

MOTORCYCLE



PASSENGER CARS



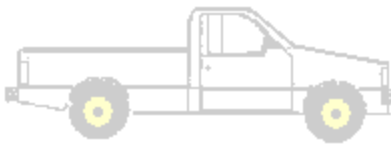
KANSAS

2012

5 AXLES



PICKUPS



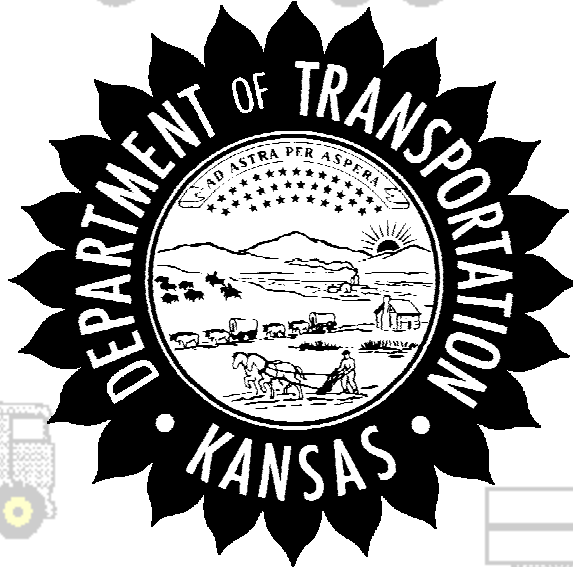
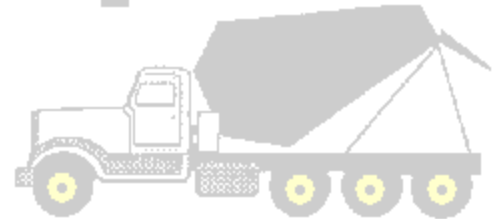
# VEHICLE CLASSIFICATION

## District 2 Surveys

2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



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

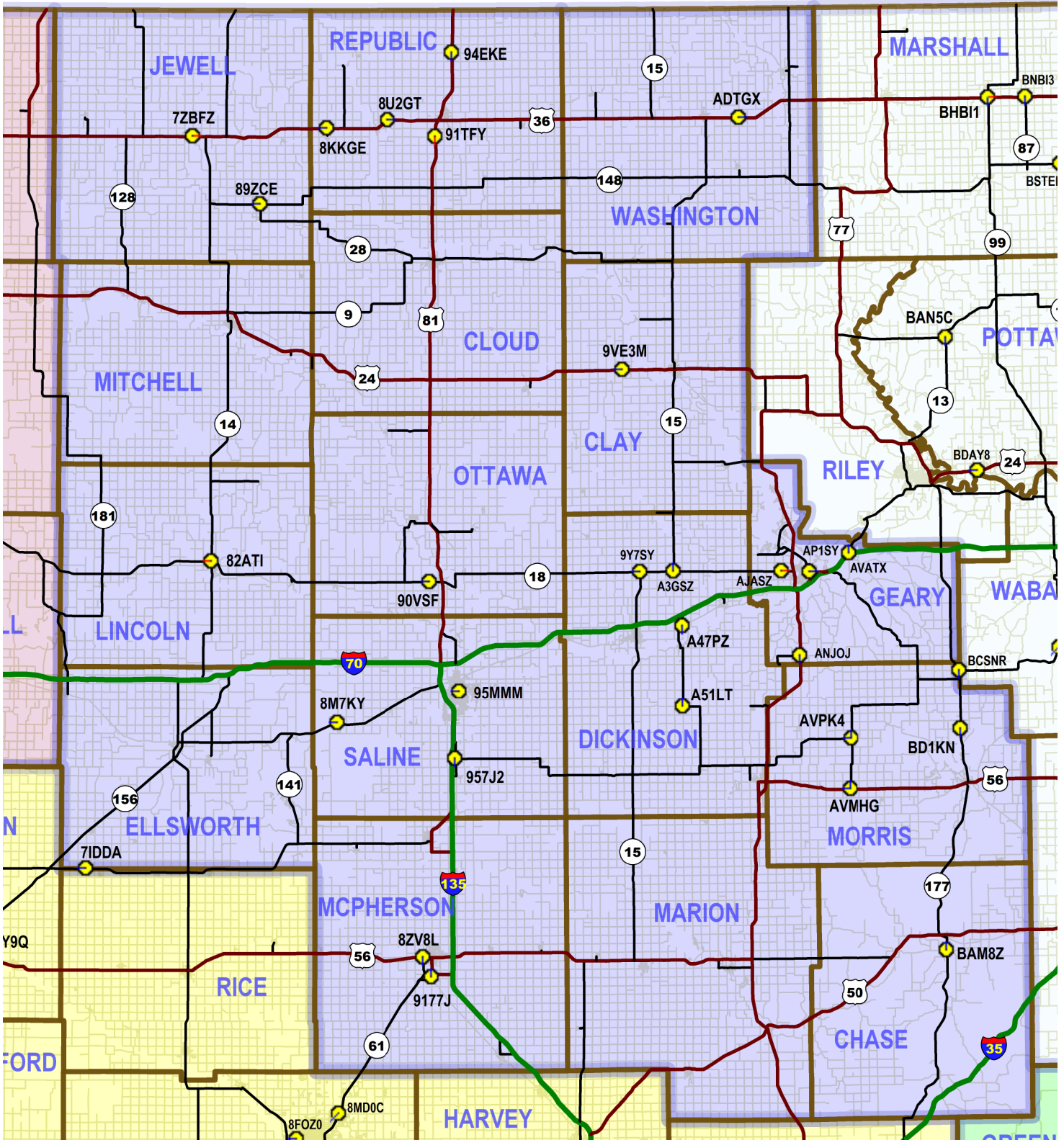
6 AXLES





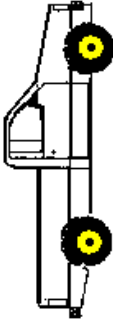

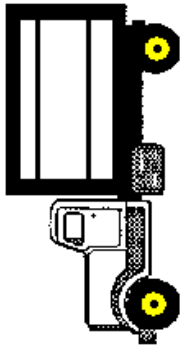

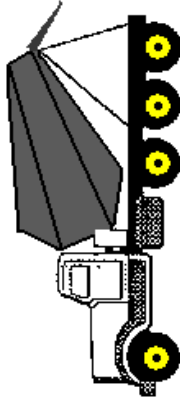
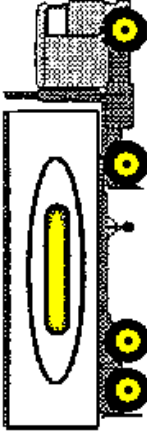
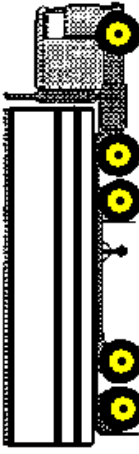
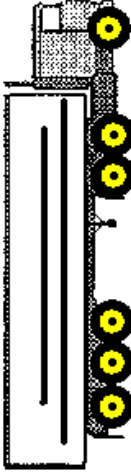
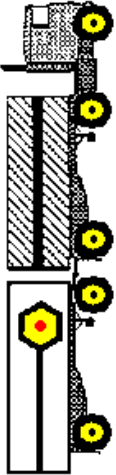
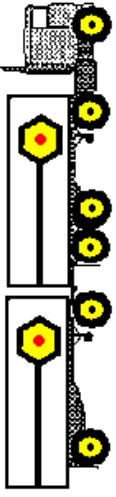
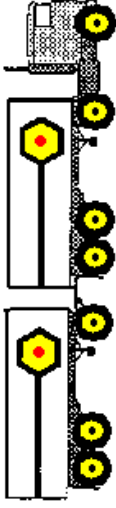
≥ 7 AXLES



# DISTRICT 2



# FHWA CLASSIFICATIONS

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

COMMERCIAL VEHICLES

# District 2 2012 Vehicle Classification Summary

Kansas Dept of Transportation

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			
Chase	K-177 RS-92 (MAIN ST)	K-177 N OF MAIN ST, IN COTTONWOOD FALLS	AF	14	1,761	1,023	7	113	10	7	11	38	2	0	0	0	186	2,983	II
				0.97	59.0%	34.3%	0.2%	3.8%	0.3%	0.2%	0.4%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%		
Clay	US-24 RS-1408 (HACKBERRY)	US-24 W OF RS-1408, 5 MI W OF CLAY CENTER	3R	9	847	516	1	14	28	1	29	134	4	0	1	211	1,582	II	
				0.86	53.5%	32.6%	0.0%	0.9%	1.8%	0.1%	1.8%	8.5%	0.3%	0.0%	0.0%	0.0%			13.3%
Dickinson	K-18 K-15	K-18 W OF K-15 (W JCT)	4R	18	413	244	0	7	16	1	66	86	4	2	0	180	855	II	
				0.80	2.1%	48.3%	0.0%	0.8%	1.8%	0.1%	7.7%	10.0%	0.5%	0.2%	0.0%	0.1%			21.1%
Dickinson	K-15 K-18	K-15 N OF K-18 (E JCT)	4R	11	520	323	0	10	13	1	23	163	14	1	0	225	1,078	II	
				0.78	1.0%	48.2%	0.0%	0.9%	1.2%	0.1%	2.1%	15.1%	1.3%	0.1%	0.0%	0.1%			20.9%
Dickinson	K-43 RS-1816 (OLD US-40)	K-43 S OF RS-1816, AT DETROIT	5R	52	1,120	515	0	28	10	2	12	13	5	0	1	69	1,755	II	
				0.97	3.0%	63.8%	0.0%	1.6%	0.5%	0.1%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%			3.9%
Dickinson	K-43 K-43	K-43 N OF RS-191, 7 MI S OF ENTERPRISE	5R	5	102	73	0	7	1	0	3	8	1	1	0	20	199	II	
				0.91	2.3%	51.1%	0.0%	3.5%	0.3%	0.0%	1.5%	3.8%	0.5%	0.3%	0.0%	0.3%			10.1%
Geary	K-18 MUNSON RD	K-18 E OF MUNSON RD, 1.5 MI W OF US-77	4R	19	725	410	0	8	19	2	10	26	1	1	0	67	1,220	II	
				0.95	1.6%	59.4%	0.0%	0.6%	1.5%	0.2%	0.8%	2.1%	0.0%	0.0%	0.2%	0.2%			5.5%
Geary	US-77 K-157	US-77 S OF K-157, 8 MI S OF JUNCTION CITY	3R	19	1,550	615	0	39	21	2	23	197	14	1	1	299	2,483	II	
				0.87	0.8%	62.4%	0.0%	1.6%	0.8%	0.1%	0.9%	7.9%	0.5%	0.0%	0.0%	0.1%			12.0%
Geary	US-40 B K-57	US-40B E OF K-57, IN JUNCTION CITY	3U	80	4,240	1,449	8	194	10	2	13	40	0	1	0	268	6,037	II	
				0.99	1.3%	70.2%	0.1%	3.2%	0.2%	0.0%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%			4.4%
Geary	K-18 I-70	K-18 N OF I-70, NE OF JUNCTION CITY	3R	95	8,868	2,846	4	102	61	13	100	235	12	3	9	549	12,357	II	
				0.96	0.8%	71.8%	0.0%	0.8%	0.5%	0.1%	0.8%	1.9%	0.1%	0.1%	0.0%	0.1%			4.4%
Jewell	US-36 RS-2150 (170th RD)	US-36 E OF 170th RD (RS-2150), E OF MANKATO	3R	7	884	480	0	20	30	5	28	249	11	7	0	351	1,721	II	
				0.79	0.4%	51.4%	0.0%	1.1%	1.7%	0.3%	1.6%	14.5%	0.6%	0.4%	0.0%	0.1%			20.4%
Jewell	K-28 K-28	K-28 W OF JCT K-28 / K-148, E OF JEWELL	5R	1	129	97	0	2	7	1	6	12	0	1	0	30	257	II	
				0.88	0.4%	50.2%	0.0%	0.8%	2.5%	0.4%	2.3%	4.5%	0.0%	0.4%	0.0%	0.8%			11.7%
Lincoln	K-18 K-14	K-18 W OF K-14, AT LINCOLN	4R	8	463	374	0	10	13	1	11	30	8	3	2	85	929	II	
				0.90	0.9%	49.8%	0.0%	1.0%	1.4%	0.1%	1.1%	3.2%	0.8%	0.3%	0.2%	0.9%			9.1%
McPherson	K-153 US-56	K-153 S OF US-56, IN McPHERSON	4U	62	2,554	1,672	6	43	35	6	59	307	10	9	2	480	4,767	II	
				0.89	1.3%	53.6%	0.1%	0.9%	0.7%	0.1%	1.2%	6.4%	0.2%	0.2%	0.0%	0.1%			10.1%
McPherson	US-81 B K-61	US-81B N OF K-61, IN S McPHERSON	3U	43	1,764	793	1	23	25	3	9	217	2	1	0	280	2,880	II	
				0.89	1.5%	61.3%	0.0%	0.8%	0.9%	0.1%	0.3%	7.5%	0.1%	0.0%	0.0%	0.0%			9.7%

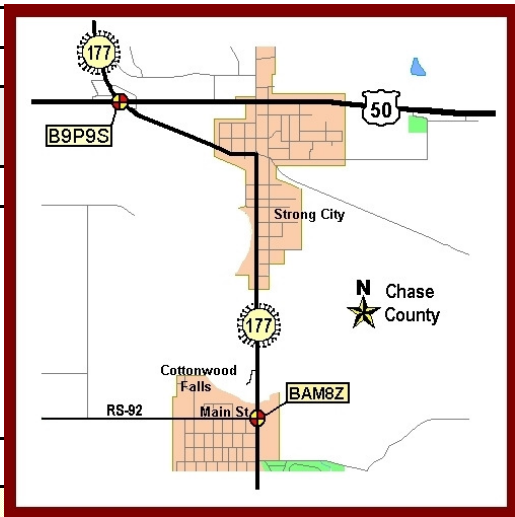
# District 2 2012 Vehicle Classification Summary

Kansas Dept of Transportation

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			
Morris	K-149	K-149 N OF US-56, 3 MI E OF DELAVAN	5R	1	103	80	0	2	3	1	2	7	1	1	0	0	14	197	II
<b>AVMHG1</b>	US-56		0.93	0.5%	52.0%	40.4%	0.0%	0.8%	1.3%	0.5%	0.8%	3.3%	0.3%	0.3%	0.0%	0.0%	7.1%	1	36
Morris	US-56	US-56 W OF K-149, 3 MI E OF DELAVAN	4R	2	359	222	0	20	5	8	13	65	5	2	1	117	700	II	
<b>AVMHG7</b>	K-149		0.84	0.3%	51.3%	31.7%	0.0%	2.8%	0.7%	1.1%	1.8%	9.2%	0.7%	0.2%	0.1%	16.7%	1	38	
Morris	K-4	K-4 N OF K-149, 3 MI S OF WHITE CITY	5R	5	215	162	0	6	2	1	3	10	0	0	0	21	402	II	
<b>AVPK41</b>	K-149		0.95	1.1%	53.5%	40.3%	0.0%	1.4%	0.4%	0.1%	0.6%	2.5%	0.0%	0.0%	0.1%	5.1%	1	40	
Morris	K-4	K-4 W OF K-149, 3 MI S OF WHITE CITY	5R	1	92	93	0	3	1	1	1	4	0	0	0	8	194	II	
<b>AVPK47</b>	K-4		0.96	0.5%	47.4%	47.9%	0.0%	1.3%	0.3%	0.3%	0.3%	1.8%	0.0%	0.0%	0.3%	4.1%	1	42	
Morris	K-177	K-177 S OF KAVE, 4 MI N OF COUNCIL GROVE	4R	9	1,267	529	0	19	11	2	21	72	4	3	0	132	1,937	II	
<b>BD1KN5</b>	K AVE		0.93	0.5%	65.4%	27.3%	0.0%	1.0%	0.5%	0.1%	1.1%	3.7%	0.2%	0.1%	0.0%	6.8%	1	44	
Ottawa	K-18	K-18 W OF 140th RD, 1.5 MI W OF US-81	4R	8	789	363	3	37	13	2	6	72	3	0	0	135	1,295	II	
<b>90VSF7</b>	140th RD		0.91	0.6%	60.9%	28.0%	0.2%	2.8%	1.0%	0.2%	0.5%	5.6%	0.2%	0.0%	0.0%	10.4%	1	46	
Republic	US-36	US-36 W OF K-199, N OF CORTLAND	3R	6	388	318	1	11	18	2	14	216	7	5	0	274	985	II	
<b>8KKG7</b>	K-199		0.73	0.6%	39.3%	32.3%	0.1%	1.1%	1.8%	0.2%	1.4%	21.9%	0.7%	0.5%	0.0%	27.8%	1	48	
Republic	US-36	US-36 E OF CO RD O, 1 MI NE OF SCANDIA	3R	19	916	624	0	12	26	2	35	263	13	5	2	359	1,918	II	
<b>8U2GT3</b>	CO ROAD O		0.80	1.0%	47.7%	32.5%	0.0%	0.6%	1.3%	0.1%	1.8%	13.7%	0.7%	0.3%	0.1%	18.7%	1	50	
Republic	US-81	US-81 S OF CO RD Q, 2.5 MI S OF BELLEVILLE	2R	20	2,528	1,307	34	203	29	7	152	1,034	48	11	6	1,555	5,410	II	
<b>91TFY5</b>	COUNTY RD Q		0.74	0.4%	46.7%	24.2%	0.6%	3.8%	0.5%	0.1%	2.8%	19.1%	0.9%	0.2%	0.1%	28.7%	1	52	
Republic	US-81	US-81 S OF RS-334, 5 MI S OF KS/NE BORDER	4R	27	1,103	688	2	34	55	6	74	1,249	57	23	12	1,516	3,334	II	
<b>94EKE5</b>	RS-334 (FIR RD)		0.61	0.8%	33.1%	20.6%	0.1%	1.0%	1.6%	0.2%	2.2%	37.5%	1.7%	0.7%	0.4%	45.5%	1	54	
Saline	K-140	K-140 W OF BROOKVILLE RD	4R	3	729	375	1	15	13	0	19	71	13	5	1	138	1,245	II	
<b>8M7KY7</b>	RS-447 (BROOKVILLE RD)		0.88	0.2%	58.6%	30.1%	0.0%	1.2%	1.0%	0.0%	1.5%	5.7%	1.0%	0.4%	0.0%	11.1%	1	56	
Saline	K-4	K-4 S OF K-104, 4.5 MI S OF SALINA	4R	5	938	499	0	12	20	1	10	38	2	3	0	83	1,524	II	
<b>957J25</b>	K-104		0.95	0.3%	61.5%	32.7%	0.0%	0.8%	1.3%	0.0%	0.6%	2.5%	0.1%	0.2%	0.0%	5.4%	1	58	
Saline	C-4816 (CRAWFORD)	CRAWFORD W OF FRONT, IN SALINA	3U	85	11,009	4,508	12	319	20	11	22	16	0	0	0	399	16,001	II	
<b>95MMM7</b>	C-4833 (FRONT)		1.00	0.5%	68.8%	28.2%	0.1%	2.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	2.5%	1	60	
Washington	US-36	US-36 E OF RS-125, 4 MI E OF WASHINGTON	3R	18	998	529	1	19	37	3	28	401	27	2	0	518	2,062	II	
<b>ADTGX3</b>	RS-125 (UPLAND RD)		0.74	0.8%	48.4%	25.7%	0.0%	0.9%	1.8%	0.1%	1.4%	19.4%	1.3%	0.1%	0.0%	25.1%	1	62	

# 24 Hour Classification Summary

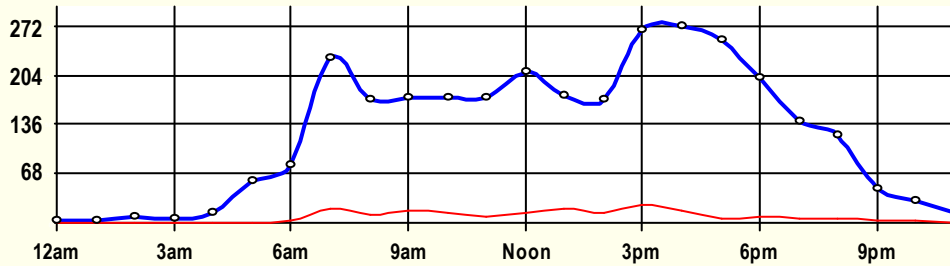
CLASSIFICATION										CLASSIFICATION					
BAM8Z1					WIM Collected										
FC 5R		Dist 2			Chase County										
Route: K-177								North Leg							
XRoute: RS-92 (MAIN ST)															
K-177 N OF MAIN ST, IN COTTONWOOD FALLS															
<b>Peak-Hour Traffic</b>															
All Traffic		272		4pm											
Private		254		4pm											
Commercial		25		3pm											
September 2012										48 Hr Survey					
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
1	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
2	9	0	7.5	1.5	0	0	0	0	0	0	0	0	0	0	
3	5.5	0	4.5	1	0	0	0	0	0	0	0	0	0	0	
4	15	0.5	11	3	0	0	0	0	0	0.5	0	0	0	0	
5	58.5	1.5	41.5	15.5	0	0	0	0	0	0	0	0	0	0	
6	79.5	0.5	47	29.5	0	2	0.5	0	0	0	0	0	0	0	
7	227.5	0	134	74	2	13.5	0	0	0	3.5	0.5	0	0	0	
8	171	1	104.5	55.5	0	4	1.5	0.5	0.5	3.5	0	0	0	0	
9	173	0	85.5	71.5	0	10.5	1.5	0	1	3	0	0	0	0	
10	172	0	91	67	0.5	6.5	1	1	1	4	0	0	0	0	
11	171.5	1	108.5	53.5	0	4.5	1.5	0.5	0	2	0	0	0	0	
12	208	0.5	126.5	68.5	0	7.5	1	1.5	0.5	1.5	0.5	0	0	0	
13	176	0	102.5	55.5	0	10.5	0.5	1	2.5	3.5	0	0	0	0	
14	170	1.5	97	58.5	0	9	0	0	1	3	0	0	0	0	
15	265	2.5	142	96	2.5	12.5	1.5	0.5	3	4.5	0	0	0	0	
16	271.5	0	151	103	1	11.5	1	0.5	1	2	0.5	0	0	0	
17	252	0.5	159	86.5	0	5.5	0	0.5	0	0	0	0	0	0	
18	199	0	124.5	67	0.5	6.5	0	0.5	0	0	0	0	0	0	
19	138.5	2	80.5	49.5	0	5	0	0	0	1.5	0	0	0	0	
20	120.5	1.5	78	36	0	2	0	0	0	3	0	0	0	0	
21	47.5	0.5	29.5	16	0	0.5	0	0	0	1	0	0	0	0	
22	29.5	0.5	20.5	6.5	0	1	0	0.5	0	0.5	0	0	0	0	
23	15	0	8.5	5.5	0	0	0	0	0	1	0	0	0	0	
<b>ADT</b>	<b>2,983</b>	<b>14</b>	<b>1,760.5</b>	<b>1,022.5</b>	<b>6.5</b>	<b>112.5</b>	<b>10</b>	<b>7</b>	<b>10.5</b>	<b>38</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>AF</b>	<b>0.97</b>	<b>0.5%</b>	<b>59.0%</b>	<b>34.3%</b>	<b>0.2%</b>	<b>3.8%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>		2,797 Private Unit 93.8%			136 Single Unit 4.6%					50 Combination Unit 1.7%					
		186 Commercial Unit 6.2%													



**BAM8Z1**

**Classification Summary**

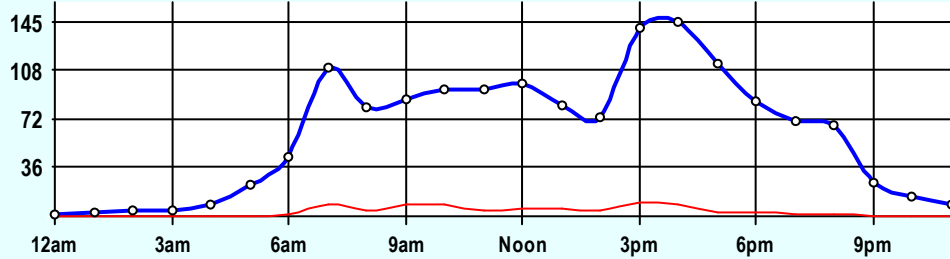
**September 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
2,983	4pm	272
2,797	Private	254
186	Commercial	18
K-Factor 0.05	NB	SB
	144	127

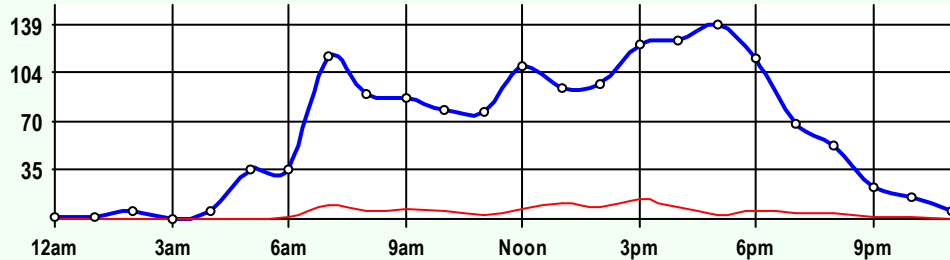
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,983	14	1,761	1,023	7	113	10	7	11	38	2	0	0	0
Axle Factor 0.97	2,797 Private-Unit 93.8%			136 Single-Unit 4.6%				50 Combination-Unit 1.7%					
	186 Commercial-Unit 6.2%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,485	4pm	145
1,401	Private	135
84	Commercial	10
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,485	13	911	477	4	46	5	7	4	18	2	0	0	0
Axle Factor 0.97	1,401 Private-Unit 94.3%			61 Single-Unit 4.1%				23 Combination-Unit 1.5%					
	84 Commercial-Unit 5.7%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,499	5pm	139
1,397	Private	136
102	Commercial	4
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,499	1	850	546	3	67	6	0	7	21	0	0	0	0
Axle Factor 0.97	1,397 Private-Unit 93.2%			75 Single-Unit 5.0%				27 Combination-Unit 1.8%					
	102 Commercial-Unit 6.8%												

**SITE INFORMATION**

<b>BAM8Z1</b>	Event No: 8299	Dist 2	Chase County
<b>North Leg</b>	Route: K-177		
	X-Route: RS-92 (MAIN ST)		
<b>Location</b>	K-177 N OF MAIN ST, IN COTTONWOOD FALLS		
<b>Site Info</b>	Regular, State-Sys, Route-Class D		
<b>Event Info</b>	WIM Collected		
<b>History</b>	8/09;9/06;7/03		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
11	48	09/04/12 11:00	09/06 10:00
51	48	09/04/12 11:00	09/06 10:00

# 24 Hour Classification Summary

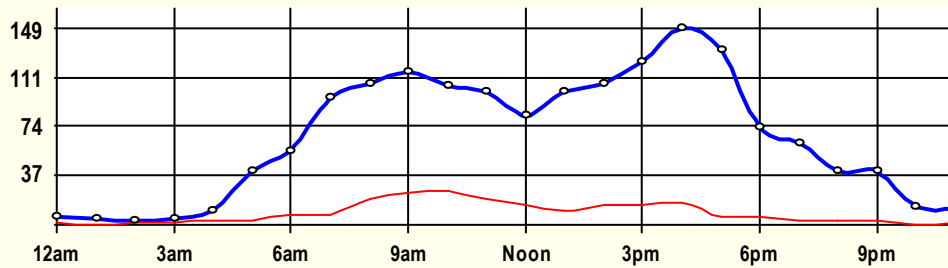
CLASSIFICATION					CLASSIFICATION									
9VE3M7														
FC 3R	Dist 2	Clay County												
Route: US-24				West Leg										
XRoute: RS-1408 (HACKBERRY)														
US-24 W OF RS-1408, 5 MI W OF CLAY CENTER														
Peak-Hour Traffic														
All Traffic	149	4pm												
Private	132	4pm												
Commercial	25	10am												
March 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5.5	0	3	1.5	0	0	0	0	0	1	0	0	0	0
1	4	0	2.5	1	0	0	0	0	0	0.5	0	0	0	0
2	2.5	0	0.5	1	0	0.5	0	0	0	0.5	0	0	0	0
3	4.5	0	2	1.5	0	0.5	0	0	0	0.5	0	0	0	0
4	11	0	2.5	5.5	0	0	0	0	0.5	2.5	0	0	0	0
5	41	0.5	25.5	11.5	0	0.5	0.5	0	0	2.5	0	0	0	0
6	56	0	31	17.5	0	0.5	0	0	0	6.5	0.5	0	0	0
7	96.5	0	60.5	28	0	0.5	0	0	0.5	7	0	0	0	0
8	106.5	0	55.5	31	0	0.5	5.5	0	2	11.5	0.5	0	0	0
9	116	0	50.5	41.5	0	1.5	3	1	2.5	16	0	0	0	0
10	105.5	0.5	45	35	0	1.5	5.5	0	4.5	12.5	0.5	0	0.5	0
11	100	0	51.5	29.5	0	2	4	0	3	10	0	0	0	0
12	82.5	1	38.5	27.5	0	1.5	3.5	0	0.5	10	0	0	0	0
13	100	0	55	34	0.5	0.5	0	0	2	7.5	0.5	0	0	0
14	106.5	0	56	35.5	0	0	1.5	0	4	8.5	1	0	0	0
15	123	1.5	64	42	0	1	0	0	2.5	12	0	0	0	0
16	148.5	1.5	73.5	57	0	1	1	0	4	10	0.5	0	0	0
17	131.5	2	81.5	41.5	0	1	2	0	0.5	2.5	0.5	0	0	0
18	73.5	0.5	46	21	0	0.5	1	0	1	3.5	0	0	0	0
19	62	0.5	37.5	20.5	0	0.5	0	0	0.5	2.5	0	0	0	0
20	40	0.5	22.5	14.5	0	0	0.5	0	0.5	1.5	0	0	0	0
21	40.5	0	24.5	12.5	0	0	0	0	0.5	3	0	0	0	0
22	13	0	9	3.5	0	0	0	0	0	0.5	0	0	0	0
23	12	0	9	1.5	0	0	0	0	0	1.5	0	0	0	0
<b>ADT</b>	<b>1,582</b>	<b>8.5</b>	<b>847</b>	<b>515.5</b>	<b>0.5</b>	<b>14</b>	<b>28</b>	<b>1</b>	<b>29</b>	<b>134</b>	<b>4</b>	<b>0</b>	<b>0.5</b>	<b>0</b>
<b>AF</b>	<b>0.86</b>	<b>0.5%</b>	<b>53.5%</b>	<b>32.6%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>1.8%</b>	<b>0.1%</b>	<b>1.8%</b>	<b>8.5%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		1,371 Private Unit 86.7%			43.5 Single Unit 2.7%					167.5 Combination Unit 10.6%				
		211 Commercial Unit 13.3%												



