

US-259 TRAFFIC STUDY

McCURTAIN COUNTY, OK

**FINAL REPORT
August 2018**

PREPARED BY:



1000 W. Wilshire Blvd., Suite 403-E
Oklahoma City, OK 73116
Phone: (405) 384-5127
OK C.A. #5860

SUBMITTED TO:



Traffic Division
200 N.E. 21st Street
Room 2-A7
Oklahoma City, OK 73105



FINAL REPORT

US-259 Traffic Study McCurtain County, Oklahoma

Prepared by:
Lee Engineering, LLC
Erica Myers, P.E., PTOE



Date: 8-9-2018

Submitted to:
Oklahoma Department of Transportation (ODOT)

Chad Pendley, P.E.
ODOT Chief of Traffic Engineering

Date: _____

Anthony Echelle, P.E.
Division Two Engineer

Date: _____

Comments:

EXECUTIVE SUMMARY

The US-259 study corridor begins $\frac{1}{8}$ mile south of Sherry Lane in Broken Bow, OK and extends north for approximately 13.5 miles to just north of Cedar Creek Trail (51810), in McCurtain County. Due to the recreational nature of this corridor with its proximity to Broken Bow Lake and Hochatown, travel patterns tend to be abnormal compared to commuter areas and are greatly impacted by seasonality and holiday weekends (e.g. Memorial Day weekend).

The purpose of this study is to analyze the performance of the study corridor and to identify future strategies to improve safety and traffic operations. Overall, traffic operations were observed to be satisfactory and level of service analysis indicates that capacity has not been exceeded along the corridor. And while the adjusted collision rates for the entire corridor are less than the reported statewide rates for similar roadways, the collision rate for the segment of US-259 through Hochatown is almost 20% higher than the statewide rate.

This report identifies both long-term and short-term safety recommendations for the study corridor which consider collision analysis, speed data, access management, sight distance requirements, etc. Long-term recommendations include installation of traffic signals (when warranted) and widening of intersection approaches to include dedicated turn lanes. These improvements would be more costly and time consuming than the short-term recommendations which can be implemented more quickly and for a lower cost since they often require less infrastructure. The following list of short-term improvements are recommended for immediate implementation:

1. Trim or remove foliage that impedes sight distance
2. Upgrade bridge barricades
3. Install curve warning signs
4. Remove objects within roadway clear zone
5. Install guardrails
6. Repaint stop bars at all intersections
7. Replace street name signs at all intersections
8. Install rumble strips parallel to edge lines at major intersections
9. Install advance street name signs at major intersections
10. Install centerline rumble strips along the entire corridor except at intersections and major commercial driveways
11. Restripe two of the passing zones to prohibit passing for a small section
12. Implement access modifications at high and medium priority locations
13. Relocate 55 mph posted speed limit sign north of Carson Creek Road (Juniper)
14. Increase speed enforcement along the corridor
15. Implement Variable Speed Limit (VSL) pilot project through Hochatown

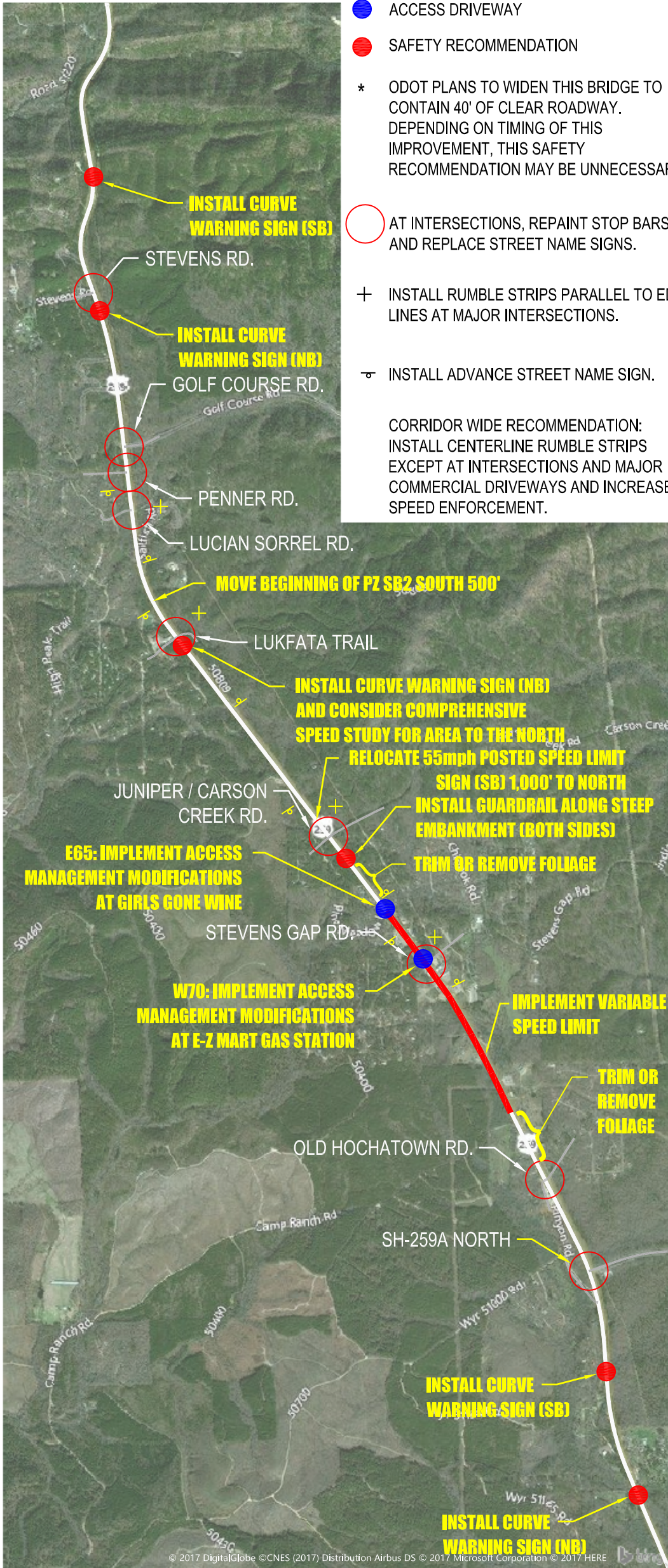
The *Oklahoma Department of Transportation* (ODOT) has not initiated any projects to date that include variable speed limits (VSLs), although development of a VSL temporary work zone detail and specification is in progress. The segment of US-259 through Hochatown is a suitable location for a VSL pilot project. It is recommended that the limits of the project begin at Old Hochatown Road (Pinyon Road) and extend 1.5 miles north towards Carson Creek Road (Juniper). The VSL could be dependent on traffic volumes or speeds and would change in real time based on data received from traffic volume and speed detectors.

The list of short-term improvements is shown in **Figure ES-1** and is expected to improve safety throughout the entire study corridor.

LEGEND

- ACCESS DRIVEWAY
- SAFETY RECOMMENDATION
- * ODOT PLANS TO WIDEN THIS BRIDGE TO CONTAIN 40' OF CLEAR ROADWAY. DEPENDING ON TIMING OF THIS IMPROVEMENT, THIS SAFETY RECOMMENDATION MAY BE UNNECESSARY.
- AT INTERSECTIONS, REPAINT STOP BARS AND REPLACE STREET NAME SIGNS.
- + INSTALL RUMBLE STRIPS PARALLEL TO EDGE LINES AT MAJOR INTERSECTIONS.
- INSTALL ADVANCE STREET NAME SIGN.

CORRIDOR WIDE RECOMMENDATION:
INSTALL CENTERLINE RUMBLE STRIPS EXCEPT AT INTERSECTIONS AND MAJOR COMMERCIAL DRIVEWAYS AND INCREASE SPEED ENFORCEMENT.



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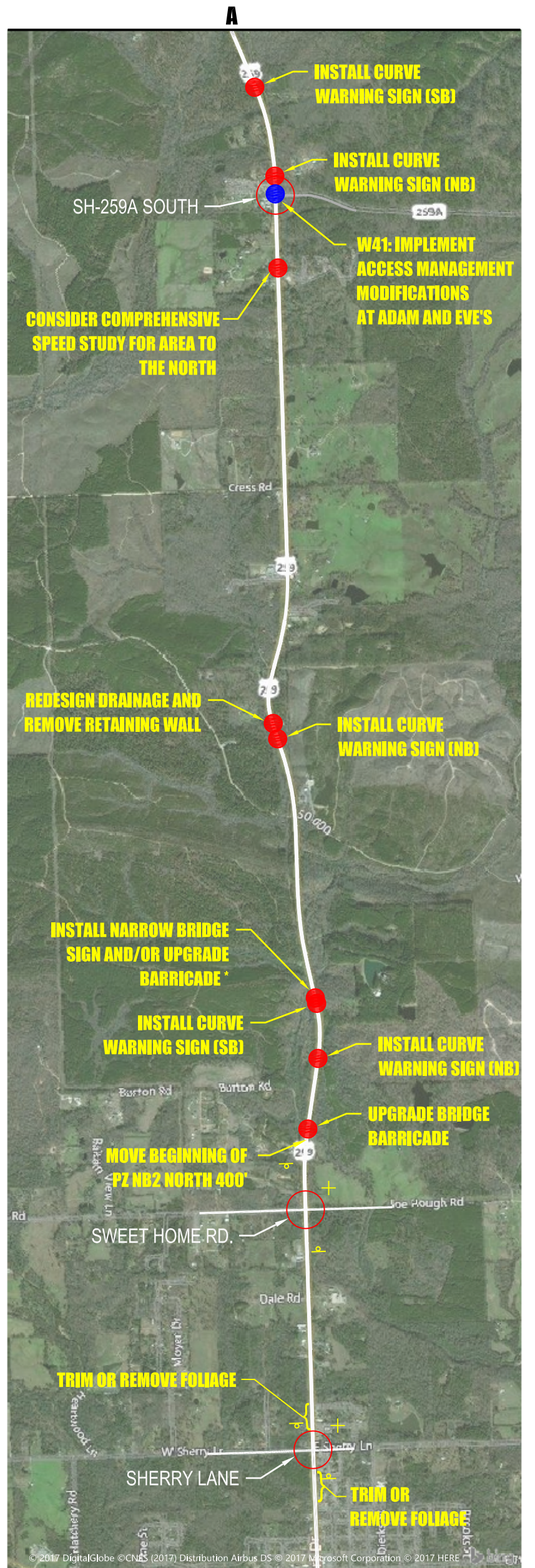


FIGURE ES-1

RECOMMENDED SHORT TERM IMPROVEMENTS

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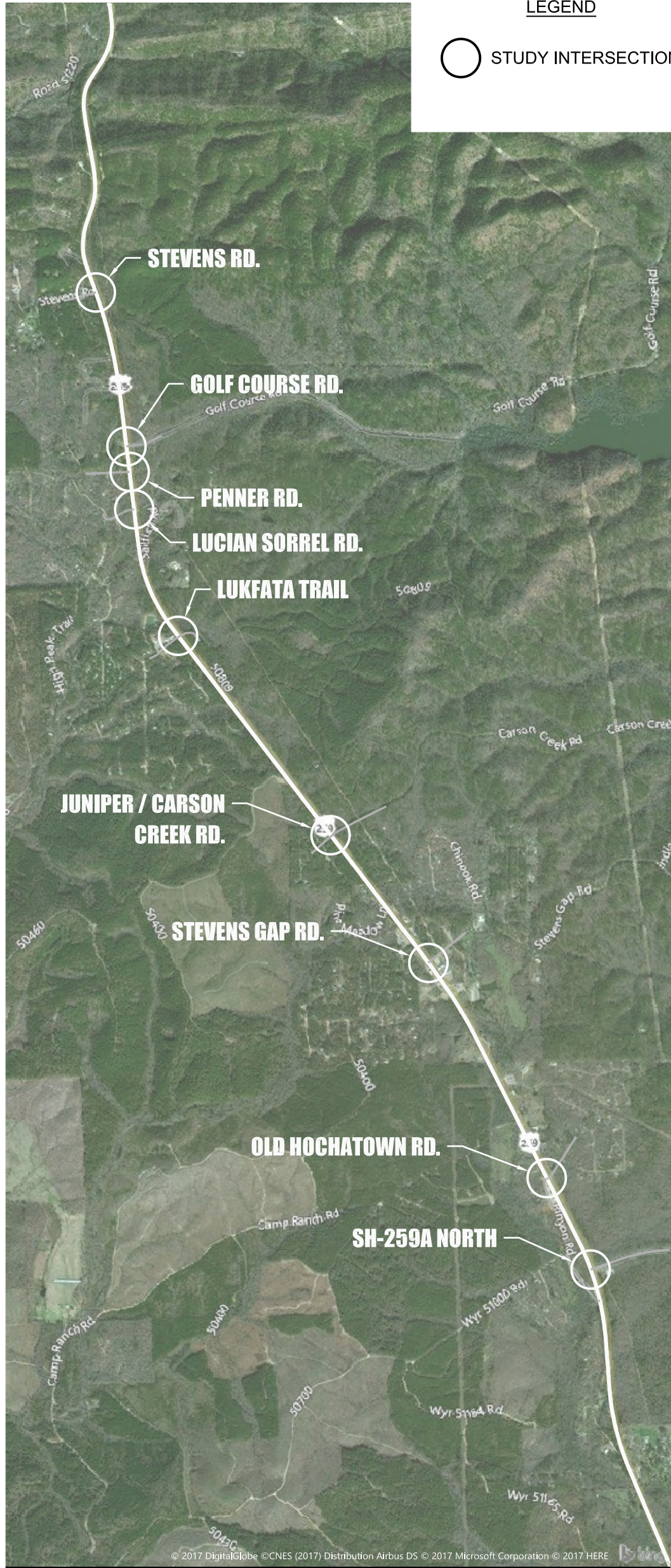
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1.0 PURPOSE

U.S. Route 259 (US-259) is a highway that runs in the north-south direction for approximately 250 miles in Texas and Oklahoma. The southern terminus is near Nacogdoches, Texas and its northern terminus is approximately 15 miles south of Heavener, Oklahoma. US-259 winds through the Ouachita Mountains and on the west side of Broken Bow Lake near Broken Bow, Oklahoma. The focus of this traffic study is the US-259 corridor that begins $\frac{1}{8}$ mile south of Sherry Lane in Broken Bow and extends north for approximately 13.5 miles to just north of Cedar Creek Trail (51810). **Figure 1** shows the study limits of the US-259 corridor.

Due to the recreational nature of this corridor with its proximity to Broken Bow Lake and Hochatown, travel patterns tend to be abnormal compared to commuter areas and are greatly impacted by seasonality and holiday weekends (e.g. Memorial Day weekend). While intersections and roadway segments are not typically designed based on holiday travel patterns and traffic operations, it is important to be aware of them in corridors such as US-259 especially if they pose safety concerns.

The purpose of the US-259 Traffic Study is to analyze the performance of this corridor and to identify future strategies to improve safety and traffic operations. Various other aspects of this corridor were also evaluated including collisions, deceleration lanes, sight distance requirements, passing zones, access management strategies, etc. This report identifies recommendations to improve safety and traffic operations based on the analyses and field reconnaissance.

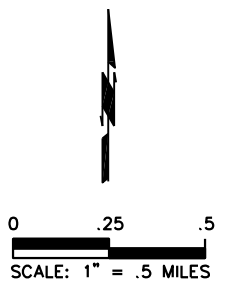


MATCH TO A

FIGURE 1

**STUDY LIMITS OF
US-259 CORRIDOR**

1000 W WILSHIRE BLVD.
SUITE 403-E
OKLAHOMA CITY, OK 73116
405-384-5127
LEE ENGINEERING



1.1 Oklahoma Strategic Highway Safety Plan

States are required by the *Federal Highway Administration (FHWA)* to have a *Strategic Highway Safety Plan (SHSP)* and Highway Safety Improvement Program funding is limited to projects that align with the SHSP. The *Oklahoma Department of Transportation (ODOT)* began developing the 2007 SHSP in 2006 in coordination with various federal and state agencies, counties and municipalities, and special interest groups. It laid the foundation for overall emphasis areas that encompassed engineering, education, enforcement, and emergency services. With the emergence of new and improved safety countermeasures, collision factors, technologies, and initiatives, the State wanted to adopt and utilize these innovative strategies to combat highway safety problems and began developing the 2nd edition of the SHSP in 2012. Some of the strategies identified in the most recent SHSP 2013-2014 may be applicable for implementation in this corridor.

1.1.1 SHSP Vision Statement

The SHSP's vision statement is to "Provide and promote the safest roadway transportation system for all travelers – zero deaths, zero injuries."

1.1.2 SHSP Mission Statement

The mission statement of the SHSP is to "Develop, implement, and evaluate a data-driven, multidisciplinary process to maximize road safety through widespread collaboration, integrating Engineering, Enforcement, Education, and Emergency Services (The "4E" approach)."

1.1.3 SHSP Emphasis Areas

The areas emphasized for improvements through the SHSP include:

1. Unsafe Driver Behavior (addressing impaired, aggressive, and fatigued/distracted driving, and occupant protection);
2. Intersection Crashes;
3. Crashes involving Young Drivers; and
4. Lane Departure Crashes.

This report fulfills the objectives of the SHSP by evaluating the safety of the US-259 study corridor with consideration to numerous aspects; both data-driven analyses as well as qualitative assessments that rely on engineering judgement. The safety recommendations identified in this report are intended to address unsafe driver behaviors through speed enforcement and installation of rumble strips, intersection collisions through improvement to sight distance obstacles and pavement markings, and lane departure collisions through improved signage and installation of rumble strips and guardrails.

2.0 CORRIDOR CONTEXT

2.1 Facility Type

Throughout the study corridor, US-259 is designated as an “Other Principal Arterial” according to ODOT’s *Rural Functional Classification* (RFC). Features of the study corridor include:

- Two-lane roadway without left- or right-turn lanes
- Shoulder widths vary between 5-8 feet
- Speed limits vary from 45 to 65 miles per hour (mph)
- Roadside features include trees, ditches, embankments, bridges, utility poles, traffic signs, and business signs
- Passing zones are present in approximately 30% of the study corridor
- Numerous intersecting residential and commercial driveways as well as county roads and trails



US-259 near Carson Creek Road (NB)



US-259 north of Stevens Road (NB)



US-259 near Stevens Gap Road (SB)

2.2 Users

The US-259 corridor serves commuters, weekend recreational users, and heavy truck traffic (logging operations). During the average weekday, traffic is fairly evenly split with commuters traveling in both directions in the morning and afternoon peak periods. Heavy truck (3 or more axles) traffic is slightly higher in the northbound direction for the morning period and conversely is much higher in the southbound direction in the afternoon. Field reconnaissance and intersection turning movement counts indicate heavy trucks typically travel northbound and southbound throughout the entire corridor, however trucks are also present on local roadways such as Sherry Lane west of US-259, Sweet Home Road, and Lukfata Trail. The peak hours based on recent intersection turning movement counts are approximately 11:00 AM-12:00 PM and 3:15 PM-4:15 PM.



During the 2017 Memorial Day weekend (holiday Friday and Saturday travel conditions), approximately 60% more vehicles traveled northbound south of Stevens Gap Road than on an average weekday. North of Stevens Gap Road, the daily and peak hour traffic volumes were evenly split between the northbound and southbound directions. Heavy truck traffic was more than 50% less than average weekday conditions. The peak hours based on recent intersection turning movement counts were approximately 11:00 AM-12:00 PM and 3:30 PM-4:30 PM on a holiday Friday and holiday Saturday.

2.3 Mobility

In McCurtain County, US-259 connects Idabel to Smithville and travels through Broken Bow and Hochatown. It connects to SH-259A which is a 10-mile loop to Broken Bow Lake and Beavers Bend Resort Park. Though mostly rural in nature, the US-259 study corridor includes a significant number of driveways and access roads that link residential units and businesses directly to US-259. While the location of businesses is sporadic throughout most of the corridor, there are concentrations of businesses near Sherry Lane, Sweet Home Road, near the intersection with SH-259A (S), and within and near Hochatown whose economy is based on tourism. The businesses near Hochatown consist of restaurants, gift shops, gas stations, wineries/breweries, luxury cabins, and other entertainment/convenience based businesses and the area is continuing to grow rapidly.

The Annual Average Daily Traffic (AADT) south of SH-259A (S) was reported by ODOT to be 4,200 in 2016. ODOT does not maintain a permanent traffic recorder along the study corridor, therefore this AADT is likely based on data collected over a 2-day midweek period during an off-peak month. The 2017 average daily traffic (ADT) of 7,400 used in this report was collected over a 14-day period during a peak month. The difference between these volumes is indicative of the seasonal variability along this corridor. ODOT's seasonal factors are used to adjust short-term counts for seasonal and day of the week variability

The posted speed limit along the US-259 study corridor varies between 45 and 65 mph. Speed data, as well as field reconnaissance, indicate these speeds are appropriate for much of the corridor except for some segments that include a significant number of driveways and access roads. Throughout Hochatown, the posted speed limit is 55 mph and the speed data collected for the area south of Hochatown showed that there was a decrease in vehicle speeds during periods of peak traffic volumes. Speed limits are established to reflect the reasonable speed of most drivers on a roadway and are set based on speed data collected on weekdays during off peak periods under favorable weather conditions. Speed limits are not set based on peak periods which represent a small fraction of total traffic conditions.

While the US-259 study corridor does not feature passing lanes which provide opportunities for motorists to overtake slower vehicles without entering opposing lanes of traffic, passing zones are permitted for approximately 30% of its length. All passing maneuvers in these passing zones are accomplished by entering an opposing vehicle lane, overtaking the slower moving vehicle, and then returning to the right lane. To safely accomplish this maneuver, sufficient sight distance is needed to ensure the left lane is clear of opposing traffic. Limitations to sight distance such as horizontal curves, crest vertical curves, or other obstructions may limit sight distance and reduce safe passing opportunities.

3.0 CORRIDOR COLLISION HISTORY

The US-259 study corridor, extending from approximately milepost 0.75 to 14.63, had 126 reported collisions in the five-year study period between 2011 and 2015. **Figure 2** maps out the general location and severity of each reported collision. **Figure 3** charts the number of collisions by location within the study area. The collision data obtained from ODOT is provided in the Appendix.

3.1 Collision Analysis

Out of the total 126 collisions reported, 2 collisions included at least one fatality (3 total fatalities), 50 collisions included at least one injury or possible injury (89 persons), and 74 collisions resulted in property damage only. **Figure 4** depicts the number of injuries and injury collisions that occurred at each location within the study area. One of the fatalities occurred approximately 1.3 miles north of Sweet Home Road (Joe Hough Road) and consisted of a single vehicle rollover accident that was attributed to a sleepy driver. The other fatality occurred approximately 1.5 miles north of SH-259A (S) and involved 3 vehicles in a head-on collision of which unsafe speed was a contributing factor. It was also identified as intersection related and the location is near access point E43, a county road.

As seen in the following figures, the locations with the highest number of reported collisions are in the segments of US-259 between Sherry Lane and SH-259A (N). The segments between Old Hochatown Road (Pinyon Road) and Carson Creek Road (Juniper) also had higher numbers of collisions. The intersections at Sherry Lane, Sweet Home Road (Joe Hough Road), and Lukfata Trail at US-259 had the highest number of reported intersection-related collisions. The locations with the highest number of reported collisions that included an injury or possible injury are also in the segments of US-259 between Sherry Lane and SH-259A (N) and between Old Hochatown Road (Pinyon Road) and Carson Creek Road (Juniper). The Lukfata Trail intersection also ranked high in the number of injury collisions.

The types of collisions occurring within the entire study area are categorized and summarized in **Figure 5**. Nearly $\frac{1}{3}$ of collisions occurred with a fixed object such as a tree, utility pole, guardrail, or embankment, and unsafe vehicle speeds were a contributing factor in almost 40% of these. There was also a large number of rear-end collisions (25%) and angle turning collisions (19%) in which unsafe speeds, improper turns, vehicles following too closely and failure to yield were contributing factors.

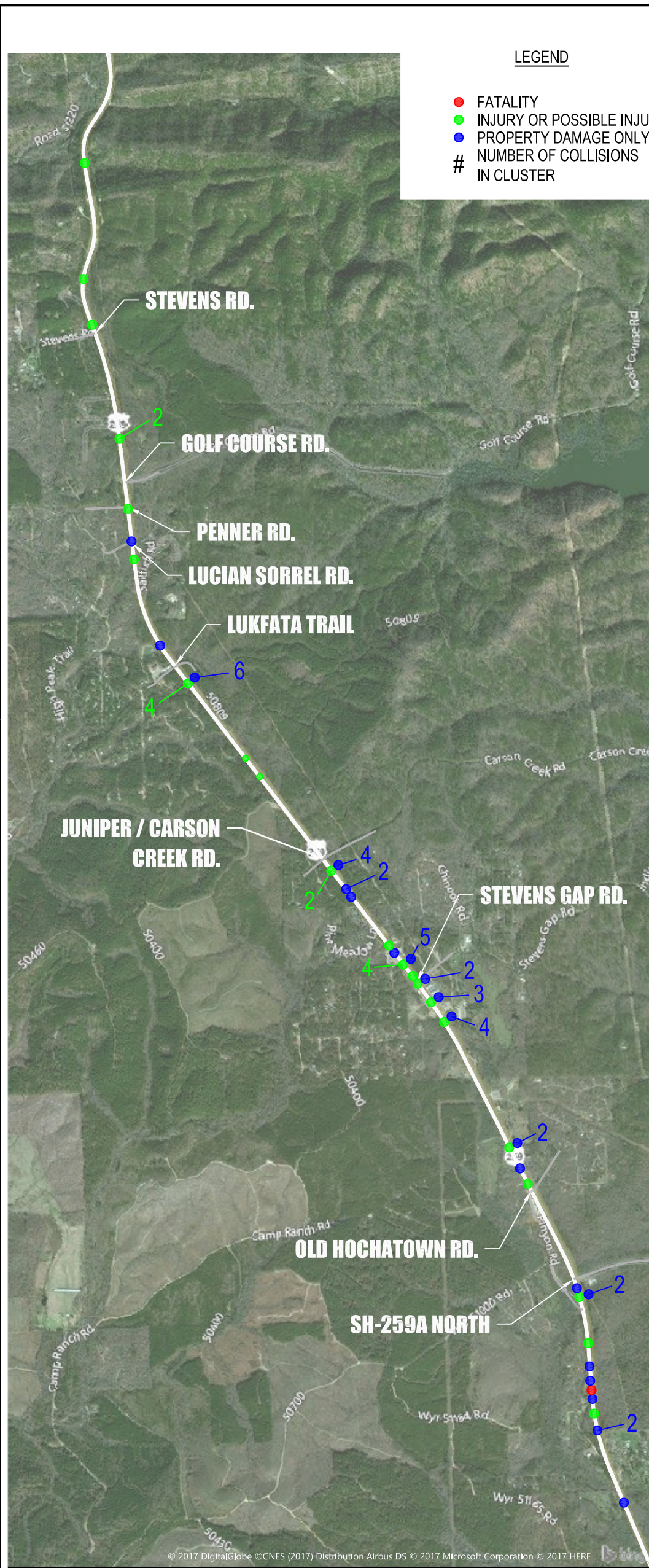


FIGURE 2

MAP OF REPORTED COLLISIONS
(2011 - 2015)

Figure 3: Reported Collisions by Location

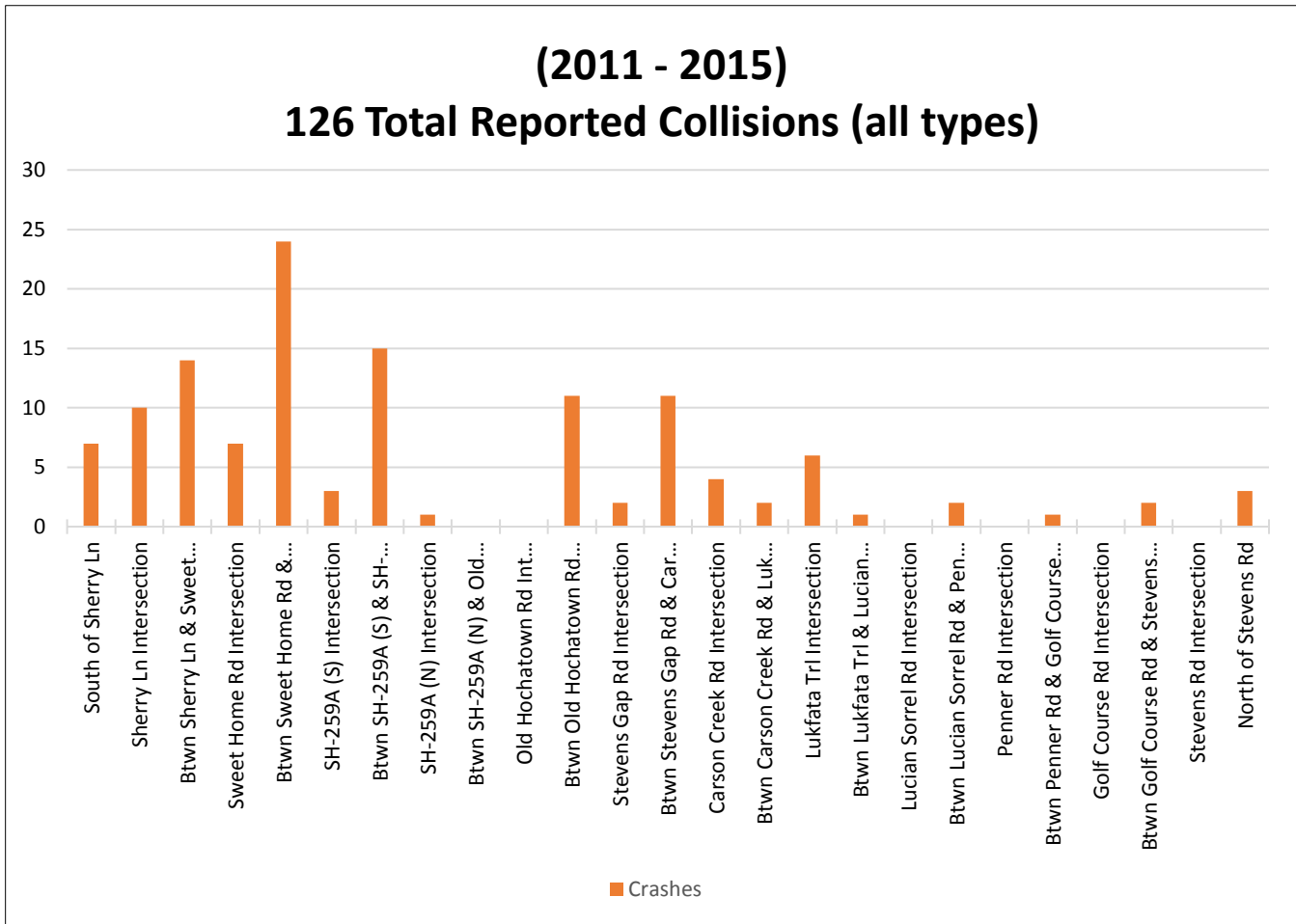


Figure 4: Reported Injuries by Location

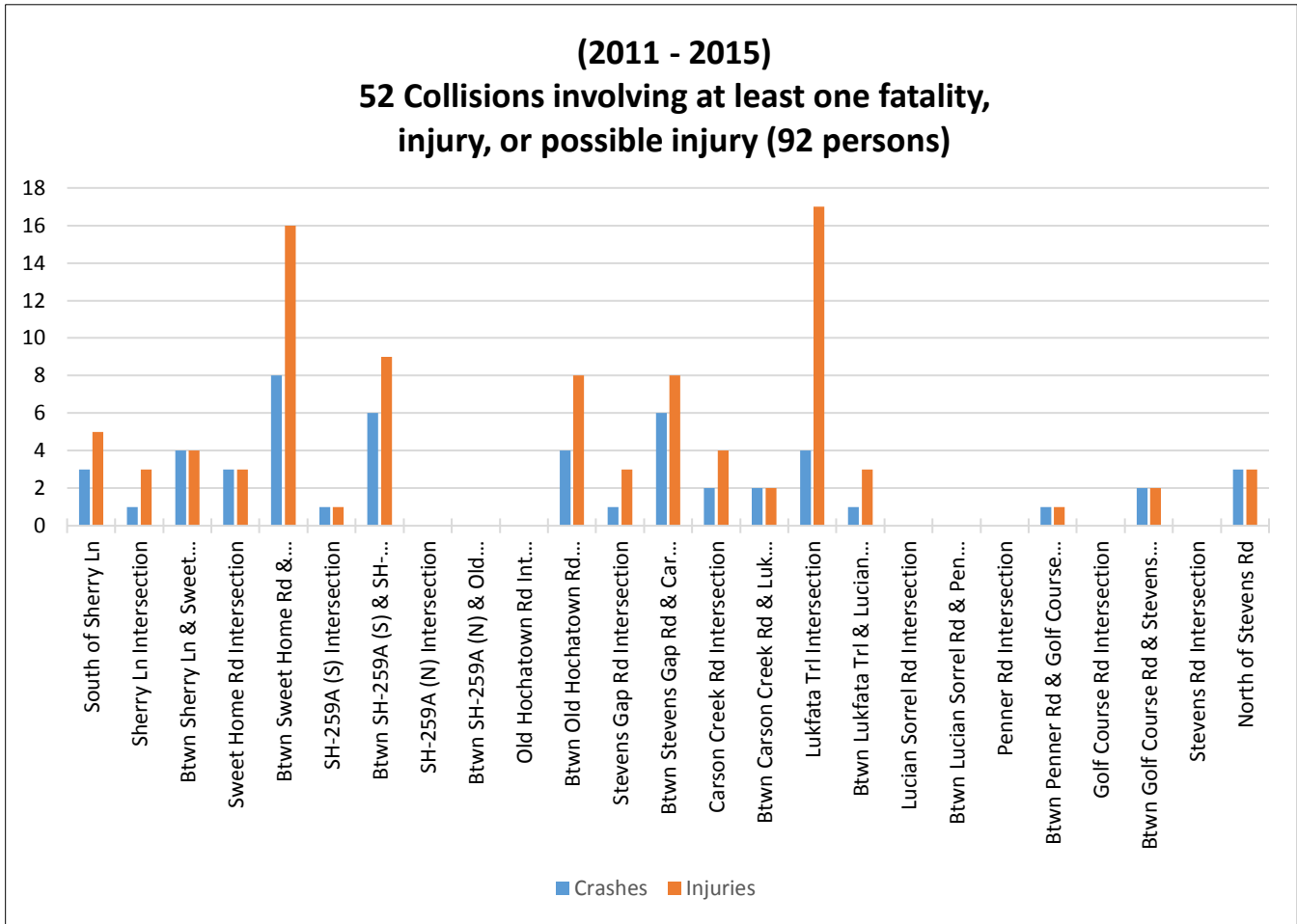
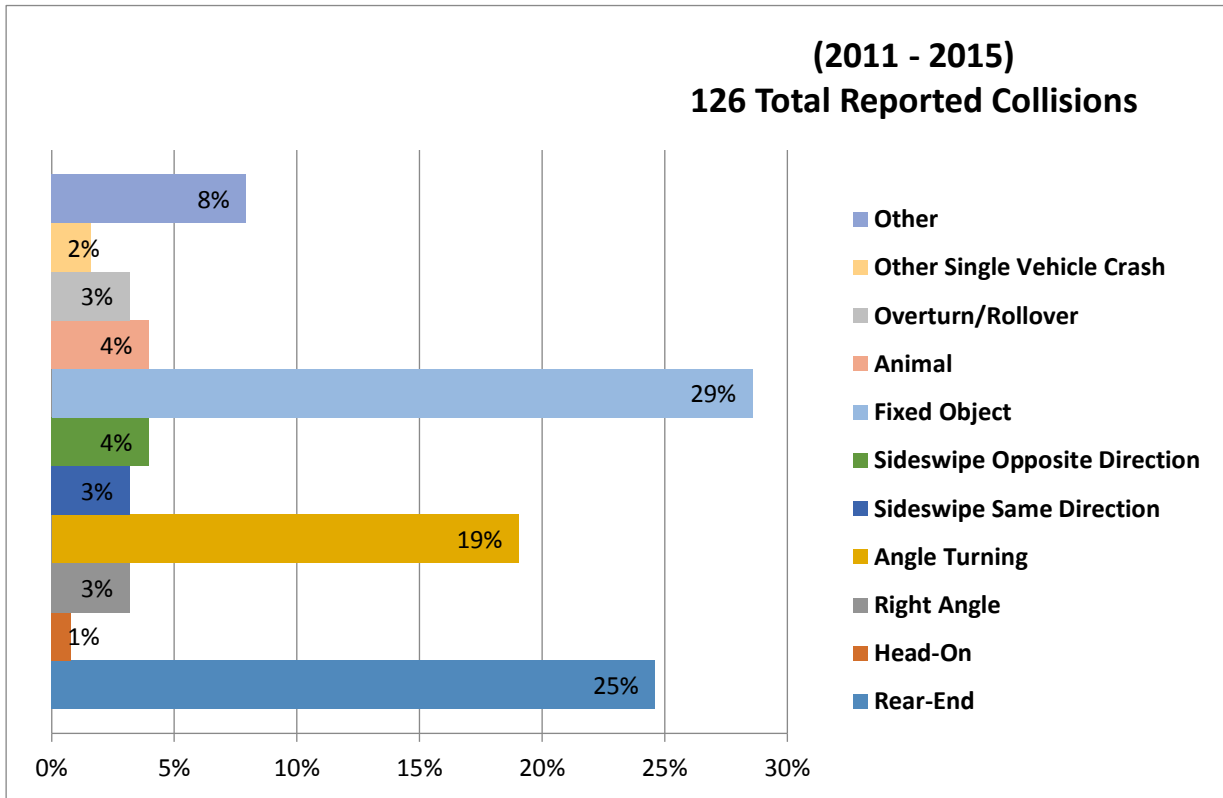


Figure 5: Type of Collisions



The collision data states that 216 vehicles were involved in the 126 total collisions along the corridor. The traffic count and collision data collected along the corridor shows that 8-12% of traffic is heavy trucks (3 or more axles) and approximately 7% of vehicles involved in a collision were heavy trucks. While this does not indicate that heavy trucks were involved in an excessively high number of collisions compared to their overall presence along the corridor, the field reconnaissance and speed data (discussed in greater detail in later sections of this report) suggest that the speeding of heavy trucks should be addressed through enforcement of the posted speed limits before it contributes to an increase in number and severity of collisions as the traffic volumes along this corridor increase.

Several variables contribute to the likelihood of a collision. These variables include roadway geometric design, lighting conditions, speed, driver awareness, pavement condition, signing and pavement marking presence and condition, weather conditions, and others. **Figure 6** and **7** show the number of collisions reported for various lighting and roadway conditions. As shown in this figure, over $\frac{3}{4}$ of collisions occur during the daylight hours and in dry weather conditions. **Figure 8** shows the causal type of all reported collisions and indicates that unsafe speed and driver inattention were the contributing factors in more than 40% of collisions.

Figure 6: Percentage of Collisions by Lighting Conditions

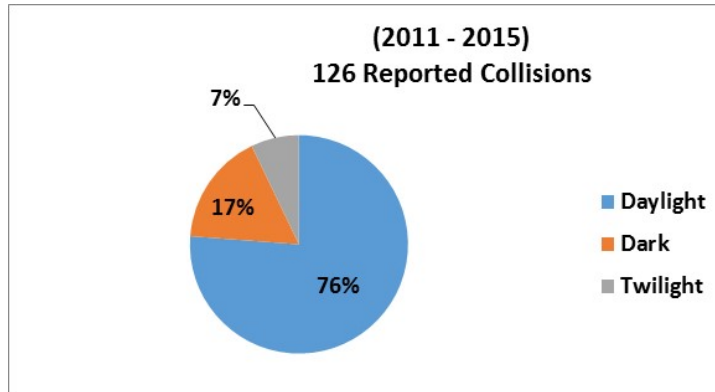


Figure 7: Percentage of Collisions by Roadway Conditions

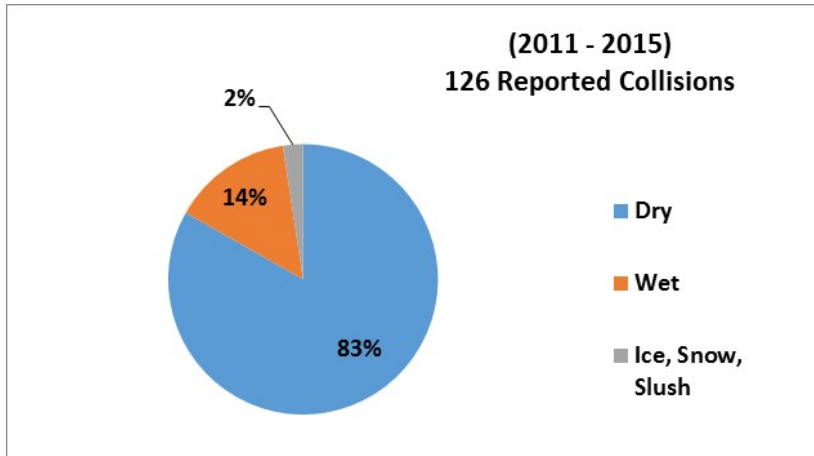
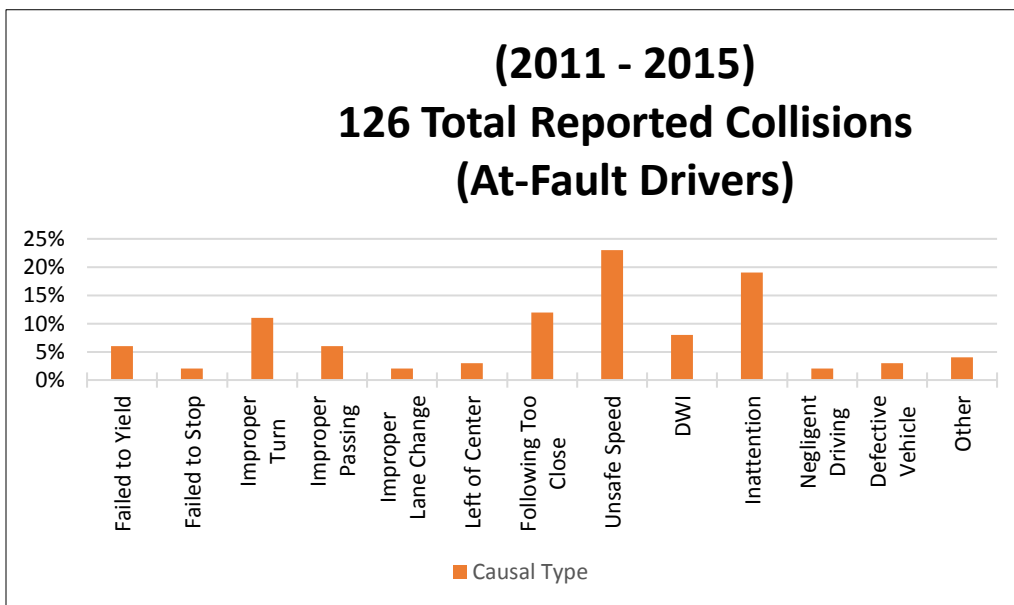


Figure 8: Percentage of Collisions by Causal Type



3.1.1 Collision Rates

The collision data obtained from ODOT includes collision rate analysis which compares the rates calculated for the study corridor against the statewide rates computed based on similar roadways. In this case, the ODOT collision report classifies US-259 as a two-lane undivided rural roadway without access control. While this classification is appropriate for some segments of US-259, the segments near Sherry Lane and those through Hochatown could be considered more like a transitioning or urban segment. The collision rates reported by ODOT are also based on the AADT value of approximately 4,100 which is low considering the seasonal variability of the corridor. Utilizing the collected ADT of 7,400 yields different collision rates as shown in **Table 1**.

Table 1: Collision Rate Analysis (2011-2015)

Road Characteristics	Statewide Collision Rates (Source: ODOT)	US-259 Study Corridor (Source: ODOT)	US-259 Study Corridor	US-259 thru Hochatown
Total Collisions	--	126	126	23
Fatal Collisions	--	2	2	0
Avg. Daily Traffic	--	4,107	7,400	7,400
Segment Length (miles)	--	13.88	13.88	1.50
Overall Collision ¹ :	95.72	121.05	67.18	113.48
Fatal Collision ¹ :	2.79	1.92	1.07	0.00

¹ Collisions per 100 million vehicle miles

The adjusted collision rates for the entire corridor are less than the reported statewide rates for similar roadways; however, since the collision data indicated a higher number of collisions through Hochatown (in comparison to other locations along the corridor) and the field reconnaissance identified potential safety concerns in this area, collision rates were also calculated for the 1.5-mile segment of US-259 from Hochatown Road to south of Carson Creek Road (Juniper). The collision rate for this segment is almost 20% higher than the statewide rate.

3.1.2 General Safety Recommendations

Due to the types and number of collisions within the US-259 study corridor, safety improvements are recommended. As the corridor continues to develop with additional retail, commercial, and recreational land uses, traffic volumes and the number of driveways/access roads are expected to increase which increase the likelihood of a collision. Possible safety improvements include:

- Install bridge signage and upgrade barricades or install compression barrier.
- Improve/install pavement markings including properly placed stop bars at the stop-controlled side streets.
- At the major unsignalized intersections, implement lane narrowing using rumble strips parallel to the edge lines.
- Install centerline rumble strips except at intersections and major commercial driveways.
- Remove all foliage that limits sight distance.
- Implement variable speed limits through Hochatown.
- Install curve warning signs and advisory speed plaques, as necessary.
- Improve/install street name signs and install advance street name signs.
- Install guardrails.
- Remove fixed objects from the clear zone.
- Consider access control or restricting certain turns from driveways in close proximity to an intersection. High crash modification factors (CMFs) for all types of collisions can be realized by eliminating or restricting driveway access within the functional area of intersections.
- Improve/install roadway and intersection lighting.
- Apply high-friction surface treatments through major intersections and sharp curves.



Centerline and edge line rumble strips



Variable speed limit sign



Advance street name signs



Curve warning sign

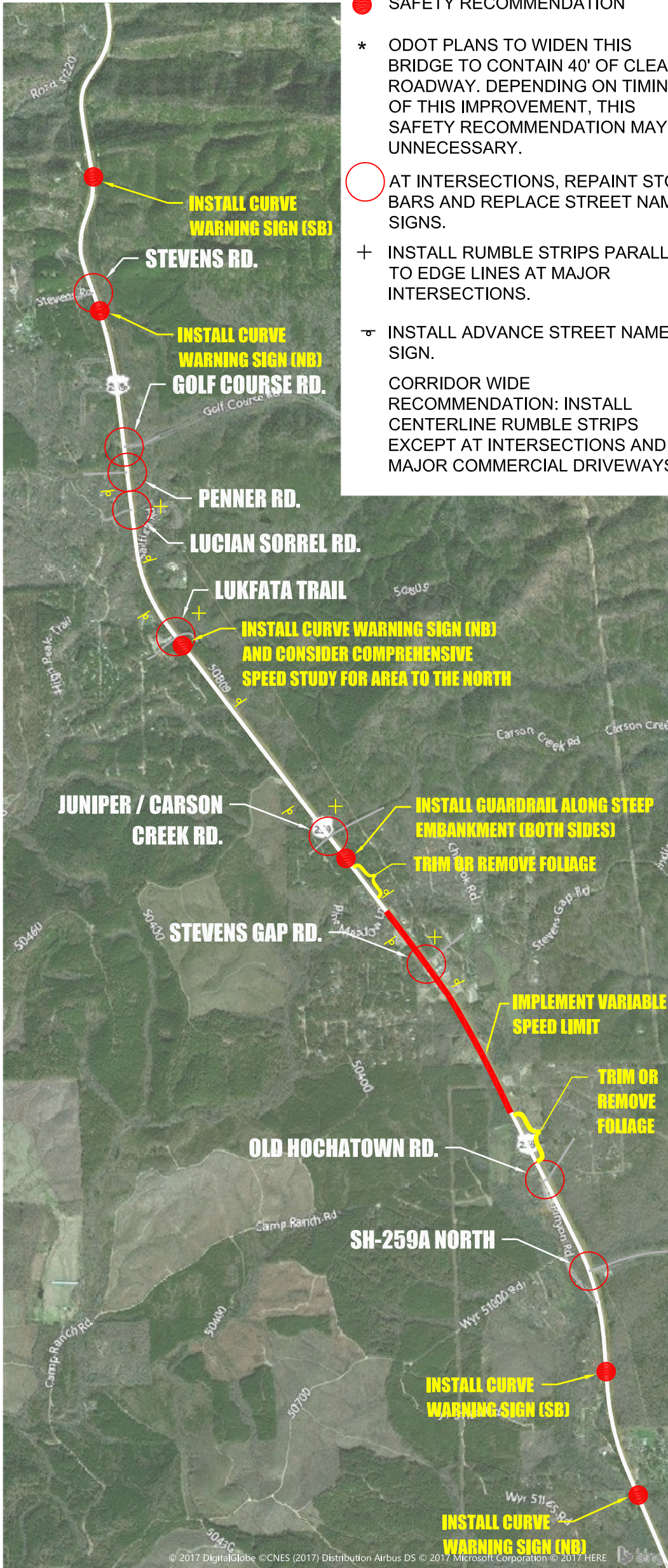


Intersection lighting

Figure 9 identifies recommended safety improvements and the specific locations where they would be applicable along the study corridor.

LEGEND

- SAFETY RECOMMENDATION
 - * ODOT PLANS TO WIDEN THIS BRIDGE TO CONTAIN 40' OF CLEAR ROADWAY. DEPENDING ON TIMING OF THIS IMPROVEMENT, THIS SAFETY RECOMMENDATION MAY BE UNNECESSARY.
 - AT INTERSECTIONS, REPAINT STOP BARS AND REPLACE STREET NAME SIGNS.
 - + INSTALL RUMBLE STRIPS PARALLEL TO EDGE LINES AT MAJOR INTERSECTIONS.
 - ⊖ INSTALL ADVANCE STREET NAME SIGN.
- CORRIDOR WIDE RECOMMENDATION: INSTALL CENTERLINE RUMBLE STRIPS EXCEPT AT INTERSECTIONS AND MAJOR COMMERCIAL DRIVEWAYS.



