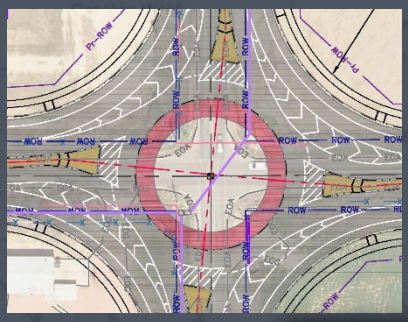
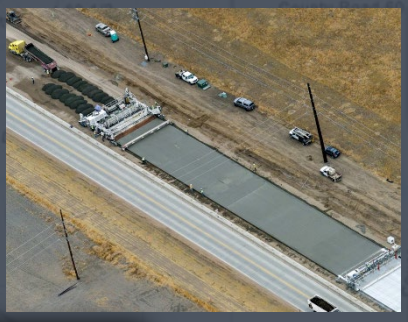
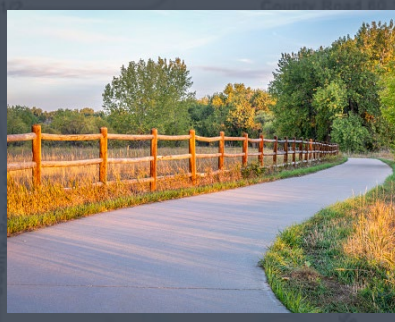
# WELD COUNTY TRANSPORTATION PLAN

# 2045







ADOPTED

NOVEMBER 9, 2020

PUBLIC WORKS

DEPARTMENT

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# WELD COUNTY
# 2045
# TRANSPORTATION PLAN

**PREPARED FOR WELD COUNTY COMMISSIONERS**

1150 O STREET

GREELEY, COLORADO 80631

**PREPARED BY WELD COUNTY PUBLIC WORKS DEPARTMENT**

1111 H STREET

GREELEY, COLORADO 80631

NOVEMBER 9, 2020

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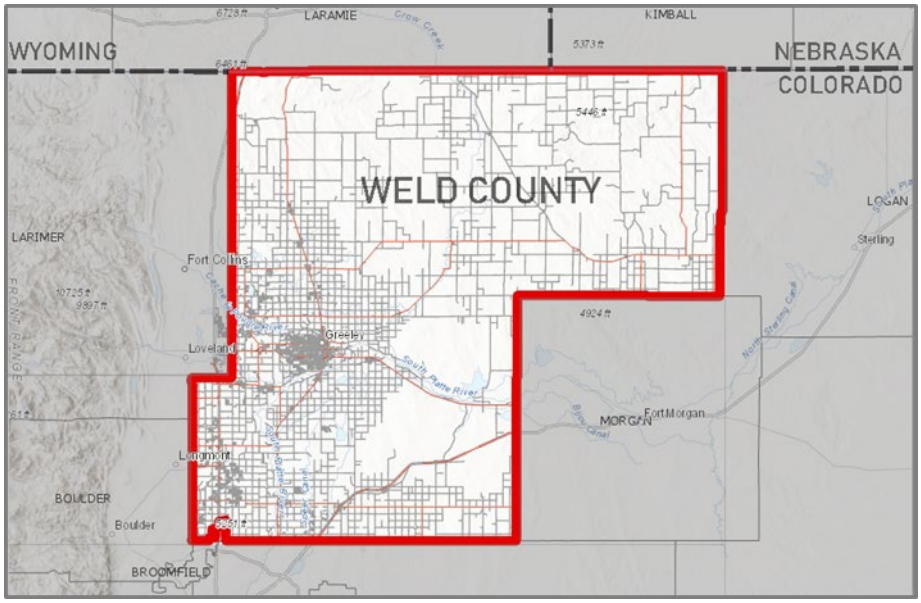
# ACRONYMS

| | |
|---|---|
| AADT | Annual Average Daily Traffic |
| AASHTO | American Assn. of State Highway & Transportation Officials |
| ACP | Access Control Plan |
| ADT | Average Daily Traffic |
| APFP | Adequate Public Facilities Plan |
| BOCC | Board of County Commissioners |
| CDOT | Colorado Department of Transportation |
| CDPHE | Colorado Department of Public Health and Environment |
| CIP | Capital Improvements Plan |
| CMAQ | Congestion Mitigation and Air Quality |
| CNG | Compressed Natural Gas |
| CO | Carbon Monoxide |
| DOLA | Department of Local Affairs |
| DOT | Department of Transportation |
| DRCOG | Denver Regional Council of Governments |
| FDR | Full Depth Reclamation |
| FHWA | Federal Highway Administration |
| GMA | Growth Management Area |
| HARP | Haul Route Program |
| HUTF | Highway Users Tax Fund |
| IGA | Intergovernmental Agreement |
| LOS | Level of Service |
| MPO | Metropolitan Planning Organization |
| MUTCD | Manual on Uniform Traffic Control Devices |
| NFRMPO | North Front Range Metropolitan Planning Organization |
| PEL | Planning and Environmental Linkages Study |
| RAP | Reclaimed Asphalt Pavement |
| ROW | Right-of-Way |
| SH | State Highway |
| SIP | State Implementation Plan (Air Quality) |
| TAZ | Traffic Analysis Zone |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Area |
| TPR | Transportation Planning Region |
| UFRTPR | Upper Front Range Transportation Planning Region |
| V/C | Volume to Capacity Ratio |
| VMT | Vehicle Miles Traveled |
| VPD | Vehicles Per Day |
| WCR | Weld County Road |

# INTRODUCTION

Weld County is the third largest county in the State of Colorado, covering 3,987 square miles in the north central part of the state. Weld County is bordered by the State of Wyoming and the State of Nebraska to the north, Morgan County and Logan County to the east, Adams County and the City and County of Broomfield to the south, and Boulder County and Larimer County to the west. According to the Colorado State Demography Office, Weld County's 2019 population estimate is 323,763 residents. The County averages approximately a 3.5% annual growth rate, which identifies Weld County as having the second fastest growth rate among counties in Colorado, and fourteenth largest growth rate in the country for counties with population over 100,000. Greeley, the County seat, had a growth rate of 3% in 2017, making it the seventh highest growth rate in the country for cities. Weld County's importance as an agricultural region dates to its inception in the early 1860's. Today, Weld County continues to be one of the most agriculturally productive counties in the State of Colorado. In terms of value of total agricultural products sold, Weld County ranks as number one in the state, and number nine in the country at $1.8 billion annually. Oil and gas production activities have occurred for decades in Weld County, however in recent years production has increased exponentially due to the introduction of horizontal drilling. Weld County also has many small and large businesses located in the unincorporated portion of the County. This diverse economy impacts the County road system and are continually difficult to accommodate both physically and financially. As a result, ongoing growth and development will continue to increase traffic demands on the County's roadway network. This 2045 Transportation Plan outlines the strategies that Weld County is implementing and will implement in the future to keep up with the transportation needs of the traveling public. This plan will attempt to address how Weld County intends to address the traffic increases associated with rapid population growth expected in the region. As a part of this planning effort, Weld County has developed a list of transportation related projects that are both financially feasible, as well as necessary in order to accommodate future traffic volumes. The project list in this plan outlines Weld

**Figure 1: Weld County Vicinity Map**



County's transportation needs over the next 25 years and was developed through in-depth review by technical staff, and through the development of a traffic forecast model that encompasses Weld County roadways. Unincorporated Weld County has a vast roadway network that includes 743 miles of paved roads, approximately 2,173 miles of gravel roads, 447 bridges, and thousands of culverts, all maintained by the Weld County Public Works Department. This plan is necessary to ensure that improvements to the transportation facilities in the County are cost effective and are financially feasible through long-term planning as well as the preservation of ROW.

## PURPOSE

The Weld County 2045 Transportation Plan serves as an integral part in the decision-making process for Weld County staff and elected officials. The primary purpose of this document is to provide technical information that can be used as a basis for formulating transportation related policies. To ensure the sustainability of Weld County's quality of life, this plan shall consider preserving the rural character, while providing strategies that sustain urban development.

### MISSION STATEMENT

THE PURPOSE OF THE WELD COUNTY 2045 TRANSPORTATION PLAN IS TO PROVIDE A COORDINATED COUNTY-WIDE ROAD SYSTEM THAT MOVES PEOPLE AND GOODS IN A SAFE, ECONOMICAL, AND EFFICIENT MANNER.

### INCORPORATED MUNICIPALITIES

AULT, BERTHOUD, BRIGHTON, DACONO, EATON, ERIE, EVANS, FIRESTONE, FORT LUPTON, FREDERICK, GARDEN CITY, GILCREST, GREELEY, GROVER, HUDSON, JOHNSTOWN, KEENESBURG, KERSEY, LASALLE, LOCHBUIE, LONGMONT, MEAD, MILLIKEN, NEW RAYMER, NORTHGLENN, NUNN, PIERCE, PLATTEVILLE, SEVERANCE, THORNTON, TIMNATH, AND WINDSOR.

The focus of the content in this plan is to provide guidance for future transportation development in Weld County, however there are multiple topics that will be covered throughout the text. Within the County boundaries reside thirty-two incorporated municipalities, all having their own unique identity. Weld County's diversity provides the residents an abundant amount of choices and opportunities for homes, businesses, recreation, and leisure activities. Many of these Weld County communities have adopted transportation plans of their own. Weld County reviewed these documents to ensure a regionally coordinated implementation strategy is recognized County-wide for compatibility and future improvements. As a result, this regional outreach hopes to encapsulate a balanced County-wide transportation system, uniting the entire region.

There is a substantial relationship between transportation and land use, which is true for both rural and urban areas. By coordinating transportation planning and land-use planning, multiple benefits are revealed through effective utilization of transportation resources. Such benefits include improved travel choices and options, reduced road network demands and VMT, less time spent driving, increased community health and active living, economic vitality, and improved air quality. A comprehensive transportation approach can be employed through development design standards, programs, and policies that support a wider variety of transportation choices.

The purpose of this 2045 Transportation Plan is to summarize existing transportation conditions and recommend policy, funding, and roadway development for Weld County through the 2045 planning horizon. This timeline supports current travel modeling efforts of NFRMPO, DRCOG and CDOT. The most recent Weld County Comprehensive Plan update was completed in conjunction with this plan as well. The 2045 Transportation Plan will be an extension of the Comprehensive Plan focusing on basic travel characteristics unique to Weld County.

## UNINCORPORATED COMMUNITIES

BARNESVILLE, BRIGGSDALE, BUCKINGHAM, CAMFIELD, CARR, DEARFIELD, EAST EATON, ESPANOLA, EVANSTON, GALETON (ZITA TOWN), GILL, HARDIN, HEREFORD, KEOTA, KERSEY COLONY, LUCERNE, NORTH JOHNSTOWN, PEACEFUL ACRES, POUDRE CITY, PULLIAM, PURCELL, PURITAN, ROGGEN, SEBOLD, ST. LOUIS WESTERN COLONY, STONEHAM, VOLLMAR, UNION COLONY, AND WATTENBERG

## BACKGROUND

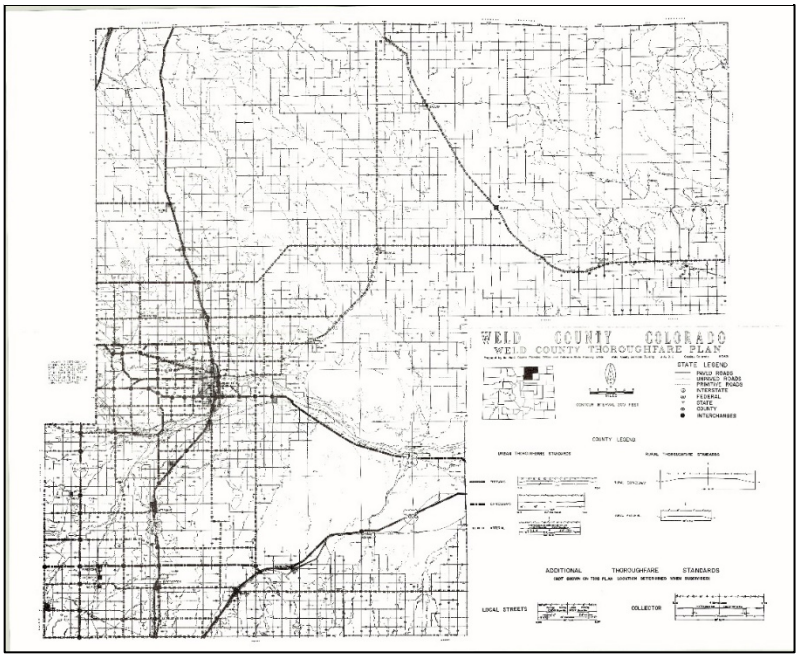
In 1866, Section 2477 of the Revised Statutes of the United States provided: "The right of way for the construction of highways over public lands not reserved for public uses is hereby granted". It was also known as the Mining Act and the Canal Act. In 1885 an Act by the Colorado General Assembly gave the right to County Commissioners to declare any section line or township line in the public domain a public highway. On October 12, 1889, the BOCC of Weld County declared all section and township lines in the public domain of the United States

in Weld County to be public highways. This order was recorded at the Clerk and Recorders Office in Book 86 at page 273. With this order, 60' of ROW (30' on each side of the section or township line) was reserved as long as the land was still in the public domain as of October 12, 1889. Lands excepted from this are in railroad sections, school sections, and lands patented prior to the year 1889.

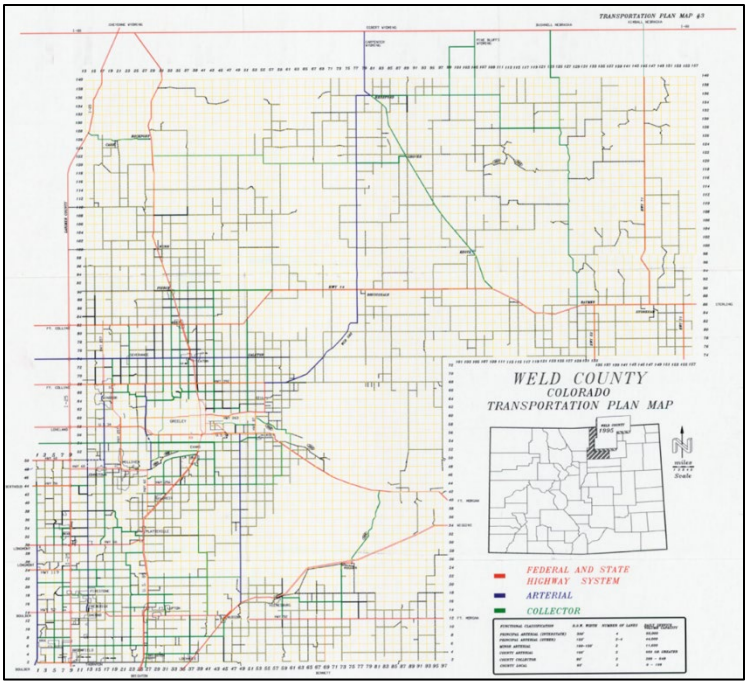
Fast forward nearly a century, and in 1961 the Weld County Subdivision Code was developed. This code referred to a road classification system in the County, and called out arterial, collector and local roads. The arterial road classification had 100 feet of ROW total, instead of the 140 feet that the County currently identifies. ROW for collector and local roads have been left unchanged. This was really the first time that future roadway planning was done in Weld County in terms of planning for roadway capacity expansion for County roads.

The 1973 Weld County Comprehensive Plan included a map that classified specific roads and referred to the roadway classifications. This thoroughfare plan contained classifications that include freeways, expressways, rural expressways, arterial, rural arterial, collector, and local. The amount of ROW for each classification went from 250 feet for a freeway, down to 60 feet for a local road. These early references to ROW helped to create a system that allows Weld County to maintain and improve county roads in a cost-effective way. Staff at the time developed these plans in order to ensure that the County would continue to have the ability to widen roads when traffic volumes increase beyond the current roadway capacity.

**Figure 2: Thoroughfare Plan (1973)**



## Figure 3: Road Classification Map (1995)




In 1995 a new functional classification map was created. This map served as a component of the 1995 Weld County Comprehensive Plan. This map was an update of the previously adopted Thoroughfare Plan. Since 1995 considerable changes have occurred, necessitating a review and revision of the County's road classification plan and road cross-sections.

In the late 1990's, Weld County was experiencing significant growth pressures by new residential, commercial and industrial development. To address these growing demands, the County pursued implementing a road impact fee. Impact fees are one of the most direct ways for local governments to require new developments to pay their pro-rata share of the cost of new infrastructure facilities required to serve that development. The charges are typically assessed based on a standard formula and are collected at the time of building permit issuance.

In June 2001, Duncan and Associates prepared an update of the road impact fees in the Southwest Study Area. The update was limited to recalculating the impact fees for a redrawn Southwest service area, which excluded all the non-participating municipalities. In 2002, Duncan and Associates in association with Felsburg, Holt and Ullevig prepared a County-Wide Road Impact Fee Study. Like the previous studies, the County-wide study was based on a demand-driven model. The difference with this study was the funding of capacity-expanding improvements within the assessment districts on major roadways. For the purpose of the impact fee study, these major roadway systems were classified as major arterial roads. Weld County Public Works began performing corridor

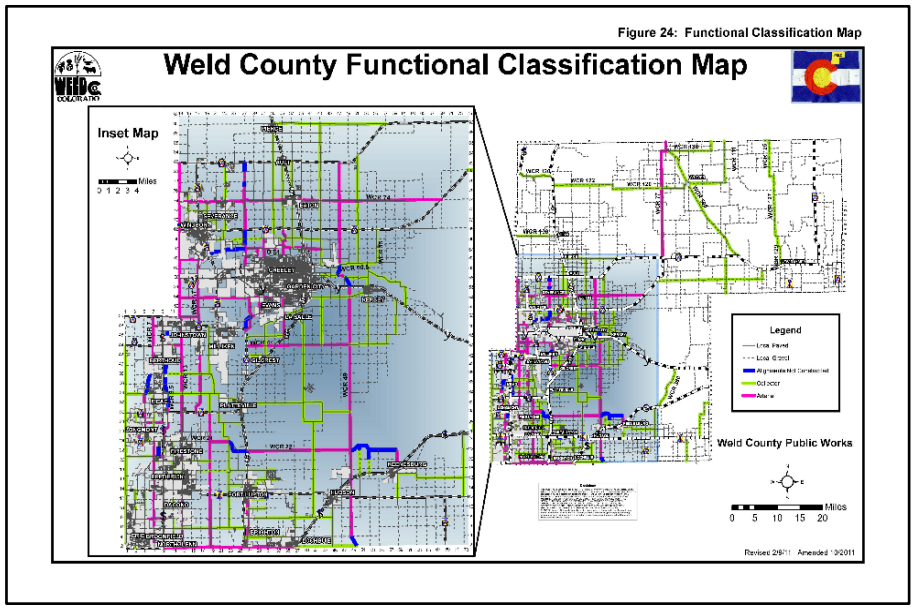
studies in 2002. The intent of the corridor studies was to refine the alignment or geometry problems associated with roadways that have alignment issues.

Weld County has conducted several corridor studies. The BOCC currently recognizes the following studies:

- High Plains Boulevard I-25 Parallel Arterial Corridor Study
- Weld/Adams County Line Crossroads Alignment Study
- WCR 49/Imboden Alignment Study

In 2011, the Weld County 2035 Transportation Plan was adopted by the BOCC. The plan set up a method for developing, implementing and updating a functional classification map. The plan built on methods that were done in the past but created a clear process to be utilized by staff. Since the 2035 Transportation Plan was adopted, Weld County integrated corridor studies into the functional classification map. The functional classification map divides roads into four categories, much like the earlier roadway classification maps. Each classification refers to the amount of future ROW that is reserved. County Highway refers to roads that are designated as such by the State of Colorado. For arterials, 140 feet of total ROW is called out. This amounts to 40 feet of future ROW on each side of the road. Collector roads have a total of 80 feet of ROW, so 10 feet of future ROW on each side of the existing ROW. Local roads have 60 feet of ROW with no future ROW called out. The BOCC has updated the functional classification map two times since the initial adoption of the map in 2011. The map should be updated every two years in order to remain relevant to current conditions.

**Figure 4: Functional Classification Map (2011)**



## DEMOGRAPHICS

The Front Range of Colorado continues to see large population increases year after year. Projections into the future show no slowing down for growth in the area. As of 2020, approximately 324,429 people call Weld County home, which represents 5.7 % of the total population of Colorado. The Colorado State Demographic Office forecasts that the 2045 population for Weld County will be approximately 644,943. CDOT's FOCUS traffic model has a similar projection, with an expected population of 647,692. Both forecasts predict that population in the next 25 years will double in Weld County. With this massive growth, public officials will need to utilize all available tools to mitigate traffic concerns. The current roadway facilities will not be adequate in terms of efficient movement of people and freight.

**Figure 5: 2015 Population Density**

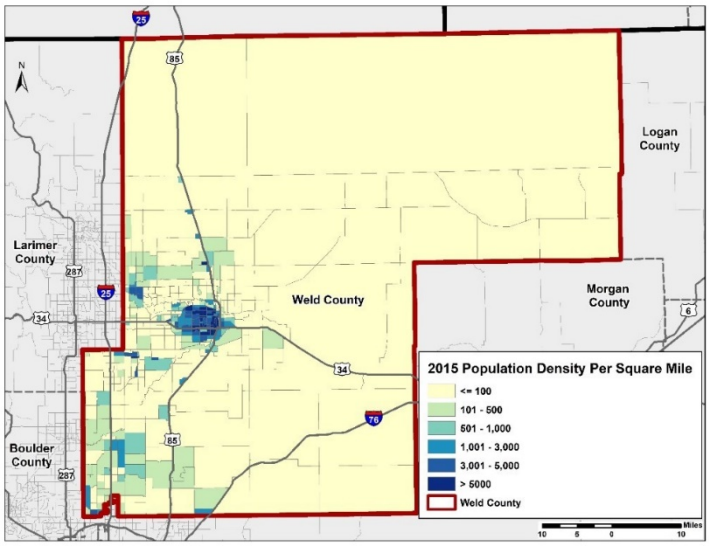
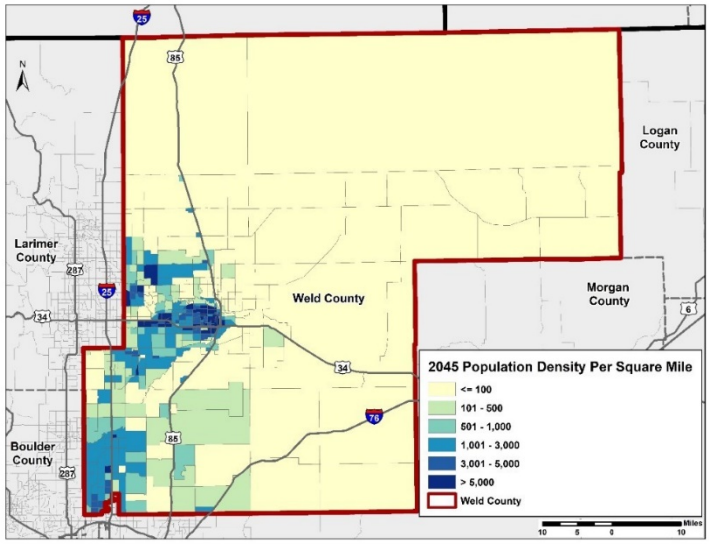



**Figure 6: 2045 Population Density**



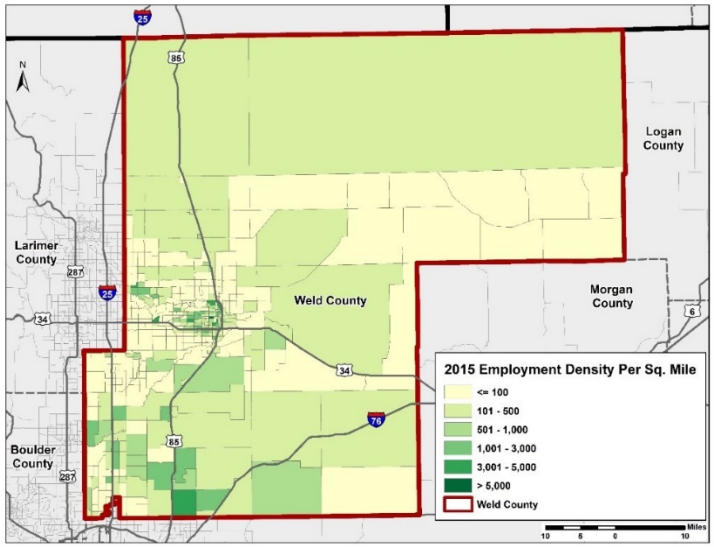

The population density changes of Weld County will be urban-centered growth, with currently vacant agricultural lands one of the primary locations for growth. As seen in **Figures 5 and 6**, population increases will be greatest in the region between Greeley, Loveland and Fort Collins, as well as along the I-25 corridor. Population growths are estimated at approximately 3% per year over the next 25 years. One reason for the growth is that Weld County has a large amount of agricultural land available for development in comparison to Larimer and Boulder Counties.

The trend of people living in Weld County and commuting to other counties for work is expected to increase in the future. During the timeframe of this plan, employment in Weld County is expected to increase at a 2% annual rate. According to estimates, County employment will reach 223,000 in 2045.

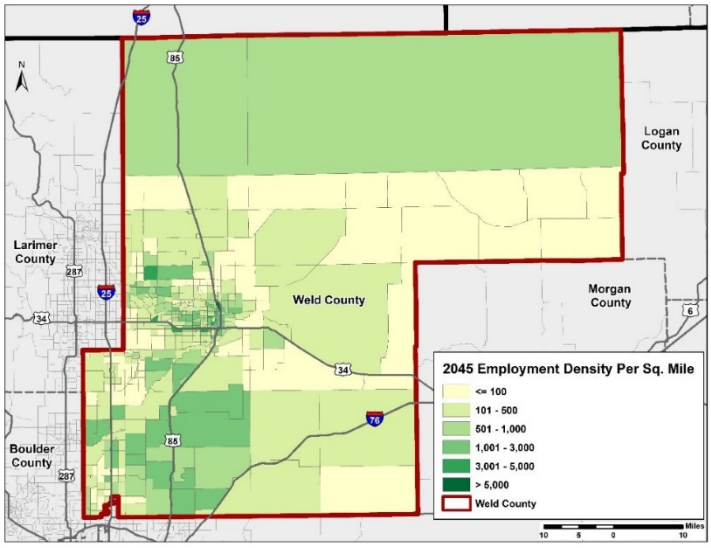
### Table 1: Projected Population Growth

| YEAR | POPULATION | PERCENT CHANGE | AVERAGE ANNUAL INCREASE |
|---|---|---|---|
| **2020** | 333,004 | - | - |
| **2025** | 383,958 | 15.3% | 3.06% |
| **2030** | 443,431 | 15.49% | 3.1% |
| **2035** | 505,828 | 14.07% | 2.81% |
| **2040** | 569,559 | 12.6% | 2.52% |
| **2045** | 644,943 | 13.24% | 2.65% |

### Figure 7: 2015 Employment Density




### Figure 8: 2045 Employment Density




This increase in employment is not large enough jobs to keep up with the population growth, so it is likely that many more people will be commuting outside of the County for work. Weld County is positioned to be a huge labor-shed that will provide many workers to Fort Collins, Boulder, and the Denver Metro Area, among other locations. The additional commuters will put a strain on regional transportation corridors. Measures to mitigate the additional commuter traffic are needed. **Figures 7 and 8** show employment density in Weld County for 2015 and 2045. As you can see, for the most part employment increases are centered around major transportation corridors. Weld County will continue to work with nearby cities, counties, and other agencies to develop strategies to ease traffic congestion concerns in the region.

Weld County is the most agriculturally productive county in the state according to the USA Census of Agriculture. **Table 2** lists Weld County Employment by sector, between the

years 2010 and 2018, according to the State Demography Office. As you can see, government, agriculture, food service, health services, retail, manufacturing, and construction employ the highest numbers of people in the County.

### Table 2: Jobs by Sector

| SECTOR | 2010 | 2018 | % CHANGE |
|---|---|---|---|
| AGRICULTURE | 6,006 | 6,593 | 10% |
| MINING | 3,339 | 8,899 | 167% |
| UTILITIES | 266 | 402 | 51% |
| CONSTRUCTION | 9,169 | 14,808 | 62% |
| MANUFACTURING | 10,614 | 14,052 | 32% |
| WHOLESALE TRADE | 3,547 | 4,780 | 35% |
| RETAIL TRADE | 9,410 | 12,748 | 35% |
| TRANSPORTATION AND WAREHOUSING | 3,132 | 5,638 | 80% |
| INFORMATION TECHNOLOGY | 1,081 | 1,016 | -6% |
| FINANCE ACTIVITIES | 3,952 | 3,736 | -5% |
| REAL ESTATE | 2,997 | 4,028 | 34% |
| PROFESSIONAL, SCIENTIFIC/TECHNICAL SERVICES | 4,167 | 5,870 | 41% |
| MANAGEMENT OF COMPANIES, ENTERPRISES | 1,112 | 1,837 | 65% |
| ADMINISTRATIVE SUPPORT AND WASTE MANAGEMENT | 5,289 | 7,882 | 49% |
| EDUCATION | 908 | 1,637 | 80% |
| HEALTH SERVICES | 9,290 | 10,987 | 18% |
| ARTS, ENTERTAINMENT AND RECREATION | 1,526 | 2,085 | 37% |
| ACCOMMODATION AND FOOD SERVICES | 6,011 | 8,903 | 48% |
| OTHER SERVICES EXCEPT PUBLIC ADMINISTRATION | 6,627 | 8,273 | 25% |
| GOVERNMENT | 16,539 | 17,894 | 8% |
| TOTAL | 104,982 | 142,067 | 35% |

# PLAN CONTEXT

## PLANNING PROCESS

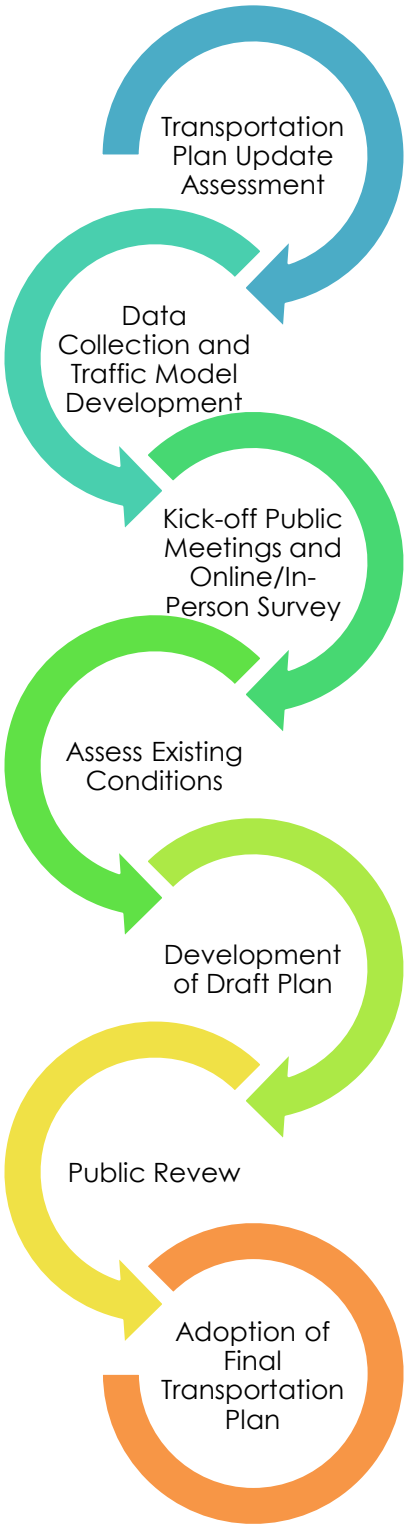
Preparation and plan assessment for the 2045 Transportation Plan update began in August of 2019 with an assessment of the 2035 Transportation Plan. Staff reviewed the plan to determine how the existing plan has been utilized, and how improvements can be made with the updated plan.

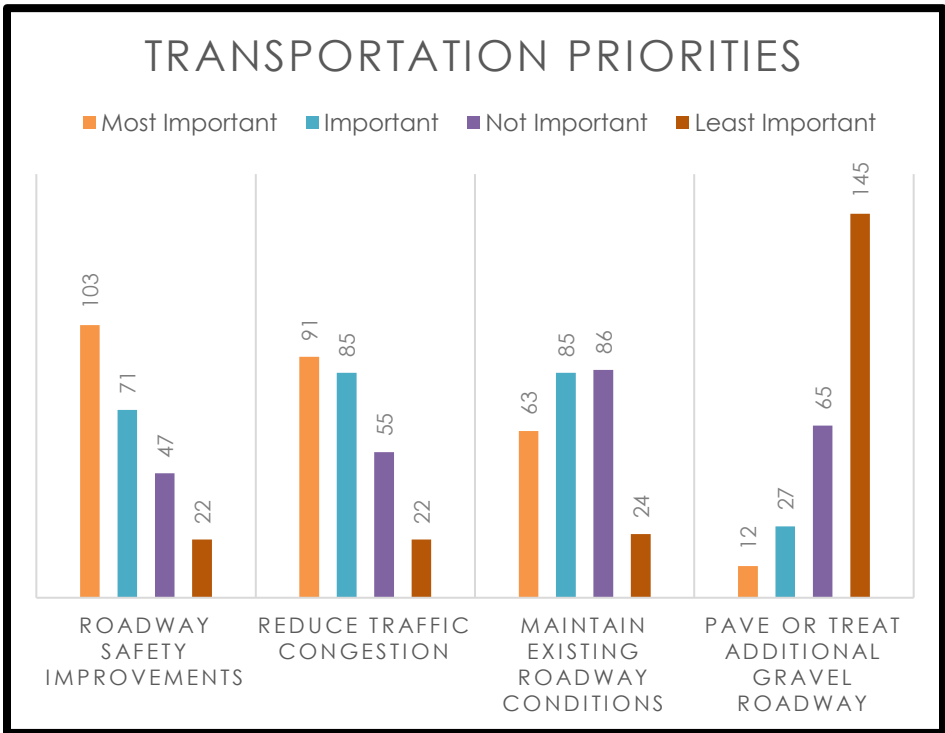
The project team looked at existing conditions and projections for, among other things, traffic and population growth. After initial assessment, staff determined that a traffic demand model to incorporate into the 2045 plan would be extremely beneficial to staff for a variety of reasons. The traffic demand model would be utilized to analyze existing conditions and transportation conditions through the year 2045. Alliance Transportation Group was hired by Weld County to develop a traffic demand model.

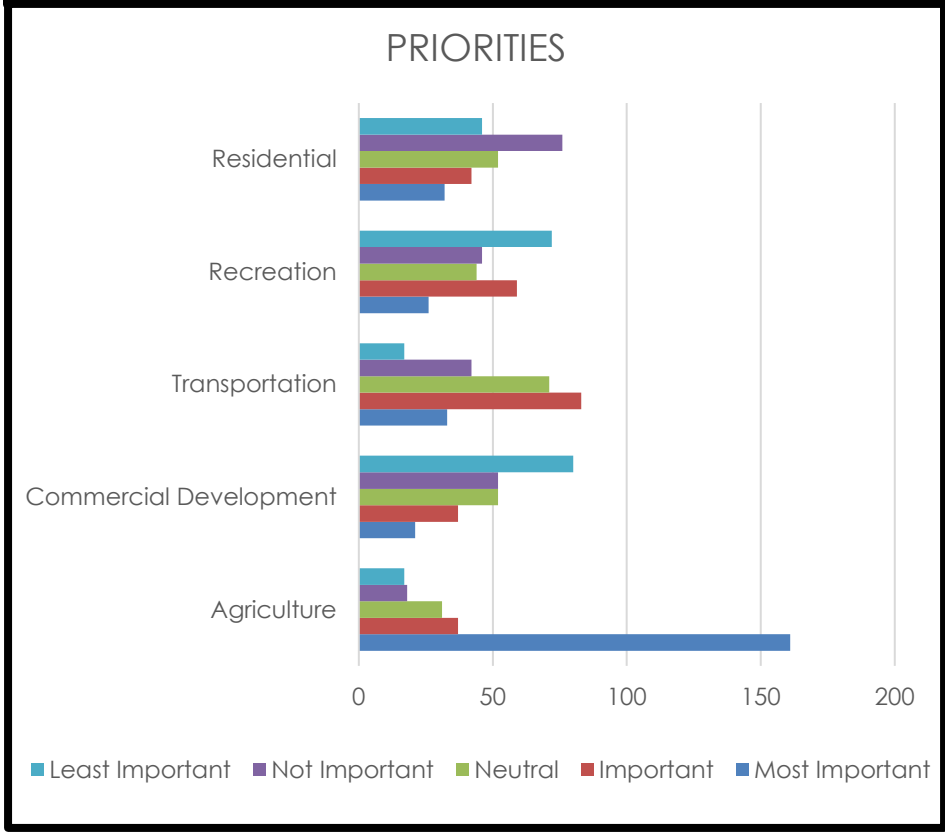
In mid-2020, Weld County began its public outreach in order to gather information and opinions from residents in Weld County. County staff gathered concerns and priorities of the public regarding transportation. Responses from the 2045 Transportation Plan survey can be found in the next few pages.

Staff reviewed the outcomes of the survey, in order to develop this plan in a way that encompassed the needs and concerns of the public. The draft Transportation Plan was then posted on the Weld County website, and additional input from the public, County municipalities, and other local agencies was obtained during the review period.

After a final draft of the plan was complete, staff presented the plan to the Weld County Planning Commission. After gaining approval from the Planning Commission, the plan was reviewed by the BOCC and adopted in November of 2020.






**TOP COMMENTS WE RECEIVED:**

IMPROVE EXISTING PAVED ROADS

IMPROVE UNPAVED ROADS

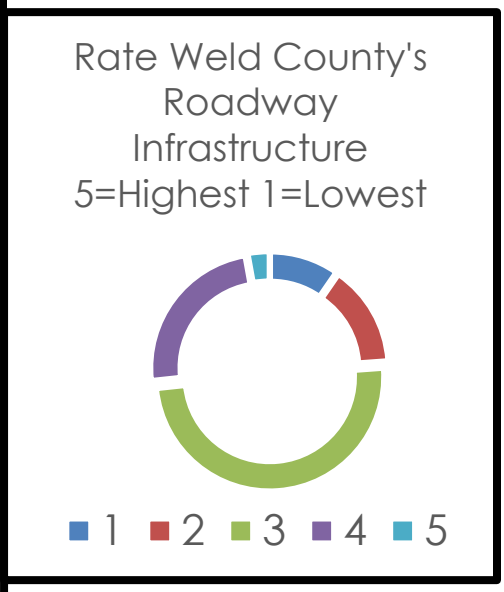
IMPROVE OVERALL ROAD SAFETY

TOO MANY LARGE TRUCKS

ADD MORE PUBLIC TRANSPORTATION OPTIONS

TOO MUCH TRAFFIC

ADD MORE BICYCLE LANES/TRAILS




**AREAS OF TRAFFIC CONGESTION ACCORDING TO SURVEY RESULTS:**

WELD COUNTY ROAD 74

WELD COUNTY ROAD 13

WELD COUNTY ROAD 1

WELD COUNTY ROAD 17

WELD COUNTY ROAD 35

WELD COUNTY ROAD 2

STATE HIGHWAY SYSTEM

## TP.GOAL 1. DEVELOP AND MAINTAIN A SAFE, EFFICIENT ROADWAY NETWORK.

TP.Policy 1.1. Ensure County road facilities are constructed and maintained in accordance with the functional classification plan, as well as adopted County standards in the Weld County Engineering and Construction Guidelines.

TP.Policy 1.2. Ensure ROW is dedicated or reserved for public use when development occurs.

TP.Policy 1.3. Strive to maintain a level of service (LOS) C or better for the overall roadway network.

TP.Policy 1.4. Avoid or minimize potential conflicts among different transportation modes, such as vehicular and freight crossing points.

TP.Policy 1.5. Design and construct road networks that provide best practices for improvements and safety, i.e. shoulders, access, guardrails, etc.

TP.Policy 1.6. Prioritize new construction projects based on safety, connectivity, access, and traffic volumes.

TP.Policy 1.7. Work with utility companies to develop a utility clearance map to identify potential conflicts for safe construction in the ROW.

TP.Policy 1.8. When a signalized intersection is warranted on the county road system, a cost-benefit ratio comparison to constructing a roundabout should be considered prior to installing a traffic signal.

TP.Policy 1.9. A county-wide trail system should be promoted to offer additional transportation options and for recreational purposes.

TP.Policy 1.10. Implement and maintain urban and rural cross-sections that are consistent with the functional classification plan, as amended.

TP.Policy 1.11. Create access control plans for all Weld County roads with arterial classifications and enforce access safety criteria as adopted in the Weld County Code.

TP.Policy 1.12 Consider a multi-modal transportation system that assists in reducing congestion on the roadway network.

TP.Policy 1.13. In urban areas, promote on-road bike lanes for cyclists, and off-road or detached sidewalks/side path trails for pedestrian and bicyclists serving higher population densities. In rural areas, promote bikeable shoulders on roadways whenever feasible.

## TP.GOAL 2. ENCOURAGE PARTNERSHIPS WITH MUNICIPALITIES, NEIGHBORING COUNTIES, THE COLORADO DEPARTMENT OF TRANSPORTATION, NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION, UPPER FRONT RANGE TRANSPORTATION PLANNING REGION, DENVER REGIONAL COUNCIL OF GOVERNMENTS, SPECIAL DISTRICTS, AND PRIVATE ENTITIES TO COORDINATE TRANSPORTATION IMPROVEMENTS AND LAND USE STRATEGIES, AND TO ENHANCE INTERAGENCY COMMUNICATION.

TP.Policy 2.1. Continue support and collaboration of transportation coalitions to further improvements of regional transportation corridors.

TP.Policy 2.2. Improve communication and collaboration with local agencies to create partnership opportunities on construction projects.

TP.Policy 2.3. Develop a regional framework approach to constructing Weld County's transportation system by considering a macro perspective during the decision-making process.

TP.Policy 2.4. Hold an annual Weld County Public Works conference meeting with Weld County communities to discuss capital improvement projects and current maintenance techniques.

TP.Policy 2.5. Continue participation in regional transportation organizations that support the goals of the Weld County Transportation Plan and encourage partnerships with other local government agencies to provide a sustainable transportation system.

TP.Policy 2.6. Promote the Weld County Smart Energy Plan, which supports efforts of utilizing natural gas as an alternative transportation fuel, as well as converting vehicles to bi-fuel or dedicated natural gas.

TP.Policy 2.7. Support the Northern Colorado Bike and Pedestrian Collaborative to improve bicycle and pedestrian facilities within the County.

TP.Policy 2.8. Coordinate with municipalities regarding transportation infrastructure improvements associated with new land use development within the County.

## TP.GOAL 3. IMPROVE THE MOVEMENT OF PEOPLE AND GOODS BY ENHANCING ARTERIAL ROADWAYS.

TP.Policy 3.1. Where appropriate, consider paved shoulders, auxiliary lanes, and other appropriate design considerations to enhance the safety and capacity of County roads.

TP.Policy 3.2. Plan for future regional multi-modal transportation needs by providing connectivity between the communities.

TP.Policy 3.3. Enforce access management guidelines and policies to ensure the functional integrity of the county road network is maintained according to its planned function. Continue development and support for access control plans throughout Weld County.

TP.Policy 3.4. All County infrastructure should be designed and constructed in accordance with Weld County Engineering and Construction Guidelines.

## TP.GOAL 4. SUPPORT GOOD LAND USE PLANNING POLICIES BY COORDINATING LONG-RANGE AND TRANSPORTATION PLANNING DECISIONS TO ENSURE NEW DEVELOPMENT MAINTAINS AN ADEQUATE LEVEL OF SERVICE BY PAYING ITS SHARE OF IMPROVEMENTS TO THE TRANSPORTATION NETWORK.

TP.Policy 4.1. Adhere to the Adequate Public Facilities Ordinance (APFO) to ensure funding mechanisms for transportation are sufficient to maintain the existing level of service. Should a proposed development reduce the roadway level of service then improvements should be made to the site to keep the roadway network at the County's approved roadway level of service. More specifically, during the development review process, as a condition of land development, require construction of public improvement facilities in proportion to their respective traffic demand impacts and land development patterns.

TP.Policy 4.2. Maintain a five-year Capital Improvement Plan (CIP), which coordinates with the short- and long-range improvements identified in the Weld County Transportation Plan. The CIP is updated annually.

TP.Policy 4.3. Update the Road Impact Fee (RIF) study every ten years to assure new development contributes its fair proportional share of the cost of providing the capital improvements required to provide new development with the same level of service currently enjoyed by existing development.

TP.Policy 4.4. Whenever possible, the County should consider projects that assist with reducing Vehicle Miles Traveled (VMTs) including projects that

encourage a variety of transit options, such as but not limited to: Park-n-Ride Facilities, Bus Rapid Transit, High Occupancy Vehicle (HOV) lanes, bicycle and/or "Micromobility solutions", and Transit Oriented Developments (TOD), etc.

TP.Policy 4.5. Maximize the compatibility of roads, streets, and highways with adjacent land uses.

TP.Policy 4.6. Recognize the value other transportation modes offer, such as airplanes, trains, and buses, and encourage the continued use through compatible surrounding land uses.

TP.Policy 4.7. Develop a sustainable transportation system that incorporates land use, transportation, economics, and cost benefit ratios into the decision-making process.

TP.Policy 4.8. Future developments may need to make on-site and off-site roadway improvements as appropriate, and the County should consider the implementation of reimbursement agreements for off-site improvements made beyond the limits of the site-specific development proposal, where appropriate.

TP.Policy 4.9. Promote bikeways and sidewalks in new developments to link residential and employment areas, commercial centers, recreational and open space areas and educational facilities.

TP.Policy 4.10. New public roads should be accepted in accordance with Weld County's road acceptance policy outlined in Weld County Code.

## TP.GOAL 5. IMPLEMENT THE TRANSPORTATION PLAN IN A WAY THAT CONSIDERS OTHER TRANSPORTATION AND COMPREHENSIVE PLANS.

TP.Policy 5.1. Review the functional classification plan map annually to ensure the rights-of-way are adequate to facilitate capacity needs for new development and meet travel demand. The functional classification map serves as the County's official roadway plan.

TP.Policy 5.2. Utilize the Weld County Transportation Plan as a needs-based planning tool providing a resource to elected officials, staff, and county residents by identifying the most cost-effective transportation infrastructure and services.

TP.Policy 5.3. Support economic development outreach through transportation planning efforts.

TP.Policy 5.4. Update the Transportation Plan as necessary.

## TP.GOAL 6. UPDATE THE CAPITAL IMPROVEMENTS PLAN AND IMPLEMENT STRATEGIES THAT RECOGNIZE FUNDING LIMITATIONS AND SEEK ALTERNATIVE FUNDING SOURCES.

TP.Policy 6.1. Pursue state and federal grant funds to assist in constructing new capital improvement projects. Any new transportation facilities should be designed to minimize future maintenance costs without sacrificing safety.

TP.Policy 6.2. The County should emphasize maintenance and upgrading of existing transportation facilities over the provision of new facilities to protect its existing investment.

TP.Policy 6.3. Work with adjacent counties, such as Boulder, Larimer, Morgan, and Adams to consider cost sharing projects which provide regional transportation services, for example, a fixed inter-regional transit route between counties.

TP.Policy 6.4. Promote actions that improve transportation system efficiency using Transportation Demand Management techniques, such as promoting alternative modes like transit or increasing vehicle occupancy through rideshare programs, such as VanGo.

TP.Policy 6.5. Support private and public partnerships to construct public improvements for all modes of transportation.

TP.Policy 6.6. Encourage sustainable planning and construction strategies with all types of capital improvements.

## TP.GOAL 7. INVEST IN INFRASTRUCTURE IMPROVEMENTS THAT STRENGTHEN THE FREIGHT TRANSPORTATION CORRIDORS TO ENSURE ECONOMIC VITALITY.

TP.Policy 7.1. Continue support of the existing freight rail corridors and encourage the development of passenger commuter rail as a future transportation mode used in accordance with the recommendations from the North I-25 EIS.

TP.Policy 7.2. Enhance the safety of the freight corridors within the county by adding generous shoulders and auxiliary turn lanes when feasible.

TP.Policy 7.3. Construct freight corridors to withstand a high level of truck traffic.

# INVENTORY OF EXISTING CONDITIONS

## ROADWAY CONDITIONS

Before staff and elected officials can determine what improvements are needed, an evaluation must be completed on the current roadway system. The process of inventorying existing conditions began with assessing the entire transportation system, so we can better understand its overall function in Weld County. The starting point to accomplish this task began with collecting and reviewing all the local jurisdictions transportation plans, including those adjacent to the County. By analyzing these documents, staff could determine current system deficiencies as well as interpret future needs over a twenty-five-year planning period. Weld County's roadway network is the primary means of transportation for this region. The federal and state highway systems serve as the backbone of this roadway network.

The Weld County Public Works Department provides for the maintenance and construction of roads, bridges and storm drainage facilities in public rights-of-way throughout the unincorporated County. The Department is comprised of nine separate divisions including: Administration, Bridge, Engineering, Gravel Roads, Maintenance Support, Mining, Pavement Management, Trucking, and Weeds.

The County maintains approximately 2,917 miles of road. Of which, 2,174 miles are gravel and 743 miles are paved. Additional road miles exist in the communities and state highway system. Weld County contains both urban and rural areas on some rolling terrain, but County-wide the terrain has minimal grade changes. Most county roads located in the urban areas are paved, and conversely many of the rural roads remain gravel. Overall, approximately 25% of all Weld County roads are paved.

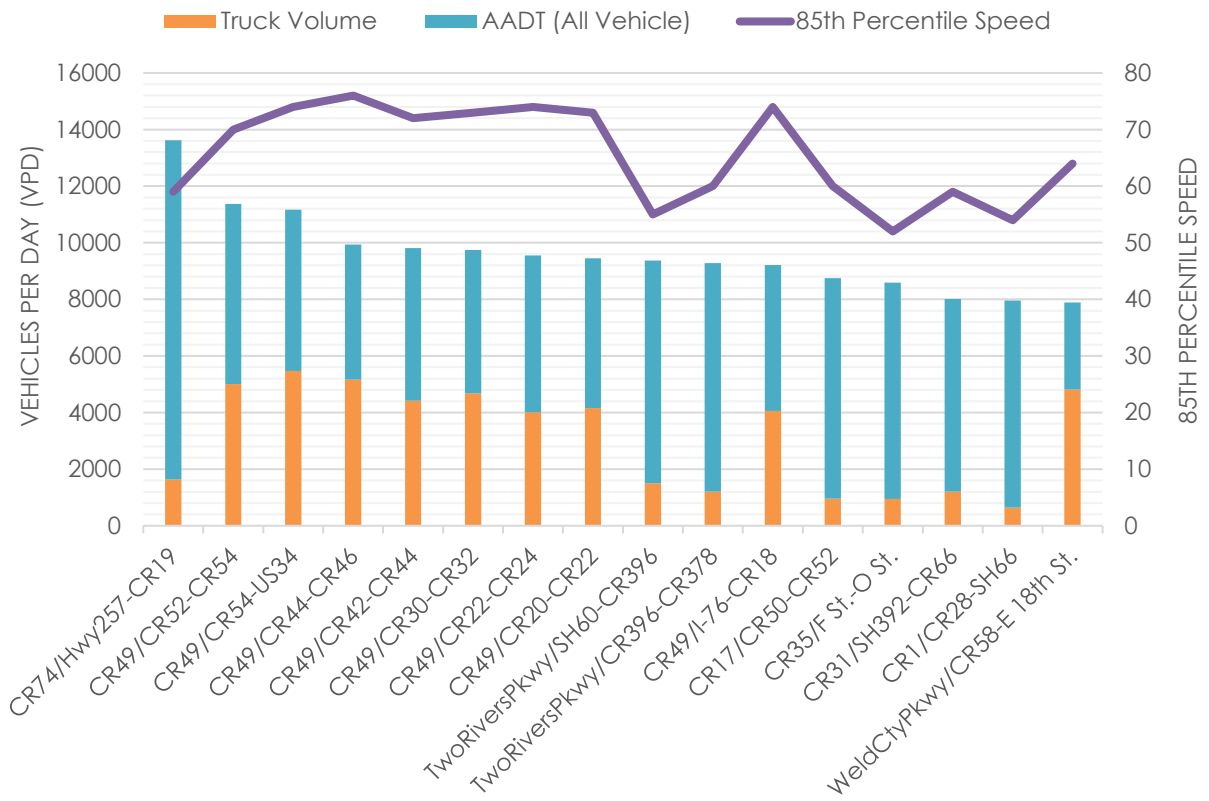
Arterial roads comprise only 8% of the County roads (not including state highways). Collector roads comprise 15% of the County system and more than one-half of these are paved. Most of the gravel collector roads are in the northeast portion of the County. Approximately 77% of county-maintained road miles are local and gravel in classification and surface.

## TRAFFIC VOLUMES

Traffic volumes signify the relative usage of a roadway. When compared to roadway capacity estimates, traffic volumes also reveal how a road is functioning based on LOS, and if improvements to increase capacity are necessary. **Figure 9** shows the range of existing traffic volumes for all county roads. Specific road counts can be found on the roadway inventory in **Appendix A**.

AADT is a commonly utilized measurements of traffic volume. AADT is the annualized total number of vehicles passing a certain point in both directions in a 24-hour period. Weld County maintains an extensive traffic count database, which includes vehicle classification, showing truck volumes, as well as 85$^{th}$ percentile speeds for the roadway that is being measured. When evaluating traffic volumes, the County uses data over a three-year time period. This allows staff to analyze any potential irregularities that may have occurred, such as road closures, construction projects, or new development in the area. In Weld County, the heaviest traveled road that is currently maintained by the County is WCR 74 west of Severance, which carries roughly 14,000 vpd. WCR 49 also sees very large volumes of traffic since improvements were made to the corridor. Commercial trucks make up much of the traffic on WCR 49, as seen in **Figure 9** below.

### Figure 9: Most Traveled County Roads (2020)

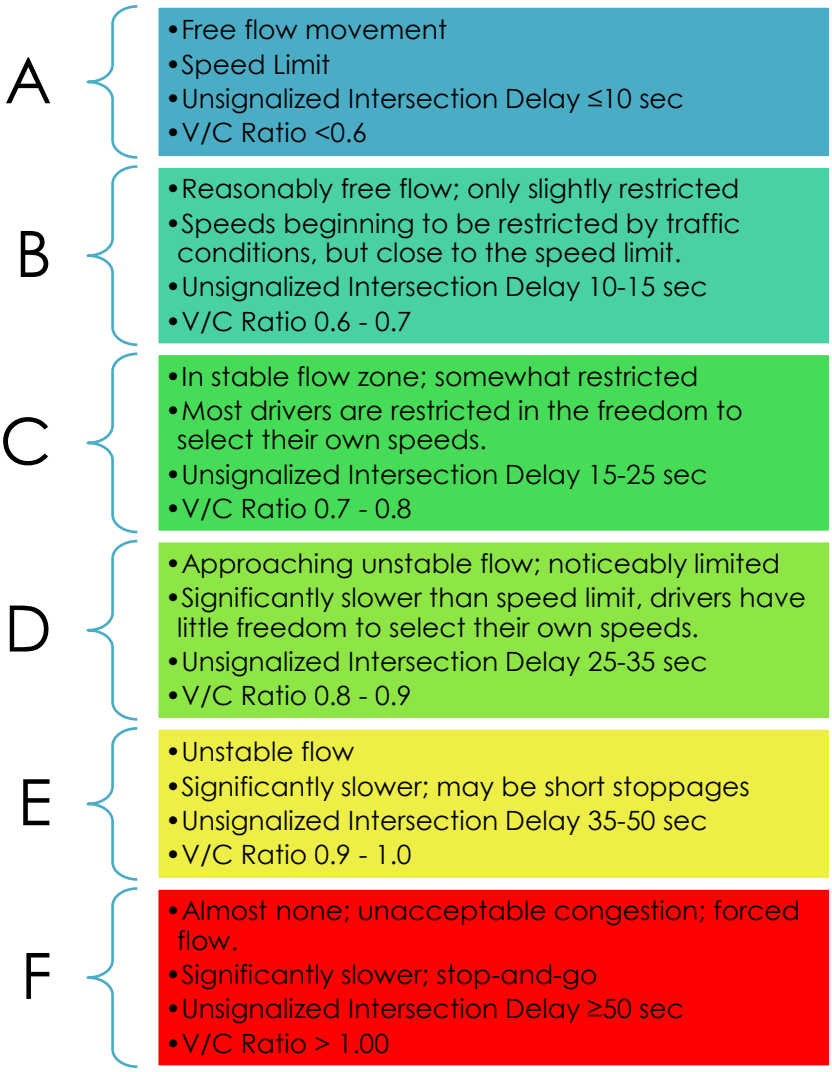


VMT is a quantitative measure tracking the usage of the County roadway system. VMT is calculated by multiplying trips by miles traveled. Weld County Public Works does not keep records of VMT, unless a specific scenario warrants it.

## LEVEL OF SERVICE

A roadway's capacity can be defined as the maximum traffic volume that can be accommodated at a desired LOS. Capacity is defined differently for different roadway types, such as gravel versus paved roads, as well as the amount of traffic flow and number of lanes. Most Weld County roads contain two travel lanes.

**Figure 10: LOS Diagram**




The nationally accepted source for highway capacity evaluations is the Highway Capacity Manual. Weld County also uses the AASHTO Green Book, and the CDOT manual to assist with capacity calculations. Several indices are used to evaluate vehicular traffic flow along roadways and through intersections. The three most widely used are LOS, V/C, and vehicle delay in minutes.

LOS is a transportation term that measures the level of congestion on a roadway. This roadway efficiency classification is specified by a letter designation on an interval scale consisting of six levels. These levels are graded from an optimal LOS A (free flow) to an unacceptable LOS F (highest levels of congestion and corrective action is warranted). Intermediate grades between level A and F designate decreasing roadway efficiency. This classification is consistent with

the recommendations of the Highway Capacity Manual. For example, in rural areas, a LOS C is desirable for arterial and collector roads. However, LOS D is practical where unusually high traffic volumes exist or where terrain is rolling or mountainous.

**Figure 10** displays the many factors that LOS considers, including vehicular delay, maneuverability, driver comfort, congestion delay, and travel speed. LOS is normally reported for rush hour of a typical weekday, also known as peak hour. Weld County strives to maintain LOS C or better for the overall roadway network. LOS standards cannot always guarantee actual system performance at all locations. These standards assist in identifying appropriate roadway improvement needs but need to be balanced with other considerations such as funding availability, environmental issues, and other constraints.

**Figure 11** shows the LOS for County maintained roads. For system-wide evaluations, the V/C ratio is an appropriate means of analyzing roadway performance. The V/C ratio compares the capacity of a road, as it is designed and constructed, to the volume of traffic it carries, or is projected to carry in the future. As volume increases on a roadway facility, speed typically decreases, freedom to maneuver decreases due to the presence of more vehicles, and driver comfort decreases due to the need to watch the movement of more vehicles to maintain safe spacing. It is anticipated that roadways will experience higher V/C ratios during peak hour commuting periods and, conversely, lower V/C ratios during non-peak travel times.

The daily capacity characteristics mentioned in the previous section are the basis for the V/C ratios. These ratios are used to determine needed roadway improvements. Road segments with V/C ratios greater than one are recommended for improvements. The last operational evaluation measure is delay. Delay measures the quality of service provided to the road user, which includes driver discomfort and frustration, fuel consumption, and lost travel time. Besides the operational evaluation measures, there are also qualitative elements of a transportation circulation system. They include arterial continuity, network redundancy, and hazardous areas.

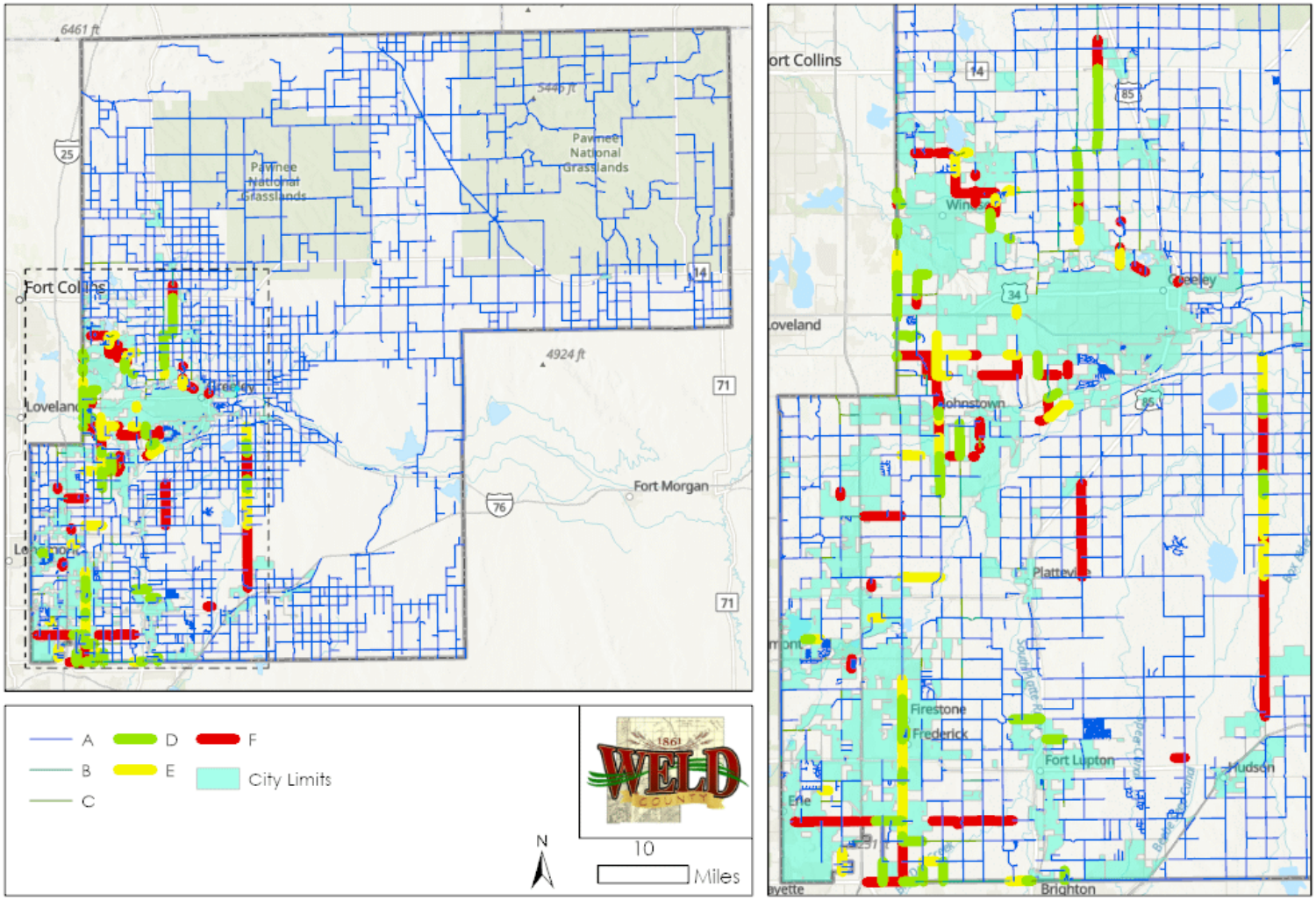
Arterial continuity implies it is highly desirable to provide as much continuity to the network as possible. It is preferable to extend arterial corridors even in the absence of high traffic volumes. At a minimum, such extensions should be made to interconnect facilities that have an equal or higher functional classification.

Another element of network evaluation is network redundancy. Just as the name implies, this is the level of redundancy provided by the network. It is preferable to have an overall system plan that provides alternative routing between various origin and destination pairs, rather than a single route that can shut down a major portion of the system should an incident occur.

Weld County's arterial roads provide network redundancy to the State Highway system by paralleling these facilities, as well as having multiple interconnections which allow traveler route choices. The principle of network redundancy applies to both the lower functional classifications (collector and local roads) and the higher arterial functional class.

Hazardous or conflict areas is another set of system-level evaluation measures that reflect the need to improve certain corridors or spot locations for the purpose of eliminating or reducing hazardous characteristics. These improvement recommendations include both high- and low-volume roads, as well as corridors exhibiting deficient design characteristics, even if excessive accident rates have not yet occurred. Of significance are those areas where incompatible travel modes cross each other. You can see this interface in Weld County at railroad crossings.

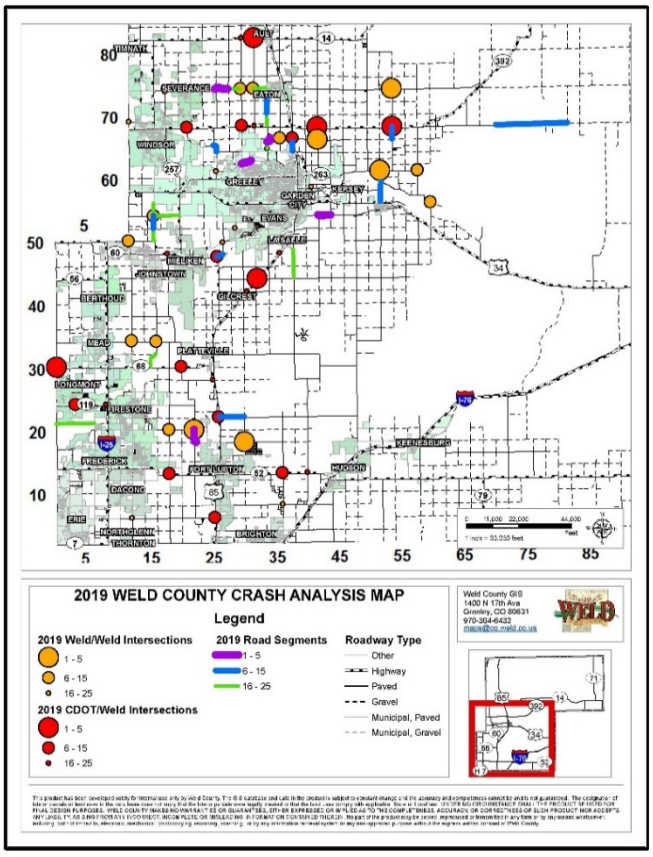
## Figure 11: LOS Map



## CRASH DATA ANALYSIS

Weld County Public Works staff performs a crash analysis on the County maintained roadway system each year in preparation of the CIP discussion with the BOCC. This crash analysis, also known as a "Hot spot analysis", looks at intersections and sections of roads, maintained by Weld County, that see a high number of crashes. Crash records reported by the Colorado State Patrol, municipal police departments, and the Weld County Sherriff's Department are compiled through DiExSys software, and an analysis is performed to identify locations that have significant concentrations of crashes. Staff relies heavily on the DiExSys software when reviewing crash history.

**Figure 12: 2019 Crash Analysis Map**




A review of the crash records is performed categorizing the crashes into property damage only accidents, injury accidents, and fatal accidents. For the sake of analysis, staff eliminates accidents that occurred when the driver was under the influence of drugs or alcohol. Utilizing the DiExSys program, and GIS, staff can look at the relationships of the crashes, as well as the factors causing the crash. The DiExSys program also allows for the ability to utilize safety performance functions to determine if accidents in a location are higher than what would be expected in that location. This is based on layout of the intersection or road, location, type of facility and traffic volume. DiExSys performs probability functions that determine a proper course of action as far as improvements to infrastructure. Using this software, staff can recommend

improvements that are cost effective, as well as effective at reducing crashes in these hazardous locations. **Figure 12** shows the number of crashes at intersections and along roadway corridors.

Weld County averages around 6,600 crashes per year, so it is vitally important to understand the causation, and look at the improvements that can be made to reduce the number of crashes on County roads. An on-site review of these crash locations is also performed to determine any improvements that can be made to the area to mitigate the hazardous location. Staff utilizes all the tools possible when looking at the causation of crashes. Reviewing the crash sites in the future is another one of these tools.

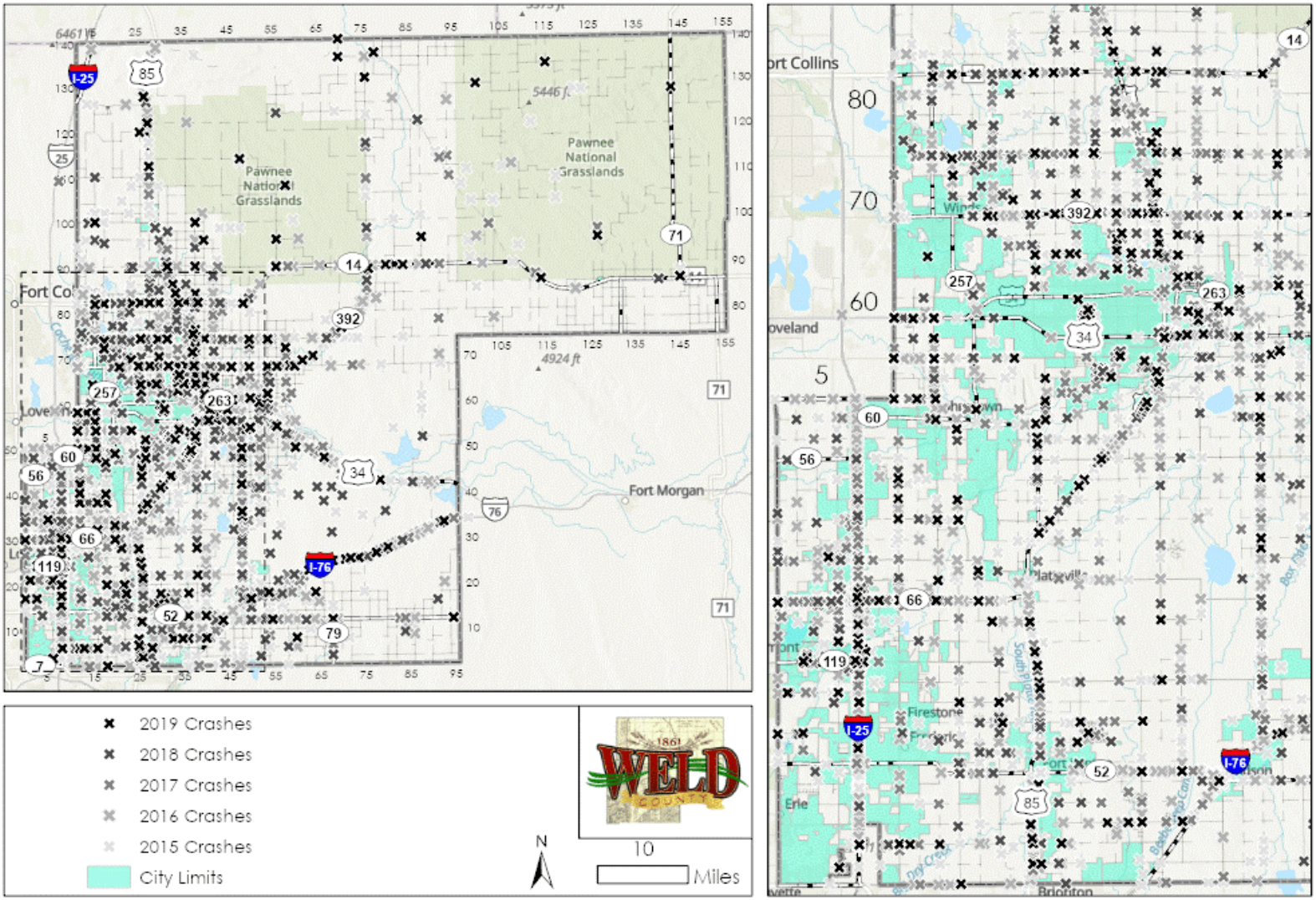
During the CIP discussion between Public Works staff and the BOCC, a determination is made on which infrastructure should be improved within the next five years. A key factor in terms of improvement priority is safety. Public Works staff relies heavily on the crash data analysis when making infrastructure improvement recommendations to the BOCC.

**Figure 13** illustrates individual County-wide crash locations from 2015-2019, as well as the crash evaluation that is used in the Hazard Elimination Analysis. **Table 3** shows the top ten intersections with the highest adjusted ranking according to DiExSys in Weld County for 2015-2019. Many of these intersections are included on the 5-year CIP list, and four of the intersections on the list will be improved to a roundabout.

