JANUARY 2025

STATE HIGHWAY 67 CORRIDOR STUDY

CITY OF BIXBY OKLAHOMA

City Of Glenpool Creating Opportunity

OKLAHOMA Transportation

INCOG

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Acknowledgements

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EXECUTIVE SUMMARY

The SH 67 Corridor Study was initiated to identify short, intermediate, and long-term transportation improvements to increase safety, reduce congestion, and provide a long-term vision for State Highway 67 from Memorial Avenue to South 26th Avenue. **Chapter 1** identifies corridor concerns based on current conditions and forecasted traffic patterns. This analysis includes the use of crash data, forecasted traffic volumes, and corridor level-of-service analysis. **Chapter 2** presents corridor improvement concepts to the corridor based on best practices. Safety improvements along the SH 67 corridor including right-turn lanes, lighting improvements, speed limit reduction, signal timing coordination, and ITS improvements. Additionally, intersection improvements such as enhanced signalized intersections, restricted crossing u-turn intersections, and roundabouts were analyzed for their compatability along the corridor. Access management enhancements to improve overall corridor performance was investigated including direct access, frontage road access, and backage road access along the corridor.

Chapter 3 identifies the short-term and intermediate-term improvement concepts to mitigate the identified corridor issues. Short-term and intermediate-term does not define a timeframe, but implies a level of priority for the given concepts. Improvements are provided as initial safety improvements, intersections improvements, bicycle and pedestrian accommodations, and one-way frontage roads (see Figure to the right).

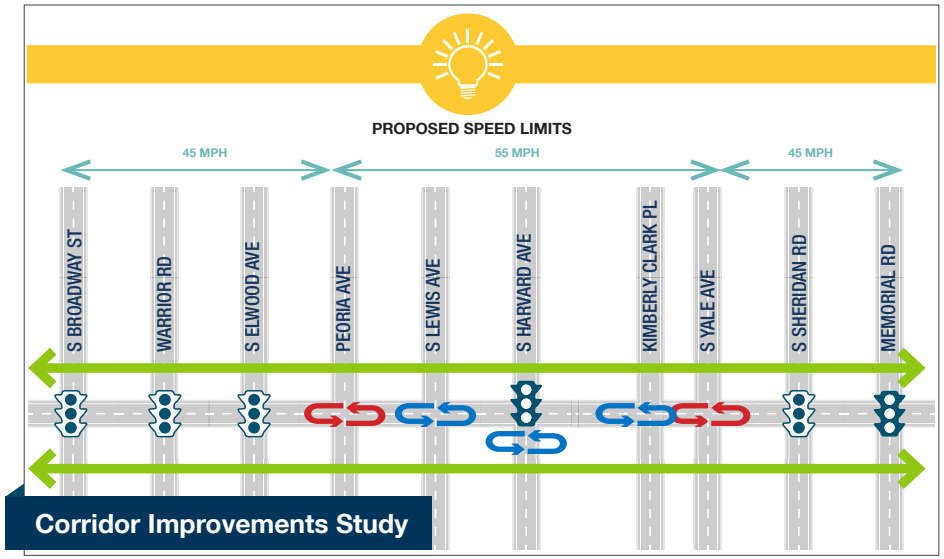
Chapter 4 provides long-term strategies to enhance the corridor as future development takes place within the study area. These strategies investigate the transition to a grade separated facility and further development of frontage roads along the SH 67 corridor.

Corridor Improvement Summary

The current capacity of SH 67 is sufficient to serve the present roadway needs. However, this study identified short-term and intermediate-term improvement priorities that can provide benefits to the functionality and capacity of the corridor. These improvements include right-turn lanes, adjusted speed limits, and new intersection treatments. Long-term priorities include frontage roads, in conjunction with bicycle and pedestrian accommodations. Grade separating the intersecting streets from the highway may be a future strategy to explore.

The analysis and project timing referenced in the study is reflective of forecasted traffic growth based on historic data. As of the completion of this report, there are no specific improvement projects scheduled and no funding allocated for the improvements.

SH 67 Existing Conditions



Corridor Improvements Study

Future recommended traffic signal

Existing traffic signal

Future Recommended RCUT

Frontage road

Future proposed lighting improvements

Future Recommended RCUT or Roundabout

New right-turn lanes recommended at each section line road.

CHAPTER 1: INTRODUCTION

1.1 Introduction

The State Highway (SH) 67 Corridor Study is a funding partnership between the Oklahoma Department of Transportation (ODOT), the City of Bixby, the City of Glenpool, and the Indian Nations Council of Governments (INCOG). All four of the partners have stakes in this corridor, with SH 67 being an ODOT facility, the city limits of both cities encompassing extents of SH 67, and INCOG containing this area in their boundary. The intent of this study is to evaluate the traffic patterns along the 7.5 miles of State Highway 67 (151st St), between Memorial Ave (US 64) and S 26th Ave, to plan for and accommodate the forecasted growth along the corridor. The existing traffic and potential developments along the corridor will be used to forecast future traffic operations. The future traffic volumes will be used to evaluate feasible intersection treatments, corridor-wide improvements, and how best to accommodate future access for existing and new developments along the corridor. The public feedback received both online and during the public meetings, as well as safety analysis, will be used to identify short-, intermediate-, and long-term improvements to this corridor. **Figure 1** below documents the limits of the corridor study.

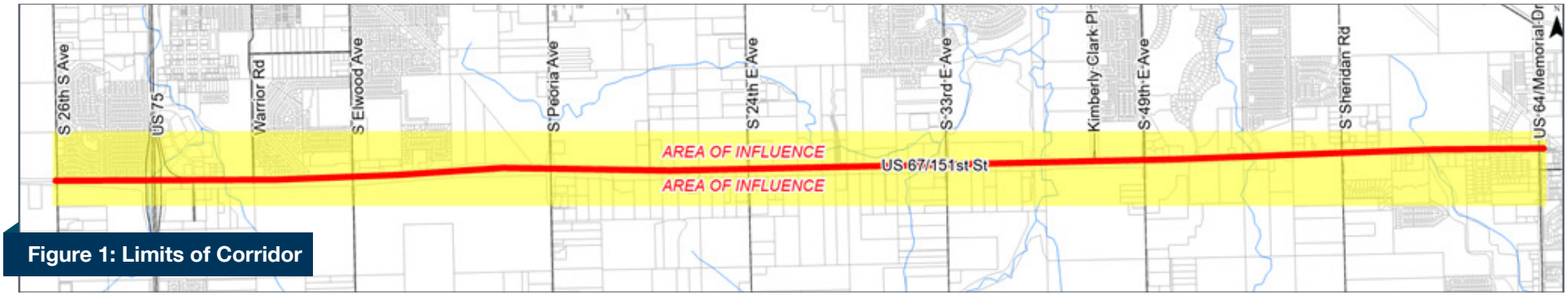


Figure 1: Limits of Corridor

The 7.5-mile corridor of SH 67 between Glenpool and Bixby provides a well-traveled commuter route for residents of the area to connect to local neighborhoods and businesses, travel between the communities, and access to the Tulsa metro area. **Figure 2** shows how the SH 67 corridor fits into the greater Tulsa area. Due to the proximity of the Arkansas River, SH 67 provides significant access parallel to the river so motorists can utilize either US 75 or Memorial Dr/US 64. Currently, the majority of this corridor is a posted speed of 65 mph four-lane divided highway. Most of the corridor consists of two-way stop-controlled intersections from the crossing street. The S Harvard Ave intersection is the only signaled intersection between US 75 and Memorial Dr. Due to the uncontrolled nature of the corridor, this corridor provides a fast and convenient route for Tulsa commuters, as well as those traveling between Glenpool and Bixby. Much of the center of the corridor is rural or undeveloped/underdeveloped, with the terminal ends of the study area having higher concentrations of housing, businesses, and schools. As seen with recent growth between the 2010-2020 Census, Bixby had a growth of 37.0% (3.2% annual growth), and Glenpool had a growth of 26.7% (2.4% annual growth), this area is and will continue to be prime for development for years to come.

This corridor was identified for an in-depth study not only because it is a popular commuter corridor but also due to a focus on safety improvements and planning for the future. Community members and city officials have voiced that a safer corridor will be increasingly important as development increases. An analysis to determine what would be best for both safety and congestion was determined the best plan of action for the SH 67 corridor. Factors such as existing traffic data, crash data, future development along the corridor, and public feedback are key points that will inform the recommendations for the corridor. Identifying a target development date of 2042 was also done to forecast traffic data and evaluate a reasonable date for the corridor recommendations.

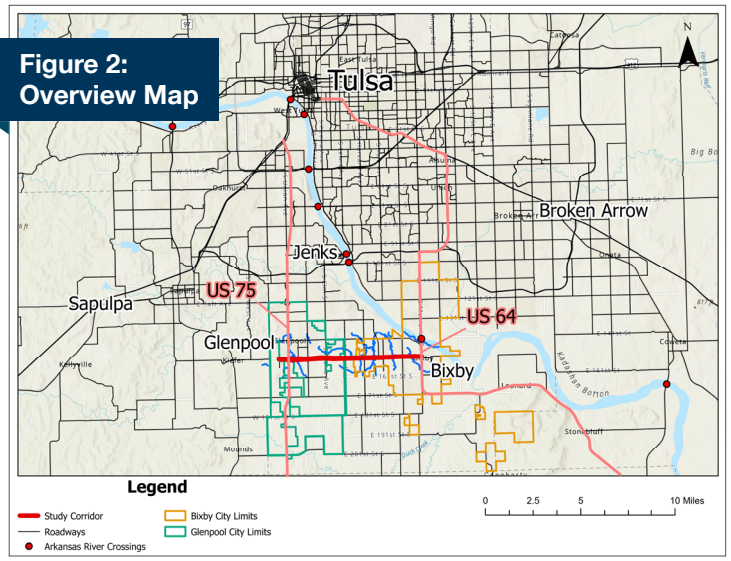


Figure 2: Overview Map

1.2 Goals

Representatives from the City of Bixby, the City of Glenpool, INCOG, and ODOT helped define the following corridor goals:

- **Improve Corridor Safety**
- **Reduce Short-term and Long-term Congestion**
- **Provide a Long-term Vision for the Corridor**

The application of this study's improvement recommendations will provide direction to move the involved communities toward these goals. The following details how these goals will be measured and achieved.

GOAL 1: IMPROVE SAFETY

The highway corridor study aims to identify and address high-risk areas, such as crash-prone intersections, by implementing safety countermeasures, such as intersection improvements, signage, and road modifications. Additionally, the study will evaluate the effectiveness of existing safety measures and recommend improvements to enhance overall safety for users along the corridor.

GOAL 2: REDUCE SHORT-TERM AND LONG-TERM CONGESTION

Through the corridor study, strategies will be developed to address congestion and improve traffic flow. These strategies include analyzing the compatibility of new intersections along the corridor, prioritizing East-West traffic flow, and identifying opportunities for additional turn lanes. The study will also assess the impact of potential solutions on neighboring road networks for a comprehensive approach to congestion reduction.

GOAL 3: PROVIDE A LONG-TERM VISION FOR THE CORRIDOR

Providing a long-term vision for the SH 67 corridor will allow the highway can adapt to future traffic growth and continue to provide an essential route for residents of the area. The long-term vision may include developing future frontage road access to provide residents with safe and convenient routes. This would involve identifying potential areas for grade separation, such as overpasses or underpasses, to improve traffic flow and safety. By proactively addressing these aspects, the goal is to create a corridor that can accommodate the anticipated growth and enhance the overall transportation experience for residents, if grade separation is warranted and desired in the future.

1.3 Existing Conditions and Analysis

Existing traffic conditions and crash data were evaluated to establish an existing baseline. This analysis determines an understanding of the current state of the road network and identifies areas where potential safety focus areas are needed. Safety focus areas will help pinpoint high-risk areas of the corridor and potential countermeasures to enhance safety along the corridor. Traffic patterns, traffic volumes, and congestion levels can also be used to identify potential bottlenecks and areas needing of roadway capacity improvements.

TRAFFIC DATA COLLECTION

Turning movement counts and 24-hour directional counts were collected on September 20, 2022, to understand the corridor traffic volumes and intersection turning movement volumes. The raw traffic volume data can be referenced in **Appendix A. Figure 3** documents the data collection locations of the existing traffic volumes. This data will be used to document how traffic currently enters, exits, and moves within the study area. Intersection turning movement counts were collected at the following intersections:

- *Turning Movement Counts*
  - SH 67 at Memorial Drive
  - SH 67 at Grant Street
  - SH 67 at Sheridan Road
  - SH 67 at Yale Road
  - SH 67 at Kimberly Clark Place
  - SH 67 at Harvard Avenue
  - SH 67 at Lewis Avenue
  - SH 67 at Peoria Avenue
  - SH 67 at Elwood Avenue
  - SH 67 at Warrior Avenue
  - SH 67 at S Broadway St
  - SH 67 at US 75 Northbound Frontage Road
  - SH 67 at US 75 Southbound Frontage Road
  - SH 67 at 26th Avenue
- *24-Hour Directional Counts*
  - SH 67 West of US 75
  - SH 67 West of Warrior Road
  - SH 67 West of Harvard Avenue
  - SH 67 West of Grant Street

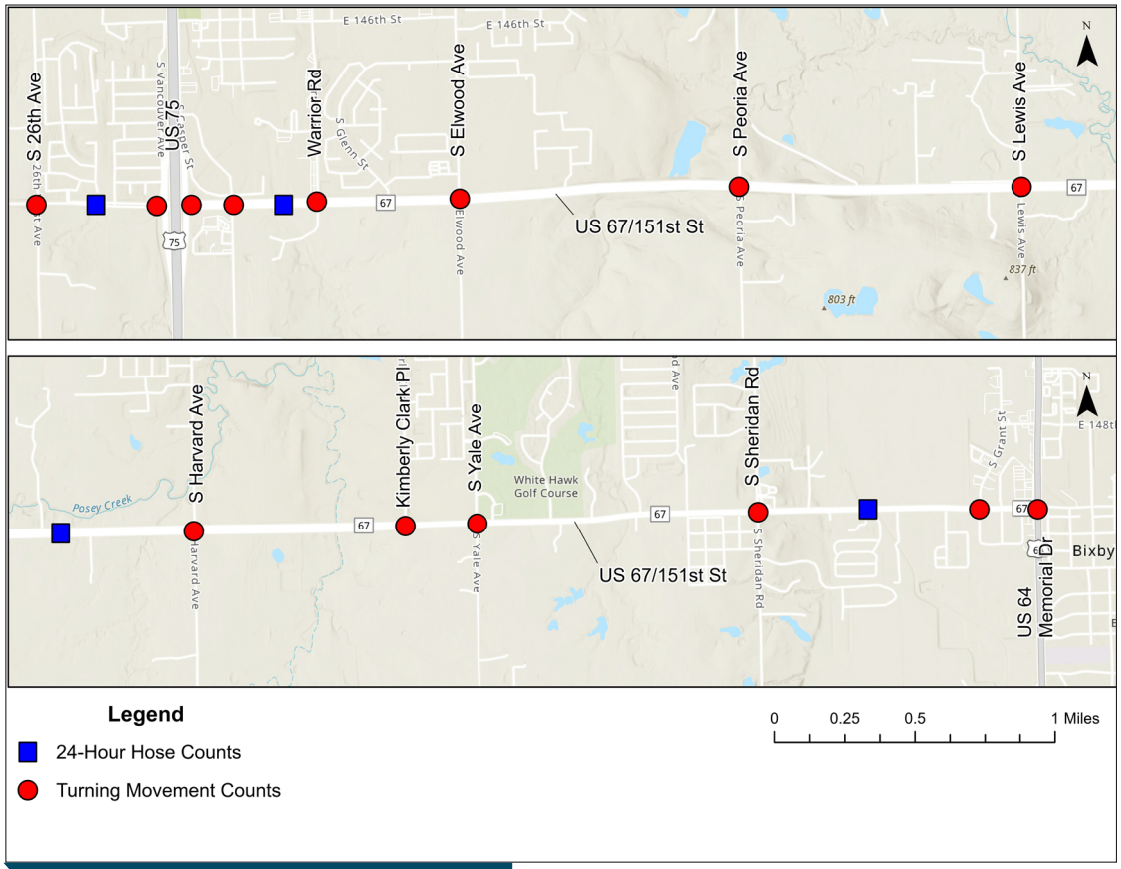


Figure 3: Traffic Collection Locations

Traffic data will be used to evaluate the feasibility and impacts of any corridor changes to the existing and future traffic on SH 67. The existing (2022) turning movement volumes are shown in **Figure 4**. The section line roads were fully evaluated with traffic counts and intersection analysis. The lower traffic volume driveways, local roadways, and non section-line roadways were taken into account, but not fully evaluated. Analysis of traffic trends along the corridor better informs how the roadway is utilized; the following graph in **Figure 5** displays the hourly distribution of traffic volumes along the corridor by time of day. It should be noted that consistent traffic peaks for the corridor occur from 7:30-8:30 AM and 4:30-5:30 PM, consistent with a corridor that receives significant commuter traffic. **Figure 6** depicts the 24-hour traffic counts along the corridor, along with the capacities for 2 and 4 lane highways per INCOG.

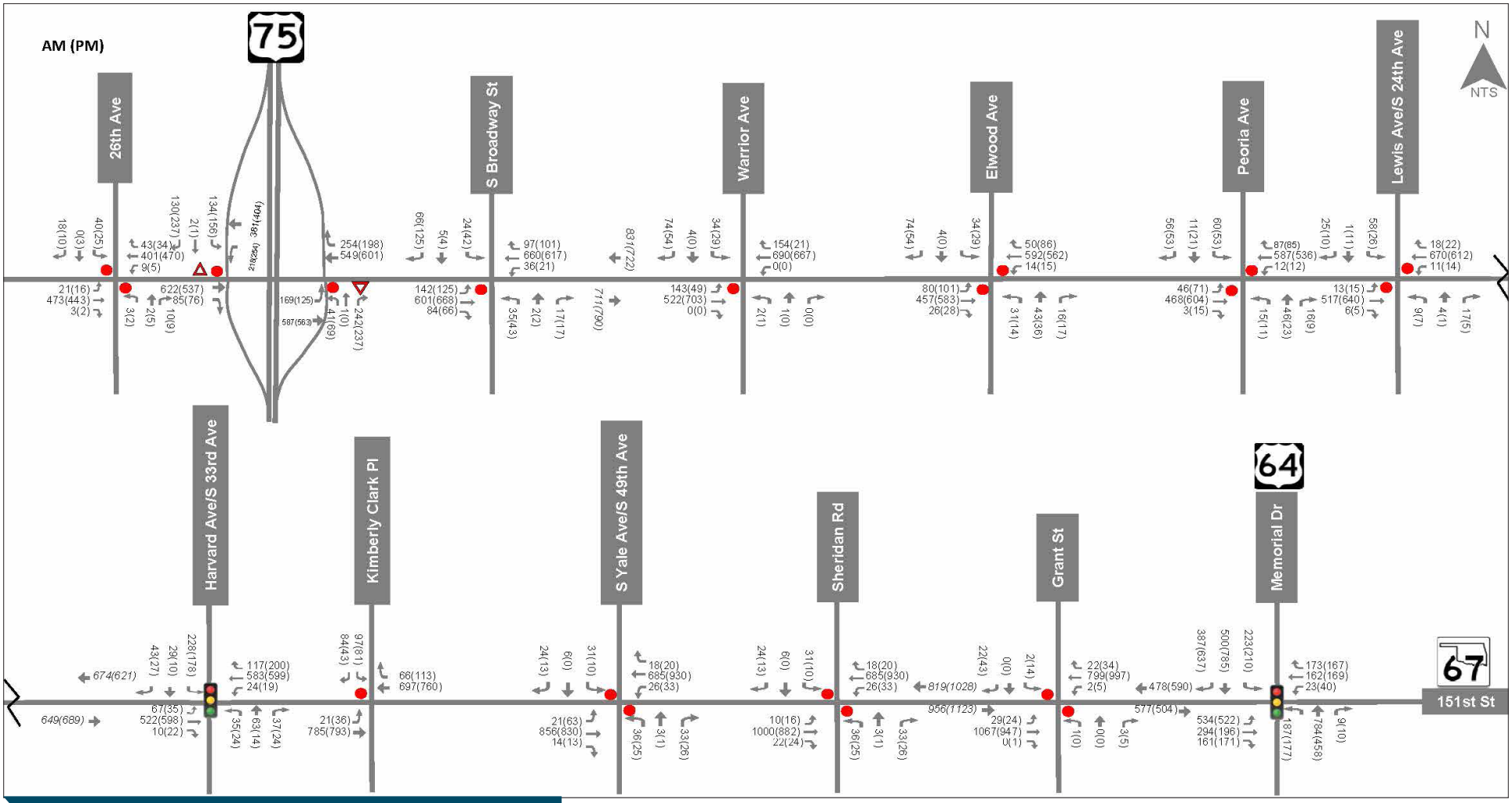


Figure 4: Existing (2022) Turning Movement Volumes

LEGEND

- Future Driveway
- Signalized Intersection
- Stop-Controlled Approach
- Channelized Island

X (Y) = Existing (2022) Traffic Volumes
X = AM Peak Hour Volumes
Y = PM Peak Hour Volumes

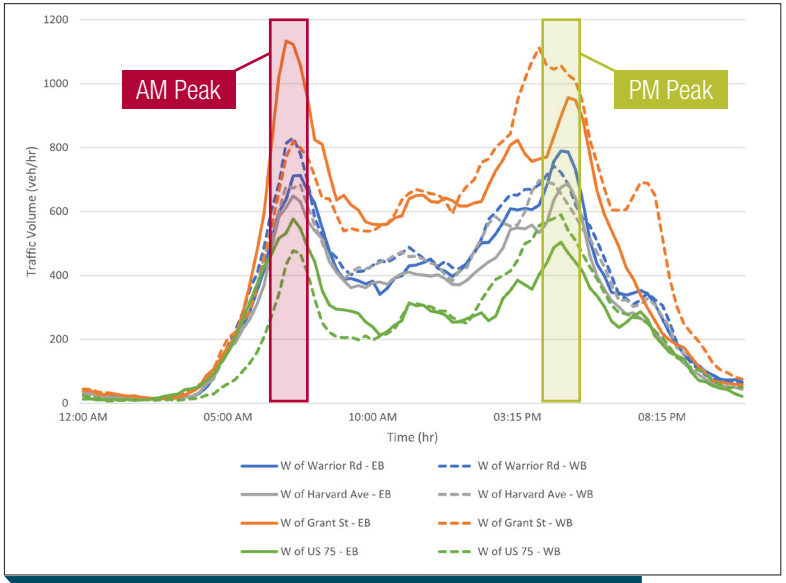


Figure 5: Hourly Distribution of Traffic Volumes

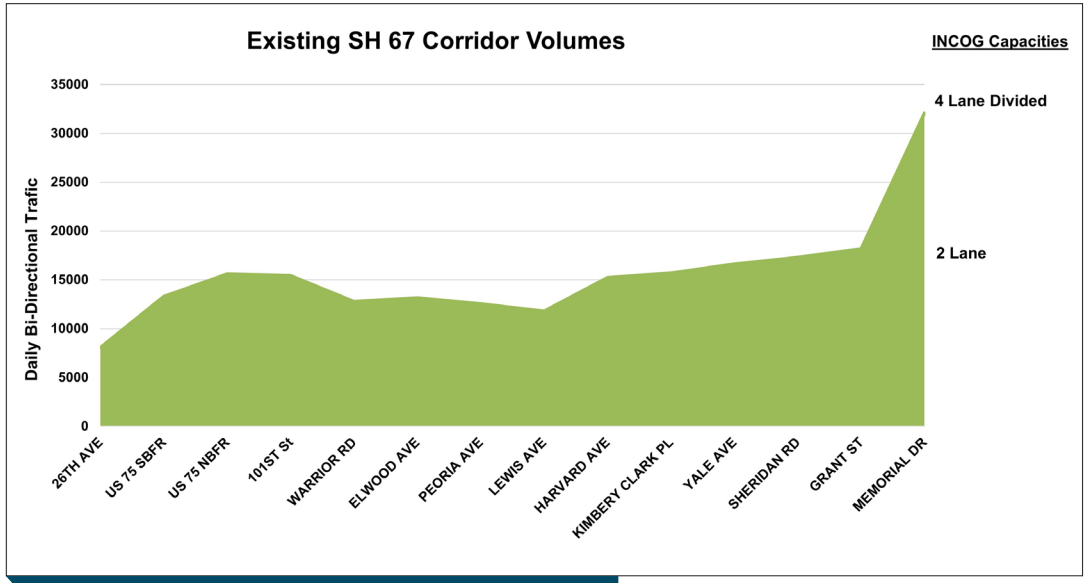


Figure 6: SH 67 2022 24-Hour Traffic Volumes

LEVEL OF SERVICE ANALYSIS

To better understand the corridor operations using the existing and future traffic volumes, the intersection capacity, delay, and Level of Service (LOS) were evaluated for each scenario. Capacity defines the volume of traffic that can be accommodated by a roadway at a specified LOS. Various geometric factors affect capacity, including roadway type (divided or undivided), number of lanes, lane widths, and grades. Level of Service (LOS), which is a measure of the degree of congestion, ranges from LOS A (free flowing) to LOS F (a congested, forced flow condition). A description of each operational state for both signalized and unsignalized intersections is presented in **Table 1**.

Table 1: Level of Service Summary

LOS	Average Control Delay (sec/veh)		Description
	Signalized	Unsignalized	
A	≤ 10	≤ 10	No delays at intersections with continuous flow traffic. Uncongested operations; high frequency of long gaps available for all left and right turning traffic; no observable queues.
B	> 10 and ≤ 20	> 10 and ≤ 15	
C	> 20 and ≤ 35	> 15 and ≤ 25	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	> 35 and ≤ 55	> 25 and ≤ 35	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No long-standing lines formed.
E	> 55 and ≤ 80	> 35 and ≤ 50	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 80	> 50	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

Figure 7 outlines the existing geometry's level of service for all controlled intersections along the SH 67 corridor. **The map shows side street level of service at two-way stop-controlled intersections and the entire intersection for signalized intersections.** Along the corridor, East/West traffic on SH 67 tends to have a serviceable level of service, operating at an A or B level. Level of service begins to decrease when looking at the side streets. Due to most side streets being two-way stop controlled, delays over 80 seconds are not uncommon; these delays represent areas that could benefit in a new form of intersection control. As traffic volumes increase along the corridor, these side street delays will continue to increase, resulting in more congestion amongst drivers attempting to enter SH 67. Synchro 11 reports are found in **Appendix C**.

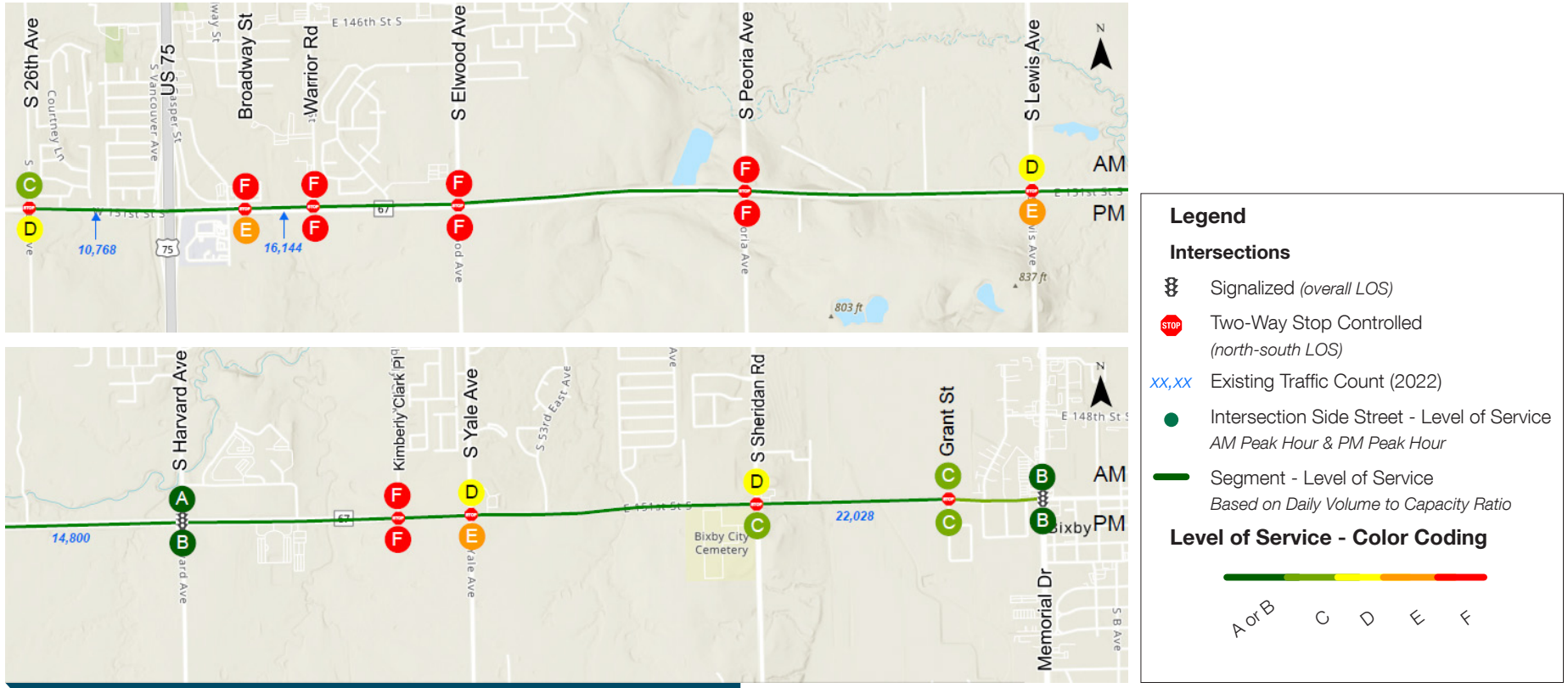
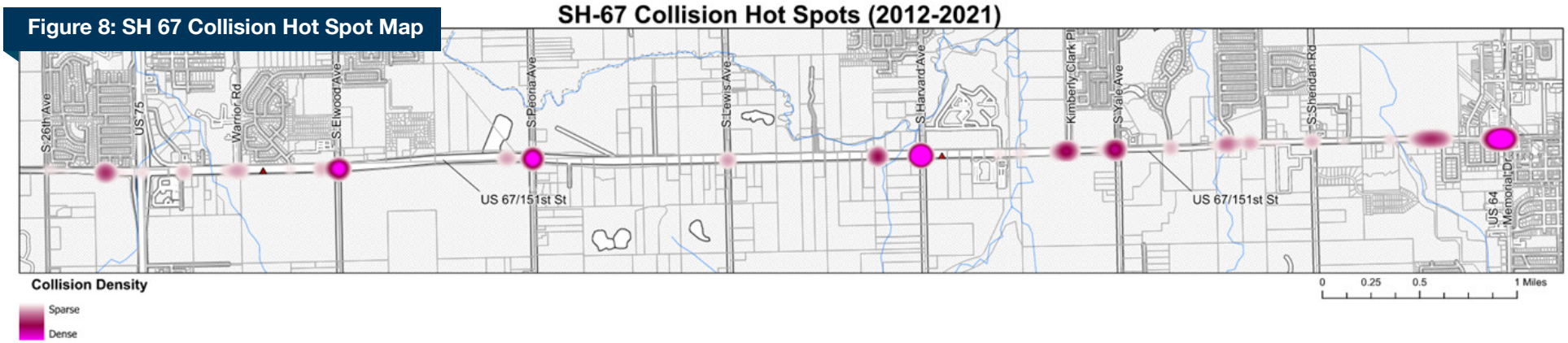


Figure 7: Intersection Level of Service by Control Delay Summary

CRASH DATA ANALYSIS

Vehicle safety along SH 67 is a critical consideration for the long-term vision and goals of this study. To better review the collisions in the area, ODOT's statewide crash database was used to review crashes in the area. **Figure 8** represents the collision density for ten (10) years of collision data within the study area (2012 to 2021). The raw crash data can be found in **Appendix B**.

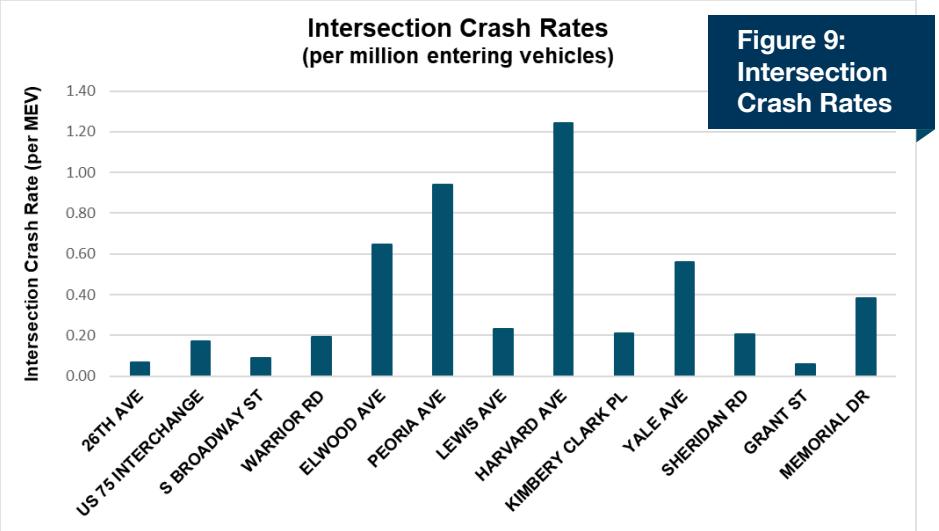
Figure 8: SH 67 Collision Hot Spot Map



After analysis of the collision data, many of the areas along the corridor with an increased number of collisions are at intersections with section line roads. The calculation of intersection crash rates were calculated for all major intersection along the corridor, seen in **Figure 9**. From that analysis, the three intersections that have the highest collision rate are the following:

- SH 67 & S Elwood Ave
- SH 67 & S Peoria Ave
- SH 67 & S Harvard Ave.

Figure 9: Intersection Crash Rates



According to the available data, a total of 368 collisions occurred within the extent of the study area within the last ten years; of those collisions, there were eight reported fatalities (6 fatality collisions), 112 injuries (73 injury collisions), 79 possible injury collisions, and 210 property damage collisions. **Figure 10** represents a crash severity breakdown of the last ten years. In terms of collision type along the corridor, most collisions were either angle turning (113 total), rear end (102 total), or animal (60 total). A collision type breakdown is represented in **Figure 11**. The two most prevalent and highest severity types of crashes are right-angle, angle-turning, and rear-end crashes.

Right-angle crashes, also known as T-bone collisions, can result in severe injuries or fatalities. These crashes occur when one vehicle strikes another at a 90-degree angle, typically at intersections. The primary cause of right-angle crashes is failure to yield the right of way. Drivers may run red lights or stop signs or fail to judge the speed or distance of oncoming vehicles accurately. During corridor peak hours, drivers may make poor decisions during high congestion, especially during left-turn maneuvers from side streets. These conditions, paired with poor visibility, distracted driving, or impaired judgment, may also contribute to these types of collisions. Additionally, inadequate infrastructure design, such as poorly marked intersections or limited visibility, can increase the risk of right-angle crashes.

Angle-turning crashes often occur at intersections and can lead to serious injuries or fatalities. These crashes happen when a vehicle makes a turn at an angle, typically during a left- or right-hand turn, and collides with another vehicle. The primary cause of angle-turning crashes is failure to properly judge the turn or available space, often due to inattention, miscalculation, or sight-distance obstruction. Drivers may misjudge the speed or distance of oncoming traffic or fail to complete the turn safely, especially during high-traffic conditions or when visibility is limited. Inadequate infrastructure, such as uncontrolled intersections or obstructed sightlines, may further contribute to the risk of angle-turning crashes.

Rear-end crashes occur when one vehicle strikes another from behind. The primary cause of rear-end crashes is tailgating or following too closely. These types of crashes can increase along corridors with frequent right-turning traffic in the absence of right-turn lanes. When drivers do not maintain a safe distance, they have less time to react if the vehicle in front suddenly stops or slows down. It is essential for drivers to maintain a safe following distance, stay focused on the road, and adjust their driving behavior according to weather conditions to prevent rear-end crashes. Installing additional amenities, such as right-turn lanes or new/improved lighting, can help reduce rear-end crashes.

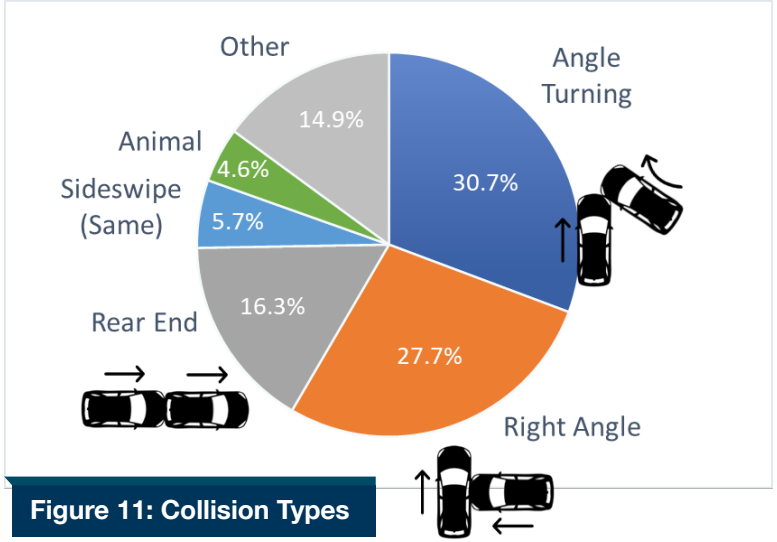


Figure 11: Collision Types

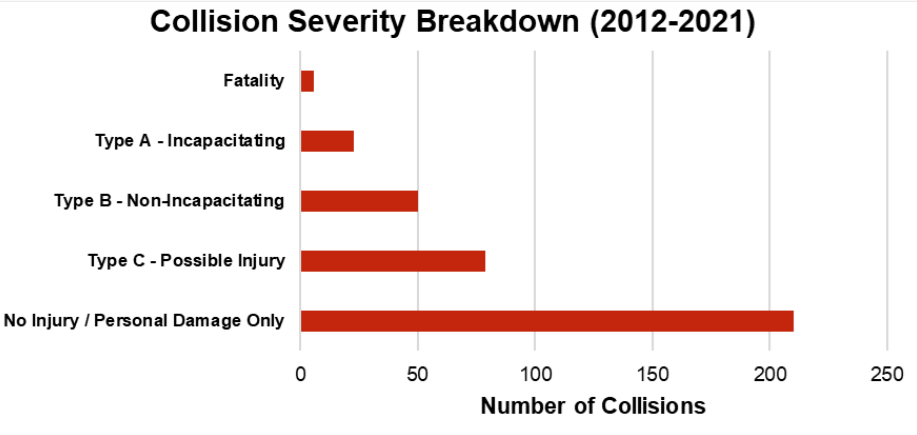


Figure 10: Collision Severity

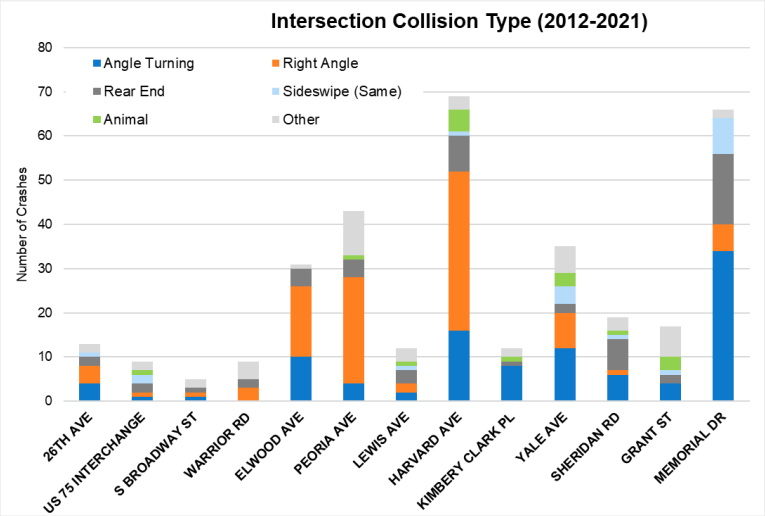


Figure 12: Intersection Collision Type

1.4 Future Corridor Conditions

The existing and future land uses along the SH 67 corridor are critical to evaluating the future corridor context and operations. By analyzing the current land uses, insight can be gained into how the corridor development patterns and anticipated growth will impact future land use trends. The land use trends will forecast future traffic volume projections for SH 67 and the surrounding section line roadways. This provides valuable information for planning and infrastructure development to accommodate the expected increase in traffic flow.

EXISTING AND FUTURE LAND USE

To forecast future traffic projections for the SH 67 corridor, the existing and proposed land use of the undeveloped and underdeveloped parcels along the corridor were evaluated. This was done by reviewing the existing land use and combining the future land use plan from the City of Glenpool, City of Bixby, County, and INCOG. After analyzing the future land use plan, each square section mile block was assigned a land use development template to forecast future development patterns to conservatively forecast future traffic based on historic developed patterns.

FUTURE TRAFFIC PROJECTIONS

The existing traffic volumes provide a snapshot of the existing intersection operations along the SH 67 corridor. Based on potential developments along the study corridor, a future horizon year scenario was used to forecast future intersection and corridor operations. The future horizon year scenario was assumed for the year 2042 to account for a realistic horizon year after 20 years of growth.

Traffic growth in the Bixby-Glenpool area has increased at approximately 0.5-1.5% per year; for this analysis, we are assuming a conservative 1% growth per year, consistent with INCOG traffic projections. This 1% growth accounts for regional background traffic utilizing the corridor and passing through to Tulsa and other communities.

New development traffic outlines the amount of traffic that is forecasted to be developed along the corridor itself. With a large portion of land, especially along the middle section of the corridor, zoned as “Agriculture,” this land may be developed into residential, commercial, or industrial uses in the future. The forecasted growth scenarios are conservative based on current and historic growth along the corridor. To further evaluate growth scenarios, a sensitivity analysis was performed to evaluate multiple scenarios for the next 20 years; the following traffic forecast scenarios were prepared for the 2042 horizon year:

- 1% background growth + 25% development of undeveloped/underdeveloped land
  - This scenario reflects an average growth consistent with past trends
- 1% background growth + 50% development of undeveloped/underdeveloped land
  - This scenario reflects an average to elevated growth consistent with past trends and increased momentum along the corridor.
- 1% background grown + 100% development of undeveloped/underdeveloped land
  - This scenario reflects an aggressive growth consistent with past trends and high development momentum along the corridor.

PUBLIC ENGAGEMENT

Public engagement was vital in identifying the challenges and opportunities along the SH 67 corridor. Three rounds of public meetings were held in Glenpool and Bixby to inform residents about the current phase of the project and gather feedback. Public meetings were advertised through social media posts by the cities and mailers to 582 property owners within 1500' of the corridor.

The first round of public meetings was on November 14th and 15th, 2022. Feedback was received regarding potential improvements related to safety, traffic congestion, additional connectivity, priority destinations, and any other comments about the corridor. **Figure 13** shows examples of feedback received during the first round of public meetings focusing on corridor challenges and opportunities.

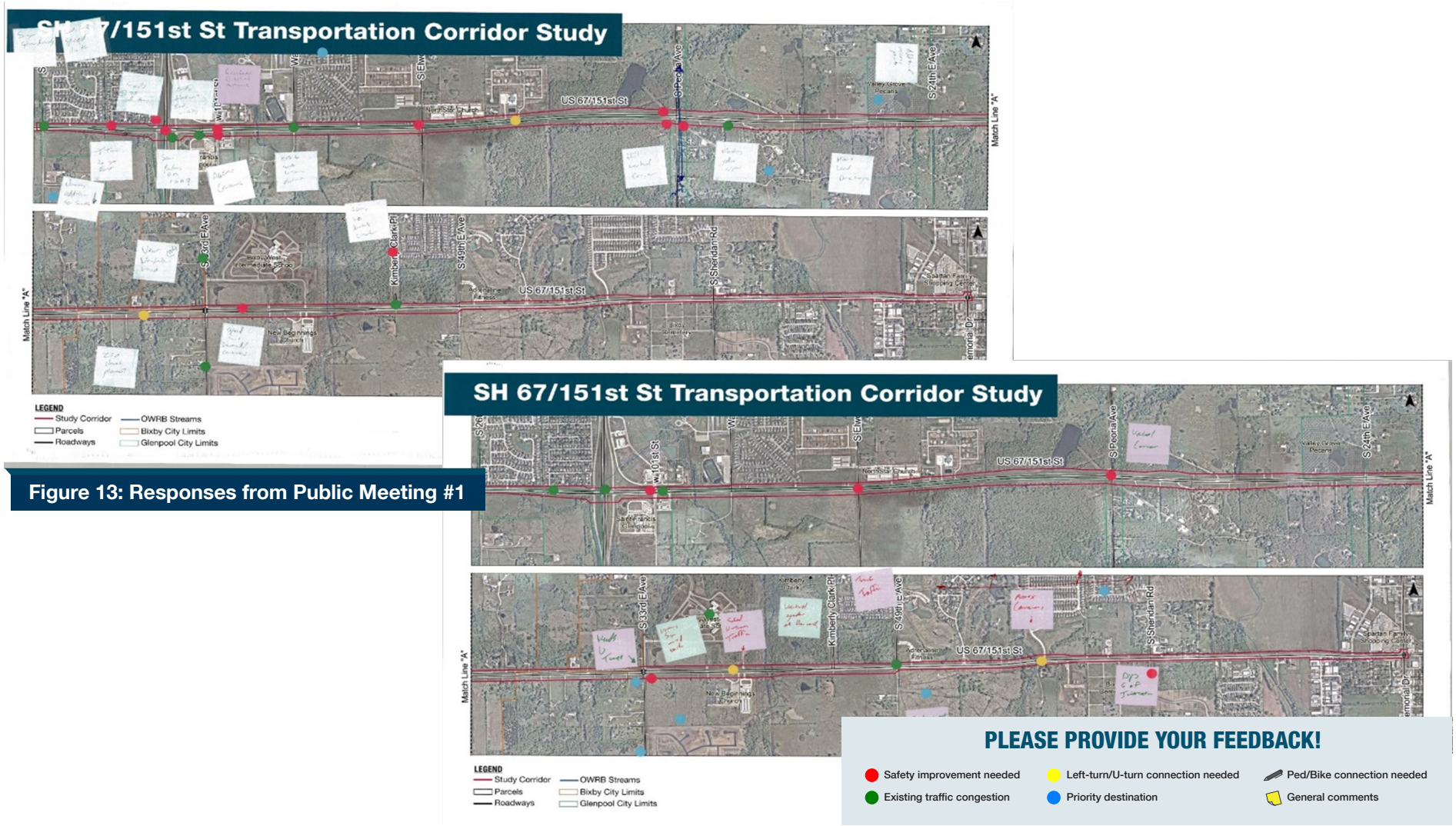


Figure 13: Responses from Public Meeting #1

In addition to the public meetings, a project website was launched as another way to receive feedback. The project website hosted a map survey to prompt feedback along the corridor; **Table 2** summarizes the online responses as of February 14, 2023. **Figure 14** summarizes the types of comments submitted on the website survey.

Table 2: Website Survey Responses	
Total Visits	919
Unique Users	330
Comments	104

The second round of public meetings, held March 20th and 21st, 2023, was advertised to the public through social media and mailers on the status of the project, the improvement toolbox being evaluated, and requested input on the preferred intersections, safety improvements, and development access.

The final round of public meetings, held September 5th and 7th, 2023, was also advertised through social media and mailers. This meeting informed the public on potential corridor improvements and requested any final feedback through a brief survey. The "Other Comment" category was used for residents to express feedback outside the multiple choice options. Feedback received included concerns about the existing posted speed limit being too high and the safety of existing intersections.

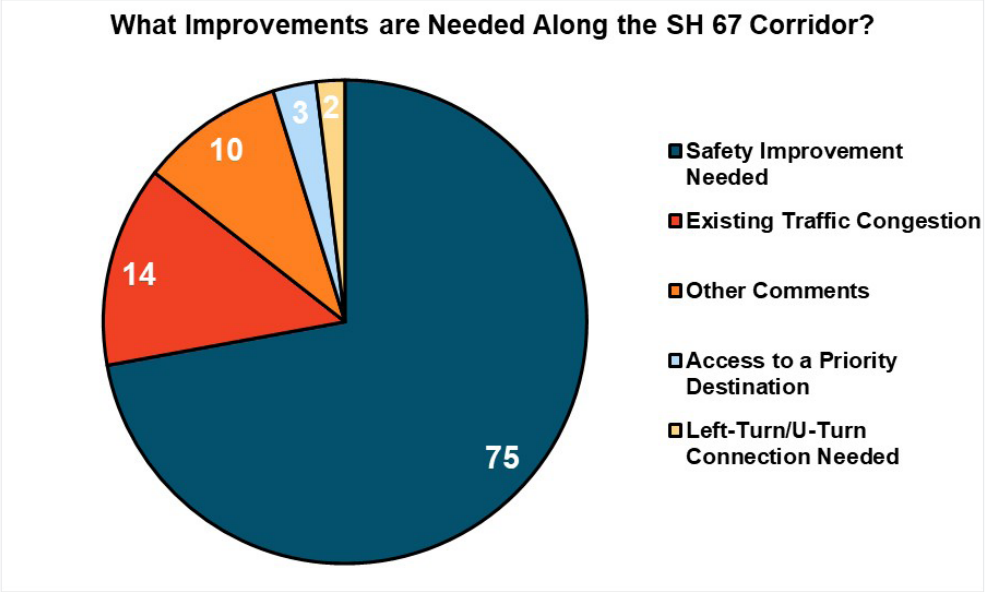


Figure 14: Website Survey Comments

Figure 15: Photos from Public Meeting #2

CHAPTER 2: IMPROVEMENT CONCEPTS

As a corridor changes over time, the purpose and context of the corridor will also change. A rural highway can be transformed into a busy suburban arterial road with increased development and traffic growth in a relatively short period of time. Having a plan for future growth will help plan for congestion and safety concerns and futureproof the corridor while allowing it to transform effectively and efficiently.

Several improvement concepts for the SH 67 were developed and evaluated. Identifying current and future challenges through different improvement opportunities with the corridor informs the short-, medium-, and long-term operations of the corridor. The challenges identified include safety improvements, access improvements, operational improvements, policy improvements, and other improvements.

From the existing and future analysis, a toolbox of short- to long-term improvements were identified and tested. The following sections outline those tools and opportunities.

2.1 Current Issues

Public feedback and data analysis highlighted the two main topics of concern with the SH 67 Corridor: safety and congestion. Identifying improvements that could mitigate those concerns on the corridor were prioritized.

SAFETY

As described in **Chapter 1**, safety is a top priority along the SH 67 corridor. Given this is a high-speed corridor and two existing schools are in close proximity, it was extremely important to investigate concepts that would not only improve current safety challenges but also plan for the needs of the future corridor. Crash mitigation, especially crashes with the potential for high severity like right-angle collisions, was a top consideration for the proposed improvements to address. Other operational safety improvements were evaluated to further address key safety challenges along the corridor. The following toolbox provides key tools to develop a master plan to enhance the corridor both today and in the future.

CONGESTION

Congestion, especially on north-south side streets, is a common constraint on the current corridor operations. With continued development along the corridor, delays for drivers will continue to increase if corridor improvements, especially intersection treatments, are not implemented. Balancing the want to have a high-speed commuter corridor with access to developments and side street congestion is an important consideration. Examining innovative intersection improvements was a key to considering both priorities.

CORRIDOR CONTEXT

The SH 67 Corridor, spanning the cities of Glenpool and Bixby,
encompasses both commercial and high mobility context sections. **Figure 16** shows where these two types of contexts are seen along the corridor. In the commercial context of the corridor, there are businesses, local traffic, schools, and a higher density of driveways. This portion of the corridor is designed to cater to the needs of the local community, focusing on providing access to businesses and accommodating slower speeds. On the other hand, the middle of the corridor is dedicated to high mobility, serving as a route for commuter traffic. This context section prioritizes efficiency and facilitates the smooth flow of traffic, with fewer commercial driveway access points and higher speeds. The SH 67 Corridor acts as a vital link between the cities of Glenpool and Bixby, supporting both local businesses and efficient transportation for commuters.

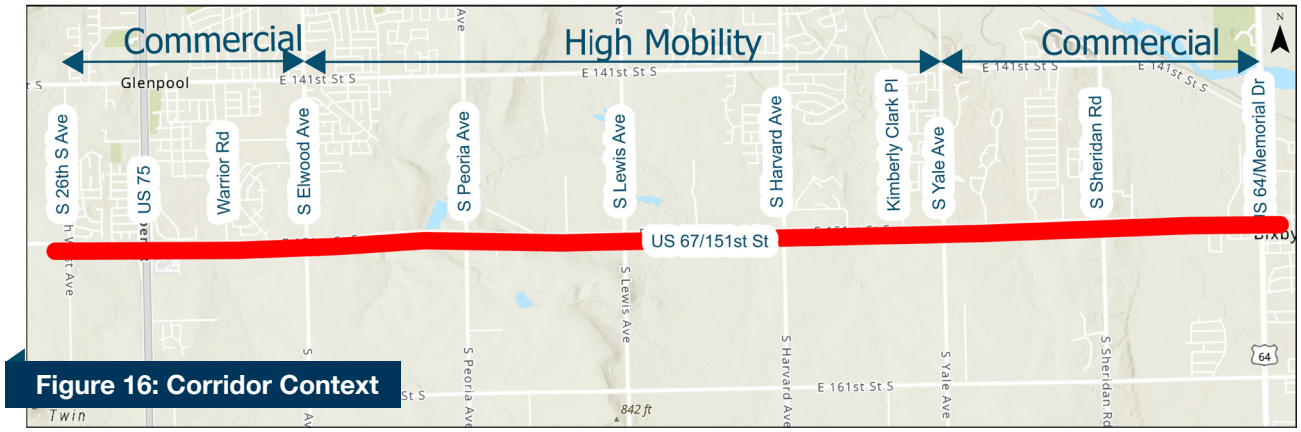


Figure 16: Corridor Context

2.2 Improvement Toolbox

An improvement toolbox was developed to align with the goals of improving safety, reducing congestion, and investigating corridor access. To assess the safety improvement component, the crash modification factor (CMF) was identified for each improvement type to determine the potential impact/improvement of the recommendation. The CMF is a numerical value that represents the expected change in crash frequency resulting from a specific roadway treatment or safety improvement. It is used to quantify the effectiveness of various safety interventions, with values less than 1 indicating a reduction. This toolbox is categorized into short-term, intermediate-term, and long-term improvements.

In the short term, the improvement toolbox focuses on safety enhancements such as decreasing speed limits, adding right turn lanes, and improving lighting. These measures aim to implement safety improvements and mitigate potential risks along the corridor. The toolbox suggests intersection options like restricted crossing U-turn (RCUT) intersections, and signalized intersections for intermediate-term improvements. It also takes a close look at access to the corridor, investigating the use of direct access versus access roads. These enhancements aim to optimize traffic flow, reduce congestion, and improve overall safety at key intersections along the corridor. The long-term improvements outlined in the toolbox include grade separation and further development of access roads. These measures aim to enhance corridor access, improve connectivity, and accommodate future growth and development in the area.

By utilizing this comprehensive improvement toolbox and addressing feedback received, the corridor study aims to implement a phased approach that addresses the immediate safety concerns, optimizes traffic flow in the intermediate term, and provides a sustainable and efficient corridor in the long run.

2.3 Short-Term Safety Improvements

Other targeted improvements along the SH 67 corridor will be able to help with certain safety concerns immediately. These improvements can be installed at a lower cost and faster than a new intersection or complete corridor reconstruction. These short-term improvements will help address some of the identified corridor challenges.

RIGHT-TURN LANES

On a high-speed corridor, the addition of right-turn deceleration lanes for vehicles attempting to turn right can reduce the risk of a rear-end collision and can reduce congestion concerns for the through movement of traffic. Installation of right-turn deceleration lanes can help alleviate this type of collision by giving turning vehicles a safe way to decelerate for the upcoming right turn. Prior to intersection construction, right-turn lane installation is a priority safety improvement to the corridor. **Figure 17** shows the design components of right-turn lanes. Right turn lanes are recommended to be considered when the peak hour right turn volume exceeds 50 peak hour vehicles. **Figure 18** shows locations of existing right-turn deceleration lanes along the corridor, and recommended locations based on this criteria both for initial and short term implementation. **CMF value of 0.993 (CMF ID 5651).**

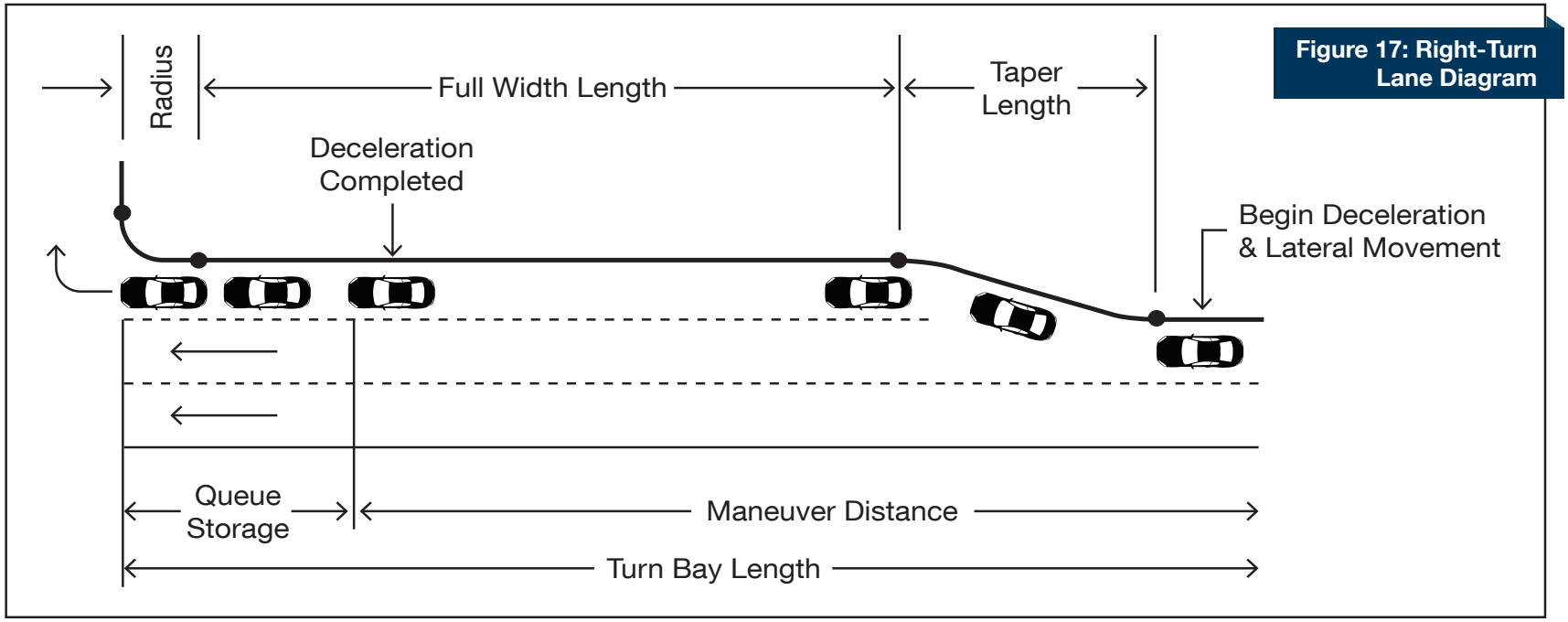


Figure 17: Right-Turn Lane Diagram

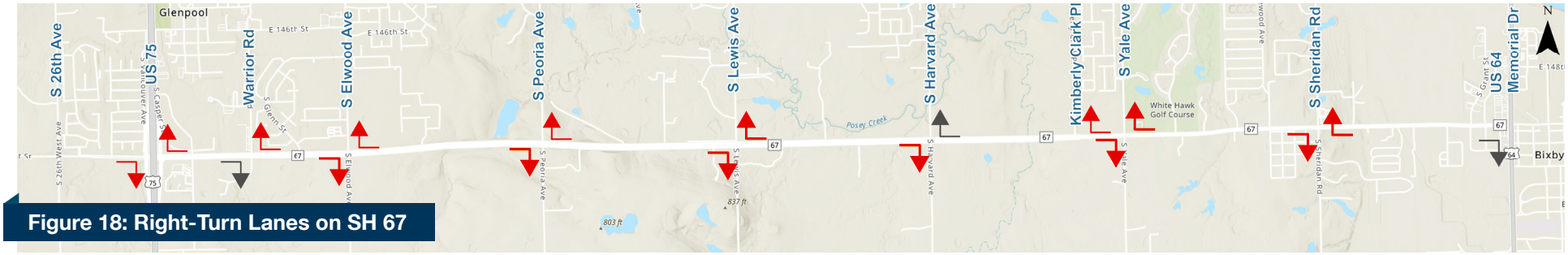


Figure 18: Right-Turn Lanes on SH 67

= Existing Right-Turn Lanes

= Short-Term Recommendation

LEFT-TURN LANES

Much like right-turn lanes, left-turn lanes also allow turning vehicles to exit through lanes without affecting the through traffic. Left-turn lanes should provide adequate queue storage for unsignalized and signalized intersections based on an operational analysis. The length of deceleration is dependent on the posted speed and the amount of speed differential acceptable for the thoroughfare. **Figure 19** shows the design components of left-turn lanes. **CMF value of 0.69 (CMF ID 7853).**

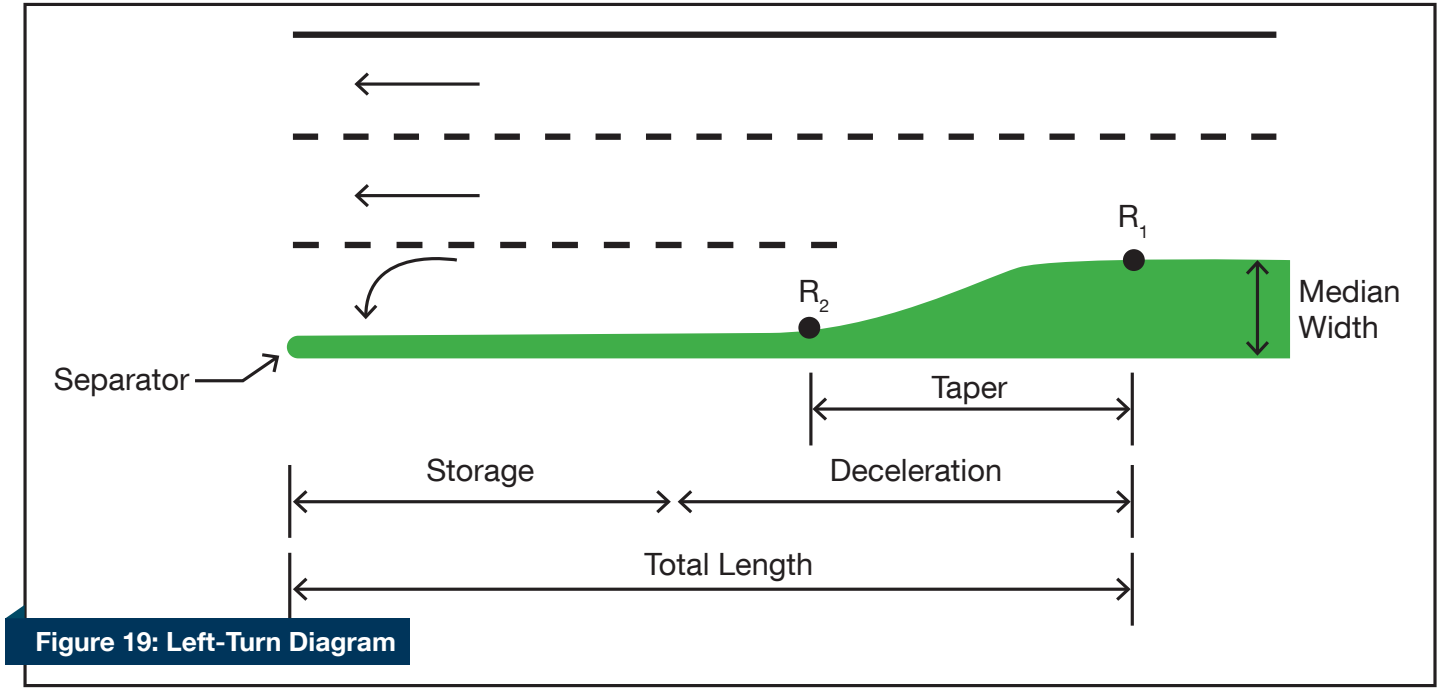


Figure 19: Left-Turn Diagram

LIGHTING IMPROVEMENTS

Improved visibility of the SH 67 corridor at night could help alleviate the disproportionate number of collisions that occur in low-light conditions. According to the crash analysis, approximately 23% of crashes along the corridor were in low-light conditions; this is a high proportion, given that approximately 13% of traffic along the corridor drives during the same time. Upgrading existing lighting and installing new light fixtures, especially at high-collision intersections, is a priority. It is recommended to initially illuminate existing section line road intersections along the corrridor, but also consider a short term strategy to incorporate corridor lighting along the study area. **CMF value of 0.88 (CMF ID 2363).**

SPEED LIMIT REDUCTION

Continued development along the SH 67 corridor will further increase the volume of vehicles. A decreased speed limit will help improve safety by mitigating crash severity for the drivers of the corridor. Use of speed monitoring measures such as the installation of speed feedback signs, adequate enforcement of posted speed limits, or other speed management countermeasures identified by the FHWA, can more effectively decrease the average speed of drivers. Focusing speed limit changes to the different corridor contexts throughout the corridor will help provide a seamless transition for drivers. To the right in **Figure 20** is the existing speed limit. **CMF value of 0.619 (CMF ID 10218).**

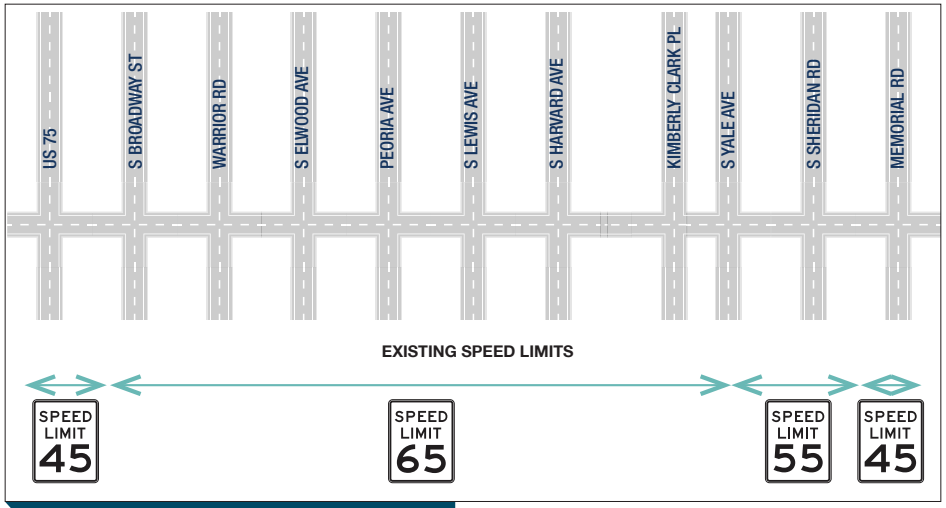


Figure 20: Existing Speed Limits

SIGNAL TIMING COORDINATION AND ITS IMPROVEMENTS

Coordination of traffic signal timing with many signals improves the flow of traffic along a corridor. If traffic signals are installed along SH 67, coordination of the timings will be key to reducing congestion and moving traffic through the intersections as efficiently as possible.

2.4 Intermediate Term Improvements Toolbox

- Intersection Improvements
- Enhanced Signalized Intersections
- Restricted Crossing U-Turn (RCUT) Intersections
- Roundabouts
- Access Management
- Direct Access
- Frontage Road Access
- Backage Road Access
- Cross Access Provisions

2.4.1 INTERSECTION IMPROVEMENTS

Intersection improvements are an important area to explore to potentially increase corridor safety and mitigate congestion on the corridor. Given the context, growth, and desired outcomes, three primary intersection improvements were identified. Those improvements were further evaluated using the FHWA's Capacity Analysis for Planning of Junctions (CAP-X) tool, as well as Synchro 11 to evaluate how the intersections would operate with existing and future traffic projections. Three alternatives surfaced as viable options for further analysis once the intersection control types were identified for further analysis. The efficiency and compatibility of the three different types of intersections were explored.

Enhanced Signalized Intersections

Signalized intersections are a very common and typical form of intersection control that drivers in the study are very familiar with. This type of intersection can improve safety and congestion concerns at previously unsignalized intersections. What differs from an enhanced signalized intersection compared to a typical signalized intersection are targeted improvements that can further improve both safety and congestion concerns. These improvements include right-turn deceleration lanes and positive offset left-turn lanes. The addition of right-turn lanes aids in the safety of the intersection so thru-moving traffic will not need to slow for vehicles turning right leading to an increase in capacity and potential decrease in rear-end collisions. Positive offset left turn lanes provide better visibility for turning vehicles and potentially reduce the severity of collisions for permissive left-turns. **Figure 21** shows a schematic of a positive offset left-turn lane.

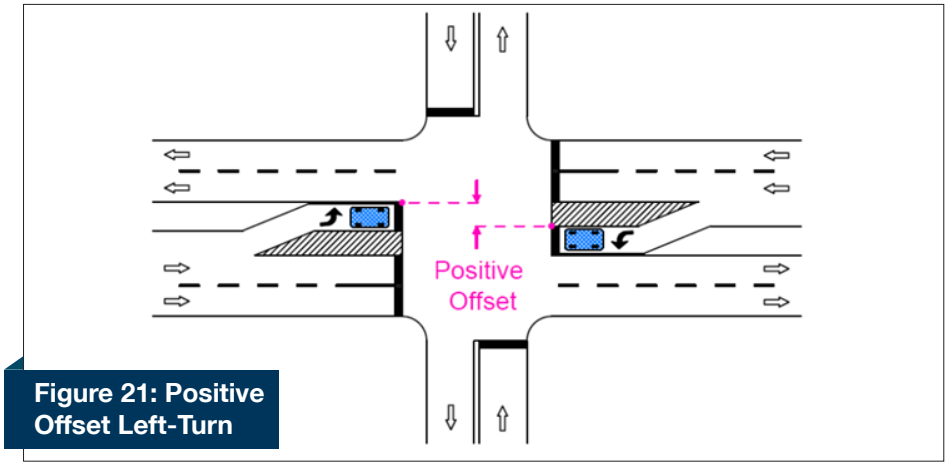


Figure 21: Positive Offset Left-Turn

Implementation of enhanced signalized intersections best fit in an urban/suburban, commercial context, rather than a higher-speed rural, commuter context. Paired with a slower speed limit, the addition of enhanced traffic signals on section-line roads and development access points near the growing commercial and residential developments of Glenpool and Bixby can improve safety, increase access, and address congestion. **CMF value of 0.662 (CMF ID 6095).**

Restricted Crossing U-Turn (RCUT) Intersection

RCUTs are a growing intersection control enhancement in the US, though a less common intersection treatment in the state of Oklahoma. The operations of a restricted crossing U-turn (RCUT) mimic something drivers, especially along this corridor, are forced to do in times of high congestion. The RCUT intersection is characterized by the prohibition of left-turn and through movements from the side streets intersecting SH 67. The side street traffic instead is required to make a right-turn onto the main road roadway (SH 67). The chanelized right-turn only lanes from the side streets and left-turn and through movements are eliminated from the side street by introducing hooded left-turn lanes on the main road. U-turns are installed 400 to 1,000 ft from the intersection to accommodate the eliminated movements. This type of intersection increases safety by reducing conflict points from the left turn and through movements while also limiting congestion impacts on the main street and decreasing congestion on side streets. **Figure 22** shows an informational guide of an RCUT intersection from the Federal Highway Association (FHWA). Per the FHWA, stop-controlled RCUT intersections can see safety benefits of a 54% reduction in fatal and injury crashes.

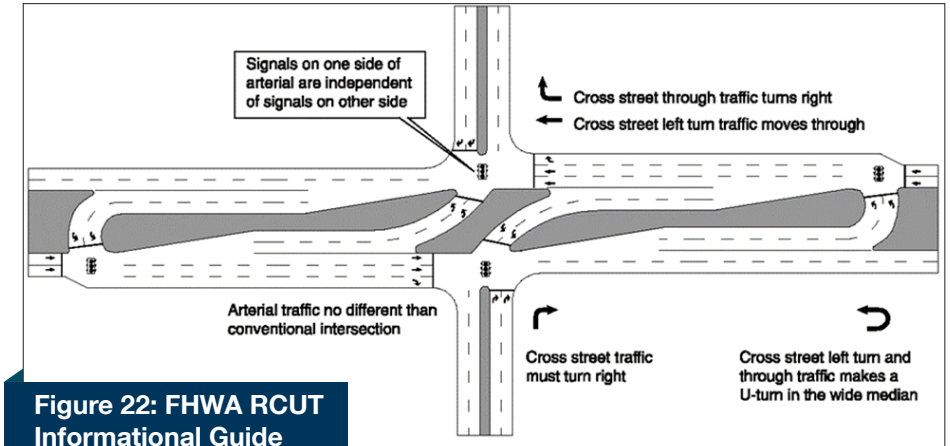


Figure 22: FHWA RCUT Informational Guide

Source: FHWA RCUT Informational Guide - Exhibit 1-1

Implementation of a RCUT intersection along the higher-speed portion of the SH 67 corridor will maintain an efficient drive for commuter traffic but also increase the safety for vehicles attempting to access the corridor from side streets. **CMF value is 0.8 (CMF ID 10383).**

Roundabouts

Roundabouts are a proven safety countermeasure by the FHWA due to their ability to reduce high-severity crashes that result in injury or death. Per FHWA, upgrading a two-way stop-controlled intersection to a roundabout can see an 82% reduction in fatal and injury crashes. An example of a roundabout in Shawnee, Kansas, can be seen in **Figure 23**. Roundabouts also can provide key transition points in corridors, especially when transitioning from higher speeds to lower speeds. Implementation of two-lane roundabouts was investigated for the SH 67 corridor to provide a transition point between the high-speed commuter corridor to the commercial and residential areas of Glenpool and Bixby. Through conversations during the public engagement process, this type of intersection treatment can have varying opinions of desirability. However, this type of intersection is a viable option along the SH 67 corridor, especially at transition point for increased traffic calming. **CMF value of 0.59 (CMF ID 10434).**

Figure 23: Roundabout Example

2.5 Long Term Improvements Toolbox

- Corridor Systemic Safety Improvements
- Corridor Capacity Improvements
- Corridor Access Modifications

2.5.1 ACCESS MANAGEMENT

Access management plays a crucial role along a highway as it helps address driveway density. Driveway density can be linked to rear-end collisions, angle-turning collisions, and increased turbulence, leading to traffic congestion. By carefully controlling and consolidating future access points, it becomes easier to manage the flow of traffic and reduce the probability of collisions. Effective access management strategies help optimize traffic operations, enhance safety, and mitigate congestion, resulting in less delay for motorists. In high traffic volume conditions, a raised median may be an effective method to improve safety by separating traffic flows and controlling left-turn and crossing maneuvers. **Figure 24** illustrates the various design options available for median openings.

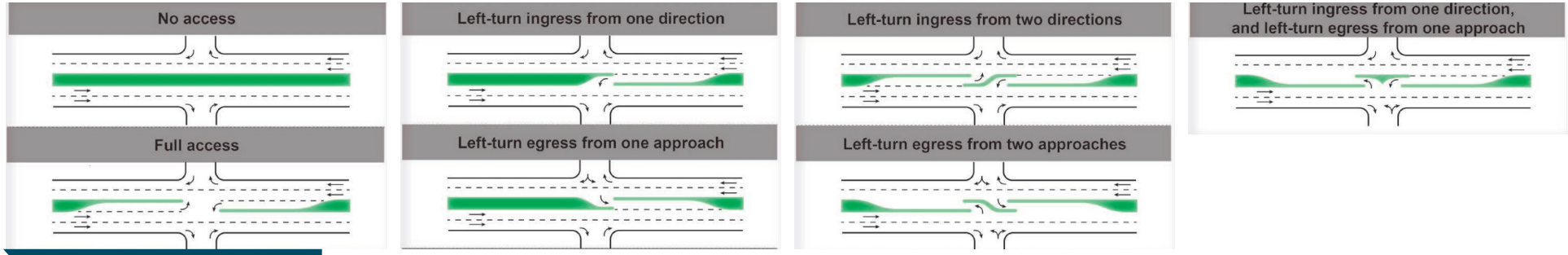


Figure 24: Median Opening Design Options

2.5.2 DEVELOPMENT ACCESS CONCEPTS

Direct access utilizes residential or business driveway access directly to the main roadway. This concept maximizes development access while reducing the roadway capacity of the primary roadway. Currently, this is the primary access type along SH 67; with continued development and traffic growth along the corridor, this type of access may not be suitable for increased corridor traffic in the future.

Frontage Road Access

Frontage roads provide a parallel route that runs alongside the main highway, offering convenient entry and exit points for adjacent properties and businesses. A frontage road along SH 67 would tie into the section line roads, offset from SH 67, to provide distance for the installation of a traffic signal or a stop-controlled intersection. This helps distribute traffic flow, maintain access, and reduce the need for vehicles to directly enter or exit the highway, improving safety and minimizing congestion on the main road. An example of frontage road access in Oklahoma is seen in **Figure 25**.

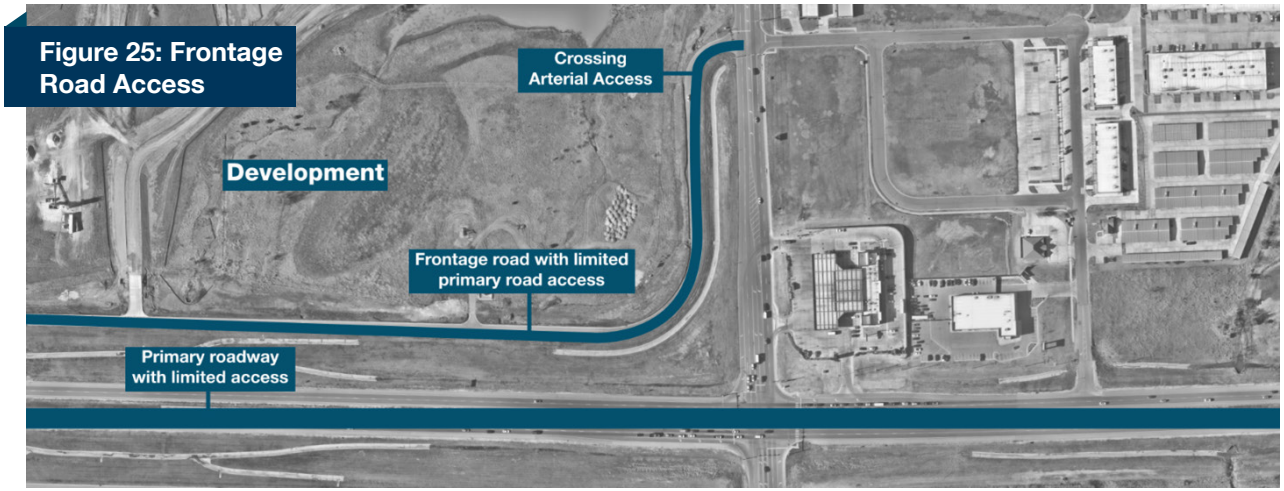


Figure 25: Frontage Road Access

Backage Road Access

Backage road access, like frontage road access, provides parallel routes to the main highway. The difference is their location is behind businesses or development rather than in front of a business as seen in frontage roads. This type of access maximizes the capacity of the primary highway, improves safety, and minimizes congestion on the main road. A main issue with backage road installation is the right-of-way procurement and coordination with current and future developments, and the benefit is the increased offset of the backage road from the highway intersection. An example of backage road access in Oklahoma is seen in **Figure 26**.

Figure 26: Backage Road Access

2.5.3 CROSS ACCESS PROVISIONS

Access management is much more than just the spacing of driveways and providing raised medians. In order to fully realize the benefits of access management, development regulations should be amended to require shared access and other techniques for properties in the initial planning stages of development. For instance, subdivision ordinances can require property owners to dedicate land on their common property lines or develop joint access easements.

Working together with driveway consolidation efforts, a parking lot cross access provision assures that a single driveway can serve several properties. The results is an increase in internal circulation between neighboring properties, which allows vehicles to circulate between businesses without having to re-enter the major roadway. Providing cross access also requires fewer driveways, allowing property owners to use more of their property in development and parking **(see Figure 27 and 28)**.

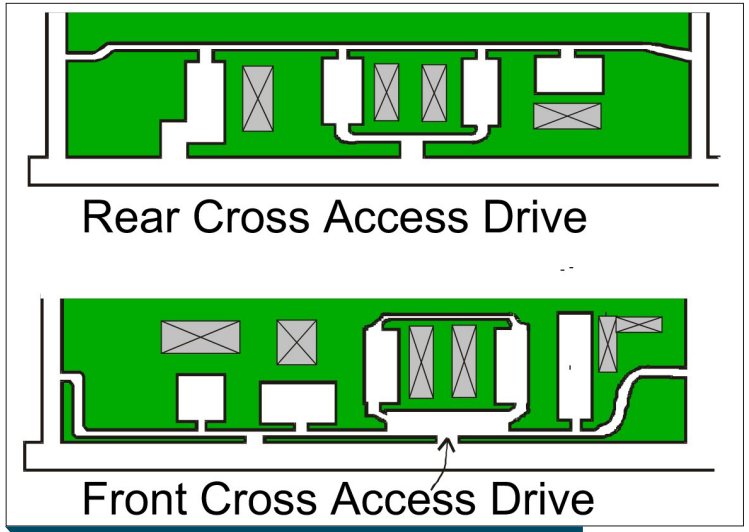


Figure 27: Cross Access Drive Illustrations

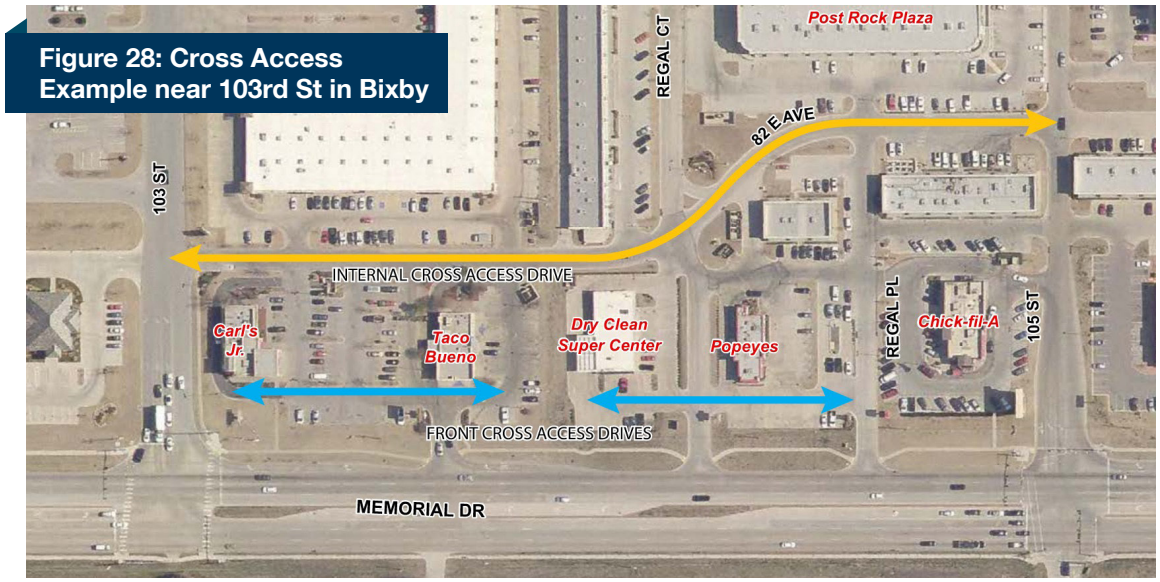


Figure 28: Cross Access Example near 103rd St in Bixby

CHAPTER 3: SHORT AND INTERMEDIATE CORRIDOR IMPROVEMENTS

This project established a thorough toolbox of short- and intermediate-term improvements to the SH 67 Corridor, aiming to enhance safety and traffic operations for the corridor motorists. Informed by a detailed analysis of crash and traffic data, as well as valuable input from the public, this chapter presents a comprehensive approach to address the corridor's challenges. In the short term, safety improvements will be a priority. Considering safety measures, such as enhanced lighting, new right-turn deceleration lanes, and speed limit reduction, will help increase the corridor's safety. Intersection improvements will play a critical role in optimizing traffic flow and reducing congestion, with a specific focus on implementing practical and innovative design solutions. Additionally, this chapter explores the potential for constructing frontage roads to improve access and alleviate congestion at key points along the corridor. Furthermore, pedestrian accommodations will be integrated into the corridor recommendations, providing a safe and accessible pathways for pedestrians. By implementing these short and intermediate improvements, the SH 67 Corridor will be a safe and efficient transportation route for all users. The improvement recommendations discussed in this chapter are divided into short and intermediate term categories, but all projects may be implemented sooner when deemed necessary or when funds become available. Long-term corridor improvements (20+ years) are outlined in **Chapter 4**.

3.1 Short Term Corridor Recommendations

3.1.1 INITIAL SAFETY IMPROVEMENTS

Adequate lighting, right turn lanes, and speed limit reduction are crucial safety improvements to consider along a growing SH 67 corridor. Proper lighting improves visibility, especially during nighttime, reducing the risk of crashes and improving overall safety. A recommendation for improved existing and new light fixtures at intersections would help increase the safety of drivers in dark conditions. The addition of right-turn deceleration allows for smoother traffic flow, reducing congestion and minimizing conflicts between turning vehicles and through traffic. The addition of right turn lanes, prior to the installation of new intersection controls, is recommended at busy side streets and popular access points. Moreover, a reduction in speed limits promotes safer driving conditions, particularly in areas with increased development and higher volumes of traffic. Recommended speed limits along SH 67 are the following:

- US 75 to S Elwood Ave: 45 mph
- S Elwood Ave to S Yale Ave: 55 mph
- S Yale Ave to Memorial Rd: 45 mph

The existing and proposed speed limit reductions are shown in **Figure 29**. Use of speed monitoring measures such as the installation of speed feedback signs, adequate enforcement of posted speed limits, or other speed management countermeasures identified by the FHWA, can more effectively decrease the speed of drivers. Implementing these safety countermeasures is essential to accommodate the growing traffic demands, enhance safety, and ensure efficient transportation along the corridor.

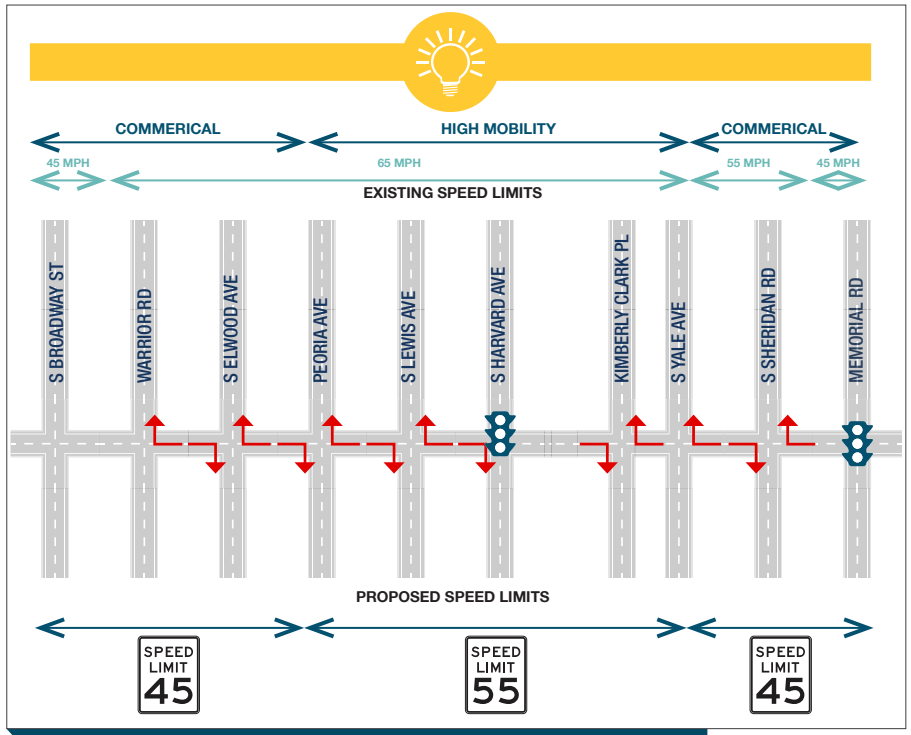


Figure 29: Recommended Short Term Improvements

Existing traffic signal

Recommended Right-Turn Lanes

Future proposed lighting improvements

3.1.2 ACCESS MANAGEMENT

In addition to appropriate driveway spacing and access management design based on state Department of Transportation guidelines, local land use can be used to manage access and preserve corridor functionality. One of the most effective tools in applying corridor-specific standards is the use of zoning and subdivision ordinance regulations, either through general access management regulations or a highway corridor overlay district.

Examples of regulations may include:

- Minimum Driveway Spacing: Driveway access spacing can provide a significant safety benefit for a corridor, if properly spaced. In urban and suburban areas, shared driveways can be used to consolidate driveways and increase the spacing between driveways. **Table 3** below shows the recommended driveway spacing criteria based on posted speed for the SH 67 corridor.

Table 3: Minimum Driveway Spacing	
Posted Speed	Access/Driveway Spacing
Less than 30 mph	200'
35 mph	250'
40 mph	305'
45 mph	360'
50 mph or greater	425'

- Raised Median Installation: Introducing a raised median to restrict the movement of turning and crossing movements reduces the number of conflict points from 32 to 4. In high traffic volume conditions, a raised median may improve safety by separating traffic flows and controlling left-turn and crossing maneuvers. Roadways with raised medians are safer at higher speeds and at higher traffic volumes than undivided roadway or those with a continuous center turn lane.

3.2 Intermediate Term Corridor Opportunities

3.2.1 INTERSECTION IMPROVEMENTS

Intersections can be an efficient and cost-effective ways to improve safety and mobility along a corridor. To determine the location and type of intersection improvements, a full analysis of traffic operations, geometry, and context was performed throughout the corridor. From this analysis, it was found that enhanced traffic signals and restricted crossing U-turn (RCUT intersections, and potentially roundabouts at key transition points of corridor context, were the most feasible for the SH 67 corridor. Prior to the design of the intersection improvements, a complete Intersection Control Evaluation (ICE) should be completed.These intersection improvement recommendations are recommended for the intermediate term, but may be implemented sooner if deemed necessary or if funding becomes available.

As discussed in **Chapter 2**, enhanced traffic signals contain all the amenities found in a typical signalized intersection, with the addition of positive offset left-turn lanes and right-turn lanes. These additional features provide better visibility to drivers attempting to turn left and a safer way to decelerate before taking a right turn. The context of the new installation of signalized intersections was a key factor in determining the location of the recommended intersection improvements. At busier side streets located near current businesses and development, on the east and west terminal of SH 67, these types of intersections could be the most effective to improve the safety and congestion.

The following four intersections along SH 67 are recommended for a new enhanced traffic signal:

- S Broadway St
- Warrior Rd
- S Elwood Ave
- S Sheridan Ave

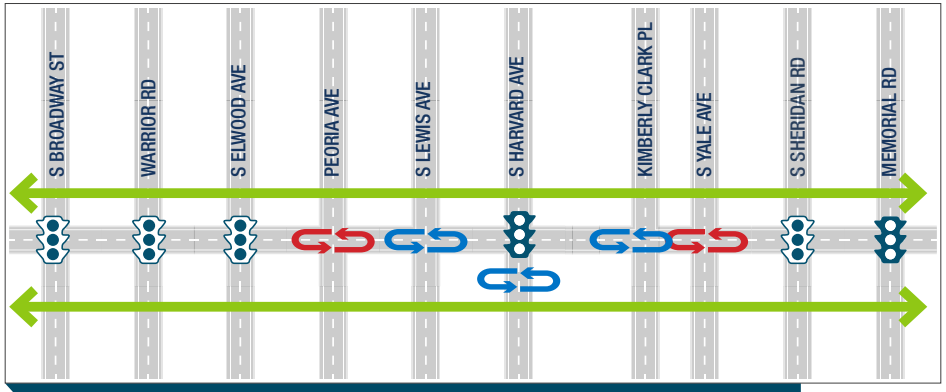
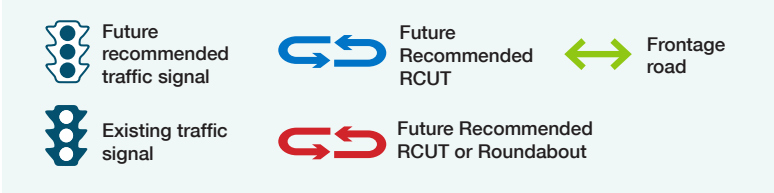


Figure 30: Recommended Intermediate Term Improvements



Also discussed in **Chapter 2**, the RCUT intersection is an innovative intersection design to increase safety along busy corridors. RCUT intersections utilize a design that prohibits left turns and through movements from side streets, reallocating those vehicles to make a right turn and then a U-turn movement 400-1,000 ft from the intersection. This intersection will also install hooded left turn lanes on SH 67, additional pavement to account for large vehicles making the truck U-turn movement, acceleration lanes for right turns, and right-turn deceleration lanes. This type of intersection is most suitable for the part of the corridor that has heavier east-west traffic at higher speeds. Reduction in right-angle crashes while maintaining through traffic is the main factor for this intersection type. Installation of unsignalized RCUT intersections provides the opportunity for future signalization and timing coordination if future conditions warrant. Increasing the capacity of the intersections by introducing additional turn lanes is another feasible solution with RCUT intersections. The following five intersections are recommended to have a new RCUT intersection in the intermediate term:

- S Peoria Ave
- S Lewis Ave
- S Harvard Ave
- Kimberly-Clark Place
- S Yale Ave

3.3 Long Term Corridor Opportunities

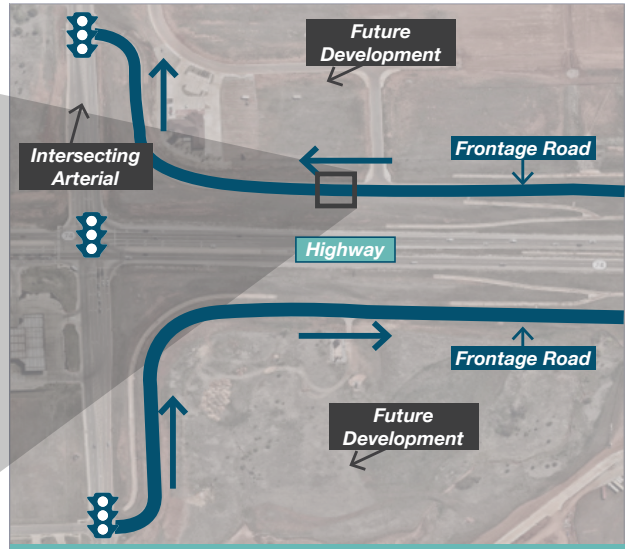
3.3.1 ONE-WAY FRONTAGE ROADS

Installing a one-way frontage road along SH 67 can bring several benefits. It improves traffic flow by providing an additional lane for vehicles traveling in the same direction as the main highway. This helps alleviate congestion and reduces the risk of crashes caused by vehicles entering the highway from driveways. A frontage road also allows for easier access to businesses and residences located along the highway, enhancing economic development and convenience for local communities.

Frontage roads along SH 67 would tie into the section line roads at an intersection offset from the highway. **Figure 31** shows an example of how a one-way frontage road would tie into a section-line road. A key factor to analyze in the design of frontage roads is the right-of-way needed for the construction. Though frontage roads along the entirety of SH 67 would be ideal, the location of existing businesses and residential homes may hinder complete construction along the corridor.

Figure 31: One-Way Frontage Road Example

Example of a One-Way Frontage Road



Example Street View from a Frontage Road

3.3.2 BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Safe access and facilities for pedestrians and bicyclists is another important factor for the SH 67 corridor. Currently, there are no pedestrian or bicycle facilities along the highway. With both retail and residential development increasing in this area, it is key to include options for both pedestrians and bicyclists. In the cross-section of the SH 67 recommendations, **Figure 32**, two options for a sidewalk in front of new development and a trail between the highway and frontage road are seen for future considerations. It will also be important to include accommodations such as crosswalks, pedestrian signals, and adequate lighting to ensure safe crossing of streets. On and off-street connections are currently limited, but opportunities have been identified as part of INCOG's GO Plan. A map of the existing and planned bicycle and pedestrian routes is shown in **Figure 33**.

Figure 32: Cross-Section of Corridor Vision

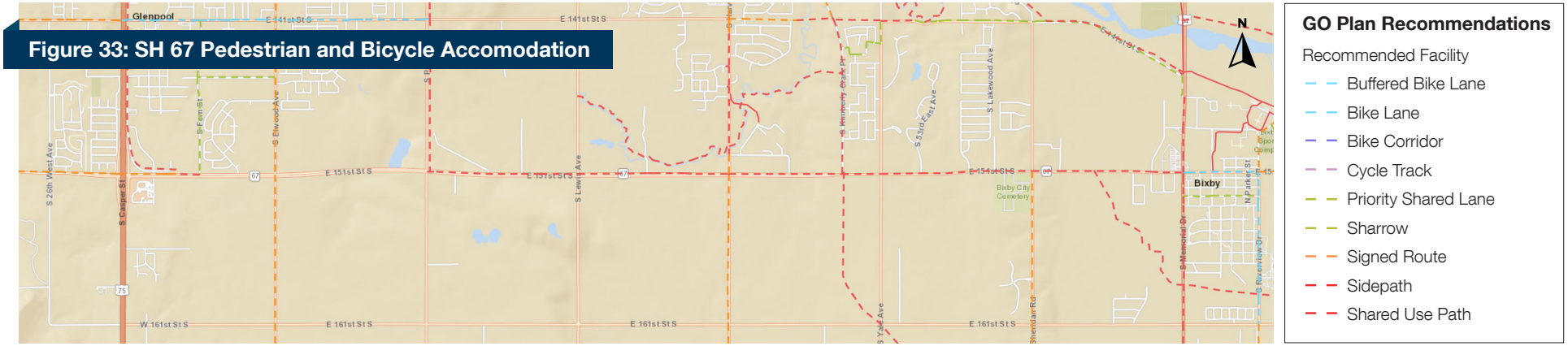


Figure 33: SH 67 Pedestrian and Bicycle Accomodation

3.4 Corridor Map of Improvements

A schematic design of the recommended intersection improvements, along with direction for frontage roads and other improvements are found on the following pages.

