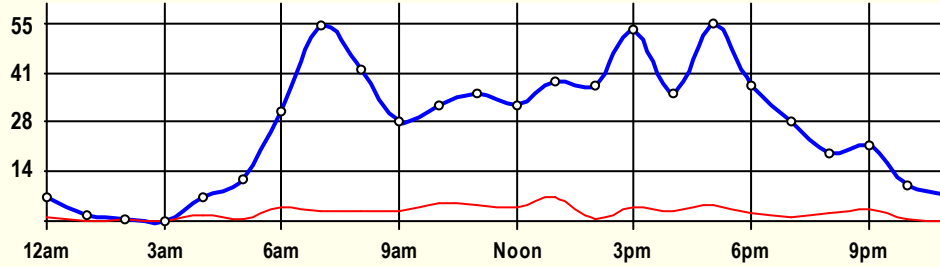
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | |
|--|-------------|---------------------------|--------------|----------------|--------------------|-------------|-------------|-------------|----------------------------|----------------|-------------|-------------|-------------|-------------|--|
| ET3PW7 | | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Bourbon County | | | | | | | | | | | |
| Route: K-39 | | | | | | | | West Leg | | | | | | | |
| XRoute: K-7 | | | | | | | | | | | | | | | |
| K-39 W OF K-7, 7.75 MI SW OF US-69 | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 55 | | 5pm | | | | | | | | | | | |
| Private | | 52 | | 7am | | | | | | | | | | | |
| Commercial | | 7 | | 1pm | | | | | | | | | | | |
| July 2011 48 Hr Survey | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 6.5 | 0 | 4.5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 1 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | 6.5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | |
| 5 | 11.5 | 0 | 4.5 | 6.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | 30.5 | 0 | 16 | 10.5 | 0 | 0 | 1 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 | |
| 7 | 54.5 | 0.5 | 33 | 18.5 | 0 | 0 | 0.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | |
| 8 | 42 | 0 | 23 | 16.5 | 0 | 0.5 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 9 | 28 | 0 | 13 | 12.5 | 0 | 0.5 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 | |
| 10 | 32 | 0 | 13.5 | 13.5 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | |
| 11 | 35.5 | 0 | 15.5 | 15.5 | 0 | 0 | 0 | 0 | 1.5 | 3 | 0 | 0 | 0 | 0 | |
| 12 | 32 | 0.5 | 12 | 15.5 | 0 | 0 | 0.5 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 | |
| 13 | 39 | 0 | 18 | 14.5 | 0 | 0 | 0 | 0 | 1.5 | 4.5 | 0.5 | 0 | 0 | 0 | |
| 14 | 37.5 | 1 | 18.5 | 17.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15 | 53.5 | 0 | 29.5 | 20 | 0 | 1 | 0.5 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 | |
| 16 | 35.5 | 0.5 | 19.5 | 13 | 0 | 0 | 2 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 17 | 55 | 0.5 | 32 | 18 | 0 | 0 | 0 | 0 | 1.5 | 3 | 0 | 0 | 0 | 0 | |
| 18 | 37.5 | 0 | 15.5 | 20 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 | |
| 19 | 28 | 0.5 | 16 | 10.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 20 | 19 | 1 | 10 | 6 | 0 | 0 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | |
| 21 | 21 | 0.5 | 13.5 | 3.5 | 0 | 0.5 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | |
| 22 | 10 | 0 | 6 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 23 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ADT | 624 | 5 | 324 | 239.5 | 0 | 3 | 6 | 0 | 9.5 | 36 | 1 | 0 | 0 | 0 | |
| AF | 0.90 | 0.8% | 51.9% | 38.4% | 0.0% | 0.5% | 1.0% | 0.0% | 1.5% | 5.8% | 0.2% | 0.0% | 0.0% | 0.0% | |
| SITE TRAFFIC | | 568.5 Private Unit 91.1% | | | 9 Single Unit 1.4% | | | | 46.5 Combination Unit 7.5% | | | | | | |
| | | 55.5 Commercial Unit 8.9% | | | | | | | | | | | | | |

ET3PW7

Classification Summary

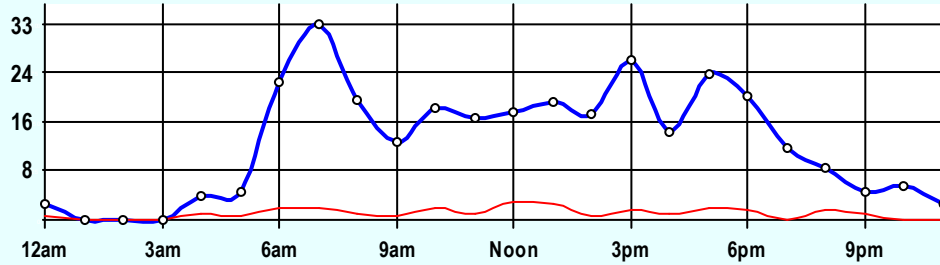
July 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 624 | 5pm | 55 |
| 569 | Private | 51 |
| 56 | Commercial | 5 |
| K-Factor 0.05 | EB | WB |
| | 24 | 31 |

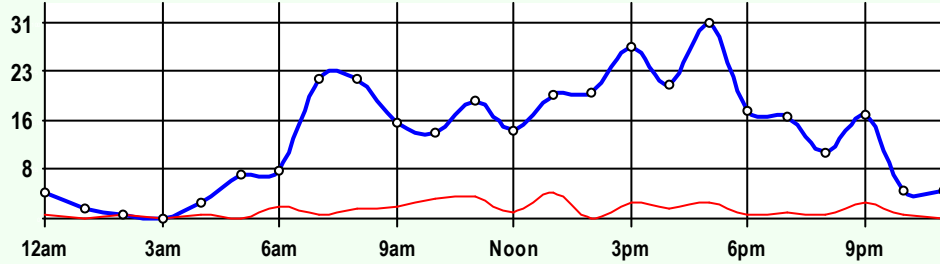
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---------------------|------------------------|-----|-----|--------------------|---|---|--------------------------|----|----|---------------------|----|----|-------------------------|--|
| 624 | 5 | 324 | 240 | 0 | 3 | 6 | 0 | 10 | 36 | 1 | 0 | 0 | 0 | |
| Axle Factor 0.90 | 0.8% 51.9% 38.4% | | | 0.0% 0.5% 1.0% | | | 0.0% 1.5% 5.8% | | | 0.2% 0.0% 0.0% 0.0% | | | | |
| | 569 Private-Unit 91.1% | | | 9 Single-Unit 1.4% | | | 47 Combination-Unit 7.5% | | | | | | | |
| | | | | | | | | | | | | | 56 Commercial-Unit 8.9% | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 309 | 7am | 33 |
| 284 | Private | 31 |
| 25 | Commercial | 2 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---------------------|------------------------|-----|-----|--------------------|---|---|--------------------------|---|----|---------------------|----|----|-------------------------|--|
| 309 | 3 | 160 | 121 | 0 | 2 | 3 | 0 | 6 | 15 | 1 | 0 | 0 | 0 | |
| Axle Factor 0.91 | 1.0% 51.7% 39.2% | | | 0.0% 0.5% 0.8% | | | 0.0% 1.8% 4.9% | | | 0.2% 0.0% 0.0% 0.0% | | | | |
| | 284 Private-Unit 91.9% | | | 4 Single-Unit 1.3% | | | 21 Combination-Unit 6.8% | | | | | | | |
| | | | | | | | | | | | | | 25 Commercial-Unit 8.1% | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 316 | 5pm | 31 |
| 285 | Private | 29 |
| 31 | Commercial | 3 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
|---------------------|------------------------|-----|-----|--------------------|---|---|--------------------------|---|----|---------------------|----|----|-------------------------|--|
| 316 | 2 | 165 | 119 | 0 | 2 | 4 | 0 | 4 | 21 | 1 | 0 | 0 | 0 | |
| Axle Factor 0.89 | 0.6% 52.1% 37.6% | | | 0.0% 0.5% 1.1% | | | 0.0% 1.3% 6.7% | | | 0.2% 0.0% 0.0% 0.0% | | | | |
| | 285 Private-Unit 90.3% | | | 5 Single-Unit 1.6% | | | 26 Combination-Unit 8.1% | | | | | | | |
| | | | | | | | | | | | | | 31 Commercial-Unit 9.7% | |

SITE INFORMATION

| | | | |
|------------|------------------------------------|--------|----------------|
| ET3PW7 | Event No: 8012 | Dist 4 | Bourbon County |
| West Leg | Route: K-39 | | |
| | X-Route: K-7 | | |
| Location | K-39 W OF K-7, 7.75 MI SW OF US-69 | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 6/08;6/05;12/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 07/11/11 14:00 | 07/13 13:00 |
| 71 | 48 | 07/11/11 14:00 | 07/13 13:00 |

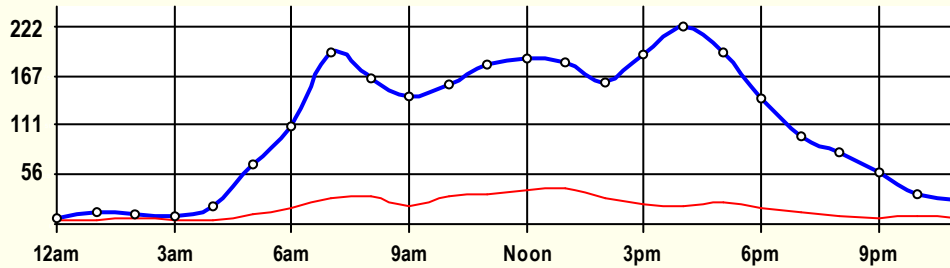
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | |
|-------------------------------|----------------------------|---------------------------|--------------|----------------|------------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|--|
| EWLUF7 | | | | | | | | | | | | | | | |
| FC 2 | Dist 4 Bourbon County | | | | | | | | | | | | | | |
| Route: US-54 | | | West Leg | | | | | | | | | | | | |
| XRoute: K-7 | | | | | | | | | | | | | | | |
| US-54 W OF K-7, W OF FT SCOTT | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | 222 | 4pm | | | | | | | | | | | | | |
| Private | 203 | 4pm | | | | | | | | | | | | | |
| Commercial | 40 | 1pm | | | | | | | | | | | | | |
| August 2011 | | | | 48 Hr Survey | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 7 | 0.5 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0.5 | 3 | 0 | 0.5 | 0 | 0 | |
| 1 | 13.5 | 0 | 5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 1.5 | 0 | 0 | |
| 2 | 10.5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0.5 | 6 | 0 | 1 | 0 | 0 | |
| 3 | 10 | 1 | 2.5 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0.5 | 0 | 0 | |
| 4 | 19.5 | 0 | 10 | 4 | 0 | 1.5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | |
| 5 | 67 | 0.5 | 39.5 | 16 | 0 | 1 | 1 | 0 | 1.5 | 7.5 | 0 | 0 | 0 | 0 | |
| 6 | 109.5 | 1 | 56 | 35.5 | 0 | 2 | 4.5 | 0 | 1.5 | 7 | 0.5 | 1 | 0.5 | 0 | |
| 7 | 193.5 | 2.5 | 104.5 | 57 | 0 | 3.5 | 8 | 0.5 | 3 | 13 | 1 | 0 | 0 | 0.5 | |
| 8 | 164.5 | 2.5 | 85 | 45 | 0.5 | 3.5 | 3.5 | 0.5 | 4 | 18.5 | 1 | 0.5 | 0 | 0 | |
| 9 | 144.5 | 0.5 | 77.5 | 45.5 | 0 | 3.5 | 3 | 0.5 | 3 | 10 | 0 | 0.5 | 0 | 0.5 | |
| 10 | 157 | 2 | 75 | 49 | 0 | 2.5 | 5.5 | 0.5 | 3.5 | 17 | 0.5 | 0.5 | 0 | 1 | |
| 11 | 179.5 | 5 | 87 | 53 | 0 | 4 | 10 | 0.5 | 4 | 15.5 | 0 | 0.5 | 0 | 0 | |
| 12 | 185.5 | 3.5 | 84.5 | 59.5 | 0 | 5 | 11 | 0.5 | 2.5 | 19 | 0 | 0 | 0 | 0 | |
| 13 | 182.5 | 4.5 | 91 | 47 | 0 | 1 | 13 | 1 | 5 | 19.5 | 0 | 0 | 0 | 0.5 | |
| 14 | 159 | 0.5 | 80.5 | 49.5 | 0 | 4 | 7 | 0 | 0.5 | 15 | 1.5 | 0.5 | 0 | 0 | |
| 15 | 191 | 3 | 110.5 | 54 | 0 | 3 | 4.5 | 0.5 | 2.5 | 12 | 1 | 0 | 0 | 0 | |
| 16 | 222 | 2 | 129 | 71.5 | 0 | 0.5 | 1.5 | 0 | 4 | 11.5 | 1 | 0.5 | 0 | 0.5 | |
| 17 | 192 | 1.5 | 106.5 | 60 | 0 | 2.5 | 0.5 | 0 | 2.5 | 16.5 | 1.5 | 0 | 0 | 0.5 | |
| 18 | 141 | 1.5 | 74.5 | 46 | 0 | 1 | 0.5 | 1 | 1 | 14 | 1.5 | 0 | 0 | 0 | |
| 19 | 99.5 | 3 | 56.5 | 26.5 | 0 | 1 | 1 | 0 | 1.5 | 8 | 0.5 | 1.5 | 0 | 0 | |
| 20 | 81.5 | 2 | 53 | 18 | 0 | 0 | 0 | 0.5 | 1 | 6.5 | 0.5 | 0 | 0 | 0 | |
| 21 | 58 | 1.5 | 35.5 | 13.5 | 0 | 0 | 0.5 | 0 | 0.5 | 6 | 0.5 | 0 | 0 | 0 | |
| 22 | 34.5 | 2 | 17 | 7.5 | 0 | 0 | 0 | 0 | 0.5 | 7.5 | 0 | 0 | 0 | 0 | |
| 23 | 27 | 0.5 | 17 | 3 | 0 | 0 | 0.5 | 0 | 0 | 3.5 | 0 | 2 | 0.5 | 0 | |
| ADT | 2,650 | 41 | 1,400 | 771.5 | 0.5 | 39.5 | 75.5 | 6 | 44 | 245 | 11 | 11 | 1 | 3.5 | |
| AF | 0.84 | 1.5% | 52.8% | 29.1% | 0.0% | 1.5% | 2.8% | 0.2% | 1.7% | 9.2% | 0.4% | 0.4% | 0.0% | 0.1% | |
| SITE TRAFFIC | 2,212.5 Private 83.5% Unit | | | | 121.5 Single Unit 4.6% | | | | | 315.5 Combination Unit 11.9% | | | | | |
| | | 437 Commercial Unit 16.5% | | | | | | | | | | | | | |

EWLUF7

Classification Summary

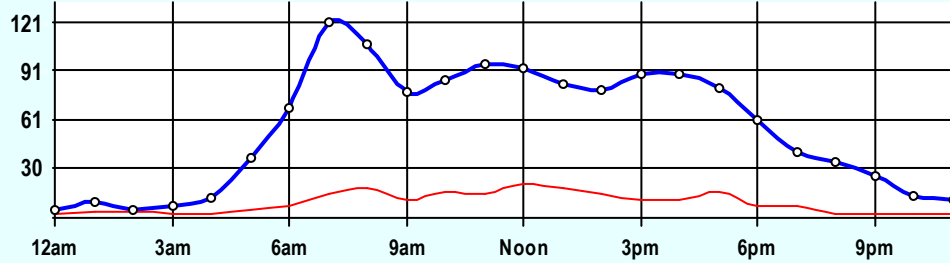
August 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,650 | 4pm | 222 |
| 2,213 | Private | 203 |
| 437 | Commercial | 20 |
| K-Factor 0.05 | EB | WB |
| | 88 | 134 |

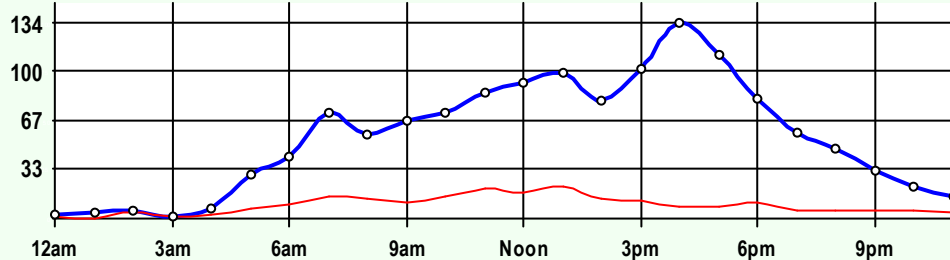
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|------|------|------|----------------------------|------|------|------|------|------|
| 2,650 | 41 | 1,400 | 772 | 1 | 40 | 76 | 6 | 44 | 245 | 11 | 11 | 1 | 4 |
| Axle Factor 0.84 | 1.5% | 52.8% | 29.1% | 0.0% | 1.5% | 2.8% | 0.2% | 1.7% | 9.2% | 0.4% | 0.4% | 0.0% | 0.1% |
| | 2,213 Private-Unit 83.5% | | | 122 Single-Unit 4.6% | | | | 316 Combination-Unit 11.9% | | | | | |
| | 437 Commercial-Unit 16.5% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,329 | 7am | 121 |
| 1,108 | Private | 107 |
| 221 | Commercial | 15 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|------|------|------|------|------|
| 1,329 | 21 | 715 | 372 | 1 | 18 | 36 | 3 | 21 | 127 | 6 | 9 | 1 | 2 |
| Axle Factor 0.84 | 1.5% | 53.8% | 28.0% | 0.0% | 1.3% | 2.7% | 0.2% | 1.6% | 9.5% | 0.5% | 0.6% | 0.0% | 0.1% |
| | 1,108 Private-Unit 83.4% | | | 57 Single-Unit 4.3% | | | | 164 Combination-Unit 12.3% | | | | | |
| | 221 Commercial-Unit 16.6% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,321 | 4pm | 134 |
| 1,105 | Private | 126 |
| 216 | Commercial | 8 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|------|------|------|------|------|
| 1,321 | 21 | 685 | 400 | 0 | 22 | 40 | 3 | 23 | 119 | 5 | 3 | 1 | 2 |
| Axle Factor 0.84 | 1.6% | 51.9% | 30.2% | 0.0% | 1.7% | 3.0% | 0.2% | 1.7% | 9.0% | 0.4% | 0.2% | 0.0% | 0.2% |
| | 1,105 Private-Unit 83.6% | | | 65 Single-Unit 4.9% | | | | 152 Combination-Unit 11.5% | | | | | |
| | 216 Commercial-Unit 16.4% | | | | | | | | | | | | |

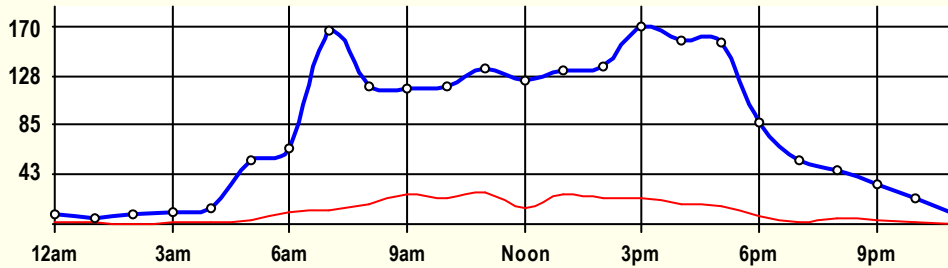
SITE INFORMATION

| | | | |
|-------------------|--------------------------------------|---------------|-----------------------|
| EWLUF7 | Event No: 8019 | Dist 4 | Bourbon County |
| West Leg | Route: US-54 | | |
| | X-Route: K-7 | | |
| Location | US-54 W OF K-7, W OF FT SCOTT | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 6/08;6/05;11/97 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 08/29/11 13:00 | 08/31 12:00 |
| 71 | 48 | 08/29/11 13:00 | 08/31 12:00 |

24 Hour Classification Summary

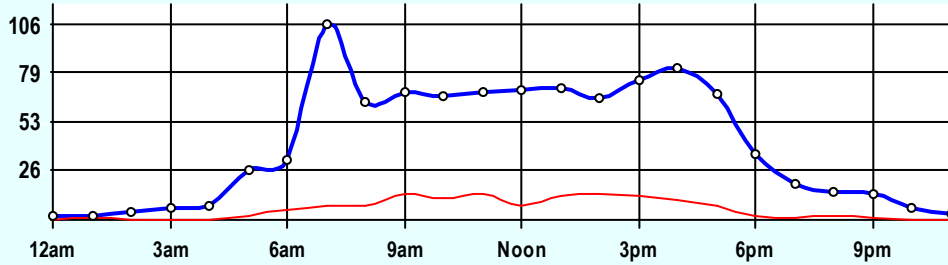
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|------------------------------------|--------------|----------------------------|----------------|-----------------|-----------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|
| EKR9A7 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Cherokee County | | | | | | | | | | |
| Route: US-160 | | | | | | | | West Leg | | | | | | |
| XRoute: RS-1699 (70th RD) | | | | | | | | | | | | | | |
| US-160 W OF RS-1699, W OF COLUMBUS | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 170 | | 3pm | | | | | | | | | | |
| Private | | 155 | | 7am | | | | | | | | | | |
| Commercial | | 27 | | 11am | | | | | | | | | | |
| November 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 8.5 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 1 | 5.5 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 2 | 8 | 0 | 5.5 | 2 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 3 | 9.5 | 0 | 5 | 3.5 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 4 | 14.5 | 0 | 7 | 6.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5 | 55 | 0 | 32 | 19 | 0 | 0 | 0.5 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 |
| 6 | 64.5 | 1 | 32.5 | 21 | 0 | 3.5 | 0.5 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 7 | 166.5 | 0 | 105.5 | 49 | 0 | 1.5 | 0.5 | 0 | 0 | 9.5 | 0.5 | 0 | 0 | 0 |
| 8 | 119 | 0 | 68 | 33 | 0 | 3 | 0.5 | 0.5 | 1.5 | 12.5 | 0 | 0 | 0 | 0 |
| 9 | 116.5 | 0 | 62.5 | 27.5 | 0 | 1.5 | 1 | 0.5 | 4 | 19.5 | 0 | 0 | 0 | 0 |
| 10 | 118.5 | 0 | 57 | 39.5 | 0 | 1.5 | 1.5 | 0 | 4 | 14 | 1 | 0 | 0 | 0 |
| 11 | 134.5 | 0.5 | 64.5 | 42.5 | 0 | 0.5 | 3 | 0.5 | 2.5 | 20.5 | 0 | 0 | 0 | 0 |
| 12 | 123 | 0 | 63 | 45.5 | 0 | 3 | 1 | 0 | 1.5 | 8.5 | 0.5 | 0 | 0 | 0 |
| 13 | 131.5 | 0 | 71 | 34 | 0 | 4.5 | 1 | 0.5 | 3.5 | 17 | 0 | 0 | 0 | 0 |
| 14 | 136 | 0 | 75 | 38 | 0 | 3.5 | 0.5 | 0.5 | 1.5 | 17 | 0 | 0 | 0 | 0 |
| 15 | 170 | 0 | 95.5 | 53 | 0 | 3.5 | 1 | 0 | 1.5 | 15.5 | 0 | 0 | 0 | 0 |
| 16 | 158.5 | 0 | 99.5 | 41 | 0 | 2 | 1.5 | 0 | 1 | 13.5 | 0 | 0 | 0 | 0 |
| 17 | 156.5 | 0 | 101.5 | 40 | 0 | 1 | 0 | 1 | 1.5 | 11.5 | 0 | 0 | 0 | 0 |
| 18 | 88 | 0 | 58 | 23.5 | 0 | 0 | 0 | 0 | 0 | 6.5 | 0 | 0 | 0 | 0 |
| 19 | 55 | 0 | 38 | 14.5 | 0 | 1 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 20 | 46.5 | 0 | 31.5 | 10.5 | 0 | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 21 | 35 | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 22 | 21.5 | 0 | 15.5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 23 | 8.5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| ADT | 1,951 | 1.5 | 1,128.5 | 558.5 | 0 | 30 | 13 | 3.5 | 25.5 | 188 | 2 | 0 | 0 | 0 |
| AF | 0.86 | 0.1% | 57.9% | 28.6% | 0.0% | 1.5% | 0.7% | 0.2% | 1.3% | 9.6% | 0.1% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 1,688.5 Private Unit 86.6% | | | 46.5 Single Unit 2.4% | | | | | 215.5 Combination Unit 11.0% | | | | |
| | | 262 Commercial Unit 13.4% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,951 | 3pm | 170 |
| 1,689 | Private | 149 |
| 262 | Commercial | 22 |
| K-Factor 0.05 | EB | WB |
| | 76 | 94 |

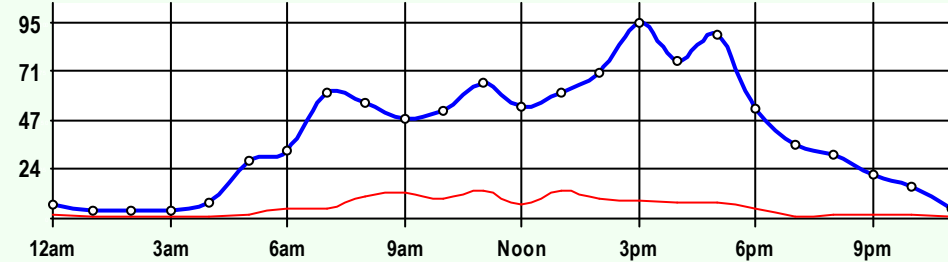
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|---------------------------|-------|-----|---------------------|----|----|----------------------------|----|-----|---------------------|----|----|----|
| 1,951 | 2 | 1,129 | 559 | 0 | 30 | 13 | 4 | 26 | 188 | 2 | 0 | 0 | 0 |
| Axle Factor 0.86 | 0.1% 57.9% 28.6% | | | 0.0% 1.5% 0.7% | | | 0.2% 1.3% 9.6% | | | 0.1% 0.0% 0.0% 0.0% | | | |
| | 1,689 Private-Unit 86.6% | | | 47 Single-Unit 2.4% | | | 216 Combination-Unit 11.0% | | | | | | |
| | 262 Commercial-Unit 13.4% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 977 | 7am | 106 |
| 842 | Private | 99 |
| 136 | Commercial | 7 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|---------------------------|-----|-----|---------------------|----|---|----------------------------|----|----|---------------------|----|----|----|
| 977 | 0 | 575 | 267 | 0 | 17 | 7 | 2 | 15 | 96 | 1 | 0 | 0 | 0 |
| Axle Factor 0.86 | 0.0% 58.9% 27.3% | | | 0.0% 1.7% 0.7% | | | 0.2% 1.5% 9.8% | | | 0.1% 0.0% 0.0% 0.0% | | | |
| | 842 Private-Unit 86.1% | | | 25 Single-Unit 2.6% | | | 111 Combination-Unit 11.3% | | | | | | |
| | 136 Commercial-Unit 13.9% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 974 | 3pm | 95 |
| 847 | Private | 86 |
| 127 | Commercial | 9 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|---------------------------|-----|-----|---------------------|----|---|----------------------------|----|----|---------------------|----|----|----|
| 974 | 2 | 554 | 292 | 0 | 14 | 7 | 2 | 11 | 93 | 2 | 0 | 0 | 0 |
| Axle Factor 0.86 | 0.2% 56.9% 30.0% | | | 0.0% 1.4% 0.7% | | | 0.2% 1.1% 9.5% | | | 0.2% 0.0% 0.0% 0.0% | | | |
| | 847 Private-Unit 87.0% | | | 22 Single-Unit 2.2% | | | 105 Combination-Unit 10.8% | | | | | | |
| | 127 Commercial-Unit 13.0% | | | | | | | | | | | | |

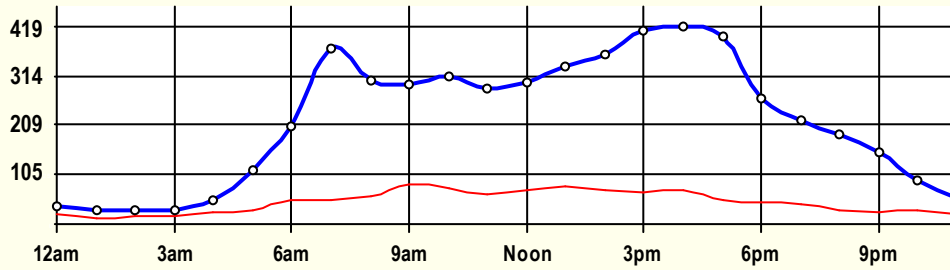
SITE INFORMATION

| | | | |
|-------------------|------------------------------------|---------------|------------------------|
| EKR9A7 | Event No: 8066 | Dist 4 | Cherokee County |
| West Leg | Route: US-160 | | |
| | X-Route: RS-1699 (70th RD) | | |
| Location | US-160 W OF RS-1699, W OF COLUMBUS | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 4/08;7/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 11/28/11 12:00 | 11/30 11:00 |
| 71 | 48 | 11/28/11 12:00 | 11/30 11:00 |

24 Hour Classification Summary

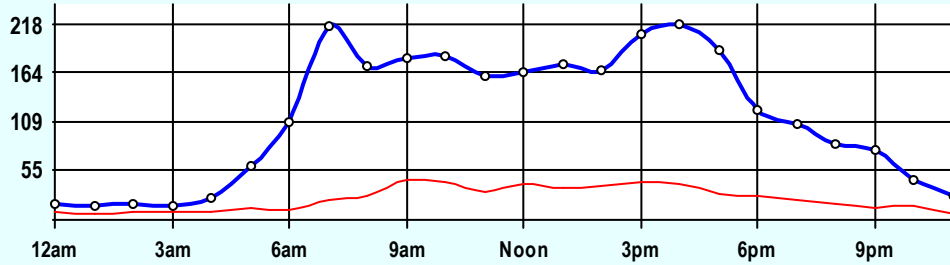
| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|--|--------------|-----------------------------|----------------|----------------|------------------------|--------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|--|--|
| F2XEE7 | | WIM Collected | | | | | | | | | | | | | | |
| FC 2 | Dist 4 | Cherokee County | | | | | | | | | | | | | | |
| Route: US-400 | | | West Leg | | | | | | | | | | | | | |
| XRoute: US-69 | | | | | | | | | | | | | | | | |
| US-400 W OF US-400 / US-69 / K-171, S OF PITTSBURG | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | | 419 | 4pm | | | | | | | | | | | | | |
| Private | | 347 | 4pm | | | | | | | | | | | | | |
| Commercial | | 86 | 9am | | | | | | | | | | | | | |
| September 2011 | | | | 48 Hr Survey | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 38 | 0 | 12.5 | 6 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 2.5 | 0 | 0 | | |
| 1 | 31.5 | 0.5 | 10.5 | 6 | 0 | 0 | 0.5 | 0 | 0 | 8.5 | 0 | 5.5 | 0 | 0 | | |
| 2 | 28.5 | 0 | 6 | 4.5 | 0 | 1 | 0 | 0 | 0.5 | 12 | 0.5 | 4 | 0 | 0 | | |
| 3 | 27.5 | 0 | 9 | 3.5 | 0 | 0 | 0 | 0 | 1 | 8.5 | 0 | 5.5 | 0 | 0 | | |
| 4 | 49 | 0 | 19 | 6.5 | 0 | 1.5 | 0 | 0 | 1.5 | 16.5 | 0 | 4 | 0 | 0 | | |
| 5 | 113 | 0 | 57 | 26.5 | 0.5 | 2 | 0.5 | 0 | 1.5 | 21.5 | 0 | 3.5 | 0 | 0 | | |
| 6 | 208.5 | 0.5 | 111.5 | 46.5 | 1.5 | 6.5 | 0.5 | 0 | 4 | 31 | 0.5 | 6 | 0 | 0 | | |
| 7 | 373.5 | 0 | 244 | 78 | 0.5 | 5 | 2 | 0.5 | 4 | 36.5 | 0 | 3 | 0 | 0 | | |
| 8 | 304 | 0 | 191 | 53 | 0.5 | 6 | 3 | 0.5 | 2 | 45 | 0.5 | 2.5 | 0 | 0 | | |
| 9 | 296.5 | 0.5 | 157 | 53 | 1.5 | 8 | 5 | 1 | 7 | 58.5 | 1 | 4 | 0 | 0 | | |
| 10 | 312 | 0 | 176 | 62 | 0.5 | 10.5 | 3 | 0 | 5.5 | 51 | 1 | 2.5 | 0 | 0 | | |
| 11 | 286 | 0 | 169.5 | 52 | 1.5 | 8 | 3 | 0 | 3 | 44.5 | 1 | 3.5 | 0 | 0 | | |
| 12 | 299.5 | 0.5 | 170.5 | 57 | 0 | 10 | 5.5 | 0.5 | 5.5 | 47.5 | 0.5 | 2 | 0 | 0 | | |
| 13 | 334.5 | 2 | 187 | 65 | 0.5 | 15.5 | 4.5 | 0.5 | 7 | 50 | 0.5 | 2 | 0 | 0 | | |
| 14 | 359.5 | 0.5 | 224.5 | 63.5 | 1.5 | 7 | 3 | 1 | 5 | 49.5 | 1.5 | 2.5 | 0 | 0 | | |
| 15 | 411 | 3 | 261 | 78 | 1.5 | 10 | 3 | 0.5 | 4 | 47 | 1 | 2 | 0 | 0 | | |
| 16 | 418.5 | 1.5 | 262.5 | 82.5 | 0.5 | 10.5 | 3.5 | 0.5 | 8.5 | 46 | 0.5 | 2 | 0 | 0 | | |
| 17 | 395.5 | 3 | 263 | 79 | 0.5 | 6.5 | 0.5 | 0 | 5 | 34.5 | 0.5 | 3 | 0 | 0 | | |
| 18 | 266 | 1.5 | 171.5 | 45 | 0 | 7.5 | 1.5 | 0 | 3.5 | 32 | 0 | 3.5 | 0 | 0 | | |
| 19 | 219.5 | 1.5 | 128 | 49 | 1 | 3 | 0.5 | 0 | 2 | 33 | 0.5 | 1 | 0 | 0 | | |
| 20 | 191.5 | 1 | 124.5 | 34.5 | 0 | 2.5 | 0.5 | 0 | 1.5 | 24 | 0.5 | 2.5 | 0 | 0 | | |
| 21 | 153.5 | 0 | 97.5 | 29 | 0.5 | 3 | 0.5 | 0 | 0.5 | 18.5 | 0 | 4 | 0 | 0 | | |
| 22 | 91.5 | 0 | 49.5 | 14 | 1.5 | 0 | 0.5 | 0 | 1.5 | 19 | 0 | 5.5 | 0 | 0 | | |
| 23 | 54.5 | 0 | 28 | 6.5 | 0 | 0.5 | 0 | 0 | 0.5 | 16.5 | 0.5 | 2 | 0 | 0 | | |
| ADT | 5,263 | 16 | 3,130.5 | 1,000.5 | 14 | 125.5 | 41 | 5 | 74.5 | 767 | 10.5 | 78.5 | 0 | 0 | | |
| AF | 0.79 | 0.3% | 59.5% | 19.0% | 0.3% | 2.4% | 0.8% | 0.1% | 1.4% | 14.6% | 0.2% | 1.5% | 0.0% | 0.0% | | |
| SITE TRAFFIC | | 4,147 Private Unit 78.8% | | | 185.5 Single Unit 3.5% | | | | | 930.5 Combination Unit 17.7% | | | | | | |
| | | 1,116 Commercial Unit 21.2% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,263 | 4pm | 419 |
| 4,147 | Private | 347 |
| 1,116 | Commercial | 72 |
| K-Factor 0.04 | EB | WB |
| | 218 | 200 |

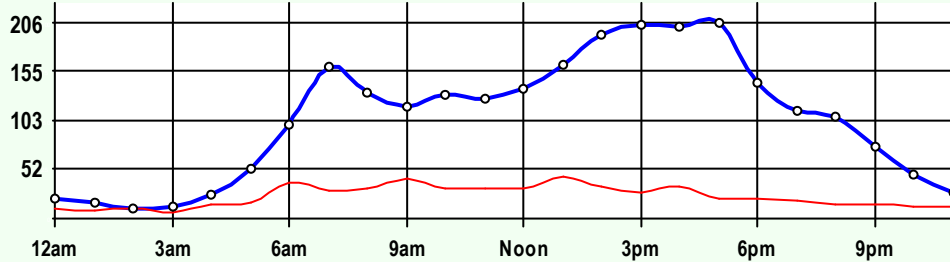
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------------------------|-----------------------------|-------|-------|-------------------------|-----|----|-------------------------------|----|-----|----|----|----|----|
| 5,263 | 16 | 3,131 | 1,001 | 14 | 126 | 41 | 5 | 75 | 767 | 11 | 79 | 0 | 0 |
| Axle Factor 0.79 | 4,147 Private-Unit 78.8% | | | 186 Single-Unit 3.5% | | | 931 Combination-Unit 17.7% | | | | | | |
| 1,116 Commercial-Unit 21.2% | | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,747 | 4pm | 218 |
| 2,189 | Private | 179 |
| 559 | Commercial | 39 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------------|-----------------------------|-------|-----|-------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,747 | 1 | 1,737 | 451 | 11 | 69 | 25 | 1 | 37 | 375 | 2 | 41 | 0 | 0 |
| Axle Factor 0.80 | 2,189 Private-Unit 79.7% | | | 104 Single-Unit 3.8% | | | 455 Combination-Unit 16.5% | | | | | | |
| 559 Commercial-Unit 20.3% | | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,516 | 5pm | 206 |
| 1,959 | Private | 185 |
| 558 | Commercial | 21 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------------|-----------------------------|-------|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,516 | 16 | 1,394 | 550 | 4 | 57 | 17 | 5 | 38 | 392 | 9 | 38 | 0 | 0 |
| Axle Factor 0.78 | 1,959 Private-Unit 77.8% | | | 82 Single-Unit 3.2% | | | 476 Combination-Unit 18.9% | | | | | | |
| 558 Commercial-Unit 22.2% | | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|-----------------|
| F2XEE7 | Event No: 8097 | Dist 4 | Cherokee County |
| West Leg | Route: US-400 | | |
| | X-Route: US-69 | | |
| Location | US-400 W OF US-400 / US-69 / K-171, S OF PITTSBURG | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | WIM Collected | | |
| History | 8/08;6/05;10/02;11/00;4/99;6/96 | | |
| Comment | | | |

