

Rapid City Area
Metropolitan Planning Organization

**2010 TRAFFIC VOLUME COUNTS
REPORT**



In cooperation with:

City of Rapid City
Engineering Services Division
Public Works Department

February 2011

TABLE OF CONTENTS

| | |
|-----------------------------------|-------|
| INTRODUCTION/PURPOSE..... | 1 |
| DATA & METHODOLOGY..... | 1 |
| COMPARISON OF ANNUAL VOLUMES..... | 2 |
| PERMANENT COUNT STATIONS..... | 2 |
| TRAFFIC VOLUMES..... | 3 - 6 |

INTRODUCTION/PURPOSE

Traffic volume studies are conducted to obtain accurate information about the number and movement of vehicles within or through an area or at selected points within an area. Current and historical volume counts provide vital information that is used in operational evaluations, traffic modeling and in the selection and design of road network improvements. The Traffic Volume Counts Report is designated in the Rapid City Area Metropolitan Planning Organization's (MPO) Operations Plan as one of the transportation products to be presented to the MPO's three transportation process committees. This report is an informational document and as such does not require any formal approval process. Traffic volume information is presented for the years 2008 – 2010.

DATA & METHODOLOGY

The Traffic Volume Counts Report presents the most recent three years of data collected by the City's Engineering Services Division - Public Works Department and the South Dakota Department of Transportation (SDDOT). Note that the identification of regular counting sites is a dynamic process and not every location may have associated with it three years of history. Volume information is also provided for all counts that were conducted in conjunction with other engineering studies.

- All volumes presented in this document have been adjusted to account for seasonal variations. Seasonal adjustment factors for each year are developed using data from the South Dakota Department of Transportation's permanent count stations.
- Data provided by the City's Engineering Services Division - Public Works Department has been collected using portable traffic counters while the data provided by the SDDOT has been collected at permanent counting stations. The permanent stations count traffic volumes daily and provide a basis for determining the variation of traffic volumes throughout the year.
- In accordance with accepted traffic engineering protocol, volume counts were only conducted on Tuesdays, Wednesdays, or Thursdays. Mondays and Fridays do not generally represent typical weekdays due to the influence of higher numbers of people being absent from the workplace and a higher percentage of recreational travel.
- Volumes have not been factored to account for vehicles with more than two axles, i.e. trucks, certain recreational vehicles, vehicle/trailer combinations, etc. The actual vehicular volumes are generally lower than the published counts and can be determined if the percentage of vehicles with more than two axles is known. The correction factor is given by the formula,

$$1.0 - 0.5 * \text{percentage of truck traffic.}$$

COMPARISON OF ANNUAL VOLUMES

The count summary includes the percent change between successive year's counts. A weighted average percent change is also calculated taking into consideration all of the counts. Extreme caution should be exercised when interpreting annual changes in volumes for the following reasons:

- Traffic volumes will vary on a particular section of roadway depending on the month the count was conducted or the day of the week of the count. Additionally, there is an inherent variability in traffic volumes due to factors that are not easily explained or quantified.
- Construction projects, on or adjacent to a section of road, can significantly alter traffic volumes.
- Traffic count reliability is directly related to the amount of data collected. The more counts taken at a particular location, the higher the accuracy of conclusions drawn from the data. A single volume provides a "snapshot" of traffic that traveled that roadway on that specific day. Trend analyses should most accurately be limited to using permanent count station data.

PERMANENT COUNT STATIONS

Data from the following five SDDOT permanent count stations are included in this report:

- 5th Street, north of St. Cloud Street
- Anamosa Street, east of Haines Avenue
- West Main Street, east of Jackson Boulevard
- I-90, east of the Elk Vale Road interchange
- I-90, east of I-190