SH 67
Corridor Improvements

Map 1 of 26

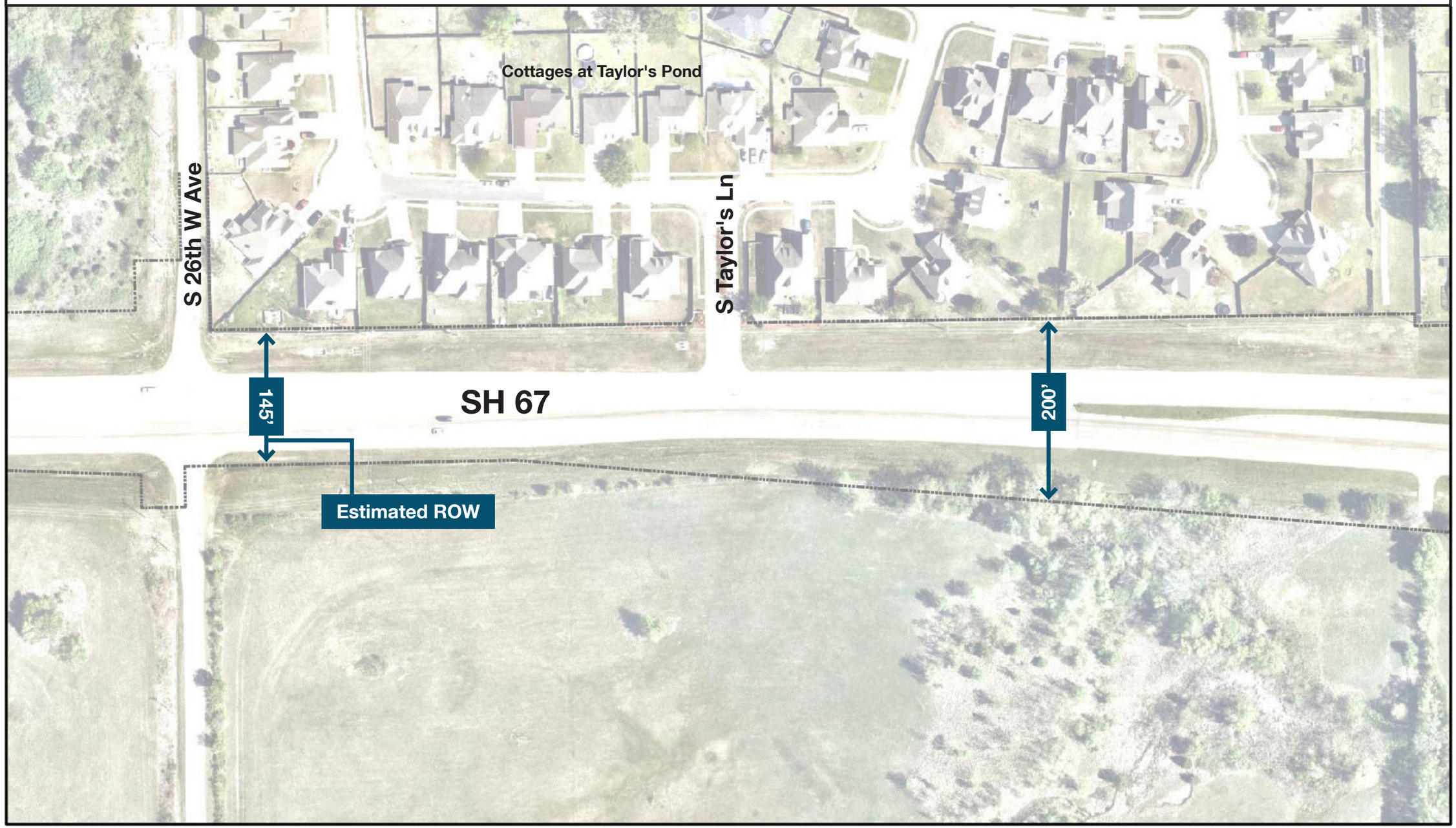
Legend

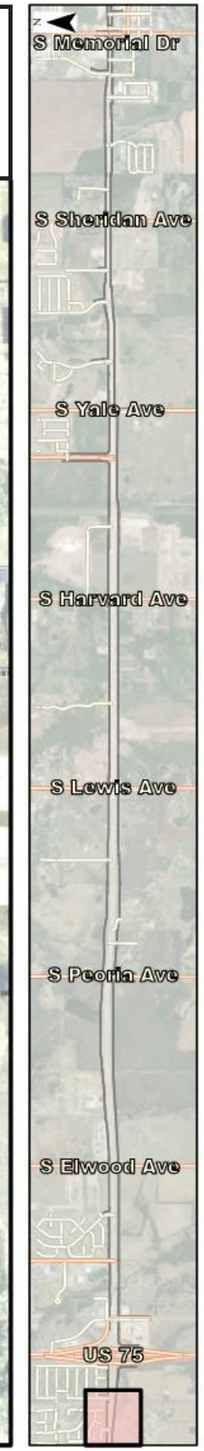
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 2 of 26

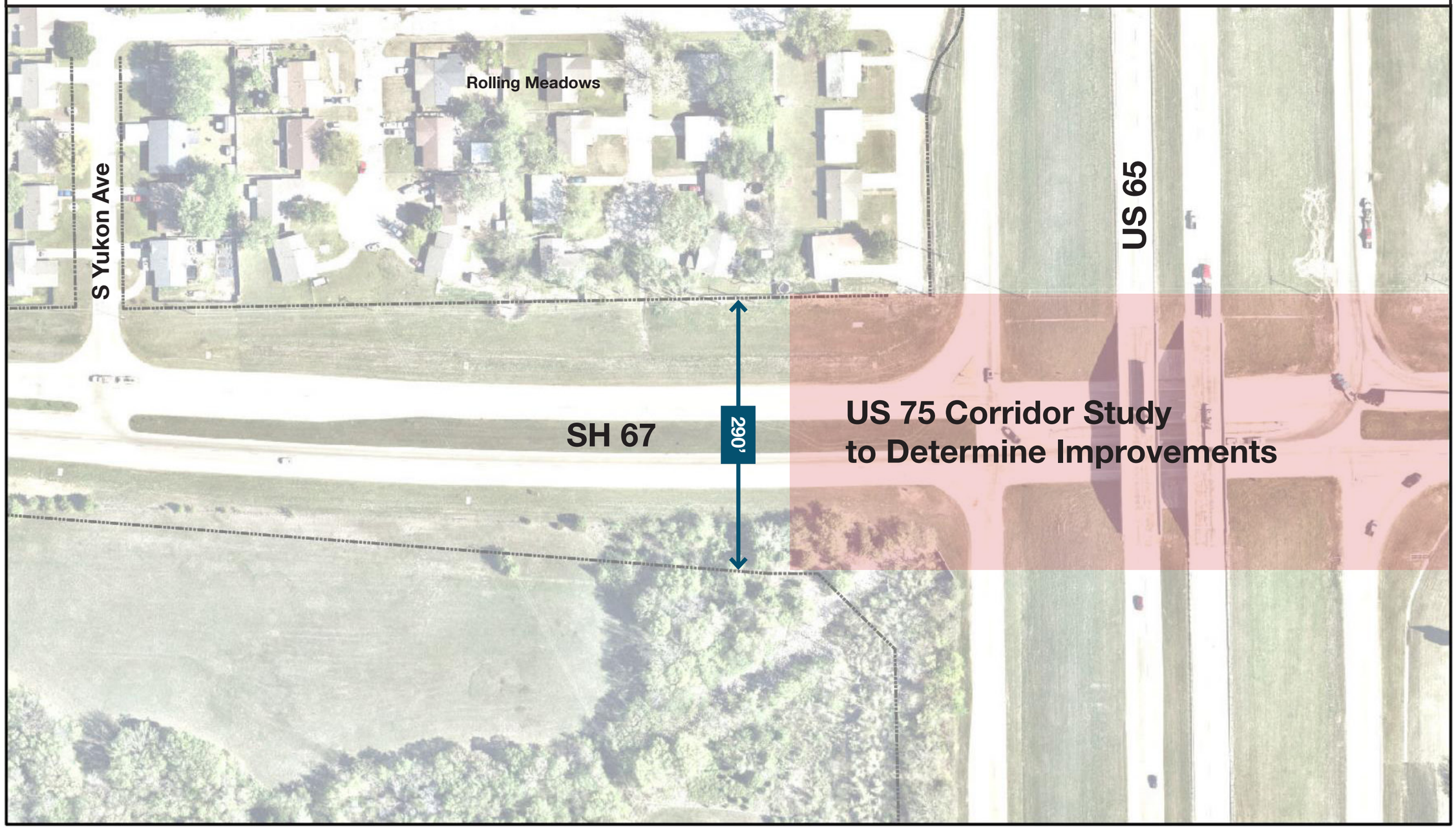
Legend

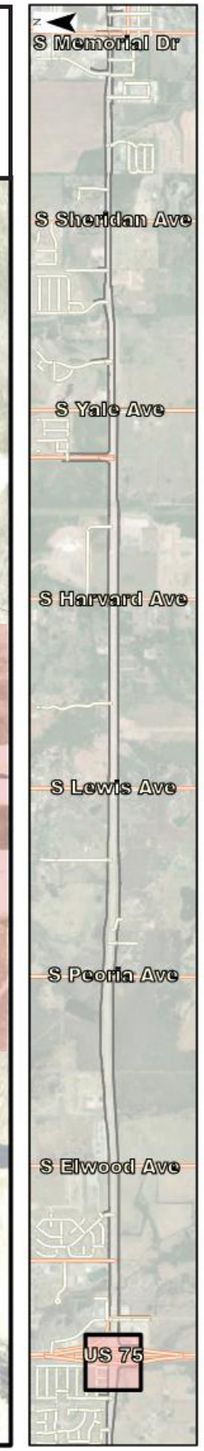
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 3 of 26

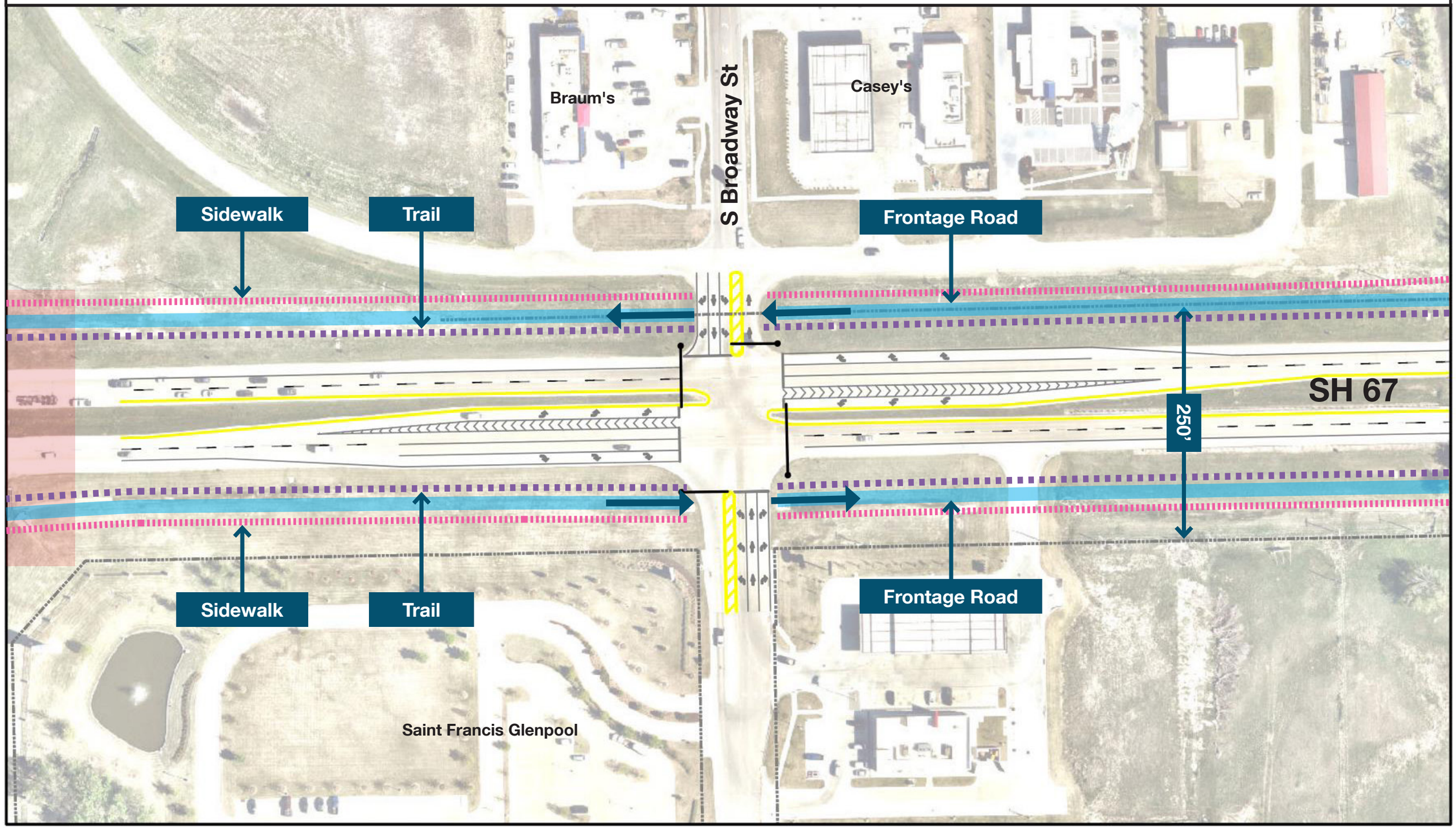
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 4 of 26

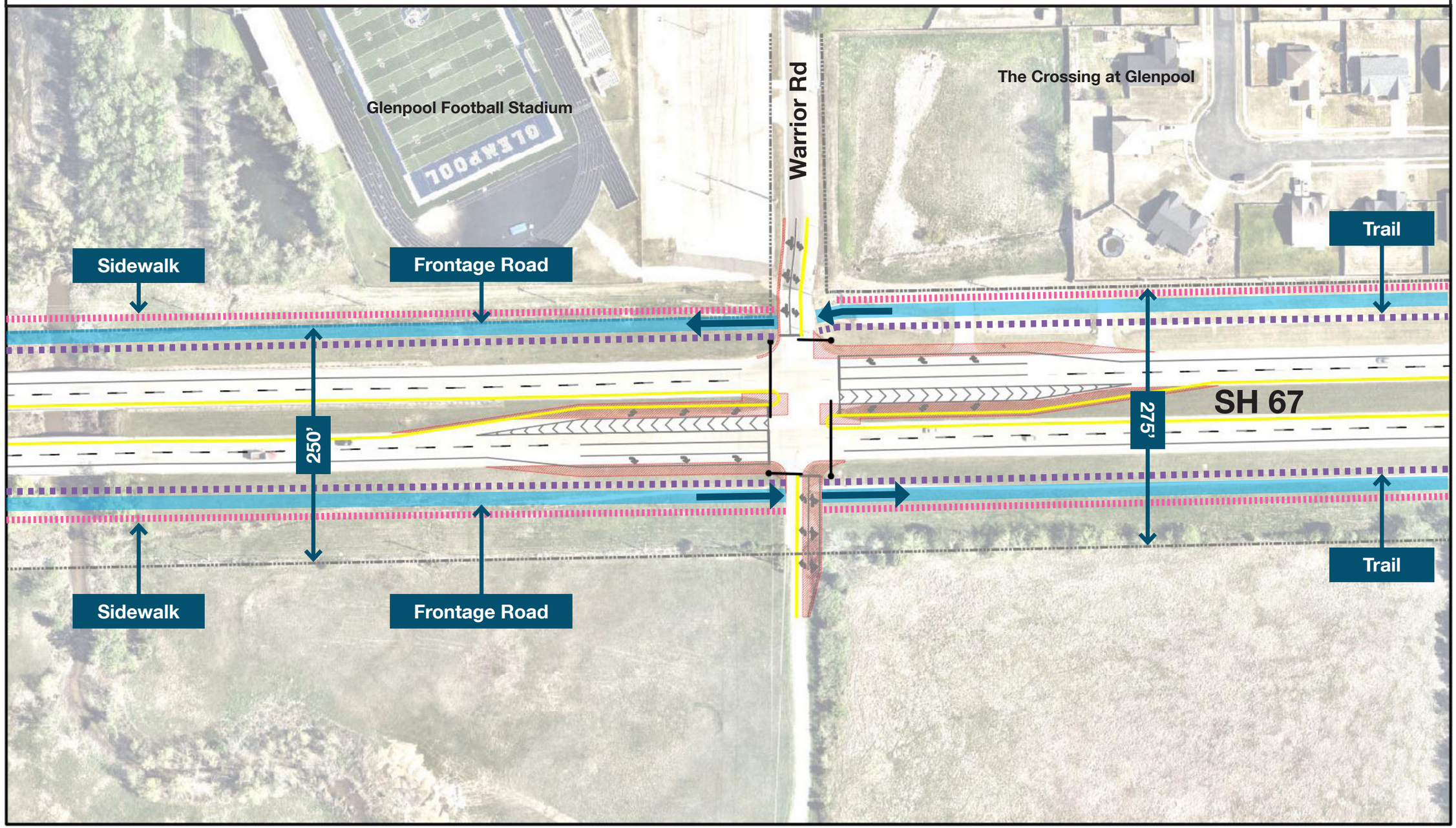
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 5 of 26

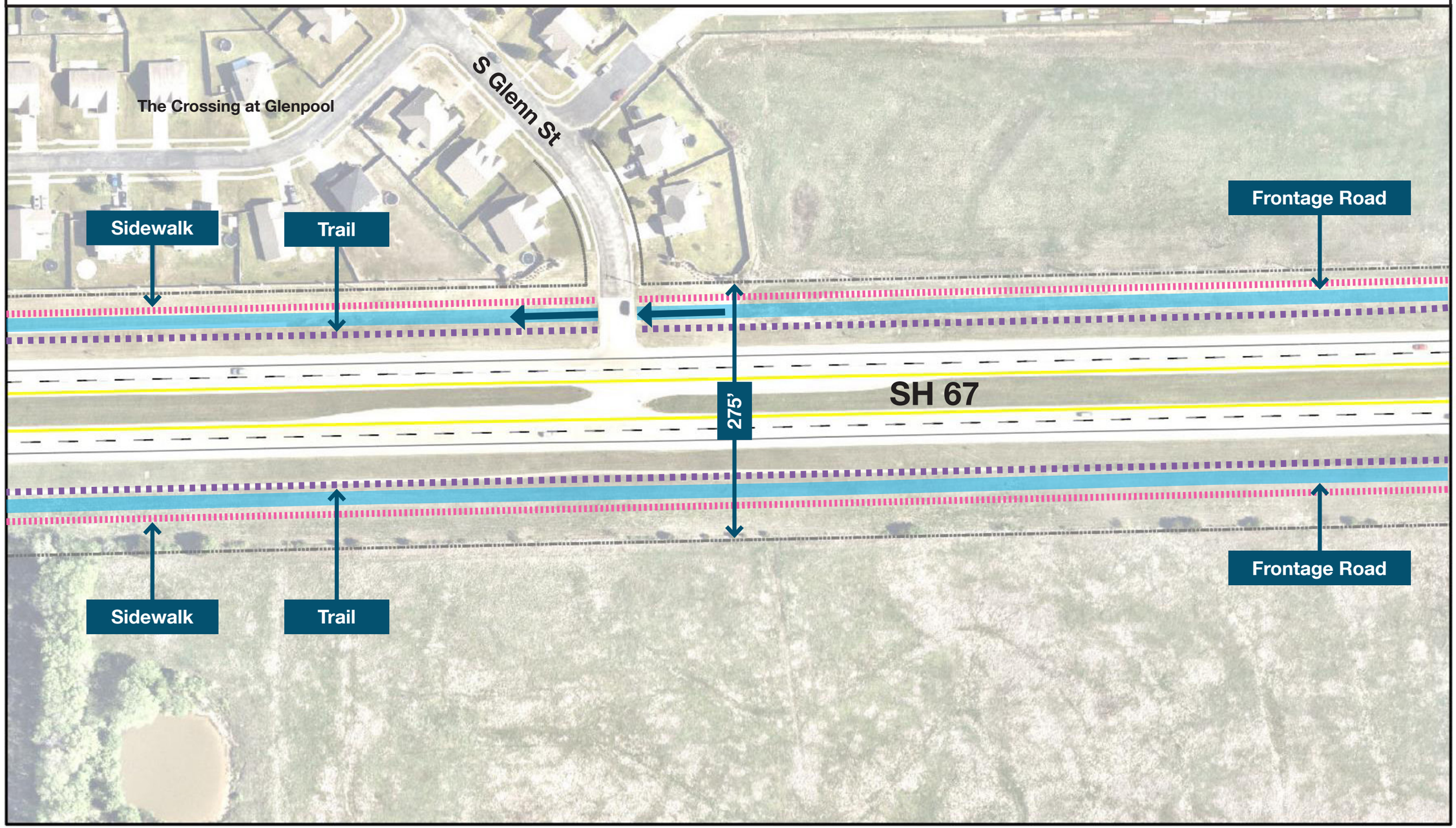
Legend

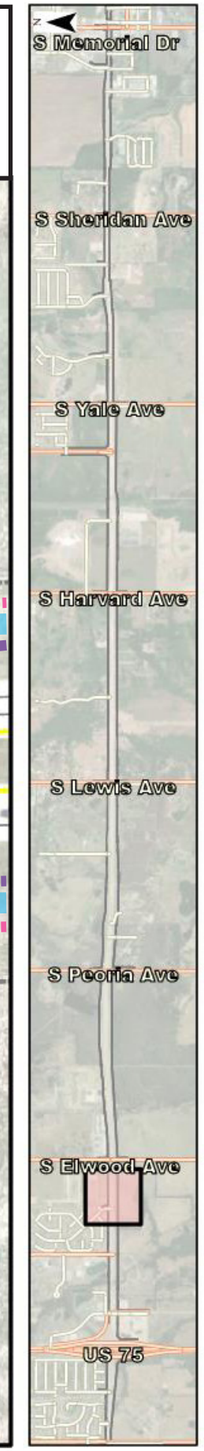
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 6 of 26

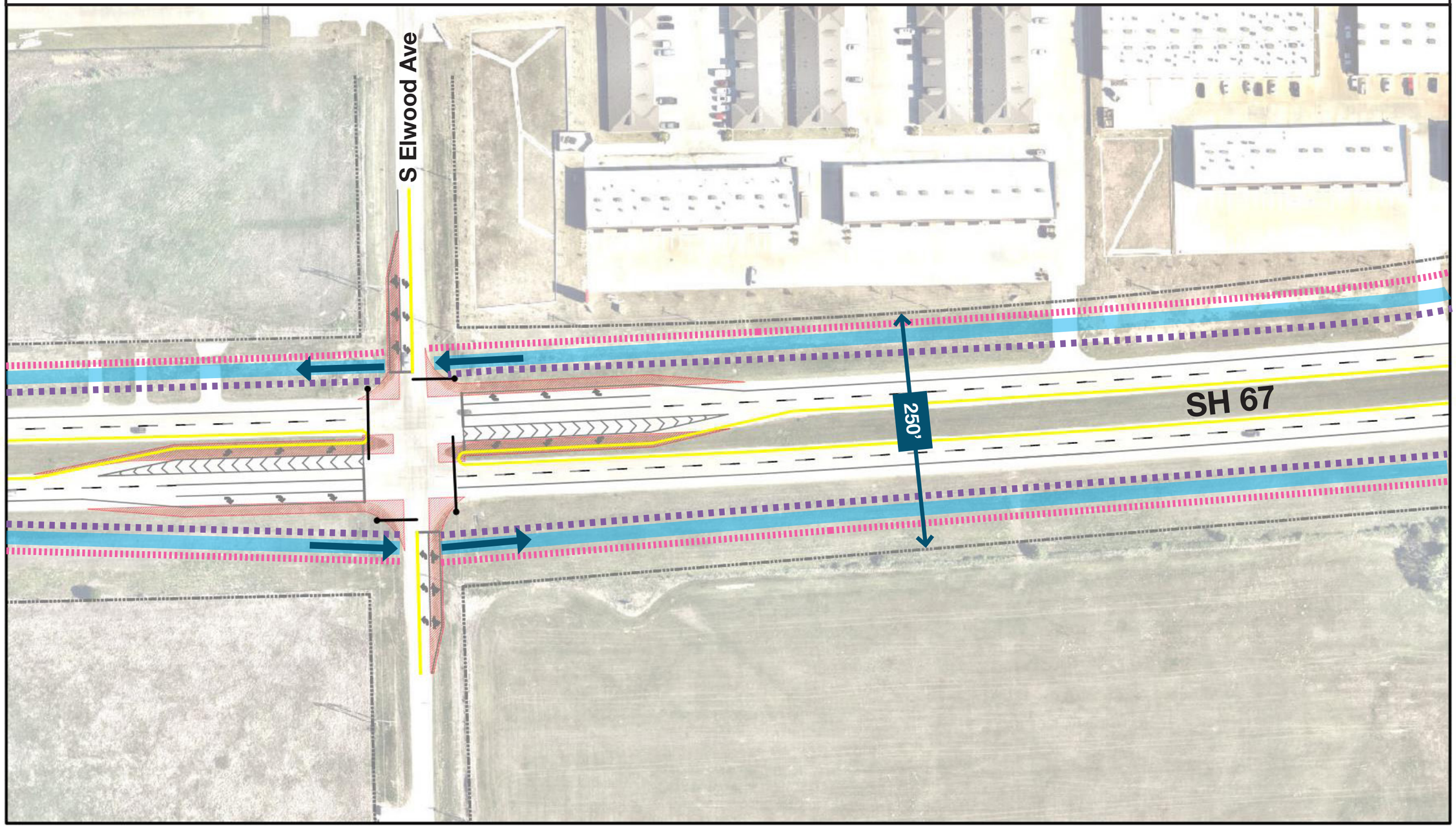
Legend

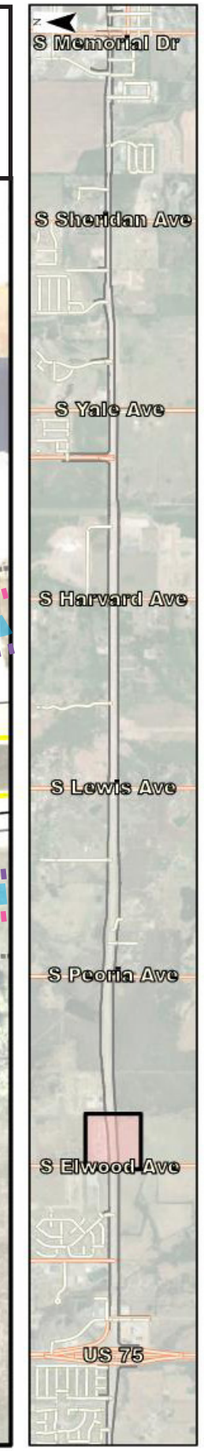
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 7 of 26

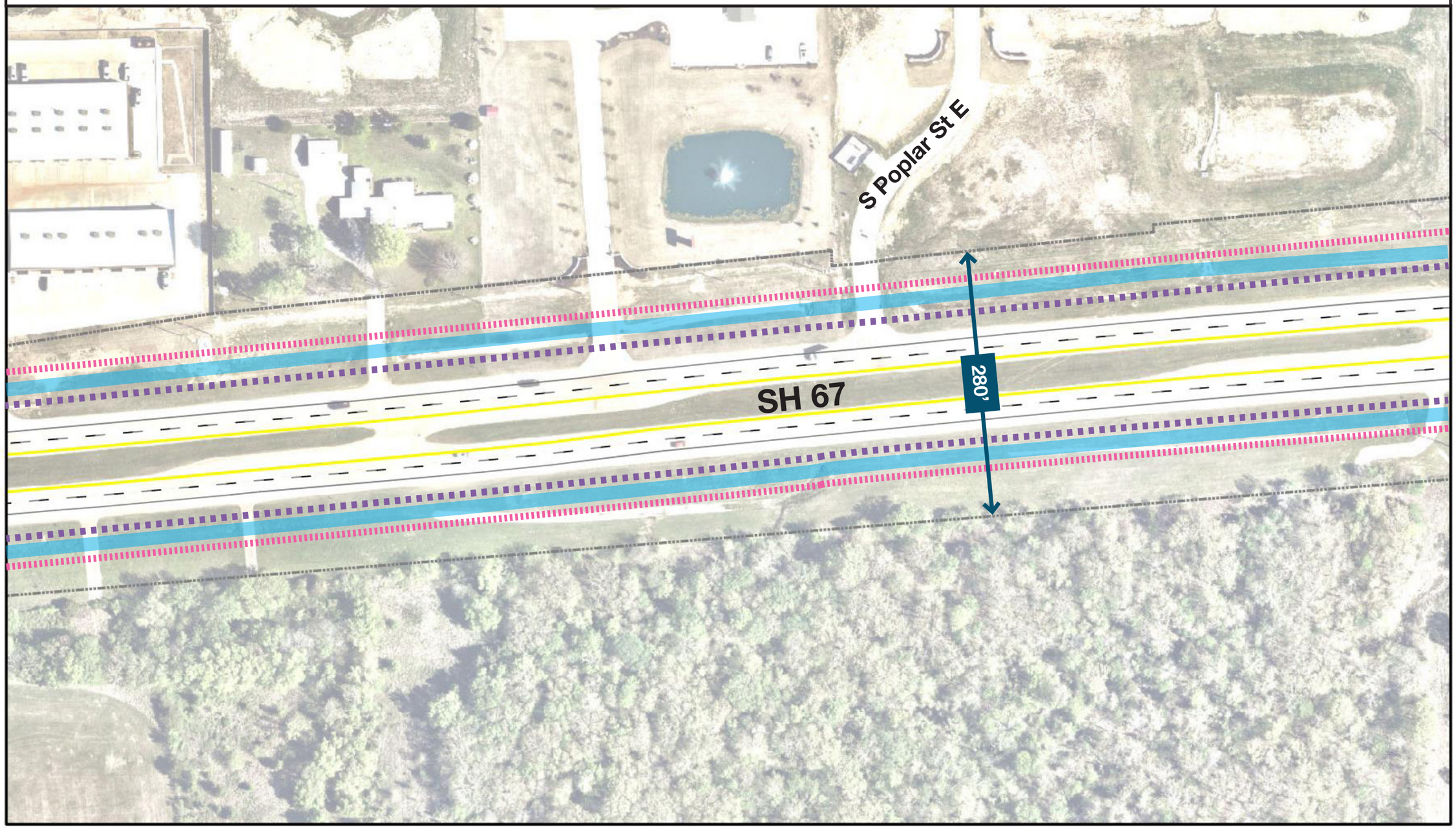
Legend

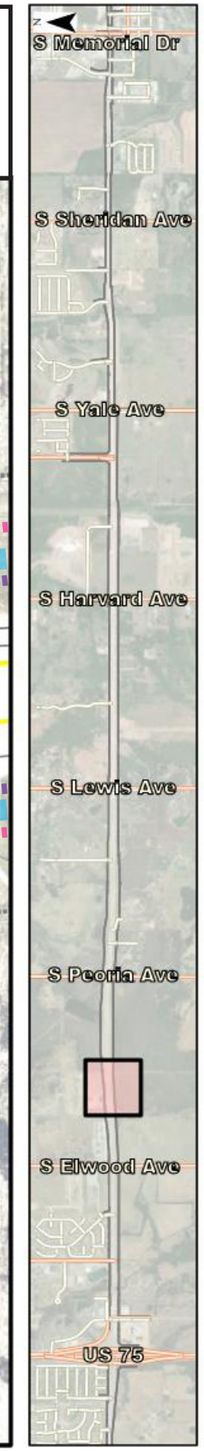
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 8 of 26

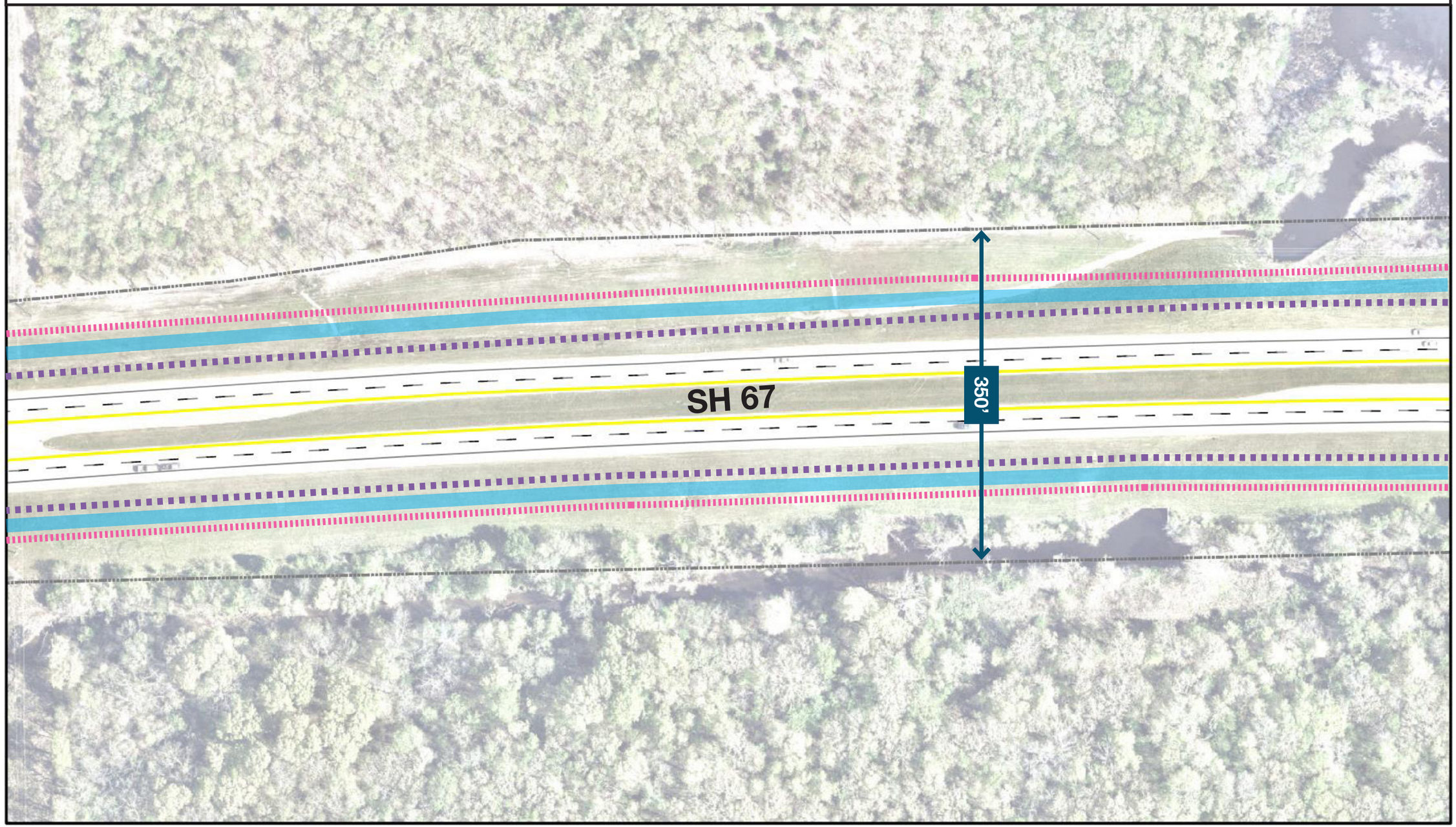
Legend

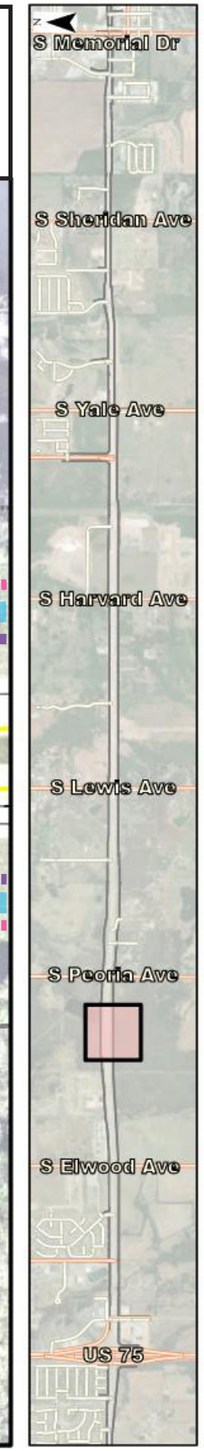
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 9 of 26

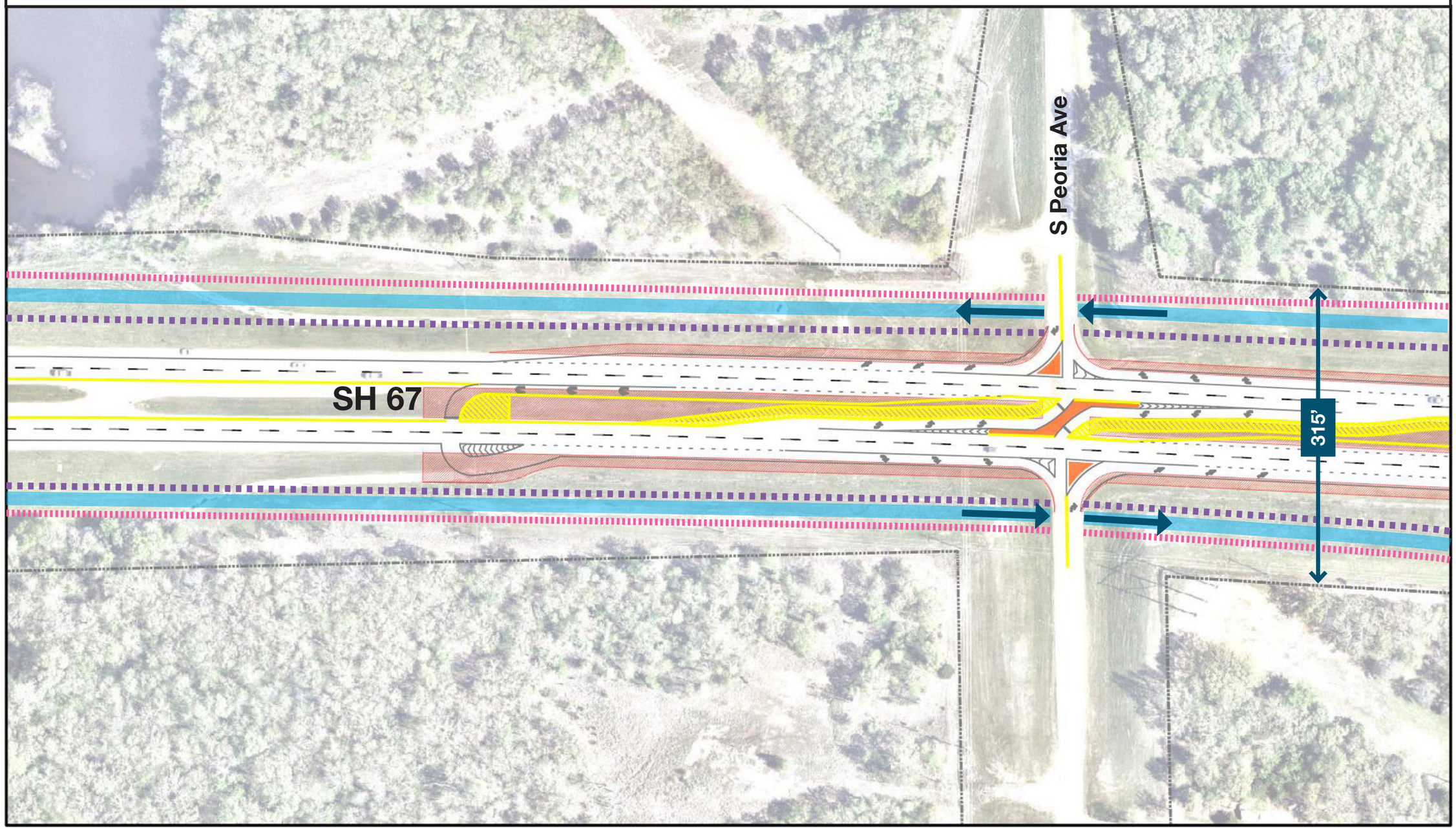
Legend

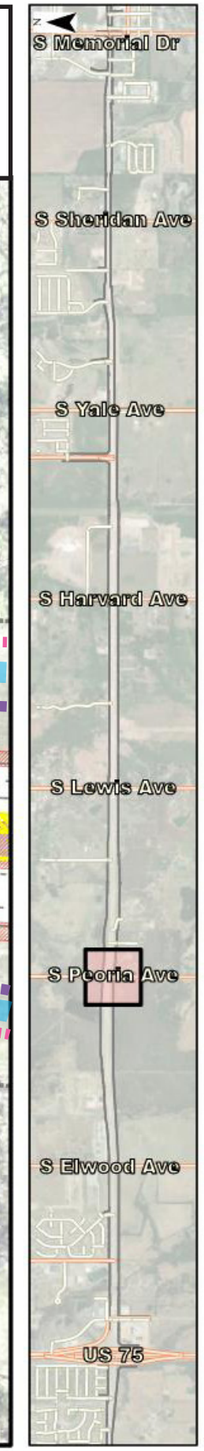
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 10 of 26

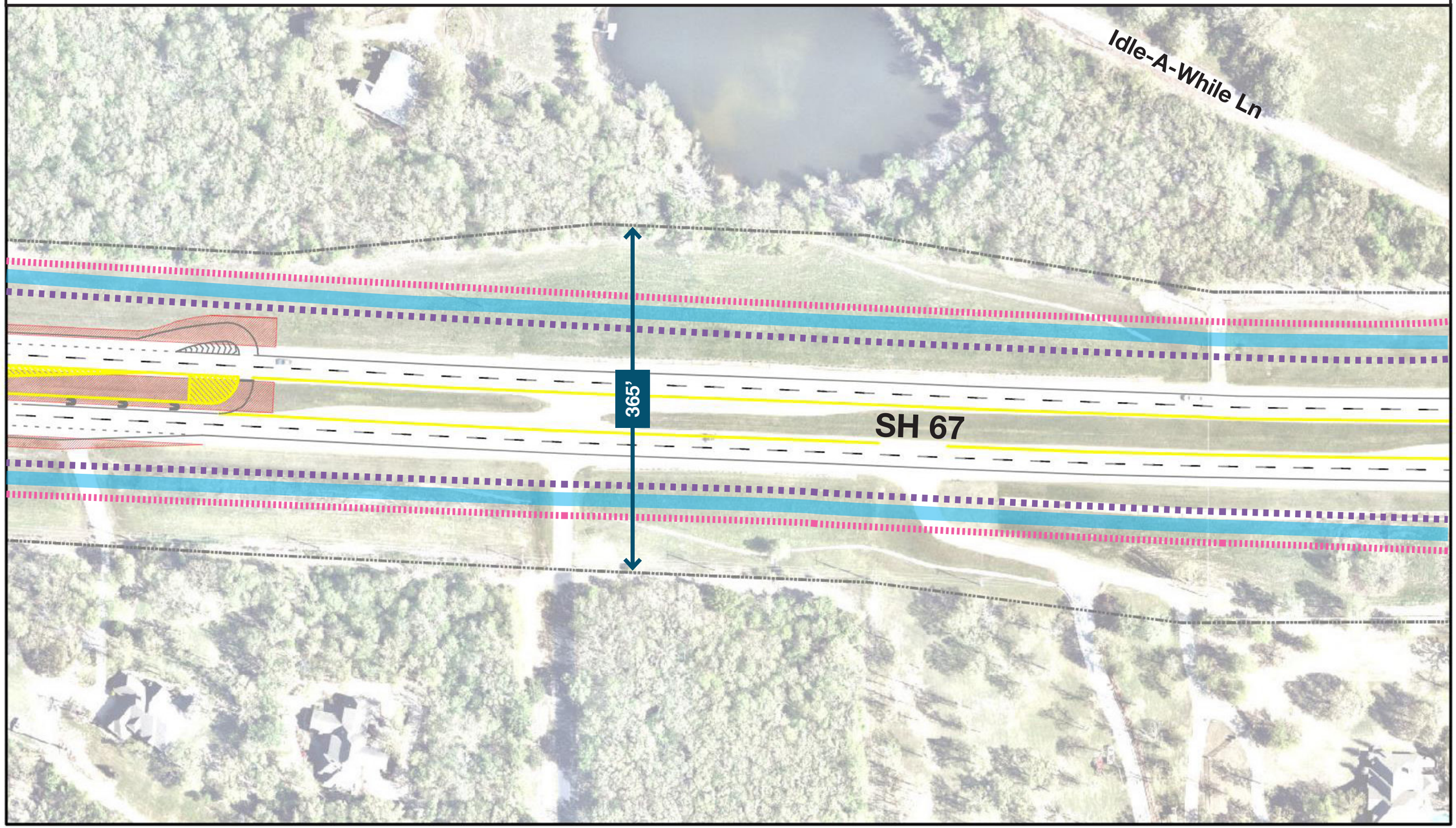
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 11 of 26

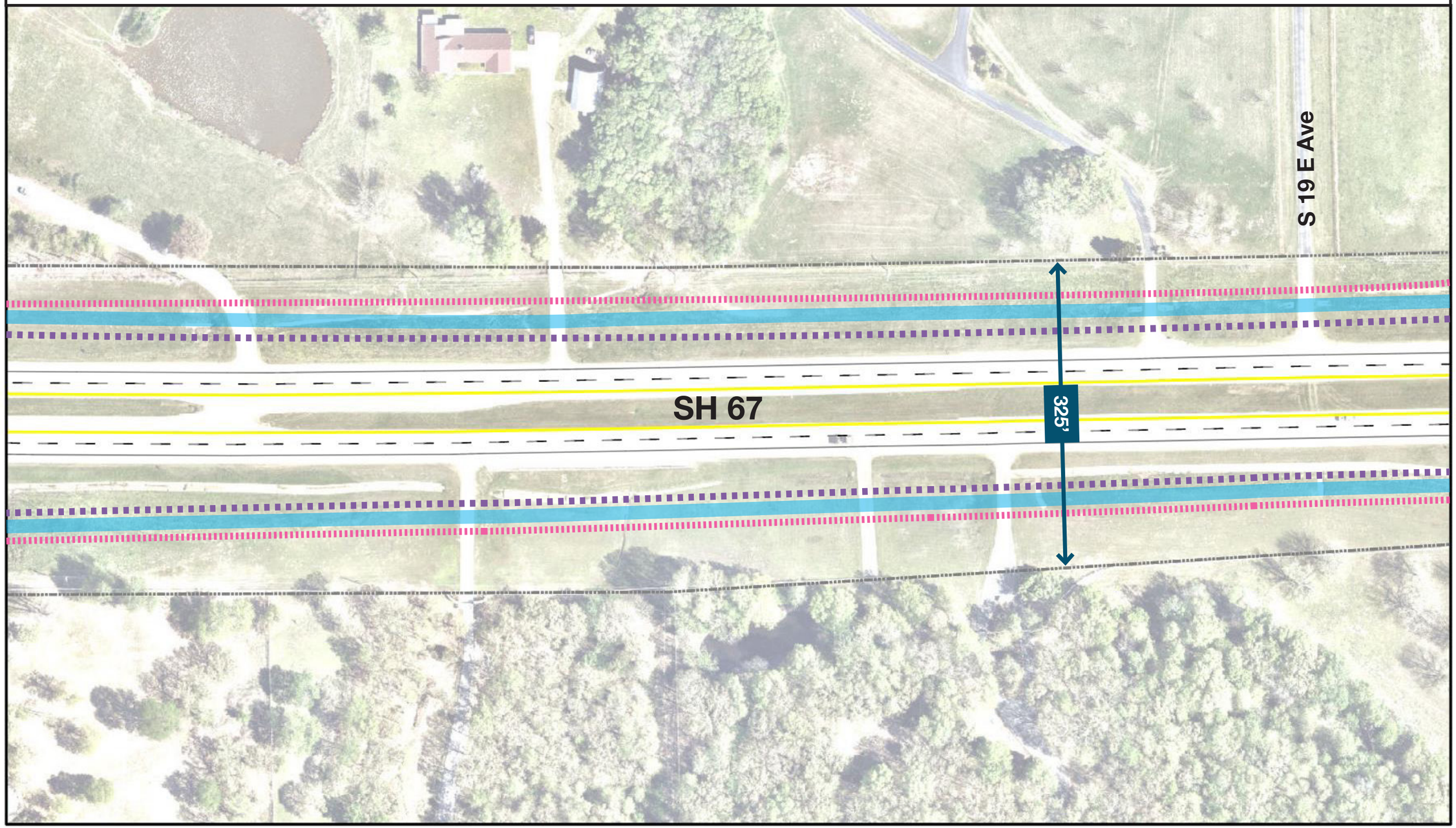
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 12 of 26

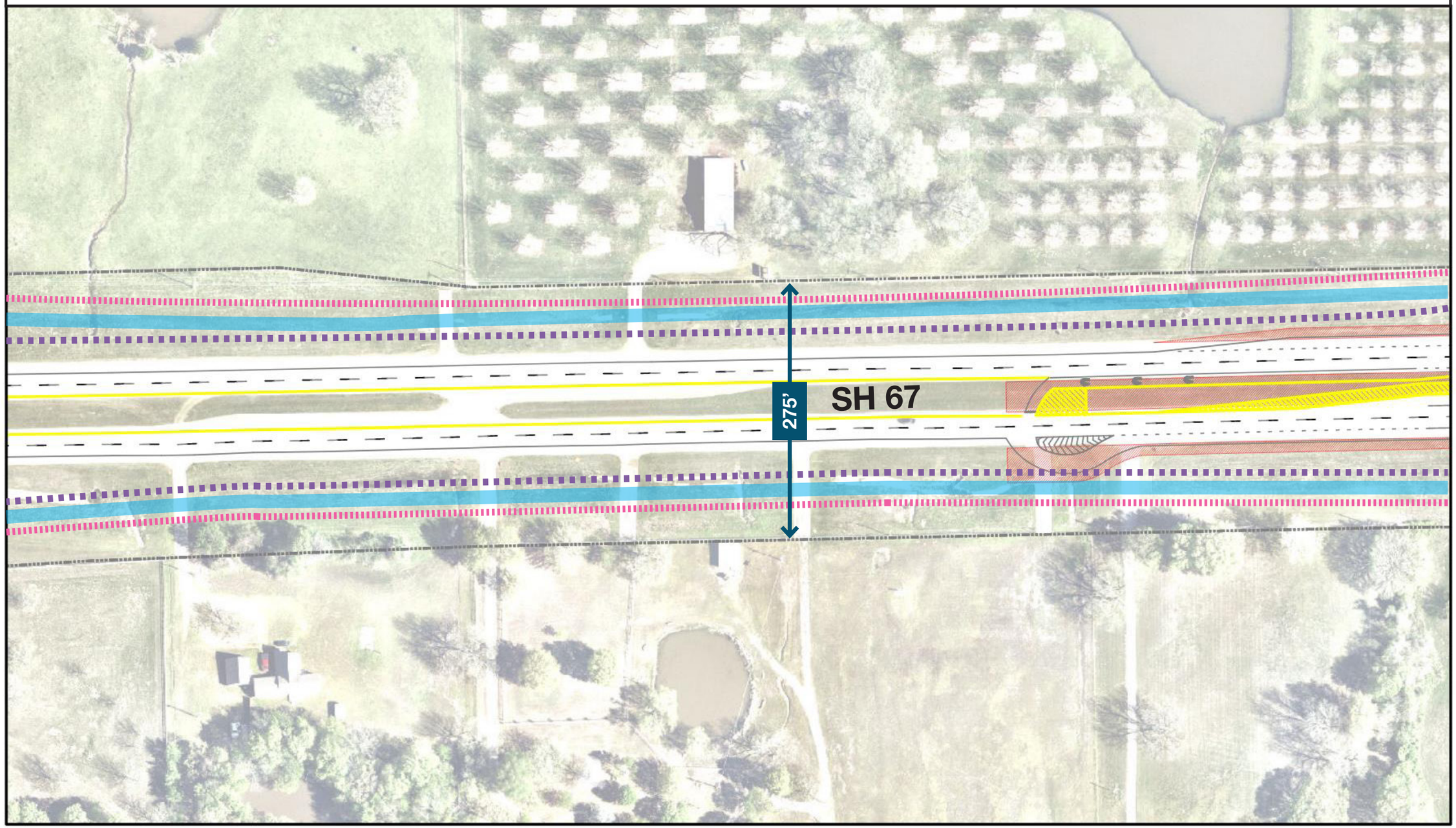
Legend

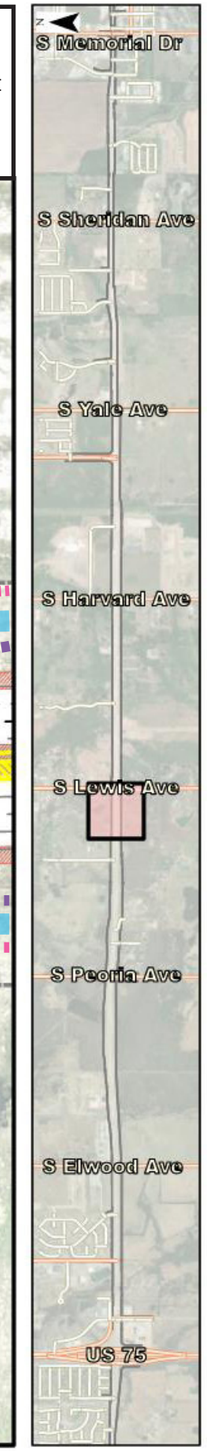
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 13 of 26

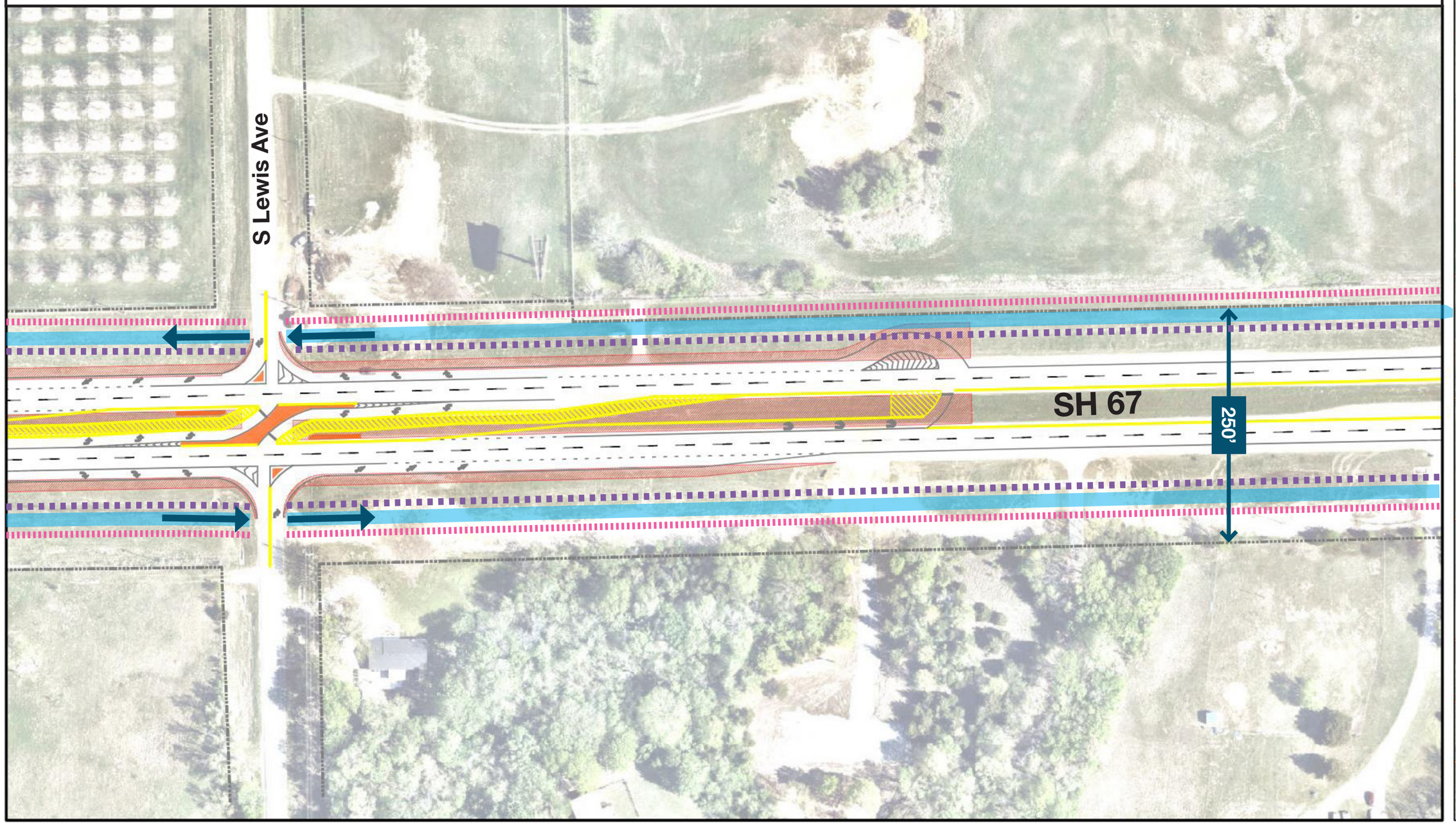
Legend

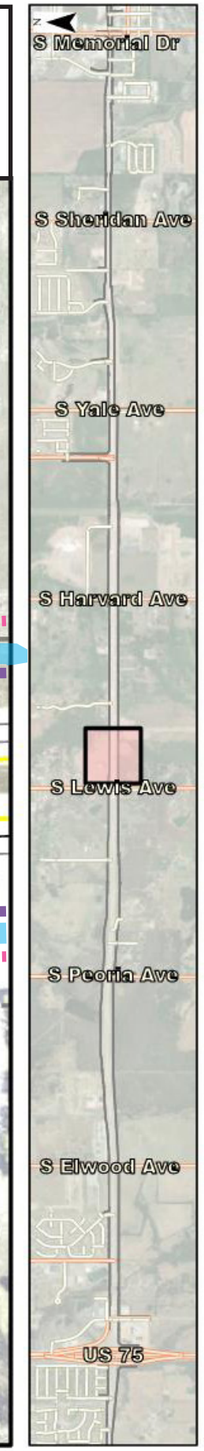
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 14 of 26

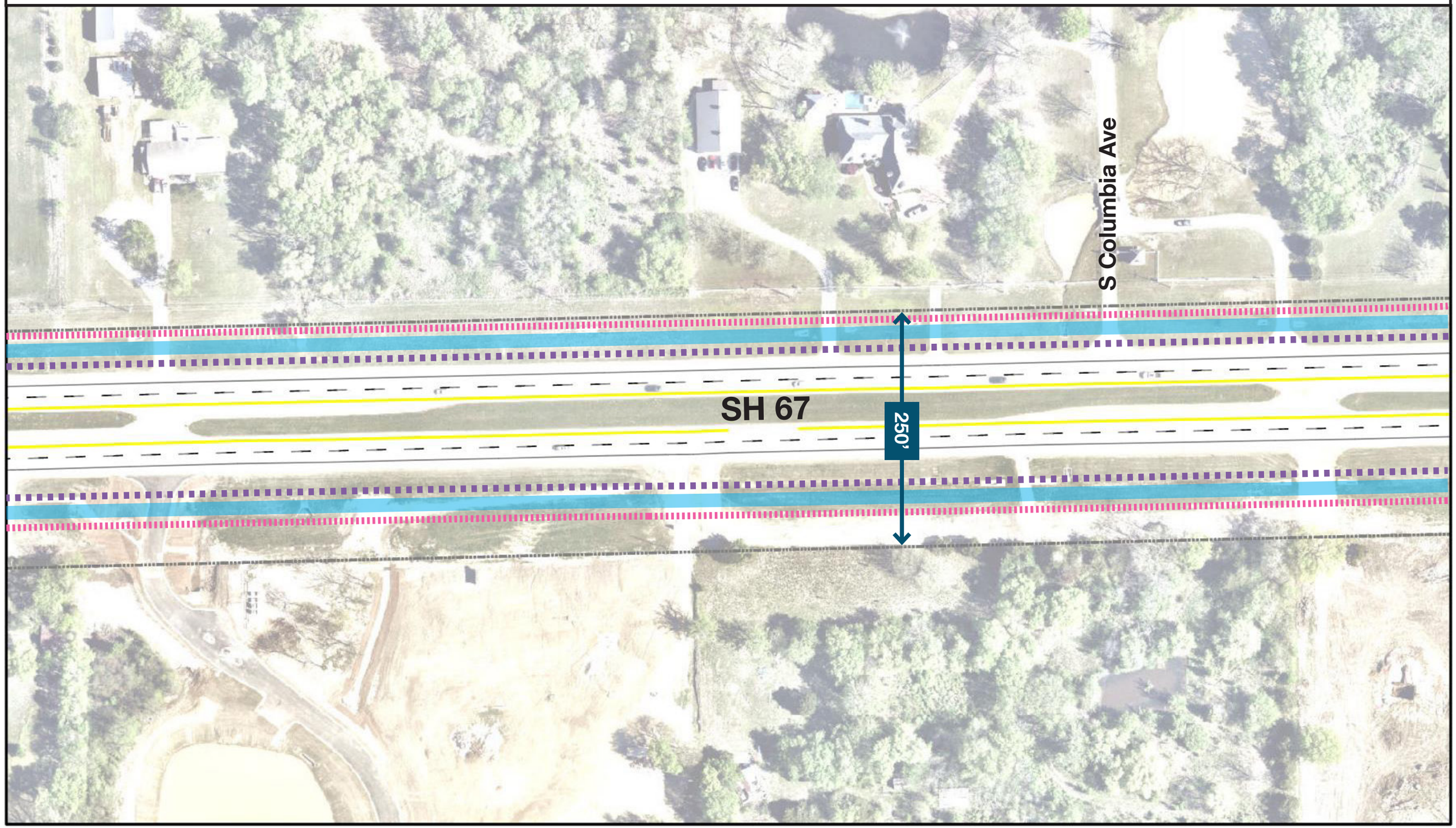
Legend

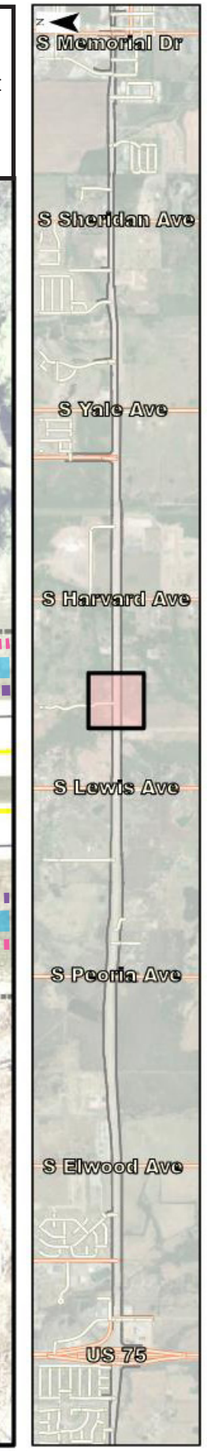
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 15 of 26

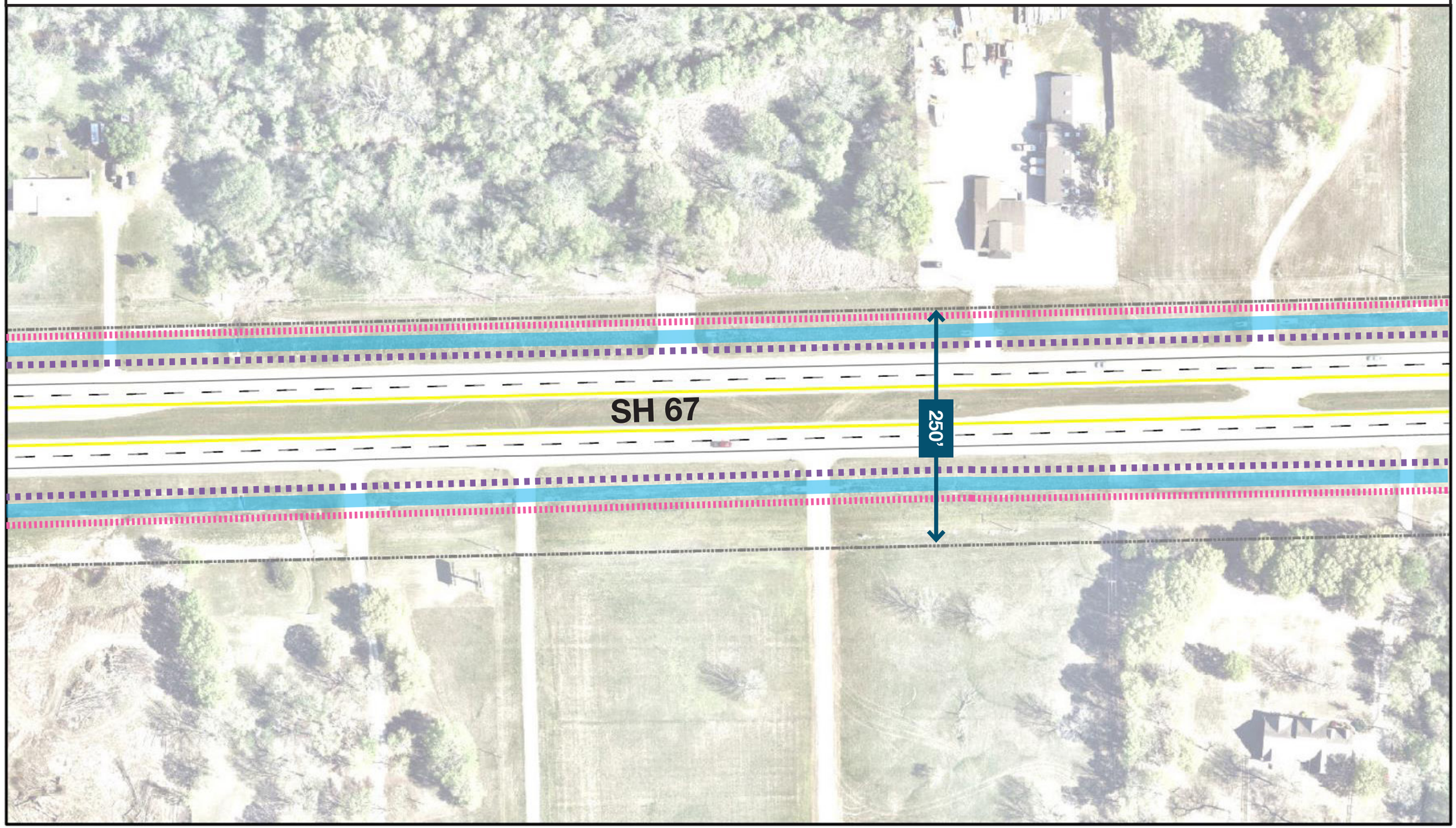
Legend

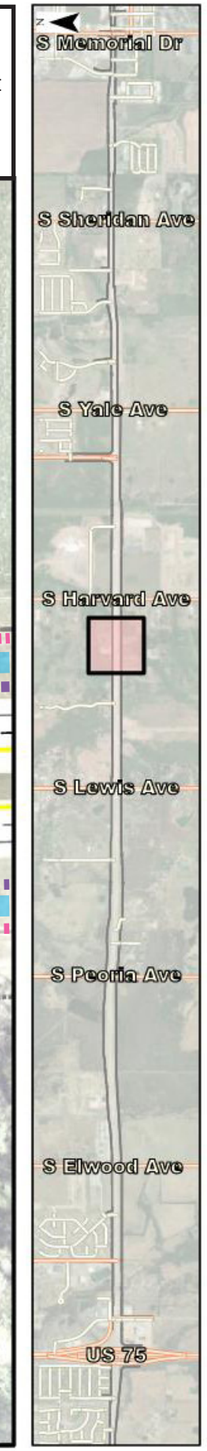
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 16 of 26

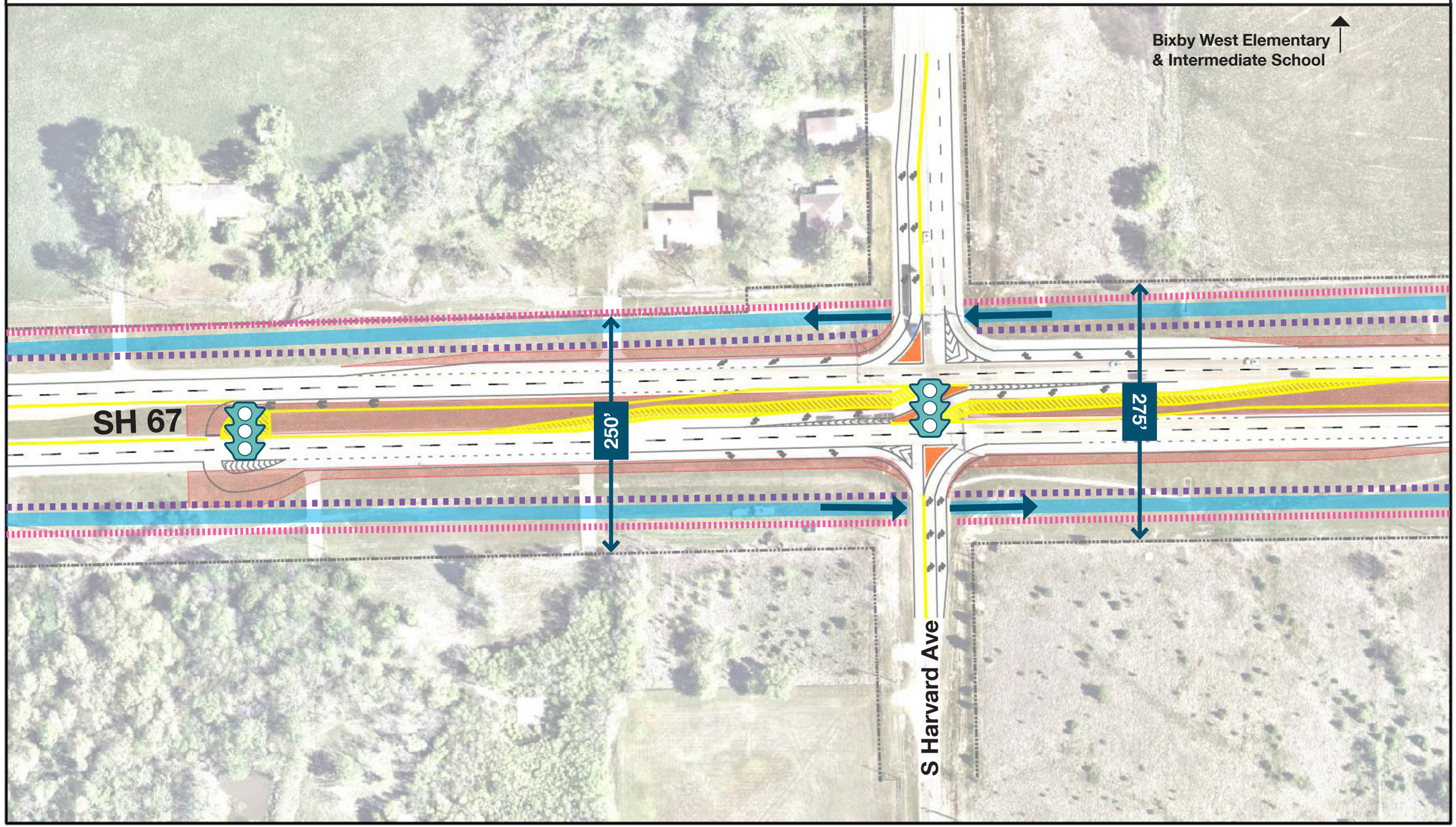
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 17 of 26

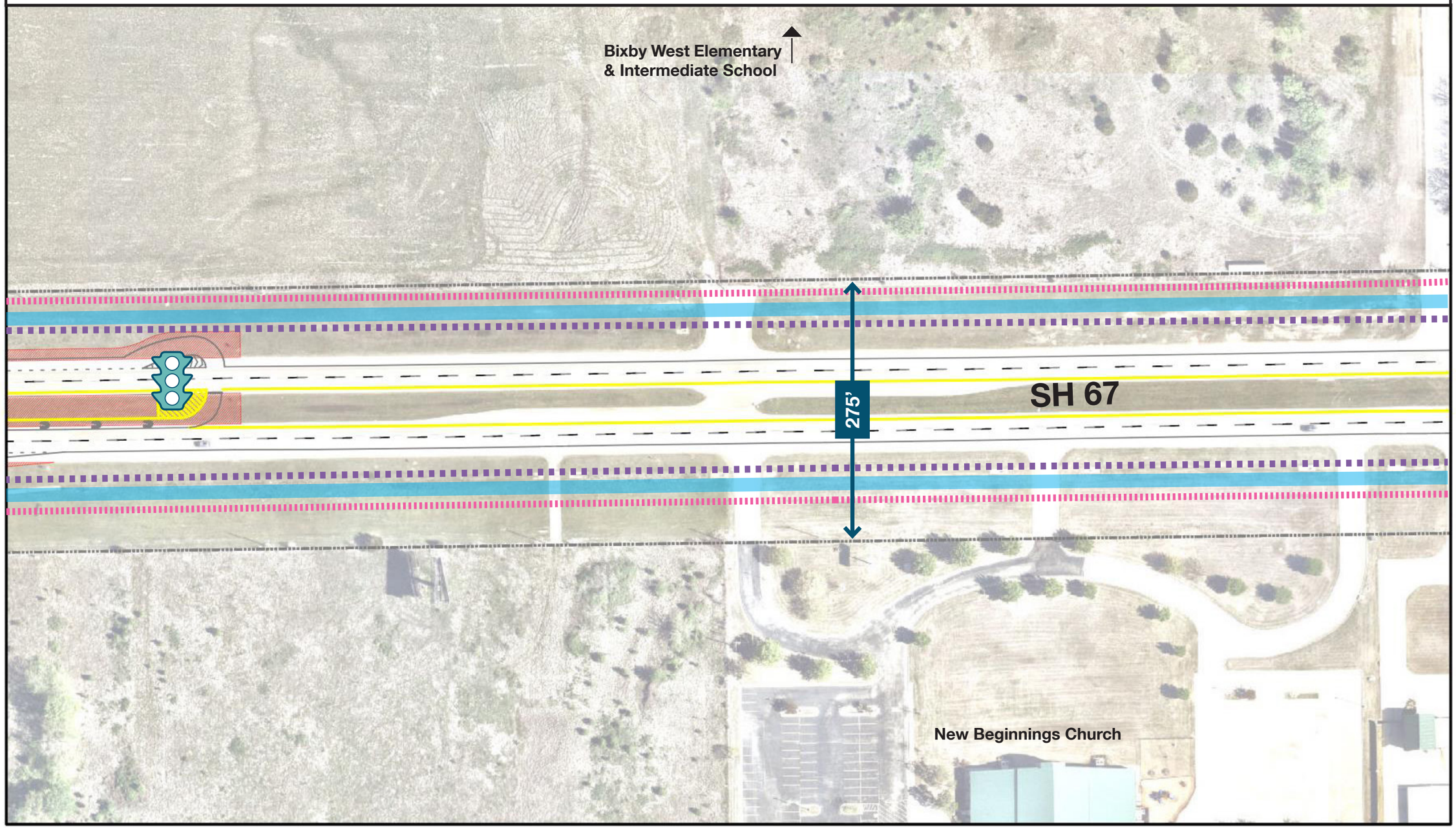
Legend

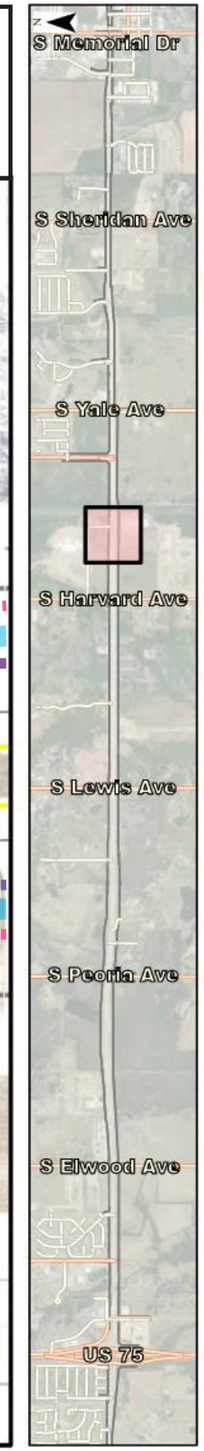
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 18 of 26

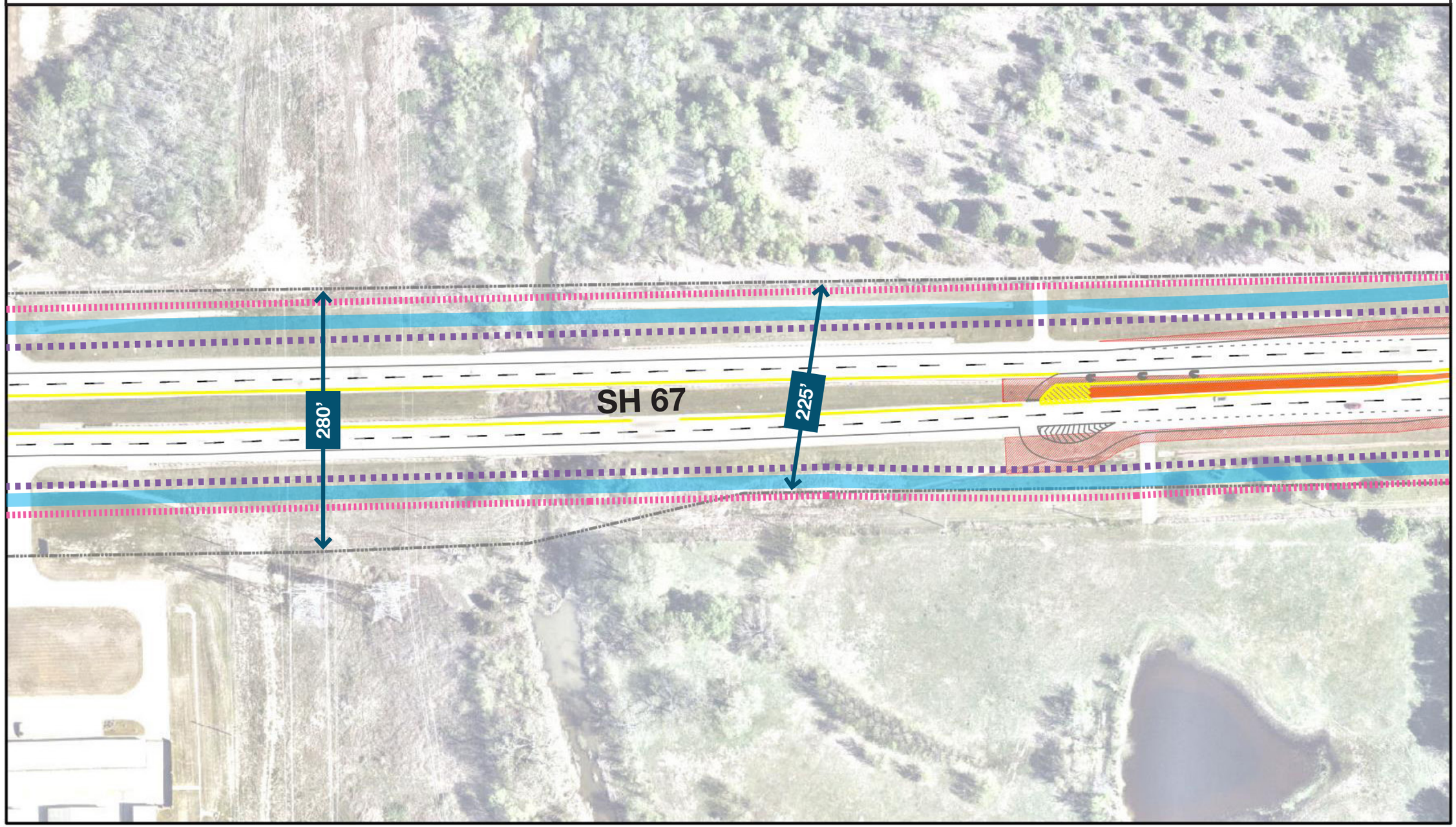
Legend

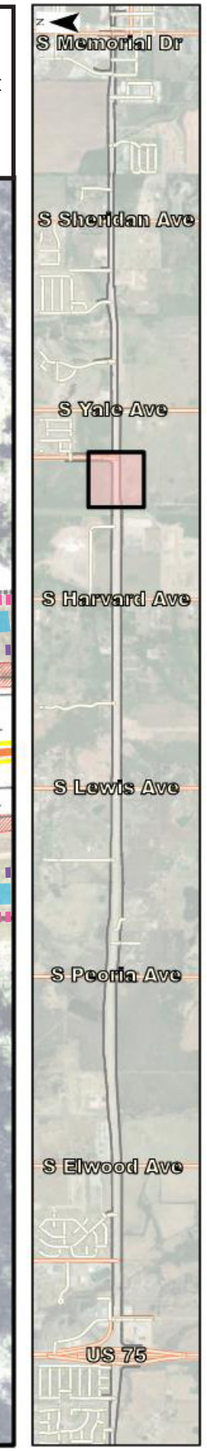
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 19 of 26

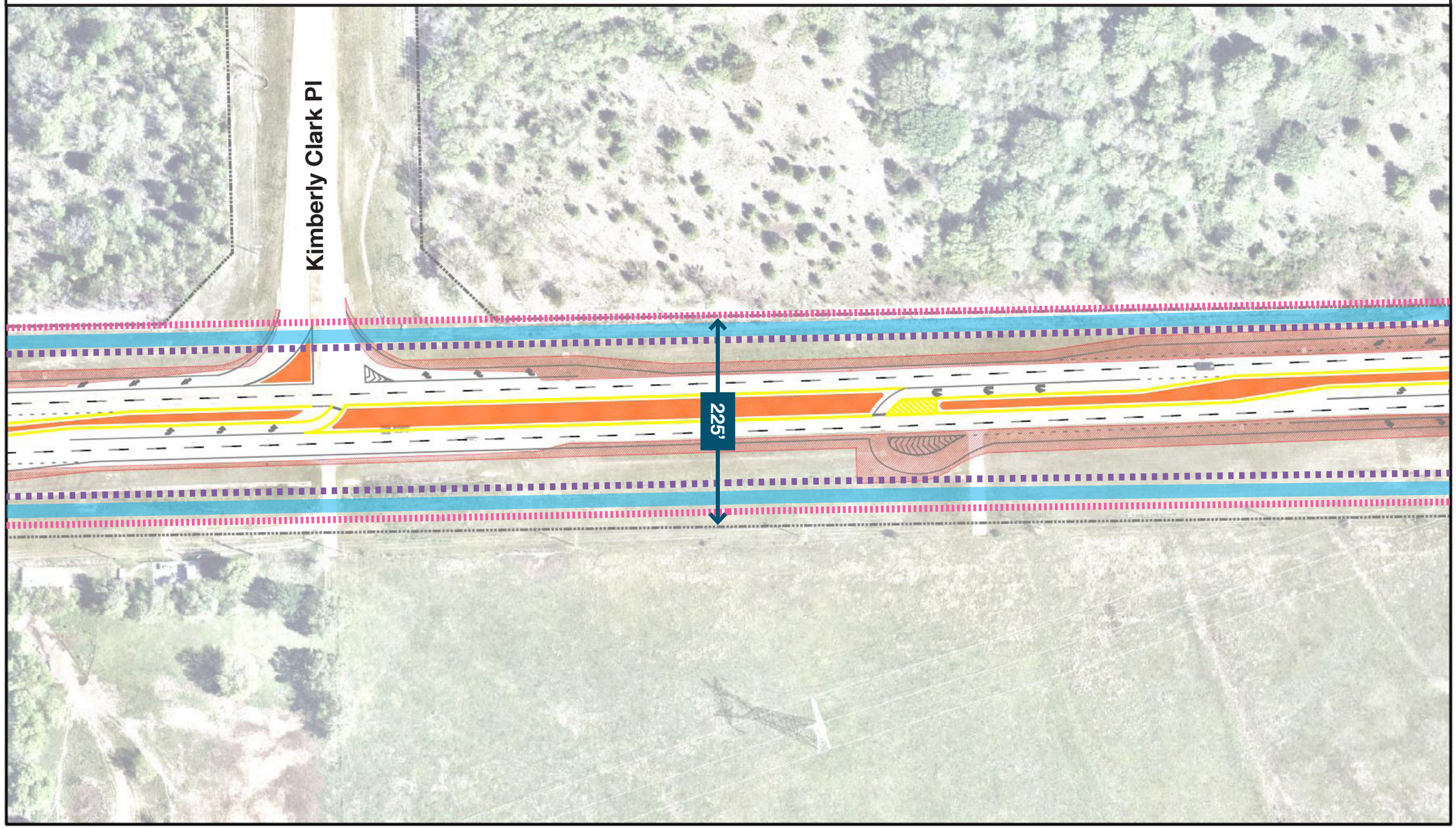
Legend

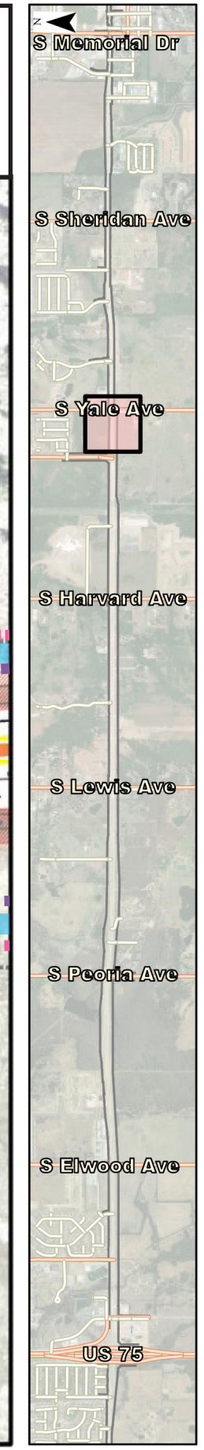
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 20 of 26

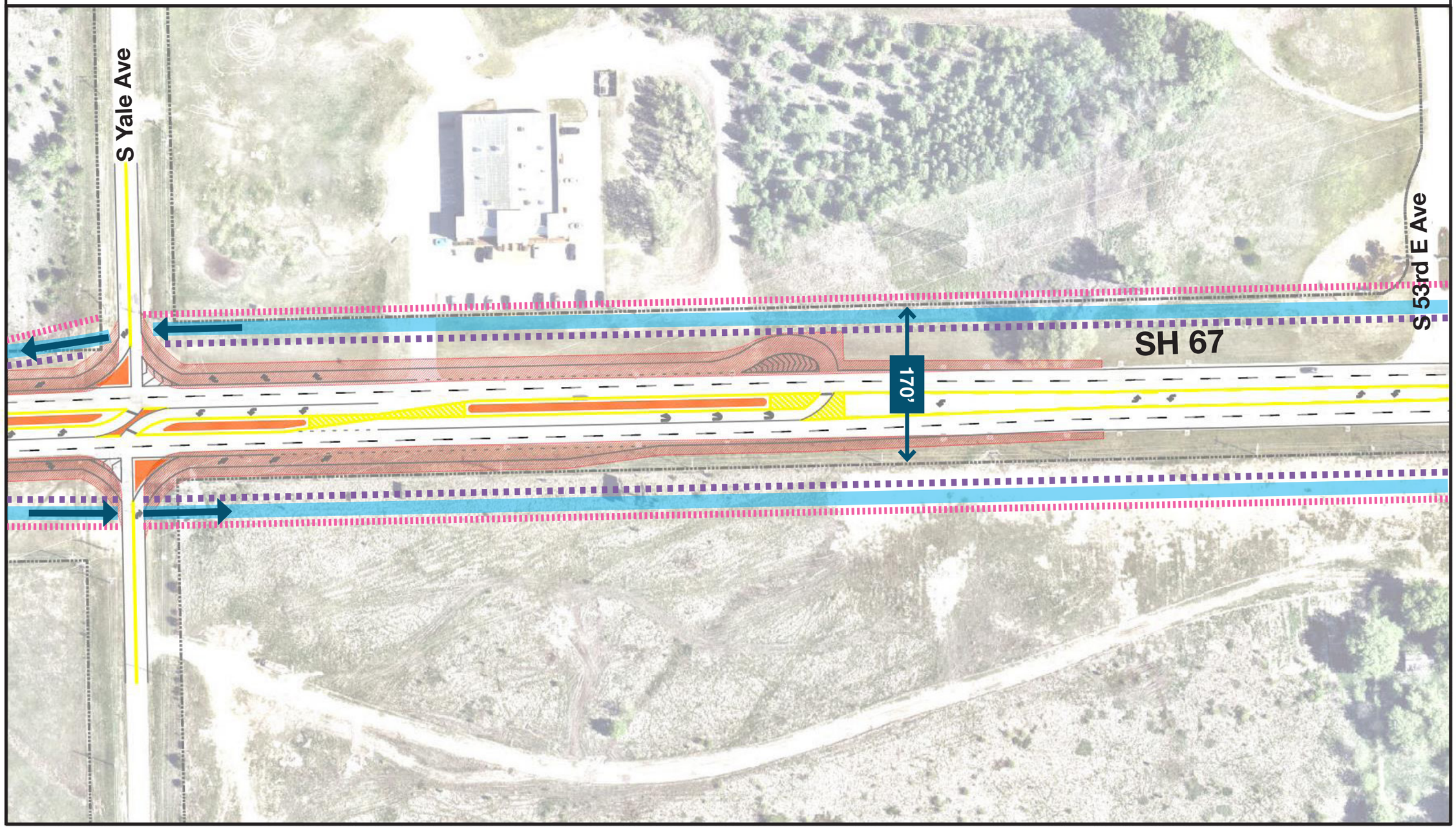
Legend

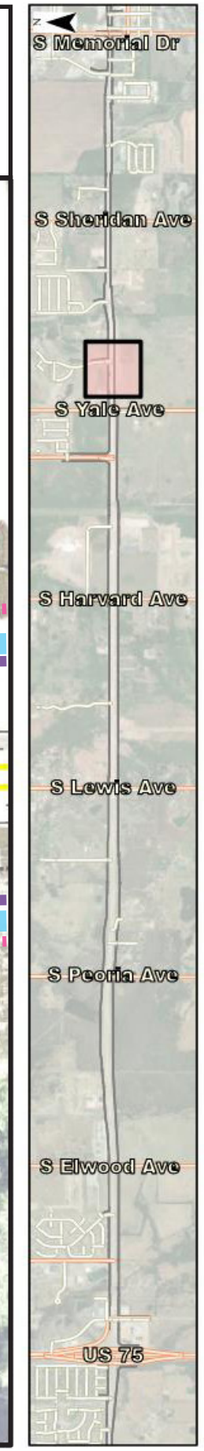
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 21 of 26

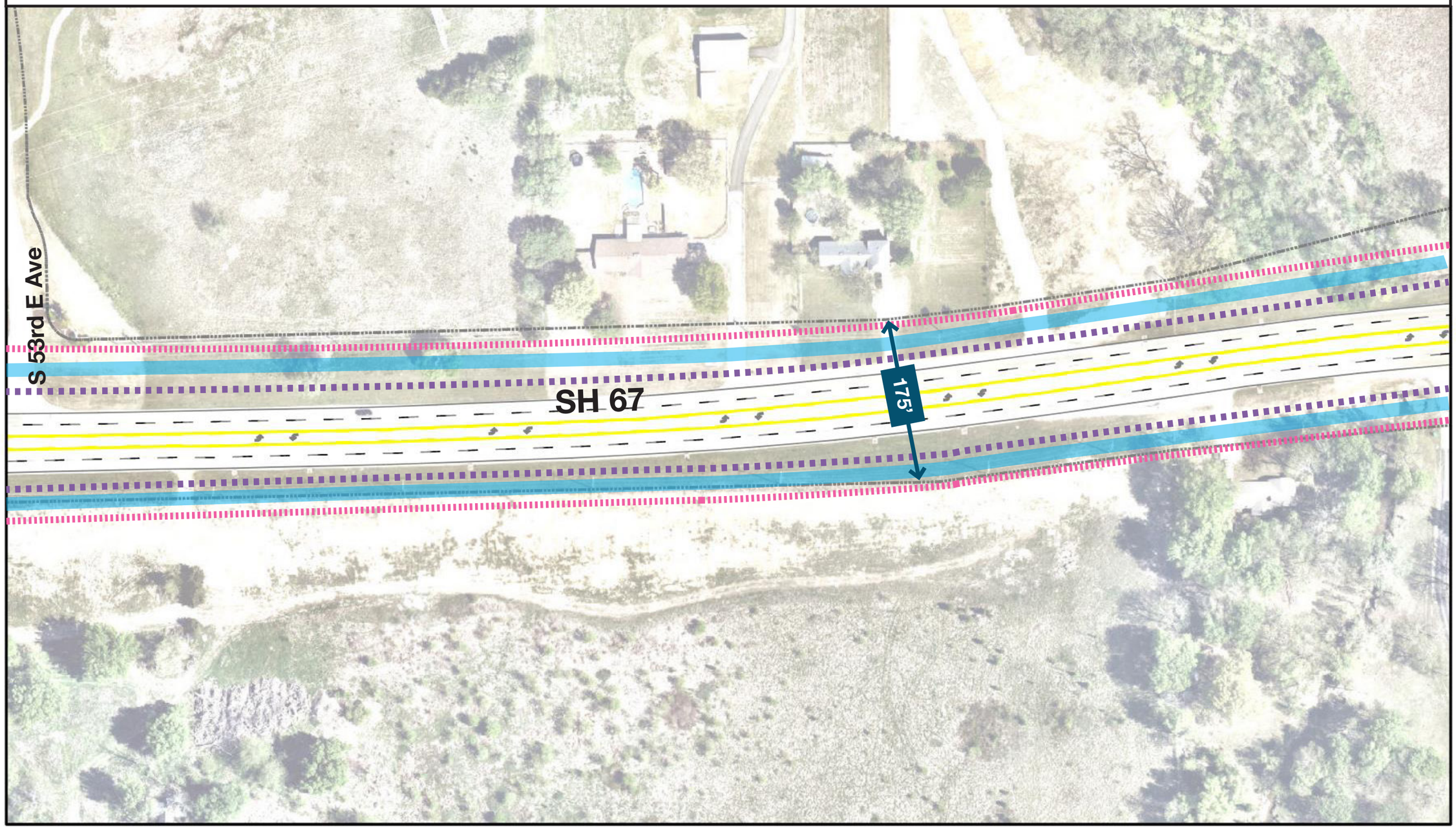
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 22 of 26

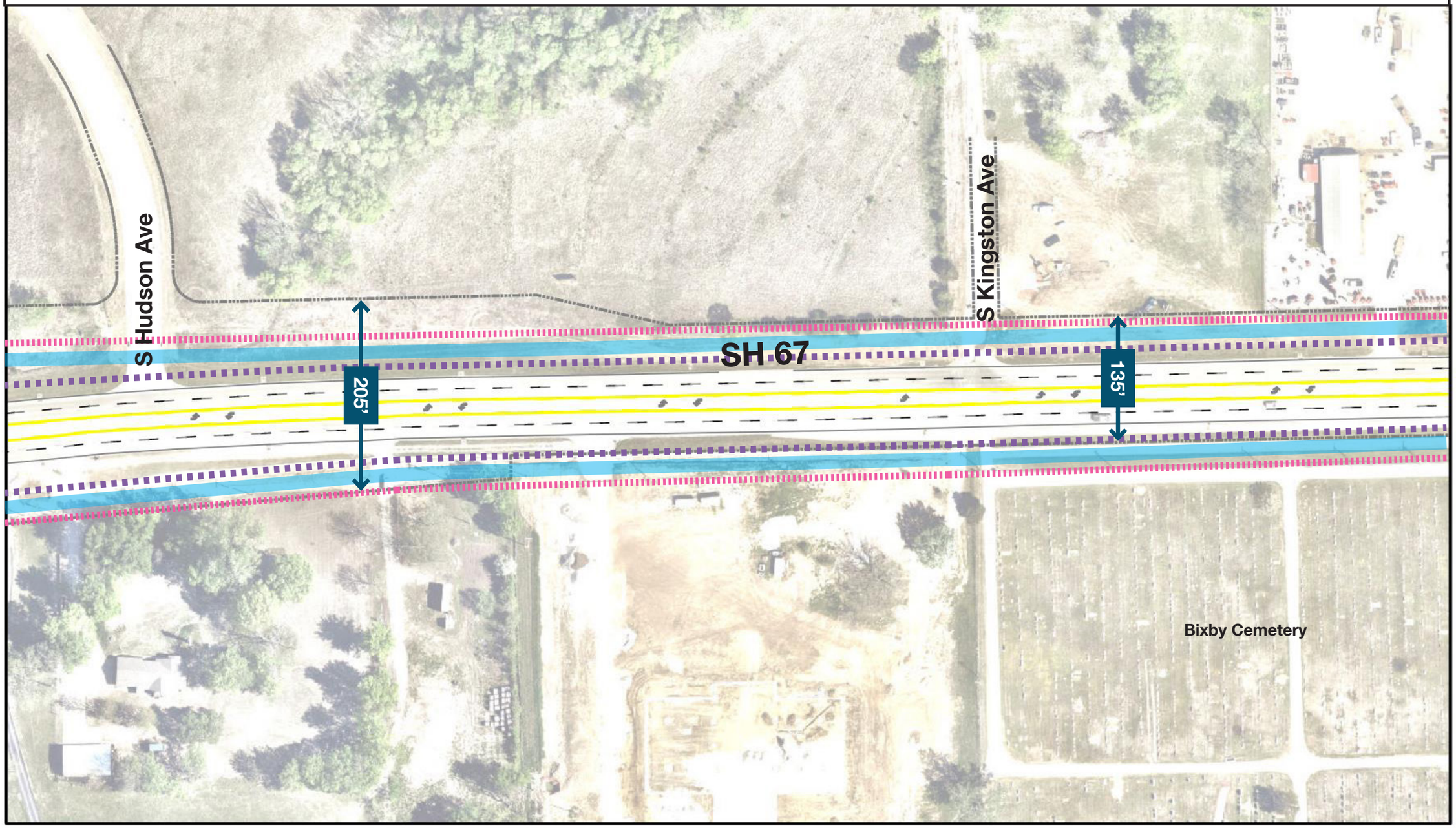
Legend

- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100



SH 67
Corridor Improvements

Map 23 of 26

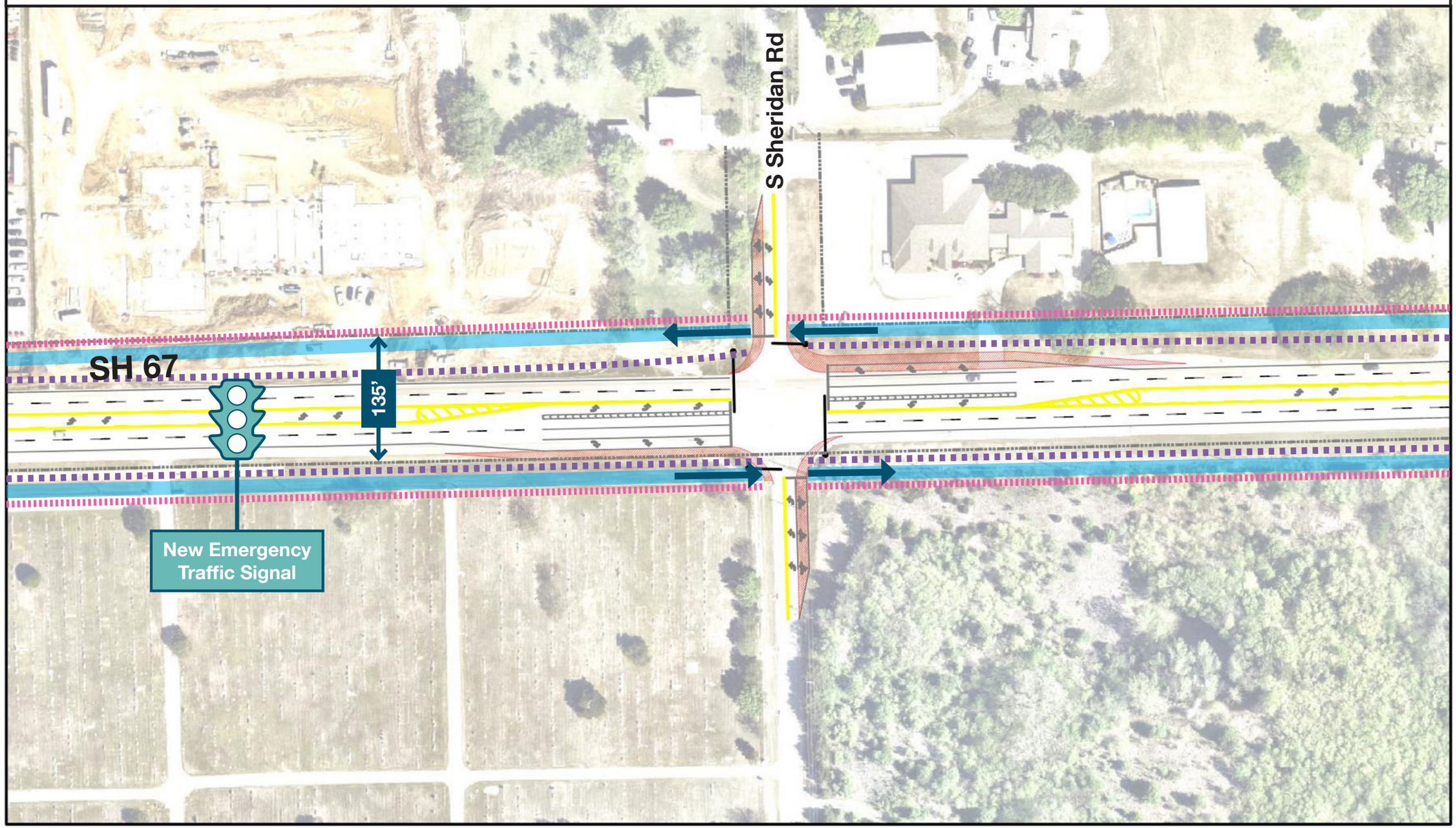
Legend

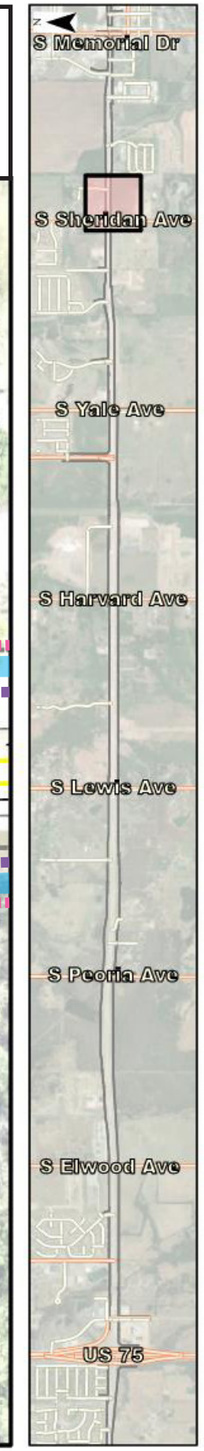
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 24 of 26

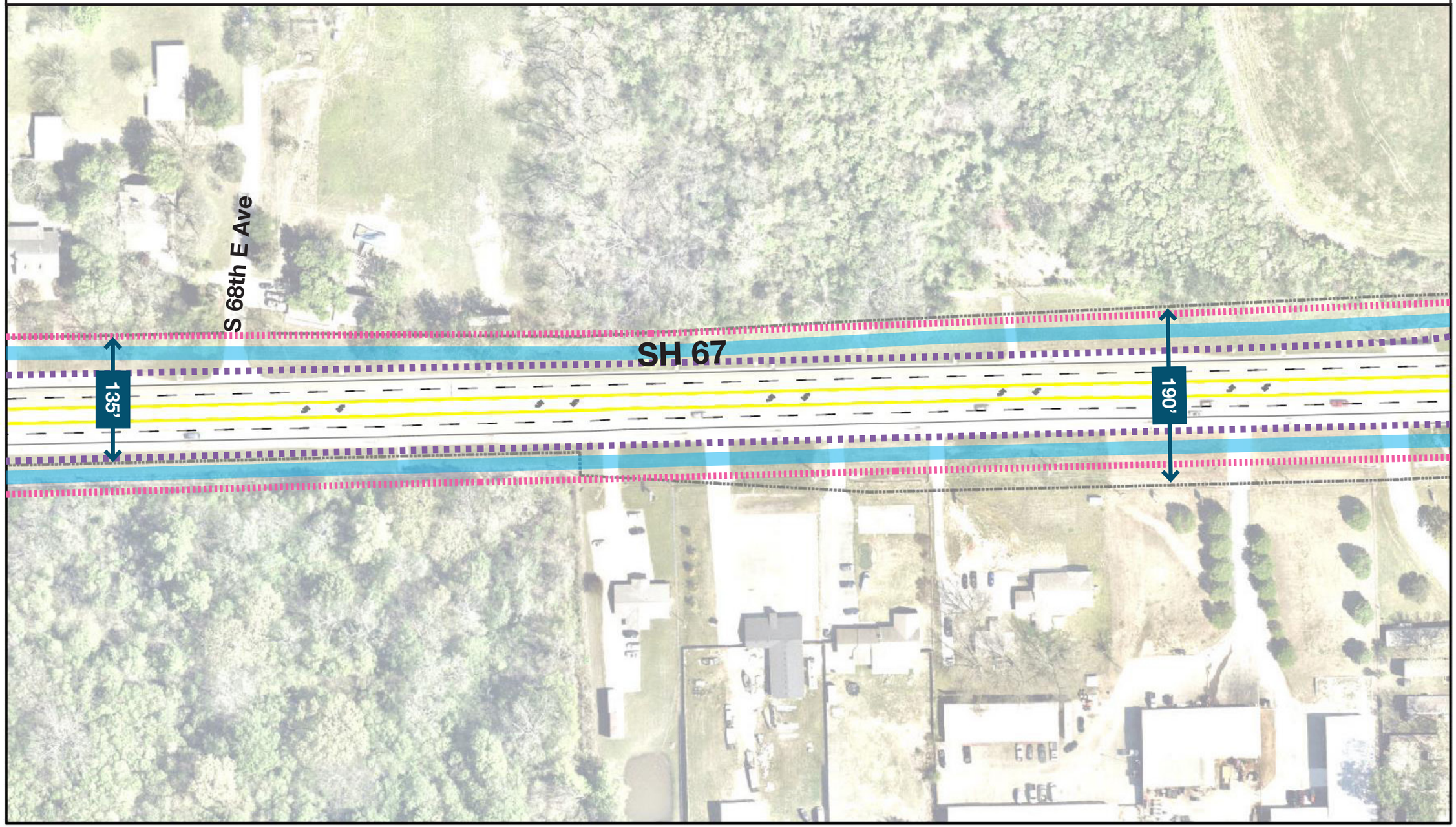
Legend

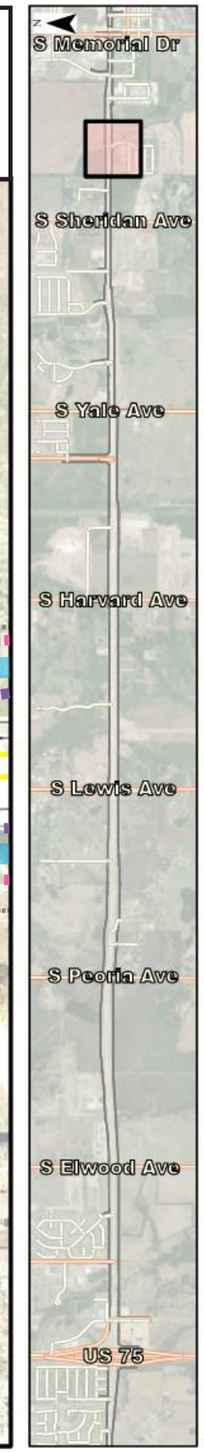
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 25 of 26

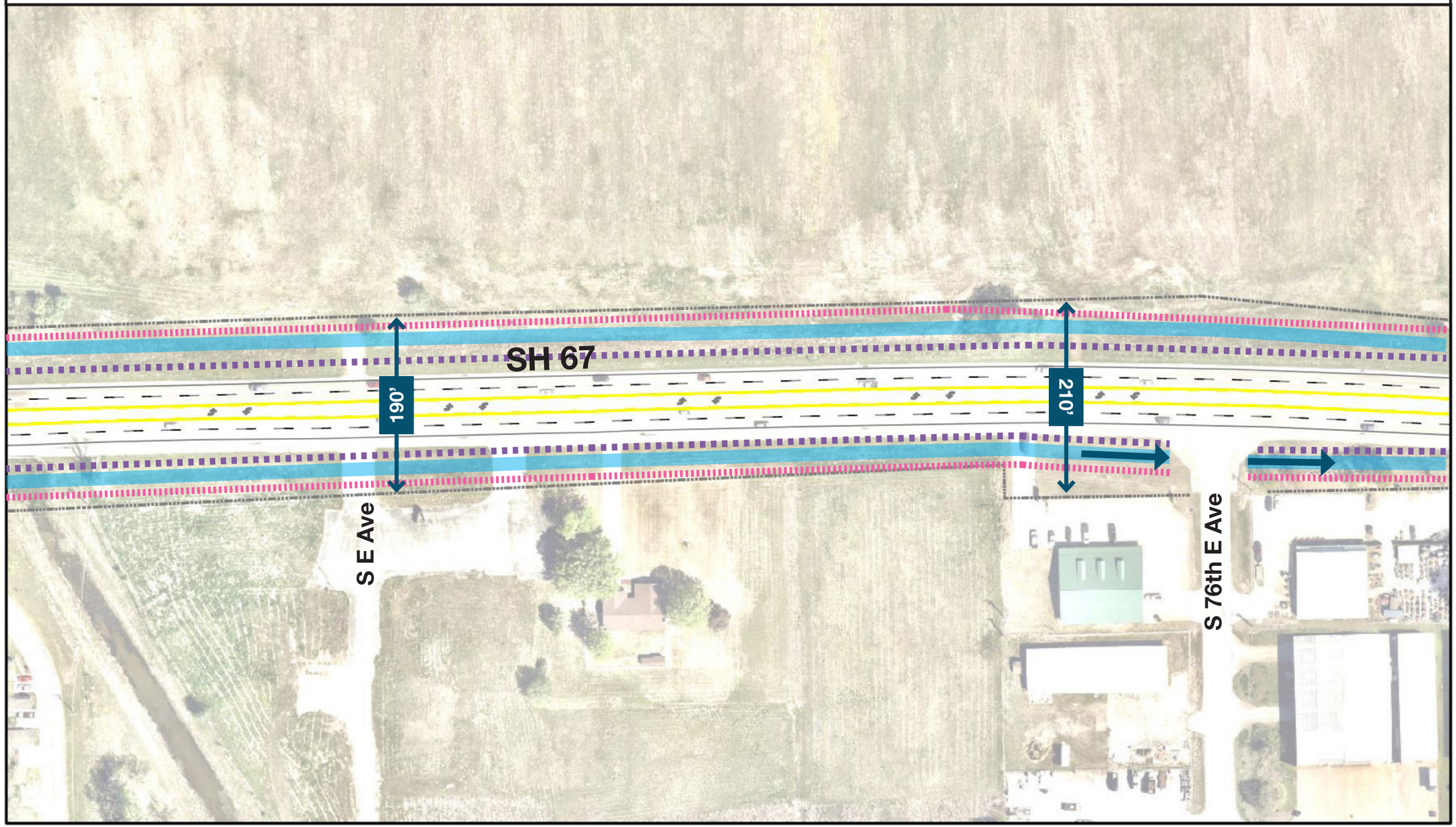
Legend

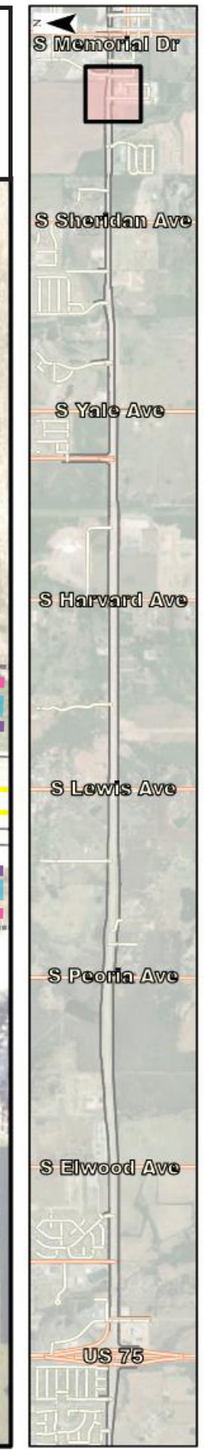
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





SH 67
Corridor Improvements

Map 26 of 26

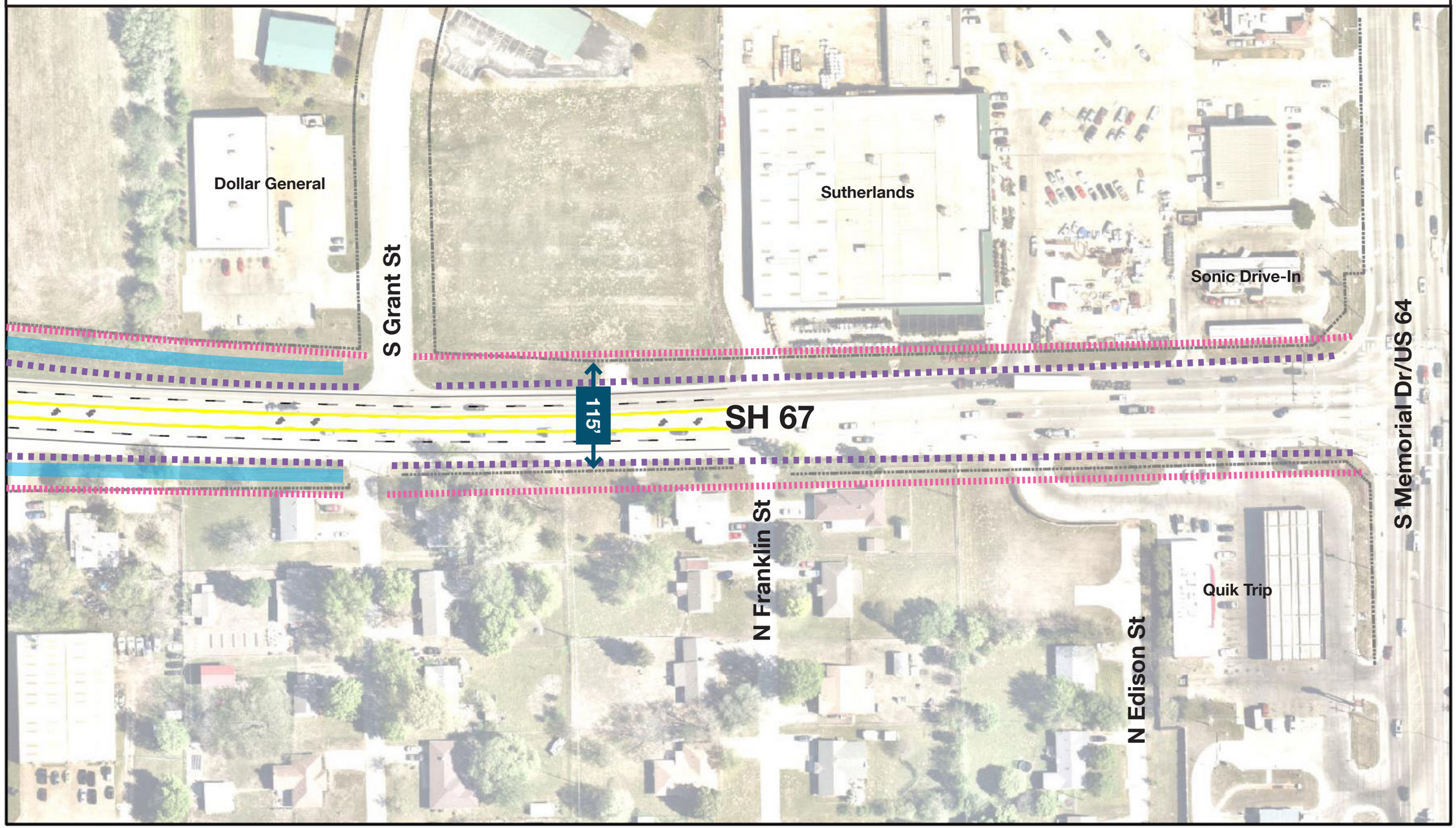
Legend

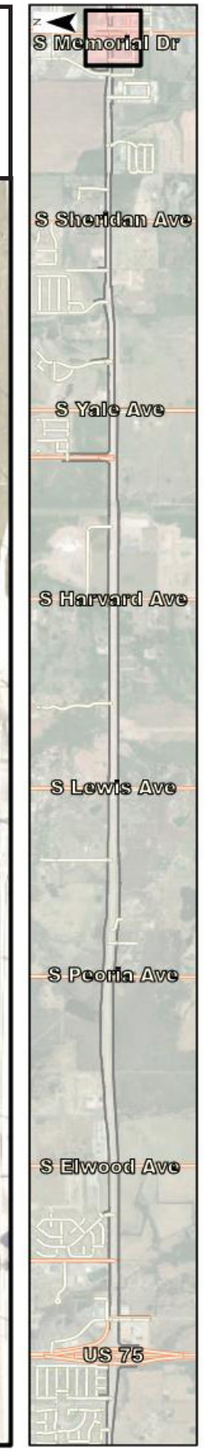
- Traffic Signal
- Frontage Road
- Trail
- Sidewalk
- Median
- Pavement
- Traffic Signal Equipment
- Road Marking

N

0 50 100 200 Feet

1:100





CHAPTER 4: LONG-TERM CORRIDOR VISION

This chapter delves into the long-term vision for the SH 67 corridor, presenting a bold and transformative plan for the future. The primary objective of this vision is to transition the corridor into a grade-separated facility, eliminating at-grade intersections, and enhancing safety and efficiency. The design will prioritize the seamless movement of traffic, with carefully planned interchanges and ramps to facilitate smooth travel along the corridor. Additionally, further development of the frontage roads will be a key component of the long-term vision, providing enhanced access to adjacent properties and minimizing disruptions to the mainline traffic. By embracing this forward-thinking approach, the SH 67 Corridor will evolve into a state-of-the-art transportation facility that meets the growing community's needs and fosters economic development.

