

MOTORCYCLE



PASSENGER CARS



KANSAS

2012

PICKUPS



5 AXLES



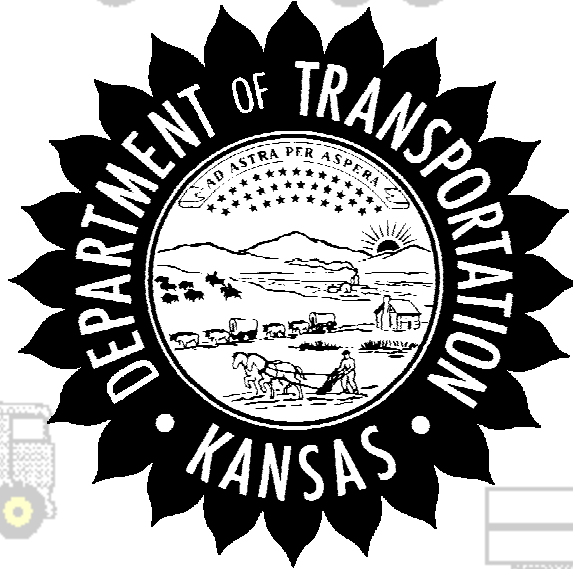
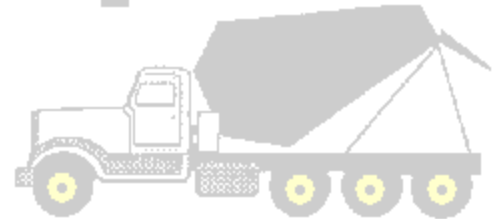
# VEHICLE CLASSIFICATION

## District 3 Surveys

2 AXLES



≥ 4 AXLES



≤ 4 AXLES



5 AXLES



≥ 6 AXLES



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

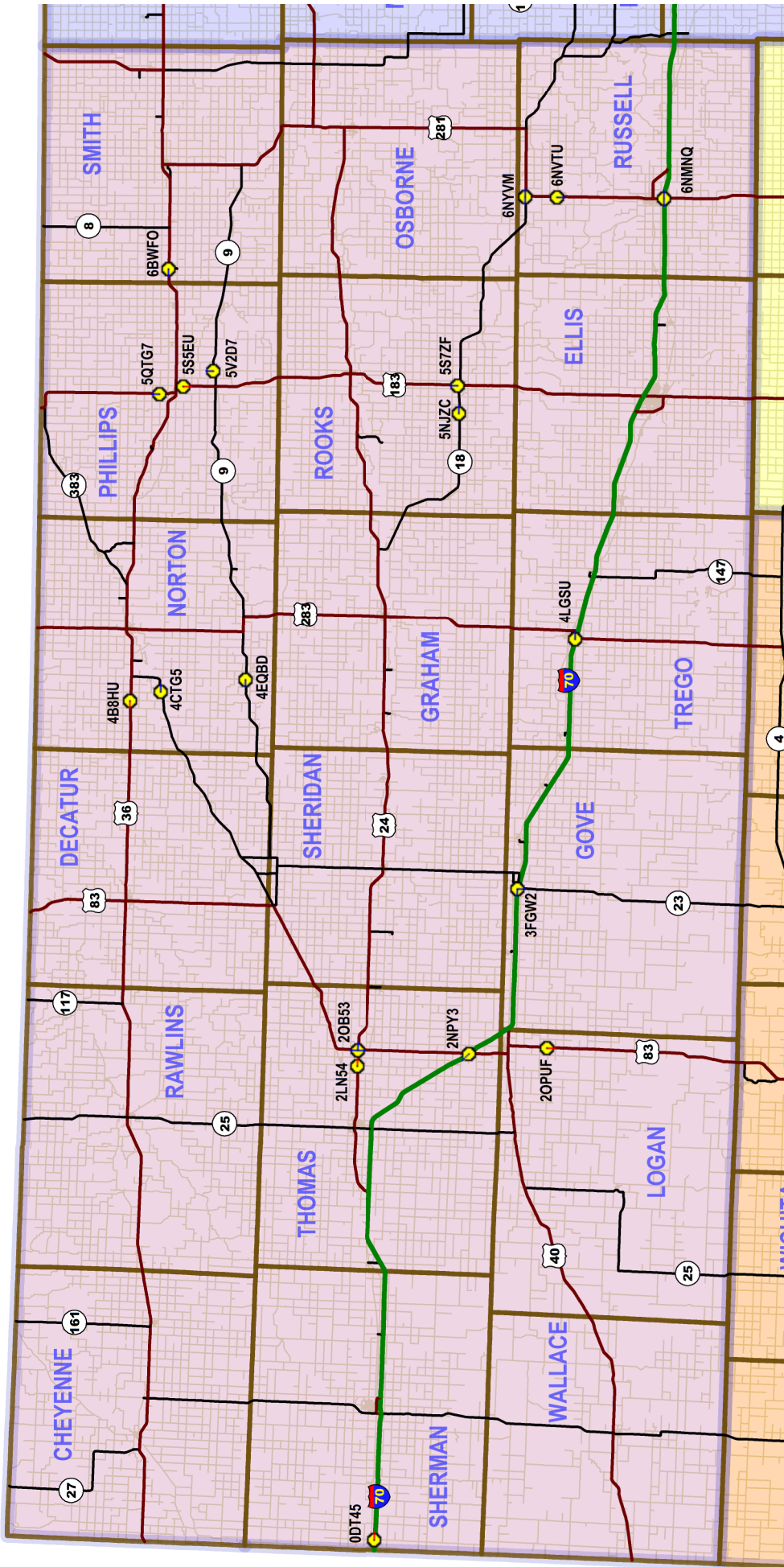
6 AXLES





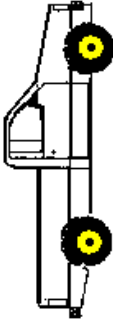

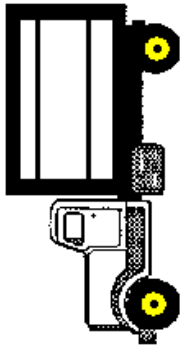

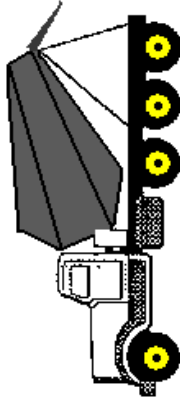
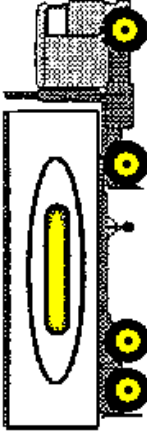
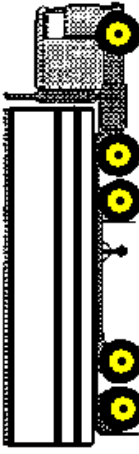
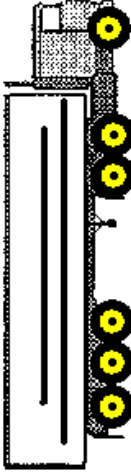
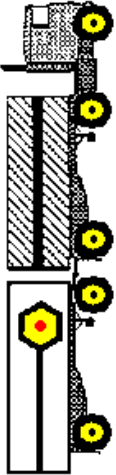
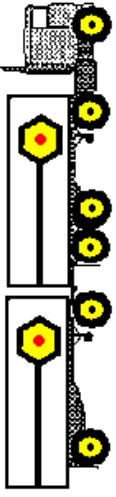
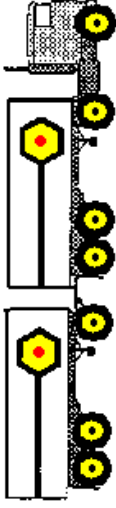
≥ 7 AXLES



# DISTRICT 3



# FHWA CLASSIFICATIONS

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

COMMERCIAL VEHICLES

# District 3 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			
Gove	K-23	K-23 S OF I-70, EXIT 93, S OF GRAINFIELD	4R	7	267	285	0	14	72	3	15	184	17	1	2	308	866	III	
	<b>3FGW25</b>		0.70	30.8%	32.9%	0.0%	1.6%	8.3%	0.3%	1.7%	21.3%	1.9%	0.1%	0.1%	0.2%	35.5%			1
Gove	I-70	I-70 W OF K-23, EXIT 93, SW OF GRAINFIELD	1R	47	2,549	1,296	19	74	91	14	153	2,159	39	232	87	2,876	6,768	III	
	<b>3FGW27</b>		0.62	0.7%	37.7%	19.2%	0.3%	1.1%	1.3%	0.2%	2.3%	31.9%	0.6%	3.4%	1.3%	42.5%			1
Logan	US-83	US-83 S OF RS-1672, 5 MI S OF US-40	3R	7	560	364	8	100	24	7	30	845	81	1	3	1,100	2,031	III	
	<b>2OPIUF5</b>		0.58	0.3%	27.6%	17.9%	0.4%	4.9%	1.2%	0.3%	1.5%	41.6%	4.0%	0.0%	0.1%	54.1%			1
Norton	US-36	US-36 W OF MCS-6907, 8 MI W OF NORTON	4R	17	430	375	1	14	16	3	24	153	14	2	1	225	1,047	III	
	<b>4B8HU7</b>		0.78	1.6%	41.1%	35.8%	0.0%	1.3%	1.5%	0.2%	2.3%	14.6%	1.3%	0.1%	0.0%	21.5%			1
Norton	K-383	K-383 E OF LOCAL RD, AT DELLVALE	3R	19	322	254	0	13	21	3	26	259	38	3	2	371	965	III	
	<b>4CTG53</b>		0.65	1.9%	33.4%	26.3%	0.0%	1.3%	2.2%	0.3%	2.6%	26.8%	3.9%	0.3%	0.2%	38.4%			1
Norton	K-9	K-9 W OF RS-281, AT LENORA	5R	2	73	142	1	21	10	1	4	24	1	0	0	61	277	III	
	<b>4EQBD7</b>		0.85	0.7%	26.4%	51.1%	0.4%	7.4%	3.6%	0.4%	1.3%	8.5%	0.4%	0.0%	0.0%	21.8%			1
Phillips	US-183	US-183 N OF PLAINS RD, 2 MI N OF US-36 / 183 JCT	3R	13	502	347	2	10	20	2	13	244	30	2	4	329	1,191	III	
	<b>5QGTG71</b>		0.72	1.1%	42.1%	29.1%	0.2%	0.8%	1.6%	0.2%	1.0%	20.4%	2.5%	0.2%	0.3%	27.6%			1
Phillips	US-183	US-183 S OF SANTA FE, S OF PHILLIPSBURG	3R	30	1,326	825	2	31	36	5	42	402	27	3	5	561	2,741	III	
	<b>5S5EU5</b>		0.78	1.1%	48.4%	30.1%	0.1%	1.1%	1.3%	0.2%	1.5%	14.7%	1.0%	0.1%	0.2%	20.4%			1
Phillips	MCS-7409 (E 300 RD)	MCS-7409 N OF K-9, 2 MIE OF GLADE	6R	0	12	25	0	1	3	0	0	4	0	0	1	9	45	III	
	<b>5V2D71</b>		0.81	0.0%	25.6%	55.6%	0.0%	1.1%	5.6%	0.0%	0.0%	8.9%	0.0%	0.0%	2.2%	18.9%			1
Rooks	K-18	K-18 E OF MCS-8205, W OF PLAINVILLE	4R	5	589	630	0	24	39	5	18	50	5	2	0	143	1,366	III	
	<b>5NJZC3</b>		0.91	0.4%	43.1%	46.1%	0.0%	1.8%	2.8%	0.4%	1.3%	3.7%	0.4%	0.1%	0.0%	10.5%			1
Rooks	US-183	US-183 N OF K-18, IN PLAINVILLE	3R	21	1,677	1,192	4	32	46	5	39	320	22	6	5	482	3,372	III	
	<b>5S7ZF1</b>		0.84	0.6%	49.7%	35.3%	0.1%	0.9%	1.4%	0.1%	1.2%	9.5%	0.7%	0.2%	0.1%	14.3%			1
Russell	I-70	I-70 E OF US-281, RUSSELL EXIT 184	1R	106	6,081	2,006	11	130	78	36	244	2,223	29	280	87	3,126	11,319	III	
	<b>6NMNQ3</b>		0.72	0.9%	53.7%	17.7%	0.1%	1.1%	0.7%	0.3%	2.2%	19.6%	0.3%	2.5%	0.8%	27.6%			1
Russell	US-281	I-70 W OF US-281, EXIT 184	1R	140	6,616	2,270	16	144	100	25	321	2,337	37	270	75	3,340	12,365	III	
	<b>6NMNQ7</b>		0.73	1.1%	53.5%	18.4%	0.1%	1.2%	0.8%	0.2%	2.6%	18.9%	0.3%	2.2%	0.6%	27.0%			1
Russell	US-281	US-281 S OF RS-1896, 13.5 MI N OF I-70	4R	13	330	239	1	10	40	1	15	155	22	2	3	252	833	III	
	<b>6NVTU5</b>		0.71	1.5%	39.6%	28.7%	0.1%	1.1%	4.7%	0.1%	1.8%	18.5%	2.6%	0.2%	0.3%	30.3%			1
Russell	US-281	US-281 E OF US-281 / K-18 (W JCT)	4R	15	333	210	1	14	29	1	25	136	19	3	1	227	784	III	
	<b>6NYVM3</b>		0.73	1.8%	42.5%	26.7%	0.1%	1.7%	3.6%	0.1%	3.1%	17.3%	2.4%	0.4%	0.1%	29.0%			1

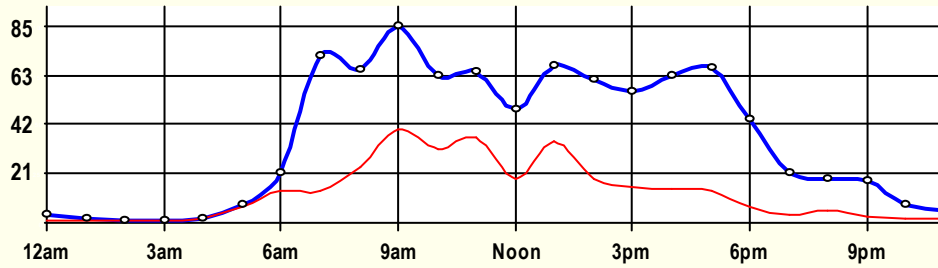
# District 3 2012 Vehicle Classification Summary

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			
Russell	K-18	K-18 W OF US-281 / K-18 (W JCT)	4R	8	203	185	0	12	33	0	23	86	14	4	1	6	176	570	III
<b>6NYVM7</b>	US-281		0.73	1.3%	35.5%	32.4%	0.0%	2.0%	5.7%	0.0%	3.9%	15.0%	2.5%	0.6%	0.1%	1.0%	30.8%	1	36
Sherman	I-70	I-70 E OF K-267 & RS-288, E OF KANORADO EXIT 1	1R	105	6,081	1,275	38	95	52	26	111	1,810	48	137	90	74	2,481	9,943	III
<b>0DT453</b>	K-267		0.74	1.1%	61.2%	12.8%	0.4%	1.0%	0.5%	0.3%	1.1%	18.2%	0.5%	1.4%	0.9%	0.7%	24.9%	1	38
Smith	US-36	US-36 W OF K-248, IN KENSINGTON	3R	33	891	635	2	34	32	5	33	250	12	2	1	3	371	1,930	III
<b>6BWF07</b>	K-248		0.81	1.7%	46.2%	32.9%	0.1%	1.7%	1.7%	0.3%	1.7%	12.9%	0.6%	0.1%	0.0%	0.2%	19.2%	1	40
Thomas	US-24	US-24 E OF CO RD 27 (RS-647), 2 MI W OF US-83	4R	11	904	731	3	27	49	4	37	252	25	1	0	2	398	2,043	III
<b>2LN543</b>	RS-647 (CO RD 27)		0.80	0.5%	44.2%	35.8%	0.1%	1.3%	2.4%	0.2%	1.8%	12.3%	1.2%	0.0%	0.0%	0.1%	19.5%	1	42
Thomas	I-70	I-70 NW OF US-83, EXIT 70	1R	71	2,821	1,378	21	74	103	20	146	2,296	45	240	99	9	3,051	7,321	III
<b>2NPY38</b>	US-83		0.63	1.0%	38.5%	18.8%	0.3%	1.0%	1.4%	0.3%	2.0%	31.4%	0.6%	3.3%	1.4%	0.1%	41.7%	1	44
Thomas	US-83	US-83 N OF US-24, 9 MI E OF COLBY	3R	13	704	532	2	20	56	5	28	635	78	5	1	3	831	2,080	III
<b>2OB531</b>	US-24		0.64	0.6%	33.9%	25.6%	0.1%	1.0%	2.7%	0.2%	1.3%	30.5%	3.8%	0.2%	0.0%	0.1%	40.0%	1	46
Thomas	US-24	US-24 E OF US-83, 9 MI E OF COLBY	4R	5	378	327	2	13	15	1	23	123	8	1	0	2	186	895	III
<b>2OB533</b>	US-83		0.79	0.5%	42.2%	36.5%	0.2%	1.4%	1.6%	0.1%	2.5%	13.7%	0.9%	0.1%	0.0%	0.2%	20.8%	1	48
Thomas	US-83	US-83 S OF US-24, 9 MI E OF COLBY	3R	10	236	289	2	9	27	2	15	610	95	4	1	3	765	1,299	III
<b>2OB535</b>	US-24		0.53	0.8%	18.1%	22.2%	0.1%	0.7%	2.1%	0.2%	1.1%	46.9%	7.3%	0.3%	0.1%	0.2%	58.9%	1	50
Trego	I-70	I-70 E OF US-283, WAKEENEY EXIT 127	1R	80	3,435	2,051	26	372	32	12	89	2,256	70	187	86	3	3,131	8,696	III
<b>4LGSU3</b>	US-283		0.68	0.9%	39.5%	23.6%	0.3%	4.3%	0.4%	0.1%	1.0%	25.9%	0.8%	2.1%	1.0%	0.0%	36.0%	1	52

# 24 Hour Classification Summary

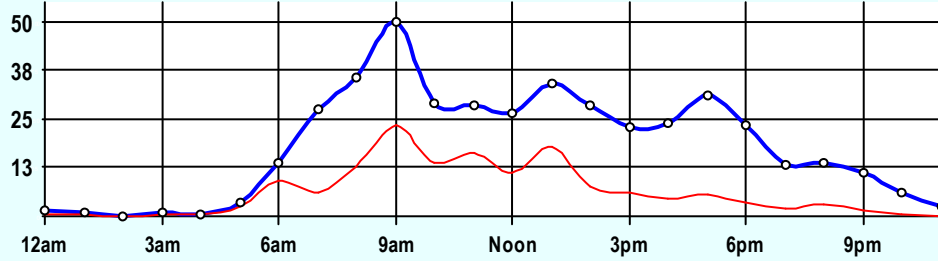
CLASSIFICATION				CLASSIFICATION													
3FGW25																	
FC 4R	Dist 3	Gove County															
Route: K-23		South Leg															
XRoute: I-70																	
K-23 S OF I-70, EXIT 93, S OF GRAINFIELD																	
<b>Peak-Hour Traffic</b>																	
All Traffic	85	9am															
Private	58	7am															
Commercial	41	9am															
March 2012				48 Hr Survey													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	3	0	2	0.5	0	0	0	0	0	0.5	0	0	0	0	0		
1	2	0	0.5	0.5	0	0	0	0	0	1	0	0	0	0	0		
2	0.5	0	0	0	0	0	0	0	0	0.5	0	0	0	0	0		
3	1	0	0.5	0	0	0	0	0	0	0.5	0	0	0	0	0		
4	1.5	0	0	0	0	0	0	0	0	1.5	0	0	0	0	0		
5	8	0	0	1.5	0	0	0	0	0	6.5	0	0	0	0	0		
6	21.5	0	5	3	0	2	0.5	0	0.5	10	0.5	0	0	0	0		
7	71.5	0	31.5	26.5	0	2	2	0	0	8.5	1	0	0	0	0		
8	66	0	16.5	25.5	0	1	6	0	0.5	16	0.5	0	0	0	0		
9	84.5	0	20	24	0	1.5	18.5	0	1.5	17.5	1.5	0	0	0	0		
10	63.5	0.5	15.5	16	0	0.5	7	0.5	0.5	20.5	2.5	0	0	0	0		
11	64.5	0	12	16	0	2	15	0	2	16	1.5	0	0	0	0		
12	48.5	0	14	15.5	0	0	1	0.5	1.5	13	2	0	0	0	1		
13	67.5	0	10.5	22	0	1	13.5	0	2.5	16.5	0.5	0	0.5	0.5	0.5		
14	61.5	0	19	24	0	0	2	0	1.5	12	2.5	0.5	0	0	0		
15	56	0	17.5	23	0	2	2	0.5	2	8.5	0	0	0.5	0	0		
16	63	1	26.5	21	0	2	1.5	0.5	1	8.5	1	0	0	0	0		
17	66.5	3	25	25	0	0	1	0.5	1.5	10	0	0	0	0	0.5		
18	44.5	1	19	18	0	0	0	0	0	5	1.5	0	0	0	0		
19	21	0	10.5	7	0	0	0	0	0	3	0	0.5	0	0	0		
20	19	0.5	6.5	6.5	0	0	1	0	0	3	1.5	0	0	0	0		
21	17.5	0.5	9	5.5	0	0	0.5	0	0	2	0	0	0	0	0		
22	8	0	3	3	0	0	0	0	0	2	0	0	0	0	0		
23	5	0	3	0.5	0	0	0	0	0	1.5	0	0	0	0	0		
<b>ADT</b>	<b>866</b>	<b>6.5</b>	<b>267</b>	<b>284.5</b>	<b>0</b>	<b>14</b>	<b>71.5</b>	<b>2.5</b>	<b>15</b>	<b>184</b>	<b>16.5</b>	<b>1</b>	<b>1</b>	<b>2</b>			
<b>AF</b>	<b>0.70</b>	<b>0.8%</b>	<b>30.8%</b>	<b>32.9%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>8.3%</b>	<b>0.3%</b>	<b>1.7%</b>	<b>21.3%</b>	<b>1.9%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.2%</b>			
<b>SITE TRAFFIC</b>		558 Private Unit 64.5%				88 Single Unit 10.2%				219.5 Combination Unit 25.4%							
		307.5 Commercial Unit 35.5%															



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
866	9am	85
558	Private	44
308	Commercial	41
K-Factor 0.06	NB	SB
	50	34

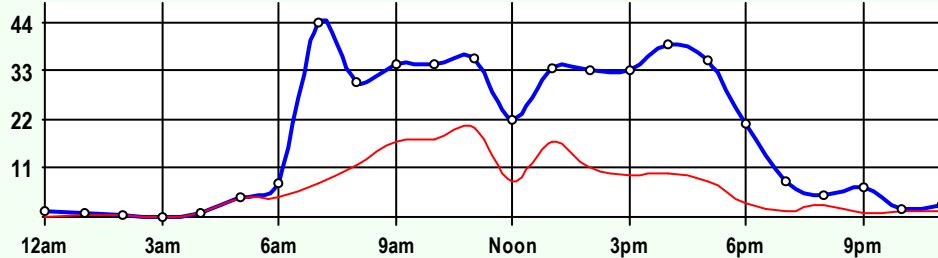
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
866	7	267	285	0	14	72	3	15	184	17	1	1	2
Axle Factor 0.70	0.8% 558 Private-Unit 64.5%			0.0% 88 Single-Unit 10.2%				0.3% 220 Combination-Unit 25.4%					
	308 Commercial-Unit 35.5%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
429	9am	50
280	Private	27
149	Commercial	24
K-Factor 0.12		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
429	4	130	146	0	7	33	2	11	86	10	1	1	1
Axle Factor 0.70	0.9% 280 Private-Unit 65.3%			0.0% 42 Single-Unit 9.7%				0.3% 108 Combination-Unit 25.1%					
	149 Commercial-Unit 34.7%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
437	7am	44
278	Private	37
159	Commercial	8
K-Factor 0.10		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
437	3	137	139	0	7	39	1	5	99	7	1	0	2
Axle Factor 0.70	0.6% 278 Private-Unit 63.7%			0.0% 47 Single-Unit 10.7%				0.2% 112 Combination-Unit 25.7%					
	159 Commercial-Unit 36.3%												

**SITE INFORMATION**

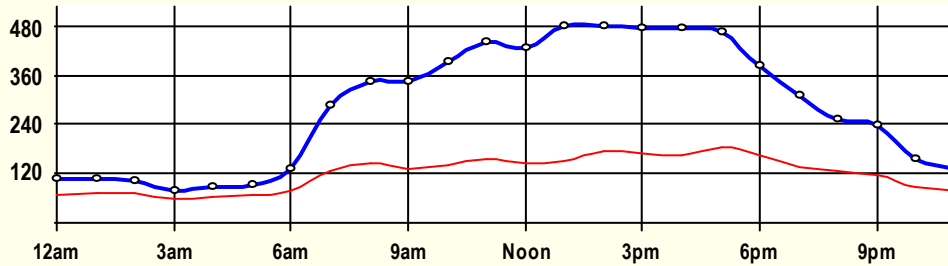
3FGW25	Event No: 8133	Dist 3	Gove County
South Leg	Route: K-23		
	X-Route: I-70		
Location	K-23 S OF I-70, EXIT 93, S OF GRAINFIELD		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	9/09;11/06;8/05;8/00		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	03/05/12 11:00	03/07 10:00
51	48	03/05/12 11:00	03/07 10:00

# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION												
3FGW27																
FC 1R	Dist 3	Gove County														
Route: I-70			West Leg													
XRoute: K-23																
I-70 W OF K-23, EXIT 93, SW OF GRAINFIELD																
<b>Peak-Hour Traffic</b>																
All Traffic	480	1pm														
Private	328	1pm														
Commercial	183	5pm														
March 2012				EB 49Hr WB 50Hr												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	107.5	1	27.5	9	0.5	2.5	1	1.5	2.5	48.5	0.5	9	4	0		
1	108	2.5	20.5	11.5	2	0.5	2	0.5	0.5	37.5	1	23.5	6	0		
2	99.5	1.5	16	8	0.5	0	2	0.5	1	39	3	22.5	5.5	0		
3	78	0.5	14	7	0	0	0.5	1	3	37	1.5	10.5	2.5	0.5		
4	88.5	1.5	16.5	6.5	0	0.5	2	0	2	43	0.5	10.5	5.5	0		
5	93.5	0	13.5	13.5	0	1	1	0.5	4	51.5	0.5	4.5	3	0.5		
6	130	0.5	29.5	21.5	0.5	1.5	1	0.5	4	65	0.5	3.5	2	0		
7	284	1.5	96.5	60	3	7	5	0.5	9	86.5	2	7	4.5	1.5		
8	342	3	120.5	71	1	5	7	1	12	104	3.5	7	6	1		
9	342	2.3	126.2	81.8	0	4.2	4.3	1	8.2	103.2	2.2	6.2	1.2	1.3		
10	392.3	2	153	95.3	0.7	4.3	5.7	1.7	9.3	105	1	8.7	5.3	0.3		
11	442	4	187	97	1.5	6	10.5	0.5	7.5	108	3	13	3	1		
12	424.5	2.5	185	93	0	4	4	0	10	102.5	1.5	17.5	4.5	0		
13	479.5	0.5	226	101	1	4.5	3	0.5	9.5	108	2	18.5	4	1		
14	477	1.5	213.5	87.5	1	4	6	1	11	130	3	12.5	4.5	1.5		
15	475	2.5	204	99.5	3	4.5	4	0	13	128.5	2	8.5	5	0.5		
16	475	2	208	99.5	0	4.5	5.5	0	12.5	130.5	1	7	4.5	0		
17	462.5	6	179.5	94.5	0.5	6.5	5.5	1	9	146.5	2	8	3.5	0		
18	384	2.5	142	76.5	1.5	4	4.5	0	5.5	138	3.5	3.5	2.5	0		
19	308.5	0	113	58	0.5	1.5	3	0.5	4	118.5	2	7	0.5	0		
20	252	4	81.5	39.5	0.5	3	4	0.5	6	103	1.5	7.5	1	0		
21	238.5	2	93.5	29	1	1	3	1	3	95	0	8.5	1.5	0		
22	154.5	2	46.5	19	0.5	1.5	4	0	3.5	70	0.5	5	1.5	0.5		
23	130	1.5	35.5	17	0	2	2	0	2.5	60	0.5	3	5.5	0.5		
<b>ADT</b>	<b>6,768</b>	<b>47.3</b>	<b>2,548.7</b>	<b>1,296.2</b>	<b>19.2</b>	<b>73.5</b>	<b>90.5</b>	<b>13.7</b>	<b>152.5</b>	<b>2,158.7</b>	<b>38.7</b>	<b>232.3</b>	<b>87</b>	<b>10.2</b>		
<b>AF</b>	<b>0.62</b>	<b>0.7%</b>	<b>37.7%</b>	<b>19.2%</b>	<b>0.3%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>0.2%</b>	<b>2.3%</b>	<b>31.9%</b>	<b>0.6%</b>	<b>3.4%</b>	<b>1.3%</b>	<b>0.2%</b>		
<b>SITE TRAFFIC</b>		3,892.2 Private Unit 57.5%			196.8 Single Unit 2.9%					2,679.3 Combination Unit 39.6%						
<b>2,876.2 Commercial Unit 42.5%</b>																

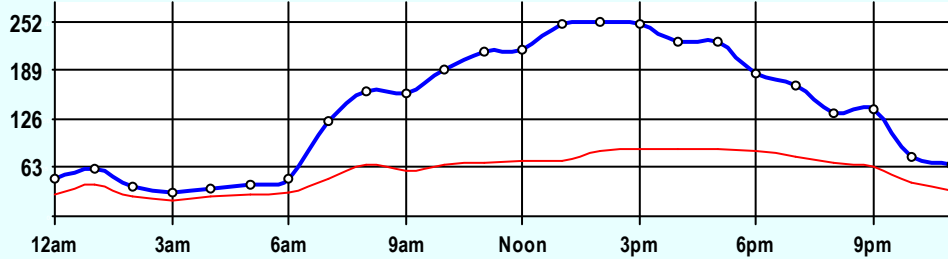




**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>6,768</b>	<b>1pm</b>	<b>480</b>
3,892	Private	328
<b>2,876</b>	<b>Commercial</b>	<b>152</b>
K-Factor 0.04	EB	WB
	250	230

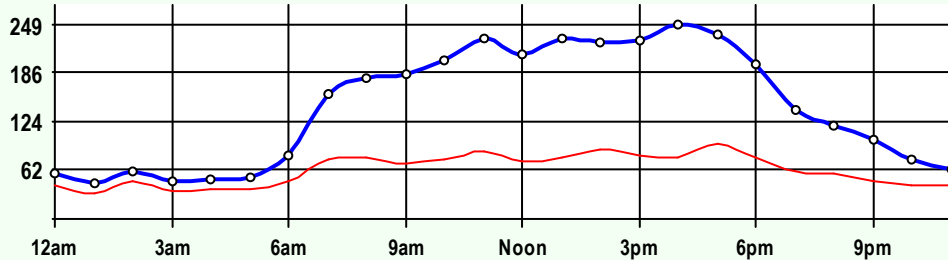
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,768	47	2,549	1,296	19	74	91	14	153	2,159	39	232	87	10
Axle Factor 0.62	0.7%	37.7%	19.2%	0.3%	1.1%	1.3%	0.2%	2.3%	31.9%	0.6%	3.4%	1.3%	0.2%
	3,892 Private-Unit			197 Single-Unit				2,679 Combination-Unit					
	57.5%			2.9%				42.5%					



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,338</b>	<b>2pm</b>	<b>252</b>
1,960	Private	167
<b>1,379</b>	<b>Commercial</b>	<b>86</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,338	23	1,289	647	9	35	45	3	82	1,024	19	115	40	6
Axle Factor 0.63	0.7%	38.6%	19.4%	0.3%	1.1%	1.4%	0.1%	2.5%	30.7%	0.6%	3.5%	1.2%	0.2%
	1,960 Private-Unit			93 Single-Unit				1,286 Combination-Unit					
	58.7%			2.8%				41.3%					



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,430</b>	<b>4pm</b>	<b>249</b>
1,933	Private	169
<b>1,498</b>	<b>Commercial</b>	<b>80</b>
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,430	24	1,259	649	10	38	45	11	71	1,134	20	117	47	4
Axle Factor 0.62	0.7%	36.7%	18.9%	0.3%	1.1%	1.3%	0.3%	2.1%	33.1%	0.6%	3.4%	1.4%	0.1%
	1,933 Private-Unit			104 Single-Unit				1,393 Combination-Unit					
	56.3%			3.0%				43.7%					

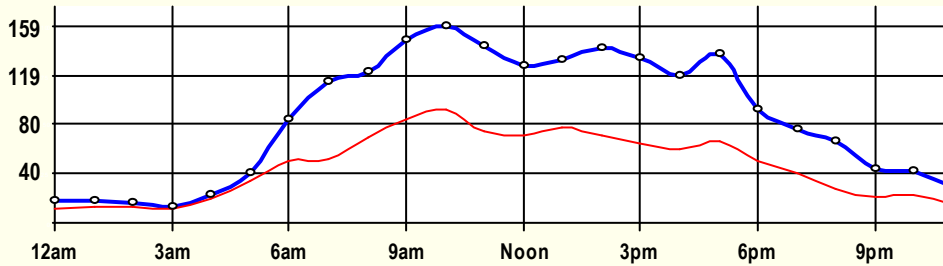
**SITE INFORMATION**

<b>3FGW27</b>	<b>Event No: 8134</b>	<b>Dist 3</b>	<b>Gove County</b>
<b>West Leg</b>	<b>Route: I-70</b>		
	<b>X-Route: K-23</b>		
<b>Location</b>	<b>I-70 W OF K-23, EXIT 93, SW OF GRAINFIELD</b>		
<b>Site Info</b>	<b>Regular, NHS, Route-Class A</b>		
<b>Event Info</b>			
<b>History</b>	<b>9/09;11/06;8/05;9/02;7/99;8/96</b>		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
31	49	03/05/12 10:00	03/07 10:00
32	49	03/05/12 10:00	03/07 10:00
71	50	03/05/12 09:00	03/07 10:00
72	50	03/05/12 09:00	03/07 10:00

# 24 Hour Classification Summary

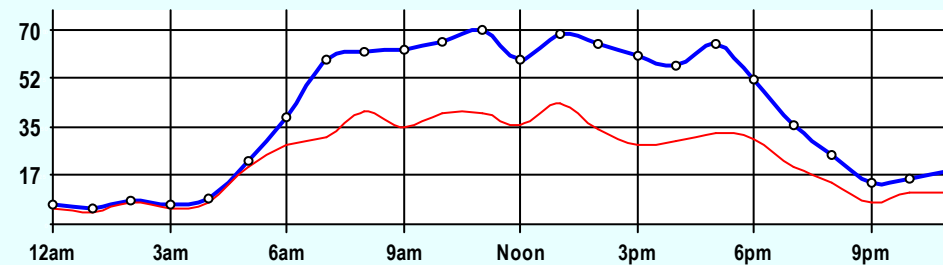
CLASSIFICATION										CLASSIFICATION						
20PUF5			WIM Collected													
FC 3R		Dist 3		Logan County												
Route: US-83								South Leg								
XRoute: RS-1672 (ZEST RD)																
US-83 S OF RS-1672, 5 MI S OF US-40																
Peak-Hour Traffic																
All Traffic		159		10am												
Private		72		5pm												
Commercial		91		10am												
November 2012 48 Hr Survey																
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	17.5	0	2.5	3.5	0	1	0.5	0	0.5	7.5	2	0	0	0		
1	18	0	3.5	2	0	1	0	0	0	7	3.5	0	1	0		
2	16.5	0	1.5	1.5	0	1	0	0	0	10.5	2	0	0	0		
3	12.5	0	0.5	1.5	0	0.5	0	0.5	0	8	0.5	0	1	0		
4	23	0	2	1.5	0	1	0	0	0	15.5	3	0	0	0		
5	39.5	0	3	3.5	0	2.5	0.5	0	1	26.5	2.5	0	0	0		
6	83	0	16.5	17	0.5	3	0	0	0.5	43	2	0	0.5	0		
7	114.5	0	36	27.5	0.5	7.5	0	0.5	1.5	38	2	0	0	1		
8	121.5	0.5	37	15	0.5	7	2.5	0.5	1	53.5	4	0	0	0		
9	148	0	39.5	25.5	0.5	9.5	1	0	6.5	56.5	8	0	0	1		
10	159	2	40.5	25.5	1	5.5	2	0	4	71	7.5	0	0	0		
11	143	0.5	40.5	27.5	0.5	4	2	0.5	3	57	7	0	0	0.5		
12	126.5	0.5	39.5	16.5	0	4.5	4	0.5	2	57	2	0	0	0		
13	131	1	25.5	27.5	0.5	7.5	2	1	2.5	59	4.5	0	0	0		
14	141	0.5	44.5	26	1.5	7.5	1	0	0.5	57	2.5	0	0	0		
15	133.5	0.5	44	25.5	0	5.5	0.5	1	1	51.5	3.5	0	0	0.5		
16	118.5	0.5	39.5	19.5	1.5	5	0.5	0.5	2	46.5	3	0	0	0		
17	137	0	40.5	31	0	7	2	0.5	1.5	48.5	6	0	0	0		
18	91	0	22.5	18	0	8	1.5	1	1.5	36	2.5	0	0	0		
19	75.5	0	22	14	0	5.5	1.5	0	0.5	28	4	0	0	0		
20	65	0	23.5	14	0.5	1.5	1	0	0.5	22	2	0	0	0		
21	43.5	0	12.5	9.5	0	1.5	0	0	0	18	2	0	0	0		
22	42.5	0	11	9	0	2.5	1	0	0	16.5	2	0.5	0	0		
23	29.5	1	12	2	0.5	0.5	0	0.5	0	10.5	2.5	0	0	0		
<b>ADT</b>	<b>2,031</b>	<b>7</b>	<b>560</b>	<b>364</b>	<b>8</b>	<b>100</b>	<b>23.5</b>	<b>7</b>	<b>30</b>	<b>844.5</b>	<b>80.5</b>	<b>0.5</b>	<b>2.5</b>	<b>3</b>		
<b>AF</b>	<b>0.58</b>	<b>0.3%</b>	<b>27.6%</b>	<b>17.9%</b>	<b>0.4%</b>	<b>4.9%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>1.5%</b>	<b>41.6%</b>	<b>4.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>		
<b>SITE TRAFFIC</b>		931 Private Unit 45.9%			138.5 Single Unit 6.8%					961 Combination Unit 47.3%						
1,099.5 Commercial Unit 54.1%																



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,031	10am	159
931	Private	68
1,100	Commercial	91
K-Factor 0.05	NB	SB
	65	94

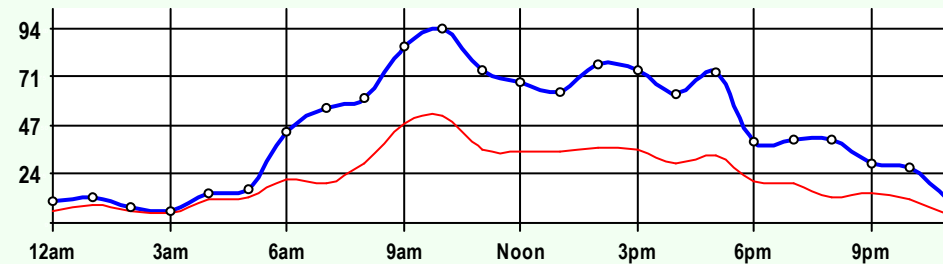
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,031	7	560	364	8	100	24	7	30	845	81	1	3	3
Axle Factor 0.58	0.3% 27.6% 17.9%			0.4% 4.9% 1.2%			0.3% 1.5%			41.6% 4.0% 0.0% 0.1% 0.1%			
	931 Private-Unit 45.9%			139 Single-Unit 6.8%			961 Combination-Unit 47.3%						
	1,100 Commercial-Unit 54.1%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
951	11am	70
387	Private	30
564	Commercial	40
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
951	6	203	178	5	61	17	7	18	421	34	1	1	0
Axle Factor 0.56	0.6% 21.3% 18.7%			0.5% 6.4% 1.8%			0.7% 1.9%			44.3% 3.6% 0.1% 0.1% 0.0%			
	387 Private-Unit 40.7%			90 Single-Unit 9.4%			475 Combination-Unit 49.9%						
	564 Commercial-Unit 59.3%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,080	10am	94
545	Private	43
536	Commercial	52
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,080	1	358	186	3	39	7	1	12	424	47	0	2	3
Axle Factor 0.59	0.1% 33.1% 17.2%			0.3% 3.6% 0.6%			0.0% 1.1%			39.2% 4.3% 0.0% 0.1% 0.3%			
	545 Private-Unit 50.4%			49 Single-Unit 4.5%			487 Combination-Unit 45.0%						
	536 Commercial-Unit 49.6%												

SITE INFORMATION

20PUF5	Event No: 8287	Dist 3	Logan County
South Leg	Route: US-83		
	X-Route: RS-1672 (ZEST RD)		
Location	US-83 S OF RS-1672, 5 MI S OF US-40		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info	WIM Collected		
History	9/08;7/05;12/04;11/02;8/99;8/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
11	48	11/05/12 12:00	11/07 11:00
51	48	11/05/12 12:00	11/07 11:00

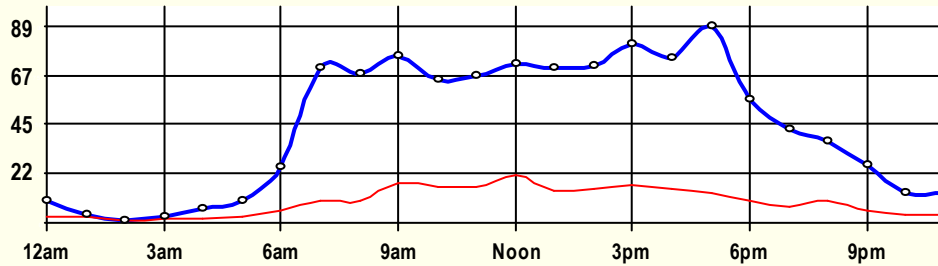
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION										
4B8HU7															
FC 4R	Dist 3	Norton County													
Route: US-36			West Leg												
XRoute: MCS-6907 (RD W-9)															
US-36 W OF MCS-6907, 8 MI W OF NORTON															
<b>Peak-Hour Traffic</b>															
All Traffic	89	5pm													
Private	76	5pm													
Commercial	22	Noon													
May 2012					48 Hr Survey										
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	9.5	0	5	2	0	0	0	0	0	2.5	0	0	0	0	
1	4	0	1	0.5	0	0.5	0	0	0	2	0	0	0	0	
2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	
3	2.5	0	1	0	0.5	0	0	0	0	1	0	0	0	0	
4	6	0	2	2	0	0.5	0	0	0	1	0.5	0	0	0	
5	10	0	4.5	3	0	0	0	0	0	2.5	0	0	0	0	
6	25	0.5	10.5	9	0	0	0.5	0	0	4.5	0	0	0	0	
7	70.5	0.5	34	26.5	0	1	1	0	1	5.5	1	0	0	0	
8	67	0.5	24.5	32	0	1.5	0.5	0	2	5.5	0	0.5	0	0	
9	75	1.5	25.5	30	0	0.5	1.5	0.5	1.5	13.5	0	0	0.5	0	
10	65	1	24	24	0	0.5	1.5	0	2.5	9.5	1.5	0	0	0.5	
11	66.5	0.5	26	24	0	1	1.5	0.5	2	9.5	1.5	0	0	0	
12	71.5	1	31	17.5	0	2	1.5	0	0.5	17	1	0	0	0	
13	70.5	2.5	30.5	23	0	1	1	1	1.5	8.5	1.5	0	0	0	
14	71	1	29.5	25	0	1.5	1.5	0	1.5	10	1	0	0	0	
15	80.5	1.5	37	25	0	0.5	0.5	0	4	10.5	1.5	0	0	0	
16	74.5	2	29.5	27.5	0	2.5	2	0	1	9	1	0	0	0	
17	89	1.5	42.5	31.5	0	0.5	2.5	0	1.5	8.5	0	0.5	0	0	
18	56	1	22	23	0	0.5	0	0	1.5	7	1	0	0	0	
19	42.5	0	15	20	0	0	0	0	0.5	6.5	0.5	0	0	0	
20	36.5	1.5	13	12	0	0	0	0.5	1.5	7.5	0.5	0	0	0	
21	26	0.5	8.5	12	0	0	0	0	0.5	4	0.5	0	0	0	
22	13.5	0	7	2.5	0	0	0	0	1	2.5	0.5	0	0	0	
23	13.5	0	6.5	3	0	0	0	0	0	3.5	0	0.5	0	0	
<b>ADT</b>	<b>1,047</b>	<b>17</b>	<b>430</b>	<b>375</b>	<b>0.5</b>	<b>14</b>	<b>15.5</b>	<b>2.5</b>	<b>24</b>	<b>152.5</b>	<b>13.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.5</b>	
<b>AF</b>	<b>0.78</b>	<b>1.6%</b>	<b>41.1%</b>	<b>35.8%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>1.5%</b>	<b>0.2%</b>	<b>2.3%</b>	<b>14.6%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>SITE TRAFFIC</b>	822 Private Unit 78.5%				32.5 Single Unit 3.1%				192.5 Combination Unit 18.4%						
225 Commercial Unit 21.5%															

**4B8HU7**

**Classification Summary**

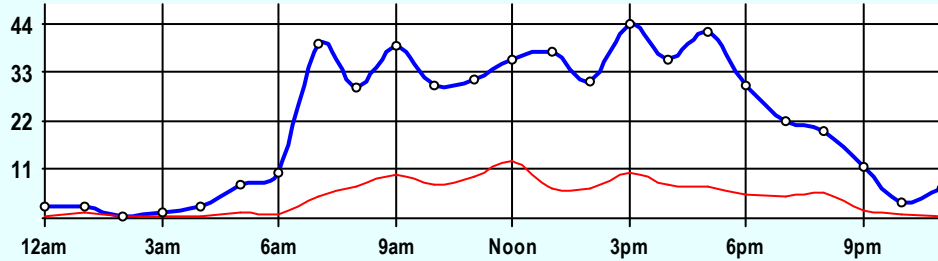
**May 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,047</b>	<b>5pm</b>	<b>89</b>
822	Private	76
<b>225</b>	<b>Commercial</b>	<b>14</b>
K-Factor	EB	WB
	0.04	42

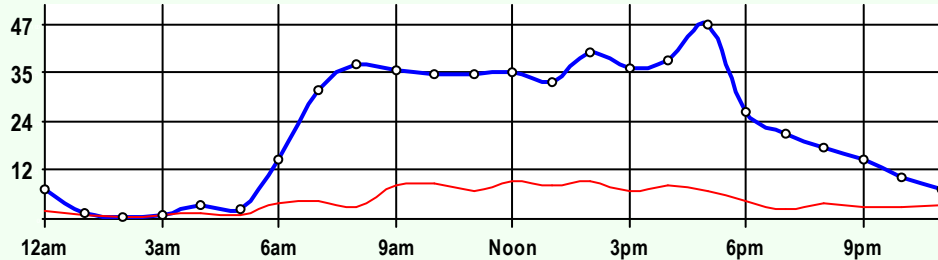
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,047	17	430	375	1	14	16	3	24	153	14	2	1	1
Axle Factor 0.78	1.6%	41.1%	35.8%	0.0%	1.3%	1.5%	0.2%	2.3%	14.6%	1.3%	0.1%	0.0%	0.0%
	822 Private-Unit 78.5%			33 Single-Unit 3.1%				193 Combination-Unit 18.4%					
225 Commercial-Unit 21.5%													



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>517</b>	<b>3pm</b>	<b>44</b>
401	Private	34
<b>116</b>	<b>Commercial</b>	<b>11</b>
K-Factor	0.09	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
517	7	214	181	0	8	7	1	12	83	6	1	0	0
Axle Factor 0.77	1.3%	41.3%	34.9%	0.0%	1.5%	1.4%	0.2%	2.2%	16.0%	1.2%	0.1%	0.0%	0.0%
	401 Private-Unit 77.5%			16 Single-Unit 3.0%				101 Combination-Unit 19.5%					
116 Commercial-Unit 22.5%													



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>531</b>	<b>5pm</b>	<b>47</b>
422	Private	41
<b>109</b>	<b>Commercial</b>	<b>7</b>
K-Factor	0.09	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
531	11	217	195	1	7	9	2	13	70	8	1	1	1
Axle Factor 0.79	2.0%	40.8%	36.7%	0.1%	1.2%	1.6%	0.3%	2.4%	13.2%	1.4%	0.2%	0.1%	0.1%
	422 Private-Unit 79.5%			17 Single-Unit 3.2%				92 Combination-Unit 17.3%					
109 Commercial-Unit 20.5%													

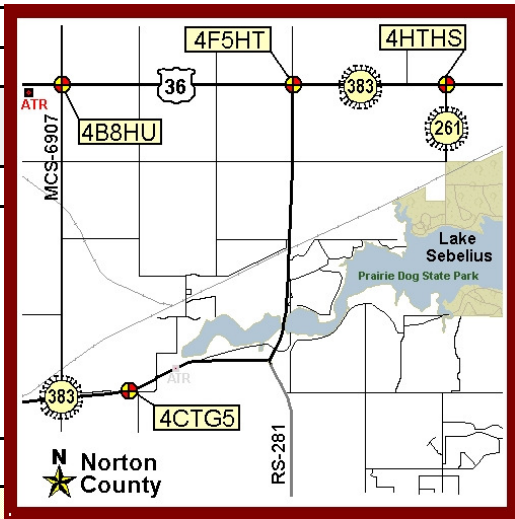
**SITE INFORMATION**

<b>4B8HU7</b>	Event No: 8188	Dist 3	Norton County
<b>West Leg</b>	Route: US-36		
	X-Route: MCS-6907 (RD W-9)		
<b>Location</b>	US-36 W OF MCS-6907, 8 MI W OF NORTON		
<b>Site Info</b>	Regular, ATR, State-Sys, Route-Class C		
<b>Event Info</b>			
<b>History</b>	8/09;2/06;4/03;4/00;4/97		
<b>Comment</b>	48Hr Survey At ATR.		