| ROAD | LIMITS | 2008 SEASONALLY ADJUSTED COUNT | % Change 2008/2009 | 2009 SEASONALLY ADJUSTED COUNT | % Change 2009/2010 | 2010 SEASONALLY ADJUSTED COUNT |
|-------------------|--------------------------|-----------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|
| 1ST ST | OMAHA TO MAIN | 1,031 | -24% | 780 | -4% | 748 |
| 2ND ST | MAIN TO OMAHA | 996 | 2% | 1,020 | -13% | 892 |
| 3RD ST | MAIN TO OMAHA | 2,863 | -22% | 2,245 | -10% | 2,023 |
| 5TH ST | PARKVIEW TO MINNESOTA | No Count | | 5,959 | 7% | 6,397 |
| 5TH ST | CATRON TO PARKIEW | 4,499 | 14% | 5,134 | 4% | 5,335 |
| 5TH ST | MINNESOTA TO TEXAS | 12,265 | -13% | 10,716 | 14% | 12,172 |
| 5TH ST | TEXAS TO 3RD | 15,609 | -21% | 12,364 | 11% | 13,746 |
| 5TH ST | 3RD TO FAIRMONT | 23,445 | -27% | 17,039 | 7% | 18,177 |
| 5TH ST | FAIRMONT TO ST PATRICK | 24,045 | -25% | 17,964 | 11% | 19,936 |
| 5TH ST | ST. PATRICK TO ST. CLOUD | 20,087 | -7% | 18,587 | 10% | 20,446 |
| 5TH ST | ST. CLOUD TO COLUMBUS | 19,939 | -12% | 17,565 | 11% | 19,516 |
| 5TH ST | COLUMBUS TO ST. JOSEPH | 19,586 | 11% | 21,691 | -18% | 17,809 |
| 5TH ST | ST JOSEPH TO MAIN | 19,072 | 10% | 20,964 | -17% | 17,431 |
| 5TH ST | MAIN TO OMAHA | 18,303 | 6% | 19,427 | -16% | 16,364 |
| 5TH ST | OMAHA TO NEW YORK | 19,430 | 3% | 19,931 | -6% | 18,684 |
| 5TH ST | NEW YORK TO NORTH | No Count | | 20,223 | -3% | 19,531 |
| 32ND ST | JACKSON TO CANYON LAKE | 4,787 | 2% | 4,892 | -4% | 4,695 |
| 44TH ST | RAIDER TO MAIN | 4,795 | | No Count | | 5,153 |
| 225TH ST | N ELLSWORTH TO BRIGGS | 1,786 | -10% | 1,602 | -14% | 1,385 |
| ANAMOSA ST | WEST BLVD N TO HAINES | 4,619 | -9% | 4,204 | -16% | 3,550 |
| ANAMOSA ST | HAINES TO MAPLE | CONSTRUCTION | | 8,141 | 8% | 8,757 |
| ANAMOSA (E) ST | MAPLE TO LACROSSE | 7,366 | 4% | 7,645 | 23% | 9,403 |
| CAMBELL ST | CATRON TO MINNESOTA | 10,162 | 14% | 11,624 | 19% | 13,836 |
| CAMBELL ST | MINNESOTA TO FAIRMONT | 15,072 | 2% | 15,405 | -3% | 14,973 |
| CAMBELL ST | FAIRMONT TO ST PATRICK | 20,282 | -1% | 20,175 | -4% | 19,304 |
| CAMBELL ST | ST PATRICK TO OMAHA | 19,930 | -5% | 18,936 | 7% | 20,173 |
| CAMBELL (E) ST | OMAHA TO E NORTH | 21,227 | 1% | 21,447 | 8% | 23,168 |
| CANYON LAKE DR | JACKSON TO CLIFTON | 8,082 | -22% | 6,344 | 23% | 7,778 |
| CANYON LAKE DR | CLIFTON TO SOO SAN | 8,973 | -22% | 6,955 | 16% | 8,059 |
| CANYON LAKE DR | SOO SAN TO SHERIDAN LAKE | 13,154 | -13% | 11,446 | 7% | 12,217 |
| CANYON LAKE DR | SHERIDAN LAKE TO MTVIEW | 13,335 | -4% | 12,807 | 3% | 13,228 |