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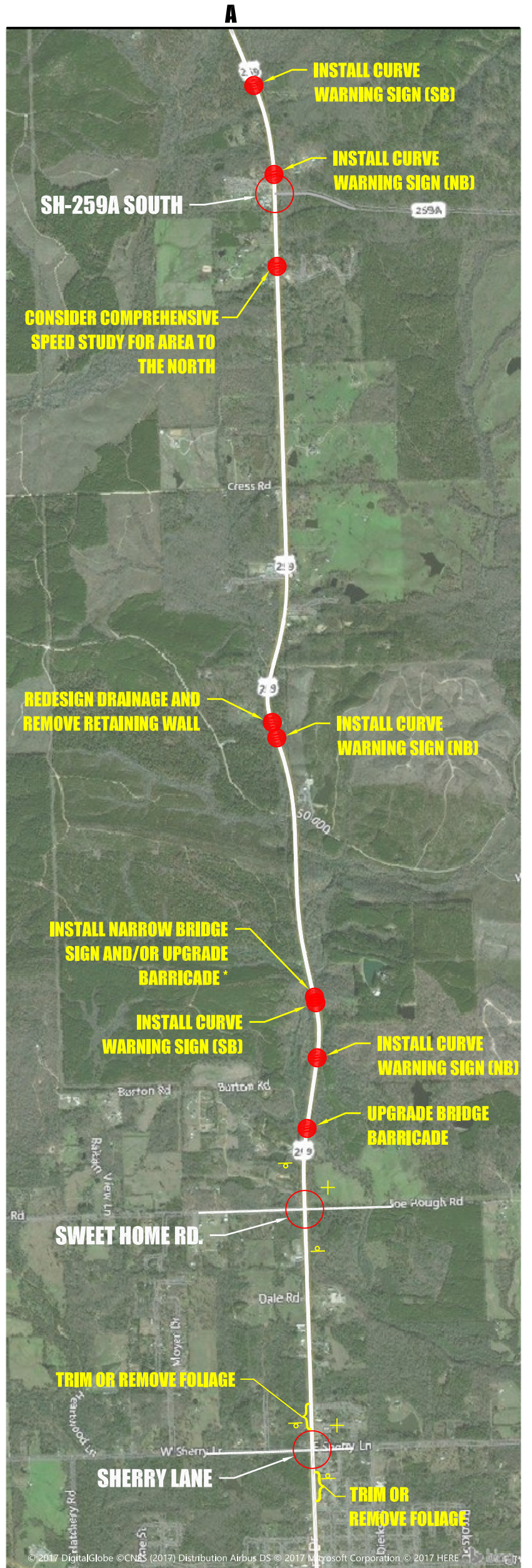


FIGURE 9

RECOMMENDED SAFETY IMPROVEMENTS

4.0 CORRIDOR PERFORMANCE ANALYSIS

Twelve (12) intersections and four (4) roadway segments throughout the US-259 study corridor were evaluated for operational analysis. These locations were previously depicted in Figure 1 and were analyzed to determine their current and predicted operational capacity and levels of service. In addition, warrants for a traffic signal and left- and/or right-turn auxiliary lanes at intersections were evaluated. Other analysis includes sight distance measurements at intersections and driveways, access management opportunities and passing zones evaluation. Recommendations to improve safety and operations along the corridor are summarized at the end of this report.

4.1 Traffic Volumes

4.1.1 Existing Lane Configurations

The existing lane configurations and traffic control for the US-259 study corridor are provided in **Figure 10**. A description of the study area roadways depicted on ODOT's RFC map includes:

US-259 – US-259 is a two-lane undivided rural highway through the study area with a posted speed limit that varies between 45 and 65 mph. It is identified as an “Other Principal Arterial” according to ODOT's RFC map.

Sherry Lane – Sherry Lane is a two-lane undivided roadway through the study area with a posted speed limit of 25 mph east of US-259. There is no posted speed limit west of US-259. It is identified as a “Major Collector” west of US-259 according to ODOT's RFC map. Sherry Lane is the southern terminus of this study.

Sweet Home Road (Joe Hough Road) – Sweet Home Road (Joe Hough Road) is a two-lane undivided rural roadway through the study area without a posted speed limit. It is identified as a “Minor Collector” west of US-259 according to ODOT's RFC map.

SH-259A – SH-259A is a two-lane undivided rural roadway through the study area with a posted speed limit that varies. The posted speed limit at the intersections with US-259 are 45 and 55 mph. SH-259A connects with US-259 twice as it loops around to provide access to Broken Bow Lake. It is identified as a “Major Collector” according to ODOT's RFC map.

Minor Roadways – Two-lane undivided rural roadways with speed limits of 25 mph not listed on ODOT's RFC map include all other study area roadways within the corridor.

LEGEND:

● Stop Sign

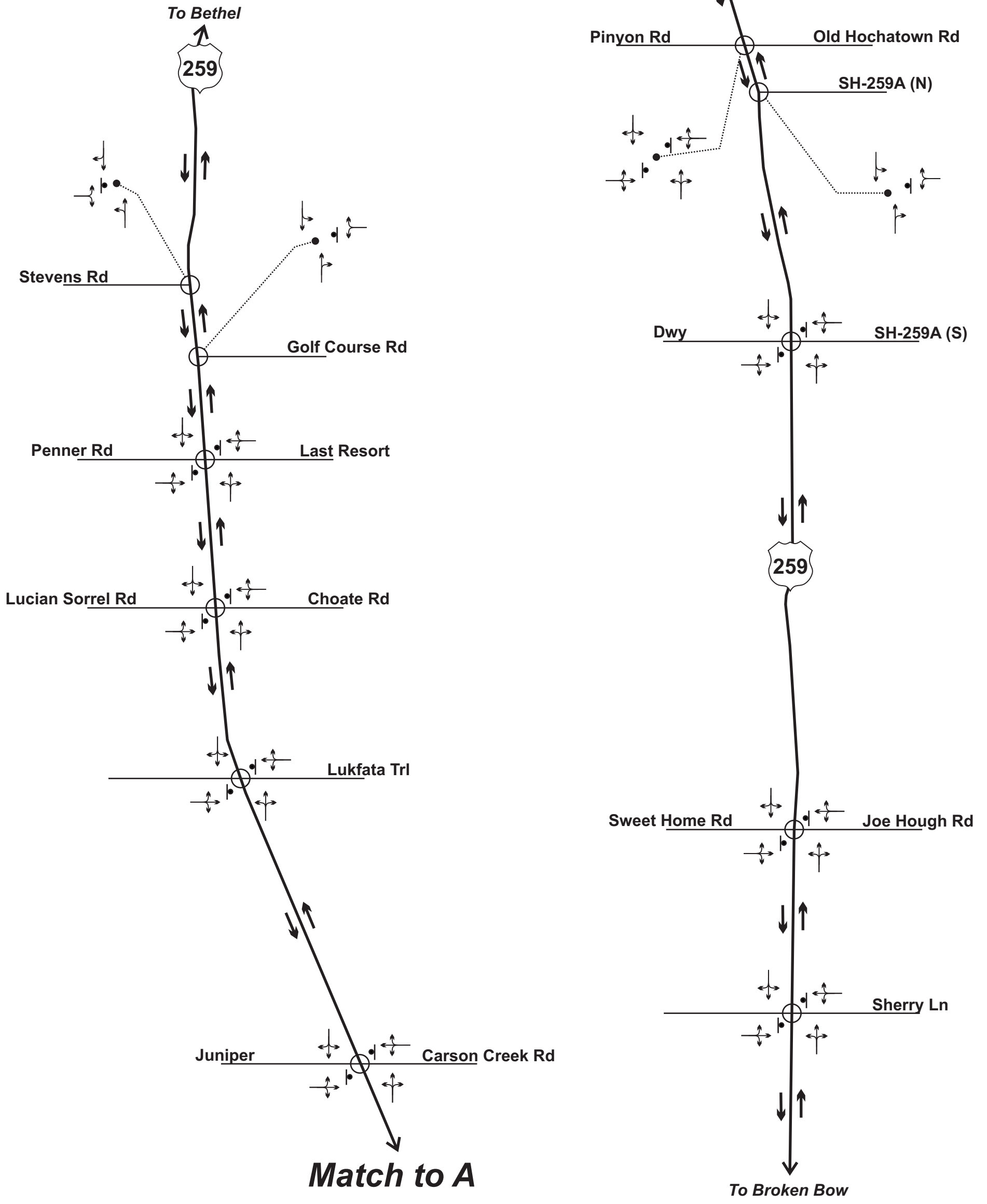


Figure 10



1000 W. Wilshire Blvd,
Suite 403-E
Oklahoma City, OK 73116
(405) 384-5127

LEE ENGINEERING

**EXISTING SYSTEM
LANE CONFIGURATIONS**

4.1.2 Existing Traffic Volumes

Existing daily traffic counts were collected over a 14-day period between May 18 and May 31, 2017 at four (4) locations. These counts include bi-directional volumes, vehicle classification, and speed data. Existing turning movement volumes were collected at twelve (12) intersections from 9:00 AM-6:00 PM on Wednesday, May 24, 2017, from 11:00 AM-8:00 PM on Friday, May 26, 2017, and from 10:00 AM-7:00 PM on Saturday, May 27, 2017. The raw traffic count data was adjusted in coordination with the ODOT Strategic Asset & Performance Management Division to reflect design daily/hourly volumes as well as balancing along the entire corridor. **Figures 11 through 13** show the adjusted Existing (2017) daily and peak hour volumes for the study corridor. The raw traffic count data is provided in the Appendix.

4.1.3 Traffic Growth Projections

In order to provide meaningful recommendations that are relevant for future traffic conditions, traffic volumes were projected to a short-term Design Year (2022) and a long-term Horizon Year (2037). The short-term annual background growth rate over the next 5 years was estimated to be 4% based on known developments planned along the US-259 study corridor. There are numerous rental cabins, restaurants, and other service and entertainment commercial and retail land uses currently in various stages of planning and construction within the corridor. The long-term annual background growth rate beyond the next 5 years, was estimated to be 2%, conservatively. These growth rates were applied to all existing traffic volumes in order to forecast future traffic volumes. In addition to the background traffic growth based on annual rates, traffic volumes along US-259 and at the SH-259A (N) intersection were also increased to account for the additional trip generation stemming from a planned resort. Information and calculations related to this process are provided in the Appendix. Figures that show the estimated Design Year (2022) and Horizon Year (2037) traffic volumes are also provided in the Appendix.



New development at Penner Rd.

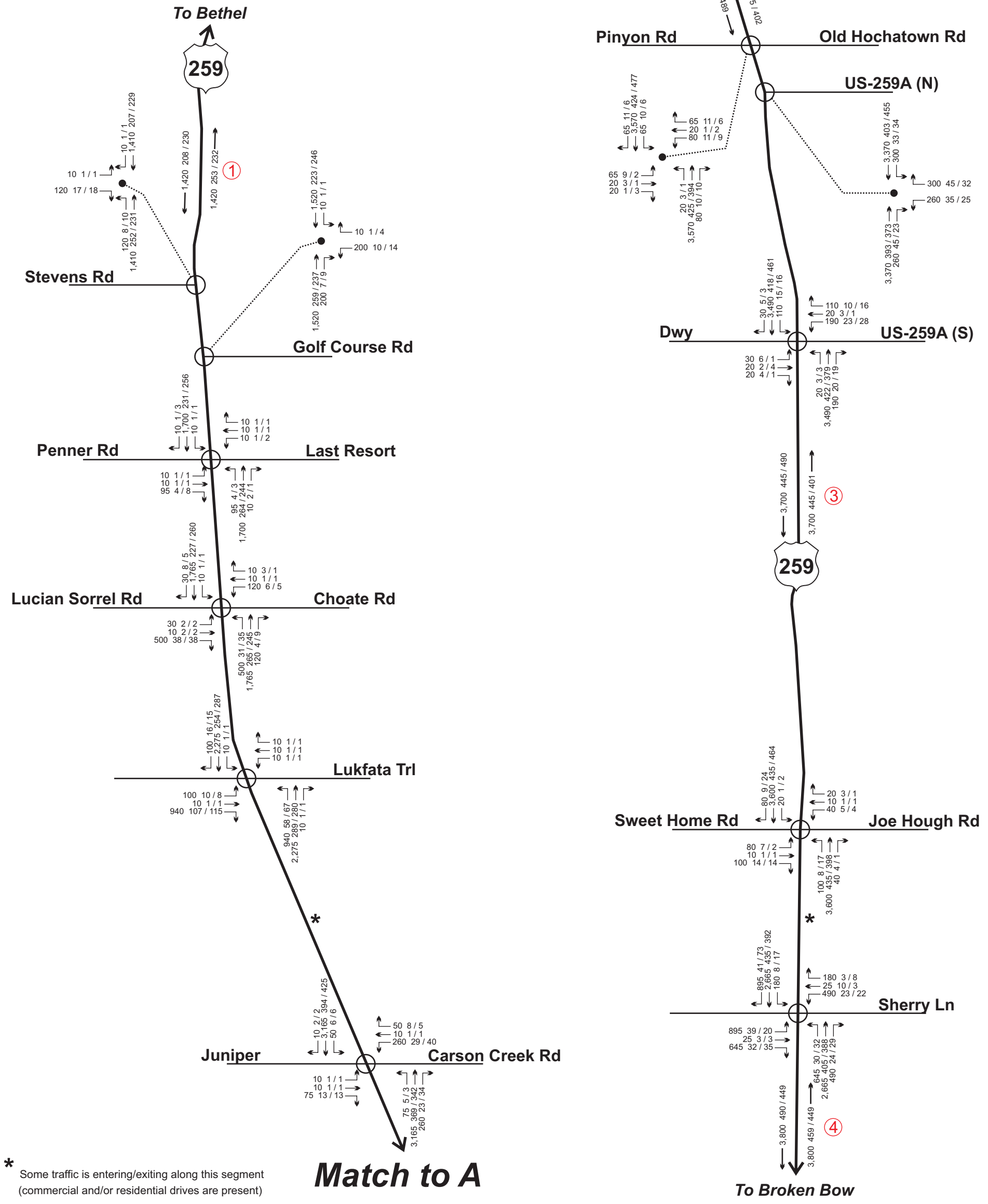


New development near SH-259A (S)

LEGEND:

- = Direction of Travel
- ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour
- T(AADT) = Percent Truck Traffic (2+ axles)
- T(DHV) = Percent Truck Traffic (2+ axles) = AM (PM)
- T3 = Percent Truck Traffic (3+ axles)

	①	②	③	④	
T(AADT)	20%	15%	15%	12%	 Not to Scale
T(DHV)	20%	15%	15%	12%	
T3	12%	10%	10%	8%	



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)

Figure 11



1000 W. Wilshire Blvd,
Suite 403-E
Oklahoma City, OK 73116
(405) 384-5127

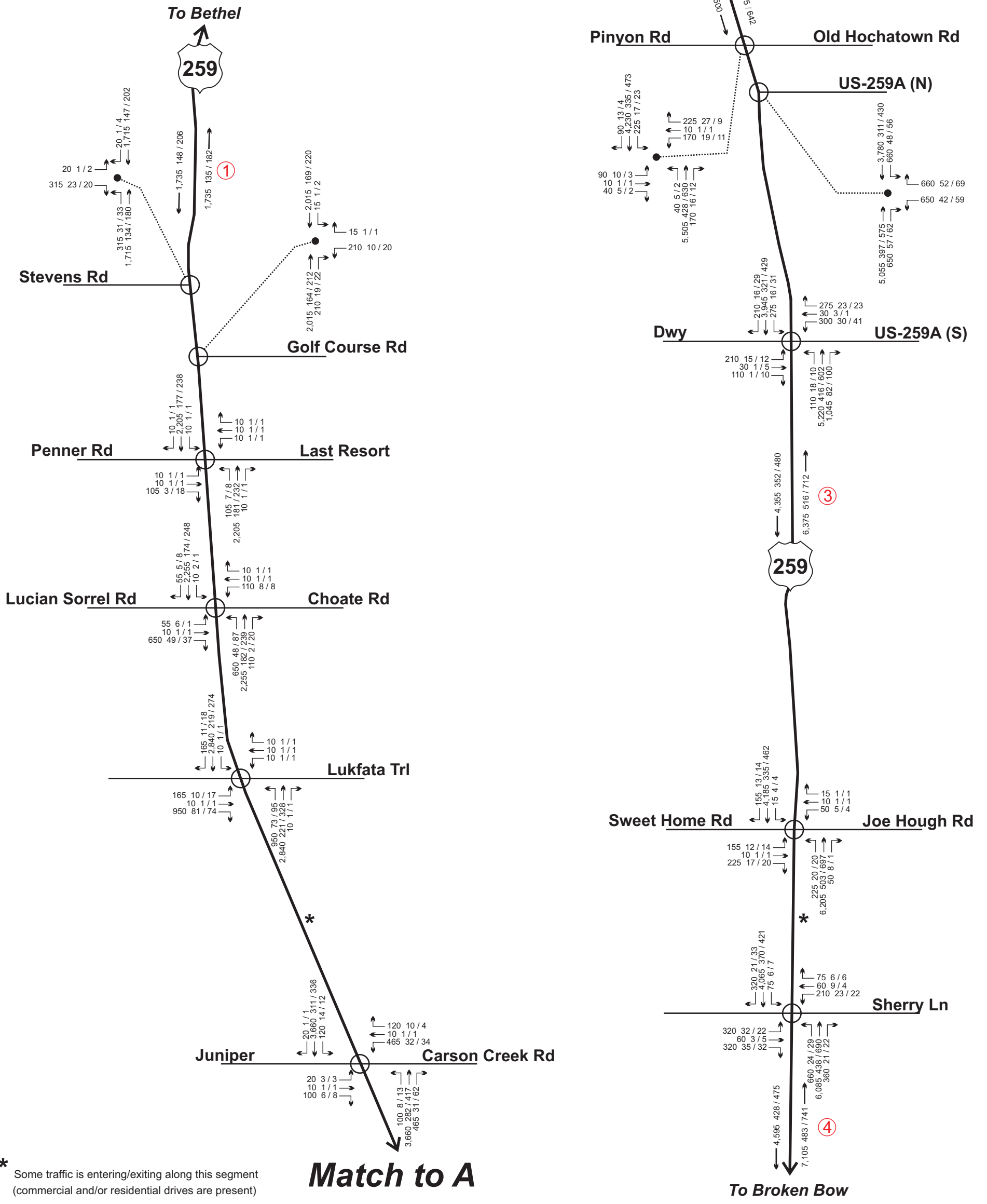
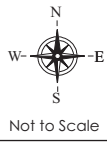
LEE ENGINEERING

**BASE (2017) EXISTING SYSTEM
AVERAGE WEEKDAY TRAFFIC**

LEGEND:

- = Direction of Travel
- ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour
- T(AADT) = Percent Truck Traffic (2+ axles)
- T(DHV) = Percent Truck Traffic (2+ axles) = AM (PM)
- T3 = Percent Truck Traffic (3+ axles)

	①	②	③	④
T(AADT)	15%	12%	12%	10%
T(DHV)	15%	12%	12%	10%
T3	10%	8%	8%	6%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)

Figure 12



1000 W. Wilshire Blvd,
Suite 403-E
Oklahoma City, OK 73116
(405) 384-5127

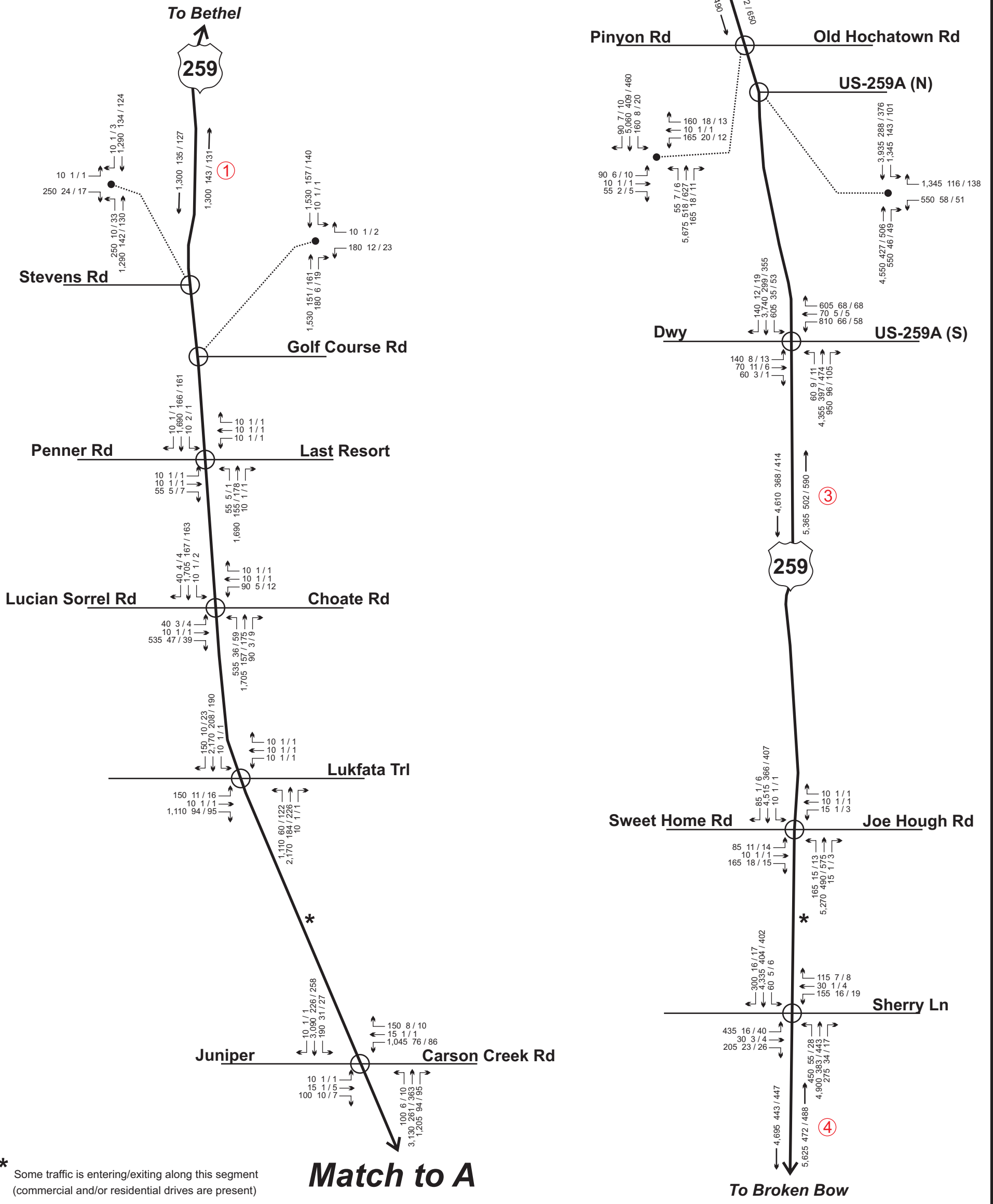
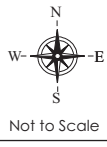
LEE ENGINEERING

**BASE (2017) EXISTING SYSTEM
HOLIDAY FRIDAY TRAFFIC**

LEGEND:

- = Direction of Travel
- ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour
- T(AADT) = Percent Truck Traffic (2+ axles)
- T(DHV) = Percent Truck Traffic (2+ axles) = AM (PM)
- T3 = Percent Truck Traffic (3+ axles)

	①	②	③	④
T(AADT)	12%	10%	10%	8%
T(DHV)	12%	10%	10%	8%
T3	8%	4%	4%	3%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)

Figure 13



1000 W. Wilshire Blvd,
Suite 403-E
Oklahoma City, OK 73116
(405) 384-5127

**BASE (2017) EXISTING SYSTEM
HOLIDAY SATURDAY TRAFFIC**

4.2 Capacity Analysis

4.2.1 Roadway Link Capacity Analysis

Roadway capacity is defined as the volume of traffic that a roadway can accommodate based on the road's width, traffic control, parking conditions, and several other factors. Service volume for Principal Arterial roadways without left-turn lanes is generally considered to be 13,680 vehicles per day for a level of service (LOS) E according to the *Association of Central Oklahoma Governments (ACOG) capacity table*, shown in **Table 2**.

Table 2: ACOG Planning Level Typical Daily Vehicular Capacities of Roadway Configurations

Route Type	Lanes	LOS E Capacity
Freeways	4 lane freeway	80,000 vpd
	6 lane freeway	125,000 vpd
	8 lane freeway	165,000 vpd
City Arterials	2 lane arterial ^{1,2}	17,100 vpd
	4 lane arterial (undivided) ¹	34,200 vpd
	4 lane arterial (divided)	38,000 vpd
	5 lane arterial (center turn lane)	36,000 vpd
	6 lane arterial (undivided)	52,300 vpd
	6 lane arterial (divided)	58,000 vpd
	One way street (per lane)	11,000 vpd

1 Apply 20% reduction if no left turn lanes provided within corridor

2 Apply 5% increase for continuous center turn lane

Roadway link LOS can be found by comparing the daily volumes to the LOS E criteria volumes:

- if Volume/Service Volume Ratio is ≤ 0.45 , then LOS = A or B
- if Volume/Service Volume Ratio is > 0.45 and ≤ 0.65 , then LOS = C
- if Volume/Service Volume Ratio is > 0.65 and ≤ 0.80 , then LOS = D
- if Volume/Service Volume Ratio is > 0.80 and ≤ 1.00 , then LOS = E
- if Volume/Service Volume Ratio is > 1.00 , then LOS = F

Table 3 provides the roadway link volume and LOS of the four (4) US-259 segments studied during the Average Weekday conditions for Existing (2017), Design Year (2022), and Horizon Year (2037) traffic conditions.

Table 3: Roadway Link Capacity Analysis

Roadway Segment	LOS E Capacity (vpd)	Scenario	Average Weekday Vpd (v/c)	LOS
US-259: North of Stevens Road	13,680	Existing (2017)	2,840 (0.21)	A or B
		Design Year (2022)	5,680 (0.42)	B
		Horizon Year (2037)	6,880 (0.50)	C
US-259: Between Old Hochatown Road and Stevens Gap Road	13,680	Existing (2017)	7,400 (0.54)	C
		Design Year (2022)	11,240 (0.82)	E
		Horizon Year (2037)	14,350 (1.05)	F
US-259: Between Sweet Home Road and US-259A (S)	13,680	Existing (2017)	7,400 (0.54)	C
		Design Year (2022)	11,230 (0.82)	E
		Horizon Year (2037)	14,350 (1.05)	F
US-259: South of Sherry Lane	13,680	Existing (2017)	7,600 (0.56)	C
		Design Year (2022)	11,480 (0.84)	E
		Horizon Year (2037)	14,670 (1.07)	F

vpd = Vehicles Per Day; v/c = Volume-to-Capacity Ratio; LOS = Level of Service

As shown in Table 3, US-259 currently operates at LOS C or better. Under Design Year (2022) conditions, US-259 is predicted to operate near capacity (LOS E) for all segments except for the segment north of Stevens Road that is predicted to operate at LOS B. Under Horizon Year (2037), US-259 is predicted to operate at LOS C north of Stevens Road, but exceed capacity (LOS F) at the remaining segments.

The segment of US-259 through Hochatown, between Old Hochatown Road (Pinyon Road) and Carson Creek Road (Juniper) operates differently than the rest of the study corridor. There are numerous driveways and access roads that connect to US-259 along this segment and the speed data indicates that vehicles travel slower during peak times throughout the day. Roadway link capacity analysis of this specific segment was analyzed using the *Highway Capacity Software* (HCS). The characteristics of the roadway were input into the software for a two-lane highway which analyzes the segment by direction for peak hour conditions and considers additional parameters such as shoulder and lane widths, percent no-passing zones, access point density, etc. The results of this analysis are provided in **Table 4**.

Table 4: HCS Analysis of US-259 Through Hochatown

Direction	Scenario	Traffic Volume (vph)	v/c Ratio	LOS
		AM / PM	AM / PM	AM / PM
Northbound	Existing (2017)	445 / 402	0.30 / 0.27	D / C
	Design Year (2022)	620 / 578	0.41 / 0.38	D / D
	Horizon Year (2037)	806 / 750	0.54 / 0.50	D / D
Southbound	Existing (2017)	445 / 489	0.30 / 0.33	D / D
	Design Year (2022)	627 / 710	0.42 / 0.47	D / D
	Horizon Year (2037)	815 / 916	0.54 / 0.61	D / E

vph = Vehicles Per Hour; v/c = Volume-to-Capacity Ratio; LOS = Level of Service

Widening the US-259 study corridor to accommodate additional travel lanes or a continuous center turn lane is shown to be warranted based on future traffic forecasts. This could alleviate congestion especially along the segment through Hochatown which currently contains an average of 29 access points per mile and is anticipated to experience increased development.

4.2.2 Intersection Capacity Analysis

The level of service of an intersection is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay. For unsignalized intersections, the levels of service, as shown in **Table 5**, are defined by average control delay in seconds per vehicle.

Capacity analyses were conducted for the study area intersections for Average Weekday, Holiday Friday, and Holiday Saturday under the following analysis scenarios:

- Existing (2017) Traffic Conditions
- Design Year (2022) Traffic Conditions
- Horizon Year (2037) Traffic Conditions

The intersection capacity analyses were conducted using *Highway Capacity Manual* (HCM) methodologies in the *Synchro 9* traffic analysis software package.

Table 5: Level of Service Criteria for Unsignalized Intersections

Level-of-Service (LOS)	Average Control Delay (seconds/vehicle)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

SOURCE: *Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016

Additional performance measures such as volume to capacity (v/c) ratios and queue lengths also provide an indication of operations. For example, at two-way stop controlled intersections, main street traffic volumes may impose longer average delays for a small number of side-street vehicles, thus creating vehicle delays which correspond to a poor level of service. Motorists and agencies will typically accept longer delays (LOS E or F) if gaps in the traffic stream are anticipated within a reasonable timeframe and the side street traffic volumes do not warrant a traffic signal. As a general guide, gap acceptance thresholds for the longer delay values can be defined when the v/c ratios are under 0.80, which corresponds to 80 percent capacity usage for that movement. Therefore, a traffic movement with a poor level of service and a v/c value below 0.80 could be considered as operating acceptably.

Table 6 presents the analysis results for the study intersections under Existing (2017), Design Year (2022), and Horizon Year (2037) traffic conditions.

Table 6: Intersection Capacity Analysis Results

US-259 Intersection	Worst Movement	Average Weekday LOS AM / PM		
		Existing (2017)	Design Year (2022)	Horizon Year (2037)
Sherry Ln	WB	C / C	F / F	F / F
Sweet Home Rd (Joe Hough Rd)	WB	C / C	D / E	F / F
SH-259A (S)	WB	C / C	E / E	F / F
SH-259A (N)	WB	C / C	F / F	F / F
Old Hochatown Rd (Pinyon Rd)	WB	C / C	D / D	F / F
Stevens Gap Rd	WB	C / C	E / E	F / F
Carson Creek Rd (Juniper)	WB	C / C	E / F	F / F
Lukfata Trl	WB	C / C	C / D	E / F
Lucian Sorrel Rd (Choate Rd)	WB	B / B	C / C	D / E
Penner Rd (Last Resort)	WB	B / B	C / C	C / C
Golf Course Rd	WB	B / B	C / C	C / C
Stevens Rd	EB	A / A	B / B	B / B
US-259 Intersection	Worst Movement	Holiday Friday LOS AM / PM		
		Existing (2017)	Design Year (2022)	Horizon Year (2037)
Sherry Ln	WB	D / E	F / F	F / F
Sweet Home Rd (Joe Hough Rd)	WB	C / D	E / F	F / F
SH-259A (S)	WB	C / E	E / F	F / F
SH-259A (N)	WB	C / D	F / F	F / F
Old Hochatown Rd (Pinyon Rd)	WB	C / C	D / F	F / F
Stevens Gap Rd	WB	C / D	D / F	F / F
Carson Creek Rd (Juniper)	WB	C / C	D / F	F / F
Lukfata Trl	WB	B / C	C / D	D / F
Lucian Sorrel Rd (Choate Rd)	WB	B / C	C / D	D / F
Penner Rd (Last Resort)	WB	B / B	B / C	C / C
Golf Course Rd	WB	B / B	B / C	C / C
Stevens Rd	EB	A / A	B / B	B / B
US-259 Intersection	Worst Movement	Holiday Saturday LOS AM / PM		
		Existing (2017)	Design Year (2022)	Horizon Year (2037)
Sherry Ln	WB	C / C	E / F	F / F
Sweet Home Rd (Joe Hough Rd)	WB	C / C	D / E	F / F
SH-259A (S)	WB	C / E	F / F	F / F
SH-259A (N)	WB	D / D	F / F	F / F
Old Hochatown Rd (Pinyon Rd)	WB	C / C	E / F	F / F
Stevens Gap Rd	WB	C / F	F / F	F / F
Carson Creek Rd (Juniper)	WB	C / D	E / F	F / F
Lukfata Trl	WB	B / C	C / C	D / E
Lucian Sorrel Rd (Choate Rd)	WB	B / B	C / C	C / D
Penner Rd (Last Resort)	WB	B / B	B / B	C / C
Golf Course Rd	WB	B / B	B / B	C / C
Stevens Rd	EB	A / A	B / B	B / B

Existing (2017)

The existing lane configurations shown in Figure 10 and the existing traffic volumes shown in Figures 11-13 were used for the Existing (2017) analyses. All intersections were shown to operate at LOS D or better under Average Weekday conditions; all but two (2) intersections were shown to operate at LOS D or better under Holiday Friday conditions; and all but three (3) intersections were shown to operate at LOS D or better under Holiday Saturday conditions. Although some of the approaches at these intersections were shown to operate at LOS E or F, the v/c ratios were less than 0.80 and major queues did not develop. Therefore, these intersections were determined to operate acceptably. Analysis results and *Synchro* worksheets are provided in the Appendix.

Design Year (2022)

The existing lane configurations shown in Figure 10 and the forecasted traffic volumes shown in the Appendix were used for the Design Year (2022) analyses. Five (5) of the 12 intersections were shown to operate at LOS D or better under Average Weekday, Holiday Friday, and Holiday Saturday conditions. Although some of the approaches at these intersections were shown to operate at LOS E or F, the v/c ratios were less than 0.80 at most and major queues were not predicted. However, there were approaches at several intersections that were predicted to operate at LOS E or F with v/c ratios greater than 0.80. Analysis results and *Synchro* worksheets are provided in the Appendix.

Horizon Year (2037)

The existing lane configurations shown in Figure 10 and the forecasted traffic volumes shown in the Appendix were used for the Horizon Year (2037) analyses. Three (3) of the 12 intersections were shown to operate at LOS D or better under Average Weekday and Holiday Friday conditions; four (4) of the 12 intersections were shown to operate at LOS D or better under Holiday Saturday conditions. Although some of the approaches at these intersections were shown to operate at LOS E or F, the v/c ratios were less than 0.80 at most and major queues were not predicted. However, there were approaches at several intersections that were predicted to operate at LOS E or F with v/c ratios greater than 0.80. Analysis results and *Synchro* worksheets are provided in the Appendix.

Improvements at these intersections, such as installation of auxiliary lanes and traffic signals, are recommended and the specific locations are identified in later sections of this report.

4.3 Traffic Signal Warrant Analysis

Based on the results of the intersection capacity analysis, a traffic signal warrant analysis was conducted for three (3) intersections along US-259 to determine if signalization is currently warranted or may be warranted at these locations in the future. This section summarizes the results of the traffic signal warrant analysis conducted for each intersection, US-259 at Sherry Lane, at SH-259A (S), and at SH-259A (N). Details of the traffic signal warrant analysis are provided in the Appendix.



Sherry Lane / US-259



SH-259A (S) / US-259



SH-259A (N) / US-259

The traffic signal warrant analysis was performed using existing traffic counts collected in May 2017 and future volumes projected for Design Year (2022) and Horizon Year (2037). The existing approach volumes were collected over a 9-hour period at each study intersection and the raw data is presented in the Appendix.

The traffic signal warrant analysis is based on the traffic signal warrants contained in Chapter 4C, “Traffic Control Signal Needs Studies,” of the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD). Nine warrants are included in the manual for warranting a traffic signal installation. These warrants are:

- Warrant 1 – Eight-Hour Vehicular Volume;
- Warrant 2 – Four-Hour Vehicular Volume;
- Warrant 3 – Peak Hour;
- Warrant 4 – Pedestrian Volume;
- Warrant 5 – School Crossing;
- Warrant 6 – Coordinated Signal System;
- Warrant 7 – Crash Experience;
- Warrant 8 – Roadway Network;
- Warrant 9 – Intersection Near a Railroad Grade Crossing

A summary of the traffic signal warrants for each intersection analyzed are provided in **Table 7**.

Table 7: Signal Warrant Summary

Warrant	Warrant Met?		
	Sherry Lane/US-259	SH-259A (S)/US-259	SH-259A (N)/US-259
1 – Eight-Hour Vehicular Volume	<u>YES</u> (2022 & 2037)	NO	<u>YES</u> (2022 & 2037)
2 – Four-Hour Vehicular Volume	<u>YES</u> (2022 & 2037)	<u>YES</u> (2037)	<u>YES</u> (2037)
3 – Peak Hour	N/A	N/A	N/A
4 – Pedestrian Volume	N/A	N/A	N/A
5 – School Crossing	N/A	N/A	N/A
6 – Coordinated Signal System	N/A	N/A	N/A
7 – Crash Experience	NO	NO	NO
8 – Roadway Network	N/A	N/A	N/A
9 – Near a Railroad Grade Crossing	N/A	N/A	N/A

N/A = Not applicable

None of the intersections evaluated currently meet any of the nine (9) signal warrants. Warrants 1 & 2 are met under Design Year (2022) and/or Horizon Year (2037) conditions based on the estimated future traffic forecasts, therefore installation of a traffic signal may be needed at these intersections in the future. It is recommended that these intersections continue to be monitored as increased development is realized within the corridor.

4.4 Auxiliary Lane Analysis

4.4.1 Right-Turn Deceleration Lane Analysis

No right-turn deceleration lanes presently exist along US-259 within the study area. Local drivers have an expectation of turning movements occurring from the through lanes. For highways, the ODOT design guidelines indicate that an auxiliary right-turn deceleration lane should be considered for any location with a right-turn volume greater than 40 vehicles per hour (vph). Based on this threshold as shown in **Table 8**, right-turn deceleration lanes are recommended at the following locations under Existing (2017) conditions:

- Sherry Lane/US-259 – Southbound direction
- SH-259A (N)/US-259 – Northbound direction

Under Design Year (2022) and/or Horizon Year (2037) conditions, right-turn deceleration lanes are recommended at the following additional locations:

- Sherry Lane/US-259 – Northbound direction
- Sweet Home Road (Joe Hough Road)/US-259 – Southbound direction
- Stevens Gap Road/US-259 – Northbound direction
- Carson Creek Road (Juniper)/US-259 – Northbound direction

Table 8: Right-Turn Deceleration Lane Analysis Results

US-259 Intersection	Approach	Right-Turn Volume (vph)			
		AM / PM			
		Threshold	Existing (2017)	Design Year (2022)	Horizon Year (2037)
Sherry Ln	NB	40	24 / 29	29 / 35	39 / 47
	SB		41 / 73	50 / 89	67 / 120
Sweet Home Rd (Joe Hough Rd)	NB	40	4 / 1	5 / 1	7 / 2
	SB		9 / 24	11 / 29	15 / 40
SH-259A (S)	NB	40	20 / 19	24 / 23	33 / 31
	SB		5 / 3	6 / 4	8 / 5
SH-259A (N)	NB	40	45 / 23	144 / 123	163 / 133
Old Hochatown Rd (Pinyon Rd)	NB	40	10 / 10	12 / 12	16 / 16
	SB		11 / 6	13 / 7	19 / 10
Stevens Gap Rd	NB	40	33 / 34	40 / 41	54 / 56
Carson Creek Rd (Juniper)	NB	40	23 / 34	28 / 41	38 / 56
	SB		2 / 2	2 / 2	3 / 3
Lukfata Trl	NB	40	1 / 1	1 / 1	2 / 2
	SB		16 / 15	19 / 18	26 / 25
Lucian Sorrel Rd (Choate Rd)	NB	40	4 / 9	5 / 11	7 / 15
	SB		8 / 5	10 / 6	13 / 8
Penner Rd (Last Resort)	NB	40	2 / 1	2 / 1	3 / 2
	SB		1 / 3	1 / 4	2 / 5
Golf Course Rd	NB	40	7 / 9	9 / 11	12 / 16
Stevens Rd	SB	40	1 / 1	1 / 1	2 / 2

vph = vehicles per hour; **Bold and underline** = warrants a right-turn lane

4.4.2 Left-Turn Deceleration Lane Analysis

The major intersections within the study area were analyzed to determine the need for left turn lanes along US-259. Criteria contained in the *National Cooperative Highway Research Program (NCHRP) Report 745: Left-Turn Accommodations at Unsignalized Intersections* were applied. **Table 9** summarizes the projected left turn warrants under Existing (2017) conditions.

As shown in Table 9, the northbound and southbound left turn volumes at all of the study intersections exceed the threshold identified in the *NCHRP Report* for the consideration of a left turn deceleration lane under Existing (2017) traffic conditions. Since traffic volumes are forecasted to increase, the future left turn volumes are also anticipated to exceed the threshold. Although all left turn volumes exceed the threshold, some locations are a higher priority for left-turn deceleration lanes. The highest priority intersections (those with 15 or more existing left-turn movements during a peak hour) for left-turn deceleration lanes (both northbound and southbound) are the following:

- Sherry Lane/US-259
- Sweet Home Road (Joe Hough Road)/US-259
- SH-259A (S)/US-259
- SH-259A (N)/US-259
- Lukfata Trail/US-259
- Lucian Sorrel Road (Choate Road)/US-259

Figure 14 depicts the high priority locations in the US-259 study corridor where deceleration lanes are recommended.

Table 9: Left-Turn Deceleration Lane Warrant Results

Intersection	Approach	Left-Turn Volume (vph)	Highway Volume (vphpl)	Major Two-Lane Highway Volume that Warrants Left-Turn Lane (vphpl)	Exceeds Threshold?	Recommend Left-Turn Lane (High Priority)?
		AM (PM)	AM (PM)		AM (PM)	
Existing (2017)						
Sherry Lane/US-259	NB	30 (32)	472 (466)	50	Yes (Yes)	Yes
	SB	8 (17)				
Sweet Home Road (Joe Hough Road)/US-259	NB	8 (17)	446 (453)	50	Yes (Yes)	Yes
	SB	1 (2)		150		
SH-259A (S)/US-259	NB	3 (3)	442 (441)	150	Yes (Yes)	Yes
	SB	15 (16)		50		
SH-259A (N)/US-259	SB	33 (34)	437 (443)	50	Yes (Yes)	Yes
Old Hochatown Road (Pinyon Road)/US-259	NB	3 (1)	442 (447)	150	Yes (Yes)	No
	SB	10 (6)		50		
Stevens Gap Road/US-259	SB	9 (10)	433 (450)	100	Yes (Yes)	No
Carson Creek Road (Juniper)/US-259	NB	5 (3)	400 (406)	150	Yes (Yes)	No
	SB	6 (6)		50		
Lukfata Trail/US-259	NB	58 (67)	310 (326)	50	Yes (Yes)	Yes
	SB	1 (1)		150		
Lucian Sorrel Road (Choate Road)/US-259	NB	31 (35)	268 (278)	50	Yes (Yes)	Yes
	SB	1 (1)		150		
Penner Road (Last Resort)/US-259	NB	4 (3)	252 (254)	150	Yes (Yes)	No
	SB	1 (1)				
Golf Course Road/US-259	SB	1 (1)	245 (247)	200	Yes (Yes)	No
Stevens Road/US-259	NB	8 (10)	234 (236)	100	Yes (Yes)	No

vph = Vehicles Per Hour; vphpl = Vehicles Per Hour Per Lane

LEGEND:



Stop Sign



Add Deceleration Lane
(Recommended)



Not to Scale

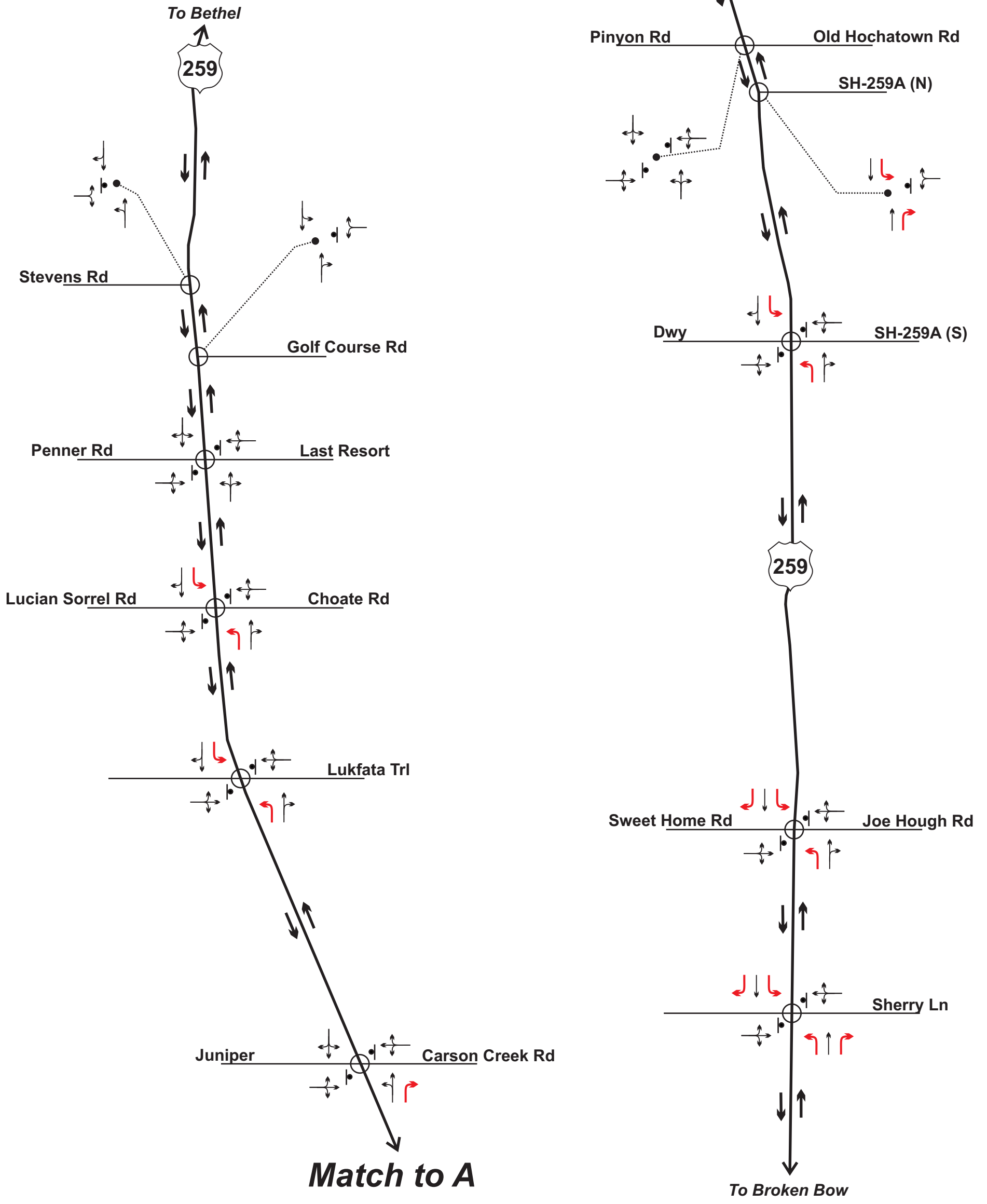


Figure 14

HIGH PRIORITY LOCATIONS OF RECOMMENDED DECELERATION LANES

1000 W. Wilshire Blvd,
Suite 403-E
Oklahoma City, OK 73116
(405) 384-5127

4.5 Intersection Sight Distance

As part of this traffic analysis, the available and required intersection sight distance for motorists accessing the adjacent roadways from the twelve (12) study intersections and potentially problematic access points/driveways was analyzed. The sight distance required at these locations was estimated using the procedures developed by the *American Association of State Highway and Transportation Officials* (AASHTO) and published in the 2011 edition of *A Policy on Geometric Design of Highways and Streets*, “Green Book”.

At study intersections, the motorist should be able to see if and when adequate gaps exist to perform their desired maneuver. Adequate sight distance is technically provided at all studied locations for passenger cars and combination trucks, but sight distance evaluation for combination trucks was only performed at locations where combination trucks are known to travel. There were several locations where potential sight distance issues were perceived during field reconnaissance and **Table 10** presents the sight distance requirements at these locations. Additional detail related to the sight distance evaluation is provided in the Appendix.

Table 10: Intersection Sight Distance Requirements

US-259 Intersection	Design Vehicle	Required Intersection Sight Distance (feet)	Available Sight Distance to the North (feet)	Available Sight Distance to the South (feet)
Sherry Ln	Passenger Car	495	>1,000	>1,000
	Combination Truck	760		
Sweet Home Rd (Joe Hough Rd)	Passenger Car	715	>1,100	>1,100
	Combination Truck	1,100		
SH-259A (S)	Passenger Car	605	~900	~900
SH-259A (N)	Passenger Car	605	>1,000	~900
Old Hochatown Rd (Pinyon Rd)	Passenger Car	605	>1,000	>1,000
Stevens Gap Rd	Passenger Car	605	>1,000	>1,000
Carson Creek Rd (Juniper)	Passenger Car	715	~750	>1,000
Lukfata Trl	Passenger Car	715	>1,100	>1,100
	Combination Truck	1,100		
Lucian Sorrel Rd (Choate Rd)	Passenger Car	715	>1,000	>1,000
Penner Rd (Last Resort)	Passenger Car	715	>1,000	>1,000
Golf Course Rd	Passenger Car	715	~1,000	>1,000
Stevens Rd	Passenger Car	715	~1,000	~1,000

The field reconnaissance results of the available sight distance indicate that minimum requirements are met at all study intersections and access points/driveways evaluated. However, the following should be noted:

- Sweet Home Road – This intersection experiences a larger number of combination trucks than many other locations along this corridor. Available sight distance at this intersection is slightly greater than that required for combination trucks, however increased travel speeds at this location make gaps harder to judge.
- Lukfata Trail – This intersection experiences a larger number of combination trucks than many other locations along this corridor. Available sight distance at this intersection is slightly greater than that required for combination trucks. Although this location technically meets sight distance requirements, the presence of the horizontal roadway curve to the north as well as the posted speed limit of 65 mph gives the perception that sight distance is problematic for combination trucks.



Looking north from Lukfata Trl/US-259 intersection

During the field reconnaissance, there were also several locations identified that need maintenance to improve available sight distance:

- Sherry Lane – Tree limbs on both the west and east sides of US-259 may partially obstruct sight distance and should be trimmed.
- Old Hochatown Road (Pinyon Road) – Trees on the east side of US-259 partially obscure sight distance and should be trimmed or removed.
- Carson Creek Road (Juniper) – A sign on the east side of US-259 and trees on both the west and east sides partially obstruct sight distance. The trees should be trimmed or removed.



