KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING

OCTOBER 2010

SIGNIFICANT FACTS AND TRENDS

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<tr>
<th>Month</th>
<th>2009</th>
<th>2010</th>
<th>% Change</th>
<th>Year</th>
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Contact the Traffic and Field Operations Unit with questions or requests at:
(785)-296-3841 or E-mail: TrafficCounts@ksdot.org

The Monthly Average Daily Traffic (MADT) is Calculated Utilizing the Day-Of-Week (DOW) Method. Missing Traffic Count Data will Not be Estimated Therefore Station Summary Data will be Blank where Data is Not Available.
## Rural State Highways for District 1

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<th>2008</th>
<th>2009</th>
<th>2010</th>
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<td>34,131</td>
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### Percent of Change for District 1 Stations

- **US 75**: 1.2 MILES N. OF US-36 I.C.
- **US 24**: 1.5 MILES N.E. OF LAWRENCE
- **US 56**: 4 MILES E. OF OVERBROOK
- **US 75**: 5.8 MILES N. OF HOLTON
- **K 10**: 0.2 MILES E. OF RS. 346 INTCHG.
- **K 99**: 2.9 MILES S. OF EMPIRIA
- **US 36**: 13 MILES E. OF MARYSVILLE
- **K 88**: 0.15 MILES E. OF JCT K 268
- **K 268**: 0.1 MILES E. OF US 75
- **K 18**: 0.7 MILES N.E. OF OGDEN
- **US 24**: 4 MILES N. OF MANHATTAN
- **K 4**: 1MI. S. OF JCT. US-24
- **US 24**: 1 MILE N.W. OF ROSSVILLE
- **I 70**: 4.7 MILES E. OF K 30 INTCHG. (MAPLE HILL)

## Percent of Change for District 2 Stations

- **K 9**: 5.8 MILES E. OF CLIFTON
- **K 15**: 3.3 MILES N. OF CLAY CENTER
- **I 70**: W. OF K-232 INTCHG. (WILSON)
- **K 141**: 2.8 MILES S. OF ANGEL UPON DAM
- **K 18**: 1.6 MILES W. OF JUNCTION CITY
- **I 70**: 4.5 MILES S.W. OF JUNCTION CITY
- **US 77**: 4 MILES S. OF JUNCTION CITY
- **US 36**: 1 MILE E. OF MANKATO
- **K 18**: 0.5 MILES W. OF LINCOLN
- **I 135**: 0.5 MILES N. OF US 56 INTCHG. (MCUGHERSON)
- **K 14**: 3 MILES S. OF BELLOIT
- **US 81**: 2.5 MILES S. OF BELLEVILLE

## Percent of Change for District 3 Stations

- **US 83**: 6.2 MILES S. OF OAKLEY
- **US 36**: 9.5 MILES W. OF NORTON
- **US 183**: 1.2 MILES W. OF HILLISBURG
- **K 23**: 14.5 MILES S. OF HOUET
- **I 70**: 2.2 MILES E. OF KANORADO EXIT
- **US 24**: 7.3 MILES E. OF COLUMBIA
- **K 25**: 1.8 MILES S. OF COLUMBIA
- **I 70**: 1 MILE W. OF WAKEENEY
- **US 40**: 1.4 MILES E. OF KAN-COLO ST. LINE
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<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
<th>Percent Change</th>
<th>7 Day / 5 Day Avg</th>
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<td>CHAUTAUQUA</td>
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Average Daily Traffic for the Month

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<th>Percent Change</th>
<th>7 Day / 5 Day Avg</th>
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### Percent of Change for District 5 Stations

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### Percent of Change for District 6 Stations

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<td>US 169</td>
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### Rural Secondary Stations

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<td>292</td>
<td>301</td>
<td>12.7 3.1</td>
</tr>
<tr>
<td>RS 483</td>
<td>0.7 MILES S.W. OF BELoit</td>
<td>MITCHELL</td>
<td>256</td>
<td>260</td>
<td>292</td>
<td>14.1 12.3</td>
</tr>
<tr>
<td>RS 272</td>
<td>2 MILES S. OF QUINter</td>
<td>GOVE</td>
<td>400</td>
<td>396</td>
<td>413</td>
<td>3.3 4.3</td>
</tr>
<tr>
<td>RS 13</td>
<td>0.5 MILES N. OF BUSH-CITY</td>
<td>ANDERSON</td>
<td>344</td>
<td>336</td>
<td>379</td>
<td>15.2 -12.8</td>
</tr>
<tr>
<td>RS 18</td>
<td>3 MILES E. OF PARSONS</td>
<td>LABETTE</td>
<td>1,756</td>
<td>1,987</td>
<td>1,943</td>
<td>10.6 -2.2</td>
</tr>
<tr>
<td>RS 303</td>
<td>0.8 MI. S. OF US-54 &amp; K17 JCT. (MIDWAY)</td>
<td>KINGMAN</td>
<td>332</td>
<td>332</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RS 251</td>
<td>6 MILES W. OF FORD</td>
<td>FORD</td>
<td>401</td>
<td>531</td>
<td>443</td>
<td>10.5 -16.6</td>
</tr>
</tbody>
</table>