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

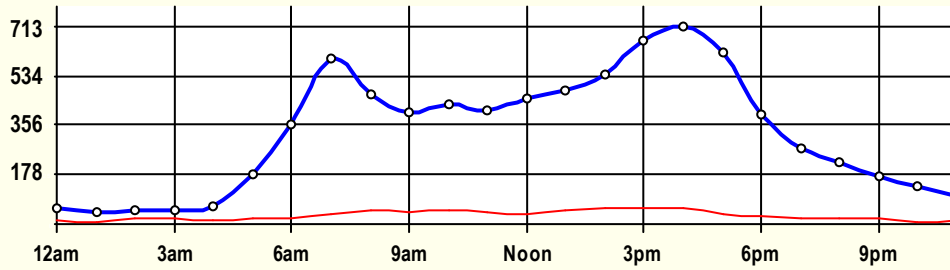
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | |
|---|----------------------------|-----------------|----------------------|----------------|-------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| F464Q3 | | | | | | | | | | | | | | | |
| FC 2 | Dist 4 | Cherokee County | | | | | | | | | | | | | |
| Route: US-166 | | | East Leg | | | | | | | | | | | | |
| XRoute: US-400 | | | | | | | | | | | | | | | |
| US-166/400 E OF US-166/400 JCT, E OF BAXTER SPRINGS | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | 713 | 4pm | | | | | | | | | | | | | |
| Private | 656 | 4pm | | | | | | | | | | | | | |
| Commercial | 61 | 2pm | | | | | | | | | | | | | |
| November 2011 | | | | 48 Hr Survey | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 55.5 | 0 | 34 | 8.5 | 0 | 0 | 0 | 0 | 2 | 5.5 | 0 | 5 | 0 | 0.5 | |
| 1 | 45 | 0.5 | 27.5 | 7 | 0 | 0 | 0.5 | 0 | 0 | 8.5 | 0 | 0.5 | 0.5 | 0 | |
| 2 | 52 | 1 | 24.5 | 8 | 0 | 0.5 | 2 | 0 | 0.5 | 9.5 | 0 | 6 | 0 | 0 | |
| 3 | 51.5 | 0.5 | 21 | 10 | 0 | 0 | 1.5 | 0.5 | 1 | 10.5 | 0 | 6 | 0.5 | 0 | |
| 4 | 61.5 | 0 | 34 | 16 | 0 | 0.5 | 0.5 | 0 | 0.5 | 8.5 | 0 | 1.5 | 0 | 0 | |
| 5 | 181.5 | 0 | 108 | 55.5 | 0.5 | 3.5 | 0 | 0.5 | 2 | 11.5 | 0 | 0 | 0 | 0 | |
| 6 | 357.5 | 1 | 231.5 | 101.5 | 0 | 2.5 | 2 | 0 | 0.5 | 18 | 0 | 0.5 | 0 | 0 | |
| 7 | 599 | 0.5 | 418.5 | 144 | 0 | 4 | 3 | 0 | 1.5 | 26.5 | 0.5 | 0.5 | 0 | 0 | |
| 8 | 467 | 1.5 | 279 | 137.5 | 0 | 5 | 2.5 | 0.5 | 4 | 36 | 0.5 | 0.5 | 0 | 0 | |
| 9 | 403 | 1.5 | 222 | 133.5 | 0 | 5.5 | 5 | 0.5 | 2.5 | 29.5 | 0 | 2.5 | 0.5 | 0 | |
| 10 | 430.5 | 0 | 246.5 | 132 | 0 | 3 | 4 | 0 | 5 | 36 | 0 | 4 | 0 | 0 | |
| 11 | 407 | 0.5 | 241 | 122 | 0 | 4 | 3.5 | 0 | 2.5 | 32 | 0 | 1.5 | 0 | 0 | |
| 12 | 455.5 | 2 | 284 | 133 | 0 | 2 | 4.5 | 0 | 2 | 25 | 1 | 1.5 | 0 | 0.5 | |
| 13 | 481.5 | 3 | 299 | 129 | 0 | 5.5 | 7 | 0.5 | 5 | 30.5 | 1 | 0.5 | 0 | 0.5 | |
| 14 | 541.5 | 2 | 324.5 | 154 | 0 | 5 | 6.5 | 1 | 7 | 37.5 | 0.5 | 3.5 | 0 | 0 | |
| 15 | 661.5 | 1 | 436 | 167.5 | 0 | 9.5 | 6 | 1 | 6 | 31 | 0 | 2.5 | 0.5 | 0.5 | |
| 16 | 712.5 | 0.5 | 478.5 | 177 | 0 | 4.5 | 6.5 | 0 | 6 | 34 | 2 | 2.5 | 0 | 1 | |
| 17 | 621.5 | 2 | 426 | 155.5 | 0.5 | 1 | 4.5 | 0 | 3.5 | 26 | 0 | 2.5 | 0 | 0 | |
| 18 | 397 | 0 | 267 | 101 | 0 | 1 | 2 | 0 | 1 | 23.5 | 0.5 | 1 | 0 | 0 | |
| 19 | 276.5 | 0.5 | 190.5 | 65 | 0 | 1 | 1.5 | 0 | 1.5 | 16 | 0 | 0.5 | 0 | 0 | |
| 20 | 223.5 | 1 | 150 | 52.5 | 0 | 0 | 1.5 | 0 | 1 | 16 | 0 | 1 | 0.5 | 0 | |
| 21 | 175 | 1 | 117.5 | 33 | 0 | 0.5 | 1 | 0 | 0 | 16.5 | 0 | 5.5 | 0 | 0 | |
| 22 | 137 | 1 | 99.5 | 26 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 2.5 | 1 | 0 | |
| 23 | 97.5 | 0.5 | 62 | 21 | 0 | 0 | 0.5 | 0 | 1 | 8 | 0 | 4.5 | 0 | 0 | |
| ADT | 7,892 | 21.5 | 5,022 | 2,090 | 1 | 58.5 | 67 | 4.5 | 57 | 501 | 6 | 56.5 | 3.5 | 3 | |
| AF | 0.89 | 0.3% | 63.6% | 26.5% | 0.0% | 0.7% | 0.8% | 0.1% | 0.7% | 6.3% | 0.1% | 0.7% | 0.0% | 0.0% | |
| SITE TRAFFIC | 7,133.5 Private Unit 90.4% | | 131 Single Unit 1.7% | | | 627 Combination Unit 7.9% | | | | | | | | | |
| | 758 Commercial Unit 9.6% | | | | | | | | | | | | | | |

F464Q3

Classification Summary

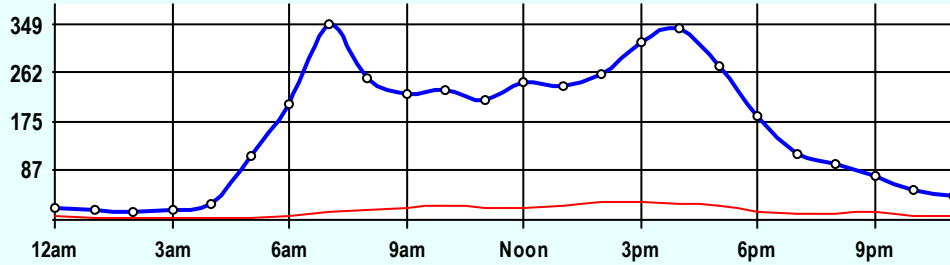
November 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,892 | 4pm | 713 |
| 7,134 | Private | 656 |
| 758 | Commercial | 57 |
| K-Factor 0.05 | EB | WB |
| | 341 | 372 |

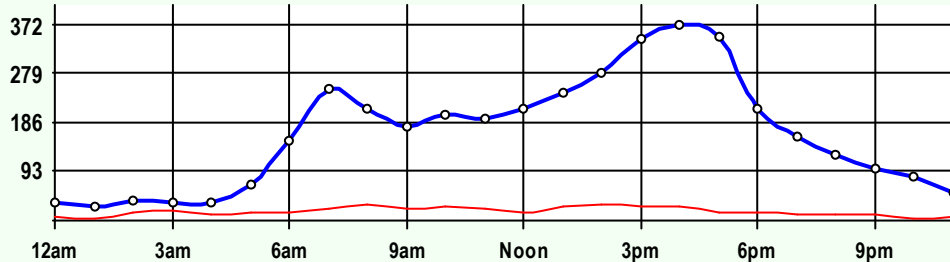
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|-------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 7,892 | 22 | 5,022 | 2,090 | 1 | 59 | 67 | 5 | 57 | 501 | 6 | 57 | 4 | 3 |
| Axle Factor 0.89 | 7,134 Private-Unit 90.4% | | | 131 Single-Unit 1.7% | | | 627 Combination-Unit 7.9% | | | | | | |
| | 758 Commercial-Unit 9.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,944 | 7am | 349 |
| 3,591 | Private | 337 |
| 353 | Commercial | 13 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 3,944 | 15 | 2,530 | 1,046 | 0 | 25 | 35 | 3 | 27 | 228 | 3 | 30 | 2 | 2 |
| Axle Factor 0.90 | 3,591 Private-Unit 91.0% | | | 63 Single-Unit 1.6% | | | 290 Combination-Unit 7.4% | | | | | | |
| | 353 Commercial-Unit 9.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,948 | 4pm | 372 |
| 3,543 | Private | 345 |
| 405 | Commercial | 27 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 3,948 | 7 | 2,492 | 1,044 | 1 | 34 | 32 | 2 | 30 | 274 | 3 | 27 | 2 | 2 |
| Axle Factor 0.89 | 3,543 Private-Unit 89.7% | | | 68 Single-Unit 1.7% | | | 337 Combination-Unit 8.5% | | | | | | |
| | 405 Commercial-Unit 10.3% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---|---------------|------------------------|
| F464Q3 | Event No: 8068 | Dist 4 | Cherokee County |
| East Leg | Route: US-166 | | |
| | X-Route: US-400 | | |
| Location | US-166/400 E OF US-166/400 JCT, E OF BAXTER SPRINGS | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 4/08;8/05;11/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 11/28/11 13:00 | 11/30 12:00 |
| 71 | 48 | 11/28/11 13:00 | 11/30 12:00 |

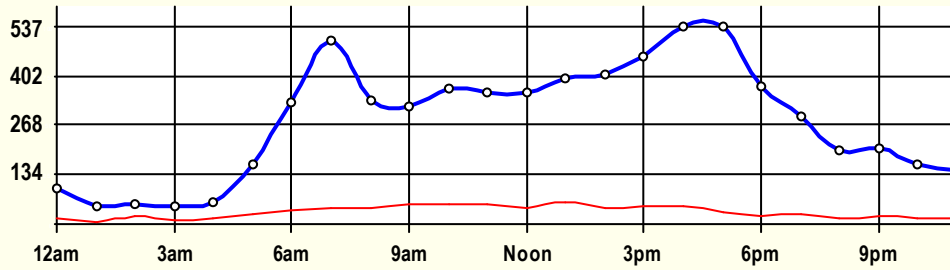
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | | | |
|--------------------------------|--------------|---------------------------|----------------|---------------------|-------------|------------------------|-------------|-------------|-------------|-----------------------------|-------------|-------------|-------------|-------------|--|--|--|--|
| F8I4R4 | | | | | | | | | | | | | | | | | | |
| FC 2 | Dist 4 | Cherokee County | | | | | | | | | | | | | | | | |
| Route: US-166 | | South-East Leg | | | | | | | | | | | | | | | | |
| XRoute: K-26 | | | | | | | | | | | | | | | | | | |
| US-400 SE OF K-26, S OF GALENA | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | |
| All Traffic | 537 | 4pm | | | | | | | | | | | | | | | | |
| Private | 503 | 5pm | | | | | | | | | | | | | | | | |
| Commercial | 58 | 1pm | | | | | | | | | | | | | | | | |
| August 2011 | | | | 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | |
| 0 | 96 | 1 | 57.5 | 20.5 | 0 | 0 | 1.5 | 0 | 2.5 | 6 | 0 | 6.5 | 0.5 | 0 | | | | |
| 1 | 49.5 | 0 | 30.5 | 12 | 0.5 | 0 | 0 | 0 | 0.5 | 4.5 | 0 | 1.5 | 0 | 0 | | | | |
| 2 | 54.5 | 0.5 | 27 | 8 | 0 | 1 | 1.5 | 0 | 0.5 | 8.5 | 0.5 | 7 | 0 | 0 | | | | |
| 3 | 50 | 0.5 | 31 | 5.5 | 0 | 0.5 | 1.5 | 0 | 1 | 6.5 | 0 | 3 | 0.5 | 0 | | | | |
| 4 | 60.5 | 0.5 | 32.5 | 12 | 0 | 1.5 | 0.5 | 0 | 0.5 | 12 | 0 | 1 | 0 | 0 | | | | |
| 5 | 162 | 1.5 | 89 | 43.5 | 1.5 | 4.5 | 0 | 0 | 3 | 17 | 1 | 0.5 | 0.5 | 0 | | | | |
| 6 | 332 | 1.5 | 195.5 | 98.5 | 0.5 | 2.5 | 2 | 0 | 3 | 27.5 | 1 | 0 | 0 | 0 | | | | |
| 7 | 496.5 | 2.5 | 334 | 114 | 0.5 | 7.5 | 3 | 0.5 | 2.5 | 27.5 | 1.5 | 2.5 | 0 | 0.5 | | | | |
| 8 | 336 | 4 | 211.5 | 79 | 0 | 5.5 | 2.5 | 0.5 | 3.5 | 27 | 0.5 | 1.5 | 0.5 | 0 | | | | |
| 9 | 321 | 1.5 | 178.5 | 87 | 0.5 | 6 | 3.5 | 1.5 | 5.5 | 35 | 0 | 1.5 | 0 | 0.5 | | | | |
| 10 | 368 | 4.5 | 218 | 92.5 | 0.5 | 6 | 2 | 0.5 | 7 | 33.5 | 0.5 | 3 | 0 | 0 | | | | |
| 11 | 356 | 4 | 212.5 | 83 | 1 | 6 | 2 | 0.5 | 5.5 | 38 | 0 | 3 | 0 | 0.5 | | | | |
| 12 | 359.5 | 3.5 | 219 | 91.5 | 0 | 7.5 | 2 | 0.5 | 4.5 | 28.5 | 0 | 2.5 | 0 | 0 | | | | |
| 13 | 395 | 4 | 241 | 92.5 | 0.5 | 2 | 1.5 | 0 | 8 | 40.5 | 1.5 | 3 | 0.5 | 0 | | | | |
| 14 | 403.5 | 3 | 268.5 | 91 | 0 | 5.5 | 1.5 | 0 | 3.5 | 27 | 0 | 3.5 | 0 | 0 | | | | |
| 15 | 454.5 | 2.5 | 293.5 | 108.5 | 1.5 | 4 | 2 | 0 | 7 | 32.5 | 0 | 3 | 0 | 0 | | | | |
| 16 | 536.5 | 5.5 | 357 | 126.5 | 1 | 1.5 | 3 | 0 | 6.5 | 32.5 | 0.5 | 2 | 0 | 0.5 | | | | |
| 17 | 536.5 | 3 | 366 | 134 | 0 | 2 | 2.5 | 0 | 5 | 23.5 | 0 | 0 | 0.5 | 0 | | | | |
| 18 | 375.5 | 4 | 254 | 96 | 0.5 | 1 | 0.5 | 0.5 | 2 | 16 | 0 | 1 | 0 | 0 | | | | |
| 19 | 294.5 | 4 | 192 | 72.5 | 0 | 1 | 1 | 0 | 0.5 | 21 | 1 | 1 | 0 | 0.5 | | | | |
| 20 | 198 | 2 | 136 | 42 | 0 | 0 | 3 | 0 | 0.5 | 14 | 0 | 0.5 | 0 | 0 | | | | |
| 21 | 207.5 | 1 | 150.5 | 37 | 0 | 0 | 0 | 0 | 0 | 17.5 | 0 | 1.5 | 0 | 0 | | | | |
| 22 | 162 | 2 | 112 | 33.5 | 0 | 1 | 0 | 0 | 0 | 8.5 | 0.5 | 4 | 0 | 0.5 | | | | |
| 23 | 147 | 2 | 103.5 | 27.5 | 0 | 0 | 0 | 0 | 0 | 10.5 | 0 | 2.5 | 1 | 0 | | | | |
| ADT | 6,752 | 58.5 | 4,310.5 | 1,608 | 8.5 | 66.5 | 37 | 4.5 | 72.5 | 515 | 8.5 | 55.5 | 4 | 3 | | | | |
| AF | 0.87 | 0.9% | 63.8% | 23.8% | 0.1% | 1.0% | 0.5% | 0.1% | 1.1% | 7.6% | 0.1% | 0.8% | 0.1% | 0.0% | | | | |
| SITE TRAFFIC | | 5,977 Private Unit 88.5% | | | | 116.5 Single Unit 1.7% | | | | 658.5 Combination Unit 9.8% | | | | | | | | |
| | | 775 Commercial Unit 11.5% | | | | | | | | | | | | | | | | |

F8I4R4

Classification Summary

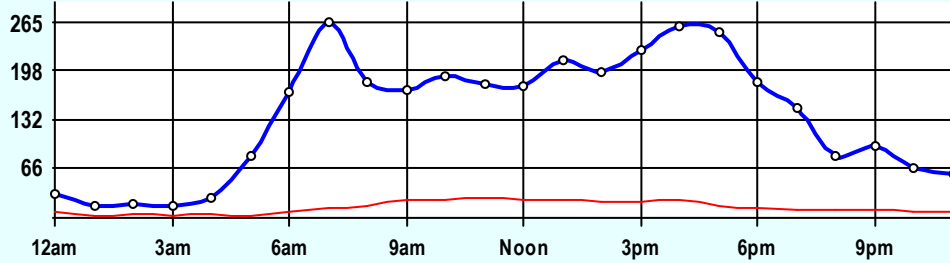
August 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,752 | 4pm | 537 |
| 5,977 | Private | 489 |
| 775 | Commercial | 48 |
| K-Factor 0.04 | SEB | NWB |
| | 258 | 279 |

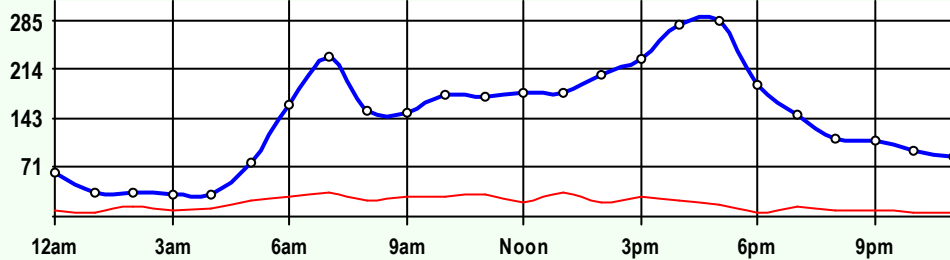
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 6,752 | 59 | 4,311 | 1,608 | 9 | 67 | 37 | 5 | 73 | 515 | 9 | 56 | 4 | 3 |
| Axle Factor 0.87 | 5,977 Private-Unit 88.5% | | | 117 Single-Unit 1.7% | | | 659 Combination-Unit 9.8% | | | | | | |
| | 775 Commercial-Unit 11.5% | | | | | | | | | | | | |



SEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,322 | 7am | 265 |
| 2,992 | Private | 252 |
| 330 | Commercial | 13 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 3,322 | 30 | 2,158 | 804 | 2 | 30 | 17 | 3 | 26 | 217 | 5 | 29 | 3 | 2 |
| Axle Factor 0.89 | 2,992 Private-Unit 90.1% | | | 51 Single-Unit 1.5% | | | 280 Combination-Unit 8.4% | | | | | | |
| | 330 Commercial-Unit 9.9% | | | | | | | | | | | | |



NWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,431 | 5pm | 285 |
| 2,986 | Private | 268 |
| 445 | Commercial | 17 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 3,431 | 29 | 2,153 | 804 | 7 | 37 | 21 | 2 | 47 | 299 | 4 | 27 | 2 | 2 |
| Axle Factor 0.86 | 2,986 Private-Unit 87.0% | | | 66 Single-Unit 1.9% | | | 379 Combination-Unit 11.0% | | | | | | |
| | 445 Commercial-Unit 13.0% | | | | | | | | | | | | |

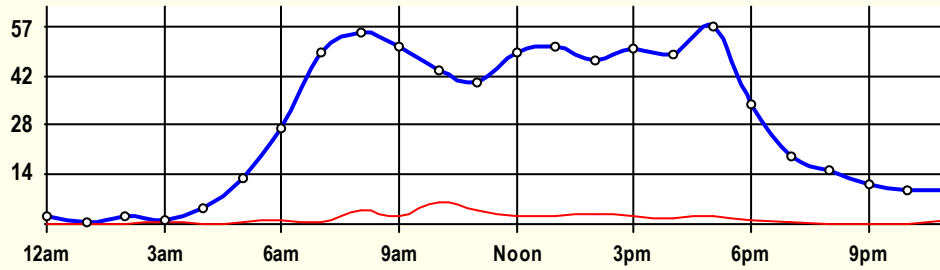
SITE INFORMATION

| | | | |
|-----------------------|--------------------------------|--------|-----------------|
| F8I4R4 | Event No: 8000 | Dist 4 | Cherokee County |
| South-East Leg | Route: US-166 | | |
| | X-Route: K-26 | | |
| Location | US-400 SE OF K-26, S OF GALENA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 11/08;4/08;8/05;5/02;3/99;4/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 41 | 48 | 08/08/11 14:00 | 08/10 13:00 |
| 81 | 48 | 08/08/11 14:00 | 08/10 13:00 |

24 Hour Classification Summary

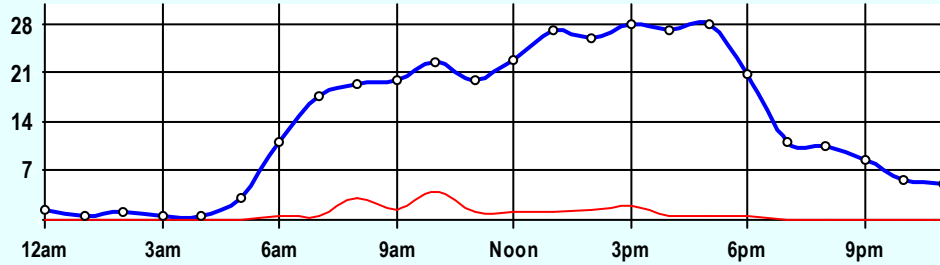
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|-------------|-------------------------|--------------|-----------------|----------------------|-------------|-------------|-------------|----------------------------|----------------|-------------|-------------|-------------|-------------|
| EJOJK1 | | | | | | | | | | | | | | |
| FC 7 | | Dist 4 | | Crawford County | | | | | | | | | | |
| Route: K-3 | | | | | | | | North Leg | | | | | | |
| XRoute: K-47 | | | | | | | | | | | | | | |
| K-3 N OF K-47, W OF GIRARD | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 57 | | 5pm | | | | | | | | | | |
| Private | | 55 | | 5pm | | | | | | | | | | |
| Commercial | | 6 | | 10am | | | | | | | | | | |
| July 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 2.5 | 0 | 1 | 1.5 | 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 | 2 | 0 | 1.5 | 0.5 | 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 | 4.5 | 0 | 4 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 13 | 0 | 7 | 5.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 6 | 27.5 | 0 | 18.5 | 8 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 7 | 49 | 0 | 31.5 | 17 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 8 | 54.5 | 0 | 27.5 | 23 | 0 | 0 | 0 | 0 | 0.5 | 3 | 0.5 | 0 | 0 | 0 |
| 9 | 51 | 0 | 26 | 22.5 | 0 | 0.5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 10 | 44 | 0 | 18.5 | 19.5 | 0 | 1 | 0.5 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 11 | 40.5 | 0 | 18 | 18.5 | 0 | 1 | 0.5 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 |
| 12 | 49 | 0.5 | 27.5 | 18.5 | 0 | 0.5 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 13 | 51 | 0 | 30 | 19 | 0 | 0 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 14 | 46.5 | 0 | 22 | 21.5 | 0 | 1 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 15 | 50 | 1 | 30 | 16.5 | 0 | 0.5 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 16 | 48.5 | 0 | 32 | 15 | 0 | 0 | 0 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 17 | 56.5 | 0 | 31.5 | 23 | 0 | 0.5 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 18 | 34 | 0 | 19.5 | 13.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 19 | 19.5 | 0.5 | 10 | 8.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 20 | 15.5 | 0.5 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 11.5 | 0 | 5 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 9.5 | 0 | 5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 9.5 | 0 | 5.5 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| ADT | 691 | 2.5 | 384.5 | 269 | 0 | 5.5 | 3.5 | 0.5 | 2 | 23 | 0.5 | 0 | 0 | 0 |
| AF | 0.95 | 0.4% | 55.6% | 38.9% | 0.0% | 0.8% | 0.5% | 0.1% | 0.3% | 3.3% | 0.1% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 656 Private Unit 94.9% | | | 9.5 Single Unit 1.4% | | | | 25.5 Combination Unit 3.7% | | | | | |
| | | 35 Commercial Unit 5.1% | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 691 | 5pm | 57 |
| 656 | Private | 55 |
| 35 | Commercial | 2 |
| K-Factor 0.04 | NB | SB |
| | 28 | 29 |

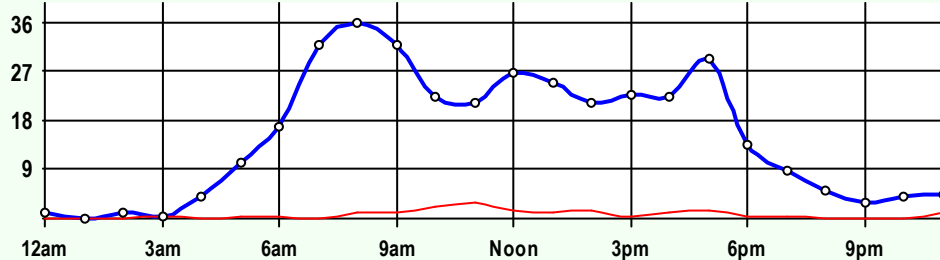
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-------------------------|-----|-----|---------------------|---|---|--------------------------|---|----|---------------------|----|----|----|
| 691 | 3 | 385 | 269 | 0 | 6 | 4 | 1 | 2 | 23 | 1 | 0 | 0 | 0 |
| Axle Factor 0.95 | 0.4% 55.6% 38.9% | | | 0.0% 0.8% 0.5% | | | 0.1% 0.3% 3.3% | | | 0.1% 0.0% 0.0% 0.0% | | | |
| | 656 Private-Unit 94.9% | | | 10 Single-Unit 1.4% | | | 26 Combination-Unit 3.7% | | | | | | |
| | 35 Commercial-Unit 5.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 333 | 3pm | 28 |
| 315 | Private | 26 |
| 18 | Commercial | 2 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-------------------------|-----|-----|--------------------|---|---|--------------------------|---|----|---------------------|----|----|----|
| 333 | 2 | 184 | 130 | 0 | 2 | 2 | 1 | 1 | 13 | 1 | 0 | 0 | 0 |
| Axle Factor 0.94 | 0.6% 55.2% 38.9% | | | 0.0% 0.6% 0.5% | | | 0.2% 0.2% 3.8% | | | 0.2% 0.0% 0.0% 0.0% | | | |
| | 315 Private-Unit 94.7% | | | 4 Single-Unit 1.2% | | | 14 Combination-Unit 4.1% | | | | | | |
| | 18 Commercial-Unit 5.3% | | | | | | | | | | | | |



SB Traffic

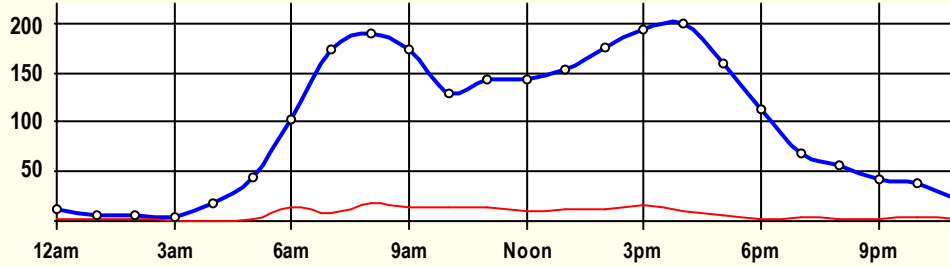
| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 359 | 8am | 36 |
| 341 | Private | 35 |
| 18 | Commercial | 1 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-------------------------|-----|-----|--------------------|---|---|--------------------------|---|----|---------------------|----|----|----|
| 359 | 1 | 201 | 140 | 0 | 4 | 2 | 0 | 2 | 11 | 0 | 0 | 0 | 0 |
| Axle Factor 0.95 | 0.1% 56.1% 38.9% | | | 0.0% 1.0% 0.6% | | | 0.0% 0.4% 2.9% | | | 0.0% 0.0% 0.0% 0.0% | | | |
| | 341 Private-Unit 95.1% | | | 6 Single-Unit 1.5% | | | 12 Combination-Unit 3.3% | | | | | | |
| | 18 Commercial-Unit 4.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|-----------------|
| EJOJK1 | Event No: 7975 | Dist 4 | Crawford County |
| North Leg | Route: K-3 | | |
| | X-Route: K-47 | | |
| Location | K-3 N OF K-47, W OF GIRARD | | |
| Site Info | Regular, State-Sys, Route-Class E | | |
| Event Info | | | |
| History | 8/08;5/06;9/03;7/03 | | |
| Comment | | | |

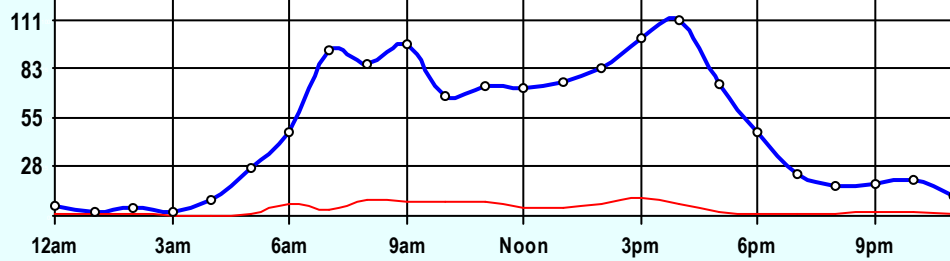
| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 07/11/11 12:00 | 07/13 11:00 |
| 51 | 48 | 07/11/11 12:00 | 07/13 11:00 |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,365 | 4pm | 200 |
| 2,186 | Private | 189 |
| 180 | Commercial | 11 |
| K-Factor 0.05 | EB | WB |
| | 110 | 89 |

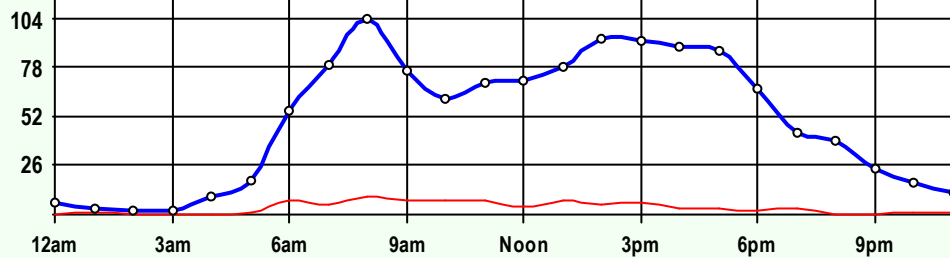
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|-------|-----|---------------------|----|----|---------------------------|----|----|--------------------------|----|----|----|
| 2,365 | 20 | 1,412 | 754 | 0 | 36 | 16 | 1 | 24 | 99 | 4 | 1 | 1 | 1 |
| Axle Factor 0.93 | 0.8% 59.7% 31.9% | | | 0.0% 1.5% 0.7% | | | 0.0% 1.0% 4.2% | | | 0.1% 0.0% 0.0% 0.0% | | | |
| | 2,186 Private-Unit 92.4% | | | 52 Single-Unit 2.2% | | | 128 Combination-Unit 5.4% | | | 180 Commercial-Unit 7.6% | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,169 | 4pm | 111 |
| 1,077 | Private | 104 |
| 92 | Commercial | 7 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|-----|-----|---------------------|----|---|--------------------------|----|----|-------------------------|----|----|----|
| 1,169 | 9 | 686 | 383 | 0 | 18 | 7 | 0 | 16 | 49 | 2 | 0 | 1 | 1 |
| Axle Factor 0.92 | 0.7% 58.7% 32.7% | | | 0.0% 1.5% 0.6% | | | 0.0% 1.3% 4.1% | | | 0.2% 0.0% 0.0% 0.0% | | | |
| | 1,077 Private-Unit 92.1% | | | 25 Single-Unit 2.1% | | | 67 Combination-Unit 5.7% | | | 92 Commercial-Unit 7.9% | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,196 | 8am | 104 |
| 1,109 | Private | 94 |
| 88 | Commercial | 10 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|-----|-----|---------------------|----|---|--------------------------|---|----|-------------------------|----|----|----|
| 1,196 | 11 | 726 | 372 | 0 | 18 | 9 | 1 | 8 | 51 | 2 | 1 | 0 | 0 |
| Axle Factor 0.93 | 0.9% 60.7% 31.1% | | | 0.0% 1.5% 0.7% | | | 0.0% 0.7% 4.2% | | | 0.1% 0.0% 0.0% 0.0% | | | |
| | 1,109 Private-Unit 92.7% | | | 27 Single-Unit 2.3% | | | 61 Combination-Unit 5.1% | | | 88 Commercial-Unit 7.3% | | | |

SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|-----------------|
| EJOJK3 | Event No: 7976 | Dist 4 | Crawford County |
| East Leg | Route: K-47 | | |
| | X-Route: K-3 | | |
| Location | K-47 E OF K-3, W OF GIRARD | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 8/08;5/06;9/03;7/03 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 07/11/11 12:00 | 07/13 11:00 |
| 71 | 48 | 07/11/11 12:00 | 07/13 11:00 |

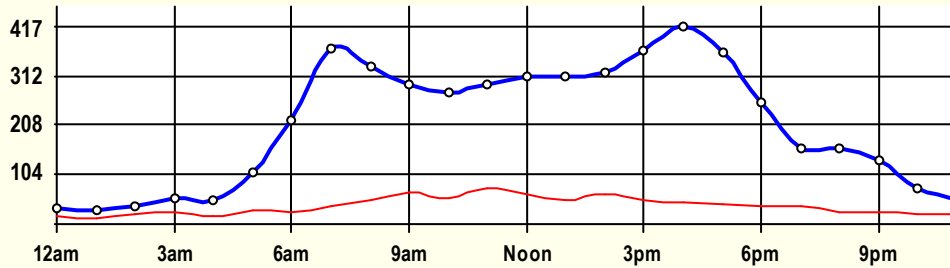
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | |
|-------------------------------------|---------------------------|-----------------|--------------|----------------|------------------------|-------------|-------------|-------------|------------------------------|--------------|-------------|-------------|-------------|-------------|
| F23NR1 | | | | | | | | | | | | | | |
| FC 2 | Dist 4 | Crawford County | | | | | | | | | | | | |
| Route: US-69 | | | North Leg | | | | | | | | | | | |
| XRoute: RS-55 (710th) | | | | | | | | | | | | | | |
| US-69 N OF 710th, 2 MI S OF CO LINE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | 417 | 4pm | | | | | | | | | | | | |
| Private | 372 | 4pm | | | | | | | | | | | | |
| Commercial | 77 | 11am | | | | | | | | | | | | |
| August 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 35 | 0 | 15.5 | 4.5 | 0 | 0 | 0 | 0 | 1.5 | 11 | 0 | 2.5 | 0 | 0 |
| 1 | 29 | 0 | 13 | 5 | 0 | 0 | 0.5 | 0 | 1 | 8.5 | 0 | 1 | 0 | 0 |
| 2 | 37 | 0.5 | 11 | 4.5 | 0 | 0.5 | 1.5 | 0 | 1 | 13 | 0 | 3 | 1.5 | 0.5 |
| 3 | 53 | 0.5 | 22.5 | 5.5 | 0 | 1.5 | 1 | 0 | 1.5 | 13 | 0 | 6.5 | 1 | 0 |
| 4 | 48.5 | 0 | 19.5 | 11 | 0.5 | 0.5 | 0.5 | 0 | 1.5 | 10.5 | 0 | 3 | 1.5 | 0 |
| 5 | 110 | 1.5 | 60.5 | 19 | 0.5 | 3 | 1.5 | 0 | 0.5 | 18 | 0 | 5.5 | 0 | 0 |
| 6 | 218.5 | 1 | 116.5 | 75.5 | 0 | 3.5 | 0 | 0 | 4 | 16.5 | 0 | 1.5 | 0 | 0 |
| 7 | 369 | 3 | 250.5 | 76 | 0 | 3.5 | 1.5 | 0 | 3.5 | 30 | 0.5 | 0 | 0 | 0.5 |
| 8 | 333.5 | 3 | 203.5 | 78.5 | 0 | 4.5 | 6.5 | 1.5 | 4 | 31 | 0 | 1 | 0 | 0 |
| 9 | 294.5 | 3 | 162 | 63 | 0 | 7 | 8.5 | 0.5 | 3 | 43 | 0.5 | 3 | 1 | 0 |
| 10 | 276.5 | 2 | 152.5 | 68.5 | 0 | 5.5 | 4 | 0 | 5 | 35.5 | 0 | 3.5 | 0 | 0 |
| 11 | 295.5 | 1 | 154.5 | 63 | 0.5 | 6.5 | 1.5 | 1 | 3.5 | 58.5 | 1 | 4 | 0.5 | 0 |
| 12 | 311.5 | 4 | 170.5 | 74.5 | 0 | 4 | 3.5 | 0.5 | 7.5 | 44 | 1.5 | 0 | 1 | 0.5 |
| 13 | 309 | 5 | 181.5 | 70 | 0 | 4 | 4 | 0.5 | 2.5 | 38.5 | 1 | 2 | 0 | 0 |
| 14 | 320.5 | 3.5 | 193 | 61.5 | 0 | 5 | 3 | 0 | 5.5 | 46 | 0 | 2.5 | 0.5 | 0 |
| 15 | 366 | 0.5 | 213 | 100.5 | 0 | 4.5 | 1.5 | 0 | 6 | 36.5 | 0 | 2 | 1.5 | 0 |
| 16 | 416.5 | 2.5 | 275.5 | 93.5 | 0 | 3 | 1 | 0 | 3.5 | 35.5 | 1 | 1 | 0 | 0 |
| 17 | 361.5 | 3.5 | 243.5 | 73.5 | 0 | 1.5 | 1.5 | 0.5 | 3 | 31.5 | 0.5 | 2 | 0.5 | 0 |
| 18 | 257.5 | 2 | 167.5 | 52 | 0 | 3 | 2 | 0 | 3 | 25.5 | 0 | 1.5 | 1 | 0 |
| 19 | 159.5 | 1 | 94.5 | 25.5 | 0 | 1 | 2.5 | 0 | 1 | 30 | 0 | 3 | 1 | 0 |
| 20 | 159 | 1.5 | 95.5 | 35.5 | 0 | 0 | 0.5 | 0.5 | 1.5 | 21 | 0.5 | 1.5 | 1 | 0 |
| 21 | 134 | 2.5 | 82 | 23.5 | 0.5 | 1 | 2 | 0 | 0 | 18 | 0 | 4.5 | 0 | 0 |
| 22 | 76.5 | 0 | 41 | 15.5 | 0 | 1.5 | 0.5 | 0 | 1 | 11.5 | 0 | 4 | 1.5 | 0 |
| 23 | 49.5 | 0 | 24 | 6 | 0.5 | 0.5 | 0 | 0 | 1.5 | 12 | 0 | 5 | 0 | 0 |
| ADT | 5,021 | 41.5 | 2,963 | 1,105.5 | 2.5 | 65 | 49 | 5 | 66 | 638.5 | 6.5 | 63.5 | 13.5 | 1.5 |
| AF | 0.81 | 0.8% | 59.0% | 22.0% | 0.0% | 1.3% | 1.0% | 0.1% | 1.3% | 12.7% | 0.1% | 1.3% | 0.3% | 0.0% |
| SITE TRAFFIC | 4,110 Private Unit 81.9% | | | | 121.5 Single Unit 2.4% | | | | 789.5 Combination Unit 15.7% | | | | | |
| | 911 Commercial Unit 18.1% | | | | | | | | | | | | | |