Looking north from Old Hochatown Road (Pinyon Rd)/US-259 intersection



Looking south at Carson Creek (Juniper)/US-259 intersection

4.6 Passing Zones Analysis

An analysis of the existing passing/no passing zones was conducted throughout the US-259 study corridor from the beginning of the 55 mph posted speed zone, approximately 0.5 miles north of Sherry Lane, to the northern extents of the study area, approximately 14 miles north of Sherry Lane. Passing and No Passing Zones are made known to motorists via centerline pavement markings. A solid yellow line denotes a 'No Passing Zone' (NPZ) where motorists are prohibited from overtaking another vehicle. A dashed yellow line denotes a 'Passing Zone' (PZ) where the overtaking of a slower moving vehicle is permitted as long as other present conditions allow the maneuver to be executed safely. Existing Passing/No Passing Zones were measured and recorded during field reconnaissance. Additionally, record drawings for US-259 within the study area were obtained from ODOT to accurately determine the lengths of the existing zones.



No Passing Zone pavement marking on US-259 north of Stevens Rd

4.6.1 Existing Passing Zones

Throughout the study corridor, US-259 operates as a typical two-lane highway. The highway does not feature passing lanes, which provide opportunities for motorists to overtake slower vehicles without entering lanes regularly used by opposing vehicles. Thus, all passing maneuvers are accomplished by entering an opposing vehicle lane, overtaking the slower moving vehicle, and then returning to the right lane. To safely accomplish this maneuver, sufficient sight distance is needed to ensure the left lane is clear of opposing traffic. Limitations to sight distance such as horizontal curves, crest vertical curves, or other obstructions may limit sight distance and reduce safe passing opportunities. Guidance for minimum passing sight distances for use in design of passing zones is presented in Chapter 3 of the MUTCD. From Section 3B.02 of the MUTCD:

04 On roadways with center line markings, no-passing zone markings shall be used at horizontal or vertical curves where the passing sight distance is less than the minimum shown in Table 3B-1 for the 85th-percentile speed or the posted or statutory speed limit. The passing sight distance on a vertical curve is the distance at which an object 3.5-feet above the pavement surface can be seen from a point 3.5-feet above the pavement. Similarly, the passing sight distance on a horizontal curve is the distance measured along the center line (or right-hand lane line of a three-lane roadway) between two points 3.5-feet above the pavement on a line tangent to the embankment or other obstruction that cuts off the view on the inside of the curve.

Table 3B-1. Minimum Passing Sight Distances for No-Passing Zone Markings	
85th-Percentile or Posted or Statutory Speed Limit	Minimum Passing Sight Distance
25 mph	400-feet
30 mph	500-feet
35 mph	550-feet
40 mph	600-feet
45 mph	700-feet
50 mph	800-feet
55 mph	900-feet
60 mph	1,000-feet
65 mph	1,100-feet
70 mph	1,200-feet

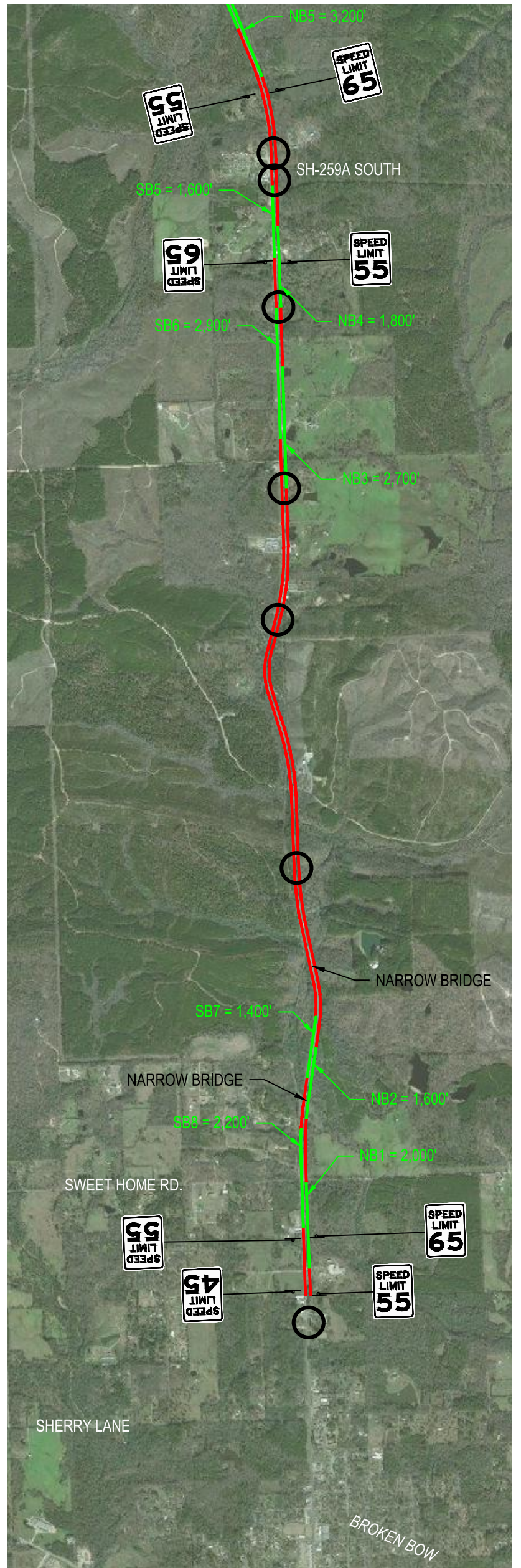
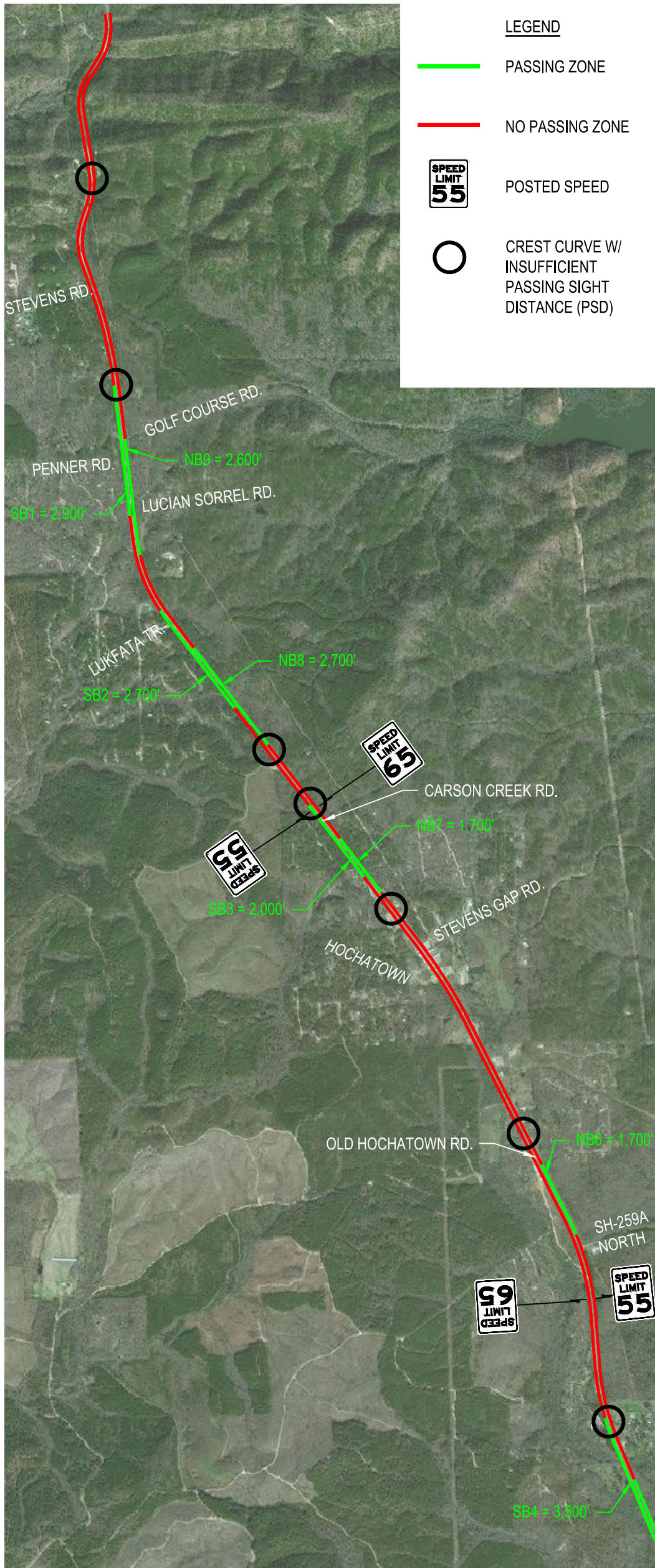
US-259 features posted speed limits of 55 mph and 65 mph throughout the study corridor. Minimum passing sight distances of 900-feet and 1,100-feet, respectively, are required to permit a Passing Zone. Passing Zones should be provided frequently on a two-lane highway, however there is not a practical measure for frequency of Passing Zones as the zones are determined by site specific physical limitations. Additionally, each Passing Zone should be as long as practical given the site-specific limitations. Passing Zones shorter than 800-feet contribute little to improving the operational efficiency of a two-lane highway. Therefore, AASHTO recommends maintaining 800-feet as the minimum length for a Passing Zone at speeds of 55 mph and 65 mph.

For the northbound direction, the study corridor was found to have nine (9) distinct Passing Zones. For northbound vehicles travelling through the entire study area, passing is prohibited for 70% of the total length and permitted for 30% of the total length. All existing northbound Passing Zones meet criteria for passing sight distance and minimum length. A summary of the recorded Passing/No Passing Zones for northbound traffic is provided in **Table 11** and **Figure 15**.

Table 11: Northbound Passing Zone Summary

PZ SEGMENT NO.	LENGTH (FT)	POSTED SPEED (MPH)	PZ CONDITION	REMARKS
	600	55	NO PASSING	Begin @ 55 MPH Sign 0.5 miles N of Sherry Ln
NB1	1,900	55/65	PASSING PERMITTED	
	1,400	65	NO PASSING	Horizontal curve
NB2	1,600	65	PASSING PERMITTED	Narrow bridge present within PZ
	12,500	65	NO PASSING	Crest curves/Horizontal curves/Narrow bridge
NB3	2,700	65	PASSING PERMITTED	
	1,300	65	NO PASSING	Insufficient SD for crest curve
NB4	1,800	65/55	PASSING PERMITTED	
	3,300	55/65	NO PASSING	Crest curves/US-259A (S) JCT/Horizontal curve
NB5	3,200	65	PASSING PERMITTED	
	5,600	65/55	NO PASSING	Crest curve/Horizontal Curve/US-259A (N) JCT
NB6	1,700	55	PASSING PERMITTED	
	6,800	55	NO PASSING	Hochatown/Crest curves
NB7	1,700	55	PASSING PERMITTED	
	2,600	55/65	NO PASSING	Insufficient SD for crest curves
NB8	2,700	65	PASSING PERMITTED	
	2,400	65	NO PASSING	Horizontal curve
NB9	2,600	65	PASSING PERMITTED	
	9,700	65	NO PASSING	Crest curves/Horizontal curves - End @ MP 14.05

PZ = Passing Zone; MPH = Miles Per Hour; NB = Northbound; SD = Sight Distance; MP = Milepost



PERCENT NO PASSING
 NB = 69.9%
 SB = 71.0%

FIGURE 15

US-259 EXISTING PASSING ZONES

For the southbound direction, the study corridor was found to have eight (8) distinct Passing Zones. For southbound vehicles travelling through the entire study area, passing is prohibited for 71% of the total length and permitted for 29% of the total length. All existing southbound Passing Zones meet criteria for passing sight distance and minimum length. A summary of the recorded Passing/No Passing Zones for southbound traffic is provided in **Table 12** and was also shown in Figure 15.

Table 12: Southbound Passing Zone Summary

PZ SEGMENT NO.	LENGTH (FT)	POSTED SPEED (MPH)	PZ CONDITION	REMARKS
	8,500	65	NO PASSING	Begin @ MP 14.05 - Crest curves/Horizontal curves
SB1	2,900	65	PASSING PERMITTED	
	2,200	65	NO PASSING	Horizontal curve
SB2	2,700	65	PASSING PERMITTED	Lukfata Trail development within PZ
	2,700	65	NO PASSING	Insufficient SD for crest curves
SB3	2,000	55	PASSING PERMITTED	
	13,300	55/65	NO PASSING	Hochatown/Crest curves/US-259A (N) JCT
SB4	3,500	65	PASSING PERMITTED	
	3,600	65/55	NO PASSING	Horizontal curve/Crest curves/US-259A (S) JCT
SB5	1,600	55	PASSING PERMITTED	
	1,100	65	NO PASSING	Insufficient SD for crest curve
SB6	2,900	65	PASSING PERMITTED	
	12,900	65	NO PASSING	Crest curves/Horizontal curves/Narrow bridge
SB7	1,400	65	PASSING PERMITTED	
	1,100	65	NO PASSING	Horizontal curve/Narrow bridge
SB8	2,200	65	PASSING PERMITTED	
	1,500	65/55	NO PASSING	End @ 45 MPH Sign 0.5 N of Sherry Ln

PZ = Passing Zone; MPH = Miles Per Hour; SB = Southbound; SD = Sight Distance; MP = Milepost

4.6.2 Crest Curves

Crest vertical curves are a prominent limiting factor to available sight distance on US-259 within the study corridor. The design values for minimum passing sight distance are based on MUTCD Table 3B-1. For design and analysis, a value for rate of curvature, or ‘K’ value, can be utilized. The ‘K’ value is determined by dividing the length of the parabolic, vertical curve by the percent algebraic difference in intersecting grades. Table 3-35 in AASHTO’s *A Policy on Geometric Design of Highways and Streets “Green Book”*, provides minimum “K” values for adequate passing sight distance given the posted speed. This minimum value is included in **Table 13** along with the location and calculated existing “K” value for each crest vertical curve in the study corridor. The table then summarizes which curves provide sufficient sight distance for passing. Curves with inadequate passing sight distance are represented with circles on Figure 15, which also presents the existing Passing/No Passing Zones.

Table 13: Summary of Crest Curves

CREST CURVE NO.	LOCATION (MILE POST)	POSTED SPEED (MPH)	MIN. 'K' VALUE FOR PSD	CURVE LENGTH (FEET)	CURVE 'K' VALUE	SUFFICIENT PSD?
C1	1.65	55	289	400	294	YES
C2	2.84	65	432	400	399	NO
C3	3.33	65	432	1,000	189	NO
C4	4.39	65	432	200	250	NO
C5	4.94	65	432	600	241	NO
C6	5.70	65	432	400	166	NO
C7	6.23	55	289	400	200	NO
C8	6.34	55	289	400	170	NO
C9	6.78	65	432	200	476	YES
C10	7.54	65	432	400	211	NO
C11	8.03	65	432	400	515	YES
C12	8.81	55	289	200	200	NO
C13	9.90	55	289	450	207	NO
C14	10.45	65	432	400	198	NO
C15	10.74	65	432	900	168	NO
C16	12.44	65	432	500	147	NO
C17	13.33	65	432	1,600	162	NO

MPH = Miles Per Hour; PSD = Passing Sight Distance

4.6.3 Passing Zone Recommendations

The US-259 study corridor contains many horizontal and vertical curves that limit available forward sight distance for motorists. The study of the existing Passing Zones found that all existing Passing Zones meet the requirements for adequate passing sight distance and minimum length. Significant changes to existing Passing/No Passing Zones are not recommended for the corridor due to the numerous sight distance limitations. However, there are several locations where modifications to the length of existing Passing Zones would be recommended. Those locations and corresponding modifications are as follows:

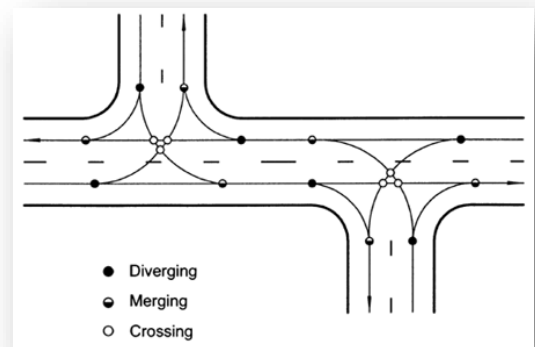
- Move beginning of NB2 (MP 2.27) north 400-feet to MP 2.35 and begin NB2 PZ just north of narrow bridge. Although adequate sight distance is provided at the current location for the start of the PZ, the existing bridge has no shoulders and barriers just outside of the driving lane. This would shorten the length of the PZ from 1,600-feet to 1,200-feet (length still greater than minimum length of 800-feet). Although ODOT plans to widen this bridge to contain 40-feet of clear roadway, a PZ is still not recommended along the bridge.
- Move beginning of SB2 (MP 11.48) south 500-feet to MP 11.38 and begin SB2 PZ just south of the intersection of US-259 and Lukfata Trail. Although adequate sight distance is provided at the current location for the start of the PZ, Lukfata Trail is a rapidly developing area with heavy turning movements observed. Due to the high volume of turning movements at the location, it is recommended that passing be prohibited at the intersection location. This would shorten the length of the PZ from 2,700-feet to 2,200-feet.

The recommended changes to the existing passing zones are minor and any additional delay in corridor travel times would be insignificant. No existing passing zones are proposed to be entirely eliminated at this time, however, as development along the US-259 corridor increases, some areas may need to be reevaluated if there is a significant increase to the number of turning vehicles at a particular location.

4.7 Access Management Evaluation

Access management is the programmatic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose for evaluating the access along this corridor is to create a balance of mobility for through drivers while also allowing access to local businesses, which is a vital component to the economies of Hochatown and Broken Bow. The lack of adequate access management is a significant contributor to collisions, congestion, and the deterioration of a highway's function, and this has already been realized in Hochatown.

Within the study area, most of the land along US-259 is undeveloped; however, there are areas near Broken Bow and Hochatown that have numerous businesses located along the corridor with direct access to US-259. Driveways are inevitable and necessary but as their numbers increase, so too does the propensity for collisions in that corridor. Access management has many benefits that include preserving the integrity of the roadway system, improving safety and capacity, providing a more efficient and predictable driver experience, improving travel times through a corridor, and improving aesthetics. However, poor access management can increase collision rates, increase vehicle delays, reduce the roadway efficiency, and decrease through capacity.



Points of conflict at driveways

4.7.1 Access Management Study

Within the extents of the study corridor there are a total of 167 access points, 89 on the west side of US-259 and 78 on the east side. While it is understood that a property owner has a right to access his property and not be landlocked, the owner does not have the right to absolute access from any point. With this principle in mind, opportunities exist to remove or modify 15% of the existing driveways. Modification of a driveway includes geometric reconfiguration, consolidation, or a reduction in width. Affected driveways are summarized in **Table 14**. Driveways noted as High or Medium Priority will provide an immediate and significant increase in safety and functional operation within the corridor.

Table 14: Proposed Access Modifications for US-259

Access No.	Mile Post	Description	Location	Remove	Modify
E03	1.02	Kohler's Four Seasons Realty, Broknbo Vintage Market, and McCurtain County Propane Inc.	Between Sherry Ln and Sweet Home Rd		1
W04	1.46	Mountain Fork	Between Sherry Ln and Sweet Home Rd		1
E15	1.46	Little Dixie Transit and Antiques Etc.	Between Sherry Ln and Sweet Home Rd		1
W05	1.50	Doug Story Body Shop	Between Sherry Ln and Sweet Home Rd		1
W06	1.52	Doug Story's Body Shop	Between Sherry Ln and Sweet Home Rd		1
W11	1.92	Vacant Dwy	Between Sherry Ln and Sweet Home Rd	1	
W12	1.96	Vacant Dwy	Between Sherry Ln and Sweet Home Rd	1	
W14	2.26	Burton Rd	Between Sweet Home Rd and SH-259A (S)		1
W15	3.01	Vacant Dwy	Between Sweet Home Rd and SH-259A (S)	1	
E25	4.47	Once Upon a Time and Residential Dwys	Between Sweet Home Rd and SH-259A (S)		1
E28	4.69	Unmarked Business	Between Sweet Home Rd and SH-259A (S)		1
W26	5.01	Doug's Small Engine Repair	Between Sweet Home Rd and SH-259A (S)		1
W33	5.90	Janet's Treasure Chest	Between Sweet Home Rd and SH-259A (S)		1
W35	5.95	Beavers Bend Lodging Inc.	Between Sweet Home Rd and SH-259A (S)		1
W36	5.97	Fresh Farm Produce and Hochatown Gifts	Between Sweet Home Rd and SH-259A (S)		1
W38	6.09	Shady Oaks	Between Sweet Home Rd and SH-259A (S)		1
W41	6.24	Adam & Eve's General Store and Hochatown Amusements	Between SH-259A (S) and SH-259A (N)		1 (High Priority)
W44	6.42	Vacant Dwy	Between SH-259A (S) and SH-259A (N)	1	
E49	8.86	Chapel Pines	Between Old Hochatown Rd and Stevens Gap Rd	1	
E58	9.49	Spearfish Rd	Between Old Hochatown Rd and Stevens Gap Rd		1
W70	9.65	E-Z Mart Gas Station	Between Old Hochatown Rd and Stevens Gap Rd		1 (Medium Priority)
E64	9.80	Twin Pine Cabins	Between Stevens Gap Rd and Carson Creek Rd		1
E65	9.83	Girls Gone Wine	Between Stevens Gap Rd and Carson Creek Rd		1 (High Priority)

Table 14 (Continued): Proposed Access Modifications for US-259

E66	9.96	Orca Rd	Between Stevens Gap Rd and Carson Creek Rd		1
E67	9.98	Mailbox Dwy	Between Stevens Gap Rd and Carson Creek Rd	1	
W79	12.15	WhipPoorWill Resort Cabins	Between Penner Rd and Golf Course Rd		1
Totals:				6	20

Figure 16 depicts the location of all existing access points and identifies those that are recommended for removal or modification. The recommendations listed above that are noted as High or Medium Priority are also exhibited in further detail in **Figures 17 through 19**. It is recommended that new and modified driveways be designed to accommodate large turning radii of oversized vehicles such as recreational vehicles, trucks with trailers and boats, and commercial trucks. All recommended access management improvements are within ODOT’s existing right-of-way.



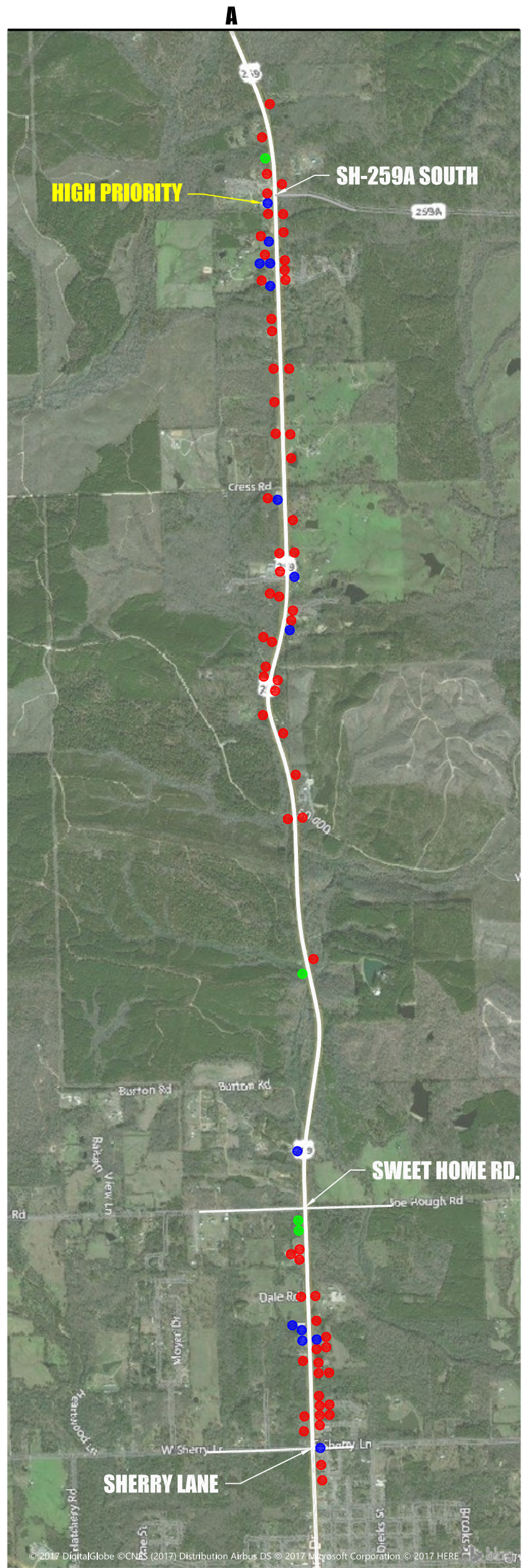
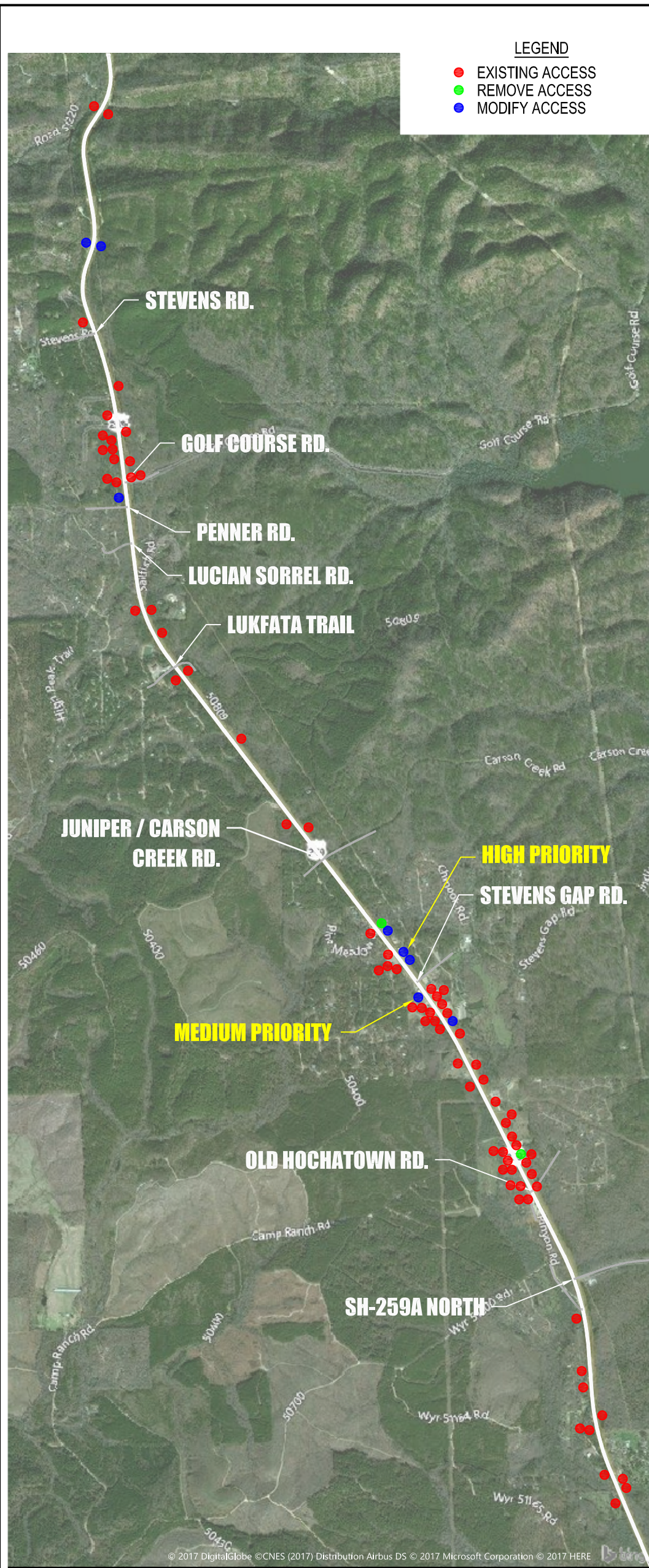
Location of Adam & Eve’s (W41) High Priority access modification



Location of E-Z Mart Gas Station (W70) Medium Priority access modification



Location of Girls Gone Wine (E65) High Priority access modification



MATCH TO A

FIGURE 16

ACCESS MANAGEMENT RESULTS



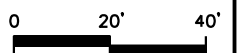

75'
ODOT RW

FIGURE 17

ACCESS MODIFICATION FOR
ADAM & EVE'S GENERAL STORE
AND HOCHATOWN AMUSEMENTS
(W41)



1000 W WILSHIRE BLVD.
SUITE 403-E
OKLAHOMA CITY, OK 73116
405-384-5127



SCALE: 1" = 40'



FIGURE 18

ACCESS MODIFICATION FOR
E-Z MART GAS STATION
(W70)



1000 W WILSHIRE BLVD.
SUITE 403-E
OKLAHOMA CITY, OK 73116
405-384-5127

LEE ENGINEERING

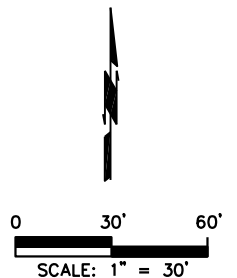
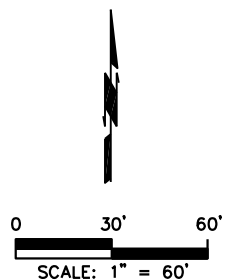




FIGURE 19

ACCESS MODIFICATION FOR
GIRLS GONE WINE
(E64 AND E65)

1000 W WILSHIRE BLVD.
SUITE 403-E
OKLAHOMA CITY, OK 73116
405-384-5127
LEE ENGINEERING



4.8 Signing

As part of the field reconnaissance effort for this study, a qualitative review was conducted of the signs along the US-259 study corridor. These signs were evaluated against the criteria detailed in the MUTCD for design and placement.

4.8.1 Street Name Signs

According to the MUTCD, street name signs shall be retroreflective or illuminated to show the same shape and similar color both day and night. The normal guide sign color is green, however alternative background colors may be used where the highway agency determines this is necessary. If an alternative color is used however, that alternative color should be applied to the street name signs on all roadways under the jurisdiction of a particular highway agency. In this case, all street name signs along US-259 in the study corridor should be designed with a green background color with a white legend and border, though a border may be omitted from a street name sign.

The lettering for names of streets on street name signs shall be composed of a combination of lower-case with initial upper-case letters. Table 2D-2 of the MUTCD identifies the recommended minimum letter heights on street name signs. Due to the presence of unfamiliar drivers in the area and the recreational nature of the study corridor, it recommended that all street name signs utilize 8 inches for upper case letter and 6 inches for lower case letters.

Table 2D-2. Recommended Minimum Letter Heights on Street Name Signs				
Type of Mounting	Type of Street or Highway	Speed Limit	Recommended Minimum Letter Height	
			Initial Upper-Case	Lower-Case
Overhead	All types	All speed limits	12 inches	9 inches
Post-mounted	Multi-lane	More than 40 mph	8 inches	6 inches
Post-mounted	Multi-lane	40 mph or less	6 inches	4.5 inches
Post-mounted	2-lane	All speed limits	6 inches*	4.5 inches*

*On local two-lane streets with speed limits of 25 mph or less, 4-inch initial upper-case letters with 3-inch lower-case letters may be used

Street name signs should be mounted with their faces parallel to the streets they name. They may be placed above a regulatory ‘STOP’ sign with no required vertical separation. At intersection crossroads where the same road has two different street names for each direction of travel, both street names may be displayed on the same sign along with directional arrows.

During the field reconnaissance, it was noted that several street name signs contained lettering that was too small to be visible by motorists traveling the posted speed limits. Also, several street name signs were displayed on the wrong background color (white), improperly placed in roadside area, and/or mounted at an improper height. The list of street name signs shown in **Table 15** do not currently meet the criteria of the MUTCD and should be replaced to improve driver recognition.

Table 15: Street Name Signs Not Meeting MUTCD Criteria





Roadway	Existing Sign	Proposed MUTCD Sign
Sherry Lane		
Sweet Home Road		
Old Hochatown Road		
Spearfish Road		
Pinyon Road		
Carson Creek Road		
Juniper Road		
Lucian Sorrel Road		
Choate Road		

Table 15 (Continued): Street Name Signs Not Meeting MUTCD Criteria

Stevens Gap Road		
Lukfata Trail		
Penner Road		
Last Resort		
Golf Course Road		
Stevens Road		

4.8.2 Advance Street Name Signs

Advance street name signs identify an upcoming intersection. If used, advance street name signs shall supplement rather than be used in lieu of street name signs at the intersection. They may be installed in advance of intersections to provide motorists with information to identify the name of the next intersecting street in order to prepare for crossing traffic and to facilitate timely deceleration in preparation for a turn.

According to guidance in Section 2D.44 of the MUTCD, advance street name signs should be used in advance of all signalized intersections and in advance of all intersections with exclusive turn lanes on arterial highways in rural areas. They shall have a white legend and border on a green background and the heights of the letters should be the same as those used for street name signs.

Advance street name signs are recommended along the US-259 study corridor at major intersections to improve driver recognition. Based on the guidance contained in the MUTCD as well as the intersection improvements recommended in this report, advance street name signs are recommended at the following high priority locations:

- Sherry Lane (southbound direction only)
- Sweet Home Road (Joe Hough Road)
- Stevens Gap Road
- Carson Creek Road
- Lukfata Trail
- Lucian Sorrel Road (Choate Road)

4.9 Qualitative Speed Assessment

Speed is a critical parameter to evaluate along the US-259 study corridor considering it is a two-lane rural highway for most of its length and includes both vertical and horizontal curves, narrow shoulders, and a large percentage of heavy trucks. While the corridor serves mostly through traffic, there are portions through Broken Bow and Hochatown that experience higher access point density and the absence of auxiliary lanes causes a speed differential between those continuing along US-259 versus those entering and exiting driveways. The purpose of this speed assessment is to determine whether the posted speed limits along the corridor are appropriate considering the speed data, collision rates and history, and proportion of heavy trucks in the traffic stream.

The posted speed limits along the US-259 study corridor vary between 45 and 65 mph and the speed limit zones are as follows:

- 45 mph zone – From south of Sherry Lane to milepost 1.53
- 55 mph zone – From milepost 1.53 to 1.72
- 65 mph zone – From milepost 1.72 through Sweet Home Road to milepost 5.83
- 55 mph zone – From milepost 5.83 through SH-259A (S) to milepost 6.56
- 65 mph zone – From milepost 6.56 to 8.01
- 55 mph zone – From milepost 8.01 through SH-259A (N), Old Hochatown Road, Stevens Gap Road, and Carson Creek Road to milepost 10.32
- 65 mph zone – From milepost 10.32 through Lukfata Trail, Lucian Sorrel Road, Penner Road, Golf Course Road, and to north of Stevens Road

Speed data was collected at four (4) locations along the study corridor for a continuous 2-week period in May 2017. **Table 16** summarizes the speed data collected in May 2017. The 85th percentile speed is the speed that 85% of vehicles do not exceed which means 85% of vehicles are traveling at or below this speed. The mean (or average) speed is the speed that 50% of vehicles are exceeding. Posted speed limits are typically based on the 85th percentile speed data.

Table 16: Speed Data (May 2017)

Major Roadway	US-259	US-259	US-259	US-259
Milepost	0.96	5.61	9.12	13.49
Limits	South of Sherry Ln	Between Opah Trl and SH-259A (S)	Between Old Hochatown Rd and Spearfish Rd	North of Stevens Rd
Posted Speed Limit	45 mph	65 mph	55 mph	65 mph
Mean Speed (Average)	40 mph	62 mph	50 mph	59 mph
85 th Percentile Speed	46 mph	67 mph	58 mph	66 mph

In addition to the speed data collected as part of this study, ODOT collected speed data at eleven (11) locations along the US-259 study corridor over a 24-hr period on a weekday in April 2016. **Table 17** summarizes the speed data collected by ODOT in April 2016.

Table 17: ODOT Speed Data along US-259 (April 2016)

No.	Location	Posted Speed Limit	Mean Speed (Average)	85 th Percentile Speed
1	MP 6.09 (Approx. 0.15 miles south of SH-259A [S])	55 mph	54 mph	58 mph
2	MP 6.39 (Approx. 0.15 miles north of SH-259A [S])	55 mph	57 mph	62 mph
3	MP 7.42 (Approx. 0.81 miles south of SH-259A [N])	65 mph	60 mph	65 mph
4	MP 8.38 (Approx. 0.15 miles north of SH-259A [N])	55 mph	54 mph	58 mph
5	MP 8.83 (Approx. 0.18 miles north of Old Hochatown Rd)	55 mph	53 mph	59 mph
6	MP 9.33 (Approx. 0.37 miles south of Stevens Gap Rd)	55 mph	53 mph	57 mph
7	MP 9.85 (Approx. 0.15 miles north of Stevens Gap Rd)	55 mph	50 mph	54 mph
8	MP 10.15 (Approx. 0.15 miles south of Carson Creek Rd)	55 mph	58 mph	62 mph
9	MP 11.30 (Approx. 0.03 miles south of Lukfata Trl)	65 mph	60 mph	66 mph
10	MP 11.70 (Approx. 0.19 miles south of Lucian Sorrel Rd)	65 mph	62 mph	68 mph
11	MP 12.20 (Approx. 0.05 miles north of Golf Course Rd)	65 mph	59 mph	65 mph

MP = Mile Post; mph = miles per hour

The speed data collected and observations noted during the field reconnaissance indicate the posted speed limits appear appropriate for much of the corridor except for the segment through Hochatown, between Old Hochatown Road (Pinyon Road) and Carson Creek Road. Throughout Hochatown, the posted speed limit is 55 mph and the collected 85th percentile speeds vary between 54-62 mph. The speed data collected by ODOT in April 2016 clearly shows the 85th percentile speed decreases as it enters Hochatown, 57 mph on the south end and 54 mph on the north end. The 85th percentile speed data summarized in the tables above is the average for a 24-hour period and does not necessarily reflect the speeds driven during the peak hours.

The *Methods and Practices for Setting Speed Limits: An Informational Report* prepared by the *Institute of Transportation Engineers* (ITE) for the FHWA states, “Speed limits are set to inform motorists of appropriate driving speeds under favorable conditions. Drivers are expected to reduce speeds under certain conditions (e.g. poor visibility, adverse weather, congestion, warning signs, or presence of bicycles and pedestrians) ...The primary purpose of the speed limit is to advise drivers of the maximum reasonable and safe operating speed under favorable conditions. It provides a basis for enforcement and ought to be fair in the context of traffic law.” State law requires speed limits on state highways be based on engineering studies which ODOT conducts in accordance with traffic engineering practices as stated in the MUTCD, adopted by the Oklahoma Transportation Commission. Speed limits are set by the 85th percentile method which represents the speed most drivers will be traveling at or below. Speed data used in setting speed limits are collected on weekdays during off peak hours under favorable weather conditions to ensure an accurate reflection of a normal traffic condition.

ODOT's *Setting Speed Limits* brochure states, "In rare situations, the posted speed limit may be lowered a small amount below the 85th percentile speed if some of the following conditions are present:

- Narrow pavement width
- Curves and hills
- Hidden street returns
- High number of driveways
- Lack of improved shoulders
- High crash ranking"

Safety is the Primary Concern

Most traffic problems are not simple and do not have simple solutions. Requests for lower speed limits are sometimes made with the admirable motive to "quick fix" a particular problem. However, rarely does a single traffic control tool solve all the traffic problems in a community.

Research has shown that speed limits set below the reasonable speed of most drivers do not significantly reduce the number of crashes on a road. In fact, crashes may increase with unreasonably low speed limits.

ODOT's goal has always been to set speed limits that maximize safety and are respected and obeyed by motorists. By using sound engineering principles, we can provide a balanced transportation system that gets motorists to their destination as safely and as quickly as possible.

Who are We?

ODOT is responsible for building and maintaining the state transportation system. We have no authority to cite vehicle violations of any kind. That jurisdiction falls under the Oklahoma Department of Public Safety and local authorities.

Other Actions:

In addition to setting reasonable speed limits based on accepted engineering principles, ODOT uses a variety of traffic control devices to improve safety. These include the use of traffic signals, flashing beacons to alert motorists, pavement markings, and signs to advise drivers of reduced speed limits ahead.

Please remember that observing speed limits means more than driving faster or slower than the posted speed. *It means driving to conditions.* When it's raining or foggy, when ice is on the road, when traffic is heavy, when the road is hilly or curvy, or when construction is ahead, adjust your speed accordingly.

For More Information

To learn more about ODOT and how speed limits are set, contact your local division office.

Division	Phone	Location
Division 1	(918) 687-5407	2800 S. 32nd St. Muskogee
Division 2	(580) 298-3371	US-271 South Antlers
Division 3	(580) 332-1526	12844 SH-3W Ada
Division 4	(580) 336-7340	2609 US-77W Perry
Division 5	(580) 323-1431	1745 S. US-183 Clinton
Division 6	(580) 735-2561	US-64 West Buffalo
Division 7	(580) 255-7586	2205 S. US-81Bypass Duncan
Division 8	(918) 838-9933	4002 N. Mingo Valley Expressway Tulsa



www.ok.gov/odot

Traffic Engineering Division
200 NE 21st St
Oklahoma City OK 73105



Changing a Speed Limit

Have you ever wondered how speed limits are determined and who sets them? Does lowering speed limits slow down traffic? How do you get one changed? Would changing a speed limit solve a problem? This brochure will help answer some of these questions.

What Speed Limits Do

Speed limits are established to reflect the reasonable speed of the majority of drivers on a particular roadway. Most drivers naturally select a comfortable speed, not too slow or not too fast, but one that will get them where they want to go safely and without undue delay.

Speed limits are posted primarily to inform motorists of the speed considered reasonable by a majority of drivers on a particular roadway. Motorists, especially those unfamiliar with the road, can use this information to evaluate how they should drive on a particular road. A safer driving environment is established when motorists drive at the same speed.

Setting Speed Limits

The state law setting maximum speed limits based on type of highway was repealed in 2016 and the new law requires speed limits on state highways be based on engineering studies. Certain speed restrictions apply to motor scooters, mopeds, mopeds, and other motorized or electric devices, school buses, work zones, and school zones.

How are speed limits set? City governments and the Oklahoma Department of Transportation (ODOT) must conduct engineering studies in accordance with traffic engineering practices as stated in the Manual of Uniform Traffic Control Devices (MUTCD) adopted by the Oklahoma Transportation Commission.

Speed limits on all highways are approved by the Commission. When inside city limits, the speed limits must have city concurrence. Citizen requests for speed zone studies on highways should be made to the local ODOT division office with jurisdiction over the roadway.

ODOT only has jurisdiction over setting speed limits on the state highway system. Questions about speed limits on city streets or county roads should be directed to the transportation departments of those local governments.

Speed Zone Studies

Speed limits on Oklahoma highways are set by the 85th percentile method, which represents the speed the majority of drivers will be traveling at or below. This is a sound engineering principle used to set speed limits on highways nationwide for the past 60 years.

Speed checks are conducted to determine the 85th percentile speed. The observed free-flowing speed for vehicles is tallied and the 85th percentile speed is calculated using gathered information. To ensure a true reflection of a normal traffic situation, speed studies are made on weekdays during off peak hours under favorable weather conditions.

Other data collected typically shows roadway features such as curves, surface width and type, right of way width, crash history, cross streets, school crossings and sites that generate traffic.

The speed limit is normally set at the nearest value to the 85th percentile speed ending in a 5 or 0. In rare situations, the posted speed limit may be lowered a small amount below the 85th percentile speed if some of the following conditions are present:

- Narrow pavement width
- Curves and hills
- Hidden street returns
- High number of driveways
- Lack of improved shoulders
- High crash ranking

Once the study is completed, black-on-white speed limit signs are posted along the highway to alert drivers of the maximum legal speed for that section of roadway.



Can a Speed Limit Be Too Low?

There are disadvantages to setting speed limits far below the 85th percentile speed. If reasonable drivers see an unreasonably low speed limit without seeing a need to drive that slowly, they tend to ignore the signs and develop disrespect for speed limits in general.

When a speed limit is set below the 85th percentile; law enforcement officials must deal with reasonable people being ticketed for exceeding the posted limit, as well as motorists who drive too fast.

ODOT Speed Study Brochure – Side 2

For the 1.5-mile segment from Old Hochatown Road (Pinyon Road) to south of Carson Creek Road (Juniper), considering the following factors of lack of improved shoulders, high number of driveways, the calculated collision rate being almost 20% greater than the statewide average and the reporting of unsafe speed being a contributing factor in 23% of collisions, it is recommended that a speed reduction be implemented through Hochatown. Additional considerations include the large number of vehicles turning into the existing driveways and the amount of future growth anticipated for this area. Due to its rural location and seasonal traffic volume fluctuations, a variable speed zone through Hochatown may be appropriate. A variable speed zone would adjust the posted speed limit when traffic volumes or 85th percentile speeds meet established thresholds. Variable speed limits are discussed in further detail later in this chapter.

4.9.1 Truck Speeds

Heavy trucks (3 or more axles) currently represent 8% to 12% of total weekday traffic; therefore speed data by vehicle classification was deduced from the data collected in May 2017. **Table 18** summarizes the speed data by classification. As shown in this table, heavy truck speeds do not vary significantly from the passenger car speed data.

Table 18: 85th Percentile Speed Data by Classification (May 2017)

No.	Location	Posted Speed Limit	Classification	
			Passenger Cars	Trucks (3+ axle)
1	South of Sherry Ln	45 mph	45 mph	46 mph
2	Between Opah Trl and SH-259A (S)	55/65 mph	67 mph	68 mph
3	Between Old Hochatown Rd and Spearfish Rd	55 mph	57 mph	58 mph
4	North of Stevens Gap Road	65 mph	66 mph	64 mph

mph = miles per hour

While the overall speed data does not indicate a problem with trucks and excessive speeding, the field reconnaissance did suggest that heavy trucks typically travel faster than the posted speed limits and do not exercise necessary caution when approaching congested segments through Hochatown or in dense driveway locations. The weight and momentum of heavy trucks makes it much more difficult for them to decelerate and stop compared to passenger cars and a collision is more likely to result in an injury or fatality when a heavy truck is involved. Higher speeds directly affect the severity of injuries in collisions. According to the *National Highway Traffic Safety Administration's* (NHTSA) 2015 data, heavy trucks accounted for over 12 percent of all vehicles involved in fatal collisions in the state of Oklahoma (over four percent (4%) higher than the national average).

It is recommended that speed enforcement be increased along the US-259 corridor. As an additional option, standalone speed trailers could be employed at critical locations to alert drivers of their speeds.



Standalone speed trailer

4.9.2 Variable Speed Limits

Variable speed limits (VSLs) are achieved using changeable message signs and are generally used to adjust the posted speed limits for a variety of reasons including but not limited to, traffic congestion, weather conditions, work zones, and collision management. Ideally, the speed limit is automated and does not require intervention from an operator. Speeds should change in increments of 5 or 10 mph and can be set by time of day, weather condition, traffic volume, or other established thresholds through the use of sensors.

VSLs can improve safety by reducing the likelihood and severity of collisions. The success of the VSL is closely linked to the extent to which drivers comply with the signing, therefore enforcement and communication with the public is imperative. VSLs should be implemented in response to a community need that is vetted through the public stakeholders, otherwise compliance rates will be low. The reason for the adjusted speed limit should be explained through a public outreach campaign and with corridor signing in advance of the VSL, if the reason is not apparent.

ODOT has not initiated any projects to date that include VSLs, although development of a VSL temporary work zone detail and specification is in progress. Other states such as Colorado, Utah, and Wyoming are pursuing the use of VSLs along highways and through work zones. Some of the potential difficulties in implementing VSLs relate to the installation and maintenance of the system. The cost of acquiring, installing, and maintaining the changeable message signs and detection equipment can be considerable. The costs for the system increase depending on the complexity of the VSL. For example, a system that is based on traffic volumes and weather conditions would require detection equipment or cameras to determine when a speed limit should be changed; whereas a system that operates similar to a work zone or school zone would not be as costly since the speed limits could be set based on time of day and day of week. Speed enforcement can be difficult since law enforcement must be aware of the speed limit currently in effect and have a way to document it when issuing a citation. Legislation may be needed to allow agencies to implement variable speed limits and to enforce who has the authority to change speed limits and under what conditions.



VSL in a work zone

The segment of US-259 through Hochatown is a suitable location for a VSL pilot project. It is recommended that the limits of the project begin at Old Hochatown Road (Pinyon Road) and extend 1.5 miles north towards Carson Creek Road (Juniper). In this segment, the posted speed limit would vary depending on the traffic volume or 85th percentile speeds. As a default, the posted speed limit would be 55 mph, consistent with the current posted speed limit. As detected traffic volumes increase and/or the 85th percentile speeds decrease, the posted speed limit would decrease to 45 mph. This type of VSL system would require electronic detection of traffic volumes and vehicle speeds that would transmit this information to an operator, who would confirm the data and adjust the posted speed limit signs in VSL mode.

Based on the analysis provided in this report, the following thresholds are recommended for use in a VSL pilot project:

- When peak hour traffic volumes exceed 700 vehicles per hour (both directions), posted speed limit should be reduced to 45 mph.
- When the 85th percentile speed is less than or equal to 49 mph, posted speed limit should be reduced to 45 mph.

As a pilot project, additional studies should be conducted to document conditions before and after implementation of the VSL system in order to confirm this area is an appropriate location for VSLs. Speed data, compliance, and collision rates should be included in the before and after study. If ODOT prefers not to implement a VSL in the short-term, the agency may want to conduct a speed study to verify whether the existing 55 mph posted speed limit is appropriate for conditions in this segment, particularly considering the dense development and frequent turning movements.

5.0 FIELD RECONNAISSANCE

Field reconnaissance of the US-259 study corridor was performed over the 2017 Memorial Day weekend. A video log documenting the travel speeds, weather conditions, and corridor features was recorded. The following observations and subsequent recommendations were made based on the information collected during field reconnaissance.

5.1 Speed

- While there was no posted speed limit on the west side of Sherry Lane, the observed speeds were at least 45 mph. A speed study could be conducted at this location to determine an appropriate posted speed limit.
- Less than 100-feet north of Carson Creek Road (Juniper), the posted speed limit for southbound traffic reduces to 55 mph. It is recommended that this posted speed limit sign be moved approximately 1,000-feet to the north to attempt to reduce the speed of vehicles traveling through this intersection. The posted speed limit for northbound traffic of 65 mph should also be relocated.
- Heavy trucks typically travel faster than the posted speed limits and do not exercise necessary caution when approaching congested segments through Hochatown or in dense driveway locations.

5.2 Passing Maneuvers

- Vehicles were observed passing in the shoulder along US-259 near SH-259A (S) instead of stopping and waiting for northbound left-turning vehicles. “DO NOT PASS ON SHOULDER” signs could be installed in accordance with the MUTCD.
- A vehicle was observed passing a left-turning vehicle on the left (in the opposing lane of traffic) near the Stevens Gap Road and US-259 intersection.
- Numerous vehicles were observed passing in No Passing zones. Additional “NO PASSING ZONE” signs could be installed in accordance with the MUTCD.