4.1 Projected Volumes and Capacity Needs

As growth continues along the SH 67 corridor, congestion will continue to increase, as seen in the level of service analysis for 50% development at both current geometric conditions and recommended intersection improvments in 2042 in **Figure 34** and **35**. At a certain point, a close analysis of the usage and transition in the type of facility the corridor will need to be done as the corridor approaches the design year.

Legend

Intersections

- Signalized *(overall LOS)*
- Two-Way Stop Controlled *(north-south LOS)*
- Restricted Crossing U-Turn *(north-south LOS)*

- Side Street - Level of Service *AM Peak Hour & PM Peak Hour*
- Segment - Level of Service *Based on Daily Volume to Capacity Ratio*

Level of Service - Color Coding

A or B | C | D | E | F

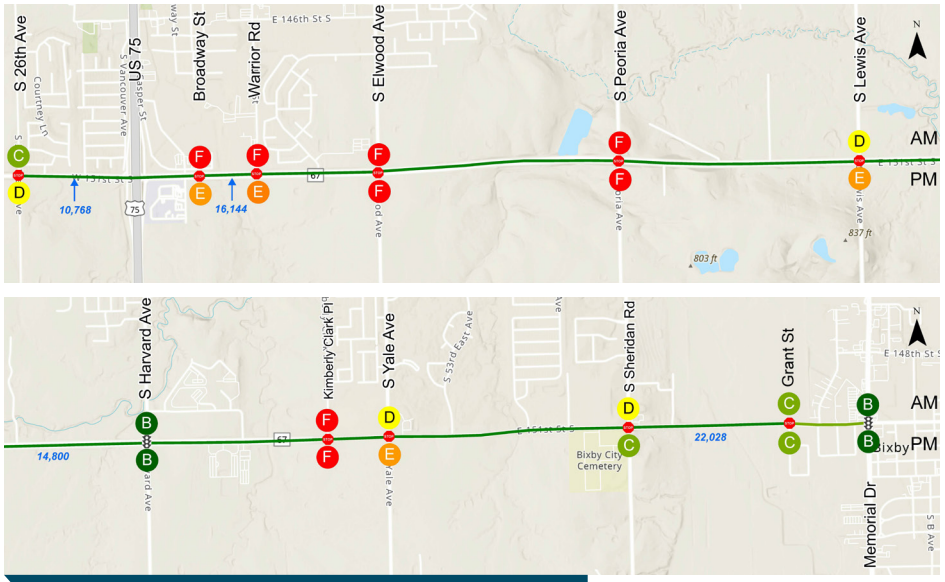


Figure 34: 2022 Existing Conditions Level of Service Analysis

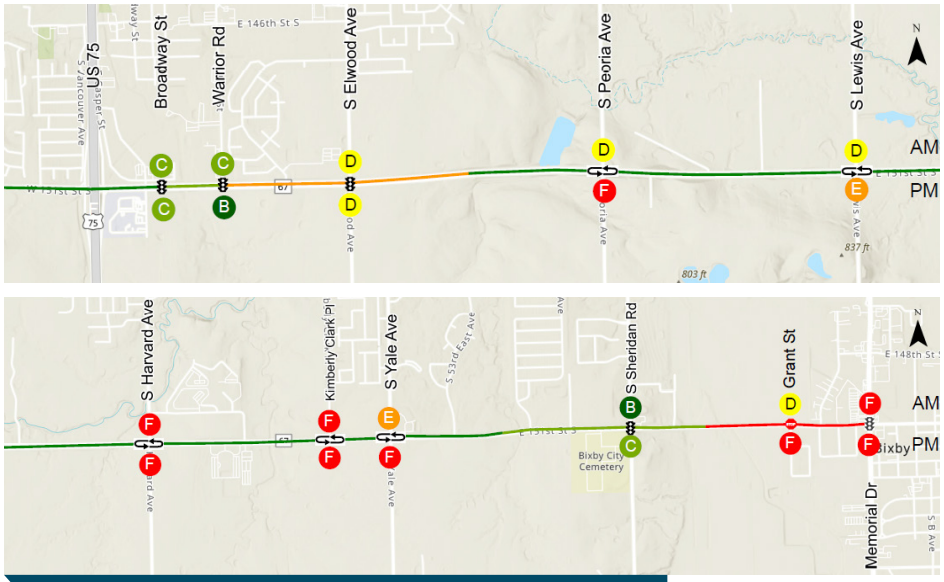


Figure 35: 2042 + 50% Development - Recommended Improvements Level of Analysis

4.2 Transition to a Grade Separated Facility

When the highway corridor reaches a high volume-to-capacity ratio, transition to a grade-separated facility is an option to benefit capacity and safety. Further, in-depth analysis is required prior to the recommendation of the transition of SH 67 to a grade separated facility. Grade separation would be most suitable to the higher speed portion of the corridor, where RCUT intersections are currently the recommended intersection treatment. Transitioning from a four-lane-divided highway to a four-lane grade separated highway from S Elwood Ave to S Yale Ave would suit the corridor. Further development of the frontage road to an actual frontage road and conversion of the existing intersections along SH 67 to interchanges would be necessary. An example of a grade-separated highway with a one-way frontage road is seen in **Figure 36**.

Figure 36: Example of a Grade Separated Facility

4.3 Frontage Road Development

A one-way frontage road system along a grade-separated highway has several advantages. It improves traffic flow by separating local and through traffic, reducing congestion. Safety is enhanced as dedicated access points minimize conflicts between entering and exiting vehicles. The system also promotes economic development by providing improved access to adjacent properties and businesses. Furthermore, emergency vehicles benefit from alternative routes, allowing faster response times during crashes or incidents on the main highway.

4.4 ROW Considerations

The existing right-of-way (ROW) along the SH 67 corridor is an essential consideration for future development of the corridor. Evaluating the width and condition of the current ROW will help determine its suitability for accommodating future developments and improvements, such as grade separation and frontage road development. The current ROW estimates along the SH 67 corridor ranges from 115' to 365'. Additionally, analyzing the cross sections of the ROW will provide valuable insights into its capacity to handle new infrastructure needs. It is important to identify any limitations or constraints posed by the existing ROW and determine if additional ROW will be required for new developments. It should be a priority to secure adequate ROW, preferably 250-300 feet wide, to allow for future growth and accommodate intersections with even greater widths to ensure safe and efficient traffic flow.

Appendix A:

Raw Traffic Count Data

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - 151ST ST @ MEMORIAL DR
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	MEMORIAL DR Southbound					151ST ST Westbound					MEMORIAL DR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	3	63	60	0	126	1	8	12	0	21	28	121	3	0	152	75	8	17	0	100	399
6:45 AM	14	67	91	0	172	1	8	12	0	21	29	118	2	0	149	95	13	13	0	121	463
Hourly Total	17	130	151	0	298	2	16	24	0	42	57	239	5	0	301	170	21	30	0	221	862
7:00 AM	37	101	91	0	229	3	6	31	0	40	48	160	3	0	211	115	31	39	0	185	665
7:15 AM	62	152	102	0	316	4	33	45	1	83	27	210	2	0	239	140	103	41	0	284	922
7:30 AM	74	137	87	0	298	8	75	54	0	137	52	215	2	0	269	156	89	58	0	303	1007
7:45 AM	43	107	99	0	249	8	41	46	0	95	65	188	5	0	258	129	64	32	0	225	827
Hourly Total	216	497	379	0	1092	23	155	176	1	355	192	773	12	0	977	540	287	170	0	997	3421
8:00 AM	44	104	99	0	247	3	13	22	0	38	43	171	0	0	214	109	38	30	0	177	676
8:15 AM	85	145	102	0	332	2	39	41	0	82	28	138	1	0	167	110	68	39	0	217	798
8:30 AM	51	153	69	0	273	16	74	80	0	170	30	107	1	0	138	116	86	53	0	255	836
8:45 AM	34	91	100	0	225	8	42	60	0	110	53	143	2	0	198	115	22	29	0	166	699
Hourly Total	214	493	370	0	1077	29	168	203	0	400	154	559	4	0	717	450	214	151	0	815	3009
9:00 AM	15	98	79	0	192	7	9	17	0	33	38	105	2	0	145	120	15	31	0	166	536
9:15 AM	20	107	92	0	219	3	10	18	0	31	24	125	2	0	151	83	10	31	0	124	525
9:30 AM	16	121	74	0	211	3	15	17	0	35	25	138	5	0	168	118	18	30	0	166	580
9:45 AM	25	87	94	0	206	5	13	23	0	41	39	106	1	0	146	95	18	31	0	144	537
Hourly Total	76	413	339	0	828	18	47	75	0	140	126	474	10	0	610	416	61	123	0	600	2178
10:00 AM	16	93	63	0	172	7	17	23	0	47	33	130	2	0	165	84	7	23	0	114	498
10:15 AM	19	96	79	0	194	3	11	16	0	30	22	101	2	0	125	91	12	32	0	135	484
10:30 AM	23	96	69	0	188	0	26	21	0	47	29	111	2	0	142	75	11	22	0	108	485
10:45 AM	14	82	83	0	179	4	15	25	0	44	27	134	3	0	164	88	22	33	0	143	530
Hourly Total	72	367	294	0	733	14	69	85	0	168	111	476	9	0	596	338	52	110	0	500	1997
11:00 AM	25	110	77	0	212	14	19	33	0	66	32	111	2	0	145	79	8	36	0	123	546
11:15 AM	21	111	98	0	230	2	8	19	0	29	36	92	1	0	129	87	12	20	0	119	507
11:30 AM	14	110	100	0	224	14	16	21	0	51	40	129	3	0	172	73	9	33	0	115	562
11:45 AM	19	119	101	0	239	5	12	17	0	34	38	120	3	0	161	91	19	33	0	143	577
Hourly Total	79	450	376	0	905	35	55	90	0	180	146	452	9	0	607	330	48	122	0	500	2192
12:00 PM	20	107	94	0	221	10	18	39	0	67	37	131	0	0	168	75	17	47	0	139	595
12:15 PM	37	144	75	0	256	4	12	19	0	35	41	106	6	0	153	86	22	30	0	138	582
12:30 PM	20	133	106	0	259	5	12	26	0	43	37	142	3	0	182	90	12	32	0	134	618
12:45 PM	19	142	101	0	262	5	20	16	0	41	17	103	2	0	122	104	16	31	0	151	576
Hourly Total	96	526	376	0	998	24	62	100	0	186	132	482	11	0	625	355	67	140	0	562	2371
1:00 PM	22	144	93	0	259	6	9	19	0	34	35	114	1	0	150	83	9	31	0	123	566
1:15 PM	25	134	90	0	249	4	12	21	0	37	31	103	2	0	136	93	20	36	0	149	571
1:30 PM	35	135	91	0	261	4	14	17	0	35	38	94	3	0	135	83	27	42	0	152	583
1:45 PM	28	106	80	0	214	2	27	21	0	50	28	107	1	0	136	88	16	35	0	139	539
Hourly Total	110	519	354	0	983	16	62	78	0	156	132	418	7	0	557	347	72	144	0	563	2259
2:00 PM	16	123	107	0	246	10	20	28	0	58	67	134	4	0	205	79	15	22	0	116	625
2:15 PM	17	148	113	0	278	7	19	29	0	55	37	106	1	0	144	89	23	41	0	153	630
2:30 PM	31	147	90	0	268	12	16	19	0	47	43	84	2	0	129	86	20	35	0	141	585
2:45 PM	24	131	106	0	261	11	25	41	0	77	48	96	0	0	144	100	27	32	0	159	641
Hourly Total	88	549	416	0	1053	40	80	117	0	237	195	420	7	0	622	354	85	130	0	569	2481
3:00 PM	30	129	112	0	271	7	26	18	0	51	65	126	4	0	195	94	23	42	0	159	676
3:15 PM	40	177	107	0	324	5	31	22	0	58	46	95	4	0	145	115	43	32	0	190	717
3:30 PM	56	185	111	0	352	6	19	16	0	41	42	113	7	0	162	108	43	43	0	194	749
3:45 PM	46	175	128	0	349	11	51	39	0	101	44	102	0	0	146	121	39	49	0	209	805
Hourly Total	172	666	458	0	1296	29	127	95	0	251	197	436	15	0	648	438	148	166	0	752	2947
4:00 PM	47	173	133	0	353	10	90	79	0	179	79	144	1	0	224	106	25	42	0	173	929
4:15 PM	40	180	144	0	364	10	65	46	0	121	52	164	1	0	217	104	21	36	0	161	863
4:30 PM	26	165	134	0	325	9	49	41	0	99	51	111	0	0	162	127	25	47	0	199	785
4:45 PM	46	162	140	0	348	6	40	32	0	78	57	139	1	0	197	112	37	50	0	199	822
Hourly Total	159	680	551	0	1390	35	244	198	0	477	239	558	3	0	800	449	108	175	0	732	3399
5:00 PM	35	193	163	0	391	7	44	43	0	94	49	120	1	0	170	124	23	41	0	188	843
5:15 PM	55	204	162	0	421	7	42	41	0	90	49	99	1	0	149	126	44	49	0	219	879
5:30 PM	65	191	155	0	411	8	38	43	0	89	40	113	6	0	159	143	57	43	0	243	902
5:45 PM	55	197	157	0	409	18	45	46	0	109	39	126	2	0	167	129	72	38	0	239	924
Hourly Total	210	785	637	0	1632	40	169	173	0	382	177	458	10	0	645	522	196	171	0	889	3548
6:00 PM	30	170	148	0	348	8	27	40	0	75	42	92	3	0	137	110	30	31	0	171	731
6:15 PM	28	173	125	0	326	6	17	21	0	44	34	98	3	0	135	98	14	37	0	149	654
Grand Total	1567	6418	4974	0	12959	319	1298	1475	1	3093	1934	5935	108	0	7977	4917	1403	1700	0	8020	32049
Approach %	12.1	49.5	38.4	0.0	-	10.3	42.0	47.7	0.0	-	24.2	74.4	1.4	0.0	-	61.3	17.5	21.2	0.0	-	-

Total %	4.9	20.0	15.5	0.0	40.4	1.0	4.1	4.6	0.0	9.7	6.0	18.5	0.3	0.0	24.9	15.3	4.4	5.3	0.0	25.0	-
Lights	1512	6155	4798	0	12465	315	1239	1404	1	2959	1823	5688	104	0	7615	4740	1348	1583	0	7671	30710
% Lights	96.5	95.9	96.5	-	96.2	98.7	95.5	95.2	100.0	95.7	94.3	95.8	96.3	-	95.5	96.4	96.1	93.1	-	95.6	95.8
Mediums	51	178	115	0	344	3	53	64	0	120	69	174	2	0	245	126	49	71	0	246	955
% Mediums	3.3	2.8	2.3	-	2.7	0.9	4.1	4.3	0.0	3.9	3.6	2.9	1.9	-	3.1	2.6	3.5	4.2	-	3.1	3.0
Articulated Trucks	4	85	61	0	150	1	6	7	0	14	42	73	2	0	117	51	6	46	0	103	384
% Articulated Trucks	0.3	1.3	1.2	-	1.2	0.3	0.5	0.5	0.0	0.5	2.2	1.2	1.9	-	1.5	1.0	0.4	2.7	-	1.3	1.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - 151ST ST @ MEMORIAL DR
Site Code:
Start Date: 09/20/2022
Page No: 3

MEMORIAL DR [N]		
Out	In	Total
11832	12465	24297
364	344	708
131	150	281
12327	**12959**	**25286**

4798	6155	1512	0
115	178	51	0
61	85	4	0
4974	**6418**	**1567**	**0**
R	T	L	U

151ST ST [W]				
	Out	In	Total	
	7860	7671	15531	
	237	246	483	
	109	103	212	
	8206	**8020**	**16226**	
U	0	0	0	
L	4740	126	51	
T	1348	49	6	
R	1583	71	46	
U	**0**	**4917**	**1403**	**1700**

09/20/2022 6:30 AM
Ending At
09/20/2022 6:30 PM

Lights
Mediums
Articulated Trucks

151ST ST [E]				
	Out	In	Total	
	2965	2959	5924	
	102	120	222	
	12	14	26	
	3079	**3093**	**6172**	
R	1404	1239	315	1
T	64	53	3	0
L	7	6	1	0
U	**1475**	**1298**	**319**	**1**

U	L	T	R
0	1823	5688	104
0	69	174	2
0	42	73	2
0	**1934**	**5935**	**108**

MEMORIAL DR [S]		
8053	7615	15668
252	245	497
132	117	249
8437	**7977**	**16414**
Out	In	Total

Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - 151ST ST @ MEMORIAL DR
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:15 AM)

Start Time	MEMORIAL DR Southbound					151ST ST Westbound					MEMORIAL DR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	62	152	102	0	316	4	33	45	1	83	27	210	2	0	239	140	103	41	0	284	922
7:30 AM	74	137	87	0	298	8	75	54	0	137	52	215	2	0	269	156	89	58	0	303	1007
7:45 AM	43	107	99	0	249	8	41	46	0	95	65	188	5	0	258	129	64	32	0	225	827
8:00 AM	44	104	99	0	247	3	13	22	0	38	43	171	0	0	214	109	38	30	0	177	676
Total	223	500	387	0	1110	23	162	167	1	353	187	784	9	0	980	534	294	161	0	989	3432
Approach %	20.1	45.0	34.9	0.0	-	6.5	45.9	47.3	0.3	-	19.1	80.0	0.9	0.0	-	54.0	29.7	16.3	0.0	-	-
Total %	6.5	14.6	11.3	0.0	32.3	0.7	4.7	4.9	0.0	10.3	5.4	22.8	0.3	0.0	28.6	15.6	8.6	4.7	0.0	28.8	-
PHF	0.753	0.822	0.949	0.000	0.878	0.719	0.540	0.773	0.250	0.644	0.719	0.912	0.450	0.000	0.911	0.856	0.714	0.694	0.000	0.816	0.852
Lights	222	478	377	0	1077	23	161	166	1	351	175	768	9	0	952	524	292	154	0	970	3350
% Lights	99.6	95.6	97.4	-	97.0	100.0	99.4	99.4	100.0	99.4	93.6	98.0	100.0	-	97.1	98.1	99.3	95.7	-	98.1	97.6
Mediums	1	14	9	0	24	0	1	1	0	2	7	11	0	0	18	8	2	5	0	15	59
% Mediums	0.4	2.8	2.3	-	2.2	0.0	0.6	0.6	0.0	0.6	3.7	1.4	0.0	-	1.8	1.5	0.7	3.1	-	1.5	1.7
Articulated Trucks	0	8	1	0	9	0	0	0	0	0	5	5	0	0	10	2	0	2	0	4	23
% Articulated Trucks	0.0	1.6	0.3	-	0.8	0.0	0.0	0.0	0.0	0.0	2.7	0.6	0.0	-	1.0	0.4	0.0	1.2	-	0.4	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - 151ST ST @ MEMORIAL DR
Site Code:
Start Date: 09/20/2022
Page No: 5

MEMORIAL DR [N]		
Out	In	Total
1458	1077	2535
20	24	44
7	9	16
1485	**1110**	**2595**

377	478	222	0
9	14	1	0
1	8	0	0
387	**500**	**223**	**0**
R	T	L	U

151ST ST [W]			
Out	In	Total	
713	970	1683	
17	15	32	
6	4	10	
736	**989**	**1725**	

154	292	524	0
5	2	8	0
2	0	2	0
161	**294**	**534**	**0**
R	T	L	U

Peak Hour Data

09/20/2022 7:15 AM
Ending At
09/20/2022 8:15 AM

Lights
Mediums
Articulated Trucks

166	161	23	1
1	1	0	0
0	0	0	0
167	**162**	**23**	**1**
R	T	L	U

151ST ST [E]		
Out	In	Total
524	351	875
3	2	5
0	0	0
527	**353**	**880**

U	L	T	R
0	175	768	9
0	7	11	0
0	5	5	0
0	**187**	**784**	**9**

655	952	1607
19	18	37
10	10	20
684	**980**	**1664**
Out	In	Total
MEMORIAL DR [S]		

Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - 151ST ST @ MEMORIAL DR
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (5:00 PM)

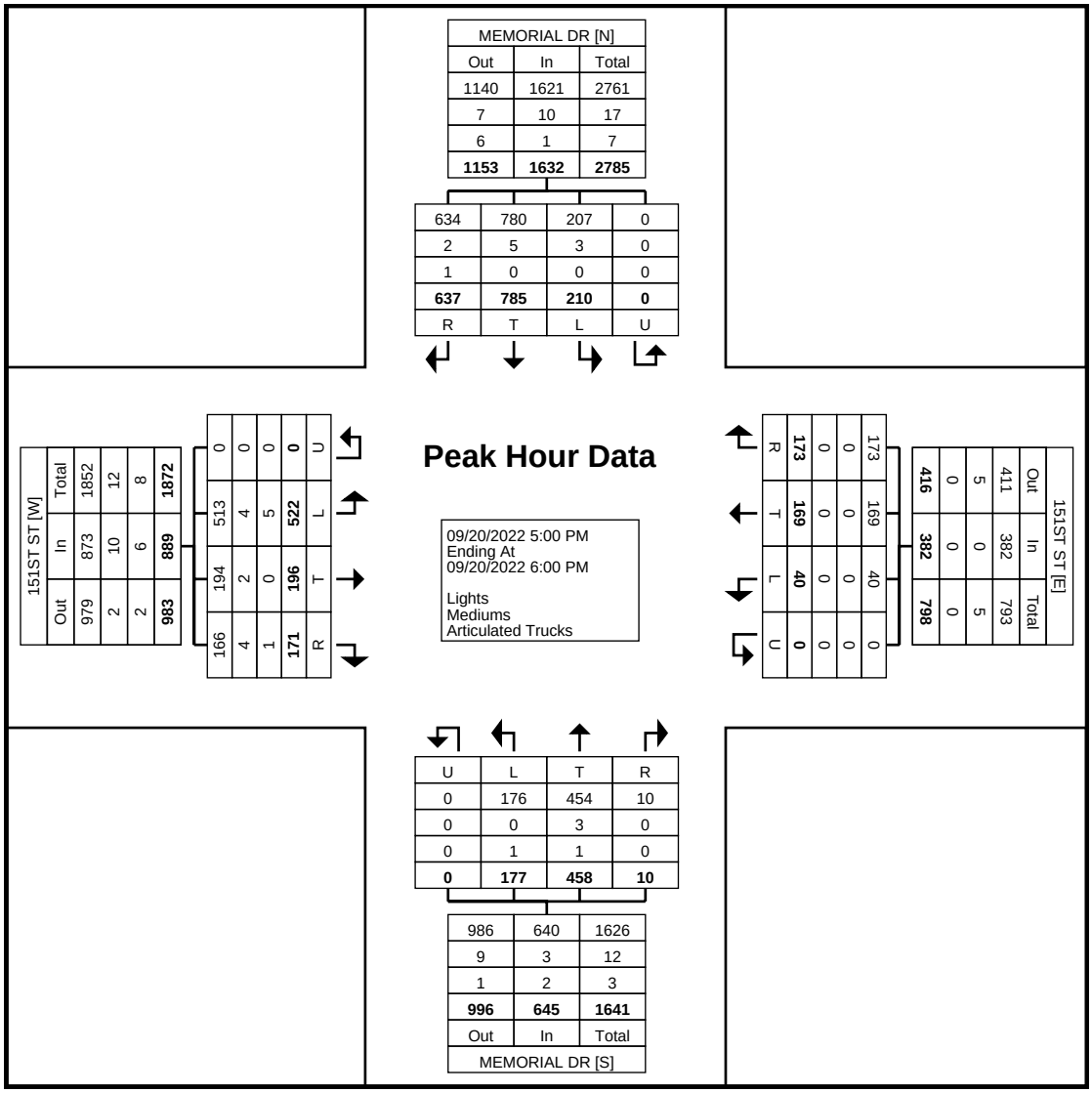
Start Time	MEMORIAL DR Southbound					151ST ST Westbound					MEMORIAL DR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	35	193	163	0	391	7	44	43	0	94	49	120	1	0	170	124	23	41	0	188	843
5:15 PM	55	204	162	0	421	7	42	41	0	90	49	99	1	0	149	126	44	49	0	219	879
5:30 PM	65	191	155	0	411	8	38	43	0	89	40	113	6	0	159	143	57	43	0	243	902
5:45 PM	55	197	157	0	409	18	45	46	0	109	39	126	2	0	167	129	72	38	0	239	924
Total	210	785	637	0	1632	40	169	173	0	382	177	458	10	0	645	522	196	171	0	889	3548
Approach %	12.9	48.1	39.0	0.0	-	10.5	44.2	45.3	0.0	-	27.4	71.0	1.6	0.0	-	58.7	22.0	19.2	0.0	-	-
Total %	5.9	22.1	18.0	0.0	46.0	1.1	4.8	4.9	0.0	10.8	5.0	12.9	0.3	0.0	18.2	14.7	5.5	4.8	0.0	25.1	-
PHF	0.808	0.962	0.977	0.000	0.969	0.556	0.939	0.940	0.000	0.876	0.903	0.909	0.417	0.000	0.949	0.913	0.681	0.872	0.000	0.915	0.960
Lights	207	780	634	0	1621	40	169	173	0	382	176	454	10	0	640	513	194	166	0	873	3516
% Lights	98.6	99.4	99.5	-	99.3	100.0	100.0	100.0	-	100.0	99.4	99.1	100.0	-	99.2	98.3	99.0	97.1	-	98.2	99.1
Mediums	3	5	2	0	10	0	0	0	0	0	0	3	0	0	3	4	2	4	0	10	23
% Mediums	1.4	0.6	0.3	-	0.6	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.5	0.8	1.0	2.3	-	1.1	0.6
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	5	0	1	0	6	9
% Articulated Trucks	0.0	0.0	0.2	-	0.1	0.0	0.0	0.0	-	0.0	0.6	0.2	0.0	-	0.3	1.0	0.0	0.6	-	0.7	0.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - 151ST ST @ MEMORIAL DR
Site Code:
Start Date: 09/20/2022
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - 151ST ST @ GRANT ST
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	GRANT ST Southbound					151ST ST Westbound					GRANT ST Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	0	0	1	0	1	0	100	2	0	102	0	0	1	0	1	4	121	2	0	127	231
6:45 AM	0	0	2	0	2	0	140	1	0	141	1	0	1	0	2	2	137	0	0	139	284
Hourly Total	0	0	3	0	3	0	240	3	0	243	1	0	2	0	3	6	258	2	0	266	515
7:00 AM	2	0	4	0	6	0	146	1	0	147	0	0	2	0	2	6	195	0	0	201	356
7:15 AM	1	0	1	0	2	0	179	1	0	180	1	0	0	0	1	7	322	0	0	329	512
7:30 AM	0	0	5	0	5	1	225	8	0	234	0	0	3	0	3	8	315	0	0	323	565
7:45 AM	0	0	7	0	7	1	233	8	0	242	0	0	0	0	0	9	242	0	0	251	500
Hourly Total	3	0	17	0	20	2	783	18	0	803	1	0	5	0	6	30	1074	0	0	1104	1933
8:00 AM	1	0	7	0	8	0	162	5	0	167	0	0	0	0	0	5	188	0	0	193	368
8:15 AM	2	0	6	0	8	1	162	7	0	170	0	0	1	0	1	9	244	0	0	253	432
8:30 AM	4	0	4	0	8	0	165	5	0	170	0	0	2	0	2	9	236	0	0	245	425
8:45 AM	2	0	6	0	8	1	207	6	0	214	0	0	0	0	0	6	175	0	0	181	403
Hourly Total	9	0	23	0	32	2	696	23	0	721	0	0	3	0	3	29	843	0	0	872	1628
9:00 AM	3	0	7	0	10	2	132	9	0	143	0	0	1	0	1	2	183	0	0	185	339
9:15 AM	3	0	2	0	5	0	133	6	0	139	0	0	1	0	1	4	132	0	0	136	281
9:30 AM	3	0	11	0	14	2	114	9	0	125	0	0	1	0	1	6	165	0	0	171	311
9:45 AM	0	0	8	0	8	1	137	6	0	144	0	0	2	0	2	3	148	0	0	151	305
Hourly Total	9	0	28	0	37	5	516	30	0	551	0	0	5	0	5	15	628	0	0	643	1236
10:00 AM	2	0	6	0	8	0	122	2	0	124	0	0	0	0	0	3	125	0	0	128	260
10:15 AM	6	0	4	0	10	1	117	2	0	120	0	0	3	0	3	3	134	0	0	137	270
10:30 AM	3	0	2	0	5	1	120	3	1	125	0	0	0	0	0	3	119	0	0	122	252
10:45 AM	5	0	1	0	6	1	125	4	0	130	1	0	1	0	2	3	139	0	0	142	280
Hourly Total	16	0	13	0	29	3	484	11	1	499	1	0	4	0	5	12	517	0	0	529	1062
11:00 AM	2	0	7	0	9	1	123	11	0	135	0	0	1	0	1	2	143	0	0	145	290
11:15 AM	7	0	2	0	9	1	136	10	0	147	0	0	0	0	0	5	136	2	0	143	299
11:30 AM	4	0	10	0	14	0	161	11	0	172	0	0	2	0	2	2	135	0	0	137	325
11:45 AM	6	0	4	0	10	2	166	7	0	175	0	0	0	0	0	3	148	0	0	151	336
Hourly Total	19	0	23	0	42	4	586	39	0	629	0	0	3	0	3	12	562	2	0	576	1250
12:00 PM	4	0	6	0	10	0	151	12	0	163	0	0	1	0	1	8	160	0	0	168	342
12:15 PM	4	0	11	0	15	1	142	9	0	152	1	0	0	0	1	4	158	1	0	163	331
12:30 PM	5	0	4	0	9	1	165	8	0	174	0	0	0	0	0	5	144	0	0	149	332
12:45 PM	4	0	7	0	11	0	162	12	0	174	0	1	0	0	1	4	144	0	0	148	334
Hourly Total	17	0	28	0	45	2	620	41	0	663	1	1	1	0	3	21	606	1	0	628	1339
1:00 PM	3	0	8	0	11	0	141	8	0	149	0	0	1	0	1	3	144	0	0	147	308
1:15 PM	4	0	3	0	7	0	146	4	0	150	0	0	0	0	0	3	164	0	0	167	324
1:30 PM	5	0	9	0	14	1	149	8	0	158	0	0	2	0	2	2	162	0	0	164	338
1:45 PM	4	0	6	0	10	0	132	6	0	138	1	0	0	0	1	2	141	0	0	143	292
Hourly Total	16	0	26	0	42	1	568	26	0	595	1	0	3	0	4	10	611	0	0	621	1262
2:00 PM	6	0	6	0	12	0	203	8	0	211	0	0	0	0	0	4	119	0	0	123	346
2:15 PM	9	0	5	0	14	0	174	8	0	182	1	0	0	0	1	2	160	0	0	162	359
2:30 PM	3	0	6	0	9	0	170	3	0	173	0	0	1	0	1	5	174	1	0	180	363
2:45 PM	5	0	9	0	14	0	183	9	0	192	0	0	1	0	1	4	148	1	0	153	360
Hourly Total	23	0	26	0	49	0	730	28	0	758	1	0	2	0	3	15	601	2	0	618	1428
3:00 PM	2	0	7	0	9	0	194	7	0	201	0	0	1	0	1	6	178	0	0	184	395
3:15 PM	1	0	11	0	12	1	206	10	0	217	0	0	2	0	2	6	190	0	0	196	427
3:30 PM	6	0	7	0	13	0	181	4	0	185	0	0	1	0	1	2	215	0	0	217	416
3:45 PM	7	0	9	0	16	2	208	7	0	217	0	0	1	0	1	6	197	0	0	203	437
Hourly Total	16	0	34	0	50	3	789	28	0	820	0	0	5	0	5	20	780	0	0	800	1675
4:00 PM	4	0	16	0	20	1	298	9	0	308	0	0	2	0	2	6	194	0	0	200	530
4:15 PM	5	0	12	0	17	2	268	11	0	281	0	0	1	0	1	5	161	1	0	167	466
4:30 PM	7	0	13	0	20	1	232	7	0	240	1	0	2	0	3	7	187	1	0	195	458
4:45 PM	5	0	6	0	11	1	243	13	0	257	0	0	1	0	1	3	214	2	0	219	488
Hourly Total	21	0	47	0	68	5	1041	40	0	1086	1	0	6	0	7	21	756	4	0	781	1942
5:00 PM	6	0	14	0	20	2	257	9	0	268	0	0	0	0	0	5	218	0	0	223	511
5:15 PM	3	0	14	0	17	0	264	12	0	276	0	0	1	0	1	6	224	0	0	230	524
5:30 PM	3	0	8	0	11	1	247	5	0	253	0	0	4	0	4	6	253	0	0	259	527
5:45 PM	2	0	7	0	9	2	229	8	0	239	0	0	0	0	0	7	252	1	0	260	508
Hourly Total	14	0	43	0	57	5	997	34	0	1036	0	0	5	0	5	24	947	1	0	972	2070
6:00 PM	6	0	8	0	14	0	228	9	0	237	0	0	0	0	0	10	186	1	0	197	448
6:15 PM	4	0	8	0	12	0	192	10	0	202	1	0	1	0	2	3	169	0	0	172	388
Grand Total	173	0	327	0	500	32	8470	340	1	8843	8	1	45	0	54	228	8538	13	0	8779	18176
Approach %	34.6	0.0	65.4	0.0	-	0.4	95.8	3.8	0.0	-	14.8	1.9	83.3	0.0	-	2.6	97.3	0.1	0.0	-	-

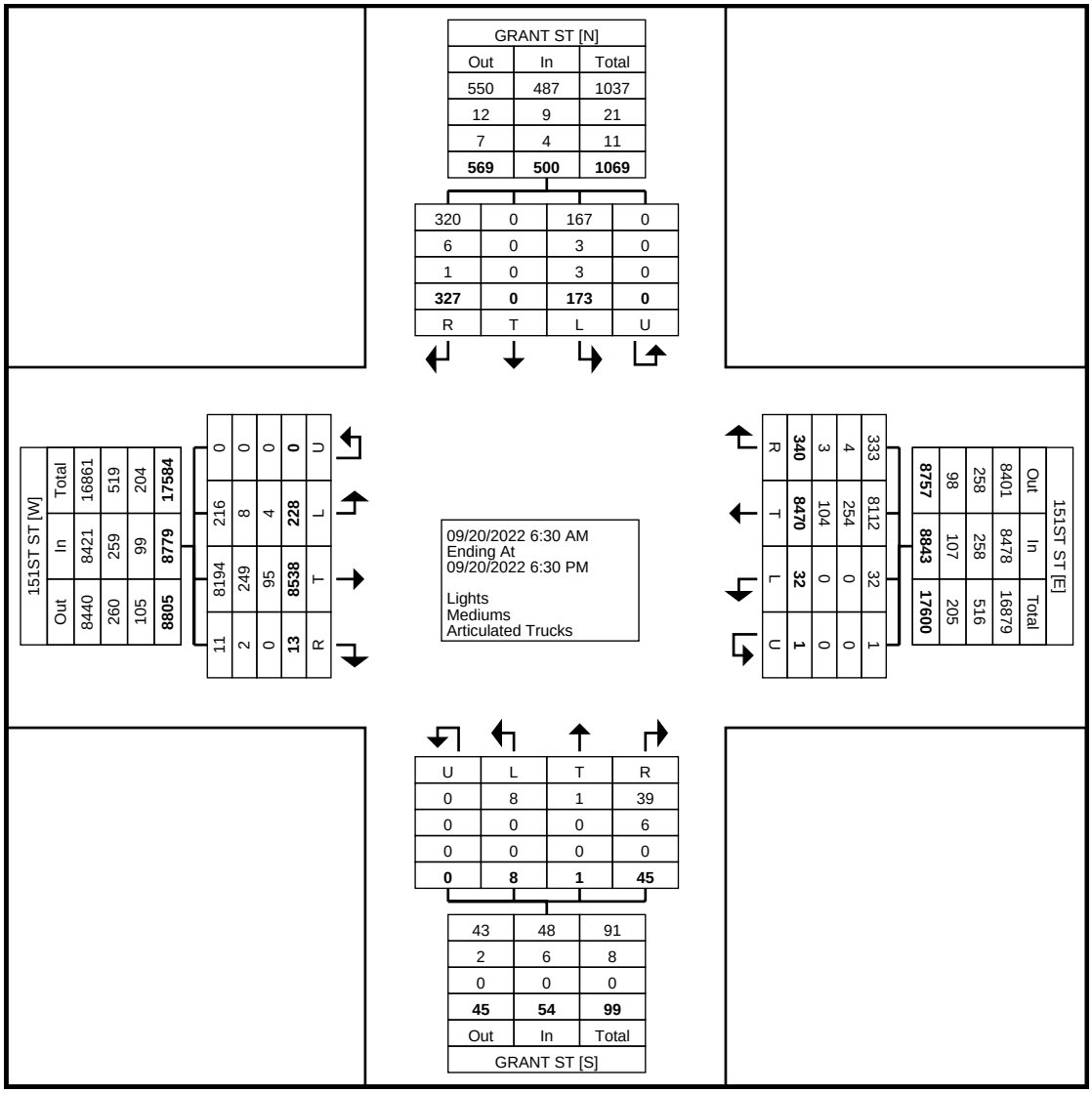
Total %	1.0	0.0	1.8	0.0	2.8	0.2	46.6	1.9	0.0	48.7	0.0	0.0	0.2	0.0	0.3	1.3	47.0	0.1	0.0	48.3	-
Lights	167	0	320	0	487	32	8112	333	1	8478	8	1	39	0	48	216	8194	11	0	8421	17434
% Lights	96.5	-	97.9	-	97.4	100.0	95.8	97.9	100.0	95.9	100.0	100.0	86.7	-	88.9	94.7	96.0	84.6	-	95.9	95.9
Mediums	3	0	6	0	9	0	254	4	0	258	0	0	6	0	6	8	249	2	0	259	532
% Mediums	1.7	-	1.8	-	1.8	0.0	3.0	1.2	0.0	2.9	0.0	0.0	13.3	-	11.1	3.5	2.9	15.4	-	3.0	2.9
Articulated Trucks	3	0	1	0	4	0	104	3	0	107	0	0	0	0	0	4	95	0	0	99	210
% Articulated Trucks	1.7	-	0.3	-	0.8	0.0	1.2	0.9	0.0	1.2	0.0	0.0	0.0	-	0.0	1.8	1.1	0.0	-	1.1	1.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - 151ST ST @ GRANT ST
Site Code:
Start Date: 09/20/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - 151ST ST @ GRANT ST
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:15 AM)

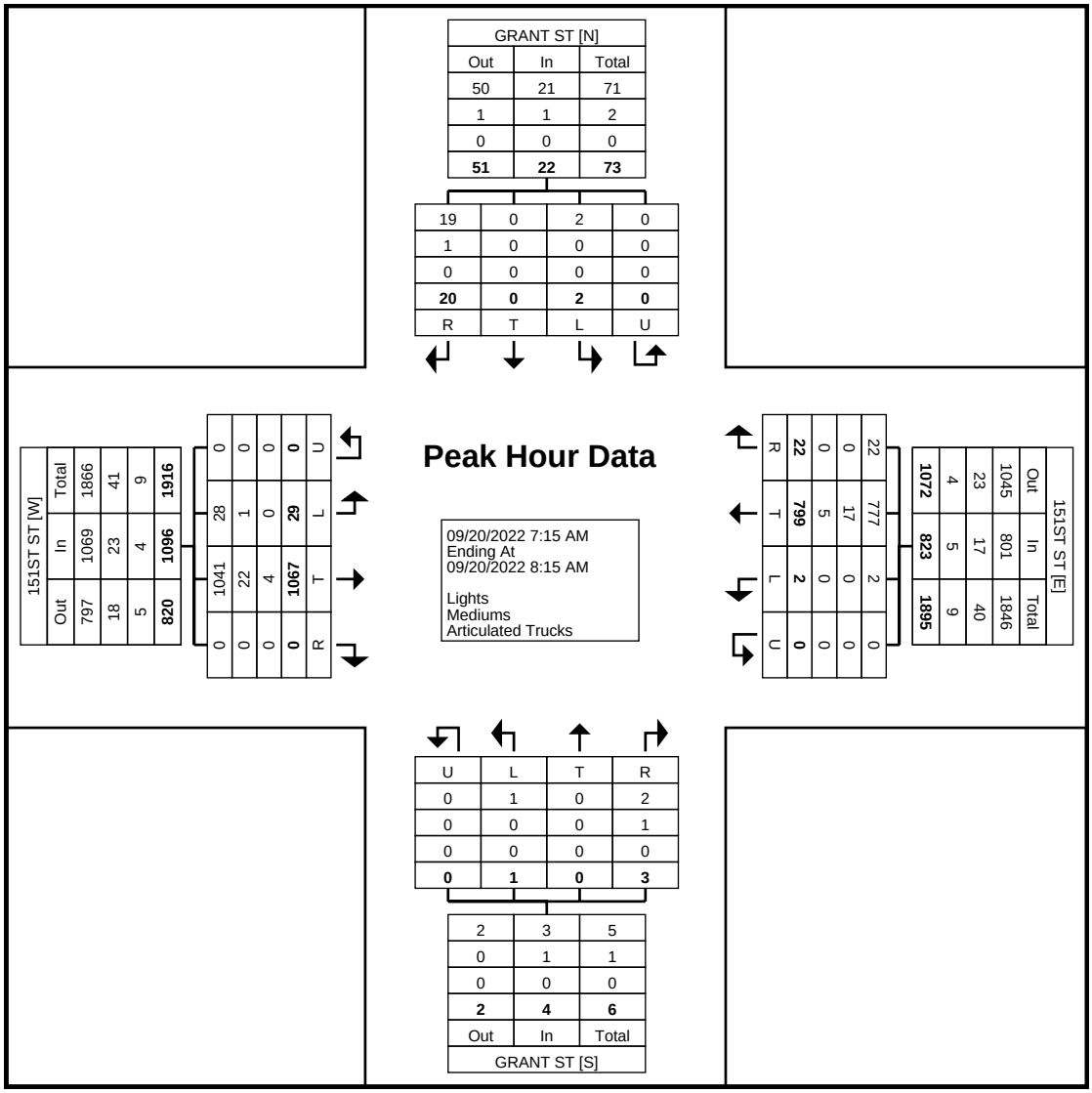
Start Time	GRANT ST Southbound					151ST ST Westbound					GRANT ST Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	1	0	1	0	2	0	179	1	0	180	1	0	0	0	1	7	322	0	0	329	512
7:30 AM	0	0	5	0	5	1	225	8	0	234	0	0	3	0	3	8	315	0	0	323	565
7:45 AM	0	0	7	0	7	1	233	8	0	242	0	0	0	0	0	9	242	0	0	251	500
8:00 AM	1	0	7	0	8	0	162	5	0	167	0	0	0	0	0	5	188	0	0	193	368
Total	2	0	20	0	22	2	799	22	0	823	1	0	3	0	4	29	1067	0	0	1096	1945
Approach %	9.1	0.0	90.9	0.0	-	0.2	97.1	2.7	0.0	-	25.0	0.0	75.0	0.0	-	2.6	97.4	0.0	0.0	-	-
Total %	0.1	0.0	1.0	0.0	1.1	0.1	41.1	1.1	0.0	42.3	0.1	0.0	0.2	0.0	0.2	1.5	54.9	0.0	0.0	56.3	-
PHF	0.500	0.000	0.714	0.000	0.688	0.500	0.857	0.688	0.000	0.850	0.250	0.000	0.250	0.000	0.333	0.806	0.828	0.000	0.000	0.833	0.861
Lights	2	0	19	0	21	2	777	22	0	801	1	0	2	0	3	28	1041	0	0	1069	1894
% Lights	100.0	-	95.0	-	95.5	100.0	97.2	100.0	-	97.3	100.0	-	66.7	-	75.0	96.6	97.6	-	-	97.5	97.4
Mediums	0	0	1	0	1	0	17	0	0	17	0	0	1	0	1	1	22	0	0	23	42
% Mediums	0.0	-	5.0	-	4.5	0.0	2.1	0.0	-	2.1	0.0	-	33.3	-	25.0	3.4	2.1	-	-	2.1	2.2
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.6	0.0	-	0.6	0.0	-	0.0	-	0.0	0.0	0.4	-	-	0.4	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - 151ST ST @ GRANT ST
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - 151ST ST @ GRANT ST
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	GRANT ST Southbound					151ST ST Westbound					GRANT ST Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	6	0	14	0	20	2	257	9	0	268	0	0	0	0	0	5	218	0	0	223	511
5:15 PM	3	0	14	0	17	0	264	12	0	276	0	0	1	0	1	6	224	0	0	230	524
5:30 PM	3	0	8	0	11	1	247	5	0	253	0	0	4	0	4	6	253	0	0	259	527
5:45 PM	2	0	7	0	9	2	229	8	0	239	0	0	0	0	0	7	252	1	0	260	508
Total	14	0	43	0	57	5	997	34	0	1036	0	0	5	0	5	24	947	1	0	972	2070
Approach %	24.6	0.0	75.4	0.0	-	0.5	96.2	3.3	0.0	-	0.0	0.0	100.0	0.0	-	2.5	97.4	0.1	0.0	-	-
Total %	0.7	0.0	2.1	0.0	2.8	0.2	48.2	1.6	0.0	50.0	0.0	0.0	0.2	0.0	0.2	1.2	45.7	0.0	0.0	47.0	-
PHF	0.583	0.000	0.768	0.000	0.713	0.625	0.944	0.708	0.000	0.938	0.000	0.000	0.313	0.000	0.313	0.857	0.936	0.250	0.000	0.935	0.982
Lights	14	0	43	0	57	5	992	34	0	1031	0	0	5	0	5	23	934	1	0	958	2051
% Lights	100.0	-	100.0	-	100.0	100.0	99.5	100.0	-	99.5	-	-	100.0	-	100.0	95.8	98.6	100.0	-	98.6	99.1
Mediums	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	8	0	0	9	12
% Mediums	0.0	-	0.0	-	0.0	0.0	0.3	0.0	-	0.3	-	-	0.0	-	0.0	4.2	0.8	0.0	-	0.9	0.6
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.2	0.0	-	0.2	-	-	0.0	-	0.0	0.0	0.5	0.0	-	0.5	0.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - 151ST ST @ GRANT ST
Site Code:
Start Date: 09/20/2022
Page No: 7

GRANT ST [N]		
Out	In	Total
57	57	114
1	0	1
0	0	0
58	**57**	**115**

43	0	14	0
0	0	0	0
0	0	0	0
43	**0**	**14**	**0**
R	T	L	U

Peak Hour Data

09/20/2022 5:00 PM
Ending At
09/20/2022 6:00 PM

Lights
Mediums
Articulated Trucks

151ST ST [W]		
Out	In	Total
1035	958	1993
3	9	12
2	5	7
1040	**972**	**2012**

1	934	23	0
0	8	1	0
0	5	0	0
1	**947**	**24**	**0**
R	T	L	U

151ST ST [E]		
Out	In	Total
953	1031	1984
8	3	11
5	2	7
966	**1036**	**2002**

34	992	5	0
0	3	0	0
0	2	0	0
34	**997**	**5**	**0**
R	T	L	U

U	L	T	R
0	0	0	5
0	0	0	0
0	0	0	0
0	**0**	**0**	**5**

6	5	11
0	0	0
0	0	0
6	**5**	**11**
Out	In	Total
GRANT ST [S]		

Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - 151ST ST @ SHERIDAN RD
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	SHERIDAN RD Southbound					151ST ST Westbound					SHERIDAN RD Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	1	0	1	0	2	1	91	1	0	93	1	0	6	0	7	3	116	0	0	119	221
6:45 AM	2	0	5	0	7	5	143	1	0	149	5	0	4	0	9	1	126	5	0	132	297
Hourly Total	3	0	6	0	9	6	234	2	0	242	6	0	10	0	16	4	242	5	0	251	518
7:00 AM	12	1	7	0	20	6	144	1	0	151	5	0	9	0	14	3	180	5	0	188	373
7:15 AM	9	0	10	0	19	8	162	5	0	175	10	1	5	0	16	1	306	10	0	317	527
7:30 AM	8	3	5	0	16	7	185	7	0	199	10	1	9	0	20	3	293	3	0	299	534
7:45 AM	2	2	2	0	6	5	194	5	0	204	11	1	10	0	22	3	221	4	0	228	460
Hourly Total	31	6	24	0	61	26	685	18	0	729	36	3	33	0	72	10	1000	22	0	1032	1894
8:00 AM	1	0	5	0	6	8	136	2	0	146	5	0	3	0	8	2	186	2	0	190	350
8:15 AM	7	1	1	0	9	4	149	3	0	156	2	0	7	0	9	5	225	4	0	234	408
8:30 AM	10	0	4	0	14	4	150	3	0	157	3	0	8	0	11	3	214	3	0	220	402
8:45 AM	4	0	2	0	6	7	185	5	0	197	7	0	9	0	16	6	164	4	0	174	393
Hourly Total	22	1	12	0	35	23	620	13	0	656	17	0	27	0	44	16	789	13	0	818	1553
9:00 AM	1	1	1	0	3	9	116	1	0	126	5	0	6	0	11	0	163	4	0	167	307
9:15 AM	1	0	3	0	4	7	131	0	0	138	2	0	10	0	12	2	112	2	0	116	270
9:30 AM	0	0	3	0	3	4	118	3	0	125	3	0	16	0	19	2	150	8	0	160	307
9:45 AM	3	0	4	0	7	9	121	2	0	132	1	0	7	0	8	2	124	3	0	129	276
Hourly Total	5	1	11	0	17	29	486	6	0	521	11	0	39	0	50	6	549	17	0	572	1160
10:00 AM	1	0	3	0	4	3	106	0	0	109	3	0	10	0	13	5	116	2	0	123	249
10:15 AM	4	1	3	0	8	4	109	4	0	117	1	0	6	0	7	1	116	2	0	119	251
10:30 AM	1	0	3	0	4	5	116	3	0	124	1	2	5	0	8	3	113	3	0	119	255
10:45 AM	5	0	4	0	9	4	112	2	0	118	0	0	7	1	8	3	122	2	0	127	262
Hourly Total	11	1	13	0	25	16	443	9	0	468	5	2	28	1	36	12	467	9	0	488	1017
11:00 AM	2	1	3	0	6	2	128	2	0	132	5	1	1	0	7	4	138	2	0	144	289
11:15 AM	2	0	2	0	4	2	125	1	0	128	9	1	10	0	20	2	114	1	0	117	269
11:30 AM	4	0	5	0	9	3	145	4	0	152	4	1	9	0	14	1	126	6	0	133	308
11:45 AM	1	2	4	0	7	9	141	5	0	155	5	0	8	0	13	5	119	5	0	129	304
Hourly Total	9	3	14	0	26	16	539	12	0	567	23	3	28	0	54	12	497	14	0	523	1170
12:00 PM	5	0	2	0	7	7	134	2	0	143	4	0	11	0	15	2	143	2	0	147	312
12:15 PM	4	1	5	0	10	9	138	1	0	148	0	0	6	0	6	2	130	1	0	133	297
12:30 PM	2	0	4	0	6	9	144	2	0	155	3	0	7	0	10	4	139	2	0	145	316
12:45 PM	3	0	1	0	4	6	143	2	0	151	3	2	5	0	10	1	131	4	0	136	301
Hourly Total	14	1	12	0	27	31	559	7	0	597	10	2	29	0	41	9	543	9	0	561	1226
1:00 PM	2	0	4	0	6	8	124	0	0	132	3	2	9	0	14	2	129	2	0	133	285
1:15 PM	3	0	0	0	3	12	127	5	0	144	5	0	9	0	14	3	147	5	0	155	316
1:30 PM	4	0	2	0	6	6	123	5	0	134	1	2	9	0	12	0	133	1	0	134	286
1:45 PM	2	0	2	0	4	3	123	9	0	135	2	0	6	0	8	1	121	2	0	124	271
Hourly Total	11	0	8	0	19	29	497	19	0	545	11	4	33	0	48	6	530	10	0	546	1158
2:00 PM	2	0	3	0	5	9	178	1	0	188	5	0	4	0	9	3	110	2	0	115	317
2:15 PM	2	0	4	0	6	8	151	4	0	163	0	0	6	0	6	1	149	4	0	154	329
2:30 PM	3	0	2	0	5	10	153	1	0	164	5	0	6	0	11	1	152	2	0	155	335
2:45 PM	6	2	4	0	12	6	175	4	0	185	5	0	8	0	13	2	130	4	0	136	346
Hourly Total	13	2	13	0	28	33	657	10	0	700	15	0	24	0	39	7	541	12	0	560	1327
3:00 PM	1	0	4	0	5	3	177	10	0	190	2	0	8	0	10	2	175	5	0	182	387
3:15 PM	3	2	5	0	10	8	208	5	0	221	2	0	4	0	6	4	188	6	0	198	435
3:30 PM	3	1	2	0	6	11	158	7	0	176	3	0	9	0	12	1	195	4	0	200	394
3:45 PM	3	1	3	0	7	6	204	7	0	217	1	1	10	0	12	3	185	11	0	199	435
Hourly Total	10	4	14	0	28	28	747	29	0	804	8	1	31	0	40	10	743	26	0	779	1651
4:00 PM	1	0	4	0	5	16	268	7	0	291	5	1	11	0	17	4	166	3	0	173	486
4:15 PM	2	0	7	0	9	6	265	13	0	284	2	0	9	0	11	2	154	6	0	162	466
4:30 PM	3	0	2	1	6	6	236	5	0	247	1	0	8	0	9	5	177	5	0	187	449
4:45 PM	2	0	4	0	6	10	229	3	0	242	3	0	7	0	10	3	187	10	0	200	458
Hourly Total	8	0	17	1	26	38	998	28	0	1064	11	1	35	0	47	14	684	24	0	722	1859
5:00 PM	3	0	5	0	8	5	237	4	0	246	5	0	5	0	10	4	193	2	0	199	463
5:15 PM	1	0	2	0	3	11	247	5	0	263	9	0	8	0	17	5	225	9	0	239	522
5:30 PM	2	0	1	0	3	9	235	6	0	250	4	0	8	0	12	3	236	5	0	244	509
5:45 PM	4	0	5	0	9	8	211	5	1	225	7	1	5	0	13	4	228	8	0	240	487
Hourly Total	10	0	13	0	23	33	930	20	1	984	25	1	26	0	52	16	882	24	0	922	1981
6:00 PM	7	0	2	0	9	8	219	5	1	233	4	0	6	0	10	1	173	6	0	180	432
6:15 PM	3	0	2	0	5	8	177	2	0	187	4	0	8	0	12	6	147	4	0	157	361
Grand Total	157	19	161	1	338	324	7791	180	2	8297	186	17	357	1	561	129	7787	195	0	8111	17307
Approach %	46.4	5.6	47.6	0.3	-	3.9	93.9	2.2	0.0	-	33.2	3.0	63.6	0.2	-	1.6	96.0	2.4	0.0	-	-

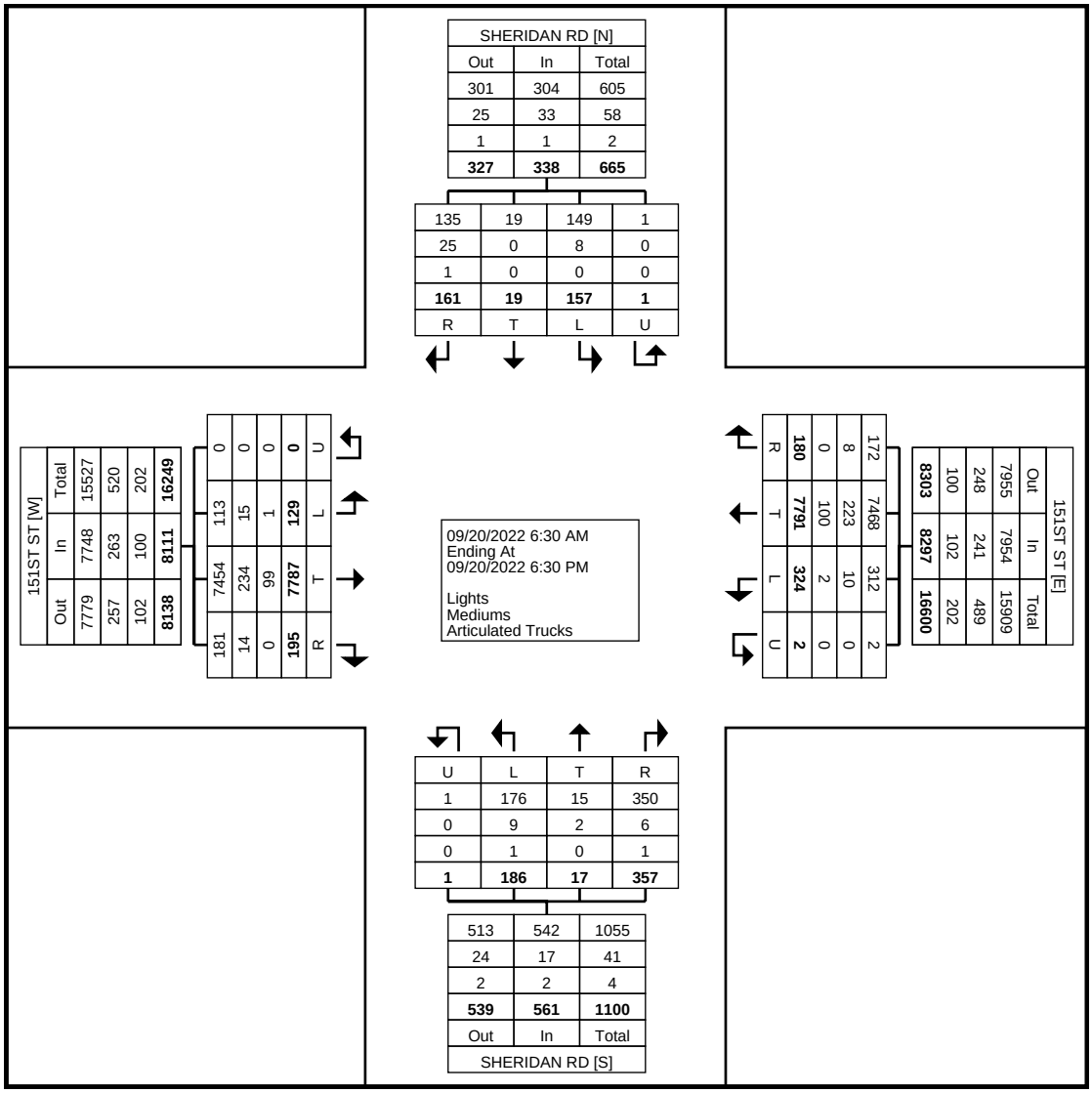
Total %	0.9	0.1	0.9	0.0	2.0	1.9	45.0	1.0	0.0	47.9	1.1	0.1	2.1	0.0	3.2	0.7	45.0	1.1	0.0	46.9	-
Lights	149	19	135	1	304	312	7468	172	2	7954	176	15	350	1	542	113	7454	181	0	7748	16548
% Lights	94.9	100.0	83.9	100.0	89.9	96.3	95.9	95.6	100.0	95.9	94.6	88.2	98.0	100.0	96.6	87.6	95.7	92.8	-	95.5	95.6
Mediums	8	0	25	0	33	10	223	8	0	241	9	2	6	0	17	15	234	14	0	263	554
% Mediums	5.1	0.0	15.5	0.0	9.8	3.1	2.9	4.4	0.0	2.9	4.8	11.8	1.7	0.0	3.0	11.6	3.0	7.2	-	3.2	3.2
Articulated Trucks	0	0	1	0	1	2	100	0	0	102	1	0	1	0	2	1	99	0	0	100	205
% Articulated Trucks	0.0	0.0	0.6	0.0	0.3	0.6	1.3	0.0	0.0	1.2	0.5	0.0	0.3	0.0	0.4	0.8	1.3	0.0	-	1.2	1.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - 151ST ST @ SHERIDAN RD
Site Code:
Start Date: 09/20/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - 151ST ST @ SHERIDAN RD
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:00 AM)

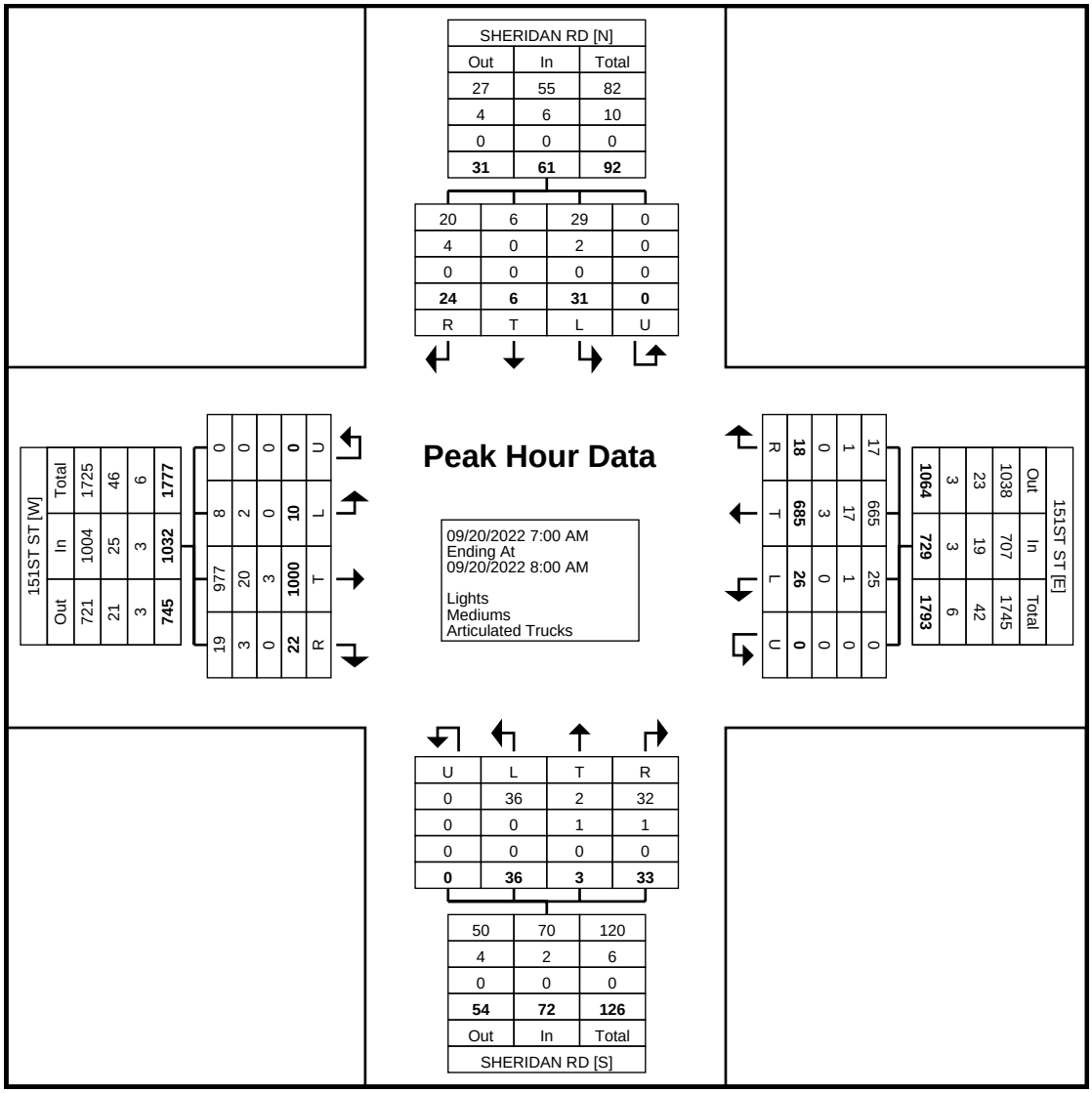
Start Time	SHERIDAN RD Southbound					151ST ST Westbound					SHERIDAN RD Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	12	1	7	0	20	6	144	1	0	151	5	0	9	0	14	3	180	5	0	188	373
7:15 AM	9	0	10	0	19	8	162	5	0	175	10	1	5	0	16	1	306	10	0	317	527
7:30 AM	8	3	5	0	16	7	185	7	0	199	10	1	9	0	20	3	293	3	0	299	534
7:45 AM	2	2	2	0	6	5	194	5	0	204	11	1	10	0	22	3	221	4	0	228	460
Total	31	6	24	0	61	26	685	18	0	729	36	3	33	0	72	10	1000	22	0	1032	1894
Approach %	50.8	9.8	39.3	0.0	-	3.6	94.0	2.5	0.0	-	50.0	4.2	45.8	0.0	-	1.0	96.9	2.1	0.0	-	-
Total %	1.6	0.3	1.3	0.0	3.2	1.4	36.2	1.0	0.0	38.5	1.9	0.2	1.7	0.0	3.8	0.5	52.8	1.2	0.0	54.5	-
PHF	0.646	0.500	0.600	0.000	0.763	0.813	0.883	0.643	0.000	0.893	0.818	0.750	0.825	0.000	0.818	0.833	0.817	0.550	0.000	0.814	0.887
Lights	29	6	20	0	55	25	665	17	0	707	36	2	32	0	70	8	977	19	0	1004	1836
% Lights	93.5	100.0	83.3	-	90.2	96.2	97.1	94.4	-	97.0	100.0	66.7	97.0	-	97.2	80.0	97.7	86.4	-	97.3	96.9
Mediums	2	0	4	0	6	1	17	1	0	19	0	1	1	0	2	2	20	3	0	25	52
% Mediums	6.5	0.0	16.7	-	9.8	3.8	2.5	5.6	-	2.6	0.0	33.3	3.0	-	2.8	20.0	2.0	13.6	-	2.4	2.7
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - 151ST ST @ SHERIDAN RD
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - 151ST ST @ SHERIDAN RD
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	SHERIDAN RD Southbound					151ST ST Westbound					SHERIDAN RD Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	3	0	5	0	8	5	237	4	0	246	5	0	5	0	10	4	193	2	0	199	463
5:15 PM	1	0	2	0	3	11	247	5	0	263	9	0	8	0	17	5	225	9	0	239	522
5:30 PM	2	0	1	0	3	9	235	6	0	250	4	0	8	0	12	3	236	5	0	244	509
5:45 PM	4	0	5	0	9	8	211	5	1	225	7	1	5	0	13	4	228	8	0	240	487
Total	10	0	13	0	23	33	930	20	1	984	25	1	26	0	52	16	882	24	0	922	1981
Approach %	43.5	0.0	56.5	0.0	-	3.4	94.5	2.0	0.1	-	48.1	1.9	50.0	0.0	-	1.7	95.7	2.6	0.0	-	-
Total %	0.5	0.0	0.7	0.0	1.2	1.7	46.9	1.0	0.1	49.7	1.3	0.1	1.3	0.0	2.6	0.8	44.5	1.2	0.0	46.5	-
PHF	0.625	0.000	0.650	0.000	0.639	0.750	0.941	0.833	0.250	0.935	0.694	0.250	0.813	0.000	0.765	0.800	0.934	0.667	0.000	0.945	0.949
Lights	10	0	13	0	23	33	927	20	1	981	23	1	26	0	50	16	868	24	0	908	1962
% Lights	100.0	-	100.0	-	100.0	100.0	99.7	100.0	100.0	99.7	92.0	100.0	100.0	-	96.2	100.0	98.4	100.0	-	98.5	99.0
Mediums	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	9	0	0	9	13
% Mediums	0.0	-	0.0	-	0.0	0.0	0.2	0.0	0.0	0.2	8.0	0.0	0.0	-	3.8	0.0	1.0	0.0	-	1.0	0.7
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.5	0.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - 151ST ST @ SHERIDAN RD
Site Code:
Start Date: 09/20/2022
Page No: 7

SHERIDAN RD [N]		
Out	In	Total
37	23	60
0	0	0
0	0	0
37	**23**	**60**

13	0	10	0
0	0	0	0
0	0	0	0
13	**0**	**10**	**0**
R	T	L	U

151ST ST [W]			
Out	In	Total	
963	908	1871	13
4	6	9	6
1	5	6	5
968	**922**	**1890**	

0	0	0	0
16	0	0	0
868	6	5	0
882	**16**	**0**	
24	0	0	0
R	T	L	U

Peak Hour Data

09/20/2022 5:00 PM
Ending At
09/20/2022 6:00 PM

Lights
Mediums
Articulated Trucks

20	0	0	0
927	2	1	0
33	0	0	0
1	**0**	**0**	**0**
U	L	T	R

151ST ST [E]		
Out	In	Total
905	981	1886
9	2	11
5	1	6
919	**984**	**1903**

U	L	T	R
0	23	1	26
0	2	0	0
0	0	0	0
0	**25**	**1**	**26**

57	50	107
0	2	2
0	0	0
57	**52**	**109**
Out	In	Total
SHERIDAN RD [S]		

Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - 151ST ST @ 49TH AVE
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	49TH AVE Southbound					151ST ST Westbound					49TH AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	5	0	19	0	24	5	99	1	0	105	1	0	4	0	5	2	92	1	0	95	229
6:45 AM	3	0	5	0	8	11	126	4	0	141	1	1	4	0	6	5	114	1	0	120	275
Hourly Total	8	0	24	0	32	16	225	5	0	246	2	1	8	0	11	7	206	2	0	215	504
7:00 AM	5	2	18	0	25	5	150	8	1	164	4	1	11	0	16	3	159	2	0	164	369
7:15 AM	8	1	10	0	19	7	177	4	2	190	5	1	16	0	22	3	269	5	0	277	508
7:30 AM	18	0	14	0	32	4	193	11	0	208	7	1	11	0	19	3	235	4	0	242	501
7:45 AM	7	1	13	0	21	6	173	8	0	187	4	1	4	0	9	12	193	3	0	208	425
Hourly Total	38	4	55	0	97	22	693	31	3	749	20	4	42	0	66	21	856	14	0	891	1803
8:00 AM	6	0	10	0	16	5	134	9	0	148	3	0	12	0	15	10	164	4	0	178	357
8:15 AM	7	1	14	0	22	12	149	2	0	163	4	0	10	0	14	7	208	2	0	217	416
8:30 AM	4	0	9	0	13	3	152	7	0	162	8	0	10	0	18	6	193	11	0	210	403
8:45 AM	4	1	7	0	12	8	193	6	0	207	5	0	9	0	14	5	139	8	0	152	385
Hourly Total	21	2	40	0	63	28	628	24	0	680	20	0	41	0	61	28	704	25	0	757	1561
9:00 AM	9	0	5	0	14	7	107	6	0	120	2	0	15	0	17	4	134	4	0	142	293
9:15 AM	8	0	11	0	19	7	115	6	0	128	8	1	6	0	15	4	96	9	0	109	271
9:30 AM	1	0	8	0	9	4	121	5	0	130	5	0	10	0	15	5	136	2	0	143	297
9:45 AM	0	1	4	0	5	3	111	8	0	122	4	0	7	0	11	7	106	5	0	118	256
Hourly Total	18	1	28	0	47	21	454	25	0	500	19	1	38	0	58	20	472	20	0	512	1117
10:00 AM	7	1	7	0	15	4	104	9	0	117	2	0	10	0	12	5	91	2	0	98	242
10:15 AM	4	0	3	0	7	4	107	4	0	115	2	1	6	0	9	3	102	4	0	109	240
10:30 AM	5	2	6	0	13	3	99	8	1	111	7	1	8	0	16	4	98	3	0	105	245
10:45 AM	6	0	6	0	12	4	103	3	0	110	4	1	5	0	10	3	109	6	0	118	250
Hourly Total	22	3	22	0	47	15	413	24	1	453	15	3	29	0	47	15	400	15	0	430	977
11:00 AM	7	1	8	0	16	6	121	10	0	137	3	0	11	0	14	4	123	1	1	129	296
11:15 AM	5	0	6	1	12	9	100	12	0	121	3	1	3	0	7	9	97	1	0	107	247
11:30 AM	8	0	6	0	14	9	124	9	0	142	4	2	11	0	17	4	108	3	0	115	288
11:45 AM	4	0	5	0	9	10	131	9	0	150	5	0	5	0	10	5	121	4	0	130	299
Hourly Total	24	1	25	1	51	34	476	40	0	550	15	3	30	0	48	22	449	9	1	481	1130
12:00 PM	7	0	8	0	15	5	118	11	0	134	3	0	8	0	11	4	122	2	0	128	288
12:15 PM	6	1	8	0	15	5	120	11	0	136	2	1	7	0	10	3	118	2	0	123	284
12:30 PM	7	0	9	0	16	9	136	3	0	148	0	0	9	0	9	7	109	3	0	119	292
12:45 PM	6	0	8	0	14	4	130	11	0	145	3	0	8	0	11	5	106	2	0	113	283
Hourly Total	26	1	33	0	60	23	504	36	0	563	8	1	32	0	41	19	455	9	0	483	1147
1:00 PM	4	0	2	0	6	7	111	7	0	125	3	0	6	0	9	6	121	3	0	130	270
1:15 PM	11	1	5	0	17	7	111	4	0	122	5	0	8	0	13	1	126	4	0	131	283
1:30 PM	10	1	4	0	15	10	104	11	0	125	2	2	5	0	9	0	104	1	0	105	254
1:45 PM	5	0	4	0	9	6	108	4	0	118	2	1	8	0	11	7	112	4	0	123	261
Hourly Total	30	2	15	0	47	30	434	26	0	490	12	3	27	0	42	14	463	12	0	489	1068
2:00 PM	4	0	10	0	14	4	175	8	0	187	5	1	13	0	19	2	92	4	0	98	318
2:15 PM	7	2	5	0	14	8	150	5	0	163	1	1	4	0	6	9	126	7	0	142	325
2:30 PM	10	0	11	0	21	7	150	3	0	160	10	0	6	0	16	2	131	5	0	138	335
2:45 PM	9	0	6	0	15	1	154	10	0	165	3	1	10	0	14	5	120	3	0	128	322
Hourly Total	30	2	32	0	64	20	629	26	0	675	19	3	33	0	55	18	469	19	0	506	1300
3:00 PM	7	2	6	0	15	9	164	9	0	182	7	0	6	0	13	6	168	5	0	179	389
3:15 PM	8	0	4	0	12	11	159	12	0	182	1	0	5	0	6	7	168	3	0	178	378
3:30 PM	5	3	6	0	14	6	132	15	0	153	1	1	9	0	11	10	179	4	1	194	372
3:45 PM	6	1	5	0	12	11	152	15	0	178	4	0	5	0	9	12	190	4	0	206	405
Hourly Total	26	6	21	0	53	37	607	51	0	695	13	1	25	0	39	35	705	16	1	757	1544
4:00 PM	4	0	10	0	14	8	236	15	0	259	3	0	9	0	12	6	155	5	0	166	451
4:15 PM	12	0	14	0	26	12	232	14	0	258	4	0	9	0	13	2	144	2	0	148	445
4:30 PM	7	0	13	0	20	7	208	12	0	227	1	1	6	0	8	12	166	5	0	183	438
4:45 PM	7	0	7	0	14	8	202	14	0	224	1	1	7	0	9	9	185	5	0	199	446
Hourly Total	30	0	44	0	74	35	878	55	0	968	9	2	31	0	42	29	650	17	0	696	1780
5:00 PM	6	2	5	0	13	11	224	10	0	245	6	0	6	0	12	10	178	2	0	190	460
5:15 PM	8	2	5	0	15	9	228	6	0	243	6	3	11	0	20	17	213	5	0	235	513
5:30 PM	8	0	5	0	13	6	210	12	0	228	8	0	14	0	22	17	234	2	0	253	516
5:45 PM	6	0	4	0	10	13	178	12	0	203	6	0	8	0	14	19	205	4	0	228	455
Hourly Total	28	4	19	0	51	39	840	40	0	919	26	3	39	0	68	63	830	13	0	906	1944
6:00 PM	5	1	3	0	9	12	198	6	0	216	2	1	9	0	12	4	160	1	0	165	402
6:15 PM	5	2	13	0	20	8	164	5	0	177	2	0	8	0	10	7	141	0	0	148	355
Grand Total	311	29	374	1	715	340	7143	394	4	7881	182	26	392	0	600	302	6960	172	2	7436	16632
Approach %	43.5	4.1	52.3	0.1	-	4.3	90.6	5.0	0.1	-	30.3	4.3	65.3	0.0	-	4.1	93.6	2.3	0.0	-	-

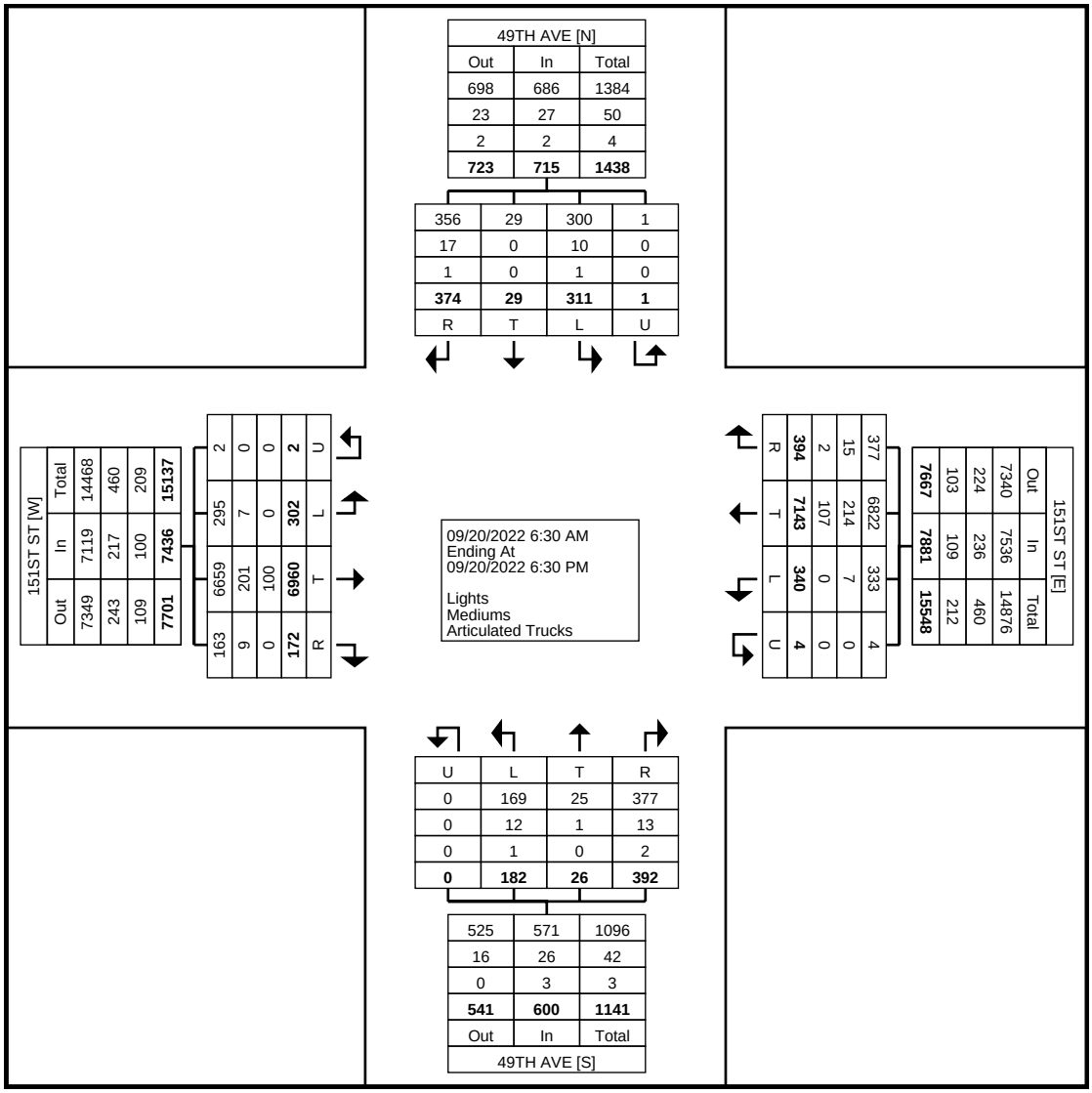
Total %	1.9	0.2	2.2	0.0	4.3	2.0	42.9	2.4	0.0	47.4	1.1	0.2	2.4	0.0	3.6	1.8	41.8	1.0	0.0	44.7	-
Lights	300	29	356	1	686	333	6822	377	4	7536	169	25	377	0	571	295	6659	163	2	7119	15912
% Lights	96.5	100.0	95.2	100.0	95.9	97.9	95.5	95.7	100.0	95.6	92.9	96.2	96.2	-	95.2	97.7	95.7	94.8	100.0	95.7	95.7
Mediums	10	0	17	0	27	7	214	15	0	236	12	1	13	0	26	7	201	9	0	217	506
% Mediums	3.2	0.0	4.5	0.0	3.8	2.1	3.0	3.8	0.0	3.0	6.6	3.8	3.3	-	4.3	2.3	2.9	5.2	0.0	2.9	3.0
Articulated Trucks	1	0	1	0	2	0	107	2	0	109	1	0	2	0	3	0	100	0	0	100	214
% Articulated Trucks	0.3	0.0	0.3	0.0	0.3	0.0	1.5	0.5	0.0	1.4	0.5	0.0	0.5	-	0.5	0.0	1.4	0.0	0.0	1.3	1.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - 151ST ST @ 49TH AVE
Site Code:
Start Date: 09/20/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - 151ST ST @ 49TH AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:00 AM)

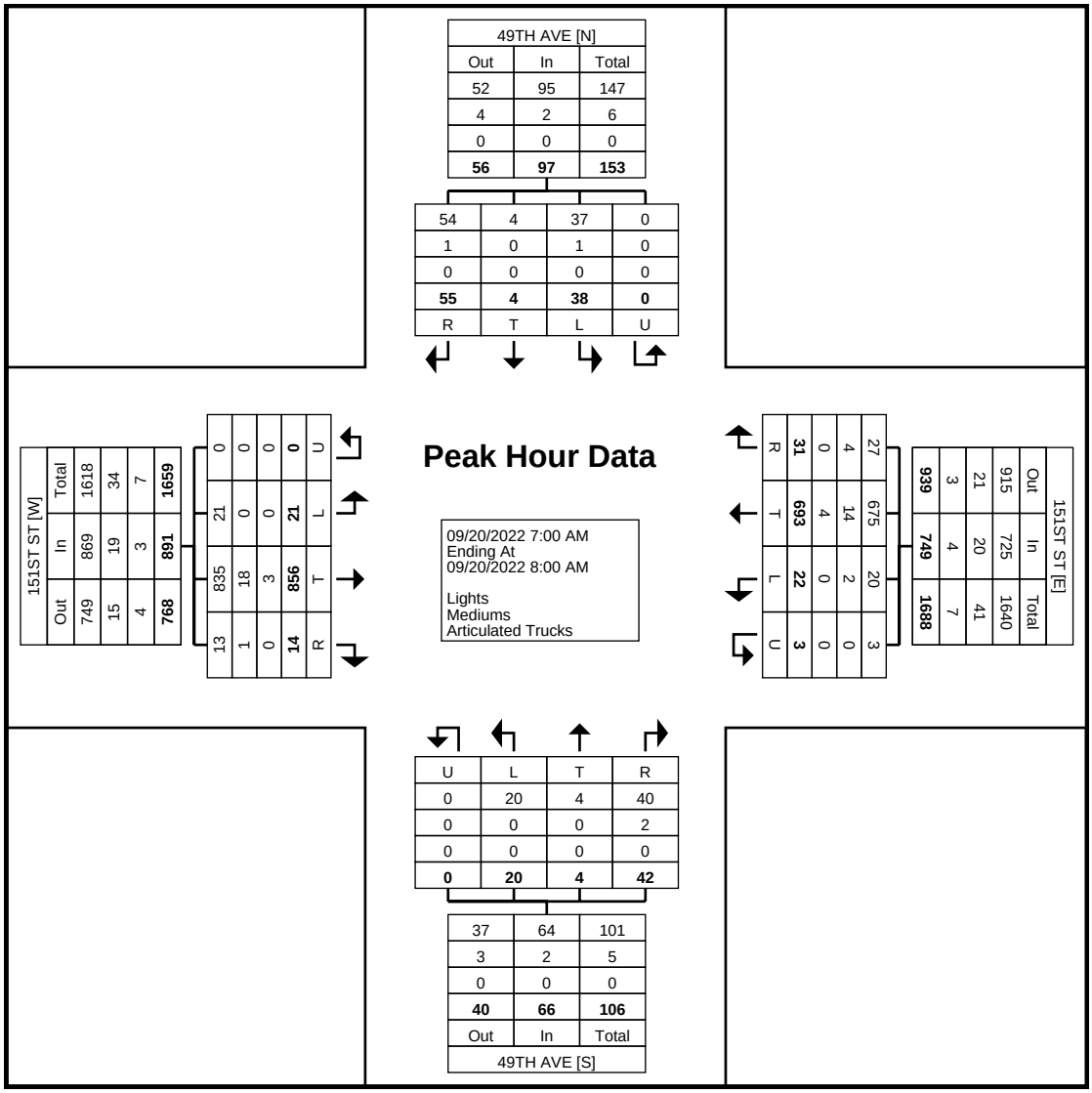
Start Time	49TH AVE Southbound					151ST ST Westbound					49TH AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	5	2	18	0	25	5	150	8	1	164	4	1	11	0	16	3	159	2	0	164	369
7:15 AM	8	1	10	0	19	7	177	4	2	190	5	1	16	0	22	3	269	5	0	277	508
7:30 AM	18	0	14	0	32	4	193	11	0	208	7	1	11	0	19	3	235	4	0	242	501
7:45 AM	7	1	13	0	21	6	173	8	0	187	4	1	4	0	9	12	193	3	0	208	425
Total	38	4	55	0	97	22	693	31	3	749	20	4	42	0	66	21	856	14	0	891	1803
Approach %	39.2	4.1	56.7	0.0	-	2.9	92.5	4.1	0.4	-	30.3	6.1	63.6	0.0	-	2.4	96.1	1.6	0.0	-	-
Total %	2.1	0.2	3.1	0.0	5.4	1.2	38.4	1.7	0.2	41.5	1.1	0.2	2.3	0.0	3.7	1.2	47.5	0.8	0.0	49.4	-
PHF	0.528	0.500	0.764	0.000	0.758	0.786	0.898	0.705	0.375	0.900	0.714	1.000	0.656	0.000	0.750	0.438	0.796	0.700	0.000	0.804	0.887
Lights	37	4	54	0	95	20	675	27	3	725	20	4	40	0	64	21	835	13	0	869	1753
% Lights	97.4	100.0	98.2	-	97.9	90.9	97.4	87.1	100.0	96.8	100.0	100.0	95.2	-	97.0	100.0	97.5	92.9	-	97.5	97.2
Mediums	1	0	1	0	2	2	14	4	0	20	0	0	2	0	2	0	18	1	0	19	43
% Mediums	2.6	0.0	1.8	-	2.1	9.1	2.0	12.9	0.0	2.7	0.0	0.0	4.8	-	3.0	0.0	2.1	7.1	-	2.1	2.4
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	-	0.3	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - 151ST ST @ 49TH AVE
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - 151ST ST @ 49TH AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (5:00 PM)

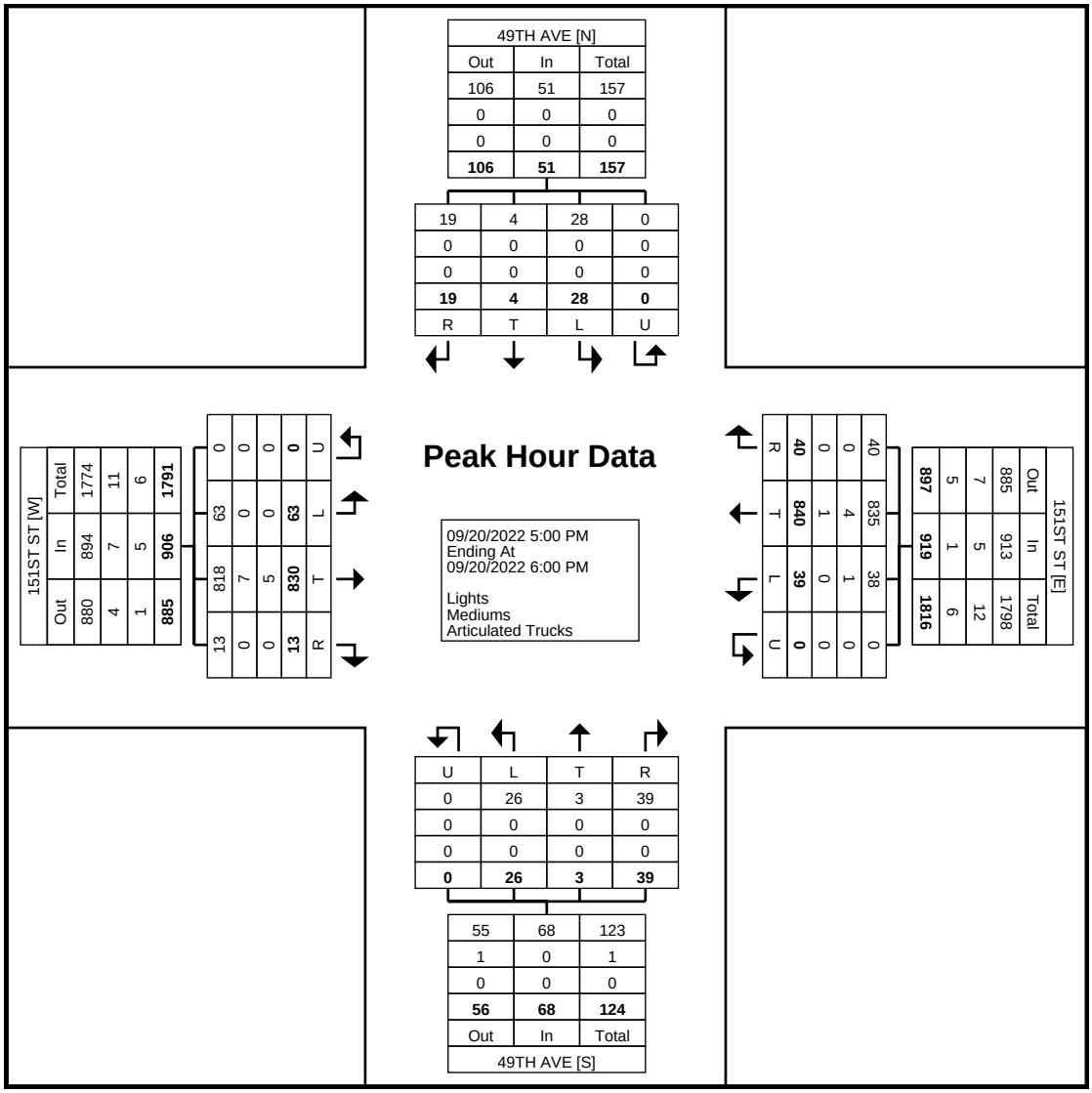
Start Time	49TH AVE Southbound					151ST ST Westbound					49TH AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	6	2	5	0	13	11	224	10	0	245	6	0	6	0	12	10	178	2	0	190	460
5:15 PM	8	2	5	0	15	9	228	6	0	243	6	3	11	0	20	17	213	5	0	235	513
5:30 PM	8	0	5	0	13	6	210	12	0	228	8	0	14	0	22	17	234	2	0	253	516
5:45 PM	6	0	4	0	10	13	178	12	0	203	6	0	8	0	14	19	205	4	0	228	455
Total	28	4	19	0	51	39	840	40	0	919	26	3	39	0	68	63	830	13	0	906	1944
Approach %	54.9	7.8	37.3	0.0	-	4.2	91.4	4.4	0.0	-	38.2	4.4	57.4	0.0	-	7.0	91.6	1.4	0.0	-	-
Total %	1.4	0.2	1.0	0.0	2.6	2.0	43.2	2.1	0.0	47.3	1.3	0.2	2.0	0.0	3.5	3.2	42.7	0.7	0.0	46.6	-
PHF	0.875	0.500	0.950	0.000	0.850	0.750	0.921	0.833	0.000	0.938	0.813	0.250	0.696	0.000	0.773	0.829	0.887	0.650	0.000	0.895	0.942
Lights	28	4	19	0	51	38	835	40	0	913	26	3	39	0	68	63	818	13	0	894	1926
% Lights	100.0	100.0	100.0	-	100.0	97.4	99.4	100.0	-	99.3	100.0	100.0	100.0	-	100.0	100.0	98.6	100.0	-	98.7	99.1
Mediums	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	12
% Mediums	0.0	0.0	0.0	-	0.0	2.6	0.5	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.0	0.8	0.0	-	0.8	0.6
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.6	0.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - 151ST ST @ 49TH AVE
Site Code:
Start Date: 09/20/2022
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - 151ST ST @ KIMBERLY CLARK PL
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	KIMBERLY CLARK PL Southbound					151ST ST Westbound					RESIDENTIAL DWY Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	11	0	9	0	20	0	91	19	0	110	0	0	0	0	0	7	82	0	1	90	220
6:45 AM	13	0	8	0	21	0	116	17	0	133	0	0	0	0	0	10	111	0	0	121	275
Hourly Total	24	0	17	0	41	0	207	36	0	243	0	0	0	0	0	17	193	0	1	211	495
7:00 AM	21	0	17	0	38	0	150	15	0	165	0	0	0	0	0	3	153	0	1	157	360
7:15 AM	35	0	11	0	46	0	173	12	0	185	0	0	0	0	0	4	231	0	0	235	466
7:30 AM	30	0	44	0	74	1	196	20	0	217	0	0	1	0	1	3	208	0	0	211	503
7:45 AM	11	0	12	0	23	0	178	19	0	197	0	0	0	0	0	11	193	0	0	204	424
Hourly Total	97	0	84	0	181	1	697	66	0	764	0	0	1	0	1	21	785	0	1	807	1753
8:00 AM	17	0	7	0	24	0	137	10	0	147	0	0	0	0	0	4	161	0	0	165	336
8:15 AM	18	0	1	0	19	0	158	10	0	168	0	0	0	0	0	3	193	0	0	196	383
8:30 AM	19	0	7	0	26	0	156	13	0	169	0	0	0	0	0	8	188	0	0	196	391
8:45 AM	10	0	6	0	16	1	179	21	0	201	0	0	0	0	0	3	133	0	0	136	353
Hourly Total	64	0	21	0	85	1	630	54	0	685	0	0	0	0	0	18	675	0	0	693	1463
9:00 AM	22	0	1	0	23	0	107	10	0	117	1	0	0	0	1	4	113	0	0	117	258
9:15 AM	9	0	9	0	18	0	125	9	0	134	0	0	0	0	0	5	104	0	0	109	261
9:30 AM	11	0	6	0	17	0	126	4	0	130	0	0	0	0	0	8	134	0	0	142	289
9:45 AM	9	0	9	0	18	0	112	10	0	122	0	0	0	0	0	5	110	0	0	115	255
Hourly Total	51	0	25	0	76	0	470	33	0	503	1	0	0	0	1	22	461	0	0	483	1063
10:00 AM	8	0	6	0	14	0	99	9	0	108	0	0	0	0	0	5	99	0	0	104	226
10:15 AM	7	0	6	0	13	0	101	14	0	115	0	0	0	0	0	4	114	0	1	119	247
10:30 AM	9	0	3	0	12	0	103	5	0	108	0	0	0	0	0	1	99	0	0	100	220
10:45 AM	7	0	4	0	11	0	103	10	0	113	0	0	0	0	0	5	108	0	0	113	237
Hourly Total	31	0	19	0	50	0	406	38	0	444	0	0	0	0	0	15	420	0	1	436	930
11:00 AM	15	0	13	0	28	0	126	7	0	133	0	0	0	0	0	10	110	0	1	121	282
11:15 AM	14	0	12	0	26	0	102	10	0	112	0	0	0	0	0	13	99	0	0	112	250
11:30 AM	12	0	10	0	22	0	122	14	0	136	0	0	0	0	0	7	105	0	0	112	270
11:45 AM	11	0	4	0	15	0	116	14	0	130	0	0	0	0	0	10	109	0	0	119	264
Hourly Total	52	0	39	0	91	0	466	45	0	511	0	0	0	0	0	40	423	0	1	464	1066
12:00 PM	19	0	10	0	29	0	123	13	0	136	0	0	0	0	0	11	111	0	0	122	287
12:15 PM	16	0	6	1	23	0	108	11	0	119	0	0	0	0	0	7	104	0	0	111	253
12:30 PM	5	0	5	0	10	0	119	21	0	140	0	0	0	0	0	5	113	0	0	118	268
12:45 PM	9	0	6	0	15	0	122	17	0	139	0	0	0	0	0	5	108	0	0	113	267
Hourly Total	49	0	27	1	77	0	472	62	0	534	0	0	0	0	0	28	436	0	0	464	1075
1:00 PM	17	0	6	0	23	0	101	10	1	112	0	0	0	0	0	5	107	0	1	113	248
1:15 PM	16	0	7	0	23	0	107	11	0	118	0	0	0	0	0	5	113	0	0	118	259
1:30 PM	14	0	5	0	19	0	101	10	0	111	0	0	0	0	0	5	92	0	0	97	227
1:45 PM	13	0	2	0	15	0	108	8	0	116	0	0	0	0	0	6	105	0	0	111	242
Hourly Total	60	0	20	0	80	0	417	39	1	457	0	0	0	0	0	21	417	0	1	439	976
2:00 PM	3	0	4	0	7	0	170	16	0	186	0	0	0	0	0	1	98	0	0	99	292
2:15 PM	16	0	11	0	27	0	135	16	0	151	0	0	0	0	0	3	133	0	0	136	314
2:30 PM	11	0	8	0	19	0	154	12	0	166	0	0	0	0	0	10	118	0	0	128	313
2:45 PM	13	0	11	0	24	0	161	8	0	169	0	0	0	0	0	8	122	0	0	130	323
Hourly Total	43	0	34	0	77	0	620	52	0	672	0	0	0	0	0	22	471	0	0	493	1242
3:00 PM	10	0	9	0	19	0	152	18	0	170	0	0	0	0	0	11	172	0	0	183	372
3:15 PM	17	0	3	0	20	0	151	18	0	169	0	0	0	0	0	5	157	0	0	162	351
3:30 PM	25	0	5	0	30	0	126	15	0	141	0	0	0	0	0	6	176	0	0	182	353
3:45 PM	10	0	8	0	18	0	145	20	0	165	0	4	0	0	4	8	179	0	0	187	374
Hourly Total	62	0	25	0	87	0	574	71	0	645	0	4	0	0	4	30	684	0	0	714	1450
4:00 PM	20	0	9	0	29	0	213	25	0	238	0	0	0	0	0	4	138	0	0	142	409
4:15 PM	23	0	7	0	30	0	217	33	0	250	0	0	0	0	0	6	127	0	0	133	413
4:30 PM	16	0	13	0	29	0	202	21	0	223	0	0	0	0	0	7	171	0	0	178	430
4:45 PM	21	0	13	0	34	0	178	20	0	198	0	0	0	0	0	4	180	0	0	184	416
Hourly Total	80	0	42	0	122	0	810	99	0	909	0	0	0	0	0	21	616	0	0	637	1668
5:00 PM	13	0	9	0	22	0	199	27	0	226	0	0	0	0	0	8	175	0	0	183	431
5:15 PM	25	0	15	0	40	0	193	38	0	231	0	0	0	0	0	13	206	0	0	219	490
5:30 PM	22	0	6	1	29	0	190	28	0	218	0	0	0	0	0	11	232	0	0	243	490
5:45 PM	20	0	5	0	25	0	176	13	0	189	0	0	0	0	0	5	188	0	0	193	407
Hourly Total	80	0	35	1	116	0	758	106	0	864	0	0	0	0	0	37	801	0	0	838	1818
6:00 PM	27	0	18	0	45	0	178	21	0	199	0	0	0	0	0	6	142	0	0	148	392
6:15 PM	19	0	8	0	27	0	163	13	0	176	0	0	0	0	0	3	122	0	0	125	328
Grand Total	739	0	414	2	1155	2	6868	735	1	7606	1	4	1	0	6	301	6646	0	5	6952	15719
Approach %	64.0	0.0	35.8	0.2	-	0.0	90.3	9.7	0.0	-	16.7	66.7	16.7	0.0	-	4.3	95.6	0.0	0.1	-	-