Lane	Hrs	Start Hour	Last Hour
31	48	05/14/12 10:00	05/16 09:00
71	48	05/14/12 10:00	05/16 09:00

# 24 Hour Classification Summary

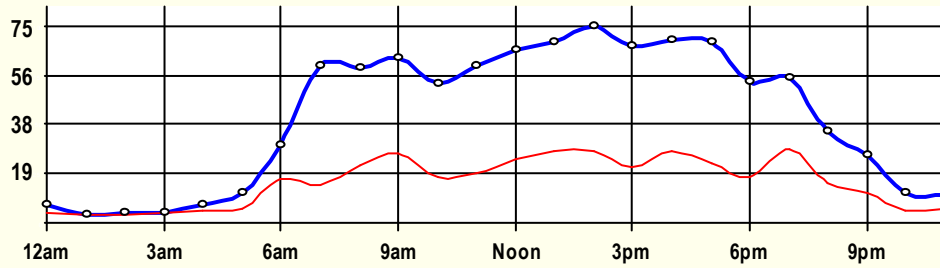
CLASSIFICATION										CLASSIFICATION				
4CTG53														
FC 3R		Dist 3		Norton County										
Route: K-383								East Leg						
XRoute: LOCAL RD 2 MI W OF RS-281								Leg						
K-383 E OF LOCAL RD, AT DELLVALE														
<b>Peak-Hour Traffic</b>														
All Traffic		75		2pm										
Private		48		2pm										
Commercial		28		7pm										
<b>May 2012 48 Hr Survey</b>														
<b>Hr</b>	<b>Vol</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
0	7	0.5	2	1	0	0	0.5	0	0	2.5	0	0	0.5	0
1	3	0	0	0	0	0	0	0	0	3	0	0	0	0
2	4	0	0.5	0.5	0	0	0	0	0	3	0	0	0	0
3	4	0	0	0.5	0	0	0	0	0.5	3	0	0	0	0
4	6.5	0	0.5	1.5	0	0	0	0	1	3.5	0	0	0	0
5	11.5	0	3	3	0	0	0	0	0.5	4.5	0.5	0	0	0
6	29.5	0.5	7.5	4.5	0	1	1	0.5	0.5	10.5	3	0.5	0	0
7	59.5	0.5	26	18.5	0	1	0.5	0	2	8	3	0	0	0
8	59	0.5	19.5	17	0	1	1.5	1	0	17	1.5	0	0	0
9	62.5	2	13.5	20.5	0	0	2.5	1	4	14.5	3	1	0	0.5
10	53	0	20.5	15	0	0.5	0	0	0.5	14.5	2	0	0	0
11	59.5	1.5	22	17	0	0	2.5	0	1.5	14.5	0.5	0	0	0
12	65.5	2.5	20	19	0	0.5	0.5	0.5	1	17	4.5	0	0	0
13	68.5	1	22.5	18	0	0.5	2	0	1	16	4.5	0	0	3
14	75	2.5	24.5	21	0	1	2	0	2	17	1.5	0.5	0.5	2.5
15	67.5	3	20.5	22.5	0	0.5	3	0	1	13.5	2.5	0.5	0	0.5
16	69.5	1	24.5	17	0	2	1.5	0	3.5	16	4	0	0	0
17	68.5	1	29	16	0	0.5	1.5	0	1	17.5	1	0	0	1
18	53.5	0.5	26	9.5	0	0	0.5	0	1	15	0.5	0.5	0	0
19	55	0.5	16	10.5	0	3	0.5	0	2.5	20	2	0	0	0
20	35	0	10	10	0	0	0	0	1	12	1.5	0	0.5	0
21	26	0.5	7.5	6.5	0	1	1	0	0.5	8	0.5	0	0	0.5
22	11.5	0.5	2.5	4	0	0	0	0	0	4	0.5	0	0	0
23	10.5	0	4	1	0	0	0	0	0.5	4	1	0	0	0
<b>ADT</b>	<b>965</b>	<b>18.5</b>	<b>322</b>	<b>254</b>	<b>0</b>	<b>12.5</b>	<b>21</b>	<b>3</b>	<b>25.5</b>	<b>258.5</b>	<b>37.5</b>	<b>3</b>	<b>1.5</b>	<b>8</b>
<b>AF</b>	<b>0.65</b>	<b>1.9%</b>	<b>33.4%</b>	<b>26.3%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>2.2%</b>	<b>0.3%</b>	<b>2.6%</b>	<b>26.8%</b>	<b>3.9%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.8%</b>
<b>SITE TRAFFIC</b>		594.5 Private 61.6% Unit			36.5 Single Unit 3.8%					334 Combination Unit 34.6%				
		370.5 Commercial Unit 38.4%												



**4CTG53**

**Classification Summary**

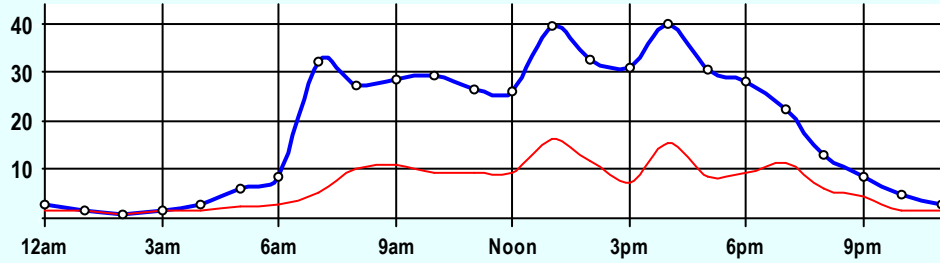
**May 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
965	2pm	75
595	Private	48
371	Commercial	27
K-Factor 0.04	EB	WB
	32	42

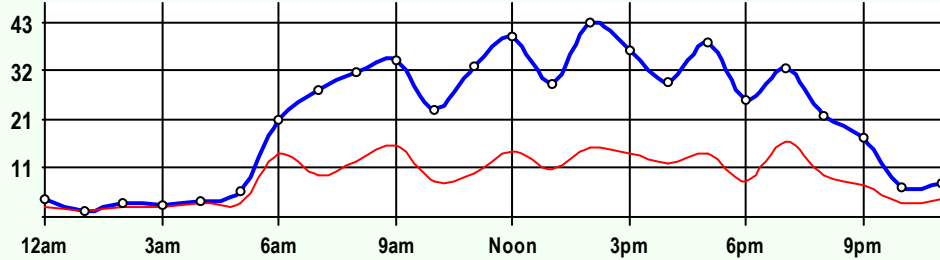
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
965	19	322	254	0	13	21	3	26	259	38	3	2	8
Axle Factor 0.65	595 Private-Unit 61.6%			37 Single-Unit 3.8%				334 Combination-Unit 34.6%					
	371 Commercial-Unit 38.4%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
448	4pm	40
286	Private	25
162	Commercial	16
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
448	8	160	119	0	6	11	1	6	122	13	1	0	4
Axle Factor 0.66	286 Private-Unit 63.8%			18 Single-Unit 3.9%				145 Combination-Unit 32.3%					
	162 Commercial-Unit 36.2%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
517	2pm	43
309	Private	28
209	Commercial	15
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
517	11	163	136	0	7	11	2	20	137	25	3	2	5
Axle Factor 0.63	309 Private-Unit 59.7%			19 Single-Unit 3.7%				190 Combination-Unit 36.7%					
	209 Commercial-Unit 40.3%												

**SITE INFORMATION**

4CTG53	Event No: 8189	Dist 3	Norton County
East Leg	Route: K-383		
	X-Route: LOCAL RD 2 MI W OF RS-281		
Location	K-383 E OF LOCAL RD, AT DELLVALE		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	8/09;2/06;4/03;4/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	05/14/12 10:00	05/16 09:00
71	48	05/14/12 10:00	05/16 09:00

# 24 Hour Classification Summary

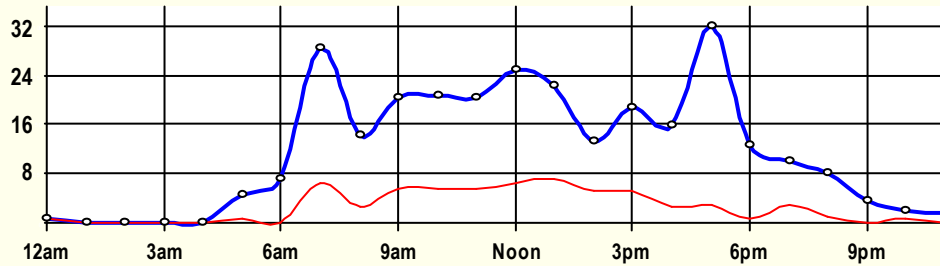
CLASSIFICATION					CLASSIFICATION									
4EQBD7		WIM Collected												
FC 5R	Dist 3	Norton County												
Route: K-9				West Leg										
XRoute: RS-281														
K-9 W OF RS-281, AT LENORA														
Peak-Hour Traffic														
All Traffic	32	5pm												
Private	29	5pm												
Commercial	7	1pm												
November 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0.5	0	0	0	0	0	0	0	0	0.5	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4.5	0	1	3	0	0.5	0	0	0	0	0	0	0	0
6	7	0	2	5	0	0	0	0	0	0	0	0	0	0
7	28	0.5	10	11	0	4	1	0	0	1.5	0	0	0	0
8	14	0	4.5	7	0	0.5	0	0	0	2	0	0	0	0
9	20	0	6	8.5	0	1.5	0	0.5	0	3	0.5	0	0	0
10	20.5	0	2.5	12.5	0	2	0.5	0.5	0	2.5	0	0	0	0
11	20	0.5	4	10	0	0.5	0.5	0	1.5	3	0	0	0	0
12	24.5	0.5	6	11.5	0.5	2.5	2	0	0	1.5	0	0	0	0
13	22	0.5	8.5	6	0	2	0.5	0	0.5	4	0	0	0	0
14	13	0	1	7	0	1.5	2	0	0	1.5	0	0	0	0
15	18.5	0	3	10.5	0	1	1.5	0	1	1.5	0	0	0	0
16	15.5	0	6.5	6.5	0	1.5	0	0	0	1	0	0	0	0
17	31.5	0	9	19.5	0	1	1	0	0	1	0	0	0	0
18	12.5	0	4	8	0	0.5	0	0	0	0	0	0	0	0
19	10	0	2.5	4.5	0	1.5	1	0	0	0	0.5	0	0	0
20	8	0	2.5	4.5	0.5	0	0	0	0	0.5	0	0	0	0
21	3.5	0	0	3.5	0	0	0	0	0	0	0	0	0	0
22	2	0	0	1.5	0	0	0	0	0.5	0	0	0	0	0
23	1.5	0	0	1.5	0	0	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>277</b>	<b>2</b>	<b>73</b>	<b>141.5</b>	<b>1</b>	<b>20.5</b>	<b>10</b>	<b>1</b>	<b>3.5</b>	<b>23.5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AF</b>	<b>0.85</b>	<b>0.7%</b>	<b>26.4%</b>	<b>51.1%</b>	<b>0.4%</b>	<b>7.4%</b>	<b>3.6%</b>	<b>0.4%</b>	<b>1.3%</b>	<b>8.5%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>SITE TRAFFIC</b>		216.5 Private 78.2% Unit			32.5 Single Unit 11.7%					28 Combination Unit 10.1%				
		60.5 Commercial Unit 21.8%												



# 4EQBD7

# Classification Summary

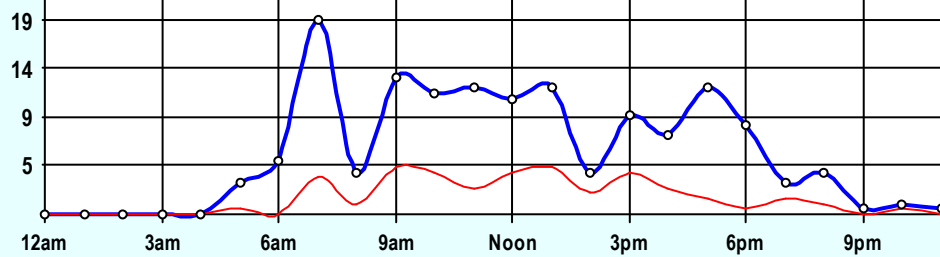
November 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
277	5pm	32
217	Private	29
61	Commercial	3
K-Factor 0.07	EB	WB
	12	20

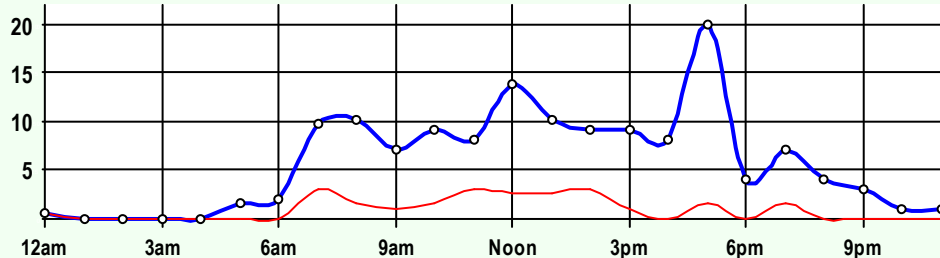
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
277	2	73	142	1	21	10	1	4	24	1	0	0	0
Axle Factor 0.85	0.7% 217 Private-Unit 78.2%			0.4% 33 Single-Unit 11.7%				1.3% 28 Combination-Unit 10.1%					
	61 Commercial-Unit 21.8%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
141	7am	19
103	Private	15
38	Commercial	4
K-Factor 0.13		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
141	1	39	64	1	15	3	1	2	17	0	0	0	0
Axle Factor 0.83	0.4% 103 Private-Unit 73.0%			0.7% 20 Single-Unit 13.9%				1.1% 19 Combination-Unit 13.2%					
	38 Commercial-Unit 27.0%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
137	5pm	20
114	Private	18
23	Commercial	2
K-Factor 0.14		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
137	2	35	78	0	6	7	0	2	7	1	0	0	0
Axle Factor 0.89	1.1% 114 Private-Unit 83.5%			0.0% 13 Single-Unit 9.5%				1.5% 10 Combination-Unit 7.0%					
	23 Commercial-Unit 16.5%												

## SITE INFORMATION

4EQBD7	Event No: 8289	Dist 3	Norton County
West Leg	Route: K-9		
	X-Route: RS-281		
Location	K-9 W OF RS-281, AT LENORA		
Site Info	Regular, State-Sys, Route-Class E		
Event Info	WIM Collected		
History	9/08;7/05;11/02;6/99;10/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	11/05/12 14:00	11/07 13:00
71	48	11/05/12 14:00	11/07 13:00

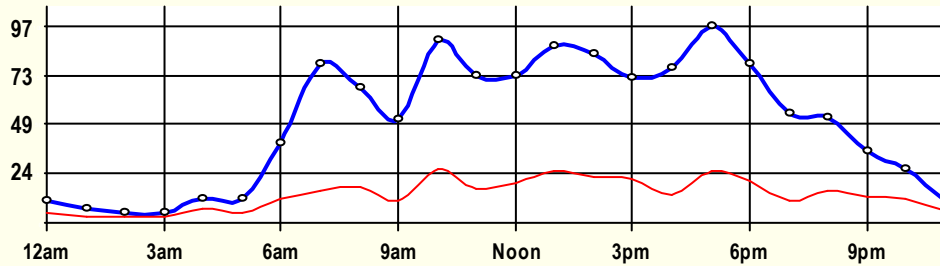
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION									
5QTG71														
FC 3R	Dist 3	Phillips County												
Route: US-183				North Leg										
XRoute: PLAINS RD														
US-183 N OF PLAINS RD, 2 MI N OF US-36 / 183 JCT														
<b>Peak-Hour Traffic</b>														
All Traffic	97	5pm												
Private	72	5pm												
Commercial	26	10am												
May 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	10.5	0	4.5	1.5	0	0	0	0	0.5	4	0	0	0	0
1	7	0	3	1	0	0	0	0	0	3	0	0	0	0
2	5	0	2	0.5	0	0	0	0	0	2	0.5	0	0	0
3	5	0	2	0.5	0.5	0	0	0	0	1.5	0.5	0	0	0
4	11.5	0.5	3.5	1	0	0	0	0	1	5	0	0	0.5	0
5	11.5	0	4.5	2	0	0	0	0	0.5	4.5	0	0	0	0
6	39.5	0	17	11	0	1	0	0	1	7.5	2	0	0	0
7	78.5	0	41	21.5	0	1	4	0	0	7	3.5	0	0	0.5
8	66.5	0	27.5	21	0	0	1.5	0	0.5	14	1.5	0	0	0.5
9	51	0.5	20	19.5	0.5	0	0	0	0	9.5	0.5	0.5	0	0
10	90	2	33.5	28.5	0	1.5	4.5	0	1.5	14.5	4	0	0	0
11	72.5	1	31	23.5	0	0	0	0	0	16.5	0.5	0	0	0
12	72.5	0.5	28.5	24	0	1	0.5	0.5	0.5	14	2	1	0	0
13	87	1.5	30.5	29.5	0	0.5	2	0	1.5	18	3	0	0	0.5
14	83	2.5	34	24	0.5	0	3	0	0	17	1.5	0	0.5	0
15	71	0.5	24	24.5	0.5	2	0.5	0	2	14.5	2.5	0	0	0
16	76	1.5	37	24	0	1	2	0	0	10	0.5	0	0	0
17	97	1.5	43.5	26.5	0	0.5	1	0.5	0.5	19.5	1.5	0	0.5	1.5
18	78.5	0	40	17.5	0	0.5	0.5	0	1	15.5	1	0.5	1.5	0.5
19	53.5	0	25	17.5	0	0	0	0	1	8.5	0.5	0	0	1
20	52	0	21	15.5	0	0.5	0	0	0.5	14	0.5	0	0	0
21	35	1	14	7.5	0	0	0	0.5	0.5	10.5	1	0	0	0
22	26.5	0	10	5	0	0	0	0.5	0	8	2.5	0	0.5	0
23	10.5	0	5	0	0	0	0	0	0	5	0.5	0	0	0
<b>ADT</b>	<b>1,191</b>	<b>13</b>	<b>502</b>	<b>347</b>	<b>2</b>	<b>9.5</b>	<b>19.5</b>	<b>2</b>	<b>12.5</b>	<b>243.5</b>	<b>30</b>	<b>2</b>	<b>3.5</b>	<b>4.5</b>
<b>AF</b>	<b>0.72</b>	<b>1.1%</b>	<b>42.1%</b>	<b>29.1%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>1.6%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>20.4%</b>	<b>2.5%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.4%</b>
<b>SITE TRAFFIC</b>	862 Private Unit 72.4%				33 Single Unit 2.8%					296 Combination Unit 24.9%				
	329 Commercial Unit 27.6%													

**5QTG71**

**Classification Summary**

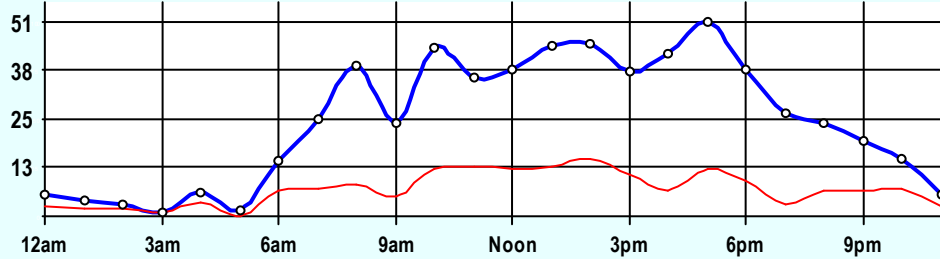
**May 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,191</b>	<b>5pm</b>	<b>97</b>
862	Private	72
<b>329</b>	<b>Commercial</b>	<b>26</b>
K-Factor 0.04	NB	SB
	50	46

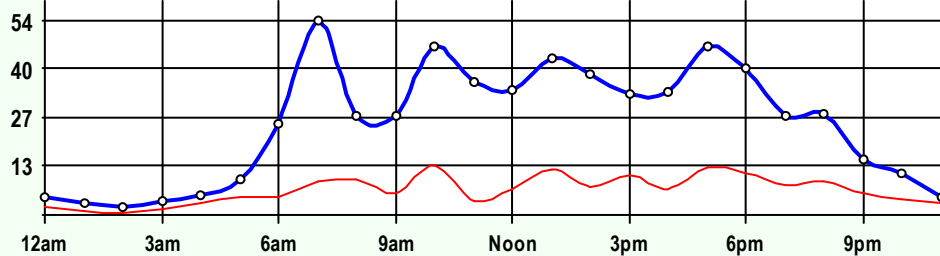
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,191	13	502	347	2	10	20	2	13	244	30	2	4	5
Axle Factor 0.72	1.1% 42.1% 29.1%			0.2% 0.8% 1.6%			0.2% 1.0% 20.4%			2.5% 0.2% 0.3% 0.4%			
	862 Private-Unit 72.4%			33 Single-Unit 2.8%			296 Combination-Unit 24.9%						
	329 Commercial-Unit 27.6%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>588</b>	<b>5pm</b>	<b>51</b>
420	Private	38
<b>169</b>	<b>Commercial</b>	<b>13</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
588	6	241	174	1	6	5	1	5	132	16	1	2	2
Axle Factor 0.70	0.9% 40.9% 29.5%			0.2% 0.9% 0.8%			0.1% 0.8% 22.4%			2.7% 0.2% 0.3% 0.3%			
	420 Private-Unit 71.3%			12 Single-Unit 2.0%			157 Combination-Unit 26.7%						
	169 Commercial-Unit 28.7%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>603</b>	<b>7am</b>	<b>54</b>
443	Private	45
<b>161</b>	<b>Commercial</b>	<b>9</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
603	8	262	174	1	4	15	2	8	112	14	1	2	3
Axle Factor 0.73	1.2% 43.4% 28.8%			0.2% 0.7% 2.5%			0.2% 1.3% 18.5%			2.3% 0.2% 0.2% 0.5%			
	443 Private-Unit 73.4%			22 Single-Unit 3.6%			139 Combination-Unit 23.1%						
	161 Commercial-Unit 26.6%												

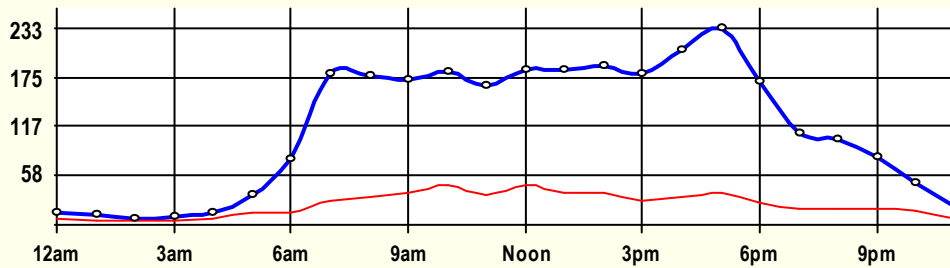
**SITE INFORMATION**

<b>5QTG71</b>	<b>Event No: 8190</b>	<b>Dist 3</b>	<b>Phillips County</b>
<b>North Leg</b>	Route: US-183		
	X-Route: PLAINS RD		
<b>Location</b>	US-183 N OF PLAINS RD, 2 MI N OF US-36 / 183 JCT		
<b>Site Info</b>	Regular, State-Sys, Route-Class B		
<b>Event Info</b>			
<b>History</b>	8/09;8/05;11/00		
<b>Comment</b>			

Lane	Hrs	Start Hour	Last Hour
11	48	05/14/12 12:00	05/16 11:00
51	48	05/14/12 12:00	05/16 11:00

# 24 Hour Classification Summary

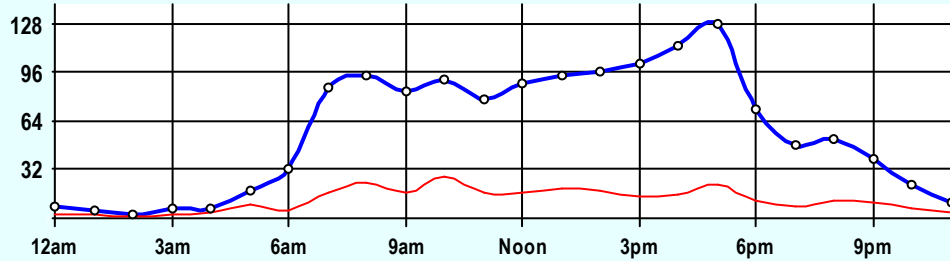
CLASSIFICATION					CLASSIFICATION									
5S5EU5														
FC 3R	Dist 3	Phillips County												
Route: US-183				South Leg										
XRoute: SANTA FE														
US-183 S OF SANTA FE, S OF PHILLIPSBURG														
<b>Peak-Hour Traffic</b>														
All Traffic		233	5pm											
Private		196	5pm											
Commercial		47	10am											
May 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	14	0	5.5	2	0	0.5	0.5	0	0.5	5	0	0	0	0
1	11.5	0	5	2	0	0	0	0	0	4.5	0	0	0	0
2	6	0	1	0.5	0	0	0	0	0	3.5	1	0	0	0
3	9.5	0.5	3	1.5	0.5	0	0.5	0	0.5	3	0	0	0	0
4	14.5	0	4.5	3	0	0	0.5	0	0.5	5.5	0	0	0.5	0
5	36	0.5	14.5	7	0	2	0.5	0	0	10.5	1	0	0	0
6	78	0	33.5	30.5	0	1	0	0.5	1	11.5	0	0	0	0
7	179	0.5	98.5	52	0	2.5	4	0.5	3.5	15.5	1.5	0.5	0	0
8	176.5	0.5	82.5	59.5	0	2	5	0.5	4	19	1.5	0	0	2
9	171.5	0.5	71.5	62.5	0	3.5	0	0	2	29.5	1	0.5	0	0.5
10	180	2	69	62.5	0	1.5	5.5	0	3	32.5	2	0	0	2
11	163.5	2.5	81.5	44	0	2	3.5	0.5	2.5	26.5	0.5	0	0	0
12	182.5	1	80	55.5	0	1	3	0	4	35	2	1	0	0
13	183	2.5	84.5	58	0	1	1.5	1	4.5	26.5	2	0	0	1.5
14	188.5	3	100	49	0	4.5	5.5	0	2	20.5	2.5	0	0.5	1
15	178.5	2	83	66	0	3.5	0.5	0	1	21	1.5	0	0	0
16	207	1.5	111	61.5	0	2	2	0.5	1	25	1.5	0	1	0
17	233	3.5	125	67	0	1.5	1.5	0.5	4.5	25	2.5	0	0.5	1.5
18	169.5	3.5	93.5	46.5	0	1	1	0	2.5	18.5	1	0.5	1.5	0
19	107	1	57	30.5	0	0.5	0	0	0.5	15.5	1	0	0	1
20	100.5	3.5	53.5	24.5	0	0	1	0	1	17	0	0	0	0
21	81	1	39	21.5	0.5	1	0	0.5	1	15	1	0.5	0	0
22	49.5	0	21.5	12	0.5	0	0	0	1.5	10.5	3	0	0.5	0
23	21	0	8	6	0	0	0	0	0.5	6	0.5	0	0	0
<b>ADT</b>	<b>2,741</b>	<b>29.5</b>	<b>1,326</b>	<b>825</b>	<b>1.5</b>	<b>31</b>	<b>36</b>	<b>4.5</b>	<b>41.5</b>	<b>402</b>	<b>27</b>	<b>3</b>	<b>4.5</b>	<b>9.5</b>
<b>AF</b>	<b>0.78</b>	<b>1.1%</b>	<b>48.4%</b>	<b>30.1%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>1.3%</b>	<b>0.2%</b>	<b>1.5%</b>	<b>14.7%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.3%</b>
<b>SITE TRAFFIC</b>		2,180.5 Private Unit 79.6%			73 Single Unit 2.7%					487.5 Combination Unit 17.8%				
		560.5 Commercial Unit 20.4%												



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,741	5pm	233
2,181	Private	196
561	Commercial	38
K-Factor 0.05	NB	SB
	128	106

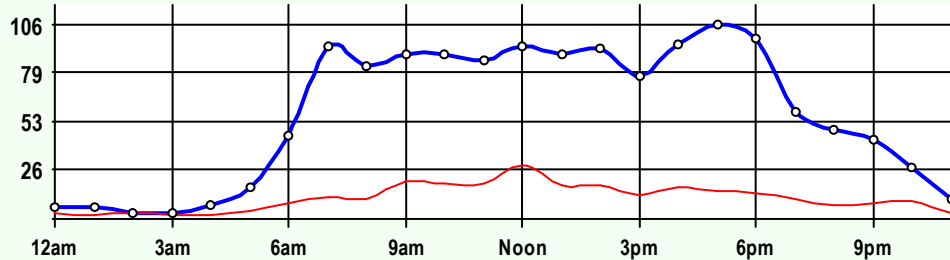
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,741	30	1,326	825	2	31	36	5	42	402	27	3	5	10
Axle Factor 0.78	1.1% 48.4% 30.1%			0.1% 1.1% 1.3%			0.2% 1.5% 14.7%			1.0% 0.1% 0.2% 0.3%			
	2,181 Private-Unit 79.6%			73 Single-Unit 2.7%			488 Combination-Unit 17.8%						
	561 Commercial-Unit 20.4%												



