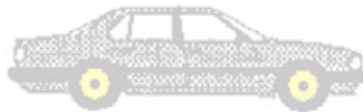


MOTORCYCLE



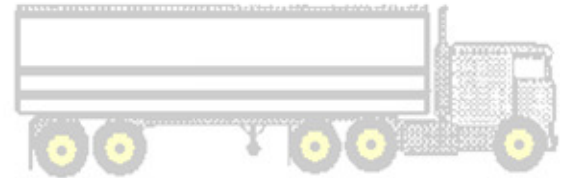
PASSENGER CARS



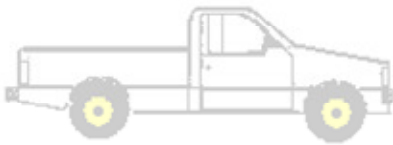
KANSAS

2011

5 AXLES



PICKUPS



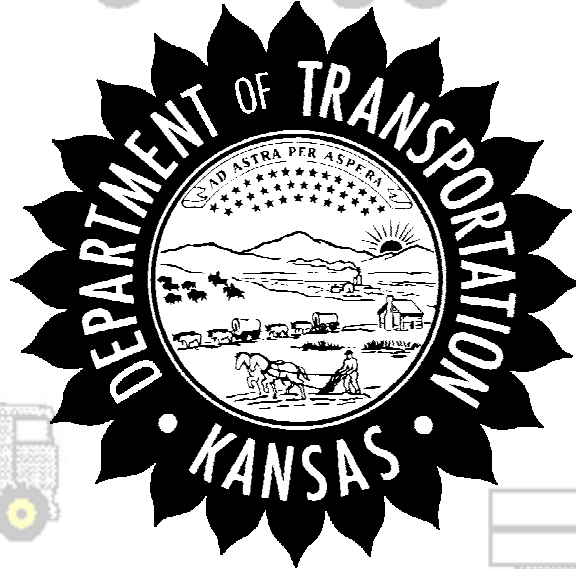
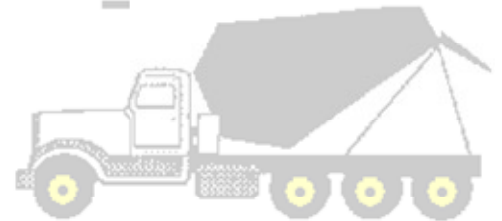
# VEHICLE CLASSIFICATION

## District 5 Surveys

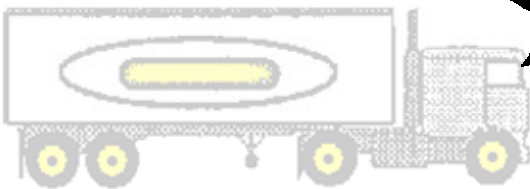
2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



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

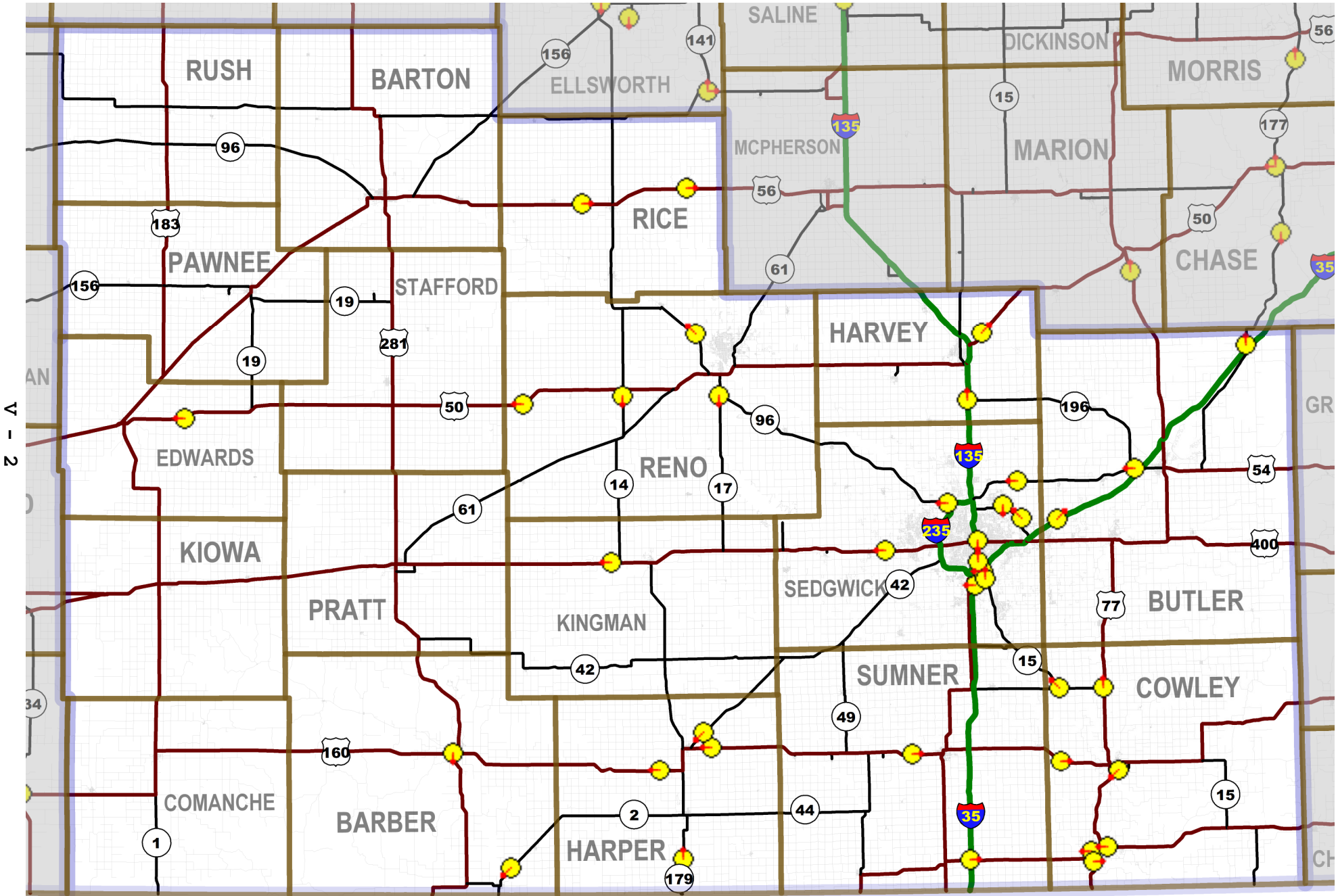
6 AXLES





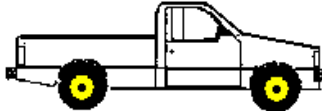

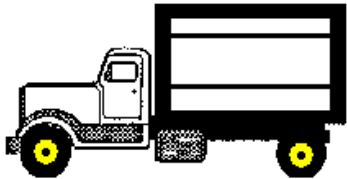

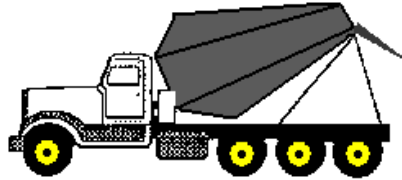






≥ 7 AXLES



# DISTRICT 5



# 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				
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 5**

**2011 Vehicle Classification Summary**

Kansas Dept of Transportation

5 - A

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	District Start Pg
				1	2	3	4	5	6	7	8	9	10	11	12	13			
Site Id	Cross- Route		AF																
Barber	US-281	US-281 S OF US-160, W OF MEDICINE LODGE	6	6	345	532	2	15	49	11	18	249	7	3	1	2	353	1,236	V
753B35	US-160		0.73	0.4%	27.9%	43.1%	0.1%	1.2%	4.0%	0.8%	1.4%	20.1%	0.5%	0.2%	0.0%	0.2%	28.6%	1	8
Barber	K-2	K-2 SW OF MCS-0413, NE OF KIOWA	6	7	348	381	0	10	24	2	18	73	1	3	1	2	132	868	V
7FC466	MCS-413 (RATTLESNAKE TRAIL)		0.85	0.8%	40.1%	43.9%	0.0%	1.2%	2.8%	0.2%	2.1%	8.4%	0.1%	0.3%	0.1%	0.2%	15.2%	1	10
Butler	I-35	I-35 NE OF RS-83, 1.25 MI NE OF ANDOVER	1	53	7,869	2,147	10	240	37	6	34	2,295	24	119	76	149	2,988	13,057	V
A66OT2	RS-83 (21st ST)		0.75	0.4%	60.3%	16.4%	0.1%	1.8%	0.3%	0.0%	0.3%	17.6%	0.2%	0.9%	0.6%	1.1%	22.9%	1	12
Butler	K-254	K-254 W OF K-196, W OF ELDORADO	2	129	8,711	3,105	7	99	95	18	123	568	17	8	2	8	943	12,887	V
AJFRT7	K-196		0.92	1.0%	67.6%	24.1%	0.1%	0.8%	0.7%	0.1%	1.0%	4.4%	0.1%	0.1%	0.0%	0.1%	7.3%	1	14
Butler	K-177	K-177 N OF I-35 ACCESS RD, N OF CASSODAY	7	13	281	147	0	2	4	0	5	10	1	0	0	0	22	464	V
B40Z01	I-35		0.95	2.8%	60.7%	31.8%	0.0%	0.5%	0.9%	0.0%	1.1%	2.1%	0.1%	0.0%	0.0%	0.0%	4.8%	1	16
Cowley	K-15	K-15 NW OF K-55, AT UDALL	2	39	3,689	1,348	2	60	31	5	37	102	8	4	2	2	251	5,326	V
A60EO8	K-55		0.96	0.7%	69.3%	25.3%	0.0%	1.1%	0.6%	0.1%	0.7%	1.9%	0.1%	0.1%	0.0%	0.0%	4.7%	1	18
Cowley	US-160	US-160 E OF RS-164, W OF WINFIELD	6	10	2,507	1,031	5	43	39	4	56	205	9	4	2	5	370	3,917	V
A66AA3	RS-164 (21st RD)		0.90	0.2%	64.0%	26.3%	0.1%	1.1%	1.0%	0.1%	1.4%	5.2%	0.2%	0.1%	0.0%	0.1%	9.4%	1	20
Cowley	C-106 (MAPLE ST)	MAPLE ST W OF 4th, IN ARKANSAS CITY	17	3	547	140	0	7	1	0	4	4	0	0	0	0	15	705	V
ABI4W7	4th		0.99	0.4%	77.6%	19.9%	0.0%	0.9%	0.1%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	2.1%	1	22
Cowley	US-77	US-77 E OF US-166 (S JCT), IN ARK CITY	14	27	2,146	1,085	9	95	50	13	54	503	27	4	1	0	754	4,012	V
ABU483	US-166		0.82	0.7%	53.5%	27.0%	0.2%	2.4%	1.2%	0.3%	1.3%	12.5%	0.7%	0.1%	0.0%	0.0%	18.8%	1	24
Cowley	US-77	US-77 N OF K-15 (N JCT), N OF WINFIELD	2	12	1,453	617	0	31	25	4	32	195	10	1	1	2	299	2,380	V
AE0EO1	K-15		0.87	0.5%	61.0%	25.9%	0.0%	1.3%	1.0%	0.1%	1.3%	8.2%	0.4%	0.0%	0.0%	0.1%	12.5%	1	26
Cowley	US-166	US-166 W OF 81st, E OF ARK CITY	16	10	2,038	1,202	1	39	33	4	25	281	10	1	0	3	395	3,644	V
AEF547	C-119 (81st RD)		0.88	0.3%	55.9%	33.0%	0.0%	1.1%	0.9%	0.1%	0.7%	7.7%	0.3%	0.0%	0.0%	0.1%	10.8%	1	28
Cowley	K-360	K-360 SW OF JOEL MACK RD, IN WINFIELD	14	2	2,587	1,118	1	30	15	2	26	43	1	2	0	2	120	3,827	V
AGU9S6	C-6926 (JOEL MACK RD)		0.97	0.1%	67.6%	29.2%	0.0%	0.8%	0.4%	0.1%	0.7%	1.1%	0.0%	0.0%	0.0%	0.1%	3.1%	1	30
Edwards	US-50	US-50 W OF RS-224, W OF LEWIS	2	26	768	509	1	22	34	4	44	599	34	3	1	5	745	2,047	V
5TCV87	RS-224		0.66	1.2%	37.5%	24.8%	0.0%	1.1%	1.6%	0.2%	2.1%	29.3%	1.7%	0.1%	0.0%	0.2%	36.4%	1	32
Harper	US-160	US-160, 3 MI W OF JCT US-160 / K-2	6	11	686	515	0	24	24	5	23	114	3	1	1	1	192	1,404	V
8669X7	NW 30 AVE		0.87	0.8%	48.9%	36.7%	0.0%	1.7%	1.7%	0.3%	1.6%	8.1%	0.2%	0.0%	0.0%	0.0%	13.6%	1	34
Harper	K-179	K-179 N OF RS-990, 6 MI S OF {K-2 IN ANTHONY}	7	3	180	320	0	9	12	1	6	67	5	1	2	1	102	605	V
8A94M1	RS-990		0.82	0.5%	29.7%	52.9%	0.0%	1.4%	1.9%	0.2%	0.9%	11.1%	0.8%	0.2%	0.2%	0.2%	16.9%	1	36

**District 5**

**2011 Vehicle Classification Summary**

Kansas Dept of Transportation

9 - A

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	District Start Pg
				1	2	3	4	5	6	7	8	9	10	11	12	13			
Site Id	Cross- Route		AF																
Harper	K-2	K-2 SW OF RS-303, NE OF HARPER	6	7	1,078	755	1	32	24	6	28	136	4	0	0	1	230	2,070	V
8E3C76	RS-303		0.89	0.3%	52.1%	36.5%	0.0%	1.5%	1.1%	0.3%	1.3%	6.6%	0.2%	0.0%	0.0%	0.0%	11.1%	1	38
Harper	US-160	US-160 W OF RS-1485, E OF HARPER	6	8	577	418	1	19	21	3	11	124	5	1	0	1	183	1,186	V
8FFBA7	RS-1485		0.84	0.7%	48.7%	35.2%	0.0%	1.6%	1.8%	0.2%	0.9%	10.5%	0.4%	0.0%	0.0%	0.0%	15.4%	1	40
Harvey	I-135	I-135 N OF K-196, EXIT 25, 5 MI S OF NEWTON	1	93	16,352	4,677	31	663	144	16	224	3,345	124	111	13	3	4,670	25,791	V
9Q0VY1	K-196		0.82	0.4%	63.4%	18.1%	0.1%	2.6%	0.6%	0.1%	0.9%	13.0%	0.5%	0.4%	0.0%	0.0%	18.1%	1	42
Harvey	US-50	US-50 NE OF 36th, 2.6 MI NE OF I-135	2	54	3,193	1,226	4	63	66	10	120	1,240	52	38	18	11	1,621	6,093	V
9SS002	36th		0.73	0.9%	52.4%	20.1%	0.1%	1.0%	1.1%	0.2%	2.0%	20.4%	0.8%	0.6%	0.3%	0.2%	26.6%	1	44
Kingman	US-54	US-54 W OF RS-1704, 1 MI W OF US-54 & K-14 JCT	2	44	2,487	1,346	7	69	57	9	85	833	23	92	21	5	1,199	5,076	V
7XRME7	RS-1704 (50 AVE)		0.76	0.9%	49.0%	26.5%	0.1%	1.3%	1.1%	0.2%	1.7%	16.4%	0.5%	1.8%	0.4%	0.1%	23.6%	1	46
Reno	US-50	US-50 W OF RS-555, 0.5 MI W OF SYLVIA	2	24	950	582	3	27	28	3	48	664	24	10	3	3	811	2,366	V
7I6VX7	RS-555 (LONGVIEW)		0.68	1.0%	40.2%	24.6%	0.1%	1.1%	1.2%	0.1%	2.0%	28.0%	1.0%	0.4%	0.1%	0.1%	34.3%	1	48
Reno	K-14	K-14 S OF RS-555, 1 MI S OF US-50	6	6	183	131	0	5	8	1	4	43	7	1	1	1	69	388	V
800WC5	RS-555 (TRAIL WEST RD)		0.81	1.4%	47.2%	33.6%	0.0%	1.2%	2.1%	0.3%	1.0%	11.1%	1.7%	0.3%	0.1%	0.1%	17.8%	1	50
Reno	K-17	K-17 S OF RS-555, S OF HUTCHINSON	6	23	1,338	579	1	16	12	1	17	52	3	2	0	3	105	2,044	V
8HCWC5	RS-555 (TRAIL WEST RD)		0.95	1.1%	65.5%	28.3%	0.0%	0.8%	0.6%	0.0%	0.8%	2.5%	0.1%	0.1%	0.0%	0.1%	5.1%	1	52
Reno	K-96	K-96 NW OF NICKERSON RD, WILSON EXIT, W OF HUTCHINSON	2	32	2,158	994	2	59	55	4	44	283	5	5	1	1	458	3,641	V
8O7038	MCS-7821 (NICKERSON RD)		0.87	0.9%	59.3%	27.3%	0.1%	1.6%	1.5%	0.1%	1.2%	7.8%	0.1%	0.1%	0.0%	0.0%	12.6%	1	54
Rice	US-56	US-56 E OF RS-577, W OF LYONS	2	37	2,109	1,257	1	54	50	6	63	415	11	10	1	1	610	4,013	V
7T47X3	RS-577 (12th)		0.84	0.9%	52.6%	31.3%	0.0%	1.3%	1.2%	0.1%	1.6%	10.3%	0.3%	0.2%	0.0%	0.0%	15.2%	1	56
Rice	US-56	US-56 E OF K-46, S OF LITTLE RIVER	2	42	1,650	905	3	50	32	8	52	534	12	5	1	4	700	3,297	V
8BV8S3	K-46		0.78	1.3%	50.1%	27.4%	0.1%	1.5%	1.0%	0.2%	1.6%	16.2%	0.4%	0.2%	0.0%	0.1%	21.2%	1	58
Sedgwick	US-54	US-54 W OF 167th, 2 MI E OF GODDARD	2	126	13,378	5,369	7	275	116	17	138	953	22	89	21	5	1,641	20,513	V
9B3N07	RS-608 (S 167th ST W)		0.92	0.6%	65.2%	26.2%	0.0%	1.3%	0.6%	0.1%	0.7%	4.6%	0.1%	0.4%	0.1%	0.0%	8.0%	1	60
Sedgwick	K-96	K-96 W OF I-235, IN WICHITA	12	188	20,042	7,059	9	267	780	155	237	1,465	75	23	10	22	3,040	30,328	V
9M0PK7	I-235		0.90	0.6%	66.1%	23.3%	0.0%	0.9%	2.6%	0.5%	0.8%	4.8%	0.2%	0.1%	0.0%	0.1%	10.0%	1	62
Sedgwick	C-6451 (GROVE ST)	GROVE ST S OF LEWIS, IN WICHITA	16	72	6,645	1,365	2	47	12	0	6	3	0	3	1	1	72	8,153	V
9RFNB5	LEWIS		1.00	0.9%	81.5%	16.7%	0.0%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1	64
Sedgwick	C-6050 (55th S)	S 55th ST W OF HYDRAULIC, IN WICHITA	16	22	3,049	1,126	16	65	30	2	6	6	0	0	0	0	124	4,321	V
9RRKQ7	C-6057 (HYDRAULIC)		0.99	0.5%	70.6%	26.1%	0.4%	1.5%	0.7%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	2.9%	1	66

**District 5**

**2011 Vehicle Classification Summary**

Kansas Dept of Transportation

County	Route	LOCATION DESCRIPTION	FC	VEHICLE CLASSIFICATION CATEGORY													Truck Total	ADT Surveys	District Start Pg
				AF	1	2	3	4	5	6	7	8	9	10	11	12			
Sedgwick	I-135	I-135 N OF SOUTHEAST BLVD, EXIT 3A, IN WICHITA	11	542	41,337	13,414	22	681	578	103	479	2,854	120	77	55	42	5,008	<b>60,301</b>	<b>V</b>
<b>9RUM21</b>	K-15		0.91	0.9%	68.6%	22.2%	0.0%	1.1%	1.0%	0.2%	0.8%	4.7%	0.2%	0.1%	0.1%	0.1%	8.3%	<b>1</b>	<b>68</b>
Sedgwick	C-6150 (MacARTHUR)	MacARTHUR W OF ENGLEWOOD, IN WICHITA	14	186	6,857	2,626	0	84	57	8	39	38	1	2	2	3	232	<b>9,900</b>	<b>V</b>
<b>9SUL17</b>	ENGLEWOOD		0.99	1.9%	69.3%	26.5%	0.0%	0.8%	0.6%	0.1%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	2.3%	<b>1</b>	<b>70</b>
Sedgwick	K-15	K-15 N OF 47th, IN WICHITA	12	204	17,744	5,502	5	143	151	28	123	229	18	9	9	11	724	<b>24,174</b>	<b>V</b>
<b>9TCL21</b>	C-6200 (47th)		0.97	0.8%	73.4%	22.8%	0.0%	0.6%	0.6%	0.1%	0.5%	0.9%	0.1%	0.0%	0.0%	0.0%	3.0%	<b>1</b>	<b>72</b>
Sedgwick	C-6625 (ROCK RD)	ROCK RD S OF 35th N, IN WICHITA	16	57	13,559	3,631	8	265	29	7	77	52	3	1	0	0	441	<b>17,688</b>	<b>V</b>
<b>9V3P95</b>	35th N		0.99	0.3%	76.7%	20.5%	0.0%	1.5%	0.2%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	2.5%	<b>1</b>	<b>74</b>
Sedgwick	K-254	K-254 W OF RS-309, GREENWICH EXIT	2	121	7,905	3,077	7	92	105	24	154	688	31	8	2	5	1,113	<b>12,215</b>	<b>V</b>
<b>9YUR37</b>	RS-309 (GREENWICH RD)		0.90	1.0%	64.7%	25.2%	0.1%	0.7%	0.9%	0.2%	1.3%	5.6%	0.2%	0.1%	0.0%	0.0%	9.1%	<b>1</b>	<b>76</b>
Sedgwick	K-96	K-96 N OF 21st, NE WICHITA	12	110	19,133	5,177	2	139	126	35	153	774	28	20	6	21	1,303	<b>25,722</b>	<b>V</b>
<b>A00OS8</b>	RS-83 (21st)		0.94	0.4%	74.4%	20.1%	0.0%	0.5%	0.5%	0.1%	0.6%	3.0%	0.1%	0.1%	0.0%	0.1%	5.1%	<b>1</b>	<b>78</b>
Sumner	US-160	US-160 E OF RS-1577, W OF WELLINGTON	6	10	966	734	0	32	27	2	32	191	7	2	1	2	293	<b>2,003</b>	<b>V</b>
<b>9GRAT3</b>	RS-1577 (DRURY RD)		0.85	0.5%	48.2%	36.6%	0.0%	1.6%	1.3%	0.1%	1.6%	9.5%	0.3%	0.1%	0.0%	0.1%	14.6%	<b>1</b>	<b>80</b>
Sumner	US-166	US-166 E OF I-35, W OF ARK CITY	2	11	1,425	603	2	42	18	4	32	346	19	1	1	2	465	<b>2,503</b>	<b>V</b>
<b>9PR4F3</b>	I-35		0.80	0.4%	56.9%	24.1%	0.1%	1.7%	0.7%	0.1%	1.3%	13.8%	0.8%	0.0%	0.0%	0.1%	18.6%	<b>1</b>	<b>82</b>

# 24 Hour Classification Summary

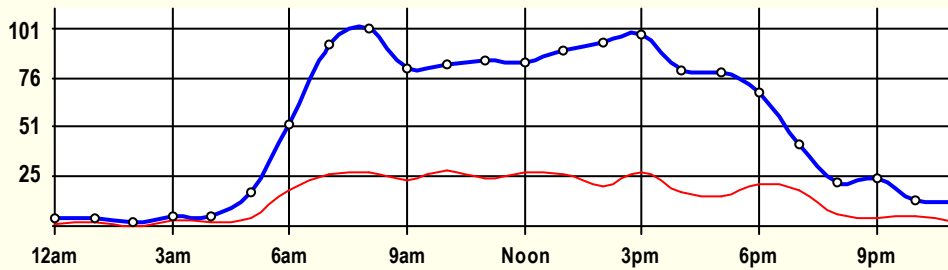
CLASSIFICATION										CLASSIFICATION				
753B35														
FC 6		Dist 5		Barber County										
Route: US-281								South Leg						
XRoute: US-160														
US-281 S OF US-160, W OF MEDICINE LODGE														
<b>Peak-Hour Traffic</b>														
All Traffic		101		8am										
Private		74		8am										
Commercial		29		10am										
<b>August 2011 48 Hr Survey</b>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	4.5	0	2.5	1	0	0	0	0	0.5	0.5	0	0	0	0
1	4	0	1	1	0	0.5	0.5	0	0	1	0	0	0	0
2	2	0	0	1.5	0	0	0	0	0	0.5	0	0	0	0
3	5	0	1	1	0	0.5	0	0	0.5	2	0	0	0	0
4	5	0	0.5	2	0	0	0.5	0	0	2	0	0	0	0
5	17.5	0	6	7.5	0	0	1	0	0	3	0	0	0	0
6	51.5	0.5	12	20.5	0	2	1.5	0.5	1	13.5	0	0	0	0
7	92.5	0	22.5	43.5	0	0.5	5	0	0.5	20.5	0	0	0	0
8	101	0	26.5	47	0	1	3.5	0.5	1.5	19.5	0.5	0	0	1
9	80.5	0.5	19.5	37	0.5	1	2	1	1.5	15.5	1.5	0.5	0	0
10	83	0	19.5	35	0	1	3	1	1.5	21	1	0	0	0
11	85	0	20.5	40.5	0	1.5	3.5	1.5	1	15.5	0	0.5	0	0.5
12	84	0	18	38	0	2	3	0.5	3	18.5	1	0	0	0
13	89.5	1.5	23	39	0.5	2	5	0	2	15	1	0.5	0	0
14	93.5	0	27.5	45.5	0	2.5	2.5	1.5	0	13.5	0.5	0	0	0
15	98	2.5	28	39.5	0.5	0	6.5	1.5	0.5	18	0.5	0	0.5	0
16	79	0.5	24	37.5	0	0	2.5	1.5	0.5	12.5	0	0	0	0
17	78	0	32	30.5	0	0	3.5	0.5	0	11	0	0.5	0	0
18	68	0	21.5	25.5	0	0	1.5	0.5	2	17	0	0	0	0
19	42	0	13	11	0	0	2.5	0	1	14	0.5	0	0	0
20	22	0	9	7	0	0	0.5	0	0.5	4.5	0	0.5	0	0
21	24.5	0	8	12	0	0	0.5	0	0	4	0	0	0	0
22	13.5	0	4.5	4	0	0	0.5	0	0	4	0	0	0	0.5
23	12	0	5	5	0	0	0	0	0	2	0	0	0	0
<b>ADT</b>	<b>1,236</b>	<b>5.5</b>	<b>345</b>	<b>532</b>	<b>1.5</b>	<b>14.5</b>	<b>49</b>	<b>10.5</b>	<b>17.5</b>	<b>248.5</b>	<b>6.5</b>	<b>2.5</b>	<b>0.5</b>	<b>2</b>
<b>AF</b>	<b>0.73</b>	<b>0.4%</b>	<b>27.9%</b>	<b>43.1%</b>	<b>0.1%</b>	<b>1.2%</b>	<b>4.0%</b>	<b>0.8%</b>	<b>1.4%</b>	<b>20.1%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE TRAFFIC</b>		882.5 Private 71.4% Unit			75.5 Single Unit 6.1%					277.5 Combination Unit 22.5%				
		353 Commercial Unit 28.6%												



**753B35**

**Classification Summary**

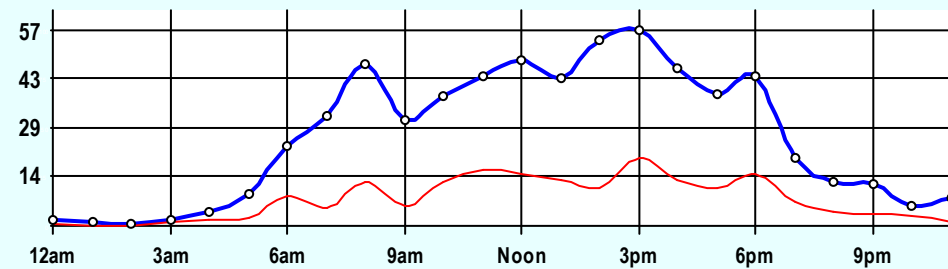
**August 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,236</b>	<b>8am</b>	<b>101</b>
883	Private	74
<b>353</b>	<b>Commercial</b>	<b>28</b>
K-Factor 0.04	NB	SB
	47	54

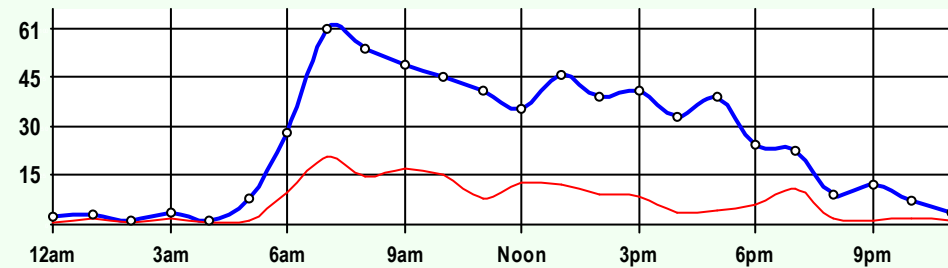
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
1,236	6	345	532	2	15	49	11	18	249	7	3	1	2	
Axle Factor 0.73	0.4% 27.9% 43.1%			0.1% 1.2% 4.0%			0.8% 1.4%			20.1% 0.5% 0.2% 0.0% 0.2%				
	883 Private-Unit			76 Single-Unit			6.1%			278 Combination-Unit				22.5%
	71.4%			353 Commercial-Unit										28.6%



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>621</b>	<b>3pm</b>	<b>57</b>
437	Private	38
<b>185</b>	<b>Commercial</b>	<b>20</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
621	2	173	262	1	7	28	5	11	127	4	1	1	2	
Axle Factor 0.73	0.3% 27.9% 42.1%			0.2% 1.1% 4.4%			0.7% 1.8%			20.5% 0.6% 0.2% 0.1% 0.2%				
	437 Private-Unit			40 Single-Unit			6.4%			145 Combination-Unit				23.3%
	70.3%			185 Commercial-Unit										29.7%



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>615</b>	<b>7am</b>	<b>61</b>
446	Private	40
<b>169</b>	<b>Commercial</b>	<b>21</b>
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
615	4	172	271	1	8	22	6	7	122	3	2	0	1	
Axle Factor 0.74	0.6% 28.0% 44.0%			0.1% 1.2% 3.5%			1.0% 1.1%			19.8% 0.5% 0.2% 0.0% 0.1%				
	446 Private-Unit			36 Single-Unit			5.8%			133 Combination-Unit				21.6%
	72.6%			169 Commercial-Unit										27.4%

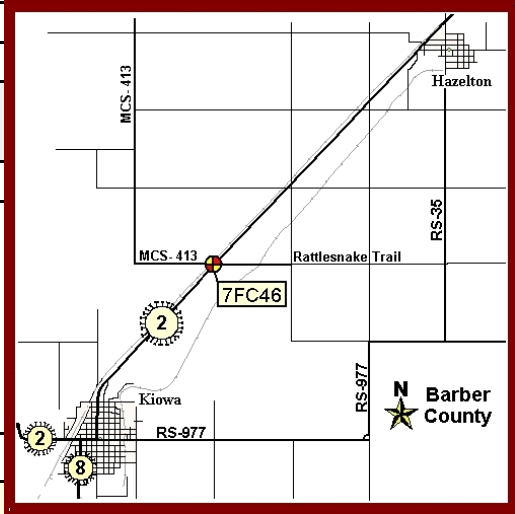
**SITE INFORMATION**

753B35	Event No: 8015	Dist 5	Barber County
South Leg	Route: US-281		
	X-Route: US-160		
Location	US-281 S OF US-160, W OF MEDICINE LODGE		
Site Info	Regular, State-Sys, Route-Class B		
Event Info			
History	2/08;4/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	08/29/11 13:00	08/31 12:00
51	48	08/29/11 13:00	08/31 12:00

# 24 Hour Classification Summary

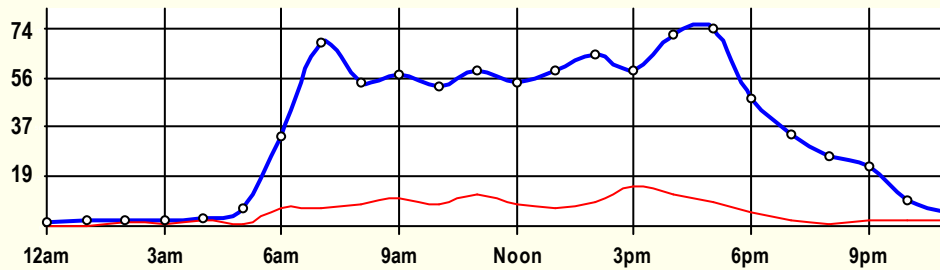
CLASSIFICATION										CLASSIFICATION				
7FC466														
FC 6		Dist 5		Barber County										
Route: K-2								South-West						
XRoute: MCS-413 (RATTLESNAKE TRAIL)								Leg						
K-2 SW OF MCS-0413, NE OF KIOWA														
<b>Peak-Hour Traffic</b>														
All Traffic		74		5pm										
Private		65		5pm										
Commercial		15		3pm										
<b>August 2011 48 Hr Survey</b>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0
1	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0
2	2.5	0	0	1	0	1	0	0	0	0.5	0	0	0	0
3	2	0	1	0	0	0	0	0	0	1	0	0	0	0
4	3	0.5	0.5	0	0	0	0.5	0	0	1.5	0	0	0	0
5	7	0	3	3	0	0	0	0	0	1	0	0	0	0
6	33.5	0	15	12	0	0	0.5	0	0.5	5.5	0	0	0	0
7	68.5	1.5	29	31	0	1	0.5	0	0	5	0	0	0	0.5
8	54	0.5	18.5	26.5	0	0.5	2	0	1	4	0.5	0.5	0	0
9	56.5	0.5	18.5	27	0	0.5	1	0	1.5	6	0	0	0.5	1
10	52.5	0.5	21.5	22.5	0	1.5	0.5	0	0.5	5.5	0	0	0	0
11	58	0	19.5	26.5	0	1	3	0	1.5	6.5	0	0	0	0
12	53.5	1.5	13	31	0	0.5	2	0	2	3.5	0	0	0	0
13	58.5	0.5	23	28.5	0	0	2	0	1	3.5	0	0	0	0
14	64.5	0	26	29.5	0	1	2.5	0	1.5	4	0	0	0	0
15	58	0.5	18	24.5	0	0.5	5.5	0	2	6.5	0	0.5	0	0
16	71.5	0	33.5	26	0	0	2	0.5	4.5	5	0	0	0	0
17	74	0	35.5	29.5	0	2	1	1	1	3.5	0	0.5	0	0
18	47.5	0	20	22.5	0	0	0.5	0	0.5	3.5	0.5	0	0	0
19	34	0	16	16	0	0	0.5	0	0.5	1	0	0	0	0
20	26.5	0	13	12.5	0	0	0	0	0	1	0	0	0	0
21	22.5	0	12.5	8	0	0.5	0	0	0	1.5	0	0	0	0
22	10	1	4	2.5	0	0	0	0	0	2	0	0.5	0	0
23	5.5	0	3	0.5	0	0	0	0	0	1.5	0	0.5	0	0
<b>ADT</b>	<b>868</b>	<b>7</b>	<b>347.5</b>	<b>381</b>	<b>0</b>	<b>10</b>	<b>24</b>	<b>1.5</b>	<b>18</b>	<b>73</b>	<b>1</b>	<b>2.5</b>	<b>0.5</b>	<b>1.5</b>
<b>AF</b>	<b>0.85</b>	<b>0.8%</b>	<b>40.1%</b>	<b>43.9%</b>	<b>0.0%</b>	<b>1.2%</b>	<b>2.8%</b>	<b>0.2%</b>	<b>2.1%</b>	<b>8.4%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.2%</b>
<b>SITE TRAFFIC</b>		735.5 Private 84.8% Unit			35.5 Single Unit 4.1%					96.5 Combination Unit 11.1%				
132 Commercial Unit 15.2%														



# 7FC466

# Classification Summary

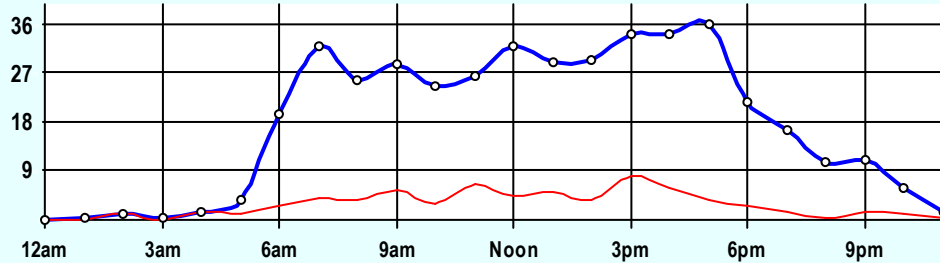
# August 2011



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
868	5pm	74
736	Private	65
132	Commercial	9
K-Factor 0.04	NEB	SWB
	36	38

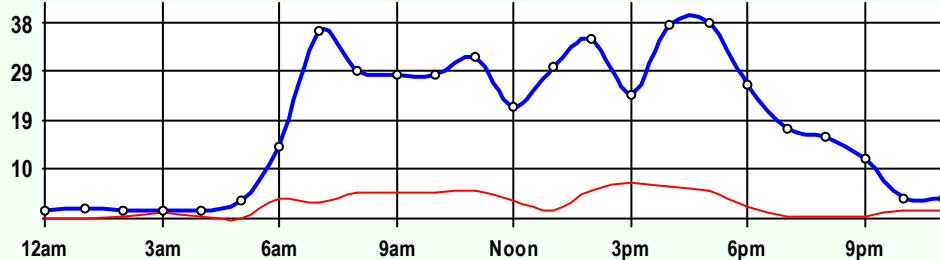
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
868	7	348	381	0	10	24	2	18	73	1	3	1	2
Axle Factor 0.85	736 Private-Unit 84.8%			36 Single-Unit 4.1%			97 Combination-Unit 11.1%						
	132 Commercial-Unit 15.2%												



## NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
425	5pm	36
359	Private	33
67	Commercial	4
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
425	4	168	187	0	5	13	1	8	37	1	2	1	1
Axle Factor 0.85	359 Private-Unit 84.4%			19 Single-Unit 4.5%			48 Combination-Unit 11.2%						
	67 Commercial-Unit 15.6%												



## SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
443	5pm	38
377	Private	33
66	Commercial	6
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
443	4	180	194	0	5	11	1	11	37	1	1	0	1
Axle Factor 0.86	377 Private-Unit 85.2%			17 Single-Unit 3.7%			49 Combination-Unit 11.1%						
	66 Commercial-Unit 14.8%												

## SITE INFORMATION

7FC466	Event No: 8016	Dist 5	Barber County
South-West Leg	Route: K-2		
	X-Route: MCS-413 (RATTLESNAKE TRAIL)		
Location	K-2 SW OF MCS-0413, NE OF KIOWA		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	2/08;4/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
21	48	08/29/11 13:00	08/31 12:00
61	48	08/29/11 13:00	08/31 12:00

