

NORTH DAKOTA 2008 TRAFFIC REPORT



**North Dakota Department of Transportation
Planning and Programming Division
Roadway Data / Traffic Section**

June 2009

NORTH DAKOTA 2008 TRAFFIC REPORT

**Prepared by
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA
www.dot.nd.gov**

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June 2009

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OVERVIEW

This report contains summaries of data obtained from studies conducted in 2008 by North Dakota Department of Transportation (NDDOT) Planning and Programming Division. This Division is responsible for the collection and analysis of traffic data in North Dakota.

Traffic data collection has been conducted in North Dakota since 1936. Since 1963 this information has been compiled and presented as an annual report. Due to the continuing demand for this information, the annual report has continued to ensure that this information is readily available.

Included are maps, graphs, and tabulations that illustrate annual average daily traffic (AADT); percent of travel by hour, month and season; and estimates of annual vehicle miles of travel by highway system. The data was obtained from the following sources:

1. Automatic traffic recorders (ATRs) continuously record hourly volumes of traffic throughout the year. The counter locations are shown on the map on the page 8. A list of ATR stations and locations are presented on pages 6 and 7.
2. Short-term (48-hour) traffic counts obtained with portable equipment. Short-term counts were obtained at approximately 3000 locations on various highways, roads, and streets over the northern one-third of the state.
3. Weigh-In-Motion (WIM) sensors were installed at 12 locations.

Only basic information of general interest is included with this report. More detailed information is available and can be obtained on our website or by contacting the Traffic Data Collection Section of the Planning and Programming Division of the NDDOT, 608 East Boulevard Avenue, Bismarck, ND 58505-0700, (701) 328-1893.

Maps with all of our traffic counts can be accessed on the NDDOT website by entering the following URL address:

<http://www.dot.nd.gov/road-map/traffic/index.htm#>

Then click the link for "**Current Traffic Information**".

HISTORY OF TRAFFIC AND RELATED DATA

| YEAR | POPULATION (1000'S) | VEHICLE REGISTRATIONS (REG.) (1000'S) | PERSONS PER VEHICLE REG. | GALLONS OF VEHICLE | | ANNUAL MILES PER VEHICLE | ANNUAL | |
|------|------------------------|---|-----------------------------------|--------------------------|----------------------------|-----------------------------------|------------------------------------|--|
| | | | | FUEL TAXED (MILLIONS) | REG. PER 100 PERSONS | | MILES TRAVELED PER CAPITA | ANNUAL VEHICLE MILES (MILLIONS) |
| 1951 | 608 | 284 | 2.14 | 146 | 46.70 | - | - | - |
| 1952 | 613 | 285 | 2.15 | 152 | 46.50 | - | - | - |
| 1953 | 619 | 293 | 2.11 | 159 | 47.30 | 7,850 | 3,716 | 2,300 |
| 1954 | 623 | 300 | 2.08 | 164 | 48.20 | 7,840 | 3,775 | 2,352 |
| 1955 | 628 | 309 | 2.03 | 171 | 49.20 | 7,625 | 3,752 | 2,356 |
| 1956 | 629 | 311 | 2.02 | 174 | 49.40 | 7,958 | 3,935 | 2,475 |
| 1957 | 629 | 320 | 1.97 | 193 | 50.90 | 8,259 | 4,202 | 2,643 |
| 1958 | 620 | 329 | 1.88 | 204 | 53.10 | 8,544 | 4,534 | 2,811 |
| 1959 | 627 | 339 | 1.85 | 197 | 54.10 | 8,788 | 4,751 | 2,979 |
| 1960 | 632 | 345 | 1.83 | 210 | 54.60 | 8,925 | 4,872 | 3,079 |
| 1961 | 640 | 349 | 1.83 | 198 | 54.50 | 9,037 | 4,928 | 3,154 |
| 1962 | 642 | 358 | 1.79 | 212 | 55.80 | 9,014 | 5,026 | 3,227 |
| 1963 | 634 | 375 | 1.69 | 236 | 59.10 | 8,813 | 5,213 | 3,305 |
| 1964 | 645 | 385 | 1.68 | 248 | 59.70 | 8,834 | 5,273 | 3,401 |
| 1965 | 652 | 396 | 1.65 | 257 | 60.70 | 8,684 | 5,275 | 3,439 |
| 1966 | 650 | 406 | 1.60 | 253 | 62.50 | 8,562 | 5,348 | 3,476 |
| 1967 | 631 | 405 | 1.56 | 259 | 64.20 | 8,504 | 5,458 | 3,444 |
| 1968 | 627 | 414 | 1.51 | 274 | 66.00 | 8,572 | 5,660 | 3,549 |
| 1969 | 615 | 420 | 1.46 | 279 | 68.30 | 8,700 | 5,941 | 3,654 |
| 1970 | 618 | 428 | 1.44 | 302 | 69.30 | 8,895 | 6,160 | 3,807 |
| 1971 | 625 | 444 | 1.41 | 321 | 71.00 | 8,908 | 6,328 | 3,955 |
| 1972 | 632 | 464 | 1.36 | 347 | 73.40 | 8,871 | 6,513 | 4,116 |
| 1973 | 640 | 490 | 1.31 | 370 | 76.60 | 8,776 | 6,719 | 4,300 |
| 1974 | 637 | 527 | 1.21 | 353 | 82.70 | 8,294 | 6,862 | 4,371 |
| 1975 | 638 | 551 | 1.16 | 377 | 86.40 | 8,171 | 7,056 | 4,502 |
| 1976 | 640 | 563 | 1.14 | 414 | 88.00 | 8,495 | 7,473 | 4,783 |
| 1977 | 643 | 580 | 1.11 | 422 | 90.20 | 8,555 | 7,717 | 4,962 |
| 1978 | 652 | 599 | 1.09 | 444 | 91.90 | 8,826 | 8,109 | 5,287 |
| 1979 | 657 | 617 | 1.06 | 440 | 93.90 | 8,483 | 7,967 | 5,234 |
| 1980 | 653 | 627 | 1.04 | 414 | 96.00 | 8,440 | 8,104 | 5,292 |
| 1981 | 653 | 641 | 1.02 | 427 | 98.20 | 8,496 | 8,340 | 5,446 |
| 1982 | 653 | 654 | 1.00 | 429 | 100.20 | 8,228 | 8,240 | 5,381 |
| 1983 | 680 | 666 | 1.02 | 427 | 97.90 | 8,179 | 8,010 | 5,447 |

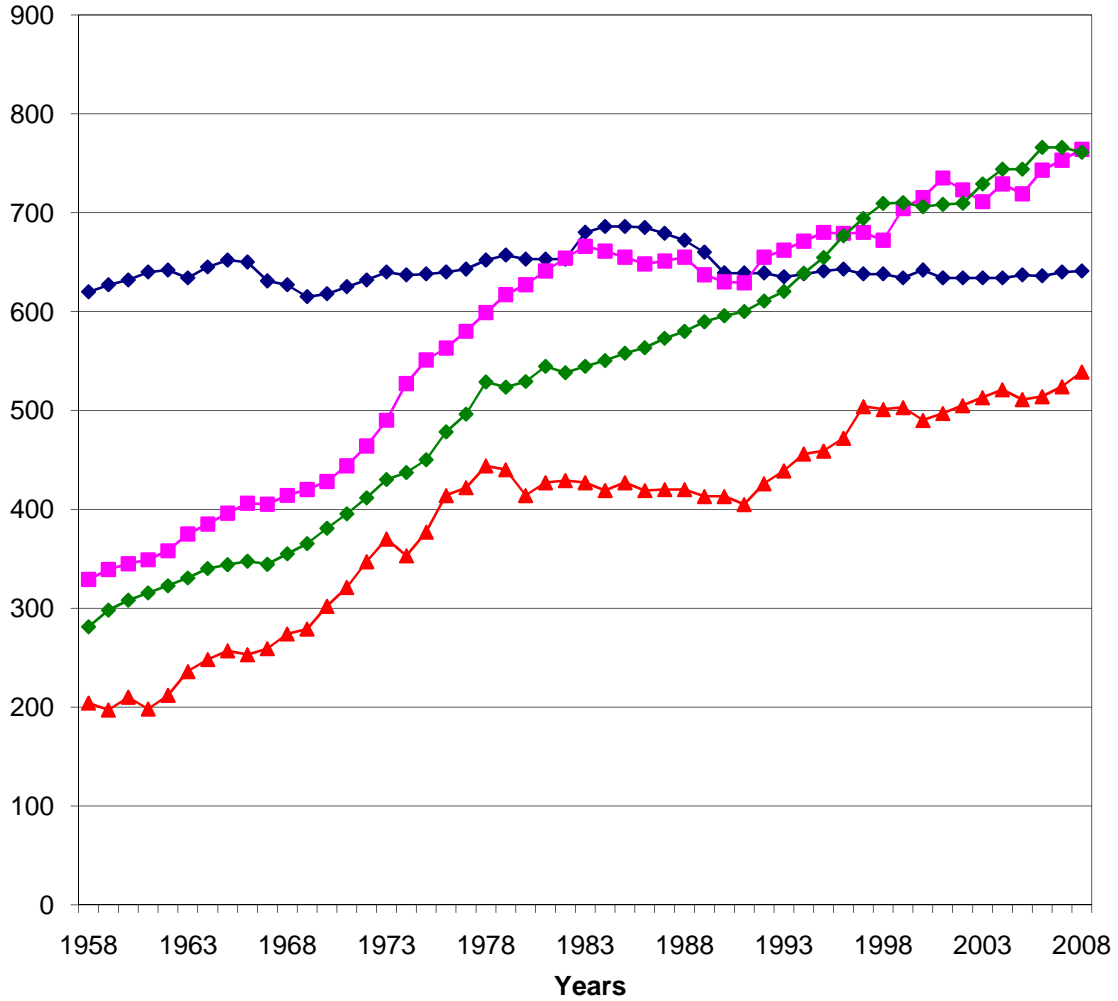
HISTORY OF TRAFFIC AND RELATED DATA

| YEAR | POPULATION (1000'S) | VEHICLE | | PERSONS PER VEHICLE REG. | GALLONS OF VEHICLE | | ANNUAL MILES PER VEHICLE | ANNUAL | |
|------|------------------------|-------------------------------------|------|-----------------------------------|--------------------------|----------------------------|-----------------------------------|------------------------------------|--------------------------------|
| | | REGISTRATIONS (REG.) (1000'S) | REG. | | FUEL TAXED (MILLIONS) | REG. PER 100 PERSONS | | MILES TRAVELED PER CAPITA | VEHICLE MILES (MILLIONS) |
| 1984 | 686 | 661 | 1.04 | 419 | 96.40 | 8,327 | 8,023 | 5,504 | |
| 1985 | 686 | 655 | 1.05 | 427 | 95.50 | 8,518 | 8,133 | 5,579 | |
| 1986 | 685 | 648 | 1.06 | 419 | 94.60 | 8,694 | 8,225 | 5,634 | |
| 1987 | 679 | 651 | 1.04 | 420 | 95.90 | 8,800 | 8,437 | 5,729 | |
| 1988 | 672 | 655 | 1.03 | 420 | 97.50 | 8,855 | 8,631 | 5,800 | |
| 1989 | 660 | 637 | 1.04 | 413 | 96.50 | 9,257 | 8,935 | 5,897 | |
| 1990 | 639 | 630 | 1.01 | 413 | 98.60 | 9,456 | 9,322 | 5,957 | |
| 1991 | 639 | 629 | 1.02 | 405 | 98.40 | 9,537 | 9,388 | 5,999 | |
| 1992 | 639 | 655 | 0.98 | 426 | 102.50 | 9,321 | 9,554 | 6,105 | |
| 1993 | 635 | 662 | 0.96 | 439 | 104.30 | 9,371 | 9,770 | 6,204 | |
| 1994 | 638 | 671 | 0.95 | 456 | 105.20 | 9,520 | 10,013 | 6,388 | |
| 1995 | 641 | 680 | 0.94 | 459 | 105.90 | 9,639 | 10,211 | 6,546 | |
| 1996 | 643 | 679 | 0.94 | 472 | 105.60 | 9,966 | 10,524 | 6,767 | |
| 1997 | 638 | 680 | 0.93 | 504 | 106.60 | 10,209 | 10,883 | 6,942 | |
| 1998 | 638 | 672 | 0.95 | 501 | 105.30 | 10,555 | 11,118 | 7,093 | |
| 1999 | 634 | 704 | 0.90 | 503 | 111.00 | 10,086 | 11,200 | 7,101 | |
| 2000 | 642 | 715 | 0.89 | 490 | 111.40 | 9,875 | 10,998 | 7,061 | |
| 2001 | 634 | 735 | 0.86 | 497 | 115.90 | 9,638 | 11,174 | 7,084 | |
| 2002 | 634 | 723 | 0.88 | 505 | 138.80 | 8,063 | 11,191 | 7,095 | |
| 2003 | 634 | 711 | 0.89 | 513 | 112.20 | 10,253 | 11,500 | 7,290 | |
| 2004 | 634 | 729 | 0.87 | 521 | 114.98 | 10,204 | 11,733 | 7,439 | |
| 2005 | 637 | 719 | 0.89 | 511 | 112.87 | 10,352 | 11,684 | 7,443 | |
| 2006 | 636 | 743 | 0.86 | 514 | 116.82 | 10,315 | 12,050 | 7,664 | |
| 2007 | 640 | 753 | 0.85 | 524 | 117.66 | 10,177 | 11,973 | 7,663 | |
| 2008 | 641 | 764 | 0.84 | 539 | 119.19 | 9,958 | 11,869 | 7,608 | |

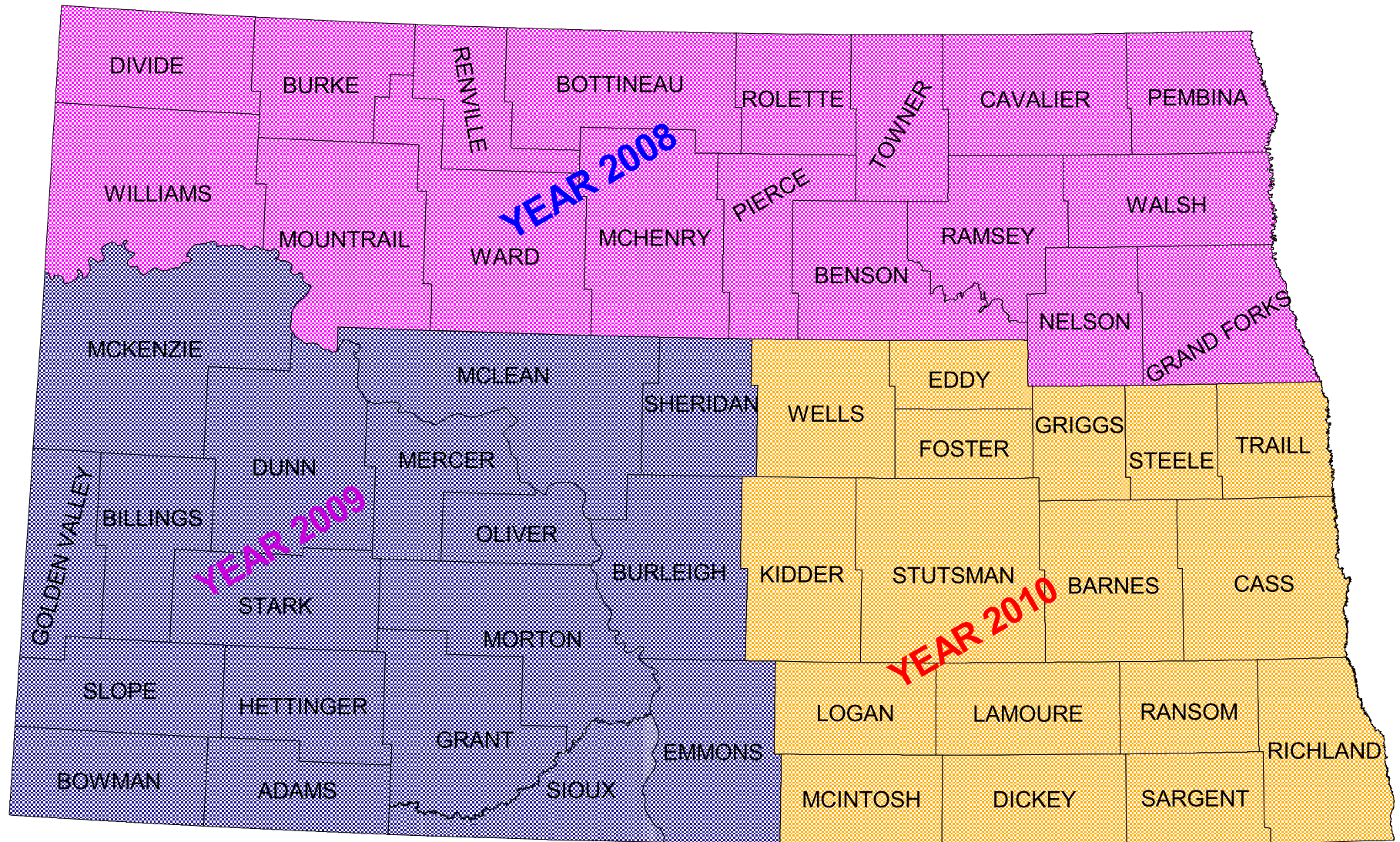
FUEL TAXED INCLUDES GALLONS OF GAS FOR OTHER THAN MOTOR VEHICLES

Traffic and Related Trends

For the Years 1958 - 2008



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION TRAFFIC COUNTING CYCLE



(5)

Planning & Programming Division
Roadway Data / Traffic Section
City Traffic Counts

| CITY | YEAR COUNTED | YEAR TO COUNT |
|-------------|-------------------------|--------------------------|
| Minot | 2008 | 2011 |
| Grand Forks | 2008 | 2011 |
| Williston | 2008 | 2011 |
| Devils Lake | 2008 | 2011 |
| Grafton | 2008 | 2011 |
| Fargo | 2007 | 2010 |
| West Fargo | 2007 | 2010 |
| Jamestown | 2007 | 2010 |
| Valley City | 2007 | 2010 |
| Wahpeton | 2007 | 2010 |
| Bismarck | 2006 | 2009 |
| Mandan | 2006 | 2009 |
| Dickinson | 2001 | 2009 |

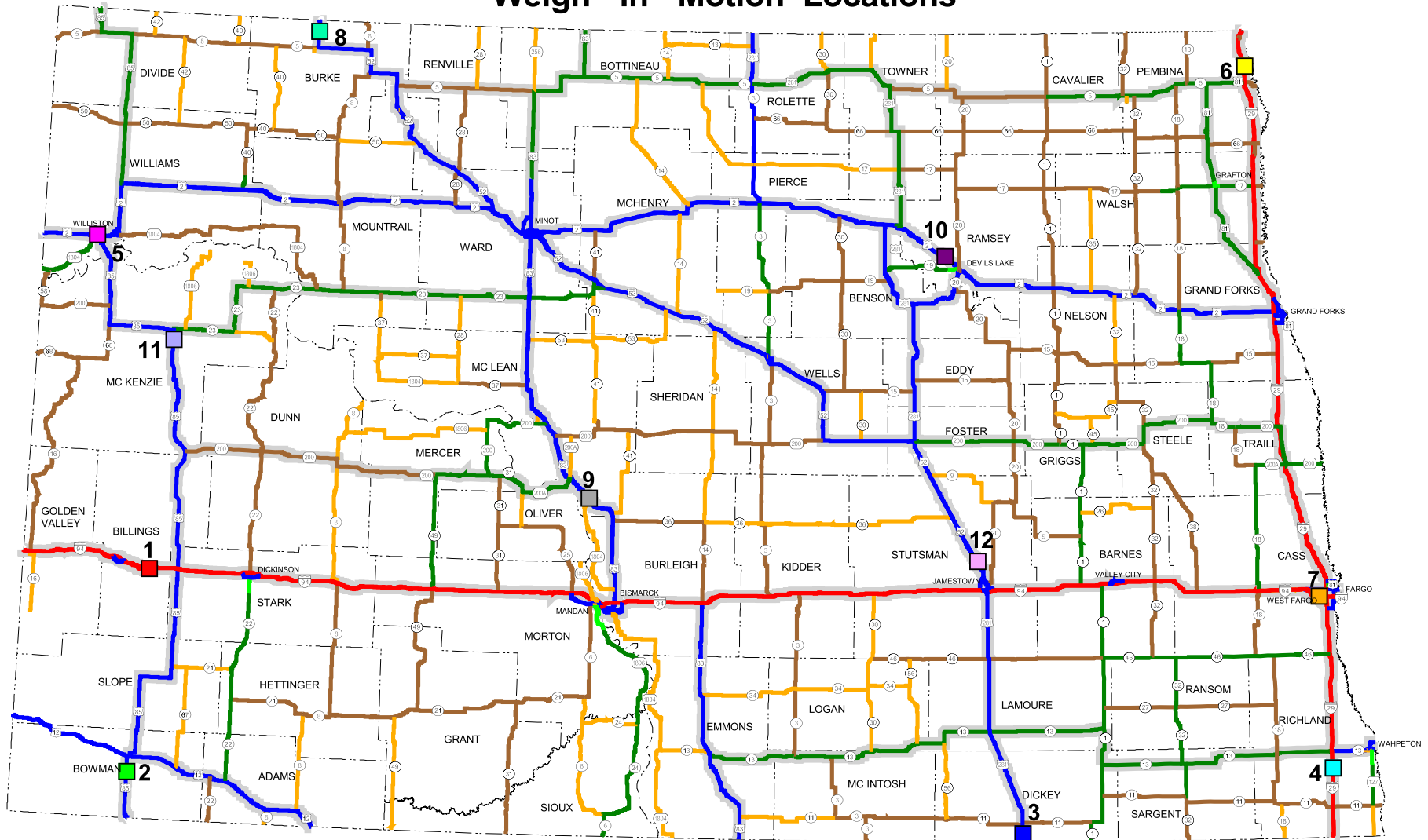
**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ATR LOCATIONS**

| STATION | NAME | HIGHWAY | REF POINT | OFF SET | TYPE | LOCATION |
|---|----------------|---------|-----------|---------|--------|---|
| URBAN INTERSTATE 94 | | | | | | |
| 217 | FARGO (U) | 94 | 352.000 | 0.0000 | Class | RED RIVER BRIDGE |
| 283 | BISMARCK (U) | 94 | 159.000 | 0.0000 | Class | 0.4 MILES WEST OF US 83 INT. |
| RURAL INTERSTATE 94 | | | | | | |
| 207 | MEDINA | 94 | 231.000 | 0.3000 | Class | 0.9 MILES EAST OF MEDINA |
| 223 | NEW SALEM | 94 | 126.000 | 0.9000 | Class | 0.8 MILES WEST OF ND 31 INT. |
| 245 | TOWER CITY | 94 | 314.000 | 0.0057 | Class | 0.9 MILES WEST OF BUFFALO |
| 279 | PAINTED CANYON | 94 | 34.000 | 0.7100 | Class | 7.8 MILES WEST OF US 85 INT. |
| URBAN INTERSTATE 29 | | | | | | |
| 235 | FARGO (U) | 29 | 66.255 | 0.5425 | Class | NORTH OF 12TH AVE. |
| RURAL INTERSTATE 29 | | | | | | |
| 211 | BUXTON | 29 | 112.000 | 0.8000 | Class | 4.0 MILES NORTH OF MAYVILLE INT. |
| 243 | BOWESMONT | 29 | 196.014 | 0.5851 | Class | 0.5 MILES NORTH OF BOWESMONT |
| 265 | MOORETON | 29 | 25.000 | 0.0000 | Class | 2.5 MILES NORTH OF ND 13 |
| 285 | DAVENPORT | 29 | 55.000 | 0.5000 | Class | 1.3 MILES NORTH OF DAVENPORT INT |
| RURAL PRINCIPAL ARTERIAL | | | | | | |
| 201 | RAY | 2 | 51.000 | 0.3000 | Class | 2.1 MILES WEST OF RAY |
| 203 | MAX | 83 | 168.000 | 0.7000 | Class | 3.3 MILES SOUTH OF ND 53 |
| 205 | GWINNER | 13 | 337.000 | 0.2000 | Class | 2.1 MILES WEST OF ND 32 |
| 215 | JAMESTOWN | 52 | 259.000 | 0.5000 | Class | 2.5 MILES NORTH OF JAMESTOWN |
| 219 | MANDAN | 6 | 55.000 | 0.9000 | Class | 11.0 MILES SOUTH OF MANDAN |
| 221 | FAIRFEILD | 85 | 80.000 | 0.9000 | Class | 5.1 MILES NORTH OF I-94 |
| 229 | COOPERSTOWN | 200 | 345.000 | 0.3000 | Volume | 4.0 MILES EAST OF COOPERSTOWN |
| 233 | FOXHOLM | 52 | 78.000 | 0.3000 | Class | 1.5 MILES SOUTHEAST OF FOXHOLM |
| 237 | NEKOMA | 1 | 205.000 | 0.2000 | Class | 8.5 MILES SOUTH LANGDON |
| 239 | NEW TOWN | 23 | 42.000 | 0.9000 | Class | 4.7 MILES EAST OF ND 22 |
| 241 | BOTTINEAU | 5 | 174.000 | 0.0000 | Class | 0.2 MILES WEST OF ND 14 |
| 251 | HAGUE | 83 | 1.000 | 0.1000 | Volume | 1.1 MILES NORTH OF SOUTH DAKOTA LINE |
| 253 | RUGBY | 2 | 207.000 | 0.3000 | Class | 5.9 MILES WEST OF ND 3 |
| 255 | CROSBY | 5 | 28.000 | 0.7000 | Class | 5.9 MILES WEST OF ND 42 |
| 257 | WILLISTON | 2 | 2.000 | 0.4000 | Class | 2.4 MILES EAST OF MONTANA LINE |
| 271 | GOLDEN VALLEY | 200 | 131.000 | 0.0000 | Class | 0.7 MILES EAST OF GOLDEN VALLEY |
| 273 | NEW LEIPZIG | 21 | 67.000 | 0.6000 | Class | 2.1 MILES WEST OF ND 49 |
| 281 | SAWYER | 52 | 102.000 | 0.7000 | Class | WEST OF SAWYER |
| 303 | MICHIGAN | 2 | 300.000 | 0.5000 | Class | 4.0 MILES EAST OF ND 1 |
| 307 | WASHBURN | 83 | 130.000 | 0.6000 | Class | NORTH OF WASHBURN |
| RURAL MINOR ARTERIAL AND RURAL MAJOR COLLECTOR-STATE | | | | | | |
| 231 | GRAFTON | 17 | 122.000 | 0.2000 | Class | 5.5 MILES WEST OF GRAFTON |
| 247 | COURTENAY | 20 | 20.000 | 0.4000 | Class | 1.8 MILES SOUTH OF ND 9 |
| 249 | GARRISON | 37 | 54.000 | 0.8000 | Class | 1.0 MILES WEST OF GARRISON |
| 275 | HANNOVER | 31 | 97.000 | 0.1000 | Class | 1.2 MILES NORTH OF HANNOVER |
| 289 | MANNING | 22 | 81.000 | 0.5000 | Class | SOUTH OF MANNING |
| RURAL MAJOR COLLECTOR-COUNTY | | | | | | |
| 225 | STERLING | 836C | 14.000 | 0.2100 | Class | CMC 0836 - 1.9 MILES WEST OF US 83 |
| 259 | AYR | | | | Volume | CMC 0918 - 12.0 MILES EAST OF AYR |
| 277 | REGENT | | | | Volume | CMC 2117 - 2.0 MILES NORTH OF ND 21 |
| URBAN PRINCIPAL ARTERIAL | | | | | | |
| 287 | GRAND FORKS | 81B | 942.000 | 0.0000 | Volume | S. WASHINGTON BETWEEN 24 AND 28 AVE. S. |
| 501 | FARGO (U) | 81B | 925.000 | 0.4000 | Volume | UNIVERSITY AVE. BET 15 AND 15 1/2 AVE. |
| 601 | BISMARCK (U) | 83B | 900.000 | 0.4000 | Volume | 7TH ST. S. SOUTH BOWEN AVE. |
| 603 | WILLISTON (U) | 2B | 900.000 | 0.7000 | Volume | 2ND ST. WEST OF 14TH AVE. WEST |
| 605 | MANDAN (U) | 94B | 917.043 | 0.0999 | Volume | EAST MAIN ST. WEST OF TWIN CITY DRIVE |