**9VE3M7**

**Classification Summary**

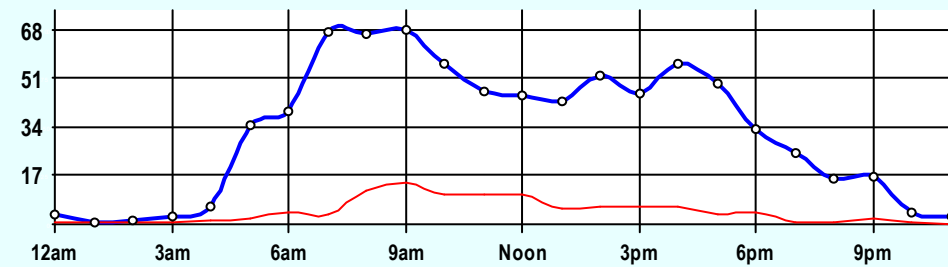
**March 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,582</b>	<b>4pm</b>	<b>149</b>
<b>1,371</b>	Private	<b>132</b>
<b>211</b>	Commercial	<b>17</b>
K-Factor 0.06	EB	WB
	56	93

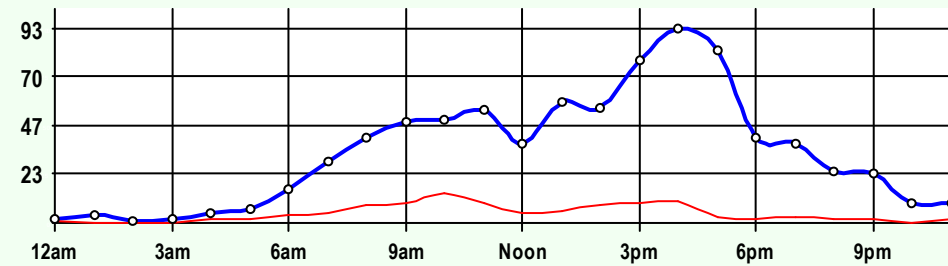
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,582	9	847	516	1	14	28	1	29	134	4	0	1	0
Axle Factor 0.86	1,371 Private-Unit 86.7%			44 Single-Unit 2.7%				168 Combination-Unit 10.6%					
	211 Commercial-Unit 13.3%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>776</b>	<b>9am</b>	<b>68</b>
<b>669</b>	Private	<b>53</b>
<b>107</b>	Commercial	<b>15</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
776	2	422	246	0	9	15	1	15	66	2	0	1	0
Axle Factor 0.86	669 Private-Unit 86.2%			24 Single-Unit 3.1%				83 Combination-Unit 10.7%					
	107 Commercial-Unit 13.8%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>806</b>	<b>4pm</b>	<b>93</b>
<b>702</b>	Private	<b>83</b>
<b>104</b>	Commercial	<b>10</b>
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
806	7	425	270	1	6	13	1	14	68	3	0	0	0
Axle Factor 0.86	702 Private-Unit 87.1%			20 Single-Unit 2.4%				85 Combination-Unit 10.5%					
	104 Commercial-Unit 12.9%												

**SITE INFORMATION**

<b>9VE3M7</b>	<b>Event No: 8137</b>	<b>Dist 2</b>	<b>Clay County</b>
<b>West Leg</b>	Route: US-24		
	X-Route: RS-1408 (HACKBERRY)		
<b>Location</b>	US-24 W OF RS-1408, 5 MI W OF CLAY CENTER		
<b>Site Info</b>	Regular, State-Sys, Route-Class C		
<b>Event Info</b>			
<b>History</b>	2/09;2/06;9/03		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	03/12/12 13:00	03/14 12:00
71	48	03/12/12 13:00	03/14 12:00

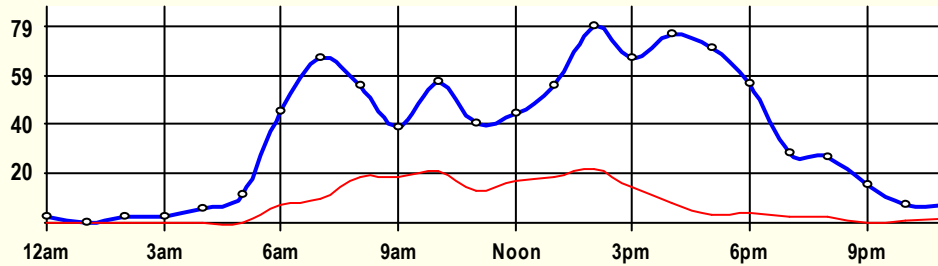
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
9Y7SY7														
FC 4R		Dist 2		Dickinson County										
Route: K-18								West Leg						
XRoute: K-15														
K-18 W OF K-15 (W JCT)														
<b>Peak-Hour Traffic</b>														
All Traffic		79		2pm										
Private		68		4pm										
Commercial		22		2pm										
March 2012										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	2	0	0.5	1.5	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	1.5	0.5	0	0	0	0	0	0	0	0	0	0
3	2	0	2	0	0	0	0	0	0	0	0	0	0	0
4	5.5	0	3	2.5	0	0	0	0	0	0	0	0	0	0
5	11.5	0.5	8	3	0	0	0	0	0	0	0	0	0	0
6	44.5	0	26.5	10.5	0	0	0	0	6	1	0.5	0	0	0
7	66.5	0	39.5	17.5	0	0.5	1	0	4.5	3	0	0	0	0.5
8	55	0	17.5	19	0	1.5	0.5	0	1.5	15	0	0	0	0
9	38	0	10.5	9	0	1	2.5	0	12.5	2.5	0	0	0	0
10	57	0	18.5	18	0	0.5	0	0	6	13.5	0.5	0	0	0
11	39.5	1	14	11.5	0	0	0.5	0	8	3.5	0.5	0.5	0	0
12	44	1.5	14.5	11	0	0	2	0	5.5	9.5	0	0	0	0
13	55	0.5	27	9.5	0	0	1.5	0	7.5	8.5	0.5	0	0	0
14	79	3.5	35	19	0	0.5	2	0	8	11	0	0	0	0
15	66	0.5	31	20.5	0	1	3	0	3.5	5.5	0	1	0	0
16	76	1.5	43	23.5	0	0.5	1	0	0.5	6	0	0	0	0
17	70.5	2	38	27	0	0	0.5	0	1	1.5	0.5	0	0	0
18	56	5	29	18	0	0	1	0	0	2.5	0.5	0	0	0
19	28	1.5	16	8	0	0	0	0	0.5	1	1	0	0	0
20	26.5	0.5	18.5	5.5	0	0	0	0.5	0.5	1	0	0	0	0
21	15.5	0	9.5	6	0	0	0	0	0	0	0	0	0	0
22	7.5	0	6.5	0.5	0	0	0	0	0	0.5	0	0	0	0
23	7	0	3	2.5	0	1	0	0	0.5	0	0	0	0	0
<b>ADT</b>	<b>855</b>	<b>18</b>	<b>412.5</b>	<b>244</b>	<b>0</b>	<b>6.5</b>	<b>15.5</b>	<b>0.5</b>	<b>66</b>	<b>85.5</b>	<b>4</b>	<b>1.5</b>	<b>0</b>	<b>0.5</b>
<b>AF</b>	<b>0.80</b>	<b>2.1%</b>	<b>48.3%</b>	<b>28.6%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>1.8%</b>	<b>0.1%</b>	<b>7.7%</b>	<b>10.0%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		674.5 Private 78.9% Unit			22.5 Single Unit 2.6%				157.5 Combination Unit 18.4%					
		180 Commercial Unit 21.1%												

9Y7SY7

Classification Summary

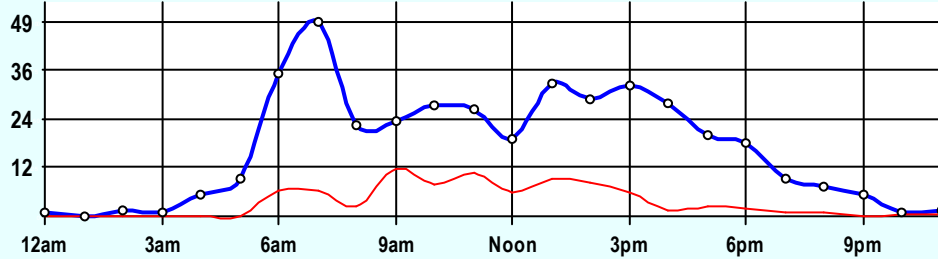
March 2012



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
855	2pm	79
675	Private	58
180	Commercial	22
K-Factor	EB	WB
	0.06	29

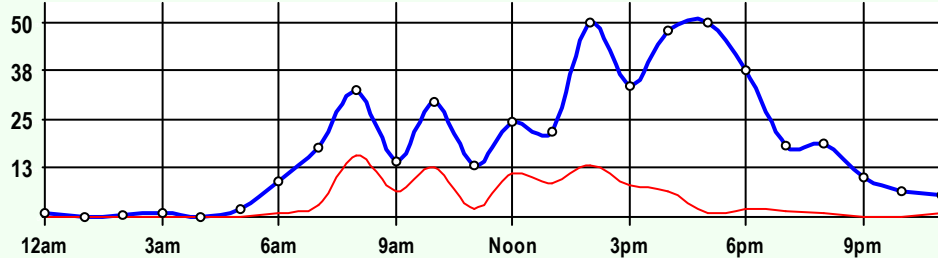
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
855	18	413	244	0	7	16	1	66	86	4	2	0	1
Axle Factor 0.80	675 Private-Unit 78.9%			23 Single-Unit 2.6%				158 Combination-Unit 18.4%					
	180 Commercial-Unit 21.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
409	7am	49
323	Private	42
86	Commercial	7
K-Factor	0.12	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
409	8	201	115	0	3	6	1	59	15	3	1	0	0
Axle Factor 0.82	323 Private-Unit 79.1%			10 Single-Unit 2.3%				76 Combination-Unit 18.6%					
	86 Commercial-Unit 20.9%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
446	2pm	50
352	Private	37
95	Commercial	13
K-Factor	0.11	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
446	10	212	130	0	4	10	0	8	71	2	1	0	1
Axle Factor 0.78	352 Private-Unit 78.8%			13 Single-Unit 2.9%				82 Combination-Unit 18.3%					
	95 Commercial-Unit 21.2%												

SITE INFORMATION

9Y7SY7	Event No: 8138	Dist 2	Dickinson County
West Leg	Route: K-18		
	X-Route: K-15		
Location	K-18 W OF K-15 (W JCT)		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	2/09;2/06;11/03		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	03/12/12 12:00	03/14 11:00
71	48	03/12/12 12:00	03/14 11:00

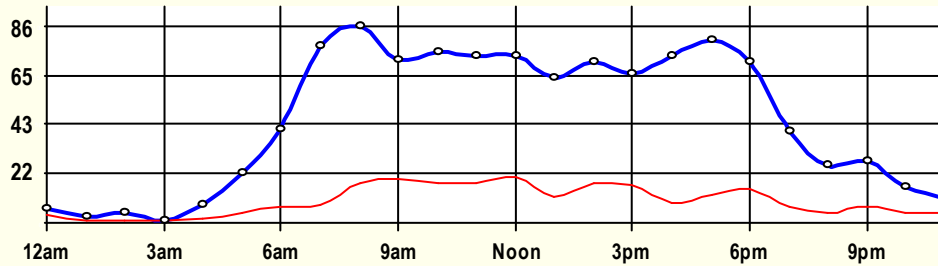
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
A3GSZ1														
FC 4R	Dist 2	Dickinson County												
Route: K-15			North Leg											
XRoute: K-18														
K-15 N OF K-18 (E JCT)														
Peak-Hour Traffic														
All Traffic	86	8am												
Private	70	7am												
Commercial	20	Noon												
March 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6.5	0	3	0	0	0.5	0	0	0	2.5	0.5	0	0	0
1	3	0	2	0	0	0.5	0	0	0	0.5	0	0	0	0
2	4	0	2.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
3	1	0	0.5	0	0	0	0	0	0	0.5	0	0	0	0
4	8	0.5	3	2.5	0	0	0	0	0	1.5	0.5	0	0	0
5	22	0	13	4.5	0	0	1	0	0.5	3	0	0	0	0
6	40.5	0	19	14.5	0	0.5	0	0	0.5	5.5	0.5	0	0	0
7	77	1	46.5	22	0	1.5	0.5	0	1	3.5	1	0	0	0
8	86	0	45.5	23.5	0	1	1	0	1.5	13	0.5	0	0	0
9	71.5	0	29.5	23	0	1.5	2	0	1.5	12	1.5	0	0	0.5
10	74.5	1	31	25.5	0	0	0	0	3	13.5	0.5	0	0	0
11	72.5	2	30.5	23	0	0	3	0	2	12	0	0	0	0
12	73	0.5	35	17.5	0	1	1	0	2.5	14.5	0.5	0.5	0	0
13	63.5	1	27.5	24	0	0	1	0	2	7	1	0	0	0
14	70.5	0.5	29.5	23	0	1	1	0.5	1.5	12.5	1	0	0	0
15	65.5	0.5	27	21.5	0	1.5	1	0	1.5	11	1.5	0	0	0
16	72.5	0.5	44.5	18.5	0	0	0.5	0	1.5	6	0.5	0	0	0.5
17	79.5	1.5	38.5	27	0	0	0.5	0.5	1	10	0.5	0	0	0
18	70	1	31.5	22.5	0	0.5	0	0	2	11.5	0.5	0.5	0	0
19	40	1	20.5	11.5	0	0	0	0	0	5	2	0	0	0
20	25	0	11.5	9	0	0.5	0	0	0	3.5	0.5	0	0	0
21	26.5	0	14.5	5	0	0	0.5	0	0	6.5	0	0	0	0
22	15.5	0	9.5	2	0	0	0	0	0	3.5	0.5	0	0	0
23	10	0	4	2	0	0	0	0	0.5	3.5	0	0	0	0
<b>ADT</b>	<b>1,078</b>	<b>11</b>	<b>519.5</b>	<b>322.5</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>22.5</b>	<b>162.5</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>AF</b>	<b>0.78</b>	<b>1.0%</b>	<b>48.2%</b>	<b>29.9%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>1.2%</b>	<b>0.1%</b>	<b>2.1%</b>	<b>15.1%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>	853 Private Unit 79.1%				24 Single Unit 2.2%					201 Combination Unit 18.6%				
		225 Commercial Unit 20.9%												

**A3GSZ1**

**Classification Summary**

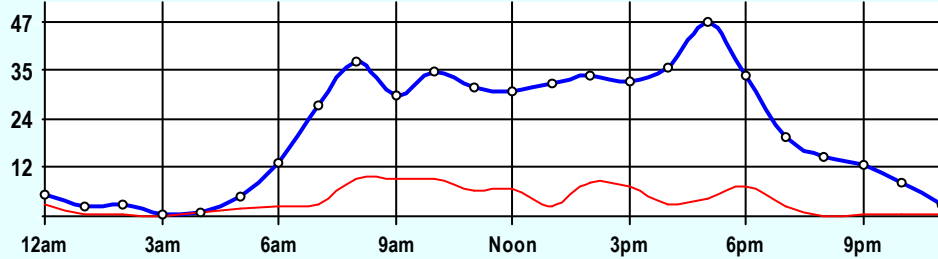
**March 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,078</b>	<b>8am</b>	<b>86</b>
853	Private	69
<b>225</b>	<b>Commercial</b>	<b>17</b>
K-Factor 0.04	NB	SB
	38	48

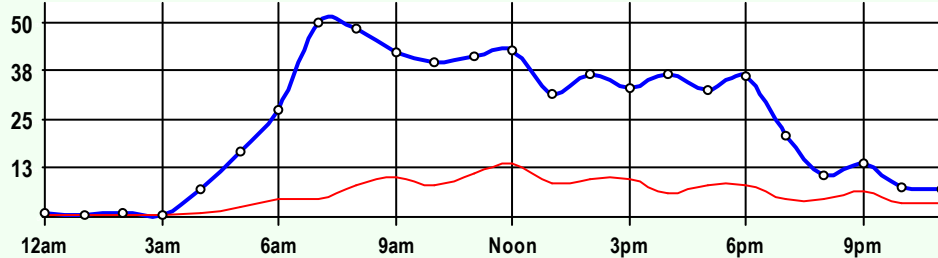
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,078	11	520	323	0	10	13	1	23	163	14	1	0	1
Axle Factor 0.78	1.0%	48.2%	29.9%	0.0%	0.9%	1.2%	0.1%	2.1%	15.1%	1.3%	0.1%	0.0%	0.1%
	853 Private-Unit 79.1%			24 Single-Unit 2.2%				201 Combination-Unit 18.6%					
	225 Commercial-Unit 20.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>493</b>	<b>5pm</b>	<b>47</b>
405	Private	43
<b>88</b>	<b>Commercial</b>	<b>5</b>
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
493	4	249	152	0	5	6	1	10	62	5	0	0	1
Axle Factor 0.81	0.8%	50.6%	30.8%	0.0%	1.0%	1.1%	0.1%	1.9%	12.5%	1.0%	0.0%	0.0%	0.2%
	405 Private-Unit 82.1%			11 Single-Unit 2.2%				77 Combination-Unit 15.6%					
	88 Commercial-Unit 17.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>586</b>	<b>7am</b>	<b>50</b>
449	Private	46
<b>137</b>	<b>Commercial</b>	<b>5</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
586	7	271	171	0	5	8	1	13	101	9	1	0	0
Axle Factor 0.76	1.2%	46.2%	29.2%	0.0%	0.9%	1.3%	0.1%	2.2%	17.3%	1.5%	0.2%	0.0%	0.0%
	449 Private-Unit 76.6%			13 Single-Unit 2.2%				124 Combination-Unit 21.2%					
	137 Commercial-Unit 23.4%												

**SITE INFORMATION**

<b>A3GSZ1</b>	<b>Event No: 8139</b>	<b>Dist 2</b>	<b>Dickinson County</b>
<b>North Leg</b>	<b>Route: K-15</b>		
	<b>X-Route: K-18</b>		
<b>Location</b>	<b>K-15 N OF K-18 (E JCT)</b>		
<b>Site Info</b>	<b>Regular, State-Sys, Route-Class D</b>		
<b>Event Info</b>			
<b>History</b>	<b>2/09;2/06;11/03</b>		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
11	48	03/12/12 12:00	03/14 11:00
51	48	03/12/12 12:00	03/14 11:00

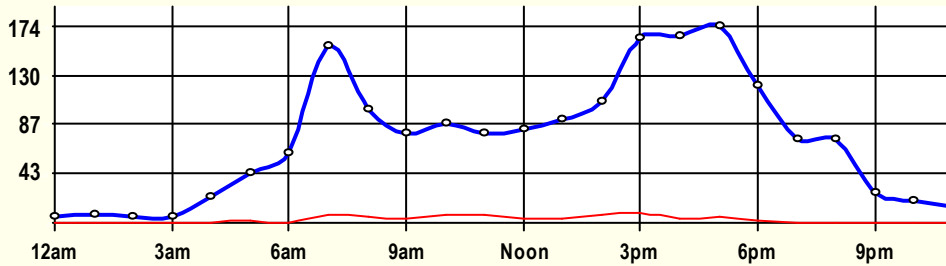
# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION		
A47PZ5															
FC 5R   Dist 2			Dickinson County												
Route: K-43										South Leg					
XRoute: RS-1816 (OLD US-40)															
K-43 S OF RS-1816, AT DETROIT															
<b>Peak-Hour Traffic</b>															
All Traffic		174	5pm												
Private		168	5pm												
Commercial		9	3pm												
<b>March 2012 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	2	0	0	0	0	0	0	0	0	0	0	
1	7	0	5	1.5	0	0	0	0	0	0.5	0	0	0	0	
2	4.5	0	2.5	2	0	0	0	0	0	0	0	0	0	0	
3	6	0.5	4	1.5	0	0	0	0	0	0	0	0	0	0	
4	23	1.5	17.5	4	0	0	0	0	0	0	0	0	0	0	
5	44.5	0.5	29	14	0	0.5	0	0	0	0.5	0	0	0	0	
6	60.5	3	41	16	0	0.5	0	0	0	0	0	0	0	0	
7	155	2.5	110	35.5	0	6	0	0	0	1	0	0	0	0	
8	99	2	52.5	38.5	0	1.5	0.5	0	1	2.5	0.5	0	0	0	
9	78	0.5	40.5	33.5	0	1.5	0	0	1	0.5	0	0	0	0.5	
10	88	1.5	47.5	32	0	2	1.5	0.5	2.5	0.5	0	0	0	0	
11	78.5	3	36.5	31.5	0	2.5	1.5	0	1.5	1.5	0.5	0	0	0	
12	81.5	2.5	51	25	0	0	1.5	0	1.5	0	0	0	0	0	
13	91.5	1.5	53	33.5	0	1	0.5	0	1	1	0	0	0	0	
14	106.5	2.5	64.5	32	0	2.5	1.5	0	0	2.5	1	0	0	0	
15	162	7	99	47.5	0	4.5	1	0.5	0.5	0.5	1.5	0	0	0	
16	164.5	4.5	110.5	45.5	0	1	1.5	0	0.5	0.5	0.5	0	0	0	
17	173.5	7.5	119	41	0	3	0	0.5	1.5	0.5	0.5	0	0	0	
18	121	5	86	27.5	0	1.5	0	0	0.5	0.5	0	0	0	0	
19	74	4	49.5	20.5	0	0	0	0	0	0	0	0	0	0	
20	73	1.5	55	16	0	0	0	0	0.5	0	0	0	0	0	
21	25.5	0.5	17	8	0	0	0	0	0	0	0	0	0	0	
22	19.5	0.5	15	4	0	0	0	0	0	0	0	0	0	0	
23	13.5	0	11.5	2	0	0	0	0	0	0	0	0	0	0	
<b>ADT</b>	<b>1,755</b>	<b>52</b>	<b>1,119.5</b>	<b>514.5</b>	<b>0</b>	<b>28</b>	<b>9.5</b>	<b>1.5</b>	<b>12</b>	<b>12.5</b>	<b>4.5</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	
<b>AF</b>	<b>0.97</b>	<b>3.0%</b>	<b>63.8%</b>	<b>29.3%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>		1,686 Private Unit 96.1%			39 Single Unit 2.2%				29.5 Combination Unit 1.7%						
		68.5 Commercial Unit 3.9%													

**A47PZ5**

**Classification Summary**

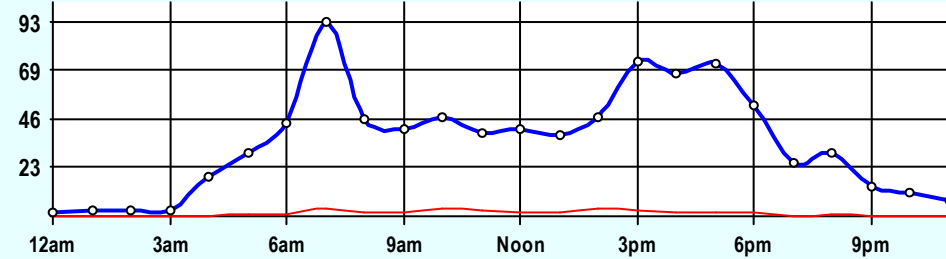
**March 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,755	5pm	174
1,686	Private	168
69	Commercial	6
K-Factor 0.06	NB	SB
	73	100

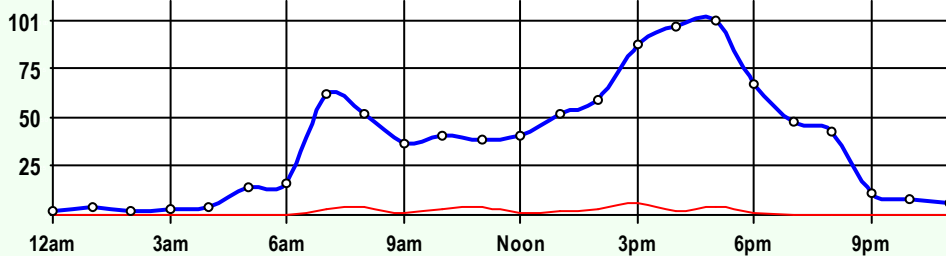
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,755	52	1,120	515	0	28	10	2	12	13	5	0	0	1
Axle Factor 0.97	1,686 Private-Unit 96.1%			39 Single-Unit 2.2%				30 Combination-Unit 1.7%					
	69 Commercial-Unit 3.9%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
854	7am	93
823	Private	89
31	Commercial	4
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
854	23	551	249	0	13	5	0	6	6	1	0	0	1
Axle Factor 0.98	823 Private-Unit 96.4%			18 Single-Unit 2.1%				13 Combination-Unit 1.5%					
	31 Commercial-Unit 3.6%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
901	5pm	101
863	Private	96
38	Commercial	5
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
901	29	569	266	0	16	5	2	7	7	4	0	0	0
Axle Factor 0.97	863 Private-Unit 95.8%			22 Single-Unit 2.4%				17 Combination-Unit 1.8%					
	38 Commercial-Unit 4.2%												

**SITE INFORMATION**

<b>A47PZ5</b>	<b>Event No: 8140</b>	<b>Dist 2</b>	<b>Dickinson County</b>
<b>South Leg</b>	Route: K-43		
	X-Route: RS-1816 (OLD US-40)		
<b>Location</b>	K-43 S OF RS-1816, AT DETROIT		
<b>Site Info</b>	Regular, State-Sys, Route-Class E		
<b>Event Info</b>			
<b>History</b>	6/09;1/06;10/03		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
11	48	03/12/12 13:00	03/14 12:00
51	48	03/12/12 13:00	03/14 12:00

# 24 Hour Classification Summary

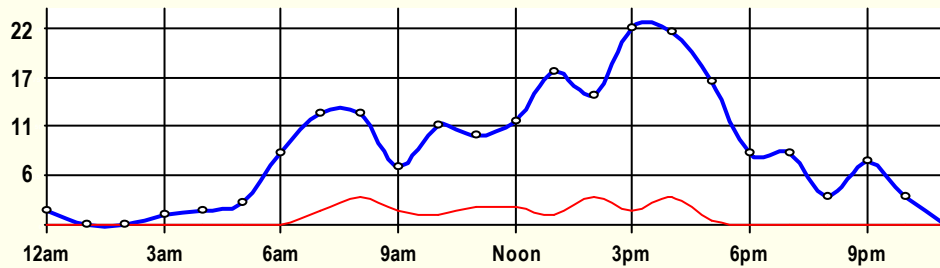
CLASSIFICATION										CLASSIFICATION				
A51LT1														
FC 5R		Dist 2		Dickinson County										
Route: K-43								North Leg						
XRoute: K-43														
K-43 N OF RS-191, 7 MI S OF ENTERPRISE														
<b>Peak-Hour Traffic</b>														
All Traffic		22		3pm										
Private		21		3pm										
Commercial		3		8am										
<span style="color: red;">March 2012</span> <span style="margin-left: 150px;">48 Hr Survey</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	1.5	0	0.5	1	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4	1.5	0	1	0.5	0	0	0	0	0	0	0	0	0	0
5	2.5	0	2.5	0	0	0	0	0	0	0	0	0	0	0
6	8	0	6.5	1.5	0	0	0	0	0	0	0	0	0	0
7	12.5	0	5	6	0	1	0	0	0	0.5	0	0	0	0
8	12.5	0	6.5	3	0	1.5	0	0	0.5	1	0	0	0	0
9	6.5	0	2	3	0	0	0	0	1	0.5	0	0	0	0
10	11	0.5	6	3.5	0	0	0	0	0	1	0	0	0	0
11	10	0	3.5	4.5	0	1.5	0	0	0	0.5	0	0	0	0
12	11.5	0	4	5.5	0	0	0	0	0.5	1.5	0	0	0	0
13	17	0	10	6	0	0	0	0	0	0.5	0	0.5	0	0
14	14.5	0	6.5	5	0	1	0	0	0	1	0.5	0	0	0.5
15	22	1.5	11	8	0	0	0.5	0	0	0.5	0.5	0	0	0
16	21.5	1	10	7.5	0	1.5	0	0	1	0.5	0	0	0	0
17	16	1	8	6.5	0	0.5	0	0	0	0	0	0	0	0
18	8	0.5	3.5	4	0	0	0	0	0	0	0	0	0	0
19	8	0	6	2	0	0	0	0	0	0	0	0	0	0
20	3	0	2	1	0	0	0	0	0	0	0	0	0	0
21	7	0	4	3	0	0	0	0	0	0	0	0	0	0
22	3	0	2	1	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>199</b>	<b>4.5</b>	<b>101.5</b>	<b>72.5</b>	<b>0</b>	<b>7</b>	<b>0.5</b>	<b>0</b>	<b>3</b>	<b>7.5</b>	<b>1</b>	<b>0.5</b>	<b>0</b>	<b>0.5</b>
<b>AF</b>	<b>0.91</b>	<b>2.3%</b>	<b>51.1%</b>	<b>36.5%</b>	<b>0.0%</b>	<b>3.5%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>3.8%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.3%</b>
<b>SITE TRAFFIC</b>		178.5 Private 89.9% Unit			7.5 Single Unit 3.8%					12.5 Combination Unit 6.3%				
20 Commercial Unit 10.1%														