| CATHEDRAL DR | MT RUSHMORE TO TOWER | 14,885 | -15% | 12,606 | 21% | 15,304 |
| CATHEDRAL DR | TOWER TO 5TH | 13,898 | -8% | 12,748 | 33% | 17,005 |
| CATRON BLVD | SHERIDAN LAKE TO US-16 | 9,046 | 12% | 10,099 | -6% | 9,538 |
| CATRON BLVD | US-16 TO 5TH | 8,651 | 45% | 12,522 | 3% | 12,905 |
| CATRON (E) BLVD | 5TH TO SD-79 | 8,185 | 54% | 12,567 | 1% | 12,710 |
| COUNTRY RD | HAINES TO W NIKE | 1,524 | -20% | 1,227 | 23% | 1,514 |
| DEADWOOD AVE | OMAHA TO LIEN | 17,547 | 6% | 18,576 | -10% | 16,733 |
| DEADWOOD AVE | CEMENT PLANT TO LIEN | No Count | | No Count | | 15,334 |
| DEADWOOD AVE | LIEN TO N PLAZA | 13,973 | -1% | 13,845 | -5% | 13,199 |
| DEADWOOD AVE | N PLAZA TO I-90 | 14,182 | 5% | 14,873 | -7% | 13,822 |
| DEADWOOD AVE | I-90 TO CITY LIMIT | 1,941 | 22% | 2,368 | 17% | 2,776 |
| DISK DR | HAINES TO MAPLE | 7,715 | -5% | 7,344 | -21% | 5,771 |
| DISK (E) DR | MAPLE TO LACROSSE | 7,642 | -3% | 7,397 | -17% | 6,132 |
| DYESS AVE | MALL TO SEGER | 3,076 | -2% | 3,000 | 14% | 3,406 |
| E NORTH ST | MILWAUKEE TO LACROSSE | 16,161 | 2% | 16,452 | -6% | 15,407 |
| E NORTH ST | LACROSSE TO CAMBELL | 17,136 | 2% | 17,440 | 10% | 19,101 |
| E NORTH ST | CAMBELL TO ANAMOSA | 18,179 | 3% | 18,796 | 4% | 19,506 |
| E NORTH ST | ANAMOSA TO I-90 | 12,094 | 21% | 14,638 | 10% | 16,058 |
| EAST BLVD | KANSAS CITY TO ST JOSEPH | 5,473 | 11% | 6,082 | -6% | 5,687 |
| EAST BLVD | ST JOSEPH TO MAIN | 9,381 | -7% | 8,752 | -2% | 8,619 |
| EAST BLVD | MAIN TO OMAHA | 11,404 | 7% | 12,241 | -7% | 11,352 |
| EAST BLVD | OMAHA TO E NORTH | 14,490 | 12% | 16,245 | -12% | 14,347 |
| EGLIN ST | LACROSSE TO LUNA | No Count | | 4,146 | 25% | 5,168 |
| EGLIN ST | LUNA TO E. NORTH | No Count | | 4,192 | 32% | 5,528 |
| EGLIN ST | ANAMOSA TO BEALE | 3,023 | -1% | 2,994 | 109% | 6,246 |
| EGLIN ST | DYESS TO ELK VALE | No Count | | No Count | | 1,965 |
| ELK VALE RD | SD-79 TO SD-44 | 10,108 | 25% | 12,648 | 7% | 13,516 |
| ELK VALE RD | SD-44 TO I-90 | 13,576 | 34% | 18,199 | 6% | 19,371 |
| ELK VALE RD | I-90 TO SEGER | CONSTRUCTION | | 2,415 | -5% | 2,288 |
| FAIRMONT BLVD | 5TH TO WISCONSIN | 10,726 | -16% | 8,971 | 64% | 14,693 |
| FAIRMONT (E) BLVD | WISCONSIN TO ELM | 8,123 | 4% | 8,445 | 25% | 10,522 |
| FAIRMONT(E) BLVD | ELM TO CAMBELL | 7,076 | 4% | 7,385 | 23% | 9,101 |
| HAINES AVE | NORTH TO ANAMOSA | 21,104 | -10% | 19,091 | 4% | 19,888 |
| HAINES AVE | ANAMOSA TO I-90 | 22,178 | -15% | 18,753 | 2% | 19,130 |
| HAINES AVE | I-90 TO DISK | 27,717 | -16% | 23,188 | 4% | 24,085 |