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ATR LOCATIONS**

| STATION | NAME | HIGHWAY | REF POINT | OFF SET | TYPE | LOCATION |
|--|---------------|----------------|----------------------|--------------------|-------------|---|
| URBAN MINOR ARTERIAL | | | | | | |
| 607 | DICKINSON (U) | | | | Volume | 9TH ST. EAST BET. 2ND AVE. & 3RD AVE. EAST |
| 611 | MINOT (U) | | | | Volume | UNIVERSITY AVE. BET 12TH ST. & 13TH ST. NW. |
| URBAN COLLECTOR AND LOCAL URBAN | | | | | | |
| 609 | MINOT (U) | | | | Volume | 16TH AVE BET. 12TH ST SW. & 17TH AVE. SW. |

Weigh - In - Motion Locations

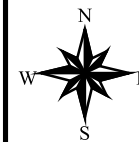


(10)

WIM Sites

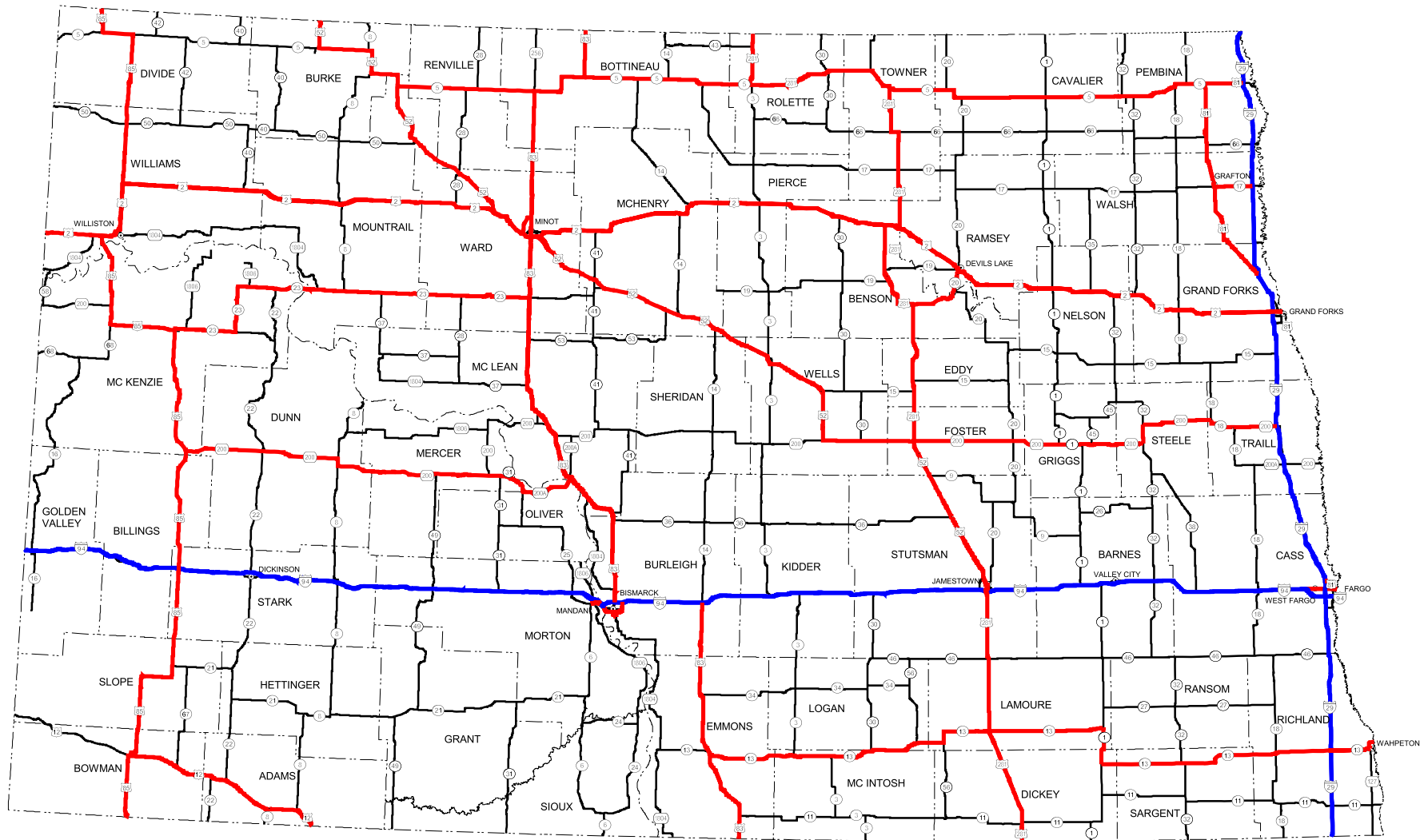
- | | |
|--|--|
| ■ 1 - Belfield | ■ 9 - Washburn |
| ■ 2 - Bowman | ■ 10 - Devils Lake |
| ■ 3 - Ellendale | ■ 11 - Watford City |
| ■ 4 - Wahpeton | ■ 12 - Jamestown |
| ■ 5 - Williston | |
| ■ 6 - Joliette | National Highway System (NHS) |
| ■ 7 - West Fargo | |
| ■ 8 - Portal | |

- Rural District Collector
- Rural District Corridor
- Rural Interstate
- Rural Interregional Corridor
- Rural State Corridor
- Urban District Collector
- Urban District Corridor
- Urban Interstate
- Urban Interregional Corridor
- Urban State Corridor







Planning & Programming Division
 Transportation Data
 December 2008

National Highway System Mileage



(11)

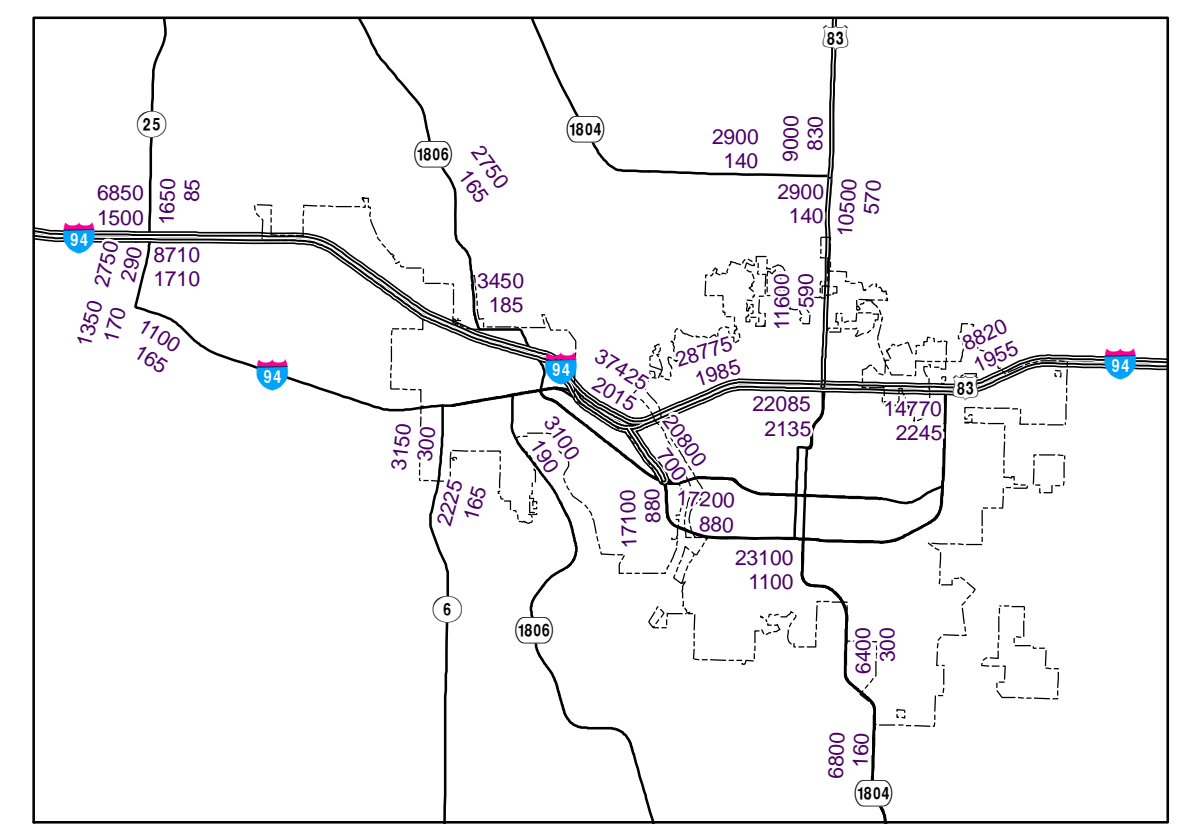
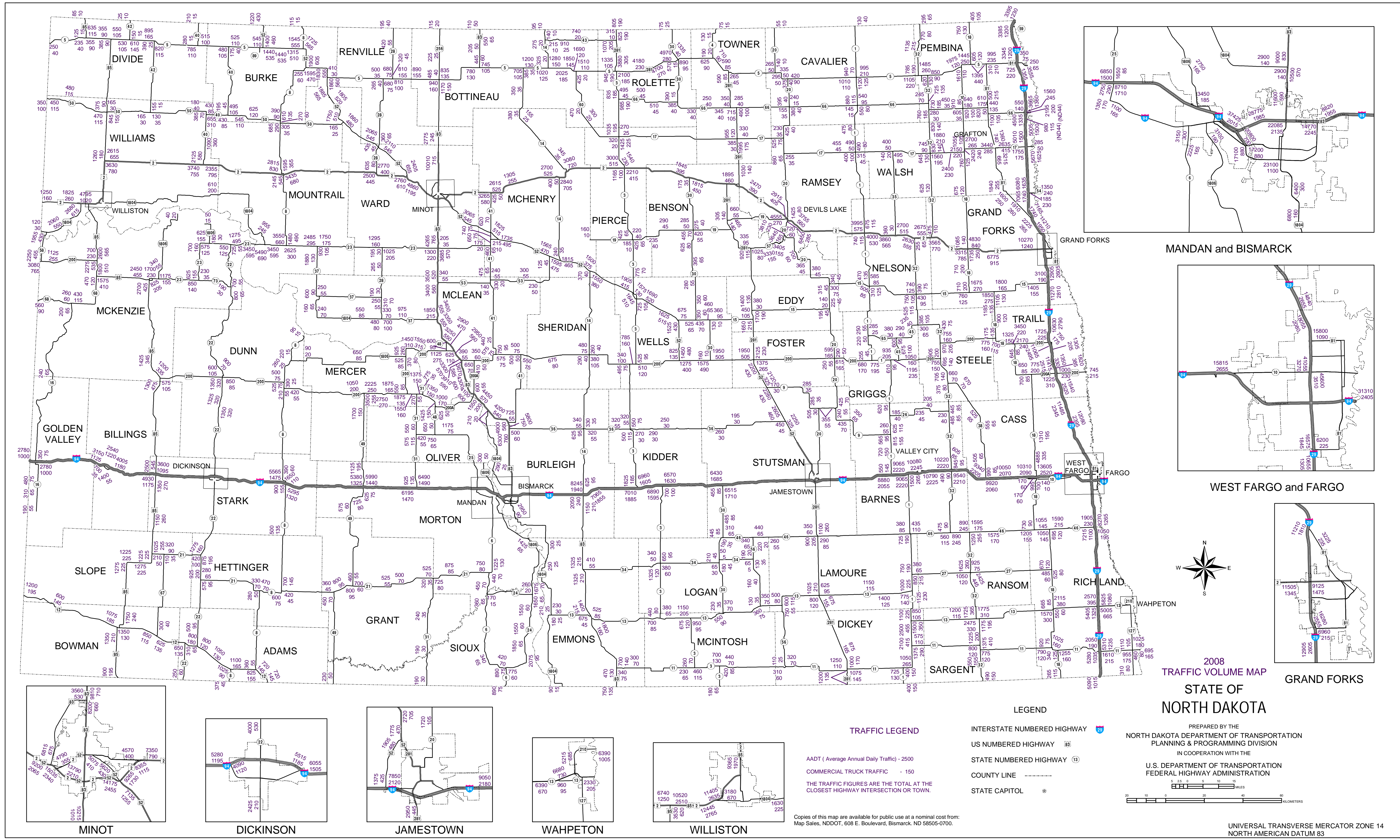
NHS Mileage

| | | |
|---|---------------------|--------|
|  | Interstate Rural | 519.3 |
|  | Interstate Urban | 51.9 |
| | Total | 571.2 |
|  | Principal Art. Rur. | 2085.2 |
|  | Principal Art. Urb. | 65.7 |
| | Total | 2150.9 |
| | Total NHS | 2722.1 |

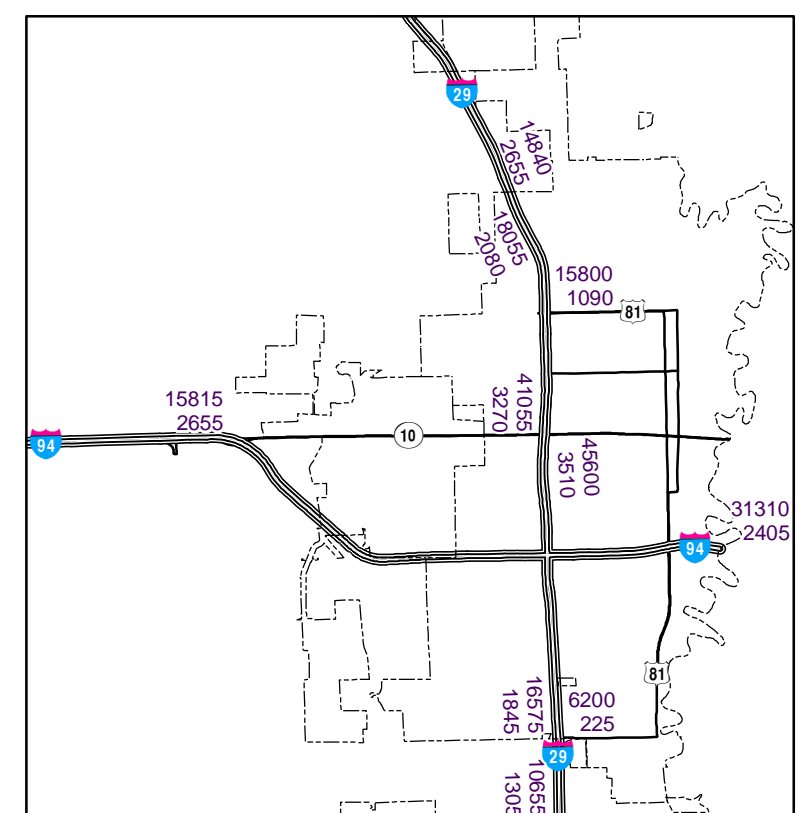
NOTES Data from Functional Class on Mainframe



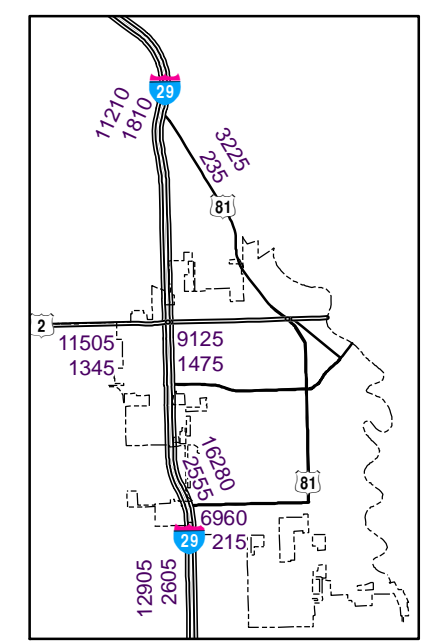
Planning & Programming Division
 Transportation Data
 December 2008



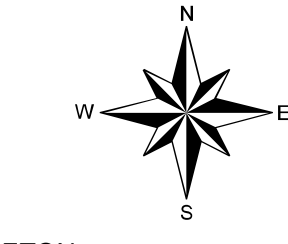
MANDAN and BISMARCK



WEST FARGO and FARGO



GRAND FORKS



2008
TRAFFIC VOLUME MAP
STATE OF
NORTH DAKOTA

PREPARED BY THE
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING & PROGRAMMING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



UNIVERSAL TRANSVERSE MERCATOR ZONE 14
NORTH AMERICAN DATUM 83

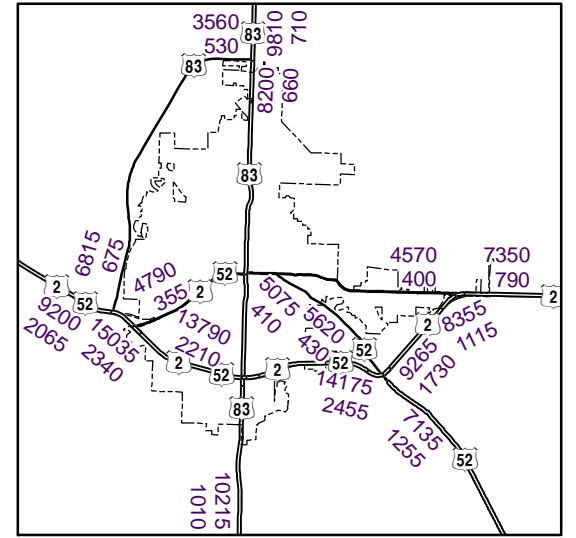
TRAFFIC LEGEND

- AADT (Average Annual Daily Traffic) - 2500
- COMMERCIAL TRUCK TRAFFIC - 150
- THE TRAFFIC FIGURES ARE THE TOTAL AT THE CLOSEST HIGHWAY INTERSECTION OR TOWN.

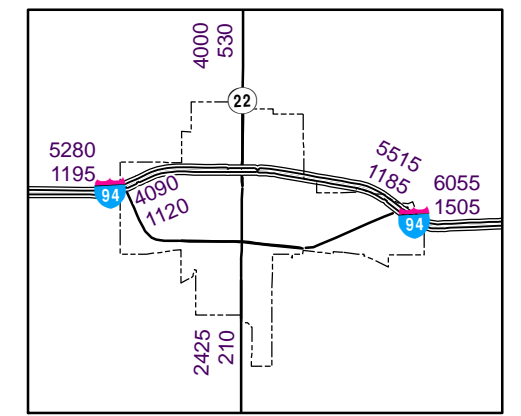
LEGEND

- INTERSTATE NUMBERED HIGHWAY
- US NUMBERED HIGHWAY
- STATE NUMBERED HIGHWAY
- COUNTY LINE
- STATE CAPITOL

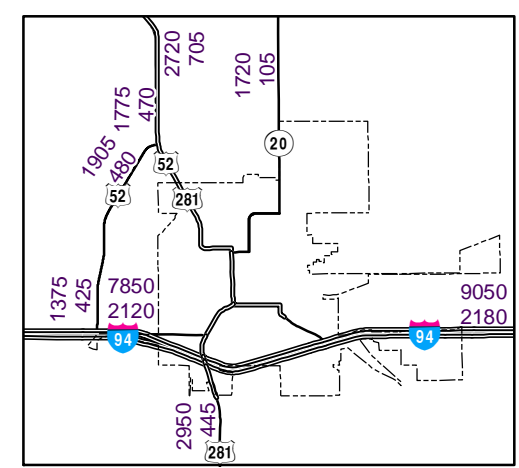
Copies of this map are available for public use at a nominal cost from:
Map Sales, NDDOT, 608 E. Boulevard, Bismarck, ND 58505-0700.



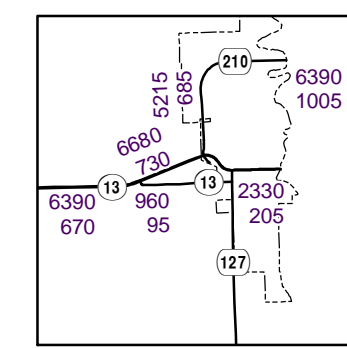
MINOT



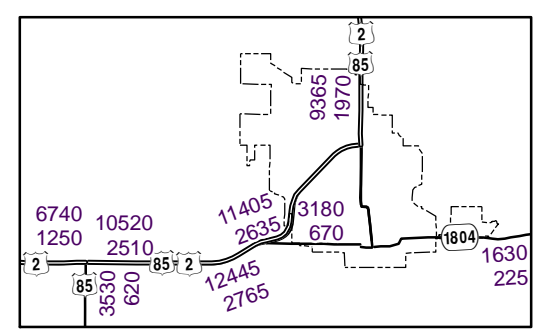
DICKINSON



JAMESTOWN

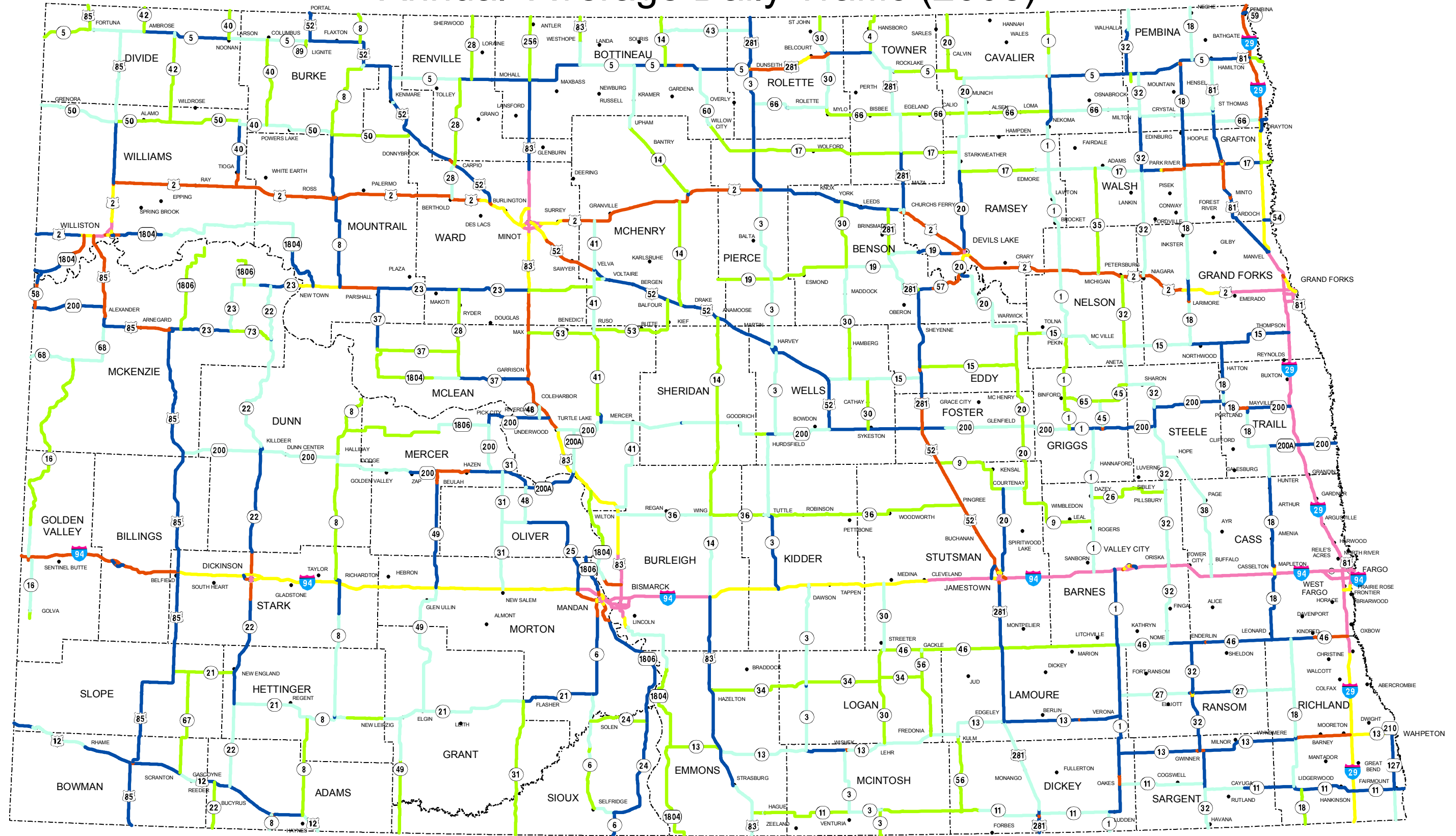


WAHPETON



WILLISTON

Annual Average Daily Traffic (2008)



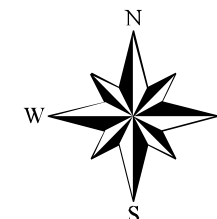
(13)

Annual Average Daily Traffic

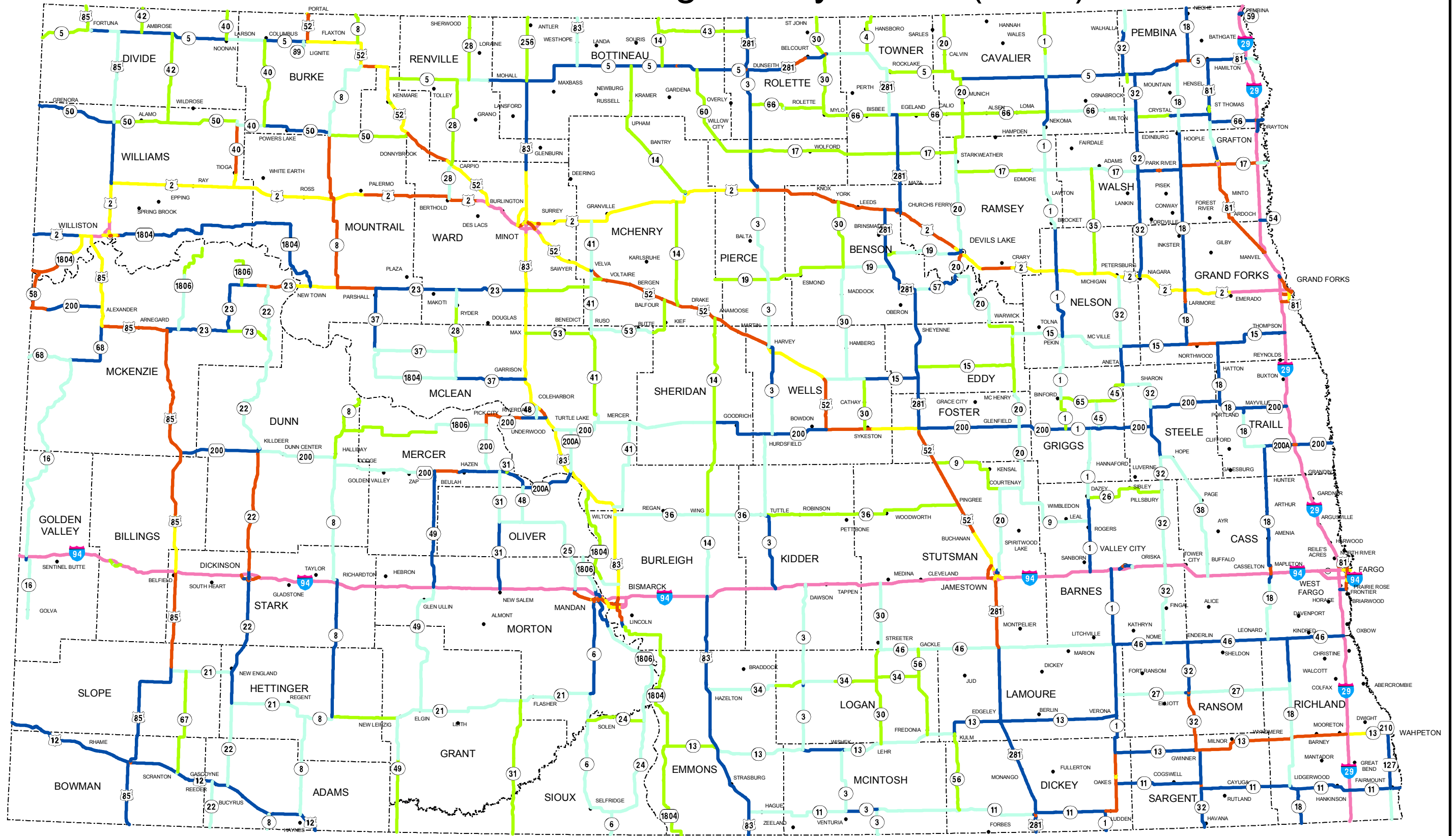
- 1 - 349
- 350 - 749
- 750 - 1999
- 2000 - 3999
- 4000 - 6999
- 7000 and greater

- Notes - Data from 2008 highway components segments.
- The AADT for longer segments are an average of the traffic segments.
 - The AADT for ND Highway 10 from RP 0.0 to 14.5 averages 141.
 - The AADT for ND Highway 200 from RP 395.5 to 406.5 averages 1040.