5.3 General Traffic Operations

- At the eastbound approach on Sherry Lane at US-259, 90% of the right-turning traffic cut through the gravel on the southwest corner and used this as a continuous right turn lane. This approach should be modified to restrict vehicles from cutting through this lot. It is recommended that the eastbound approach be widened to include either a dedicated left-turn lane or right-turn lane.
- There were many heavy trucks observed making a southbound right-turn (traveling westbound) from US-259 onto Sherry Lane which provides a direct connection to SH-3.
- Trucks with trailers were observed making wide turns across both lanes at the Stevens Gap Road and US-259 intersection.
- Heavy southbound right turns and northbound left turns were observed at Lukfata Trail.
- Stevens Road, Penner Road, and Last Resort Drive have steep grades approaching US-259.



Eastbound right-turn “cut through” at Sherry Lane/US-259 intersection

5.4 Access Management



Wide, open driveways across from SH-259A (S)/US-259 intersection

- Vehicles (including boats and trailers) were observed parking in the right-of-way at the Adam & Eve's General Store and Hochatown Amusements. Access modifications are recommended at this location.
- New retail development is being constructed south of the intersection at Old Hochatown Road (Pinyon Road) and US-259. Signs for this development must be placed in a location that does not obstruct sight distance.
- The Spearfish Road connection at US-259 does not operate as a roadway, but as an extension of the Shell gas station parking area. Access modification options are recommended at this location.
- Numerous opposing turning movements were observed through Hochatown as vehicles accessed developments. Without the presence of exclusive turn lanes, these turning movements occur from the through lane and deceleration of vehicles greatly affects the 85th percentile speed during various parts of the day.
- Vehicles were observed using excessively wide driveways as deceleration lanes. Access modifications are recommended at several of these locations.
- A near miss rear-end collision was observed at the Girls Gone Wine driveway due to driver inattention and speed.
- The tree limbs located north of the Grateful Head driveway (on the west side) limit sight distance and should be removed.
- The tree limbs located north of Orca Road (on the east side) limit sight distance and should be removed.
- The golf course sign on the northeast corner of the Golf Course Road/US-259 intersection partially obstructs sight distance to the north.

5.5 Signing and Striping

- The 'STOP' sign at the westbound approach on Sherry Lane is approximately 45-feet back from where a stop bar should be and is not well placed considering the intersection's current geometry. This is due to the fact that the parking lot/access for the office space on the northeast corner is not delineated from US-259 or Sherry Lane which could cause confusion for vehicles desiring to make a westbound right turn from Sherry Lane. The access should be delineated and a stop bar should be installed.
- The street name signs for Sherry Lane on the southwest and southeast corners are white and not well placed. These signs should be replaced with appropriate street signs and relocated.
- The street name signs for all intersecting roadways within the US-259 study corridor are too small and difficult to read, especially considering the posted speed limits. It is recommended that all street name signs be replaced with ones of appropriate size to improve driver recognition. Advanced signing is also recommended for the major roadways and intersections.
- The Spearfish Road street sign has been struck and should be replaced.
- Numerous temporary signs denoting private development spaces were located in the right-of-way along various segments of the US-259 study corridor. ODOT should regularly monitor these signs and remove ones that may limit sight distance.
- The driveway on the west side of US-259 directly across from Golf Course Road is unnecessarily wide and should have a reduced cross section.



Penner Rd street sign

6.0 CONCLUSIONS AND RECOMMENDATIONS

This section documents the conclusions made as a result of the analysis detailed in this report as well as the improvements recommended to increase safety and capacity along the US-259 study corridor.

Collision Analysis

- The adjusted collision rate for the US-259 study corridor is lower than the Statewide rate:
 - Statewide rate is approximately 96 collisions per 100 million vehicle miles (2011-2013).
 - US-259 study corridor rate is approximately 67 collisions per 100 million vehicle miles (2011-2015).
- The fatal collision rate for the US-259 study corridor is lower than the Statewide rate:
 - Statewide rate is 2.79 collisions per 100 million vehicle miles (2011-2013).
 - US-259 study corridor rate is 1.07 collisions per 100 million vehicle miles (2011-2015).
- The segment of US-259 between Sherry Lane and SH-259A (N) has the highest number of reported collisions at 74 collisions (including intersection-related):
 - The most common type of collision (38%) in this segment was a vehicle colliding with a fixed object (e.g. concrete barrier, tree, ditch, fence, guardrail, utility pole, or culvert). Unsafe speed, driving while intoxicated (DWI), driver inattention, and improper turn or lane change were cited as contributing factors in this type of collision.
 - 25% of collisions were rear-end collisions. Driver inattention, following too close, and DWI were cited as contributing factors in this type of collision.
 - The intersections at Sherry Lane and Sweet Home Road (Joe Hough Road) also had the highest number of reported collisions of all intersections studied with 10 and 7 collisions, respectively.
- The segment of US-259 between Old Hochatown Road (Pinyon Road) and Carson Creek Road (Juniper) had the highest number of reported collisions that included an injury or possible injury:
 - The most common type of collision (32%) in this segment was an angle turning collision. The contributing factor in all of these was improper turn.
 - 27% of collisions occurred when a vehicle collided with a fixed object (e.g. ditch, tree). Unsafe speed and driver inattention were cited as contributing factors in this type of collision.
 - 27% of collisions were rear-end collisions. Unsafe speed, following too close, and driver inattention were cited as contributing factors in this type of collision.
 - Unsafe speed was cited as a contributing factor in 27% of non-intersection related collisions in this segment.

- The following list of safety improvements are recommended for implementation in the short-term:
 - Trim or remove foliage that impedes sight distance
 - Upgrade bridge barricades
 - Install curve warning signs
 - Remove objects within roadway clear zone
 - Install guardrails
 - Repaint stop bars at all intersections
 - Install rumble strips parallel to edge lines at major intersections
 - Install centerline rumble strips along the entire corridor except at intersections and major commercial driveways
 - Relocate 55 mph posted speed limit sign north of Carson Creek Road (Juniper)
 - Increase speed enforcement along the corridor



Curve warning sign

Roadway Link Capacity Analysis

- The US-259 study corridor currently operates at LOS D or better. Under Design Year (2022) conditions, US-259 is predicted to operate near capacity (LOS D or E) for all segments except for the segment north of Stevens Road that is predicted to operate at LOS B. Under Horizon Year (2037), US-259 is predicted to operate at LOS C north of Stevens Road, but near or exceeding capacity (LOS D, E, or F) at the remaining segments.
- The following improvement would increase roadway capacity and is recommended in the long-term when warranted by future traffic volumes:
 - Widen the US-259 study corridor to accommodate additional travel lanes or a continuous center turn lane.

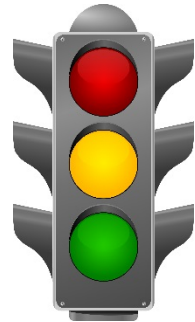
Intersection Capacity Analysis

- All of the study intersections were shown to operate satisfactorily under Existing (2017) conditions. There were some approaches at intersections that were shown to operate at LOS E or F, however the v/c ratios and the queuing results did not indicate that improvements were needed.
- Under Design Year (2022) conditions, there were several intersections that were predicted to operate unsatisfactorily:
 - Sherry Lane/US-259 for Holiday Friday
 - SH-259A (S)/US-259 for Holiday Friday and Holiday Saturday
 - SH-259A (N)/US-259 for Average Weekday, Holiday Friday, and Holiday Saturday
 - Stevens Gap Road/US-259 for Holiday Friday and Holiday Saturday
 - Carson Creek Road (Juniper)/US-259 for Holiday Saturday

- Under Horizon Year (2037) conditions, there were additional intersections that were predicted to operate unsatisfactorily:
 - Sherry Lane/US-259 for Average Weekday, Holiday Friday, and Holiday Saturday
 - Sweet Home Road (Joe Hough Road)/US-259 for Holiday Friday
 - SH-259A (S)/US-259 for Average Weekday, Holiday Friday, and Holiday Saturday
 - SH-259A (N)/US-259 for Average Weekday, Holiday Friday, and Holiday Saturday
 - Old Hochatown Road (Pinyon Road)/US-259 for Holiday Friday and Holiday Saturday
 - Stevens Gap Road/US-259 for Average Weekday, Holiday Friday, and Holiday Saturday
 - Carson Creek Road (Juniper)/US-259 for Average Weekday, Holiday Friday, and Holiday Saturday
 - Lukfata Trail/US-259 for Holiday Friday
- Traffic operations appear to be worse during the holiday weekend (Memorial Day weekend) than they are during an average weekday.

Traffic Signal Warrant Analysis

- The three (3) intersections on US-259 that were analyzed to determine if signalization is currently warranted or may be warranted in the future are Sherry Lane, SH-259A (S), and SH-259A (N). None of the intersections evaluated currently meet any of the nine (9) signal warrants. Warrants 1 & 2 are met under Design Year (2022) and/or Horizon Year (2037) conditions.
- Installation of traffic signals at these locations would increase intersection capacity and the following is recommended in both the short- and long-term:
 - Continue monitoring these intersections as increased development is realized within the corridor.



Right-Turn Deceleration Lane Analysis

- No right-turn deceleration lanes presently exist along US-259 within the study area. For highways, the ODOT design guidelines indicate that an auxiliary right-turn deceleration lane should be considered for any location with a right-turn volume greater than 40 vehicles per hour (vph).
- Providing dedicated right-turn deceleration lanes at the following locations on US-259 would increase roadway capacity and is recommended in the long-term:
 - Sherry Lane/US-259 – Southbound direction
 - SH-259A (N)/US-259 – Northbound direction
- Providing dedicated right-turn deceleration lanes at the following additional locations on US-259 would also increase roadway capacity and is recommended in the long-term when warranted by future traffic volumes:
 - Sherry Lane/US-259 – Northbound direction
 - Sweet Home Road (Joe Hough Road)/US-259 – Southbound direction
 - Stevens Gap Road/US-259 – Northbound direction
 - Carson Creek Road (Juniper)/US-259 – Northbound direction

Left-Turn Deceleration Lane Analysis

- The major intersections within the study area were analyzed to determine the need for left turn lanes along US-259. The northbound and southbound left turn volumes at all of the study intersections exceed the threshold identified in the *NCHRP Report* for the consideration of a left turn deceleration lane under Existing (2017) traffic conditions. Since traffic volumes are forecasted to increase, the future left turn volumes are also anticipated to exceed the threshold.
- Providing dedicated left-turn deceleration lanes (both northbound and southbound) at the following high priority locations on US-259 would increase roadway capacity and is recommended in the long-term:
 - Sherry Lane/US-259
 - Sweet Home Road (Joe Hough Road)/US-259
 - SH-259A (S)/US-259
 - SH-259A (N)/US-259
 - Lukfata Trail/US-259
 - Lucian Sorrel Road (Choate Road)/US-259

Intersection Sight Distance Evaluation

- As part of this traffic analysis, the available and required intersection sight distance for motorists accessing the adjacent roadways from the twelve (12) study intersections and potentially problematic access points/driveways was analyzed. Adequate sight distance is technically provided at all studied locations for passenger cars and combination trucks, but sight distance evaluation for combination trucks was only performed at locations where combination trucks are known to travel.
- The following list of maintenance items to improve sight distance are recommended in the short-term:
 - Sherry Lane – Tree limbs on both the west and east sides of US-259 may partially obstruct sight distance and should be trimmed.
 - Old Hochatown Road (Pinyon Road) – Trees on the east side of US-259 partially obscure sight distance and should be trimmed or removed.
 - Carson Creek Road (Juniper) – A sign on the east side of US-259 and trees on both the west and east sides partially obstruct sight distance. The trees should be trimmed or removed.

Passing Zones Analysis

- For the northbound direction, the study corridor was found to have nine (9) distinct Passing Zones; passing is prohibited for 70% of the total length and permitted for 30% of the total length. All existing northbound Passing Zones meet criteria for passing sight distance and minimum length.
- For the southbound direction, the study corridor was found to have eight (8) distinct Passing Zones; passing is prohibited for 71.0% of the total length and permitted for 29.0% of the total length. All existing southbound Passing Zones meet criteria for passing sight distance and minimum length.

- There are several locations where modifications to the length of existing Passing Zones would be recommended in the short-term:
 - Move beginning of NB2 (MP 2.27) north 400-feet to MP 2.35 and begin NB2 PZ just north of narrow bridge. Although adequate sight distance is provided at the current location for the start of the PZ, the existing bridge has no shoulders and barriers just outside of the driving lane. This would shorten the length of the PZ from 1,600-feet to 1,200-feet (length still greater than minimum length of 800-feet). Although ODOT plans to widen this bridge to contain 40-feet of clear roadway, a PZ is still not recommended along the bridge.
 - Move beginning of SB2 (MP 11.48) south 500-feet to MP 11.38 and begin SB2 PZ just south of the intersection of US-259 and Lukfata Trail. Although adequate sight distance is provided at the current location for the start of the PZ, Lukfata Trail is a rapidly developing area with heavy turning movements observed. Due to the high volume of turning movements at the location, it is recommended that passing be prohibited at the intersection location. This would shorten the length of the PZ from 2,700-feet to 2,200-feet.
- No existing passing zones are proposed to be entirely eliminated at this time. However, as development along the US-259 corridor increases, it is recommended that US-259 be reevaluated in the long-term if there is a significant increase to the number of turning vehicles at a particular location.

Access Management Evaluation

- Within the extents of the study corridor there are a total of 167 access points, 89 on the west side of US-259 and 78 on the east side. While it is understood that a property owner has a right to access his property and not be landlocked, the owner does not have the right to absolute access from any point. With this principle in mind, opportunities exist to remove or modify 15% of the existing driveways. Modification of a driveway includes geometric reconfiguration, consolidation, or a reduction in width.
- Driveways noted as High or Medium Priority will provide an immediate and significant increase in safety and functional operation within the corridor and it is recommended that access modifications be implemented at the following locations in the short-term:
 - Adam & Eve’s General Store and Hochatown Amusements (W41) – High Priority
 - Girls Gone Wine (E65) – High Priority
 - E-Z Mart Gas Station (W70) – Medium Priority



Recent improvements at Grateful Head driveways

Signing

- During field reconnaissance it was noted that several street name signs contained lettering that was too small to be visible by motorists traveling the posted speed limits. Also, several street name signs were displayed on the wrong background color (white), improperly placed in roadside area, and/or mounted at an improper height.
- The following list of street name signs do not currently meet the criteria of the MUTCD and should be replaced to improve driver recognition in the short-term:
 - Sherry Lane
 - Sweet Home Road
 - Old Hochatown Road
 - Pinyon Road
 - Spearfish Road
 - Carson Creek Road
 - Juniper Road
 - Lucian Sorrel Road
 - Choate Road
 - Stevens Gap Road
 - Lukfata Trail
 - Penner Road
 - Last Resort
 - Golf Course Road
 - Stevens Road
- Advance street name signs are recommended at the following high priority locations to improve driver recognition in the short-term:
 - Sherry Lane (southbound direction only)
 - Sweet Home Road (Joe Hough Road)
 - Stevens Gap Road
 - Carson Creek Road
 - Lukfata Trail
 - Lucian Sorrel Road (Choate Road)

Old Hochatown Rd

Stevens Gap Rd

Carson Creek Rd

Qualitative Speed Assessment

- The speed data collected and observations noted during field reconnaissance indicate the posted speed limits appear appropriate for much of the corridor except for the segment through Hochatown, between Old Hochatown Road (Pinyon Road) and Carson Creek Road.
 - Throughout Hochatown, the posted speed limit is 55 mph and the collected 85th percentile speeds varied between 54-62 mph. The speed data collected by ODOT in April 2016 clearly shows the 85th percentile speed decreases as it enters Hochatown, 57 mph on the south end and 54 mph on the north end.
 - For the 1.5-mile segment from Old Hochatown Road (Pinyon Road) to south of Carson Creek Road (Juniper), considering the following factors of lack of improved shoulders, high number of driveways, the calculated collision rate being almost 20% greater than the statewide average and the reporting of unsafe speed being a contributing factor in 23% of collisions, it is recommended that a speed reduction be implemented through Hochatown. Additional considerations include the large number of vehicles turning into the existing driveways and the amount of future growth anticipated for this area.
- The segment of US-259 through Hochatown is a suitable location for a VSL pilot project in the short-term.
 - It is recommended that the limits of the project begin at Old Hochatown Road (Pinyon Road) and extend 1.5 miles north towards Carson Creek Road (Juniper). In this segment, the posted speed limit would vary depending on the traffic volume or 85th percentile speeds. As a default, the posted speed limit would be 55 mph, consistent with the current posted speed limit. As detected traffic volumes increase and/or the 85th percentile speeds decrease, the posted speed limit would decrease to 45 mph. This type of VSL system would require electronic detection of traffic volumes and vehicle speeds that would transmit this information to an operator, who would confirm the data and adjust the posted speed limit signs in VSL mode.
 - As a pilot project, additional studies should be conducted to document conditions before and after implementation of the VSL system in order to confirm this area is an appropriate location for VSLs.
- While the overall speed data does not indicate a problem with trucks and excessive speeding, the field reconnaissance did suggest that heavy trucks typically travel faster than the posted speed limits and do not exercise necessary caution when approaching congested segments through Hochatown or in dense driveway locations.
- It is recommended in the short-term that speed enforcement be increased along the US-259 corridor. As an additional option, standalone speed trailers could be employed at critical locations to alert drivers of their speeds.

Field Reconnaissance

- Field reconnaissance of the US-259 study corridor was performed over the 2017 Memorial Day weekend.
- The following short-term recommendations were made based on the information collected during field reconnaissance:
 - Less than 100-feet north of Carson Creek Road (Juniper), the posted speed limit for southbound traffic reduces to 55 mph. It is recommended that this posted speed limit sign be moved approximately 1,000-feet to the north to attempt to reduce the speed of vehicles traveling through this intersection. The posted speed limit for northbound traffic of 65 mph should also be relocated.
 - Signs for the new retail development being constructed south of the intersection at Old Hochatown Road (Pinyon Road) and US-259 must be placed in a location that does not obstruct sight distance.
 - The tree limbs located north of the Grateful Head driveway (on the west side) limit sight distance and should be removed.
 - The tree limbs located north of Orca Road (on the east side) limit sight distance and should be removed.
 - The 'STOP' sign at the westbound approach on Sherry Lane is approximately 45-feet back from where a stop bar should be and is not well placed considering the intersection's current geometry. The access should be delineated and a stop bar should be installed.
 - Numerous temporary signs denoting private development spaces were located in the right-of-way along various segments of the US-259 study corridor. ODOT should regularly monitor these signs and remove ones that may limit sight distance.
- The following additional long-term recommendation was made:
 - At the eastbound approach on Sherry Lane at US-259, 90% of the right-turning traffic cut through the gravel on the southwest corner and used this as a continuous right turn lane. This approach should be modified to restrict vehicles from cutting through this lot. It is recommended that the eastbound approach be widened to include either a dedicated left-turn lane or right-turn lane.

7.0 APPENDIX

Collision Data



Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017
 by Ester Shaw-Smith

Study Map & Totals

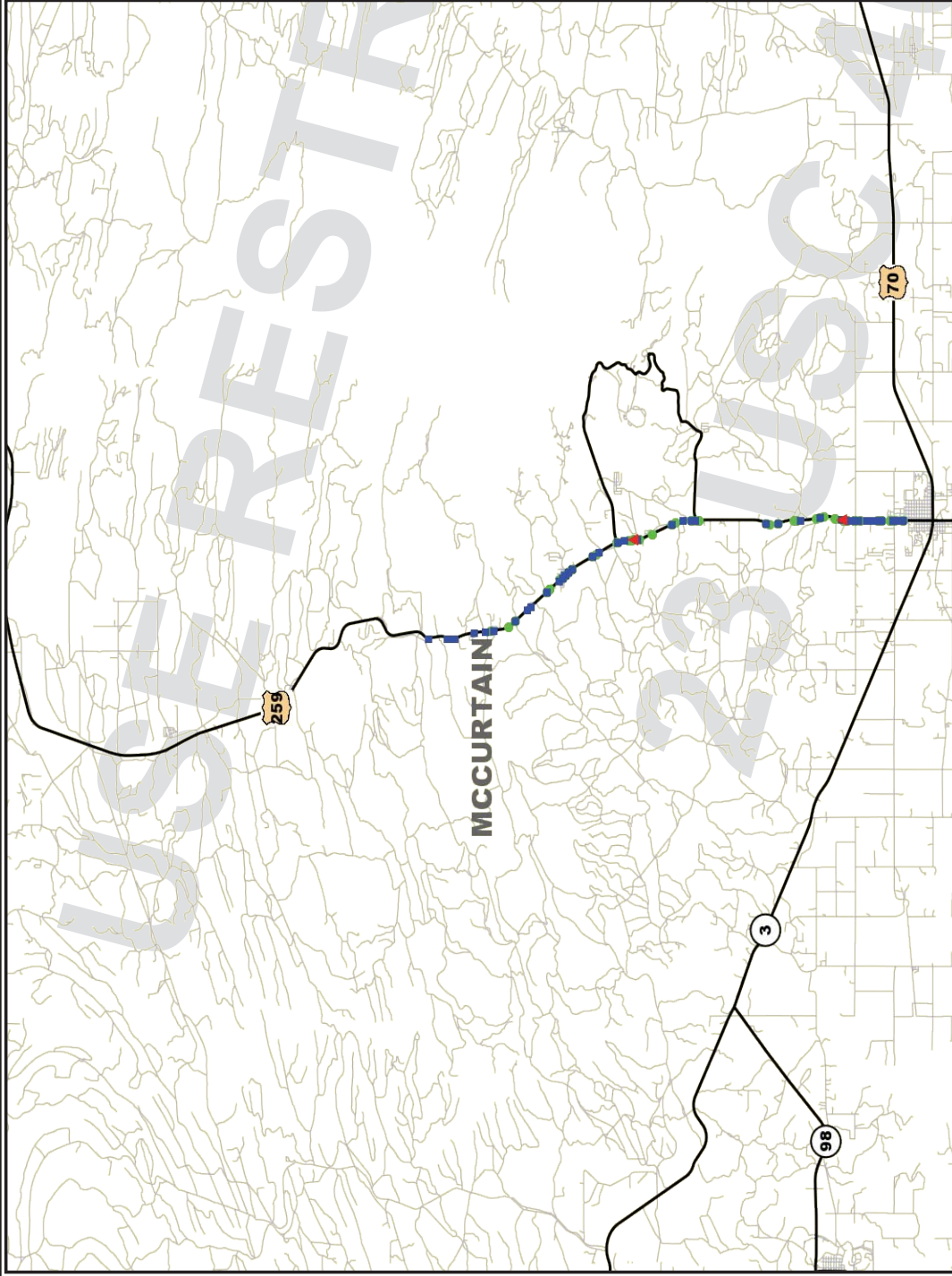
Legend

- Fatality ▲
- Injury ■
- Property Damage ●



Remarks:

PREPARED FOR LEE
 ENGINEERING, LLC



EC-1651A US-259

Date Range: 01-01-2011 thru 12-31-2015

	2011					2012					2013							
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions			3	2	8	13	1	1	5	5	18	29	1	2	2	6	15	24
Persons			3	4	4	7	1	3	8	12	24	24	2	2	13	17	17	17



STUDY TOTALS (CONT.)

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

	2014						2015					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	4	8	15	35	1	3	1	3	3	18	25	
Persons	4	12	12	28	1	7	1	7	8	16	16	

	Study Total		
	Fatality	Incapacitating Injury	Non-Incapacitating Injury
Collisions	2	7	19
Persons	3	10	30
		Possible Injury	Property Damage
		24	74
		Total	126
			92

23 USC 409



STUDY TOTALS - BY CITY AND HWY CLASS

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

STUDY TOTALS

Year	HIGHWAY COLLISIONS			CITY STREET COLLISIONS			COUNTY ROAD COLLISIONS			TOTAL COLLISIONS			
	Fat	Inj *	Tot	Fat	Inj *	Tot	Fat	Inj *	Tot	Fat	Inj *	Tot	
2011		5	8			13					5	8	13
2012	1	10	18			29				1	10	18	29
2013	1	8	15			24				1	8	15	24
2014		20	15			35					20	15	35
2015		7	18			25					7	18	25
Total:	2	50	74			126			0	2	50	74	126

County: (45) MCCURTAIN

	HIGHWAY COLLISIONS			CITY STREET COLLISIONS			COUNTY ROAD COLLISIONS			TOTAL COLLISIONS			
	Fat	Inj *	Tot	Fat	Inj *	Tot	Fat	Inj *	Tot	Fat	Inj *	Tot	
(00) - RURAL -	1	29	25			55				1	29	25	55
(05) BROKEN BOW	1	21	49			71				1	21	49	71
Total:	2	50	74			126			0	2	50	74	126

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



TABULATION OF COLLISIONS

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 05/24/2017 by Ester Shaw-Smith

Collisions By Type Of Collision

Type Of Collision	2011			2012			2013			2014			2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)		1	1	2	2	5	7	7				6				5
Head-On (front-to-front)								1				5				1
Right Angle (front-to-side)	1	1		1	1	2	3	3	1			1				1
Angle Turning			3	3	1	3	4	4			2	6			5	10
Other Angle																
Sideswipe Same Direction					1	1	2	2								
Sideswipe Opposite Direction								1			1	1			1	3
Fixed Object		2	2	4	4	3	7	7			3	8			5	11
Pedestrian																
Pedal Cycle																
Animal		1	1	1	1	1	2	2							1	2
Overturn/Rollover		1		1	1		2	2							1	2
Vehicle-Train																
Other Single Vehicle Crash																
Other		1	1	1	1	3	3	3			1	1			1	1
Total	5	8	8	13	10	18	29	29	1	8	15	24		20	15	35
Percent	4.0	6.3	6.3	10.3	7.9	14.3	23.0	23.0	0.8	6.3	11.9	19.0		15.9	11.9	27.8

Collisions By Type Of Collision

Type Of Collision	Total		
	Fat	Inj *	PD
Rear-End (front-to-rear)		12	19
Head-On (front-to-front)	1		
Right Angle (front-to-side)		2	2
Angle Turning		11	13
Other Angle			
Sideswipe Same Direction		1	3
Sideswipe Opposite Direction		2	3
Fixed Object		15	21
Pedestrian			
Pedal Cycle			
Animal		1	4
Overturn/Rollover	1	2	1
Vehicle-Train			
Other Single Vehicle Crash		1	1
Other		3	7
Total	2	50	74
Percent	1.6	39.7	58.7

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



TABULATION OF COLLISIONS

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Units By Unit Type

Unit Type	2011			2012			2013			2014			2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																
Pedestrian																
Animal				1								2				1
Pedal Cycle																
Parked Vehicle												1				
CMV																
Other Single Vehicle		2	3	5	1	5	3	9	1	3	5	8		5	3	8
Other Multi-Vehicle		6	10	16	29	10	29	39	2	10	19	31		26	16	42
Total		8	13	21	1	15	36	52	3	13	25	41		38	26	64
Percent		3.6	5.9	9.5	0.5	6.8	16.4	23.6	1.4	5.9	11.4	18.6		17.3	11.8	29.1

Units By Unit Type

Unit Type	Total		
	Fat	Inj *	PD
Train			
Pedestrian			
Animal	1	3	4
Pedal Cycle			
Parked Vehicle		1	1
CMV	1	6	10
Other Single Vehicle	1	16	24
Other Multi-Vehicle	2	63	92
Total	4	87	129
Percent	1.8	39.5	58.6

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



TABULATION OF COLLISIONS

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Vehicles By Vehicle Type

Vehicle Type	2011			2012			2013			2014			2015			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door				1		1	3	4		2	1	3		1	1	2
Passenger Vehicle-4 Door		2	5	7		4	11	15		2	2	4		7	11	18
Passenger Vehicle-Convertible				1		1	2	2			2	2				1
Pickup Truck		3	7	10	1	5	16	22	2	5	12	19		3	10	13
Single-Unit Truck (2 axles)				1		1										
Single-Unit Truck (3 or more axles)																
School Bus																
Truck/Trailer																
Truck-Tractor (bobtail)								1				1				1
Truck-Tractor/Semi-Trailer				2	2	1	1	2		1	1	2		3	3	6
Truck-Tractor/Double																
Truck-Tractor/Triple																
Bus/Large Van (9-15 seats)																
Bus (16+ seats)																1
Motorcycle														4	1	5
Motor Scooter/Moped																
Motor Home																
Farm Machinery																
ATV																
Sport Utility Vehicle (SUV)	1	2	3	3	5	8	2	7	9	2	7	9		5	8	13
Passenger Van		1	1	1		1					1	1				1
Truck More Than 10,000 lbs.																
Van (10,000 lbs. or less)															1	1
Other																
Total	6	15	21	21	1	13	37	51	2	11	28	41		24	38	62
Percent	2.8	6.9	9.7	9.7	0.5	6.0	17.1	23.6	0.9	5.1	13.0	19.0		11.1	17.6	28.7
														3.7	15.3	19.0

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



TABULATION OF COLLISIONS

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Vehicles By Vehicle Type

Vehicle Type	Fat	Inj *	Total		Pct
			PD	Tot	
Passenger Vehicle-2 Door		4	6	10	4.6
Passenger Vehicle-4 Door		15	36	51	23.6
Passenger Vehicle-Convertible		2	2	4	1.9
Pickup Truck	3	19	59	81	37.5
Single-Unit Truck (2 axles)			1	1	0.5
Single-Unit Truck (3 or more axles)			2	2	0.9
School Bus					
Truck/Trailer			1	1	0.5
Truck-Tractor (bobtail)			1	1	0.5
Truck-Tractor/Semi-Trailer		4	8	12	5.6
Truck-Tractor/Double					
Truck-Tractor/Triple					
Bus/Large Van (9-15 seats)		1		1	0.5
Bus (16+ seats)					
Motorcycle		5	1	6	2.8
Motor Scooter/Moped					
Motor Home					
Farm Machinery					
ATV					
Sport Utility Vehicle (SUV)		12	30	42	19.4
Passenger Van			3	3	1.4
Truck More Than 10,000 lbs.					
Van (10,000 lbs. or less)			1	1	0.5
Other					
Total	3	62	151	216	100
Percent	1.4	28.7	69.9	100	

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



TABULATION OF COLLISIONS

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Day	Day And Time Of Occurrence Of Collisions														Tot	Pcnt										
	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
Sunday	1		1		1				1	2	1	1	1	1	2	1	1	2	1						14	11.1
Monday						1			2		1	2	4	2	1	1									15	11.9
Tuesday				1				2		2	3	1	2	1	2	1	1	1	1	1		1		18	14.3	
Wednesday					1			3			2													16	12.7	
Thursday						2		3			3	1	4	6	1	2	1	1	1	1		1		21	16.7	
Friday						2		3	1	1	3	2	1	1	2	1								22	17.5	
Saturday	1			1				1	1	3	1	3	1	3	2	2	2	2	1	1	1	1	1	20	15.9	
Early Morning - Sunrise	10							20																126		
Total	7.9						15.9			57		45.2					21	16.7			18			100		
Percent																										

Roadway/Lighting

Roadway Conditions	Lighting Conditions							Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown	Total	Percent		
Dry	78	17	9			104	82.5		
Wet (Water)	14	4				18	14.3		
Ice, Snow, or Slush	3					3	2.4		
Mud, Dirt, Gravel, or Sand									
Other	1					1	0.8		
Total	96	21	9			126	100		
Percent	76.2	16.7	7.1			100			

Weather Conditions

Weather Conditions	Total	Percent
Clear	83	65.9
Clouds Present	24	19.0
Raining/Fog	17	13.5
Snowing/Sleet/Hail	2	1.6
Other		
Total	126	100



Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Collision Rate Analysis

EC-1851A US-259

Time Period: 01-01-2011 to 12-31-2015 (1826 days)

RATE = No. of Collisions per 100 Million Vehicle Miles

Road Characteristics

Rate Type	Location Rates	Statewide Rates ** (2011 - 2013)	
Overall Collision:	121.05	95.72	Roadway Length (miles): 13.88
Fatal Collision:	1.92	2.79	Roadway Width (feet): 24
Vis. Injury Collision *:	24.98	24.19	Avg. Daily Traffic (Veh/Day): 4107
			Number of Lanes *: TWO-LANES
			Access Control *: NONE
			Urban Area Type *: RURAL
			Rural or Municipal *: RURAL
			Median Type *: UNDIVIDED
			Median Width (feet): 0

Collision History Summary (Number of Years = 5)

	# Collisions	# People
Involving Fatality:	2	Killed: 3
Vis. Injury *:	26	Vis. Injured *: 40
Poss. Injury:	24	Poss. Injured: 49
Property Damage Only:	74	
TOTAL:	126	

RATE = $\frac{100,000,000 \times \text{NO. OF COLLISIONS}}{\text{ADT} \times \text{LENGTH} \times \text{NO. OF DAYS IN REPORT}}$

* Predominate value.

* Includes Incapacitating and Non-Incapacitating Injuries.

** Statewide rates are computed based on similar roadways pertaining to number of lanes, divided or undivided, rural or urban, and access control.



HIGHWAY SYSTEM COLLISION LISTING

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

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	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK															
45	05	16	04	06.24	US259A		YES	Y	W	N	2			RIGHT-ANGLE	F-YIELD	DYLG	DRY	PDO	08-14-2012	
45	05	16	04	06.24	US259A		YES	Y	E	N	2	1		ANGLE-TURNING	D-W4	DUSK	DRY	P INJ	07-04-2013	
45	05	16	04	06.24	US259A		YES	Y			3			OTHER	F-YIELD	DYLG	DRY	PDO	10-27-2014	
(45)	MCCURTAIN			(00)	HWY: US-259, PARK															
45		16	19	08.23	US259A		YES	Y	N	N	2			REAR-END	INATT	DYLG	DRY	PDO	02-10-2015	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: , US-259A															
45	05	20	19	10.18	US-259		YES	Y	W	-	1			F-O EMBANKMENT	F-STOP	DARK	DRY	PDO	09-27-2015	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 11 ST.						
45	05	16	00.75		11 ST.		YES	Y			2			REAR-END	UNSAF-SPD	DYLG	DRY	PDO	07-05-2012	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.01 after 11 ST.						
45	05	16	00.76		DRIVEWAY		NO	Y			2			OTHER	INATT	DYLG	DRY	PDO	08-27-2014	
45	05	16	00.76		DRIVEWAY		NO	Y	N	N	2	2		REAR-END	FOL-CLOSE	DYLG	DRY	P INJ	07-01-2015	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.02 after 11 ST.						
45	05	16	00.77				NO	Y	N	N	2	1		SIDESWIPE-SAME	FOL-CLOSE	DYLG	DRY	P INJ	07-31-2012	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.03 before OAKWOOD DR.						
45	05	16	00.91				NO	Y			2	2		OTHER	INATT	DYLG	DRY	P INJ	07-24-2014	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.03 before SHERRY LN.						
45	05	16	00.98		WKZONE		NO	Y	S	S	2			REAR-END	FOL-CLOSE	DYLG	DRY	PDO	09-10-2012	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.01 before SHERRY LN.						
45	05	16	01.00				NO	Y	N	N	3			SIDESWIPE-SAME	FOL-CLOSE	DYLG	WET	PDO	12-26-2012	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: SHERRY LN.						
45	05	16	01.01		SHERRY LN.		YES	Y			2	3		RIGHT-ANGLE	F-YIELD	DAWN	DRY	N-J INJ	02-06-2012	
45	05	16	01.01		SHERRY LN.		YES	Y			2			OTH-BACKING	INATT	DYLG	DRY	PDO	09-12-2012	
45	05	16	01.01		SHERRY LN.		YES	Y			2			ANGLE-TURNING	IMP-TURN	DYLG	DRY	PDO	11-27-2012	
45	05	16	01.01		SHERRY LN.		YES	Y	S		2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	01-31-2013	
45	05	16	01.01		SHERRY LN.		YES	Y	N	N	2			REAR-END	INATT	DYLG	DRY	PDO	04-05-2013	
45	05	16	01.01		SHERRY LN.		YES	Y	N	-	1			F-O TREE	INATT	DYLG	DRY	PDO	07-27-2013	
45	05	16	01.01		SHERRY LN.		YES	Y	N	N	2			REAR-END	INATT	DYLG	DRY	PDO	09-24-2013	
45	05	16	01.01		SHERRY LN.		YES	Y	N	-	1			F-O UTIL-POLE	UNSAF-SPD	DYLG	WET	PDO	10-14-2013	
45	05	16	01.01		SHERRY LN.		YES	Y			2			ANGLE-TURNING	FOL-CLOSE	DYLG	DRY	PDO	01-07-2014	
45	05	16	01.01		SHERRY LN.		YES	Y	E	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	07-25-2014	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.01 after SHERRY LN.						
45	05	16	01.02				NO	Y	N	N	2			ANGLE-TURNING	IMP-PASS	DYLG	DRY	PDO	06-26-2012	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.01 before TANGLEWOOD						
45	05	16	01.05				NO	Y	S	S	2			REAR-END	NEG-DRIVING	DYLG	DRY	PDO	06-15-2012	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: 00.01 after TANGLEWOOD						
45	05	16	01.07				NO	Y	S	S	2			REAR-END	INATT	DYLG	DRY	PDO	06-07-2013	
(45)	MCCURTAIN			(05) BROKEN BOW	HWY: US-259, PARK									AT: TRAILER DR.						

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



HIGHWAY SYSTEM COLLISION LISTING

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Cnty	City	CS #	Int. #	Mile Post	Location	CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS					
						Features	Int. Related	On Map	Dir. 1	Dir. 2	Veh.	Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
45	05	16			TRAILER DR.	YES	Y	N	N	2				REAR-END	INATT	DYLG	DRY	PDO	11-20-2015
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.30		NO	Y	S	N	2				SIDESWIPE-OPP	OTHER	DYLG	DRY	PDO	05-07-2014
45	05	16		01.30		NO	Y	N	N	2				ANGLE-TURNING	IMP-PASS	DYLG	DRY	PDO	06-05-2014
45	05	16		01.30		NO	Y	-	-	1	1		F-O	INATT	DYLG	DRY	I INJ	11-26-2014	
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.34		NO	Y	N	-	1				F-O TREE	UNSAF-SPD	DYLG	WET	PDO	07-09-2012
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.38		NO	Y	N	-	1				F-O DITCH	D-W-I	DARK	DRY	PDO	03-03-2014
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.40		NO	Y	-	-	1				F-O FENCE	UNSAF-SPD	DYLG	WET	PDO	12-11-2014
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.50		NO	Y	S	N	3	1			SIDESWIPE-OPP	L-CENTER	DYLG	DRY	P INJ	11-24-2014
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.70		NO	Y	N	-	1	1			ROLLOVER	SLEEPY	DAWN	DRY	P INJ	07-27-2011
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.85		NO	Y	N	-	1				F-O DITCH	UNSAF-SPD	DYLG	DRY	PDO	07-24-2015
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		01.91		NO	Y	N	N	2	1			REAR-END	OTHER	DARK	DRY	N-I INJ	07-13-2012
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		02.00		YES	Y	N	W	2				REAR-END	INATT	DYLG	DRY	PDO	03-24-2011
45	05	16		02.00		YES	Y			2				ANGLE-TURNING	IMP-PASS	DARK	DRY	PDO	12-27-2011
45	05	16		02.00		YES	Y			3			WKZONE	DEF-VEH	DYLG	DRY	PDO	10-19-2012	
45	05	16		02.00		YES	Y			2	1			ANGLE-TURNING	F-YIELD	DARK	DRY	P INJ	10-31-2014
45	05	16		02.00		YES	Y			2				REAR-END	FOL-CLOSE	DYLG	DRY	PDO	02-13-2015
45	05	16		02.00		YES	Y	N	N	2	1			OTHER	OTHER	DYLG	DRY	N-I INJ	05-17-2015
45	05	16		02.00		YES	Y	N	W	2	1			REAR-END	INATT	DYLG	WET	N-I INJ	10-31-2015
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		02.18		NO	Y			2	1			F-O GUARDRL-FACE	NEG-DRIVING	DYLG	DRY	P INJ	08-15-2011
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		02.20		NO	Y	-	-	1				ANIMAL	DEER	DARK	DRY	PDO	11-18-2011
45	05	16		02.20		NO	Y	N	N	2				REAR-END	DEF-VEH	DYLG	DRY	PDO	05-20-2012
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		02.29		NO	Y	N	N	2				REAR-END	FOL-CLOSE	DYLG	DRY	PDO	03-10-2014
(45) MCCURTAIN HWY: US-259, PARK																			
45	05	16		02.33		NO	Y	-	-	1	1			F-O BR-RAIL	SLEEPY	DYLG	DRY	N-I INJ	12-10-2014
(45) MCCURTAIN HWY: US-259, PARK																			

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



HIGHWAY SYSTEM COLLISION LISTING

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

Cnty	City	CS #	Int. #	Mile Post	Location	CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS					
						Features	Int. Related	On Map	Dir.	Dir.	Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
(45)	MCCURTAIN	05	16	02.34	HWY: US-259, PARK		NO	Y	S	-	1	3	1	ROLLOVER	SLEEPY	DARK	DRY	FAT	05-06-2012
(45)	MCCURTAIN	05	16	02.50	HWY: US-259, PARK		NO	Y	-	-	1			AT: 00.17 after YANUBEE RIVER		DUSK	DRY	PDO	12-05-2012
(45)	MCCURTAIN	05	16	02.80	HWY: US-259, PARK		NO	Y	S	N	2			AT: 00.10 before YANUBEE RIVER		DYLG	OTHER	PDO	06-04-2015
(45)	MCCURTAIN	05	16	02.90	HWY: US-259, PARK		NO	Y	-	-	1	1		SIDESWIPE-OPP	NO-IMP-ACT	DYLG	OTHER	PDO	06-04-2015
(45)	MCCURTAIN	05	16	02.90	YANUBEE RIVER	BRIDGE	NO	Y	-	-	1	1		AT: YANUBEE RIVER		DYLG	DRY	N-I INJ	11-28-2012
(45)	MCCURTAIN	05	16	02.90	YANUBEE RIVER	BRIDGE	NO	Y	N	-	1			F-O BR-RAIL	L-CENTER	DARK	WET	PDO	10-31-2015
(45)	MCCURTAIN	05	16	03.00	HWY: US-259, PARK		NO	Y	-	-	1			F-O BR-RAIL	UNSAF-SPD	DARK	WET	PDO	10-31-2015
(45)	MCCURTAIN	05	16	03.40	HWY: US-259, PARK		NO	Y	S	-	1	4		AT: 00.10 after YANUBEE RIVER		DYLG	DRY	PDO	06-28-2011
(45)	MCCURTAIN	05	16	03.50	HWY: US-259, PARK		NO	Y	-	-	2			AT: 00.20 before THREE RIV/50000RD		DYLG	DRY	PDO	11-08-2012
(45)	MCCURTAIN	05	16	03.58	HWY: US-259, PARK		NO	Y	N	-	1			F-O DITCH	NO-IMP-ACT	DYLG	WET	PDO	06-28-2011
(45)	MCCURTAIN	05	16	03.58	HWY: US-259, PARK		NO	Y	N	-	1			F-O TREE	IMP-TURN	DARK	DRY	N-I INJ	11-11-2012
(45)	MCCURTAIN	05	16	03.58	HWY: US-259, PARK		NO	Y	-	-	2			AT: 00.10 before THREE RIV/50000RD		DYLG	DRY	PDO	11-08-2012
(45)	MCCURTAIN	05	16	03.58	HWY: US-259, PARK		NO	Y	S	-	1			OTHER	FOL-CLOSE	DYLG	DRY	PDO	11-08-2012
(45)	MCCURTAIN	05	16	03.58	HWY: US-259, PARK		NO	Y	N	-	1			AT: 00.02 before THREE RIV/50000RD		DYLG	ICE	PDO	01-15-2013
(45)	MCCURTAIN	05	16	04.00	HWY: US-259, PARK		NO	Y	N	-	1			OTH-SINGLE-VEH	UNSAF-SPD	DYLG	ICE	PDO	01-15-2013
(45)	MCCURTAIN	05	16	04.00	HWY: US-259, PARK	X-MEDIAN	NO	Y	S	-	2			AT: 00.30 before 4615/OLD CLEBIT RD		DYLG	DRY	PDO	05-08-2012
(45)	MCCURTAIN	05	16	04.00	HWY: US-259, PARK	WKZONE	NO	Y	N	N	2	2		F-O RET-WALL	INATT	DARK	WET	PDO	05-08-2012
(45)	MCCURTAIN	05	16	04.20	HWY: US-259, PARK		NO	Y	S	-	1			REAR-END	D-W4	DYLG	DRY	P INJ	11-08-2012
(45)	MCCURTAIN	05	16	04.32	HWY: US-259, PARK		NO	Y	S	-	1			AT: 00.10 before 4615/OLD CLEBIT RD		DYLG	DRY	PDO	05-22-2015
(45)	MCCURTAIN	05	16	04.32	HWY: US-259, PARK		NO	Y	S	-	1			F-O DITCH	D-W4	DYLG	DRY	PDO	05-22-2015
(45)	MCCURTAIN	05	16	04.32	HWY: US-259, PARK		NO	Y	S	-	1			AT: 4615/OLD CLEBIT RD		DYLG	DRY	N-I INJ	04-18-2014
(45)	MCCURTAIN	05	16	04.32	HWY: US-259, PARK		YES	Y	S	-	1	2		F-O UTIL-POLE	D-W4	DYLG	DRY	N-I INJ	04-18-2014
(45)	MCCURTAIN	05	16	04.32	HWY: US-259, PARK		NO	Y	N	-	1			AT: 00.02 after 4615/OLD CLEBIT RD		DYLG	DRY	PDO	01-13-2013
(45)	MCCURTAIN	05	16	04.32	HWY: US-259, PARK		NO	Y	N	-	1			F-O FENCE	IMP-LN-CHG	DARK	DRY	PDO	01-13-2013
(45)	MCCURTAIN	05	16	06.04	HWY: US-259, PARK		NO	Y	S	-	2			AT: 00.20 after BEG 55 MPH		DYLG	DRY	PDO	07-28-2013
(45)	MCCURTAIN	05	16	06.04	HWY: US-259, PARK		NO	Y	S	-	2			OTHER	FOL-CLOSE	DYLG	DRY	PDO	07-28-2013
(45)	MCCURTAIN	05	16	06.05	HWY: US-259, PARK		NO	Y	S	S	2			AT: 00.21 after BEG 55 MPH		DYLG	DRY	PDO	11-07-2015
(45)	MCCURTAIN	05	16	06.10	HWY: US-259, PARK		NO	Y	S	S	2			SIDESWIPE-SAME	UNSAF-SPD	DUSK	DRY	PDO	11-07-2015
(45)	MCCURTAIN	05	16	06.10	HWY: US-259, PARK		NO	Y	S	S	2			AT: 00.26 after BEG 55 MPH		DYLG	DRY	PDO	10-13-2011
(45)	MCCURTAIN	05	16	06.10	HWY: US-259, PARK		NO	Y	S	-	2			OTHER	IMP-LN-CHG	DYLG	DRY	PDO	10-13-2011
(45)	MCCURTAIN	05	16	06.14	HWY: US-259, PARK		NO	Y	N	-	1	1		AT: 00.30 after BEG 55 MPH		DYLG	DRY	PDO	10-05-2013
(45)	MCCURTAIN	05	16	06.23	HWY: US-259, PARK		NO	Y	N	-	1	1		F-O CULVERT	NO-IMP-ACT	DARK	DRY	P INJ	10-05-2013
(45)	MCCURTAIN	05	16	06.23	HWY: US-259, PARK		NO	Y	S	S	2			AT: 00.31 before BEG 65 MPH		DYLG	DRY	PDO	06-14-2012
(45)	MCCURTAIN	05	16	06.44	HWY: US-259, PARK	WKZONE	NO	Y	S	S	2	2		OTHER	OTHER	DYLG	DRY	PDO	06-14-2012
(45)	MCCURTAIN	05	16	06.44	HWY: US-259, PARK		NO	Y	S	S	2	1		AT: 00.10 before BEG 65 MPH		DYLG	DRY	PDO	07-03-2011
(45)	MCCURTAIN	05	16	06.44	HWY: US-259, PARK		NO	Y	S	S	2	1		REAR-END	DEF-VEH	DYLG	DRY	N-I INJ	07-03-2011
(45)	MCCURTAIN	05	16	06.44	HWY: US-259, PARK		NO	Y	S	S	2	1		AT: 00.10 after BEG 65 MPH		DYLG	DRY	N-I INJ	07-03-2011

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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
(45)	MCCURTAIN	16	06.64		HWY: US-259, PARK	DRIVEWAY	NO	Y	S	S	2			REAR-END	D-W4	DYLG	DRY	PDO	07-03-2013
(45)	MCCURTAIN	16	06.74		HWY: US-259, PARK		NO	Y	S	-	1			AT: 00.20 after BEG 65 MPH	DEER	DARK	DRY	PDO	01-26-2014
(45)	MCCURTAIN	16	06.74		HWY: US-259, PARK		NO	Y	N	-	1	1		F-O TREE	UNSAF-SPD	DYLG	WET	I INJ	05-08-2014
(45)	MCCURTAIN	16	07.30		HWY: US-259, PARK		NO	Y	S	-	1			AT: 00.50 before CO. RD.	D-W4	DARK	DRY	PDO	02-22-2014
(45)	MCCURTAIN	16	07.63		HWY: US-259, PARK	DRIVEWAY	NO	Y	N	S	2			AT: 00.17 before CO. RD.	IMP-TURN	DYLG	DRY	PDO	08-16-2014
(45)	MCCURTAIN	16	07.63		HWY: US-259, PARK		NO	Y	S	S	2			ANGLE-TURNING	FOL-CLOSE	DYLG	DRY	PDO	11-24-2015
(45)	MCCURTAIN	16	07.70		HWY: US-259, PARK		NO	Y	N	-	1	1		AT: 00.10 before CO. RD.	INATT	DYLG	DRY	I INJ	04-05-2013
(45)	MCCURTAIN	16	07.78		HWY: US-259, PARK		NO	Y	N	-	1			AT: 00.02 before CO. RD.	D-W4	DARK	DRY	PDO	02-07-2015
(45)	MCCURTAIN	16	07.80		HWY: US-259, PARK		YES	Y	N	S	3	1	2	AT: CO. RD.	UNSAF-SPD	DYLG	WET	FAT	03-22-2013
(45)	MCCURTAIN	16	07.83		HWY: US-259, PARK		NO	Y	N	N	2			AT: 00.03 after CO. RD.	L-CENTER	DYLG	DRY	PDO	10-21-2011
(45)	MCCURTAIN	05	07.90		HWY: US-259, PARK		NO	Y	N	N	2			AT: 00.10 after CO. RD.	FOL-CLOSE	DARK	DRY	PDO	07-07-2015
(45)	MCCURTAIN	05	08.03		HWY: US-259, PARK		NO	Y	S	S	2	1		AT: 00.01 before BEG 55 MPH	INATT	DARK	DRY	P INJ	08-21-2015
(45)	MCCURTAIN	05	08.03		HWY: US-259, PARK	DRIVEWAY	NO	Y	S	S	2	1		AT: 00.16 after BEG 55 MPH	INATT	DARK	DRY	P INJ	08-21-2015
(45)	MCCURTAIN	16	08.20		HWY: US-259		NO	Y	S	S	2	2		REAR-END	FOL-CLOSE	DYLG	DRY	N-I INJ	10-27-2014
(45)	MCCURTAIN	16	08.20		HWY: US-259		NO	Y	N	-	1			ANIMAL	DEER	DARK	DRY	PDO	10-25-2015
(45)	MCCURTAIN	16	08.73		HWY: US-259	DRIVEWAY	NO	Y	N	S	3	2		AT: 00.17 before OLD HACHATOWN RD.	L-CENTER	DYLG	DRY	N-I INJ	10-18-2014
(45)	MCCURTAIN	16	08.80		HWY: US-259		NO	Y	N	N	2			AT: 00.10 before OLD HACHATOWN RD.	FOL-CLOSE	DYLG	DRY	PDO	05-06-2015
(45)	MCCURTAIN	16	08.91		HWY: US-259	DRIVEWAY	NO	Y	S	N	2	1		AT: 00.01 after OLD HACHATOWN RD.	IMP-TURN	DYLG	DRY	P INJ	03-17-2014
(45)	MCCURTAIN	16	08.91		HWY: US-259		NO	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLG	DRY	PDO	07-01-2014
(45)	MCCURTAIN	16	09.50		HWY: US-259		NO	Y	S	N	2			AT: 00.20 before STEVEN GAP RD.	IMP-TURN	DYLG	DRY	PDO	08-03-2012
(45)	MCCURTAIN	16	09.50		HWY: US-259		NO	Y	N	-	1			ANGLE-TURNING	UNSAF-SPD	DYLG	WET	PDO	08-18-2012
(45)	MCCURTAIN	16	09.50		HWY: US-259	DRIVEWAY	NO	Y	S	S	3			F-O TREE	INATT	DYLG	DRY	PDO	05-25-2013
(45)	MCCURTAIN	16	09.50		HWY: US-259	DRIVEWAY	NO	Y	N	S	2	1		REAR-END	IMP-TURN	DYLG	DRY	P INJ	05-29-2014
(45)	MCCURTAIN	16	09.50		HWY: US-259		NO	Y	N	S	2			ANGLE-TURNING	IMP-TURN	DYLG	DRY	P INJ	05-29-2014
(45)	MCCURTAIN	16	09.50		HWY: US-259		NO	Y	N	S	2	1		AT: 00.10 before STEVEN GAP RD.	IMP-TURN	DYLG	DRY	P INJ	05-29-2014