Total %	4.7	0.0	2.6	0.0	7.3	0.0	43.7	4.7	0.0	48.4	0.0	0.0	0.0	0.0	0.0	1.9	42.3	0.0	0.0	44.2	-
Lights	683	0	321	1	1005	2	6575	674	1	7252	1	2	1	0	4	222	6368	0	5	6595	14856
% Lights	92.4	-	77.5	50.0	87.0	100.0	95.7	91.7	100.0	95.3	100.0	50.0	100.0	-	66.7	73.8	95.8	-	100.0	94.9	94.5
Mediums	21	0	16	0	37	0	226	22	0	248	0	2	0	0	2	14	215	0	0	229	516
% Mediums	2.8	-	3.9	0.0	3.2	0.0	3.3	3.0	0.0	3.3	0.0	50.0	0.0	-	33.3	4.7	3.2	-	0.0	3.3	3.3
Articulated Trucks	35	0	77	1	113	0	67	39	0	106	0	0	0	0	0	65	63	0	0	128	347
% Articulated Trucks	4.7	-	18.6	50.0	9.8	0.0	1.0	5.3	0.0	1.4	0.0	0.0	0.0	-	0.0	21.6	0.9	-	0.0	1.8	2.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 5 - 151ST ST @ KIMBERLY CLARK PL
Site Code:
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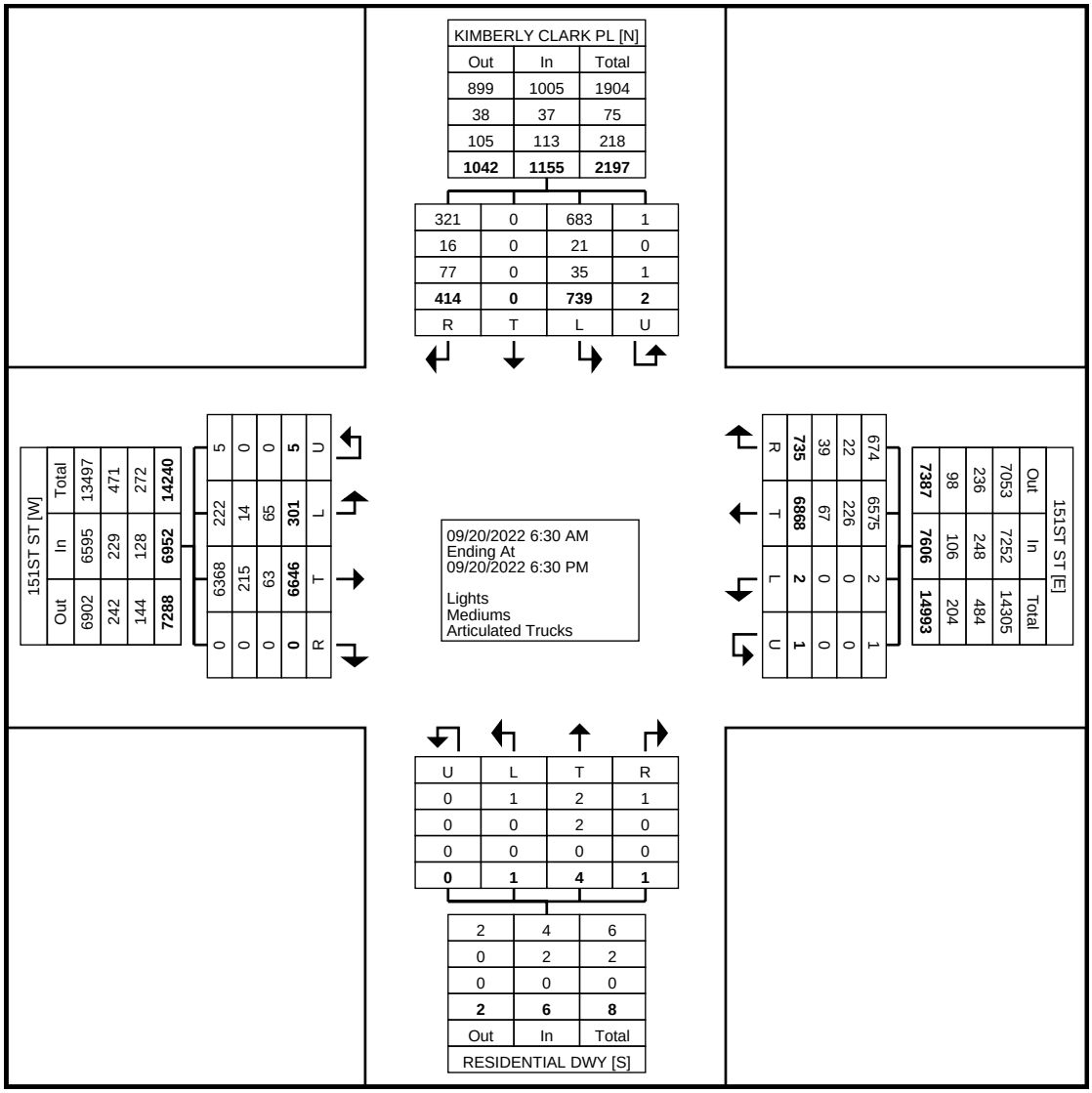
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - 151ST ST @ KIMBERLY CLARK PL
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:00 AM)

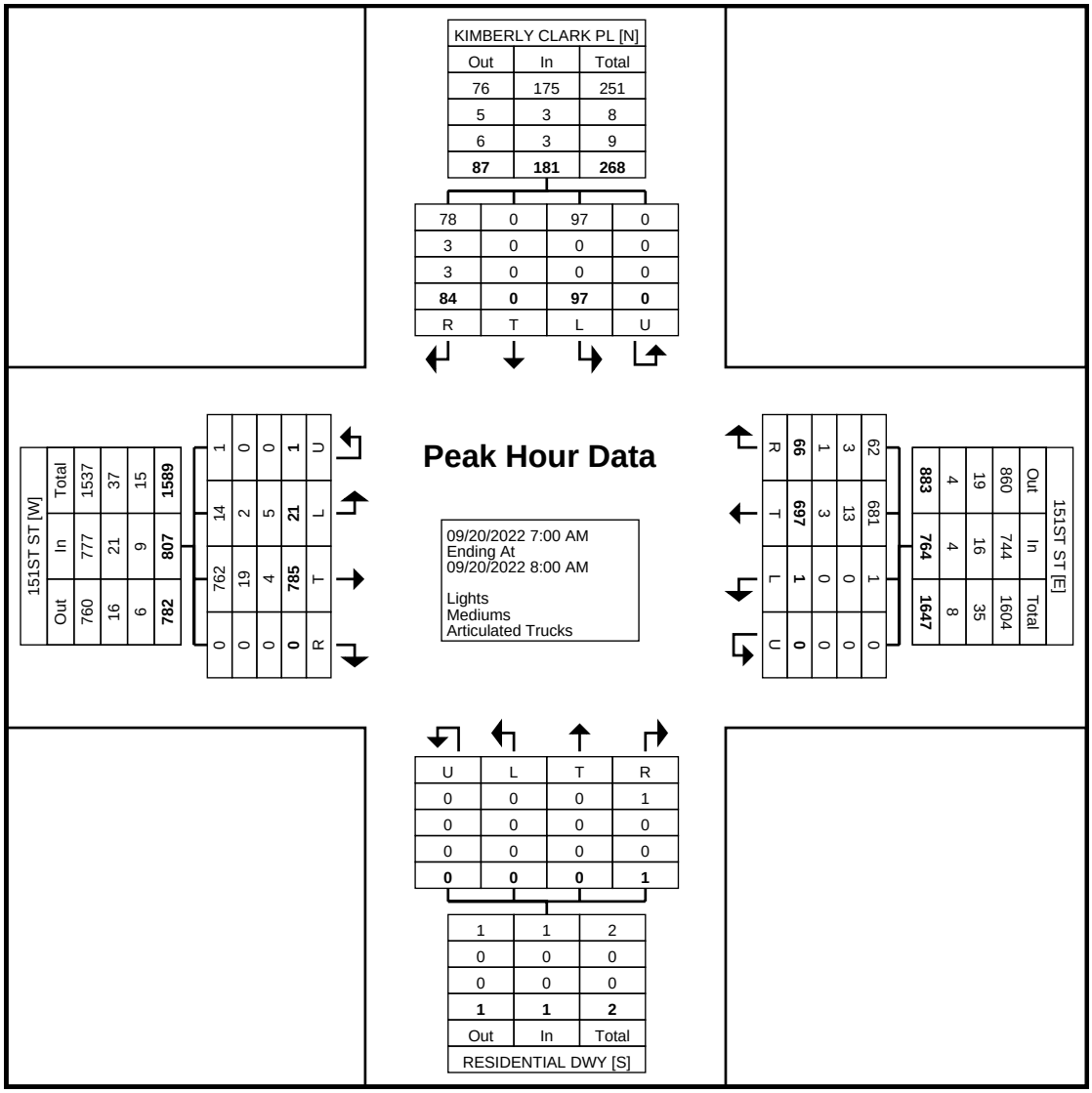
Start Time	KIMBERLY CLARK PL Southbound					151ST ST Westbound					RESIDENTIAL DWY Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	21	0	17	0	38	0	150	15	0	165	0	0	0	0	0	3	153	0	1	157	360
7:15 AM	35	0	11	0	46	0	173	12	0	185	0	0	0	0	0	4	231	0	0	235	466
7:30 AM	30	0	44	0	74	1	196	20	0	217	0	0	1	0	1	3	208	0	0	211	503
7:45 AM	11	0	12	0	23	0	178	19	0	197	0	0	0	0	0	11	193	0	0	204	424
Total	97	0	84	0	181	1	697	66	0	764	0	0	1	0	1	21	785	0	1	807	1753
Approach %	53.6	0.0	46.4	0.0	-	0.1	91.2	8.6	0.0	-	0.0	0.0	100.0	0.0	-	2.6	97.3	0.0	0.1	-	-
Total %	5.5	0.0	4.8	0.0	10.3	0.1	39.8	3.8	0.0	43.6	0.0	0.0	0.1	0.0	0.1	1.2	44.8	0.0	0.1	46.0	-
PHF	0.693	0.000	0.477	0.000	0.611	0.250	0.889	0.825	0.000	0.880	0.000	0.000	0.250	0.000	0.250	0.477	0.850	0.000	0.250	0.859	0.871
Lights	97	0	78	0	175	1	681	62	0	744	0	0	1	0	1	14	762	0	1	777	1697
% Lights	100.0	-	92.9	-	96.7	100.0	97.7	93.9	-	97.4	-	-	100.0	-	100.0	66.7	97.1	-	100.0	96.3	96.8
Mediums	0	0	3	0	3	0	13	3	0	16	0	0	0	0	0	2	19	0	0	21	40
% Mediums	0.0	-	3.6	-	1.7	0.0	1.9	4.5	-	2.1	-	-	0.0	-	0.0	9.5	2.4	-	0.0	2.6	2.3
Articulated Trucks	0	0	3	0	3	0	3	1	0	4	0	0	0	0	0	5	4	0	0	9	16
% Articulated Trucks	0.0	-	3.6	-	1.7	0.0	0.4	1.5	-	0.5	-	-	0.0	-	0.0	23.8	0.5	-	0.0	1.1	0.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - 151ST ST @ KIMBERLY CLARK PL
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - 151ST ST @ KIMBERLY CLARK PL
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (4:45 PM)

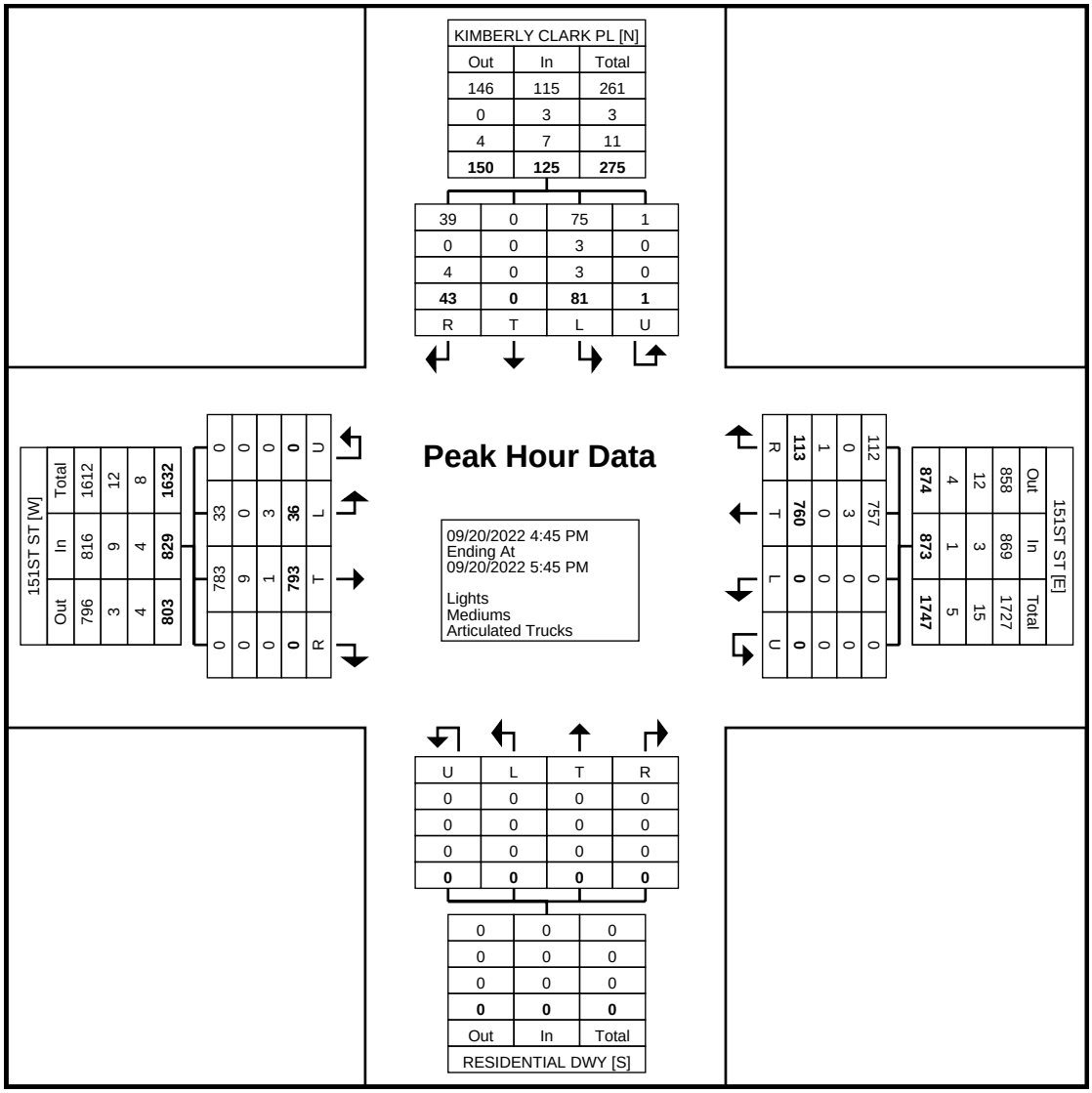
Start Time	KIMBERLY CLARK PL Southbound					151ST ST Westbound					RESIDENTIAL DWY Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	21	0	13	0	34	0	178	20	0	198	0	0	0	0	0	4	180	0	0	184	416
5:00 PM	13	0	9	0	22	0	199	27	0	226	0	0	0	0	0	8	175	0	0	183	431
5:15 PM	25	0	15	0	40	0	193	38	0	231	0	0	0	0	0	13	206	0	0	219	490
5:30 PM	22	0	6	1	29	0	190	28	0	218	0	0	0	0	0	11	232	0	0	243	490
Total	81	0	43	1	125	0	760	113	0	873	0	0	0	0	0	36	793	0	0	829	1827
Approach %	64.8	0.0	34.4	0.8	-	0.0	87.1	12.9	0.0	-	0.0	0.0	0.0	0.0	-	4.3	95.7	0.0	0.0	-	-
Total %	4.4	0.0	2.4	0.1	6.8	0.0	41.6	6.2	0.0	47.8	0.0	0.0	0.0	0.0	0.0	2.0	43.4	0.0	0.0	45.4	-
PHF	0.810	0.000	0.717	0.250	0.781	0.000	0.955	0.743	0.000	0.945	0.000	0.000	0.000	0.000	0.000	0.692	0.855	0.000	0.000	0.853	0.932
Lights	75	0	39	1	115	0	757	112	0	869	0	0	0	0	0	33	783	0	0	816	1800
% Lights	92.6	-	90.7	100.0	92.0	-	99.6	99.1	-	99.5	-	-	-	-	-	91.7	98.7	-	-	98.4	98.5
Mediums	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	15
% Mediums	3.7	-	0.0	0.0	2.4	-	0.4	0.0	-	0.3	-	-	-	-	-	0.0	1.1	-	-	1.1	0.8
Articulated Trucks	3	0	4	0	7	0	0	1	0	1	0	0	0	0	0	3	1	0	0	4	12
% Articulated Trucks	3.7	-	9.3	0.0	5.6	-	0.0	0.9	-	0.1	-	-	-	-	-	8.3	0.1	-	-	0.5	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - 151ST ST @ KIMBERLY CLARK PL
Site Code:
Start Date: 09/20/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - 151ST ST @ HARVARD AVE
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	HARVARD AVE Southbound					151ST ST Westbound					HARVARD AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	26	1	7	0	34	1	94	10	0	105	6	0	6	0	12	2	61	5	1	69	220
6:45 AM	18	0	7	0	25	3	100	9	0	112	6	1	2	0	9	4	104	1	0	109	255
Hourly Total	44	1	14	0	59	4	194	19	0	217	12	1	8	0	21	6	165	6	1	178	475
7:00 AM	35	2	13	0	50	3	126	21	1	151	6	4	8	0	18	8	110	3	0	121	340
7:15 AM	71	4	7	0	82	2	143	25	0	170	2	12	12	0	26	24	148	2	0	174	452
7:30 AM	52	10	12	0	74	9	157	35	0	201	14	37	16	0	67	30	116	1	0	147	489
7:45 AM	50	11	12	0	73	9	166	32	0	207	12	11	2	0	25	9	145	2	0	156	461
Hourly Total	208	27	44	0	279	23	592	113	1	729	34	64	38	0	136	71	519	8	0	598	1742
8:00 AM	55	4	12	0	71	4	117	25	0	146	7	3	7	0	17	4	113	5	0	122	356
8:15 AM	58	3	4	0	65	6	125	24	1	156	7	2	3	0	12	5	135	3	0	143	376
8:30 AM	47	4	7	0	58	4	131	23	0	158	7	0	4	0	11	0	155	3	0	158	385
8:45 AM	30	3	4	0	37	7	121	40	0	168	2	1	5	0	8	1	106	1	0	108	321
Hourly Total	190	14	27	0	231	21	494	112	1	628	23	6	19	0	48	10	509	12	0	531	1438
9:00 AM	25	0	5	0	30	3	80	22	0	105	6	1	9	0	16	3	84	3	0	90	241
9:15 AM	28	1	7	0	36	5	91	19	0	115	4	0	8	0	12	6	91	2	0	99	262
9:30 AM	16	3	4	0	23	1	114	28	0	143	4	0	4	0	8	2	98	1	0	101	275
9:45 AM	24	3	3	0	30	7	88	22	0	117	3	4	5	0	12	4	89	1	0	94	253
Hourly Total	93	7	19	0	119	16	373	91	0	480	17	5	26	0	48	15	362	7	0	384	1031
10:00 AM	28	2	8	0	38	3	91	14	1	109	1	1	3	0	5	6	73	3	0	82	234
10:15 AM	30	0	6	0	36	1	84	19	0	104	1	1	7	0	9	3	81	3	0	87	236
10:30 AM	21	3	8	0	32	2	87	16	0	105	3	3	8	0	14	7	69	2	0	78	229
10:45 AM	26	0	5	0	31	2	85	21	0	108	5	1	6	0	12	3	81	3	0	87	238
Hourly Total	105	5	27	0	137	8	347	70	1	426	10	6	24	0	40	19	304	11	0	334	937
11:00 AM	34	2	4	0	40	2	104	33	0	139	3	1	5	0	9	3	76	3	0	82	270
11:15 AM	24	3	5	0	32	3	95	19	0	117	2	1	5	0	8	1	81	5	0	87	244
11:30 AM	23	1	2	0	26	2	100	18	0	120	3	2	9	0	14	8	84	4	0	96	256
11:45 AM	27	2	5	0	34	3	97	28	0	128	2	4	2	0	8	4	94	3	0	101	271
Hourly Total	108	8	16	0	132	10	396	98	0	504	10	8	21	0	39	16	335	15	0	366	1041
12:00 PM	30	0	3	0	33	3	86	29	0	118	4	4	2	0	10	9	86	1	1	97	258
12:15 PM	27	2	5	0	34	3	90	30	0	123	4	2	5	0	11	3	74	2	0	79	247
12:30 PM	33	1	6	0	40	3	97	31	0	131	2	0	4	0	6	7	80	7	1	95	272
12:45 PM	20	2	14	0	36	6	91	34	0	131	3	3	6	0	12	7	84	1	0	92	271
Hourly Total	110	5	28	0	143	15	364	124	0	503	13	9	17	0	39	26	324	11	2	363	1048
1:00 PM	24	2	4	0	30	3	83	24	0	110	5	0	5	0	10	8	76	5	0	89	239
1:15 PM	25	4	7	0	36	0	86	28	0	114	3	1	6	0	10	4	75	3	0	82	242
1:30 PM	28	1	4	0	33	0	60	22	0	82	2	7	2	0	11	11	64	1	0	76	202
1:45 PM	27	1	7	0	35	2	79	31	0	112	5	3	7	0	15	7	77	1	0	85	247
Hourly Total	104	8	22	0	134	5	308	105	0	418	15	11	20	0	46	30	292	10	0	332	930
2:00 PM	28	6	8	0	42	8	105	35	0	148	4	9	4	0	17	11	76	3	0	90	297
2:15 PM	35	2	4	0	41	1	109	22	0	132	2	3	6	0	11	7	91	4	0	102	286
2:30 PM	26	2	13	0	41	10	100	34	0	144	6	9	7	2	24	15	82	1	0	98	307
2:45 PM	38	0	7	0	45	5	104	41	0	150	3	5	12	1	21	13	88	3	0	104	320
Hourly Total	127	10	32	0	169	24	418	132	0	574	15	26	29	3	73	46	337	11	0	394	1210
3:00 PM	46	10	20	0	76	8	128	39	0	175	3	2	4	0	9	5	97	6	0	108	368
3:15 PM	53	7	13	0	73	2	104	35	1	142	2	2	6	0	10	6	98	3	0	107	332
3:30 PM	42	1	10	0	53	6	94	32	0	132	1	1	5	0	7	4	135	3	0	142	334
3:45 PM	37	2	6	0	45	3	112	26	0	141	3	2	5	0	10	6	144	5	0	155	351
Hourly Total	178	20	49	0	247	19	438	132	1	590	9	7	20	0	36	21	474	17	0	512	1385
4:00 PM	32	2	4	0	38	6	161	70	0	237	2	9	1	0	12	1	105	6	1	113	400
4:15 PM	29	3	3	0	35	7	165	46	0	218	7	5	7	0	19	9	97	5	0	111	383
4:30 PM	42	3	5	0	50	7	162	37	0	206	2	4	3	0	9	4	137	5	0	146	411
4:45 PM	45	2	11	0	58	6	140	46	0	192	7	2	6	0	15	8	126	6	0	140	405
Hourly Total	148	10	23	0	181	26	628	199	0	853	18	20	17	0	55	22	465	22	1	510	1599
5:00 PM	33	4	4	0	41	2	163	52	0	217	4	5	5	0	14	8	134	6	0	148	420
5:15 PM	41	2	5	0	48	6	163	48	0	217	7	4	5	0	16	6	175	4	0	185	466
5:30 PM	59	2	7	0	68	5	133	54	0	192	6	3	8	0	17	13	163	6	0	182	459
5:45 PM	46	6	9	0	61	5	117	45	1	168	0	5	8	0	13	8	131	6	0	145	387
Hourly Total	179	14	25	0	218	18	576	199	1	794	17	17	26	0	60	35	603	22	0	660	1732
6:00 PM	38	2	7	0	47	4	126	51	0	181	4	8	8	0	20	2	94	2	0	98	346
6:15 PM	26	1	3	0	30	5	121	40	0	166	2	2	2	0	6	11	93	2	0	106	308
Grand Total	1658	132	336	0	2126	198	5375	1485	5	7063	199	190	275	3	667	330	4876	156	4	5366	15222
Approach %	78.0	6.2	15.8	0.0	-	2.8	76.1	21.0	0.1	-	29.8	28.5	41.2	0.4	-	6.1	90.9	2.9	0.1	-	-

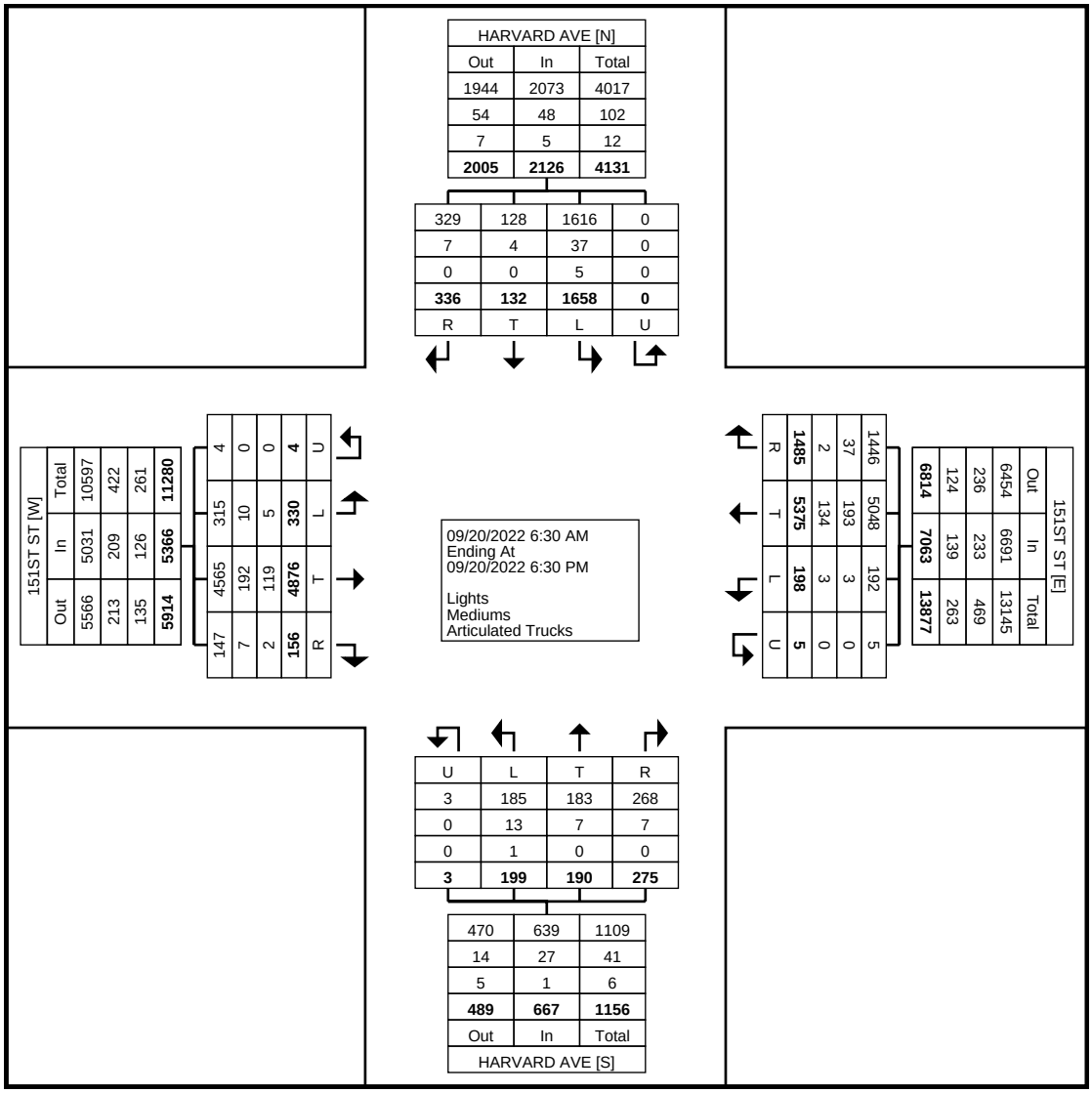
Total %	10.9	0.9	2.2	0.0	14.0	1.3	35.3	9.8	0.0	46.4	1.3	1.2	1.8	0.0	4.4	2.2	32.0	1.0	0.0	35.3	-
Lights	1616	128	329	0	2073	192	5048	1446	5	6691	185	183	268	3	639	315	4565	147	4	5031	14434
% Lights	97.5	97.0	97.9	-	97.5	97.0	93.9	97.4	100.0	94.7	93.0	96.3	97.5	100.0	95.8	95.5	93.6	94.2	100.0	93.8	94.8
Mediums	37	4	7	0	48	3	193	37	0	233	13	7	7	0	27	10	192	7	0	209	517
% Mediums	2.2	3.0	2.1	-	2.3	1.5	3.6	2.5	0.0	3.3	6.5	3.7	2.5	0.0	4.0	3.0	3.9	4.5	0.0	3.9	3.4
Articulated Trucks	5	0	0	0	5	3	134	2	0	139	1	0	0	0	1	5	119	2	0	126	271
% Articulated Trucks	0.3	0.0	0.0	-	0.2	1.5	2.5	0.1	0.0	2.0	0.5	0.0	0.0	0.0	0.1	1.5	2.4	1.3	0.0	2.3	1.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - 151ST ST @ HARVARD AVE
Site Code:
Start Date: 09/20/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - 151ST ST @ HARVARD AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:15 AM)

Start Time	HARVARD AVE Southbound					151ST ST Westbound					HARVARD AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	71	4	7	0	82	2	143	25	0	170	2	12	12	0	26	24	148	2	0	174	452
7:30 AM	52	10	12	0	74	9	157	35	0	201	14	37	16	0	67	30	116	1	0	147	489
7:45 AM	50	11	12	0	73	9	166	32	0	207	12	11	2	0	25	9	145	2	0	156	461
8:00 AM	55	4	12	0	71	4	117	25	0	146	7	3	7	0	17	4	113	5	0	122	356
Total	228	29	43	0	300	24	583	117	0	724	35	63	37	0	135	67	522	10	0	599	1758
Approach %	76.0	9.7	14.3	0.0	-	3.3	80.5	16.2	0.0	-	25.9	46.7	27.4	0.0	-	11.2	87.1	1.7	0.0	-	-
Total %	13.0	1.6	2.4	0.0	17.1	1.4	33.2	6.7	0.0	41.2	2.0	3.6	2.1	0.0	7.7	3.8	29.7	0.6	0.0	34.1	-
PHF	0.803	0.659	0.896	0.000	0.915	0.667	0.878	0.836	0.000	0.874	0.625	0.426	0.578	0.000	0.504	0.558	0.882	0.500	0.000	0.861	0.899
Lights	225	29	43	0	297	24	562	113	0	699	34	62	37	0	133	65	491	10	0	566	1695
% Lights	98.7	100.0	100.0	-	99.0	100.0	96.4	96.6	-	96.5	97.1	98.4	100.0	-	98.5	97.0	94.1	100.0	-	94.5	96.4
Mediums	3	0	0	0	3	0	14	4	0	18	1	1	0	0	2	1	23	0	0	24	47
% Mediums	1.3	0.0	0.0	-	1.0	0.0	2.4	3.4	-	2.5	2.9	1.6	0.0	-	1.5	1.5	4.4	0.0	-	4.0	2.7
Articulated Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	8	0	0	9	16
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	1.2	0.0	-	1.0	0.0	0.0	0.0	-	0.0	1.5	1.5	0.0	-	1.5	0.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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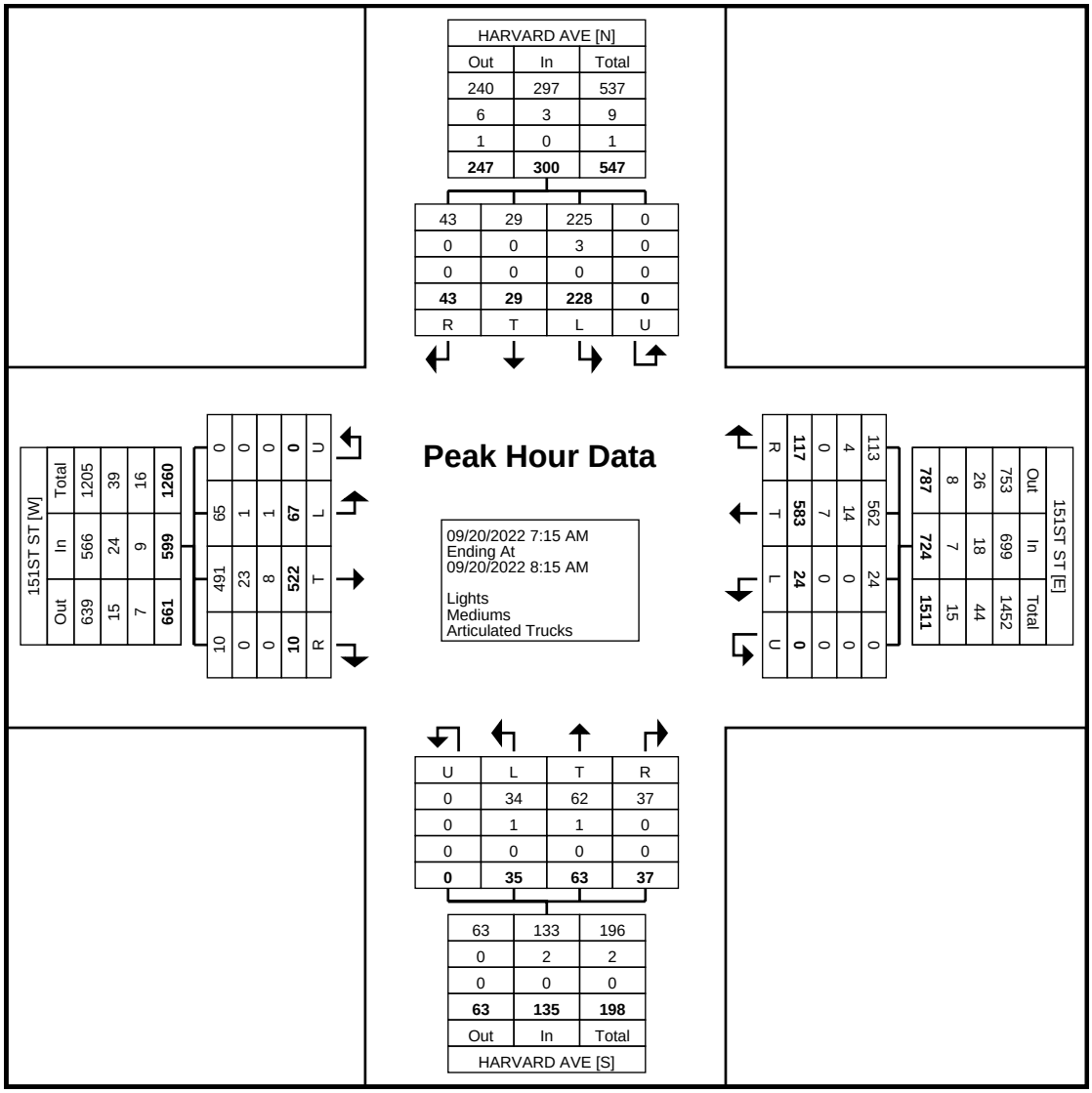
Count Name: 6 - 151ST ST @ HARVARD AVE
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - 151ST ST @ HARVARD AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (4:45 PM)

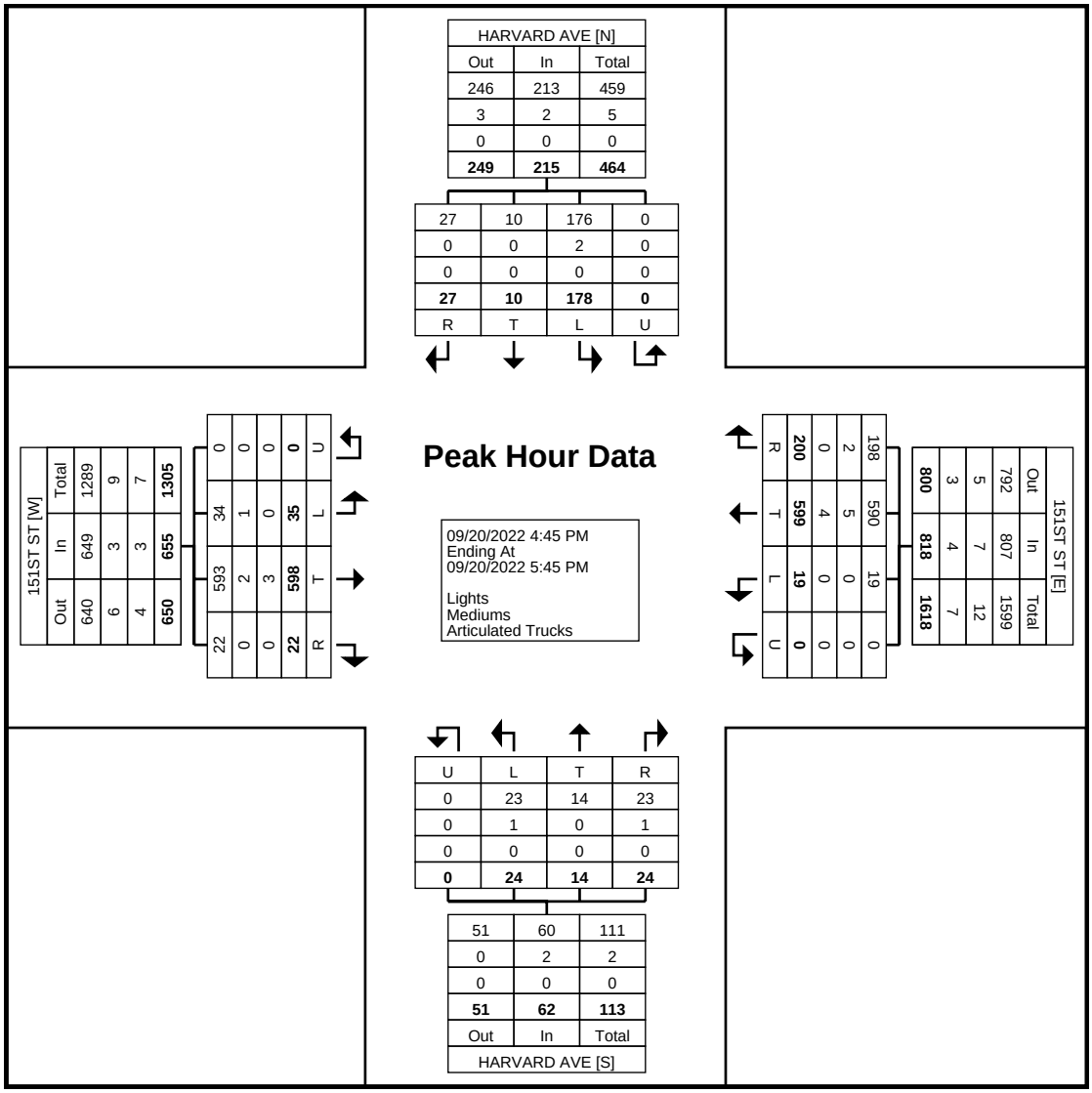
Start Time	HARVARD AVE Southbound					151ST ST Westbound					HARVARD AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	45	2	11	0	58	6	140	46	0	192	7	2	6	0	15	8	126	6	0	140	405
5:00 PM	33	4	4	0	41	2	163	52	0	217	4	5	5	0	14	8	134	6	0	148	420
5:15 PM	41	2	5	0	48	6	163	48	0	217	7	4	5	0	16	6	175	4	0	185	466
5:30 PM	59	2	7	0	68	5	133	54	0	192	6	3	8	0	17	13	163	6	0	182	459
Total	178	10	27	0	215	19	599	200	0	818	24	14	24	0	62	35	598	22	0	655	1750
Approach %	82.8	4.7	12.6	0.0	-	2.3	73.2	24.4	0.0	-	38.7	22.6	38.7	0.0	-	5.3	91.3	3.4	0.0	-	-
Total %	10.2	0.6	1.5	0.0	12.3	1.1	34.2	11.4	0.0	46.7	1.4	0.8	1.4	0.0	3.5	2.0	34.2	1.3	0.0	37.4	-
PHF	0.754	0.625	0.614	0.000	0.790	0.792	0.919	0.926	0.000	0.942	0.857	0.700	0.750	0.000	0.912	0.673	0.854	0.917	0.000	0.885	0.939
Lights	176	10	27	0	213	19	590	198	0	807	23	14	23	0	60	34	593	22	0	649	1729
% Lights	98.9	100.0	100.0	-	99.1	100.0	98.5	99.0	-	98.7	95.8	100.0	95.8	-	96.8	97.1	99.2	100.0	-	99.1	98.8
Mediums	2	0	0	0	2	0	5	2	0	7	1	0	1	0	2	1	2	0	0	3	14
% Mediums	1.1	0.0	0.0	-	0.9	0.0	0.8	1.0	-	0.9	4.2	0.0	4.2	-	3.2	2.9	0.3	0.0	-	0.5	0.8
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.5	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - 151ST ST @ HARVARD AVE
Site Code:
Start Date: 09/20/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - 151ST ST @ LEWIS AVE
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	LEWIS AVE Southbound					151ST ST Westbound					LEWIS AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	1	0	1	0	2	0	115	1	0	116	3	0	1	0	4	1	72	0	0	73	195
6:45 AM	4	0	1	0	5	3	100	0	0	103	4	2	4	0	10	1	101	0	0	102	220
Hourly Total	5	0	2	0	7	3	215	1	0	219	7	2	5	0	14	2	173	0	0	175	415
7:00 AM	7	0	2	0	9	0	139	3	1	143	2	2	2	0	6	1	115	3	0	119	277
7:15 AM	18	0	5	0	23	1	157	0	0	158	2	2	11	0	15	2	148	2	0	152	348
7:30 AM	25	0	7	0	32	1	172	8	0	181	3	0	2	0	5	2	124	0	0	126	344
7:45 AM	9	0	8	0	17	6	204	8	0	218	3	1	3	0	7	4	128	2	1	135	377
Hourly Total	59	0	22	0	81	8	672	19	1	700	10	5	18	0	33	9	515	7	1	532	1346
8:00 AM	6	1	5	0	12	3	137	2	0	142	1	1	1	0	3	5	117	2	0	124	281
8:15 AM	10	0	2	0	12	1	128	1	0	130	1	0	4	0	5	4	129	1	2	136	283
8:30 AM	6	1	4	0	11	1	131	3	0	135	2	0	2	0	4	0	143	3	1	147	297
8:45 AM	6	2	0	0	8	7	128	4	0	139	1	2	0	0	3	2	103	0	0	105	255
Hourly Total	28	4	11	0	43	12	524	10	0	546	5	3	7	0	15	11	492	6	3	512	1116
9:00 AM	3	1	0	0	4	5	81	2	0	88	0	0	5	0	5	0	81	0	0	81	178
9:15 AM	4	0	1	0	5	3	94	3	0	100	3	2	5	0	10	0	93	1	1	95	210
9:30 AM	6	1	3	0	10	3	114	2	0	119	3	2	7	0	12	2	84	0	0	86	227
9:45 AM	0	0	1	0	1	3	93	0	0	96	2	2	2	0	6	2	92	0	0	94	197
Hourly Total	13	2	5	0	20	14	382	7	0	403	8	6	19	0	33	4	350	1	1	356	812
10:00 AM	3	1	0	0	4	4	98	2	0	104	2	2	1	0	5	2	77	0	0	79	192
10:15 AM	5	1	2	0	8	0	88	3	0	91	1	1	3	0	5	1	79	2	1	83	187
10:30 AM	2	1	2	0	5	4	87	1	0	92	1	1	1	0	3	0	74	2	1	77	177
10:45 AM	1	0	0	0	1	0	92	5	0	97	1	0	2	0	3	1	81	1	0	83	184
Hourly Total	11	3	4	0	18	8	365	11	0	384	5	4	7	0	16	4	311	5	2	322	740
11:00 AM	3	1	0	0	4	3	107	6	0	116	1	0	1	0	2	1	74	0	0	75	197
11:15 AM	2	0	2	0	4	3	96	5	0	104	2	1	2	0	5	3	81	1	0	85	198
11:30 AM	4	0	2	0	6	4	89	5	0	98	0	2	3	0	5	0	88	2	0	90	199
11:45 AM	5	0	4	0	9	1	105	4	4	114	1	1	1	0	3	0	92	1	0	93	219
Hourly Total	14	1	8	0	23	11	397	20	4	432	4	4	7	0	15	4	335	4	0	343	813
12:00 PM	2	1	2	0	5	2	88	3	0	93	2	1	0	0	3	2	84	0	0	86	187
12:15 PM	0	1	2	0	3	1	95	9	0	105	1	3	1	0	5	0	78	2	0	80	193
12:30 PM	0	5	1	0	6	2	89	1	0	92	0	1	0	0	1	1	97	6	0	104	203
12:45 PM	5	1	4	0	10	3	102	2	1	108	3	1	1	0	5	4	87	1	0	92	215
Hourly Total	7	8	9	0	24	8	374	15	1	398	6	6	2	0	14	7	346	9	0	362	798
1:00 PM	3	1	0	0	4	1	90	1	0	92	1	1	3	0	5	2	86	0	0	88	189
1:15 PM	1	1	0	0	2	1	92	2	0	95	1	0	2	0	3	2	79	1	0	82	182
1:30 PM	2	1	1	0	4	1	70	2	0	73	1	0	5	0	6	1	81	2	0	84	167
1:45 PM	4	0	1	0	5	3	83	1	0	87	2	0	1	0	3	0	75	3	1	79	174
Hourly Total	10	3	2	0	15	6	335	6	0	347	5	1	11	0	17	5	321	6	1	333	712
2:00 PM	4	3	2	0	9	4	115	3	0	122	2	0	0	0	2	0	81	2	0	83	216
2:15 PM	5	2	0	0	7	3	107	2	1	113	0	1	0	0	1	1	98	2	0	101	222
2:30 PM	2	0	0	0	2	0	120	4	0	124	5	2	2	0	9	0	90	1	0	91	226
2:45 PM	4	0	2	0	6	3	108	2	0	113	3	0	4	0	7	3	95	2	0	100	226
Hourly Total	15	5	4	0	24	10	450	11	1	472	10	3	6	0	19	4	364	7	0	375	890
3:00 PM	2	0	4	0	6	6	151	8	0	165	0	1	5	0	6	3	103	2	0	108	285
3:15 PM	7	2	2	0	11	3	120	2	0	125	4	0	1	0	5	3	105	2	0	110	251
3:30 PM	3	0	0	0	3	5	105	1	0	111	2	2	2	0	6	4	130	0	0	134	254
3:45 PM	6	0	1	0	7	1	120	5	0	126	1	2	3	0	6	0	147	3	0	150	289
Hourly Total	18	2	7	0	27	15	496	16	0	527	7	5	11	0	23	10	485	7	0	502	1079
4:00 PM	4	2	4	0	10	1	155	5	0	161	1	2	1	0	4	2	104	1	0	107	282
4:15 PM	4	2	2	0	8	6	160	12	0	178	1	2	1	0	4	7	103	4	2	116	306
4:30 PM	6	2	0	0	8	3	172	5	0	180	1	0	1	0	2	6	141	2	0	149	339
4:45 PM	3	2	6	0	11	3	141	4	0	148	2	0	1	0	3	6	139	2	0	147	309
Hourly Total	17	8	12	0	37	13	628	26	0	667	5	4	4	0	13	21	487	9	2	519	1236
5:00 PM	10	0	4	0	14	4	163	4	0	171	3	0	1	0	4	3	142	0	1	146	335
5:15 PM	4	3	0	0	7	5	162	11	2	180	1	0	1	0	2	5	180	3	0	188	377
5:30 PM	9	6	0	0	15	2	146	3	0	151	1	1	2	0	4	1	179	0	0	180	350
5:45 PM	2	1	1	0	4	0	123	1	0	124	2	0	1	0	3	3	148	0	0	151	282
Hourly Total	25	10	5	0	40	11	594	19	2	626	7	1	5	0	13	12	649	3	1	665	1344
6:00 PM	1	1	1	0	3	1	135	5	0	141	2	0	3	0	5	4	98	2	0	104	253
6:15 PM	5	2	2	0	9	5	119	5	0	129	1	0	1	0	2	1	103	1	0	105	245
Grand Total	228	49	94	0	371	125	5686	171	9	5991	82	44	106	0	232	98	5029	67	11	5205	11799
Approach %	61.5	13.2	25.3	0.0	-	2.1	94.9	2.9	0.2	-	35.3	19.0	45.7	0.0	-	1.9	96.6	1.3	0.2	-	-

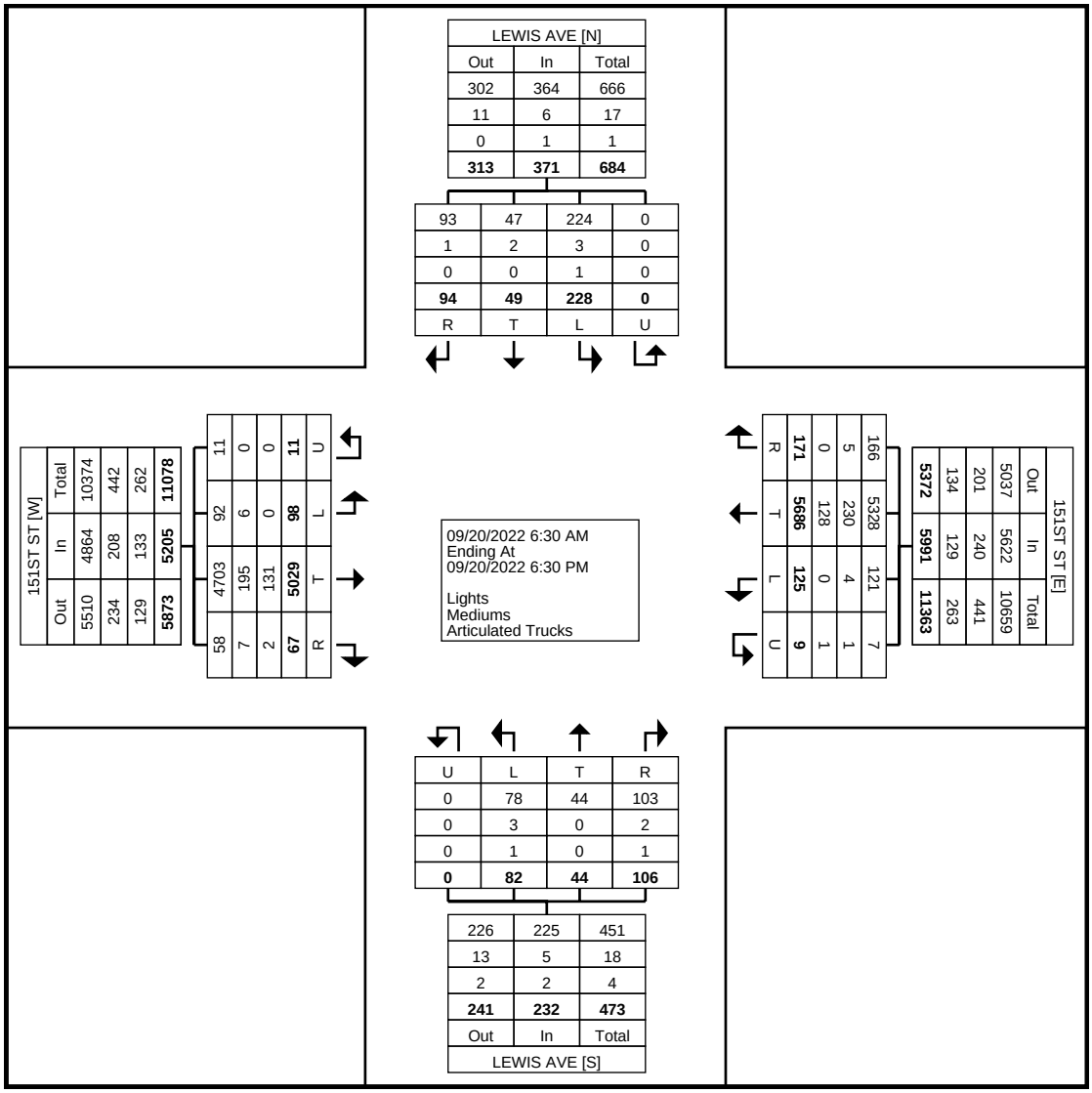
Total %	1.9	0.4	0.8	0.0	3.1	1.1	48.2	1.4	0.1	50.8	0.7	0.4	0.9	0.0	2.0	0.8	42.6	0.6	0.1	44.1	-
Lights	224	47	93	0	364	121	5328	166	7	5622	78	44	103	0	225	92	4703	58	11	4864	11075
% Lights	98.2	95.9	98.9	-	98.1	96.8	93.7	97.1	77.8	93.8	95.1	100.0	97.2	-	97.0	93.9	93.5	86.6	100.0	93.4	93.9
Mediums	3	2	1	0	6	4	230	5	1	240	3	0	2	0	5	6	195	7	0	208	459
% Mediums	1.3	4.1	1.1	-	1.6	3.2	4.0	2.9	11.1	4.0	3.7	0.0	1.9	-	2.2	6.1	3.9	10.4	0.0	4.0	3.9
Articulated Trucks	1	0	0	0	1	0	128	0	1	129	1	0	1	0	2	0	131	2	0	133	265
% Articulated Trucks	0.4	0.0	0.0	-	0.3	0.0	2.3	0.0	11.1	2.2	1.2	0.0	0.9	-	0.9	0.0	2.6	3.0	0.0	2.6	2.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - 151ST ST @ LEWIS AVE
Site Code:
Start Date: 09/20/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - 151ST ST @ LEWIS AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:15 AM)

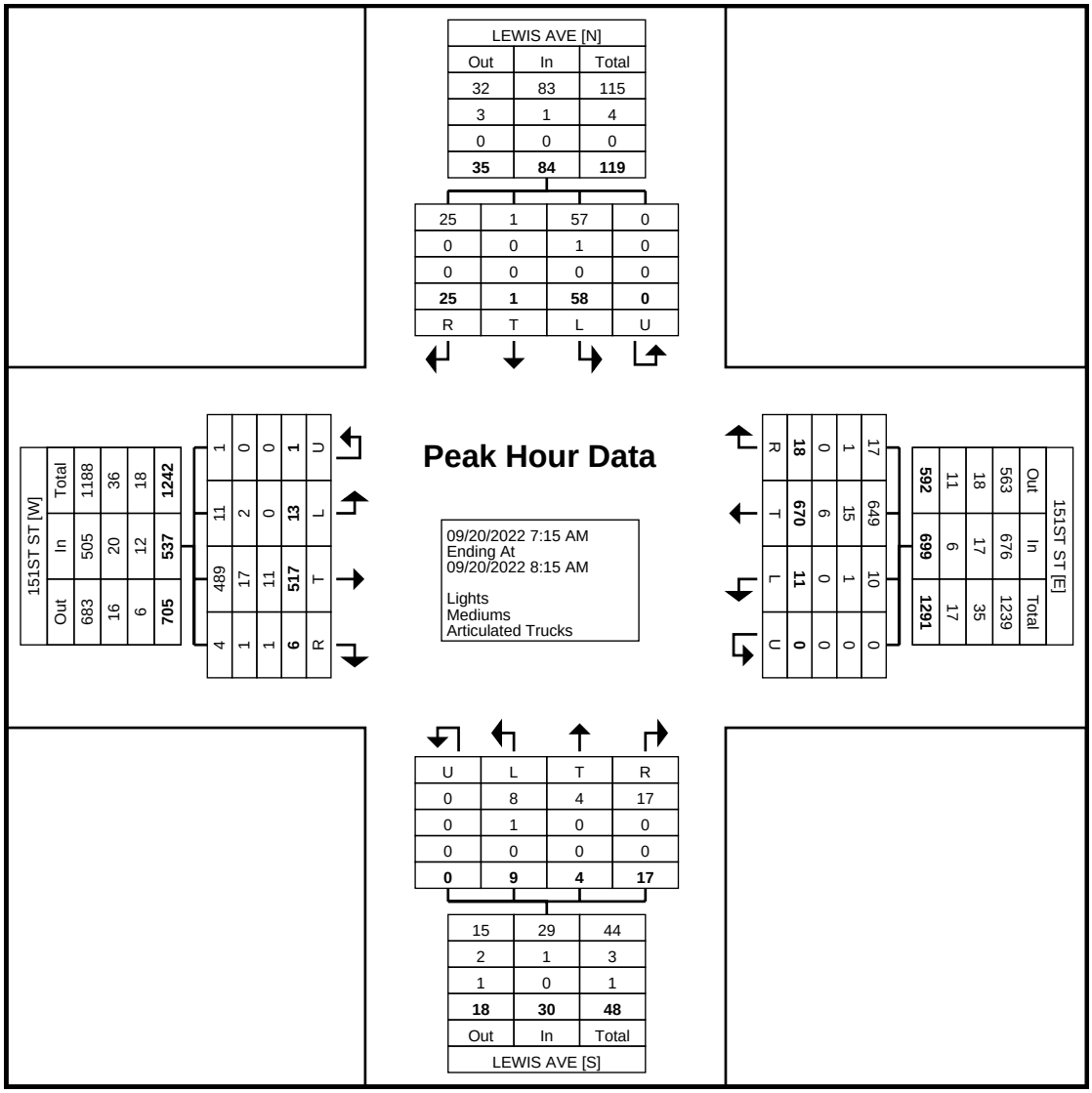
Start Time	LEWIS AVE Southbound					151ST ST Westbound					LEWIS AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	18	0	5	0	23	1	157	0	0	158	2	2	11	0	15	2	148	2	0	152	348
7:30 AM	25	0	7	0	32	1	172	8	0	181	3	0	2	0	5	2	124	0	0	126	344
7:45 AM	9	0	8	0	17	6	204	8	0	218	3	1	3	0	7	4	128	2	1	135	377
8:00 AM	6	1	5	0	12	3	137	2	0	142	1	1	1	0	3	5	117	2	0	124	281
Total	58	1	25	0	84	11	670	18	0	699	9	4	17	0	30	13	517	6	1	537	1350
Approach %	69.0	1.2	29.8	0.0	-	1.6	95.9	2.6	0.0	-	30.0	13.3	56.7	0.0	-	2.4	96.3	1.1	0.2	-	-
Total %	4.3	0.1	1.9	0.0	6.2	0.8	49.6	1.3	0.0	51.8	0.7	0.3	1.3	0.0	2.2	1.0	38.3	0.4	0.1	39.8	-
PHF	0.580	0.250	0.781	0.000	0.656	0.458	0.821	0.563	0.000	0.802	0.750	0.500	0.386	0.000	0.500	0.650	0.873	0.750	0.250	0.883	0.895
Lights	57	1	25	0	83	10	649	17	0	676	8	4	17	0	29	11	489	4	1	505	1293
% Lights	98.3	100.0	100.0	-	98.8	90.9	96.9	94.4	-	96.7	88.9	100.0	100.0	-	96.7	84.6	94.6	66.7	100.0	94.0	95.8
Mediums	1	0	0	0	1	1	15	1	0	17	1	0	0	0	1	2	17	1	0	20	39
% Mediums	1.7	0.0	0.0	-	1.2	9.1	2.2	5.6	-	2.4	11.1	0.0	0.0	-	3.3	15.4	3.3	16.7	0.0	3.7	2.9
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	1	0	12	18
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	-	0.9	0.0	0.0	0.0	-	0.0	0.0	2.1	16.7	0.0	2.2	1.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - 151ST ST @ LEWIS AVE
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - 151ST ST @ LEWIS AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (4:45 PM)

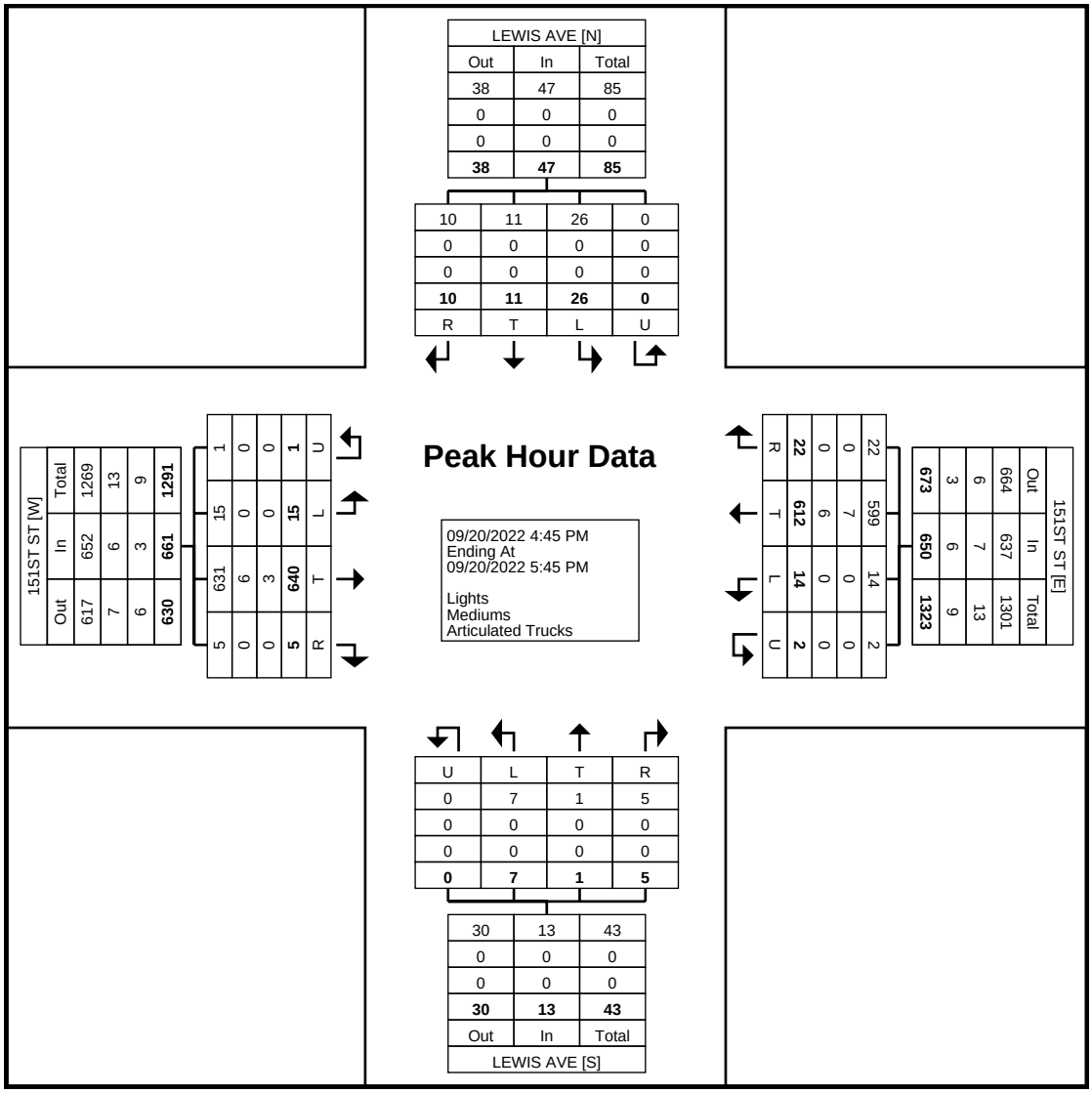
Start Time	LEWIS AVE Southbound					151ST ST Westbound					LEWIS AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	3	2	6	0	11	3	141	4	0	148	2	0	1	0	3	6	139	2	0	147	309
5:00 PM	10	0	4	0	14	4	163	4	0	171	3	0	1	0	4	3	142	0	1	146	335
5:15 PM	4	3	0	0	7	5	162	11	2	180	1	0	1	0	2	5	180	3	0	188	377
5:30 PM	9	6	0	0	15	2	146	3	0	151	1	1	2	0	4	1	179	0	0	180	350
Total	26	11	10	0	47	14	612	22	2	650	7	1	5	0	13	15	640	5	1	661	1371
Approach %	55.3	23.4	21.3	0.0	-	2.2	94.2	3.4	0.3	-	53.8	7.7	38.5	0.0	-	2.3	96.8	0.8	0.2	-	-
Total %	1.9	0.8	0.7	0.0	3.4	1.0	44.6	1.6	0.1	47.4	0.5	0.1	0.4	0.0	0.9	1.1	46.7	0.4	0.1	48.2	-
PHF	0.650	0.458	0.417	0.000	0.783	0.700	0.939	0.500	0.250	0.903	0.583	0.250	0.625	0.000	0.813	0.625	0.889	0.417	0.250	0.879	0.909
Lights	26	11	10	0	47	14	599	22	2	637	7	1	5	0	13	15	631	5	1	652	1349
% Lights	100.0	100.0	100.0	-	100.0	100.0	97.9	100.0	100.0	98.0	100.0	100.0	100.0	-	100.0	100.0	98.6	100.0	100.0	98.6	98.4
Mediums	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
% Mediums	0.0	0.0	0.0	-	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	0.0	0.9	0.9
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	0.0	0.5	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - 151ST ST @ LEWIS AVE
Site Code:
Start Date: 09/20/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - 151ST ST @ PEORIA AVE
Site Code:
Start Date: 09/20/2022
Page No: 1

Turning Movement Data

Start Time	PEORIA AVE Southbound					151ST ST Westbound					PEORIA AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	2	3	4	0	9	0	109	5	0	114	1	2	5	0	8	6	68	1	0	75	206
6:45 AM	7	4	6	1	18	2	94	16	0	112	2	5	3	0	10	10	89	3	1	103	243
Hourly Total	9	7	10	1	27	2	203	21	0	226	3	7	8	0	18	16	157	4	1	178	449
7:00 AM	11	4	11	0	26	1	125	13	0	139	2	10	5	0	17	7	105	1	0	113	295
7:15 AM	22	2	13	0	37	2	137	18	0	157	2	14	7	0	23	10	115	0	1	126	343
7:30 AM	17	1	12	0	30	6	157	18	0	181	5	7	5	0	17	7	109	0	1	117	345
7:45 AM	11	4	21	0	36	4	157	32	0	193	4	13	2	0	19	9	126	0	1	136	384
Hourly Total	61	11	57	0	129	13	576	81	0	670	13	44	19	0	76	33	455	1	3	492	1367
8:00 AM	10	4	10	0	24	0	136	19	0	155	4	12	2	0	18	20	118	3	1	142	339
8:15 AM	19	2	2	0	23	4	119	15	0	138	3	13	5	0	21	18	119	1	0	138	320
8:30 AM	17	7	3	0	27	0	112	20	0	132	1	10	3	0	14	10	120	2	0	132	305
8:45 AM	10	6	8	0	24	0	120	24	0	144	2	10	3	0	15	11	96	3	0	110	293
Hourly Total	56	19	23	0	98	4	487	78	0	569	10	45	13	0	68	59	453	9	1	522	1257
9:00 AM	7	4	8	0	19	4	66	8	0	78	1	2	0	0	3	9	72	3	0	84	184
9:15 AM	13	4	5	0	22	3	87	15	0	105	2	9	2	0	13	8	81	4	0	93	233
9:30 AM	8	4	5	0	17	3	104	15	0	122	4	4	1	0	9	6	74	2	1	83	231
9:45 AM	10	2	2	0	14	2	76	8	1	87	3	3	3	0	9	5	84	0	0	89	199
Hourly Total	38	14	20	0	72	12	333	46	1	392	10	18	6	0	34	28	311	9	1	349	847
10:00 AM	8	2	4	0	14	2	89	18	0	109	1	1	0	1	3	2	72	0	0	74	200
10:15 AM	6	2	3	0	11	1	81	9	0	91	3	6	2	0	11	8	72	1	1	82	195
10:30 AM	13	4	5	0	22	2	84	5	0	91	2	4	1	0	7	3	63	0	3	69	189
10:45 AM	9	5	4	0	18	1	86	11	0	98	0	6	0	0	6	6	78	2	0	86	208
Hourly Total	36	13	16	0	65	6	340	43	0	389	6	17	3	1	27	19	285	3	4	311	792
11:00 AM	9	6	1	0	16	2	89	11	0	102	0	5	3	0	8	4	54	2	0	60	186
11:15 AM	12	4	2	0	18	1	97	8	0	106	2	0	2	0	4	8	80	2	0	90	218
11:30 AM	9	3	8	0	20	5	81	9	0	95	3	2	0	0	5	6	80	2	0	88	208
11:45 AM	11	2	8	0	21	2	90	14	0	106	0	4	4	0	8	4	73	3	0	80	215
Hourly Total	41	15	19	0	75	10	357	42	0	409	5	11	9	0	25	22	287	9	0	318	827
12:00 PM	5	3	3	0	11	1	80	8	0	89	2	5	2	0	9	2	79	0	1	82	191
12:15 PM	7	5	5	0	17	3	87	13	1	104	5	1	1	0	7	6	80	5	0	91	219
12:30 PM	9	5	8	0	22	1	73	7	0	81	0	2	1	0	3	10	93	1	0	104	210
12:45 PM	8	4	6	0	18	8	97	5	0	110	1	4	4	0	9	7	79	2	0	88	225
Hourly Total	29	17	22	0	68	13	337	33	1	384	8	12	8	0	28	25	331	8	1	365	845
1:00 PM	3	7	6	0	16	3	83	11	0	97	1	2	2	0	5	8	75	0	0	83	201
1:15 PM	8	4	6	0	18	3	76	8	0	87	2	6	3	0	11	4	78	0	1	83	199
1:30 PM	8	3	6	0	17	0	68	5	0	73	6	5	1	0	12	7	73	1	0	81	183
1:45 PM	6	5	5	0	16	1	85	4	0	90	4	3	2	0	9	7	71	0	0	78	193
Hourly Total	25	19	23	0	67	7	312	28	0	347	13	16	8	0	37	26	297	1	1	325	776
2:00 PM	11	5	2	0	18	2	98	25	0	125	1	3	1	0	5	6	80	3	0	89	237
2:15 PM	14	4	11	0	29	0	95	8	0	103	2	2	2	0	6	10	84	0	0	94	232
2:30 PM	10	4	12	0	26	0	121	14	0	135	0	5	2	0	7	8	81	5	0	94	262
2:45 PM	7	4	10	0	21	0	103	13	0	116	0	8	4	0	12	7	86	1	1	95	244
Hourly Total	42	17	35	0	94	2	417	60	0	479	3	18	9	0	30	31	331	9	1	372	975
3:00 PM	5	5	10	0	20	3	125	20	0	148	3	5	3	0	11	8	97	6	1	112	291
3:15 PM	10	7	8	0	25	2	119	17	0	138	1	2	2	0	5	14	92	4	0	110	278
3:30 PM	9	6	5	0	20	1	91	13	0	105	1	3	1	0	5	12	134	6	0	152	282
3:45 PM	15	4	7	0	26	3	100	13	0	116	2	4	1	0	7	13	128	4	0	145	294
Hourly Total	39	22	30	0	91	9	435	63	0	507	7	14	7	0	28	47	451	20	1	519	1145
4:00 PM	15	5	9	0	29	5	134	15	0	154	6	6	2	0	14	12	91	1	0	104	301
4:15 PM	12	7	8	0	27	2	136	26	0	164	4	12	1	0	17	6	103	3	0	112	320
4:30 PM	11	9	12	0	32	6	144	16	0	166	3	3	5	0	11	15	128	2	0	145	354
4:45 PM	14	5	18	0	37	5	122	21	0	148	2	5	2	0	9	9	136	6	0	151	345
Hourly Total	52	26	47	0	125	18	536	78	0	632	15	26	10	0	51	42	458	12	0	512	1320
5:00 PM	10	7	19	0	36	1	137	27	0	165	2	6	1	0	9	25	140	2	0	167	377
5:15 PM	10	5	11	0	26	4	148	28	0	180	4	6	3	0	13	21	164	2	0	187	406
5:30 PM	19	4	5	0	28	2	129	9	0	140	3	6	3	0	12	16	164	5	0	185	365
5:45 PM	15	8	4	0	27	3	104	10	0	117	2	3	4	0	9	12	122	3	0	137	290
Hourly Total	54	24	39	0	117	10	518	74	0	602	11	21	11	0	43	74	590	12	0	676	1438
6:00 PM	9	6	9	0	24	2	111	17	0	130	3	3	4	0	10	12	90	2	0	104	268
6:15 PM	5	12	3	0	20	0	115	6	0	121	0	1	2	0	3	8	94	2	0	104	248
Grand Total	496	222	353	1	1072	108	5077	670	2	5857	107	253	117	1	478	442	4590	101	14	5147	12554
Approach %	46.3	20.7	32.9	0.1	-	1.8	86.7	11.4	0.0	-	22.4	52.9	24.5	0.2	-	8.6	89.2	2.0	0.3	-	-

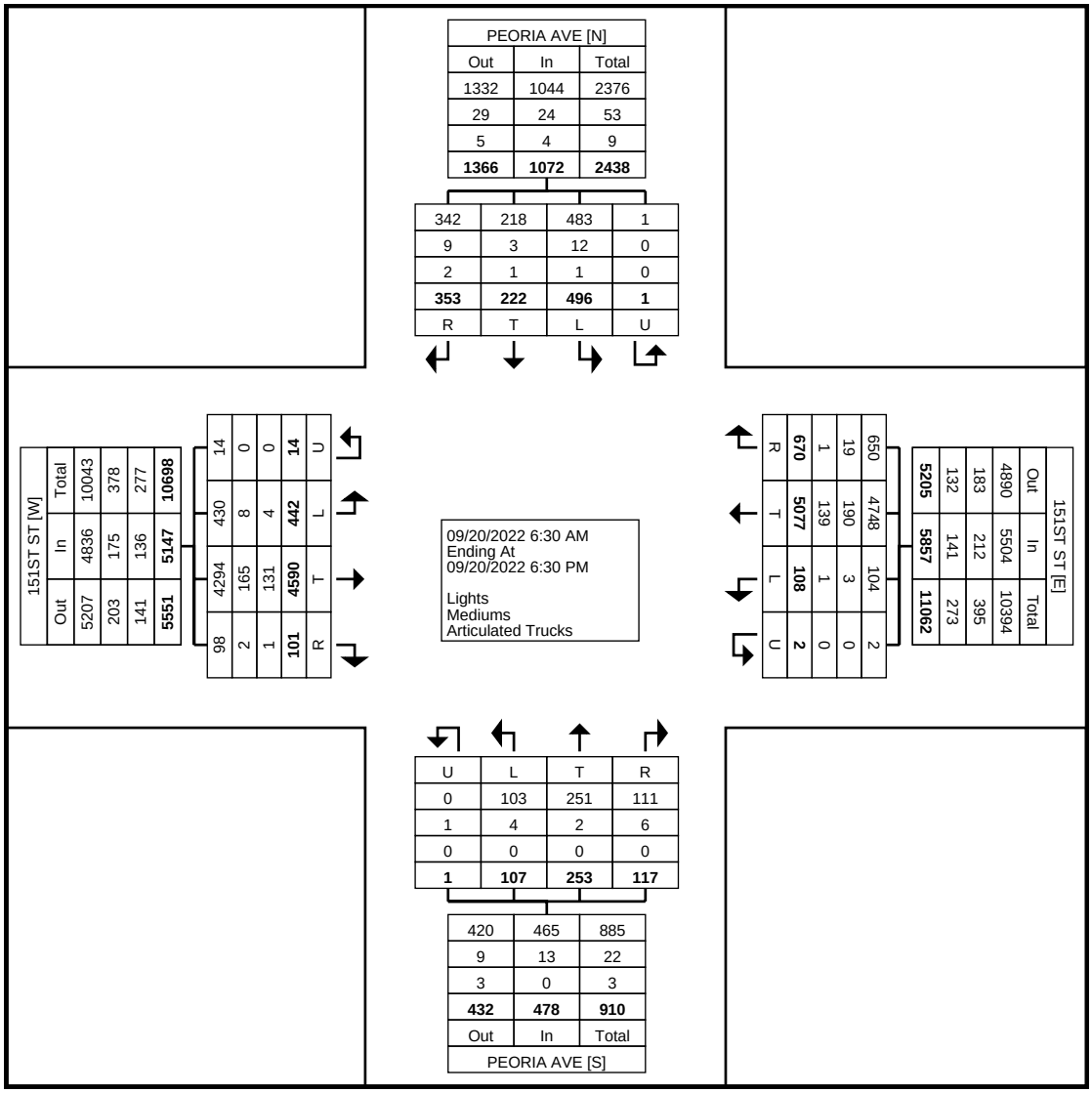
Total %	4.0	1.8	2.8	0.0	8.5	0.9	40.4	5.3	0.0	46.7	0.9	2.0	0.9	0.0	3.8	3.5	36.6	0.8	0.1	41.0	-
Lights	483	218	342	1	1044	104	4748	650	2	5504	103	251	111	0	465	430	4294	98	14	4836	11849
% Lights	97.4	98.2	96.9	100.0	97.4	96.3	93.5	97.0	100.0	94.0	96.3	99.2	94.9	0.0	97.3	97.3	93.6	97.0	100.0	94.0	94.4
Mediums	12	3	9	0	24	3	190	19	0	212	4	2	6	1	13	8	165	2	0	175	424
% Mediums	2.4	1.4	2.5	0.0	2.2	2.8	3.7	2.8	0.0	3.6	3.7	0.8	5.1	100.0	2.7	1.8	3.6	2.0	0.0	3.4	3.4
Articulated Trucks	1	1	2	0	4	1	139	1	0	141	0	0	0	0	0	4	131	1	0	136	281
% Articulated Trucks	0.2	0.5	0.6	0.0	0.4	0.9	2.7	0.1	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.9	2.9	1.0	0.0	2.6	2.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - 151ST ST @ PEORIA AVE
Site Code:
Start Date: 09/20/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - 151ST ST @ PEORIA AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (7:15 AM)

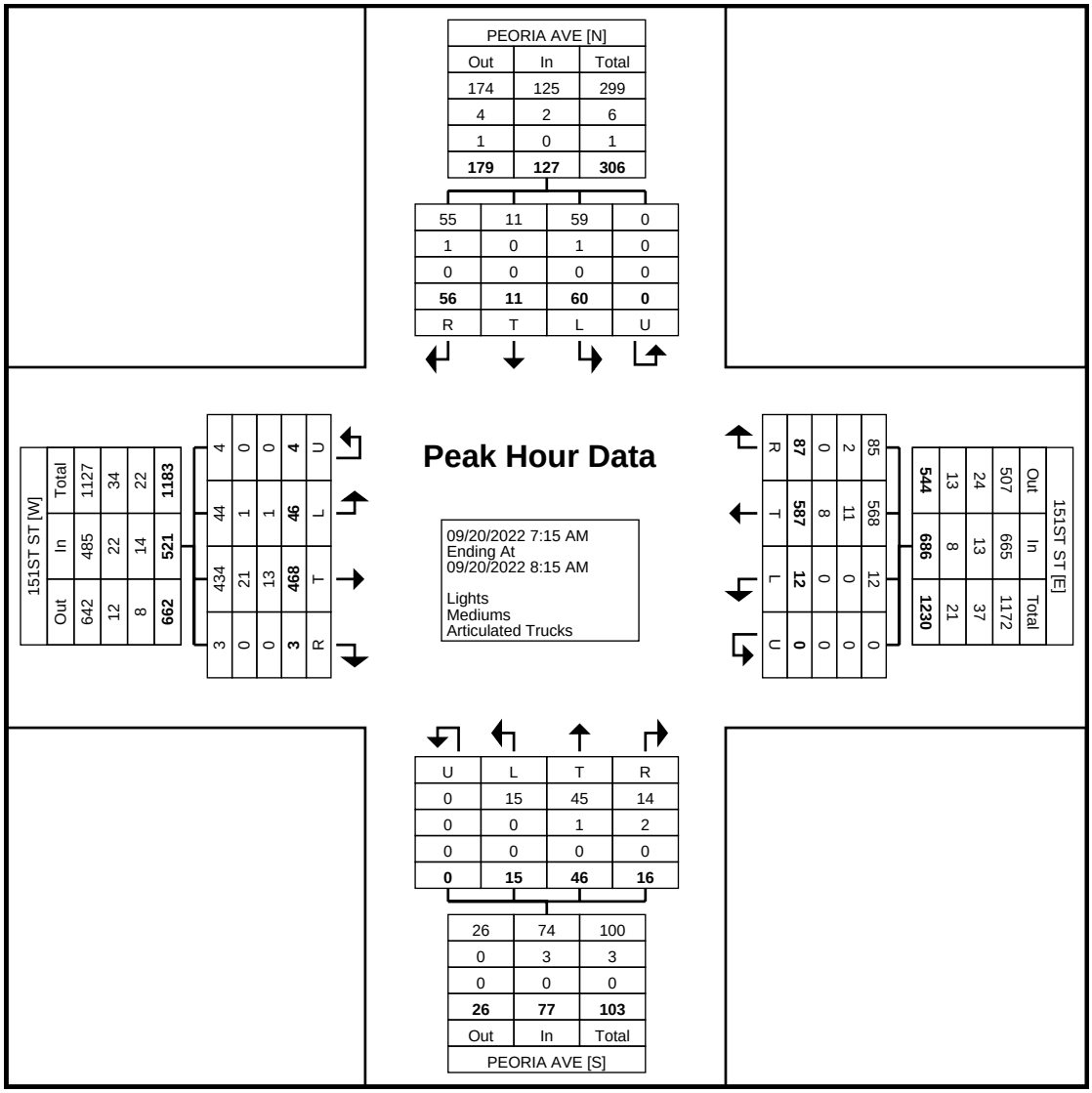
Start Time	PEORIA AVE Southbound					151ST ST Westbound					PEORIA AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	22	2	13	0	37	2	137	18	0	157	2	14	7	0	23	10	115	0	1	126	343
7:30 AM	17	1	12	0	30	6	157	18	0	181	5	7	5	0	17	7	109	0	1	117	345
7:45 AM	11	4	21	0	36	4	157	32	0	193	4	13	2	0	19	9	126	0	1	136	384
8:00 AM	10	4	10	0	24	0	136	19	0	155	4	12	2	0	18	20	118	3	1	142	339
Total	60	11	56	0	127	12	587	87	0	686	15	46	16	0	77	46	468	3	4	521	1411
Approach %	47.2	8.7	44.1	0.0	-	1.7	85.6	12.7	0.0	-	19.5	59.7	20.8	0.0	-	8.8	89.8	0.6	0.8	-	-
Total %	4.3	0.8	4.0	0.0	9.0	0.9	41.6	6.2	0.0	48.6	1.1	3.3	1.1	0.0	5.5	3.3	33.2	0.2	0.3	36.9	-
PHF	0.682	0.688	0.667	0.000	0.858	0.500	0.935	0.680	0.000	0.889	0.750	0.821	0.571	0.000	0.837	0.575	0.929	0.250	1.000	0.917	0.919
Lights	59	11	55	0	125	12	568	85	0	665	15	45	14	0	74	44	434	3	4	485	1349
% Lights	98.3	100.0	98.2	-	98.4	100.0	96.8	97.7	-	96.9	100.0	97.8	87.5	-	96.1	95.7	92.7	100.0	100.0	93.1	95.6
Mediums	1	0	1	0	2	0	11	2	0	13	0	1	2	0	3	1	21	0	0	22	40
% Mediums	1.7	0.0	1.8	-	1.6	0.0	1.9	2.3	-	1.9	0.0	2.2	12.5	-	3.9	2.2	4.5	0.0	0.0	4.2	2.8
Articulated Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	13	0	0	14	22
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	1.4	0.0	-	1.2	0.0	0.0	0.0	-	0.0	2.2	2.8	0.0	0.0	2.7	1.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - 151ST ST @ PEORIA AVE
Site Code:
Start Date: 09/20/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - 151ST ST @ PEORIA AVE
Site Code:
Start Date: 09/20/2022

Turning Movement Peak Hour Data (4:45 PM)

Start Time	PEORIA AVE Southbound					151ST ST Westbound					PEORIA AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	14	5	18	0	37	5	122	21	0	148	2	5	2	0	9	9	136	6	0	151	345
5:00 PM	10	7	19	0	36	1	137	27	0	165	2	6	1	0	9	25	140	2	0	167	377
5:15 PM	10	5	11	0	26	4	148	28	0	180	4	6	3	0	13	21	164	2	0	187	406
5:30 PM	19	4	5	0	28	2	129	9	0	140	3	6	3	0	12	16	164	5	0	185	365
Total	53	21	53	0	127	12	536	85	0	633	11	23	9	0	43	71	604	15	0	690	1493
Approach %	41.7	16.5	41.7	0.0	-	1.9	84.7	13.4	0.0	-	25.6	53.5	20.9	0.0	-	10.3	87.5	2.2	0.0	-	-
Total %	3.5	1.4	3.5	0.0	8.5	0.8	35.9	5.7	0.0	42.4	0.7	1.5	0.6	0.0	2.9	4.8	40.5	1.0	0.0	46.2	-
PHF	0.697	0.750	0.697	0.000	0.858	0.600	0.905	0.759	0.000	0.879	0.688	0.958	0.750	0.000	0.827	0.710	0.921	0.625	0.000	0.922	0.919
Lights	53	21	53	0	127	12	528	83	0	623	11	23	9	0	43	70	593	15	0	678	1471
% Lights	100.0	100.0	100.0	-	100.0	100.0	98.5	97.6	-	98.4	100.0	100.0	100.0	-	100.0	98.6	98.2	100.0	-	98.3	98.5
Mediums	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	8	0	0	8	12
% Mediums	0.0	0.0	0.0	-	0.0	0.0	0.4	2.4	-	0.6	0.0	0.0	0.0	-	0.0	0.0	1.3	0.0	-	1.2	0.8
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	10
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	1.1	0.0	-	0.9	0.0	0.0	0.0	-	0.0	1.4	0.5	0.0	-	0.6	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - 151ST ST @ PEORIA AVE
Site Code:
Start Date: 09/20/2022
Page No: 7

PEORIA AVE [N]		
Out	In	Total
176	127	303
2	0	2
1	0	1
179	**127**	**306**

53	21	53	0
0	0	0	0
0	0	0	0
53	**21**	**53**	**0**
R	T	L	U

151ST ST [W]			
Out	In	Total
592	678	1270
2	8	10
9	4	10
600	**690**	**1290**

0	0	0	**0**	U
70	0	1	**71**	L
593	8	3	**604**	T
15	0	0	**15**	R

Peak Hour Data

09/20/2022 4:45 PM
Ending At
09/20/2022 5:45 PM

Lights
Mediums
Articulated Trucks

83	2	0	**85**	R
528	2	6	**536**	T
12	0	0	**12**	L
0	0	0	**0**	U

151ST ST [E]		
Out	In	Total
655	623	1278
8	4	12
3	6	9
666	**633**	**1299**

U	L	T	R
0	11	23	9
0	0	0	0
0	0	0	0
0	**11**	**23**	**9**

PEORIA AVE [S]		
Out	In	Total
48	43	91
0	0	0
0	0	0
48	**43**	**91**

Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - 151ST ST @ ELWOOD AVE
Site Code:
Start Date: 09/21/2022
Page No: 1

Turning Movement Data

Start Time	ELWOOD AVE Southbound					151ST ST Westbound					ELWOOD AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	6	2	11	0	19	4	107	9	0	120	1	5	1	0	7	6	86	0	0	92	238
6:45 AM	5	1	17	0	23	0	83	6	1	90	8	6	2	0	16	16	92	2	0	110	239
Hourly Total	11	3	28	0	42	4	190	15	1	210	9	11	3	0	23	22	178	2	0	202	477
7:00 AM	12	1	16	0	29	2	121	12	0	135	5	4	4	0	13	15	78	3	0	96	273
7:15 AM	16	2	38	0	56	0	137	7	0	144	7	11	1	0	19	15	113	9	0	137	356
7:30 AM	6	4	41	0	51	4	167	14	1	186	8	11	5	0	24	20	123	8	0	151	412
7:45 AM	15	12	48	0	75	3	173	18	1	195	12	6	6	0	24	17	100	6	0	123	417
Hourly Total	49	19	143	0	211	9	598	51	2	660	32	32	16	0	80	67	414	26	0	507	1458
8:00 AM	17	3	22	0	42	7	115	11	0	133	4	15	4	0	23	28	121	3	0	152	350
8:15 AM	14	1	16	0	31	10	105	13	0	128	9	8	3	0	20	19	111	4	0	134	313
8:30 AM	9	4	12	0	25	4	99	15	0	118	3	7	2	0	12	16	100	8	0	124	279
8:45 AM	7	7	8	0	22	1	92	9	0	102	3	6	1	0	10	15	83	6	0	104	238
Hourly Total	47	15	58	0	120	22	411	48	0	481	19	36	10	0	65	78	415	21	0	514	1180
9:00 AM	5	3	16	0	24	1	76	7	0	84	5	8	2	0	15	11	87	5	0	103	226
9:15 AM	11	3	13	0	27	8	72	8	0	88	4	3	3	0	10	12	71	4	0	87	212
9:30 AM	8	1	4	0	13	3	85	4	1	93	3	2	6	0	11	10	71	2	0	83	200
9:45 AM	13	3	3	0	19	4	74	4	0	82	4	5	3	0	12	10	55	2	0	67	180
Hourly Total	37	10	36	0	83	16	307	23	1	347	16	18	14	0	48	43	284	13	0	340	818
10:00 AM	9	6	7	0	22	4	85	4	0	93	1	3	4	0	8	11	75	5	0	91	214
10:15 AM	3	2	3	0	8	5	65	5	0	75	4	2	0	0	6	5	87	0	0	92	181
10:30 AM	6	4	11	0	21	1	63	6	0	70	5	9	1	0	15	7	74	4	0	85	191
10:45 AM	8	3	9	0	20	2	72	14	0	88	1	3	2	0	6	11	58	2	0	71	185
Hourly Total	26	15	30	0	71	12	285	29	0	326	11	17	7	0	35	34	294	11	0	339	771
11:00 AM	9	1	19	0	29	4	69	9	1	83	4	2	2	0	8	12	64	1	0	77	197
11:15 AM	16	4	9	0	29	2	87	7	0	96	6	7	2	0	15	7	62	3	0	72	212
11:30 AM	4	2	8	0	14	5	79	10	0	94	3	4	3	0	10	12	78	4	0	94	212
11:45 AM	6	6	17	0	29	3	80	4	0	87	2	6	1	0	9	16	64	2	0	82	207
Hourly Total	35	13	53	0	101	14	315	30	1	360	15	19	8	0	42	47	268	10	0	325	828
12:00 PM	6	11	15	0	32	9	91	11	1	112	9	6	0	0	15	14	67	2	0	83	242
12:15 PM	9	4	12	0	25	9	107	13	0	129	4	9	1	0	14	11	75	6	0	92	260
12:30 PM	6	6	3	0	15	3	82	13	0	98	6	5	0	0	11	16	89	2	0	107	231
12:45 PM	8	4	13	0	25	7	77	14	1	99	2	5	4	0	11	16	70	5	0	91	226
Hourly Total	29	25	43	0	97	28	357	51	2	438	21	25	5	0	51	57	301	15	0	373	959
1:00 PM	6	4	9	0	19	3	76	8	0	87	4	4	2	0	10	18	79	4	0	101	217
1:15 PM	8	4	11	0	23	9	80	12	0	101	5	7	0	0	12	9	80	3	0	92	228
1:30 PM	10	5	8	0	23	3	76	10	0	89	3	2	7	0	12	8	83	4	0	95	219
1:45 PM	12	9	9	0	30	1	71	12	0	84	4	4	0	0	8	12	73	9	1	95	217
Hourly Total	36	22	37	0	95	16	303	42	0	361	16	17	9	0	42	47	315	20	1	383	881
2:00 PM	11	2	11	0	24	7	64	12	2	85	1	5	7	0	13	12	96	3	0	111	233
2:15 PM	8	6	16	0	30	4	98	13	0	115	2	2	2	0	6	11	80	5	0	96	247
2:30 PM	10	5	19	0	34	6	106	8	0	120	5	5	1	0	11	12	89	2	0	103	268
2:45 PM	20	10	32	0	62	3	82	6	0	91	1	9	2	0	12	21	72	2	0	95	260
Hourly Total	49	23	78	0	150	20	350	39	2	411	9	21	12	0	42	56	337	12	0	405	1008
3:00 PM	10	7	15	0	32	7	112	6	0	125	3	3	2	0	8	10	78	5	0	93	258
3:15 PM	9	7	8	0	24	6	102	4	0	112	5	2	1	0	8	11	103	4	0	118	262
3:30 PM	12	3	13	0	28	6	93	14	0	113	5	5	6	0	16	18	125	8	0	151	308
3:45 PM	8	5	17	0	30	5	93	17	1	116	3	9	4	0	16	17	137	5	0	159	321
Hourly Total	39	22	53	0	114	24	400	41	1	466	16	19	13	0	48	56	443	22	0	521	1149
4:00 PM	16	11	19	0	46	0	111	19	0	130	5	6	3	0	14	24	95	6	0	125	315
4:15 PM	9	6	22	0	37	2	146	18	0	166	4	12	4	0	20	27	106	8	0	141	364
4:30 PM	20	2	32	0	54	1	142	20	0	163	3	6	5	0	14	21	140	7	0	168	399
4:45 PM	9	7	22	0	38	7	123	15	1	146	2	7	5	0	14	25	146	6	0	177	375
Hourly Total	54	26	95	0	175	10	522	72	1	605	14	31	17	0	62	97	487	27	0	611	1453
5:00 PM	10	6	15	0	31	3	151	23	0	177	3	13	5	0	21	26	134	7	0	167	396
5:15 PM	16	7	24	0	47	4	146	28	0	178	6	10	2	0	18	29	163	8	0	200	443
5:30 PM	8	6	28	0	42	5	128	16	0	149	4	11	0	0	15	19	140	11	0	170	376
5:45 PM	5	12	26	0	43	1	101	20	0	122	4	11	0	0	15	29	126	4	0	159	339
Hourly Total	39	31	93	0	163	13	526	87	0	626	17	45	7	0	69	103	563	30	0	696	1554
6:00 PM	12	10	24	0	46	0	116	16	0	132	1	4	2	0	7	18	115	5	0	138	323
6:15 PM	8	7	15	0	30	10	104	12	0	126	2	2	1	0	5	20	105	5	0	130	291
Grand Total	471	241	786	0	1498	198	4784	556	11	5549	198	297	124	0	619	745	4519	219	1	5484	13150
Approach %	31.4	16.1	52.5	0.0	-	3.6	86.2	10.0	0.2	-	32.0	48.0	20.0	0.0	-	13.6	82.4	4.0	0.0	-	-