| ROAD | LIMITS | 2008 SEASONALLY ADJUSTED COUNT | % Change 2008/2009 | 2009 SEASONALLY ADJUSTED COUNT | % Change 2009/2010 | 2010 SEASONALLY ADJUSTED COUNT |
|------------------|--------------------------------|-----------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|
| HAINES AVE | DISK TO MALL | 17,213 | 3% | 17,653 | -2% | 17,213 |
| HAINES AVE | MALL TO COUNTRY | 10,450 | -1% | 10,342 | 30% | 13,457 |
| HAINES AVE | COUNTRY TO COBALT | 4,277 | -2% | 4,189 | 14% | 4,762 |
| HAINES AVE | COBALT TO CITY LIMIT | 2,061 | 13% | 2,336 | -5% | 2,211 |
| HILLSVIEW DR | ST PATRICK TO RAIDER | 2,937 | 7% | 3,133 | 10% | 3,446 |
| I-190 | OMAHA TO SILVER | 17,496 | 49% | 26,122 | -5% | 24,802 |
| I-190 | SILVER TO I-90 | 18,831 | 22% | 22,890 | -13% | 19,975 |
| I-90 | I-190 TO HAINES | 28,646 | -10% | 25,798 | 34% | 34,561 |
| I-90 | ELK VALE TO EAST CITY LIMIT | 19,965 | 7% | 21,376 | 15% | 24,494 |
| JACKSON BLVD | CITY LIMIT TO CHAPEL LN | 4,768 | | No Count | | No Count |
| JACKSON BLVD | CHAPEL LN TO CANYON LAKE | 8,159 | 16% | 9,462 | 6% | 10,027 |
| JACKSON BLVD | CANYON LAKE TO 32ND | 12,292 | 0% | 12,329 | 9% | 13,463 |
| JACKSON BLVD | 32ND TO SHERIDAN LAKE | 14,701 | 13% | 16,589 | -2% | 16,322 |
| JACKSON BLVD | SHERIDAN LK TO MT VIEW (N) | 17,055 | 71% | 29,246 | -21% | 22,967 |
| JACKSON BLVD | MT VIEW (N) TO MAIN (W) | 22,651 | -5% | 21,412 | -12% | 18,856 |
| LACROSSE (N) ST | OMAHA TO E NORTH | 11,151 | 10% | 12,248 | -16% | 10,342 |
| LACROSSE (N) ST | E NORTH TO ANAMOSA | 28,133 | -12% | 24,726 | -10% | 22,156 |
| LACROSSE (N) ST | ANAMOSA TO I-90 | 23,096 | 0% | 23,004 | -12% | 20,244 |
| LACROSSE (N) ST | I-90 TO DISK | 17,751 | -20% | 14,169 | -25% | 10,568 |
| LACROSSE (N) ST | DISK TO MALL | 3,723 | -9% | 3,402 | 33% | 4,513 |
| LIBERTY BLVD | N ELLSWORTH TO I-90 | 1,760 | 81% | 3,184 | -3% | 3,083 |
| MAIN (W) ST | BERRY PINE TO 44TH | 2,018 | | No Count | | 1,878 |
| MAIN (W) ST | 44TH TO SOO SAN | 5,008 | | No Count | | 4,608 |
| MAIN (W) ST | SOO SAN TO STURGIS | 14,950 | -38% | 9,205 | 15% | 10,564 |
| MAIN (W) ST | STURGIS TO SHERIDAN LAKE | 22,149 | -26% | 16,414 | 3% | 16,913 |
| MAIN (W) ST | SHERIDAN LAKE TO MTVIEW | 22,900 | -6% | 21,589 | 0% | 21,520 |
| MAIN (W) ST | JACKSON TO WEST BLVD | 35,686 | 4% | 37,098 | 8% | 39,934 |
| MAIN (W) ST | WEST TO CROSS | No Count | | No Count | | 18,143 |
| MAIN ST | WEST BLVD TO MT RUSHMORE | 14,619 | 6% | 15,440 | -1% | 15,346 |
| MAIN ST | MT RUSHMORE TO 5TH | 11,745 | 12% | 13,173 | -11% | 11,713 |
| MAIN ST | 5TH TO EAST BLVD | 9,175 | 9% | 9,976 | 9% | 10,877 |