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				Post	Int. #		Features	Int. Related	On Map	Dir. 1	Dir. 2	Dir.	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.		Severity	
(45)	MCCURTAIN	(00)	09.70		HWY: US-259																	
45		16	09.70		STEVEN GAP RD.			YES	Y	E	N	2										
45		16	09.70		STEVEN GAP RD.			YES	Y	N	S	2	3									
(45)	MCCURTAIN	(00)	09.72		HWY: US-259																	
45		16	09.72		HWY: US-259			NO	Y	S	-	1	1									
(45)	MCCURTAIN	(00)	09.80		HWY: US-259																	
45		16	09.80		HWY: US-259			NO	Y	N	S	2	2									
45		16	09.80		HWY: US-259			NO	Y	N	S	2	1									
45		16	09.80		HWY: US-259			NO	Y	E	E	2	1									
45		16	09.80		HWY: US-259			NO	Y	N	S	2	1									
45		16	09.80		HWY: US-259			NO	Y	N	N	2										
(45)	MCCURTAIN	(00)	09.86		HWY: US-259																	
45		16	09.86		HWY: US-259			NO	Y	N	N	2										
(45)	MCCURTAIN	(00)	09.90		PINE MEADOW LN.																	
45		16	09.90		PINE MEADOW LN.			YES	Y	N	N	2	2									
(45)	MCCURTAIN	(00)	10.20		HWY: US-259																	
45		16	10.20		HWY: US-259			NO	Y	S	-	1										
45		16	10.20		HWY: US-259			NO	Y	N	-	1										
(45)	MCCURTAIN	(00)	10.30		HWY: US-259																	
45		16	10.30		CARSON CREEK RD(74)			YES	Y	W	N	2	3									
45		16	10.30		CARSON CREEK RD(74)			YES	Y	N	N	2										
45		16	10.30		CARSON CREEK RD(74)			YES	Y	S	-	1										
45		16	10.30		CARSON CREEK RD(74)			YES	Y	N	N	3	1									
(45)	MCCURTAIN	(00)	10.80		HWY: US-259																	
45		16	10.80		HWY: US-259			NO	Y	S	-	1	1									
(45)	MCCURTAIN	(00)	10.90		HWY: US-259																	
45		16	10.90		HWY: US-259			NO	Y	S	-	1	1									

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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
45	MCCURTAIN	16	11.50		HWY: US-259		NO	Y	N	W	2			ANGLE-TURNING	IMP-PASS	DYLG	DRY	PDO	08-26-2011
AT: 00.01 before GOLF COURSE																			
45	MCCURTAIN	16	11.89		HWY: US-259		NO	Y	S	-	1	3		F-O POLE-OTHER	UNSAF-SPD	DYLG	WET	P INJ	04-30-2012
AT: WHIPPOORWILL LN.																			
45	MCCURTAIN	16	11.96		HWY: US-259		NO	Y	S	-	1			F-O TREE	UNSAF-SPD	DYLG	WET	PDO	05-27-2014
AT: 00.07 before CEDAR CK SOUTH																			
45	MCCURTAIN	16	12.10		HWY: US-259		NO	Y	N	-	1	1		ROLLOVER	UNSAF-SPD	DYLG	WET	P INJ	03-08-2012
AT: 00.14 after CEDAR CK NORTH																			
45	MCCURTAIN	16	12.40		HWY: US-259		NO	Y	N	N	3	1		OTHER	UNSAF-SPD	DYLG	ICE	I INJ	01-08-2014
45	MCCURTAIN	16	12.40		HWY: US-259		NO	Y	N	-	1	1		F-O EMBANKMENT	UNSAF-SPD	DYLG	ICE	N-I INJ	01-08-2014
AT: 00.10 after CO. RD.																			
45	MCCURTAIN	16	12.90		HWY: US-259		NO	Y	N	-	1	1		ANIMAL	DEER	DYLG	DRY	N-I INJ	08-16-2014
AT: 00.30 after CO. RD.																			
45	MCCURTAIN	16	13.10		HWY: US-259		NO	Y	S	-	1	1		F-O EMBANKMENT	INATT	DAWN	DRY	N-I INJ	12-19-2011
AT: 00.80 after CO. RD.																			
45	MCCURTAIN	16	13.60		HWY: US-259		NO	Y	S	-	1	1		OTH-SINGLE-VEH	UNSAF-SPD	DYLG	DRY	I INJ	09-19-2015

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



STUDY CRITERIA

EC-1851A US-259

Date Range: 01-01-2011 Thru 12-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 05/24/2017 by Ester Shaw-Smith

ROADWAY / REGION	SELECTIONS
QUERY OVER	
Control Section	County: 45, Control Section: 16, CS Query On: range, Mile Start: 00.75, Mile End: 14.63

DATE	01-01-2011 to 12-31-2015
Date Range	

REPORT SECTIONS

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Rate Analysis	(Included)
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	

Raw Traffic Count Data - ADT

LEGEND:

→ = Direction of Travel

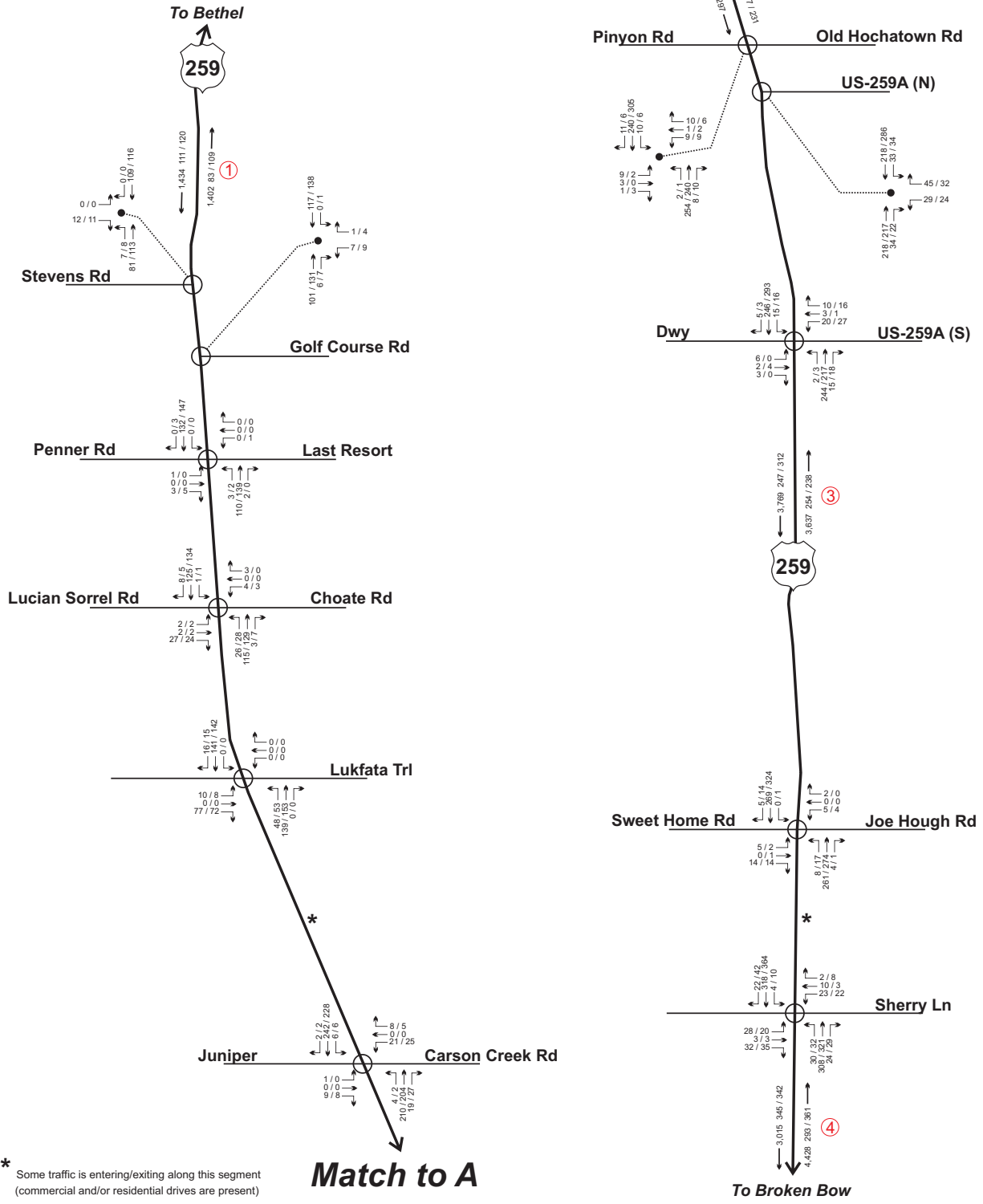
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	20%	15%	15%	12%
T(DHV)	20%	15%	15%	12%
T3	12%	10%	10%	8%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)

1000 W. Wilshire Blvd,
Suite 403-E
Oklahoma City, OK 73116
(405) 384-5127

**RAW DATA (2017) EXISTING SYSTEM
AVERAGE WEEKDAY TRAFFIC**

Dated 9/18/2017

LEGEND:

→ = Direction of Travel

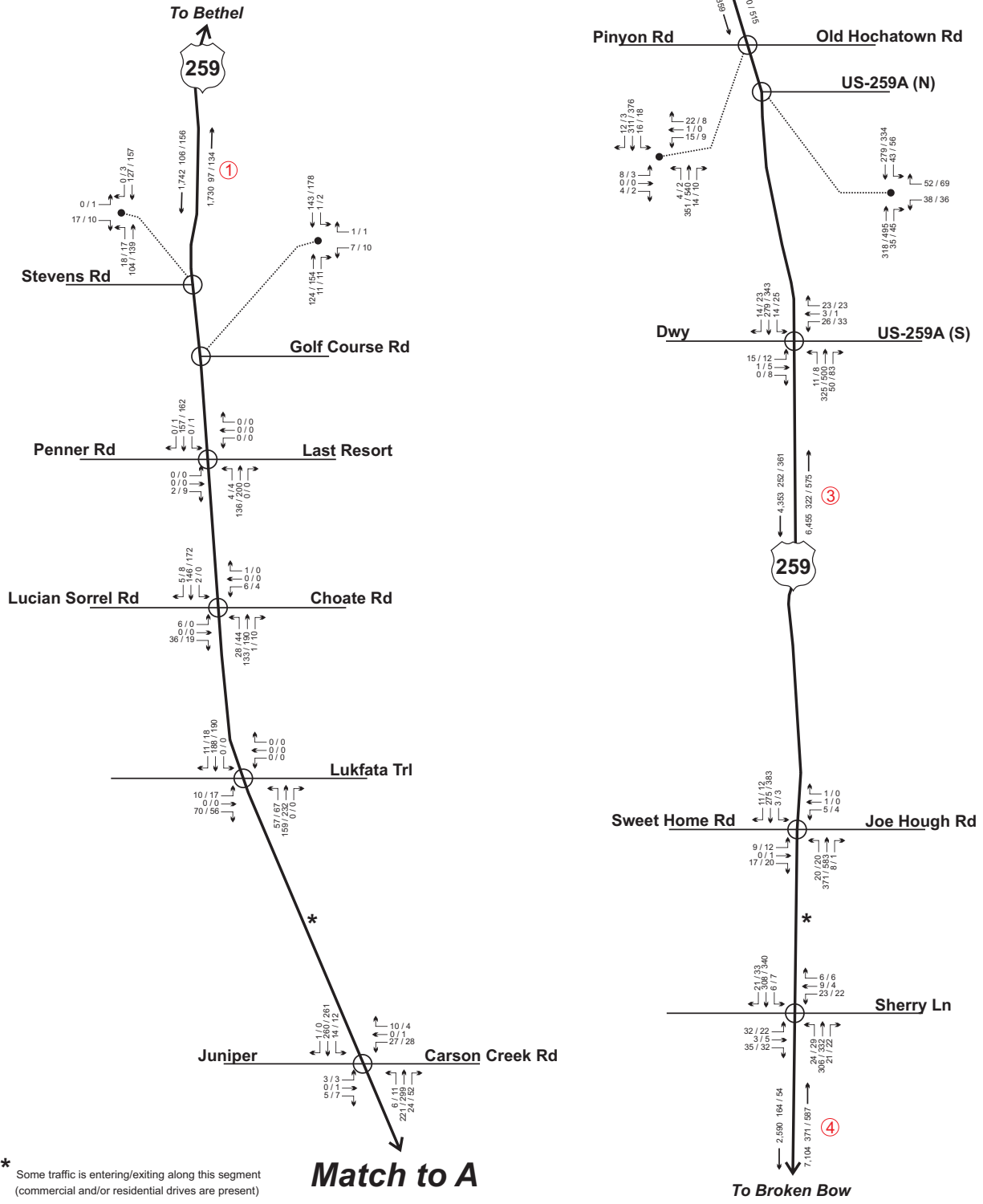
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	15%	12%	12%	10%
T(DHV)	15%	12%	12%	10%
T3	10%	8%	8%	6%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



**RAW DATA (2017) EXISTING SYSTEM
HOLIDAY FRIDAY TRAFFIC**

Dated 9/15/2017

LEGEND:

→ = Direction of Travel

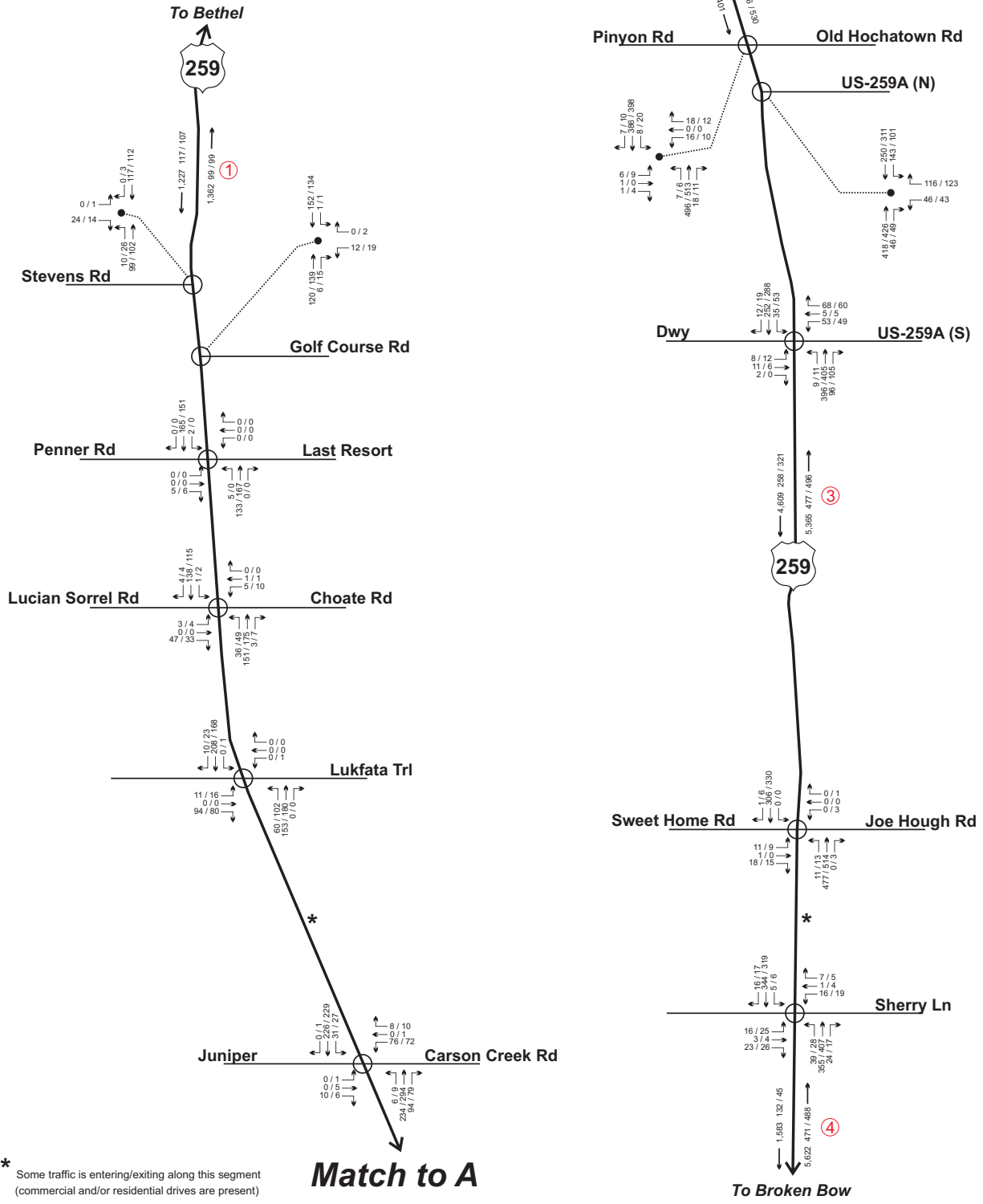
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	12%	10%	10%	8%
T(DHV)	12%	10%	10%	8%
T3	8%	4%	4%	3%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



RAW DATA (2017) EXISTING SYSTEM HOLIDAY SATURDAY TRAFFIC

Dated 9/15/2017

US-259 24-hour Directional Volumes

Location	1. Between CR51880 and CR 51220						
Direction	NORTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	1426	1516	1043	1026	1367	1372	1363
%T	30	23	8	8	27	35	38
85th % V	67	65	66	65	67	66	66

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	1547	1730	1362	1088	1229	1429	1482
%T	31	23	10	6	13	34	36
85th % V	66	66	65	64	66	67	66

AVG	ADT	1356
	%T	23
	85th % V	66

Direction	SOUTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	1427	1557	1052	1026	1409	1339	1379
%T	30	23	7	6	26	31	35
85th % V	66	65	66	66	65	65	65

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	1587	1742	1227	1042	1367	1488	1478
%T	29	23	8	4	13	31	32
85th % V	64	65	66	66	66	66	65

AVG	ADT	1366
	%T	22
	85th % V	66

US-259 24-hour Directional Volumes

Location	2. Between Spearfish Rd & Old Hochatown Rd						
Direction	NORTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	3487	4733	4163	3093	3433	3343	3385
%T	15	10	4	5	14	17	17
85th % V	56	55	54	56	56	55	55

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	3964	5821	5911	4999	4098	3692	3684
%T	16	10	5	3	7	15	17
85th % V	55	54	52	52	55	56	57

AVG	ADT	4129
	%T	10
	85th % V	54

Direction	SOUTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	3354	4024	3968	3860	3550	3295	3432
%T	11	9	3	5	12	13	13
85th % V	62	63	63	63	63	64	63

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	3758	4546	5310	5039	5430	3714	3555
%T	13	9	5	4	9	13	16
85th % V	63	61	59	59	61	62	61

AVG	ADT	4060
	%T	9
	85th % V	61

US-259 24-hour Directional Volumes

Location	3. Between US-259A (S JCT) & Opah Trail						
Direction	NORTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	3561	5094	4043	3011	3461	3352	3507
%T	16	11	4	7	18	19	19
85th % V	70	69	68	69	69	68	68

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	4099	6455	5365	4051	3757	3667	3688
%T	18	11	5	3	8	16	15
85th % V	68	67	66	66	67	67	67

AVG	ADT	4079
	%T	12
	85th % V	68

Direction	SOUTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	3329	3803	3823	4329	3494	3261	3436
%T	14	11	3	5	13	13	12
85th % V	67	66	67	67	66	66	68

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	3783	4353	4609	4352	5874	3650	3328
%T	11	8	3	3	8	12	13
85th % V	67	65	65	66	66	67	66

AVG	ADT	3959
	%T	9
	85th % V	66

US-259 24-hour Directional Volumes

Location	4. Between US-259A (S JCT) & Opah Trail						
Direction	NORTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	4410	5908	4648	3678	4444	4250	4529
%T	9	7	3	4	10	11	11
85th % V	45	45	46	47	45	45	45

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	4817	7104	5622	4746	3992	4486	4498
%T	11	7	3	2	5	10	9
85th % V	45	45	46	45	46	45	46

AVG	ADT	4795
	%T	7
	85th % V	45

Direction	SOUTHBOUND						
Day	Thur	Fri	Sat	Sun	Mon	Tues	Wed
Date	18-May	19-May	20-May	21-May	22-May	23-May	24-May
ADT	3106	4105	4259	4096	3818	3464	4330
%T	7	6	2	3	7	8	8
85th % V	46	46	47	48	46	46	47

Date	25-May	26-May	27-May	28-May	29-May	30-May	31-May
ADT	2535	2590	1583	4416	2087	1579	3202
%T	8	7	2	3	4	9	9
85th % V	45	44	45	46	44	43	45

AVG	ADT	3262
	%T	6
	85th % V	46

Raw Speed Data

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

NB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
05/21/17	01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	4	4	5	5	4	4	1	1	1	21	67	70		
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	2	2	2	2	0	0	0	4	63	64				
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	2	2	0	0	0	9	68	72				
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	0	2	0	2	6	62	64				
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	1	2	2	0	0	8	68	69				
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	4	4	4	6	5	5	0	16	67	69				
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	6	6	4	0	0	17	66	68				
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	4	4	5	5	3	0	0	18	65	68				
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11	11	15	15	8	4	4	0	0	40	64	68				
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	5	17	17	19	19	9	3	3	1	0	56	62	67				
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	11	11	15	15	15	7	7	0	0	51	64	68				
	12 PM	0	0	0	0	0	0	0	0	1	1	1	1	0	0	6	6	10	10	19	19	18	6	6	1	0	62	64	68				
	13:00	0	0	0	0	0	0	0	0	2	2	1	2	1	2	7	7	15	15	21	21	11	7	7	0	0	66	63	67				
	14:00	0	0	0	0	0	0	0	0	1	1	0	1	1	4	3	11	11	16	16	18	8	8	18	3	0	73	67	69				
	15:00	0	0	0	0	0	0	0	0	0	0	1	1	4	3	3	11	16	20	20	20	8	8	11	3	1	67	65	69				
	16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	4	8	8	8	26	11	11	5	1	59	68	72				
	17:00	0	0	0	0	0	0	0	0	0	0	0	1	1	3	16	16	19	19	14	14	19	8	8	2	1	64	65	69				
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	10	14	12	12	14	9	9	5	0	48	68	72				
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	6	6	17	17	14	14	8	8	2	0	50	66	69				
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	9	9	10	10	9	9	0	0	34	67	69				
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	8	8	8	8	4	4	0	0	28	64	68				
	22:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	5	5	6	6	7	7	3	3	0	0	23	64	68				
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	5	5	5	1	5	5	0	0	18	67	69				
	Total	0	0	0	0	0	0	0	0	4	4	6	13	13	47	158	225	230	230	225	225	230	131	131	25	6	845						
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.7%	1.5%	1.5%	5.6%	18.7%	26.6%	27.2%	26.6%	26.6%	27.2%	15.5%	15.5%	3.0%	0.7%								
	AM Peak										00:00	10:00	10:00	10:00	10:00	10:00	10:00	11:00	10:00	10:00	11:00	11:00	11:00	00:00	04:00	10:00							
	Vol.									13:00	2	2	2	5	5	17	19	15	19	19	15	7	7	1	2	56							
	PM Peak																																
	Vol.									2	1	4	4	7	7	16	21	26	21	21	26	18	18	5	1	73							

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

NB Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
	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	0	0	0	0
05/24/17	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	2	4	4	2	2	1	1	0	0	7	7	67	69
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2	2	1	1	0	0	7	7	64	68
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	4	4	1	1	0	0	8	8	68	72
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	1	1	2	2	1	1	0	0	7	7	64	68
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	7	7	10	10	5	2	0	0	26	26	68	71
05:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	3	3	9	9	9	9	13	13	7	7	0	0	35	35	66	68
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	8	8	8	8	15	15	7	4	0	0	40	40	68	72
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	8	8	8	8	14	14	10	0	1	1	40	40	67	69
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	11	11	8	8	11	11	15	12	3	0	52	52	67	70		
09:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	9	9	7	7	16	16	19	19	16	16	1	0	70	70	67	69		
10:00	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	7	7	19	19	25	25	7	2	1	1	65	65	64	69		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	8	8	22	22	19	19	16	2	0	0	70	70	67	69		
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	5	13	13	16	16	22	22	13	5	0	0	76	76	67	71		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	12	12	11	11	22	22	18	0	0	0	71	71	67	69		
14:00	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	3	11	11	16	16	25	25	14	1	1	1	74	74	66	69		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	7	7	20	20	21	21	11	3	3	3	67	67	66	69		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	9	9	22	22	22	22	15	3	0	0	75	75	67	69		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	5	5	26	26	24	24	18	2	1	1	83	83	67	69		
18:00	0	0	0	0	0	0	0	0	0	0	1	1	2	2	4	4	7	7	15	15	20	20	17	3	0	0	70	70	67	69		
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	5	5	10	10	14	14	3	3	0	0	53	53	68	70		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	10	10	8	8	6	1	1	1	32	32	66	69		
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5	5	9	9	8	8	4	1	0	0	31	31	65	69		
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8	8	3	3	3	0	0	0	17	17	65	68		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	5	5	4	4	2	2	2	1	1	1	19	19	65	70		
Total	0	0	0	0	0	0	0	0	0	0	4	4	18	18	64	64	139	139	272	272	330	330	220	38	7	7	1095	1095				
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	1.6%	1.6%	5.8%	5.8%	12.7%	12.7%	24.8%	24.8%	30.1%	30.1%	20.1%	3.5%	0.6%	0.6%						
AM Peak																	08:00	08:00	11:00	11:00	10:00	10:00	09:00	06:00	07:00	09:00						
Vol.	1	1	1	1	1	1	2	2	9	9	11	11	2	2	9	9	11	11	22	22	25	25	16	4	1	70						
PM Peak																	12:00	12:00	17:00	17:00	14:00	14:00	13:00	12:00	14:00	17:00						
Vol.	1	1	1	1	3	3	8	8	13	13	26	26	5	5	18	18	25	25	26	26	25	25	18	5	1	83						

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	799	Total	85th		95th	
																	Percent	Percent	Percent	Percent
05/26/17	0	0	0	0	0	0	0	2	1	1	5	6	4	1	20	71	73			
01:00	0	0	0	0	0	0	1	2	3	6	2	1	1	0	16	63	70			
02:00	0	0	0	0	0	0	0	0	2	1	3	2	0	0	8	67	68			
03:00	0	0	0	0	0	0	0	1	1	3	6	6	0	0	17	67	69			
04:00	0	0	0	0	0	0	1	1	2	6	5	8	3	0	26	69	72			
05:00	0	0	0	0	0	0	0	0	2	10	9	12	1	0	34	68	69			
06:00	0	0	0	0	0	0	0	1	0	2	10	11	4	0	28	69	73			
07:00	0	0	0	0	1	0	1	1	6	3	15	9	1	0	37	67	69			
08:00	0	0	0	0	0	1	0	6	10	13	18	10	2	0	60	66	69			
09:00	0	0	0	0	0	0	0	0	10	11	31	14	7	0	73	68	72			
10:00	0	0	0	0	0	0	3	4	11	23	20	14	1	0	76	66	68			
11:00	0	0	0	0	0	1	0	3	7	25	15	23	2	2	78	67	69			
12 PM	0	0	0	0	0	0	0	4	11	23	23	18	0	0	80	66	68			
13:00	0	0	0	0	0	0	2	1	12	25	33	16	3	0	92	66	69			
14:00	1	0	0	0	0	2	0	7	2	23	29	15	2	1	82	66	69			
15:00	0	0	0	0	0	0	0	2	14	24	36	12	5	1	94	66	70			
16:00	0	0	0	0	0	1	2	1	11	28	34	20	3	0	100	66	69			
17:00	0	0	0	0	0	0	1	7	19	33	39	17	2	0	118	65	68			
18:00	0	0	0	0	0	0	1	3	12	26	29	8	2	0	81	64	68			
19:00	0	0	0	0	0	0	1	3	12	17	25	11	4	0	73	66	70			
20:00	0	0	0	0	0	0	0	2	11	16	27	4	2	0	62	64	68			
21:00	0	0	0	0	0	0	2	6	12	15	13	3	0	0	51	63	65			
22:00	0	0	0	0	0	1	1	5	8	11	12	3	0	1	42	63	66			
23:00	0	0	0	0	0	0	4	2	0	6	10	2	2	1	27	65	71			
Total	1	0	0	0	1	7	20	64	179	351	449	245	51	7	1375					
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.5%	1.5%	4.7%	13.0%	25.5%	32.7%	17.8%	3.7%	0.5%						
AM Peak					07:00	08:00	10:00	08:00	10:00	11:00	09:00	11:00	09:00	11:00	11:00					
Vol.					1	1	3	6	11	25	31	23	7	2	78					
PM Peak						14:00	23:00	14:00	17:00	17:00	17:00	16:00	15:00	14:00	17:00					
Vol.						2	4	7	19	33	39	20	5	1	118					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
	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	0	0	0	0
05/29/17	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	0	0	0	0
01:00	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	0	0	0	0
02:00	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	0	0	0	0
03:00	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	0	0	0	0
04:00	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	0	0	0	0
05:00	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	0	0	0	0
06:00	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	0	0	0	0
07:00	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	0	0	0	0
08:00	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	0	0	0	0
09:00	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	0	0	0	0
10:00	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	0	0	0	0
11:00	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	0	0	0	0
12 PM	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	0	0	0	0
13:00	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	0	0	0	0
14:00	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	0	0	0	0
15:00	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	0	0	0	0
16:00	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	0	0	0	0
17:00	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	0	0	0	0
18:00	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	0	0	0	0
19:00	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	0	0	0	0
20:00	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	0	0	0	0
21:00	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	0	0	0	0
22:00	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	0	0	0	0
23:00	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	0	0	0	0
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	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.0%	1.0%	1.0%	1.0%	6.3%	6.3%	14.1%	14.1%	27.8%	29.9%	29.9%	16.7%	16.7%	3.3%	3.3%	0.4%	0.4%	0.4%	0.4%		
AM Peak Vol.											2	2	2	2	2	6	6	9	9	9	9	9	12	12	5	5	1	1	1	1		
PM Peak Vol.											1	2	2	2	7	7	15	15	32	32	33	33	18	18	5	5	1	1	1	1		
Total											5	10	10	10	15	15	32	32	65	65	66	66	1024	1024	34	34	4	4	4	4		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	Total	
																		8	67
05/30/17	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	8	67	68	
01:00	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	62	63		
02:00	0	0	0	0	0	1	0	2	1	2	1	3	1	0	11	68	72		
03:00	0	0	0	0	0	0	1	0	1	1	2	2	1	1	9	69	72		
04:00	0	0	0	0	0	0	0	1	1	5	6	7	5	1	26	71	73		
05:00	0	0	0	0	0	1	0	1	2	7	10	14	3	2	40	69	71		
06:00	0	0	0	0	0	0	1	0	1	4	12	10	3	0	31	69	72		
07:00	0	0	0	0	0	0	0	2	4	11	13	3	1	0	34	64	68		
08:00	0	0	0	0	0	0	0	1	10	13	29	14	2	1	70	67	69		
09:00	0	0	0	0	0	0	0	4	5	14	19	12	4	0	58	68	71		
10:00	0	1	0	0	0	0	1	2	12	13	18	11	3	1	62	67	69		
11:00	0	0	0	0	0	0	0	2	6	23	30	13	1	1	76	66	68		
12 PM	0	0	0	0	0	0	1	1	5	22	23	16	2	1	71	67	69		
13:00	0	0	0	0	0	0	2	4	8	24	25	13	1	0	77	65	68		
14:00	1	0	0	0	0	0	2	5	10	16	24	9	1	0	68	64	68		
15:00	0	0	0	0	0	0	1	4	15	21	28	22	2	0	93	67	69		
16:00	1	0	0	0	0	1	3	6	6	24	29	8	0	0	78	64	67		
17:00	0	0	0	0	0	1	0	3	9	15	30	15	4	0	77	67	70		
18:00	0	0	0	0	0	0	1	4	4	16	29	22	7	0	83	68	72		
19:00	0	0	0	1	0	0	2	5	5	10	11	12	6	0	49	69	72		
20:00	0	0	0	0	0	0	1	1	9	18	12	7	2	0	50	66	69		
21:00	0	0	0	0	0	0	1	2	3	10	13	7	1	0	37	66	69		
22:00	0	0	0	0	0	0	1	2	1	8	10	4	2	0	28	67	71		
23:00	0	0	0	0	0	0	1	0	2	1	3	3	0	0	10	67	69		
Total	2	1	0	1	0	4	19	50	123	281	380	229	52	8	1150				
Percent	0.2%	0.1%	0.0%	0.1%	0.0%	0.3%	1.7%	4.3%	10.7%	24.4%	33.0%	19.9%	4.5%	0.7%					
AM Peak		10:00				02:00	03:00	09:00	10:00	11:00	11:00	05:00	04:00	05:00	11:00				
Vol.	1	1				1	1	4	12	23	30	14	5	2	76				
PM Peak	14:00			19:00		16:00	16:00	16:00	15:00	13:00	17:00	15:00	18:00	12:00	15:00				
Vol.	1			1		1	3	6	15	24	30	22	7	1	93				

GRAM Traffic North Texas, Inc.

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Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent		
05/31/17	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	2.2%	0	0.0%	3	3.4%	1	1.1%	4	4.3%	0	0.0%	0	0.0%	9	9.9%	68	69.0%
01:00	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	5.0%	69	69.0%
02:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	2	2.0%	2	2.0%	2	2.0%	0	0.0%	0	0.0%	6	6.0%	62	64.0%
03:00	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%	1	1.0%	3	3.0%	3	3.0%	0	0.0%	0	0.0%	8	8.0%	62	64.0%
04:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	5	5.0%	13	13.0%	7	7.0%	0	0.0%	1	1.0%	31	31.0%	68	72.0%
05:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3.0%	7	7.0%	10	10.0%	10	10.0%	0	0.0%	0	0.0%	34	34.0%	68	72.0%
06:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3.0%	4	4.0%	5	5.0%	12	12.0%	11	11.0%	0	0.0%	0	0.0%	37	37.0%	67	69.0%
07:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	2	2.0%	2	2.0%	5	5.0%	4	4.0%	15	15.0%	9	9.0%	0	0.0%	0	0.0%	38	38.0%	66	68.0%
08:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	5.0%	10	10.0%	17	17.0%	17	17.0%	9	9.0%	0	0.0%	0	0.0%	61	61.0%	66	69.0%
09:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%	5	5.0%	18	18.0%	20	20.0%	8	8.0%	0	0.0%	0	0.0%	56	56.0%	66	70.0%
10:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3.0%	3	3.0%	9	9.0%	28	28.0%	19	19.0%	0	0.0%	0	0.0%	63	63.0%	67	69.0%
11:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%	4	4.0%	9	9.0%	11	11.0%	13	13.0%	7	7.0%	0	0.0%	0	0.0%	48	48.0%	66	69.0%
12 PM	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%	4	4.0%	10	10.0%	21	21.0%	18	18.0%	11	11.0%	0	0.0%	0	0.0%	66	66.0%	65	68.0%
13:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	5.0%	8	8.0%	8	8.0%	23	23.0%	21	21.0%	0	0.0%	0	0.0%	73	73.0%	68	71.0%
14:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	2	2.0%	3	3.0%	7	7.0%	24	24.0%	27	27.0%	15	15.0%	0	0.0%	0	0.0%	83	83.0%	67	69.0%
15:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	6	6.0%	14	14.0%	26	26.0%	35	35.0%	17	17.0%	0	0.0%	0	0.0%	105	105.0%	67	70.0%
16:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%	2	2.0%	13	13.0%	27	27.0%	27	27.0%	8	8.0%	0	0.0%	2	2.0%	83	83.0%	64	68.0%
17:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%	10	10.0%	15	15.0%	31	31.0%	29	29.0%	14	14.0%	0	0.0%	0	0.0%	102	102.0%	64	68.0%
18:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	3.0%	10	10.0%	9	9.0%	28	28.0%	28	28.0%	0	0.0%	0	0.0%	80	80.0%	68	69.0%
19:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	2	2.0%	3	3.0%	4	4.0%	13	13.0%	12	12.0%	11	11.0%	2	2.0%	1	1.0%	49	49.0%	67	69.0%
20:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	2	2.0%	6	6.0%	11	11.0%	9	9.0%	9	9.0%	3	3.0%	1	1.0%	42	42.0%	68	71.0%
21:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	3	3.0%	4	4.0%	9	9.0%	11	11.0%	5	5.0%	2	2.0%	2	2.0%	37	37.0%	66	70.0%
22:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%	6	6.0%	3	3.0%	9	9.0%	4	4.0%	0	0.0%	0	0.0%	25	25.0%	67	71.0%
23:00	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	4	4.0%	2	2.0%	4	4.0%	4	4.0%	2	2.0%	5	5.0%	0	0.0%	0	0.0%	24	24.0%	69	73.0%
Total	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	2.6%	26	2.2%	66	5.7%	143	23.4%	273	36.3%	47	4.0%	236	20.3%	8	0.7%	1165	10.0%	68	68.0%		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	2.2%	2.2%	0.7%	5.7%	12.3%	23.4%	31.2%	4.0%	31.2%	4.0%	20.3%	4.0%	0.7%	0.0%	10.0%	6.8%	68.0%				
AM Peak	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%	5	4.0%	10	9.0%	18	10.0%	3	3.0%	19	16.0%	1	1.0%	63	6.3%	63	6.3%		
PM Peak	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.4%	2	1.7%	5	5.6%	10	18.0%	18	15.0%	28	15.0%	19	16.0%	1	1.0%	63	6.3%	63	6.3%		
Vol.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	2.6%	26	2.2%	66	5.7%	143	23.4%	273	36.3%	47	4.0%	236	20.3%	8	0.7%	1165	10.0%	68	6.8%		
Total	4	0.0%	1	0.0%	1	0.0%	5	0.0%	18	0.1%	57	0.4%	254	1.7%	867	5.6%	2146	38.7%	3871	47.8%	496	3.2%	2787	18.1%	80	0.5%	15368	153.68%	69	6.9%		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.4%	0.4%	1.7%	1.7%	2.2%	5.6%	14.0%	25.2%	31.1%	3.2%	31.1%	3.2%	18.1%	18.1%	0.5%	0.5%	100.0%	100.0%	69.0%	69.0%			

15th Percentile : 52 MPH
50th Percentile : 60 MPH
85th Percentile : 66 MPH
95th Percentile : 69 MPH

Stats **10 MPH Pace Speed :** 56-65 MPH
 Number in Pace : 8652
 Percent in Pace : 56.3%
 Number of Vehicles > 55 MPH : 12015
 Percent of Vehicles > 55 MPH : 78.2%
 Mean Speed(Average) : 60 MPH

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent	
	05/18/17	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	5	66	68	
	01:00	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	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	1	1	1	0	0	0	0	5	66	68	
	03:00	0	0	0	0	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	1	2	2	0	0	0	0	8	67	69	
	04:00	0	0	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2	2	2	2	1	1	0	0	0	8	64	67		
	05:00	0	0	0	0	0	0	0	0	0	0	0	4	4	2	2	4	4	2	2	3	7	7	0	8	8	0	30	72	74		
	06:00	0	0	0	0	0	0	0	2	2	2	2	6	6	6	6	1	1	11	11	9	10	10	3	4	4	3	54	68	71		
	07:00	0	0	0	0	0	0	0	2	2	4	4	10	10	7	7	3	3	12	12	13	21	21	8	8	8	84	69	72			
	08:00	0	0	0	0	0	0	0	0	0	2	2	6	6	10	10	4	4	10	10	10	11	11	7	7	7	2	62	69	72		
	09:00	0	0	0	0	0	1	1	0	0	3	3	3	3	6	6	4	4	16	16	15	15	7	7	6	6	2	63	67	72		
	10:00	0	0	0	0	0	0	0	0	0	0	0	12	12	8	8	3	3	10	10	15	8	8	2	2	2	1	59	65	69		
	11:00	0	0	0	0	0	0	0	2	2	4	4	6	6	11	11	8	8	17	17	11	2	2	2	1	2	64	62	64			
	12 PM	0	0	0	0	0	0	0	0	0	2	2	8	8	6	6	9	9	8	8	18	18	7	7	2	2	75	68	72			
	13:00	0	0	0	0	0	1	1	1	1	1	1	7	7	4	4	8	8	13	13	10	7	7	0	0	0	1	53	64	68		
	14:00	0	0	0	0	0	0	0	2	2	6	6	10	10	7	7	17	17	15	15	9	9	9	4	4	0	77	65	70			
	15:00	0	0	0	0	0	0	0	3	3	2	2	9	9	7	7	16	16	7	7	14	6	6	0	0	5	69	65	71			
	16:00	0	0	0	0	0	0	0	0	0	2	2	5	5	11	11	4	4	16	16	18	16	2	2	0	0	74	67	69			
	17:00	1	0	0	0	0	0	0	2	2	1	1	1	1	3	3	2	2	13	13	11	8	8	2	2	3	47	67	71			
	18:00	0	0	0	0	0	0	0	0	0	2	2	2	2	3	3	6	6	3	3	12	9	9	1	1	3	41	68	71			
	19:00	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	7	7	8	8	9	6	6	0	0	3	40	67	71			
	20:00	0	0	0	0	0	0	0	0	0	1	1	1	1	3	3	4	4	8	8	4	0	0	0	0	2	23	63	72			
	21:00	0	0	0	0	0	1	1	0	0	3	3	2	2	3	3	5	5	7	7	4	1	1	0	0	0	26	61	64			
	22:00	0	0	0	0	0	0	0	0	0	0	0	4	4	3	3	1	1	2	2	3	1	1	0	0	0	14	63	66			
	23:00	0	0	0	0	0	0	0	1	1	0	0	3	3	1	1	1	1	3	3	1	1	1	1	0	0	1	12	61	67		
	Total	1	0	0	0	0	4	4	15	15	36	107	110	108	189	153	108	184	184	185	190	153	153	65	65	21	993	21	993			
	Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	1.5%	1.5%	3.6%	10.8%	11.1%	10.9%	19.0%	15.4%	18.5%	18.5%	18.5%	18.5%	19.0%	15.4%	15.4%	6.5%	6.5%	2.1%	2.1%	2.1%				
	AM Peak Vol.	1	0	0	0	0	1	1	2	2	4	12	11	8	11	11	8	17	17	11	9	21	21	8	8	4	84	4	84			
	PM Peak Vol.	1	0	0	0	0	1	1	3	3	6	10	11	17	18	18	17	16	16	16	18	18	18	7	7	2	77	2	77			

GRAM Traffic North Texas, Inc.
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
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SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	05/20/17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	2	2	2	2	0	0	0	0	8	67	69
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4	57	59
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	0	0	0	0	0	4	63	64	64
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	3	62	64	64
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	3	0	1	0	1	1	0	0	0	7	69	73	71
	05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1	5	5	4	4	1	1	0	13	68	71	71
	06:00	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	1	1	7	7	5	5	2	2	0	0	1	19	64	67	67
	07:00	0	0	0	0	0	0	0	0	0	1	1	3	3	2	2	2	2	4	4	7	7	10	10	2	2	0	31	68	71	71
	08:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	5	5	8	8	7	7	16	16	3	2	44	68	71	71	
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	4	12	12	15	15	11	11	8	0	51	70	73	71	
	10:00	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	4	4	16	16	15	15	14	14	4	0	60	68	71	71	
	11:00	0	0	0	0	0	0	0	0	0	0	0	1	1	7	7	8	8	16	16	22	22	9	9	5	1	69	67	71	71	
	12 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	9	9	13	13	16	16	10	10	5	0	56	68	72	72	
	13:00	1	0	0	0	0	0	0	0	0	0	0	3	3	3	3	10	10	16	16	11	11	7	7	3	1	55	66	70	70	
	14:00	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	9	9	10	10	17	17	11	11	2	0	54	67	69	69	
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5	5	16	16	14	14	7	7	3	1	50	66	70	70	
	16:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	8	8	14	14	19	19	12	12	2	0	58	67	69	69	
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	5	5	13	13	16	16	9	9	3	0	53	67	70	70	
	18:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	4	12	12	13	13	12	12	1	0	44	67	69	69	
	19:00	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	6	6	13	13	19	19	5	5	1	0	46	64	68	68	
	20:00	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	5	5	3	3	7	7	7	7	1	0	27	67	69	69	
	21:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	5	5	8	8	0	0	0	0	1	0	17	59	70	70	
	22:00	0	0	0	0	0	0	0	1	1	1	1	0	0	2	2	1	1	5	5	4	4	1	1	0	0	15	63	66	66	
	23:00	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	6	6	5	5	1	1	1	0	17	64	70	70	
	Total	1	1	1	0	0	0	0	2	2	6	20	20	20	46	46	101	101	198	198	222	222	151	151	47	10	805	805	805	805	
	Percent	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.7%	2.5%	2.5%	2.5%	5.7%	5.7%	12.5%	12.5%	24.6%	24.6%	27.6%	27.6%	18.8%	18.8%	5.8%	1.2%	11:00	11:00	11:00	11:00	
	AM Peak Vol.								05:00	06:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00	10:00	10:00	11:00	11:00	08:00	08:00	09:00	10:00	10:00	11:00	11:00	11:00	11:00
	PM Peak Vol.	13:00	13:00	16:00	16:00	19:00	19:00	19:00	22:00	22:00	19:00	13:00	13:00	13:00	17:00	17:00	13:00	13:00	16:00	16:00	16:00	16:00	16:00	16:00	12:00	12:00	13:00	13:00	16:00	16:00	16:00

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	85th Percent	95th Percent	
	05/23/17	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	2	2	1	1	1	1	1	1	1	0	0	6	65	68
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	5	61	63
	02:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	2	0	0	0	0	0	5	63	64	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	1	0	0	0	0	0	0	4	57	59	
	04:00	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	7	64	73	
	05:00	0	0	0	0	0	0	0	0	0	3	2	2	2	1	1	2	4	4	4	4	4	5	5	5	0	26	71	73	
	06:00	0	0	0	0	0	0	0	0	0	1	1	7	7	8	8	3	3	13	11	16	11	11	11	7	0	66	68	72	
	07:00	0	0	0	0	0	0	0	1	1	2	10	10	10	10	10	7	7	8	8	20	12	12	12	3	1	74	66	69	
	08:00	0	0	0	0	0	0	0	1	1	1	7	7	7	6	6	5	5	13	13	6	8	8	8	4	0	51	67	71	
	09:00	0	0	0	0	0	0	0	1	1	6	12	12	12	8	8	8	9	9	9	11	6	6	6	1	1	63	63	68	
	10:00	0	0	0	0	0	0	0	0	0	2	2	6	6	7	7	9	9	11	11	16	9	9	9	0	0	60	64	68	
	11:00	0	0	0	0	0	0	0	1	1	3	3	7	7	10	10	6	6	12	12	12	12	12	12	3	1	67	67	69	
	12 PM	0	0	0	0	0	0	0	1	1	5	5	6	6	7	7	6	6	16	16	14	14	7	7	4	1	67	65	70	
	13:00	0	0	0	0	0	1	1	1	1	2	2	5	5	4	4	12	11	11	11	14	14	5	5	0	1	56	63	67	
	14:00	0	0	0	0	0	0	0	1	1	2	12	12	12	10	10	12	10	10	10	10	6	6	6	1	0	64	63	68	
	15:00	0	0	0	0	0	0	0	1	1	3	3	6	6	7	7	7	7	10	10	15	6	6	6	1	2	58	64	68	
	16:00	0	0	0	0	0	0	0	0	0	7	7	6	6	9	9	9	9	15	15	15	6	6	6	1	0	68	63	67	
	17:00	0	0	0	0	0	0	0	0	0	1	1	4	4	4	4	4	4	9	9	16	10	10	5	0	0	53	68	72	
	18:00	0	0	0	0	0	0	0	0	0	2	2	2	2	4	4	4	4	10	10	6	6	5	4	0	0	37	68	72	
	19:00	0	0	0	0	0	0	0	0	0	4	4	1	1	4	4	4	4	4	4	3	3	5	5	1	0	26	67	69	
	20:00	0	0	0	0	0	0	0	0	0	3	3	1	1	3	3	7	7	7	7	7	7	2	2	0	0	30	63	66	
	21:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	4	5	5	5	1	1	1	0	0	17	63	65	
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	4	3	2	2	2	1	0	12	67	71	
	23:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	2	2	2	0	0	5	68	69	
	Total	0	0	0	0	0	1	1	9	9	48	98	98	108	108	108	114	114	177	177	201	201	121	121	42	8	927			
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	1.0%	1.0%	5.2%	10.6%	10.6%	11.7%	11.7%	11.7%	12.3%	12.3%	19.1%	19.1%	21.7%	21.7%	13.1%	13.1%	4.5%	0.9%				
	AM Peak								04:00	09:00	09:00	09:00	09:00	09:00	07:00	07:00	10:00	10:00	06:00	06:00	07:00	07:00	07:00	07:00	06:00	07:00	07:00	07:00	07:00	
	Vol.								1	6	6	12	12	10	10	9	9	13	13	20	20	12	12	7	7	1	74			
	PM Peak								12:00	16:00	16:00	14:00	14:00	14:00	14:00	13:00	13:00	12:00	12:00	17:00	17:00	17:00	17:00	17:00	17:00	15:00	16:00	16:00	16:00	
	Vol.								1	7	7	12	12	10	10	12	12	16	16	16	16	16	10	10	5	2	68			