Planning & Programming Division
Transportation Data
December 2008



Truck Annual Average Daily Traffic (2008)



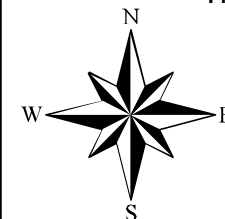
(14)

Truck AADT

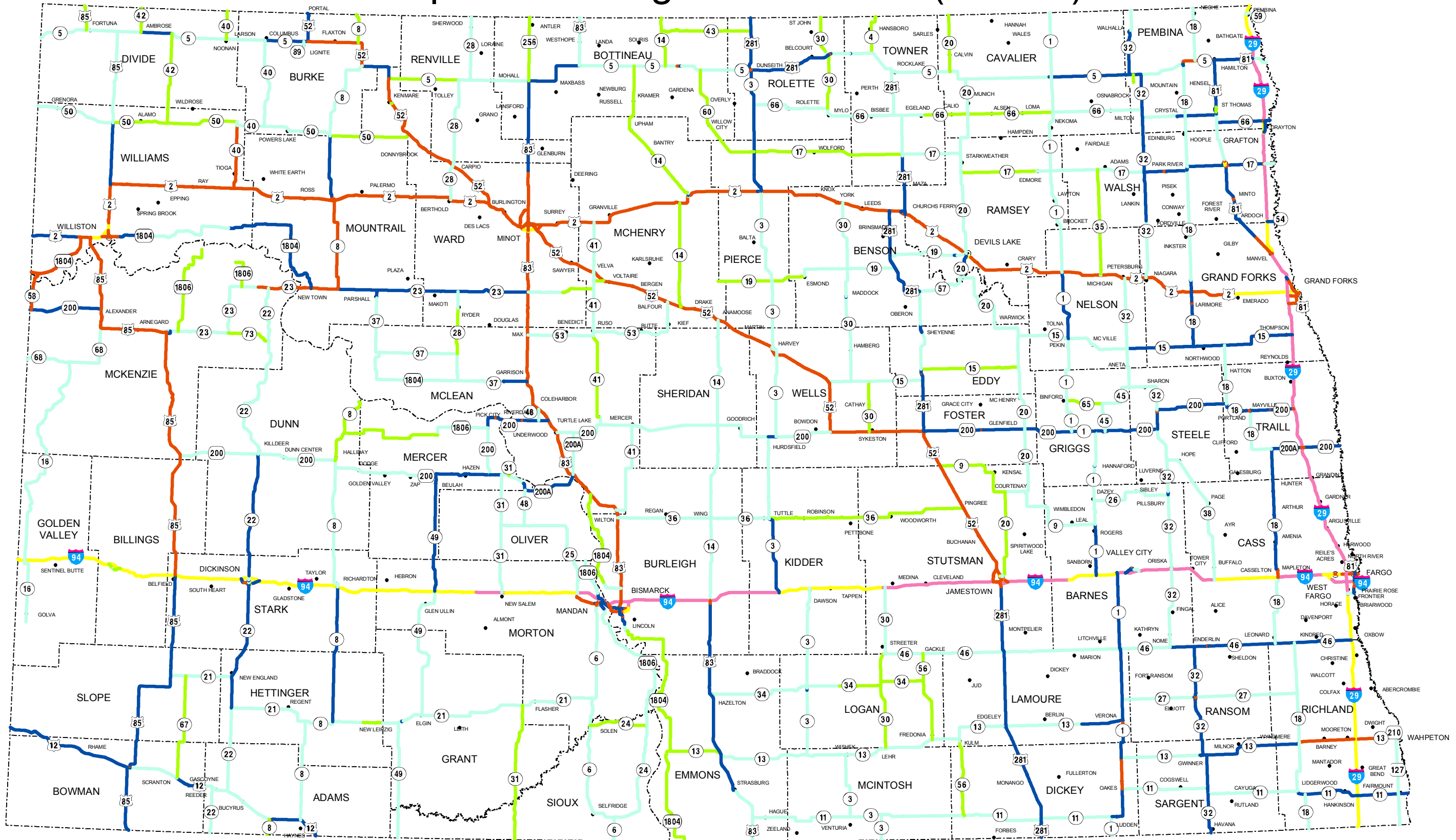
- 0 - 49
- 50 - 99
- 100 - 249
- 250 - 499
- 500 - 999
- 1000 and greater

- Notes:
- Data from 2008 highway components segments.
 - The counts for longer sections are an average of the traffic segments.
 - The TAADT for ND Highway 10 from RP 0.0 to 14.5 averages 19.
 - The TAADT for ND Highway 200 from RP 395.5 to 406.5 averages 227.

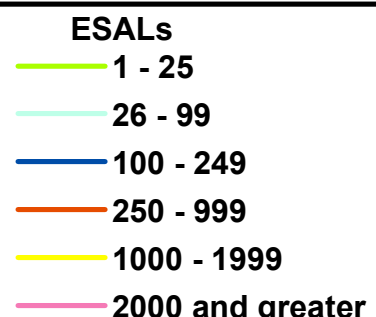
Planning & Programming Division
 Transportation Data
 December 2008



Equivalent Single Axle Loads (ESALs)



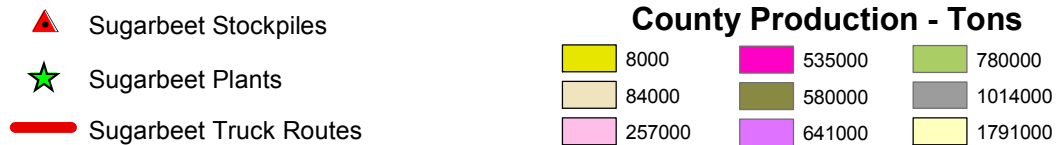
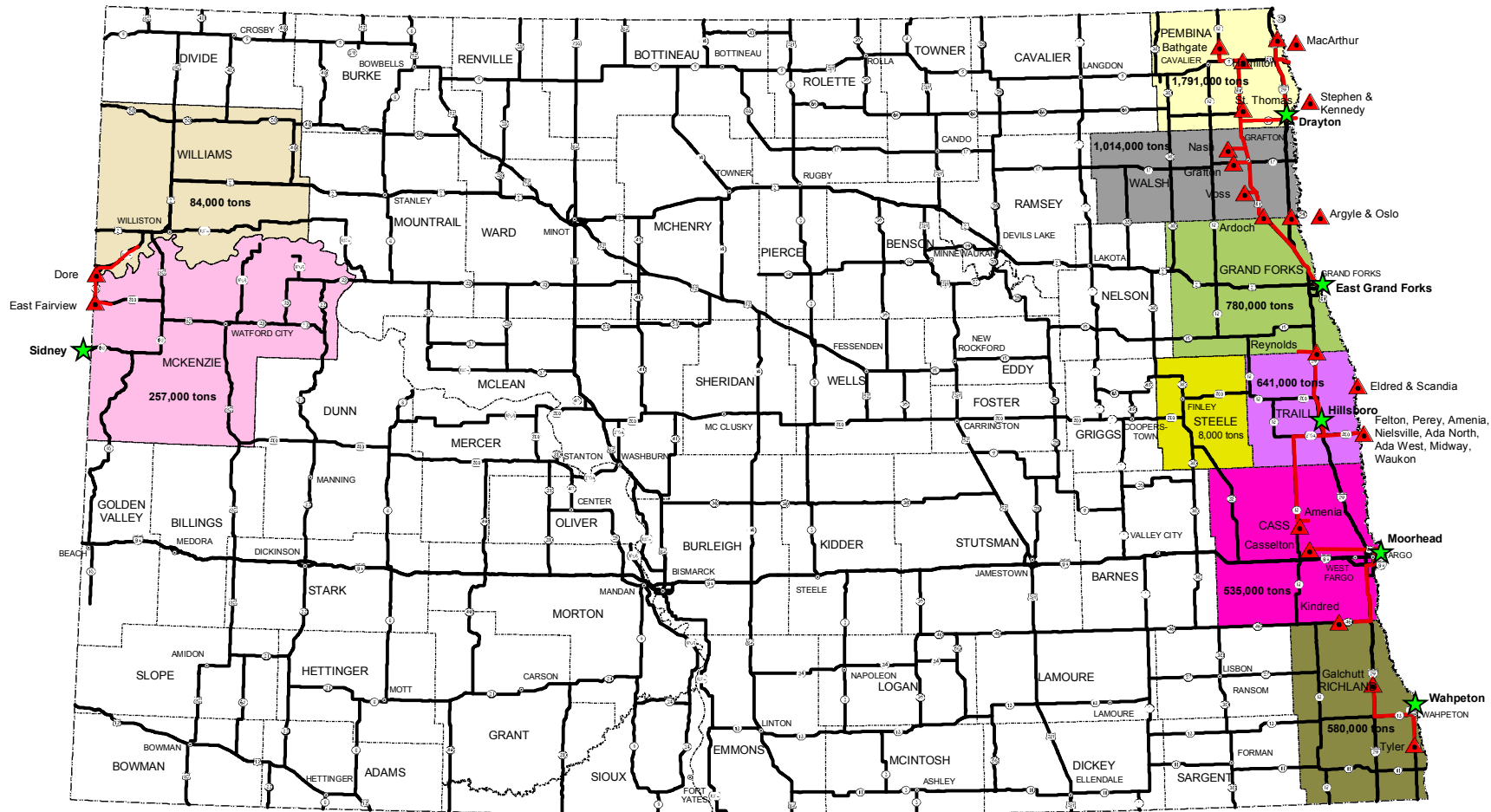
(15)



Notes: - Data from 2008 highway components segments.
 - The ESALs for longer sections are an average of the traffic segments.
 - Rigid ESALs for I-29 and I-94.
 - Flexible ESALs for all other roads.
 - The ESALs for ND Highway 10 from RP 0.0 to 14.5 average 15.
 - The ESALs for ND Highway 200 from RP 395.5 to 406.5 average 200.

Planning & Programming Division
 Transportation Data
 December 2008

Sugarbeet Production and Truck Routes



NOTE: Data from ND Agricultural Statistics Service - Sugarbeets 2007 County Production
 Total production for the state of ND was 5,706,000 tons.
 2008 estimates are not available.
 Individual production figures for each county are provided on the map

Planning & Programming Division
 Transportation Data
 December 2008

PERMANENT STATION COMPARISON OF AADT BY YEAR

| STATION NUMBER | LOCATION | 1988 | 1990 | 1992 | 1994 | 1996 | 1998 | 2000 | 2002 | 2004 | 2005 | 2006 | 2007 | 2008 | % CHANGE 2008/2007 | % CHANGE 2008/1998 | % CHANGE 2008/1988 |
|--|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------|--------------------|--------------------|
| URBAN INTERSTATE 94 | | | | | | | | | | | | | | | | | |
| 217 | FARGO (U) | | | | | 45384 | 49528 | 49794 | 54812 | 61932 | 61012 | 61479 | 63051 | 63417 | 0.6% | 28.0% | -- |
| 283 | BISMARCK (U) | 12660 | 13882 | 14396 | | | 16606 | 17656 | 17396 | 18782 | 20144 | 21507 | 24770 | 22085 | -10.8% | 33.0% | -- |
| | MEAN | 12660 | 13882 | 14396 | 45384 | 33067 | 33725 | 36104 | 40357 | 40578 | 41493 | 43911 | 42751 | -5.1% | 30.5% | -- | |
| RURAL INTERSTATE 94 | | | | | | | | | | | | | | | | | |
| 207 | MEDINA | 4238 | 4564 | 4912 | 5140 | 5652 | 6390 | 6528 | 6900 | 6810 | 6778 | 6706 | 6941 | 6595 | -5.0% | 3.2% | 55.6% |
| 223 | NEW SALEM | 4254 | 4500 | 4926 | 5122 | 5220 | | | 5968 | 6088 | 6034 | 6116 | 6252 | 6195 | -0.9% | -- | 45.6% |
| 245 | TOWER CITY | 5700 | 6258 | 6744 | 6926 | 7520 | 8066 | 8370 | 8292 | 9266 | 9146 | 9173 | 9440 | 9340 | -1.1% | 15.8% | 63.9% |
| 279 | PAINTED CANYON | 2656 | 2870 | 2968 | 3134 | 3156 | 3370 | 3528 | 3726 | 3596 | 3608 | 3668 | 4086 | 3554 | -13.0% | 5.5% | 33.8% |
| 298 | DURBIN | | | | | | 2472 | | | | | | | | -- | -- | -- |
| | MEAN | 4212 | 4548 | 4888 | 5081 | 5387 | 5075 | 6142 | 6222 | 6440 | 6392 | 6416 | 6680 | 6421 | -5.0% | 8.2% | 49.7% |
| URBAN INTERSTATE 29 | | | | | | | | | | | | | | | | | |
| 235 | FARGO (U) | | | | | 23120 | 25860 | | 22070 | 24808 | 25772 | 25790 | 26642 | 27503 | 3.2% | 6.4% | -- |
| | MEAN | | | | | 23120 | 25860 | | 22070 | 24808 | 25772 | 25790 | 26642 | 27503 | 3.2% | 6.4% | -- |
| RURAL INTERSTATE 29 | | | | | | | | | | | | | | | | | |
| 211 | BUXTON | 7414 | 8082 | 9024 | 9210 | 9954 | 9018 | 9144 | 9862 | 10526 | 10426 | 10532 | 10951 | 10630 | -2.9% | 17.9% | 43.4% |
| 243 | BOWESMONT | 1772 | 2222 | 2636 | 2488 | 2506 | 2872 | 2860 | 2806 | 2980 | 3074 | 3146 | 3662 | 3559 | -2.8% | 23.9% | 100.8% |
| 265 | MOORETON | 2930 | 3222 | 3538 | 3932 | 4502 | 5044 | 5130 | 5294 | 5914 | 5962 | 5940 | 6059 | 5823 | -3.9% | 15.4% | 98.7% |
| 285 | DAVENPORT | | | | | | | | 8920 | 10098 | 10254 | 10151 | 10221 | 9777 | -4.3% | -- | -- |
| 301 | HICKSON | | | | | 7348 | | | | | | | | | -- | -- | -- |
| | MEAN | 4039 | 4509 | 5066 | 5210 | 6078 | 5645 | 5711 | 6721 | 7380 | 7429 | 7442 | 7723 | 7447 | -3.5% | 19.1% | 81.0% |
| RURAL PRINCIPAL ARTERIAL | | | | | | | | | | | | | | | | | |
| 201 | RAY | 1434 | 1454 | 1524 | 1586 | 1534 | 1570 | 1618 | 1678 | 1660 | 1748 | 1873 | 2115 | 2678 | 26.6% | 70.6% | 86.8% |
| 203 | MAX | 2452 | 2642 | 2808 | 2814 | 3108 | 3130 | 3366 | 3532 | 3600 | 3530 | 3612 | 3653 | 3702 | 1.3% | 18.3% | 51.0% |
| 205 | GWINNER | 866 | 920 | 936 | 960 | 994 | 1026 | 1146 | 1118 | 1266 | 1266 | 1255 | 1200 | 1109 | -7.6% | 8.1% | 28.1% |
| 209 | MINOT | 10270 | 9612 | 9558 | 9842 | 9932 | 9204 | | | | | | | | -- | -- | -- |
| 213 | LAKOTA | 2452 | 2552 | 2754 | 2850 | 3160 | 3212 | | | | | | | | -- | -- | -- |
| 215 | JAMESTOWN | 2380 | 2348 | 2374 | 2448 | 2736 | | 2740 | 2738 | 2660 | 2702 | 2716 | 2859 | 2845 | -0.5% | -- | 19.5% |
| 219 | MANDAN | 1202 | 1208 | 1254 | 1276 | 1248 | 1450 | 1494 | 1536 | 1538 | 1490 | 1518 | 1488 | 1471 | -1.1% | 1.4% | 22.4% |
| 221 | FAIRFIELD | 1446 | 1584 | 1458 | 1338 | 1406 | 1356 | 1370 | 1408 | 1436 | 1468 | 1649 | 1754 | 1808 | 3.1% | 33.3% | 25.0% |
| 227 | VERONA | 642 | 696 | 738 | 726 | 768 | | | | | | | | | -- | -- | -- |
| 229 | COOPERSTOWN | 722 | 678 | 840 | 856 | 822 | 960 | | 894 | 896 | 846 | 827 | 819 | 845 | 3.2% | -12.0% | 17.0% |
| 233 | FOXHOLM | 1688 | 1820 | 2012 | 1994 | 1952 | 1926 | 1832 | 1894 | 1870 | 1888 | 1899 | 2100 | 2177 | 3.7% | 13.0% | 29.0% |
| 237 | NEKOMA | 662 | 642 | 658 | 684 | 668 | 694 | | 760 | 754 | 714 | 686 | 886 | 785 | -11.4% | 13.1% | 18.6% |
| 239 | NEW TOWN | 1092 | 1038 | 1072 | 1406 | 1374 | 1382 | 1520 | 1606 | 1682 | 1618 | 1599 | 1726 | 2357 | 36.6% | 70.5% | 115.8% |
| 241 | BOTTINEAU | 1054 | 968 | 1024 | 1044 | 998 | 932 | 996 | 950 | 1018 | 978 | 946 | 1007 | 1050 | 4.3% | 12.7% | -0.4% |
| 251 | HAGUE | 532 | 538 | 626 | 634 | 630 | 640 | 710 | 770 | 740 | 704 | 589 | 729 | 746 | 2.3% | 16.6% | 40.2% |
| 253 | RUGBY | | | | | | 2766 | | 2748 | 2642 | 2556 | 2475 | 2510 | 2730 | 8.8% | -1.3% | -- |
| 255 | CROSBY | | 506 | 532 | 576 | 544 | 584 | 492 | 532 | 554 | 540 | 574 | 581 | 598 | 2.9% | 2.4% | -- |
| 257 | WILLISTON | 916 | 928 | 1052 | 1068 | 1156 | 1236 | | 1208 | 1186 | 1204 | 1229 | 1265 | 1251 | -1.1% | 1.2% | 36.6% |
| 271 | GOLDEN VALLEY | 640 | 638 | 642 | 648 | 718 | 698 | | 666 | 676 | 690 | 702 | 713 | 698 | -2.1% | 0.0% | 9.1% |
| 273 | NEW LEIPZIG | 386 | 380 | 380 | 348 | 360 | 354 | 390 | 386 | 368 | 352 | 339 | 335 | 314 | -6.3% | -11.3% | -18.7% |
| 281 | SAWYER | | | | | | | 3646 | 3724 | 3878 | 3890 | 3902 | 4004 | 3883 | -3.0% | -- | -- |
| 303 | MICHIGAN | | | | | | 3350 | 3616 | 3512 | 3508 | 3436 | 3361 | 3384 | 3303 | -2.4% | -1.4% | -- |
| 305 | EMERADO | | | | | 5600 | | | | | | | | | -- | -- | -- |
| 307 | WASHBURN | | | | | | 3616 | 3580 | 3880 | 3984 | 4016 | 4233 | 4363 | 4437 | 1.7% | 22.7% | -- |
| | MEAN | 1713 | 1640 | 1697 | 1742 | 1985 | 2004 | 1901 | 1777 | 1796 | 1782 | 1799 | 1875 | 1939 | 2.9% | 14.3% | 32.0% |
| RURAL MINOR ARTERIAL & RURAL MAJOR COLLECTOR - STATE | | | | | | | | | | | | | | | | | |
| 231 | GRAFTON | 2340 | 2302 | 2386 | 2348 | 2328 | 2372 | 2628 | 2678 | 2818 | 2670 | 2521 | 2469 | 2623 | 6.2% | 10.6% | 12.1% |
| 247 | COURTENAY | 434 | 434 | 466 | 518 | 468 | | 486 | 518 | 490 | 470 | 460 | 456 | 442 | -3.1% | -- | 1.8% |
| 249 | GARRISON | 1032 | 934 | 956 | 1022 | | 1142 | 1166 | 1208 | 1178 | 1168 | 1164 | 1177 | 1184 | 0.6% | 3.7% | 14.7% |
| 275 | HANNOVER | 474 | 462 | 466 | 468 | 488 | 524 | 560 | 542 | 500 | 502 | 479 | 530 | 500 | -5.7% | -4.6% | 5.5% |
| 289 | MANNING | | | | | | | | 1592 | 1610 | 1604 | 1718 | 1901 | 2341 | 23.1% | -- | -- |
| | MEAN | 1070 | 1033 | 1069 | 1089 | 1095 | 1346 | 1210 | 1308 | 1319 | 1283 | 1268 | 1307 | 1418 | 4.2% | 3.2% | 8.5% |

Missing data is the result of years when a recording station was out of service.

PERMANENT STATION COMPARISON OF AADT BY YEAR

| STATION NUMBER | LOCATION | 1988 | 1990 | 1992 | 1994 | 1996 | 1998 | 2000 | 2002 | 2004 | 2005 | 2006 | 2007 | 2008 | % CHANGE 2008/2007 | % CHANGE 2008/1998 | % CHANGE 2008/1988 |
|--|---------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-----------------------|-----------------------|-----------------------|
| RURAL MAJOR COLLECTOR - COUNTY | | | | | | | | | | | | | | | | | |
| 225 | STERLING | 578 | 530 | 548 | 532 | 558 | 556 | | 558 | 492 | 484 | 525 | 558 | 560 | 0.4% | 0.7% | -3.1% |
| 259 | AYR | 260 | 298 | | 366 | 288 | 276 | 348 | 456 | 384 | 360 | 340 | 350 | 360 | 2.9% | 30.4% | 38.5% |
| 263 | METIGOSHE | 826 | 736 | 744 | 784 | 726 | 414 | | | | | | | | -- | -- | -- |
| 277 | REGENT | 186 | 170 | 262 | 284 | 268 | 304 | 298 | 314 | 296 | 298 | 287 | 309 | 320 | 3.6% | 5.3% | 72.0% |
| | MEAN | 463 | 434 | 518 | 492 | 460 | 388 | 323 | 443 | 391 | 381 | 384 | 406 | 413 | 2.3% | 12.1% | 35.8% |
| URBAN PRINCIPAL ARTERIAL | | | | | | | | | | | | | | | | | |
| 287 | GRAND FORKS | | | | | | | | 18520 | 19656 | 19248 | 19107 | 19947 | 18974 | -4.9% | -- | -- |
| 501 | FARGO (U) | | | | | | 27970 | 24150 | 26592 | 26852 | 26264 | 24248 | 24533 | 24606 | 0.3% | -12.0% | -- |
| 601 | BISMARCK (U) | | | | | | 12919 | 12408 | 11747 | 11961 | 11828 | 11465 | 12174 | 11991 | -1.5% | -7.2% | -- |
| 603 | WILLISTON (U) | | | | | | 4058 | 4174 | 4118 | 4228 | 4316 | 4528 | 4623 | 4801 | 3.9% | 18.3% | -- |
| 605 | MANDAN (U) | | | | | | 19702 | | 20200 | 20158 | 20240 | 20213 | 20530 | 19582 | -4.6% | -0.6% | -- |
| | MEAN | | | | | | 16162 | 13577 | 16235 | 16571 | 16379 | 15912 | 16361 | 15991 | -1.4% | -0.4% | -- |
| URBAN MINOR ARTERIAL | | | | | | | | | | | | | | | | | |
| 607 | DICKINSON (U) | | | | | | 3128 | 3072 | 2980 | 3104 | 3090 | 3053 | 2967 | 2855 | -3.8% | -8.7% | -- |
| 611 | MINOT (U) | | | | | | 2804 | 3240 | 2624 | 2690 | 2626 | 2541 | 2340 | 2618 | 11.9% | -6.6% | -- |
| | MEAN | | | | | | 2966 | 3156 | 2802 | 2897 | 2858 | 2797 | 2654 | 2737 | 4.1% | -7.7% | -- |
| URBAN COLLECTOR & LOCAL URBAN | | | | | | | | | | | | | | | | | |
| 609 | MINOT (U) | | | | | | 1858 | 1896 | 2076 | 2346 | 2328 | 2222 | 2191 | 2255 | 2.9% | 21.4% | -- |
| | MEAN | | | | | | 1858 | 1896 | 2076 | 2346 | 2328 | 2222 | 2191 | 2255 | 2.9% | 21.4% | -- |

Missing data is the result of years when a recording station was out of service.