**A51LT1**

**Classification Summary**

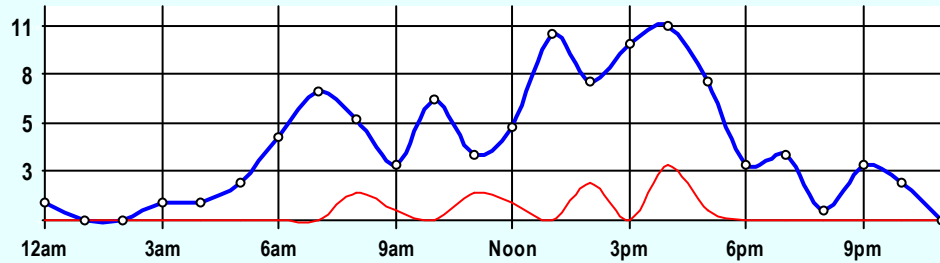
**March 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
199	3pm	22
179	Private	21
20	Commercial	2
K-Factor 0.06	NB	SB
	10	12

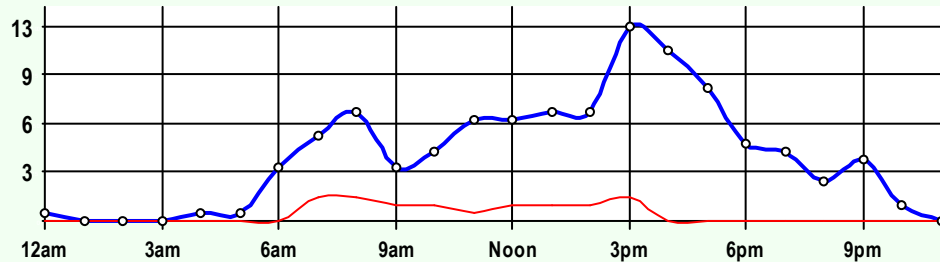
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
199	5	102	73	0	7	1	0	3	8	1	1	0	1
Axle Factor 0.91	179 Private-Unit 89.9%			8 Single-Unit 3.8%				13 Combination-Unit 6.3%					
	20 Commercial-Unit 10.1%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
97	4pm	11
87	Private	8
10	Commercial	3
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
97	2	48	38	0	4	0	0	2	4	1	0	0	1
Axle Factor 0.91	87 Private-Unit 89.7%			4 Single-Unit 3.6%				7 Combination-Unit 6.7%					
	10 Commercial-Unit 10.3%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
102	3pm	13
92	Private	11
10	Commercial	2
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
102	3	54	35	0	4	1	0	2	4	1	1	0	0
Axle Factor 0.92	92 Private-Unit 90.1%			4 Single-Unit 3.9%				6 Combination-Unit 5.9%					
	10 Commercial-Unit 9.9%												

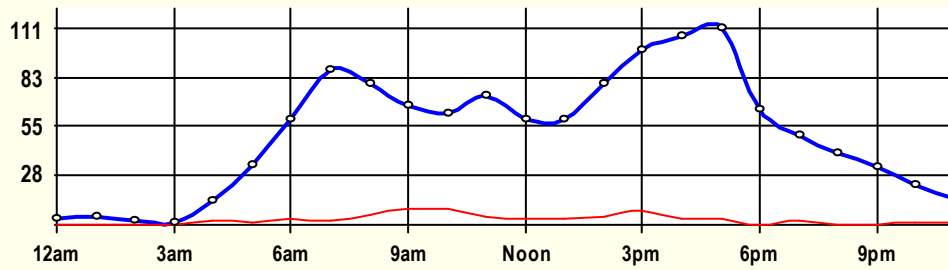
**SITE INFORMATION**

<b>A51LT1</b>	<b>Event No: 8141</b>	<b>Dist 2</b>	<b>Dickinson County</b>
<b>North Leg</b>	Route: K-43		
	X-Route: K-43		
<b>Location</b>	K-43 N OF RS-191, 7 MI S OF ENTERPRISE		
<b>Site Info</b>	Regular, State-Sys, Route-Class E		
<b>Event Info</b>			
<b>History</b>	2/09;5/06;10/03		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
11	48	03/12/12 13:00	03/14 12:00
51	48	03/12/12 13:00	03/14 12:00

# 24 Hour Classification Summary

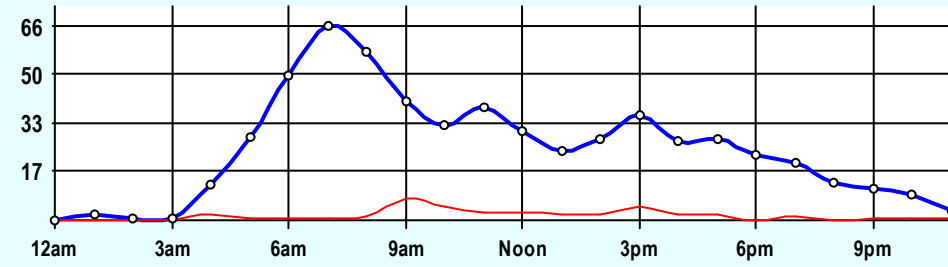
CLASSIFICATION										CLASSIFICATION				
AJASZ3														
FC 4R		Dist 2		Geary County										
Route: K-18								East Leg						
XRoute: MUNSON RD														
K-18 E OF MUNSON RD, 1.5 MI W OF US-77														
<b>Peak-Hour Traffic</b>														
All Traffic		111		5pm										
Private		107		5pm										
Commercial		9		9am										
June 2012										48 Hr Survey				
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	2	1	0	0	0	0	0	0	0	0	0	0
1	5	0	4.5	0.5	0	0	0	0	0	0	0	0	0	0
2	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0
3	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0
4	13	0.5	6	4.5	0	1	0.5	0	0	0.5	0	0	0	0
5	33.5	0	18.5	14	0	0	0.5	0	0	0.5	0	0	0	0
6	59.5	1	36	19.5	0	1	0	0	0.5	1.5	0	0	0	0
7	87	2	53.5	29	0	0	1	0.5	0	1	0	0	0	0
8	79	1	44.5	28	0	2	1	0	0.5	1.5	0	0	0	0.5
9	67	1.5	37.5	19	0	1	2.5	0	1.5	2.5	0	0.5	0	1
10	62.5	2	31.5	20.5	0	0.5	2	0	1	4.5	0	0	0	0.5
11	72.5	1	37.5	29.5	0	0	3.5	0	1	0	0	0	0	0
12	59	0.5	36.5	19	0	0	0	0	0.5	2	0	0	0	0.5
13	59	1.5	34.5	20	0	0	1.5	0	1	0.5	0	0	0	0
14	79	1	42	31	0	0	0.5	0	1	3	0	0	0	0.5
15	98	0	57	33	0	1.5	3	0	1	2.5	0	0	0	0
16	106	0	66.5	36	0	0	1	0.5	0.5	1.5	0	0	0	0
17	110.5	1.5	66	39.5	0	0	0.5	0.5	0.5	2	0	0	0	0
18	64.5	1	41.5	22	0	0	0	0	0	0	0	0	0	0
19	50.5	2	33.5	13	0	0	0.5	0.5	0	0.5	0.5	0	0	0
20	40	1	26	13	0	0	0	0	0	0	0	0	0	0
21	32	0	24	7.5	0	0.5	0	0	0	0	0	0	0	0
22	22	0.5	16	4	0	0	0	0	0.5	1	0	0	0	0
23	14	1	7	5	0	0	0.5	0	0	0.5	0	0	0	0
<b>ADT</b>	<b>1,220</b>	<b>19</b>	<b>724.5</b>	<b>409.5</b>	<b>0</b>	<b>7.5</b>	<b>18.5</b>	<b>2</b>	<b>9.5</b>	<b>25.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0</b>	<b>3</b>
<b>AF</b>	<b>0.95</b>	<b>1.6%</b>	<b>59.4%</b>	<b>33.6%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>1.5%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE TRAFFIC</b>		1,153 Private Unit 94.5%			28 Single Unit 2.3%					39 Combination Unit 3.2%				
		67 Commercial Unit 5.5%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,220	5pm	111
1,153	Private	107
67	Commercial	4
K-Factor 0.07	EB	WB
	28	83

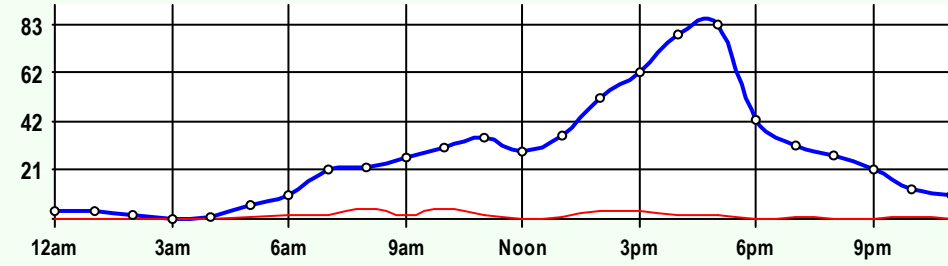
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,220	19	725	410	0	8	19	2	10	26	1	1	0	3
Axle Factor 0.95	1,153 Private-Unit 94.5%			28 Single-Unit 2.3%				39 Combination-Unit 3.2%					
	67 Commercial-Unit 5.5%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
577	7am	66
537	Private	66
40	Commercial	1
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
577	15	327	196	0	4	12	2	7	12	1	1	0	3
Axle Factor 0.93	537 Private-Unit 93.1%			17 Single-Unit 2.9%				23 Combination-Unit 3.9%					
	40 Commercial-Unit 6.9%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
644	5pm	83
616	Private	82
28	Commercial	2
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
644	4	398	214	0	4	7	1	3	14	0	0	0	0
Axle Factor 0.96	616 Private-Unit 95.7%			11 Single-Unit 1.7%				17 Combination-Unit 2.6%					
	28 Commercial-Unit 4.3%												

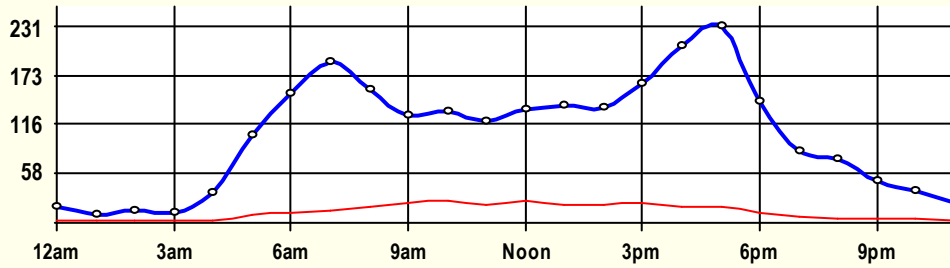
SITE INFORMATION

AJASZ3	Event No: 8226	Dist 2	Geary County
East Leg	Route: K-18		
	X-Route: MUNSON RD		
Location	K-18 E OF MUNSON RD, 1.5 MI W OF US-77		
Site Info	Regular, ATR, State-Sys, Route-Class D		
Event Info			
History	3/09;3/06;2/03;3/00;2/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	06/18/12 13:00	06/20 12:00
71	48	06/18/12 13:00	06/20 12:00

# 24 Hour Classification Summary

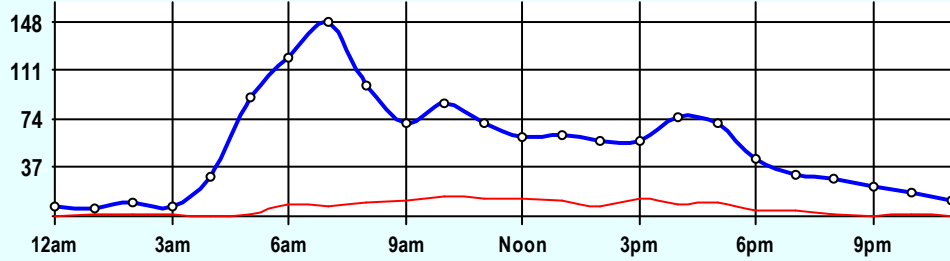
CLASSIFICATION										CLASSIFICATION				
ANJOJ5														
FC 3R		Dist 2		Geary County										
Route: US-77								South Leg						
XRoute: K-157														
US-77 S OF K-157, 8 MI S OF JUNCTION CITY														
<b>Peak-Hour Traffic</b>														
All Traffic		231		5pm										
Private		213		5pm										
Commercial		26		10am										
<b>April 2012 48 Hr Survey</b>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	17.5	0	11.5	4.5	0	0.5	0	0	0	1	0	0	0	0
1	10	0	6	2	0	0.5	0	0	0	1.5	0	0	0	0
2	13.5	0	10	1.5	0	0	0	0	0	2	0	0	0	0
3	11.5	0	7	2	0	1	0	0	0	1.5	0	0	0	0
4	35.5	0	20.5	12	0	0	0	0	0	3	0	0	0	0
5	103.5	0	66	29	0	1	0	0	0	6	1	0	0	0.5
6	151.5	0.5	105	33.5	0	3	1	0.5	0	8	0	0	0	0
7	189.5	1	130	44	0	4	2	0	1	5.5	2	0	0	0
8	157	0.5	90.5	47	0	4	1.5	0	0	13.5	0	0	0	0
9	126	0	66.5	36.5	0	4	0.5	0	2	15.5	1	0	0	0
10	131.5	0.5	69.5	36	0	1	0.5	0.5	3.5	19	1	0	0	0
11	118	1.5	66.5	29	0	3	1.5	0.5	1.5	13.5	1	0	0	0
12	133	1	74.5	32	0	1.5	1	0	3.5	17	2.5	0	0	0
13	137	2	81.5	31.5	0	2	2	0.5	3	14	0	0	0	0.5
14	136	1	81	32.5	0	3.5	0.5	0	2	14.5	0.5	0.5	0	0
15	162.5	0	104	34.5	0	3	1	0	2	17	0	0	0.5	0.5
16	206.5	1.5	141.5	44.5	0	1	4.5	0	1.5	11	0.5	0	0	0.5
17	231	2	158	53	0	1.5	2	0	2	11	1	0	0	0.5
18	143	2.5	92	37	0	0	1.5	0	0	8	1.5	0.5	0	0
19	84	3.5	50	24.5	0	1	0.5	0	0	4	0.5	0	0	0
20	74	0.5	47	21.5	0	0.5	0	0	1	3.5	0	0	0	0
21	49	0.5	30.5	12.5	0	2	0.5	0	0	2.5	0.5	0	0	0
22	37.5	0.5	24	9	0	0.5	0	0	0	3	0.5	0	0	0
23	24	0	17	5.5	0	0	0	0	0	1.5	0	0	0	0
<b>ADT</b>	<b>2,483</b>	<b>19</b>	<b>1,550</b>	<b>615</b>	<b>0</b>	<b>38.5</b>	<b>20.5</b>	<b>2</b>	<b>23</b>	<b>197</b>	<b>13.5</b>	<b>1</b>	<b>0.5</b>	<b>2.5</b>
<b>AF</b>	<b>0.87</b>	<b>0.8%</b>	<b>62.4%</b>	<b>24.8%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>7.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		2,184 Private Unit 88.0%			61 Single Unit 2.5%					237.5 Combination Unit 9.6%				
		298.5 Commercial Unit 12.0%												



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>2,483</b>	<b>5pm</b>	<b>231</b>
2,184	Private	213
<b>299</b>	<b>Commercial</b>	<b>18</b>
K-Factor 0.06	NB	SB
	70	160

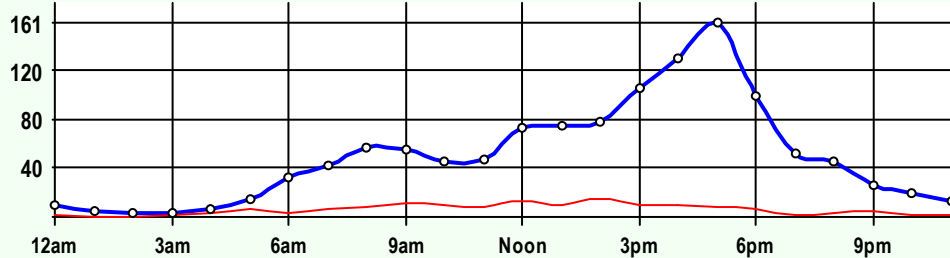
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,483	19	1,550	615	0	39	21	2	23	197	14	1	1	3
Axle Factor 0.87	0.8% 62.4% 24.8%			0.0% 1.6% 0.8%			0.1% 0.9% 7.9%			0.5% 0.0% 0.0% 0.1%			
	2,184 Private-Unit 88.0%			61 Single-Unit 2.5%			238 Combination-Unit 9.6%			299 Commercial-Unit 12.0%			



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,278</b>	<b>7am</b>	<b>148</b>
1,123	Private	140
<b>155</b>	<b>Commercial</b>	<b>8</b>
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,278	6	795	323	0	20	12	1	13	102	6	1	0	1
Axle Factor 0.87	0.4% 62.2% 25.2%			0.0% 1.6% 0.9%			0.1% 1.0% 8.0%			0.5% 0.0% 0.0% 0.1%			
	1,123 Private-Unit 87.9%			33 Single-Unit 2.5%			123 Combination-Unit 9.6%			155 Commercial-Unit 12.1%			



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,205</b>	<b>5pm</b>	<b>161</b>
1,061	Private	153
<b>144</b>	<b>Commercial</b>	<b>8</b>
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,205	14	755	293	0	19	9	1	10	95	8	1	1	2
Axle Factor 0.87	1.1% 62.7% 24.3%			0.0% 1.5% 0.7%			0.1% 0.8% 7.9%			0.6% 0.0% 0.0% 0.1%			
	1,061 Private-Unit 88.1%			29 Single-Unit 2.4%			115 Combination-Unit 9.5%			144 Commercial-Unit 11.9%			

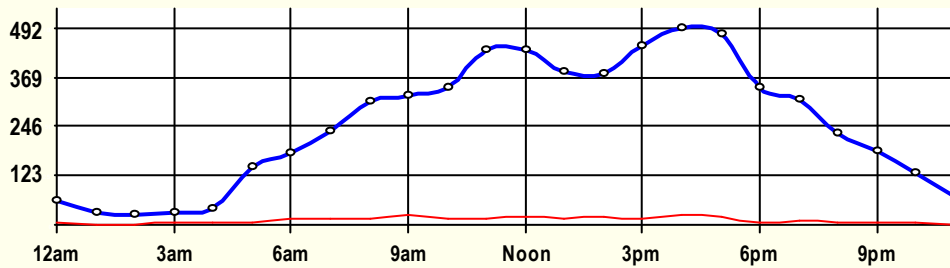
**SITE INFORMATION**

<b>ANJ0J5</b>	<b>Event No: 8153</b>	<b>Dist 2</b>	<b>Geary County</b>
<b>South Leg</b>	Route: US-77		
	X-Route: K-157		
<b>Location</b>	US-77 S OF K-157, 8 MI S OF JUNCTION CITY		
<b>Site Info</b>	Regular, State-Sys, Route-Class C		
<b>Event Info</b>			
<b>History</b>	3/09;6/06;5/95		
<b>Comment</b>			

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

# 24 Hour Classification Summary

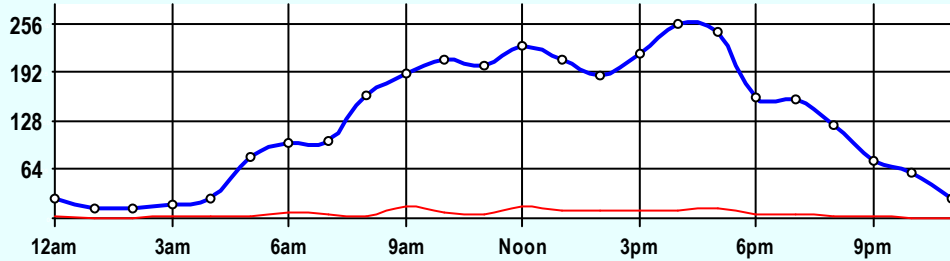
CLASSIFICATION					CLASSIFICATION									
AP1SY3		Iso-Tubes Used												
FC 3U	Dist 2	Geary County												
Route: US-40 B			East Leg											
XRoute: K-57														
US-40B E OF K-57, IN JUNCTION CITY														
Peak-Hour Traffic														
All Traffic	492	4pm												
Private	467	4pm												
Commercial	25	9am												
July 2012					24 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	61	2	49	7	0	2	0	0	0	1	0	0	0	0
1	32	0	28	3	0	0	0	0	0	1	0	0	0	0
2	25	0	21	3	0	0	0	0	0	1	0	0	0	0
3	29	0	22	4	0	1	1	0	0	1	0	0	0	0
4	40	2	24	10	0	3	0	0	0	1	0	0	0	0
5	144	2	102	33	0	3	2	0	0	2	0	0	0	0
6	181	2	111	54	1	5	2	0	1	5	0	0	0	0
7	231	2	157	59	1	10	1	0	1	0	0	0	0	0
8	309	5	204	85	1	7	0	0	1	6	0	0	0	0
9	322	5	211	81	1	14	2	2	1	5	0	0	0	0
10	342	2	237	86	0	11	0	0	3	3	0	0	0	0
11	436	2	291	126	0	15	0	0	0	2	0	0	0	0
12	436	4	293	117	0	21	0	0	0	1	0	0	0	0
13	384	6	268	95	1	11	1	0	0	2	0	0	0	0
14	379	2	257	100	1	14	1	0	1	3	0	0	0	0
15	449	4	309	121	0	10	0	0	1	4	0	0	0	0
16	492	8	347	112	0	22	0	0	1	2	0	0	0	0
17	475	5	348	101	1	20	0	0	0	0	0	0	0	0
18	343	4	263	70	1	4	0	0	1	0	0	0	0	0
19	313	9	229	67	0	8	0	0	0	0	0	0	0	0
20	228	3	174	45	0	5	0	0	1	0	0	0	0	0
21	186	4	139	38	0	5	0	0	0	0	0	0	0	0
22	130	4	101	22	0	2	0	0	0	0	0	1	0	0
23	70	3	55	10	0	1	0	0	1	0	0	0	0	0
<b>ADT</b>	<b>6,037</b>	<b>80</b>	<b>4,240</b>	<b>1,449</b>	<b>8</b>	<b>194</b>	<b>10</b>	<b>2</b>	<b>13</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>AF</b>	<b>0.99</b>	<b>1.3%</b>	<b>70.2%</b>	<b>24.0%</b>	<b>0.1%</b>	<b>3.2%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		5,769 Private Unit 95.6%			214 Single Unit 3.5%					54 Combination Unit 0.9% 268 Commercial Unit 4.4%				



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
6,037	4pm	492
5,769	Private	467
268	Commercial	25
K-Factor 0.04	EB	WB
	256	236

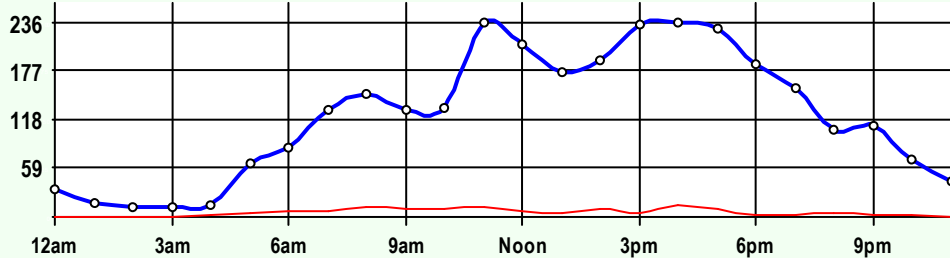
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,037	80	4,240	1,449	8	194	10	2	13	40	0	1	0	0
Axle Factor 0.99	5,769 Private-Unit 95.6%			214 Single-Unit 3.5%			54 Combination-Unit 0.9%						
	268 Commercial-Unit 4.4%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
3,081	4pm	256
2,943	Private	246
138	Commercial	10
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,081	44	2,137	762	3	103	6	1	7	18	0	0	0	0
Axle Factor 0.99	2,943 Private-Unit 95.5%			113 Single-Unit 3.7%			25 Combination-Unit 0.8%						
	138 Commercial-Unit 4.5%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,956	11am	236
2,826	Private	225
130	Commercial	11
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,956	36	2,103	687	5	91	4	1	6	22	0	1	0	0
Axle Factor 0.99	2,826 Private-Unit 95.6%			101 Single-Unit 3.4%			29 Combination-Unit 1.0%						
	130 Commercial-Unit 4.4%												

SITE INFORMATION

AP1SY3	Event No: 8266	Dist 2	Geary County
East Leg	Route: US-40 B		
	X-Route: K-57		
Location	US-40B E OF K-57, IN JUNCTION CITY		
Site Info	Regular, State-Sys, Route-Class E		
Event Info	Iso-Tubes Used		
History	5/09;4/06;5/03;5/00;6/97		
Comment	24Hr Survey		

Lane	Hrs	Start Hour	Last Hour
31	24	07/02/12 11:00	07/03 10:00
32	24	07/02/12 11:00	07/03 10:00
71	24	07/02/12 11:00	07/03 10:00
72	24	07/02/12 11:00	07/03 10:00

# 24 Hour Classification Summary

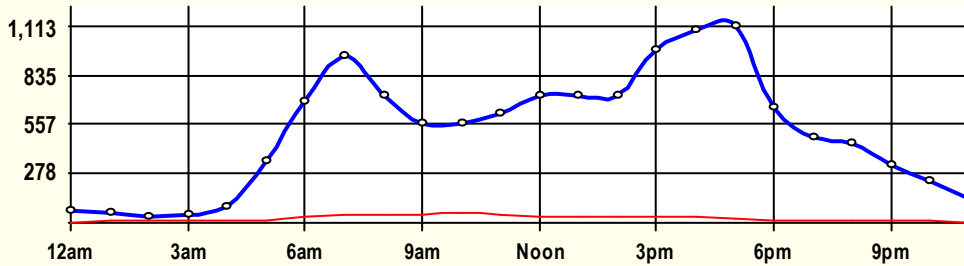
CLASSIFICATION										CLASSIFICATION				
AVATX1														
FC 3R		Dist 2		Geary County										
Route: K-18								North Leg						
XRoute: I-70														
K-18 N OF I-70, NE OF JUNCTION CITY														
<b>Peak-Hour Traffic</b>														
All Traffic		1,113		5pm										
Private		1,096		5pm										
Commercial		54		10am										
<div style="display: flex; justify-content: space-between;"> <span>June 2012</span> <span>48 Hr Survey</span> </div>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	70	1	51.5	13.5	0	1	0	0	0	3	0	0	0	0
1	51	0	35.5	9.5	0	2	0	0	0	4	0	0	0	0
2	39	0.5	27.5	5	0	1.5	0	0	0	4.5	0	0	0	0
3	45	0.5	32	6	0	1	1	0	1	3.5	0	0	0	0
4	88	2	65	15	0	1	2	0	0.5	2.5	0	0	0	0
5	353.5	5	258.5	84	0	0.5	0	0	1	4	0	0.5	0	0
6	686	6	441.5	204.5	0.5	8	7	0.5	6	10.5	1	0	0	0.5
7	945.5	6.5	684.5	210	0	9.5	3	0.5	9	20	0.5	1	0	1
8	717	5.5	495.5	169.5	0	9	4	1	5	24.5	2	0	0.5	0.5
9	564.5	3	376	142	1	8	8.5	1.5	5	16.5	0.5	1.5	0.5	0.5
10	560	2	352.5	152	0	12	5	3	9.5	20	2	1	0.5	0.5
11	622	6	412.5	156	0.5	7.5	6	2	9	19	2	0.5	0.5	0.5
12	722	7	509	168.5	0.5	5.5	6.5	0	8.5	15.5	0.5	0.5	0	0
13	718	7	510	165	0	4.5	3	0	7.5	19.5	0.5	1	0	0
14	720	4	510.5	167	0	4.5	6.5	2.5	7	16.5	0	1.5	0	0
15	973.5	8	713	218	1	7.5	3.5	1	9.5	9	0.5	0	0	2.5
16	1,090	8.5	783.5	265	0	6	1.5	1	8	11.5	0	2	0.5	2.5
17	1,113	10	842	243.5	0.5	0	2	0	4.5	8	0	2	0	0.5
18	649.5	2	500.5	135.5	0	3.5	0	0	2.5	5	0.5	0	0	0
19	487.5	4	358	111.5	0	3	0	0	4	6.5	0.5	0	0	0
20	444.5	1.5	347.5	87	0	3	0.5	0	0.5	4.5	0	0	0	0
21	331	1	270	54	0	0.5	0	0	0	4	1.5	0	0	0
22	231.5	2	185	38.5	0	2.5	0.5	0	1.5	1.5	0	0	0	0
23	134.5	1.5	106	25	0	0	0	0	0.5	1.5	0	0	0	0
<b>ADT</b>	<b>12,357</b>	<b>94.5</b>	<b>8,867.5</b>	<b>2,845.5</b>	<b>4</b>	<b>101.5</b>	<b>60.5</b>	<b>13</b>	<b>100</b>	<b>235</b>	<b>12</b>	<b>11.5</b>	<b>2.5</b>	<b>9</b>
<b>AF</b>	<b>0.96</b>	<b>0.8%</b>	<b>71.8%</b>	<b>23.0%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.8%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		11,807.5 Private Unit 95.6%			179 Single Unit 1.4%					370 Combination Unit 3.0%				
		549 Commercial Unit 4.4%												