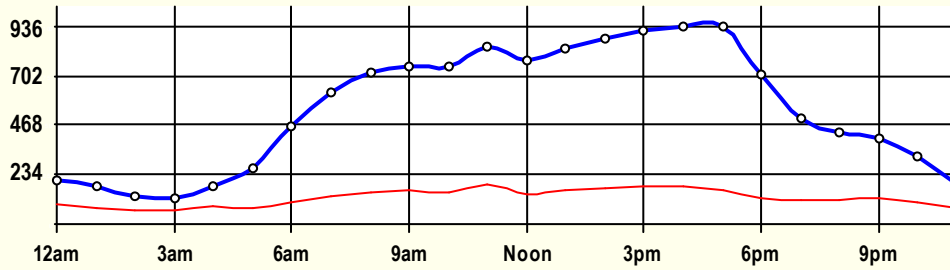
# 24 Hour Classification Summary

CLASSIFICATION												CLASSIFICATION											
A660T2						WIM Collected																	
FC 1			Dist 5			Butler County																	
Route: I-35									North-East														
XRoute: RS-83 (21st ST)									Leg														
I-35 NE OF RS-83, 1.25 MI NE OF ANDOVER																							
<b>Peak-Hour Traffic</b>																							
All Traffic			936			4pm																	
Private			770			5pm																	
Commercial			185			11am																	
June 2011						NEB 48Hr						SWB 24Hr											
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13									
0	210	2	85	24	0	5	0	0	0.5	69	1.5	5.5	8.5	9									
1	181	0	89	21	0	2.5	2.5	0	1.5	46.5	1	2.5	2	12.5									
2	130.5	0	52	17	0	2	0	0	0	39	0.5	6	4.5	9.5									
3	121.5	0.5	45	6	0	2.5	1	0	1.5	43.5	0	7.5	3	11									
4	176.5	0	72.5	22.5	0	6	0	0	1.5	53	0	13.5	1.5	6									
5	261	3	140.5	44	0	5.5	0	0	0.5	49	0.5	5.5	4.5	8									
6	464.5	4.5	262.5	90.5	0.5	9	1	0	1	83	0	4.5	3.5	4.5									
7	624	2.5	374	114.5	0.5	8	3	0.5	2.5	108	0.5	4	3	3									
8	722	3	425	140	2	17	2	0	1.5	120	0.5	4.5	3.5	3									
9	750	3	482	104	0.5	12.5	2.5	0	1.5	125.5	1.5	8.5	3.5	5									
10	747	2	469.5	122.5	0	16	2.5	0	2	126.5	0.5	3.5	1	1									
11	839	1	505	148	1.5	21	2.5	0.5	2.5	144.5	0	2	5.5	5									
12	772	1.5	485.5	142	0.5	10.5	2	0	1	119.5	0.5	3	4	2									
13	833	2.5	530	138.5	1	13.5	2	0	1	133	2	4	2	3.5									
14	880	5	546	162.5	0	14.5	2.5	1.5	4	131	2	4	2.5	4.5									
15	918.5	4.5	579	152.5	0.5	16.5	2	0	1.5	143.5	2	3.5	6	7									
16	936	0.5	588	172.5	0	29	0	0	2	128.5	3	4.5	3.5	4.5									
17	930.5	3	626.5	140	0.5	11.5	2	0.5	1	134	2.5	3	2	4									
18	706.5	2.5	449.5	128	1.5	8	2	0	3.5	103	2	2	3	1.5									
19	499.5	2	317.5	67.5	0.5	7	2.5	0.5	0	92	0.5	1	1	7.5									
20	434	3	246	71	0	6	0.5	0	1	90	0.5	4.5	1	10.5									
21	408.5	4	232	53	0	6	1	1	1.5	86	1.5	6	4	12.5									
22	318	1	170.5	44.5	0	4.5	2.5	1	0	77.5	0.5	7.5	0	8.5									
23	193	2	96.5	20.5	0	6	1	0	1	49.5	0	8.5	2.5	5.5									
<b>ADT</b>	<b>13,057</b>	<b>53</b>	<b>7,869</b>	<b>2,146.5</b>	<b>9.5</b>	<b>240</b>	<b>37</b>	<b>5.5</b>	<b>34</b>	<b>2,295</b>	<b>23.5</b>	<b>119</b>	<b>75.5</b>	<b>149</b>									
<b>AF</b>	<b>0.75</b>	<b>0.4%</b>	<b>60.3%</b>	<b>16.4%</b>	<b>0.1%</b>	<b>1.8%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>17.6%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>0.6%</b>	<b>1.1%</b>									
<b>SITE TRAFFIC</b>		10,068.5 Private Unit			292 Single Unit 2.2%					2,696 Combination Unit 20.6%													
		77.1%								2,988 Commercial Unit 22.9%													

**A660T2**

**Classification Summary**

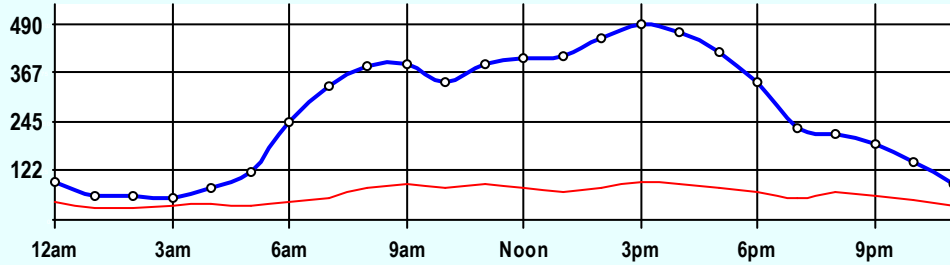
**June 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>13,057</b>	<b>4pm</b>	<b>936</b>
10,069	Private	761
<b>2,988</b>	<b>Commercial</b>	<b>175</b>
K-Factor 0.04	NEB	SWB
	471	465

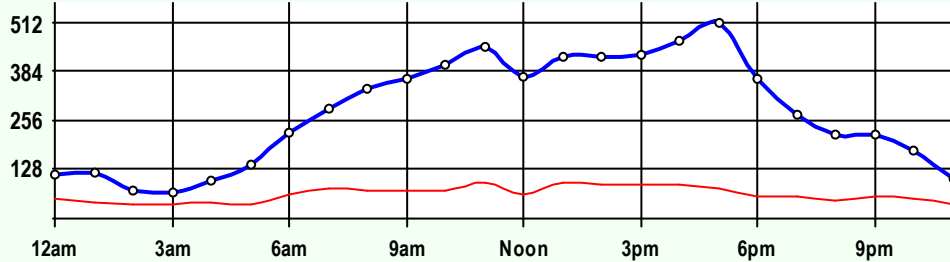
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
13,057	53	7,869	2,147	10	240	37	6	34	2,295	24	119	76	149
Axle Factor 0.75	0.4%	60.3%	16.4%	0.1%	1.8%	0.3%	0.0%	0.3%	17.6%	0.2%	0.9%	0.6%	1.1%
	10,069 Private-Unit 77.1%			292 Single-Unit 2.2%				2,696 Combination-Unit 20.6%					
	2,988 Commercial-Unit 22.9%												



**NEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>6,406</b>	<b>3pm</b>	<b>490</b>
4,924	Private	397
<b>1,482</b>	<b>Commercial</b>	<b>93</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,406	10	3,878	1,036	8	158	18	3	27	1,064	11	73	40	82
Axle Factor 0.76	0.2%	60.5%	16.2%	0.1%	2.5%	0.3%	0.0%	0.4%	16.6%	0.2%	1.1%	0.6%	1.3%
	4,924 Private-Unit 76.9%			186 Single-Unit 2.9%				1,296 Combination-Unit 20.2%					
	1,482 Commercial-Unit 23.1%												



**SWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>6,651</b>	<b>5pm</b>	<b>512</b>
5,145	Private	432
<b>1,506</b>	<b>Commercial</b>	<b>80</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,651	43	3,991	1,111	2	82	19	3	7	1,231	13	46	36	67
Axle Factor 0.75	0.6%	60.0%	16.7%	0.0%	1.2%	0.3%	0.0%	0.1%	18.5%	0.2%	0.7%	0.5%	1.0%
	5,145 Private-Unit 77.4%			106 Single-Unit 1.6%				1,400 Combination-Unit 21.0%					
	1,506 Commercial-Unit 22.6%												

**SITE INFORMATION**

<b>A660T2</b>	<b>Event No: 8084</b>	<b>Dist 5</b>	<b>Butler County</b>
<b>North-East Leg</b>	Route: I-35		
	X-Route: RS-83 (21st ST)		
<b>Location</b>	I-35 NE OF RS-83, 1.25 MI NE OF ANDOVER		
<b>Site Info</b>	Regular, NHS, Route-Class A		
<b>Event Info</b>	WIM Collected		
<b>History</b>	5/08;5/05;9/02;10/99;8/96;10/95		
<b>Comment</b>	NEB 48Hr, SWB 24Hr		

Lane	Hrs	Start Hour	Last Hour
21	48	06/14/11 10:00	06/16 09:00
22	48	06/14/11 10:00	06/16 09:00
61	24	06/14/11 10:00	06/15 09:00
62	24	06/14/11 10:00	06/15 09:00

# 24 Hour Classification Summary

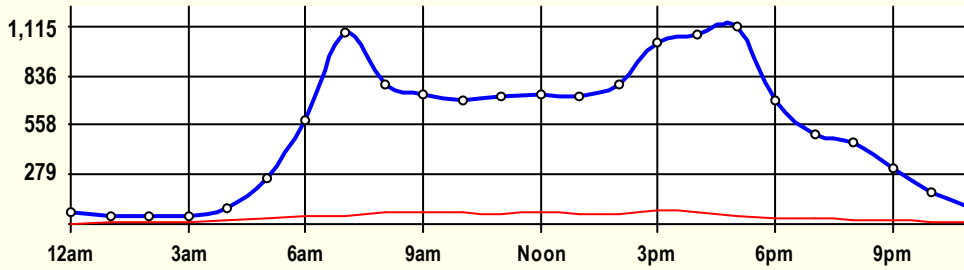
CLASSIFICATION										CLASSIFICATION				
AJFRT7														
FC 2		Dist 5		Butler County										
Route: K-254								West Leg						
XRoute: K-196														
K-254 W OF K-196, W OF ELDORADO														
<b>Peak-Hour Traffic</b>														
All Traffic		1,115		5pm										
Private		1,070		5pm										
Commercial		83		3pm										
September 2011      48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	71	1	51	15	0	1	0	0	0	2	0	1	0	0
1	42	1	19	8	0	2	1.5	0	0	9.5	0	1	0	0
2	48.5	0.5	25.5	7.5	0	3	2	0	1.5	8	0	0.5	0	0
3	50.5	0	23.5	11	0	1.5	1	0	2	11	0	0.5	0	0
4	94	1	51.5	23.5	0	2	0.5	0.5	0.5	14	0	0	0	0.5
5	255	4	150.5	71.5	0.5	3	0.5	0	2.5	22.5	0	0	0	0
6	582	7	365.5	169.5	0	4.5	3.5	0	3.5	27.5	1	0	0	0
7	1,080	5.5	797	233.5	0.5	7	7.5	0	3.5	24.5	1	0	0	0
8	793	3.5	514.5	211.5	0.5	6	8.5	1	8.5	35.5	2	0	0.5	1
9	729	6	472	185	0	4.5	7.5	5.5	9	38	1	0.5	0	0
10	702	9	430.5	189.5	0.5	9	7.5	0.5	9.5	42.5	2	0.5	0	1
11	724.5	7.5	473	183	0	4	5.5	0.5	6	43.5	1	0.5	0	0
12	728.5	6.5	475	177	0.5	6.5	7	3.5	8.5	41.5	2	0	0	0.5
13	723	5.5	488.5	174.5	0	8	5	2	8.5	29.5	1.5	0	0	0
14	792	7	525	200.5	0.5	4	7	0	11	34	2	1	0	0
15	1,028.5	6	702.5	237.5	2	12.5	10	1.5	12.5	41.5	0.5	0.5	0.5	1
16	1,070	8.5	744.5	251	0.5	3.5	7	0	11.5	40.5	1	0.5	0	1.5
17	1,115	14	806	249.5	0	5	3.5	0.5	9.5	26	0	0	0.5	0.5
18	693.5	10	488	164.5	0	3.5	4	1.5	4	17	0	0	0	1
19	511.5	8.5	354.5	118	0	3	3	0.5	4.5	17	1	0.5	0	1
20	462.5	6	328	107	1	1.5	0.5	0	4.5	13	1	0	0	0
21	319.5	7	222	72	0	2	2	0.5	1	12	0	1	0	0
22	179.5	3.5	128	35.5	0	1.5	0.5	0	0	10.5	0	0	0	0
23	92	0	75.5	9	0	0.5	0	0	0.5	6.5	0	0	0	0
<b>ADT</b>	<b>12,887</b>	<b>128.5</b>	<b>8,711</b>	<b>3,104.5</b>	<b>6.5</b>	<b>99</b>	<b>95</b>	<b>18</b>	<b>122.5</b>	<b>567.5</b>	<b>17</b>	<b>8</b>	<b>1.5</b>	<b>8</b>
<b>AF</b>	<b>0.92</b>	<b>1.0%</b>	<b>67.6%</b>	<b>24.1%</b>	<b>0.1%</b>	<b>0.8%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>4.4%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		11,944 Private Unit 92.7%			218.5 Single Unit 1.7%				724.5 Combination Unit 5.6%					
		943 Commercial Unit 7.3%												



# AJFRT7

# Classification Summary

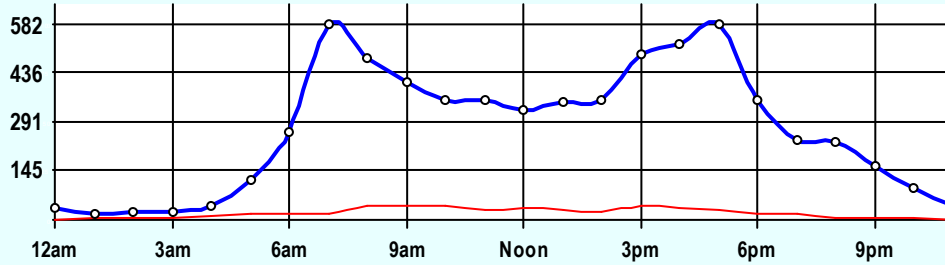
# September 2011



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
12,887	5pm	1,115
11,944	Private	1,070
943	Commercial	46
K-Factor 0.05	EB	WB
	582	534

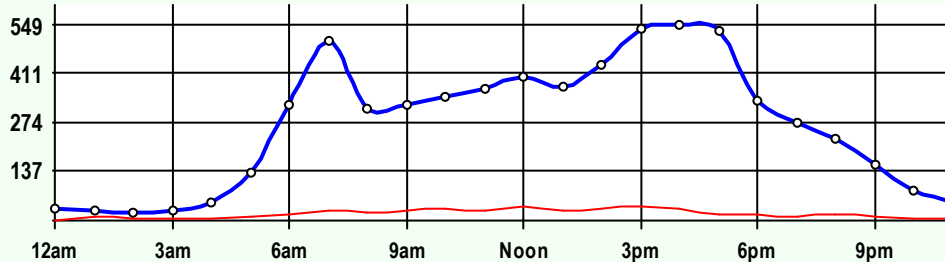
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,887	129	8,711	3,105	7	99	95	18	123	568	17	8	2	8
Axle Factor 0.92	11,944 Private-Unit 92.7%			219 Single-Unit 1.7%			725 Combination-Unit 5.6%						
	943 Commercial-Unit 7.3%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,455	5pm	582
5,967	Private	554
488	Commercial	28
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,455	67	4,264	1,637	4	47	46	11	64	298	9	6	1	5
Axle Factor 0.92	5,967 Private-Unit 92.4%			107 Single-Unit 1.7%			381 Combination-Unit 5.9%						
	488 Commercial-Unit 7.6%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,433	4pm	549
5,978	Private	518
455	Commercial	31
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,433	62	4,448	1,468	3	53	49	7	59	270	8	3	1	4
Axle Factor 0.92	5,978 Private-Unit 92.9%			112 Single-Unit 1.7%			344 Combination-Unit 5.3%						
	455 Commercial-Unit 7.1%												

## SITE INFORMATION

AJFRT7	Event No: 8037	Dist 5	Butler County
West Leg	Route: K-254		
	X-Route: K-196		
Location	K-254 W OF K-196, W OF ELDORADO		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	8/08;5/05;4/00		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	09/26/11 15:00	09/28 14:00
32	48	09/26/11 15:00	09/28 14:00
71	48	09/26/11 15:00	09/28 14:00
72	48	09/26/11 15:00	09/28 14:00

# 24 Hour Classification Summary

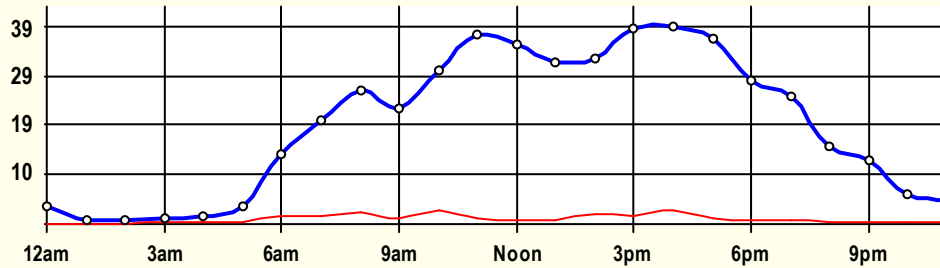
CLASSIFICATION										CLASSIFICATION						
B40Z01																
FC 7		Dist 5		Butler County												
Route: K-177								North Leg								
XRoute: I-35																
K-177 N OF I-35 ACCESS RD, N OF CASSODAY																
<b>Peak-Hour Traffic</b>																
All Traffic		39		4pm												
Private		37		3pm												
Commercial		3		10am												
<div style="display: flex; justify-content: space-between;"> <span>May 2011</span> <span>120 Hr Survey</span> </div>																
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	3.6	0	2.8	0.8	0	0	0	0	0	0	0	0	0	0		
1	0.6	0	0.4	0.2	0	0	0	0	0	0	0	0	0	0		
2	0.6	0	0	0.6	0	0	0	0	0	0	0	0	0	0		
3	1	0	0.6	0.2	0	0	0	0	0	0.2	0	0	0	0		
4	1.6	0	1	0.2	0	0	0	0	0	0.4	0	0	0	0		
5	3.4	0	2.6	0.4	0	0	0	0	0.2	0.2	0	0	0	0		
6	13.8	0	8.2	4.2	0	0.2	0.2	0	0.2	0.8	0	0	0	0		
7	20.2	0	11.4	7.4	0	0.2	0	0	0.6	0.6	0	0	0	0		
8	26	0.8	15.2	7.8	0	0.4	0.2	0	0.2	1	0.4	0	0	0		
9	22.4	1	12.2	8.2	0	0.2	0.2	0	0	0.6	0	0	0	0		
10	30	0.2	17.6	9.4	0	0.2	0.8	0	0.6	1.2	0	0	0	0		
11	37.2	1.8	22.2	12	0	0	0.2	0	0.4	0.6	0	0	0	0		
12	35	1.6	21.8	11	0	0	0.4	0	0	0.2	0	0	0	0		
13	31.6	1.4	20.2	9.2	0	0	0	0	0.4	0.4	0	0	0	0		
14	32.2	2.2	17.8	10.4	0	0.2	0.2	0	0.4	1	0	0	0	0		
15	38.2	2	20.6	14	0	0	0.6	0	0.2	0.6	0.2	0	0	0		
16	38.6	0.8	23.6	11.6	0	0.8	0.6	0	0.8	0.4	0	0	0	0		
17	36.4	0.6	23.8	10.8	0	0.2	0.4	0	0.2	0.4	0	0	0	0		
18	28	0	18.6	8.6	0	0	0	0	0.2	0.4	0	0	0	0.2		
19	24.8	0.4	16.4	7.4	0	0	0	0	0	0.4	0	0	0.2	0		
20	15	0	9.6	5	0	0	0.2	0	0.2	0	0	0	0	0		
21	12.6	0	7.8	4.6	0	0	0	0	0.2	0	0	0	0	0		
22	6	0	3.6	2	0	0	0	0	0.2	0.2	0	0	0	0		
23	4.8	0	3.2	1.4	0	0	0	0	0	0.2	0	0	0	0		
<b>ADT</b>	<b>464</b>	<b>12.8</b>	<b>281.2</b>	<b>147.4</b>	<b>0</b>	<b>2.4</b>	<b>4</b>	<b>0</b>	<b>5.0</b>	<b>9.8</b>	<b>0.6</b>	<b>0</b>	<b>0.2</b>	<b>0.2</b>		
<b>AF</b>	<b>0.95</b>	<b>2.8%</b>	<b>60.7%</b>	<b>31.8%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>2.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>		
<b>SITE TRAFFIC</b>		441.4 Private Unit 95.2%			6.4 Single Unit 1.4%				15.8 Combination Unit 3.4%				22.2 Commercial Unit 4.8%			



**B40Z01**

**Classification Summary**

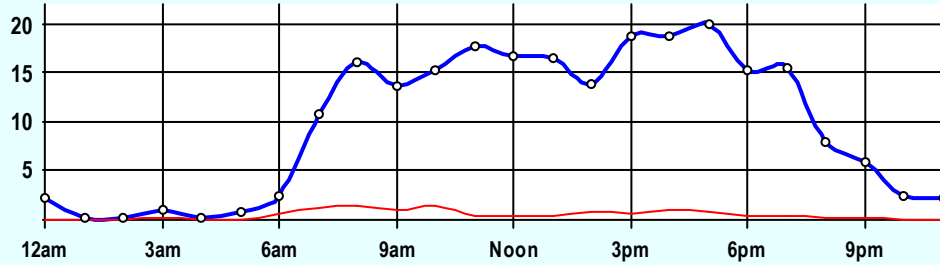
**May 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
464	4pm	39
441	Private	36
22	Commercial	3
K-Factor	NB	SB
0.04	19	20

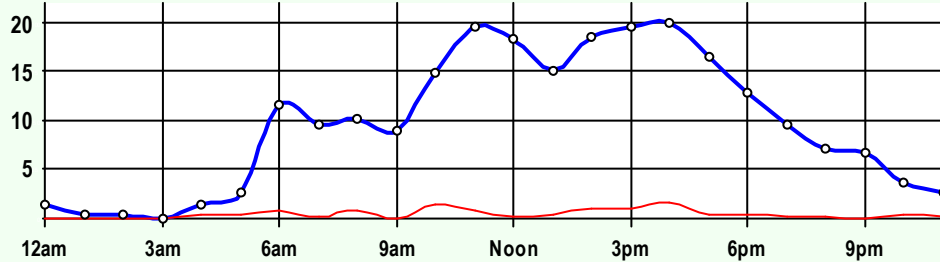
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
464	13	281	147	0	2	4	0	5	10	1	0	0	0
Axle Factor	2.8%	60.7%	31.8%	0.0%	0.5%	0.9%	0.0%	1.1%	2.1%	0.1%	0.0%	0.0%	0.0%
0.95	441 Private-Unit 95.2%			6 Single-Unit 1.4%				16 Combination-Unit 3.4%					
	22 Commercial-Unit 4.8%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
234	5pm	20
223	Private	19
11	Commercial	1
K-Factor	0.09	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
234	7	142	74	0	1	2	0	2	5	0	0	0	0
Axle Factor	2.9%	60.5%	31.7%	0.0%	0.6%	0.9%	0.0%	0.9%	2.2%	0.2%	0.0%	0.1%	0.0%
0.95	223 Private-Unit 95.1%			4 Single-Unit 1.5%				8 Combination-Unit 3.3%					
	11 Commercial-Unit 4.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
229	4pm	20
218	Private	18
11	Commercial	2
K-Factor	0.09	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
229	6	139	73	0	1	2	0	3	5	0	0	0	0
Axle Factor	2.6%	60.8%	31.8%	0.0%	0.4%	0.8%	0.0%	1.3%	2.0%	0.1%	0.0%	0.0%	0.1%
0.95	218 Private-Unit 95.3%			3 Single-Unit 1.2%				8 Combination-Unit 3.5%					
	11 Commercial-Unit 4.7%												

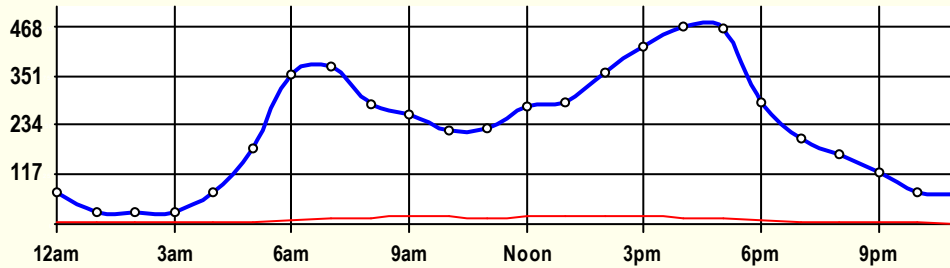
**SITE INFORMATION**

<b>B40Z01</b>	<b>Event No: 7926</b>	<b>Dist 5</b>	<b>Butler County</b>
<b>North Leg</b>	Route: K-177		
	X-Route: I-35		
<b>Location</b>	K-177 N OF I-35 ACCESS RD, N OF CASSODAY		
<b>Site Info</b>	State-Sys, Route-Class D		
<b>Event Info</b>			
<b>History</b>	11/08		
<b>Comment</b>	1pm Thurs - 1pm Tues (120Hrs)		

Lane	Hrs	Start Hour	Last Hour
11	120	05/12/11 13:00	05/17 12:00
51	120	05/12/11 13:00	05/17 12:00

# 24 Hour Classification Summary

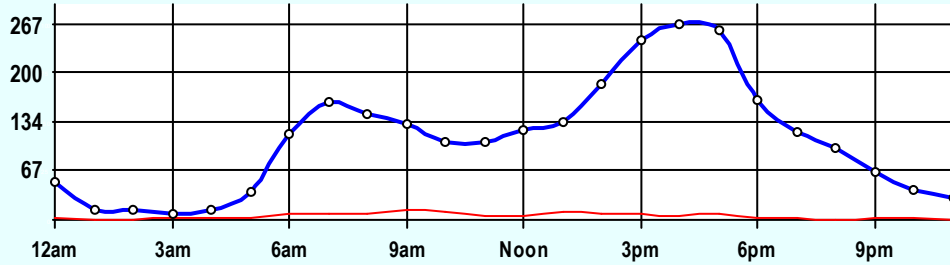
CLASSIFICATION										CLASSIFICATION				
A60E08														
FC 2		Dist 5		Cowley County										
Route: K-15								North-West Leg						
XRoute: K-55														
K-15 NW OF K-55, AT UDALL														
<b>Peak-Hour Traffic</b>														
All Traffic		468		4pm										
Private		455		4pm										
Commercial		21		9am										
October 2011										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	73.5	0.5	58	11	0	0.5	0	0	0	3.5	0	0	0	0
1	30.5	0	21.5	6.5	0	0.5	0	0.5	0	1	0	0	0	0.5
2	26.5	1	19	4	0	0	0	0	0	2.5	0	0	0	0
3	30.5	2	19.5	6	0	0	0.5	0	0	2	0.5	0	0	0
4	74.5	0	54	16	0	1	1.5	0	0	2	0	0	0	0
5	179.5	0.5	133	42.5	0	1.5	2	0	0	0	0	0	0	0
6	354	1.5	242	99.5	0	6.5	1.5	0	0.5	1.5	1	0	0	0
7	372.5	1.5	270	85	0	4	2.5	0	1	7	1.5	0	0	0
8	281.5	0.5	193.5	75	0	3	1	2	1	5	0	0.5	0	0
9	257.5	2	151	84	0	4	3	0	6.5	6	0.5	0.5	0	0
10	222.5	2	132	68	0.5	5	2.5	0.5	4	6	0.5	1	0.5	0
11	228	1	141.5	71	0	4	2	0.5	2	5.5	0.5	0	0	0
12	277	0.5	187	69	0.5	5.5	2.5	0.5	1.5	7.5	1	1	0.5	0
13	286	2	192	74	0	4	3	0	2	8	1	0	0	0
14	360	2	242.5	98	0.5	5	1.5	0	5	5	0	0.5	0	0
15	419	4	278.5	116	0	6	2	0	4.5	6.5	0	0	0.5	1
16	468	7.5	327	120	0	3	1	0.5	3.5	5.5	0	0	0	0
17	464.5	4.5	341.5	105.5	0	1	1.5	0	2.5	7	0	0	0.5	0.5
18	286.5	2.5	212	63	0	1.5	1	0.5	2	3	1	0	0	0
19	201.5	2	142.5	52.5	0	1	0.5	0	0	3	0	0	0	0
20	166	0	121.5	40.5	0.5	0.5	0	0	0	3	0	0	0	0
21	120.5	0.5	95	19	0	1.5	0	0	0.5	4	0	0	0	0
22	76	0.5	60	8.5	0	0.5	0.5	0	0	6	0	0	0	0
23	69.5	0	54	13.5	0	0	0.5	0	0	1.5	0	0	0	0
<b>ADT</b>	<b>5,326</b>	<b>38.5</b>	<b>3,688.5</b>	<b>1,348</b>	<b>2</b>	<b>59.5</b>	<b>30.5</b>	<b>5</b>	<b>36.5</b>	<b>102</b>	<b>7.5</b>	<b>3.5</b>	<b>2</b>	<b>2</b>
<b>AF</b>	<b>0.96</b>	<b>0.7%</b>	<b>69.3%</b>	<b>25.3%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		5,075 Private Unit 95.3%			97 Single Unit 1.8%					153.5 Combination Unit 2.9%				
250.5 Commercial Unit 4.7%														



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
5,326	4pm	468
5,075	Private	455
251	Commercial	14
K-Factor 0.05	SEB	NWB
	267	201

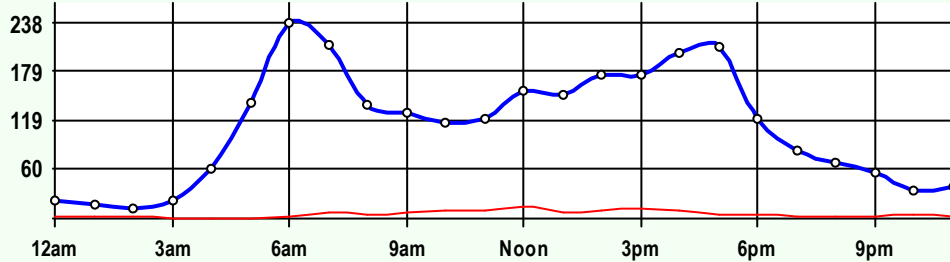
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,326	39	3,689	1,348	2	60	31	5	37	102	8	4	2	2
Axle Factor 0.96	5,075 Private-Unit 95.3%			97 Single-Unit 1.8%				154 Combination-Unit 2.9%					
	251 Commercial-Unit 4.7%												



**SEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,632	4pm	267
2,503	Private	262
129	Commercial	5
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,632	18	1,823	663	2	29	19	3	21	49	4	3	1	0
Axle Factor 0.96	2,503 Private-Unit 95.1%			52 Single-Unit 2.0%				78 Combination-Unit 2.9%					
	129 Commercial-Unit 4.9%												



**NWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,694	6am	238
2,572	Private	235
122	Commercial	4
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,694	21	1,866	686	1	31	12	3	16	53	4	1	2	2
Axle Factor 0.96	2,572 Private-Unit 95.5%			46 Single-Unit 1.7%				76 Combination-Unit 2.8%					
	122 Commercial-Unit 4.5%												

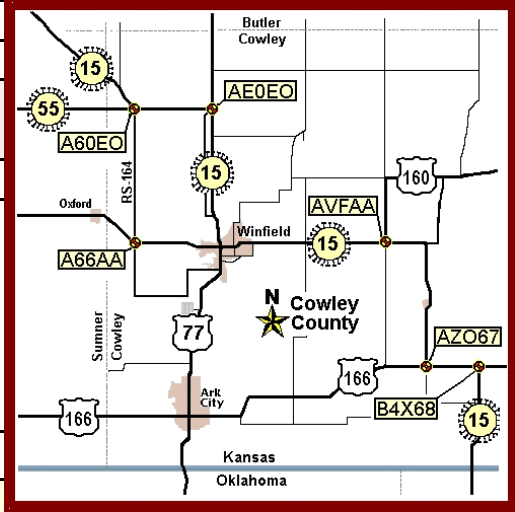
**SITE INFORMATION**

<b>A60E08</b>	Event No: 8055	Dist 5	Cowley County
<b>North-West Leg</b>	Route: K-15		
	X-Route: K-55		
<b>Location</b>	K-15 NW OF K-55, AT UDALL		
<b>Site Info</b>	Regular, NHS, Route-Class C		
<b>Event Info</b>			
<b>History</b>	8/08;2/05		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
41	48	10/24/11 15:00	10/26 14:00
81	48	10/24/11 15:00	10/26 14:00

# 24 Hour Classification Summary

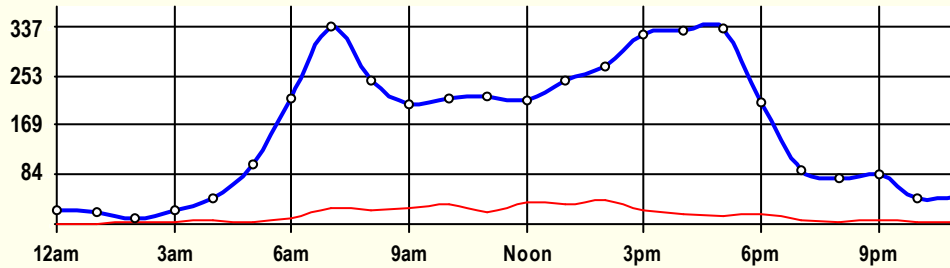
CLASSIFICATION				CLASSIFICATION													
A66AA3																	
FC 6	Dist 5	Cowley County															
Route: US-160			East Leg														
XRoute: RS-164 (21st RD)																	
US-160 E OF RS-164, W OF WINFIELD																	
<b>Peak-Hour Traffic</b>																	
All Traffic		337	7am														
Private		321	5pm														
Commercial		40	2pm														
November 2011				EB 48Hr WB 24Hr													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	22.5	0	14.5	7.5	0	0	0	0	0	0.5	0	0	0	0			
1	19	0	14	5	0	0	0	0	0	0	0	0	0	0			
2	9.5	1	5	0.5	0	0	1	0	0	1	1	0	0	0			
3	25	1	18	1	0	0	2	0	0.5	2	0	0.5	0	0			
4	44	0	28.5	8.5	0	2	0	0	1	4	0	0	0	0			
5	100.5	0	77.5	19	0	0	0	0	0.5	3.5	0	0	0	0			
6	215	0	150.5	53.5	0	2	1.5	0	0	7.5	0	0	0	0			
7	337	0	218.5	92.5	0	3	1	1	4	15.5	1.5	0	0	0			
8	243.5	0	150.5	69	0	2	1.5	0.5	5	12.5	1	0	0.5	1			
9	204.5	0	107.5	71	1	6	2	0	3	13	0	1	0	0			
10	215	0	115	64.5	0	2	1	0.5	11.5	20.5	0	0	0	0			
11	217	1.5	129	65	0	2.5	2	0.5	6	10.5	0	0	0	0			
12	210.5	0	109	62.5	2	7.5	3.5	0	4	19	1	0	0	2			
13	246.5	1	136	76	1.5	2.5	6.5	0	6	15	1.5	0	0	0.5			
14	268	2	157	69	0	5	8.5	1	7	17.5	1	0	0	0			
15	323.5	0.5	221	76.5	0	3	3	0.5	4	14.5	0.5	0	0	0			
16	329.5	0	230.5	81.5	0	1	2.5	0	0.5	12.5	0	1	0	0			
17	332.5	0.5	243	77	0	0	2	0	1.5	8.5	0	0	0	0			
18	207.5	0.5	138.5	53	0	3	0.5	0	1	10	0	1	0	0			
19	92.5	0	63.5	22.5	0	1	0	0	0	3.5	0	0	1	1			
20	78	0	55	18	0	0	0	0	0.5	4.5	0	0	0	0			
21	85.5	0.5	62.5	16	0	0	0	0	0	6.5	0	0	0	0			
22	44.5	1	30.5	11	0	0	0	0	0	2	0	0	0	0			
23	46	0	32	11	0	0.5	0	0	0	0.5	1.5	0.5	0	0			
<b>ADT</b>	<b>3,917</b>	<b>9.5</b>	<b>2,507</b>	<b>1,031</b>	<b>4.5</b>	<b>43</b>	<b>38.5</b>	<b>4</b>	<b>56</b>	<b>204.5</b>	<b>9</b>	<b>4</b>	<b>1.5</b>	<b>4.5</b>			
<b>AF</b>	<b>0.90</b>	<b>0.2%</b>	<b>64.0%</b>	<b>26.3%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>1.4%</b>	<b>5.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>			
<b>SITE TRAFFIC</b>		3,547.5 Private Unit 90.6%			90 Single Unit 2.3%				279.5 Combination Unit 7.1%						369.5 Commercial Unit 9.4%		



**A66AA3**

**Classification Summary**

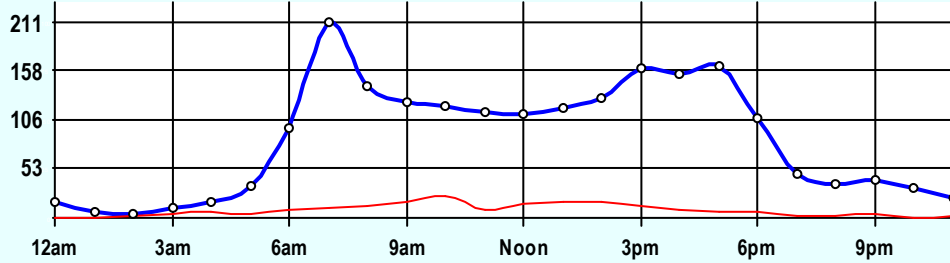
**November 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,917	7am	337
3,548	Private	311
370	Commercial	26
K-Factor 0.05	EB	WB
	211	126

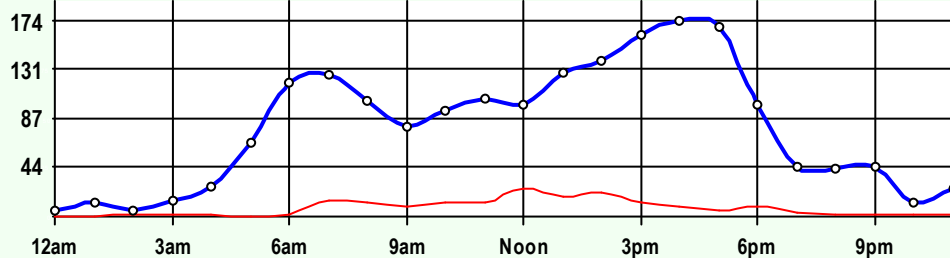
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
3,917	10	2,507	1,031	5	43	39	4	56	205	9	4	2	5	
Axle Factor 0.90	0.2%		64.0%	26.3%	0.1%	1.1%	1.0%	0.1%	1.4%	5.2%	0.2%	0.1%	0.0%	0.1%
	3,548 Private-Unit			90 Single-Unit				280 Combination-Unit				7.1%		
	370 Commercial-Unit 9.4%													



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,027	7am	211
1,833	Private	200
195	Commercial	11
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,027	6	1,279	548	2	21	20	3	33	107	7	2	1	1	
Axle Factor 0.90	0.3%		63.1%	27.0%	0.1%	1.0%	1.0%	0.1%	1.6%	5.3%	0.3%	0.1%	0.0%	0.0%
	1,833 Private-Unit			45 Single-Unit				150 Combination-Unit				7.4%		
	195 Commercial-Unit 9.6%													



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,890	4pm	174
1,715	Private	165
175	Commercial	9
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
1,890	4	1,228	483	3	22	19	1	23	98	2	2	1	4	
Axle Factor 0.90	0.2%		65.0%	25.6%	0.2%	1.2%	1.0%	0.1%	1.2%	5.2%	0.1%	0.1%	0.1%	0.2%
	1,715 Private-Unit			45 Single-Unit				130 Combination-Unit				6.9%		
	175 Commercial-Unit 9.3%													

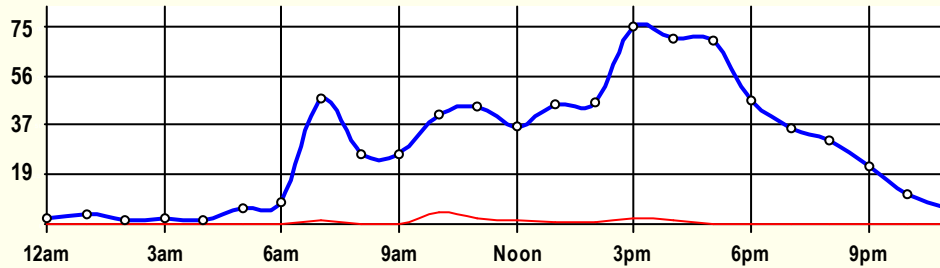
**SITE INFORMATION**

<b>A66AA3</b>	<b>Event No: 8062</b>	<b>Dist 5</b>	<b>Cowley County</b>
<b>East Leg</b>	Route: US-160		
	X-Route: RS-164 (21st RD)		
<b>Location</b>	US-160 E OF RS-164, W OF WINFIELD		
<b>Site Info</b>	Regular, State-Sys, Route-Class D		
<b>Event Info</b>			
<b>History</b>	8/08;2/05		
<b>Comment</b>	EB 48Hr, WB 24Hr. Hose Up		

Lane	Hrs	Start Hour	Last Hour
31	48	11/07/11 12:00	11/09 11:00
71	24	11/07/11 12:00	11/08 11:00

# 24 Hour Classification Summary

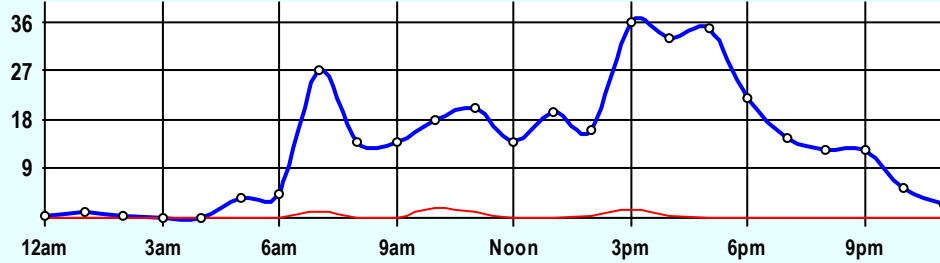
CLASSIFICATION										CLASSIFICATION				
ABI4W7														
FC 17		Dist 5		Cowley County										
Route: C-106 (MAPLE ST)								West Leg						
XRoute: 4th														
MAPLE ST W OF 4th, IN ARKANSAS CITY														
<b>Peak-Hour Traffic</b>														
All Traffic		75		3pm										
Private		72		3pm										
Commercial		5		10am										
November 2011					EB 43Hr WB 48Hr									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
1	4	0	3.5	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0
5	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6	8.5	0	8	0.5	0	0	0	0	0	0	0	0	0	0
7	47	0	38	7.5	0	1	0	0	0	0.5	0	0	0	0
8	26.5	0	13.5	13	0	0	0	0	0	0	0	0	0	0
9	26	0	20	6	0	0	0	0	0	0	0	0	0	0
10	41	1	25.5	10	0	1	0.5	0	2	1	0	0	0	0
11	44	1.5	22.5	17.5	0	0.5	0	0	0.5	1.5	0	0	0	0
12	37	0	26	9.5	0	0.5	0	0	1	0	0	0	0	0
13	45	0	37	7.5	0	0.5	0	0	0	0	0	0	0	0
14	46	0	33.5	12	0	0.5	0	0	0	0	0	0	0	0
15	74.5	0	56.5	15.5	0	2	0	0	0	0.5	0	0	0	0
16	70	0	61	7.5	0	0.5	0	0	0.5	0.5	0	0	0	0
17	69.5	0	60	9.5	0	0	0	0	0	0	0	0	0	0
18	46.5	0	41	5.5	0	0	0	0	0	0	0	0	0	0
19	36	0.5	29	6.5	0	0	0	0	0	0	0	0	0	0
20	31.5	0	28	3.5	0	0	0	0	0	0	0	0	0	0
21	21.5	0	17.5	4	0	0	0	0	0	0	0	0	0	0
22	11.5	0	9.5	2	0	0	0	0	0	0	0	0	0	0
23	6	0	5.5	0.5	0	0	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>705</b>	<b>3</b>	<b>547</b>	<b>140</b>	<b>0</b>	<b>6.5</b>	<b>0.5</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AF</b>	<b>0.99</b>	<b>0.4%</b>	<b>77.6%</b>	<b>19.9%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		690 Private Unit 97.9%			7 Single Unit 1.0%					8 Combination Unit 1.1%				
		15 Commercial Unit 2.1%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
705	3pm	75
690	Private	72
15	Commercial	3
K-Factor 0.05	EB	WB
	36	38