### Table 3: Top Ten Crash Locations (2015-2019)

| INTERSECTION | DIEXSYS RANKING | NUMBER OF CRASHES | NUMBER OF FATALITIES | NUMBER OF INJURIES | CURRENT AADT APPROXIMATE (2020) |
|---|---|---|---|---|---|
| **WCR 43 @ WCR 66** | 1 | 9 | 1 | 4 | 2300 |
| **WCR 13 @ WCR 34** | 2 | 13 | 2 | 18 | 5800 |
| **WCR 31 @ WCR 74** | 3 | 12 | 0 | 13 | 7700 |
| **WCR 51 @ WCR 60.5** | 3 | 9 | 0 | 4 | 4300 |
| **WCR 33 @ WCR 74** | 5 | 9 | 1 | 8 | 5300 |
| **SH 52 @ WCR 37** | 6 | 20 | 1 | 10 | 12100 |
| **SH 66 @ WCR 21** | 7 | 21 | 0 | 11 | 12100 |
| **WCR 17 @ WCR 54** | 8 | 16 | 0 | 15 | 11700 |
| **WCR 41 @ WCR 66** | 9 | 2 | 0 | 1 | 1400 |
| **WCR 13 @ WCR 6** | 10 | 6 | 0 | 7 | 8800 |

## Figure 13: Crash Locations (2015-2019)



## MULTIMODAL FACILITIES

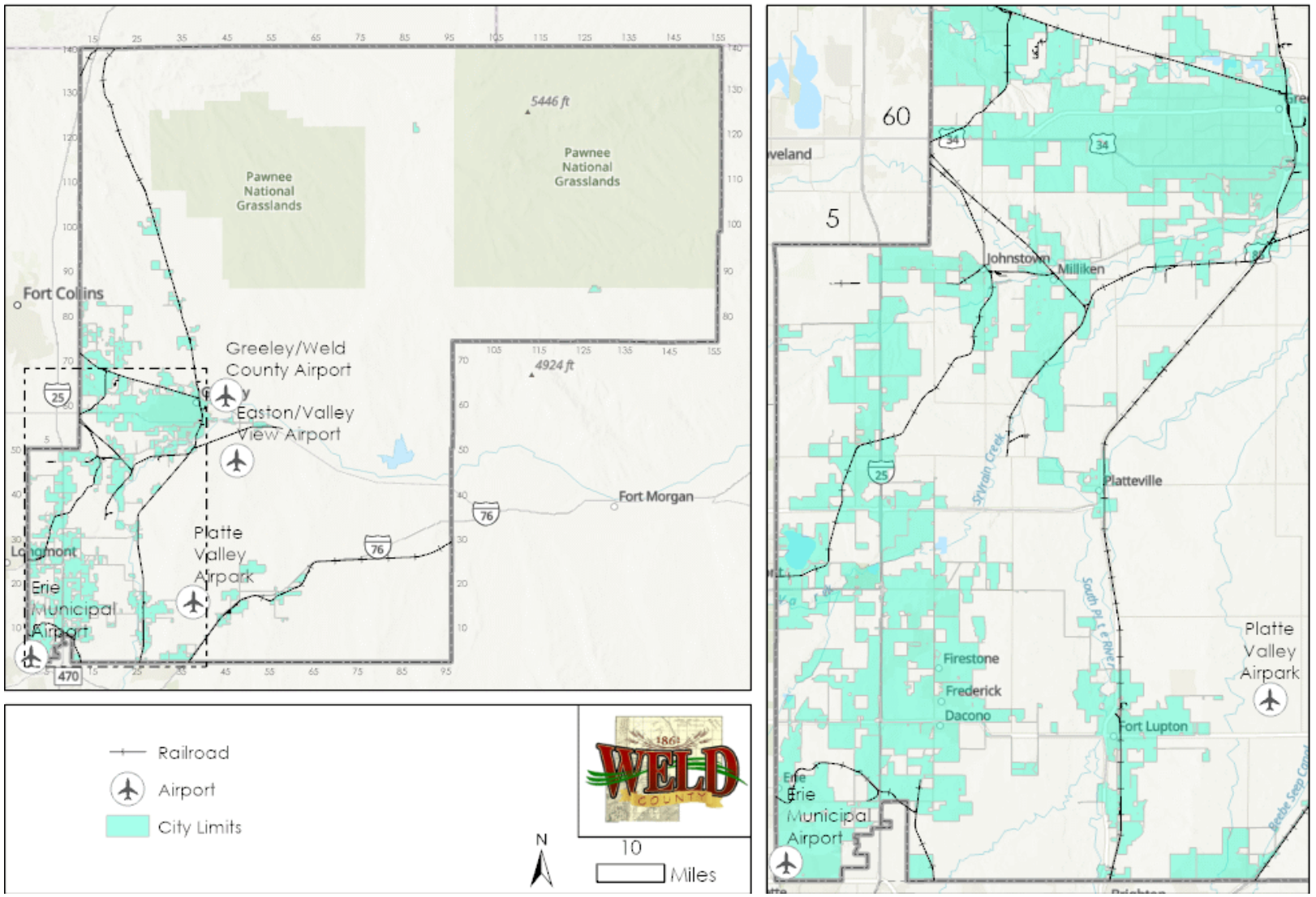
Vehicles are not the only form of transportation operating in Weld County. Other transportation services include Air, Rail, Public Transit, Bicycle, and Pedestrian. **Figure 14** illustrates the railroad and air transportation facilities operating in Weld County. **Figure 15** illustrates transit routes in Weld County. **Figure 16** shows the regional trails in Weld County.

### AIR TRANSPORTATION

The Greeley-Weld County Airport is one of the busiest general aviation airports in Colorado routinely accommodating approximately 110,000 takeoffs and landings per year. The airport provides an economic boost to Weld County with the more than $94 million in revenue it produces annually. The airport is classified as a general utility airport, capable of accommodating all types of general and business aviation aircraft users. During 1921-1942, the Airport existed at two different sites and was called the Greeley Municipal Airport. In 1943, The Greeley-Weld County Airport moved to its present location, within Greeley city limits along the north side of SH 263. Today, the Greeley-Weld County Airport is an independent governmental entity, owned and operated by the Greeley-Weld County Airport Authority. The Airport Authority was formed in 1978 by the City of Greeley and Weld County and is governed by a board of commissioners.

A significant asphalt runway project was completed in 2000. The Airport Authority constructed runway 17/35, which measures 10,000' long by 100' wide. This expansion project also included a new 6,000 square foot terminal and administration building, as well as additional infrastructure improvements. The Airport Authority also rehabilitated Runway 10/28 measuring 5,800' long x 100' wide.

## Figure 14: Railroad and Air Transportation Facilities



In 2004, the Airport Board of Commissioners adopted the Airport Master Plan and in 2014 the plan was updated. The focus of this plan addressed those undeveloped areas of the airport. Approximately 42 acres of land on the northeast portion of the airport was identified for future priority development, in the same general area previously occupied by runway 17/35 before it was closed and demolished. Additionally, the airport master plan identified an additional 40 acres of land for aeronautical development on the airport's east side, adjacent to WCR 47. In May of 2020 the airport adopted minimum standards and rules and regulations for the facility.

In southwest Weld County, there is also a municipal airport located in Erie. Erie Municipal Airport is owned and operated by the Town of Erie, and is located off SH 7, approximately three miles west of Interstate 25. The main runway is paved and is 4,700 feet long. The Easton/Valley View airport and Platte Valley airpark are privately owned and operated airport facilities within Weld County. There are also several other small private airports that help to support aerial spraying operations, as well as other uses.

## RAIL SYSTEM

Historically, the Railroad Acts of the 1860's and 1870's gave railroads land to offset the costs of construction. They were originally given sections (one square mile tract) up to 20 miles from the main line track on each side, but later could receive extra sections of land to compensate for those sections that were already taken out of the public domain. This equated to every other section, mostly odd numbered sections. The railroad filed a map with the General Land Office showing the sections they claimed. Not all odd numbered sections were railroad sections. Since the map was filed considerably prior to 1889, the railroad sections are considered to have been taken out of the public domain and therefore not part of the 1889 Order of the BOCC discussed at the beginning of this plan.

Today, the rail transportation system in Weld County primarily serves the purpose of moving freight. Union Pacific Railroad, BNSF Railway, and the Great Western Railway each operate rail lines in Weld County. Both BNSF and Union Pacific are considered Class 1 Railroads. Railroads are classified based on their annual operating revenues in 1991 dollars.

According to the Surface Transportation Board, the classification is determined by comparing operating revenues for three consecutive years to the following scale:

- Class I - $250 million or more
- Class II - $20 million to $250 million
- Class III - $0 to $20 million

Great Western Railway is classified as a Class III railroad. **Table 4** summarizes the existing rail service providers and the approximate length of track within the County.

### Table 4: Railroad Companies

| RAILROAD OWNER | RAIL SEGMENT | LENGTH (MILES) |
|---|---|---|
| **BNSF RAILWAY** | I-76 Corridor | 45 |
| **UNION PACIFIC RAILROAD** | Denver-Greeley-Wyoming | 140 |
| **GREAT WESTERN RAILWAY** | Greeley-Windsor-Johnstown | 80 |

Currently the only passenger train service traveling through Weld County is Amtrak's California Zephyr. The California Zephyr averages speeds of 55 mph and runs from Chicago to Emeryville, CA (San Francisco). Through Weld County the route parallels the I-76 corridor continuing to Denver's Union Station.

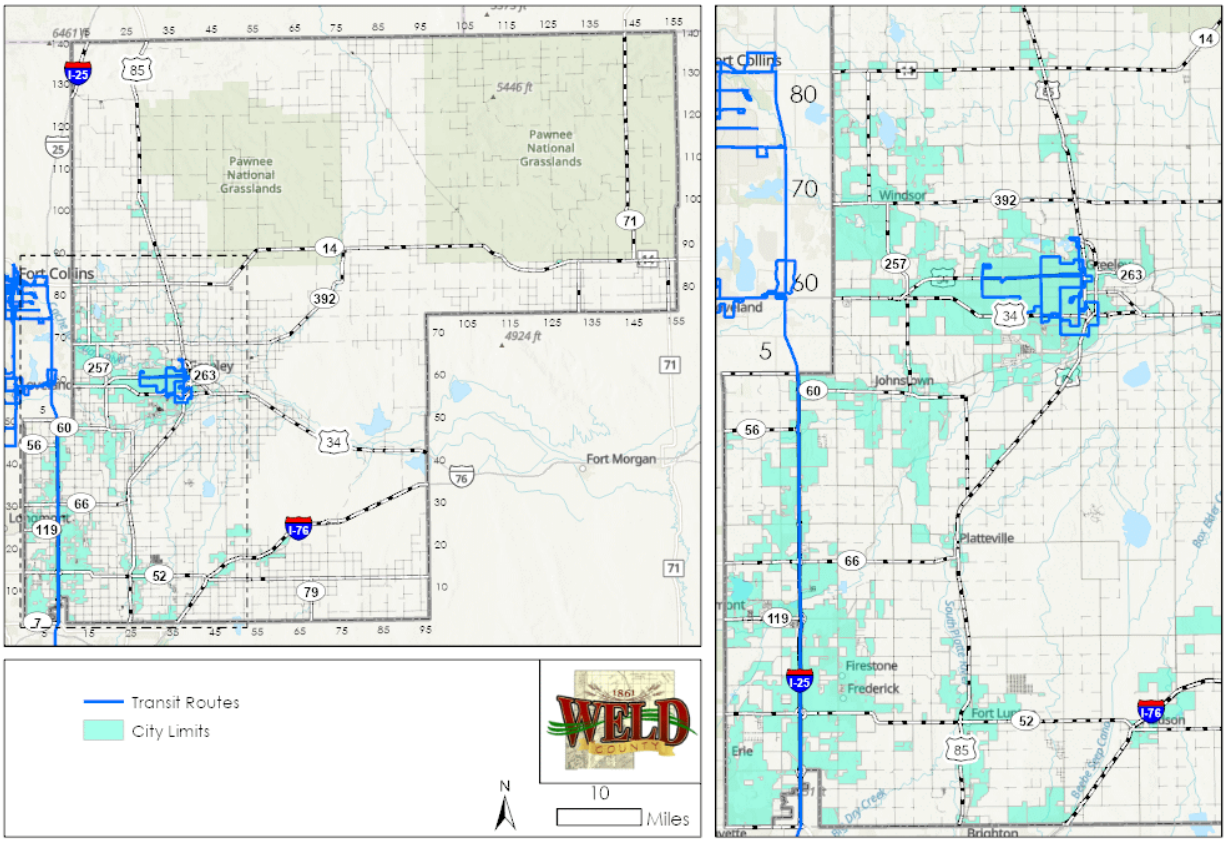
Colorado's Southwest Chief and Front Range Passenger Rail Commission is currently tasked with facilitating the implementation and operation of future passenger rail along the Front Range. This railway would better connect Greeley and the rest of Northern Colorado to the Denver Metro Area, as well as Colorado Springs and Pueblo. With population increasing along the Front Range, high-speed rail is considered a valuable alternative mode of transportation that could take VMT off the existing roadway system. The proposed location of the rail in Northern Colorado is currently within the Great Western/Union Pacific rail corridor, or the BNSF rail corridor. Utilizing the existing track alignment in many areas is among one of the considerations in developing the passenger rail system. The Southwest Chief and Front Range Passenger Rail Commission is currently seeking input from the public on this plan. Weld County is actively involved in the development of the plan and is a member of the North Segment Coalition.

## TRANSIT SYSTEM

Transit service in Weld County is primarily a demand-response transit service for rural Weld County residents, which connects outlying communities to Greeley by aiding elderly, disabled, low-income persons and the general public. Weld County is currently partnering with the NFRMPO to improve these essential services via a one call/one click program. This program would allow rural residents the opportunity to call and schedule transportation to services they need. The Weld County Mobility Committee meets every other month and assists in developing and implementing this program.

Serving residents and visitors of the cities of Greeley and Evans is the Greeley Evans Transit Program (GET). GET is an essential service for many who rely on the system to travel within the two cities. In January of 2020, GET launched the Poudre Express, a regional commuter route that connects Greeley and Evans to the Town of Windsor and the City of Fort Collins.

**Figure 15: Regional Transit**



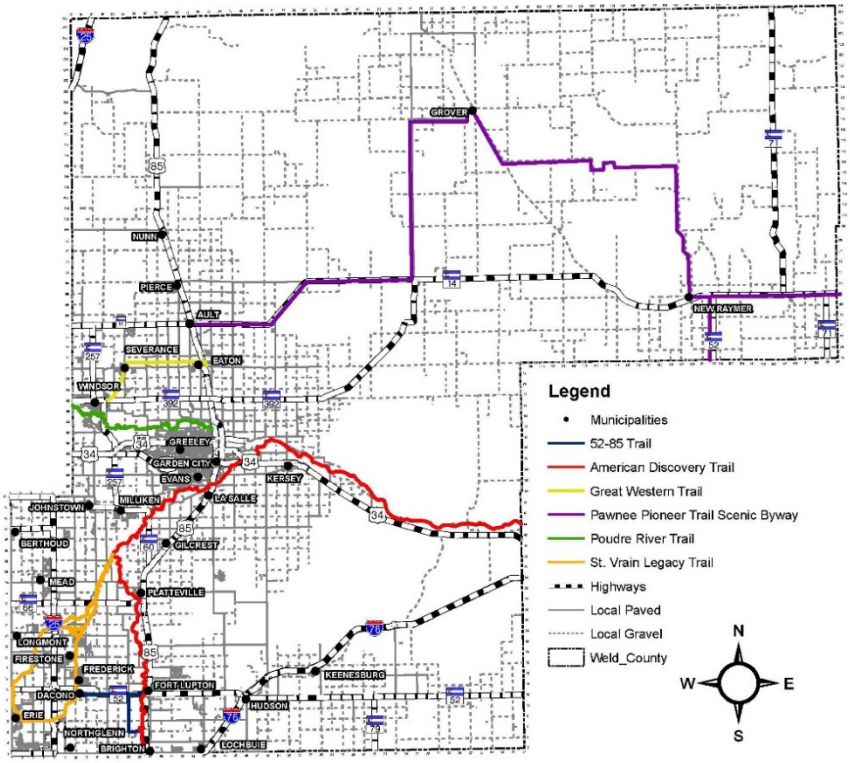

CDOT has developed a transit system that connects Northern Colorado to Denver, and other communities throughout Colorado. Bustang allows many people that live along the Northern Front Range to commute to the Denver Metro Area. The Bustang program has been successful for CDOT and has led to the growth of the number of routes within the system. The program is another tool to help reduce traffic on existing roadways.

## BICYCLE AND PEDESTRIAN FACILITIES


Within Weld County there are several trails that have been constructed, as well as some that are proposed. Regional trails, as seen in **Figure 16**, make up most of the rural bicycle and pedestrian facilities. The planned and constructed regional trails in Weld County consist of the 52-85 Trail, The American Discovery Trail, the Big Thompson River Trail, the Great Western Trail, the Little Thompson River Trail, the Pawnee Pioneer Trail Scenic Byway, the Poudre River Trail and the St. Vrain Legacy Trail. Weld County does not typically plan for bike lanes when constructing roadways, however many County Roads are constructed with generous shoulders, allowing for safe biking. For the most part, the individual municipalities designate bike routes, on-street striped bike lanes and off-road multi-purpose trails.

Weld County is a member of the Northern Colorado Bicycle and Pedestrian Collaborative, which meets on a monthly basis. Northern Colorado communities utilize this forum to facilitate discussion on improving bicycle and pedestrian facilities in the region. The group helps member communities pursue state and federal funding opportunities. The group has assisted in developing the 2016 Non-Motorized Plan, which provides a summary of the bicycle and pedestrian infrastructure in the region.

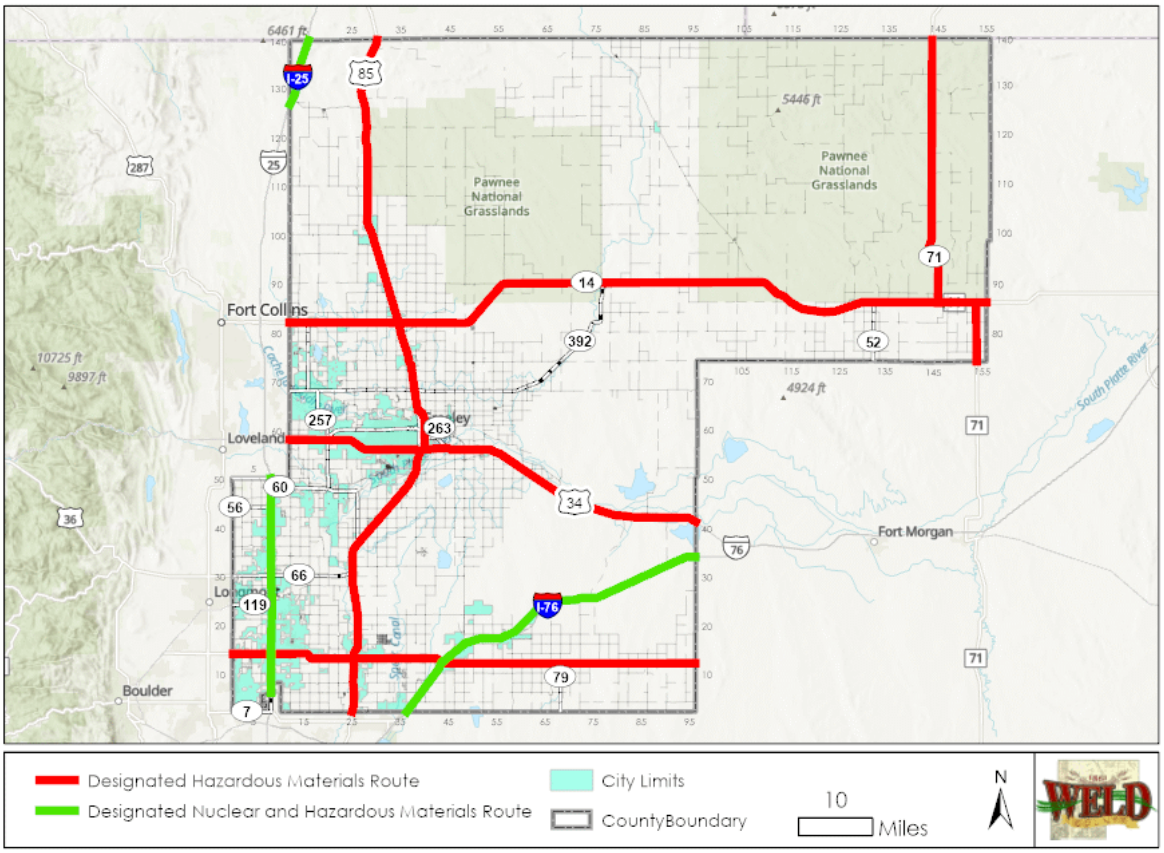
**Figure 16: Regional Trails**



## HAZARDOUS MATERIALS CORRIDORS

**Figure 17** shows Weld County's designated hazardous materials routes in red, and the designated nuclear and hazardous material routes in green. Hazardous materials (Hazmat) are defined as a substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been designated as hazardous under Section 5103 of federal hazardous materials transportation law. Nuclear materials are defined as a highway route-controlled quantity of radioactive materials in 42-20-402 CRS (Colorado Revised Statues). Drivers are required to stay on these routes, unless they meet the state and federal requirements to deviate from the route.

### Figure 17: Nuclear and Hazardous Materials Routes




Weld County has significant oil well activity, and as a result, trucks carrying oil well production utilize nearly every road in the County. Therefore, on November 17, 2010, the BOCC passed a Resolution designating all County roads to be considered "local pick-up and delivery" routes for trucks carrying oil well production.

## FREIGHT CORRIDORS

The freight transportation system in the United States is the framework for economic growth. Maintaining and improving major transportation infrastructure is crucial to the economic growth within Weld County. The transportation of agricultural, oil and gas, and other goods ensures competitiveness of many different industries in the region.

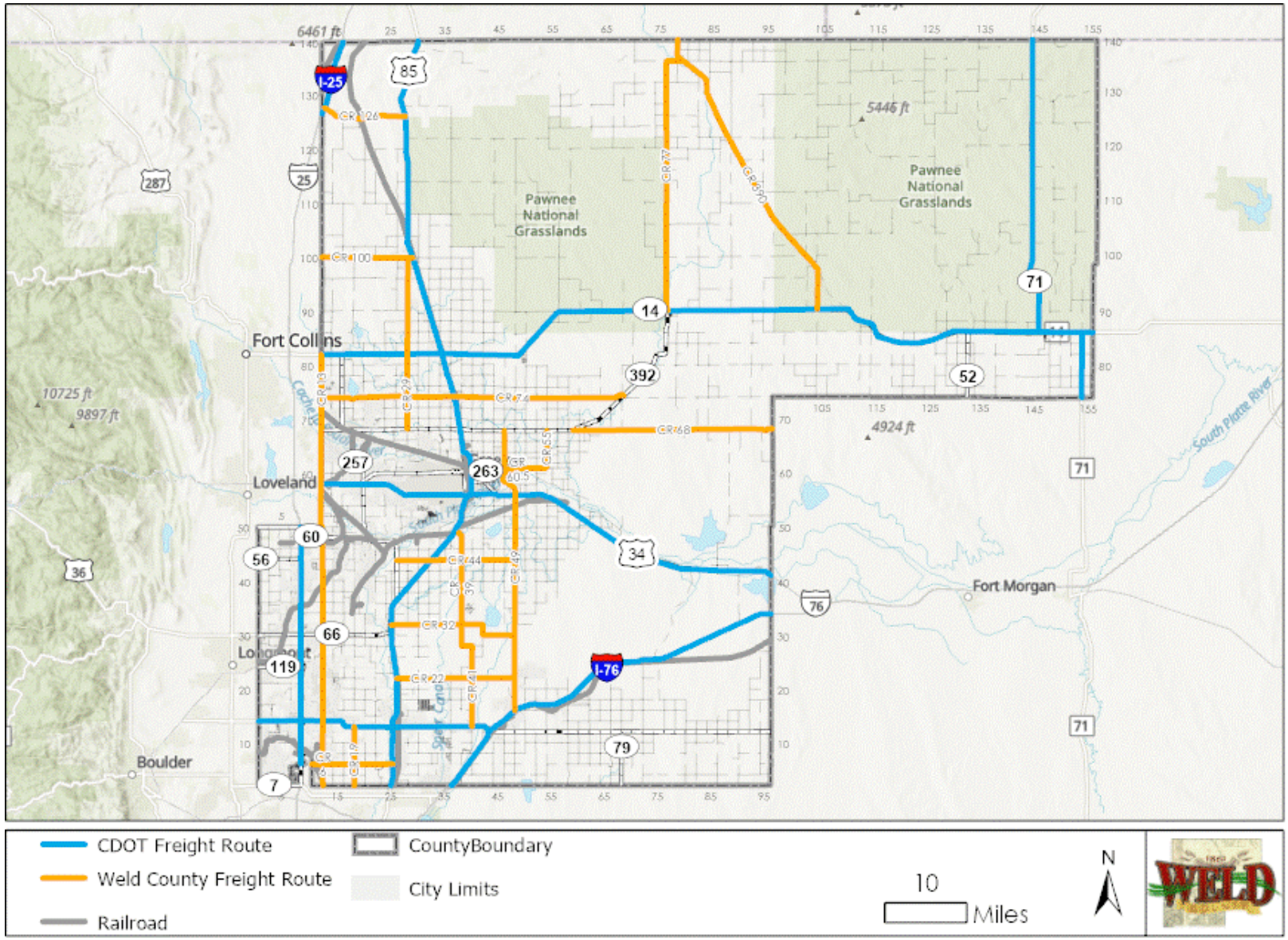

The most traveled freight corridor in Weld County is Interstate 25. This corridor is recognized as a part of the national primary freight system. Other crucial freight corridors that traverse Weld County, but are maintained by CDOT are Interstate 76, US Highway 85, US Highway 34, SH 14, SH 52, and SH 71.

Weld County identifies certain corridors as freight routes as well, as seen in **Figure 18**. These corridors include portions of WCR 6, WCR 13, WCR 19, WCR 22, WCR 29, WCR 30, WCR 32, WCR 39, WCR 41, WCR 44, WCR 47, WCR 49, WCR 55, WCR 60.5, WCR 68, WCR 74, WCR 77, WCR 100, WCR 126, and WCR 390. Maintenance and improvements to these corridors is crucial in order to maintain the functional integrity of the roads so that industries can deliver their products to market. Weld County has identified these corridors as freight routes in order to assist in determining the best course of action when it comes to improving corridors that see a large volume of truck traffic. Design standards for these freight routes emphasize features that help to accommodate oversized, and overweight vehicles. These roads are prioritized when it comes to road widening projects to add shoulders. When feasible, lane widths are increased in order to accommodate oversized loads. Intersection improvements on these roads include generous turning radii, to accommodate large vehicles. When determining routes for special transport permits, County staff utilizes these freight routes whenever possible.

Roads are only part of the equation when it comes to creating a system that delivers products to the consumer. Railroads, pipelines and airports also play a large role in delivering products.

An efficient multi-modal freight network is essential to enhancing Weld County's competitiveness on many fronts. Weld County staff in conjunction with state transportation officials help to ensure that the transportation system in Weld County can meet the demand.

## Figure 18: Freight Corridors



## WEATHER STATIONS

Weld County recently installed weather stations in 11 locations within the County. These devices allow County staff to have an accurate account of weather conditions throughout the County. This is critical when considering conditions during a severe weather event, such as a blizzard or flood event. The weather stations accurately measure temperature, precipitation, wind speed, direction of wind, barometric pressure, relative humidity, pavement temperature, and pavement condition. There is also a camera at each location, which gives a visual on the current weather conditions. In the future the public will also have access to this data, which allows everyone to know what the weather conditions are throughout the County. These weather stations are currently located at the following locations:

| | | |
|---|---|---|
| WCR 32 and WCR 49 | WCR 16 and WCR 73 | WCR 126 and WCR 21 |
| WCR 44 and WCR 49 | WCR 50 and WCR 59 | WCR 74 and WCR 51 |
| WCR 60.5 and WCR 47 | WCR 390 and WCR 105 | WCR 54 and WCR 17 |
| WCR 22 and WCR 41 | WCR 136 and WCR 77 | |


# OPERATIONS

## ASPHALT PAVED ROADS

The Pavement Management Division in Public Works oversees road maintenance of asphalt paved roads, which includes overlays, crack filling, chip seal coat applications, slurry seal, asphalt milling, patching, and curb and gutter repairs. Weld County adds 3-5 miles of paved roads to its system every year. Due to the amount of county roads to be maintained, Public Works strives to remain innovative with current maintenance applications. As a result, Weld County does not have a standard requirement for when gravel or RAP treated roads shall be paved to a standard asphalt surface. **Figure 19** diagrams a maintenance threshold guide for future road improvements. In accordance with the functional classification map, future road improvements focus traffic towards paved or treated roads where resources have already been invested. More specifically, decision making for future projects takes into consideration how to guide traffic from the local roadway network to feed into to collector and arterial classified roads. These roads are constructed to handle more traffic, and if the traveling public utilize them rather than local roads, fewer resources are required to maintain the roadway network. Weld County's fugitive dust program is in place for gravel roads carrying more than 200 vpd for a minimum three-month time period, pursuant to Weld County Code Section 8-6-100. When traffic increases to the 200-300 vpd range, the use of alternative topical treatments may be considered prior to using full depth magnesium chloride. Due to the cost of full depth treatments and the volatility of traffic counts, other dust abatement methods may be considered prior to using magnesium chloride. Should the AADT on a road segment fall below the 200 vpd standard, dust control mitigation may be discontinued by decision of the BOCC. Depending on the site-specific circumstances, the County may also consider alternative paving applications, such as RAP, and local low-volume paving for traffic volumes ranging between 300-500 vpd. When traffic exceeds the 500 vpd threshold, or

**Figure 19: Road Treatment Thresholds**

the percentage of truck traffic requires a structurally stronger roadway, the County requires a free draining structure adequate to support traffic. Full depth asphalt paving is not permitted.

Weld County has created the HARP program to assist in road maintenance on roads that receive substantial truck traffic associated with oil and gas production. Typically for asphalt paved roads the pavement management crews do an FDR treatment and pave the roadway. HARP projects are partially funded by the oil and gas industry. The HARP paved roads are typically improved with the use of cement treated base to reinforce the ground below the asphalt. This is specifically done to these roads because of the high volume of truck traffic. This FDR process helps save time and money since there is a reduction in materials needed to be trucked to the site, because a portion of the existing roadway is utilized rather than being trucked away. The FDR process entails collecting data from the Public Works Pavement Management System, as well as truck volume percentages in order to develop a 20-year road design life. Public Works collects roadway subgrade geotechnical samples on the stretch of road that will be improved. These samples are tested to determine the correct percentage of cement required. This determination is made by looking at the moisture and consistency of the road base. The Public Works Surveying and Engineering teams put together the FDR design, which is then uploaded to the grader's GPS system. This way of improving roads ensures that the usable lifespan of the roadway is increased in a cost-effective way. The County typically uses FDR to repair 10 to 15 miles of roadway per year. This process is somewhat new to Weld County, but with the positive results seen so far, this program will be continued on into the future for HARP roads.

The County also relies on recycled asphalt as a treatment in some locations because it can be a more cost-effective way to maintain a less traveled road. Recycled asphalt roads wear down quickly with higher traffic volumes or heavy vehicles and require a different long-term

maintenance program than paved roads. Even though the design or character for recycled asphalt roads differ from paved roads, most drivers view these as paved roads. For the right application, recycled asphalt can be a cost-effective alternative to traditional pavement.

Weld County Public Works typically overlays 30 to 50 miles of pavement each year. The department does another 40 to 50 miles of chip seal application per year. Also, the County is responsible for slurry sealing about 25 to 30 miles of pavement per year, which is usually done on County owned parking lots and subdivision roadways.

Asset management is assisted by the utilization of the Cartegraph software. Road segments, as well as other assets, are inventoried utilizing the software, which gives staff the ability to easily determine several different key data points. Assets can be easily located using the Cartegraph mapping software. Public Works has information on several different assets, including bridges, cattle guards, fences, gravel pit permits, guardrails, and signs. This new technology allows for a streamlined process when it comes to inventorying County assets.

## CONCRETE ROADS


The WCR 49 expansion project, which was completed in July of 2018, created a need for continued concrete maintenance. The WCR 49 project was a massive undertaking, which linked Interstate 76 to SH 392 with a 4-lane concrete highway, with a 12' median. This much needed improvement has created a much safer corridor that has reduced travel time considerably. With this improvement comes the need for the ability to maintain the corridor. Weld County Public Works has created a new crew that specifically focuses on the maintenance of concrete roadways. Concrete roads are designed in a way that allows for extended lifespan, which can be greater than 30 years. These roads do require maintenance to ensure that the lifespan is maximized. Maintenance on concrete roads include crack filling and periodic surface grinding.

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## GRAVEL ROADS

Gravel roads are either treated with chemicals to provide dust suppression or are untreated. Within budgetary constraints, the County maintains gravel roads in accordance with the State Air Quality Control Commission and the CDPHE standards. To comply with these regulations, Weld County uses the following methods for dust mitigation:

- Surface treatment using dust control agents
- Six-inch stabilized aggregate base using dust control agents
- Paving, based on qualification through the CIP prioritization process
- Speed limit reductions
- Periodic watering

Each year, the County uses over 1.3 million gallons of chemical over 200 miles of road for the purpose of dust mitigation. To continue providing efficient County services with limited resources, Public Works has been proactive in finding new technologies which advance our mission. Some of these wise investments include acquiring applications in GIS for data collection, aerial photography, traffic counting, signage installation, and replacement of culverts. These resources allow the department to be extremely responsive when citizen concerns arise. Weld County continues to try new innovative technologies to improve customer service. On gravel roads, dust control methods include applications that help reduce chloride use, are easier to apply, and are safer for the environment and traveling public. For paved roads, modified asphalt mixes are being tested.

When improving the surface of gravel roads, the County is seeing success within the Pavement Management Division with the following applications:

- Having standard asphalt mixes include recycled asphalt
- Using paving with a warm mix asphalt, which is extremely energy efficient because it takes half the energy to produce
- Using an asphalt mix which includes recycled roof shingles
- To create a better low cost all service weather road, Weld County is chip sealing and slurry sealing over recycled asphalt pavement roads

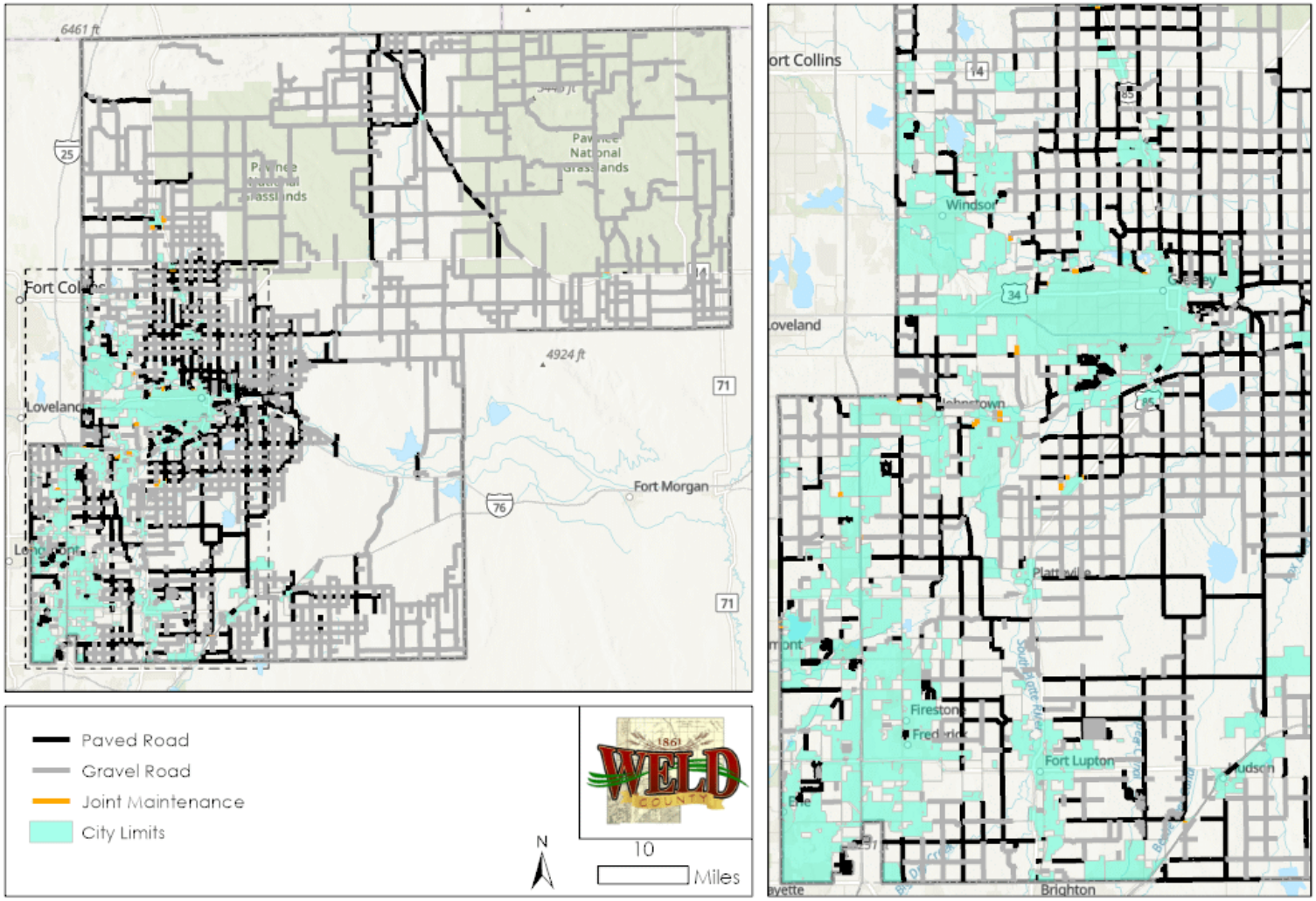
These successful projects represent the County's commitment to provide County residents the highest level of customer service in the most energy efficient and cost-effective manner possible.

## MINING DIVISION OPERATIONS

The Department of Public Works finds, permits, excavates, and processes gravel from County owned and operated gravel pits located across the County. The Gravel Roads Division then utilizes the gravel on County roads. Over time, road traffic pushes the gravel to the edges of the roads and during dry conditions the finer fraction (clay material) of the gravel road migrates away as wind-blown dust. Application of dust control measures including water and chemical dust suppression reduce, but do not eliminate, loss of the finer material; replenishment with new gravel is needed.

Gravel production and utilization varies each year depending upon then current gravel road conditions and in response to other demands for construction equipment. In recent years, on average, the County has graded over 65,000 miles of roads annually and produced over 250,000 tons of road base in order to replenish these roads. The County primarily uses its own gravel for this maintenance work however purchases from commercial providers occasionally occur in order to meet the supply needs of the Public Works Department.

## Figure 20: County Maintained Roads



## SNOW REMOVAL

Snow Removal is needed in Weld County to ensure the safe and efficient flow of traffic during times of inclement winter weather. The Public Works Department operates a snow desk during these times to direct snow removal crews around the County. During a snow event, County staff works first to clear highly traveled roadways, then lesser traveled roadways are cleared. Any route needed for emergency services, national defense, dairy and livestock access roads, school bus routes, and mail delivery routes are a priority. County maintained roads in subdivisions are the lowest priority for snow removal, especially when the snow fall is light. Snow removal on paved roads occurs during nearly every snow event, and gravel roads are cleared by road graders when necessary. Routes have been established and priorities assigned which ensure the minimum road network required for operation of emergency vehicles.

## BRIDGES

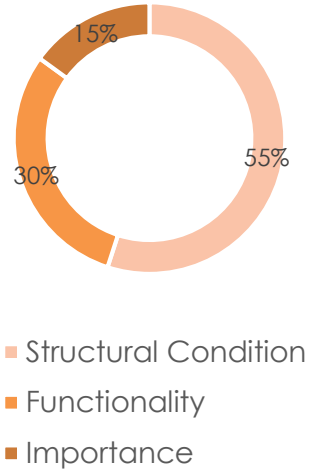
Aging bridges and culverts also impact Weld County's road system. Weld County has 447 bridges, of which 314 bridges are classified as "major", with the remaining 133 classified as "minor". A "major" bridge is defined as having a span of twenty feet or more.

Every two years, Weld County works with CDOT, who contracts with a consultant, to update and prepare a County-wide bridge inspection report for the "major" bridges. This report is a useful tool to analyze bridge conditions so the County can plan and program for long-term improvements. The minor bridges are inspected on a regular basis by County staff.

The two most common methods for evaluating bridge conditions are Sufficiency Rating and Classification. These measures assist staff in determining if the bridge is structurally deficient obsolete, or in need of immediate repairs.

Sufficiency ratings are calculated based on a 0-100 scale that compares the existing bridge or culvert to a new bridge designed to current engineering standards. This formula is defined by FHWA. The purpose of the rating is to indicate a bridge's sufficiency to remain in service. The formula places 55% of its value on the structural condition of the bridge, 30% on its serviceability and obsolescence, and 15% on whether it is essential to public use, as shown in **Figure 21**.

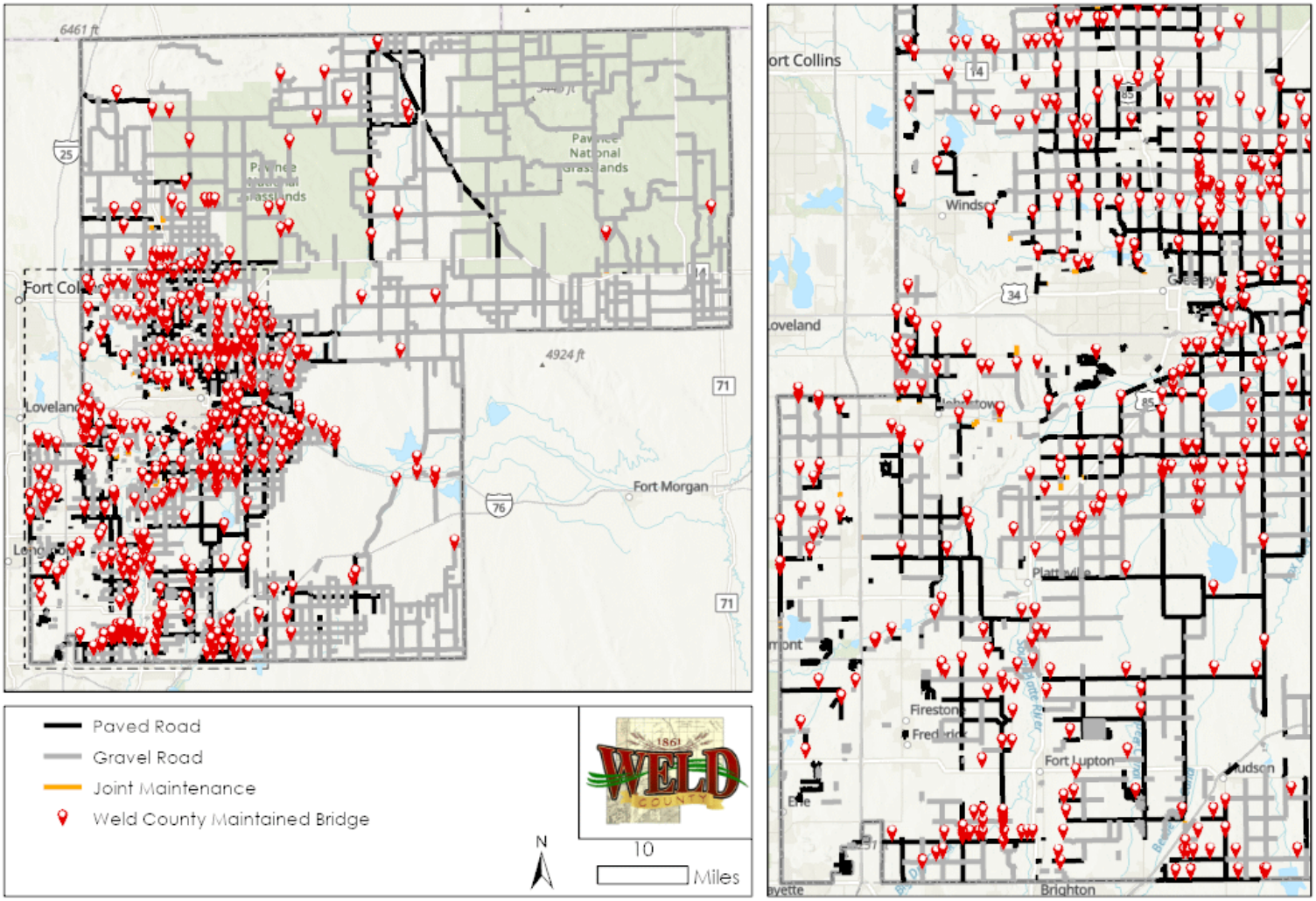
**Figure 21: Bridge Sufficiency Scoring**




The bridge's sufficiency rating provides an overall measure of the bridge's condition and is used to determine eligibility for federal funds. Weld County's 2018 Bridge Inspection Report classified approximately 8% of the major bridges as "structurally deficient". An obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they unsafe. Obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

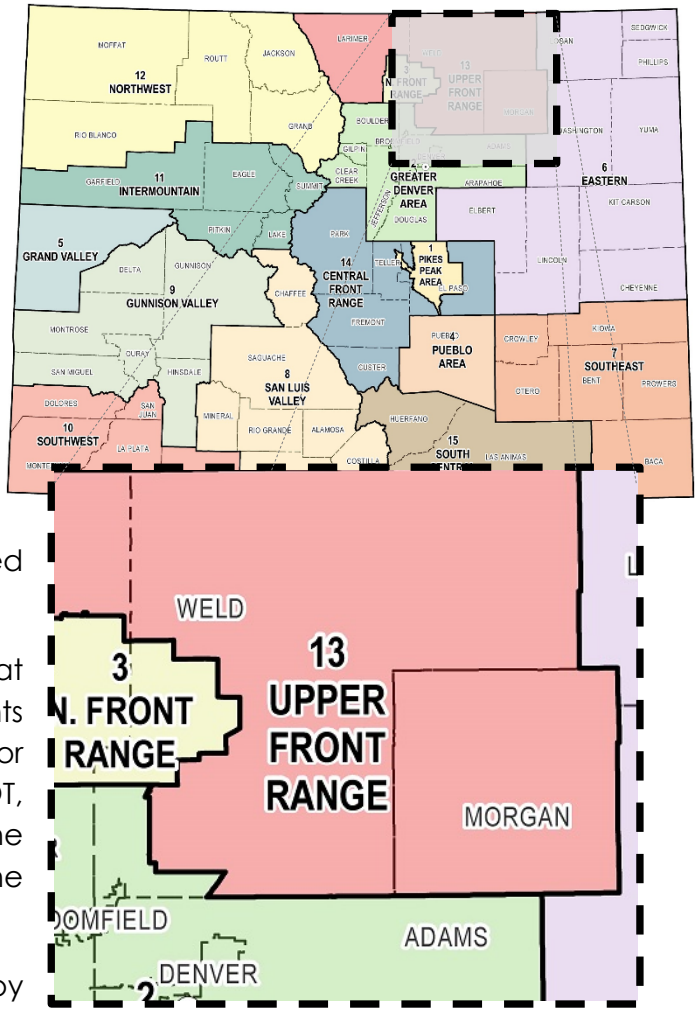
Weld County's 2018 Bridge Inspection Report classified approximately 2% of the major bridges as "Obsolete". To be eligible for federal aid to replace a bridge, it must have a sufficiency rating of less than 50 and be either obsolete or structurally deficient. To be eligible for repair, a bridge must have a sufficiency rating of less than 80. In both instances, federal aid must be matched by a state/local government. The cost share is 80% Federal and 20% state/local government. In the case of bridge repairs, if federal aid is used to repair a bridge, a jurisdiction cannot apply for federal assistance for any further repairs to that bridge for 10 years. **Figure 22** shows the locations of bridges in the County.

## Figure 22: Bridge Locations



# REGIONAL TRANSPORTATION PLANNING

The map located to the right shows the fifteen TPRs in Colorado. Below, you will find a close-up view of the TPRs that make up Weld County. Weld County is unique in that it is located within three different TPRs; NFRMPO, UFRTPR and DRCOG.



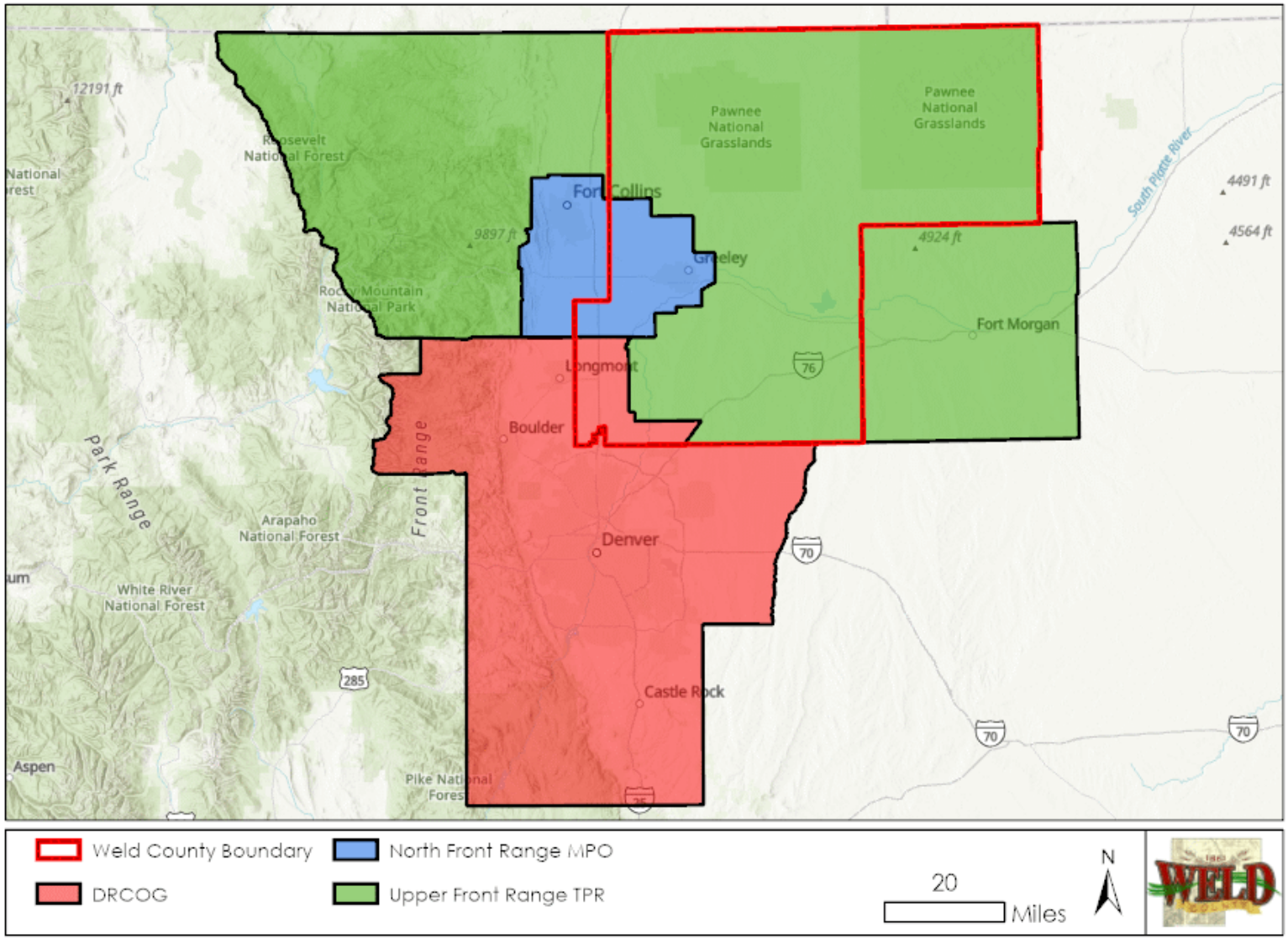

CDOT classifies TPRs as being urban or rural. UFRTPR is classified as rural, where NFRMPO and DRCOG are considered urban, since the population within their census-designated urbanized areas is greater than 50,000. This is significant, because TPRs with urbanized areas of 50,000 or more residents are considered MPOs.

The NFRMPO and DRCOG have staff that assist in creating the required documents needed to comply with federal mandates for MPOs. The UFRTPR is administered by CDOT, however member cities/counties determine the policies, procedures and priorities of the region.

The population of an area is determined by the U.S. Census, and as the population increases the boundaries of the TPR can change. Changes to the to TPR and MPO boundaries happen through population growth, but also by officials who deem the boundary change necessary, however the Governor must approve these types of boundary changes. Changes to the boundaries include input from impacted stakeholders as well as CDOT and are typically made to better align boundaries in a way that creates a more prudent approach to regional transportation planning. Among other implications, boundary changes have a financial impact on the affected agencies, so a great deal of discussion is had surrounding any change. CDOT is currently developing a guidebook to assist with boundary changes to TPR boundaries. With major population changes on the horizon, it is likely that these boundaries will see changes.

An MPO is federally designated by agreement between the Governor and the units of local government responsible for transportation planning processes. MPOs with an urbanized area of 200,000 or more residents are designated as TMAs. Both the NFRMPO and DRCOG are classified as TMAs. Each TPR within Weld County will be discussed in detail within this chapter.

## Figure 23: MPO Boundaries



## NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

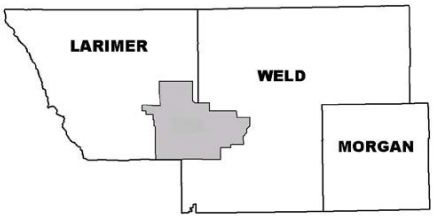
The NFRMPO is the transportation and air quality planning agency for portions of Weld and Larimer Counties. The NFRMPO develops the federally mandated regional transportation plan, a long-range transportation planning document that identifies regional transportation priorities. They develop the TIP, a federally mandated document, which identifies projects that will be funded within the boundaries of the MPO within the next four years. The NFRMPO develops several other planning documents, including the freight plan, the non-motorized plan, and the transit plan. The MPO has developed a regional travel demand model, which looks at traffic on a 25-year horizon. They also develop a land use allocation model, which also looks at land use on a 25-year horizon. These models assist member agencies when determining future transportation needs in the region.

Members of the NFRMPO include:

| | | |
|---|---|---|
| Berthoud | Greeley | Milliken |
| Eaton | Johnstown | Severance |
| Evans | Larimer County | Timnath |
| Fort Collins | LaSalle | Weld County |
| Garden City | Loveland | Windsor |

The member agencies meet on a monthly basis in order to collaborate, discuss and determine policy, and direct MPO staff. Member governments select a representative to attend these Planning Council meetings. The Transportation Commissioner for District 5, as well as a representative from the Colorado Department of Public Health and Environment's Air Pollution Control Division, sit on the Planning Council board. Member agencies also make up the technical advisory committee, which includes a representative from each member agency. The technical advisory committee also includes non-voting members from various agencies.

## UPPER FRONT RANGE TRANSPORTATION PLANNING REGION




**UPPER FRONT RANGE TRANSPORTATION PLANNING REGION**

The UFRTPR consists of Morgan County and portions of Weld and Larimer Counties. Representatives from member cities, counties and CDOT meet on a quarterly basis for regional coordination and cooperation related to transportation planning. The TPR is led by the Chair, and Vice Chair, who are county commissioners within the TPR, elected by the Council.

Members of the UFRTPR include:

| | | |
|---|---|---|
| Ault | Hillrose | Morgan County |
| Brush | Hudson | New Raymer |
| Erie | Keenesburg | Nunn |
| Estes Park | Kersey | Pierce |
| Fort Lupton | Larimer County | Platteville |
| Fort Morgan | Lochbuie | Weld County |
| Gilcrest | Log Lane Village | Wellington |
| Grover | Mead | Wiggins |

The UFRTPR serves as the tool for formalizing the process of applying for federal and state funding assistance. The UFRTPR, along with CDOT, develop a regional Transportation Plan in accordance with relevant federal, state, and local regulations and policies. The Transportation Plan provides guidance and direction for decision makers, regarding improving the state highway system. CDOT is able to integrate the plan into the statewide transportation plan, and ultimately utilize the information to prioritize roadway project construction.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

DRCOG is the transportation and air quality planning agency for the Denver Metro region. DRCOG is also the federally designated Area Agency on Aging for their region. DRCOG develops the federally mandated planning documents for the Denver Metro region. They also develop and maintain a traffic demand model, which is utilized to develop the long-term transportation plans. Weld County, CDOT, municipalities in the Weld County portion of the DRCOG region, and DRCOG meet regularly at the Southwest Weld County Service Center. These Southwest Weld County DRCOG Forum meetings allow collaboration and discussion between communities in the region regarding DRCOG related issues.

Members of DRCOG (within Weld County) include:

| | | |
|---|---|---|
| Brighton | Firestone | Longmont |
| Dacono | Frederick | Mead |
| Erie | Lochbuie | |

DRCOG is made up of 57 local governments, including the eight listed above which are located in Weld County. In order to assist the Weld County municipalities, the County has assisted in facilitating meetings to assist in developing the TIP. Participation in this sub-regional forum has helped ensure that Weld County projects in the DRCOG region are included in the TIP.

## TRANSPORTATION PARTNERSHIPS

### INTERSTATE 25 COALITION

In 2013, elected officials and staff from three counties and fourteen municipalities developed the Interstate 25 Coalition for Northern Colorado. The main goal for the coalition was to advocate for the expansion of the northern section of I-25 in Colorado. Projects, along the corridor have occurred in part because of the dedication of this coalition. This corridor is a major US freight corridor, and essential to the economic growth of the region. Contributions through this coalition will continue to ensure that necessary improvements to the corridor are made.

### US HIGHWAY 34 COALITION

As traffic along the US Highway 34 corridor increased, elected officials decided to begin meeting in the early part of 2015. The main concern was looking at the existing accesses, and crossroads along the corridor. The initial meetings included representatives from Weld County, Evans, Greeley, and Windsor. As time went on, representatives from Loveland, Johnstown, Kersey, Larimer County, NFRMPO and CDOT joined in on the meetings. Enlisting the assistance of CDOT, in 2019 the US Highway 34 PEL study was completed. This document as well as the ACP, developed in 2003, help to ensure the functional integrity of the corridor. The current priorities include ensuring improvements to the corridor are made in order to keep up with traffic increases and preserving the corridor to accommodate future growth.

## STATE HIGHWAY 52 COALITION


Population increases in the southwest portion of Weld County have led to increases in traffic along the SH 52 corridor. In order to assist in maintaining the functional integrity of the SH 52 corridor, a coalition was formed. Weld County joined Boulder County, Dacono, Erie, Fort Lupton, Frederick, Hudson, Keenesburg, and CDOT to form the coalition. The formation of the coalition has led to the development of a PEL and an ACP. Utilizing these documents will be key in ensuring that this corridor continues to function properly, and that improvements can occur in a timely and efficient manner.

## STATE HIGHWAY 66 COALITION


Traffic increases along SH 66 have led to the development of the SH 66 coalition. The coalition includes Firestone, Longmont, Lyons, Mead, Boulder County and Weld County. A PEL and an ACP have been developed on the corridor from McConnell Drive in Lyons to WCR 19. The coalition assisted in developing this plan in order to improve safety, mobility, and access management on the corridor. This corridor is planned to be expanded in the future to four lanes.

## US HIGHWAY 85 COALITION


The US 85 Coalition was created via a Memorandum of Understanding and made binding by "Resolutions of Support" between Weld County and ten municipalities in 2009 and 2010. The jurisdictions include Ault, Brighton, Eaton, Evans, Fort Lupton, Gilcrest, Greeley, LaSalle, Pierce, Platteville, and Weld County. This effort is in partnership with CDOT, DOLA, Fort Lupton Development Corporation, and Union Pacific Railroad. All entities are being tasked with addressing sustainability and regionalization efforts along US 85, which carries a wide range of traffic types: long-distance interstate traffic, commuter traffic to large employment bases, intercommunity traffic, and considerable agricultural traffic. Each community's pledge is for full support and encouragement of the Highway 85 Coalition and to provide elected official and staff support for meetings. In addition, the communities also pledged to consider matching funds for grants as part of the budget process.

Regional cooperation is not new to Weld County but has been occurring for many decades. The precursor to the Coalition began back in 1999 when the same communities came together and adopted an IGA for the US 85 ACP. The US 85 ACP was also a planning effort consisting of residents, property owners, local governments, CDOT, and highway users working closely together. The US 85 ACP is still used today and remains a highly regarded document amongst the communities. The Highway 85 Coalition wants to expand the efforts of the US 85 ACP and incorporate not only transportation, but land use and sustainability resources.

In 2017, CDOT developed the US Highway 85 PEL Study. The PEL was developed in order to present the vision for the US Highway 85 corridor. The PEL includes long term plans for the corridor, including potential intersection, and interchange improvements, as well as closures. Weld County, CDOT and Union Pacific Railroad have worked together to identify potential closures of railroad crossings in order to ensure safety along the corridor. Some of these closures have been implemented as of this time. A main consideration in closing an intersection is to provide a safe and convenient alternative. The PEL attempts to identify these alternatives.

## 8-HOUR OZONE NONATTAINMENT AREA

In November 2007, the Environmental Protection Agency (EPA) designated the Denver/North Front Range region as nonattainment for the 8-hour ozone standard of 0.08 parts per million (ppm) as adopted in 1997. **Figure 24** shows the nonattainment area, which includes portions of Larimer and Weld Counties, more specifically extending north to approximately WCR 100.

Ozone is a National Ambient Air Quality Standard (NAAQS) pollutant that is not emitted directly, but rather is a secondary pollutant that forms in the atmosphere through complex chemical reactions. Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) react in the presence of strong sunlight, warm weather and stagnant winds to form ground-level ozone. Reductions in emissions of the ozone precursor pollutants are the primary methods used to reduce ozone concentrations. Several sources emit VOCs and NOx; vehicles are a source of both. VOCs (e.g., vapors or fumes) are emitted by evaporative loss of unburned fuel as well as from vehicle tailpipes due to incomplete fuel combustion. NOx is also emitted from vehicle tailpipes as a combustion byproduct.

The eight-hour ozone nonattainment area includes all counties in the DRCOG region except Clear Creek and Gilpin, the North Front Range region as well as parts of the Upper Front Range TPR. The SIP lists strategies and control measures that will be implemented to reduce emissions. Some of these strategies include restrictions for oil and gas condensate on storage tanks, alternative fuels, removal of exemptions on point sources of pollutants, and the expansion of the vehicle inspection and maintenance program in parts of Weld and Larimer counties.

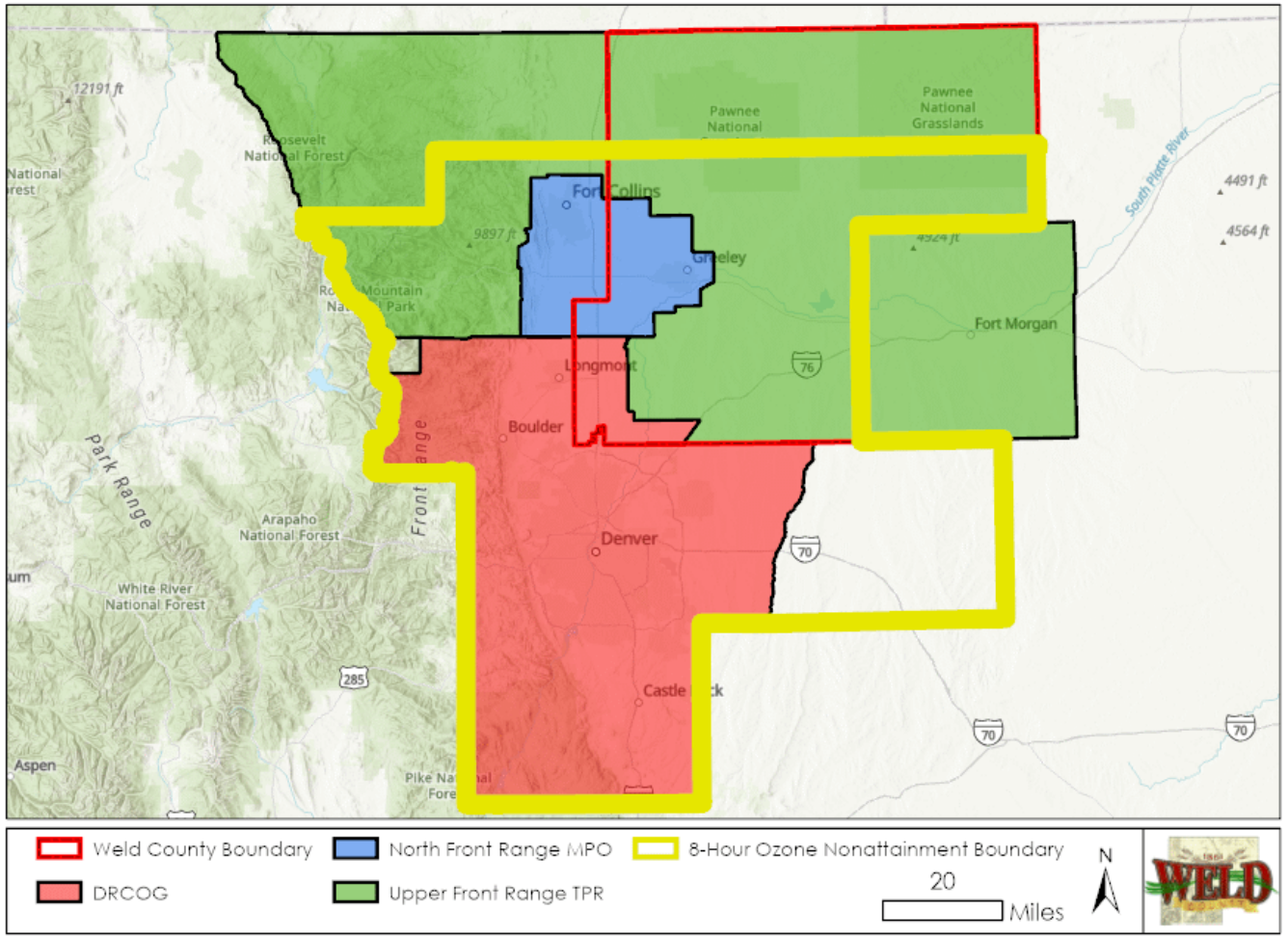
Communities within the ozone nonattainment boundaries are eligible for CMAQ funds. The purpose of the federal CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the NAAQS, particularly for ozone in the Weld County region. The CMAQ program supports improving air quality, and relieving traffic congestion.

In order to promote natural gas as an alternative fuel source, Weld County formed the Weld County Natural Gas Coalition. Also, Weld County created the Weld County Smart Energy Plan, which identifies short- and long-range goals for natural gas infrastructure improvements and vehicle conversions. Weld County has received CMAQ funds to assist with the installation of public natural gas fueling stations and education and public awareness marketing throughout the County. Weld County has received more than $8 million in CMAQ funds from 2010 to 2020 to promote natural gas as an alternative fuel source.

In addition, Weld County has partnered with the Oil and Gas industry to convert fleet vehicles to bi-fuel (gasoline and CNG), dedicated CNG, or liquefied natural gas (LNG). Dedicated vehicles are fueled only on natural gas. Typically, diesel vehicles are converted to Dedicated CNG. Fleet vehicle conversions range from passenger vehicles to heavy duty pickups. Tandem and semi-tractors would be fueled on liquefied natural gas.

Unfortunately, CDOT and FHWA have essentially discontinued the program that helped sustain the move to a natural gas fleet, which has reduced the County's ability to buy converted vehicles. The "Buy America" program, which assisted in the acquisition of natural gas vehicles is no longer available to local governments. Regardless, Weld County continues to promote the use of natural gas vehicles within the County.

## Figure 24: 8-Hour Ozone Nonattainment Boundary



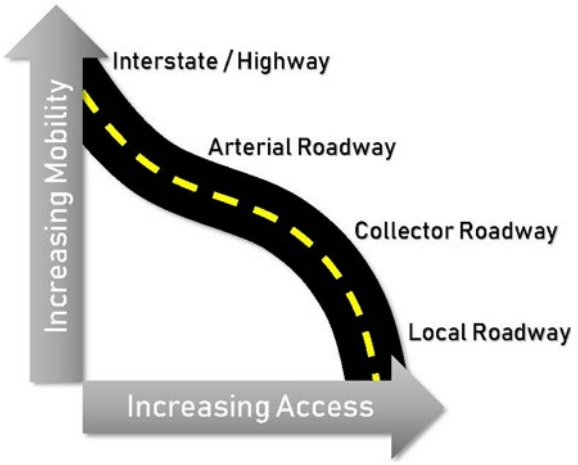
# ACCESS CONTROL PLANS

## ACCESS MANAGEMENT

Access management is a key tool in reducing congestion, preventing crashes and preserving roadway capacity. The main purpose of an ACP is to maintain and enhance the safety and mobility of the corridor while also providing reasonable access to adjoining properties.

Each intersecting driveway or street is an access point that increases the potential for conflicts between through-traffic and traffic using the access. A greater number of conflict points lead to a higher number of automobile collisions, as well as a greater danger for pedestrians and bicyclists. Access management improves safety by controlling the number, location, and spacing of access points along the corridor. This benefits traffic flow by reducing roadside interference, thereby allowing drivers on the corridor to better predict where other vehicles will turn and cross.

When looking at the function of a road, it is important to understand how mobility and access interact. A higher number of accesses on a road section increases the amount of potential conflicts. Crashes are more likely to occur at locations with a higher number of conflict points. In order to mitigate the concerns of more contact points, posted speeds are reduced. Therefore, interstates and highways have high speeds and few accesses, and local roads have a higher number of accesses. A higher posted speed is sacrificed for additional accesses in order to maintain safety, which in turn reduces mobility along the corridor.



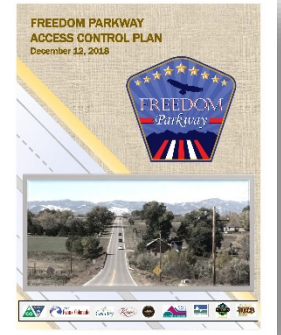

Access management also allows for more efficient management of roadside drainage. Having more driveways along the corridor means having more culverts installed. Culverts must be maintained in order to function as intended. When culverts become clogged, roadside drainage is greatly affected. Reducing the number of culverts allows for the roadside ditches to function as intended in a storm event.

Another important characteristic of the roadway system is reliability, which can be affected by traffic incidents/accidents, flooding, wind, downed trees, downed powerlines, underground utility issues, and other factors.

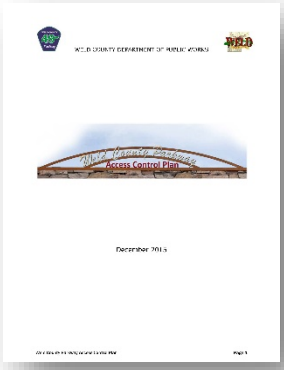
# COMPLETED ACCESS CONTROL PLANS

## FREEDOM PARKWAY (WELD COUNTY ROAD 54)

The Freedom Parkway ACP was developed as a collaborative effort by nine government entities including the City of Evans, City of Greeley, Town of Johnstown, Town of Kersey, Larimer County, City of Loveland, Town of Milliken, Weld County, and CDOT. This ACP includes portions of SH 402, Larimer County Road 18, WCR 54, and 37th Street. The ACP goes from Larimer County Road 7 to the west and WCR 49 to the east. The plan was adopted by the Weld County Board of Commissioners on December 18, 2018.



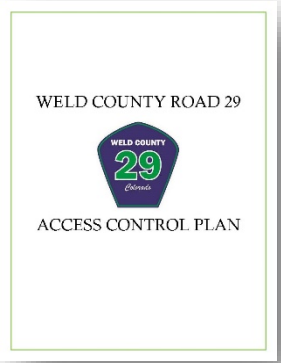

## WELD COUNTY PARKWAY



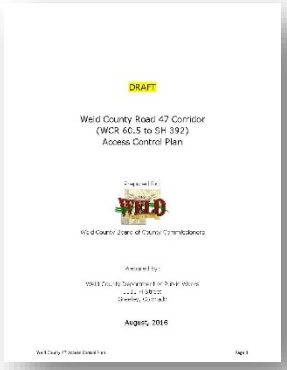

In response the construction of the Weld County Parkway, Public Works staff developed the Weld County Parkway ACP. The study area for this ACP is from US Highway 34 to the south and WCR 60.5 to the north. This ACP was developed in 2015. The primary goal for this plan is to limit access to the newly constructed roadway.

## WELD COUNTY ROAD 29

The WCR 29 ACP was developed in cooperation with the Town of Eaton, Town of Ault, Town of Pierce, Town of Nunn, and the Town of Severance. The corridor extends from SH 392 to the south to WCR 100 to the north. The plan was adopted by the Weld County Commissioners on February 26, 2018. The plan was developed in order to assist in making improvements to the corridor, and to improve corridor safety.



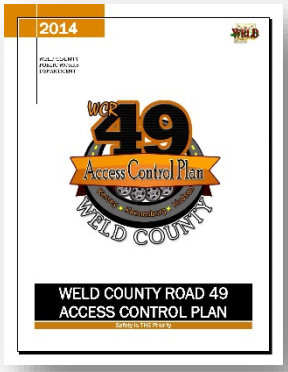
## WELD COUNTY ROAD 47



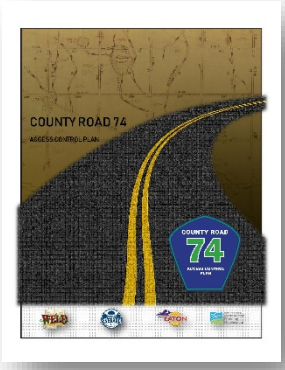

In response the construction of improvements to WCR 47, Public Works staff developed the WCR 47 ACP. The study area for this ACP is from WCR 60.5 to the south and SH 392 to the north. This ACP was developed in 2016. The primary goal for this plan is to limit access to the newly constructed roadway.

## WELD COUNTY ROAD 49

The WCR 49 ACP was developed as a collaborative effort by four government entities including the Town of Hudson, Town of Keenesburg, Town of Kersey, and Weld County. The ACP extends from Interstate 76 to the south to US Highway 34 to the north. The WCR 49 ACP was adopted by the Weld County Commissioners on December 15, 2014.




## WELD COUNTY ROAD 74




The WCR 74 ACP was developed in cooperation with the Town of Eaton and the Town of Severance. The corridor extends from SH 257 to the west to County Road 39 to the east. The primary goal of the plan is to preserve the functional integrity of WCR 74 as development occurs on the corridor.