# AVATX1

# Classification Summary

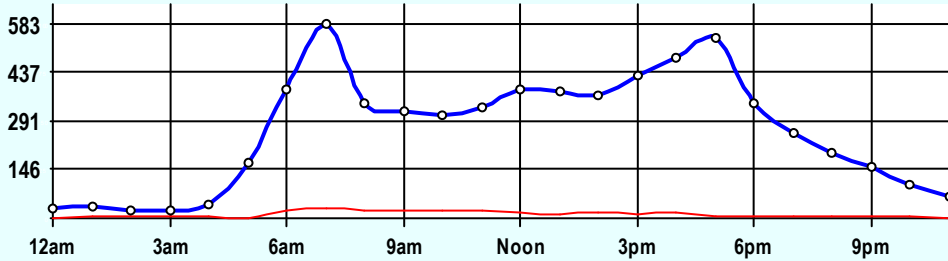
June 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
12,357	5pm	1,113
11,808	Private	1,096
549	Commercial	18
K-Factor 0.05	NB	SB
	538	574

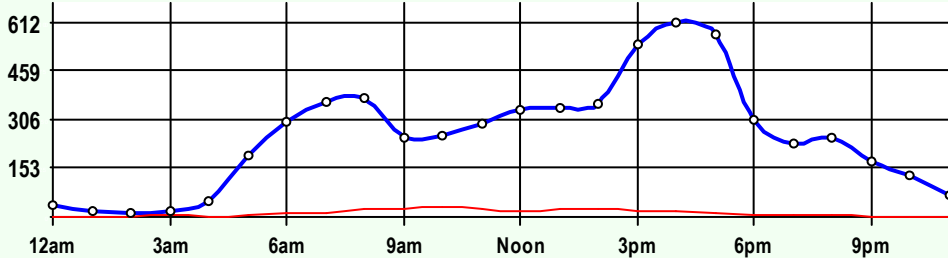
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,357	95	8,868	2,846	4	102	61	13	100	235	12	12	3	9
Axle Factor 0.96	11,808 Private-Unit 95.6%			179 Single-Unit 1.4%				370 Combination-Unit 3.0%					
	549 Commercial-Unit 4.4%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,279	7am	583
6,014	Private	553
266	Commercial	30
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,279	62	4,487	1,465	2	54	30	5	52	115	5	3	0	2
Axle Factor 0.96	6,014 Private-Unit 95.8%			90 Single-Unit 1.4%				176 Combination-Unit 2.8%					
	266 Commercial-Unit 4.2%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,078	4pm	612
5,794	Private	594
284	Commercial	18
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,078	33	4,381	1,381	3	48	31	9	48	121	7	9	3	8
Axle Factor 0.95	5,794 Private-Unit 95.3%			89 Single-Unit 1.5%				195 Combination-Unit 3.2%					
	284 Commercial-Unit 4.7%												

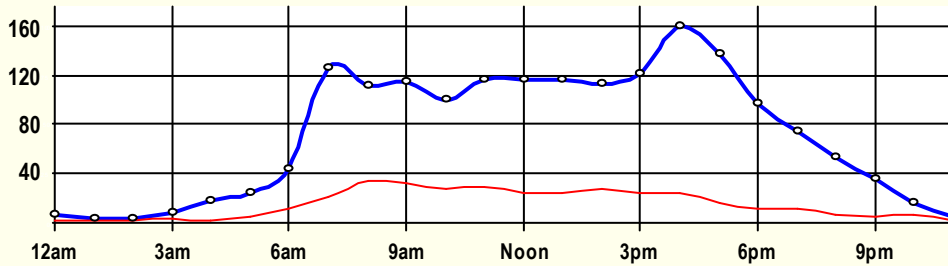
## SITE INFORMATION

AVATX1	Event No: 8227	Dist 2	Geary County
North Leg	Route: K-18		
	X-Route: I-70		
Location	K-18 N OF I-70, NE OF JUNCTION CITY		
Site Info	Regular, State-Sys, Route-Class C		
Event Info			
History	7/09;3/06;2/03;9/02;3/00;5/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	06/18/12 12:00	06/20 11:00
12	48	06/18/12 12:00	06/20 11:00
51	48	06/18/12 12:00	06/20 11:00
52	48	06/18/12 12:00	06/20 11:00

# 24 Hour Classification Summary

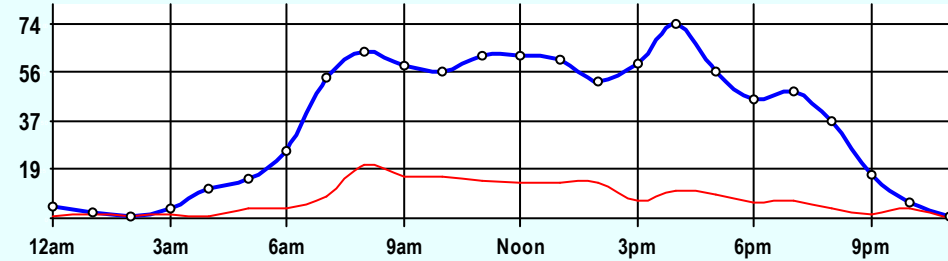
CLASSIFICATION					CLASSIFICATION									
7ZBFZ3														
FC 3R	Dist 2	Jewell County												
Route: US-36				East Leg										
XRoute: RS-2150 (170th RD)														
US-36 E OF 170th RD (RS-2150), E OF MANKATO														
<b>Peak-Hour Traffic</b>														
All Traffic	160	4pm												
Private	136	4pm												
Commercial	34	8am												
January 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6.5	0	4	1.5	0	0	0	0	0	1	0	0	0	0
1	4	0.5	0.5	1.5	0	0	0	0	0	1.5	0	0	0	0
2	3	0	0.5	0.5	0	0	0	0	0.5	1.5	0	0	0	0
3	8	0	2	2.5	0	0	0	0	0	3	0	0.5	0	0
4	18.5	0	11.5	5.5	0	0	0	0	0	1.5	0	0	0	0
5	24.5	0	17	3	0	1	0	0	0.5	2	0	1	0	0
6	43.5	0	20.5	12.5	0	2	0	0	1	7	0	0.5	0	0
7	125.5	0.5	72.5	32	0	1	1.5	1.5	2	13.5	1	0	0	0
8	112	0	46	32.5	0	1	3.5	2.5	3	20.5	2	1	0	0
9	114	0	45	36.5	0	2.5	3.5	0.5	2.5	20.5	1.5	1	0	0.5
10	100.5	0	41.5	32	0	2	3	0.5	4	16.5	1	0	0	0
11	116	0.5	50	36	0	0	4	0	2.5	21.5	1	0	0	0.5
12	115.5	1	51.5	39.5	0	1.5	0.5	0	2.5	18.5	0	0	0	0.5
13	116.5	0.5	50.5	40.5	0	0.5	1.5	0	1.5	20.5	1	0	0	0
14	113	0.5	53.5	31.5	0	0.5	3	0	2	20.5	1	0.5	0	0
15	121	1	68.5	27	0	3	3.5	0	2.5	13	1	1.5	0	0
16	160	2	97	36.5	0	2.5	4	0	2	15.5	0	0	0	0.5
17	136.5	0	83	37.5	0	1	0.5	0	0.5	13	0.5	0.5	0	0
18	96.5	0	62.5	23	0	0	0.5	0	0	10	0.5	0	0	0
19	74.5	0	44.5	19	0	0.5	0	0	0	10.5	0	0	0	0
20	53	0	33	13.5	0	0	0.5	0	0.5	5.5	0	0	0	0
21	36	0	20	10.5	0	0	0	0	0	5.5	0	0	0	0
22	16.5	0	6.5	3.5	0	0	0	0	0.5	6	0	0	0	0
23	5.5	0	2	2	0	0.5	0	0	0	0.5	0.5	0	0	0
<b>ADT</b>	<b>1,721</b>	<b>6.5</b>	<b>883.5</b>	<b>480</b>	<b>0</b>	<b>19.5</b>	<b>29.5</b>	<b>5</b>	<b>28</b>	<b>249</b>	<b>11</b>	<b>6.5</b>	<b>0</b>	<b>2</b>
<b>AF</b>	<b>0.79</b>	<b>0.4%</b>	<b>51.4%</b>	<b>27.9%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>1.6%</b>	<b>14.5%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,370 Private 79.6% Unit			54 Single Unit 3.1%					296.5 Combination Unit 17.2%				
350.5 Commercial Unit 20.4%														



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,721	4pm	160
1,370	Private	136
351	Commercial	25
K-Factor 0.05	EB	WB
	74	86

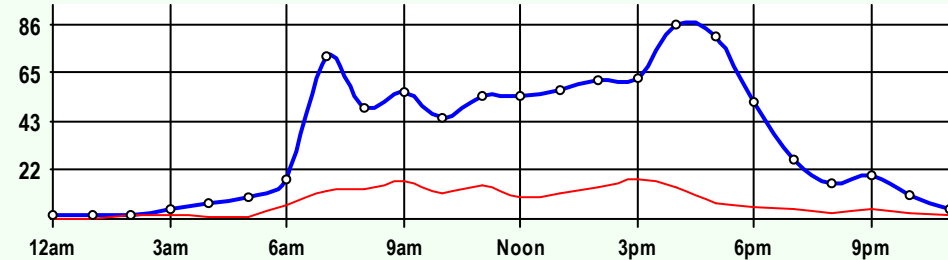
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,721	7	884	480	0	20	30	5	28	249	11	7	0	2
Axle Factor 0.79	1,370 Private-Unit 79.6%			54 Single-Unit 3.1%				297 Combination-Unit 17.2%					
	351 Commercial-Unit 20.4%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
872	4pm	74
696	Private	64
177	Commercial	11
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
872	3	422	271	0	11	19	0	15	121	7	5	0	1
Axle Factor 0.79	696 Private-Unit 79.8%			29 Single-Unit 3.3%				148 Combination-Unit 16.9%					
	177 Commercial-Unit 20.2%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
849	4pm	86
675	Private	72
174	Commercial	14
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
849	4	462	209	0	9	11	5	14	128	5	2	0	1
Axle Factor 0.79	675 Private-Unit 79.5%			25 Single-Unit 2.9%				149 Combination-Unit 17.6%					
	174 Commercial-Unit 20.5%												

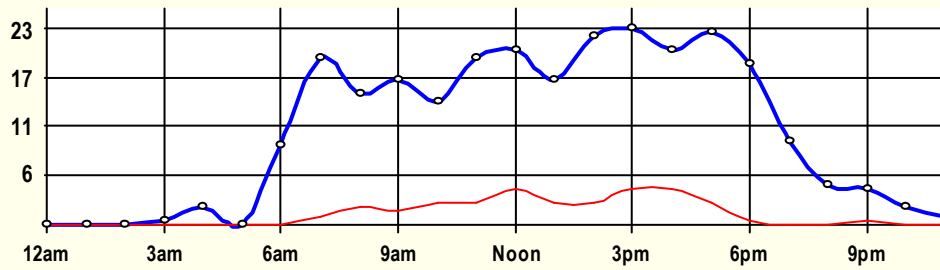
SITE INFORMATION

7ZBFZ3	Event No: 8109	Dist 2	Jewell County
East Leg	Route: US-36		
	X-Route: RS-2150 (170th RD)		
Location	US-36 E OF 170th RD (RS-2150), E OF MANKATO		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	2/09;2/06;3/03;2/00;4/97;8/95		
Comment	Survey at ATR		

Lane	Hrs	Start Hour	Last Hour
31	48	01/30/12 15:00	02/01 14:00
71	48	01/30/12 15:00	02/01 14:00

# 24 Hour Classification Summary

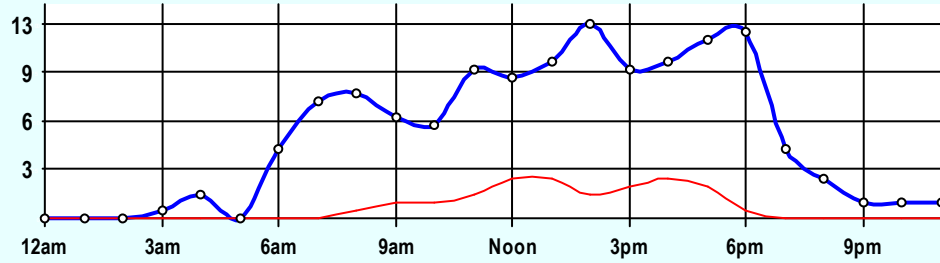
CLASSIFICATION				CLASSIFICATION													
89ZCE7																	
FC 5R	Dist 2	Jewell County															
Route: K-28		West Leg															
XRoute: K-28																	
K-28 W OF JCT K-28 / K-148, E OF JEWELL																	
<b>Peak-Hour Traffic</b>																	
All Traffic	23	3pm															
Private	20	5pm															
Commercial	4	Noon															
January 2012				48 Hr Survey													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0		
4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6	9	0	4.5	4.5	0	0	0	0	0	0	0	0	0	0	0		
7	19	0	12.5	5.5	0	0	0	0	0	1	0	0	0	0	0		
8	15	0	6	7	0	0	1	0	1	0	0	0	0	0	0		
9	16.5	0	9	6	0	0	1	0	0	0.5	0	0	0	0	0		
10	14	0	6.5	5	0	1	1	0	0	0	0	0	0	0	0.5		
11	19	0	9.5	7	0	0.5	0	0	0.5	1.5	0	0	0	0	0		
12	20	0	9.5	6.5	0	0	0	0	2	1	0	1	0	0	0		
13	16.5	0	6	8	0	0.5	0	0	1	1	0	0	0	0	0		
14	21.5	0	9	10	0	0	0	0.5	0	2	0	0	0	0	0		
15	22.5	0	10	8.5	0	0	1	0	1	1.5	0	0	0	0	0.5		
16	20	1	7.5	7.5	0	0	1	0.5	0.5	1	0	0	0	0	1		
17	22	0	15.5	4	0	0	1.5	0	0	1	0	0	0	0	0		
18	18.5	0	10	8	0	0	0	0	0	0.5	0	0	0	0	0		
19	9.5	0	5.5	4	0	0	0	0	0	0	0	0	0	0	0		
20	4.5	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0		
21	4	0	2	1.5	0	0	0	0	0	0.5	0	0	0	0	0		
22	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
23	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0	0		
<b>ADT</b>	<b>257</b>	<b>1</b>	<b>129</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>1</b>	<b>6</b>	<b>11.5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>			
<b>AF</b>	<b>0.88</b>	<b>0.4%</b>	<b>50.2%</b>	<b>37.7%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>2.5%</b>	<b>0.4%</b>	<b>2.3%</b>	<b>4.5%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.8%</b>			
<b>SITE TRAFFIC</b>		227 Private Unit 88.3%				9.5 Single Unit 3.7%				20.5 Combination Unit 8.0%						30 Commercial Unit 11.7%	



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
257	3pm	23
227	Private	19
30	Commercial	4
K-Factor 0.05	EB	WB
	10	13

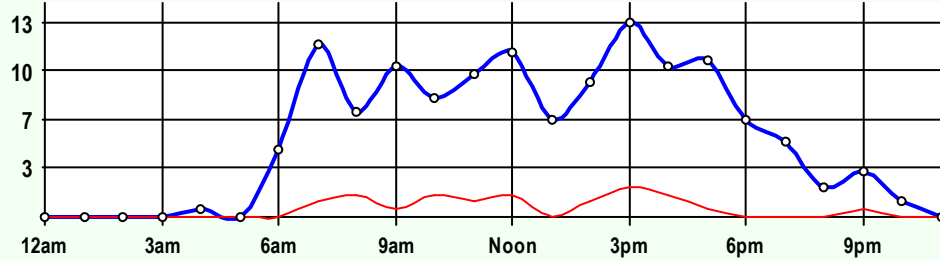
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
257	1	129	97	0	2	7	1	6	12	0	1	0	2
Axle Factor 0.88	0.4% 227 Private-Unit 88.3%			0.0% 10 Single-Unit 3.7%				2.5% 21 Combination-Unit 8.0%					
	30 Commercial-Unit 11.7%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
129	2pm	13
111	Private	11
18	Commercial	2
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
129	1	63	48	0	1	5	0	3	6	0	1	0	2
Axle Factor 0.86	0.4% 111 Private-Unit 86.4%			0.0% 6 Single-Unit 4.7%				3.9% 12 Combination-Unit 8.9%					
	2.3% 18 Commercial-Unit 13.6%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
129	3pm	13
116	Private	11
13	Commercial	2
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
129	1	66	50	0	1	2	1	3	6	0	0	0	0
Axle Factor 0.90	0.4% 116 Private-Unit 90.3%			0.0% 4 Single-Unit 2.7%				0.8% 9 Combination-Unit 7.0%					
	1.2% 13 Commercial-Unit 9.7%												

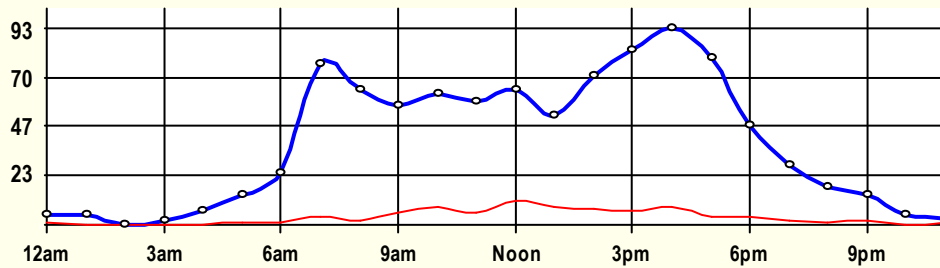
SITE INFORMATION

89ZCE7	Event No: 8110	Dist 2	Jewell County
West Leg	Route: K-28		
	X-Route: K-28		
Location	K-28 W OF JCT K-28 / K-148, E OF JEWELL		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	2/09;8/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	01/30/12 15:00	02/01 14:00
71	48	01/30/12 15:00	02/01 14:00

# 24 Hour Classification Summary

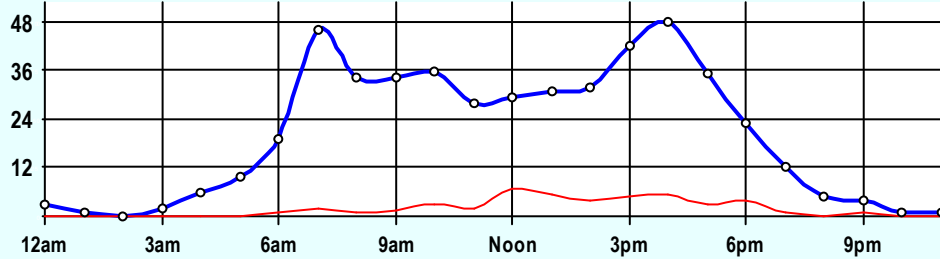
CLASSIFICATION				CLASSIFICATION													
82ATI7																	
FC 4R	Dist 2	Lincoln County															
Route: K-18		West Leg															
XRoute: K-14																	
K-18 W OF K-14, AT LINCOLN																	
Peak-Hour Traffic																	
All Traffic	93	4pm															
Private	85	4pm															
Commercial	11	Noon															
February 2012				34 Hr Survey													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	5	0	3	1	0	0	0	0	0	0	1	0	0	0			
1	5	0	4	1	0	0	0	0	0	0	0	0	0	0			
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3	2	0	1	1	0	0	0	0	0	0	0	0	0	0			
4	7	0	7	0	0	0	0	0	0	0	0	0	0	0			
5	14	0	8	5	0	0	0	0	1	0	0	0	0	0			
6	24	0	17	6	0	0	0	0	0	0	0	0	1	0			
7	76	1	46	25	0	0	0	0	1	2	0	1	0	0			
8	64	0	32	30	0	2	0	0	0	0	0	0	0	0			
9	56	0.5	19	30.5	0	0	1.5	0	1.5	2	1	0	0	0			
10	62	0	22.5	31.5	0	1	3.5	0	1	2.5	0	0	0	0			
11	58	1	24.5	26.5	0	1	0	0	0.5	2.5	0.5	0.5	0	1			
12	63.5	0	24	28.5	0	1.5	1	0	2	3	1	0.5	0	2			
13	52	0.5	19	24	0	1	0.5	0	1	3	0.5	0.5	0	2			
14	70.5	1	34	28	0	1.5	3	0	0.5	1.5	0	0	0	1			
15	83	0.5	39	37	0	0.5	1.5	0	1	3	0	0	0.5	0			
16	93	1.5	47	36	0	0.5	1.5	1	0.5	3	1	0	0	1			
17	79	1	48.5	26	0	0	0	0	0.5	1	0.5	0.5	0	1			
18	47	1	30	12	0	0.5	0.5	0	0	2.5	0	0	0	0.5			
19	28	0	14	12	0	0	0	0	0	2	0	0	0	0			
20	18	0	10	7	0	0	0	0	0	0	1	0	0	0			
21	14	0	8	4	0	0	0	0	0	1	1	0	0	0			
22	5	0	4	1	0	0	0	0	0	0	0	0	0	0			
23	3	0	1	1	0	0	0	0	0	1	0	0	0	0			
<b>ADT</b>	<b>929</b>	<b>8</b>	<b>462.5</b>	<b>374</b>	<b>0</b>	<b>9.5</b>	<b>13</b>	<b>1</b>	<b>10.5</b>	<b>30</b>	<b>7.5</b>	<b>3</b>	<b>1.5</b>	<b>8.5</b>			
<b>AF</b>	<b>0.90</b>	<b>0.9%</b>	<b>49.8%</b>	<b>40.3%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>1.4%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>3.2%</b>	<b>0.8%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.9%</b>			
<b>SITE TRAFFIC</b>		844.5 Private 90.9% Unit				23.5 Single Unit 2.5%				61 Combination Unit 6.6%				84.5 Commercial Unit 9.1%			



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
929	4pm	93
845	Private	85
85	Commercial	9
K-Factor 0.05	EB	WB
	48	45

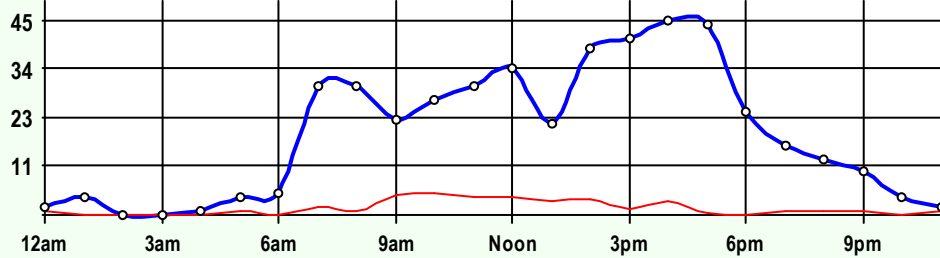
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
929	8	463	374	0	10	13	1	11	30	8	3	2	9
Axle Factor 0.90	845 Private-Unit 90.9%			24 Single-Unit 2.5%				61 Combination-Unit 6.6%					
	85 Commercial-Unit 9.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
482	4pm	48
436	Private	43
47	Commercial	6
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
482	8	240	189	0	6	8	1	6	13	3	2	1	8
Axle Factor 0.89	436 Private-Unit 90.4%			15 Single-Unit 3.0%				32 Combination-Unit 6.6%					
	47 Commercial-Unit 9.6%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
447	4pm	45
409	Private	42
38	Commercial	3
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
447	1	223	186	0	4	5	1	5	18	5	1	1	1
Axle Factor 0.90	409 Private-Unit 91.5%			9 Single-Unit 2.0%				29 Combination-Unit 6.5%					
	38 Commercial-Unit 8.5%												

SITE INFORMATION

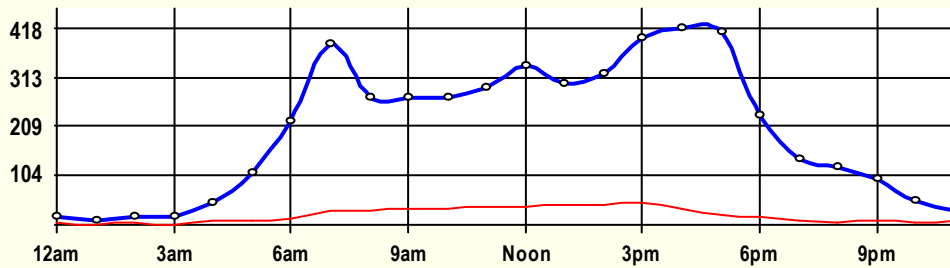
82ATI7	Event No: 8114	Dist 2	Lincoln County
West Leg	Route: K-18		
	X-Route: K-14		
Location	K-18 W OF K-14, AT LINCOLN		
Site Info	Regular, ATR, State-Sys, Route-Class D		
Event Info			
History	3/09;1/06;2/03;5/00;5/97		
Comment	34Hrs, hoses up.		

Lane	Hrs	Start Hour	Last Hour
31	34	02/06/12 09:00	02/07 18:00
71	34	02/06/12 09:00	02/07 18:00

# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
8ZV8L5														
FC 4U	Dist 2	McPherson County												
Route: K-153				South Leg										
XRoute: US-56														
K-153 S OF US-56, IN McPHERSON														
<b>Peak-Hour Traffic</b>														
All Traffic	418	4pm												
Private	386	5pm												
Commercial	45	3pm												
April 2012 <span style="margin-left: 150px;">48 Hr Survey</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	18.5	0	11	3.5	0	0	0	0	0	4	0	0	0	0
1	10	0	5	4	0	0	0	0	0	1	0	0	0	0
2	15	0	4.5	5	1	1	0	0	0	3.5	0	0	0	0
3	16	1	10	3.5	0	0	0	0	0	1.5	0	0	0	0
4	47.5	0.5	29.5	9.5	0	0	0	0	1	7	0	0	0	0
5	111	0.5	62	39.5	1	0	0.5	0	1.5	6	0	0	0	0
6	217	2.5	122.5	80	0	0.5	0	0.5	0	9.5	0	1	0.5	0
7	385.5	5	240	112	0	4	1.5	1	1.5	19	0	0	0.5	1
8	270	1	134	106	1	5	3.5	0.5	5.5	12.5	0.5	0.5	0	0
9	268.5	0.5	123	111	0.5	6	3.5	0.5	2	18.5	1	1	0	1
10	269	4	123	107.5	0	1.5	1.5	0.5	5	24	1.5	0	0.5	0
11	289.5	6.5	132	114.5	0	4.5	3.5	0.5	7	20.5	0.5	0	0	0
12	338	5	158.5	136.5	0	3	3	0.5	10	19	1	1.5	0	0
13	297.5	4	127	122.5	0	4	4	0.5	4.5	28	1	2	0	0
14	319	6	161	108.5	0	4.5	3.5	0	4	28	1	1.5	0	1
15	397.5	3.5	207	142.5	0	3.5	3.5	0.5	9.5	25.5	1	0.5	0.5	0
16	417.5	5	224.5	152.5	0.5	2.5	3.5	0	3.5	23.5	0.5	0	0	1.5
17	409	5.5	247	133.5	0	0.5	2.5	0	2.5	17	0	0.5	0	0
18	230	4	141	69	0.5	1	0.5	0	1	12.5	0.5	0	0	0
19	141	3	85.5	42	1	0.5	0	0	0.5	8.5	0	0	0	0
20	120.5	2.5	79.5	34	0	0	0	0	0	4.5	0	0	0	0
21	96	0	67.5	20.5	0	1	0	0	0	6.5	0.5	0	0	0
22	52	1	38	10.5	0	0	0	0.5	0	1.5	0.5	0	0	0
23	31	0.5	20.5	3.5	0	0	0.5	0	0	5.5	0	0.5	0	0
<b>ADT</b>	<b>4,767</b>	<b>61.5</b>	<b>2,553.5</b>	<b>1,671.5</b>	<b>5.5</b>	<b>43</b>	<b>35</b>	<b>5.5</b>	<b>59</b>	<b>307</b>	<b>9.5</b>	<b>9</b>	<b>2</b>	<b>4.5</b>
<b>AF</b>	<b>0.89</b>	<b>1.3%</b>	<b>53.6%</b>	<b>35.1%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>0.7%</b>	<b>0.1%</b>	<b>1.2%</b>	<b>6.4%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>	4,286.5 Private Unit 89.9%				89 Single Unit 1.9%					391 Combination Unit 8.2%				
	480 Commercial Unit 10.1%													

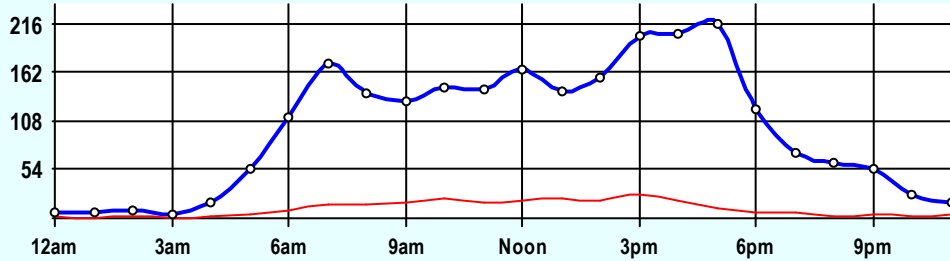




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
4,767	4pm	418
4,287	Private	382
480	Commercial	36
K-Factor 0.04	NB	SB
	205	212