F23NR1

Classification Summary

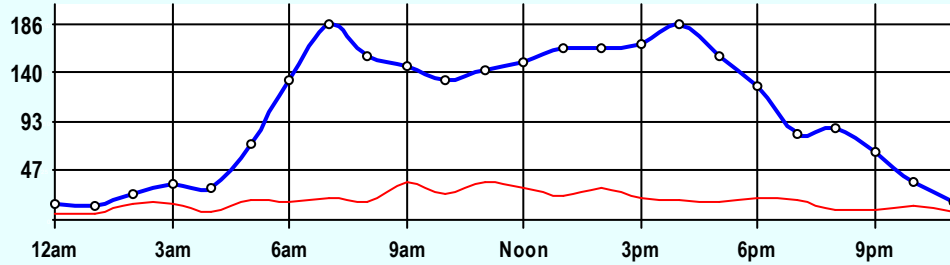
August 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,021 | 4pm | 417 |
| 4,110 | Private | 372 |
| 911 | Commercial | 45 |
| K-Factor 0.05 | NB | SB |
| | 186 | 230 |

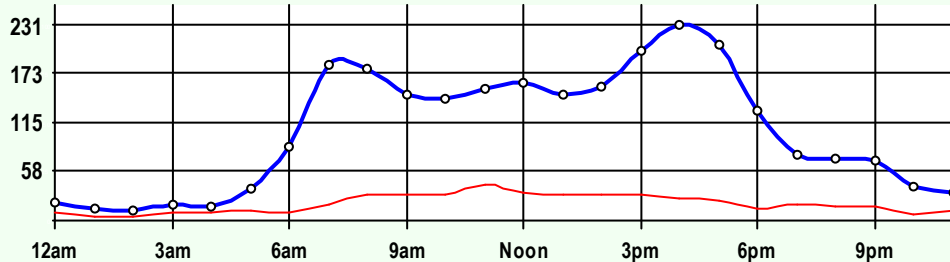
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 5,021 | 42 | 2,963 | 1,106 | 3 | 65 | 49 | 5 | 66 | 639 | 7 | 64 | 14 | 2 |
| Axle Factor 0.81 | 0.8% | 59.0% | 22.0% | 0.0% | 1.3% | 1.0% | 0.1% | 1.3% | 12.7% | 0.1% | 1.3% | 0.3% | 0.0% |
| | 4,110 Private-Unit 81.9% | | | 122 Single-Unit 2.4% | | | | 790 Combination-Unit 15.7% | | | | | |
| | 911 Commercial-Unit 18.1% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,481 | 7am | 186 |
| 2,041 | Private | 165 |
| 441 | Commercial | 22 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 2,481 | 18 | 1,504 | 520 | 2 | 30 | 25 | 3 | 36 | 304 | 3 | 31 | 8 | 1 |
| Axle Factor 0.81 | 0.7% | 60.6% | 20.9% | 0.1% | 1.2% | 1.0% | 0.1% | 1.4% | 12.3% | 0.1% | 1.2% | 0.3% | 0.0% |
| | 2,041 Private-Unit 82.2% | | | 59 Single-Unit 2.4% | | | | 382 Combination-Unit 15.4% | | | | | |
| | 441 Commercial-Unit 17.8% | | | | | | | | | | | | |



SB Traffic

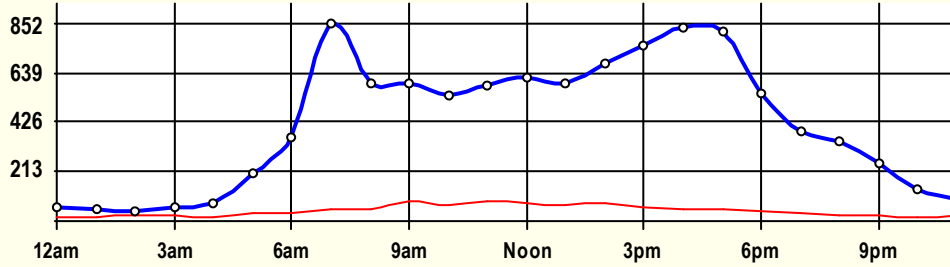
| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,540 | 4pm | 231 |
| 2,070 | Private | 205 |
| 471 | Commercial | 26 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 2,540 | 24 | 1,460 | 586 | 1 | 35 | 25 | 2 | 31 | 335 | 4 | 33 | 6 | 1 |
| Axle Factor 0.80 | 0.9% | 57.5% | 23.1% | 0.0% | 1.4% | 1.0% | 0.1% | 1.2% | 13.2% | 0.2% | 1.3% | 0.2% | 0.0% |
| | 2,070 Private-Unit 81.5% | | | 63 Single-Unit 2.5% | | | | 408 Combination-Unit 16.1% | | | | | |
| | 471 Commercial-Unit 18.5% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-------------------------------------|---------------|------------------------|
| F23NR1 | Event No: 8020 | Dist 4 | Crawford County |
| North Leg | Route: US-69 | | |
| | X-Route: RS-55 (710th) | | |
| Location | US-69 N OF 710th, 2 MI S OF CO LINE | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 6/08;7/05 | | |
| Comment | | | |

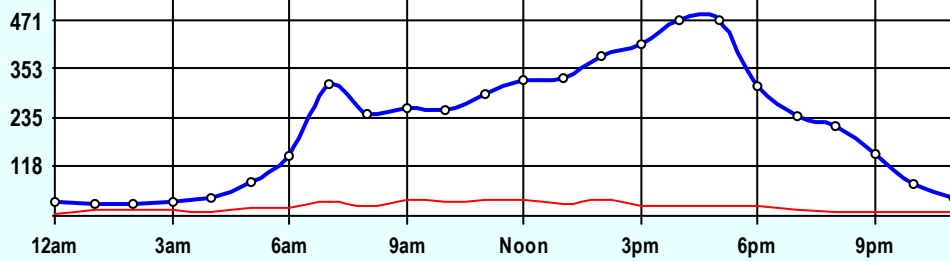
| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 08/29/11 17:00 | 08/31 16:00 |
| 51 | 48 | 08/29/11 17:00 | 08/31 16:00 |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 10,095 | 7am | 852 |
| 9,036 | Private | 798 |
| 1,060 | Commercial | 54 |
| K-Factor 0.05 | NB | SB |
| | 317 | 535 |

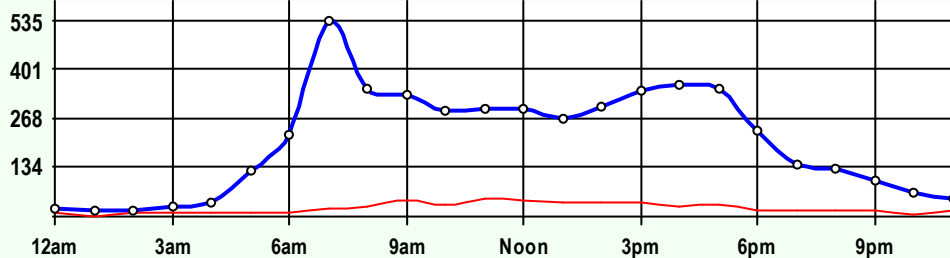
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 10,095 | 111 | 6,404 | 2,521 | 4 | 84 | 85 | 6 | 79 | 708 | 12 | 65 | 14 | 5 |
| Axle Factor 0.88 | 9,036 Private-Unit 89.5% | | | 178 Single-Unit 1.8% | | | 882 Combination-Unit 8.7% | | | | | | |
| | 1,060 Commercial-Unit 10.5% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 5,189 | 4pm | 471 |
| 4,661 | Private | 447 |
| 528 | Commercial | 24 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 5,189 | 59 | 3,316 | 1,287 | 2 | 43 | 40 | 4 | 40 | 353 | 5 | 32 | 8 | 3 |
| Axle Factor 0.89 | 4,661 Private-Unit 89.8% | | | 87 Single-Unit 1.7% | | | 441 Combination-Unit 8.5% | | | | | | |
| | 528 Commercial-Unit 10.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,907 | 7am | 535 |
| 4,375 | Private | 516 |
| 532 | Commercial | 20 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 4,907 | 53 | 3,089 | 1,234 | 2 | 42 | 45 | 3 | 39 | 355 | 7 | 33 | 6 | 2 |
| Axle Factor 0.88 | 4,375 Private-Unit 89.2% | | | 91 Single-Unit 1.9% | | | 441 Combination-Unit 9.0% | | | | | | |
| | 532 Commercial-Unit 10.8% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|-----------------------------|--------|-----------------|
| F2CJR5 | Event No: 8021 | Dist 4 | Crawford County |
| South Leg | Route: US-69 | | |
| | X-Route: K-47 | | |
| Location | US-69 S OF K-47, S OF ARMA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 6/08;7/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 08/29/11 16:00 | 08/31 15:00 |
| 12 | 48 | 08/29/11 16:00 | 08/31 15:00 |
| 51 | 48 | 08/29/11 16:00 | 08/31 15:00 |
| 52 | 48 | 08/29/11 16:00 | 08/31 15:00 |

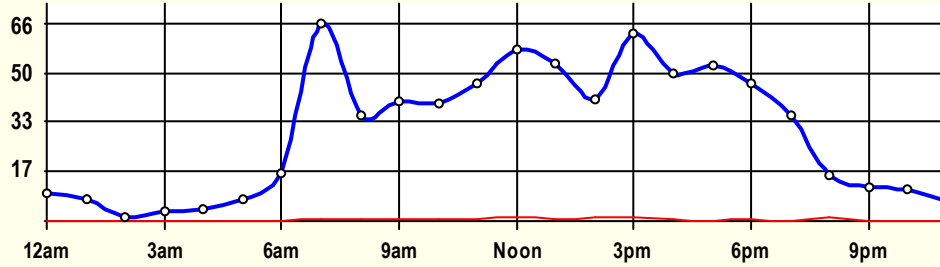
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | |
|--------------------------------------|---------------|-----------------------------|--------------|---------------------|----------------------|-------------|-------------|-------------|-------------|---------------------------|-------------|-------------|-------------|-------------|--|
| F2IGP3 | | | | | | | | | | | | | | | |
| FC 16 | Dist 4 | Crawford County | | | | | | | | | | | | | |
| Route: C-4516 (7th) | | | | | | | | | | East Leg | | | | | |
| XRoute: C-4509 (WALNUT) | | | | | | | | | | | | | | | |
| 7th E OF WALNUT, IN PITTSBURG | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | 66 | 7am | | | | | | | | | | | | | |
| Private | 66 | 7am | | | | | | | | | | | | | |
| Commercial | 1 | Noon | | | | | | | | | | | | | |
| November 2011 | | | | 48 Hr Survey | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 7 | 0 | 6.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 3.5 | 0 | 2 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5 | 7.5 | 0 | 6 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | 16 | 0 | 12.5 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7 | 66 | 0 | 52.5 | 13 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8 | 35.5 | 0.5 | 22.5 | 12 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 9 | 40 | 0 | 29 | 10.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| 10 | 39.5 | 0 | 26.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | |
| 11 | 46 | 0 | 31.5 | 14 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12 | 57 | 0 | 38 | 18 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | |
| 13 | 52.5 | 0.5 | 40 | 11.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14 | 40.5 | 0 | 32.5 | 7 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | |
| 15 | 62.5 | 0.5 | 50 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16 | 49 | 0 | 38 | 10.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 17 | 52 | 0 | 43.5 | 8.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 18 | 46 | 0 | 36 | 9.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 19 | 35 | 0 | 28.5 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 20 | 15 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| 21 | 11.5 | 0 | 8.5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 22 | 10.5 | 1 | 7 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | 6.5 | 0 | 4 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ADT | 714 | 2.5 | 537.5 | 165.5 | 0 | 3.5 | 0.5 | 0.5 | 1 | 2 | 0.5 | 0 | 0 | 0 | |
| AF | 0.99 | 0.4% | 75.3% | 23.2% | 0.0% | 0.5% | 0.1% | 0.1% | 0.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | |
| SITE TRAFFIC | | 705.5 Private 98.9% Unit | | | 4.5 Single Unit 0.6% | | | | | 3.5 Combination Unit 0.5% | | | | | |
| | | 8 Commercial Unit 1.1% | | | | | | | | | | | | | |

F2IGP3

Classification Summary

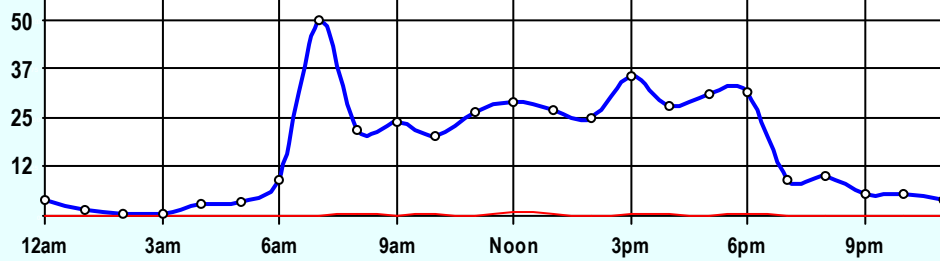
November 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 714 | 7am | 66 |
| 706 | Private | 66 |
| 8 | Commercial | 1 |
| K-Factor 0.07 | EB | WB |
| | 50 | 16 |

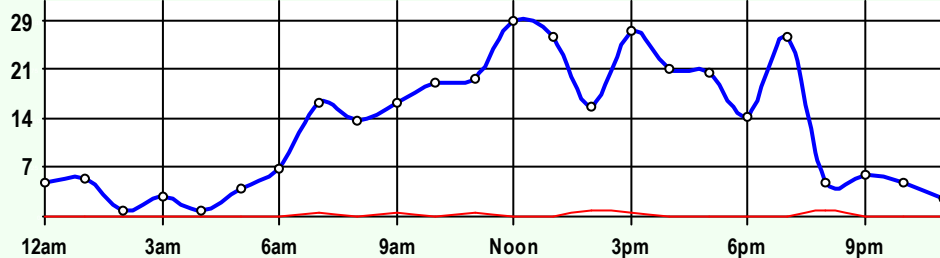
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|------------------------|-----|-----|--------------------|---|---|-------------------------|---|---|--------------------------|----|----|----|
| 714 | 3 | 538 | 166 | 0 | 4 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 |
| Axle Factor 0.99 | 0.4% 75.3% 23.2% | | | 0.0% 0.5% 0.1% | | | 0.1% 0.1% 0.1% | | | 0.3% 0.1% 0.0% 0.0% 0.0% | | | |
| | 706 Private-Unit 98.9% | | | 5 Single-Unit 0.6% | | | 4 Combination-Unit 0.5% | | | | | | |
| | 8 Commercial-Unit 1.1% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 402 | 7am | 50 |
| 398 | Private | 50 |
| 4 | Commercial | 0 |
| K-Factor 0.12 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|------------------------|-----|----|--------------------|---|---|-------------------------|---|---|--------------------------|----|----|----|
| 402 | 2 | 314 | 83 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Axle Factor 0.99 | 0.4% 78.1% 20.5% | | | 0.0% 0.5% 0.0% | | | 0.1% 0.0% 0.2% | | | 0.1% 0.0% 0.0% 0.0% 0.0% | | | |
| | 398 Private-Unit 99.0% | | | 3 Single-Unit 0.6% | | | 2 Combination-Unit 0.4% | | | | | | |
| | 4 Commercial-Unit 1.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 312 | Noon | 29 |
| 308 | Private | 29 |
| 4 | Commercial | 0 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|------------------------|-----|----|--------------------|---|---|-------------------------|---|---|--------------------------|----|----|----|
| 312 | 1 | 224 | 83 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Axle Factor 0.99 | 0.3% 71.8% 26.6% | | | 0.0% 0.5% 0.2% | | | 0.0% 0.3% 0.3% | | | 0.0% 0.0% 0.0% 0.0% 0.0% | | | |
| | 308 Private-Unit 98.7% | | | 2 Single-Unit 0.6% | | | 2 Combination-Unit 0.6% | | | | | | |
| | 4 Commercial-Unit 1.3% | | | | | | | | | | | | |

SITE INFORMATION

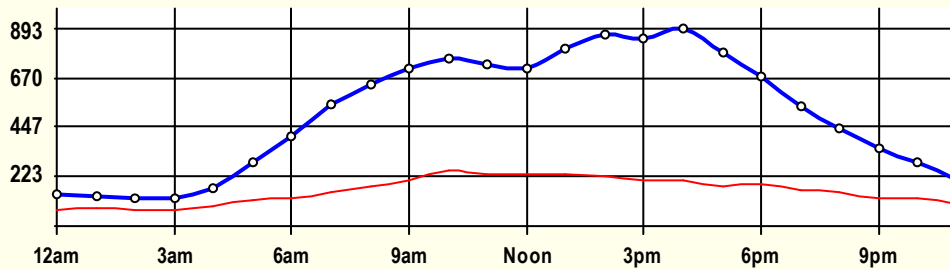
| | | | |
|------------|-------------------------------|--------|-----------------|
| F2IGP3 | Event No: 8067 | Dist 4 | Crawford County |
| East Leg | Route: C-4516 (7th) | | |
| | X-Route: C-4509 (WALNUT) | | |
| Location | 7th E OF WALNUT, IN PITTSBURG | | |
| Site Info | Regular | | |
| Event Info | | | |
| History | 8/08;10/05;9/02;3/99;6/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 11/28/11 12:00 | 11/30 11:00 |
| 71 | 48 | 11/28/11 12:00 | 11/30 11:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | | | CLASSIFICATION | | | | | | | | | | | |
|---|---------------|-------------------------------|----------------|----------------|-------------|------------------------|-------------|-----------------|--------------|--------------------------------|-------------|-------------------|-------------|-------------|--|--|--|--|--|--|--|--|--|
| DMDEK6 | | | | | | | | | | | | | | | | | | | | | | | |
| FC 1 | | | | Dist 4 | | | | Franklin County | | | | | | | | | | | | | | | |
| Route: I-35 | | | | | | | | South-West | | | | | | | | | | | | | | | |
| XRoute: RS-1647 (IDAHO RD) | | | | | | | | Leg | | | | | | | | | | | | | | | |
| I-35 SW OF RS-1647, EXIT 176, N OF HOMEWOOD | | | | | | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | | | | | | |
| All Traffic | | | 893 | | | 4pm | | | | | | | | | | | | | | | | | |
| Private | | | 688 | | | 4pm | | | | | | | | | | | | | | | | | |
| Commercial | | | 248 | | | 10am | | | | | | | | | | | | | | | | | |
| June 2011 | | | | | | | | | | | | NEB 70Hr SWB 48Hr | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | |
| 0 | 145.5 | 3.7 | 47.5 | 18.3 | 0 | 0.3 | 3.3 | 0.5 | 2 | 64 | 1 | 3.3 | 1.5 | 0 | | | | | | | | | |
| 1 | 131.8 | 1 | 41.2 | 12.7 | 0.5 | 3 | 1.7 | 0.8 | 0.5 | 61.7 | 2 | 6 | 0.8 | 0 | | | | | | | | | |
| 2 | 123.8 | 2.7 | 43.8 | 9.7 | 0.3 | 0.3 | 2.2 | 0.3 | 2.2 | 56.5 | 0.5 | 2.3 | 3 | 0 | | | | | | | | | |
| 3 | 127.8 | 1.3 | 42.7 | 10.2 | 0.5 | 1 | 1 | 0.5 | 3.2 | 54.3 | 1.2 | 10.3 | 1.7 | 0 | | | | | | | | | |
| 4 | 171.5 | 1.8 | 67.2 | 13.5 | 0 | 0.3 | 3.3 | 0.5 | 6.7 | 65.8 | 0.3 | 10 | 2 | 0 | | | | | | | | | |
| 5 | 284.3 | 2.8 | 118.7 | 46.8 | 0.5 | 1.5 | 3.7 | 1 | 5 | 89.3 | 0.7 | 12 | 2.3 | 0 | | | | | | | | | |
| 6 | 407.5 | 5.8 | 205.8 | 73.2 | 1.5 | 6.5 | 5 | 0 | 5.5 | 93.2 | 2.2 | 6 | 2.8 | 0 | | | | | | | | | |
| 7 | 551.3 | 4.3 | 309.2 | 85.2 | 0.5 | 4 | 9.2 | 0.3 | 7.5 | 122.5 | 1.8 | 5.2 | 1.7 | 0 | | | | | | | | | |
| 8 | 638.8 | 5.2 | 340.3 | 116.2 | 2.3 | 5.2 | 8.8 | 1.2 | 9 | 140.8 | 2.7 | 3.3 | 3.3 | 0.5 | | | | | | | | | |
| 9 | 712.2 | 5.5 | 398.5 | 101 | 0.3 | 8.2 | 11.7 | 0.3 | 9.2 | 164.2 | 2 | 5.3 | 5.7 | 0.3 | | | | | | | | | |
| 10 | 759.5 | 12.7 | 386.5 | 112.3 | 0 | 6.2 | 11.5 | 1 | 14 | 197.2 | 5.2 | 9.2 | 3.8 | 0 | | | | | | | | | |
| 11 | 733.8 | 11.2 | 373 | 112.7 | 2 | 5.5 | 11 | 1.8 | 11 | 187.8 | 2 | 9.3 | 4 | 2.5 | | | | | | | | | |
| 12 | 710.8 | 8.8 | 355.5 | 115.7 | 0 | 9.5 | 9.5 | 1 | 10.2 | 182.3 | 5.5 | 8.7 | 3 | 1.2 | | | | | | | | | |
| 13 | 801 | 12 | 418 | 132.5 | 0 | 8 | 12.5 | 1.5 | 9.5 | 193.5 | 4 | 6.5 | 2.5 | 0.5 | | | | | | | | | |
| 14 | 866 | 13 | 488.5 | 139 | 1 | 10.5 | 9 | 0.5 | 13.5 | 179.5 | 0.5 | 8 | 3 | 0 | | | | | | | | | |
| 15 | 851.8 | 6.2 | 510.3 | 131.7 | 0 | 3.3 | 7.2 | 1.7 | 14.3 | 165.5 | 1.5 | 5.7 | 4.2 | 0.3 | | | | | | | | | |
| 16 | 893.3 | 6.8 | 531.5 | 149.5 | 0.8 | 5.7 | 6.5 | 2.2 | 9.7 | 171.3 | 2.8 | 3.8 | 2.3 | 0.3 | | | | | | | | | |
| 17 | 788.2 | 5.2 | 490.7 | 110.7 | 1 | 4.7 | 3.8 | 0.8 | 8.2 | 147.3 | 6.3 | 4 | 4.5 | 1 | | | | | | | | | |
| 18 | 673.2 | 3.3 | 381.8 | 98.7 | 0.7 | 4.7 | 3.7 | 0.8 | 8.7 | 160.5 | 1.8 | 3.3 | 4.8 | 0.3 | | | | | | | | | |
| 19 | 537.5 | 6.5 | 287.3 | 77.8 | 0.7 | 4.2 | 5.5 | 0 | 5.8 | 137 | 2 | 7.7 | 2.2 | 0.8 | | | | | | | | | |
| 20 | 438.7 | 2.8 | 218.8 | 65.7 | 0.7 | 2.5 | 3.7 | 0 | 4.7 | 125.5 | 1.2 | 10.8 | 1.7 | 0.7 | | | | | | | | | |
| 21 | 351.3 | 2.3 | 175.8 | 50.7 | 2.5 | 1.8 | 2.3 | 0 | 3.5 | 95 | 4.5 | 10.7 | 2.2 | 0 | | | | | | | | | |
| 22 | 285.3 | 3.2 | 123 | 34.3 | 0 | 1.3 | 4.7 | 0 | 4.3 | 105.2 | 1.8 | 6.2 | 1.3 | 0 | | | | | | | | | |
| 23 | 204.5 | 3.8 | 78.8 | 19.7 | 1 | 0.3 | 3.3 | 0 | 2.7 | 85 | 0.8 | 7.7 | 0.8 | 0.5 | | | | | | | | | |
| ADT | 12,190 | 132 | 6,434.5 | 1,837.5 | 16.8 | 98.5 | 144 | 16.8 | 170.7 | 3,045 | 54.3 | 165.3 | 65.2 | 9.0 | | | | | | | | | |
| AF | 0.70 | 1.1% | 52.8% | 15.1% | 0.1% | 0.8% | 1.2% | 0.1% | 1.4% | 25.0% | 0.4% | 1.4% | 0.5% | 0.1% | | | | | | | | | |
| SITE TRAFFIC | | 8,404 Private Unit 68.9% | | | | 276.2 Single Unit 2.3% | | | | 3,509.5 Combination Unit 28.8% | | | | | | | | | | | | | |
| | | 3,785.7 Commercial Unit 31.1% | | | | | | | | | | | | | | | | | | | | | |

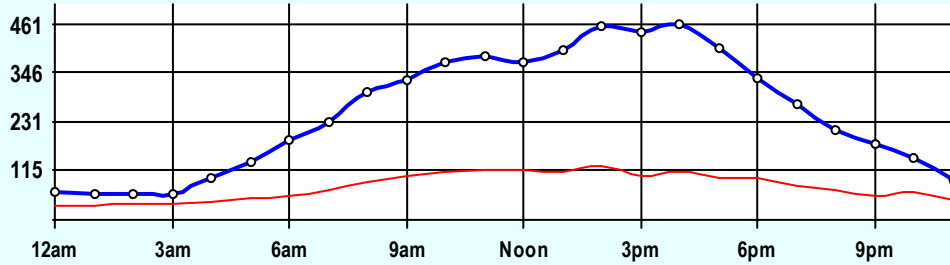




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 12,190 | 4pm | 893 |
| 8,404 | Private | 688 |
| 3,786 | Commercial | 206 |
| K-Factor 0.04 | NEB | SWB |
| | 461 | 432 |

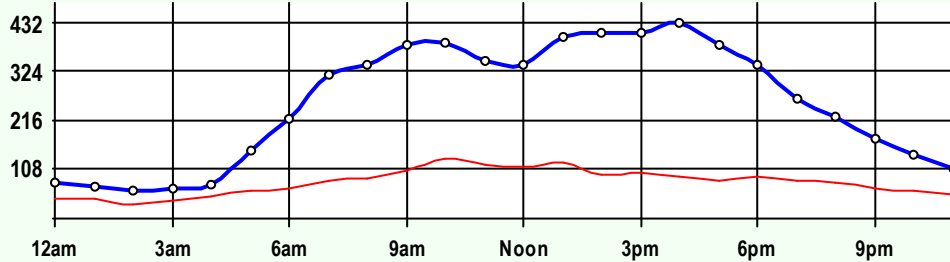
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 12,190 | 132 | 6,435 | 1,838 | 17 | 99 | 144 | 17 | 171 | 3,045 | 54 | 165 | 65 | 9 |
| Axle Factor 0.70 | 1.1% | 52.8% | 15.1% | 0.1% | 0.8% | 1.2% | 0.1% | 1.4% | 25.0% | 0.4% | 1.4% | 0.5% | 0.1% |
| | 8,404 Private-Unit 68.9% | | | 276 Single-Unit 2.3% | | | | 3,510 Combination-Unit 28.8% | | | | | |
| | 3,786 Commercial-Unit 31.1% | | | | | | | | | | | | |



NEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 6,069 | 4pm | 461 |
| 4,198 | Private | 350 |
| 1,871 | Commercial | 111 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 6,069 | 52 | 3,205 | 942 | 6 | 46 | 49 | 8 | 78 | 1,539 | 27 | 81 | 33 | 5 |
| Axle Factor 0.69 | 0.8% | 52.8% | 15.5% | 0.1% | 0.7% | 0.8% | 0.1% | 1.3% | 25.3% | 0.4% | 1.3% | 0.5% | 0.1% |
| | 4,198 Private-Unit 69.2% | | | 109 Single-Unit 1.8% | | | | 1,762 Combination-Unit 29.0% | | | | | |
| | 1,871 Commercial-Unit 30.8% | | | | | | | | | | | | |



SWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 6,121 | 4pm | 432 |
| 4,206 | Private | 338 |
| 1,915 | Commercial | 95 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|------|------|------|------------------------------|-------|------|------|------|------|
| 6,121 | 81 | 3,230 | 896 | 11 | 53 | 95 | 9 | 93 | 1,507 | 28 | 84 | 32 | 5 |
| Axle Factor 0.70 | 1.3% | 52.8% | 14.6% | 0.2% | 0.9% | 1.6% | 0.1% | 1.5% | 24.6% | 0.4% | 1.4% | 0.5% | 0.1% |
| | 4,206 Private-Unit 68.7% | | | 167 Single-Unit 2.7% | | | | 1,748 Combination-Unit 28.6% | | | | | |
| | 1,915 Commercial-Unit 31.3% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-----------------------|---|--------|-----------------|
| DMDEK6 | Event No: 7970 | Dist 4 | Franklin County |
| South-West Leg | Route: I-35 | | |
| | X-Route: RS-1647 (IDAHO RD) | | |
| Location | I-35 SW OF RS-1647, EXIT 176, N OF HOMEWOOD | | |
| Site Info | Regular, NHS, Route-Class A | | |
| Event Info | | | |
| History | 4/08;7/05;2/02;5/99 | | |
| Comment | NEB 70Hr, SWB 48Hr (has 20Hr Gap) | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 21 | 70 | 06/20/11 15:00 | 06/23 12:00 |
| 22 | 70 | 06/20/11 15:00 | 06/23 12:00 |
| 61 | 48 | 06/20/11 14:00 | 06/23 09:00 |
| 62 | 48 | 06/20/11 14:00 | 06/23 09:00 |

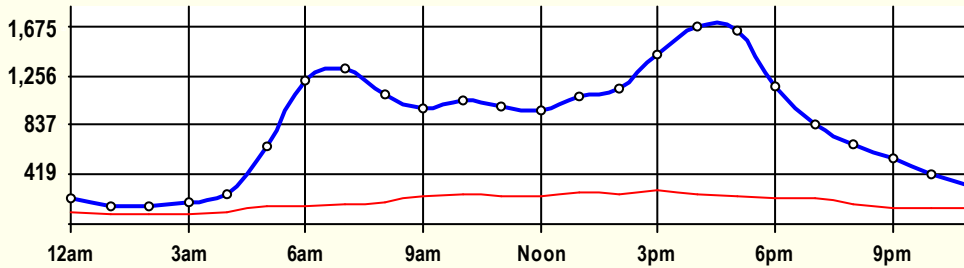
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | | |
|--|---------------|-----------------------------|----------------|----------------|----------------------|-------------|-------------|-------------|--------------|------------------------------|-------------|--------------|-------------|-------------|--|--|
| E7PK42 | | WIM Collected | | | | | | | | | | | | | | |
| FC 1 | Dist 4 | Franklin County | | | | | | | | | | | | | | |
| Route: I-35 | | | North-East Leg | | | | | | | | | | | | | |
| XRoute: K-33 | | | | | | | | | | | | | | | | |
| I-35 NE OF K-33, NE OF WELLSVILLE EXIT | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | |
| All Traffic | | 1,675 | 4pm | | | | | | | | | | | | | |
| Private | | 1,428 | 4pm | | | | | | | | | | | | | |
| Commercial | | 283 | 3pm | | | | | | | | | | | | | |
| June 2011 | | | | 48 Hr Survey | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| 0 | 220.5 | 0.5 | 90 | 29.5 | 0 | 3.5 | 1 | 0 | 2 | 78.5 | 0.5 | 10.5 | 4.5 | 0 | | |
| 1 | 157 | 0 | 54.5 | 19.5 | 0 | 2 | 3 | 0 | 0.5 | 65.5 | 0.5 | 8 | 1.5 | 2 | | |
| 2 | 151.5 | 1.5 | 43.5 | 19.5 | 0 | 1 | 2.5 | 0 | 0 | 70.5 | 0.5 | 9 | 3.5 | 0 | | |
| 3 | 184 | 0 | 77.5 | 24 | 0 | 2.5 | 1 | 0.5 | 3 | 65.5 | 0.5 | 6 | 3 | 0.5 | | |
| 4 | 260 | 0 | 126 | 34.5 | 0.5 | 3 | 1.5 | 0 | 5 | 73 | 0.5 | 10.5 | 3 | 2.5 | | |
| 5 | 654.5 | 1 | 381.5 | 128 | 0 | 16.5 | 2 | 0 | 5 | 102.5 | 2 | 12.5 | 2 | 1.5 | | |
| 6 | 1,210 | 2.5 | 773.5 | 281.5 | 0 | 33 | 2 | 0 | 2 | 101.5 | 2 | 9 | 2.5 | 0.5 | | |
| 7 | 1,317.5 | 2.5 | 905.5 | 242 | 0 | 28 | 3.5 | 0.5 | 3 | 125 | 2.5 | 2.5 | 2.5 | 0 | | |
| 8 | 1,096.5 | 2.5 | 697.5 | 211.5 | 0.5 | 24 | 5.5 | 1 | 5 | 143 | 1.5 | 2.5 | 2 | 0 | | |
| 9 | 988 | 1.5 | 567.5 | 187 | 0.5 | 24.5 | 4 | 0.5 | 6.5 | 181 | 1 | 6 | 8 | 0 | | |
| 10 | 1,047 | 2.5 | 598.5 | 191.5 | 0 | 24 | 4 | 0 | 6.5 | 201 | 6 | 7.5 | 5.5 | 0 | | |
| 11 | 989.5 | 1 | 567.5 | 179 | 0.5 | 32.5 | 6.5 | 0.5 | 5.5 | 179 | 4 | 9.5 | 4 | 0 | | |
| 12 | 958.5 | 2 | 554.5 | 164.5 | 0 | 31 | 2.5 | 0 | 8 | 186.5 | 2 | 6 | 1.5 | 0 | | |
| 13 | 1,081.5 | 2 | 612.5 | 190 | 0.5 | 25 | 5 | 1.5 | 11.5 | 224 | 3 | 4.5 | 2 | 0 | | |
| 14 | 1,150.5 | 2.5 | 692.5 | 197 | 1 | 21 | 6 | 1.5 | 9 | 202 | 2.5 | 10.5 | 4.5 | 0.5 | | |
| 15 | 1,444 | 4 | 890.5 | 266.5 | 1.5 | 29 | 8 | 0 | 8.5 | 222.5 | 2 | 7.5 | 4 | 0 | | |
| 16 | 1,674.5 | 3 | 1,062.5 | 362.5 | 0.5 | 38.5 | 5 | 1 | 4 | 188.5 | 2.5 | 4.5 | 2 | 0 | | |
| 17 | 1,639.5 | 7.5 | 1,081.5 | 318.5 | 1 | 28 | 5.5 | 0 | 3.5 | 186.5 | 3 | 2.5 | 2 | 0 | | |
| 18 | 1,171.5 | 2.5 | 750.5 | 202.5 | 0 | 20.5 | 2 | 0.5 | 5 | 175 | 2 | 3.5 | 7.5 | 0 | | |
| 19 | 841.5 | 4.5 | 475.5 | 147.5 | 1.5 | 20.5 | 2 | 0 | 3.5 | 169.5 | 2.5 | 9 | 5 | 0.5 | | |
| 20 | 679.5 | 0.5 | 401.5 | 104.5 | 0 | 12 | 1 | 0.5 | 1.5 | 139 | 2.5 | 12.5 | 3.5 | 0.5 | | |
| 21 | 549.5 | 1 | 329 | 82 | 0 | 6.5 | 1.5 | 0 | 4 | 115.5 | 1 | 9 | 0 | 0 | | |
| 22 | 418 | 0.5 | 235 | 55.5 | 0 | 6 | 0 | 0 | 2 | 105.5 | 0 | 9 | 3 | 1.5 | | |
| 23 | 322 | 0.5 | 156.5 | 38 | 0 | 5.5 | 0.5 | 0.5 | 3 | 103.5 | 0.5 | 9.5 | 3.5 | 0.5 | | |
| ADT | 20,207 | 46 | 12,125 | 3,676.5 | 8 | 438 | 75.5 | 8.5 | 107.5 | 3,404 | 45 | 181.5 | 80.5 | 10.5 | | |
| AF | 0.78 | 0.2% | 60.0% | 18.2% | 0.0% | 2.2% | 0.4% | 0.0% | 0.5% | 16.8% | 0.2% | 0.9% | 0.4% | 0.1% | | |
| SITE TRAFFIC | | 15,847.5 Private Unit 78.4% | | | 530 Single Unit 2.6% | | | | | 3,829 Combination Unit 18.9% | | | | | | |
| | | 4,359 Commercial Unit 21.6% | | | | | | | | | | | | | | |

E7PK42

Classification Summary

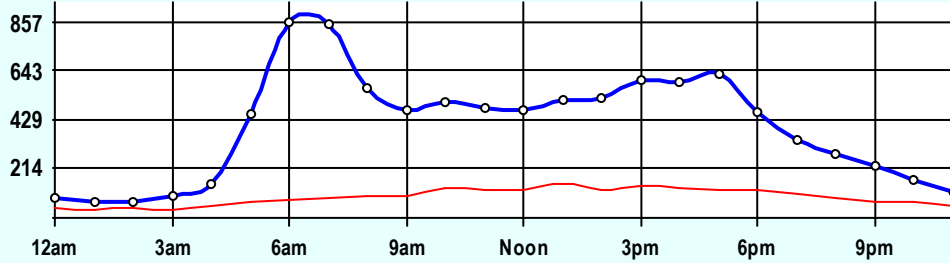
June 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 20,207 | 4pm | 1,675 |
| 15,848 | Private | 1,428 |
| 4,359 | Commercial | 247 |
| K-Factor 0.05 | NEB | SWB |
| | 596 | 1079 |