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,373	5pm	128
1,085	Private	106
289	Commercial	22
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,373	18	668	399	1	14	21	2	25	207	9	2	3	8
Axle Factor 0.78	1.3% 48.7% 29.0%			0.1% 1.0% 1.5%			0.1% 1.8% 15.0%			0.6% 0.1% 0.2% 0.5%			
	1,085 Private-Unit 79.0%			37 Single-Unit 2.7%			252 Combination-Unit 18.3%						
	289 Commercial-Unit 21.0%												



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,368	5pm	106
1,096	Private	90
272	Commercial	16
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,368	12	658	427	1	17	16	3	17	196	19	1	2	2
Axle Factor 0.79	0.8% 48.1% 31.2%			0.0% 1.2% 1.1%			0.2% 1.2% 14.3%			1.4% 0.1% 0.1% 0.1%			
	1,096 Private-Unit 80.1%			36 Single-Unit 2.6%			236 Combination-Unit 17.3%						
	272 Commercial-Unit 19.9%												

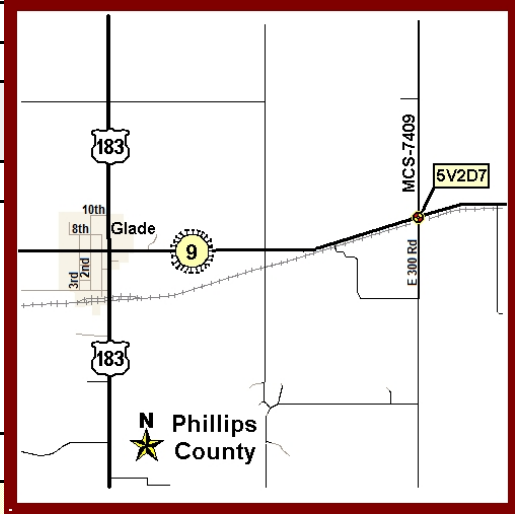
SITE INFORMATION

5S5EU5	Event No: 8191	Dist 3	Phillips County
South Leg	Route: US-183		
	X-Route: SANTA FE		
Location	US-183 S OF SANTA FE, S OF PHILLIPSBURG		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	8/09;7/06;5/03;8/02;11/00;6/99		
Comment	48Hr Survey At ATR		

Lane	Hrs	Start Hour	Last Hour
11	48	05/14/12 12:00	05/16 11:00
51	48	05/14/12 12:00	05/16 11:00

# 24 Hour Classification Summary

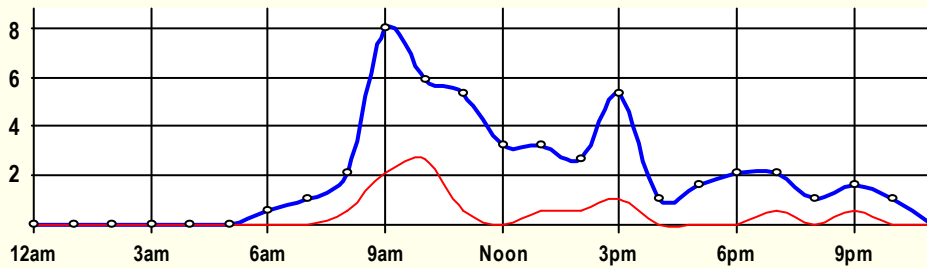
CLASSIFICATION					CLASSIFICATION									
5V2D71														
FC 6R	Dist 3	Phillips County												
Route: MCS-7409 (E 300 RD)				North Leg										
XRoute: K-9														
MCS-7409 N OF K-9, 2 MI E OF GLADE														
<b>Peak-Hour Traffic</b>														
All Traffic		8	9am											
Private		6	9am											
Commercial		3	10am											
June 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
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	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
6	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0
7	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8	2	0	0	1.5	0	0	0	0	0	0	0	0	0.5	0
9	7.5	0	0.5	5	0	0	0.5	0	0	1.5	0	0	0	0
10	5.5	0	0.5	2.5	0	0.5	1	0	0	0.5	0	0	0.5	0
11	5	0	3	1.5	0	0	0	0	0	0.5	0	0	0	0
12	3	0	1	2	0	0	0	0	0	0	0	0	0	0
13	3	0	0.5	2	0	0	0	0	0	0.5	0	0	0	0
14	2.5	0	0	2	0	0	0.5	0	0	0	0	0	0	0
15	5	0	3.5	0.5	0	0	0	0	0	0.5	0	0	0	0.5
16	1	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0
17	1.5	0	0.5	1	0	0	0	0	0	0	0	0	0	0
18	2	0	0	2	0	0	0	0	0	0	0	0	0	0
19	2	0	0	1.5	0	0	0.5	0	0	0	0	0	0	0
20	1	0	0	1	0	0	0	0	0	0	0	0	0	0
21	1.5	0	0.5	0.5	0	0	0	0	0	0.5	0	0	0	0
22	1	0	1	0	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>45</b>	<b>0</b>	<b>11.5</b>	<b>25</b>	<b>0</b>	<b>0.5</b>	<b>2.5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.5</b>
<b>AF</b>	<b>0.81</b>	<b>0.0%</b>	<b>25.6%</b>	<b>55.6%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>5.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>8.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.2%</b>	<b>1.1%</b>
<b>SITE TRAFFIC</b>		36.5 Private 81.1% Unit			3 Single Unit 6.7%					5.5 Combination Unit 12.2%				
8.5 Commercial Unit 18.9%														



5V2D71

### Classification Summary

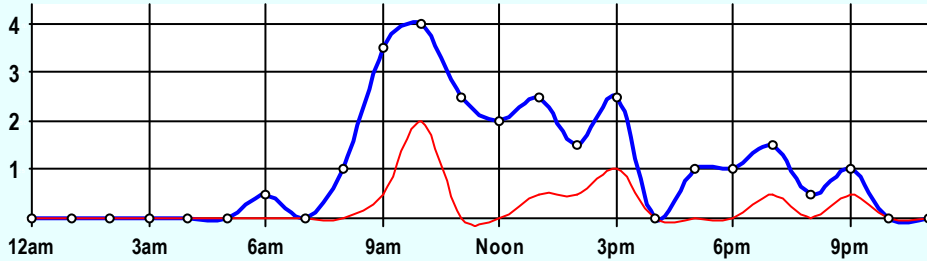
June 2012



### Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
45	9am	8
37	Private	6
9	Commercial	2
K-Factor 0.09	NB	SB
	4	4

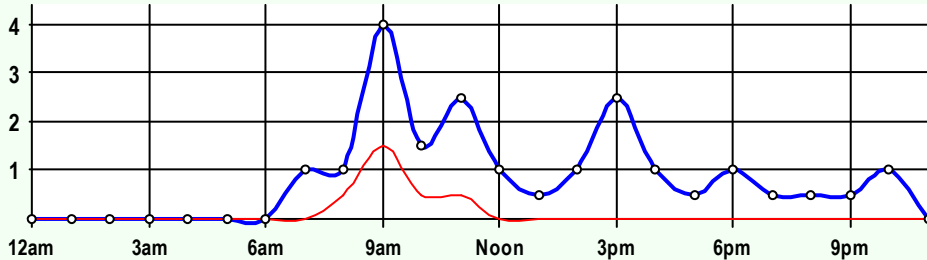
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
45	0	12	25	0	1	3	0	0	4	0	0	1	1
Axle Factor 0.81	0.0% 25.6% 55.6%			0.0% 1.1% 5.6%			0.0% 0.0% 8.9%			0.0% 0.0% 2.2% 1.1%			
	37 Private-Unit 81.1%			3 Single-Unit 6.7%			6 Combination-Unit 12.2%						
	9 Commercial-Unit 18.9%												



### NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
25	10am	4
20	Private	2
6	Commercial	2
K-Factor 0.16		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
25	0	5	15	0	1	2	0	0	2	0	0	1	1
Axle Factor 0.80	0.0% 20.0% 58.0%			0.0% 2.0% 8.0%			0.0% 0.0% 8.0%			0.0% 0.0% 2.0% 2.0%			
	20 Private-Unit 78.0%			3 Single-Unit 10.0%			3 Combination-Unit 12.0%						
	6 Commercial-Unit 22.0%												



### SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
20	9am	4
17	Private	3
3	Commercial	2
K-Factor 0.20		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
20	0	7	11	0	0	1	0	0	2	0	0	1	0
Axle Factor 0.82	0.0% 32.5% 52.5%			0.0% 0.0% 2.5%			0.0% 0.0% 10.0%			0.0% 0.0% 2.5% 0.0%			
	17 Private-Unit 85.0%			1 Single-Unit 2.5%			3 Combination-Unit 12.5%						
	3 Commercial-Unit 15.0%												

### SITE INFORMATION

5V2D71	Event No: 8222	Dist 3	Phillips County
North Leg	Route: MCS-7409 (E 300 RD)		
	X-Route: K-9		
Location	MCS-7409 N OF K-9, 2 MI E OF GLADE		
Site Info	Regular		
Event Info			
History	8/09;8/05;8/02;6/99;6/96		
Comment			

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

# 24 Hour Classification Summary

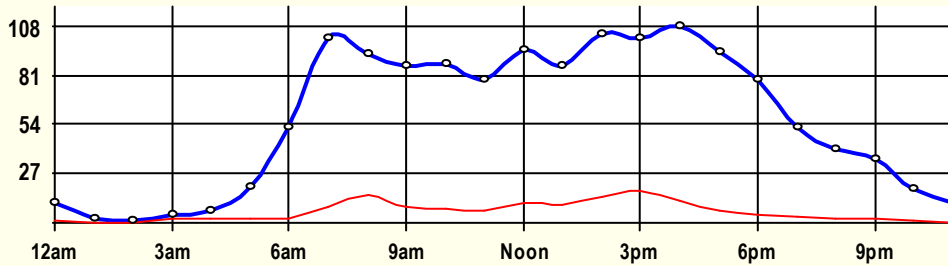
CLASSIFICATION					CLASSIFICATION									
5NJZC3														
FC 4R	Dist 3	Rooks County												
Route: K-18			East Leg											
XRoute: MCS-8205 (14 RD)														
K-18 E OF MCS-8205, W OF PLAINVILLE														
<b>Peak-Hour Traffic</b>														
All Traffic	108	4pm												
Private	96	4pm												
Commercial	18	3pm												
June 2012					48 Hr Survey									
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	10.5	0	4	5	0	0	1	0.5	0	0	0	0	0	0
1	2	0	0.5	1	0	0	0	0	0	0.5	0	0	0	0
2	1	0	0.5	0	0	0	0.5	0	0	0	0	0	0	0
3	4.5	0	0.5	2	0	0	1	0	0	1	0	0	0	0
4	7	0	3	1.5	0	0.5	0	0	0	2	0	0	0	0
5	19.5	0	9	8	0	1	0.5	0	0	1	0	0	0	0
6	52.5	0	24	26.5	0	0.5	0	0	1	0.5	0	0	0	0
7	101	0.5	38.5	53	0	1	2.5	0	2	3	0	0.5	0	0
8	93	0	27.5	50	0	1	4	1	2.5	7	0	0	0	0
9	86.5	1	33.5	43.5	0	1.5	3.5	0.5	1.5	1.5	0	0	0	0
10	87	0	32.5	46.5	0	1.5	2	0.5	0.5	2	1.5	0	0	0
11	78	0	32.5	38.5	0	1	3	0	0.5	2	0.5	0	0	0
12	95	0.5	37.5	46.5	0	2	2.5	1	2.5	1.5	1	0	0	0
13	86.5	0.5	36	40.5	0	2.5	2	0	1.5	2.5	1	0	0	0
14	103	0	40	48.5	0	1.5	3.5	0	1.5	5.5	0.5	0.5	0	1.5
15	101	0.5	42.5	40.5	0	2	4.5	0.5	2.5	7	0.5	0.5	0	0
16	108	0.5	51.5	44	0	5.5	2.5	0	0.5	3.5	0	0	0	0
17	94	1	44.5	42	0	0	2	0.5	1	3	0	0	0	0
18	79	0	43	32	0	0	2	0	0	2	0	0	0	0
19	52	0.5	25.5	23	0	0.5	1	0.5	0	1	0	0	0	0
20	40	0	20.5	17.5	0	0	0	0	0	2	0	0	0	0
21	35	0	23.5	9.5	0	0.5	0.5	0	0	1	0	0	0	0
22	19	0	12	5.5	0	1	0	0	0	0.5	0	0	0	0
23	11	0	6	4.5	0	0.5	0	0	0	0	0	0	0	0
<b>ADT</b>	<b>1,366</b>	<b>5</b>	<b>588.5</b>	<b>629.5</b>	<b>0</b>	<b>24</b>	<b>38.5</b>	<b>5</b>	<b>17.5</b>	<b>50</b>	<b>5</b>	<b>1.5</b>	<b>0</b>	<b>1.5</b>
<b>AF</b>	<b>0.91</b>	<b>0.4%</b>	<b>43.1%</b>	<b>46.1%</b>	<b>0.0%</b>	<b>1.8%</b>	<b>2.8%</b>	<b>0.4%</b>	<b>1.3%</b>	<b>3.7%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,223 Private Unit 89.5%			67.5 Single Unit 4.9%					75.5 Combination Unit 5.5%				
		143 Commercial Unit 10.5%												



**5NJZC3**

**Classification Summary**

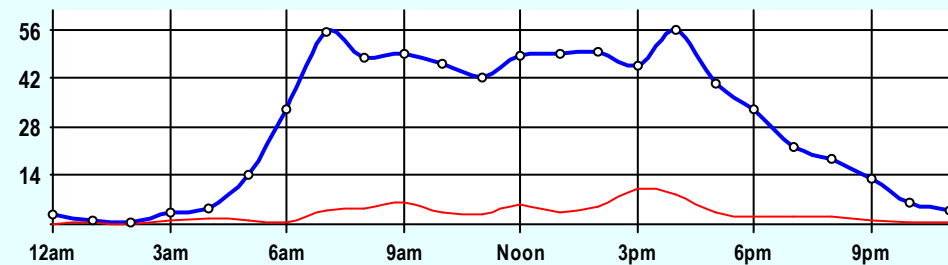
**June 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
1,366	4pm	108
1,223	Private	96
143	Commercial	12
K-Factor 0.04	EB	WB
	56	52

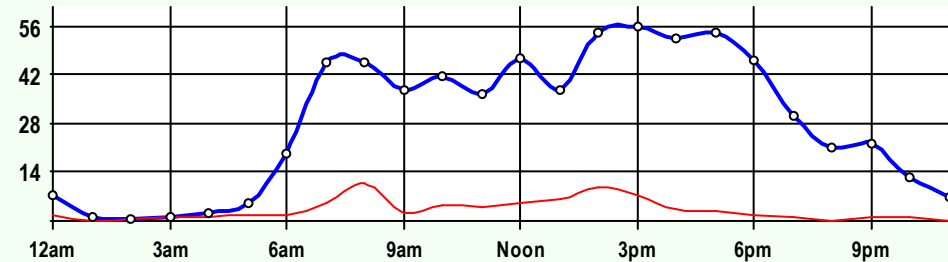
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,366	5	589	630	0	24	39	5	18	50	5	2	0	2
Axle Factor 0.91	0.4% 43.1% 46.1%			0.0% 1.8% 2.8%			0.4% 1.3% 3.7%			0.4% 0.1% 0.0% 0.1%			
	1,223 Private-Unit 89.5%			68 Single-Unit 4.9%			76 Combination-Unit 5.5%			143 Commercial-Unit 10.5%			



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
687	4pm	56
617	Private	48
70	Commercial	9
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
687	3	301	314	0	12	19	2	9	26	3	0	0	1
Axle Factor 0.91	0.4% 43.7% 45.6%			0.0% 1.7% 2.7%			0.3% 1.2% 3.8%			0.4% 0.0% 0.0% 0.1%			
	617 Private-Unit 89.8%			32 Single-Unit 4.7%			38 Combination-Unit 5.5%			70 Commercial-Unit 10.2%			



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
679	3pm	56
606	Private	48
73	Commercial	8
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
679	2	288	316	0	13	20	3	9	24	2	2	0	1
Axle Factor 0.91	0.3% 42.4% 46.5%			0.0% 1.8% 2.9%			0.4% 1.3% 3.5%			0.3% 0.2% 0.0% 0.1%			
	606 Private-Unit 89.2%			36 Single-Unit 5.2%			38 Combination-Unit 5.5%			73 Commercial-Unit 10.8%			

**SITE INFORMATION**

5NJZC3	Event No: 8220	Dist 3	Rooks County
East Leg	Route: K-18		
	X-Route: MCS-8205 (14 RD)		
Location	K-18 E OF MCS-8205, W OF PLAINVILLE		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	4/09;1/06;8/03		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	06/18/12 12:00	06/20 11:00
71	48	06/18/12 12:00	06/20 11:00

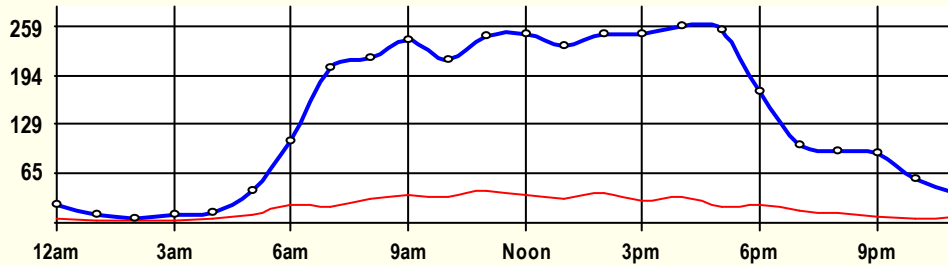
# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION												
5S7ZF1																
FC 3R	Dist 3	Rooks County														
Route: US-183			North Leg													
XRoute: K-18																
US-183 N OF K-18, IN PLAINVILLE																
<b>Peak-Hour Traffic</b>																
All Traffic	259	4pm														
Private	233	5pm														
Commercial	43	11am														
<b>June 2012</b>				<b>48 Hr Survey</b>												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	24.5	0	11	9	0	0.5	0.5	0	0.5	3	0	0	0	0		
1	10.5	0.5	3	3.5	0	0	0	0.5	0.5	2	0.5	0	0	0		
2	6	0	2.5	1	0	1	0	0	0	1.5	0	0	0	0		
3	11.5	0	4	4	0	0.5	0.5	0	0	1	0.5	0	1	0		
4	12	1	2.5	2.5	0	1.5	0	0	0	3.5	0	0	1	0		
5	41.5	0.5	17	14	0.5	0.5	0.5	0	1.5	7	0	0	0	0		
6	106	0.5	42	40.5	0.5	2	3	0	2.5	11.5	3	0	0.5	0		
7	203	0	98.5	84.5	0	1.5	3	0	1	12	1	0.5	0.5	0.5		
8	217	0.5	87.5	98	0.5	2	2.5	0	3	22	1	0	0	0		
9	240.5	2.5	111	91.5	0	4.5	5	0	3	21.5	0.5	0.5	0	0.5		
10	213	1	99.5	77.5	0	2.5	3.5	0.5	2.5	23	1.5	1.5	0	0		
11	244	0.5	119.5	81	0	3	3	1	2	28	4	0.5	0	1.5		
12	247	2.5	130	77	0	1	3	1	1	31	0	0.5	0	0		
13	232	1	110	89	0	2	4.5	0	4	19.5	1.5	0	0	0.5		
14	248.5	1.5	131	78	1	3.5	7.5	0	6	18	0.5	1	0	0.5		
15	248.5	1.5	129	88.5	0.5	1	2.5	0	2	20	2.5	0.5	0	0.5		
16	258.5	1.5	135.5	88	0.5	0.5	2.5	0	4	25	1	0	0	0		
17	252.5	3	136	93.5	0	2	0.5	0.5	2	14	0.5	0	0	0.5		
18	171.5	1.5	89.5	56	0	1.5	2	1	0	17	1.5	0	1.5	0		
19	103	0	55	33	0	0	1	0	1.5	11.5	1	0	0	0		
20	94	1	52	28.5	0	0	0.5	0	0.5	10	0	0.5	0	1		
21	90.5	0.5	56	26.5	0	0	0	0	0.5	6.5	0.5	0	0	0		
22	57.5	0	35.5	15.5	0	0	0	0	0	6.5	0	0	0	0		
23	38.5	0	19.5	11	0.5	0.5	0.5	0	1	4.5	1	0	0	0		
<b>ADT</b>	<b>3,372</b>	<b>21</b>	<b>1,677</b>	<b>1,191.5</b>	<b>4</b>	<b>31.5</b>	<b>46</b>	<b>4.5</b>	<b>39</b>	<b>319.5</b>	<b>22</b>	<b>5.5</b>	<b>4.5</b>	<b>5.5</b>		
<b>AF</b>	<b>0.84</b>	<b>0.6%</b>	<b>49.7%</b>	<b>35.3%</b>	<b>0.1%</b>	<b>0.9%</b>	<b>1.4%</b>	<b>0.1%</b>	<b>1.2%</b>	<b>9.5%</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.2%</b>		
<b>SITE TRAFFIC</b>		2,889.5 Private Unit 85.7%			86 Single Unit 2.6%					396 Combination Unit 11.7%						
		482 Commercial Unit 14.3%														

**5S7ZF1**

**Classification Summary**

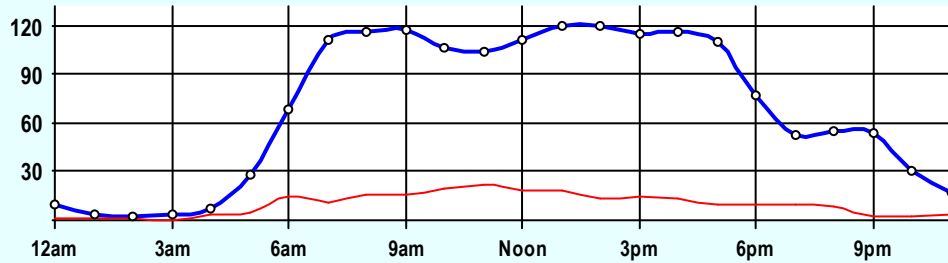
**June 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,372</b>	<b>4pm</b>	<b>259</b>
2,890	Private	225
<b>482</b>	<b>Commercial</b>	<b>34</b>
K-Factor 0.04	NB	SB
	116	142

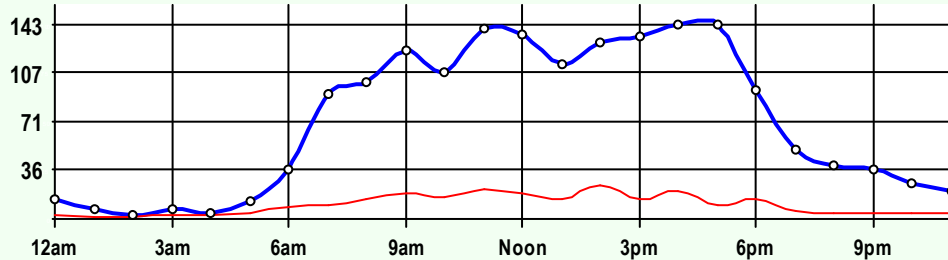
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,372	21	1,677	1,192	4	32	46	5	39	320	22	6	5	6
Axle Factor 0.84	0.6%	49.7%	35.3%	0.1%	0.9%	1.4%	0.1%	1.2%	9.5%	0.7%	0.2%	0.1%	0.2%
	2,890 Private-Unit 85.7%			86 Single-Unit 2.6%				396 Combination-Unit 11.7%					
	482 Commercial-Unit 14.3%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,660</b>	<b>2pm</b>	<b>120</b>
1,425	Private	107
<b>236</b>	<b>Commercial</b>	<b>13</b>
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,660	10	846	570	2	15	17	4	18	158	12	5	3	3
Axle Factor 0.84	0.6%	50.9%	34.3%	0.1%	0.9%	1.0%	0.2%	1.1%	9.5%	0.7%	0.3%	0.2%	0.2%
	1,425 Private-Unit 85.8%			38 Single-Unit 2.3%				198 Combination-Unit 11.9%					
	236 Commercial-Unit 14.2%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>1,712</b>	<b>5pm</b>	<b>143</b>
1,465	Private	132
<b>247</b>	<b>Commercial</b>	<b>11</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,712	12	832	622	2	17	29	1	21	162	11	1	2	3
Axle Factor 0.85	0.7%	48.6%	36.3%	0.1%	1.0%	1.7%	0.1%	1.2%	9.4%	0.6%	0.1%	0.1%	0.1%
	1,465 Private-Unit 85.6%			49 Single-Unit 2.8%				198 Combination-Unit 11.6%					
	247 Commercial-Unit 14.4%												

**SITE INFORMATION**

5S7ZF1	Event No: 8221	Dist 3	Rooks County
North Leg	Route: US-183		
	X-Route: K-18		
Location	US-183 N OF K-18, IN PLAINVILLE		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	4/09;7/05;8/02;6/99;11/96		
Comment			