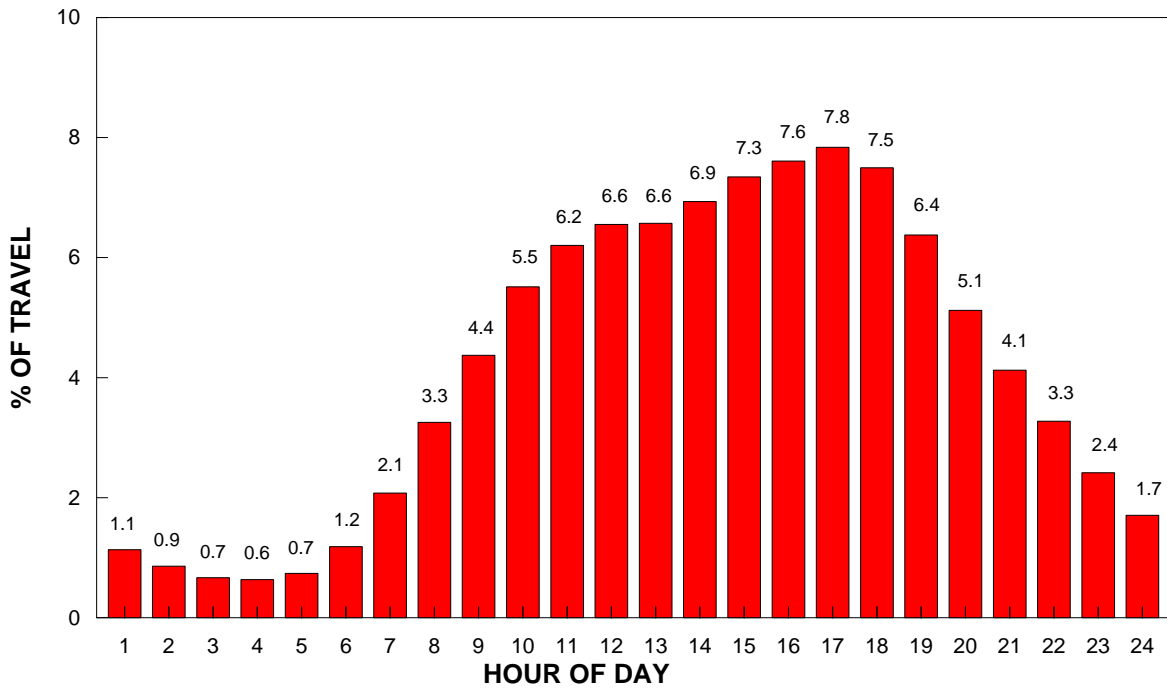
PERMANENT STATION COMPARISON OF TRUCK AADT BY YEAR

| STATION NUMBER | LOCATION | 1988 | 1990 | 1992 | 1994 | 1996 | 1998 | 2000 | 2002 | 2004 | 2005 | 2006 | 2007 | 2008 | % CHANGE 2008/2007 | % CHANGE 2008/1998 | % CHANGE 2008/1988 |
|----------------------------------|----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----------------------|-----------------------|-----------------------|
| INTERSTATE RURAL | | | | | | | | | | | | | | | | | |
| 207 | MEDINA | | | | | | 1380 | 1600 | 1566 | 1618 | 1646 | 1699 | 1756 | 1711 | -2.6% | 24.0% | -- |
| 211 | BUXTON | | | | | | 1636 | 2114 | 2196 | 2494 | 2516 | 2554 | 2832 | 2790 | -1.5% | 70.5% | -- |
| 223 | NEW SALEM | | | | | | | | 1214 | 1244 | 1290 | 1364 | 1462 | 1467 | 0.3% | -- | -- |
| 243 | BOWESMONT | | | | | | 964 | 1110 | 1160 | 1164 | 1156 | 1186 | 1411 | 1358 | -3.8% | 40.9% | -- |
| 245 | TOWER CITY | | | | | | | | | 1922 | 1974 | 2001 | 2156 | 2203 | 2.2% | -- | -- |
| 265 | MOORETON | | | | | | 840 | 934 | 812 | 922 | 976 | 1006 | 1061 | 1076 | 1.4% | 28.1% | -- |
| 279 | PAINTED CANYON | | | | | | 702 | 460 | 1044 | 1018 | 1036 | 1177 | 1405 | 1166 | -17.0% | 66.1% | -- |
| 285 | DAVENPORT | | | | | | | | 1120 | 1184 | 1252 | 1248 | 1313 | 1293 | -1.5% | -- | -- |
| 298 | DURBIN | | | | | | 1768 | | | | | | | | -- | -- | -- |
| | MEAN | | | | | | 1215 | 1244 | 1302 | 1446 | 1481 | 1529 | 1675 | 1633 | -2.8% | 45.9% | -- |
| PRINCIPAL ARTERIAL- RURAL | | | | | | | | | | | | | | | | | |
| 201 | RAY | | | | | | 238 | 290 | 260 | 260 | 310 | 378 | 466 | 669 | 43.6% | 181.1% | -- |
| 203 | MAX | | | | | | 438 | 584 | 538 | 536 | 512 | 541 | 559 | 568 | 1.6% | 29.7% | -- |
| 205 | GWINNER | | | | | | | 106 | 168 | 154 | 148 | 145 | 132 | 117 | -11.4% | -- | -- |
| 215 | JAMESTOWN | | | | | | | 468 | 446 | 510 | 558 | 584 | 682 | 709 | 4.0% | -- | -- |
| 219 | MANDAN | | | | | | 140 | 198 | 154 | 146 | 142 | 154 | 138 | 138 | 0.0% | -1.4% | -- |
| 221 | FAIRFIELD | | | | | | | 340 | 274 | 258 | 294 | 399 | 475 | 507 | 6.7% | -- | -- |
| 233 | FOXHOLM | | | | | | 424 | 432 | 406 | 418 | 440 | 454 | 531 | 548 | 3.2% | 29.2% | -- |
| 237 | NEKOMA | | | | | | | | 108 | 122 | 116 | 115 | 150 | 118 | -21.3% | -- | -- |
| 239 | NEW TOWN | | | | | | | 158 | 142 | | 140 | 148 | 230 | 549 | 138.7% | -- | -- |
| 241 | BOTTINEAU | | | | | | 96 | 162 | 142 | 118 | 118 | 111 | 142 | 129 | -9.2% | 34.4% | -- |
| 253 | RUGBY | | | | | | 930 | | 422 | 424 | 418 | 406 | 426 | 508 | 19.2% | -45.4% | -- |
| 255 | CROSBY | | | | | | | 96 | 132 | 78 | 96 | 131 | 130 | 145 | 11.5% | -- | -- |
| 257 | WILLISTON | | | | | | 146 | | 140 | 140 | 158 | 160 | 175 | 160 | -8.6% | 9.6% | -- |
| 271 | GOLDEN VALLEY | | | | | | | | | | | 67 | 75 | 66 | -12.0% | -- | -- |
| 273 | NEW LEIPZIG | | | | | | 56 | 84 | 66 | 60 | 44 | 44 | 45 | 43 | -4.4% | -23.2% | -- |
| 281 | SAWYER | | | | | | | 462 | 390 | 420 | 486 | 526 | 538 | 572 | 6.3% | -- | -- |
| 303 | MICHIGAN | | | | | | 648 | 732 | 568 | 558 | 538 | 515 | 529 | 513 | -3.0% | -20.8% | -- |
| 307 | WASHBURN | | | | | | 522 | 616 | 566 | 552 | 548 | 607 | 622 | 609 | -2.1% | 16.7% | -- |
| | MEAN | | | | | | 364 | 338 | 290 | 297 | 298 | 305 | 336 | 370 | 9.0% | 21.0% | -- |
| MINOR ARTERIAL RURAL | | | | | | | | | | | | | | | | | |
| 231 | GRAFTON | | | | | | | 262 | 250 | 272 | 274 | 240 | 228 | 267 | 17.1% | -- | -- |
| 247 | COURTENAY | | | | | | | 50 | 44 | 40 | 40 | 32 | 35 | 33 | -5.7% | -- | -- |
| 249 | GARRISON | | | | | | 104 | 160 | 106 | 112 | 104 | 106 | 113 | 117 | 3.5% | 12.5% | -- |
| 275 | HANNOVER | | | | | | 54 | 74 | 62 | 64 | 66 | 60 | 58 | 57 | -1.7% | 5.6% | -- |
| 289 | MANNING | | | | | | | | 142 | 128 | 132 | 160 | 283 | 408 | 44.2% | -- | -- |
| | MEAN | | | | | | 79 | 137 | 121 | 123 | 123 | 120 | 143 | 176 | 11.5% | 9.0% | -- |
| MAJOR COLLECTOR | | | | | | | | | | | | | | | | | |
| 225 | STERLING | | | | | | | | | 46 | 40 | 39 | 54 | 54 | 0.0% | -- | -- |
| | MEAN | | | | | | | | | 46 | 40 | 39 | 54 | 54 | 0.0% | -- | -- |
| INTERSTATE URBAN | | | | | | | | | | | | | | | | | |
| 217 | FARGO (U) | | | | | | 3822 | 4742 | 4400 | 4888 | 4988 | 4791 | 4774 | 4930 | 3.3% | 29.0% | -- |
| 235 | FARGO (U) | | | | | | 2602 | | 2594 | 2684 | 2720 | 2726 | 2960 | 2980 | 0.7% | 14.5% | -- |
| 283 | BISMARCK (U) | | | | | | 1706 | 1948 | 1862 | 1952 | 2162 | 2264 | 2663 | 2151 | -19.2% | 26.1% | -- |
| | MEAN | | | | | | 2710 | 3345 | 2952 | 3175 | 3290 | 3260 | 3466 | 3354 | -5.1% | 23.2% | -- |

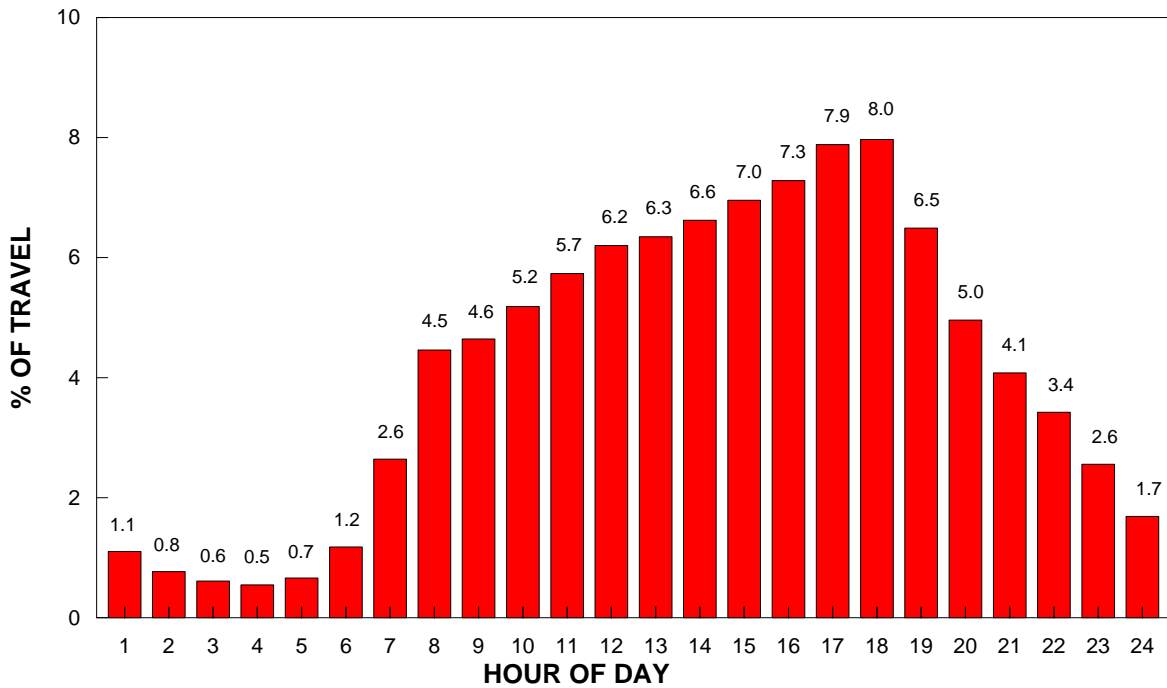
Missing data is the result of years when a recording station was out of service.