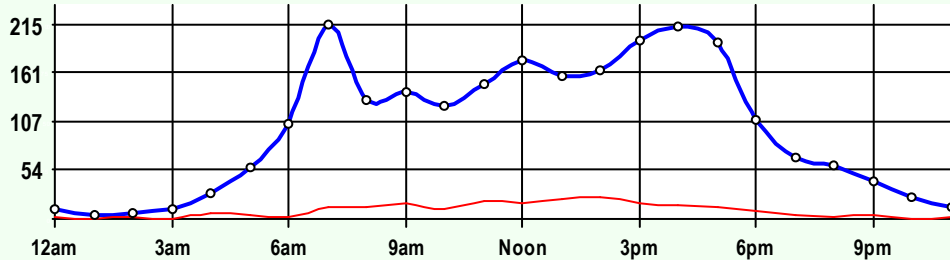
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,767	62	2,554	1,672	6	43	35	6	59	307	10	9	2	5
Axle Factor 0.89	1.3%	53.6%	35.1%	0.1%	0.9%	0.7%	0.1%	1.2%	6.4%	0.2%	0.2%	0.0%	0.1%
	4,287 Private-Unit 89.9%			89 Single-Unit 1.9%				391 Combination-Unit 8.2%					
	480 Commercial-Unit 10.1%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,374	5pm	216
2,121	Private	206
254	Commercial	10
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,374	31	1,254	836	3	22	20	3	28	163	5	6	2	3
Axle Factor 0.88	1.3%	52.8%	35.2%	0.1%	0.9%	0.8%	0.1%	1.2%	6.9%	0.2%	0.2%	0.1%	0.1%
	2,121 Private-Unit 89.3%			48 Single-Unit 2.0%				206 Combination-Unit 8.7%					
	254 Commercial-Unit 10.7%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,393	7am	215
2,166	Private	201
227	Commercial	14
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,393	31	1,300	836	3	22	15	3	31	144	5	4	0	2
Axle Factor 0.90	1.3%	54.3%	34.9%	0.1%	0.9%	0.6%	0.1%	1.3%	6.0%	0.2%	0.1%	0.0%	0.1%
	2,166 Private-Unit 90.5%			42 Single-Unit 1.7%				185 Combination-Unit 7.7%					
	227 Commercial-Unit 9.5%												

SITE INFORMATION

8ZV8L5	Event No: 8177	Dist 2	McPherson County
South Leg	Route: K-153		
	X-Route: US-56		
Location	K-153 S OF US-56, IN McPHERSON		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	6/09;11/06;5/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	04/16/12 12:00	04/18 11:00
51	48	04/16/12 12:00	04/18 11:00

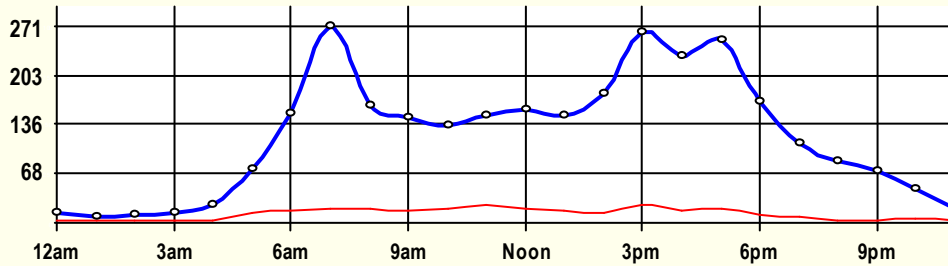
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION													
9177J1																		
FC 3U		Dist 2		McPherson County														
Route: US-81 B				North Leg														
XRoute: K-61																		
US-81B N OF K-61, IN S McPHERSON																		
Peak-Hour Traffic																		
All Traffic		271		7am														
Private		253		7am														
Commercial		25		11am														
March 2012					48 Hr Survey													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13				
0	14.5	0.5	8	4.5	0	0	0	0	0	1.5	0	0	0	0				
1	8.5	1	4	2	0	0	0	0	0	1.5	0	0	0	0				
2	10	1.5	4	2.5	0	0	0	0	0	2	0	0	0	0				
3	15	0	6	5.5	0	0	0	0	0	3.5	0	0	0	0				
4	25.5	0.5	13	9	0	0	0	0	0	3	0	0	0	0				
5	75	0.5	37.5	24	0	0	1	0	0	12	0	0	0	0				
6	150.5	2.5	77	53.5	0	1.5	1	0	0	15	0	0	0	0				
7	271	3	177	72.5	0	2.5	1	0	0.5	14.5	0	0	0	0				
8	162.5	0.5	97	46.5	0	2.5	1	0.5	0	14.5	0	0	0	0				
9	144	0.5	79.5	47	0	1.5	1	0	0	14	0.5	0	0	0				
10	133.5	1	72	41	0	1.5	2.5	0.5	0.5	14.5	0	0	0	0				
11	149	0.5	81	42.5	0	3.5	2.5	0	3	16	0	0	0	0				
12	156	2.5	84	50.5	0	1	0.5	1	0.5	15	1	0	0	0				
13	148.5	3	88	42	0	1.5	1.5	0	1	11.5	0	0	0	0				
14	176.5	2.5	110.5	48.5	0	0.5	2.5	0	0.5	11	0	0.5	0	0				
15	262.5	8.5	164	65.5	0	3	4	0.5	2	14.5	0	0	0	0.5				
16	229	4	139	69.5	0.5	3.5	3.5	0	0	9	0	0	0	0				
17	252.5	2.5	160.5	71	0	0.5	2	0	0	16	0	0	0	0				
18	166	4	112	40	0	0	0.5	0	0	9.5	0	0	0	0				
19	110	2	79	20.5	0.5	0	0	0	1	7	0	0	0	0				
20	84.5	1	67.5	13.5	0	0	0.5	0	0	2	0	0	0	0				
21	70	0	54	13.5	0	0	0	0	0	2.5	0	0	0	0				
22	45.5	1	34.5	5.5	0	0	0	0	0	4.5	0	0	0	0				
23	20	0	15	2.5	0	0	0	0	0	2.5	0	0	0	0				
<b>ADT</b>	<b>2,880</b>	<b>43</b>	<b>1,764</b>	<b>793</b>	<b>1</b>	<b>23</b>	<b>25</b>	<b>2.5</b>	<b>9</b>	<b>217</b>	<b>1.5</b>	<b>0.5</b>	<b>0</b>	<b>0.5</b>				
<b>AF</b>	<b>0.89</b>	<b>1.5%</b>	<b>61.3%</b>	<b>27.5%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>7.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>				
<b>SITE TRAFFIC</b>		2,600 Private 90.3% Unit			51.5 Single Unit 1.8%					228.5 Combination Unit 7.9%								
280 Commercial Unit 9.7%																		

9177J1

### Classification Summary

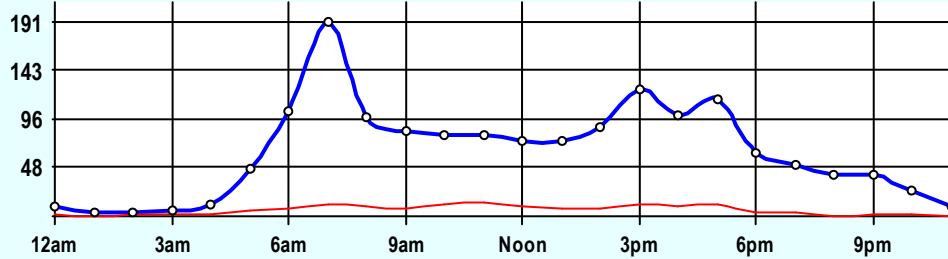
March 2012



### Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,880	7am	271
2,600	Private	253
280	Commercial	19
K-Factor 0.07	NB	SB
	191	80

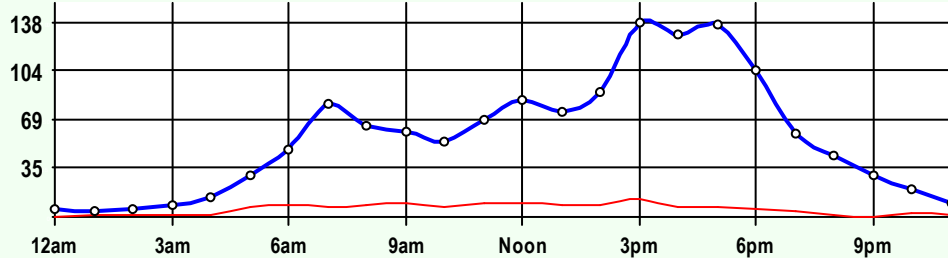
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,880	43	1,764	793	1	23	25	3	9	217	2	1	0	1
Axle Factor 0.89	1.5% 61.3% 27.5%			0.0% 0.8% 0.9%			0.1% 0.3% 7.5%			0.1% 0.0% 0.0% 0.0%			
	2,600 Private-Unit 90.3%			52 Single-Unit 1.8%			229 Combination-Unit 7.9%						
280 Commercial-Unit 9.7%													



### NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,522	7am	191
1,377	Private	180
145	Commercial	12
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,522	25	933	420	1	15	12	2	7	110	0	1	0	0
Axle Factor 0.89	1.6% 61.3% 27.6%			0.0% 1.0% 0.8%			0.1% 0.4% 7.2%			0.0% 0.0% 0.0% 0.0%			
	1,377 Private-Unit 90.5%			28 Single-Unit 1.8%			117 Combination-Unit 7.7%						
145 Commercial-Unit 9.5%													



### SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,359	3pm	138
1,224	Private	126
135	Commercial	13
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,359	19	832	374	1	9	14	1	3	107	2	0	0	1
Axle Factor 0.89	1.4% 61.2% 27.5%			0.0% 0.6% 1.0%			0.1% 0.2% 7.9%			0.1% 0.0% 0.0% 0.0%			
	1,224 Private-Unit 90.1%			24 Single-Unit 1.7%			112 Combination-Unit 8.2%						
135 Commercial-Unit 9.9%													

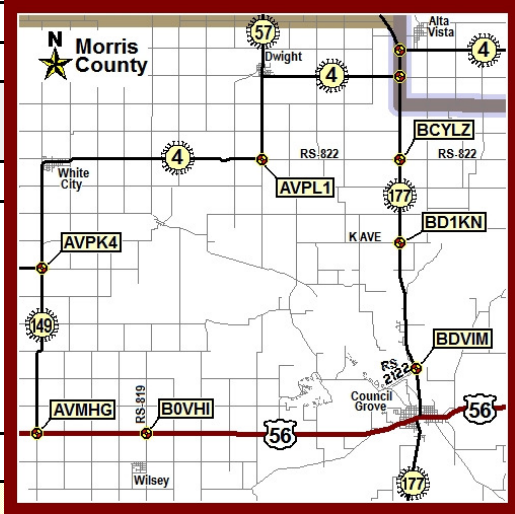
### SITE INFORMATION

9177J1	Event No: 8147	Dist 2	McPherson County
North Leg	Route: US-81 B		
	X-Route: K-61		
Location	US-81B N OF K-61, IN S McPHERSON		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	6/09;5/06		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	03/26/12 15:00	03/28 14:00
51	48	03/26/12 15:00	03/28 14:00

# 24 Hour Classification Summary

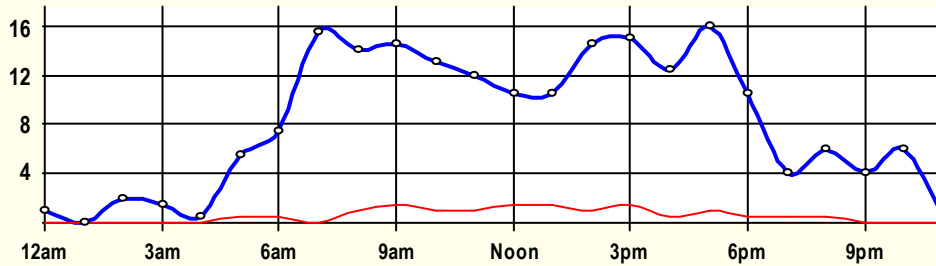
CLASSIFICATION				CLASSIFICATION														
AVMHG1																		
FC 5R	Dist 2	Morris County																
Route: K-149													North Leg					
XRoute: US-56																		
K-149 N OF US-56, 3 MI E OF DELAVAN																		
<b>Peak-Hour Traffic</b>																		
All Traffic	16	5pm																
Private	16	7am																
Commercial	2	9am																
April 2012				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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
3	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0			
4	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0			
5	5.5	0	3	2	0	0	0	0	0	0.5	0	0	0	0	0			
6	7.5	0	4	3	0	0	0	0	0	0.5	0	0	0	0	0			
7	15.5	0.5	11	4	0	0	0	0	0	0	0	0	0	0	0			
8	14	0	7	6	0	0.5	0	0	0	0.5	0	0	0	0	0			
9	14.5	0	2.5	10.5	0	0	0.5	0.5	0	0.5	0	0	0	0	0			
10	13	0	5	7	0	0	0	0	0	1	0	0	0	0	0			
11	12	0	5	6	0	0	0.5	0	0	0.5	0	0	0	0	0			
12	10.5	0	3	6	0	0.5	1	0	0	0	0	0	0	0	0			
13	10.5	0	4	5	0	0	0	0	1	0.5	0	0	0	0	0			
14	14.5	0	8.5	5	0	0	0	0	0.5	0	0.5	0	0	0	0			
15	15	0.5	7.5	5.5	0	0	0.5	0.5	0	0.5	0	0	0	0	0			
16	12.5	0	7.5	4.5	0	0	0	0	0	0.5	0	0	0	0	0			
17	16	0	9.5	5.5	0	0.5	0	0	0	0.5	0	0	0	0	0			
18	10.5	0	6.5	3.5	0	0	0	0	0	0.5	0	0	0	0	0			
19	4	0	1.5	2	0	0	0	0	0	0.5	0	0	0	0	0			
20	6	0	3	2.5	0	0	0	0	0	0	0	0.5	0	0	0			
21	4	0	3.5	0.5	0	0	0	0	0	0	0	0	0	0	0			
22	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0			
23	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0			
<b>ADT</b>	<b>197</b>	<b>1</b>	<b>102.5</b>	<b>79.5</b>	<b>0</b>	<b>1.5</b>	<b>2.5</b>	<b>1</b>	<b>1.5</b>	<b>6.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>AF</b>	<b>0.93</b>	<b>0.5%</b>	<b>52.0%</b>	<b>40.4%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>1.3%</b>	<b>0.5%</b>	<b>0.8%</b>	<b>3.3%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>SITE TRAFFIC</b>		183 Private Unit 92.9%				5 Single Unit 2.5%				9 Combination Unit 4.6%					14 Commercial Unit 7.1%			



**AVMHG1**

**Classification Summary**

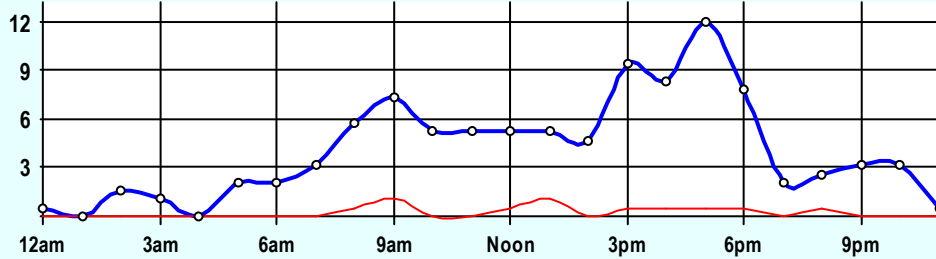
**April 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
197	5pm	16
183	Private	15
14	Commercial	1
K-Factor 0.06	NB	SB
	12	4

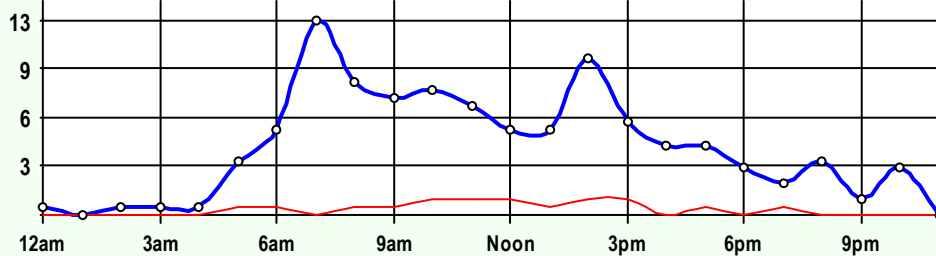
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
197	1	103	80	0	2	3	1	2	7	1	1	0	0
Axle Factor 0.93	183 Private-Unit 92.9%			5 Single-Unit 2.5%				9 Combination-Unit 4.6%					
	14 Commercial-Unit 7.1%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
94	5pm	12
89	Private	11
6	Commercial	1
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
94	0	52	37	0	1	1	0	1	3	0	1	0	0
Axle Factor 0.94	89 Private-Unit 94.1%			2 Single-Unit 1.6%				4 Combination-Unit 4.3%					
	6 Commercial-Unit 5.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
103	7am	13
95	Private	13
9	Commercial	0
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
103	1	51	43	0	1	2	1	1	4	1	0	0	0
Axle Factor 0.92	95 Private-Unit 91.7%			4 Single-Unit 3.4%				5 Combination-Unit 4.9%					
	9 Commercial-Unit 8.3%												

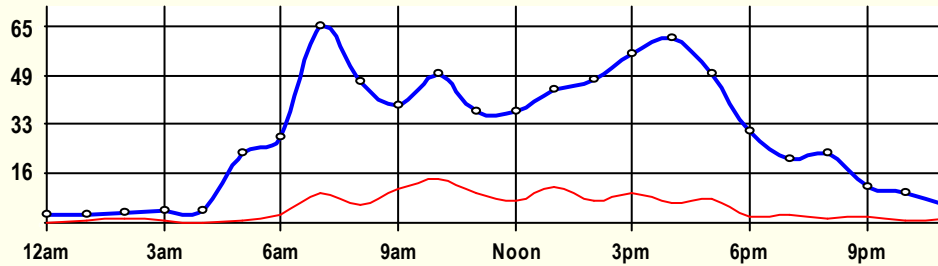
**SITE INFORMATION**

<b>AVMHG1</b>	Event No: 8154	Dist 2	Morris County
<b>North Leg</b>	Route: K-149		
	X-Route: US-56		
<b>Location</b>	K-149 N OF US-56, 3 MI E OF DELAVAN		
<b>Site Info</b>	Regular, State-Sys, Route-Class E		
<b>Event Info</b>			
<b>History</b>	3/09;3/06;10/03		
<b>Comment</b>			

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

# 24 Hour Classification Summary

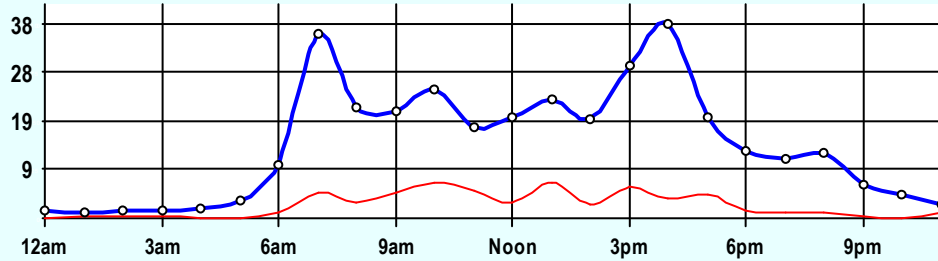
CLASSIFICATION				CLASSIFICATION												
AVMHG7																
FC 4R	Dist 2	Morris County														
Route: US-56			West Leg													
XRoute: K-149																
US-56 W OF K-149, 3 MI E OF DELAVAN																
<b>Peak-Hour Traffic</b>																
All Traffic	65	7am														
Private	55	7am														
Commercial	15	10am														
April 2012				48 Hr Survey												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0		
1	2.5	0	2	0	0	0	0	0	0	0.5	0	0	0	0		
2	3.5	0	2	0.5	0	0	0	0	0	1	0	0	0	0		
3	4	0	3	0.5	0	0	0	0	0	0.5	0	0	0	0		
4	4	0	3.5	0.5	0	0	0	0	0	0	0	0	0	0		
5	23	0	17	5.5	0	0	0	0	0	0.5	0	0	0	0		
6	28	0	17.5	8	0	1	0	0	0	1.5	0	0	0	0		
7	65	0	34	21	0	2.5	0.5	0.5	0.5	4	1.5	0	0	0	0.5	
8	46.5	0	24.5	16	0	1	0	1	0	4	0	0	0	0	0	
9	38.5	0	12	15.5	0	1.5	0	0.5	2.5	6.5	0	0	0	0	0	
10	49.5	0	17	18	0	1.5	0.5	0.5	1.5	10	0.5	0	0	0	0	
11	37	0	15.5	11.5	0	0.5	0.5	1	1.5	6	0.5	0	0	0	0	
12	37	0	16.5	13.5	0	0.5	1	0	0.5	4	1	0	0	0	0	
13	44	0	20	12	0	2	1.5	1	2	5	0.5	0	0	0	0	
14	47	0.5	22.5	16.5	0	1.5	0	0.5	1	4.5	0	0	0	0	0	
15	55.5	0.5	26.5	18.5	0	2.5	1	1	0	4.5	0.5	0.5	0	0	0	
16	61	0.5	32.5	21.5	0	2.5	0	0	0.5	2.5	0.5	0.5	0	0	0	
17	49.5	0	31.5	10	0	1.5	0	1	2	2.5	0	0.5	0.5	0.5	0	
18	30	0	19.5	8.5	0	0.5	0	0.5	0	1	0	0	0	0	0	
19	21	0.5	8.5	9.5	0	0	0	0	0.5	2	0	0	0	0	0	
20	23	0	14.5	7.5	0	0	0	0	0	1	0	0	0	0	0	
21	12	0	8	2	0	0.5	0	0.5	0	1	0	0	0	0	0	
22	10	0	6.5	3	0	0	0	0	0	0.5	0	0	0	0	0	
23	6	0	2.5	2	0	0	0	0	0	1.5	0	0	0	0	0	
<b>ADT</b>	<b>700</b>	<b>2</b>	<b>359</b>	<b>222</b>	<b>0</b>	<b>19.5</b>	<b>5</b>	<b>8</b>	<b>12.5</b>	<b>64.5</b>	<b>5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.5</b>		
<b>AF</b>	<b>0.84</b>	<b>0.3%</b>	<b>51.3%</b>	<b>31.7%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>0.7%</b>	<b>1.1%</b>	<b>1.8%</b>	<b>9.2%</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>		
<b>SITE TRAFFIC</b>		583 Private Unit 83.3%				32.5 Single Unit 4.6%				84.5 Combination Unit 12.1%						
		117 Commercial Unit 16.7%														



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
700	7am	65
583	Private	55
117	Commercial	10
K-Factor 0.05	EB	WB
	36	30

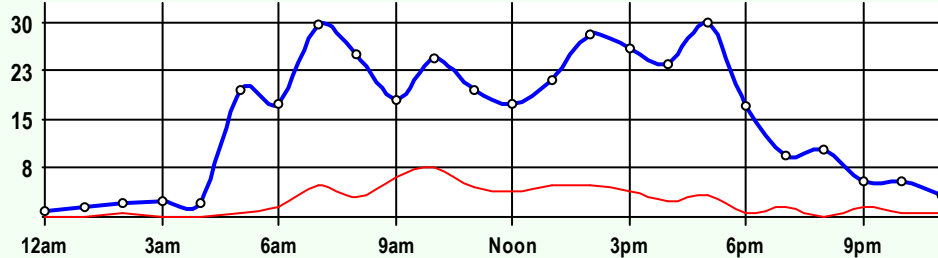
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
700	2	359	222	0	20	5	8	13	65	5	2	1	1
Axle Factor 0.84	583 Private-Unit 83.3%			33 Single-Unit 4.6%				85 Combination-Unit 12.1%					
	117 Commercial-Unit 16.7%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
340	4pm	38
280	Private	34
60	Commercial	4
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
340	1	172	108	0	10	2	4	7	32	5	2	0	0
Axle Factor 0.83	280 Private-Unit 82.4%			16 Single-Unit 4.6%				45 Combination-Unit 13.1%					
	60 Commercial-Unit 17.6%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
360	5pm	30
303	Private	27
57	Commercial	4
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
360	2	187	115	0	10	3	5	6	33	1	0	1	1
Axle Factor 0.85	303 Private-Unit 84.2%			17 Single-Unit 4.7%				40 Combination-Unit 11.1%					
	57 Commercial-Unit 15.8%												

**SITE INFORMATION**

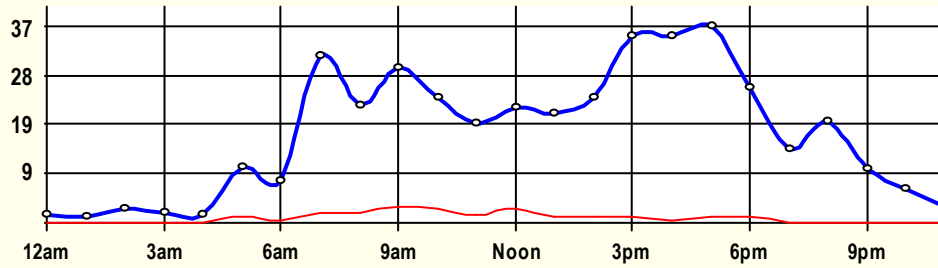
<b>AVMHG7</b>	Event No: 8155	Dist 2	Morris County
<b>West Leg</b>	Route: US-56		
	X-Route: K-149		
<b>Location</b>	US-56 W OF K-149, 3 MI E OF DELAVAN		
<b>Site Info</b>	Regular, State-Sys, Route-Class D		
<b>Event Info</b>			
<b>History</b>	3/09;3/06;10/03		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	04/02/12 12:00	04/04 11:00
71	48	04/02/12 12:00	04/04 11:00

# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION												
AVPK41																
FC 5R	Dist 2	Morris County														
Route: K-4		North Leg														
XRoute: K-149																
K-4 N OF K-149, 3 MI S OF WHITE CITY																
<b>Peak-Hour Traffic</b>																
All Traffic	37	5pm														
Private	36	5pm														
Commercial	3	9am														
April 2012				48 Hr Survey												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0
2	2.5	0	2.5	0	0	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	0	0
4	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0
5	10.5	0	7	2.5	0	0.5	0	0	0	0.5	0	0	0	0	0	0
6	8	0	4.5	3	0	0	0	0	0	0.5	0	0	0	0	0	0
7	31.5	1	19	9.5	0	1	0	0	0	0.5	0	0	0	0	0	0.5
8	22	1	8.5	10.5	0	1.5	0	0	0	0.5	0	0	0	0	0	0
9	29	0.5	10.5	15	0	0	0.5	0.5	0.5	1.5	0	0	0	0	0	0
10	23.5	0.5	7.5	13	0	1	0	0	0	1.5	0	0	0	0	0	0
11	18.5	0	7.5	9.5	0	0.5	0	0	0	1	0	0	0	0	0	0
12	21.5	0.5	7.5	11	0	0.5	0	0	1.5	0.5	0	0	0	0	0	0
13	20.5	0.5	10.5	8.5	0	0	0	0	0.5	0.5	0	0	0	0	0	0
14	23.5	0	15	7.5	0	0	0	0	0	1	0	0	0	0	0	0
15	35	0.5	19.5	14	0	0	0.5	0	0	0.5	0	0	0	0	0	0
16	35	0	18	16.5	0	0	0.5	0	0	0	0	0	0	0	0	0
17	37	0	22.5	13.5	0	0.5	0	0	0	0.5	0	0	0	0	0	0
18	25.5	0	15	9.5	0	0	0	0	0	1	0	0	0	0	0	0
19	14	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
20	19	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0
21	10	0	8.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0
22	6.5	0	5	1.5	0	0	0	0	0	0	0	0	0	0	0	0
23	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>402</b>	<b>4.5</b>	<b>215</b>	<b>162</b>	<b>0</b>	<b>5.5</b>	<b>1.5</b>	<b>0.5</b>	<b>2.5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	
<b>AF</b>	<b>0.95</b>	<b>1.1%</b>	<b>53.5%</b>	<b>40.3%</b>	<b>0.0%</b>	<b>1.4%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.6%</b>	<b>2.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	
<b>SITE TRAFFIC</b>		381.5 Private 94.9% Unit				7.5 Single Unit 1.9%				13 Combination Unit 3.2%						
		20.5 Commercial Unit 5.1%														

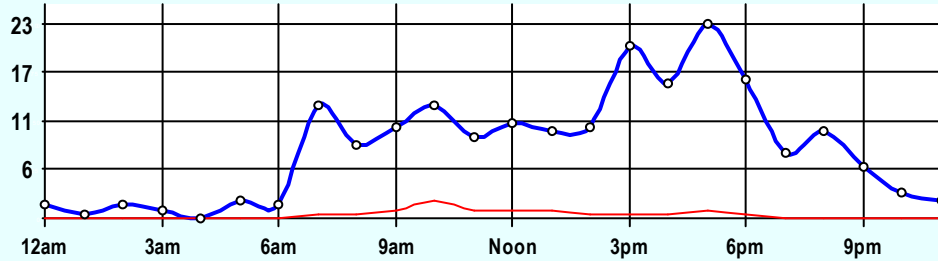




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
402	5pm	37
382	Private	36
21	Commercial	1
K-Factor 0.06	NB	SB
	22	14