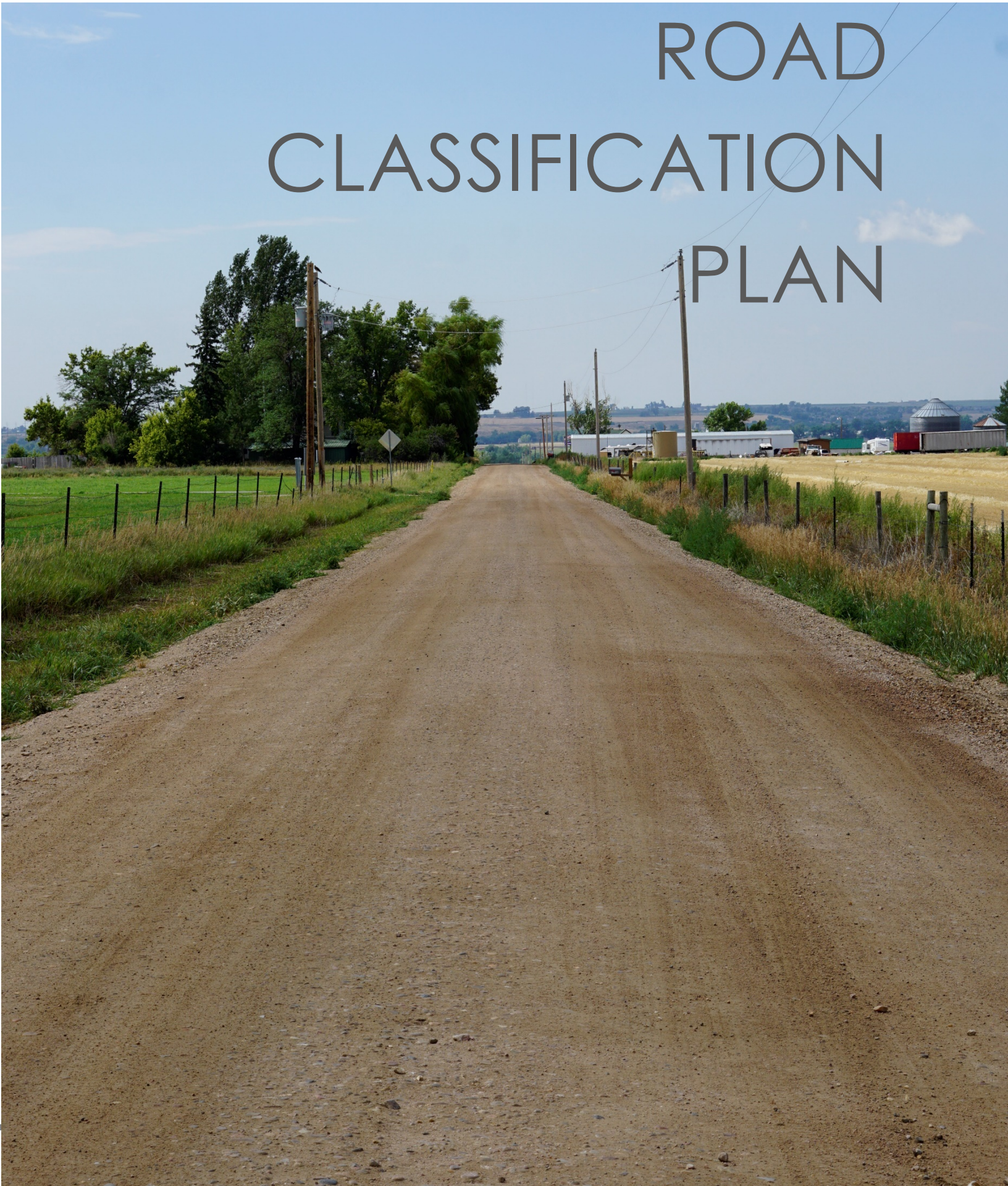
## FUTURE ACCESS CONTROL PLANS

In order to maintain the functional integrity of our county roads, Weld County must consider developing ACPs on all corridors that are expected to increase to a high level of traffic volume in the future. Arterial classified roads are at the top of the priority list when it comes to developing access control plans. As a goal, Weld County has outlined the need for ACPs on all the arterial roadways. Priority for developing ACPs is as follows:

1. WCR 44 between WCR 49 and SH 60
2. WCR 13 between WCR 2 and SH 60
3. WCR 2 between WCR 11 and Interstate 76
4. WCR 19 between WCR 2 and SH 66
5. WCR 22 between WCR 49 and US Highway 85

Many of these proposed access control plan locations have multiple jurisdictions who maintain the road. Collaboration with these communities will be key in implementing the plans. This collaboration will ensure that these corridors will be able to withstand the level of traffic that is anticipated in this region in the future. Planning for the future and preserving the functional integrity of these corridors will also ensure that improvements are made in a cost-effective, collaborative way.

# ROAD CLASSIFICATION PLAN



## TRAFFIC FORECAST STUDY

As a part of the 2045 Transportation Plan update, Weld County teamed up with Alliance Transportation Group to conduct a traffic forecast study. The traffic forecast study was conducted in order to provide decision-makers a picture of future traffic levels and how proposed transportation projects can serve the needs of the community. The project was a collaborative effort to develop three travel demand forecasting scenarios using the CDOT Statewide Travel Demand Model (FOCUS) to forecast 2045 traffic for Weld County. The use of the CDOT FOCUS model provides a consistent forecast for all of Weld County and allows for an understanding of regional trip patterns and their effect on Weld County. Weld County was the first local government to utilize the FOCUS model.

To meet project objectives, Alliance developed the modeling scenarios, conducted the analysis, and reported the results to Weld County. The FOCUS model was reviewed and updated to ensure the forecasting reliability for the traffic forecasts. A 2045 No Build Scenario, a 2045 Build Scenario, and an oil and gas related truck scenario were performed using the CDOT FOCUS model.

Travel models are tools used to help understand how changes to a transportation system, combined with population growth and land use changes over time, might affect travel patterns in a given area in a specified future year. The recently developed CDOT FOCUS model was obtained from CDOT and was used as the tool for forecasting traffic for Weld County. Using the CDOT FOCUS model provides consistent socioeconomic data for both base year and forecast years at the TAZ level and allows for an understanding of regional trip patterns and their effect on Weld County, thus providing a consistent forecast for all of Weld County.

The FOCUS model is an activity-based model covering the entire state of Colorado with a base year of 2015 and a forecast year of 2045. The 2045 FOCUS model network reflects the roadway projects included the most recently adopted Metropolitan Transportation Plan of every MPO within the state.

The FOCUS model inputs were reviewed to ensure that the model accurately represents the 2015 land use and roadway conditions within Weld County, and that the model reasonably forecasts land use and roadway traffic in 2045. The FOCUS model base year validation within Weld County was reviewed and improved to increase the model's forecasting reliability. Input revisions were carried through to all modeled scenarios to ensure consistency. The following section describes the findings of the study.

## TRAFFIC VOLUME PROJECTIONS

As described in the previous section, the FOCUS model is validated and selected to be the tool for producing the traffic forecasts for Weld County roadways. Therefore, the main source of the traffic forecasts is the FOCUS model results. The following strategies are adopted when developing the traffic forecasts:

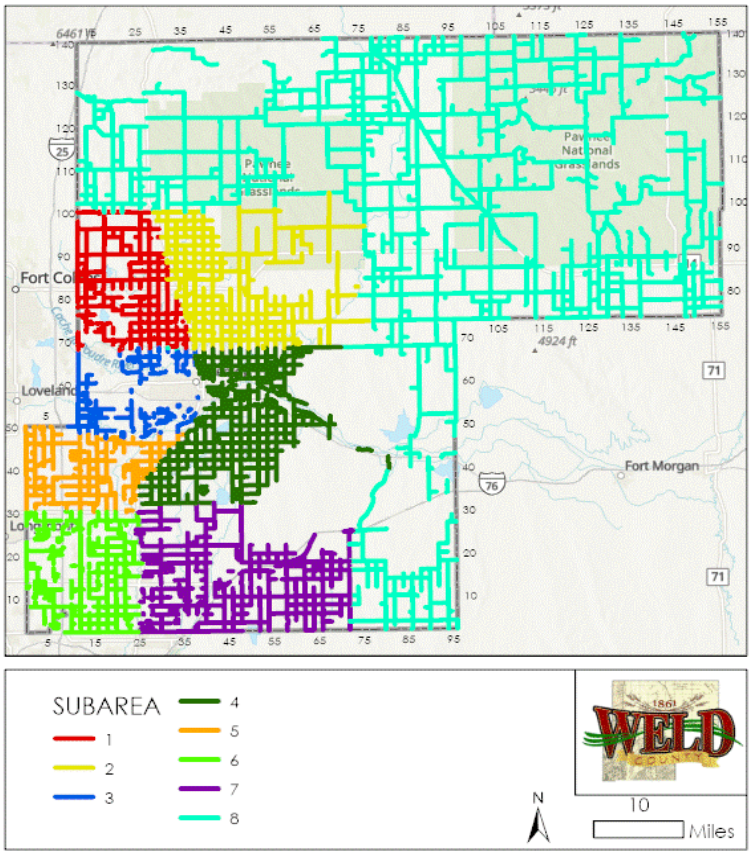
- If the roadway is in the FOCUS model network, the modeled volume, including total volume and truck volume will be used as the traffic forecast for the roadway.
- If the roadway is not in the FOCUS model network, the available count information becomes the most reliable source for predicting future traffic and a growth rate is applied to the count to derive forecast year traffic based on subarea and facility type attributes.
- To address oil and gas trucks, a thorough review of the base year modeled truck volume and available observed truck counts was done to identify the systematic pattern of truck underestimation. Trucks are underestimated primarily on a few routes such as WCR 49. Therefore, the model-based and count-based truck volume forecast on these facilities was evaluated and the truck volumes were adjusted based on the calculated shortage of oil and gas trucks in the County, the trucks' primary routing, and the identified location of oil and gas activity in the County.
- If the roadway is not in the FOCUS model network and does not have count information, the links were examined.
    - Some link volumes are logically derived based on the available connecting roadway volumes.
    - If volumes cannot be logically derived, a potential traffic volume range is assumed for the roadway. The potential traffic volume range is developed based on the roadway facility type and subarea in which it is located. The median volume (average level) of the links of the same facility type within the same subarea is summarized and recommended as the likely volume for the roadway. Median truck percentages are calculated in a similar way and the median truck percentages are applied to the median volume to derive the estimated trucks on these links.
- The resulting traffic forecasts are visually inspected for consistency and reasonableness, and adjustments were applied to resolve inconsistencies from different forecasting sources.

Traffic growth is not evenly distributed geographically. It is beneficial to calculate traffic growth rates based on geographic locations that are consistent with the development patterns in the County. The subarea layout that is used in this study follows the subareas

used in the Weld County 2035 Transportation Plan, as shown in **Figure 25**. Note that due to the FOCUS model zone structure, the zones vary slightly along WCR 73 and US 85. **Figure 28** shows 2045 traffic projections for Weld County, and **Figure 30** shows truck traffic forecasts for the County.

The traffic annual growth rate is derived based on the FOCUS model projected VMT growth rate between the base year 2015 and 2045 by facility type and subarea. Since the gravel roads and subdivision roads are beyond FOCUS model resolution, the subarea level population growth rate and subarea level VMT growth rate were compared and the lesser growth rates were chosen as the growth rate for gravel roads and subdivision roads. **Table 5** lists the derived compound annual growth rate by facility type and subarea.

### Figure 25: Subarea Road Locations




### Table 5: Subarea Growth Rates

| | | SUBAREA | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| FACILITY TYPE | Paved Arterial | 2.63% | 0.98% | 3.52% | 3.42% | 3.05% | 2.29% | 2.97% | 2.53% |
| | Paved Collector | 4.81% | 1.26% | 5.02% | 2.61% | 6.14% | 5.18% | 2.64% | 3.17% |
| | Paved Local | 3.32% | 1.88% | 1.95% | 0.46% | 2.79% | 2.34% | 1.12% | 1.55% |
| | Gravel Arterial | 3.32% | 1.88% | 1.95% | 0.46% | 2.79% | 2.34% | 1.12% | 1.55% |
| | Gravel Collector | 3.32% | 1.88% | 1.95% | 0.46% | 2.79% | 2.34% | 1.12% | 1.55% |
| | Gravel Local | 3.32% | 1.88% | 1.95% | 0.46% | 2.79% | 2.34% | 1.12% | 1.55% |

**Figure 26** below shows the trip interaction between Weld County and all areas within the State of Colorado.

### Figure 26: Trip Interaction Between Regions

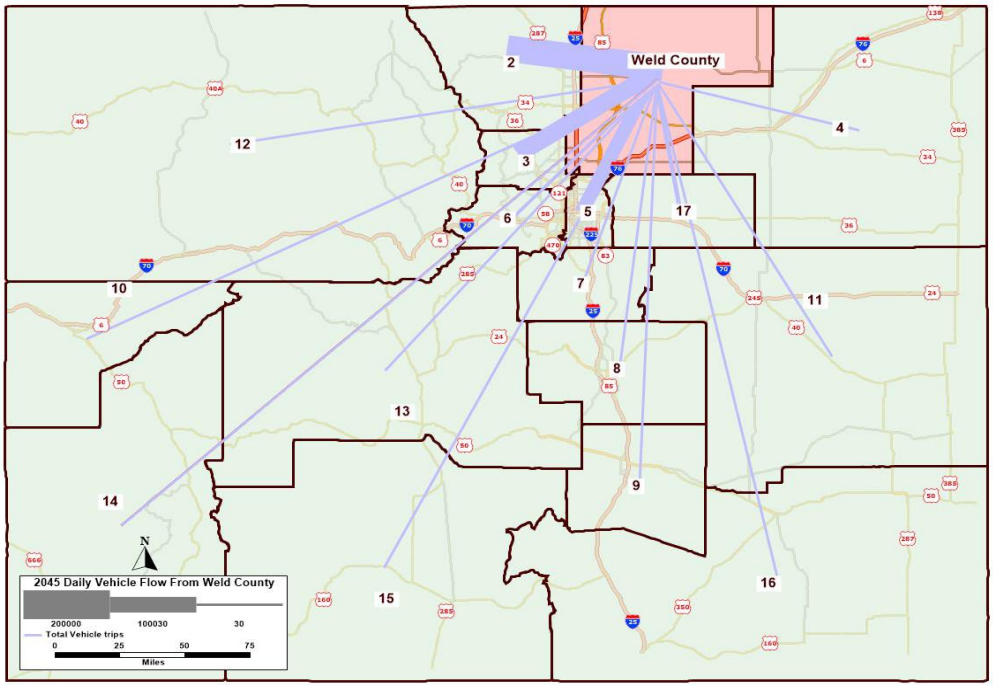



**Table 6** presents the top destinations and their corresponding daily vehicle trips and trip percentages that originated from Weld County. **Table 7** presents the top origins and their corresponding daily vehicle trips and trip percentages that destinated to Weld County. **Table 8** presents the trip interaction among major travel sheds of Weld County. Note that the number of vehicle trips were rounded to the nearest hundred and the trip percentages do not sum up to 100%, as the percentages are calculated based on all 17 regions within the State of Colorado. Outside of Weld County the top three origins and destinations are Larimer County, Boulder County and the Denver Metro Area.

### Table 6: Top Destinations from Weld County

| TRAVEL SHEDS | NUMBER OF TRIPS (VPD) | PERCENTAGE OF TRIPS |
|---|---|---|
| **INTERNAL TO WELD COUNTY** | 1,112,600 | 73.19% |
| **LARIMER COUNTY** | 179,200 | 11.79% |
| **BOULDER COUNTY** | 112,100 | 7.37% |
| **DENVER METRO AREA** | 84,900 | 5.59% |
| **ADAMS/ARAPAHOE COUNTY** | 14,500 | 0.94% |
| **WESTERN PORTION OF DRCOG** | 9,500 | 0.63% |

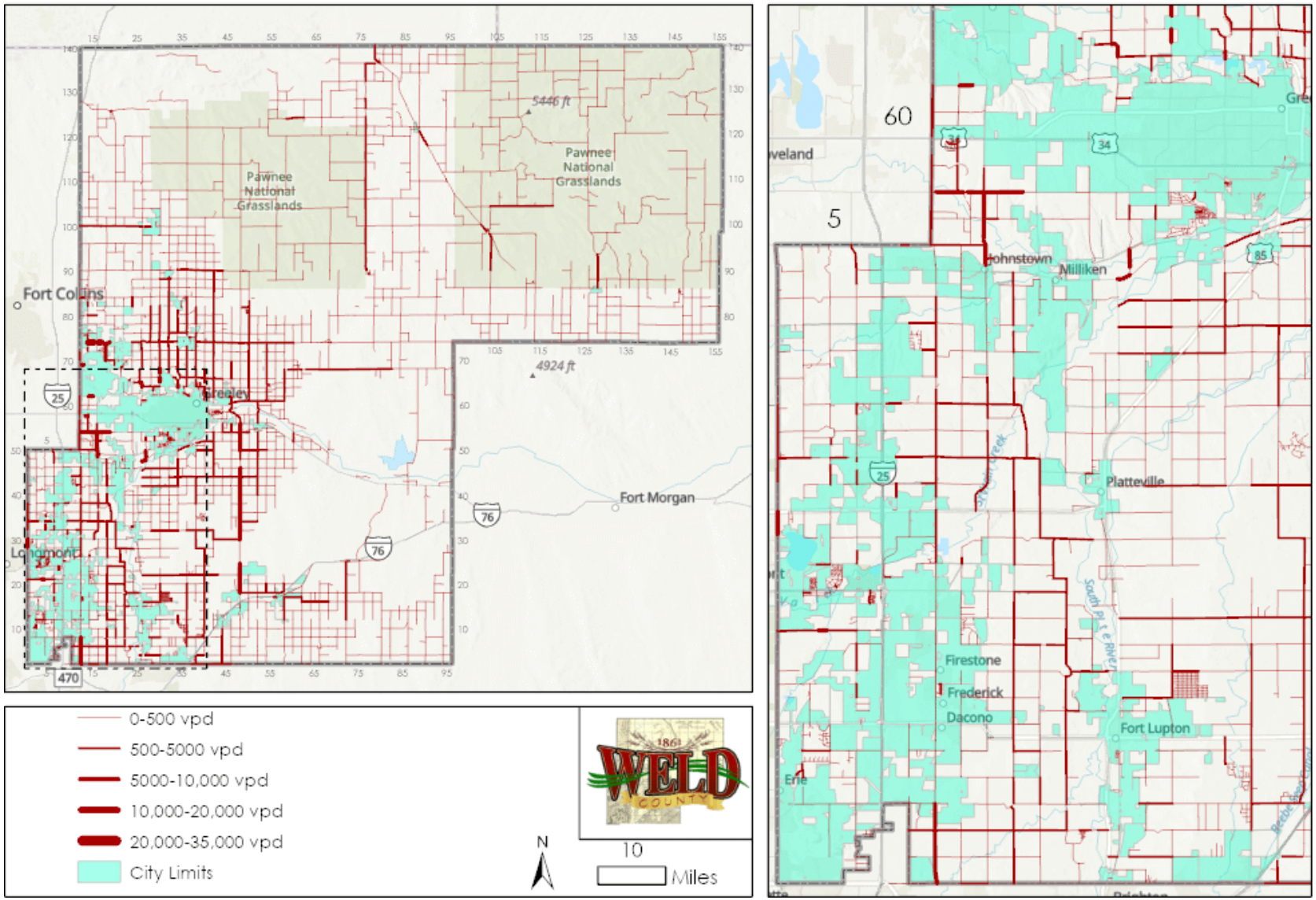
### Table 7: Top Origins to Weld County

| TRAVEL SHEDS | NUMBER OF TRIPS (VPD) | PERCENTAGE OF TRIPS |
|---|---|---|
| INTERNAL TO WELD COUNTY | 1,112,600 | 73.12% |
| LARIMER COUNTY | 179,900 | 11.82% |
| BOULDER COUNTY | 112,700 | 7.41% |
| DENVER METRO AREA | 87,000 | 5.72% |
| ADAMS/ARAPAHOE COUNTY | 14,100 | 0.93% |
| WESTERN PORTION OF DRCOG | 8,900 | 0.59% |

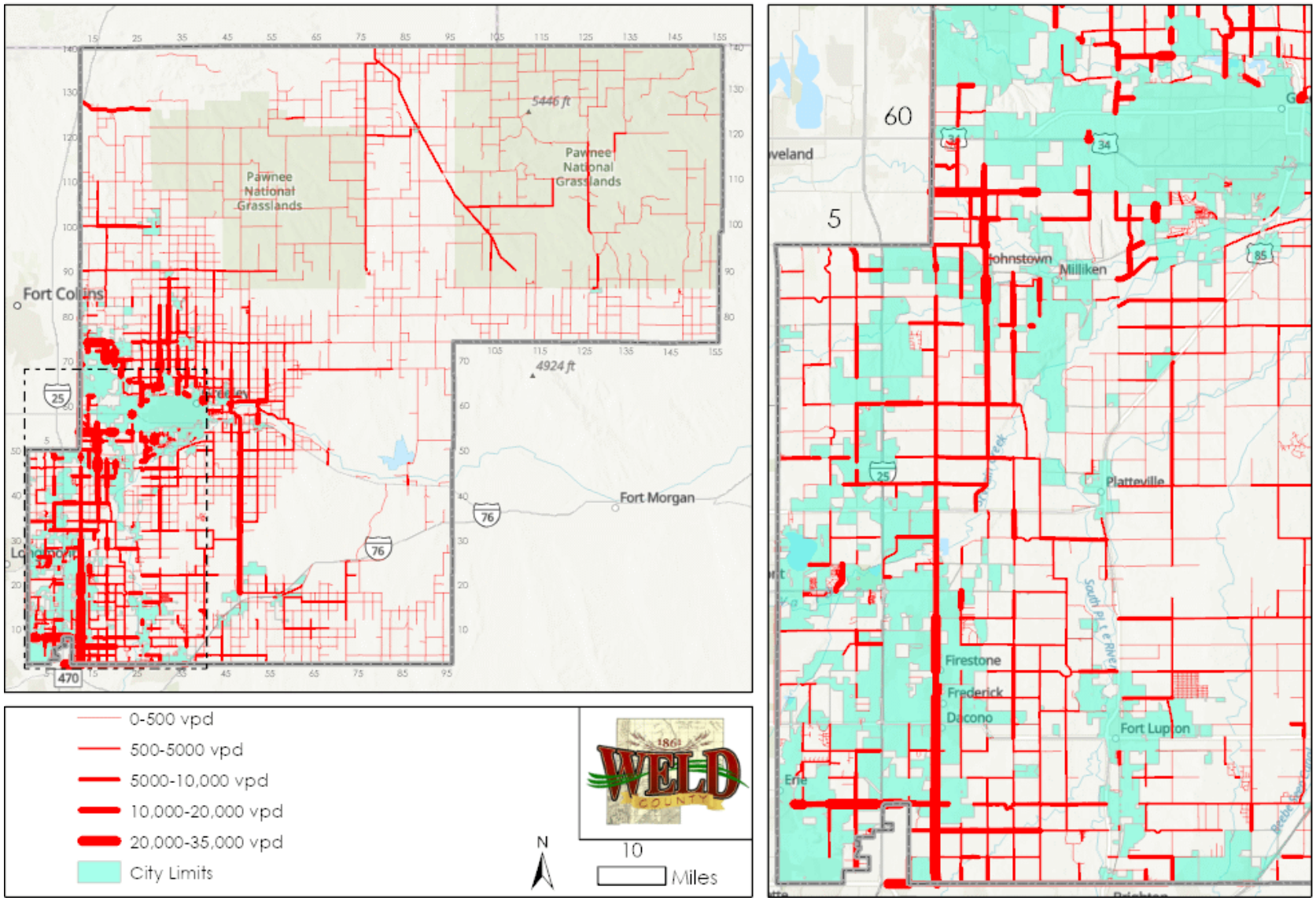
### Table 8: Trip Interaction Between Regions (VPD)

| | WELD COUNTY | LARIMER COUNTY | BOULDER COUNTY | DENVER METRO AREA | ADAMS/ ARAPAHOE COUNTY | WESTERN PORTION OF DRCOG |
|---|---|---|---|---|---|---|
| WELD COUNTY | 1,112,600 | 179,200 | 112,100 | 84,900 | 14,500 | 9,500 |
| LARIMER COUNTY | 179,900 | 1,514,000 | 29,200 | 9,800 | 4,200 | 2,700 |
| BOULDER COUNTY | 112,700 | 29,500 | 1,109,800 | 207,200 | 13,500 | 98,900 |
| DENVER METRO AREA | 87,000 | 9,600 | 209,300 | 5,410,700 | 271,000 | 608,600 |
| ADAMS/ ARAPAHOE COUNTY | 14,100 | 4,300 | 13,400 | 268,600 | 217,900 | 13,300 |
| WESTERN PORTION OF DRCOG | 8,900 | 2,600 | 98,200 | 601,200 | 12,800 | 1,155,700 |

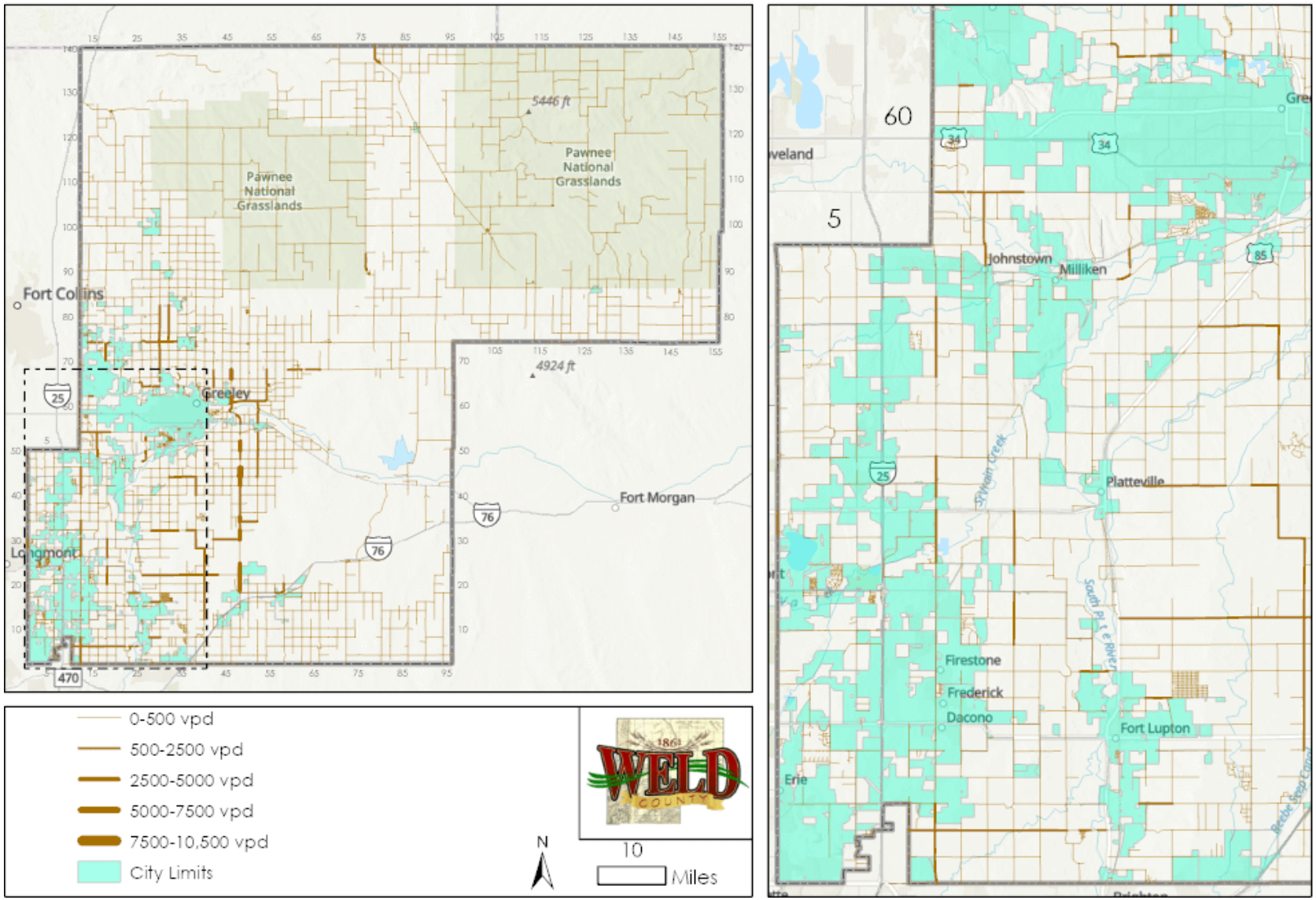
## Figure 27: Traffic Volumes (2015)



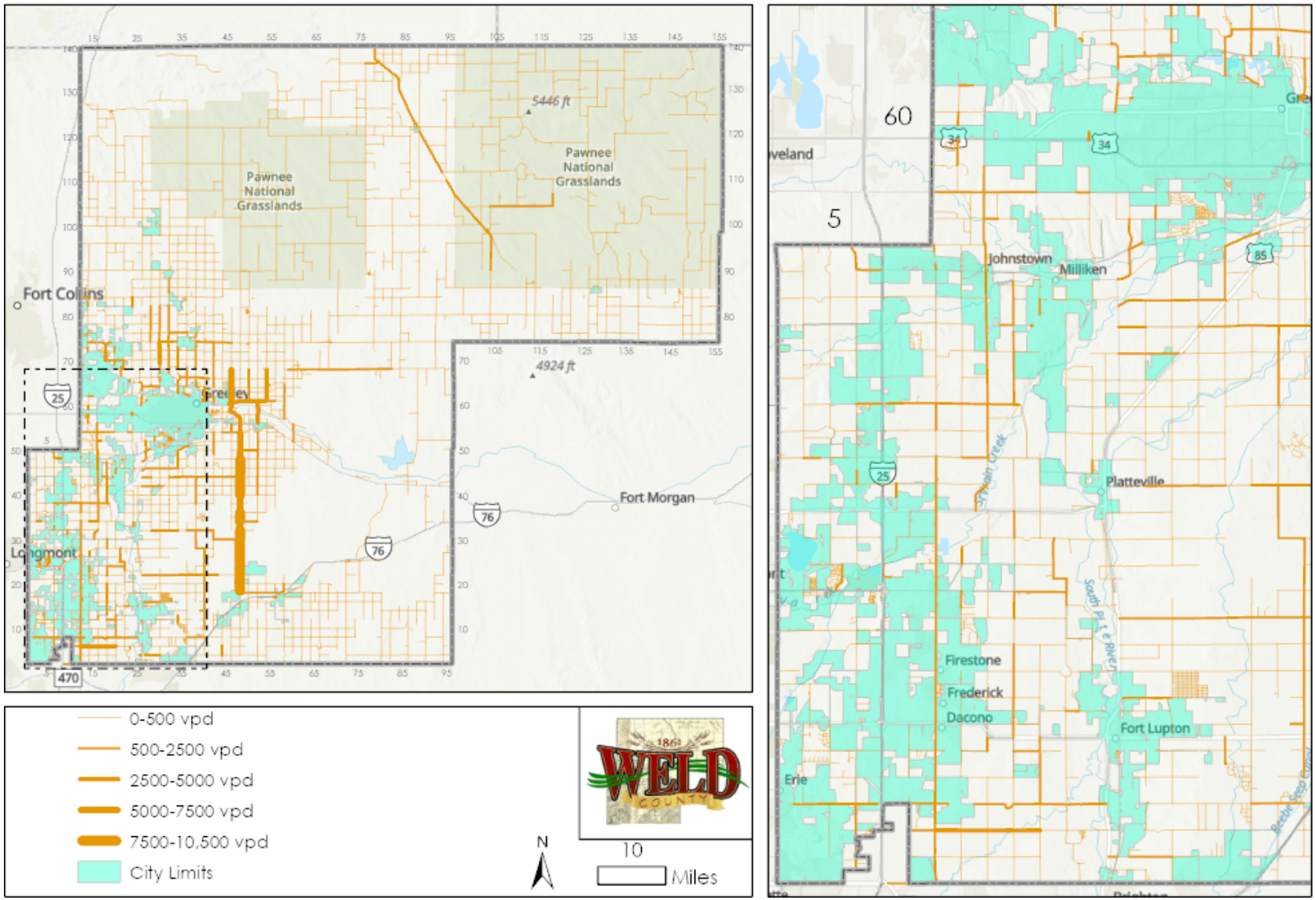
## Figure 28: Traffic Volumes (2045)



## Figure 29: Truck Traffic Volumes (2015)



## Figure 30: Truck Traffic Volumes (2045)

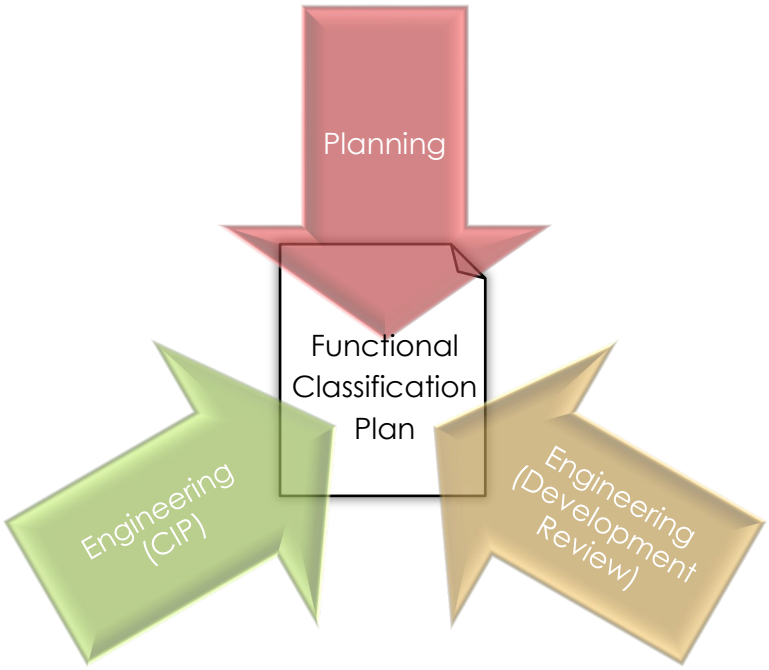


## FUNCTIONAL CLASSIFICATION PLAN

Where the Transportation Plan is used as a tool to guide the CIP, Development Review and Planning with land use recommendations, the functional classification plan is a component of the Transportation Plan and is the process by which county roads are grouped into classes according to the character of service provided. The purpose of grouping the roads into classes helps identify locations for future ROW reservation. As you would expect, analyzing future traffic volumes assist staff in developing the functional classification plan. Indications of major growth of traffic on a corridor may require staff to upgrade the classification of the roadway. In the next section, the functional classification guide gives a more in depth look at how changes are made.

A roadway classification plan is intended to perform the following three functions:

- Define the function (a combination of mobility and access) that roadways within a system should be planned to provide
- Identify the design characteristics (cross-section and geometric standards), which roadways should demonstrate given their function
- Define the amount of ROW which should be preserved to construct the ultimate roadway




A roadway network is comprised of a hierarchy of roadways whose functional classifications are defined by their usage. Typically, roads serve two functions; they provide access and mobility. The relative degree to which a road serves these functions defines its functional classification. In order of their ability to provide mobility, the roadway functional types are more thoroughly described in the following subsections.

## FEDERAL AND STATE HIGHWAY SYSTEM


Freeways usually serve long distance travel between major communities and provide the greatest mobility, with strictly controlled access allowed only at interchanges. No direct property access is allowed. Much of the primary roadway system in Weld County consists of roads that are maintained by the federal and state governments.

Weld County has two freeways within its boundaries. Interstate 25 and Interstate 76. They are defined by high speeds and access is provided by widely spaced, grade-separated interchanges. Two other federal highways within the County are US 34, which provides a major east/west segment, while US 85 is a major north/south route. These highways provide regional mobility functions to and through the County. State Highways in the County include segments of SH 14, SH 52, SH 56, SH 60, SH 66, SH 71, SH 79, SH 119, SH 257, and SH 392. These roads generally serve arterial roadway functions.

## ARTERIAL ROADWAYS

Arterials carry longer-distance traffic flow for regional, intercommunity and major community purposes. The primary difference between freeways and major arterials is access. Freeways have fully controlled accesses with no at-grade intersections, while arterials include limited at-grade intersections. Arterials can carry significant traffic volumes at higher speeds for longer distances and are seldom spaced at closer than one-mile intervals.

In Weld County, the State highway facilities comprise most arterial roadway needs. Outside of the State system, Weld County's arterial road network consists predominately of two-lane rural arterials.

Arterials transitioning into the municipalities tend to become four lanes carrying major traffic flows to important activity centers. The County also has a Colorado State recognized county highway in WCR 49. WCR 49 is an arterial roadway, that also has a higher classification as a county highway.

## COLLECTOR ROADWAYS

Collectors link local roads with the arterial road system. Both mobility and access are of equal importance on these roadways. Travel speeds and volumes are moderate, and distances traveled are short to medium. Traffic on collector roads typically has an origin or destination within the nearby area.

Weld County also has gravel rural collectors. These roads are located more in the north and east portions of the County where the population is less dense. Regardless of traffic volumes, these roads receive traffic from the local roads and feed to paved collector or arterial roads. Many arterials and collectors in Weld County have direct access to residences, farms and irrigation ditch roads. Collector roads transitioning into municipalities tend to be connections within residential, commercial and industrial areas. They are usually two to four lanes and connect city centers, schools and neighborhoods.

## LOCAL ROADWAYS

In both rural and urban areas, the primary function of local roads is to provide access to adjacent land uses, whether they are residences, businesses, or community facilities. Local roads are closely spaced, two lanes wide, and carry relatively lower traffic volumes short distances. They generally are internal to or serve an access function for a residence, farm, single neighborhood or development, and generally, should lead traffic to a collector road.

## SCENIC BYWAYS

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features.

The Pawnee Pioneer Trail Scenic Byway represents the only scenic byway designated within the County. This scenic byway is identified on state highway maps. Appropriate signs delineating the route are strategically located to keep motorists on the appropriate route. Through the Pawnee Grasslands, the trail byway utilizes existing gravel roads that are regularly maintained by Weld County.

## ROAD CLASSIFICATION DEFINITIONS

**Table 9** shows how roadway classification is determined when staff and elected officials review the current classifications of the County roadway system. This is also shown in **Figure 31.**

### Table 9: Road Classification Definitions

| CLASSIFICATION | CONTINUITY | SERVICE BETWEEN MAJOR ORIGIN/DESTINATION | AVERAGE TRIP LENGTH | SPACING |
|---|---|---|---|---|
| **ARTERIAL** | Moderate to long. Extension of state highway system. Movement between major activity centers. | Serves as connection to larger population centers. | Primarily longer trips to/from larger population centers. | No less than one mile apart. |
| **COLLECTOR** | Short to moderate. Link local roads to the arterial system. | Serves less densely populated areas. Provides local circulation service. | Mostly short to medium trips for less populated areas. | As needed to serve population density. |
| **LOCAL** | Short to moderate. | Serves low density areas and provides local access. | Mostly local traffic. | As needed to serve population density. |

The three primary considerations in classifying Weld County roadways are more thoroughly described as follows:

1. Connectivity

This consideration pertains to the nature of the area(s) that a roadway serves and is primarily an issue for the rural areas of the County. For arterial roads, the connectivity characteristic is that it serves a major community, or series of municipalities within the region. Arterials allow direct entry into/out of the larger jurisdictions, and they extend to/from other major communities or major roadway facilities. Portions of the County arterial system could also serve as an extension of the state highway system where state highway designations abruptly terminate, or parallel the state system, such as WCR 49 to US 85.

As mentioned, collector roads have a mobility function within the rural areas of the County. In this sense, collectors are a subordinate arterial roadway. Collectors should serve as the primary links to/from the smaller communities where arterials are not present. Collector roads may also be designated in low density, low-volume areas where there are missing mobility links and an arterial designation would be overkill.

2. Continuity of Roadway

Continuity is a relative measure and is not an absolute. The continuity of roads may vary between urban and rural areas. The continuity of an unincorporated road in close proximity to an urbanized area will be gauged against the size of that area, whereas the continuity of roads in rural areas should be considered within the context of the entire County roadway network. A road that might have a significant amount of continuity does not automatically qualify to be an arterial or even a collector. Rather, possessing some degree of continuity is one characteristic of the roads which are designated as collector or arterial roads.

3. Traffic Volume Thresholds

Arterial roadways usually involve all three functional characteristics (continuity, connectivity, and daily traffic). Since these roads are typically the most continuous and connected, they by default, tend to carry the most traffic; therefore, daily traffic thresholds for the roadway classifications is another tool to consider when analyzing road classifications. Historically, Weld County roads do not carry high traffic volumes, so the proposed capacities are intended to be more indicative of rural County traffic flow. For Weld County, any road carrying more than 7,000 vpd is a strong candidate for an arterial road, and any roadway carrying more than 2,000 vpd and less than 7,000 vpd is a candidate for being a collector road. There will be many exceptions in which an arterial might be identified for volumes under 7,000 vpd.

Daily traffic volumes alone should not be the only factor relative to classification designation. An appropriately defined roadway classification may sometimes carry traffic volumes well below its typical threshold. Other classification characteristics should be defined as part of the plan including the roadway's continuity, service between activity centers (connectivity), relative trip length of traffic utilizing the road, and approximate spacing of parallel facilities. The continuity element of each classification should be more continuous than that for local roads. The connectivity component should generally recognize that arterial roads tend to serve larger activity centers than collector and local roads, and relative trip length is typically longer along arterial roads than the collector or local roads. The spacing between roads for each classification will need to vary according to the surrounding environment. In general, parallel arterial roadways should be spaced farther apart than parallel collector or local roads. In a rural application this can mean arterial spacing every 2-4 miles.

## FUNCTIONAL CLASSIFICATION MAP SUMMARIZED

The functional classification map is used as the official future roadway plan for the County. Therefore, the functional classification map is one of the more important transportation planning tools associated with the Transportation Plan. The functional classifications determined by the County may not necessarily match the CDOT/FHWA classifications, which ultimately determine federal-aid eligibility of a roadway.

In addition to revising the functional classification map, the County also revised the existing typical road cross-sections to include an interim and ultimate section. While it is important to reserve the ultimate ROW section, funding availability does not always allow for construction of the ultimate section, and therefore, an interim section should be considered until funding becomes available. The width of a roadway is an important design consideration to ensure the road network is appropriately sized to serve its function.

## UPDATING THE FUNCTIONAL CLASSIFICATION PLAN

This section is intended to provide guidance in maintaining the County's roadway classification system. As conditions change, the County should review all the roadways and determine if a change in road classification is appropriate. It is recommended that this exercise be conducted at least once every two years. This will ensure that proper actions can be taken to preserve ROW necessary for the ultimate construction of each roadway as needed.

The definitions of each classification were previously discussed and summarized in **Table 9**. These definitions can also be used in determining if any classification adjustments should be made to the system. Considerations in making changes include the following:

1. Daily traffic volume (existing and future)

2. Continuity of roadway

3. Connectivity between communities

These considerations are most applicable to the rural areas. A key factor for the unincorporated area roadways is to maintain close coordination with the local jurisdictions. The County should be proactive with local jurisdictions to the point that arrangements are made to notify and communicate any planning efforts which might affect an entity's road system. This effort could be accomplished through a standard referral process and should be a future Transportation Plan goal for Public Works. It is imperative the County Public Works and Planning Departments coordinate closely to ensure development information is forwarded to the appropriate staff to monitor these roadway classification changes.

## FUNCTIONAL CLASSIFICATION GUIDE

To assist staff and elected officials with classifying roads, a road classification guide was developed. This guide takes into consideration the classification definitions and graphically displays the process. The flow charts may not address every conceivable scenario relative to classifying a roadway, but it does serve as a general guide to assist the County in determining if any classification changes might be necessary in the future. If unique circumstances exist, some judgment must be exercised in using the flow charts. Some examples for classification consideration include:

1. Type and magnitude of travel generators

2. Route feasibility and directness of travel

3. Traffic characteristics and trip length

4. Spacing between types of functional classes

5. Continuity of various functional classes

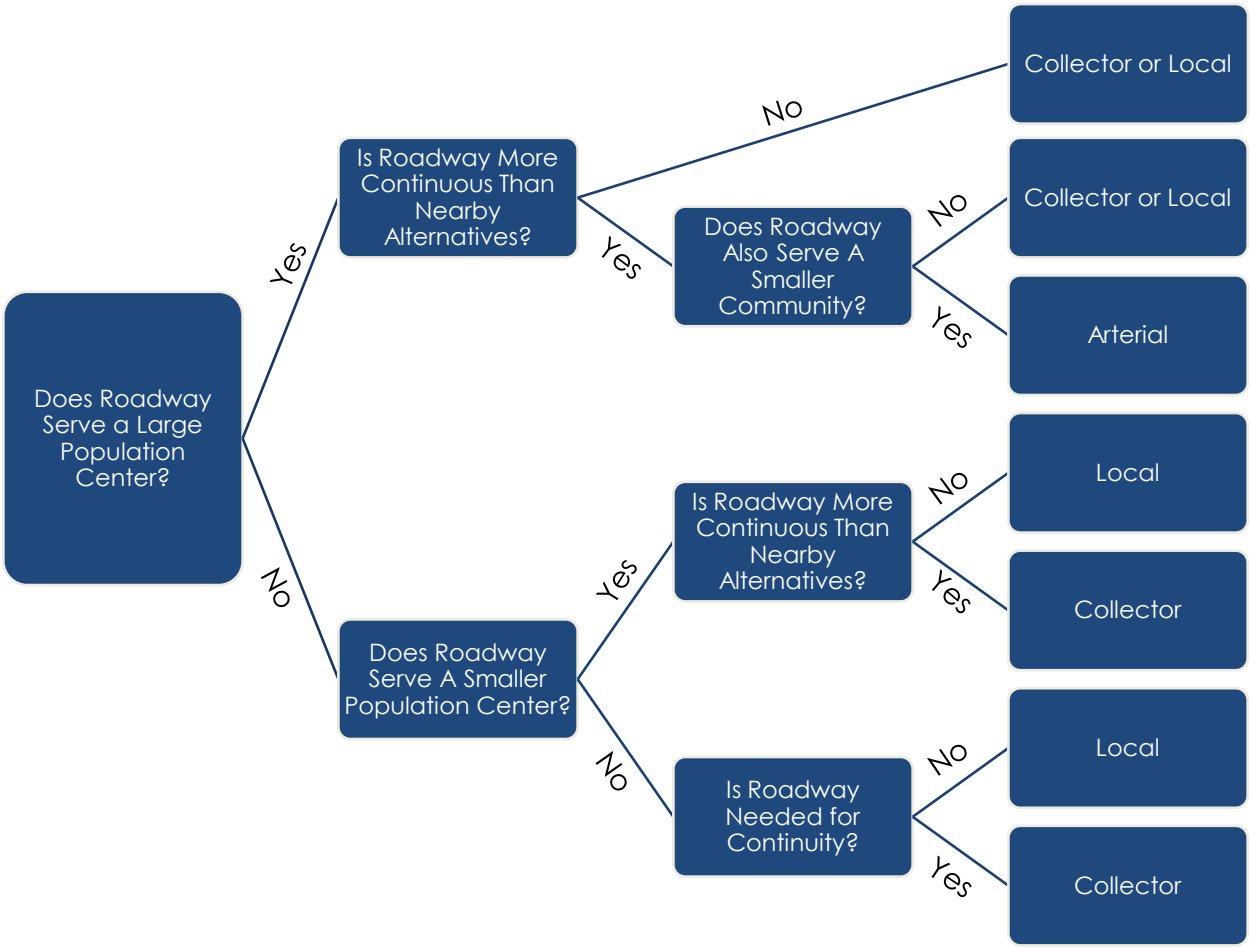
6. Multiple service capability (accommodation of the modes of transportation)

7. Relationships of functional classes to transportation plan(s)

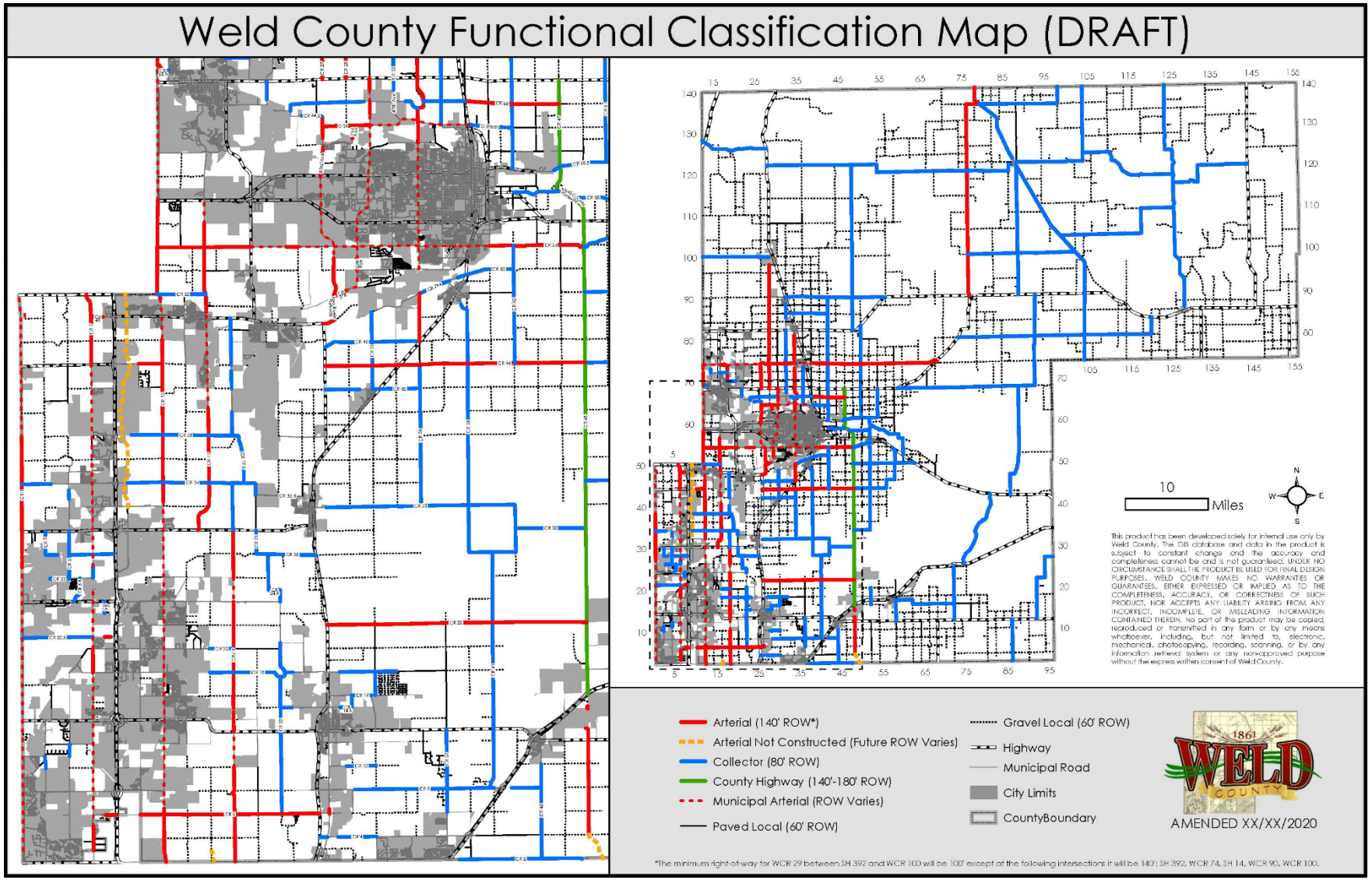
8. Integration of classifications of adjoining jurisdictions

9. Miles and travel classification control values, such as access

## Figure 31: Guide to Modifying Functional Classifications



## Figure 32: Functional Classification Map



# IMPLEMENTATION

## LONG RANGE TRANSPORTATION PROJECT LIST

Since the adoption of the 2035 Transportation Plan, many of the projects listed in the plan have been completed. The County finished construction of The County Highway, which improved many of the intersections, and alignments listed in the 2035 plan. Other projects that have been completed since the adoption of the 2035 plan include the realignment of WCR 23 north of SH 392, the completion of the WCR 49, and 74 access control plans, several bridge improvements, and several intersection improvements including, WCR 54 and WCR 17, where the County's first roundabout was completed in unincorporated Weld County.

As priorities shifted over the last 10 years, some of the projects on the list were not completed and are included in the 2045 Transportation Plan project list. As the County looks at funding future projects, costs related to utilities within the ROW, and impacts related to oil and gas production, (Such as construction of pipelines near or through ROW) become a major concern. Costs for relocating utilities, as well as oil and gas infrastructure, continue to rise and become a major consideration when selecting County infrastructure improvements. As these costs continue to rise, the number of improvements that the County will be able to complete will be reduced. These costs become very high with intersection improvements given the increased amount of utilities and oil and gas infrastructure in the project area. The County continues to work to ensure that these facilities are located outside of the area needed to improve the roadway, but with the high increase of development in Weld County it is difficult to mitigate this concern. Cost of ROW acquisition has increased substantially as well, which will likely continue to rise in a major way. The 2045 project list seeks to reasonably account for these extra costs associated with construction when determining a cost estimate for future projects.

**Tables 10-12** list potential projects on Weld County's roadway network over the next 25 years. The listed projects are intended to depict Weld County's future needs only and does not imply these improvements will be constructed within this timeframe. The conceptual cost estimates used to generate the project list can be found in **Appendix D**.

## Table 10: Short-Range Capital Improvement Project List (2021-2025)

| Capital Improvement Project | Description | Cost Estimate |
|---|---|---|
| **SH 52 and WCR 37** | Intersection Improvement (Auxiliary Turn Lanes) | $2,924,095.47 |
| **WCR 35 (35th Ave.) from 'F' St. to 'O' St.** | Widening to add Shoulders (IGA City of Greeley) | $7,665,396.37 |
| **WCR 64 (O St.) and WCR 35 (35th Ave.)** | Roundabout | $6,345,669.29 |
| **WCR 74 and WCR 33** | Roundabout | $9,329,842.84 |
| **WCR 64 (O St.) and WCR 31 (59th Ave.)** | Roundabout | $6,612,181.21 |
| **WCR 70 and WCR 39** | Intersection Improvement (Auxiliary Turn Lanes) | $1,503,485.33 |
| **WCR 66 and WCR 41** | Intersection Improvement (Auxiliary Turn Lanes) | $10,221,233.40 |
| **US 85 Intersection Closure** | WCR 2.5 (East side) | CDOT |
| **US 85 Intersection Closure** | WCR 29 (East side) | CDOT |
| **US 85 Intersection Closure** | WCR 30 (East side) | CDOT |
| **US 85 Intersection Closure** | WCR 33 (East side) | CDOT |
| **US 85 Intersection Closure** | WCR 46/35 (East side) | CDOT |
| **US 85 Intersection Closure** | O Street (East side) | CDOT |
| **US 85 Intersection Closure** | WCR 37 (East side) | CDOT |
| **US 85 Intersection Closure** | WCR 78 (East side) | CDOT |
| **WCR 80 and WCR 37** | Intersection and Bridge Improvements | $2,501,757.18 |
| **WCR 13 and WCR 6** | Roundabout | $6,070,102.13 |
| **SH 66 and WCR 21** | Intersection Improvement (Auxiliary Turn Lanes) | $5,438,513.27 |
| **WCR 31 and WCR 18** | Intersection Improvement (Auxiliary Turn Lanes) | $4,383,946.47 |
| **WCR 37 and AA St (WCR 66)** | Intersection Improvement (Auxiliary Turn Lanes) | $5,150,738.20 |
| **WCR 13 and WCR 50** | Intersection Improvement (Auxiliary Turn Lanes) | $8,203,427.14 |
| **WCR 74 and WCR 31** | Roundabout | $9,625,967.84 |
| **WCR 54 from WCR 13 to WCR 15** | Rebuild and Widen to add Shoulders | $6,984,912.58 |
| **WCR 54 from WCR 15 to WCR 17** | Rebuild and Widen to add Shoulders | $6,525,002.96 |
| **WCR 54 from WCR 17 to Hwy 257** | Rebuild and Widen to add Shoulders | $7,915,869.33 |
| **WCR 19 and SH 52** | Intersection Improvement (Auxiliary Turn Lanes) | $7,210,141.99 |

| | | |
|---|---|---|
| **O Street and WCR 27 Intersection** | Intersection Improvement (Auxiliary Turn Lanes) | $5,484,326.07 |
| **WCR 27 (83rd Ave)** | Alignment (Bracewell Curves) | $10,984,642.06 |
| **WCR 44 from US 85 to WCR 49** | Widening (Grade Separation) | $22,577,621.34 |
| **WCR 66 from US 85 to WCR 47** | Rebuild and Widen to add Shoulders | $10,406,065.59 |
| **WCR 66 and WCR 43** | Intersection Improvement (Auxiliary Turn Lanes) | $5,458,903.91 |
| **WCR 58 and WCR 53** | Intersection Improvement (Journey Ventures) | $3,704,466.73 |
| **SH 14 and WCR 25** | Intersection Improvement (Auxiliary Turn Lanes) (WM) | $1,611,362.00 |
| **WCR 59 and Market St** | Intersection Improvement (Auxiliary Turn Lanes) (WM) | $4,368,818.27 |
| **West of WCR 41 and South of WCR 64** | Roadway Improvements | $477,573.89 |
| **WCR 105 and SH 14** | Intersection Improvement (Auxiliary Turn Lanes) | $4,360,851.17 |
| **SH 392 and WCR 35** | Intersection Improvement (Auxiliary Turn Lanes) (Eagle View Farms) | $1,684,628.25 |
| **Idaho Creek Drainage Study** | WCR 7.5 to Stagecoach Rd | $400,000.00 |
| **Lone Tree Creek Drainage** | Pierce Pit Study | $1,580,838.90 |
| **WCR 49 Drainage** | WCR 49 Master Drainage Improvements | $1,699,560.00 |
| **WCR 108/110/120** | Low Water Crossing | $1,233,980.73 |
| **Bridge 19/46.5A** | Bridge Improvement | $2,757,310.00 |
| **Bridge 6/17A** | Bridge Improvement | $3,950,000.00 |
| **Bridge 2.5/27A** | Bridge Improvement | $3,950,000.00 |
| **Bridge 54/13A** | Bridge Improvement | $6,252,272.00 |
| **Bridge 13/44B** | Bridge Improvement | $3,950,000.00 |
| **Bridge 60.5/49A** | Bridge Improvement | $3,565,000.00 |
| **US 85 and WCR 44 (Peckham)** | Interchange Improvement | CDOT |
| **WCR 44 ACP** | WCR 44 from WCR 49 to SH 60 | In House |
| **WCR 13 ACP** | WCR 13 from WCR 2 to SH 60 | In House |
| **WCR 2 ACP** | WCR 2 from WCR 11 to I-76 | In House |
| **WCR 19 ACP** | WCR 19 from WCR 2 to SH 66 | In House |
| **Total Estimated Cost Estimate for Short-Range Capital Improvement Projects** | | **$215,070,503.91** |

## Table 11: Mid-Range Capital Improvement Project List (2026-2035)

| Capital Improvement Project | Description | Cost Estimate |
|---|---|---|
| **WCR 28 from WCR 5 to I-25** | Widen to 3 Lane Collector Standard | $9,861,942.00 |
| **WCR 44 and WCR 49** | Grade Separation Improvement | $20,000,000.00 |
| **WCR 6 and WCR 23** | Intersection Improvement (Auxiliary Turn Lanes) | $5,796,333.88 |
| **WCR 2 and WCR 45** | Intersection Improvement (Auxiliary Turn Lanes) | $5,547,342.38 |
| **WCR 6 and WCR 19** | Intersection Improvement (Auxiliary Turn Lanes) | $7,396,456.50 |
| **WCR 66 and US 85** | Intersection Improvement (Signal) | CDOT |
| **WCR 64.75 and WCR 23.75** | Intersection Improvement | $5,547,342.38 |
| **WCR 64.75 to WCR 23.75** | Reconfiguration | Joint Greeley Project |
| **WCR 66 from WCR 23.75 to Greeley CL (West of WCR 31)** | Pave Roadway | $5,149,044.00 |
| **WCR 32 and WCR 39** | Intersection Improvement (Auxiliary Turn Lanes) | $7,396,456.50 |
| **WCR 74 and WCR 51** | Intersection Improvement (Reconfiguration) | $7,396,456.50 |
| **WCR 35 from SH 392 North to Ault City Limits** | Widen to 3 Lane Collector Standard | $24,654,855.00 |
| **US 85 and WCR 40** | Intersection Improvement (Frontage Road Realignment) | CDOT |
| **US 85 and WCR 80** | Intersection Improvement | CDOT |
| **WCR 22 from US 85 to WCR 49** | Widen to 3 lane Collector Standard | $54,240,681.00 |
| **US 85 and WCR 28** | Intersection Improvement (SPUI) | CDOT |
| **SH 392 and WCR 33** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **SH 392 and WCR 27 (North and South)** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **SH 392 and WCR 55** | Intersection Improvement (Signal) | CDOT |
| **SH 392 and WCR 43** | Intersection Improvement (Signal) | CDOT |
| **SH 392 and WCR 23** | Intersection Improvement (Signal) | CDOT |
| **SH 392 and WCR 31** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **SH 14 and WCR 33** | Intersection Improvement (Signal) | CDOT |
| **WCR 23 from WCR 18 to Ft Lupton CL** | Rebuild and Widen to add Shoulders | $3,428,258.75 |
| **WCR 74 from WCR 27 to WCR 35** | Realignment and Widening to add Shoulders | $14,998,376.00 |
| **WCR 66 around Seeley Lake** | Rebuild and add Shoulders | $4,274,537.16 |

| | | |
|---|---|---|
| **F Street from WCR 31 to WCR 33** | Rebuild and Widen to add Shoulders | $2,999,675.20 |
| **WCR 54 from WCR 43 to WCR 45** | Widen to add Shoulders / Potential Realignment | $3,749,594.00 |
| **WCR 53 from US 34 to WCR 60.5** | Rebuild and Widen to add Shoulders | $11,373,985.00 |
| **WCR 55 from WCR 60.5 to SH 392** | Rebuild and Widen to add Shoulders | $15,123,579.00 |
| **WCR 29 from WCR 70 to WCR 74** | Pave Roadway | $5,869,001.00 |
| **WCR 39 from WCR 44 to LaSalle CL** | Rebuild and Widen to add Shoulders | $10,123,903.80 |
| **WCR 17 from WCR 32 to SH 66** | Rebuild and Widen to add Shoulders | $4,686,992.5 |
| **WCR 20.5 from WCR 1 to WCR 7** | Rebuild and Widen to add Shoulders | $11,248,782.00 |
| **WCR 22 and WCR 41** | Intersection Improvement (Auxiliary Turn Lanes) | $7,396,456.50 |
| **WCR 39 and WCR 44** | Intersection Improvement (Auxiliary Turn Lanes) | $7,396,456.50 |
| **WCR 22 ACP** | WCR 22 from WCR 49 to US 85 | In House |
| **WCR 77 ACP** | WCR 77 from SH 14 to WCR 138 | In House |
| **WCR 35 ACP** | WCR 35 from O Street to SH 14 | In House |
| **WCR 17 ACP** | WCR 17 from SH 66 to Crossroads Blvd | In House |
| **Total Estimated Cost Estimate for Mid-Range Capital Improvement Projects** | | **$255,656,507.60** |

## Table 12: Long-Range Capital Improvement Project List (2036-2045)

| Capital Improvement Project | Description | Cost Estimate |
|---|---|---|
| **US 85 and WCR 6** | Interchange Improvement (Partial Cloverleaf) | CDOT |
| **WCR 27 from WCR 76.5 to WCR 78** | Construct New Two-Lane Gravel Road | $858,174.00 |
| **WCR 7 from SH 56 to WCR 48** | Pave Roadway | $7,499,188.00 |
| **WCR 13 from WCR 48.5 to US 34** | Widen to 3 Lane Collector Standard | $21,548,343.27 |
| **WCR 37 from SH 392 to Eaton CL** | Widen to 3 Lane Collector Standard | $12,327,427.5 |
| **2 Rivers Parkway from WCR 396 Evans CL** | Widen to 3 Lane Collector Standard | $15,433,939.23 |
| **WCR 31 from Greeley CL to SH 392** | Widen Roadway to 4 Lanes | $6,646,885.00 |
| **35th Ave/WCR 35 from O Street to SH 392** | Widen Roadway to 4 Lanes | $13,293,770.00 |
| **Drainage Improvements** | Drainage Improvements for Weld County Unincorporated Communities | Varies |
| **WCR 49 between WCR 2 and WCR 4** | Construct New Alignment (Imboden Study) | $2,145,435.00 |
| **I-76 at WCR 49** | Interchange Improvement | CDOT |
| **WCR 17 from Johnstown CL to Greeley CL (South of US 34)** | Widen to 3 Lane Collector Standard | $18,491,141.25 |
| **WCR 22 and WCR 49** | Intersection Improvement (Grade Separation) | $20,000,000.00 |
| **WCR 55 and WCR 74** | Intersection Improvement (Auxiliary Turn Lanes) | $5,796,333.88 |
| **WCR 23 and WCR 20** | Intersection Improvement (Auxiliary Turn Lanes) | $3,947,219.75 |
| **WCR 17 and WCR 34** | Intersection Improvement (Auxiliary Turn Lanes) | $7,396,456.50 |
| **US 34 and WCR 45** | Intersection Improvement (Auxiliary Turn Lanes on WCR 45) | CDOT |
| **US 34 and WCR 45.5** | Intersection Improvement (Auxiliary Turn Lanes on WCR 45.5) | CDOT |
| **US 34 and WCR 47** | Intersection Improvement (Auxiliary Turn Lanes on WCR 47) | CDOT |
| **US 34 and WCR 47.5** | Intersection Improvement (Auxiliary Turn Lanes on WCR 47.5) | CDOT |
| **SH 66 and WCR 1** | Intersection Improvement (Grade Separation) | CDOT |
| **SH 66 and WCR 3** | Intersection Improvement (Signal) | CDOT |
| **SH 66 and WCR 5** | Intersection Improvement (Signal) | CDOT |
| **SH 66 and WCR 17 (North and South)** | Intersection Improvement (Signal or Roundabout) | CDOT |
| **SH 66 and WCR 19** | Intersection Improvement (Signal or Roundabout) | CDOT |
| **I-76 and WCR 386** | Interchange Improvement | CDOT |

| | | |
|---|---|---|
| **US 85 and WCR 26** | Intersection Improvement (SPUI) | CDOT |
| **US 85 and WCR 24.5** | Right-in/Right-out | CDOT |
| **US 85 and WCR 90** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **SH 14 and WCR 31** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **US 85 and WCR 35/WCR 46** | Intersection Improvement (Channelized-T) | CDOT |
| **SH 392 and WCR 51** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **US 85 and WCR 22** | Intersection Improvement (Diamond Interchange) | CDOT |
| **US 85 and WCR 36** | Interchange Improvement/Realignment | CDOT |
| **US 85 and WCR 38** | Interchange Improvement/Realignment | CDOT |
| **SH 14 and SH 392 and WCR 77** | Intersection Improvement (Auxiliary Turn Lanes on WCR 77 and SH 392) | CDOT |
| **SH 14 WCR 90 and WCR 57** | Intersection Improvement/Realignment | CDOT |
| **US 34 and WCR 50** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **SH 52 and WCR 59** | Intersection Improvement (Auxiliary Turn Lanes on WCR 59) | CDOT |
| **US 85 and WCR 20 RI/RO (west side) Closure (east side)** | Intersection Configuration Change | CDOT |
| **SH 14 and WCR 89** | Intersection Improvement (Auxiliary Turn Lanes) | CDOT |
| **SH 14 and WCR 29** | Intersection Improvement (Signal) | CDOT |
| **WCR 8 and I-76** | Interchange Improvement | CDOT |
| **Total Estimated Cost Estimate for Long-Range Capital Improvement Projects** | | **$135,384,313.38** |

| | |
|---|---|
| **Total Estimated Cost Estimate for all Capital Improvement Projects** | **$606,111,342.89** |

Since these projects are unfunded, this list does not guarantee the improvements will be constructed in the next 25 years, but it is intended to identify the transportation needs for Weld County.

Weld County Public Works budget for 2020 totaled approximately $65,000,000. The Public Works Fund records all costs related to road and bridge construction and maintenance. This fund is also utilized for allocation of monies to cities and towns for use in their road and street activities. Collectively, the list of projects identifies the County's needs for the next 25 years. Based on current funding levels and the amount of need identified, Weld County should focus on maintaining the existing roadway system and the short-range project list. Should additional grant funding become available, new roads will be considered for future construction.

## CAPITAL IMPROVEMENTS PLAN

Weld County maintains a 5-year CIP, which is updated annually. This CIP includes projects that are typically related to transportation but can include other projects within the Public Works budget. The plan serves as a guide for funding and schedule of short-term imminent projects within the County and ensures a fair and reasonable determination of project priorities in accordance with the County's overall transportation needs. Decision makers can allocate resources within the timeline, prioritize future projects, and ensure financial resources are available. The plan, which is approved by the BOCC annually, allows the public to see what projects will be completed within the next 5 years.

## STRATEGIES

Weld County Public Works is recommending implementation of the following transportation planning strategies:

1. Safety is a priority to Weld County's transportation network. Weld County Public Works will continue to implement transportation improvements that enhance the level of safety on the roadway network as a part of the CIP.

2. Protect the investment of existing infrastructure by placing an emphasis on maintaining and upgrading existing transportation facilities over the provision of new facilities.

3. The Roadway Master Plan represents a general project list that identifies projects for the collector and arterial roadway system. **Tables 10-12** includes the short-, mid- and long-range projects, implementation timing, and conceptual cost estimates. The roadway cost estimates are included separately in **Appendix E**. Most projects are unfunded but have been identified for the sole purpose of funding allocation. The project list and concept level cost estimates assist the County with looking at funding so planning of future Impact Fees and other funding sources, such as grants, can be procured. However, the current CIP includes the short-range projects from 2019-2023.

4. Weld County should consider developing a County-wide Regional Transit Plan. The plan should build on the NFRMPO's Regional Transit Element and Coordinated Public Transit/Human Services Transportation Plan, DRCOG's Coordinated Transit Plan, the Upper Front Range Coordinated Public Transit and Human Services Transportation Plan, and the North Front Range Premium Transit Analysis.

5. Weld County should continue to partner with the local jurisdictions to support regional planning, trails coordination, and infrastructure development.

6. The County realizes each local jurisdiction has plans for their community outside the jurisdiction's current corporate limits. The key consideration for these "in between" areas is communicating urban and rural roadway transitions between the municipality and the County. Since these areas have a high potential to be developed by the local jurisdiction using urban roadway standards, the municipality's cross-sections would make a good starting point for consideration. Any issues or development proposals within these growth boundaries should include participation of both the local jurisdiction and the County through a Public Works/Planning referral process.

7. Coordinate the CIP with the short-range improvements identified in the Transportation Plan.

8. The Weld County Functional Classification Map shown in **Figure 32** should be updated every two years. In addition, the Transportation Plan should be updated in conjunction with the Weld County Comprehensive Plan.

9. The road impact fee should be revisited every ten years to ensure consistency with the Transportation Plan and current growth and development.

10. To ensure safety and functionality is a priority of the arterial roadway network, new ACPs should be considered for all arterial roadways that currently do not have an ACP.