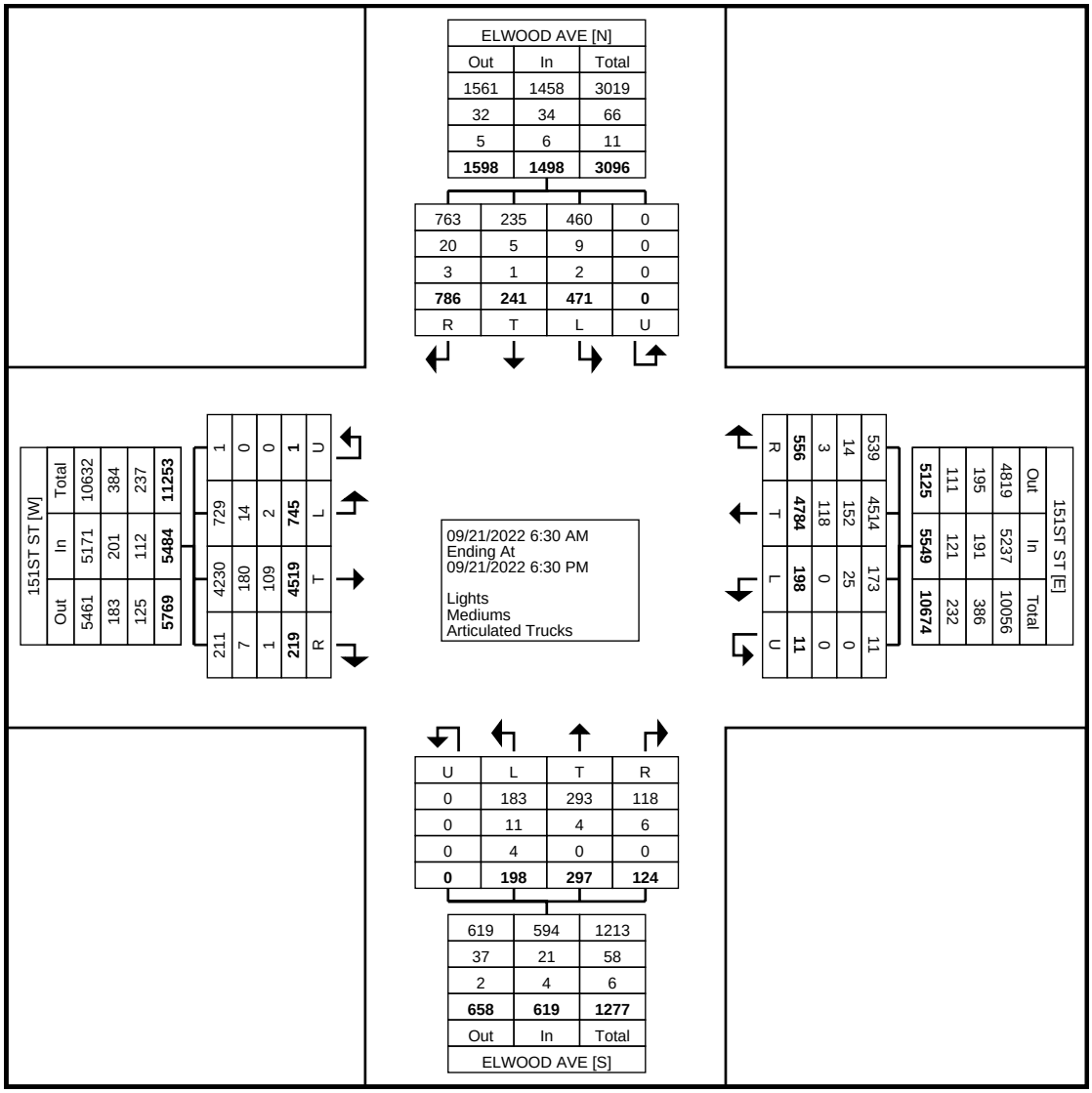
Total %	3.6	1.8	6.0	0.0	11.4	1.5	36.4	4.2	0.1	42.2	1.5	2.3	0.9	0.0	4.7	5.7	34.4	1.7	0.0	41.7	-
Lights	460	235	763	0	1458	173	4514	539	11	5237	183	293	118	0	594	729	4230	211	1	5171	12460
% Lights	97.7	97.5	97.1	-	97.3	87.4	94.4	96.9	100.0	94.4	92.4	98.7	95.2	-	96.0	97.9	93.6	96.3	100.0	94.3	94.8
Mediums	9	5	20	0	34	25	152	14	0	191	11	4	6	0	21	14	180	7	0	201	447
% Mediums	1.9	2.1	2.5	-	2.3	12.6	3.2	2.5	0.0	3.4	5.6	1.3	4.8	-	3.4	1.9	4.0	3.2	0.0	3.7	3.4
Articulated Trucks	2	1	3	0	6	0	118	3	0	121	4	0	0	0	4	2	109	1	0	112	243
% Articulated Trucks	0.4	0.4	0.4	-	0.4	0.0	2.5	0.5	0.0	2.2	2.0	0.0	0.0	-	0.6	0.3	2.4	0.5	0.0	2.0	1.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - 151ST ST @ ELWOOD AVE
Site Code:
Start Date: 09/21/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - 151ST ST @ ELWOOD AVE
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (7:15 AM)

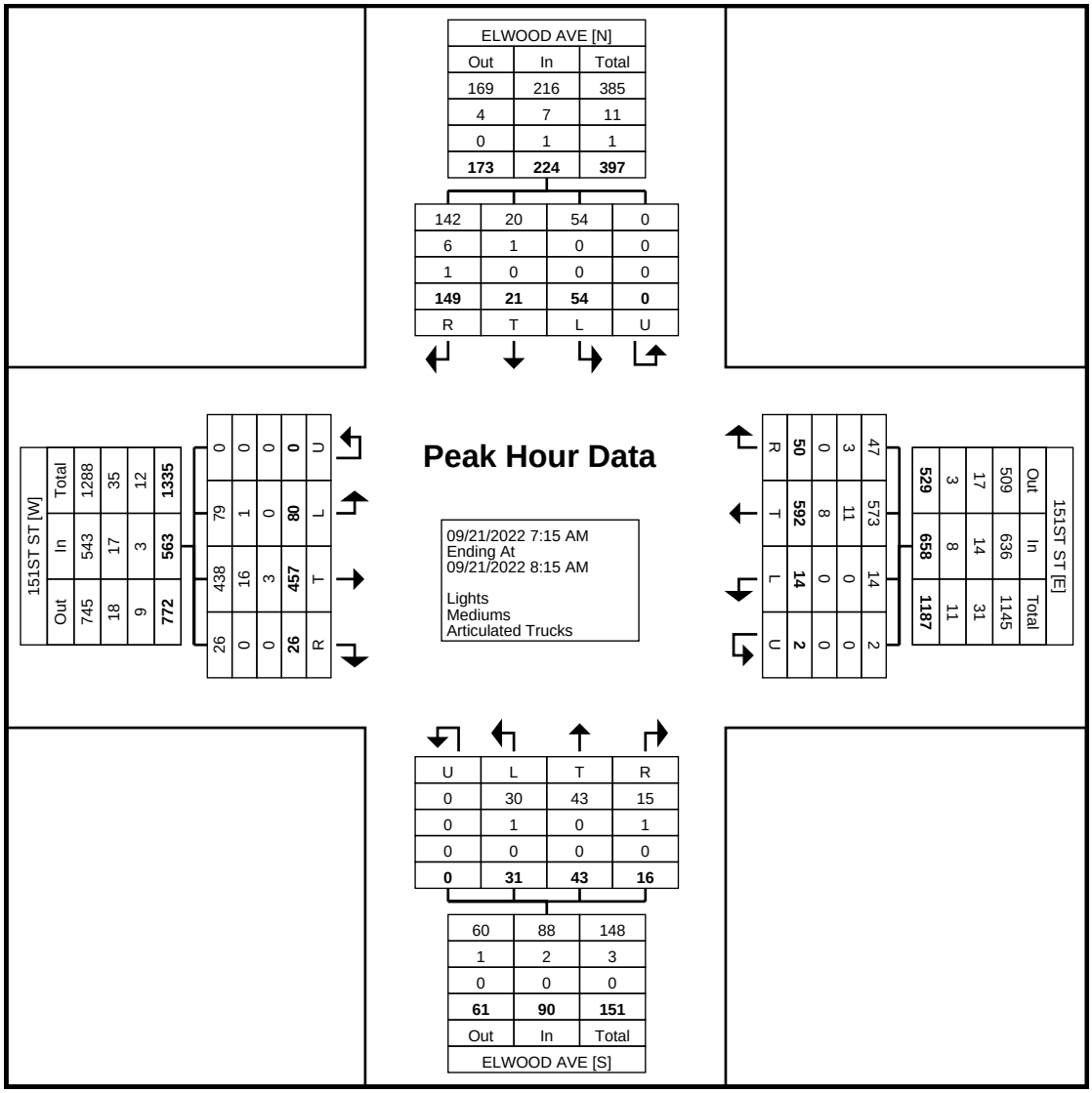
Start Time	ELWOOD AVE Southbound					151ST ST Westbound					ELWOOD AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	16	2	38	0	56	0	137	7	0	144	7	11	1	0	19	15	113	9	0	137	356
7:30 AM	6	4	41	0	51	4	167	14	1	186	8	11	5	0	24	20	123	8	0	151	412
7:45 AM	15	12	48	0	75	3	173	18	1	195	12	6	6	0	24	17	100	6	0	123	417
8:00 AM	17	3	22	0	42	7	115	11	0	133	4	15	4	0	23	28	121	3	0	152	350
Total	54	21	149	0	224	14	592	50	2	658	31	43	16	0	90	80	457	26	0	563	1535
Approach %	24.1	9.4	66.5	0.0	-	2.1	90.0	7.6	0.3	-	34.4	47.8	17.8	0.0	-	14.2	81.2	4.6	0.0	-	-
Total %	3.5	1.4	9.7	0.0	14.6	0.9	38.6	3.3	0.1	42.9	2.0	2.8	1.0	0.0	5.9	5.2	29.8	1.7	0.0	36.7	-
PHF	0.794	0.438	0.776	0.000	0.747	0.500	0.855	0.694	0.500	0.844	0.646	0.717	0.667	0.000	0.938	0.714	0.929	0.722	0.000	0.926	0.920
Lights	54	20	142	0	216	14	573	47	2	636	30	43	15	0	88	79	438	26	0	543	1483
% Lights	100.0	95.2	95.3	-	96.4	100.0	96.8	94.0	100.0	96.7	96.8	100.0	93.8	-	97.8	98.8	95.8	100.0	-	96.4	96.6
Mediums	0	1	6	0	7	0	11	3	0	14	1	0	1	0	2	1	16	0	0	17	40
% Mediums	0.0	4.8	4.0	-	3.1	0.0	1.9	6.0	0.0	2.1	3.2	0.0	6.3	-	2.2	1.3	3.5	0.0	-	3.0	2.6
Articulated Trucks	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	12
% Articulated Trucks	0.0	0.0	0.7	-	0.4	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.5	0.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - 151ST ST @ ELWOOD AVE
Site Code:
Start Date: 09/21/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - 151ST ST @ ELWOOD AVE
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (4:30 PM)

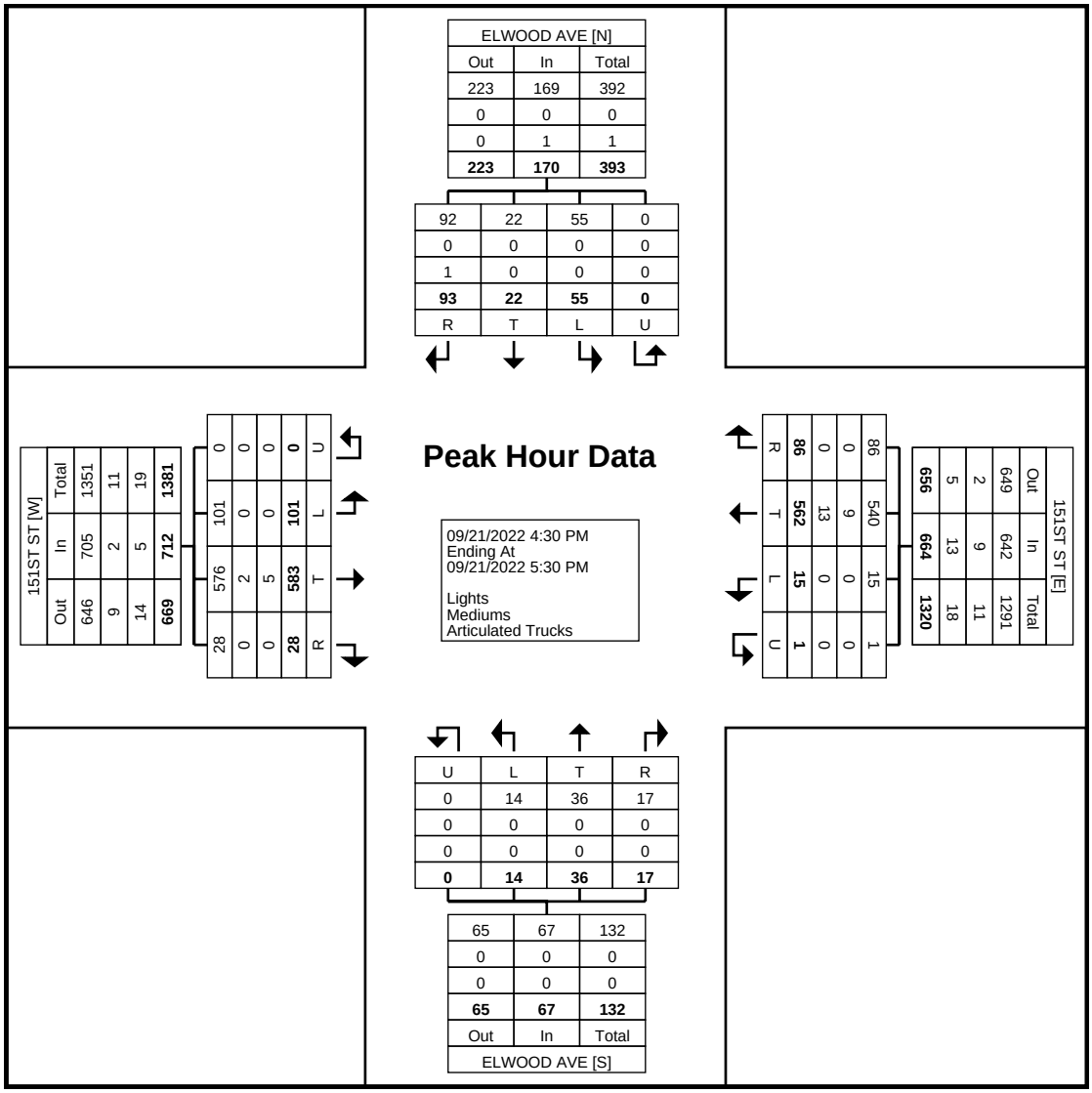
Start Time	ELWOOD AVE Southbound					151ST ST Westbound					ELWOOD AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	20	2	32	0	54	1	142	20	0	163	3	6	5	0	14	21	140	7	0	168	399
4:45 PM	9	7	22	0	38	7	123	15	1	146	2	7	5	0	14	25	146	6	0	177	375
5:00 PM	10	6	15	0	31	3	151	23	0	177	3	13	5	0	21	26	134	7	0	167	396
5:15 PM	16	7	24	0	47	4	146	28	0	178	6	10	2	0	18	29	163	8	0	200	443
Total	55	22	93	0	170	15	562	86	1	664	14	36	17	0	67	101	583	28	0	712	1613
Approach %	32.4	12.9	54.7	0.0	-	2.3	84.6	13.0	0.2	-	20.9	53.7	25.4	0.0	-	14.2	81.9	3.9	0.0	-	-
Total %	3.4	1.4	5.8	0.0	10.5	0.9	34.8	5.3	0.1	41.2	0.9	2.2	1.1	0.0	4.2	6.3	36.1	1.7	0.0	44.1	-
PHF	0.688	0.786	0.727	0.000	0.787	0.536	0.930	0.768	0.250	0.933	0.583	0.692	0.850	0.000	0.798	0.871	0.894	0.875	0.000	0.890	0.910
Lights	55	22	92	0	169	15	540	86	1	642	14	36	17	0	67	101	576	28	0	705	1583
% Lights	100.0	100.0	98.9	-	99.4	100.0	96.1	100.0	100.0	96.7	100.0	100.0	100.0	-	100.0	100.0	98.8	100.0	-	99.0	98.1
Mediums	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	11
% Mediums	0.0	0.0	0.0	-	0.0	0.0	1.6	0.0	0.0	1.4	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.7
Articulated Trucks	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	5	0	0	5	19
% Articulated Trucks	0.0	0.0	1.1	-	0.6	0.0	2.3	0.0	0.0	2.0	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	-	0.7	1.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - 151ST ST @ ELWOOD AVE
Site Code:
Start Date: 09/21/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - 151ST ST @ WARRIOR RD
Site Code:
Start Date: 09/21/2022
Page No: 1

Turning Movement Data

Start Time	WARRIOR RD Southbound					151ST ST Westbound					WARRIOR RD Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	0	0	1	0	1	0	122	5	0	127	0	0	0	0	0	6	82	0	0	88	216
6:45 AM	4	0	6	0	10	0	114	8	0	122	0	0	0	0	0	9	102	0	1	112	244
Hourly Total	4	0	7	0	11	0	236	13	0	249	0	0	0	0	0	15	184	0	1	200	460
7:00 AM	4	1	6	0	11	0	144	12	0	156	1	0	0	0	1	16	98	0	1	115	283
7:15 AM	6	1	9	0	16	0	174	25	0	199	0	1	0	0	1	34	129	0	1	164	380
7:30 AM	7	0	15	0	22	0	196	45	0	241	2	0	0	0	2	33	134	0	1	168	433
7:45 AM	11	1	28	0	40	0	193	65	0	258	0	0	0	0	0	43	111	0	2	156	454
Hourly Total	28	3	58	0	89	0	707	147	0	854	3	1	0	0	4	126	472	0	5	603	1550
8:00 AM	10	2	22	0	34	0	127	19	0	146	0	0	0	0	0	33	148	0	0	181	361
8:15 AM	9	0	14	0	23	0	125	15	0	140	0	0	0	0	0	25	129	0	4	158	321
8:30 AM	16	0	16	0	32	0	106	21	0	127	0	0	1	0	1	26	98	0	0	124	284
8:45 AM	6	0	16	0	22	0	101	3	0	104	0	0	0	0	0	15	98	0	1	114	240
Hourly Total	41	2	68	0	111	0	459	58	0	517	0	0	1	0	1	99	473	0	5	577	1206
9:00 AM	1	0	4	0	5	0	103	2	0	105	0	0	0	0	0	2	100	0	1	103	213
9:15 AM	1	0	5	0	6	0	90	3	0	93	0	0	0	0	0	3	86	0	0	89	188
9:30 AM	2	0	1	0	3	0	93	3	0	96	0	0	0	0	0	0	81	0	0	81	180
9:45 AM	0	0	2	0	2	0	81	3	0	84	0	0	0	0	0	4	76	0	2	82	168
Hourly Total	4	0	12	0	16	0	367	11	0	378	0	0	0	0	0	9	343	0	3	355	749
10:00 AM	2	0	2	0	4	1	91	3	0	95	0	0	1	0	1	9	84	0	0	93	193
10:15 AM	2	0	2	0	4	0	81	3	0	84	0	0	0	0	0	1	92	0	2	95	183
10:30 AM	1	1	2	0	4	0	76	0	0	76	0	0	0	0	0	1	83	0	2	86	166
10:45 AM	1	0	2	0	3	0	93	2	0	95	0	0	0	0	0	1	74	0	2	77	175
Hourly Total	6	1	8	0	15	1	341	8	0	350	0	0	1	0	1	12	333	0	6	351	717
11:00 AM	3	0	2	0	5	0	93	1	0	94	0	0	0	0	0	4	74	0	0	78	177
11:15 AM	1	0	2	0	3	0	97	2	1	100	0	0	0	0	0	9	75	0	0	84	187
11:30 AM	0	0	10	0	10	0	90	1	0	91	0	0	0	0	0	8	92	0	0	100	201
11:45 AM	1	0	5	0	6	0	113	1	0	114	0	0	0	0	0	3	86	0	0	89	209
Hourly Total	5	0	19	0	24	0	393	5	1	399	0	0	0	0	0	24	327	0	0	351	774
12:00 PM	1	0	5	0	6	0	113	2	0	115	0	0	0	0	0	3	86	0	0	89	210
12:15 PM	0	0	8	0	8	0	117	1	0	118	0	0	0	0	0	3	95	0	0	98	224
12:30 PM	1	0	2	0	3	0	98	0	1	99	0	0	0	0	0	3	109	0	0	112	214
12:45 PM	1	0	4	0	5	0	99	0	0	99	1	0	0	0	1	7	95	0	1	103	208
Hourly Total	3	0	19	0	22	0	427	3	1	431	1	0	0	0	1	16	385	0	1	402	856
1:00 PM	0	0	1	0	1	0	91	2	0	93	1	0	0	0	1	4	100	0	0	104	199
1:15 PM	0	0	1	0	1	0	89	0	0	89	0	0	0	0	0	4	95	0	0	99	189
1:30 PM	0	0	6	0	6	0	89	2	0	91	0	0	0	0	0	2	96	0	0	98	195
1:45 PM	2	0	2	0	4	0	86	3	0	89	0	0	0	0	0	4	96	0	3	103	196
Hourly Total	2	0	10	0	12	0	355	7	0	362	1	0	0	0	1	14	387	0	3	404	779
2:00 PM	1	0	1	0	2	0	80	4	0	84	0	0	0	0	0	10	116	1	0	127	213
2:15 PM	3	0	4	0	7	0	114	11	0	125	0	0	0	0	0	11	96	0	0	107	239
2:30 PM	0	0	5	0	5	0	124	20	0	144	0	0	0	0	0	21	105	0	0	126	275
2:45 PM	16	0	27	0	43	0	103	23	0	126	0	0	0	0	0	13	94	1	0	108	277
Hourly Total	20	0	37	0	57	0	421	58	0	479	0	0	0	0	0	55	411	2	0	468	1004
3:00 PM	11	0	17	0	28	0	134	9	0	143	0	0	0	0	0	8	90	0	0	98	269
3:15 PM	3	0	9	0	12	0	119	5	1	125	0	1	0	0	1	21	116	0	0	137	275
3:30 PM	14	1	40	0	55	1	99	5	1	106	1	0	0	0	1	11	149	0	1	161	323
3:45 PM	11	1	26	0	38	0	119	3	0	122	0	0	0	0	0	11	155	0	0	166	326
Hourly Total	39	2	92	0	133	1	471	22	2	496	1	1	0	0	2	51	510	0	1	562	1193
4:00 PM	7	0	22	0	29	0	139	4	0	143	0	0	0	0	0	9	130	0	1	140	312
4:15 PM	7	1	17	0	25	0	169	7	0	176	0	1	0	0	1	12	145	0	5	162	364
4:30 PM	4	0	16	0	20	0	176	6	0	182	0	0	0	0	0	9	169	0	3	181	383
4:45 PM	7	0	6	0	13	0	151	3	0	154	1	0	0	0	1	13	176	0	0	189	357
Hourly Total	25	1	61	0	87	0	635	20	0	655	1	1	0	0	2	43	620	0	9	672	1416
5:00 PM	7	0	17	0	24	0	166	7	0	173	0	0	0	0	0	20	165	0	4	189	386
5:15 PM	11	0	15	0	26	0	174	5	1	180	0	0	0	0	0	7	193	0	2	202	408
5:30 PM	7	0	10	0	17	0	164	5	0	169	1	0	0	0	1	10	175	0	1	186	373
5:45 PM	2	0	3	0	5	0	129	5	0	134	0	0	1	0	1	13	172	0	3	188	328
Hourly Total	27	0	45	0	72	0	633	22	1	656	1	0	1	0	2	50	705	0	10	765	1495
6:00 PM	1	0	5	0	6	0	146	1	0	147	0	0	0	0	0	4	151	0	1	156	309
6:15 PM	2	0	6	0	8	0	128	3	0	131	0	0	0	0	0	2	128	0	0	130	269
Grand Total	207	9	447	0	663	2	5719	378	5	6104	8	3	3	0	14	520	5429	2	45	5996	12777
Approach %	31.2	1.4	67.4	0.0	-	0.0	93.7	6.2	0.1	-	57.1	21.4	21.4	0.0	-	8.7	90.5	0.0	0.8	-	-

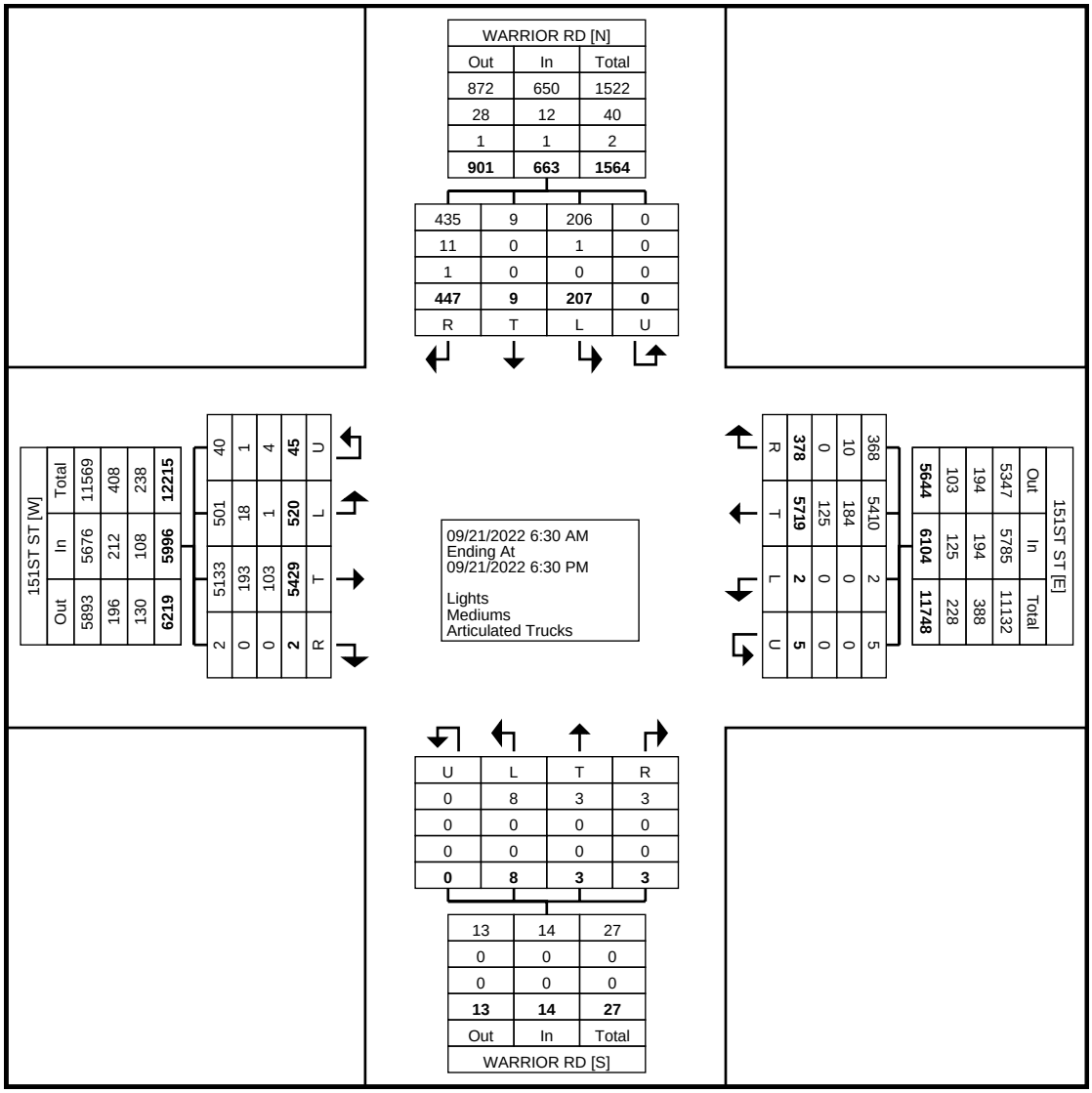
Total %	1.6	0.1	3.5	0.0	5.2	0.0	44.8	3.0	0.0	47.8	0.1	0.0	0.0	0.0	0.1	4.1	42.5	0.0	0.4	46.9	-
Lights	206	9	435	0	650	2	5410	368	5	5785	8	3	3	0	14	501	5133	2	40	5676	12125
% Lights	99.5	100.0	97.3	-	98.0	100.0	94.6	97.4	100.0	94.8	100.0	100.0	100.0	-	100.0	96.3	94.5	100.0	88.9	94.7	94.9
Mediums	1	0	11	0	12	0	184	10	0	194	0	0	0	0	0	18	193	0	1	212	418
% Mediums	0.5	0.0	2.5	-	1.8	0.0	3.2	2.6	0.0	3.2	0.0	0.0	0.0	-	0.0	3.5	3.6	0.0	2.2	3.5	3.3
Articulated Trucks	0	0	1	0	1	0	125	0	0	125	0	0	0	0	0	1	103	0	4	108	234
% Articulated Trucks	0.0	0.0	0.2	-	0.2	0.0	2.2	0.0	0.0	2.0	0.0	0.0	0.0	-	0.0	0.2	1.9	0.0	8.9	1.8	1.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - 151ST ST @ WARRIOR RD
Site Code:
Start Date: 09/21/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - 151ST ST @ WARRIOR RD
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (7:15 AM)

Start Time	WARRIOR RD Southbound					151ST ST Westbound					WARRIOR RD Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	6	1	9	0	16	0	174	25	0	199	0	1	0	0	1	34	129	0	1	164	380
7:30 AM	7	0	15	0	22	0	196	45	0	241	2	0	0	0	2	33	134	0	1	168	433
7:45 AM	11	1	28	0	40	0	193	65	0	258	0	0	0	0	0	43	111	0	2	156	454
8:00 AM	10	2	22	0	34	0	127	19	0	146	0	0	0	0	0	33	148	0	0	181	361
Total	34	4	74	0	112	0	690	154	0	844	2	1	0	0	3	143	522	0	4	669	1628
Approach %	30.4	3.6	66.1	0.0	-	0.0	81.8	18.2	0.0	-	66.7	33.3	0.0	0.0	-	21.4	78.0	0.0	0.6	-	-
Total %	2.1	0.2	4.5	0.0	6.9	0.0	42.4	9.5	0.0	51.8	0.1	0.1	0.0	0.0	0.2	8.8	32.1	0.0	0.2	41.1	-
PHF	0.773	0.500	0.661	0.000	0.700	0.000	0.880	0.592	0.000	0.818	0.250	0.250	0.000	0.000	0.375	0.831	0.882	0.000	0.500	0.924	0.896
Lights	34	4	72	0	110	0	668	150	0	818	2	1	0	0	3	137	503	0	4	644	1575
% Lights	100.0	100.0	97.3	-	98.2	-	96.8	97.4	-	96.9	100.0	100.0	-	-	100.0	95.8	96.4	-	100.0	96.3	96.7
Mediums	0	0	2	0	2	0	14	4	0	18	0	0	0	0	0	6	15	0	0	21	41
% Mediums	0.0	0.0	2.7	-	1.8	-	2.0	2.6	-	2.1	0.0	0.0	-	-	0.0	4.2	2.9	-	0.0	3.1	2.5
Articulated Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	1.2	0.0	-	0.9	0.0	0.0	-	-	0.0	0.0	0.8	-	0.0	0.6	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - 151ST ST @ WARRIOR RD
Site Code:
Start Date: 09/21/2022
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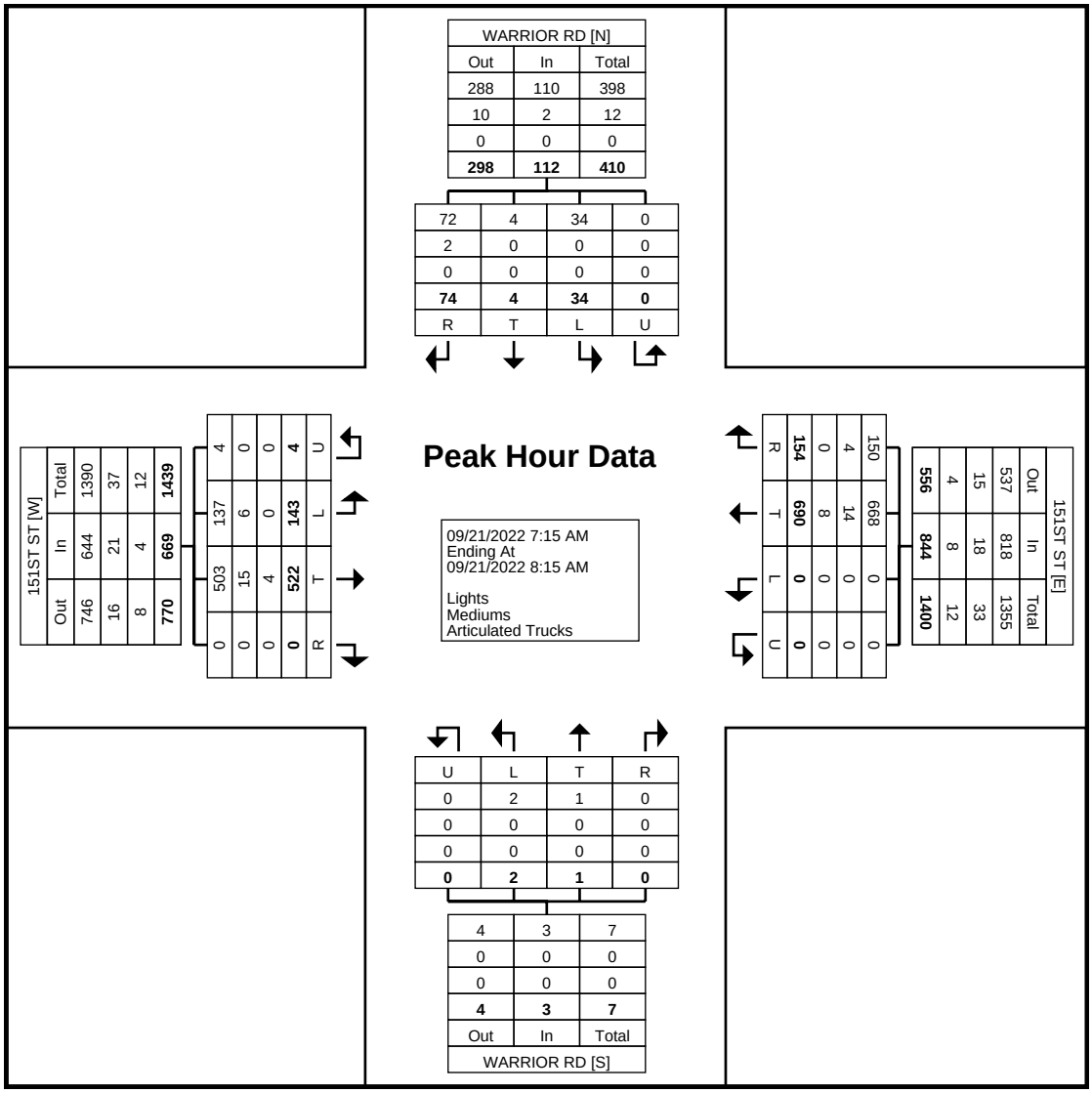

Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - 151ST ST @ WARRIOR RD
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	WARRIOR RD Southbound					151ST ST Westbound					WARRIOR RD Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	4	0	16	0	20	0	176	6	0	182	0	0	0	0	0	9	169	0	3	181	383
4:45 PM	7	0	6	0	13	0	151	3	0	154	1	0	0	0	1	13	176	0	0	189	357
5:00 PM	7	0	17	0	24	0	166	7	0	173	0	0	0	0	0	20	165	0	4	189	386
5:15 PM	11	0	15	0	26	0	174	5	1	180	0	0	0	0	0	7	193	0	2	202	408
Total	29	0	54	0	83	0	667	21	1	689	1	0	0	0	1	49	703	0	9	761	1534
Approach %	34.9	0.0	65.1	0.0	-	0.0	96.8	3.0	0.1	-	100.0	0.0	0.0	0.0	-	6.4	92.4	0.0	1.2	-	-
Total %	1.9	0.0	3.5	0.0	5.4	0.0	43.5	1.4	0.1	44.9	0.1	0.0	0.0	0.0	0.1	3.2	45.8	0.0	0.6	49.6	-
PHF	0.659	0.000	0.794	0.000	0.798	0.000	0.947	0.750	0.250	0.946	0.250	0.000	0.000	0.000	0.250	0.613	0.911	0.000	0.563	0.942	0.940
Lights	29	0	54	0	83	0	645	21	1	667	1	0	0	0	1	48	697	0	8	753	1504
% Lights	100.0	-	100.0	-	100.0	-	96.7	100.0	100.0	96.8	100.0	-	-	-	100.0	98.0	99.1	-	88.9	98.9	98.0
Mediums	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	2	0	0	3	13
% Mediums	0.0	-	0.0	-	0.0	-	1.5	0.0	0.0	1.5	0.0	-	-	-	0.0	2.0	0.3	-	0.0	0.4	0.8
Articulated Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	4	0	1	5	17
% Articulated Trucks	0.0	-	0.0	-	0.0	-	1.8	0.0	0.0	1.7	0.0	-	-	-	0.0	0.0	0.6	-	11.1	0.7	1.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 10 - 151ST ST @ WARRIOR RD
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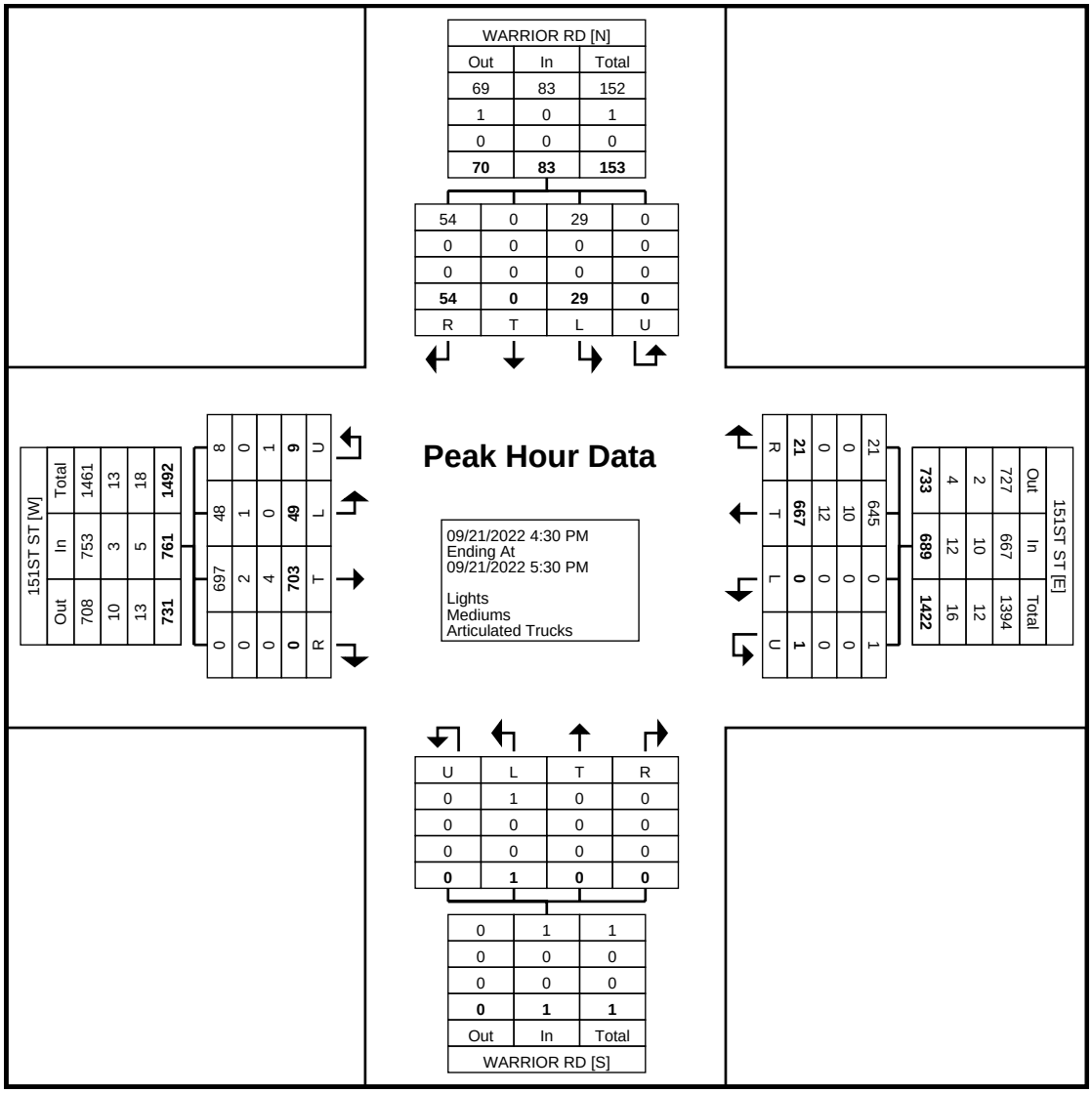

Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - 151ST ST @ 101ST ST
Site Code:
Start Date: 09/21/2022
Page No: 1

Turning Movement Data

Start Time	101ST ST Southbound					151ST ST Westbound					101ST ST Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	9	1	19	0	29	8	105	11	0	124	12	3	0	0	15	11	80	19	0	110	278
6:45 AM	3	3	15	0	21	7	105	9	0	121	7	0	8	0	15	7	93	21	0	121	278
Hourly Total	12	4	34	0	50	15	210	20	0	245	19	3	8	0	30	18	173	40	0	231	556
7:00 AM	4	2	21	0	27	8	117	26	0	151	15	1	5	0	21	25	104	16	1	146	345
7:15 AM	1	2	30	0	33	6	163	22	0	191	14	1	2	0	17	31	156	30	0	217	458
7:30 AM	7	1	16	0	24	9	176	29	0	214	2	0	6	0	8	40	144	19	0	203	449
7:45 AM	5	2	11	0	18	11	190	31	1	233	13	0	4	0	17	29	140	18	1	188	456
Hourly Total	17	7	78	0	102	34	646	108	1	789	44	2	17	0	63	125	544	83	2	754	1708
8:00 AM	11	0	9	0	20	10	131	15	0	156	6	1	5	0	12	42	161	17	2	222	410
8:15 AM	9	0	12	0	21	5	118	24	0	147	14	5	0	0	19	24	133	18	0	175	362
8:30 AM	12	1	26	0	39	7	101	3	0	111	8	0	0	0	8	16	112	16	0	144	302
8:45 AM	11	2	23	0	36	5	102	1	0	108	9	0	4	0	13	17	91	11	0	119	276
Hourly Total	43	3	70	0	116	27	452	43	0	522	37	6	9	0	52	99	497	62	2	660	1350
9:00 AM	7	0	16	0	23	9	85	3	0	97	9	1	0	0	10	18	94	15	0	127	257
9:15 AM	8	1	23	0	32	10	76	5	0	91	10	2	6	0	18	14	65	18	0	97	238
9:30 AM	10	1	15	1	27	3	81	13	0	97	10	4	2	0	16	18	66	9	0	93	233
9:45 AM	6	2	12	0	20	7	71	7	0	85	13	2	1	0	16	17	68	11	0	96	217
Hourly Total	31	4	66	1	102	29	313	28	0	370	42	9	9	0	60	67	293	53	0	413	945
10:00 AM	7	0	11	0	18	0	77	16	0	93	13	0	3	0	16	16	78	8	0	102	229
10:15 AM	9	1	9	0	19	8	73	5	0	86	12	1	3	0	16	17	77	9	0	103	224
10:30 AM	6	1	17	0	24	8	63	6	1	78	8	1	1	0	10	13	78	11	1	103	215
10:45 AM	6	1	17	0	24	4	74	18	0	96	11	4	0	0	15	13	60	8	1	82	217
Hourly Total	28	3	54	0	85	20	287	45	1	353	44	6	7	0	57	59	293	36	2	390	885
11:00 AM	5	2	16	0	23	9	69	17	0	95	8	0	3	0	11	29	65	11	0	105	234
11:15 AM	8	2	17	0	27	13	64	28	1	106	15	5	4	0	24	22	63	13	0	98	255
11:30 AM	14	2	31	0	47	8	67	25	0	100	13	4	0	1	18	20	68	17	0	105	270
11:45 AM	15	0	20	0	35	4	91	20	0	115	12	3	5	0	20	18	67	11	0	96	266
Hourly Total	42	6	84	0	132	34	291	90	1	416	48	12	12	1	73	89	263	52	0	404	1025
12:00 PM	16	0	29	0	45	7	81	32	0	120	12	3	2	0	17	26	69	16	0	111	293
12:15 PM	15	2	36	0	53	6	89	27	1	123	11	0	0	0	11	19	79	14	0	112	299
12:30 PM	16	1	30	0	47	3	78	19	0	100	9	1	1	0	11	16	89	12	0	117	275
12:45 PM	11	1	26	0	38	6	77	22	0	105	7	1	5	0	13	21	81	10	0	112	268
Hourly Total	58	4	121	0	183	22	325	100	1	448	39	5	8	0	52	82	318	52	0	452	1135
1:00 PM	10	1	20	0	31	5	79	10	0	94	11	2	2	0	15	17	91	13	0	121	261
1:15 PM	11	1	17	0	29	3	75	13	0	91	10	4	3	0	17	21	73	10	1	105	242
1:30 PM	11	1	16	0	28	7	69	20	0	96	7	0	2	0	9	14	84	11	0	109	242
1:45 PM	8	2	18	0	28	2	69	16	1	88	12	0	3	0	15	14	84	8	0	106	237
Hourly Total	40	5	71	0	116	17	292	59	1	369	40	6	10	0	56	66	332	42	1	441	982
2:00 PM	11	2	22	0	35	3	66	11	0	80	8	0	4	0	12	16	110	14	0	140	267
2:15 PM	3	0	25	0	28	7	95	17	0	119	10	0	1	0	11	15	96	11	0	122	280
2:30 PM	8	0	33	0	41	6	103	20	0	129	10	2	5	0	17	29	100	18	0	147	334
2:45 PM	8	1	20	0	29	4	108	18	0	130	12	1	3	0	16	20	92	7	0	119	294
Hourly Total	30	3	100	0	133	20	372	66	0	458	40	3	13	0	56	80	398	50	0	528	1175
3:00 PM	5	0	21	0	26	6	124	24	0	154	12	1	2	1	16	22	86	14	0	122	318
3:15 PM	11	2	16	0	29	9	99	19	0	127	15	1	1	0	17	26	121	16	1	164	337
3:30 PM	9	1	27	0	37	6	117	27	0	150	9	2	7	1	19	24	131	19	0	174	380
3:45 PM	11	2	43	0	56	8	114	30	1	153	12	0	6	0	18	34	131	16	0	181	408
Hourly Total	36	5	107	0	148	29	454	100	1	584	48	4	16	2	70	106	469	65	1	641	1443
4:00 PM	5	0	28	0	33	6	141	17	0	164	14	0	6	0	20	23	114	16	0	153	370
4:15 PM	12	2	23	0	37	7	159	25	0	191	14	2	5	0	21	32	136	10	0	178	427
4:30 PM	14	1	36	0	51	6	161	30	1	198	13	0	4	1	18	28	156	12	0	196	463
4:45 PM	11	0	32	0	43	5	131	21	0	157	13	0	5	0	18	23	163	19	0	205	423
Hourly Total	42	3	119	0	164	24	592	93	1	710	54	2	20	1	77	106	569	57	0	732	1683
5:00 PM	10	2	30	0	42	3	170	20	0	193	7	0	4	0	11	27	164	20	0	211	457
5:15 PM	7	1	27	0	35	7	155	30	1	193	10	2	4	0	16	47	185	15	0	247	491
5:30 PM	12	2	48	0	62	3	146	31	0	180	7	0	2	0	9	25	157	18	0	200	451
5:45 PM	11	0	34	0	45	6	102	25	0	133	13	3	5	0	21	36	159	14	0	209	408
Hourly Total	40	5	139	0	184	19	573	106	1	699	37	5	15	0	57	135	665	67	0	867	1807
6:00 PM	10	0	51	0	61	2	121	29	0	152	8	3	1	0	12	28	134	12	0	174	399
6:15 PM	8	0	30	0	38	4	111	21	0	136	9	0	1	0	10	32	113	8	0	153	337
Grand Total	437	52	1124	1	1614	296	5039	908	8	6251	509	66	146	4	725	1092	5061	679	8	6840	15430
Approach %	27.1	3.2	69.6	0.1	-	4.7	80.6	14.5	0.1	-	70.2	9.1	20.1	0.6	-	16.0	74.0	9.9	0.1	-	-

Total %	2.8	0.3	7.3	0.0	10.5	1.9	32.7	5.9	0.1	40.5	3.3	0.4	0.9	0.0	4.7	7.1	32.8	4.4	0.1	44.3	-
Lights	424	50	1106	0	1580	283	4745	881	8	5917	485	61	144	3	693	1064	4791	644	7	6506	14696
% Lights	97.0	96.2	98.4	0.0	97.9	95.6	94.2	97.0	100.0	94.7	95.3	92.4	98.6	75.0	95.6	97.4	94.7	94.8	87.5	95.1	95.2
Mediums	11	1	15	1	28	9	183	19	0	211	23	4	2	0	29	27	170	25	1	223	491
% Mediums	2.5	1.9	1.3	100.0	1.7	3.0	3.6	2.1	0.0	3.4	4.5	6.1	1.4	0.0	4.0	2.5	3.4	3.7	12.5	3.3	3.2
Articulated Trucks	2	1	3	0	6	4	111	8	0	123	1	1	0	1	3	1	100	10	0	111	243
% Articulated Trucks	0.5	1.9	0.3	0.0	0.4	1.4	2.2	0.9	0.0	2.0	0.2	1.5	0.0	25.0	0.4	0.1	2.0	1.5	0.0	1.6	1.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 11 - 151ST ST @ 101ST ST
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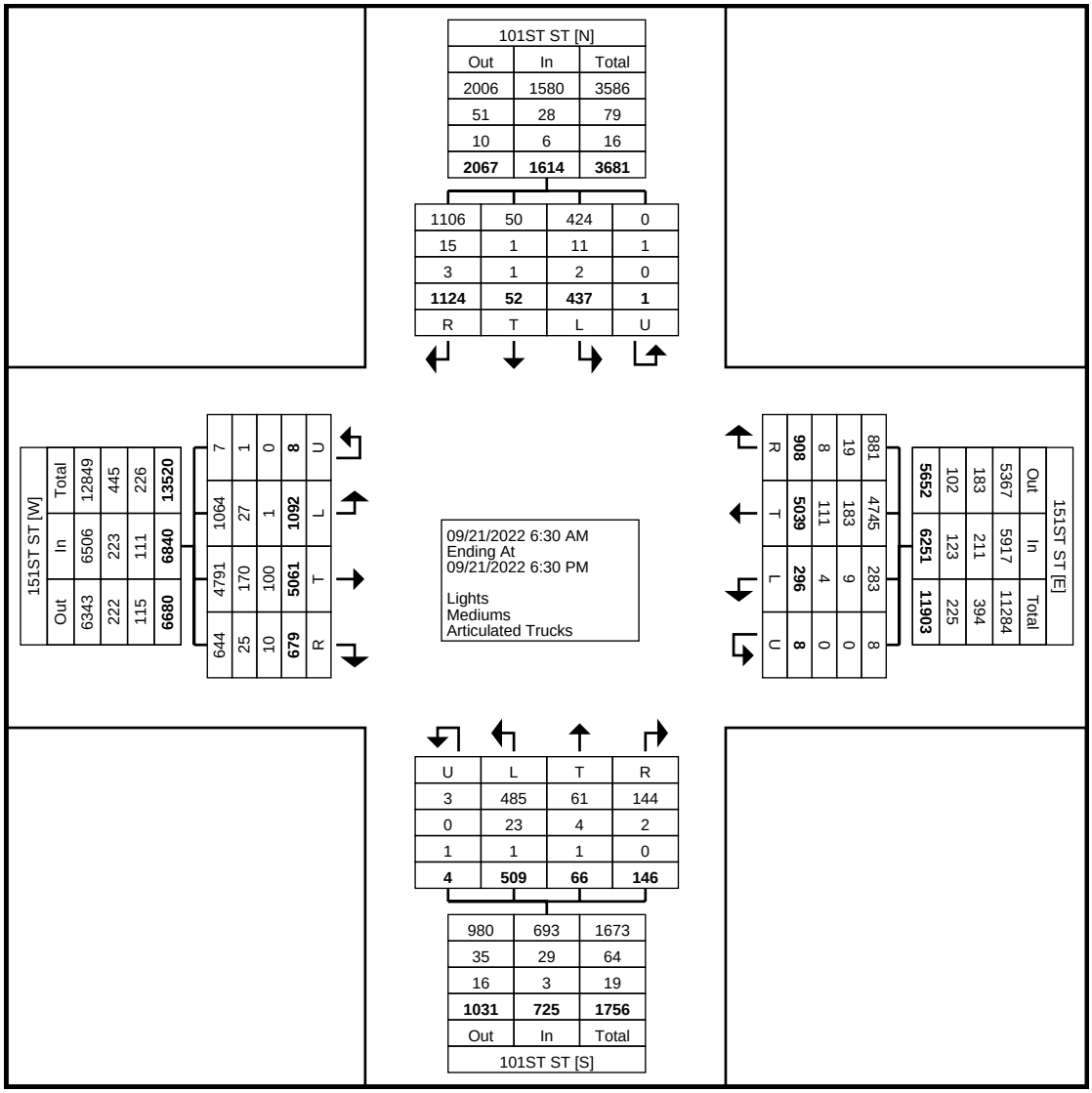

Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - 151ST ST @ 101ST ST
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (7:15 AM)

Start Time	101ST ST Southbound					151ST ST Westbound					101ST ST Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	1	2	30	0	33	6	163	22	0	191	14	1	2	0	17	31	156	30	0	217	458
7:30 AM	7	1	16	0	24	9	176	29	0	214	2	0	6	0	8	40	144	19	0	203	449
7:45 AM	5	2	11	0	18	11	190	31	1	233	13	0	4	0	17	29	140	18	1	188	456
8:00 AM	11	0	9	0	20	10	131	15	0	156	6	1	5	0	12	42	161	17	2	222	410
Total	24	5	66	0	95	36	660	97	1	794	35	2	17	0	54	142	601	84	3	830	1773
Approach %	25.3	5.3	69.5	0.0	-	4.5	83.1	12.2	0.1	-	64.8	3.7	31.5	0.0	-	17.1	72.4	10.1	0.4	-	-
Total %	1.4	0.3	3.7	0.0	5.4	2.0	37.2	5.5	0.1	44.8	2.0	0.1	1.0	0.0	3.0	8.0	33.9	4.7	0.2	46.8	-
PHF	0.545	0.625	0.550	0.000	0.720	0.818	0.868	0.782	0.250	0.852	0.625	0.500	0.708	0.000	0.794	0.845	0.933	0.700	0.375	0.935	0.968
Lights	22	5	65	0	92	35	638	96	1	770	34	2	17	0	53	139	579	81	3	802	1717
% Lights	91.7	100.0	98.5	-	96.8	97.2	96.7	99.0	100.0	97.0	97.1	100.0	100.0	-	98.1	97.9	96.3	96.4	100.0	96.6	96.8
Mediums	2	0	1	0	3	1	14	1	0	16	1	0	0	0	1	3	17	2	0	22	42
% Mediums	8.3	0.0	1.5	-	3.2	2.8	2.1	1.0	0.0	2.0	2.9	0.0	0.0	-	1.9	2.1	2.8	2.4	0.0	2.7	2.4
Articulated Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	1	0	6	14
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	0.0	-	0.0	0.0	0.8	1.2	0.0	0.7	0.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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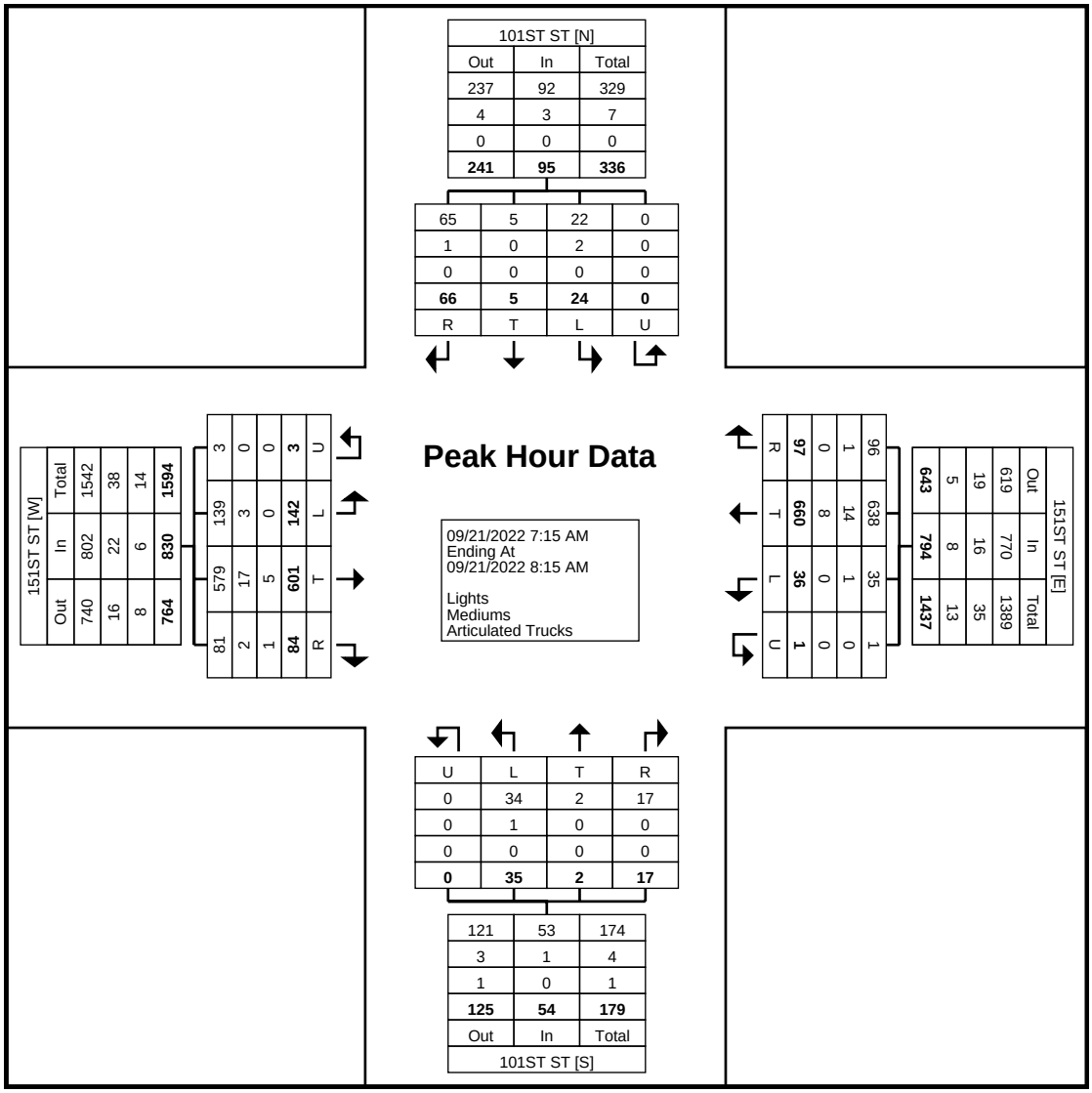

Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 11 - 151ST ST @ 101ST ST
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (4:30 PM)

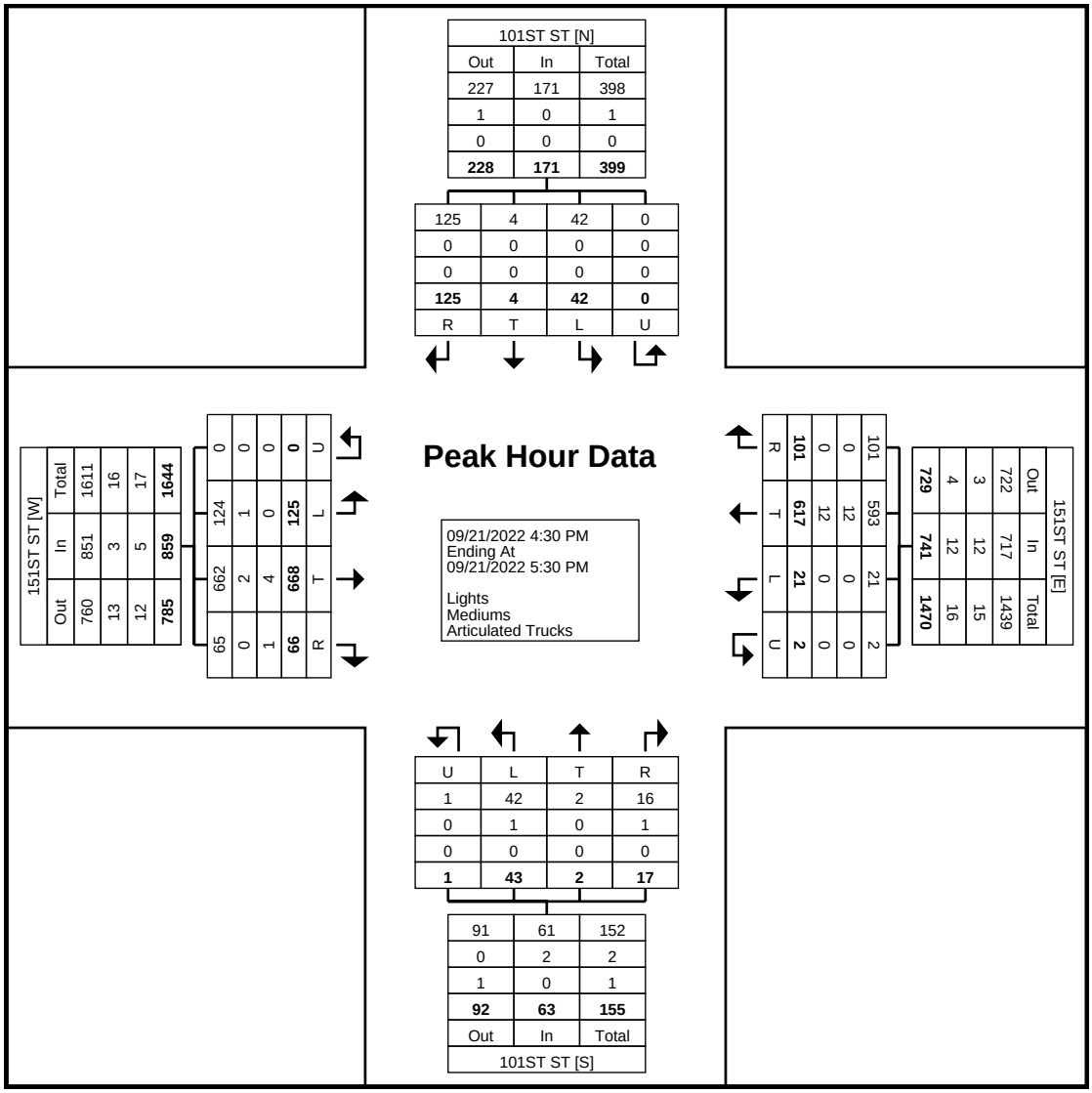
Start Time	101ST ST Southbound					151ST ST Westbound					101ST ST Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	14	1	36	0	51	6	161	30	1	198	13	0	4	1	18	28	156	12	0	196	463
4:45 PM	11	0	32	0	43	5	131	21	0	157	13	0	5	0	18	23	163	19	0	205	423
5:00 PM	10	2	30	0	42	3	170	20	0	193	7	0	4	0	11	27	164	20	0	211	457
5:15 PM	7	1	27	0	35	7	155	30	1	193	10	2	4	0	16	47	185	15	0	247	491
Total	42	4	125	0	171	21	617	101	2	741	43	2	17	1	63	125	668	66	0	859	1834
Approach %	24.6	2.3	73.1	0.0	-	2.8	83.3	13.6	0.3	-	68.3	3.2	27.0	1.6	-	14.6	77.8	7.7	0.0	-	-
Total %	2.3	0.2	6.8	0.0	9.3	1.1	33.6	5.5	0.1	40.4	2.3	0.1	0.9	0.1	3.4	6.8	36.4	3.6	0.0	46.8	-
PHF	0.750	0.500	0.868	0.000	0.838	0.750	0.907	0.842	0.500	0.936	0.827	0.250	0.850	0.250	0.875	0.665	0.903	0.825	0.000	0.869	0.934
Lights	42	4	125	0	171	21	593	101	2	717	42	2	16	1	61	124	662	65	0	851	1800
% Lights	100.0	100.0	100.0	-	100.0	100.0	96.1	100.0	100.0	96.8	97.7	100.0	94.1	100.0	96.8	99.2	99.1	98.5	-	99.1	98.1
Mediums	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	1	2	0	0	3	17
% Mediums	0.0	0.0	0.0	-	0.0	0.0	1.9	0.0	0.0	1.6	2.3	0.0	5.9	0.0	3.2	0.8	0.3	0.0	-	0.3	0.9
Articulated Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	4	1	0	5	17
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	1.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.5	-	0.6	0.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - 151ST ST @ 101ST ST
Site Code:
Start Date: 09/21/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - 151ST ST @ US 75 NBFR
Site Code:
Start Date: 09/21/2022
Page No: 1

Turning Movement Data

Start Time	US 75 NBFR Southbound					151ST ST Westbound					US 75 NBFR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	0	0	0	0	0	0	76	59	0	135	10	0	26	0	36	50	86	0	0	136	307
6:45 AM	0	0	0	0	0	0	69	56	0	125	7	0	34	0	41	55	85	0	0	140	306
Hourly Total	0	0	0	0	0	0	145	115	0	260	17	0	60	0	77	105	171	0	0	276	613
7:00 AM	0	0	0	0	0	0	103	51	0	154	4	0	48	0	52	58	102	0	0	160	366
7:15 AM	0	0	0	0	0	0	122	80	0	202	6	0	69	0	75	57	150	0	0	207	484
7:30 AM	0	0	0	0	0	0	146	66	0	212	14	1	58	0	73	36	145	0	1	182	467
7:45 AM	0	0	0	0	0	0	157	66	0	223	12	0	64	0	76	32	124	0	0	156	455
Hourly Total	0	0	0	0	0	0	528	263	0	791	36	1	239	0	276	183	521	0	1	705	1772
8:00 AM	0	0	0	0	0	0	124	42	0	166	9	0	51	0	60	44	168	0	0	212	438
8:15 AM	0	0	0	0	0	0	81	69	0	150	19	0	58	0	77	38	116	0	0	154	381
8:30 AM	0	0	0	0	0	0	80	57	0	137	10	0	45	0	55	37	93	0	0	130	322
8:45 AM	0	0	0	0	0	0	71	58	0	129	8	0	46	0	54	33	76	0	0	109	292
Hourly Total	0	0	0	0	0	0	356	226	0	582	46	0	200	0	246	152	453	0	0	605	1433
9:00 AM	0	0	0	0	0	0	62	49	0	111	8	0	30	0	38	31	89	0	0	120	269
9:15 AM	0	0	0	0	0	0	61	44	0	105	11	0	25	0	36	28	68	0	0	96	237
9:30 AM	0	0	0	0	0	0	51	50	0	101	8	0	23	0	31	36	68	0	0	104	236
9:45 AM	0	0	0	0	0	0	48	52	0	100	6	0	25	0	31	36	74	0	0	110	241
Hourly Total	0	0	0	0	0	0	222	195	0	417	33	0	103	0	136	131	299	0	0	430	983
10:00 AM	0	0	0	0	0	0	67	42	0	109	2	0	26	0	28	33	73	0	0	106	243
10:15 AM	0	0	0	0	0	0	56	42	0	98	7	0	34	0	41	25	67	0	0	92	231
10:30 AM	0	0	0	0	0	0	54	39	0	93	8	0	26	0	34	31	74	0	0	105	232
10:45 AM	0	0	0	0	0	0	67	36	0	103	3	0	24	0	27	21	59	0	0	80	210
Hourly Total	0	0	0	0	0	0	244	159	0	403	20	0	110	0	130	110	273	0	0	383	916
11:00 AM	0	0	0	0	0	0	54	40	0	94	4	0	33	0	37	36	75	0	0	111	242
11:15 AM	0	0	0	0	0	0	58	43	0	101	5	0	28	0	33	29	66	0	0	95	229
11:30 AM	0	0	0	0	0	0	75	39	0	114	11	0	38	0	49	40	68	0	0	108	271
11:45 AM	0	0	0	0	0	0	79	45	0	124	7	0	37	0	44	29	59	0	0	88	256
Hourly Total	0	0	0	0	0	0	266	167	0	433	27	0	136	0	163	134	268	0	0	402	998
12:00 PM	0	0	0	0	0	0	71	54	0	125	11	0	37	0	48	29	70	0	0	99	272
12:15 PM	0	0	0	0	0	0	92	54	0	146	4	0	44	0	48	28	69	0	0	97	291
12:30 PM	0	0	0	0	0	0	66	55	0	121	7	0	24	0	31	25	93	0	0	118	270
12:45 PM	0	0	0	0	0	0	65	48	0	113	7	0	35	0	42	35	72	0	0	107	262
Hourly Total	0	0	0	0	0	0	294	211	0	505	29	0	140	0	169	117	304	0	0	421	1095
1:00 PM	0	0	0	0	0	0	71	37	0	108	5	0	29	0	34	35	90	0	0	125	267
1:15 PM	0	0	0	0	0	0	64	43	0	107	7	0	17	0	24	36	81	0	0	117	248
1:30 PM	0	0	0	0	0	0	66	27	0	93	4	0	36	0	40	26	70	0	0	96	229
1:45 PM	0	0	0	0	0	0	70	35	0	105	10	0	28	0	38	27	82	0	0	109	252
Hourly Total	0	0	0	0	0	0	271	142	0	413	26	0	110	0	136	124	323	0	0	447	996
2:00 PM	0	0	0	0	0	0	64	30	0	94	13	1	49	0	63	38	92	0	0	130	287
2:15 PM	0	0	0	0	0	0	87	48	0	135	3	0	30	0	33	31	87	0	0	118	286
2:30 PM	0	0	0	0	0	0	101	43	0	144	12	0	40	0	52	25	107	0	0	132	328
2:45 PM	0	0	0	0	0	0	117	30	0	147	7	0	37	0	44	26	88	0	0	114	305
Hourly Total	0	0	0	0	0	0	369	151	0	520	35	1	156	0	192	120	374	0	0	494	1206
3:00 PM	0	0	0	0	0	0	105	53	0	158	23	1	37	0	61	29	85	0	0	114	333
3:15 PM	0	0	0	0	0	0	85	51	0	136	10	1	44	0	55	40	121	0	0	161	352
3:30 PM	0	0	0	0	0	0	112	46	0	158	10	1	46	0	57	34	126	0	0	160	375
3:45 PM	0	0	0	0	0	0	130	46	0	176	7	0	57	0	64	29	123	0	0	152	392
Hourly Total	0	0	0	0	0	0	432	196	0	628	50	3	184	0	237	132	455	0	0	587	1452
4:00 PM	0	0	0	0	0	0	137	50	1	188	10	1	57	0	68	23	92	0	0	115	371
4:15 PM	0	0	0	0	0	0	141	59	0	200	12	0	56	0	68	20	126	0	0	146	414
4:30 PM	0	0	0	0	0	0	156	57	0	213	15	0	51	0	66	33	132	0	0	165	444
4:45 PM	0	0	0	0	0	0	137	47	0	184	14	0	57	0	71	23	135	0	0	158	413
Hourly Total	0	0	0	0	0	0	571	213	1	785	51	1	221	0	273	99	485	0	0	584	1642
5:00 PM	0	0	0	0	0	0	149	53	0	202	21	0	55	0	76	39	141	0	0	180	458
5:15 PM	0	0	0	0	0	0	159	41	0	200	19	0	74	0	93	30	155	0	1	186	479
5:30 PM	0	0	0	0	0	0	150	52	0	202	12	0	49	0	61	23	149	0	0	172	435
5:45 PM	0	0	0	0	0	0	109	37	0	146	12	0	62	0	74	24	141	0	0	165	385
Hourly Total	0	0	0	0	0	0	567	183	0	750	64	0	240	0	304	116	586	0	1	703	1757
6:00 PM	0	0	0	0	0	0	136	47	0	183	12	0	53	0	65	30	113	0	0	143	391
6:15 PM	0	0	0	0	0	0	101	39	0	140	10	0	33	0	43	44	120	0	0	164	347
Grand Total	0	0	0	0	0	0	4502	2307	1	6810	456	6	1985	0	2447	1597	4745	0	2	6344	15601
Approach %	0.0	0.0	0.0	0.0	-	0.0	66.1	33.9	0.0	-	18.6	0.2	81.1	0.0	-	25.2	74.8	0.0	0.0	-	-

Total %	0.0	0.0	0.0	0.0	0.0	0.0	28.9	14.8	0.0	43.7	2.9	0.0	12.7	0.0	15.7	10.2	30.4	0.0	0.0	40.7	-
Lights	0	0	0	0	0	0	4329	2146	1	6476	425	6	1902	0	2333	1556	4488	0	2	6046	14855
% Lights	-	-	-	-	-	-	96.2	93.0	100.0	95.1	93.2	100.0	95.8	-	95.3	97.4	94.6	-	100.0	95.3	95.2
Mediums	0	0	0	0	0	0	119	90	0	209	21	0	63	0	84	23	162	0	0	185	478
% Mediums	-	-	-	-	-	-	2.6	3.9	0.0	3.1	4.6	0.0	3.2	-	3.4	1.4	3.4	-	0.0	2.9	3.1
Articulated Trucks	0	0	0	0	0	0	54	71	0	125	10	0	20	0	30	18	95	0	0	113	268
% Articulated Trucks	-	-	-	-	-	-	1.2	3.1	0.0	1.8	2.2	0.0	1.0	-	1.2	1.1	2.0	-	0.0	1.8	1.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - 151ST ST @ US 75 NBFR
Site Code:
Start Date: 09/21/2022
Page No: 3

US 75 NBFR [N]		
Out	In	Total
3708	0	3708
113	0	113
89	0	89
3910	**0**	**3910**

0	0	0	0
0	0	0	0
0	0	0	0
0	**0**	**0**	**0**
R	T	L	U

151ST ST [W]		
Out	In	Total
4756	6046	10802
140	185	325
64	113	177
4960	**6344**	**11304**

0	4488	1556	2
0	162	23	0
0	95	18	0
0	**4745**	**1597**	**2**
R	T	L	U

09/21/2022 6:30 AM
Ending At
09/21/2022 6:30 PM

Lights
Mediums
Articulated Trucks

151ST ST [E]		
Out	In	Total
6391	6476	12867
225	209	434
115	125	240
6731	**6810**	**13541**

2146	4329	0	1
90	119	0	0
71	54	0	0
2307	**4502**	**0**	**1**
R	T	L	U

U	L	T	R
0	425	6	1902
0	21	0	63
0	10	0	20
0	**456**	**6**	**1985**

0	2333	2333
0	84	84
0	30	30
0	**2447**	**2447**
Out	In	Total
US 75 NBFR [S]		

Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - 151ST ST @ US 75 NBFR
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (7:15 AM)

Start Time	US 75 NBFR Southbound					151ST ST Westbound					US 75 NBFR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	122	80	0	202	6	0	69	0	75	57	150	0	0	207	484
7:30 AM	0	0	0	0	0	0	146	66	0	212	14	1	58	0	73	36	145	0	1	182	467
7:45 AM	0	0	0	0	0	0	157	66	0	223	12	0	64	0	76	32	124	0	0	156	455
8:00 AM	0	0	0	0	0	0	124	42	0	166	9	0	51	0	60	44	168	0	0	212	438
Total	0	0	0	0	0	0	549	254	0	803	41	1	242	0	284	169	587	0	1	757	1844
Approach %	0.0	0.0	0.0	0.0	-	0.0	68.4	31.6	0.0	-	14.4	0.4	85.2	0.0	-	22.3	77.5	0.0	0.1	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	29.8	13.8	0.0	43.5	2.2	0.1	13.1	0.0	15.4	9.2	31.8	0.0	0.1	41.1	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.874	0.794	0.000	0.900	0.732	0.250	0.877	0.000	0.934	0.741	0.874	0.000	0.250	0.893	0.952
Lights	0	0	0	0	0	0	535	243	0	778	38	1	229	0	268	166	568	0	1	735	1781
% Lights	-	-	-	-	-	-	97.4	95.7	-	96.9	92.7	100.0	94.6	-	94.4	98.2	96.8	-	100.0	97.1	96.6
Mediums	0	0	0	0	0	0	10	7	0	17	0	0	10	0	10	2	14	0	0	16	43
% Mediums	-	-	-	-	-	-	1.8	2.8	-	2.1	0.0	0.0	4.1	-	3.5	1.2	2.4	-	0.0	2.1	2.3
Articulated Trucks	0	0	0	0	0	0	4	4	0	8	3	0	3	0	6	1	5	0	0	6	20
% Articulated Trucks	-	-	-	-	-	-	0.7	1.6	-	1.0	7.3	0.0	1.2	-	2.1	0.6	0.9	-	0.0	0.8	1.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - 151ST ST @ US 75 NBFR
Site Code:
Start Date: 09/21/2022
Page No: 5

Peak Hour Data

09/21/2022 7:15 AM
Ending At
09/21/2022 8:15 AM

Lights
Mediums
Articulated Trucks

US 75 NBFR [N]

Out	In	Total
410	0	410
9	0	9
5	0	5
424	**0**	**424**

R	T	L	U
0	0	0	0
0	0	0	0
0	0	0	0
0	**0**	**0**	**0**

151ST ST [E]

Out	In	Total
797	778	1575
24	17	41
8	8	16
829	**803**	**1632**

R	T	L	U
243	535	0	0
7	10	0	0
4	4	0	0
254	**549**	**0**	**0**

US 75 NBFR [S]

Out	In	Total
0	268	268
0	10	10
0	6	6
0	**284**	**284**

U	L	T	R
0	38	1	229
0	0	0	10
0	3	0	3
0	**41**	**1**	**242**

151ST ST [W]

Out	In	Total
574	735	1309
10	16	26
7	6	13
591	**757**	**1348**

R	T	L	U
568	166	1	1
14	2	0	0
5	1	0	0
587	**169**	**1**	**1**

Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - 151ST ST @ US 75 NBFR
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (4:30 PM)

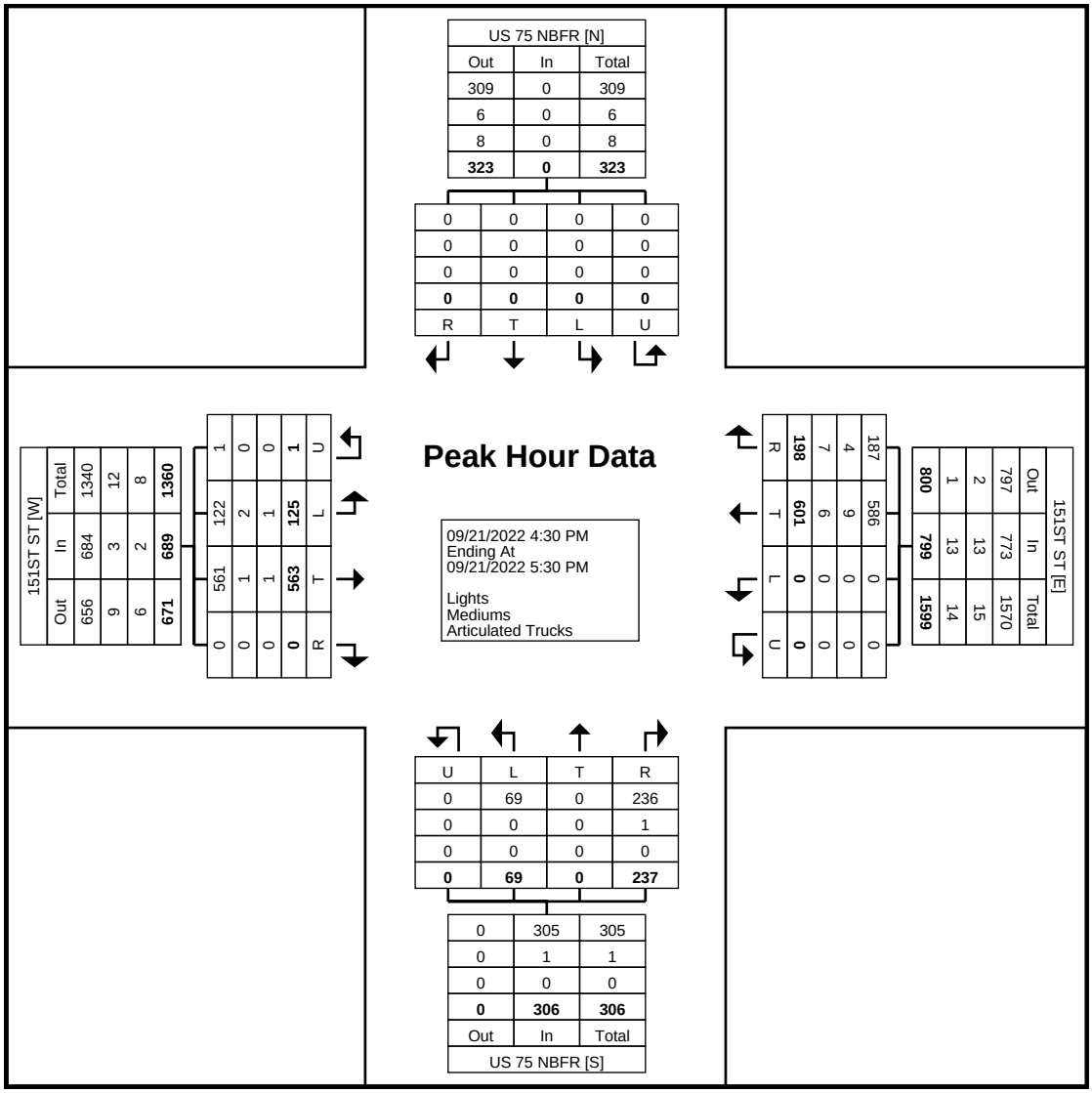
Start Time	US 75 NBFR Southbound					151ST ST Westbound					US 75 NBFR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	0	0	0	0	0	0	156	57	0	213	15	0	51	0	66	33	132	0	0	165	444
4:45 PM	0	0	0	0	0	0	137	47	0	184	14	0	57	0	71	23	135	0	0	158	413
5:00 PM	0	0	0	0	0	0	149	53	0	202	21	0	55	0	76	39	141	0	0	180	458
5:15 PM	0	0	0	0	0	0	159	41	0	200	19	0	74	0	93	30	155	0	1	186	479
Total	0	0	0	0	0	0	601	198	0	799	69	0	237	0	306	125	563	0	1	689	1794
Approach %	0.0	0.0	0.0	0.0	-	0.0	75.2	24.8	0.0	-	22.5	0.0	77.5	0.0	-	18.1	81.7	0.0	0.1	-	-
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.5	11.0	0.0	44.5	3.8	0.0	13.2	0.0	17.1	7.0	31.4	0.0	0.1	38.4	-
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.945	0.868	0.000	0.938	0.821	0.000	0.801	0.000	0.823	0.801	0.908	0.000	0.250	0.926	0.936
Lights	0	0	0	0	0	0	586	187	0	773	69	0	236	0	305	122	561	0	1	684	1762
% Lights	-	-	-	-	-	-	97.5	94.4	-	96.7	100.0	-	99.6	-	99.7	97.6	99.6	-	100.0	99.3	98.2
Mediums	0	0	0	0	0	0	9	4	0	13	0	0	1	0	1	2	1	0	0	3	17
% Mediums	-	-	-	-	-	-	1.5	2.0	-	1.6	0.0	-	0.4	-	0.3	1.6	0.2	-	0.0	0.4	0.9
Articulated Trucks	0	0	0	0	0	0	6	7	0	13	0	0	0	0	0	1	1	0	0	2	15
% Articulated Trucks	-	-	-	-	-	-	1.0	3.5	-	1.6	0.0	-	0.0	-	0.0	0.8	0.2	-	0.0	0.3	0.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - 151ST ST @ US 75 NBFR
Site Code:
Start Date: 09/21/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 13 - 151ST ST @ US 75 SBFR
Site Code:
Start Date: 09/21/2022

Turning Movement Data

Start Time	US 75 SBFR Southbound					151ST ST Westbound					US 75 SBFR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	43	0	10	0	53	42	35	0	0	77	0	0	0	0	0	0	106	6	0	112	242
6:45 AM	40	0	14	0	54	43	33	0	0	76	0	0	0	0	0	0	101	15	0	116	246
Hourly Total	83	0	24	0	107	85	68	0	0	153	0	0	0	0	0	0	207	21	0	228	488
7:00 AM	32	0	21	0	53	39	61	0	0	100	0	0	0	0	0	0	133	15	0	148	301
7:15 AM	36	0	34	0	70	61	77	0	0	138	0	0	0	0	0	0	166	14	0	180	388
7:30 AM	32	0	18	0	50	59	93	0	1	153	0	0	0	0	0	0	150	28	0	178	381
7:45 AM	36	1	34	0	71	53	119	0	0	172	0	0	0	0	0	0	122	26	0	148	391
Hourly Total	136	1	107	0	244	212	350	0	1	563	0	0	0	0	0	0	571	83	0	654	1461
8:00 AM	30	1	44	0	75	45	92	0	1	138	0	0	0	0	0	0	184	17	0	201	414
8:15 AM	50	0	16	0	66	34	65	0	1	100	0	0	0	0	0	0	110	10	0	120	286
8:30 AM	33	1	20	0	54	45	39	0	0	84	0	0	0	0	0	0	96	8	0	104	242
8:45 AM	37	0	15	0	52	32	50	0	0	82	0	0	0	0	0	0	73	14	0	87	221
Hourly Total	150	2	95	0	247	156	246	0	2	404	0	0	0	0	0	0	463	49	0	512	1163
9:00 AM	48	1	20	0	69	39	28	0	0	67	0	0	0	0	0	0	74	4	0	78	214
9:15 AM	39	0	15	0	54	33	43	0	1	77	0	0	0	0	0	0	60	6	0	66	197
9:30 AM	29	1	7	0	37	26	36	0	0	62	0	0	0	0	0	0	68	6	0	74	173
9:45 AM	36	0	21	0	57	18	35	0	0	53	0	0	0	0	0	0	71	6	0	77	187
Hourly Total	152	2	63	0	217	116	142	0	1	259	0	0	0	0	0	0	273	22	0	295	771
10:00 AM	42	3	10	0	55	33	35	0	1	69	0	0	0	0	0	0	65	5	0	70	194
10:15 AM	40	0	14	0	54	32	33	0	0	65	0	0	0	0	0	0	50	11	0	61	180
10:30 AM	47	1	19	0	67	27	33	0	0	60	0	0	0	0	0	0	62	11	0	73	200
10:45 AM	33	2	20	0	55	27	43	0	0	70	0	0	0	0	0	0	48	3	0	51	176
Hourly Total	162	6	63	0	231	119	144	0	1	264	0	0	0	0	0	0	225	30	0	255	750
11:00 AM	24	1	15	0	40	25	33	0	0	58	0	0	0	0	0	0	84	6	0	90	188
11:15 AM	35	0	26	0	61	25	40	0	0	65	0	0	0	0	0	0	57	11	0	68	194
11:30 AM	38	0	24	0	62	36	49	0	0	85	0	0	0	0	0	0	73	4	0	77	224
11:45 AM	30	0	17	0	47	41	40	0	1	82	0	0	0	0	0	0	55	8	0	63	192
Hourly Total	127	1	82	0	210	127	162	0	1	290	0	0	0	0	0	0	269	29	0	298	798
12:00 PM	35	0	16	0	51	29	56	0	0	85	0	0	0	0	0	0	61	8	0	69	205
12:15 PM	35	0	27	0	62	45	47	0	0	92	0	0	0	0	0	0	58	14	0	72	226
12:30 PM	43	0	24	0	67	33	42	0	0	75	0	0	0	0	0	0	77	7	1	85	227
12:45 PM	38	0	7	0	45	34	37	0	1	72	0	0	0	0	0	0	72	8	0	80	197
Hourly Total	151	0	74	0	225	141	182	0	1	324	0	0	0	0	0	0	268	37	1	306	855
1:00 PM	42	0	24	0	66	38	39	0	0	77	0	0	0	0	0	0	76	15	0	91	234
1:15 PM	39	0	26	0	65	28	44	0	0	72	0	0	0	0	0	0	78	10	0	88	225
1:30 PM	45	0	21	0	66	28	41	0	0	69	0	0	0	0	0	0	54	12	0	66	201
1:45 PM	45	0	26	0	71	33	44	0	0	77	0	0	0	0	0	0	65	8	0	73	221
Hourly Total	171	0	97	0	268	127	168	0	0	295	0	0	0	0	0	0	273	45	0	318	881
2:00 PM	51	2	32	0	85	32	50	0	0	82	0	0	0	0	0	0	76	3	0	79	246
2:15 PM	46	0	23	0	69	40	43	0	0	83	0	0	0	0	0	0	75	8	0	83	235
2:30 PM	48	0	28	0	76	54	60	0	1	115	0	0	0	0	0	0	81	10	0	91	282
2:45 PM	43	0	31	0	74	50	78	0	0	128	0	0	0	0	0	0	65	11	0	76	278
Hourly Total	188	2	114	0	304	176	231	0	1	408	0	0	0	0	0	0	297	32	0	329	1041
3:00 PM	45	2	39	0	86	43	85	0	1	129	0	0	0	0	0	0	70	18	0	88	303
3:15 PM	41	0	43	0	84	38	53	0	1	92	0	0	0	0	0	0	117	10	0	127	303
3:30 PM	50	0	37	0	87	45	75	0	0	120	0	0	0	0	0	0	115	11	0	126	333
3:45 PM	44	0	50	0	94	64	76	0	0	140	0	0	0	0	0	0	108	16	0	124	358
Hourly Total	180	2	169	0	351	190	289	0	2	481	0	0	0	0	0	0	410	55	0	465	1297
4:00 PM	46	0	47	0	93	59	84	0	0	143	0	0	0	0	0	0	70	11	0	81	317
4:15 PM	47	1	51	0	99	61	86	0	0	147	0	0	0	0	0	0	95	17	0	112	358
4:30 PM	27	0	61	0	88	78	101	0	1	180	0	0	0	0	0	0	135	20	0	155	423
4:45 PM	56	0	54	0	110	59	88	0	0	147	0	0	0	0	0	0	110	17	0	127	384
Hourly Total	176	1	213	0	390	257	359	0	1	617	0	0	0	0	0	0	410	65	0	475	1482
5:00 PM	35	0	50	0	85	64	104	0	1	169	0	0	0	0	0	0	140	10	0	150	404
5:15 PM	32	0	68	0	100	60	120	0	1	181	0	0	0	0	0	0	148	26	0	174	455
5:30 PM	33	1	65	0	99	71	92	0	0	163	0	0	0	0	0	0	139	23	0	162	424
5:45 PM	35	0	60	0	95	53	75	0	2	130	0	0	0	0	0	0	137	17	0	154	379
Hourly Total	135	1	243	0	379	248	391	0	4	643	0	0	0	0	0	0	564	76	0	640	1662
6:00 PM	51	0	38	0	89	73	65	0	0	138	0	0	0	0	0	0	97	10	0	107	334
6:15 PM	40	0	33	0	73	55	69	0	0	124	0	0	0	0	0	0	119	8	0	127	324
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1902	18	1415	0	3335	2082	2866	0	15	4963	0	0	0	0	0	0	4446	562	1	5009	13307

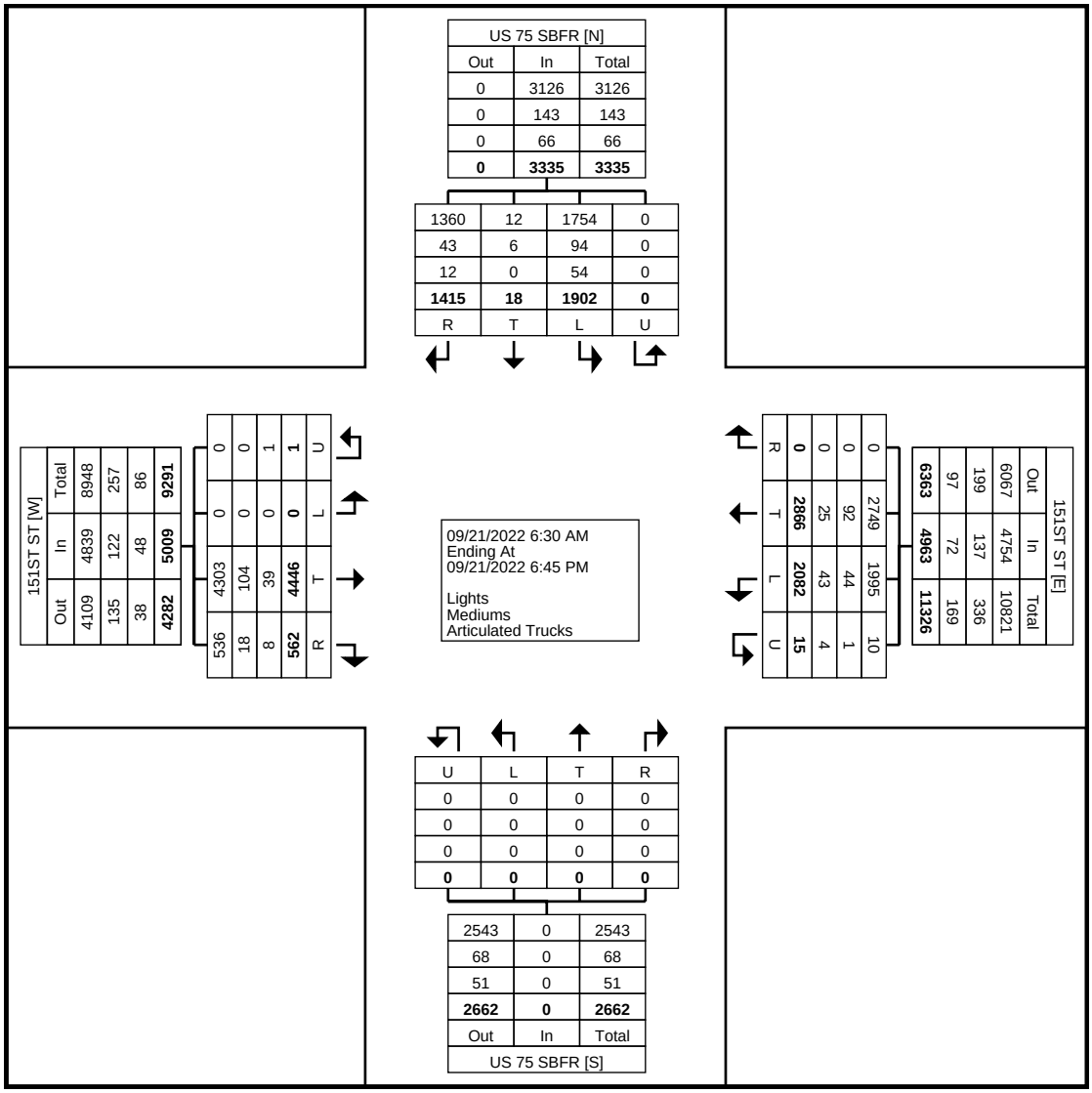
Approach %	57.0	0.5	42.4	0.0	-	42.0	57.7	0.0	0.3	-	0.0	0.0	0.0	0.0	-	0.0	88.8	11.2	0.0	-	-
Total %	14.3	0.1	10.6	0.0	25.1	15.6	21.5	0.0	0.1	37.3	0.0	0.0	0.0	0.0	0.0	0.0	33.4	4.2	0.0	37.6	-
Lights	1754	12	1360	0	3126	1995	2749	0	10	4754	0	0	0	0	0	0	4303	536	0	4839	12719
% Lights	92.2	66.7	96.1	-	93.7	95.8	95.9	-	66.7	95.8	-	-	-	-	-	-	96.8	95.4	0.0	96.6	95.6
Mediums	94	6	43	0	143	44	92	0	1	137	0	0	0	0	0	0	104	18	0	122	402
% Mediums	4.9	33.3	3.0	-	4.3	2.1	3.2	-	6.7	2.8	-	-	-	-	-	-	2.3	3.2	0.0	2.4	3.0
Articulated Trucks	54	0	12	0	66	43	25	0	4	72	0	0	0	0	0	0	39	8	1	48	186
% Articulated Trucks	2.8	0.0	0.8	-	2.0	2.1	0.9	-	26.7	1.5	-	-	-	-	-	-	0.9	1.4	100.0	1.0	1.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 13 - 151ST ST @ US 75 SBFR
Site Code:
Start Date: 09/21/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 13 - 151ST ST @ US 75 SBFR
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (7:15 AM)

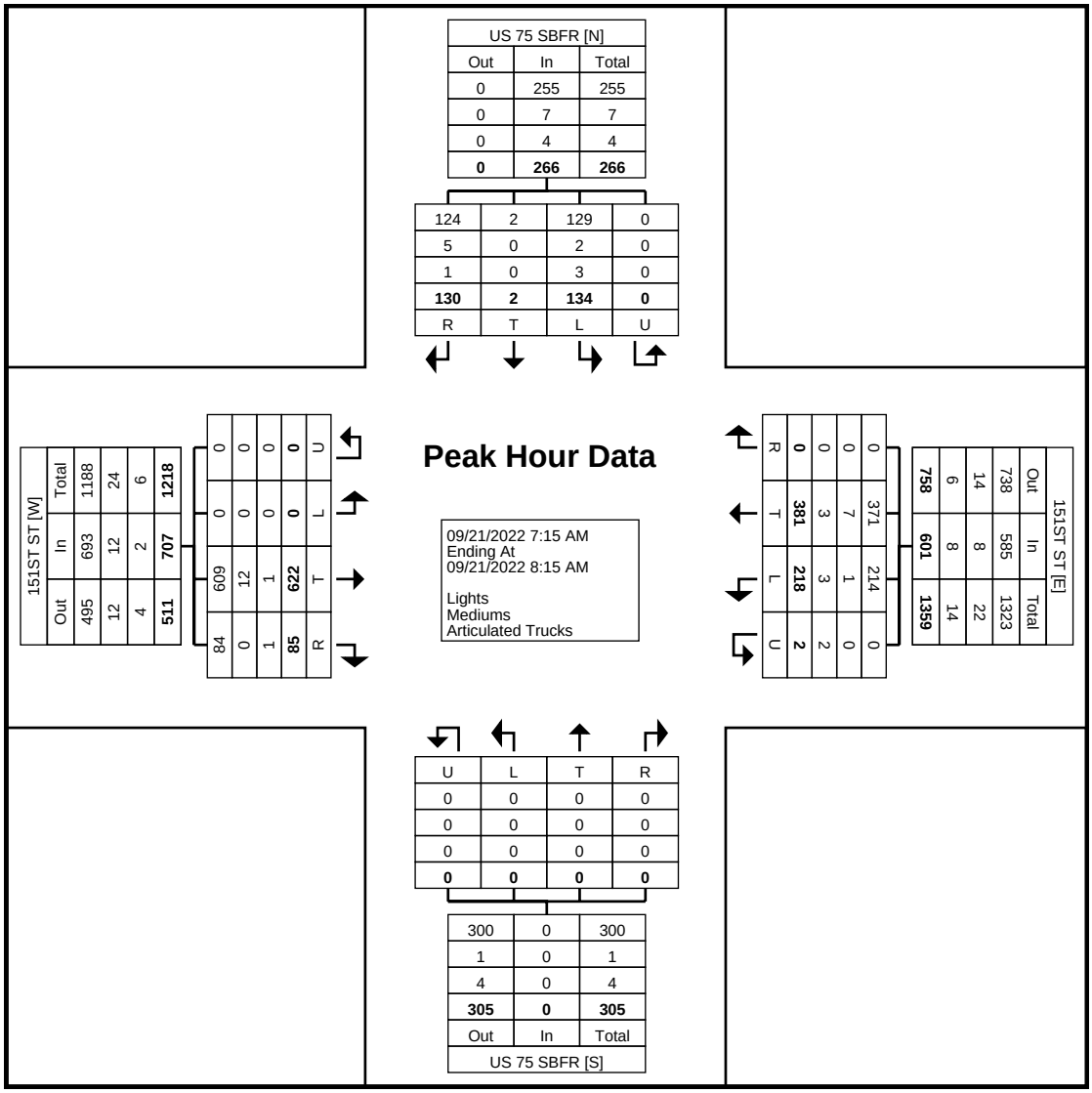
Start Time	US 75 SBFR Southbound					151ST ST Westbound					US 75 SBFR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	36	0	34	0	70	61	77	0	0	138	0	0	0	0	0	0	166	14	0	180	388
7:30 AM	32	0	18	0	50	59	93	0	1	153	0	0	0	0	0	0	150	28	0	178	381
7:45 AM	36	1	34	0	71	53	119	0	0	172	0	0	0	0	0	0	122	26	0	148	391
8:00 AM	30	1	44	0	75	45	92	0	1	138	0	0	0	0	0	0	184	17	0	201	414
Total	134	2	130	0	266	218	381	0	2	601	0	0	0	0	0	0	622	85	0	707	1574
Approach %	50.4	0.8	48.9	0.0	-	36.3	63.4	0.0	0.3	-	0.0	0.0	0.0	0.0	-	0.0	88.0	12.0	0.0	-	-
Total %	8.5	0.1	8.3	0.0	16.9	13.9	24.2	0.0	0.1	38.2	0.0	0.0	0.0	0.0	0.0	0.0	39.5	5.4	0.0	44.9	-
PHF	0.931	0.500	0.739	0.000	0.887	0.893	0.800	0.000	0.500	0.874	0.000	0.000	0.000	0.000	0.000	0.000	0.845	0.759	0.000	0.879	0.950
Lights	129	2	124	0	255	214	371	0	0	585	0	0	0	0	0	0	609	84	0	693	1533
% Lights	96.3	100.0	95.4	-	95.9	98.2	97.4	-	0.0	97.3	-	-	-	-	-	-	97.9	98.8	-	98.0	97.4
Mediums	2	0	5	0	7	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	27
% Mediums	1.5	0.0	3.8	-	2.6	0.5	1.8	-	0.0	1.3	-	-	-	-	-	-	1.9	0.0	-	1.7	1.7
Articulated Trucks	3	0	1	0	4	3	3	0	2	8	0	0	0	0	0	0	1	1	0	2	14
% Articulated Trucks	2.2	0.0	0.8	-	1.5	1.4	0.8	-	100.0	1.3	-	-	-	-	-	-	0.2	1.2	-	0.3	0.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 13 - 151ST ST @ US 75 SBFR
Site Code:
Start Date: 09/21/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 13 - 151ST ST @ US 75 SBFR
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (4:45 PM)

Start Time	US 75 SBFR Southbound					151ST ST Westbound					US 75 SBFR Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	56	0	54	0	110	59	88	0	0	147	0	0	0	0	0	0	110	17	0	127	384
5:00 PM	35	0	50	0	85	64	104	0	1	169	0	0	0	0	0	0	140	10	0	150	404
5:15 PM	32	0	68	0	100	60	120	0	1	181	0	0	0	0	0	0	148	26	0	174	455
5:30 PM	33	1	65	0	99	71	92	0	0	163	0	0	0	0	0	0	139	23	0	162	424
Total	156	1	237	0	394	254	404	0	2	660	0	0	0	0	0	0	537	76	0	613	1667
Approach %	39.6	0.3	60.2	0.0	-	38.5	61.2	0.0	0.3	-	0.0	0.0	0.0	0.0	-	0.0	87.6	12.4	0.0	-	-
Total %	9.4	0.1	14.2	0.0	23.6	15.2	24.2	0.0	0.1	39.6	0.0	0.0	0.0	0.0	0.0	0.0	32.2	4.6	0.0	36.8	-
PHF	0.696	0.250	0.871	0.000	0.895	0.894	0.842	0.000	0.500	0.912	0.000	0.000	0.000	0.000	0.000	0.000	0.907	0.731	0.000	0.881	0.916
Lights	154	1	232	0	387	247	399	0	2	648	0	0	0	0	0	0	534	75	0	609	1644
% Lights	98.7	100.0	97.9	-	98.2	97.2	98.8	-	100.0	98.2	-	-	-	-	-	-	99.4	98.7	-	99.3	98.6
Mediums	0	0	5	0	5	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	13
% Mediums	0.0	0.0	2.1	-	1.3	1.2	0.5	-	0.0	0.8	-	-	-	-	-	-	0.4	1.3	-	0.5	0.8
Articulated Trucks	2	0	0	0	2	4	3	0	0	7	0	0	0	0	0	0	1	0	0	1	10
% Articulated Trucks	1.3	0.0	0.0	-	0.5	1.6	0.7	-	0.0	1.1	-	-	-	-	-	-	0.2	0.0	-	0.2	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 13 - 151ST ST @ US 75 SBFR
Site Code:
Start Date: 09/21/2022
Page No: 7

US 75 SBFR [N]		
Out	In	Total
0	387	387
0	5	5
0	2	2
0	**394**	**394**

232	1	154	0
5	0	0	0
0	0	2	0
237	**1**	**156**	**0**
R	T	L	U

151ST ST [W]			
Out	In	Total	
631	609	1240	
7	3	10	
3	1	4	
641	**613**	**1254**	

0	0	0	0
0	0	0	0
534	2	1	0
537	**0**	**0**	**0**
T	L	U	
75	1	0	**76**
R			

Peak Hour Data

09/21/2022 4:45 PM
Ending At
09/21/2022 5:45 PM

Lights
Mediums
Articulated Trucks

0	0	0	0
399	2	3	0
247	3	4	0
2	0	3	0
2	**0**	**404**	R
0	**254**	T	
U	L		

151ST ST [E]		
Out	In	Total
690	648	1338
2	5	7
3	7	10
695	**660**	**1355**

U	L	T	R
0	0	0	0
0	0	0	0
0	0	0	0
0	**0**	**0**	**0**

323	0	323
4	0	4
4	0	4
331	**0**	**331**
Out	In	Total
US 75 SBFR [S]		