HOURLY DISTRIBUTION OF TRAVEL

RURAL INTERSTATE 94

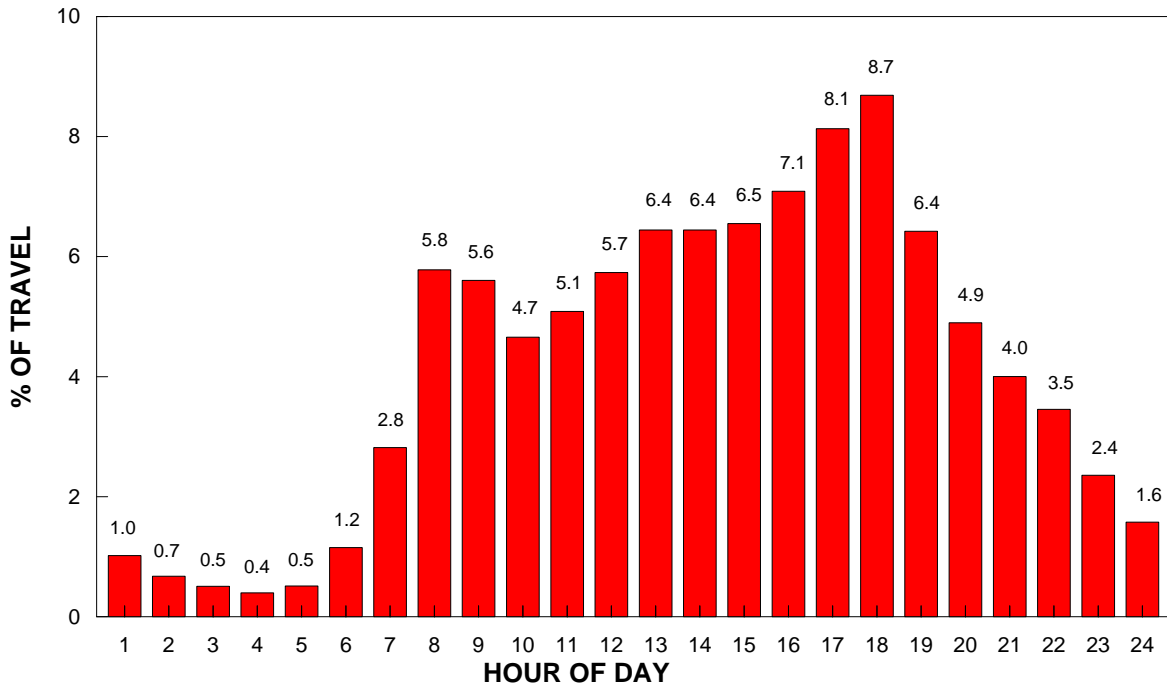


RURAL INTERSTATE 29

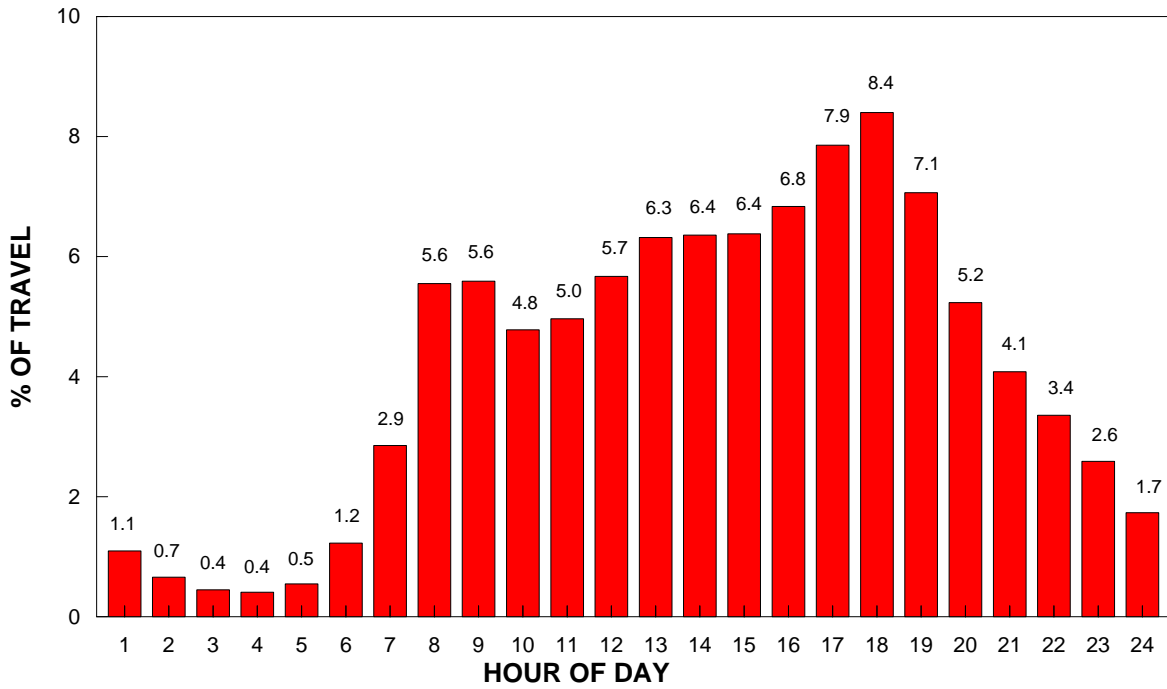


HOURLY DISTRIBUTION OF TRAVEL

URBAN INTERSTATE 94

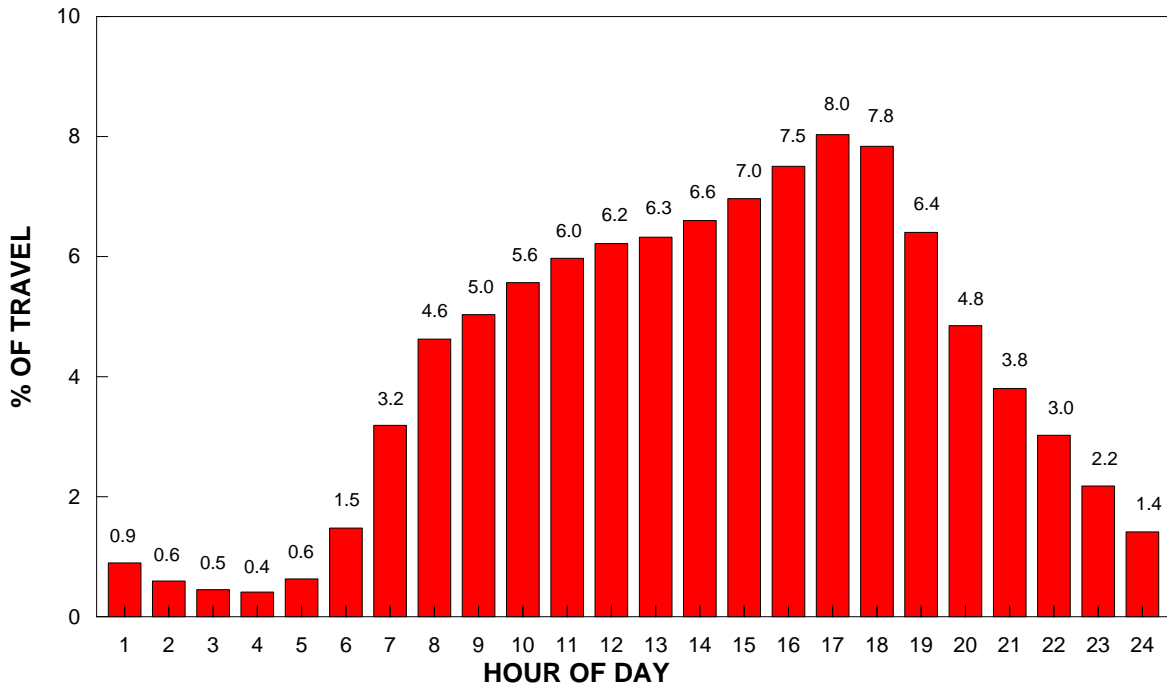


URBAN INTERSTATE 29

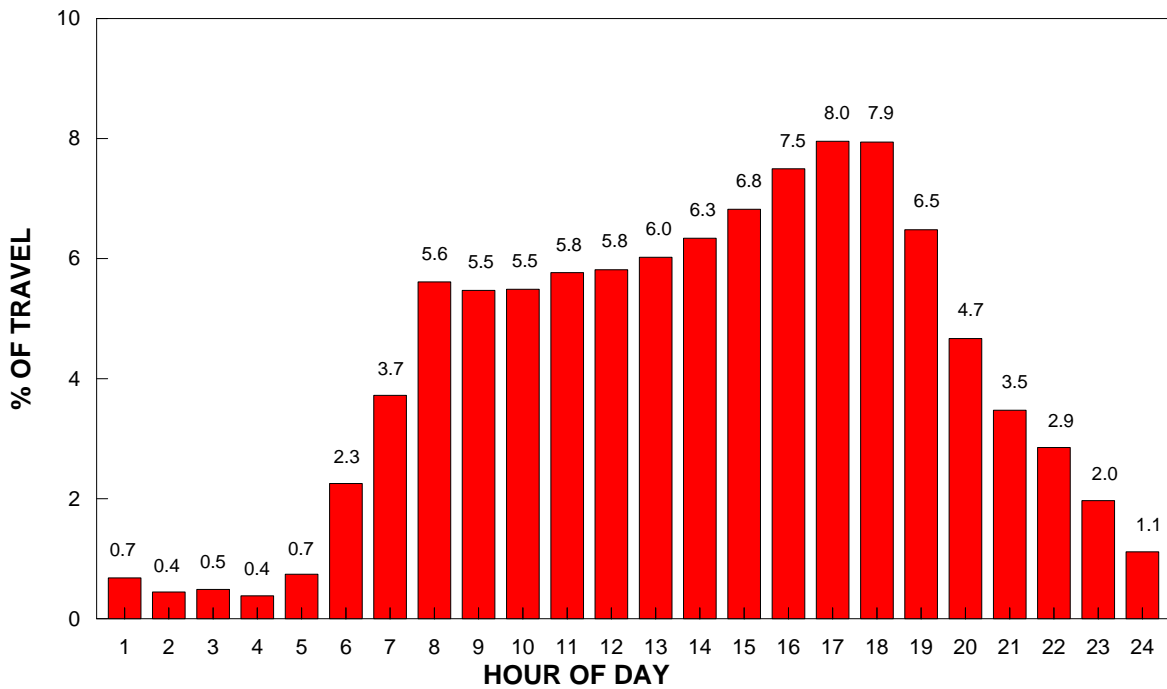


HOURLY DISTRIBUTION OF TRAVEL

RURAL PRINCIPAL ARTERIAL

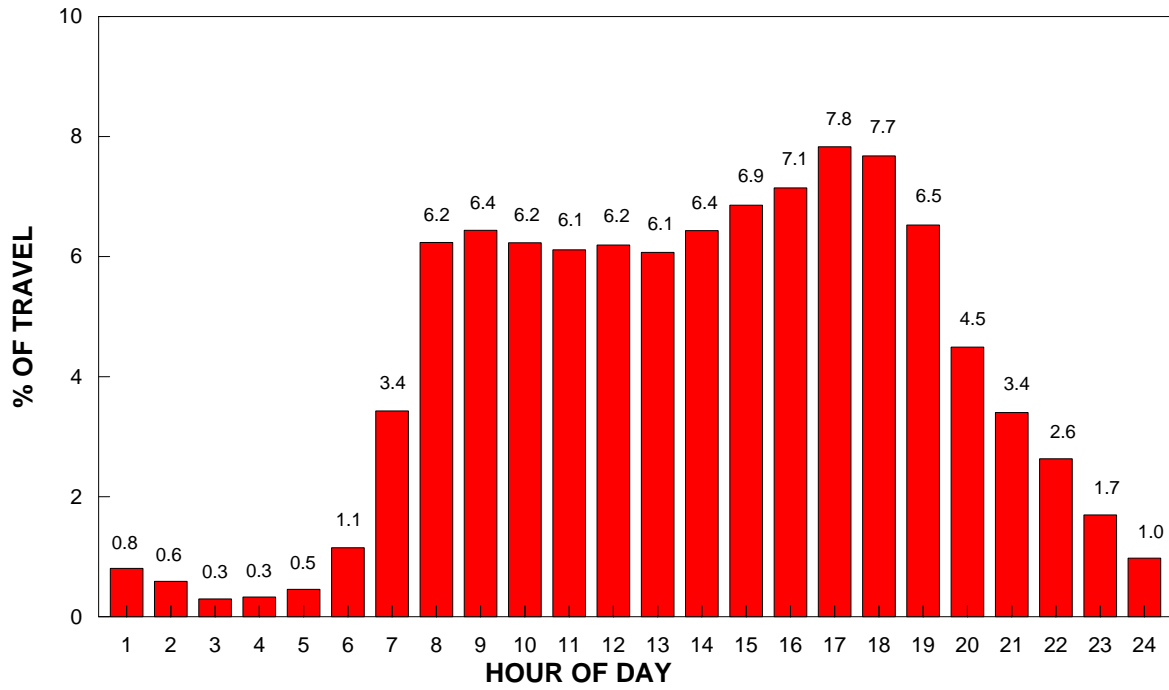


RURAL MINOR ARTERIAL

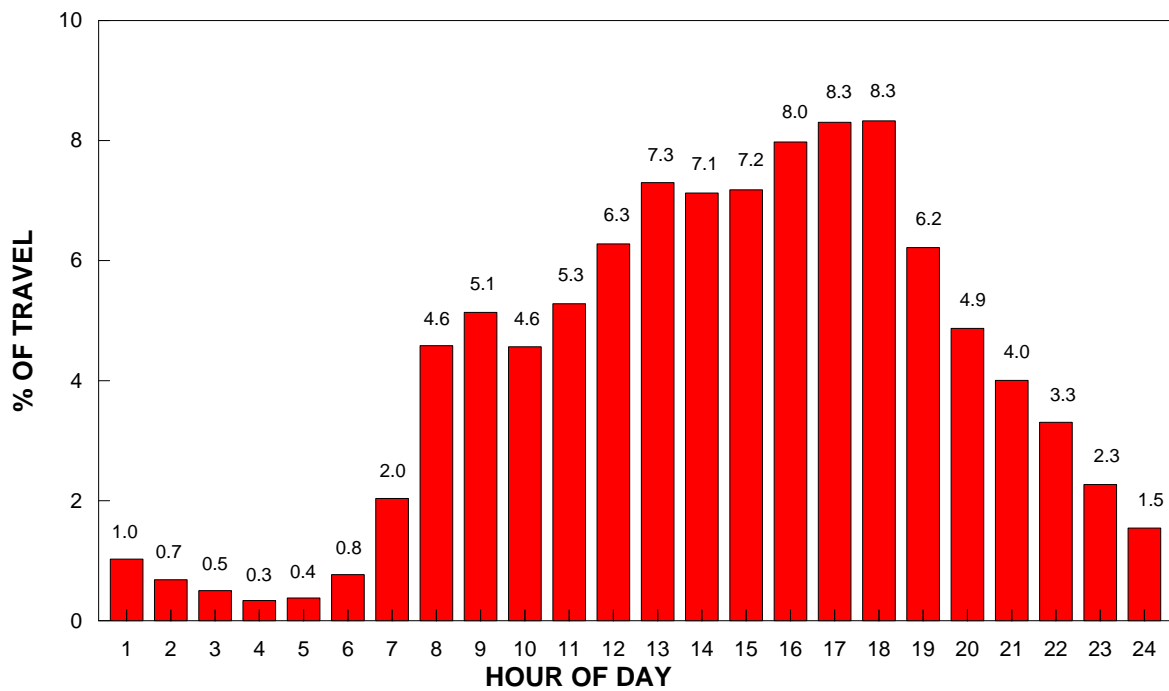


HOURLY DISTRIBUTION OF TRAVEL

RURAL MAJOR COLLECTOR

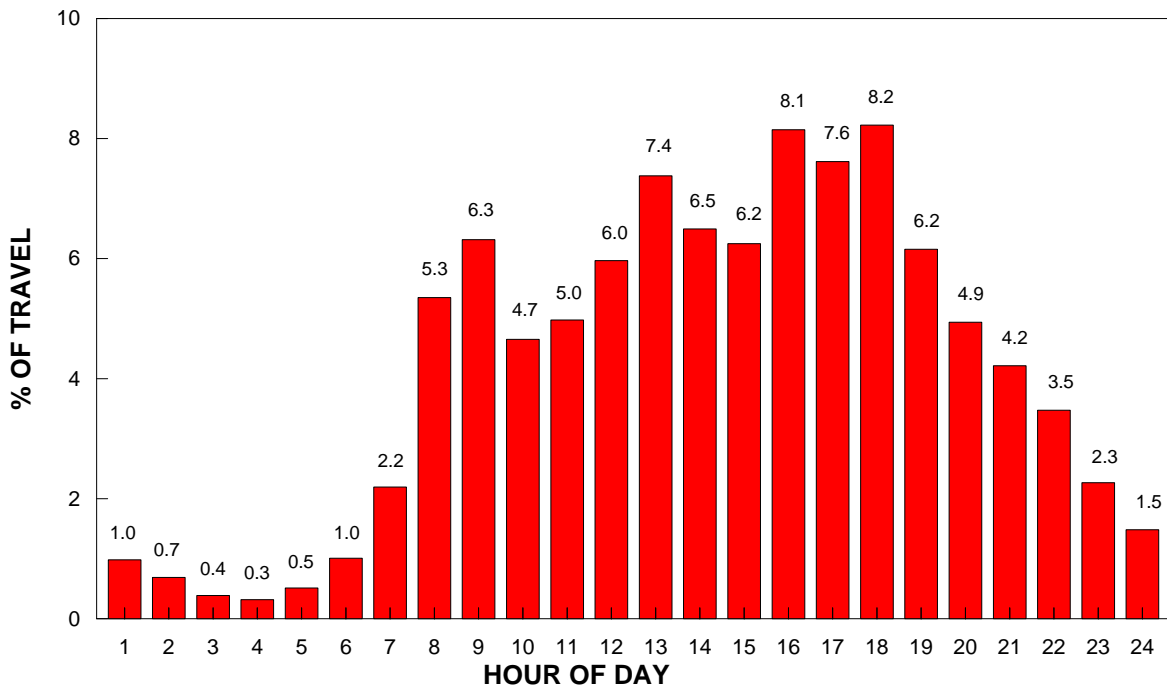


URBAN PRINCIPAL ARTERIAL

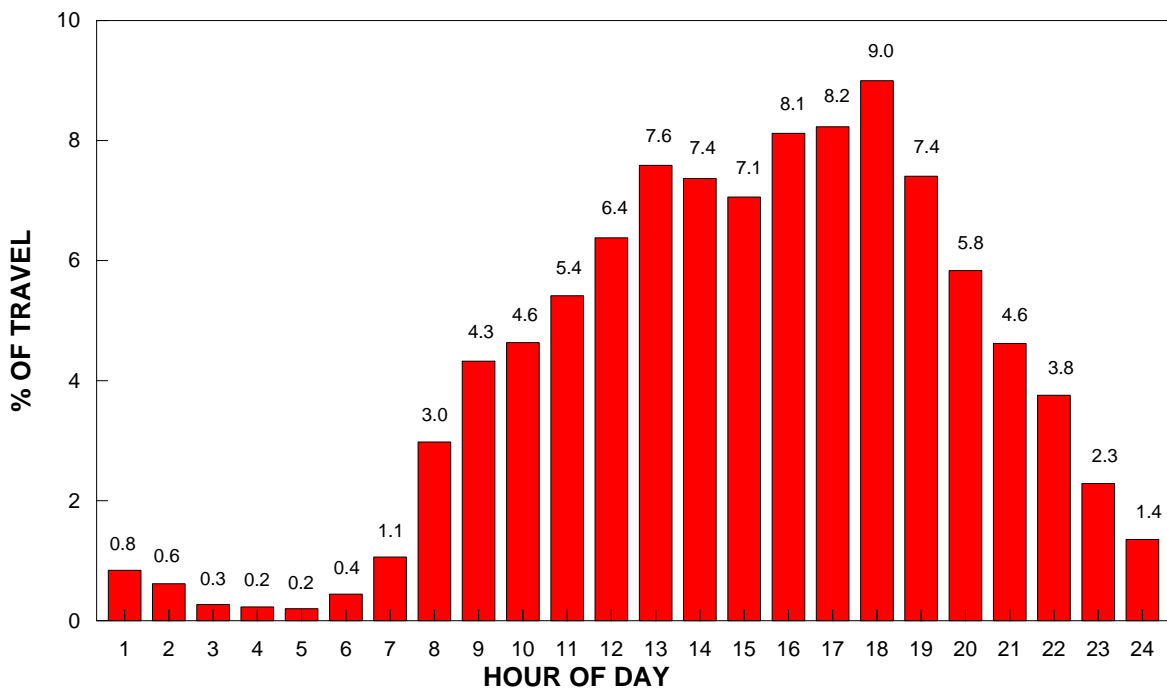


HOURLY DISTRIBUTION OF TRAVEL

URBAN MINOR ARTERIAL

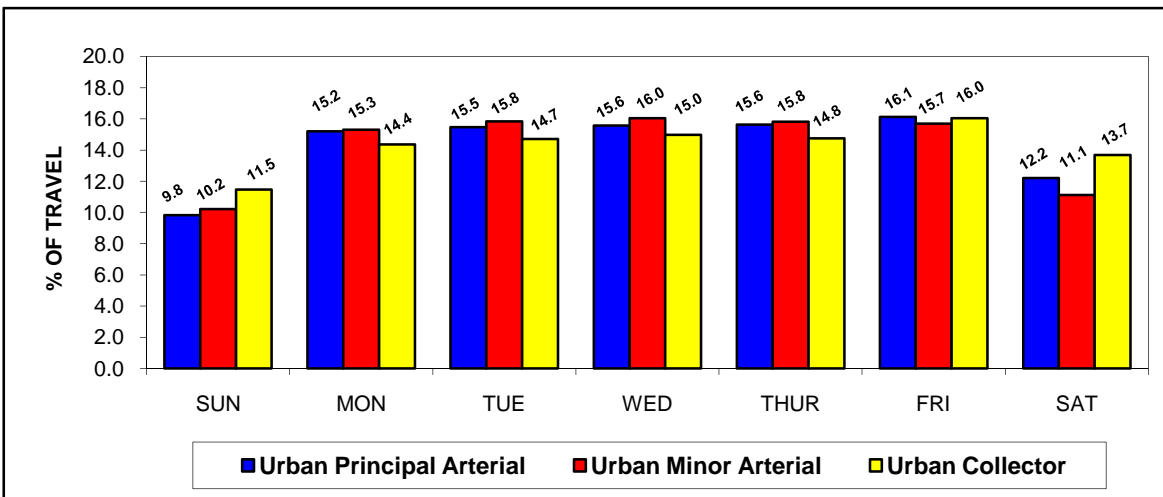
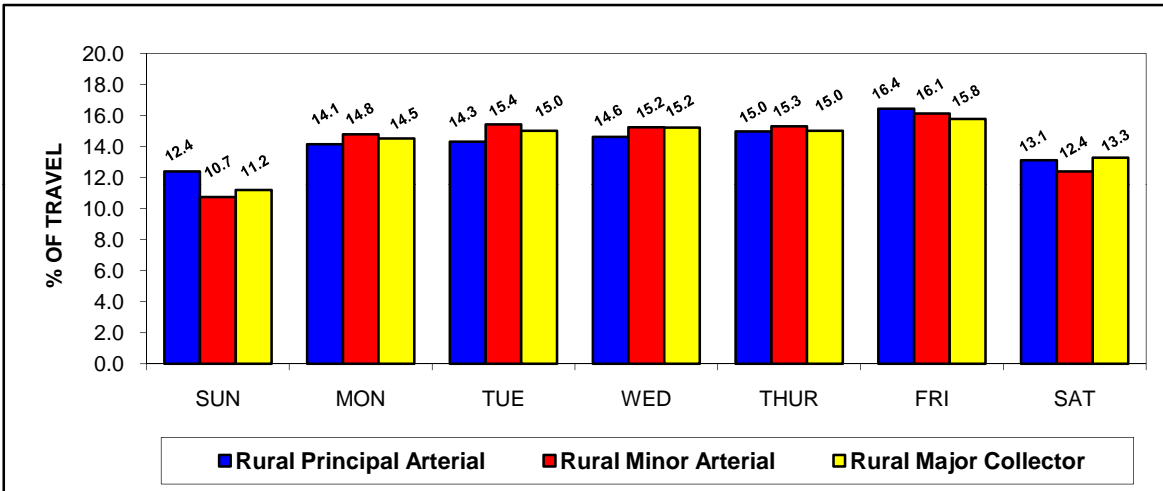
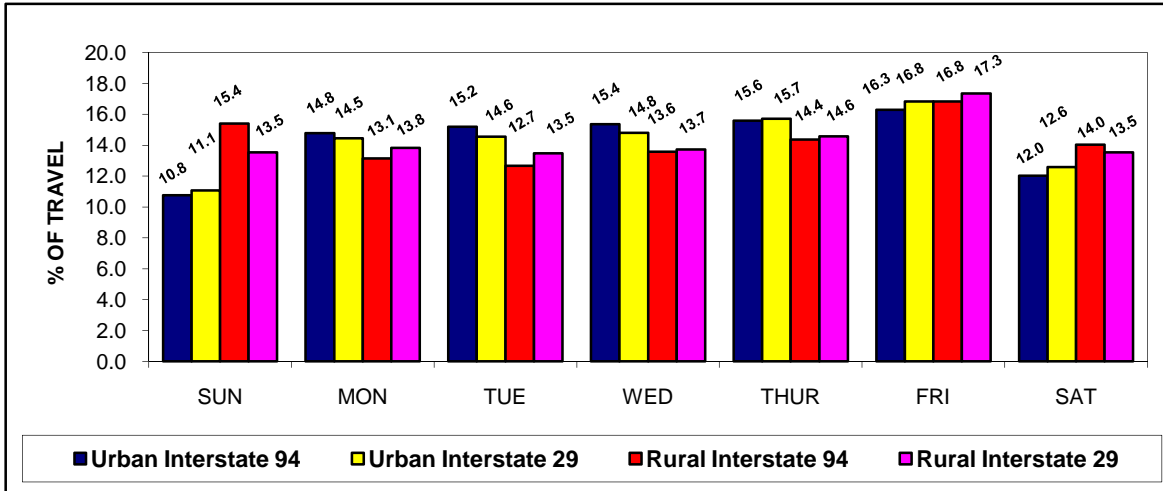


URBAN COLLECTOR

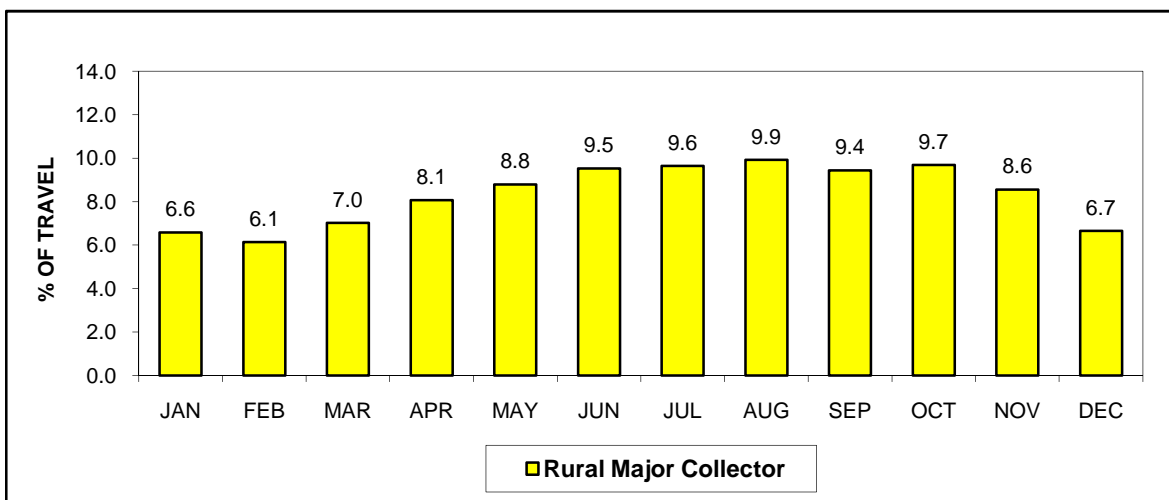
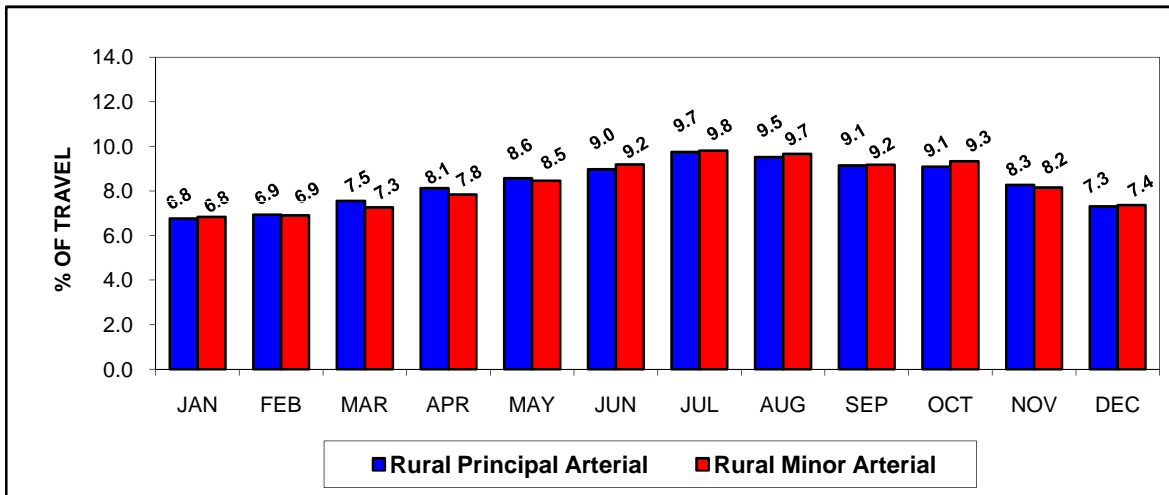
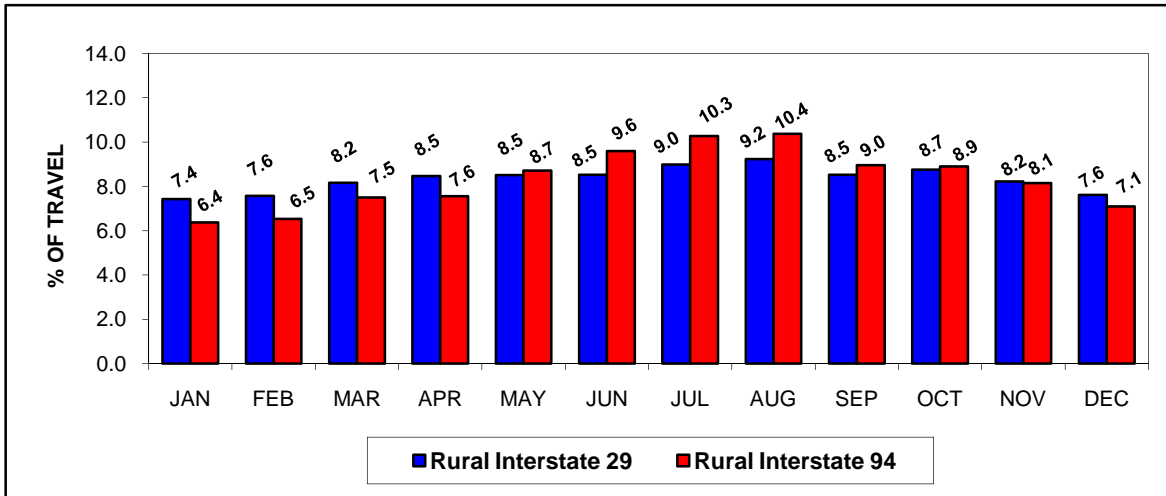


DAILY DISTRIBUTION OF TRAVEL

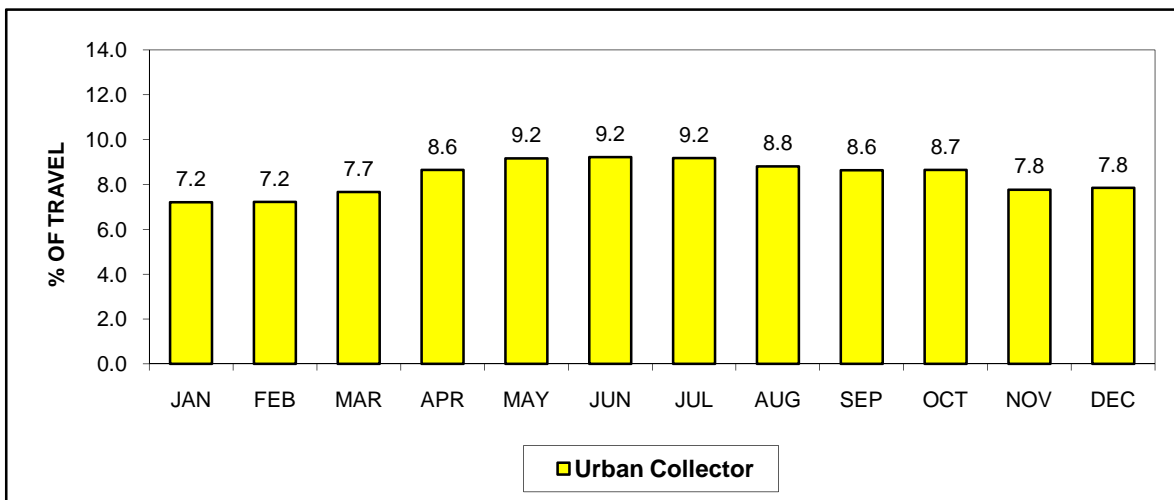
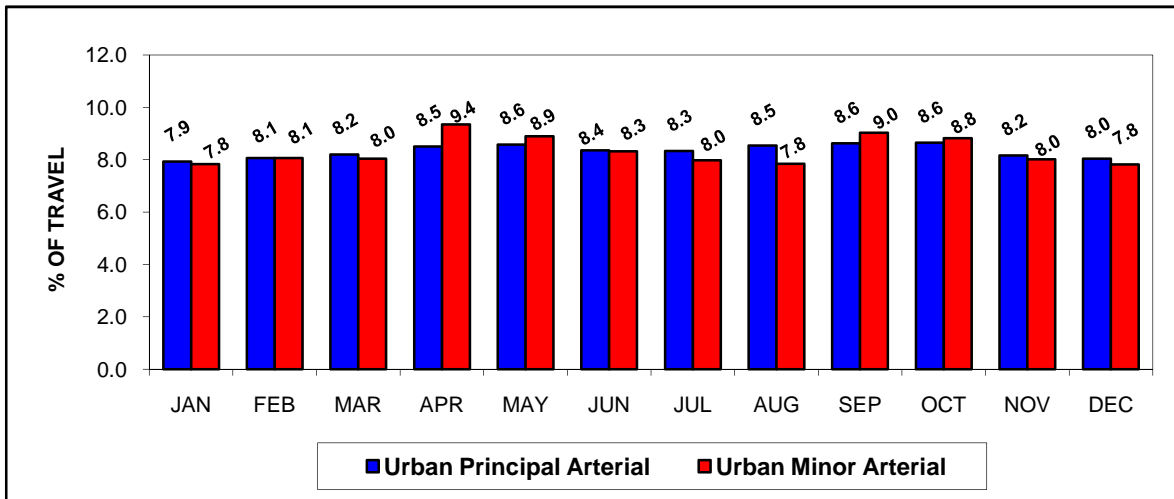
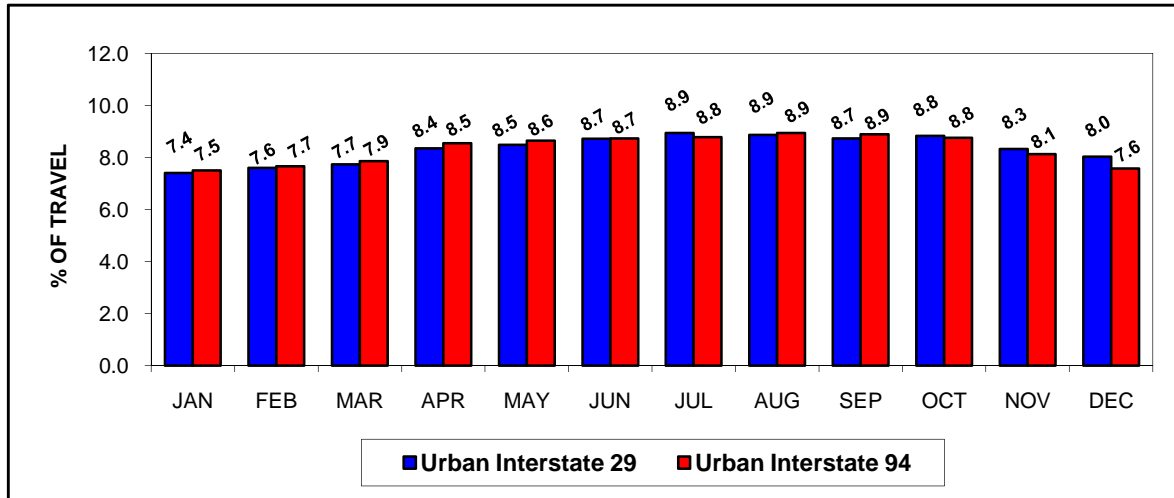
TOTAL VEHICLES



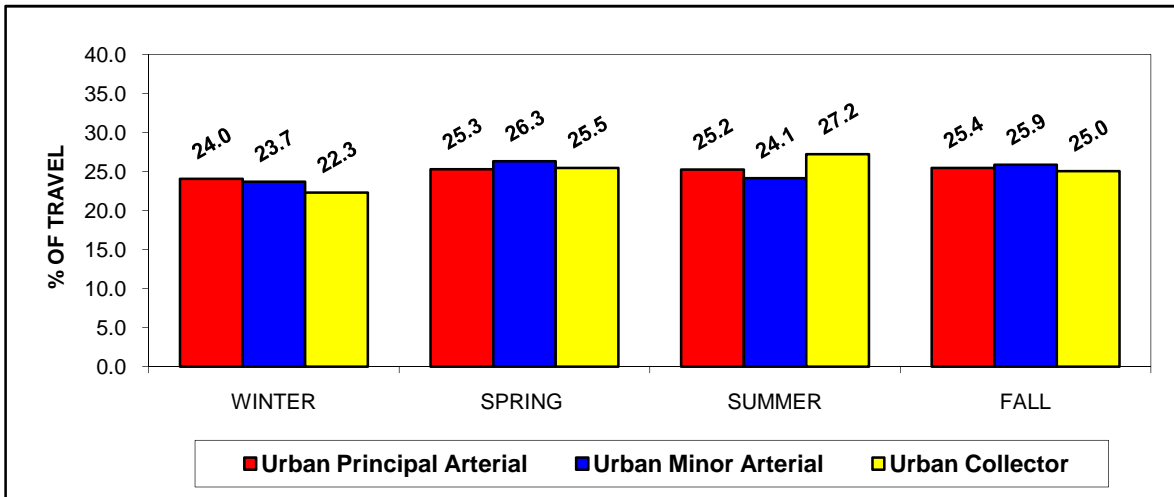
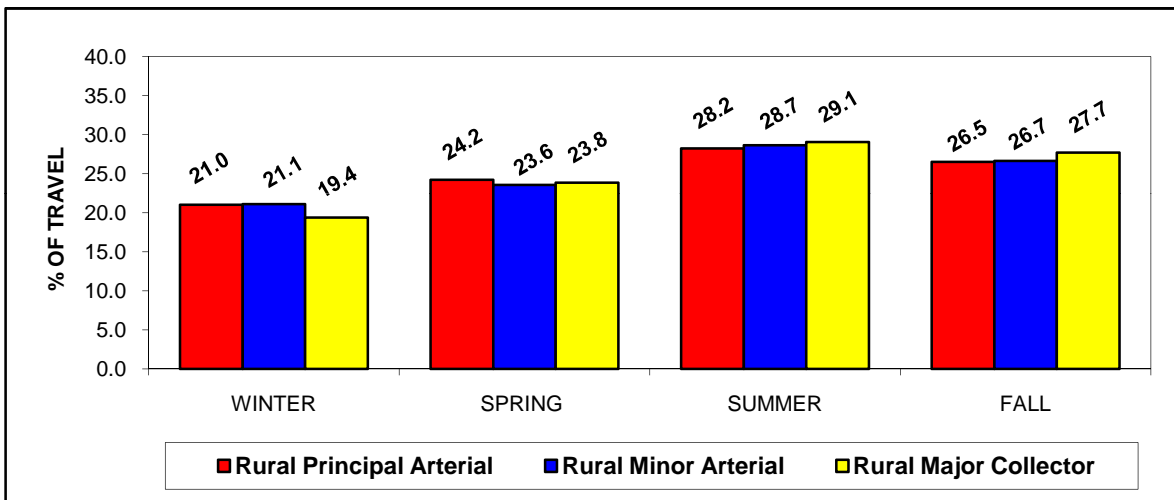
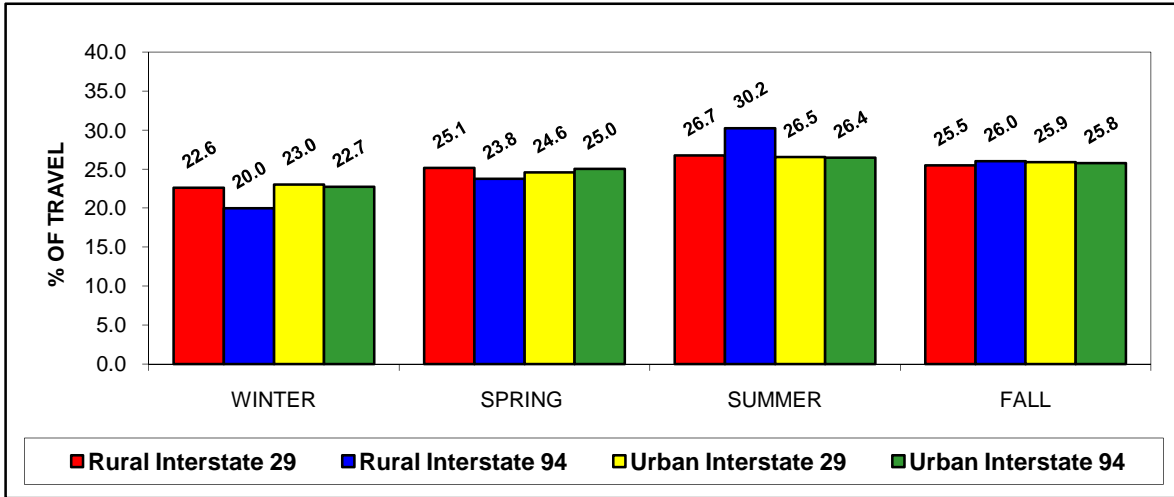
MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL RURAL VEHICLES



MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL URBAN VEHICLES

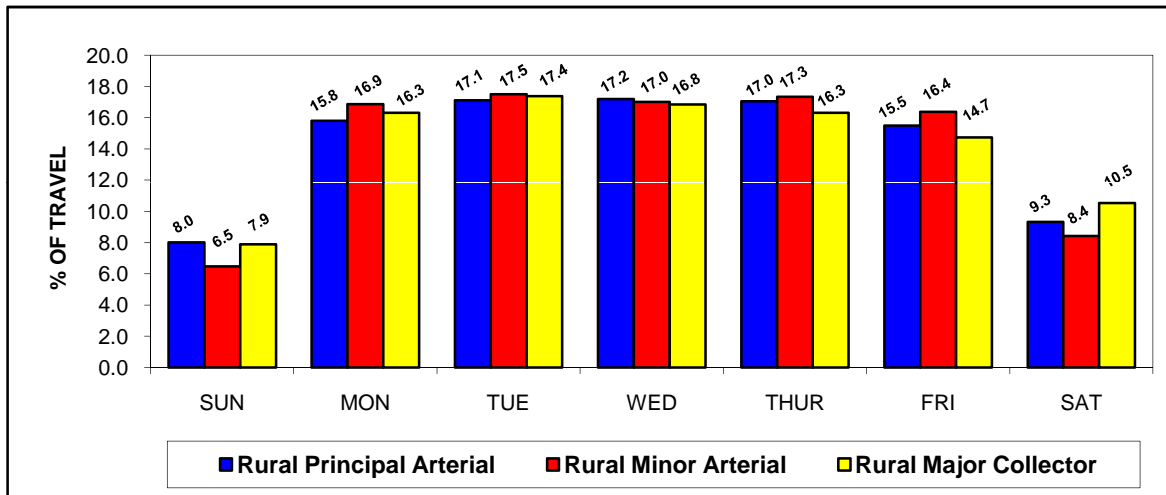
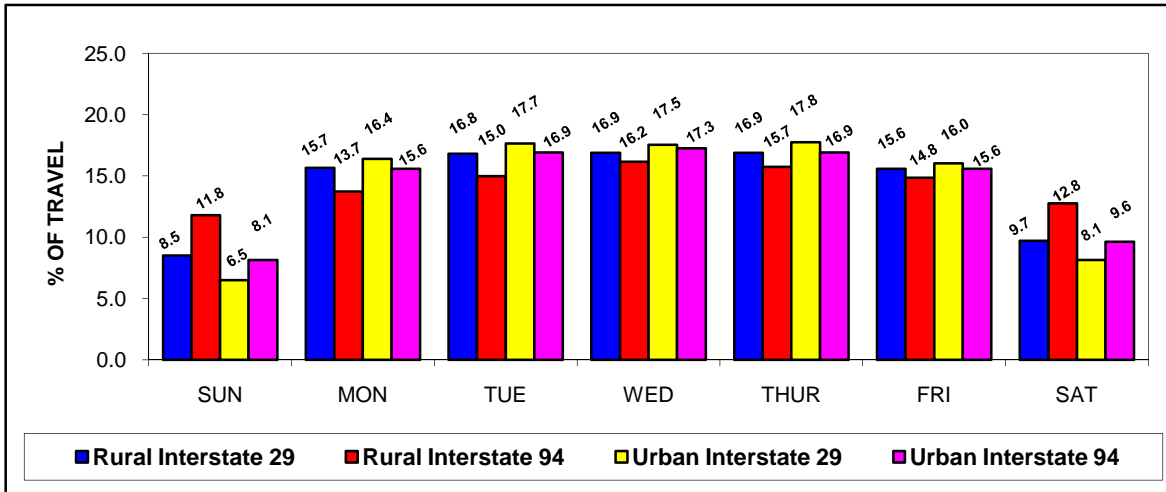