11. Coordinate recent changes to County Code with the Planning Department.

# APPENDIX A – TRAFFIC MODEL ROADWAY INVENTORY

The Weld County Traffic Model Roadway Inventory identifies roadway inventory data needed for development of the Weld County Transportation Plan. The spreadsheet includes the following:

- Road – Defines study segment
- From – Defines starting point of study segment
- To – Defines ending point of study segment
- Length – Length of study segment
- 2015 ADT – Value calculated by factoring the existing count data to a uniform base year
- 2045 ADT – Value developed through the Weld County Traffic Model, utilizing the CDOT Focus, DRCOG, and NFRMPO traffic models for the forecast year of 2045
- 2015 Truck Volume – Value for truck traffic calculated by factoring the existing count data to a uniform base year
- 2045 Truck Volume – Value for truck traffic developed through the Weld County Traffic Model, utilizing the CDOT Focus, DRCOG, and NFRMPO traffic models for the forecast year of 2045
- 2045 V/C – Volume to capacity calculation for the forecast year of 2045
- Subarea – The study area that the road segment is in. Subareas assist in growth forecasts.
- Total Lanes – Traffic lanes for the road segment.
- Capacity for AB Direction – Roadway capacity for AB direction.
- Capacity for BA Direction – Roadway capacity for BA direction.
- Forecast Source – Volume source for the traffic forecast
    - "Use Model" - the forecasts are from FOCUS model
    - "Use Count" - the forecasts are based on traffic counts
    - "No Model No Count Derived" - the forecasts are derived based on connecting link volume information
    - "No Model No Count" - the forecasts are based on median volume information from same subarea category