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

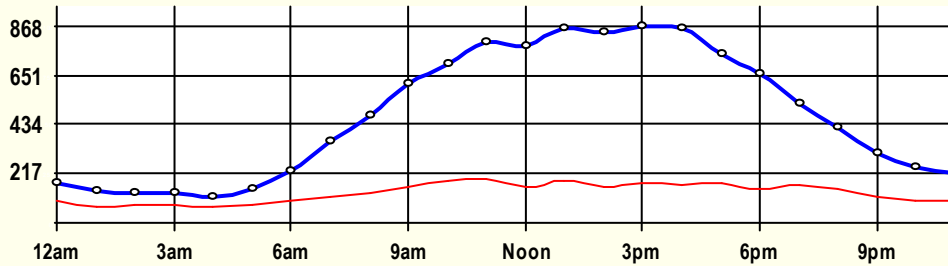
# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION										
6NMNQ3														
FC 1R	Dist 3	Russell County												
Route: I-70			East Leg											
XRoute: US-281														
I-70 E OF US-281, RUSSELL EXIT 184														
<b>Peak-Hour Traffic</b>														
All Traffic	868	3pm												
Private	696	4pm												
Commercial	196	11am												
May 2012				44 Hr Survey										
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	176.5	1.5	63	17.5	0.5	2.5	0.5	1	4	55.5	0.5	25.5	4	0.5
1	136.5	1	51	17	0	1	1	0.5	1.5	48	1	10	4.5	0
2	127	2	40.5	9.5	1.5	2	2	0	1.5	40.5	0.5	21	6	0
3	128.5	1	37.5	15	0.5	1.5	1	0	2.5	48.5	0.5	16	4.5	0
4	113.5	0	30	13.5	0	1	0.5	0	1.5	46.5	0	18	2	0.5
5	149.5	1	47	21.5	1.5	1.5	1.5	0	2.5	55	1	14	3	0
6	224	1.5	87	41	1	3.5	2.5	0.5	9	62.5	1.5	7.5	6.5	0
7	356.5	4	155	83	0.5	5.5	3.5	2	4	88.5	2.5	5.5	2.5	0
8	477	4.5	236.5	101	0.5	7.5	6.5	1.5	9	91.5	0.5	12.5	4	1.5
9	615	8	338.5	113	0	9.5	6	1.5	10	120.5	1	4.5	1.5	1
10	701	5.5	368	145.5	0.5	10.5	5.5	1	17.5	129.5	1	10	6.5	0
11	798.5	7.5	441	154.5	0	7	4	3	20	134.5	1.5	20.5	4.5	0.5
12	776.5	9.5	462	148.5	0	7	5	2	16.5	104	2	16.5	3.5	0
13	855	5.5	523	145.5	0.5	10	4	3.5	22	113.5	1.5	19.5	6	0.5
14	839	11	513.5	154	0	9	5	2.5	17	106.5	2	12	4.5	2
15	867.5	10.5	542.5	136	0.5	9	6	2	15.5	121	0.5	17	5.5	1.5
16	860	7	526	163	1	10	2	4	17	116	3	8	2	1
17	748	7	420	145	1	8	5	2	25	126	0	5	4	0
18	657	4	397	111	0	7	3	1	16	110	0	7	1	0
19	528	5	265	88	1	7	4	1	11	136	4	4	2	0
20	418.5	3	201.5	67.5	0	3	2	3.5	9	119.5	1	7	0.5	1
21	305.5	2	135.5	54.5	0	3	1	1.5	3.5	99	0	3	2.5	0
22	244.5	3	110.5	34	0	3	4.5	1	5	71.5	1	7.5	3	0.5
23	215.5	1	89.5	26.5	0.5	0.5	1.5	1	3	78.5	2	8	2.5	1
<b>ADT</b>	<b>11,319</b>	<b>106</b>	<b>6,081</b>	<b>2,005.5</b>	<b>11</b>	<b>129.5</b>	<b>77.5</b>	<b>36</b>	<b>243.5</b>	<b>2,222.5</b>	<b>28.5</b>	<b>279.5</b>	<b>86.5</b>	<b>11.5</b>
<b>AF</b>	<b>0.72</b>	<b>0.9%</b>	<b>53.7%</b>	<b>17.7%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>2.2%</b>	<b>19.6%</b>	<b>0.3%</b>	<b>2.5%</b>	<b>0.8%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		8,192.5 Private Unit 72.4%		254 Single Unit 2.2%				2,872 Combination Unit 25.4%						
		3,126 Commercial Unit 27.6%												

# 6NMNQ3

# Classification Summary

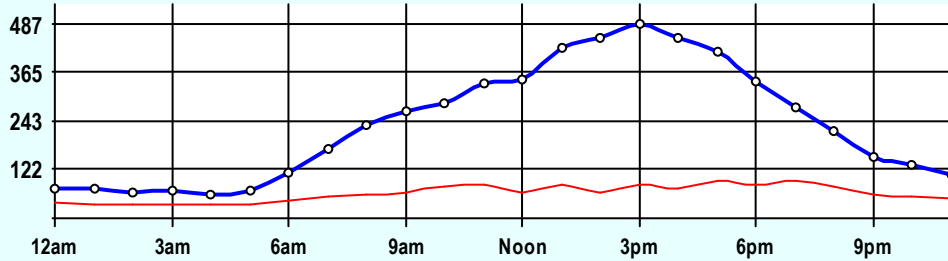
May 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
11,319	3pm	868
8,193	Private	689
3,126	Commercial	179
K-Factor 0.04	EB	WB
	486	381

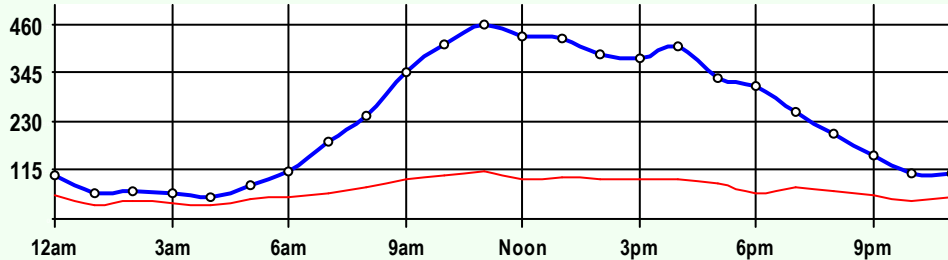
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
11,319	106	6,081	2,006	11	130	78	36	244	2,223	29	280	87	12
Axle Factor 0.72	0.9%	53.7%	17.7%	0.1%	1.1%	0.7%	0.3%	2.2%	19.6%	0.3%	2.5%	0.8%	0.1%
	8,193 Private-Unit 72.4%			254 Single-Unit 2.2%				2,872 Combination-Unit 25.4%					
3,126 Commercial-Unit 27.6%													



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,639	3pm	487
4,157	Private	401
1,482	Commercial	86
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,639	44	3,063	1,051	7	69	45	23	133	1,018	17	134	33	6
Axle Factor 0.74	0.8%	54.3%	18.6%	0.1%	1.2%	0.8%	0.4%	2.3%	18.0%	0.3%	2.4%	0.6%	0.1%
	4,157 Private-Unit 73.7%			143 Single-Unit 2.5%				1,339 Combination-Unit 23.7%					
1,482 Commercial-Unit 26.3%													



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
5,680	11am	460
4,036	Private	350
1,644	Commercial	111
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,680	62	3,019	955	4	61	33	13	111	1,205	12	146	54	6
Axle Factor 0.71	1.1%	53.1%	16.8%	0.1%	1.1%	0.6%	0.2%	2.0%	21.2%	0.2%	2.6%	0.9%	0.1%
	4,036 Private-Unit 71.1%			111 Single-Unit 2.0%				1,533 Combination-Unit 27.0%					
1,644 Commercial-Unit 28.9%													

## SITE INFORMATION

6NMNQ3	Event No: 8203	Dist 3	Russell County
East Leg	Route: I-70		
	X-Route: US-281		
Location	I-70 E OF US-281, RUSSELL EXIT 184		
Site Info	Regular, NHS, Route-Class A		
Event Info			
History	8/09;3/06;5/03;6/00;5/97		
Comment	44Hrs. 4Hr Gap on 5-30		

Lane	Hrs	Start Hour	Last Hour
31	44	05/29/12 12:00	05/31 11:00
32	44	05/29/12 12:00	05/31 11:00
71	44	05/29/12 12:00	05/31 11:00
72	44	05/29/12 12:00	05/31 11:00

# 24 Hour Classification Summary

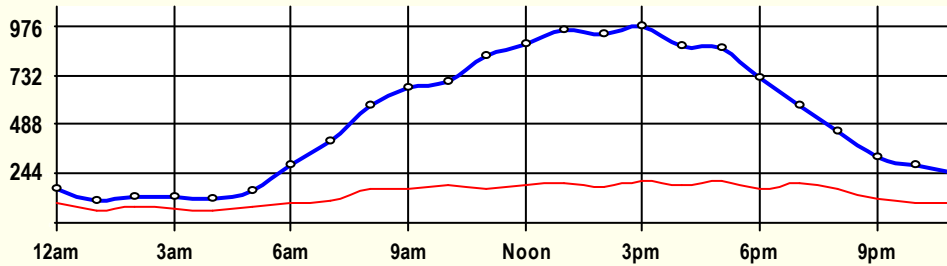
CLASSIFICATION													CLASSIFICATION		
6NMNQ7															
FC 1R   Dist 3			Russell County												
Route: I-70										West Leg					
XRoute: US-281															
I-70 W OF US-281, EXIT 184															
<b>Peak-Hour Traffic</b>															
All Traffic		976	3pm												
Private		773	3pm												
Commercial		203	3pm												
<span style="color: red;">May 2012</span> <span style="margin-left: 100px;">EB 30Hr WB 35Hr</span>															
<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	171	2	56	17	1	2	0	0	2	61	0	23	6	1	
1	111	1	45	9	0	0	1	0	2	40	1	10	2	0	
2	126	3	36	7	2	3	3	0	2	48	0	19	3	0	
3	131	1	37	21	0	0	1	2	3	46	0	15	5	0	
4	114	0	33	20	0	1	0	0	3	38	0	18	1	0	
5	160	1	62	16	1	0	2	0	7	58	2	10	1	0	
6	283	5	107	69	1	5	4	2	6	68	2	9	5	0	
7	402	5	195	96	1	5	3	0	6	83	2	5	1	0	
8	581	3	277	135	0	12	13	2	19	101	2	10	5	2	
9	671	10	373	120	0	10	8	2	12	129	2	4	1	0	
10	697	5	359	144	1	14	4	1	21	134	2	7	5	0	
11	823	8.5	477.5	168.5	1	8	5.5	0	25	103.5	1	20	4	0.5	
12	881.5	12	511	172	0.5	7	6	1	25	122.5	2	17.5	4.5	0.5	
13	958	9.5	577.5	173.5	0.5	10	6.5	1	28	122.5	3	19	5	2	
14	937.5	8.5	576	171	0	9.5	4	1	27	119.5	3	11.5	4.5	2	
15	975.5	9	592.5	171.5	0.5	8	7	2.5	21.5	137.5	1.5	17	6	1	
16	880.5	13	519	163.5	1	8.5	5	1.5	23.5	125	5	11	3	1.5	
17	866	10.5	481	172	2.5	11	7	3.5	24	142.5	2	6.5	3	0.5	
18	716.5	10.5	412	124	0.5	10	7.5	2	16.5	121.5	2	8.5	1.5	0	
19	576	7.5	273.5	103	1	9	4	1	13.5	154	2.5	4.5	2	0.5	
20	448.5	7.5	212.5	64	0	3	3.5	2.5	11.5	133	1	8.5	0.5	1	
21	325.5	4	155.5	50.5	0	4.5	2	0	6.5	96.5	0	3	2.5	0.5	
22	285	3	140	42	0	3	3	0	8	78	0	6	2	0	
23	244	0	108	40	1	0	0	0	8	75	1	7	1	3	
<b>ADT</b>	<b>12,365</b>	<b>139.5</b>	<b>6,616</b>	<b>2,269.5</b>	<b>15.5</b>	<b>143.5</b>	<b>100</b>	<b>25</b>	<b>321</b>	<b>2,337</b>	<b>37</b>	<b>270</b>	<b>74.5</b>	<b>16</b>	
<b>AF</b>	<b>0.73</b>	<b>1.1%</b>	<b>53.5%</b>	<b>18.4%</b>	<b>0.1%</b>	<b>1.2%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>2.6%</b>	<b>18.9%</b>	<b>0.3%</b>	<b>2.2%</b>	<b>0.6%</b>	<b>0.1%</b>	
<b>SITE TRAFFIC</b>		9,025 Private Unit 73.0%			284 Single Unit 2.3%					3,055.5 Combination Unit 24.7%					
		3,339.5 Commercial Unit 27.0%													



# 6NMNQ7

# Classification Summary

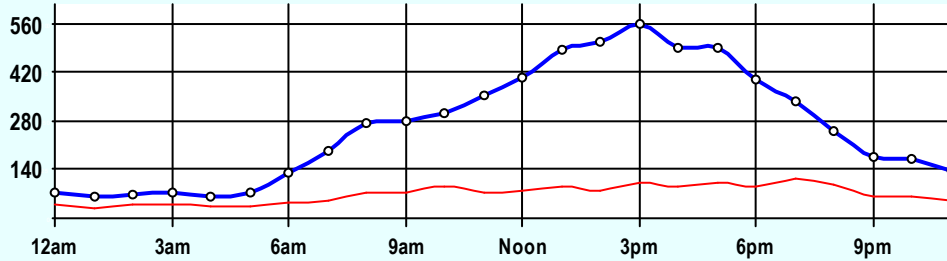
May 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
12,365	3pm	976
9,025	Private	773
3,340	Commercial	203
K-Factor 0.05	EB	WB
	560	416

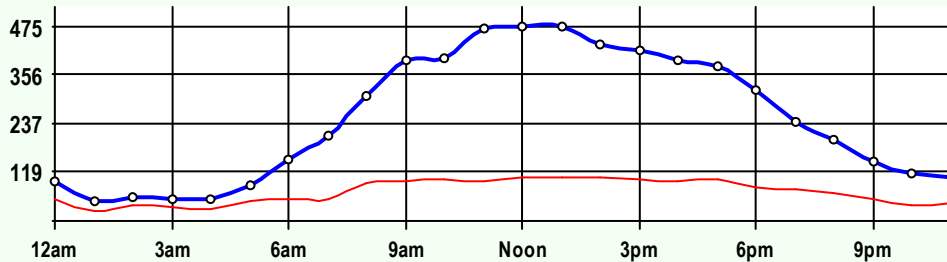
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
12,365	140	6,616	2,270	16	144	100	25	321	2,337	37	270	75	16
Axle Factor 0.73	1.1%	53.5%	18.4%	0.1%	1.2%	0.8%	0.2%	2.6%	18.9%	0.3%	2.2%	0.6%	0.1%
	9,025 Private-Unit 73.0%			284 Single-Unit 2.3%				3,056 Combination-Unit 24.7%					
	3,340 Commercial-Unit 27.0%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,351	3pm	560
4,700	Private	460
1,651	Commercial	100
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,351	64	3,473	1,164	10	73	46	11	169	1,145	20	133	37	10
Axle Factor 0.74	1.0%	54.7%	18.3%	0.1%	1.1%	0.7%	0.2%	2.7%	18.0%	0.3%	2.1%	0.6%	0.1%
	4,700 Private-Unit 74.0%			139 Single-Unit 2.2%				1,512 Combination-Unit 23.8%					
	1,651 Commercial-Unit 26.0%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
6,014	Noon	475
4,325	Private	367
1,689	Commercial	108
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
6,014	76	3,143	1,106	6	71	55	14	153	1,192	17	138	38	7
Axle Factor 0.72	1.3%	52.3%	18.4%	0.1%	1.2%	0.9%	0.2%	2.5%	19.8%	0.3%	2.3%	0.6%	0.1%
	4,325 Private-Unit 71.9%			146 Single-Unit 2.4%				1,544 Combination-Unit 25.7%					
	1,689 Commercial-Unit 28.1%												

## SITE INFORMATION

6NMNQ7	Event No: 8205	Dist 3	Russell County
West Leg	Route: I-70		
	X-Route: US-281		
Location	I-70 W OF US-281, EXIT 184		
Site Info	Regular, NHS, Route-Class A		
Event Info			
History	8/09;3/06;10/03;6/00;5/97		
Comment	30Hr EB, 35Hr WB. Hoses Up		

Lane	Hrs	Start Hour	Last Hour
31	30	05/29/12 11:00	05/30 16:00
32	30	05/29/12 11:00	05/30 16:00
71	35	05/29/12 11:00	05/30 21:00
72	35	05/29/12 11:00	05/30 21:00

# 24 Hour Classification Summary

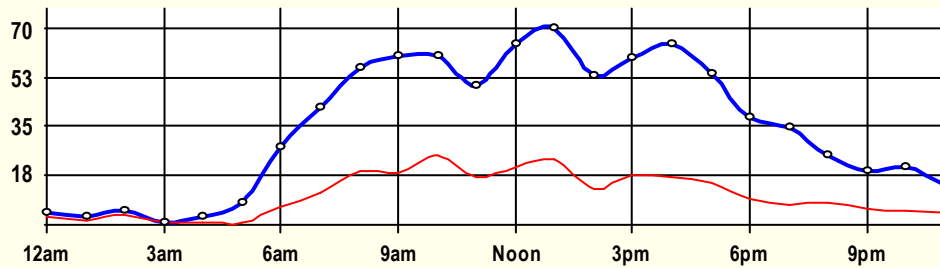
CLASSIFICATION				CLASSIFICATION												
6NVTU5		Russell County														
FC 4R	Dist 3															
Route: US-281		South Leg														
XRoute: RS-1896 (AMHERST RD)																
US-281 S OF RS-1896, 13.5 MI N OF I-70																
<b>Peak-Hour Traffic</b>																
All Traffic	70	1pm														
Private	47	4pm														
Commercial	25	10am														
June 2012				48 Hr Survey												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	4	0	0.5	1	0	0.5	0	0	0.5	1.5	0	0	0	0		
1	2.5	0	0	1	0	0.5	1	0	0	0	0	0	0	0		
2	5	0	0.5	1	0	0	1	0	0	2.5	0	0	0	0		
3	1	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0		
4	2.5	0	0.5	1	0	0	0	0	0	1	0	0	0	0		
5	8	0	5.5	1.5	0	0	0	0	0.5	0.5	0	0	0	0		
6	27.5	0	13.5	7.5	0	0.5	1	0	0.5	3	0.5	0	0.5	0.5		
7	41.5	0	19	11.5	0	0.5	2	0	1.5	6.5	0	0	0	0.5		
8	56	0.5	21.5	15	0	1.5	2	0	1.5	13	0.5	0	0	0.5		
9	60	0.5	20	21	0	0.5	3	0	0.5	11.5	2	0	0	1		
10	60	2	18.5	14.5	0	0.5	2.5	0	1	17.5	3.5	0	0	0		
11	49.5	1	17.5	14	0	1	4	0	0	10	1	0.5	0	0.5		
12	64.5	1.5	23	19.5	0	0	3	0	3	10.5	3	0	0	1		
13	70	2	26	18.5	0.5	1	3	0	1	13.5	3	0	1	0.5		
14	53	1.5	23	16	0	0.5	4	0	0	6.5	1	0.5	0	0		
15	59.5	0.5	23	18.5	0	0	1	0	2.5	10.5	2	0.5	0.5	0.5		
16	64	1	29	17	0	0	3	0.5	1.5	10	1	0	0.5	0.5		
17	53.5	0.5	24.5	13.5	0.5	1	2	0	0.5	10	1	0	0	0		
18	38.5	0.5	20	8.5	0	0	0.5	0	0.5	7.5	1	0	0	0		
19	34.5	0	14	13.5	0	0.5	0.5	0	0	4.5	1	0.5	0	0		
20	24.5	0.5	8.5	8	0	0.5	0.5	0	0	6	0	0	0	0.5		
21	19	0	8	5	0	0	2	0	0	3	1	0	0	0		
22	20.5	0.5	9	6	0	0	2	0	0	3	0	0	0	0		
23	14	0	4.5	5.5	0	0	1.5	0	0	2.5	0	0	0	0		
<b>ADT</b>	<b>833</b>	<b>12.5</b>	<b>329.5</b>	<b>239</b>	<b>1</b>	<b>9.5</b>	<b>39.5</b>	<b>0.5</b>	<b>15</b>	<b>154.5</b>	<b>21.5</b>	<b>2</b>	<b>2.5</b>	<b>6</b>		
<b>AF</b>	<b>0.71</b>	<b>1.5%</b>	<b>39.6%</b>	<b>28.7%</b>	<b>0.1%</b>	<b>1.1%</b>	<b>4.7%</b>	<b>0.1%</b>	<b>1.8%</b>	<b>18.5%</b>	<b>2.6%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.7%</b>		
<b>SITE TRAFFIC</b>		581 Private Unit 69.7%			50.5 Single Unit 6.1%					201.5 Combination Unit 24.2%						
		252 Commercial Unit 30.3%														



**6NVTU5**

**Classification Summary**

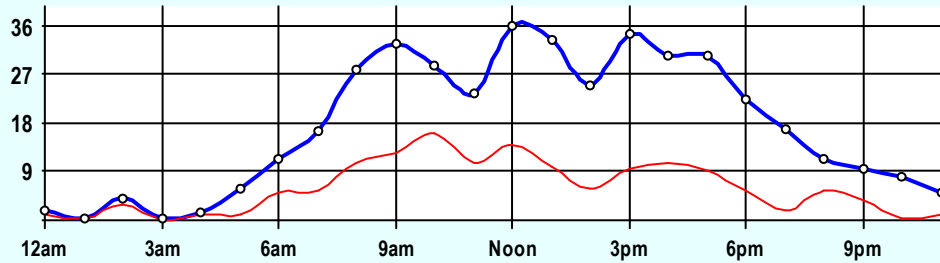
**June 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
833	1pm	70
581	Private	47
252	Commercial	24
K-Factor 0.04	NB	SB
	34	36

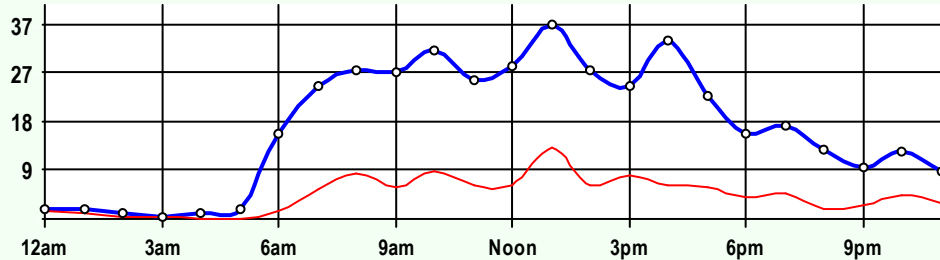
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
833	13	330	239	1	10	40	1	15	155	22	2	3	6
Axle Factor 0.71	581 Private-Unit 69.7%			51 Single-Unit 6.1%				202 Combination-Unit 24.2%					
	252 Commercial-Unit 30.3%												



**NB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
419	Noon	36
275	Private	22
144	Commercial	14
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
419	6	155	115	1	5	22	1	9	88	12	2	2	5
Axle Factor 0.69	275 Private-Unit 65.7%			28 Single-Unit 6.7%				116 Combination-Unit 27.6%					
	144 Commercial-Unit 34.3%												



**SB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
415	1pm	37
306	Private	23
109	Commercial	14
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
415	7	175	124	1	5	18	0	7	67	10	1	1	2
Axle Factor 0.75	306 Private-Unit 73.8%			23 Single-Unit 5.4%				86 Combination-Unit 20.7%					
	109 Commercial-Unit 26.2%												

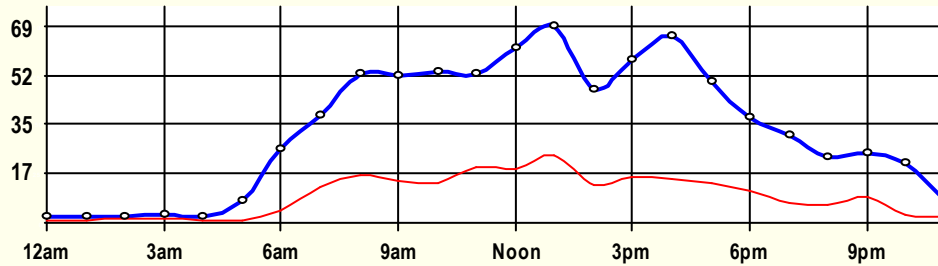
**SITE INFORMATION**

6NVTU5	Event No: 8217	Dist 3	Russell County
South Leg	Route: US-281		
	X-Route: RS-1896 (AMHERST RD)		
Location	US-281 S OF RS-1896, 13.5 MI N OF I-70		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	4/09;3/06;10/03		
Comment			

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

# 24 Hour Classification Summary

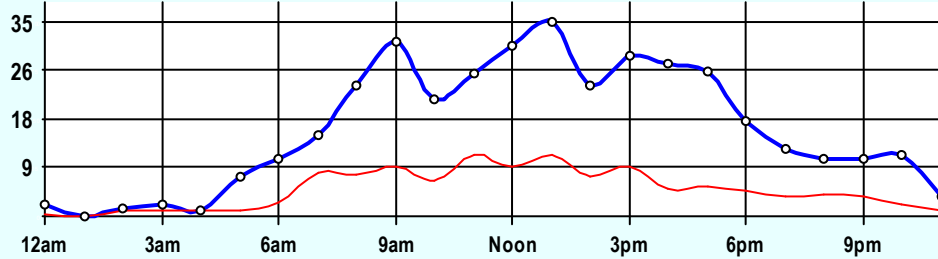
CLASSIFICATION				CLASSIFICATION													
6NYVM3																	
FC 4R	Dist 3	Russell County															
Route: US-281			East Leg														
XRoute: US-281																	
US-281 E OF US-281 / K-18 (W JCT)																	
Peak-Hour Traffic																	
All Traffic	69	1pm															
Private	51	4pm															
Commercial	24	1pm															
June 2012				48 Hr Survey													
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13			
0	2	0	1	0.5	0	0	0	0	0.5	0	0	0	0	0			
1	2	0	0	1	0	0	1	0	0	0	0	0	0	0			
2	2	0	0.5	0	0	0	0	0	0	1.5	0	0	0	0			
3	3	0	1	0.5	0	0.5	0	0	0	1	0	0	0	0			
4	2	0	0.5	0.5	0	0	0	0	0	1	0	0	0	0			
5	7.5	0	4	2.5	0	0	0	0	0.5	0.5	0	0	0	0			
6	26	0	16.5	5	0	1.5	0	0	1	2	0	0	0	0			
7	37.5	0.5	15.5	9	0	1.5	1.5	0	1.5	7	0	1	0	0			
8	52	1	20.5	14	0	1.5	2.5	0	1	10.5	0	0.5	0.5	0			
9	51.5	0	18.5	18.5	0	1	1	0	0.5	10	2	0	0	0			
10	53	2.5	21	15.5	0	0	1	0	0.5	11	1.5	0	0	0			
11	52.5	2	16	15	0	1	2	0	1	15	0.5	0	0	0			
12	61	2	24	16.5	0	0.5	2.5	0	1.5	12	2	0	0	0			
13	69	1.5	27.5	16	0.5	2	2	0	3.5	13	2	0	0.5	0.5			
14	47	2	22	10	0	0	3.5	0	1.5	7	1	0	0	0			
15	57	0.5	24	16.5	0	0	1.5	0	3	8.5	2.5	0.5	0	0			
16	65.5	0.5	33.5	16.5	0	0.5	3.5	0	2	8.5	0.5	0	0	0			
17	49.5	1	23.5	11	0.5	0.5	1.5	0	2.5	6	3	0	0	0			
18	37	0.5	14.5	11	0	0	1	0	1	7	2	0	0	0			
19	30.5	0	12	11.5	0	1	0.5	0	1	3.5	1	0	0	0			
20	23	0.5	11.5	4.5	0	1	0.5	0	0.5	3.5	0	0.5	0	0.5			
21	24.5	0	11.5	4	0	1	2	0.5	1	3.5	0.5	0.5	0	0			
22	21	0	9.5	8.5	0	0	0.5	0	0	2.5	0	0	0	0			
23	8	0	4.5	1.5	0	0	0.5	0	0.5	1	0	0	0	0			
<b>ADT</b>	<b>784</b>	<b>14.5</b>	<b>333</b>	<b>209.5</b>	<b>1</b>	<b>13.5</b>	<b>28.5</b>	<b>0.5</b>	<b>24.5</b>	<b>135.5</b>	<b>18.5</b>	<b>3</b>	<b>1</b>	<b>1</b>			
<b>AF</b>	<b>0.73</b>	<b>1.8%</b>	<b>42.5%</b>	<b>26.7%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>3.6%</b>	<b>0.1%</b>	<b>3.1%</b>	<b>17.3%</b>	<b>2.4%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>			
<b>SITE TRAFFIC</b>	557 Private Unit		43.5 Single Unit 5.5%						183.5 Combination Unit 23.4%								
	227 Commercial Unit 29.0%																