| MAIN ST | EAST BLVD TO STEELE | 6,591 | 10% | 7,235 | 33% | 9,596 |
| MALL DR | HAINES TO MAPLE | CONSTRUCTION | | 3,302 | 17% | 3,864 |
| MALL DR | MAPLE TO LACROSSE | CONSTRUCTION | | 3,373 | -10% | 3,022 |
| MALL DR | LACROSSE TO E. NORTH | No Count | | No Count | | 1,692 |
| MALL (E) DR | E NORTH TO DYESS | 3,764 | 13% | 4,266 | 43% | 6,080 |
| MALL (E) DR | DYESS TO ELK VALE | 2,251 | 18% | 2,653 | 81% | 4,802 |
| MAPLE (N) AVE | DISK (W) TO DISK (E) | 7,642 | -64% | 2,743 | -18% | 2,261 |
| MINNESOTA (E) ST | 5TH TO ELM | 3,532 | 23% | 4,356 | 23% | 5,341 |
| MINNESOTA (E) ST | ELM TO CAMBELL | 4,856 | -15% | 4,147 | 25% | 5,184 |
| MOUNTAINVIEW RD | JACKSON TO CANYON LAKE | 8,636 | 25% | 10,758 | -13% | 9,345 |
| MOUNTAINVIEW RD | CANYON LAKE TO MAIN | 16,056 | 15% | 18,419 | -9% | 16,806 |
| MOUNTAINVIEW RD | MAIN TO OMAHA | 16,870 | 23% | 20,825 | -11% | 18,575 |
| MT RUSHMORE RD | CATHEDRAL TO ST PATRICK | 25,768 | -3% | 25,009 | -3% | 24,345 |
| MT RUSHMORE RD | ST PATRICK TO ST JOSEPH | 27,567 | -7% | 25,651 | -6% | 24,046 |
| MT RUSHMORE RD | ST JOSEPH TO MAIN | 20,058 | 5% | 21,120 | -8% | 19,340 |
| MT RUSHMORE RD | MAIN TO OMAHA | 16,001 | 7% | 17,143 | -14% | 14,798 |
| MT RUSHMORE RD | OMAHA TO NORTH | 6,868 | -31% | 4,732 | 59% | 7,545 |
| N ELLSWORTH RD | US-14/16 TO LIBERTY | 8,006 | 7% | 8,543 | -11% | 7,618 |
| NEMO RD | WESTBERRY TRAILS TO BERRY PINE | 3,506 | -14% | 3,014 | 18% | 3,567 |
| OMAHA (W) ST | DEADWOOD TO MTVIEW | 23,573 | 17% | 27,490 | -14% | 23,629 |
| OMAHA (W) ST | MTVIEW TO WEST BLVD | 27,020 | 30% | 35,097 | -3% | 33,939 |
| OMAHA ST | WEST BLVD TO MT RUSHMORE | 23,204 | 39% | 32,237 | -9% | 29,194 |
| OMAHA ST | MT RUSHMORE TO 5TH | 26,501 | 19% | 31,579 | -6% | 29,801 |
| OMAHA ST | 5TH TO EAST BLVD | 23,781 | 22% | 29,021 | -13% | 25,248 |
| OMAHA ST | EAST BLVD TO LACROSSE | 21,380 | 19% | 25,374 | -15% | 21,605 |
| OMAHA (E) ST | LACROSSE TO CAMBELL | 19,649 | 16% | 22,811 | -25% | 17,190 |
| RADAR HILL RD | MULE DEER TO US-14/16 | 3,139 | 13% | 3,536 | 5% | 3,705 |
| SD-44 (E) | CAMBELL TO ST PATRICK | 18,335 | 5% | 19,270 | -3% | 18,598 |
| SD-44 (E) | ST PATRICK TO TWILIGHT | 22,684 | 20% | 27,108 | -12% | 23,770 |
| SD-44 (E) | TWILIGHT TO JOLLY | 17,186 | 4% | 17,957 | | CONSTRUCTION |
| SD-44 (E) | JOLLY TO RESERVOIR | 15,182 | 3% | 15,595 | | CONSTRUCTION |
| SD-44 (E) | RESERVOIR TO AIRPORT | CONSTRUCTION | | 6,042 | 24% | 7,504 |
| SD-79 | CITY LIMIT TO ELK VALE | 10,562 | -11% | 9,409 | 11% | 10,412 |
| SEGER DR | LACROSSE TO DYESS | 3,004 | -5% | 2,849 | -6% | 2,674 |
| SHERIDAN LAKE RD | DUNSMORE TO S WILDWOOD | 6,695 | 5% | 7,030 | 6% | 7,456 |