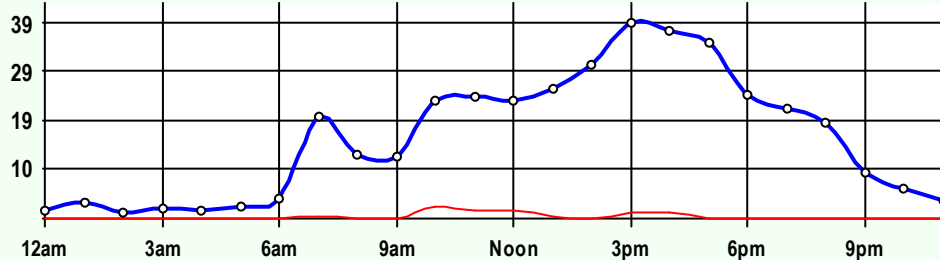
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
705	3	547	140	0	7	1	0	4	4	0	0	0	0
Axle Factor 0.99	690 Private-Unit 97.9%			7 Single-Unit 1.0%				8 Combination-Unit 1.1%					
	15 Commercial-Unit 2.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
326	3pm	36
320	Private	35
7	Commercial	2
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
326	1	252	67	0	3	0	0	1	3	0	0	0	0
Axle Factor 0.99	320 Private-Unit 98.0%			3 Single-Unit 0.9%			4 Combination-Unit 1.1%						
	7 Commercial-Unit 2.0%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
379	3pm	39
371	Private	38
9	Commercial	1
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
379	2	296	73	0	4	1	0	3	2	0	0	0	0
Axle Factor 0.99	371 Private-Unit 97.8%			4 Single-Unit 1.1%			5 Combination-Unit 1.2%						
	9 Commercial-Unit 2.2%												

SITE INFORMATION

ABI4W7	Event No: 8063	Dist 5	Cowley County
West Leg	Route: C-106 (MAPLE ST)		
	X-Route: 4th		
Location	MAPLE ST W OF 4th, IN ARKANSAS CITY		
Site Info	Regular		
Event Info			
History	8/08;2/05;10/02;10/99;9/96		
Comment	EB 43Hr, WB 48Hr, Hose Up		

Lane	Hrs	Start Hour	Last Hour
31	43	11/07/11 13:00	11/09 07:00
71	48	11/07/11 13:00	11/09 12:00

# 24 Hour Classification Summary

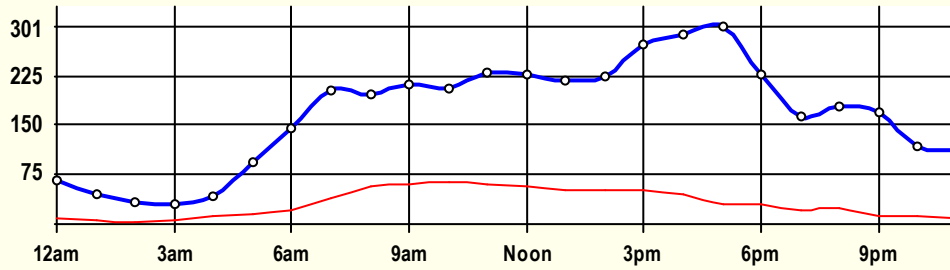
CLASSIFICATION					CLASSIFICATION									
ABU483		Iso-Tubes Used												
FC 14	Dist 5	Cowley County												
Route: US-77				East Leg										
XRoute: US-166														
US-77 E OF US-166 (S JCT), IN ARK CITY														
<b>Peak-Hour Traffic</b>														
All Traffic	301	5pm												
Private	272	5pm												
Commercial	63	10am												
<span style="color: red;">May 2011</span> <span style="margin-left: 100px;">48 Hr Survey</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	67.5	0	39.5	18	0	3	0	0	0	0	0	0	0	0
1	46	0.5	27.5	12.5	0	0	0	0	0	5.5	0	0	0	0
2	33.5	0	22	8.5	0	0	0	0	1	2	0	0	0	0
3	31	0	17	6.5	0	0.5	0	0	0	6	0.5	0	0.5	0
4	41.5	0	19.5	11	0	0	1	0	0	9.5	0.5	0	0	0
5	94	0	55	24	0	0	1	0.5	1.5	12	0	0	0	0
6	145.5	1	74	49.5	1.5	6.5	0.5	0.5	1.5	10.5	0	0	0	0
7	203.5	1.5	105	58.5	2.5	6.5	4	0.5	2.5	20.5	2	0	0	0
8	198	1	77	62	0.5	6	5.5	0.5	9	35.5	0	1	0	0
9	212	2	86	62	1	10	2	1	8.5	36	3	0.5	0	0
10	207	0.5	90.5	53	0	6	4.5	1	3	46.5	2	0	0	0
11	229	1	105.5	60.5	0.5	5.5	4.5	0.5	1.5	45.5	4	0	0	0
12	227	2.5	107	58.5	0.5	5	3	2	7.5	34.5	6	0.5	0	0
13	217	2	111	52	0.5	6	4.5	1.5	3.5	34	2	0	0	0
14	225	1.5	115.5	57	0.5	7	3	0	2.5	37.5	0.5	0	0	0
15	271.5	3	145.5	71	0.5	7	4	0.5	1	36.5	2.5	0	0	0
16	288.5	3	165	75	0	6	6.5	1	4.5	26.5	0	1	0	0
17	300.5	0.5	187	84	0	4.5	3.5	0	2	18	1	0	0	0
18	228.5	2.5	136	59.5	0	4.5	0.5	1	2	22.5	0	0	0	0
19	164.5	2.5	97	43.5	0	5.5	1	0	0.5	14	0.5	0	0	0
20	179.5	0	106	50	0	4	0	2	1	15.5	1	0	0	0
21	168.5	1	103.5	53	1	0.5	0.5	0	0.5	7.5	0	1	0	0
22	119.5	0.5	78.5	28.5	0	1	0	0	0	11	0	0	0	0
23	113	0.5	75.5	26.5	0	0	0	0.5	0	9	1	0	0	0
<b>ADT</b>	<b>4,012</b>	<b>27</b>	<b>2,146</b>	<b>1,084.5</b>	<b>9</b>	<b>95</b>	<b>49.5</b>	<b>13</b>	<b>53.5</b>	<b>503</b>	<b>26.5</b>	<b>4</b>	<b>0.5</b>	<b>0</b>
<b>AF</b>	<b>0.82</b>	<b>0.7%</b>	<b>53.5%</b>	<b>27.0%</b>	<b>0.2%</b>	<b>2.4%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>1.3%</b>	<b>12.5%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		3,257.5 Private Unit 81.2%			166.5 Single Unit 4.2%					587.5 Combination Unit 14.6%				
754 Commercial Unit 18.8%														



**ABU483**

**Classification Summary**

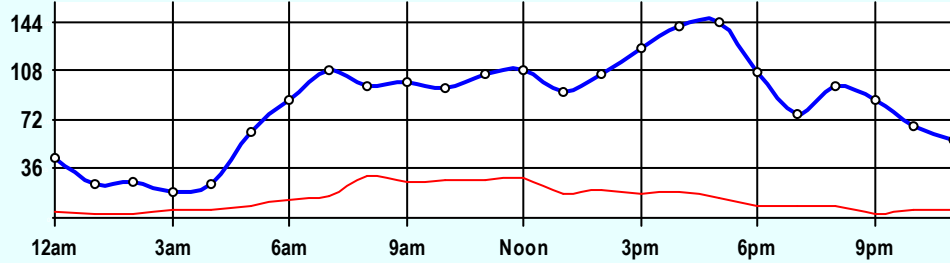
**May 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>4,012</b>	<b>5pm</b>	<b>301</b>
3,258	Private	272
<b>754</b>	<b>Commercial</b>	<b>29</b>
K-Factor 0.04	EB	WB
	144	156

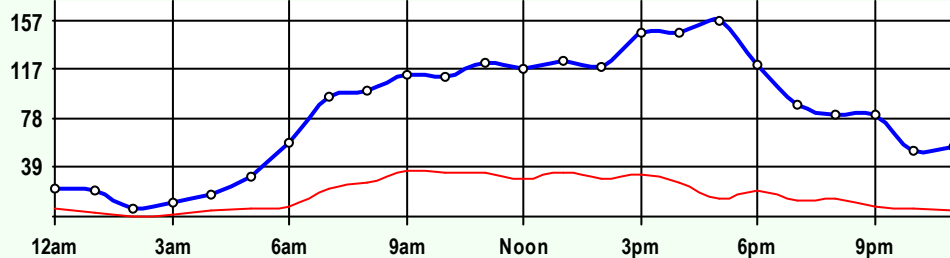
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,012	27	2,146	1,085	9	95	50	13	54	503	27	4	1	0
Axle Factor 0.82	3,258 Private-Unit 81.2%			167 Single-Unit 4.2%			588 Combination-Unit 14.6%						
	754 Commercial-Unit 18.8%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,004</b>	<b>5pm</b>	<b>144</b>
1,675	Private	130
<b>330</b>	<b>Commercial</b>	<b>15</b>
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,004	15	1,128	532	0	17	22	2	40	241	7	2	1	0
Axle Factor 0.82	1,675 Private-Unit 83.6%			40 Single-Unit 2.0%			290 Combination-Unit 14.4%						
	330 Commercial-Unit 16.4%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,008</b>	<b>5pm</b>	<b>157</b>
1,583	Private	142
<b>425</b>	<b>Commercial</b>	<b>15</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,008	12	1,019	553	9	79	28	11	14	263	20	3	0	0
Axle Factor 0.81	1,583 Private-Unit 78.9%			127 Single-Unit 6.3%			298 Combination-Unit 14.8%						
	425 Commercial-Unit 21.1%												

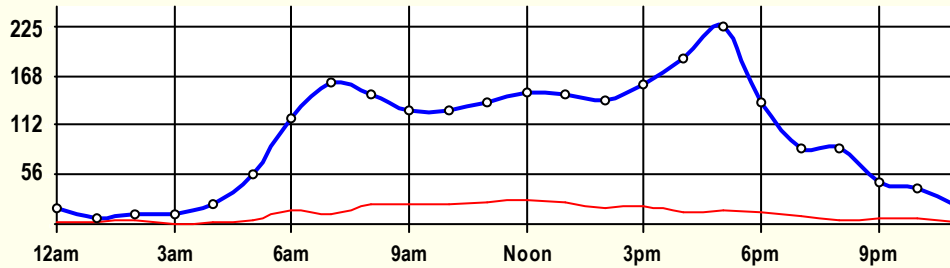
**SITE INFORMATION**

<b>ABU483</b>	<b>Event No: 8077</b>	<b>Dist 5</b>	<b>Cowley County</b>
<b>East Leg</b>	Route: US-77		
	X-Route: US-166		
<b>Location</b>	US-77 E OF US-166 (S JCT), IN ARK CITY		
<b>Site Info</b>	Regular, NHS, Route-Class C		
<b>Event Info</b>	Iso-Tubes Used		
<b>History</b>	8/08;10/05		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	05/31/11 16:00	06/02 15:00
32	48	05/31/11 16:00	06/02 15:00
71	48	05/31/11 16:00	06/02 15:00
72	48	05/31/11 16:00	06/02 15:00

# 24 Hour Classification Summary

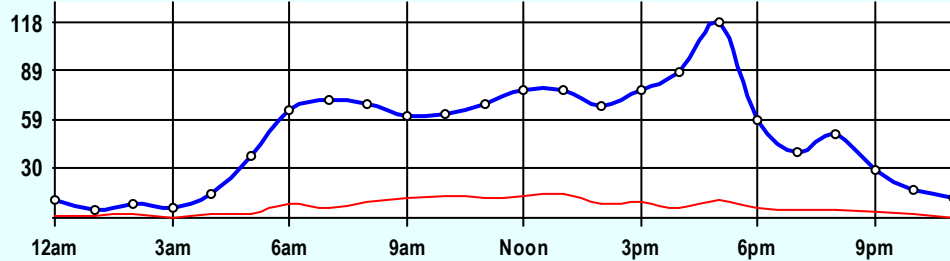
CLASSIFICATION				CLASSIFICATION											
AE0E01															
FC 2	Dist 5			Cowley County											
Route: US-77			North Leg												
XRoute: K-15															
US-77 N OF K-15 (N JCT), N OF WINFIELD															
<b>Peak-Hour Traffic</b>															
All Traffic		225	5pm												
Private		210	5pm												
Commercial		27	Noon												
October 2011				48 Hr Survey											
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	17.5	0	14	1.5	0	0	0	0	0	1.5	0	0.5	0	0	
1	6	0	2.5	1.5	0	0	0	0	0	1.5	0	0	0.5	0	
2	11.5	0	7	0.5	0	0	0	0	0	3.5	0.5	0	0	0	
3	11	0	6.5	3.5	0	0	0	0	0	1	0	0	0	0	
4	22.5	0	16	3.5	0	0.5	0	0	0	2.5	0	0	0	0	
5	56.5	0	40	12	0	1	0.5	0	0	2.5	0.5	0	0	0	
6	119	2	64	36.5	0	2	3	0	1.5	8.5	1.5	0	0	0	
7	160	0.5	106.5	41.5	0	2	1	0	0.5	8	0	0	0	0	
8	147	0	89	36	0	2	0.5	0.5	3.5	14.5	1	0	0	0	
9	129	0	66	40	0	3.5	3	0	2.5	12	1.5	0	0	0.5	
10	128.5	0.5	62	44	0	2	3	0	3	13.5	0.5	0	0	0	
11	139	0	77	37.5	0	0.5	3	1.5	2	17.5	0	0	0	0	
12	149.5	0	81.5	41.5	0	1.5	1.5	0	1.5	20.5	1	0.5	0	0	
13	148	1	75.5	46	0	3	2	0	2.5	17	1	0	0	0	
14	141	0	86	36	0	3	1.5	0.5	2	12	0	0	0	0	
15	158.5	0.5	97	40.5	0	2	5	0	3	10.5	0	0	0	0	
16	189	1	122	53	0	1.5	0.5	0	1.5	8.5	0.5	0	0	0.5	
17	224.5	1.5	155	53	0	3	0	1	2.5	8	0	0	0.5	0	
18	138	1.5	88	35	0	1	0	0	2.5	8.5	1	0	0	0.5	
19	86.5	1.5	58.5	18.5	0	0	0	0	2.5	5	0.5	0	0	0	
20	86	1.5	59	20.5	0	1.5	0	0	0	3	0.5	0	0	0	
21	48.5	0.5	32.5	8.5	0	0.5	0	0	0	6.5	0	0	0	0	
22	41.5	0	31	3.5	0	0	0	0	0.5	6.5	0	0	0	0	
23	21.5	0	16	3	0	0	0	0	0	2.5	0	0	0	0	
<b>ADT</b>	<b>2,380</b>	<b>12</b>	<b>1,452.5</b>	<b>617</b>	<b>0</b>	<b>30.5</b>	<b>24.5</b>	<b>3.5</b>	<b>31.5</b>	<b>195</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1.5</b>	
<b>AF</b>	<b>0.87</b>	<b>0.5%</b>	<b>61.0%</b>	<b>25.9%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>8.2%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	
<b>SITE TRAFFIC</b>		2,081.5 Private Unit 87.5%			58.5 Single Unit 2.5%					240 Combination Unit 10.1%					
		298.5 Commercial Unit 12.5%													



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,380</b>	<b>5pm</b>	<b>225</b>
2,082	Private	210
<b>299</b>	<b>Commercial</b>	<b>15</b>
K-Factor 0.05	NB	SB
	118	106

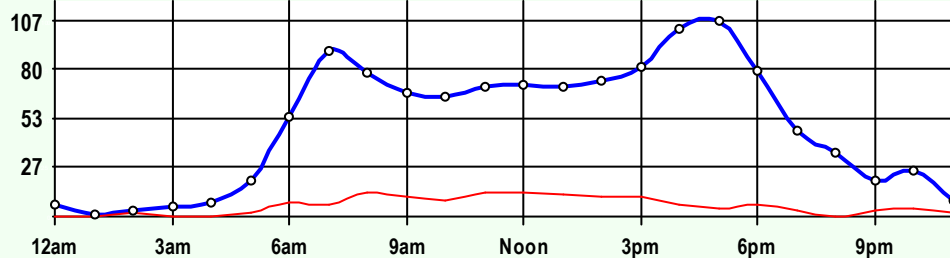
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,380	12	1,453	617	0	31	25	4	32	195	10	1	1	2
Axle Factor 0.87	0.5%	61.0%	25.9%	0.0%	1.3%	1.0%	0.1%	1.3%	8.2%	0.4%	0.0%	0.0%	0.1%
	2,082 Private-Unit 87.5%			59 Single-Unit 2.5%				240 Combination-Unit 10.1%					
	299 Commercial-Unit 12.5%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,191</b>	<b>5pm</b>	<b>118</b>
1,034	Private	107
<b>157</b>	<b>Commercial</b>	<b>11</b>
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,191	7	729	298	0	19	11	2	17	102	3	1	1	1
Axle Factor 0.86	0.6%	61.2%	25.0%	0.0%	1.6%	0.9%	0.2%	1.4%	8.6%	0.3%	0.1%	0.1%	0.1%
	1,034 Private-Unit 86.9%			32 Single-Unit 2.6%				125 Combination-Unit 10.5%					
	157 Commercial-Unit 13.1%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,190</b>	<b>5pm</b>	<b>107</b>
1,048	Private	103
<b>142</b>	<b>Commercial</b>	<b>4</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,190	5	724	319	0	12	14	2	15	93	7	0	0	1
Axle Factor 0.87	0.4%	60.8%	26.8%	0.0%	1.0%	1.1%	0.1%	1.2%	7.8%	0.6%	0.0%	0.0%	0.0%
	1,048 Private-Unit 88.1%			27 Single-Unit 2.3%				115 Combination-Unit 9.7%					
	142 Commercial-Unit 11.9%												

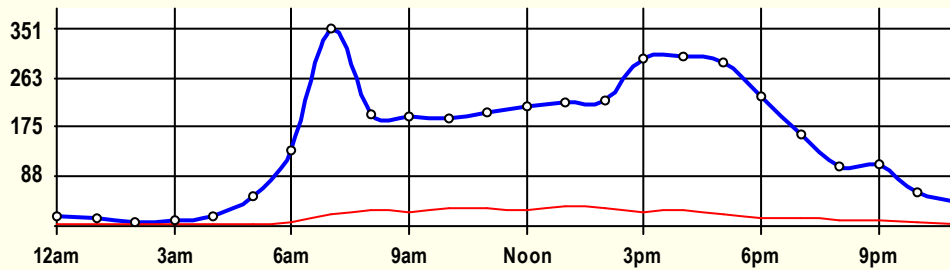
**SITE INFORMATION**

<b>AE0E01</b>	<b>Event No: 8054</b>	<b>Dist 5</b>	<b>Cowley County</b>
<b>North Leg</b>	<b>Route: US-77</b>		
	<b>X-Route: K-15</b>		
<b>Location</b>	<b>US-77 N OF K-15 (N JCT), N OF WINFIELD</b>		
<b>Site Info</b>	<b>Regular, State-Sys, Route-Class C</b>		
<b>Event Info</b>			
<b>History</b>	<b>8/08;6/05</b>		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
11	48	10/24/11 16:00	10/26 15:00
51	48	10/24/11 16:00	10/26 15:00

# 24 Hour Classification Summary

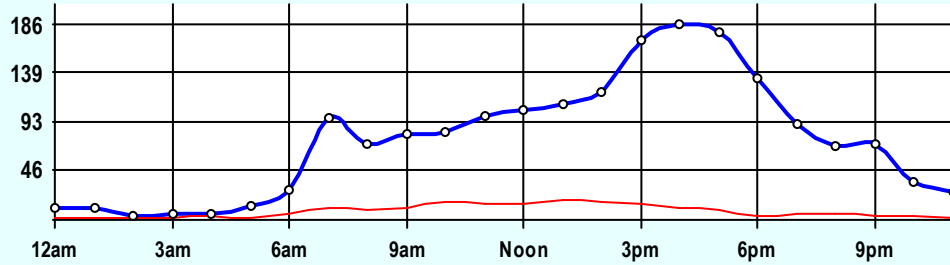
CLASSIFICATION										CLASSIFICATION				
AEF547														
FC 16		Dist 5			Cowley County									
Route: US-166								West Leg						
XRoute: C-119 (81st RD)														
US-166 W OF 81st, E OF ARK CITY														
<b>Peak-Hour Traffic</b>														
All Traffic		351			7am									
Private		328			7am									
Commercial		35			1pm									
<b>December 2011 48 Hr Survey</b>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	16.5	0	10	4	0	0	0	0	0	2.5	0	0	0	0
1	14	0.5	6	3.5	0	0	1	0	0	3	0	0	0	0
2	8	0	5.5	0.5	0	0	0	0	0	2	0	0	0	0
3	11.5	0	4.5	2.5	0	0	0.5	0.5	1	2.5	0	0	0	0
4	19	0	6.5	8.5	0	0	0	0	0	4	0	0	0	0
5	52	0	29	19.5	0	0	0	0	0	3.5	0	0	0	0
6	134	0	79	48	0	2	0.5	0	0.5	3.5	0	0	0	0.5
7	350.5	0	219	109	0.5	4.5	1	0	1.5	15	0	0	0	0
8	196.5	1.5	102.5	64	0	3.5	4	0.5	2	17.5	1	0	0	0
9	194.5	0.5	93	74.5	0	1.5	4	0.5	1.5	19	0	0	0	0
10	191.5	0	89.5	68.5	0	4.5	4.5	0	1	21	2	0	0	0.5
11	200	0	100	68	0	1.5	4	0.5	4.5	21	0.5	0	0	0
12	211	0.5	95.5	85.5	0	2.5	2.5	0.5	3	19	1.5	0	0	0.5
13	219	2	103.5	78.5	0	2.5	3	1	2	25	1.5	0	0	0
14	222.5	0.5	114.5	77	0	2.5	1	0	3	22	1	0.5	0	0.5
15	295.5	1	167.5	101.5	0	4	2	0	3	16.5	0	0	0	0
16	302	0.5	169.5	104	0	4	1	0	1.5	21	0.5	0	0	0
17	291.5	1	179.5	91.5	0	1.5	1	0	0	16.5	0.5	0	0	0
18	230	0	145.5	72	0	0	0	0	0	12	0.5	0	0	0
19	164	0.5	111	40	0	2	0.5	0	0	9	0	0.5	0	0.5
20	107	0	72.5	23	0	1	1	0	0	9.5	0	0	0	0
21	109	0	69.5	29	0	1	0.5	0	0	9	0	0	0	0
22	61.5	0.5	36.5	19	0	0	0.5	0	0.5	4.5	0	0	0	0
23	43	0.5	28.5	10	0	0.5	0.5	0	0	2.5	0.5	0	0	0
<b>ADT</b>	<b>3,644</b>	<b>9.5</b>	<b>2,038</b>	<b>1,201.5</b>	<b>0.5</b>	<b>39</b>	<b>33</b>	<b>3.5</b>	<b>25</b>	<b>281</b>	<b>9.5</b>	<b>1</b>	<b>0</b>	<b>2.5</b>
<b>AF</b>	<b>0.88</b>	<b>0.3%</b>	<b>55.9%</b>	<b>33.0%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>7.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		3,249 Private Unit 89.2%			76 Single Unit 2.1%					319 Combination Unit 8.8%				
		395 Commercial Unit 10.8%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,644</b>	<b>7am</b>	<b>351</b>
3,249	Private	328
<b>395</b>	<b>Commercial</b>	<b>23</b>
K-Factor 0.07	EB	WB
	96	254

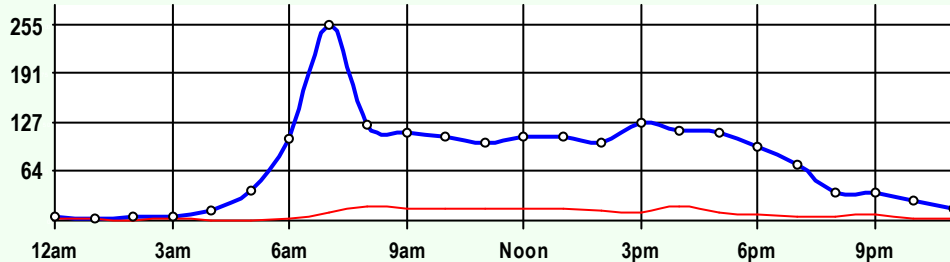
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,644	10	2,038	1,202	1	39	33	4	25	281	10	1	0	3
Axle Factor 0.88	0.3% 55.9% 33.0%			0.0% 1.1% 0.9%			0.1% 0.7% 7.7%			0.3% 0.0% 0.0% 0.1%			
	3,249 Private-Unit 89.2%			76 Single-Unit 2.1%			319 Combination-Unit 8.8%						
	395 Commercial-Unit 10.8%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,810</b>	<b>4pm</b>	<b>186</b>
1,612	Private	175
<b>198</b>	<b>Commercial</b>	<b>11</b>
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,810	8	1,005	600	0	22	19	1	17	131	6	1	0	2
Axle Factor 0.88	0.4% 55.5% 33.1%			0.0% 1.2% 1.0%			0.1% 0.9% 7.2%			0.3% 0.0% 0.0% 0.1%			
	1,612 Private-Unit 89.1%			42 Single-Unit 2.3%			156 Combination-Unit 8.6%						
	198 Commercial-Unit 10.9%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,834</b>	<b>7am</b>	<b>255</b>
1,637	Private	243
<b>197</b>	<b>Commercial</b>	<b>12</b>
K-Factor 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,834	2	1,034	602	1	17	14	3	9	150	4	1	0	1
Axle Factor 0.88	0.1% 56.4% 32.8%			0.0% 0.9% 0.8%			0.1% 0.5% 8.2%			0.2% 0.0% 0.0% 0.0%			
	1,637 Private-Unit 89.3%			34 Single-Unit 1.9%			163 Combination-Unit 8.9%						
	197 Commercial-Unit 10.7%												

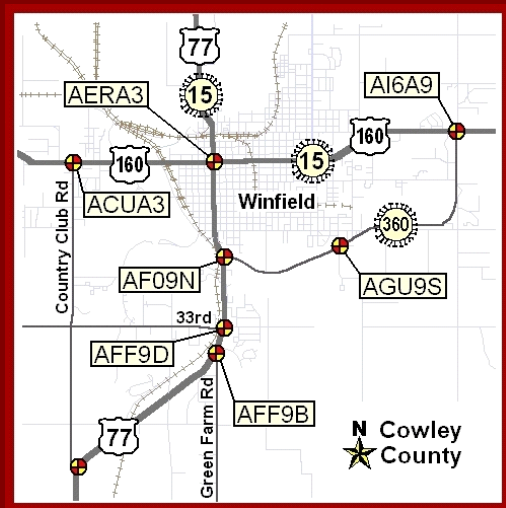
**SITE INFORMATION**

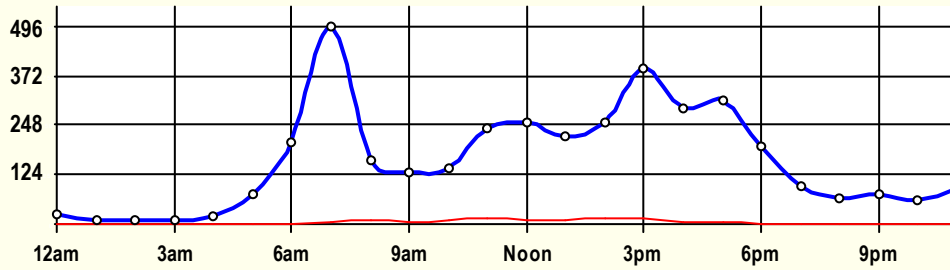
<b>AEF547</b>	<b>Event No: 8069</b>	<b>Dist 5</b>	<b>Cowley County</b>
<b>West Leg</b>	Route: US-166		
	X-Route: C-119 (81st RD)		
<b>Location</b>	US-166 W OF 81st, E OF ARK CITY		
<b>Site Info</b>	NHS, Route-Class C		
<b>Event Info</b>			
<b>History</b>	No Other Surveys on Record		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	12/05/11 12:00	12/07 11:00
71	48	12/05/11 12:00	12/07 11:00

# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
AGU9S6														
FC 14		Dist 5		Cowley County										
Route: K-360								South-West Leg						
XRoute: C-6926 (JOEL MACK RD)														
K-360 SW OF JOEL MACK RD, IN WINFIELD														
<b>Peak-Hour Traffic</b>														
All Traffic		496		7am										
Private		490		7am										
Commercial		16		2pm										
<b>November 2011 48 Hr Survey</b>														
<b>Hr</b>	<b>Vol</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
0	26	0	17.5	7.5	0	0	0	0	0	1	0	0	0	0
1	11.5	0	8	3	0	0.5	0	0	0	0	0	0	0	0
2	9	0	5	4	0	0	0	0	0	0	0	0	0	0
3	9.5	0	7	2.5	0	0	0	0	0	0	0	0	0	0
4	21	0	10	10.5	0	0	0	0	0	0	0	0.5	0	0
5	73.5	0	52	20	0	0.5	0.5	0	0	0	0.5	0	0	0
6	205	0	140	64.5	0	0	0	0	0	0.5	0	0	0	0
7	495.5	0.5	364.5	124.5	0	2.5	1.5	0	0.5	1.5	0	0	0	0
8	161.5	0.5	107.5	44	0	2	2.5	0	1	4	0	0	0	0
9	131.5	0	78	47.5	0	2	1.5	0.5	0.5	1.5	0	0	0	0
10	140.5	0	82.5	48	0	1	0.5	0.5	2.5	4.5	0	0	0	1
11	242.5	0	162	65.5	0.5	3.5	3	0.5	1.5	5.5	0.5	0	0	0
12	253	0	164.5	77	0	2.5	0	0.5	4.5	3.5	0	0.5	0	0
13	218	0	139.5	68.5	0	3	0.5	0	3	3.5	0	0	0	0
14	255	0	155.5	83.5	0	3	2	0	5.5	5.5	0	0	0	0
15	391	0	255.5	120.5	0	7	2	0	2.5	3	0	0.5	0	0
16	292.5	0.5	211.5	73.5	0	1.5	1	0	1.5	3	0	0	0	0
17	311.5	0.5	225	82	0	0	0	0	1.5	2	0	0	0	0.5
18	193	0	132.5	59.5	0	0	0	0	0	1	0	0	0	0
19	97.5	0	71.5	25.5	0	0	0	0	0	0.5	0	0	0	0
20	66.5	0	44.5	21.5	0	0	0	0	0	0	0	0	0	0.5
21	73	0	51	19.5	0	1	0	0	1	0.5	0	0	0	0
22	59.5	0	44	15.5	0	0	0	0	0	0	0	0	0	0
23	89	0	57.5	30	0	0	0	0	0	1.5	0	0	0	0
<b>ADT</b>	<b>3,827</b>	<b>2</b>	<b>2,586.5</b>	<b>1,118</b>	<b>0.5</b>	<b>30</b>	<b>15</b>	<b>2</b>	<b>25.5</b>	<b>42.5</b>	<b>1</b>	<b>1.5</b>	<b>0</b>	<b>2</b>
<b>AF</b>	<b>0.97</b>	<b>0.1%</b>	<b>67.6%</b>	<b>29.2%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		3,706.5 Private Unit 96.9%			47.5 Single Unit 1.2%				72.5 Combination Unit 1.9%					
		120 Commercial Unit 3.1%												

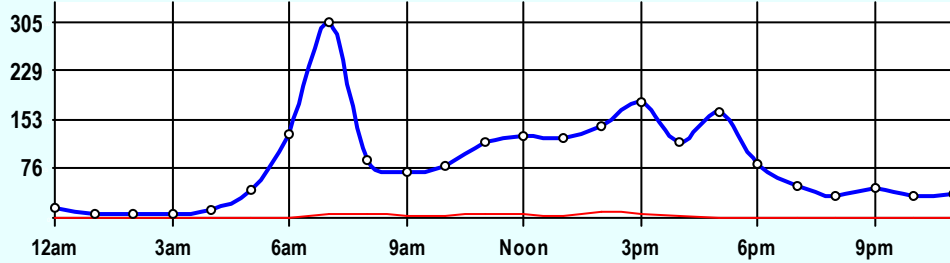




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
3,827	7am	496
3,707	Private	490
120	Commercial	6
K-Factor 0.08	NEB	SWB
	305	190

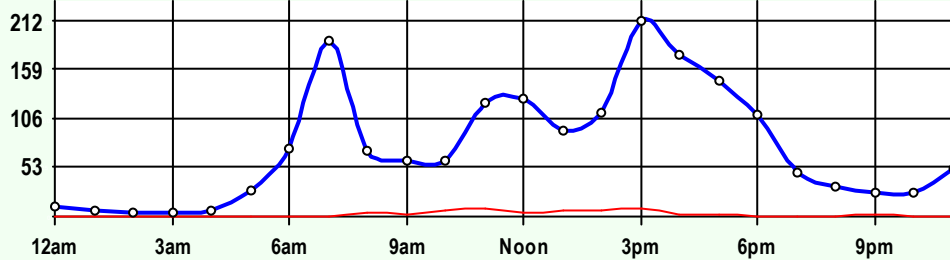
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,827	2	2,587	1,118	1	30	15	2	26	43	1	2	0	2
Axle Factor 0.97	0.1% 67.6% 29.2%			0.0% 0.8% 0.4%			0.1% 0.7% 1.1%			0.0% 0.0% 0.0% 0.1%			
	3,707 Private-Unit 96.9%			48 Single-Unit 1.2%			73 Combination-Unit 1.9%						
	120 Commercial-Unit 3.1%												



NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,025	7am	305
1,966	Private	300
60	Commercial	5
K-Factor 0.15		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,025	1	1,370	596	1	14	8	2	12	22	1	1	0	1
Axle Factor 0.97	0.0% 67.6% 29.4%			0.0% 0.7% 0.4%			0.1% 0.6% 1.1%			0.0% 0.0% 0.0% 0.0%			
	1,966 Private-Unit 97.1%			24 Single-Unit 1.2%			36 Combination-Unit 1.8%						
	60 Commercial-Unit 2.9%												



SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,802	3pm	212
1,741	Private	204
61	Commercial	9
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,802	2	1,217	523	0	16	8	1	14	21	0	1	0	2
Axle Factor 0.97	0.1% 67.6% 29.0%			0.0% 0.9% 0.4%			0.0% 0.8% 1.1%			0.0% 0.0% 0.0% 0.1%			
	1,741 Private-Unit 96.6%			24 Single-Unit 1.3%			37 Combination-Unit 2.0%						
	61 Commercial-Unit 3.4%												

SITE INFORMATION

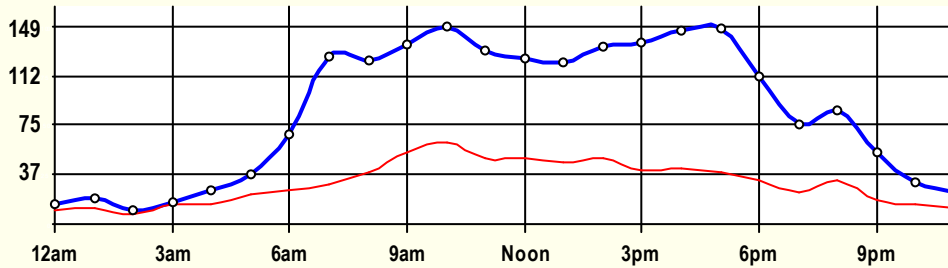
AGU9S6	Event No: 8060	Dist 5	Cowley County
South-West Leg	Route: K-360		
	X-Route: C-6926 (JOEL MACK RD)		
Location	K-360 SW OF JOEL MACK RD, IN WINFIELD		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	8/08;2/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
21	48	11/07/11 13:00	11/09 12:00
61	48	11/07/11 13:00	11/09 12:00

# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION												
5TCV87																
FC 2	Dist 5	Edwards County														
Route: US-50			West Leg													
XRoute: RS-224																
US-50 W OF RS-224, W OF LEWIS																
<b>Peak-Hour Traffic</b>																
All Traffic	149	10am														
Private	109	5pm														
Commercial	62	10am														
<b>October 2011</b>				<b>48 Hr Survey</b>												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	15	0.5	2.5	1	0	0	0.5	0	0	10.5	0	0	0	0		
1	19.5	0.5	5.5	2	0	0	1	0	0.5	10	0	0	0	0		
2	10	0	1.5	0.5	0	0	0.5	0	0	7.5	0	0	0	0		
3	17	0.5	1	1	0	0	0.5	0	1	13	0	0	0	0		
4	25	1.5	5.5	3.5	0	0	1.5	0	0	13	0	0	0	0		
5	37.5	0	12	2.5	0	0.5	0	0	0	21.5	1	0	0	0		
6	67.5	0	23	19	0	1.5	0	0	1	21.5	0.5	0	0	1		
7	126	1	56	39	0	1	1.5	0.5	1.5	25	0	0	0.5	0		
8	123	0.5	47.5	36	0	1	2	1	2.5	29.5	2.5	0	0	0.5		
9	136	2.5	41	39	0.5	1	2.5	0	0.5	46	3	0	0	0		
10	149	1	44.5	42	0	1	3	0.5	4	49.5	3	0	0	0.5		
11	130.5	1	45.5	34	0.5	1	3	0	6	36	2.5	0.5	0	0.5		
12	125	1.5	47	26.5	0	0.5	4	0.5	6	35	3	0	0	1		
13	121.5	2.5	40	33	0	1.5	1.5	0	3	39	1	0	0	0		
14	134	1.5	51	32	0	2.5	1	0	3.5	37.5	4	0.5	0	0.5		
15	137	2	58.5	36	0	1	2.5	0	3.5	31	2.5	0	0	0		
16	145.5	1	67	35.5	0	4.5	1	0.5	3	28	4.5	0.5	0	0		
17	147.5	2.5	73.5	33	0	1	1	0	1.5	33	2	0	0	0		
18	111	2.5	47.5	27.5	0	1.5	2.5	0	1.5	27.5	0.5	0	0	0		
19	74.5	0.5	33.5	16	0	1.5	0.5	0	1.5	19.5	1.5	0	0	0		
20	86	2.5	25.5	25	0	1	2	0.5	2	25.5	1.5	0.5	0	0		
21	54	0	23.5	12.5	0	0	1	0	0	16.5	0	0.5	0	0		
22	31	0	8.5	8	0	0	0	0.5	1	12.5	0.5	0	0	0		
23	23.5	0	7	4	0	0	0.5	0	0	11	0.5	0	0	0.5		
<b>ADT</b>	<b>2,047</b>	<b>25.5</b>	<b>768</b>	<b>508.5</b>	<b>1</b>	<b>22</b>	<b>33.5</b>	<b>4</b>	<b>43.5</b>	<b>599</b>	<b>34</b>	<b>2.5</b>	<b>0.5</b>	<b>4.5</b>		
<b>AF</b>	<b>0.66</b>	<b>1.2%</b>	<b>37.5%</b>	<b>24.8%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>1.6%</b>	<b>0.2%</b>	<b>2.1%</b>	<b>29.3%</b>	<b>1.7%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>		
<b>SITE TRAFFIC</b>		1,302 Private Unit 63.6%			60.5 Single Unit 3.0%					684 Combination Unit 33.4%						
		744.5 Commercial Unit 36.4%														

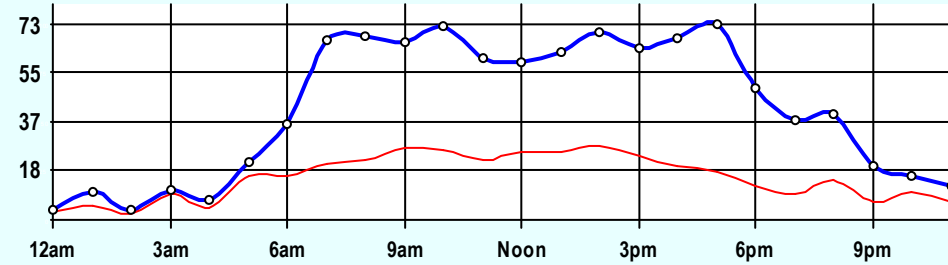




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,047	10am	149
1,302	Private	88
745	Commercial	62
K-Factor	EB	WB
0.04	72	77