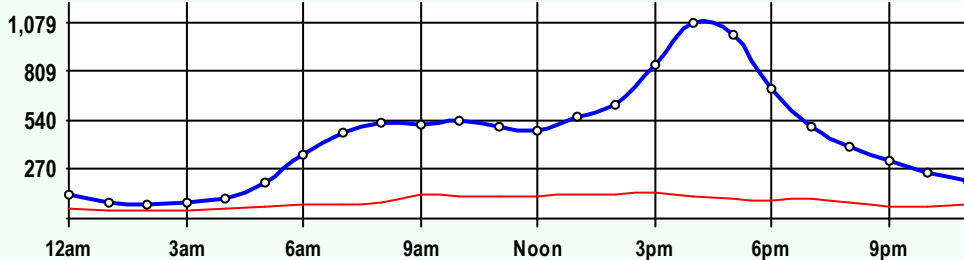
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|------------------------------|--------|-------|----------------------|-----|----|------------------------------|-----|-------|----|-----|----|----|
| 20,207 | 46 | 12,125 | 3,677 | 8 | 438 | 76 | 9 | 108 | 3,404 | 45 | 182 | 81 | 11 |
| Axle Factor 0.78 | 15,848 Private-Unit 78.4% | | | 530 Single-Unit 2.6% | | | 3,829 Combination-Unit 18.9% | | | | | | |
| | 4,359 Commercial-Unit 21.6% | | | | | | | | | | | | |



NEB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 9,592 | 6am | 857 |
| 7,410 | Private | 778 |
| 2,183 | Commercial | 79 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|-----|----|------------------------------|----|-------|----|----|----|----|
| 9,592 | 24 | 5,709 | 1,677 | 3 | 198 | 35 | 4 | 30 | 1,764 | 15 | 85 | 43 | 7 |
| Axle Factor 0.76 | 7,410 Private-Unit 77.2% | | | 239 Single-Unit 2.5% | | | 1,944 Combination-Unit 20.3% | | | | | | |
| | 2,183 Commercial-Unit 22.8% | | | | | | | | | | | | |



SWB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 10,615 | 4pm | 1,079 |
| 8,438 | Private | 961 |
| 2,177 | Commercial | 118 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|----------------------|-----|----|------------------------------|----|-------|----|----|----|----|
| 10,615 | 22 | 6,417 | 2,000 | 5 | 241 | 41 | 5 | 78 | 1,640 | 30 | 97 | 38 | 4 |
| Axle Factor 0.79 | 8,438 Private-Unit 79.5% | | | 291 Single-Unit 2.7% | | | 1,886 Combination-Unit 17.8% | | | | | | |
| | 2,177 Commercial-Unit 20.5% | | | | | | | | | | | | |

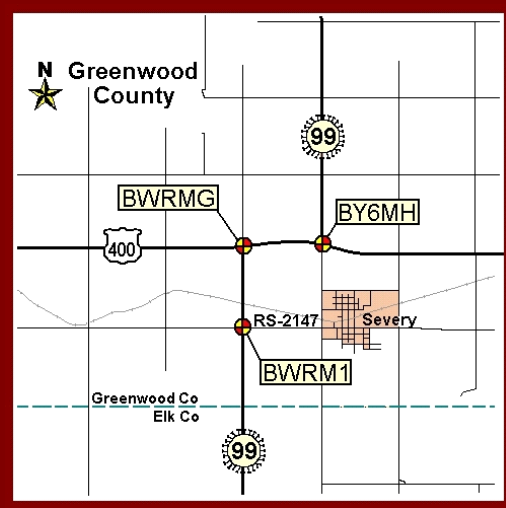
SITE INFORMATION

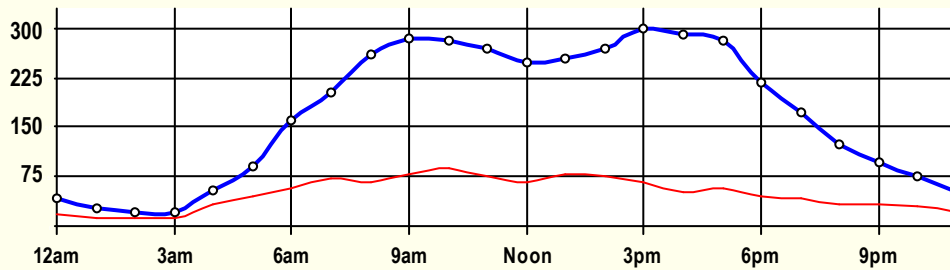
| | | | |
|-----------------------|--|---------------|------------------------|
| E7PK42 | Event No: 8092 | Dist 4 | Franklin County |
| North-East Leg | Route: I-35 | | |
| | X-Route: K-33 | | |
| Location | I-35 NE OF K-33, NE OF WELLSVILLE EXIT | | |
| Site Info | Regular, ATR, NHS, Route-Class A | | |
| Event Info | WIM Collected | | |
| History | 6/08;10/07;9/05;8/05 | | |
| Comment | At ATR. NEB in Oct, SWB in Jun | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 21 | 48 | 10/25/11 12:00 | 10/27 11:00 |
| 22 | 48 | 10/25/11 12:00 | 10/27 11:00 |
| 61 | 48 | 06/28/11 12:00 | 06/30 11:00 |
| 62 | 48 | 06/28/11 12:00 | 06/30 11:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|--------------|-----------------------------|----------------|------------------|------------------------|-------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|
| BWRMG7 | | | | | | | | | | | | | | |
| FC 2 | | Dist 4 | | Greenwood County | | | | | | | | | | |
| Route: US-400 | | | | | | | | West Leg | | | | | | |
| XRoute: K-99 | | | | | | | | | | | | | | |
| US-400 W OF K-99 (W JCT) | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 300 | | 3pm | | | | | | | | | | |
| Private | | 240 | | 4pm | | | | | | | | | | |
| Commercial | | 87 | | 10am | | | | | | | | | | |
| June 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 41.5 | 0.5 | 17 | 6.5 | 0 | 1 | 0.5 | 0 | 1 | 12.5 | 0 | 1.5 | 1 | 0 |
| 1 | 28.5 | 0.5 | 11 | 5.5 | 0 | 1 | 0.5 | 0 | 0 | 6.5 | 0 | 3.5 | 0 | 0 |
| 2 | 21 | 1 | 4 | 2.5 | 0 | 0.5 | 1.5 | 0 | 0 | 8.5 | 0 | 3 | 0 | 0 |
| 3 | 22 | 3 | 4.5 | 1 | 0 | 0 | 2.5 | 0 | 0 | 9 | 0 | 1.5 | 0 | 0.5 |
| 4 | 55.5 | 1.5 | 14 | 7 | 0.5 | 0.5 | 1.5 | 0 | 1.5 | 25.5 | 0 | 2 | 1.5 | 0 |
| 5 | 91.5 | 2 | 27.5 | 16 | 0 | 2 | 3 | 0 | 2 | 33 | 0.5 | 5.5 | 0 | 0 |
| 6 | 161 | 2.5 | 55.5 | 45 | 0 | 1 | 2.5 | 0.5 | 15 | 38 | 0.5 | 0.5 | 0 | 0 |
| 7 | 203.5 | 0.5 | 77.5 | 53 | 0 | 4 | 2.5 | 0.5 | 6 | 54 | 2.5 | 2.5 | 0.5 | 0 |
| 8 | 259.5 | 2.5 | 128.5 | 63 | 1.5 | 3 | 2 | 1.5 | 3.5 | 49.5 | 1.5 | 3 | 0 | 0 |
| 9 | 284.5 | 4 | 138 | 65 | 0.5 | 4 | 3 | 1 | 10 | 54.5 | 3 | 1.5 | 0 | 0 |
| 10 | 281.5 | 6 | 134 | 55 | 0.5 | 2 | 6 | 0 | 11.5 | 62 | 1.5 | 2 | 0.5 | 0.5 |
| 11 | 269 | 2 | 132.5 | 60 | 0.5 | 1 | 1.5 | 1.5 | 6.5 | 60.5 | 1 | 1.5 | 0 | 0.5 |
| 12 | 247.5 | 3.5 | 114.5 | 63.5 | 0.5 | 1 | 5.5 | 0 | 9 | 45.5 | 1.5 | 2.5 | 0 | 0.5 |
| 13 | 255 | 4 | 113.5 | 59 | 0.5 | 2 | 5 | 1 | 11.5 | 56.5 | 1 | 0.5 | 0 | 0.5 |
| 14 | 270 | 4.5 | 133 | 56.5 | 0 | 1.5 | 5.5 | 0.5 | 7.5 | 56 | 4.5 | 0.5 | 0 | 0 |
| 15 | 300 | 2.5 | 164 | 68 | 0 | 3 | 3.5 | 0 | 6.5 | 50 | 1.5 | 1 | 0 | 0 |
| 16 | 291 | 2 | 156 | 82 | 0 | 2.5 | 2.5 | 1 | 3 | 37.5 | 0 | 4 | 0 | 0.5 |
| 17 | 282 | 2.5 | 147 | 75.5 | 0.5 | 2.5 | 3.5 | 0.5 | 3 | 45.5 | 1 | 0.5 | 0 | 0 |
| 18 | 219 | 4 | 118.5 | 52 | 0.5 | 2.5 | 2.5 | 0 | 2.5 | 32.5 | 1.5 | 2.5 | 0 | 0 |
| 19 | 172 | 1.5 | 88 | 40 | 0 | 1.5 | 1.5 | 0.5 | 1 | 33.5 | 1 | 3.5 | 0 | 0 |
| 20 | 124 | 5 | 56 | 29.5 | 0 | 0.5 | 4 | 0 | 0.5 | 24.5 | 1.5 | 2 | 0.5 | 0 |
| 21 | 96.5 | 2.5 | 38.5 | 21 | 0 | 1.5 | 3.5 | 0 | 1 | 24 | 0.5 | 3.5 | 0.5 | 0 |
| 22 | 75 | 0.5 | 30 | 13.5 | 0 | 0 | 0.5 | 0 | 3 | 22 | 0.5 | 5 | 0 | 0 |
| 23 | 51.5 | 1.5 | 17.5 | 10 | 0 | 0 | 1 | 0.5 | 1.5 | 14 | 0 | 5.5 | 0 | 0 |
| ADT | 4,103 | 60 | 1,920.5 | 950 | 5.5 | 38.5 | 65.5 | 9 | 107 | 855 | 25 | 59 | 4.5 | 3 |
| AF | 0.72 | 1.5% | 46.8% | 23.2% | 0.1% | 0.9% | 1.6% | 0.2% | 2.6% | 20.8% | 0.6% | 1.4% | 0.1% | 0.1% |
| SITE TRAFFIC | | 2,930.5 Private Unit 71.4% | | | 118.5 Single Unit 2.9% | | | | | 1,053.5 Combination Unit 25.7% | | | | |
| | | 1,172 Commercial Unit 28.6% | | | | | | | | | | | | |

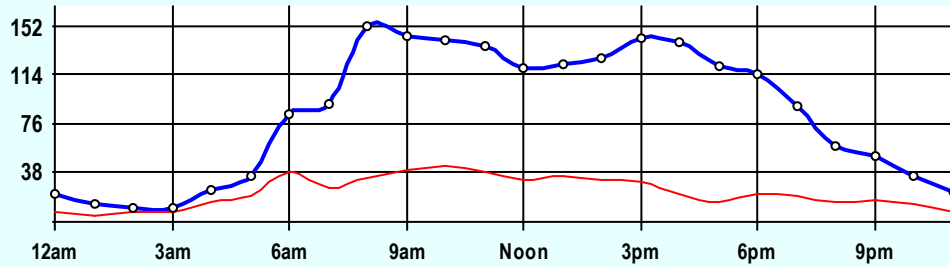




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 4,103 | 3pm | 300 |
| 2,931 | Private | 235 |
| 1,172 | Commercial | 66 |
| K-Factor 0.04 | EB | WB |
| | 143 | 157 |

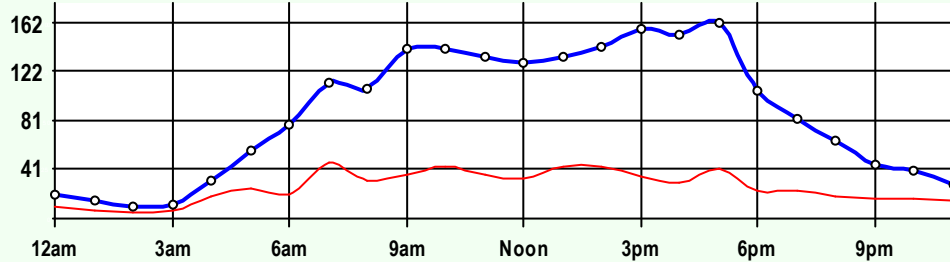
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-----|-------------------------|----|----|---------------------------------|-----|-----|----|----|----|----|
| 4,103 | 60 | 1,921 | 950 | 6 | 39 | 66 | 9 | 107 | 855 | 25 | 59 | 5 | 3 |
| Axle Factor 0.72 | 2,931 Private-Unit 71.4% | | | 119 Single-Unit 2.9% | | | 1,054 Combination-Unit 25.7% | | | | | | |
| | 1,172 Commercial-Unit 28.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 2,008 | 8am | 152 |
| 1,456 | Private | 118 |
| 552 | Commercial | 34 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,008 | 36 | 940 | 480 | 4 | 21 | 40 | 5 | 72 | 370 | 10 | 29 | 2 | 2 |
| Axle Factor 0.74 | 1,456 Private-Unit 72.5% | | | 68 Single-Unit 3.4% | | | 484 Combination-Unit 24.1% | | | | | | |
| | 552 Commercial-Unit 27.5% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 2,095 | 5pm | 162 |
| 1,475 | Private | 120 |
| 620 | Commercial | 42 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-----|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 2,095 | 24 | 981 | 470 | 2 | 18 | 26 | 5 | 35 | 486 | 15 | 31 | 3 | 1 |
| Axle Factor 0.71 | 1,475 Private-Unit 70.4% | | | 51 Single-Unit 2.4% | | | 570 Combination-Unit 27.2% | | | | | | |
| | 620 Commercial-Unit 29.6% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|-----------------------------|---------------|-------------------------|
| BWRMG7 | Event No: 7945 | Dist 4 | Greenwood County |
| West Leg | Route: US-400 | | |
| | X-Route: K-99 | | |
| Location | US-400 W OF K-99 (W JCT) | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 6/08;6/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 06/06/11 12:00 | 06/08 11:00 |
| 71 | 48 | 06/06/11 12:00 | 06/08 11:00 |

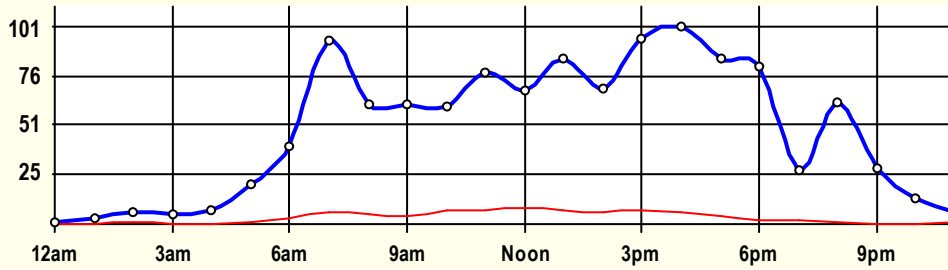
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|-------------------------------|--------------|-----------------------------|--------------|------------------|-----------------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| C441N5 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Greenwood County | | | | | | | | | | |
| Route: K-99 | | | | | | | | South Leg | | | | | | |
| XRoute: K-249 | | | | | | | | | | | | | | |
| K-99 S OF K-249, S OF MADISON | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 101 | | 4pm | | | | | | | | | | |
| Private | | 95 | | 4pm | | | | | | | | | | |
| Commercial | | 8 | | Noon | | | | | | | | | | |
| February 2011 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 1.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 1 | 3 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6.5 | 0 | 3.5 | 1.5 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 3 | 5 | 0 | 3.5 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 7 | 0 | 4.5 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 20 | 0 | 13 | 5.5 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 6 | 39.5 | 0 | 23.5 | 12.5 | 0 | 0 | 0.5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |
| 7 | 94 | 0.5 | 47.5 | 39.5 | 0 | 2 | 1.5 | 0 | 0.5 | 2.5 | 0 | 0 | 0 | 0 |
| 8 | 61.5 | 0 | 29 | 27 | 0 | 0.5 | 1 | 0 | 1 | 1.5 | 1 | 0.5 | 0 | 0 |
| 9 | 61.5 | 0 | 31.5 | 26 | 0 | 0.5 | 0.5 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 |
| 10 | 60 | 0.5 | 30 | 22.5 | 0 | 0 | 0.5 | 0 | 1 | 5.5 | 0 | 0 | 0 | 0 |
| 11 | 77 | 0 | 44.5 | 25 | 0 | 0.5 | 1 | 0.5 | 0.5 | 5 | 0 | 0 | 0 | 0 |
| 12 | 68.5 | 0 | 28.5 | 32 | 0 | 1.5 | 1 | 1 | 1.5 | 2.5 | 0.5 | 0 | 0 | 0 |
| 13 | 84.5 | 0.5 | 45.5 | 31.5 | 0 | 0.5 | 1.5 | 0 | 1.5 | 3.5 | 0 | 0 | 0 | 0 |
| 14 | 69.5 | 0 | 33 | 30 | 0 | 1.5 | 1 | 0.5 | 2 | 0.5 | 0 | 0.5 | 0 | 0.5 |
| 15 | 95 | 0.5 | 51.5 | 36 | 0 | 2 | 1.5 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0 |
| 16 | 101 | 0 | 58 | 37 | 0 | 1.5 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0.5 |
| 17 | 84.5 | 0.5 | 45.5 | 34.5 | 0 | 0.5 | 0.5 | 0 | 0.5 | 1.5 | 0 | 0.5 | 0.5 | 0 |
| 18 | 81 | 0 | 46 | 32.5 | 0 | 0.5 | 0.5 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0 |
| 19 | 28 | 0 | 15.5 | 10 | 0 | 0 | 0.5 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 20 | 62 | 0 | 37.5 | 23 | 0 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 21 | 29 | 0 | 18.5 | 10 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 22 | 13.5 | 0 | 7 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 6.5 | 0 | 3 | 2.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| ADT | 1,160 | 2.5 | 621.5 | 451 | 0 | 13 | 11.5 | 2 | 11 | 39.5 | 2 | 4 | 0.5 | 1 |
| AF | 0.93 | 0.2% | 53.6% | 38.9% | 0.0% | 1.1% | 1.0% | 0.2% | 0.9% | 3.4% | 0.2% | 0.3% | 0.0% | 0.1% |
| SITE TRAFFIC | | 1,075 Private 92.7% Unit | | | 26.5 Single Unit 2.3% | | | | | 58 Combination Unit 5.0% | | | | |
| 84.5 Commercial Unit 7.3% | | | | | | | | | | | | | | |

C441N5

Classification Summary

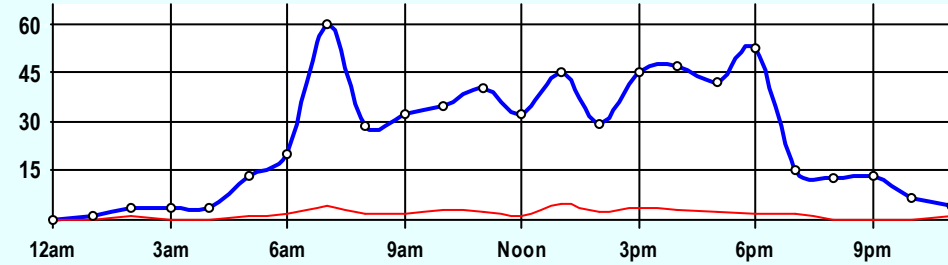
February 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 1,160 | 4pm | 101 |
| 1,075 | Private | 95 |
| 85 | Commercial | 6 |
| K-Factor | NB | SB |
| 0.05 | 47 | 54 |

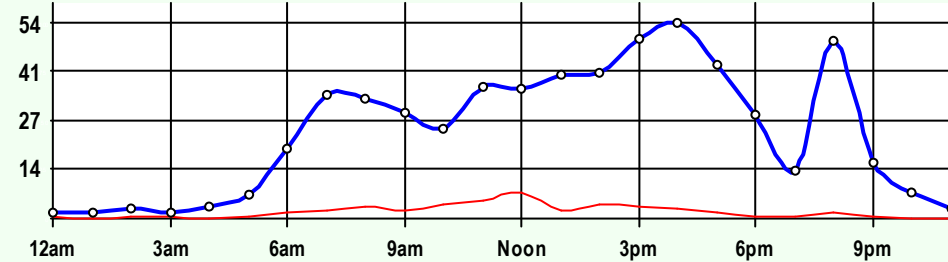
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|--------------------------|-------|-------|---------------------|------|------|------|--------------------------|------|------|------|------|------|
| 1,160 | 3 | 622 | 451 | 0 | 13 | 12 | 2 | 11 | 40 | 2 | 4 | 1 | 1 |
| Axle Factor | 0.2% | 53.6% | 38.9% | 0.0% | 1.1% | 1.0% | 0.2% | 0.9% | 3.4% | 0.2% | 0.3% | 0.0% | 0.1% |
| 0.93 | 1,075 Private-Unit 92.7% | | | 27 Single-Unit 2.3% | | | | 58 Combination-Unit 5.0% | | | | | |
| | 85 Commercial-Unit 7.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 588 | 7am | 60 |
| 548 | Private | 56 |
| 41 | Commercial | 5 |
| K-Factor | 0.10 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-------------------------|-------|-------|---------------------|------|------|------|--------------------------|------|------|------|------|------|
| 588 | 1 | 306 | 241 | 0 | 6 | 9 | 1 | 3 | 20 | 1 | 1 | 1 | 1 |
| Axle Factor | 0.2% | 52.0% | 40.9% | 0.0% | 1.0% | 1.4% | 0.1% | 0.4% | 3.4% | 0.1% | 0.2% | 0.1% | 0.2% |
| 0.93 | 548 Private-Unit 93.1% | | | 15 Single-Unit 2.6% | | | | 26 Combination-Unit 4.3% | | | | | |
| | 41 Commercial-Unit 6.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 572 | 4pm | 54 |
| 528 | Private | 51 |
| 44 | Commercial | 3 |
| K-Factor | 0.09 | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-------------------------|-------|-------|---------------------|------|------|------|--------------------------|------|------|------|------|------|
| 572 | 2 | 316 | 211 | 0 | 7 | 3 | 2 | 9 | 20 | 2 | 3 | 0 | 0 |
| Axle Factor | 0.3% | 55.2% | 36.8% | 0.0% | 1.2% | 0.5% | 0.3% | 1.5% | 3.4% | 0.3% | 0.5% | 0.0% | 0.0% |
| 0.92 | 528 Private-Unit 92.3% | | | 12 Single-Unit 2.0% | | | | 33 Combination-Unit 5.7% | | | | | |
| | 44 Commercial-Unit 7.7% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|-----------------------------------|--------|------------------|
| C441N5 | Event No: 7889 | Dist 4 | Greenwood County |
| South Leg | Route: K-99 | | |
| | X-Route: K-249 | | |
| Location | K-99 S OF K-249, S OF MADISON | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 6/08;3/05;7/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 02/28/11 12:00 | 03/02 11:00 |
| 51 | 48 | 02/28/11 12:00 | 03/02 11:00 |

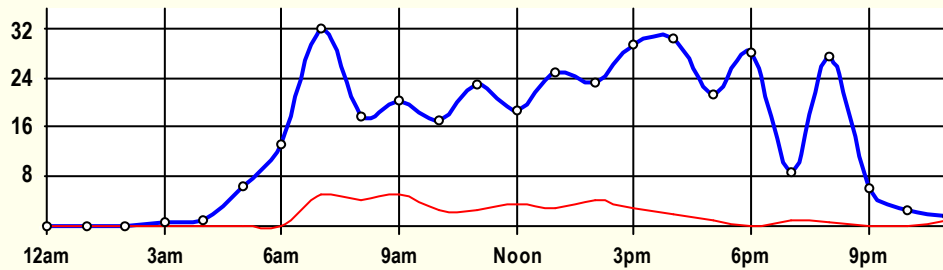
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---|-------------|-----------------------------|--------------|------------------|-----------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| CC4187 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Greenwood County | | | | | | | | | | |
| Route: K-58 | | | | | | | | West Leg | | | | | | |
| XRoute: RS-1504 | | | | | | | | | | | | | | |
| K-58 W OF RS-1504 / RS-293, E OF MADISON | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 32 | | 7am | | | | | | | | | | |
| Private | | 28 | | 4pm | | | | | | | | | | |
| Commercial | | 5 | | 7am | | | | | | | | | | |
| February 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 1 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6.5 | 0 | 6 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 13 | 0 | 7.5 | 5.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 31.5 | 0 | 11.5 | 15 | 0 | 1 | 2 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0.5 |
| 8 | 17.5 | 0 | 7.5 | 6 | 0 | 1 | 2 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 |
| 9 | 20 | 0 | 5.5 | 9.5 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 10 | 17 | 0 | 4.5 | 10 | 0 | 0.5 | 0.5 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11 | 22.5 | 0 | 6 | 14 | 0 | 0.5 | 0.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 12 | 18.5 | 0 | 7.5 | 7.5 | 0 | 0.5 | 0.5 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0.5 |
| 13 | 24.5 | 0 | 10.5 | 11 | 0 | 1 | 0.5 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 14 | 23 | 0.5 | 7 | 11.5 | 0 | 0 | 2.5 | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 0 |
| 15 | 29 | 0 | 16.5 | 9.5 | 0 | 1.5 | 1 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 16 | 30 | 0 | 15 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17 | 21 | 0 | 10.5 | 9.5 | 0 | 0.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 18 | 27.5 | 0 | 17 | 10.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 8.5 | 0 | 5 | 2.5 | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 20 | 27 | 0 | 11.5 | 15 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 21 | 6 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 2.5 | 0 | 2 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 1.5 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| ADT | 349 | 0.5 | 154.5 | 155.5 | 0 | 9.5 | 11.5 | 0.5 | 4 | 10.5 | 1 | 0 | 0 | 1 |
| AF | 0.92 | 0.1% | 44.3% | 44.6% | 0.0% | 2.7% | 3.3% | 0.1% | 1.1% | 3.0% | 0.3% | 0.0% | 0.0% | 0.3% |
| SITE TRAFFIC | | 310.5 Private 89.1% Unit | | | 21.5 Single Unit 6.2% | | | | | 16.5 Combination Unit 4.7% | | | | |
| | | 38 Commercial Unit 10.9% | | | | | | | | | | | | |

CC4187

Classification Summary

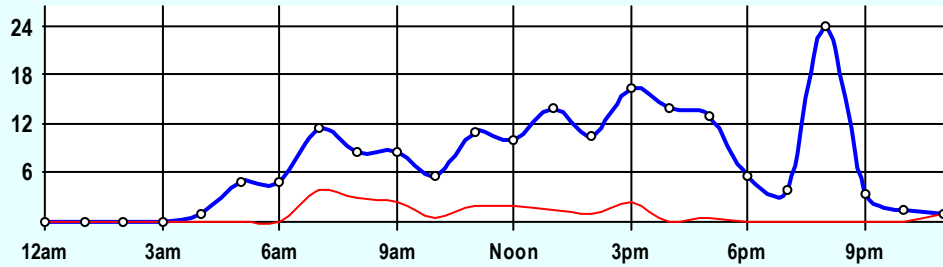
February 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 349 | 7am | 32 |
| 311 | Private | 27 |
| 38 | Commercial | 5 |
| K-Factor 0.06 | EB | WB |
| | 12 | 20 |

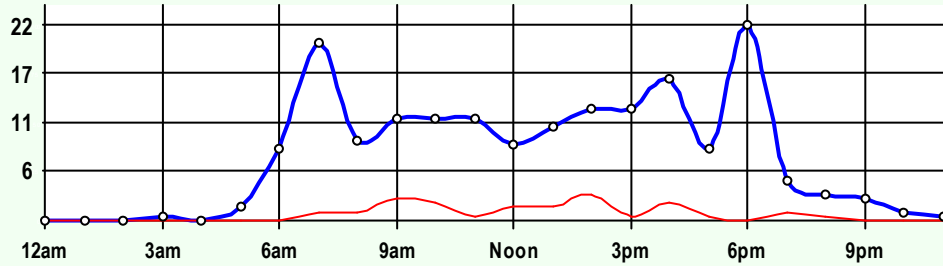
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-----|-----|--------------------------|----|----|-------------------------------|---|----|----|----|----|----|
| 349 | 1 | 155 | 156 | 0 | 10 | 12 | 1 | 4 | 11 | 1 | 0 | 0 | 1 |
| Axle Factor 0.92 | 0.1% 311 Private-Unit 89.1% | | | 0.0% 22 Single-Unit 6.2% | | | 0.1% 17 Combination-Unit 4.7% | | | | | | |
| | 38 Commercial-Unit 10.9% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 174 | 8pm | 24 |
| 153 | Private | 24 |
| 21 | Commercial | 0 |
| K-Factor 0.14 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|----|----|--------------------------|---|---|------------------------------|---|---|----|----|----|----|
| 174 | 1 | 81 | 72 | 0 | 5 | 8 | 0 | 2 | 6 | 1 | 0 | 0 | 1 |
| Axle Factor 0.91 | 0.3% 153 Private-Unit 88.2% | | | 0.0% 12 Single-Unit 6.9% | | | 0.0% 9 Combination-Unit 4.9% | | | | | | |
| | 21 Commercial-Unit 11.8% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 175 | 6pm | 22 |
| 158 | Private | 22 |
| 18 | Commercial | 0 |
| K-Factor 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|----|----|--------------------------|---|---|------------------------------|---|---|----|----|----|----|
| 175 | 0 | 74 | 84 | 0 | 5 | 4 | 1 | 3 | 5 | 1 | 0 | 0 | 1 |
| Axle Factor 0.93 | 0.0% 158 Private-Unit 90.0% | | | 0.0% 10 Single-Unit 5.4% | | | 0.3% 8 Combination-Unit 4.6% | | | | | | |
| | 18 Commercial-Unit 10.0% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|------------------|
| CC4187 | Event No: 7890 | Dist 4 | Greenwood County |
| West Leg | Route: K-58 | | |
| | X-Route: RS-1504 | | |
| Location | K-58 W OF RS-1504 / RS-293, E OF MADISON | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 6/08;3/05;8/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 02/28/11 12:00 | 03/02 11:00 |
| 71 | 48 | 02/28/11 12:00 | 03/02 11:00 |

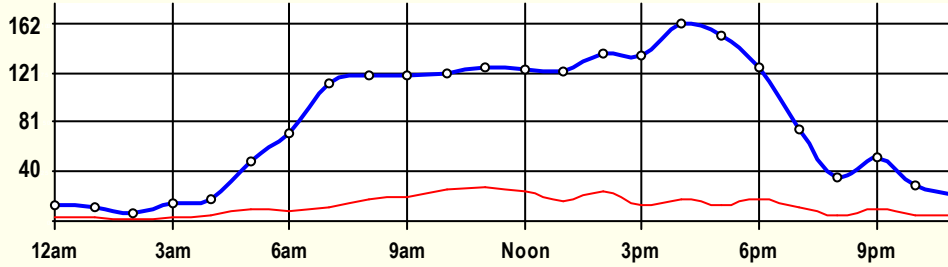
24 Hour Classification Summary

| CLASSIFICATION | | | | | CLASSIFICATION | | | | | | | | | |
|--------------------------------------|--------------|---------------------------|--------------|--------------|---------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| EA0561 | | WIM Collected | | | | | | | | | | | | |
| FC 6 | Dist 4 | Labette County | | | | | | | | | | | | |
| Route: US-59 | | | | North Leg | | | | | | | | | | |
| XRoute: US-166 | | | | | | | | | | | | | | |
| US-59 N OF US-166, N JCT, IN CHETOPA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | 162 | 4pm | | | | | | | | | | | | |
| Private | 143 | 4pm | | | | | | | | | | | | |
| Commercial | 27 | 11am | | | | | | | | | | | | |
| September 2011 | | | | | 48 Hr Survey | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 13.5 | 0 | 5.5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1.5 | 0 | 0 |
| 1 | 11.5 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 1 | 0 | 0 |
| 2 | 7 | 0 | 5.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3 | 14.5 | 0 | 6 | 4.5 | 0 | 0.5 | 0 | 0 | 0 | 3 | 0 | 0.5 | 0 | 0 |
| 4 | 18 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 |
| 5 | 49 | 0 | 32.5 | 7.5 | 0 | 1 | 0 | 0 | 0.5 | 6 | 0 | 1.5 | 0 | 0 |
| 6 | 71 | 0.5 | 43 | 19 | 0 | 0.5 | 0 | 0 | 1.5 | 6.5 | 0 | 0 | 0 | 0 |
| 7 | 112 | 0 | 67 | 33 | 0 | 0.5 | 1.5 | 0 | 1 | 8.5 | 0 | 0.5 | 0 | 0 |
| 8 | 118.5 | 0.5 | 67 | 33.5 | 0 | 3 | 1.5 | 1 | 1 | 10.5 | 0.5 | 0 | 0 | 0 |
| 9 | 119.5 | 0.5 | 58 | 42 | 0.5 | 3.5 | 0.5 | 0 | 2.5 | 11 | 0 | 1 | 0 | 0 |
| 10 | 120 | 0 | 56 | 38 | 0.5 | 6.5 | 1.5 | 1.5 | 0.5 | 14 | 0.5 | 1 | 0 | 0 |
| 11 | 126 | 0.5 | 67.5 | 31 | 0 | 3 | 1.5 | 0.5 | 0 | 21.5 | 0 | 0 | 0.5 | 0 |
| 12 | 124.5 | 3.5 | 68 | 29 | 0 | 4 | 0.5 | 1 | 3 | 13 | 1.5 | 1 | 0 | 0 |
| 13 | 121.5 | 3.5 | 68 | 33 | 0 | 1.5 | 0.5 | 0 | 2.5 | 11 | 0.5 | 1 | 0 | 0 |
| 14 | 137 | 1 | 71.5 | 39.5 | 0.5 | 6 | 4 | 0 | 1 | 11.5 | 0.5 | 1 | 0.5 | 0 |
| 15 | 136 | 0.5 | 81 | 41.5 | 0 | 3 | 0 | 0 | 0 | 8.5 | 0 | 1 | 0.5 | 0 |
| 16 | 161.5 | 0 | 92.5 | 50.5 | 0 | 4 | 1 | 0 | 1.5 | 11 | 0 | 1 | 0 | 0 |
| 17 | 151.5 | 0 | 104.5 | 34.5 | 0 | 2.5 | 0.5 | 0 | 2 | 6.5 | 0 | 1 | 0 | 0 |
| 18 | 126 | 3 | 72.5 | 33 | 0 | 2.5 | 0 | 0 | 4 | 10 | 0 | 1 | 0 | 0 |
| 19 | 75 | 0 | 42.5 | 21.5 | 0.5 | 1.5 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 0 |
| 20 | 35.5 | 0 | 21 | 9.5 | 0 | 2 | 0 | 0 | 0.5 | 1 | 1 | 0.5 | 0 | 0 |
| 21 | 51.5 | 0 | 32 | 10.5 | 0 | 2 | 0 | 0 | 0.5 | 6 | 0.5 | 0 | 0 | 0 |
| 22 | 29.5 | 0 | 19 | 5.5 | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 1.5 | 0 | 0 |
| 23 | 22 | 0 | 13.5 | 4 | 0 | 0.5 | 0 | 0 | 0 | 2.5 | 0 | 1.5 | 0 | 0 |
| ADT | 1,952 | 13.5 | 1,110 | 530.5 | 2 | 48 | 14 | 4 | 24 | 179 | 5 | 20.5 | 1.5 | 0 |
| AF | 0.85 | 0.7% | 56.9% | 27.2% | 0.1% | 2.5% | 0.7% | 0.2% | 1.2% | 9.2% | 0.3% | 1.1% | 0.1% | 0.0% |
| SITE TRAFFIC | | 1,654 Private Unit 84.7% | | | 68 Single Unit 3.5% | | | | | 230 Combination Unit 11.8% | | | | |
| | | 298 Commercial Unit 15.3% | | | | | | | | | | | | |

EA0561

Classification Summary

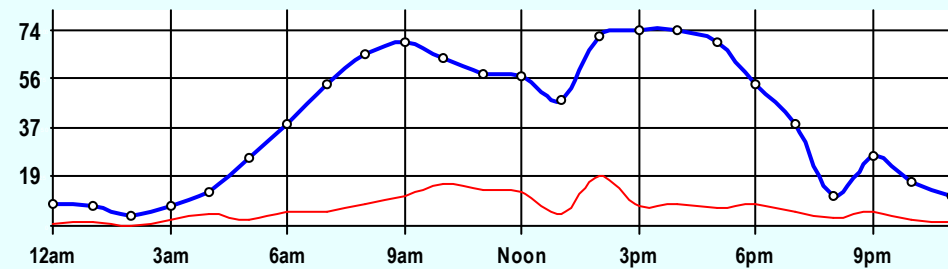
September 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,952 | 4pm | 162 |
| 1,654 | Private | 143 |
| 298 | Commercial | 19 |
| K-Factor 0.04 | NB | SB |
| | 74 | 88 |

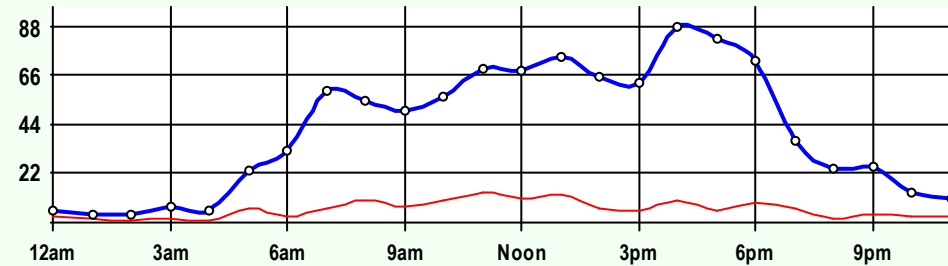
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,952 | 14 | 1,110 | 531 | 2 | 48 | 14 | 4 | 24 | 179 | 5 | 21 | 2 | 0 |
| Axle Factor 0.85 | 1,654 Private-Unit 84.7% | | | 68 Single-Unit 3.5% | | | | 230 Combination-Unit 11.8% | | | | | |
| | 298 Commercial-Unit 15.3% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 963 | 3pm | 74 |
| 807 | Private | 67 |
| 156 | Commercial | 8 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|----------------------------|----|----|----|----|----|
| 963 | 1 | 537 | 269 | 2 | 37 | 6 | 4 | 11 | 83 | 3 | 12 | 1 | 0 |
| Axle Factor 0.85 | 807 Private-Unit 83.8% | | | 48 Single-Unit 4.9% | | | | 109 Combination-Unit 11.3% | | | | | |
| | 156 Commercial-Unit 16.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 990 | 4pm | 88 |
| 848 | Private | 78 |
| 142 | Commercial | 10 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|----------------------------|----|----|----|----|----|
| 990 | 13 | 573 | 262 | 0 | 12 | 9 | 1 | 13 | 96 | 3 | 9 | 1 | 0 |
| Axle Factor 0.84 | 848 Private-Unit 85.6% | | | 21 Single-Unit 2.1% | | | | 122 Combination-Unit 12.3% | | | | | |
| | 142 Commercial-Unit 14.4% | | | | | | | | | | | | |