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SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	05/24/17	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	1	0	4	72	74
	01:00	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	1	1	0	0	0	0	0	0	0	4	57	58	
	02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	72	74	
	03:00	0	0	0	0	0	0	0	1	0	2	1	0	0	2	1	1	1	1	1	0	0	1	0	0	0	0	8	59	68	
	04:00	0	0	0	0	0	0	0	0	0	1	1	5	5	1	2	2	0	0	0	0	0	5	0	0	0	14	67	69		
	05:00	0	0	0	0	0	0	0	2	1	1	4	4	4	1	1	1	1	4	4	7	7	9	0	1	0	30	68	69		
	06:00	0	0	0	0	0	0	0	1	1	1	1	7	7	3	2	2	2	11	11	13	11	11	11	1	1	51	67	69		
	07:00	0	0	0	0	0	0	0	0	0	2	12	12	12	7	5	5	5	8	8	19	14	14	14	5	5	73	67	71		
	08:00	0	0	0	0	0	0	0	1	1	5	10	10	10	11	11	5	9	9	9	9	9	7	7	3	3	63	65	69		
	09:00	0	0	0	0	0	0	0	1	1	5	8	8	8	7	7	8	9	9	9	11	11	5	5	2	1	57	64	69		
	10:00	0	0	0	0	0	0	0	1	1	2	2	8	8	14	7	7	7	16	16	10	10	10	10	3	0	71	66	69		
	11:00	0	0	0	0	0	0	0	0	0	3	3	10	10	9	7	7	7	12	12	14	14	5	2	0	0	62	64	68		
	12 PM	0	0	0	0	0	1	1	0	0	4	4	5	5	11	9	9	9	12	12	11	11	7	7	2	4	66	66	70		
	13:00	0	0	0	0	0	0	0	0	0	1	1	9	9	7	7	7	7	12	12	10	10	7	7	0	2	56	65	69		
	14:00	0	1	0	0	0	0	0	1	1	2	11	11	11	11	11	13	13	17	17	5	2	2	0	0	0	63	59	63		
	15:00	0	0	0	0	0	0	0	1	1	10	10	18	18	4	9	9	9	14	14	9	3	3	0	1	0	69	60	64		
	16:00	0	0	0	0	1	0	0	0	0	5	10	10	10	11	12	12	12	9	9	13	5	5	4	1	1	71	64	70		
	17:00	0	0	0	0	0	0	0	0	0	4	4	5	5	5	5	5	5	14	14	10	10	7	7	2	1	49	66	69		
	18:00	0	0	0	0	0	0	0	0	0	2	2	2	2	2	10	10	10	6	6	10	3	3	0	0	0	36	64	70		
	19:00	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	6	6	6	6	8	4	4	4	1	0	27	66	69		
	20:00	0	0	0	0	0	0	0	0	0	3	3	0	0	3	2	2	2	6	6	2	1	1	0	0	0	17	61	65		
	21:00	0	0	0	0	0	0	0	1	1	1	1	2	2	0	0	3	3	2	2	1	1	1	1	2	2	13	70	73		
	22:00	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	2	2	0	0	3	2	2	2	1	0	11	68	72		
	23:00	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	1	2	2	2	0	0	2	2	0	0	11	65	68		
	Total	0	2	2	1	1	2	2	12	12	58	131	131	131	111	111	114	114	173	173	166	166	111	111	11	37	11	929			
	Percent	0.0%	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%	1.3%	1.3%	6.2%	14.1%	14.1%	14.1%	11.9%	11.9%	12.3%	12.3%	18.6%	18.6%	17.9%	17.9%	11.9%	11.9%	1.2%	4.0%	1.2%				
	AM Peak								05:00	08:00	08:00	07:00	07:00	07:00	10:00	10:00	09:00	09:00	10:00	10:00	07:00	07:00	07:00	07:00	08:00	07:00	08:00	07:00			
	Vol.								2	5	5	12	12	12	14	14	8	8	16	16	19	19	14	14	3	5	3	73			
	PM Peak								14:00	14:00	15:00	15:00	15:00	15:00	12:00	12:00	14:00	14:00	14:00	14:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00	16:00			
	Vol.								1	10	10	18	18	18	11	11	13	13	17	17	13	13	7	7	2	4	2	71			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/25/17	0	0	0	0	0	1	1	4	0	1	0	0	1	0	8	58	72
	01:00	0	0	0	0	0	0	1	1	0	0	2	1	0	0	5	66	68
	02:00	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	57	59
	03:00	0	0	0	0	0	0	1	1	0	1	1	0	0	4	62	64	
	04:00	0	0	0	1	0	0	1	2	1	0	2	2	0	9	66	68	
	05:00	0	0	0	0	0	3	7	2	2	3	3	9	2	32	68	71	
	06:00	0	0	0	0	1	2	7	9	4	9	13	11	1	57	66	69	
	07:00	0	0	0	0	1	3	11	6	4	11	14	11	4	65	67	70	
	08:00	0	0	0	0	1	5	10	4	4	11	6	10	1	52	66	69	
	09:00	0	0	0	0	0	4	10	12	8	15	9	7	1	67	63	68	
	10:00	0	0	0	0	0	7	7	11	1	10	17	13	3	69	67	69	
	11:00	0	0	0	0	0	9	7	7	9	9	14	5	3	64	64	69	
	12 PM	0	0	0	0	0	3	10	11	7	10	23	10	4	79	66	70	
	13:00	0	0	0	0	1	4	2	8	11	16	15	7	2	66	64	69	
	14:00	0	0	0	0	1	5	8	18	9	6	6	6	2	61	64	69	
	15:00	0	0	0	0	1	5	11	6	11	15	18	7	1	75	64	68	
	16:00	0	0	0	0	3	3	5	9	8	11	21	11	3	74	66	69	
	17:00	0	0	0	0	0	1	1	7	6	13	15	14	0	57	66	68	
	18:00	0	0	0	0	0	3	2	3	6	6	12	4	0	38	65	70	
	19:00	0	0	0	0	1	1	3	4	4	11	6	5	2	38	66	70	
	20:00	0	0	2	0	1	2	2	2	4	13	9	7	0	44	65	68	
	21:00	0	0	0	0	0	0	2	1	3	11	3	1	1	22	62	69	
	22:00	0	0	0	0	0	1	0	2	7	6	5	3	0	24	64	68	
	23:00	0	0	0	0	0	2	0	2	2	2	2	1	0	10	64	67	
	Total	0	0	2	1	11	64	110	131	111	191	216	145	33	8	1023		
	Percent	0.0%	0.0%	0.2%	0.1%	1.1%	6.3%	10.8%	12.8%	10.9%	18.7%	21.1%	14.2%	3.2%	0.8%			
AM Peak	Vol.				04:00	06:00	11:00	07:00	09:00	11:00	09:00	10:00	10:00	07:00	05:00	10:00		
PM Peak	Vol.			20:00	1	1	9	11	12	9	15	17	13	4	1	69		
				2	3	3	5	11	18	11	16	23	14	4	2	79		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent	
	05/26/17	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	4	4	2	2	1	1	0	0	0	1	10	63	67	
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	2	0	0	0	0	0	5	63	64		
	02:00	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	2	2	1	1	0	0	1	1	0	1	0	8	69	73		
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	4	4	0	0	0	0	0	0	7	58	59			
	04:00	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	1	2	2	2	3	3	1	0	14	68	71			
	05:00	0	0	0	0	0	0	0	1	1	1	1	2	2	4	4	2	2	3	3	10	2	2	4	4	0	29	69	73			
	06:00	0	0	0	0	0	0	0	1	2	2	9	11	2	13	13	2	8	11	13	8	11	11	3	3	0	60	67	69			
	07:00	0	0	0	0	0	0	0	0	1	1	14	12	6	19	13	6	19	11	13	19	6	13	6	6	2	84	67	71			
	08:00	0	0	0	0	0	0	0	1	3	12	11	6	11	6	11	6	7	5	7	5	2	5	2	0	0	58	63	69			
	09:00	1	0	0	0	0	0	0	1	3	7	9	8	13	10	4	8	10	4	13	10	4	4	3	0	0	59	64	70			
	10:00	0	0	0	0	0	0	0	1	2	7	15	11	7	15	7	11	15	18	7	13	7	7	1	0	0	77	63	67			
	11:00	0	0	0	0	0	0	0	0	3	7	8	7	8	7	6	6	12	12	8	16	16	8	8	3	0	63	65	69			
	12 PM	0	0	0	0	0	0	0	2	3	3	5	5	3	3	11	11	13	13	13	19	9	9	1	1	0	67	65	68			
	13:00	0	0	0	0	0	0	0	0	2	2	10	6	15	20	6	15	18	20	7	18	7	7	0	0	3	81	63	67			
	14:00	0	0	0	0	0	0	0	4	4	4	4	10	10	12	5	5	16	16	10	11	10	10	0	0	0	88	64	68			
	15:00	1	0	0	0	0	0	0	2	7	7	5	9	9	18	17	9	18	18	12	17	12	12	1	1	9	88	68	72			
	16:00	0	0	0	0	0	0	0	0	4	4	7	9	9	16	13	9	16	16	7	13	7	7	1	0	0	61	64	68			
	17:00	0	0	0	0	0	1	0	1	0	1	2	12	14	14	14	12	14	14	13	14	14	13	5	3	0	66	68	71			
	18:00	0	0	0	0	0	0	0	0	3	2	3	5	9	8	9	10	8	9	8	10	8	8	4	1	0	45	68	72			
	19:00	0	0	0	0	1	1	1	1	1	1	3	3	3	7	3	3	10	10	5	11	5	5	2	0	0	44	65	69			
	20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4	4	7	7	8	10	8	8	1	0	0	34	67	69			
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	14	6	6	6	2	0	0	0	29	63	66			
	22:00	0	0	0	0	0	0	0	0	2	2	2	7	7	3	3	7	3	3	3	3	3	0	0	1	0	20	60	63			
	23:00	0	0	0	0	0	0	0	0	0	0	3	2	2	3	1	5	1	5	3	3	3	3	0	0	0	17	65	68			
	Total	2	0	0	1	1	3	3	12	44	112	126	132	238	225	139	225	132	238	218%	20.6%	225	139	47	13	1094						
	Percent	0.2%	0.0%	0.0%	0.1%	0.1%	0.3%	0.3%	1.1%	4.0%	10.2%	11.5%	12.1%	21.8%	20.6%	12.7%	20.6%	12.1%	21.8%	12.7%	4.3%	4.3%	12.7%	4.3%	1.2%							
	AM Peak	09:00							00:00	08:00	07:00	10:00	10:00	07:00	07:00	07:00	10:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	
	Vol.	1							1	3	14	15	11	18	19	13	19	11	18	13	19	13	13	6	2	84						
	PM Peak	15:00							12:00	15:00	13:00	14:00	13:00	13:00	12:00	17:00	12:00	13:00	13:00	17:00	12:00	12:00	17:00	13:00	15:00	13:00	15:00	15:00	15:00	15:00		
	Vol.	1							2	7	10	12	15	20	19	13	19	15	20	13	19	19	13	9	3	88						

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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	85th Percent	95th Percent		
	05/27/17	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	4	4	4	1	1	2	0	0	0	1	11	66	68
	01:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	4	62	64	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	1	1	0	0	0	1	0	6	70	73	
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	3	3	3	3	3	0	0	2	2	0	0	0	0	0	9	61	63	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	4	2	2	2	2	0	0	10	66	66	68	
	05:00	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	3	3	3	3	1	1	3	3	0	0	13	66	66	68	
	06:00	0	0	0	0	0	0	0	0	0	2	2	2	2	0	4	4	4	10	10	0	0	4	4	1	1	2	25	66	69	
	07:00	0	0	0	0	0	0	0	0	0	1	1	0	0	4	4	4	4	7	7	9	9	8	8	1	1	0	34	67	69	
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	14	14	15	15	9	9	1	1	1	48	66	69	
	09:00	0	0	0	0	0	0	0	0	0	2	2	1	2	2	6	6	6	14	14	25	25	11	11	0	0	0	68	68	72	
	10:00	0	0	0	0	0	0	0	0	0	1	1	1	1	5	12	12	12	17	17	26	26	16	16	2	2	1	81	66	69	
	11:00	1	0	0	0	0	0	0	0	0	0	0	3	3	5	5	8	8	16	16	14	14	14	14	6	6	70	68	72		
	12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	18	18	11	11	13	13	4	4	57	68	71		
	13:00	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	10	10	22	22	15	15	8	8	1	1	63	64	68		
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	9	9	19	19	20	20	11	11	3	3	70	66	69		
	15:00	0	0	0	0	0	0	0	0	0	0	0	2	2	2	13	13	13	11	11	17	17	10	10	6	6	62	68	72		
	16:00	0	0	0	0	0	0	0	0	0	0	0	2	2	3	14	14	14	14	14	16	16	10	10	4	4	0	63	67	71	
	17:00	0	0	0	0	0	0	0	0	0	3	3	0	0	2	5	5	5	15	15	21	21	10	10	2	2	1	59	66	69	
	18:00	0	1	0	0	0	0	0	0	0	1	1	1	1	1	13	13	11	11	11	12	12	12	12	1	1	54	67	69		
	19:00	0	1	0	0	0	0	0	0	0	1	1	1	1	3	6	6	6	8	8	10	10	11	11	0	0	42	67	69		
	20:00	0	0	0	0	0	0	0	0	0	0	0	2	2	3	7	7	7	10	10	6	6	4	4	1	1	33	65	69		
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5	5	9	9	6	6	4	4	0	0	25	65	68		
	22:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	3	3	4	4	4	4	1	1	1	1	16	64	70		
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	2	5	5	0	0	1	1	1	1	9	68	72		
	Total	1	2	0	0	0	0	0	0	0	13	22	22	22	55	144	144	144	235	235	235	235	164	164	44	44	17	932			
	Percent	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	2.4%	2.4%	2.4%	2.4%	5.9%	15.5%	15.5%	15.5%	25.2%	25.2%	25.2%	25.2%	17.6%	17.6%	4.7%	4.7%	1.8%				
	AM Peak	11:00								06:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	09:00	11:00	10:00				
	Vol.	1								2	3	3	3	3	5	12	12	12	17	17	26	26	16	16	7	3	81				
	PM Peak		18:00							17:00	13:00	13:00	13:00	13:00	12:00	16:00	16:00	16:00	13:00	13:00	17:00	17:00	12:00	12:00	15:00	14:00	14:00				
	Vol.		1							3	3	3	3	3	3	14	14	14	22	22	21	21	13	13	6	5	70				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	77	85th Percent	95th Percent		
	05/28/17	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	5	5	0	0	0	0	0	0	1	0	0	8	59	72
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	4	57	59	
	02:00	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0	0	1	1	0	1	0	0	0	0	0	5	61	63	63	
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	1	1	1	0	1	5	67	69	69	
	04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	1	1	1	2	2	1	1	1	0	0	8	68	72	72	
	05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	2	2	2	3	3	3	3	0	0	11	67	69	69		
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	3	3	2	2	0	0	10	66	68	68		
	07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	4	4	6	6	5	5	1	1	21	68	70	70		
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	4	4	5	5	9	9	1	1	25	68	69	69		
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	5	5	16	16	10	10	5	2	42	69	73	73		
	10:00	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	10	10	14	14	13	13	10	10	2	0	53	67	69	69		
	11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8	8	21	21	12	12	12	12	6	1	63	68	72	72		
	12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	8	21	21	17	17	10	10	4	1	63	67	71	71		
	13:00	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	10	10	20	20	19	19	15	15	2	0	71	67	69	69		
	14:00	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	7	7	22	22	14	14	11	11	2	1	63	66	69	69		
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	10	10	15	15	27	27	8	8	2	0	65	65	69	69		
	16:00	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	10	10	17	17	15	15	7	7	4	0	60	66	71	71		
	17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	7	7	12	12	19	19	12	12	1	0	56	66	69	69		
	18:00	0	0	0	0	0	0	0	1	0	0	2	2	2	4	4	9	9	11	11	12	12	13	13	2	0	54	67	69	69		
	19:00	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	7	7	12	12	11	11	4	4	2	0	41	64	69	69		
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	10	8	8	9	9	2	2	1	0	31	64	68	68		
	21:00	1	0	0	0	0	0	0	0	0	1	0	0	0	3	3	8	8	7	7	2	2	5	5	1	0	28	66	69	69		
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	4	4	2	2	3	3	2	0	15	69	73	73		
	23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	3	3	1	1	1	1	3	3	0	0	10	69	72	72		
	Total	3	0	0	0	0	0	0	3	4	4	14	14	14	50	50	125	125	209	209	209	209	146	146	41	8	812					
	Percent	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.5%	0.5%	1.7%	1.7%	1.7%	6.2%	6.2%	15.4%	15.4%	25.7%	25.7%	25.7%	25.7%	18.0%	18.0%	5.0%	1.0%						
	AM Peak	11:00							02:00	07:00	07:00	10:00	10:00	10:00	05:00	05:00	10:00	10:00	11:00	11:00	09:00	09:00	11:00	11:00	11:00	09:00	11:00					
	Vol.	2							1	1	1	2	2	2	2	2	10	10	21	21	16	16	12	12	6	2	63					
	PM Peak	21:00							18:00	17:00	17:00	14:00	14:00	14:00	16:00	16:00	13:00	13:00	14:00	14:00	15:00	15:00	13:00	13:00	12:00	12:00	13:00					
	Vol.	1							1	1	1	2	2	2	6	6	10	10	22	22	27	27	15	15	4	1	71					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent	
	05/29/17	0	0	0	0	0	0	0	1	1	0	0	2	2	1	1	3	3	3	3	3	1	1	1	1	0	0	0	12	60	66	
	01:00	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	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	4	64	64	64	64
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	0	0	0	0	0	0	0	4	58	59	59	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	3	62	64	64	64	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	2	2	3	3	0	0	10	67	69	69	69	
	06:00	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	2	4	4	11	11	8	8	1	1	0	30	67	69	69	
	07:00	0	0	0	0	0	0	0	0	0	1	1	2	2	5	5	3	3	6	6	14	14	12	12	2	2	47	68	69	69	69	
	08:00	0	0	0	0	0	0	0	0	0	1	1	3	3	4	4	2	2	10	10	14	14	7	7	1	1	45	67	71	71	71	
	09:00	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	2	2	6	6	11	11	14	14	3	3	4	46	68	71	71	71
	10:00	0	0	0	0	0	0	0	0	0	2	2	4	4	5	5	4	4	18	18	22	22	19	19	1	1	76	67	69	69	69	
	11:00	0	0	0	0	0	0	0	0	0	1	1	6	6	9	9	6	6	19	19	21	21	17	17	1	1	81	66	69	69	69	
	12 PM	0	0	0	0	0	0	0	0	0	1	1	7	7	5	5	7	7	18	18	14	14	13	13	2	2	70	67	69	69	69	
	13:00	0	0	0	0	0	0	0	0	0	1	1	4	4	10	10	5	5	20	20	16	16	11	11	3	3	72	66	69	69	69	
	14:00	0	0	0	0	0	1	1	0	0	0	0	1	1	2	2	7	7	10	10	23	23	20	20	1	1	66	67	69	69	69	
	15:00	0	0	0	0	0	0	0	0	0	1	1	1	1	7	7	9	9	17	17	23	23	12	12	3	3	74	66	69	69	69	
	16:00	0	0	0	0	0	0	0	1	1	1	1	3	3	5	5	12	12	17	17	16	16	12	12	5	5	72	67	71	71	71	
	17:00	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	8	8	16	16	20	20	11	11	4	4	62	67	71	71	71	
	18:00	0	0	0	0	0	0	0	0	0	1	1	2	2	3	3	10	10	8	8	7	7	6	6	4	4	44	68	72	72	72	
	19:00	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	10	10	9	9	9	9	6	6	4	4	42	68	72	72	72	
	20:00	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	5	5	7	7	6	6	5	5	4	4	32	69	72	72	72	
	21:00	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	7	7	5	5	2	2	3	3	0	0	22	64	68	68	68	
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	2	2	3	3	3	3	16	71	73	73	73	
	23:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	3	3	3	3	3	3	1	1	2	2	15	68	73	73	73	
	Total	0	0	0	0	0	1	1	2	2	11	11	44	44	75	75	113	113	207	207	241	241	184	184	47	47	20	945	68	73	73	
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.2%	1.2%	1.2%	4.7%	4.7%	7.9%	7.9%	12.0%	12.0%	21.9%	21.9%	25.5%	25.5%	19.5%	19.5%	5.0%	5.0%	2.1%	94.5%	68	73	73	
	AM Peak								00:00	1	2	6	6	6	9	9	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	19	19	3	81	68	73	73	
	Vol.								1	2	6	6	6	6	9	9	12	12	20	20	22	22	19	19	3	3	4	81	68	73	73	
	PM Peak								14:00	1	1	7	7	7	10	10	16:00	16:00	13:00	13:00	14:00	14:00	14:00	20	20	5	74	68	73	73		
	Vol.								1	1	7	7	7	7	10	10	12	12	20	20	23	23	20	20	5	5	3	74	68	73	73	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	85th Percent	95th Percent		
	05/30/17	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	3	62	64
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	3	0	0	0	1	1	0	0	0	0	0	5	61	63
	02:00	0	0	0	0	0	0	0	0	0	1	1	3	3	1	1	2	2	1	1	0	0	0	0	0	1	1	0	9	58	72
	03:00	0	0	0	0	0	0	0	0	0	2	2	1	1	1	1	0	0	1	1	2	2	1	1	0	0	0	8	64	67	
	04:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	2	3	3	1	1	0	8	69	72	
	05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	2	2	5	5	4	4	9	9	1	3	30	68	69		
	06:00	0	0	0	0	0	0	0	0	0	1	1	3	3	7	7	5	5	10	10	14	14	12	12	3	3	60	68	72		
	07:00	0	0	0	0	0	0	0	1	1	1	1	17	17	15	15	5	5	9	9	18	18	15	15	6	5	92	67	71		
	08:00	0	0	0	0	0	0	0	1	1	1	1	7	7	8	8	7	7	7	7	9	9	8	8	2	8	58	69	73		
	09:00	0	0	0	0	0	1	1	1	1	2	2	5	5	6	6	6	6	10	10	16	16	15	15	3	3	68	67	69		
	10:00	0	0	0	0	0	0	0	2	2	1	1	6	6	9	9	7	7	14	14	16	16	6	6	1	1	65	64	69		
	11:00	0	0	0	0	0	0	0	0	0	4	4	9	9	10	10	5	5	11	11	28	28	6	6	1	1	75	64	67		
	12 PM	0	0	0	0	0	0	0	0	0	4	4	4	4	8	8	5	5	13	13	17	17	10	10	5	5	66	67	71		
	13:00	0	0	0	0	0	1	1	2	2	1	1	10	10	8	8	14	14	10	10	13	13	8	8	2	1	70	64	69		
	14:00	0	0	0	0	0	0	0	0	0	3	3	6	6	5	5	9	9	11	11	16	16	12	12	5	1	68	67	71		
	15:00	0	0	0	0	0	0	0	0	0	3	3	10	10	11	11	6	6	9	9	12	12	8	8	3	0	62	66	69		
	16:00	0	0	0	0	0	0	0	0	0	2	2	14	14	6	6	5	5	8	8	11	11	9	9	4	2	61	67	71		
	17:00	0	0	0	0	0	0	0	0	0	0	0	7	7	2	2	6	6	9	9	15	15	10	10	6	0	55	68	72		
	18:00	0	0	0	0	0	0	0	0	0	1	1	5	5	2	2	2	2	9	9	11	11	8	8	2	0	40	67	70		
	19:00	0	0	0	0	0	0	0	0	0	1	1	3	3	1	1	6	6	5	5	7	7	3	3	1	2	29	64	69		
	20:00	0	0	0	0	0	0	0	1	1	0	0	2	2	1	1	3	3	3	3	3	3	2	2	0	0	15	64	68		
	21:00	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	2	2	3	3	5	5	1	1	0	0	14	63	66		
	22:00	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	4	4	3	3	3	3	1	0	14	68	71		
	23:00	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	1	1	2	2	2	2	1	1	1	1	10	67	72		
	Total	0	0	0	0	0	2	9	9	30	30	120	120	120	108	108	102	102	155	155	226	226	150	150	59	24	985				
	Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.9%	0.9%	3.0%	3.0%	12.2%	12.2%	12.2%	11.0%	11.0%	10.4%	10.4%	15.7%	15.7%	22.9%	22.9%	15.2%	15.2%	6.0%	2.4%					
	AM Peak						09:00	10:00	10:00	11:00	11:00	07:00	07:00	07:00	07:00	07:00	08:00	08:00	10:00	10:00	11:00	11:00	07:00	07:00	07:00	08:00	07:00	07:00	07:00		
	Vol.						1	2	2	4	4	17	17	15	15	15	7	7	14	14	28	28	15	15	8	5	92				
	PM Peak						13:00	13:00	13:00	12:00	12:00	16:00	16:00	16:00	15:00	15:00	13:00	13:00	12:00	12:00	12:00	12:00	14:00	14:00	16:00	16:00	13:00	13:00			
	Vol.						1	2	2	4	4	14	14	14	11	11	14	14	13	13	17	17	12	12	6	2	70				

GRAM Traffic North Texas, Inc.
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th Percent	95th Percent	
	05/31/17	0	0	0	1	0	0	1	2	0	0	0	0	0	0	4	48	49
	01:00	0	0	0	0	0	0	1	1	3	1	1	0	0	0	7	59	63
	02:00	0	0	0	0	0	2	0	3	0	0	0	0	1	0	6	70	73
	03:00	0	0	0	0	0	1	1	0	1	1	2	1	0	0	7	64	68
	04:00	0	0	0	0	0	1	1	0	0	3	2	1	1	10	68	72	
	05:00	0	0	0	0	3	2	4	2	0	3	6	4	1	1	26	66	69
	06:00	0	0	0	0	0	2	9	9	6	5	14	11	1	2	59	66	69
	07:00	0	0	0	0	1	6	12	8	4	15	21	14	4	1	86	66	69
	08:00	0	0	0	0	0	3	8	9	6	6	14	12	6	0	64	68	72
	09:00	0	0	0	0	1	4	9	9	8	11	11	17	7	0	77	68	72
	10:00	0	0	0	0	0	1	9	8	6	9	16	12	5	0	66	67	71
	11:00	0	0	0	0	0	5	5	14	9	7	18	10	1	1	71	65	69
	12 PM	0	0	0	1	0	5	16	9	9	20	9	4	1	2	76	61	66
	13:00	1	0	0	0	3	4	7	8	7	16	14	6	2	0	68	64	68
	14:00	0	0	0	0	2	1	6	8	6	14	12	7	3	1	60	65	70
	15:00	0	0	0	0	1	6	11	14	5	8	12	3	3	1	64	63	69
	16:00	0	0	0	1	2	1	11	7	6	14	15	6	2	3	68	64	68
	17:00	0	0	0	1	0	4	5	5	5	11	16	5	5	2	59	66	72
	18:00	0	0	0	0	0	2	0	4	3	8	7	5	1	1	31	66	69
	19:00	0	0	0	0	0	2	1	3	4	5	4	5	1	2	25	67	69
	20:00	0	0	0	0	1	1	3	0	3	5	4	5	6	0	28	71	73
	21:00	0	0	0	0	1	1	1	1	1	5	2	3	1	1	17	67	70
	22:00	0	0	0	0	0	1	0	1	0	2	2	0	1	3	10	64	73
	23:00	0	0	0	0	0	1	0	1	1	3	1	0	1	1	9	63	72
	Total	1	0	0	4	15	56	121	126	93	170	203	131	55	23	998		
	Percent	0.1%	0.0%	0.0%	0.4%	1.5%	5.6%	12.1%	12.6%	9.3%	17.0%	20.3%	13.1%	5.5%	2.3%			
	AM Peak Vol.				00:00	05:00	07:00	07:00	11:00	11:00	07:00	07:00	09:00	09:00	06:00	07:00		
	PM Peak Vol.	13:00			12:00	13:00	15:00	12:00	15:00	12:00	12:00	17:00	14:00	20:00	16:00	12:00		
	Total Percent	0.1%	0.0%	0.0%	0.2%	0.8%	3.3%	8.6%	9.9%	12.0%	20.5%	22.6%	15.4%	5.1%	1.5%	13230		

15th Percentile : 45 MPH
 50th Percentile : 58 MPH
 85th Percentile : 66 MPH
 95th Percentile : 70 MPH

Stats

10 MPH Pace Speed : 56-65 MPH
 Number in Pace : 5694
 Percent in Pace : 43.0%
 Number of Vehicles > 55 MPH : 8606
 Percent of Vehicles > 55 MPH : 65.0%
 Mean Speed(Average) : 58 MPH

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
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US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
05/21/17	01:00	0	0	0	0	0	0	0	0	0	0	1	4	7	4	4	6	6	6	4	4	2	2	1	25	67	71						
	02:00	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	1	2	1	1	1	0	6	65	68								
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3	1	2	0	0	0	9	62	64								
	04:00	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	2	1	2	0	0	2	10	67	69								
	05:00	0	0	0	0	0	0	0	0	0	0	0	4	5	4	2	4	2	6	0	0	0	17	67	69								
	06:00	0	0	0	0	0	0	0	0	0	0	0	2	2	5	5	5	8	8	3	3	0	27	69	72								
	07:00	0	0	0	0	0	0	0	0	0	0	0	4	4	8	13	7	7	7	1	1	1	37	66	69								
	08:00	0	0	0	0	0	0	0	0	0	0	0	8	10	16	15	4	4	4	3	2	2	51	64	70								
	09:00	0	0	0	0	0	0	0	0	0	0	0	12	12	23	26	12	4	0	0	0	0	80	66	70								
	10:00	0	0	0	0	0	0	0	0	0	0	2	8	22	30	28	12	4	0	0	0	0	107	65	69								
	11:00	0	0	0	0	0	0	0	0	0	0	5	19	33	33	29	26	26	9	1	1	1	123	68	71								
	12 PM	0	0	0	0	0	0	0	0	0	0	1	8	19	35	42	19	19	9	9	3	3	138	67	71								
	13:00	0	0	0	0	0	0	0	0	0	2	5	18	39	33	33	22	22	3	0	0	0	132	66	69								
	14:00	0	0	0	0	0	0	0	0	0	1	4	12	37	37	37	27	27	4	0	0	0	123	67	69								
	15:00	0	0	0	0	0	0	0	0	0	1	5	18	35	34	34	22	22	6	5	5	5	131	67	69								
	16:00	0	0	0	0	0	0	0	0	0	2	3	12	35	39	39	21	21	7	2	2	2	126	67	70								
	17:00	0	0	0	0	0	0	0	0	0	0	7	24	38	38	20	20	20	2	2	2	2	122	66	69								
	18:00	1	0	0	0	0	0	0	0	0	1	2	13	22	22	22	19	19	10	0	0	0	95	68	72								
	19:00	0	0	0	0	0	0	0	0	0	3	5	13	22	23	14	14	14	5	1	1	1	86	67	70								
	20:00	0	0	0	0	0	0	0	0	0	3	3	12	20	13	11	11	11	2	0	0	0	65	66	69								
	21:00	0	0	0	0	0	0	0	0	0	1	7	9	15	14	14	5	5	0	0	0	0	51	64	67								
	22:00	0	0	0	0	0	0	0	0	0	1	1	6	8	8	3	3	3	1	0	0	0	29	64	69								
	23:00	0	0	0	0	0	0	0	0	0	2	2	7	7	7	7	7	7	0	0	0	0	27	67	69								
	Total	1	0	0	0	0	0	0	0	0	10	38	88	249	432	436	273	273	77	20	20	20	1628										
	Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.6%	0.6%	2.3%	5.4%	10.0%	26.5%	15.3%	26.8%	26.8%	16.8%	16.8%	4.7%	1.2%	1.2%	1.2%											
	AM Peak							00:00	00:00	10:00	10:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	04:00	04:00	04:00	04:00	11:00										
	Vol.							1	1	2	8	33	22	22	29	29	26	26	9	2	2	2	123										
	PM Peak	18:00						13:00	13:00	13:00	12:00	13:00	17:00	12:00	12:00	14:00	14:00	18:00	15:00	15:00	15:00	15:00	12:00										
	Vol.	1						2	2	5	8	24	24	42	42	27	27	10	5	5	5	138											

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
	05/22/17	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	0	0	0	
	01:00	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	0	0	0	
	02:00	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	0	0	0	
	03:00	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	0	0	0	
	04:00	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	0	0	0	
	05:00	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	0	0	0	
	06:00	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	0	0	0	
	07:00	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	0	0	0	
	08:00	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	0	0	0	
	09:00	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	0	0	0	
	10:00	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	0	0	0	
	11:00	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	0	0	0	
	12 PM	1	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	0	0	
	13:00	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	0	0	0	
	14:00	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	0	0	0	
	15:00	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	0	0	0	
	16:00	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	0	0	0	
	17:00	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	0	0	0	
	18:00	1	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	0	0	
	19:00	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	0	0	0	
	20:00	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	0	0	0	
	21:00	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	0	0	0	
	22:00	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	0	0	0	
	23:00	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	0	0	0	
	Total	2	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	0	0	
	Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	AM Peak Vol.	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00		
	PM Peak Vol.	12:00	12:00	13:00	13:00	14:00	14:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00		
	Total	2059	365	448	571	247	157	127	127	247	365	448	571	247	157	127	127	247	365	448	571	247	157	127	127	247	365	448	571	247	157		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
 Site Code: 807
 Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	5	5	5	2	2	13	60	65	70	7	0	0	0	2	2	37
05/27/17	01:00	0	0	0	0	0	0	0	0	0	0	0	1	3	5	4	2	2	3	4	4	7	7	0	0	0	0	0	0	18	59	62	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	3	3	2	2	3	3	2	2	0	0	0	17	68	72		
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	4	4	4	1	1	3	3	0	0	0	0	0	13	61	63		
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	6	6	3	3	2	2	0	0	0	15	64	68		
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	5	5	4	4	4	2	2	5	0	0	0	22	66	68			
	06:00	0	0	0	0	0	0	0	0	0	0	2	2	2	0	7	8	7	7	14	14	3	3	11	2	2	43	68	69				
	07:00	0	0	0	0	0	0	0	0	0	0	1	1	1	6	6	8	8	12	12	12	16	16	11	1	0	0	56	66	69			
	08:00	0	0	0	0	0	0	0	0	0	0	1	1	0	9	13	13	13	25	25	25	30	30	14	1	1	94	65	68				
	09:00	0	0	0	0	0	0	0	0	0	0	2	3	3	8	17	24	24	35	35	24	24	21	0	0	0	118	67	71				
	10:00	0	0	0	0	0	0	0	0	0	0	1	3	7	22	39	41	28	35	39	39	41	28	3	2	2	146	66	69				
	11:00	1	0	0	0	0	0	0	0	0	0	0	5	9	9	22	38	24	22	33	33	38	24	3	3	3	144	67	71				
12 PM		0	0	0	0	0	0	0	0	0	0	0	2	2	9	9	9	20	20	39	39	36	27	11	0	0	144	68	71				
13:00		0	0	0	0	0	0	0	0	0	0	0	3	7	7	26	26	26	7	26	58	35	20	4	1	1	154	65	69				
14:00		0	0	0	0	0	0	0	0	0	0	1	6	6	6	29	40	26	29	39	39	40	26	3	6	1	146	66	69				
15:00		0	0	0	0	0	0	0	0	0	0	0	2	2	12	24	36	24	24	36	36	40	22	9	1	1	146	67	70				
16:00		0	0	0	0	0	0	0	0	0	0	1	2	8	8	32	34	32	32	37	37	34	21	1	1	1	145	67	71				
17:00		0	0	0	0	0	0	0	0	0	0	3	2	11	11	17	11	17	17	37	37	43	15	4	2	2	134	64	69				
18:00		0	1	0	0	0	0	0	0	0	0	1	2	3	18	18	34	18	29	29	29	34	16	1	1	1	106	65	68				
19:00		0	1	0	0	0	0	0	0	1	1	2	1	6	21	21	6	21	24	24	24	36	20	4	1	1	117	66	69				
20:00		0	0	0	0	0	0	0	0	0	0	0	0	7	13	16	13	13	26	26	26	16	13	3	0	0	80	66	69				
21:00		0	0	0	0	0	0	0	0	0	0	0	0	4	15	14	15	15	21	21	21	14	13	1	0	0	68	66	69				
22:00		0	0	0	0	0	0	0	0	0	0	0	1	7	9	10	9	9	12	12	12	10	5	1	0	0	45	64	68				
23:00		0	0	0	0	0	0	0	0	0	0	0	0	1	8	8	8	8	13	13	13	8	5	1	0	0	36	65	69				
Total		1	2	0	0	0	0	0	0	1	1	17	43	143	340	529	328	328	529	548	548	529	328	77	23	2052							
Percent		0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	2.1%	7.0%	16.6%	25.8%	16.0%	16.0%	26.7%	26.7%	25.8%	16.0%	3.8%	1.1%									
AM Peak	11:00											06:00	11:00	08:00	08:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	11:00	11:00	11:00	10:00							
Vol.		1									2	5	9	9	22	41	28	28	39	39	41	28	9	3	3	146							
PM Peak			18:00								19:00	14:00	14:00	15:00	16:00	17:00	12:00	12:00	13:00	13:00	17:00	12:00	12:00	14:00	14:00	13:00							
Vol.			1							1	3	4	12	12	32	43	27	27	58	58	43	27	11	6	6	154							

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
05/29/17	01:00	0	0	0	0	0	0	0	0	0	1	0	0	2	3	3	3	3	3	3	7	5	5	4	4	1	1	1	1	26	65	68	
	02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	2	4	4	2	3	1	1	1	1	1	1	9	69	73			
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	2	2	2	1	1	1	0	0	16	63	65			
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	2	2	1	1	1	1	0	0	9	71	73			
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	2	2	2	1	1	0	0	7	69	73			
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	7	5	5	11	8	16	16	14	1	1	0	21	67	69			
	07:00	0	0	0	0	0	0	0	0	0	0	1	3	3	7	8	25	5	8	18	8	25	18	2	2	2	72	67	69				
	08:00	0	0	0	0	0	0	0	0	0	0	1	4	4	8	8	28	4	19	8	19	28	8	1	1	1	78	65	71				
	09:00	0	0	0	0	0	0	0	0	0	0	0	2	2	10	10	26	8	26	24	26	26	4	4	4	103	67	69					
	10:00	0	0	0	0	0	0	0	0	0	0	2	5	5	9	13	37	13	37	29	37	40	29	1	1	1	142	67	69				
	11:00	0	0	0	0	0	0	0	0	0	0	3	8	8	15	15	38	15	38	31	38	41	29	1	1	1	151	66	68				
	12 PM	0	0	0	0	0	0	0	0	0	0	1	7	7	7	7	14	15	15	50	50	47	25	2	2	2	159	66	69				
	13:00	0	0	0	0	0	0	0	0	0	0	1	6	6	14	14	44	19	44	31	44	29	26	2	2	2	146	66	69				
	14:00	0	0	0	0	0	0	0	0	0	0	0	1	4	4	18	18	18	37	37	37	50	31	2	2	2	147	66	69				
	15:00	0	0	0	0	0	0	0	0	0	0	1	1	1	13	24	41	24	41	25	37	41	25	2	2	2	152	67	70				
	16:00	0	0	0	0	0	0	0	0	0	1	3	12	3	12	24	33	24	35	33	33	35	25	0	0	0	142	67	70				
	17:00	0	0	0	0	0	0	0	0	0	0	1	2	2	3	13	40	13	40	40	40	45	29	1	1	1	140	67	69				
	18:00	0	0	0	0	0	0	0	0	0	0	1	4	4	7	18	18	18	37	18	18	23	18	4	4	3	96	67	69				
	19:00	0	0	0	0	0	0	0	0	0	0	0	2	2	4	16	16	16	31	25	25	31	15	0	0	0	101	67	71				
	20:00	0	0	0	0	0	0	0	0	0	0	0	2	2	6	12	14	12	14	14	14	14	11	4	4	0	63	67	71				
	21:00	0	0	0	0	0	0	0	0	0	0	1	5	1	5	18	18	18	16	16	16	15	7	1	1	1	64	64	68				
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	12	12	12	13	6	0	0	0	42	67	71				
	23:00	0	0	0	0	0	0	0	0	0	0	1	0	0	3	8	8	8	7	7	7	8	2	0	0	0	31	64	71				
	Total	0	0	0	0	0	0	0	1	2	2	16	54	54	140	257	492	355	81	24	1969												
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.8%	2.7%	7.1%	13.1%	25.0%	27.8%	18.0%	4.1%	1.2%														
AM Peak	00:00	1	1	1	1	1	1	1	1	1	3	8	15	15	15	41	29	4	151														
PM Peak	14:00	1	1	1	1	1	1	1	1	1	3	7	14	24	50	31	3	159															

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/30/17	0	0	0	0	0	0	0	2	4	4	3	2	0	0	11	65	68
	01:00	0	0	0	0	0	0	1	0	3	3	2	0	0	0	9	61	63
	02:00	0	0	0	0	0	2	3	3	3	3	1	3	2	0	20	68	72
	03:00	0	0	0	0	0	2	2	1	1	2	4	3	1	1	17	67	70
	04:00	0	0	0	0	0	0	1	1	1	6	8	10	6	1	34	70	73
	05:00	0	0	0	0	0	1	1	6	4	12	14	23	4	5	70	68	70
	06:00	0	0	0	0	0	1	4	7	6	14	26	22	8	3	91	68	72
	07:00	0	0	0	0	1	1	17	17	9	20	31	18	7	5	126	66	70
	08:00	0	0	0	0	1	1	7	9	17	20	38	22	10	3	128	68	71
	09:00	0	0	0	1	1	2	5	10	11	24	35	27	7	3	126	67	70
	10:00	0	1	0	0	2	1	7	11	19	27	34	17	6	2	127	66	69
	11:00	0	0	0	0	0	4	9	12	11	34	58	19	2	2	151	64	68
	12 PM	0	0	0	0	0	4	5	9	10	35	40	26	7	1	137	67	70
	13:00	0	0	0	1	2	1	12	12	22	34	38	21	3	1	147	65	68
	14:00	1	0	0	0	0	3	8	10	19	27	40	21	6	1	136	66	69
	15:00	0	0	0	0	0	3	11	15	21	30	40	30	5	0	155	66	69
	16:00	1	0	0	0	0	3	17	12	11	32	40	17	4	2	139	65	69
	17:00	0	0	0	0	0	1	7	5	15	24	45	25	10	0	132	68	71
	18:00	0	0	0	0	0	1	6	6	6	25	40	30	9	0	123	68	71
	19:00	0	0	0	1	0	1	5	3	11	15	18	15	7	2	78	68	72
	20:00	0	0	0	0	1	0	3	2	12	21	15	9	2	0	65	65	69
	21:00	0	0	0	0	0	2	2	2	5	13	18	8	1	0	51	65	69
	22:00	0	0	0	0	0	0	3	3	1	12	13	7	3	0	42	67	71
	23:00	0	0	0	0	1	0	3	3	3	3	5	4	1	0	20	67	70
	Total	2	1	0	3	9	34	139	158	225	436	606	379	111	32	2135		
	Percent	0.1%	0.0%	0.0%	0.1%	0.4%	1.6%	6.5%	7.4%	10.5%	20.4%	28.4%	17.8%	5.2%	1.5%			
	AM Peak	10:00			09:00	10:00	11:00	07:00	07:00	10:00	11:00	11:00	09:00	08:00	05:00	11:00		
	Vol.	1			1	2	4	17	17	19	34	58	27	10	5	151		
	PM Peak	14:00			13:00	13:00	12:00	16:00	15:00	13:00	12:00	17:00	15:00	17:00	16:00	15:00		
	Vol.	1			1	2	4	17	15	22	35	45	30	10	2	155		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN 51220 & 51800 - SPEED WITH 4 SEC FILTER
Site Code: 807
Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th Percent	95th Percent	
	05/31/17	0	0	0	1	0	0	1	3	0	3	1	4	0	0	13	67	69
	01:00	0	0	0	0	0	0	2	1	3	1	1	4	0	0	12	67	69
	02:00	0	0	0	0	0	2	1	3	1	2	2	0	1	0	12	62	71
	03:00	0	0	0	0	0	1	1	1	2	4	4	1	0	1	15	63	66
	04:00	0	0	0	0	0	1	1	1	1	8	15	8	4	2	41	68	72
	05:00	0	0	0	0	3	2	5	2	3	10	16	14	4	1	60	68	71
	06:00	0	0	0	0	0	2	10	12	10	10	26	22	2	2	96	67	69
	07:00	0	0	0	0	1	7	14	10	9	19	36	23	4	1	124	66	69
	08:00	0	0	0	0	0	3	8	14	16	23	31	21	0	0	125	67	71
	09:00	0	0	0	0	1	4	9	11	13	29	31	25	10	0	133	68	71
	10:00	0	0	0	0	0	1	9	11	9	18	44	31	0	0	129	67	69
	11:00	0	0	0	0	0	5	7	18	18	17	31	17	1	1	119	65	69
	12 PM	0	0	0	1	0	5	18	13	19	41	27	15	1	2	142	64	67
	13:00	1	0	0	0	3	4	7	13	15	27	37	27	7	0	141	67	69
	14:00	0	0	0	0	2	2	8	11	13	38	39	22	7	1	143	66	69
	15:00	0	0	0	0	1	6	12	20	19	34	47	20	9	1	169	65	70
	16:00	0	0	0	1	2	1	13	9	19	41	42	14	4	5	151	64	68
	17:00	0	0	0	1	0	4	7	15	20	42	45	19	6	2	161	65	69
	18:00	0	0	0	0	0	2	1	7	13	17	35	33	1	1	111	67	69
	19:00	0	0	0	0	0	3	3	6	8	16	16	16	3	3	74	67	69
	20:00	0	0	0	0	1	1	4	2	9	16	13	14	9	1	70	69	73
	21:00	0	0	0	0	1	1	2	4	5	14	13	8	3	3	54	67	70
	22:00	0	0	0	0	0	1	0	2	6	5	11	4	3	3	35	67	72
	23:00	0	0	0	0	0	1	4	3	5	7	3	5	4	1	33	69	72
	Total	1	0	0	4	15	59	147	192	236	443	566	367	102	31	2163		
	Percent	0.0%	0.0%	0.0%	0.2%	0.7%	2.7%	6.8%	8.9%	10.9%	20.5%	26.2%	17.0%	4.7%	1.4%			
AM Peak					00:00	05:00	07:00	07:00	11:00	11:00	09:00	10:00	10:00	09:00	04:00	09:00		
Vol.					1	3	7	14	18	18	29	44	31	10	2	133		
PM Peak		13:00			12:00	13:00	15:00	12:00	15:00	17:00	17:00	15:00	18:00	15:00	16:00	15:00		
Vol.		1			1	3	6	18	20	20	42	47	33	9	5	169		
Total		18	6	6	26	123	498	1387	2180	3733	6579	7767	4827	1166	282	28598		
Percent		0.1%	0.0%	0.0%	0.1%	0.4%	1.7%	4.8%	7.6%	13.1%	23.0%	27.2%	16.9%	4.1%	1.0%			

Stats	Value
15th Percentile :	50 MPH
50th Percentile :	59 MPH
85th Percentile :	66 MPH
95th Percentile :	69 MPH
10 MPH Pace Speed :	56-65 MPH
Number in Pace :	14346
Percent in Pace :	50.2%
Number of Vehicles > 55 MPH :	20621
Percent of Vehicles > 55 MPH :	72.1%
Mean Speed(Average) :	59 MPH