Turning Movement Peak Hour Data Plot (4:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 14 - 151ST ST @ 26TH AVE
Site Code:
Start Date: 09/21/2022
Page No: 1

Turning Movement Data

Start Time	26TH AVE Southbound					151ST ST Westbound					26TH AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	1	0	0	0	1	2	45	1	0	48	0	0	1	0	1	4	94	0	0	98	148
6:45 AM	6	0	0	0	6	0	45	2	0	47	2	1	2	0	5	5	91	0	0	96	154
Hourly Total	7	0	0	0	7	2	90	3	0	95	2	1	3	0	6	9	185	0	0	194	302
7:00 AM	7	0	1	0	8	2	67	9	0	78	1	0	1	0	2	5	101	0	0	106	194
7:15 AM	6	0	2	0	8	1	79	12	0	92	1	0	5	0	6	5	111	0	0	116	222
7:30 AM	8	0	8	0	16	5	108	10	0	123	1	0	2	0	3	3	124	0	0	127	269
7:45 AM	15	0	7	0	22	2	120	11	0	133	1	1	2	0	4	8	99	0	0	107	266
Hourly Total	36	0	18	0	54	10	374	42	0	426	4	1	10	0	15	21	435	0	0	456	951
8:00 AM	11	0	1	0	12	1	94	10	1	106	0	1	1	0	2	5	139	3	0	147	267
8:15 AM	6	1	2	0	9	1	65	8	0	74	0	0	2	0	2	4	80	1	0	85	170
8:30 AM	6	0	4	0	10	2	52	2	0	56	0	1	4	0	5	2	69	0	0	71	142
8:45 AM	5	0	0	0	5	0	50	7	0	57	0	0	1	0	1	0	61	0	0	61	124
Hourly Total	28	1	7	0	36	4	261	27	1	293	0	2	8	0	10	11	349	4	0	364	703
9:00 AM	2	1	1	0	4	3	45	0	0	48	0	0	3	0	3	1	55	0	0	56	111
9:15 AM	3	0	1	0	4	1	44	1	0	46	0	0	1	0	1	0	52	0	0	52	103
9:30 AM	2	0	3	0	5	1	38	3	0	42	2	0	1	0	3	4	71	0	0	75	125
9:45 AM	2	0	0	0	2	0	55	3	0	58	2	0	2	0	4	4	59	0	0	63	127
Hourly Total	9	1	5	0	15	5	182	7	0	194	4	0	7	0	11	9	237	0	0	246	466
10:00 AM	0	0	0	0	0	0	38	3	0	41	3	0	0	0	3	1	62	1	0	64	108
10:15 AM	0	0	1	0	1	0	44	2	0	46	0	0	3	0	3	0	50	0	0	50	100
10:30 AM	4	0	1	0	5	0	44	3	0	47	0	0	1	0	1	3	58	0	0	61	114
10:45 AM	2	2	2	0	6	0	53	1	0	54	0	1	1	0	2	1	52	2	0	55	117
Hourly Total	6	2	4	0	12	0	179	9	0	188	3	1	5	0	9	5	222	3	0	230	439
11:00 AM	5	0	0	0	5	0	39	5	0	44	1	1	0	0	2	0	66	0	0	66	117
11:15 AM	1	0	3	0	4	0	54	7	0	61	1	0	1	0	2	1	51	0	0	52	119
11:30 AM	8	0	1	0	9	2	54	7	0	63	0	0	0	0	0	0	62	0	0	62	134
11:45 AM	2	0	1	0	3	3	51	3	0	57	1	0	1	0	2	1	52	0	0	53	115
Hourly Total	16	0	5	0	21	5	198	22	0	225	3	1	2	0	6	2	231	0	0	233	485
12:00 PM	2	0	2	0	4	3	60	3	0	66	0	0	3	0	3	1	56	0	0	57	130
12:15 PM	1	1	1	0	3	1	65	3	0	69	2	0	1	0	3	3	63	2	0	68	143
12:30 PM	2	0	0	0	2	0	53	9	0	62	0	0	3	0	3	0	62	0	0	62	129
12:45 PM	2	0	1	0	3	2	34	2	0	38	0	1	2	0	3	1	69	1	0	71	115
Hourly Total	7	1	4	0	12	6	212	17	0	235	2	1	9	0	12	5	250	3	0	258	517
1:00 PM	0	0	1	0	1	1	56	2	0	59	0	0	3	0	3	4	74	2	0	80	143
1:15 PM	3	0	2	0	5	4	61	1	0	66	0	0	3	0	3	2	69	0	0	71	145
1:30 PM	5	0	1	0	6	0	49	5	0	54	1	0	2	0	3	0	52	0	0	52	115
1:45 PM	1	0	1	0	2	5	66	7	0	78	1	1	2	0	4	1	65	0	0	66	150
Hourly Total	9	0	5	0	14	10	232	15	0	257	2	1	10	0	13	7	260	2	0	269	553
2:00 PM	3	1	2	0	6	3	66	2	0	71	1	0	3	0	4	0	59	1	0	60	141
2:15 PM	4	0	0	0	4	6	44	1	0	51	2	0	7	0	9	2	60	0	0	62	126
2:30 PM	7	1	1	0	9	2	72	7	0	81	1	1	0	0	2	2	69	0	0	71	163
2:45 PM	3	0	1	0	4	0	85	11	0	96	1	0	1	0	2	4	55	1	0	60	162
Hourly Total	17	2	4	0	23	11	267	21	0	299	5	1	11	0	17	8	243	2	0	253	592
3:00 PM	1	1	4	0	6	1	103	9	0	113	0	1	1	0	2	4	67	0	0	71	192
3:15 PM	4	0	0	0	4	0	75	4	0	79	1	0	2	0	3	6	119	0	0	125	211
3:30 PM	3	1	0	0	4	1	77	12	0	90	1	1	5	0	7	4	88	1	0	93	194
3:45 PM	11	1	1	0	13	0	86	11	1	98	1	0	0	0	1	0	81	0	0	81	193
Hourly Total	19	3	5	0	27	2	341	36	1	380	3	2	8	0	13	14	355	1	0	370	790
4:00 PM	3	1	5	0	9	3	101	12	0	116	1	0	3	0	4	4	60	1	0	65	194
4:15 PM	3	0	0	0	3	4	105	12	0	121	2	0	1	0	3	7	92	2	0	101	228
4:30 PM	6	1	2	0	9	2	115	8	0	125	0	1	3	0	4	3	120	1	0	124	262
4:45 PM	5	2	2	0	9	0	110	6	0	116	0	1	1	0	2	4	82	0	0	86	213
Hourly Total	17	4	9	0	30	9	431	38	0	478	3	2	8	0	13	18	354	4	0	376	897
5:00 PM	4	0	3	0	7	1	116	10	0	127	2	2	5	0	9	4	117	0	0	121	264
5:15 PM	10	0	3	0	13	2	129	10	0	141	0	1	0	0	1	5	124	1	0	130	285
5:30 PM	6	1	5	0	12	3	109	8	1	121	1	1	3	0	5	6	112	0	0	118	256
5:45 PM	5	1	1	0	7	3	89	4	0	96	1	0	3	0	4	1	92	1	0	94	201
Hourly Total	25	2	12	0	39	9	443	32	1	485	4	4	11	0	19	16	445	2	0	463	1006
6:00 PM	4	0	1	0	5	1	91	6	0	98	0	2	2	0	4	2	92	0	0	94	201
6:15 PM	4	0	1	0	5	2	68	6	0	76	0	1	1	0	2	3	95	0	0	98	181
Grand Total	204	16	80	0	300	76	3369	281	3	3729	35	20	95	0	150	130	3753	21	0	3904	8083
Approach %	68.0	5.3	26.7	0.0	-	2.0	90.3	7.5	0.1	-	23.3	13.3	63.3	0.0	-	3.3	96.1	0.5	0.0	-	-

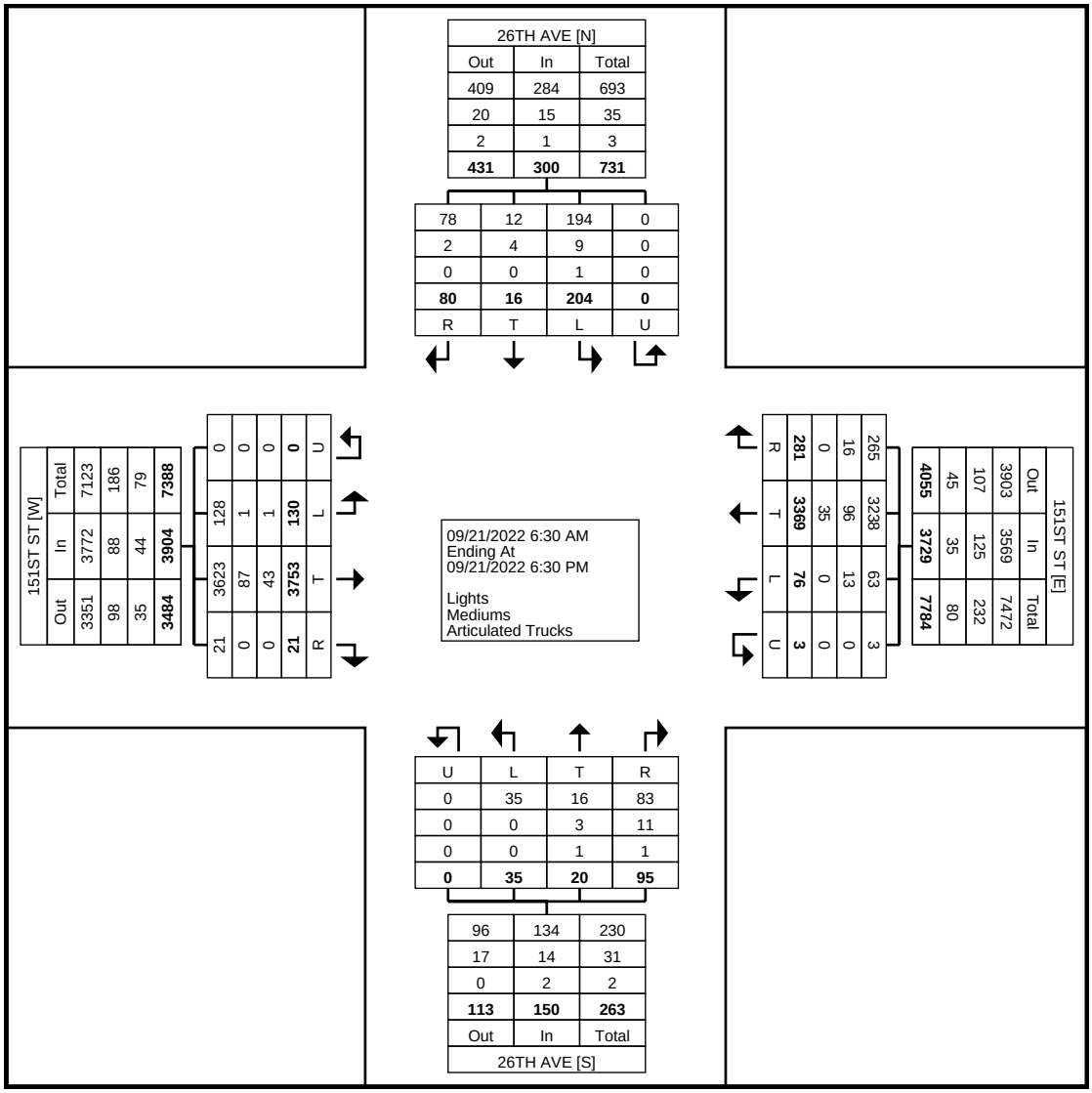
Total %	2.5	0.2	1.0	0.0	3.7	0.9	41.7	3.5	0.0	46.1	0.4	0.2	1.2	0.0	1.9	1.6	46.4	0.3	0.0	48.3	-
Lights	194	12	78	0	284	63	3238	265	3	3569	35	16	83	0	134	128	3623	21	0	3772	7759
% Lights	95.1	75.0	97.5	-	94.7	82.9	96.1	94.3	100.0	95.7	100.0	80.0	87.4	-	89.3	98.5	96.5	100.0	-	96.6	96.0
Mediums	9	4	2	0	15	13	96	16	0	125	0	3	11	0	14	1	87	0	0	88	242
% Mediums	4.4	25.0	2.5	-	5.0	17.1	2.8	5.7	0.0	3.4	0.0	15.0	11.6	-	9.3	0.8	2.3	0.0	-	2.3	3.0
Articulated Trucks	1	0	0	0	1	0	35	0	0	35	0	1	1	0	2	1	43	0	0	44	82
% Articulated Trucks	0.5	0.0	0.0	-	0.3	0.0	1.0	0.0	0.0	0.9	0.0	5.0	1.1	-	1.3	0.8	1.1	0.0	-	1.1	1.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 14 - 151ST ST @ 26TH AVE
Site Code:
Start Date: 09/21/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 14 - 151ST ST @ 26TH AVE
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (7:15 AM)

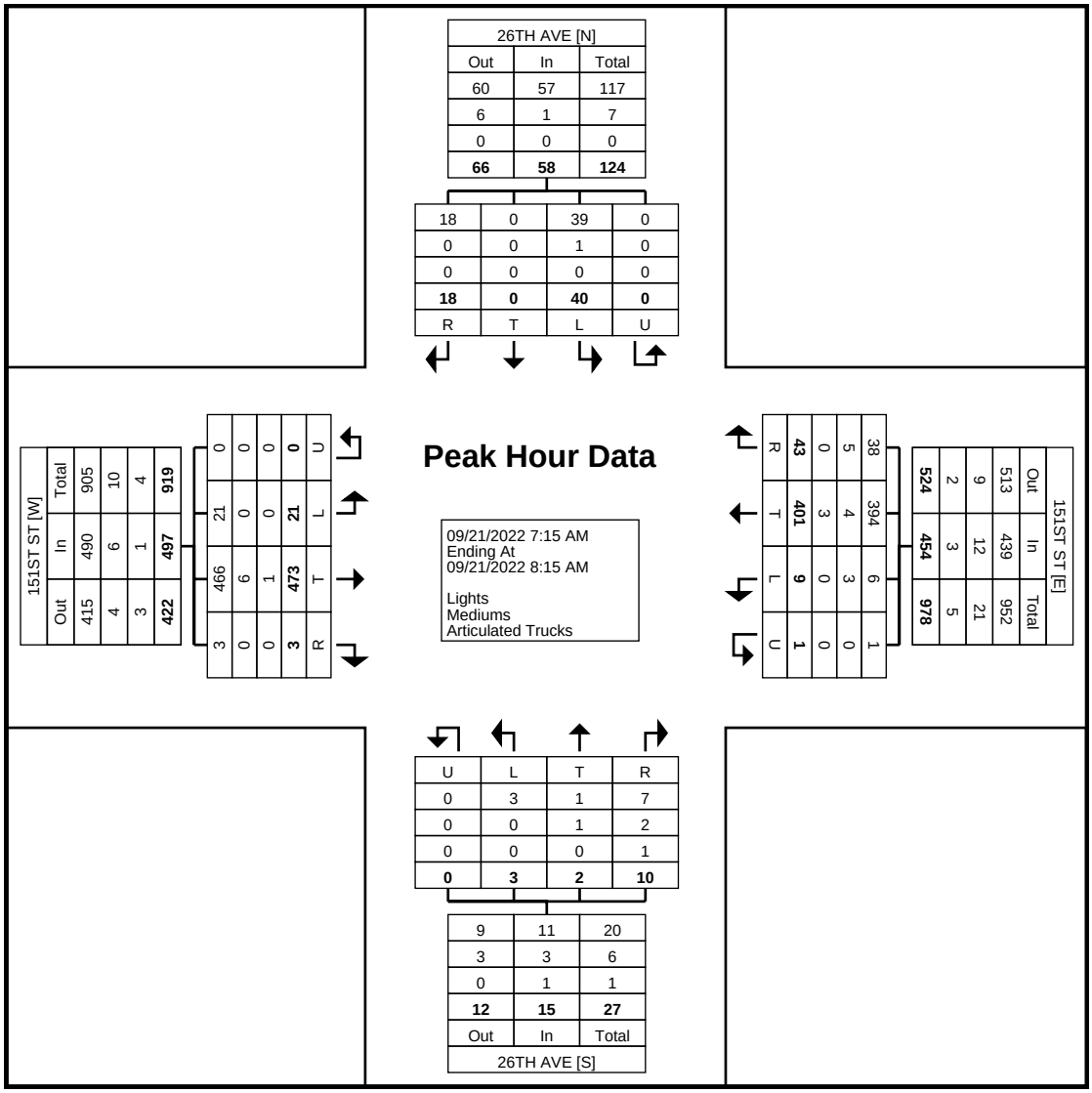
Start Time	26TH AVE Southbound					151ST ST Westbound					26TH AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	6	0	2	0	8	1	79	12	0	92	1	0	5	0	6	5	111	0	0	116	222
7:30 AM	8	0	8	0	16	5	108	10	0	123	1	0	2	0	3	3	124	0	0	127	269
7:45 AM	15	0	7	0	22	2	120	11	0	133	1	1	2	0	4	8	99	0	0	107	266
8:00 AM	11	0	1	0	12	1	94	10	1	106	0	1	1	0	2	5	139	3	0	147	267
Total	40	0	18	0	58	9	401	43	1	454	3	2	10	0	15	21	473	3	0	497	1024
Approach %	69.0	0.0	31.0	0.0	-	2.0	88.3	9.5	0.2	-	20.0	13.3	66.7	0.0	-	4.2	95.2	0.6	0.0	-	-
Total %	3.9	0.0	1.8	0.0	5.7	0.9	39.2	4.2	0.1	44.3	0.3	0.2	1.0	0.0	1.5	2.1	46.2	0.3	0.0	48.5	-
PHF	0.667	0.000	0.563	0.000	0.659	0.450	0.835	0.896	0.250	0.853	0.750	0.500	0.500	0.000	0.625	0.656	0.851	0.250	0.000	0.845	0.952
Lights	39	0	18	0	57	6	394	38	1	439	3	1	7	0	11	21	466	3	0	490	997
% Lights	97.5	-	100.0	-	98.3	66.7	98.3	88.4	100.0	96.7	100.0	50.0	70.0	-	73.3	100.0	98.5	100.0	-	98.6	97.4
Mediums	1	0	0	0	1	3	4	5	0	12	0	1	2	0	3	0	6	0	0	6	22
% Mediums	2.5	-	0.0	-	1.7	33.3	1.0	11.6	0.0	2.6	0.0	50.0	20.0	-	20.0	0.0	1.3	0.0	-	1.2	2.1
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	5
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	10.0	-	6.7	0.0	0.2	0.0	-	0.2	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 14 - 151ST ST @ 26TH AVE
Site Code:
Start Date: 09/21/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 14 - 151ST ST @ 26TH AVE
Site Code:
Start Date: 09/21/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	26TH AVE Southbound					151ST ST Westbound					26TH AVE Northbound					151ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	6	1	2	0	9	2	115	8	0	125	0	1	3	0	4	3	120	1	0	124	262
4:45 PM	5	2	2	0	9	0	110	6	0	116	0	1	1	0	2	4	82	0	0	86	213
5:00 PM	4	0	3	0	7	1	116	10	0	127	2	2	5	0	9	4	117	0	0	121	264
5:15 PM	10	0	3	0	13	2	129	10	0	141	0	1	0	0	1	5	124	1	0	130	285
Total	25	3	10	0	38	5	470	34	0	509	2	5	9	0	16	16	443	2	0	461	1024
Approach %	65.8	7.9	26.3	0.0	-	1.0	92.3	6.7	0.0	-	12.5	31.3	56.3	0.0	-	3.5	96.1	0.4	0.0	-	-
Total %	2.4	0.3	1.0	0.0	3.7	0.5	45.9	3.3	0.0	49.7	0.2	0.5	0.9	0.0	1.6	1.6	43.3	0.2	0.0	45.0	-
PHF	0.625	0.375	0.833	0.000	0.731	0.625	0.911	0.850	0.000	0.902	0.250	0.625	0.450	0.000	0.444	0.800	0.893	0.500	0.000	0.887	0.898
Lights	24	3	10	0	37	5	461	33	0	499	2	4	9	0	15	16	441	2	0	459	1010
% Lights	96.0	100.0	100.0	-	97.4	100.0	98.1	97.1	-	98.0	100.0	80.0	100.0	-	93.8	100.0	99.5	100.0	-	99.6	98.6
Mediums	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	8
% Mediums	0.0	0.0	0.0	-	0.0	0.0	1.3	2.9	-	1.4	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.8
Articulated Trucks	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	6
% Articulated Trucks	4.0	0.0	0.0	-	2.6	0.0	0.6	0.0	-	0.6	0.0	20.0	0.0	-	6.3	0.0	0.2	0.0	-	0.2	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 14 - 151ST ST @ 26TH AVE
Site Code:
Start Date: 09/21/2022
Page No: 7

26TH AVE [N]		
Out	In	Total
53	37	90
1	0	1
1	1	2
55	**38**	**93**

10	3	24	0
0	0	0	0
0	0	1	0
10	**3**	**25**	**0**
R	T	L	U

Peak Hour Data

09/21/2022 4:30 PM
Ending At
09/21/2022 5:30 PM

Lights
Mediums
Articulated Trucks

151ST ST [W]				
	Out	In	Total	
	473	459	932	
	6	1	7	
	3	1	4	
	482	**461**	**943**	

2	441	16	0	U
0	1	0	0	L
0	1	0	0	T
2	**443**	**16**	**0**	R
0	0	0	0	U

R	T	L	U	
34	**470**	**5**	**0**	
0	3	0	0	
1	6	0	0	
33	461	5	0	

151ST ST [E]		
Out	In	Total
474	499	973
1	7	8
2	3	5
477	**509**	**986**

U	L	T	R
0	2	4	9
0	0	0	0
0	0	1	0
0	**2**	**5**	**9**

10	15	25
0	0	0
0	1	1
10	**16**	**26**
Out	In	Total
26TH AVE [S]		

Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 15 - US 75 @ 141ST ST
Site Code:
Start Date: 09/22/2022
Page No: 1

Turning Movement Data

Start Time	US 75 Southbound					141ST ST Westbound					US 75 Northbound					141ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
12:00 AM	9	34	4	0	47	5	1	6	0	12	0	19	4	0	23	0	3	1	0	4	86
12:15 AM	15	27	1	0	43	2	1	7	0	10	1	28	2	0	31	1	1	0	0	2	86
12:30 AM	11	23	1	0	35	4	0	7	0	11	0	19	4	0	23	1	0	0	0	1	70
12:45 AM	5	26	0	0	31	2	0	3	0	5	0	36	1	0	37	0	0	2	0	2	75
Hourly Total	40	110	6	0	156	13	2	23	0	38	1	102	11	0	114	2	4	3	0	9	317
1:00 AM	4	12	2	0	18	1	0	4	0	5	1	25	3	0	29	0	0	0	0	0	52
1:15 AM	5	16	1	0	22	5	1	4	0	10	0	16	1	0	17	0	2	0	0	2	51
1:30 AM	9	13	1	0	23	1	0	1	0	2	2	18	1	0	21	1	1	0	0	2	48
1:45 AM	5	12	0	0	17	3	3	2	0	8	1	19	1	0	21	0	2	0	0	2	48
Hourly Total	23	53	4	0	80	10	4	11	0	25	4	78	6	0	88	1	5	0	0	6	199
2:00 AM	3	13	0	0	16	3	0	5	0	8	0	27	2	0	29	0	2	0	0	2	55
2:15 AM	6	21	1	0	28	2	1	4	0	7	0	26	3	0	29	0	0	2	0	2	66
2:30 AM	2	27	1	0	30	2	2	0	0	4	0	17	0	0	17	0	0	0	0	0	51
2:45 AM	7	15	1	0	23	0	0	2	0	2	0	22	0	0	22	0	0	0	0	0	47
Hourly Total	18	76	3	0	97	7	3	11	0	21	0	92	5	0	97	0	2	2	0	4	219
3:00 AM	4	17	1	0	22	1	0	7	0	8	0	20	2	0	22	0	0	0	0	0	52
3:15 AM	4	17	1	0	22	1	0	7	0	8	1	19	5	0	25	0	0	1	0	1	56
3:30 AM	2	24	1	0	27	1	0	16	0	17	0	31	9	0	40	2	0	1	0	3	87
3:45 AM	0	11	1	0	12	1	1	17	0	19	0	44	9	0	53	1	1	1	0	3	87
Hourly Total	10	69	4	0	83	4	1	47	0	52	1	114	25	0	140	3	1	3	0	7	282
4:00 AM	5	14	0	0	19	2	0	22	0	24	0	42	6	0	48	4	0	0	0	4	95
4:15 AM	3	28	0	0	31	0	0	33	0	33	0	72	12	0	84	5	1	0	0	6	154
4:30 AM	8	32	1	0	41	1	0	42	0	43	0	87	14	0	101	3	1	0	0	4	189
4:45 AM	6	43	3	0	52	2	0	45	0	47	0	80	14	0	94	7	5	0	0	12	205
Hourly Total	22	117	4	0	143	5	0	142	0	147	0	281	46	0	327	19	7	0	0	26	643
5:00 AM	9	34	1	0	44	4	1	58	0	63	0	115	18	0	133	5	1	0	0	6	246
5:15 AM	14	53	3	0	70	7	0	64	0	71	0	146	15	0	161	7	2	0	0	9	311
5:30 AM	11	89	3	0	103	6	1	66	0	73	0	206	18	0	224	10	2	2	0	14	414
5:45 AM	17	99	3	0	119	6	4	73	0	83	1	206	28	0	235	12	6	3	0	21	458
Hourly Total	51	275	10	0	336	23	6	261	0	290	1	673	79	0	753	34	11	5	0	50	1429
6:00 AM	14	114	0	0	128	6	1	92	0	99	0	197	22	0	219	19	5	0	0	24	470
6:15 AM	24	138	10	0	172	10	3	108	0	121	1	270	24	0	295	18	7	1	0	26	614
6:30 AM	29	159	10	0	198	12	0	122	0	134	2	322	33	0	357	40	10	5	0	55	744
6:45 AM	32	203	13	0	248	5	4	137	0	146	3	298	25	0	326	21	5	5	0	31	751
Hourly Total	99	614	33	0	746	33	8	459	0	500	6	1087	104	0	1197	98	27	11	0	136	2579
7:00 AM	45	203	12	0	260	17	3	157	0	177	1	309	27	0	337	32	11	2	0	45	819
7:15 AM	47	209	10	0	266	22	1	207	0	230	0	331	17	0	348	59	13	3	0	75	919
7:30 AM	57	243	12	0	312	21	6	195	0	222	1	307	10	0	318	50	14	1	0	65	917
7:45 AM	65	219	24	0	308	29	9	176	0	214	2	313	20	0	335	53	13	9	0	75	932
Hourly Total	214	874	58	0	1146	89	19	735	0	843	4	1260	74	0	1338	194	51	15	0	260	3587
8:00 AM	71	217	9	0	297	33	12	161	0	206	1	292	11	0	304	35	26	6	0	67	874
8:15 AM	58	267	14	0	339	17	11	133	0	161	0	324	29	0	353	29	14	3	0	46	899
8:30 AM	66	239	17	0	322	20	11	144	0	175	1	303	25	0	329	23	17	3	0	43	869
8:45 AM	55	234	10	0	299	31	7	106	0	144	2	304	28	0	334	29	13	2	0	44	821
Hourly Total	250	957	50	0	1257	101	41	544	0	686	4	1223	93	0	1320	116	70	14	0	200	3463
9:00 AM	42	220	5	0	267	23	10	115	0	148	2	252	25	0	279	15	7	3	0	25	719
9:15 AM	54	196	14	0	264	25	8	92	0	125	3	245	33	0	281	15	12	2	0	29	699
9:30 AM	50	220	15	0	285	22	11	87	0	120	2	239	31	0	272	12	8	2	0	22	699
9:45 AM	67	207	5	0	279	31	9	92	0	132	1	203	31	0	235	14	11	2	0	27	673
Hourly Total	213	843	39	0	1095	101	38	386	0	525	8	939	120	0	1067	56	38	9	0	103	2790
10:00 AM	44	211	12	0	267	24	9	70	0	103	0	251	38	1	290	11	6	3	0	20	680
10:15 AM	44	195	12	1	252	24	3	94	0	121	2	221	29	0	252	10	6	3	0	19	644
10:30 AM	55	203	19	0	277	25	7	71	0	103	2	227	27	0	256	23	9	5	0	37	673
10:45 AM	52	215	13	0	280	20	11	77	0	108	1	223	25	0	249	23	9	8	0	40	677
Hourly Total	195	824	56	1	1076	93	30	312	0	435	5	922	119	1	1047	67	30	19	0	116	2674
11:00 AM	63	211	18	0	292	25	11	79	0	115	3	213	22	0	238	11	18	8	0	37	682
11:15 AM	59	247	11	0	317	22	17	73	0	112	1	228	38	0	267	16	9	3	0	28	724
11:30 AM	67	224	27	0	318	43	13	79	0	135	3	227	32	0	262	24	13	4	0	41	756
11:45 AM	52	230	12	0	294	22	10	77	0	109	3	272	30	0	305	12	5	9	0	26	734
Hourly Total	241	912	68	0	1221	112	51	308	0	471	10	940	122	0	1072	63	45	24	0	132	2896
12:00 PM	72	236	22	0	330	42	3	62	0	107	1	237	39	0	277	13	10	1	0	24	738
12:15 PM	81	232	8	0	321	27	8	80	0	115	1	223	29	0	253	20	5	7	0	32	721

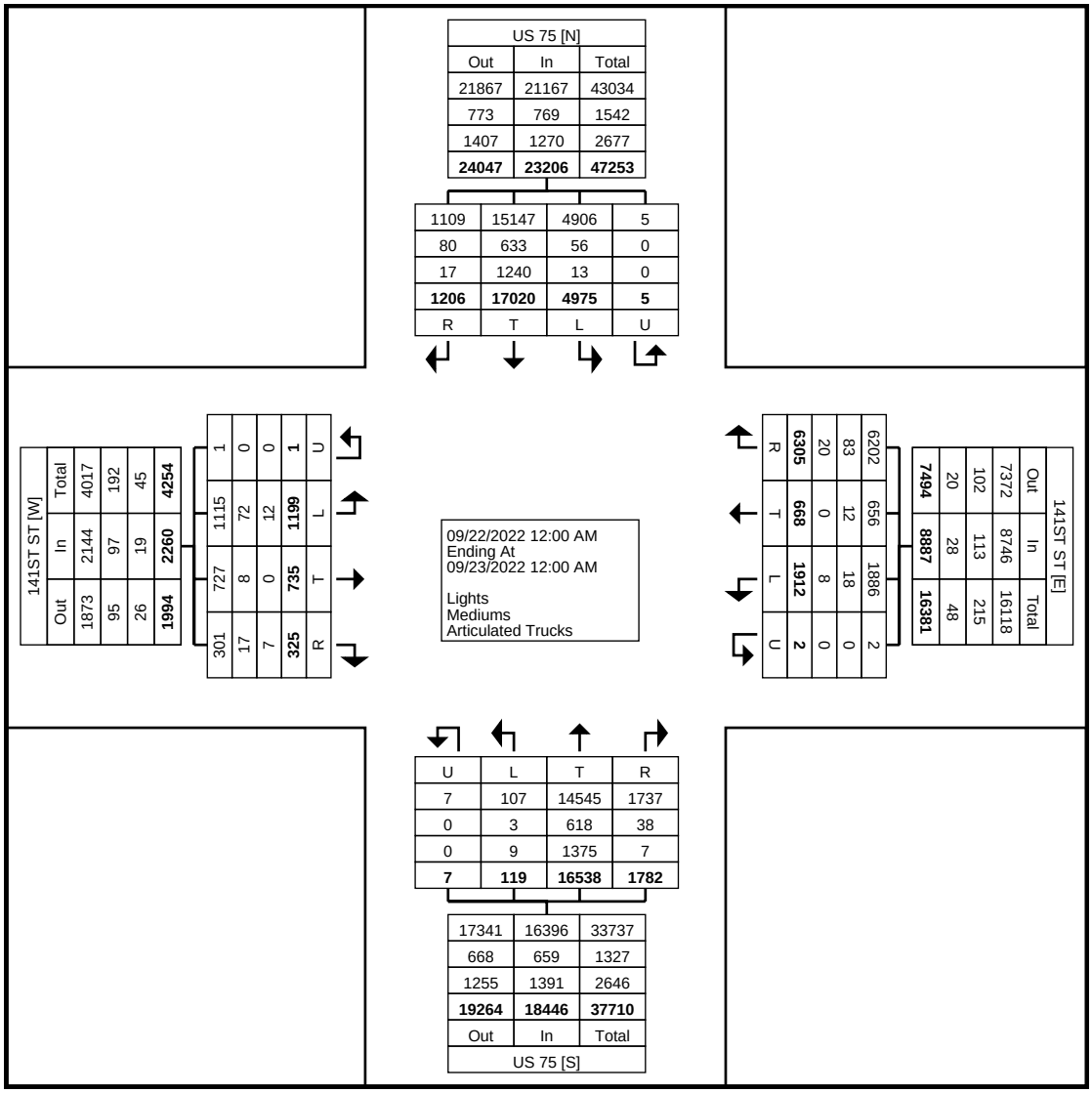
12:30 PM	74	269	15	0	358	41	8	75	0	124	2	266	35	0	303	12	6	7	0	25	810
12:45 PM	63	232	11	0	306	41	10	87	0	138	0	238	24	1	263	13	8	6	0	27	734
Hourly Total	290	969	56	0	1315	151	29	304	0	484	4	964	127	1	1096	58	29	21	0	108	3003
1:00 PM	58	244	23	0	325	25	7	71	0	103	3	252	36	0	291	7	13	2	0	22	741
1:15 PM	81	225	14	0	320	41	15	80	0	136	3	219	32	0	254	15	4	3	0	22	732
1:30 PM	57	233	14	0	304	37	6	67	0	110	3	228	23	0	254	10	10	5	0	25	693
1:45 PM	80	309	20	0	409	21	7	59	0	87	1	245	36	0	282	22	4	3	0	29	807
Hourly Total	276	1011	71	0	1358	124	35	277	0	436	10	944	127	0	1081	54	31	13	0	98	2973
2:00 PM	76	260	27	1	364	35	12	88	0	135	2	217	24	0	243	10	13	3	0	26	768
2:15 PM	71	261	24	0	356	36	7	66	0	109	3	269	30	0	302	13	15	5	0	33	800
2:30 PM	108	325	21	0	454	20	20	73	0	113	1	243	24	0	268	12	9	5	0	26	861
2:45 PM	74	312	21	0	407	40	10	99	0	149	1	294	33	0	328	3	15	3	1	22	906
Hourly Total	329	1158	93	1	1581	131	49	326	0	506	7	1023	111	0	1141	38	52	16	1	107	3335
3:00 PM	80	298	30	0	408	41	15	75	0	131	2	248	31	0	281	21	8	3	0	32	852
3:15 PM	103	329	28	0	460	37	11	86	0	134	1	258	31	0	290	13	17	5	0	35	919
3:30 PM	107	332	20	0	459	28	13	87	1	129	2	244	29	0	275	17	17	2	0	36	899
3:45 PM	107	385	26	0	518	41	18	114	0	173	1	259	26	0	286	12	16	7	0	35	1012
Hourly Total	397	1344	104	0	1845	147	57	362	1	567	6	1009	117	0	1132	63	58	17	0	138	3682
4:00 PM	119	423	29	0	571	36	18	111	0	165	1	232	21	0	254	23	9	7	0	39	1029
4:15 PM	106	369	31	0	506	40	22	92	0	154	1	294	23	0	318	16	13	6	0	35	1013
4:30 PM	132	378	22	0	532	28	16	101	0	145	1	227	21	0	249	17	20	7	0	44	970
4:45 PM	92	393	21	0	506	26	23	111	0	160	2	252	13	0	267	19	24	6	0	49	982
Hourly Total	449	1563	103	0	2115	130	79	415	0	624	5	1005	78	0	1088	75	66	26	0	167	3994
5:00 PM	141	403	27	0	571	34	10	120	0	164	1	242	7	1	251	24	21	8	0	53	1039
5:15 PM	133	394	35	0	562	44	8	114	0	166	1	256	17	0	274	29	20	10	0	59	1061
5:30 PM	132	369	37	0	538	28	16	129	0	173	1	293	12	0	306	29	20	7	0	56	1073
5:45 PM	124	355	38	0	517	42	20	106	0	168	1	233	30	1	265	22	19	14	0	55	1005
Hourly Total	530	1521	137	0	2188	148	54	469	0	671	4	1024	66	2	1096	104	80	39	0	223	4178
6:00 PM	120	356	23	1	500	40	11	73	0	124	4	232	22	1	259	12	12	11	0	35	918
6:15 PM	101	277	26	0	404	31	9	89	0	129	2	213	31	0	246	28	8	5	0	41	820
6:30 PM	111	260	22	1	394	28	11	77	0	116	1	212	28	0	241	11	8	4	0	23	774
6:45 PM	65	249	22	0	336	44	6	73	0	123	3	186	25	0	214	15	7	5	0	27	700
Hourly Total	397	1142	93	2	1634	143	37	312	0	492	10	843	106	1	960	66	35	25	0	126	3212
7:00 PM	87	222	18	0	327	35	13	69	0	117	1	197	28	0	226	13	10	3	0	26	696
7:15 PM	78	235	18	0	331	26	14	67	0	107	0	170	17	1	188	7	9	4	0	20	646
7:30 PM	85	223	27	0	335	31	11	59	0	101	3	180	18	0	201	6	9	6	0	21	658
7:45 PM	89	225	18	0	332	37	13	54	0	104	2	157	24	0	183	10	8	4	0	22	641
Hourly Total	339	905	81	0	1325	129	51	249	0	429	6	704	87	1	798	36	36	17	0	89	2641
8:00 PM	65	182	17	0	264	31	15	41	0	87	1	163	21	0	185	7	6	3	0	16	552
8:15 PM	62	181	21	0	264	24	7	34	0	65	0	125	26	0	151	7	13	9	0	29	509
8:30 PM	79	163	21	0	263	22	7	30	0	59	7	110	16	0	133	2	4	4	0	10	465
8:45 PM	53	149	11	0	213	16	8	28	0	52	3	99	15	1	118	5	7	8	0	20	403
Hourly Total	259	675	70	0	1004	93	37	133	0	263	11	497	78	1	587	21	30	24	0	75	1929
9:00 PM	43	135	5	0	183	23	5	37	1	66	1	91	10	0	102	2	4	5	0	11	362
9:15 PM	45	105	10	0	160	17	7	23	0	47	0	82	5	0	87	8	5	3	0	16	310
9:30 PM	44	103	6	1	154	11	4	23	0	38	2	113	8	0	123	4	2	3	0	9	324
9:45 PM	26	82	5	0	113	10	1	16	0	27	0	92	14	0	106	5	2	1	0	8	254
Hourly Total	158	425	26	1	610	61	17	99	1	178	3	378	37	0	418	19	13	12	0	44	1250
10:00 PM	38	117	6	0	161	11	7	31	0	49	1	82	11	0	94	2	1	2	0	5	309
10:15 PM	26	106	6	0	138	9	3	23	0	35	3	81	8	0	92	2	1	1	0	4	269
10:30 PM	24	73	5	0	102	7	2	8	0	17	1	54	4	0	59	3	2	1	0	6	184
10:45 PM	18	77	6	0	101	5	1	14	0	20	0	50	3	0	53	2	1	3	0	6	180
Hourly Total	106	373	23	0	502	32	13	76	0	121	5	267	26	0	298	9	5	7	0	21	942
11:00 PM	26	70	4	0	100	9	0	11	0	20	1	62	7	0	70	0	2	0	0	2	192
11:15 PM	17	56	5	0	78	6	2	15	0	23	1	43	4	0	48	1	3	0	0	4	153
11:30 PM	15	53	3	0	71	10	2	10	0	22	0	38	5	0	43	1	1	2	0	4	140
11:45 PM	11	31	2	0	44	7	3	8	0	18	2	26	2	0	30	1	3	1	0	5	97
Hourly Total	69	210	14	0	293	32	7	44	0	83	4	169	18	0	191	3	9	3	0	15	582
Grand Total	4975	17020	1206	5	23206	1912	668	6305	2	8887	119	16538	1782	7	18446	1199	735	325	1	2260	52799
Approach %	21.4	73.3	5.2	0.0	-	21.5	7.5	70.9	0.0	-	0.6	89.7	9.7	0.0	-	53.1	32.5	14.4	0.0	-	-
Total %	9.4	32.2	2.3	0.0	44.0	3.6	1.3	11.9	0.0	16.8	0.2	31.3	3.4	0.0	34.9	2.3	1.4	0.6	0.0	4.3	-
Lights	4906	15147	1109	5	21167	1886	656	6202	2	8746	107	14545	1737	7	16396	1115	727	301	1	2144	48453
% Lights	98.6	89.0	92.0	100.0	91.2	98.6	98.2	98.4	100.0	98.4	89.9	87.9	97.5	100.0	88.9	93.0	98.9	92.6	100.0	94.9	91.8
Mediums	56	633	80	0	769	18	12	83	0	113	3	618	38	0	659	72	8	17	0	97	1638
% Mediums	1.1	3.7	6.6	0.0	3.3	0.9	1.8	1.3	0.0	1.3	2.5	3.7	2.1	0.0	3.6	6.0	1.1	5.2	0.0	4.3	3.1
Articulated Trucks	13	1240	17	0	1270	8	0	20	0	28	9	1375	7	0	1391	12	0	7	0	19	2708
% Articulated Trucks	0.3	7.3	1.4	0.0	5.5	0.4	0.0	0.3	0.0	0.3	7.6	8.3	0.4	0.0	7.5	1.0	0.0	2.2	0.0	0.8	5.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 15 - US 75 @ 141ST ST
Site Code:
Start Date: 09/22/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 15 - US 75 @ 141ST ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (7:15 AM)

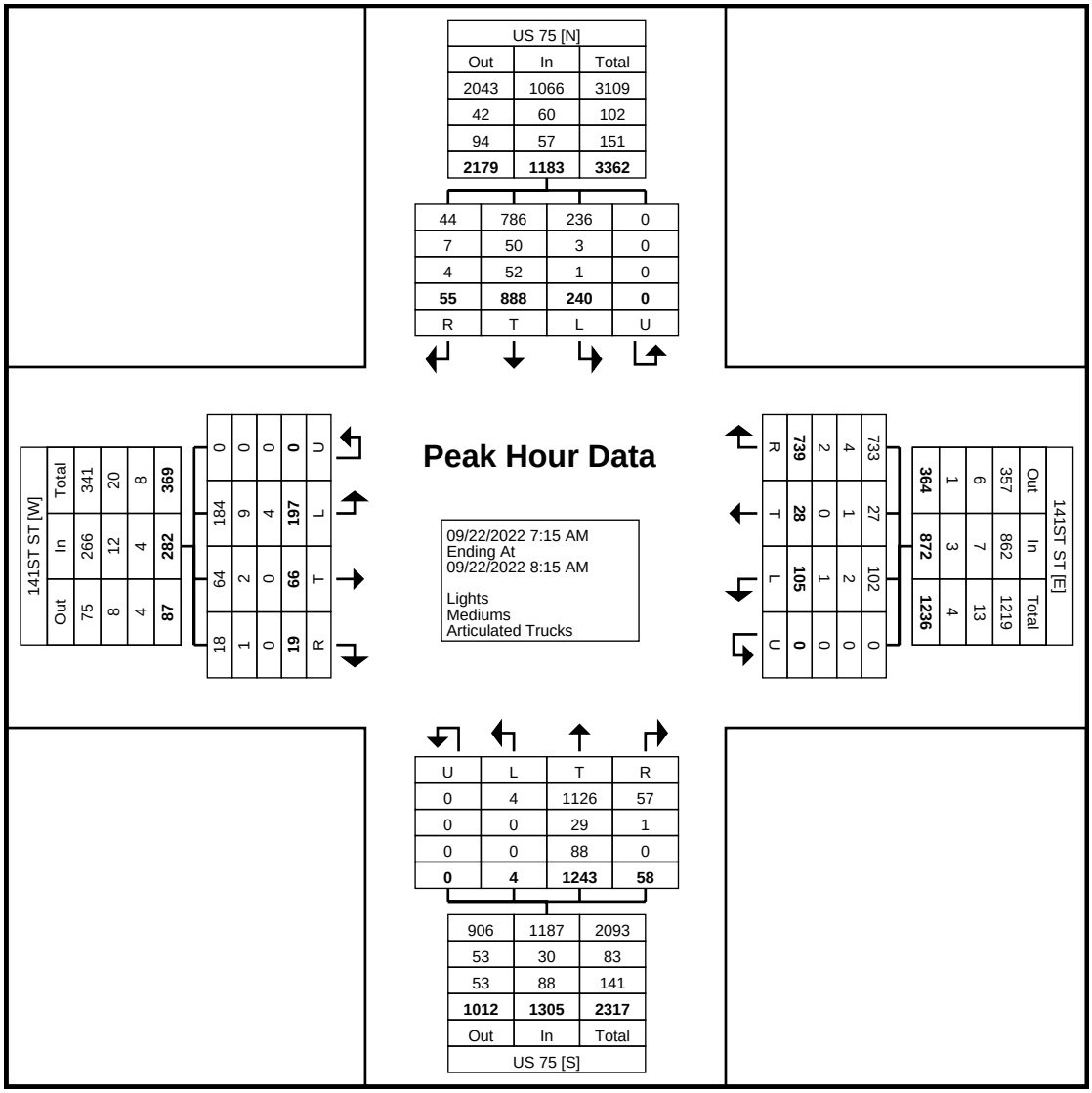
Start Time	US 75 Southbound					141ST ST Westbound					US 75 Northbound					141ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	47	209	10	0	266	22	1	207	0	230	0	331	17	0	348	59	13	3	0	75	919
7:30 AM	57	243	12	0	312	21	6	195	0	222	1	307	10	0	318	50	14	1	0	65	917
7:45 AM	65	219	24	0	308	29	9	176	0	214	2	313	20	0	335	53	13	9	0	75	932
8:00 AM	71	217	9	0	297	33	12	161	0	206	1	292	11	0	304	35	26	6	0	67	874
Total	240	888	55	0	1183	105	28	739	0	872	4	1243	58	0	1305	197	66	19	0	282	3642
Approach %	20.3	75.1	4.6	0.0	-	12.0	3.2	84.7	0.0	-	0.3	95.2	4.4	0.0	-	69.9	23.4	6.7	0.0	-	-
Total %	6.6	24.4	1.5	0.0	32.5	2.9	0.8	20.3	0.0	23.9	0.1	34.1	1.6	0.0	35.8	5.4	1.8	0.5	0.0	7.7	-
PHF	0.845	0.914	0.573	0.000	0.948	0.795	0.583	0.893	0.000	0.948	0.500	0.939	0.725	0.000	0.938	0.835	0.635	0.528	0.000	0.940	0.977
Lights	236	786	44	0	1066	102	27	733	0	862	4	1126	57	0	1187	184	64	18	0	266	3381
% Lights	98.3	88.5	80.0	-	90.1	97.1	96.4	99.2	-	98.9	100.0	90.6	98.3	-	91.0	93.4	97.0	94.7	-	94.3	92.8
Mediums	3	50	7	0	60	2	1	4	0	7	0	29	1	0	30	9	2	1	0	12	109
% Mediums	1.3	5.6	12.7	-	5.1	1.9	3.6	0.5	-	0.8	0.0	2.3	1.7	-	2.3	4.6	3.0	5.3	-	4.3	3.0
Articulated Trucks	1	52	4	0	57	1	0	2	0	3	0	88	0	0	88	4	0	0	0	4	152
% Articulated Trucks	0.4	5.9	7.3	-	4.8	1.0	0.0	0.3	-	0.3	0.0	7.1	0.0	-	6.7	2.0	0.0	0.0	-	1.4	4.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 15 - US 75 @ 141ST ST
Site Code:
Start Date: 09/22/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 15 - US 75 @ 141ST ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (5:00 PM)

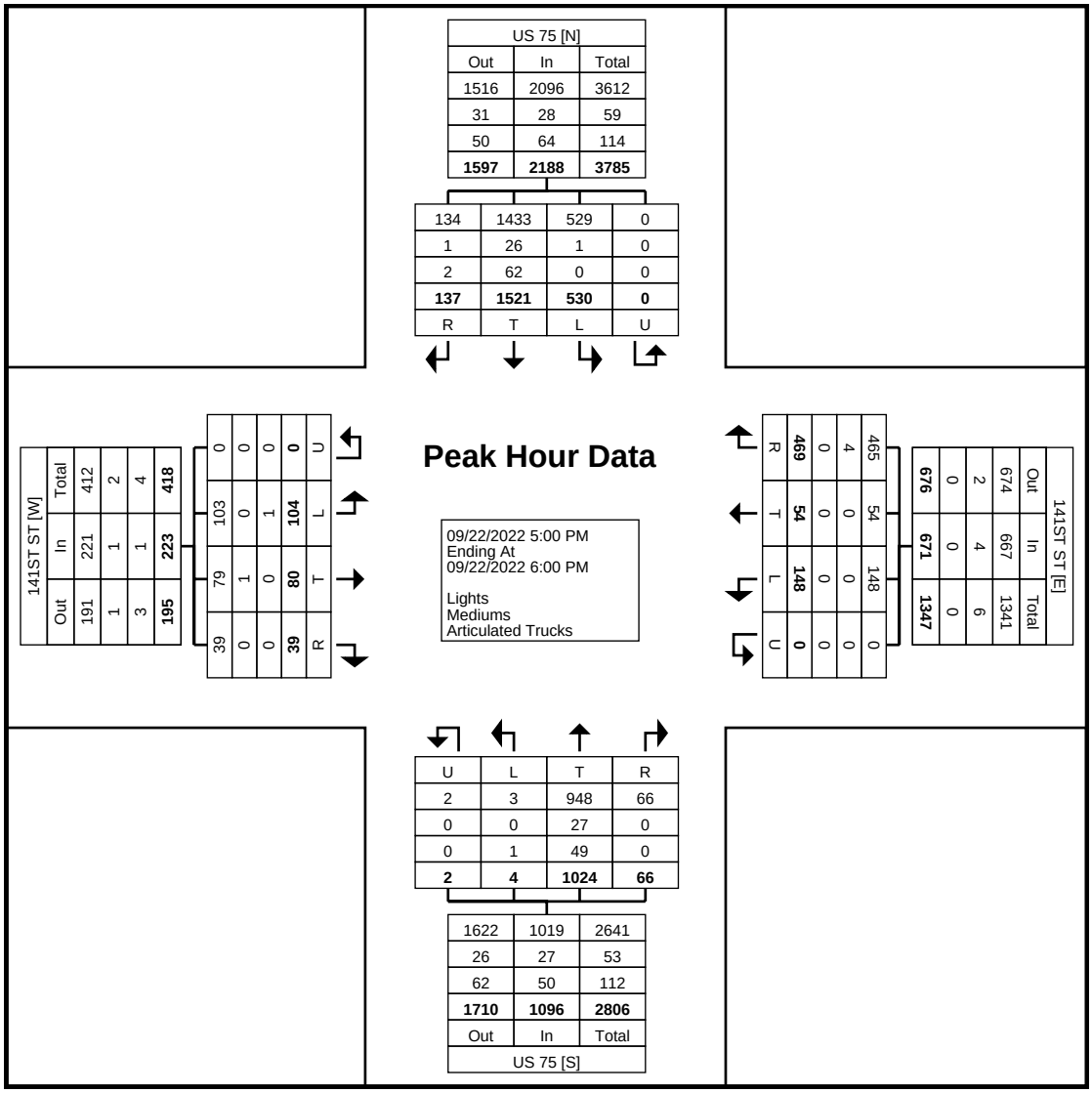
Start Time	US 75 Southbound					141ST ST Westbound					US 75 Northbound					141ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	141	403	27	0	571	34	10	120	0	164	1	242	7	1	251	24	21	8	0	53	1039
5:15 PM	133	394	35	0	562	44	8	114	0	166	1	256	17	0	274	29	20	10	0	59	1061
5:30 PM	132	369	37	0	538	28	16	129	0	173	1	293	12	0	306	29	20	7	0	56	1073
5:45 PM	124	355	38	0	517	42	20	106	0	168	1	233	30	1	265	22	19	14	0	55	1005
Total	530	1521	137	0	2188	148	54	469	0	671	4	1024	66	2	1096	104	80	39	0	223	4178
Approach %	24.2	69.5	6.3	0.0	-	22.1	8.0	69.9	0.0	-	0.4	93.4	6.0	0.2	-	46.6	35.9	17.5	0.0	-	-
Total %	12.7	36.4	3.3	0.0	52.4	3.5	1.3	11.2	0.0	16.1	0.1	24.5	1.6	0.0	26.2	2.5	1.9	0.9	0.0	5.3	-
PHF	0.940	0.944	0.901	0.000	0.958	0.841	0.675	0.909	0.000	0.970	1.000	0.874	0.550	0.500	0.895	0.897	0.952	0.696	0.000	0.945	0.973
Lights	529	1433	134	0	2096	148	54	465	0	667	3	948	66	2	1019	103	79	39	0	221	4003
% Lights	99.8	94.2	97.8	-	95.8	100.0	100.0	99.1	-	99.4	75.0	92.6	100.0	100.0	93.0	99.0	98.8	100.0	-	99.1	95.8
Mediums	1	26	1	0	28	0	0	4	0	4	0	27	0	0	27	0	1	0	0	1	60
% Mediums	0.2	1.7	0.7	-	1.3	0.0	0.0	0.9	-	0.6	0.0	2.6	0.0	0.0	2.5	0.0	1.3	0.0	-	0.4	1.4
Articulated Trucks	0	62	2	0	64	0	0	0	0	0	1	49	0	0	50	1	0	0	0	1	115
% Articulated Trucks	0.0	4.1	1.5	-	2.9	0.0	0.0	0.0	-	0.0	25.0	4.8	0.0	0.0	4.6	1.0	0.0	0.0	-	0.4	2.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 15 - US 75 @ 141ST ST
Site Code:
Start Date: 09/22/2022
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 16 - US 75 @ 146TH ST
Site Code:
Start Date: 09/22/2022
Page No: 1

Turning Movement Data

Start Time	US 75 Southbound					146TH ST Westbound					US 75 Northbound					146TH ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	5	184	0	0	189	0	0	7	0	7	0	343	2	0	345	0	0	4	0	4	545
6:45 AM	2	209	3	0	214	0	0	6	0	6	0	317	6	0	323	0	0	5	0	5	548
Hourly Total	7	393	3	0	403	0	0	13	0	13	0	660	8	0	668	0	0	9	0	9	1093
7:00 AM	3	222	3	0	228	0	0	3	0	3	1	377	5	0	383	0	0	3	0	3	617
7:15 AM	7	229	4	0	240	0	0	7	0	7	0	371	8	1	380	0	0	4	0	4	631
7:30 AM	9	235	4	0	248	0	0	9	0	9	0	314	10	0	324	0	0	1	0	1	582
7:45 AM	6	238	4	0	248	0	0	12	0	12	1	347	14	0	362	0	0	7	0	7	629
Hourly Total	25	924	15	0	964	0	0	31	0	31	2	1409	37	1	1449	0	0	15	0	15	2459
8:00 AM	4	233	13	0	250	0	0	3	0	3	1	325	19	0	345	0	0	3	0	3	601
8:15 AM	10	217	4	0	231	0	0	7	0	7	0	342	14	0	356	0	0	3	0	3	597
8:30 AM	10	258	6	0	274	0	0	9	0	9	3	308	26	1	338	0	0	4	0	4	625
8:45 AM	12	253	7	0	272	0	0	9	0	9	2	290	10	0	302	0	0	2	0	2	585
Hourly Total	36	961	30	0	1027	0	0	28	0	28	6	1265	69	1	1341	0	0	12	0	12	2408
9:00 AM	9	238	4	0	251	0	0	10	0	10	0	280	9	0	289	0	0	3	0	3	553
9:15 AM	4	208	6	0	218	0	0	1	0	1	0	287	8	0	295	0	0	3	0	3	517
9:30 AM	3	211	8	0	222	0	0	8	0	8	0	267	3	0	270	0	0	2	0	2	502
9:45 AM	5	219	4	1	229	0	0	7	0	7	3	264	8	0	275	0	0	1	0	1	512
Hourly Total	21	876	22	1	920	0	0	26	0	26	3	1098	28	0	1129	0	0	9	0	9	2084
10:00 AM	7	246	2	0	255	0	0	4	0	4	0	252	1	0	253	0	0	2	0	2	514
10:15 AM	11	213	2	0	226	0	0	8	0	8	0	265	5	0	270	1	0	1	0	2	506
10:30 AM	3	216	3	0	222	0	0	10	0	10	0	254	8	0	262	0	0	4	0	4	498
10:45 AM	8	234	6	0	248	0	0	5	0	5	0	249	4	0	253	0	0	2	0	2	508
Hourly Total	29	909	13	0	951	0	0	27	0	27	0	1020	18	0	1038	1	0	9	0	10	2026
11:00 AM	7	225	4	1	237	0	0	8	0	8	1	258	8	0	267	0	0	3	0	3	515
11:15 AM	11	261	3	0	275	0	0	8	0	8	0	245	9	0	254	0	0	1	0	1	538
11:30 AM	15	260	3	1	279	0	0	16	0	16	2	290	13	1	306	0	0	3	0	3	604
11:45 AM	15	240	6	1	262	0	0	12	0	12	1	254	12	0	267	0	0	2	0	2	543
Hourly Total	48	986	16	3	1053	0	0	44	0	44	4	1047	42	1	1094	0	0	9	0	9	2200
12:00 PM	12	255	5	0	272	0	0	23	0	23	1	257	10	1	269	0	0	2	0	2	566
12:15 PM	11	253	9	0	273	0	0	13	0	13	1	276	12	0	289	0	0	4	0	4	579
12:30 PM	8	303	11	0	322	0	0	15	0	15	0	285	5	0	290	2	0	2	0	4	631
12:45 PM	10	250	3	0	263	0	0	7	0	7	0	266	9	0	275	0	0	3	0	3	548
Hourly Total	41	1061	28	0	1130	0	0	58	0	58	2	1084	36	1	1123	2	0	11	0	13	2324
1:00 PM	9	280	8	0	297	0	0	11	0	11	1	281	5	0	287	0	0	2	0	2	597
1:15 PM	10	252	7	0	269	0	0	9	0	9	2	252	11	1	266	0	0	4	0	4	548
1:30 PM	5	268	4	0	277	0	0	11	0	11	0	245	5	1	251	0	0	3	0	3	542
1:45 PM	13	307	8	0	328	0	0	11	0	11	1	293	10	0	304	0	0	3	0	3	646
Hourly Total	37	1107	27	0	1171	0	0	42	0	42	4	1071	31	2	1108	0	0	12	0	12	2333
2:00 PM	7	288	14	0	309	0	0	13	0	13	1	233	12	0	246	0	0	3	0	3	571
2:15 PM	8	277	12	0	297	0	0	6	0	6	0	302	4	0	306	0	0	6	0	6	615
2:30 PM	12	332	10	0	354	0	0	12	0	12	1	292	11	0	304	0	0	5	0	5	675
2:45 PM	9	339	11	0	359	0	0	7	0	7	0	294	10	0	304	0	0	5	0	5	675
Hourly Total	36	1236	47	0	1319	0	0	38	0	38	2	1121	37	0	1160	0	0	19	0	19	2536
3:00 PM	6	322	16	0	344	0	0	12	0	12	1	250	6	0	257	0	0	2	0	2	615
3:15 PM	9	332	13	0	354	0	0	6	0	6	3	317	9	0	329	0	0	4	0	4	693
3:30 PM	13	345	9	0	367	0	0	16	0	16	4	296	10	0	310	0	0	5	0	5	698
3:45 PM	6	422	15	0	443	0	0	3	0	3	1	279	23	0	303	0	0	4	0	4	753
Hourly Total	34	1421	53	0	1508	0	0	37	0	37	9	1142	48	0	1199	0	0	15	0	15	2759
4:00 PM	13	421	15	0	449	0	0	7	0	7	1	267	17	0	285	0	0	5	0	5	746
4:15 PM	11	395	22	1	429	0	0	12	0	12	2	286	7	0	295	0	0	4	0	4	740
4:30 PM	16	364	18	0	398	0	0	6	0	6	1	287	15	0	303	0	0	7	0	7	714
4:45 PM	7	407	15	0	429	0	0	3	0	3	0	274	19	0	293	0	0	3	0	3	728
Hourly Total	47	1587	70	1	1705	0	0	28	0	28	4	1114	58	0	1176	0	0	19	0	19	2928
5:00 PM	16	375	18	0	409	0	0	6	0	6	1	257	26	0	284	0	0	3	0	3	702
5:15 PM	11	431	17	0	459	0	0	5	0	5	2	288	26	0	316	0	0	3	0	3	783
5:30 PM	11	351	16	0	378	0	0	5	0	5	3	269	19	0	291	0	0	1	0	1	675
5:45 PM	8	404	13	0	425	0	0	2	0	2	0	250	12	0	262	0	0	4	0	4	693
Hourly Total	46	1561	64	0	1671	0	0	18	0	18	6	1064	83	0	1153	0	0	11	0	11	2853
6:00 PM	20	357	16	1	394	0	0	11	0	11	1	278	9	0	288	0	0	2	0	2	695
6:15 PM	21	292	19	0	332	0	0	6	0	6	1	281	4	0	286	0	0	4	0	4	628
Grand Total	448	13671	423	6	14548	0	0	407	0	407	44	13654	508	6	14212	3	0	156	0	159	29326
Approach %	3.1	94.0	2.9	0.0	-	0.0	0.0	100.0	0.0	-	0.3	96.1	3.6	0.0	-	1.9	0.0	98.1	0.0	-	-

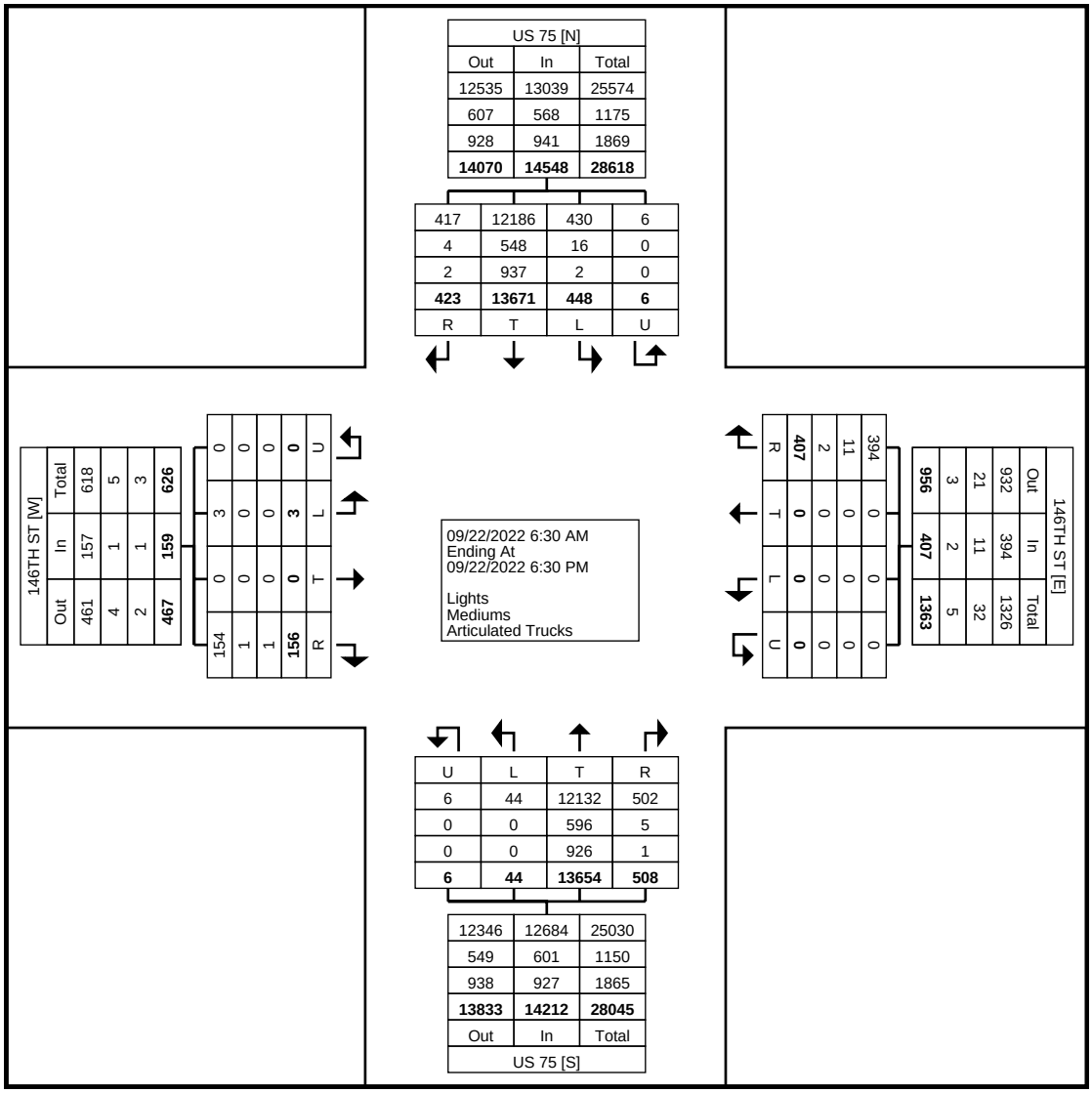
Total %	1.5	46.6	1.4	0.0	49.6	0.0	0.0	1.4	0.0	1.4	0.2	46.6	1.7	0.0	48.5	0.0	0.0	0.5	0.0	0.5	-
Lights	430	12186	417	6	13039	0	0	394	0	394	44	12132	502	6	12684	3	0	154	0	157	26274
% Lights	96.0	89.1	98.6	100.0	89.6	-	-	96.8	-	96.8	100.0	88.9	98.8	100.0	89.2	100.0	-	98.7	-	98.7	89.6
Mediums	16	548	4	0	568	0	0	11	0	11	0	596	5	0	601	0	0	1	0	1	1181
% Mediums	3.6	4.0	0.9	0.0	3.9	-	-	2.7	-	2.7	0.0	4.4	1.0	0.0	4.2	0.0	-	0.6	-	0.6	4.0
Articulated Trucks	2	937	2	0	941	0	0	2	0	2	0	926	1	0	927	0	0	1	0	1	1871
% Articulated Trucks	0.4	6.9	0.5	0.0	6.5	-	-	0.5	-	0.5	0.0	6.8	0.2	0.0	6.5	0.0	-	0.6	-	0.6	6.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 16 - US 75 @ 146TH ST
Site Code:
Start Date: 09/22/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 16 - US 75 @ 146TH ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	US 75 Southbound					146TH ST Westbound					US 75 Northbound					146TH ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	3	222	3	0	228	0	0	3	0	3	1	377	5	0	383	0	0	3	0	3	617
7:15 AM	7	229	4	0	240	0	0	7	0	7	0	371	8	1	380	0	0	4	0	4	631
7:30 AM	9	235	4	0	248	0	0	9	0	9	0	314	10	0	324	0	0	1	0	1	582
7:45 AM	6	238	4	0	248	0	0	12	0	12	1	347	14	0	362	0	0	7	0	7	629
Total	25	924	15	0	964	0	0	31	0	31	2	1409	37	1	1449	0	0	15	0	15	2459
Approach %	2.6	95.9	1.6	0.0	-	0.0	0.0	100.0	0.0	-	0.1	97.2	2.6	0.1	-	0.0	0.0	100.0	0.0	-	-
Total %	1.0	37.6	0.6	0.0	39.2	0.0	0.0	1.3	0.0	1.3	0.1	57.3	1.5	0.0	58.9	0.0	0.0	0.6	0.0	0.6	-
PHF	0.694	0.971	0.938	0.000	0.972	0.000	0.000	0.646	0.000	0.646	0.500	0.934	0.661	0.250	0.946	0.000	0.000	0.536	0.000	0.536	0.974
Lights	25	830	15	0	870	0	0	31	0	31	2	1289	37	1	1329	0	0	15	0	15	2245
% Lights	100.0	89.8	100.0	-	90.2	-	-	100.0	-	100.0	100.0	91.5	100.0	100.0	91.7	-	-	100.0	-	100.0	91.3
Mediums	0	43	0	0	43	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	74
% Mediums	0.0	4.7	0.0	-	4.5	-	-	0.0	-	0.0	0.0	2.2	0.0	0.0	2.1	-	-	0.0	-	0.0	3.0
Articulated Trucks	0	51	0	0	51	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	140
% Articulated Trucks	0.0	5.5	0.0	-	5.3	-	-	0.0	-	0.0	0.0	6.3	0.0	0.0	6.1	-	-	0.0	-	0.0	5.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 16 - US 75 @ 146TH ST
Site Code:
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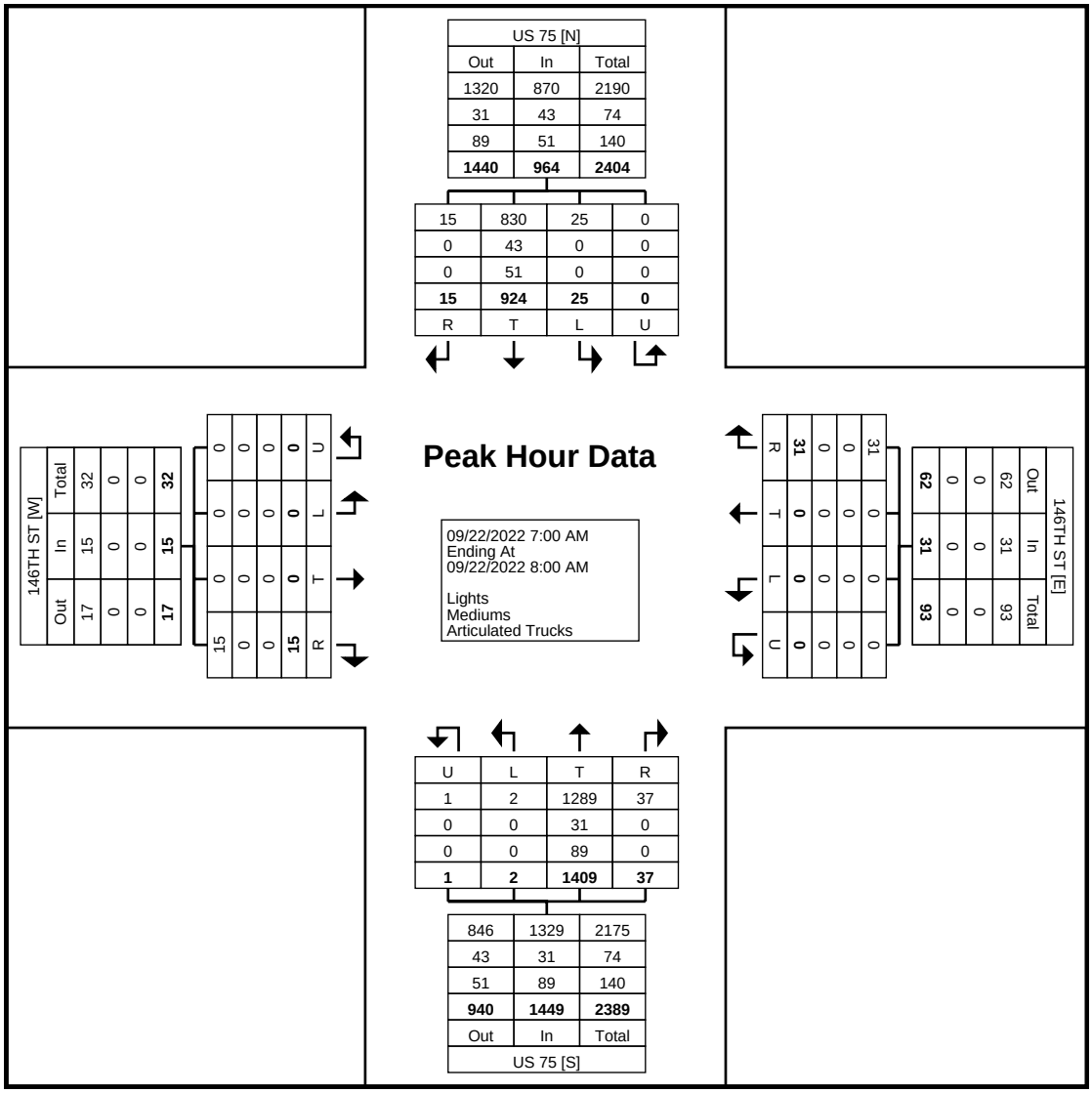
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 16 - US 75 @ 146TH ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (3:45 PM)

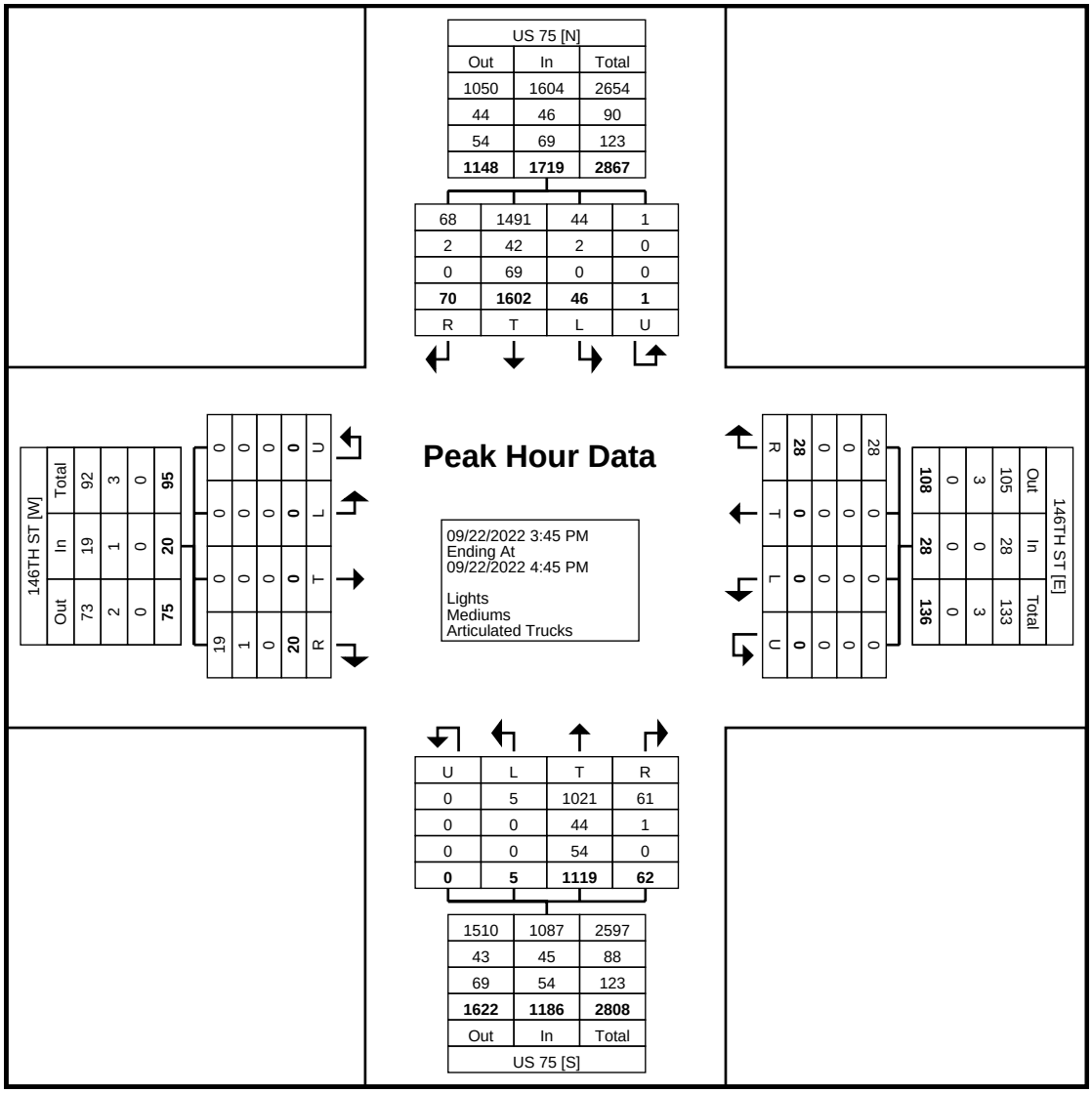
Start Time	US 75 Southbound					146TH ST Westbound					US 75 Northbound					146TH ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
3:45 PM	6	422	15	0	443	0	0	3	0	3	1	279	23	0	303	0	0	4	0	4	753
4:00 PM	13	421	15	0	449	0	0	7	0	7	1	267	17	0	285	0	0	5	0	5	746
4:15 PM	11	395	22	1	429	0	0	12	0	12	2	286	7	0	295	0	0	4	0	4	740
4:30 PM	16	364	18	0	398	0	0	6	0	6	1	287	15	0	303	0	0	7	0	7	714
Total	46	1602	70	1	1719	0	0	28	0	28	5	1119	62	0	1186	0	0	20	0	20	2953
Approach %	2.7	93.2	4.1	0.1	-	0.0	0.0	100.0	0.0	-	0.4	94.4	5.2	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	1.6	54.2	2.4	0.0	58.2	0.0	0.0	0.9	0.0	0.9	0.2	37.9	2.1	0.0	40.2	0.0	0.0	0.7	0.0	0.7	-
PHF	0.719	0.949	0.795	0.250	0.957	0.000	0.000	0.583	0.000	0.583	0.625	0.975	0.674	0.000	0.979	0.000	0.000	0.714	0.000	0.714	0.980
Lights	44	1491	68	1	1604	0	0	28	0	28	5	1021	61	0	1087	0	0	19	0	19	2738
% Lights	95.7	93.1	97.1	100.0	93.3	-	-	100.0	-	100.0	100.0	91.2	98.4	-	91.7	-	-	95.0	-	95.0	92.7
Mediums	2	42	2	0	46	0	0	0	0	0	0	44	1	0	45	0	0	1	0	1	92
% Mediums	4.3	2.6	2.9	0.0	2.7	-	-	0.0	-	0.0	0.0	3.9	1.6	-	3.8	-	-	5.0	-	5.0	3.1
Articulated Trucks	0	69	0	0	69	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	123
% Articulated Trucks	0.0	4.3	0.0	0.0	4.0	-	-	0.0	-	0.0	0.0	4.8	0.0	-	4.6	-	-	0.0	-	0.0	4.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 16 - US 75 @ 146TH ST
Site Code:
Start Date: 09/22/2022
Page No: 7



Turning Movement Peak Hour Data Plot (3:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 17 - US 75 @ 156TH ST
Site Code:
Start Date: 09/22/2022
Page No: 1

Turning Movement Data

Start Time	US 75 Southbound					156TH ST Westbound					US 75 Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	0	172	0	0	172	1	0	7	0	8	0	258	0	0	258	0	0	0	0	0	438
6:45 AM	2	195	0	0	197	2	0	9	0	11	0	262	0	0	262	0	0	0	0	0	470
Hourly Total	2	367	0	0	369	3	0	16	0	19	0	520	0	0	520	0	0	0	0	0	908
7:00 AM	1	239	0	0	240	0	0	12	0	12	0	332	0	0	332	0	0	0	0	0	584
7:15 AM	7	258	0	0	265	0	0	9	0	9	0	388	1	0	389	0	0	0	0	0	663
7:30 AM	4	312	0	0	316	1	0	6	0	7	0	318	0	0	318	0	0	0	0	0	641
7:45 AM	4	254	0	2	260	2	0	13	0	15	0	281	1	0	282	0	0	0	0	0	557
Hourly Total	16	1063	0	2	1081	3	0	40	0	43	0	1319	2	0	1321	0	0	0	0	0	2445
8:00 AM	4	247	0	1	252	1	0	5	0	6	0	283	0	0	283	0	0	0	0	0	541
8:15 AM	4	237	0	0	241	0	0	6	0	6	0	314	0	0	314	0	0	0	0	0	561
8:30 AM	3	263	0	0	266	0	0	6	0	6	0	282	0	0	282	0	0	0	0	0	554
8:45 AM	1	235	0	0	236	0	0	8	0	8	0	227	1	0	228	0	0	0	0	0	472
Hourly Total	12	982	0	1	995	1	0	25	0	26	0	1106	1	0	1107	0	0	0	0	0	2128
9:00 AM	3	200	0	1	204	0	0	7	0	7	0	247	0	0	247	0	0	0	0	0	458
9:15 AM	2	209	0	0	211	0	0	4	0	4	0	221	0	0	221	0	0	0	0	0	436
9:30 AM	1	205	0	0	206	0	0	4	0	4	0	234	0	0	234	0	0	0	0	0	444
9:45 AM	3	230	0	1	234	0	0	4	0	4	0	225	0	0	225	0	0	0	0	0	463
Hourly Total	9	844	0	2	855	0	0	19	0	19	0	927	0	0	927	0	0	0	0	0	1801
10:00 AM	2	220	0	1	223	2	0	7	0	9	0	196	1	0	197	0	0	0	0	0	429
10:15 AM	1	212	0	0	213	0	0	1	0	1	0	262	1	0	263	0	0	0	0	0	477
10:30 AM	3	197	0	2	202	0	0	2	0	2	0	202	0	0	202	0	0	0	0	0	406
10:45 AM	3	214	0	1	218	0	0	2	0	2	0	199	0	0	199	0	0	0	0	0	419
Hourly Total	9	843	0	4	856	2	0	12	0	14	0	859	2	0	861	0	0	0	0	0	1731
11:00 AM	4	205	0	0	209	0	0	1	0	1	0	216	1	0	217	0	0	0	0	0	427
11:15 AM	3	214	0	2	219	1	0	3	0	4	0	212	0	0	212	0	0	0	0	0	435
11:30 AM	0	247	0	1	248	0	0	4	0	4	0	243	2	0	245	0	0	0	0	0	497
11:45 AM	1	232	0	0	233	2	0	4	0	6	0	225	1	0	226	0	0	0	0	0	465
Hourly Total	8	898	0	3	909	3	0	12	0	15	0	896	4	0	900	0	0	0	0	0	1824
12:00 PM	5	232	0	1	238	0	0	4	0	4	0	236	1	0	237	0	0	0	0	0	479
12:15 PM	7	262	0	0	269	2	0	5	0	7	0	263	0	0	263	0	0	0	0	0	539
12:30 PM	2	267	0	2	271	0	0	4	0	4	0	244	0	0	244	0	0	0	0	0	519
12:45 PM	3	275	0	1	279	0	0	1	0	1	0	233	3	0	236	0	0	0	0	0	516
Hourly Total	17	1036	0	4	1057	2	0	14	0	16	0	976	4	0	980	0	0	0	0	0	2053
1:00 PM	2	252	0	0	254	0	0	6	0	6	0	265	1	0	266	0	0	0	0	0	526
1:15 PM	2	252	0	1	255	0	0	2	0	2	0	220	1	0	221	0	0	0	0	0	478
1:30 PM	2	248	0	0	250	0	0	3	0	3	0	242	1	0	243	0	0	0	0	0	496
1:45 PM	3	254	0	1	258	0	0	4	0	4	0	258	1	0	259	0	0	0	0	0	521
Hourly Total	9	1006	0	2	1017	0	0	15	0	15	0	985	4	0	989	0	0	0	0	0	2021
2:00 PM	4	265	0	0	269	0	0	4	0	4	0	222	1	0	223	0	0	0	0	0	496
2:15 PM	5	228	0	1	234	0	0	1	0	1	0	260	0	1	261	0	0	0	0	0	496
2:30 PM	1	291	0	0	292	1	0	6	0	7	0	291	0	0	291	0	0	0	0	0	590
2:45 PM	4	304	0	0	308	0	0	2	0	2	0	284	0	2	286	0	0	0	0	0	596
Hourly Total	14	1088	0	1	1103	1	0	13	0	14	0	1057	1	3	1061	0	0	0	0	0	2178
3:00 PM	7	293	0	0	300	1	0	1	0	2	0	226	1	0	227	0	0	0	0	0	529
3:15 PM	4	292	0	0	296	0	0	3	0	3	0	287	1	1	289	0	0	0	0	0	588
3:30 PM	6	320	0	2	328	1	0	5	0	6	0	251	2	0	253	0	0	0	0	0	587
3:45 PM	8	418	0	1	427	1	0	3	0	4	0	272	0	0	272	0	0	0	0	0	703
Hourly Total	25	1323	0	3	1351	3	0	12	0	15	0	1036	4	1	1041	0	0	0	0	0	2407
4:00 PM	8	368	0	0	376	0	0	8	0	8	0	270	2	0	272	0	0	0	0	0	656
4:15 PM	6	380	0	1	387	0	0	3	0	3	0	284	1	0	285	0	0	0	0	0	675
4:30 PM	6	371	0	2	379	0	0	4	0	4	0	303	2	0	305	0	0	0	0	0	688
4:45 PM	5	382	0	2	389	0	0	8	0	8	0	292	1	0	293	0	0	0	0	0	690
Hourly Total	25	1501	0	5	1531	0	0	23	0	23	0	1149	6	0	1155	0	0	0	0	0	2709
5:00 PM	10	396	0	1	407	0	0	5	0	5	0	286	2	0	288	0	0	0	0	0	700
5:15 PM	8	385	0	2	395	0	0	9	0	9	0	341	1	0	342	0	0	0	0	0	746
5:30 PM	4	345	0	1	350	0	0	5	0	5	0	271	2	0	273	0	0	0	0	0	628
5:45 PM	8	397	0	1	406	0	0	5	0	5	0	247	0	0	247	0	0	0	0	0	658
Hourly Total	30	1523	0	5	1558	0	0	24	0	24	0	1145	5	0	1150	0	0	0	0	0	2732
6:00 PM	7	349	0	4	360	2	0	2	0	4	0	244	1	0	245	0	0	0	0	0	609
6:15 PM	6	266	0	3	275	0	0	6	0	6	0	232	1	0	233	0	0	0	0	0	514
Grand Total	189	13089	0	39	13317	20	0	233	0	253	0	12451	35	4	12490	0	0	0	0	0	26060
Approach %	1.4	98.3	0.0	0.3	-	7.9	0.0	92.1	0.0	-	0.0	99.7	0.3	0.0	-	0.0	0.0	0.0	0.0	-	-

Total %	0.7	50.2	0.0	0.1	51.1	0.1	0.0	0.9	0.0	1.0	0.0	47.8	0.1	0.0	47.9	0.0	0.0	0.0	0.0	0.0	-
Lights	184	11706	0	38	11928	20	0	225	0	245	0	11084	33	4	11121	0	0	0	0	0	23294
% Lights	97.4	89.4	-	97.4	89.6	100.0	-	96.6	-	96.8	-	89.0	94.3	100.0	89.0	-	-	-	-	-	89.4
Mediums	5	520	0	1	526	0	0	8	0	8	0	499	2	0	501	0	0	0	0	0	1035
% Mediums	2.6	4.0	-	2.6	3.9	0.0	-	3.4	-	3.2	-	4.0	5.7	0.0	4.0	-	-	-	-	-	4.0
Articulated Trucks	0	863	0	0	863	0	0	0	0	0	0	868	0	0	868	0	0	0	0	0	1731
% Articulated Trucks	0.0	6.6	-	0.0	6.5	0.0	-	0.0	-	0.0	-	7.0	0.0	0.0	6.9	-	-	-	-	-	6.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 17 - US 75 @ 156TH ST
Site Code:
Start Date: 09/22/2022
Page No: 3

US 75 [N]		
Out	In	Total
11347	11928	23275
508	526	1034
868	863	1731
12723	**13317**	**26040**

0	11706	184	38
0	520	5	1
0	863	0	0
0	**13089**	**189**	**39**
R	T	L	U

09/22/2022 6:30 AM
Ending At
09/22/2022 6:30 PM

Lights
Mediums
Articulated Trucks

Eastbound St. [W]		
Out	In	Total
0	0	0
0	0	0
0	0	0
0	**0**	**0**

0	0	0	0
0	0	0	0
0	0	0	0
0	**0**	**0**	**0**
R	T	L	U

156TH ST [E]		
Out	In	Total
217	245	462
7	8	15
0	0	0
224	**253**	**477**

225	8	0	0
0	0	0	0
20	0	0	0
0	0	0	0
U	L	T	R

0	0	233	R
0	0	0	T
0	0	20	L
0	0	0	U

U	L	T	R
4	0	11084	33
0	0	499	2
0	0	868	0
4	**0**	**12451**	**35**

11730	11121	22851
520	501	1021
863	868	1731
13113	**12490**	**25603**
Out	In	Total
US 75 [S]		

Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 17 - US 75 @ 156TH ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	US 75 Southbound					156TH ST Westbound					US 75 Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	1	239	0	0	240	0	0	12	0	12	0	332	0	0	332	0	0	0	0	0	584
7:15 AM	7	258	0	0	265	0	0	9	0	9	0	388	1	0	389	0	0	0	0	0	663
7:30 AM	4	312	0	0	316	1	0	6	0	7	0	318	0	0	318	0	0	0	0	0	641
7:45 AM	4	254	0	2	260	2	0	13	0	15	0	281	1	0	282	0	0	0	0	0	557
Total	16	1063	0	2	1081	3	0	40	0	43	0	1319	2	0	1321	0	0	0	0	0	2445
Approach %	1.5	98.3	0.0	0.2	-	7.0	0.0	93.0	0.0	-	0.0	99.8	0.2	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.7	43.5	0.0	0.1	44.2	0.1	0.0	1.6	0.0	1.8	0.0	53.9	0.1	0.0	54.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.571	0.852	0.000	0.250	0.855	0.375	0.000	0.769	0.000	0.717	0.000	0.850	0.500	0.000	0.849	0.000	0.000	0.000	0.000	0.000	0.922
Lights	14	975	0	2	991	3	0	38	0	41	0	1196	2	0	1198	0	0	0	0	0	2230
% Lights	87.5	91.7	-	100.0	91.7	100.0	-	95.0	-	95.3	-	90.7	100.0	-	90.7	-	-	-	-	-	91.2
Mediums	2	45	0	0	47	0	0	2	0	2	0	33	0	0	33	0	0	0	0	0	82
% Mediums	12.5	4.2	-	0.0	4.3	0.0	-	5.0	-	4.7	-	2.5	0.0	-	2.5	-	-	-	-	-	3.4
Articulated Trucks	0	43	0	0	43	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	133
% Articulated Trucks	0.0	4.0	-	0.0	4.0	0.0	-	0.0	-	0.0	-	6.8	0.0	-	6.8	-	-	-	-	-	5.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 17 - US 75 @ 156TH ST
Site Code:
Start Date: 09/22/2022
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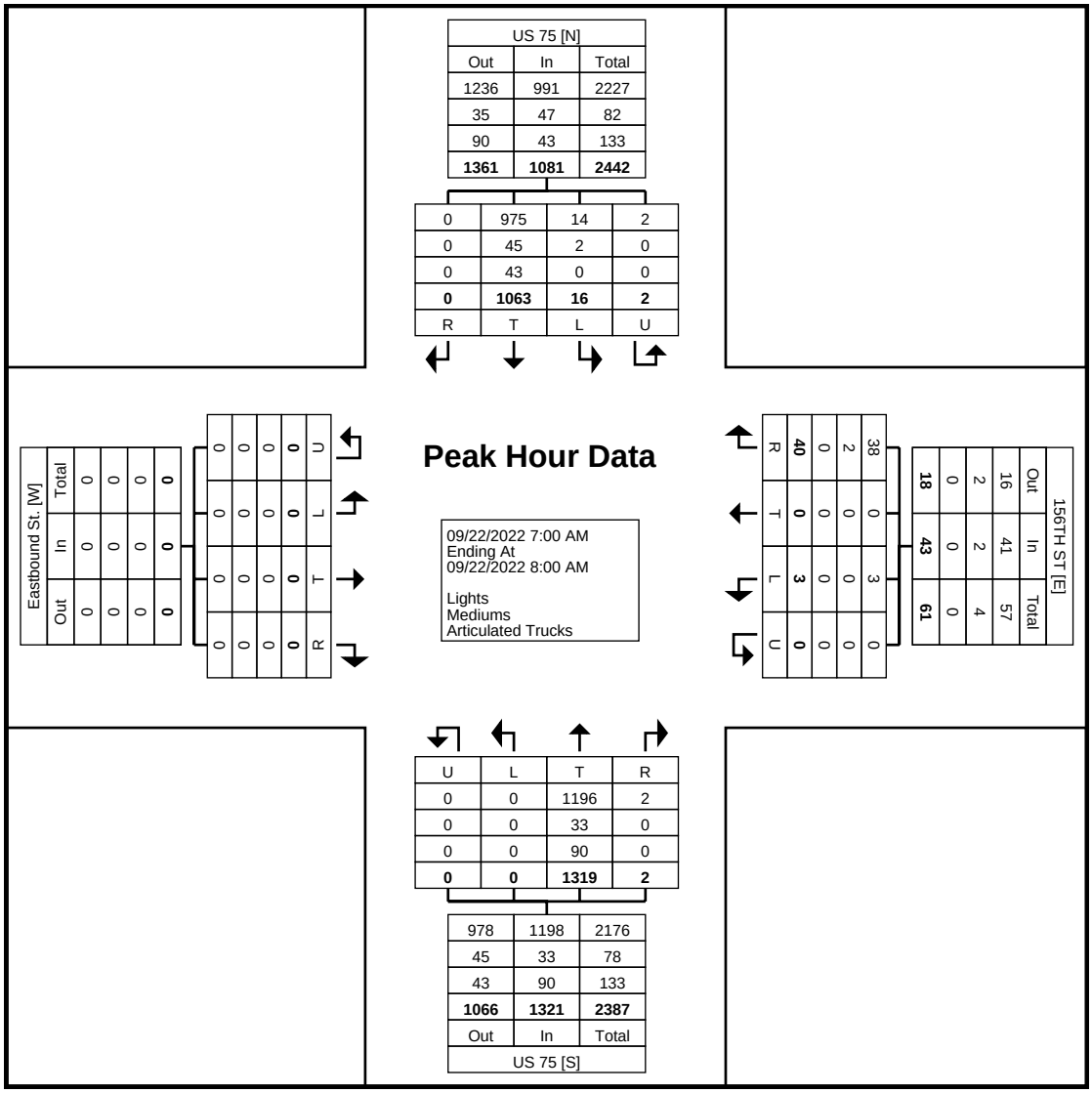

Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 17 - US 75 @ 156TH ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	US 75 Southbound					156TH ST Westbound					US 75 Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	6	371	0	2	379	0	0	4	0	4	0	303	2	0	305	0	0	0	0	0	688
4:45 PM	5	382	0	2	389	0	0	8	0	8	0	292	1	0	293	0	0	0	0	0	690
5:00 PM	10	396	0	1	407	0	0	5	0	5	0	286	2	0	288	0	0	0	0	0	700
5:15 PM	8	385	0	2	395	0	0	9	0	9	0	341	1	0	342	0	0	0	0	0	746
Total	29	1534	0	7	1570	0	0	26	0	26	0	1222	6	0	1228	0	0	0	0	0	2824
Approach %	1.8	97.7	0.0	0.4	-	0.0	0.0	100.0	0.0	-	0.0	99.5	0.5	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	1.0	54.3	0.0	0.2	55.6	0.0	0.0	0.9	0.0	0.9	0.0	43.3	0.2	0.0	43.5	0.0	0.0	0.0	0.0	0.0	-
PHF	0.725	0.968	0.000	0.875	0.964	0.000	0.000	0.722	0.000	0.722	0.000	0.896	0.750	0.000	0.898	0.000	0.000	0.000	0.000	0.000	0.946
Lights	29	1449	0	7	1485	0	0	26	0	26	0	1144	6	0	1150	0	0	0	0	0	2661
% Lights	100.0	94.5	-	100.0	94.6	-	-	100.0	-	100.0	-	93.6	100.0	-	93.6	-	-	-	-	-	94.2
Mediums	0	26	0	0	26	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	50
% Mediums	0.0	1.7	-	0.0	1.7	-	-	0.0	-	0.0	-	2.0	0.0	-	2.0	-	-	-	-	-	1.8
Articulated Trucks	0	59	0	0	59	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	113
% Articulated Trucks	0.0	3.8	-	0.0	3.8	-	-	0.0	-	0.0	-	4.4	0.0	-	4.4	-	-	-	-	-	4.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 17 - US 75 @ 156TH ST
Site Code:
Start Date: 09/22/2022
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US 75 [N]		
Out	In	Total
1177	1485	2662
24	26	50
54	59	113
1255	**1570**	**2825**

0	1449	29	7
0	26	0	0
0	59	0	0
0	**1534**	**29**	**7**
R	T	L	U

Peak Hour Data

09/22/2022 4:30 PM
Ending At
09/22/2022 5:30 PM

Lights
Mediums
Articulated Trucks

Eastbound St. [W]		
Out	In	Total
0	0	0
0	0	0
0	0	0
0	**0**	**0**

0	0	0	0
0	0	0	0
0	0	0	0
0	**0**	**0**	**0**
R	T	L	U

26	0	0	0
0	0	0	0
0	0	0	0
26	**0**	**0**	**0**
R	T	L	U

156TH ST [E]		
Out	In	Total
35	26	61
0	0	0
0	0	0
35	**26**	**61**

U	L	T	R
0	0	1144	6
0	0	24	0
0	0	54	0
0	**0**	**1222**	**6**

1449	1150	2599
26	24	50
59	54	113
1534	**1228**	**2762**
Out	In	Total
US 75 [S]		

Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 18 - US 75 @ 161ST ST
Site Code:
Start Date: 09/22/2022
Page No: 1

Turning Movement Data

Start Time	US 75 Southbound					161ST ST Westbound					US 75 Northbound					161ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:30 AM	5	162	0	0	167	0	0	6	0	6	1	257	1	0	259	0	0	0	0	0	432
6:45 AM	4	194	1	0	199	0	0	5	0	5	1	256	0	0	257	0	0	0	0	0	461
Hourly Total	9	356	1	0	366	0	0	11	0	11	2	513	1	0	516	0	0	0	0	0	893
7:00 AM	15	215	0	0	230	0	0	2	0	2	2	333	0	0	335	1	0	1	0	2	569
7:15 AM	16	229	0	0	245	2	0	4	0	6	0	388	2	0	390	1	0	0	0	1	642
7:30 AM	10	286	1	0	297	2	0	7	0	9	0	302	2	0	304	0	0	0	0	0	610
7:45 AM	14	241	1	0	256	0	0	6	0	6	0	272	2	0	274	0	0	0	0	0	536
Hourly Total	55	971	2	0	1028	4	0	19	0	23	2	1295	6	0	1303	2	0	1	0	3	2357
8:00 AM	21	222	0	0	243	1	1	6	0	8	1	278	4	0	283	1	0	0	0	1	535
8:15 AM	15	214	0	0	229	1	0	9	0	10	0	312	4	0	316	0	0	0	0	0	555
8:30 AM	19	240	0	0	259	1	0	19	0	20	0	264	3	0	267	0	0	0	0	0	546
8:45 AM	17	213	0	1	231	7	0	12	0	19	0	215	4	0	219	0	0	1	0	1	470
Hourly Total	72	889	0	1	962	10	1	46	0	57	1	1069	15	0	1085	1	0	1	0	2	2106
9:00 AM	11	177	2	0	190	4	0	12	0	16	2	245	7	0	254	0	0	1	0	1	461
9:15 AM	5	192	0	0	197	3	0	8	0	11	0	212	3	0	215	1	0	0	0	1	424
9:30 AM	13	198	2	1	214	4	0	15	0	19	0	216	7	0	223	0	0	0	0	0	456
9:45 AM	7	218	0	0	225	1	0	9	0	10	0	220	1	0	221	1	0	0	0	1	457
Hourly Total	36	785	4	1	826	12	0	44	0	56	2	893	18	0	913	2	0	1	0	3	1798
10:00 AM	4	218	1	0	223	1	0	4	0	5	1	187	4	0	192	2	0	0	0	2	422
10:15 AM	6	193	0	0	199	1	0	11	0	12	0	244	3	0	247	0	0	0	0	0	458
10:30 AM	9	184	1	0	194	1	0	10	0	11	0	198	2	0	200	1	0	2	0	3	408
10:45 AM	14	197	3	0	214	2	0	8	0	10	0	192	2	0	194	0	0	0	0	0	418
Hourly Total	33	792	5	0	830	5	0	33	0	38	1	821	11	0	833	3	0	2	0	5	1706
11:00 AM	15	183	2	0	200	2	0	11	0	13	0	197	2	0	199	2	0	2	0	4	416
11:15 AM	8	198	1	0	207	3	0	8	0	11	0	206	7	0	213	0	0	2	0	2	433
11:30 AM	9	252	0	0	261	4	0	14	0	18	0	229	4	0	233	0	0	2	0	2	514
11:45 AM	10	216	0	1	227	1	0	12	0	13	0	203	2	0	205	2	0	0	0	2	447
Hourly Total	42	849	3	1	895	10	0	45	0	55	0	835	15	0	850	4	0	6	0	10	1810
12:00 PM	10	228	2	1	241	1	0	5	0	6	0	215	2	0	217	0	0	0	0	0	464
12:15 PM	9	257	2	0	268	1	1	16	0	18	1	244	7	0	252	2	0	0	0	2	540
12:30 PM	17	242	0	1	260	3	0	13	0	16	0	223	5	0	228	3	0	1	0	4	508
12:45 PM	9	258	1	0	268	4	0	14	0	18	0	224	5	0	229	1	0	0	0	1	516
Hourly Total	45	985	5	2	1037	9	1	48	0	58	1	906	19	0	926	6	0	1	0	7	2028
1:00 PM	11	223	2	0	236	8	0	15	0	23	1	248	5	0	254	1	0	0	0	1	514
1:15 PM	15	235	2	0	252	4	0	15	0	19	0	206	2	0	208	1	0	0	0	1	480
1:30 PM	14	226	3	0	243	3	0	13	0	16	0	232	4	0	236	0	0	0	0	0	495
1:45 PM	15	232	2	1	250	1	0	11	0	12	0	232	5	0	237	0	0	1	0	1	500
Hourly Total	55	916	9	1	981	16	0	54	0	70	1	918	16	0	935	2	0	1	0	3	1989
2:00 PM	10	249	2	1	262	2	0	15	0	17	0	208	4	0	212	0	1	0	0	1	492
2:15 PM	14	215	0	1	230	1	1	8	0	10	0	251	6	0	257	0	0	0	0	0	497
2:30 PM	15	275	1	0	291	4	0	13	0	17	0	262	6	0	268	0	1	0	0	1	577
2:45 PM	12	277	4	1	294	3	1	10	0	14	2	258	4	0	264	1	0	0	0	1	573
Hourly Total	51	1016	7	3	1077	10	2	46	0	58	2	979	20	0	1001	1	2	0	0	3	2139
3:00 PM	14	284	2	0	300	8	0	18	0	26	0	208	5	0	213	2	1	0	0	3	542
3:15 PM	12	278	2	0	292	4	0	25	0	29	1	258	5	0	264	1	0	1	0	2	587
3:30 PM	17	306	2	0	325	3	1	17	0	21	0	234	1	0	235	0	0	1	0	1	582
3:45 PM	18	387	4	0	409	0	1	4	0	5	0	262	3	0	265	0	1	0	0	1	680
Hourly Total	61	1255	10	0	1326	15	2	64	0	81	1	962	14	0	977	3	2	2	0	7	2391
4:00 PM	8	359	5	0	372	4	1	18	0	23	0	250	1	0	251	3	1	0	0	4	650
4:15 PM	18	365	2	0	385	3	0	11	0	14	0	295	3	0	298	0	0	0	0	0	697
4:30 PM	19	355	1	1	376	5	2	13	0	20	0	287	5	0	292	0	1	0	0	1	689
4:45 PM	9	359	5	0	373	6	0	17	0	23	1	281	1	0	283	0	1	0	0	1	680
Hourly Total	54	1438	13	1	1506	18	3	59	0	80	1	1113	10	0	1124	3	3	0	0	6	2716
5:00 PM	15	387	3	0	405	6	0	9	0	15	0	278	8	0	286	2	0	1	0	3	709
5:15 PM	6	384	3	0	393	1	0	16	0	17	0	338	4	0	342	1	0	0	0	1	753
5:30 PM	11	336	0	0	347	4	0	12	0	16	1	270	4	0	275	0	0	1	0	1	639
5:45 PM	16	382	0	1	399	3	1	11	0	15	0	243	3	0	246	7	0	2	0	9	669
Hourly Total	48	1489	6	1	1544	14	1	48	0	63	1	1129	19	0	1149	10	0	4	0	14	2770
6:00 PM	13	337	1	0	351	4	0	16	0	20	0	256	4	1	261	1	0	0	0	1	633
6:15 PM	12	259	0	0	271	5	0	13	0	18	0	221	2	0	223	0	0	0	0	0	512
Grand Total	586	12337	66	11	13000	132	10	546	0	688	15	11910	170	1	12096	38	7	19	0	64	25848
Approach %	4.5	94.9	0.5	0.1	-	19.2	1.5	79.4	0.0	-	0.1	98.5	1.4	0.0	-	59.4	10.9	29.7	0.0	-	-