| Road | From | To | Length | 2015 ADT | 2045 ADT | 2015 Truck Volume | 2045 Truck Volume | 2045 V/C | Subarea | Total Lanes | Capacity for AB Direction | Capacity for BA Direction | Forecast Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | STR | CR 46 | 1.59 | 0 | 3530 | 0 | 310 | 0.13 | 5 | 2 | 13200 | 13200 | Use Model |
| 1 | CR 48 | COLI | 0.44 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 14400 | 14400 | No Model No Count |
| 1 | BOULDER N COLI | STR | 2.42 | 0 | 4140 | 0 | 330 | 0.14 | 5 | 2 | 14400 | 14400 | Use Model |
| 1 | CR 46 | CR 48 | 1.01 | 0 | 2900 | 0 | 190 | 0.11 | 5 | 2 | 13200 | 13200 | Use Model |
| 1 | COLI | SH 60 | 0.68 | 0 | 1930 | 0 | 90 | 0.07 | 5 | 2 | 14400 | 14400 | Use Model |
| 2 | CR 39 | STR | 1.26 | 2624 | 5160 | 367 | 720 | 0.18 | 7 | 2 | 14400 | 14400 | Use Count |
| 2 | STR | CR 47 | 0.40 | 1650 | 3150 | 182 | 350 | 0.11 | 7 | 2 | 14400 | 14400 | Use Count |
| 2 | CR 45 | STR | 0.60 | 1650 | 3420 | 182 | 380 | 0.12 | 7 | 2 | 14400 | 14400 | Use Count |
| 2 | COLI | STR | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 2 | CR 63 | CR 65 | 1.00 | 10 | 10 | 3 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 3 | CR 12 | SH 52 | 1.02 | 0 | 2490 | 0 | 130 | 0.09 | 6 | 2 | 13200 | 13200 | Use Model |
| 3 | CR 10 | CR 1.5 | 0.28 | 1929 | 4260 | 116 | 190 | 0.16 | 6 | 2 | 13200 | 13200 | Use Model |
| 3 | CR 8 | CL ERIE | 0.65 | 0 | 3130 | 0 | 100 | 0.12 | 6 | 2 | 13200 | 13200 | Use Model |
| 3 | CR 1.5 | CR 10.5 | 0.24 | 2034 | 7950 | 122 | 480 | 0.30 | 6 | 2 | 13200 | 13200 | Use Count |
| 3 | CR 34 | CR 38 | 2.01 | 182 | 420 | 41 | 90 | 0.04 | 5 | 2 | 6000 | 6000 | Use Count |
| 3 | CR 28 | SH 66 | 0.95 | 0 | 440 | 0 | 50 | 0.04 | 6 | 2 | 6000 | 6000 | No Model No Count Derived |
| 3 | CL | CR 32 | 0.50 | 168 | 360 | 32 | 70 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 3 | CL | CL/SH 56 | 0.51 | 0 | 410 | 0 | 80 | 0.01 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 3 | CR 38 | URBDRY | 1.47 | 307 | 650 | 71 | 150 | 0.05 | 5 | 2 | 6000 | 6000 | Use Count |
| 3 | URBDRY | STR | 0.60 | 174 | 410 | 35 | 80 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 3 | SRFCH | CL BERTHOUD | 0.15 | 0 | 410 | 0 | 80 | 0.01 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 3 | STR | SRFCH | 0.29 | 0 | 410 | 0 | 80 | 0.03 | 5 | 2 | 6000 | 6000 | No Model No Count Derived |
| 3 | SH 56 | SH 60 | 3.00 | 110 | 250 | 21 | 50 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 4 | CR 7 | END | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 4 | CR 15 | STR | 0.69 | 59 | 5740 | 15 | 300 | 0.48 | 6 | 2 | 6000 | 6000 | Use Model |
| 4 | CR 11 | GATE | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| 4 | CR 13 | CR 15 | 1.00 | 74 | 3440 | 15 | 230 | 0.29 | 6 | 2 | 6000 | 6000 | Use Model |
| 4 | CR 17 | CR 19 | 1.00 | 74 | 1190 | 15 | 90 | 0.10 | 6 | 2 | 6000 | 6000 | Use Model |
| 4 | STR | CR 17 | 0.33 | 59 | 2040 | 15 | 130 | 0.17 | 6 | 2 | 6000 | 6000 | Use Model |
| 4 | CR 19 | CR 21 | 1.00 | 58 | 660 | 25 | 60 | 0.06 | 6 | 2 | 6000 | 6000 | Use Model |
| 4 | SRFCH | CR 81 | 2.59 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 4 | CR 49 | STR | 1.53 | 0 | 1620 | 0 | 40 | 0.14 | 7 | 2 | 6000 | 6000 | Use Model |
| 4 | CL | CR 31 | 1.62 | 2592 | 7130 | 467 | 630 | 0.25 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | SH 85 | CR 27 | 0.32 | 1943 | 3920 | 466 | 940 | 0.14 | 7 | 2 | 14400 | 14400 | Use Count |
| 4 | CL BRIGHTON | CL BRIGHTON | 1.01 | 0 | 260 | 0 | 0 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | STR | STR | 0.83 | 439 | 640 | 92 | 10 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | STR | STR | 0.20 | 0 | 1610 | 0 | 60 | 5.59 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | CL | STR | 0.71 | 688 | 5030 | 151 | 290 | 0.17 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | STR | STR | 0.29 | 0 | 640 | 0 | 10 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | STR | CR 49 | 1.51 | 260 | 1620 | 42 | 40 | 0.14 | 7 | 2 | 6000 | 6000 | Use Model |
| 4 | STR | CR 45 | 0.78 | 439 | 640 | 92 | 10 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 4 | CR 45 | STR | 0.50 | 260 | 1530 | 42 | 50 | 0.13 | 7 | 2 | 6000 | 6000 | Use Model |
| 4 | STR | CR 55 | 1.47 | 0 | 1540 | 0 | 30 | 0.13 | 7 | 2 | 6000 | 6000 | Use Model |
| 4 | CR 67 | CR 69 | 1.00 | 20 | 30 | 3 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 4 | CR 73 | SRFCH | 1.42 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 4 | CR 81 | CR 95 | 7.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 4 | CR 95 | CR 97 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 5 | CR 6 | CR 8 | 1.00 | 0 | 5120 | 0 | 190 | 0.19 | 6 | 2 | 13200 | 13200 | Use Model |
| 5 | CR 4 | CR 6 | 1.00 | 0 | 4810 | 0 | 160 | 0.18 | 6 | 2 | 13200 | 13200 | Use Model |
| 5 | CL | CR 12 | 0.50 | 0 | 4310 | 0 | 190 | 0.16 | 6 | 2 | 13200 | 13200 | Use Model |
| 5 | CL | CR 7 | 0.71 | 0 | 4720 | 0 | 150 | 0.18 | 6 | 2 | 13200 | 13200 | Use Model |
| 5 | RRX | SH 66 | 1.40 | 234 | 1780 | 33 | 100 | 0.15 | 6 | 2 | 6000 | 6000 | Use Model |
| 5 | CR 26 | RRX | 0.61 | 213 | 2510 | 23 | 130 | 0.21 | 6 | 2 | 6000 | 6000 | Use Model |
| 5 | CR 32 | CL MEAD | 0.37 | 1489 | 1310 | 74 | 70 | 0.05 | 5 | 2 | 14400 | 14400 | Use Model |
| 5 | CL MEAD | CL MEAD | 0.35 | 915 | 1310 | 82 | 70 | 0.05 | 5 | 2 | 14400 | 14400 | Use Model |
| 5 | STR | SH 56 | 0.92 | 371 | 1970 | 67 | 360 | 0.07 | 5 | 2 | 14400 | 14400 | Use Count |
| 5 | CR 36 | CR 38 | 0.89 | 108 | 270 | 10 | 20 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 5 | CR 34.75 | CR 36 | 0.34 | 463 | 1000 | 51 | 110 | 0.08 | 5 | 2 | 6000 | 6000 | Use Count |
| 5 | CR 34.5 | CR 34.75 | 0.23 | 510 | 1100 | 66 | 140 | 0.09 | 5 | 2 | 6000 | 6000 | Use Count |
| 5 | CR 40.5 | CR 42 | 0.51 | 349 | 1850 | 63 | 330 | 0.06 | 5 | 2 | 14400 | 14400 | Use Count |
| 5 | CL | URBDRY | 0.06 | 109 | 290 | 12 | 30 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 5 | URBDRY | CR 40.5 | 0.06 | 109 | 290 | 12 | 30 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 5 | CR 42 | STR | 0.09 | 371 | 1970 | 67 | 360 | 0.07 | 5 | 2 | 14400 | 14400 | Use Count |
| 5 | SH 56 | SH 60 | 3.22 | 100 | 670 | 19 | 30 | 0.06 | 5 | 2 | 6000 | 6000 | Use Model |
| 6 | URBDRY | STR | 1.00 | 2651 | 3020 | 795 | 180 | 0.10 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | CL ERIE | SERVICE RD | 0.50 | 0 | 8570 | 0 | 950 | 0.32 | 6 | 2 | 13200 | 13200 | Use Model |
| 6 | CR 15 | CR 17 | 1.00 | 2768 | 11380 | 858 | 3530 | 0.40 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | CR 11 | RRX | 0.31 | 1962 | 7710 | 785 | 730 | 0.29 | 6 | 2 | 13200 | 13200 | Use Model |
| 6 | CR 13 | CR 15 | 1.00 | 3190 | 12470 | 1117 | 4370 | 0.43 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | RRX | CR 13 | 0.69 | 1962 | 7710 | 785 | 730 | 0.29 | 6 | 2 | 13200 | 13200 | Use Model |
| 6 | CR 17 | CR 19 | 1.00 | 2719 | 11180 | 870 | 3580 | 0.39 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | STR | STR | 0.43 | 2596 | 10680 | 727 | 2990 | 0.37 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | CR 19 | STR | 0.27 | 2596 | 10680 | 727 | 2990 | 0.37 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | STR | STR | 0.10 | 2596 | 10680 | 727 | 2990 | 0.37 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | STR | CR 21/URBDRY | 0.20 | 2596 | 10680 | 727 | 2990 | 0.37 | 6 | 2 | 14400 | 14400 | Use Count |
| 6 | CR 47 | END | 1.55 | 85 | 120 | 26 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 6 | CL | CR 29 | 0.04 | 270 | 3890 | 30 | 280 | 0.32 | 7 | 2 | 6000 | 6000 | Use Model |
| 6 | STR | STR | 0.26 | 3390 | 3310 | 1288 | 200 | 0.11 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | STR | URBDRY | 0.45 | 0 | 3610 | 0 | 210 | 0.13 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | CR 23 | STR | 0.05 | 0 | 3610 | 0 | 210 | 0.13 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | URBDRY | STR | 0.41 | 3390 | 3310 | 1288 | 200 | 0.11 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | STR | STR | 0.29 | 0 | 3310 | 0 | 200 | 0.11 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | STR | SH 85 | 0.13 | 1136 | 3310 | 0 | 200 | 0.11 | 6 | 2 | 14400 | 14400 | Use Model |
| 6 | CR 31 | CR 33 | 1.00 | 311 | 750 | 81 | 40 | 0.06 | 7 | 2 | 6000 | 6000 | Use Model |
| 6 | CR 29 | CR 31 | 1.06 | 259 | 600 | 36 | 40 | 0.05 | 7 | 2 | 6000 | 6000 | Use Model |
| 6 | URBDRY | CR 33.8 | 0.75 | 66 | 540 | 14 | 30 | 0.05 | 7 | 2 | 6000 | 6000 | Use Model |
| 6 | CR 33.8 | END | 0.13 | 0 | 540 | 0 | 30 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 6 | CR 41 | END | 0.62 | 63 | 100 | 0 | 0 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 6 | BEGIN | CR 41 | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 6 | CR 59 | CR 65.8 | 3.82 | 49 | 70 | 9 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 6 | CR 55 | STR | 1.78 | 66 | 90 | 14 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 6 | STR | CR 59 | 0.23 | 66 | 90 | 14 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 6 | BGN | CR 71 | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 6 | CR 67 | SH 79 | 0.86 | 19 | 210 | 7 | 10 | 0.02 | 7 | 2 | 6000 | 6000 | Use Model |
| 6 | SH 79 | END | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 6 | BGN | CR 87 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 6 | CR 95 | END | 0.42 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 7 | CR 16 | STR | 0.50 | 1784 | 3210 | 0 | 110 | 0.12 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CL ERIE | CR 8 | 1.50 | 0 | 7880 | 0 | 570 | 0.30 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CL BROOM | CL ERIE | 1.00 | 0 | 13120 | 0 | 1500 | 0.50 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CR 8 | RRX | 1.18 | 0 | 7260 | 0 | 430 | 0.28 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | RRX | CR 12 | 0.83 | 0 | 4560 | 0 | 200 | 0.17 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CR 18 | CR 20 | 1.01 | 2204 | 4960 | 419 | 150 | 0.19 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CR 20 | CR 2050 | 0.50 | 0 | 9670 | 0 | 330 | 0.37 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CR 26 | CL MEAD | 0.48 | 1146 | 3820 | 92 | 250 | 0.14 | 6 | 2 | 13200 | 13200 | Use Model |
| 7 | CR 32 | CL MEAD | 0.50 | 1354 | 8050 | 0 | 540 | 0.28 | 5 | 2 | 14400 | 14400 | Use Model |
| 7 | STR | SH 56 | 0.49 | 0 | 7710 | 0 | 400 | 0.27 | 5 | 2 | 14400 | 14400 | Use Model |
| 7 | CL | CR 38 | 0.38 | 1257 | 8670 | 101 | 480 | 0.33 | 5 | 2 | 13200 | 13200 | Use Model |
| 7 | CL BERTHOUD | STR | 1.27 | 0 | 7710 | 0 | 400 | 0.29 | 5 | 2 | 13200 | 13200 | Use Model |
| 7 | CL | CL BERTHOUD | 0.25 | 0 | 6660 | 0 | 410 | 0.56 | 5 | 2 | 6000 | 6000 | Use Model |
| 7 | CR 48 | SH 60 | 0.96 | 3693 | 10380 | 443 | 630 | 0.36 | 5 | 2 | 14400 | 14400 | Use Model |
| 7 | SH 56 | RRX | 1.51 | 486 | 4030 | 78 | 170 | 0.07 | 5 | 4 | 28800 | 28800 | Use Model |
| 7 | RRX | CR 48 | 0.55 | 553 | 5190 | 88 | 220 | 0.09 | 5 | 4 | 28800 | 28800 | Use Model |
| 8 | URBDRY | STR | 0.96 | 164 | 9530 | 49 | 740 | 0.66 | 6 | 2 | 7200 | 7200 | Use Model |
| 8 | CR 7 | STR SH 25 | 0.82 | 0 | 23390 | 0 | 2070 | 0.65 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | CR 3 | CR 5 | 1.00 | 0 | 19940 | 0 | 1290 | 0.55 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | STR | CR 3 | 0.32 | 0 | 21300 | 0 | 1280 | 0.59 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | CR 5 | CR 7 | 1.01 | 0 | 19910 | 0 | 1470 | 0.55 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | CL | CR 19 | 1.56 | 103 | 7870 | 28 | 570 | 0.55 | 6 | 2 | 7200 | 7200 | Use Model |
| 8 | RRX | RRX | 0.76 | 0 | 16190 | 0 | 1720 | 0.45 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | STR SH 25 STR | RRX | 0.64 | 0 | 20110 | 0 | 2160 | 0.56 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | RRX | RRX | 0.49 | 0 | 10180 | 0 | 640 | 0.27 | 6 | 2 | 19200 | 19200 | Use Model |
| 8 | RRX | CL DACONO | 0.43 | 0 | 14640 | 0 | 1070 | 0.41 | 6 | 2 | 18000 | 18000 | Use Model |
| 8 | CL DACONO | CR 13 | 0.13 | 0 | 14640 | 0 | 1070 | 0.41 | 6 | 2 | 18000 | 18000 | Use Model |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | CR 19 | URBDRY | 1.01 | 176 | 9060 | 62 | 700 | 0.63 | 6 | 2 | 7200 | 7200 | Use Model |
| 8 | CR 47 | CR 51 | 1.98 | 47 | 70 | 8 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 8 | CR 31 | CR 37 | 3.01 | 0 | 3590 | 0 | 210 | 0.09 | 7 | 2 | 19200 | 19200 | Use Model |
| 8 | SRFCH | STR | 0.10 | 0 | 9340 | 0 | 740 | 0.24 | 6 | 2 | 19200 | 19200 | Use Model |
| 8 | CR 23 | CL FORT LUPTON | 0.50 | 148 | 9340 | 43 | 740 | 0.65 | 6 | 2 | 7200 | 7200 | Use Model |
| 8 | STR | STR | 0.04 | 0 | 9530 | 0 | 740 | 0.66 | 6 | 2 | 7200 | 7200 | Use Model |
| 8 | STR | SRFCH | 0.46 | 0 | 9340 | 0 | 740 | 0.24 | 6 | 2 | 19200 | 19200 | Use Model |
| 8 | CL FORT LUPTON | STR | 0.25 | 148 | 9340 | 43 | 740 | 0.24 | 6 | 2 | 19200 | 19200 | Use Model |
| 8 | STR | SH 85 | 0.20 | 135 | 9340 | 35 | 740 | 0.24 | 6 | 2 | 19200 | 19200 | Use Model |
| 8 | CR 29 | CR 31 | 0.99 | 1871 | 3690 | 674 | 220 | 0.10 | 7 | 2 | 19200 | 19200 | Use Model |
| 8 | SH 76 ROW | STR | 0.65 | 0 | 530 | 0 | 30 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 8 | CR 39 | CL | 0.98 | 1402 | 3090 | 435 | 960 | 0.08 | 7 | 2 | 19200 | 19200 | Use Count |
| 8 | CR 37 | CR 39 | 1.01 | 1275 | 2810 | 395 | 870 | 0.07 | 7 | 2 | 19200 | 19200 | Use Count |
| 8 | STR | CR 45 | 0.60 | 0 | 530 | 0 | 30 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 8 | CR 63 | SRFCH | 0.92 | 50 | 70 | 10 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 8 | CR 59 | CR 61 | 1.00 | 57 | 80 | 9 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 8 | CR 61 | CR 63 | 1.01 | 57 | 80 | 11 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 8 | BGN | CR 71 | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 8 | CR 67 | SH 79 | 1.00 | 75 | 100 | 19 | 30 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 8 | CR 65 | CR 67 | 0.98 | 74 | 100 | 13 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 8 | SRFCH | CR 65 | 0.07 | 50 | 110 | 10 | 20 | 0.00 | 7 | 2 | 14400 | 14400 | Use Count |
| 8 | SH 79 | BARR | 0.72 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 8 | CR 73 | CR 75 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 8 | CR 71 | CR 73 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 8 | CR 91 | CR 95 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 8 | BGN | CR 81 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 8.75 | BGN | CR 7 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| 10 | CR 5 | CR 7 | 1.01 | 108 | 4340 | 23 | 190 | 0.36 | 6 | 2 | 6000 | 6000 | Use Model |
| 10 | CR 15 | CL | 0.05 | 0 | 1090 | 0 | 70 | 0.09 | 6 | 2 | 6000 | 6000 | Use Model |
| 10 | CR 17 | CR 19 | 0.99 | 98 | 1210 | 24 | 60 | 0.10 | 6 | 2 | 6000 | 6000 | Use Model |
| 10 | CL | CR 17 | 0.75 | 364 | 1090 | 138 | 70 | 0.09 | 6 | 2 | 6000 | 6000 | Use Model |
| 10 | CR 49 | STR | 0.44 | 6 | 130 | 0 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 10 | CR 3520 | STR | 0.17 | 390 | 770 | 51 | 100 | 0.13 | 7 | 2 | 3000 | 3000 | Use Count |
| 10 | CL | CR 29 | 0.25 | 454 | 650 | 118 | 170 | 0.02 | 7 | 2 | 14400 | 14400 | Use Count |
| 10 | CR 23 | END | 0.43 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| 10 | CL FORT LUPTON | CL FORT LUPTON | 0.25 | 454 | 940 | 118 | 240 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 10 | CR 31 | END | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 10 | CR 29 | CR 31 | 1.00 | 356 | 600 | 93 | 160 | 0.02 | 7 | 2 | 14400 | 14400 | Use Count |
| 10 | BARR | CR 41 | 0.97 | 169 | 260 | 32 | 50 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | STR | CR 37 | 0.45 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| 10 | CR 45 | CR 47 | 1.00 | 92 | 130 | 18 | 30 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | RRX | CL | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 10 | CR 43 | SH 76 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 10 | CR 47 | CR 49 | 1.00 | 53 | 70 | 12 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | CR 59 | SH 79 | 5.00 | 112 | 3280 | 25 | 140 | 0.27 | 7 | 2 | 6000 | 6000 | Use Model |
| 10 | STR | STR | 3.11 | 56 | 80 | 10 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | CR 51 | STR | 0.29 | 29 | 40 | 6 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | STR | CR 59 | 0.62 | 94 | 130 | 13 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | SH 79 | CR 73 | 2.01 | 41 | 60 | 8 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 10 | CR 73 | CR 75 | 0.98 | 2 | 0 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 10 | CR 81 | CR 87 | 3.39 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 10 | CR 87 | END | 0.64 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 11 | RRX | CR 8 | 0.24 | 0 | 9200 | 0 | 1400 | 0.35 | 6 | 2 | 13200 | 13200 | Use Model |
| 11 | CR 2 | CL WESTM | 1.01 | 0 | 11480 | 0 | 2060 | 0.43 | 6 | 2 | 13200 | 13200 | Use Model |
| 11 | CL BROOM | RRX | 1.77 | 0 | 7460 | 0 | 1190 | 0.28 | 6 | 2 | 13200 | 13200 | Use Model |
| 11 | CL DACONO | SH 52 | 1.00 | 0 | 1910 | 0 | 60 | 0.07 | 6 | 2 | 13200 | 13200 | Use Model |
| 11 | CR 10 | CR 12 | 1.01 | 0 | 1910 | 0 | 60 | 0.07 | 6 | 2 | 13200 | 13200 | Use Model |
| 11 | RRX CR 8 | CL DACONO | 0.25 | 0 | 2990 | 0 | 140 | 0.11 | 6 | 2 | 13200 | 13200 | Use Model |
| 11 | CR 28 | SH 66 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | No Model No Count |
| 12 | SRFCH | END | 0.59 | 0 | 310 | 0 | 20 | 0.01 | 6 | 2 | 14400 | 14400 | Use Model |
| 12 | CR 7 | END | 0.91 | 0 | 5200 | 0 | 200 | 0.20 | 6 | 2 | 13200 | 13200 | Use Model |
| 12 | CR 3 | CR 5 | 1.04 | 541 | 4870 | 54 | 180 | 0.18 | 6 | 2 | 13200 | 13200 | Use Model |
| 12 | CR 15 | CR 17 | 1.00 | 142 | 3290 | 64 | 190 | 0.11 | 6 | 2 | 14400 | 14400 | Use Model |
| 12 | CR 11 | CL DACONO | 0.69 | 0 | 4340 | 0 | 170 | 0.16 | 6 | 2 | 13200 | 13200 | Use Model |
| 12 | CR 13 | STR | 0.32 | 0 | 3900 | 0 | 210 | 0.14 | 6 | 2 | 14400 | 14400 | Use Model |
| 12 | CL | CR 13 | 0.30 | 0 | 4340 | 0 | 170 | 0.16 | 6 | 2 | 13200 | 13200 | Use Model |
| 12 | STR | SPLIT | 0.02 | 0 | 3900 | 0 | 210 | 0.14 | 6 | 2 | 14400 | 14400 | Use Model |
| 12 | CR 19 | CR 21 | 1.00 | 992 | 4080 | 298 | 1230 | 0.14 | 6 | 2 | 14400 | 14400 | Use Count |
| 12 | CR 21 | SRFCH | 0.21 | 0 | 310 | 0 | 20 | 0.01 | 6 | 2 | 14400 | 14400 | Use Model |
| 12 | CR 31 | CR 35 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 12 | CR 29.5 | CR 31 | 0.50 | 330 | 870 | 89 | 230 | 0.07 | 7 | 2 | 6000 | 6000 | Use Count |
| 12 | CL | CR 2950 | 0.12 | 211 | 350 | 44 | 70 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 12 | CR 35 | BARR | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 12 | CR 37 | END | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 12 | GATE | CR 37 | 0.42 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 12 | BGN | SRFCH | 0.28 | 0 | 500 | 0 | 30 | 0.04 | 7 | 2 | 6000 | 6000 | No Model No Count Derived |
| 12 | SRFCH | CR 41 | 0.21 | 0 | 500 | 0 | 30 | 0.04 | 7 | 2 | 6000 | 6000 | Use Model |
| 13 | CR 50 | SRFCH | 1.89 | 1135 | 14120 | 386 | 950 | 0.37 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | CR 16 | CL STR | 0.96 | 0 | 19530 | 0 | 1520 | 0.43 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | CL DACONO | CR 8 | 0.75 | 6000 | 22480 | 720 | 1970 | 0.49 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | 168TH AV | URBDRY | 2.01 | 5915 | 23600 | 710 | 2050 | 0.52 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | URBDRY | CL DACONO | 0.25 | 6000 | 22480 | 720 | 1970 | 0.43 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | WIDCH | CR SPLIT | 0.50 | 0 | 24530 | 0 | 1960 | 0.46 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | CR 8 | WIDCH | 1.01 | 0 | 26180 | 0 | 2090 | 0.50 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | SPLIT | CR 12 / SCL | 0.50 | 0 | 24530 | 0 | 1960 | 0.46 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | SH 52 | CR 16 | 0.99 | 0 | 21080 | 0 | 1870 | 0.46 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | WIDCH | CR 36 | 0.95 | 2812 | 7240 | 337 | 500 | 0.14 | 5 | 2 | 26400 | 26400 | Use Model |
| 13 | CR 22 | CL FIRESTONE | 1.43 | 0 | 13070 | 0 | 830 | 0.29 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | CR 20 | CR 22 | 0.99 | 0 | 21870 | 0 | 1640 | 0.48 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | CR 18 | CR 20 | 1.00 | 0 | 20450 | 0 | 1540 | 0.45 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | STR | CR 18 | 0.05 | 0 | 19530 | 0 | 1520 | 0.43 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | CR 22 | CL FIRESTONE | 0.34 | 0 | 12840 | 0 | 830 | 0.28 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | CR 22 | CL FIRESTONE | 0.26 | 0 | 12840 | 0 | 830 | 0.28 | 6 | 2 | 22800 | 22800 | Use Model |
| 13 | SH 66 | CL MEAD | 0.50 | 0 | 9390 | 0 | 580 | 0.21 | 5 | 2 | 22800 | 22800 | Use Model |
| 13 | STR | SH 66 | 1.28 | 4022 | 14350 | 804 | 860 | 0.27 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | URBDRY | STR | 0.43 | 4290 | 14790 | 815 | 870 | 0.28 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | CL FIRESTONE | URBDRY | 0.06 | 0 | 14790 | 0 | 870 | 0.28 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | STR | STR | 0.24 | 4290 | 14790 | 815 | 870 | 0.28 | 6 | 2 | 26400 | 26400 | Use Model |
| 13 | CR 32 | CR 34 | 1.01 | 4805 | 8230 | 1057 | 530 | 0.18 | 5 | 2 | 22800 | 22800 | Use Model |
| 13 | CL MEAD | CR 32 | 0.50 | 4402 | 9390 | 1101 | 580 | 0.21 | 5 | 2 | 22800 | 22800 | Use Model |
| 13 | CR 34 | WIDCH | 0.06 | 0 | 7240 | 0 | 500 | 0.14 | 5 | 2 | 26400 | 26400 | Use Model |
| 13 | CR 42 | CR 44 | 1.00 | 3659 | 8310 | 1171 | 460 | 0.29 | 5 | 2 | 14400 | 14400 | Use Model |
| 13 | RRX | CR 40 | 0.51 | 0 | 6890 | 0 | 430 | 0.26 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | CR 36 | WIDCH | 0.99 | 2782 | 7530 | 334 | 550 | 0.26 | 5 | 2 | 14400 | 14400 | Use Model |
| 13 | CR 38 | RRX | 0.50 | 2592 | 6890 | 467 | 430 | 0.24 | 5 | 2 | 14400 | 14400 | Use Model |
| 13 | WIDCH | CR 38 | 0.02 | 0 | 4020 | 0 | 350 | 0.14 | 5 | 2 | 14400 | 14400 | Use Model |
| 13 | CR 40 | CR 42 | 0.75 | 3053 | 6980 | 550 | 430 | 0.26 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | CR 42 | CR 42 | 0.25 | 2340 | 6980 | 538 | 430 | 0.24 | 5 | 2 | 14400 | 14400 | Use Model |
| 13 | SH 60 | NCL JOHNSTOWN | 0.20 | 0 | 10520 | 0 | 580 | 0.40 | 3 | 2 | 13200 | 13200 | Use Model |
| 13 | URBDRY | CR 46 | 0.11 | 3924 | 5200 | 706 | 270 | 0.20 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | STR | STR | 0.45 | 3924 | 5200 | 706 | 270 | 0.20 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | CR 44 | STR | 0.05 | 0 | 5200 | 0 | 270 | 0.20 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | STR | URBDRY | 0.39 | 3924 | 5200 | 706 | 270 | 0.20 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | RRX | SH 60 | 0.50 | 0 | 3880 | 0 | 210 | 0.15 | 5 | 2 | 13200 | 13200 | Use Model |
| 13 | SPLIT | CL | 0.11 | 0 | 8290 | 0 | 430 | 0.31 | 3 | 2 | 13200 | 13200 | Use Model |
| 13 | NCL JOHNSTOWN | CL | 0.31 | 0 | 8290 | 0 | 430 | 0.31 | 3 | 2 | 13200 | 13200 | Use Model |
| 13 | CL | SPLIT | 0.11 | 0 | 8290 | 0 | 430 | 0.31 | 3 | 2 | 13200 | 13200 | Use Model |
| 13 | CL | CR 50 | 0.21 | 0 | 9540 | 0 | 530 | 0.36 | 3 | 2 | 13200 | 13200 | Use Model |
| 13 | CR 88 | CR 90 | 1.00 | 0 | 4480 | 0 | 270 | 0.16 | 1 | 2 | 14400 | 14400 | Use Model |
| 13 | URBDRY | LARIMER CR 36 | 0.89 | 1674 | 14340 | 167 | 730 | 0.37 | 1 | 2 | 19200 | 19200 | Use Model |
| 13 | STR | CL WINDSOR | 1.88 | 1255 | 16810 | 0 | 1260 | 0.44 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | RRX | RRX | 0.45 | 0 | 12530 | 0 | 830 | 0.33 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | SRFCH | CR 56 | 0.60 | 1465 | 13390 | 381 | 920 | 0.35 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | CR 54 | STR | 0.31 | 1465 | 13020 | 381 | 900 | 0.34 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | SRFCH | CR 54 | 0.10 | 0 | 16010 | 0 | 1110 | 0.42 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | STR | SRFCH | 0.08 | 0 | 13020 | 0 | 900 | 0.34 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | RRX | WIDCH | 0.28 | 689 | 11940 | 152 | 800 | 0.31 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | CR 56 | RRX | 0.08 | 0 | 10650 | 0 | 700 | 0.30 | 3 | 2 | 18000 | 18000 | Use Model |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | WIDCH | RRX | 0.08 | 0 | 12010 | 0 | 800 | 0.31 | 3 | 2 | 19200 | 19200 | Use Model |
| 13 | SH 34 | STR | 0.11 | 0 | 17630 | 0 | 1330 | 0.49 | 3 | 2 | 18000 | 18000 | Use Model |
| 13 | RRX | US 34 | 0.10 | 0 | 12530 | 0 | 830 | 0.44 | 3 | 2 | 14400 | 14400 | Use Model |
| 13 | CL | STR | 0.58 | 0 | 12280 | 0 | 700 | 0.43 | 3 | 2 | 14400 | 14400 | Use Model |
| 13 | CL | CL | 0.99 | 0 | 13600 | 0 | 780 | 0.38 | 3 | 2 | 18000 | 18000 | Use Model |
| 13 | CL | CL | 1.01 | 0 | 16930 | 0 | 960 | 0.47 | 3 | 2 | 18000 | 18000 | Use Model |
| 13 | SH 392 | CR 32E (LARI) | 0.50 | 0 | 11270 | 0 | 690 | 0.31 | 1 | 2 | 18000 | 18000 | Use Model |
| 13 | URBDRY | URBDRY | 0.35 | 0 | 16050 | 0 | 860 | 0.42 | 1 | 2 | 19200 | 19200 | Use Model |
| 13 | 68.5 | URBDRY | 0.35 | 0 | 16050 | 0 | 860 | 0.42 | 1 | 2 | 19200 | 19200 | Use Model |
| 13 | CR 80 | SH 14 | 1.01 | 0 | 7020 | 0 | 300 | 0.20 | 1 | 2 | 18000 | 18000 | Use Model |
| 13 | CL | COLL | 0.31 | 0 | 12940 | 0 | 550 | 0.36 | 1 | 2 | 18000 | 18000 | Use Model |
| 13 | SH 14 | STR | 1.47 | 243 | 8070 | 0 | 400 | 0.21 | 1 | 2 | 19200 | 19200 | Use Model |
| 13 | STR | CR 88 | 1.53 | 223 | 3200 | 0 | 180 | 0.11 | 1 | 2 | 14400 | 14400 | Use Model |
| 13 | LARIMER 56 | LARIMER 58 | 1.01 | 58 | 910 | 10 | 60 | 0.08 | 1 | 2 | 6000 | 6000 | Use Model |
| 13 | CR 90 | LARIMER CR 56 | 1.00 | 0 | 2750 | 0 | 150 | 0.10 | 1 | 2 | 14400 | 14400 | Use Model |
| 13 | LARIMER CR 58 | CR 96 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 13 | CR 96 | LARIMER CR 62 | 0.98 | 30 | 90 | 5 | 10 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 14 | SH 52 | WYE | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 22800 | 22800 | No Model No Count |
| 14 | CL FORT LUPTON | CL FORT LUPTON | 0.82 | 106 | 480 | 35 | 160 | 0.02 | 6 | 2 | 14400 | 14400 | Use Count |
| 14 | CL FORT LUPTON | CR 21 | 0.18 | 0 | 600 | 0 | 50 | 0.05 | 6 | 2 | 6000 | 6000 | Use Model |
| 14 | CL FORT LUPTON | CR 37 | 1.49 | 44 | 230 | 15 | 80 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 14 | BGN | CR 41 | 0.50 | 0 | 5310 | 0 | 800 | 0.44 | 7 | 2 | 6000 | 6000 | Use Model |
| 14 | CR 59 | CR 69 | 5.01 | 63 | 90 | 17 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 14 | CR 55 | END | 0.82 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 14 | BGN | CR 59 | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 14 | CR 69 | CR 71 | 1.00 | 27 | 40 | 6 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 14 | CR 81 | CR 91 | 4.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 15 | STR | URBDRY | 1.42 | 112 | 3010 | 24 | 170 | 0.25 | 6 | 2 | 6000 | 6000 | Use Model |
| 15 | 168TH AV | STR | 0.59 | 112 | 5300 | 24 | 240 | 0.44 | 6 | 2 | 6000 | 6000 | Use Model |
| 15 | URBDRY | CL | 0.25 | 121 | 3310 | 39 | 180 | 0.28 | 6 | 2 | 6000 | 6000 | Use Model |
| 15 | CR 12 | SPLIT | 0.51 | 0 | 4190 | 0 | 240 | 0.15 | 6 | 2 | 14400 | 14400 | Use Model |
| 15 | CL DACONO | CR 10 | 0.03 | 0 | 1090 | 0 | 70 | 0.09 | 6 | 2 | 6000 | 6000 | Use Model |
| 15 | CR 10 | CR 12 | 0.96 | 491 | 3230 | 167 | 190 | 0.27 | 6 | 2 | 6000 | 6000 | Use Model |
| 15 | SH 52 | FIRST ST | 1.00 | 0 | 1230 | 0 | 80 | 0.05 | 6 | 2 | 13200 | 13200 | Use Model |
| 15 | SPLIT | SH 52 | 0.51 | 0 | 4190 | 0 | 240 | 0.15 | 6 | 2 | 14400 | 14400 | Use Model |
| 15 | CR 34 | CR 36 | 1.01 | 38 | 90 | 8 | 20 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 15 | CL-FIRESTONE | CR 26 | 0.53 | 173 | 300 | 36 | 10 | 0.03 | 6 | 2 | 6000 | 6000 | Use Model |
| 15 | CR 20 | CR 24 | 1.00 | 0 | 4400 | 0 | 190 | 0.17 | 6 | 2 | 13200 | 13200 | Use Model |
| 15 | CL | CR 18 | 0.50 | 0 | 1990 | 0 | 80 | 0.08 | 6 | 2 | 13200 | 13200 | Use Model |
| 15 | CR 20 | CR 24 | 0.63 | 0 | 10720 | 0 | 670 | 0.41 | 6 | 2 | 13200 | 13200 | Use Model |
| 15 | CR 20 | CR 24 | 0.39 | 0 | 880 | 0 | 30 | 0.03 | 6 | 2 | 13200 | 13200 | Use Model |
| 15 | SRFCH | CR 26.7 | 0.41 | 0 | 2470 | 0 | 1680 | 0.21 | 6 | 2 | 6000 | 6000 | No Model No Count Derived |
| 15 | CR 26 | SRFCH | 0.21 | 632 | 2470 | 430 | 1680 | 0.09 | 6 | 2 | 14400 | 14400 | Use Count |
| 15 | CR 38 | RRX | 1.74 | 111 | 280 | 30 | 70 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 15 | URBDRY | CR 44 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 15 | CR 36 | CR 38 | 1.02 | 56 | 140 | 8 | 20 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 15 | SH 60 | CL JOHNSTOWN | 0.50 | 0 | 5200 | 0 | 230 | 0.20 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | RRX CL JOHNS | SH 60 | 0.99 | 0 | 5080 | 0 | 200 | 0.19 | 5 | 2 | 13200 | 13200 | Use Model |
| 15 | CL | CR 50 | 0.33 | 0 | 5200 | 0 | 230 | 0.20 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | SPLIT | CL | 0.07 | 0 | 5200 | 0 | 230 | 0.20 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | RRX | URBDRY | 0.26 | 117 | 290 | 39 | 100 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 15 | SRFCH | CR 96 | 3.63 | 115 | 300 | 14 | 40 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 15 | CL | CR 62 | 1.01 | 150 | 5580 | 21 | 340 | 0.47 | 3 | 2 | 6000 | 6000 | Use Model |
| 15 | STR | SH 34 | 0.81 | 602 | 10190 | 96 | 690 | 0.35 | 3 | 2 | 14400 | 14400 | Use Model |
| 15 | RRX | CR 56 | 0.59 | 642 | 6700 | 116 | 420 | 0.25 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | CR 54 | RRX | 0.24 | 642 | 6700 | 116 | 420 | 0.25 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | RRX | RRX | 0.17 | 642 | 6700 | 116 | 420 | 0.25 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | CR 56 | STR | 0.17 | 0 | 10190 | 0 | 690 | 0.39 | 3 | 2 | 13200 | 13200 | Use Model |
| 15 | CL WINDSOR | CR 60 | 0.50 | 0 | 8620 | 0 | 540 | 0.72 | 3 | 2 | 6000 | 6000 | Use Model |
| 15 | CR 78 | SH 14 | 2.00 | 46 | 140 | 12 | 40 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 15 | CR 74 | CL WINDSOR | 0.78 | 567 | 2320 | 34 | 140 | 0.09 | 1 | 2 | 13200 | 13200 | Use Count |
| 15 | CR 72 | CL | 0.46 | 2448 | 4730 | 122 | 190 | 0.16 | 1 | 2 | 14400 | 14400 | Use Model |
| 15 | CL | SPLIT | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| 15 | SPLIT | CR 76 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| 15 | STR | CR 88 | 2.45 | 417 | 380 | 71 | 20 | 0.01 | 1 | 2 | 14400 | 14400 | Use Model |
| 15 | SH 14 | STR | 0.53 | 1109 | 4130 | 200 | 740 | 0.14 | 1 | 2 | 14400 | 14400 | Use Count |
| 15 | CR 88 | SRFCH | 0.36 | 0 | 300 | 0 | 40 | 0.01 | 1 | 2 | 14400 | 14400 | No Model No Count Derived |
| 15 | CR 106 | CR 110 | 1.96 | 27 | 50 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 15 | CR 102 | CR 106 | 1.99 | 41 | 70 | 0 | 0 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 15 | CR 112 | CR 120 | 4.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 15 | CR 110 | CR 112 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 16 | URBDRY | CR 21 | 1.98 | 350 | 720 | 74 | 30 | 0.06 | 6 | 2 | 6000 | 6000 | Use Model |
| 16 | CL | URBDRY | 0.49 | 374 | 740 | 67 | 40 | 0.06 | 6 | 2 | 6000 | 6000 | Use Model |
| 16 | CR 77 | CR 79 | 0.99 | 112 | 260 | 11 | 30 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 16 | CR 49 | CR 51 | 1.01 | 0 | 4390 | 0 | 310 | 0.15 | 7 | 2 | 14400 | 14400 | Use Model |
| 16 | CR 31 | CL FT LUPTON | 0.78 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 16 | CR 31 | CR 31 | 0.17 | 3167 | 5910 | 570 | 1060 | 0.21 | 7 | 2 | 14400 | 14400 | Use Count |
| 16 | CR 29 | CR 31 | 0.83 | 3167 | 4280 | 570 | 770 | 0.15 | 7 | 2 | 14400 | 14400 | Use Count |
| 16 | BGN | CR 41 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 16 | BGN | CR 47 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 16 | CR 63 | CR 69 | 3.00 | 513 | 1040 | 117 | 240 | 0.04 | 7 | 2 | 14400 | 14400 | Use Count |
| 16 | CR 51 | CR 55 | 1.98 | 187 | 4390 | 52 | 310 | 0.37 | 7 | 2 | 6000 | 6000 | Use Model |
| 16 | CR 55 | CL | 0.52 | 0 | 120 | 0 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 16 | CR 69 | CR 73 | 2.01 | 323 | 650 | 65 | 130 | 0.02 | 7 | 2 | 14400 | 14400 | Use Count |
| 16 | CR 73 | CR 77 | 2.01 | 184 | 430 | 50 | 120 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 16 | CR 89 | CR 93 | 1.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 16 | CR 79 | CR 81 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 16 | CR 120 | CR 126 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 17 | CR 52 | RRX | 0.47 | 6810 | 18360 | 613 | 1110 | 0.51 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 16 | CR 18 | 0.99 | 71 | 160 | 17 | 40 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 17 | URBDRY | CR 10 | 2.00 | 88 | 3120 | 16 | 170 | 0.26 | 6 | 2 | 6000 | 6000 | Use Model |
| 17 | 168TH AV | CR 4 | 1.00 | 167 | 4860 | 37 | 370 | 0.41 | 6 | 2 | 6000 | 6000 | Use Model |
| 17 | STR | URBDRY | 0.88 | 102 | 2810 | 32 | 210 | 0.23 | 6 | 2 | 6000 | 6000 | Use Model |
| 17 | CR 4 | STR | 0.11 | 0 | 2810 | 0 | 210 | 0.23 | 6 | 2 | 6000 | 6000 | Use Model |
| 17 | CR 12 | CR 12.5 | 0.50 | 275 | 1320 | 140 | 670 | 0.05 | 6 | 2 | 14400 | 14400 | Use Count |
| 17 | CR 12.5 | SH 52 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 14400 | 14400 | No Model No Count |
| 17 | SH 52 | CR 14 | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 17 | CL | WCR 16 | 0.50 | 73 | 120 | 28 | 50 | 0.00 | 6 | 2 | 13200 | 13200 | Use Count |
| 17 | CR 34 | CR 36 | 1.00 | 2746 | 7470 | 302 | 680 | 0.19 | 5 | 2 | 19200 | 19200 | Use Model |
| 17 | STR | CR 24 | 0.65 | 106 | 220 | 35 | 70 | 0.02 | 6 | 2 | 6000 | 6000 | Use Count |
| 17 | STR | STR | 0.21 | 106 | 220 | 35 | 70 | 0.02 | 6 | 2 | 6000 | 6000 | Use Count |
| 17 | CR 22 | STR | 0.14 | 106 | 220 | 35 | 70 | 0.02 | 6 | 2 | 6000 | 6000 | Use Count |
| 17 | SH 66 | CR 32 | 1.20 | 2137 | 5120 | 214 | 560 | 0.18 | 5 | 2 | 14400 | 14400 | Use Model |
| 17 | CR 28 | RRX | 0.70 | 87 | 910 | 17 | 80 | 0.08 | 6 | 2 | 6000 | 6000 | Use Model |
| 17 | RRX | SH 66 | 0.31 | 0 | 910 | 0 | 80 | 0.08 | 6 | 2 | 6000 | 6000 | Use Model |
| 17 | CR 32 | CR 34 | 1.00 | 2107 | 3680 | 211 | 410 | 0.13 | 5 | 2 | 14400 | 14400 | Use Model |
| 17 | CL JOHNSTOWN | CR 44 | 1.87 | 0 | 15040 | 0 | 1100 | 0.42 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 38 | CR 40 | 0.99 | 2348 | 14210 | 235 | 1110 | 0.39 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 36.5 | CR 38 | 0.52 | 2539 | 7470 | 254 | 680 | 0.19 | 5 | 2 | 19200 | 19200 | Use Model |
| 17 | CR 36 | CR 36.5 | 0.50 | 0 | 7470 | 0 | 680 | 0.19 | 5 | 2 | 19200 | 19200 | Use Model |
| 17 | CR 40 | CL JOHNSTOWN | 0.13 | 0 | 14210 | 0 | 1110 | 0.39 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | SH 60 | CL | 0.24 | 0 | 16160 | 0 | 840 | 0.45 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | STR | CL / CR 4680 | 0.85 | 0 | 20460 | 0 | 1070 | 0.57 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 44 | RRX | 0.73 | 0 | 17200 | 0 | 930 | 0.48 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | RRX | STR | 0.19 | 0 | 17200 | 0 | 930 | 0.48 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 4685 | SH 60 | 0.14 | 0 | 17260 | 0 | 950 | 0.48 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | CL / CR 4680 | CR 4685 | 0.10 | 0 | 17090 | 0 | 940 | 0.47 | 5 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 50 | CR 17 | 0.17 | 8750 | 21070 | 963 | 1140 | 0.59 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | RRX | STR | 0.68 | 8750 | 21070 | 963 | 1140 | 0.59 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 17 | RRX | 0.10 | 0 | 21070 | 0 | 1140 | 0.59 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | STR | CR 52 | 0.06 | 0 | 21070 | 0 | 1140 | 0.59 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | CL | CR 50 | 0.75 | 6233 | 19330 | 623 | 1030 | 0.54 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | CR 54 | STR | 0.88 | 4908 | 17470 | 491 | 1160 | 0.49 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | RRX | CR 54 | 0.52 | 6810 | 18360 | 613 | 1110 | 0.51 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | STR | CL GREELEY | 0.12 | 0 | 17470 | 0 | 1160 | 0.49 | 3 | 2 | 18000 | 18000 | Use Model |
| 17 | SH 14 | END | 0.49 | 83 | 2170 | 8 | 160 | 0.08 | 1 | 2 | 14400 | 14400 | Use Model |
| 17 | CR 100 | CR 110 | 4.96 | 420 | 650 | 71 | 110 | 0.05 | 8 | 2 | 6000 | 6000 | Use Count |
| 17 | CR 126 | GATE | 0.56 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17.75 | CR 74 | END | 0.37 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 13200 | 13200 | No Model No Count |
| 18 | CR 17 | CR 23 | 3.06 | 150 | 1440 | 38 | 80 | 0.12 | 6 | 2 | 6000 | 6000 | Use Model |
| 18 | CR 1 | PRIVATE RD | 0.82 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| 18 | CR 77 | CR 81 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 18 | SRFCH | CR 57 | 3.94 | 1026 | 2020 | 375 | 740 | 0.07 | 7 | 2 | 14400 | 14400 | Use Count |
| 18 | CR 33 | STR | 1.86 | 0 | 1690 | 0 | 140 | 0.14 | 7 | 2 | 6000 | 6000 | Use Model |
| 18 | CL | CR 31 | 1.50 | 0 | 1330 | 0 | 110 | 0.05 | 7 | 2 | 14400 | 14400 | Use Model |
| 18 | CR 23 | STR | 0.68 | 558 | 2770 | 195 | 220 | 0.10 | 6 | 2 | 14400 | 14400 | Use Model |
| 18 | CR 31 | CR 33 | 0.99 | 733 | 1510 | 169 | 130 | 0.05 | 7 | 2 | 14400 | 14400 | Use Model |
| 18 | CR 39 | CR 41 | 1.00 | 159 | 220 | 56 | 80 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | CR 37 | CR 39 | 0.98 | 171 | 380 | 56 | 130 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | STR | CR 37 | 0.17 | 0 | 1690 | 0 | 140 | 0.14 | 7 | 2 | 6000 | 6000 | Use Model |
| 18 | CR 41 | GATE | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 18 | CR 49 | SRFCH | 0.02 | 1602 | 3230 | 545 | 1100 | 0.11 | 7 | 2 | 14400 | 14400 | Use Count |
| 18 | CR 63 | CR 65 | 1.00 | 261 | 350 | 89 | 120 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | CR 59 | CL | 1.05 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 18 | CL | CR 59 | 0.54 | 1702 | 3440 | 953 | 1920 | 0.12 | 7 | 2 | 14400 | 14400 | Use Count |
| 18 | CL KEENESBURG | MARKET ST | 0.13 | 1794 | 3620 | 753 | 1520 | 0.13 | 7 | 2 | 14400 | 14400 | Use Count |
| 18 | CR 57 | CL KEENESBURG | 0.14 | 0 | 130 | 0 | 10 | 0.00 | 7 | 2 | 14400 | 14400 | Use Model |
| 18 | CL KEENESBURG | CL KEENESBURG | 0.09 | 1794 | 3620 | 753 | 1520 | 0.13 | 7 | 2 | 14400 | 14400 | Use Count |
| 18 | MARKET ST | CL | 0.13 | 1702 | 3440 | 953 | 1920 | 0.12 | 7 | 2 | 14400 | 14400 | Use Count |
| 18 | CL KEENESBURG | CR 63 | 1.03 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 18 | CR 69 | STR | 1.71 | 133 | 180 | 28 | 40 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | CR 67 | CR 69 | 1.01 | 133 | 180 | 27 | 40 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | CR 65 | CR 65.5 | 0.49 | 182 | 250 | 47 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | CR 65.5 | CR 67 | 0.51 | 182 | 250 | 47 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 18 | CR 73 | CR 77 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 18 | STR | CR 73 | 0.30 | 0 | 180 | 0 | 40 | 0.02 | 7 | 2 | 6000 | 6000 | No Model No Count Derived |
| 18 | CR 93 | COLI | 1.99 | 30 | 50 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 19 | CR 16 | CR 18 | 1.00 | 1949 | 8020 | 429 | 1760 | 0.28 | 6 | 2 | 14400 | 14400 | Use Count |
| 19 | CR 8 | CR 8 | 0.14 | 0 | 9550 | 0 | 740 | 0.25 | 6 | 2 | 19200 | 19200 | Use Model |
| 19 | 168TH AV | CR 4 | 1.00 | 905 | 2400 | 217 | 170 | 0.08 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 4 | STR | 0.97 | 977 | 2260 | 274 | 170 | 0.08 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 6 | CR 8 | 0.92 | 1148 | 2390 | 413 | 210 | 0.10 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | STR | CR 6 | 0.04 | 0 | 2260 | 0 | 170 | 0.08 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 12 | SH 52 | 0.51 | 992 | 2000 | 298 | 120 | 0.07 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 10 | CL DACONO | 0.25 | 0 | 2310 | 0 | 130 | 0.08 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | WIDCH | CR 10 | 0.97 | 1068 | 1580 | 470 | 90 | 0.05 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 8 | WIDCH | 0.03 | 0 | 1580 | 0 | 90 | 0.05 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 10 | CR 12 | 0.75 | 0 | 310 | 0 | 20 | 0.01 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CL FORT LUPTON | CL FORT LUPTON | 0.25 | 1782 | 7330 | 392 | 1610 | 0.28 | 6 | 2 | 13200 | 13200 | Use Count |
| 19 | SH 52 | CR 14 | 0.52 | 1872 | 7700 | 449 | 1850 | 0.29 | 6 | 2 | 13200 | 13200 | Use Count |
| 19 | CR 14 | CL FORT LUPTON | 0.25 | 1782 | 7330 | 392 | 1610 | 0.25 | 6 | 2 | 14400 | 14400 | Use Count |
| 19 | CL FORT LUPTON | CR 16 | 0.50 | 1782 | 7330 | 392 | 1610 | 0.28 | 6 | 2 | 13200 | 13200 | Use Count |
| 19 | CR 20 | CR 22 | 1.00 | 2479 | 3290 | 570 | 210 | 0.12 | 6 | 2 | 13200 | 13200 | Use Model |
| 19 | CR 18 | CR 20 | 1.00 | 2077 | 8540 | 457 | 1880 | 0.30 | 6 | 2 | 14400 | 14400 | Use Count |
| 19 | STR | CR 24 | 0.40 | 2369 | 9740 | 569 | 2340 | 0.34 | 6 | 2 | 14400 | 14400 | Use Count |
| 19 | CR 22 | STR | 0.59 | 2369 | 9740 | 569 | 2340 | 0.37 | 6 | 2 | 13200 | 13200 | Use Count |
| 19 | SH 66 | CR 34 | 2.00 | 572 | 1630 | 143 | 160 | 0.06 | 5 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 28 | SH 66 | 1.00 | 2689 | 11060 | 565 | 2320 | 0.38 | 6 | 2 | 14400 | 14400 | Use Count |
| 19 | CR 26 | CR 28 | 1.01 | 2767 | 4420 | 609 | 280 | 0.15 | 6 | 2 | 14400 | 14400 | Use Model |
| 19 | CR 38 | CR 40 SL | 1.00 | 1810 | 9040 | 199 | 990 | 0.31 | 5 | 2 | 14400 | 14400 | Use Count |
| 19 | CR 40 SL | CR 42 | 1.00 | 0 | 9040 | 0 | 990 | 0.31 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 19 | CR 42 | CL | 0.75 | 2186 | 10920 | 284 | 1420 | 0.38 | 5 | 2 | 14400 | 14400 | Use Count |
| 19 | CR 44 | STR | 1.62 | 2167 | 10830 | 282 | 1410 | 0.41 | 5 | 2 | 13200 | 13200 | Use Count |
| 19 | STR | SH 60 | 0.36 | 1300 | 5660 | 15 | 70 | 0.21 | 3 | 2 | 13200 | 13200 | Use Count |
| 19 | STR | CR 90 | 3.17 | 115 | 2010 | 17 | 90 | 0.17 | 1 | 2 | 6000 | 6000 | Use Model |
| 19 | CR 70 | CR 72 | 1.03 | 6572 | 22280 | 920 | 3120 | 0.77 | 1 | 2 | 14400 | 14400 | Use Count |
| 19 | CR 78 | SH 14 | 2.22 | 115 | 320 | 49 | 130 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 19 | CR 72 | CR 74 | 0.83 | 5735 | 12670 | 1032 | 960 | 0.48 | 1 | 2 | 13200 | 13200 | Use Model |
| 19 | SH 14 | CL SEVERANCE | 0.51 | 100 | 1810 | 14 | 90 | 0.06 | 1 | 2 | 14400 | 14400 | Use Model |
| 19 | CL SEVERANCE | STR | 0.44 | 0 | 1810 | 0 | 90 | 0.15 | 1 | 2 | 6000 | 6000 | Use Model |
| 19 | CR 90 | CR 100 | 4.92 | 90 | 720 | 32 | 30 | 0.06 | 1 | 2 | 6000 | 6000 | Use Count |
| 19 | CR 100 | CR 102 | 1.00 | 60 | 140 | 8 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 19 | CR 122 | CR 124 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 20 | STR | CR 23 | 0.71 | 730 | 3820 | 117 | 220 | 0.10 | 6 | 2 | 19200 | 19200 | Use Model |
| 20 | CR 7 | STR SH 25 | 0.93 | 0 | 9250 | 0 | 320 | 0.26 | 6 | 2 | 18000 | 18000 | Use Model |
| 20 | CR 15 | SEC LINE | 0.99 | 0 | 3800 | 0 | 210 | 0.11 | 6 | 2 | 18000 | 18000 | Use Model |
| 20 | SEC LINE | CR 19 | 1.02 | 0 | 3290 | 0 | 210 | 0.09 | 6 | 2 | 18000 | 18000 | Use Model |
| 20 | CR 19 | CR 21 | 0.99 | 836 | 1540 | 150 | 280 | 0.04 | 6 | 2 | 19200 | 19200 | Use Count |
| 20 | CR 21 | STR | 0.29 | 0 | 3380 | 0 | 190 | 0.09 | 6 | 2 | 19200 | 19200 | Use Model |
| 20 | RRX | CR 37 | 4.90 | 229 | 320 | 76 | 110 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | SH 85 | RRX | 0.10 | 229 | 320 | 76 | 110 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | CR 37 | CR 41 | 1.99 | 57 | 110 | 17 | 30 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | CR 41 | END | 0.50 | 67 | 90 | 18 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | CR 53 | CR 59 | 3.00 | 45 | 60 | 9 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | CR 51 | CR 53 | 1.00 | 42 | 60 | 13 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | CR 59 | GATE | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 20 | CR 67 | CR 69 | 0.99 | 13 | 20 | 3 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 20 | SRFCH | END | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 20 | CR 69 | SRFCH | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 20 | WIDCH | END | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 20 | CR 93 | WIDCH | 0.68 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 21 | CR 118 | CR 126 | 3.90 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 21 | CR 16 | CR 20 | 1.99 | 116 | 2350 | 29 | 120 | 0.20 | 6 | 2 | 6000 | 6000 | Use Model |
| 21 | STR | SRFCH | 0.49 | 0 | 690 | 0 | 50 | 0.02 | 6 | 2 | 14400 | 14400 | Use Model |
| 21 | 168TH AV | CR 4 | 1.00 | 164 | 1160 | 44 | 80 | 0.10 | 6 | 2 | 6000 | 6000 | Use Model |
| 21 | CR 4 | CR 6 | 1.00 | 114 | 1800 | 34 | 150 | 0.15 | 6 | 2 | 6000 | 6000 | Use Model |
| 21 | CR 6 | STR | 0.51 | 277 | 690 | 75 | 50 | 0.02 | 6 | 2 | 14400 | 14400 | Use Model |
| 21 | CL FORT LUPTON | SH 52 | 1.50 | 356 | 1460 | 171 | 700 | 0.05 | 6 | 2 | 14400 | 14400 | Use Count |
| 21 | CR 8 | CL FORT LUPTON | 1.00 | 514 | 980 | 319 | 610 | 0.08 | 6 | 2 | 6000 | 6000 | Use Count |
| 21 | SH 52 | CL FORT LUPTON | 1.25 | 170 | 550 | 34 | 50 | 0.02 | 6 | 2 | 14400 | 14400 | Use Model |
| 21 | CL FORT LUPTON | CR 16 | 0.27 | 189 | 810 | 42 | 60 | 0.07 | 6 | 2 | 6000 | 6000 | Use Model |
| 21 | SH 66 | CR 32.5 | 1.50 | 1690 | 3000 | 304 | 160 | 0.10 | 5 | 2 | 14400 | 14400 | Use Model |
| 21 | CR 28 | SH 66 | 1.00 | 548 | 2690 | 170 | 180 | 0.09 | 6 | 2 | 14400 | 14400 | Use Model |
| 21 | CR 32.5 | CR 34 | 0.49 | 1434 | 3000 | 359 | 160 | 0.10 | 5 | 2 | 14400 | 14400 | Use Model |
| 21 | CR 34 | LG | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| 21 | CL MILLIKEN | CR 46 | 0.50 | 0 | 9770 | 0 | 700 | 0.37 | 5 | 2 | 13200 | 13200 | Use Model |
| 21 | CL MILLIKEN | CL MILLIKEN | 0.10 | 0 | 9770 | 0 | 700 | 0.81 | 5 | 2 | 6000 | 6000 | Use Model |
| 21 | WINDSOR CL | CR 70 | 0.50 | 1296 | 15180 | 130 | 1350 | 0.63 | 1 | 2 | 12000 | 12000 | Use Model |
| 21 | CR 70 | CL SEVERANCE | 0.11 | 1271 | 14390 | 102 | 1180 | 0.60 | 1 | 2 | 12000 | 12000 | Use Model |
| 21 | CR 78 | CR 80 | 1.00 | 92 | 260 | 21 | 60 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 21 | CR 72 | CL SEVERAN | 0.49 | 0 | 6590 | 0 | 720 | 0.27 | 1 | 2 | 12000 | 12000 | Use Model |
| 21 | CL | CL | 0.12 | 0 | 24710 | 0 | 2230 | 1.03 | 1 | 2 | 12000 | 12000 | Use Model |
| 21 | CR 76.5 | CR 78 | 0.48 | 157 | 450 | 28 | 80 | 0.04 | 1 | 2 | 6000 | 6000 | Use Count |
| 21 | SH 14 | CR 84 | 0.99 | 59 | 170 | 3 | 10 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 21 | CR 102 | CR 110 | 3.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 21 | SRFCH | CR 96 | 0.58 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 21 | CR 94 | SRFCH | 0.42 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 21 | CR 100 | CR 102 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 21 | CR 110 | CR 118 | 4.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 22 | CR 19 | CR 23 | 1.98 | 92 | 120 | 28 | 40 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 22 | CR 15 | SRFCH | 0.48 | 0 | 7290 | 0 | 480 | 0.28 | 6 | 2 | 13200 | 13200 | Use Model |
| 22 | STR | CR 19 | 0.82 | 164 | 2610 | 46 | 140 | 0.22 | 6 | 2 | 6000 | 6000 | Use Model |
| 22 | SRFCH | URBDRY | 0.49 | 140 | 2640 | 32 | 140 | 0.22 | 6 | 2 | 6000 | 6000 | Use Model |
| 22 | URBDRY | STR | 0.23 | 0 | 2610 | 0 | 140 | 0.22 | 6 | 2 | 6000 | 6000 | Use Model |
| 22 | CR 31 | CR 37 | 3.01 | 1895 | 3730 | 834 | 1640 | 0.13 | 7 | 2 | 14400 | 14400 | Use Count |
| 22 | RRX | CR 31 | 2.00 | 2123 | 6980 | 849 | 810 | 0.24 | 7 | 2 | 14400 | 14400 | Use Model |
| 22 | SH 85 | RRX | 0.03 | 0 | 2 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | Use Model |
| 22 | CR 41 | STR | 1.50 | 1579 | 3110 | 742 | 1460 | 0.11 | 7 | 2 | 14400 | 14400 | Use Count |
| 22 | CR 39 | CR 41 | 1.00 | 1777 | 3500 | 835 | 1640 | 0.12 | 7 | 2 | 14400 | 14400 | Use Count |
| 22 | CR 37 | CR 39 | 0.99 | 1826 | 3590 | 840 | 1650 | 0.12 | 7 | 2 | 14400 | 14400 | Use Count |
| 22 | STR | WIDCH | 2.37 | 0 | 290 | 0 | 20 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 22 | WIDCH | CR 49 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | Removed |
| 22 | CR 51 | GATE | 0.20 | 29 | 40 | 9 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 22 | CR 73 | SRFCH | 1.01 | 0 | 1050 | 0 | 130 | 0.09 | 8 | 2 | 6000 | 6000 | Use Model |
| 22 | CR 93 | CR 95 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CR 14.5 | CR 18 | 1.31 | 670 | 3200 | 221 | 220 | 0.11 | 6 | 2 | 14400 | 14400 | Use Model |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | STR | STR | 0.20 | 0 | 920 | 0 | 60 | 0.03 | 6 | 2 | 14400 | 14400 | Use Model |
| 23 | 168TH AV | CR 2.75 | 0.75 | 284 | 600 | 139 | 290 | 0.05 | 6 | 2 | 6000 | 6000 | Use Count |
| 23 | CR 2.75 | CR 4.4 | 0.88 | 78 | 170 | 8 | 20 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 23 | CR 4.4 | CR 6 | 0.50 | 55 | 120 | 8 | 20 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 23 | CR 6 | STR | 0.71 | 736 | 940 | 221 | 60 | 0.03 | 6 | 2 | 14400 | 14400 | Use Model |
| 23 | STR | STR | 0.11 | 0 | 940 | 0 | 60 | 0.03 | 6 | 2 | 14400 | 14400 | Use Model |
| 23 | STR | SH 52 | 2.48 | 843 | 1050 | 270 | 60 | 0.04 | 6 | 2 | 14400 | 14400 | Use Model |
| 23 | SH 52 | CR 14.5 | 1.02 | 679 | 1600 | 224 | 140 | 0.06 | 6 | 2 | 14400 | 14400 | Use Model |
| 23 | CR 32.5 | CR 36 | 1.51 | 171 | 360 | 62 | 130 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 23 | CR 18 | CR 22.5 | 2.56 | 1560 | 2250 | 328 | 190 | 0.08 | 6 | 2 | 14400 | 14400 | Use Model |
| 23 | CR 22.5 | CR 24 | 0.50 | 1099 | 4520 | 242 | 1000 | 0.16 | 6 | 2 | 14400 | 14400 | Use Count |
| 23 | CR 24 | CR 24.5 | 0.49 | 549 | 2260 | 132 | 540 | 0.08 | 6 | 2 | 14400 | 14400 | Use Count |
| 23 | SH 66 | CR 30.5 | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 23 | BGN | CR 28 | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CR 44 | CR 44.5 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CR 38 | CR 40.5 | 1.35 | 23 | 60 | 4 | 10 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 23 | CR 48 | END | 0.32 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CL | CR 48 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| 23 | SH 60 | CL | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CR 62.25 | CL | 1.08 | 0 | 5570 | 0 | 440 | 0.21 | 3 | 2 | 13200 | 13200 | Use Model |
| 23 | SH 392 | SYSCH | 0.40 | 0 | 15550 | 0 | 980 | 0.59 | 1 | 2 | 13200 | 13200 | Use Model |
| 23 | MAY DR | CL | 0.17 | 0 | 11840 | 0 | 850 | 0.49 | 1 | 2 | 12000 | 12000 | Use Model |
| 23 | SYSCH | CR 2180 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 12000 | 12000 | No Model No Count |
| 23 | CR 2180 | SYSCH | 0.06 | 0 | 7110 | 0 | 1070 | 0.30 | 1 | 2 | 12000 | 12000 | No Model No Count Derived |
| 23 | SYSCH | MAY DR | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 12000 | 12000 | No Model No Count |
| 23 | SYSCH | SYSCH | 0.07 | 0 | 15240 | 0 | 980 | 0.64 | 1 | 2 | 12000 | 12000 | No Model No Count Derived |
| 23 | SH 14 | STR | 0.78 | 48 | 160 | 0 | 0 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 23 | STR | CR 84 | 0.22 | 0 | 160 | 0 | 0 | 0.01 | 1 | 2 | 6000 | 6000 | No Model No Count Derived |
| 23 | CR 90 | CR 96 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CR 100 | CR 102 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 23 | CR 110 | CR 118 | 4.01 | 36 | 60 | 6 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 23 | RRX | CR 120 | 1.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 24 | CR 19 | CR 23 | 1.98 | 1195 | 2250 | 275 | 520 | 0.06 | 6 | 2 | 19200 | 19200 | Use Count |
| 24 | CR 25.65 | SH 85 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 24 | CR 39 | CR 41 | 0.99 | 35 | 50 | 10 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 24 | CR 41 | END | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 25 | STR | CR 54 | 0.88 | 193 | 6570 | 52 | 230 | 0.55 | 3 | 2 | 6000 | 6000 | Use Model |
| 25 | CR 34 | CR 36 | 1.00 | 87 | 220 | 17 | 40 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 25 | SRFCH | CL FORT LUPTON | 0.37 | 58 | 120 | 5 | 10 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 25 | CL FORT LUPTON | CR 20.2 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | No Model No Count |
| 25 | CR 20.2 | SRFCH | 0.38 | 58 | 120 | 5 | 10 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 25 | CL FORT LUPTON | CR 22.50 | 0.65 | 58 | 120 | 5 | 10 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 25 | CR 32.5 | CR 34 | 0.50 | 378 | 2000 | 129 | 680 | 0.08 | 5 | 2 | 13200 | 13200 | Use Count |
| 25 | CR 38 | CR 40.5 | 1.51 | 70 | 170 | 15 | 40 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 25 | CR 36 | CR 38 | 1.00 | 111 | 250 | 26 | 60 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 25 | CR 46 | SH 60 | 0.75 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 25 | CL | CR 52 | 1.72 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| 25 | WCR 52 | STR | 0.11 | 0 | 6570 | 0 | 230 | 0.55 | 3 | 2 | 6000 | 6000 | Use Model |
| 25 | SH 392 | CR 74 | 3.04 | 90 | 260 | 17 | 50 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 25 | CR 58 | CL GREELEY | 0.26 | 361 | 14020 | 47 | 1310 | 0.49 | 3 | 2 | 14400 | 14400 | Use Model |
| 25 | US 34 | CR 58 | 0.01 | 0 | 28920 | 0 | 2940 | 1.00 | 3 | 2 | 14400 | 14400 | Use Model |
| 25 | CR 84 | CR 86 | 1.01 | 122 | 360 | 27 | 80 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 25 | SH 14 | CR 84 | 1.00 | 582 | 2170 | 262 | 980 | 0.08 | 1 | 2 | 14400 | 14400 | Use Count |
| 25 | CR 86 | STR | 0.97 | 50 | 150 | 4 | 10 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 25 | STR | CR 88 | 0.19 | 0 | 150 | 0 | 10 | 0.01 | 1 | 2 | 6000 | 6000 | No Model No Count Derived |
| 25 | CR 104 | CR 108 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 25 | CR 90 | CR 92 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 25 | CR 102 | CR 104 | 1.00 | 16 | 30 | 2 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 25 | CR 108 | CR 110 | 1.00 | 9 | 10 | 2 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 26 | CR 3.5 | RRX | 0.46 | 845 | 5760 | 42 | 220 | 0.20 | 6 | 2 | 14400 | 14400 | Use Model |
| 26 | CL LONGMONT | CR 3.5 | 0.31 | 0 | 5100 | 0 | 190 | 0.18 | 6 | 2 | 14400 | 14400 | Use Model |
| 26 | RRX | CL | 0.01 | 0 | 5760 | 0 | 220 | 0.20 | 6 | 2 | 14400 | 14400 | Use Model |
| 26 | CL | CR 7 | 0.02 | 675 | 3820 | 54 | 250 | 0.14 | 6 | 2 | 13200 | 13200 | Use Model |
| 26 | CR 11.2 | SRFCH | 0.25 | 0 | 2610 | 0 | 120 | 0.22 | 6 | 2 | 6000 | 6000 | Use Model |
| 26 | CR 13 | CL FIRESTONE | 0.24 | 205 | 1230 | 0 | 90 | 0.04 | 6 | 2 | 14400 | 14400 | Use Model |
| 26 | SRFCH | CR 13 | 0.50 | 0 | 2610 | 0 | 120 | 0.10 | 6 | 2 | 13200 | 13200 | Use Model |
| 26 | CR 19 | CR 21.5 | 1.48 | 235 | 450 | 52 | 100 | 0.04 | 6 | 2 | 6000 | 6000 | Use Count |
| 26 | SRFCH | CR 31 | 2.21 | 270 | 390 | 146 | 210 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 26 | CR 25.25 | SH 85 | 0.43 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 26 | STR | SRFCH | 0.06 | 122 | 250 | 34 | 70 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 26 | RRX | STR | 0.05 | 122 | 250 | 34 | 70 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 26 | SH 85 | RRX | 0.02 | 122 | 310 | 34 | 90 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 26 | CR 31 | END | 1.00 | 25 | 40 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 26 | CR 41 | CR 43 | 1.00 | 136 | 210 | 0 | 0 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 27 | STR | CR 54 | 0.78 | 61 | 5180 | 13 | 280 | 0.43 | 3 | 2 | 6000 | 6000 | Use Model |
| 27 | CR 52 | STR | 0.23 | 0 | 5180 | 0 | 280 | 0.43 | 3 | 2 | 6000 | 6000 | Use Model |
| 27 | CR 88 | CR 90 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 27 | SH 392 | CR 74 | 2.97 | 661 | 2350 | 89 | 320 | 0.09 | 1 | 2 | 13200 | 13200 | Use Count |
| 27 | CR 64 | CR 25.75 | 0.66 | 5635 | 13520 | 902 | 850 | 0.38 | 3 | 2 | 18000 | 18000 | Use Model |
| 27 | CR 78 | CR 80 | 1.01 | 56 | 190 | 0 | 0 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 27 | RRX | STR | 0.78 | 52 | 150 | 6 | 20 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 27 | CR 74 | RRX | 0.50 | 138 | 410 | 30 | 90 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 27 | STR | END | 0.23 | 0 | 150 | 0 | 20 | 0.01 | 1 | 2 | 6000 | 6000 | No Model No Count Derived |
| 27 | SH 14 | CR 84 | 0.99 | 14 | 40 | 2 | 10 | 0.00 | 1 | 2 | 6000 | 6000 | Use Count |
| 27 | CR 104 | CR 110 | 2.82 | 57 | 90 | 18 | 30 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 27 | CR 90 | CR 100 | 4.85 | 39 | 80 | 10 | 0 | 0.01 | 1 | 2 | 6000 | 6000 | Use Model |
| 27 | CR 102 | CR 104 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 27 | CL | CR 102 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 27 | CR 110 | CR 120 | 5.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 27 | CR 110 | RRX | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 27 | RRX | CR 110 | 0.33 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 27 | | | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 28 | CR 21 | CR 21.50 | 0.53 | 664 | 5260 | 193 | 310 | 0.18 | 6 | 2 | 14400 | 14400 | Use Model |
| 28 | CR 7 | CL | 0.84 | 0 | 3250 | 0 | 150 | 0.12 | 6 | 2 | 13200 | 13200 | Use Model |
| 28 | CR 1 | CL LONGMONT | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | No Model No Count |
| 28 | CR 3 | CL LONGMONT | 0.55 | 233 | 310 | 28 | 40 | 0.03 | 6 | 2 | 6000 | 6000 | Use Count |
| 28 | RRX | CR 7 | 0.90 | 162 | 1490 | 49 | 70 | 0.12 | 6 | 2 | 6000 | 6000 | Use Model |
| 28 | CR 5 | RRX | 0.11 | 0 | 1490 | 0 | 70 | 0.12 | 6 | 2 | 6000 | 6000 | Use Model |
| 28 | CR 11 | CR 13 | 1.00 | 329 | 6450 | 89 | 320 | 0.22 | 6 | 2 | 14400 | 14400 | Use Model |
| 28 | CR 9.5 | CR 11 | 0.50 | 0 | 6450 | 0 | 320 | 0.22 | 6 | 2 | 14400 | 14400 | Use Model |
| 28 | CR 15.7 | CR 19 | 1.24 | 70 | 150 | 10 | 20 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| 28 | CR 19 | CR 21 | 1.04 | 280 | 3920 | 95 | 220 | 0.33 | 6 | 2 | 6000 | 6000 | Use Model |
| 28 | RRX | CR 31 | 2.45 | 224 | 310 | 63 | 90 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 28 | STR | SH 85 | 0.53 | 0 | 6610 | 0 | 400 | 0.23 | 6 | 2 | 14400 | 14400 | Use Model |
| 28 | CR 21.5 | STR | 1.47 | 913 | 6610 | 283 | 400 | 0.23 | 6 | 2 | 14400 | 14400 | Use Model |
| 28 | SH 85 | RRX | 0.02 | 0 | 40 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | Use Model |
| 28 | CR 31 | GATE | 2.02 | 100 | 140 | 34 | 50 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 28 | CR 41 | CR 43 | 1.01 | 429 | 870 | 223 | 450 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 28 | CR 39 | CR 41 | 0.98 | 1551 | 3130 | 620 | 1250 | 0.11 | 7 | 2 | 14400 | 14400 | Use Count |
| 29 | 168TH AV | CR 2.5 | 0.50 | 125 | 5240 | 13 | 350 | 0.44 | 7 | 2 | 6000 | 6000 | Use Model |
| 29 | CR 10 | CL | 0.29 | 0 | 2260 | 0 | 110 | 0.19 | 7 | 2 | 6000 | 6000 | Use Model |
| 29 | BGN | CR 10 | 0.32 | 0 | 2260 | 0 | 110 | 0.19 | 7 | 2 | 6000 | 6000 | Use Model |
| 29 | SYSCH | CR 12 | 0.50 | 49 | 100 | 8 | 20 | 0.00 | 7 | 2 | 14400 | 14400 | Use Count |
| 29 | CR 14.5 | CR 16 | 0.50 | 189 | 380 | 28 | 60 | 0.03 | 7 | 2 | 6000 | 6000 | Use Count |
| 29 | CR 34 | STR | 0.57 | 125 | 140 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 29 | CR 32 | CR 34 | 1.00 | 137 | 160 | 59 | 70 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 29 | SH 85 | CR 40 | 0.50 | 98 | 270 | 0 | 0 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 29 | SH 256 | CR 46 | 1.00 | 43 | 120 | 6 | 20 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 29 | STR | CR 38 | 1.42 | 130 | 150 | 31 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 29 | CR 38 | RRX | 0.49 | 118 | 140 | 25 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 29 | RRX | SH 85 | 0.02 | 118 | 140 | 25 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 29 | CL GILCREST | SRFCH | 0.26 | 154 | 390 | 43 | 110 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 29 | 4TH ST | SPLIT | 0.06 | 0 | 390 | 0 | 110 | 0.03 | 5 | 2 | 6000 | 6000 | No Model No Count Derived |
| 29 | CR 40 | 4TH ST | 0.29 | 0 | 390 | 0 | 110 | 0.03 | 5 | 2 | 6000 | 6000 | No Model No Count Derived |
| 29 | SPLIT | CL GILCREST | 0.36 | 0 | 390 | 0 | 110 | 0.03 | 5 | 2 | 6000 | 6000 | No Model No Count Derived |
| 29 | SRFCH | SH 256 | 0.98 | 112 | 290 | 30 | 80 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 29 | SRFCH | CR 42 | 0.02 | 154 | 1170 | 43 | 330 | 0.04 | 5 | 2 | 14400 | 14400 | Use Count |
| 29 | CR 42 | SRFCH | 0.02 | 0 | 290 | 0 | 80 | 0.01 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | STR | CR 90 | 2.71 | 121 | 320 | 29 | 80 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 29 | CR 70 | CR 72 | 1.00 | 406 | 1010 | 110 | 270 | 0.08 | 1 | 2 | 6000 | 6000 | Use Count |
| 29 | RRX | SH 392 | 1.83 | 335 | 3230 | 64 | 340 | 0.27 | 3 | 2 | 6000 | 6000 | Use Model |
| 29 | CR 64 | RRX | 0.17 | 335 | 4620 | 64 | 700 | 0.39 | 3 | 2 | 6000 | 6000 | Use Model |
| 29 | SRFCH | CR 70 | 0.77 | 443 | 2060 | 133 | 80 | 0.07 | 1 | 2 | 14400 | 14400 | Use Model |
| 29 | SH 392 | STR | 0.14 | 0 | 2060 | 0 | 80 | 0.07 | 1 | 2 | 14400 | 14400 | Use Model |
| 29 | STR | SRFCH | 0.09 | 0 | 2060 | 0 | 80 | 0.07 | 1 | 2 | 14400 | 14400 | Use Model |
| 29 | STR | STR | 1.82 | 863 | 3210 | 236 | 880 | 0.11 | 1 | 2 | 14400 | 14400 | Use Count |
| 29 | RRX | STR | 1.34 | 1043 | 3880 | 313 | 1170 | 0.13 | 1 | 2 | 14400 | 14400 | Use Count |
| 29 | CR 72 | CR 74 | 0.96 | 397 | 990 | 103 | 260 | 0.08 | 1 | 2 | 6000 | 6000 | Use Count |
| 29 | CR 74 | RRX | 0.49 | 1070 | 3980 | 310 | 1150 | 0.14 | 1 | 2 | 14400 | 14400 | Use Count |
| 29 | STR | STR | 0.14 | 0 | 320 | 0 | 80 | 0.03 | 1 | 2 | 6000 | 6000 | No Model No Count Derived |
| 29 | SH 14 | STR | 1.15 | 376 | 940 | 68 | 170 | 0.08 | 1 | 2 | 6000 | 6000 | Use Count |
| 29 | STR | SH 14 | 0.39 | 622 | 2320 | 174 | 650 | 0.08 | 1 | 2 | 14400 | 14400 | Use Count |
| 29 | CR 90 | CR 98 | 3.87 | 133 | 350 | 32 | 90 | 0.03 | 1 | 4 | 12000 | 12000 | Use Count |
| 29 | CR 90 | CR 98 | 0.96 | 0 | 0 | 0 | 0 | 0.00 | 1 | 4 | 14400 | 14400 | No Model No Count |
| 30 | CL PLATT | CR 31 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 30 | RRX | STR | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 30 | SH 85 | RRX | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 30 | STR | CL PLATTEVILLE | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 30 | CR 43 | WIDCH | 2.45 | 1103 | 2290 | 629 | 1300 | 0.08 | 7 | 2 | 14400 | 14400 | Use Count |
| 30 | WIDCH | WIDCH | 0.44 | 1211 | 2510 | 690 | 1430 | 0.09 | 7 | 2 | 14400 | 14400 | Use Count |
| 30 | WIDCH | SRFCH | 0.07 | 1211 | 2510 | 690 | 1430 | 0.09 | 7 | 2 | 14400 | 14400 | Use Count |
| 30 | SRFCH | CR 49 | 0.02 | 0 | 5350 | 0 | 320 | 0.19 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | CR 16 | CR 18 | 1.00 | 1219 | 2060 | 219 | 110 | 0.07 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | CR 2 | CR 4 | 1.00 | 0 | 6220 | 0 | 500 | 0.22 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | CR 4 | CR 6 | 1.00 | 241 | 450 | 27 | 20 | 0.04 | 7 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 8 | CR 12 | 2.00 | 135 | 790 | 23 | 30 | 0.07 | 7 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 14 | CR 16 | 1.02 | 0 | 2060 | 0 | 110 | 0.07 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | SH 52 | CR 14 | 0.49 | 0 | 4810 | 0 | 180 | 0.17 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | SRFCH | CR 36 | 1.99 | 125 | 6490 | 39 | 450 | 0.54 | 4 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 20 | CR 22 | 1.00 | 458 | 3220 | 179 | 160 | 0.11 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | CR 18 | CR 20 | 1.00 | 579 | 2060 | 179 | 110 | 0.07 | 7 | 2 | 14400 | 14400 | Use Model |
| 31 | CR 22 | GATE | 0.75 | 248 | 510 | 109 | 20 | 0.04 | 7 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 28 | SRFCH | 1.99 | 184 | 550 | 85 | 20 | 0.05 | 7 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 26 | CR 28 | 1.00 | 182 | 510 | 73 | 20 | 0.04 | 7 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 32 | SRFCH | 0.01 | 0 | 6490 | 0 | 450 | 0.23 | 4 | 2 | 14400 | 14400 | Use Model |
| 31 | SRFCH | CR 32 | 0.01 | 0 | 1100 | 0 | 60 | 0.04 | 4 | 2 | 14400 | 14400 | Use Model |
| 31 | SH 256 | CR 46 | 1.01 | 422 | 4820 | 122 | 400 | 0.17 | 5 | 2 | 14400 | 14400 | Use Model |
| 31 | CR 38 | RRX | 1.70 | 34 | 6490 | 6 | 450 | 0.54 | 4 | 2 | 6000 | 6000 | Use Model |
| 31 | STR | CR 38 | 0.50 | 101 | 6490 | 25 | 450 | 0.54 | 4 | 2 | 6000 | 6000 | Use Model |
| 31 | CR 36 | STR | 0.37 | 101 | 6490 | 25 | 450 | 0.54 | 4 | 2 | 6000 | 6000 | Use Model |
| 31 | STR | STR | 0.10 | 101 | 6490 | 25 | 450 | 0.54 | 4 | 2 | 6000 | 6000 | Use Model |
| 31 | RRX | SH 85 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 31 | CL GILCREST | SH 256 | 1.00 | 266 | 1250 | 32 | 150 | 0.04 | 5 | 2 | 14400 | 14400 | Use Count |
| 31 | CR 46 | CR 394 | 1.27 | 322 | 4820 | 119 | 400 | 0.17 | 5 | 2 | 14400 | 14400 | Use Model |
| 31 | STR | CR 90 | 1.86 | 89 | 240 | 22 | 60 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 31 | STR | CR 74 | 2.38 | 4996 | 11560 | 749 | 2630 | 0.44 | 1 | 2 | 13200 | 13200 | Use Model |
| 31 | BGN | CR 54 | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 31 | CL GREELEY | CR 66 | 0.50 | 6538 | 18140 | 915 | 1530 | 0.47 | 3 | 2 | 19200 | 19200 | Use Model |
| 31 | SH 392 | STR | 0.58 | 4883 | 21940 | 732 | 2380 | 0.76 | 1 | 2 | 14400 | 14400 | Use Model |
| 31 | CL | SH 392 | 0.50 | 7208 | 18310 | 1081 | 1520 | 0.24 | 3 | 4 | 38400 | 38400 | Use Model |
| 31 | STR | SH 14 | 3.42 | 2681 | 9530 | 563 | 2000 | 0.33 | 1 | 2 | 14400 | 14400 | Use Count |
| 31 | CR 74 | RRX | 0.49 | 2705 | 9610 | 514 | 1830 | 0.33 | 1 | 2 | 14400 | 14400 | Use Count |
| 31 | RRX | STR | 0.13 | 2681 | 9530 | 563 | 2000 | 0.33 | 1 | 2 | 14400 | 14400 | Use Count |
| 31 | SH 14 | STR | 2.12 | 125 | 330 | 27 | 70 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 31 | CR 106 | CR 108 | 1.00 | 22 | 30 | 6 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 31 | CR 98 | SPLIT | 0.50 | 55 | 100 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 31 | CR 102 | CR 104 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 31 | CR 100 | CR 102 | 1.01 | 31 | 50 | 8 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 31 | SPLIT | CR 100 | 0.51 | 55 | 100 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 31 | CR 104 | CR 106 | 1.00 | 22 | 30 | 6 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 31 | CR 128 | GATE | 1.09 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 31 | | | 0.50 | 0 | 550 | 0 | 20 | 0.02 | 7 | 2 | 14400 | 14400 | Use Model |
| 32 | STR | SH 25 | 1.26 | 0 | 5430 | 0 | 250 | 0.19 | 5 | 2 | 14400 | 14400 | Use Model |
| 32 | CR 3 | CL | 0.50 | 168 | 360 | 32 | 70 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 32 | RRX (MEAD CL) | STR | 0.21 | 0 | 5350 | 0 | 250 | 0.19 | 5 | 2 | 14400 | 14400 | Use Model |
| 32 | CR 13 | CR 17 | 1.92 | 109 | 5880 | 0 | 340 | 0.49 | 5 | 2 | 6000 | 6000 | Use Model |
| 32 | SH 25 STR | CL MEAD | 1.48 | 0 | 6210 | 0 | 420 | 0.24 | 5 | 2 | 13200 | 13200 | Use Model |
| 32 | CL MEAD | CR 13 | 0.54 | 869 | 5170 | 191 | 290 | 0.20 | 5 | 2 | 13200 | 13200 | Use Model |
| 32 | SRFCH | END | 1.51 | 75 | 90 | 25 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 32 | CR 35 | CR 37 | 1.01 | 0 | 80 | 0 | 10 | 0.00 | 4 | 2 | 14400 | 14400 | Use Model |
| 32 | CL | CR 29 | 1.00 | 0 | 1110 | 0 | 60 | 0.04 | 4 | 2 | 14400 | 14400 | Use Model |
| 32 | CR 31 | CR 33 | 1.01 | 1489 | 3070 | 610 | 1260 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 32 | WIDCH | CR 31 | 0.20 | 1738 | 3580 | 643 | 1320 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 32 | CR 29 | WIDCH | 0.79 | 1738 | 3580 | 643 | 1320 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 32 | CR 33 | CR 35 | 1.01 | 1385 | 2850 | 582 | 1200 | 0.10 | 4 | 2 | 14400 | 14400 | Use Count |
| 32 | CR 39 | CR 43 | 1.98 | 668 | 1310 | 294 | 580 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 32 | CR 37 | CR 39 | 1.00 | 1274 | 2620 | 522 | 1080 | 0.09 | 4 | 2 | 14400 | 14400 | Use Count |
| 32 | CR 49 | SRFCH | 0.03 | 0 | 5490 | 0 | 320 | 0.19 | 4 | 2 | 14400 | 14400 | Use Model |
| 32 | SRFCH | SRFCH | 0.02 | 75 | 180 | 25 | 60 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 33 | BARLEY AV | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 33 | SRFCH | CR 8 | 0.50 | 0 | 210 | 0 | 10 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 33 | CR 6 | SRFCH | 0.49 | 0 | 210 | 0 | 10 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 33 | CR 34 | CR 38 | 1.99 | 101 | 120 | 30 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 33 | SRFCH | CR 34 | 0.97 | 137 | 160 | 48 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 33 | CR 32 | SRFCH | 0.02 | 137 | 310 | 48 | 110 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 33 | SH 256 | CR 46 | 1.00 | 123 | 290 | 27 | 60 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 33 | STR | SRFCH | 2.10 | 283 | 320 | 65 | 70 | 0.03 | 4 | 2 | 6000 | 6000 | Use Count |
| 33 | CR 38 | STR | 0.39 | 143 | 170 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 33 | STR | STR | 0.14 | 143 | 170 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 33 | SRFCH | RRX | 0.15 | 0 | 320 | 0 | 70 | 0.01 | 4 | 2 | 14400 | 14400 | No Model No Count Derived |
| 33 | SH 85 | SH 256 | 0.14 | 224 | 250 | 54 | 60 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 33 | RRX | US 85 | 0.05 | 0 | 320 | 0 | 70 | 0.01 | 4 | 2 | 14400 | 14400 | No Model No Count Derived |
| 33 | STR | CR 74 | 2.98 | 2131 | 7040 | 362 | 1200 | 0.27 | 1 | 2 | 13200 | 13200 | Use Count |
| 33 | CR 52.5 | CR 54 | 0.22 | 706 | 1280 | 49 | 90 | 0.21 | 3 | 2 | 3000 | 3000 | Use Count |
| 33 | SH 392 | STR | 0.02 | 0 | 7050 | 0 | 350 | 0.24 | 8 | 2 | 14400 | 14400 | Use Model |
| 33 | STR | SH 14 | 1.71 | 3511 | 12470 | 632 | 2250 | 0.43 | 1 | 2 | 14400 | 14400 | Use Count |
| 33 | RRX | STR | 1.82 | 3511 | 12470 | 632 | 2250 | 0.43 | 1 | 2 | 14400 | 14400 | Use Count |
| 33 | CR 74 | RRX | 0.50 | 3560 | 12650 | 676 | 2400 | 0.44 | 1 | 2 | 14400 | 14400 | Use Count |
| 33 | STR | CR 88 | 0.96 | 2707 | 9180 | 406 | 1380 | 0.32 | 1 | 2 | 14400 | 14400 | Use Count |
| 33 | CL | CR 86 | 0.54 | 2683 | 9100 | 349 | 1180 | 0.32 | 1 | 2 | 14400 | 14400 | Use Count |
| 33 | CR 86 | STR | 0.03 | 2707 | 9180 | 406 | 1380 | 0.32 | 1 | 2 | 14400 | 14400 | Use Count |
| 33 | SPLIT | CL | 0.13 | 1819 | 2550 | 182 | 260 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 33 | CR 88 | SPLIT | 0.13 | 1819 | 2550 | 182 | 260 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 33 | CR 100 | CR 108 | 4.02 | 37 | 60 | 6 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 33 | CR 98 | CR 100 | 1.00 | 24 | 40 | 2 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 33 | CR 90 | CR 98 | 3.86 | 49 | 90 | 7 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 34 | CR 1 | CR 3 | 0.99 | 1594 | 5870 | 175 | 310 | 0.20 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | CL | CL | 0.27 | 0 | 8530 | 0 | 1020 | 0.30 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 34 | CR 3 | CL | 0.25 | 1707 | 8530 | 205 | 1020 | 0.30 | 5 | 2 | 14400 | 14400 | Use Count |
| 34 | CL | CL/MEAD | 0.11 | 0 | 5200 | 0 | 280 | 0.18 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | CR 1 | CR 3 | 0.00 | 1594 | 5200 | 175 | 280 | 0.18 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | CR 15 | CR 17 | 0.98 | 1444 | 7660 | 289 | 1530 | 0.27 | 5 | 2 | 14400 | 14400 | Use Count |
| 34 | CL | CR 13 | 1.51 | 1920 | 2850 | 250 | 140 | 0.11 | 5 | 2 | 13200 | 13200 | Use Model |
| 34 | CR 13 | CR 15 | 0.98 | 1555 | 5180 | 280 | 270 | 0.18 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | CR 17 | RRX | 0.78 | 1183 | 5630 | 296 | 410 | 0.20 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | CR 19.5 | CR 21 | 0.49 | 1314 | 3000 | 355 | 160 | 0.10 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | CR 19 | CR 19.5 | 0.50 | 1277 | 4410 | 306 | 330 | 0.15 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | RRX | CR 19 | 0.20 | 1183 | 5630 | 296 | 410 | 0.20 | 5 | 2 | 14400 | 14400 | Use Model |
| 34 | WIDCH | CR 51 | 0.87 | 1216 | 2380 | 742 | 1450 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 34 | CL PLATTEVILLE | CR 29 | 1.30 | 97 | 110 | 31 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 34 | CR 25 | CR 2525 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 13200 | 13200 | No Model No Count |
| 34 | CR 31 | CR 33 | 1.01 | 27 | 30 | 6 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 34 | CR 33 | CR 35 | 1.01 | 84 | 100 | 23 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 34 | SRFCH | WIDCH | 0.07 | 1216 | 2380 | 742 | 1450 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 34 | CR 49 | SRFCH | 0.03 | 0 | 5490 | 0 | 320 | 0.19 | 4 | 2 | 14400 | 14400 | Use Model |
| 34 | CR 51 | CR 53 | 0.99 | 1157 | 2260 | 659 | 1290 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34 | CR 91 | GATE | 0.81 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 35 | CR 12 | SH 52 | 0.50 | 1023 | 2300 | 460 | 1040 | 0.08 | 7 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 1050 | CR 12 | 0.50 | 914 | 1220 | 402 | 540 | 0.20 | 7 | 2 | 3000 | 3000 | Use Count |
| 35 | CR 34 | CR 36 | 0.99 | 73 | 80 | 24 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 35 | SRFCH | CR 34 | 0.99 | 138 | 160 | 57 | 70 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 32 | SRFCH | 0.01 | 138 | 320 | 57 | 130 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 42 | CR 44 | 1.00 | 540 | 1080 | 162 | 330 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 35 | STR | CR 40 | 0.54 | 221 | 260 | 82 | 100 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 36 | CR 38 | 1.00 | 143 | 170 | 54 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 38 | STR | 0.46 | 221 | 260 | 82 | 100 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 40 | CR 42 | 1.00 | 244 | 280 | 98 | 110 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 48 | RRX | 0.38 | 471 | 1770 | 198 | 740 | 0.06 | 3 | 2 | 14400 | 14400 | Use Count |
| 35 | SH 85 | CR 48 | 1.02 | 626 | 3130 | 225 | 1120 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 44 | CR 46 | 0.97 | 559 | 1120 | 129 | 260 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 46 | RRX | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 35 | RRX | SH 85 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 14400 | 14400 | No Model No Count |
| 35 | STR | CR 394 | 0.53 | 471 | 1770 | 198 | 740 | 0.06 | 3 | 2 | 14400 | 14400 | Use Count |
| 35 | RRX | STR | 0.10 | 471 | 1770 | 198 | 740 | 0.06 | 3 | 2 | 14400 | 14400 | Use Count |
| 35 | STR | CR 90 | 1.60 | 39 | 70 | 11 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 70 | CR 72 | 1.01 | 2769 | 9840 | 277 | 980 | 0.34 | 1 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 66 | STR | 0.98 | 2519 | 8770 | 252 | 400 | 0.11 | 3 | 4 | 38400 | 38400 | Use Model |
| 35 | STR | CR 64 | 0.27 | 7728 | 20100 | 850 | 1440 | 0.26 | 3 | 4 | 38400 | 38400 | Use Model |
| 35 | RRX | STR | 0.60 | 0 | 20760 | 0 | 1480 | 0.27 | 3 | 4 | 38400 | 38400 | Use Model |
| 35 | CR 64 | CR 66 | 0.54 | 4351 | 17650 | 479 | 1130 | 0.23 | 3 | 4 | 38400 | 38400 | Use Model |
| 35 | CR 66 | CR 66 | 0.48 | 0 | 15960 | 0 | 1080 | 0.21 | 3 | 4 | 38400 | 38400 | Use Model |
| 35 | SH 392 | CR 70 | 1.00 | 2965 | 10530 | 356 | 1260 | 0.37 | 1 | 2 | 14400 | 14400 | Use Count |
| 35 | STR | SH 392 | 0.11 | 0 | 8550 | 0 | 390 | 0.11 | 8 | 4 | 38400 | 38400 | Use Model |
| 35 | CR 78 | STR | 0.91 | 1709 | 6070 | 137 | 490 | 0.21 | 1 | 2 | 14400 | 14400 | Use Count |
| 35 | CL EATON | CR 76 | 0.50 | 0 | 1560 | 0 | 80 | 0.05 | 1 | 2 | 14400 | 14400 | No Model No Count Derived |
| 35 | CR 72 | CL EATON | 0.36 | 2156 | 8030 | 237 | 880 | 0.30 | 1 | 2 | 13200 | 13200 | Use Count |
| 35 | CL EATON | CL EATON | 0.09 | 2156 | 8030 | 237 | 880 | 0.30 | 1 | 2 | 13200 | 13200 | Use Count |
| 35 | CR 74 | RRX | 0.49 | 0 | 1590 | 0 | 80 | 0.06 | 1 | 2 | 14400 | 14400 | Use Model |
| 35 | RRX | CL EATON | 0.01 | 0 | 1560 | 0 | 80 | 0.05 | 1 | 2 | 14400 | 14400 | No Model No Count Derived |
| 35 | CR 76 | CR 78 | 1.01 | 1767 | 6280 | 141 | 500 | 0.22 | 1 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 84 | STR | 1.39 | 32 | 60 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 35 | CL AULT | CL AULT | 0.14 | 1749 | 2450 | 122 | 170 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 80 | CL AULT | 0.33 | 1749 | 2450 | 122 | 170 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 35 | STR | CR 80 | 0.10 | 0 | 6070 | 0 | 490 | 0.21 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 35 | CL AULT | CL AULT | 0.02 | 1749 | 2450 | 122 | 170 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 35 | CR 90 | CR 96 | 2.87 | 34 | 60 | 6 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 96 | CR 98 | 0.93 | 17 | 30 | 3 | 10 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 35 | CR 42 | CR 44 | 0.02 | 24 | 30 | 3 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| 36 | CR 1 | CR 5 | 2.07 | 62 | 150 | 7 | 20 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 36 | CR 5 | CR 7 | 0.84 | 117 | 290 | 16 | 40 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 36 | CR 5 | CL MEAD | 0.21 | 245 | 1300 | 47 | 250 | 0.05 | 5 | 2 | 14400 | 14400 | Use Count |
| 36 | CL MEAD | CR 5 | 0.04 | 245 | 1300 | 47 | 250 | 0.05 | 5 | 2 | 14400 | 14400 | Use Count |
| 36 | CR 15 | CR 17 | 0.97 | 40 | 100 | 4 | 10 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 36 | RRX | SRFCH | 1.11 | 0 | 260 | 0 | 30 | 0.02 | 5 | 2 | 6000 | 6000 | No Model No Count Derived |
| 36 | CL - MEAD | RRX | 0.78 | 103 | 260 | 13 | 30 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 36 | SPLIT - MEAD | CL - MEAD | 0.05 | 0 | 260 | 0 | 30 | 0.01 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 36 | SH 25 | SPLIT - MEAD | 0.05 | 0 | 260 | 0 | 30 | 0.01 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 36 | SRFCH | CR 15 | 0.96 | 46 | 110 | 4 | 10 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 36 | CR 13 | SRFCH | 0.02 | 46 | 330 | 4 | 30 | 0.01 | 5 | 2 | 14400 | 14400 | Use Count |
| 36 | SRFCH | CR 13 | 0.02 | 0 | 260 | 0 | 30 | 0.01 | 5 | 2 | 14400 | 14400 | No Model No Count Derived |
| 36 | SRFCH | SRFCH | 1.63 | 100 | 110 | 34 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | RRX | CR 29 | 1.27 | 136 | 160 | 46 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | CR 23 | SH 85 | 1.69 | 120 | 260 | 30 | 60 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 36 | SH 85 | RRX | 0.02 | 136 | 160 | 46 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | CR 31 | CR 35 | 2.02 | 66 | 80 | 19 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | STR | CR 31 | 0.17 | 80 | 90 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | CR 29 | STR | 0.67 | 80 | 90 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | SH 85 | STR | 0.16 | 80 | 90 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 36 | SRFCH | SRFCH | 0.02 | 100 | 200 | 34 | 70 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 36 | CR 49 | SRFCH | 0.03 | 100 | 200 | 34 | 70 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 36 | SRFCH | CR 55 | 1.27 | 76 | 90 | 30 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 37 | CR 122 | N GRASSLAND | 2.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 37 | CR 14 | CR 18 | 2.01 | 713 | 3020 | 207 | 240 | 0.10 | 7 | 2 | 14400 | 14400 | Use Model |
| 37 | CR 6 | CR 8 | 1.00 | 2948 | 5450 | 413 | 390 | 0.19 | 7 | 2 | 14400 | 14400 | Use Model |
| 37 | CR 12 | SH 52 | 0.49 | 1660 | 2690 | 365 | 150 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 37 | CR 10 | CR 12 | 1.01 | 1554 | 2690 | 311 | 150 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 37 | CR 8 | CR 10 | 1.00 | 2507 | 2690 | 426 | 150 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 37 | SH 52 | CR 14 | 0.49 | 793 | 4110 | 230 | 320 | 0.14 | 7 | 2 | 14400 | 14400 | Use Model |
| 37 | CR 20 | CR 22 | 1.02 | 497 | 980 | 184 | 360 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 37 | CR 18 | CR 20 | 1.00 | 505 | 990 | 172 | 340 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 37 | SRFCH | SYSCH | 0.49 | 148 | 350 | 44 | 100 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 37 | CR 22 | SRFCH | 0.49 | 148 | 210 | 44 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 37 | SYSCH | END | 0.51 | 148 | 350 | 44 | 100 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 37 | CR 32 | CR 34 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 37 | CR 40 | SRFCH | 2.01 | 58 | 70 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 37 | CR 46 | RRX | 1.06 | 157 | 180 | 53 | 60 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 37 | SRFCH | CR 44 | 0.01 | 46 | 110 | 10 | 20 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 37 | RRX | SH 85 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 37 | STR | CR 92 | 2.23 | 67 | 120 | 35 | 60 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 37 | CR 70 | CR 72 | 1.00 | 2083 | 3510 | 104 | 200 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 37 | CR 66 | SH 392 | 1.00 | 2738 | 10280 | 301 | 1130 | 0.36 | 3 | 2 | 14400 | 14400 | Use Count |
| 37 | CR 64 | CR 66 | 1.00 | 2512 | 9430 | 226 | 850 | 0.36 | 3 | 2 | 13200 | 13200 | Use Count |
| 37 | RRX | CR 62.25 | 0.07 | 0 | 1040 | 0 | 60 | 0.04 | 3 | 2 | 13200 | 13200 | Use Model |
| 37 | CR 62 | RRX | 0.00 | 0 | 1040 | 0 | 60 | 0.04 | 3 | 2 | 13200 | 13200 | Use Model |
| 37 | STR | CR 70 | 0.89 | 2014 | 7160 | 101 | 360 | 0.25 | 1 | 2 | 14400 | 14400 | Use Count |
| 37 | SH 392 | STR | 0.12 | 0 | 8720 | 0 | 750 | 0.30 | 1 | 2 | 14400 | 14400 | No Model No Count Derived |
| 37 | RRX | STR | 1.81 | 523 | 730 | 65 | 90 | 0.03 | 2 | 2 | 13200 | 13200 | Use Count |
| 37 | 6TH AV | WIDCH | 0.09 | 0 | 1390 | 0 | 100 | 0.05 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 37 | CR 72 | CL EATON | 0.50 | 2062 | 2980 | 124 | 120 | 0.11 | 1 | 2 | 13200 | 13200 | Use Model |
| 37 | STR | CR 70 | 0.00 | 0 | 3480 | 0 | 200 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 37 | 7TH ST | CL | 0.10 | 0 | 1390 | 0 | 100 | 0.05 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 37 | WIDCH | 7TH ST | 0.08 | 0 | 1390 | 0 | 100 | 0.05 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 37 | SH 85 | RRX | 0.02 | 545 | 760 | 55 | 80 | 0.03 | 2 | 2 | 13200 | 13200 | Use Count |
| 37 | SRFCH | SRFCH | 0.53 | 395 | 550 | 55 | 80 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 37 | SH 14 | SRFCH | 0.97 | 692 | 970 | 111 | 160 | 0.03 | 2 | 2 | 14400 | 14400 | Use Count |
| 37 | STR | SH 14 | 0.90 | 501 | 700 | 75 | 110 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 37 | CR 86 | STR | 0.70 | 115 | 200 | 41 | 70 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 37 | SRFCH | CR 86 | 0.50 | 395 | 550 | 55 | 80 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 37 | CR 102 | CR 108.05 | 3.07 | 12 | 20 | 6 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 37 | CR 98 | CR 100 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 37 | CR 94 | CR 98 | 1.91 | 13 | 20 | 5 | 10 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 37 | CR 100 | CR 102 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 37 | SRFCH | CR 122 | 5.92 | 19 | 30 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 37 | CR 108.05 | SRFCH | 1.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 37 | N GRASSLAND | CR 128 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 38 | CR 7 | STR SH 25 | 0.96 | 0 | 8250 | 0 | 630 | 0.31 | 5 | 2 | 13200 | 13200 | Use Model |
| 38 | CR 3 | CR 5 | 1.00 | 317 | 740 | 174 | 410 | 0.06 | 5 | 2 | 6000 | 6000 | Use Count |
| 38 | CR 15 | CR 17 | 0.97 | 1036 | 7530 | 176 | 550 | 0.26 | 5 | 2 | 14400 | 14400 | Use Model |
| 38 | CL | RRX | 0.77 | 0 | 11080 | 0 | 930 | 0.92 | 5 | 2 | 6000 | 6000 | Use Model |
| 38 | CR 13 | CR 15 | 0.97 | 1052 | 7530 | 168 | 550 | 0.26 | 5 | 2 | 14400 | 14400 | Use Model |
| 38 | RRX | CR 13 | 0.56 | 0 | 9440 | 0 | 790 | 0.79 | 5 | 2 | 6000 | 6000 | Use Model |
| 38 | CR 17 | CR 19 | 1.18 | 1983 | 9330 | 218 | 1030 | 0.32 | 5 | 2 | 14400 | 14400 | Use Count |
| 38 | RRX | CR 19.5 | 0.06 | 0 | 710 | 0 | 30 | 0.02 | 5 | 2 | 14400 | 14400 | Use Model |
| 38 | CR 19 | RRX | 0.02 | 0 | 710 | 0 | 30 | 0.02 | 5 | 2 | 14400 | 14400 | Use Model |
| 38 | SRFCH | END | 0.69 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 38 | CR 35 | CR 39 | 2.00 | 112 | 130 | 39 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | RRX | CR 29 | 0.42 | 84 | 100 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | SH 60 | SH 85 | 0.54 | 64 | 150 | 15 | 40 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 38 | SH 85 | RRX | 0.02 | 84 | 100 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | CR 29 | STR | 1.90 | 148 | 170 | 47 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | CR 33 | END | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 38 | STR | CR 33 | 0.11 | 142 | 170 | 48 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | STR | CR 43 | 0.34 | 41 | 50 | 14 | 20 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | CR 39 | STR | 1.64 | 137 | 160 | 53 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 | SRFCH | CR 39 | 0.01 | 0 | 290 | 0 | 20 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 38 | CR 39 | SRFCH | 0.01 | 0 | 290 | 0 | 20 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 38 | CR 47 | SRFCH | 0.93 | 52 | 170 | 19 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 38 | SRFCH | SRFCH | 0.02 | 0 | 5700 | 0 | 330 | 0.20 | 4 | 2 | 14400 | 14400 | Use Model |
| 38 | SRFCH | CR 49 | 0.03 | 52 | 140 | 19 | 50 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 38 | SRFCH | SRFCH | 0.02 | 52 | 140 | 19 | 50 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 38 | CR 49 | SRFCH | 0.03 | 0 | 5700 | 0 | 330 | 0.20 | 4 | 2 | 14400 | 14400 | Use Model |
| 39 | END | CR 18 | 1.00 | 65 | 90 | 15 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 39 | CR 6 | CR 8 | 1.00 | 94 | 130 | 25 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 39 | CR 2 | CL | 0.83 | 507 | 2620 | 96 | 180 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 39 | CR 32 | CR 38 | 3.00 | 0 | 290 | 0 | 20 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 39 | CR 18 | CR 20 | 1.01 | 18 | 30 | 3 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 39 | CR 22 | CR 24 | 1.00 | 114 | 1350 | 38 | 90 | 0.11 | 7 | 2 | 6000 | 6000 | Use Model |
| 39 | CR 28 | CR 32 | 1.99 | 1636 | 3300 | 736 | 1490 | 0.11 | 7 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 42 | CR 44 | 1.00 | 2036 | 4190 | 611 | 1260 | 0.15 | 4 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 38 | CR 40 | 1.00 | 1596 | 3290 | 447 | 920 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 40 | CR 42 | 1.00 | 1777 | 3660 | 533 | 1100 | 0.13 | 4 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 44 | CR 37.7 | 2.27 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 39 | URBDRY | STR | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 39 | CR 37.7 | URBDRY | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 39 | STR | CL LASALLE | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 39 | STR | CR 90 | 1.52 | 146 | 260 | 51 | 90 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 39 | STR | CL EATON | 2.39 | 1914 | 2650 | 440 | 610 | 0.10 | 2 | 2 | 13200 | 13200 | Use Count |
| 39 | CR 66 | SH 392 | 1.01 | 1043 | 1160 | 146 | 30 | 0.04 | 3 | 2 | 14400 | 14400 | Use Model |
| 39 | SH 392 | STR | 0.03 | 0 | 650 | 0 | 20 | 0.02 | 2 | 2 | 14400 | 14400 | Use Model |
| 39 | CR 78 | STR | 1.78 | 1150 | 1630 | 271 | 390 | 0.06 | 2 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 74.5 | CR 76 | 0.48 | 2379 | 3380 | 452 | 640 | 0.13 | 2 | 2 | 13200 | 13200 | Use Count |
| 39 | CL | COLLINS ST / CR 74 | 0.57 | 2539 | 3610 | 508 | 720 | 0.14 | 2 | 2 | 13200 | 13200 | Use Count |
| 39 | CL | CR 74.5 | 0.33 | 2143 | 3010 | 279 | 390 | 0.11 | 2 | 2 | 13200 | 13200 | Use Count |
| 39 | CL EATON | CR 78 | 0.25 | 0 | 1340 | 0 | 80 | 0.05 | 2 | 2 | 13200 | 13200 | Use Model |
| 39 | CL EATON | CL EATON | 0.53 | 0 | 1340 | 0 | 80 | 0.05 | 2 | 2 | 14400 | 14400 | Use Model |
| 39 | CR 76 | CL EATON | 0.22 | 0 | 1340 | 0 | 80 | 0.05 | 2 | 2 | 14400 | 14400 | Use Model |
| 39 | SH 14 | STR | 2.47 | 138 | 240 | 34 | 60 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 39 | STR | SH 14 | 0.22 | 0 | 830 | 0 | 40 | 0.03 | 2 | 2 | 14400 | 14400 | Use Model |
| 39 | CR 98 | CR 100 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 39 | CR 92 | CR 94 | 0.98 | 435 | 620 | 113 | 160 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 90 | CR 92 | 0.97 | 497 | 710 | 129 | 180 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 39 | CR 94 | CR 96 | 0.98 | 130 | 230 | 31 | 50 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 39 | CR 96 | CR 98 | 0.93 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 39 | CR 136 | CR 138 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 40 | CR 1 | CR 3 | 0.98 | 140 | 330 | 22 | 50 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 40 | SRFCH | CR 13 | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| 40 | CR 15 | CR 17 | 0.95 | 77 | 180 | 41 | 100 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 40 | SRFCH | CR 55 | 2.90 | 114 | 130 | 44 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | RRX | CR 37 | 3.49 | 375 | 430 | 83 | 100 | 0.04 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | SH 60 | CL GILCREST | 1.01 | 308 | 670 | 92 | 200 | 0.06 | 5 | 2 | 6000 | 6000 | Use Count |
| 40 | CR 23 | SRFCH | 1.75 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 40 | SRFCH | SH 60 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 14400 | 14400 | No Model No Count |
| 40 | SH 85 | RRX | 0.06 | 0 | 430 | 0 | 100 | 0.04 | 4 | 2 | 6000 | 6000 | No Model No Count Derived |
| 40 | SPLIT | SH 85 | 0.38 | 272 | 590 | 76 | 160 | 0.05 | 5 | 2 | 6000 | 6000 | Use Count |
| 40 | STR | CR 43 | 0.27 | 53 | 60 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | SRFCH | CR 41 | 0.90 | 70 | 80 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | CR 39 | SRFCH | 0.10 | 70 | 160 | 21 | 50 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 40 | CR 41 | STR | 0.72 | 53 | 60 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | CR 45 | STR | 0.86 | 36 | 40 | 11 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | CR 43 | CR 45 | 1.00 | 59 | 70 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | STR | CR 47 | 0.14 | 36 | 40 | 11 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | SRFCH | SRFCH | 0.02 | 114 | 250 | 44 | 100 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 40 | CR 49 | SRFCH | 0.02 | 114 | 250 | 44 | 100 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 40 | CR 55 | CR 57 | 1.00 | 86 | 100 | 46 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 40 | | | 0.74 | 0 | 0 | 0 | 0 | 0.00 | 5 | 4 | 28800 | 28800 | No Model No Count |
| 41 | CR 16 | CR 18 | 1.00 | 2053 | 4150 | 780 | 1580 | 0.14 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 6 | CR 8 | 1.19 | 57 | 130 | 15 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 41 | CL | SPLIT | 0.10 | 0 | 190 | 0 | 50 | 0.02 | 7 | 2 | 6000 | 6000 | No Model No Count Derived |
| 41 | STR | CR 6 | 0.50 | 79 | 110 | 16 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 4 | STR | 0.50 | 79 | 560 | 16 | 110 | 0.05 | 7 | 2 | 6000 | 6000 | Use Count |
| 41 | SH 76 | CL | 0.28 | 0 | 190 | 0 | 50 | 0.02 | 7 | 2 | 6000 | 6000 | No Model No Count Derived |
| 41 | CR 12 | SH 52 | 0.50 | 1309 | 2640 | 550 | 1110 | 0.09 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 10 | CR 12 | 1.01 | 831 | 1680 | 291 | 590 | 0.06 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 8 | CR 10 | 1.03 | 695 | 1400 | 215 | 430 | 0.05 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 14 | CR 16 | 1.00 | 2239 | 4520 | 828 | 1670 | 0.16 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | SH 52 | CR 14 | 0.50 | 2307 | 5790 | 854 | 830 | 0.20 | 7 | 2 | 14400 | 14400 | Use Model |
| 41 | CR 24 | CR 26 | 0.97 | 1797 | 3630 | 791 | 1600 | 0.13 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 20 | CR 22 | 1.00 | 2108 | 4260 | 885 | 1790 | 0.15 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 18 | CR 20 | 1.01 | 2115 | 4270 | 825 | 1670 | 0.15 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 22 | CR 24 | 1.01 | 1889 | 3810 | 831 | 1680 | 0.13 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 26 | CR 28 | 0.99 | 1620 | 3270 | 713 | 1440 | 0.11 | 7 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 40 | CR 42 | 1.01 | 8 | 10 | 1 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 46 | CR 50 | 1.99 | 98 | 110 | 20 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 44 | CR 46 | 0.98 | 50 | 60 | 13 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 44 | CR 46 | 0.01 | 50 | 120 | 13 | 30 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 50 | RRX | 0.54 | 97 | 480 | 17 | 60 | 0.04 | 4 | 2 | 6000 | 6000 | Use Model |
| 41 | RRX | CR 52 | 0.47 | 135 | 480 | 22 | 60 | 0.04 | 4 | 2 | 6000 | 6000 | Use Model |
| 41 | CR 86 | CR 90 | 1.97 | 67 | 120 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 41 | STR | CR 74 | 2.93 | 336 | 590 | 108 | 190 | 0.05 | 2 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 62 | CR 64 | 1.09 | 851 | 4180 | 136 | 910 | 0.17 | 4 | 2 | 12000 | 12000 | Use Model |
| 41 | SYSCH | CR 62 | 0.25 | 959 | 7750 | 134 | 1500 | 0.32 | 4 | 2 | 12000 | 12000 | Use Model |
| 41 | US 85 | SYSCH | 0.19 | 0 | 7750 | 0 | 1500 | 0.32 | 4 | 2 | 12000 | 12000 | Use Model |
| 41 | URBDRY | SH 392 | 0.92 | 713 | 1430 | 150 | 300 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 41 | CR 64 | RRX | 0.50 | 0 | 2340 | 0 | 360 | 0.09 | 4 | 2 | 13200 | 13200 | Use Model |
| 41 | RRX | CR 66 | 0.51 | 770 | 2530 | 139 | 370 | 0.10 | 4 | 2 | 13200 | 13200 | Use Model |
| 41 | SH 392 | STR | 0.19 | 0 | 590 | 0 | 190 | 0.05 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 41 | CR 74 | SH 14 | 4.00 | 108 | 190 | 30 | 50 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 96 | CR 100 | 1.94 | 20 | 30 | 6 | 10 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 90 | CR 96 | 2.96 | 102 | 180 | 39 | 70 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 41 | CR 100 | STR | 0.96 | 23 | 40 | 7 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 41 | STR | CR 102 | 0.04 | 0 | 40 | 0 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 42 | CR 1 | SPLIT | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| 42 | SPLIT | END | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| 42 | CR 5 | CR 7 | 1.01 | 46 | 110 | 10 | 20 | 0.01 | 5 | 2 | 6000 | 6000 | Use Count |
| 42 | CR 13 | URBDRY | 1.21 | 206 | 430 | 47 | 100 | 0.04 | 5 | 2 | 6000 | 6000 | Use Count |
| 42 | CL BERTHOUD | CR 13 | 0.50 | 769 | 1660 | 100 | 220 | 0.28 | 5 | 2 | 3000 | 3000 | Use Count |
| 42 | CL | CR 19 | 0.69 | 178 | 380 | 43 | 90 | 0.03 | 5 | 2 | 6000 | 6000 | Use Count |
| 42 | RRX CL JOHNS | CR 17 | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 42 | URBDRY | RRX CL JOHNS | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 42 | CR 19 | CR 21 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 42 | SRFCH | CR 53 | 1.92 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 42 | CR 35 | CR 37 | 1.03 | 92 | 110 | 16 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | WIDCH | CR 29 | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 14400 | 14400 | No Model No Count |
| 42 | BARR | SH 60 | 1.09 | 113 | 280 | 23 | 60 | 0.02 | 5 | 2 | 6000 | 6000 | Use Count |
| 42 | SH 60 | WIDCH | 0.91 | 649 | 3240 | 117 | 580 | 0.11 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | SOUTHGATE AVE | CR 33 | 0.58 | 636 | 1310 | 204 | 420 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | CL | CR 31 | 0.24 | 810 | 4050 | 154 | 770 | 0.14 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | CL GILCREST | SPLIT | 0.22 | 810 | 4050 | 154 | 770 | 0.14 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | WIDCH | CL GILCREST | 0.12 | 810 | 4050 | 154 | 770 | 0.14 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | CR 29 | WIDCH | 0.11 | 810 | 4050 | 154 | 770 | 0.14 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | SPLIT | CL GILCREST | 0.22 | 810 | 4050 | 154 | 770 | 0.14 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | SPLIT | CL | 0.08 | 1652 | 3400 | 314 | 650 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | CR 31 | SPLIT | 0.08 | 1652 | 8760 | 314 | 1660 | 0.30 | 5 | 2 | 14400 | 14400 | Use Count |
| 42 | CL | SH 85 | 0.14 | 1652 | 3400 | 314 | 650 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | RRX | SOUTHGATE AVE | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 42 | SH 85 | RRX | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 42 | CR 33 | CR 35 | 1.00 | 509 | 1050 | 193 | 400 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | STR | CR 43 | 0.41 | 94 | 110 | 37 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | SRFCH | STR | 0.15 | 109 | 130 | 35 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | CR 37 | SRFCH | 0.98 | 90 | 110 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | SRFCH | CR 39 | 0.02 | 90 | 220 | 15 | 40 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | CR 39 | SRFCH | 0.01 | 109 | 260 | 35 | 80 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | STR | STR | 1.16 | 102 | 120 | 36 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | STR | STR | 0.27 | 109 | 130 | 35 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | CR 43 | STR | 1.94 | 117 | 140 | 35 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | STR | SRFCH | 1.01 | 105 | 120 | 46 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 42 | SRFCH | SRFCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 42 | SRFCH | CR 49 | 0.02 | 105 | 250 | 46 | 110 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | SRFCH | SRFCH | 0.02 | 105 | 250 | 46 | 110 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 42 | CR 49 | SRFCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 42 | CR 53 | CR 57 | 2.00 | 62 | 70 | 26 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 43 | RRX | CR 54 | 1.09 | 1323 | 2730 | 318 | 660 | 0.09 | 4 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 10 | SH 52 | 1.50 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 43 | SH 52 | END | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 43 | CR 30 | CR 32 | 0.99 | 969 | 1910 | 465 | 910 | 0.07 | 7 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 28 | CR 30 | 1.00 | 446 | 880 | 227 | 450 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 26 | SRFCH | 0.97 | 110 | 160 | 51 | 70 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 43 | SRFCH | CR 28 | 0.03 | 0 | 180 | 0 | 10 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 43 | CR 42 | SRFCH | 0.99 | 172 | 200 | 38 | 40 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 43 | CR 38 | CR 42 | 2.00 | 70 | 80 | 18 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 43 | CR 44 | STR | 2.50 | 956 | 1970 | 244 | 500 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 43 | SRFCH | CR 44 | 0.01 | 172 | 400 | 38 | 90 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 50 | RRX | 0.91 | 1333 | 2750 | 307 | 630 | 0.10 | 4 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | CR 50 | 0.49 | 1238 | 2550 | 297 | 610 | 0.09 | 4 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 88 | CR 90 | 0.99 | 620 | 880 | 254 | 360 | 0.03 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | STR | 0.33 | 1520 | 2110 | 380 | 530 | 0.07 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 62 | URBDRY | 1.00 | 1201 | 1210 | 348 | 110 | 0.05 | 4 | 2 | 13200 | 13200 | Use Model |
| 43 | STR | PG | 0.60 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 43 | CR 54 | STR | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | Use Model |
| 43 | SH 263 | CR 62 | 0.74 | 0 | 2730 | 0 | 670 | 0.10 | 4 | 2 | 13200 | 13200 | Use Model |
| 43 | RRX | STR | 1.38 | 1793 | 3600 | 753 | 1510 | 0.13 | 4 | 2 | 14400 | 14400 | Use Count |
| 43 | URBDRY | RRX | 0.52 | 1668 | 3350 | 534 | 1070 | 0.13 | 4 | 2 | 13200 | 13200 | Use Count |
| 43 | SH 392 | STR | 0.72 | 1536 | 2130 | 384 | 530 | 0.07 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | SH 392 | 0.11 | 0 | 1470 | 0 | 90 | 0.05 | 4 | 2 | 14400 | 14400 | Use Model |
| 43 | STR | STR | 0.53 | 1528 | 2120 | 382 | 530 | 0.07 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | STR | 0.14 | 1520 | 2110 | 380 | 530 | 0.07 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | SH 14 | 1.88 | 1069 | 1480 | 278 | 390 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | STR | 2.05 | 1149 | 1590 | 282 | 390 | 0.06 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | STR | CR 74 | 1.35 | 1528 | 2120 | 367 | 510 | 0.07 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 74 | STR | 0.07 | 1214 | 1680 | 304 | 420 | 0.06 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | SH 14 | WIDCH | 2.97 | 920 | 1310 | 345 | 490 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | WIDCH | CR 88 | 0.02 | 892 | 1270 | 330 | 470 | 0.04 | 2 | 2 | 14400 | 14400 | Use Count |
| 43 | CR 90 | CR 96 | 2.98 | 50 | 100 | 0 | 0 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 43 | CR 102 | END | 0.90 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 43 | CR 108 | CR 110 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 44 | CR 13 | CR 15 | 0.99 | 0 | 5720 | 0 | 340 | 0.48 | 5 | 2 | 6000 | 6000 | Use Model |