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/18/17	0	0	0	0	0	0	1	2	2	6	1	1	0	0	13	60	66	66
01:00	0	0	0	0	0	0	2	3	4	2	0	0	0	0	11	55	58	58
02:00	0	0	0	0	0	0	0	0	5	1	1	0	0	0	7	59	63	63
03:00	0	0	0	0	0	0	1	1	8	2	2	0	0	0	14	59	63	63
04:00	0	0	0	0	0	0	3	3	11	7	5	3	0	0	29	63	67	67
05:00	0	0	0	0	0	0	0	8	24	15	3	1	1	0	52	59	64	64
06:00	2	3	1	0	0	2	2	20	32	34	6	1	1	0	104	58	62	62
07:00	2	1	5	2	1	1	8	25	51	30	7	0	1	0	134	57	60	60
08:00	1	10	5	0	5	2	13	40	65	18	3	0	0	0	162	54	58	58
09:00	3	4	2	0	0	5	15	45	53	15	2	0	0	0	144	54	58	58
10:00	2	3	1	2	2	11	30	38	49	19	2	0	0	0	159	54	58	58
11:00	0	2	2	0	0	8	27	56	54	19	3	0	0	0	171	54	58	58
12 PM	2	5	0	0	1	8	24	67	59	13	3	0	0	0	182	54	57	57
13:00	1	4	1	1	3	7	29	46	64	22	6	0	0	0	184	55	59	59
14:00	5	3	1	0	1	8	26	53	67	22	2	0	0	0	188	54	58	58
15:00	1	0	2	1	0	5	21	52	65	24	2	0	0	0	173	55	58	58
16:00	0	1	3	0	2	5	10	54	76	33	7	0	0	1	192	56	59	59
17:00	5	1	0	0	2	6	22	52	66	15	4	0	0	0	173	54	58	58
18:00	0	1	0	1	0	4	16	41	56	25	2	3	0	0	149	56	59	59
19:00	0	0	0	0	0	2	16	32	47	21	2	1	0	0	121	56	59	59
20:00	0	1	1	1	0	3	16	17	31	13	4	1	0	0	88	56	60	60
21:00	0	1	1	0	0	1	12	21	30	19	2	0	0	0	87	57	59	59
22:00	0	0	0	0	0	1	1	8	32	13	1	0	0	0	56	57	59	59
23:00	0	0	0	0	0	0	1	7	9	4	0	0	0	0	21	56	58	58
Total	24	40	25	8	17	79	293	691	960	392	70	11	3	1	2614			
Percent	0.9%	1.5%	1.0%	0.3%	0.7%	3.0%	11.2%	26.4%	36.7%	15.0%	2.7%	0.4%	0.1%	0.0%				
AM Peak	09:00	08:00	07:00	07:00	08:00	10:00	10:00	11:00	08:00	06:00	07:00	04:00	05:00		11:00			
Vol.	3	10	5	2	5	11	30	56	65	34	7	3	1		171			
PM Peak	14:00	12:00	16:00	13:00	13:00	12:00	13:00	12:00	16:00	16:00	16:00	18:00		16:00	16:00			
Vol.	5	5	3	1	3	8	29	67	76	33	7	3		1	192			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66		71	76	76	85th Percent	95th Percent	
												70	75						
05/19/17	0	1	0	0	0	0	0	5	9	3	1	0	0	0	0	0	19	56	60
01:00	0	0	0	0	0	0	0	1	4	4	1	0	0	0	0	0	10	59	62
02:00	0	0	0	0	0	0	1	2	4	1	1	0	0	0	0	9	58	62	
03:00	0	0	0	0	0	0	3	0	11	2	2	1	0	0	0	19	60	65	
04:00	0	0	0	0	0	0	0	6	10	3	4	1	0	0	0	24	61	64	
05:00	0	0	1	0	0	0	2	5	17	12	4	0	0	0	0	41	59	62	
06:00	3	6	3	0	3	1	2	17	37	22	5	1	0	0	0	100	57	60	
07:00	6	7	2	1	2	3	12	27	44	17	4	1	0	0	0	126	55	59	
08:00	5	4	6	1	1	4	10	36	57	21	6	0	0	0	0	151	56	59	
09:00	2	4	0	0	2	4	27	59	52	16	5	0	0	0	0	171	54	58	
10:00	1	3	1	0	6	9	21	48	54	15	2	0	0	0	0	160	54	57	
11:00	0	7	2	0	2	9	27	65	53	18	1	0	0	1	1	185	54	57	
12 PM	2	1	1	2	4	10	52	67	54	13	2	0	0	0	1	209	53	56	
13:00	1	2	2	1	6	17	46	67	54	8	1	0	0	0	0	205	52	54	
14:00	0	3	1	1	4	20	55	82	50	11	3	0	0	0	0	230	52	56	
15:00	2	2	4	2	5	20	44	81	60	16	0	0	0	0	0	236	53	56	
16:00	3	1	4	1	4	6	55	98	56	20	1	0	0	0	0	249	53	57	
17:00	4	6	3	1	5	21	33	77	60	11	2	0	0	0	0	223	53	55	
18:00	0	2	2	0	2	13	42	87	60	13	2	0	0	0	0	223	53	56	
19:00	0	3	0	0	2	10	37	78	54	16	3	0	0	0	0	203	53	57	
20:00	2	5	1	2	0	12	41	53	35	11	0	0	0	0	0	162	53	56	
21:00	0	0	1	0	1	3	15	43	48	18	2	0	0	0	0	131	55	58	
22:00	0	2	2	0	1	3	14	18	20	12	2	0	0	0	0	74	56	59	
23:00	1	1	0	0	1	3	3	10	19	9	3	0	0	0	0	50	57	60	
Total	32	60	36	12	51	168	542	1032	922	292	57	4	0	2	2	3210			
Percent	1.0%	1.9%	1.1%	0.4%	1.6%	5.2%	16.9%	32.1%	28.7%	9.1%	1.8%	0.1%	0.0%	0.1%					
AM Peak	07:00	07:00	08:00	07:00	10:00	10:00	09:00	11:00	08:00	06:00	08:00	03:00		11:00	11:00	11:00			
Vol.	6	7	6	1	6	9	27	65	57	22	6	1		1	1	185			
PM Peak	17:00	17:00	15:00	12:00	13:00	17:00	14:00	16:00	15:00	16:00	14:00		12:00	12:00	16:00	16:00			
Vol.	4	6	4	2	6	21	55	98	60	20	3		1	1	249				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	76		85th		95th	
																													Total	Percent	Total	Percent	Total	Percent
	05/20/17	0	1	0	1	1	0	0	0	0	0	0	1	1	8	8	11	11	8	8	4	4	0	0	0	0	1	0	0	35	59	64		
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	3	3	7	7	7	7	3	3	1	1	0	0	0	0	0	15	57	61			
	02:00	0	0	0	0	0	0	1	3	4	4	1	3	4	4	7	7	7	7	1	1	0	0	0	0	0	0	16	53	55				
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	3	3	9	9	9	9	3	3	2	2	1	1	0	0	19	60	65				
	04:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	2	2	2	0	0	1	1	0	0	0	0	7	54	63				
	05:00	0	0	0	0	0	0	0	0	0	0	0	3	6	6	6	6	6	6	3	3	1	1	0	0	0	0	19	56	60				
	06:00	0	2	0	0	0	0	0	2	7	12	7	3	4	4	7	7	7	7	4	4	1	1	1	1	0	0	32	56	62				
	07:00	2	0	0	4	4	1	2	2	9	14	14	9	9	14	23	23	23	23	13	13	1	1	0	0	0	0	72	56	58				
	08:00	0	2	2	4	4	1	2	1	7	20	20	7	12	13	23	23	23	23	13	13	5	5	2	2	0	0	80	58	63				
	09:00	1	2	2	0	0	1	10	1	12	37	40	12	25	37	40	40	40	13	13	3	3	0	0	0	0	120	54	58					
	10:00	2	4	4	0	0	1	4	4	63	63	63	25	68	63	53	53	53	5	5	1	1	1	1	0	0	171	53	54					
	11:00	2	2	2	3	3	4	3	3	17	83	83	68	73	83	46	46	46	9	9	0	0	0	0	0	0	237	52	54					
	12 PM	1	3	3	2	2	2	26	63	69	69	63	63	63	69	37	37	37	5	5	0	0	0	0	0	0	219	51	54					
	13:00	3	3	3	0	0	1	40	83	83	83	68	68	68	83	31	31	31	10	10	0	0	0	0	0	0	245	50	54					
	14:00	4	2	2	0	0	3	8	8	60	62	73	77	77	84	29	29	29	2	2	2	2	0	0	0	0	1	246	49	53				
	15:00	1	3	3	1	1	5	11	11	29	29	29	29	29	84	30	30	30	4	4	0	0	0	0	0	0	1	246	49	53				
	16:00	2	2	2	4	4	2	6	6	32	32	32	65	65	84	84	84	34	34	10	10	0	0	0	0	0	241	51	54					
	17:00	0	4	4	0	0	3	28	28	66	66	57	37	37	66	66	66	48	48	4	4	1	1	0	0	0	216	52	54					
	18:00	1	5	5	1	1	1	15	15	37	37	41	41	41	49	49	49	49	14	14	2	2	1	1	0	0	193	53	57					
	19:00	1	5	5	2	2	0	4	4	16	16	41	41	41	59	44	44	44	10	10	0	0	0	0	0	0	182	53	55					
	20:00	0	2	2	1	1	0	1	1	14	14	25	25	25	51	34	34	34	10	10	1	1	0	0	1	1	140	53	57					
	21:00	0	2	2	0	0	0	1	1	16	16	16	16	16	39	34	34	34	13	13	0	0	1	1	0	0	107	54	58					
	22:00	0	0	0	1	1	0	1	1	4	14	14	4	4	15	15	15	15	8	8	1	1	0	0	0	0	44	56	59					
	23:00	0	0	0	0	0	0	0	0	4	5	4	4	4	21	21	21	21	12	12	1	1	0	0	0	0	43	57	59					
	Total	20	44	44	24	24	25	308	666	935	640	666	666	666	935	28	28	28	177	177	7	7	3	3	3	3	2945	57	59					
	Percent	0.7%	1.5%	1.5%	0.8%	0.8%	0.8%	10.5%	22.6%	31.7%	21.7%	22.6%	22.6%	22.6%	31.7%	11.0%	11.0%	11.0%	6.0%	6.0%	1.0%	1.0%	0.2%	0.2%	0.1%	0.1%	11:00	11:00	11:00	11:00	11:00			
	AM Peak	07:00	10:00	10:00	07:00	07:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	07:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00		
	Vol.	2	4	4	4	4	4	17	68	83	53	68	68	68	83	53	53	53	13	13	5	5	2	2	2	2	237	237	237	237	237	237		
	PM Peak	14:00	18:00	18:00	16:00	16:00	15:00	14:00	15:00	15:00	18:00	15:00	15:00	15:00	18:00	14:00	14:00	14:00	18:00	18:00	14:00	14:00	18:00	18:00	18:00	14:00	14:00	14:00	14:00	14:00	14:00	14:00		
	Vol.	4	5	5	4	4	5	60	77	84	49	77	77	77	84	2	2	2	14	14	2	2	1	1	1	1	246	246	246	246	246	246		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/21/17	0	1	0	0	0	0	1	5	8	8	3	0	0	0	26	59	62	
01:00	0	0	0	0	0	1	0	5	4	2	1	0	0	0	13	57	61	
02:00	0	0	0	0	0	0	0	4	1	4	3	0	0	1	13	62	64	
03:00	0	0	0	0	0	0	0	2	5	1	0	1	0	0	9	58	67	
04:00	0	0	0	0	0	0	0	0	4	2	1	1	0	0	8	63	67	
05:00	0	0	0	0	0	3	4	6	6	0	2	3	0	0	24	63	68	
06:00	0	0	0	0	0	1	2	7	4	7	2	0	0	0	23	58	62	
07:00	0	0	0	0	1	0	3	11	24	7	5	0	0	0	51	58	62	
08:00	0	0	2	1	0	2	9	18	31	14	1	0	0	0	78	56	58	
09:00	1	0	0	0	2	8	13	29	37	11	4	0	0	0	106	59	59	
10:00	0	2	2	0	6	13	42	55	63	7	1	0	0	0	191	53	54	
11:00	0	4	0	2	12	30	63	40	21	4	1	0	0	1	178	49	54	
12 PM	0	1	1	1	12	44	91	48	16	2	3	0	0	0	219	48	53	
13:00	0	7	0	3	5	15	47	68	48	7	0	0	0	0	200	52	54	
14:00	0	0	0	0	3	21	51	62	36	11	4	0	0	0	188	53	57	
15:00	0	2	1	2	1	18	56	65	41	11	0	0	0	0	197	52	55	
16:00	0	0	1	0	0	16	32	60	48	14	0	0	0	0	171	53	56	
17:00	1	4	1	1	3	11	33	52	51	9	1	1	1	0	169	53	56	
18:00	0	1	2	1	0	7	19	48	54	11	1	0	0	0	144	54	57	
19:00	0	2	2	0	1	2	19	40	38	8	3	2	0	0	117	54	59	
20:00	0	0	1	0	0	3	18	16	25	6	1	0	0	1	71	54	57	
21:00	0	1	0	0	0	0	9	12	19	7	3	0	0	0	51	56	60	
22:00	0	0	0	0	0	1	1	9	12	8	0	0	0	0	31	57	59	
23:00	0	0	0	0	0	0	0	5	7	4	2	0	0	0	18	59	62	
Total	2	25	13	12	46	196	513	667	603	165	42	8	1	3	2296			
Percent	0.1%	1.1%	0.6%	0.5%	2.0%	8.5%	22.3%	29.1%	26.3%	7.2%	1.8%	0.3%	0.0%	0.1%				
AM Peak	09:00	11:00	08:00	11:00	11:00	11:00	11:00	10:00	10:00	08:00	07:00	05:00	02:00	10:00				
Vol.	1	4	2	2	12	30	63	55	63	14	5	3	1	191				
PM Peak	17:00	13:00	18:00	13:00	12:00	12:00	12:00	13:00	18:00	16:00	14:00	19:00	17:00	20:00	12:00			
Vol.	1	7	2	3	12	44	91	68	54	14	4	2	1	219				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent		95th Percent	
																85th	Percent	85th	Percent
05/22/17	0	0	0	0	0	1	1	5	6	5	0	0	0	0	18	57	59		
01:00	0	0	0	0	0	0	0	3	6	3	0	0	0	0	12	57	59		
02:00	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4	72	73		
03:00	0	0	0	0	0	0	0	2	3	3	0	0	0	0	8	58	59		
04:00	0	0	0	0	0	1	2	4	13	4	2	1	1	0	28	59	68		
05:00	0	0	0	0	2	0	3	9	21	19	1	0	0	0	55	58	59		
06:00	1	0	0	1	1	3	4	20	24	16	7	2	0	0	79	59	63		
07:00	2	6	8	0	1	3	13	33	38	19	7	0	0	0	130	56	60		
08:00	6	10	4	0	4	0	14	42	53	21	3	0	0	0	157	55	58		
09:00	3	7	6	2	1	10	24	35	44	31	5	0	0	0	168	56	59		
10:00	2	6	3	4	1	9	15	47	46	22	3	0	0	0	158	55	58		
11:00	5	8	2	0	2	7	22	57	59	16	2	0	0	0	180	54	57		
12 PM	2	3	1	0	6	15	23	59	57	7	4	0	0	0	177	53	56		
13:00	1	1	0	0	1	8	33	61	64	19	4	0	0	0	192	54	58		
14:00	0	4	1	0	4	11	37	59	61	11	1	0	0	0	189	53	56		
15:00	1	0	0	0	2	10	30	63	66	13	2	0	0	0	187	54	57		
16:00	3	3	3	0	1	2	15	57	74	17	3	0	0	0	178	54	58		
17:00	0	2	1	1	2	9	26	46	76	28	1	0	0	0	192	55	58		
18:00	0	3	0	0	1	6	16	43	56	17	3	0	0	0	145	54	58		
19:00	0	1	0	2	0	4	23	29	42	12	2	0	0	0	115	54	58		
20:00	0	1	0	0	1	1	9	20	20	11	0	0	0	0	63	55	58		
21:00	1	0	0	0	0	1	5	8	26	9	2	0	0	0	52	56	59		
22:00	0	0	0	0	0	0	0	12	21	16	3	2	0	0	54	59	63		
23:00	0	0	0	0	0	0	0	3	7	1	1	0	0	0	12	55	61		
Total	27	55	29	10	30	101	315	717	883	322	56	6	2	0	2553				
Percent	1.1%	2.2%	1.1%	0.4%	1.2%	4.0%	12.3%	28.1%	34.6%	12.6%	2.2%	0.2%	0.1%	0.0%					
AM Peak	08:00	08:00	07:00	10:00	08:00	09:00	09:00	11:00	11:00	09:00	06:00	06:00	02:00		11:00				
Vol.	6	10	8	4	4	10	24	57	59	31	7	2	1		180				
PM Peak	16:00	14:00	16:00	19:00	12:00	12:00	14:00	15:00	17:00	17:00	12:00	22:00			13:00				
Vol.	3	4	3	2	6	15	37	63	76	28	4	2			192				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	75		76		85th		95th	
																75	75	999	999	Total	Percent	Percent	Percent
	05/23/17	0	0	0	0	0	1	1	3	4	2	1	1	0	0	0	12	57	66	66			
	01:00	0	0	0	0	0	0	0	3	5	1	1	0	0	0	10	57	67	67				
	02:00	0	0	0	0	0	1	2	3	2	1	0	1	0	0	10	57	67	67				
	03:00	0	0	0	0	0	0	0	3	4	6	0	0	0	0	13	58	59	59				
	04:00	0	0	0	0	0	0	0	3	9	7	6	0	0	0	27	61	63	63				
	05:00	0	0	0	0	0	0	1	5	21	12	1	0	0	0	40	57	59	59				
	06:00	0	4	2	0	1	2	6	8	42	27	8	1	0	0	101	58	62	62				
	07:00	0	5	4	0	0	3	17	41	41	23	3	0	0	0	137	56	59	59				
	08:00	2	4	7	1	1	9	12	54	43	14	3	1	0	1	152	54	58	58				
	09:00	2	3	1	1	1	7	12	40	51	16	3	1	0	0	138	54	59	59				
	10:00	0	3	2	0	4	7	27	56	64	13	2	0	0	0	178	54	57	57				
	11:00	1	3	1	0	2	11	43	54	61	14	1	0	0	0	191	53	56	56				
	12 PM	2	5	4	2	7	11	33	55	57	8	0	0	0	0	184	53	54	54				
	13:00	1	5	1	1	1	7	32	53	57	10	0	1	0	0	169	53	56	56				
	14:00	1	4	1	1	2	12	38	62	58	8	0	0	0	0	187	53	54	54				
	15:00	4	4	1	1	3	16	48	69	32	7	0	0	0	0	185	51	54	54				
	16:00	2	0	1	0	3	9	23	40	75	20	0	0	1	1	175	54	58	58				
	17:00	0	2	0	2	3	14	45	63	52	11	2	0	0	0	194	53	56	56				
	18:00	0	2	0	0	3	3	30	42	47	8	2	0	0	1	138	53	56	56				
	19:00	1	0	1	0	1	2	10	44	37	4	4	0	0	0	104	53	58	58				
	20:00	0	0	0	0	1	0	7	35	15	3	1	0	0	0	62	53	56	56				
	21:00	1	0	0	0	0	0	6	10	26	9	2	0	0	0	54	56	59	59				
	22:00	0	0	0	0	1	2	2	4	14	13	1	0	0	0	37	58	59	59				
	23:00	0	0	0	0	0	0	0	6	8	3	0	0	0	0	18	57	60	60				
	Total	17	44	26	9	34	117	395	758	825	240	41	6	1	3	2516							
	Percent	0.7%	1.7%	1.0%	0.4%	1.4%	4.7%	15.7%	30.1%	32.8%	9.5%	1.6%	0.2%	0.0%	0.1%								
	AM Peak	08:00	07:00	08:00	08:00	10:00	11:00	11:00	10:00	10:00	06:00	06:00	00:00	08:00	11:00								
	Vol.	2	5	7	1	4	11	43	56	64	27	8	1	1	191								
	PM Peak	15:00	12:00	12:00	12:00	12:00	15:00	15:00	15:00	16:00	16:00	19:00	13:00	16:00	17:00								
	Vol.	4	5	4	2	7	16	48	69	75	20	4	1	1	194								

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/24/17	0	0	0	0	0	0	1	1	5	2	0	0	0	0	9	56	58	
01:00	1	0	0	0	0	0	1	1	4	1	0	0	0	0	8	54	57	
02:00	0	0	0	0	0	0	0	1	1	3	2	0	0	0	7	62	64	
03:00	0	0	0	0	0	0	0	2	7	3	0	0	0	0	12	57	59	
04:00	0	0	0	0	0	0	0	4	14	10	1	1	0	0	30	62	63	
05:00	0	0	0	0	0	0	3	8	23	19	5	1	0	0	59	58	59	
06:00	0	3	0	0	0	1	8	11	37	21	12	1	0	0	94	59	63	
07:00	5	8	4	3	0	3	12	26	38	22	6	0	0	1	128	57	59	
08:00	3	7	2	0	3	1	17	41	63	13	3	0	0	0	153	54	58	
09:00	0	6	2	0	0	6	15	49	52	22	3	0	0	0	155	55	58	
10:00	1	1	4	1	0	8	19	49	57	17	0	0	0	0	157	54	57	
11:00	2	5	3	0	5	8	34	66	57	18	1	0	0	0	199	54	57	
12 PM	3	6	4	0	1	22	44	54	50	9	1	0	0	0	194	53	55	
13:00	2	4	2	2	1	21	50	45	46	11	0	0	0	0	184	53	55	
14:00	4	6	1	0	7	8	29	45	49	9	0	0	0	0	158	53	55	
15:00	1	5	4	4	3	9	24	51	44	14	0	0	0	0	159	53	57	
16:00	1	3	1	0	1	5	23	56	57	23	0	0	0	0	170	54	58	
17:00	0	1	2	0	3	12	16	46	59	25	2	1	0	0	167	55	58	
18:00	0	1	1	1	1	4	19	49	51	33	4	0	0	0	164	56	59	
19:00	0	2	0	1	2	7	18	35	44	21	2	0	0	0	132	55	58	
20:00	0	0	0	0	0	3	7	27	30	12	5	0	0	0	84	56	60	
21:00	0	0	0	0	0	0	8	15	27	1	1	0	0	0	52	53	54	
22:00	0	2	0	0	0	2	4	7	11	3	0	0	0	1	30	54	57	
23:00	0	0	0	0	0	2	1	6	9	6	0	0	0	0	24	57	59	
Total	23	60	30	12	27	122	353	695	835	318	48	4	0	2	2529			
Percent	0.9%	2.4%	1.2%	0.5%	1.1%	4.8%	14.0%	27.5%	33.0%	12.6%	1.9%	0.2%	0.0%	0.1%				
AM Peak	07:00	07:00	07:00	07:00	11:00	10:00	11:00	11:00	08:00	07:00	06:00	04:00	07:00	07:00	11:00			
Vol.	5	8	4	3	5	8	34	66	63	22	12	1	1	1	199			
PM Peak	14:00	12:00	12:00	15:00	14:00	12:00	13:00	16:00	17:00	18:00	20:00	17:00	22:00	22:00	12:00			
Vol.	4	6	4	4	7	22	50	56	59	33	5	1	1	1	194			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/25/17	0	0	0	0	1	0	0	1	9	3	0	0	0	0	14	56	58	
01:00	0	0	0	0	0	0	1	1	5	3	0	0	0	0	8	54	57	
02:00	0	1	0	0	0	0	0	1	3	4	0	0	0	0	9	58	59	
03:00	0	0	0	0	0	0	0	1	8	10	0	1	0	0	20	59	65	
04:00	0	0	0	0	0	0	0	4	11	10	2	1	0	0	28	59	64	
05:00	1	0	0	0	0	1	2	14	15	20	4	0	0	0	57	58	61	
06:00	1	3	2	2	2	3	3	19	44	18	12	1	0	0	110	59	63	
07:00	1	10	6	1	0	2	8	31	51	17	3	0	0	0	130	55	58	
08:00	6	6	7	2	1	1	19	31	57	16	4	1	0	0	151	54	59	
09:00	1	3	1	1	4	3	14	46	45	33	4	0	0	0	155	57	59	
10:00	0	2	5	2	2	7	21	45	54	16	1	1	0	0	156	54	58	
11:00	4	3	5	3	2	10	29	57	50	17	2	0	0	0	182	54	57	
12 PM	1	4	3	0	5	12	49	66	47	9	2	0	0	0	198	53	55	
13:00	1	5	3	0	3	8	30	77	53	18	1	0	0	0	199	53	57	
14:00	4	5	1	1	3	8	38	79	54	11	0	0	0	1	205	53	55	
15:00	5	13	4	2	7	12	38	67	51	13	1	0	0	0	213	53	56	
16:00	7	9	4	0	3	13	42	60	60	12	0	0	0	0	210	53	55	
17:00	1	2	2	1	8	8	37	64	72	16	3	0	0	0	214	54	57	
18:00	1	1	0	2	0	3	18	50	57	30	3	1	0	0	166	56	59	
19:00	1	1	0	0	1	5	18	36	56	22	2	0	0	0	142	55	58	
20:00	2	1	0	0	0	3	11	30	49	14	1	1	0	0	112	54	58	
21:00	0	0	0	0	1	5	11	34	35	12	1	0	0	0	99	54	58	
22:00	0	1	1	0	0	1	11	17	22	12	1	0	0	0	67	56	59	
23:00	0	0	0	0	0	0	3	9	19	7	1	0	0	0	39	56	59	
Total	37	70	45	17	43	105	403	840	927	341	48	7	0	1	2884			
Percent	1.3%	2.4%	1.6%	0.6%	1.5%	3.6%	14.0%	29.1%	32.1%	11.8%	1.7%	0.2%	0.0%	0.0%				
AM Peak	08:00	07:00	08:00	11:00	09:00	11:00	11:00	11:00	08:00	09:00	06:00	03:00			11:00			
Vol.	6	10	7	3	4	10	29	57	57	33	12	1			182			
PM Peak	16:00	15:00	15:00	15:00	17:00	16:00	12:00	14:00	17:00	18:00	17:00	18:00	14:00	17:00	17:00			
Vol.	7	13	4	2	8	13	49	79	72	30	3	1	1	214				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	76	95th Percent	
																		20
05/26/17	0	0	0	1	0	0	1	4	8	8	1	1	0	0	0	24	59	64
01:00	0	0	0	0	0	1	1	4	13	4	1	0	0	0	21	57	59	
02:00	0	0	0	0	0	0	0	3	4	2	3	0	0	0	12	62	64	
03:00	0	0	0	0	0	0	1	1	3	9	1	0	0	0	15	59	61	
04:00	0	0	0	0	0	0	1	6	14	7	4	0	0	0	32	59	62	
05:00	0	0	0	0	0	1	2	5	27	11	0	0	0	0	46	56	58	
06:00	2	3	1	0	0	3	11	25	39	16	4	1	0	0	105	56	59	
07:00	2	9	6	0	2	2	14	26	43	16	5	0	0	0	125	55	59	
08:00	3	7	5	2	5	10	14	40	49	15	5	0	0	0	155	54	59	
09:00	0	1	3	2	2	12	33	44	47	23	1	0	0	0	168	54	58	
10:00	3	2	2	3	2	26	43	65	53	8	1	0	0	0	208	52	54	
11:00	1	1	3	4	5	17	46	74	53	12	1	0	0	0	217	53	55	
12 PM	3	8	4	1	8	31	59	79	43	7	1	0	0	0	244	51	54	
13:00	1	5	1	3	4	22	60	62	47	13	1	0	0	0	219	52	56	
14:00	8	7	1	1	5	20	53	78	38	10	1	0	0	0	222	52	54	
15:00	0	1	3	2	7	33	87	60	46	7	1	1	0	1	249	51	54	
16:00	3	9	10	4	11	18	86	81	41	6	0	0	0	1	270	50	54	
17:00	4	4	1	2	5	26	53	104	47	8	1	0	0	0	255	51	54	
18:00	3	3	1	3	12	29	69	75	60	4	0	0	0	0	259	52	54	
19:00	5	3	3	0	9	28	71	81	34	6	0	0	0	0	240	50	54	
20:00	0	2	0	2	5	26	55	77	29	3	0	0	0	0	199	50	53	
21:00	7	5	2	1	3	9	31	51	31	3	0	0	0	0	143	52	54	
22:00	0	2	4	1	0	7	19	37	25	8	0	0	0	1	104	53	56	
23:00	0	1	0	1	2	5	14	27	21	4	1	0	0	0	76	53	56	
Total	45	73	50	33	87	326	824	1106	815	210	33	3	0	3	3608			
Percent	1.2%	2.0%	1.4%	0.9%	2.4%	9.0%	22.8%	30.7%	22.6%	5.8%	0.9%	0.1%	0.0%	0.1%				
AM Peak	08:00	07:00	07:00	11:00	08:00	10:00	11:00	11:00	10:00	09:00	07:00	00:00			11:00			
Vol.	3	9	6	4	5	26	46	74	53	23	5	1			217			
PM Peak	14:00	16:00	16:00	16:00	18:00	15:00	15:00	17:00	18:00	13:00	12:00	15:00	15:00	15:00	16:00			
Vol.	8	9	10	4	12	33	87	104	60	13	1	1	1	270				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/27/17	0	2	0	0	1	5	8	18	24	6	2	0	0	0	66	54	58	58
01:00	0	0	0	0	0	2	3	3	8	7	2	0	0	0	25	58	61	61
02:00	0	0	0	0	1	1	3	1	8	2	1	1	0	0	18	58	58	65
03:00	0	0	1	0	0	3	2	1	5	2	0	1	0	0	15	56	66	66
04:00	0	0	0	0	0	0	2	4	2	0	0	0	0	0	8	52	54	8
05:00	0	0	0	0	0	0	3	11	5	6	0	0	0	0	25	56	58	58
06:00	0	2	0	1	1	2	7	15	19	5	0	2	1	0	55	54	65	65
07:00	2	4	1	0	1	1	14	19	28	10	0	0	0	0	80	54	58	58
08:00	2	1	2	1	1	13	24	41	38	15	3	0	0	0	141	54	58	58
09:00	1	2	3	2	8	20	36	50	50	7	4	1	0	0	184	54	56	56
10:00	3	0	0	1	10	41	84	65	24	6	0	0	0	0	236	49	53	53
11:00	0	4	1	4	20	57	106	60	25	4	1	0	0	1	283	48	53	53
12 PM	0	9	3	5	12	56	119	81	13	2	0	0	0	0	300	48	50	50
13:00	3	6	4	5	22	71	75	54	22	0	0	0	0	0	262	48	52	52
14:00	3	3	2	5	22	59	105	64	15	3	0	0	0	0	281	48	51	51
15:00	1	2	0	1	5	45	114	86	36	7	0	0	0	0	297	49	53	53
16:00	4	3	2	7	13	35	91	84	27	4	0	0	0	0	270	49	53	53
17:00	5	4	0	5	11	53	86	78	25	3	0	0	0	0	270	49	52	52
18:00	3	2	4	3	9	37	85	67	27	9	2	0	0	0	248	50	54	54
19:00	2	3	2	2	8	35	66	57	32	7	1	1	0	0	216	51	54	54
20:00	3	4	0	0	3	16	39	53	31	6	0	0	0	0	155	52	54	54
21:00	0	1	1	1	4	7	14	44	30	9	1	0	0	1	113	53	57	57
22:00	0	0	0	0	0	3	9	26	22	7	2	0	0	1	70	54	58	58
23:00	0	0	0	0	0	3	5	8	21	6	0	0	0	0	43	54	58	58
Total	32	52	28	43	152	565	1100	990	537	133	19	6	1	3	3661			
Percent	0.9%	1.4%	0.8%	1.2%	4.2%	15.4%	30.0%	27.0%	14.7%	3.6%	0.5%	0.2%	0.0%	0.1%				
AM Peak	10:00	07:00	09:00	11:00	11:00	11:00	11:00	10:00	09:00	08:00	09:00	06:00	06:00	11:00	11:00			
Vol.	3	4	3	4	20	57	106	65	50	15	4	2	1	1	283			
PM Peak	17:00	12:00	13:00	16:00	13:00	13:00	12:00	15:00	15:00	18:00	18:00	19:00	21:00	12:00	12:00			
Vol.	5	9	4	7	22	71	119	86	36	9	2	1	1	300				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	Total	
																		85th Percent	95th Percent
05/29/17	0	0	0	0	0	4	4	4	10	3	1	0	0	0	0	22	56	59	
01:00	0	0	0	0	1	0	0	3	4	7	0	0	0	0	0	15	58	59	
02:00	0	0	0	0	0	0	3	3	3	4	2	2	0	1	18	63	67		
03:00	0	0	0	0	0	0	0	1	2	2	3	0	0	0	8	63	64		
04:00	0	0	0	0	0	0	0	2	2	2	2	0	0	0	8	62	64		
05:00	0	0	0	0	0	0	0	7	10	6	0	0	0	0	23	57	59		
06:00	0	0	2	0	3	2	2	13	24	15	7	0	0	0	68	58	62		
07:00	0	1	3	1	0	2	15	17	24	14	2	0	0	0	79	56	59		
08:00	2	4	3	3	1	3	15	32	41	15	1	0	0	0	120	54	58		
09:00	2	2	2	1	6	8	33	47	46	20	1	0	0	0	168	54	58		
10:00	4	3	2	3	5	17	64	67	36	2	1	0	0	0	204	51	53		
11:00	0	1	1	3	10	33	70	81	19	5	1	0	0	1	225	49	53		
12 PM	1	3	3	2	7	28	77	65	37	4	1	0	0	0	228	51	54		
13:00	2	5	2	2	10	37	52	55	31	6	0	0	0	0	202	51	54		
14:00	0	3	3	3	11	22	74	96	33	10	0	0	0	0	255	50	54		
15:00	3	1	3	1	10	31	68	60	47	4	0	0	0	0	228	51	54		
16:00	1	2	2	2	2	22	61	65	53	5	1	0	0	0	214	52	54		
17:00	0	3	0	0	4	18	44	64	38	11	3	0	0	1	186	53	57		
18:00	0	1	0	0	3	18	27	54	43	18	1	0	1	0	166	54	58		
19:00	0	3	0	0	1	9	25	34	35	2	1	1	0	1	112	53	54		
20:00	0	0	0	0	1	7	30	16	26	8	0	0	0	0	88	53	57		
21:00	0	1	0	2	2	2	7	19	15	4	3	1	0	0	56	54	62		
22:00	0	0	0	0	0	5	1	5	15	6	0	1	0	0	33	56	59		
23:00	0	1	1	0	0	0	1	6	10	3	1	1	0	0	24	57	64		
Total	15	34	27	21	77	264	674	816	604	175	32	6	1	4	2750				
Percent	0.5%	1.2%	1.0%	0.8%	2.8%	9.6%	24.5%	29.7%	22.0%	6.4%	1.2%	0.2%	0.0%	0.1%					
AM Peak	10:00	08:00	07:00	08:00	11:00	11:00	11:00	11:00	09:00	09:00	06:00	02:00		02:00	11:00				
Vol.	4	4	3	3	10	33	70	81	46	20	7	2		1	225				
PM Peak	15:00	13:00	12:00	14:00	14:00	13:00	12:00	14:00	16:00	18:00	17:00	19:00	18:00	17:00	14:00				
Vol.	3	5	3	3	11	37	77	96	53	18	3	1	1	1	255				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHTOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
	05/30/17	0	0	0	0	0	0	0	4	2	6	0	0	0	0	12	58	59
	01:00	0	0	0	0	0	0	0	1	1	2	0	0	1	0	6	70	73
	02:00	0	0	0	0	0	0	1	3	4	1	2	0	1	0	12	62	71
	03:00	0	0	0	0	0	1	0	6	4	2	1	1	0	0	15	59	66
	04:00	1	0	0	0	0	0	2	2	15	7	4	1	0	30	60	64	
	05:00	0	0	0	0	0	1	5	5	23	15	4	0	0	53	58	61	
	06:00	0	1	2	0	1	0	2	18	38	19	5	1	0	87	58	61	
	07:00	2	7	4	1	1	1	2	29	39	19	3	0	0	108	56	59	
	08:00	2	8	8	0	2	3	13	40	70	26	2	1	0	175	55	58	
	09:00	0	3	2	1	2	4	17	41	68	18	4	1	0	161	54	59	
	10:00	4	2	3	1	4	17	22	69	45	12	1	0	0	180	53	56	
	11:00	5	3	5	1	4	14	50	77	44	8	0	0	0	211	52	54	
	12 PM	1	7	4	1	2	8	57	67	51	8	2	1	0	209	53	55	
	13:00	0	5	5	0	3	10	35	69	49	15	2	0	0	193	53	57	
	14:00	2	2	1	0	4	18	41	51	53	14	1	0	0	187	53	57	
	15:00	2	3	0	1	2	15	48	67	63	13	1	0	0	216	53	56	
	16:00	3	3	2	3	5	9	28	67	61	12	0	1	0	194	53	56	
	17:00	1	1	3	1	2	11	34	55	64	14	5	0	0	192	54	58	
	18:00	0	4	0	0	3	7	14	61	55	14	0	0	1	159	54	57	
	19:00	1	1	0	0	1	4	19	31	40	14	1	0	0	112	54	58	
	20:00	1	0	0	1	2	7	15	16	26	6	2	0	0	76	54	58	
	21:00	0	2	0	0	1	4	8	17	13	9	1	0	0	55	55	59	
	22:00	0	0	2	0	0	1	3	16	13	5	1	0	1	42	54	58	
	23:00	0	0	0	0	0	0	2	9	5	3	0	0	0	19	55	58	
	Total	25	52	41	11	39	135	416	821	846	262	43	7	3	2704			
	Percent	0.9%	1.9%	1.5%	0.4%	1.4%	5.0%	15.4%	30.4%	31.3%	9.7%	1.6%	0.3%	0.1%	0.1%			
	AM Peak	11:00	08:00	08:00	07:00	10:00	10:00	11:00	11:00	08:00	08:00	06:00	03:00	01:00		11:00		
	Vol.	5	8	8	1	4	17	50	77	70	26	5	1	1	211			
	PM Peak	16:00	12:00	13:00	16:00	16:00	14:00	12:00	13:00	17:00	13:00	17:00	12:00	17:00	15:00	15:00		
	Vol.	3	7	5	3	5	18	57	69	64	15	5	1	1	1	216		

GRAM Traffic North Texas, Inc.
1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
	05/31/17	0	0	0	0	0	0	0	2	4	5	1	0	0	1	13	59	61
	01:00	0	0	0	0	0	0	0	0	3	0	1	0	1	0	5	71	73
	02:00	0	0	0	0	0	0	0	1	4	1	1	0	0	0	7	59	63
	03:00	0	0	0	0	0	0	2	1	6	8	2	0	0	19	59	62	
	04:00	0	0	0	0	0	0	0	6	11	9	4	1	1	0	32	61	67
	05:00	0	0	0	0	1	0	4	8	17	20	2	2	0	54	58	63	
	06:00	3	2	2	1	2	1	5	18	39	24	13	0	0	110	59	62	
	07:00	5	10	7	2	2	3	11	26	38	24	7	0	0	135	57	60	
	08:00	2	7	5	0	2	1	12	43	58	25	3	0	0	158	55	59	
	09:00	3	2	3	1	0	5	19	38	65	22	6	1	0	165	55	59	
	10:00	1	5	4	0	1	2	20	44	56	23	3	1	0	160	55	59	
	11:00	3	8	2	3	1	12	39	56	52	15	3	0	0	194	53	57	
	12 PM	7	2	4	2	1	9	31	74	70	13	2	0	0	215	53	56	
	13:00	2	4	2	1	5	12	34	71	53	14	3	1	0	202	53	57	
	14:00	4	1	2	0	1	9	25	75	52	23	4	0	0	196	54	58	
	15:00	1	5	4	1	1	15	32	58	68	19	1	0	0	205	54	57	
	16:00	1	1	0	0	2	2	27	49	56	27	5	0	0	170	56	59	
	17:00	0	3	0	0	1	3	13	53	77	20	5	0	0	175	54	59	
	18:00	0	1	0	0	1	5	16	46	73	31	4	1	0	178	56	59	
	19:00	0	1	0	0	5	5	13	31	37	20	5	0	0	117	56	59	
	20:00	0	0	1	0	1	8	11	31	27	18	2	0	0	99	56	59	
	21:00	0	0	0	1	1	1	6	11	29	7	3	1	1	61	56	61	
	22:00	0	0	0	0	0	1	2	10	16	11	1	0	0	41	57	59	
	23:00	0	0	0	0	0	0	1	7	10	5	2	0	0	25	58	61	
	Total	32	52	36	12	28	94	323	759	921	384	83	8	2	2736			
	Percent	1.2%	1.9%	1.3%	0.4%	1.0%	3.4%	11.8%	27.7%	33.7%	14.0%	3.0%	0.3%	0.1%	0.1%			
	AM Peak	07:00	07:00	07:00	11:00	06:00	11:00	11:00	11:00	09:00	08:00	06:00	05:00	01:00	00:00	11:00		
	Vol.	5	10	7	3	2	12	39	56	65	25	13	2	1	194			
	PM Peak	12:00	15:00	12:00	12:00	13:00	15:00	13:00	14:00	17:00	18:00	16:00	13:00	21:00	12:00			
	Vol.	7	5	4	2	5	15	34	75	77	31	5	1	1	215			
	Total	367	706	433	277	885	3175	7727	11679	10770	3532	614	87	34	40304			
	Percent	0.9%	1.8%	1.1%	0.7%	2.2%	7.9%	19.2%	29.0%	26.7%	8.8%	1.5%	0.2%	0.0%	0.1%			

15th Percentile : 40 MPH
50th Percentile : 47 MPH
85th Percentile : 54 MPH
95th Percentile : 58 MPH

Stats
10 MPH Pace Speed : 46-55 MPH
Number in Pace : 22449
Percent in Pace : 55.7%
Number of Vehicles > 55 MPH : 4285
Percent of Vehicles > 55 MPH : 10.6%
Mean Speed(Average) : 47 MPH

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	77	79	80	85th Percent	95th Percent
	05/18/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	0	4	0	0	0	0	1	1	12	64	72	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	3	57	59	
	02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	3	3	1	1	0	0	0	0	0	7	59	63	63	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	3	3	1	1	1	1	0	10	67	72	72	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	6	5	5	1	1	0	0	16	64	70	70		
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	7	7	17	17	12	12	4	4	2	2	46	64	68	68		
	06:00	0	0	0	0	0	0	0	0	0	1	1	2	2	5	5	14	14	21	21	15	15	8	8	1	1	67	64	68	68		
	07:00	0	1	0	0	0	0	0	1	1	0	0	2	2	5	5	21	21	52	52	29	29	4	4	0	3	118	63	66	66		
	08:00	1	2	0	0	0	0	0	1	1	1	1	3	3	11	11	37	37	45	45	11	11	7	7	0	0	118	60	65	65		
	09:00	2	5	1	0	0	0	0	0	0	4	4	6	6	8	8	48	48	47	47	25	25	4	4	0	0	152	61	64	64		
	10:00	1	2	1	1	1	1	1	5	5	4	4	5	5	15	15	47	47	48	48	21	21	2	2	0	0	153	60	63	63		
	11:00	1	2	0	0	5	3	3	1	1	4	4	10	10	29	29	54	54	55	55	16	16	2	2	0	0	182	59	62	62		
	12 PM	2	6	0	0	0	1	1	2	2	1	1	3	3	24	24	60	60	44	44	19	19	9	9	0	0	172	60	65	65		
	13:00	3	5	2	2	2	2	2	2	2	4	4	8	8	35	35	45	45	46	46	18	18	4	4	0	0	174	59	63	63		
	14:00	3	7	0	0	3	0	0	1	1	0	0	11	11	27	27	57	57	60	60	18	18	2	2	0	0	189	59	62	62		
	15:00	1	6	0	0	0	0	0	0	0	2	2	8	8	26	26	57	57	68	68	32	32	9	9	0	0	214	62	66	66		
	16:00	3	6	2	2	2	2	2	0	0	1	1	3	3	27	27	56	56	78	78	24	24	3	3	0	0	205	59	63	63		
	17:00	3	2	2	3	3	0	0	0	0	1	1	4	4	15	15	54	54	49	49	5	5	5	5	1	1	173	62	64	64		
	18:00	2	8	0	0	0	0	0	0	0	2	2	4	4	7	7	29	29	42	42	28	28	6	6	1	1	129	62	65	65		
	19:00	0	2	1	1	1	0	0	0	0	0	0	2	2	13	13	35	35	38	38	30	30	8	8	0	0	129	63	65	65		
	20:00	1	1	0	0	0	2	2	1	1	1	1	2	2	7	7	21	21	36	36	18	18	8	8	1	1	99	63	67	67		
	21:00	0	0	0	0	0	0	0	0	0	1	1	7	7	9	9	18	18	24	24	23	23	7	7	1	1	93	63	67	67		
	22:00	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	6	6	12	12	14	14	5	5	1	1	43	64	68	68		
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	6	6	12	12	1	1	0	0	25	63	64	64		
	Total	23	56	19	11	14	11	11	14	14	27	27	81	81	272	272	676	676	807	807	414	414	100	100	7	7	2529					
	Percent	0.9%	2.2%	0.8%	0.4%	0.6%	0.4%	0.4%	0.6%	0.6%	1.1%	1.1%	3.2%	3.2%	10.8%	10.8%	26.7%	26.7%	31.9%	31.9%	16.4%	16.4%	4.0%	4.0%	0.3%	0.3%						
	AM Peak	09:00	5	5	5	5	3	3	5	5	4	4	10	10	29	29	54	54	55	55	29	29	8	8	2	2	182					
	Vol.	2	5	5	5	5	3	3	5	5	4	4	10	10	29	29	54	54	55	55	29	29	8	8	2	2	182					
	PM Peak	13:00	18:00	14:00	13:00	12:00	13:00	13:00	12:00	10:00	09:00	13:00	14:00	14:00	13:00	13:00	12:00	12:00	16:00	16:00	17:00	07:00	06:00	12:00	12:00	15:00	21:00	21:00	15:00			
	Vol.	3	8	3	2	2	2	2	2	2	4	4	11	11	35	35	60	60	78	78	36	36	9	9	2	2	214					

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/19/17	0	1	0	0	0	0	0	0	0	10	3	2	1	0	17	66	70
	01:00	0	0	0	0	0	0	0	0	0	2	3	1	0	0	6	65	68
	02:00	0	0	0	0	0	0	0	0	2	0	8	0	0	10	64	64	
	03:00	0	0	0	0	0	0	0	0	0	3	3	0	0	6	63	64	
	04:00	0	0	0	0	0	0	0	1	1	11	4	4	2	23	68	72	
	05:00	0	0	0	0	0	0	2	0	6	9	14	6	1	41	67	71	
	06:00	0	1	0	0	0	0	3	5	11	11	19	10	1	61	65	68	
	07:00	0	1	0	1	1	0	3	9	15	37	21	10	2	101	64	68	
	08:00	1	7	0	1	1	0	6	7	32	37	25	11	3	131	63	68	
	09:00	0	1	1	1	1	5	6	25	35	52	28	6	2	164	62	64	
	10:00	0	2	6	1	0	1	5	18	35	61	33	14	1	177	63	66	
	11:00	0	5	1	0	0	2	8	22	50	69	33	18	0	210	63	67	
	12 PM	2	4	2	1	2	6	9	35	41	61	29	5	2	201	61	64	
	13:00	1	9	2	4	2	4	9	19	53	62	23	6	2	198	60	64	
	14:00	0	3	2	1	0	3	6	32	64	73	32	10	2	228	61	65	
	15:00	5	4	2	1	0	1	10	32	75	78	48	7	2	266	61	64	
	16:00	2	7	2	1	1	3	11	32	53	74	37	4	2	230	61	64	
	17:00	1	7	2	1	1	1	3	21	45	65	26	8	0	181	61	64	
	18:00	0	5	2	0	2	1	7	22	30	47	29	8	2	156	62	66	
	19:00	2	4	5	0	3	0	6	22	36	55	30	6	3	173	62	65	
	20:00	1	3	1	0	2	1	5	27	48	53	18	6	3	168	60	65	
	21:00	0	1	0	0	0	1	9	13	21	44	16	8	1	114	62	66	
	22:00	0	0	4	0	1	2	2	5	20	27	20	6	3	90	63	68	
	23:00	0	0	0	0	0	0	3	4	14	20	18	13	2	74	66	69	
	Total	15	65	32	13	17	31	113	351	687	961	520	169	38	14	3026		
	Percent	0.5%	2.1%	1.1%	0.4%	0.6%	1.0%	3.7%	11.6%	22.7%	31.8%	17.2%	5.6%	1.3%	0.5%			
	AM Peak	08:00	08:00	10:00	07:00	07:00	09:00	11:00	09:00	11:00	11:00	10:00	11:00	05:00	05:00	11:00		
	Vol.	1	7	6	1	1	5	8	25	50	69	33	18	3	1	210		
	PM Peak	15:00	13:00	19:00	13:00	19:00	12:00	16:00	12:00	15:00	15:00	15:00	23:00	19:00	12:00	15:00		
	Vol.	5	9	5	4	3	6	11	35	75	78	48	13	3	2	266		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	05/20/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	14	14	8	8	1	1	1	0	0	1	32	62	64
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8	8	2	2	1	1	1	0	1	13	62	66	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	3	3	1	1	0	0	0	10	64	67	
	03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	1	2	2	0	1	9	67	69		
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	6	1	1	0	0	2	0	12	70	73		
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	4	4	8	8	3	3	2	2	26	71	73		
	06:00	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	7	7	8	8	4	4	0	0	27	69	73		
	07:00	0	0	0	0	0	0	0	0	0	2	2	3	3	10	10	6	6	17	17	14	14	7	7	1	1	63	64	68		
	08:00	0	3	0	0	0	0	0	1	1	1	1	2	2	7	7	20	20	25	25	19	19	10	10	2	1	91	64	68		
	09:00	0	1	1	1	1	0	0	1	1	2	2	5	5	18	18	31	31	36	36	27	27	5	5	0	0	127	62	64		
	10:00	1	4	1	1	1	0	0	0	0	1	1	8	8	19	19	53	53	69	69	29	29	6	6	3	1	195	61	64		
	11:00	3	2	1	1	1	1	1	0	0	3	3	14	14	35	35	66	66	56	56	23	23	4	4	0	1	209	59	63		
	12 PM	5	4	4	3	3	0	0	0	0	4	4	18	18	26	26	68	68	65	65	9	9	5	5	0	0	207	58	62		
	13:00	3	6	6	0	0	1	1	2	2	4	4	23	23	53	53	62	62	52	52	18	18	2	2	0	0	226	58	62		
	14:00	4	1	1	0	0	1	1	2	2	1	1	18	18	32	32	69	69	53	53	21	21	8	8	1	1	212	59	64		
	15:00	2	2	2	1	1	2	2	0	0	12	12	15	15	50	50	59	59	47	47	19	19	3	3	1	0	213	59	63		
	16:00	4	7	1	1	1	1	1	1	1	3	3	19	19	41	41	58	58	51	51	22	22	5	5	0	0	213	59	63		
	17:00	4	5	5	2	2	1	1	2	2	2	2	12	12	40	40	88	88	62	62	20	20	2	2	0	0	240	58	62		
	18:00	2	2	1	1	1	1	1	0	0	3	3	8	8	27	27	41	41	64	64	27	27	11	11	0	0	188	61	66		
	19:00	0	2	2	0	0	0	0	0	0	1	1	5	5	23	23	42	42	53	53	32	32	12	12	4	1	175	63	68		
	20:00	0	3	3	1	1	0	0	0	0	1	1	11	11	20	20	45	45	53	53	31	31	9	9	0	1	175	62	65		
	21:00	1	1	1	1	1	0	0	0	0	0	0	1	1	11	11	37	37	30	30	26	26	9	9	3	0	120	63	68		
	22:00	0	0	0	2	2	0	0	0	0	1	1	1	1	4	4	15	15	38	38	21	21	9	9	3	1	95	64	69		
	23:00	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	14	14	29	29	26	26	12	12	3	4	95	65	69		
	Total	31	45	15	15	9	8	8	9	9	41	41	167	167	422	422	791	791	846	846	415	415	131	131	33	19	2973				
	Percent	1.0%	1.5%	0.5%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	1.4%	1.4%	5.6%	5.6%	14.2%	14.2%	26.6%	26.6%	28.5%	28.5%	14.0%	14.0%	4.4%	4.4%	1.1%	0.6%					
	AM Peak	11:00	10:00	09:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	08:00	08:00	08:00	08:00	05:00	07:00	11:00				
	Vol.	3	4	1	1	1	3	3	3	3	14	14	35	35	66	66	29	29	69	69	29	29	10	10	5	3	209				
	PM Peak	12:00	16:00	12:00	13:00	13:00	15:00	15:00	13:00	13:00	15:00	15:00	13:00	13:00	13:00	13:00	19:00	19:00	12:00	12:00	19:00	19:00	19:00	19:00	19:00	23:00	17:00				
	Vol.	5	7	3	2	2	12	12	2	2	12	12	23	23	53	53	88	88	65	65	32	32	12	12	4	4	240				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	76	85th Percent	85th Percent	95th Percent
	05/21/17	0	0	0	0	0	0	0	2	7	9	10	7	3	1	34	65	72		
	01:00	2	0	0	0	0	0	0	3	1	7	3	2	0	1	19	63	67		
	02:00	0	0	0	0	0	0	0	0	1	4	4	0	1	0	10	64	72		
	03:00	0	0	0	0	0	0	1	0	0	4	2	0	0	1	8	62	64		
	04:00	0	0	0	0	0	0	0	0	2	6	4	1	1	1	15	64	71		
	05:00	0	0	0	0	0	0	0	1	0	5	5	1	1	2	15	65	71		
	06:00	0	2	0	0	1	1	0	1	5	6	3	2	2	1	24	66	72		
	07:00	0	1	0	0	0	1	0	2	18	13	15	9	5	1	65	67	71		
	08:00	0	2	0	0	0	2	0	4	19	41	33	10	3	1	115	64	68		
	09:00	0	2	0	0	0	3	4	10	12	53	48	21	4	1	158	65	69		
	10:00	1	5	2	0	1	1	12	29	72	86	32	16	1	0	258	61	66		
	11:00	2	7	6	3	3	8	33	42	65	61	26	11	1	1	269	59	64		
	12 PM	2	1	1	3	6	18	32	46	64	37	6	2	0	1	219	56	59		
	13:00	5	3	2	1	1	4	5	28	53	64	30	7	3	0	206	61	64		
	14:00	1	2	0	0	2	3	8	20	68	68	40	13	0	1	226	62	65		
	15:00	1	3	0	0	1	3	7	15	47	73	44	16	0	2	212	63	66		
	16:00	3	6	0	1	0	1	6	18	53	81	30	8	2	0	209	61	64		
	17:00	3	4	0	0	1	0	3	16	34	68	36	14	2	0	181	63	67		
	18:00	0	2	1	0	0	0	2	17	53	60	35	21	2	0	193	64	68		
	19:00	0	2	2	0	0	0	5	16	42	52	28	9	4	1	161	63	67		
	20:00	1	1	1	1	0	5	5	9	38	43	21	8	2	0	135	62	67		
	21:00	1	1	0	0	0	0	4	6	16	30	19	5	2	0	84	63	67		
	22:00	0	0	0	0	0	0	0	2	3	12	8	5	2	1	33	67	71		
	23:00	0	0	0	0	0	0	1	1	2	4	8	3	1	1	21	66	70		
	Total	22	44	15	9	16	50	128	288	675	887	490	186	42	18	2870				
	Percent	0.8%	1.5%	0.5%	0.3%	0.6%	1.7%	4.5%	10.0%	23.5%	30.9%	17.1%	6.5%	1.5%	0.6%					
AM Peak	01:00	7	11:00	6	11:00	3	8	33	42	72	86	48	21	5	2	269				
PM Peak	13:00	5	16:00	2	13:00	6	18	32	46	68	81	44	21	4	2	226				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	76	85th Percent	85th Percent	95th Percent
	05/22/17	0	0	0	0	0	0	0	0	2	4	4	3	0	0	0	13	66	68	
	01:00	0	0	0	0	0	0	0	0	1	3	0	0	0	1	5	59	59		
	02:00	0	0	0	0	0	0	0	2	1	1	3	1	0	0	8	64	67		
	03:00	0	0	0	0	0	0	0	0	1	1	2	2	0	0	6	67	69		
	04:00	0	0	0	0	0	0	0	0	3	3	2	1	0	0	10	67	72		
	05:00	0	1	0	0	1	0	0	2	3	15	12	8	1	0	43	66	69		
	06:00	0	1	0	0	1	1	3	4	9	25	23	6	2	1	76	64	68		
	07:00	0	1	1	0	1	1	4	7	24	42	32	9	3	0	125	63	68		
	08:00	2	3	0	0	1	1	1	11	22	52	32	11	1	0	137	63	67		
	09:00	6	6	3	1	3	4	4	16	24	56	29	7	2	0	158	62	65		
	10:00	3	10	1	0	0	6	5	15	35	69	45	10	3	0	202	63	66		
	11:00	1	9	2	0	1	3	13	25	61	58	24	2	1	1	201	59	63		
	12 PM	0	3	1	0	1	3	11	14	72	60	28	6	0	1	200	60	64		
	13:00	3	3	1	1	5	3	6	20	53	55	31	11	1	1	194	62	66		
	14:00	2	4	0	0	1	0	6	17	57	86	33	9	1	0	216	61	64		
	15:00	4	5	0	0	1	2	2	11	51	75	45	13	3	0	212	63	67		
	16:00	3	7	1	1	1	1	2	20	59	74	37	7	1	1	215	61	64		
	17:00	3	6	0	1	1	0	4	10	54	76	33	8	0	1	197	61	64		
	18:00	2	7	1	0	1	1	5	10	33	51	34	11	2	0	157	63	67		
	19:00	1	3	2	0	0	4	6	14	26	40	19	5	0	0	120	61	64		
	20:00	1	1	0	0	0	2	2	12	15	36	24	4	2	0	99	63	66		
	21:00	0	1	0	0	0	0	1	1	15	21	14	6	2	0	61	64	69		
	22:00	1	0	0	0	0	0	0	1	2	15	14	0	0	0	33	63	64		
	23:00	0	0	0	0	0	0	1	4	2	5	2	0	1	0	15	61	71		
	Total	32	71	13	4	16	31	76	216	625	923	522	140	27	7	2703				
	Percent	1.2%	2.6%	0.5%	0.1%	0.6%	1.1%	2.8%	8.0%	23.1%	34.1%	19.3%	5.2%	1.0%	0.3%					
AM Peak	09:00	6	10	3	1	1	6	13	25	61	69	45	11	3	1	202				
PM Peak	15:00	4	7	2	1	5	4	11	20	72	86	45	13	3	1	216				