| ROAD | LIMITS | 2008 SEASONALLY ADJUSTED COUNT | % Change 2008/2009 | 2009 SEASONALLY ADJUSTED COUNT | % Change 2009/2010 | 2010 SEASONALLY ADJUSTED COUNT |
|-------------------|--------------------------|-----------------------------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|
| SHERIDAN LAKE RD | S WILDWOOD TO CATRON | 7,577 | 12% | 8,513 | 3% | 8,782 |
| SHERIDAN LAKE RD | CATRON TO CORRAL | 12,431 | 14% | 14,233 | -6% | 13,359 |
| SHERIDAN LAKE RD | CORRAL TO FLORMANN | 13,811 | 2% | 14,067 | -9% | 12,836 |
| SHERIDAN LAKE RD | FLORMANN TO JACKSON | 14,629 | 1% | 14,705 | 6% | 15,563 |
| SHERIDAN LAKE RD | JACKSON TO CANYON LAKE | 7,560 | 18% | 8,907 | -10% | 8,023 |
| SHERIDAN LAKE RD | CANYON LAKE TO W MAIN | 8,150 | 16% | 9,485 | -13% | 8,271 |
| SOO SAN DR | CANYON LAKE TO RANGE | 8,182 | 7% | 8,714 | -20% | 6,975 |
| SOUTH CANYON RD | BERRY PINE TO 44TH | 5,173 | 1% | 5,235 | 36% | 7,128 |
| SOUTH CANYON RD | W MAIN TO 44TH | 937 | | No Count | | 902 |
| ST JOSEPH (W) ST | WEST BLVD TO WEST ST | No Count | | No Count | | 19,475 |
| ST JOSEPH ST | WEST BLVD TO MT RUSHMORE | 14,184 | 3% | 14,581 | 2% | 14,807 |
| ST JOSEPH ST | MT RUSHMORE TO 5TH | 12,066 | 8% | 13,080 | -8% | 12,022 |
| ST JOSEPH ST | 5TH TO EAST BLVD | 8,797 | 22% | 10,694 | 2% | 10,877 |
| ST JOSEPH ST | EAST BLVD TO STEELE | 8,227 | 2% | 8,377 | 18% | 9,854 |
| ST JOSEPH (E) ST | STEELE TO ST PATRICK | 12,707 | -9% | 11,583 | -20% | 9,314 |
| ST JOSEPH (E) ST | ST PATRICK TO CABBELL | 6,046 | 6% | 6,379 | -17% | 5,277 |
| ST PATRICK ST | WEST BLVD TO MT RUSHMORE | 3,817 | -17% | 3,167 | 21% | 3,842 |
| ST PATRICK ST | MT RUSHMORE TO 5TH | 6,876 | -11% | 6,107 | 30% | 7,938 |
| ST PATRICK ST | 5TH TO ELM | 11,204 | -4% | 10,784 | 15% | 12,362 |
| ST PATRICK (E) ST | ELM TO ST JOSEPH | 12,650 | -9% | 11,552 | 16% | 13,348 |
| ST PATRICK (E) ST | ST JOSEPH TO CABBELL | 13,944 | -6% | 13,171 | 25% | 16,412 |
| ST PATRICK (E) ST | CABBELL TO CREEK | 15,288 | -2% | 14,918 | 15% | 17,211 |
| ST PATRICK (E) ST | CREEK TO SD-44 | 11,913 | -1% | 11,770 | -5% | 11,148 |
| STURGIS RD | MAIN TO W CHICAGO | 12,186 | 4% | 12,733 | -5% | 12,054 |
| STURGIS RD | W CHICAGO TO ST MARTINS | 9,320 | 3% | 9,567 | 0% | 9,528 |
| TWILIGHT DR | SD-44 TO JOLLY LN | 7,256 | 8% | 7,815 | | CONSTRUCTION |
| TWILIGHT DR | JOLLY LN TO RESERVOIR | 3,526 | 19% | 4,212 | | CONSTRUCTION |
| US-14/16 | I-90 TO WESTGATE | 13,956 | 13% | 15,758 | -8% | 14,456 |
| US-14/16 | S ELLSWORTH TO OAK | 1,749 | 6% | 1,854 | -8% | 1,707 |
| US-16 | CITY LIMIT TO CATRON | 9,932 | 50% | 14,863 | | CONSTRUCTION |
| US-16 | CATRON TO CATHEDRAL | 10,992 | 37% | 15,018 | -21% | 11,898 |
| W CHICAGO ST | 44TH TO STURGIS | 10,842 | 6% | 11,531 | 12% | 12,878 |
| W CHICAGO ST | STURGIS TO DEADWOOD | 13,740 | -2% | 13,430 | -5% | 12,746 |
| WEST BLVD | FLORMANN TO ST PATRICK | 5,517 | -71% | 1,586 | -1% | 1,562 |
| WEST BLVD | ST PATRICK TO ST CLOUD | 5,230 | -8% | 4,821 | 20% | 5,768 |
| WEST BLVD | ST CLOUD TO ST JOSEPH | 8,813 | 12% | 9,891 | -1% | 9,824 |
| WEST BLVD | ST. JOSEPH TO MAIN | 14,686 | -10% | 13,290 | 7% | 14,222 |
| WEST BLVD | MAIN ST TO OMAHA ST | 16,604 | -23% | 12,822 | 18% | 15,150 |
| WEST GATE RD | US-14/16 TO BLUEBIRD | 3,340 | 8% | 3,591 | 5% | 3,766 |