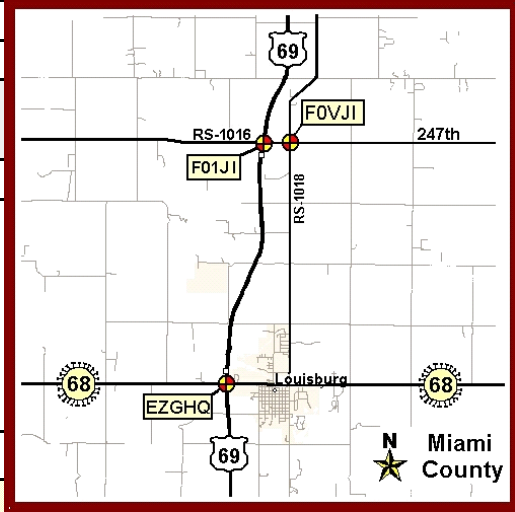
SITE INFORMATION

| | | | |
|-------------------|---|---------------|-----------------------|
| EA0561 | Event No: 8093 | Dist 4 | Labette County |
| North Leg | Route: US-59 | | |
| | X-Route: US-166 | | |
| Location | US-59 N OF US-166, N JCT, IN CHETOPA | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | WIM Collected | | |
| History | 8/08;6/05;10/02;4/99;7/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 09/26/11 14:00 | 09/28 13:00 |
| 51 | 48 | 09/26/11 14:00 | 09/28 13:00 |

24 Hour Classification Summary

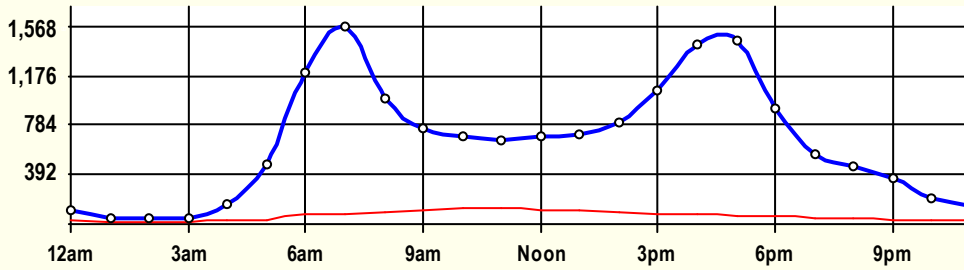
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|------------------------------------|---------------|-----------------------|-----------------|------------------------------|-------------|--------------|--------------|-------------|-------------------------------|----------------|-------------|-------------|-------------|-------------|
| F01JI1 | | | | | | | | | | | | | | |
| FC 2 | | Dist 4 | | Miami County | | | | | | | | | | |
| Route: US-69 | | | | | | | | North Leg | | | | | | |
| XRoute: RS-1016 (247th) | | | | | | | | | | | | | | |
| US-69 N OF RS-1016, N OF LOUISBURG | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 1,568 | | 7am | | | | | | | | | | |
| Private | | 1,485 | | 7am | | | | | | | | | | |
| Commercial | | 122 | | 11am | | | | | | | | | | |
| August 2011 NB 72Hr SB 55Hr | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 110.7 | 2.7 | 68 | 13.2 | 0 | 0 | 0.3 | 0 | 2.2 | 23 | 0.7 | 0.3 | 0 | 0.3 |
| 1 | 47.3 | 1.5 | 25.3 | 7.8 | 0 | 0.5 | 0.3 | 0 | 2.3 | 9.5 | 0 | 0 | 0 | 0 |
| 2 | 48.2 | 0.5 | 20.7 | 6.3 | 0 | 1.8 | 1 | 0 | 0.7 | 13.5 | 0.7 | 1 | 2 | 0 |
| 3 | 54 | 0.3 | 24.3 | 6.5 | 0 | 1.3 | 0.3 | 0 | 0 | 17.7 | 0 | 1.5 | 2 | 0 |
| 4 | 156.2 | 1.7 | 88.8 | 29.8 | 0 | 0.3 | 1.5 | 0 | 3.7 | 23 | 0 | 6.8 | 0.5 | 0 |
| 5 | 466.8 | 4.7 | 303.5 | 122.3 | 0 | 5.2 | 2.5 | 0 | 4.8 | 21.5 | 0.3 | 2 | 0 | 0 |
| 6 | 1,208.8 | 14.2 | 804 | 314.2 | 0 | 9.3 | 4.5 | 1.8 | 11.3 | 43.7 | 0.8 | 4.2 | 0 | 0.8 |
| 7 | 1,567.7 | 10.7 | 1,139.2 | 335.2 | 0 | 8.7 | 6.2 | 3.2 | 8.5 | 48.2 | 3.5 | 3.8 | 0.3 | 0.3 |
| 8 | 1,001.8 | 4.3 | 674.5 | 231.5 | 0 | 5.8 | 12.3 | 1 | 4 | 61.3 | 2.7 | 4 | 0 | 0.3 |
| 9 | 760.3 | 3.5 | 489.7 | 162 | 0 | 5.8 | 9.7 | 2.5 | 9 | 69.5 | 4.7 | 2.7 | 0.5 | 0.8 |
| 10 | 698 | 7.3 | 402.2 | 167.8 | 0 | 13.7 | 9.8 | 4.7 | 8.2 | 79 | 2.5 | 2.2 | 0.3 | 0.3 |
| 11 | 668.8 | 4 | 388.5 | 154.5 | 0.8 | 14.8 | 11.2 | 2.3 | 7.8 | 80 | 2.2 | 1.3 | 1 | 0.3 |
| 12 | 692.7 | 6.7 | 402.3 | 175 | 0.8 | 8.2 | 8.5 | 1.5 | 9.3 | 75.7 | 1.2 | 2.5 | 0.7 | 0.3 |
| 13 | 710 | 8 | 426.3 | 171.3 | 0.3 | 9 | 6 | 2.7 | 6.7 | 71.3 | 4.7 | 1 | 2.3 | 0.3 |
| 14 | 812.3 | 5.7 | 529 | 180.7 | 0 | 8 | 6.7 | 1.7 | 10 | 65.3 | 3 | 0.3 | 1 | 1 |
| 15 | 1,062.3 | 6.3 | 703 | 267.7 | 0 | 7.3 | 15 | 1 | 7.7 | 50.7 | 2 | 1.3 | 0.3 | 0 |
| 16 | 1,420 | 13.3 | 983 | 339.7 | 0.3 | 8 | 5 | 1.3 | 7.3 | 56.7 | 2.7 | 2 | 0 | 0.7 |
| 17 | 1,459 | 11.3 | 1,092.3 | 296 | 0.3 | 5.7 | 2.3 | 0.7 | 4 | 42 | 1 | 2 | 0.3 | 1 |
| 18 | 913.3 | 6.7 | 679.7 | 169.3 | 0.3 | 4 | 2.7 | 0.7 | 5 | 42 | 1 | 1 | 1 | 0 |
| 19 | 553.3 | 7.7 | 374.7 | 121 | 0.3 | 5 | 2 | 0.7 | 4.3 | 34 | 0.3 | 3.3 | 0 | 0 |
| 20 | 452.2 | 3.5 | 288.3 | 109.5 | 0 | 4 | 2.2 | 0.5 | 4.8 | 32.2 | 0.7 | 4.5 | 2 | 0 |
| 21 | 368 | 2.5 | 266.8 | 61 | 0 | 0.5 | 1.5 | 0 | 1.7 | 29.8 | 0 | 3.2 | 1 | 0 |
| 22 | 208 | 2 | 146 | 29.3 | 0 | 1.7 | 1 | 0.5 | 0 | 21.3 | 0.7 | 4.5 | 1 | 0 |
| 23 | 140.3 | 2.3 | 88.5 | 20.5 | 0 | 0 | 0.7 | 0.7 | 0.3 | 25.3 | 0 | 1.5 | 0 | 0.5 |
| ADT | 15,580 | 131.3 | 10,408.7 | 3,492.2 | 3.3 | 128.7 | 113.2 | 27.3 | 123.7 | 1,036.2 | 35.2 | 57 | 16.3 | 7.2 |
| AF | 0.89 | 0.8% | 66.8% | 22.4% | 0.0% | 0.8% | 0.7% | 0.2% | 0.8% | 6.7% | 0.2% | 0.4% | 0.1% | 0.0% |
| SITE TRAFFIC | | 14,032.2 Private Unit | | 272.5 Single Unit 1.7% | | | | | 1,275.5 Combination Unit 8.2% | | | | | |
| | | | | 1,548.0 Commercial Unit 9.9% | | | | | | | | | | |



F01JI1

Classification Summary

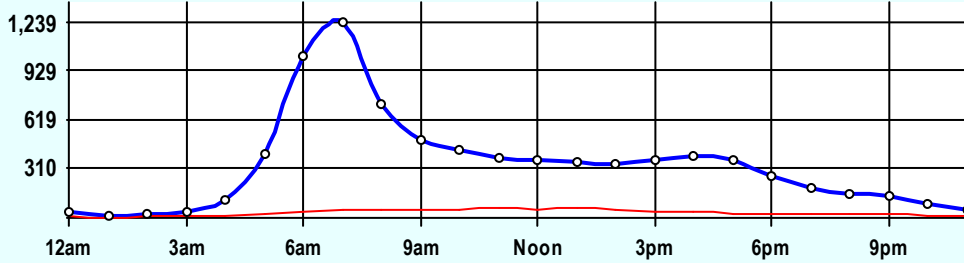
August 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 15,580 | 7am | 1,568 |
| 14,032 | Private | 1,485 |
| 1,548 | Commercial | 83 |
| K-Factor 0.08 | NB | SB |
| | 1239 | 329 |

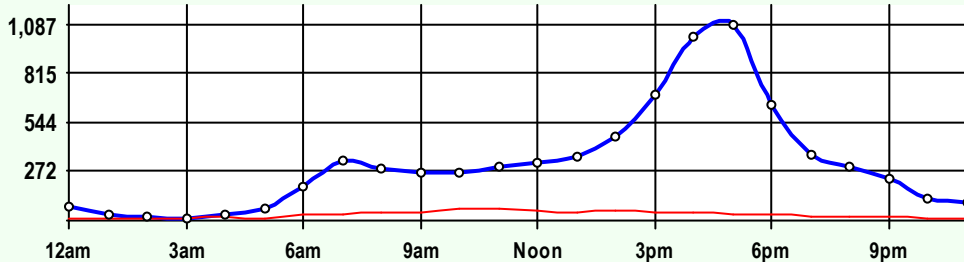
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|----------------------------|--------|-------|----------------------|-----|-----|-----------------------------|-----|-------|----|----|----|----|
| 15,580 | 131 | 10,409 | 3,492 | 3 | 129 | 113 | 27 | 124 | 1,036 | 35 | 57 | 16 | 7 |
| Axle Factor 0.89 | 14,032 Private-Unit 90.1% | | | 273 Single-Unit 1.7% | | | 1,276 Combination-Unit 8.2% | | | | | | |
| | 1,548 Commercial-Unit 9.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,971 | 7am | 1,239 |
| 7,190 | Private | 1,191 |
| 781 | Commercial | 48 |
| K-Factor 0.16 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------|-------|-------|----------------------|----|----|---------------------------|----|-----|----|----|----|----|
| 7,971 | 76 | 5,323 | 1,791 | 1 | 68 | 54 | 19 | 53 | 518 | 25 | 30 | 9 | 4 |
| Axle Factor 0.89 | 7,190 Private-Unit 90.2% | | | 142 Single-Unit 1.8% | | | 639 Combination-Unit 8.0% | | | | | | |
| | 781 Commercial-Unit 9.8% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 7,609 | 5pm | 1,087 |
| 6,842 | Private | 1,058 |
| 767 | Commercial | 29 |
| K-Factor 0.14 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-------|----------------------|----|----|---------------------------|----|-----|----|----|----|----|
| 7,609 | 56 | 5,085 | 1,701 | 2 | 61 | 59 | 9 | 71 | 518 | 10 | 27 | 8 | 3 |
| Axle Factor 0.89 | 6,842 Private-Unit 89.9% | | | 131 Single-Unit 1.7% | | | 637 Combination-Unit 8.4% | | | | | | |
| | 767 Commercial-Unit 10.1% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|------------------------------------|---------------|---------------------|
| F01JI1 | Event No: 8014 | Dist 4 | Miami County |
| North Leg | Route: US-69 | | |
| | X-Route: RS-1016 (247th) | | |
| Location | US-69 N OF RS-1016, N OF LOUISBURG | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 9/08;11/07;7/05;9/02 | | |
| Comment | NB 72Hr, SB 55Hr | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 72 | 08/22/11 13:00 | 08/25 12:00 |
| 12 | 72 | 08/22/11 13:00 | 08/25 12:00 |
| 51 | 55 | 08/22/11 13:00 | 08/24 19:00 |
| 52 | 55 | 08/22/11 13:00 | 08/24 19:00 |

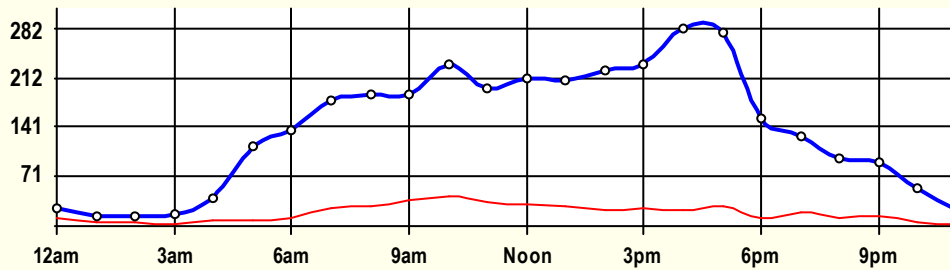
24 Hour Classification Summary

| CLASSIFICATION | | | | | CLASSIFICATION | | | | | | | | | | | | | |
|--|--------------|-----------------------------|----------------|--------------|---------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|-------------------|--|--|--|
| CLU571 | | | | | | | | | | | | | | | | | | |
| FC 2 | Dist 4 | | | | | | | | | | | | | | Montgomery County | | | |
| Route: US-75 | | | | North Leg | | | | | | | | | | | | | | |
| XRoute: US-166 | | | | | | | | | | | | | | | | | | |
| US-75 N OF US-166 (N JCT), 3 MI N OF CANEY | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | |
| All Traffic | | 282 | 4pm | | | | | | | | | | | | | | | |
| Private | | 259 | 4pm | | | | | | | | | | | | | | | |
| Commercial | | 44 | 10am | | | | | | | | | | | | | | | |
| July 2011 | | | | | 48 Hr Survey | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | |
| 0 | 25.5 | 1 | 12 | 2 | 0 | 1 | 1 | 0 | 1 | 7.5 | 0 | 0 | 0 | 0 | | | | |
| 1 | 13 | 0 | 5.5 | 1 | 0 | 0 | 0 | 0 | 0 | 5.5 | 0 | 1 | 0 | 0 | | | | |
| 2 | 13.5 | 0 | 8 | 0.5 | 0 | 1 | 0 | 0 | 0 | 3.5 | 0 | 0.5 | 0 | 0 | | | | |
| 3 | 16.5 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 2.5 | 1 | 0 | 0 | 0 | | | | |
| 4 | 40.5 | 0 | 22.5 | 8.5 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0.5 | 0 | 0 | | | | |
| 5 | 114 | 2 | 70 | 32.5 | 0 | 0.5 | 0.5 | 0 | 2 | 6 | 0 | 0.5 | 0 | 0 | | | | |
| 6 | 136 | 0.5 | 76 | 47 | 0 | 1.5 | 1 | 0 | 2.5 | 7.5 | 0 | 0 | 0 | 0 | | | | |
| 7 | 180 | 1.5 | 98 | 55.5 | 0 | 3 | 3 | 0 | 1.5 | 16 | 1 | 0 | 0.5 | 0 | | | | |
| 8 | 189 | 1 | 98 | 61.5 | 0 | 2.5 | 4.5 | 0 | 3 | 18 | 0.5 | 0 | 0 | 0 | | | | |
| 9 | 188.5 | 2 | 95.5 | 53.5 | 0 | 2.5 | 4.5 | 1 | 7.5 | 20 | 1 | 0.5 | 0 | 0.5 | | | | |
| 10 | 230 | 2 | 118 | 66 | 0 | 2.5 | 4 | 0.5 | 4.5 | 28 | 2.5 | 1.5 | 0 | 0.5 | | | | |
| 11 | 197.5 | 3 | 97 | 64 | 0 | 1.5 | 2 | 0 | 2 | 26 | 1 | 0 | 0 | 1 | | | | |
| 12 | 211.5 | 0 | 119 | 61.5 | 0 | 2.5 | 1.5 | 0 | 2 | 23.5 | 1.5 | 0 | 0 | 0 | | | | |
| 13 | 206.5 | 1.5 | 121 | 56.5 | 0 | 2 | 2.5 | 0.5 | 3.5 | 18.5 | 0.5 | 0 | 0 | 0 | | | | |
| 14 | 222 | 0 | 124.5 | 75 | 0 | 4 | 3.5 | 0.5 | 2.5 | 11 | 0.5 | 0 | 0.5 | 0 | | | | |
| 15 | 231.5 | 1 | 134 | 70.5 | 0 | 1.5 | 2 | 0.5 | 4 | 17.5 | 0 | 0 | 0 | 0.5 | | | | |
| 16 | 282 | 2 | 172.5 | 84 | 0 | 1.5 | 0.5 | 1 | 5 | 15.5 | 0 | 0 | 0 | 0 | | | | |
| 17 | 276 | 2 | 180.5 | 65 | 0 | 1.5 | 0.5 | 0.5 | 4.5 | 21 | 0.5 | 0 | 0 | 0 | | | | |
| 18 | 152.5 | 1 | 96.5 | 42.5 | 0 | 1 | 0.5 | 0.5 | 0.5 | 9.5 | 0 | 0.5 | 0 | 0 | | | | |
| 19 | 127 | 1.5 | 73.5 | 31.5 | 0.5 | 0 | 0 | 0 | 2 | 16.5 | 1 | 0.5 | 0 | 0 | | | | |
| 20 | 96 | 0.5 | 61.5 | 23 | 0 | 1 | 0 | 0 | 2 | 7.5 | 0.5 | 0 | 0 | 0 | | | | |
| 21 | 91.5 | 1.5 | 52 | 23.5 | 0 | 0 | 0 | 0 | 2 | 11 | 0.5 | 0 | 1 | 0 | | | | |
| 22 | 54 | 0.5 | 33.5 | 14 | 0 | 0 | 0 | 0 | 0.5 | 4.5 | 0.5 | 0 | 0.5 | 0 | | | | |
| 23 | 23 | 0 | 18.5 | 2 | 0 | 0 | 0 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 | | | | |
| ADT | 3,318 | 24.5 | 1,899.5 | 942 | 0.5 | 32 | 31.5 | 5 | 53 | 306.5 | 12.5 | 5.5 | 2.5 | 2.5 | | | | |
| AF | 0.85 | 0.7% | 57.3% | 28.4% | 0.0% | 1.0% | 0.9% | 0.2% | 1.6% | 9.2% | 0.4% | 0.2% | 0.1% | 0.1% | | | | |
| SITE TRAFFIC | | 2,866 Private Unit 86.4% | | | 69 Single Unit 2.1% | | | | | 382.5 Combination Unit 11.5% | | | | | | | | |
| | | 451.5 Commercial Unit 13.6% | | | | | | | | | | | | | | | | |

CLU571

Classification Summary

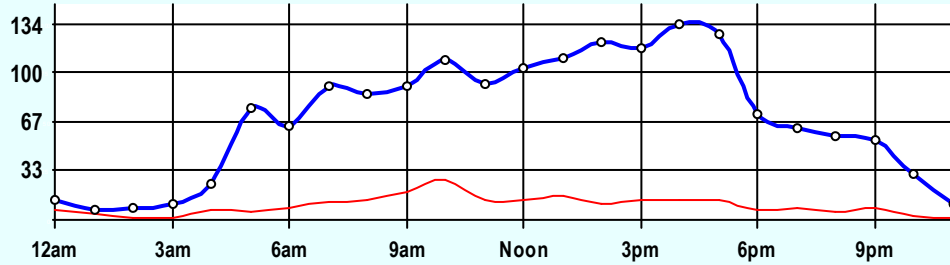
July 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 3,318 | 4pm | 282 |
| 2,866 | Private | 259 |
| 452 | Commercial | 24 |
| K-Factor 0.04 | NB | SB |
| | 134 | 148 |

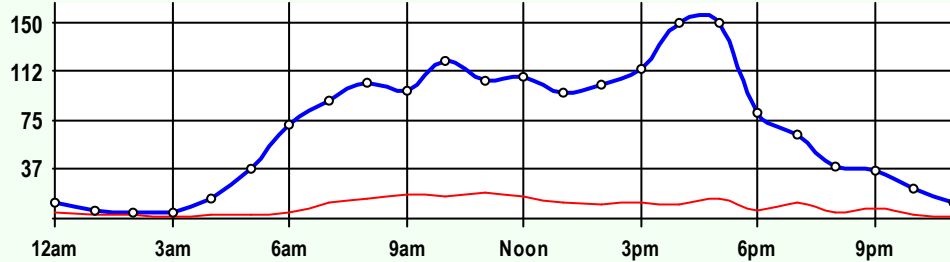
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|----------------------------------|-------|-------|----------------------------|------|------|------|-----------------------------------|------|------|------|------|------|
| 3,318 | 25 | 1,900 | 942 | 1 | 32 | 32 | 5 | 53 | 307 | 13 | 6 | 3 | 3 |
| Axle Factor 0.85 | 0.7% | 57.3% | 28.4% | 0.0% | 1.0% | 0.9% | 0.2% | 1.6% | 9.2% | 0.4% | 0.2% | 0.1% | 0.1% |
| | 2,866 Private-Unit 86.4% | | | 69 Single-Unit 2.1% | | | | 383 Combination-Unit 11.5% | | | | | |
| | 452 Commercial-Unit 13.6% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,675 | 4pm | 134 |
| 1,441 | Private | 120 |
| 234 | Commercial | 14 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|----------------------------------|-------|-------|----------------------------|------|------|------|-----------------------------------|------|------|------|------|------|
| 1,675 | 15 | 957 | 469 | 1 | 18 | 18 | 2 | 24 | 159 | 8 | 4 | 2 | 1 |
| Axle Factor 0.85 | 0.9% | 57.2% | 28.0% | 0.0% | 1.0% | 1.0% | 0.1% | 1.4% | 9.5% | 0.5% | 0.2% | 0.1% | 0.0% |
| | 1,441 Private-Unit 86.1% | | | 38 Single-Unit 2.2% | | | | 196 Combination-Unit 11.7% | | | | | |
| | 234 Commercial-Unit 13.9% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|------------|
| 1,643 | 5pm | 150 |
| 1,425 | Private | 134 |
| 218 | Commercial | 16 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|----------------------------------|-------|-------|----------------------------|------|------|------|-----------------------------------|------|------|------|------|------|
| 1,643 | 10 | 943 | 473 | 0 | 15 | 14 | 3 | 29 | 148 | 5 | 2 | 1 | 2 |
| Axle Factor 0.85 | 0.6% | 57.4% | 28.8% | 0.0% | 0.9% | 0.9% | 0.2% | 1.8% | 9.0% | 0.3% | 0.1% | 0.1% | 0.1% |
| | 1,425 Private-Unit 86.7% | | | 32 Single-Unit 1.9% | | | | 187 Combination-Unit 11.4% | | | | | |
| | 218 Commercial-Unit 13.3% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|-------------------|
| CLU571 | Event No: 7986 | Dist 4 | Montgomery County |
| North Leg | Route: US-75 | | |
| | X-Route: US-166 | | |
| Location | US-75 N OF US-166 (N JCT), 3 MI N OF CANEY | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 3/08;5/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 07/18/11 12:00 | 07/20 11:00 |
| 51 | 48 | 07/18/11 12:00 | 07/20 11:00 |

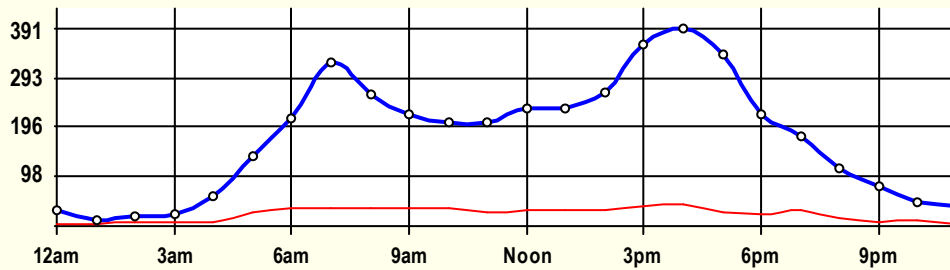
24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|-------------------------------|--------------|---------------------------|--------------|--------------|----------------------|-------------|-------------|-------------|-------------|---------------------------|-------------|-------------|-------------|-------------|
| CV64B3 | | | | | WIM Collected | | | | | | | | | |
| FC 2 | | Dist 4 | | | Montgomery County | | | | | | | | | |
| Route: US-166 | | | | | East Leg | | | | | | | | | |
| XRoute: RS-474 (EAST ST) | | | | | | | | | | | | | | |
| US-166 E OF EAST ST (IN TYRO) | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 391 | | | 4pm | | | | | | | | | |
| Private | | 347 | | | 4pm | | | | | | | | | |
| Commercial | | 44 | | | 4pm | | | | | | | | | |
| August 2011 | | | | | | | | | | 24 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 30 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 1 | 13 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 2 | 21 | 0 | 7 | 8 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 3 | 25 | 0 | 14 | 5 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 4 | 58 | 1 | 42 | 6 | 0 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 5 | 139 | 0 | 81 | 31 | 0 | 13 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| 6 | 215 | 1 | 120 | 60 | 0 | 22 | 2 | 0 | 1 | 9 | 0 | 0 | 0 | 0 |
| 7 | 322 | 1 | 217 | 70 | 2 | 15 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| 8 | 260 | 0 | 172 | 52 | 1 | 20 | 2 | 0 | 0 | 12 | 1 | 0 | 0 | 0 |
| 9 | 220 | 0 | 140 | 45 | 0 | 13 | 3 | 0 | 1 | 18 | 0 | 0 | 0 | 0 |
| 10 | 207 | 0 | 125 | 45 | 0 | 16 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 |
| 11 | 204 | 1 | 132 | 43 | 0 | 12 | 0 | 1 | 1 | 14 | 0 | 0 | 0 | 0 |
| 12 | 232 | 1 | 143 | 58 | 0 | 14 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 13 | 231 | 0 | 139 | 61 | 0 | 9 | 2 | 0 | 1 | 19 | 0 | 0 | 0 | 0 |
| 14 | 264 | 1 | 156 | 74 | 0 | 17 | 4 | 2 | 0 | 10 | 0 | 0 | 0 | 0 |
| 15 | 361 | 3 | 259 | 58 | 3 | 22 | 1 | 0 | 2 | 13 | 0 | 0 | 0 | 0 |
| 16 | 391 | 4 | 263 | 80 | 1 | 26 | 1 | 1 | 1 | 14 | 0 | 0 | 0 | 0 |
| 17 | 338 | 2 | 217 | 93 | 0 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| 18 | 219 | 1 | 140 | 56 | 0 | 14 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 |
| 19 | 177 | 0 | 107 | 40 | 0 | 18 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| 20 | 114 | 1 | 75 | 24 | 1 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 21 | 78 | 1 | 48 | 20 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 22 | 49 | 0 | 25 | 14 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 23 | 38 | 1 | 24 | 9 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| ADT | 4,206 | 19 | 2,674 | 960 | 8 | 272 | 23 | 4 | 8 | 236 | 2 | 0 | 0 | 0 |
| AF | 0.92 | 0.5% | 63.6% | 22.8% | 0.2% | 6.5% | 0.5% | 0.1% | 0.2% | 5.6% | 0.0% | 0.0% | 0.0% | 0.0% |
| SITE TRAFFIC | | 3,653 Private Unit 86.9% | | | 307 Single Unit 7.3% | | | | | 246 Combination Unit 5.8% | | | | |
| | | 553 Commercial Unit 13.1% | | | | | | | | | | | | |

CV64B3

Classification Summary

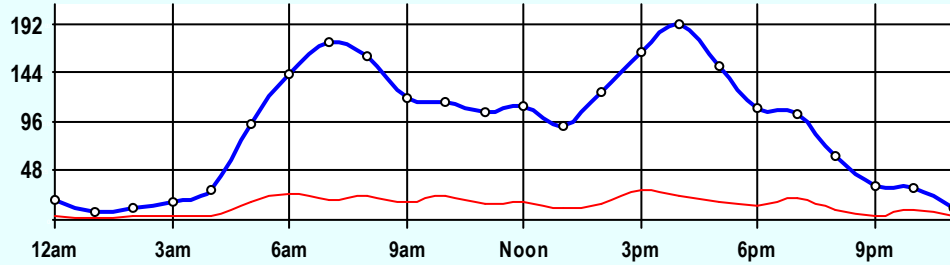
August 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,206 | 4pm | 391 |
| 3,653 | Private | 347 |
| 553 | Commercial | 44 |
| K-Factor 0.05 | EB | WB |
| | 192 | 199 |

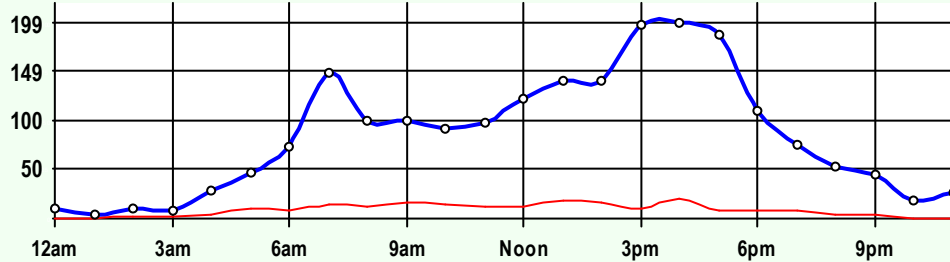
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-----|----------------------|-----|----|---|---------------------------|-----|----|----|----|----|
| 4,206 | 19 | 2,674 | 960 | 8 | 272 | 23 | 4 | 8 | 236 | 2 | 0 | 0 | 0 |
| Axle Factor 0.92 | 3,653 Private-Unit 86.9% | | | 307 Single-Unit 7.3% | | | | 246 Combination-Unit 5.8% | | | | | |
| | 553 Commercial-Unit 13.1% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,180 | 4pm | 192 |
| 1,845 | Private | 168 |
| 335 | Commercial | 24 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-----|-----------------------|-----|----|---|---------------------------|-----|----|----|----|----|
| 2,180 | 1 | 1,423 | 421 | 5 | 206 | 10 | 0 | 2 | 112 | 0 | 0 | 0 | 0 |
| Axle Factor 0.93 | 1,845 Private-Unit 84.6% | | | 221 Single-Unit 10.1% | | | | 114 Combination-Unit 5.2% | | | | | |
| | 335 Commercial-Unit 15.4% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,026 | 4pm | 199 |
| 1,808 | Private | 179 |
| 218 | Commercial | 20 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-------|-----|---------------------|----|----|---|---------------------------|-----|----|----|----|----|
| 2,026 | 18 | 1,251 | 539 | 3 | 66 | 13 | 4 | 6 | 124 | 2 | 0 | 0 | 0 |
| Axle Factor 0.91 | 1,808 Private-Unit 89.2% | | | 86 Single-Unit 4.2% | | | | 132 Combination-Unit 6.5% | | | | | |
| | 218 Commercial-Unit 10.8% | | | | | | | | | | | | |

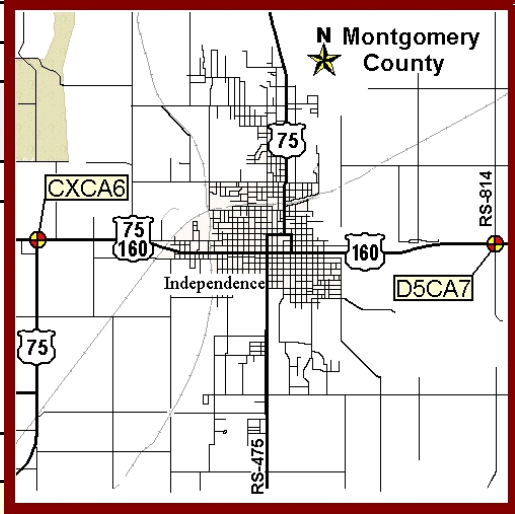
SITE INFORMATION

| | | | |
|------------|----------------------------------|--------|-------------------|
| CV64B3 | Event No: 8090 | Dist 4 | Montgomery County |
| East Leg | Route: US-166 | | |
| | X-Route: RS-474 (EAST ST) | | |
| Location | US-166 E OF EAST ST (IN TYRO) | | |
| Site Info | Regular, ATR, NHS, Route-Class C | | |
| Event Info | WIM Collected | | |
| History | No Other Surveys on Record | | |
| Comment | 24Hr Survey at ATR | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 24 | 08/23/11 10:00 | 08/24 09:00 |
| 71 | 24 | 08/23/11 10:00 | 08/24 09:00 |

24 Hour Classification Summary

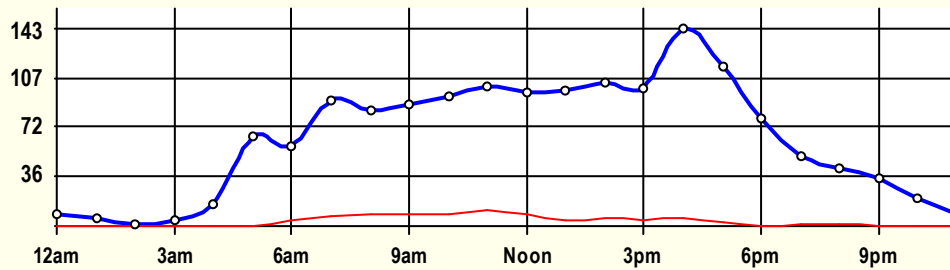
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|--------------------------|-------|-------------------|-----------------------|------|--------------|----------|------|----------------------------|------|------|------|------|----|-----|---|---|---|---|---|---|---|---|---|----|----|----|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|-----|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|-----|---|---|---|---|---|---|---|---|---|---|---|------|---|----|---|---|---|-----|---|---|---|---|---|---|---|---|----|---|----|------|---|---|---|---|---|-----|---|---|---|---|---|------|---|------|----|---|-----|---|-----|-----|-----|---|---|---|---|---|------|---|----|----|---|-----|-----|-----|-----|-----|---|---|---|---|---|------|---|----|------|---|---|-----|---|-----|-----|---|---|---|---|---|------|-----|----|----|---|---|-----|---|-----|-----|-----|---|---|---|----|------|-----|------|------|---|---|-----|---|-----|---|---|---|---|---|----|-----|---|----|------|---|-----|-----|-----|---|-----|---|-----|---|---|----|------|---|----|----|---|---|-----|-----|---|-----|---|---|---|---|----|------|---|------|----|---|---|---|---|-----|-----|---|---|---|---|----|-------|---|----|------|---|---|-----|-----|---|-----|-----|---|---|---|----|------|---|----|------|---|-----|---|---|-----|---|---|---|---|---|----|-----|-----|----|------|---|---|-----|-----|-----|-----|---|---|---|---|----|-----|---|----|------|---|---|---|---|---|-----|---|---|---|---|----|------|-----|------|----|---|---|---|---|-----|---|---|---|---|---|----|----|---|------|----|---|---|---|---|-----|---|---|---|---|---|----|------|-----|------|-----|---|---|---|---|---|---|---|---|---|---|----|----|---|----|---|---|---|---|---|---|---|---|---|---|---|----|------|---|------|-----|---|---|---|---|---|-----|---|---|---|---|----|-----|---|---|---|---|---|---|---|-----|---|---|---|---|---|-----|-------|------|-----|-------|---|---|------|---|----|----|---|-----|---|---|----|------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|--------------|--|--------------------------|--|--|-----------------------|--|--|--|--|----------------------------|--|--|--|--|--|--|-------------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| CXCA67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Montgomery County | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Route: US-160 | | | | | | | | West Leg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| XRoute: US-75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-160 W OF (W JCT US-75 / 160), W OF INDEPENDENCE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Traffic | | 143 | | 4pm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Private | | 137 | | 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>8</td><td>0</td><td>6</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>1</td><td>5.5</td><td>0</td><td>2.5</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>2</td><td>1.5</td><td>0</td><td>0.5</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>3</td><td>4</td><td>0</td><td>3.5</td><td>0.5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> 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<tr><td>19</td><td>50</td><td>2</td><td>28.5</td><td>18</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.5</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>20</td><td>41.5</td><td>0.5</td><td>30.5</td><td>9.5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>21</td><td>34</td><td>1</td><td>26</td><td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>22</td><td>19.5</td><td>0</td><td>11.5</td><td>7.5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>23</td><td>8.5</td><td>0</td><td>5</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>ADT</td><td>1,504</td><td>16.5</td><td>875</td><td>525.5</td><td>0</td><td>6</td><td>33.5</td><td>6</td><td>11</td><td>29</td><td>1</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>AF</td><td>0.95</td><td>1.1%</td><td>58.2%</td><td>34.9%</td><td>0.0%</td><td>0.4%</td><td>2.2%</td><td>0.4%</td><td>0.7%</td><td>1.9%</td><td>0.1%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td></tr> <tr> <td colspan="2" style="text-align: center;">SITE TRAFFIC</td> <td colspan="3">1,417 Private Unit 94.2%</td> <td colspan="5">45.5 Single Unit 3.0%</td> <td colspan="5">41.5 Combination Unit 2.8%</td> </tr> <tr> <td colspan="2"></td> <td colspan="13" style="text-align: center;">87 Commercial Unit 5.8%</td> </tr> </tbody> </table> | | | | | | | | | | | | | | | Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 0 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5.5 | 0 | 2.5 | 3 | 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 | 4 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16.5 | 0 | 12 | 4 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 65 | 1 | 43 | 20.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 6 | 57.5 | 2 | 25.5 | 25 | 0 | 0.5 | 0 | 0.5 | 0.5 | 3.5 | 0 | 0 | 0 | 0 | 7 | 91.5 | 1 | 54 | 30 | 0 | 0.5 | 2.5 | 0.5 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 8 | 83.5 | 1 | 42 | 31.5 | 0 | 1 | 6.5 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 9 | 87.5 | 1.5 | 47 | 31 | 0 | 0 | 5.5 | 0 | 0.5 | 1.5 | 0.5 | 0 | 0 | 0 | 10 | 94.5 | 0.5 | 56.5 | 28.5 | 0 | 0 | 5.5 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 | 11 | 101 | 1 | 51 | 37.5 | 0 | 1.5 | 5.5 | 1.5 | 1 | 1.5 | 0 | 0.5 | 0 | 0 | 12 | 96.5 | 0 | 48 | 40 | 0 | 0 | 4.5 | 0.5 | 1 | 2.5 | 0 | 0 | 0 | 0 | 13 | 97.5 | 0 | 57.5 | 35 | 0 | 0 | 1 | 1 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | 14 | 104.5 | 1 | 57 | 40.5 | 0 | 0 | 1.5 | 0.5 | 1 | 2.5 | 0.5 | 0 | 0 | 0 | 15 | 99.5 | 0 | 59 | 35.5 | 0 | 0.5 | 0 | 1 | 1.5 | 2 | 0 | 0 | 0 | 0 | 16 | 143 | 0.5 | 86 | 50.5 | 0 | 2 | 0.5 | 0.5 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | 17 | 116 | 2 | 73 | 38.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 18 | 77.5 | 1.5 | 49.5 | 26 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 19 | 50 | 2 | 28.5 | 18 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | 20 | 41.5 | 0.5 | 30.5 | 9.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 34 | 1 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 19.5 | 0 | 11.5 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 23 | 8.5 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | ADT | 1,504 | 16.5 | 875 | 525.5 | 0 | 6 | 33.5 | 6 | 11 | 29 | 1 | 0.5 | 0 | 0 | AF | 0.95 | 1.1% | 58.2% | 34.9% | 0.0% | 0.4% | 2.2% | 0.4% | 0.7% | 1.9% | 0.1% | 0.0% | 0.0% | 0.0% | SITE TRAFFIC | | 1,417 Private Unit 94.2% | | | 45.5 Single Unit 3.0% | | | | | 41.5 Combination Unit 2.8% | | | | | | | 87 Commercial Unit 5.8% | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 8 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 5.5 | 0 | 2.5 | 3 | 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 | 4 | 0 | 3.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 16.5 | 0 | 12 | 4 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 65 | 1 | 43 | 20.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 57.5 | 2 | 25.5 | 25 | 0 | 0.5 | 0 | 0.5 | 0.5 | 3.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 91.5 | 1 | 54 | 30 | 0 | 0.5 | 2.5 | 0.5 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 83.5 | 1 | 42 | 31.5 | 0 | 1 | 6.5 | 0 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 87.5 | 1.5 | 47 | 31 | 0 | 0 | 5.5 | 0 | 0.5 | 1.5 | 0.5 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 94.5 | 0.5 | 56.5 | 28.5 | 0 | 0 | 5.5 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 101 | 1 | 51 | 37.5 | 0 | 1.5 | 5.5 | 1.5 | 1 | 1.5 | 0 | 0.5 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 96.5 | 0 | 48 | 40 | 0 | 0 | 4.5 | 0.5 | 1 | 2.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 97.5 | 0 | 57.5 | 35 | 0 | 0 | 1 | 1 | 1.5 | 1.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 104.5 | 1 | 57 | 40.5 | 0 | 0 | 1.5 | 0.5 | 1 | 2.5 | 0.5 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 99.5 | 0 | 59 | 35.5 | 0 | 0.5 | 0 | 1 | 1.5 | 2 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 143 | 0.5 | 86 | 50.5 | 0 | 2 | 0.5 | 0.5 | 0.5 | 2.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 116 | 2 | 73 | 38.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 77.5 | 1.5 | 49.5 | 26 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 50 | 2 | 28.5 | 18 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 41.5 | 0.5 | 30.5 | 9.5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 34 | 1 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 19.5 | 0 | 11.5 | 7.5 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 8.5 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ADT | 1,504 | 16.5 | 875 | 525.5 | 0 | 6 | 33.5 | 6 | 11 | 29 | 1 | 0.5 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AF | 0.95 | 1.1% | 58.2% | 34.9% | 0.0% | 0.4% | 2.2% | 0.4% | 0.7% | 1.9% | 0.1% | 0.0% | 0.0% | 0.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SITE TRAFFIC | | 1,417 Private Unit 94.2% | | | 45.5 Single Unit 3.0% | | | | | 41.5 Combination Unit 2.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 87 Commercial Unit 5.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CXCA67