SEASONAL DISTRIBUTION OF TRAVEL TOTAL VEHICLES

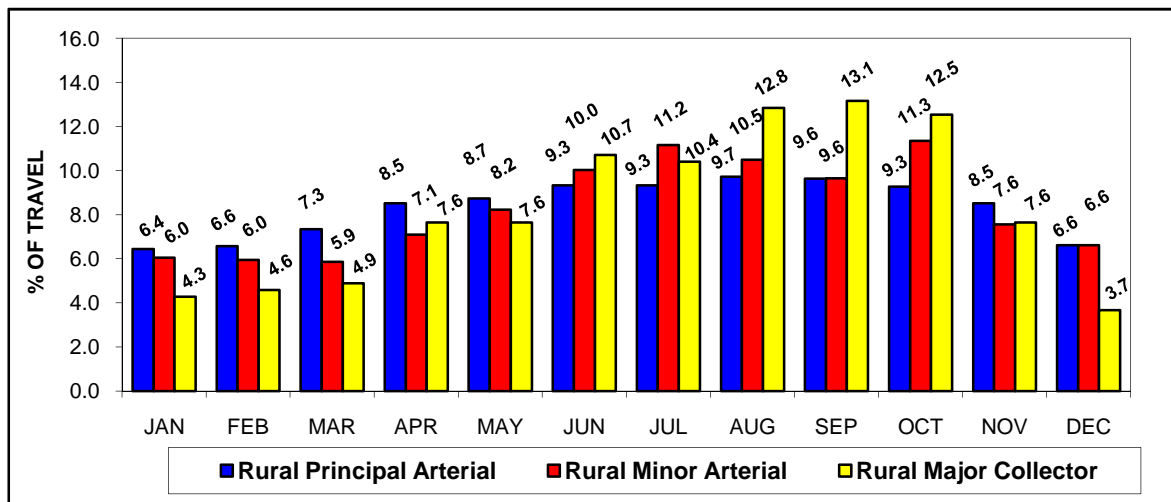
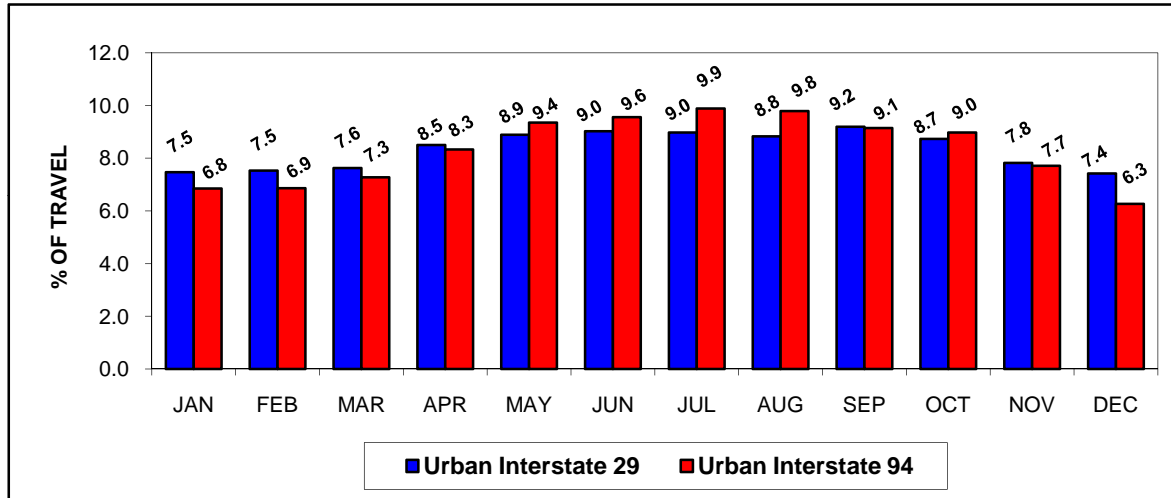
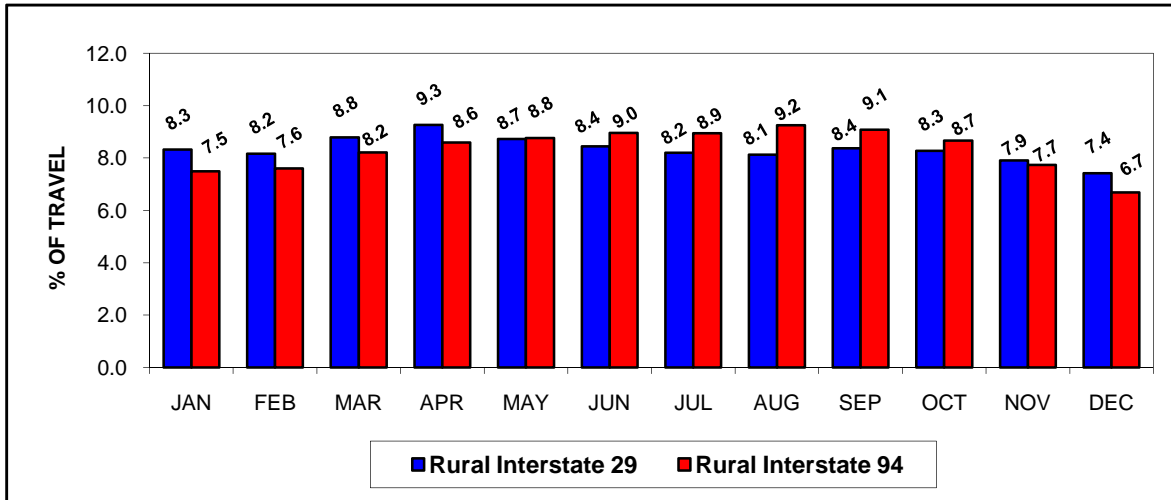


DAILY DISTRIBUTION OF TRAVEL

TOTAL TRUCKS

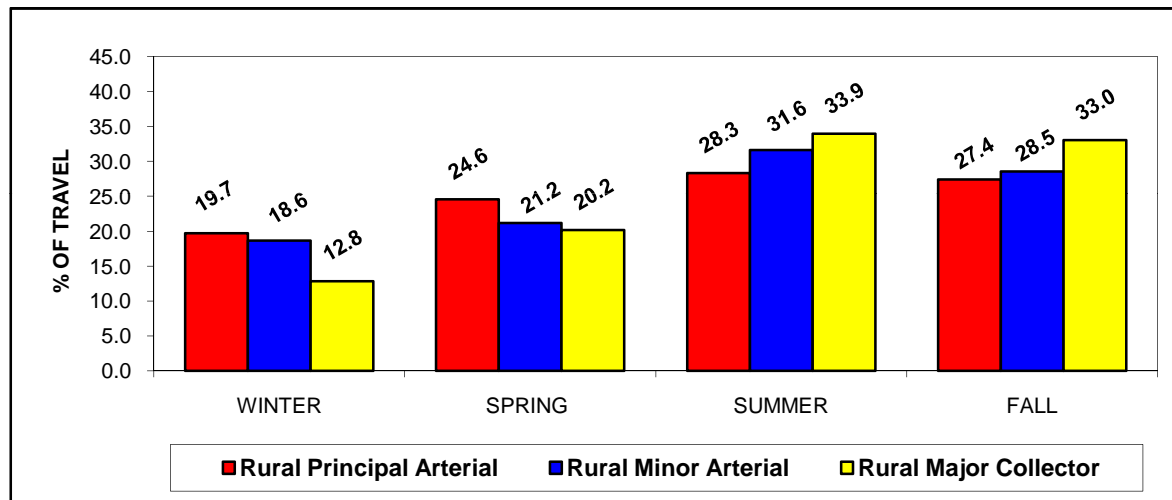
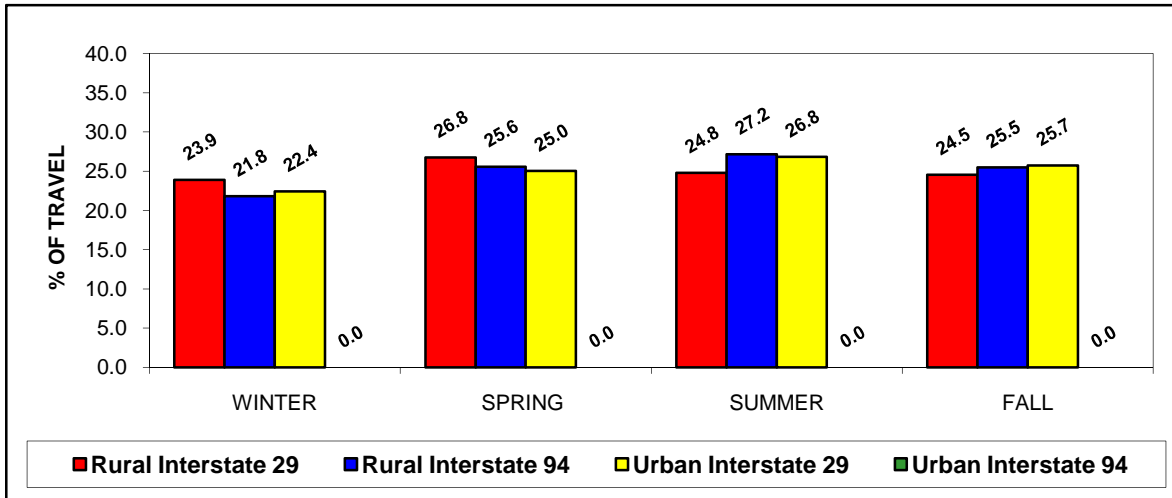


MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL TRUCKS



SEASONAL DISTRIBUTION OF TRAVEL

TOTAL TRUCKS



**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2008**

| STATION NUMBER | STATION NAME | DIRECTION | ANNUAL AVERAGE DAILY TRAFFIC (AADT) | ---- PEAK HOUR ---- | | ----- DESIGN HOUR ----- | | | |
|---------------------------------|----------------|---------------|-------------------------------------|---------------------|-----------|-------------------------|-----------|---------------------|--------------------------|
| | | | | VOLUME | % OF AADT | VOLUME | % OF AADT | VOLUME OPPOSITE DIR | DIRECTIONAL DISTRIBUTION |
| INTERSTATE RURAL - I-94 | | | | | | | | | |
| 207 | MEDINA | EAST | 3329 | 881 | 26.5% | 449 | 13.5% | 538 | 45-55 |
| | | WEST | 3266 | 772 | 23.6% | 460 | 14.1% | 415 | 53-47 |
| | | EAST & WEST | 6595 | 1,469 | 22.3% | 888 | 13.5% | | |
| 223 | NEW SALEM | EAST | 3126 | 487 | 15.6% | 382 | 12.2% | 242 | 61-39 |
| | | WEST | 3069 | 471 | 15.3% | 351 | 11.4% | 338 | 51-49 |
| | | EAST & WEST | 6195 | 855 | 13.8% | 707 | 11.4% | | |
| 245 | TOWER CITY | EAST | 4665 | 1,085 | 23.3% | 606 | 13.0% | 404 | 60-40 |
| | | WEST | 4675 | 959 | 20.5% | 622 | 13.3% | 493 | 56-44 |
| | | EAST & WEST | 9340 | 1,696 | 18.2% | 1180 | 12.6% | | |
| 279 | PAINTED CANYON | EAST | 1795 | 319 | 17.8% | 230 | 12.8% | 178 | 56-44 |
| | | WEST | 1759 | 324 | 18.4% | 250 | 14.2% | 213 | 54-46 |
| | | EAST & WEST | 3554 | 535 | 15.1% | 459 | 12.9% | | |
| INTERSTATE RURAL - I-29 | | | | | | | | | |
| 211 | BUXTON | NORTH | 5320 | 823 | 15.5% | 667 | 12.5% | 450 | 60-40 |
| | | SOUTH | 5310 | 863 | 16.3% | 651 | 12.3% | 428 | 60-40 |
| | | NORTH & SOUTH | 10630 | 1,555 | 14.6% | 1229 | 11.6% | | |
| 243 | BOWESMONT | NORTH | 1768 | 442 | 25.0% | 252 | 14.3% | 91 | 73-27 |
| | | SOUTH | 1791 | 329 | 18.4% | 257 | 14.3% | 123 | 68-32 |
| | | NORTH & SOUTH | 3559 | 531 | 14.9% | 412 | 11.6% | | |
| 265 | MOORETON | NORTH | 2874 | 477 | 16.6% | 330 | 11.5% | 270 | 55-45 |
| | | SOUTH | 2949 | 479 | 16.2% | 364 | 12.3% | 298 | 55-45 |
| | | NORTH & SOUTH | 5823 | 855 | 14.7% | 659 | 11.3% | | |
| 285 | DAVENPORT | NORTH | 4953 | 657 | 13.3% | 613 | 12.4% | 206 | 75-25 |
| | | SOUTH | 4824 | 839 | 17.4% | 645 | 13.4% | 398 | 62-38 |
| | | NORTH & SOUTH | 9777 | 1,397 | 14.3% | 1072 | 11.0% | | |
| INTERSTATE URBAN - I-94 | | | | | | | | | |
| 217 | FARGO (U) | EAST | 31309 | 4,315 | 13.8% | 3946 | 12.6% | 3189 | 55-45 |
| | | WEST | 32108 | 3,473 | 10.8% | 3301 | 10.3% | 1825 | 64-36 |
| | | EAST & WEST | 63417 | 7,243 | 11.4% | 6893 | 10.9% | | |
| 283 | BISMARCK (U) | EAST | 11083 | 1,253 | 11.3% | 1146 | 10.3% | 900 | 56-44 |
| | | WEST | 11002 | 1,365 | 12.4% | 1279 | 11.6% | 1059 | 55-45 |
| | | EAST & WEST | 22085 | 2,568 | 11.6% | 2400 | 10.9% | | |
| INTERSTATE URBAN - I-29 | | | | | | | | | |
| 235 | FARGO (U) | NORTH | 14088 | 2,258 | 16.0% | 1645 | 11.7% | 1193 | 58-42 |
| | | SOUTH | 13415 | 2,592 | 19.3% | 1465 | 10.9% | 1464 | 50-50 |
| | | NORTH & SOUTH | 27503 | 4,850 | 17.6% | 2940 | 10.7% | | |
| PRINCIPAL ARTERIAL RURAL | | | | | | | | | |
| 201 | RAY | EAST | 1348 | 167 | 12.4% | 144 | 10.7% | 61 | 70-30 |
| | | WEST | 1330 | 184 | 13.8% | 163 | 12.3% | 129 | 56-44 |
| | | EAST & WEST | 2678 | 345 | 12.9% | 278 | 10.4% | | |
| 203 | MAX | NORTH | 1867 | 371 | 19.9% | 259 | 13.9% | 145 | 64-36 |

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2008**

| STATION NUMBER | STATION NAME | DIRECTION | ANNUAL AVERAGE DAILY TRAFFIC (AADT) | ---- PEAK HOUR ---- | | ----- DESIGN HOUR ----- | | | |
|---------------------------------|---------------|---------------|-------------------------------------|---------------------|-----------|-------------------------|-----------|---------------------|--------------------------|
| | | | | VOLUME | % OF AADT | VOLUME | % OF AADT | VOLUME OPPOSITE DIR | DIRECTIONAL DISTRIBUTION |
| PRINCIPAL ARTERIAL RURAL | | | | | | | | | |
| 203 | MAX | SOUTH | 1835 | 337 | 18.4% | 244 | 13.3% | 196 | 55-45 |
| | | NORTH & SOUTH | 3702 | 633 | 17.1% | 464 | 12.5% | | |
| 205 | GWINNER | EAST | 550 | 84 | 15.3% | 76 | 13.8% | 16 | 83-17 |
| | | WEST | 559 | 114 | 20.4% | 91 | 16.3% | | |
| | | EAST & WEST | 1109 | 157 | 14.2% | 133 | 12.0% | | |
| 215 | JAMESTOWN | EAST | 1420 | 183 | 12.9% | 156 | 11.0% | 218 | 42-58 |
| | | WEST | 1425 | 218 | 15.3% | 168 | 11.8% | | |
| | | EAST & WEST | 2845 | 375 | 13.2% | 302 | 10.6% | | |
| 219 | MANDAN | NORTH | 731 | 180 | 24.6% | 86 | 11.8% | 39 | 69-31 |
| | | SOUTH | 740 | 129 | 17.4% | 103 | 13.9% | | |
| | | NORTH & SOUTH | 1471 | 270 | 18.4% | 166 | 11.3% | | |
| 221 | FAIRFIELD | NORTH | 901 | 124 | 13.8% | 101 | 11.2% | 63 | 62-38 |
| | | SOUTH | 907 | 154 | 17.0% | 115 | 12.7% | | |
| | | NORTH & SOUTH | 1808 | 225 | 12.4% | 188 | 10.4% | | |
| 229 | COOPERSTOWN | EAST | 431 | 103 | 23.9% | 56 | 13.0% | 35 | 62-38 |
| | | WEST | 414 | 145 | 35.0% | 56 | 13.5% | | |
| | | EAST & WEST | 845 | 180 | 21.3% | 103 | 12.2% | | |
| 233 | FOXHOLM | EAST | 1084 | 173 | 16.0% | 127 | 11.7% | 126 | 50-50 |
| | | WEST | 1093 | 153 | 14.0% | 127 | 11.6% | | |
| | | EAST & WEST | 2177 | 297 | 13.6% | 230 | 10.6% | | |
| 237 | NEKOMA | NORTH | 392 | 106 | 27.0% | 55 | 14.0% | 15 | 79-21 |
| | | SOUTH | 393 | 98 | 24.9% | 59 | 15.0% | | |
| | | NORTH & SOUTH | 785 | 129 | 16.4% | 103 | 13.1% | | |
| 239 | NEW TOWN | EAST | 1182 | 152 | 12.9% | 133 | 11.3% | 136 | 49-51 |
| | | WEST | 1175 | 191 | 16.3% | 141 | 12.0% | | |
| | | EAST & WEST | 2357 | 312 | 13.2% | 256 | 10.9% | | |
| 241 | BOTTINEAU | EAST | 512 | 102 | 19.9% | 73 | 14.3% | 35 | 68-32 |
| | | WEST | 538 | 120 | 22.3% | 74 | 13.8% | | |
| | | EAST & WEST | 1050 | 170 | 16.2% | 130 | 12.4% | | |
| 251 | HAGUE | NORTH | 377 | 62 | 16.4% | 48 | 12.7% | 34 | 59-41 |
| | | SOUTH | 369 | 59 | 16.0% | 46 | 12.5% | | |
| | | NORTH & SOUTH | 746 | 107 | 14.3% | 85 | 11.4% | | |
| 253 | RUGBY | EAST | 1377 | 219 | 15.9% | 142 | 10.3% | 131 | 52-48 |
| | | WEST | 1353 | 205 | 15.2% | 136 | 10.1% | | |
| | | EAST & WEST | 2730 | 390 | 14.3% | 264 | 9.7% | | |
| 255 | CROSBY | EAST | 299 | 71 | 23.7% | 41 | 13.7% | 29 | 59-41 |
| | | WEST | 299 | 59 | 19.7% | 42 | 14.0% | | |
| | | EAST & WEST | 598 | 95 | 15.9% | 70 | 11.7% | | |
| 257 | WILLISTON | EAST | 628 | 112 | 17.8% | 76 | 12.1% | 64 | 54-46 |
| | | WEST | 623 | 100 | 16.1% | 82 | 13.2% | | |
| | | EAST & WEST | 1251 | 169 | 13.5% | 137 | 11.0% | | |
| 271 | GOLDEN VALLEY | EAST | 347 | 62 | 17.9% | 45 | 13.0% | 20 | 69-31 |
| | | WEST | 351 | 99 | 28.2% | 51 | 14.5% | | |

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2008**

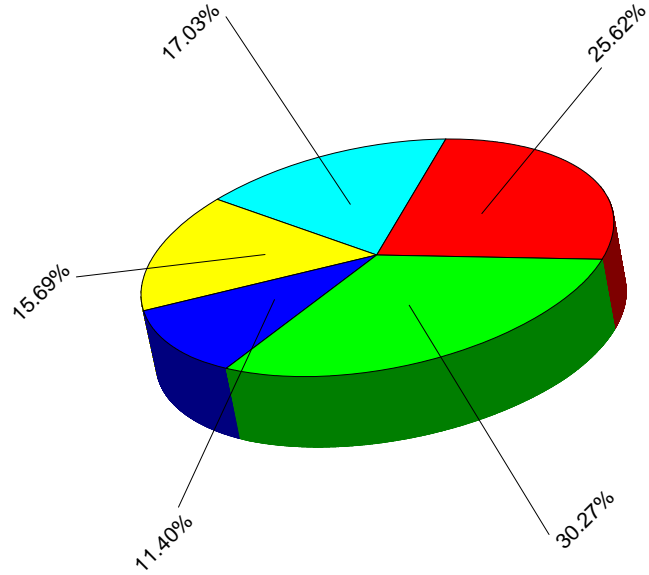
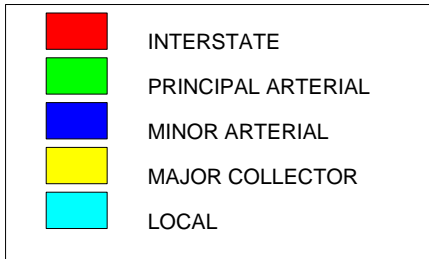
| STATION NUMBER | STATION NAME | DIRECTION | ANNUAL AVERAGE DAILY TRAFFIC (AADT) | ---- PEAK HOUR ---- | | ----- DESIGN HOUR ----- | | | |
|---------------------------------|---------------|---------------|-------------------------------------|---------------------|-----------|-------------------------|-----------|---------------------|--------------------------|
| | | | | VOLUME | % OF AADT | VOLUME | % OF AADT | VOLUME OPPOSITE DIR | DIRECTIONAL DISTRIBUTION |
| PRINCIPAL ARTERIAL RURAL | | | | | | | | | |
| 271 | GOLDEN VALLEY | EAST & WEST | 698 | 121 | 17.3% | 86 | 12.3% | | |
| 273 | NEW LEIPZIG | EAST | 157 | 44 | 28.0% | 26 | 16.6% | 9 | 74-26 |
| | | WEST | 157 | 81 | 51.6% | 24 | 15.3% | 10 | 71-29 |
| | | EAST & WEST | 314 | 84 | 26.8% | 42 | 13.4% | | |
| 281 | SAWYER | EAST | 1924 | 318 | 16.5% | 287 | 14.9% | 146 | 66-34 |
| | | WEST | 1959 | 306 | 15.6% | 283 | 14.4% | 77 | 79-21 |
| | | EAST & WEST | 3883 | 464 | 11.9% | 429 | 11.0% | | |
| 303 | MICHIGAN | EAST | 1655 | 369 | 22.3% | 240 | 14.5% | 154 | 61-39 |
| | | WEST | 1648 | 334 | 20.3% | 240 | 14.6% | 169 | 59-41 |
| | | EAST & WEST | 3303 | 578 | 17.5% | 420 | 12.7% | | |
| 307 | WASHBURN | NORTH | 2234 | 379 | 17.0% | 310 | 13.9% | 55 | 85-15 |
| | | SOUTH | 2203 | 405 | 18.4% | 323 | 14.7% | 245 | 57-43 |
| | | NORTH & SOUTH | 4437 | 648 | 14.6% | 538 | 12.1% | | |
| MINOR ARTERIAL RURAL | | | | | | | | | |
| 231 | GRAFTON | EAST | 1306 | 236 | 18.1% | 148 | 11.3% | 154 | 49-51 |
| | | WEST | 1317 | 281 | 21.3% | 178 | 13.5% | 136 | 57-43 |
| | | EAST & WEST | 2623 | 368 | 14.0% | 310 | 11.8% | | |
| 247 | COURTENAY | NORTH | 222 | 54 | 24.3% | 38 | 17.1% | 20 | 66-34 |
| | | SOUTH | 220 | 71 | 32.3% | 31 | 14.1% | 9 | 78-23 |
| | | NORTH & SOUTH | 442 | 89 | 20.1% | 57 | 12.9% | | |
| 249 | GARRISON | EAST | 595 | 151 | 25.4% | 87 | 14.6% | 66 | 57-43 |
| | | WEST | 589 | 147 | 25.0% | 90 | 15.3% | 37 | 71-29 |
| | | EAST & WEST | 1184 | 231 | 19.5% | 166 | 14.0% | | |
| 275 | HANNOVER | NORTH | 256 | 62 | 24.2% | 35 | 13.7% | 19 | 65-35 |
| | | SOUTH | 244 | 45 | 18.4% | 32 | 13.1% | 27 | 54-46 |
| | | NORTH & SOUTH | 500 | 88 | 17.6% | 60 | 12.0% | | |
| 289 | MANNING | NORTH | 1179 | 181 | 15.4% | 133 | 11.3% | 111 | 55-45 |
| | | SOUTH | 1162 | 196 | 16.9% | 156 | 13.4% | 98 | 61-39 |
| | | NORTH & SOUTH | 2341 | 298 | 12.7% | 258 | 11.0% | | |
| MAJOR COLLECTOR | | | | | | | | | |
| 225 | STERLING | EAST | 289 | 81 | 28.0% | 46 | 15.9% | 17 | 73-27 |
| | | WEST | 271 | 66 | 24.4% | 36 | 13.3% | 49 | 42-58 |
| | | EAST & WEST | 560 | 100 | 17.9% | 68 | 12.1% | | |
| 259 | AYR | EAST | 181 | 73 | 40.3% | 28 | 15.5% | 13 | 68-32 |
| | | WEST | 179 | 40 | 22.3% | 28 | 15.6% | 8 | 78-22 |
| | | EAST & WEST | 360 | 79 | 21.9% | 49 | 13.6% | | |
| 277 | REGENT | NORTH | 156 | 63 | 40.4% | 30 | 19.2% | 8 | 79-21 |
| | | SOUTH | 164 | 52 | 31.7% | 34 | 20.7% | 22 | 61-39 |
| | | NORTH & SOUTH | 320 | 84 | 26.3% | 60 | 18.8% | | |