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
784	1pm	69
557	Private	45
227	Commercial	24
K-Factor 0.04	EB	WB
	35	34

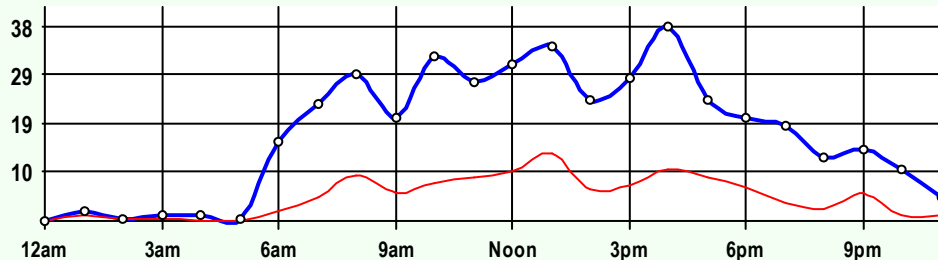
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
784	15	333	210	1	14	29	1	25	136	19	3	1	1
Axle Factor 0.73	557 Private-Unit 71.0%			44 Single-Unit 5.5%			184 Combination-Unit 23.4%						
	227 Commercial-Unit 29.0%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
376	1pm	35
262	Private	24
114	Commercial	11
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
376	7	160	96	1	6	14	1	12	72	7	2	1	1
Axle Factor 0.72	262 Private-Unit 69.7%			21 Single-Unit 5.5%			94 Combination-Unit 24.9%						
	114 Commercial-Unit 30.3%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
408	4pm	38
295	Private	28
113	Commercial	10
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
408	8	174	114	1	8	15	0	13	64	12	1	1	0
Axle Factor 0.74	295 Private-Unit 72.3%			23 Single-Unit 5.6%			90 Combination-Unit 22.1%						
	113 Commercial-Unit 27.7%												

SITE INFORMATION

6NYVM3	Event No: 8218	Dist 3	Russell County
East Leg	Route: US-281		
	X-Route: US-281		
Location	US-281 E OF US-281 / K-18 (W JCT)		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	4/09;1/06;8/03;6/96		
Comment			

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

# 24 Hour Classification Summary

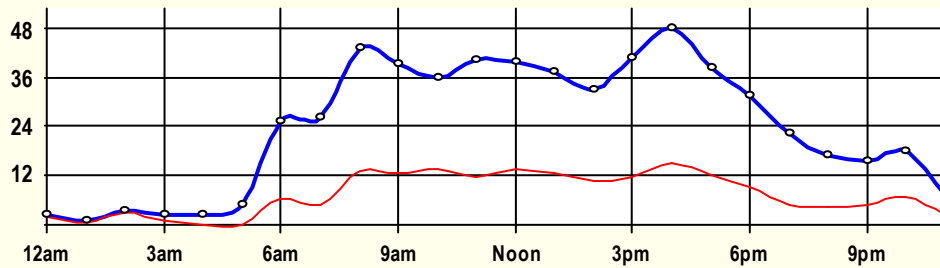
CLASSIFICATION				CLASSIFICATION												
6NYVM7																
FC 4R	Dist 3	Russell County														
Route: K-18													West Leg			
XRoute: US-281																
K-18 W OF US-281 / K-18 (W JCT)																
Peak-Hour Traffic																
All Traffic	48	4pm														
Private	33	4pm														
Commercial	15	4pm														
June 2012				48 Hr Survey												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	2.5	0	0.5	0	0	0.5	0	0	0	1	0	0	0.5	0		
1	1	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0		
2	3.5	0	0	0.5	0	0	1	0	0	2	0	0	0	0		
3	2.5	0	0.5	1	0	0	0	0	0	1	0	0	0	0		
4	2.5	0	0.5	2	0	0	0	0	0	0	0	0	0	0		
5	5	0	1.5	3.5	0	0	0	0	0	0	0	0	0	0		
6	25	0	7.5	11.5	0	0.5	1	0	0.5	3	1	0	0	0		
7	26	0.5	11.5	9	0	2	1	0	0.5	1.5	0	0	0	0		
8	42.5	0.5	16.5	12.5	0	0.5	1.5	0	1	9	0.5	0.5	0	0		
9	39	0.5	11.5	14.5	0	0.5	2	0	0	9	0.5	0.5	0	0		
10	35.5	1	8.5	12.5	0	0.5	2	0	1.5	5.5	3	0	0	0		
11	40	1.5	13	14	0	1.5	2	0	2	3.5	1.5	0	0	0		
12	39.5	0.5	11.5	14	0	0.5	2.5	0	1	5.5	1	1	0	0		
13	37	0	16.5	8	0	1.5	2.5	0	2	5	1.5	0	0	0		
14	32.5	0.5	9.5	12	0	0.5	3	0	3	4	0	0	0	0		
15	40.5	0.5	16	12.5	0	0	1.5	0	4	4.5	0.5	0.5	0	0.5		
16	47.5	0.5	17.5	14.5	0	0.5	2.5	0	1	9.5	0.5	0	0	0		
17	38	0	15.5	10.5	0	0	2	0	2	6	2	0	0	0		
18	31	1	11.5	9.5	0	0	2	0	0.5	5.5	1	0	0	0		
19	22	0	11	6	0	0.5	0.5	0	1	2	1	0	0	0		
20	17	0.5	9	3	0	0.5	0.5	0	0.5	2.5	0	0.5	0	0		
21	15.5	0	6	4.5	0	1	2	0	1	0.5	0	0.5	0	0		
22	17.5	0	5	6	0	0	2	0	0.5	4	0	0	0	0		
23	7	0	1.5	3	0	0	1	0	0.5	1	0	0	0	0		
ADT	570	7.5	202.5	184.5	0	11.5	32.5	0	22.5	85.5	14	3.5	0.5	5.5		
AF	0.73	1.3%	35.5%	32.4%	0.0%	2.0%	5.7%	0.0%	3.9%	15.0%	2.5%	0.6%	0.1%	1.0%		
SITE TRAFFIC		394.5 Private 69.2% Unit				44 Single Unit 7.7%				131.5 Combination Unit 23.1%						
		175.5 Commercial Unit 30.8%														



# 6NYVM7

# Classification Summary

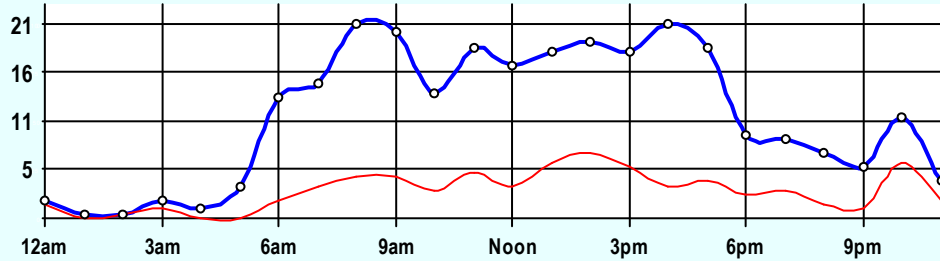
June 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
570	4pm	48
395	Private	33
176	Commercial	15
K-Factor 0.05	EB	WB
	21	26

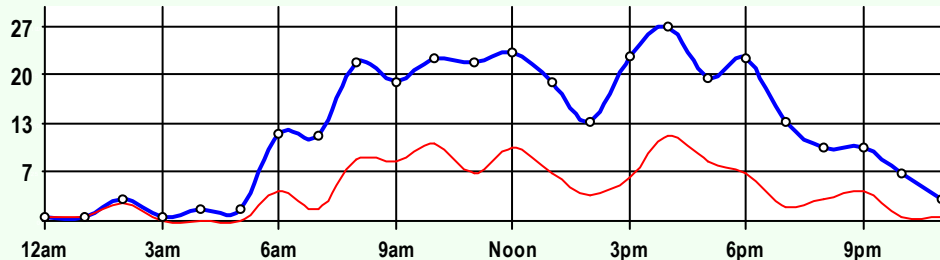
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
570	8	203	185	0	12	33	0	23	86	14	4	1	6
Axle Factor 0.73	395 Private-Unit 69.2%			44 Single-Unit 7.7%				132 Combination-Unit 23.1%					
	176 Commercial-Unit 30.8%												



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
266	8am	21
195	Private	17
71	Commercial	5
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
266	4	106	86	0	5	13	0	12	37	4	1	1	1
Axle Factor 0.76	195 Private-Unit 73.3%			18 Single-Unit 6.6%				54 Combination-Unit 20.1%					
	71 Commercial-Unit 26.7%												



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
304	4pm	27
200	Private	15
105	Commercial	12
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
304	4	97	99	0	7	20	0	11	49	11	3	0	5
Axle Factor 0.70	200 Private-Unit 65.6%			27 Single-Unit 8.7%				78 Combination-Unit 25.7%					
	105 Commercial-Unit 34.4%												

## SITE INFORMATION

6NYVM7	Event No: 8219	Dist 3	Russell County
West Leg	Route: K-18		
	X-Route: US-281		
Location	K-18 W OF US-281 / K-18 (W JCT)		
Site Info	Regular, State-Sys, Route-Class D		
Event Info			
History	4/09;1/06;8/03;6/96		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	06/11/12 11:00	06/13 10:00
71	48	06/11/12 11:00	06/13 10:00

# 24 Hour Classification Summary

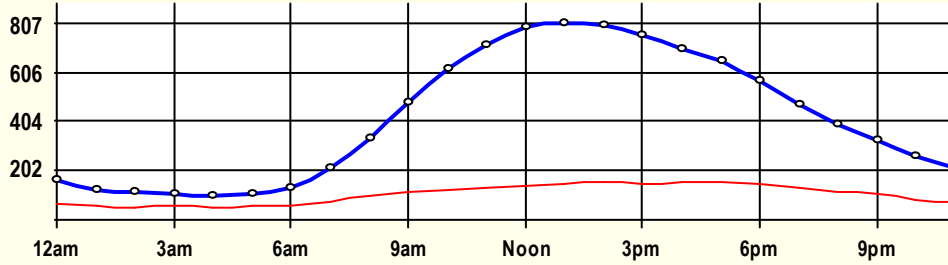
CLASSIFICATION				CLASSIFICATION														
ØDT453		From AVC																
FC 1R	Dist 3	Sherman County																
Route: I-70													East Leg					
XRoute: K-267																		
I-70 E OF K-267 & RS-288, E OF KANORADO EXIT 1																		
<b>Peak-Hour Traffic</b>																		
All Traffic	807	1pm																
Private	659	1pm																
Commercial	154	4pm																
<b>August 2012</b>				<b>744 Hr Survey</b>														
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
0	160.6	1.1	73.7	21.1	1.2	1.7	0.7	0.4	1.5	44.2	1.6	8.0	3.7	1.8				
1	124.5	0.5	54.8	14.8	0.7	2.3	0.5	0.3	1.2	37.3	0.9	5.6	3.8	1.7				
2	110.4	0.7	44.7	12.2	0.9	0.6	0.6	0.3	1.4	37.8	1.3	4.2	3.8	1.9				
3	102.4	0.5	37.7	10	0.8	0.7	0.4	0.4	1.1	36.4	0.8	8.6	3.6	1.5				
4	96.6	0.4	33.6	10.5	0.8	0.8	0.3	0.1	1.2	35.9	0.3	7.5	3.2	2				
5	102.9	0.4	37.0	10.3	0.6	0.6	0.6	0.2	1.0	40.9	0.8	5.2	2.8	2.5				
6	133.3	0.5	54.4	18.3	0.8	1.3	1.3	0.3	1.6	45.7	1.0	4.0	2.7	1.4				
7	211.3	1.8	101.1	31.6	1.1	2.2	1.3	0.4	2.9	57	1.3	4.8	2.4	3.6				
8	331.9	3.7	182.1	47.5	2.1	3.5	2.2	0.8	4.4	68.6	2.1	5.0	4.2	5.7				
9	478.5	7.1	293.6	65.2	1.2	4.6	2.5	1.2	6.2	79.2	3.1	4.2	4.4	6				
10	618.6	8.3	409.6	78.4	1.9	5.9	3.4	1.6	7.9	85.9	2.7	4.2	5.0	4.1				
11	720.4	8.5	493.2	86.4	2.2	7.5	3.4	1.9	9.2	89.5	2.6	7.1	6.1	3.2				
12	789.5	8.9	550.9	90.1	2.7	7.2	3.9	1.8	8.0	97.5	3.2	6.2	5.5	3.5				
13	807.5	9.3	554.7	94.6	3.5	7.3	3.7	1.7	9.3	103.6	2.6	7.1	5.5	4.5				
14	800.0	10.4	535.7	100.4	2.2	6.8	4.5	2	9.1	110.3	2.4	7.5	5.2	3.6				
15	760.4	8.4	503.2	99.8	2.1	7.4	4.1	1.5	7.0	112.6	2.6	6.9	3.5	1.4				
16	700.3	8.7	442.5	95.5	2.4	6.9	3.5	1.9	7.8	115	1.7	6.9	3.7	3.8				
17	651.1	7.5	402.7	89.6	1.9	5.6	2.8	1.7	7.3	120.1	2.6	4.2	2.5	2.6				
18	574.1	6.0	344.7	76.2	1.7	5.5	3.2	2.1	6.1	114.8	3.2	3.7	2.5	4.3				
19	475.1	4.8	280.1	62.3	1.4	4.2	2.9	1.6	5.5	97.5	3.2	4	3.2	4.4				
20	391.5	2.9	222.5	52.3	1.0	4.1	2.3	1.2	4.4	86.8	2.9	3.8	2.9	4.3				
21	328.3	1.9	179.5	44.5	2	3.7	1.3	1.0	3	78.6	2.3	5.3	3.0	2.3				
22	260.9	1.9	140.9	36.4	1.1	2.3	1.5	0.8	2.2	63.4	1.8	3.7	3.1	1.7				
23	212.6	1.4	108.5	27.5	1.5	2.3	1.1	0.6	2.0	51.0	1	9.4	4	2.3				
<b>ADT</b>	<b>9,943</b>	<b>105.5</b>	<b>6,081.2</b>	<b>1,275.2</b>	<b>37.9</b>	<b>94.9</b>	<b>52</b>	<b>25.9</b>	<b>111.1</b>	<b>1,809.5</b>	<b>48.0</b>	<b>137.0</b>	<b>90.3</b>	<b>74.0</b>				
<b>AF</b>	<b>0.74</b>	<b>1.1%</b>	<b>61.2%</b>	<b>12.8%</b>	<b>0.4%</b>	<b>1.0%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>1.1%</b>	<b>18.2%</b>	<b>0.5%</b>	<b>1.4%</b>	<b>0.9%</b>	<b>0.7%</b>				
<b>SITE TRAFFIC</b>		7,461.9 Private 75.1% Unit		210.7 Single Unit 2.1%					2,269.9 Combination Unit 22.8%					2,480.6 Commercial Unit 24.9%				



**0DT453**

**Classification Summary**

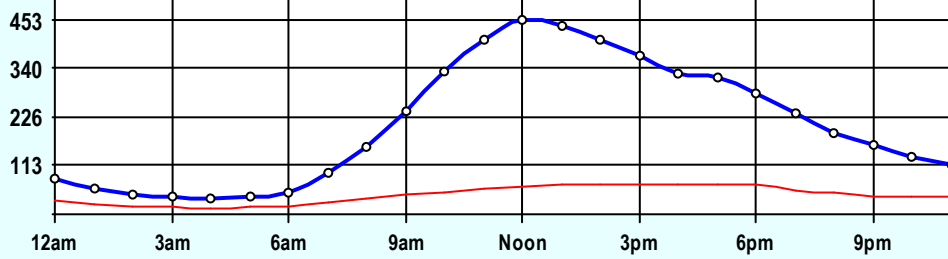
**August 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>9,943</b>	<b>1pm</b>	<b>807</b>
7,462	Private	659
<b>2,481</b>	<b>Commercial</b>	<b>149</b>
K-Factor 0.04	EB	WB
	438	370

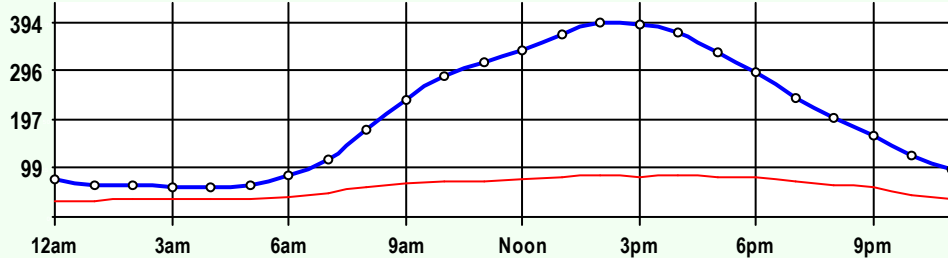
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
9,943	105	6,081	1,275	38	95	52	26	111	1,810	48	137	90	74
Axle Factor 0.74	1.1%	61.2%	12.8%	0.4%	1.0%	0.5%	0.3%	1.1%	18.2%	0.5%	1.4%	0.9%	0.7%
	7,462 Private-Unit 75.1%			211 Single-Unit 2.1%				2,270 Combination-Unit 22.8%					
	2,481 Commercial-Unit 24.9%												



**EB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>5,021</b>	<b>Noon</b>	<b>453</b>
3,950	Private	390
<b>1,071</b>	<b>Commercial</b>	<b>63</b>
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
5,021	60	3,520	369	27	47	34	12	60	752	12	65	38	24
Axle Factor 0.77	1.2%	70.1%	7.4%	0.5%	0.9%	0.7%	0.2%	1.2%	15.0%	0.2%	1.3%	0.7%	0.5%
	3,950 Private-Unit 78.7%			121 Single-Unit 2.4%				951 Combination-Unit 18.9%					
	1,071 Commercial-Unit 21.3%												



**WB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>4,921</b>	<b>2pm</b>	<b>394</b>
3,512	Private	311
<b>1,409</b>	<b>Commercial</b>	<b>83</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
4,921	46	2,561	906	11	48	18	14	51	1,057	36	72	53	50
Axle Factor 0.70	0.9%	52.0%	18.4%	0.2%	1.0%	0.4%	0.3%	1.0%	21.5%	0.7%	1.5%	1.1%	1.0%
	3,512 Private-Unit 71.4%			90 Single-Unit 1.8%				1,319 Combination-Unit 26.8%					
	1,409 Commercial-Unit 28.6%												

**SITE INFORMATION**

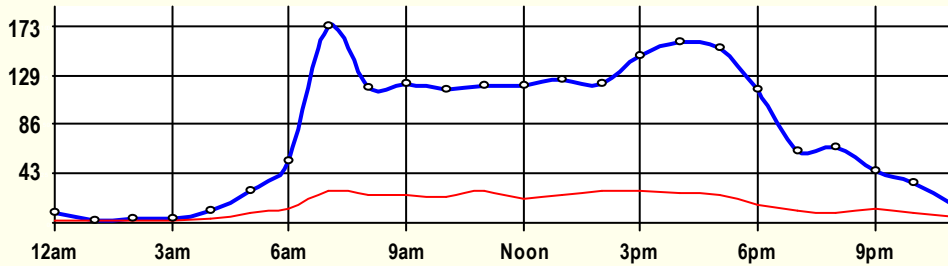
<b>0DT453</b>	<b>Event No: 8303</b>	<b>Dist 3</b>	<b>Sherman County</b>
<b>East Leg</b>	Route: I-70		
	X-Route: K-267		
<b>Location</b>	I-70 E OF K-267 & RS-288, E OF KANORADO EXIT 1		
<b>Site Info</b>	Regular, ATR, NHS, Route-Class A		
<b>Event Info</b>	From AVC		
<b>History</b>	1/09;8/05;3/05;10/04;2/03;10/02		
<b>Comment</b>	AUG AVC DATA		

Lane	Hrs	Start Hour	Last Hour
31	744	08/01/12 00:00	08/31 23:00
71	744	08/01/12 00:00	08/31 23:00

# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION					
6BWF07															
FC 3R	Dist 3	Smith County													
Route: US-36								West Leg							
XRoute: K-248															
US-36 W OF K-248, IN KENSINGTON															
Peak-Hour Traffic															
All Traffic		173	7am												
Private		145	7am												
Commercial		28	7am												
May 2012										48 Hr Survey					
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	8	0.5	3	2	0	0	0.5	0	0	2	0	0	0	0	
1	2.5	0	0.5	0.5	0	0	0	0	0	1.5	0	0	0	0	
2	4	0	1	1	0.5	0	0	0	0	1.5	0	0	0	0	
3	4	0	2	0.5	0	0	0	0	0	1.5	0	0	0	0	
4	11	0.5	7.5	0	0	1	0.5	0	0	1.5	0	0	0	0	
5	27	1	9.5	7	0	0	0.5	0.5	0.5	8	0	0	0	0	
6	54	0.5	24	17.5	0	0	0.5	0	1	10.5	0	0	0	0	
7	172.5	1.5	83	60.5	0	6	0.5	0	2	17	1	0	0	1	
8	118.5	2	53	39.5	0.5	2	1.5	0.5	2	17	0	0	0	0.5	
9	122	0	57	40.5	0	1.5	2.5	0	1	19	0.5	0	0	0	
10	117	2	43.5	48	0	3.5	1.5	1	2.5	13.5	1	0	0	0.5	
11	120.5	1.5	49.5	42.5	0	2.5	1	0	2	21	0	0	0	0.5	
12	120	2.5	52.5	44	0	2.5	4	0	2	12.5	0	0	0	0	
13	125.5	2	58.5	41	0.5	1	2	1	3	15.5	1	0	0	0	
14	121.5	2	53	39	0	1	3	0	2.5	20	0.5	0.5	0	0	
15	145.5	2.5	69	46.5	0	8	2.5	0.5	2	14	0.5	0	0	0	
16	159	2	72.5	58	0	1.5	6	1	4	12.5	1.5	0	0	0	
17	153	2.5	87.5	39	0	1	2.5	0.5	2.5	15.5	2	0	0	0	
18	117.5	2	59	41.5	0	0.5	3	0	2	9	0	0.5	0	0	
19	63.5	1.5	30.5	20.5	0	0.5	0	0	1.5	8.5	0.5	0	0	0	
20	66.5	3.5	33	20.5	0.5	0	0	0	0.5	7.5	1	0	0	0	
21	46	1	22.5	9.5	0	0.5	0	0	1.5	9.5	1	0.5	0	0	
22	34.5	1.5	13	11	0	0.5	0	0	0	6.5	1	0	0.5	0.5	
23	16	0	6.5	5	0	0	0	0	0	4.5	0	0	0	0	
<b>ADT</b>	<b>1,930</b>	<b>32.5</b>	<b>891</b>	<b>635</b>	<b>2</b>	<b>33.5</b>	<b>32</b>	<b>5</b>	<b>32.5</b>	<b>249.5</b>	<b>11.5</b>	<b>1.5</b>	<b>0.5</b>	<b>3</b>	
<b>AF</b>	<b>0.81</b>	<b>1.7%</b>	<b>46.2%</b>	<b>32.9%</b>	<b>0.1%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>0.3%</b>	<b>1.7%</b>	<b>12.9%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	
<b>SITE TRAFFIC</b>		1,558.5 Private Unit 80.8%			72.5 Single Unit 3.8%					298.5 Combination Unit 15.5%					
		371 Commercial Unit 19.2%													

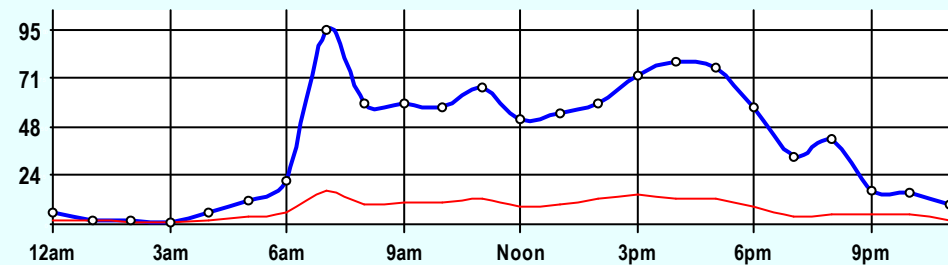




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,930	7am	173
1,559	Private	145
371	Commercial	28
K-Factor	EB	WB
0.05	95	78