Classification Summary

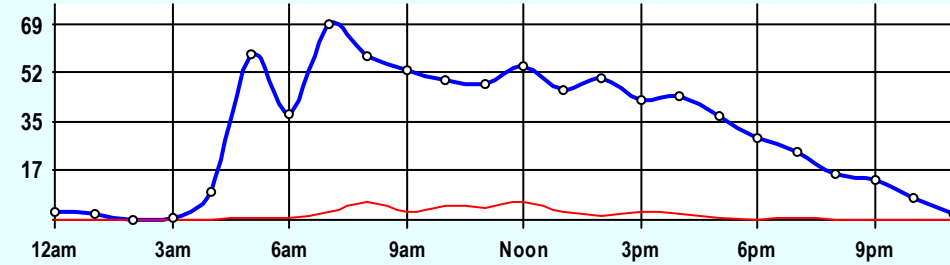
July 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 1,504 | 4pm | 143 |
| 1,417 | Private | 137 |
| 87 | Commercial | 6 |
| K-Factor | EB | WB |
| 0.07 | 44 | 100 |

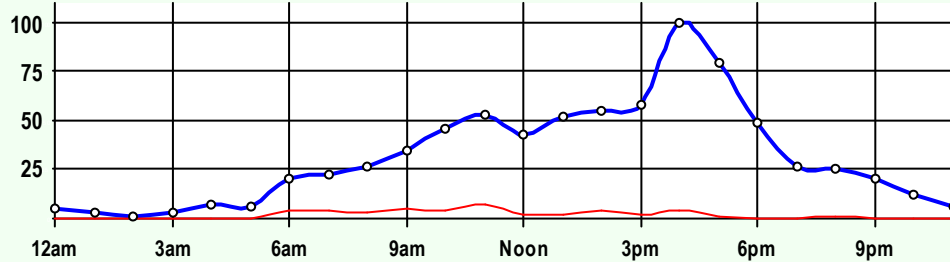
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|--------------------------|-------|-------|---------------------|------|------|------|--------------------------|------|------|------|------|------|
| 1,504 | 17 | 875 | 526 | 0 | 6 | 34 | 6 | 11 | 29 | 1 | 1 | 0 | 0 |
| Axle Factor | 1.1% | 58.2% | 34.9% | 0.0% | 0.4% | 2.2% | 0.4% | 0.7% | 1.9% | 0.1% | 0.0% | 0.0% | 0.0% |
| 0.95 | 1,417 Private-Unit 94.2% | | | 46 Single-Unit 3.0% | | | | 42 Combination-Unit 2.8% | | | | | |
| | 87 Commercial-Unit 5.8% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 751 | 7am | 69 |
| 711 | Private | 67 |
| 40 | Commercial | 3 |
| K-Factor | | |
| 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-------------------------|-------|-------|---------------------|------|------|------|--------------------------|------|------|------|------|------|
| 751 | 12 | 443 | 257 | 0 | 3 | 16 | 3 | 4 | 13 | 1 | 0 | 0 | 0 |
| Axle Factor | 1.5% | 59.0% | 34.2% | 0.0% | 0.4% | 2.1% | 0.4% | 0.5% | 1.7% | 0.1% | 0.0% | 0.0% | 0.0% |
| 0.95 | 711 Private-Unit 94.7% | | | 22 Single-Unit 2.9% | | | | 18 Combination-Unit 2.3% | | | | | |
| | 40 Commercial-Unit 5.3% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|----------|------------|-----------|
| 754 | 4pm | 100 |
| 706 | Private | 96 |
| 48 | Commercial | 4 |
| K-Factor | | |
| 0.13 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-------------|-------------------------|-------|-------|---------------------|------|------|------|--------------------------|------|------|------|------|------|
| 754 | 5 | 433 | 269 | 0 | 3 | 18 | 3 | 7 | 17 | 0 | 1 | 0 | 0 |
| Axle Factor | 0.7% | 57.4% | 35.6% | 0.0% | 0.4% | 2.3% | 0.4% | 0.9% | 2.2% | 0.0% | 0.1% | 0.0% | 0.0% |
| 0.94 | 706 Private-Unit 93.7% | | | 24 Single-Unit 3.1% | | | | 24 Combination-Unit 3.2% | | | | | |
| | 48 Commercial-Unit 6.3% | | | | | | | | | | | | |

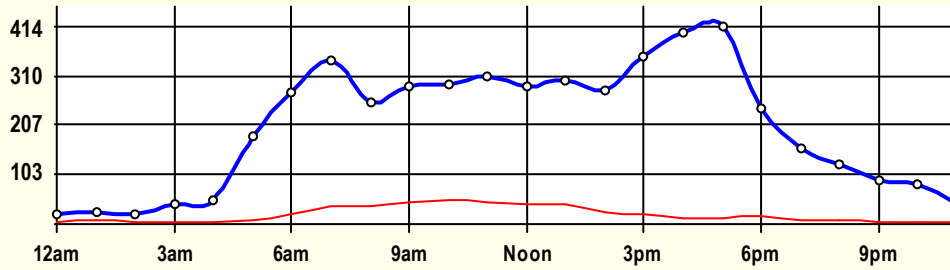
SITE INFORMATION

| | | | |
|-------------------|--|---------------|--------------------------|
| CXCA67 | Event No: 7987 | Dist 4 | Montgomery County |
| West Leg | Route: US-160 X-Route: US-75 | | |
| Location | US-160 W OF (W JCT US-75 / 160), W OF INDEPENDENCE | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 3/08;5/05;3/01;2/97;1/97 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 07/18/11 12:00 | 07/20 11:00 |
| 71 | 48 | 07/18/11 12:00 | 07/20 11:00 |

24 Hour Classification Summary

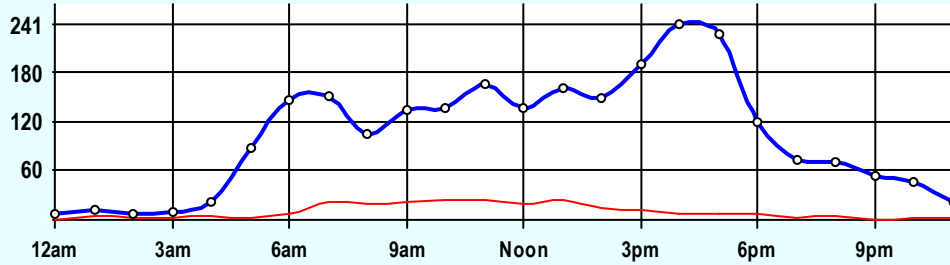
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|--|--------------|--------------------------|--------------|-------------------|------------------------|-------------|-------------|-------------|-------------|---------------------------|-------------|-------------|-------------|-------------|
| D5CA73 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Montgomery County | | | | | | | | | | |
| Route: US-160 | | | | | | | | East Leg | | | | | | |
| XRoute: RS-814 (Co Rd 4500) | | | | | | | | | | | | | | |
| US-160 E OF RS-814, 2 MI E OF INDEPENDENCE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 414 | | 5pm | | | | | | | | | | |
| Private | | 403 | | 5pm | | | | | | | | | | |
| Commercial | | 50 | | 10am | | | | | | | | | | |
| July 2011 48 Hr Survey | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 19.5 | 0 | 10 | 7 | 0 | 0.5 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 1 | 23 | 1 | 8.5 | 4.5 | 0 | 0.5 | 1 | 0 | 0 | 6.5 | 0 | 1 | 0 | 0 |
| 2 | 19 | 0 | 10 | 3.5 | 0 | 0.5 | 0.5 | 0 | 0 | 4 | 0 | 0.5 | 0 | 0 |
| 3 | 43.5 | 1 | 32.5 | 5 | 0 | 1.5 | 0 | 0 | 0 | 3.5 | 0 | 0 | 0 | 0 |
| 4 | 51 | 0.5 | 29 | 16 | 0 | 0.5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 5 | 184.5 | 3 | 112.5 | 59 | 0 | 1.5 | 1 | 0 | 1.5 | 5 | 0 | 1 | 0 | 0 |
| 6 | 275.5 | 6.5 | 165.5 | 84 | 0 | 1.5 | 2.5 | 1 | 3.5 | 10 | 0 | 0 | 1 | 0 |
| 7 | 341.5 | 3.5 | 198.5 | 104 | 0 | 2 | 7 | 0 | 3.5 | 20 | 2 | 0 | 0 | 1 |
| 8 | 252.5 | 2.5 | 126.5 | 87 | 0.5 | 7 | 5.5 | 3 | 3.5 | 15.5 | 1 | 0 | 0 | 0.5 |
| 9 | 288.5 | 3 | 157 | 82.5 | 0.5 | 2.5 | 14 | 2 | 8.5 | 17 | 1 | 0.5 | 0 | 0 |
| 10 | 293 | 2.5 | 159 | 81.5 | 0 | 6 | 10.5 | 2 | 6 | 22.5 | 2 | 1 | 0 | 0 |
| 11 | 309.5 | 1.5 | 169.5 | 91.5 | 0 | 3.5 | 11 | 2.5 | 5.5 | 23 | 1 | 0.5 | 0 | 0 |
| 12 | 289 | 1 | 161.5 | 86.5 | 0 | 1 | 10 | 2.5 | 9.5 | 14 | 1.5 | 1.5 | 0 | 0 |
| 13 | 299 | 3.5 | 170 | 85.5 | 0 | 3 | 8 | 0.5 | 6.5 | 20.5 | 1 | 0 | 0 | 0.5 |
| 14 | 279.5 | 1.5 | 179.5 | 74.5 | 0 | 4 | 3 | 0 | 4 | 12.5 | 0.5 | 0 | 0 | 0 |
| 15 | 349 | 3 | 233.5 | 92 | 0 | 3.5 | 2.5 | 0 | 3 | 11.5 | 0 | 0 | 0 | 0 |
| 16 | 402 | 5.5 | 256.5 | 126 | 0.5 | 0 | 1 | 1 | 3 | 8.5 | 0 | 0 | 0 | 0 |
| 17 | 413.5 | 5 | 293.5 | 104 | 0 | 1 | 0.5 | 0 | 1.5 | 7.5 | 0.5 | 0 | 0 | 0 |
| 18 | 243.5 | 2.5 | 165 | 57.5 | 0 | 4 | 2 | 0.5 | 2.5 | 8.5 | 0.5 | 0 | 0 | 0.5 |
| 19 | 156.5 | 2 | 117 | 28 | 0 | 1 | 0.5 | 0.5 | 0 | 6.5 | 1 | 0 | 0 | 0 |
| 20 | 124 | 2 | 84.5 | 30 | 0 | 1 | 0 | 0 | 2 | 4.5 | 0 | 0 | 0 | 0 |
| 21 | 91 | 3 | 59 | 25.5 | 0 | 0.5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 22 | 83.5 | 1 | 61 | 16.5 | 0 | 0 | 0 | 0 | 0.5 | 3 | 0 | 0 | 1.5 | 0 |
| 23 | 40 | 1 | 31.5 | 4.5 | 0 | 0.5 | 0 | 0 | 0.5 | 2 | 0 | 0 | 0 | 0 |
| ADT | 4,872 | 56 | 2,991 | 1,356 | 1.5 | 47 | 81.5 | 15.5 | 65.5 | 234.5 | 12 | 6 | 2.5 | 2.5 |
| AF | 0.90 | 1.1% | 61.4% | 27.8% | 0.0% | 1.0% | 1.7% | 0.3% | 1.3% | 4.8% | 0.2% | 0.1% | 0.1% | 0.1% |
| SITE TRAFFIC | | 4,403 Private Unit 90.4% | | | 145.5 Single Unit 3.0% | | | | | 323 Combination Unit 6.6% | | | | |
| 468.5 Commercial Unit 9.6% | | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,872 | 5pm | 414 |
| 4,403 | Private | 403 |
| 469 | Commercial | 11 |
| K-Factor 0.05 | EB | WB |
| | 228 | 186 |

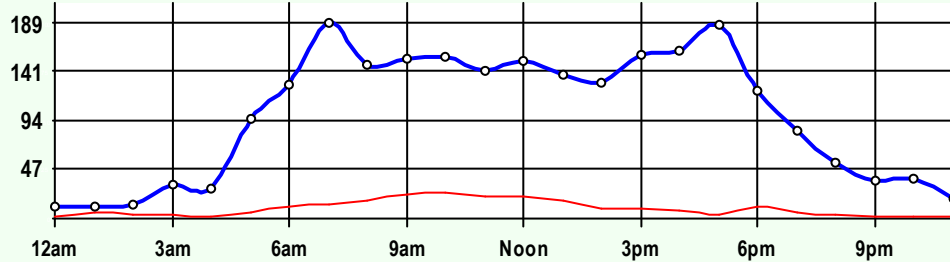
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-------|-------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 4,872 | 56 | 2,991 | 1,356 | 2 | 47 | 82 | 16 | 66 | 235 | 12 | 6 | 3 | 3 |
| Axle Factor 0.90 | 4,403 Private-Unit 90.4% | | | 146 Single-Unit 3.0% | | | 323 Combination-Unit 6.6% | | | | | | |
| | 469 Commercial-Unit 9.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,479 | 4pm | 241 |
| 2,240 | Private | 234 |
| 239 | Commercial | 7 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 2,479 | 27 | 1,534 | 680 | 1 | 26 | 49 | 2 | 40 | 109 | 7 | 5 | 2 | 1 |
| Axle Factor 0.91 | 2,240 Private-Unit 90.4% | | | 78 Single-Unit 3.1% | | | 162 Combination-Unit 6.5% | | | | | | |
| | 239 Commercial-Unit 9.6% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,393 | 7am | 189 |
| 2,163 | Private | 175 |
| 230 | Commercial | 14 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|------------------------|----|----|------------------------------|----|-----|----|----|----|----|
| 2,393 | 30 | 1,457 | 677 | 1 | 21 | 33 | 14 | 26 | 126 | 6 | 2 | 1 | 2 |
| Axle Factor 0.90 | 2,163 Private-Unit 90.4% | | | 68 Single-Unit 2.8% | | | 162 Combination-Unit 6.8% | | | | | | |
| | 230 Commercial-Unit 9.6% | | | | | | | | | | | | |

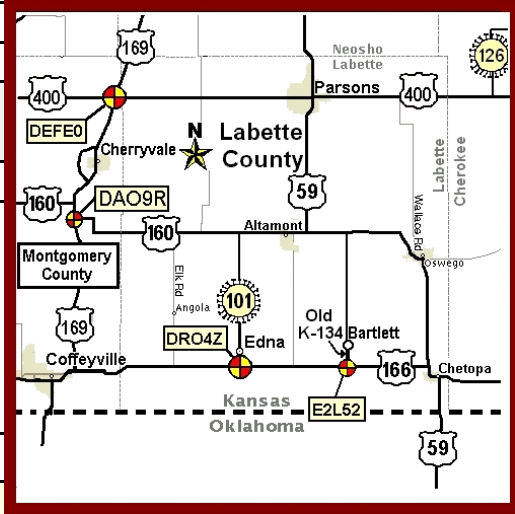
SITE INFORMATION

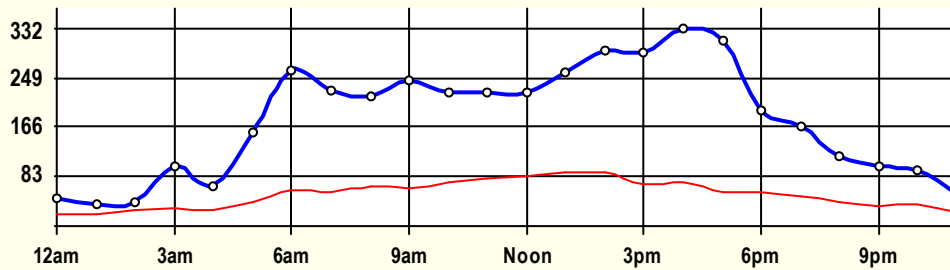
| | | | |
|------------|--|--------|-------------------|
| D5CA73 | Event No: 7988 | Dist 4 | Montgomery County |
| East Leg | Route: US-160 | | |
| | X-Route: RS-814 (Co Rd 4500) | | |
| Location | US-160 E OF RS-814, 2 MI E OF INDEPENDENCE | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 3/08;5/05;5/96;4/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 07/18/11 14:00 | 07/20 13:00 |
| 71 | 48 | 07/18/11 14:00 | 07/20 13:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | | |
|--|--------------|-------------------------------|--------------|-------------------|----------------------|-------------|-------------|-------------|-------------|--------------------------------|-------------|-------------|-------------|-------------|--|
| DAO9R5 | | | | | | | | | | | | | | | |
| FC 2 | | Dist 4 | | Montgomery County | | | | | | | | | | | |
| Route: US-169 | | | | | | | | South Leg | | | | | | | |
| XRoute: US-160 | | | | | | | | | | | | | | | |
| US-169 S OF US-160 (S JCT), N OF COFFEYVILLE | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 332 | | 4pm | | | | | | | | | | | |
| Private | | 259 | | 4pm | | | | | | | | | | | |
| Commercial | | 91 | | 1pm | | | | | | | | | | | |
| July 2011 48 Hr Survey | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 46 | 1 | 14.5 | 9.5 | 0 | 0 | 1 | 0 | 0.5 | 13.5 | 0 | 4.5 | 1.5 | 0 | |
| 1 | 36 | 1 | 7.5 | 7.5 | 0 | 0.5 | 1 | 0 | 0 | 13.5 | 0.5 | 3.5 | 1 | 0 | |
| 2 | 39 | 0.5 | 6.5 | 6.5 | 0 | 0.5 | 1.5 | 0 | 1 | 19.5 | 0 | 2.5 | 0.5 | 0 | |
| 3 | 100 | 2 | 57 | 11 | 1 | 0.5 | 1 | 0 | 0 | 24 | 0 | 3 | 0.5 | 0 | |
| 4 | 66 | 1.5 | 25.5 | 13 | 0 | 1.5 | 1.5 | 0.5 | 0.5 | 17 | 0 | 4 | 1 | 0 | |
| 5 | 158 | 5 | 82 | 31 | 0.5 | 1 | 2.5 | 0.5 | 4.5 | 26.5 | 0.5 | 4 | 0 | 0 | |
| 6 | 260.5 | 3.5 | 134.5 | 62 | 1.5 | 0.5 | 1.5 | 0.5 | 4.5 | 43 | 1.5 | 7 | 0 | 0.5 | |
| 7 | 227.5 | 2.5 | 109 | 60 | 0 | 5 | 2 | 0.5 | 5.5 | 37 | 0 | 6 | 0 | 0 | |
| 8 | 217.5 | 2 | 90.5 | 57 | 0.5 | 6.5 | 6 | 2.5 | 5.5 | 44 | 2.5 | 0.5 | 0 | 0 | |
| 9 | 243 | 2 | 104.5 | 72.5 | 0 | 3 | 7 | 3 | 4 | 44 | 1.5 | 1.5 | 0 | 0 | |
| 10 | 224 | 1.5 | 100 | 48 | 0.5 | 5 | 7 | 1.5 | 6.5 | 48 | 2.5 | 2 | 1 | 0.5 | |
| 11 | 224 | 1.5 | 93 | 50 | 0 | 3 | 3.5 | 1.5 | 8.5 | 55.5 | 1.5 | 5.5 | 0 | 0.5 | |
| 12 | 223.5 | 1 | 89.5 | 50 | 0 | 1 | 5.5 | 0 | 11 | 59.5 | 2 | 3.5 | 0 | 0.5 | |
| 13 | 259 | 0.5 | 105 | 62.5 | 0 | 4 | 7 | 3 | 8.5 | 61.5 | 1.5 | 5.5 | 0 | 0 | |
| 14 | 294 | 2.5 | 131.5 | 70.5 | 1 | 4.5 | 7 | 3 | 8.5 | 63 | 1 | 1.5 | 0 | 0 | |
| 15 | 293 | 2.5 | 135.5 | 86 | 0.5 | 1.5 | 3.5 | 2 | 7.5 | 49 | 1.5 | 3.5 | 0 | 0 | |
| 16 | 332 | 5 | 179 | 75 | 1.5 | 2 | 3.5 | 0.5 | 8 | 52.5 | 2 | 2.5 | 0 | 0.5 | |
| 17 | 311 | 2.5 | 176 | 74 | 0.5 | 1 | 1.5 | 0 | 3 | 45.5 | 1.5 | 5 | 0 | 0.5 | |
| 18 | 194.5 | 3 | 93 | 41.5 | 1.5 | 2.5 | 2.5 | 0 | 3 | 44.5 | 0 | 2 | 0.5 | 0.5 | |
| 19 | 166.5 | 2.5 | 81.5 | 31 | 0 | 1 | 2 | 1 | 3 | 41 | 2 | 1 | 0.5 | 0 | |
| 20 | 117 | 0.5 | 52 | 24.5 | 0 | 0.5 | 1 | 0.5 | 1.5 | 32 | 0.5 | 2.5 | 0.5 | 1 | |
| 21 | 100.5 | 1.5 | 43 | 22.5 | 0.5 | 0.5 | 1.5 | 0 | 3.5 | 22 | 0.5 | 2.5 | 2 | 0.5 | |
| 22 | 93.5 | 0.5 | 37 | 19.5 | 0.5 | 0.5 | 0.5 | 0 | 2.5 | 26 | 0 | 6 | 0.5 | 0 | |
| 23 | 55 | 0.5 | 23.5 | 7 | 1 | 0.5 | 1 | 0 | 1 | 15 | 0.5 | 4.5 | 0.5 | 0 | |
| ADT | 4,281 | 46.5 | 1,971 | 992 | 11 | 46.5 | 72 | 20.5 | 102 | 897 | 23.5 | 84 | 10 | 5 | |
| AF | 0.71 | 1.1% | 46.0% | 23.2% | 0.3% | 1.1% | 1.7% | 0.5% | 2.4% | 21.0% | 0.5% | 2.0% | 0.2% | 0.1% | |
| SITE TRAFFIC | | 3,009.5 Private Unit 70.3% | | | 150 Single Unit 3.5% | | | | | 1,121.5 Combination Unit 26.2% | | | | | |
| | | 1,271.5 Commercial Unit 29.7% | | | | | | | | | | | | | |

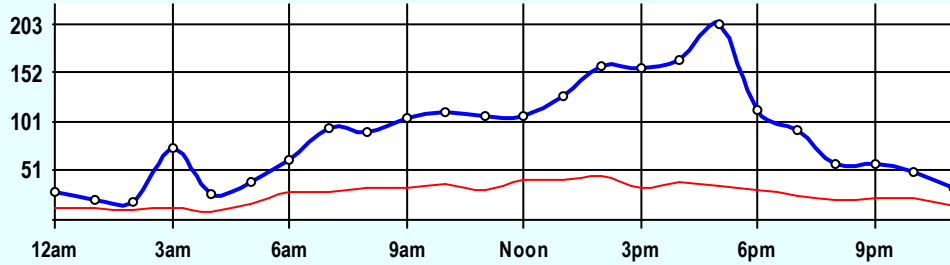




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,281 | 4pm | 332 |
| 3,010 | Private | 259 |
| 1,272 | Commercial | 73 |
| K-Factor 0.04 | NB | SB |
| | 166 | 166 |

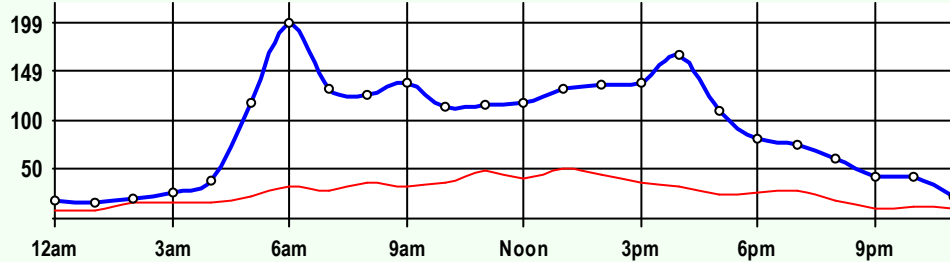
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 4,281 | 47 | 1,971 | 992 | 11 | 47 | 72 | 21 | 102 | 897 | 24 | 84 | 10 | 5 |
| Axle Factor 0.71 | 1.1% | 46.0% | 23.2% | 0.3% | 1.1% | 1.7% | 0.5% | 2.4% | 21.0% | 0.5% | 2.0% | 0.2% | 0.1% |
| | 3,010 Private-Unit 70.3% | | | 150 Single-Unit 3.5% | | | 1,122 Combination-Unit 26.2% | | | | | | |
| | 1,272 Commercial-Unit 29.7% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,098 | 5pm | 203 |
| 1,465 | Private | 168 |
| 634 | Commercial | 35 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|------------------------|------|------|-------------------------------|------|-------|------|------|------|------|
| 2,098 | 25 | 927 | 514 | 6 | 25 | 35 | 16 | 56 | 439 | 13 | 36 | 6 | 4 |
| Axle Factor 0.71 | 1.2% | 44.2% | 24.5% | 0.3% | 1.2% | 1.6% | 0.7% | 2.7% | 20.9% | 0.6% | 1.7% | 0.3% | 0.2% |
| | 1,465 Private-Unit 69.8% | | | 81 Single-Unit 3.8% | | | 553 Combination-Unit 26.4% | | | | | | |
| | 634 Commercial-Unit 30.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 2,183 | 6am | 199 |
| 1,545 | Private | 167 |
| 638 | Commercial | 33 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|------------------------|------|------|-------------------------------|------|-------|------|------|------|------|
| 2,183 | 22 | 1,045 | 479 | 6 | 22 | 38 | 5 | 46 | 458 | 11 | 48 | 4 | 2 |
| Axle Factor 0.72 | 1.0% | 47.8% | 21.9% | 0.3% | 1.0% | 1.7% | 0.2% | 2.1% | 21.0% | 0.5% | 2.2% | 0.2% | 0.1% |
| | 1,545 Private-Unit 70.8% | | | 70 Single-Unit 3.2% | | | 569 Combination-Unit 26.0% | | | | | | |
| | 638 Commercial-Unit 29.2% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|--|--------|-------------------|
| DA09R5 | Event No: 7989 | Dist 4 | Montgomery County |
| South Leg | Route: US-169 | | |
| | X-Route: US-160 | | |
| Location | US-169 S OF US-160 (S JCT), N OF COFFEYVILLE | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 3/08;5/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 07/18/11 13:00 | 07/20 12:00 |
| 51 | 48 | 07/18/11 13:00 | 07/20 12:00 |

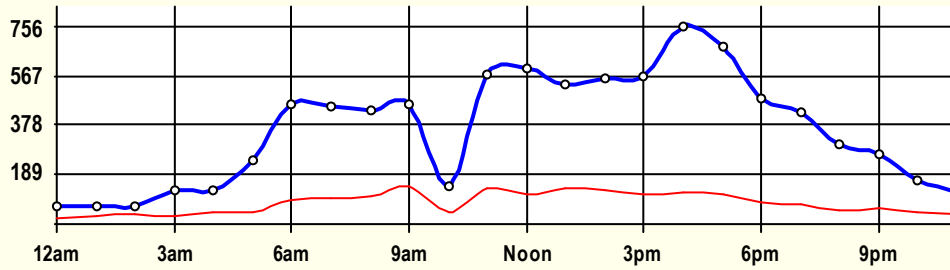
24 Hour Classification Summary

| CLASSIFICATION | | | | | CLASSIFICATION | | | | | | | | | |
|--|--------------|--------------------------|--------------|--------------|----------------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|
| DB64Q7 | | Iso-Tubes Used | | | | | | | | | | | | |
| FC 2 | Dist 4 | Montgomery County | | | | | | | | | | | | |
| Route: US-166 | | | | West Leg | | | | | | | | | | |
| XRoute: US-169 | | | | | | | | | | | | | | |
| US-166 W OF US-169 (E JCT), E OF COFFEYVILLE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 756 | 4pm | | | | | | | | | | | |
| Private | | 632 | 4pm | | | | | | | | | | | |
| Commercial | | 143 | 9am | | | | | | | | | | | |
| August 2011 | | | | | 24 Hr Survey | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 66 | 0 | 28 | 12 | 0 | 0 | 1 | 0 | 0 | 18 | 1 | 4 | 2 | 0 |
| 1 | 65 | 0 | 24 | 14 | 0 | 4 | 0 | 0 | 0 | 19 | 1 | 3 | 0 | 0 |
| 2 | 66 | 0 | 21 | 10 | 0 | 1 | 0 | 0 | 0 | 33 | 0 | 1 | 0 | 0 |
| 3 | 129 | 0 | 77 | 21 | 1 | 0 | 0 | 0 | 2 | 22 | 0 | 6 | 0 | 0 |
| 4 | 126 | 0 | 60 | 22 | 0 | 5 | 1 | 1 | 2 | 33 | 0 | 2 | 0 | 0 |
| 5 | 243 | 2 | 124 | 69 | 0 | 8 | 0 | 0 | 1 | 35 | 0 | 3 | 1 | 0 |
| 6 | 460 | 3 | 223 | 143 | 2 | 21 | 4 | 1 | 5 | 52 | 1 | 5 | 0 | 0 |
| 7 | 448 | 0 | 205 | 143 | 2 | 21 | 4 | 4 | 4 | 60 | 3 | 2 | 0 | 0 |
| 8 | 434 | 1 | 196 | 128 | 2 | 19 | 5 | 0 | 3 | 70 | 5 | 5 | 0 | 0 |
| 9 | 460 | 0 | 200 | 117 | 0 | 29 | 3 | 2 | 4 | 99 | 1 | 5 | 0 | 0 |
| 10 | 144 | 0 | 66 | 34 | 1 | 17 | 2 | 0 | 1 | 21 | 0 | 2 | 0 | 0 |
| 11 | 574 | 3 | 276 | 160 | 0 | 27 | 7 | 0 | 11 | 85 | 2 | 3 | 0 | 0 |
| 12 | 598 | 2 | 307 | 176 | 0 | 19 | 5 | 2 | 9 | 75 | 1 | 2 | 0 | 0 |
| 13 | 533 | 3 | 261 | 132 | 0 | 22 | 6 | 4 | 7 | 94 | 4 | 0 | 0 | 0 |
| 14 | 558 | 3 | 289 | 136 | 2 | 31 | 7 | 0 | 10 | 77 | 0 | 3 | 0 | 0 |
| 15 | 568 | 3 | 292 | 159 | 2 | 33 | 6 | 4 | 3 | 62 | 1 | 3 | 0 | 0 |
| 16 | 756 | 1 | 449 | 182 | 3 | 24 | 4 | 5 | 9 | 77 | 1 | 1 | 0 | 0 |
| 17 | 682 | 6 | 382 | 178 | 1 | 35 | 0 | 2 | 6 | 67 | 3 | 2 | 0 | 0 |
| 18 | 483 | 1 | 267 | 134 | 1 | 17 | 1 | 1 | 2 | 56 | 3 | 0 | 0 | 0 |
| 19 | 424 | 0 | 226 | 125 | 1 | 21 | 0 | 1 | 4 | 43 | 2 | 1 | 0 | 0 |
| 20 | 308 | 1 | 160 | 93 | 1 | 6 | 0 | 2 | 2 | 40 | 1 | 2 | 0 | 0 |
| 21 | 268 | 1 | 154 | 51 | 0 | 4 | 0 | 2 | 3 | 45 | 1 | 6 | 1 | 0 |
| 22 | 168 | 0 | 87 | 38 | 0 | 7 | 0 | 0 | 2 | 27 | 0 | 7 | 0 | 0 |
| 23 | 119 | 0 | 58 | 23 | 1 | 1 | 0 | 1 | 0 | 24 | 1 | 9 | 1 | 0 |
| ADT | 8,680 | 30 | 4,432 | 2,300 | 20 | 372 | 56 | 32 | 90 | 1,234 | 32 | 77 | 5 | 0 |
| AF | 0.80 | 0.3% | 51.1% | 26.5% | 0.2% | 4.3% | 0.6% | 0.4% | 1.0% | 14.2% | 0.4% | 0.9% | 0.1% | 0.0% |
| SITE TRAFFIC | | 6,762 Private Unit 77.9% | | | 480 Single Unit 5.5% | | | | | 1,438 Combination Unit 16.6% | | | | |
| 1,918 Commercial Unit 22.1% | | | | | | | | | | | | | | |

DB64Q7

Classification Summary

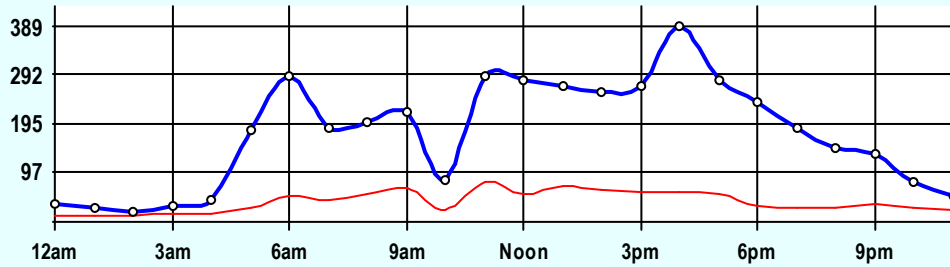
August 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 8,680 | 4pm | 756 |
| 6,762 | Private | 632 |
| 1,918 | Commercial | 124 |
| K-Factor 0.04 | EB | WB |
| | 389 | 367 |