Total %	2.3	47.7	0.3	0.0	50.3	0.5	0.0	2.1	0.0	2.7	0.1	46.1	0.7	0.0	46.8	0.1	0.0	0.1	0.0	0.2	-
Lights	558	10989	65	9	11621	131	10	518	0	659	14	10603	162	1	10780	37	7	18	0	62	23122
% Lights	95.2	89.1	98.5	81.8	89.4	99.2	100.0	94.9	-	95.8	93.3	89.0	95.3	100.0	89.1	97.4	100.0	94.7	-	96.9	89.5
Mediums	23	494	1	0	518	1	0	25	0	26	1	464	8	0	473	1	0	1	0	2	1019
% Mediums	3.9	4.0	1.5	0.0	4.0	0.8	0.0	4.6	-	3.8	6.7	3.9	4.7	0.0	3.9	2.6	0.0	5.3	-	3.1	3.9
Articulated Trucks	5	854	0	2	861	0	0	3	0	3	0	843	0	0	843	0	0	0	0	0	1707
% Articulated Trucks	0.9	6.9	0.0	18.2	6.6	0.0	0.0	0.5	-	0.4	0.0	7.1	0.0	0.0	7.0	0.0	0.0	0.0	-	0.0	6.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 18 - US 75 @ 161ST ST
Site Code:
Start Date: 09/22/2022
Page No: 3

US 75 [N]		
Out	In	Total
11167	11621	22788
490	518	1008
848	861	1709
12505	**13000**	**25505**

65	10989	558	9
1	494	23	0
0	854	5	2
66	**12337**	**586**	**11**
R	T	L	U

161ST ST [W]				
	Out	In	Total	
	89	62	151	
	2	2	4	
	0	0	0	
	91	**64**	**155**	

18	7	97	0	
1	0	1	0	
0	0	0	0	
19	**7**	**98**	**0**	
R	T	L	U	

09/22/2022 6:30 AM
Ending At
09/22/2022 6:30 PM

Lights
Mediums
Articulated Trucks

R	T	L	U	
546	**10**	**132**	**0**	
3	0	0	0	
25	0	1	0	
518	10	131	0	

161ST ST [E]			
Out	In	Total	
727	659	1386	
31	26	57	
5	3	8	
763	**688**	**1451**	

U	L	T	R
1	14	10603	162
0	1	464	8
0	0	843	0
1	**15**	**11910**	**170**

11139	10780	21919
496	473	969
854	843	1697
12489	**12096**	**24585**
Out	In	Total
US 75 [S]		

Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 18 - US 75 @ 161ST ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (7:00 AM)

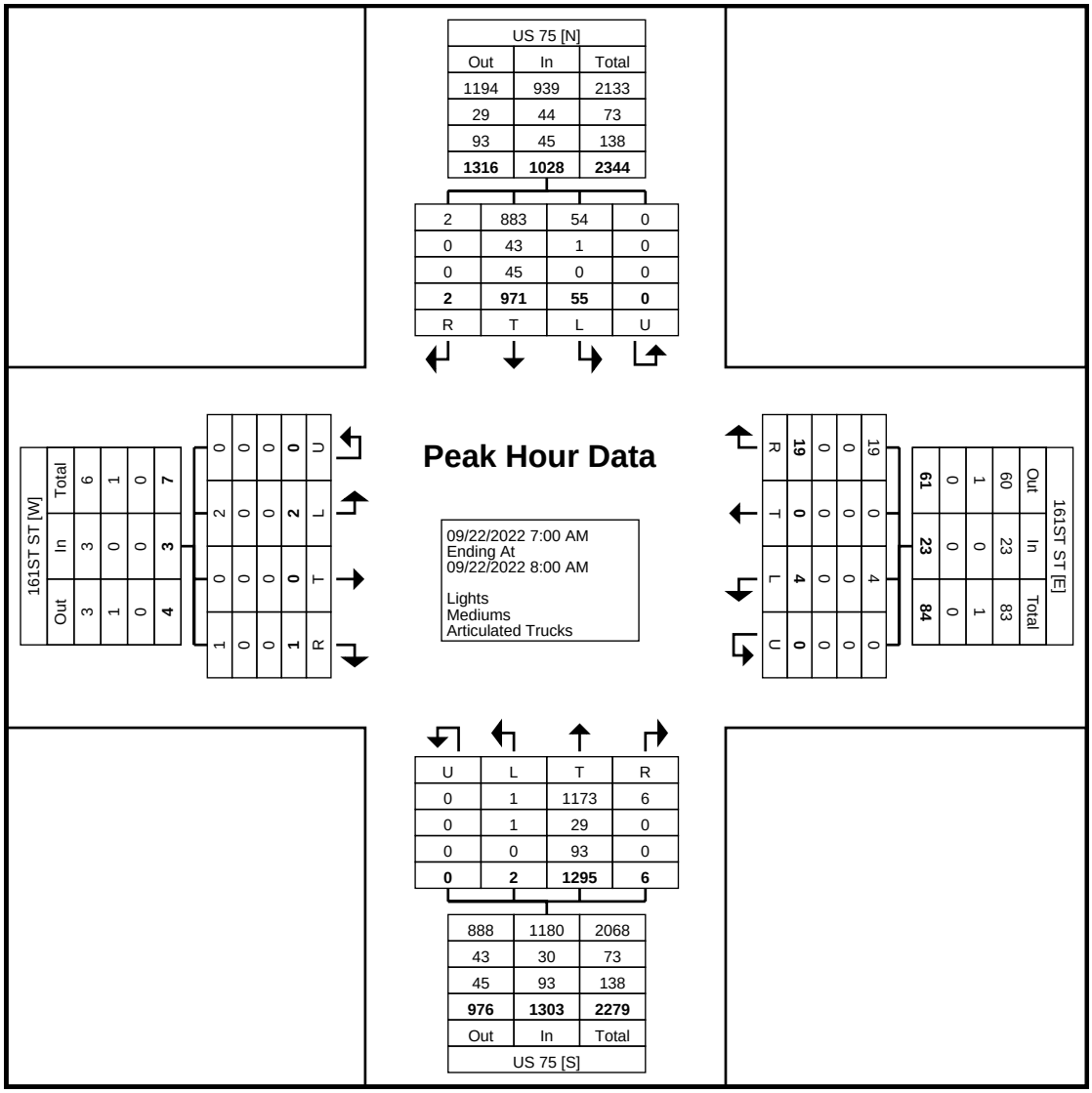
Start Time	US 75 Southbound					161ST ST Westbound					US 75 Northbound					161ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	15	215	0	0	230	0	0	2	0	2	2	333	0	0	335	1	0	1	0	2	569
7:15 AM	16	229	0	0	245	2	0	4	0	6	0	388	2	0	390	1	0	0	0	1	642
7:30 AM	10	286	1	0	297	2	0	7	0	9	0	302	2	0	304	0	0	0	0	0	610
7:45 AM	14	241	1	0	256	0	0	6	0	6	0	272	2	0	274	0	0	0	0	0	536
Total	55	971	2	0	1028	4	0	19	0	23	2	1295	6	0	1303	2	0	1	0	3	2357
Approach %	5.4	94.5	0.2	0.0	-	17.4	0.0	82.6	0.0	-	0.2	99.4	0.5	0.0	-	66.7	0.0	33.3	0.0	-	-
Total %	2.3	41.2	0.1	0.0	43.6	0.2	0.0	0.8	0.0	1.0	0.1	54.9	0.3	0.0	55.3	0.1	0.0	0.0	0.0	0.1	-
PHF	0.859	0.849	0.500	0.000	0.865	0.500	0.000	0.679	0.000	0.639	0.250	0.834	0.750	0.000	0.835	0.500	0.000	0.250	0.000	0.375	0.918
Lights	54	883	2	0	939	4	0	19	0	23	1	1173	6	0	1180	2	0	1	0	3	2145
% Lights	98.2	90.9	100.0	-	91.3	100.0	-	100.0	-	100.0	50.0	90.6	100.0	-	90.6	100.0	-	100.0	-	100.0	91.0
Mediums	1	43	0	0	44	0	0	0	0	0	1	29	0	0	30	0	0	0	0	0	74
% Mediums	1.8	4.4	0.0	-	4.3	0.0	-	0.0	-	0.0	50.0	2.2	0.0	-	2.3	0.0	-	0.0	-	0.0	3.1
Articulated Trucks	0	45	0	0	45	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	138
% Articulated Trucks	0.0	4.6	0.0	-	4.4	0.0	-	0.0	-	0.0	0.0	7.2	0.0	-	7.1	0.0	-	0.0	-	0.0	5.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 18 - US 75 @ 161ST ST
Site Code:
Start Date: 09/22/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 18 - US 75 @ 161ST ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (4:30 PM)

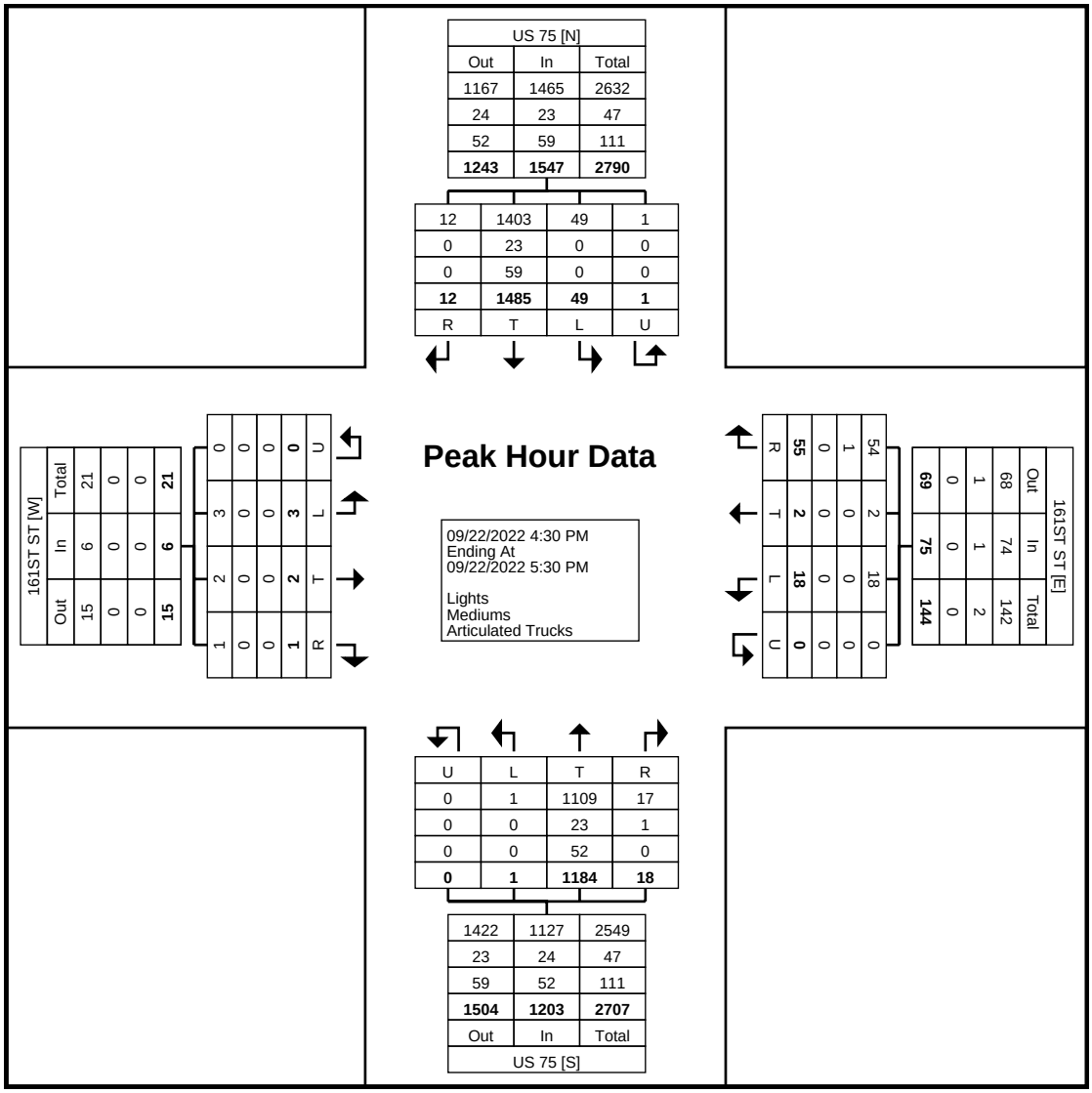
Start Time	US 75 Southbound					161ST ST Westbound					US 75 Northbound					161ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	19	355	1	1	376	5	2	13	0	20	0	287	5	0	292	0	1	0	0	1	689
4:45 PM	9	359	5	0	373	6	0	17	0	23	1	281	1	0	283	0	1	0	0	1	680
5:00 PM	15	387	3	0	405	6	0	9	0	15	0	278	8	0	286	2	0	1	0	3	709
5:15 PM	6	384	3	0	393	1	0	16	0	17	0	338	4	0	342	1	0	0	0	1	753
Total	49	1485	12	1	1547	18	2	55	0	75	1	1184	18	0	1203	3	2	1	0	6	2831
Approach %	3.2	96.0	0.8	0.1	-	24.0	2.7	73.3	0.0	-	0.1	98.4	1.5	0.0	-	50.0	33.3	16.7	0.0	-	-
Total %	1.7	52.5	0.4	0.0	54.6	0.6	0.1	1.9	0.0	2.6	0.0	41.8	0.6	0.0	42.5	0.1	0.1	0.0	0.0	0.2	-
PHF	0.645	0.959	0.600	0.250	0.955	0.750	0.250	0.809	0.000	0.815	0.250	0.876	0.563	0.000	0.879	0.375	0.500	0.250	0.000	0.500	0.940
Lights	49	1403	12	1	1465	18	2	54	0	74	1	1109	17	0	1127	3	2	1	0	6	2672
% Lights	100.0	94.5	100.0	100.0	94.7	100.0	100.0	98.2	-	98.7	100.0	93.7	94.4	-	93.7	100.0	100.0	100.0	-	100.0	94.4
Mediums	0	23	0	0	23	0	0	1	0	1	0	23	1	0	24	0	0	0	0	0	48
% Mediums	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.8	-	1.3	0.0	1.9	5.6	-	2.0	0.0	0.0	0.0	-	0.0	1.7
Articulated Trucks	0	59	0	0	59	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	111
% Articulated Trucks	0.0	4.0	0.0	0.0	3.8	0.0	0.0	0.0	-	0.0	0.0	4.4	0.0	-	4.3	0.0	0.0	0.0	-	0.0	3.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 18 - US 75 @ 161ST ST
Site Code:
Start Date: 09/22/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 19 - US 75 @ 171ST ST
Site Code:
Start Date: 09/22/2022
Page No: 1

Turning Movement Data

Start Time	US 75 Southbound					171ST ST Westbound					US 75 Northbound					171ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
12:00 AM	2	36	0	0	38	0	0	1	0	1	0	26	0	0	26	0	0	0	0	0	65
12:15 AM	1	19	2	0	22	0	0	1	0	1	0	28	0	0	28	1	0	0	0	1	52
12:30 AM	0	25	0	0	25	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	51
12:45 AM	1	23	0	0	24	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	54
Hourly Total	4	103	2	0	109	0	0	3	0	3	0	109	0	0	109	1	0	0	0	1	222
1:00 AM	1	16	0	0	17	0	0	0	0	0	0	26	0	0	26	1	0	0	0	1	44
1:15 AM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	29
1:30 AM	1	16	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	30
1:45 AM	0	21	0	0	21	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	43
Hourly Total	2	64	0	0	66	0	0	0	0	0	0	77	0	0	77	3	0	0	0	3	146
2:00 AM	1	12	1	0	14	1	0	0	0	1	0	25	0	0	25	0	0	0	0	0	40
2:15 AM	0	19	0	0	19	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	45
2:30 AM	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	28
2:45 AM	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	38
Hourly Total	1	66	1	0	68	1	0	0	0	1	0	82	0	0	82	0	0	0	0	0	151
3:00 AM	0	16	0	0	16	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	35
3:15 AM	0	16	0	0	16	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	34
3:30 AM	1	25	0	0	26	0	0	1	0	1	0	35	0	0	35	1	0	0	0	1	63
3:45 AM	0	11	0	0	11	0	0	0	0	0	0	42	0	0	42	1	0	0	0	1	54
Hourly Total	1	68	0	0	69	0	0	2	0	2	0	112	0	0	112	3	0	0	0	3	186
4:00 AM	1	13	1	0	15	0	0	5	0	5	0	28	0	0	28	2	0	0	0	2	50
4:15 AM	1	16	0	0	17	0	0	3	0	3	0	70	0	0	70	0	0	0	0	0	90
4:30 AM	0	31	0	0	31	0	0	4	0	4	0	69	0	0	69	2	0	0	0	2	106
4:45 AM	0	33	0	0	33	0	1	0	0	1	0	64	0	0	64	0	0	0	0	0	98
Hourly Total	2	93	1	0	96	0	1	12	0	13	0	231	0	0	231	4	0	0	0	4	344
5:00 AM	0	43	0	0	43	1	0	4	0	5	0	111	0	0	111	1	0	0	0	1	160
5:15 AM	1	44	0	0	45	0	0	4	0	4	0	153	0	0	153	3	1	0	0	4	206
5:30 AM	2	70	1	0	73	0	0	9	0	9	0	159	0	0	159	3	0	0	0	3	244
5:45 AM	0	87	2	0	89	2	0	8	0	10	0	159	0	0	159	1	0	0	0	1	259
Hourly Total	3	244	3	0	250	3	0	25	0	28	0	582	0	0	582	8	1	0	0	9	869
6:00 AM	4	84	0	0	88	0	0	4	0	4	0	172	0	0	172	1	1	0	0	2	266
6:15 AM	1	118	1	0	120	0	3	9	0	12	0	253	0	0	253	4	0	2	0	6	391
6:30 AM	4	154	2	0	160	0	1	11	0	12	3	236	0	0	239	6	0	2	0	8	419
6:45 AM	9	165	10	0	184	0	1	26	0	27	5	234	1	0	240	2	0	1	0	3	454
Hourly Total	18	521	13	0	552	0	5	50	0	55	8	895	1	0	904	13	1	5	0	19	1530
7:00 AM	13	175	11	0	199	1	1	20	0	22	6	287	2	0	295	21	0	2	0	23	539
7:15 AM	10	199	17	0	226	0	3	30	0	33	4	326	2	0	332	13	0	2	0	15	606
7:30 AM	9	246	18	0	273	2	1	12	0	15	7	273	0	0	280	9	0	1	0	10	578
7:45 AM	7	202	19	0	228	1	3	14	0	18	7	239	1	0	247	6	1	2	0	9	502
Hourly Total	39	822	65	0	926	4	8	76	0	88	24	1125	5	0	1154	49	1	7	0	57	2225
8:00 AM	13	169	20	0	202	1	2	16	0	19	5	254	2	0	261	14	0	3	0	17	499
8:15 AM	13	189	11	0	213	4	1	20	0	25	2	274	3	0	279	5	0	1	0	6	523
8:30 AM	9	212	9	0	230	3	0	20	0	23	1	232	3	0	236	8	0	2	0	10	499
8:45 AM	12	181	12	0	205	0	4	9	0	13	0	192	2	0	194	6	1	0	0	7	419
Hourly Total	47	751	52	0	850	8	7	65	0	80	8	952	10	0	970	33	1	6	0	40	1940
9:00 AM	10	144	9	0	163	0	2	9	0	11	0	209	0	0	209	11	0	1	0	12	395
9:15 AM	7	176	11	0	194	1	1	13	0	15	2	189	2	0	193	10	1	0	0	11	413
9:30 AM	10	170	12	0	192	3	1	10	0	14	2	194	0	0	196	5	2	2	0	9	411
9:45 AM	6	174	9	0	189	1	1	11	0	13	2	206	2	0	210	3	0	0	0	3	415
Hourly Total	33	664	41	0	738	5	5	43	0	53	6	798	4	0	808	29	3	3	0	35	1634
10:00 AM	4	208	5	0	217	0	3	9	0	12	0	164	1	0	165	7	0	0	0	7	401
10:15 AM	5	180	9	0	194	0	1	10	0	11	2	208	0	0	210	4	1	0	0	5	420
10:30 AM	6	166	10	0	182	0	1	12	0	13	2	181	0	0	183	2	1	2	0	5	383
10:45 AM	5	179	4	0	188	3	0	3	0	6	1	162	1	0	164	8	1	0	0	9	367
Hourly Total	20	733	28	0	781	3	5	34	0	42	5	715	2	0	722	21	3	2	0	26	1571
11:00 AM	6	169	4	0	179	0	3	12	0	15	2	174	1	0	177	4	1	1	0	6	377
11:15 AM	5	192	7	0	204	1	0	6	0	7	0	196	3	0	199	5	0	0	0	5	415
11:30 AM	6	212	8	0	226	0	0	4	0	4	0	206	0	0	206	6	1	0	0	7	443
11:45 AM	6	187	9	0	202	0	1	7	0	8	1	182	0	0	183	9	0	2	0	11	404
Hourly Total	23	760	28	0	811	1	4	29	0	34	3	758	4	0	765	24	2	3	0	29	1639
12:00 PM	10	199	6	0	215	1	0	11	0	12	1	188	1	0	190	2	1	1	0	4	421
12:15 PM	7	219	5	0	231	2	1	16	0	19	1	223	2	0	226	7	1	2	0	10	486

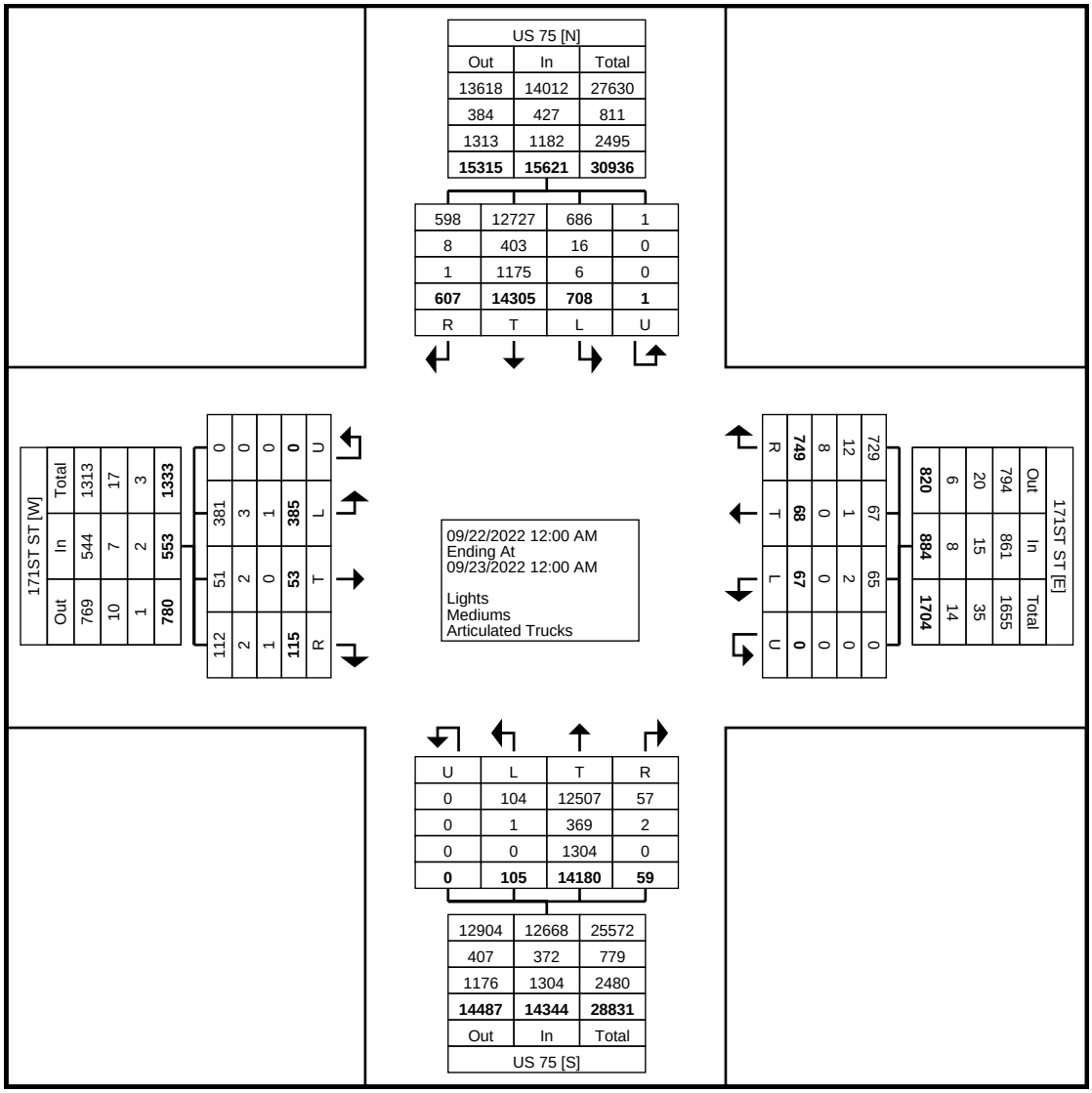
12:30 PM	10	229	8	0	247	0	1	6	0	7	1	209	1	0	211	6	1	1	0	8	473
12:45 PM	8	210	6	0	224	2	0	16	0	18	0	192	1	0	193	3	1	0	0	4	439
Hourly Total	35	857	25	0	917	5	2	49	0	56	3	812	5	0	820	18	4	4	0	26	1819
1:00 PM	11	225	7	0	243	2	2	13	0	17	2	215	1	0	218	5	0	0	0	5	483
1:15 PM	11	201	7	1	220	0	2	12	0	14	1	182	0	0	183	6	3	2	0	11	428
1:30 PM	10	208	7	0	225	1	0	7	0	8	0	194	0	0	194	6	1	0	0	7	434
1:45 PM	8	224	4	0	236	1	0	10	0	11	2	200	2	0	204	5	2	1	0	8	459
Hourly Total	40	858	25	1	924	4	4	42	0	50	5	791	3	0	799	22	6	3	0	31	1804
2:00 PM	9	210	6	0	225	1	1	7	0	9	0	185	1	0	186	8	0	2	0	10	430
2:15 PM	8	215	6	0	229	2	0	8	0	10	2	230	1	0	233	3	0	3	0	6	478
2:30 PM	13	251	22	0	286	0	1	10	0	11	1	226	0	0	227	5	0	1	0	6	530
2:45 PM	7	256	9	0	272	2	0	13	0	15	1	240	2	0	243	4	2	0	0	6	536
Hourly Total	37	932	43	0	1012	5	2	38	0	45	4	881	4	0	889	20	2	6	0	28	1974
3:00 PM	9	237	13	0	259	0	1	9	0	10	3	198	1	0	202	6	1	2	0	9	480
3:15 PM	8	239	14	0	261	1	1	11	0	13	2	240	1	0	243	6	4	6	0	16	533
3:30 PM	15	246	10	0	271	0	1	13	0	14	2	213	0	0	215	3	0	6	0	9	509
3:45 PM	16	282	19	0	317	3	3	10	0	16	3	236	1	0	240	8	0	10	0	18	591
Hourly Total	48	1004	56	0	1108	4	6	43	0	53	10	887	3	0	900	23	5	24	0	52	2113
4:00 PM	11	341	19	0	371	2	2	8	0	12	3	219	1	0	223	8	0	4	0	12	618
4:15 PM	19	307	26	0	352	0	1	15	0	16	0	250	1	0	251	10	2	1	0	13	632
4:30 PM	21	324	8	0	353	0	1	26	0	27	6	242	3	0	251	6	1	5	0	12	643
4:45 PM	23	324	26	0	373	0	1	13	0	14	0	254	0	0	254	6	0	3	0	9	650
Hourly Total	74	1296	79	0	1449	2	5	62	0	69	9	965	5	0	979	30	3	13	0	46	2543
5:00 PM	13	346	16	0	375	2	1	17	0	20	5	223	0	0	228	8	3	7	0	18	641
5:15 PM	30	346	18	0	394	1	2	11	0	14	0	297	2	0	299	14	4	5	0	23	730
5:30 PM	20	324	10	0	354	0	2	17	0	19	4	241	1	0	246	6	0	6	0	12	631
5:45 PM	19	335	22	0	376	2	1	16	0	19	2	210	0	0	212	6	3	2	0	11	618
Hourly Total	82	1351	66	0	1499	5	6	61	0	72	11	971	3	0	985	34	10	20	0	64	2620
6:00 PM	25	319	2	0	346	3	1	17	0	21	3	204	0	0	207	15	2	3	0	20	594
6:15 PM	14	255	4	0	273	1	2	7	0	10	1	193	1	0	195	7	0	1	0	8	486
6:30 PM	13	214	11	0	238	1	0	9	0	10	2	155	2	0	159	0	0	0	0	0	407
6:45 PM	8	213	8	0	229	1	0	12	0	13	0	154	1	0	155	5	0	2	0	7	404
Hourly Total	60	1001	25	0	1086	6	3	45	0	54	6	706	4	0	716	27	2	6	0	35	1891
7:00 PM	11	180	2	0	193	1	0	9	0	10	1	155	1	0	157	8	0	2	0	10	370
7:15 PM	10	185	6	0	201	0	0	4	0	4	0	145	1	0	146	3	2	2	0	7	358
7:30 PM	11	171	8	0	190	2	0	7	0	9	0	96	0	0	96	2	0	0	0	2	297
7:45 PM	21	149	5	0	175	2	2	8	0	12	0	119	0	0	119	4	0	1	0	5	311
Hourly Total	53	685	21	0	759	5	2	28	0	35	1	515	2	0	518	17	2	5	0	24	1336
8:00 PM	20	145	3	0	168	0	0	5	0	5	0	130	0	0	130	2	1	0	0	3	306
8:15 PM	11	140	0	0	151	3	2	7	0	12	0	124	1	0	125	2	0	0	0	2	290
8:30 PM	8	121	4	0	133	0	0	2	0	2	0	94	1	0	95	1	0	0	0	1	231
8:45 PM	9	128	5	0	142	0	0	6	0	6	0	81	0	0	81	1	1	3	0	5	234
Hourly Total	48	534	12	0	594	3	2	20	0	25	0	429	2	0	431	6	2	3	0	11	1061
9:00 PM	6	120	3	0	129	2	1	8	0	11	0	88	0	0	88	0	5	2	0	7	235
9:15 PM	4	95	4	0	103	0	0	1	0	1	0	79	0	0	79	0	0	1	0	1	184
9:30 PM	7	81	2	0	90	0	0	1	0	1	1	92	0	0	93	0	0	0	0	0	184
9:45 PM	2	97	2	0	101	1	0	3	0	4	0	95	0	0	95	0	0	0	0	0	200
Hourly Total	19	393	11	0	423	3	1	13	0	17	1	354	0	0	355	0	5	3	0	8	803
10:00 PM	6	82	2	0	90	0	0	1	0	1	1	84	1	0	86	0	0	2	0	2	179
10:15 PM	3	89	4	0	96	0	0	2	0	2	0	66	1	0	67	0	0	0	0	0	165
10:30 PM	3	64	2	0	69	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	131
10:45 PM	3	66	1	0	70	0	0	3	0	3	0	60	0	0	60	0	0	0	0	0	133
Hourly Total	15	301	9	0	325	0	0	6	0	6	1	272	2	0	275	0	0	2	0	2	608
11:00 PM	1	64	0	0	65	0	0	1	0	1	0	58	0	0	58	0	0	0	0	0	124
11:15 PM	0	56	0	0	56	0	0	2	0	2	0	37	0	0	37	0	0	0	0	0	95
11:30 PM	2	50	1	0	53	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	92
11:45 PM	1	34	0	0	35	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	62
Hourly Total	4	204	1	0	209	0	0	3	0	3	0	161	0	0	161	0	0	0	0	0	373
Grand Total	708	14305	607	1	15621	67	68	749	0	884	105	14180	59	0	14344	385	53	115	0	553	31402
Approach %	4.5	91.6	3.9	0.0	-	7.6	7.7	84.7	0.0	-	0.7	98.9	0.4	0.0	-	69.6	9.6	20.8	0.0	-	-
Total %	2.3	45.6	1.9	0.0	49.7	0.2	0.2	2.4	0.0	2.8	0.3	45.2	0.2	0.0	45.7	1.2	0.2	0.4	0.0	1.8	-
Lights	686	12727	598	1	14012	65	67	729	0	861	104	12507	57	0	12668	381	51	112	0	544	28085
% Lights	96.9	89.0	98.5	100.0	89.7	97.0	98.5	97.3	-	97.4	99.0	88.2	96.6	-	88.3	99.0	96.2	97.4	-	98.4	89.4
Mediums	16	403	8	0	427	2	1	12	0	15	1	369	2	0	372	3	2	2	0	7	821
% Mediums	2.3	2.8	1.3	0.0	2.7	3.0	1.5	1.6	-	1.7	1.0	2.6	3.4	-	2.6	0.8	3.8	1.7	-	1.3	2.6
Articulated Trucks	6	1175	1	0	1182	0	0	8	0	8	0	1304	0	0	1304	1	0	1	0	2	2496
% Articulated Trucks	0.8	8.2	0.2	0.0	7.6	0.0	0.0	1.1	-	0.9	0.0	9.2	0.0	-	9.1	0.3	0.0	0.9	-	0.4	7.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 19 - US 75 @ 171ST ST
Site Code:
Start Date: 09/22/2022
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 19 - US 75 @ 171ST ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (7:00 AM)

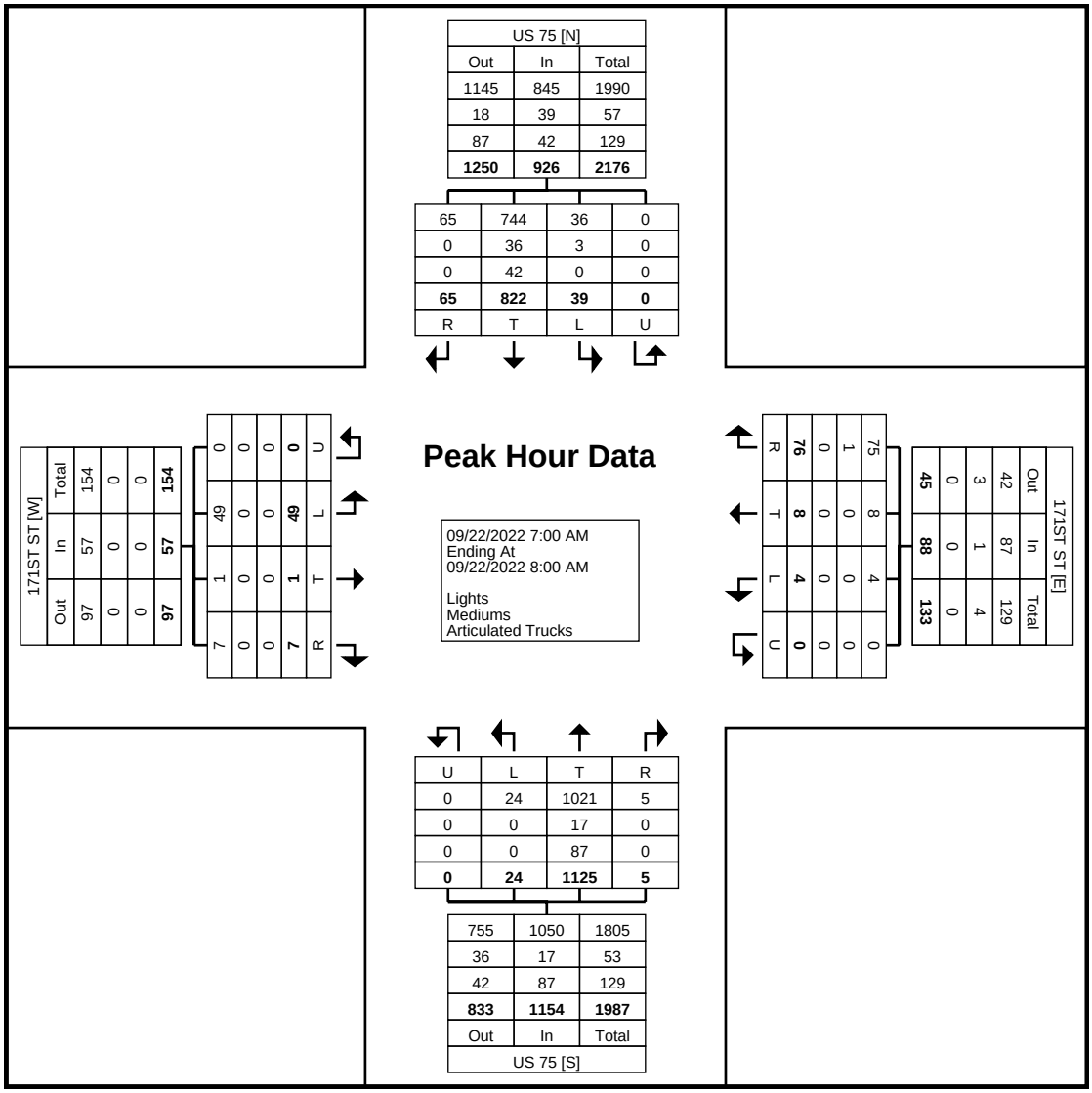
Start Time	US 75 Southbound					171ST ST Westbound					US 75 Northbound					171ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	13	175	11	0	199	1	1	20	0	22	6	287	2	0	295	21	0	2	0	23	539
7:15 AM	10	199	17	0	226	0	3	30	0	33	4	326	2	0	332	13	0	2	0	15	606
7:30 AM	9	246	18	0	273	2	1	12	0	15	7	273	0	0	280	9	0	1	0	10	578
7:45 AM	7	202	19	0	228	1	3	14	0	18	7	239	1	0	247	6	1	2	0	9	502
Total	39	822	65	0	926	4	8	76	0	88	24	1125	5	0	1154	49	1	7	0	57	2225
Approach %	4.2	88.8	7.0	0.0	-	4.5	9.1	86.4	0.0	-	2.1	97.5	0.4	0.0	-	86.0	1.8	12.3	0.0	-	-
Total %	1.8	36.9	2.9	0.0	41.6	0.2	0.4	3.4	0.0	4.0	1.1	50.6	0.2	0.0	51.9	2.2	0.0	0.3	0.0	2.6	-
PHF	0.750	0.835	0.855	0.000	0.848	0.500	0.667	0.633	0.000	0.667	0.857	0.863	0.625	0.000	0.869	0.583	0.250	0.875	0.000	0.620	0.918
Lights	36	744	65	0	845	4	8	75	0	87	24	1021	5	0	1050	49	1	7	0	57	2039
% Lights	92.3	90.5	100.0	-	91.3	100.0	100.0	98.7	-	98.9	100.0	90.8	100.0	-	91.0	100.0	100.0	100.0	-	100.0	91.6
Mediums	3	36	0	0	39	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	57
% Mediums	7.7	4.4	0.0	-	4.2	0.0	0.0	1.3	-	1.1	0.0	1.5	0.0	-	1.5	0.0	0.0	0.0	-	0.0	2.6
Articulated Trucks	0	42	0	0	42	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	129
% Articulated Trucks	0.0	5.1	0.0	-	4.5	0.0	0.0	0.0	-	0.0	0.0	7.7	0.0	-	7.5	0.0	0.0	0.0	-	0.0	5.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 19 - US 75 @ 171ST ST
Site Code:
Start Date: 09/22/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 19 - US 75 @ 171ST ST
Site Code:
Start Date: 09/22/2022

Turning Movement Peak Hour Data (4:30 PM)

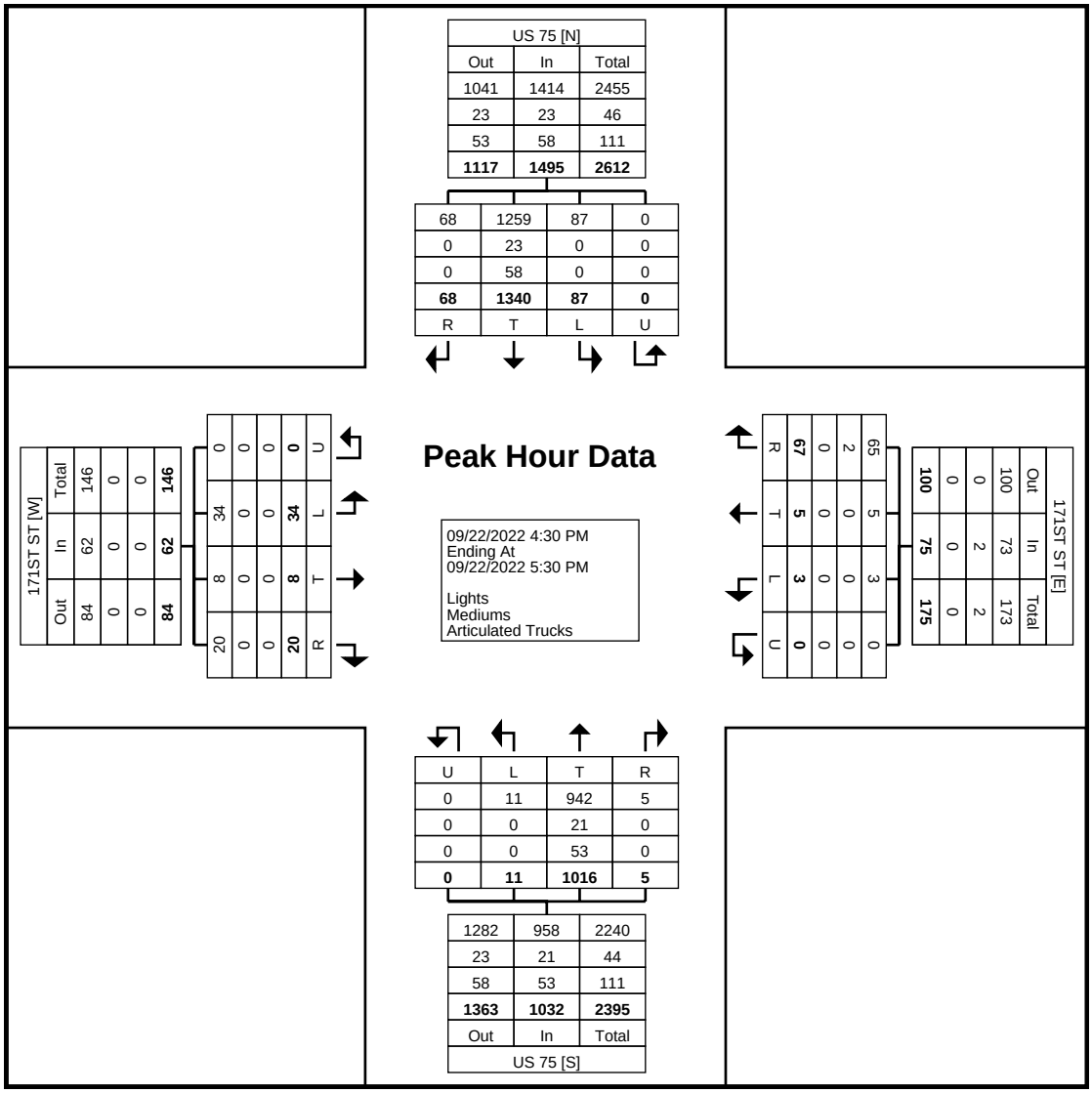
Start Time	US 75 Southbound					171ST ST Westbound					US 75 Northbound					171ST ST Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	21	324	8	0	353	0	1	26	0	27	6	242	3	0	251	6	1	5	0	12	643
4:45 PM	23	324	26	0	373	0	1	13	0	14	0	254	0	0	254	6	0	3	0	9	650
5:00 PM	13	346	16	0	375	2	1	17	0	20	5	223	0	0	228	8	3	7	0	18	641
5:15 PM	30	346	18	0	394	1	2	11	0	14	0	297	2	0	299	14	4	5	0	23	730
Total	87	1340	68	0	1495	3	5	67	0	75	11	1016	5	0	1032	34	8	20	0	62	2664
Approach %	5.8	89.6	4.5	0.0	-	4.0	6.7	89.3	0.0	-	1.1	98.4	0.5	0.0	-	54.8	12.9	32.3	0.0	-	-
Total %	3.3	50.3	2.6	0.0	56.1	0.1	0.2	2.5	0.0	2.8	0.4	38.1	0.2	0.0	38.7	1.3	0.3	0.8	0.0	2.3	-
PHF	0.725	0.968	0.654	0.000	0.949	0.375	0.625	0.644	0.000	0.694	0.458	0.855	0.417	0.000	0.863	0.607	0.500	0.714	0.000	0.674	0.912
Lights	87	1259	68	0	1414	3	5	65	0	73	11	942	5	0	958	34	8	20	0	62	2507
% Lights	100.0	94.0	100.0	-	94.6	100.0	100.0	97.0	-	97.3	100.0	92.7	100.0	-	92.8	100.0	100.0	100.0	-	100.0	94.1
Mediums	0	23	0	0	23	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	46
% Mediums	0.0	1.7	0.0	-	1.5	0.0	0.0	3.0	-	2.7	0.0	2.1	0.0	-	2.0	0.0	0.0	0.0	-	0.0	1.7
Articulated Trucks	0	58	0	0	58	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	111
% Articulated Trucks	0.0	4.3	0.0	-	3.9	0.0	0.0	0.0	-	0.0	0.0	5.2	0.0	-	5.1	0.0	0.0	0.0	-	0.0	4.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 19 - US 75 @ 171ST ST
Site Code:
Start Date: 09/22/2022
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

	A	B	C	D	E
1	1 - 151ST ST W OF WARIOR RD				
2					
3	Start Date: 9/20/2022				
4	Start Time: 12:00:00 AM				
5	Site Code: 821				
6					
7	Date	Time	EB	WB	TOTAL
8	9/20/2022	12:00 AM	9	15	24
9	9/20/2022	12:15 AM	16	10	26
10	9/20/2022	12:30 AM	8	4	12
11	9/20/2022	12:45 AM	5	6	11
12	9/20/2022	01:00 AM	6	8	14
13	9/20/2022	01:15 AM	5	4	9
14	9/20/2022	01:30 AM	4	2	6
15	9/20/2022	01:45 AM	6	6	12
16	9/20/2022	02:00 AM	8	7	15
17	9/20/2022	02:15 AM	4	6	10
18	9/20/2022	02:30 AM	5	5	10
19	9/20/2022	02:45 AM	2	2	4
20	9/20/2022	03:00 AM	5	1	6
21	9/20/2022	03:15 AM	2	2	4
22	9/20/2022	03:30 AM	5	8	13
23	9/20/2022	03:45 AM	8	8	16
24	9/20/2022	04:00 AM	3	6	9
25	9/20/2022	04:15 AM	4	14	18
26	9/20/2022	04:30 AM	7	16	23
27	9/20/2022	04:45 AM	16	15	31
28	9/20/2022	05:00 AM	23	25	48
29	9/20/2022	05:15 AM	34	30	64
30	9/20/2022	05:30 AM	58	58	116
31	9/20/2022	05:45 AM	56	68	124
32	9/20/2022	06:00 AM	50	70	120
33	9/20/2022	06:15 AM	80	88	168
34	9/20/2022	06:30 AM	101	130	231
35	9/20/2022	06:45 AM	121	118	239
36	9/20/2022	07:00 AM	116	154	270
37	9/20/2022	07:15 AM	170	201	371
38	9/20/2022	07:30 AM	192	212	404
39	9/20/2022	07:45 AM	159	246	405
40	9/20/2022	08:00 AM	190	172	362
41	9/20/2022	08:15 AM	172	150	322
42	9/20/2022	08:30 AM	144	127	271
43	9/20/2022	08:45 AM	120	132	252
44	9/20/2022	09:00 AM	112	114	226
45	9/20/2022	09:15 AM	100	104	204
46	9/20/2022	09:30 AM	88	105	193
47	9/20/2022	09:45 AM	88	97	185
48	9/20/2022	10:00 AM	115	97	212
49	9/20/2022	10:15 AM	92	113	205
50	9/20/2022	10:30 AM	79	108	187
51	9/20/2022	10:45 AM	96	114	210

	A	B	C	D	E
52	9/20/2022	11:00 AM	74	112	186
53	9/20/2022	11:15 AM	111	106	217
54	9/20/2022	11:30 AM	111	122	233
55	9/20/2022	11:45 AM	103	130	233
56	9/20/2022	12:00 PM	94	116	210
57	9/20/2022	12:15 PM	122	120	242
58	9/20/2022	12:30 PM	114	105	219
59	9/20/2022	12:45 PM	110	112	222
60	9/20/2022	01:00 PM	106	112	218
61	9/20/2022	01:15 PM	92	100	192
62	9/20/2022	01:30 PM	105	120	225
63	9/20/2022	01:45 PM	94	92	186
64	9/20/2022	02:00 PM	121	110	231
65	9/20/2022	02:15 PM	120	116	236
66	9/20/2022	02:30 PM	139	150	289
67	9/20/2022	02:45 PM	122	138	260
68	9/20/2022	03:00 PM	122	172	294
69	9/20/2022	03:15 PM	147	138	285
70	9/20/2022	03:30 PM	174	179	353
71	9/20/2022	03:45 PM	166	164	330
72	9/20/2022	04:00 PM	118	170	288
73	9/20/2022	04:15 PM	152	156	308
74	9/20/2022	04:30 PM	170	180	350
75	9/20/2022	04:45 PM	180	178	358
76	9/20/2022	05:00 PM	178	200	378
77	9/20/2022	05:15 PM	229	184	413
78	9/20/2022	05:30 PM	203	160	363
79	9/20/2022	05:45 PM	176	142	318
80	9/20/2022	06:00 PM	125	137	262
81	9/20/2022	06:15 PM	126	138	264
82	9/20/2022	06:30 PM	82	138	220
83	9/20/2022	06:45 PM	102	94	196
84	9/20/2022	07:00 PM	89	84	173
85	9/20/2022	07:15 PM	74	82	156
86	9/20/2022	07:30 PM	80	79	159
87	9/20/2022	07:45 PM	95	82	177
88	9/20/2022	08:00 PM	96	66	162
89	9/20/2022	08:15 PM	82	96	178
90	9/20/2022	08:30 PM	70	102	172
91	9/20/2022	08:45 PM	62	60	122
92	9/20/2022	09:00 PM	50	48	98
93	9/20/2022	09:15 PM	37	44	81
94	9/20/2022	09:30 PM	35	37	72
95	9/20/2022	09:45 PM	31	24	55
96	9/20/2022	10:00 PM	30	22	52
97	9/20/2022	10:15 PM	22	24	46
98	9/20/2022	10:30 PM	16	17	33
99	9/20/2022	10:45 PM	20	15	35
100	9/20/2022	11:00 PM	18	15	33
101	9/20/2022	11:15 PM	18	17	35
102	9/20/2022	11:30 PM	18	22	40

	A	B	C	D	E
103	9/20/2022	11:45 PM	14	10	24
104			7829	8315	16144

	A	B	C	D	E
1	2 - 151ST ST W OF 33RD AVE				
2					
3	Start Date: 9/20/2022				
4	Start Time: 12:00:00 AM				
5	Site Code: 911				
6					
7	Date	Time	EB	WB	TOTAL
8	9/20/2022	12:00 AM	6	15	21
9	9/20/2022	12:15 AM	10	8	18
10	9/20/2022	12:30 AM	6	4	10
11	9/20/2022	12:45 AM	6	6	12
12	9/20/2022	01:00 AM	8	8	16
13	9/20/2022	01:15 AM	4	1	5
14	9/20/2022	01:30 AM	3	4	7
15	9/20/2022	01:45 AM	4	4	8
16	9/20/2022	02:00 AM	6	3	9
17	9/20/2022	02:15 AM	1	5	6
18	9/20/2022	02:30 AM	4	3	7
19	9/20/2022	02:45 AM	4	3	7
20	9/20/2022	03:00 AM	4	0	4
21	9/20/2022	03:15 AM	4	3	7
22	9/20/2022	03:30 AM	4	6	10
23	9/20/2022	03:45 AM	5	8	13
24	9/20/2022	04:00 AM	2	5	7
25	9/20/2022	04:15 AM	8	13	21
26	9/20/2022	04:30 AM	7	13	20
27	9/20/2022	04:45 AM	16	20	36
28	9/20/2022	05:00 AM	28	13	41
29	9/20/2022	05:15 AM	29	30	59
30	9/20/2022	05:30 AM	56	60	116
31	9/20/2022	05:45 AM	61	54	115
32	9/20/2022	06:00 AM	42	58	100
33	9/20/2022	06:15 AM	72	79	151
34	9/20/2022	06:30 AM	88	126	214
35	9/20/2022	06:45 AM	108	106	214
36	9/20/2022	07:00 AM	102	151	253
37	9/20/2022	07:15 AM	186	136	322
38	9/20/2022	07:30 AM	187	207	394
39	9/20/2022	07:45 AM	138	186	324
40	9/20/2022	08:00 AM	138	145	283
41	9/20/2022	08:15 AM	167	146	313
42	9/20/2022	08:30 AM	128	140	268
43	9/20/2022	08:45 AM	107	126	233
44	9/20/2022	09:00 AM	112	90	202
45	9/20/2022	09:15 AM	96	93	189
46	9/20/2022	09:30 AM	94	103	197
47	9/20/2022	09:45 AM	82	100	182
48	9/20/2022	10:00 AM	90	114	204
49	9/20/2022	10:15 AM	102	107	209
50	9/20/2022	10:30 AM	88	100	188
51	9/20/2022	10:45 AM	98	108	206

	A	B	C	D	E
52	9/20/2022	11:00 AM	91	126	217
53	9/20/2022	11:15 AM	96	114	210
54	9/20/2022	11:30 AM	108	115	223
55	9/20/2022	11:45 AM	111	118	229
56	9/20/2022	12:00 PM	101	110	211
57	9/20/2022	12:15 PM	90	116	206
58	9/20/2022	12:30 PM	102	116	218
59	9/20/2022	12:45 PM	108	110	218
60	9/20/2022	01:00 PM	98	96	194
61	9/20/2022	01:15 PM	94	109	203
62	9/20/2022	01:30 PM	90	86	176
63	9/20/2022	01:45 PM	90	92	182
64	9/20/2022	02:00 PM	97	128	225
65	9/20/2022	02:15 PM	108	119	227
66	9/20/2022	02:30 PM	112	138	250
67	9/20/2022	02:45 PM	108	129	237
68	9/20/2022	03:00 PM	114	177	291
69	9/20/2022	03:15 PM	121	140	261
70	9/20/2022	03:30 PM	142	118	260
71	9/20/2022	03:45 PM	167	120	287
72	9/20/2022	04:00 PM	119	180	299
73	9/20/2022	04:15 PM	118	181	299
74	9/20/2022	04:30 PM	153	182	335
75	9/20/2022	04:45 PM	144	154	298
76	9/20/2022	05:00 PM	149	177	326
77	9/20/2022	05:15 PM	190	173	363
78	9/20/2022	05:30 PM	192	152	344
79	9/20/2022	05:45 PM	158	119	277
80	9/20/2022	06:00 PM	104	142	246
81	9/20/2022	06:15 PM	112	130	242
82	9/20/2022	06:30 PM	86	124	210
83	9/20/2022	06:45 PM	95	74	169
84	9/20/2022	07:00 PM	64	98	162
85	9/20/2022	07:15 PM	76	76	152
86	9/20/2022	07:30 PM	66	73	139
87	9/20/2022	07:45 PM	72	76	148
88	9/20/2022	08:00 PM	69	78	147
89	9/20/2022	08:15 PM	58	82	140
90	9/20/2022	08:30 PM	54	93	147
91	9/20/2022	08:45 PM	44	54	98
92	9/20/2022	09:00 PM	37	42	79
93	9/20/2022	09:15 PM	36	48	84
94	9/20/2022	09:30 PM	30	30	60
95	9/20/2022	09:45 PM	22	36	58
96	9/20/2022	10:00 PM	18	32	50
97	9/20/2022	10:15 PM	20	15	35
98	9/20/2022	10:30 PM	14	15	29
99	9/20/2022	10:45 PM	12	11	23
100	9/20/2022	11:00 PM	9	10	19
101	9/20/2022	11:15 PM	17	14	31
102	9/20/2022	11:30 PM	12	17	29

	A	B	C	D	E
103	9/20/2022	11:45 PM	6	10	16
104			7015	7785	14800

	A	B	C	D	E
1	3 - 151ST ST W OF GRANT ST				
2					
3	Start Date: 9/20/2022				
4	Start Time: 12:00:00 AM				
5	Site Code: 869 967				
6					
7	Date	Time	EB	WB	TOTAL
8	9/20/2022	12:00 AM	8	11	19
9	9/20/2022	12:15 AM	19	15	34
10	9/20/2022	12:30 AM	6	8	14
11	9/20/2022	12:45 AM	6	10	16
12	9/20/2022	01:00 AM	8	10	18
13	9/20/2022	01:15 AM	9	8	17
14	9/20/2022	01:30 AM	4	6	10
15	9/20/2022	01:45 AM	9	8	17
16	9/20/2022	02:00 AM	4	3	7
17	9/20/2022	02:15 AM	6	6	12
18	9/20/2022	02:30 AM	3	7	10
19	9/20/2022	02:45 AM	5	3	8
20	9/20/2022	03:00 AM	2	2	4
21	9/20/2022	03:15 AM	4	3	7
22	9/20/2022	03:30 AM	3	6	9
23	9/20/2022	03:45 AM	7	6	13
24	9/20/2022	04:00 AM	4	6	10
25	9/20/2022	04:15 AM	12	13	25
26	9/20/2022	04:30 AM	13	17	30
27	9/20/2022	04:45 AM	21	20	41
28	9/20/2022	05:00 AM	41	28	69
29	9/20/2022	05:15 AM	31	41	72
30	9/20/2022	05:30 AM	49	72	121
31	9/20/2022	05:45 AM	56	62	118
32	9/20/2022	06:00 AM	73	47	120
33	9/20/2022	06:15 AM	103	74	177
34	9/20/2022	06:30 AM	140	103	243
35	9/20/2022	06:45 AM	161	138	299
36	9/20/2022	07:00 AM	192	140	332
37	9/20/2022	07:15 AM	314	166	480
38	9/20/2022	07:30 AM	353	217	570
39	9/20/2022	07:45 AM	274	246	520
40	9/20/2022	08:00 AM	182	190	372
41	9/20/2022	08:15 AM	249	146	395
42	9/20/2022	08:30 AM	250	188	438
43	9/20/2022	08:45 AM	143	186	329
44	9/20/2022	09:00 AM	168	122	290
45	9/20/2022	09:15 AM	157	144	301
46	9/20/2022	09:30 AM	168	136	304
47	9/20/2022	09:45 AM	158	137	295
48	9/20/2022	10:00 AM	138	130	268
49	9/20/2022	10:15 AM	140	138	278
50	9/20/2022	10:30 AM	132	134	266
51	9/20/2022	10:45 AM	150	137	287

	A	B	C	D	E
52	9/20/2022	11:00 AM	136	146	282
53	9/20/2022	11:15 AM	142	144	286
54	9/20/2022	11:30 AM	152	164	316
55	9/20/2022	11:45 AM	156	182	338
56	9/20/2022	12:00 PM	170	151	321
57	9/20/2022	12:15 PM	162	160	322
58	9/20/2022	12:30 PM	162	176	338
59	9/20/2022	12:45 PM	157	176	333
60	9/20/2022	01:00 PM	150	144	294
61	9/20/2022	01:15 PM	160	157	317
62	9/20/2022	01:30 PM	176	156	332
63	9/20/2022	01:45 PM	148	136	284
64	9/20/2022	02:00 PM	133	200	333
65	9/20/2022	02:15 PM	160	188	348
66	9/20/2022	02:30 PM	186	176	362
67	9/20/2022	02:45 PM	152	190	342
68	9/20/2022	03:00 PM	184	210	394
69	9/20/2022	03:15 PM	206	225	431
70	9/20/2022	03:30 PM	220	196	416
71	9/20/2022	03:45 PM	198	213	411
72	9/20/2022	04:00 PM	199	314	513
73	9/20/2022	04:15 PM	164	291	455
74	9/20/2022	04:30 PM	196	252	448
75	9/20/2022	04:45 PM	205	256	461
76	9/20/2022	05:00 PM	205	258	463
77	9/20/2022	05:15 PM	228	279	507
78	9/20/2022	05:30 PM	260	264	524
79	9/20/2022	05:45 PM	263	227	490
80	9/20/2022	06:00 PM	198	241	439
81	9/20/2022	06:15 PM	168	208	376
82	9/20/2022	06:30 PM	148	147	295
83	9/20/2022	06:45 PM	149	154	303
84	9/20/2022	07:00 PM	126	164	290
85	9/20/2022	07:15 PM	118	140	258
86	9/20/2022	07:30 PM	96	146	242
87	9/20/2022	07:45 PM	84	156	240
88	9/20/2022	08:00 PM	91	206	297
89	9/20/2022	08:15 PM	68	183	251
90	9/20/2022	08:30 PM	54	144	198
91	9/20/2022	08:45 PM	46	118	164
92	9/20/2022	09:00 PM	50	74	124
93	9/20/2022	09:15 PM	48	56	104
94	9/20/2022	09:30 PM	40	56	96
95	9/20/2022	09:45 PM	36	62	98
96	9/20/2022	10:00 PM	20	46	66
97	9/20/2022	10:15 PM	18	30	48
98	9/20/2022	10:30 PM	18	24	42
99	9/20/2022	10:45 PM	13	25	38
100	9/20/2022	11:00 PM	18	26	44
101	9/20/2022	11:15 PM	13	21	34
102	9/20/2022	11:30 PM	16	11	27

	A	B	C	D	E
103	9/20/2022	11:45 PM	10	18	28
104			10651	11377	22028

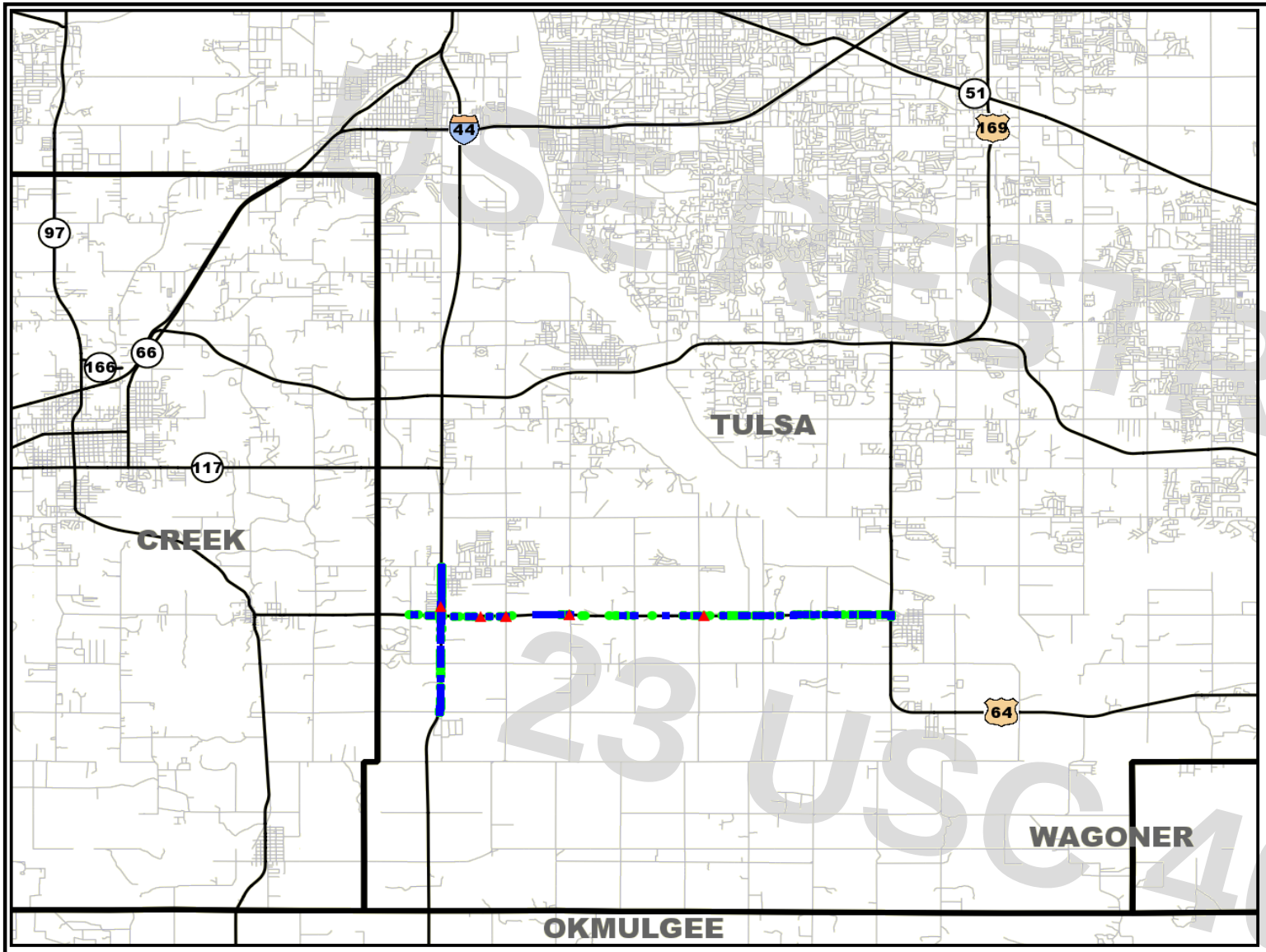
	A	B	C	D	E
1	4 - 151ST ST W OF US 75				
2					
3	Start Date: 9/20/2022				
4	Start Time: 12:00:00 AM				
5	Site Code: 955				
6					
7	Date	Time	EB	WB	TOTAL
8	9/20/2022	12:00 AM	3	4	7
9	9/20/2022	12:15 AM	4	8	12
10	9/20/2022	12:30 AM	5	8	13
11	9/20/2022	12:45 AM	1	4	5
12	9/20/2022	01:00 AM	4	1	5
13	9/20/2022	01:15 AM	0	3	3
14	9/20/2022	01:30 AM	6	0	6
15	9/20/2022	01:45 AM	2	3	5
16	9/20/2022	02:00 AM	2	3	5
17	9/20/2022	02:15 AM	2	3	5
18	9/20/2022	02:30 AM	3	2	5
19	9/20/2022	02:45 AM	3	2	5
20	9/20/2022	03:00 AM	3	4	7
21	9/20/2022	03:15 AM	6	3	9
22	9/20/2022	03:30 AM	9	1	10
23	9/20/2022	03:45 AM	7	4	11
24	9/20/2022	04:00 AM	6	1	7
25	9/20/2022	04:15 AM	20	6	26
26	9/20/2022	04:30 AM	13	3	16
27	9/20/2022	04:45 AM	14	6	20
28	9/20/2022	05:00 AM	23	10	33
29	9/20/2022	05:15 AM	41	10	51
30	9/20/2022	05:30 AM	48	22	70
31	9/20/2022	05:45 AM	48	19	67
32	9/20/2022	06:00 AM	66	23	89
33	9/20/2022	06:15 AM	100	36	136
34	9/20/2022	06:30 AM	102	48	150
35	9/20/2022	06:45 AM	104	52	156
36	9/20/2022	07:00 AM	123	73	196
37	9/20/2022	07:15 AM	137	98	235
38	9/20/2022	07:30 AM	152	118	270
39	9/20/2022	07:45 AM	120	144	264
40	9/20/2022	08:00 AM	168	118	286
41	9/20/2022	08:15 AM	107	88	195
42	9/20/2022	08:30 AM	94	58	152
43	9/20/2022	08:45 AM	74	62	136
44	9/20/2022	09:00 AM	77	44	121
45	9/20/2022	09:15 AM	62	58	120
46	9/20/2022	09:30 AM	81	44	125
47	9/20/2022	09:45 AM	72	59	131
48	9/20/2022	10:00 AM	74	46	120
49	9/20/2022	10:15 AM	54	50	104
50	9/20/2022	10:30 AM	55	56	111
51	9/20/2022	10:45 AM	56	46	102

	A	B	C	D	E
52	9/20/2022	11:00 AM	48	58	106
53	9/20/2022	11:15 AM	65	58	123
54	9/20/2022	11:30 AM	76	70	146
55	9/20/2022	11:45 AM	70	86	156
56	9/20/2022	12:00 PM	96	74	170
57	9/20/2022	12:15 PM	72	81	153
58	9/20/2022	12:30 PM	67	71	138
59	9/20/2022	12:45 PM	72	80	152
60	9/20/2022	01:00 PM	78	71	149
61	9/20/2022	01:15 PM	68	68	136
62	9/20/2022	01:30 PM	58	70	128
63	9/20/2022	01:45 PM	50	59	109
64	9/20/2022	02:00 PM	79	62	141
65	9/20/2022	02:15 PM	78	58	136
66	9/20/2022	02:30 PM	67	105	172
67	9/20/2022	02:45 PM	59	98	157
68	9/20/2022	03:00 PM	55	96	151
69	9/20/2022	03:15 PM	92	89	181
70	9/20/2022	03:30 PM	122	116	238
71	9/20/2022	03:45 PM	84	113	197
72	9/20/2022	04:00 PM	87	130	217
73	9/20/2022	04:15 PM	78	140	218
74	9/20/2022	04:30 PM	108	128	236
75	9/20/2022	04:45 PM	130	158	288
76	9/20/2022	05:00 PM	122	144	266
77	9/20/2022	05:15 PM	127	148	275
78	9/20/2022	05:30 PM	125	140	265
79	9/20/2022	05:45 PM	96	109	205
80	9/20/2022	06:00 PM	94	114	208
81	9/20/2022	06:15 PM	96	103	199
82	9/20/2022	06:30 PM	75	100	175
83	9/20/2022	06:45 PM	70	71	141
84	9/20/2022	07:00 PM	62	72	134
85	9/20/2022	07:15 PM	50	64	114
86	9/20/2022	07:30 PM	55	76	131
87	9/20/2022	07:45 PM	86	68	154
88	9/20/2022	08:00 PM	83	60	143
89	9/20/2022	08:15 PM	62	62	124
90	9/20/2022	08:30 PM	31	59	90
91	9/20/2022	08:45 PM	35	45	80
92	9/20/2022	09:00 PM	57	40	97
93	9/20/2022	09:15 PM	36	32	68
94	9/20/2022	09:30 PM	21	26	47
95	9/20/2022	09:45 PM	25	32	57
96	9/20/2022	10:00 PM	16	21	37
97	9/20/2022	10:15 PM	10	25	35
98	9/20/2022	10:30 PM	16	15	31
99	9/20/2022	10:45 PM	12	8	20
100	9/20/2022	11:00 PM	9	10	19
101	9/20/2022	11:15 PM	6	14	20
102	9/20/2022	11:30 PM	3	19	22

	A	B	C	D	E
103	9/20/2022	11:45 PM	4	7	11
104			5494	5274	10768

Appendix B:

ODOT Crash Data 2012-2021



Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023
by ODOT Safety Branch

Study Map & Totals

Legend

- Fatality
- Injury
- Property Damage

N
W E
S

Remarks:

NONE

Date Range: 01-01-2012 thru 12-31-2021

	2012						2013						2014					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		8	9	13	48	78	2	3	7	11	50	73		3	8	21	45	77
Persons		13	15	22		50	2	6	8	25		41		4	8	36		48

STUDY TOTALS (CONT.)

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

	2015						2016						2017					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		5	9	25	69	108		5	15	19	67	106	2	6	10	29	57	104
Persons		6	12	34		52		9	19	38		66	2	8	15	47		72

	2018						2019						2020					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions		8	7	19	55	89	1	4	8	14	72	99		1	8	15	52	76
Persons		8	16	34		58	2	8	13	25		48		1	12	25		38

	2021*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	2	2	12	19	73	108
Persons	3	4	25	29		61

*** DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.**

	Study Total					
	Fatality	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	7	45	93	185	588	918
Persons	9	67	143	315		534

STUDY TOTALS - BY CITY AND HWY CLASS

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

STUDY TOTALS

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
Year	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2012		30	48	78										30	48	78
2013	2	21	50	73									2	21	50	73
2014		32	45	77										32	45	77
2015		39	69	108										39	69	108
2016		39	67	106										39	67	106
2017	2	45	57	104									2	45	57	104
2018		34	55	89										34	55	89
2019	1	26	72	99									1	26	72	99
2020		24	52	76										24	52	76
2021 *	2	33	73	108									2	33	73	108
Total:	7	323	588	918				0				0	7	323	588	918

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

County: (72) TULSA

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(00) - RURAL -		8	9	17										8	9	17
(05) BIXBY	1	114	194	309									1	114	194	309
(20) GLENPOOL	6	201	385	592									6	201	385	592
Total:	7	323	588	918				0				0	7	323	588	918

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

TABULATION OF COLLISIONS

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Collisions By Type Of Collision

Type Of Collision	2012				2013				2014				2015				2016			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		13	19	32		11	22	33		16	22	38		9	36	45		14	27	41
Head-On (front-to-front)		1		1		1		1												
Right Angle (front-to-side)		8	3	11	1	4	6	11		9	8	17		17	6	23		12	7	19
Angle Turning		4	9	13	1	1	4	6		3	5	8		7	14	21		5	17	22
Other Angle																				
Sideswipe Same Direction			4	4		1	5	6		1	4	5		2	5	7		1	7	8
Sideswipe Opposite Direction						1	1	2						1		1		1		1
Fixed Object		3	6	9		1	7	8		1	2	3		2	1	3		3	3	6
Pedestrian										1		1								
Pedal Cycle											1	1								
Animal		1	3	4			2	2							3	3			2	2
Overturn/Rollover						1		1		1		1						3		3
Vehicle-Train																				
Other Single Vehicle Crash			1	1			2	2			1	1								
Other			3	3			1	1			2	2		1	4	5			4	4
Total		30	48	78	2	21	50	73		32	45	77		39	69	108		39	67	106
Percent		3.3	5.2	8.5	0.2	2.3	5.4	8.0		3.5	4.9	8.4		4.2	7.5	11.8		4.2	7.3	11.5

Collisions By Type Of Collision

Type Of Collision	2017				2018				2019				2020				2021*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)	1	19	23	43		13	21	34		7	28	35		8	17	25		13	35	48
Head-On (front-to-front)			1	1		1	2	3	1			1								
Right Angle (front-to-side)	1	15	4	20		7	5	12		10	6	16		4	6	10	2	9	3	14
Angle Turning		7	12	19		8	14	22		6	16	22		8	14	22		8	14	22
Other Angle						1		1												
Sideswipe Same Direction			7	7		2	6	8			10	10		1	6	7			8	8
Sideswipe Opposite Direction											1	1								
Fixed Object			5	5		1	2	3		2	5	7		3	4	7		3	9	12
Pedestrian																				
Pedal Cycle																				
Animal			3	3			3	3							2	2				
Overturn/Rollover		2		2			1	1		1		1			1	1			1	1
Vehicle-Train																				
Other Single Vehicle Crash											2	2							1	1
Other		2	2	4		1	1	2			4	4			2	2			2	2
Total	2	45	57	104		34	55	89	1	26	72	99		24	52	76	2	33	73	108
Percent	0.2	4.9	6.2	11.3		3.7	6.0	9.7	0.1	2.8	7.8	10.8		2.6	5.7	8.3	0.2	3.6	8.0	11.8

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

TABULATION OF COLLISIONS

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Collisions By Type Of Collision

Type Of Collision	Total				
	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)	1	123	250	374	40.7
Head-On (front-to-front)	1	3	3	7	0.8
Right Angle (front-to-side)	4	95	54	153	16.7
Angle Turning	1	57	119	177	19.3
Other Angle		1		1	0.1
Sideswipe Same Direction		8	62	70	7.6
Sideswipe Opposite Direction		3	2	5	0.5
Fixed Object		19	44	63	6.9
Pedestrian		1		1	0.1
Pedal Cycle			1	1	0.1
Animal		1	18	19	2.1
Overturn/Rollover		8	3	11	1.2
Vehicle-Train					
Other Single Vehicle Crash			7	7	0.8
Other		4	25	29	3.2
Total	7	323	588	918	100
Percent	0.8	35.2	64.1	100	

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Units By Unit Type

Unit Type	2012				2013				2014				2015				2016			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian										1		1								
Animal			3	3			2	2							2	2			2	2
Pedal Cycle											1	1								
Parked Vehicle																			1	1
CMV		1	4	5			6	6		4	3	7		6	4	10		2	10	12
Other Single Vehicle		4	10	14		2	10	12		2	3	5		2	3	5		6	5	11
Other Multi-Vehicle		53	75	128	4	40	73	117		62	86	148		70	136	206		71	121	192
Total		58	92	150	4	42	91	137		69	93	162		78	145	223		79	139	218
Percent		3.1	5.0	8.1	0.2	2.3	4.9	7.4		3.7	5.0	8.7		4.2	7.8	12.0		4.3	7.5	11.8

Units By Unit Type

Unit Type	2017				2018				2019				2020				2021*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian																				
Animal			2	2			3	3							2	2				
Pedal Cycle																		1		1
Parked Vehicle																			1	1
CMV		3	7	10		4	5	9			3	3		1	2	3		4		4
Other Single Vehicle		3	7	10		2	6	8		3	8	11		3	7	10		4	12	16
Other Multi-Vehicle	4	89	99	192		64	96	160	3	51	129	183		45	92	137	4	67	128	199
Total	4	95	115	214		70	110	180	3	54	140	197		49	103	152	4	76	141	221
Percent	0.2	5.1	6.2	11.5		3.8	5.9	9.7	0.2	2.9	7.6	10.6		2.6	5.6	8.2	0.2	4.1	7.6	11.9

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Units By Unit Type

Unit Type	Total				
	Fat	Inj *	PD	Tot	Pct
Train					
Pedestrian		1		1	0.1
Animal			16	16	0.9
Pedal Cycle		1	1	2	0.1
Parked Vehicle			2	2	0.1
CMV		25	44	69	3.7
Other Single Vehicle		31	71	102	5.5
Other Multi-Vehicle	15	612	1035	1662	89.6
Total	15	670	1169	1854	100
Percent	0.8	36.1	63.1	100	

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

TABULATION OF COLLISIONS

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Vehicles By Vehicle Type

Vehice Type	2012				2013				2014				2015				2016			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door		5	7	12		2	8	10		4	7	11		4	12	16		3	11	14
Passenger Vehicle-4 Door		13	40	53		13	37	50		15	36	51		24	59	83		20	38	58
Passenger Vehicle-Convertible		1		1																
Pickup Truck		7	30	37	1	3	19	23		6	27	33		7	37	44		7	54	61
Single-Unit Truck (2 axles)		1		1							1	1							1	1
Single-Unit Truck (3 or more axles)							3	3											1	1
School Bus															1	1				
Truck/Trailer							1	1			1	1			3	3			1	1
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer			5	5			4	4		1	6	7			8	8			8	8
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle		2		2		1		1										2		2
Motor Scooter/Moped																				
Motor Home															1	1				
Farm Machinery											1	1								
ATV																				
Sport Utility Vehicle (SUV)		11	19	30		5	27	32		11	32	43		8	39	47		15	37	52
Passenger Van		1		1	1	1	4	6			1	1		4	4	8		3	5	8
Truck More Than 10,000 lbs.											1	1							2	2
Van (10,000 lbs. or less)			2	2			1	1		1	3	4		1	1	2		1		1
Other			3	3			4	4			6	6		1	7	8		1	6	7
Total		41	106	147	2	25	108	135		38	122	160		49	172	221		52	164	216
Percent		2.2	5.8	8.0	0.1	1.4	5.9	7.4		2.1	6.6	8.7		2.7	9.4	12.0		2.8	8.9	11.8

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

TABULATION OF COLLISIONS

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Vehicles By Vehicle Type

Vehice Type	2017				2018				2019				2020				2021*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door	1	5	9	15		1	8	9		2	8	10		1	5	6		1	3	4
Passenger Vehicle-4 Door		23	54	77		21	49	70		17	59	76		10	46	56	1	21	57	79
Passenger Vehicle-Convertible											1	1								
Pickup Truck		14	32	46		5	36	41		5	54	59		4	27	31		5	44	49
Single-Unit Truck (2 axles)			2	2															3	3
Single-Unit Truck (3 or more axles)							1	1							1	1				
School Bus															2	2				
Truck/Trailer							2	2							2	2				
Truck-Tractor (bobtail)			1	1																
Truck-Tractor/Semi-Trailer			9	9			4	4			1	1			2	2			3	3
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)											1	1								
Bus (16+ seats)																				
Motorcycle		2		2		2		2		1	1	2						1	1	2
Motor Scooter/Moped																				
Motor Home											1	1								
Farm Machinery																				
ATV																		1		1
Sport Utility Vehicle (SUV)	1	11	29	41		10	30	40	2	7	25	34		11	28	39	1	14	48	63
Passenger Van			4	4		2	2	4		2		2		2		2			2	2
Truck More Than 10,000 lbs.			1	1							1	1			1	1				
Van (10,000 lbs. or less)		2	3	5			1	1		1	2	3			2	2			4	4
Other		2	7	9			3	3			6	6		2	4	6			10	10
Total	2	59	151	212		41	136	177	2	35	160	197		30	120	150	2	43	175	220
Percent	0.1	3.2	8.2	11.6		2.2	7.4	9.6	0.1	1.9	8.7	10.7		1.6	6.5	8.2	0.1	2.3	9.5	12.0

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Vehicles By Vehicle Type

Vehice Type	Total				
	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door	1	28	78	107	5.8
Passenger Vehicle-4 Door	1	177	475	653	35.6
Passenger Vehicle-Convertible		1	1	2	0.1
Pickup Truck	1	63	360	424	23.1
Single-Unit Truck (2 axles)		1	7	8	0.4
Single-Unit Truck (3 or more axles)			6	6	0.3
School Bus			3	3	0.2
Truck/Trailer			10	10	0.5
Truck-Tractor (bobtail)			1	1	0.1
Truck-Tractor/Semi-Trailer		1	50	51	2.8
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)			1	1	0.1
Bus (16+ seats)					
Motorcycle		11	2	13	0.7
Motor Scooter/Moped					
Motor Home			2	2	0.1
Farm Machinery			1	1	0.1
ATV		1		1	0.1
Sport Utility Vehicle (SUV)	4	103	314	421	22.9
Passenger Van	1	15	22	38	2.1
Truck More Than 10,000 lbs.			6	6	0.3
Van (10,000 lbs. or less)		6	19	25	1.4
Other		6	56	62	3.4
Total	8	413	1414	1835	100
Percent	0.4	22.5	77.1	100	

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

TABULATION OF COLLISIONS

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																									
	AM												PM													
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	Tot	Pcnt
Sunday	1					1		3	8	7	1	8	5	3	4	10	7	7	3	2	2		1	3	76	8.3
Monday		2		1	1	7	8	6	5	2	9	6	7	9	9	17	14	9	3	3	4	3		3	128	13.9
Tuesday	1	1	1	1	4	5	16	13	2	7	10	6	9	10	9	11	14	17	7	2	3	2	3	8	163	17.8
Wednesday	1	1			2	6	10	12	5	7	2	5	5	7	13	12	13	11	7	4	5	2	2	8	140	15.3
Thursday					1	4	12	13	3	5	6	3	8	10	11	17	20	11	6	3	3	3	5	4	148	16.1
Friday		3	3	2	2	4	7	5	8	4	7	11	8	9	13	18	22	14	7	7	3	6	3	3	169	18.4
Saturday				2	1	2		2	4	4	3	9	12	7	5	4	5	13	3	5	5	1	3	4	94	10.2
	Early Morning - Sunrise						Morning Peak			Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	100
Total	60						142			295						266			155						918	
Percent	6.5						15.5			32.1						29.0			16.9						100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	571	100	31	79		781	85.1
Wet (Water)	72	14	8	16	1	111	12.1
Ice, Snow, or Slush	12	3	1	2		18	2.0
Mud, Dirt, Gravel, or Sand	5		1	1		7	0.8
Other		1				1	0.1
Total	660	118	41	98	1	918	100
Percent	71.9	12.9	4.5	10.7	0.1	100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	637	69.4
Clouds Present	188	20.5
Raining/Fog	75	8.2
Snowing/Sleet/Hail	15	1.6
Other	3	0.3
Total	918	100

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt
Failed to Yield	1	120	152		3	1	1	2				1		1	1	2	7	14	4	133	169	306	16.7
Failed to Stop		15	33		1						1	2		1		1	1	5	1	19	40	60	3.3
Failed to Signal																							
Improper Turn		11	31					1						1				5		13	36	49	2.7
Improper Start		1	2																	1	2	3	0.2
Improper Stop		1	2																	1	2	3	0.2
Improper Backing			5															1			6	6	0.3
Improper Parking			1																		1	1	0.1
Improper Passing			2															1			3	3	0.2
Improper Lane Change		4	24						1								1	5		5	30	35	1.9
Left of Center		1	1									1					1			2	2	4	0.2
Following Too Close		24	42						1			1					3	4		27	48	75	4.1
Unsafe Speed		17	33		1			1			1				1		1	4		21	38	59	3.2
DWI		1	1		5	14			4					6	1					12	20	32	1.7
Inattention		59	115		1	1		1	2		2	1		2	3		8	3		73	125	198	10.8
Negligent Driving		2	7		2									1				2		5	9	14	0.8
Defective Vehicle		1	6																	1	6	7	0.4
Wrong Way																2	1		2	1		3	0.2
No Improper Action	5	324	567			1									1	3	14	18	8	338	587	933	50.9
Other		12	14									1			1		4	10		16	26	42	2.3
Total	6	593	1038		13	17	1	5	8		4	7		12	8	8	41	72	15	668	1150	1833	100
Percent	0.3	32.4	56.6		0.7	0.9	0.1	0.3	0.4		0.2	0.4		0.7	0.4	0.4	2.2	3.9	0.8	36.4	62.7	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge		1	4	5
Work Zone		3	3	6
Cross Median		5	3	8
Train Collision				

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.			AT: SH-67,						151 ST.NB EX					
72	20	17	21	05.80	151 ST.NB EX	M/L RAMP GOR	NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-03-2012
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.														
72	20	17	21	05.81		BRIDGE	NO	Y	S	-	1			OTHER	UNSAF-SPD	DYLGT	ICE	PDO	03-03-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.			AT: SH-67,						151 ST. S. SB ENT					
72	20	17	21	05.82	151 ST. S. SB ENT	M/L RAMP MRG	NO	Y	S	S	2	1		REAR-END	NEG-DRVING	DYLGT	DRY	SS INJ	11-27-2013
72	20	17	21	05.82	151 ST. S. SB ENT	M/L RAMP MRG	NO	Y	S	-	1			F-O BARR-CABLE	F-YIELD	DYLGT	DRY	PDO	01-20-2020
72	20	17	21	05.82	151 ST. S. SB ENT	M/L RAMP MRG	NO	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	07-12-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.														
72	20	17	21	05.98			NO	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	SS INJ	10-26-2012
72	20	17	21	05.98			NO	Y	N	N	2			OTHER	F-YIELD	DYLGT	SNOW	PDO	02-16-2015
72	20	17	21	05.98			NO	Y	S	S	2	1		SIDESWIPE-SAME	INATT	DYLGT	DRY	P INJ	08-26-2015
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.														
72	20	17	21	06.00			NO	Y	N	-	1	1		OTHER	INATT	DARK	DRY	N-I INJ	06-19-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.														
72	20	17	21	06.07			NO	Y	N	N	2			OTHER	OTHER	DARK	OTHER	PDO	09-20-2012
(72) TULSA				(20) GLENPOOL	HWY: US-75, UNION AVE.			AT: SH-67,						151 ST. S. OP					
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2	1		REAR-END	D-W-I	DYLGT	DRY	N-I INJ	04-16-2012
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	04-19-2012
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	W	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	WET	SS INJ	05-11-2012
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	06-21-2012
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	07-03-2012
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	09-24-2012
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	E	-	1			F-O TRAFF-SIGN		DYLGT	DRY	PDO	03-05-2013
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	03-31-2013
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-06-2013
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT TURN LN MRGE	YES	Y	S	S	2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	07-02-2013
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE TERM LOC LFT	YES	Y	S	S	2			REAR-END	F-YIELD	DARK	DRY	PDO	07-20-2013
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	08-08-2013
72	20	17	21	06.08	151 ST. S. OP	BRIDGE	NO	Y	N	-	1			F-O GUARDRL-END	NO-IMP-ACT	DARK	DRY	PDO	09-26-2013
72	20	17	21	06.08	151 ST. S. OP		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DAWN	WET	PDO	11-06-2013
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	NO	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	01-13-2014
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	01-14-2014
72	20	17	21	06.08	151 ST. S. OP	BRIDGE	NO	Y	N	-	1	2		F-O GUARDRL-FACE	UNSAF-SPD	DARK	ICE	SS INJ	02-08-2014
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	E	-	1			F-O OTHER	NEG-DRVING	DARK	DRY	PDO	02-10-2014

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS						TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-03-2014
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	E	N	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	05-06-2014
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	05-07-2014
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	07-01-2014
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-28-2014
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	NO	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	10-03-2014
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	NO	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	10-08-2014
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	YES	Y	S	S	2	1		REAR-END	F-YIELD	DARK	DRY	N-I INJ	01-05-2015
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	01-08-2015
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	YES	Y	S	S	2	1		REAR-END	F-YIELD	DYLGT	DRY	N-I INJ	02-11-2015
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	E	E	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	03-20-2015
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	05-13-2015
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	05-27-2015
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	YES	Y	W	S	2			ANGLE-TURNING	NO-IMP-ACT	DYLGT	DRY	PDO	07-08-2015
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	08-12-2015
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	09-01-2015
72	20	17	21	06.08	151 ST. S. OP	BRIDGE	NO	Y	N	N	2			REAR-END	F-YIELD	DARK	DRY	PDO	11-20-2015
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT TURN LN MRGE	YES	Y	W	W	2			REAR-END	INATT	DYLGT	WET	PDO	03-08-2016
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-24-2016
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE TERM LOC RIT	YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	07-02-2016
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE TERM LOC RIT	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	07-15-2016
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE TERM LOC LFT	YES	Y	S	S	2			REAR-END	INATT	DYLGT	WET	PDO	09-09-2016
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2			OTH-BACKING	OTHER	DYLGT	DRY	PDO	10-03-2016
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	11-06-2016
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	INATT	DARK	DRY	PDO	12-15-2016
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	E	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-23-2017
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE	NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	04-03-2017
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT WKZONE	YES	Y	S	W	2	5		RIGHT-ANGLE	NO-IMP-ACT	DYLGT	DRY	P INJ	06-12-2017
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT WKZONE	YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	07-26-2017
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	S	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	08-08-2017

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS				TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-31-2017
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	E	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	09-08-2017
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	W	E	2			OTHER	NO-IMP-ACT	DYLGT	DRY	PDO	09-26-2017
72	20	17	21	06.08	151 ST. S. OP		NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-09-2017
72	20	17	21	06.08	151 ST. S. OP		YES	Y	S	N	2			REAR-END	INATT	DARK	DRY	PDO	11-30-2017
72	20	17	21	06.08	151 ST. S. OP		YES	Y	S	-	1			F-O BARR-OTHER	NO-IMP-ACT	DARK	SNOW	PDO	12-23-2017
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-05-2018
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	E	E	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	06-16-2018
72	20	17	21	06.08	151 ST. S. OP	TURN LN MRGE TERM LOC LFT	YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	07-03-2018
72	20	17	21	06.08	151 ST. S. OP	MEDIAN OPNIN	YES	Y	S	S	2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	10-27-2018
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2	2		REAR-END	F-STOP	DYLGT	DRY	P INJ	11-15-2018
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-24-2018
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-06-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	02-22-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	02-22-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	03-05-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	-	1			F-O TRAFF-SIGN	DEF-VEH	DARK	DRY	PDO	03-19-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	W	W	2			SIDESWIPE-SAME	F-STOP	DYLGT	DRY	PDO	10-21-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	W	S	2			SIDESWIPE-SAME	IMP-TURN	DYLGT	DRY	PDO	10-22-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DAWN	DRY	PDO	10-28-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2			OTHER	F-YIELD	DYLGT	DRY	PDO	11-08-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT TURN LN MRGE	YES	Y	W	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-14-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	12-21-2019
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y			2			ANGLE-TURNING	F-YIELD	DAWN	DRY	PDO	02-10-2020
72	20	17	21	06.08	151 ST. S. OP	BRIDGE	NO	Y	S	S	2			SIDESWIPE-SAME	OTHER	DYLGT	DRY	PDO	07-08-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S		2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-10-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	07-26-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	S	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	08-26-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	WET	P INJ	09-01-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-28-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT	YES	Y	W	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	10-06-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-20-2020

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HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS								
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17	21	06.08	151 ST. S. OP		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	12-03-2020
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	01-14-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT TURN LN MRGE	YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	03-01-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT TURN LN MRGE	YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	WET	PDO	03-23-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	04-12-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	07-28-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-11-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-12-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT	YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DUSK	DRY	P INJ	11-12-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC RIT TURN LN MRGE	YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-22-2021
72	20	17	21	06.08	151 ST. S. OP	TERM LOC LFT TURN LN MRGE	YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	11-26-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.		AT: SH-67,					151 ST. S. OP						
72	20	18	21	00.00	151 ST. S. OP	TERM LOC LFT	YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	02-05-2013
72	20	18	21	00.00	151 ST. S. OP	TERM LOC LFT	YES	Y			2			REAR-END	INATT	DYLGT	DRY	PDO	11-19-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.01			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	11-18-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.06		TRAFFIC BACKUP	NO	Y	N	N	3	2		REAR-END	F-STOP	DYLGT	DRY	N-I INJ	10-23-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.10			NO	Y	N	N	2			REAR-END	D-W-I	DYLGT	DRY	PDO	10-30-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.14			NO	Y	N	N	2			REAR-END	INATT	DAWN	DRY	PDO	05-01-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.20			NO	Y	S	-	1			F-O GUARDRL-END	D-W-I	DARK	WET	PDO	04-10-2013
72	20	18	21	00.20			NO	Y	S	S	2	1	1	REAR-END	WRNG-WAY	DARK	DRY	FAT	03-30-2017
72	20	18	21	00.20			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	10-09-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.22		WKZONE	NO	Y	N	N	2	2		REAR-END	UNSAF-SPD	DYLGT	DRY	N-I INJ	07-03-2014
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.		AT: SH-67,					151 ST. S. NB ENT						
72	20	18	21	00.26	151 ST. S. NB ENT	M/L RAMP MRG	NO	Y	N	N	2			SIDESWIPE-SAME	NO-IMP-ACT	DYLGT	DRY	PDO	10-10-2017

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HIGHWAY SYSTEM COLLISION LISTING

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS					TOTAL COLLISIONS							
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18	21	00.26	151 ST. S. NB ENT	M/L RAMP MRG	NO	Y	N	N	2			SIDESWIPE-SAME	UNSAF-SPD	DAWN	ICE	PDO	12-31-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.27		X-MEDIAN	NO	Y	N	-	1	1		F-O FENCE	UNSAF-SPD	DARK	DRY	N-I INJ	10-02-2015
72	20	18	21	00.27			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-02-2016
72	20	18	21	00.27			NO	Y	N	N	2			REAR-END	INATT	DUSK	DRY	PDO	08-15-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.													
72	20	18	21	00.50			NO	Y	S	S	2			REAR-END	D-W-I	DYLGT	DRY	PDO	04-03-2019
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.		AT: US-75,					US-75 UP						
72	20	74	21	01.00	US-75 UP	TERM LOC LFT	YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-17-2013
72	20	74	21	01.00	US-75 UP	TERM LOC RIT	YES	Y	N	W	2			OTHER	F-YIELD	DYLGT	DRY	PDO	04-30-2014
72	20	74	21	01.00	US-75 UP	TERM LOC RIT TURN LN MRGE	YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-02-2018
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.													
72	20	74	21	01.01			NO	Y	E	E	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	01-17-2020
(72) TULSA				(05) BIXBY	HWY: ,	MEMORIAL DR.		AT: SH-67,					151 ST. S.						
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2	1		REAR-END	OTHER	DARK	DRY	P INJ	02-07-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	WET	P INJ	03-20-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	03-21-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-25-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	E	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-27-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	06-08-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	E	E	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	06-12-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	3			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	06-24-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-15-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	12-06-2012
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2	2		REAR-END	UNSAF-SPD	DYLGT	DRY	N-I INJ	02-15-2013
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			SIDESWIPE-SAME	NEG-DRVING	DYLGT	DRY	PDO	02-19-2013
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DARK	DRY	PDO	03-08-2013
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2	1		REAR-END	INATT	DUSK	WET	N-I INJ	04-10-2013
72	05	06	22	05.62	151 ST. S.		YES	Y	N	W	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-18-2013
72	05	06	22	05.62	151 ST. S.		YES	Y	S	N	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	08-06-2013
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	3	1		REAR-END	D-W-I	DYLGT	DRY	P INJ	01-31-2014
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	06-18-2014
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	07-16-2014
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	01-12-2015
72	05	06	22	05.62	151 ST. S.		YES	Y	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	03-10-2015
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	07-09-2015

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Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	06	22	05.62	151 ST. S.		YES	Y	N	W	2			OTHER	F-STOP	DARK	WET	PDO	09-08-2015
72	05	06	22	05.62	151 ST. S.		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	WET	PDO	12-27-2015
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-01-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	S	N	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-17-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			OTHER	UNSAF-SPD	DYLGT	WET	PDO	07-03-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	07-12-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	07-12-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-09-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	W	W	4	1		REAR-END	INATT	DYLGT	DRY	P INJ	08-22-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	E	S	2			RIGHT-ANGLE	IMP-TURN	DYLGT	WET	PDO	08-23-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-07-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-18-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	ICE	PDO	12-18-2016
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	NEG-DRVING	DARK	DRY	PDO	01-03-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	03-05-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DARK	DRY	PDO	04-27-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	05-04-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-12-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	06-03-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	08-14-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	3			REAR-END	INATT	DYLGT	DRY	PDO	08-31-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	3			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	09-09-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	E	2	1		ANGLE-TURNING	F-STOP	DARK	DRY	P INJ	10-27-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	W	W	3			REAR-END	INATT	DYLGT	DRY	PDO	11-15-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2	1		REAR-END	INATT	DARK	DRY	P INJ	12-06-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	3	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	12-12-2017
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	IMP-START	DYLGT	DRY	PDO	01-28-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	S	E	2	1		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	01-29-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	W	E	2			HEAD-ON	INATT	DYLGT	DRY	PDO	03-05-2018
72	05	06	22	05.62	151 ST. S.	LEFT CENTER	YES	Y	S	S	2			HEAD-ON	INATT	DUSK	DRY	PDO	03-05-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	05-10-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-11-2018
72	05	06	22	05.62	151 ST. S.	DRIVEWAY	YES	Y	N	E	2	1		ANGLE-OTHER	F-YIELD	DYLGT	DRY	P INJ	08-10-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	W	W	2	1		REAR-END	D-W-I	DYLGT	DRY	P INJ	11-15-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	E	E	2			ANGLE-TURNING	IMP-PASS	DARK	DRY	PDO	11-20-2018
72	05	06	22	05.62	151 ST. S.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	P INJ	12-10-2018
72	05	06	22	05.62	151 ST. S.	WKZONE	YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	04-25-2019

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	04-29-2019
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	D-W-I	DARK	DRY	PDO	05-18-2019
72	05	06	22	05.62	151 ST. S.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	06-14-2019
72	05	06	22	05.62	151 ST. S.		YES	Y	W	-	1			OTH-SINGLE-VEH	IMP-PASS	DYLGT	DRY	PDO	08-16-2019
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-23-2019
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	3			REAR-END	INATT	DYLGT	DRY	PDO	12-22-2019
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	NEG-DRVING	DARK	WET	PDO	01-17-2020
72	05	06	22	05.62	151 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-16-2020
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	10-27-2020
72	05	06	22	05.62	151 ST. S.		YES	Y	S	W	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	11-10-2020
72	05	06	22	05.62	151 ST. S.		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	11-24-2020
72	05	06	22	05.62	151 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	10-08-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.		AT: US-64,						MEMORIAL/81 E AVE					
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	01-22-2012
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-31-2013
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	D-W-I	DYLGT	DRY	PDO	03-21-2014
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	W	W	2	1		REAR-END	FOL-CLOSE	DARK	WET	P INJ	10-13-2014
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	12-12-2014
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	W	W	2			REAR-END	UNSAF-SPD	DYLGT	SNOW	PDO	02-27-2015
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	W	W	2			REAR-END	INATT	DYLGT	SAND	PDO	03-25-2015
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-03-2015
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	04-12-2016
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	N	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-07-2017
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	N	E	2			F-O TRAFF-SIGNAL	NEG-DRVING	DYLGT	DRY	PDO	09-30-2017
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DARK	ICE	PDO	02-10-2018
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	06-23-2018
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	S	E	2			ANGLE-TURNING	F-STOP	DYLGT	WET	PDO	10-19-2018
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	INATT	DYLGT	WET	PDO	10-24-2019
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	11-26-2019
72	05	74	22	08.02	MEMORIAL/81 E AVE		YES	Y	W	W	2			ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	PDO	09-08-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 171 ST. S.						
72	20	17		04.10	171 ST. S.		YES	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-26-2012
72	20	17		04.10	171 ST. S.		YES	Y	N	N	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	03-01-2013
72	20	17		04.10	171 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DUSK	DRY	PDO	08-07-2013
72	20	17		04.10	171 ST. S.		YES	Y	S	-	1	2		ROLLOVER	OTHER	DARK	SNOW	P INJ	12-05-2013
72	20	17		04.10	171 ST. S.		YES	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	03-20-2014
72	20	17		04.10	171 ST. S.		YES	Y	W	S	2	1		RIGHT-ANGLE	D-W-I	DYLGT	DRY	N-I INJ	02-14-2015

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17		04.10	171 ST. S.		YES	Y	S	S	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	SS INJ	04-15-2015
72	20	17		04.10	171 ST. S.		YES	Y	S	S	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	08-05-2015
72	20	17		04.10	171 ST. S.	X-MEDIAN	YES	Y		-	1	1		F-O FENCE	IMP-START	DYLGT	DRY	N-I INJ	07-05-2016
72	20	17		04.10	171 ST. S.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	02-12-2018
72	20	17		04.10	171 ST. S.		YES	Y	W	W	3			REAR-END	INATT	DYLGT	DRY	PDO	10-23-2018
72	20	17		04.10	171 ST. S.		YES	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	11-20-2018
72	20	17		04.10	171 ST. S.		YES	Y	E	N	3	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-24-2019
72	20	17		04.10	171 ST. S.		YES	Y	E	S	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	07-07-2019
72	20	17		04.10	171 ST. S.		YES	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-01-2019
72	20	17		04.10	171 ST. S.		YES	Y	W	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-18-2019
72	20	17		04.10	171 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	10-26-2020
72	20	17		04.10	171 ST. S.		YES	Y	W	N	3	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-28-2021
72	20	17		04.10	171 ST. S.		YES	Y	N	S	4	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	04-29-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 after 171 ST. S.						
72	20	17		04.11			NO	Y	N	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	04-25-2012
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.03 after 171 ST. S.						
72	20	17		04.13			NO	Y	N	N	2			SIDESWIPE-SAME	UNSAF-SPD	DYLGT	SNOW	PDO	02-02-2014
72	20	17		04.13			NO	Y	S	-	1			ROLLOVER	INATT	DARK	DRY	PDO	02-29-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.04 after 171 ST. S.						
72	20	17		04.14		X-MEDIAN	NO	Y	S	N	2			OTHER	D-W-I	DARK	DRY	PDO	02-01-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.07 after 171 ST. S.						
72	20	17		04.17			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	05-22-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.09 after 171 ST. S.						
72	20	17		04.19			NO	Y	S	-	1			OTHER		DARK	DRY	PDO	07-22-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.10 after 171 ST. S.						
72	20	17		04.20		X-MEDIAN	NO	Y	N	S	2	1		SIDESWIPE-OPP	INATT	DYLGT	DRY	N-I INJ	09-19-2013
72	20	17		04.20			NO	Y	S	-	1			F-O BARR-CABLE	OTHER	DARK	DRY	PDO	02-19-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.14 after 171 ST. S.						
72	20	17		04.24			NO	Y	S	-	1			OTHER	OTHER	DARK	DRY	PDO	11-27-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.20 after 171 ST. S.						
72	20	17		04.30			NO	Y	S	-	1	1		ROLLOVER	UNSAF-SPD	DARK	WET	P INJ	05-10-2017
72	20	17		04.30			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	09-14-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.24 after 171 ST. S.						
72	20	17		04.34			NO	Y	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-24-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.25 after 171 ST. S.						
72	20	17		04.35		DRIVEWAY	NO	Y	N	N	3	1		RIGHT-ANGLE	IMP-TURN	DYLGT	DRY	P INJ	12-20-2019
72	20	17		04.35		DRIVEWAY	NO	Y	N	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	10-12-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.24 before 166 ST. S.						