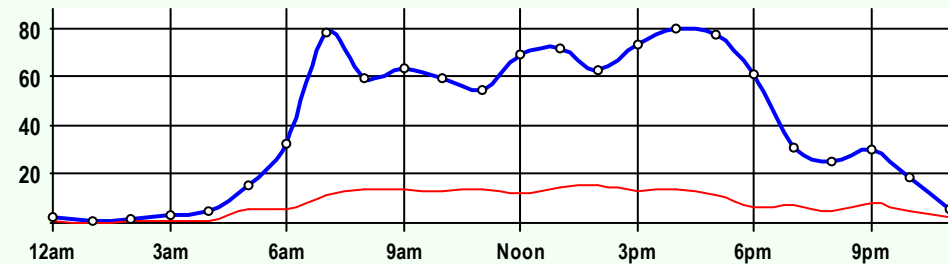
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,930	33	891	635	2	34	32	5	33	250	12	2	1	3
Axle Factor	1.7%	46.2%	32.9%	0.1%	1.7%	1.7%	0.3%	1.7%	12.9%	0.6%	0.1%	0.0%	0.2%
0.81	1,559 Private-Unit 80.8%			73 Single-Unit 3.8%				299 Combination-Unit 15.5%					
	371 Commercial-Unit 19.2%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
952	7am	95
777	Private	79
176	Commercial	16
K-Factor	0.10	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
952	13	449	315	1	18	12	3	21	115	6	1	0	1
Axle Factor	1.4%	47.2%	33.0%	0.1%	1.9%	1.3%	0.3%	2.2%	12.1%	0.6%	0.1%	0.0%	0.1%
0.82	777 Private-Unit 81.6%			34 Single-Unit 3.5%				142 Combination-Unit 14.9%					
	176 Commercial-Unit 18.4%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
978	4pm	80
782	Private	66
196	Commercial	14
K-Factor	0.08	

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
978	20	442	321	2	16	20	2	12	135	6	1	1	3
Axle Factor	2.0%	45.2%	32.8%	0.2%	1.6%	2.0%	0.2%	1.2%	13.8%	0.6%	0.1%	0.1%	0.3%
0.80	782 Private-Unit 80.0%			39 Single-Unit 4.0%				157 Combination-Unit 16.0%					
	196 Commercial-Unit 20.0%												

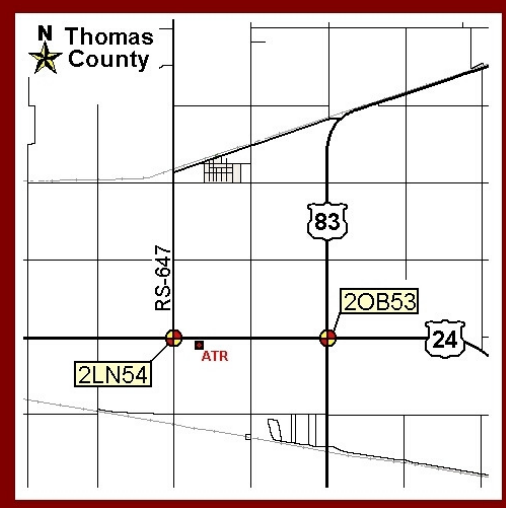
SITE INFORMATION

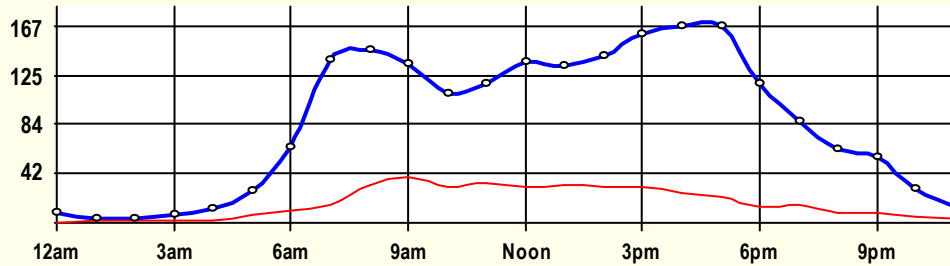
6BWF07	Event No: 8192	Dist 3	Smith County
West Leg	Route: US-36		
	X-Route: K-248		
Location	US-36 W OF K-248, IN KENSINGTON		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	8/09;7/06;4/03;4/00;4/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	05/14/12 13:00	05/16 12:00
71	48	05/14/12 13:00	05/16 12:00

# 24 Hour Classification Summary

CLASSIFICATION													CLASSIFICATION	
2LN543														
FC 4R   Dist 3			Thomas County											
Route: US-24										East Leg				
XRoute: RS-647 (CO RD 27)														
US-24 E OF CO RD 27 (RS-647), 2 MI W OF US-83														
<b>Peak-Hour Traffic</b>														
All Traffic		167	5pm											
Private		145	5pm											
Commercial		39	9am											
April 2012							48 Hr Survey							
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13
0	8	0	4	4	0	0	0	0	0	0	0	0	0	0
1	3.5	0	1	0.5	0	0.5	0.5	0.5	0	0.5	0	0	0	0
2	4	0.5	2	0.5	0	0	0.5	0	0	0.5	0	0	0	0
3	6.5	0	3	2	0	0	0	0	0.5	1	0	0	0	0
4	12.5	0	6.5	4	0	0.5	0	0	0	1.5	0	0	0	0
5	26.5	0	8	11	0	0.5	1	0	2.5	3	0.5	0	0	0
6	64.5	0	22.5	32	0	0.5	0.5	1	1	4	3	0	0	0
7	138	1.5	80.5	41	0	2.5	2	0	0.5	8	2	0	0	0
8	147	0	63.5	52	1	3.5	3.5	0	2.5	20.5	0.5	0	0	0
9	135.5	0.5	50	46	0	3.5	5	0.5	4	24.5	1.5	0	0	0
10	109.5	0	39	40.5	0	1.5	5	0	2.5	19	2	0	0	0
11	118.5	0	46.5	38.5	0	0.5	4.5	0	3.5	24	1	0	0	0
12	136.5	1	58	47	0.5	1	3.5	1	5	18.5	0.5	0	0	0.5
13	133	0	54.5	46	0.5	1.5	4.5	0	2	22	1	0	0	1
14	141	1	56	53	0	1.5	6.5	0.5	1.5	17.5	3.5	0	0	0
15	160.5	0	76.5	54	0	2	3	0	5	19	1	0	0	0
16	166.5	1	79	60.5	0.5	1.5	3	0	1.5	16	3	0.5	0	0
17	167	1.5	85.5	58	0.5	3	1.5	0	0.5	15	1.5	0	0	0
18	117.5	1.5	55	48	0	0.5	1.5	0	0	10.5	0.5	0	0	0
19	86.5	0	46	26	0	1	1	0	2.5	8.5	1.5	0	0	0
20	63	0.5	21	33.5	0	0	0	0	0.5	6.5	1	0	0	0
21	55	1	24.5	21	0	1	1.5	0	1	4	1	0	0	0
22	28	0.5	13.5	8.5	0	0	0.5	0.5	0	4.5	0	0	0	0
23	14	0	7.5	3.5	0	0	0	0	0	3	0	0	0	0
<b>ADT</b>	<b>2,043</b>	<b>10.5</b>	<b>903.5</b>	<b>731</b>	<b>3</b>	<b>26.5</b>	<b>49</b>	<b>4</b>	<b>36.5</b>	<b>251.5</b>	<b>25</b>	<b>0.5</b>	<b>0</b>	<b>1.5</b>
<b>AF</b>	<b>0.80</b>	<b>0.5%</b>	<b>44.2%</b>	<b>35.8%</b>	<b>0.1%</b>	<b>1.3%</b>	<b>2.4%</b>	<b>0.2%</b>	<b>1.8%</b>	<b>12.3%</b>	<b>1.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>
<b>SITE TRAFFIC</b>		1,645 Private Unit 80.5%			82.5 Single Unit 4.0%				315 Combination Unit 15.4%					
		397.5 Commercial Unit 19.5%												

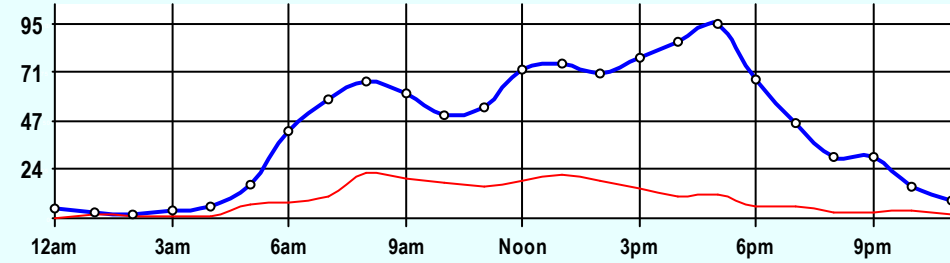




Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,043	5pm	167
1,645	Private	145
398	Commercial	22
K-Factor	EB	WB
0.05	94	72

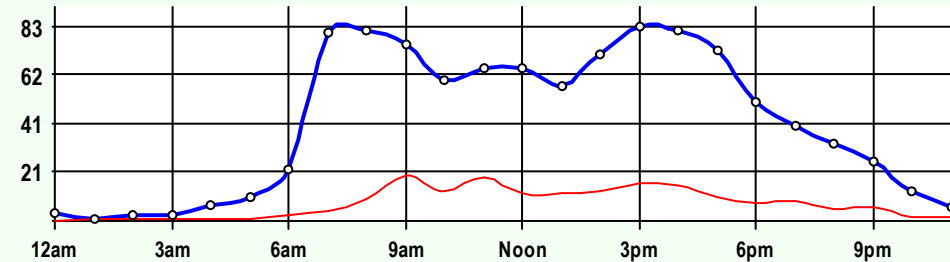
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
2,043	11	904	731	3	27	49	4	37	252	25	1	0	2
Axle Factor	0.5%	44.2%	35.8%	0.1%	1.3%	2.4%	0.2%	1.8%	12.3%	1.2%	0.0%	0.0%	0.1%
0.80	1,645 Private-Unit 80.5%			83 Single-Unit 4.0%				315 Combination-Unit 15.4%					
	398 Commercial-Unit 19.5%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,039	5pm	95
820	Private	83
219	Commercial	12
K-Factor		
0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,039	4	436	380	2	15	25	4	19	134	20	0	0	1
Axle Factor	0.4%	41.9%	36.6%	0.2%	1.4%	2.4%	0.3%	1.8%	12.9%	1.9%	0.0%	0.0%	0.1%
0.79	820 Private-Unit 78.9%			46 Single-Unit 4.4%				174 Combination-Unit 16.7%					
	219 Commercial-Unit 21.1%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,004	3pm	83
826	Private	67
179	Commercial	16
K-Factor		
0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,004	7	468	351	1	12	24	1	18	118	5	1	0	1
Axle Factor	0.6%	46.6%	35.0%	0.1%	1.1%	2.4%	0.0%	1.8%	11.7%	0.5%	0.0%	0.0%	0.0%
0.82	826 Private-Unit 82.2%			37 Single-Unit 3.7%				142 Combination-Unit 14.1%					
	179 Commercial-Unit 17.8%												

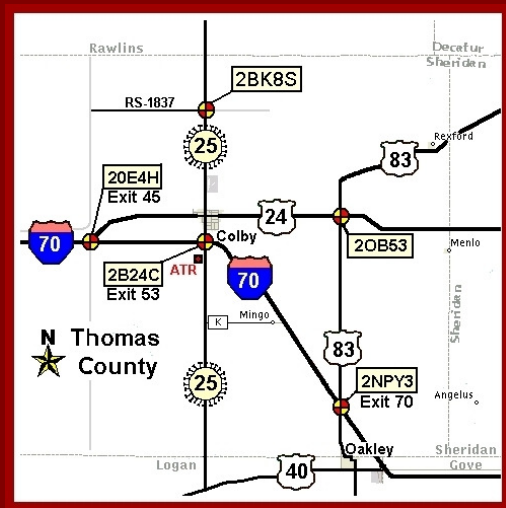
SITE INFORMATION

2LN543	Event No: 8163	Dist 3	Thomas County
East Leg	Route: US-24		
	X-Route: RS-647 (CO RD 27)		
Location	US-24 E OF CO RD 27 (RS-647), 2 MI W OF US-83		
Site Info	Regular, ATR, NHS, Route-Class B		
Event Info			
History	8/09;2/06;8/03;4/00;3/97		
Comment	Survey at ATR.		

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

# 24 Hour Classification Summary

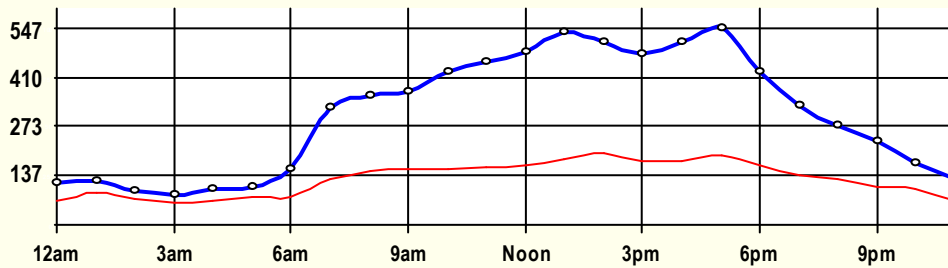
CLASSIFICATION				CLASSIFICATION												
<b>2NPY38</b>																
<b>FC 1R</b>	<b>Dist 3</b>	<b>Thomas County</b>														
<b>Route: I-70</b>			<b>North-West Leg</b>													
<b>XRoute: US-83</b>																
<b>I-70 NW OF US-83, EXIT 70</b>																
<b>Peak-Hour Traffic</b>																
<b>All Traffic</b>	<b>547</b>	<b>5pm</b>														
<b>Private</b>	<b>355</b>	<b>1pm</b>														
<b>Commercial</b>	<b>198</b>	<b>2pm</b>														
<b>March 2012</b>				<b>SEB 28Hr NWB 48Hr</b>												
<b>Hr</b>	<b>Vol</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>		
0	115.5	0	35	12.5	1	1.5	0.5	0.5	2.5	43.5	0	13.5	5	0		
1	121.5	2	17.5	16	2	1	2	0.5	1	53.5	0.5	18.5	7	0		
2	94	0.5	13.5	11	0	0	1	0	1	41	0	20	6	0		
3	84	2	16.5	5	0	0	2	0	2.5	38.5	2.5	12.5	2.5	0		
4	101.5	2.5	25	6	0	0	3	0	1.5	49	2	9.5	3	0		
5	107.5	0.5	19	11	0	2.5	0.5	0	1.5	58.5	3	7	3.5	0.5		
6	156	3	44	31.5	0	2	5.5	0	2	58	4.5	2.5	3	0		
7	323.5	3.5	127.5	64	1	4	5	0	6.5	98	0.5	7.5	4.5	1.5		
8	360.5	4	130	80	3	4.5	5.5	2	8	109.5	3	5.5	5	0.5		
9	370	4.5	130	82	0	6	6.5	1	6	121	1	7.5	4	0.5		
10	424.5	4.5	172	91	1.5	4.5	6.5	1	10.5	114	1.5	13	4	0.5		
11	450.5	5	192.5	90.5	0	4.5	8.5	1	8.5	127.5	3	6.5	2.5	0.5		
12	481.5	7	206	101.5	0.5	6	5.5	0.5	11.5	116.5	1.5	16	9	0		
13	537.5	4	250.5	100	1.5	3.5	5	5	11.5	124	2.5	22	6	2		
14	509.5	2.5	214.5	94.5	1.5	5.5	6	2.5	9	147.5	4	15.5	5	1.5		
15	474	2.5	197	97	3	4	5	0.5	7	140.5	4	7.5	6	0		
16	506	2.5	238.5	87	1	3	5	0.5	17	133	2	9	7.5	0		
17	546.5	5	233	115.5	1.5	8	6.5	1	10	154.5	1.5	7.5	2	0.5		
18	422	2.5	160	92.5	0	6.5	3.5	0	10.5	136	3	6.5	1	0		
19	330	3	116.5	71	0.5	1	6	2.5	5.5	113.5	2	7	1.5	0		
20	277.5	4	103	41.5	1	2.5	4	0.5	3.5	105.5	1	9	1	1		
21	229	3	87.5	35.5	1	1	4	1	1.5	84	1	7	2.5	0		
22	172	1	48	25.5	0.5	1.5	4	0	6	76.5	0.5	4	4.5	0		
23	126	2	44	16	0	0.5	2	0	1	52	0	5.5	3	0		
<b>ADT</b>	<b>7,321</b>	<b>71</b>	<b>2,821</b>	<b>1,378</b>	<b>20.5</b>	<b>73.5</b>	<b>103</b>	<b>20</b>	<b>145.5</b>	<b>2,295.5</b>	<b>44.5</b>	<b>240</b>	<b>99</b>	<b>9</b>		
<b>AF</b>	<b>0.63</b>	<b>1.0%</b>	<b>38.5%</b>	<b>18.8%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>1.4%</b>	<b>0.3%</b>	<b>2.0%</b>	<b>31.4%</b>	<b>0.6%</b>	<b>3.3%</b>	<b>1.4%</b>	<b>0.1%</b>		
<b>SITE TRAFFIC</b>		4,270 Private Unit 58.3%			217 Single Unit 3.0%					2,833.5 Combination Unit 38.7%						
<b>3,050.5 Commercial Unit 41.7%</b>																



**2NPY38**

**Classification Summary**

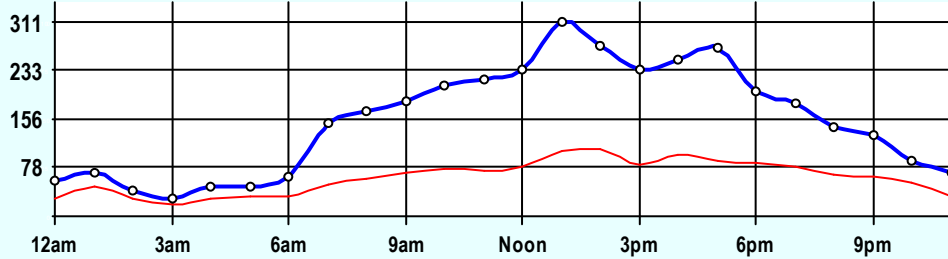
**March 2012**



**Site Summary**

Volume	Pk-Hr	Pk-Hr-Vol
<b>7,321</b>	<b>5pm</b>	<b>547</b>
4,270	Private	354
<b>3,051</b>	<b>Commercial</b>	<b>193</b>
K-Factor 0.04	SEB	NWB
	268	278

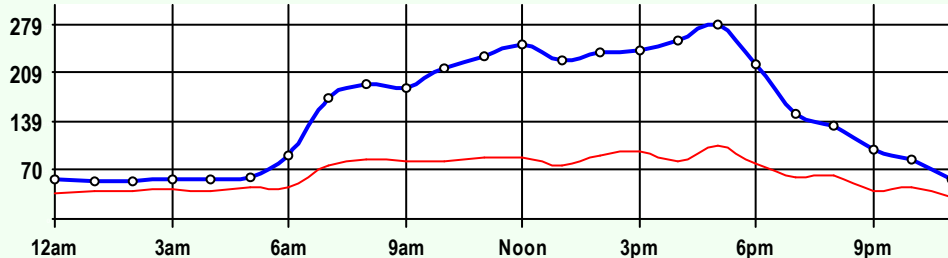
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
7,321	71	2,821	1,378	21	74	103	20	146	2,296	45	240	99	9
Axle Factor 0.63	4,270 Private-Unit 58.3%			217 Single-Unit 3.0%			2,834 Combination-Unit 38.7%						
	3,051 Commercial-Unit 41.7%												



**SEB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,661</b>	<b>1pm</b>	<b>311</b>
2,166	Private	205
<b>1,495</b>	<b>Commercial</b>	<b>106</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,661	27	1,450	690	10	36	41	11	66	1,127	26	125	50	6
Axle Factor 0.63	2,166 Private-Unit 59.2%			96 Single-Unit 2.6%			1,399 Combination-Unit 38.2%						
	1,495 Commercial-Unit 40.8%												



**NWB Traffic**

Volume	Pk-Hr	Pk-Hr-Vol
<b>3,660</b>	<b>5pm</b>	<b>279</b>
2,104	Private	175
<b>1,556</b>	<b>Commercial</b>	<b>104</b>
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
3,660	44	1,372	689	11	38	63	10	80	1,169	19	115	49	3
Axle Factor 0.63	2,104 Private-Unit 57.5%			121 Single-Unit 3.3%			1,435 Combination-Unit 39.2%						
	1,556 Commercial-Unit 42.5%												

**SITE INFORMATION**

<b>2NPY38</b>	<b>Event No: 8132</b>	<b>Dist 3</b>	<b>Thomas County</b>
<b>North-West Leg</b>	Route: I-70		
	X-Route: US-83		
<b>Location</b>	I-70 NW OF US-83, EXIT 70		
<b>Site Info</b>	NHS, Route-Class A		
<b>Event Info</b>			
<b>History</b>	No Other Surveys on Record		
<b>Comment</b>	SEB 28Hr, NWB 48Hr		

Lane	Hrs	Start Hour	Last Hour
41	28	03/06/12 08:00	03/07 11:00
42	28	03/06/12 08:00	03/07 11:00
81	48	03/05/12 12:00	03/07 11:00
82	48	03/05/12 12:00	03/07 11:00

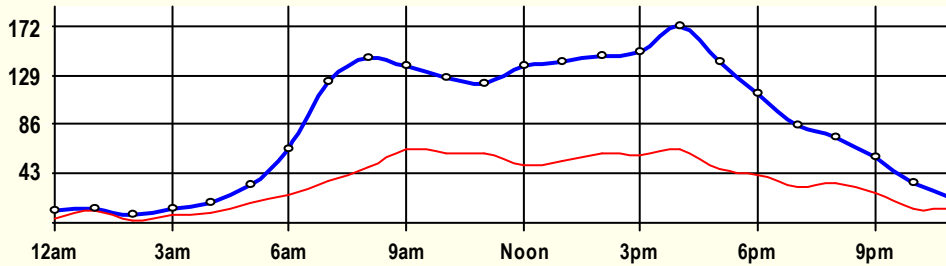
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION										
20B531															
FC 3R	Dist 3	Thomas County													
Route: US-83			North Leg												
XRoute: US-24															
US-83 N OF US-24, 9 MI E OF COLBY															
<b>Peak-Hour Traffic</b>															
All Traffic		172	4pm												
Private		108	4pm												
Commercial		65	9am												
April 2012					48 Hr Survey										
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	10.5	0	3	4.5	0	0	0	0	0	2.5	0.5	0	0	0	
1	13	0	1	2	0.5	0	0.5	0	0	7.5	1	0.5	0	0	
2	6.5	0.5	3	0.5	0	0	0.5	0	0	1.5	0.5	0	0	0	
3	13	0	4.5	1.5	0	0	0	0	0.5	5.5	1	0	0	0	
4	16.5	0.5	5	3	0	0	0.5	0	0	7.5	0	0	0	0	
5	33.5	0	8	9	0	0	0	0	1	14	1	0	0	0.5	
6	65	0	17	24.5	0	1	0	0.5	1.5	18	2.5	0	0	0	
7	122.5	1	58	27.5	0	1	3	0	0.5	29.5	2	0	0	0	
8	143.5	0.5	55	40	0	2	2.5	0	1.5	37	3.5	1.5	0	0	
9	136.5	0.5	39.5	32	0	2.5	6.5	1	2	46	6	0	0	0.5	
10	127	1	34	32	0	0.5	5.5	0	2	42.5	8.5	0.5	0	0.5	
11	121.5	0	36	25.5	0	1.5	4	0	1	47	6	0	0.5	0	
12	137	1	50	36	0	1	3	0.5	3.5	38	3.5	0	0	0.5	
13	140	1	47	39	0.5	2	4	0	3	38	4	1	0	0.5	
14	145	2	43	39	0	1	10.5	0.5	0	40.5	8.5	0	0	0	
15	149	0.5	57	32.5	0	1.5	6	0.5	3.5	44.5	2.5	0.5	0	0	
16	172	1.5	63	43	0.5	2.5	2.5	0	2	48	8	0	0.5	0.5	
17	140.5	1.5	52.5	40	0	1	2	0	2	36.5	5	0	0	0	
18	112.5	1	38	32.5	0	0	1	0.5	0	36	3.5	0	0	0	
19	84.5	0	31	22	0	1.5	1.5	0.5	1.5	22.5	4	0	0	0	
20	75.5	0	20	21	0	0	0.5	0	1	29.5	3.5	0	0	0	
21	58	0	17	14.5	0	1	1	1	1	21	1.5	0	0	0	
22	35.5	0.5	15	7	0	0	0.5	0	0	11.5	0.5	0.5	0	0	
23	21	0	6.5	3	0	0	0	0	0.5	10	1	0	0	0	
<b>ADT</b>	<b>2,080</b>	<b>13</b>	<b>704</b>	<b>531.5</b>	<b>1.5</b>	<b>20</b>	<b>55.5</b>	<b>5</b>	<b>28</b>	<b>634.5</b>	<b>78</b>	<b>4.5</b>	<b>1</b>	<b>3</b>	
<b>AF</b>	<b>0.64</b>	<b>0.6%</b>	<b>33.9%</b>	<b>25.6%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>2.7%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>30.5%</b>	<b>3.8%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.1%</b>	
<b>SITE TRAFFIC</b>		1,248.5 Private Unit 60.0%			82 Single Unit 3.9%					749 Combination Unit 36.0%					
		831 Commercial Unit 40.0%													

20B531

Classification Summary

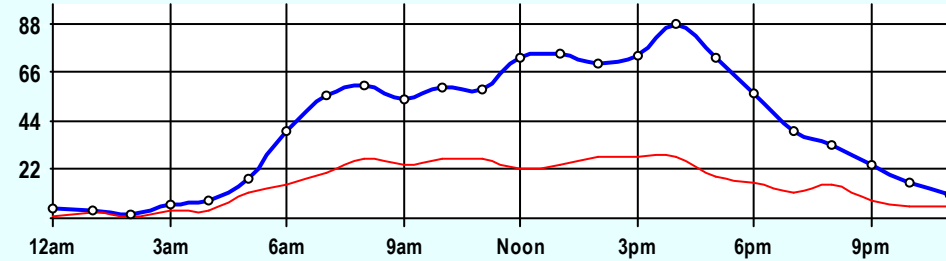
April 2012



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
2,080	4pm	172
1,249	Private	108
831	Commercial	65
K-Factor 0.04	NB	SB
	88	84