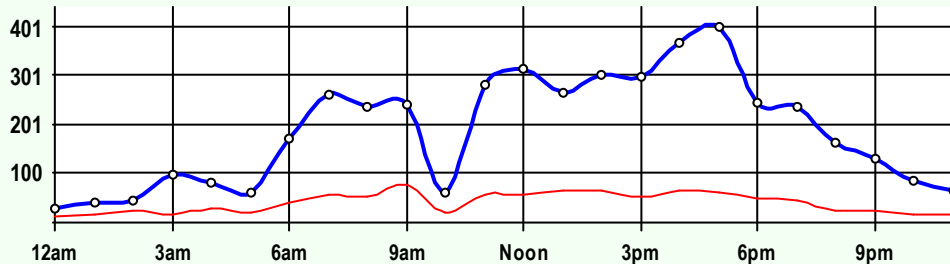
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|------|------|---------------------------------|------|-------|------|------|------|------|
| 8,680 | 30 | 4,432 | 2,300 | 20 | 372 | 56 | 32 | 90 | 1,234 | 32 | 77 | 5 | 0 |
| Axle Factor 0.80 | 0.3% | 51.1% | 26.5% | 0.2% | 4.3% | 0.6% | 0.4% | 1.0% | 14.2% | 0.4% | 0.9% | 0.1% | 0.0% |
| | 6,762 Private-Unit 77.9% | | | 480 Single-Unit 5.5% | | | 1,438 Combination-Unit 16.6% | | | | | | |
| | 1,918 Commercial-Unit 22.1% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,190 | 4pm | 389 |
| 3,245 | Private | 330 |
| 945 | Commercial | 59 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|------|------|-------------------------------|------|-------|------|------|------|------|
| 4,190 | 10 | 2,169 | 1,066 | 10 | 163 | 33 | 16 | 49 | 606 | 10 | 53 | 5 | 0 |
| Axle Factor 0.79 | 0.2% | 51.8% | 25.4% | 0.2% | 3.9% | 0.8% | 0.4% | 1.2% | 14.5% | 0.2% | 1.3% | 0.1% | 0.0% |
| | 3,245 Private-Unit 77.4% | | | 222 Single-Unit 5.3% | | | 723 Combination-Unit 17.3% | | | | | | |
| | 945 Commercial-Unit 22.6% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 4,490 | 5pm | 401 |
| 3,517 | Private | 339 |
| 973 | Commercial | 62 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-------|-------------------------|------|------|-------------------------------|------|-------|------|------|------|------|
| 4,490 | 20 | 2,263 | 1,234 | 10 | 209 | 23 | 16 | 41 | 628 | 22 | 24 | 0 | 0 |
| Axle Factor 0.80 | 0.4% | 50.4% | 27.5% | 0.2% | 4.7% | 0.5% | 0.4% | 0.9% | 14.0% | 0.5% | 0.5% | 0.0% | 0.0% |
| | 3,517 Private-Unit 78.3% | | | 258 Single-Unit 5.7% | | | 715 Combination-Unit 15.9% | | | | | | |
| | 973 Commercial-Unit 21.7% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|-------------------|---|---------------|--------------------------|
| DB64Q7 | Event No: 8079 | Dist 4 | Montgomery County |
| West Leg | Route: US-166 | | |
| | X-Route: US-169 | | |
| Location | US-166 W OF US-169 (E JCT), E OF COFFEYVILLE | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | Iso-Tubes Used | | |
| History | 7/08;10/05;5/02;4/99;8/96 | | |
| Comment | 24Hr Survey | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 24 | 08/23/11 10:00 | 08/24 09:00 |
| 32 | 24 | 08/23/11 10:00 | 08/24 09:00 |
| 71 | 24 | 08/23/11 10:00 | 08/24 09:00 |
| 72 | 24 | 08/23/11 10:00 | 08/24 09:00 |

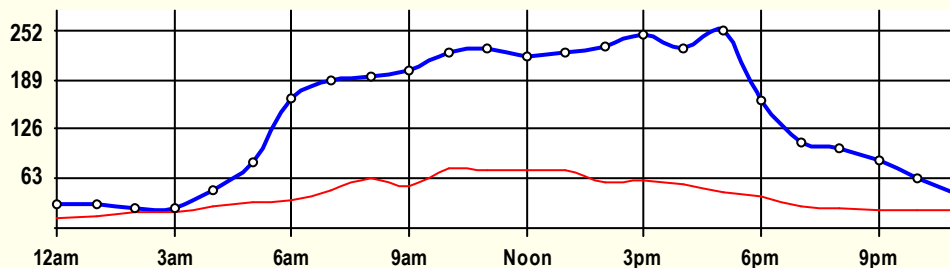
24 Hour Classification Summary

| CLASSIFICATION | | | | CLASSIFICATION | | | | | | | | | | | |
|--------------------------------|--------------|-------------------------------|--------------|----------------|-------------|---------------------|-------------|-------------|-------------|------------------------------|-------------|-------------|-------------|-------------|--|
| DH90K1 | | | | | | | | | | | | | | | |
| FC 2 | Dist 4 | Neosho County | | | | | | | | | | | | | |
| Route: US-169 | | | North Leg | | | | | | | | | | | | |
| XRoute: K-39 | | | | | | | | | | | | | | | |
| US-169 N OF K-39, N OF CHANUTE | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | 252 | 5pm | | | | | | | | | | | | | |
| Private | 206 | 5pm | | | | | | | | | | | | | |
| Commercial | 75 | 10am | | | | | | | | | | | | | |
| June 2011 | | | | 48 Hr Survey | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 31 | 0.5 | 11.5 | 5.5 | 0 | 0 | 0.5 | 0 | 1 | 7.5 | 1.5 | 2 | 0.5 | 0.5 | |
| 1 | 31.5 | 0 | 9.5 | 6 | 0.5 | 0 | 0 | 0 | 0.5 | 12 | 0 | 2 | 1 | 0 | |
| 2 | 26.5 | 0.5 | 1.5 | 3.5 | 0 | 1.5 | 0.5 | 0 | 0.5 | 15 | 1 | 1.5 | 1 | 0 | |
| 3 | 24.5 | 0.5 | 3 | 1 | 0 | 2 | 1 | 0 | 1 | 11.5 | 0.5 | 3 | 1 | 0 | |
| 4 | 47 | 0 | 13 | 5 | 0 | 1.5 | 0 | 0 | 1 | 23 | 0 | 3.5 | 0 | 0 | |
| 5 | 83.5 | 1.5 | 33.5 | 15.5 | 1 | 1 | 2.5 | 0.5 | 4.5 | 16 | 0 | 6.5 | 0.5 | 0.5 | |
| 6 | 166 | 2 | 78.5 | 50.5 | 1 | 1.5 | 1.5 | 0 | 2 | 26.5 | 0 | 2.5 | 0 | 0 | |
| 7 | 189 | 1 | 99 | 42 | 0 | 2 | 1.5 | 0.5 | 2.5 | 38.5 | 0 | 2 | 0 | 0 | |
| 8 | 192.5 | 0 | 85 | 44 | 0 | 5.5 | 1.5 | 0.5 | 3.5 | 51 | 0 | 1.5 | 0 | 0 | |
| 9 | 199.5 | 0.5 | 96.5 | 48.5 | 0 | 2.5 | 2.5 | 1 | 6.5 | 37 | 0.5 | 4 | 0 | 0 | |
| 10 | 224.5 | 2 | 101.5 | 46 | 1 | 3 | 2 | 0 | 8 | 58.5 | 0.5 | 2 | 0 | 0 | |
| 11 | 229 | 1.5 | 101 | 52.5 | 0 | 3 | 3 | 1 | 7 | 55.5 | 0 | 3 | 0.5 | 1 | |
| 12 | 218 | 1 | 95.5 | 47.5 | 0 | 2.5 | 5 | 0 | 7.5 | 51 | 1 | 6.5 | 0 | 0.5 | |
| 13 | 224 | 1.5 | 104 | 44.5 | 0 | 3.5 | 6 | 0 | 9.5 | 51.5 | 1 | 2 | 0 | 0.5 | |
| 14 | 231 | 1 | 124.5 | 48 | 0.5 | 2.5 | 2.5 | 0 | 10 | 39.5 | 0 | 2.5 | 0 | 0 | |
| 15 | 245 | 2 | 125 | 57 | 0.5 | 3.5 | 3 | 1.5 | 11 | 40.5 | 0.5 | 0.5 | 0 | 0 | |
| 16 | 229.5 | 1.5 | 122 | 49 | 0.5 | 1.5 | 0.5 | 0 | 7 | 44 | 1 | 2.5 | 0 | 0 | |
| 17 | 251.5 | 1.5 | 141.5 | 62.5 | 0 | 1 | 1 | 0 | 4 | 38 | 0 | 1.5 | 0 | 0.5 | |
| 18 | 162 | 0.5 | 88 | 33 | 0 | 1.5 | 1.5 | 0.5 | 4.5 | 30.5 | 0 | 1.5 | 0.5 | 0 | |
| 19 | 109.5 | 1 | 58 | 22.5 | 0 | 1 | 0 | 0.5 | 0.5 | 25 | 0 | 0.5 | 0.5 | 0 | |
| 20 | 100.5 | 1.5 | 53.5 | 21 | 0 | 1 | 1 | 0 | 2 | 19 | 0 | 1 | 0.5 | 0 | |
| 21 | 85.5 | 1.5 | 44.5 | 16.5 | 0 | 0 | 1 | 0 | 0.5 | 15 | 0 | 4.5 | 1.5 | 0.5 | |
| 22 | 63.5 | 0.5 | 28.5 | 12.5 | 1 | 0 | 0.5 | 0 | 0 | 15 | 0 | 4.5 | 1 | 0 | |
| 23 | 43.5 | 0 | 17.5 | 4 | 0 | 0 | 0 | 0 | 0.5 | 14.5 | 0 | 6.5 | 0.5 | 0 | |
| ADT | 3,408 | 23.5 | 1,636 | 738 | 6 | 41.5 | 38.5 | 6 | 95 | 735.5 | 7.5 | 67.5 | 9 | 4 | |
| AF | 0.71 | 0.7% | 48.0% | 21.7% | 0.2% | 1.2% | 1.1% | 0.2% | 2.8% | 21.6% | 0.2% | 2.0% | 0.3% | 0.1% | |
| SITE TRAFFIC | | 2,397.5 Private Unit 70.3% | | | | 92 Single Unit 2.7% | | | | 918.5 Combination Unit 27.0% | | | | | |
| | | 1,010.5 Commercial Unit 29.7% | | | | | | | | | | | | | |

DH90K1

Classification Summary

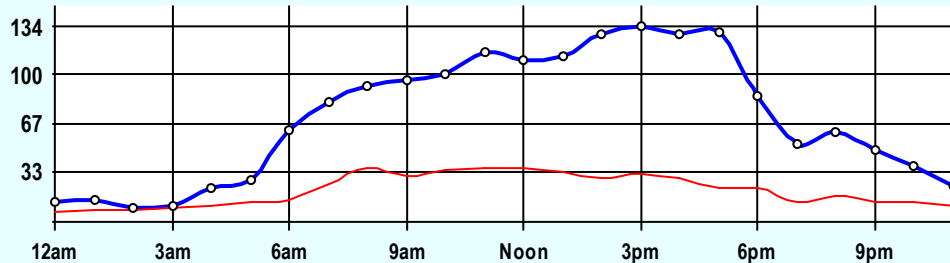
June 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 3,408 | 5pm | 252 |
| 2,398 | Private | 206 |
| 1,011 | Commercial | 46 |
| K-Factor 0.04 | NB | SB |
| | 128 | 123 |

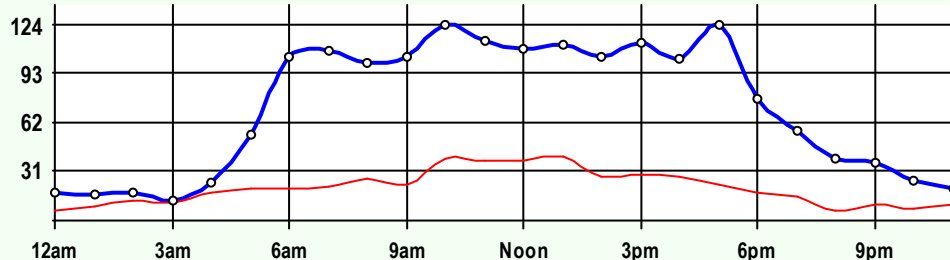
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
|---------------------|--------------------|-------|-------|-----------------------|-------|----|------|------|------|----|----------------------|----|------|-------|-------|--|
| 3,408 | 24 | 1,636 | 738 | 6 | 42 | 39 | 6 | 95 | 736 | 8 | 68 | 9 | 4 | | | |
| Axle Factor 0.71 | 0.7% | | 48.0% | | 21.7% | | 0.2% | | 1.2% | | 1.1% | | 0.2% | | | |
| | 2,398 Private-Unit | | | 92 Single-Unit | | | | 2.7% | | | 919 Combination-Unit | | | | 27.0% | |
| | 70.3% | | | 1,011 Commercial-Unit | | | | | | | | | | 29.7% | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,702 | 3pm | 134 |
| 1,188 | Private | 101 |
| 514 | Commercial | 33 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
|---------------------|--------------------|-----|-------|---------------------|-------|----|------|------|------|----|----------------------|----|------|-------|-------|--|
| 1,702 | 13 | 828 | 348 | 4 | 22 | 18 | 4 | 39 | 386 | 4 | 33 | 5 | 3 | | | |
| Axle Factor 0.71 | 0.7% | | 48.6% | | 20.4% | | 0.2% | | 1.3% | | 1.1% | | 0.2% | | | |
| | 1,188 Private-Unit | | | 47 Single-Unit | | | | 2.8% | | | 467 Combination-Unit | | | | 27.4% | |
| | 69.8% | | | 514 Commercial-Unit | | | | | | | | | | 30.2% | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,706 | 10am | 124 |
| 1,210 | Private | 85 |
| 497 | Commercial | 39 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
|---------------------|--------------------|-----|-------|---------------------|-------|----|------|------|------|----|----------------------|----|------|-------|-------|--|
| 1,706 | 11 | 809 | 390 | 3 | 20 | 21 | 2 | 57 | 350 | 4 | 35 | 5 | 2 | | | |
| Axle Factor 0.72 | 0.6% | | 47.4% | | 22.9% | | 0.1% | | 1.2% | | 1.2% | | 0.1% | | | |
| | 1,210 Private-Unit | | | 45 Single-Unit | | | | 2.6% | | | 452 Combination-Unit | | | | 26.5% | |
| | 70.9% | | | 497 Commercial-Unit | | | | | | | | | | 29.1% | | |

SITE INFORMATION

| | | | |
|------------|--------------------------------|--------|---------------|
| DH90K1 | Event No: 7948 | Dist 4 | Neosho County |
| North Leg | Route: US-169 | | |
| | X-Route: K-39 | | |
| Location | US-169 N OF K-39, N OF CHANUTE | | |
| Site Info | Regular, NHS, Route-Class C | | |
| Event Info | | | |
| History | 5/08;4/05;6/00 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 06/13/11 12:00 | 06/15 11:00 |
| 51 | 48 | 06/13/11 12:00 | 06/15 11:00 |

24 Hour Classification Summary

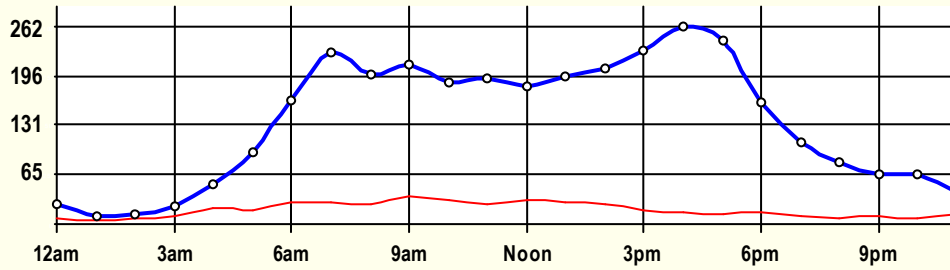
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|------------------------------------|--------------|---------------------------|--------------|---------------|---------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| DX0JD5 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Neosho County | | | | | | | | | | |
| Route: US-59 | | | | | | | | South Leg | | | | | | |
| XRoute: K-47 | | | | | | | | | | | | | | |
| US-59 S OF K-47 (S JCT), S OF ERIE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 262 | | 4pm | | | | | | | | | | |
| Private | | 245 | | 4pm | | | | | | | | | | |
| Commercial | | 38 | | 9am | | | | | | | | | | |
| July 2011 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 26.5 | 0.5 | 15 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 |
| 1 | 11.5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 4 | 0 | 0 |
| 2 | 13 | 0 | 3 | 2 | 0 | 0 | 0.5 | 0 | 0 | 3.5 | 0 | 4 | 0 | 0 |
| 3 | 22.5 | 1 | 7.5 | 4.5 | 0 | 0.5 | 0 | 0 | 0.5 | 6 | 0.5 | 2 | 0 | 0 |
| 4 | 53.5 | 0 | 28 | 5 | 0.5 | 0.5 | 2 | 1.5 | 1 | 11.5 | 0 | 3.5 | 0 | 0 |
| 5 | 94 | 0 | 49.5 | 25 | 0 | 0 | 2.5 | 0 | 4 | 10.5 | 0 | 2.5 | 0 | 0 |
| 6 | 162.5 | 1 | 84 | 49.5 | 0 | 5.5 | 2.5 | 0.5 | 1 | 14.5 | 0.5 | 3 | 0.5 | 0 |
| 7 | 226.5 | 1.5 | 133 | 62.5 | 0 | 2 | 3.5 | 0 | 0.5 | 21 | 0.5 | 1.5 | 0.5 | 0 |
| 8 | 197 | 0.5 | 108 | 62 | 0 | 2.5 | 4.5 | 0.5 | 4 | 13.5 | 0.5 | 1 | 0 | 0 |
| 9 | 211.5 | 1 | 98.5 | 74.5 | 0 | 4.5 | 7.5 | 0 | 1.5 | 21.5 | 1 | 1.5 | 0 | 0 |
| 10 | 188 | 0 | 100 | 56 | 0 | 2 | 4.5 | 0.5 | 4.5 | 19 | 0 | 1.5 | 0 | 0 |
| 11 | 193.5 | 0.5 | 99 | 66.5 | 0 | 0.5 | 4 | 0.5 | 4 | 16.5 | 0 | 1.5 | 0 | 0.5 |
| 12 | 182.5 | 0 | 97 | 55 | 0 | 3.5 | 3.5 | 0.5 | 4 | 17.5 | 0 | 1.5 | 0 | 0 |
| 13 | 195.5 | 2 | 111 | 53 | 0 | 2.5 | 6 | 1.5 | 3 | 16 | 0 | 0.5 | 0 | 0 |
| 14 | 206 | 1.5 | 110.5 | 67.5 | 0 | 0.5 | 3.5 | 1 | 1 | 19 | 0 | 1.5 | 0 | 0 |
| 15 | 230 | 0.5 | 130 | 82 | 0 | 2.5 | 3 | 0 | 2.5 | 9 | 0.5 | 0 | 0 | 0 |
| 16 | 261.5 | 2 | 158.5 | 84.5 | 0 | 1.5 | 0.5 | 0 | 1 | 12 | 0 | 1.5 | 0 | 0 |
| 17 | 243 | 1.5 | 151 | 77 | 0 | 0 | 0 | 0 | 2 | 10 | 0.5 | 1 | 0 | 0 |
| 18 | 160.5 | 0.5 | 93.5 | 49.5 | 0 | 1 | 0.5 | 0 | 3 | 10.5 | 0 | 1.5 | 0.5 | 0 |
| 19 | 108 | 0.5 | 60 | 36.5 | 0 | 0 | 0.5 | 0 | 1.5 | 8 | 0 | 0.5 | 0 | 0.5 |
| 20 | 80.5 | 2 | 53.5 | 18 | 0 | 0 | 0 | 0 | 0.5 | 5.5 | 0 | 1 | 0 | 0 |
| 21 | 65.5 | 0 | 38.5 | 17 | 0 | 0 | 0 | 0 | 0.5 | 8.5 | 0 | 1 | 0 | 0 |
| 22 | 65.5 | 0.5 | 37 | 20.5 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1.5 | 1 | 0 |
| 23 | 43.5 | 0 | 20 | 10.5 | 0 | 0 | 0 | 0 | 2 | 7.5 | 0 | 3.5 | 0 | 0 |
| ADT | 3,242 | 17 | 1,790 | 984 | 0.5 | 31 | 49 | 6.5 | 43 | 270.5 | 4 | 43 | 2.5 | 1 |
| AF | 0.85 | 0.5% | 55.2% | 30.4% | 0.0% | 1.0% | 1.5% | 0.2% | 1.3% | 8.3% | 0.1% | 1.3% | 0.1% | 0.0% |
| SITE TRAFFIC | | 2,791 Private Unit 86.1% | | | 87 Single Unit 2.7% | | | | | 364 Combination Unit 11.2% | | | | |
| | | 451 Commercial Unit 13.9% | | | | | | | | | | | | |



DX0JD5

Classification Summary

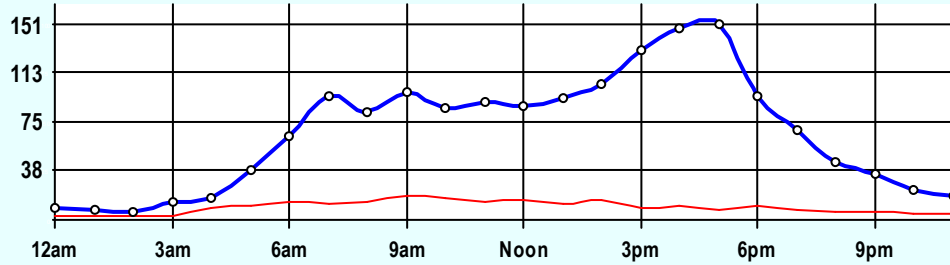
July 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 3,242 | 4pm | 262 |
| 2,791 | Private | 245 |
| 451 | Commercial | 17 |
| K-Factor 0.05 | NB | SB |
| | 146 | 115 |

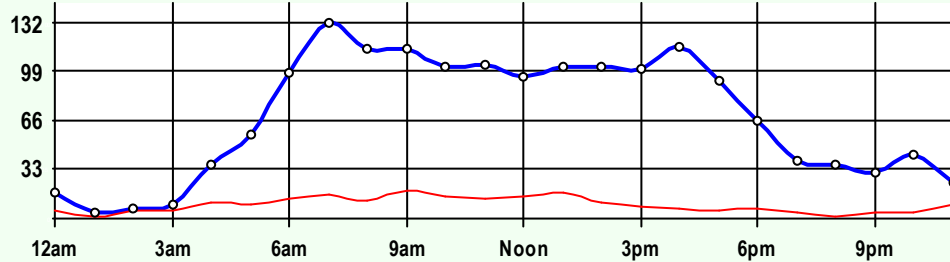
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-------------------------------|-------|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 3,242 | 17 | 1,790 | 984 | 1 | 31 | 49 | 7 | 43 | 271 | 4 | 43 | 3 | 1 |
| Axle Factor 0.85 | 0.5% 2,791 Private-Unit 86.1% | | | 87 Single-Unit 2.7% | | | | 364 Combination-Unit 11.2% | | | | | |
| | 451 Commercial-Unit 13.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,605 | 5pm | 151 |
| 1,375 | Private | 143 |
| 230 | Commercial | 8 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-------------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,605 | 10 | 888 | 478 | 0 | 18 | 17 | 3 | 24 | 145 | 2 | 21 | 1 | 1 |
| Axle Factor 0.85 | 0.6% 1,375 Private-Unit 85.7% | | | 37 Single-Unit 2.3% | | | | 193 Combination-Unit 12.0% | | | | | |
| | 230 Commercial-Unit 14.3% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,637 | 7am | 132 |
| 1,416 | Private | 115 |
| 221 | Commercial | 17 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-------------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,637 | 8 | 903 | 506 | 1 | 13 | 33 | 4 | 19 | 126 | 3 | 23 | 2 | 0 |
| Axle Factor 0.86 | 0.5% 1,416 Private-Unit 86.5% | | | 50 Single-Unit 3.1% | | | | 171 Combination-Unit 10.4% | | | | | |
| | 221 Commercial-Unit 13.5% | | | | | | | | | | | | |

SITE INFORMATION

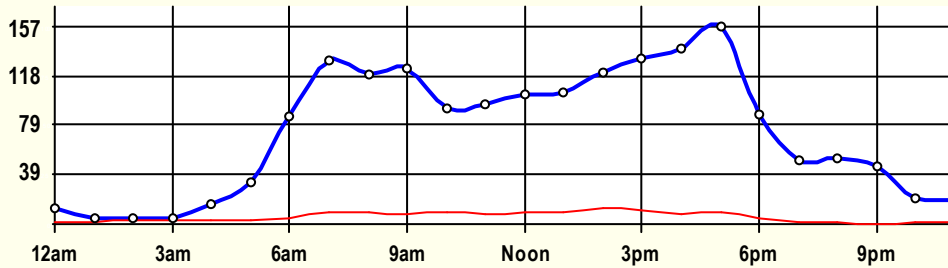
| | | | |
|-------------------|--|---------------|----------------------|
| DX0JD5 | Event No: 7977 | Dist 4 | Neosho County |
| South Leg | Route: US-59 | | |
| | X-Route: K-47 | | |
| Location | US-59 S OF K-47 (S JCT), S OF ERIE | | |
| Site Info | Regular, ATR, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 5/08;8/05;3/02 | | |
| Comment | Survey at ATR | | |

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

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---------------------------------------|--------------|--------------------------|----------------|---------------|-----------------------|--------------|-------------|-------------|----------------------------|----------------|-------------|-------------|-------------|-------------|
| DXUOH7 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Neosho County | | | | | | | | | | |
| Route: K-39 | | | | | | | | West Leg | | | | | | |
| XRoute: US-59 | | | | | | | | | | | | | | |
| K-39 W OF US-59 (W JCT), E OF CHANUTE | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 157 | | 5pm | | | | | | | | | | |
| Private | | 148 | | 5pm | | | | | | | | | | |
| Commercial | | 13 | | 2pm | | | | | | | | | | |
| June 2011 | | | | | | 48 Hr Survey | | | | | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 12 | 0 | 6.5 | 3.5 | 0 | 0.5 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 1 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2 | 5 | 0 | 1.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 2.5 | 0.5 | 0 | 0 | 0 |
| 3 | 4 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 4 | 16.5 | 1 | 9 | 3 | 0 | 1 | 0.5 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 5 | 34 | 0.5 | 19 | 12 | 0 | 0.5 | 1.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 6 | 85.5 | 0.5 | 56.5 | 24 | 0 | 0.5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 7 | 130 | 1 | 77.5 | 42.5 | 0 | 0.5 | 2 | 0.5 | 2 | 4 | 0 | 0 | 0 | 0 |
| 8 | 118.5 | 0.5 | 69 | 40 | 0 | 1.5 | 0.5 | 0.5 | 1.5 | 4 | 0.5 | 0 | 0 | 0.5 |
| 9 | 123 | 2.5 | 65.5 | 46.5 | 0 | 1.5 | 1.5 | 0.5 | 0 | 5 | 0 | 0 | 0 | 0 |
| 10 | 91.5 | 0 | 53.5 | 29 | 0 | 1.5 | 1 | 0.5 | 0.5 | 5.5 | 0 | 0 | 0 | 0 |
| 11 | 95 | 0 | 57.5 | 29.5 | 0 | 1.5 | 2 | 0 | 3 | 1.5 | 0 | 0 | 0 | 0 |
| 12 | 103 | 0 | 62 | 32 | 0 | 1.5 | 2.5 | 0 | 0.5 | 4.5 | 0 | 0 | 0 | 0 |
| 13 | 104.5 | 2 | 60 | 33.5 | 0 | 2 | 2 | 0 | 1 | 3.5 | 0.5 | 0 | 0 | 0 |
| 14 | 121 | 0 | 77.5 | 31 | 0 | 1.5 | 3 | 0.5 | 2.5 | 5 | 0 | 0 | 0 | 0 |
| 15 | 131.5 | 0.5 | 82 | 38 | 0 | 1.5 | 0.5 | 0 | 1 | 8 | 0 | 0 | 0 | 0 |
| 16 | 139.5 | 1.5 | 89.5 | 40 | 0 | 0.5 | 0 | 0 | 1.5 | 6 | 0 | 0 | 0 | 0.5 |
| 17 | 157 | 1.5 | 100 | 46 | 0 | 0.5 | 0.5 | 0 | 4 | 4.5 | 0 | 0 | 0 | 0 |
| 18 | 87.5 | 1.5 | 53.5 | 28.5 | 0 | 0.5 | 0 | 0 | 1 | 2.5 | 0 | 0 | 0 | 0 |
| 19 | 50 | 0.5 | 34 | 14 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 20 | 52.5 | 1.5 | 33.5 | 15.5 | 0 | 0 | 0 | 0.5 | 0 | 1.5 | 0 | 0 | 0 | 0 |
| 21 | 46 | 0 | 36 | 9.5 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 22 | 21 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 23 | 18.5 | 0 | 15.5 | 1.5 | 0 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| ADT | 1,752 | 15 | 1,080.5 | 523.5 | 0 | 18 | 17.5 | 3 | 19.5 | 72.5 | 1.5 | 0 | 0 | 1 |
| AF | 0.92 | 0.9% | 61.7% | 29.9% | 0.0% | 1.0% | 1.0% | 0.2% | 1.1% | 4.1% | 0.1% | 0.0% | 0.0% | 0.1% |
| SITE TRAFFIC | | 1,619 Private Unit 92.4% | | | 38.5 Single Unit 2.2% | | | | 94.5 Combination Unit 5.4% | | | | | |
| | | 133 Commercial Unit 7.6% | | | | | | | | | | | | |

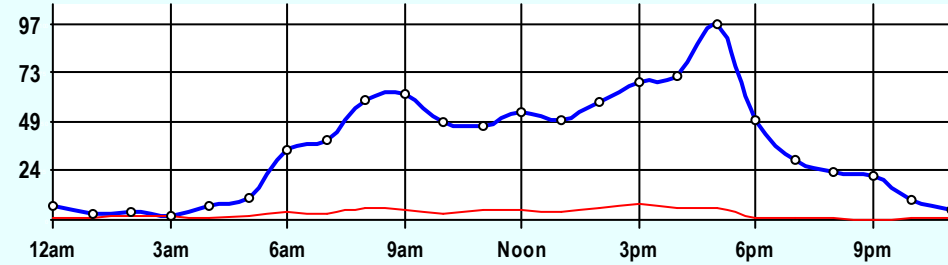




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|------------|
| 1,752 | 5pm | 157 |
| 1,619 | Private | 148 |
| 133 | Commercial | 10 |
| K-Factor 0.06 | EB | WB |
| | 97 | 60 |

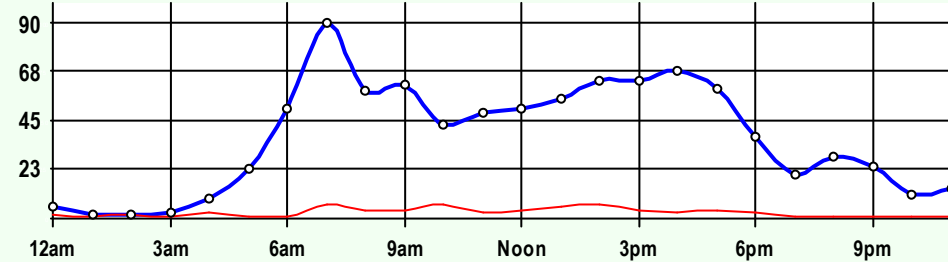
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|-----------------------------|-------|-----|---------------------|----|----|---|--------------------------|----|----|----|----|----|
| 1,752 | 15 | 1,081 | 524 | 0 | 18 | 18 | 3 | 20 | 73 | 2 | 0 | 0 | 1 |
| Axle Factor 0.92 | 1,619 Private-Unit 92.4% | | | 39 Single-Unit 2.2% | | | | 95 Combination-Unit 5.4% | | | | | |
| | 133 Commercial-Unit 7.6% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|-----------|
| 862 | 5pm | 97 |
| 793 | Private | 91 |
| 69 | Commercial | 6 |
| K-Factor 0.11 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|---|---|---|--------------------------|----|----|----|----|----|
| 862 | 8 | 520 | 266 | 0 | 8 | 7 | 1 | 15 | 37 | 1 | 0 | 0 | 1 |
| Axle Factor 0.92 | 793 Private-Unit 92.0% | | | 16 Single-Unit 1.8% | | | | 54 Combination-Unit 6.2% | | | | | |
| | 69 Commercial-Unit 8.0% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|-------------------|-----------|
| 891 | 7am | 90 |
| 827 | Private | 84 |
| 64 | Commercial | 6 |
| K-Factor 0.10 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|--------------------------|----|----|----|----|----|
| 891 | 8 | 561 | 258 | 0 | 10 | 11 | 3 | 5 | 36 | 1 | 0 | 0 | 1 |
| Axle Factor 0.93 | 827 Private-Unit 92.8% | | | 23 Single-Unit 2.6% | | | | 41 Combination-Unit 4.6% | | | | | |
| | 64 Commercial-Unit 7.2% | | | | | | | | | | | | |

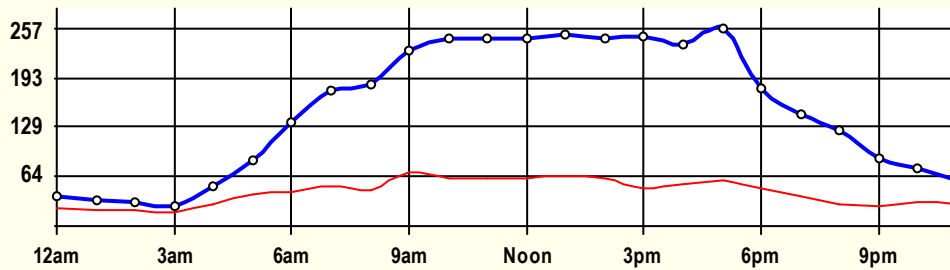
SITE INFORMATION

| | | | |
|-------------------|---------------------------------------|---------------|----------------------|
| DXUOH7 | Event No: 7951 | Dist 4 | Neosho County |
| West Leg | Route: K-39 | | |
| | X-Route: US-59 | | |
| Location | K-39 W OF US-59 (W JCT), E OF CHANUTE | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 5/08;8/05 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 06/13/11 14:00 | 06/15 13:00 |
| 71 | 48 | 06/13/11 14:00 | 06/15 13:00 |

24 Hour Classification Summary

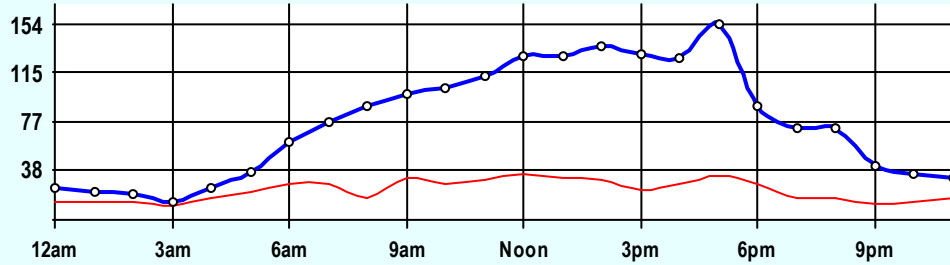
| CLASSIFICATION | | | | | | | | | | | | | CLASSIFICATION | | |
|----------------------------------|--------------|-------------------------------|--------------|--------------|-----------------------|---------------|-------------|-------------|-------------|----------------------------|-------------|-------------|----------------|-------------|--|
| CMUM05 | | | | | | | | | | | | | | | |
| FC 2 | | | Dist 4 | | | Wilson County | | | | | | | | | |
| Route: US-400 | | | | | | | | | | South Leg | | | | | |
| XRoute: K-39 | | | | | | | | | | | | | | | |
| US-400 S OF K-39, NW OF FREDONIA | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | |
| All Traffic | | 257 | | 5pm | | | | | | | | | | | |
| Private | | 199 | | 3pm | | | | | | | | | | | |
| Commercial | | 69 | | 9am | | | | | | | | | | | |
| August 2011 48 Hr Survey | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 0 | 39 | 2 | 10 | 4 | 0 | 0 | 1.5 | 0 | 0 | 19.5 | 0 | 1 | 1 | 0 | |
| 1 | 35 | 1.5 | 9 | 4 | 0 | 0.5 | 1.5 | 0.5 | 0.5 | 14 | 0 | 3.5 | 0 | 0 | |
| 2 | 30.5 | 1 | 7 | 3 | 0 | 0 | 1 | 0 | 1 | 12.5 | 2 | 3 | 0 | 0 | |
| 3 | 25 | 0.5 | 6.5 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 14.5 | 0 | 2 | 0.5 | 0 | |
| 4 | 53 | 0.5 | 15 | 10 | 0 | 0.5 | 0.5 | 0 | 1 | 19.5 | 0 | 5 | 1 | 0 | |
| 5 | 85.5 | 1 | 22.5 | 21.5 | 0.5 | 1.5 | 1.5 | 0 | 5.5 | 28.5 | 0 | 3 | 0 | 0 | |
| 6 | 134 | 5.5 | 46.5 | 39 | 0 | 0.5 | 1.5 | 0 | 6 | 32.5 | 0.5 | 1.5 | 0 | 0.5 | |
| 7 | 177 | 1 | 75 | 48.5 | 0 | 3 | 2.5 | 0 | 6 | 36.5 | 1.5 | 3 | 0 | 0 | |
| 8 | 185 | 4.5 | 93 | 40.5 | 0 | 2.5 | 2.5 | 0 | 3 | 35.5 | 1 | 2.5 | 0 | 0 | |
| 9 | 227.5 | 1 | 104.5 | 53 | 0 | 2 | 2.5 | 0 | 7.5 | 53 | 2 | 2 | 0 | 0 | |
| 10 | 245 | 3 | 125 | 54 | 0 | 4.5 | 2 | 0.5 | 6 | 48 | 1 | 1 | 0 | 0 | |
| 11 | 243 | 4 | 105.5 | 71 | 0 | 3 | 3 | 0 | 5 | 48 | 2 | 0.5 | 0 | 1 | |
| 12 | 243.5 | 2.5 | 117.5 | 60 | 0 | 2.5 | 0.5 | 1 | 6.5 | 49.5 | 1 | 1.5 | 0 | 1 | |
| 13 | 249.5 | 1 | 125.5 | 59 | 0 | 1.5 | 3 | 0.5 | 7.5 | 48.5 | 0.5 | 2.5 | 0 | 0 | |
| 14 | 243.5 | 3 | 121.5 | 57.5 | 0 | 4 | 1.5 | 0.5 | 6.5 | 47 | 2 | 0 | 0 | 0 | |
| 15 | 246.5 | 2.5 | 139.5 | 56.5 | 0 | 1.5 | 1 | 0 | 7 | 35.5 | 2 | 1 | 0 | 0 | |
| 16 | 237 | 0.5 | 129 | 53 | 0 | 2 | 0.5 | 1 | 7 | 40.5 | 1.5 | 2 | 0 | 0 | |
| 17 | 257 | 2.5 | 131.5 | 64.5 | 0 | 0 | 2.5 | 0.5 | 5 | 44.5 | 3 | 1.5 | 0.5 | 1 | |
| 18 | 179 | 1 | 89 | 39.5 | 0 | 0 | 1 | 0.5 | 3.5 | 41 | 1 | 2 | 0 | 0.5 | |
| 19 | 144.5 | 0 | 74.5 | 32 | 0.5 | 1 | 1.5 | 0 | 2.5 | 28 | 1.5 | 3 | 0 | 0 | |
| 20 | 125.5 | 1 | 62.5 | 33 | 0.5 | 0.5 | 0 | 0.5 | 1 | 22.5 | 1.5 | 1.5 | 1 | 0 | |
| 21 | 89 | 0.5 | 39.5 | 23 | 0 | 0.5 | 1.5 | 0 | 0.5 | 18.5 | 0 | 4.5 | 0.5 | 0 | |
| 22 | 75 | 0 | 31.5 | 12 | 0 | 1.5 | 0.5 | 0 | 2.5 | 18 | 3 | 6 | 0 | 0 | |
| 23 | 60 | 1 | 22 | 8.5 | 0 | 1 | 0.5 | 0 | 1.5 | 21 | 0 | 4.5 | 0 | 0 | |
| ADT | 3,630 | 41 | 1,703 | 847 | 1.5 | 34 | 34.5 | 5.5 | 93 | 776.5 | 27 | 58 | 4.5 | 4 | |
| AF | 0.72 | 1.1% | 46.9% | 23.3% | 0.0% | 0.9% | 1.0% | 0.2% | 2.6% | 21.4% | 0.7% | 1.6% | 0.1% | 0.1% | |
| SITE TRAFFIC | | 2,591 Private Unit 71.4% | | | 75.5 Single Unit 2.1% | | | | | 963 Combination Unit 26.5% | | | | | |
| | | 1,038.5 Commercial Unit 28.6% | | | | | | | | | | | | | |