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS							TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17		04.36			NO	Y	N	N	2	1		REAR-END	INATT	DARK	DRY	P INJ	01-29-2014
72	20	17		04.36			NO	Y	S	S	5	1		SIDESWIPE-SAME	D-W-I	DARK	DRY	P INJ	05-30-2020
72	20	17		04.36		DRIVEWAY	NO	Y	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-28-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.23 before 166 ST. S.						
72	20	17		04.37			NO	Y	N	N	2			REAR-END	OTHER	DYLGT	DRY	PDO	01-04-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.20 before 166 ST. S.						
72	20	17		04.40			NO	Y	N	-	1	6		F-O DITCH	NO-IMP-ACT	DYLGT	DRY	SS INJ	05-19-2013
72	20	17		04.40			NO	Y	S	-	1	2		F-O CULVERT	UNSAF-SPD	DYLGT	DRY	P INJ	09-29-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.10 before 166 ST. S.						
72	20	17		04.50			NO	Y	N	N	2	1		REAR-END	INATT	DARK	DRY	N-I INJ	04-27-2019
72	20	17		04.50			NO	Y	S	S	2	1		REAR-END	D-W-I	DARK	DRY	P INJ	07-11-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 166 ST. S.						
72	20	17		04.60	166 ST. S.		YES	Y	E	S	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	05-02-2012
72	20	17		04.60	166 ST. S.		YES	Y	N	N	2			REAR-END	OTHER	DYLGT	DRY	PDO	11-25-2013
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.02 after 166 ST. S.						
72	20	17		04.62			NO	Y	N	-	2			REAR-END	D-W-I	DARK	DRY	PDO	04-20-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.20 after 166 ST. S.						
72	20	17		04.80			NO	Y	S	S	2	1		REAR-END	INATT	DARK	DRY	P INJ	02-18-2013
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.25 after 166 ST. S.						
72	20	17		04.85			NO	Y	S	-	1			F-O TRAFF-SIGNAL	SLEEPY	DAWN	DRY	PDO	08-03-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.24 before 161 ST. S.						
72	20	17		04.86			NO	Y	N	N	3			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	05-01-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.20 before 161 ST. S.						
72	20	17		04.90			NO	Y	N	N	2			SIDESWIPE-SAME	OTHER	DYLGT	DRY	PDO	04-20-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.10 before 161 ST. S.						
72	20	17		05.00			NO	Y	S	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	08-12-2014
72	20	17		05.00			NO	Y	S	S	2			OTHER	NEG-DRVING	DAWN	DRY	PDO	03-22-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 before 161 ST. S.						
72	20	17		05.09			NO	Y	S	-	1	1		F-O TRAFF-SIGN	NO-IMP-ACT	DYLGT	DRY	P INJ	08-19-2012
72	20	17		05.09			NO	Y	N	S	3	1		HEAD-ON	INATT	DYLGT	DRY	P INJ	09-13-2013
72	20	17		05.09			NO	Y	S	-	1			F-O BARR-CABLE	INATT	DARK	DRY	PDO	07-11-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 161 ST. S.						
72	20	17		05.10	161 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	10-04-2013
72	20	17		05.10	161 ST. S.		YES	Y	N	S	2	4		ANGLE-TURNING	F-YIELD	DYLGT	DRY	SS INJ	06-26-2016
72	20	17		05.10	161 ST. S.		YES	Y	E	N	3	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-01-2018
72	20	17		05.10	161 ST. S.		YES	Y	S	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	12-10-2018
72	20	17		05.10	161 ST. S.		YES	Y	S	S	2			ANGLE-TURNING	F-YIELD	DARK	WET	PDO	12-12-2018

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17		05.10	161 ST. S.		YES	Y	W	W	2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	01-13-2020
72	20	17		05.10	161 ST. S.		YES	Y	N	N	2			OTHER	INATT	DYLGT	DRY	PDO	07-07-2020
72	20	17		05.10	161 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DAWN	DRY	PDO	08-06-2020
72	20	17		05.10	161 ST. S.		YES	Y	S	N	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	03-24-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 after 161 ST. S.						
72	20	17		05.11			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-14-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.05 after 161 ST. S.						
72	20	17		05.15			NO	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-24-2017
72	20	17		05.15			NO	Y	N	-	1			F-O TRAFF-SIGN	INATT	DYLGT	DRY	PDO	05-06-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.11 after 161 ST. S.						
72	20	17		05.21			NO	Y	S	S	2			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	02-07-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.11 before 158 ST. S.						
72	20	17		05.24			NO	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	04-13-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.09 before 158 ST. S.						
72	20	17		05.26		SECONDARY	NO	Y	N	N	2			REAR-END	UNSAF-SPD	DARK	DRY	PDO	03-17-2015
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.07 before 158 ST. S.						
72	20	17		05.28			NO	Y	S	-	1			F-O BARR-CABLE		DYLGT	DRY	PDO	09-20-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.06 before 158 ST. S.						
72	20	17		05.29			NO	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	N-I INJ	02-27-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 before 158 ST. S.						
72	20	17		05.34			NO	Y	S	-	1	1		ROLLOVER	NO-IMP-ACT	DYLGT	DRY	SS INJ	12-16-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 158 ST. S.						
72	20	17		05.35	158 ST. S.		YES	Y	S	W	2	1		RIGHT-ANGLE	INATT	DARK	DRY	SS INJ	03-17-2015
72	20	17		05.35	158 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-26-2018
72	20	17		05.35	158 ST. S.		YES	Y	S	S	2	2		ANGLE-TURNING	INATT	DYLGT	DRY	SS INJ	08-01-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 after 158 ST. S.						
72	20	17		05.36			NO	Y	N	N	2			REAR-END	INATT	DARK	DRY	PDO	04-26-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.04 after 158 ST. S.						
72	20	17		05.39			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	01-29-2015
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.02 before 156 ST. S.						
72	20	17		05.58			NO	Y	S	-	1	1		F-O TRAFF-SIGN	D-W-I	DARK	WET	P INJ	01-17-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 156 ST. S.						
72	20	17		05.60	156 ST. S.		YES	Y	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-27-2012
72	20	17		05.60	156 ST. S.		YES	Y	S	S	2	2		HEAD-ON	IMP-TURN	DARK	DRY	SS INJ	10-02-2012
72	20	17		05.60	156 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DAWN	DRY	PDO	05-13-2014
72	20	17		05.60	156 ST. S.	X-MEDIAN	YES	Y	N	S	2			OTHER	OTHER	DYLGT	DRY	PDO	04-20-2018
72	20	17		05.60	156 ST. S.		YES	Y	S	N	2	4		ANGLE-TURNING	F-YIELD	DYLGT	DRY	SS INJ	11-02-2018

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HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	17		05.60	156 ST. S.		YES	Y	N	-	1	1		F-O BARR-CABLE	INATT	DYLGT	DRY	P INJ	06-16-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 after 156 ST. S.						
72	20	17		05.61			NO	Y	S	-	1			OTH-SINGLE-VEH	OTHER	DARK	DRY	PDO	03-09-2013
72	20	17		05.61			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	05-06-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.06 after 156 ST. S.						
72	20	17		05.66			NO	Y	N	-	1			ANIMAL	DEER	DARK	DRY	PDO	10-30-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.10 before 151 ST.NB EX						
72	20	17		05.70			NO	Y	S	S	2	1		SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	P INJ	12-08-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.02 after 151 ST.SB EX						
72	20	18		00.30			NO	Y	N	N	3	2		SIDESWIPE-SAME	INATT	DYLGT	DRY	P INJ	09-04-2015
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.04 after 151 ST.SB EX						
72	20	18		00.32			NO	Y	S	-	1			SIDESWIPE-SAME	NO-IMP-ACT	DARK	DRY	PDO	12-10-2015
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.05 after 151 ST.SB EX						
72	20	18		00.33			NO	Y	N	N	2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	09-14-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.03 before BEG 45 MPH						
72	20	18		00.40		WKZONE	NO	Y	N	N	3	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-26-2014
72	20	18		00.40			NO	Y	N	N	2			REAR-END	INATT	DYLGT	WET	PDO	11-16-2015
72	20	18		00.40		TRAFFIC BACKUP	NO	Y	N	N	3	3		REAR-END	INATT	DARK	DRY	SS INJ	11-09-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.02 after BEG 45 MPH						
72	20	18		00.45			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	06-28-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.07 after BEG 45 MPH						
72	20	18		00.50			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	08-06-2013
72	20	18		00.50			NO	Y	N	-	1			F-O TRAFF-SIGN	INATT	DYLGT	DRY	PDO	03-09-2017
72	20	18		00.50		TRAFFIC BACKUP	NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	WET	P INJ	09-19-2017
72	20	18		00.50			NO	Y	N	-	1	1		F-O BARR-CABLE	D-W-I	DARK	DRY	N-I INJ	07-17-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.08 after BEG 45 MPH						
72	20	18		00.51			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	03-02-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.07 before MAIN ST./146 ST.S.						
72	20	18		00.53			NO	Y	S	-	1			F-O GUARDRL-END	INATT	DYLGT	DRY	PDO	02-11-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.06 before MAIN ST./146 ST.S.						
72	20	18		00.54			NO	Y	N	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DARK	WET	PDO	01-18-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.03 before MAIN ST./146 ST.S.						
72	20	18		00.57			NO	Y	N	N	2	1		ROLLOVER	NEG-DRVING	DARK	DRY	SS INJ	11-01-2014
72	20	18		00.57			NO	Y	N	N	2			REAR-END	INATT	DAWN	DRY	PDO	06-08-2016
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 before MAIN ST./146 ST.S.						
72	20	18		00.59			NO	Y	S	S	2			SIDESWIPE-SAME	NEG-DRVING	DYLGT	DRY	PDO	12-28-2012
72	20	18		00.59			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	05-23-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: MAIN ST./146 ST.S.						

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	W	W	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	06-03-2012
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	E	E	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-24-2013
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	09-25-2013
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	S	S	2			OTH-BACKING	IMP-BACK	DYLGT	ICE	PDO	12-08-2013
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	N	3			REAR-END	FOL-CLOSE	DARK	DRY	PDO	11-07-2014
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	N	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	12-12-2014
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	S	E	2			ANGLE-TURNING	OTHER	DYLGT	SNOW	PDO	02-23-2015
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	06-21-2015
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	E	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-22-2015
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	N	4	3		REAR-END	OTHER	DYLGT	DRY	N-I INJ	02-02-2016
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	E	S	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	02-04-2017
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	-	1			F-O CULVERT	D-W-I	DARK	DRY	PDO	02-08-2017
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	E	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-05-2017
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	E	-	1			F-O UTIL-POLE	INATT	DYLGT	DRY	PDO	08-19-2017
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	04-06-2018
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	11-15-2019
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	S	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	DRY	PDO	06-24-2020
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	W	W	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	06-29-2020
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	N	-	1			F-O BARR-CONCRETE	D-W-I	DARK	DRY	PDO	03-15-2021
72	20	18		00.60	MAIN ST./146 ST.S.		YES	Y	S	-	1			F-O BARR-CABLE	D-W-I	DARK	DRY	PDO	05-06-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 after MAIN ST./146 ST.S.						
72	20	18		00.61			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	06-09-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.02 after MAIN ST./146 ST.S.						
72	20	18		00.62			NO	Y	N	N	2			REAR-END	INATT	DYLGT	WET	PDO	02-19-2014
72	20	18		00.62			NO	Y	N	N	2			REAR-END	UNSAF-SPD	DARK	DRY	PDO	09-25-2020
72	20	18		00.62			NO	Y	S	S	3	3		RIGHT-ANGLE	NEG-DRVING	DYLGT	DRY	P INJ	08-07-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.03 after MAIN ST./146 ST.S.						
72	20	18		00.63			NO	Y	N	N	3			REAR-END	INATT	DYLGT	WET	PDO	08-11-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.04 after MAIN ST./146 ST.S.						
72	20	18		00.64			NO	Y	N	N	4	1		REAR-END	INATT	DUSK	WET	P INJ	10-10-2014
72	20	18		00.64			NO	Y	N	N	2			REAR-END	INATT	DARK	DRY	PDO	01-30-2015
72	20	18		00.64		TRAFFIC BACKUP	NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	04-09-2015
72	20	18		00.64		TRAFFIC BACKUP	NO	Y	N	N	2			REAR-END	INATT	DYLGT	WET	PDO	07-21-2015
72	20	18		00.64			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	07-18-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.08 after MAIN ST./146 ST.S.						
72	20	18		00.68			NO	Y	S	-	1			F-O GUARDRL-FACE	NO-IMP-ACT	DYLGT	DRY	PDO	12-14-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.10 after MAIN ST./146 ST.S.						

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HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		00.70			NO	Y	N	N	3	6		REAR-END	INATT	DUSK	DRY	SS INJ	11-02-2012
72	20	18		00.70			NO	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	04-23-2021
72	20	18		00.70			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-09-2021
72	20	18		00.70			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-07-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.13 after MAIN ST./146 ST.S.						
72	20	18		00.73			NO	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	08-25-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.15 after MAIN ST./146 ST.S.						
72	20	18		00.75			NO	Y	N	N	2			REAR-END	F-YIELD	DARK	DRY	PDO	11-03-2014
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.20 before 141 ST. S.						
72	20	18		00.80			NO	Y	S	S	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-14-2014
72	20	18		00.80			NO	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	03-16-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.18 before 141 ST. S.						
72	20	18		00.82			NO	Y	N	N	3	2		REAR-END	INATT	DUSK	DRY	P INJ	11-13-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.16 before 141 ST. S.						
72	20	18		00.84			NO	Y	N	N	2			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	07-26-2020
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.15 before 141 ST. S.						
72	20	18		00.85			NO	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	11-23-2015
72	20	18		00.85			NO	Y	N	N	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	01-28-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.14 before 141 ST. S.						
72	20	18		00.86			NO	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	10-20-2019
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.13 before 141 ST. S.						
72	20	18		00.87		TRAFFIC BACKUP	NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	10-08-2014
72	20	18		00.87			NO	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	11-01-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.11 before 141 ST. S.						
72	20	18		00.89			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	01-27-2017
72	20	18		00.89		TRAFFIC BACKUP	NO	Y	N	N	2			REAR-END	OTHER	DAWN	DRY	PDO	05-01-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.10 before 141 ST. S.						
72	20	18		00.90			NO	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-30-2012
72	20	18		00.90			NO	Y	N	N	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	01-29-2014
72	20	18		00.90			NO	Y	N	N	4	1		REAR-END	FOL-CLOSE	DUSK	DRY	P INJ	02-14-2014
72	20	18		00.90			NO	Y	N	N	3			REAR-END	INATT	DARK	DRY	PDO	10-29-2014
72	20	18		00.90			NO	Y	N	N	2	1		SIDESWIPE-SAME	SLEEPY	DYLGT	DRY	P INJ	10-26-2018
72	20	18		00.90			NO	Y	N	N	3			REAR-END	FOL-CLOSE	DAWN	DRY	PDO	09-06-2019
72	20	18		00.90			NO	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	06-16-2021
72	20	18		00.90			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	06-23-2021
72	20	18		00.90			NO	Y	N	N	3			SIDESWIPE-SAME	F-STOP	DYLGT	WET	PDO	07-01-2021
72	20	18		00.90			NO	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-20-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.08 before 141 ST. S.						

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		00.92			NO	Y	N	N	6	4		REAR-END	INATT	DYLGT	DRY	P INJ	09-01-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.07 before 141 ST. S.						
72	20	18		00.93			NO	Y	N	N	3	1		REAR-END	INATT	DYLGT	WET	P INJ	03-11-2017
72	20	18		00.93			NO	Y	N	N	2			REAR-END	SLEEPY	DARK	DRY	PDO	10-07-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.06 before 141 ST. S.						
72	20	18		00.94			NO	Y	S	-	1			ANIMAL	DOM-ANIMAL	DARK	DRY	PDO	11-23-2013
72	20	18		00.94			NO	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-24-2014
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.04 before 141 ST. S.						
72	20	18		00.96			NO	Y	N	N	2			REAR-END	F-YIELD	DARK	DRY	PDO	08-17-2015
72	20	18		00.96			NO	Y	S	S	2			REAR-END	D-W-I	DARK	DRY	PDO	01-30-2017
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.03 before 141 ST. S.						
72	20	18		00.97			NO	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	SS INJ	09-27-2016
72	20	18		00.97			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-24-2017
72	20	18		00.97			NO	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-13-2018
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 00.01 before 141 ST. S.						
72	20	18		00.99			NO	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	11-01-2012
72	20	18		00.99			NO	Y	N	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DYLGT	DRY	PDO	06-03-2021
72	20	18		00.99			NO	Y	N	S	2			REAR-END	OTHER	DYLGT	WET	PDO	06-29-2021
(72) TULSA				(20) GLENPOOL	HWY: US-75,	UNION AVE.							AT: 141 ST. S.						
72	20	18		01.00	141 ST. S.		YES	Y		N	3			SIDESWIPE-SAME	OTHER	DARK	DRY	PDO	02-13-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-24-2012
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	03-28-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	03-29-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-20-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	06-18-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	4		REAR-END	INATT	DARK	DRY	SS INJ	06-28-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	08-13-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-20-2012
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	09-12-2012
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	09-27-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	DEF-VEH	DYLGT	DRY	PDO	10-18-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	11-06-2012
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	11-09-2012
72	20	18		01.00	141 ST. S.		YES	Y	E	E	2			REAR-END	OTHER	DARK	WET	PDO	01-29-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	N-I INJ	02-04-2013
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	2		REAR-END	F-YIELD	DARK	DRY	P INJ	03-02-2013
72	20	18		01.00	141 ST. S.		YES	Y	W	S	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	03-20-2013

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS						TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-09-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-17-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	07-09-2013
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	2		REAR-END	F-YIELD	DYLGT	DRY	N-I INJ	08-06-2013
72	20	18		01.00	141 ST. S.		YES	Y	E	S	2			RIGHT-ANGLE	INATT	DAWN	WET	PDO	08-08-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-08-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	10-17-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3	1		REAR-END	OTHER	DYLGT	DRY	P INJ	10-28-2013
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DARK	DRY	PDO	11-15-2013
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-YIELD	DARK	DRY	PDO	12-03-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-12-2013
72	20	18		01.00	141 ST. S.		YES	Y			2			SIDESWIPE-SAME	FOL-CLOSE	DARK	DRY	PDO	12-26-2013
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	12-26-2013
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			RIGHT-ANGLE	F-YIELD	DARK	WET	PDO	12-27-2013
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	01-15-2014
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	01-21-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	03-11-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-09-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	F-STOP	DYLGT	DRY	PDO	05-19-2014
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	DEF-VEH	DYLGT	DRY	N-I INJ	07-12-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	10-14-2014
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	10-21-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	10-29-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			OTH-BACKING	IMP-BACK	DARK	DRY	PDO	10-31-2014
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	11-27-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-18-2014
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DUSK	WET	P INJ	12-26-2014
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	12-27-2014
72	20	18		01.00	141 ST. S.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DARK	WET	PDO	01-02-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3			REAR-END	INATT	DYLGT	WET	PDO	01-12-2015
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			REAR-END	F-YIELD	DARK	DRY	PDO	01-16-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	D-W-I	DARK	WET	PDO	01-20-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	02-11-2015
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			REAR-END	UNSAF-SPD	DARK	SAND	PDO	02-17-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DARK	DRY	PDO	03-23-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	IMP-START	DYLGT	DRY	PDO	03-26-2015
72	20	18		01.00	141 ST. S.		YES	Y	E	E	2			REAR-END	UNSAF-SPD	DYLGT	SAND	PDO	03-30-2015

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		01.00	141 ST. S.		YES	Y	S	N	2	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	04-02-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	04-05-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	04-30-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	05-07-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	05-07-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-11-2015
72	20	18		01.00	141 ST. S.		YES	Y	N		2	1		REAR-END	INATT	DYLGT	DRY	P INJ	06-16-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	W	2	2		RIGHT-ANGLE	INATT	DARK	DRY	P INJ	07-08-2015
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	08-07-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	OTHER	DYLGT	DRY	PDO	08-08-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	08-12-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	E	2			REAR-END	INATT	DYLGT	DRY	PDO	09-29-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	10-20-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	11-02-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DAWN	DRY	PDO	11-03-2015
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			OTH-BACKING	IMP-BACK	DYLGT	DRY	PDO	12-08-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	F-YIELD	DYLGT	DRY	PDO	12-16-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	F-YIELD	DYLGT	DRY	PDO	12-16-2015
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-19-2015
72	20	18		01.00	141 ST. S.		YES	Y	W	S	2	2		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	01-10-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	4			REAR-END	SLEEPY	DYLGT	DRY	PDO	01-13-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	INATT	DARK	DRY	P INJ	01-13-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	01-26-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	D-W-I	DARK	DRY	PDO	02-24-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	F-YIELD	DARK	WET	P INJ	03-11-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	03-13-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	UNSAF-SPD	DYLGT	WET	N-I INJ	03-30-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	OTHER	DYLGT	DRY	P INJ	04-09-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	05-02-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	06-16-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	08-06-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	P INJ	08-18-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-19-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	4	1		REAR-END	F-STOP	DYLGT	DRY	N-I INJ	08-20-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	08-30-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	09-07-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	3		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	09-16-2016

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS		COUNTY ROAD COLLISIONS						TOTAL COLLISIONS					
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	09-28-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	INATT	DYLGT	DRY	PDO	10-09-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	10-14-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	UNSAF-SPD	DAWN	WET	PDO	11-08-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	F-STOP	DYLGT	DRY	P INJ	11-10-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	11-16-2016
72	20	18		01.00	141 ST. S.		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-21-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	4			SIDESWIPE-SAME	F-STOP	DAWN	DRY	PDO	12-01-2016
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	INATT	DAWN	DRY	N-I INJ	12-19-2016
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3	3		REAR-END	FOL-CLOSE	DARK	DRY	N-I INJ	01-27-2017
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	01-27-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	FOL-CLOSE	DYLGT	WET	P INJ	02-14-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	4	1		REAR-END	INATT	DARK	DRY	SS INJ	02-19-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	F-STOP	DYLGT	DRY	PDO	03-23-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	03-25-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	04-03-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	E	2	1		RIGHT-ANGLE	F-STOP	DARK	DRY	N-I INJ	05-13-2017
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			REAR-END	D-W-I	DYLGT	DRY	PDO	06-15-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	INATT	DARK	DRY	SS INJ	06-21-2017
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3			REAR-END	INATT	DYLGT	DRY	PDO	07-05-2017
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		OTHER	F-STOP	DYLGT	DRY	P INJ	08-05-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	08-11-2017
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	08-21-2017
72	20	18		01.00	141 ST. S.		YES	Y	E	-	1	1		OTHER	IMP-TURN	DARK	DRY	N-I INJ	08-27-2017
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	10-07-2017
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	11-10-2017
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	11-25-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3	1		REAR-END	UNSAF-SPD	DYLGT	WET	P INJ	12-17-2017
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	F-STOP	DARK	DRY	PDO	02-09-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-09-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	W	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	05-14-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	05-21-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	F-YIELD	DYLGT	DRY	P INJ	06-05-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	IMP-PASS	DYLGT	DRY	PDO	06-18-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	06-23-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	INATT	DAWN	DRY	PDO	06-29-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	10-22-2018

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	10-26-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	W	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	P INJ	10-30-2018
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	12-11-2018
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	D-W-I	DYLGT	DRY	PDO	12-20-2018
72	20	18		01.00	141 ST. S.		YES	Y	N	W	2			ANGLE-TURNING	IMP-TURN	DARK	ICE	PDO	01-02-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	01-29-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DARK	WET	PDO	02-05-2019
72	20	18		01.00	141 ST. S.		YES	Y	E	E	2			ANGLE-TURNING	NO-IMP-ACT	DARK	DRY	PDO	02-17-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	03-06-2019
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	F-STOP	DYLGT	WET	PDO	03-13-2019
72	20	18		01.00	141 ST. S.		YES	Y	N	N	3			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	03-28-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	07-17-2019
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DARK	DRY	PDO	08-12-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	09-11-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	09-13-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	09-21-2019
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	09-23-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	10-01-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	10-29-2019
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	11-03-2019
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	F-STOP	DARK	WET	P INJ	11-21-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	12-08-2019
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DARK	WET	PDO	01-12-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	-	1			F-O BARR-CABLE	D-W-I	DARK	DRY	PDO	01-15-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	02-08-2020
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	DRY	PDO	04-01-2020
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3			REAR-END	F-STOP	DYLGT	DRY	PDO	05-29-2020
72	20	18		01.00	141 ST. S.		YES	Y	W	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-18-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	W	2	3		ANGLE-TURNING	F-STOP	OTHER	WET	P INJ	07-13-2020
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3	3		REAR-END	INATT	DYLGT	DRY	P INJ	07-23-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	W	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	08-20-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-08-2020
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	WET	PDO	09-22-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	12-11-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	12-22-2020
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	12-23-2020
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	01-12-2021

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

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Collision Analysis and Safety Branch
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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	18		01.00	141 ST. S.		YES	Y	N	N	4			REAR-END	INATT	DYLGT	DRY	PDO	01-20-2021
72	20	18		01.00	141 ST. S.		YES	Y	W	W	2			SIDESWIPE-SAME	IMP-TURN	DARK	DRY	PDO	01-29-2021
72	20	18		01.00	141 ST. S.		YES	Y	N	S	3	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	01-30-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	F-STOP	DYLGT	WET	PDO	02-06-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3			REAR-END	FOL-CLOSE	DARK	WET	PDO	03-17-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			SIDESWIPE-SAME	F-YIELD	DYLGT	DRY	PDO	04-01-2021
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	04-01-2021
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	INATT	DYLGT	DRY	PDO	04-17-2021
72	20	18		01.00	141 ST. S.		YES	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-07-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	05-21-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	3	1		REAR-END	F-STOP	DUSK	DRY	P INJ	05-24-2021
72	20	18		01.00	141 ST. S.		YES	Y	W	S	2			ANGLE-TURNING	F-STOP	DYLGT	DRY	PDO	06-19-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	07-23-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	1		REAR-END	INATT	DARK	DRY	P INJ	08-03-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	08-24-2021
72	20	18		01.00	141 ST. S.		YES	Y	W	N	2			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	09-03-2021
72	20	18		01.00	141 ST. S.		YES	Y	N	-	1			OTHER	INATT	DARK	DRY	PDO	09-06-2021
72	20	18		01.00	141 ST. S.		YES	Y	N	N	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	09-08-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2	2		REAR-END	OTHER	DARK	DRY	N-I INJ	09-20-2021
72	20	18		01.00	141 ST. S.		YES	Y	S	S	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	10-15-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 26 W. AVE.						
72	20	74		00.50	26 W. AVE.		YES	Y	W	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DYLGT	WET	PDO	04-03-2013
72	20	74		00.50	26 W. AVE.		YES	Y	W	W	2			SIDESWIPE-SAME	F-YIELD	DARK	DRY	PDO	09-22-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.03 after 26 W. AVE.						
72	20	74		00.53			NO	Y	E	-	1			OTH-SINGLE-VEH		DYLGT	DRY	PDO	07-24-2013
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: TAYLOR'S LN.						
72	20	74		00.60	TAYLOR'S LN.		YES	Y	E	E	2	1		REAR-END	FOL-CLOSE	DARK	DRY	N-I INJ	12-05-2017
72	20	74		00.60	TAYLOR'S LN.		YES	Y	N	-	1			F-O BARR-OTHER	IMP-TURN	DARK	DRY	PDO	01-29-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.04 after TAYLOR'S LN.						
72	20	74		00.64			NO	Y	E	-	1			F-O FENCE		DYLGT	WET	PDO	09-13-2012
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.02 before YUKON AVE.						
72	20	74		00.78			NO	Y	E	E	2			SIDESWIPE-SAME	OTHER	DYLGT	DRY	PDO	08-17-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: YUKON AVE.						
72	20	74		00.80	YUKON AVE.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	02-28-2014
72	20	74		00.80	YUKON AVE.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	03-05-2014
72	20	74		00.80	YUKON AVE.		YES	Y	S	S	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-07-2014
72	20	74		00.80	YUKON AVE.		YES	Y	S		2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-06-2015

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	74		00.80	YUKON AVE.		YES	Y	E	E	3	1		REAR-END	FOL-CLOSE	DARK	DRY	SS INJ	07-03-2015
72	20	74		00.80	YUKON AVE.		YES	Y	E	E	2	1		ANGLE-TURNING	INATT	DYLGT	DRY	N-I INJ	09-17-2015
72	20	74		00.80	YUKON AVE.		YES	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-25-2016
72	20	74		00.80	YUKON AVE.		YES	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-08-2021
72	20	74		00.80	YUKON AVE.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	09-07-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.02 before WACO AVE.						
72	20	74		00.83			NO	Y	E	E	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	01-09-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: WACO AVE.						
72	20	74		00.85	WACO AVE.		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	07-06-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.01 before VANCOUVER AVE.						
72	20	74		00.89			NO	Y	E	E	3			REAR-END	F-YIELD	DYLGT	DRY	PDO	03-19-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.01 after VANCOUVER AVE.						
72	20	74		00.91			NO	Y	E	-	1			F-O UTIL-POLE	D-W-I	DARK	DRY	PDO	12-21-2012
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: ENTRANCE RD.						
72	20	74		01.20	ENTRANCE RD.		YES	Y	E	-	1			OTHER	IMP-TURN	DARK	DRY	PDO	07-14-2017
72	20	74		01.20	ENTRANCE RD.	MEDIAN OPNIN	YES	Y	N	W	2			REAR-END	INATT	DYLGT	DRY	PDO	02-27-2020
72	20	74		01.20	ENTRANCE RD.		YES	Y	N	-	1			F-O GROUND	IMP-TURN	DYLGT	DRY	PDO	06-15-2020
72	20	74		01.20	ENTRANCE RD.		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	10-26-2020
72	20	74		01.20	ENTRANCE RD.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	09-17-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.05 before BEG 65 MPH						
72	20	74		01.28			NO	Y	E	-	1			ANIMAL	DEER	DARK	WET	PDO	04-19-2015
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.05 after COAL BR.						
72	20	74		01.40			NO	Y	E	-	1			F-O BARR-OTHER	DEF-VEH	DARK	WET	PDO	02-20-2013
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.07 before FERN/WARRIOR						
72	20	74		01.43			NO	Y	W	-	1			F-O GUARDRL-FACE	D-W-I	DYLGT	DRY	PDO	03-18-2012
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.05 before FERN/WARRIOR						
72	20	74		01.45			NO	Y	W	W	2	2		REAR-END	INATT	DYLGT	DRY	N-I INJ	12-12-2012
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: FERN/WARRIOR						
72	20	74		01.50	FERN/WARRIOR		YES	Y	E	-	1			F-O TRAFF-SIGN	NEG-DRVING	DYLGT	DRY	PDO	07-14-2012
72	20	74		01.50	FERN/WARRIOR		YES	Y	W	W	2			REAR-END	NO-IMP-ACT	DYLGT	DRY	PDO	03-04-2013
72	20	74		01.50	FERN/WARRIOR		YES	Y	W	-	1			F-O TRAFF-SIGN	INATT	DARK	DRY	PDO	09-26-2013
72	20	74		01.50	FERN/WARRIOR		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-08-2015
72	20	74		01.50	FERN/WARRIOR		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-09-2015
72	20	74		01.50	FERN/WARRIOR		YES	Y	S	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-30-2019
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: GLEN ST.						
72	20	74		01.75	GLEN ST.		YES	Y	E	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	01-29-2021
72	20	74		01.75	GLEN ST.		YES	Y	W	S	2			ANGLE-TURNING	UNSAF-SPD	DYLGT	SNOW	PDO	02-16-2021

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS								
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	74		01.75	GLEN ST.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-26-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.09 before ELWOOD AVE.						
72	20	74		01.91			NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	07-13-2014
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: ELWOOD AVE.						
72	20	74		02.00	ELWOOD AVE.		YES	Y	W	-	1			F-O POLE-OTHER		DARK	DRY	PDO	03-17-2012
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-09-2012
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-26-2012
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	3	2		RIGHT-ANGLE	F-YIELD	DYLGT	WET	SS INJ	09-14-2012
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-10-2013
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	2	2	1	RIGHT-ANGLE	F-YIELD	DARK	DRY	FAT	07-20-2013
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	2	5		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	12-25-2013
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	3			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-05-2014
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	SNOW	PDO	02-23-2015
72	20	74		02.00	ELWOOD AVE.		YES	Y	W	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	04-02-2015
72	20	74		02.00	ELWOOD AVE.		YES	Y	E	W	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	SS INJ	10-27-2015
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-18-2015
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	W	2	3		RIGHT-ANGLE	F-YIELD	DARK	DRY	SS INJ	01-06-2016
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	S	2			REAR-END	UNSAF-SPD	DYLGT	WET	PDO	03-11-2016
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	06-29-2016
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	09-09-2016
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DAWN	DRY	N-I INJ	01-05-2017
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	E	2	2	1	RIGHT-ANGLE	F-YIELD	DARK	DRY	FAT	11-19-2017
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	12-16-2017
72	20	74		02.00	ELWOOD AVE.		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-24-2018
72	20	74		02.00	ELWOOD AVE.		YES	Y	E	W	3	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	SS INJ	02-20-2018
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	09-11-2018
72	20	74		02.00	ELWOOD AVE.		YES	Y	E	N	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	08-30-2019
72	20	74		02.00	ELWOOD AVE.		YES	Y	W	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	04-24-2020
72	20	74		02.00	ELWOOD AVE.		YES	Y	W	S	3	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	01-29-2021
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	-	1	1		ANGLE-TURNING	INATT	DYLGT	DRY	P INJ	07-04-2021
72	20	74		02.00	ELWOOD AVE.		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-16-2021
72	20	74		02.00	ELWOOD AVE.		YES	Y	W	N	2	4	1	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	08-18-2021
72	20	74		02.00	ELWOOD AVE.		YES	Y	S	S	3	1		REAR-END	INATT	DYLGT	DRY	P INJ	11-29-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.10 after ELWOOD AVE.						
72	20	74		02.10		DRIVEWAY	NO	Y	W	W	2			ANGLE-TURNING	OTHER	DYLGT	DRY	PDO	09-15-2016
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.50 after ELWOOD AVE.						
72	20	74		02.50			NO	Y	E	-	1	1		ROLLOVER	F-YIELD	DYLGT	DRY	P INJ	07-27-2016
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.40 before PEORIA/13 E. AVE.						

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	74		02.60			NO	Y	W	-	1	2		F-O GROUND	NO-IMP-ACT	DYLGT	DRY	SS INJ	08-02-2012
72	20	74		02.60			NO	Y	W	W	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	12-25-2017
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.30 before PEORIA/13 E. AVE.						
72	20	74		02.70			NO	Y	W	W	2	2		REAR-END	INATT	DYLGT	WET	N-I INJ	03-08-2014
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.20 before PEORIA/13 E. AVE.						
72	20	74		02.80			NO	Y	E	-	1	2		F-O POLE-OTHER	INATT	DYLGT	DRY	SS INJ	04-26-2016
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.10 before PEORIA/13 E. AVE.						
72	20	74		02.90			NO	Y	W	-	1			F-O FENCE	DEER	DARK	DRY	PDO	11-07-2014
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: 00.04 before PEORIA/13 E. AVE.						
72	20	74		02.96			NO	Y	E	W	2			ANIMAL	DEER	DYLGT	DRY	PDO	04-23-2015
(72) TULSA				(20) GLENPOOL	HWY: SH-67,	151 ST. S.							AT: PEORIA/13 E. AVE.						
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	N	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	11-27-2012
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	1	1	ANGLE-TURNING	F-STOP	DYLGT	DRY	FAT	03-31-2013
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	N	S	2			SIDESWIPE-OPP	UNSAF-SPD	DARK	DRY	PDO	10-19-2013
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	2		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	02-11-2015
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	04-08-2015
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-04-2015
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	S	2			REAR-END	F-YIELD	DYLGT	DRY	PDO	06-14-2015
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	W	W	2	1		RIGHT-ANGLE	F-YIELD	DUSK	DRY	P INJ	08-26-2015
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	E	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	10-22-2015
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	3			RIGHT-ANGLE	F-STOP	DYLGT	DRY	PDO	01-27-2016
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	W	-	1	1		ROLLOVER	NO-IMP-ACT	DYLGT	DRY	N-I INJ	01-29-2016
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	03-10-2016
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-05-2016
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	3		RIGHT-ANGLE	F-STOP	DYLGT	DRY	SS INJ	10-04-2016
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	12-10-2016
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	03-24-2017
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	06-15-2017
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	2		RIGHT-ANGLE	F-STOP	DYLGT	DRY	SS INJ	08-11-2017
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	W	W	2			RIGHT-ANGLE	F-YIELD	DAWN	DRY	PDO	08-28-2017
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	01-04-2018
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	W	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-10-2018
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	E	E	2			REAR-END	OTHER	DYLGT	DRY	PDO	02-25-2019
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DARK	WET	PDO	03-03-2019
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	1		RIGHT-ANGLE	D-W-I	DARK	DRY	P INJ	03-08-2019
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	07-09-2019
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	6		RIGHT-ANGLE	F-STOP	DARK	DRY	SS INJ	11-09-2019

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-26-2019
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	01-22-2020
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	N	E	2			RIGHT-ANGLE	IMP-STOP	DYLGT	DRY	PDO	02-27-2020
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-13-2021
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	2	2	RIGHT-ANGLE	F-YIELD	DYLGT	DRY	FAT	07-25-2021
72	20	74		03.00	PEORIA/13 E. AVE.		YES	Y	S	E	2	5		RIGHT-ANGLE	F-STOP	DARK	DRY	N-I INJ	09-17-2021
(72) TULSA				(20) GLENPOOL	HWY: SH-67, 151 ST. S.								AT: 00.01 after PEORIA/13 E. AVE.						
72	20	74		03.01		X-MEDIAN	NO	Y	E	-	1	1		F-O DITCH	L-CENTER	DYLGT	DRY	SS INJ	10-18-2020
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.20 before IDLEAWHILE ST.						
72		74		03.20			NO	Y	E	-	1			F-O TRAFF-SIGNAL	SLEEPY	DYLGT	DRY	PDO	09-04-2016
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.16 before IDLEAWHILE ST.						
72		74		03.24			NO	Y	W	-	1			ROLLOVER	UNSAF-SPD	DYLGT	DRY	PDO	03-15-2021
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.04 before 19 E. AVE.						
72		74		03.71			NO	Y	E	E	5			ANIMAL	DOM-ANIMAL	DARK	DRY	PDO	10-26-2015
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.01 before 19 E. AVE.						
72		74		03.74			NO	Y	E	-	1			F-O TRAFF-SIGN	UNSAF-SPD	DYLGT	SNOW	PDO	12-30-2020
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.05 after 19 E. AVE.						
72		74		03.80		LEFT CENTER	NO	Y	E	-	1			F-O TRAFF-SIGN	INATT	DARK	DRY	PDO	02-10-2019
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.10 before LEWIS/24 E. AVE.						
72		74		03.90			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	02-11-2013
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: LEWIS/24 E. AVE.						
72		74		04.00	LEWIS/24 E. AVE.		YES	Y	W	W	2	1		ANGLE-TURNING	IMP-TURN	DARK	WET	SS INJ	04-02-2013
72		74		04.00	LEWIS/24 E. AVE.		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DARK	WET	N-I INJ	12-04-2014
72		74		04.00	LEWIS/24 E. AVE.		YES	Y	N	E	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	09-26-2015
72		74		04.00	LEWIS/24 E. AVE.		YES	Y	S	E	3	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	10-15-2019
72		74		04.00	LEWIS/24 E. AVE.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	03-28-2020
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.02 after LEWIS/24 E. AVE.						
72		74		04.02		LEFT CENTER	NO	Y	E	E	2	1		SIDESWIPE-OPP	OTHER	DYLGT	WET	P INJ	09-09-2016
72		74		04.02			NO	Y	W	W	2	1		REAR-END	INATT	DYLGT	DRY	P INJ	06-26-2019
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.15 before COLUMBIA AVE.						
72		74		04.30		MEDIAN OPNIN	NO	Y	W	-	1			F-O POLE-OTHER	NO-IMP-ACT	DARK	DRY	PDO	01-24-2013
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.05 after COLUMBIA AVE.						
72		74		04.50			NO	Y	W	W	2	2		REAR-END	INATT	DYLGT	DRY	P INJ	11-19-2019
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.18 before HARVARD AV/33 E AV						
72		74		04.82			NO	Y	W	W	2	1		REAR-END	INATT	DARK	DRY	N-I INJ	01-08-2021
(72) TULSA				(00)	HWY: SH-67, 151 ST. S.								AT: 00.06 before HARVARD AV/33 E AV						
72		74		04.94			NO	Y	E	-	1			ANIMAL	DEER	DYLGT	DRY	PDO	05-04-2016
(72) TULSA				(05) BIXBY	HWY: SH-67, 151 ST. S.								AT: HARVARD AV/33 E AV						

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	01-11-2012
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	05-10-2012
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	E	E	2	1		ANGLE-TURNING	F-YIELD	DARK	WET	P INJ	05-29-2012
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-STOP	DYLGT	DRY	N-I INJ	08-16-2012
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	04-30-2013
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	06-02-2013
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	02-20-2014
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	03-20-2014
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	08-04-2014
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		ANGLE-TURNING	F-YIELD	DAWN	WET	SS INJ	09-18-2014
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DARK	DRY	PDO	10-09-2014
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	E	2	3		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	11-05-2014
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-27-2015
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	07-21-2015
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	-	1			F-O FENCE	UNSAF-SPD	DYLGT	DRY	PDO	08-13-2015
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	09-08-2015
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-22-2015
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	09-29-2015
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	01-04-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	4		RIGHT-ANGLE	F-YIELD	DARK	DRY	N-I INJ	01-16-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	N	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-21-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-31-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	04-08-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	N	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	WET	N-I INJ	04-13-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	E	W	2	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-14-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	04-26-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-16-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	09-11-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	-	1			F-O TRAFF-SIGN		DYLGT	DRY	PDO	10-22-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-04-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	11-23-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	12-20-2016
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	N	2			ANGLE-TURNING	OTHER	DYLGT	WET	PDO	01-13-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	N	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	04-06-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-14-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	05-23-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	05-30-2017

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	07-14-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-01-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	10-15-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DARK	DRY	P INJ	11-06-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	12-08-2017
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-02-2018
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	WET	PDO	07-06-2018
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-03-2018
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	4		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	10-24-2018
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	10-27-2018
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	12-07-2018
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	S	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-04-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-17-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	N	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	08-21-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	10-20-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DARK	WET	PDO	10-24-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	11-20-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	11-27-2019
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	N	E	2			RIGHT-ANGLE	F-YIELD	DUSK	DRY	PDO	08-15-2020
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	E	E	3	3		REAR-END	UNSAF-SPD	DYLGT	DRY	N-I INJ	03-24-2021
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	05-26-2021
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	E	E	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	10-13-2021
72	05	74		05.00	HARVARD AV/33 E AV		YES	Y	E	E	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	N-I INJ	11-17-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.03 after HARVARD AV/33 E AV						
72	05	74		05.03			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	02-03-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.10 after HARVARD AV/33 E AV						
72	05	74		05.10			NO	Y	E	W	3	1	2	HEAD-ON	WRNG-WAY	DARK	DRY	FAT	10-17-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.19 after HARVARD AV/33 E AV						
72	05	74		05.19			NO	Y	E	-	1			ANIMAL	OTH-ANIMAL	DARK	WET	PDO	04-01-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.16 before BR.						
72	05	74		05.34			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-05-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.10 before BR.						
72	05	74		05.40			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-10-2012
72	05	74		05.40			NO	Y	W	W	2	1		REAR-END	UNSAF-SPD	DYLGT	ICE	P INJ	02-23-2015
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 before BR.						
72	05	74		05.49			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	12-04-2012
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.05 after BR.						

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HIGHWAY SYSTEM COLLISION LISTING

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Collision Analysis and Safety Branch
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Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		05.55			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-13-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.09 after BR.						
72	05	74		05.59			NO	Y	W	-	1			F-O GUARDRL-END	INATT	DYLGT	DRY	PDO	01-18-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.11 before SANDUSKY PL.						
72	05	74		05.65			NO	Y	N	-	1			ROLLOVER	OTHER	DARK	DRY	PDO	02-08-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.10 before SANDUSKY PL.						
72	05	74		05.66		WKZONE	NO	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-13-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.06 before SANDUSKY PL.						
72	05	74		05.70			NO	Y	E	E	2			OTHER	DEF-VEH	DYLGT	DRY	PDO	07-17-2012
72	05	74		05.70			NO	Y	W	W	2	2		SIDESWIPE-SAME	OTHER	DYLGT	DRY	N-I INJ	04-18-2014
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.03 before SANDUSKY PL.						
72	05	74		05.73			NO	Y	W	W	2	1		OTHER	IMP-TURN	DARK	WET	P INJ	04-18-2015
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: SANDUSKY PL.						
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-08-2015
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	05-27-2017
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-12-2017
72	05	74		05.76	SANDUSKY PL.		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-24-2018
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	S	2			REAR-END	INATT	DYLGT	DRY	PDO	09-30-2019
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	10-16-2019
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	01-14-2020
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	07-18-2020
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	-	1	1		F-O TRAFF-SIGN	UNSAF-SPD	DARK	DRY	P INJ	10-01-2021
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	12-07-2021
72	05	74		05.76	SANDUSKY PL.		YES	Y	S	E	2			ANGLE-TURNING	INATT	DYLGT	DRY	PDO	12-23-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after SANDUSKY PL.						
72	05	74		05.77			NO	Y	W	-	1	2		F-O TREE	INATT	DYLGT	DRY	P INJ	09-27-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.12 after SANDUSKY PL.						
72	05	74		05.88			NO	Y	E	-	1			ANIMAL	DEER	DYLGT	WET	PDO	08-07-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.07 before YALE AVE/49 E.AVE						
72	05	74		05.93			NO	Y	W	-	1	1		ANIMAL	DEER	DAWN	DRY	P INJ	09-05-2012
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: YALE AVE/49 E.AVE						
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	E	S	2	2		RIGHT-ANGLE	F-YIELD	DUSK	WET	N-I INJ	02-03-2012
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	03-28-2013
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	P INJ	02-23-2014
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	08-19-2014
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	08-26-2015
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-16-2015

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS				TOTAL COLLISIONS								
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2	3		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	N-I INJ	10-27-2015
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DARK	DRY	PDO	01-26-2016
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	12-23-2016
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	W	N	2	1		ANGLE-TURNING	UNSAF-SPD	DYLGT	WET	P INJ	01-21-2017
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	02-22-2018
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2	4		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	04-03-2018
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	E	W	3	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	06-10-2018
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	W	W	2			REAR-END	FOL-CLOSE	DARK	WET	PDO	04-03-2019
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	E	E	2			REAR-END	INATT	DARK	DRY	PDO	04-17-2019
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-31-2019
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	E	E	2	1		ANGLE-TURNING	IMP-LN-CHG	DYLGT	DRY	P INJ	01-30-2021
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DUSK	DRY	N-I INJ	03-02-2021
72	05	74		06.00	YALE AVE/49 E.AVE		YES	Y	S	E	2	2		RIGHT-ANGLE	F-YIELD	DYLGT	DRY	SS INJ	05-10-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.02 after YALE AVE/49 E.AVE						
72	05	74		06.02			NO	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-16-2016
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.10 before 53 E. AVE.						
72	05	74		06.15			NO	Y	E	E	2			SIDESWIPE-SAME	INATT	DYLGT	WET	PDO	09-15-2016
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.06 before 53 E. AVE.						
72	05	74		06.19			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	03-19-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 53 E. AVE.						
72	05	74		06.25	53 E. AVE.		YES	Y	S	W	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	03-31-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after 53 E. AVE.						
72	05	74		06.26			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-13-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.15 before HUDSON AVE.						
72	05	74		06.43			NO	Y	E	-	1	1		F-O CURB	NEG-DRVING	DARK	DRY	N-I INJ	07-20-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.08 before HUDSON AVE.						
72	05	74		06.50			NO	Y	W	-	1	1		F-O CURB	NO-IMP-ACT	DARK	DRY	P INJ	01-17-2012
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.04 before HUDSON AVE.						
72	05	74		06.54		X-MEDIAN	NO	Y	W	-	1	1		ROLLOVER	SLEEPY	DAWN	DRY	P INJ	10-20-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: HUDSON AVE.						
72	05	74		06.58	HUDSON AVE.		NO	Y	E	-	1	1		F-O UTIL-POLE	L-CENTER	DUSK	SAND	P INJ	03-02-2015
72	05	74		06.58	HUDSON AVE.		YES	Y	W	W	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	02-25-2018
72	05	74		06.58	HUDSON AVE.		YES	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	05-31-2018
72	05	74		06.58	HUDSON AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	08-14-2018
72	05	74		06.58	HUDSON AVE.	LEFT CENTER	NO	Y	W	E	2	4		HEAD-ON	WRNG-WAY	DARK	DRY	P INJ	11-18-2018
72	05	74		06.58	HUDSON AVE.		YES	Y	W	-	1			F-O CURB	D-W-I	DARK	DRY	PDO	07-18-2019
72	05	74		06.58	HUDSON AVE.		YES	Y	S	W	2			ANGLE-TURNING	D-W-I	DARK	DRY	PDO	11-01-2019

*** INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.**

HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		06.58	HUDSON AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-04-2020
72	05	74		06.58	HUDSON AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	01-07-2021
72	05	74		06.58	HUDSON AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	01-29-2021
72	05	74		06.58	HUDSON AVE.		YES	Y	W	-	1	1		F-O TRAFF-SIGN	INATT	DARK	DRY	P INJ	08-20-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after HUDSON AVE.						
72	05	74		06.59		2WAY TRN BAY	NO	Y	W	W	2	3		REAR-END	OTHER	DYLGT	DRY	N-I INJ	05-28-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.07 before KINGSTON AVE.						
72	05	74		06.68			NO	Y	E	E	3			ANIMAL	NO-IMP-ACT	DARK	DRY	PDO	03-31-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.05 before KINGSTON AVE.						
72	05	74		06.70			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	02-10-2016
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.03 before KINGSTON AVE.						
72	05	74		06.72			NO	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	01-20-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after KINGSTON AVE.						
72	05	74		06.76			NO	Y	E	E	2			REAR-END	UNSAF-SPD	DYLGT	DRY	PDO	03-11-2013
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.05 after KINGSTON AVE.						
72	05	74		06.80			NO	Y	W	-	1			F-O CURB	NO-IMP-ACT	DYLGT	DRY	PDO	06-04-2012
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.07 after KINGSTON AVE.						
72	05	74		06.82		2WAY TRN BAY	NO	Y	E	E	3	2		REAR-END	D-W-I	DYLGT	WET	SS INJ	02-20-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.08 after KINGSTON AVE.						
72	05	74		06.83			NO	Y	W	W	2			SIDESWIPE-SAME	INATT	DYLGT	DRY	PDO	11-23-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.11 before SHERIDAN/65 E.AVE.						
72	05	74		06.89		DRIVEWAY	NO	Y	W	W	2			REAR-END	FOL-CLOSE	DYLGT	DRY	PDO	07-18-2016
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: SHERIDAN/65 E.AVE.						
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	E	E	2	1		REAR-END	D-W-I	DYLGT	DRY	P INJ	08-23-2012
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	W	W	2			REAR-END	INATT	DYLGT	SAND	PDO	03-11-2014
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-17-2017
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-28-2017
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	W	E	2	3		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	03-18-2019
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	E	E	2	1		ANGLE-TURNING	IMP-TURN	DARK	DRY	N-I INJ	11-26-2019
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-08-2021
72	05	74		07.00	SHERIDAN/65 E.AVE.		YES	Y	N	W	2	1		RIGHT-ANGLE	F-YIELD	DUSK	DRY	SS INJ	12-28-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.07 after SHERIDAN/65 E.AVE.						
72	05	74		07.07			NO	Y	W	W	2	1		REAR-END	IMP-LN-CHG	DYLGT	DRY	P INJ	04-18-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.04 before 68 E. AVE.						
72	05	74		07.14			NO	Y	W	-	1	1		F-O MAILBOX	UNSAF-SPD	DARK	DRY	SS INJ	03-20-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.03 before 68 E. AVE.						
72	05	74		07.15			NO	Y	E	E	2	1		REAR-END	INATT	DYLGT	DRY	N-I INJ	08-09-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 before 68 E. AVE.						

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HIGHWAY SYSTEM COLLISION LISTING

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		07.17			NO	Y	W	W	2			REAR-END	INATT	DYLGT	SAND	PDO	04-03-2015
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 68 E. AVE.						
72	05	74		07.18	68 E. AVE.		YES	Y	W	W	2	1		REAR-END	IMP-STOP	DYLGT	DRY	P INJ	01-26-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after 68 E. AVE.						
72	05	74		07.19			NO	Y	E	W	2	1		SIDESWIPE-OPP	UNSAF-SPD	DYLGT	SNOW	P INJ	02-23-2015
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.20 after 68 E. AVE.						
72	05	74		07.38			NO	Y	E	-	1			F-O POLE-OTHER	INATT	DYLGT	DRY	PDO	09-08-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.22 after 68 E. AVE.						
72	05	74		07.40		DRIVEWAY	NO	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	12-03-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.22 before BEG 45 MPH						
72	05	74		07.41			NO	Y	W	W	2			OTHER	NEG-DRVING	DYLGT	DRY	PDO	11-04-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.21 before BEG 45 MPH						
72	05	74		07.42		DRIVEWAY	NO	Y	W	E	2	2		ANGLE-TURNING	F-YIELD	DARK	DRY	N-I INJ	11-18-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.13 before BEG 45 MPH						
72	05	74		07.50			NO	Y	E	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-07-2012
72	05	74		07.50		LEFT CENTER	NO	Y	E	W	2			SIDESWIPE-OPP	L-CENTER	DUSK	DRY	PDO	06-15-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.08 before BEG 45 MPH						
72	05	74		07.55			NO	Y	W	W	3			SIDESWIPE-SAME	NO-IMP-ACT	DYLGT	DRY	PDO	05-07-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.06 before BEG 45 MPH						
72	05	74		07.57			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	11-09-2016
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.05 before BEG 45 MPH						
72	05	74		07.58		LEFT CENTER	NO	Y	W	-	1	2		ROLLOVER	NO-IMP-ACT	DARK	DRY	N-I INJ	05-15-2016
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.04 before BEG 45 MPH						
72	05	74		07.59			NO	Y	W	-	1			ANIMAL	DEER	DARK	DRY	PDO	07-19-2013
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 before BEG 45 MPH						
72	05	74		07.62			NO	Y	E	-	1			ANIMAL	DEER	DARK	DRY	PDO	10-28-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 76 E. AVE.						
72	05	74		07.67	76 E. AVE.		YES	Y	S	E	2	3		ANGLE-TURNING	D-W-I	DYLGT	DRY	P INJ	03-27-2014
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after 76 E. AVE.						
72	05	74		07.68			NO	Y	W	-	1			OTH-SINGLE-VEH	NO-IMP-ACT	DARK	DRY	PDO	12-13-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.03 after 76 E. AVE.						
72	05	74		07.70			NO	Y	W	W	2	1		REAR-END	UNSAF-SPD	DYLGT	DRY	P INJ	04-24-2012
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.04 after 76 E. AVE.						
72	05	74		07.71			NO	Y	W	W	2	2		REAR-END	NEG-DRVING	DARK	DRY	N-I INJ	11-05-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.05 after 76 E. AVE.						
72	05	74		07.72		DRIVEWAY 2WAY TRN BAY	NO	Y	W	E	2	4		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	07-30-2019
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.03 before GRANT ST.						

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				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		07.82		X-MEDIAN	NO	Y	W	E	2			HEAD-ON	IMP-TURN	DYLGT	DRY	PDO	06-07-2017
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: GRANT ST.						
72	05	74		07.85	GRANT ST.		YES	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-29-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 before FRANKLIN ST.						
72	05	74		07.90			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	05-26-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: FRANKLIN ST.						
72	05	74		07.91	FRANKLIN ST.		YES	Y	N	-	1			PEDAL-CYCLE	DEF-VEH	DYLGT	DRY	PDO	04-22-2014
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after FRANKLIN ST.						
72	05	74		07.92			NO	Y	W	-	1			F-O CURB	INATT	DYLGT	DRY	PDO	12-03-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.02 before EDISON ST.						
72	05	74		07.94		DRIVEWAY	NO	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-05-2012
72	05	74		07.94		DRIVEWAY	NO	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-26-2012
72	05	74		07.94			NO	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-04-2013
72	05	74		07.94		DRIVEWAY	NO	Y	S	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-17-2015
72	05	74		07.94		DRIVEWAY	NO	Y	S	W	2	1		RIGHT-ANGLE	F-YIELD	DYLGT	SAND	N-I INJ	04-02-2015
72	05	74		07.94			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	10-22-2015
72	05	74		07.94		DRIVEWAY	NO	Y	S	E	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	12-04-2016
72	05	74		07.94		DRIVEWAY	NO	Y	N	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-11-2020
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 before EDISON ST.						
72	05	74		07.95		DRIVEWAY	NO	Y	S	W	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	10-12-2012
72	05	74		07.95		DRIVEWAY	NO	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	12-30-2012
72	05	74		07.95		DRIVEWAY	NO	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	01-18-2015
72	05	74		07.95			NO	Y	S	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	WET	P INJ	06-18-2015
72	05	74		07.95			NO	Y	W	W	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	11-19-2015
72	05	74		07.95			NO	Y	S	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	06-30-2017
72	05	74		07.95		DRIVEWAY	NO	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-17-2017
72	05	74		07.95			NO	Y	W	E	2	1		ANGLE-TURNING	F-YIELD	DYLGT	DRY	N-I INJ	08-09-2017
72	05	74		07.95		DRIVEWAY	NO	Y	E	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	11-25-2019
72	05	74		07.95		DRIVEWAY	NO	Y	W	N	3			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-16-2020
72	05	74		07.95		DRIVEWAY	NO	Y	E	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	04-21-2020
72	05	74		07.95		DRIVEWAY	NO	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	09-16-2020
72	05	74		07.95		DRIVEWAY	NO	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-19-2021
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: EDISON ST.						
72	05	74		07.96	EDISON ST.		YES	Y	E	-	1	1		PEDESTRIAN	OTHER	DARK	DRY	P INJ	07-22-2014
72	05	74		07.96	EDISON ST.		YES	Y	E	E	2			REAR-END	INATT	DYLGT	DRY	PDO	01-18-2018
(72) TULSA				(05) BIXBY	HWY: SH-67,	151 ST. S.							AT: 00.01 after EDISON ST.						
72	05	74		07.97			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DARK	DRY	PDO	10-03-2016

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(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

				HIGHWAY COLLISIONS		CITY STREET COLLISIONS	COUNTY ROAD COLLISIONS						TOTAL COLLISIONS						
Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	On Map	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
72	05	74		07.97			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	WET	PDO	02-27-2019
72	05	74		07.97			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	12-07-2019
(72) TULSA				(05) BIXBY	HWY: SH-67, 151 ST. S.								AT: 00.02 after EDISON ST.						
72	05	74		07.98			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	07-04-2013
72	05	74		07.98			NO	Y	E	W	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	08-25-2014
72	05	74		07.98			NO	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	12-08-2015
72	05	74		07.98		DRIVEWAY	NO	Y	N	S	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	08-03-2016
72	05	74		07.98		DRIVEWAY	NO	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	04-13-2017
72	05	74		07.98		DRIVEWAY	NO	Y	S	W	2	2		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	11-30-2018
(72) TULSA				(05) BIXBY	HWY: SH-67, 151 ST. S.								AT: 00.03 before MEMORIAL/81 E AVE						
72	05	74		07.99		DRIVEWAY	NO	Y	N	W	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	03-04-2012
72	05	74		07.99		DRIVEWAY	NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	05-05-2012
72	05	74		07.99		DRIVEWAY	NO	Y	W	E	2	1		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	P INJ	11-21-2012
72	05	74		07.99		DRIVEWAY	NO	Y	S	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-28-2013
72	05	74		07.99		DRIVEWAY	NO	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	03-21-2014
72	05	74		07.99			NO	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	07-05-2014
72	05	74		07.99		DRIVEWAY	NO	Y	W	E	2			RIGHT-ANGLE	F-YIELD	DYLGT	DRY	PDO	06-17-2016
72	05	74		07.99			NO	Y	S	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	10-06-2016
72	05	74		07.99		DRIVEWAY	NO	Y	N	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	05-21-2019
72	05	74		07.99		DRIVEWAY	NO	Y	N	S	2			ANGLE-TURNING	F-YIELD	DYLGT	WET	PDO	08-30-2019
72	05	74		07.99		DRIVEWAY	NO	Y	E	E	2	2		ANGLE-TURNING	IMP-TURN	DYLGT	DRY	N-I INJ	05-01-2021
(72) TULSA				(05) BIXBY	HWY: SH-67, 151 ST. S.								AT: 00.02 before MEMORIAL/81 E AVE						
72	05	74		08.00			NO	Y	W	W	2	1		REAR-END	FOL-CLOSE	DYLGT	DRY	SS INJ	08-24-2012
72	05	74		08.00		DRIVEWAY	NO	Y	N	E	2	3		ANGLE-TURNING	F-YIELD	DYLGT	DRY	P INJ	11-12-2014
72	05	74		08.00			NO	Y	W	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	02-12-2015
72	05	74		08.00			NO	Y	E	E	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-24-2018
72	05	74		08.00			NO	Y	W	W	2			REAR-END	INATT	DYLGT	DRY	PDO	08-27-2019
72	05	74		08.00		DRIVEWAY	NO	Y	N	E	2			ANGLE-TURNING	F-YIELD	DYLGT	DRY	PDO	05-24-2020
72	05	74		08.00		DRIVEWAY	NO	Y	E	E	2			ANGLE-TURNING	IMP-TURN	DYLGT	DRY	PDO	09-02-2021
(72) TULSA				(05) BIXBY	HWY: SH-67, 151 ST. S.								AT: 00.01 before MEMORIAL/81 E AVE						
72	05	74		08.01			NO	Y	W	W	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLGT	DRY	PDO	03-24-2014

* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.

STUDY CRITERIA

Date Range: 01-01-2012 Thru 12-31-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 01/31/2023 by ODOT Safety Branch

ROADWAY / REGION

	QUERY OVER	SELECTIONS
1	Control Section	County: 72, Control Section: 74, CS Type: hwy, CS Query On: range, Mile Start: 00.50, Mile End: 08.02
2	Control Section	County: 72, Control Section: 17, CS Type: hwy, CS Query On: range, Mile Start: 04.10, Mile End: 06.08
3	Control Section	County: 72, Control Section: 18, CS Type: hwy, CS Query On: range, Mile Start: 00.00, Mile End: 01.00

DATE

Date Range	01-01-2012 to 12-31-2021

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Collision Listing	(Included)
- Highway Collision Listing	Checked, By Control Section
- City Street Collision Listing	Checked
- County Road Collision Listing	Checked
Query Criteria	(Included)

FILTER COLLISIONS

Roadway Type	All Collision Data
Incl. Crashes Assoc. w/ Every Int.	Checked
Environment Fields	

REPORT FORMAT OPTIONS

Print Watermark	Checked
Print DPS Case Numbers	Unchecked

Appendix C:

Synchro Reports

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	1067	0	2	799	22	1	0	3	2	0	22
Future Vol, veh/h	29	1067	0	2	799	22	1	0	3	2	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	83	25	50	86	69	25	25	25	50	25	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1286	0	4	929	32	4	0	12	4	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	961	0	-	1286	0	0	1830	2326	643	1667	2310	480
Stage 1	-	-	-	-	-	-	1357	1357	-	953	953	-
Stage 2	-	-	-	-	-	-	473	969	-	714	1357	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	712	-	0	535	-	-	48	37	416	63	38	532
Stage 1	-	-	0	-	-	-	157	215	-	278	336	-
Stage 2	-	-	0	-	-	-	541	330	-	388	215	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	712	-	-	535	-	-	41	34	416	56	34	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	34	-	56	34	-
Stage 1	-	-	-	-	-	-	145	199	-	276	332	-
Stage 2	-	-	-	-	-	-	505	327	-	347	199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.28	0.05	37.59	20.34
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	126	712	-	535	-	-	269
HCM Lane V/C Ratio	0.127	0.05	-	0.007	-	-	0.13
HCM Control Delay (s/veh)	37.6	10.3	-	11.8	-	-	20.3
HCM Lane LOS	E	B	-	B	-	-	C
HCM 95th %tile Q(veh)	0.4	0.2	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	23.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1000	22	26	685	18	36	3	33	31	6	24
Future Vol, veh/h	10	1000	22	26	685	18	36	3	33	31	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	82	55	81	88	64	82	75	82	65	50	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1220	40	32	778	28	44	4	40	48	12	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	807	0	0	1260	0	0	1723	2134	630	1493	2140	403
Stage 1	-	-	-	-	-	-	1264	1264	-	857	857	-
Stage 2	-	-	-	-	-	-	459	871	-	636	1284	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	814	-	-	548	-	-	57	49	425	85	48	597
Stage 1	-	-	-	-	-	-	179	239	-	319	372	-
Stage 2	-	-	-	-	-	-	551	367	-	433	234	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	814	-	-	548	-	-	~ 36	44	425	64	44	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 36	44	-	64	44	-
Stage 1	-	-	-	-	-	-	175	234	-	294	344	-
Stage 2	-	-	-	-	-	-	459	339	-	376	228	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.09	0.46	$ 365.61	204.01
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	63	814	-	-	548	-	-	92
HCM Lane V/C Ratio	1.407	0.015	-	-	0.059	-	-	1.088
HCM Control Delay (s/veh)	$ 365.6	9.5	-	-	12	-	-	204
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	7.6	0	-	-	0.2	-	-	6.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	28

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	856	14	22	693	31	20	4	42	38	4	55
Future Vol, veh/h	21	856	14	22	693	31	20	4	42	38	4	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	80	70	79	90	70	71	100	66	53	50	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1070	20	28	770	44	28	4	64	72	8	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	814	0	0	1090	0	0	1620	2045	545	1480	2033	407
Stage 1	-	-	-	-	-	-	1175	1175	-	848	848	-
Stage 2	-	-	-	-	-	-	445	870	-	632	1185	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	809	-	-	636	-	-	68	55	482	87	56	593
Stage 1	-	-	-	-	-	-	203	263	-	322	376	-
Stage 2	-	-	-	-	-	-	562	367	-	435	261	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	809	-	-	636	-	-	44	48	482	~ 61	49	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	48	-	~ 61	49	-
Stage 1	-	-	-	-	-	-	186	241	-	304	354	-
Stage 2	-	-	-	-	-	-	455	346	-	340	239	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.41	0.36	118.86	$ 330.71
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	809	-	-	636	-	-	103
HCM Lane V/C Ratio	0.85	0.059	-	-	0.044	-	-	1.47
HCM Control Delay (s/veh)	118.9	9.7	-	-	10.9	-	-	$ 330.7
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	5	0.2	-	-	0.1	-	-	11.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Vol, veh/h	21	785	697	66	97	84
Future Vol, veh/h	21	785	697	66	97	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	48	85	89	82	69	48
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	924	783	80	141	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	864	0	-	0	1373	432
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	549	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	775	-	-	-	~ 137	572
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	775	-	-	-	~ 127	572
Mov Cap-2 Maneuver	-	-	-	-	~ 127	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	542	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	88.14
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	775	-	-	-	127	572
HCM Lane V/C Ratio	0.056	-	-	-	1.111	0.306
HCM Control Delay (s/veh)	9.9	-	-	-	180.4	14
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	8.2	1.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	517	6	11	670	18	9	4	17	58	1	25
Future Vol, veh/h	13	517	6	11	670	18	9	4	17	58	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	87	75	46	82	56	75	50	39	58	25	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	594	8	24	817	32	12	8	44	100	4	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	849	0	0	602	0	0	1097	1535	301	1222	1523	425
Stage 1	-	-	-	-	-	-	638	638	-	881	881	-
Stage 2	-	-	-	-	-	-	458	897	-	341	642	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	784	-	-	971	-	-	168	115	695	136	117	578
Stage 1	-	-	-	-	-	-	431	469	-	308	363	-
Stage 2	-	-	-	-	-	-	552	357	-	647	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	784	-	-	971	-	-	145	109	695	112	111	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	145	109	-	112	111	-
Stage 1	-	-	-	-	-	-	420	457	-	300	354	-
Stage 2	-	-	-	-	-	-	503	348	-	581	455	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.31	0.24	20.78	134.03
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	291	784	-	-	971	-	-	139
HCM Lane V/C Ratio	0.218	0.025	-	-	0.025	-	-	0.982
HCM Control Delay (s/veh)	20.8	9.7	-	-	8.8	-	-	134
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	7

Intersection	
Int Delay, s/veh	47.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	468	3	12	587	87	15	46	16	60	11	56
Future Vol, veh/h	46	468	3	12	587	87	15	46	16	60	11	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	93	25	50	94	68	75	82	57	68	69	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	503	12	24	624	128	20	56	28	88	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	752	0	0	515	0	0	1039	1471	258	1178	1413	376
Stage 1	-	-	-	-	-	-	671	671	-	736	736	-
Stage 2	-	-	-	-	-	-	368	800	-	441	677	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	853	-	-	1047	-	-	185	126	741	146	137	621
Stage 1	-	-	-	-	-	-	412	453	-	376	423	-
Stage 2	-	-	-	-	-	-	624	395	-	565	450	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	853	-	-	1047	-	-	125	111	741	~ 66	121	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	111	-	~ 66	121	-
Stage 1	-	-	-	-	-	-	373	410	-	368	413	-
Stage 2	-	-	-	-	-	-	507	386	-	425	408	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.31	0.26	72.34	$ 376.47
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	853	-	-	1047	-	-	117
HCM Lane V/C Ratio	0.701	0.095	-	-	0.023	-	-	1.611
HCM Control Delay (s/veh)	72.3	9.7	-	-	8.5	-	-	$ 376.5
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.1	0.3	-	-	0.1	-	-	13.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	157.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	457	26	14	592	50	31	43	16	54	21	149
Future Vol, veh/h	80	457	26	14	592	50	31	43	16	54	21	149
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	275	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	93	72	50	85	69	65	72	67	79	44	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	491	36	28	696	72	48	60	24	68	48	191

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	769	0	0	528	0	0	1163	1560	264	1290	1542	384
Stage 1	-	-	-	-	-	-	735	735	-	789	789	-
Stage 2	-	-	-	-	-	-	428	825	-	501	753	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	841	-	-	1036	-	-	150	111	735	121	114	614
Stage 1	-	-	-	-	-	-	377	424	-	350	400	-
Stage 2	-	-	-	-	-	-	575	385	-	521	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	841	-	-	1036	-	-	~ 48	94	735	~ 40	96	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 48	94	-	~ 40	96	-
Stage 1	-	-	-	-	-	-	327	367	-	341	389	-
Stage 2	-	-	-	-	-	-	338	375	-	365	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.75	0.3	$ 442.31	$ 768.84
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	78	841	-	-	1036	-	-	121
HCM Lane V/C Ratio	1.674	0.134	-	-	0.027	-	-	2.529
HCM Control Delay (s/veh)	$ 442.3	9.9	-	-	8.6	-	-	$ 768.8
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	11.1	0.5	-	-	0.1	-	-	27.4

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	522	0	0	690	154	2	1	0	34	4	74
Future Vol, veh/h	143	522	0	0	690	154	2	1	0	34	4	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	275	-	-	225	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	88	25	25	88	59	25	25	25	77	50	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	172	593	0	0	784	261	8	4	0	44	8	112

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1045	0	-	593	0	0	1334	1983	297	1558	1852	523
Stage 1	-	-	-	-	-	-	938	938	-	915	915	-
Stage 2	-	-	-	-	-	-	396	1045	-	643	938	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	661	-	0	979	-	-	112	61	700	76	73	499
Stage 1	-	-	0	-	-	-	284	341	-	294	350	-
Stage 2	-	-	0	-	-	-	601	304	-	428	341	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	661	-	-	979	-	-	57	45	700	53	54	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	45	-	53	54	-
Stage 1	-	-	-	-	-	-	210	252	-	294	350	-
Stage 2	-	-	-	-	-	-	455	304	-	312	252	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.78	0	93.33	70.88
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	52	661	-	979	-	-	53	323
HCM Lane V/C Ratio	0.23	0.261	-	-	-	-	0.84	0.372
HCM Control Delay (s/veh)	93.3	12.3	-	0	-	-	202.2	22.6
HCM Lane LOS	F	B	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.8	1	-	0	-	-	3.6	1.7

Intersection	
Int Delay, s/veh	16.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	142	601	84	36	660	97	35	2	17	24	5	66
Future Vol, veh/h	142	601	84	36	660	97	35	2	17	24	5	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	250	425	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	93	70	82	87	78	62	50	71	55	62	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	169	646	120	44	759	124	56	4	24	44	8	120

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	883	0	0	766	0	0	1455	1955	323	1572	2013	441
Stage 1	-	-	-	-	-	-	984	984	-	909	909	-
Stage 2	-	-	-	-	-	-	471	971	-	663	1104	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	762	-	-	843	-	-	91	63	673	74	58	564
Stage 1	-	-	-	-	-	-	266	325	-	296	352	-
Stage 2	-	-	-	-	-	-	542	329	-	417	285	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	762	-	-	843	-	-	~ 45	47	673	50	43	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 45	47	-	50	43	-
Stage 1	-	-	-	-	-	-	207	253	-	281	334	-
Stage 2	-	-	-	-	-	-	395	312	-	308	222	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2	0.45	248.73	70.84
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	45	47	673	762	-	-	843	-	-	50	43	564
HCM Lane V/C Ratio	1.252	0.086	0.036	0.222	-	-	0.052	-	-	0.881	0.188	0.213
HCM Control Delay (s/veh)	$ 361	89.4	10.6	11.1	-	-	9.5	-	-	222.8	107.5	13.1
HCM Lane LOS	F	F	B	B	-	-	A	-	-	F	F	B
HCM 95th %tile Q(veh)	5.4	0.3	0.1	0.8	-	-	0.2	-	-	3.7	0.6	0.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	169	587	0	0	549	254	41	1	242	0	0	0
Future Vol, veh/h	169	587	0	0	549	254	41	1	242	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	87	25	25	87	79	73	25	88	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	228	675	0	0	631	322	56	4	275	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	953	0	-	-	-	0	1447	2084	337
Stage 1	-	-	-	-	-	-	1131	1131	-
Stage 2	-	-	-	-	-	-	316	953	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	717	-	0	0	-	-	122	52	658
Stage 1	-	-	0	0	-	-	270	277	-
Stage 2	-	-	0	0	-	-	712	336	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	717	-	-	-	-	-	83	0	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	0	-
Stage 1	-	-	-	-	-	-	184	0	-
Stage 2	-	-	-	-	-	-	712	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	3.12	0	33.23
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	83	658	717	-	-	-
HCM Lane V/C Ratio	0.722	0.418	0.319	-	-	-
HCM Control Delay (s/veh)	119.6	14.3	12.3	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	3.5	2.1	1.4	-	-	-

Intersection	
Int Delay, s/veh	29.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	622	85	218	381	0	0	0	0	134	2	130
Future Vol, veh/h	0	622	85	218	381	0	0	0	0	134	2	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	84	76	89	80	25	25	25	25	93	50	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	740	112	245	476	0	0	0	0	144	4	176

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	852	0	0	1336	1818	238
Stage 1	-	-	-	-	-	-	966	966	-
Stage 2	-	-	-	-	-	-	370	852	-
Critical Hdwy	-	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	782	-	0	145	77	763
Stage 1	0	-	-	-	-	0	330	331	-
Stage 2	0	-	-	-	-	0	669	374	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	782	-	-	~ 99	0	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 99	0	-
Stage 1	-	-	-	-	-	-	330	0	-
Stage 2	-	-	-	-	-	-	459	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.97	162.71
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	782	-	99	763
HCM Lane V/C Ratio	-	-	0.313	-	1.49	0.23
HCM Control Delay (s/veh)	-	-	11.7	-	$ 342.5	11.1
HCM Lane LOS	-	-	B	-	F	B
HCM 95th %tile Q(veh)	-	-	1.3	-	11.1	0.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	473	3	9	401	43	3	2	10	40	0	18
Future Vol, veh/h	21	473	3	9	401	43	3	2	10	40	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	85	25	45	83	90	75	50	50	67	25	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	556	12	20	483	48	4	4	20	60	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	531	0	0	568	0	0	908	1197	284	891	1179	265
Stage 1	-	-	-	-	-	-	626	626	-	547	547	-
Stage 2	-	-	-	-	-	-	282	571	-	344	632	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1033	-	-	1000	-	-	231	185	713	237	189	733
Stage 1	-	-	-	-	-	-	438	475	-	489	516	-
Stage 2	-	-	-	-	-	-	701	503	-	645	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	1000	-	-	209	175	713	214	180	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	175	-	214	180	-
Stage 1	-	-	-	-	-	-	425	460	-	479	505	-
Stage 2	-	-	-	-	-	-	657	493	-	602	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.46	0.31	14.68	23.56
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	400	1033	-	-	1000	-	-	285
HCM Lane V/C Ratio	0.07	0.031	-	-	0.02	-	-	0.323
HCM Control Delay (s/veh)	14.7	8.6	-	-	8.7	-	-	23.6
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	1.4

HCM 7th Signalized Intersection Summary
1: US 64 & SH 67/E 151ST ST S

05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	294	161	23	162	167	187	784	9	223	500	387
Future Volume (veh/h)	534	294	161	23	162	167	187	784	9	223	500	387
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	621	414	233	32	300	217	260	862	20	297	610	407
Peak Hour Factor	0.86	0.71	0.69	0.72	0.54	0.77	0.72	0.91	0.45	0.75	0.82	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	695	729	406	41	305	215	296	1089	25	330	1158	517
Arrive On Green	0.20	0.33	0.33	0.02	0.15	0.15	0.17	0.31	0.31	0.19	0.33	0.33
Sat Flow, veh/h	3456	2201	1226	1781	1992	1403	1781	3550	82	1781	3554	1585
Grp Volume(v), veh/h	621	333	314	32	267	250	260	431	451	297	610	407
Grp Sat Flow(s),veh/h/ln	1728	1777	1650	1781	1777	1618	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	18.3	16.1	16.4	1.9	15.6	16.0	14.9	23.2	23.2	17.0	14.6	24.3
Cycle Q Clear(g_c), s	18.3	16.1	16.4	1.9	15.6	16.0	14.9	23.2	23.2	17.0	14.6	24.3
Prop In Lane	1.00		0.74	1.00		0.87	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	695	589	547	41	272	248	296	545	569	330	1158	517
V/C Ratio(X)	0.89	0.57	0.57	0.78	0.98	1.01	0.88	0.79	0.79	0.90	0.53	0.79
Avail Cap(c_a), veh/h	762	589	547	102	272	248	427	545	569	393	1158	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	28.7	28.8	50.7	44.0	44.2	42.5	33.1	33.1	41.5	28.6	31.9
Incr Delay (d2), s/veh	12.3	1.3	1.5	25.9	48.5	59.4	13.6	11.2	10.8	20.6	1.7	11.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	7.0	6.6	1.1	10.5	10.4	7.6	11.5	11.9	9.3	6.4	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	30.0	30.3	76.6	92.5	103.6	56.1	44.3	43.9	62.2	30.3	43.4
LnGrp LOS	D	C	C	E	F	F	E	D	D	E	C	D
Approach Vol, veh/h		1268			549			1142			1314	
Approach Delay, s/veh		41.2			96.6			46.8			41.6	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	36.0	6.4	38.6	21.3	38.0	25.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	32.0	6.0	33.0	25.0	30.0	23.0	16.0
Max Q Clear Time (g_c+I1), s	19.0	25.2	3.9	18.4	16.9	26.3	20.3	18.0
Green Ext Time (p_c), s	0.3	3.1	0.0	3.6	0.5	1.9	0.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	50.0
HCM 7th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	522	10	24	583	117	35	63	37	228	29	43
Future Volume (veh/h)	67	522	10	24	583	117	35	63	37	228	29	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	593	20	36	662	139	56	147	64	285	44	48
Peak Hour Factor	0.56	0.88	0.50	0.67	0.88	0.84	0.62	0.43	0.58	0.80	0.66	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	1036	35	54	852	380	581	363	158	542	667	565
Arrive On Green	0.09	0.30	0.30	0.03	0.24	0.24	0.04	0.29	0.29	0.10	0.36	0.36
Sat Flow, veh/h	1781	3508	118	1781	3554	1585	1781	1236	538	1781	1870	1585
Grp Volume(v), veh/h	120	300	313	36	662	139	56	0	211	285	44	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1585	1781	0	1774	1781	1870	1585
Q Serve(g_s), s	3.8	8.3	8.3	1.2	10.1	4.2	1.2	0.0	5.5	6.0	0.9	1.2
Cycle Q Clear(g_c), s	3.8	8.3	8.3	1.2	10.1	4.2	1.2	0.0	5.5	6.0	0.9	1.2
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	153	525	546	54	852	380	581	0	521	542	667	565
V/C Ratio(X)	0.78	0.57	0.57	0.67	0.78	0.37	0.10	0.00	0.40	0.53	0.07	0.08
Avail Cap(c_a), veh/h	154	525	546	154	983	439	631	0	521	542	667	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	17.3	17.3	27.7	20.5	18.3	13.2	0.0	16.4	12.2	12.3	12.3
Incr Delay (d2), s/veh	22.6	1.5	1.5	13.1	3.5	0.6	0.1	0.0	2.3	0.9	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.3	3.4	0.7	4.2	1.5	0.5	0.0	2.4	2.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.5	18.8	18.7	40.9	24.0	18.9	13.3	0.0	18.7	13.2	12.4	12.6
LnGrp LOS	D	B	B	D	C	B	B		B	B	B	B
Approach Vol, veh/h		733			837			267			377	
Approach Delay, s/veh		23.6			23.9			17.6			13.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	21.0	5.8	21.1	6.4	24.6	9.0	17.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	17.0	5.0	16.0	4.0	19.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	8.0	7.5	3.2	10.3	3.2	3.2	5.8	12.1
Green Ext Time (p_c), s	0.0	0.8	0.0	1.8	0.0	0.3	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	947	1	5	997	34	0	0	5	14	0	43
Future Vol, veh/h	24	947	1	5	997	34	0	0	5	14	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	83	25	50	86	69	25	25	25	50	25	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	1141	4	10	1159	49	0	0	20	28	0	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1209	0	0	1145	0	0	1802	2431	572	1834	2408	604
Stage 1	-	-	-	-	-	-	1202	1202	-	1204	1204	-
Stage 2	-	-	-	-	-	-	600	1229	-	630	1204	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	573	-	-	606	-	-	50	31	463	47	33	441
Stage 1	-	-	-	-	-	-	196	256	-	195	255	-
Stage 2	-	-	-	-	-	-	455	249	-	436	255	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	573	-	-	606	-	-	39	28	463	41	29	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	28	-	41	29	-
Stage 1	-	-	-	-	-	-	181	236	-	190	249	-
Stage 2	-	-	-	-	-	-	383	242	-	386	236	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.29	0.09	13.13	117.32
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	463	573	-	-	606	-	-	107
HCM Lane V/C Ratio	0.043	0.052	-	-	0.017	-	-	0.824
HCM Control Delay (s/veh)	13.1	11.6	-	-	11	-	-	117.3
HCM Lane LOS	B	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.1	-	-	4.7

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	882	24	33	930	20	25	1	26	10	0	13
Future Vol, veh/h	16	882	24	33	930	20	25	1	26	10	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	82	55	81	88	64	82	75	82	65	50	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1076	44	41	1057	31	30	1	32	15	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1088	0	0	1119	0	0	1746	2306	560	1731	2312	544
Stage 1	-	-	-	-	-	-	1136	1136	-	1154	1154	-
Stage 2	-	-	-	-	-	-	610	1170	-	577	1158	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	637	-	-	620	-	-	55	38	472	57	38	483
Stage 1	-	-	-	-	-	-	215	275	-	210	270	-
Stage 2	-	-	-	-	-	-	448	265	-	469	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	637	-	-	620	-	-	46	33	472	44	32	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	33	-	44	32	-
Stage 1	-	-	-	-	-	-	206	263	-	190	244	-
Stage 2	-	-	-	-	-	-	388	240	-	416	257	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0.4	132.86	66.32
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	82	637	-	-	620	-	-	94
HCM Lane V/C Ratio	0.777	0.03	-	-	0.066	-	-	0.394
HCM Control Delay (s/veh)	132.9	10.8	-	-	11.2	-	-	66.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	3.9	0.1	-	-	0.2	-	-	1.6

Intersection	
Int Delay, s/veh	71.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	830	13	39	840	40	26	3	39	28	4	19
Future Vol, veh/h	63	830	13	39	840	40	26	3	39	28	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	80	70	79	90	70	71	100	66	53	50	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	1038	19	49	933	57	37	3	59	53	8	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	990	0	0	1056	0	0	1903	2422	528	1867	2403	495
Stage 1	-	-	-	-	-	-	1333	1333	-	1061	1061	-
Stage 2	-	-	-	-	-	-	569	1089	-	807	1342	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	694	-	-	655	-	-	42	32	495	~ 45	33	520
Stage 1	-	-	-	-	-	-	162	221	-	239	299	-
Stage 2	-	-	-	-	-	-	474	290	-	342	219	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	694	-	-	655	-	-	~ 18	20	495	~ 22	21	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	20	-	~ 22	21	-
Stage 1	-	-	-	-	-	-	115	157	-	214	268	-
Stage 2	-	-	-	-	-	-	392	259	-	209	155	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.38	0.52	$ 792.64	$ 1082.26
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	43	694	-	-	655	-	-	31
HCM Lane V/C Ratio	2.292	0.206	-	-	0.075	-	-	2.793
HCM Control Delay (s/veh)	$ 792.6	11.5	-	-	10.9	-		$ 1082.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	10.5	0.8	-	-	0.2	-	-	10.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	15.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Traffic Vol, veh/h	36	793	760	113	81	43
Future Vol, veh/h	36	793	760	113	81	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	48	85	89	82	69	48
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	933	854	138	117	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	992	0	-	0	1539	496
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	693	-	-	-	~ 106	519
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	693	-	-	-	~ 91	519
Mov Cap-2 Maneuver	-	-	-	-	~ 91	-
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	501	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.81	0	162.77
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	693	-	-	-	91	519
HCM Lane V/C Ratio	0.108	-	-	-	1.294	0.172
HCM Control Delay (s/veh)	10.8	-	-	-	276.8	13.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	8.5	0.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	640	5	14	612	22	7	1	5	26	11	10
Future Vol, veh/h	15	640	5	14	612	22	7	1	5	26	11	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	87	75	46	82	56	75	50	39	58	25	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	736	7	30	746	39	9	2	13	45	44	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	742	0	0	1241	1632	371	1242	1615	393
Stage 1	-	-	-	-	-	-	785	785	-	827	827	-
Stage 2	-	-	-	-	-	-	456	846	-	415	788	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	829	-	-	861	-	-	131	100	626	131	103	606
Stage 1	-	-	-	-	-	-	352	402	-	332	384	-
Stage 2	-	-	-	-	-	-	554	376	-	585	400	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	829	-	-	861	-	-	67	94	626	118	96	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	94	-	118	96	-
Stage 1	-	-	-	-	-	-	342	391	-	320	371	-
Stage 2	-	-	-	-	-	-	461	363	-	555	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.29	0.35	37.67	116.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	829	-	-	861	-	-	119
HCM Lane V/C Ratio	0.18	0.028	-	-	0.035	-	-	0.857
HCM Control Delay (s/veh)	37.7	9.5	-	-	9.3	-	-	116.2
HCM Lane LOS	E	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	5.2

Intersection	
Int Delay, s/veh	42.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	604	15	12	536	85	11	23	9	53	21	53
Future Vol, veh/h	71	604	15	12	536	85	11	23	9	53	21	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	93	25	50	94	68	75	82	57	68	69	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	649	60	24	570	125	15	28	16	78	30	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	695	0	0	709	0	0	1277	1672	355	1269	1639	348
Stage 1	-	-	-	-	-	-	929	929	-	681	681	-
Stage 2	-	-	-	-	-	-	348	743	-	588	959	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	896	-	-	885	-	-	123	95	642	125	99	648
Stage 1	-	-	-	-	-	-	288	345	-	407	449	-
Stage 2	-	-	-	-	-	-	641	420	-	462	334	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	896	-	-	885	-	-	61	79	642	~ 70	83	648
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	79	-	~ 70	83	-
Stage 1	-	-	-	-	-	-	248	297	-	396	436	-
Stage 2	-	-	-	-	-	-	509	409	-	351	287	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.44	0.31	90.85	$ 370.39
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	896	-	-	885	-	-	117
HCM Lane V/C Ratio	0.617	0.139	-	-	0.027	-	-	1.597
HCM Control Delay (s/veh)	90.8	9.7	-	-	9.2	-	-	$ 370.4
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.9	0.5	-	-	0.1	-	-	13.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	219.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	583	28	15	562	86	14	36	17	55	22	93
Future Vol, veh/h	101	583	28	15	562	86	14	36	17	55	22	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	275	-	-	300	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	93	72	50	85	69	65	72	67	79	44	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	627	39	30	661	125	22	50	25	70	50	119

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	666	0	0	1346	1777	333	1406	1734	393
Stage 1	-	-	-	-	-	-	931	931	-	783	783	-
Stage 2	-	-	-	-	-	-	416	846	-	623	950	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	829	-	-	919	-	-	110	82	663	99	87	606
Stage 1	-	-	-	-	-	-	287	344	-	353	402	-
Stage 2	-	-	-	-	-	-	585	377	-	440	337	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	829	-	-	919	-	-	23	65	663	~ 21	70	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	65	-	~ 21	70	-
Stage 1	-	-	-	-	-	-	238	285	-	341	389	-
Stage 2	-	-	-	-	-	-	396	364	-	289	279	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.8	0.33	$ 511.65	$ 1584.68
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	56	829	-	-	919	-	-	57
HCM Lane V/C Ratio	1.731	0.172	-	-	0.033	-	-	4.195
HCM Control Delay (s/veh)	$ 511.6	10.2	-	-	9	-		$ 1584.7
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	9.1	0.6	-	-	0.1	-	-	26.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	703	0	0	667	21	1	0	0	29	0	54
Future Vol, veh/h	49	703	0	0	667	21	1	0	0	29	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	275	-	-	225	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	88	25	25	88	59	25	25	25	77	50	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	799	0	0	758	36	4	0	0	38	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	794	0	-	799	0	0	1296	1710	399	1293	1693	397
Stage 1	-	-	-	-	-	-	917	917	-	776	776	-
Stage 2	-	-	-	-	-	-	379	794	-	518	917	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	823	-	0	820	-	-	120	90	600	120	92	603
Stage 1	-	-	0	-	-	-	293	349	-	357	406	-
Stage 2	-	-	0	-	-	-	615	398	-	509	349	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	823	-	-	820	-	-	96	83	600	111	85	603
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	83	-	111	85	-
Stage 1	-	-	-	-	-	-	272	324	-	357	406	-
Stage 2	-	-	-	-	-	-	531	398	-	473	324	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.67	0	44.17	24.85
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	96	823	-	820	-	-	111	603
HCM Lane V/C Ratio	0.042	0.072	-	-	-	-	0.338	0.136
HCM Control Delay (s/veh)	44.2	9.7	-	0	-	-	53	11.9
HCM Lane LOS	E	A	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.2	-	0	-	-	1.3	0.5

Intersection	
Int Delay, s/veh	30.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	668	66	21	617	101	43	2	17	42	4	125
Future Vol, veh/h	125	668	66	21	617	101	43	2	17	42	4	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	250	425	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	93	70	82	87	78	62	50	71	55	62	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	149	718	94	26	709	129	69	4	24	76	6	227

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	839	0	0	813	0	0	1425	1906	359	1484	1935	419
Stage 1	-	-	-	-	-	-	1016	1016	-	825	825	-
Stage 2	-	-	-	-	-	-	409	890	-	659	1110	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	792	-	-	810	-	-	96	68	637	87	65	583
Stage 1	-	-	-	-	-	-	255	314	-	333	385	-
Stage 2	-	-	-	-	-	-	590	359	-	419	283	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	792	-	-	810	-	-	~ 41	53	637	~ 62	51	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 41	53	-	~ 62	51	-
Stage 1	-	-	-	-	-	-	207	255	-	322	373	-
Stage 2	-	-	-	-	-	-	343	348	-	322	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.64	0.28	$ 393.74	88.08
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	41	53	637	792	-	-	810	-	-	62	51	583
HCM Lane V/C Ratio	1.68	0.075	0.038	0.188	-	-	0.032	-	-	1.239	0.126	0.39
HCM Control Delay (s/veh)	$ 544.1	77.9	10.9	10.6	-	-	9.6	-	-	$ 305.6	85.3	15.1
HCM Lane LOS	F	F	B	B	-	-	A	-	-	F	F	C
HCM 95th %tile Q(veh)	7.1	0.2	0.1	0.7	-	-	0.1	-	-	6.4	0.4	1.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	563	0	0	601	198	69	0	237	0	0	0
Future Vol, veh/h	125	563	0	0	601	198	69	0	237	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	87	25	25	87	79	73	25	88	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	169	647	0	0	691	251	95	0	269	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	941	0	-	-	-	0	1330	1926	324
Stage 1	-	-	-	-	-	-	985	985	-
Stage 2	-	-	-	-	-	-	345	941	-
Critical Hdwy	4.14	-	-	-	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	724	-	0	0	-	-	146	66	672
Stage 1	-	-	0	0	-	-	322	324	-
Stage 2	-	-	0	0	-	-	688	340	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	724	-	-	-	-	-	112	0	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	0	-
Stage 1	-	-	-	-	-	-	247	0	-
Stage 2	-	-	-	-	-	-	688	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	2.38	0	40.98
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	112	672	724	-	-	-
HCM Lane V/C Ratio	0.845	0.401	0.233	-	-	-
HCM Control Delay (s/veh)	118.2	13.9	11.5	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	5	1.9	0.9	-	-	-

Intersection	
Int Delay, s/veh	48.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	537	76	254	404	0	0	0	0	156	1	237
Future Vol, veh/h	0	537	76	254	404	0	0	0	0	156	1	237
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	0	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	84	76	89	80	25	25	25	25	93	50	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	639	100	285	505	0	0	0	0	168	2	320

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	739	0	0	1395	1815	253
Stage 1	-	-	-	-	-	-	1076	1076	-
Stage 2	-	-	-	-	-	-	320	739	-
Critical Hdwy	-	-	-	4.14	-	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	863	-	0	~ 132	77	747
Stage 1	0	-	-	-	-	0	289	294	-
Stage 2	0	-	-	-	-	0	709	422	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	863	-	-	~ 89	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 89	0	-
Stage 1	-	-	-	-	-	-	289	0	-
Stage 2	-	-	-	-	-	-	475	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	4.05	192.68
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	863	-	89	747
HCM Lane V/C Ratio	-	-	0.331	-	1.918	0.429
HCM Control Delay (s/veh)	-	-	11.2	-	$ 531	13.4
HCM Lane LOS	-	-	B	-	F	B
HCM 95th %tile Q(veh)	-	-	1.5	-	14.5	2.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	443	2	5	470	34	2	5	9	25	3	10
Future Vol, veh/h	16	443	2	5	470	34	2	5	9	25	3	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	85	25	45	83	90	75	50	50	67	25	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	521	8	11	566	38	3	10	18	37	12	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	604	0	0	529	0	0	885	1200	265	921	1185	302
Stage 1	-	-	-	-	-	-	574	574	-	607	607	-
Stage 2	-	-	-	-	-	-	311	626	-	314	578	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	970	-	-	1034	-	-	239	184	734	225	188	694
Stage 1	-	-	-	-	-	-	471	502	-	450	484	-
Stage 2	-	-	-	-	-	-	674	475	-	671	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	1034	-	-	211	177	734	200	181	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	177	-	200	181	-
Stage 1	-	-	-	-	-	-	460	489	-	445	479	-
Stage 2	-	-	-	-	-	-	633	470	-	625	487	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.39	0.15	17.12	25.57
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	970	-	-	1034	-	-	241
HCM Lane V/C Ratio	0.094	0.025	-	-	0.011	-	-	0.278
HCM Control Delay (s/veh)	17.1	8.8	-	-	8.5	-	-	25.6
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.1

HCM 7th Signalized Intersection Summary
1: US 64 & SH 67/E 151ST ST S

05/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	522	196	171	40	169	173	177	458	10	210	785	637
Future Volume (veh/h)	522	196	171	40	169	173	177	458	10	210	785	637
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	607	276	248	56	313	225	246	503	22	280	957	671
Peak Hour Factor	0.86	0.71	0.69	0.72	0.54	0.77	0.72	0.91	0.45	0.75	0.82	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	653	587	511	72	355	249	257	964	42	316	1106	493
Arrive On Green	0.19	0.33	0.33	0.04	0.18	0.18	0.14	0.28	0.28	0.18	0.31	0.31
Sat Flow, veh/h	3456	1800	1566	1781	1995	1400	1781	3468	151	1781	3554	1585
Grp Volume(v), veh/h	607	272	252	56	278	260	246	257	268	280	957	671
Grp Sat Flow(s),veh/h/ln	1728	1777	1589	1781	1777	1618	1781	1777	1843	1781	1777	1585
Q Serve(g_s), s	15.6	11.0	11.4	2.8	13.7	14.2	12.3	11.0	11.0	13.8	22.8	28.0
Cycle Q Clear(g_c), s	15.6	11.0	11.4	2.8	13.7	14.2	12.3	11.0	11.0	13.8	22.8	28.0
Prop In Lane	1.00		0.99	1.00		0.87	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	653	580	518	72	316	288	257	494	512	316	1106	493
V/C Ratio(X)	0.93	0.47	0.49	0.78	0.88	0.90	0.96	0.52	0.52	0.89	0.87	1.36
Avail Cap(c_a), veh/h	653	580	518	139	316	288	257	494	512	356	1106	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	24.1	24.3	42.8	36.1	36.2	38.2	27.4	27.4	36.1	29.2	31.0
Incr Delay (d2), s/veh	19.9	0.6	0.7	16.4	23.6	29.7	44.0	3.9	3.8	20.8	9.1	175.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.6	4.3	1.5	7.9	7.8	8.4	5.1	5.3	7.7	10.8	34.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	24.7	25.0	59.2	59.6	65.9	82.2	31.3	31.2	56.9	38.3	206.1
LnGrp LOS	E	C	C	E	E	E	F	C	C	E	D	F
Approach Vol, veh/h		1131			594			771			1908	
Approach Delay, s/veh		41.5			62.3			47.5			100.1	
Approach LOS		D			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	29.0	7.6	33.4	17.0	32.0	21.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	23.0	7.0	26.0	13.0	28.0	17.0	16.0
Max Q Clear Time (g_c+I1), s	15.8	13.0	4.8	13.4	14.3	30.0	17.6	16.2
Green Ext Time (p_c), s	0.2	2.2	0.0	2.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	70.7
HCM 7th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	598	22	19	599	200	24	14	24	178	10	27
Future Volume (veh/h)	35	598	22	19	599	200	24	14	24	178	10	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	680	44	28	681	238	39	33	41	222	15	30
Peak Hour Factor	0.56	0.88	0.50	0.67	0.88	0.84	0.62	0.43	0.58	0.80	0.66	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	943	61	45	920	410	614	236	294	667	693	587
Arrive On Green	0.04	0.28	0.28	0.03	0.26	0.26	0.03	0.31	0.31	0.09	0.37	0.37
Sat Flow, veh/h	1781	3389	219	1781	3554	1585	1781	758	942	1781	1870	1585
Grp Volume(v), veh/h	62	356	368	28	681	238	39	0	74	222	15	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1831	1781	1777	1585	1781	0	1701	1781	1870	1585
Q Serve(g_s), s	1.9	9.9	9.9	0.8	9.6	7.1	0.8	0.0	1.7	4.5	0.3	0.7
Cycle Q Clear(g_c), s	1.9	9.9	9.9	0.8	9.6	7.1	0.8	0.0	1.7	4.5	0.3	0.7
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	80	494	510	45	920	410	614	0	530	667	693	587
V/C Ratio(X)	0.78	0.72	0.72	0.62	0.74	0.58	0.06	0.00	0.14	0.33	0.02	0.05
Avail Cap(c_a), veh/h	163	586	604	131	1107	494	687	0	530	667	693	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	17.8	17.8	26.3	18.5	17.6	12.0	0.0	13.5	10.4	10.9	11.0
Incr Delay (d2), s/veh	15.0	3.5	3.4	13.1	2.2	1.3	0.0	0.0	0.6	0.3	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.1	4.2	0.5	3.8	2.5	0.3	0.0	0.7	1.5	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	21.3	21.2	39.4	20.7	18.9	12.0	0.0	14.1	10.7	11.0	11.2
LnGrp LOS	D	C	C	D	C	B	B		B	B	B	B
Approach Vol, veh/h		786			947			113			267	
Approach Delay, s/veh		22.8			20.8			13.4			10.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	21.0	5.4	19.2	5.8	24.2	6.4	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	4.0	18.0	4.0	18.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	6.5	3.7	2.8	11.9	2.8	2.7	3.9	11.6
Green Ext Time (p_c), s	0.0	0.2	0.0	2.3	0.0	0.1	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B