**Percent of Change for Rural Secondary Stations**

10.1 - 8

### Reservoir Stations

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Location Description</th>
<th>County</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>K 237</td>
<td>1.5 MILES N. OF JCT. US 24</td>
<td>JEFFERSON</td>
<td>1,104</td>
<td>1,120</td>
<td>1,418</td>
<td>28.4 26.6</td>
</tr>
<tr>
<td>LOCAL ROAD</td>
<td>KANOPOLIS RESERVOIR N. OF DAM</td>
<td>ELLSWORTH</td>
<td>198</td>
<td>82</td>
<td>228</td>
<td>15.2 178.0</td>
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<tr>
<td>LOCAL ROAD</td>
<td>KANOPOLIS RESERVOIR S. OF DAM</td>
<td>ELLSWORTH</td>
<td>208</td>
<td>151</td>
<td>256</td>
<td>23.1 69.5</td>
</tr>
<tr>
<td>LOCAL ROAD</td>
<td>CEDAR BLUFF RESERVOIR N. OF DAM</td>
<td>TREGO</td>
<td>32</td>
<td>21</td>
<td>10</td>
<td>-68.8 -52.4</td>
</tr>
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</table>

**Percent of Change for Reservoir Stations**

24.0 39.2

### Kansas City Stations

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Location Description</th>
<th>County</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>I 35</td>
<td>0.5 MILES S.W. OF 87TH ST INTCHG.</td>
<td>JOHNSON</td>
<td>94,915</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 69</td>
<td>0.8 MILES N. OF 167TH ST</td>
<td>JOHNSON</td>
<td>26,689</td>
<td>29,160</td>
<td>15.0 11.4</td>
<td></td>
</tr>
<tr>
<td>15TH</td>
<td>135TH E. OF MUR-LEN</td>
<td>JOHNSON</td>
<td>33,070</td>
<td>34,142</td>
<td>3.1 3.1</td>
<td></td>
</tr>
<tr>
<td>BLACKBOB</td>
<td>BLACKBOB RD. S. OF 139TH</td>
<td>JOHNSON</td>
<td>22,402</td>
<td>22,461</td>
<td>22,228</td>
<td>0.8 - 1.0</td>
</tr>
<tr>
<td>I 435</td>
<td>0.8 MILES S. OF I-70</td>
<td>WYANDOTTE</td>
<td>60,098</td>
<td>60,873</td>
<td>62,726</td>
<td>4.4 3.0</td>
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</tbody>
</table>

**Percent of Change for Kansas City Stations**

6.4 5.5

### Salina Stations

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Location Description</th>
<th>County</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>OHIO ST.</td>
<td>OHIO ST. N. OF WESTCHESTER DR.</td>
<td>SALINE</td>
<td>17,520</td>
<td>17,540</td>
<td>17,952</td>
<td>2.5 2.3</td>
</tr>
</tbody>
</table>

**Percent of Change for Salina Stations**

2.5 2.3

### Topeka Stations

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Location Description</th>
<th>County</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>WANAMAKER</td>
<td>WANAMAKER RD. N. OF 33RD ST.</td>
<td>SHAWNEE</td>
<td>10,292</td>
<td>10,747</td>
<td>12,033</td>
<td>16.9 12.0</td>
</tr>
<tr>
<td>45TH ST.</td>
<td>45TH ST. E. OF INDIANA</td>
<td>SHAWNEE</td>
<td>6,783</td>
<td>6,664</td>
<td>8,178</td>
<td>20.6 22.7</td>
</tr>
<tr>
<td>W. 10TH ST.</td>
<td>10TH STREET WEST OF WASHBURN</td>
<td>SHAWNEE</td>
<td>12,584</td>
<td>11,045</td>
<td>10,814</td>
<td>20.6 -2.1</td>
</tr>
<tr>
<td>TYLER ST.</td>
<td>TYLER ST. N. OF LAURENT ST.</td>
<td>SHAWNEE</td>
<td>585</td>
<td>610</td>
<td>646</td>
<td>10.4 5.9</td>
</tr>
<tr>
<td>N. TOPEKA</td>
<td>TOPEKA BLVD. NORTH OF PARAMORE ST.</td>
<td>SHAWNEE</td>
<td>20,169</td>
<td>18,690</td>
<td>19,114</td>
<td>-5.2 2.3</td>
</tr>
<tr>
<td>I 70</td>
<td>I 70 E. OF MACVIGAR ST.</td>
<td>SHAWNEE</td>
<td>44,437</td>
<td>46,382</td>
<td>47,864</td>
<td>7.7 3.2</td>
</tr>
<tr>
<td>I 470</td>
<td>I 470 N.W. OF HUNTOON</td>
<td>SHAWNEE</td>
<td>34,536</td>
<td>33,759</td>
<td>35,622</td>
<td>3.1 5.5</td>
</tr>
<tr>
<td>US 40</td>
<td>US 40 E. OF TECUMSEH RD.</td>
<td>SHAWNEE</td>
<td>4,978</td>
<td>4,819</td>
<td>5,241</td>
<td>5.3 8.8</td>
</tr>
<tr>
<td>US 75</td>
<td>US 75 N. OF S.W. 57TH</td>
<td>SHAWNEE</td>
<td>14,685</td>
<td>14,399</td>
<td>14,732</td>
<td>0.3 2.3</td>
</tr>
</tbody>
</table>