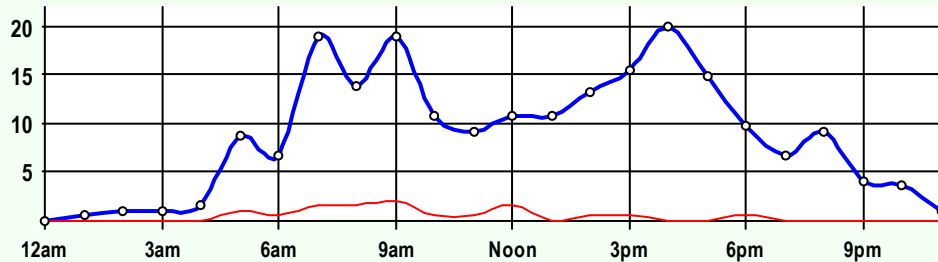
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
402	5	215	162	0	6	2	1	3	10	0	0	0	1
Axle Factor 0.95	382 Private-Unit 94.9%			8 Single-Unit 1.9%				13 Combination-Unit 3.2%					
	21 Commercial-Unit 5.1%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
197	5pm	23
187	Private	22
10	Commercial	1
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
197	2	108	78	0	2	1	0	1	6	0	0	0	1
Axle Factor 0.95	187 Private-Unit 94.9%			3 Single-Unit 1.5%			7 Combination-Unit 3.6%						
	10 Commercial-Unit 5.1%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
206	4pm	20
195	Private	20
11	Commercial	0
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
206	3	108	85	0	4	1	1	2	5	0	0	0	0
Axle Factor 0.96	195 Private-Unit 94.9%			5 Single-Unit 2.2%			6 Combination-Unit 2.9%						
	11 Commercial-Unit 5.1%												

SITE INFORMATION

AVPK41	Event No: 8156	Dist 2	Morris County
North Leg	Route: K-4		
	X-Route: K-149		
Location	K-4 N OF K-149, 3 MI S OF WHITE CITY		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	3/09;12/06;10/03		
Comment			

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

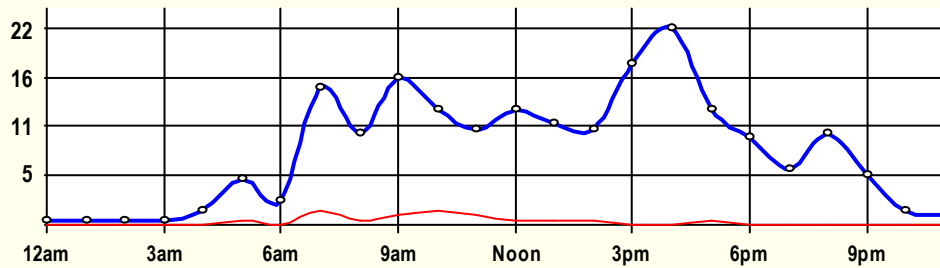
# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION													
AVPK47																	
FC 5R	Dist 2	Morris County															
Route: K-4		West Leg															
XRoute: K-4																	
K-4 W OF K-149, 3 MI S OF WHITE CITY																	
<b>Peak-Hour Traffic</b>																	
All Traffic	22	4pm															
Private	22	4pm															
Commercial	2	7am															
April 2012				48 Hr Survey													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	
2	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0.5	0	0.5	0	0	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	0	0	
5	5	0	3	1.5	0	0.5	0	0	0	0	0	0	0	0	0	0	
6	2.5	0	2	0.5	0	0	0	0	0	0	0	0	0	0	0	0	
7	15	0	8.5	5	0	1.5	0	0	0	0	0	0	0	0	0	0	
8	10	0	4	5.5	0	0	0	0	0	0.5	0	0	0	0	0	0	
9	16	0	5.5	9.5	0	0	0	0.5	0	0.5	0	0	0	0	0	0	
10	12.5	0	4	7	0	0.5	0	0	0	1	0	0	0	0	0	0	
11	10.5	0	4.5	5	0	0	0	0	0.5	0.5	0	0	0	0	0	0	
12	12.5	0.5	5.5	6	0	0	0.5	0	0	0	0	0	0	0	0	0	
13	11	0.5	6	4	0	0	0	0	0	0	0	0	0	0	0	0.5	
14	10.5	0	5	5	0	0	0	0	0	0.5	0	0	0	0	0	0	
15	17.5	0	9	8.5	0	0	0	0	0	0	0	0	0	0	0	0	
16	21.5	0	11	10.5	0	0	0	0	0	0	0	0	0	0	0	0	
17	12.5	0	6.5	5.5	0	0	0	0	0	0.5	0	0	0	0	0	0	
18	9.5	0	4	5.5	0	0	0	0	0	0	0	0	0	0	0	0	
19	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	
20	10	0	4.5	5.5	0	0	0	0	0	0	0	0	0	0	0	0	
21	5.5	0	4	1.5	0	0	0	0	0	0	0	0	0	0	0	0	
22	1.5	0	1	0.5	0	0	0	0	0	0	0	0	0	0	0	0	
23	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
<b>ADT</b>	<b>194</b>	<b>1</b>	<b>92</b>	<b>93</b>	<b>0</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>3.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>		
<b>AF</b>	<b>0.96</b>	<b>0.5%</b>	<b>47.4%</b>	<b>47.9%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>1.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>		
<b>SITE TRAFFIC</b>		186 Private 95.9% Unit				3.5 Single Unit 1.8%				4.5 Combination Unit 2.3%				8 Commercial Unit 4.1%			

# AVPK47

# Classification Summary

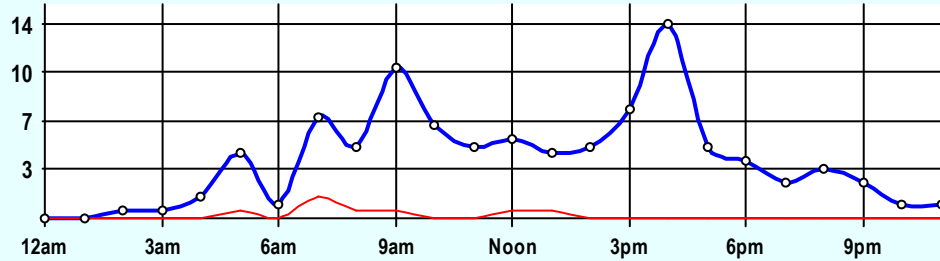
April 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
194	4pm	22
186	Private	22
8	Commercial	0
K-Factor 0.07	EB	WB
	14	8

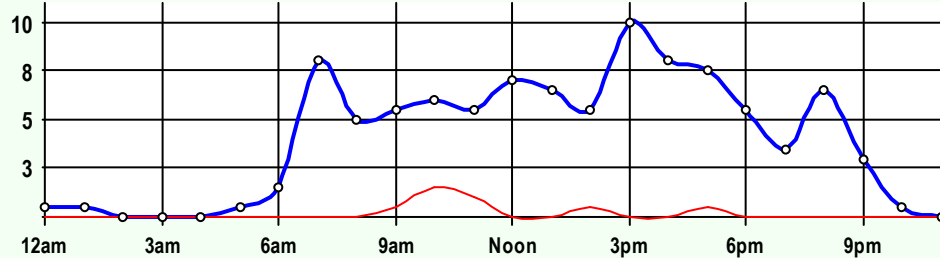
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
194	1	92	93	0	3	1	1	1	4	0	0	0	1
Axle Factor 0.96	0.5% 47.4% 47.9%			0.0% 1.3% 0.3%			0.3% 0.3% 0.3%			1.8% 0.0% 0.0% 0.0%			
	186 Private-Unit 95.9%			4 Single-Unit 1.8%			5 Combination-Unit 2.3%						
8 Commercial-Unit 4.1%													



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
98	4pm	14
94	Private	14
4	Commercial	0
K-Factor 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
98	1	48	46	0	2	1	1	0	1	0	0	0	1
Axle Factor 0.97	0.5% 48.7% 46.7%			0.0% 2.1% 0.5%			0.5% 0.5% 0.0%			0.5% 0.0% 0.0% 0.0%			
	94 Private-Unit 95.9%			3 Single-Unit 3.1%			1 Combination-Unit 1.0%						
4 Commercial-Unit 4.1%													



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
97	3pm	10
93	Private	10
4	Commercial	0
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
97	1	45	48	0	1	0	0	1	3	0	0	0	0
Axle Factor 0.95	0.5% 46.1% 49.2%			0.0% 0.5% 0.0%			0.0% 0.0% 0.5%			3.1% 0.0% 0.0% 0.0%			
	93 Private-Unit 95.9%			1 Single-Unit 0.5%			4 Combination-Unit 3.6%						
4 Commercial-Unit 4.1%													

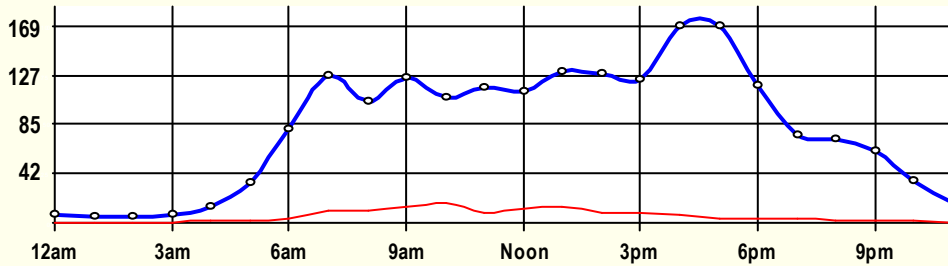
## SITE INFORMATION

AVPK47	Event No: 8157	Dist 2	Morris County
West Leg	Route: K-4		
	X-Route: K-4		
Location	K-4 W OF K-149, 3 MI S OF WHITE CITY		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	3/09;3/06;10/03		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	04/02/12 12:00	04/04 11:00
71	48	04/02/12 12:00	04/04 11:00

# 24 Hour Classification Summary

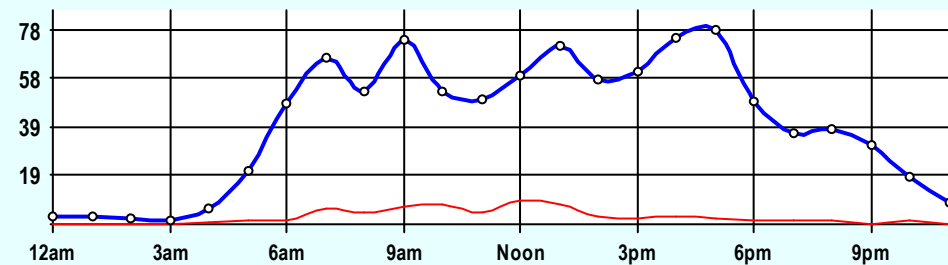
CLASSIFICATION					CLASSIFICATION									
BD1KN5														
FC 4R	Dist 2	Morris County												
Route: K-177			South Leg											
XRoute: K AVE														
K-177 S OF K AVE, 4 MI N OF COUNCIL GROVE														
<b>Peak-Hour Traffic</b>														
All Traffic	169	5pm												
Private	165	5pm												
Commercial	17	10am												
June 2012					66 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	7	0	3.7	3.3	0	0	0	0	0	0	0	0	0	0
1	5.7	0	4.3	1	0	0	0	0	0	0.3	0	0	0	0
2	4.3	0	2.7	1.3	0	0	0	0	0	0.3	0	0	0	0
3	6.3	0	4.7	1.3	0	0.3	0	0	0	0	0	0	0	0
4	13.7	0	9.3	3	0	0	0	0	0	1.3	0	0	0	0
5	33.3	0	20	11.3	0	0.3	0	0	1	0.7	0	0	0	0
6	79.7	0.7	53.7	21.7	0	0.3	0.3	0.3	1	1	0	0.3	0	0.3
7	126.7	0	83.3	33	0	2.3	2	0	1.3	3.3	1.3	0	0	0
8	103.3	1	66.7	26	0	1.7	0.7	0.3	1.7	5.3	0	0	0	0
9	125	1	75	35.5	0	2.5	0.5	0.5	2	6	1	1	0	0
10	108	2.5	58	30.5	0	0.5	3	0	1	12.5	0	0	0	0
11	115.5	0	68.5	38	0	0.5	0.5	0	1.5	5.5	0	0.5	0	0.5
12	112.5	1.5	68.5	30	0	1	0.5	0.5	1.5	8	0	0.5	0	0.5
13	130	0.5	77.5	38.5	0	1.5	1.5	0	1.5	8.5	0.5	0	0	0
14	127.5	0	85.5	34	0	2.5	0.5	0	1.5	3.5	0	0	0	0
15	123	0.7	78	36	0	2	0.7	0	1.7	4	0	0	0	0
16	168.3	0.3	119	43	0	1	0.3	0	2	2.7	0	0	0	0
17	169	0	119.7	45.7	0	0.3	0	0	0.3	2.3	0	0.3	0	0.3
18	117	0.3	85	28	0	1	0	0	0.7	1	1	0	0	0
19	75.3	0	51	21	0	0.3	0	0	0	3	0	0	0	0
20	71.7	0.7	49.7	19.7	0	0.3	0	0	0.7	0.7	0	0	0	0
21	61	0	47	12.7	0	0	0	0	0.7	0.7	0	0	0	0
22	36	0	22	12.3	0	0	0	0	0.7	1	0	0	0	0
23	17.3	0	14.3	2.3	0	0.3	0	0	0	0.3	0	0	0	0
<b>ADT</b>	<b>1,937</b>	<b>9.2</b>	<b>1,267</b>	<b>529.2</b>	<b>0</b>	<b>18.8</b>	<b>10.5</b>	<b>1.7</b>	<b>20.7</b>	<b>72</b>	<b>3.8</b>	<b>2.7</b>	<b>0</b>	<b>1.7</b>
<b>AF</b>	<b>0.93</b>	<b>0.5%</b>	<b>65.4%</b>	<b>27.3%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>3.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>	1,805.3 Private Unit 93.2%				31.0 Single Unit 1.6%					100.8 Combination Unit 5.2%				
<b>131.8 Commercial Unit 6.8%</b>														



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,937	5pm	169
1,805	Private	165
132	Commercial	4
K-Factor 0.05	NB	SB
	78	91

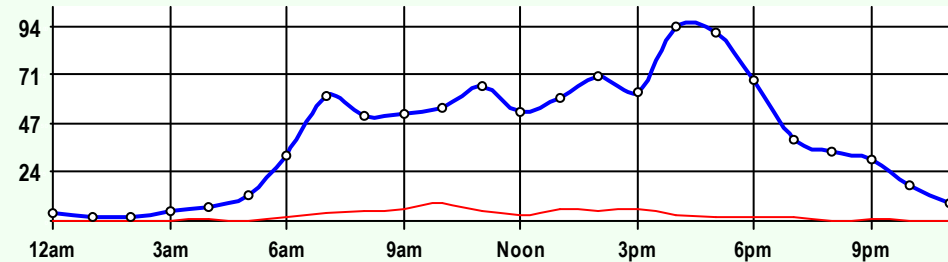
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,937	9	1,267	529	0	19	11	2	21	72	4	3	0	2
Axle Factor 0.93	1,805 Private-Unit 93.2%			31 Single-Unit 1.6%				101 Combination-Unit 5.2%					
	132 Commercial-Unit 6.8%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
966	5pm	78
895	Private	76
71	Commercial	2
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
966	3	618	274	0	10	5	1	11	40	2	1	0	1
Axle Factor 0.92	895 Private-Unit 92.7%			16 Single-Unit 1.6%				55 Combination-Unit 5.7%					
	71 Commercial-Unit 7.3%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
971	4pm	94
910	Private	91
61	Commercial	3
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
971	6	649	255	0	9	6	0	10	32	2	2	0	1
Axle Factor 0.93	910 Private-Unit 93.7%			15 Single-Unit 1.6%				46 Combination-Unit 4.7%					
	61 Commercial-Unit 6.3%												

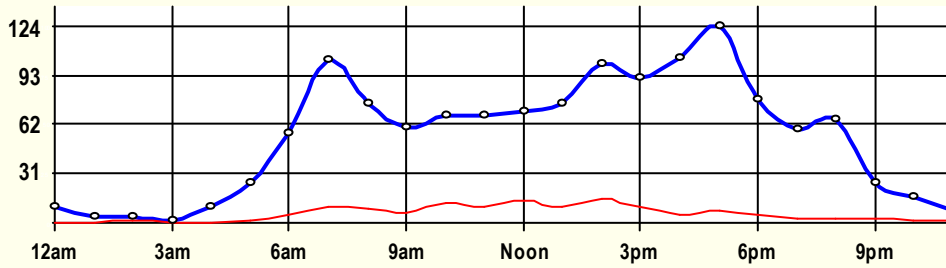
**SITE INFORMATION**

<b>BD1KN5</b>	<b>Event No: 8223</b>	<b>Dist 2</b>	<b>Morris County</b>
<b>South Leg</b>	Route: K-177		
	X-Route: K AVE		
<b>Location</b>	K-177 S OF K AVE, 4 MI N OF COUNCIL GROVE		
<b>Site Info</b>	State-Sys, Route-Class D		
<b>Event Info</b>			
<b>History</b>	No Other Surveys on Record		
<b>Comment</b>	66Hr Survey		

Lane	Hrs	Start Hour	Last Hour
11	66	06/18/12 15:00	06/21 08:00
51	66	06/18/12 15:00	06/21 08:00

# 24 Hour Classification Summary

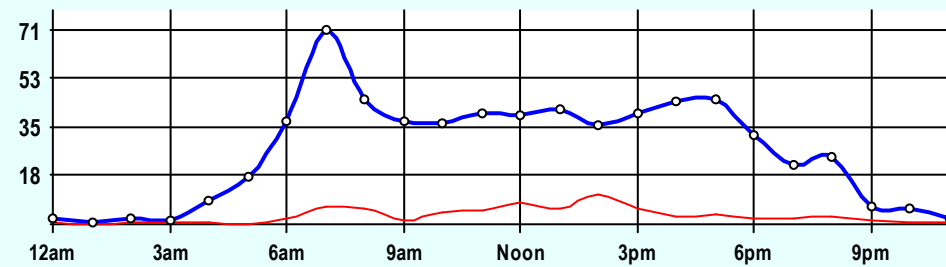
CLASSIFICATION				CLASSIFICATION														
90VSF7		WIM Collected																
FC 4R	Dist 2	Ottawa County																
Route: K-18			West Leg															
XRoute: 140th RD																		
K-18 W OF 140th RD, 1.5 MI W OF US-81																		
<b>Peak-Hour Traffic</b>																		
All Traffic	124	5pm																
Private	117	5pm																
Commercial	15	2pm																
April 2012				48 Hr Survey														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13				
0	9.5	0	6.5	2.5	0	0	0	0	0	0.5	0	0	0	0	0			
1	4	0	3.5	0.5	0	0	0	0	0	0	0	0	0	0	0			
2	4	0	1	2	0	0	0	0	0	1	0	0	0	0	0			
3	1.5	0	0.5	0.5	0	0.5	0	0	0	0	0	0	0	0	0			
4	10	0	7	2.5	0	0	0.5	0	0	0	0	0	0	0	0			
5	24.5	0	15	8.5	0	0	0	0	0	1	0	0	0	0	0			
6	56	0	36.5	14.5	0	2.5	0	0.5	0	2	0	0	0	0	0			
7	102.5	0.5	65	26.5	1.5	3.5	0.5	0	0	5	0	0	0	0	0			
8	74.5	1	47.5	17.5	0	2	2	0	0	4.5	0	0	0	0	0			
9	60.5	0.5	34.5	19.5	0	1.5	0	0	1	3	0.5	0	0	0	0			
10	67	0.5	31.5	22	0	1	3	0	1.5	7.5	0	0	0	0	0			
11	67.5	0.5	36.5	20	0	1.5	3	0	0.5	4.5	1	0	0	0	0			
12	69.5	0.5	34	21	0	4	0.5	0.5	2	7	0	0	0	0	0			
13	75	0	41.5	24	0	2.5	1	0	0	6	0	0	0	0	0			
14	99.5	0.5	58	26.5	0	5.5	0.5	0	0.5	8	0	0	0	0	0			
15	91.5	0.5	51.5	29	0	3.5	0	0.5	0	6.5	0	0	0	0	0			
16	103.5	1	69.5	28	0	2.5	0	0	0	2.5	0	0	0	0	0			
17	124	1	81	34.5	0	1	1	0	0.5	5	0	0	0	0	0			
18	77.5	1	47	24	0	0.5	0	0.5	0	4.5	0	0	0	0	0			
19	58.5	0	42.5	13	0	0	1	0	0	1	1	0	0	0	0			
20	64.5	0.5	44.5	16.5	1	2	0	0	0	0	0	0	0	0	0			
21	25.5	0	19.5	3	0	1.5	0	0	0	1.5	0	0	0	0	0			
22	16.5	0	9.5	5.5	0.5	0.5	0	0	0	0.5	0	0	0	0	0			
23	7.5	0	5	1.5	0	0.5	0	0	0	0.5	0	0	0	0	0			
<b>ADT</b>	<b>1,295</b>	<b>8</b>	<b>788.5</b>	<b>363</b>	<b>3</b>	<b>36.5</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>72</b>	<b>2.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>AF</b>	<b>0.91</b>	<b>0.6%</b>	<b>60.9%</b>	<b>28.0%</b>	<b>0.2%</b>	<b>2.8%</b>	<b>1.0%</b>	<b>0.2%</b>	<b>0.5%</b>	<b>5.6%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>SITE TRAFFIC</b>		1,159.5 Private Unit 89.6%				54.5 Single Unit 4.2%				80.5 Combination Unit 6.2%								
		135 Commercial Unit 10.4%																



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,295	5pm	124
1,160	Private	117
135	Commercial	8
K-Factor	EB	WB
0.06	46	78

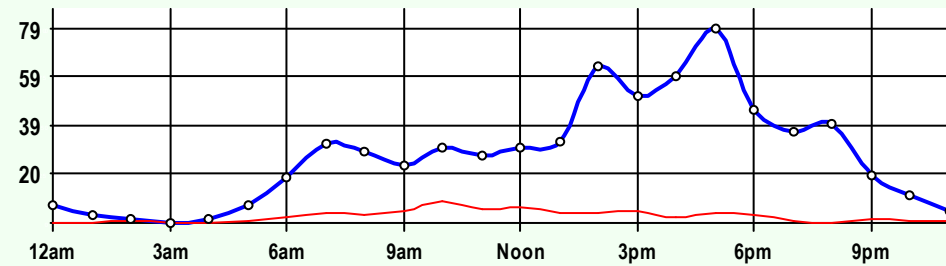
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,295	8	789	363	3	37	13	2	6	72	3	0	0	0
Axle Factor	0.6%	60.9%	28.0%	0.2%	2.8%	1.0%	0.2%	0.5%	5.6%	0.2%	0.0%	0.0%	0.0%
0.91	1,160 Private-Unit 89.6%			55 Single-Unit 4.2%				81 Combination-Unit 6.2%					
	135 Commercial-Unit 10.4%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
641	7am	71
567	Private	64
74	Commercial	7
K-Factor	0.11	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
641	1	383	183	3	27	5	2	2	34	2	0	0	0
Axle Factor	0.2%	59.8%	28.5%	0.5%	4.2%	0.7%	0.2%	0.3%	5.3%	0.3%	0.0%	0.0%	0.0%
0.91	567 Private-Unit 88.5%			36 Single-Unit 5.6%				38 Combination-Unit 5.9%					
	74 Commercial-Unit 11.5%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
654	5pm	79
593	Private	75
61	Commercial	4
K-Factor	0.12	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
654	7	406	180	0	10	9	1	4	38	1	0	0	0
Axle Factor	1.1%	62.1%	27.5%	0.0%	1.5%	1.3%	0.1%	0.6%	5.8%	0.1%	0.0%	0.0%	0.0%
0.91	593 Private-Unit 90.7%			19 Single-Unit 2.8%				43 Combination-Unit 6.5%					
	61 Commercial-Unit 9.3%												

SITE INFORMATION

90VSF7	Event No: 8297	Dist 2	Ottawa County
West Leg	Route: K-18		
	X-Route: 140th RD		
Location	K-18 W OF 140th RD, 1.5 MI W OF US-81		
Site Info	Regular, State-Sys, Route-Class D		
Event Info	WIM Collected		
History	6/09;10/06;7/03;10/00;9/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	04/30/12 11:00	05/02 10:00
71	48	04/30/12 11:00	05/02 10:00

# 24 Hour Classification Summary

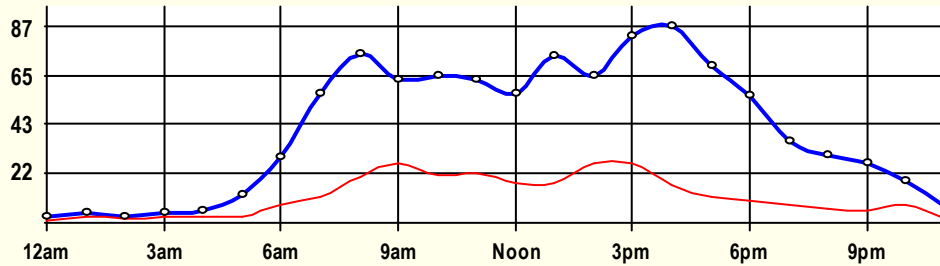
CLASSIFICATION					CLASSIFICATION									
8KKGE7														
FC 3R	Dist 2	Republic County												
Route: US-36				West Leg										
XRoute: K-199														
US-36 W OF K-199, N OF CORTLAND														
<b>Peak-Hour Traffic</b>														
All Traffic		87	4pm											
Private		70	4pm											
Commercial		27	9am											
January 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	3	0	2.5	0	0	0	0	0	0	0.5	0	0	0	0
1	4	0	1	0.5	0	0	0	0	0	2.5	0	0	0	0
2	2.5	0.5	0.5	0	0	0	0.5	0	0	1	0	0	0	0
3	4	0	0	1.5	0	0	0	0	0	2.5	0	0	0	0
4	5	0	1	1.5	0	0	0	0	0	2.5	0	0	0	0
5	12	0.5	7.5	1.5	0	0	0.5	0	0.5	1.5	0	0	0	0
6	28.5	0	9.5	11.5	0	0	0	0	0.5	7	0	0	0	0
7	57	0.5	25.5	20	0	1	0.5	0	1	8	0.5	0	0	0
8	74	0	27	27	0	0.5	0	0	0	19	0.5	0	0	0
9	63	0.5	18	18	0	0.5	2.5	0	1.5	21	0.5	0.5	0	0
10	64.5	0.5	19	24	0	1.5	1	0.5	1	15.5	1	0.5	0	0
11	62.5	0	21.5	19.5	0	1	0.5	0	2	16	1	0.5	0	0.5
12	56.5	0.5	19.5	19	0	0.5	1	0	0.5	15.5	0	0	0	0
13	73	1	26	28.5	0	0	1.5	0	1.5	14.5	0	0	0	0
14	65	0	22	17	0	2.5	2	0.5	1	18.5	0.5	1	0	0
15	82	0.5	35.5	19.5	0	1	3.5	0	1.5	18.5	0	1.5	0	0.5
16	86.5	1.5	36.5	31.5	0.5	0.5	2	0	1.5	11	1	0.5	0	0
17	69	0	33	24.5	0	0.5	1	0	0	9	1	0	0	0
18	56	0	30	16.5	0	0	1	0.5	0.5	7	0.5	0	0	0
19	36	0	16.5	11.5	0	0	0	0	0	8	0	0	0	0
20	29.5	0	16	7.5	0	0	0	0	0.5	5.5	0	0	0	0
21	26.5	0	11	10	0	0	0.5	0	0	5	0	0	0	0
22	18	0	6.5	4	0	1.5	0	0	0.5	5	0.5	0	0	0
23	7	0	2	3.5	0	0	0	0	0	1.5	0	0	0	0
<b>ADT</b>	<b>985</b>	<b>6</b>	<b>387.5</b>	<b>318</b>	<b>0.5</b>	<b>11</b>	<b>18</b>	<b>1.5</b>	<b>14</b>	<b>216</b>	<b>7</b>	<b>4.5</b>	<b>0</b>	<b>1</b>
<b>AF</b>	<b>0.73</b>	<b>0.6%</b>	<b>39.3%</b>	<b>32.3%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>1.8%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>21.9%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		711.5 Private 72.2% Unit			31 Single Unit 3.1%					242.5 Combination Unit 24.6%				
		273.5 Commercial Unit 27.8%												



**8KKGE7**

**Classification Summary**

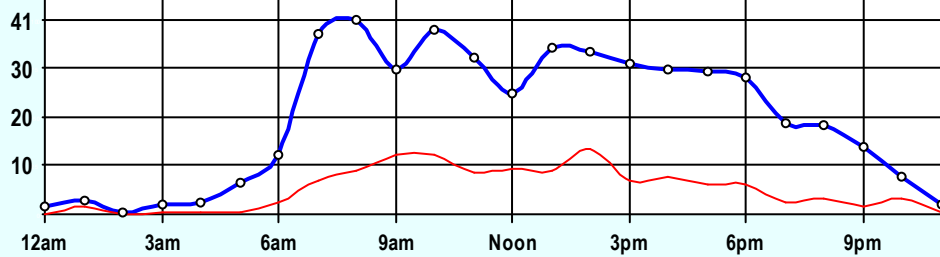
**January 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
985	4pm	87
712	Private	70
274	Commercial	17
K-Factor 0.06	EB	WB
	30	56