| 44 | CR 11 | CR 13 | 1.00 | 1856 | 7900 | 204 | 490 | 0.27 | 5 | 2 | 14400 | 14400 | Use Model |
| 44 | CL JOHNSTOWN | CR 19 | 0.51 | 115 | 9930 | 10 | 790 | 0.83 | 5 | 2 | 6000 | 6000 | Use Model |
| 44 | CL | CL MILLIKEN | 0.11 | 0 | 10090 | 0 | 800 | 0.84 | 5 | 2 | 6000 | 6000 | Use Model |
| 44 | STR | PCG | 0.71 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 44 | WIDCH | CR 51 | 0.72 | 732 | 1470 | 242 | 490 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 35 | CR 35.5 | 0.52 | 1763 | 3450 | 793 | 1550 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | SH 60 | CR 29 | 1.01 | 617 | 1280 | 167 | 350 | 0.04 | 5 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 33 | SH 85 | 0.13 | 1522 | 298 | 700 | 137 | 0.01 | 4 | 2 | 14400 | 14400 | No Model No Count Derived |
| 44 | CR 31 | CR 33 | 1.01 | 0 | 4150 | 0 | 300 | 0.14 | 5 | 2 | 14400 | 14400 | Use Model |
| 44 | CR 29 | CR 31 | 0.99 | 640 | 5850 | 160 | 460 | 0.20 | 5 | 2 | 14400 | 14400 | Use Model |
| 44 | RRX | CR 35 | 0.81 | 1522 | 2980 | 700 | 1370 | 0.10 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | SH 85 | RRX | 0.04 | 1522 | 298 | 700 | 137 | 0.01 | 4 | 2 | 14400 | 14400 | No Model No Count Derived |
| 44 | STR | CR 43 | 0.30 | 976 | 2010 | 390 | 800 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 39 | CR 41 | 0.99 | 1015 | 2090 | 386 | 800 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 37 | CR 39 | 1.02 | 1727 | 3380 | 794 | 1550 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 35.5 | CR 37 | 0.51 | 1726 | 3380 | 759 | 1480 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 41 | STR | 0.24 | 976 | 2010 | 390 | 800 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | STR | STR | 0.45 | 976 | 2010 | 390 | 800 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 45 | CR 47 | 1.00 | 1118 | 2300 | 369 | 760 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 43 | CR 45 | 1.00 | 1208 | 2490 | 387 | 800 | 0.09 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | STR | WIDCH | 0.73 | 1082 | 2230 | 368 | 760 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 47 | STR | 0.10 | 1082 | 2230 | 368 | 760 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | WIDCH | SRFCH | 0.11 | 1082 | 2230 | 368 | 760 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | SRFCH | WIDCH | 0.10 | 732 | 1470 | 242 | 490 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 49 | SRFCH | 0.04 | 732 | 0 | 242 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | Removed |
| 44 | SRFCH | CR 49 | 0.04 | 1082 | 0 | 368 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | Removed |
| 44 | WIDCH | WIDCH | 0.10 | 732 | 1470 | 242 | 490 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 55 | CR 57 | 1.00 | 178 | 360 | 55 | 110 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 53 | CR 55 | 1.00 | 251 | 500 | 78 | 160 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 51 | STR | 0.81 | 618 | 1240 | 216 | 430 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | STR | CR 53 | 0.19 | 618 | 1240 | 216 | 430 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 44 | CR 57 | END | 0.66 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 44 | STR | STR | 0.64 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 44 | SH 34 | STR | 0.39 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 44 | RRX | CR 87 | 1.49 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 45 | RRX | CR 54 | 0.72 | 220 | 250 | 37 | 40 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 45 | STR | STR | 1.41 | 1173 | 2280 | 235 | 270 | 0.08 | 7 | 2 | 14400 | 14400 | Use Model |
| 45 | 168TH AV | CR 4 | 1.00 | 1474 | 2940 | 369 | 300 | 0.10 | 7 | 2 | 14400 | 14400 | Use Model |
| 45 | CR 4 | STR | 1.04 | 1303 | 2630 | 300 | 610 | 0.09 | 7 | 2 | 14400 | 14400 | Use Count |
| 45 | CR 10 | CL | 0.25 | 0 | 3180 | 0 | 340 | 0.11 | 7 | 2 | 14400 | 14400 | Use Model |
| 45 | STR | CR 10 | 0.56 | 1173 | 3190 | 235 | 340 | 0.11 | 7 | 2 | 14400 | 14400 | Use Model |
| 45 | CR 42 | SRFCH | 1.00 | 95 | 110 | 16 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 40 | CR 42 | 1.00 | 33 | 40 | 8 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 45 | SRFCH | CR 46 | 0.99 | 50 | 60 | 13 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 45 | SRFCH | CR 44 | 0.01 | 95 | 220 | 16 | 40 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 45 | CR 44 | SRFCH | 0.01 | 50 | 120 | 13 | 30 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 45 | CR 52 | RRX | 0.25 | 220 | 250 | 37 | 40 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 45 | STR | CR 90 | 2.64 | 26 | 50 | 6 | 10 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 70 | CR 74 | 2.03 | 134 | 230 | 35 | 60 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 62 | CR 64 | 1.00 | 151 | 1200 | 45 | 150 | 0.05 | 4 | 2 | 13200 | 13200 | Use Model |
| 45 | CR 54 | URBDRY | 0.95 | 576 | 1190 | 202 | 420 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 45 | URBDRY | SH 34 | 0.18 | 0 | 1190 | 0 | 420 | 0.04 | 4 | 2 | 14400 | 14400 | No Model No Count Derived |
| 45 | STR | CL GREELEY | 0.23 | 0 | 1110 | 0 | 220 | 0.04 | 4 | 2 | 13200 | 13200 | Use Model |
| 45 | CR 58.25 | STR | 0.46 | 0 | 1330 | 0 | 190 | 0.05 | 4 | 2 | 14400 | 14400 | Use Model |
| 45 | STR | STR | 0.09 | 0 | 1400 | 0 | 240 | 0.05 | 4 | 2 | 13200 | 13200 | Use Model |
| 45 | CR 66 | SH 392 | 1.01 | 89 | 100 | 13 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 64 | CR 66 | 1.00 | 179 | 1330 | 54 | 150 | 0.05 | 4 | 2 | 13200 | 13200 | Use Model |
| 45 | STR | STR | 0.41 | 312 | 550 | 144 | 250 | 0.05 | 2 | 2 | 6000 | 6000 | Use Count |
| 45 | SH 392 | STR | 0.23 | 0 | 550 | 0 | 250 | 0.05 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 45 | STR | CR 70 | 0.25 | 0 | 550 | 0 | 250 | 0.05 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 45 | STR | STR | 0.14 | 0 | 550 | 0 | 250 | 0.05 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 45 | CR 74 | CR 80 | 3.10 | 50 | 90 | 11 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 84 | STR | 0.26 | 12 | 20 | 3 | 10 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 102 | CR 114 | 6.11 | 5 | 10 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 45 | CR 114 | CR 122 | 4.06 | 5 | 10 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 1 | STR SH 25 | 4.16 | 140 | 950 | 24 | 40 | 0.08 | 5 | 2 | 6000 | 6000 | Use Model |
| 46 | CL JOHNS/CR 15 | OLD CL | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 46 | SH 25 | CR 13 | 2.02 | 211 | 470 | 36 | 80 | 0.04 | 5 | 2 | 6000 | 6000 | Use Count |
| 46 | OLD CL | CR 17 | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 46 | CR 21 | MARJORIE | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| 46 | SRFCH | CR 53 | 1.91 | 206 | 230 | 79 | 90 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 35 | CR 37 | 1.00 | 105 | 120 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | SH 60 | CR 29 | 1.06 | 1166 | 5820 | 361 | 1800 | 0.20 | 5 | 2 | 14400 | 14400 | Use Count |
| 46 | CL | SH 60 | 0.86 | 372 | 800 | 86 | 190 | 0.07 | 5 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 23 | CL | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 46 | RRX | CL | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 46 | CL | RRX | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 46 | RRX | CL | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| 46 | CR 31 | CR 33 | 1.02 | 1230 | 6140 | 443 | 2210 | 0.21 | 5 | 2 | 14400 | 14400 | Use Count |
| 46 | CR 29 | CR 31 | 0.99 | 1174 | 5860 | 340 | 1700 | 0.20 | 5 | 2 | 14400 | 14400 | Use Count |
| 46 | CR 33 | CR 35 | 1.00 | 1396 | 6970 | 489 | 2440 | 0.24 | 5 | 2 | 14400 | 14400 | Use Count |
| 46 | CR 37 | CR 43 | 3.18 | 128 | 150 | 36 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 45 | STR | 1.44 | 169 | 190 | 59 | 70 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 43.5 | CR 45 | 0.50 | 0 | 200 | 0 | 80 | 0.02 | 4 | 2 | 6000 | 6000 | No Model No Count Derived |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 46 | STR | SRFCH | 0.50 | 169 | 190 | 59 | 70 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 49 | SRFCH | 0.02 | 251 | 520 | 103 | 210 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 46 | SRFCH | SRFCH | 0.02 | 169 | 350 | 59 | 120 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 46 | SRFCH | CR 49 | 0.03 | 169 | 350 | 59 | 120 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 46 | SRFCH | SRFCH | 0.02 | 251 | 520 | 103 | 210 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 46 | CR 53 | CR 57 | 2.00 | 101 | 120 | 35 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 59 | CR 61 | 0.98 | 109 | 130 | 41 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 46 | CR 57 | CR 59 | 1.00 | 164 | 330 | 61 | 120 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 46 | CR 61 | END | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 47 | CR 52 | RRX | 0.65 | 438 | 880 | 88 | 180 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | 168TH AV | SH 52 | 5.02 | 108 | 120 | 17 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 47 | BGN | CR 34.5 | 1.39 | 80 | 90 | 27 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 47 | CR 42 | SRFCH | 1.03 | 169 | 200 | 49 | 60 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 47 | CR 38 | STR | 1.66 | 88 | 100 | 35 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 47 | CR 34.5 | CR 38 | 1.50 | 47 | 50 | 19 | 20 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 47 | STR | CR 42 | 0.37 | 82 | 90 | 28 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 47 | CR 48 | CR 50 | 0.98 | 274 | 330 | 104 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| 47 | CR 46 | CR 48 | 1.00 | 150 | 330 | 45 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| 47 | SRFCH | CR 46 | 0.99 | 135 | 200 | 43 | 10 | 0.02 | 4 | 2 | 6000 | 6000 | Use Model |
| 47 | SRFCH | CR 44 | 0.01 | 169 | 400 | 49 | 110 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | CR 44 | SRFCH | 0.01 | 0 | 150 | 0 | 10 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 47 | CR 50 | CR 52 | 1.00 | 243 | 330 | 32 | 20 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 47 | STR | CR 74 | 2.22 | 412 | 690 | 153 | 260 | 0.06 | 2 | 2 | 6000 | 6000 | Use Count |
| 47 | CR 62 | WIDCH | 0.13 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | CR 54 | URBDRY | 0.92 | 1089 | 2130 | 316 | 620 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | RRX | CR 54 | 0.35 | 438 | 880 | 88 | 180 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | URBDRY | SH 34 | 0.09 | 1089 | 2130 | 316 | 620 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | CR 60.5 | CL GREELEY | 0.20 | 4295 | 8620 | 2663 | 5350 | 0.33 | 4 | 2 | 13200 | 13200 | Use Count |
| 47 | CL GREELEY | WIDCH | 0.36 | 4295 | 8620 | 2663 | 5350 | 0.16 | 4 | 4 | 26400 | 26400 | Use Count |
| 47 | WIDCH | CR 62 | 0.11 | 4295 | 8620 | 2663 | 5350 | 0.16 | 4 | 4 | 26400 | 26400 | Use Count |
| 47 | WIDCH | WIDCH | 0.63 | 4182 | 8400 | 2509 | 5040 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 47 | WIDCH | CR 64.5 | 0.39 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | WIDCH | WIDCH | 0.76 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | CR 64 | WIDCH | 0.11 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | WIDCH | CR 64 | 0.11 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | WIDCH | WIDCH | 0.11 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | CR 64.5 | WIDCH | 0.22 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | CR 66 | WIDCH | 0.11 | 4182 | 8400 | 2509 | 5040 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 47 | WIDCH | CR 66 | 0.17 | 0 | 8510 | 0 | 5375 | 0.16 | 4 | 4 | 26400 | 26400 | No Model No Count Derived |
| 47 | STR | STR | 0.59 | 521 | 880 | 177 | 300 | 0.07 | 2 | 2 | 6000 | 6000 | Use Count |
| 47 | SRFCH | SH 392 | 0.18 | 4182 | 8400 | 2504 | 5030 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 47 | WIDCH | WIDCH | 0.08 | 4182 | 8400 | 2509 | 5040 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 47 | SRFCH | SRFCH | 0.05 | 521 | 1070 | 177 | 360 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | SH 392 | SRFCH | 0.11 | 521 | 1070 | 177 | 360 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 47 | SRFCH | STR | 0.06 | 521 | 880 | 177 | 300 | 0.07 | 2 | 2 | 6000 | 6000 | Use Count |
| 47 | CR 74 | SH 14 | 4.00 | 121 | 200 | 39 | 60 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 48 | CL | SH 25 | 0.44 | 0 | 9880 | 0 | 700 | 0.34 | 5 | 2 | 14400 | 14400 | Use Model |
| 48 | CR 904 CO LN RD | CR 3 | 0.80 | 70 | 2860 | 9 | 190 | 0.24 | 5 | 2 | 6000 | 6000 | Use Model |
| 48 | CR 7 | CL | 0.51 | 0 | 9880 | 0 | 700 | 0.37 | 5 | 2 | 13200 | 13200 | Use Model |
| 48 | SRFCH | CR 53 | 1.91 | 118 | 140 | 26 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 48 | CR 35 | SH 85 | 0.93 | 170 | 430 | 97 | 250 | 0.04 | 5 | 2 | 6000 | 6000 | Use Count |
| 48 | CR 43 | CR 47 | 1.99 | 104 | 120 | 24 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 48 | STR | SRFCH | 0.52 | 82 | 100 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 48 | CR 47 | STR | 0.44 | 82 | 100 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 48 | CR 49 | SRFCH | 0.02 | 0 | 5700 | 0 | 330 | 0.20 | 4 | 2 | 14400 | 14400 | Use Model |
| 48 | SRFCH | SRFCH | 0.02 | 82 | 190 | 21 | 50 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 48 | SRFCH | CR 49 | 0.02 | 82 | 190 | 21 | 50 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 48 | SRFCH | SRFCH | 0.02 | 121 | 260 | 27 | 60 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 48 | CR 53 | CR 61 | 3.98 | 58 | 70 | 19 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 49 | CR 52 | WIDCH | 0.74 | 5846 | 12190 | 26 | 5730 | 0.21 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 4 | SH 52 | 2.01 | 78 | 180 | 15 | 30 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 49 | CR 4 | SH 52 | 1.00 | 41 | 60 | 8 | 10 | 0.00 | 7 | 2 | 14400 | 14400 | Use Count |
| 49 | SH 52 | CL HUDSON | 0.56 | 0 | 231 | 0 | 9 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 49 | CR 4 | SH 52 | 1.00 | 126 | 290 | 16 | 40 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 49 | CL | CL | 0.87 | 0 | 231 | 0 | 9 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 49 | CL | CR 16 | 0.44 | 0 | 231 | 0 | 9 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 49 | CL | CL | 0.12 | 0 | 231 | 0 | 9 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 49 | SYSCH | CL | 0.01 | 0 | 231 | 0 | 9 | 0.01 | 7 | 2 | 14400 | 14400 | Use Model |
| 49 | WIDCH | CR 34.5 | 0.33 | 5506 | 12580 | 2863 | 8040 | 0.22 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | STR | WIDCH | 2.49 | 0 | 19485 | 0 | 8775 | 0.34 | 7 | 4 | 28800 | 28800 | No Model No Count Derived |
| 49 | WIDCH | WIDCH | 1.44 | 9455 | 19090 | 4160 | 8400 | 0.33 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 18.5 | WIDCH | 0.11 | 9455 | 19090 | 4160 | 8400 | 0.33 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 18 | CR 18.5 | 0.24 | 6433 | 14800 | 1994 | 7090 | 0.26 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | STR | 1.11 | 9556 | 19300 | 4014 | 8110 | 0.34 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 22 | WIDCH | 0.20 | 9556 | 19300 | 4014 | 8110 | 0.34 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 22 | 0.20 | 9455 | 19090 | 4160 | 8400 | 0.33 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 32 | 0.83 | 9739 | 19670 | 4675 | 9440 | 0.34 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 30 | 0.20 | 0 | 19485 | 0 | 8775 | 0.34 | 7 | 4 | 28800 | 28800 | No Model No Count Derived |
| 49 | WIDCH | CR 32 | 0.17 | 9739 | 19670 | 4675 | 9440 | 0.34 | 7 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 32 | WIDCH | 0.89 | 5842 | 13340 | 2162 | 7440 | 0.23 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 34 | 0.11 | 5842 | 13340 | 2162 | 7440 | 0.23 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 34 | WIDCH | 0.18 | 5506 | 12580 | 2863 | 8040 | 0.22 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 44 | 0.84 | 9809 | 19690 | 4414 | 8860 | 0.34 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 38 | CR 40 | 1.00 | 5822 | 13300 | 2096 | 7290 | 0.23 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 36 | CR 38 | 1.00 | 5642 | 12890 | 2144 | 7400 | 0.22 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 34.5 | CR 36 | 0.49 | 6003 | 13710 | 2341 | 7850 | 0.24 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 42 | 0.17 | 5100 | 11650 | 2397 | 7980 | 0.20 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 40 | WIDCH | 0.82 | 5100 | 11650 | 2397 | 7980 | 0.20 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 42 | WIDCH | 0.17 | 9809 | 19690 | 4414 | 8860 | 0.34 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 48 | WIDCH | 0.89 | 4976 | 11370 | 2488 | 5680 | 0.20 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 46 | CR 48 | 1.00 | 0 | 15660 | 0 | 8025 | 0.27 | 4 | 4 | 28800 | 28800 | No Model No Count Derived |
| 49 | CR 44 | CR 46 | 0.99 | 9937 | 19950 | 5167 | 10370 | 0.35 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 52 | 0.82 | 5335 | 12190 | 2507 | 5730 | 0.21 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 50 | WIDCH | 0.18 | 5335 | 12190 | 2507 | 5730 | 0.21 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 50 | 0.11 | 4976 | 11370 | 2488 | 5680 | 0.20 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 86 | SRFCH | 2.00 | 25 | 40 | 8 | 10 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 49 | SH 392 | STR | 1.77 | 99 | 170 | 25 | 40 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 49 | SH 263 | CR 62.5 | 0.99 | 182 | 370 | 56 | 120 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 49 | SRFCH | US 34 | 0.86 | 5685 | 8370 | 52 | 4270 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | RRX | WIDCH | 0.11 | 5685 | 8370 | 52 | 4270 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | WIDCH | CR 54 | 0.17 | 6289 | 12190 | 52 | 5730 | 0.21 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 54 | RRX | 0.12 | 5685 | 8370 | 52 | 4270 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| 49 | CR 66 | SH 392 | 1.01 | 83 | 100 | 26 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 49 | CR 62.5 | RRX | 1.00 | 116 | 130 | 40 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 49 | RRX | CR 66 | 0.51 | 90 | 100 | 32 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 49 | SRFCH | SH 14 | 3.87 | 89 | 160 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 49 | STR | SRFCH | 1.22 | 105 | 180 | 28 | 50 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 49 | CR 74 | SRFCH | 0.12 | 102 | 150 | 15 | 20 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 49 | SRFCH | CR 74 | 0.01 | 105 | 150 | 28 | 40 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 49 | SH 14 | CR 86 | 2.00 | 43 | 80 | 10 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 49 | CR 102 | CR 114 | 5.96 | 20 | 30 | 7 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 49 | SRFCH | CR 102 | 5.98 | 54 | 90 | 17 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 49 | CR 90 | SRFCH | 0.01 | 54 | 80 | 17 | 20 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| 49 | SRFCH | CR 90 | 0.01 | 25 | 40 | 8 | 10 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| 49 | CR 114 | CR 122 | 4.04 | 16 | 30 | 6 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 50 | CR 13 | CR 17 | 1.96 | 2858 | 6320 | 400 | 260 | 0.22 | 3 | 2 | 14400 | 14400 | Use Model |
| 50 | CL JOHNSTOWN | CL | 0.25 | 624 | 4580 | 106 | 330 | 0.38 | 3 | 2 | 6000 | 6000 | Use Model |
| 50 | CL | CL | 0.10 | 0 | 4580 | 0 | 330 | 0.38 | 3 | 2 | 6000 | 6000 | Use Model |
| 50 | CL | CR 13 | 0.49 | 0 | 4580 | 0 | 330 | 0.38 | 3 | 2 | 6000 | 6000 | Use Model |
| 50 | CR 13 | CR 13 | 0.11 | 1712 | 2070 | 308 | 80 | 0.08 | 3 | 2 | 13200 | 13200 | Use Model |
| 50 | WIDCH | CR 53 | 1.94 | 942 | 1840 | 349 | 680 | 0.06 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 41 | CR 43 | 1.00 | 666 | 1300 | 206 | 400 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | STR | SRFCH | 0.79 | 115 | 130 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 50 | CR 47 | STR | 0.17 | 115 | 130 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 50 | SRFCH | WIDCH | 0.04 | 1841 | 3600 | 700 | 1370 | 0.13 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | SRFCH | SRFCH | 0.02 | 115 | 220 | 33 | 60 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | SRFCH | CR 49 | 0.02 | 115 | 220 | 33 | 60 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 49 | SRFCH | 0.02 | 1841 | 3600 | 700 | 1370 | 0.13 | 4 | 2 | 14400 | 14400 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | CR 61 | SH 34 | 1.40 | 184 | 210 | 75 | 80 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 50 | CR 55 | CR 57 | 1.00 | 450 | 880 | 189 | 370 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 53 | CR 55 | 1.01 | 623 | 1220 | 224 | 440 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 59 | CR 61 | 1.04 | 334 | 650 | 170 | 330 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | STR | CR 59 | 0.76 | 322 | 630 | 148 | 290 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 57 | STR | 0.21 | 322 | 630 | 148 | 290 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | STR | CR 67 | 0.28 | 112 | 130 | 28 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 50 | SRFCH | STR | 1.27 | 130 | 150 | 41 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 50 | SH 34 | SRFCH | 0.08 | 184 | 370 | 75 | 150 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | RRX | STR | 0.24 | 469 | 920 | 150 | 290 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 380 | RRX | 0.03 | 469 | 920 | 150 | 290 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | CR 69 | BARR | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 50 | STR | CR 69 | 0.13 | 469 | 920 | 150 | 290 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 50 | BGN | CR 97 | 0.86 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 51 | CR 50 | RRX | 2.39 | 105 | 120 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 51 | SH 52 | CL | 1.03 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 51 | CR 8 | SH 52 | 2.02 | 44 | 60 | 7 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 51 | CL | CR 16 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 51 | CR 16 | RRX | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 51 | RRX | SERVICE RD | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 51 | CR 18 | CR 22 | 1.99 | 29 | 40 | 9 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 51 | BARR | CR 18 | 0.55 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 51 | CR 42 | CR 44 | 1.00 | 34 | 40 | 7 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 51 | CR 44 | CR 50 | 2.99 | 91 | 110 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 51 | CR 86 | SRFCH | 1.99 | 32 | 60 | 12 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 51 | STR | STR | 2.03 | 1175 | 1630 | 271 | 380 | 0.06 | 2 | 2 | 14400 | 14400 | Use Count |
| 51 | SH 263 | CR 64 | 1.49 | 826 | 1700 | 281 | 580 | 0.06 | 4 | 2 | 14400 | 14400 | Use Count |
| 51 | SH 34 | CR 58 | 0.94 | 65 | 80 | 11 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 51 | RRX | SH 34 | 0.61 | 119 | 140 | 29 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 51 | CR 58 | GATE | 0.81 | 29 | 30 | 7 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 51 | CR 64 | SH 392 | 2.00 | 828 | 1710 | 290 | 600 | 0.06 | 4 | 2 | 14400 | 14400 | Use Count |
| 51 | SH 392 | STR | 0.42 | 1241 | 1720 | 310 | 430 | 0.06 | 2 | 2 | 14400 | 14400 | Use Count |
| 51 | STR | SH 14 | 1.72 | 550 | 760 | 163 | 230 | 0.03 | 2 | 2 | 14400 | 14400 | Use Count |
| 51 | CR 74 | STR | 2.93 | 1024 | 1420 | 256 | 350 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 51 | SH 14 | CR 86 | 1.34 | 42 | 80 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 51 | CR 106 | CR 108 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 51 | SRFCH | CR 90 | 0.01 | 32 | 50 | 12 | 20 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| 51 | CR 104 | CR 106 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 52 | STR | CR 25 | 1.38 | 190 | 6570 | 124 | 230 | 0.55 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | STR | CR 15.5 | 0.99 | 52 | 4480 | 7 | 180 | 0.37 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | CR 13 | STR | 0.50 | 72 | 4480 | 11 | 180 | 0.37 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | RRX | CL MILLIKEN | 0.47 | 0 | 1490 | 0 | 40 | 0.06 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | CR 17 | CR 17.5 | 0.51 | 558 | 12040 | 67 | 650 | 0.46 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | CR 15.5 | RRX | 0.15 | 0 | 6800 | 0 | 270 | 0.57 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | RRX | CR 17 | 0.35 | 94 | 6800 | 15 | 270 | 0.57 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | CR 17.5 | RRX | 0.05 | 0 | 15480 | 0 | 720 | 0.59 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | RRX | STR | 0.11 | 0 | 1490 | 0 | 40 | 0.06 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | STR | CL MILLIKEN | 0.12 | 0 | 1490 | 0 | 40 | 0.06 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | CL MILLIKEN | STR | 0.36 | 0 | 7650 | 0 | 320 | 0.64 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | STR | CL MILLIKEN | 0.03 | 0 | 7650 | 0 | 320 | 0.64 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | CR 27 | CR 27.50 (TWO | 0.49 | 63 | 8410 | 0 | 360 | 0.70 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | CR 27.50 | CL MILLIKEN | 0.49 | 0 | 6840 | 0 | 260 | 0.57 | 3 | 2 | 6000 | 6000 | Use Model |
| 52 | URBDRY | CR 43 | 1.90 | 551 | 800 | 77 | 100 | 0.03 | 4 | 2 | 14400 | 14400 | Use Model |
| 52 | CL | CL | 0.04 | 0 | 1410 | 0 | 140 | 0.05 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | SH 85 | RRX | 0.03 | 0 | 1040 | 0 | 130 | 0.04 | 4 | 2 | 14400 | 14400 | Use Model |
| 52 | RRX | URBDRY | 0.10 | 0 | 1040 | 0 | 130 | 0.04 | 4 | 2 | 14400 | 14400 | Use Model |
| 52 | CL | SERVICE RD | 0.41 | 0 | 1410 | 0 | 160 | 0.05 | 3 | 2 | 13200 | 13200 | Use Model |
| 52 | CR 45 | CR 47 | 1.01 | 123 | 320 | 28 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| 52 | CR 43 | CR 45 | 1.03 | 139 | 320 | 28 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| 52 | CR 47 | STR | 0.75 | 50 | 60 | 11 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 52 | STR | SRFCH | 0.20 | 50 | 60 | 11 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 52 | SRFCH | SRFCH | 0.02 | 50 | 120 | 11 | 30 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 52 | SRFCH | CR 90 | 0.03 | 50 | 120 | 11 | 30 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| 52 | CR 61 | CR 380 | 2.18 | 95 | 110 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 52 | CR 53 | CR 57 | 2.00 | 109 | 120 | 32 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 52 | CR 89 | CR 97 | 4.02 | 309 | 470 | 206 | 310 | 0.04 | 8 | 2 | 6000 | 6000 | Use Count |
| 53 | CR 50 | CL KERSEY | 2.00 | 2102 | 4330 | 820 | 1690 | 0.15 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | CR 16 | RRX | 0.49 | 124 | 170 | 31 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 53 | CR 6 | CR 10 | 2.03 | 0 | 120 | 0 | 10 | 0.00 | 7 | 2 | 14400 | 14400 | Use Model |
| 53 | COLI | CR 4 | 1.00 | 78 | 110 | 13 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 53 | SRFCH | CR 6 | 0.51 | 0 | 120 | 0 | 10 | 0.00 | 7 | 2 | 14400 | 14400 | Use Model |
| 53 | CR 4 | SRFCH | 0.49 | 0 | 120 | 0 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 53 | CR 10 | SH 52 | 1.09 | 441 | 870 | 79 | 160 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 53 | BEG | CR 16 | 0.75 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 53 | CR 34 | CR 40 | 3.00 | 432 | 850 | 213 | 420 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | SH 76 | CR 20 | 1.44 | 54 | 80 | 6 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 53 | RRX | SH 76 | 0.07 | 124 | 170 | 31 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 53 | STR | CR 44 | 0.28 | 708 | 1390 | 304 | 590 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | CR 40 | STR | 1.72 | 648 | 1270 | 293 | 570 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | CR 44 | CR 50 | 2.99 | 1674 | 3450 | 708 | 1460 | 0.12 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | SH 392 | CR 74 | 3.01 | 133 | 240 | 32 | 60 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 53 | SH 37 | RRX | 1.96 | 346 | 390 | 108 | 120 | 0.03 | 4 | 2 | 6000 | 6000 | Use Count |
| 53 | SH 34 | CR 58 | 0.94 | 4851 | 10260 | 1601 | 3380 | 0.36 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | CR 388 | CR 60 | 0.42 | 4321 | 9130 | 1469 | 3110 | 0.32 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | CR 58 | CR 388 | 0.59 | 4588 | 9700 | 1560 | 3300 | 0.34 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | CR 60 | CR 60.5 | 0.50 | 4223 | 8930 | 1436 | 3040 | 0.31 | 4 | 2 | 14400 | 14400 | Use Count |
| 53 | STR | SH 392 | 0.89 | 311 | 350 | 112 | 130 | 0.03 | 4 | 2 | 6000 | 6000 | Use Count |
| 53 | RRX | STR | 0.63 | 285 | 320 | 86 | 100 | 0.03 | 4 | 2 | 6000 | 6000 | Use Count |
| 53 | CR 74 | STR | 2.00 | 237 | 390 | 38 | 60 | 0.03 | 2 | 2 | 6000 | 6000 | Use Count |
| 53 | STR | CR 80 | 0.98 | 39 | 70 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 53 | CR 90 | END | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 53 | CR 108 | CR 112 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 53 | CR 112 | CR 114 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 53 | CR 122 | LG | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 54 | STR | RRX | 0.52 | 5627 | 32850 | 844 | 1850 | 0.43 | 3 | 4 | 38400 | 38400 | Use Model |
| 54 | WIDCH | STR | 0.51 | 5668 | 33940 | 794 | 1970 | 0.44 | 3 | 4 | 38400 | 38400 | Use Model |
| 54 | CR 13 | WIDCH | 0.18 | 0 | 33940 | 0 | 1970 | 0.44 | 3 | 4 | 38400 | 38400 | Use Model |
| 54 | CR 17 | STR | 1.47 | 5534 | 17670 | 719 | 880 | 0.25 | 3 | 4 | 36000 | 36000 | Use Model |
| 54 | RRX | CR 17 | 0.61 | 5507 | 25200 | 826 | 1450 | 0.35 | 3 | 4 | 36000 | 36000 | Use Model |
| 54 | RRX | RRX | 0.17 | 0 | 31110 | 0 | 1700 | 0.43 | 3 | 4 | 36000 | 36000 | Use Model |
| 54 | STR | SH 257 | 0.51 | 0 | 22570 | 0 | 1150 | 0.31 | 3 | 4 | 36000 | 36000 | Use Model |
| 54 | SURFCH | CR 51 | 0.82 | 811 | 950 | 97 | 110 | 0.08 | 4 | 2 | 6000 | 6000 | Use Count |
| 54 | STR | CR 45 | 1.25 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | Use Model |
| 54 | 1ST AV | URBDRY | 0.16 | 0 | 1530 | 0 | 230 | 0.06 | 4 | 2 | 13200 | 13200 | Use Model |
| 54 | STR | STR | 0.55 | 0 | 1530 | 0 | 230 | 0.05 | 4 | 2 | 14400 | 14400 | Use Model |
| 54 | URBDRY | STR | 0.05 | 0 | 1530 | 0 | 230 | 0.06 | 4 | 2 | 13200 | 13200 | Use Model |
| 54 | CR 45 | CR 47 | 1.00 | 1877 | 3670 | 375 | 730 | 0.13 | 4 | 2 | 14400 | 14400 | Use Count |
| 54 | CR 47 | CR 54 WEST | 0.78 | 1629 | 3190 | 375 | 730 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 54 | CR 54 WEST | WIDCH | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 54 | WIDCH | CR 54 EAST | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 54 | CR 49 | SRFCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 54 | WIDCH | SRFCH | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 54 | SRFCH | CR 49 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 54 | SRFCH | WIDCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 54 | CR 55 | SH 34 | 1.82 | 23 | 30 | 5 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | CR 124 | CR 126 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 55 | STR | CR 54 | 0.52 | 108 | 130 | 23 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | CR 4 | SH 52 | 4.02 | 80 | 90 | 15 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 55 | COLI | CR 4 | 1.00 | 63 | 1780 | 13 | 110 | 0.15 | 7 | 2 | 6000 | 6000 | Use Model |
| 55 | SH 52 | STR | 1.81 | 54 | 90 | 8 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 55 | STR | CR 16 | 0.18 | 0 | 90 | 0 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Model |
| 55 | CR 20 | END | 0.98 | 216 | 920 | 136 | 100 | 0.08 | 7 | 2 | 6000 | 6000 | Use Model |
| 55 | CR 18 | CR 20 | 1.00 | 900 | 920 | 369 | 100 | 0.08 | 7 | 2 | 6000 | 6000 | Use Model |
| 55 | CR 40 | CR 50 | 4.99 | 102 | 120 | 16 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | CR 36 | CR 40 | 1.99 | 42 | 50 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | CR 50 | STR | 1.47 | 108 | 130 | 23 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | SH 392 | CR 74 | 3.02 | 653 | 920 | 141 | 200 | 0.03 | 2 | 2 | 14400 | 14400 | Use Count |
| 55 | CR 62 | CR 62.5 | 0.49 | 2959 | 7580 | 1065 | 2730 | 0.20 | 4 | 2 | 19200 | 19200 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | RRX CL | SH 34 | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 55 | CR 54 | CR 54.5 | 0.51 | 255 | 290 | 48 | 50 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | CR 54.5 | RRX | 0.01 | 241 | 280 | 22 | 30 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 55 | SH 34 | BARR | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 55 | CONNECTOR | CR 62 | 0.46 | 3176 | 8140 | 1112 | 2850 | 0.21 | 4 | 2 | 19200 | 19200 | Use Count |
| 55 | CR 60.5 | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 55 | CR 66 | SH 392 | 0.99 | 3401 | 8430 | 1496 | 3710 | 0.22 | 4 | 2 | 19200 | 19200 | Use Count |
| 55 | 3RD AVE | 5TH AVE | 0.15 | 0 | 8800 | 0 | 3600 | 0.23 | 4 | 2 | 19200 | 19200 | No Model No Count Derived |
| 55 | CR 62.5 | CR 62.7 | 0.25 | 3949 | 9790 | 1501 | 3720 | 0.25 | 4 | 2 | 19200 | 19200 | Use Count |
| 55 | CR 62.7 | CR 64 | 0.25 | 2993 | 7670 | 1048 | 2690 | 0.20 | 4 | 2 | 19200 | 19200 | Use Count |
| 55 | CR 64 | 3RD AVE | 0.14 | 0 | 8800 | 0 | 3600 | 0.23 | 4 | 2 | 19200 | 19200 | No Model No Count Derived |
| 55 | 7TH AVE | CR 66 | 0.57 | 3528 | 8740 | 1446 | 3580 | 0.23 | 4 | 2 | 19200 | 19200 | Use Count |
| 55 | 5TH AVE | 7TH AVE | 0.14 | 0 | 8800 | 0 | 3600 | 0.23 | 4 | 2 | 19200 | 19200 | No Model No Count Derived |
| 55 | CR 80 | END | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 55 | CR 74 | CR 78 | 2.00 | 131 | 250 | 47 | 90 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 55 | CR 78 | SRFCH | 0.99 | 78 | 150 | 21 | 40 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 55 | SRFCH | CR 80 | 0.01 | 78 | 120 | 21 | 30 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| 55 | CR 108 | CR 112 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 55 | CR 120 | CR 122 | 0.95 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 55 | CR 122 | CR 124 | 0.96 | 60 | 100 | 32 | 50 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 56 | RRX | RRX | 0.33 | 32 | 5250 | 0 | 320 | 0.44 | 3 | 2 | 6000 | 6000 | Use Model |
| 56 | CR 13 | RRX | 0.09 | 0 | 5250 | 0 | 320 | 0.44 | 3 | 2 | 6000 | 6000 | Use Model |
| 56 | RRX | CR 15 | 0.64 | 0 | 5250 | 0 | 320 | 0.44 | 3 | 2 | 6000 | 6000 | Use Model |
| 56 | SH 34 BYPASS | CDS | 1.22 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 57 | CR 124 | CR 126 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 57 | CR 50 | CR 54.5 | 2.30 | 60 | 70 | 11 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 18 | CR 20 | 0.50 | 183 | 260 | 44 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 18 | CL KEENESBURG | 0.50 | 183 | 260 | 44 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 40 | CR 44 | 2.00 | 110 | 130 | 31 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 57 | GATE | CR 40 | 1.48 | 91 | 100 | 40 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 46 | CR 50 | 2.00 | 70 | 80 | 12 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 44 | CR 46 | 0.99 | 126 | 250 | 29 | 60 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 57 | CR 88 | SH 14 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 57 | SH 392 | CR 74 | 3.02 | 154 | 290 | 32 | 60 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 60.5 | SH 392 | 3.48 | 100 | 120 | 23 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 76 | CR 78 | 1.00 | 31 | 60 | 11 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 57 | CR 78 | SRFCH | 0.74 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 57 | SRFCH | END | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 57 | STR | CR 108 | 3.78 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 57 | STR | STR | 2.58 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 57 | SH 14 | STR | 2.63 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 57 | CR 108 | END | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 57 | SRFCH | END | 1.11 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 57 | STR | SRFCH | 2.33 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 57 | CR 126 | STR | 1.73 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 58 | WIDCH | CR 49.5 | 0.89 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 58 | SRFCH | WIDCH | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 58 | WELD COUNTY | SRFCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 58 | CR 51 | SH 37 | 1.03 | 454 | 910 | 213 | 430 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 58 | CR 49.5 | CR 51 | 0.50 | 500 | 1000 | 240 | 480 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 58 | WIDCH | CR 49.5 | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 58 | BGN | CR 89 | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 59 | STR | SH 34 | 1.29 | 0 | 570 | 0 | 30 | 0.02 | 4 | 2 | 14400 | 14400 | Use Model |
| 59 | SH 52 | CR 16.5 | 2.50 | 1668 | 2570 | 367 | 70 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 59 | CR 6 | CR 10 | 1.99 | 148 | 200 | 35 | 50 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 59 | CR 2 | CR 6 | 2.09 | 58 | 80 | 14 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 59 | CR 10 | SH 52 | 1.02 | 340 | 670 | 65 | 130 | 0.02 | 7 | 2 | 14400 | 14400 | Use Count |
| 59 | CR 20 | LG | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 59 | CR 18 | CR 20 | 0.83 | 1230 | 2420 | 713 | 1400 | 0.08 | 7 | 2 | 14400 | 14400 | Use Count |
| 59 | CL KENNESBURG | RRX | 0.02 | 0 | 2570 | 0 | 70 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 59 | RRX | CR 398 | 0.03 | 0 | 2570 | 0 | 70 | 0.09 | 7 | 2 | 14400 | 14400 | Use Model |
| 59 | CL | END | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 59 | CR 46 | CR 50 | 2.00 | 148 | 300 | 43 | 90 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 59 | CR 50 | STR | 0.61 | 0 | 170 | 0 | 10 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 59 | CR 70 | CR 72 | 1.10 | 354 | 620 | 188 | 330 | 0.05 | 2 | 2 | 6000 | 6000 | Use Count |
| 59 | STRUCTUREBRIDG | STR | 1.38 | 938 | 1880 | 356 | 710 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 59 | CR 388 | CR 60.5 | 2.01 | 494 | 990 | 262 | 530 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 59 | CR 60.5 | STR | 0.40 | 1078 | 2160 | 388 | 780 | 0.08 | 4 | 2 | 14400 | 14400 | Use Count |
| 59 | STRUCTUREBRIDG | SH 392 | 1.70 | 636 | 1280 | 235 | 470 | 0.04 | 4 | 2 | 14400 | 14400 | Use Count |
| 59 | SH 392 | CR 70 | 1.01 | 212 | 370 | 87 | 150 | 0.03 | 2 | 2 | 6000 | 6000 | Use Count |
| 59 | CR 74 | CR 78 | 2.00 | 177 | 250 | 39 | 60 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 59 | CR 72 | CR 74 | 1.01 | 421 | 740 | 206 | 360 | 0.06 | 2 | 2 | 6000 | 6000 | Use Count |
| 59 | CR 78 | END | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 59 | STR | CR 120 | 2.74 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 59 | CR 108 | STR | 3.34 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 59 | CR 128 | CR 130 | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 60 | CR 15 | CR 17 | 1.00 | 76 | 4730 | 7 | 310 | 0.39 | 3 | 2 | 6000 | 6000 | Use Model |
| 60 | CR 13 | CR 15 | 0.98 | 68 | 130 | 5 | 10 | 0.01 | 3 | 2 | 6000 | 6000 | Use Count |
| 60 | SH 37 | CR 55.5 | 1.49 | 46 | 50 | 17 | 20 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 61 | SH 34 | CR 380 | 0.91 | 683 | 1410 | 389 | 800 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 61 | CR 6 | SH 52 | 3.00 | 83 | 120 | 16 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 61 | BEG | CR 6 | 0.79 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 61 | SH 52 | CR 14 | 1.00 | 38 | 50 | 5 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 61 | CR 46 | CR 50 | 2.01 | 67 | 80 | 25 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 61 | GATE | CR 46 | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 61 | CR 50 | SH 34 | 0.98 | 300 | 620 | 132 | 270 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 61 | SH 392 | CR 74 | 2.71 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 61 | STR | CR 388 | 0.49 | 466 | 960 | 266 | 550 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 61 | CR 380 | STR | 0.21 | 466 | 960 | 266 | 550 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 61 | STR | STR | 0.37 | 466 | 960 | 266 | 550 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 61 | CR 64 | CR 68 | 1.99 | 150 | 170 | 62 | 70 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 61 | CR 62 | CR 64 | 1.00 | 132 | 150 | 36 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 61 | STR | SH 392 | 0.25 | 79 | 150 | 32 | 60 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 61 | CR 68 | STR | 0.06 | 0 | 150 | 0 | 60 | 0.01 | 4 | 2 | 6000 | 6000 | No Model No Count Derived |
| 61 | CR 74 | CR 78 | 2.00 | 141 | 250 | 41 | 70 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 61 | SH 14 | CR 94 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 61 | CR 94 | CR 96 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 62 | CR 15 | CL | 0.50 | 6222 | 17970 | 560 | 1510 | 0.47 | 3 | 2 | 19200 | 19200 | Use Model |
| 62 | CR 43 | CL GREELEY | 0.13 | 226 | 3120 | 36 | 410 | 0.12 | 4 | 2 | 13200 | 13200 | Use Model |
| 62 | CR 45 | CDS | 0.31 | 81 | 160 | 16 | 30 | 0.01 | 4 | 2 | 13200 | 13200 | Use Count |
| 62 | CL GREELEY | CR 45 | 0.13 | 200 | 1200 | 32 | 150 | 0.05 | 4 | 2 | 13200 | 13200 | Use Model |
| 62 | URBDRY | CR 49 | 0.80 | 252 | 520 | 66 | 140 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 62 | CR 47 | WIDCH | 0.16 | 252 | 520 | 66 | 140 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 62 | CDS | CL | 0.32 | 520 | 1100 | 270 | 570 | 0.04 | 4 | 2 | 13200 | 13200 | Use Count |
| 62 | CL | CR 47 | 0.02 | 520 | 1100 | 270 | 570 | 0.04 | 4 | 2 | 13200 | 13200 | Use Count |
| 62 | WIDCH | URBDRY | 0.05 | 252 | 520 | 66 | 140 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 62 | SH 37 | STR | 1.78 | 94 | 110 | 21 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 62 | CR 59 | CR 61 | 1.00 | 164 | 190 | 75 | 90 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 62 | STR | CR 59 | 0.22 | 85 | 100 | 19 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 62 | CR 95 | CR 97 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 63 | CR 124 | CR 128 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 63 | SH 34 | CR 380 | 1.28 | 26 | 30 | 8 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 63 | CR 16 | CR 16.5 | 0.48 | 612 | 1240 | 122 | 250 | 0.04 | 7 | 2 | 14400 | 14400 | Use Count |
| 63 | CR 2 | CR 8 | 3.00 | 34 | 50 | 5 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | SH 52 | CR 14 | 1.00 | 80 | 110 | 14 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | CR 8 | SH 52 | 2.00 | 90 | 130 | 16 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | CR 14 | CR 16 | 1.01 | 71 | 100 | 12 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | CR 18 | RRX | 0.77 | 91 | 120 | 31 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | CONNECTOR | CR 18 | 0.42 | 161 | 220 | 43 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | RRX | CR 398 | 0.03 | 91 | 120 | 31 | 40 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 63 | CR 88 | SH 14 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 63 | CR 66 | CR 68 | 1.00 | 279 | 320 | 123 | 140 | 0.09 | 4 | 2 | 1800 | 1800 | Use Count |
| 63 | CR 74 | CR 78 | 2.03 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 63 | CR 78 | PG | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 63 | CR 92 | CR 94 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 63 | CR 94 | CR 96 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 63 | SRFCH | CR 124 | 0.37 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 64 | CR 49 | CR 51 | 0.96 | 26 | 30 | 5 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | CR 29 | CR 29.3 | 0.26 | 0 | 19790 | 0 | 1840 | 0.37 | 3 | 2 | 26400 | 26400 | Use Model |
| 64 | CR 27 | CR 29 | 1.01 | 2912 | 18140 | 670 | 1620 | 0.40 | 3 | 2 | 22800 | 22800 | Use Model |
| 64 | RRX | CR 31 | 0.42 | 3535 | 21920 | 813 | 1920 | 0.42 | 3 | 2 | 26400 | 26400 | Use Model |
| 64 | CR 29.3 | RRX | 0.33 | 3535 | 21760 | 813 | 1910 | 0.41 | 3 | 2 | 26400 | 26400 | Use Model |
| 64 | RRX | STR | 0.73 | 792 | 520 | 253 | 100 | 0.02 | 4 | 2 | 12000 | 12000 | Use Model |
| 64 | URBDRY | CR 49 | 0.80 | 56 | 340 | 12 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| 64 | CR 47 | SRFCH | 0.08 | 0 | 340 | 0 | 20 | 0.01 | 4 | 2 | 14400 | 14400 | Use Model |
| 64 | SRFCH | URBDRY | 0.13 | 99 | 340 | 27 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| 64 | CR 51 | SH 37 | 1.99 | 28 | 30 | 4 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 64 | CR 57 | SRFCH | 2.50 | 140 | 160 | 48 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 64 | SRFCH | END | 0.35 | 12 | 10 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 65 | CR 14 | CR 18 | 2.00 | 25 | 40 | 2 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 65 | CR 2 | SRFCH | 2.92 | 62 | 90 | 12 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 65 | SRFCH | SH 52 | 2.09 | 487 | 960 | 168 | 330 | 0.03 | 7 | 2 | 14400 | 14400 | Use Count |
| 65 | CR 50 | CR 52.7 | 1.20 | 34 | 40 | 10 | 10 | 0.00 | 4 | 2 | 6000 | 6000 | Use Count |
| 65 | SRFCH | END | 0.54 | 0 | 190 | 0 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 65 | CR 74 | WIDCH | 2.77 | 102 | 190 | 19 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 65 | WIDCH | SRFCH | 0.24 | 0 | 190 | 0 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 65 | SH 14 | CR 92 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 66 | STR | SH 37 | 2.76 | 99 | 110 | 25 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 66 | CR 35 | CR 37 | 0.75 | 802 | 9210 | 96 | 880 | 0.26 | 3 | 2 | 18000 | 18000 | Use Model |
| 66 | CR 25.75 | CL GREELEY | 2.01 | 186 | 2730 | 39 | 140 | 0.10 | 3 | 2 | 13200 | 13200 | Use Model |
| 66 | CR 23.75 | CR 25.75 | 1.09 | 243 | 1450 | 90 | 90 | 0.05 | 3 | 2 | 13200 | 13200 | Use Model |
| 66 | CL | CR 35 | 0.67 | 1689 | 3600 | 253 | 220 | 0.13 | 3 | 2 | 14400 | 14400 | Use Model |
| 66 | URBDRY | CR 45 | 1.51 | 558 | 1170 | 262 | 150 | 0.04 | 4 | 2 | 14400 | 14400 | Use Model |
| 66 | RRX | URBDRY | 1.48 | 504 | 4200 | 171 | 810 | 0.16 | 4 | 2 | 13200 | 13200 | Use Model |
| 66 | CR 37 | SH 85 | 1.00 | 834 | 5810 | 158 | 850 | 0.16 | 3 | 2 | 18000 | 18000 | Use Model |
| 66 | SH 85 | RRX | 0.02 | 0 | 7830 | 0 | 1080 | 0.30 | 4 | 2 | 13200 | 13200 | Use Model |
| 66 | CR 45 | WIDCH | 0.73 | 397 | 630 | 202 | 50 | 0.02 | 4 | 2 | 14400 | 14400 | Use Model |
| 66 | CR 47 | STR | 0.90 | 101 | 120 | 26 | 30 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 66 | CR 47 | WIDCH | 0.15 | 102 | 220 | 24 | 50 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 66 | WIDCH | WIDCH | 0.12 | 0 | 490 | 0 | 30 | 0.02 | 4 | 2 | 13200 | 13200 | Use Model |
| 66 | WIDCH | CR 47 | 0.15 | 0 | 490 | 0 | 30 | 0.02 | 4 | 2 | 13200 | 13200 | Use Model |
| 66 | WIDCH | SRFCH | 0.15 | 102 | 220 | 24 | 50 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 66 | SH 37 | CR 57 | 1.00 | 93 | 110 | 33 | 40 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 66 | CR 59 | CR 63 | 1.98 | 131 | 150 | 41 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 66 | BGN | CR 59 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 66 | CR 85 | GATE | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 67 | CR 124 | STR | 2.87 | 33 | 50 | 15 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 16 | END | 2.00 | 26 | 40 | 7 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 4.75 | SH 52 | 3.29 | 48 | 70 | 7 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 2 | CR 4 | 1.00 | 16 | 20 | 3 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 4 | CR 4.75 | 0.77 | 22 | 30 | 3 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 67 | SH 52 | CR 16 | 1.99 | 98 | 140 | 48 | 70 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 16 | END | 0.34 | 26 | 40 | 7 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 50 | CR 380 | 0.36 | 49 | 60 | 11 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 67 | CR 68 | SH 392 | 2.08 | 142 | 200 | 80 | 110 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 67 | CR 120 | N GRASSLAND | 0.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 67 | N GRSSLAND BDRY | CR 124 | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 67 | STR | CR 132 | 1.13 | 33 | 50 | 16 | 30 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 68 | SRFCH | CR 83 | 5.69 | 586 | 930 | 340 | 540 | 0.08 | 8 | 2 | 6000 | 6000 | Use Count |
| 68 | CR 63 | SRFCH | 0.50 | 39 | 2930 | 14 | 1520 | 0.10 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | CR 392 | CR 68 | 0.38 | 1421 | 2930 | 739 | 1520 | 0.10 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | SH 392 | STR | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 68 | CR 61 | CR 61.4 | 0.48 | 1486 | 3060 | 817 | 1680 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | STR | CR 61 | 0.28 | 1421 | 2930 | 739 | 1520 | 0.10 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | CR 61.6 | STR | 0.26 | 1502 | 3090 | 886 | 1830 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | STR | CR 61.6 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 68 | CR 61.4 | STR | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 68 | STR | CR 63 | 0.06 | 1502 | 3090 | 886 | 1830 | 0.11 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | CR 69 | SRFCH | 1.34 | 804 | 1570 | 458 | 900 | 0.05 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | CR 67 | WIDCH | 0.28 | 833 | 1630 | 475 | 930 | 0.06 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | SRFCH | CR 67 | 1.48 | 1270 | 2620 | 749 | 1540 | 0.09 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | WIDCH | CR 69 | 0.74 | 833 | 1630 | 475 | 930 | 0.06 | 4 | 2 | 14400 | 14400 | Use Count |
| 68 | CR 89 | CR 93 | 2.02 | 31 | 50 | 11 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 68 | STR | CR 89 | 2.80 | 137 | 230 | 59 | 100 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 68 | CR 83 | STR | 0.18 | 0 | 230 | 0 | 100 | 0.02 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 68 | CR 93 | CR 97 | 2.12 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 69 | CR 124 | CR 130 | 2.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 69 | CR 16 | CR 20 | 1.99 | 48 | 70 | 7 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 69 | SH 52 | CR 16 | 1.99 | 105 | 150 | 37 | 50 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 69 | STR | CR 380 | 0.58 | 490 | 980 | 147 | 300 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 69 | SH 34 | STR | 0.72 | 490 | 980 | 147 | 300 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 69 | CR 50 | GATE | 0.86 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| 69 | END | SH 14 | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 69 | CR 68 | SH 392 | 3.02 | 22 | 40 | 10 | 20 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 69 | CR 80 | END | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 69 | SRFCH | CR 80 | 2.68 | 111 | 190 | 46 | 80 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 69 | BGN | CR 74 | 0.34 | 79 | 110 | 57 | 80 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| 69 | CR 74 | SRFCH | 0.03 | 111 | 160 | 46 | 70 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 69 | CR 96 | CR 104 | 3.98 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 69 | SH 14 | CR 96 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 69 | CR 114 | STR | 1.15 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 69 | CR 110 | CR 114 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 69 | STR | CR 120 | 1.86 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 69.25 | CR 74 | SH 392 | 0.23 | 299 | 410 | 90 | 120 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 70 | RRX | CR 23 | 0.72 | 69 | 12210 | 0 | 1140 | 0.51 | 1 | 2 | 12000 | 12000 | Use Model |
| 70 | CR 19 | CR 21 | 0.99 | 652 | 14390 | 46 | 1180 | 0.55 | 1 | 2 | 13200 | 13200 | Use Model |
| 70 | CR 21 | CL SEVERANCE | 0.07 | 0 | 12210 | 0 | 1140 | 0.51 | 1 | 2 | 12000 | 12000 | Use Model |
| 70 | STR | STR | 1.40 | 47 | 80 | 10 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | CR 37 | 0.63 | 98 | 1490 | 19 | 80 | 0.12 | 1 | 2 | 6000 | 6000 | Use Model |
| 70 | CR 27 | STR | 4.41 | 37 | 2350 | 9 | 100 | 0.20 | 1 | 2 | 6000 | 6000 | Use Model |
| 70 | CR 25 | CR 27 | 1.10 | 62 | 4010 | 19 | 190 | 0.33 | 1 | 2 | 6000 | 6000 | Use Model |
| 70 | CL | SRFCH | 0.43 | 443 | 5650 | 58 | 280 | 0.21 | 1 | 2 | 13200 | 13200 | Use Model |
| 70 | SRFCH | CR 25 | 0.50 | 0 | 5650 | 0 | 280 | 0.47 | 1 | 2 | 6000 | 6000 | Use Model |
| 70 | RRX | CR 43 | 2.27 | 110 | 190 | 23 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 37 | SH 85 | 0.70 | 159 | 1910 | 25 | 130 | 0.07 | 1 | 2 | 14400 | 14400 | Use Model |
| 70 | SH 85 | RRX | 0.02 | 0 | 680 | 0 | 50 | 0.06 | 2 | 2 | 6000 | 6000 | Use Model |
| 70 | STR | STR | 1.55 | 160 | 290 | 45 | 80 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | STR | 0.03 | 81 | 140 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | STR | 0.20 | 81 | 140 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 43 | STR | 0.11 | 81 | 140 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | STR | 0.11 | 81 | 140 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | STR | 0.07 | 81 | 140 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 55 | CR 57 | 1.00 | 88 | 150 | 33 | 60 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 53 | END | 0.46 | 63 | 120 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 53 | CR 53 | 1.01 | 66 | 120 | 26 | 50 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | STR | 0.36 | 34 | 60 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | STR | CR 51 | 0.14 | 34 | 60 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | END | CR 55 | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 70 | CR 59 | CR 61 | 1.00 | 40 | 70 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 57 | CR 59 | 1.00 | 97 | 170 | 39 | 70 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 70 | CR 61 | CR 61.4 | 0.47 | 28 | 50 | 4 | 10 | 0.01 | 2 | 2 | 1800 | 1800 | Use Count |
| 70 | BGN | CR 83 | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 70 | CR 85 | END | 0.74 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 71 | CR 14 | CR 18 | 2.00 | 47 | 70 | 8 | 10 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 71 | CR 6 | CR 10 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 71 | BGN | CR 6 | 0.36 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 71 | CR 18 | END | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 71 | N GRASSLAND | SH 14 | 2.00 | 0 | 70 | 0 | 50 | 0.01 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 71 | CR 80 | N GRASSLAND | 3.03 | 42 | 70 | 26 | 50 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 71 | SH 392 | CR 80 | 2.00 | 53 | 90 | 29 | 50 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 71 | CR 130 | CR 140 | 4.99 | 80 | 130 | 37 | 60 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 72 | STR | CR 19 | 0.90 | 0 | 5790 | 0 | 290 | 0.22 | 1 | 2 | 13200 | 13200 | Use Model |
| 72 | SH 257 | STR | 0.09 | 0 | 6180 | 0 | 310 | 0.23 | 1 | 2 | 13200 | 13200 | Use Model |
| 72 | STR | STR | 0.93 | 64 | 130 | 5 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 35 | CR 37 | 1.00 | 97 | 290 | 13 | 40 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 29 | CR 31 | 1.01 | 96 | 280 | 30 | 90 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72 | CR 25 | CR 27 | 1.08 | 68 | 200 | 10 | 30 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 72 | SEVERANCE CL | CR 25 | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 72 | CR 27 | CR 29 | 1.00 | 59 | 170 | 9 | 30 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 31 | CR 33 | 1.02 | 71 | 210 | 19 | 60 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 33 | CR 35 | 1.01 | 59 | 170 | 8 | 20 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 41 | STR | 0.95 | 39 | 70 | 5 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | RRX | CR 41 | 1.42 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 72 | CR 37 | SH 85 | 0.55 | 82 | 150 | 11 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | SH 85 | RRX | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 72 | CR 45 | CR 47 | 1.01 | 57 | 110 | 11 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | STR | CR 43 | 0.05 | 39 | 70 | 5 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 47 | STR | 0.59 | 77 | 150 | 0 | 0 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | STR | STR | 0.14 | 77 | 150 | 0 | 0 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | CR 55 | CR 59 | 1.99 | 111 | 230 | 0 | 0 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | STR | CR 51 | 0.29 | 50 | 100 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 72 | BGN | CR 55 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 73 | CR 16 | RRX | 4.51 | 514 | 1010 | 189 | 370 | 0.04 | 7 | 2 | 14400 | 14400 | Use Count |
| 73 | ADAMS COLI | CR 8 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 73 | SH 52 | CR 16 | 2.00 | 534 | 1050 | 182 | 360 | 0.04 | 7 | 2 | 14400 | 14400 | Use Count |
| 73 | CR 8 | SH 52 | 2.00 | 37 | 50 | 5 | 10 | 0.00 | 7 | 2 | 6000 | 6000 | Use Count |
| 73 | CR 73 | CR 24.4 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 73 | RRX | SERVICE RD | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 73 | CR 104 | CR 110 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 73 | CR 102 | CR 104 | 1.08 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 73 | CR 120 | END | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 74 | CR 15 | WINDSOR CL | 0.79 | 11220 | 22740 | 1010 | 1800 | 0.59 | 1 | 2 | 19200 | 19200 | Use Model |
| 74 | STR | CR 19 | 0.47 | 0 | 21980 | 0 | 1690 | 0.61 | 1 | 2 | 18000 | 18000 | Use Model |
| 74 | CL SEVERANCE | STR | 0.41 | 13628 | 22250 | 1635 | 1710 | 0.62 | 1 | 2 | 18000 | 18000 | Use Model |
| 74 | CL SEVERANCE | CL SEVERANCE | 0.48 | 7963 | 12810 | 717 | 970 | 0.36 | 1 | 2 | 18000 | 18000 | Use Model |
| 74 | CL SEVERANCE | CL SEVERANCE | 0.23 | 0 | 12810 | 0 | 970 | 0.44 | 1 | 2 | 14400 | 14400 | Use Model |
| 74 | SRFCH | CR 79 | 4.37 | 0 | 30 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Model |
| 74 | CR 49 | CR 51 | 0.94 | 1282 | 1780 | 256 | 350 | 0.06 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 29 | CR 31 | 1.01 | 3416 | 5970 | 615 | 420 | 0.16 | 1 | 2 | 19200 | 19200 | Use Model |
| 74 | CR 25 | CR 27 | 1.01 | 3351 | 5970 | 335 | 420 | 0.16 | 1 | 2 | 19200 | 19200 | Use Model |
| 74 | CR 27 | CR 29 | 1.07 | 3096 | 5970 | 557 | 420 | 0.17 | 1 | 2 | 18000 | 18000 | Use Model |
| 74 | CR 31 | CR 33 | 1.01 | 4053 | 12530 | 730 | 770 | 0.33 | 1 | 2 | 19200 | 19200 | Use Model |
| 74 | CR 41 | STR | 0.98 | 1936 | 2680 | 407 | 560 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 39 | CR 41 | 1.00 | 2250 | 3120 | 405 | 560 | 0.11 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 45 | CR 47 | 1.01 | 1733 | 2400 | 399 | 550 | 0.08 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 43 | CR 45 | 1.00 | 1650 | 2290 | 380 | 530 | 0.08 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | STR | CR 43 | 0.02 | 1936 | 2680 | 407 | 560 | 0.09 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 47 | CR 49 | 1.00 | 1424 | 1970 | 271 | 380 | 0.07 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 61 | CR 65 | 1.98 | 423 | 590 | 140 | 190 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 55 | CR 57 | 1.00 | 989 | 1370 | 277 | 380 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 53 | CR 55 | 1.00 | 856 | 1190 | 223 | 310 | 0.04 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | STR | CR 53 | 0.86 | 1094 | 1520 | 263 | 360 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 51 | STR | 0.12 | 1094 | 1520 | 263 | 360 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 51 | CR 51 | 0.02 | 1094 | 1520 | 263 | 360 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 59 | CR 61 | 1.00 | 788 | 1090 | 276 | 380 | 0.04 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 57 | CR 59 | 1.00 | 890 | 1230 | 276 | 380 | 0.04 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | STR | SH 392 | 0.41 | 0 | 80 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | CR 65 | STR | 0.71 | 0 | 80 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | WIDCH | CR 69 | 0.95 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | No Model No Count |
| 74 | BARR | CR 69 | 0.24 | 0 | 80 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | WIDCH | BARR | 0.56 | 0 | 80 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | WIDCH | SRFCH | 0.37 | 0 | 30 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | CR 69 | SRFCH | 0.16 | 0 | 30 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Model |
| 74 | CR 69 | SH 392 | 0.03 | 0 | 80 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | SH 392 | BARR | 0.05 | 0 | 80 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | SRFCH | CR 69.25 | 0.08 | 0 | 30 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Model |
| 74 | CR 69.25 | WIDCH | 0.04 | 767 | 1120 | 368 | 540 | 0.04 | 2 | 2 | 14400 | 14400 | Use Count |
| 74 | CR 69 | SH 392 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | No Model No Count |
| 74 | CR 101 | CR 109 | 4.04 | 0 | 30 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 74 | CR 79 | CR 93 | 6.96 | 30 | 30 | 7 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 74 | CR 97 | CR 101 | 2.05 | 0 | 30 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 74 | CR 93 | CR 97 | 2.00 | 0 | 30 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 74 | STR | CR 131 | 6.25 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 74 | MORGAN CR | STR | 0.54 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 74 | CR 149 | END | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 75 | CR 122 | CR 132 | 5.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 75 | CR 8 | SH 52 | 2.01 | 24 | 40 | 3 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 75 | CR 100 | CR 102 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 75 | CR 120 | CR 122 | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | CR 13 | CL WINDSOR | 0.45 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| 76 | CL WINDSOR | SH 257 | 0.79 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| 76 | CR 129 | SH 52 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | STR | CR 51 | 1.80 | 78 | 140 | 20 | 40 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 76 | CR 35 | CL | 1.03 | 1720 | 5830 | 310 | 1050 | 0.20 | 1 | 2 | 14400 | 14400 | Use Count |
| 76 | CR 29 | STR | 1.51 | 72 | 180 | 12 | 30 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 76 | STR | CR 27 | 0.81 | 146 | 840 | 20 | 40 | 0.07 | 1 | 2 | 6000 | 6000 | Use Model |
| 76 | CR 23 | STR | 1.21 | 146 | 840 | 20 | 40 | 0.07 | 1 | 2 | 6000 | 6000 | Use Model |
| 76 | CR 27 | CR 29 | 1.02 | 202 | 840 | 42 | 40 | 0.03 | 1 | 2 | 14400 | 14400 | Use Model |
| 76 | STR | CR 33 | 0.55 | 157 | 390 | 33 | 80 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 76 | CR 33 | CR 35 | 1.00 | 948 | 3210 | 209 | 710 | 0.11 | 1 | 2 | 14400 | 14400 | Use Count |
| 76 | CR 41 | STR | 1.13 | 157 | 260 | 52 | 90 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 76 | CR 39 | SRFCH | 0.17 | 0 | 330 | 0 | 110 | 0.01 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 76 | RRX | CR 39 | 0.95 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 13200 | 13200 | No Model No Count |
| 76 | SRFCH | SRFCH | 0.58 | 0 | 330 | 0 | 110 | 0.01 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 76 | SRFCH | CR 41 | 0.25 | 194 | 330 | 64 | 110 | 0.03 | 2 | 2 | 6000 | 6000 | Use Count |
| 76 | STR | STR | 2.04 | 103 | 190 | 16 | 30 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 76 | CR 51 | CR 59 | 3.99 | 72 | 130 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 76 | CR 103 | CR 105 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | CR 85 | CR 87 | 0.93 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | SRFCH | CR 127 | 3.33 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | CR 119 | SRFCH | 0.69 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | SH 52 | CR 139 | 2.64 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | CR 149 | SH 71 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 76 | SH 71 | CR 157 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 77 | CR 124 | CR 126 | 0.93 | 442 | 2770 | 243 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | SH 14 | STR | 1.83 | 919 | 2770 | 505 | 30 | 0.07 | 8 | 2 | 19200 | 19200 | Use Model |
| 77 | CR 16 | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 77 | SH 52 | CR 16 | 2.00 | 101 | 230 | 39 | 90 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 77 | STR | CR 110 | 1.63 | 650 | 2770 | 286 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | STR | CR 100 | 3.15 | 919 | 2770 | 487 | 30 | 0.07 | 8 | 2 | 19200 | 19200 | Use Model |
| 77 | STR | CR 106 | 1.97 | 901 | 2770 | 405 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 100 | STR | 1.03 | 901 | 2770 | 405 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 106 | STR | 0.45 | 746 | 2770 | 336 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 116 | CR 118 | 1.00 | 644 | 2770 | 283 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 110 | CR 114 | 2.00 | 862 | 2770 | 379 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 114 | CR 116 | 1.00 | 901 | 2770 | 396 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 120 | CR 122 | 1.03 | 614 | 2770 | 332 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 118 | CR 120 | 1.00 | 876 | 2770 | 394 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 122 | CR 124 | 1.01 | 671 | 2770 | 282 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 132 | CR 136 | 1.89 | 714 | 2770 | 471 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 128 | CR 132 | 2.01 | 388 | 2770 | 221 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 126 | CR 128 | 1.01 | 736 | 2770 | 478 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 126 | CR 126 | 0.06 | 0 | 2770 | 0 | 30 | 0.10 | 8 | 2 | 14400 | 14400 | Use Model |
| 77 | CR 124 | CR 126 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 77 | CR 77 | CR 136 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 78 | STR | SH 257 | 1.25 | 106 | 310 | 23 | 70 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 13 | STR | 0.69 | 67 | 200 | 12 | 40 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | SH 257 | CR 21 | 2.07 | 78 | 210 | 11 | 30 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 35 | SH 85 | 0.70 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 29 | CR 31 | 1.01 | 51 | 140 | 3 | 10 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 23 | CR 27 | 2.04 | 132 | 320 | 33 | 80 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 27 | STR | 0.51 | 140 | 340 | 45 | 110 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | STR | STR | 0.39 | 140 | 340 | 45 | 110 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 78 | STR | CR 29 | 0.14 | 0 | 340 | 0 | 110 | 0.03 | 1 | 2 | 6000 | 6000 | No Model No Count Derived |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 78 | CR 41 | CR 43 | 0.99 | 52 | 90 | 17 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 39 | CR 41 | 1.00 | 69 | 120 | 17 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 78 | RRX | CR 39 | 1.48 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 78 | SH 85 | RRX | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 78 | STR | CR 45 | 0.51 | 89 | 160 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 43 | STR | 0.50 | 89 | 160 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 45 | END | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 78 | CR 55 | CR 65 | 4.94 | 95 | 180 | 21 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 78 | CR 101 | CR 109 | 4.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 121 | CR 123 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 127 | CR 129 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 143 | CR 149 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 139 | CR 143 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 153 | SH 71 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | CR 149 | CR 153 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 78 | SH 71 | CR 157 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | SH 52 | CR 18 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | CR 84 | SH 14 | 3.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | CR 74 | CR 84 | 5.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | GATE | CR 74 | 1.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | SRFCH | CR 114 | 0.73 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | CR 120 | CR 122 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | CR 132 | CR 136 | 1.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 79 | CR 136 | CR 140 | 2.28 | 1080 | 2510 | 740 | 1720 | 0.09 | 8 | 2 | 14400 | 14400 | Use Count |
| 80 | STR | CR 23 | 1.00 | 107 | 300 | 28 | 80 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 15 | SH 257 | 0.99 | 994 | 3700 | 89 | 330 | 0.13 | 1 | 2 | 14400 | 14400 | Use Count |
| 80 | CL TIMNATH | CR 15 | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 13200 | 13200 | No Model No Count |
| 80 | CR 13 | CL TIMNATH | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 13200 | 13200 | No Model No Count |
| 80 | CR 19 | STR | 1.00 | 77 | 220 | 20 | 60 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 129 | SH 52 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 80 | STR | CR 85 | 5.09 | 50 | 80 | 16 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 80 | RRX | SRFCH | 0.31 | 149 | 210 | 25 | 40 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 80 | CR 29 | CR 31 | 1.01 | 103 | 240 | 52 | 120 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 80 | CL | STR | 1.91 | 199 | 500 | 48 | 120 | 0.04 | 1 | 2 | 6000 | 6000 | Use Count |
| 80 | STR | CR 29 | 0.16 | 199 | 500 | 48 | 120 | 0.04 | 1 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 35 | SH 85 | 0.42 | 77 | 150 | 0 | 0 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | SH 85 | RRX | 0.01 | 149 | 210 | 25 | 40 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 80 | CR 41 | CR 43 | 0.98 | 42 | 70 | 13 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 39 | STR | 0.15 | 0 | 1330 | 0 | 80 | 0.11 | 2 | 2 | 6000 | 6000 | Use Model |
| 80 | CR 37 | STR | 0.81 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 80 | SRFCH | STR | 0.24 | 149 | 250 | 25 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | STR | CR 37 | 0.04 | 149 | 250 | 25 | 40 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | STR | CR 39 | 0.43 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 80 | STR | CR 41 | 0.85 | 72 | 130 | 15 | 30 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 43 | CR 45 | 1.00 | 40 | 80 | 6 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 53 | CR 55 | 0.99 | 174 | 240 | 96 | 130 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 80 | CR 51 | CR 55 | 1.00 | 219 | 300 | 107 | 150 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 80 | CR 69 | CR 71 | 1.01 | 18 | 40 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | CR 71 | STR | 1.15 | 21 | 40 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 80 | STR | SH 392 | 0.65 | 0 | 40 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 80 | SH 392 | STR | 0.16 | 0 | 80 | 0 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 80 | CR 93 | CR 105 | 6.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 80 | CR 85 | STR | 3.12 | 106 | 170 | 73 | 120 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 80 | STR | CR 93 | 0.85 | 0 | 170 | 0 | 120 | 0.01 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 80 | CR 115 | CR 123 | 4.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 80 | CR 105 | CR 115 | 5.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 80 | SH 52 | CR 135 | 0.60 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 80 | CR 149 | CR 151 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | CR 16 | CR 18 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | CR 2 | SH 52 | 5.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | SH 52 | CR 16 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | CR 84 | CR 86 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | SYSCH | CR 84 | 0.35 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | SRFCH | SRFCH | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | SH 14 | CR 92 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | CR 92 | SRFCH | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | GATE | CR 120 | 1.14 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | CR 132 | CR 134 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 81 | CR 136 | CR 140 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | CR 131 | SH 52 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | SH 14 | CR 51 | 0.74 | 509 | 670 | 183 | 240 | 0.02 | 2 | 2 | 19200 | 19200 | Use Count |
| 82 | BGN | SH 392 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 82 | CR 79 | SRFCH | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | CR 127 | CR 129 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | CR 139 | CR 147 | 4.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | SH 52 | CR 139 | 2.58 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | CR 153 | SH 71 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | CR 147 | CR 149 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 82 | SH 71 | CR 157 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 120 | CR 126 | 3.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 6 | CR 10 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | BGN | CR 4 | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 4 | CR 6 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | SH 52 | CR 14 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 10 | SH 52 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 68 | CR 74 | 2.98 | 30 | 50 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 83 | CR 80 | CR 86 | 2.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | SH 14 | STR | 4.18 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 100 | CR 106 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | STR | CR 100 | 0.80 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 126 | CR 390 | 3.93 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 83 | CR 136 | CR 140 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | STR | STR | 2.05 | 69 | 230 | 7 | 20 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 15 | STR | 2.59 | 68 | 200 | 10 | 30 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 13 | STR | 0.57 | 867 | 3230 | 156 | 580 | 0.11 | 1 | 2 | 14400 | 14400 | Use Count |
| 84 | STR | CR 15 | 0.36 | 0 | 3230 | 0 | 580 | 0.11 | 1 | 2 | 14400 | 14400 | No Model No Count Derived |
| 84 | STR | STR | 0.98 | 113 | 380 | 10 | 30 | 0.03 | 1 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 131 | SH 52 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | SH 392 | CR 83 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | RRX | CR 39 | 2.13 | 139 | 240 | 27 | 50 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 29 | STR | 0.12 | 70 | 190 | 14 | 40 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 84 | STR | CR 29 | 1.41 | 86 | 230 | 17 | 50 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 84 | STR | CR 33 | 1.90 | 90 | 240 | 18 | 50 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 33 | SH 85 | 0.91 | 334 | 470 | 104 | 150 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 84 | SH 85 | RRX | 0.02 | 180 | 310 | 32 | 60 | 0.03 | 2 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 39 | CR 43 | 2.00 | 105 | 180 | 17 | 30 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 84 | CR 43 | CR 45 | 1.06 | 46 | 80 | 12 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 84 | SH 14 | END | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 84 | CR 83 | CR 93 | 4.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | CR 93 | SRFCH | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | CR 129 | CR 131 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | SH 52 | CR 135 | 0.56 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | CR 141 | END | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 84 | CR 151 | SH 71 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 84 | CR 149 | CR 151 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | GATE | END | 0.85 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | SH 52 | CR 14 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 14 | END | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 85 | CR 86 | SH 14 | 2.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 68 | CR 74 | 2.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 66 | CR 68 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 74 | CR 84 | 4.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 106 | CR 108 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | SH 14 | CR 94 | 2.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 122 | GATE | 1.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | SRFCH | CR 140 | 3.59 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 85 | CR 390 | SRFCH | 0.70 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CR 15 | SYSCH | 1.61 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86 | CR 13 | CR 15 | 0.93 | 48 | 160 | 5 | 20 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 86 | SYSCH | CR 19 | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CR 49 | CR 51 | 0.96 | 9 | 20 | 2 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 86 | RRX | SYSCH | 1.67 | 394 | 550 | 63 | 90 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 86 | CR 25 | CR 29 | 2.09 | 53 | 160 | 12 | 40 | 0.01 | 1 | 2 | 6000 | 6000 | Use Count |
| 86 | CR 31 | STR | 1.30 | 152 | 540 | 30 | 110 | 0.02 | 1 | 2 | 14400 | 14400 | Use Count |
| 86 | CR 29 | CR 31 | 1.00 | 60 | 180 | 16 | 50 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 86 | STR | SH 85 | 0.29 | 228 | 320 | 46 | 60 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 86 | SH 85 | RRX | 0.02 | 0 | 460 | 0 | 20 | 0.02 | 2 | 2 | 14400 | 14400 | Use Model |
| 86 | CR 39 | CR 43 | 2.00 | 215 | 310 | 31 | 40 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 86 | SYSCH | CR 39 | 0.76 | 291 | 410 | 41 | 60 | 0.01 | 2 | 2 | 14400 | 14400 | Use Count |
| 86 | CR 43 | CR 49 | 3.00 | 61 | 120 | 5 | 10 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 86 | CR 95 | CR 105 | 5.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | SRFCH | END | 1.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CR 79 | SRFCH | 2.54 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CR 105 | CR 115 | 5.04 | 33 | 50 | 13 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 86 | CR 115 | SH 14 | 0.44 | 37 | 60 | 14 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 86 | SH 14 | END | 0.33 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | SRFCH | CL RAYMER | 1.42 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CR 121 | SRFCH | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CL | CR 129 | 0.48 | 0 | 810 | 0 | 420 | 0.07 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 86 | SPLIT | CL | 0.04 | 0 | 810 | 0 | 420 | 0.07 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 86 | CL | SPLIT | 0.04 | 0 | 810 | 0 | 420 | 0.07 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 86 | CL | CR 129 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 86 | CL | CR 129 | 0.04 | 533 | 810 | 277 | 420 | 0.07 | 8 | 2 | 6000 | 6000 | Use Count |
| 87 | CR 2 | CR 10 | 4.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 87 | SH 52 | CR 14 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 87 | CR 10 | SH 52 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 87 | CR 14 | END | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 87 | CR 42.5 | STR | 0.58 | 316 | 710 | 167 | 380 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| 87 | STR | SH 34 | 0.33 | 0 | 230 | 0 | 10 | 0.02 | 8 | 2 | 6000 | 6000 | Use Model |
| 87 | GATE | SRFCH | 0.67 | 0 | 230 | 0 | 10 | 0.01 | 8 | 2 | 14400 | 14400 | Use Model |
| 87 | SRFCH | STR | 0.04 | 0 | 230 | 0 | 10 | 0.02 | 8 | 2 | 6000 | 6000 | Use Model |
| 87 | SH 34 | SRFCH | 0.47 | 414 | 930 | 199 | 450 | 0.03 | 8 | 2 | 14400 | 14400 | Use Count |
| 87 | RRX | CR 46.5 | 1.35 | 0 | 20 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | Use Model |
| 87 | STR | STR | 0.11 | 316 | 710 | 167 | 380 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| 87 | CR 74 | CR 76 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 87 | CR 102 | END | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 87 | CR 108 | CR 120 | 5.90 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 87 | CR 120 | CHATOGA AV | 0.82 | 234 | 540 | 82 | 190 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| 87 | CHATOGA AV | WILSON AV | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 87 | CR 134 | CR 136 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 88 | CR 13 | CR 15 | 0.94 | 75 | 200 | 14 | 40 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 88 | CR 129 | SRFCH | 3.83 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 88 | SRFCH | CR 43 | 4.03 | 333 | 470 | 109 | 150 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 88 | CR 25 | CR 31 | 3.06 | 61 | 180 | 14 | 40 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 88 | CR 31 | FIRST ST | 1.01 | 675 | 2510 | 74 | 280 | 0.09 | 1 | 2 | 14400 | 14400 | Use Count |
| 88 | RRX | SRFCH | 0.70 | 411 | 570 | 127 | 180 | 0.02 | 2 | 2 | 14400 | 14400 | Use Count |
| 88 | 1ST ST | SH 85 | 0.26 | 1093 | 1550 | 164 | 230 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| 88 | SH 85 | RRX | 0.05 | 0 | 1060 | 0 | 205 | 0.04 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 88 | CR 43 | BARR | 1.46 | 77 | 150 | 8 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 88 | SH 14 | CR 63 | 3.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 88 | CR 93 | CR 95 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 88 | SRFCH | CR 93 | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 88 | CR 127 | CR 129 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 88 | SRFCH | SH 71 | 4.74 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | CR 122 | WIDCH | 5.18 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 89 | CR 52 | CR 68 | 8.04 | 36 | 20 | 14 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 89 | SH 52 | CR 14 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | BGN | SH 52 | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | CR 14 | CR 16 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | SH 34 | CR 42.5 | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | CR 46.5 | CR 52 | 2.63 | 39 | 70 | 14 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 89 | CR 84 | SH 14 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | CR 100 | CR 110 | 4.92 | 96 | 150 | 36 | 50 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 89 | SH 14 | CR 100 | 5.01 | 137 | 210 | 50 | 80 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 89 | CR 110 | CL GROVER | 5.42 | 65 | 100 | 20 | 30 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 89 | WIDCH | CR 136 | 1.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 89 | CR 136 | COLI | 2.05 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 89 | CR 89 PAVEMENT | CR 136 | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 90 | CR 13 | STR | 5.33 | 102 | 4430 | 17 | 260 | 0.37 | 1 | 2 | 6000 | 6000 | Use Model |
| 90 | CR 49 | CR 51 | 0.97 | 257 | 1090 | 126 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 35 | CR 37 | 1.01 | 807 | 1010 | 299 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | STR | CR 29 | 2.66 | 161 | 3550 | 24 | 210 | 0.30 | 1 | 2 | 6000 | 6000 | Use Model |
| 90 | STR | CR 31 | 0.29 | 317 | 3550 | 57 | 210 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 29 | STR | 0.71 | 317 | 3550 | 57 | 210 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 90 | PRIDDY ST | CR 35 | 0.78 | 0 | 1010 | 0 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 41 | CR 43 | 1.00 | 767 | 1110 | 360 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 39 | CR 41 | 1.00 | 657 | 1110 | 283 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 37 | CR 39 | 1.04 | 783 | 1010 | 305 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | STR | CR 49 | 1.63 | 378 | 1090 | 147 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 43 | CR 45 | 1.00 | 506 | 1050 | 238 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 45 | STR / WIDCH | 0.36 | 0 | 1050 | 0 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | CR 51 | SH 14 | 3.02 | 225 | 1070 | 113 | 10 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| 90 | BGN | CR 123 | 0.96 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 90 | CR 149 | CR 153 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | CR 4 | CR 8 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | CR 2 | CR 4 | 1.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | SH 52 | CR 16 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | CR 8 | SH 52 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | FRONTAGE RD | STR | 3.70 | 63 | 100 | 25 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 91 | STR | SH 34 | 0.47 | 0 | 110 | 0 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 91 | STR | STR | 0.80 | 69 | 110 | 23 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 91 | CR 66 | CR 68 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | BGN | CR 66 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | CR 134 | CR 136 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 91 | CR 136 | CR 138 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 33 | CR 37 | 2.02 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 23 | CR 25 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 41 | CR 43 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 37 | CR 41 | 2.02 | 43 | 90 | 9 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 92 | CR 43 | END | 0.69 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 63 | CR 65 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 81 | CR 83 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 92 | BGN | CR 89 | 0.39 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 153 | CR 155 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 92 | CR 155 | CR 157 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 93 | SH 52 | CR 18 | 2.98 | 37 | 70 | 10 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 93 | CR 18 | CR 22 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 93 | CR 74 | SH 14 | 8.01 | 91 | 140 | 50 | 80 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 93 | CR 68 | CR 74 | 2.98 | 74 | 110 | 42 | 60 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 93 | CR 136 | CR 140 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 94 | CR 19 | CR 23 | 1.94 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 94 | CR 77 | CR 79 | 1.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 94 | RRX | CR 41 | 4.60 | 152 | 270 | 59 | 100 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 94 | BGN | CR 27 | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 94 | BGN | SH 85 | 0.45 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 94 | SH 85 | RRX | 0.02 | 152 | 270 | 59 | 100 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 94 | CR 41 | CR 43 | 1.00 | 14 | 30 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 94 | CR 43 | BARR | 0.67 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 94 | CR 61 | CR 63 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 94 | CR 89 | CR 91 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 94 | CR 83 | CR 89 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | CR 122 | CR 130 | 4.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | SH 52 | CR 18 | 2.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | CR 4 | SH 52 | 3.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | CR 2 | CR 4 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 95 | SH 76 | SRFCH | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 95 | CR 22 | CR 26.5 | 2.51 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | SH 76 | SRFCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 95 | SRFCH | LG | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 95 | CR 86 | SH 14 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | CR 62 | CR 68 | 2.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | BARR | CR 80 | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | SH 14 | CR 96 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | CR 112 | CR 122 | 5.00 | 32 | 50 | 24 | 40 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 95 | CR 110 | CR 390 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | SRFCH | CR 390 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 95 | CR 136 | SRFCH | 1.42 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 95 | SRFCH | CR 140 | 0.58 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 96 | CR 15 | STR | 3.61 | 42 | 260 | 6 | 20 | 0.02 | 1 | 2 | 6000 | 6000 | Use Model |
| 96 | CR 13 | CR 15 | 1.02 | 93 | 260 | 10 | 30 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 96 | CR 35 | CR 39 | 2.02 | 4 | 10 | 1 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 96 | STR | CR 29 | 3.35 | 85 | 160 | 55 | 10 | 0.01 | 1 | 2 | 6000 | 6000 | Use Model |
| 96 | CR 29 | SH 85 | 1.10 | 63 | 300 | 15 | 20 | 0.03 | 1 | 2 | 6000 | 6000 | Use Model |
| 96 | CR 33 | CR 35 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 96 | CR 41 | CR 43 | 0.98 | 23 | 50 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | Use Count |
| 96 | CR 39 | CR 41 | 1.00 | 46 | 90 | 12 | 20 | 0.01 | 2 | 2 | 6000 | 6000 | Use Count |
| 96 | CR 61 | CR 69 | 3.97 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 96 | STR | CR 61 | 1.09 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 96 | CR 57 | STR | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 96 | CR 69 | CR 77 | 3.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 96 | N GRASSLAND | CR 103 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 96 | CR 95 | N GRASSLAND | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | CR 52 | CR 62 | 5.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | CR 2 | CR 4 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 97 | BARR | MORGAN CO RD | 1.78 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | MORGAN CO RD | CR 52 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | CR 86 | SH 14 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | CR 68 | CR 74 AT COLI | 2.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | CR 62 | CR 68 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | BEGIN | SRFCH | 2.20 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | SRFCH | CR 390 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 97 | CR 122 | END | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 97 | CR 131 | CR 133 | 0.95 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 98 | CR 31 | CR 41 | 4.99 | 172 | 290 | 31 | 50 | 0.02 | 2 | 2 | 6000 | 6000 | Use Count |
| 98 | CR 27.5 | CR 29 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 98 | CR 27 | CR 27.5 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 6000 | 6000 | No Model No Count |
| 98 | RRX | SPLIT | 0.10 | 0 | 390 | 0 | 70 | 0.03 | 2 | 2 | 6000 | 6000 | No Model No Count Derived |
| 98 | CR 29 | US 85 | 0.00 | 80 | 280 | 42 | 150 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| 98 | SH 85 | RRX | 0.01 | 235 | 390 | 40 | 70 | 0.03 | 2 | 2 | 6000 | 6000 | Use Count |
| 98 | SPLIT | CR 31 | 0.10 | 235 | 390 | 40 | 70 | 0.03 | 2 | 2 | 6000 | 6000 | Use Count |
| 98 | CR 41 | CR 43 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 98 | CR 103 | CL KEOTA | 0.39 | 260 | 410 | 205 | 320 | 0.03 | 8 | 2 | 6000 | 6000 | Use Count |
| 98 | CR 105 | CR 115 | 5.15 | 0 | 170 | 0 | 90 | 0.01 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 98 | CR 127 | CR 131 | 1.79 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 98 | CR 133 | END | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 98 | CR 29 | US 85 | 0.80 | 0 | 280 | 0 | 150 | 0.01 | 1 | 2 | 14400 | 14400 | Use Count |
| 99 | CR 80 | CR 86 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 99 | CR 100 | CR 102 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 99 | CR 112 | END | 0.61 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 99 | CR 130 | CR 136 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 99 | CR 136 | CR 140 | 2.01 | 77 | 130 | 25 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 100 | CR 17 | CR 27 | 5.03 | 1172 | 5110 | 246 | 260 | 0.18 | 1 | 2 | 14400 | 14400 | Use Model |
| 100 | COLI | CR 17 | 1.97 | 1785 | 4350 | 339 | 180 | 0.15 | 1 | 2 | 14400 | 14400 | Use Model |
| 100 | CR 77 | STR | 5.14 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 49 | STR | 2.71 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 100 | STR | CR 41 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 27.5 | CR 29 | 0.49 | 1117 | 3460 | 235 | 140 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 100 | CR 27 | SPLIT | 0.26 | 0 | 3460 | 0 | 140 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 100 | SPLIT | CR 27.5 | 0.24 | 1117 | 3460 | 235 | 140 | 0.12 | 1 | 2 | 14400 | 14400 | Use Model |
| 100 | CR 31 | STR | 2.00 | 275 | 420 | 50 | 80 | 0.04 | 2 | 2 | 6000 | 6000 | Use Count |
| 100 | SPLIT | CR 31 | 0.25 | 317 | 490 | 51 | 80 | 0.04 | 2 | 2 | 6000 | 6000 | Use Count |
| 100 | RRX | SPLIT | 0.25 | 0 | 530 | 0 | 90 | 0.02 | 2 | 2 | 14400 | 14400 | No Model No Count Derived |
| 100 | STR | CR 57 | 1.30 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 57 | END | 0.61 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 75 | CR 77 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 89 | N GRASSLAND | 3.99 | 51 | 100 | 20 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 100 | STR | CR 89 | 0.87 | 154 | 220 | 35 | 50 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 100 | N GRASSLAND | CR 390 | 2.97 | 67 | 90 | 32 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 100 | CR 105 | GATE | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 133 | CR 139 | 2.46 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 100 | CR 149 | CR 153 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 101 | CR 78 | CR 80 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 101 | CR 122 | END | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | STR | CR 27 | 3.97 | 35 | 60 | 7 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 102 | COLI | SRFCH | 1.22 | 49 | 90 | 0 | 0 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 102 | CR 17 | STR | 1.05 | 15 | 20 | 3 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 102 | SRFCH | CR 17 | 0.75 | 70 | 110 | 8 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 102 | CR 33 | CR 37 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 27 | END | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 29.5 | CR 31 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 102 | STR | CR 45 | 1.25 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 37 | STR | 1.65 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | STR | CR 41 | 0.37 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | STR | STR | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 41 | STR | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 45 | CR 49 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 73 | CR 75 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 87 | CR 89 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 102 | CR 9710 | CR 99 | 0.89 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | SH 71 | CR 149 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 102 | CR 141 | SH 71 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 103 | BGN | CR 76 | 0.58 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 103 | CR 76 | CR 78 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 103 | CR 390 | CR 112 | 5.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 103 | SH 14 | CR 98 | 4.02 | 259 | 400 | 203 | 320 | 0.03 | 8 | 2 | 6000 | 6000 | Use Count |
| 103 | GATE | CR 118 | 1.87 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 103 | CR 118 | CR 122 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | SRFCH | CR 17 | 1.50 | 90 | 140 | 16 | 30 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 104 | BGN | CR 21 | 0.73 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | RRX | SH 85 | 0.09 | 45 | 70 | 5 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 104 | CR 25 | CR 27 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | CR 27 | RRX | 0.89 | 45 | 70 | 5 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 104 | SH 85 | CR 31 | 1.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | BGN | CR 49 | 0.75 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | CR 57 | CR 73 | 7.95 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | CR 390 | CR 105 | 2.79 | 374 | 600 | 220 | 350 | 0.05 | 8 | 2 | 6000 | 6000 | Use Count |
| 104 | CR 105 | CR 119 | 6.90 | 815 | 1310 | 432 | 700 | 0.11 | 8 | 2 | 6000 | 6000 | Use Count |
| 104 | SRFCH | CR 119 | 0.07 | 0 | 2480 | 0 | 1340 | 0.09 | 8 | 2 | 14400 | 14400 | No Model No Count Derived |
| 104 | CR 127 | CR 129 | 0.92 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | CR 139 | CR 141 | 1.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 104 | CR 153 | LOGAN COLI | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | CR 122 | CR 128 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | CR 86 | SH 14 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | CR 74 | CR 86 | 6.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | SH 14 | CR 390 | 3.59 | 707 | 1590 | 460 | 1040 | 0.06 | 8 | 2 | 14400 | 14400 | Use Count |
| 105 | CL | CR 104 | 2.67 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | BGN | CR 112 | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | CR 128 | CR 136 | 4.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 105 | CR 136 | CR 140 | 1.95 | 56 | 100 | 12 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 106 | CR 15 | CR 17 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 77 | STR | 0.34 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 49 | CR 57 | 4.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 33 | STR | 1.48 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 27 | END | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 | CR 31 | CR 33 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | STR | CR 37 | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 45 | CR 49 | 1.88 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 73 | CR 77 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | STR | CR 89 | 4.88 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | STR | STR | 0.80 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 111 | END | 1.13 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 106 | CR 107 | GATE | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 107 | CR 74 | CR 78 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 107 | CR 106 | WIDCH | 0.59 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 107 | CR 104 | CR 106 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 107 | CR 112 | CR 124 | 5.92 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 107 | BGN | CR 128 | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | CR 77 | SRFCH | 1.53 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 240 | 240 | No Model No Count |
| 108 | CR 49 | CR 53 | 2.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | SH 85 | CR 108.05 | 3.93 | 108 | 260 | 19 | 50 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 108 | RRX | SH 85 | 0.71 | 48 | 80 | 5 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 108 | CR 25 | CR 27 | 1.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | CR 27 | RRX | 0.26 | 48 | 80 | 5 | 10 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 108 | CR 37 | CR 45 | 4.00 | 14 | 20 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 108 | CR 108.05 | CR 37 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | CR 53 | CR 57 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | CR 59 | BARR | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | CR 57 | CR 59 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 108 | CR 85 | CR 87 | 1.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 109 | CR 78 | CR 80 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 109 | CR 128 | END | 0.81 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 21 | CR 27 | 3.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | COLI | CR 21 | 3.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 27 | SH 85 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 43 | CR 45 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 69 | CR 73 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 73 | CR 77 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 87 | CR 390 | 4.17 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | SRFCH | CR 390 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 110 | STR | CR 119 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 111 | CR 113 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 115 | STR | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 110 | CR 119 | CR 127 | 3.97 | 288 | 450 | 170 | 270 | 0.04 | 8 | 2 | 6000 | 6000 | Use Count |
