

See note below pertaining to Missouri River flooding

2012 TRAFFIC FLOW MAP KANSAS STATE HIGHWAY SYSTEM

Kansas Department of Transportation
Bureau of Transportation Planning

IN COOPERATION WITH

U.S. Department of Transportation
Federal Highway Administration



Annual Average Daily Traffic (AADT)
Traffic Counts Recorded in CY 2011

LEGEND

	Over 10,000		1000 Short-term Counter
	7,500 to 10,000		1000 Vehicle Classifier
	5,000 to 7,500		1000 Continuous Counter
	2,500 to 5,000		2600 Total Volume
	1,000 to 2,500		300 Heavy Commercial Volume
	Less than 1,000		

The traffic counts shown on this map represent estimates of the Annual Average Daily Traffic (AADT) for the year ending December 31, 2011. These AADT's are derived mainly from 24-hour volumes recorded by portable traffic counters. These short-term counts are adjusted for day-of-week and seasonal variations using data from 81 continuous permanent counters. An axle correction factor has been applied to each short-term count. Heavy commercial volumes are derived from short-term vehicle classification counts. These count locations are indicated by bold numbers on the map. Heavy commercial counts at other locations are estimated from nearby counts on the same route or from other routes known to have similar traffic characteristics. AADT's that are provided by continuous counters are underlined.

Questions or comments regarding this map can be directed to:
Traffic and Field Operations Unit
(785) 296-3841 or email traffccounts@ksdot.org
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Missouri River Flooding

In the summer of 2011 the Missouri River north of Kansas City flooded and caused road damage in neighboring states. From June through October, several major roads in Nebraska, Iowa and Missouri were closed along with many bridges across the river. This situation caused disruption in neighboring states and substantially increased the traffic on roads in the northeast corner of Kansas. The Pony Express Bridges (US-36) and the Centennial Bridge (K-62) were open and carried added traffic. Official detour routes included US-75, K-20, US-73, US-36 and I-70. Traffic shown on this map includes the effect of these disruptions during a portion of the reported year. Traffic on roads north and east of US-77 and I-70 should not be used to establish long-term trends.