**Percent of Change for Topeka Stations**

3.5 4.8
### Wichita Stations

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Location Description</th>
<th>County</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
<th>Maximum Hour</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Percent Change</th>
<th>Maximum Day</th>
<th>7 Day Avg</th>
<th>5 Day Avg</th>
<th>7 Day / 5 Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>K 96</td>
<td>K-96 E. OF GREENWICH RD.</td>
<td>SEDGWICK</td>
<td>23,361</td>
<td>23,749</td>
<td>23,911</td>
<td>2.4</td>
<td>5-6 PM WED</td>
<td>6</td>
<td>27,631</td>
<td>23,911</td>
<td>26,082</td>
<td></td>
<td>0.92</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 54</td>
<td>KELLOGG E. OF WEST ST.</td>
<td>SEDGWICK</td>
<td>90,450</td>
<td>16,441</td>
<td>16,336</td>
<td>-0.6</td>
<td>5-6 PM TUE</td>
<td>26</td>
<td>19,460</td>
<td>16,336</td>
<td>17,618</td>
<td></td>
<td>0.93</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13TH ST.</td>
<td>13TH ST W. OF PINECREST</td>
<td>SEDGWICK</td>
<td>16,441</td>
<td>17,041</td>
<td>16,336</td>
<td>-0.6</td>
<td>5-6 PM TUE</td>
<td>26</td>
<td>19,460</td>
<td>16,336</td>
<td>17,618</td>
<td></td>
<td>0.93</td>
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</tr>
<tr>
<td>ROCK RD.</td>
<td>ROCK RD. S. OF CENTRAL AVE</td>
<td>SEDGWICK</td>
<td>31,559</td>
<td>32,213</td>
<td>32,213</td>
<td>2.1</td>
<td>3-4 PM FRI</td>
<td>1</td>
<td>37,959</td>
<td>32,213</td>
<td>33,560</td>
<td></td>
<td>0.96</td>
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<tr>
<td>21ST ST.</td>
<td>21ST ST E. OF WASHINGTON</td>
<td>SEDGWICK</td>
<td>14,053</td>
<td>13,769</td>
<td>8,477</td>
<td>-39.7</td>
<td>4-5 PM FRI</td>
<td>1</td>
<td>10,753</td>
<td>8,477</td>
<td>9,344</td>
<td></td>
<td>0.91</td>
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<tr>
<td>HILLSIDE ST.</td>
<td>HILLSIDE S. OF 15TH ST</td>
<td>SEDGWICK</td>
<td>12,224</td>
<td>14,230</td>
<td>12,045</td>
<td>-1.5</td>
<td>5-6 PM FRI</td>
<td>1</td>
<td>14,350</td>
<td>12,045</td>
<td>13,497</td>
<td></td>
<td>0.89</td>
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<tr>
<td>I 235</td>
<td>I 235 S. OF MAPLE ST</td>
<td>SEDGWICK</td>
<td>49,947</td>
<td>51,720</td>
<td>51,311</td>
<td>2.7</td>
<td>5-6 PM THU</td>
<td>7</td>
<td>59,859</td>
<td>51,311</td>
<td>55,505</td>
<td></td>
<td>0.92</td>
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<tr>
<td>I 135</td>
<td>I-135 N. OF 21ST ST.</td>
<td>SEDGWICK</td>
<td>61,636</td>
<td>65,244</td>
<td>65,244</td>
<td>5.9</td>
<td>5-6 PM WED</td>
<td>27</td>
<td>78,155</td>
<td>65,244</td>
<td>73,629</td>
<td></td>
<td>0.89</td>
<td></td>
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</tr>
</tbody>
</table>

**Percent of Change for Wichita Stations**

- 3.4 - 1.9

**NOTE:** * Excluded from Percent Change Totals