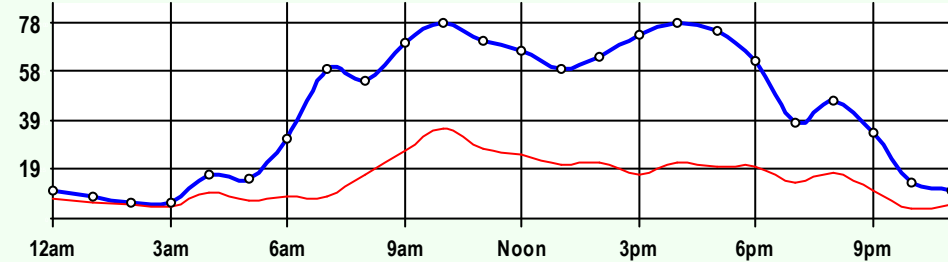
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,047	26	768	509	1	22	34	4	44	599	34	3	1	5
Axle Factor	1.2%	37.5%	24.8%	0.0%	1.1%	1.6%	0.2%	2.1%	29.3%	1.7%	0.1%	0.0%	0.2%
0.66	1,302 Private-Unit 63.6%			61 Single-Unit 3.0%			684 Combination-Unit 33.4%						
	745 Commercial-Unit 36.4%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
999	5pm	73
623	Private	55
377	Commercial	18
K-Factor		
0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
999	11	367	245	1	12	14	3	24	304	15	2	1	4
Axle Factor	1.1%	36.7%	24.5%	0.1%	1.2%	1.4%	0.3%	2.4%	30.4%	1.5%	0.2%	0.1%	0.4%
0.65	623 Private-Unit 62.3%			29 Single-Unit 2.9%			348 Combination-Unit 34.8%						
	377 Commercial-Unit 37.7%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,048	4pm	78
680	Private	56
368	Commercial	22
K-Factor		
0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,048	15	401	264	1	11	20	1	20	295	20	1	0	1
Axle Factor	1.4%	38.3%	25.2%	0.0%	1.0%	1.9%	0.1%	1.9%	28.2%	1.9%	0.1%	0.0%	0.1%
0.67	680 Private-Unit 64.9%			32 Single-Unit 3.1%			336 Combination-Unit 32.1%						
	368 Commercial-Unit 35.1%												

SITE INFORMATION

5TCV87	Event No: 8043	Dist 5	Edwards County
West Leg	Route: US-50		
	X-Route: RS-224		
Location	US-50 W OF RS-224, W OF LEWIS		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	4/08;3/05;9/00		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/03/11 11:00	10/05 10:00
71	48	10/03/11 11:00	10/05 10:00

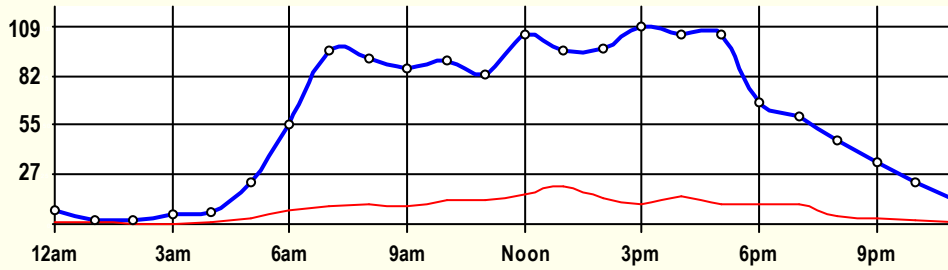
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION					
8669X7															
FC 6		Dist 5		Harper County											
Route: US-160								West Leg							
XRoute: NW 30 AVE															
US-160, 3 MI W OF JCT US-160 / K-2															
<b>Peak-Hour Traffic</b>															
All Traffic		109		3pm											
Private		99		3pm											
Commercial		21		1pm											
<b>August 2011 48 Hr Survey</b>															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	7.5	0.5	4	2	0	0	0	0	0	1	0	0	0	0	
1	2	0	1	0	0	0.5	0	0	0	0.5	0	0	0	0	
2	2	0	1	0.5	0	0	0	0	0	0.5	0	0	0	0	
3	5	0	3	1.5	0	0.5	0	0	0	0	0	0	0	0	
4	7	0	3.5	2	0	0	0	0	0.5	1	0	0	0	0	
5	23.5	0	12.5	8	0	0	0.5	0	0.5	2	0	0	0	0	
6	55	0.5	26.5	20.5	0	2	0.5	0.5	0.5	4	0	0	0	0	
7	95.5	0.5	48.5	36.5	0	3	2.5	0	0.5	4	0	0	0	0	
8	91	0.5	39.5	39.5	0	1	2.5	1	1	6	0	0	0	0	
9	85.5	1	41.5	33.5	0	1.5	2	0	0.5	4.5	1	0	0	0	
10	90	1.5	46	29.5	0	0.5	1.5	0	2	8	0.5	0	0	0.5	
11	82.5	1.5	34.5	33	0	1.5	0.5	0.5	0.5	10.5	0	0	0	0	
12	104.5	0.5	49	39	0	1.5	1	0	5	8	0	0	0.5	0	
13	95.5	0	38.5	36.5	0	2	2.5	0.5	3	12.5	0	0	0	0	
14	96.5	1	38	43	0	1.5	2.5	0	2	8	0.5	0	0	0	
15	109	0.5	60.5	37.5	0	1	2	0.5	1.5	5.5	0	0	0	0	
16	104.5	1.5	52	36	0	3	1	0	2.5	8.5	0	0	0	0	
17	104	1	55	37	0	1.5	2	0	0.5	6.5	0.5	0	0	0	
18	67	0	32	24.5	0	1	1.5	0	1.5	6.5	0	0	0	0	
19	59	0.5	28	20	0	0.5	1	1.5	0.5	6.5	0	0.5	0	0	
20	46.5	0	27	15.5	0	1	0	0	0	3	0	0	0	0	
21	34	0	22.5	8.5	0	0	0	0	0	3	0	0	0	0	
22	23.5	0	15.5	6	0	0	0	0	0	2	0	0	0	0	
23	13	0	6.5	5	0	0	0	0	0	1.5	0	0	0	0	
<b>ADT</b>	<b>1,404</b>	<b>11</b>	<b>686</b>	<b>515</b>	<b>0</b>	<b>23.5</b>	<b>23.5</b>	<b>4.5</b>	<b>22.5</b>	<b>113.5</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	
<b>AF</b>	<b>0.87</b>	<b>0.8%</b>	<b>48.9%</b>	<b>36.7%</b>	<b>0.0%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>1.6%</b>	<b>8.1%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>		1,212 Private Unit 86.4%			51.5 Single Unit 3.7%				140 Combination Unit 10.0%						
		191.5 Commercial Unit 13.6%													

8669X7

### Classification Summary

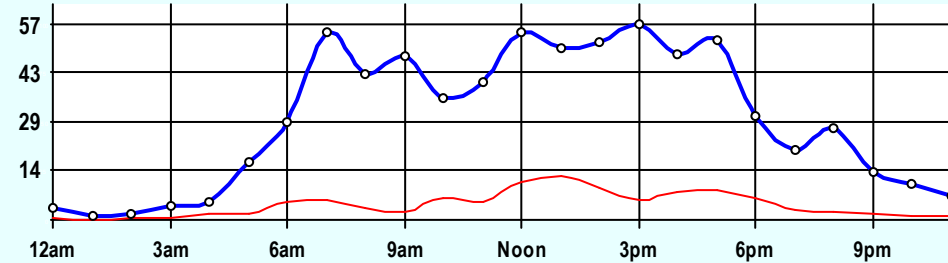
August 2011



### Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,404	3pm	109
1,212	Private	99
192	Commercial	11
K-Factor 0.04	EB	WB
	57	52

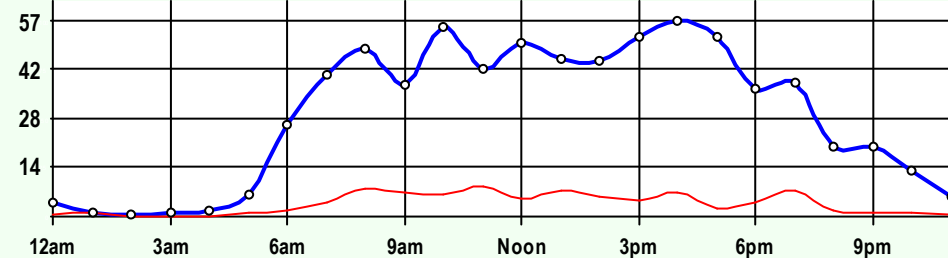
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,404	11	686	515	0	24	24	5	23	114	3	1	1	1
Axle Factor 0.87	1,212 Private-Unit 86.4%			52 Single-Unit 3.7%				140 Combination-Unit 10.0%					
	192 Commercial-Unit 13.6%												



### EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
703	3pm	57
597	Private	51
106	Commercial	6
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
703	6	336	256	0	14	13	1	15	62	2	1	0	1
Axle Factor 0.86	597 Private-Unit 85.0%			27 Single-Unit 3.8%				79 Combination-Unit 11.2%					
	106 Commercial-Unit 15.0%												



### WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
701	4pm	57
615	Private	50
86	Commercial	7
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
701	6	350	260	0	10	11	4	8	52	1	0	1	0
Axle Factor 0.88	615 Private-Unit 87.7%			25 Single-Unit 3.5%				62 Combination-Unit 8.8%					
	86 Commercial-Unit 12.3%												

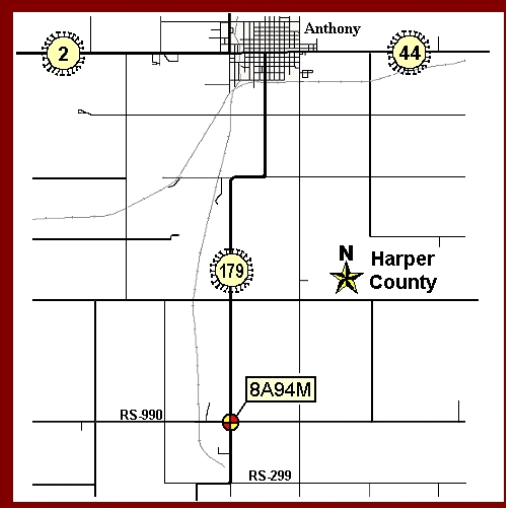
### SITE INFORMATION

8669X7	Event No: 8017	Dist 5	Harper County
West Leg	Route: US-160		
	X-Route: NW 30 AVE		
Location	US-160, 3 MI W OF JCT US-160 / K-2		
Site Info	Regular, ATR, State-Sys, Route-Class C		
Event Info			
History	4/08;4/05;2/02;7/99		
Comment	Survey at ATR		

Lane	Hrs	Start Hour	Last Hour
31	48	08/29/11 14:00	08/31 13:00
71	48	08/29/11 14:00	08/31 13:00

# 24 Hour Classification Summary

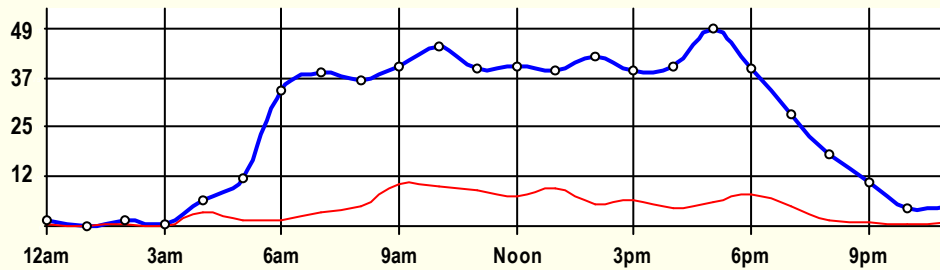
CLASSIFICATION										CLASSIFICATION				
8A94M1														
FC 7		Dist 5		Harper County										
Route: K-179								North Leg						
XRoute: RS-990														
K-179 N OF RS-990, 6 MI S OF {K-2 IN ANTHONY}														
<b>Peak-Hour Traffic</b>														
All Traffic		49		5pm										
Private		43		5pm										
Commercial		11		9am										
<b>August 2011</b>										<b>48 Hr Survey</b>				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	1.5	0	1	0	0	0	0	0	0	0.5	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1.5	0	0	1	0	0	0	0	0	0.5	0	0	0	0
3	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
4	6.5	0	0.5	2.5	0	0	0	0	0	3.5	0	0	0	0
5	12	0	5.5	5	0	0	0.5	0	0	1	0	0	0	0
6	33.5	0	12	20	0	0	0	0	0	1.5	0	0	0	0
7	38	0	16.5	18	0	1.5	1.5	0	0	0.5	0	0	0	0
8	36	0	6.5	24.5	0	0	1.5	0	0	2.5	0	0	1	0
9	39.5	0.5	7.5	21	0	1	0.5	0	0	8	1	0	0	0
10	44.5	0.5	11.5	22.5	0	1	1	0	1.5	5.5	1	0	0	0
11	39	0.5	12.5	17	0	0	1	0	1	6.5	0.5	0	0	0
12	39.5	0.5	12.5	19	0	0	1.5	0	1.5	3.5	0.5	0.5	0	0
13	38.5	0	11	18	0	1	2	0.5	0	6	0	0	0	0
14	42	0	12.5	24	0	0.5	0	0	0	3.5	0.5	0	0	1
15	38.5	1	12	19	0	2	0	0	0.5	4	0	0	0	0
16	39.5	0	14	21	0	1.5	0.5	0	0	2.5	0	0	0	0
17	49	0	13.5	29.5	0	0	0.5	0	0.5	3.5	0.5	0.5	0.5	0
18	39	0	11	20	0	0	0	0.5	0	6.5	1	0	0	0
19	27.5	0	8	14.5	0	0	1	0	0.5	3.5	0	0	0	0
20	18	0	4	12.5	0	0	0	0	0	1.5	0	0	0	0
21	11	0	1.5	8.5	0	0	0	0	0	1	0	0	0	0
22	4.5	0	3.5	0.5	0	0	0	0	0	0.5	0	0	0	0
23	5	0	2.5	1.5	0	0	0	0	0	1	0	0	0	0
<b>ADT</b>	<b>605</b>	<b>3</b>	<b>179.5</b>	<b>320</b>	<b>0</b>	<b>8.5</b>	<b>11.5</b>	<b>1</b>	<b>5.5</b>	<b>67</b>	<b>5</b>	<b>1</b>	<b>1.5</b>	<b>1</b>
<b>AF</b>	<b>0.82</b>	<b>0.5%</b>	<b>29.7%</b>	<b>52.9%</b>	<b>0.0%</b>	<b>1.4%</b>	<b>1.9%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>11.1%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>
<b>SITE TRAFFIC</b>		502.5 Private Unit 83.1%			21 Single Unit 3.5%					81 Combination Unit 13.4%				
		102 Commercial Unit 16.9%												



# 8A94M1

# Classification Summary

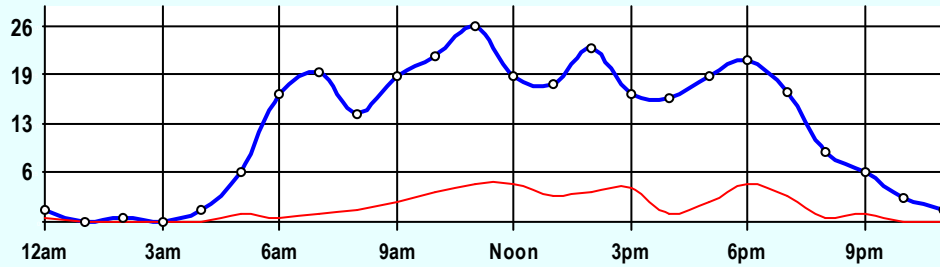
# August 2011



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
605	5pm	49
503	Private	43
102	Commercial	6
K-Factor 0.05	NB	SB
	19	30

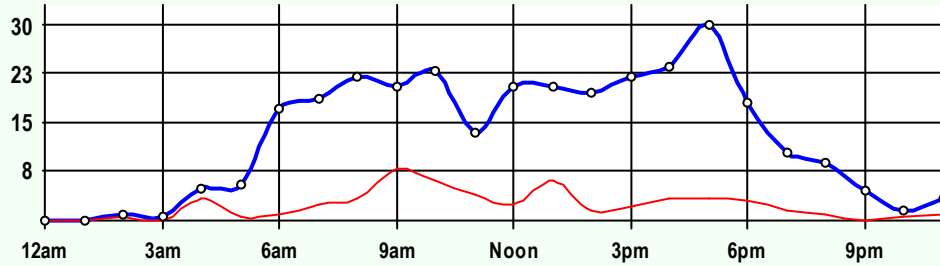
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
605	3	180	320	0	9	12	1	6	67	5	1	2	1
Axle Factor 0.82	503 Private-Unit 83.1%			21 Single-Unit 3.5%			81 Combination-Unit 13.4%						
	102 Commercial-Unit 16.9%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
295	11am	26
249	Private	21
47	Commercial	5
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
295	2	92	156	0	3	6	1	3	30	2	1	1	1
Axle Factor 0.83	249 Private-Unit 84.2%			10 Single-Unit 3.4%			37 Combination-Unit 12.4%						
	47 Commercial-Unit 15.8%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
310	5pm	30
254	Private	27
56	Commercial	4
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
310	2	88	165	0	6	6	0	3	37	3	1	1	0
Axle Factor 0.82	254 Private-Unit 82.1%			11 Single-Unit 3.6%			45 Combination-Unit 14.4%						
	56 Commercial-Unit 17.9%												

## SITE INFORMATION

8A94M1	Event No: 8018	Dist 5	Harper County
North Leg	Route: K-179		
	X-Route: RS-990		
Location	K-179 N OF RS-990, 6 MI S OF {K-2 IN ANTHONY}		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	2/08;4/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	08/29/11 14:00	08/31 13:00
51	48	08/29/11 14:00	08/31 13:00

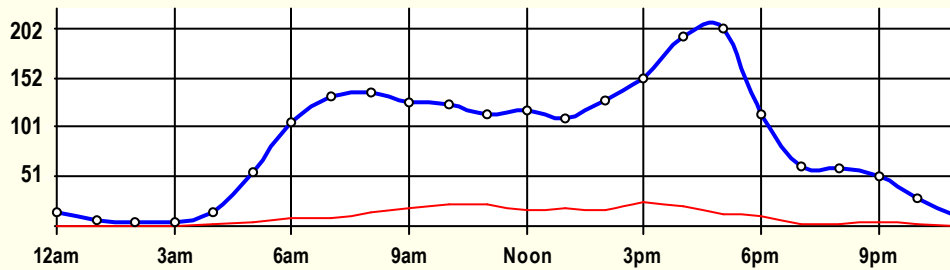
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
8E3C76														
FC 6		Dist 5		Harper County										
Route: K-2								South-West Leg						
XRoute: RS-303														
K-2 SW OF RS-303, NE OF HARPER														
<b>Peak-Hour Traffic</b>														
All Traffic		202		5pm										
Private		190		5pm										
Commercial		25		3pm										
<span style="color: red;">October 2011</span> <span style="color: red;">NEB 48Hr SWB 43Hr</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	14	0	7	6.5	0	0	0	0	0	0.5	0	0	0	0
1	7	0	5.5	1	0	0	0	0	0	0.5	0	0	0	0
2	5	0	2.5	1.5	0	0	0	0	0	1	0	0	0	0
3	5	0	3	1	0	0	0	0	0	1	0	0	0	0
4	15	0	12	1.5	0	0	0	0	0	1.5	0	0	0	0
5	56	0.5	35.5	15	0	1	0.5	0	1.5	2	0	0	0	0
6	107	0.5	58	41	0	1.5	0	0	1	5	0	0	0	0
7	133	0	80	45.5	0	2	0	0.5	0	5	0	0	0	0
8	136.5	0	72	51	0	1	2	0	2.5	7.5	0.5	0	0	0
9	126	0	59.5	48.5	0	2	3	0	1.5	11.5	0	0	0	0
10	123.5	0.5	54.5	47	0	2.5	5.5	1	2	10	0.5	0	0	0
11	113.5	0	44.5	47.5	0	2.5	2	1	2.5	12.5	0.5	0	0	0.5
12	117.5	0.5	57	44.5	0	0.5	1	0	2	11.5	0.5	0	0	0
13	111	0.5	49	43	0	2.5	2	0	1.5	12	0.5	0	0	0
14	129	1.5	58	52.5	0	2.5	1	1	1.5	10.5	0.5	0	0	0
15	150	0.5	74	51	0	3.5	2.5	0.5	4	14	0	0	0	0
16	193.5	1	101.5	70	0.5	4.5	2.5	0.5	3.5	8.5	0.5	0	0	0.5
17	202	0	112.5	77.5	0	0.5	1	0	1.5	8.5	0.5	0	0	0
18	115	0.5	67.5	37.5	0	3.5	0	0.5	1.5	4	0	0	0	0
19	61	0	34	24	0	0	0	0.5	0.5	2	0	0	0	0
20	58.5	0	36	20.5	0	0	0	0	0.5	1.5	0	0	0	0
21	51.5	1	30.5	15	0	1	0.5	0	0	3.5	0	0	0	0
22	29.5	0	18.5	9	0	0.5	0	0	0	1.5	0	0	0	0
23	9.5	0	5.5	3.5	0	0	0	0	0	0.5	0	0	0	0
<b>ADT</b>	<b>2,070</b>	<b>7</b>	<b>1,078</b>	<b>755</b>	<b>0.5</b>	<b>31.5</b>	<b>23.5</b>	<b>5.5</b>	<b>27.5</b>	<b>136</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>AF</b>	<b>0.89</b>	<b>0.3%</b>	<b>52.1%</b>	<b>36.5%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>1.1%</b>	<b>0.3%</b>	<b>1.3%</b>	<b>6.6%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		1,840 Private Unit 88.9%			61 Single Unit 2.9%					168.5 Combination Unit 8.1%				
229.5 Commercial Unit 11.1%														

8E3C76

### Classification Summary

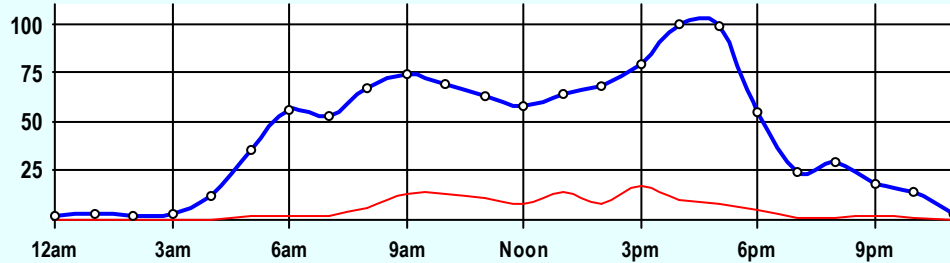
October 2011



### Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,070	5pm	202
1,840	Private	190
230	Commercial	12
K-Factor 0.05	NEB	SWB
	98	104

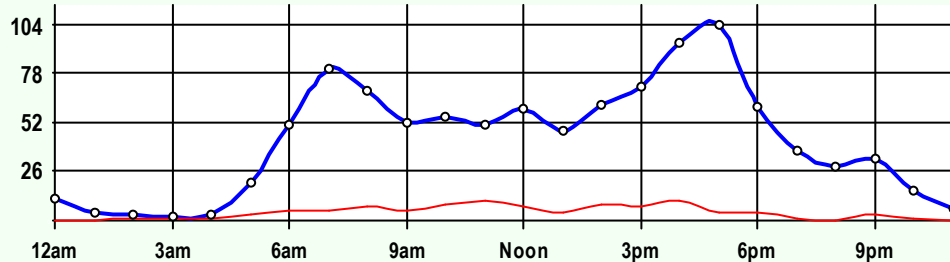
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,070	7	1,078	755	1	32	24	6	28	136	4	0	0	1
Axle Factor 0.89	1,840 Private-Unit 88.9%			61 Single-Unit 2.9%				169 Combination-Unit 8.1%					
	230 Commercial-Unit 11.1%												



### NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,054	4pm	100
924	Private	90
130	Commercial	11
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,054	4	548	372	0	17	14	4	18	74	3	0	0	1
Axle Factor 0.88	924 Private-Unit 87.7%			35 Single-Unit 3.3%				96 Combination-Unit 9.1%					
	130 Commercial-Unit 12.3%												



### SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,016	5pm	104
917	Private	100
100	Commercial	4
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,016	4	530	383	1	15	10	2	10	63	1	0	0	0
Axle Factor 0.90	917 Private-Unit 90.2%			27 Single-Unit 2.6%				73 Combination-Unit 7.2%					
	100 Commercial-Unit 9.8%												

### SITE INFORMATION

8E3C76	Event No: 8059	Dist 5	Harper County
South-West Leg	Route: K-2		
	X-Route: RS-303		
Location	K-2 SW OF RS-303, NE OF HARPER		
Site Info	Regular, State-Sys, Route-Class C		
Event Info			
History	4/08;4/05;8/00		
Comment	NEB 48Hr, SWB 43Hr		

Lane	Hrs	Start Hour	Last Hour
21	48	10/24/11 14:00	10/26 13:00
61	43	10/24/11 14:00	10/26 13:00

# 24 Hour Classification Summary

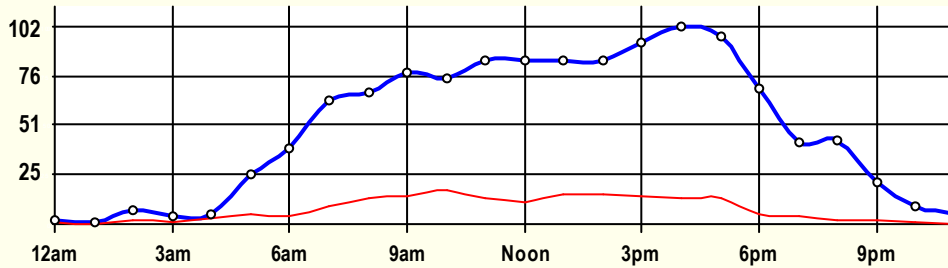
CLASSIFICATION										CLASSIFICATION				
8FFBA7														
FC 6		Dist 5		Harper County										
Route: US-160								West Leg						
XRoute: RS-1485														
US-160 W OF RS-1485, E OF HARPER														
<b>Peak-Hour Traffic</b>														
All Traffic		102		4pm										
Private		88		4pm										
Commercial		17		10am										
October 2011 <span style="margin-left: 100px;">48 Hr Survey</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	0.5	0.5	0	0	0.5	0	0	0.5	0	0	0	0
1	1.5	0	1	0	0	0	0	0	0	0.5	0	0	0	0
2	7	0	2	2.5	0	0	0	0	0.5	2	0	0	0	0
3	4.5	0	2.5	1	0	0.5	0	0	0	0.5	0	0	0	0
4	5.5	0	2.5	0	0	0	0	0	0	3	0	0	0	0
5	25.5	0	13	7	0	1.5	0	0	0	4	0	0	0	0
6	38.5	0.5	16	18	0	0	0	0	0	4	0	0	0	0
7	63	0	32.5	21.5	0	2	1	0	1	5	0	0	0	0
8	67.5	0	35.5	19	0	0.5	2	0.5	0.5	9	0.5	0	0	0
9	77.5	0	34.5	28.5	0	1.5	2	0.5	1	9	0.5	0	0	0
10	75	0.5	28.5	29	0	2	3	0.5	1.5	7.5	2.5	0	0	0
11	84.5	0.5	33.5	37	0.5	0.5	1	0.5	0.5	10.5	0	0	0	0
12	84.5	1	37.5	34.5	0	0	2	0	0	9	0.5	0	0	0
13	84.5	0	39.5	30	0	0.5	3.5	0	0.5	10.5	0	0	0	0
14	84.5	1	34.5	34	0	3.5	2.5	0	0.5	8	0.5	0	0	0
15	93	1	45	32.5	0	3.5	0.5	0	0.5	9	0.5	0	0	0.5
16	101.5	3	53	32	0	1.5	1	0	1	9.5	0	0.5	0	0
17	96	0	50.5	32.5	0	1	1.5	0.5	1.5	8.5	0	0	0	0
18	69.5	0	39	25.5	0	0	0	0	1.5	3.5	0	0	0	0
19	41.5	0.5	24.5	12	0	0	0.5	0	0	4	0	0	0	0
20	43	0	28.5	12.5	0	0	0	0	0	2	0	0	0	0
21	21	0	13.5	5	0	0	0	0	0	2.5	0	0	0	0
22	9.5	0	6	2	0	0	0	0	0	1.5	0	0	0	0
23	5	0	3.5	1	0	0	0	0	0	0.5	0	0	0	0
<b>ADT</b>	<b>1,186</b>	<b>8</b>	<b>577</b>	<b>417.5</b>	<b>0.5</b>	<b>18.5</b>	<b>21</b>	<b>2.5</b>	<b>10.5</b>	<b>124</b>	<b>5</b>	<b>0.5</b>	<b>0</b>	<b>0.5</b>
<b>AF</b>	<b>0.84</b>	<b>0.7%</b>	<b>48.7%</b>	<b>35.2%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>1.8%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>10.5%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		1,002.5 Private Unit 84.6%			42.5 Single Unit 3.6%					140.5 Combination Unit 11.9%				
		183 Commercial Unit 15.4%												



# 8FFBA7

# Classification Summary

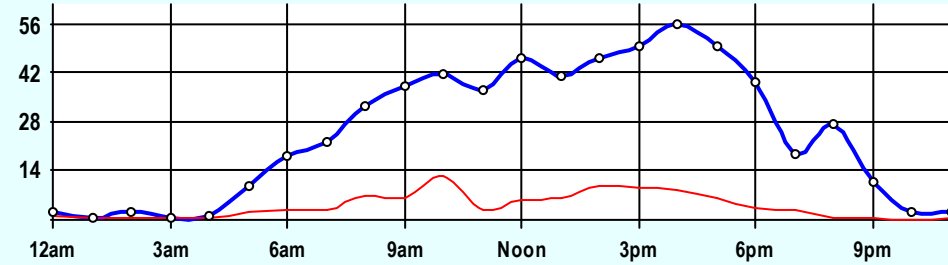
October 2011



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,186	4pm	102
1,003	Private	88
183	Commercial	14
K-Factor 0.05	EB	WB
	56	46

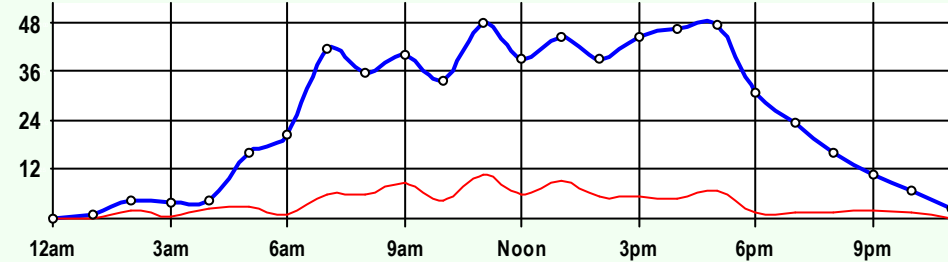
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,186	8	577	418	1	19	21	3	11	124	5	1	0	1
Axle Factor 0.84	0.7% 1,003 Private-Unit 84.6%			43 Single-Unit 3.6%			141 Combination-Unit 11.9%						
	183 Commercial-Unit 15.4%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
591	4pm	56
498	Private	47
93	Commercial	9
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
591	6	279	214	0	10	10	1	4	65	3	0	0	1
Axle Factor 0.84	0.9% 498 Private-Unit 84.3%			21 Single-Unit 3.5%			72 Combination-Unit 12.2%						
	93 Commercial-Unit 15.7%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
595	11am	48
505	Private	37
91	Commercial	11
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
595	3	298	204	1	9	11	2	7	60	2	1	0	0
Axle Factor 0.85	0.4% 505 Private-Unit 84.8%			22 Single-Unit 3.7%			69 Combination-Unit 11.5%						
	91 Commercial-Unit 15.2%												

## SITE INFORMATION

8FFBA7	Event No: 8058	Dist 5	Harper County
West Leg	Route: US-160		
	X-Route: RS-1485		
Location	US-160 W OF RS-1485, E OF HARPER		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	2/08;4/05;8/00		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/24/11 14:00	10/26 13:00
71	48	10/24/11 14:00	10/26 13:00

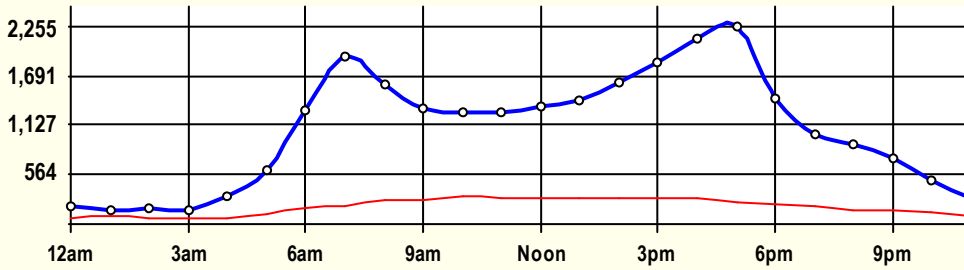
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9Q0VY1					WIM Collected									
FC 1		Dist 5			Harvey County									
Route: I-135								North Leg						
XRoute: K-196														
I-135 N OF K-196, EXIT 25, 5 MI S OF NEWTON														
<b>Peak-Hour Traffic</b>														
All Traffic		2,255			5pm									
Private		1,997			5pm									
Commercial		316			10am									
September 2011										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	208	1.5	117.5	24.5	0	4.5	0	0.5	1.5	52.5	0.5	5	0	0
1	163.5	0	65	18.5	0	4	1.5	0	2	66.5	1	5	0	0
2	173	0.5	85.5	30	0	2	1	0	1.5	50	1	1.5	0	0
3	158	1	70	20.5	0.5	2	2.5	0	4.5	50	1	5	1	0
4	320	2.5	197	49.5	0	4.5	0.5	0	4	53	0.5	8	0.5	0
5	618	1	401.5	107.5	0	17	4	0	4.5	72	2.5	6	2	0
6	1,301	3.5	867.5	259	0.5	43.5	8	0	9.5	103	2	4.5	0	0
7	1,920.5	4	1,381.5	319	3.5	41.5	7	2	7.5	142.5	8.5	3.5	0	0
8	1,582.5	2.5	1,008.5	309	3.5	46	7.5	1.5	8.5	178	10.5	6	0	1
9	1,312	4	789.5	252	2	43.5	6.5	3	12	187.5	9	2.5	0	0.5
10	1,264.5	3.5	715.5	229.5	1	44	11.5	2	17	226	8	5	1.5	0
11	1,284	7	739	252	0.5	41	10.5	1	21	199.5	9.5	3	0	0
12	1,343.5	4.5	758	274.5	1.5	42	13	1	18.5	222	5	3.5	0	0
13	1,416.5	4.5	842.5	284	3	33.5	9	0.5	11	208.5	11	8	1	0
14	1,621	5	1,008	306.5	4.5	51.5	11	1	23.5	199	9.5	1	0	0.5
15	1,836.5	8	1,164.5	362	4	48	10.5	1	17	202.5	13	5	0.5	0.5
16	2,124	9	1,440	389	2	47	11.5	0	17	195	9	3.5	1	0
17	2,254.5	8.5	1,599	389.5	1.5	41	7.5	0.5	16.5	182	4.5	3	1	0
18	1,425	6.5	964	236.5	0	33	6	0	7.5	166	3	2.5	0	0
19	1,014	5.5	631.5	180	1	24.5	6	0.5	3.5	155	2.5	4	0	0
20	905.5	4	583	148.5	0	22	2.5	0	6	131	3.5	3.5	1.5	0
21	755	4	467.5	121	1.5	10	4.5	1	2.5	129	3.5	8.5	2	0
22	501	1	299	75	0	11	1.5	0	4	101.5	2.5	5.5	0	0
23	289.5	1.5	156.5	39	0	6	0	0	3	73	2.5	7.5	0.5	0
<b>ADT</b>	<b>25,791</b>	<b>93</b>	<b>16,351.5</b>	<b>4,676.5</b>	<b>30.5</b>	<b>663</b>	<b>143.5</b>	<b>15.5</b>	<b>223.5</b>	<b>3,345</b>	<b>123.5</b>	<b>110.5</b>	<b>12.5</b>	<b>2.5</b>
<b>AF</b>	<b>0.82</b>	<b>0.4%</b>	<b>63.4%</b>	<b>18.1%</b>	<b>0.1%</b>	<b>2.6%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>13.0%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		21,121 Private Unit 81.9%			852.5 Single Unit 3.3%					3,817.5 Combination Unit 14.8%				
		4,670 Commercial Unit 18.1%												

9Q0VY1

Classification Summary

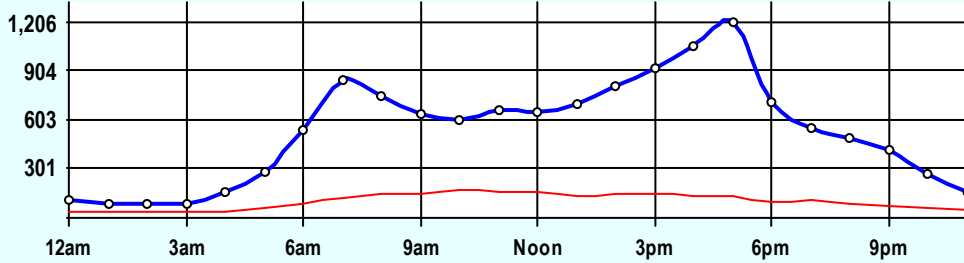
September 2011



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
25,791	5pm	2,255
21,121	Private	1,997
4,670	Commercial	258
K-Factor 0.05	NB	SB
	1206	1049

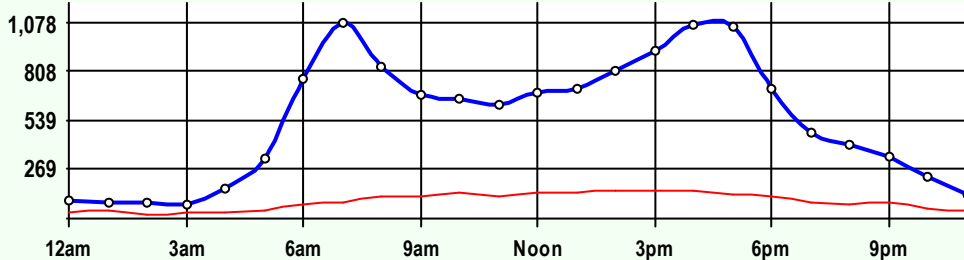
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
25,791	93	16,352	4,677	31	663	144	16	224	3,345	124	111	13	3
Axle Factor 0.82	0.4%	63.4%	18.1%	0.1%	2.6%	0.6%	0.1%	0.9%	13.0%	0.5%	0.4%	0.0%	0.0%
	21,121 Private-Unit 81.9%			853 Single-Unit 3.3%				3,818 Combination-Unit 14.8%					
	4,670 Commercial-Unit 18.1%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
12,782	5pm	1,206
10,353	Private	1,075
2,429	Commercial	131
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,782	82	7,796	2,476	9	412	65	10	92	1,714	73	56	0	0
Axle Factor 0.81	0.6%	61.0%	19.4%	0.1%	3.2%	0.5%	0.1%	0.7%	13.4%	0.6%	0.4%	0.0%	0.0%
	10,353 Private-Unit 81.0%			495 Single-Unit 3.9%				1,934 Combination-Unit 15.1%					
	2,429 Commercial-Unit 19.0%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
13,010	7am	1,078
10,768	Private	985
2,242	Commercial	93
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
13,010	12	8,556	2,201	22	251	79	6	132	1,632	51	55	13	3
Axle Factor 0.82	0.1%	65.8%	16.9%	0.2%	1.9%	0.6%	0.0%	1.0%	12.5%	0.4%	0.4%	0.1%	0.0%
	10,768 Private-Unit 82.8%			358 Single-Unit 2.7%				1,884 Combination-Unit 14.5%					
	2,242 Commercial-Unit 17.2%												

SITE INFORMATION

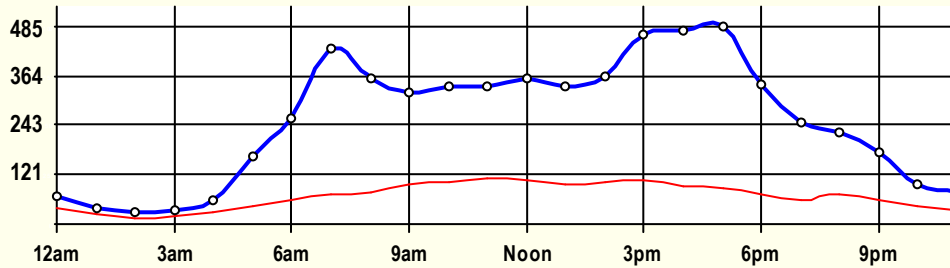
9Q0VY1	Event No: 8104	Dist 5	Harvey County
North Leg	Route: I-135		
	X-Route: K-196		
Location	I-135 N OF K-196, EXIT 25, 5 MI S OF NEWTON		
Site Info	Regular, NHS, Route-Class A		
Event Info	WIM Collected		
History	8/08		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	09/19/11 13:00	09/21 12:00
12	48	09/19/11 13:00	09/21 12:00
51	48	09/19/11 13:00	09/21 12:00
52	48	09/19/11 13:00	09/21 12:00

# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION		
9SS002															
FC 2			Dist 5			Harvey County									
Route: US-50								North-East							
XRoute: 36th								Leg							
US-50 NE OF 36th, 2.6 MI NE OF I-135															
<b>Peak-Hour Traffic</b>															
All Traffic		485		5pm											
Private		397		5pm											
Commercial		111		11am											
September 2011      48 Hr Survey															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	67.5	1.5	23.5	3.5	0	1.5	1.5	0	1	31.5	2.5	0	1	0	
1	37.5	0	11.5	3.5	0	0	0	0	0.5	18	0	3.5	0.5	0	
2	27.5	0	7	3.5	0	0	0	0	0.5	15	0.5	0.5	0.5	0	
3	33	0.5	8.5	2.5	0	0	0	0	0.5	18	2	1	0	0	
4	57	1	22.5	6.5	0	2	0	0	1.5	20	1.5	1.5	0	0.5	
5	165	1	86.5	34.5	0	4.5	3	0	2.5	30.5	0.5	2	0	0	
6	257.5	1.5	130.5	67.5	1	3.5	5	0	8.5	37	0.5	2	0.5	0	
7	433	4.5	252.5	101.5	0	7.5	5.5	0	4	53.5	1.5	2	0	0.5	
8	355	2.5	191	83.5	1	2.5	2.5	0	7	61.5	0.5	1	2	0	
9	322	3	144.5	76	0	2	2.5	0.5	9.5	78	1.5	2.5	1	1	
10	338	2	164	70	0	4.5	3.5	1	9.5	78	1.5	2	1	1	
11	338.5	3	164	61	0	3.5	5.5	3	10.5	75.5	8	1	2.5	1	
12	359	4.5	174.5	72.5	0	4	5	1.5	10	80	4	1.5	0	1.5	
13	338	1.5	163	77	0.5	2.5	3.5	0.5	8	76.5	3.5	0.5	1	0	
14	364.5	4.5	188.5	70.5	0.5	4	9	0	8	75	2	1	0	1.5	
15	463	3	255.5	98.5	0.5	9.5	4.5	1	9.5	77.5	1	2	0.5	0	
16	476.5	6	280	96.5	0	6	3.5	0.5	6	72	4	1.5	0.5	0	
17	485	4.5	297	95.5	0	2	3.5	0.5	6.5	68	3.5	2.5	1	0.5	
18	344	2	194	77	0	1	1.5	0	4	60.5	1.5	1	0.5	1	
19	249.5	1	147	44	0	0	0	0.5	3.5	46.5	1.5	3.5	1.5	0.5	
20	227.5	1.5	119.5	33.5	0	0.5	3	0	2.5	60	3.5	0.5	2	1	
21	176	2	93	24.5	0	1	1.5	0	3	46.5	1.5	3	0	0	
22	98	2	41.5	12	0	0	1.5	0.5	2.5	31.5	4	1	1	0.5	
23	80.5	0.5	33.5	10.5	0.5	1	0.5	0.5	1	29.5	1	1	1	0	
<b>ADT</b>	<b>6,093</b>	<b>53.5</b>	<b>3,193</b>	<b>1,225.5</b>	<b>4</b>	<b>63</b>	<b>66</b>	<b>10</b>	<b>120</b>	<b>1,240</b>	<b>51.5</b>	<b>38</b>	<b>18</b>	<b>10.5</b>	
<b>AF</b>	<b>0.73</b>	<b>0.9%</b>	<b>52.4%</b>	<b>20.1%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>1.1%</b>	<b>0.2%</b>	<b>2.0%</b>	<b>20.4%</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.2%</b>	
<b>SITE TRAFFIC</b>		4,472 Private Unit 73.4%			143 Single Unit 2.3%					1,478 Combination Unit 24.3%					
		1,621 Commercial Unit 26.6%													

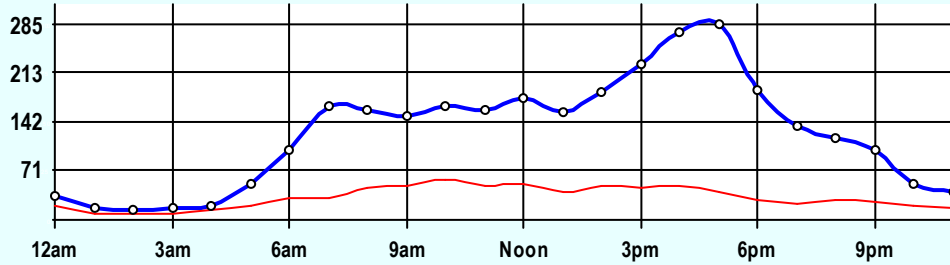




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
6,093	5pm	485
4,472	Private	397
1,621	Commercial	88
K-Factor 0.05	NEB	SWB
	284	200

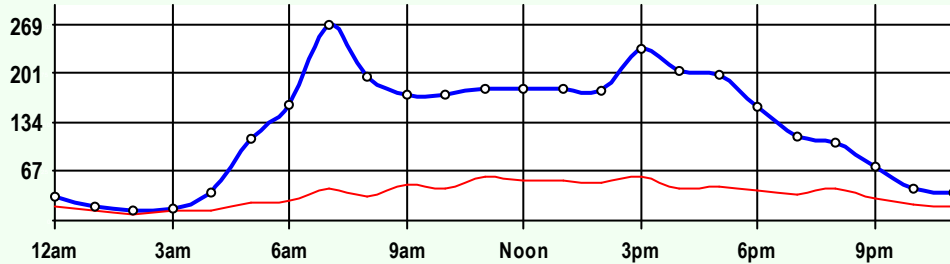
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,093	54	3,193	1,226	4	63	66	10	120	1,240	52	38	18	11
Axle Factor 0.73	0.9%	52.4%	20.1%	0.1%	1.0%	1.1%	0.2%	2.0%	20.4%	0.8%	0.6%	0.3%	0.2%
	4,472 Private-Unit 73.4%			143 Single-Unit 2.3%				1,478 Combination-Unit 24.3%					
	1,621 Commercial-Unit 26.6%												



NEB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,995	5pm	285
2,227	Private	243
768	Commercial	42
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,995	15	1,609	603	3	31	23	4	46	628	14	17	3	1
Axle Factor 0.74	0.5%	53.7%	20.1%	0.1%	1.0%	0.8%	0.1%	1.5%	21.0%	0.5%	0.6%	0.1%	0.0%
	2,227 Private-Unit 74.4%			60 Single-Unit 2.0%				708 Combination-Unit 23.6%					
	768 Commercial-Unit 25.6%												



SWB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,099	7am	269
2,246	Private	226
853	Commercial	43
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,099	39	1,585	623	1	32	44	7	75	612	38	21	15	10
Axle Factor 0.72	1.2%	51.1%	20.1%	0.0%	1.0%	1.4%	0.2%	2.4%	19.8%	1.2%	0.7%	0.5%	0.3%
	2,246 Private-Unit 72.5%			83 Single-Unit 2.7%				770 Combination-Unit 24.9%					
	853 Commercial-Unit 27.5%												

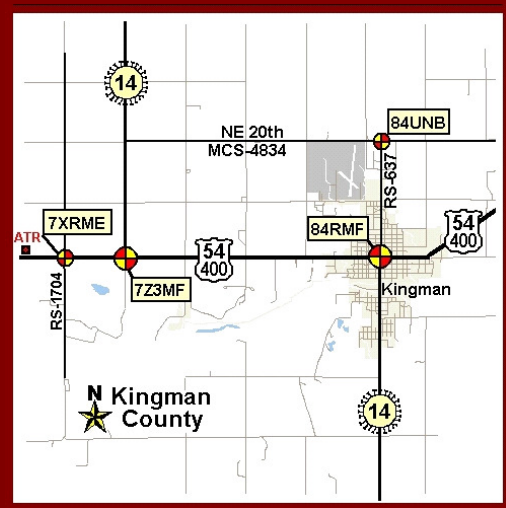
SITE INFORMATION

9SS002	Event No: 8035	Dist 5	Harvey County
North-East Leg	Route: US-50		
	X-Route: 36th		
Location	US-50 NE OF 36th, 2.6 MI NE OF I-135		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	8/08;8/05;10/02		
Comment	Survey at ATR		

Lane	Hrs	Start Hour	Last Hour
21	48	09/26/11 13:00	09/28 12:00
61	48	09/26/11 13:00	09/28 12:00

# 24 Hour Classification Summary

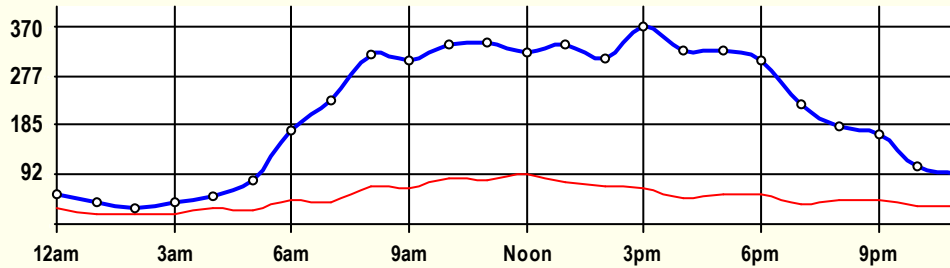
CLASSIFICATION										CLASSIFICATION				
7XRME7														
FC 2		Dist 5		Kingman County										
Route: US-54								West Leg						
XRoute: RS-1704 (50 AVE)														
US-54 W OF RS-1704, 1 MI W OF US-54 & K-14 JCT														
<b>Peak-Hour Traffic</b>														
All Traffic		370		3pm										
Private		304		3pm										
Commercial		93		Noon										
<span style="color: red;">July 2011</span> <span style="margin-left: 100px;">EB 48Hr</span> <span style="margin-left: 100px;">WB 24Hr</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	55	1	18	7	0	1.5	0.5	0	2	16	0	7	2	0
1	41	0.5	16	5	0	0.5	0.5	0	0.5	10.5	0.5	7	0	0
2	28	0	7	0.5	0	0	0	0	0	14	0	6.5	0	0
3	40	0.5	12	8	0	0	2	0	1	10.5	0	5	1	0
4	54	0	17	8.5	0	3.5	0	0	0.5	15.5	0.5	7.5	1	0
5	82	0.5	34.5	19.5	0	2	1	0	1	15.5	0	6	2	0
6	175.5	3	63.5	64.5	0	5	2	1	4	27	0.5	3	2	0
7	230.5	4.5	105	79.5	0.5	4	2.5	1	5	26.5	0.5	0.5	1	0
8	317	0	147	99.5	2	3.5	7	1.5	7.5	41	1.5	4.5	2	0
9	307	3	149.5	86	0	5	2.5	0.5	4.5	47.5	2	4.5	1.5	0.5
10	335.5	3.5	152.5	93.5	0	2	6	0.5	7	62.5	2.5	5.5	0	0
11	340	3.5	167.5	85.5	0	6	2.5	0	4.5	64.5	3.5	0	1.5	1
12	322	4.5	137.5	87.5	1	3.5	4.5	0.5	12.5	65.5	0.5	2	2	0.5
13	337	2	163.5	94.5	0.5	7	2.5	0	4.5	57	3	1.5	1	0
14	308	4.5	157.5	77	0.5	1.5	5	0	7.5	50	1.5	3	0	0
15	369.5	1	199	103.5	0	5.5	1	0	6	51	1	1.5	0	0
16	325	1	184	92	0	3	3	0	2.5	37.5	1	0.5	0	0.5
17	325	0.5	187	83	0	2.5	5	0	2	36.5	0.5	5	0.5	2.5
18	306	2.5	177	72	0	5	5	0.5	3	37.5	1	2.5	0	0
19	224	3.5	124	57.5	2	3	2	0.5	1	27.5	1.5	1.5	0	0
20	183	1	92	44.5	0	2	1	0	2	37	1	2	0.5	0
21	167	1	81.5	39.5	0.5	1	0.5	0	3	36.5	0	1.5	2	0
22	108.5	1.5	51.5	20.5	0	0	0.5	1.5	2	26.5	0.5	3.5	0.5	0
23	95	0.5	43	17.5	0	1.5	0	1.5	1.5	19	0	10.5	0	0
<b>ADT</b>	<b>5,076</b>	<b>43.5</b>	<b>2,487</b>	<b>1,346</b>	<b>7</b>	<b>68.5</b>	<b>56.5</b>	<b>9</b>	<b>85</b>	<b>832.5</b>	<b>23</b>	<b>92</b>	<b>20.5</b>	<b>5</b>
<b>AF</b>	<b>0.76</b>	<b>0.9%</b>	<b>49.0%</b>	<b>26.5%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>1.1%</b>	<b>0.2%</b>	<b>1.7%</b>	<b>16.4%</b>	<b>0.5%</b>	<b>1.8%</b>	<b>0.4%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		3,876.5 Private Unit 76.4%			141 Single Unit 2.8%					1,058 Combination Unit 20.8%				
1,199 Commercial Unit 23.6%														



**7XRME7**

**Classification Summary**

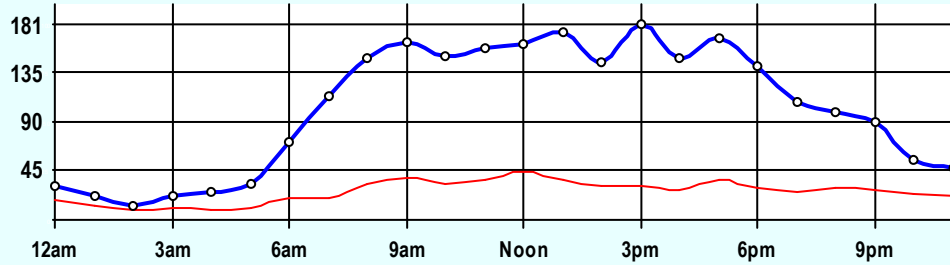
**July 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>5,076</b>	<b>3pm</b>	<b>370</b>
3,877	Private	304
<b>1,199</b>	<b>Commercial</b>	<b>66</b>
K-Factor 0.04	EB	WB
	180	189

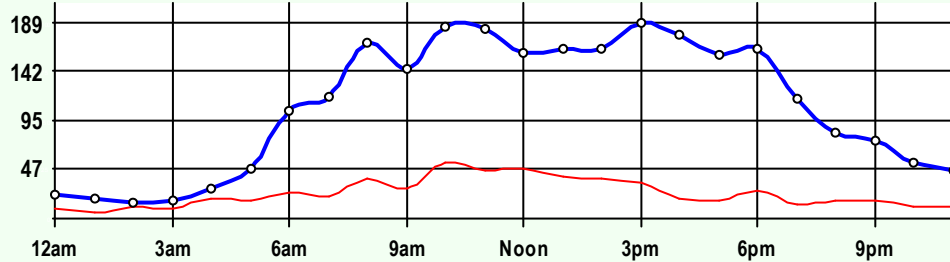
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,076	44	2,487	1,346	7	69	57	9	85	833	23	92	21	5
Axle Factor 0.76	0.9%	49.0%	26.5%	0.1%	1.3%	1.1%	0.2%	1.7%	16.4%	0.5%	1.8%	0.4%	0.1%
	3,877 Private-Unit 76.4%			141 Single-Unit 2.8%				1,058 Combination-Unit 20.8%					
	1,199 Commercial-Unit 23.6%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,471</b>	<b>3pm</b>	<b>181</b>
1,854	Private	150
<b>617</b>	<b>Commercial</b>	<b>31</b>
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,471	19	1,154	681	4	32	29	6	38	439	13	44	12	2
Axle Factor 0.75	0.7%	46.7%	27.6%	0.2%	1.3%	1.2%	0.2%	1.5%	17.7%	0.5%	1.8%	0.5%	0.1%
	1,854 Private-Unit 75.0%			70 Single-Unit 2.8%				547 Combination-Unit 22.1%					
	617 Commercial-Unit 25.0%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,605</b>	<b>3pm</b>	<b>189</b>
2,023	Private	154
<b>582</b>	<b>Commercial</b>	<b>35</b>
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,605	25	1,333	665	3	37	28	3	47	394	10	48	9	3
Axle Factor 0.77	1.0%	51.2%	25.5%	0.1%	1.4%	1.1%	0.1%	1.8%	15.1%	0.4%	1.8%	0.3%	0.1%
	2,023 Private-Unit 77.7%			71 Single-Unit 2.7%				511 Combination-Unit 19.6%					
	582 Commercial-Unit 22.3%												

**SITE INFORMATION**

<b>7XRME7</b>	<b>Event No: 7995</b>	<b>Dist 5</b>	<b>Kingman County</b>
<b>West Leg</b>	Route: US-54 X-Route: RS-1704 (50 AVE)		
<b>Location</b>	US-54 W OF RS-1704, 1 MI W OF US-54 & K-14 JCT		
<b>Site Info</b>	Regular, ATR, NHS, Route-Class B		
<b>Event Info</b>			
<b>History</b>	9/08;6/05;1/02;7/99		
<b>Comment</b>	Survey at ATR. EB 48Hr, WB 24Hr		

Lane	Hrs	Start Hour	Last Hour
31	48	07/18/11 14:00	07/20 13:00
71	24	07/18/11 14:00	07/19 13:00

# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
7I6VX7														
FC 2	Dist 5		Reno County											
Route: US-50				West Leg										
XRoute: RS-555 (LONGVIEW)														
US-50 W OF RS-555, 0.5 MI W OF SYLVIA														
<b>Peak-Hour Traffic</b>														
All Traffic		186	10am											
Private		122	4pm											
Commercial		69	11am											
July 2011					48 Hr Survey									
<b>Hr</b>	<b>Vol</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
0	21	0.5	6	3.5	0	0.5	0.5	0	0.5	9	0.5	0	0	0
1	16.5	0	7	2	0	0	0	0.5	0	7	0	0	0	0
2	16.5	0	3.5	1.5	0	0	0	0	0.5	10.5	0.5	0	0	0
3	19	0	5	1	0	0	0	0	0.5	12	0.5	0	0	0
4	20.5	0	4.5	2	0	0	0	0	0.5	13	0.5	0	0	0
5	40.5	2	9.5	8.5	0.5	0.5	1	0	1	16.5	0.5	0	0.5	0
6	67	0.5	21	13.5	0	0	1	0	1	25.5	2.5	0	0.5	1.5
7	117.5	1.5	49	27.5	0	1	1.5	0	6	27	1	2	1	0
8	140	0.5	51	39.5	0.5	2	0.5	0	6	37	2	1	0	0
9	167	2	64.5	42.5	0	3.5	1.5	0	4.5	47	0.5	1	0	0
10	185.5	2	72	46	0	4	3	1	4.5	49.5	2	1.5	0	0
11	174.5	2	65	39	0.5	2.5	2.5	0	4	56.5	1.5	1	0	0
12	153.5	2	61	36.5	0	2.5	2	0.5	4.5	44	0.5	0	0	0
13	150	0	56.5	40	0	2.5	0.5	0	1	48	1	0	0	0.5
14	165	1.5	70	49.5	0	0.5	1.5	0	3	37.5	1.5	0	0	0
15	143.5	0.5	62.5	43	0.5	2	2	0	1	31	1	0	0	0
16	164.5	2	78	41.5	0.5	2.5	1.5	0.5	2.5	32.5	2.5	0.5	0	0
17	148.5	1	78.5	33	0	1	2	0	3	29	1	0	0	0
18	127	1	53.5	37	0	1	2	0	1.5	29	2	0	0	0
19	88	1	37.5	25.5	0	0	1.5	0	1.5	19	2	0	0	0
20	74	1.5	41	15.5	0	0	1	0	0	14.5	0	0.5	0	0
21	72	1	24.5	13.5	0	0	1	0	0	29.5	0	1.5	0.5	0.5
22	56	1	17.5	11.5	0	0	1.5	0	0.5	23	0.5	0	0.5	0
23	38.5	0	11.5	9	0	0.5	0	0	0.5	16	0	1	0	0
<b>ADT</b>	<b>2,366</b>	<b>23.5</b>	<b>950</b>	<b>582</b>	<b>2.5</b>	<b>26.5</b>	<b>28</b>	<b>2.5</b>	<b>48</b>	<b>663.5</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>2.5</b>
<b>AF</b>	<b>0.68</b>	<b>1.0%</b>	<b>40.2%</b>	<b>24.6%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>1.2%</b>	<b>0.1%</b>	<b>2.0%</b>	<b>28.0%</b>	<b>1.0%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,555.5 Private Unit 65.7%		59.5 Single Unit 2.5%					751 Combination Unit 31.7%					
810.5 Commercial Unit 34.3%														

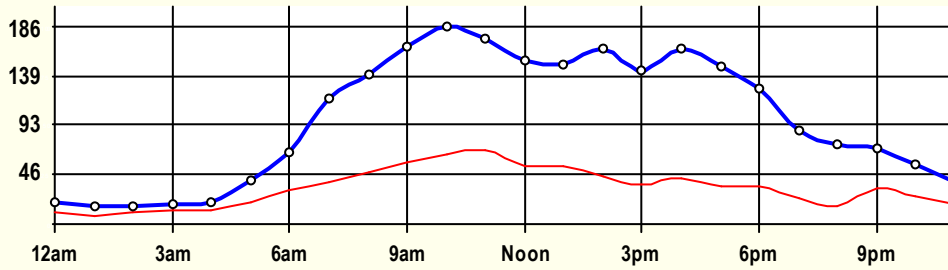




# 7I6VX7

# Classification Summary

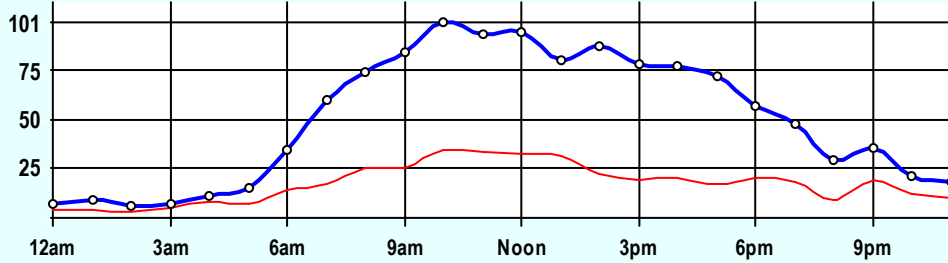
July 2011



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,366	10am	186
1,556	Private	120
811	Commercial	66
K-Factor 0.04	EB	WB
	100	85

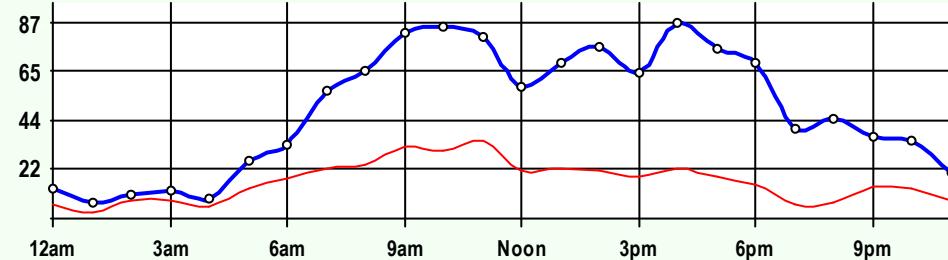
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,366	24	950	582	3	27	28	3	48	664	24	10	3	3
Axle Factor 0.68	1.0%	40.2%	24.6%	0.1%	1.1%	1.2%	0.1%	2.0%	28.0%	1.0%	0.4%	0.1%	0.1%
	1,556 Private-Unit 65.7%			60 Single-Unit 2.5%				751 Combination-Unit 31.7%					
	811 Commercial-Unit 34.3%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,209	10am	101
792	Private	66
418	Commercial	35
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,209	11	484	297	2	15	15	2	30	334	12	7	2	1
Axle Factor 0.68	0.9%	40.0%	24.6%	0.1%	1.2%	1.2%	0.1%	2.5%	27.6%	1.0%	0.5%	0.2%	0.1%
	792 Private-Unit 65.5%			33 Single-Unit 2.7%				385 Combination-Unit 31.8%					
	418 Commercial-Unit 34.5%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,157	4pm	87
764	Private	65
393	Commercial	23
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,157	13	466	285	1	12	14	1	18	330	12	4	1	2
Axle Factor 0.68	1.1%	40.3%	24.6%	0.1%	1.0%	1.2%	0.1%	1.6%	28.5%	1.0%	0.3%	0.1%	0.1%
	764 Private-Unit 66.0%			27 Single-Unit 2.3%				366 Combination-Unit 31.6%					
	393 Commercial-Unit 34.0%												

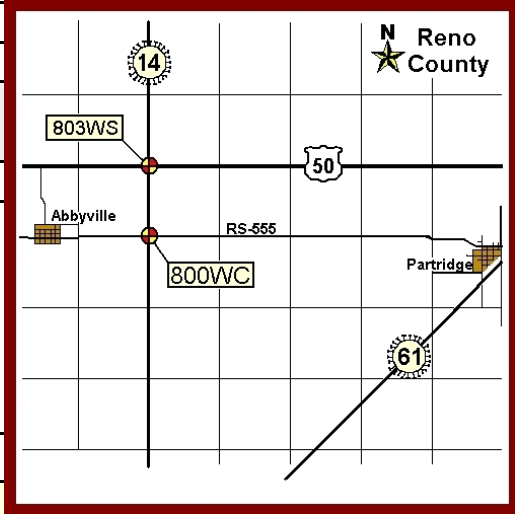
## SITE INFORMATION

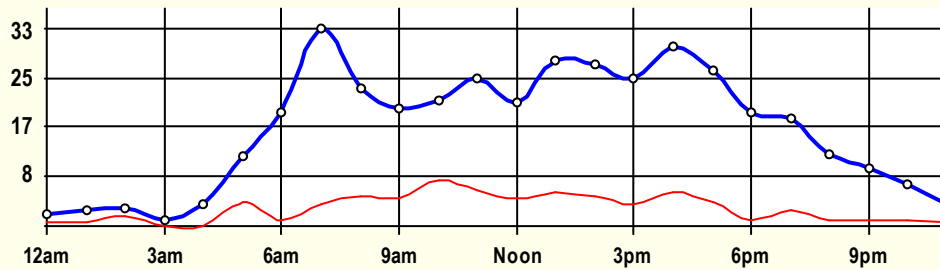
7I6VX7	Event No: 7994	Dist 5	Reno County
West Leg	Route: US-50		
	X-Route: RS-555 (LONGVIEW)		
Location	US-50 W OF RS-555, 0.5 MI W OF SYLVIA		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	8/08;3/05;10/02;6/99;7/96		
Comment			

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				
800WC5														
FC 6		Dist 5		Reno County										
Route: K-14								South Leg						
XRoute: RS-555 (TRAIL WEST RD)														
K-14 S OF RS-555, 1 MI S OF US-50														
<b>Peak-Hour Traffic</b>														
All Traffic		33		7am										
Private		30		7am										
Commercial		8		10am										
<span style="color: red;">July 2011</span> <span style="margin-left: 200px;">48 Hr Survey</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0.5	1	0	0	0	0	0	0	0.5	0	0	0	0
1	2.5	0	1	1	0	0	0	0	0	0.5	0	0	0	0
2	3	0	1.5	0	0	0	0	0.5	0	1	0	0	0	0
3	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4	3.5	0	3	0.5	0	0	0	0	0	0	0	0	0	0
5	11.5	0.5	4.5	2.5	0	0	1	0	0	1.5	1.5	0	0	0
6	19	1.5	5.5	11	0	1	0	0	0	0	0	0	0	0
7	33	0	20	9.5	0	0.5	0	0	0	2	0.5	0	0	0.5
8	23	0	9.5	8.5	0	0.5	0.5	0	0.5	3	0.5	0	0	0
9	19.5	0	7	8	0	1	0.5	0	0	3	0	0	0	0
10	21	0	8.5	5	0	0	1.5	0	0	5.5	0	0.5	0	0
11	24.5	0	11.5	7	0	0	0.5	0.5	1	4	0	0	0	0
12	20.5	0	10	6	0	0	0	0	0.5	3	0.5	0	0.5	0
13	27.5	0	13	9	0	0	1.5	0	0.5	3	0	0.5	0	0
14	27	0.5	10.5	11	0	0	1	0	1	2	1	0	0	0
15	24.5	0	9	12	0	0.5	0	0	0	2	1	0	0	0
16	30	0.5	16	8	0	1	1.5	0	0.5	2	0.5	0	0	0
17	26	0	12.5	9.5	0	0	0	0	0	3.5	0.5	0	0	0
18	19	0	13	5	0	0	0	0	0	1	0	0	0	0
19	18	1	8	6.5	0	0	0	0	0	2.5	0	0	0	0
20	12	1	7	3	0	0	0	0	0	1	0	0	0	0
21	9.5	0	6.5	2	0	0	0	0	0	1	0	0	0	0
22	7	0	2.5	3.5	0	0	0	0	0	0.5	0.5	0	0	0
23	3.5	0	2	1	0	0	0	0	0	0.5	0	0	0	0
<b>ADT</b>	<b>388</b>	<b>5.5</b>	<b>183</b>	<b>130.5</b>	<b>0</b>	<b>4.5</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>43</b>	<b>6.5</b>	<b>1</b>	<b>0.5</b>	<b>0.5</b>
<b>AF</b>	<b>0.81</b>	<b>1.4%</b>	<b>47.2%</b>	<b>33.6%</b>	<b>0.0%</b>	<b>1.2%</b>	<b>2.1%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>11.1%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		319 Private Unit			13.5 Single Unit 3.5%					55.5 Combination Unit 14.3%				
		82.2% Unit								69 Commercial Unit 17.8%				

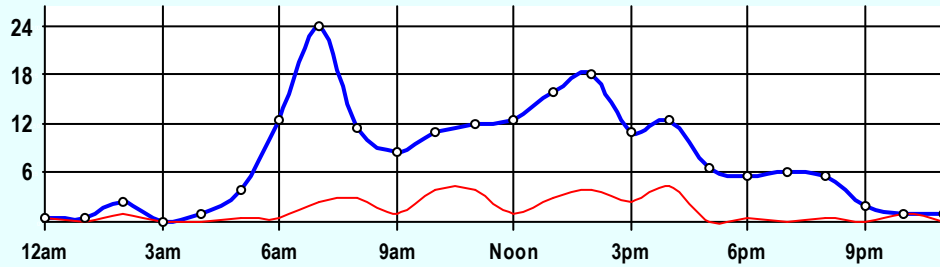




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
388	7am	33
319	Private	30
69	Commercial	4
K-Factor 0.06	NB	SB
	24	9

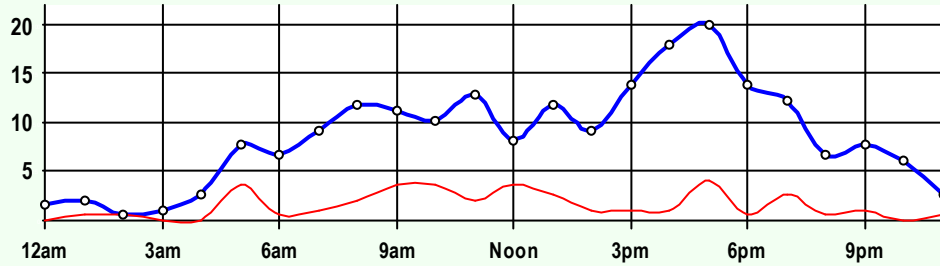
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
388	6	183	131	0	5	8	1	4	43	7	1	1	1
Axle Factor 0.81	1.4% 47.2% 33.6%			0.0% 1.2% 2.1%			0.3% 1.0% 11.1%			1.7% 0.3% 0.1% 0.1%			
	319 Private-Unit 82.2%			14 Single-Unit 3.5%			56 Combination-Unit 14.3%			69 Commercial-Unit 17.8%			



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
186	7am	24
152	Private	22
34	Commercial	3
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
186	3	88	61	0	2	5	1	2	21	5	1	0	0
Axle Factor 0.80	1.6% 47.4% 32.6%			0.0% 0.8% 2.4%			0.3% 0.8% 11.3%			2.4% 0.3% 0.0% 0.0%			
	152 Private-Unit 81.7%			7 Single-Unit 3.5%			28 Combination-Unit 14.8%			34 Commercial-Unit 18.3%			



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
203	5pm	20
168	Private	16
35	Commercial	4
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
203	3	95	70	0	3	4	1	3	22	2	1	1	1
Axle Factor 0.82	1.2% 46.9% 34.6%			0.0% 1.5% 1.7%			0.2% 1.2% 10.9%			1.0% 0.2% 0.2% 0.2%			
	168 Private-Unit 82.7%			7 Single-Unit 3.5%			28 Combination-Unit 13.8%			35 Commercial-Unit 17.3%			

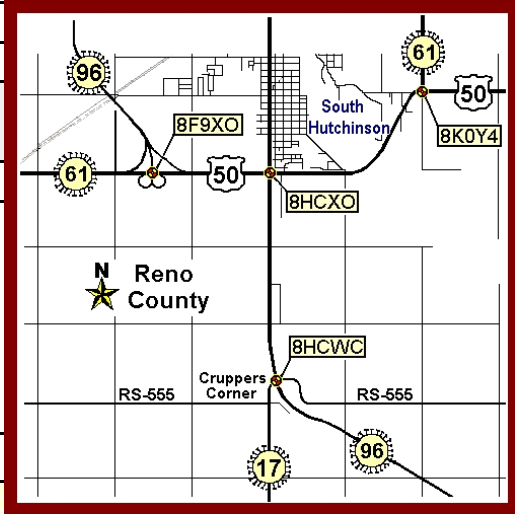
SITE INFORMATION

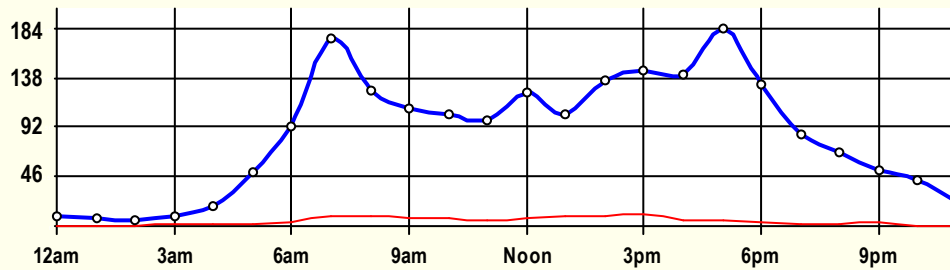
800WC5	Event No: 7996	Dist 5	Reno County
South Leg	Route: K-14		
	X-Route: RS-555 (TRAIL WEST RD)		
Location	K-14 S OF RS-555, 1 MI S OF US-50		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	8/08;3/05;7/00		
Comment			

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				
8HCWC5														
FC 6		Dist 5		Reno County										
Route: K-17								South Leg						
XRoute: RS-555 (TRAIL WEST RD)														
K-17 S OF RS-555, S OF HUTCHINSON														
<b>Peak-Hour Traffic</b>														
All Traffic		184		5pm										
Private		178		5pm										
Commercial		11		3pm										
July 2011										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	10	0	7	2.5	0	0	0	0	0	0.5	0	0	0	0
1	6.5	0	4.5	1.5	0	0	0	0	0	0	0.5	0	0	0
2	6	0	5	1	0	0	0	0	0	0	0	0	0	0
3	10	0	4.5	4	0	0.5	0	0	0	1	0	0	0	0
4	18	0.5	10.5	6	0	0.5	0	0	0.5	0	0	0	0	0
5	50	0	30.5	18	0	0	0	0	1	0.5	0	0	0	0
6	93	2	58	30	0	0.5	0	0	0.5	2	0	0	0	0
7	174	4.5	111	49.5	0	1.5	1	0	1.5	5	0	0	0	0
8	125.5	0.5	74.5	40.5	0	2	2	0	0.5	4.5	0	0.5	0	0.5
9	110	1	64	37.5	0	1.5	0.5	0	1	4	0.5	0	0	0
10	104	1	65	31	0	0.5	2.5	0.5	0	2.5	0.5	0	0	0.5
11	99	1.5	61.5	30.5	0	0.5	0	0	2.5	2	0	0	0	0.5
12	124.5	1	76	40	0	0.5	1	0	1.5	3.5	0.5	0.5	0	0
13	104	0.5	63.5	30	0	1.5	0	0	1.5	6	0	0	0	1
14	135.5	1.5	86	39.5	0	1.5	1	0	1	4.5	0	0	0	0.5
15	144	0	95	38.5	0	1	2.5	0.5	1.5	5	0	0	0	0
16	142	1.5	97.5	37.5	0	2	0.5	0	0	3	0	0	0	0
17	184	1.5	129.5	47	0	0.5	0	0	3	2.5	0	0	0	0
18	131.5	1	92	35	0.5	0.5	0.5	0	0	1.5	0.5	0	0	0
19	85.5	2.5	61.5	20.5	0	0	0	0	0	1	0	0	0	0
20	68	0	49	17.5	0	0	0	0	0.5	0.5	0	0.5	0	0
21	52	1	37.5	10.5	0	0	0	0	0.5	2.5	0	0	0	0
22	43.5	1	35.5	6.5	0	0	0	0	0	0	0.5	0	0	0
23	23	0	18.5	4	0	0.5	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>2,044</b>	<b>22.5</b>	<b>1,337.5</b>	<b>578.5</b>	<b>0.5</b>	<b>15.5</b>	<b>11.5</b>	<b>1</b>	<b>17</b>	<b>52</b>	<b>3</b>	<b>1.5</b>	<b>0</b>	<b>3</b>
<b>AF</b>	<b>0.95</b>	<b>1.1%</b>	<b>65.5%</b>	<b>28.3%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>2.5%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,938.5 Private Unit 94.9%			28.5 Single Unit 1.4%					76.5 Combination Unit 3.7%				
105 Commercial Unit 5.1%														

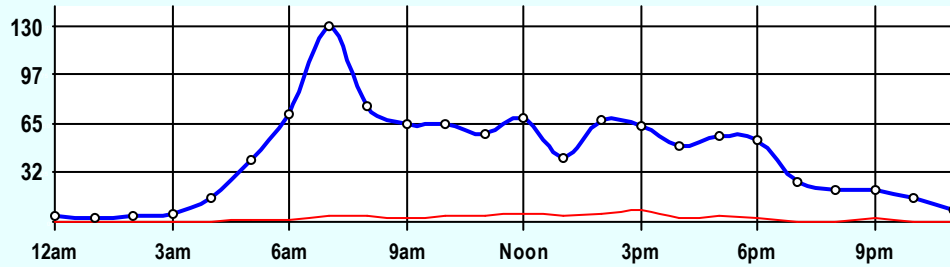




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,044	5pm	184
1,939	Private	178
105	Commercial	6
K-Factor 0.06	NB	SB
	57	127

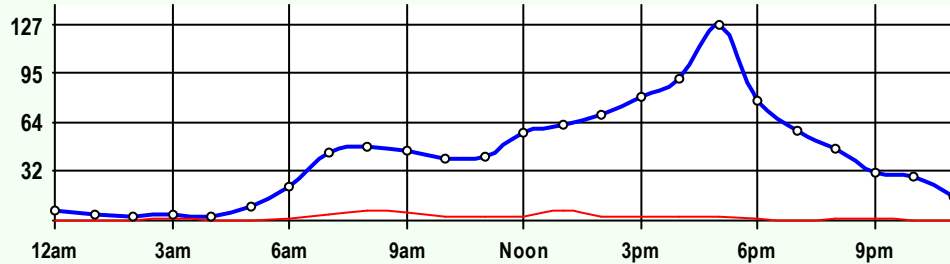
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,044	23	1,338	579	1	16	12	1	17	52	3	2	0	3
Axle Factor 0.95	1,939 Private-Unit 94.9%			29 Single-Unit 1.4%				77 Combination-Unit 3.7%					
	105 Commercial-Unit 5.1%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,033	7am	130
977	Private	125
57	Commercial	5
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,033	12	656	309	1	7	8	1	10	28	1	1	0	2
Axle Factor 0.94	977 Private-Unit 94.5%			16 Single-Unit 1.5%				41 Combination-Unit 3.9%					
	57 Commercial-Unit 5.5%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,011	5pm	127
962	Private	125
49	Commercial	3
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,011	11	682	270	0	9	4	0	7	25	3	1	0	2
Axle Factor 0.95	962 Private-Unit 95.2%			13 Single-Unit 1.2%				36 Combination-Unit 3.6%					
	49 Commercial-Unit 4.8%												

SITE INFORMATION

8HCWC5	Event No: 7997	Dist 5	Reno County
South Leg	Route: K-17		
	X-Route: RS-555 (TRAIL WEST RD)		
Location	K-17 S OF RS-555, S OF HUTCHINSON		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	8/08;3/05;7/00		
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