| 110 | CR 149 | END | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 111 | CR 124 | CR 128 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 111 | CR 104 | CR 112 | 4.17 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 111 | CR 134 | CR 136 | 1.00 | 46 | 80 | 18 | 30 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 111 | CR 128 | CR 134 | 3.01 | 29 | 50 | 8 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 111 | CR 136 | STATE LINE | 1.94 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 112 | CR 21 | CR 23 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 112 | BARR | CR 15 | 0.75 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 112 | CR 53 | END | 1.60 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 112 | N GRASSLAND | CR 107 | 5.04 | 31 | 50 | 16 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 112 | BGN | CR 87 | 0.35 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 112 | SRFCH | N GRASSLAND | 1.38 | 64 | 100 | 48 | 70 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 112 | CR 390 | SRFCH | 0.04 | 105 | 260 | 83 | 210 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 112 | CR 111 | END | 3.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 112 | CR 107 | CR 111 | 1.97 | 42 | 70 | 24 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 112 | SH 71 | CR 153 | 4.05 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 113 | BGN | CR 80 | 1.55 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 113 | CR 80 | CR 86 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 113 | CR 86 | SH 14 | 1.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 113 | CR 110 | CR 110.5 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | CR 77 | CR 79 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | CR 49 | SRFCH | 1.54 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | SH 85 | CR 37 | 4.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | CR 27 | SH 85 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | CR 37 | CR 49 | 5.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | SRFCH | CR 53 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | CR 69 | CR 77 | 4.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | BGN | CR 87 | 1.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 114 | SRFCH | CR 95 | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 114 | CR 390 | SRFCH | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 115 | SH 14 | SRFCH | 5.29 | 113 | 170 | 57 | 90 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 115 | COLI | CR 86 | 6.01 | 0 | 30 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 115 | CR 86 | SH 14 | 0.56 | 0 | 30 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 115 | SRFCH | CR 98 | 0.22 | 113 | 170 | 57 | 90 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 115 | CR 104 | BARR | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 115 | CR 110 | CR 110.5 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 115 | PG | CR 382 | 0.57 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 115 | CR 134 | STATE LINE | 2.86 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 116 | CR 127 | CR 133 | 3.22 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 116 | CR 77 | END | 0.81 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 116 | SH 71 | CR 149 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 117 | CR 134 | COLI | 2.84 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 118 | CR 120 | RRX | 1.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 118 | CR 77 | CR 81 | 1.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 118 | CR 103 | CR 107 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 118 | CR 390 | CR 95 | 2.06 | 59 | 90 | 42 | 70 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 118 | CR 382 | CR 127 | 4.24 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 119 | CR 76 | SH 14 | 4.17 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 119 | SRFCH | SRFCH | 0.07 | 0 | 1630 | 0 | 920 | 0.06 | 8 | 2 | 14400 | 14400 | No Model No Count Derived |
| 119 | SRFCH | SRFCH | 1.23 | 0 | 1630 | 0 | 920 | 0.14 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 119 | CR 104 | SRFCH | 0.07 | 943 | 2480 | 509 | 1340 | 0.09 | 8 | 2 | 14400 | 14400 | Use Count |
| 119 | SRFCH | CR 110 | 1.64 | 500 | 780 | 320 | 500 | 0.07 | 8 | 2 | 6000 | 6000 | Use Count |
| 119 | CR 128 | CR 134 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 119 | SRFCH | CR 128 | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 119 | CR 126 | SRFCH | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 120 | CR 15 | CR 17 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 120 | CR 17 | CR 118 | 1.43 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 120 | CR 77 | STR | 4.32 | 263 | 590 | 95 | 210 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| 120 | CR 23 | SH 85 | 2.81 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 120 | CR 55 | STR | 5.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 120 | STR | CR 77 | 5.83 | 34 | 50 | 16 | 30 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 120 | STR | CR 87 | 0.65 | 222 | 530 | 58 | 140 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| 120 | CR 135 | SH 71 | 4.78 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 120 | CR 133 | CR 135 | 1.23 | 443 | 680 | 230 | 350 | 0.06 | 8 | 2 | 6000 | 6000 | Use Count |
| 121 | CR 74 | SH 14 | 5.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 121 | SH 14 | CR 86 | 0.95 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 122 | CR 17 | CR 19 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 122 | CR 77 | STR | 4.23 | 25 | 40 | 11 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 122 | CR 49 | CR 55 | 3.07 | 162 | 270 | 87 | 150 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 122 | STR | CR 37 | 2.18 | 0 | 120 | 0 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 122 | STR | STR | 1.90 | 77 | 160 | 29 | 60 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 122 | SH 85 | STR | 0.08 | 0 | 120 | 0 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | No Model No Count Derived |
| 122 | CR 37 | CR 49 | 5.99 | 58 | 230 | 25 | 100 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 122 | GATE | CR 75 | 0.74 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 122 | CR 75 | CR 77 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 122 | CR 97 | CR 105 | 4.08 | 84 | 130 | 32 | 50 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 122 | CHATOGA AV | CR 97 | 3.94 | 111 | 170 | 41 | 60 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 122 | CR 105 | CR 107 | 1.00 | 40 | 60 | 20 | 30 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 123 | CR 86 | END | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 123 | CR 76 | SH 14 | 4.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 123 | SH 14 | CR 86 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | CR 17 | CR 19 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | CR 19 | CR 21 | 0.85 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | CR 63 | STR | 4.29 | 32 | 50 | 15 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 124 | CR 55 | N GRASSLAND | 2.02 | 30 | 50 | 13 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 124 | N GRASSLAND | CR 63 | 1.95 | 513 | 830 | 13 | 20 | 0.07 | 8 | 2 | 6000 | 6000 | Use Count |
| 124 | STR | CR 77 | 2.48 | 41 | 70 | 15 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 124 | STR | STR | 0.13 | 34 | 50 | 15 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 124 | BGN | CR 105 | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 124 | BGN | CR 83 | 0.63 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | CR 111 | END | 1.34 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | CR 105 | CR 111 | 3.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | CR 125 | CR 127 | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 124 | SH 71 | COLI | 6.06 | 0 | 10 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Model |
| 125 | CR 124 | CR 128 | 2.06 | 13 | 20 | 5 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 125 | CR 74 | CR 76 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 125 | CR 128 | CR 134 | 2.99 | 14 | 20 | 3 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 125 | CR 134 | CR 140 | 2.78 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126 | STR | SRFCH | 0.93 | 275 | 5220 | 140 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 126 | CR 17 | SFCH | 1.04 | 439 | 5220 | 228 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 126 | CR 128 | CR 17 | 0.50 | 449 | 5220 | 225 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 126 | RRX | STR | 0.35 | 0 | 5220 | 0 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 126 | SFCH | RRX | 0.65 | 0 | 5220 | 0 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 126 | CR 77 | CR 83 | 2.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126 | SRFCH | SH 85 | 2.89 | 0 | 5220 | 0 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 126 | CR 55 | CR 57 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126 | CR 75 | CR 77 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126 | BGN | CR 75 | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 126 | CR 127 | CR 131 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126 | CR 131 | END | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126.5 | CONNECTOR | END | 0.59 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 126.5 | CR 128 | CONNECTOR | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 127 | CR 124 | CR 126 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 127 | CR 86 | SRFCH | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 127 | CR 74 | SH 14 | 5.41 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 127 | CR 98 | CR 110 | 6.15 | 428 | 650 | 210 | 320 | 0.05 | 8 | 2 | 6000 | 6000 | Use Count |
| 127 | SRFCH | END | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 127 | CR 110 | CR 118 | 4.10 | 376 | 590 | 153 | 240 | 0.05 | 8 | 2 | 6000 | 6000 | Use Count |
| 127 | CR 118 | CR 124 | 3.14 | 119 | 190 | 68 | 110 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 128 | CONNECTOR | CR 126 | 0.82 | 449 | 5220 | 225 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 128 | COLI | STR SH 25 | 0.33 | 0 | 2120 | 0 | 10 | 0.18 | 8 | 2 | 6000 | 6000 | Use Model |
| 128 | STR | CR 126.5 | 0.54 | 464 | 5220 | 227 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 128 | CR 126.5 | CONNECTOR | 0.10 | 0 | 5220 | 0 | 20 | 0.18 | 8 | 2 | 14400 | 14400 | Use Model |
| 128 | SH 85 | CR 37 | 4.66 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | CR 57 | CR 67 | 4.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | BGN | CR 57 | 0.88 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | BGN | CR 77 | 1.10 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | BGN | FENCE | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | FENCE | CR 95 | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | CR 111 | CR 125 | 6.88 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | CR 105 | CR 111 | 3.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 128 | CR 125 | CR 129 | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 129 | CL | STR | 3.35 | 532 | 810 | 269 | 410 | 0.07 | 8 | 2 | 6000 | 6000 | Use Count |
| 129 | CR 76 | CL | 4.51 | 61 | 100 | 21 | 30 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 129 | CR 86 | SPLIT | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 129 | SPLIT | CL | 0.13 | 533 | 810 | 277 | 420 | 0.07 | 8 | 2 | 6000 | 6000 | Use Count |
| 129 | STR | CR 129.5 | 0.21 | 531 | 800 | 260 | 390 | 0.07 | 8 | 2 | 6000 | 6000 | Use Count |
| 129 | CR 126 | CR 134 | 3.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 129 | CR 136 | END | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 129 | CR 134 | CR 136 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | CR 131 | CR 135 | 1.95 | 14 | 20 | 5 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 130 | CR 59 | END | 0.94 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | CR 57 | CR 59 | 0.96 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | CR 69 | CR 75 | 2.92 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | CR 97 | CR 105 | 4.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | BGN | CR 95 | 0.51 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | CR 95 | CR 97 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | CR 125 | SRFCH | 0.61 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 130 | SRFCH | END | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 131 | CR 74 | SH 14 | 6.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 131 | SH 14 | CR 88 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 131 | CR 12950 | CR 98 | 1.14 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 131 | CR 126 | CR 130 | 2.01 | 18 | 30 | 5 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 132 | CR 77 | CR 83 | 2.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 132 | CR 67 | CR 77 | 4.91 | 31 | 50 | 13 | 20 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 132 | CR 105 | CR 111 | 3.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 132 | CR 119 | CR 125 | 2.93 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 132 | SH 71 | SRFCH | 1.13 | 6 | 10 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 132 | CR 135 | SH 71 | 5.03 | 16 | 30 | 3 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 132 | SRFCH | CR 134 | 1.43 | 6 | 10 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 133 | SH 14 | END | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 133 | CR 98 | CR 100 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 133 | BGN | CR 116 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 133 | CR 116 | CR 120 | 2.00 | 458 | 700 | 224 | 340 | 0.06 | 8 | 2 | 6000 | 6000 | Use Count |
| 134 | CR 129 | CR 135 | 2.98 | 20 | 30 | 7 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 134 | CR 89 | CR 91 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 134 | SRFCH | CR 81 | 0.62 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 134 | CR 79 | SRFCH | 0.39 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 134 | CR 85 | CR 89 | 2.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 134 | CR 111 | CR 125 | 6.93 | 38 | 60 | 12 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 134 | CR 125 | CR 129 | 2.00 | 21 | 40 | 5 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 134 | CR 132 | CR 149.5 | 0.73 | 6 | 10 | 1 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 135 | SH 14 | CR 131 | 5.63 | 38 | 60 | 13 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 135 | CR 120 | CR 134 | 7.10 | 12 | 20 | 5 | 10 | 0.00 | 8 | 2 | 6000 | 6000 | Use Count |
| 135 | COLI | CR 84 | 5.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 135 | CR 100 | END | 1.96 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 135 | CR 134 | STATE LINE | 2.74 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 136 | CR 77 | STR | 1.01 | 574 | 870 | 385 | 580 | 0.03 | 8 | 2 | 14400 | 14400 | Use Count |
| 136 | CR 39 | END | 3.05 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 136 | CR 71 | CR 77 | 2.93 | 73 | 110 | 26 | 40 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 136 | CR 99 | CR 105 | 2.99 | 98 | 160 | 76 | 120 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 136 | CR 89 | CR 97 | 4.04 | 170 | 270 | 104 | 170 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 136 | CR 390 | CR 89 | 4.28 | 198 | 270 | 69 | 90 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 136 | STR | CR 390 | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| 136 | STR | STR | 0.30 | 0 | 1330 | 0 | 890 | 0.05 | 8 | 2 | 14400 | 14400 | No Model No Count Derived |
| 136 | CR 89 | CR 89 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 136 | CR 97 | CR 99 | 0.99 | 170 | 270 | 104 | 170 | 0.02 | 8 | 2 | 6000 | 6000 | Use Count |
| 136 | CR 105 | CR 111 | 2.99 | 92 | 150 | 69 | 110 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 136 | CR 125 | CR 129 | 1.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 137 | SH 14 | SRFCH | 1.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 137 | SRFCH | END | 2.13 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | SH 85 | CR 39 | 4.52 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | CR 81 | CR 85 | 2.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | CR 79 | CR 81 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | CR 97 | CR 99 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | CR 91 | CR 97 | 3.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | CR 111 | SRFCH | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | SRFCH | CR 115 | 1.61 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 138 | CR 135 | POSTED | 1.99 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 139 | CR 78 | SH 14 | 4.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 139 | CR 74 | CR 76 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 139 | CR 76 | CR 78 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 139 | SH 14 | CR 88 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 139 | CR 100 | CR 104 | 2.35 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 139 | CR 104 | END | 0.77 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 140 | SRFCH | CR 71 | 1.49 | 100 | 160 | 49 | 80 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |
| 140 | CR 83 | CR 85 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 140 | CR 81 | END | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 140 | CR 85 | END | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 140 | CR 105 | END | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 140 | CR 123 | CR 127 | 1.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 141 | SH 14 | SRFCH | 3.74 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 141 | CR 84 | SRFCH | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 141 | SRFCH | SH 14 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 141 | SRFCH | END | 0.89 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 141 | CR 102 | CR 104 | 0.82 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 141 | BGN | CR 132 | 2.97 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 143 | CR 132 | END | 0.60 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 145 | SH 14 | CR 88 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 145 | SRFCH | SH 14 | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 145 | CR 88 | END | 0.53 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 147 | CR 82 | CR 82.5 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 124 | SRFCH | 1.32 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | SH 14 | CR 92 | 3.80 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 80 | CR 82 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 74 | CR 76 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 76 | CR 78 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 78 | CR 80 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 84 | CR 84.35 | 0.33 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 82 | CR 84 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 84.35 | SH 14 | 0.69 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 102 | CR 112 | 5.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 92 | CR 149.5 | 2.76 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 149.5 | CR 100 | 1.29 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 100 | CR 102 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | CR 112 | CR 116 | 2.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | SRFCH | Y | 0.79 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | Y | CR 128.5 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 149 | Y | CR 128.5 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 150 | ERIE CL | CR 3 | 0.30 | 1232 | 4820 | 86 | 340 | 0.18 | 6 | 2 | 13200 | 13200 | Use Count |
| 150 | BGN | SH 66 | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 151 | CR 76 | CR 84 | 4.03 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 151 | CR 74 | CR 76 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 151 | CR 84 | SH 14 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | CR 124 | CR 128.5 | 3.45 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 153 | CR 76 | SH 14 | 5.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | CR 104 | SRFCH | 4.41 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | CR 92 | STR | 3.35 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | STR | CR 100 | 1.31 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | CR 90 | CR 92 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | CR 100 | CR 104 | 2.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | BGN | CR 124 | 0.77 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 153 | SRFCH | END | 0.62 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 155 | SH 14 | CR 92 | 3.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 155 | CR 92 | CR 94 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 155 | CR 94 | END | 1.88 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 157 | SRFCH | CR 82 | 1.01 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 157 | CR 92 | COLI | 1.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 250 | CL | CR 29 | 0.50 | 0 | 240 | 0 | 30 | 0.02 | 7 | 2 | 6000 | 6000 | No Model No Count Derived |
| 250 | RRX | CL | 0.45 | 111 | 220 | 13 | 30 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| 250 | CR 27 | RRX | 0.04 | 111 | 150 | 13 | 20 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 250 | CL | CL | 0.23 | 111 | 240 | 13 | 30 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 275 | CR 23 | GATE | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| 320 | RRX | CR 16.5 | 0.55 | 0 | 950 | 0 | 120 | 0.04 | 6 | 2 | 13200 | 13200 | No Model No Count Derived |
| 320 | CL FREDERICK | RRX | 0.44 | 231 | 950 | 30 | 120 | 0.04 | 6 | 2 | 13200 | 13200 | Use Count |
| 320 | SH 52 | STR | 0.07 | 231 | 950 | 30 | 120 | 0.04 | 6 | 2 | 13200 | 13200 | Use Count |
| 320 | CL FREDERICK | RRX | 0.45 | 231 | 950 | 30 | 120 | 0.04 | 6 | 2 | 13200 | 13200 | Use Count |
| 325 | DORIS CI | CR 12 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 340 | BONNIE CI | CR 12 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 360 | DELLA CT | CR 12 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 378 | COMPO RD | CR 396 | 0.06 | 0 | 3770 | 0 | 110 | 0.13 | 3 | 2 | 14400 | 14400 | Use Model |
| 378 | CL EVANS | COMPO RD | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 14400 | 14400 | No Model No Count |
| 380 | CR 61 | STR | 2.83 | 109 | 120 | 45 | 50 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 380 | STR | SRFCH | 1.26 | 171 | 190 | 54 | 60 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| 380 | CR 50 | CR 69 | 0.19 | 490 | 980 | 147 | 300 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 380 | SRFCH | CR 50 | 0.32 | 114 | 230 | 39 | 80 | 0.01 | 4 | 2 | 14400 | 14400 | Use Count |
| 382 | BGN | CR118 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 382 | CR 384 | CR 124 | 1.31 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 382 | CR 118 | CR 384 | 3.91 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 384 | HOUSE | CR 382 | 3.25 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 384 | CR 107 | HOUSE | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 386 | SH 76 | STR | 8.41 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| 386 | STR | SH 34 | 1.37 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 388 | GATE | END | 0.44 | 431 | 490 | 289 | 330 | 0.04 | 4 | 2 | 6000 | 6000 | Use Count |
| 388 | SH 37 | CR 59 | 3.23 | 290 | 600 | 84 | 170 | 0.02 | 4 | 2 | 14400 | 14400 | Use Count |
| 388 | CR 59 | STR | 1.39 | 361 | 740 | 159 | 330 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 388 | CR 61 | GATE | 1.07 | 431 | 490 | 289 | 330 | 0.04 | 4 | 2 | 6000 | 6000 | Use Count |
| 388 | STR | CR 61 | 0.15 | 361 | 740 | 159 | 330 | 0.03 | 4 | 2 | 14400 | 14400 | Use Count |
| 394 | CR 35 | URBDRY | 1.09 | 862 | 3240 | 164 | 620 | 0.11 | 3 | 2 | 14400 | 14400 | Use Count |
| 394 | CR 31 | RRX | 0.03 | 0 | 4820 | 0 | 400 | 0.17 | 3 | 2 | 14400 | 14400 | Use Model |
| 394 | CL EVANS | CL EVANS | 0.06 | 289 | 4820 | 0 | 400 | 0.17 | 3 | 2 | 14400 | 14400 | Use Model |
| 394 | URBDRY | 1ST AVE / CL | 0.29 | 862 | 3240 | 164 | 620 | 0.11 | 3 | 2 | 14400 | 14400 | Use Count |
| 394 | CL | SH 85 | 0.39 | 0 | 700 | 0 | 50 | 0.03 | 3 | 2 | 13200 | 13200 | Use Model |
| 396 | CR 27.5 | CL EVANS | 1.25 | 75 | 5480 | 0 | 300 | 0.46 | 3 | 2 | 6000 | 6000 | Use Model |
| 396 | SH 60 | CR 27.5 | 0.50 | 8437 | 17540 | 1350 | 1270 | 0.66 | 3 | 2 | 13200 | 13200 | Use Model |
| 396 | CR 3150 | CR 33 | 0.60 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 14400 | 14400 | No Model No Count |
| 398 | CR 63 | SRFCH | 0.68 | 0 | 290 | 0 | 160 | 0.01 | 7 | 2 | 14400 | 14400 | No Model No Count Derived |
| 398 | CR 59 | CL | 1.00 | 0 | 580 | 0 | 240 | 0.02 | 7 | 2 | 14400 | 14400 | No Model No Count Derived |
| 398 | CL KEENESBURG | CR 59 | 0.55 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 398 | CL | CR 63 | 1.26 | 260 | 580 | 109 | 240 | 0.02 | 7 | 2 | 14400 | 14400 | Use Count |
| 398 | SRFCH | CL KEENESBURG | 0.39 | 119 | 290 | 68 | 160 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| 398 | CL KEENESBURG | I-76 FRONTAGE RD | 1.57 | 119 | 170 | 68 | 100 | 0.01 | 7 | 2 | 6000 | 6000 | Use Count |
| 0 ST | CR 41.5 | CR 45 | 1.50 | 256 | 530 | 72 | 150 | 0.02 | 4 | 2 | 13200 | 13200 | Use Count |
| 0 ST | SH 85 | RRX | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 12000 | 12000 | No Model No Count |
| 0 ST | CR 41 | CR 41.5 | 0.50 | 440 | 880 | 167 | 340 | 0.03 | 4 | 2 | 13200 | 13200 | Use Count |
| 0 ST | STR | CR 41 | 0.08 | 0 | 1030 | 0 | 190 | 0.04 | 4 | 2 | 12000 | 12000 | Use Model |
| 0 ST | CDS | SRFCH | 0.38 | 124 | 140 | 86 | 100 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 0 ST | CR 45 | CDS | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 0 ST | SRFCH | CR 47 | 0.08 | 0 | 140 | 0 | 100 | 0.01 | 4 | 2 | 13200 | 13200 | No Model No Count Derived |
| 0 St | | | 4.29 | 0 | 18860 | 0 | 1160 | 0.26 | 3 | 4 | 36000 | 36000 | Use Model |
| 11TH AV | CR 64 | WYE | 0.69 | 2220 | 7920 | 466 | 810 | 0.22 | 3 | 2 | 18000 | 18000 | Use Model |
| 11TH AV | CR 64 | WYE | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 18000 | 18000 | No Model No Count |
| 11TH AV | WYE | CR 66 | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| 14TH ST | SH 85 BR | RRX | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 14TH ST | CL | SPLIT | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 14TH ST | RRX | CL FT LUPTON | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 14TH ST | SPLIT | CL | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| 168TH AV | CR 17 | STR | 3.27 | 0 | 13550 | 0 | 790 | 0.35 | 6 | 2 | 19200 | 19200 | Use Model |
| 168TH AV | CL | CR 17 | 0.98 | 3121 | 14420 | 437 | 810 | 0.38 | 6 | 2 | 19200 | 19200 | Use Model |
| 168TH AV | CL BROOMFIELD | RRX | 1.03 | 0 | 18400 | 0 | 1370 | 0.51 | 6 | 2 | 18000 | 18000 | Use Model |
| 168TH AV | SH 7 | CL BROOMFIELD | 0.78 | 0 | 22430 | 0 | 2460 | 0.62 | 6 | 2 | 18000 | 18000 | Use Model |
| 168TH AV | RRX | STR | 0.62 | 0 | 17140 | 0 | 1020 | 0.45 | 6 | 2 | 19200 | 19200 | Use Model |
| 168TH AV | STR | CR 15 | 0.35 | 0 | 12730 | 0 | 710 | 0.33 | 6 | 2 | 19200 | 19200 | Use Model |
| 168TH AV | STR | CL | 0.28 | 0 | 17230 | 0 | 1140 | 0.45 | 6 | 2 | 19200 | 19200 | Use Model |
| 168TH AV | STR | STR | 0.84 | 0 | 17490 | 0 | 1150 | 0.49 | 6 | 2 | 18000 | 18000 | Use Model |
| 168TH AV | STR | SYSCH | 1.24 | 2624 | 5160 | 367 | 720 | 0.18 | 7 | 2 | 14400 | 14400 | Use Count |
| 168TH AV | RRX | CL | 0.28 | 0 | 3720 | 0 | 230 | 0.13 | 7 | 2 | 14400 | 14400 | Use Model |
| 168TH AV | CL | STR SH 76 | 0.58 | 0 | 10720 | 0 | 720 | 0.30 | 7 | 2 | 18000 | 18000 | Use Model |
| 168TH AV | SH 76 | RRX | 0.16 | 0 | 7760 | 0 | 620 | 0.27 | 7 | 2 | 14400 | 14400 | Use Model |
| 168TH AV | CL | CR 39 | 0.50 | 3448 | 3720 | 483 | 230 | 0.13 | 7 | 2 | 14400 | 14400 | Use Model |
| 168TH AV | SYSCH | CR 45 | 0.50 | 2624 | 5160 | 367 | 720 | 0.18 | 7 | 2 | 14400 | 14400 | Use Count |
| 168TH AV | SYSCH | SRFCH | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 168TH AV | CR 47 | SYSCH | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 168TH AV | STR | ADAMS CR 224 | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| 16TH ST | CL | CR 43.6 | 1.28 | 0 | 2020 | 0 | 200 | 0.08 | 4 | 2 | 13200 | 13200 | Use Model |
| 16TH ST | CR 43.6 | CR 45 | 0.41 | 0 | 1080 | 0 | 130 | 0.04 | 4 | 2 | 13200 | 13200 | Use Model |
| 175TH AV | BGN | CR 7 | 0.41 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| 17TH ST | CR 43.3 | CR 43.45 | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 18TH ST | CR 43.6 | CR 45 | 0.47 | 724 | 3960 | 0 | 350 | 0.15 | 4 | 2 | 13200 | 13200 | Use Model |
| 18TH ST | WYE | CR 43.6 | 0.47 | 784 | 4920 | 0 | 490 | 0.19 | 4 | 2 | 13200 | 13200 | Use Model |
| 18TH ST | SH 34 | WYE | 0.04 | 0 | 4920 | 0 | 490 | 0.19 | 4 | 2 | 13200 | 13200 | Use Model |
| 18TH ST | WIDCH | SRFCH | 0.07 | 0 | 2830 | 0 | 120 | 0.10 | 4 | 2 | 14400 | 14400 | Use Model |
| 18TH ST | SRFCH | WELD COUNTY | 0.02 | 0 | 2830 | 0 | 120 | 0.10 | 4 | 2 | 14400 | 14400 | Use Model |
| 18TH ST WYE | SH 34 | WYE | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| 195TH AV | WESTERN | CR 41 | 0.76 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 197TH WY | 195TH AV | 195TH AV | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 19TH ST | CR 41.5 | CR 41.6 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| 1ST AV | MAIN ST | MILTON ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 20TH ST | CL GREELEY | CR 43 | 0.25 | 0 | 200 | 0 | 10 | 0.01 | 4 | 2 | 13200 | 13200 | Use Model |
| 20TH ST | CR 43 | SH 34 BR | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| 20TH ST | SH 34 BR | END | 0.23 | 57 | 70 | 0 | 0 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 21ST AV | CL | RRX | 0.09 | 0 | 2570 | 0 | 90 | 0.11 | 3 | 2 | 12000 | 12000 | Use Model |
| 21ST AV | CR 62.25 | END | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 12000 | 12000 | No Model No Count |
| 21ST AV | RRX | CR 62.25 | 0.01 | 0 | 2570 | 0 | 90 | 0.11 | 3 | 2 | 12000 | 12000 | Use Model |
| 24TH ST | CL GREELEY | SH 34 BR | 0.39 | 0 | 630 | 0 | 40 | 0.02 | 4 | 2 | 13200 | 13200 | Use Model |
| 24TH ST | CR 45 | CR 45.50 | 0.49 | 0 | 60 | 0 | 0 | 0.01 | 4 | 2 | 6000 | 6000 | Use Model |
| 24TH ST | SH 34 BR | CR 45 | 0.11 | 0 | 170 | 0 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Model |
| 25TH AV | STR | CR 64 | 0.22 | 0 | 2190 | 0 | 100 | 0.08 | 3 | 2 | 13200 | 13200 | Use Model |
| 25TH AV | CR 62.25 | STR | 0.57 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 13200 | 13200 | No Model No Count |
| 25TH AV CT | CR 62.90 | CR 62.95 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 25TH ST AL | END | 25 TH ST | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 12000 | 12000 | No Model No Count |
| 26TH AV | M ST | N ST | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 28TH AV | CR 62.25 | END | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| 2ND AV | MAIN ST | MILTON ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 2ND ST | STOREY | CR 73.5 | 0.32 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| 2ND ST | 3RD AV | 5TH AV | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 2ND ST | GRANDVIEW | PACIFIC | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 33AV CT | 35TH ST | CDS | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 34TH AV | 35TH ST | 34TH ST | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 34TH AV CT | 34TH ST | CDS | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 34TH AV PL | 34TH ST | CDS | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 34TH ST | 35TH AV | 34TH AV | 0.13 | 554 | 970 | 28 | 50 | 0.16 | 3 | 2 | 3000 | 3000 | Use Count |
| 34TH ST | 34TH AV | 33 AVCT | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 34TH ST | CDS | 34TH AV | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| 35TH AV | CR 62.25 | RRX | 0.05 | 0 | 21250 | 0 | 1520 | 0.28 | 3 | 4 | 38400 | 38400 | Use Model |
| 35TH ST | 35TH AV | 33RD AV | 0.27 | 485 | 850 | 19 | 30 | 0.14 | 3 | 2 | 3000 | 3000 | Use Count |
| 37TH ST | CL (GREELEY) | CR 25 | 0.49 | 0 | 18420 | 0 | 920 | 0.48 | 3 | 2 | 19200 | 19200 | Use Model |
| 3RD AV | SH 14 | CR 82.5 | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 3RD AV | B ST | SH 14 | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 3RD AV | BGN | B ST | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 3RD AV | SH 14 | CR 82.5 | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 3RD AV | 3RD ST | 6TH ST | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 3RD AV | SH 37 | 3RD ST | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 3RD AV | LEE ST | MILTON ST | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 3RD AV | MILTON ST | BARR | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 3RD ST | SRFCH | CL | 1.47 | 0 | 7800 | 0 | 450 | 0.30 | 5 | 2 | 13200 | 13200 | Use Model |
| 3RD ST | WELKER AV | RRX | 0.16 | 0 | 6930 | 0 | 420 | 0.26 | 5 | 2 | 13200 | 13200 | Use Model |
| 3RD ST | SCL MEAD | WELKER AV | 0.15 | 1788 | 6260 | 0 | 340 | 0.22 | 5 | 2 | 14400 | 14400 | Use Model |
| 3RD ST | RRX | SRFCH | 0.02 | 0 | 6930 | 0 | 420 | 0.26 | 5 | 2 | 13200 | 13200 | Use Model |
| 3RD ST | 3RD AV | 6TH AV | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 3RD ST | 6TH AV | RRX | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 3RD ST | RRX | 7TH AV | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 3RD ST | GRANDVIEW | PACIFIC | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 3RD ST | PACIFIC | MAIN ST | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| 44TH AV DR | CR 396 | CR 52 | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| 46TH AV | CR 33.20 | CR 52 | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| 47TH AV | CR 396 | CR 52 | 0.36 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 13200 | 13200 | No Model No Count |
| 47TH AV | CL | SH 392 | 0.48 | 1868 | 6680 | 318 | 1140 | 0.23 | 3 | 2 | 14400 | 14400 | Use Count |
| 4TH AV | 3RD ST | 6TH ST | 0.21 | 97 | 110 | 5 | 10 | 0.02 | 4 | 2 | 3000 | 3000 | Use Count |
| 4TH AV | 2ND ST | 3RD ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 4TH AV | LEE | BARR | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| 4TH ST | CL | SPLIT | 0.05 | 0 | 11240 | 0 | 530 | 0.31 | 3 | 2 | 18000 | 18000 | Use Model |
| 4TH ST | SPLIT | CL GREELEY | 0.06 | 0 | 11240 | 0 | 530 | 0.31 | 3 | 2 | 18000 | 18000 | Use Model |
| 4TH ST | 3RD AV | 6TH AV | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 54 EAST | BGN | SURFCH | 0.16 | 811 | 2000 | 97 | 240 | 0.07 | 4 | 2 | 14400 | 14400 | Use Count |
| 54 WEST | CR 54 | END | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 54TH ST RD | CR 396 | ALTO WY | 0.55 | 0 | 3770 | 0 | 110 | 0.13 | 3 | 2 | 14400 | 14400 | Use Model |
| 5TH AV | SH 37 | 5TH ST | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 5TH AV | LEE ST | SH 14 | 0.50 | 136 | 310 | 22 | 50 | 0.01 | 8 | 2 | 14400 | 14400 | Use Count |
| 5TH ST | US 85 | CL | 0.06 | 0 | 1170 | 0 | 80 | 0.20 | 2 | 2 | 3000 | 3000 | No Model No Count Derived |
| 5TH ST | CL | WALL ST | 0.04 | 722 | 1170 | 51 | 80 | 0.20 | 2 | 2 | 3000 | 3000 | Use Count |
| 5TH ST | 3RD AV | 4TH AV | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 5TH ST | 4TH AV | END | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 6TH AV | CR 64 | BARR | 0.45 | 731 | 820 | 139 | 160 | 0.14 | 4 | 2 | 3000 | 3000 | Use Count |
| 6TH AV | STR | CL | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 12000 | 12000 | No Model No Count |
| 6TH AV | 6TH AV | WYE | 0.64 | 52 | 60 | 15 | 20 | 0.01 | 4 | 2 | 6000 | 6000 | Use Count |
| 6TH AV | 3RD ST | 6TH | 0.21 | 77 | 90 | 12 | 10 | 0.02 | 4 | 2 | 3000 | 3000 | Use Count |
| 6TH AV | WYE | CR 57 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 6TH AV | WYE | CR 57 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| 6TH ST | 3RD AV | 6TH AV | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 6TH ST | BGN | 3RD AV | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 7TH AV | CR 64 | SRFCH | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 7TH AV | CR 64 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 7TH AV | CL | SH 85 STR OVRHD | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 7TH AV | STR | CR 64 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 7TH AV | STR | STR | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 7TH AV | SRFCH | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| 7TH AV | CR 55 | END | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| 83RD AV | SH 34 BR | CL GREELEY | 1.09 | 0 | 17890 | 0 | 1300 | 0.39 | 3 | 2 | 22800 | 22800 | Use Model |
| 83RD AV | STR | CR 64 | 0.44 | 0 | 17980 | 0 | 1270 | 0.39 | 3 | 2 | 22800 | 22800 | Use Model |
| 95TH AV | SPLIT | URBDRY | 0.48 | 0 | 3280 | 0 | 150 | 0.09 | 3 | 2 | 18000 | 18000 | Use Model |
| 95TH AV | CR 54 | SPLIT | 0.50 | 147 | 3280 | 24 | 150 | 0.23 | 3 | 2 | 7200 | 7200 | Use Model |
| ABEYTA ST | WILLIAMS | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ACADIA CT | CR 5235 | END | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| ACADIA ST | CR 5235 | CR 5240 | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| AGATE ST | GRANITE | FLINT AV | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| AGATE ST | FLINT | GATE | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| ALGONQUIN DR | BGN | CR 15 | 0.45 | 845 | 1480 | 68 | 120 | 0.25 | 3 | 2 | 3000 | 3000 | Use Count |
| ALLEY | BGN | CR 37.5 | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| ALTO WY | CR 396 | CABALLO | 0.23 | 75 | 130 | 10 | 20 | 0.02 | 3 | 2 | 3000 | 3000 | Use Count |
| ANNE PL | CR 10.6 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ANTELOPE LANE | CDS | CR 17 | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| APACHE RD | CR 20 | DELCOMIN | 0.58 | 114 | 220 | 16 | 30 | 0.04 | 6 | 2 | 3000 | 3000 | Use Count |
| APACHE RD | HOPI TRAIL | HOPI TRAIL | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| APALOSA AV | CR 6.3 | CR 6.5 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| APPALOOSA AV | CR 6.5 | CR 8 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| APPALOOSA LN | CR 41 | CR 41.05 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| ARABIAN AV | BGN | CR 8 | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| ARADO WY | BGN | CR 3165 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| ARGIE ST | CDS | CR 3571 | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| ARIKAREE RD | COMMANCHE CT | AL | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| ASH ST | SH 85 | CL GILCREST | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 13200 | 13200 | No Model No Count |
| ASHTON RD | CENTER DR | CR 26 | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ASPEN AV | PIKES PEAK ST | LONGS PEAK ST | 0.37 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| ASPEN CT | ASPEN AV | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| ATLANTA ST | CR 136.3 | CR 136.2 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| AVERY DRIVE | CR 43 | END | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BAD LANDS CT | BGN | CR 52.3 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| BADMINTON RD | CR 3455 | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BADMINTON RD | CR 3455 | CDS | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BAILEY DR | CR 4 | END | 0.49 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| BALSAM AV | SH 34 BR | CR 58.5 | 0.25 | 0 | 310 | 0 | 30 | 0.01 | 4 | 2 | 12000 | 12000 | Use Model |
| BALSAM AV | CR 58 | SH 34 BR | 0.25 | 0 | 2550 | 0 | 210 | 0.11 | 4 | 2 | 12000 | 12000 | Use Model |
| BARBARA CI | BGN | CR 12 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| BASELINE RD | CL | CL | 0.08 | 0 | 4930 | 0 | 230 | 0.14 | 7 | 2 | 18000 | 18000 | Use Model |
| BASELINE RD | SH 85 | ADAMS CR 215 | 2.18 | 0 | 13100 | 0 | 970 | 0.34 | 7 | 2 | 19200 | 19200 | Use Model |
| BASELINE RD | SH 85 | ADAMS CR 215 | 0.25 | 0 | 15470 | 0 | 1260 | 0.40 | 7 | 2 | 19200 | 19200 | Use Model |
| BASELINE RD | ADAMS CR 215 | STR | 2.14 | 0 | 8850 | 0 | 600 | 0.23 | 7 | 2 | 19200 | 19200 | Use Model |
| BASELINE RD | STR | CL | 0.44 | 0 | 4930 | 0 | 230 | 0.14 | 7 | 2 | 18000 | 18000 | Use Model |
| BASEWOOD | CR 58 | CR 58.1 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| BEASLEY RD | PEARL HOWLETT | PEARL HOWLETT | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BEASLY RD | PEARL HOWLETT | PLEASANT HILL CI | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BECERRO DR | CR 3165 | END | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEEBE DRAW FARM PY | CDS | CR 3455 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BEEBE DRAW PY | CR 39 | SRFCH | 1.49 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BEECH ST | CL | SECOND AV | 0.40 | 0 | 3180 | 0 | 340 | 0.11 | 7 | 2 | 14400 | 14400 | Use Model |
| BEECH ST | SECOND AV | FOURTH AV | 0.09 | 0 | 3180 | 0 | 340 | 0.11 | 7 | 2 | 14400 | 14400 | Use Model |
| BETTY PL | CR 10.6 | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BEVERLY LN | CR 10.6 | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BIANCA CT | CDS | CR 3 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| BIG BEND | BIG BEND | BIG BEND | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BIG BEND CT | BGN | CR 52.3 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| BIVENS DR | CR 984 | CR 986 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| BLACK CAN CT | BGN | CR 33.33 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| BLACK HILLS | BGN | LONGVIEW BLVD | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BLACKFOOT RD | HOPI | ALGONQUINN DR | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| BLAKE | CR 48.5 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| BLUE MTN RD | CR 560 | END | 0.41 | 169 | 450 | 0 | 0 | 0.08 | 6 | 2 | 3000 | 3000 | Use Count |
| BLUE SKY DR | CR 23 | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| BLUEBELL AV | BGN | 20TH ST | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| BLUFF LODGE | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BOULDER ST | GRANITE | MARBLE | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD A | SECOND AV | THIRD AV | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD A | RAILROAD AV | SECOND AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD A | THIRD AV | WCR 51 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD B | RAILROAD AV | WCR 51 | 0.32 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD D | RAILROAD AV | WCR 51 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD E | SECOND AV | THIRD AV | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD E | RAILROAD AV | SECOND AV | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BOULEVARD E | THIRD AV | WCR 51 | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| BRAVO POINT | END | CR 25.75 | 0.28 | 99 | 180 | 4 | 10 | 0.03 | 3 | 2 | 3000 | 3000 | Use Count |
| BRIAN AV | CL | CR 76 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| BRIGHT ANGEL | LONGVIEW BLVD | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BRITTLEBUSH | CR 11 | CDS | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| BROADWAY | CR 136.2 | CR 136 | 0.35 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| BROME CT | BUFFALO RD | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| BRUCE RD | PEAKVIEW | CDS | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| BRYANT DR | ELMER LINN DR | MONTGOMERY CI | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BRYCE | BIG BEND | END | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BRYCE CANYON | CR 52.05 | CR 52.25 | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| BUFFALO RD | CR 1 | CR 12.5 | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| BULLRUSH DRIVE | CR 70 | CDS | 0.21 | 69 | 180 | 17 | 40 | 0.05 | 1 | 2 | 1800 | 1800 | Use Count |
| BURGHLEY CT | CR 3940 | CR 3940 | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BURGHLEY CT 1 | CR 3454 | CDS | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BURGHLEY CT 2 | CR 3454 | CDS | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| BUTTE DR | LOWER HIGHLAND | IDAHO CREEK PY | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BUTTE DR | IDAHO CREEK PY | UPPER RIDGE RD | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| BUTTE DR | LOWER RIDGE RD | LOWER HIGHLAND | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| C ST | CR 29 | CL GREELEY | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 13200 | 13200 | No Model No Count |
| C ST | CL GREELEY | STR | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| C ST | CL GREELEY | CR 29.4 | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 13200 | 13200 | No Model No Count |
| C ST | CL GREELEY | CL GREELEY | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 13200 | 13200 | No Model No Count |
| C ST | BGN | CL GREELEY | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| C ST | STR | CR 31 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| C ST | CR 41.50 | CR 43 | 0.50 | 242 | 2430 | 41 | 210 | 0.09 | 4 | 2 | 13200 | 13200 | Use Model |
| C ST | CR 41 | CR 41.50 | 0.51 | 242 | 2500 | 48 | 230 | 0.10 | 4 | 2 | 12000 | 12000 | Use Model |
| CABALLO RD | LG | ALTO WY | 0.36 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CABALLO RD | LG | SRFCH | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| CABALLO TR | COYOTE TR | END | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CABALLO TR | GRANJERO RD | COYOTE TR | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CACTUS DR | CR 42 | CR 11 | 0.45 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| CANYON CREEK | BIG BEND | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| CARLIN ST | VICKORY AVE | COLUMBUS AVE | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| CARLIN ST | COLUMBUS AVE | MIRIAM AVE | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| CARLSBAD | BIG BEND | CR 3.5 | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| CARLSON COURT | CDS | CR 84 | 0.44 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| CAROL DR | CR 4.9 | CR 6 | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| CAROLINE AV | SRFCH | CR 6 | 0.36 | 360 | 870 | 0 | 0 | 0.15 | 6 | 2 | 3000 | 3000 | Use Count |
| CAROLINE AV | CR 4.4 | SRFCH | 0.18 | 96 | 250 | 0 | 0 | 0.02 | 6 | 2 | 6000 | 6000 | Use Count |
| CAROLINE AV | CR 31 | CR 33 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| CASA GRND DR | CR 33 | CR 33.28 | 0.22 | 695 | 1170 | 49 | 80 | 0.20 | 3 | 2 | 3000 | 3000 | Use Count |
| CASA GRND DR | CR 52.15 | CR 52.25 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CASLER | BARR | CR 31.95 | 0.80 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| CASLER AV | PATRICK ST | FLINT ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| CASLER AV | FLINT ST | JADE ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| CASLER AV | JADE ST | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| CATCLAW CT | NMOOR | CDS | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| CATHY LN | CR 10.6 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| CEDAR CT | CR 74 | CDS | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| CELESTE LANE | CDS | SH 60 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 14400 | 14400 | No Model No Count |
| CENTER DR | PEARL HOWLETT | PEARL HOWLETT | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| CHALLENGER RANCH | CDS | CR 15.5 | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| CHATOGA AV | CR 87 | CL | 0.38 | 212 | 480 | 53 | 120 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| CHATOGA AV | CL | RAILROAD AV | 0.46 | 212 | 480 | 53 | 120 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| CHATOGA AV | CL | CR 122 | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| CHATOGA AV | RR AV | CL | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| CHERRY AV | CL GREELEY | SH 34 | 0.68 | 0 | 100 | 0 | 10 | 0.00 | 4 | 2 | 13200 | 13200 | Use Model |
| CHESTNUT AV | CR 58 | END | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| CHEYENNE AV | CL | CR 76 | 0.16 | 1004 | 1390 | 70 | 100 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| CHOLLA CT | NMOOR | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| CHRISTIAN ST | CAROLI | MARY | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| CINDY PL | CDS | GRANDVIEW DR | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CIRCLE DR | CR 79 | CR 136 | 0.54 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| CLARA LEE ST | CDS | CR 37 | 0.45 | 68 | 90 | 9 | 10 | 0.02 | 7 | 2 | 3000 | 3000 | Use Count |
| CLEMMA CT | BGN | CR 12 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| CLIFF RD | BGN | CR 70 | 0.19 | 50 | 130 | 4 | 10 | 0.02 | 1 | 2 | 3000 | 3000 | Use Count |
| COALBANK RD | CR 31 | CDS | 0.24 | 35 | 6140 | 6 | 400 | 0.21 | 1 | 2 | 14400 | 14400 | Use Model |
| COLEMAN AV | CR 31 | CR 31.95 | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| COLEMAN AVE | CR 33 | FLINT ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| COLEMAN AVE | FLINT ST | JADE ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| COLEMAN AVE | JADE ST | END | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| COLI RD | STR | CR 20.5 | 3.19 | 0 | 14940 | 0 | 740 | 0.19 | 6 | 4 | 38400 | 38400 | Use Model |
| COLI RD | SH 52 | STR | 0.31 | 0 | 15210 | 0 | 750 | 0.21 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | STR | BOULDER N COLI | 2.86 | 3997 | 4070 | 240 | 210 | 0.14 | 5 | 2 | 14400 | 14400 | Use Model |
| COLI RD | CR 20.5 | STR | 0.96 | 0 | 12990 | 0 | 580 | 0.17 | 6 | 4 | 38400 | 38400 | Use Model |
| COLI RD | RRX | CL LONGMONT | 0.04 | 0 | 10350 | 0 | 500 | 0.14 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | STR | RRX | 0.04 | 0 | 10350 | 0 | 500 | 0.14 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | SH 66 | BLDR CR 6 | 1.00 | 0 | 4580 | 0 | 250 | 0.16 | 5 | 2 | 14400 | 14400 | Use Model |
| COLI RD | SPLIT | CL | 0.08 | 0 | 13370 | 0 | 690 | 0.19 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | CL | SPLIT | 0.08 | 0 | 13370 | 0 | 690 | 0.19 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | CL LONGMONT | CL | 0.03 | 0 | 13370 | 0 | 690 | 0.19 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | SPLIT | CL | 0.04 | 0 | 8740 | 0 | 410 | 0.12 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | CL | SPLIT | 0.04 | 0 | 13370 | 0 | 690 | 0.19 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | CL | SH 66 | 0.86 | 9550 | 8410 | 764 | 400 | 0.12 | 6 | 4 | 36000 | 36000 | Use Model |
| COLI RD | BOULDER CR 6 | STR | 0.15 | 0 | 5470 | 0 | 230 | 0.21 | 5 | 2 | 13200 | 13200 | Use Model |
| COLLINS ST | CR 33 | CL EATON | 1.00 | 4162 | 9470 | 791 | 620 | 0.26 | 1 | 2 | 18000 | 18000 | Use Model |
| COLLINS ST | CL EATON | CR 35 | 0.01 | 0 | 9470 | 0 | 620 | 0.26 | 1 | 2 | 18000 | 18000 | Use Model |
| COLORADO AV | CR 12 | NCL | 0.38 | 0 | 23620 | 0 | 1860 | 0.45 | 6 | 2 | 26400 | 26400 | Use Model |
| COLORADO AV | CL | SH 52 | 0.59 | 0 | 22670 | 0 | 1780 | 0.50 | 6 | 2 | 22800 | 22800 | Use Model |
| COLORADO AV | NCL | SPLIT | 0.05 | 0 | 23620 | 0 | 1860 | 0.45 | 6 | 2 | 26400 | 26400 | Use Model |
| COLORADO AV | 113.75 | CR 115 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| COLORADO AV | CR 113 | 113.75 | 0.76 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| COLUMBUS AVE | CR 90 | CARLIN ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| COLUMBUS AVE | CARLIN ST | END | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| COMMANCHE CT | HOPI | CDS | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| COMPO RD | CR 396 | LAGO DR | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| COMPO RD | LAGO DR | ALTO WY | 0.43 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CONNECTER | CR 35 | CR 66 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CONNECTOR | CR128 | CR 126.5 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| CONNECTOR | CR 16.5 | CR 63 | 0.13 | 781 | 1050 | 156 | 210 | 0.09 | 7 | 2 | 6000 | 6000 | Use Count |
| CONNECTOR | CR 16.5 | CONNECTOR | 0.10 | 161 | 220 | 43 | 60 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CONNECTOR | CR 136 | CR 79 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| CONRAD | CR 48.5 | END | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| CORNERSTONE CT | CORNERSTONE | CDS | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| CORNERSTONE WY | CR 72 | CDS | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| COTTONWOOD LN | BGN | FAIR LN | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| COTTONWOOD LN | FAIR | CR 10 | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| COYOTE RIDGE DRIVE | CR 15 | CDS | 0.73 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| COYOTE RIDGE DRIVE | CR76.5 | CDS | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| COYOTE TR | CABALLO TR | CDS | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| CR 18.5 | CL HUDSON | SRFCH | 0.21 | 172 | 340 | 46 | 90 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| CR 18.5 | SRFCH | CR 49 | 0.03 | 0 | 5580 | 0 | 330 | 0.19 | 7 | 2 | 14400 | 14400 | Use Model |
| CR 19.75 | CR 46.5 | CR 46.75 | 0.25 | 230 | 1150 | 41 | 200 | 0.04 | 5 | 2 | 13200 | 13200 | Use Count |
| CR 23 | WIDCH | CR 23 | 0.41 | 1658 | 7110 | 249 | 1070 | 0.30 | 1 | 2 | 12000 | 12000 | Use Count |
| CR 23 | STR | WIDCH | 0.19 | 0 | 11720 | 0 | 620 | 0.44 | 3 | 2 | 13200 | 13200 | Use Model |
| CR 23 | SH 392 | WIDCH | 0.11 | 0 | 7110 | 0 | 1070 | 0.30 | 8 | 2 | 12000 | 12000 | No Model No Count Derived |
| CR 23 | WIDCH | SH 392 | 0.15 | 0 | 11250 | 0 | 600 | 0.43 | 1 | 2 | 13200 | 13200 | No Model No Count Derived |
| CR 23.75 | SPLIT | CR 64.75 | 0.11 | 0 | 15810 | 0 | 1110 | 0.22 | 3 | 4 | 36000 | 36000 | Use Model |
| CR 33.50 | CR 4 | END | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| CR 33.75 | CR 4 | END | 0.41 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| CR 35.9 | BGN | LEIF LANE | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| CR 40 | END | CR 49 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| CR 400 | CR 135 | SRFCH | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| CR 400 | SURFACE CHANGE | END | 0.64 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| CR 46.75 | CR 19.75 | CR 21 | 0.25 | 0 | 1150 | 0 | 200 | 0.04 | 5 | 2 | 13200 | 13200 | No Model No Count Derived |
| CR 47.5 | SH 34 | WIDCH | 0.91 | 0 | 2650 | 0 | 220 | 0.09 | 4 | 2 | 14400 | 14400 | Use Model |
| CR 47.5 | SRFCH | WELD COUNTY | 0.02 | 0 | 7390 | 0 | 450 | 0.26 | 4 | 2 | 14400 | 14400 | Use Model |
| CR 47.5 | WIDCH | SRFCH | 0.04 | 0 | 7390 | 0 | 450 | 0.26 | 4 | 2 | 14400 | 14400 | Use Model |
| CR 5 | VISTA VIEW DR | SH 119 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| CR 64.75 | SPLIT | CR 23.75 | 0.74 | 2643 | 17260 | 0 | 1200 | 0.24 | 3 | 4 | 36000 | 36000 | Use Model |
| CRLSBD DR | CR 33.05 | CR 33.33 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| DAFFODIL | SH 34 | CR 58.25 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| DALE AV | CR 31 | CR 33 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| DAVIS RD | BGN | CR 54.4 | 0.14 | 128 | 150 | 10 | 10 | 0.03 | 4 | 2 | 3000 | 3000 | Use Count |
| DEARBORN AV | TIOGA | CR 105 | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| DEARBORN AV | CR 1036 | TIOGA | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| DEERE RD | CR 10 | END | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| DEFORD ST | COLORADO | SH 14 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| DEHNING WY | SKYWAY DR | VISTA VIEW DR | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| DEL COMINO LN | CR 20 | S VISTA | 0.96 | 73 | 140 | 7 | 10 | 0.02 | 6 | 2 | 3000 | 3000 | Use Count |
| DEL COMINO LN | S VISTA | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| DELCOMUNDO RD | S VISTA | END | 0.36 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| DELWOOD AV | BGN | CR 58.25 | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| DELWOOD AV | CR 58.45 | CR 58.5 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| DENVER AV | CR 6 | CL FORT LUPTON | 0.18 | 270 | 4600 | 30 | 240 | 0.12 | 7 | 2 | 19200 | 19200 | Use Model |
| DIANA PL | BGN | GRANDVIEW DR | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| DIANA ST | GRANDVIEW DR | 35TH | 0.05 | 94 | 8720 | 6 | 390 | 1.45 | 3 | 2 | 3000 | 3000 | Use Model |
| DILMONT AV | BGN | CR 58.25 | 0.20 | 196 | 230 | 24 | 30 | 0.02 | 4 | 2 | 6000 | 6000 | Use Count |
| DINOSAUR CT | CR 52.15 | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| DOROTHY AV | FRONT ST | END | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| DOVE | CR 3520 | CDS | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| DOVE HAVEN LN | CR 40.5 | CDS | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| DREAM ACRES | CR 11 | END | 0.47 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | No Model No Count |
| DUNMIRE | WILLIAMS | SRFCH | 0.33 | 0 | 2530 | 0 | 100 | 0.42 | 6 | 2 | 3000 | 3000 | No Model No Count Derived |
| DURANGO PL | LOWER RIDGE RD | LOWER HIGHLAND | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| DURANGO PL | LOWER HIGHLAND | IDAHO CREEK PY | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| DURANGO PL | IDAHO CREEK PY | UPPER RIDGE RD | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| DYE ST | FRONT ST | 2ND ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| EAGLE DR | CR 35 | CR 3520 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| EDGEWATER PL | CDS | CDS | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| EDGEWATER RD | CR 5.5 | EDGEWATER PL | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| EDIE PL | CR 10.6 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| EDWARD ST | LEONA | MAIN ST | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ELDER AV | CR 58.25 | CR 58.5 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 13200 | 13200 | No Model No Count |
| ELIZABETH ST | CR 10 | CLARA LEE ST | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| ELM ST | CR 15 | END | 0.50 | 107 | 160 | 0 | 0 | 0.01 | 6 | 2 | 6000 | 6000 | Use Count |
| ELM ST | CR 37.9 | CR 39 | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| ELMER LINN DR | CR 550 | PEARL HOWLETT | 0.36 | 279 | 520 | 6 | 10 | 0.09 | 6 | 2 | 3000 | 3000 | Use Count |
| ELMWOOD DR | 17TH ST | CR 58.5 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 3000 | 3000 | No Model No Count |
| ENTRANCE RD | CR 550 | CR 560 | 0.10 | 529 | 1400 | 0 | 0 | 0.23 | 6 | 2 | 3000 | 3000 | Use Count |
| ESSEX RD | CR 3455 | SRFCH | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ESSEX RD | CDS | CR 3455 | 0.68 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ESSEX RD NORTH 1 | CR 3492 | CDS | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ESSEX RD NORTH 2 | CDS | CDS | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ESSEX RD SOUTH 1 | CR 3942 | CDS | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ESSEX RD SOUTH 2 | CDS | CR 3942 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ESSEX ROAD SOUTH | ESSEX ROAD | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ETHEL AV | CL MILLIKEN | RRX | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| ETHEL AV | CL MILLIKEN | CL | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| ETHEL AV | RRX | CL MILLIKEN | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| EVEREST PLACE | YOSEMITE | CDS | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| EVERGLADE CT | CR 52.3 | END | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| FACTORY RD | 2ND ST | RRX | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 3000 | 3000 | No Model No Count |
| FACTORY RD | 1ST ST | 2ND ST | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 3000 | 3000 | No Model No Count |
| FAIR LN | COTTONWOOD | CR 37 | 0.34 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| FAIRBANKS DR | CDS | CDS | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| FAIRBANKS DR | CR 3455 | SRFCH | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| FAIRVIEW DR | BGN | SKYWAY DR | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FAIRVIEW DR | SKYWAY DR | VISTA VIEW DR | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FAIRVIEW DR | VISTA VIEW | SH 119 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FAIRWY DR | CR 38 | CR 7.5 | 0.37 | 41 | 90 | 3 | 10 | 0.00 | 5 | 2 | 13200 | 13200 | Use Count |
| FAITH LANE | CDS | CR 37 | 0.42 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| FALCON DR | SRFCH | CR 1050 | 0.54 | 70 | 100 | 6 | 10 | 0.02 | 7 | 2 | 3000 | 3000 | Use Count |
| FALCON DR | CR 3250 | SRFCH | 0.13 | 70 | 100 | 6 | 10 | 0.02 | 7 | 2 | 3000 | 3000 | Use Count |
| FAR VEIW | BGN | BIG BEND | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FAR VIEW | FAR VIEW | BIG BEND | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FERN AV | CR 56.5 | CR 58.25 | 0.71 | 77 | 110 | 0 | 10 | 0.01 | 4 | 2 | 6000 | 6000 | Use Model |
| FIR AV | SPRUCE DR | LONGS PEAK ST | 0.47 | 120 | 270 | 7 | 20 | 0.05 | 6 | 2 | 3000 | 3000 | Use Count |
| FLAMING GRG CT | BGN | CR 52.3 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| FLINT AV | BGN | AGATE | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| FLINT ST | CASLER AV | HIGGINS AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| FLINT ST | GOOD AVE | COLEMAN AVE | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| FLINT ST | BARLEY AVE / CR | GOOD AVE | 0.09 | 223 | 310 | 18 | 20 | 0.05 | 7 | 2 | 3000 | 3000 | Use Count |
| FLINT ST | LAMB AV | CASLER AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| FLINT ST | COLEMAN AV | LAMB AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| FOREST CANYON | BGN | BIG BEND | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FORESTER PL | LOWER RIDGE RD | LOWER HIGHLAND | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FORESTER PL | LOWER HIGHLAND | IDAHO CREEK PY | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FORESTER PL | UPPER HIGHLAND | UPPER RIDGE RD | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FORESTER PL | IDAHO CREEK PY | UPPER HIGHLAND | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FREDERICK ST | CAROLINE ST | GRACE | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FREDERICK ST | BGN | CAROLINE | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| FRONT ST | SERVICE RD | CR 73 | 0.59 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| FRONTIER RD | FAIRWY | CR 38 | 0.21 | 43 | 100 | 4 | 10 | 0.00 | 5 | 2 | 13200 | 13200 | Use Count |
| GALLATIN | BGN | BIG BEND | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| GANDER VALLEY LN | CDS | CR 19 | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| GAYLIN AV | CR 74.8 | CR 76 | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| GLACIER DR | CR 33.45 | CR 52.25 | 0.33 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| GLACIER POINT | BIG BEND | END | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| GOLD STONE CREEK CT | CR 29 | CDS | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| GOOD AV | CR 31 | CR 33 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| GOOD AVE | PATRICK ST | FLINT ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| GOOD AVE | FLINT ST | JADE ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| GOOD AVE | JADE ST | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| GR CANYON | CR 33.45 | CR 52 | 0.40 | 315 | 530 | 16 | 30 | 0.09 | 3 | 2 | 3000 | 3000 | Use Count |
| GRACE AV | FREDERICK | CR 6 | 0.12 | 44 | 90 | 3 | 10 | 0.02 | 6 | 2 | 3000 | 3000 | Use Count |
| GRANDTETON | CR 52.2 | CR 52.2 | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| GRANDVIEW | 3RD ST | 1ST ST | 0.15 | 159 | 310 | 19 | 40 | 0.05 | 2 | 2 | 3000 | 3000 | Use Count |
| GRANDVIEW DR | CINDY PL | END | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRANDVIEW ST | CDS | LYNN ST | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| GRANDVIEW ST | LYNN ST | CINDY PL | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| GRANITE AV | SLATE | SH 14 | 0.44 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| GRANJERO RD | CR 396 | CR 5060 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| GRAY AV | 5TH ST | 4TH ST | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| GRAY AV | 4TH ST | CR 21 | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 240 | 240 | No Model No Count |
| HANGIS CT | CDS | SH 56 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| HANNAH WAY | KYLE PL | CDS | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| HANNAH WAY | CR 74 | KYLE PL | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| HAROLD ST | BARLEY | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HARPENDEN LN | CDS | CR 21.5 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| HARRISON ST | FRONT ST | 2ND | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HARRISON ST | BGN | FRONT ST | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HART ST | BARLEY | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HEDGES AV | CR 13.2 | CR 13 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| HENRY ST | BARLEY | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HICKORY AV | 6TH AV | SH 52 | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| HIGGINS AV | CR 31 | CR 33 | 0.76 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HIGGINS AV | PATRICK ST | FLINT ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| HIGGINS AV | FLINT ST | JADE ST | 0.17 | 37 | 50 | 7 | 10 | 0.01 | 7 | 2 | 3000 | 3000 | Use Count |
| HIGGINS AV | JADE ST | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| HIGGINS AVE | BARR | HAROLD ST | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| HIGHLAND DR | CL | CR 950 | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 18000 | 18000 | No Model No Count |
| HIGHLAND PLACE | CDS | SH 52 | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| HIGHLAND WAY | CDS | HIGHLAND PLACE | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| HIGHLANDS CT | CR 5 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| HIGHVIEW DR | CDS | PARENT ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| HIGHVIEW DR | PARENT ST | CDS | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| HILL LAKE DRIVE | CR 13 | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| HILL ROAD | CDS | WB FARMS ROAD | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| HILNPARK DR | CR 52 | CR 52.3 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| HOLLY AV | E 18TH ST | END | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| HOLLY AV | SRFCH | LG | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| HOLLY AV | WELD COUNTY | SRFCH | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| HOLLY AV | HOLLY AV | HOLLY AV | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| HOLLY AV | SRFCH | SRFCH | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 6000 | 6000 | No Model No Count |
| HOLLY AV | URBDRY | URBDRY | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| HOLLY AV | LG | URBDRY | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| HOLMAN CT | BGN | 35TH AV | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| HOMESTEAD CT | MEADOWVALE DR | END | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| HOMESTEAD CT | BGN | CR 3313 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| HOPI TR | COMMANCHE CT | ALGONQUINN DR | 0.53 | 50 | 90 | 6 | 10 | 0.02 | 3 | 2 | 3000 | 3000 | Use Count |
| HOPI TR | CR 13.8 | CR 13.9 | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| HOT SPGS DR | CR 52.1 | CR 52.15 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| HOT SPGS DR | CR 52.1 | CR 52.3 | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| HOT SPRINGS | BIG BEND | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| HT SPGS DR | CR 33.2 | CR 33.33 | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| IDA ST | CL | CR 27 | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| IDAHO CREEK PY | CR 750 | FORESTER PL | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| IRENE AV | CR 46 | CL | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| IRENE AV | CL | SH 60 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 6000 | 6000 | No Model No Count |
| JACKSON | BIG BEND | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| JADE DRIVE | LEIF LANE | CR 37 | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| JADE DRIVE | CDS | LEIF LANE | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| JADE ST | CASLER AV | HIGGINS AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| JADE ST | GOOD AVE | COLEMAN AVE | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| JADE ST | BARLEY AVE / CR | GOOD AVE | 0.09 | 108 | 150 | 17 | 20 | 0.03 | 7 | 2 | 3000 | 3000 | Use Count |
| JADE ST | LAMB AV | CASLER AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| JADE ST | COLEMAN AV | LAMB AV | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| JAZ ROAD | CR 21 | CDS | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| JCK PL | MEADOWVALE RD | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| JOHNSON LN | CR 7 | END | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| JOHNSON ST | CL FREDERICK | MCCLURE | 0.38 | 1262 | 4960 | 50 | 480 | 0.19 | 6 | 2 | 13200 | 13200 | Use Model |
| JORDAN WY | BGN | CR 39 | 0.25 | 65 | 150 | 7 | 20 | 0.01 | 7 | 2 | 14400 | 14400 | Use Count |
| JULIUS ST | CAROLINE ST | MARY | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| JULIUS ST | MARY ST | GATE | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| KELLER DRIVE | GATE | END | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| KELLER DRIVE | CR 1 | GATE | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 14400 | 14400 | No Model No Count |
| KELLY LN | 168TH AV | END | 0.39 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| KELLY LN | CR 29 | CR 2910 | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| KING CN DR | CR 52.15 | CR 52.25 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| KING CN DR | CR 33.05 | CR 33.13 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| KING CN DR | CR 52.05 | CR 52.15 | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| KIOWA DR | CR 52.5 | SRFCH | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| KIOWA DR | CR 52.8 | CR 52.5 | 0.32 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| KIOWA DR | SRFCH | END | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| KIOWA PR | CR 54 | END | 0.37 | 49 | 90 | 4 | 10 | 0.02 | 3 | 2 | 3000 | 3000 | Use Count |
| KNOX ST | FRONT ST | 2ND ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| KOCH ST | CR 13.2 | CR 13.3 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| KYLE PLACE | CDS | HANNAH WAY | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| LA ROSA CT | BGN | SVISTA | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LAGO DR | COMPO RD | SRFCH | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| LAGO DR | SRFCH | END | 0.01 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| LAKE MEAD | CR 52.15 | CR 52.25 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| LAKE MEAD | CR 5225 | CR 5240 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| LAKE VIEW CT | CR 15.15 | END | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| LAKOTA LAKES RD | CDS | CR 54 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| LAKOTAH CT | CR 56.8 | END | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| LAMB AV | CR 31 | CR 33 | 0.98 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| LAMB AV | PATRICK ST | FLINT ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| LAMB AV | FLINT ST | JADE ST | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| LAMB AV | JADE ST | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| LARSON AV | CR 37.15 | 38TH ST | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 6000 | 6000 | No Model No Count |
| LASALLE AV | CR 1034 | CR 1036 | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| LASSEN CT | CR 52.05 | CR 52.1 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| LASSEN CT | BGN | CR 33.13 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| LATHAM VIEW CT | CR 43 | CDS | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| LEE LAKE AV | CR 15.10 | CR 76.35 | 0.52 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| LEE ST | 3RD AV | CR 79 | 0.63 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| LEE ST | BGN | 3RD AV | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| LEIF LANE | JADE DRIVE | CR 35.9 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| LEIF LANE | CR 35.9 | CR 37 | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| LEOLA WAY | WCR 74 | CDS | 0.38 | 180 | 290 | 29 | 50 | 0.08 | 2 | 2 | 1800 | 1800 | Use Count |
| LEONA ST | EDWARD | CR 6 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LESLIE ST | 3RD AV | 4TH AV | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| LIGHTHOUSE CT | CDS | CR 7 | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| LINDEN ST | 4TH STREET | WALL ST | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 3000 | 3000 | No Model No Count |
| LOMALINDA CT | BGN | SVISTA | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LONE PINE ST | MCKINLEY AV | PARK AV | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| LONGS PEAK DR | PIKES PEAK DR | CR 3 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| LONGS PK RD | BGN | PIKES PEAK DR | 0.48 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| LONGSPK ST | FIR AV | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| LONGVIEW BLVD | BGN | BGN | 0.60 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LONGVIEW BLVD | BGN | CR 3.5 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LOWELL LN | CR 7 | GATE | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| LOWER HIGHLAND RD | BUTTE DR | LOWER RIDGE RD | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LOWER RIDGE RD | BUTTE DR | LOWER HIGHLAND | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| LYNN ST | CDS | CR 35 | 0.12 | 122 | 630 | 11 | 30 | 0.11 | 3 | 2 | 3000 | 3000 | Use Model |
| M ST | 26TH AV | 25TH AV | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| MAIN ST | CR 43 | CL HUDSON | 0.43 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| MAIN ST | CL HUDSON | HICKORY ST | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| MAIN ST | CR 39 | URBDRY | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| MAIN ST | URBDRY | CL LASALLE | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| MAIN ST | CR 31 | LESH DR CL | 0.50 | 54 | 180 | 11 | 40 | 0.02 | 1 | 2 | 6000 | 6000 | Use Count |
| MAIN ST | STR | CR 74 | 0.55 | 1138 | 1580 | 262 | 360 | 0.05 | 2 | 2 | 14400 | 14400 | Use Count |
| MAIN ST | RAILROAD AVE | CR 51 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| MAIN ST | SH 392 | 5TH AV | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| MAMMOTH | FAR VIEW | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAPLE | CR 15 | END | 0.51 | 187 | 440 | 0 | 0 | 0.04 | 6 | 2 | 6000 | 6000 | Use Count |
| MAPLE ST | CR 37.9 | CR 37.95 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| MAPLE ST | CR 37.95 | CR 39 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| MARBLE AV | CR 82.5 | SH 14 | 1.52 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| MARTIN ST | CR 10 | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| MARY AV | CHRISTIAN | CR 6 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| MARY AV | CR 31 | WOODRUFF | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| MASON VIEW ROAD | WCR 53 | CDS | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| MATTHEWS AV | CR 6 | CR 8 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| MAY DR | CR 23 | CDS | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| MEADOW LN | CR 8.5 | COTTNWD | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| MEADOW VALE RD | ENTRANCE | BLUE MOUNTAIN | 0.55 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| MEADOWLARK | CR 10 | SRFCH | 0.30 | 119 | 170 | 15 | 20 | 0.03 | 7 | 2 | 3000 | 3000 | Use Count |
| MEADOWLARK PL | CR 534 | END | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| MEADOWLARK RD | SURFACE CHANGE | END | 0.30 | 119 | 170 | 15 | 20 | 0.03 | 7 | 2 | 3000 | 3000 | Use Count |
| MESA VERDA DR | CR 33 | CR 5235 | 0.50 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| MESA VERDA DR | CR 5235 | YOSEMITE | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| MESA VERDE | BIG BEND | END | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| MESQUITE CT | CDS | NORTHMOOR | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| MILL CREEK RD | CDS | CR 40.5 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| MILLIKEN RD | CR 52 | CL | 0.50 | 4150 | 20310 | 415 | 1550 | 0.71 | 3 | 2 | 14400 | 14400 | Use Model |
| MILTON ST | SH 392 | 5TH AV | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| MIRIAM AVE | CARLIN ST | END | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| MONTGOMERY CI | PEARL HOWLETT | PEARL HOWLETT | 0.58 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| MORNING STAR CT | MORNING STAR | CDS | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| MORNING STAR LN | CR 72 | MORNING STAR CT | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| MORNING STAR LN | MORNING STAR | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| MORRIS AV | CR 31 | CR 31.8 | 0.91 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| MORRIS AV | CR 31.8 | END | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| MOUNTAINVIEW DR | CR 4.8 | CR 6 | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| MT RAINIER CT | BGN | CR 5237 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| MTVIEW ST | FIR AV | CR 5 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| N ST | 26TH AV | 25TH AV | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| NANCY AV | CR 31 | CR 31.95 | 0.99 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| NAVAHO CT | BGN | CR 22 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| NAVAJO CT | BGN | CR 33.28 | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| NEBRASKA ST | BGN | SH 14 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| NELSON | APPALOOSA | CR 37 | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| NESTING CRANE | NESTING CRANE | NESTING CRANE | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| NESTING CRANE | END | NESTING CRANE | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 6000 | 6000 | No Model No Count |
| NESTING CRANE LANE | CDS | ACCESS RD | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| NESTING CRANE LANE | ACCESS RD | SH 66 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| NOLINA CT | CDS | NMORR DR | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| NORTH RIM | BGN | BIG BEND | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| NORTHMOOR DR | CR 42 | CR 11 | 0.99 | 211 | 500 | 17 | 40 | 0.08 | 5 | 2 | 3000 | 3000 | Use Count |
| NORTHWEST DR | CR 76 | END | 0.38 | 294 | 760 | 21 | 50 | 0.13 | 1 | 2 | 3000 | 3000 | Use Count |
| OAK ST | CR 1034 | CR 987 | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| OCOTILLO CT | CDS | NORTHMOOR | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| OGILVY CT | CDS | CR 35 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| OLD CR 15 | CR 15 | CR 15 | 0.64 | 0 | 4730 | 0 | 190 | 0.16 | 1 | 2 | 14400 | 14400 | Use Model |
| OLD SH 52 | SH 52 | SH 52 | 0.75 | 48 | 90 | 5 | 10 | 0.02 | 6 | 2 | 3000 | 3000 | Use Count |
| OLD SH 6 | BGN | CL KEENESBURG | 0.19 | 685 | 1380 | 253 | 510 | 0.05 | 7 | 2 | 14400 | 14400 | Use Count |
| OLD SH 6 | CL | CL | 0.25 | 685 | 1380 | 253 | 510 | 0.05 | 7 | 2 | 14400 | 14400 | Use Count |
| OLIVE ST | CR 37.9 | CR 39 | 0.12 | 0 | 30 | 0 | 0 | 0.01 | 2 | 2 | 1800 | 1800 | Use Model |
| OLYMPIC | CR 33.40 | CR 33.45 | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| OSWEGO AV | CR 390 | CL | 0.52 | 236 | 360 | 149 | 230 | 0.03 | 8 | 2 | 6000 | 6000 | Use Count |
| OWL CREEK LANE | SH 392 | CDS | 0.29 | 11 | 20 | 1 | 0 | 0.00 | 2 | 2 | 14400 | 14400 | Use Count |
| PACIFIC AV | BGN | 1ST ST | 0.22 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| PADAKET RD | CR 2320 | CR 2340 | 0.23 | 37 | 120 | 3 | 10 | 0.02 | 1 | 2 | 3000 | 3000 | Use Count |
| PADEN | CR 25.8 | DENVER AV | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| PAJARO WY | VAQUERO TR | CDS | 0.08 | 92 | 170 | 7 | 10 | 0.03 | 3 | 2 | 3000 | 3000 | Use Count |
| PALOMINO ST | ARABIA | CR 37 | 0.36 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| PANORAM CIR | CR 12 | CR 12 | 0.55 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PARENT ST | CR 3 | HIGHVIEW DR | 0.27 | 56 | 110 | 10 | 20 | 0.03 | 6 | 2 | 1800 | 1800 | Use Count |
| PARKS LN | CDS | WCR 39 | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| PAWNEE DR | CR 31.6 | CR 52.5 | 0.55 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| PAWNEE DR | CR 52.5 | END | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| PAWNEE LN | BGN | CR 31.6 | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| PAWNEE LN | CR 31.1 | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| PEAK LN | BGN | FIR AV | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| PEAKVIEW | CR 10.5 | CR 12 | 0.46 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PEARL HOWLETT RD | CR 550 | MONTGOMERY CI | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| PECKHAM DRIVE | CR 33 | CDS | 0.22 | 315 | 360 | 60 | 70 | 0.10 | 4 | 2 | 1800 | 1800 | Use Count |
| PELICAN SHORES CT | PELICAN SHORES | CDS | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PELICAN SHORES | CDS | PELICAN SHORES | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PELICAN SHORES | PELICAN SHORES | CDS | 0.38 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PELICAN SHORES | PELICAN SHORES | PELICAN SHORES | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PELICAN SHORES S | CR 26 | PELICAN SHORES | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PERRY ST | BRIGGS ST | RRX | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 18000 | 18000 | No Model No Count |
| PHEASANT CREST | CR 84 | END | 0.30 | 55 | 220 | 7 | 30 | 0.01 | 1 | 2 | 14400 | 14400 | Use Count |
| PHEASANT CT | CDS | MEADOWLARK RD | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| PHEASANT MEADOWS | CR 60.5 | CDS | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| PIKES PEAK DR | CR 68.15 | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| PIKES PEAK ST | SPRUCE DR | CR 5 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| PIKES PK DR | SH 392 | CR 68.15 | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| PINTO ST | CR 3560 | CR 3580 | 0.23 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| PIPER ST | CR 136.3 | CR 136.2 | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| PIPER ST | CR 79 | CR 136.3 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 3000 | 3000 | No Model No Count |
| PLEASANT HILL RD | PEARL HOWLETT | END | 0.27 | 127 | 340 | 0 | 0 | 0.06 | 6 | 2 | 3000 | 3000 | Use Count |
| PLEASANT VIEW | N BEASLEY RD | ASHTON RD | 0.44 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| PLEASANTHILL AV | 3RD ST | 1ST | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| POST VEJO LN | BGN | CR 5060 | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| PRETTY AVE | CR 90 | CL | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| PRETTY AVE | PIERCE CL | END | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 6000 | 6000 | No Model No Count |
| QUENTINE AV | CR 46 | GREEN ST | 0.51 | 0 | 16730 | 0 | 990 | 0.63 | 5 | 2 | 13200 | 13200 | Use Model |
| QUENTINE AV | GREEN ST | BROAD | 0.24 | 0 | 16730 | 0 | 990 | 0.63 | 5 | 2 | 13200 | 13200 | Use Model |
| RACHEL DRIVE | CR 86 | END | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| RAILRD AV | CL GROVER | WIDCH | 2.14 | 464 | 1080 | 306 | 710 | 0.04 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILRD AV | CR 85 | CR 83 | 1.24 | 476 | 640 | 309 | 420 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILRD AV | CR 83 | CR 136 | 1.80 | 373 | 500 | 231 | 310 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILRD AV | WIDCH | CR 85 | 2.75 | 464 | 640 | 306 | 10 | 0.02 | 8 | 2 | 14400 | 14400 | Use Model |
| RAILROAD AV | BOULEVARD B | BOULEVARD A | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| RAILROAD AV | BGN | BOULEVARD E | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| RAILROAD AV | BOULEVARD D | BOULEVARD B | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| RAILROAD AV | BOULEVARD E | BOULEVARD D | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| RAILROAD AV | BOULEVARD A | END | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| RAILROAD AV | SRFCH | OSWEGO AV | 0.49 | 776 | 1750 | 489 | 1100 | 0.06 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CR 97 | CR 110 | 1.63 | 437 | 1050 | 302 | 720 | 0.04 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CR 114 | CR 118 | 2.33 | 433 | 1040 | 286 | 690 | 0.04 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | SRFCH | CL | 1.67 | 669 | 1550 | 448 | 1040 | 0.05 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | WILSON AV | CL | 0.57 | 464 | 1080 | 306 | 710 | 0.04 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CHATOGA AV | WILSON AV | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| RAILROAD AV | CR 89 | CHATOGA AV | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| RAILROAD AV | CL | CR 89 | 0.18 | 669 | 1550 | 448 | 1040 | 0.05 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CR 104 | CR 97 | 1.89 | 417 | 1000 | 300 | 720 | 0.03 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CR 100 | CR 104 | 2.66 | 480 | 1080 | 307 | 690 | 0.04 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | WALNUT ST | CR 100 | 0.89 | 616 | 1430 | 419 | 970 | 0.05 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | OSWEGO AV | WALNUT ST | 0.47 | 390 | 910 | 254 | 590 | 0.03 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CR 95 | CR 112 | 0.88 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| RAILROAD AV | CR 112 | CR 114 | 1.06 | 405 | 970 | 271 | 650 | 0.03 | 8 | 2 | 14400 | 14400 | Use Count |
| RAILROAD AV | CR 110 | CR 95 | 0.31 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| RAILROAD AV | SH 14 | SRFCH | 4.46 | 130 | 1250 | 55 | 20 | 0.10 | 8 | 2 | 6000 | 6000 | Use Model |
| RAILROAD AV | SRFCH | CR 105 | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| RAILROAD DR | CR 37 | CL | 0.56 | 249 | 300 | 27 | 30 | 0.03 | 4 | 2 | 6000 | 6000 | Use Count |
| RANGEVIEW DRIVE | CR 53 | CDS | 0.42 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| RED TAIL COURT | CR 38 | CDS | 0.29 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| REFLECTION BAY | CR 320 | CR 1.9 | 0.03 | 68 | 130 | 10 | 20 | 0.02 | 6 | 2 | 3000 | 3000 | Use Count |
| REFLECTION DR | CDS | CDS | 0.17 | 68 | 130 | 10 | 20 | 0.02 | 6 | 2 | 3000 | 3000 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REMINGTON ROAD | BGN | CR 15 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| RICHARD ST | BARLEY | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| RILEY ST | CL | RAILROAD AV | 0.15 | 0 | 100 | 0 | 30 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count Derived |
| RIVER VIEW | BGN | CR 64 | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| RIVER VIEW | BGN | CR 64 | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| RIVER VIEW RD | CENTER DR | CR 26 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ROANOAKE AV | CR 390 | CR 105 | 0.33 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| RODNEY ST | CR 13.5 | CR 15 | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 3000 | 3000 | No Model No Count |
| ROSEVLT ST | CR 136 | CR 136.2 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| ROWE AV | CR 31 | CL PIERCE | 0.75 | 0 | 3550 | 0 | 210 | 0.13 | 1 | 2 | 13200 | 13200 | Use Model |
| ROWE AV | RRX / WIDCH | PRIDDY ST | 0.21 | 0 | 1010 | 0 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| ROWE AV | CL PIERCE | US 85 | 0.24 | 0 | 3324 | 0 | 210 | 0.13 | 2 | 2 | 13200 | 13200 | Use Model |
| ROWE AV | US 85 | RRX / WIDCH | 0.02 | 0 | 1010 | 0 | 20 | 0.04 | 2 | 2 | 14400 | 14400 | Use Model |
| RUE DE TRUST | CR 3 | CR 5 | 1.04 | 408 | 1600 | 37 | 140 | 0.06 | 6 | 2 | 13200 | 13200 | Use Count |
| RUSHMORE | BIG BEND | END | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| S LEDYARD RD | CR 3455 | CR 3454 | 0.71 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| SAGE CT | NORTHMOOR | CDS | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| SAGE HILL ROAD | CR 15 | CDS | 0.24 | 26 | 110 | 4 | 20 | 0.00 | 1 | 2 | 14400 | 14400 | Use Count |
| SAGEBRUSH WY | CR 37 | CDS | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 14400 | 14400 | No Model No Count |
| SAGUARO CT | CDS | CACTUS | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| SANDY CI | BGN | CR 12 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 13200 | 13200 | No Model No Count |
| SANDYKNOLLS BD | BGN | CR 53 | 0.49 | 83 | 90 | 8 | 10 | 0.02 | 4 | 2 | 3000 | 3000 | Use Count |
| SCHULTZ LANE | CR 1 | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| SCIOTIA ST | CR 984 | CR 986 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 6000 | 6000 | No Model No Count |
| SCIOTIA ST | CR 986 | CR 1035 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| SCOTTSBLUFF CT | BGN | CR 33.13 | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| SECOND AV | BGN | BOULEVARD E | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| SECOND AV | BOULEVARD A | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| SEELEY CT | CDS | CR 35 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| SHENANDOAH | CR 3305 | CR 3328 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| SHENANDOAH | CR 3305 | CR 5235 | 0.39 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| SHENANDOAH | CR 5236 | CR 5237 | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| SHETLAND ST | APPALOOSA | CR | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| SHETLAND ST | GATE | APPALOOSA | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| SHILOH LANE | END | SHILOH ROAD | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| SHILOH LANE | SHILOH ROAD | CR 64.5 | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| SHILOH ROAD | CDS | SHILOH LANE | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| SHILOH ROAD | SHILOH LANE | CDS | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| SHIRE RD | BGN | CR 100 | 0.15 | 34 | 3900 | 2 | 150 | 0.14 | 1 | 2 | 14400 | 14400 | Use Model |
| SHORELINE DR | CDS | CR 7 | 0.28 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| SHOSHONE | LONGVIEW BLVD | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| SIASCONE RD | BGN | CR 70 | 0.27 | 85 | 220 | 5 | 10 | 0.04 | 1 | 2 | 3000 | 3000 | Use Count |
| SIERRAVISTA | CR 15 | CR 22 | 0.60 | 179 | 330 | 29 | 50 | 0.06 | 6 | 2 | 3000 | 3000 | Use Count |
| SIOUX CT | CR 15 | END | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| SKYLARK DRIVE | SH 14 | CDS | 0.45 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| SKYWAY DR | DEHNING WY | VISTA VIEW DR | 0.66 | 285 | 530 | 29 | 50 | 0.06 | 6 | 3 | 4500 | 4500 | Use Count |
| SKYWAY DR | FAIRVIEW | DEHNING WY | 0.26 | 271 | 510 | 24 | 40 | 0.06 | 6 | 3 | 4500 | 4500 | Use Count |
| SLATE ST | BGN | FLINT AV | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| SOUTH RIM | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| SPECIALTY PLACE | I-25 FRONTAGE | END | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| SPRUCE DR | FIR AV | CR 5 | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ST | 3RD AV | END | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| ST | 3RD AV | END | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| ST | CR 35.75 | 21ST AV | 0.60 | 3660 | 13750 | 476 | 1790 | 0.57 | 3 | 2 | 12000 | 12000 | Use Count |
| ST | CL | CR 35.75 | 0.02 | 0 | 1540 | 0 | 60 | 0.06 | 3 | 2 | 13200 | 13200 | Use Model |
| ST | SERVICE RD | CR 41 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 1800 | 1800 | No Model No Count |
| ST 3 | WALNUT | CL LA SALLE | 0.02 | 0 | 360 | 0 | 20 | 0.03 | 4 | 2 | 6000 | 6000 | Use Model |
| STAGECOACH RD | CR 7.5 | END | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 6 | 3 | 4500 | 4500 | No Model No Count |
| STAGECOACH RD | CR 7.5 | END | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 6 | 3 | 4500 | 4500 | No Model No Count |
| STAGHORN CT | NMOOR | CDS | 0.16 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| STARR LN | 168TH AV | END | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 6000 | 6000 | No Model No Count |
| STEVEN ST | CR 13.5 | CR 13.75 | 0.30 | 76 | 240 | 2 | 10 | 0.04 | 1 | 2 | 3000 | 3000 | Use Count |
| STOREY ST | FRONT ST | 2ND ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| SUMMIT VIEW CT | SUMMIT PEAK DR | CDS | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| SUMMIT WY | BGN | FIR AV | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| SUMMITPEAK DR | SUMMIT VIEW CT | CDS | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| SUMMITPEAK DR | CR 34 | SUMMIT VIEW CT | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 1800 | 1800 | No Model No Count |
| SUNRISE LN | CR 10 | END | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| SUNRISE LN | CR 8.5 | FAIR | 0.33 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| SUNSET LN | MEADOW | SUNRISE | 0.24 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| SUNSHINE LANE | CR 29 | CDS | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 1800 | 1800 | No Model No Count |
| SYLVAN LN | BGN | BIG BEND | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| SYLVIA LN | CR 10.6 | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| TATE AV | CR 6 | CR 8 | 1.00 | 136 | 190 | 19 | 30 | 0.02 | 7 | 2 | 6000 | 6000 | Use Count |
| TETON | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| THIRD AV | BGN | BOULEVARD E | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| THIRD AV | BOULEVARD A | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| THUNDERBIRD | LONGVIEW BLVD | END | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| TIOGA ST | CR 984 | DEARBORN AV | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| TIOGA ST | DEARBORN AV | END | 0.02 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| TODD AV | URBDRY | CR 41 | 0.87 | 821 | 1610 | 255 | 500 | 0.06 | 4 | 2 | 14400 | 14400 | Use Count |
| TODD AV | ELM ST | CL | 0.01 | 0 | 280 | 0 | 30 | 0.01 | 4 | 2 | 13200 | 13200 | Use Model |
| TODD AV | CL | URBDRY | 0.02 | 0 | 280 | 0 | 30 | 0.01 | 4 | 2 | 13200 | 13200 | Use Model |
| TRAIL RIDGE | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| TURNER BD | SRFCH | SH 119 | 0.25 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| TWO RIVERS PY | CR 52 | CL | 0.50 | 4037 | 7730 | 646 | 480 | 0.29 | 3 | 2 | 13200 | 13200 | Use Model |
| TWO RIVERS PY | CR 50.1 | CR 52 | 1.16 | 0 | 9560 | 0 | 580 | 0.33 | 3 | 2 | 14400 | 14400 | Use Model |
| UPPER HIGHLAND RD | UPPER RIDGE RD | SOUTH | 0.14 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| UPPER RIDGE RD | DURANGO PL | BUTTE DR | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| UPPER RIDGE RD | UPPER HIGHLAND | DURANGO PL | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| UTE DR | BGN | CR 31.6 | 0.18 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| UTE DR | CR 31.1 | END | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| UTE DR | CR 31.6 | CR 52.4 | 0.21 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| VANTAGE DR | CR 8 | CR 8.5 | 0.27 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| VAQUERO TR | PAJARO WY | 49TH ST | 0.11 | 92 | 170 | 7 | 10 | 0.03 | 3 | 2 | 3000 | 3000 | Use Count |
| VAQUERO TR | CDS | PAJARO WY | 0.08 | 92 | 170 | 7 | 10 | 0.03 | 3 | 2 | 3000 | 3000 | Use Count |
| VICKORY AVE | CR 90 | CARLIN ST | 0.07 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| VICKORY AVE | CARLIN ST | END | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 2 | 2 | 1800 | 1800 | No Model No Count |
| VICTOR DR | PEARL HOWLETT | BRYANT DR | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| VISTA COMM | BGN | SH 119 | 0.20 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| VISTA LAKE RD | CDS | CDS | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 4 | 2 | 14400 | 14400 | No Model No Count |
| VISTA LAKE RD | CR 51 | VISTA LAKE RD | 0.02 | 19 | 40 | 4 | 10 | 0.00 | 4 | 2 | 14400 | 14400 | Use Count |
| VISTA VIEW DR | BGN | CR 5 | 0.75 | 0 | 0 | 0 | 0 | 0.00 | 6 | 3 | 4500 | 4500 | No Model No Count |
| VISTA VIEW DR | FAIRVIEW | DEHNING WY | 0.26 | 534 | 1000 | 37 | 70 | 0.11 | 6 | 3 | 4500 | 4500 | Use Count |
| WAGON TR | CR 7 | CR 38 | 0.17 | 41 | 90 | 4 | 10 | 0.00 | 5 | 2 | 13200 | 13200 | Use Count |
| WALNUT ST | CR 98 | CR 390 | 0.34 | 260 | 410 | 205 | 320 | 0.03 | 8 | 2 | 6000 | 6000 | Use Count |
| WARNER AV | 4TH ST | CR 21 | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 1800 | 1800 | No Model No Count |
| WATERFORD HILL PL | WATERFORD HILL | CDS | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| WATERFORD HILL WY | CDS | WATERFORD HILL | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| WATERFORD HILL WY | WATERFORD HILL | CR 15 | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| WATERSIDE LN | CDS | CR 13 | 0.54 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| WB FARMS ROAD | HILL ROAD | CR 80 | 0.19 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| WB FARMS ROAD | CDS | HILL ROAD | 0.12 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| WELD COUNTY PKWY | US 34 | CR 58 | 1.18 | 3960 | 8370 | 2020 | 4270 | 0.15 | 4 | 4 | 28800 | 28800 | Use Count |
| WELD COUNTY PKWY | STR | CR 47.5/CR 58 | 0.41 | 4502 | 9270 | 47 | 4220 | 0.16 | 4 | 4 | 28800 | 28800 | Use Count |
| WELD COUNTY PKWY | E 18TH ST / HOLLY | STR | 0.80 | 3697 | 9480 | 1627 | 4170 | 0.12 | 4 | 4 | 38400 | 38400 | Use Count |
| WELD COUNTY PKWY | E 18TH ST / HOLLY | STR | 0.31 | 4502 | 9270 | 47 | 4220 | 0.16 | 4 | 4 | 28800 | 28800 | Use Count |
| WELD COUNTY PKWY | STR | CR 60.5 | 0.27 | 0 | 9480 | 0 | 4170 | 0.12 | 4 | 4 | 38400 | 38400 | No Model No Count Derived |
| WESTERN DR | CR 8 | CR 8.5 | 0.26 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| WESTVIEW RD | CR1 | BUFFALO RD | 0.15 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| WESTVIEW RD | BUFFALO RD | CL | 0.17 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 1800 | 1800 | No Model No Count |
| WHITE SANDS ST | BGN | CR 52.1 | 0.03 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| WHITE SANDS ST | CR 52.3 | 52.1 | 0.04 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| WILD BASIN | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| WILLIAM ST | CR 13.1 | CR 13.3 | 0.13 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| WILLIAM ST | CAROLINE ST | MARY ST | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| WILSON AV | CR 87 | CL GROVER | 0.40 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| WILSON AV | STR | SRFCH | 0.88 | 41 | 60 | 16 | 20 | 0.01 | 8 | 2 | 6000 | 6000 | Use Count |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WILSON AV | SRFCH | CR 87 | 0.05 | 41 | 100 | 16 | 40 | 0.00 | 8 | 2 | 14400 | 14400 | Use Count |
| WILSON AV | CL | RR AV | 0.34 | 0 | 0 | 0 | 0 | 0.00 | 8 | 2 | 14400 | 14400 | No Model No Count |
| WILSON AV | RR AV | CHATOGA AV | 0.25 | 253 | 570 | 111 | 250 | 0.02 | 8 | 2 | 14400 | 14400 | Use Count |
| WINTER WY | CDS | CR 70 | 0.09 | 0 | 0 | 0 | 0 | 0.00 | 1 | 2 | 1800 | 1800 | No Model No Count |
| WOODRUFF ST | BARLEY | CR 18 | 1.00 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 1800 | 1800 | No Model No Count |
| WREN | CR 3510 | CDS | 0.08 | 0 | 0 | 0 | 0 | 0.00 | 7 | 2 | 3000 | 3000 | No Model No Count |
| WYE INTERSECTION | CR 50 | CR 17 | 0.10 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 14400 | 14400 | No Model No Count |
| YELLOWSTONE | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| YELLWSTONE | CR 52 | CR 52.3 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |
| YOSEMITE | LONGVIEW BLVD | END | 0.05 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| YOSEMITE | CR 33.13 | CR 52.35 | 0.96 | 125 | 240 | 5 | 10 | 0.04 | 3 | 2 | 3000 | 3000 | Use Count |
| YUCCA CT | CDS | CACTUS | 0.11 | 0 | 0 | 0 | 0 | 0.00 | 5 | 2 | 3000 | 3000 | No Model No Count |
| ZION | LONGVIEW BLVD | END | 0.06 | 0 | 0 | 0 | 0 | 0.00 | 6 | 2 | 3000 | 3000 | No Model No Count |
| ZION DR | CR 52.25 | CR 52.25 | 0.30 | 0 | 0 | 0 | 0 | 0.00 | 3 | 2 | 3000 | 3000 | No Model No Count |