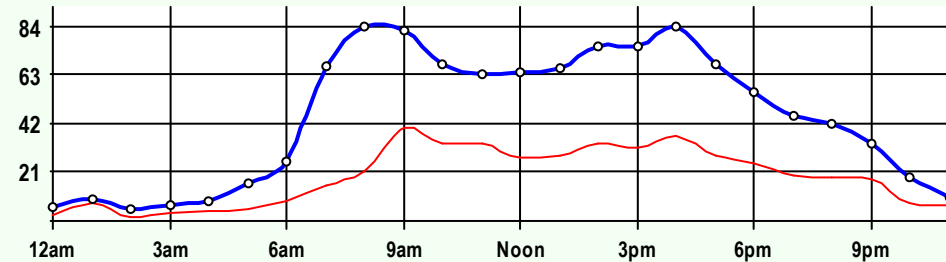
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
2,080	13	704	532	2	20	56	5	28	635	78	5	1	3	
Axle Factor 0.64	0.6%		33.9%		25.6%		0.1%		1.0%		2.7%		0.2%	
	1,249 Private-Unit			82 Single-Unit			3.9%			749 Combination-Unit				36.0%
	60.0%			831 Commercial-Unit										40.0%



NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,001	4pm	88
628	Private	61
373	Commercial	28
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
1,001	5	347	276	1	10	24	4	15	290	24	4	1	2	
Axle Factor 0.66	0.5%		34.7%		27.6%		0.0%		0.9%		2.4%		0.4%	
	628 Private-Unit			38 Single-Unit			3.8%			335 Combination-Unit				33.5%
	62.7%			373 Commercial-Unit										37.3%



SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
1,079	4pm	84
621	Private	47
458	Commercial	37
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
1,079	8	357	256	1	11	32	1	13	345	54	1	1	1	
Axle Factor 0.62	0.7%		33.1%		23.7%		0.1%		1.0%		2.9%		0.1%	
	621 Private-Unit			44 Single-Unit			4.1%			414 Combination-Unit				38.4%
	57.5%			458 Commercial-Unit										42.5%

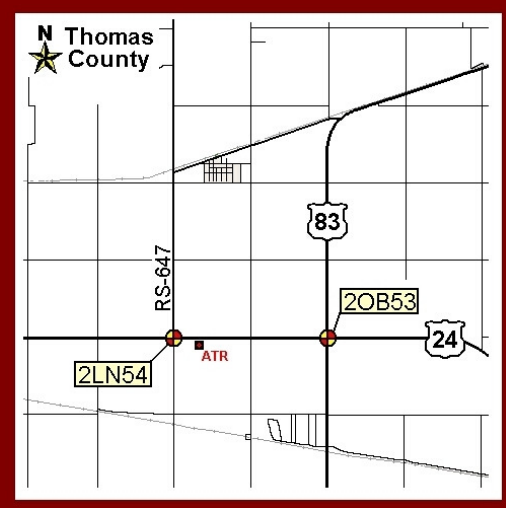
SITE INFORMATION

20B531	Event No: 8164	Dist 3	Thomas County
North Leg	Route: US-83		
	X-Route: US-24		
Location	US-83 N OF US-24, 9 MI E OF COLBY		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	8/09;8/05;4/97		
Comment			

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

# 24 Hour Classification Summary

CLASSIFICATION										CLASSIFICATION				
20B533														
FC 4R		Dist 3		Thomas County										
Route: US-24								East Leg						
XRoute: US-83														
US-24 E OF US-83, 9 MI E OF COLBY														
<b>Peak-Hour Traffic</b>														
All Traffic		83		5pm										
Private		72		5pm										
Commercial		18		10am										
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	3.5	0	1.5	1.5	0	0	0	0	0	0.5	0	0	0	0
1	2	0	1	0.5	0	0.5	0	0	0	0	0	0	0	0
2	1	0	0.5	0	0	0	0	0	0	0.5	0	0	0	0
3	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4	6.5	0	3	1.5	0	0.5	0	0	0.5	1	0	0	0	0
5	8	0	4	1.5	0	0.5	1	0	0.5	0.5	0	0	0	0
6	33.5	0.5	11	13	0	0.5	1	0	1.5	3.5	2.5	0	0	0
7	67	1.5	34.5	19	0	2.5	1.5	0	1	6.5	0	0	0	0.5
8	53.5	0	20.5	20	0.5	1	2	0	1.5	8	0	0	0	0
9	54.5	0.5	18	23.5	0	0.5	1	0.5	1.5	9	0	0	0	0
10	57	0	22.5	17	0	1	1	0	2	12	1.5	0	0	0
11	48	0	17.5	17	0	0	0.5	0	3	9.5	0.5	0	0	0
12	58.5	0	22	21	0.5	0	2	0	3.5	8.5	1	0	0	0
13	59	0.5	23	20	0	0.5	1	0	1.5	11	0.5	0	0	1
14	66.5	0	24.5	27	0.5	0.5	0.5	0	1	10.5	1.5	0.5	0	0
15	67.5	0	32	24	0	1.5	0	0	1.5	8.5	0	0	0	0
16	73	0	30	30	0	0.5	0.5	0	1	11	0	0	0	0
17	83	0	42.5	29.5	0.5	1.5	0.5	0	0.5	8	0	0	0	0
18	53.5	1	24.5	19.5	0	1	1	0	1	5	0	0	0	0.5
19	37.5	0	19.5	14	0	0	0.5	0	0.5	3	0	0	0	0
20	27.5	0	9	14.5	0	0	0	0	0	3.5	0.5	0	0	0
21	18	0.5	8.5	7.5	0	0	0	0	0.5	1	0	0	0	0
22	10.5	0	5.5	2.5	0	0	0.5	0	0	1.5	0	0.5	0	0
23	5	0	3	1.5	0	0	0	0	0	0.5	0	0	0	0
<b>ADT</b>	<b>895</b>	<b>4.5</b>	<b>378</b>	<b>326.5</b>	<b>2</b>	<b>12.5</b>	<b>14.5</b>	<b>0.5</b>	<b>22.5</b>	<b>123</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>AF</b>	<b>0.79</b>	<b>0.5%</b>	<b>42.2%</b>	<b>36.5%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>1.6%</b>	<b>0.1%</b>	<b>2.5%</b>	<b>13.7%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>
<b>SITE TRAFFIC</b>		709 Private Unit 79.2%			29.5 Single Unit 3.3%				156.5 Combination Unit 17.5%					
		186 Commercial Unit 20.8%												

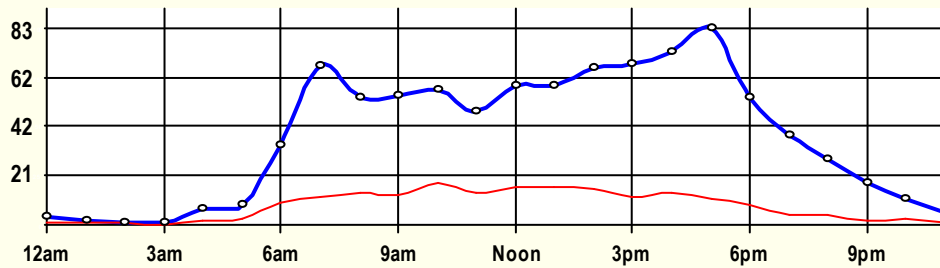




20B533

Classification Summary

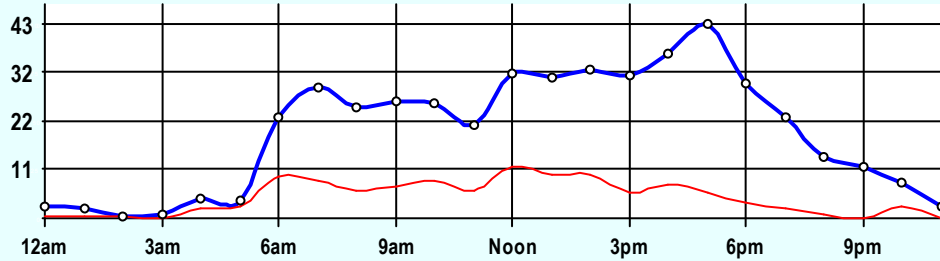
April 2012



Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
895	5pm	83
709	Private	72
186	Commercial	11
K-Factor 0.05	EB	WB
	43	40

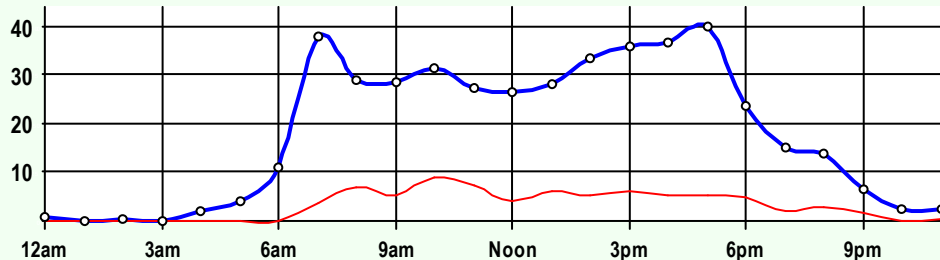
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
895	5	378	327	2	13	15	1	23	123	8	1	0	2
Axle Factor 0.79	709 Private-Unit 79.2%			30 Single-Unit 3.3%			157 Combination-Unit 17.5%						
	186 Commercial-Unit 20.8%												



EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
458	5pm	43
349	Private	38
109	Commercial	6
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
458	3	184	163	2	10	11	0	13	68	6	1	0	1
Axle Factor 0.77	349 Private-Unit 76.2%			22 Single-Unit 4.7%			88 Combination-Unit 19.1%						
	109 Commercial-Unit 23.8%												



WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
438	5pm	40
361	Private	35
77	Commercial	6
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
438	2	195	164	1	3	4	1	10	56	2	1	0	1
Axle Factor 0.81	361 Private-Unit 82.4%			8 Single-Unit 1.8%			69 Combination-Unit 15.8%						
	77 Commercial-Unit 17.6%												

SITE INFORMATION

20B533	Event No: 8165	Dist 3	Thomas County
East Leg	Route: US-24		
	X-Route: US-83		
Location	US-24 E OF US-83, 9 MI E OF COLBY		
Site Info	Regular, State-Sys, Route-Class C		
Event Info			
History	8/09;8/05;4/97		
Comment			

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

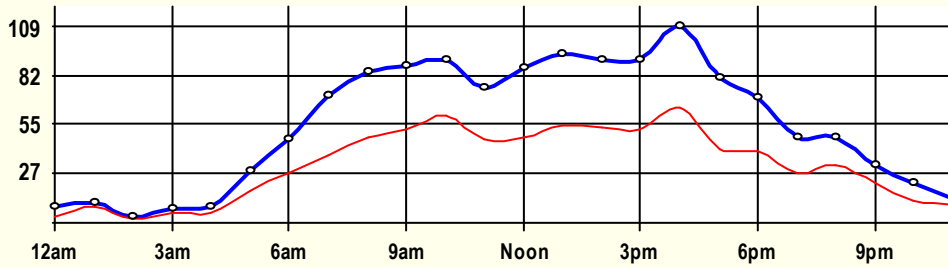
# 24 Hour Classification Summary

CLASSIFICATION					CLASSIFICATION										
20B535															
FC 3R	Dist 3	Thomas County													
Route: US-83			South Leg												
XRoute: US-24															
US-83 S OF US-24, 9 MI E OF COLBY															
Peak-Hour Traffic															
All Traffic		109	4pm												
Private		45	4pm												
Commercial		64	4pm												
April 2012					48 Hr Survey										
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	8.5	0	0.5	4.5	0	0	0	0	0	3	0.5	0	0	0	
1	11.5	0	1	1.5	0.5	0	0.5	0	0	7	1	0	0	0	
2	3.5	0	1.5	0	0	0	0	0	0	1.5	0.5	0	0	0	
3	7.5	0	1.5	0.5	0	0	0	0	0	4.5	1	0	0	0	
4	8.5	0.5	1.5	0.5	0	0	0.5	0	0	5.5	0	0	0	0	
5	28.5	0	4	7	0	0	0	0	0.5	15.5	1.5	0	0	0	
6	46	0.5	7.5	10	0	1	0.5	0	0	23	3.5	0	0	0	
7	70	0.5	18.5	13.5	0	1	2	0	0.5	31.5	2.5	0	0	0	
8	84	1	16.5	19.5	0.5	1.5	3.5	0	2	34	4.5	0.5	0	0.5	
9	87	0.5	12	22.5	0	0	1.5	0	0.5	41.5	8.5	0	0	0	
10	90.5	0.5	13	17.5	0	0.5	0.5	0	0.5	46.5	11.5	0	0	0	
11	74.5	0	13.5	15	0	0.5	0.5	0	0.5	38	6	0	0.5	0	
12	86	0	17	22	0	1	0.5	0	1.5	38.5	5.5	0	0	0	
13	93	2	14	23.5	0	1	1.5	0	2.5	42.5	4.5	1	0	0.5	
14	90	1.5	15	20.5	0.5	0	5	0	0	38	9	0.5	0	0	
15	90	0.5	21.5	16	0	0.5	2	0.5	1	41.5	5.5	0	0.5	0.5	
16	109	1	22	22	0	1	1	0.5	1.5	50.5	9	0.5	0	0	
17	80	0.5	14.5	24.5	0	0	2	0	2	30.5	6	0	0	0	
18	69.5	0	14.5	15.5	0	0	2.5	1	0	31.5	3	0.5	0	1	
19	47.5	0	9	11.5	0	0.5	1.5	0	0	19.5	5.5	0	0	0	
20	47.5	0.5	7	8.5	0	0	0.5	0	0.5	27.5	3	0	0	0	
21	32	0	2.5	7.5	0	0	0.5	0	0.5	18.5	2.5	0	0	0	
22	21.5	0	6	3.5	0	0	0	0	0	11.5	0	0.5	0	0	
23	13	0.5	1.5	1.5	0	0	0.5	0	0.5	8	0.5	0	0	0	
<b>ADT</b>	<b>1,299</b>	<b>10</b>	<b>235.5</b>	<b>288.5</b>	<b>1.5</b>	<b>8.5</b>	<b>27</b>	<b>2</b>	<b>14.5</b>	<b>609.5</b>	<b>95</b>	<b>3.5</b>	<b>1</b>	<b>2.5</b>	
<b>AF</b>	<b>0.53</b>	<b>0.8%</b>	<b>18.1%</b>	<b>22.2%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>2.1%</b>	<b>0.2%</b>	<b>1.1%</b>	<b>46.9%</b>	<b>7.3%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.2%</b>	
<b>SITE TRAFFIC</b>	534 Private Unit 41.1%				39 Single Unit 3.0%					726 Combination Unit 55.9%					
	765 Commercial Unit 58.9%														

20B535

# Classification Summary

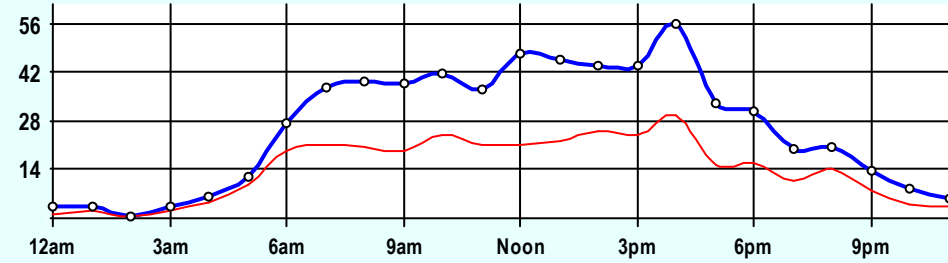
April 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
1,299	4pm	109
534	Private	45
765	Commercial	64
K-Factor 0.04	NB	SB
	56	54

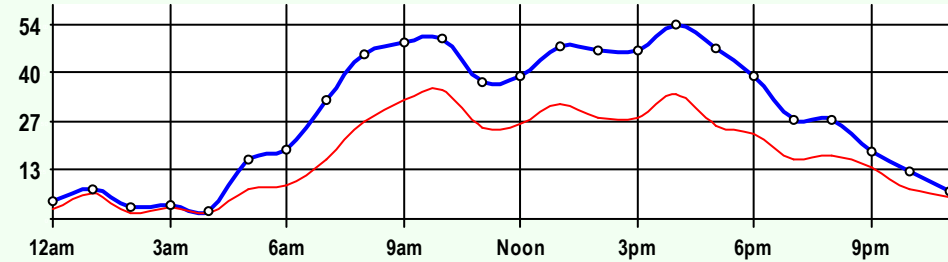
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
1,299	10	236	289	2	9	27	2	15	610	95	4	1	3
Axle Factor 0.53	534 Private-Unit 41.1%			39 Single-Unit 3.0%			726 Combination-Unit 55.9%						
	765 Commercial-Unit 58.9%												



## NB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
616	4pm	56
279	Private	26
338	Commercial	30
K-Factor 0.09		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
616	6	128	146	1	6	15	1	10	278	25	3	1	1
Axle Factor 0.56	279 Private-Unit 45.2%			22 Single-Unit 3.5%			316 Combination-Unit 51.3%						
	338 Commercial-Unit 54.8%												



## SB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
683	4pm	54
256	Private	19
428	Commercial	35
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13
683	5	108	143	1	3	13	1	5	332	70	1	1	2
Axle Factor 0.51	256 Private-Unit 37.4%			18 Single-Unit 2.6%			410 Combination-Unit 60.0%						
	428 Commercial-Unit 62.6%												

## SITE INFORMATION

20B535	Event No: 8166	Dist 3	Thomas County
South Leg	Route: US-83		
	X-Route: US-24		
Location	US-83 S OF US-24, 9 MI E OF COLBY		
Site Info	Regular, NHS, Route-Class B		
Event Info			
History	8/09;1/05;6/02;7/99;4/97;8/96;4/90		
Comment			

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

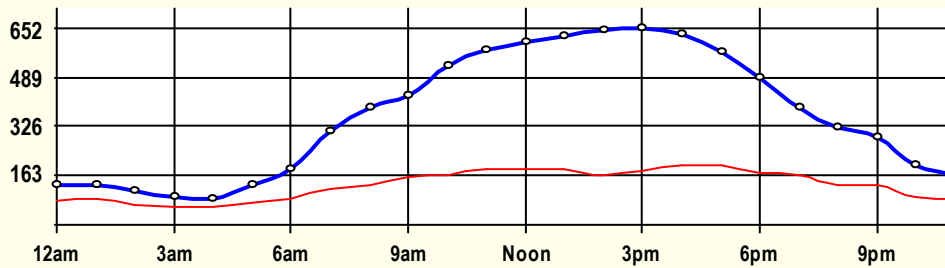
# 24 Hour Classification Summary

CLASSIFICATION				CLASSIFICATION												
4LGSU3		WIM Collected														
FC 1R	Dist 3	Trego County														
Route: I-70			East Leg													
XRoute: US-283																
I-70 E OF US-283, WAKEENEY EXIT 127																
<b>Peak-Hour Traffic</b>																
All Traffic	652	3pm														
Private	483	2pm														
Commercial	196	5pm														
<b>August 2012</b>				<b>48 Hr Survey</b>												
Hr	Vol	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	129	1.5	30.5	17.5	0	7	0	0	1	60	0	7.5	3.5	0.5		
1	132.5	0.5	27	19	0.5	2	0	0.5	2	59	0.5	16	5	0.5		
2	111.5	0.5	25.5	18.5	0	2	0	0	0	40.5	1	19.5	3	1		
3	94.5	0.5	21	10.5	0	3.5	0	0	1.5	45	0.5	8	4	0		
4	87.5	0.5	20.5	9.5	0	3.5	0	0	1	41.5	2	4	4.5	0.5		
5	132.5	0.5	33	29.5	1	5	0	0	2	53	0	6	2	0.5		
6	185.5	2	58	38.5	0	7	0.5	0	1.5	66.5	3.5	5.5	2.5	0		
7	311.5	4	107	85	3	15	2	0	2	83.5	3	3.5	3.5	0		
8	389.5	5.5	146	107	2	17	2.5	0.5	4	93	1	6	5	0		
9	427	6	158.5	107	0.5	23.5	3.5	0.5	3.5	112.5	5.5	4	2	0		
10	528	4	215.5	143.5	2.5	26	4	1.5	1.5	112	4	9.5	4	0		
11	581	4.5	253	138	0	24.5	2.5	2	4.5	125	5	15	7	0		
12	607	11.5	264.5	150	2	25.5	1.5	1	7.5	116.5	7	15	5	0		
13	623.5	5.5	274	160.5	3.5	26.5	3	1.5	4	122	4.5	11.5	7	0		
14	647.5	8.5	307.5	167	1	28.5	2	1	5	106	3.5	11	6.5	0		
15	652	3.5	312.5	156	2	26.5	2.5	2	11.5	120	5	6.5	4	0		
16	630	7	274	154	3	26	2.5	0.5	9	137.5	3.5	6.5	6.5	0		
17	572	2	228	146.5	2	24	1	0.5	10	145	3	7	3	0		
18	489.5	3	209	105	2	21	0	0	4.5	138.5	3.5	2.5	0.5	0		
19	391	2	152	75.5	0.5	19.5	1	0	4.5	127	6	2.5	0.5	0		
20	319.5	2.5	114	74.5	0	15	0	0.5	4	106.5	1.5	1	0	0		
21	290.5	2	98.5	58.5	0	12.5	1.5	0	2.5	104.5	2	7.5	1	0		
22	200	0.5	61	47	0	7	1	0	1.5	73	3	3	3	0		
23	163	1.5	44.5	32.5	0	3.5	0.5	0	0.5	67.5	1.5	8	3	0		
<b>ADT</b>	<b>8,696</b>	<b>79.5</b>	<b>3,435</b>	<b>2,050.5</b>	<b>25.5</b>	<b>371.5</b>	<b>31.5</b>	<b>12</b>	<b>89</b>	<b>2,255.5</b>	<b>70</b>	<b>186.5</b>	<b>86</b>	<b>3</b>		
<b>AF</b>	<b>0.68</b>	<b>0.9%</b>	<b>39.5%</b>	<b>23.6%</b>	<b>0.3%</b>	<b>4.3%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>1.0%</b>	<b>25.9%</b>	<b>0.8%</b>	<b>2.1%</b>	<b>1.0%</b>	<b>0.0%</b>		
<b>SITE TRAFFIC</b>		5,565 Private Unit 64.0%			440.5 Single Unit 5.1%					2,690 Combination Unit 30.9%						
		3,130.5 Commercial Unit 36.0%														

# 4LGSU3

# Classification Summary

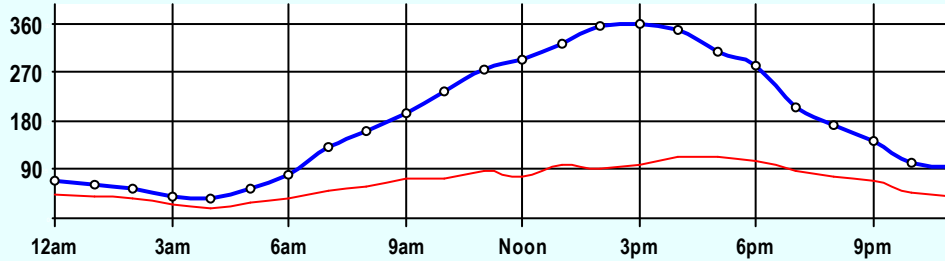
# August 2012



## Site Summary

Volume	Pk-Hr	Pk-Hr-Vol
8,696	3pm	652
5,565	Private	472
3,131	Commercial	180
K-Factor 0.04	EB	WB
	360	292

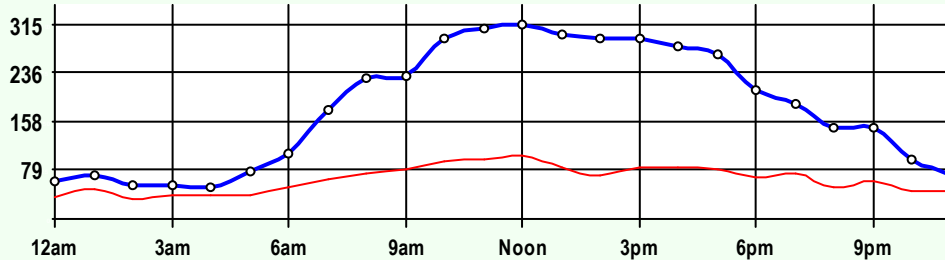
Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
8,696	80	3,435	2,051	26	372	32	12	89	2,256	70	187	86	3	
Axle Factor 0.68	0.9%		39.5%	23.6%	0.3%	4.3%	0.4%	0.1%	1.0%	25.9%	0.8%	2.1%	1.0%	0.0%
	5,565 Private-Unit			441 Single-Unit				2,690 Combination-Unit			30.9%			
	64.0%			3,131 Commercial-Unit				36.0%						



## EB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,386	3pm	360
2,789	Private	262
1,597	Commercial	98
K-Factor 0.08		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
4,386	14	1,742	1,034	16	221	21	4	62	1,095	27	117	36	0	
Axle Factor 0.68	0.3%		39.7%	23.6%	0.4%	5.0%	0.5%	0.1%	1.4%	25.0%	0.6%	2.7%	0.8%	0.0%
	2,789 Private-Unit			261 Single-Unit				1,336 Combination-Unit			30.5%			
	63.6%			1,597 Commercial-Unit				36.4%						



## WB Traffic

Volume	Pk-Hr	Pk-Hr-Vol
4,310	Noon	315
2,776	Private	213
1,534	Commercial	103
K-Factor 0.07		

Volume	1	2	3	4	5	6	7	8	9	10	11	12	13	
4,310	66	1,693	1,017	10	151	11	9	28	1,161	43	70	51	3	
Axle Factor 0.67	1.5%		39.3%	23.6%	0.2%	3.5%	0.2%	0.2%	0.6%	26.9%	1.0%	1.6%	1.2%	0.1%
	2,776 Private-Unit			180 Single-Unit				1,354 Combination-Unit			31.4%			
	64.4%			1,534 Commercial-Unit				35.6%						

## SITE INFORMATION

4LGSU3	Event No: 8290	Dist 3	Trego County
East Leg	Route: I-70		
	X-Route: US-283		
Location	I-70 E OF US-283, WAKEENEY EXIT 127		
Site Info	Regular, NHS, Route-Class A		
Event Info	WIM Collected		
History	10/03;9/00;8/97		
Comment			

Lane	Hrs	Start Hour	Last Hour
31	48	08/27/12 13:00	08/29 12:00
32	48	08/27/12 13:00	08/29 12:00
71	48	08/27/12 13:00	08/29 12:00
72	48	08/27/12 13:00	08/29 12:00