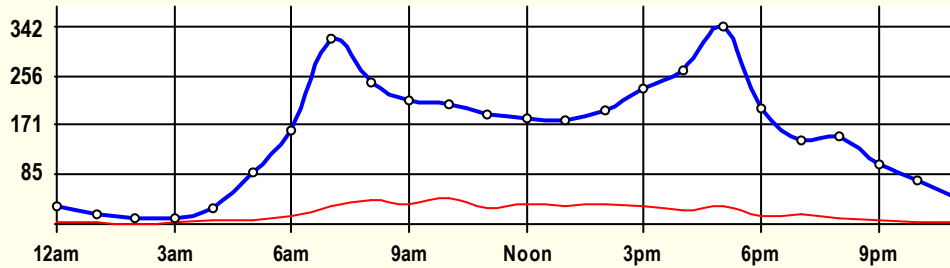
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
807038														
FC 2	Dist 5													
Reno County														
Route: K-96				North-West Leg										
XRoute: MCS-7821 (NICKERSON RD)														
K-96 NW OF NICKERSON RD, WILSON EXIT, W OF HUTCHINSON														
<b>Peak-Hour Traffic</b>														
All Traffic		342	5pm											
Private		311	5pm											
Commercial		46	10am											
September 2011					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	30.5	0	19	8	0	0	0	0	0	3.5	0	0	0	0
1	16	0	8	5	0	0	0	0	1	2	0	0	0	0
2	10	0	8	0.5	0	0.5	0	0	0	1	0	0	0	0
3	12	0.5	4.5	4	0	0	0.5	0	1	1.5	0	0	0	0
4	28	0	15.5	6	0	3.5	0	0	0.5	1.5	0	1	0	0
5	90.5	0	50.5	32	0	0.5	0.5	0	1.5	5.5	0	0	0	0
6	162	1.5	96.5	48.5	0	3	0.5	0	1.5	10	0	0.5	0	0
7	320	1.5	200	88.5	0	9	3	0	2	15	0.5	0.5	0	0
8	244	2	127.5	74.5	0.5	5	5.5	2	4.5	21.5	0.5	0.5	0	0
9	214	2.5	108.5	68.5	0	2.5	8	0	2	21.5	0	0.5	0	0
10	207	2	97	62.5	0	3.5	3	0.5	5.5	31	1	0.5	0	0.5
11	191	0	110	53	0	3	5	0	3	16.5	0.5	0	0	0
12	182.5	0.5	103	46	0	3.5	3.5	0.5	3.5	21	0.5	0	0.5	0
13	178	2	98.5	46.5	0	1.5	6	0.5	5	17.5	0	0	0	0.5
14	195	4	100.5	56.5	0	5	6.5	0.5	5	17	0	0	0	0
15	235	2	139.5	61	0.5	5.5	7.5	0	2	17	0	0	0	0
16	264	2	159	80	0.5	1.5	2.5	0	1.5	17	0	0	0	0
17	341.5	3.5	221.5	86	0.5	5.5	2	0	3	19	0.5	0	0	0
18	199	2.5	127.5	56	0	1	0	0	0.5	10.5	0.5	0.5	0	0
19	143.5	3.5	93	29.5	0	3	0	0	0.5	13	1	0	0	0
20	151	0.5	112.5	28	0	2	0.5	0	0	7.5	0	0	0	0
21	103	0.5	71	24	0	0	0	0	0	6.5	0	1	0	0
22	77.5	0	55.5	18.5	0	0	0.5	0	0	3	0	0	0	0
23	46	0.5	31	11	0	0	0	0	0.5	3	0	0	0	0
<b>ADT</b>	<b>3,641</b>	<b>31.5</b>	<b>2,157.5</b>	<b>994</b>	<b>2</b>	<b>59</b>	<b>55</b>	<b>4</b>	<b>44</b>	<b>282.5</b>	<b>5</b>	<b>5</b>	<b>0.5</b>	<b>1</b>
<b>AF</b>	<b>0.87</b>	<b>0.9%</b>	<b>59.3%</b>	<b>27.3%</b>	<b>0.1%</b>	<b>1.6%</b>	<b>1.5%</b>	<b>0.1%</b>	<b>1.2%</b>	<b>7.8%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		3,183 Private Unit 87.4%			120 Single Unit 3.3%					338 Combination Unit 9.3%				
458 Commercial Unit 12.6%														

807038

**Classification Summary**

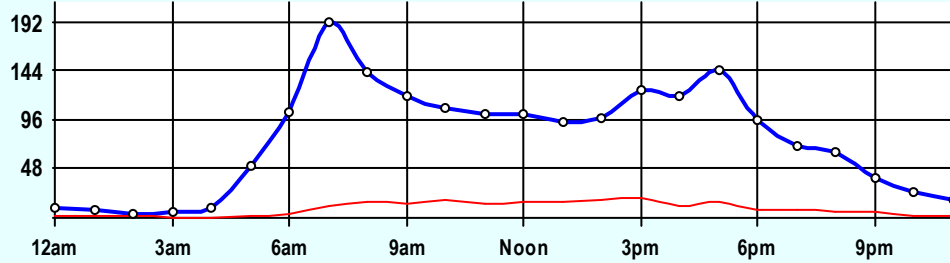
September 2011



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,641	5pm	342
3,183	Private	311
458	Commercial	31
K-Factor 0.05	SEB	NWB
	144	197

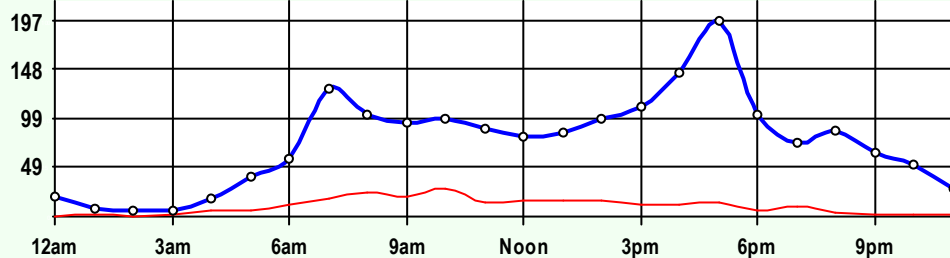
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,641	32	2,158	994	2	59	55	4	44	283	5	5	1	1
Axle Factor 0.87	0.9% 3,183 Private-Unit 87.4%			0.1% 120 Single-Unit 3.3%				1.2% 338 Combination-Unit 9.3%					
	458 Commercial-Unit 12.6%												



**SEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,850	7am	192
1,642	Private	180
209	Commercial	13
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,850	19	1,116	508	1	28	28	2	20	127	2	2	0	1
Axle Factor 0.89	1.0% 1,642 Private-Unit 88.7%			0.0% 58 Single-Unit 3.1%				1.1% 151 Combination-Unit 8.2%					
	209 Commercial-Unit 11.3%												



**NWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,791	5pm	197
1,542	Private	183
250	Commercial	14
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,791	13	1,042	487	2	32	27	3	24	156	4	3	1	1
Axle Factor 0.86	0.7% 1,542 Private-Unit 86.1%			0.1% 63 Single-Unit 3.5%				1.3% 187 Combination-Unit 10.4%					
	250 Commercial-Unit 13.9%												

**SITE INFORMATION**

807038	Event No: 8034	Dist 5	Reno County
North-West Leg	Route: K-96		
	X-Route: MCS-7821 (NICKERSON RD)		
Location	K-96 NW OF NICKERSON RD, WILSON EXIT, W OF HUTCHINSON		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	8/08;3/05;11/02		
Comment			

Lane	Hrs	Start Hour	Last Hour
41	48	09/12/11 12:00	09/14 11:00
81	48	09/12/11 12:00	09/14 11:00

# 24 Hour Classification Summary

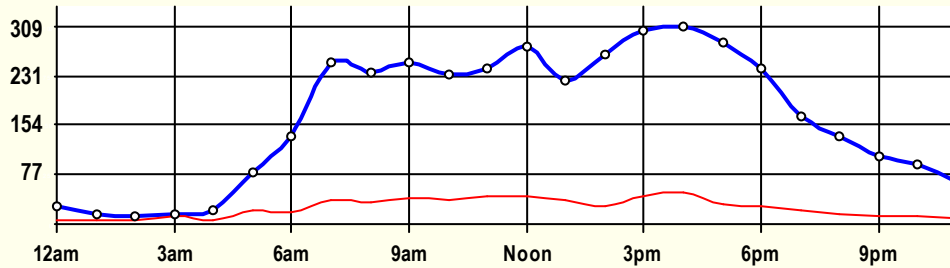
CLASSIFICATION					CLASSIFICATION									
7T47X3														
FC 2	Dist 5		Rice County											
Route: US-56				East Leg										
XRoute: RS-577 (12th)														
US-56 E OF RS-577, W OF LYONS														
<b>Peak-Hour Traffic</b>														
All Traffic		309	4pm											
Private		260	4pm											
Commercial		49	4pm											
September 2011      48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	29.5	0.5	15.5	7	0	0	0	0	1	5.5	0	0	0	0
1	17	0	7	3	0	0	0	0	1	6	0	0	0	0
2	13	0	5	2.5	0	0	0.5	0	0.5	4.5	0	0	0	0
3	17	0	4.5	1.5	0	0	0	0	0.5	10.5	0	0	0	0
4	21.5	0	9.5	4.5	0	0	0	0	1.5	6	0	0	0	0
5	82.5	0	41	20.5	0	3.5	0.5	0.5	3.5	11	0	2	0	0
6	136.5	0.5	60.5	56	0	1.5	2.5	0	2.5	12	0	1	0	0
7	252.5	0	137	78	0	5	3.5	0	4.5	23.5	1	0	0	0
8	237	2	113.5	86.5	0.5	4	4	0	4.5	19.5	1.5	1	0	0
9	252.5	1.5	120	91.5	0	2.5	4.5	0.5	3	28	1	0	0	0
10	233	1.5	115	79	0	5	3.5	1	6	20	0.5	1	0	0.5
11	244	4.5	117	77.5	0	5.5	4.5	0.5	4	29.5	1	0	0	0
12	278.5	3	119.5	111	0	1.5	2.5	1.5	6.5	32	0	1	0	0
13	225	0.5	111.5	75.5	0	3	3.5	0.5	5.5	25	0	0	0	0
14	265.5	4	141.5	90.5	0	1.5	3.5	0.5	4.5	18.5	0.5	0.5	0	0
15	301	2	163	91	0	7.5	3	0	2.5	31.5	0.5	0	0	0
16	308.5	2	169	88.5	0.5	4	5	0.5	3	35	1	0	0	0
17	283	6	163	82.5	0	1.5	5	0	2	22	1	0	0	0
18	244	2.5	144	71	0	3	1.5	0.5	3	15.5	1.5	1	0.5	0
19	169	1.5	100	46	0	1.5	0.5	0	0.5	17.5	1	0.5	0	0
20	137.5	3	84	33.5	0	1.5	1	0	0.5	13.5	0	0.5	0	0
21	105.5	2	70.5	21.5	0	1	0.5	0	0.5	8	0	1	0	0.5
22	92.5	0	58.5	20.5	0	0.5	0.5	0	0.5	11.5	0.5	0	0	0
23	66.5	0	39	18	0	0	0	0	1	8.5	0	0	0	0
<b>ADT</b>	<b>4,013</b>	<b>37</b>	<b>2,109</b>	<b>1,257</b>	<b>1</b>	<b>53.5</b>	<b>50</b>	<b>6</b>	<b>62.5</b>	<b>414.5</b>	<b>11</b>	<b>9.5</b>	<b>0.5</b>	<b>1</b>
<b>AF</b>	<b>0.84</b>	<b>0.9%</b>	<b>52.6%</b>	<b>31.3%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>1.2%</b>	<b>0.1%</b>	<b>1.6%</b>	<b>10.3%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		3,403 Private 84.8% Unit			110.5 Single Unit 2.8%					499 Combination Unit 12.4%				
609.5 Commercial Unit 15.2%														



7T47X3

**Classification Summary**

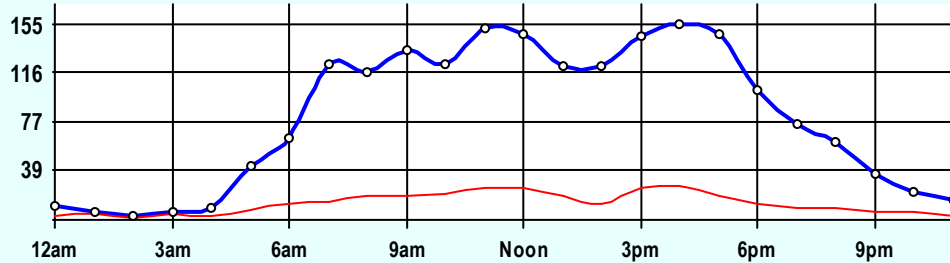
September 2011



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
4,013	4pm	309
3,403	Private	260
610	Commercial	49
K-Factor 0.04	EB	WB
	154	154

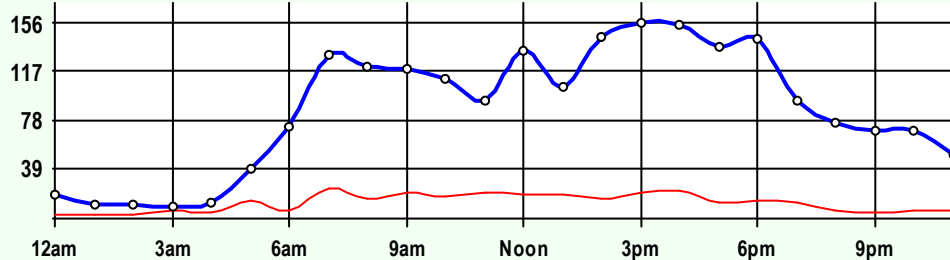
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,013	37	2,109	1,257	1	54	50	6	63	415	11	10	1	1
Axle Factor 0.84	0.9% 3,403 Private-Unit 84.8%			111 Single-Unit 2.8%				499 Combination-Unit 12.4%					
	610 Commercial-Unit 15.2%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,938	4pm	155
1,627	Private	128
311	Commercial	27
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,938	17	1,000	611	1	27	27	2	33	214	4	5	1	0
Axle Factor 0.83	0.9% 1,627 Private-Unit 84.0%			56 Single-Unit 2.9%				256 Combination-Unit 13.2%					
	311 Commercial-Unit 16.0%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,075	3pm	156
1,776	Private	136
299	Commercial	20
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,075	20	1,110	647	1	27	24	4	30	201	8	5	0	1
Axle Factor 0.85	1.0% 1,776 Private-Unit 85.6%			55 Single-Unit 2.7%				244 Combination-Unit 11.7%					
	299 Commercial-Unit 14.4%												

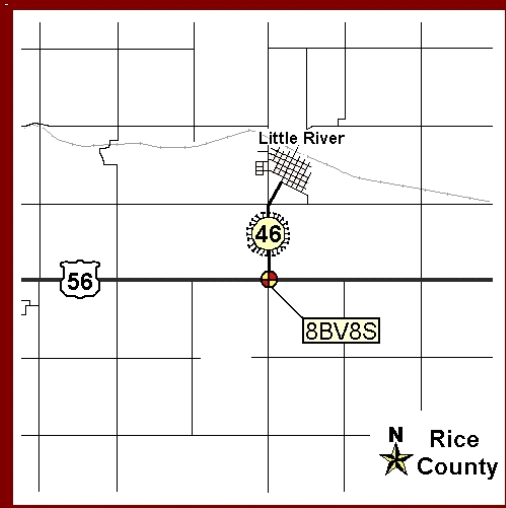
**SITE INFORMATION**

7T47X3	Event No: 8032	Dist 5	Rice County
East Leg	Route: US-56		
	X-Route: RS-577 (12th)		
Location	US-56 E OF RS-577, W OF LYONS		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	8/08;3/05		
Comment			

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

# 24 Hour Classification Summary

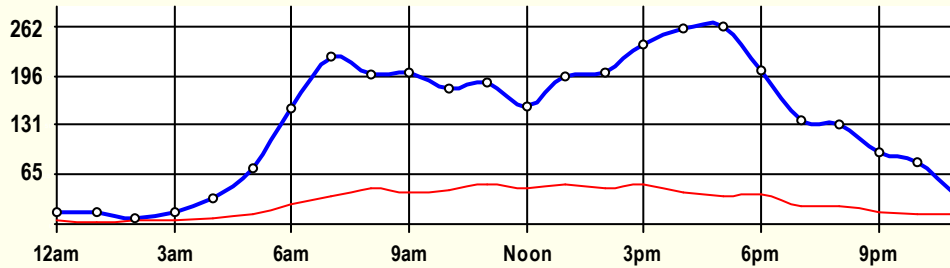
CLASSIFICATION										CLASSIFICATION				
8BV8S3														
FC 2		Dist 5		Rice County										
Route: US-56								East Leg						
XRoute: K-46								Leg						
US-56 E OF K-46, S OF LITTLE RIVER														
<b>Peak-Hour Traffic</b>														
All Traffic		262		5pm										
Private		226		5pm										
Commercial		53		3pm										
September 2011      48 Hr Survey														
<b>Hr</b>	<b>Vol</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
0	16	0	7	3	0	0	0	0	0.5	5.5	0	0	0	0
1	15	0	8	5	0	0	0	0	0	2	0	0	0	0
2	8.5	0	2	1.5	0	0	0	0	0	5	0	0	0	0
3	16	0.5	5	4.5	0	0	0.5	0	0.5	5	0	0	0	0
4	35	1	16	10.5	0	1	0	0	1	5.5	0	0	0	0
5	74	0.5	44	17.5	0	0.5	0.5	0	1	10	0	0	0	0
6	153	2.5	69.5	54.5	1	1.5	0.5	0	3	19.5	1	0	0	0
7	221.5	3	124.5	57.5	0	4	2	0.5	4.5	25	0.5	0	0	0
8	198.5	2.5	84.5	63	0.5	8.5	2.5	0	3.5	29.5	2	1	0	1
9	200	0.5	88	68.5	0	1	3	2	3	32	0.5	1	0	0.5
10	178.5	4	73	56	0	2.5	3.5	1	5	32.5	0.5	0.5	0	0
11	187.5	1.5	82.5	51	1	0.5	2.5	0.5	4	44	0	0	0	0
12	156	1	64.5	42	0	1	2.5	0.5	5	39	0	0.5	0	0
13	196	3	85.5	55	0	4	3.5	0	4.5	39	0	0.5	0.5	0.5
14	199.5	3	91	57.5	0.5	3.5	0.5	0.5	3.5	38.5	0.5	0.5	0	0
15	237	2.5	113.5	68	0	9.5	2	0	3	37	1	0.5	0	0
16	257.5	3.5	135.5	75	0	3.5	1.5	1	3	33	1	0	0	0.5
17	261.5	5	155	65.5	0	3.5	3	0	2.5	26	0.5	0	0	0.5
18	202	4	112.5	46	0	1	2	0.5	3	30.5	2.5	0	0	0
19	137.5	2	79.5	31.5	0	1	0.5	0	0	23	0	0	0	0
20	131.5	2	78.5	28.5	0	1.5	1	0	0	19.5	0	0	0.5	0
21	94.5	0	56	23	0	0	0	1	0	12.5	1	0.5	0	0.5
22	82.5	0	57	12	0	1.5	0.5	0	0	10	1	0	0	0.5
23	37.5	0	17.5	8	0	0.5	0	0	1	10.5	0	0	0	0
<b>ADT</b>	<b>3,297</b>	<b>42</b>	<b>1,650</b>	<b>904.5</b>	<b>3</b>	<b>50</b>	<b>32</b>	<b>7.5</b>	<b>51.5</b>	<b>534</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>4</b>
<b>AF</b>	<b>0.78</b>	<b>1.3%</b>	<b>50.1%</b>	<b>27.4%</b>	<b>0.1%</b>	<b>1.5%</b>	<b>1.0%</b>	<b>0.2%</b>	<b>1.6%</b>	<b>16.2%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		2,596.5 Private Unit 78.8%			92.5 Single Unit 2.8%					607.5 Combination Unit 18.4%				
700 Commercial Unit 21.2%														



**8BV8S3**

**Classification Summary**

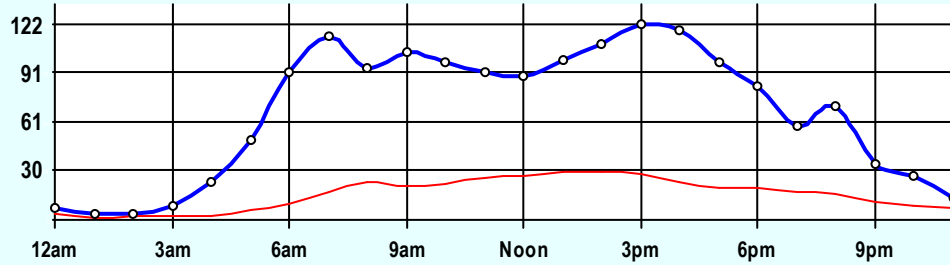
**September 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
3,297	5pm	262
2,597	Private	226
700	Commercial	36
K-Factor 0.05	EB	WB
	98	164

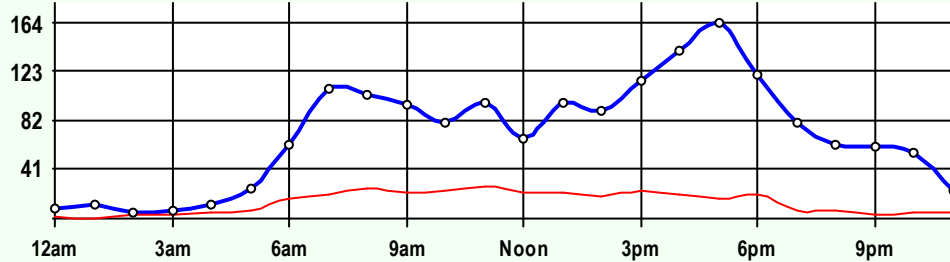
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,297	42	1,650	905	3	50	32	8	52	534	12	5	1	4
Axle Factor 0.78	1.3%	50.1%	27.4%	0.1%	1.5%	1.0%	0.2%	1.6%	16.2%	0.4%	0.2%	0.0%	0.1%
	2,597 Private-Unit 78.8%			93 Single-Unit 2.8%				608 Combination-Unit 18.4%					
	700 Commercial-Unit 21.2%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,608	3pm	122
1,230	Private	93
379	Commercial	29
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,608	21	757	452	2	27	16	3	27	297	4	3	0	1
Axle Factor 0.76	1.3%	47.1%	28.1%	0.1%	1.7%	1.0%	0.2%	1.7%	18.5%	0.2%	0.2%	0.0%	0.1%
	1,230 Private-Unit 76.5%			47 Single-Unit 2.9%				332 Combination-Unit 20.6%					
	379 Commercial-Unit 23.5%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,689	5pm	164
1,367	Private	148
322	Commercial	17
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,689	22	893	453	2	23	17	5	25	237	9	2	1	3
Axle Factor 0.80	1.3%	52.9%	26.8%	0.1%	1.4%	1.0%	0.3%	1.5%	14.0%	0.5%	0.1%	0.1%	0.2%
	1,367 Private-Unit 81.0%			46 Single-Unit 2.7%				276 Combination-Unit 16.3%					
	322 Commercial-Unit 19.0%												

**SITE INFORMATION**

<b>8BV8S3</b>	<b>Event No: 8033</b>	<b>Dist 5</b>	<b>Rice County</b>
<b>East Leg</b>	Route: US-56		
	X-Route: K-46		
<b>Location</b>	US-56 E OF K-46, S OF LITTLE RIVER		
<b>Site Info</b>	Regular, State-Sys, Route-Class C		
<b>Event Info</b>			
<b>History</b>	8/08;3/05;8/01;1/98		
<b>Comment</b>			

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

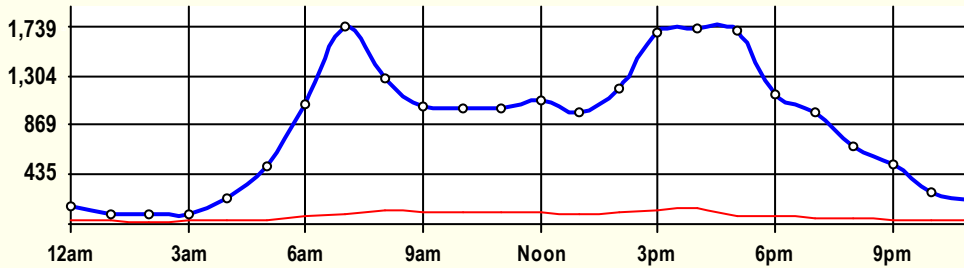
# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION											
9B3N07															
FC 2	Dist 5	Sedgwick County													
Route: US-54			West Leg												
XRoute: RS-608 (S 167th ST W)															
US-54 W OF 167th, 2 MI E OF GODDARD															
<b>Peak-Hour Traffic</b>															
All Traffic	1,739	7am													
Private	1,656	7am													
Commercial	133	4pm													
October 2011				48 Hr Survey											
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	153	2	89	30	0	0.5	1	0	0.5	20	0	9.5	0.5	0	
1	84.5	3.5	38.5	14.5	0	0	3	0.5	0	13.5	0	11	0	0	
2	82	2	42.5	13.5	0	0.5	1.5	0	0	11.5	0	10.5	0	0	
3	85	2.5	35	18	0	2.5	3.5	0.5	0	18.5	0.5	3	0.5	0.5	
4	225.5	1.5	126	61.5	0	2	1.5	0	2	24.5	1.5	4.5	0.5	0	
5	506	4.5	308	150.5	0	3.5	4.5	0.5	1	30	1	1.5	1	0	
6	1,058.5	5.5	690	301.5	0	10.5	4.5	0	4.5	37.5	1	1.5	2	0	
7	1,738.5	9	1,202.5	444	1.5	20	8	0	8	40	1	3.5	1	0	
8	1,288	3.5	835	330	1	27.5	10.5	1	10	58	1.5	6.5	2.5	1	
9	1,043	3.5	628.5	312	0.5	11.5	7.5	1	6	68.5	0.5	2.5	0.5	0.5	
10	1,017.5	3.5	630	284	1	8.5	9.5	1	11	64.5	1	3.5	0	0	
11	1,024.5	3	627.5	297	0	10.5	5	2	9.5	65	1	1.5	2.5	0	
12	1,083.5	7	658	321.5	1	16	6	0.5	11	54.5	2.5	3.5	1.5	0.5	
13	977	4	606.5	285.5	1	14	5.5	0.5	7.5	49.5	1.5	0.5	0	1	
14	1,201	11	762	323.5	0	28.5	8	2	11	51.5	2.5	1	0	0	
15	1,682	12	1,094	453	0	45	10.5	2.5	18.5	41.5	2	3	0	0	
16	1,723.5	13	1,156	422	0	48.5	9	0.5	17	53	2	1.5	1	0	
17	1,694	7.5	1,181.5	428	0	5.5	4.5	0.5	8.5	54	0.5	1	2	0.5	
18	1,146	9.5	784.5	287	0	6.5	5.5	1	4	40.5	0	5.5	1.5	0.5	
19	988.5	10	684	237.5	0.5	3	1.5	1	3.5	44.5	0.5	2.5	0	0	
20	686.5	4.5	486	150.5	0	4	1.5	1	0.5	36	1	1.5	0	0	
21	533.5	2	391	101.5	0.5	3	2.5	0.5	0.5	27	0	4	1	0	
22	285	1.5	197.5	57.5	0	3	1	0.5	2	19.5	0.5	1	1	0	
23	206.5	0	124	45	0	0.5	0.5	0	1	29.5	0	4.5	1.5	0	
<b>ADT</b>	<b>20,513</b>	<b>126</b>	<b>13,377.5</b>	<b>5,369</b>	<b>7</b>	<b>275</b>	<b>116</b>	<b>17</b>	<b>137.5</b>	<b>952.5</b>	<b>22</b>	<b>88.5</b>	<b>20.5</b>	<b>4.5</b>	
<b>AF</b>	<b>0.92</b>	<b>0.6%</b>	<b>65.2%</b>	<b>26.2%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>4.6%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>		18,872.5 Private Unit 92.0%		415 Single Unit 2.0%					1,225.5 Combination Unit 6.0%					1,640.5 Commercial Unit 8.0%	

9B3N07

Classification Summary

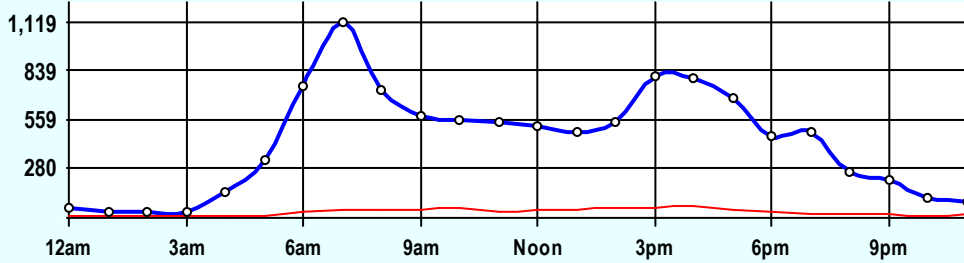
October 2011



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
20,513	7am	1,739
18,873	Private	1,656
1,641	Commercial	83
K-Factor 0.05	EB	WB
	1118	620

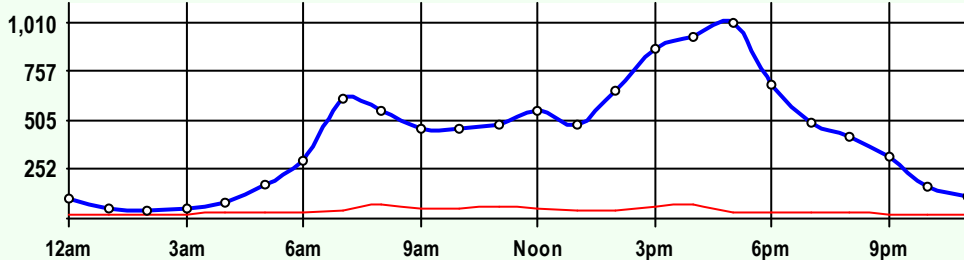
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
20,513	126	13,378	5,369	7	275	116	17	138	953	22	89	21	5
Axle Factor 0.92	18,873 Private-Unit 92.0%			415 Single-Unit 2.0%			1,226 Combination-Unit 6.0%						
	1,641 Commercial-Unit 8.0%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
10,405	7am	1,119
9,647	Private	1,077
758	Commercial	42
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
10,405	56	6,946	2,646	3	129	52	9	67	443	10	37	8	2
Axle Factor 0.92	9,647 Private-Unit 92.7%			192 Single-Unit 1.8%			566 Combination-Unit 5.4%						
	758 Commercial-Unit 7.3%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
10,109	5pm	1,010
9,226	Private	976
883	Commercial	34
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
10,109	71	6,432	2,724	5	147	64	9	71	510	12	52	13	3
Axle Factor 0.91	9,226 Private-Unit 91.3%			224 Single-Unit 2.2%			660 Combination-Unit 6.5%						
	883 Commercial-Unit 8.7%												

SITE INFORMATION

9B3N07	Event No: 8049	Dist 5	Sedgwick County
West Leg	Route: US-54		
	X-Route: RS-608 (S 167th ST W)		
Location	US-54 W OF 167th, 2 MI E OF GODDARD		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	9/08;6/05;12/02;10/99;9/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/24/11 12:00	10/26 11:00
32	48	10/24/11 12:00	10/26 11:00
71	48	10/24/11 12:00	10/26 11:00
72	48	10/24/11 12:00	10/26 11:00

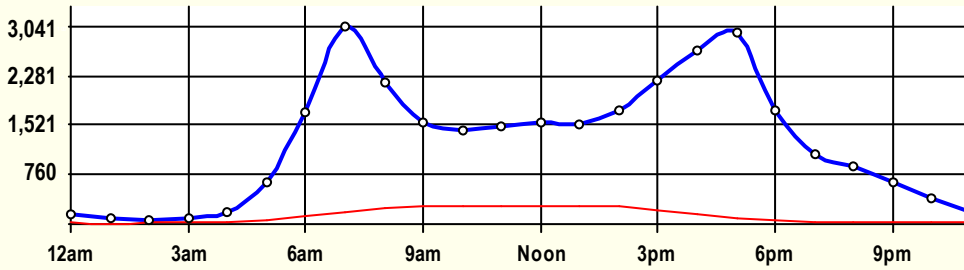
# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION													
<b>9M0PK7</b>																	
<b>FC 12</b>		<b>Dist 5</b>		<b>Sedgwick County</b>													
<b>Route: K-96</b>				<b>West Leg</b>													
<b>XRoute: I-235</b>																	
<b>K-96 W OF I-235, IN WICHITA</b>																	
<b>Peak-Hour Traffic</b>																	
<b>All Traffic</b>		<b>3,041</b>		<b>7am</b>													
<b>Private</b>		<b>2,854</b>		<b>5pm</b>													
<b>Commercial</b>		<b>286</b>		<b>9am</b>													
<b>September 2011</b>				<b>48 Hr Survey</b>													
<b>Hr</b>	<b>Vol</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>			
0	149	2.5	101.5	28.5	1.5	0	2	0	0	11	0	2	0	0			
1	77.5	0	56	11	0	0	0.5	0	0	10	0	0	0	0			
2	66	0.5	39	10.5	0	0	1.5	0	0	14.5	0	0	0	0			
3	93.5	1	50	11.5	0	0.5	2.5	0.5	1.5	24.5	0	1.5	0	0			
4	198	3	108	45.5	0	1.5	5	3.5	3	27.5	0	1	0	0			
5	641	4.5	387	190.5	0	9	11.5	3.5	5	29	1	0	0	0			
6	1,714.5	8	1,128	471	0	8	25.5	7.5	9	54	0	1	1.5	1			
7	3,041	5.5	2,192	651.5	0.5	18.5	43.5	9	17.5	91	5	2.5	2	2.5			
8	2,176	8	1,448	481	0.5	25.5	60	19	17	105.5	7.5	0.5	1	2.5			
9	1,568	10.5	872.5	399.5	1	24.5	82.5	19	21.5	120.5	12	1	0.5	3			
10	1,443	8.5	793	374	0.5	17	80.5	17.5	18.5	118.5	11	1	0.5	2.5			
11	1,508.5	6	836	387.5	1.5	16.5	96.5	17	19.5	115	10.5	1	0	1.5			
12	1,559	10	903.5	383	0.5	19.5	85.5	17.5	21	111.5	5.5	0.5	0	1			
13	1,522.5	9	872	367	0	20	85.5	14	20.5	126	6	0.5	0	2			
14	1,760	10.5	1,049	435.5	1	22.5	77	14.5	24	119	4	1.5	0	1.5			
15	2,200	19	1,385	566.5	0.5	29.5	65.5	4.5	19	102	5.5	1.5	0.5	1			
16	2,685	22.5	1,857	649.5	0	20.5	33.5	4.5	16	77	2.5	0.5	0.5	1			
17	2,949	18.5	2,203	632.5	0.5	14	9.5	2	12	50	2	1.5	1.5	2			
18	1,750.5	9.5	1,326	357.5	0	8.5	2.5	0.5	7.5	36.5	1	0.5	0.5	0			
19	1,074	12	789	232.5	0	6	3	0.5	2.5	28.5	0	0	0	0			
20	899	4.5	703.5	163.5	0	2.5	2	0	0.5	22	0	0.5	0	0			
21	655.5	6	494.5	115.5	0.5	2	1.5	0	1	33	0.5	0.5	0	0.5			
22	398.5	6	301	65.5	0.5	0.5	1.5	0	0.5	20.5	0	2.5	0	0			
23	199	2.5	147	28	0	0	1.5	0	0	17.5	0.5	1	1	0			
<b>ADT</b>	<b>30,328</b>	<b>188</b>	<b>20,041.5</b>	<b>7,058.5</b>	<b>9</b>	<b>266.5</b>	<b>780</b>	<b>154.5</b>	<b>237</b>	<b>1,464.5</b>	<b>74.5</b>	<b>22.5</b>	<b>9.5</b>	<b>22</b>			
<b>AF</b>	<b>0.90</b>	<b>0.6%</b>	<b>66.1%</b>	<b>23.3%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>2.6%</b>	<b>0.5%</b>	<b>0.8%</b>	<b>4.8%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>			
<b>SITE TRAFFIC</b>		27,288 Private 90.0% Unit		1,210 Single Unit 4.0%					1,830 Combination Unit 6.0%					3,040 Commercial Unit 10.0%			

**9M0PK7**

**Classification Summary**

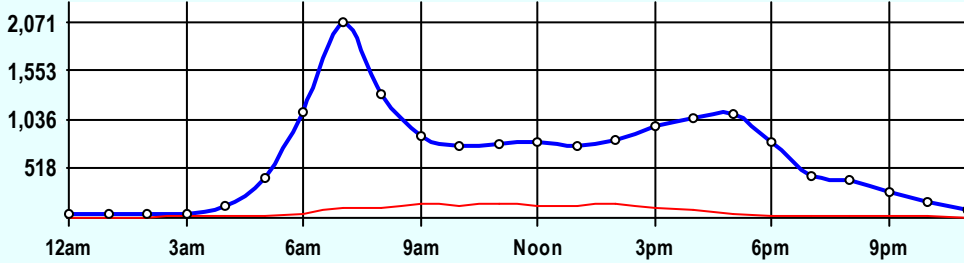
**September 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
30,328	7am	3,041
27,288	Private	2,849
3,040	Commercial	192
K-Factor 0.07	EB	WB
	2071	970

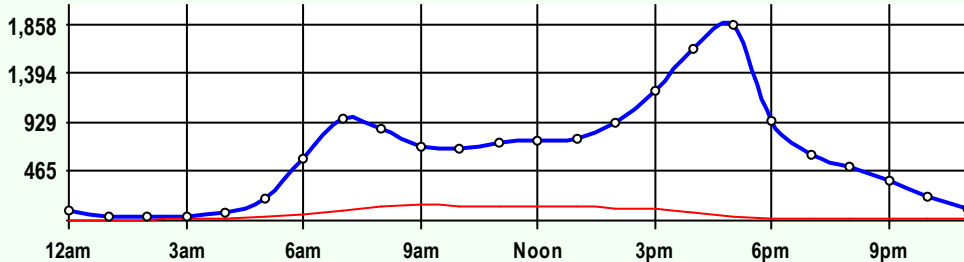
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
30,328	188	20,042	7,059	9	267	780	155	237	1,465	75	23	10	22
Axle Factor 0.90	27,288 Private-Unit 90.0%			1,210 Single-Unit 4.0%			1,830 Combination-Unit 6.0%						
	3,040 Commercial-Unit 10.0%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
15,294	7am	2,071
13,784	Private	1,974
1,510	Commercial	98
K-Factor 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
15,294	72	10,142	3,571	6	138	381	64	133	732	35	11	5	9
Axle Factor 0.91	13,784 Private-Unit 90.1%			588 Single-Unit 3.8%			922 Combination-Unit 6.0%						
	1,510 Commercial-Unit 9.9%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
15,034	5pm	1,858
13,504	Private	1,811
1,530	Commercial	47
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
15,034	116	9,900	3,488	4	129	399	91	105	733	40	12	5	14
Axle Factor 0.90	13,504 Private-Unit 89.8%			622 Single-Unit 4.1%			908 Combination-Unit 6.0%						
	1,530 Commercial-Unit 10.2%												

**SITE INFORMATION**

<b>9M0PK7</b>	<b>Event No: 8028</b>	<b>Dist 5</b>	<b>Sedgwick County</b>
<b>West Leg</b>	<b>Route: K-96</b>		
	<b>X-Route: I-235</b>		
<b>Location</b>	<b>K-96 W OF I-235, IN WICHITA</b>		
<b>Site Info</b>	<b>Regular, NHS, Route-Class B</b>		
<b>Event Info</b>			
<b>History</b>	<b>9/08;9/05;8/00</b>		
<b>Comment</b>	<b>Lns31/51 are Ramps. Const 0.5 mi East</b>		

Lane	Hrs	Start Hour	Last Hour
31	48	09/19/11 15:00	09/21 14:00
32	48	09/19/11 15:00	09/21 14:00
33	48	09/19/11 15:00	09/21 14:00
71	48	09/19/11 15:00	09/21 14:00
72	48	09/19/11 15:00	09/21 14:00
73	48	09/19/11 15:00	09/21 14:00

# 24 Hour Classification Summary

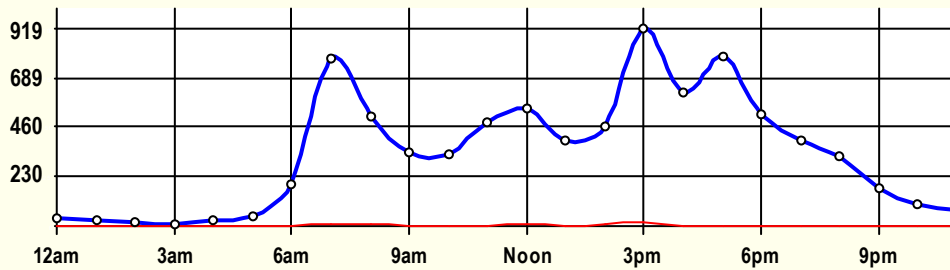
CLASSIFICATION					CLASSIFICATION									
9RFNB5														
FC 16	Dist 5	Sedgwick County												
Route: C-6451 (GROVE ST)				South Leg										
XRoute: LEWIS														
GROVE ST S OF LEWIS, IN WICHITA														
Peak-Hour Traffic														
All Traffic	919	3pm												
Private	902	3pm												
Commercial	17	3pm												
September 2011					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	40	1.5	32	6.5	0	0	0	0	0	0	0	0	0	0
1	24.5	0	19	5	0	0	0.5	0	0	0	0	0	0	0
2	20.5	0	16.5	4	0	0	0	0	0	0	0	0	0	0
3	13	1	9.5	2.5	0	0	0	0	0	0	0	0	0	0
4	27	0.5	21	5	0	0	0.5	0	0	0	0	0	0	0
5	47.5	0.5	40.5	5.5	0	0	1	0	0	0	0	0	0	0
6	198	1	163	31.5	0	2	0.5	0	0	0	0	0	0	0
7	777.5	1.5	653.5	110.5	0.5	10.5	0.5	0	0.5	0	0	0	0	0
8	505.5	3	412	85.5	0	2.5	1.5	0	0.5	0	0	0	0	0.5
9	341	3.5	262	72	0	1.5	1.5	0	0.5	0	0	0	0	0
10	337	4	253	78.5	0	1	0.5	0	0	0	0	0	0	0
11	482.5	3.5	384	92.5	0	1	0.5	0	1	0	0	0	0	0
12	548.5	7	430	106	0.5	2	0.5	0	1	1	0	0.5	0	0
13	399.5	4.5	315	77	0	1.5	1.5	0	0	0	0	0	0	0
14	460.5	3	366	83.5	0	4	2.5	0	0	1	0	0	0.5	0
15	919	8.5	740.5	153	0	14.5	0	0	0.5	0.5	0	1.5	0	0
16	625	2	506.5	113	0.5	3	0	0	0	0	0	0	0	0
17	790	9	670.5	109.5	0	1	0	0	0	0	0	0	0	0
18	520	6.5	434	77.5	0	0.5	0	0	1.5	0	0	0	0	0
19	397	2.5	334.5	60	0	0	0	0	0	0	0	0	0	0
20	327.5	2.5	279.5	43.5	0	1	0	0	0.5	0	0	0.5	0	0
21	176.5	4.5	147	24.5	0	0.5	0	0	0	0	0	0	0	0
22	104.5	1.5	91	12	0	0	0	0	0	0	0	0	0	0
23	70.5	0.5	64	6	0	0	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>8,153</b>	<b>72</b>	<b>6,644.5</b>	<b>1,364.5</b>	<b>1.5</b>	<b>46.5</b>	<b>11.5</b>	<b>0</b>	<b>6</b>	<b>2.5</b>	<b>0</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>
<b>AF</b>	<b>1.00</b>	<b>0.9%</b>	<b>81.5%</b>	<b>16.7%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>	8,081 Private Unit 99.1%				59.5 Single Unit 0.7%					12 Combination Unit 0.1%				
71.5 Commercial Unit 0.9%														