# APPENDIX B – TYPICAL ROAD CROSS-SECTION DIAGRAMS

The width of a roadway is an important design consideration to ensure that it is appropriately sized to serve its function. Because of the diversity within the County, two major roadway categories have been established. The two categories are rural and urban road standards. Urban road standards will serve areas which tend to be more developed and need to provide for multiple users (bicyclists, pedestrians, parallel parking, etc.). Rural roads will typically serve only vehicular traffic, and at times bicycles. Cross-sections are created to provide a visual guide depicting the initial, interim, and ultimate phase cross-sections for these road classifications.

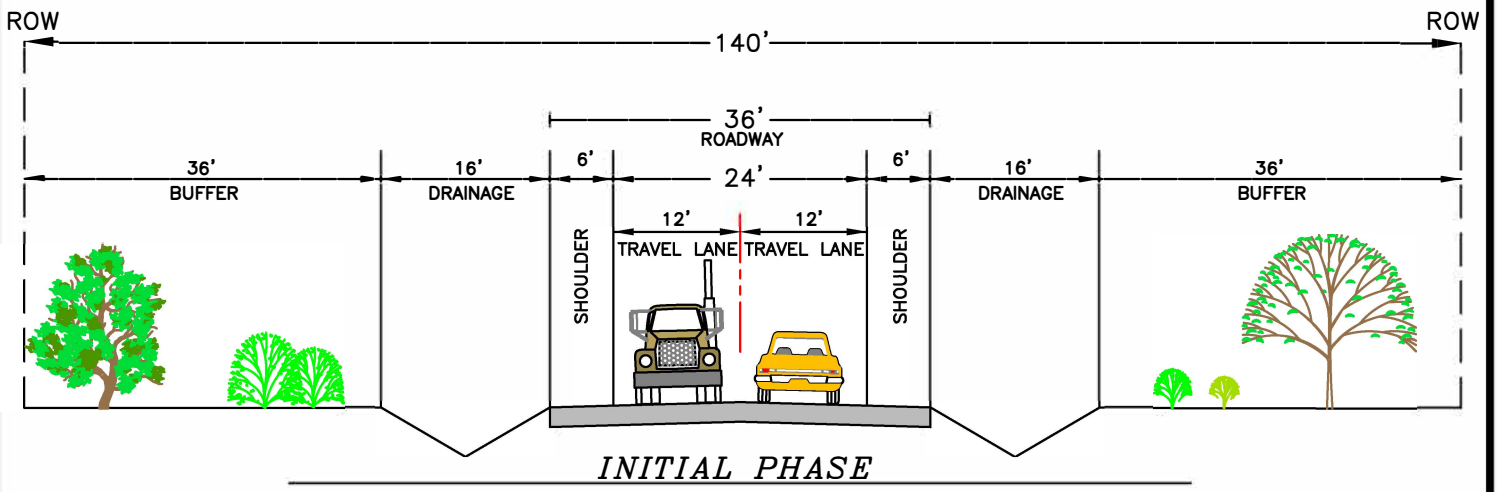
Rural Road Standards

The rural roadways will not typically require curb and gutter or sidewalk, although the County may require either, or both in unique circumstances. Widths of lanes and shoulders will vary depending upon the specific classification and the potential traffic volume which the roadway may carry. Roads carrying fewer than 200 vehicles per day need not be paved or treated for dust control. The need for paved shoulders is also dependent upon the level of traffic and safety. Final design and construction details will be determined by the Public Works Department. Final design and construction criteria taken into consideration may include but are not limited to; use of the roadway, density of development, topographical characteristics and nearby development. For construction in which only a portion of the ultimate cross-section is intended to be completed, the partial design will need to allow for the eventual widening to the ultimate cross-section. The design for the partial or interim cross-section roadway will need to incorporate ultimate design information to ensure that the first phase of roadway construction is appropriate and would not need to be removed at a future date when the full width cross-section is completed. The rural road cross-sections are illustrated on the following pages in this appendix.

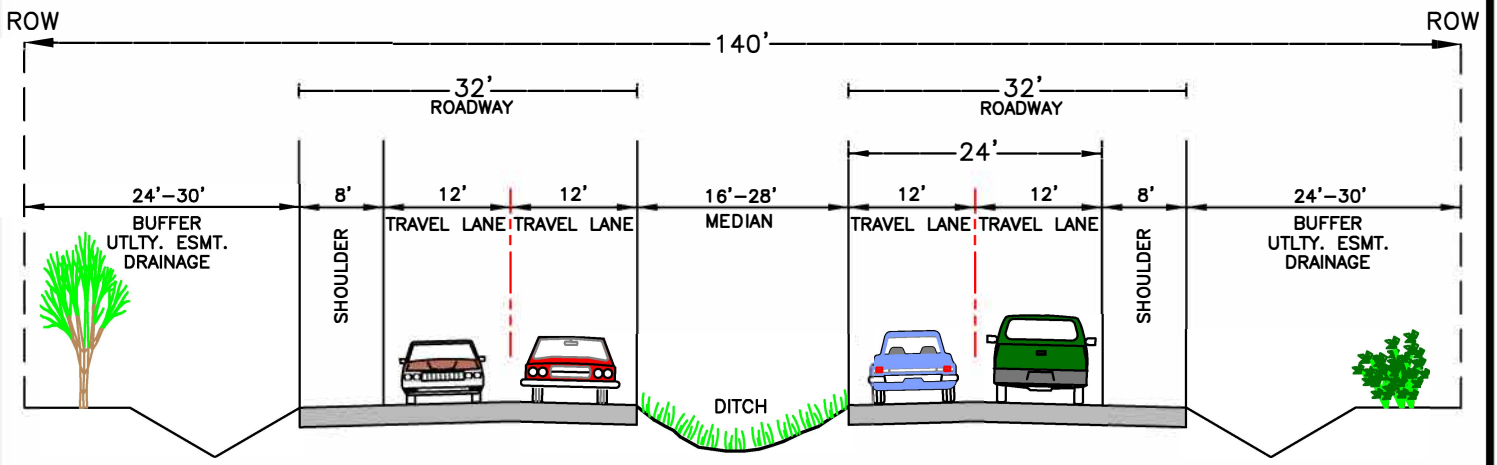
Urban Road Standards

Three roadway classifications are identified for those areas that are associated with the community's urban growth areas. They include arterial, collector, and local street classifications. Urban road standards will include 12-foot lanes, sidewalk and curb and gutter. Arterial and collector roads will also include a striped bike lane. Turn lanes may be necessary as determined by the County. Since almost all the municipalities have different ROW cross-sections adopted for their community, it makes it very difficult for the County to match them. The urban road cross-sections are illustrated on the following pages in this appendix.

# TYPICAL CROSS SECTIONS - RURAL ARTERIAL



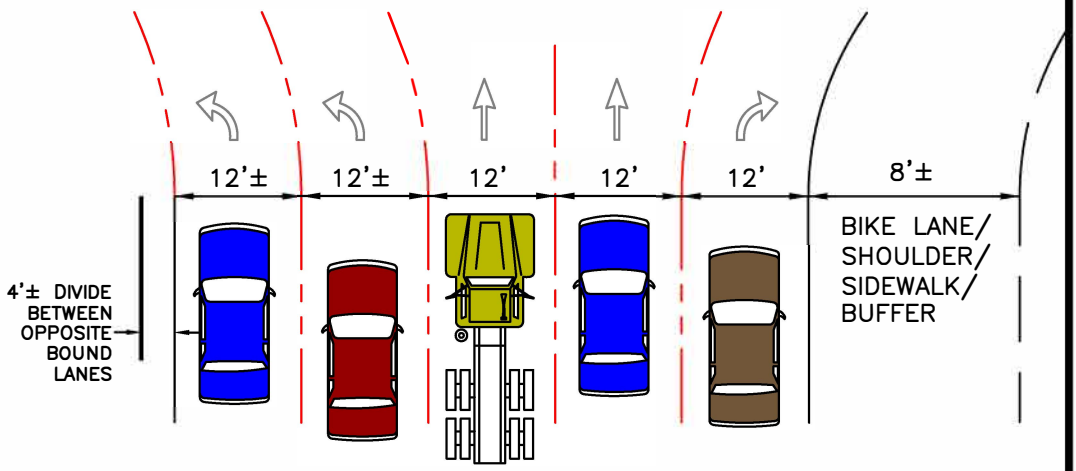

*INITIAL PHASE*




*ULTIMATE ROADWAY*

*INTERSECTION*

TRAVEL LANES W/TURNS




*NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY*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PUBLIC WORKS DEPARTMENT

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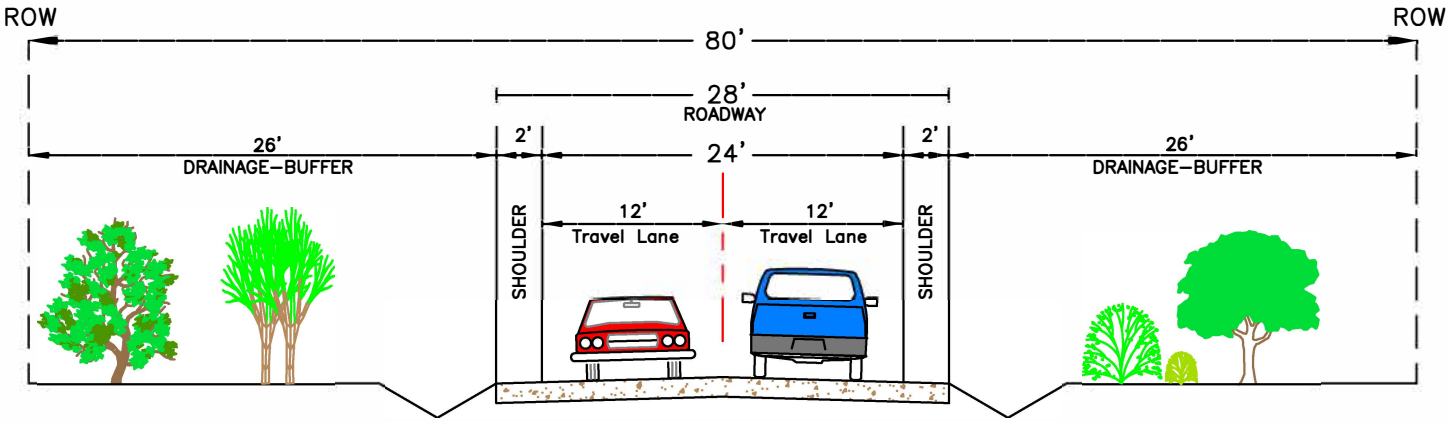
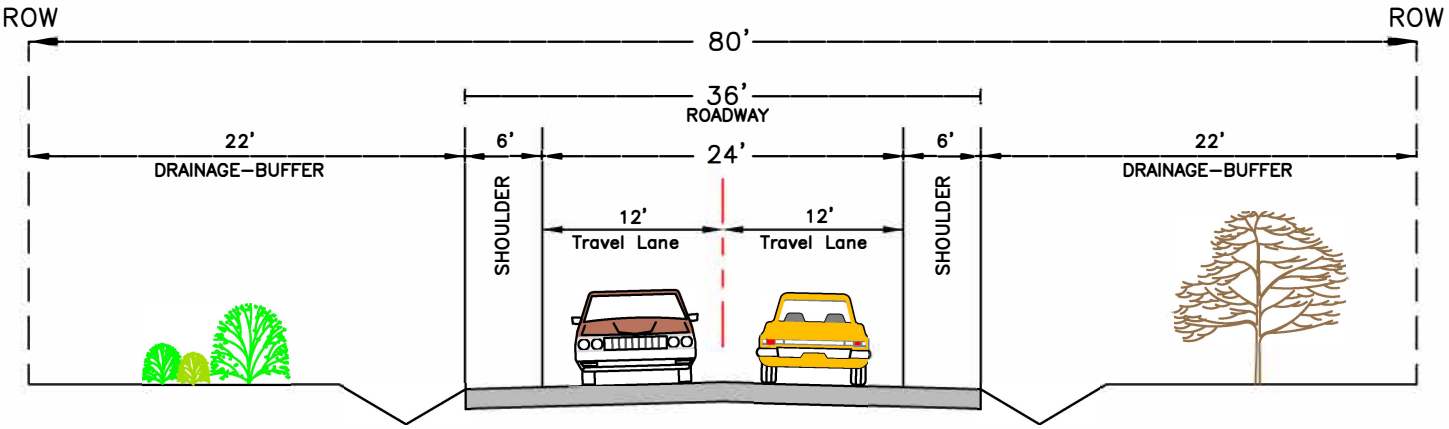
NOTE
BUILDING SETBACKS OF UNDERLYING ZONING DISTRICTS ARE MEASURED FROM THE EDGE OF THE ROW.

# TYPICAL CROSS SECTIONS - RURAL COLLECTOR

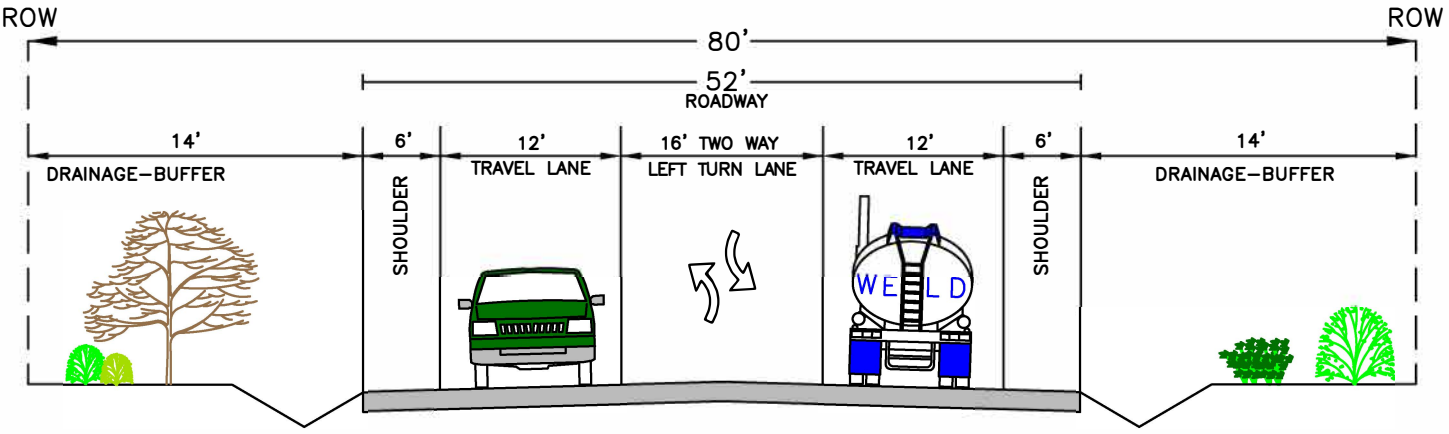



*RURAL COLLECTOR–UNPAVED*




*RURAL COLLECTOR– PAVED*

TURN LANES AS REQUIRED BY PUBLIC WORKS




*AUXILIARY LANE SECTION*

TRAVEL LANES W/TURNS

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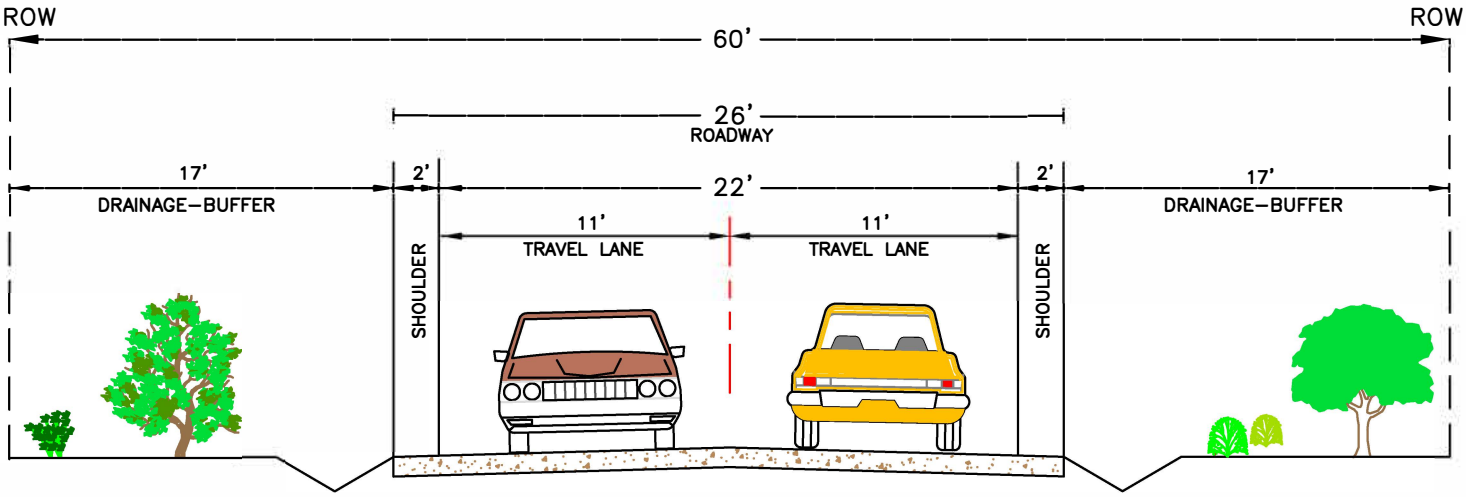
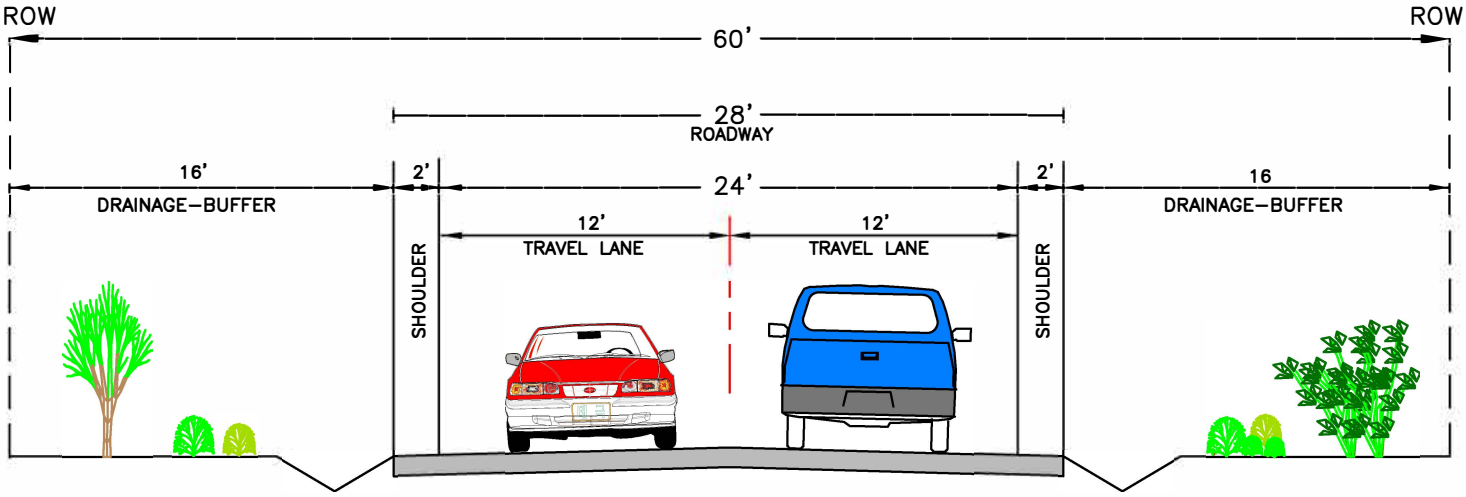
NOTE
BUILDING SETBACKS OF UNDERLYING ZONING DISTRICTS ARE MEASURED FROM THE EDGE OF THE ROW.

# TYPICAL CROSS SECTIONS - RURAL LOCAL




*RURAL LOCAL–UNPAVED*




*RURAL LOCAL–PAVED*

TURN LANES AS REQUIRED BY PUBLIC WORKS

*NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY*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NOTE
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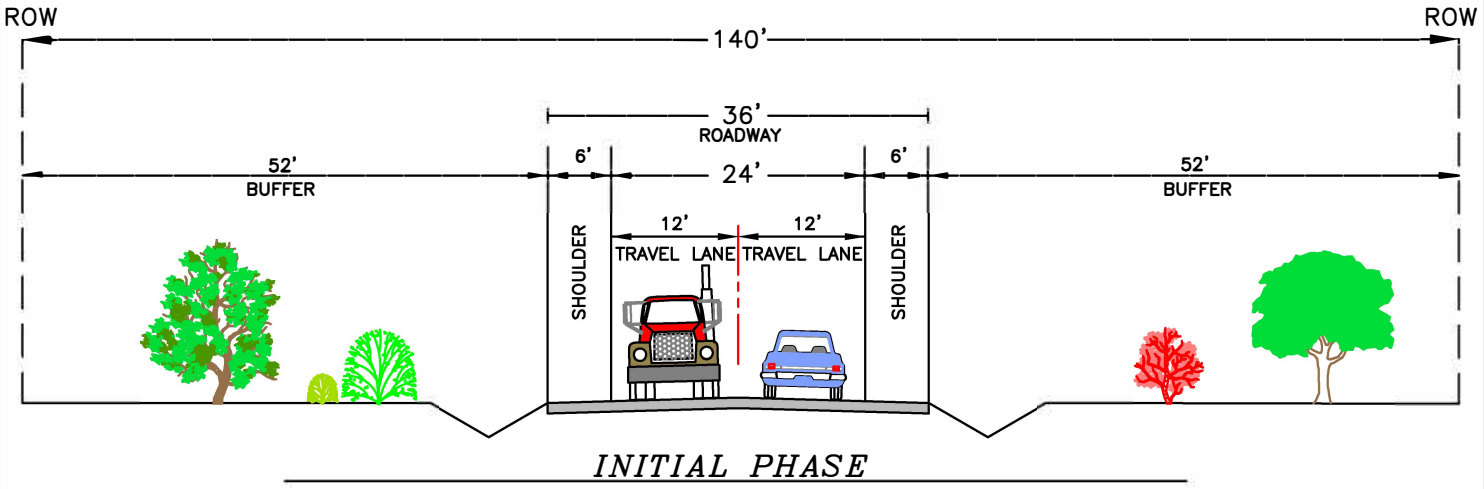
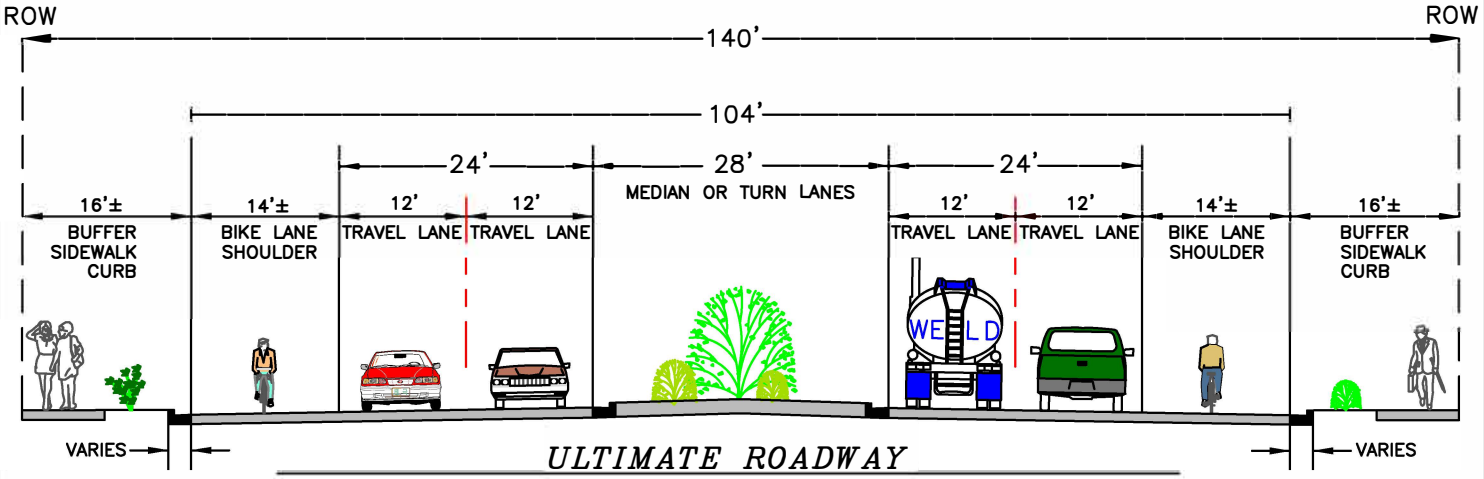
# TYPICAL CROSS SECTIONS - URBAN ARTERIAL

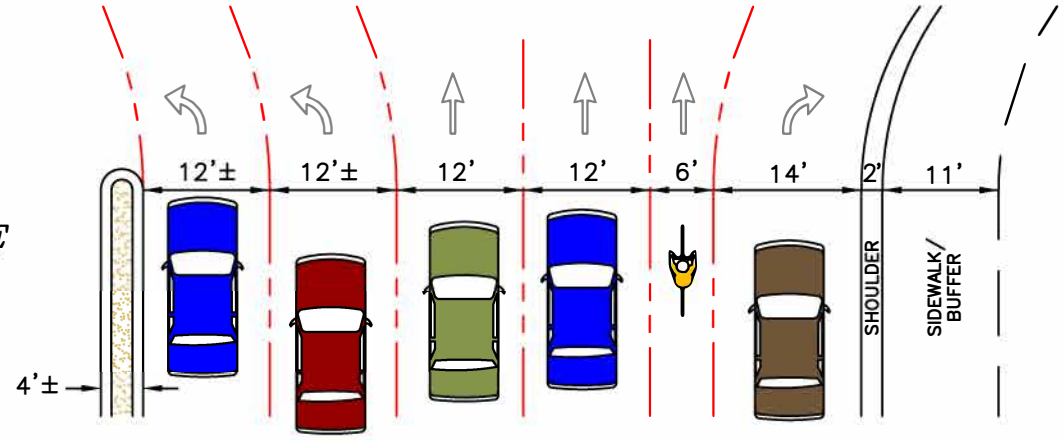



*INITIAL PHASE*




*ULTIMATE ROADWAY*

MINIMUM 8' SIDEWALKS REQUIRED




*ULTIMATE PHASE*

TRAVEL LANES W/TURNS

*NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY*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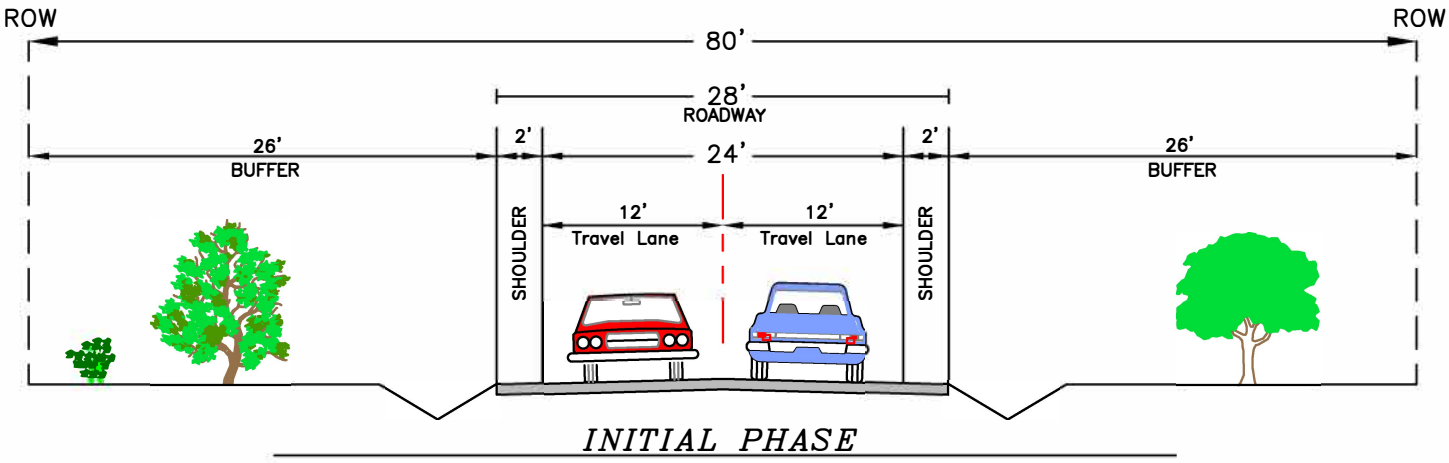
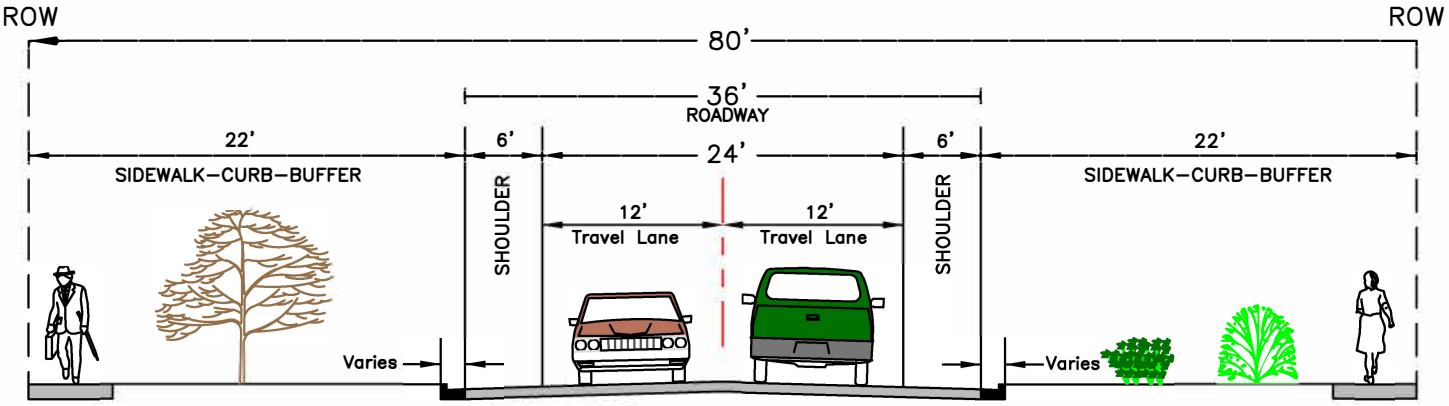
NOTE
BUILDING SETBACKS OF UNDERLYING ZONING DISTRICTS ARE MEASURED FROM THE EDGE OF THE ROW.

# TYPICAL CROSS SECTIONS - URBAN COLLECTOR

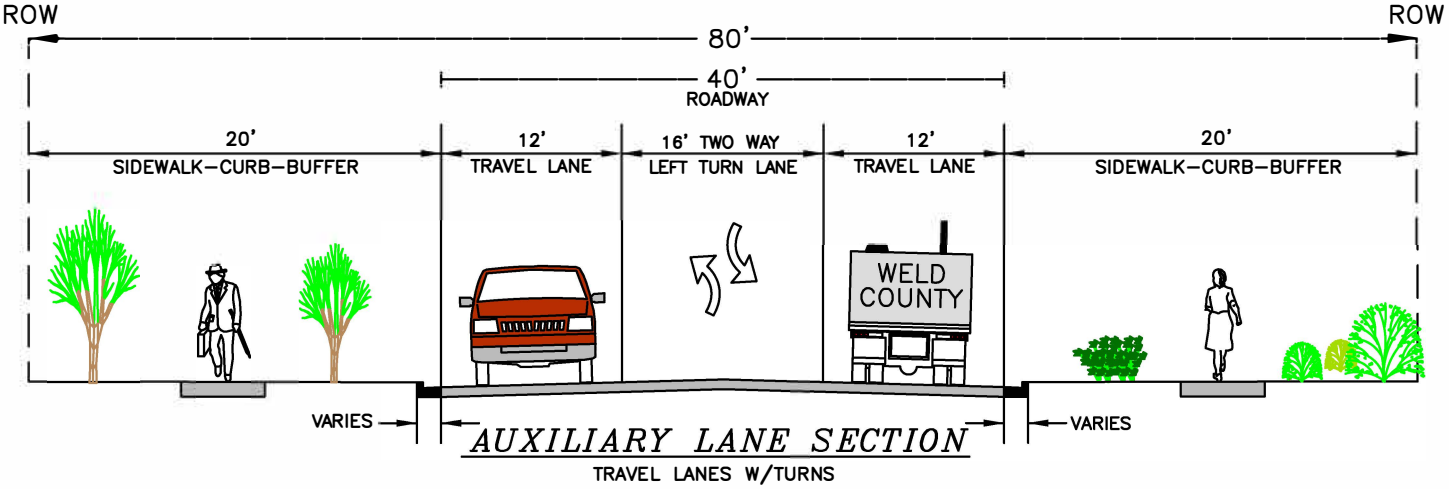



*INITIAL PHASE*




*ULTIMATE SECTION*

TURN LANES AS REQUIRED BY PUBLIC WORKS
MINIMUM 5' SIDEWALKS REQUIRED




*AUXILIARY LANE SECTION*

TRAVEL LANES W/TURNS

*NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY*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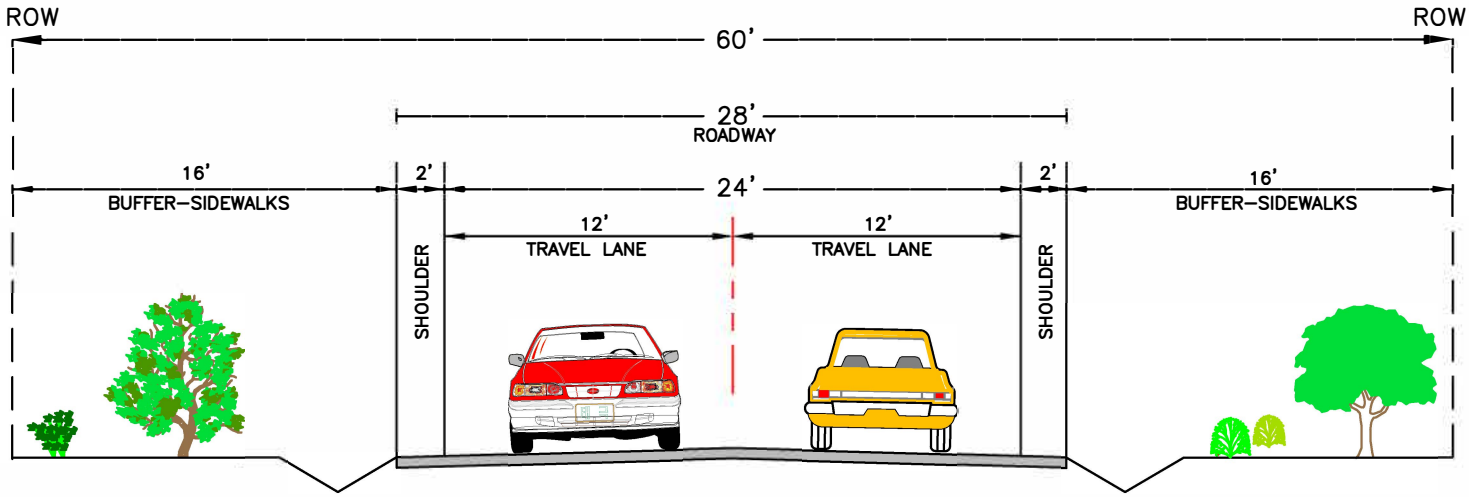
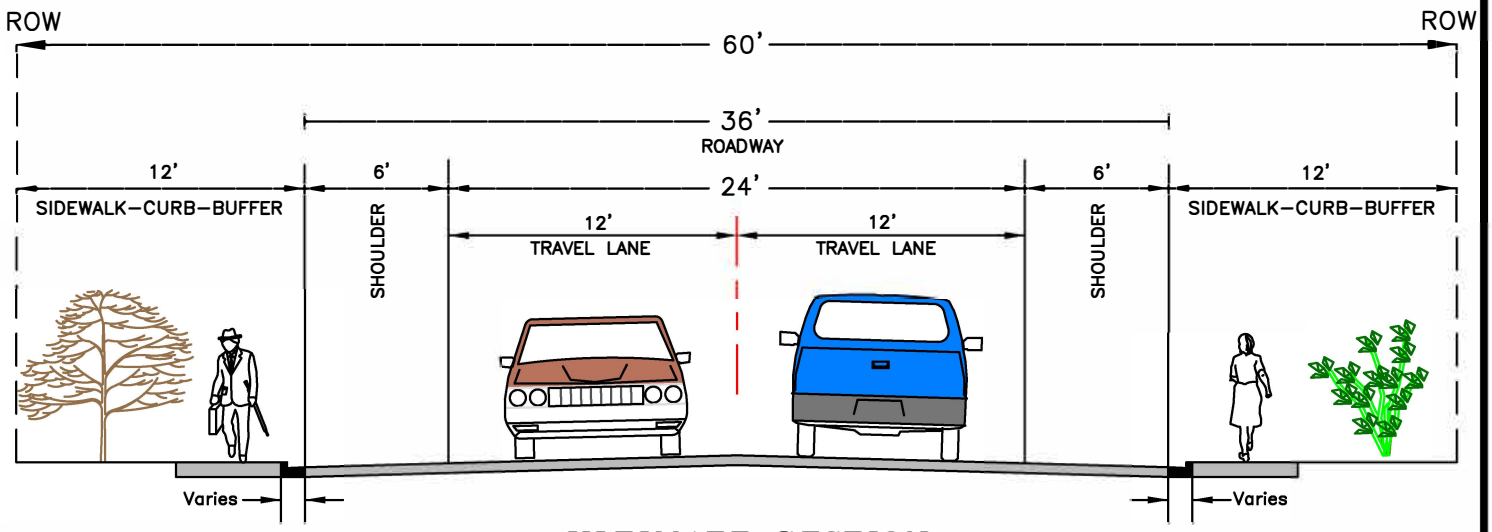
NOTE
BUILDING SETBACKS OF UNDERLYING ZONING DISTRICTS ARE MEASURED FROM THE EDGE OF THE ROW.

# TYPICAL CROSS SECTIONS - URBAN LOCAL




*INTERIM SECTION*

SIDEWALKS AS REQUIRED BY PUBLIC WORKS




*ULTIMATE SECTION*

TURN LANES AS REQUIRED BY PUBLIC WORKS
MINIMUM 5' SIDEWALKS REQUIRED

*NOT TO SCALE: GRAPHICAL REPRESENTATION ONLY*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NOTE
BUILDING SETBACKS OF UNDERLYING ZONING DISTRICTS ARE MEASURED FROM THE EDGE OF THE ROW.

# APPENDIX C – CONCEPTUAL CONSTRUCTION COST ESTIMATE

## RURAL ARTERIAL WIDEN 2-4 LANES (RECONSTRUCT FROM INITIAL TO ULTIMATE SECTION)

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $90,000 | 1 | $90,000 |
| Removal of Asphalt Mat | SY | $10 | 15,254 | $152,540 |
| Embankment Material (Complete in Place) | CY | $20 | 19,350 | $387,000 |
| Aggregate Base Course (9 inch thickness) | TON | $30 | 19,430 | $582,912 |
| Hot Mix Asphalt (8 inch thickness) | TON | $95 | 16,603 | $1,577,298 |
| **Subtotal Costs** | | | | **$2,789,750** |
| Utilities | LS | $900,000 | 1 | $900,000 |
| Traffic Control @ 10% of Subtotal | LS | $278,975 | 1 | $278,975 |
| Signing and Striping @ 4% of Subtotal | LS | $111,590 | 1 | $111,590 |
| Drainage @ 17% of Subtotal | LS | $474,257 | 1 | $474,257 |
| Irrigation @ 20% of Subtotal | LS | $557,950 | 1 | $557,950 |
| Geogrid @ 5% of Subtotal | LS | $139,487 | 1 | $139,487 |
| Right of Way 17% of Subtotal | LS | $474,257 | 1 | $474,257 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $223,180 | 1 | $223,180 |
| Design and Construction Engineering @ 15% of Subtotal | LS | $418,462 | 1 | $418,462 |
| Mobilization @ 10% of Subtotal | LS | $278,975 | 1 | $278,975 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$6,646,885** |

## RURAL COLLECTOR (RECONSTRUCT FROM INITIAL TO ULTIMATE SECTION W/ AUXILIARY

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $80,000 | 1 | $80,000 |
| Removal of Asphalt Mat | SY | $10 | 16,427 | $164,270 |
| Embankment Material (Complete in Place) | CY | $20 | 15,000 | $300,000 |
| Aggregate Base Course (9 inch thickness) | TON | $30 | 15,787 | $473,616 |
| Hot Mix Asphalt (8 inch thickness) | TON | $95 | 13,490 | $1,281,555 |
| **Subtotal Costs** | | | | **$2,299,441** |
| Utilities | LS | $700,000 | 1 | $700,000 |
| Traffic Control @ 9% of Subtotal | LS | $206,950 | 1 | $206,950 |
| Signing and Striping @ 2% of Subtotal | LS | $45,989 | 1 | $45,989 |
| Drainage @ 13% of Subtotal | LS | $298,927 | 1 | $298,927 |
| Irrigation @ 18% of Subtotal | LS | $413,899 | 1 | $413,899 |
| Geogrid @ 3% | LS | $68,983 | | |
| Right of Way 13% of Subtotal | LS | $298,927 | 1 | $298,927 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $183,955 | 1 | $183,955 |
| Design and Construction Engineering @ 13% of Subtotal | LS | $298,927 | 1 | $298,927 |
| Mobilization @ 8% of Subtotal | LS | $183,955 | 1 | $183,955 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$4,930,971** |

## RURAL COLLECTOR TYPICAL SECTION (RECONSTRUCT FROM INITIAL TO ULTIMATE SECTION)

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $80,000 | 1 | $80,000 |
| Removal of Asphalt Mat | SY | $10 | 16,427 | $164,270 |
| Embankment Material (Complete in Place) | CY | $20 | 9,900 | $198,000 |
| Aggregate Base Course (9 inch thickness) | TON | $30 | 10,930 | $327,888 |
| Hot Mix Asphalt (8 inch thickness) | TON | $95 | 9,339 | $887,230 |
| **Subtotal Costs** | | | | **$1,657,388** |
| Utilities | LS | $700,000 | 1 | $700,000 |
| Traffic Control @ 9% of Subtotal | LS | $149,165 | 1 | $149,165 |
| Signing and Striping @ 2% of Subtotal | LS | $33,148 | 1 | $33,148 |
| Drainage @ 13% of Subtotal | LS | $215,460 | 1 | $215,460 |
| Irrigation @ 18% of Subtotal | LS | $298,330 | 1 | $298,330 |
| Geogrid @ 3% | LS | $49,722 | | |
| Right of Way 13% of Subtotal | LS | $215,460 | 1 | $215,460 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $132,591 | 1 | $132,591 |
| Design and Construction Engineering @ 13% of Subtotal | LS | $215,460 | 1 | $215,460 |
| Mobilization @ 8% of Subtotal | LS | $132,591 | 1 | $132,591 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$3,749,594** |

## RURAL COLLECTOR -AUXILIARY LANES ( RECONSTRUCT FROM INITIAL TO ULTIMATE SECTION W/ AUXILIARY)

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $80,000 | 1 | $80,000 |
| Removal of Asphalt Mat | SY | $10 | 16,427 | $164,270 |
| Embankment Material (Complete in Place) | CY | $20 | 15,000 | $300,000 |
| Aggregate Base Course (9 inch thickness) | TON | $30 | 15,787 | $473,616 |
| Hot Mix Asphalt (8 inch thickness) | TON | $95 | 13,490 | $1,281,555 |
| **Subtotal Costs** | | | | **$2,299,441** |
| Utilities | LS | $700,000 | 1 | $700,000 |
| Traffic Control @ 9% of Subtotal | LS | $206,950 | 1 | $206,950 |
| Signing and Striping @ 2% of Subtotal | LS | $45,989 | 1 | $45,989 |
| Drainage @ 13% of Subtotal | LS | $298,927 | 1 | $298,927 |
| Irrigation @ 18% of Subtotal | LS | $413,899 | 1 | $413,899 |
| Geogrid @ 3% | LS | $68,983 | | |
| Right of Way 13% of Subtotal | LS | $298,927 | 1 | $298,927 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $183,955 | 1 | $183,955 |
| Design and Construction Engineering @ 13% of Subtotal | LS | $298,927 | 1 | $298,927 |
| Mobilization @ 8% of Subtotal | LS | $183,955 | 1 | $183,955 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$4,930,971** |

## RURAL COLLECTOR – LANE/SHOULDER WIDENING (WIDEN FROM INITIAL TO ULTIMATE SECTION)

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $80,000 | 1 | $80,000 |
| Removal of Asphalt Mat | SY | $10 | 7,040 | $70,400 |
| Embankment Material (Complete in Place) | CY | $20 | 7,500 | $150,000 |
| Aggregate Base Course (9 inch thickness) | TON | $30 | 8,501 | $255,024 |
| Hot Mix Asphalt (8 inch thickness) | TON | $95 | 7,264 | $690,068 |
| **Subtotal Costs** | | | | **$1,245,492** |
| Utilities | LS | $700,000 | 1 | $700,000 |
| Traffic Control @ 7% of Subtotal | LS | $87,184 | 1 | $87,184 |
| Signing and Striping @ 2% of Subtotal | LS | $24,910 | 1 | $24,910 |
| Drainage @ 10% of Subtotal | LS | $124,549 | 1 | $124,549 |
| Irrigation @ 10% of Subtotal | LS | $124,549 | 1 | $124,549 |
| Geogrid @ 2% | LS | $24,910 | | |
| Right of Way 10% of Subtotal | LS | $124,549 | 1 | $124,549 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $99,639 | 1 | $99,639 |
| Design and Construction Engineering @ 10% of Subtotal | LS | $124,549 | 1 | $124,549 |
| Mobilization @ 7% of Subtotal | LS | $87,184 | 1 | $87,184 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$2,742,607** |

## RURAL LOCAL – GRAVEL TO PAVED (RECONSTRUCT FROM INITIAL TO ULTIMATE SECTION)

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $70,000 | 1 | $70,000 |
| Removal of Asphalt Mat | SY | $10 | - | $0 |
| Embankment Material (Complete in Place) | CY | $20 | 7,280 | $145,600 |
| Aggregate Base Course (8 inch thickness) | TON | $30 | 7,594 | $227,821 |
| Hot Mix Asphalt (6 inch thickness) | TON | $95 | 5,421 | $514,976 |
| **Subtotal Costs** | | | | **$958,397** |
| Utilities | LS | $250,000 | 1 | $250,000 |
| Traffic Control @ 5% of Subtotal | LS | $47,920 | 1 | $47,920 |
| Signing and Striping @ 1% of Subtotal | LS | $9,584 | 1 | $9,584 |
| Drainage @ 13% of Subtotal | LS | $124,592 | 1 | $124,592 |
| Irrigation @ 5% of Subtotal | LS | $47,920 | 1 | $47,920 |
| Geogrid @ 3% | LS | $28,752 | | |
| Right of Way 5% of Subtotal | LS | $47,920 | 1 | $47,920 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $76,672 | 1 | $76,672 |
| Design and Construction Engineering @ 10% of Subtotal | LS | $95,840 | 1 | $95,840 |
| Mobilization @ 6% of Subtotal | LS | $57,504 | 1 | $57,504 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$1,716,348** |

## RURAL LOCAL – LANE/SHOULDER WIDENING (WIDEN LANE AND SHOULDERS FROM INITIAL TO ULTIMATE SECTION)

| ITEM DESCRIPTION | UNIT | UNIT COST | QUANTITY | TOTAL COST |
|---|---|---|---|---|
| Clearing and Grubbing | LS | $60,000 | 1 | $60,000 |
| Removal of Asphalt Mat | SY | $10 | 2,500 | $25,000 |
| Embankment Material (Complete in Place) | CY | $20 | 7,280 | $145,600 |
| Aggregate Base Course (8 inch thickness) | TON | $30 | 3,255 | $97,638 |
| Hot Mix Asphalt (6 inch thickness) | TON | $95 | 2,323 | $220,704 |
| **Subtotal Costs** | | | | **$548,942** |
| Utilities | LS | $200,000 | 1 | $200,000 |
| Traffic Control @ 5% of Subtotal | LS | $27,447 | 1 | $27,447 |
| Signing and Striping @ 1% of Subtotal | LS | $5,489 | 1 | $5,489 |
| Drainage @ 10% of Subtotal | LS | $54,894 | 1 | $54,894 |
| Irrigation @ 4% of Subtotal | LS | $21,958 | 1 | $21,958 |
| Geogrid @ 2% | LS | $10,979 | | |
| Right of Way 3% of Subtotal | LS | $16,468 | 1 | $16,468 |
| Subsurface Utility Engineering @ 8% of Subtotal | LS | $43,915 | 1 | $43,915 |
| Design and Construction Engineering @ 9% of Subtotal | LS | $49,405 | 1 | $49,405 |
| Mobilization @ 5% of Subtotal | LS | $27,447 | 1 | $27,447 |
| **TOTAL ESTIMATED CONSTRUCTION COSTS** | | | | **$995,966** |

# APPENDIX D – REFERENCES AND SOURCES


Berthoud (2016) Town of Berthoud Master Street Plan

Boulder County (2019) Boulder County Transportation Master Plan

CDOT (2020) CO 52 Planning and Environmental Linkages Study Existing Conditions Report

Ch2m (2018) US 34 Planning and Environmental Linkages Study

Charlier Associates, Inc. (2016) City of Brighton Transportation Master Plan

City and County of Broomfield (2016) Broomfield 2016 Transportation Plan

City of Greeley (2011) Greeley Transportation Plan

Civil Resources (2016) Ault Comprehensive Plan

Civil Resources (2016) Nunn Comprehensive Plan

Clarion Associates (2016) Longmont Multimodal and Comprehensive Plan

CDOT (2019) Colorado Highway 71 Truck Freight Diversion Feasibility Study

Coppola, E.G., P.E., PTOE,. (July 2008) Town of Severance Transportation Plan

Denver Regional Council of Governments (May 2019). 2040 Metro Vision Regional Transportation Plan

Fehr & Peers (2020) Town of Windsor Master Transportation Plan

Felsburg, Holt & Ullevig. (May 2020) 2045 Statewide Transportation Plan (Draft)

Felsburg, Holt & Ullevig. (May 2020) 2045 Statewide Transit Plan (Draft)

Felsburg, Holt & Ullevig. (December 2012) Adams County Transportation Plan

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Felsburg, Holt & Ullevig. (March 2004) City of Evans Transportation Plan

Felsburg, Holt & Ullevig. (2019) State Highway 66 Planning and Environmental Linkages Study

Felsburg, Holt & Ullevig. (November 2013) Town of Eaton Transportation Plan

Felsburg, Holt & Ullevig. (January 2018) Town of Erie Transportation Master Plan

Felsburg, Holt & Ullevig. (February 2008) Town of Johnstown Transportation Plan

Felsburg, Holt & Ullevig. (August 2010) Town of LaSalle Transportation Plan

Felsburg, Holt & Ullevig. (2018) Town of Mead Transportation Plan

Felsburg, Holt & Ullevig. (November 2008) Town of Milliken Transportation Master Plan

Felsburg, Holt & Ullevig. (2015) Town of Timnath Transportation Plan

Felsburg, Holt & Ullevig. (May 2020) Upper Front Range 2045 Regional Transportation Plan (Draft)

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HDR (August 2017) Larimer County Transportation Plan

JR Engineering (2018) City of Fort Lupton Transportation Plan

Matrix Design Group (October 2017) Town of Lochbuie Comprehensive Plan

North Front Range Metropolitan Planning Organization (September 2019) North Front Range 2045 Regional Transportation Plan

Resource Conservation Partners, LLC (2016) Town of Kersey Comprehensive Plan

Stolfus (November 2019) Transportation Plan Town of Hudson, CO

Town of Platteville (2017) Comprehensive Plan Town of Platteville

Weld County Planning Department (November 2020) Weld County Comprehensive Plan