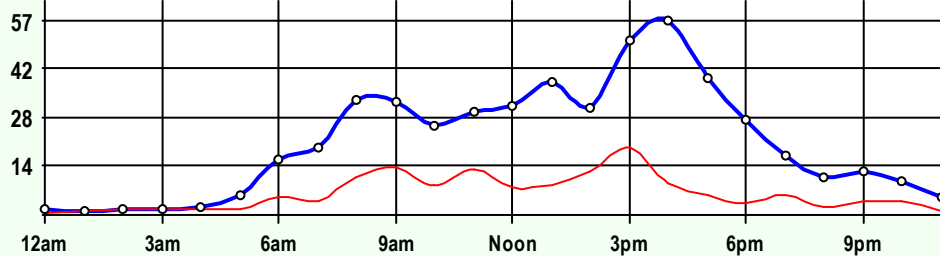
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
985	6	388	318	1	11	18	2	14	216	7	5	0	1
Axle Factor 0.73	712 Private-Unit 72.2%			31 Single-Unit 3.1%				243 Combination-Unit 24.6%					
	274 Commercial-Unit 27.8%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
482	8am	41
357	Private	32
126	Commercial	9
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
482	1	197	159	0	5	9	1	7	99	4	2	0	0
Axle Factor 0.74	357 Private-Unit 74.0%			15 Single-Unit 3.0%				111 Combination-Unit 23.0%					
	126 Commercial-Unit 26.0%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
503	4pm	57
355	Private	48
148	Commercial	9
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
503	5	191	160	1	7	9	1	8	118	3	3	0	1
Axle Factor 0.71	355 Private-Unit 70.6%			17 Single-Unit 3.3%				132 Combination-Unit 26.1%					
	148 Commercial-Unit 29.4%												

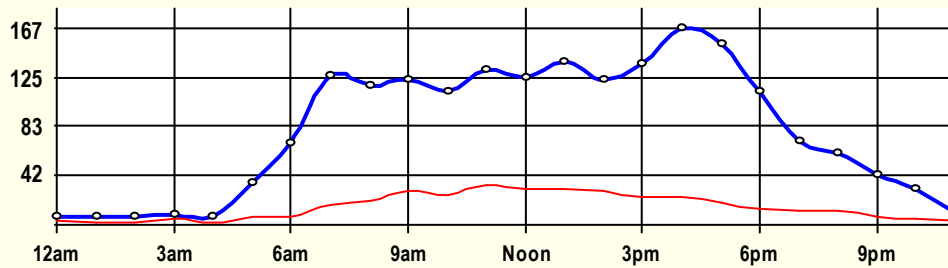
**SITE INFORMATION**

<b>8KKGE7</b>	Event No: 8111	Dist 2	Republic County
<b>West Leg</b>	Route: US-36		
	X-Route: K-199		
<b>Location</b>	US-36 W OF K-199, N OF CORTLAND		
<b>Site Info</b>	Regular, NHS, Route-Class B		
<b>Event Info</b>			
<b>History</b>	2/09;2/06;3/03;2/00;3/97		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	01/30/12 14:00	02/01 13:00
71	48	01/30/12 14:00	02/01 13:00

# 24 Hour Classification Summary

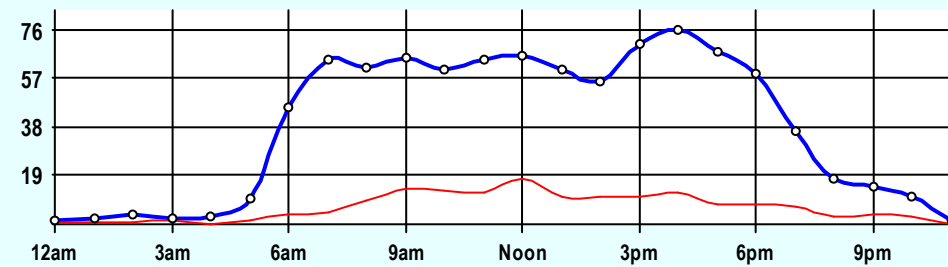
CLASSIFICATION					CLASSIFICATION									
8U2GT3														
FC 3R	Dist 2	Republic County												
Route: US-36			East Leg											
XRoute: CO ROAD O														
US-36 E OF CO RD O, 1 MI NE OF SCANDIA														
Peak-Hour Traffic														
All Traffic	167	4pm												
Private	143	4pm												
Commercial	34	11am												
March 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	7.5	0	3	1.5	0	0	0.5	0	0	2.5	0	0	0	0
1	6.5	0	4.5	0.5	0	0	0	0	0	1.5	0	0	0	0
2	7	0	3.5	1.5	0	0	0	0	0	2	0	0	0	0
3	8	1	1.5	0.5	0	0	1	0	0	3.5	0.5	0	0	0
4	7.5	0.5	3	2	0	0	0.5	0	0	1.5	0	0	0	0
5	36	0	17.5	11	0	0	1	0	1.5	5	0	0	0	0
6	68.5	0.5	39.5	21	0	0.5	1	0	1	5	0	0	0	0
7	125.5	0.5	65.5	43.5	0	0.5	0.5	0	0	14	1	0	0	0
8	117	0.5	53.5	43.5	0	1	1	0	1.5	14.5	1.5	0	0	0
9	122.5	0.5	42.5	51	0	1.5	2	0	5.5	17	1.5	0.5	0.5	0
10	113	1	46	40.5	0	1.5	1	0	2.5	20	0.5	0	0	0
11	131	1	50.5	45.5	0	1.5	3	0.5	3.5	24	1	0.5	0	0
12	124.5	1.5	53.5	39.5	0	0	3	0	2	22	2	0	1	0
13	138	0	63.5	44.5	0	0.5	2.5	0	2	22.5	1	0.5	0	1
14	123.5	1	52.5	42	0	0.5	2	0.5	5.5	19	0	0.5	0	0
15	136	0.5	68.5	44	0	0.5	2.5	0	2.5	14.5	0	1	0.5	1.5
16	166.5	0.5	94	48.5	0	0.5	1	0	1.5	18.5	1	1	0	0
17	153.5	3	84	47.5	0	1	1	0.5	2.5	12.5	0.5	1	0	0
18	112.5	1.5	62.5	34.5	0	0.5	1	0.5	0	10	2	0	0	0
19	71	3.5	35.5	20	0	1	1	0	0	10	0	0	0	0
20	60	0	30	18.5	0	0	0	0	1.5	10	0	0	0	0
21	42	0	23.5	11	0	1	0	0	0.5	6	0	0	0	0
22	30.5	1.5	14	9.5	0	0	0	0	0.5	4.5	0.5	0	0	0
23	9.5	0.5	3.5	2.5	0	0	0	0	0.5	2.5	0	0	0	0
<b>ADT</b>	<b>1,918</b>	<b>19</b>	<b>915.5</b>	<b>624</b>	<b>0</b>	<b>12</b>	<b>25.5</b>	<b>2</b>	<b>34.5</b>	<b>262.5</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>2.5</b>
<b>AF</b>	<b>0.80</b>	<b>1.0%</b>	<b>47.7%</b>	<b>32.5%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>1.8%</b>	<b>13.7%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>	1,558.5 Private Unit 81.3%		39.5 Single Unit 2.1%					319.5 Combination Unit 16.7%						
359 Commercial Unit 18.7%														



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,918	4pm	167
1,559	Private	143
359	Commercial	24
K-Factor	EB	WB
	0.05	76
		90

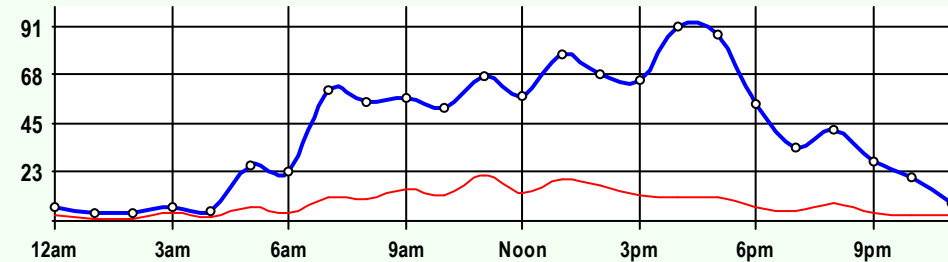
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,918	19	916	624	0	12	26	2	35	263	13	5	2	3
Axle Factor 0.80	1,559 Private-Unit 81.3%			40 Single-Unit 2.1%				320 Combination-Unit 16.7%					
	359 Commercial-Unit 18.7%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
919	4pm	76
761	Private	64
158	Commercial	12
K-Factor	0.08	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
919	10	444	308	0	4	9	2	13	121	7	1	1	1
Axle Factor 0.81	761 Private-Unit 82.9%			15 Single-Unit 1.6%				143 Combination-Unit 15.6%					
	158 Commercial-Unit 17.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
999	4pm	91
798	Private	79
202	Commercial	12
K-Factor	0.09	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
999	10	472	316	0	8	17	1	22	142	7	5	1	2
Axle Factor 0.79	798 Private-Unit 79.8%			25 Single-Unit 2.5%				177 Combination-Unit 17.7%					
	202 Commercial-Unit 20.2%												

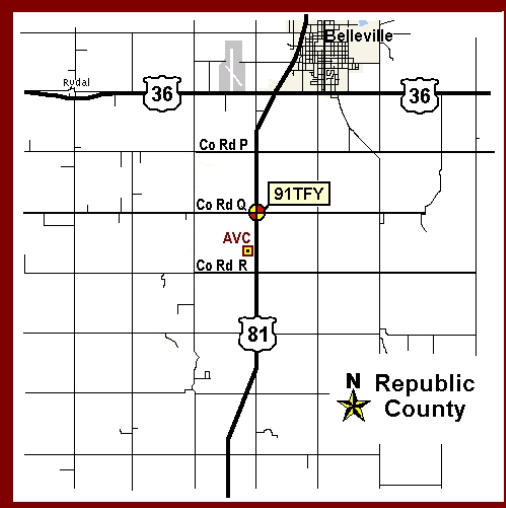
SITE INFORMATION

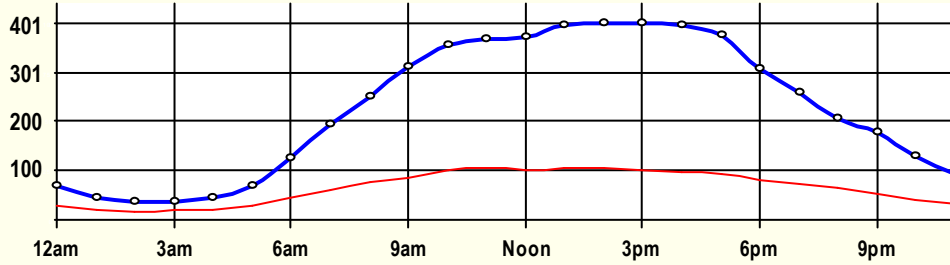
8U2GT3	Event No: 8146	Dist 2	Republic County
East Leg	Route: US-36		
	X-Route: CO ROAD O		
Location	US-36 E OF CO RD O, 1 MI NE OF SCANDIA		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	2/09;2/06;3/03;2/00;3/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	03/26/12 12:00	03/28 11:00
71	48	03/26/12 12:00	03/28 11:00

# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION		
91TFY5			From AVC												
FC 2R		Dist 2		Republic County											
Route: US-81										South Leg					
XRoute: COUNTY RD Q															
US-81 S OF CO RD Q, 2.5 MI S OF BELLEVILLE															
Peak-Hour Traffic															
All Traffic	401	2pm													
Private	299	3pm													
Commercial	105	11am													
June 2012						720 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	68.1	0.1	25.3	14.9	0.4	2.4	0.3	0.1	2.3	19.7	0.5	0.6	1.5	0.2	
1	45.6	0.0	15.8	8.8	0.3	1.5	0.1	0.1	1.7	16.0	0.6	0.1	0.5	0.2	
2	34.7	0.1	11.7	5.6	0.3	0.9	0.0	0.1	1.3	13.2	0.2	0.5	0.5	0.2	
3	36.2	0	10.3	5.0	0.8	1.5	0.2	0.1	1.3	14.1	0.1	1.4	1.1	0.2	
4	44.0	0	14.8	7.2	0.2	1.2	0.1	0	1.3	16.4	0.5	1.7	0.4	0.1	
5	67.1	0.3	25.3	13.4	0.8	2.9	0.4	0	2.0	20.8	0.6	0.1	0	0.5	
6	125.7	0.4	54.1	27.8	2.0	5.7	0.7	0.1	2.7	30	1	0.1	0.0	1.1	
7	193.6	0.8	84.5	48.8	1.6	9.2	1.5	0.3	5.3	37.1	2	1.0	0	1.5	
8	252.1	1.3	110.5	64.2	1.6	11.4	2.3	0.3	7.1	48.5	2.1	0.6	0.0	2.2	
9	312	1.4	145.9	80.0	1.8	12.6	2.1	0.4	11.3	53.0	2.2	0	0.0	1.4	
10	354.7	2	167.3	85.6	2.7	14.5	2.2	0.5	13	60.2	3.8	0.6	0.2	1.8	
11	367.3	1.6	171.9	88.6	4.7	15.2	2.3	0.4	12.5	62.6	4.6	0.6	0.1	2.3	
12	370.5	1.3	177.8	91.1	2.4	14.2	3.3	0.3	10.6	64.7	2.8	0.1	0.1	1.9	
13	396.6	2	190.1	100.4	1.8	14.5	3.4	0.6	11.9	66.5	2.9	0.2	0.0	2.3	
14	400.7	1.1	192.3	102.1	1.9	15.9	2.2	0.5	10.9	66.7	4.5	0.2	0.1	2.3	
15	400.5	1.7	196.3	100.9	1.9	15.7	1.7	0.5	10.9	63.8	4.1	0.1	0.0	2.7	
16	396.6	1.9	199.7	96.2	1.8	13.8	1.6	0.5	9.6	66.2	2.9	0.0	0.1	2.2	
17	375.1	1.0	186.6	95	1.6	12.3	1.4	0.4	8.5	63.1	3.1	0.2	0.1	1.7	
18	305.4	0.9	151.5	73.2	1.2	9.5	0.9	0.3	7.0	56.8	2.7	0	0.1	1.4	
19	256.9	0.9	123.3	59.2	1.2	7.8	0.9	0.3	6.0	54.2	1.9	0	0.0	1.2	
20	204.3	0.5	92.9	46.9	1.1	7.2	0.7	0.2	4.8	45.6	1.8	1.2	0.6	0.8	
21	179.0	0.6	82.9	41.5	0.9	6.0	0.6	0.2	3.6	39.5	1.1	0.7	0.6	0.6	
22	130.6	0.2	59.0	30.5	0.3	3.9	0.3	0.2	3.6	30.4	1.4	0.2	0.1	0.6	
23	92.6	0	38.0	20.5	0.5	3.1	0.2	0.1	2.7	25.0	0.8	1.2	0.1	0.5	
<b>ADT</b>	<b>5,410</b>	<b>20.2</b>	<b>2,527.8</b>	<b>1,307.5</b>	<b>33.9</b>	<b>202.9</b>	<b>29.3</b>	<b>6.7</b>	<b>152.1</b>	<b>1,034</b>	<b>48.3</b>	<b>11.3</b>	<b>6.3</b>	<b>29.8</b>	
<b>AF</b>	<b>0.74</b>	<b>0.4%</b>	<b>46.7%</b>	<b>24.2%</b>	<b>0.6%</b>	<b>3.8%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>2.8%</b>	<b>19.1%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.6%</b>	
<b>SITE TRAFFIC</b>	3,855.4 Private Unit 71.3%		272.7 Single Unit 5.0%						1,281.9 Combination Unit 23.7%						
	1,554.6 Commercial Unit 28.7%														

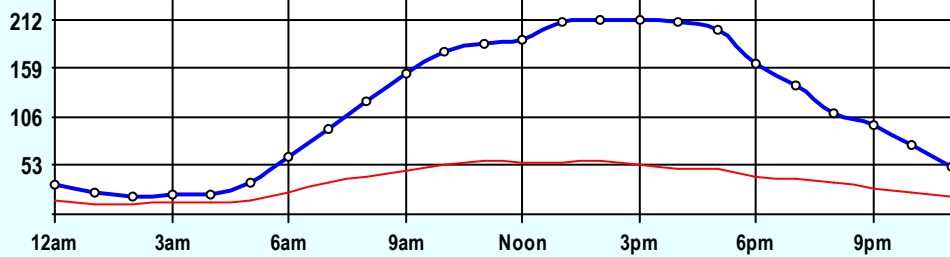




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
5,410	2pm	401
3,855	Private	296
1,555	Commercial	105
K-Factor 0.04	NB	SB
	211	190

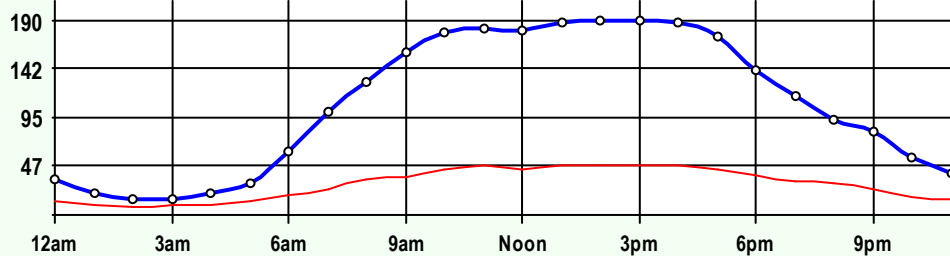
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
5,410	20	2,528	1,307	34	203	29	7	152	1,034	48	11	6	30	
Axle Factor 0.74	0.4%		46.7%		24.2%		0.6%		3.8%		0.5%		0.1%	
	3,855 Private-Unit			273 Single-Unit			5.0%			1,282 Combination-Unit				23.7%
	71.3%						1,555 Commercial-Unit			28.7%				



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,825	3pm	212
1,982	Private	158
843	Commercial	54
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,825	9	1,309	664	20	106	17	2	85	555	32	6	3	17	
Axle Factor 0.73	0.3%		46.3%		23.5%		0.7%		3.8%		0.6%		0.1%	
	1,982 Private-Unit			146 Single-Unit			5.2%			697 Combination-Unit				24.7%
	70.2%						843 Commercial-Unit			29.8%				



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
2,585	2pm	190
1,874	Private	142
712	Commercial	48
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,585	11	1,219	643	14	97	12	4	67	479	16	6	3	13	
Axle Factor 0.75	0.4%		47.2%		24.9%		0.5%		3.7%		0.5%		0.2%	
	1,874 Private-Unit			127 Single-Unit			4.9%			585 Combination-Unit				22.6%
	72.5%						712 Commercial-Unit			27.5%				

SITE INFORMATION

91TFY5	Event No: 8302	Dist 2	Republic County
South Leg	Route: US-81		
	X-Route: COUNTY RD Q		
Location	US-81 S OF CO RD Q, 2.5 MI S OF BELLEVILLE		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info	From AVC		
History	7/09;1/05;5/03;3/03;11/02;2/00;9/99;3/97;9/96		
Comment	JUNE AVC DATA		

Lane	Hrs	Start Hour	Last Hour
11	720	06/01/12 00:00	06/30 23:00
12	720	06/01/12 00:00	06/30 23:00
51	720	06/01/12 00:00	06/30 23:00
52	720	06/01/12 00:00	06/30 23:00

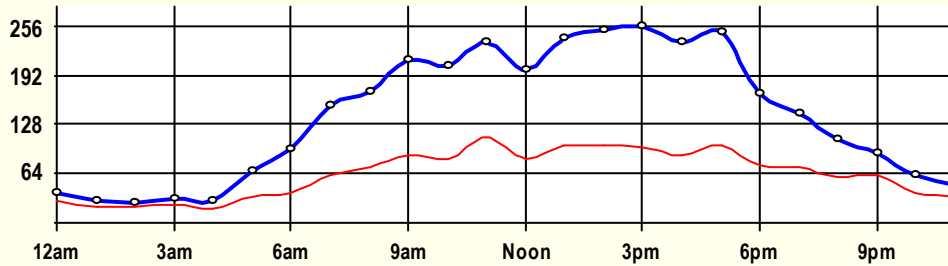
# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
94EKE5														
FC 4R		Dist 2		Republic County										
Route: US-81								South Leg						
XRoute: RS-334 (FIR RD)														
US-81 S OF RS-334, 5 MI S OF KS/NE BORDER														
<b>Peak-Hour Traffic</b>														
All Traffic		256		3pm										
Private		158		3pm										
Commercial		112		11am										
<span style="color: red;">January 2012</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	39.5	0	4.5	5.5	0	0.5	1	0	1	23.5	0.5	1	2	0
1	27.5	0	4.5	2.5	0	0	0	0	0	19	0.5	0	1	0
2	26.5	0	3	3.5	0	0	0	0	0.5	18	0.5	0	0.5	0.5
3	30.5	0	6.5	1.5	0	1.5	0	0.5	0	15	0	3.5	2	0
4	27.5	0	4	4.5	0	0	0	0.5	1.5	14.5	0	2	0.5	0
5	67.5	1	19	13	0	1.5	1	0	3	28	0.5	0.5	0	0
6	94.5	0.5	40.5	15	0.5	2	1.5	0	2	32.5	0	0	0	0
7	152.5	0.5	51.5	39.5	0	1.5	5.5	0	5	45	1.5	1.5	0.5	0.5
8	169.5	1	51.5	44.5	0	3	2	0	4.5	57	2.5	2	0.5	1
9	212.5	2	73	49.5	0	1	5.5	0	4.5	72.5	3.5	1	0	0
10	203	2	71.5	47	0	4	4.5	0	3.5	65	4	0.5	0	1
11	234	3	75	44.5	0	3	6.5	1	7	83	10	1	0	0
12	200	3	72	43	0	1.5	3	0	4	72.5	0.5	0.5	0	0
13	239.5	2	86	51	0.5	3.5	4	0	8.5	79	4.5	0	0	0.5
14	250.5	4.5	84.5	59.5	0.5	2.5	5	0	5	82	5.5	1	0	0.5
15	256	3.5	95.5	58.5	0	2.5	6	0.5	4	81	2.5	1.5	0	0.5
16	234.5	0.5	95	50	0	1.5	3	0.5	6	69.5	8	0	0	0.5
17	247.5	0.5	100	47.5	0	1.5	2	1	4.5	87	3.5	0	0	0
18	168	0.5	55.5	36.5	0.5	1	0.5	0.5	3.5	67	2	0.5	0	0
19	141	0.5	41.5	25.5	0	0.5	0.5	0	1.5	66.5	2.5	1	1	0
20	109	0	29.5	19	0	0	0.5	0	1.5	54	1	2	1.5	0
21	91.5	0.5	17	12.5	0	1	1	0	2	52.5	3	1	1	0
22	63	1	12.5	10	0	0	1.5	1	0.5	34	0.5	1	0.5	0.5
23	48	0	9.5	4.5	0	0	0.5	0	0.5	30.5	0	1.5	1	0
<b>ADT</b>	<b>3,334</b>	<b>26.5</b>	<b>1,103</b>	<b>688</b>	<b>2</b>	<b>33.5</b>	<b>55</b>	<b>5.5</b>	<b>74</b>	<b>1,248.5</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>5.5</b>
<b>AF</b>	<b>0.61</b>	<b>0.8%</b>	<b>33.1%</b>	<b>20.6%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>1.6%</b>	<b>0.2%</b>	<b>2.2%</b>	<b>37.5%</b>	<b>1.7%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.2%</b>
<b>SITE TRAFFIC</b>		1,817.5 Private Unit 54.5%			96 Single Unit 2.9%					1,420 Combination Unit 42.6%				
		1,516 Commercial Unit 45.5%												

**94EKE5**

**Classification Summary**

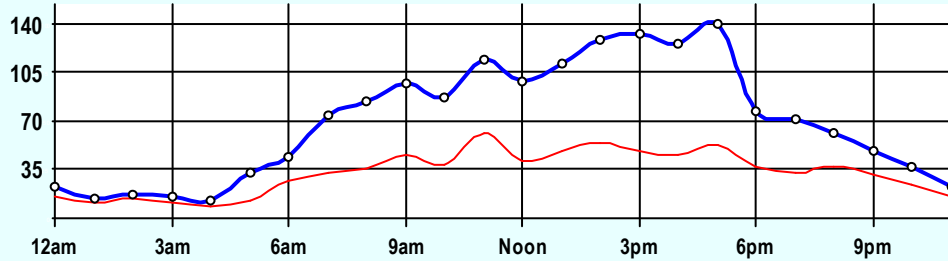
**January 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,334</b>	<b>3pm</b>	<b>256</b>
1,818	Private	158
<b>1,516</b>	<b>Commercial</b>	<b>99</b>
K-Factor 0.04	NB	SB
	132	124

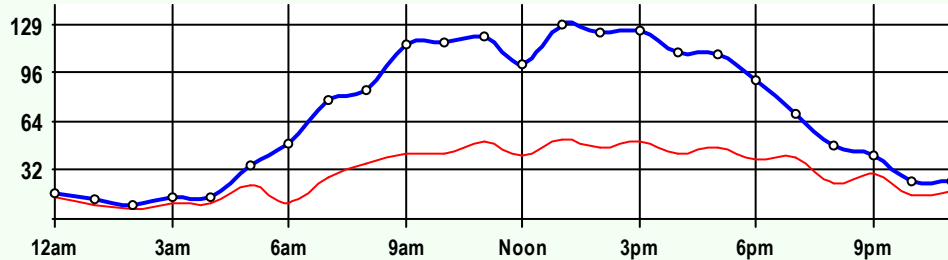
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,334	27	1,103	688	2	34	55	6	74	1,249	57	23	12	6
Axle Factor 0.61	0.8% 1,818 Private-Unit 54.5%			96 Single-Unit 2.9%				1,420 Combination-Unit 42.6%					
	1,516 Commercial-Unit 45.5%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,663</b>	<b>5pm</b>	<b>140</b>
884	Private	88
<b>779</b>	<b>Commercial</b>	<b>52</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,663	7	556	321	1	16	29	2	33	641	38	11	7	3
Axle Factor 0.60	0.4% 884 Private-Unit 53.1%			47 Single-Unit 2.8%				732 Combination-Unit 44.0%					
	779 Commercial-Unit 46.9%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,671</b>	<b>1pm</b>	<b>129</b>
934	Private	76
<b>737</b>	<b>Commercial</b>	<b>53</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,671	20	548	367	1	18	27	4	41	608	20	13	5	3
Axle Factor 0.62	1.2% 934 Private-Unit 55.9%			49 Single-Unit 2.9%				688 Combination-Unit 41.2%					
	737 Commercial-Unit 44.1%												

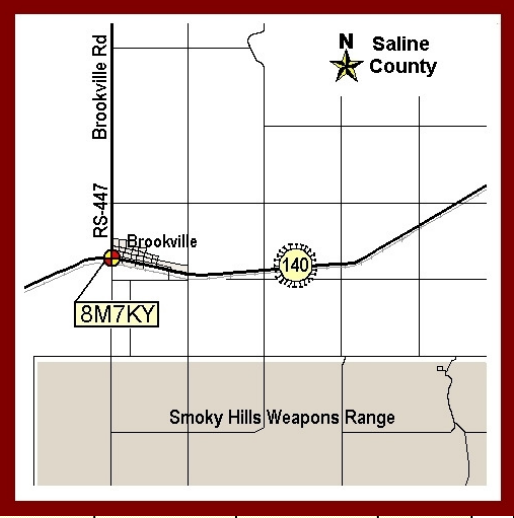
**SITE INFORMATION**

<b>94EKE5</b>	Event No: 8112	Dist 2	Republic County
<b>South Leg</b>	Route: US-81		
	X-Route: RS-334 (FIR RD)		
<b>Location</b>	US-81 S OF RS-334, 5 MI S OF KS/NE BORDER		
<b>Site Info</b>	Regular, NHS, Route-Class B		
<b>Event Info</b>			
<b>History</b>	2/09;10/06;2/00		
<b>Comment</b>			

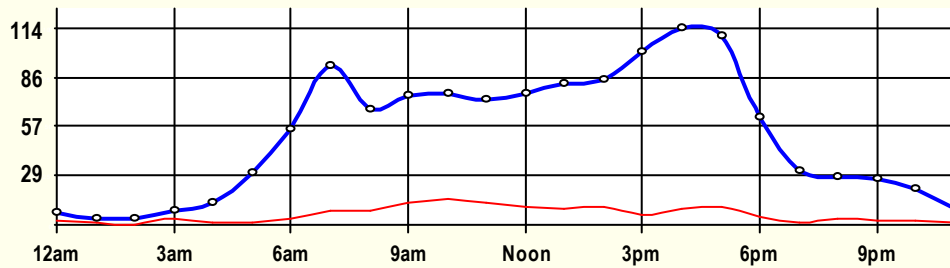
Lane	Hrs	Start Hour	Last Hour
11	48	01/30/12 12:00	02/01 11:00
12	48	01/30/12 12:00	02/01 11:00
51	48	01/30/12 12:00	02/01 11:00
52	48	01/30/12 12:00	02/01 11:00

# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
8M7KY7														
FC 4R		Dist 2		Saline County										
Route: K-140								West Leg						
XRoute: RS-447 (BROOKVILLE RD)														
K-140 W OF BROOKVILLE RD														
<b>Peak-Hour Traffic</b>														
All Traffic		114		4pm										
Private		105		4pm										
Commercial		16		10am										
February 2012										48 Hr Survey				
12am	3am	6am	9am	Noon	3pm	6pm	9pm							
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	6.5	0	2	2.5	0	0	0	0	0	1.5	0	0.5	0	0
1	3.5	0	0.5	2	0	0	0	0	0	0.5	0	0.5	0	0
2	4	0	3.5	0	0	0	0	0	0	0	0	0.5	0	0
3	8	0	1	4	0	0	0	0	1.5	0.5	0	1	0	0
4	12.5	0	11	0	0	0	0	0	0.5	1	0	0	0	0
5	29.5	0	20	8.5	0	0	0	0	0	0.5	0.5	0	0	0
6	55	0	38.5	13.5	0	0	0	0	0.5	2.5	0	0	0	0
7	92	0	56	28	0	3.5	1.5	0	0.5	2.5	0	0	0	0
8	67	0	36	23	0	1	2.5	0	0	3.5	0.5	0	0.5	0
9	75	0	34.5	28	0	1.5	1.5	0	1.5	6.5	1	0.5	0	0
10	76.5	0	38	23	0.5	1	1	0	3	8.5	1	0.5	0	0
11	72	0	30.5	28.5	0	0	0.5	0	1	9	2	0	0	0.5
12	76.5	0	44	22.5	0	0.5	1	0	4	3	1	0	0	0.5
13	81.5	0.5	48	24	0	1	1	0	1	4	1.5	0.5	0	0
14	84.5	0.5	49	25	0	0.5	1.5	0	2.5	3	2.5	0	0	0
15	100.5	0	59	36	0	0	0.5	0	1	4	0	0	0	0
16	114	1	77.5	26.5	0	2	1	0	0.5	4	0.5	1	0	0
17	109.5	0	72	27.5	0	1.5	0	0	1.5	5	2	0	0	0
18	62	0	39.5	17.5	0	1	0	0	0	3.5	0	0	0	0.5
19	30.5	0	18	11.5	0	0	0	0	0	1	0	0	0	0
20	28	0	17	7.5	0	0.5	0.5	0	0	2.5	0	0	0	0
21	26	0	17	6.5	0	0	0	0	0	2.5	0	0	0	0
22	21	0.5	11.5	7	0	0	0	0	0	2	0	0	0	0
23	9	0	5	2.5	0	1	0	0	0	0	0.5	0	0	0
<b>ADT</b>	<b>1,245</b>	<b>2.5</b>	<b>729</b>	<b>375</b>	<b>0.5</b>	<b>15</b>	<b>12.5</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>13</b>	<b>5</b>	<b>0.5</b>	<b>1.5</b>
<b>AF</b>	<b>0.88</b>	<b>0.2%</b>	<b>58.6%</b>	<b>30.1%</b>	<b>0.0%</b>	<b>1.2%</b>	<b>1.0%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>5.7%</b>	<b>1.0%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,106.5 Private Unit 88.9%			28 Single Unit 2.2%					110 Combination Unit 8.8%				
		138 Commercial Unit 11.1%												



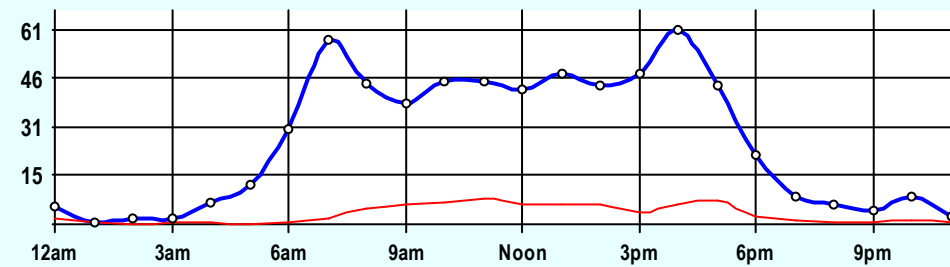




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,245	4pm	114
1,107	Private	105
138	Commercial	9
K-Factor	0.05	0.05
	EB	WB
	61	53

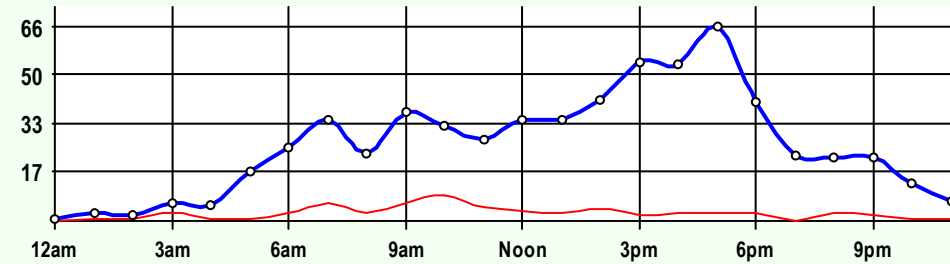
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,245	3	729	375	1	15	13	0	19	71	13	5	1	2
Axle Factor 0.88	0.2% 58.6% 30.1%			0.0% 1.2% 1.0%			0.0% 1.5% 5.7%			1.0% 0.4% 0.0%			0.1%
	1,107 Private-Unit 88.9%			28 Single-Unit 2.2%			110 Combination-Unit 8.8%						
	138 Commercial-Unit 11.1%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
626	4pm	61
550	Private	55
76	Commercial	7
K-Factor	0.10	0.10

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
626	2	368	181	0	7	6	0	7	43	9	3	1	1
Axle Factor 0.86	0.2% 58.8% 28.9%			0.0% 1.0% 1.0%			0.0% 1.1% 6.9%			1.4% 0.4% 0.1%			0.2%
	550 Private-Unit 87.9%			13 Single-Unit 2.0%			63 Combination-Unit 10.1%						
	76 Commercial-Unit 12.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
619	5pm	66
557	Private	64
63	Commercial	3
K-Factor	0.11	0.11

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
619	1	362	194	1	9	7	0	12	28	4	3	0	1
Axle Factor 0.90	0.2% 58.4% 31.3%			0.1% 1.4% 1.1%			0.0% 1.9% 4.5%			0.6% 0.4% 0.0%			0.1%
	557 Private-Unit 89.9%			16 Single-Unit 2.5%			47 Combination-Unit 7.6%						
	63 Commercial-Unit 10.1%												

SITE INFORMATION

8M7KY7	Event No: 8113	Dist 2	Saline County
West Leg	Route: K-140		
	X-Route: RS-447 (BROOKVILLE RD)		
Location	K-140 W OF BROOKVILLE RD		
Site Info	Regular, State-Sys, Route-Class E		
Event Info			
History	6/09;1/06;11/03		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	02/06/12 10:00	02/08 09:00
71	48	02/06/12 10:00	02/08 09:00

# 24 Hour Classification Summary

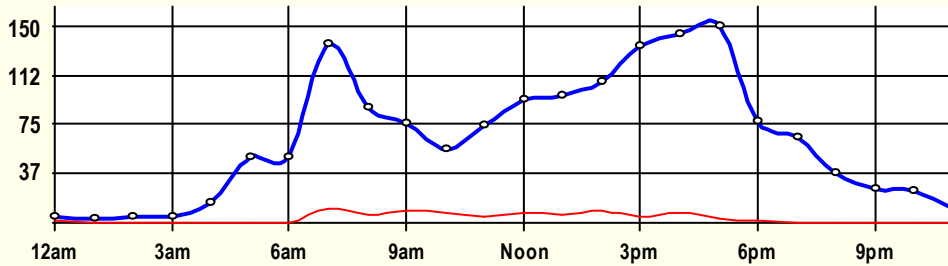
CLASSIFICATION					CLASSIFICATION									
957J25														
FC 4R		Dist 2		Saline County										
Route: K-4				South Leg										
XRoute: K-104														
K-4 S OF K-104, 4.5 MI S OF SALINA														
Peak-Hour Traffic														
All Traffic		150		5pm										
Private		146		5pm										
Commercial		11		7am										
February 2012					NB 24Hr SB 48Hr									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	5	0	4	0	0	0	1	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
3	4	0	3	1	0	0	0	0	0	0	0	0	0	0
4	14.5	0	11.5	3	0	0	0	0	0	0	0	0	0	0
5	49.5	0	36	13	0	0	0	0	0	0.5	0	0	0	0
6	49.5	1	31	17.5	0	0	0	0	0	0	0	0	0	0
7	136	0	80	45	0	3.5	0	0	0	7.5	0	0	0	0
8	88	0	42	39.5	0	0	1.5	0.5	0.5	3	1	0	0	0
9	76	0	39	27.5	0	1	1.5	0	1	5	0	1	0	0
10	56.5	0	28.5	20.5	0	0	3.5	0	1	3	0	0	0	0
11	73.5	0	44	24.5	0	1	0.5	0	1	2.5	0	0	0	0
12	93.5	0	49	37	0	1	2.5	0	0	4	0	0	0	0
13	97	0	69.5	21	0	1.5	4	0	0.5	0.5	0	0	0	0
14	107.5	1	62	35	0	0	2	0	2.5	5	0	0	0	0
15	135	0	83	47	0	2	2	0	0.5	0.5	0	0	0	0
16	143.5	0.5	89	47	0	0.5	0	0	0	4	0.5	2	0	0
17	149.5	0	96.5	49.5	0	0	0	0	2	1.5	0	0	0	0
18	76.5	0	50	25	0	1	0	0	0.5	0	0	0	0	0
19	64.5	0	46.5	18	0	0	0	0	0	0	0	0	0	0
20	38	1	25	12	0	0	0	0	0	0	0	0	0	0
21	25.5	1	18.5	5.5	0	0	0.5	0	0	0	0	0	0	0
22	23.5	0	16	7	0	0	0	0	0	0.5	0	0	0	0
23	11	0	8	2.5	0	0	0.5	0	0	0	0	0	0	0
<b>ADT</b>	<b>1,524</b>	<b>4.5</b>	<b>938</b>	<b>498.5</b>	<b>0</b>	<b>11.5</b>	<b>19.5</b>	<b>0.5</b>	<b>9.5</b>	<b>37.5</b>	<b>1.5</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>AF</b>	<b>0.95</b>	<b>0.3%</b>	<b>61.5%</b>	<b>32.7%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>1.3%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>2.5%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		1,441 Private 94.6% Unit			31.5 Single Unit 2.1%					51.5 Combination Unit 3.4%				
83 Commercial Unit 5.4%														



957J25

Classification Summary

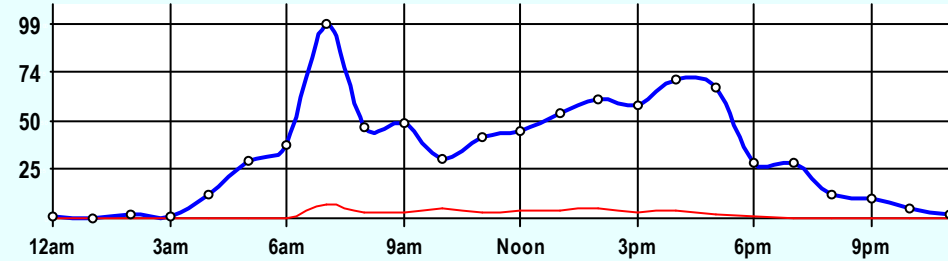
February 2012



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,524	5pm	150
1,441	Private	146
83	Commercial	4
K-Factor 0.05	NB	SB
	67	82

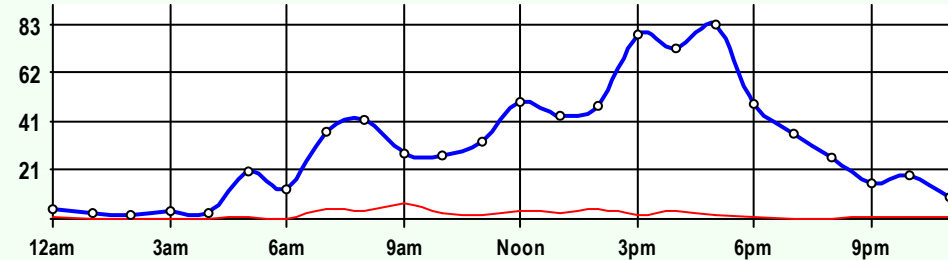
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,524	5	938	499	0	12	20	1	10	38	2	3	0	0
Axle Factor 0.95	0.3% 61.5% 32.7%			0.0% 0.8% 1.3%			0.0% 0.6% 2.5%			0.1% 0.2% 0.0% 0.0%			
	1,441 Private-Unit 94.6%			32 Single-Unit 2.1%			52 Combination-Unit 3.4%						
	83 Commercial-Unit 5.4%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
783	7am	99
739	Private	92
44	Commercial	7
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
783	4	472	263	0	7	13	0	4	17	1	2	0	0
Axle Factor 0.95	0.5% 60.3% 33.6%			0.0% 0.9% 1.7%			0.0% 0.5% 2.2%			0.1% 0.3% 0.0% 0.0%			
	739 Private-Unit 94.4%			20 Single-Unit 2.6%			24 Combination-Unit 3.1%						
	44 Commercial-Unit 5.6%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
741	5pm	83
702	Private	81
39	Commercial	2
K-Factor 0.11		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
741	1	466	236	0	5	7	1	6	21	1	1	0	0
Axle Factor 0.95	0.1% 62.9% 31.8%			0.0% 0.6% 0.9%			0.1% 0.7% 2.8%			0.1% 0.1% 0.0% 0.0%			
	702 Private-Unit 94.7%			12 Single-Unit 1.6%			28 Combination-Unit 3.7%						
	39 Commercial-Unit 5.3%												

SITE INFORMATION

957J25	Event No: 8115	Dist 2	Saline County
South Leg	Route: K-4		
	X-Route: K-104		
Location	K-4 S OF K-104, 4.5 MI S OF SALINA		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	3/09;1/06;2/03;2/03;5/00;6/97		
Comment	NB 24Hr, SB 48Hr		

Lane	Hrs	Start Hour	Last Hour
11	24	02/06/12 13:00	02/07 12:00
51	48	02/06/12 13:00	02/08 12:00

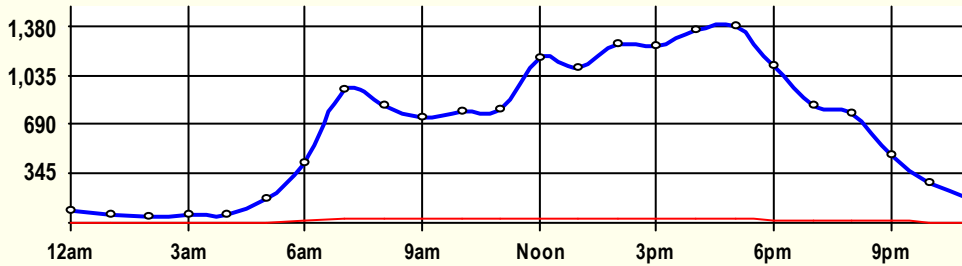
# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION		
95MMM7			Iso-Tubes Used												
FC 3U		Dist 2		Saline County											
Route: C-4816 (CRAWFORD)										West Leg					
XRoute: C-4833 (FRONT)															
CRAWFORD W OF FRONT, IN SALINA															
<b>Peak-Hour Traffic</b>															
All Traffic		1,380		5pm											
Private		1,354		5pm											
Commercial		34		Noon											
<span style="color: red;">April 2012</span> <span style="float: right; color: red;">48 Hr Survey</span>															
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	88	0	65	21.5	0	1.5	0	0	0	0	0	0	0	0	
1	50	1	38	10.5	0	0.5	0	0	0	0	0	0	0	0	
2	48.5	0	34.5	13	0	0.5	0	0	0.5	0	0	0	0	0	
3	52	0.5	36.5	14	0	0.5	0.5	0	0	0	0	0	0	0	
4	59	1	39	16	0.5	0.5	0.5	0	1.5	0	0	0	0	0	
5	173.5	2	111	55.5	0	3	1.5	0	0.5	0	0	0	0	0	
6	415	3	285	113.5	1	9	2	0	0	1.5	0	0	0	0	
7	932.5	2.5	633.5	266.5	1	24.5	1.5	0.5	1	1.5	0	0	0	0	
8	819	3.5	525	261.5	1	23	1	1.5	0.5	2	0	0	0	0	
9	737.5	3	470.5	237.5	0	20	1.5	1.5	1	2.5	0	0	0	0	
10	777	2	513	232	0	25.5	1.5	1	1.5	0.5	0	0	0	0	
11	796.5	4.5	528	241	0	19.5	1	0	2	0.5	0	0	0	0	
12	1,159.5	5	788.5	332	0	28	2	1	3	0	0	0	0	0	
13	1,090	4	735.5	320	0.5	24.5	1.5	1	2	1	0	0	0	0	
14	1,249	7.5	874	339	0.5	21.5	1	2	1.5	2	0	0	0	0	
15	1,233	5.5	840	355.5	3	25	2	1	0.5	0.5	0	0	0	0	
16	1,348	3.5	938	374.5	2	25	0	0	2.5	2.5	0	0	0	0	
17	1,380	9	986.5	358	0.5	23.5	0.5	0.5	1	0.5	0	0	0	0	
18	1,094.5	9	756	311	1	15	1	0.5	1	0	0	0	0	0	
19	815.5	6.5	571.5	225	0.5	11.5	0	0	0.5	0	0	0	0	0	
20	763	7.5	549	199	0	6.5	0.5	0	0	0.5	0	0	0	0	
21	478	3	350.5	117.5	0	6	0	0	1	0	0	0	0	0	
22	280.5	0.5	213.5	61.5	0	4	0	0	0.5	0.5	0	0	0	0	
23	161.5	1	127	32.5	0	0.5	0	0.5	0	0	0	0	0	0	
<b>ADT</b>	<b>16,001</b>	<b>85</b>	<b>11,009</b>	<b>4,508</b>	<b>11.5</b>	<b>319</b>	<b>19.5</b>	<b>11</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>AF</b>	<b>1.00</b>	<b>0.5%</b>	<b>68.8%</b>	<b>28.2%</b>	<b>0.1%</b>	<b>2.0%</b>	<b>0.1%</b>	<b>0.1%</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>		15,602 Private Unit 97.5%			361 Single Unit 2.3%					38 Combination Unit 0.2%					
		399 Commercial Unit 2.5%													

95MMM7

Classification Summary

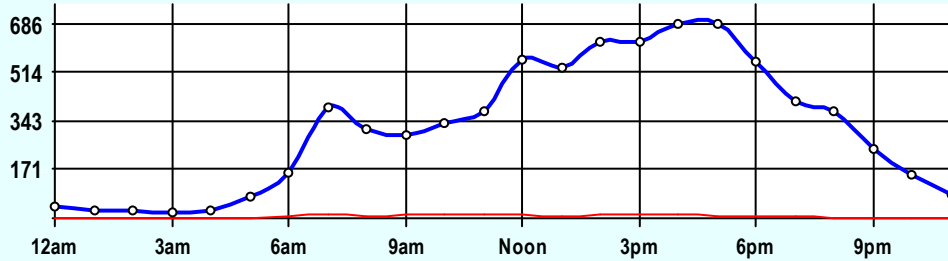
April 2012



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
16,001	5pm	1,380
15,602	Private	1,354
399	Commercial	27
K-Factor 0.04	EB	WB
	686	694

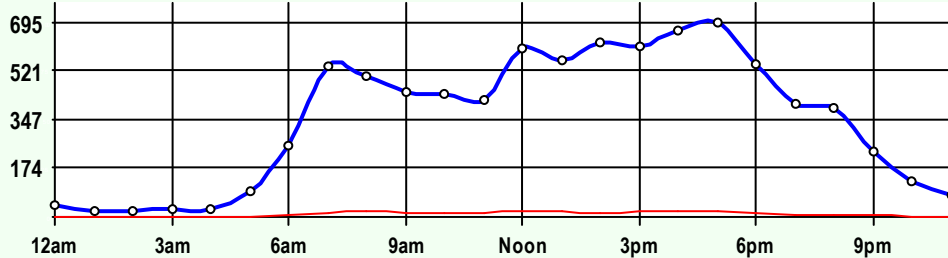
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
16,001	85	11,009	4,508	12	319	20	11	22	16	0	0	0	0
Axle Factor 1.00	0.5% 68.8% 28.2%			0.1% 2.0% 0.1%			0.1% 0.1% 0.1%			0.0% 0.0% 0.0% 0.0%			
	15,602 Private-Unit 97.5%			361 Single-Unit 2.3%			38 Combination-Unit 0.2%						
399 Commercial-Unit 2.5%													



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
7,633	5pm	686
7,482	Private	678
151	Commercial	8
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
7,633	43	5,677	1,762	8	114	9	5	11	6	0	0	0	0
Axle Factor 1.00	0.6% 74.4% 23.1%			0.1% 1.5% 0.1%			0.1% 0.1% 0.1%			0.0% 0.0% 0.0% 0.0%			
	7,482 Private-Unit 98.0%			135 Single-Unit 1.8%			16 Combination-Unit 0.2%						
151 Commercial-Unit 2.0%													



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
8,369	5pm	695
8,121	Private	676
248	Commercial	19
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
8,369	43	5,332	2,746	4	206	11	7	12	11	0	0	0	0
Axle Factor 1.00	0.5% 63.7% 32.8%			0.0% 2.5% 0.1%			0.1% 0.1% 0.1%			0.0% 0.0% 0.0% 0.0%			
	8,121 Private-Unit 97.0%			226 Single-Unit 2.7%			22 Combination-Unit 0.3%						
248 Commercial-Unit 3.0%													

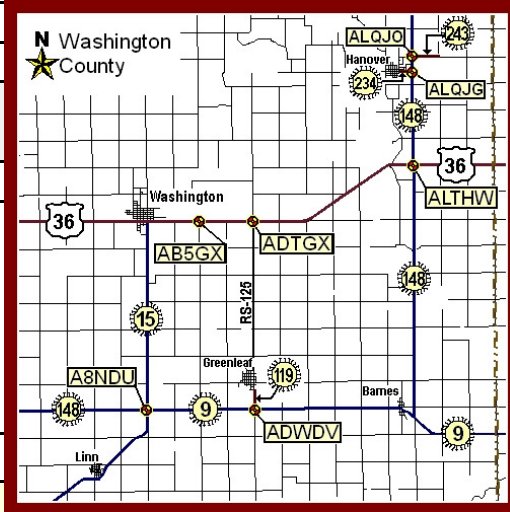
SITE INFORMATION

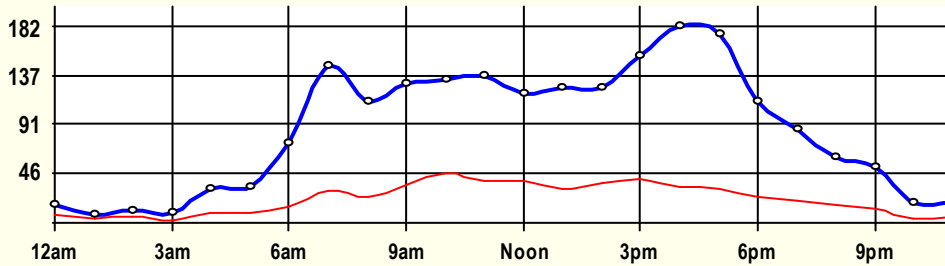
95MMM7	Event No: 8262	Dist 2	Saline County
West Leg	Route: C-4816 (CRAWFORD)		
	X-Route: C-4833 (FRONT)		
Location	CRAWFORD W OF FRONT, IN SALINA		
Site Info	Regular		
Event Info	Iso-Tubes Used		
History	4/08;4/05;5/02;5/99;6/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	04/30/12 12:00	05/02 11:00
32	48	04/30/12 12:00	05/02 11:00
71	48	04/30/12 12:00	05/02 11:00
72	48	04/30/12 12:00	05/02 11:00

# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
ADTGX3														
FC 3R		Dist 2		Washington County										
Route: US-36								East Leg						
XRoute: RS-125 (UPLAND RD)														
US-36 E OF RS-125, 4 MI E OF WASHINGTON														
Peak-Hour Traffic														
All Traffic		182		4pm										
Private		149		4pm										
Commercial		45		10am										
<span style="color: red;">March 2012</span> <span style="margin-left: 150px;">48 Hr Survey</span>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	17	0.5	9	0.5	0	0	0	0	0	7	0	0	0	0
1	7.5	0	2	1.5	0	0	0	0	0.5	3.5	0	0	0	0
2	10.5	0	4	1.5	0	0	0	0	0	4	1	0	0	0
3	9.5	0	5.5	1.5	0	0	0.5	0	0	2	0	0	0	0
4	32	1	15	7.5	0	0	0	0	1	7	0.5	0	0	0
5	33.5	0.5	17	6	0	1	0	0	0	8.5	0.5	0	0	0
6	73.5	0	38	20	0	1.5	1	0	1	10.5	1.5	0	0	0
7	145.5	0	77	39.5	0	2	3	0	1	21	2	0	0	0
8	111.5	0.5	41	45.5	0	0.5	1	0.5	0	21	1.5	0	0	0
9	128	0.5	59	33	0	1	3.5	0.5	3	26	1	0.5	0	0
10	132	1	50.5	35.5	0	2	5.5	0	1	35.5	1	0	0	0
11	136.5	0	60.5	38	0	1	6	0.5	3	26.5	1	0	0	0
12	118.5	2	49.5	29	0.5	1	2	1	3.5	27.5	2.5	0	0	0
13	124	1	56	36.5	0	0	4	0	3.5	20.5	2	0.5	0	0
14	124.5	2	53.5	32.5	0	0.5	3	0	2	29	2	0	0	0
15	155	1.5	74.5	38.5	0	0.5	3	0	2	34.5	0.5	0	0	0
16	182	1	105.5	42	0	3	2	0	3	22.5	2	0.5	0	0.5
17	174	1.5	98	43	0	0.5	1	0	1.5	24.5	3.5	0.5	0	0
18	111.5	2	58	28	0	1.5	0	0	0.5	20	1.5	0	0	0
19	85.5	1	48.5	15	0	1.5	0.5	0.5	0.5	16.5	1	0	0	0.5
20	61	1	28.5	15.5	0	0.5	1	0	0.5	13	1	0	0	0
21	51	0.5	28	10	0	0	0	0	0.5	12	0	0	0	0
22	19	0	10.5	4.5	0	0.5	0	0	0	3	0.5	0	0	0
23	19	0	9	4.5	0	0	0	0	0	5	0.5	0	0	0
<b>ADT</b>	<b>2,062</b>	<b>17.5</b>	<b>998</b>	<b>529</b>	<b>0.5</b>	<b>18.5</b>	<b>37</b>	<b>3</b>	<b>28</b>	<b>400.5</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>1</b>
<b>AF</b>	<b>0.74</b>	<b>0.8%</b>	<b>48.4%</b>	<b>25.7%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>1.8%</b>	<b>0.1%</b>	<b>1.4%</b>	<b>19.4%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		1,544.5 Private Unit 74.9%			59 Single Unit 2.9%					458.5 Combination Unit 22.2%				
		517.5 Commercial Unit 25.1%												

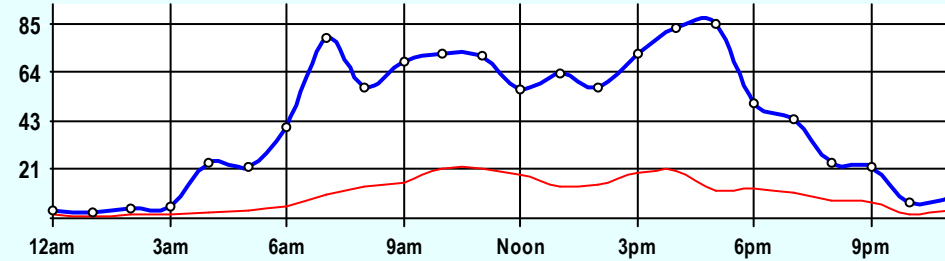




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
2,062	4pm	182
1,545	Private	149
518	Commercial	34
K-Factor	EB	WB
	0.05	83

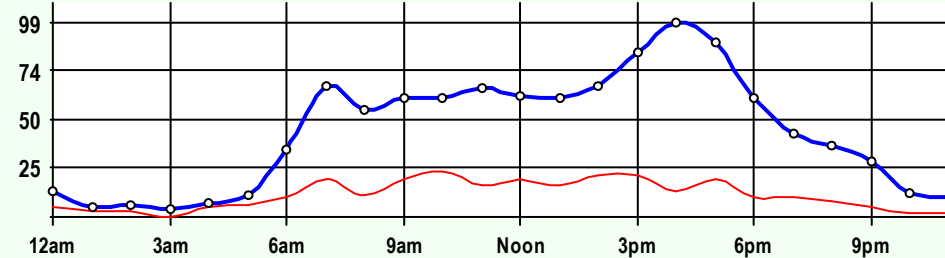
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,062	18	998	529	1	19	37	3	28	401	27	2	0	1
Axle Factor 0.74	0.8% 48.4% 25.7%			0.0% 0.9% 1.8%			0.1% 1.4% 19.4%			1.3% 0.1% 0.0% 0.0%			
	1,545 Private-Unit 74.9%			59 Single-Unit 2.9%			459 Combination-Unit 22.2%						
	518 Commercial-Unit 25.1%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,022	5pm	85
778	Private	73
244	Commercial	13
K-Factor	0.08	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,022	9	502	267	1	9	19	1	17	187	10	1	0	1
Axle Factor 0.76	0.9% 49.1% 26.1%			0.0% 0.8% 1.9%			0.1% 1.7% 18.3%			0.9% 0.1% 0.0% 0.0%			
	778 Private-Unit 76.1%			29 Single-Unit 2.8%			215 Combination-Unit 21.0%						
	244 Commercial-Unit 23.9%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
1,041	4pm	99
767	Private	86
274	Commercial	13
K-Factor	0.10	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,041	9	496	263	0	10	18	2	11	214	18	1	0	1
Axle Factor 0.73	0.8% 47.7% 25.2%			0.0% 1.0% 1.7%			0.2% 1.1% 20.5%			1.7% 0.1% 0.0% 0.0%			
	767 Private-Unit 73.7%			30 Single-Unit 2.9%			244 Combination-Unit 23.4%						
	274 Commercial-Unit 26.3%												

**SITE INFORMATION**

<b>ADTGX3</b>	Event No: 8136	Dist 2	Washington County
<b>East Leg</b>	Route: US-36		
	X-Route: RS-125 (UPLAND RD)		
<b>Location</b>	US-36 E OF RS-125, 4 MI E OF WASHINGTON		
<b>Site Info</b>	Regular, NHS, Route-Class B		
<b>Event Info</b>			
<b>History</b>	2/09;2/06;3/03;3/03;2/00;3/97		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	48	03/12/12 12:00	03/14 11:00
71	48	03/12/12 12:00	03/14 11:00