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,630 | 5pm | 257 |
| 2,591 | Private | 199 |
| 1,039 | Commercial | 59 |
| K-Factor 0.04 | NB | SB |
| | 154 | 104 |

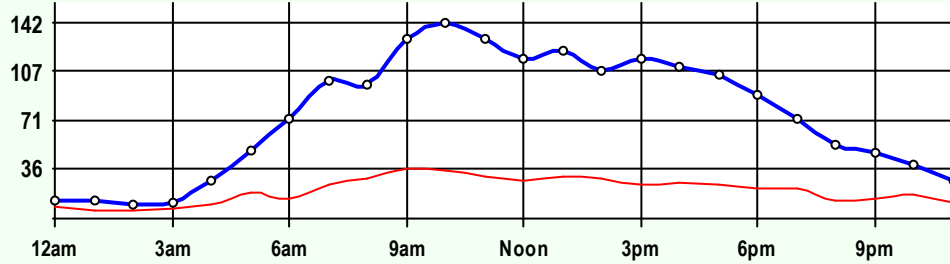
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 3,630 | 41 | 1,703 | 847 | 2 | 34 | 35 | 6 | 93 | 777 | 27 | 58 | 5 | 4 |
| Axle Factor 0.72 | 1.1% | 46.9% | 23.3% | 0.0% | 0.9% | 1.0% | 0.2% | 2.6% | 21.4% | 0.7% | 1.6% | 0.1% | 0.1% |
| | 2,591 Private-Unit 71.4% | | | 76 Single-Unit 2.1% | | | | 963 Combination-Unit 26.5% | | | | | |
| | 1,039 Commercial-Unit 28.6% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,829 | 5pm | 154 |
| 1,278 | Private | 119 |
| 552 | Commercial | 35 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 1,829 | 26 | 830 | 422 | 1 | 18 | 21 | 3 | 64 | 404 | 9 | 29 | 2 | 3 |
| Axle Factor 0.71 | 1.4% | 45.4% | 23.1% | 0.1% | 1.0% | 1.1% | 0.1% | 3.5% | 22.1% | 0.5% | 1.6% | 0.1% | 0.1% |
| | 1,278 Private-Unit 69.8% | | | 42 Single-Unit 2.3% | | | | 510 Combination-Unit 27.9% | | | | | |
| | 552 Commercial-Unit 30.2% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,801 | 10am | 142 |
| 1,314 | Private | 107 |
| 487 | Commercial | 35 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-------|-------|---------------------|------|------|------|----------------------------|-------|------|------|------|------|
| 1,801 | 16 | 873 | 425 | 1 | 17 | 14 | 3 | 30 | 373 | 18 | 29 | 3 | 2 |
| Axle Factor 0.72 | 0.9% | 48.5% | 23.6% | 0.0% | 0.9% | 0.7% | 0.2% | 1.6% | 20.7% | 1.0% | 1.6% | 0.1% | 0.1% |
| | 1,314 Private-Unit 73.0% | | | 34 Single-Unit 1.9% | | | | 454 Combination-Unit 25.2% | | | | | |
| | 487 Commercial-Unit 27.0% | | | | | | | | | | | | |

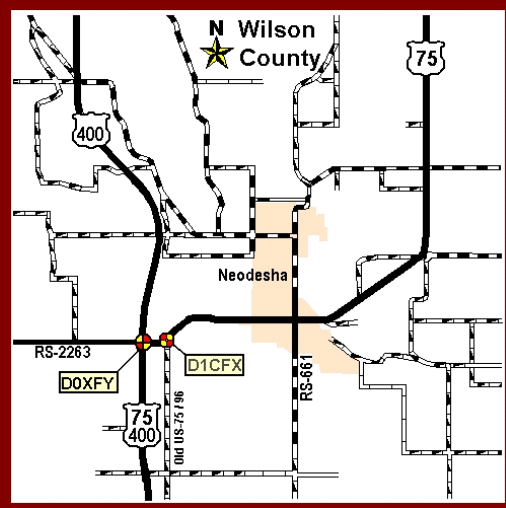
SITE INFORMATION

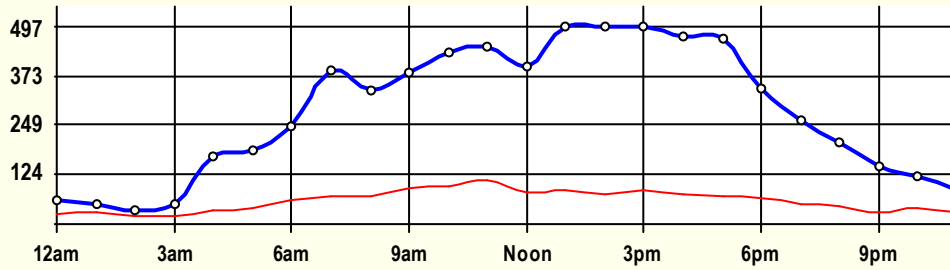
| | | | |
|------------|----------------------------------|--------|---------------|
| CMUM05 | Event No: 8001 | Dist 4 | Wilson County |
| South Leg | Route: US-400 | | |
| | X-Route: K-39 | | |
| Location | US-400 S OF K-39, NW OF FREDONIA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 3/08;4/05;12/99 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 08/01/11 11:00 | 08/03 10:00 |
| 51 | 48 | 08/01/11 11:00 | 08/03 10:00 |

24 Hour Classification Summary

| CLASSIFICATION | | | | | | | | | | | | | CLASSIFICATION | | | | | | | | | | | | |
|--|--------------|-----------------|----------------|--------------|-------------------------------|---------------|-------------|-------------|--------------|--------------|-------------|--------------|----------------|-------------|--|------------------------------|--|--|--|--|--|--|--|--|--|
| D0XFY5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| FC 2 | | | Dist 4 | | | Wilson County | | | | | | | | | | | | | | | | | | | |
| Route: US-75 | | | | | | | | | | South Leg | | | | | | | | | | | | | | | |
| XRoute: US-75 | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-75/400 S OF (N JCT) US-75 / 400, SW OF NEODESHA | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Traffic | | | 497 | | | 1pm | | | | | | | | | | | | | | | | | | | |
| Private | | | 420 | | | 2pm | | | | | | | | | | | | | | | | | | | |
| Commercial | | | 110 | | | 11am | | | | | | | | | | | | | | | | | | | |
| August 2011 | | | | | | | | | | | | 48 Hr Survey | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | | | | | | | | | |
| 0 | 62 | 1.5 | 28.5 | 8 | 0 | 1 | 1.5 | 0 | 2 | 17 | 0 | 2 | 0.5 | 0 | | | | | | | | | | | |
| 1 | 49 | 1 | 15 | 3.5 | 0 | 0 | 1 | 0.5 | 0.5 | 24 | 0 | 3 | 0.5 | 0 | | | | | | | | | | | |
| 2 | 36.5 | 1 | 11.5 | 2.5 | 0 | 0 | 1 | 0.5 | 0 | 17.5 | 0 | 2 | 0.5 | 0 | | | | | | | | | | | |
| 3 | 50 | 0.5 | 23.5 | 6.5 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 3.5 | 0 | 0 | | | | | | | | | | | |
| 4 | 168.5 | 4 | 97.5 | 31.5 | 0 | 1.5 | 0.5 | 0 | 3 | 26.5 | 0 | 3.5 | 0.5 | 0 | | | | | | | | | | | |
| 5 | 184 | 1.5 | 93.5 | 48 | 1 | 1.5 | 0.5 | 0 | 2.5 | 31.5 | 0 | 3.5 | 0.5 | 0 | | | | | | | | | | | |
| 6 | 248 | 6.5 | 107.5 | 74 | 0 | 1.5 | 6 | 0 | 7 | 43 | 0.5 | 2 | 0 | 0 | | | | | | | | | | | |
| 7 | 384.5 | 4.5 | 214.5 | 95.5 | 0 | 5 | 7.5 | 0 | 9.5 | 44.5 | 1.5 | 2 | 0 | 0 | | | | | | | | | | | |
| 8 | 338 | 6 | 172 | 90 | 0 | 3 | 5 | 2 | 7 | 47 | 2 | 3.5 | 0 | 0.5 | | | | | | | | | | | |
| 9 | 380 | 3.5 | 193.5 | 94 | 0 | 4.5 | 5 | 1 | 11 | 64.5 | 2 | 1 | 0 | 0 | | | | | | | | | | | |
| 10 | 432.5 | 3 | 231 | 103.5 | 0 | 8 | 9.5 | 0 | 9 | 66 | 1 | 1.5 | 0 | 0 | | | | | | | | | | | |
| 11 | 448.5 | 2.5 | 226 | 110 | 0 | 6.5 | 8 | 1.5 | 9 | 83.5 | 0.5 | 0 | 0.5 | 0.5 | | | | | | | | | | | |
| 12 | 397 | 1.5 | 220.5 | 93 | 0 | 4 | 5.5 | 0 | 11 | 54.5 | 4.5 | 2 | 0 | 0.5 | | | | | | | | | | | |
| 13 | 497 | 3.5 | 275 | 131.5 | 0.5 | 6.5 | 5.5 | 1 | 11 | 58.5 | 1 | 3 | 0 | 0 | | | | | | | | | | | |
| 14 | 495.5 | 7 | 296 | 116.5 | 0.5 | 4 | 6 | 0.5 | 11 | 50 | 1.5 | 0.5 | 0 | 2 | | | | | | | | | | | |
| 15 | 496 | 7 | 282.5 | 120.5 | 0 | 1 | 7.5 | 0.5 | 11.5 | 61 | 2 | 1 | 0 | 1.5 | | | | | | | | | | | |
| 16 | 470 | 4.5 | 288 | 100 | 0 | 2.5 | 4.5 | 1 | 7.5 | 56 | 2 | 2.5 | 0 | 1.5 | | | | | | | | | | | |
| 17 | 467 | 4 | 298 | 96.5 | 0 | 0.5 | 4 | 0.5 | 5 | 54 | 3 | 1 | 0 | 0.5 | | | | | | | | | | | |
| 18 | 341 | 3.5 | 194 | 77 | 0 | 0.5 | 2 | 0 | 5.5 | 54 | 1.5 | 2 | 0.5 | 0.5 | | | | | | | | | | | |
| 19 | 261 | 1.5 | 153.5 | 56 | 0.5 | 0 | 1.5 | 0 | 1.5 | 41.5 | 1.5 | 2.5 | 0.5 | 0.5 | | | | | | | | | | | |
| 20 | 204.5 | 2.5 | 109.5 | 45 | 0.5 | 0 | 1 | 0 | 3 | 37.5 | 2 | 2.5 | 1 | 0 | | | | | | | | | | | |
| 21 | 147 | 3 | 77.5 | 34 | 0 | 0.5 | 2 | 0 | 1.5 | 24.5 | 0 | 4 | 0 | 0 | | | | | | | | | | | |
| 22 | 119 | 3.5 | 56 | 20 | 0 | 1 | 2.5 | 0.5 | 3 | 26.5 | 0.5 | 5.5 | 0 | 0 | | | | | | | | | | | |
| 23 | 86.5 | 2 | 38 | 15 | 0 | 1 | 1.5 | 0 | 0.5 | 23 | 0.5 | 5 | 0 | 0 | | | | | | | | | | | |
| ADT | 6,763 | 79 | 3,702.5 | 1,572 | 3 | 54 | 89 | 9.5 | 133.5 | 1,021 | 27.5 | 59 | 5 | 8 | | | | | | | | | | | |
| AF | 0.78 | 1.2% | 54.7% | 23.2% | 0.0% | 0.8% | 1.3% | 0.1% | 2.0% | 15.1% | 0.4% | 0.9% | 0.1% | 0.1% | | | | | | | | | | | |
| SITE TRAFFIC | | 5,353.5 Private | | | 155.5 Single Unit 2.3% | | | | | | | | | | | 1,254 Combination Unit 18.5% | | | | | | | | | |
| | | 79.2% Unit | | | 1,409.5 Commercial Unit 20.8% | | | | | | | | | | | | | | | | | | | | |

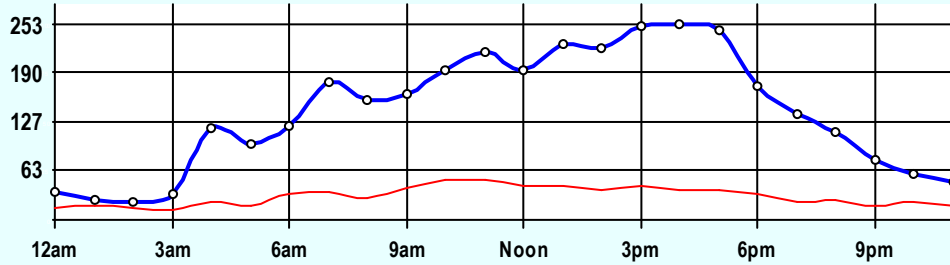




Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 6,763 | 1pm | 497 |
| 5,354 | Private | 410 |
| 1,410 | Commercial | 87 |
| K-Factor 0.04 | NB | SB |
| | 227 | 270 |

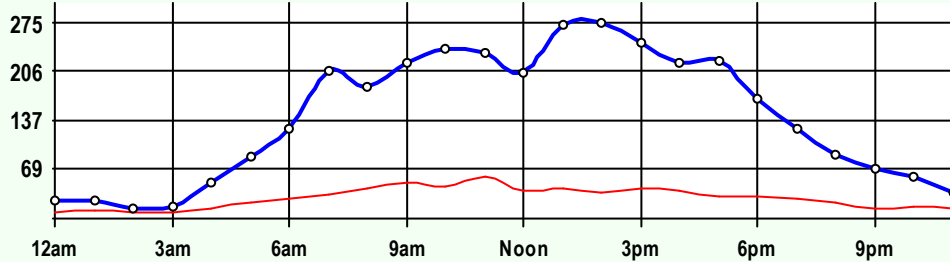
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|--------------------------------|-------|-------|-------------------------|----|----|---------------------------------|-----|-------|----|----|----|----|
| 6,763 | 79 | 3,703 | 1,572 | 3 | 54 | 89 | 10 | 134 | 1,021 | 28 | 59 | 5 | 8 |
| Axle Factor 0.78 | 5,354 Private-Unit 79.2% | | | 156 Single-Unit 2.3% | | | 1,254 Combination-Unit 18.5% | | | | | | |
| | 1,410 Commercial-Unit 20.8% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,360 | 4pm | 253 |
| 2,633 | Private | 216 |
| 727 | Commercial | 38 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 3,360 | 33 | 1,829 | 772 | 2 | 29 | 34 | 5 | 81 | 533 | 11 | 28 | 3 | 2 |
| Axle Factor 0.77 | 2,633 Private-Unit 78.4% | | | 69 Single-Unit 2.1% | | | 658 Combination-Unit 19.6% | | | | | | |
| | 727 Commercial-Unit 21.6% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 3,404 | 2pm | 275 |
| 2,721 | Private | 237 |
| 683 | Commercial | 38 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|------------------------------|-------|-----|------------------------|----|----|-------------------------------|----|-----|----|----|----|----|
| 3,404 | 47 | 1,874 | 800 | 2 | 25 | 55 | 5 | 53 | 488 | 17 | 31 | 2 | 6 |
| Axle Factor 0.79 | 2,721 Private-Unit 79.9% | | | 87 Single-Unit 2.5% | | | 597 Combination-Unit 17.5% | | | | | | |
| | 683 Commercial-Unit 20.1% | | | | | | | | | | | | |

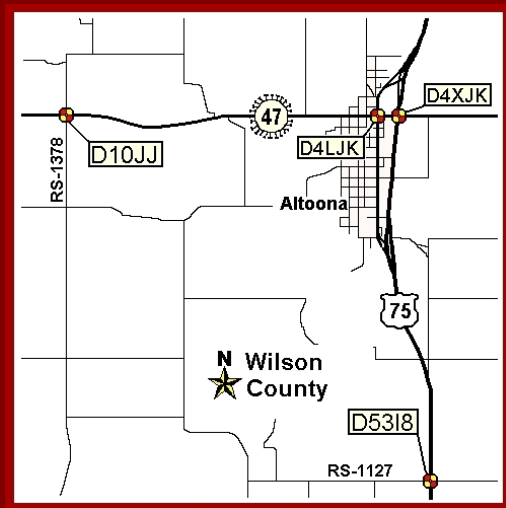
SITE INFORMATION

| | | | |
|------------|--|--------|---------------|
| D0XFY5 | Event No: 8002 | Dist 4 | Wilson County |
| South Leg | Route: US-75 | | |
| | X-Route: US-75 | | |
| Location | US-75/400 S OF (N JCT) US-75 / 400, SW OF NEODESHA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 3/08;4/05;11/02;12/99 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 11 | 48 | 08/01/11 13:00 | 08/03 12:00 |
| 12 | 48 | 08/01/11 13:00 | 08/03 12:00 |
| 51 | 48 | 08/01/11 13:00 | 08/03 12:00 |
| 52 | 48 | 08/01/11 13:00 | 08/03 12:00 |

24 Hour Classification Summary

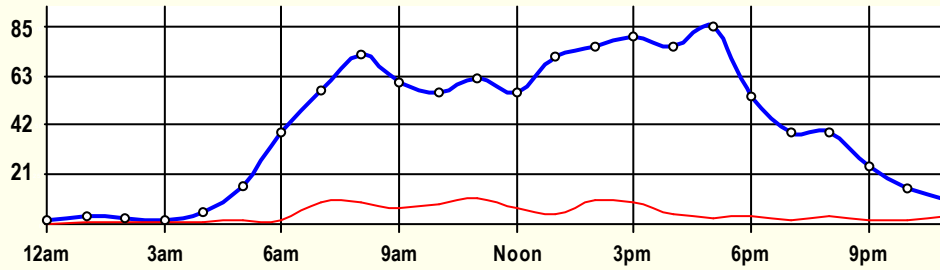
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|---------------------------------|--------------|-----------------------------|--------------|---------------|-----------------------|-------------|-------------|-------------|-------------|--------------------------|-------------|-------------|-------------|-------------|
| D10JJ7 | | | | | | | | | | | | | | |
| FC 6 | | Dist 4 | | Wilson County | | | | | | | | | | |
| Route: K-47 | | | | | | | | West Leg | | | | | | |
| XRoute: RS-1378 (OTTAWA RD) | | | | | | | | | | | | | | |
| K-47 W OF RS-1378, W OF ALTOONA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 85 | | 5pm | | | | | | | | | | |
| Private | | 82 | | 5pm | | | | | | | | | | |
| Commercial | | 12 | | 11am | | | | | | | | | | |
| June 2011 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 3 | 0 | 1.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 2 | 2.5 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 3 | 1.5 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 |
| 4 | 5.5 | 0.5 | 3.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 5 | 16 | 1 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6 | 39.5 | 1.5 | 20 | 16.5 | 0 | 0 | 1 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 |
| 7 | 57.5 | 0.5 | 28 | 20 | 0 | 2.5 | 2 | 0 | 3 | 1.5 | 0 | 0 | 0 | 0 |
| 8 | 72.5 | 0 | 30.5 | 32.5 | 0 | 0 | 3 | 0 | 3.5 | 3 | 0 | 0 | 0 | 0 |
| 9 | 60.5 | 0.5 | 35.5 | 18 | 0 | 1.5 | 1.5 | 0 | 0.5 | 3 | 0 | 0 | 0 | 0 |
| 10 | 56 | 0 | 29.5 | 18 | 0 | 1.5 | 0.5 | 0.5 | 3.5 | 2.5 | 0 | 0 | 0 | 0 |
| 11 | 62.5 | 0.5 | 27 | 23.5 | 0.5 | 3 | 1 | 0 | 3.5 | 3 | 0.5 | 0 | 0 | 0 |
| 12 | 56.5 | 0 | 28.5 | 21 | 0 | 2 | 1 | 0 | 1.5 | 2.5 | 0 | 0 | 0 | 0 |
| 13 | 72 | 0.5 | 39 | 28.5 | 0 | 2 | 0.5 | 0 | 0.5 | 0 | 1 | 0 | 0 | 0 |
| 14 | 75.5 | 0.5 | 40 | 24.5 | 0 | 4 | 1.5 | 0 | 1 | 3.5 | 0 | 0.5 | 0 | 0 |
| 15 | 80.5 | 3 | 39 | 29.5 | 0 | 2.5 | 1 | 0 | 3.5 | 2 | 0 | 0 | 0 | 0 |
| 16 | 76 | 0 | 39 | 32.5 | 0 | 0 | 0.5 | 0 | 0.5 | 3 | 0 | 0.5 | 0 | 0 |
| 17 | 84.5 | 0 | 57 | 25 | 0 | 0 | 0.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0.5 |
| 18 | 55 | 0 | 38.5 | 13.5 | 0 | 0.5 | 1 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 |
| 19 | 39 | 0 | 24.5 | 12.5 | 0 | 0 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0 |
| 20 | 39 | 1.5 | 26 | 8.5 | 0 | 0.5 | 0 | 0 | 0.5 | 1.5 | 0 | 0 | 0 | 0.5 |
| 21 | 24.5 | 0 | 17.5 | 5 | 0 | 1.5 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 |
| 22 | 15.5 | 0 | 8 | 5.5 | 0 | 0 | 0 | 0.5 | 0.5 | 1 | 0 | 0 | 0 | 0 |
| 23 | 10 | 0.5 | 4.5 | 2 | 0 | 0 | 0 | 0.5 | 0 | 1.5 | 0.5 | 0 | 0 | 0.5 |
| ADT | 1,007 | 10.5 | 548.5 | 344.5 | 0.5 | 22.5 | 15 | 1.5 | 25.5 | 32.5 | 3 | 1 | 0.5 | 1.5 |
| AF | 0.91 | 1.0% | 54.5% | 34.2% | 0.0% | 2.2% | 1.5% | 0.1% | 2.5% | 3.2% | 0.3% | 0.1% | 0.0% | 0.1% |
| SITE TRAFFIC | | 903.5 Private 89.7% Unit | | | 39.5 Single Unit 3.9% | | | | | 64 Combination Unit 6.4% | | | | |
| 103.5 Commercial Unit 10.3% | | | | | | | | | | | | | | |



D10JJ7

Classification Summary

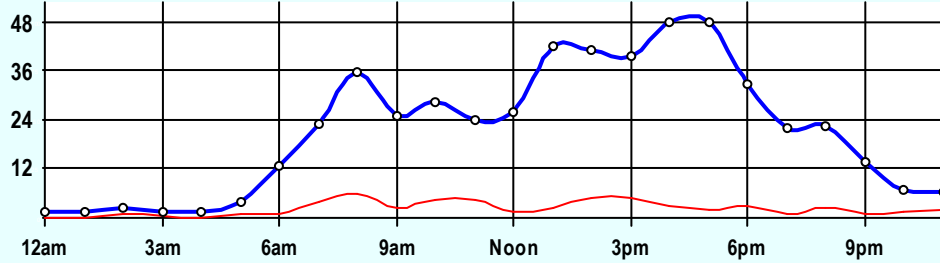
June 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,007 | 5pm | 85 |
| 904 | Private | 82 |
| 104 | Commercial | 3 |
| K-Factor 0.05 | EB | WB |
| | 48 | 36 |

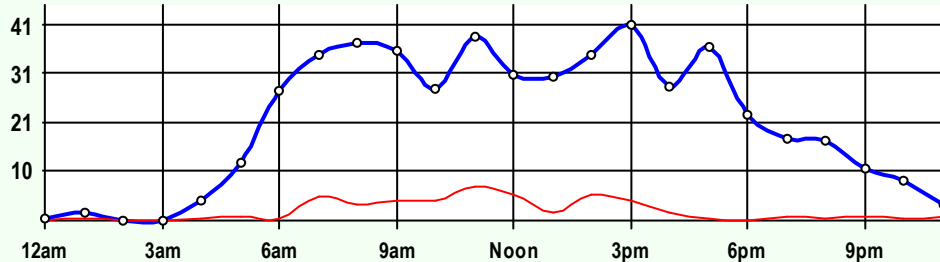
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|----|---|--------------------------|----|----|----|----|----|
| 1,007 | 11 | 549 | 345 | 1 | 23 | 15 | 2 | 26 | 33 | 3 | 1 | 1 | 2 |
| Axle Factor 0.91 | 904 Private-Unit 89.7% | | | 40 Single-Unit 3.9% | | | | 64 Combination-Unit 6.4% | | | | | |
| | 104 Commercial-Unit 10.3% | | | | | | | | | | | | |



EB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 510 | 4pm | 48 |
| 455 | Private | 45 |
| 55 | Commercial | 3 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|--------------------------|----|----|----|----|----|
| 510 | 7 | 274 | 175 | 1 | 10 | 7 | 2 | 16 | 15 | 3 | 1 | 1 | 2 |
| Axle Factor 0.90 | 455 Private-Unit 89.2% | | | 19 Single-Unit 3.7% | | | | 36 Combination-Unit 7.1% | | | | | |
| | 55 Commercial-Unit 10.8% | | | | | | | | | | | | |



WB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 497 | 3pm | 41 |
| 449 | Private | 37 |
| 49 | Commercial | 4 |
| K-Factor 0.08 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------------------|---------------------------|-----|-----|---------------------|----|---|---|--------------------------|----|----|----|----|----|
| 497 | 4 | 275 | 170 | 0 | 13 | 8 | 0 | 10 | 18 | 1 | 1 | 0 | 0 |
| Axle Factor 0.92 | 449 Private-Unit 90.2% | | | 21 Single-Unit 4.1% | | | | 28 Combination-Unit 5.6% | | | | | |
| | 49 Commercial-Unit 9.8% | | | | | | | | | | | | |

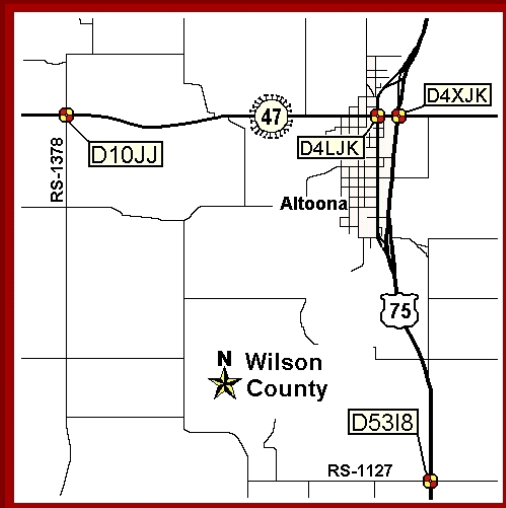
SITE INFORMATION

| | | | |
|-------------------|-----------------------------------|---------------|----------------------|
| D10JJ7 | Event No: 7946 | Dist 4 | Wilson County |
| West Leg | Route: K-47 | | |
| | X-Route: RS-1378 (OTTAWA RD) | | |
| Location | K-47 W OF RS-1378, W OF ALTOONA | | |
| Site Info | Regular, State-Sys, Route-Class D | | |
| Event Info | | | |
| History | 5/08;4/05;4/96 | | |
| Comment | | | |

| Lane | Hrs | Start Hour | Last Hour |
|------|-----|----------------|-------------|
| 31 | 48 | 06/06/11 13:00 | 06/08 12:00 |
| 71 | 48 | 06/06/11 13:00 | 06/08 12:00 |

24 Hour Classification Summary

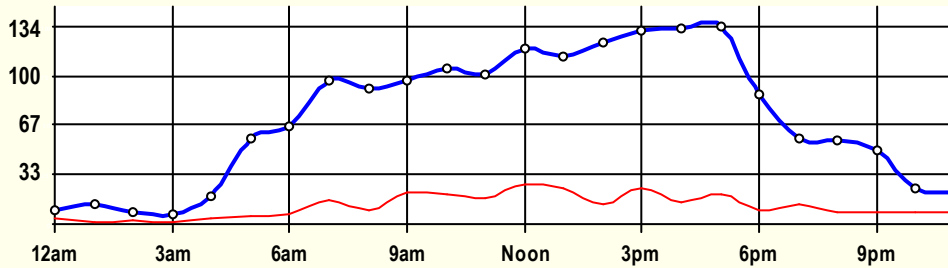
| CLASSIFICATION | | | | | | | | | | CLASSIFICATION | | | | |
|----------------------------------|--------------|----------------------------|--------------|---------------|-----------------------|-------------|-------------|-------------|-------------|----------------------------|-------------|-------------|-------------|-------------|
| D53I81 | | | | | | | | | | | | | | |
| FC 2 | | Dist 4 | | Wilson County | | | | | | | | | | |
| Route: US-75 | | | | | | | | North Leg | | | | | | |
| XRoute: RS-1127 (800 RD) | | | | | | | | | | | | | | |
| US-75 N OF RS-1127, S OF ALTOONA | | | | | | | | | | | | | | |
| Peak-Hour Traffic | | | | | | | | | | | | | | |
| All Traffic | | 134 | | 5pm | | | | | | | | | | |
| Private | | 118 | | 4pm | | | | | | | | | | |
| Commercial | | 28 | | Noon | | | | | | | | | | |
| June 2011 | | | | | | | | | | 48 Hr Survey | | | | |
| | | | | | | | | | | | | | | |
| Hr | Vol | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0 | 10 | 0 | 3.5 | 2 | 0 | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 1 | 13 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 2 | 7.5 | 0 | 4.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 |
| 3 | 6.5 | 0 | 2 | 2.5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 4 | 19 | 1.5 | 8.5 | 4.5 | 0 | 0 | 0 | 0 | 0 | 4.5 | 0 | 0 | 0 | 0 |
| 5 | 58.5 | 4 | 36 | 13 | 0 | 0.5 | 0.5 | 0.5 | 0 | 4 | 0 | 0 | 0 | 0 |
| 6 | 66 | 1 | 30 | 28 | 0 | 0.5 | 0 | 0 | 1 | 5.5 | 0 | 0 | 0 | 0 |
| 7 | 97.5 | 1.5 | 47 | 33 | 0 | 1.5 | 2 | 0.5 | 2 | 10 | 0 | 0 | 0 | 0 |
| 8 | 91 | 0 | 46 | 35 | 0 | 1 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 9 | 97 | 2 | 49.5 | 23.5 | 0 | 3.5 | 2 | 0 | 0.5 | 15.5 | 0.5 | 0 | 0 | 0 |
| 10 | 105.5 | 0.5 | 53 | 32 | 0 | 1.5 | 4 | 0.5 | 2 | 12 | 0 | 0 | 0 | 0 |
| 11 | 101.5 | 0.5 | 60.5 | 23.5 | 0 | 1.5 | 3.5 | 0 | 0.5 | 11.5 | 0 | 0 | 0 | 0 |
| 12 | 119 | 1 | 56.5 | 34 | 0 | 2.5 | 4 | 0 | 3.5 | 16 | 1 | 0 | 0 | 0.5 |
| 13 | 113 | 1 | 55 | 33 | 0 | 3.5 | 3.5 | 0.5 | 1.5 | 14.5 | 0 | 0 | 0 | 0.5 |
| 14 | 122.5 | 2 | 71 | 36 | 0 | 0.5 | 1 | 0 | 1.5 | 9.5 | 0.5 | 0.5 | 0 | 0 |
| 15 | 130.5 | 2 | 66.5 | 37.5 | 0 | 3 | 2 | 1.5 | 3.5 | 14 | 0 | 0 | 0 | 0.5 |
| 16 | 132.5 | 4 | 73.5 | 40.5 | 0 | 1 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0.5 |
| 17 | 133.5 | 3 | 79 | 31 | 0 | 1 | 2 | 1 | 1 | 15 | 0.5 | 0 | 0 | 0 |
| 18 | 87 | 2 | 54 | 22 | 0 | 0 | 0 | 0.5 | 0 | 8.5 | 0 | 0 | 0 | 0 |
| 19 | 58 | 0.5 | 31.5 | 13 | 0 | 0 | 0.5 | 0 | 0.5 | 12 | 0 | 0 | 0 | 0 |
| 20 | 57 | 1.5 | 33 | 14 | 0 | 0 | 0 | 0 | 0 | 8.5 | 0 | 0 | 0 | 0 |
| 21 | 49.5 | 0 | 29 | 13 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0 | 0 | 0 | 0 |
| 22 | 24.5 | 0 | 12 | 5 | 0 | 0 | 0 | 0.5 | 0 | 7 | 0 | 0 | 0 | 0 |
| 23 | 22 | 0 | 9.5 | 4 | 0 | 0 | 0 | 0.5 | 0 | 6.5 | 0 | 1 | 0 | 0.5 |
| ADT | 1,722 | 28 | 921 | 481.5 | 0 | 21.5 | 31 | 6 | 18.5 | 208 | 2.5 | 1.5 | 0 | 2.5 |
| AF | 0.82 | 1.6% | 53.5% | 28.0% | 0.0% | 1.2% | 1.8% | 0.3% | 1.1% | 12.1% | 0.1% | 0.1% | 0.0% | 0.1% |
| SITE TRAFFIC | | 1,430.5 Private Unit 83.1% | | | 58.5 Single Unit 3.4% | | | | | 233 Combination Unit 13.5% | | | | |
| 291.5 Commercial Unit 16.9% | | | | | | | | | | | | | | |



D53I81

Classification Summary

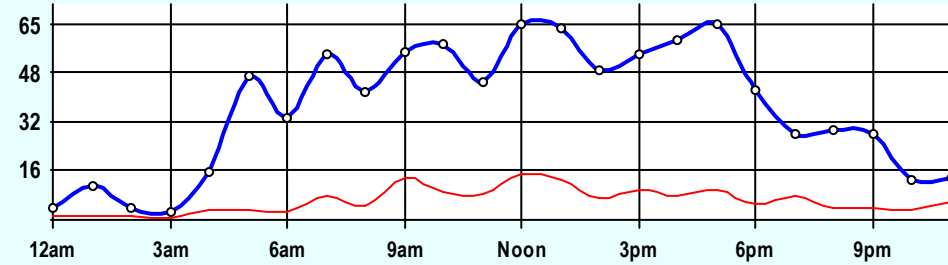
June 2011



Site Summary

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 1,722 | 5pm | 134 |
| 1,431 | Private | 113 |
| 292 | Commercial | 21 |
| K-Factor 0.04 | NB | SB |
| | 64 | 69 |

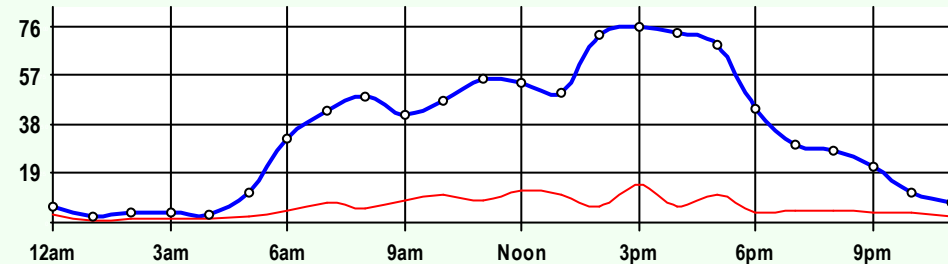
| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|-----------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 1,722 | 28 | 921 | 482 | 0 | 22 | 31 | 6 | 19 | 208 | 3 | 2 | 0 | 3 |
| Axle Factor 0.82 | 1,431 Private-Unit 83.1% | | | 59 Single-Unit 3.4% | | | | 233 Combination-Unit 13.5% | | | | | |
| | 292 Commercial-Unit 16.9% | | | | | | | | | | | | |



NB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 884 | Noon | 65 |
| 734 | Private | 50 |
| 150 | Commercial | 15 |
| K-Factor 0.07 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|---------------------------|-----|-----|---------------------|----|----|---|----------------------------|-----|----|----|----|----|
| 884 | 14 | 485 | 235 | 0 | 13 | 16 | 3 | 6 | 109 | 3 | 1 | 0 | 1 |
| Axle Factor 0.82 | 734 Private-Unit 83.0% | | | 31 Single-Unit 3.5% | | | | 119 Combination-Unit 13.5% | | | | | |
| | 150 Commercial-Unit 17.0% | | | | | | | | | | | | |



SB Traffic

| Volume | Pk-Hr | Pk-Hr-Vol |
|------------------|------------|-----------|
| 839 | 3pm | 76 |
| 697 | Private | 62 |
| 142 | Commercial | 15 |
| K-Factor 0.09 | | |

| Volume | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|------------------------|---------------------------|-----|-----|---------------------|---|----|---|----------------------------|----|----|----|----|----|
| 839 | 14 | 436 | 247 | 0 | 9 | 16 | 3 | 13 | 99 | 0 | 1 | 0 | 2 |
| Axle Factor 0.83 | 697 Private-Unit 83.1% | | | 28 Single-Unit 3.3% | | | | 114 Combination-Unit 13.6% | | | | | |
| | 142 Commercial-Unit 16.9% | | | | | | | | | | | | |

SITE INFORMATION

| | | | |
|------------|----------------------------------|--------|---------------|
| D53I81 | Event No: 7947 | Dist 4 | Wilson County |
| North Leg | Route: US-75 | | |
| | X-Route: RS-1127 (800 RD) | | |
| Location | US-75 N OF RS-1127, S OF ALTOONA | | |
| Site Info | Regular, NHS, Route-Class B | | |
| Event Info | | | |
| History | 3/08;4/05 | | |
| Comment | | | |

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