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2008**

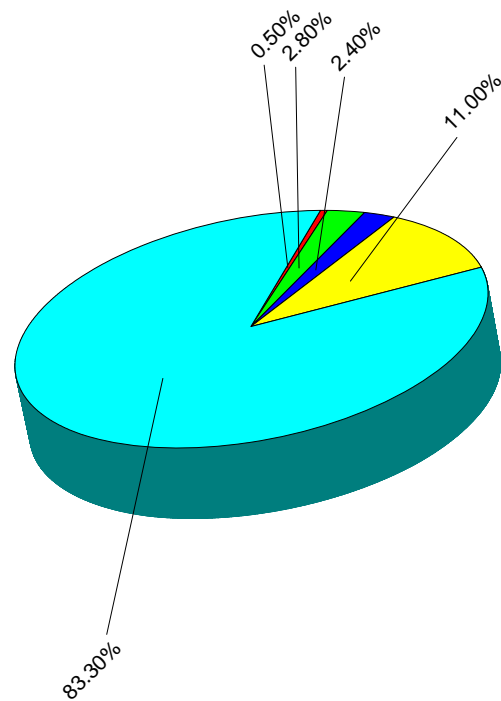
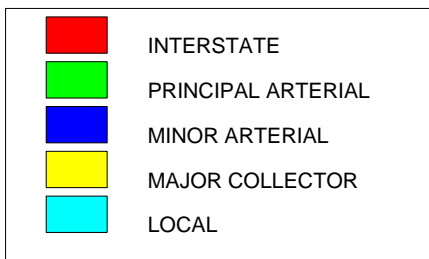
| STATION NUMBER | STATION NAME | DIRECTION | ANNUAL AVERAGE DAILY TRAFFIC (AADT) | ---- PEAK HOUR ---- | | ----- DESIGN HOUR ----- | | | |
|---------------------------------|---------------|---------------|-------------------------------------|---------------------|-----------|-------------------------|-----------|---------------------|--------------------------|
| | | | | VOLUME | % OF AADT | VOLUME | % OF AADT | VOLUME OPPOSITE DIR | DIRECTIONAL DISTRIBUTION |
| PRINCIPAL ARTERIAL URBAN | | | | | | | | | |
| 287 | GRAND FORKS | NORTH | 9465 | 1,039 | 11.0% | 924 | 9.8% | 960 | 49-51 |
| | | SOUTH | 9509 | 1,156 | 12.2% | 1048 | 11.0% | 921 | 53-47 |
| | | NORTH & SOUTH | 18974 | 2,151 | 11.3% | 1951 | 10.3% | | |
| 501 | FARGO (U) | NORTH | 11484 | 1,951 | 17.0% | 1333 | 11.6% | 677 | 66-34 |
| | | SOUTH | 13122 | 1,647 | 12.6% | 1537 | 11.7% | 1000 | 61-39 |
| | | NORTH & SOUTH | 24606 | 2,839 | 11.5% | 2600 | 10.6% | | |
| 601 | BISMARCK (U) | SOUTH | 11991 | 1,439 | 12.0% | 1304 | 10.9% | | - |
| 603 | WILLISTON (U) | EAST | 2421 | 274 | 11.3% | 259 | 10.7% | 235 | 52-48 |
| | | WEST | 2380 | 280 | 11.8% | 258 | 10.8% | 210 | 55-45 |
| | | EAST & WEST | 4801 | 541 | 11.3% | 499 | 10.4% | | |
| 605 | MANDAN (U) | EAST | 9539 | 1,095 | 11.5% | 957 | 10.0% | 696 | 58-42 |
| | | WEST | 10043 | 1,353 | 13.5% | 1216 | 12.1% | 844 | 59-41 |
| | | EAST & WEST | 19582 | 2,294 | 11.7% | 2108 | 10.8% | | |
| MINOR ARTERIAL-URBAN | | | | | | | | | |
| 607 | DICKINSON (U) | EAST | 1406 | 231 | 16.4% | 200 | 14.2% | 132 | 60-40 |
| | | WEST | 1449 | 214 | 14.8% | 193 | 13.3% | 112 | 63-37 |
| | | EAST & WEST | 2855 | 383 | 13.4% | 347 | 12.2% | | |
| 611 | MINOT (U) | EAST | 1231 | 182 | 14.8% | 158 | 12.8% | 155 | 50-50 |
| | | WEST | 1387 | 223 | 16.1% | 183 | 13.2% | 114 | 62-38 |
| | | EAST & WEST | 2618 | 372 | 14.2% | 312 | 11.9% | | |
| COLLECTOR URBAN | | | | | | | | | |
| 609 | MINOT (U) | EAST | 1146 | 177 | 15.4% | 133 | 11.6% | 117 | 53-47 |
| | | WEST | 1109 | 163 | 14.7% | 132 | 11.9% | 96 | 58-42 |
| | | EAST & WEST | 2255 | 299 | 13.3% | 259 | 11.5% | | |

2008 COMPARISON OF VEHICLE MILES TO RURAL ROAD MILES

Vehicle Miles

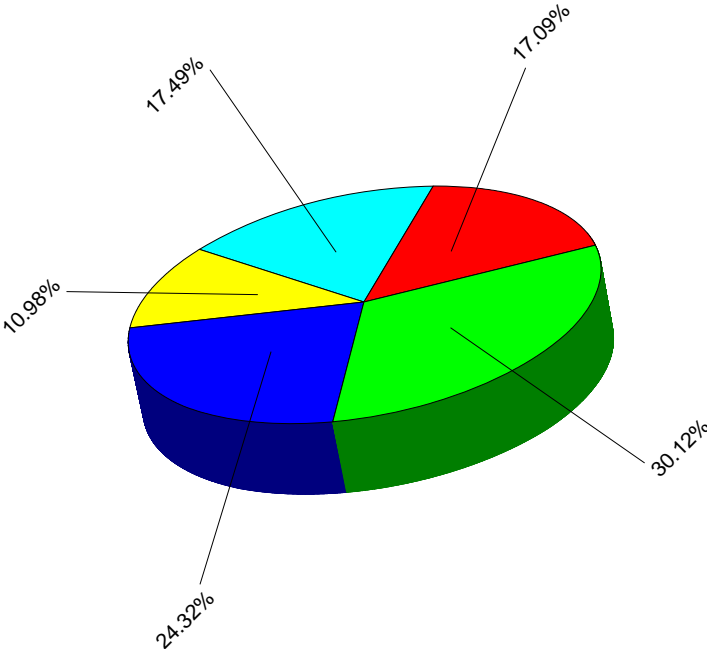
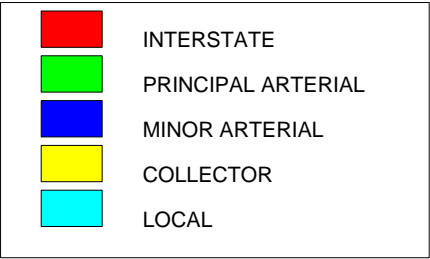


Road Miles

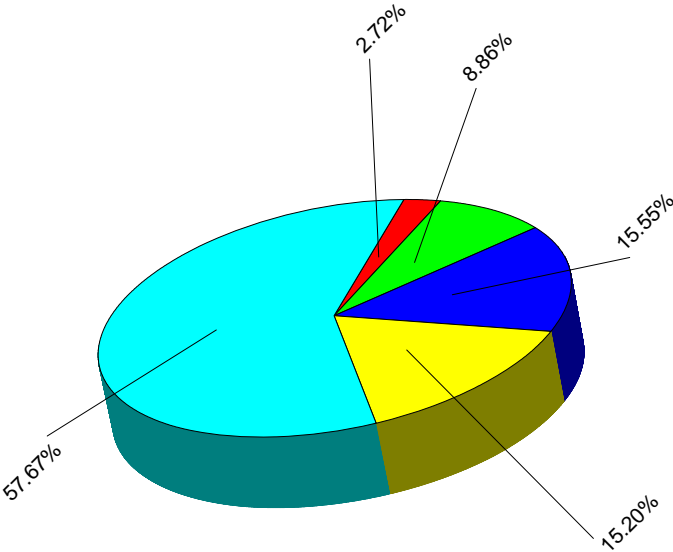
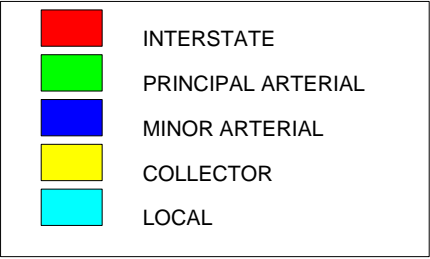


2008 COMPARISON OF VEHICLE MILES TO URBAN ROAD MILES

Vehicle Miles



Road Miles



**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
SUMMARY OF 2008 EXISTING MILEAGE OF NORTH DAKOTA ROADS AND STREETS
CLASSIFIED BY SYSTEMS**

| SYSTEM | SURFACED MILEAGE | | | UNSURFACED MILEAGE | | TOTALS | NHS HARD SURFACES |
|-----------------------------------|------------------|--------------|-----------------|--------------------|---------------------|------------------|----------------------|
| | HARD SURFACES | | | GRADED/ DRAINED | UNIMPROVED ROADS | | |
| | BITUMINOUS | CONCRETE | GRAVEL | | | | |
| STATE | | | | | | | |
| INTERSTATE RURAL | 135.0 | 384.3 | 0.0 | 0.0 | 0.0 | 519.3 | 519.3 |
| INTERSTATE URBAN | 10.4 | 41.5 | 0.0 | 0.0 | 0.0 | 51.9 | 51.9 |
| TOTAL | 145.4 | 425.7 | 0.0 | 0.0 | 0.0 | 571.1 | 571.1 |
| PRINCIPAL ARTERIAL RURAL | 2,813.4 | 116.2 | 0.0 | 0.0 | 0.0 | 2,929.6 | 2,085.2 |
| PRINCIPAL ARTERIAL URBAN | 103.2 | 48.0 | 0.0 | 0.0 | 0.0 | 151.2 | 65.7 |
| TOTAL | 2,916.6 | 164.1 | 0.0 | 0.0 | 0.0 | 3,080.8 | 2,150.9 |
| MINOR ARTERIAL RURAL | 2,514.4 | 1.5 | 0.0 | 0.0 | 0.0 | 2,515.8 | |
| MINOR ARTERIAL URBAN | 9.0 | 2.4 | 0.0 | 0.0 | 0.0 | 11.4 | |
| TOTAL | 2,523.4 | 3.9 | 0.0 | 0.0 | 0.0 | 2,527.3 | |
| MAJOR COLLECTOR | 1,155.5 | 6.3 | 0.0 | 0.0 | 0.0 | 1,161.8 | |
| TOTAL | 1,155.5 | 6.3 | 0.0 | 0.0 | 0.0 | 1,161.8 | |
| LOCAL RURAL | 40.2 | 0.0 | 0.5 | 0.0 | 0.0 | 40.7 | |
| LOCAL URBAN | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | |
| TOTAL | 43.0 | 0.0 | 0.5 | 0.0 | 0.0 | 43.5 | |
| TOTAL STATE HIGHWAY SYSTEM | 6,783.9 | 600.0 | 0.5 | 0.0 | 0.0 | 7,384.4 | 2,722.1 |
| COUNTY | | | | | | | |
| MAJOR COLLECTOR RURAL | 4,421.3 | 40.7 | 5,626.6 | 1.0 | 3.5 | 10,093.0 | |
| MAJOR COLLECTOR CITY | 194.1 | 4.4 | 70.1 | 0.1 | 0.0 | 268.8 | |
| TOTAL | 4,615.4 | 45.1 | 5,696.7 | 1.1 | 3.5 | 10,361.8 | |
| PRINCIPAL ARTERIAL RURAL | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 |
| TOTAL | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 2.5 |
| LOCAL RURAL ROADS | 1,082.1 | 35.7 | 52,395.7 | 6,342.9 | 25,194.3 | 85,050.7 | |
| LOCAL ROADS CITY | 1,041.4 | 3.9 | 970.9 | 42.3 | 122.6 | 2,181.1 | |
| TOTAL | 2,123.5 | 39.6 | 53,366.6 | 6,385.2 | 25,316.9 | 87,231.8 | |
| TOTAL COUNTY SYSTEM | 6,741.4 | 84.7 | 59,063.3 | 6,386.3 | 25,320.4 | 97,596.1 | 2.5 |
| URBAN | | | | | | | |
| PRINCIPAL ARTERIAL | 6.9 | 10.7 | 0.0 | 0.0 | 0.0 | 17.6 | |
| MINOR ARTERIAL | 205.6 | 48.8 | 29.4 | 0.0 | 1.0 | 284.8 | |
| COLLECTOR | 218.5 | 44.6 | 23.9 | 0.0 | 2.4 | 289.5 | |
| LOCAL STREETS | 773.3 | 147.1 | 156.4 | 2.3 | 16.4 | 1,095.6 | |
| TOTAL URBAN SYSTEM | 1,204.3 | 251.3 | 209.8 | 2.3 | 19.8 | 1,687.4 | |
| TOTAL RURAL ROADS | 13,399.9 | 592.9 | 59,063.8 | 6,386.3 | 25,320.4 | 104,763.3 | |
| TOTAL CITY STREETS | 1,329.7 | 343.1 | 209.8 | 2.3 | 19.8 | 1,904.7 | |
| TOTAL | 14,729.6 | 936.0 | 59,273.5 | 6,388.6 | 25,340.2 | 106,668.0 | |
| TOTAL NHS | | | | | | | 2,724.6 |

| SYSTEM | FUNCTIONAL SYSTEM MILEAGE | | |
|--------------|---------------------------|----------------|------------------|
| | RURAL | URBAN | TOTAL |
| INTERSTATE | 519.3 | 51.9 | 571.1 |
| PRINCIPAL | 2,932.1 | 168.8 | 3,100.9 |
| MINOR | 2,515.8 | 296.2 | 2,812.0 |
| COLLECTOR | 11,523.6 | 289.5 | 11,813.1 |
| LOCAL | 87,272.5 | 1,098.4 | 88,370.9 |
| TOTAL | 104,763.3 | 1,904.7 | 106,668.0 |

2008 URBAN ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASS
 (VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)

| CITY | INTERSTATE | PRINCIPAL ARTERIAL | MINOR ARTERIAL | COLLECTOR | LOCAL STREETS | TOTAL |
|--------------|-------------------|-------------------------------|---------------------------|------------------|--------------------------|------------------|
| BISMARCK | 38,791 | 103,346 | 101,024 | 48,134 | 36,042 | 327,336 |
| DEVILS LAKE | | 17,170 | 5,782 | 5,298 | 7,115 | 35,364 |
| DICKINSON | 9,683 | 24,011 | 20,788 | 10,745 | 23,021 | 88,248 |
| FARGO | 230,284 | 163,613 | 179,855 | 66,874 | 147,154 | 787,780 |
| GRAFTON | | 7,402 | 1,349 | 2,054 | 3,672 | 14,477 |
| GRAND FORKS | 14,737 | 105,998 | 54,898 | 35,002 | 36,165 | 246,800 |
| JAMESTOWN | 15,732 | 26,240 | 8,939 | 10,242 | 14,273 | 75,428 |
| MANDAN | 47,633 | 37,757 | 26,433 | 4,253 | 9,167 | 125,244 |
| MINOT | | 103,147 | 53,120 | 27,760 | 47,418 | 231,446 |
| VALLEY CITY | 15,979 | 6,462 | 5,707 | 4,493 | 6,531 | 39,172 |
| WAHPETON | | 12,927 | 7,991 | 5,353 | 9,740 | 36,011 |
| WEST FARGO | | 17,402 | 44,510 | 13,373 | 24,119 | 99,404 |
| WILLISTON | | 31,804 | 20,065 | 5,139 | 17,108 | 74,117 |
| TOTAL | 372,838 | 657,281 | 530,461 | 238,721 | 381,526 | 2,180,826 |

2008 RURAL ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASS

(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)

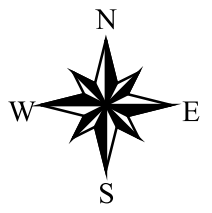
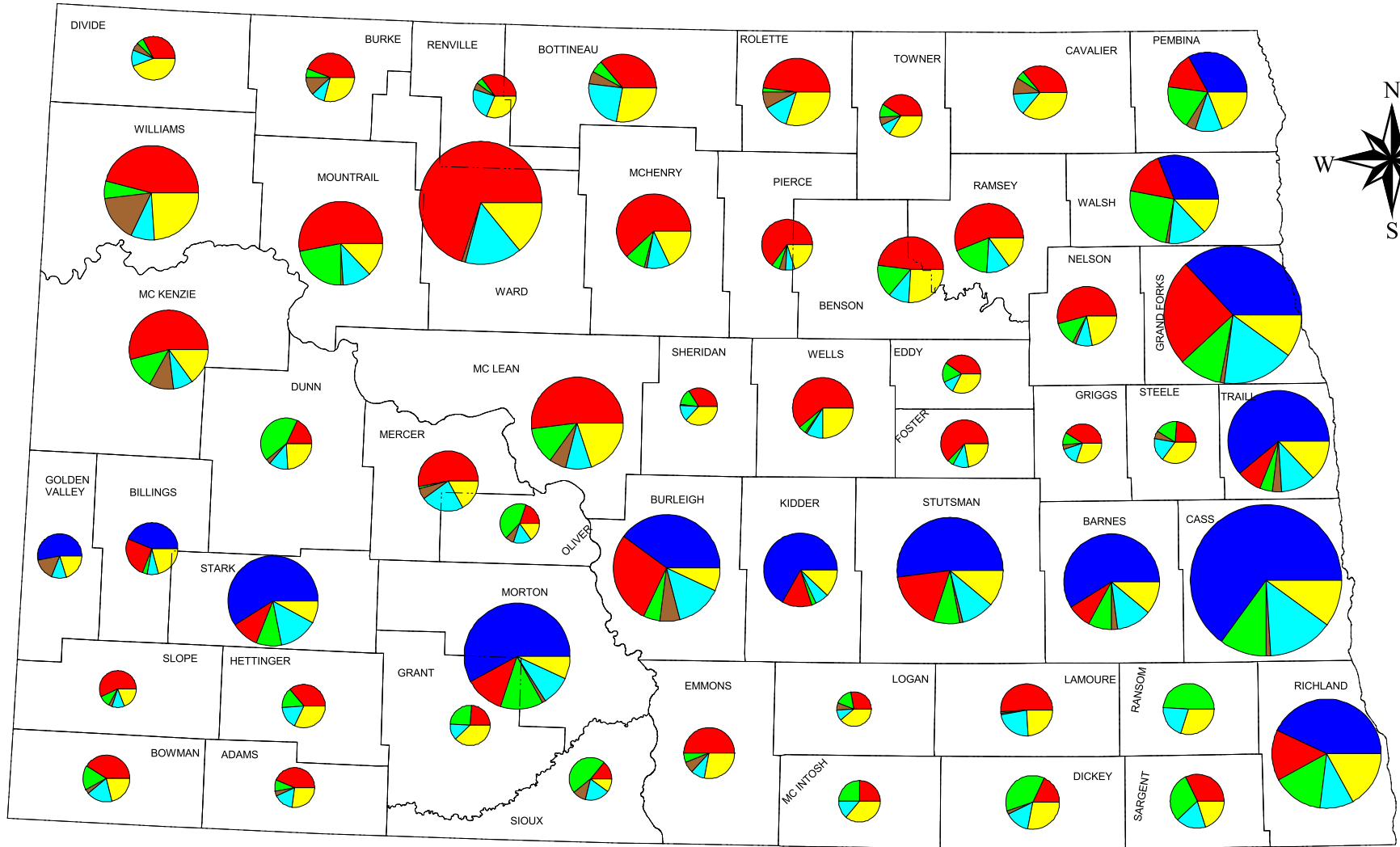
| COUNTY | INTERSTATE | PRINCIPAL ARTERIAL | MINOR ARTERIAL | STATE MAJOR COLLECTOR | COUNTY MAJOR COLLECTOR | LOCAL ROADS | TOTAL |
|---------------|------------------|-----------------------|-------------------|-----------------------------|------------------------------|----------------|------------------|
| ADAMS | | 13,960 | 2,837 | 1,218 | 5,016 | 8,533 | 31,564 |
| BARNES | 108,474 | 13,786 | 15,146 | 3,298 | 22,030 | 20,347 | 183,081 |
| BENSON | | 42,598 | 13,788 | 247 | 8,635 | 23,306 | 88,574 |
| BILLINGS | 24,070 | 13,945 | 1,723 | | 4,055 | 11,192 | 54,986 |
| BOTTINEAU | | 34,036 | 5,372 | 6,051 | 22,841 | 25,687 | 93,986 |
| BOWMAN | | 18,139 | 7,541 | 1,179 | 7,901 | 9,612 | 44,373 |
| BURKE | | 21,074 | 2,699 | 5,493 | 4,104 | 14,078 | 47,449 |
| BURLEIGH | 89,553 | 62,101 | 10,977 | 13,524 | 31,539 | 17,957 | 225,651 |
| CASS | 279,110 | | 43,600 | 5,142 | 61,278 | 42,806 | 431,936 |
| CAVALIER | | 20,794 | 2,860 | 5,702 | 7,582 | 21,488 | 58,426 |
| DICKEY | | 10,333 | 22,012 | 1,157 | 8,871 | 16,566 | 58,938 |
| DIVIDE | | 12,764 | 1,821 | 2,277 | 4,638 | 16,630 | 38,129 |
| DUNN | | 9,377 | 22,828 | 1,672 | 6,605 | 12,596 | 53,078 |
| EDDY | | 11,409 | 5,037 | | 2,884 | 9,460 | 28,791 |
| EMMONS | | 26,273 | 3,158 | 3,776 | 4,754 | 14,739 | 52,699 |
| FOSTER | | 29,012 | 1,767 | | 5,144 | 9,905 | 45,828 |
| GOLDEN VALLEY | 21,199 | | | 6,244 | 4,396 | 7,812 | 39,651 |
| GRAND FORKS | 134,557 | 91,100 | 34,571 | 2,045 | 62,634 | 38,185 | 363,092 |
| GRANT | | 7,703 | 8,026 | | 4,269 | 11,850 | 31,848 |
| GRIGGS | | 12,170 | 3,139 | 1,140 | 4,597 | 8,906 | 29,952 |
| HETTINGER | | 13,584 | 5,616 | | 6,429 | 11,812 | 37,441 |
| KIDDER | 73,940 | 14,727 | 2,746 | | 6,740 | 12,426 | 110,579 |
| LAMOURE | | 28,262 | 434 | 412 | 12,680 | 13,465 | 55,252 |
| LOGAN | | 6,403 | 3,753 | 1,587 | 2,357 | 8,663 | 22,764 |
| MC HENRY | | 69,726 | 10,505 | 750 | 11,466 | 20,503 | 112,949 |
| MC INTOSH | | 8,428 | 8,738 | | 4,852 | 12,272 | 34,290 |
| MC KENZIE | | 68,789 | 16,982 | 12,203 | 10,364 | 18,742 | 127,079 |
| MC LEAN | | 88,987 | 22,403 | 9,585 | 14,946 | 33,739 | 169,661 |
| MERCER | | 38,998 | 457 | 4,443 | 17,244 | 13,116 | 74,258 |
| MORTON | 128,085 | 26,905 | 28,791 | 2,140 | 19,062 | 17,203 | 222,185 |
| MOUNTRAIL | | 75,813 | 31,799 | 1,900 | 15,258 | 17,275 | 142,045 |
| NELSON | | 38,714 | 9,630 | 1,312 | 6,627 | 15,830 | 72,113 |
| OLIVER | | 6,269 | 13,112 | 2,241 | 4,501 | 4,571 | 30,693 |
| PEMBINA | 42,459 | 19,753 | 22,557 | 5,139 | 13,863 | 23,876 | 127,647 |
| PIERCE | | 34,160 | 2,818 | 2,078 | 2,954 | 10,645 | 52,656 |
| RAMSEY | | 54,366 | 17,813 | | 10,447 | 14,451 | 97,077 |
| RANSOM | | | 25,678 | | 10,945 | 16,121 | 52,745 |
| RENVILLE | | 13,277 | 1,912 | 1,842 | 9,209 | 11,392 | 37,632 |
| RICHLAND | 101,633 | 35,327 | 35,064 | | 23,298 | 39,985 | 235,306 |
| ROLETTE | | 44,260 | 1,992 | 7,688 | 11,608 | 27,423 | 92,971 |
| SARGENT | | 18,841 | 18,014 | | 10,725 | 11,993 | 59,574 |
| SHERIDAN | | 9,322 | 3,833 | 270 | 3,800 | 9,856 | 27,081 |
| SIOUX | | 5,135 | 17,203 | 3,808 | 7,030 | 3,288 | 36,464 |
| SLOPE | | 15,096 | 2,773 | 783 | 2,846 | 5,042 | 26,541 |
| STARK | 96,786 | 16,685 | 15,354 | | 22,808 | 12,054 | 163,688 |
| STEELE | | 8,559 | 5,972 | 1,943 | 6,397 | 12,167 | 35,039 |
| STUTSMAN | 116,490 | 40,448 | 18,111 | 2,651 | 21,312 | 24,133 | 223,145 |
| TOWNER | | 14,680 | 3,566 | 2,273 | 3,094 | 12,417 | 36,031 |
| TRAILL | 124,926 | 16,935 | 9,098 | 6,405 | 21,887 | 25,162 | 204,411 |
| WALSH | 48,830 | 24,967 | 38,808 | 1,387 | 21,577 | 21,870 | 157,440 |
| WARD | | 205,270 | | 4,142 | 44,177 | 39,917 | 293,505 |
| WELLS | | 46,210 | 3,161 | 735 | 6,606 | 18,559 | 75,271 |
| WILLIAMS | | 82,858 | 10,807 | 28,576 | 13,892 | 42,174 | 178,307 |
| TOTAL | 1,390,112 | 1,642,326 | 618,402 | 166,458 | 684,775 | 923,797 | 5,425,870 |

2008 ANNUAL VEHICLE MILES OF TRAVEL BY COUNTY

(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)

| COUNTY | RURAL | URBAN | COUNTY TOTAL | PERCENT OF STATE TRAVEL |
|---------------|------------------|------------------|------------------|----------------------------|
| ADAMS | 31,564 | | 31,564 | 0.41% |
| BARNES | 183,081 | 39,555 | 222,636 | 2.93% |
| BENSON | 88,574 | | 88,574 | 1.16% |
| BILLINGS | 54,986 | | 54,986 | 0.72% |
| BOTTINEAU | 93,986 | | 93,986 | 1.24% |
| BOWMAN | 44,373 | | 44,373 | 0.58% |
| BURKE | 47,449 | | 47,449 | 0.62% |
| BURLEIGH | 225,651 | 327,336 | 552,987 | 7.27% |
| CASS | 431,936 | 887,455 | 1,319,390 | 17.34% |
| CAVALIER | 58,426 | | 58,426 | 0.77% |
| DICKEY | 58,938 | | 58,938 | 0.77% |
| DIVIDE | 38,129 | | 38,129 | 0.50% |
| DUNN | 53,078 | | 53,078 | 0.70% |
| EDDY | 28,791 | | 28,791 | 0.38% |
| EMMONS | 52,699 | | 52,699 | 0.69% |
| FOSTER | 45,828 | | 45,828 | 0.60% |
| GOLDEN VALLEY | 39,651 | | 39,651 | 0.52% |
| GRAND FORKS | 363,092 | 247,062 | 610,154 | 8.02% |
| GRANT | 31,848 | | 31,848 | 0.42% |
| GRIGGS | 29,952 | | 29,952 | 0.39% |
| HETTINGER | 37,441 | | 37,441 | 0.49% |
| KIDDER | 110,579 | | 110,579 | 1.45% |
| LAMOURE | 55,252 | | 55,252 | 0.73% |
| LOGAN | 22,764 | | 22,764 | 0.30% |
| MC HENRY | 112,949 | | 112,949 | 1.48% |
| MC INTOSH | 34,290 | | 34,290 | 0.45% |
| MC KENZIE | 127,079 | | 127,079 | 1.67% |
| MC LEAN | 169,661 | | 169,661 | 2.23% |
| MERCER | 74,258 | | 74,258 | 0.98% |
| MORTON | 222,185 | 125,244 | 347,429 | 4.57% |
| MOUNTRAIL | 142,045 | | 142,045 | 1.87% |
| NELSON | 72,113 | | 72,113 | 0.95% |
| OLIVER | 30,693 | | 30,693 | 0.40% |
| PEMBINA | 127,647 | | 127,647 | 1.68% |
| PIERCE | 52,656 | | 52,656 | 0.69% |
| RAMSEY | 97,077 | 35,364 | 132,441 | 1.74% |
| RANSOM | 52,745 | | 52,745 | 0.69% |
| RENVILLE | 37,632 | | 37,632 | 0.49% |
| RICHLAND | 235,306 | 36,011 | 271,318 | 3.57% |
| ROLETTE | 92,971 | | 92,971 | 1.22% |
| SARGENT | 59,574 | | 59,574 | 0.78% |
| SHERIDAN | 27,081 | | 27,081 | 0.36% |
| SIOUX | 36,464 | | 36,464 | 0.48% |
| SLOPE | 26,541 | | 26,541 | 0.35% |
| STARK | 163,688 | 88,432 | 252,119 | 3.31% |
| STEELE | 35,039 | | 35,039 | 0.46% |
| STUTSMAN | 223,145 | 75,428 | 298,573 | 3.92% |
| TOWNER | 36,031 | | 36,031 | 0.47% |
| TRAILL | 204,411 | | 204,411 | 2.69% |
| WALSH | 157,440 | 14,477 | 171,917 | 2.26% |
| WARD | 293,505 | 231,446 | 524,951 | 6.90% |
| WELLS | 75,271 | | 75,271 | 0.99% |
| WILLIAMS | 178,307 | 74,117 | 252,424 | 3.32% |
| TOTAL | 5,425,870 | 2,181,927 | 7,607,797 | 100.00% |

2008 RURAL ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASSIFICATION



(43)

Vehicle Miles of Travel

| | |
|--------|------------------------|
| Blue | Interstate |
| Red | Principal Arterial |
| Green | Minor Arterial |
| Brown | State Major Collector |
| Cyan | County Major Collector |
| Yellow | Local Roads |

NOTES: - Data from page 41 of this report.
 - Vehicle miles of travel shown in thousands.
 - The size of the circle corresponds to total VMT by county.