**9RFNB5**

**Classification Summary**

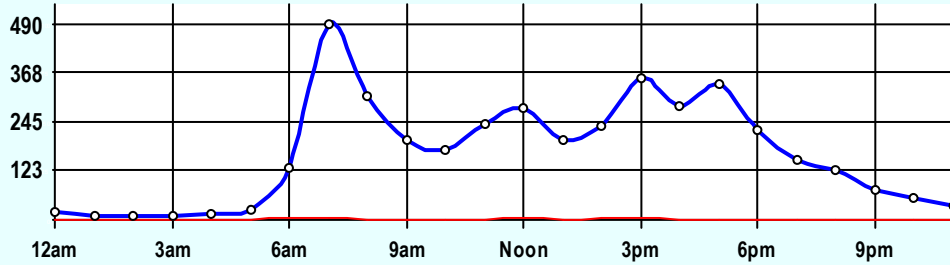
**September 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
8,153	3pm	919
8,081	Private	902
72	Commercial	17
K-Factor 0.07	NB	SB
	352	566

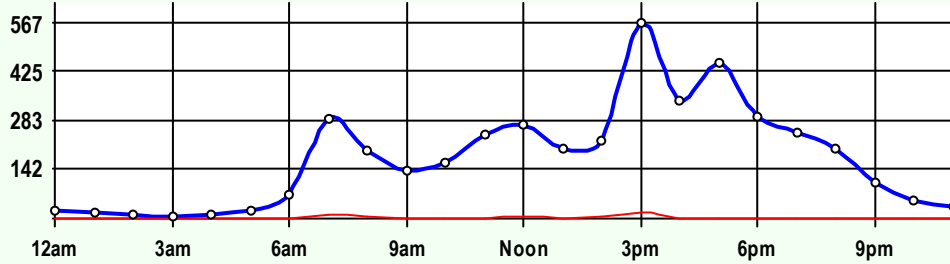
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
8,153	72	6,645	1,365	2	47	12	0	6	3	0	3	1	1
Axle Factor 1.00	0.9%	81.5%	16.7%	0.0%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
	8,081 Private-Unit 99.1%			60 Single-Unit 0.7%				12 Combination-Unit 0.1%					
	72 Commercial-Unit 0.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
3,982	7am	490
3,959	Private	488
23	Commercial	3
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,982	36	3,255	669	2	11	7	0	2	1	0	1	0	0
Axle Factor 1.00	0.9%	81.8%	16.8%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	3,959 Private-Unit 99.4%			19 Single-Unit 0.5%				4 Combination-Unit 0.1%					
	23 Commercial-Unit 0.6%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
4,171	3pm	567
4,122	Private	552
49	Commercial	15
K-Factor 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,171	37	3,390	696	0	36	5	0	5	2	0	2	1	1
Axle Factor 1.00	0.9%	81.3%	16.7%	0.0%	0.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
	4,122 Private-Unit 98.8%			41 Single-Unit 1.0%				9 Combination-Unit 0.2%					
	49 Commercial-Unit 1.2%												

**SITE INFORMATION**

9RFNB5	Event No: 8038	Dist 5	Sedgwick County
South Leg	Route: C-6451 (GROVE ST)		
	X-Route: LEWIS		
Location	GROVE ST S OF LEWIS, IN WICHITA		
Site Info	Regular		
Event Info			
History	11/08;9/05;11/02;10/99;8/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	09/26/11 12:00	09/28 11:00
12	48	09/26/11 12:00	09/28 11:00
51	48	09/26/11 12:00	09/28 11:00
52	48	09/26/11 12:00	09/28 11:00

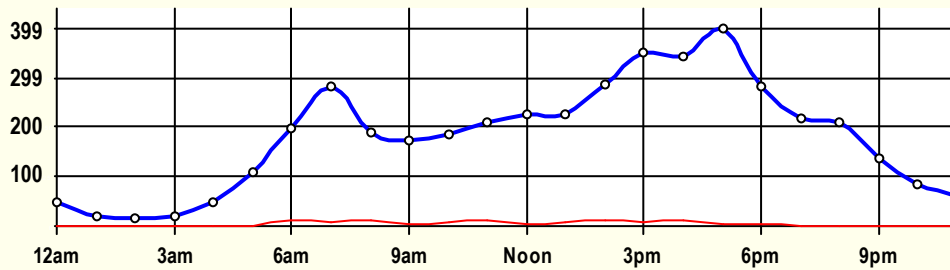
# 24 Hour Classification Summary

CLASSIFICATION						CLASSIFICATION									
9RRKQ7			WIM Collected												
FC 16		Dist 5		Sedgwick County											
Route: C-6050 (55th S)					West Leg										
XRoute: C-6057 (HYDRAULIC)															
S 55th ST W OF HYDRAULIC, IN WICHITA															
<b>Peak-Hour Traffic</b>															
All Traffic		399		5pm											
Private		395		5pm											
Commercial		14		8am											
<b>August 2011</b>						<b>48 Hr Survey</b>									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	48.5	0	34.5	13.5	0	0.5	0	0	0	0	0	0	0	0	
1	22	0	17.5	4	0	0	0	0	0	0.5	0	0	0	0	
2	17.5	0	12	5.5	0	0	0	0	0	0	0	0	0	0	
3	20.5	0.5	12.5	7.5	0	0	0	0	0	0	0	0	0	0	
4	49.5	0	27	22	0	0.5	0	0	0	0	0	0	0	0	
5	107	0.5	60	44.5	0	1	0.5	0	0.5	0	0	0	0	0	
6	196	0	124	61.5	3	5	2.5	0	0	0	0	0	0	0	
7	281	0	195	78	1	5	1.5	0	0.5	0	0	0	0	0	
8	189	1	120	54	5.5	4	2.5	0.5	1	0.5	0	0	0	0	
9	172	0.5	121	45.5	0	1.5	3.5	0	0	0	0	0	0	0	
10	186.5	1	130	47	0	3.5	4.5	0.5	0	0	0	0	0	0	
11	211	1	149.5	48.5	0	6	5.5	0	0	0.5	0	0	0	0	
12	225.5	1	167.5	52.5	0	3	0.5	0	0.5	0.5	0	0	0	0	
13	226	2	169.5	46	0	6	1.5	0	1	0	0	0	0	0	
14	286	0.5	199	73.5	0.5	7.5	3	0	0	2	0	0	0	0	
15	351	4	243.5	94	1	6	2	0	0	0.5	0	0	0	0	
16	344	2	240.5	88.5	3.5	7	1.5	0.5	0	0.5	0	0	0	0	
17	399	0.5	300	94.5	0.5	2.5	0	0	0.5	0.5	0	0	0	0	
18	282.5	0.5	205.5	72	0	3.5	0	0	1	0	0	0	0	0	
19	217.5	1	168.5	46.5	0	0	1	0	0.5	0	0	0	0	0	
20	207.5	2.5	153	51.5	0	0.5	0	0	0	0	0	0	0	0	
21	136.5	0.5	97.5	37	0.5	0.5	0	0	0	0.5	0	0	0	0	
22	84.5	1	56	26	0.5	1	0	0	0	0	0	0	0	0	
23	60	1.5	45.5	12.5	0	0.5	0	0	0	0	0	0	0	0	
<b>ADT</b>	<b>4,321</b>	<b>21.5</b>	<b>3,049</b>	<b>1,126</b>	<b>16</b>	<b>65</b>	<b>30</b>	<b>1.5</b>	<b>5.5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>AF</b>	<b>0.99</b>	<b>0.5%</b>	<b>70.6%</b>	<b>26.1%</b>	<b>0.4%</b>	<b>1.5%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>		4,196.5 Private Unit		112.5 Single Unit 2.6%				11.5 Combination Unit 0.3%							
				124 Commercial Unit 2.9%											

**9RRKQ7**

**Classification Summary**

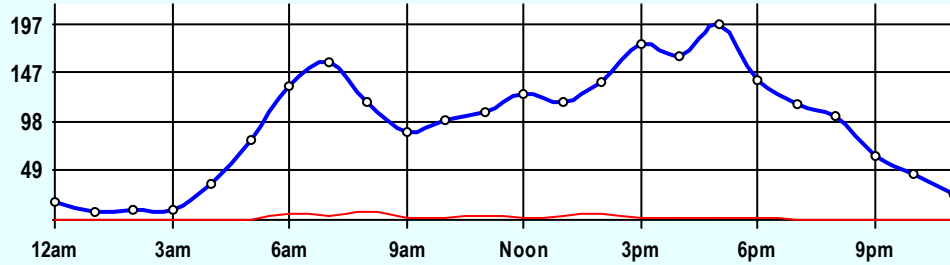
**August 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
4,321	5pm	399
4,197	Private	395
124	Commercial	4
K-Factor 0.05	EB	WB
	196	202

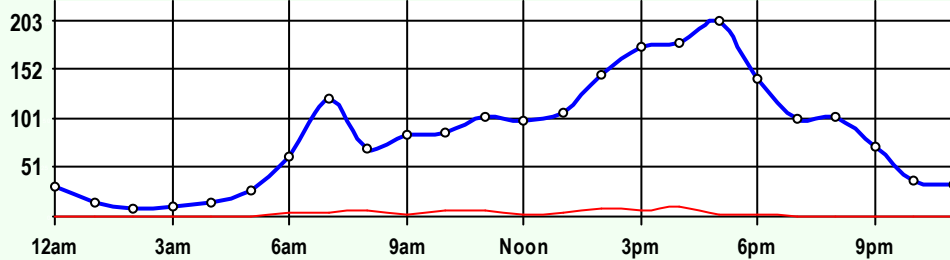
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,321	22	3,049	1,126	16	65	30	2	6	6	0	0	0	0
Axle Factor 0.99	4,197 Private-Unit 97.1%			113 Single-Unit 2.6%			12 Combination-Unit 0.3%						
	124 Commercial-Unit 2.9%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,291	5pm	197
2,237	Private	194
54	Commercial	3
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,291	2	1,590	646	9	23	15	0	3	5	0	0	0	0
Axle Factor 0.99	2,237 Private-Unit 97.7%			46 Single-Unit 2.0%			8 Combination-Unit 0.3%						
	54 Commercial-Unit 2.3%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
2,030	5pm	203
1,960	Private	201
71	Commercial	2
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,030	20	1,460	480	8	42	16	2	3	2	0	0	0	0
Axle Factor 0.99	1,960 Private-Unit 96.5%			67 Single-Unit 3.3%			4 Combination-Unit 0.2%						
	71 Commercial-Unit 3.5%												

**SITE INFORMATION**

<b>9RRKQ7</b>	Event No: 8083	Dist 5	Sedgwick County
<b>West Leg</b>	Route: C-6050 (55th S)		
	X-Route: C-6057 (HYDRAULIC)		
<b>Location</b>	S 55th ST W OF HYDRAULIC, IN WICHITA		
<b>Site Info</b>	Regular		
<b>Event Info</b>	WIM Collected		
<b>History</b>	9/08;5/05;9/02;7/99;5/96		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	08/15/11 12:00	08/17 11:00
71	48	08/15/11 12:00	08/17 11:00

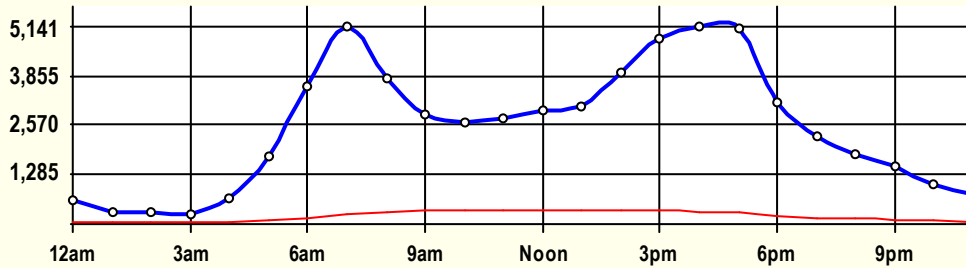
# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION		
9RUM21															
FC 11			Dist 5			Sedgwick County									
Route: I-135										North Leg					
XRoute: K-15															
I-135 N OF SOUTHEAST BLVD, EXIT 3A, IN WICHITA															
<b>Peak-Hour Traffic</b>															
All Traffic		5,141		7am											
Private		4,886		7am											
Commercial		377		2pm											
September 2011      48 Hr Survey															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	600.5	10.5	431.5	104.5	0.5	2.5	5	1	2	39.5	1.5	1	1	0	
1	326.5	5.5	197.5	57.5	0	2.5	3.5	0	2.5	53	0.5	1	1	2	
2	302	9.5	183.5	58	0.5	3	2.5	1	2	38.5	0.5	1.5	0	1.5	
3	261.5	3.5	165.5	41.5	1.5	1.5	3.5	0	5	38	0	1.5	0	0	
4	665	12.5	414	178	0	2.5	2.5	0	5.5	44	0.5	3.5	1	1	
5	1,741.5	21.5	1,175	450.5	0	16.5	13.5	1	8	48	1.5	2.5	2.5	1	
6	3,574.5	41	2,418.5	952.5	0	39.5	27.5	1	9	75.5	0.5	1	6	2.5	
7	5,140.5	26	3,768.5	1,091.5	2	58	27.5	4.5	20.5	118.5	9	7	6.5	1	
8	3,792	19.5	2,632	826.5	0	66	36	8.5	23	164.5	9	3.5	2	1.5	
9	2,862.5	12.5	1,812	692.5	0.5	59	46.5	6.5	39	176.5	12	1.5	1.5	2.5	
10	2,651.5	19	1,623.5	659.5	3	36	47	11	42	196	10	1	1	2.5	
11	2,748.5	18	1,706	667.5	1	35.5	54.5	7	44.5	196	9.5	5.5	2.5	1	
12	2,947.5	18.5	1,903	665.5	1.5	39.5	49.5	9.5	48	192	8	6	1	5.5	
13	3,074.5	19	1,976	731.5	1	53	52.5	11	38.5	173	11.5	4	0.5	3	
14	3,941.5	44	2,580	941	3	64.5	50	9.5	40.5	185.5	13	6.5	2	2	
15	4,824.5	59.5	3,205.5	1,203.5	1.5	40	53	11	46.5	183	9	5.5	4	2.5	
16	5,132.5	48	3,649	1,120	0	63.5	36	7.5	31	156.5	7.5	4.5	5.5	3.5	
17	5,064.5	43	3,742.5	992.5	1.5	46	24	5	17	169	6.5	5	10	2.5	
18	3,161.5	35	2,289.5	626	1	24	18.5	2	14	144.5	3	1	2.5	0.5	
19	2,307	22	1,688	434.5	1	10	5.5	0.5	12.5	125.5	1.5	2	2.5	1.5	
20	1,822.5	17.5	1,323.5	344.5	0	7.5	7.5	1	7	105	1.5	3	1.5	3	
21	1,517.5	17	1,124.5	254.5	1	4.5	5	2	10.5	90.5	2.5	4.5	0.5	0.5	
22	1,051	12.5	769	167	1	3	5	1.5	7	81	0.5	3.5	0	0	
23	790	7	559	153.5	0	2.5	1.5	1	3	60	1	1	0	0.5	
<b>ADT</b>	<b>60,301</b>	<b>542</b>	<b>41,337</b>	<b>13,414</b>	<b>21.5</b>	<b>680.5</b>	<b>577.5</b>	<b>103</b>	<b>478.5</b>	<b>2,853.5</b>	<b>120</b>	<b>77</b>	<b>55</b>	<b>41.5</b>	
<b>AF</b>	<b>0.91</b>	<b>0.9%</b>	<b>68.6%</b>	<b>22.2%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>1.0%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>4.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	
<b>SITE TRAFFIC</b>		55,293 Private Unit 91.7%			1,382.5 Single Unit 2.3%					3,625.5 Combination Unit 6.0%					
		5,008 Commercial Unit 8.3%													

**9RUM21**

**Classification Summary**

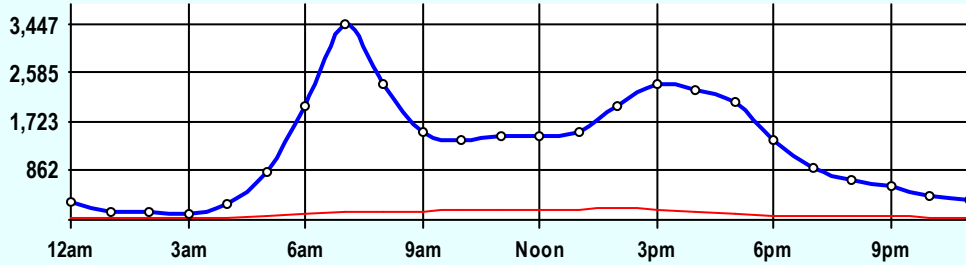
**September 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
60,301	7am	5,141
55,293	Private	4,886
5,008	Commercial	255
K-Factor 0.06	NB	SB
	3446	1694

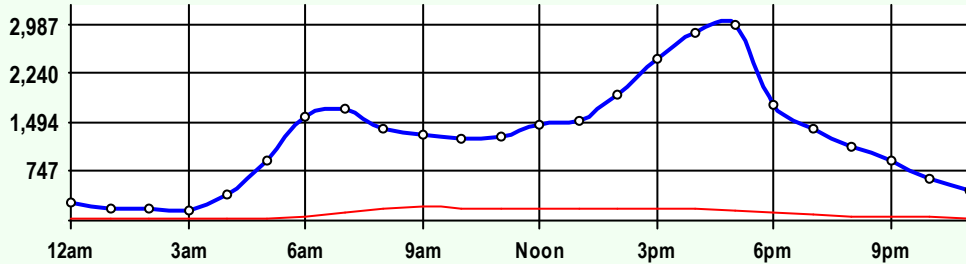
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
60,301	542	41,337	13,414	22	681	578	103	479	2,854	120	77	55	42
Axle Factor 0.91	55,293 Private-Unit 91.7%			1,383 Single-Unit 2.3%			3,626 Combination-Unit 6.0%						
	5,008 Commercial-Unit 8.3%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
30,213	7am	3,447
27,797	Private	3,302
2,416	Commercial	145
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
30,213	261	20,828	6,708	11	330	277	59	219	1,383	66	37	23	15
Axle Factor 0.92	27,797 Private-Unit 92.0%			675 Single-Unit 2.2%			1,741 Combination-Unit 5.8%						
	2,416 Commercial-Unit 8.0%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
30,089	5pm	2,987
27,497	Private	2,823
2,592	Commercial	165
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
30,089	282	20,509	6,706	11	351	301	45	260	1,471	55	41	33	27
Axle Factor 0.91	27,497 Private-Unit 91.4%			708 Single-Unit 2.4%			1,885 Combination-Unit 6.3%						
	2,592 Commercial-Unit 8.6%												

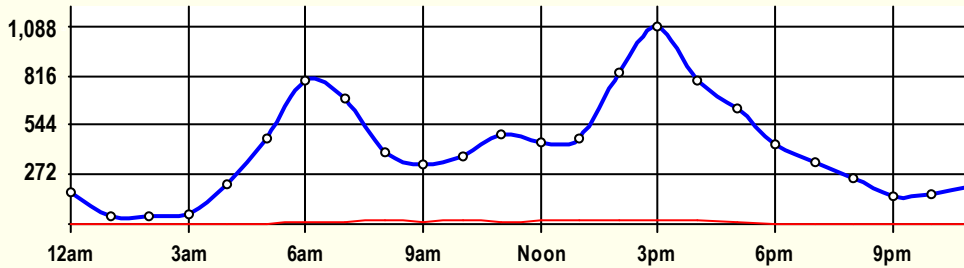
**SITE INFORMATION**

9RUM21	Event No: 8029	Dist 5	Sedgwick County
North Leg	Route: I-135		
	X-Route: K-15		
Location	I-135 N OF SOUTHEAST BLVD, EXIT 3A, IN WICHITA		
Site Info	Regular, NHS, Route-Class A		
Event Info			
History	9/08;9/05		
Comment	Ln11/51=On/Off Ramps. Hwy Maint in area.		

Lane	Hrs	Start Hour	Last Hour
11	48	09/19/11 13:00	09/21 12:00
12	48	09/19/11 13:00	09/21 12:00
13	48	09/19/11 13:00	09/21 12:00
51	48	09/19/11 13:00	09/21 12:00
52	48	09/19/11 13:00	09/21 12:00
53	48	09/19/11 13:00	09/21 12:00

# 24 Hour Classification Summary

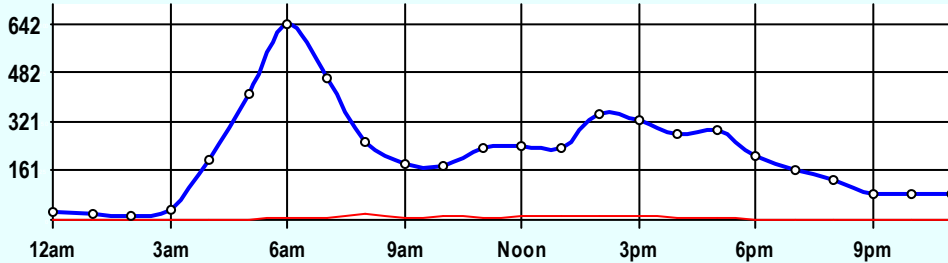
CLASSIFICATION				CLASSIFICATION												
9SULI7																
FC 14	Dist 5	Sedgwick County														
Route: C-6150 (MacARTHUR)		West Leg														
XRoute: ENGLEWOOD																
MacARTHUR W OF ENGLEWOOD, IN WICHITA																
<b>Peak-Hour Traffic</b>																
All Traffic	1,088	3pm														
Private	1,063	3pm														
Commercial	27	8am														
September 2011				EB 30Hr WB 48Hr												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	179.5	2.5	123	52	0	0	0.5	0	1	0	0	0	0	0	0.5	
1	48	1	35.5	10	0	0	1.5	0	0	0	0	0	0	0	0	
2	42	0	36.5	5.5	0	0	0	0	0	0	0	0	0	0	0	
3	50.5	0	33.5	15.5	0	0	1.5	0	0	0	0	0	0	0	0	
4	217	6	144.5	63.5	0	2	1	0	0	0	0	0	0	0	0	
5	473	9.5	323	137	0	2	0.5	0	1	0	0	0	0	0	0	
6	793	24.5	539	224	0	1.5	1	0	2	0	0	1	0	0	0	
7	687	9.5	488.5	178	0	6	1	0.5	2	1.5	0	0	0	0	0	
8	396	3	269.5	97	0	7.5	7	1	3	8	0	0	0	0	0	
9	332	2.5	212	104.5	0	6.5	2.5	1	0	3	0	0	0	0	0	
10	374	4	233	118.5	0	8	3.5	1.5	3	2.5	0	0	0	0	0	
11	493.5	9.5	336	134.5	0	4.5	4.5	0.5	2	2	0	0	0	0	0	
12	447	10.5	288.5	128	0	7	9	0	2.5	1.5	0	0	0	0	0	
13	467.5	12.5	311.5	125.5	0	5	6	0.5	2.5	3	0	0	0.5	0.5	0.5	
14	836.5	16.5	549.5	248.5	0	7.5	5	1.5	3.5	3	0	0.5	0.5	0.5	0.5	
15	1,087.5	21.5	740.5	300.5	0	7	6	1	5.5	3.5	0	0	1	1	1	
16	790.5	16.5	564	192.5	0	9.5	1.5	0	5	1	0.5	0	0	0	0	
17	634	10.5	453.5	155.5	0	3.5	4.5	0	4.5	1.5	0	0	0	0	0.5	
18	439	6	346.5	81.5	0	3.5	0.5	0	1	0	0	0	0	0	0	
19	339	6.5	255.5	76	0	1	0	0	0	0	0	0	0	0	0	
20	252	1	187	61	0	0.5	0	0	0	2	0	0.5	0	0	0	
21	158.5	1.5	124.5	29.5	0	1	0	0	0	2	0	0	0	0	0	
22	159.5	6.5	121.5	29.5	0	0	0	0	0	2	0	0	0	0	0	
23	203.5	4.5	140	58	0	0	0	0	0	1	0	0	0	0	0	
<b>ADT</b>	<b>9,900</b>	<b>186</b>	<b>6,856.5</b>	<b>2,626</b>	<b>0</b>	<b>83.5</b>	<b>57</b>	<b>7.5</b>	<b>38.5</b>	<b>37.5</b>	<b>0.5</b>	<b>2</b>	<b>2</b>	<b>3</b>		
<b>AF</b>	<b>0.99</b>	<b>1.9%</b>	<b>69.3%</b>	<b>26.5%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>		9,668.5 Private Unit 97.7%				148 Single Unit 1.5%				83.5 Combination Unit 0.8%						
		231.5 Commercial Unit 2.3%														



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
9,900	3pm	1,088
9,669	Private	1,063
232	Commercial	25
K-Factor 0.08	EB	WB
	329	758

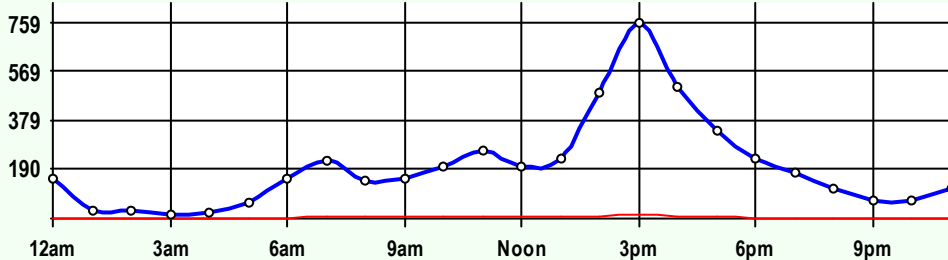
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
9,900	186	6,857	2,626	0	84	57	8	39	38	1	2	2	3
Axle Factor 0.99	1.9%	69.3%	26.5%	0.0%	0.8%	0.6%	0.1%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%
	9,669 Private-Unit 97.7%			148 Single-Unit 1.5%				84 Combination-Unit 0.8%					
	232 Commercial-Unit 2.3%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,136	6am	642
5,001	Private	638
136	Commercial	4
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,136	89	3,538	1,374	0	55	31	2	24	22	0	1	0	2
Axle Factor 0.98	1.7%	68.9%	26.8%	0.0%	1.1%	0.6%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%
	5,001 Private-Unit 97.4%			87 Single-Unit 1.7%				49 Combination-Unit 0.9%					
	136 Commercial-Unit 2.6%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,764	3pm	759
4,668	Private	745
96	Commercial	14
K-Factor 0.16		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,764	97	3,319	1,252	0	29	26	6	15	16	1	1	2	2
Axle Factor 0.99	2.0%	69.7%	26.3%	0.0%	0.6%	0.5%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%
	4,668 Private-Unit 98.0%			61 Single-Unit 1.3%				35 Combination-Unit 0.7%					
	96 Commercial-Unit 2.0%												

SITE INFORMATION

9SULI7	Event No: 8040	Dist 5	Sedgwick County
West Leg	Route: C-6150 (MacARTHUR)		
	X-Route: ENGLEWOOD		
Location	MacARTHUR W OF ENGLEWOOD, IN WICHITA		
Site Info	Regular		
Event Info			
History	9/08;9/05;11/02;10/99		
Comment	EB 30Hr, WB 48Hr		

Lane	Hrs	Start Hour	Last Hour
31	30	09/27/11 09:00	09/28 14:00
32	30	09/27/11 09:00	09/28 14:00
71	48	09/26/11 14:00	09/28 13:00
72	48	09/26/11 14:00	09/28 13:00

# 24 Hour Classification Summary

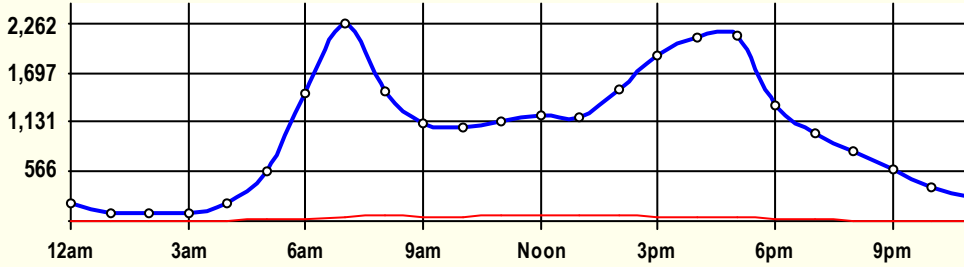
CLASSIFICATION										CLASSIFICATION				
9TCL21														
FC 12		Dist 5		Sedgwick County										
Route: K-15								North Leg						
XRoute: C-6200 (47th)														
K-15 N OF 47th, IN WICHITA														
<b>Peak-Hour Traffic</b>														
All Traffic		2,262		7am										
Private		2,210		7am										
Commercial		62		8am										
September 2011										NB 48Hr SB 44Hr				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	201	6.5	145	44.5	0	1.5	0	0	0	3.5	0	0	0	0
1	82.5	0	68	9.5	0	0	0	0	0	4.5	0.5	0	0	0
2	90.5	2.5	71.5	14	0	0	0.5	0	0	2	0	0	0	0
3	83	1	64.5	15	0	0	0.5	0	0	2	0	0	0	0
4	195	1	141.5	45	0	1	3	0	1.5	2	0	0	0	0
5	564.5	7.5	377.5	166	0	4	3.5	0	2	4	0	0	0	0
6	1,461	16	1,014.5	408.5	0	4.5	2	0	8.5	5	0.5	0	0.5	1
7	2,262	9	1,719.5	481	1.5	13.5	10.5	0	5	15	1	0.5	3	2.5
8	1,488	9	1,115.5	301.5	0	8	11.5	4.5	12	22	2	1	0.5	0.5
9	1,116	7	767	285.5	0.5	11.5	13.5	3.5	6	20	0	0.5	0.5	0.5
10	1,077.5	6	749	269	1	14	12.5	3.5	5.5	14.5	1	1	0.5	0
11	1,144	12	797	274.5	0.5	10	17.5	3.5	10.5	16	0.5	1	0.5	0.5
12	1,216.5	10	878.5	267	0	11	16	3.5	10	16.5	2.5	0.5	0	1
13	1,187	9.5	830	288.5	0	11.5	17	5	10	12	2	0	1	0.5
14	1,508.5	18	1,067.5	363.5	1.5	14	15	1	9	16	1.5	1	0	0.5
15	1,904	18	1,356.5	479	0	14.5	11	0.5	10.5	8.5	2	2	1.5	0
16	2,103.5	11	1,553	500.5	0	9	7.5	1	12	7	0.5	0	0.5	1.5
17	2,129.5	18	1,636	440	0	3.5	5	0.5	9	13.5	1	1	0	2
18	1,313.5	12	1,020	261	0	5	1.5	0	4	9	0.5	0	0.5	0
19	1,003.5	10.5	765.5	207	0	2.5	1	0	3.5	12.5	1	0	0	0
20	797.5	6	620.5	161.5	0	1	1.5	0	1	5.5	0.5	0	0	0
21	588	4.5	469	107	0	1	0	0	1	5.5	0	0	0	0
22	385	4.5	305.5	67	0	0.5	0	0.5	2	4.5	0.5	0	0	0
23	272	4.5	211	46	0	1.5	0.5	1	0	7.5	0	0	0	0
<b>ADT</b>	<b>24,174</b>	<b>204</b>	<b>17,743.5</b>	<b>5,502</b>	<b>5</b>	<b>143</b>	<b>151</b>	<b>28</b>	<b>123</b>	<b>228.5</b>	<b>17.5</b>	<b>8.5</b>	<b>9</b>	<b>10.5</b>
<b>AF</b>	<b>0.97</b>	<b>0.8%</b>	<b>73.4%</b>	<b>22.8%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		23,449.5 Private Unit 97.0%			327 Single Unit 1.4%					397 Combination Unit 1.6%				
724 Commercial Unit 3.0%														



**9TCL21**

**Classification Summary**

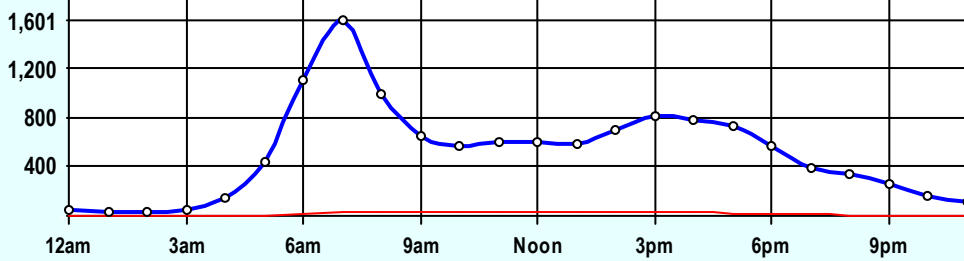
**September 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
24,174	7am	2,262
23,450	Private	2,210
724	Commercial	53
K-Factor 0.07	NB	SB
	1600	662

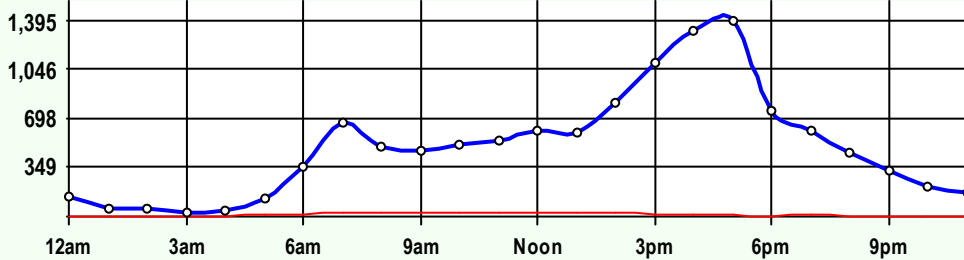
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
24,174	204	17,744	5,502	5	143	151	28	123	229	18	9	9	11
Axle Factor 0.97	23,450 Private-Unit 97.0%			327 Single-Unit 1.4%			397 Combination-Unit 1.6%						
	724 Commercial-Unit 3.0%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
12,346	7am	1,601
11,931	Private	1,570
415	Commercial	31
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,346	101	9,052	2,778	4	72	91	9	73	138	9	6	7	8
Axle Factor 0.97	11,931 Private-Unit 96.6%			176 Single-Unit 1.4%			240 Combination-Unit 1.9%						
	415 Commercial-Unit 3.4%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
11,828	5pm	1,395
11,519	Private	1,383
309	Commercial	12
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
11,828	103	8,692	2,724	1	71	61	19	51	91	9	3	2	3
Axle Factor 0.98	11,519 Private-Unit 97.4%			152 Single-Unit 1.3%			158 Combination-Unit 1.3%						
	309 Commercial-Unit 2.6%												

**SITE INFORMATION**

9TCL21	Event No: 8039	Dist 5	Sedgwick County
North Leg	Route: K-15		
	X-Route: C-6200 (47th)		
Location	K-15 N OF 47th, IN WICHITA		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	9/08;9/05;12/02;10/99;8/96		
Comment	NB 48Hr, SB 44Hr		

Lane	Hrs	Start Hour	Last Hour
11	48	09/26/11 15:00	09/28 14:00
12	48	09/26/11 15:00	09/28 14:00
51	44	09/26/11 15:00	09/28 14:00
52	44	09/26/11 15:00	09/28 14:00

# 24 Hour Classification Summary

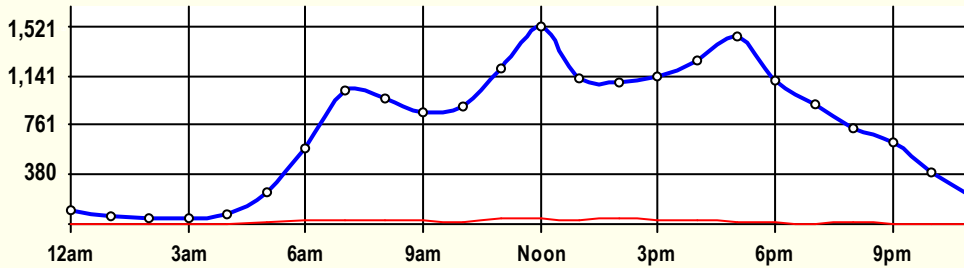
CLASSIFICATION													CLASSIFICATION																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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<span style="color: red;">July 2011</span> <span style="margin-left: 200px;">48 Hr Survey</span>																																																																																																																																																																																																																																																																																																																																																																																																																																																																
<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>114</td><td>0</td><td>95.5</td><td>17</td><td>0</td><td>0.5</td><td>0.5</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>1</td><td>59</td><td>0</td><td>50</td><td>8</td><td>0</td><td>0.5</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></tr> <tr><td>2</td><td>46.5</td><td>0</td><td>34.5</td><td>8.5</td><td>0</td><td>1</td><td>2</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>3</td><td>49.5</td><td>0</td><td>34</td><td>12</td><td>0</td><td>1</td><td>0.5</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>4</td><td>73</td><td>1</td><td>46</td><td>20.5</td><td>0</td><td>4.5</td><td>0.5</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>5</td><td>244.5</td><td>0.5</td><td>156</td><td>76</td><td>0</td><td>8</td><td>2.5</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>6</td><td>576</td><td>4</td><td>417</td><td>129.5</td><td>0</td><td>16.5</td><td>1.5</td><td>0.5</td><td>4</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7</td><td>1,021</td><td>2.5</td><td>778</td><td>215.5</td><td>0</td><td>15.5</td><td>1</td><td>0</td><td>3.5</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>8</td><td>973</td><td>3.5</td><td>737.5</td><td>205.5</td><td>1.5</td><td>14</td><td>1</td><td>1</td><td>4.5</td><td>4.5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>9</td><td>865</td><td>2</td><td>640.5</td><td>195.5</td><td>0.5</td><td>18.5</td><td>0.5</td><td>0</td><td>5</td><td>2.5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>10</td><td>903.5</td><td>0</td><td>661</td><td>221.5</td><td>0</td><td>12</td><td>1</td><td>0.5</td><td>3.5</td><td>3</td><td>1</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>11</td><td>1,197</td><td>3.5</td><td>902</td><td>245.5</td><td>0.5</td><td>33</td><td>1</td><td>0.5</td><td>7</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>12</td><td>1,521</td><td>3.5</td><td>1,123.5</td><td>342.5</td><td>0</td><td>26.5</td><td>8.5</td><td>2</td><td>9.5</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>13</td><td>1,125.5</td><td>3.5</td><td>854</td><td>237</td><td>0.5</td><td>20</td><td>1.5</td><td>0</td><td>5</td><td>3.5</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>14</td><td>1,091.5</td><td>2.5</td><td>805.5</td><td>242</td><td>1.5</td><td>25.5</td><td>2.5</td><td>0.5</td><td>6.5</td><td>4.5</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>15</td><td>1,131.5</td><td>2</td><td>846</td><td>256.5</td><td>1</td><td>12</td><td>3</td><td>0.5</td><td>7.5</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>16</td><td>1,258</td><td>6.5</td><td>950</td><td>273</td><td>1.5</td><td>17.5</td><td>0</td><td>0</td><td>6.5</td><td>2.5</td><td>0</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>17</td><td>1,440</td><td>5</td><td>1,149</td><td>265.5</td><td>0</td><td>10.5</td><td>0.5</td><td>0.5</td><td>6</td><td>2.5</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>18</td><td>1,100</td><td>3.5</td><td>882</td><td>201</td><td>0</td><td>8</td><td>0.5</td><td>0</td><td>3.5</td><td>1.5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>19</td><td>924.5</td><td>4</td><td>746</td><td>167</td><td>0</td><td>5.5</td><td>0</td><td>0</td><td>0.5</td><td>1</td><td>0</td><td>0.5</td><td>0</td><td>0</td></tr> <tr><td>20</td><td>729.5</td><td>4</td><td>598</td><td>116.5</td><td>0</td><td>8</td><td>0</td><td>0</td><td>1</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>21</td><td>625</td><td>2</td><td>521.5</td><td>97.5</td><td>0</td><td>1.5</td><td>0</td><td>0</td><td>1</td><td>1.5</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>22</td><td>400.5</td><td>2</td><td>335</td><td>58.5</td><td>0.5</td><td>3.5</td><td>0</td><td>0</td><td>0</td><td>0.5</td><td>0.5</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>23</td><td>218.5</td><td>1.5</td><td>196</td><td>19</td><td>0</td><td>1.5</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><b>ADT</b></td><td><b>17,688</b></td><td><b>57</b></td><td><b>13,558.5</b></td><td><b>3,631</b></td><td><b>7.5</b></td><td><b>265</b></td><td><b>29</b></td><td><b>7</b></td><td><b>76.5</b></td><td><b>52</b></td><td><b>3</b></td><td><b>1</b></td><td><b>0</b></td><td><b>0</b></td></tr> <tr><td><b>AF</b></td><td><b>0.99</b></td><td><b>0.3%</b></td><td><b>76.7%</b></td><td><b>20.5%</b></td><td><b>0.0%</b></td><td><b>1.5%</b></td><td><b>0.2%</b></td><td><b>0.0%</b></td><td><b>0.4%</b></td><td><b>0.3%</b></td><td><b>0.0%</b></td><td><b>0.0%</b></td><td><b>0.0%</b></td><td><b>0.0%</b></td></tr> <tr> <td colspan="2" style="text-align: center;"><b>SITE TRAFFIC</b></td> <td colspan="3">17,246.5 Private Unit 97.5%</td> <td colspan="5">308.5 Single Unit 1.7%</td> <td colspan="5">132.5 Combination Unit 0.7%</td> </tr> <tr> <td colspan="2"></td> <td colspan="13" style="text-align: center;">441 Commercial Unit 2.5%</td> </tr> </tbody> </table>														Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	0	114	0	95.5	17	0	0.5	0.5	0	0	0.5	0	0	0	0	1	59	0	50	8	0	0.5	0.5	0	0	0	0	0	0	0	2	46.5	0	34.5	8.5	0	1	2	0	0.5	0	0	0	0	0	3	49.5	0	34	12	0	1	0.5	1	1	0	0	0	0	0	4	73	1	46	20.5	0	4.5	0.5	0	0	0.5	0	0	0	0	5	244.5	0.5	156	76	0	8	2.5	0	0.5	1	0	0	0	0	6	576	4	417	129.5	0	16.5	1.5	0.5	4	3	0	0	0	0	7	1,021	2.5	778	215.5	0	15.5	1	0	3.5	5	0	0	0	0	8	973	3.5	737.5	205.5	1.5	14	1	1	4.5	4.5	0	0	0	0	9	865	2	640.5	195.5	0.5	18.5	0.5	0	5	2.5	0	0	0	0	10	903.5	0	661	221.5	0	12	1	0.5	3.5	3	1	0	0	0	11	1,197	3.5	902	245.5	0.5	33	1	0.5	7	4	0	0	0	0	12	1,521	3.5	1,123.5	342.5	0	26.5	8.5	2	9.5	5	0	0	0	0	13	1,125.5	3.5	854	237	0.5	20	1.5	0	5	3.5	0.5	0	0	0	14	1,091.5	2.5	805.5	242	1.5	25.5	2.5	0.5	6.5	4.5	0.5	0	0	0	15	1,131.5	2	846	256.5	1	12	3	0.5	7.5	3	0	0	0	0	16	1,258	6.5	950	273	1.5	17.5	0	0	6.5	2.5	0	0.5	0	0	17	1,440	5	1,149	265.5	0	10.5	0.5	0.5	6	2.5	0.5	0	0	0	18	1,100	3.5	882	201	0	8	0.5	0	3.5	1.5	0	0	0	0	19	924.5	4	746	167	0	5.5	0	0	0.5	1	0	0.5	0	0	20	729.5	4	598	116.5	0	8	0	0	1	2	0	0	0	0	21	625	2	521.5	97.5	0	1.5	0	0	1	1.5	0	0	0	0	22	400.5	2	335	58.5	0.5	3.5	0	0	0	0.5	0.5	0	0	0	23	218.5	1.5	196	19	0	1.5	0	0	0	0.5	0	0	0	0	<b>ADT</b>	<b>17,688</b>	<b>57</b>	<b>13,558.5</b>	<b>3,631</b>	<b>7.5</b>	<b>265</b>	<b>29</b>	<b>7</b>	<b>76.5</b>	<b>52</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>AF</b>	<b>0.99</b>	<b>0.3%</b>	<b>76.7%</b>	<b>20.5%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>SITE TRAFFIC</b>		17,246.5 Private Unit 97.5%			308.5 Single Unit 1.7%					132.5 Combination Unit 0.7%							441 Commercial Unit 2.5%												
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2	46.5	0	34.5	8.5	0	1	2	0	0.5	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
3	49.5	0	34	12	0	1	0.5	1	1	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
4	73	1	46	20.5	0	4.5	0.5	0	0	0.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
5	244.5	0.5	156	76	0	8	2.5	0	0.5	1	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
6	576	4	417	129.5	0	16.5	1.5	0.5	4	3	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
7	1,021	2.5	778	215.5	0	15.5	1	0	3.5	5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
8	973	3.5	737.5	205.5	1.5	14	1	1	4.5	4.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
9	865	2	640.5	195.5	0.5	18.5	0.5	0	5	2.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
10	903.5	0	661	221.5	0	12	1	0.5	3.5	3	1	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
11	1,197	3.5	902	245.5	0.5	33	1	0.5	7	4	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
12	1,521	3.5	1,123.5	342.5	0	26.5	8.5	2	9.5	5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
13	1,125.5	3.5	854	237	0.5	20	1.5	0	5	3.5	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
14	1,091.5	2.5	805.5	242	1.5	25.5	2.5	0.5	6.5	4.5	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
15	1,131.5	2	846	256.5	1	12	3	0.5	7.5	3	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
16	1,258	6.5	950	273	1.5	17.5	0	0	6.5	2.5	0	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
17	1,440	5	1,149	265.5	0	10.5	0.5	0.5	6	2.5	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
18	1,100	3.5	882	201	0	8	0.5	0	3.5	1.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
19	924.5	4	746	167	0	5.5	0	0	0.5	1	0	0.5	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
20	729.5	4	598	116.5	0	8	0	0	1	2	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
21	625	2	521.5	97.5	0	1.5	0	0	1	1.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
22	400.5	2	335	58.5	0.5	3.5	0	0	0	0.5	0.5	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
23	218.5	1.5	196	19	0	1.5	0	0	0	0.5	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																		
<b>ADT</b>	<b>17,688</b>	<b>57</b>	<b>13,558.5</b>	<b>3,631</b>	<b>7.5</b>	<b>265</b>	<b>29</b>	<b>7</b>	<b>76.5</b>	<b>52</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																		
<b>AF</b>	<b>0.99</b>	<b>0.3%</b>	<b>76.7%</b>	<b>20.5%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>																																																																																																																																																																																																																																																																																																																																																																																																																																																		
<b>SITE TRAFFIC</b>		17,246.5 Private Unit 97.5%			308.5 Single Unit 1.7%					132.5 Combination Unit 0.7%																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		441 Commercial Unit 2.5%																																																																																																																																																																																																																																																																																																																																																																																																																																																														



9V3P95

Classification Summary

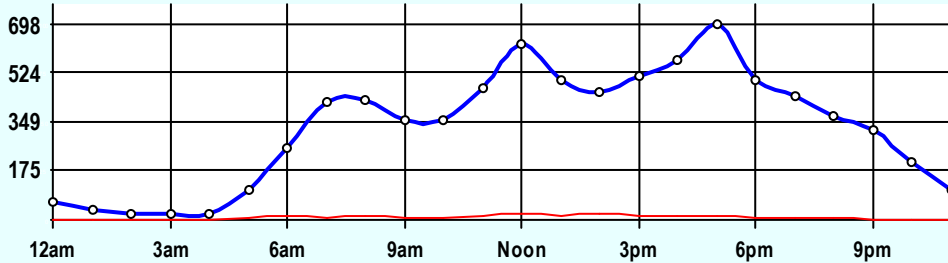
July 2011



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
17,688	Noon	1,521
17,247	Private	1,470
441	Commercial	52
K-Factor 0.05	NB	SB
	622	898

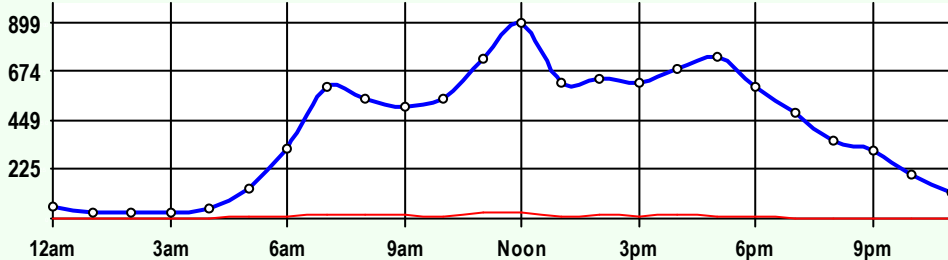
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
17,688	57	13,559	3,631	8	265	29	7	77	52	3	1	0	0
Axle Factor 0.99	17,247 Private-Unit 97.5%			309 Single-Unit 1.7%			133 Combination-Unit 0.7%						
	441 Commercial-Unit 2.5%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
7,840	5pm	698
7,628	Private	687
212	Commercial	12
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
7,840	13	5,922	1,693	5	123	13	4	42	24	2	1	0	0
Axle Factor 0.99	7,628 Private-Unit 97.3%			145 Single-Unit 1.8%			67 Combination-Unit 0.9%						
	212 Commercial-Unit 2.7%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
9,848	Noon	899
9,619	Private	869
230	Commercial	30
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
9,848	44	7,637	1,938	3	143	16	3	35	29	2	1	0	0
Axle Factor 0.99	9,619 Private-Unit 97.7%			164 Single-Unit 1.7%			66 Combination-Unit 0.7%						
	230 Commercial-Unit 2.3%												

SITE INFORMATION

9V3P95	Event No: 8098	Dist 5	Sedgwick County
South Leg	Route: C-6625 (ROCK RD)		
	X-Route: 35th N		
Location	ROCK RD S OF 35th N, IN WICHITA		
Site Info	Regular		
Event Info	WIM Collected, Iso-Tubes Used		
History	9/08;6/05;7/02;7/99;8/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	07/25/11 12:00	07/27 11:00
12	48	07/25/11 12:00	07/27 11:00
51	48	07/25/11 12:00	07/27 11:00
52	48	07/25/11 12:00	07/27 11:00

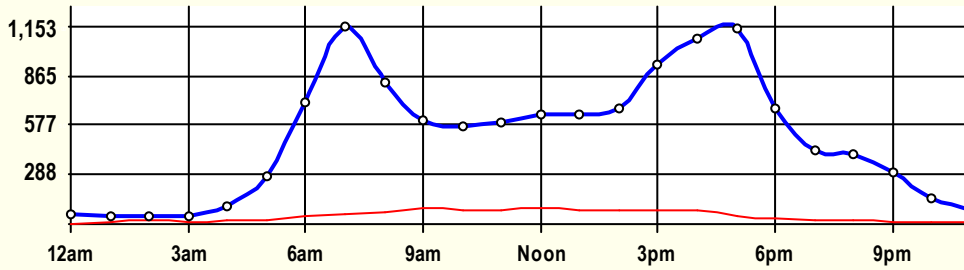
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9YUR37														
FC 2		Dist 5		Sedgwick County										
Route: K-254								West Leg						
XRoute: RS-309 (GREENWICH RD)														
K-254 W OF RS-309, GREENWICH EXIT														
<b>Peak-Hour Traffic</b>														
All Traffic		1,153		7am										
Private		1,093		5pm										
Commercial		90		9am										
September 2011      48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	57.5	1.5	40	10.5	0	1.5	0	0	0.5	2.5	0	1	0	0
1	44	2.5	19	11	0	1.5	2.5	0.5	1	5	0	1	0	0
2	43	1	19	5	0	2.5	2	0	1	12	0	0.5	0	0
3	44.5	0.5	19	10.5	0	0.5	0.5	0	4	9.5	0	0	0	0
4	106	1	62	24	0	2	1	0	2.5	13	0	0	0	0.5
5	284.5	5	159.5	93	0.5	2.5	1.5	0	3	19	0	0	0.5	0
6	715	7.5	445.5	217.5	0	3	5	0.5	6	28.5	1	0.5	0	0
7	1,153	9.5	806	276.5	0.5	6	5.5	1.5	6.5	36.5	3.5	0.5	0	0.5
8	829.5	4.5	554	205	0.5	5	6.5	1.5	11	37.5	3.5	0	0.5	0
9	610	7.5	358	154.5	0	4.5	12	3.5	13.5	52.5	3.5	0.5	0	0
10	574.5	5.5	328.5	156	0.5	6.5	9	1	12	53	2	0.5	0	0
11	597	5	359.5	148.5	0	7	8	2.5	10	53.5	2.5	0.5	0	0
12	636.5	5	376.5	167.5	0.5	7.5	8	2	10	54.5	5	0	0	0
13	636	7	391.5	154	0.5	9	10.5	2.5	12	46	2.5	0	0.5	0
14	675.5	5.5	400	183	0.5	7	8.5	3	14.5	52	1.5	0	0	0
15	929	5.5	589.5	251	1	6.5	5	2.5	12.5	53.5	1	0.5	0	0.5
16	1,087	9	713.5	282	1	6.5	6.5	0	13.5	52.5	1	0.5	0	1
17	1,138	14	820	258.5	0	3.5	3	1	10	27.5	0.5	0	0	0
18	677	9	460	169.5	0	3	4	0.5	4	24	1	0.5	0	1.5
19	432	3.5	298.5	108	0	3.5	2.5	1	2.5	11.5	0.5	0	0	0.5
20	405	4	289	92.5	1	1	1.5	0.5	2.5	11.5	1.5	0	0	0
21	299	3.5	225	54	0	1	1.5	0	1	12	0	1	0	0
22	156.5	2	110.5	32	0	0.5	0	0	0	11.5	0	0	0	0
23	85	2	60.5	13	0	0	0	0	0.5	9	0	0	0	0
<b>ADT</b>	<b>12,215</b>	<b>121</b>	<b>7,904.5</b>	<b>3,077</b>	<b>6.5</b>	<b>91.5</b>	<b>104.5</b>	<b>24</b>	<b>154</b>	<b>688</b>	<b>30.5</b>	<b>7.5</b>	<b>1.5</b>	<b>4.5</b>
<b>AF</b>	<b>0.90</b>	<b>1.0%</b>	<b>64.7%</b>	<b>25.2%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>5.6%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		11,102.5 Private Unit 90.9%			226.5 Single Unit 1.9%					886 Combination Unit 7.3%				
1,112.5 Commercial Unit 9.1%														

9YUR37

Classification Summary

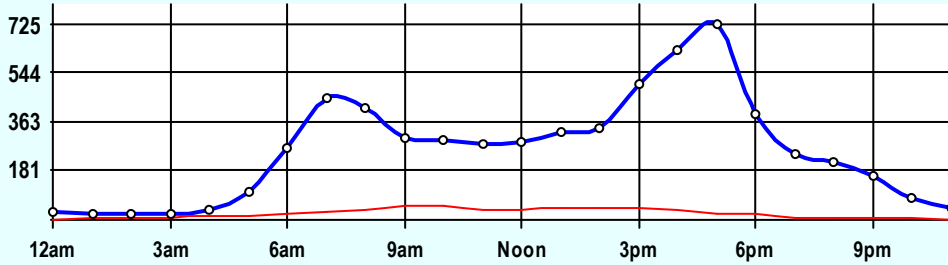
September 2011



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
12,215	7am	1,153
11,103	Private	1,092
1,113	Commercial	61
K-Factor 0.06	EB	WB
	454	700

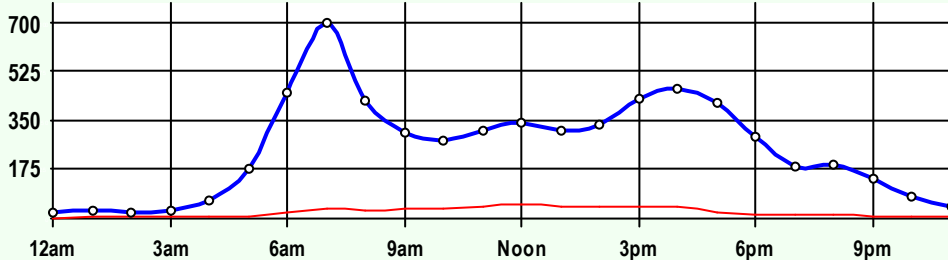
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,215	121	7,905	3,077	7	92	105	24	154	688	31	8	2	5
Axle Factor 0.90	11,103 Private-Unit 90.9%			227 Single-Unit 1.9%				886 Combination-Unit 7.3%					
	1,113 Commercial-Unit 9.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,173	5pm	725
5,599	Private	701
574	Commercial	24
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,173	59	4,053	1,488	3	40	49	10	89	362	16	4	0	2
Axle Factor 0.90	5,599 Private-Unit 90.7%			102 Single-Unit 1.6%				473 Combination-Unit 7.7%					
	574 Commercial-Unit 9.3%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,042	7am	700
5,504	Private	667
539	Commercial	33
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,042	63	3,852	1,590	4	52	56	14	65	326	15	4	2	3
Axle Factor 0.90	5,504 Private-Unit 91.1%			125 Single-Unit 2.1%				414 Combination-Unit 6.8%					
	539 Commercial-Unit 8.9%												

SITE INFORMATION

9YUR37	Event No: 8036	Dist 5	Sedgwick County
West Leg	Route: K-254		
	X-Route: RS-309 (GREENWICH RD)		
Location	K-254 W OF RS-309, GREENWICH EXIT		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	9/08;5/05;9/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	09/26/11 14:00	09/28 13:00
32	48	09/26/11 14:00	09/28 13:00
71	48	09/26/11 14:00	09/28 13:00
72	48	09/26/11 14:00	09/28 13:00

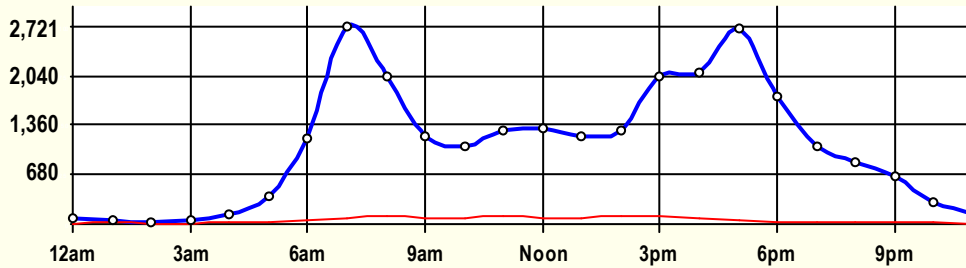
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
A000S8														
FC 12		Dist 5		Sedgwick County										
Route: K-96							North-West Leg							
XRoute: RS-83 (21st)														
K-96 N OF 21st, NE WICHITA														
<b>Peak-Hour Traffic</b>														
All Traffic		2,721		7am										
Private		2,640		5pm										
Commercial		109		3pm										
September 2011										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	85	0	57.5	15	0	0.5	0	0.5	0	9.5	0	2	0	0
1	62	1	38.5	4.5	0	0	0	0.5	0.5	13	0	1	0.5	2.5
2	39	2.5	23	3.5	0	0	1	0	1.5	6	0	0.5	0	1
3	46.5	0	25.5	7.5	0	0	2.5	0.5	0	9.5	0	1	0	0
4	127.5	1.5	79.5	24.5	0	1	0.5	0	2	16.5	0	0	0	2
5	394.5	3.5	257	100.5	0	4	4	0	6	17.5	0	1.5	0	0.5
6	1,185	7.5	829	294	0	13	10	1	3	24	0.5	0.5	1	1.5
7	2,720.5	5	2,122	502.5	0	11.5	7.5	3	9	53.5	1.5	0.5	2	2.5
8	2,030	4	1,552.5	377	0	14	12	4	7	55	4	0.5	0	0
9	1,206.5	2	841	270	0	12	8	3	11.5	54.5	2	2	0	0.5
10	1,076	1.5	721	270	0.5	9.5	7	1.5	10	51	2.5	0.5	0	1
11	1,292	2	914	277.5	0	10	8.5	1	10	64	2.5	1	0	1.5
12	1,313	2	958.5	270.5	1	4.5	7	3.5	13	49.5	3	0	0	0.5
13	1,215	3	841	277	0	8	15	4	9.5	55.5	2	0	0	0
14	1,296.5	6	891	296.5	0.5	9.5	15	4	10	57.5	4	1	0	1.5
15	2,034.5	4.5	1,489	432	0	12	13	3.5	23	52	2.5	2.5	0	0.5
16	2,093	15.5	1,557	451.5	0	13	5.5	2	10.5	34.5	1.5	1	0	1
17	2,698	8	2,136	495.5	0	5	3	2.5	12	34.5	0.5	0	1	0
18	1,767	11.5	1,413.5	304	0	3.5	2	0.5	5.5	24	0.5	1.5	0	0.5
19	1,082	10	846	193.5	0	1	2	0	1	26	1	1	0	0.5
20	849	12.5	649	161	0	3	1.5	0	3.5	15.5	0	0.5	0	2.5
21	651	3	522	96	0	3	0	0	1	24	0	1	0	1
22	311.5	0.5	256	34	0	1	1	0	2	16.5	0	0.5	0	0
23	147	3	113	19	0	0	0	0	1	10	0	0	1	0
<b>ADT</b>	<b>25,722</b>	<b>110</b>	<b>19,132.5</b>	<b>5,177</b>	<b>2</b>	<b>139</b>	<b>126</b>	<b>35</b>	<b>152.5</b>	<b>773.5</b>	<b>28</b>	<b>20</b>	<b>5.5</b>	<b>21</b>
<b>AF</b>	<b>0.94</b>	<b>0.4%</b>	<b>74.4%</b>	<b>20.1%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.6%</b>	<b>3.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		24,419.5 Private Unit 94.9%			302 Single Unit 1.2%					1,000.5 Combination Unit 3.9%				
		1,302.5 Commercial Unit 5.1%												

**A000S8**

**Classification Summary**

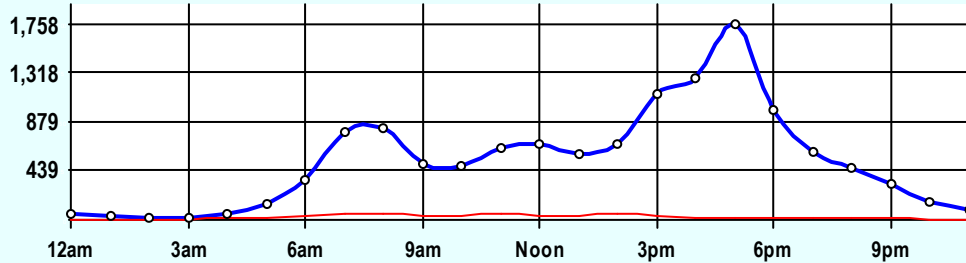
**September 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>25,722</b>	<b>7am</b>	<b>2,721</b>
<b>24,420</b>	Private	<b>2,630</b>
<b>1,303</b>	Commercial	<b>91</b>
K-Factor 0.08	SEB	NWB
	788	1932

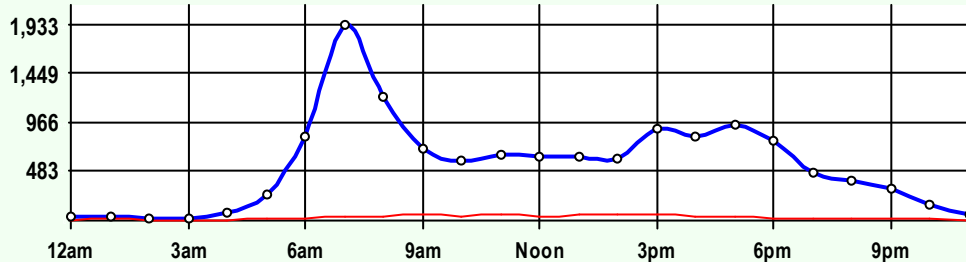
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
25,722	110	19,133	5,177	2	139	126	35	153	774	28	20	6	21
Axle Factor 0.94	0.4%	74.4%	20.1%	0.0%	0.5%	0.5%	0.1%	0.6%	3.0%	0.1%	0.1%	0.0%	0.1%
	24,420 Private-Unit 94.9%			302 Single-Unit 1.2%				1,001 Combination-Unit 3.9%					
	1,303 Commercial-Unit 5.1%												



**SEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>12,634</b>	<b>5pm</b>	<b>1,758</b>
<b>12,015</b>	Private	<b>1,731</b>
<b>619</b>	Commercial	<b>27</b>
K-Factor 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,634	50	9,350	2,616	1	73	67	21	83	343	12	12	2	8
Axle Factor 0.95	0.4%	74.0%	20.7%	0.0%	0.6%	0.5%	0.2%	0.7%	2.7%	0.1%	0.1%	0.0%	0.1%
	12,015 Private-Unit 95.1%			161 Single-Unit 1.3%				458 Combination-Unit 3.6%					
	619 Commercial-Unit 4.9%												



**NWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>13,088</b>	<b>7am</b>	<b>1,933</b>
<b>12,405</b>	Private	<b>1,895</b>
<b>684</b>	Commercial	<b>38</b>
K-Factor 0.15		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
13,088	60	9,783	2,562	2	67	59	14	70	431	16	9	4	14
Axle Factor 0.94	0.5%	74.7%	19.6%	0.0%	0.5%	0.5%	0.1%	0.5%	3.3%	0.1%	0.1%	0.0%	0.1%
	12,405 Private-Unit 94.8%			141 Single-Unit 1.1%				543 Combination-Unit 4.1%					
	684 Commercial-Unit 5.2%												

**SITE INFORMATION**

<b>A000S8</b>	<b>Event No: 8030</b>	<b>Dist 5</b>	<b>Sedgwick County</b>
<b>North-West Leg</b>	Route: K-96		
	X-Route: RS-83 (21st)		
<b>Location</b>	K-96 N OF 21st, NE WICHITA		
<b>Site Info</b>	Regular, ATR, NHS, Route-Class B		
<b>Event Info</b>			
<b>History</b>	9/08;9/05;4/00;7/97		
<b>Comment</b>	Survey at ATR.		

Lane	Hrs	Start Hour	Last Hour
41	48	09/19/11 16:00	09/21 15:00
42	48	09/19/11 16:00	09/21 15:00
81	48	09/19/11 16:00	09/21 15:00
82	48	09/19/11 16:00	09/21 15:00

# 24 Hour Classification Summary

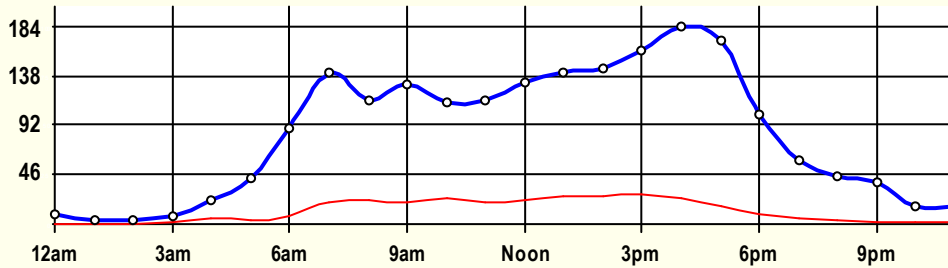
CLASSIFICATION													CLASSIFICATION	
9GRAT3														
FC 6			Dist 5			Sumner County								
Route: US-160										East Leg				
XRoute: RS-1577 (DRURY RD)														
US-160 E OF RS-1577, W OF WELLINGTON														
<b>Peak-Hour Traffic</b>														
All Traffic		184			4pm									
Private		159			4pm									
Commercial		27			3pm									
<b>November 2011 48 Hr Survey</b>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	9.5	0	5.5	4	0	0	0	0	0	0	0	0	0	0
1	4	0	2.5	1	0	0	0	0	0	0.5	0	0	0	0
2	4.5	0	3	1.5	0	0	0	0	0	0	0	0	0	0
3	7.5	0	4	1.5	0	0	0	0	0.5	1.5	0	0	0	0
4	21.5	0	10	6.5	0	2	0.5	0	0	2.5	0	0	0	0
5	43	0	25	13.5	0	0	0	0	0.5	4	0	0	0	0
6	89	0.5	43.5	37	0	3.5	0.5	0	0.5	3.5	0	0	0	0
7	141.5	0.5	67.5	54	0	5	1.5	0	4	8.5	0	0	0	0.5
8	115.5	0.5	45.5	47	0	1.5	2	0	0.5	17.5	0	1	0	0
9	129	1.5	57.5	50.5	0	1.5	3	0	1.5	13	0	0	0	0.5
10	113.5	1.5	48	40	0	1	3	0	4	13.5	2	0	0.5	0
11	114.5	0.5	47.5	45.5	0	2.5	1.5	0	0.5	16	0.5	0	0	0
12	131.5	0	60.5	48.5	0	2.5	2	0	3.5	14.5	0	0	0	0
13	140.5	0	66.5	48	0	1	2	0	4.5	17.5	0.5	0.5	0	0
14	144.5	1	67	51	0	2	3	0.5	4	15.5	0.5	0	0	0
15	162	1	68.5	65.5	0	2.5	3	0.5	2	17.5	0.5	0.5	0	0.5
16	183.5	2	91	66	0	2	3	0	1.5	17	1	0	0	0
17	170	0.5	97	56	0	1	1.5	0.5	1	12	0.5	0	0	0
18	101	0	58.5	33.5	0	1.5	0	0	1.5	6	0	0	0	0
19	59	0	32	21.5	0	1	0	0	0.5	3.5	0.5	0	0	0
20	45	0.5	27	14	0	0.5	0.5	0	0.5	2	0	0	0	0
21	39	0	21.5	15	0	0.5	0	0	0	2	0	0	0	0
22	17	0	9	5.5	0	0	0	0	0.5	2	0	0	0	0
23	17	0	8	7.5	0	0	0	0	0	1	0.5	0	0	0
<b>ADT</b>	<b>2,003</b>	<b>10</b>	<b>966</b>	<b>734</b>	<b>0</b>	<b>31.5</b>	<b>27</b>	<b>1.5</b>	<b>31.5</b>	<b>191</b>	<b>6.5</b>	<b>2</b>	<b>0.5</b>	<b>1.5</b>
<b>AF</b>	<b>0.85</b>	<b>0.5%</b>	<b>48.2%</b>	<b>36.6%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>1.6%</b>	<b>9.5%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,710 Private Unit 85.4%			60 Single Unit 3.0%					233 Combination Unit 11.6%				
		293 Commercial Unit 14.6%												



**9GRAT3**

**Classification Summary**

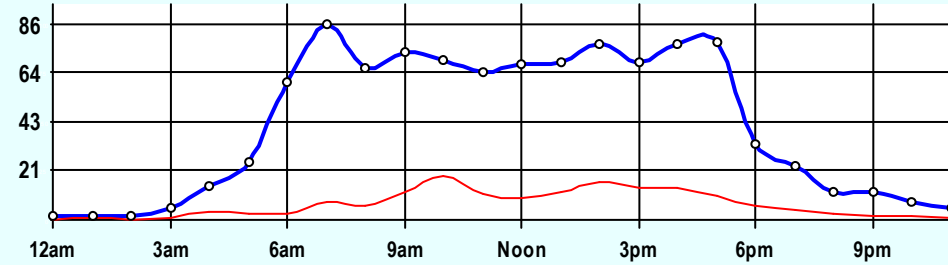
**November 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
2,003	4pm	184
1,710	Private	159
293	Commercial	25
K-Factor 0.05	EB	WB
	77	106

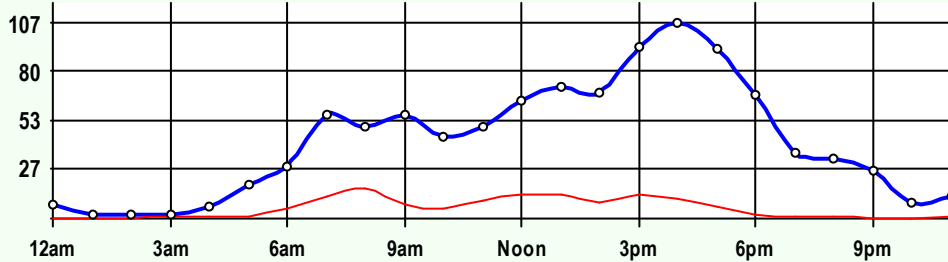
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13		
2,003	10	966	734	0	32	27	2	32	191	7	2	1	2		
Axle Factor 0.85	0.5%			48.2%			36.6%			0.0%			1.6%		
	1,710 Private-Unit			60 Single-Unit			3.0%			233 Combination-Unit			11.6%		
	85.4%						293 Commercial-Unit			14.6%					



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,002	7am	86
840	Private	78
162	Commercial	8
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13		
1,002	9	424	408	0	22	17	1	17	101	4	0	1	0		
Axle Factor 0.84	0.8%			42.3%			40.7%			0.0%			2.2%		
	840 Private-Unit			40 Single-Unit			4.0%			122 Combination-Unit			12.1%		
	83.9%						162 Commercial-Unit			16.1%					



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,002	4pm	107
870	Private	96
132	Commercial	11
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13		
1,002	2	542	327	0	10	10	1	15	91	3	2	0	2		
Axle Factor 0.86	0.1%			54.1%			32.6%			0.0%			0.9%		
	870 Private-Unit			20 Single-Unit			2.0%			112 Combination-Unit			11.1%		
	86.9%						132 Commercial-Unit			13.1%					

**SITE INFORMATION**

9GRAT3	Event No: 8061	Dist 5	Sumner County
East Leg	Route: US-160		
	X-Route: RS-1577 (DRURY RD)		
Location	US-160 E OF RS-1577, W OF WELLINGTON		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	4/08;6/05;8/00		
Comment			

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

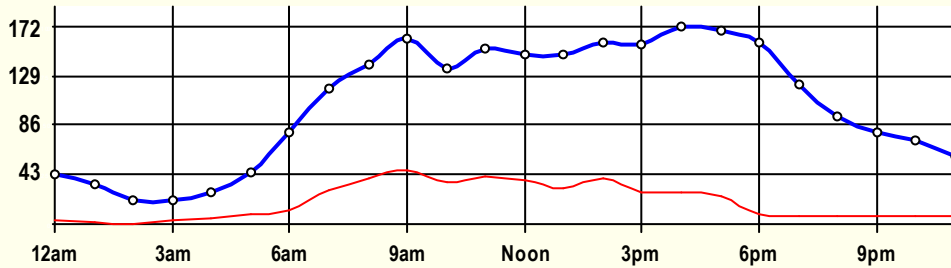
# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION	
9PR4F3														
FC 2			Dist 5			Sumner County								
Route: US-166										East Leg				
XRoute: I-35														
US-166 E OF I-35, W OF ARK CITY														
<b>Peak-Hour Traffic</b>														
All Traffic		172		4pm										
Private		149		6pm										
Commercial		47		9am										
October 2011													48 Hr Survey	
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	43	0	33	6.5	0	0	0	0	0.5	3	0	0	0	0
1	34	0	25.5	6.5	0	0.5	0	0	0	1.5	0	0	0	0
2	20.5	0.5	14.5	5.5	0	0	0	0	0	0	0	0	0	0
3	21	0	13	5	0	0.5	0	0	0.5	2	0	0	0	0
4	27.5	0	19	3.5	0	0.5	0	0	0	3.5	1	0	0	0
5	44.5	0.5	25.5	9	0	0	0.5	0	1	8	0	0	0	0
6	79	0	41	25.5	0	2	0	0.5	0	9.5	0.5	0	0	0
7	118	0.5	56.5	31	0	2	3	0	2	21.5	1	0	0.5	0
8	139	0.5	58	41	0	3.5	0.5	0.5	4.5	26	4	0	0.5	0
9	160.5	1.5	66	46.5	0.5	4	3.5	0.5	5.5	31	1	0	0	0.5
10	135.5	0	63	36	0.5	5	2.5	0	2.5	22	4	0	0	0
11	152.5	1.5	73.5	36	0	2	2.5	0	3.5	31.5	1.5	0	0	0.5
12	147	1	69	38.5	0	4	1.5	0	1	31	1	0	0	0
13	146.5	2	73.5	39	0	2	3	0.5	3.5	22	1	0	0	0
14	157	0	82.5	34.5	0	4	0	0	1.5	31	2.5	0.5	0	0.5
15	155	0	84	43	0	5.5	0	0.5	2.5	19	0	0	0	0.5
16	171.5	1.5	103	39.5	0	1.5	1	0.5	1	23	0.5	0	0	0
17	168	1	102.5	40	0.5	1.5	0	0	1.5	20.5	0.5	0	0	0
18	157	0	109	39.5	0	0.5	0	0	0	7.5	0.5	0	0	0
19	120.5	0	85	28	0	0	0	0	0.5	7	0	0	0	0
20	94	0	73	13.5	0	0.5	0	0.5	0	6.5	0	0	0	0
21	79	0	54.5	17	0	1	0	0	0	6.5	0	0	0	0
22	72.5	0	57	9	0	0.5	0	0	0.5	5.5	0	0	0	0
23	59.5	0	43	9	0	0.5	0	0	0	7	0	0	0	0
<b>ADT</b>	<b>2,503</b>	<b>10.5</b>	<b>1,424.5</b>	<b>602.5</b>	<b>1.5</b>	<b>41.5</b>	<b>18</b>	<b>3.5</b>	<b>32</b>	<b>346</b>	<b>19</b>	<b>0.5</b>	<b>1</b>	<b>2</b>
<b>AF</b>	<b>0.80</b>	<b>0.4%</b>	<b>56.9%</b>	<b>24.1%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>13.8%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		2,037.5 Private Unit 81.4%			64.5 Single Unit 2.6%					400.5 Combination Unit 16.0%				
		465 Commercial Unit 18.6%												

**9PR4F3**

**Classification Summary**

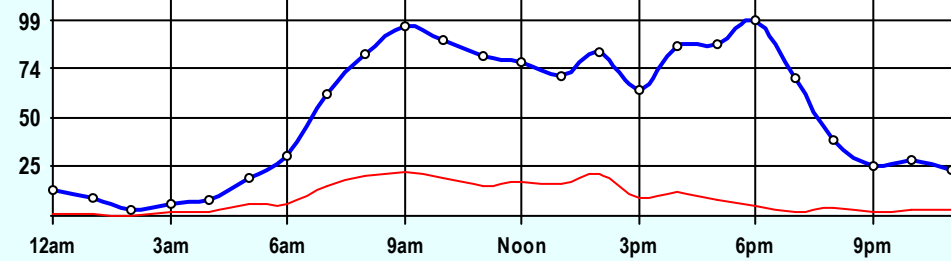
**October 2011**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,503</b>	<b>4pm</b>	<b>172</b>
2,038	Private	144
<b>465</b>	<b>Commercial</b>	<b>28</b>
K-Factor 0.03	EB	WB
	86	86

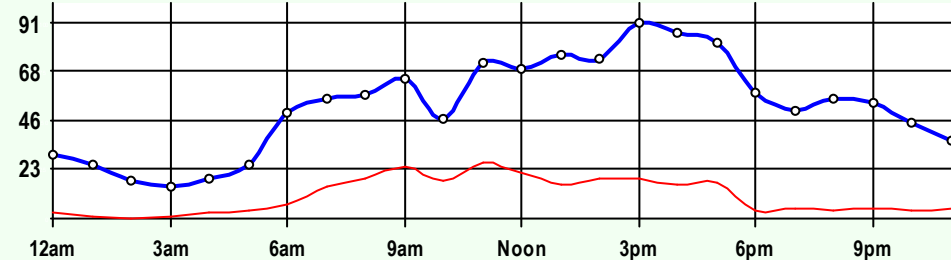
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13		
2,503	11	1,425	603	2	42	18	4	32	346	19	1	1	2		
Axle Factor 0.80	0.4%			56.9%			24.1%			0.1%			1.7%		
	2,038 Private-Unit			65 Single-Unit			2.6%			401 Combination-Unit			16.0%		
	81.4%						465 Commercial-Unit			18.6%					



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,249</b>	<b>6pm</b>	<b>99</b>
1,034	Private	94
<b>215</b>	<b>Commercial</b>	<b>5</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13		
1,249	5	720	310	1	22	10	2	18	155	9	0	0	1		
Axle Factor 0.82	0.4%			57.6%			24.8%			0.0%			1.7%		
	1,034 Private-Unit			33 Single-Unit			2.6%			182 Combination-Unit			14.6%		
	82.8%						215 Commercial-Unit			17.2%					



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,254</b>	<b>3pm</b>	<b>91</b>
1,004	Private	73
<b>250</b>	<b>Commercial</b>	<b>19</b>
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13		
1,254	6	705	293	1	20	9	2	15	192	10	1	1	1		
Axle Factor 0.79	0.5%			56.2%			23.3%			0.1%			1.6%		
	1,004 Private-Unit			32 Single-Unit			2.5%			219 Combination-Unit			17.4%		
	80.1%						250 Commercial-Unit			19.9%					

**SITE INFORMATION**

9PR4F3	Event No: 8057	Dist 5	Sumner County
East Leg	Route: US-166		
	X-Route: I-35		
Location	US-166 E OF I-35, W OF ARK CITY		
Site Info	Regular, NHS, Route-Class C		
Event Info			
History	4/08;9/05		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	10/24/11 15:00	10/26 14:00
71	48	10/24/11 15:00	10/26 14:00