Planning & Programming Division
 Transportation Data
 December 2008

Daily Truck VMT for Statewide

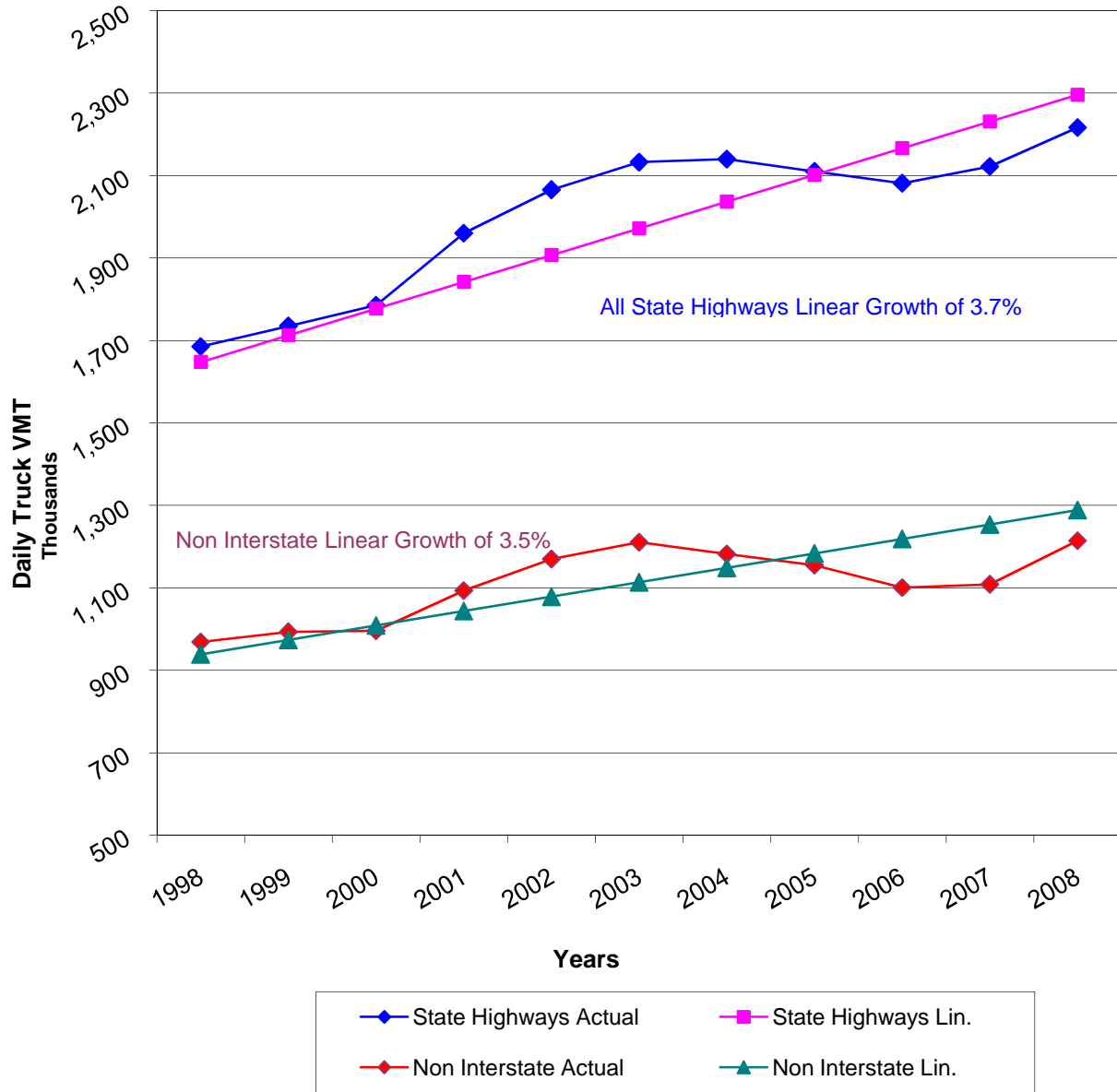
All State Highways

| Years | Total Daily VMT | Total Daily Truck VMT | <i>Linear Estimated</i> Total Daily Truck VMT | % Total Trucks | % Combination Trucks |
|-------|-----------------|-----------------------|--|----------------|----------------------|
| 1993 | 9,542,021 | 1,288,223 | 1,323,264 | 13.50% | 9.50% |
| 1994 | 9,903,875 | 1,321,457 | 1,388,099 | 13.34% | 9.34% |
| 1995 | 10,193,061 | 1,348,124 | 1,452,934 | 13.23% | 9.23% |
| 1996 | 10,705,880 | 1,543,728 | 1,517,768 | 14.42% | 10.42% |
| 1997 | 11,300,983 | 1,611,725 | 1,582,603 | 14.26% | 10.26% |
| 1998 | 12,318,386 | 1,685,090 | 1,647,438 | 13.68% | 9.68% |
| 1999 | 12,280,850 | 1,734,787 | 1,712,272 | 14.13% | 10.13% |
| 2000 | 12,161,423 | 1,784,956 | 1,777,107 | 14.68% | 10.68% |
| 2001 | 12,069,946 | 1,959,965 | 1,841,942 | 16.24% | 12.24% |
| 2002 | 12,372,609 | 2,065,392 | 1,906,776 | 16.69% | 12.69% |
| 2003 | 12,584,059 | 2,132,255 | 1,971,611 | 16.94% | 12.94% |
| 2004 | 12,834,849 | 2,139,703 | 2,036,446 | 16.67% | 12.67% |
| 2005 | 12,843,726 | 2,109,678 | 2,101,281 | 16.43% | 12.43% |
| 2006 | 12,864,635 | 2,081,109 | 2,166,115 | 16.18% | 12.18% |
| 2007 | 13,143,830 | 2,121,611 | 2,230,950 | 16.14% | 12.14% |
| 2008 | 13,070,318 | 2,216,080 | 2,295,785 | 16.96% | 12.96% |
| 2023 | | | 3,268,305 | | |

Non Interstate Highways

| Years | Total Daily VMT | Total Daily Truck VMT | <i>Linear Estimated</i> Total Daily Truck VMT | % Total Trucks | % Combination Trucks |
|-------|-----------------|-----------------------|--|----------------|----------------------|
| 1993 | 6,133,547 | 738,502 | 763,757 | 12.04% | 9.04% |
| 1994 | 6,424,179 | 762,489 | 798,731 | 11.87% | 8.87% |
| 1995 | 6,603,919 | 780,634 | 833,704 | 11.82% | 8.82% |
| 1996 | 6,934,651 | 870,869 | 868,678 | 12.56% | 9.56% |
| 1997 | 7,415,950 | 911,149 | 903,651 | 12.29% | 9.29% |
| 1998 | 8,278,749 | 968,340 | 938,625 | 11.70% | 8.70% |
| 1999 | 8,221,039 | 992,840 | 973,599 | 12.08% | 9.08% |
| 2000 | 7,987,867 | 995,695 | 1,008,572 | 12.47% | 9.47% |
| 2001 | 7,872,873 | 1,092,789 | 1,043,546 | 13.88% | 10.88% |
| 2002 | 7,998,087 | 1,169,617 | 1,078,519 | 14.62% | 11.62% |
| 2003 | 8,063,953 | 1,210,348 | 1,113,493 | 15.01% | 12.01% |
| 2004 | 8,106,756 | 1,181,721 | 1,148,466 | 14.58% | 11.58% |
| 2005 | 8,161,190 | 1,154,376 | 1,183,440 | 14.14% | 11.14% |
| 2006 | 8,177,826 | 1,100,032 | 1,218,414 | 13.45% | 10.45% |
| 2007 | 8,131,192 | 1,108,160 | 1,253,387 | 13.63% | 10.63% |
| 2008 | 8,242,828 | 1,213,812 | 1,288,361 | 14.73% | 11.73% |
| 2023 | | | 1,812,965 | | |

Daily Truck VMT for Statewide



Daily Truck VMT for Interstate

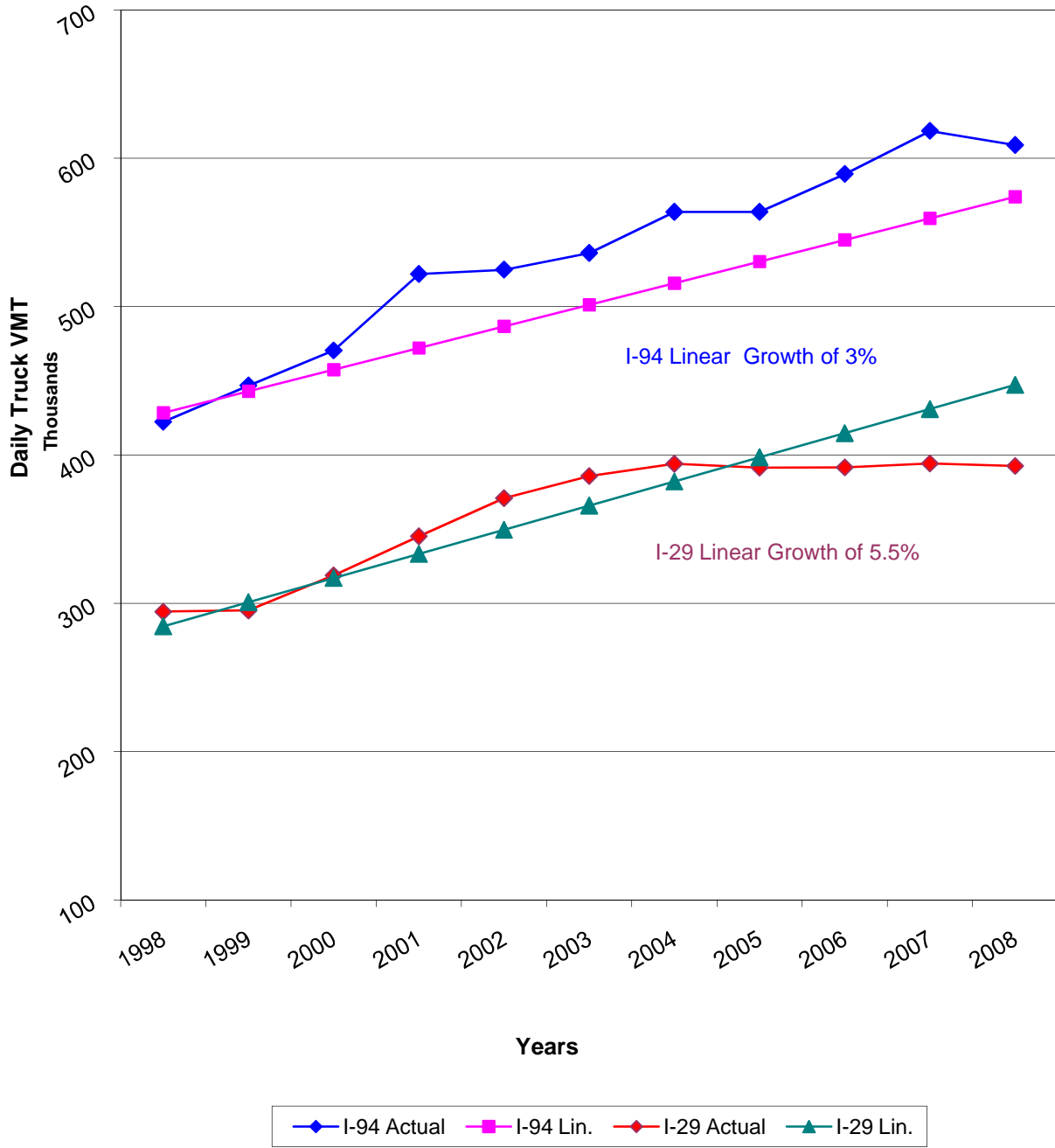
I - 94

| Years | Total Daily VMT | Total Daily Truck VMT | <i>Linear Estimated</i> Total Daily Truck VMT | % Total Trucks | % Combination Trucks |
|--------------|------------------------|------------------------------|--|-----------------------|-----------------------------|
| 1993 | 2,078,168 | 350,832 | 355,589 | 16.88% | 12.88% |
| 1994 | 2,139,975 | 358,732 | 370,148 | 16.76% | 12.76% |
| 1995 | 2,228,543 | 364,708 | 384,706 | 16.37% | 12.37% |
| 1996 | 2,299,132 | 402,978 | 399,265 | 17.53% | 13.53% |
| 1997 | 2,375,641 | 416,695 | 413,823 | 17.54% | 13.54% |
| 1998 | 2,509,630 | 422,330 | 428,381 | 16.83% | 12.83% |
| 1999 | 2,433,087 | 446,754 | 442,940 | 18.36% | 14.36% |
| 2000 | 2,556,535 | 470,392 | 457,498 | 18.40% | 14.40% |
| 2001 | 2,526,691 | 521,943 | 472,057 | 20.66% | 16.66% |
| 2002 | 2,635,093 | 524,858 | 486,615 | 19.92% | 15.92% |
| 2003 | 2,692,975 | 536,105 | 501,174 | 19.91% | 15.91% |
| 2004 | 2,860,897 | 563,806 | 515,732 | 19.71% | 15.71% |
| 2005 | 2,821,424 | 563,819 | 530,291 | 19.98% | 15.98% |
| 2006 | 2,798,960 | 589,420 | 544,849 | 21.06% | 17.06% |
| 2007 | 3,017,981 | 618,409 | 559,407 | 20.49% | 16.49% |
| 2008 | 2,850,232 | 608,886 | 573,966 | 21.36% | 17.36% |
| 2023 | | | 792,343 | | |

I - 29

| Years | Total Daily VMT | Total Daily Truck VMT | <i>Linear Estimated</i> Total Daily Truck VMT | % Total Trucks | % Combination Trucks |
|--------------|------------------------|------------------------------|--|-----------------------|-----------------------------|
| 1993 | 1,310,903 | 198,048 | 203,056 | 15.11% | 12.11% |
| 1994 | 1,318,732 | 199,360 | 219,335 | 15.12% | 12.12% |
| 1995 | 1,339,467 | 201,894 | 235,614 | 15.07% | 12.07% |
| 1996 | 1,450,917 | 268,501 | 251,893 | 18.51% | 15.51% |
| 1997 | 1,509,392 | 283,881 | 268,172 | 18.81% | 15.81% |
| 1998 | 1,530,007 | 294,420 | 284,451 | 19.24% | 16.24% |
| 1999 | 1,626,724 | 295,193 | 300,730 | 18.15% | 15.15% |
| 2000 | 1,617,021 | 318,869 | 317,009 | 19.72% | 16.72% |
| 2001 | 1,670,382 | 345,233 | 333,288 | 20.67% | 17.67% |
| 2002 | 1,739,429 | 370,917 | 349,567 | 21.32% | 18.32% |
| 2003 | 1,827,132 | 385,802 | 365,846 | 21.12% | 18.12% |
| 2004 | 1,867,196 | 394,176 | 382,125 | 21.11% | 18.11% |
| 2005 | 1,861,112 | 391,483 | 398,404 | 21.03% | 18.03% |
| 2006 | 1,887,849 | 391,657 | 414,683 | 20.75% | 17.75% |
| 2007 | 1,972,376 | 394,295 | 430,962 | 19.99% | 16.99% |
| 2008 | 1,954,977 | 392,635 | 447,241 | 20.08% | 17.08% |
| 2023 | | | 691,427 | | |

Daily Truck VMT for Interstate

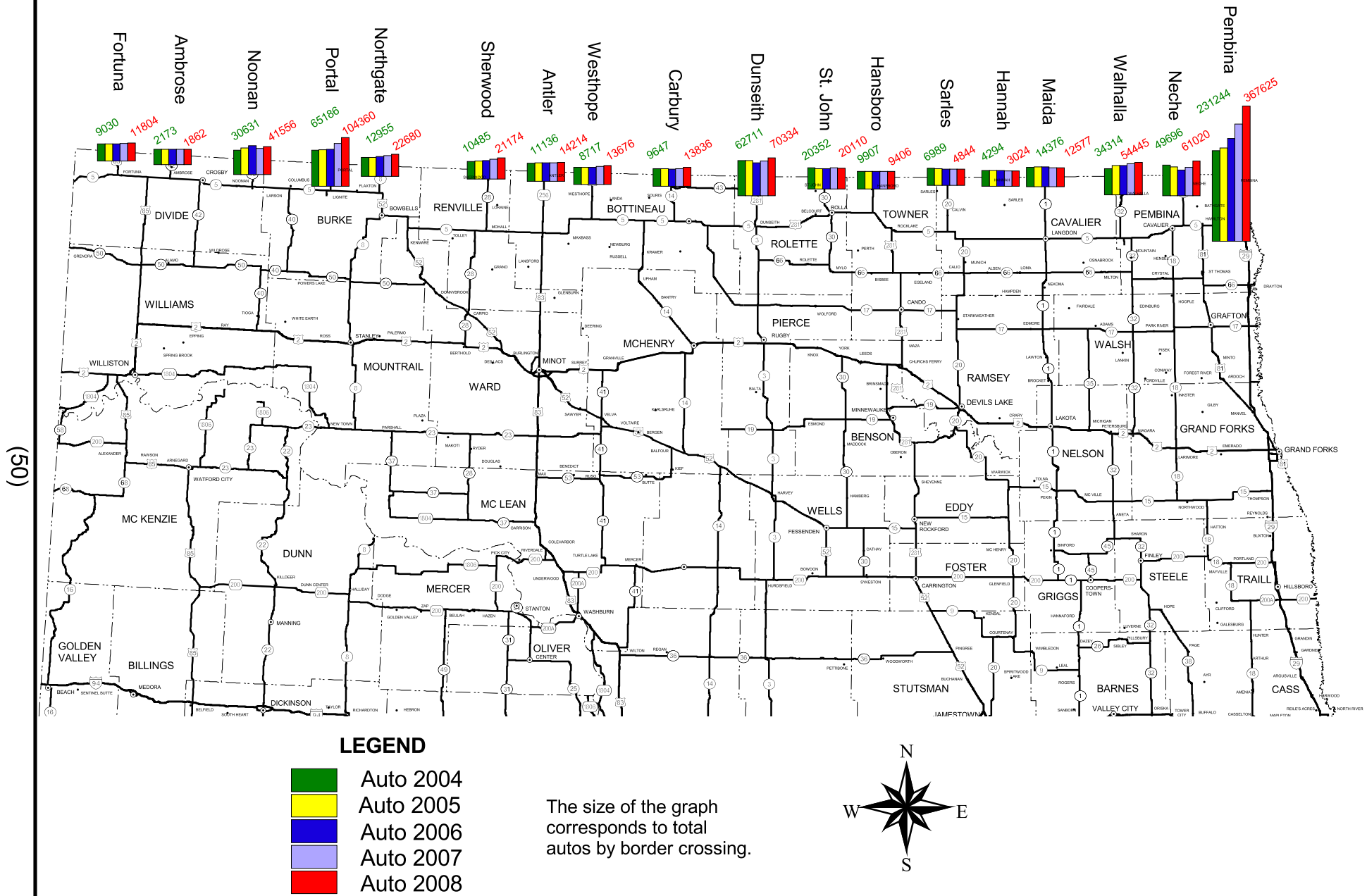


BORDER CROSSINGS
(VEHICLES ENTERING THE UNITED STATES FROM CANADA)

| PORT OF ENTRY | AUTOMOBILES | | | TRUCKS | | |
|---------------|----------------|----------------|---------------|----------------|----------------|--------------|
| | FISCAL 2007 | FISCAL 2008 | % CHANGE | FISCAL 2007 | FISCAL 2008 | % CHANGE |
| FORTUNA | 9,806 | 11,804 | 20.38% | 3,687 | 3,558 | -3.50% |
| AMBROSE | 1,760 | 1,862 | 5.80% | 386 | 254 | -34.20% |
| NOONAN | 35,473 | 41,556 | 17.15% | 4,485 | 3,168 | -29.36% |
| PORTAL | 86,384 | 104,360 | 20.81% | 76,851 | 84,883 | 10.45% |
| NORTHGATE | 18,897 | 22,680 | 20.02% | 5,740 | 8,483 | 47.79% |
| SHERWOOD | 16,638 | 21,174 | 27.26% | 3,309 | 3,284 | -0.76% |
| ANTLER | 12,372 | 14,214 | 14.89% | 512 | 696 | 35.94% |
| WESTHOPE | 11,917 | 13,676 | 14.76% | 4,014 | 4,956 | 23.47% |
| CARBURY | 9,725 | 13,836 | 42.27% | 532 | 712 | 33.83% |
| DUNSEITH | 60,533 | 70,334 | 16.19% | 26,295 | 32,349 | 23.02% |
| ST. JOHN | 20,859 | 20,110 | -3.59% | 2,927 | 2,963 | 1.23% |
| HANSBORO | 9,728 | 9,406 | -3.31% | 1,332 | 1,480 | 11.11% |
| SARLES | 5,016 | 4,844 | -3.43% | 1,813 | 1,593 | -12.13% |
| HANNAH | 3,497 | 3,024 | -13.53% | 76 | 67 | -11.84% |
| MAIDA | 12,763 | 12,577 | -1.46% | 1,964 | 2,568 | 30.75% |
| WALHALLA | 50,223 | 54,445 | 8.41% | 15,150 | 15,953 | 5.30% |
| NECHE | 41,621 | 61,020 | 46.61% | 19,928 | 16,966 | -14.86% |
| PEMBINA | 312,871 | 367,625 | 17.50% | 243,730 | 247,951 | 1.73% |
| TOTAL | 720,083 | 848,547 | 17.84% | 412,731 | 431,884 | 4.64% |

U.S. Customs and Border Protection Agency revised the numbers previously used for 2007.

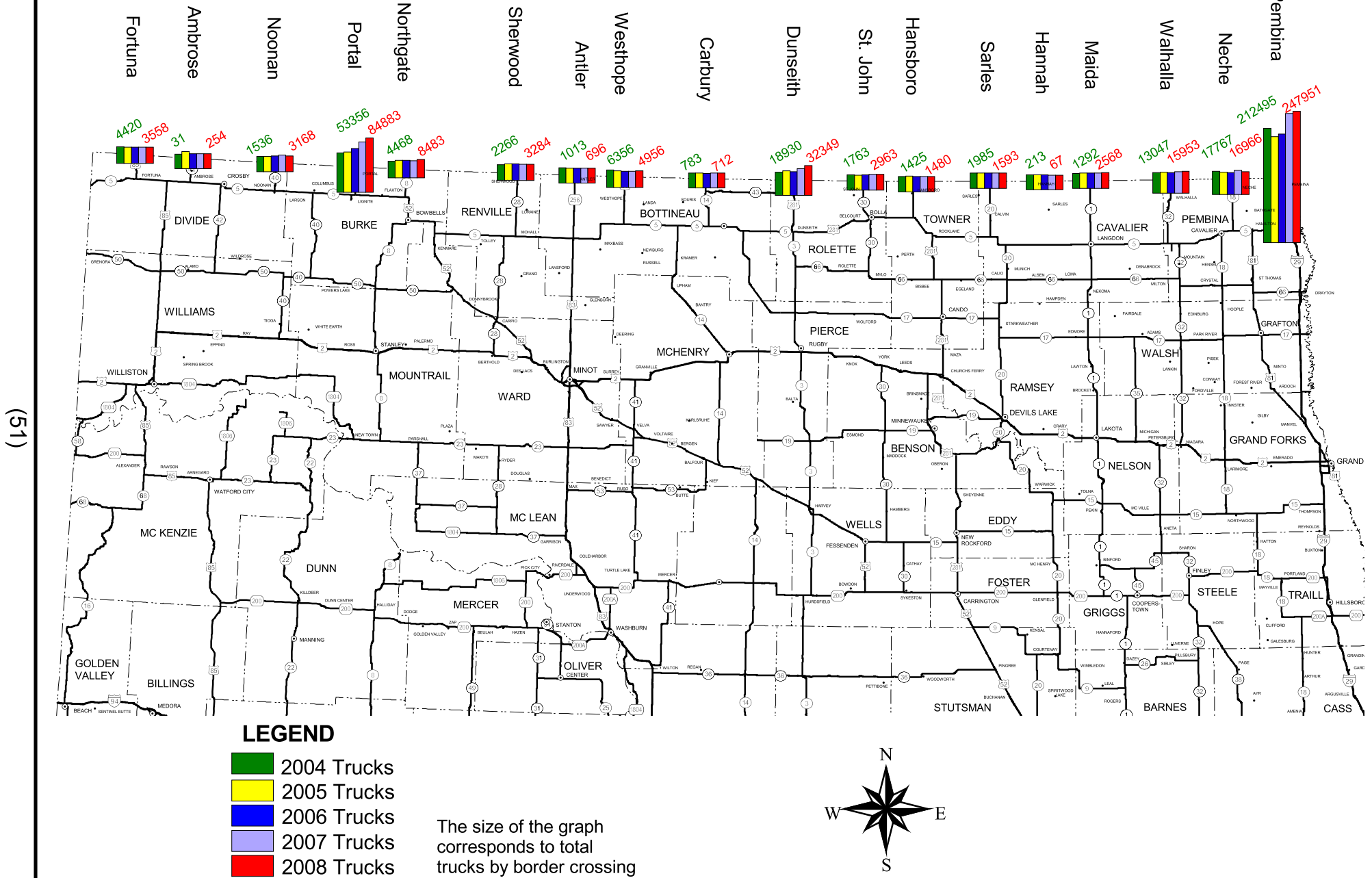
Total Auto Volume Entering from Canada



NOTES: Data from Pembina District Border Ports of Entry - Fiscal years - Oct. 1 - Sept. 30
 U.S. Customs and Border Protection Agency revised the numbers previously used for 2007.

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Total Truck Volume Entering from Canada



NOTE: Data from Pembina District Border Ports of Entry - Fiscal years - Oct. 1 - Sept. 30.
U.S. Customs and Border Protection Agency revised the numbers previously used for 2007.

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