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1120 W. Lovers Lane
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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	85th Percent	95th Percent
	05/23/17	0	0	0	0	0	0	1	0	2	3	6	3	0	0	15	66	66	68
	01:00	0	0	0	0	0	0	0	0	1	2	3	1	0	0	7	64	64	68
	02:00	0	0	0	0	0	0	0	0	1	2	1	3	0	0	7	68	68	69
	03:00	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	62	64	64
	04:00	0	0	0	0	0	0	0	0	0	5	2	2	2	1	14	70	73	74
	05:00	1	1	0	0	0	0	0	1	1	12	13	3	5	0	37	69	73	73
	06:00	0	1	0	0	1	0	1	3	11	22	24	11	2	0	76	65	69	69
	07:00	0	1	0	1	0	0	3	2	19	43	28	19	2	1	119	65	68	68
	08:00	0	1	1	0	0	0	1	6	28	40	21	10	2	0	110	63	68	68
	09:00	0	0	1	0	0	3	5	19	38	51	30	8	2	0	157	62	66	66
	10:00	1	0	2	1	0	2	5	16	46	57	24	6	3	0	163	61	65	65
	11:00	1	4	0	0	1	1	10	23	49	49	30	5	0	0	173	61	64	64
	12 PM	2	3	0	2	3	4	8	15	39	62	32	13	1	0	184	62	66	66
	13:00	1	5	1	1	2	2	5	19	45	69	35	5	1	0	191	61	64	64
	14:00	3	2	2	0	0	0	9	18	49	89	37	13	3	1	226	62	66	66
	15:00	6	7	2	0	0	0	10	14	62	68	36	8	2	0	215	61	64	64
	16:00	1	8	1	0	1	4	5	10	49	67	42	18	5	0	211	63	68	68
	17:00	4	5	0	1	2	1	5	11	31	68	36	13	2	0	179	63	67	67
	18:00	0	10	1	1	0	0	4	11	32	52	28	10	4	0	153	63	68	68
	19:00	0	1	0	0	0	1	6	10	33	45	17	4	0	0	117	61	64	64
	20:00	0	1	0	0	0	0	5	3	18	27	17	7	3	0	81	64	69	69
	21:00	0	0	0	0	0	0	0	6	11	29	16	8	5	0	75	66	71	71
	22:00	0	0	0	0	0	0	1	1	7	13	12	8	2	0	44	67	69	69
	23:00	0	0	0	0	0	0	0	1	4	5	1	0	2	1	14	70	73	73
	Total	20	50	11	7	10	18	84	191	577	882	492	178	48	4	2572			
	Percent	0.8%	1.9%	0.4%	0.3%	0.4%	0.7%	3.3%	7.4%	22.4%	34.3%	19.1%	6.9%	1.9%	0.2%				
	AM Peak	05:00	11:00	10:00	07:00	06:00	09:00	11:00	11:00	11:00	10:00	09:00	07:00	05:00	04:00	11:00			
	Vol.	1	4	2	1	1	3	10	23	49	57	30	19	5	1	173			
	PM Peak	15:00	18:00	14:00	12:00	12:00	12:00	15:00	13:00	15:00	14:00	16:00	16:00	16:00	14:00	14:00			
	Vol.	6	10	2	2	3	4	10	19	62	89	42	18	5	1	226			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
05/24/17	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	1	1	0	0	0	1	7	65	68
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	1	1	1	0	0	0	0	0	0	6	61	63
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3	3	1	0	0	0	0	3	3	62	64
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8	8	2	1	1	1	1	17	66	70	
	05:00	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	19	17	11	27	13	4	2	0	1	41	65	70	
	06:00	0	1	0	0	0	0	0	0	0	0	0	1	7	7	7	4	17	17	13	27	36	22	13	0	0	1	71	65	68	
	07:00	0	1	0	0	0	0	0	0	0	1	6	6	6	6	6	11	29	29	36	36	22	22	3	3	3	3	120	66	69	
	08:00	3	4	0	0	0	1	0	0	0	0	0	2	2	6	18	18	41	41	34	34	12	12	8	1	8	1	130	65	70	
	09:00	0	2	0	0	0	0	0	1	1	1	1	4	4	10	28	39	39	39	14	38	14	14	0	0	0	1	138	64	67	
	10:00	1	4	1	1	1	1	1	1	1	5	3	3	3	12	34	50	50	50	37	37	13	13	3	0	0	0	165	63	67	
	11:00	1	7	2	0	0	0	0	0	0	2	7	7	7	17	57	57	65	65	10	37	10	2	2	2	2	2	209	62	65	
	12 PM	6	3	2	1	4	1	2	4	5	5	13	13	13	28	42	42	46	46	7	26	7	7	0	0	3	0	186	61	65	
	13:00	3	5	1	1	1	2	0	1	1	0	0	8	8	22	36	64	64	64	27	27	10	10	2	0	0	0	181	62	66	
	14:00	2	5	0	0	0	0	0	1	1	3	2	3	8	22	53	71	71	71	24	24	9	9	0	0	0	0	198	60	64	
	15:00	0	3	3	3	3	0	0	0	0	2	3	3	3	14	37	83	83	83	13	54	13	13	3	1	1	1	216	63	67	
	16:00	1	4	0	1	5	0	0	1	1	0	0	5	5	10	42	71	71	71	30	30	9	9	3	0	0	0	181	62	66	
	17:00	2	1	1	2	1	0	0	1	1	0	0	1	1	11	40	74	74	74	37	37	15	15	1	3	3	3	188	63	67	
	18:00	0	6	4	4	4	0	0	0	0	1	2	2	2	9	25	62	62	62	33	33	8	8	3	3	3	3	158	63	68	
	19:00	0	6	1	1	1	0	0	0	0	1	6	6	6	6	23	45	45	45	34	34	7	7	1	1	1	1	127	63	66	
	20:00	0	0	0	0	0	0	0	0	0	2	7	7	7	11	29	44	44	44	21	21	5	5	0	0	0	0	120	62	64	
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	20	20	20	9	21	9	9	1	1	1	1	69	64	68	
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	14	14	14	6	12	6	6	2	0	0	0	42	66	69	
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12	12	12	5	5	4	4	1	1	1	1	27	65	68	
	Total	20	53	23	23	10	5	23	74	199	508	876	194	41	41	22	559	559	559	194	194	7.4%	7.4%	1.6%	0.8%	0.8%	0.8%	2607			
	Percent	0.8%	2.0%	0.9%	0.9%	0.4%	0.2%	0.9%	2.8%	7.6%	19.5%	33.6%	21.4%	1.6%	1.6%	0.8%	21.4%	21.4%	21.4%	7.4%	7.4%	1.6%	0.8%	0.8%	0.8%	0.8%	0.8%				
	AM Peak	08:00	11:00	07:00	07:00	09:00	08:00	08:00	11:00	11:00	11:00	11:00	09:00	08:00	08:00	07:00	09:00	09:00	09:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	11:00			
	Vol.	3	7	2	2	1	1	5	7	17	57	65	38	8	8	22	38	38	38	22	22	22	22	3	3	3	209				
	PM Peak	12:00	18:00	16:00	16:00	13:00	13:00	12:00	12:00	12:00	14:00	15:00	15:00	18:00	18:00	17:00	15:00	15:00	15:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	15:00			
	Vol.	6	6	5	5	2	2	5	13	28	53	83	54	5	5	15	54	54	54	15	15	15	15	3	3	3	216				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/25/17	0	0	0	0	0	0	1	0	4	3	4	1	1	0	14	64	71
	01:00	0	1	0	0	0	0	0	0	0	2	2	1	1	0	7	69	73
	02:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	67	69
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	4	4	2	1	0	13	67	71
	05:00	0	1	0	0	0	0	0	3	8	11	11	12	2	0	48	67	69
	06:00	0	0	0	0	0	0	0	5	7	28	24	4	1	0	69	63	66
	07:00	1	3	2	0	0	1	4	5	14	34	28	14	5	3	114	65	69
	08:00	0	5	0	0	3	2	3	8	19	42	21	9	2	1	115	63	67
	09:00	0	2	0	0	1	1	1	18	37	56	25	3	3	0	147	61	64
	10:00	3	2	3	3	1	2	5	19	49	61	24	3	2	0	177	60	64
	11:00	2	4	1	1	1	3	12	32	54	63	19	5	2	0	199	59	64
	12 PM	6	6	0	1	5	6	22	32	68	46	18	1	0	1	212	58	62
	13:00	3	4	0	1	1	3	6	30	49	61	36	5	0	1	200	61	64
	14:00	3	3	2	0	1	1	11	27	66	57	26	8	0	0	205	60	64
	15:00	3	14	0	0	4	3	15	35	66	73	17	4	0	1	235	59	62
	16:00	4	5	3	1	2	3	10	36	57	70	22	2	1	0	216	59	63
	17:00	3	8	1	1	3	2	7	26	41	57	32	7	1	1	191	61	64
	18:00	3	9	0	1	0	0	0	14	51	72	21	5	0	0	176	59	64
	19:00	4	5	2	0	0	0	4	12	34	58	37	11	2	0	169	63	67
	20:00	0	3	2	0	0	1	4	11	45	54	12	5	3	1	141	59	66
	21:00	0	0	0	0	0	1	0	14	18	35	10	7	2	0	87	62	68
	22:00	0	3	1	0	0	0	0	2	13	33	9	7	3	0	71	64	69
	23:00	0	0	0	0	0	0	0	2	7	11	9	3	1	0	33	64	68
	Total	35	78	17	9	22	29	105	333	707	932	412	120	34	9	2842		
	Percent	1.2%	2.7%	0.6%	0.3%	0.8%	1.0%	3.7%	11.7%	24.9%	32.8%	14.5%	4.2%	1.2%	0.3%			
	AM Peak	10:00	08:00	10:00	10:00	08:00	11:00	11:00	11:00	11:00	11:00	07:00	07:00	07:00	07:00	11:00		
	Vol.	3	5	3	3	3	3	12	32	54	63	28	14	5	3	199		
	PM Peak	12:00	15:00	16:00	12:00	12:00	12:00	12:00	16:00	12:00	15:00	19:00	19:00	20:00	12:00	15:00		
	Vol.	6	14	3	1	5	6	22	36	68	73	37	11	3	1	235		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	77	85th Percent	95th Percent	
	05/26/17	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	6	6	11	10	7	10	4	4	4	2	2	0	36	65	70
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	6	6	7	7	1	1	1	0	1	1	20	63	65
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6	6	2	2	0	0	0	0	0	10	61	63	63
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	3	0	0	0	0	0	6	63	64	64
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	8	6	6	3	3	2	2	0	21	68	72	72
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	16	16	5	5	5	5	1	1	33	65	68	68	
	06:00	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	16	16	27	27	25	25	6	6	2	2	0	86	64	64	
	07:00	0	2	2	1	1	0	0	0	0	1	1	3	3	7	7	30	30	57	57	28	28	10	10	2	2	141	63	66	66	
	08:00	0	3	3	0	0	0	0	0	0	0	0	7	7	17	17	34	34	41	41	19	19	9	9	1	1	0	131	62	66	66
	09:00	0	5	5	0	0	0	0	2	2	1	1	7	7	19	19	34	34	57	57	22	22	2	2	0	0	2	151	60	63	63
	10:00	1	3	3	2	2	1	1	1	1	4	4	10	10	36	36	64	64	58	58	20	20	4	4	2	2	0	206	59	63	63
	11:00	5	3	3	2	2	2	2	1	1	5	5	14	14	34	34	62	62	43	43	21	21	2	2	1	1	0	195	59	63	63
	12 PM	4	10	10	3	3	1	1	1	1	9	9	19	19	46	46	76	76	39	39	11	11	3	3	0	0	0	222	57	61	61
	13:00	2	9	9	2	2	4	4	2	2	7	7	14	14	48	48	73	73	55	55	11	11	8	8	1	1	0	236	58	63	63
	14:00	7	4	4	2	2	0	0	1	1	2	2	10	10	37	37	80	80	75	75	21	21	4	4	0	0	0	243	59	63	63
	15:00	4	7	7	2	2	2	2	4	4	4	4	22	22	38	38	60	60	51	51	17	17	3	3	1	1	0	215	58	63	63
	16:00	3	6	6	3	3	3	3	6	6	17	17	21	21	43	43	60	60	45	45	10	10	2	2	1	1	0	220	57	60	60
	17:00	4	3	3	0	0	0	0	1	1	0	0	10	10	31	31	45	45	69	69	28	28	4	4	0	0	0	195	60	63	63
	18:00	1	1	1	2	2	2	2	3	3	3	3	11	11	41	41	55	55	43	43	24	24	5	5	1	1	0	192	60	64	64
	19:00	4	2	2	2	2	0	0	2	2	5	5	15	15	37	37	63	63	51	51	18	18	6	6	1	1	0	206	59	64	64
	20:00	0	2	2	0	0	2	2	0	0	2	2	10	10	39	39	67	67	50	50	13	13	5	5	1	1	0	191	59	63	63
	21:00	1	2	2	2	2	1	1	0	0	1	1	14	14	26	26	40	40	26	26	15	15	3	3	0	0	0	131	59	63	63
	22:00	0	2	2	2	2	2	2	0	0	0	0	1	1	15	15	26	26	42	42	18	18	8	8	0	0	1	117	62	66	66
	23:00	1	0	0	1	1	0	0	0	0	0	0	2	2	9	9	11	11	32	32	17	17	4	4	0	0	0	77	62	65	65
	Total	37	64	64	26	26	20	20	24	24	61	61	197	197	533	533	913	913	910	910	371	371	101	101	8	8	3281				
	Percent	1.1%	2.0%	2.0%	0.8%	0.8%	0.6%	0.6%	0.7%	0.7%	1.9%	1.9%	6.0%	6.0%	16.2%	16.2%	27.8%	27.8%	27.7%	27.7%	11.3%	11.3%	3.1%	3.1%	0.5%	0.5%	0.2%				
	AM Peak	11:00	09:00	09:00	10:00	10:00	11:00	11:00	09:00	09:00	10:00	10:00	11:00	11:00	10:00	10:00	07:00	07:00	10:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00			
	Vol.	5	5	5	2	2	2	2	2	2	5	5	14	14	36	36	64	64	58	58	28	28	10	10	2	2	2	206			
	PM Peak	14:00	12:00	12:00	12:00	13:00	13:00	13:00	16:00	16:00	16:00	16:00	15:00	15:00	13:00	13:00	14:00	14:00	14:00	14:00	17:00	17:00	13:00	13:00	13:00	13:00	22:00	14:00			
	Vol.	7	10	10	3	3	4	4	6	6	17	17	22	22	48	48	80	80	75	75	28	28	8	8	1	1	1	243			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	76	85th Percent	95th Percent
	05/27/17	0	0	1	0	0	1	4	2	11	24	10	2	0	0	0	55	61	64
	01:00	0	1	1	0	1	1	0	4	5	6	3	1	1	1	0	25	62	69
	02:00	0	0	0	0	0	0	1	4	1	7	1	1	0	0	15	59	66	66
	03:00	0	0	0	0	0	3	1	0	2	4	3	0	0	0	13	61	63	63
	04:00	0	0	0	0	0	0	0	1	4	9	4	1	0	0	19	62	65	65
	05:00	1	0	0	0	0	0	0	3	4	6	2	3	0	0	19	65	68	68
	06:00	0	0	0	0	0	0	1	7	9	10	10	1	0	1	39	62	64	64
	07:00	1	0	0	0	0	1	2	5	17	29	13	11	1	0	80	65	68	68
	08:00	2	3	0	0	0	2	2	16	26	42	14	6	1	0	114	61	66	66
	09:00	2	3	0	0	0	6	13	31	57	51	16	3	1	1	184	59	63	63
	10:00	3	2	1	1	1	9	31	73	64	27	7	3	0	0	222	55	59	59
	11:00	3	3	3	0	3	7	22	58	74	30	11	4	0	0	218	57	61	61
	12 PM	1	1	3	1	2	11	26	61	58	36	11	1	1	1	214	57	61	61
	13:00	4	4	2	0	4	13	34	73	66	40	13	0	0	2	255	56	60	60
	14:00	5	3	1	1	8	8	34	57	70	36	5	3	0	0	228	56	59	59
	15:00	2	2	0	0	1	10	31	71	83	37	11	1	1	0	250	56	60	60
	16:00	4	3	0	3	1	5	33	54	76	45	20	9	2	1	256	59	64	64
	17:00	2	3	1	1	1	9	36	80	93	45	15	2	0	0	288	57	60	60
	18:00	4	3	2	3	4	4	27	58	92	54	8	3	0	0	262	57	59	59
	19:00	1	2	4	2	2	8	20	58	91	54	19	6	1	0	268	58	63	63
	20:00	1	0	3	1	1	3	7	45	74	48	18	6	0	0	207	59	63	63
	21:00	0	1	1	0	1	3	7	23	56	52	17	7	4	1	173	60	66	66
	22:00	0	1	1	0	2	1	2	14	28	47	20	6	0	0	122	61	64	64
	23:00	0	0	1	0	0	0	1	8	22	39	15	6	1	0	93	62	66	66
	Total	36	35	25	13	29	105	335	806	1083	778	266	86	14	8	3619			
	Percent	1.0%	1.0%	0.7%	0.4%	0.8%	2.9%	9.3%	22.3%	29.9%	21.5%	7.4%	2.4%	0.4%	0.2%				
	AM Peak	10:00	08:00	11:00	10:00	11:00	10:00	10:00	10:00	09:00	09:00	09:00	07:00	01:00	01:00	10:00			
	Vol.	3	3	3	1	3	9	31	73	74	51	16	11	1	1	222			
	PM Peak	14:00	13:00	19:00	16:00	14:00	13:00	17:00	17:00	16:00	18:00	16:00	16:00	21:00	13:00	17:00			
	Vol.	5	4	4	3	5	13	36	80	93	54	20	9	4	2	288			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	05/28/17	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	19	8	19	19	9	9	3	7	3	2	0	0	44	64	69
	01:00	0	0	0	0	0	0	0	0	0	2	1	1	1	8	13	13	13	11	11	0	0	2	2	0	1	0	0	38	58	67
	02:00	0	1	0	0	0	0	0	0	0	3	2	2	2	5	5	1	1	5	5	3	3	0	0	0	0	0	20	60	63	
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	6	6	1	1	2	2	0	0	0	0	0	11	60	63	
	04:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	2	2	5	5	2	2	0	0	0	0	0	11	60	63	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	2	2	3	3	3	3	0	0	13	66	68		
	06:00	0	0	0	0	0	0	0	0	0	0	0	1	1	5	8	8	8	8	8	3	3	1	1	2	0	28	63	71		
	07:00	0	2	0	0	0	0	0	1	1	2	2	7	7	12	18	18	18	14	14	8	8	4	4	0	2	70	61	65		
	08:00	0	1	0	0	0	0	0	0	0	1	1	3	3	11	23	23	23	25	25	23	23	6	6	1	0	94	63	66		
	09:00	3	2	1	1	2	1	1	1	1	2	11	11	11	25	58	58	58	45	45	16	16	7	7	4	1	178	60	66		
	10:00	4	4	1	1	1	1	1	1	7	7	21	21	21	49	64	64	64	46	46	15	15	1	1	1	0	215	58	62		
	11:00	0	6	2	2	0	0	0	1	13	13	33	33	33	71	71	71	71	40	40	7	7	0	0	0	0	224	56	59		
	12 PM	1	6	3	3	0	0	0	1	12	12	31	31	31	60	60	60	60	41	41	7	7	4	4	0	1	238	57	59		
	13:00	4	0	1	1	0	1	1	0	8	8	32	32	32	61	61	61	61	46	46	14	14	4	4	0	0	253	57	61		
	14:00	2	6	1	1	4	4	0	6	16	16	38	38	38	70	70	70	68	31	31	10	10	3	3	0	0	255	55	60		
	15:00	3	6	2	2	0	0	0	6	20	20	47	47	47	64	64	64	59	24	24	11	11	1	1	1	1	245	55	60		
	16:00	4	3	2	2	0	0	0	3	12	12	39	39	39	68	68	68	69	34	34	15	15	2	2	0	0	251	56	61		
	17:00	2	2	2	3	2	2	2	3	15	15	54	54	54	85	85	85	53	26	26	3	3	2	2	0	0	250	54	58		
	18:00	2	6	6	5	2	2	2	3	9	9	21	21	21	55	55	55	77	52	52	9	9	3	3	1	0	245	57	60		
	19:00	0	2	2	2	0	0	0	0	3	3	9	9	9	51	51	51	67	65	65	25	25	6	6	1	0	231	59	64		
	20:00	0	8	2	2	1	1	0	0	3	3	16	16	16	56	56	56	69	38	38	16	16	2	2	0	1	212	58	62		
	21:00	1	3	1	1	2	2	1	1	1	1	12	12	12	25	25	25	53	55	55	21	21	5	5	0	0	180	59	64		
	22:00	0	2	0	0	0	1	0	0	0	0	4	4	4	7	7	7	27	39	39	18	18	6	6	0	0	104	62	65		
	23:00	0	0	0	0	0	0	0	0	0	0	2	2	2	7	7	24	24	20	20	22	22	7	7	1	1	84	63	67		
	Total	26	60	11:00	27	15	15	15	27	386	129	386	386	386	800	800	976	976	692	692	262	262	72	72	15	7	3494				
	Percent	0.7%	1.7%	0.8%	0.4%	0.8%	0.4%	0.8%	0.8%	11.0%	3.7%	11.0%	11.0%	11.0%	22.9%	22.9%	27.9%	27.9%	19.8%	19.8%	7.5%	7.5%	2.1%	2.1%	0.4%	0.2%					
	AM Peak	10:00	6	6	2	2	1	1	1	13	13	33	33	33	71	71	64	64	46	46	23	23	7	7	4	2	224				
	PM Peak	13:00	4	8	5	4	4	4	6	54	20	54	54	54	85	85	82	82	65	65	25	25	7	7	1	1	255				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/29/17	0	1	0	1	0	0	1	6	15	20	11	2	0	0	57	62	64
	01:00	0	0	0	0	0	0	0	0	4	8	1	1	1	0	15	63	71
	02:00	0	0	0	0	0	0	1	4	3	5	2	0	1	1	17	61	71
	03:00	0	0	0	0	0	0	0	0	4	1	1	3	0	0	9	67	69
	04:00	0	1	0	0	0	0	0	0	0	4	2	1	0	8	64	68	
	05:00	0	0	0	0	0	0	0	1	2	6	3	5	1	18	68	70	
	06:00	0	0	0	0	0	1	2	2	5	14	12	4	0	40	64	67	
	07:00	1	1	0	0	0	0	2	6	10	27	19	8	1	75	64	68	
	08:00	0	5	1	0	1	0	3	19	37	46	25	13	0	152	63	67	
	09:00	3	10	0	0	1	3	6	29	60	71	35	15	4	237	62	67	
	10:00	8	10	1	0	2	11	31	72	83	64	20	1	1	304	58	61	
	11:00	4	1	2	1	5	10	26	75	81	58	14	1	2	281	57	61	
	12 PM	0	2	2	2	6	6	19	59	64	49	15	0	0	224	58	61	
	13:00	2	6	2	0	2	5	20	53	82	44	23	3	0	242	58	63	
	14:00	1	3	1	0	2	6	16	34	71	69	18	5	1	227	59	63	
	15:00	4	8	1	2	2	5	10	47	89	56	27	6	0	257	59	63	
	16:00	2	2	2	1	1	2	10	48	74	69	25	6	0	243	59	63	
	17:00	0	4	1	0	0	2	9	29	79	70	27	7	1	229	60	64	
	18:00	2	4	2	0	0	3	8	38	80	78	24	5	0	244	59	63	
	19:00	3	4	0	0	2	1	9	30	75	63	31	7	1	226	60	64	
	20:00	0	4	1	0	1	4	10	34	57	50	24	3	0	188	59	63	
	21:00	0	2	0	0	1	0	6	12	20	48	15	5	0	109	61	64	
	22:00	0	0	0	0	0	1	1	4	17	26	8	5	0	63	62	67	
	23:00	1	0	0	0	0	0	1	5	6	14	8	3	0	39	63	68	
	Total	31	68	16	7	26	60	191	607	1018	960	390	109	18	3	3504		
	Percent	0.9%	1.9%	0.5%	0.2%	0.7%	1.7%	5.5%	17.3%	29.1%	27.4%	11.1%	3.1%	0.5%	0.1%			
	AM Peak	10:00	09:00	11:00	00:00	11:00	10:00	10:00	11:00	09:00	09:00	09:00	09:00	09:00	02:00	10:00		
	Vol.	8	10	2	1	5	11	31	75	83	71	35	15	4	1	304		
	PM Peak	15:00	15:00	12:00	12:00	12:00	12:00	13:00	12:00	15:00	18:00	19:00	17:00	14:00	16:00	15:00		
	Vol.	4	8	2	2	6	6	20	59	89	78	31	7	1	1	257		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	05/30/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	1	1	1	1	1	1	6	71	73
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	3	4	4	3	3	1	2	0	15	69	73	
	02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	5	4	4	4	1	1	0	0	0	12	63	66	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	5	5	1	1	1	0	0	13	65	71	
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	5	6	5	5	6	0	0	0	0	20	67	69	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	15	7	8	8	7	4	4	0	0	40	68	72	
	06:00	0	1	0	0	0	0	0	0	0	0	0	1	1	6	6	14	14	21	10	19	10	10	2	2	0	74	65	69		
	07:00	1	1	1	0	1	0	0	1	1	2	1	1	1	5	5	16	16	67	12	36	36	12	3	3	0	146	64	68		
	08:00	1	2	0	0	3	0	0	3	1	1	7	7	2	5	5	21	21	48	6	43	43	6	3	3	0	140	63	66		
	09:00	4	3	0	0	3	0	0	0	2	2	2	2	2	8	8	42	42	63	8	31	31	8	2	2	1	169	62	66		
	10:00	2	4	0	0	0	0	0	0	1	1	1	14	18	18	18	52	52	64	6	21	21	6	6	0	1	183	59	64		
	11:00	5	2	0	0	2	0	0	0	6	6	6	20	37	37	85	85	54	54	1	13	13	1	1	0	0	225	58	61		
	12 PM	0	14	1	5	1	5	4	6	4	4	4	12	12	39	39	65	65	42	1	18	18	1	1	0	0	207	58	62		
	13:00	2	6	0	1	0	1	1	1	1	7	7	5	5	31	31	77	77	49	2	23	23	2	2	0	0	204	59	63		
	14:00	2	5	2	3	2	3	4	4	3	3	3	16	16	31	31	67	67	71	24	24	24	5	0	0	0	233	59	63		
	15:00	0	2	2	1	2	1	1	2	2	2	2	11	11	15	15	76	76	82	3	22	22	3	3	1	1	220	59	63		
	16:00	0	9	2	0	1	0	0	1	3	3	3	11	11	32	32	72	72	62	20	20	20	8	2	2	0	198	59	64		
	17:00	2	6	6	1	1	0	0	0	2	2	2	4	4	24	24	57	57	77	3	20	20	3	2	2	0	151	59	63		
	18:00	0	8	2	2	2	1	1	1	2	2	2	5	5	11	11	55	55	49	14	14	14	2	1	1	0	146	60	63		
	19:00	1	4	0	0	0	0	0	1	1	2	2	7	7	12	12	46	46	49	21	21	21	2	1	1	0	117	59	65		
	20:00	0	1	0	0	0	0	0	0	0	0	0	5	5	25	25	32	32	42	6	6	6	5	1	1	0	78	60	65		
	21:00	0	2	0	0	0	0	0	0	0	0	0	4	4	11	11	24	24	24	3	8	8	3	3	1	1	1	42	62	69	
	22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	8	8	20	1	8	8	1	1	2	0	32	62	64		
	23:00	1	0	0	0	0	0	0	0	0	0	0	1	1	4	4	7	7	11	1	7	7	1	1	0	0	32	62	64		
	Total	21	72	2.5%	16	0.6%	12	0.4%	20	0.7%	37	1.3%	127	4.4%	319	11.0%	827	28.6%	930	32.1%	380	13.1%	98	3.4%	29	1.0%	5	2893	58	61	
	Percent	0.7%	2.5%	10:00	0.6%	0.4%	0.7%	0.8:00	11:00	1.3%	4.4%	11:00	11:00	11:00	11:00	11:00	11:00	11:00	13:00	13:00	13:00	13:00	13:00	13:00	15:00	15:00	0.2%	11:00	62	64	
	AM Peak	5	4	3	3	6	6	20	37	85	67	12	4	225	11:00	05:00	00:00	00:00	07:00	07:00	08:00	08:00	07:00	12	4	1	225	59	63		
	Vol.	13:00	12:00	12:00	12:00	12:00	12:00	14:00	14:00	12:00	12:00	16:00	16:00	15:00	14:00	14:00	14:00	14:00	15:00	15:00	16:00	16:00	16:00	8	2	1	233	62	64		
	PM Peak	2	14	2	2	7	5	16	39	77	82	8	2	1	233	15:00	15:00	15:00	16:00	16:00	16:00	16:00	8	2	1	233	62	64			
	Vol.	13:00	12:00	12:00	12:00	12:00	12:00	14:00	14:00	12:00	12:00	16:00	16:00	15:00	14:00	14:00	14:00	14:00	15:00	15:00	16:00	16:00	8	2	1	233	62	64			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	85th Percent	95th Percent
	05/31/17	0	1	0	0	0	0	0	0	0	0	0	2	2	1	4	2	2	4	1	1	1	1	1	1	0	0	0	12	60	66
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	1	2	2	1	1	1	0	0	0	7	64	68
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	1	1	1	0	0	0	6	65	68	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	1	1	1	1	0	6	70	73	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	7	4	4	3	3	3	1	0	0	20	66	70	
	05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	7	7	13	7	7	6	6	6	1	0	0	35	66	69	
	06:00	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	10	10	30	6	7	6	6	6	1	0	1	73	63	66	
	07:00	0	3	0	0	0	0	0	0	0	0	0	5	5	5	5	25	25	53	7	32	7	7	7	0	1	1	131	63	65	
	08:00	1	3	0	0	1	1	1	1	1	1	1	1	1	13	13	30	30	44	2	25	2	2	2	1	0	0	123	61	64	
	09:00	1	0	0	3	0	0	0	0	0	0	0	2	2	20	20	47	47	52	3	26	3	3	3	0	0	0	156	61	64	
	10:00	3	8	1	1	1	2	2	1	1	0	0	6	6	24	24	54	54	46	3	26	3	3	3	1	0	0	175	60	64	
	11:00	6	6	1	2	0	2	2	0	0	1	1	12	12	33	33	77	77	56	3	24	3	3	3	0	1	1	222	59	63	
	12 PM	2	5	1	1	0	0	0	3	3	2	2	14	14	42	42	76	76	45	2	17	2	2	2	0	0	0	209	58	62	
	13:00	2	3	2	2	0	0	0	3	3	5	5	10	10	38	38	65	65	53	0	12	0	0	0	0	0	0	193	58	60	
	14:00	1	6	3	3	1	0	0	1	1	4	4	5	5	24	24	71	71	63	3	12	3	3	3	0	0	0	193	58	62	
	15:00	1	9	2	2	0	1	1	0	0	3	3	9	9	29	29	78	78	61	3	28	3	3	3	0	0	0	224	59	63	
	16:00	3	4	0	0	0	0	0	0	0	3	3	5	5	26	26	69	69	70	21	21	3	3	0	0	0	0	204	59	63	
	17:00	0	6	3	3	1	1	1	1	1	2	2	3	3	19	19	59	59	74	3	23	6	6	6	0	0	0	197	59	64	
	18:00	1	8	2	2	0	0	0	0	0	0	0	5	5	31	31	39	39	38	17	17	4	4	4	1	0	0	146	60	64	
	19:00	0	5	3	3	0	0	0	3	3	4	4	4	4	19	19	29	29	43	20	20	6	6	0	0	0	0	132	61	64	
	20:00	0	1	1	1	1	1	1	1	1	1	1	5	5	25	25	39	39	30	13	13	5	5	0	0	0	0	122	59	64	
	21:00	0	1	0	0	0	0	0	0	0	3	3	3	3	10	10	19	19	40	14	14	5	5	0	0	0	0	95	61	65	
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	10	10	24	7	7	2	2	2	1	1	2	50	62	66	
	23:00	0	0	0	0	0	0	0	0	0	2	2	2	2	5	5	5	5	5	5	5	5	5	0	0	0	0	19	62	64	
	Total	21	69	2.5%	22	8	12	29	374	817	855	360	76	5	2750																
	Percent	0.8%	2.5%	0.8%	0.4%	1.1%	3.5%	13.6%	29.7%	31.1%	13.1%	2.8%	0.3%	0.2%																	
	AM Peak	11:00	6	8	3	3	2	1	1	1	1	1	12	12	33	33	77	77	56	32	32	7	7	7	1	1	1	222			
	Vol.	6	8	3	3	2	1	1	1	1	1	1	12	12	33	33	77	77	56	32	32	7	7	7	1	1	1	222			
	PM Peak	16:00	3	9	3	3	1	1	3	3	5	5	14	14	42	42	78	78	74	28	28	6	6	6	2	2	2	224			
	Vol.	3	9	3	3	1	1	1	3	3	5	5	14	14	42	42	78	78	74	28	28	6	6	6	2	2	2	224			
	Total	370	830	2.0%	277	141	252	671	5711	10880	12239	5853	1760	136	41663																
	Percent	0.9%	2.0%	0.7%	1.6%	0.3%	5.2%	13.7%	26.1%	29.4%	14.0%	4.2%	0.9%	0.3%																	

Stats	10 MPH Pace Speed :	51-60 MPH
Number in Pace :	23119	
Percent in Pace :	55.5%	
Number of Vehicles > 55 MPH :	20372	
Percent of Vehicles > 55 MPH :	48.9%	
Mean Speed(Average) :	54 MPH	

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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
05/18/17	01:00	0	0	0	0	0	0	0	0	0	0	0	1	2	2	4	4	5	10	10	5	5	1	1	1	1	1	1	25	63	69
	02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	6	6	4	4	2	2	0	0	0	0	0	0	14	56	58
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	8	8	7	7	5	5	1	1	1	1	0	0	24	63	69
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	14	14	13	13	10	10	4	4	1	1	0	0	45	64	68
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	10	10	31	31	32	32	15	15	5	5	2	2	2	98	62	67	
	06:00	2	3	1	1	1	0	0	0	0	3	3	4	4	25	25	46	46	55	55	21	21	9	9	2	2	0	171	61	66	
	07:00	2	2	2	5	2	2	2	2	2	1	1	10	10	30	30	72	72	82	82	36	36	4	4	4	4	0	252	60	64	
	08:00	2	12	5	5	0	0	0	5	5	3	3	16	16	51	51	102	102	63	63	14	14	7	7	0	0	0	280	58	62	
	09:00	5	9	3	3	0	0	0	0	0	9	9	21	21	53	53	101	101	62	62	27	27	4	4	2	2	0	296	59	63	
	10:00	3	5	2	2	2	3	3	7	7	15	15	35	35	53	53	96	96	67	67	23	23	2	2	1	1	0	312	58	62	
	11:00	1	4	4	7	1	3	3	1	1	12	12	37	37	85	85	108	108	74	74	19	19	2	2	0	0	0	353	57	60	
	12 PM	4	11	0	0	0	1	1	3	3	9	9	27	27	91	91	119	119	57	57	22	22	9	9	1	1	0	354	58	63	
	13:00	4	9	3	3	3	3	3	5	5	11	11	37	37	81	81	109	109	68	68	24	24	4	4	0	0	0	358	58	62	
	14:00	8	10	4	4	0	0	0	2	2	8	8	37	37	80	80	124	124	82	82	20	20	2	2	0	0	0	377	57	60	
	15:00	2	6	6	2	2	1	1	0	0	7	7	29	29	78	78	122	122	92	92	34	34	9	9	0	0	5	387	59	64	
	16:00	3	7	7	5	2	2	2	2	2	6	6	13	13	81	81	132	132	111	111	31	31	3	3	0	1	1	397	58	62	
	17:00	8	3	3	3	0	0	0	2	2	7	7	26	26	67	67	120	120	64	64	40	40	5	5	1	1	0	346	59	63	
	18:00	2	9	9	0	0	1	1	0	0	6	6	20	20	48	48	85	85	67	67	30	30	9	9	1	1	0	278	59	64	
	19:00	0	2	2	1	1	0	0	0	0	2	2	18	18	45	45	82	82	59	59	32	32	9	9	0	0	0	250	60	64	
	20:00	1	2	2	1	1	3	3	1	1	4	4	18	18	24	24	52	52	49	49	22	22	9	9	1	1	0	187	60	65	
	21:00	0	1	1	2	0	0	0	0	0	2	2	19	19	30	30	48	48	43	43	25	25	7	7	1	1	2	180	61	64	
	22:00	0	0	0	0	0	0	0	0	0	1	1	2	2	11	11	38	38	25	25	15	15	5	5	1	1	1	99	62	66	
	23:00	0	0	0	0	0	0	0	0	0	0	0	1	1	9	9	12	12	10	10	12	12	1	1	0	0	1	46	62	64	
	Total	47	96	1.9%	44	0.9%	19	0.4%	31	0.6%	106	2.1%	374	7.3%	963	18.7%	1636	31.8%	1199	23.3%	484	9.4%	111	2.2%	25	0.5%	8	5143	85th Percent	95th Percent	
	AM Peak	09:00	08:00	12	11:00	7	10:00	3	10:00	7	15	37	11:00	11:00	11:00	07:00	07:00	07:00	06:00	06:00	07:00	07:00	06:00	06:00	07:00	07:00	05:00	11:00	85th Percent	95th Percent	
	PM Peak	14:00	12:00	11	16:00	5	13:00	3	13:00	7	15	37	13:00	13:00	12:00	12:00	16:00	16:00	16:00	16:00	17:00	17:00	12:00	12:00	15:00	15:00	21:00	16:00	85th Percent	95th Percent	
	Vol.	8	11	5	11	3	11	3	11	5	11	37	91	91	91	40	132	132	111	111	40	40	9	9	5	5	2	397	85th Percent	95th Percent	

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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/19/17	00:00	0	2	0	0	0	0	0	5	9	13	4	2	1	0	36	62	68
	01:00	0	0	0	0	0	0	0	1	4	6	4	1	0	0	16	63	66
	02:00	0	0	0	0	0	0	1	2	6	1	9	0	0	0	19	63	64
	03:00	0	0	0	0	0	0	3	0	11	5	5	1	0	0	25	62	64
	04:00	0	0	0	0	0	0	0	7	11	14	8	5	2	0	47	64	69
	05:00	0	0	1	0	0	0	4	5	23	21	18	6	3	1	82	64	69
	06:00	3	7	3	0	3	1	5	22	48	33	24	11	1	0	161	62	66
	07:00	6	8	2	2	3	3	15	36	59	54	25	11	2	1	227	60	65
	08:00	6	11	6	2	2	4	16	43	89	58	31	11	3	0	282	60	64
	09:00	2	5	1	1	3	9	33	84	87	68	33	6	2	1	335	59	63
	10:00	1	5	7	1	6	10	26	66	89	76	35	14	0	1	337	59	64
	11:00	0	12	3	0	2	11	35	87	103	87	34	18	2	1	395	59	65
	12 PM	4	5	3	3	6	16	61	102	95	74	31	5	2	3	410	58	62
	13:00	2	11	4	5	8	21	55	86	107	70	24	6	2	2	403	57	62
	14:00	0	6	3	2	4	23	61	114	114	84	35	10	2	0	458	58	63
	15:00	7	6	6	3	5	21	54	113	135	94	48	7	2	1	502	59	63
	16:00	5	8	6	2	5	9	66	130	109	94	38	4	1	2	479	58	62
	17:00	5	13	5	2	6	22	36	98	105	76	28	8	0	0	404	58	62
	18:00	0	7	4	0	4	14	49	109	90	60	31	8	2	1	379	58	63
	19:00	2	7	5	0	5	10	43	100	90	71	33	6	3	1	376	58	63
	20:00	3	8	2	2	2	13	46	80	83	64	18	6	3	0	330	58	62
	21:00	0	1	1	0	1	4	24	56	69	62	18	8	0	1	245	59	63
	22:00	0	2	6	0	2	5	16	23	40	39	22	6	3	0	164	61	65
	23:00	1	1	0	0	1	3	6	14	33	29	21	13	2	0	124	64	68
	Total	47	125	68	25	68	199	655	1383	1609	1253	577	173	38	16	6236		
	Percent	0.8%	2.0%	1.1%	0.4%	1.1%	3.2%	10.5%	22.2%	25.8%	20.1%	9.3%	2.8%	0.6%	0.3%			
AM Peak	07:00	6	12	7	2	6	11	35	87	103	87	35	18	3	1	395		
PM Peak	15:00	7	13	6	5	8	23	66	130	135	94	48	13	3	3	502		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		0	1	0	0	0	0	1	1	8	19	22	12	1	1		1	67
	05/20/17	0	1	1	0	0	0	1	3	8	11	3	1	0	1	28	59	64
	01:00	0	0	0	0	0	0	1	3	8	11	3	1	0	1	26	60	64
	02:00	0	0	0	0	0	1	3	4	8	6	3	1	0	1	28	63	67
	03:00	2	0	0	0	0	0	1	3	10	5	3	3	0	2	19	62	72
	04:00	0	0	0	0	0	1	3	0	5	6	2	0	2	0	45	67	72
	05:00	0	1	0	0	0	0	3	7	8	7	9	3	5	2	59	65	71
	06:00	0	3	0	0	2	0	4	13	8	11	9	5	4	0	135	61	65
	07:00	2	0	4	1	2	5	12	24	29	30	15	7	1	3	171	62	67
	08:00	0	5	4	1	2	3	9	27	43	38	24	12	2	1	247	59	63
	09:00	1	3	1	1	2	12	17	55	71	49	30	5	0	0	366	59	63
	10:00	3	8	1	1	4	13	33	82	106	74	30	7	3	1	446	56	61
	11:00	5	4	4	5	3	20	82	118	112	65	23	4	0	1	471	55	59
	12 PM	6	7	5	2	11	30	81	95	105	70	9	5	0	0	426	56	59
	13:00	6	9	0	2	8	44	91	136	93	62	18	2	0	0	458	56	62
	14:00	8	3	0	4	10	61	91	94	98	55	23	8	1	2	459	55	60
	15:00	3	5	2	7	11	41	92	134	89	51	19	3	1	1	454	56	60
	16:00	6	9	5	3	7	35	84	125	92	61	22	5	0	0	456	56	60
	17:00	4	9	2	4	7	30	69	106	136	66	21	2	0	0	381	59	63
	18:00	3	7	2	2	1	18	45	93	90	78	29	12	1	0	357	59	64
	19:00	1	7	2	0	4	17	46	82	86	63	32	12	4	1	315	59	63
	20:00	0	5	2	0	1	15	36	71	79	63	32	9	0	2	227	60	65
	21:00	1	3	1	0	1	1	17	50	71	43	26	10	3	0	139	63	67
	22:00	0	0	3	0	0	2	5	18	30	46	22	9	3	1	138	64	68
	23:00	0	0	0	0	0	0	7	9	35	41	27	12	3	4	5918		
	Total	51	89	39	33	76	349	833	1357	1431	1023	443	138	34	22			
	Percent	0.9%	1.5%	0.7%	0.6%	1.3%	5.9%	14.1%	22.9%	24.2%	17.3%	7.5%	2.3%	0.6%	0.4%			
	AM Peak	11:00	10:00	07:00	11:00	10:00	11:00	11:00	11:00	09:00	10:00	08:00	08:00	05:00	07:00	11:00		
	Vol.	5	8	4	5	4	20	82	118	112	74	30	12	5	3	446		
	PM Peak	14:00	13:00	12:00	15:00	12:00	14:00	15:00	13:00	17:00	18:00	19:00	18:00	19:00	23:00	13:00		
	Vol.	8	9	5	7	11	61	92	136	136	78	32	12	4	4	471		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	85th		95th	
																													Total	Percent	Total	Percent
05/22/17	01:00	0	0	0	0	0	0	0	0	0	1	1	1	1	5	5	8	8	9	9	9	4	4	3	3	0	0	0	31	62	67	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	3	3	3	3	2	2	1	1	0	17	58	59		
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	4	4	4	2	2	2	2	0	14	64	68			
	04:00	0	0	0	0	0	0	0	0	0	1	2	2	2	4	4	16	16	7	7	4	4	2	2	2	0	38	62	70			
	05:00	0	1	1	0	0	0	0	3	3	0	1	3	3	11	11	24	24	34	34	13	13	8	8	1	0	98	62	67			
	06:00	1	1	1	0	0	1	2	2	2	4	4	7	7	24	24	33	33	41	41	30	30	8	8	2	1	155	62	66			
	07:00	2	7	7	9	9	0	2	2	4	4	4	17	17	40	40	62	62	61	61	39	39	9	9	0	255	61	64				
	08:00	8	13	13	4	4	0	5	5	1	1	15	15	15	53	53	75	75	73	73	35	35	11	11	0	294	60	64				
	09:00	9	13	13	9	9	3	2	2	13	13	13	28	28	51	51	68	68	87	87	34	34	7	7	0	326	59	63				
	10:00	5	16	16	4	4	4	1	1	15	15	20	20	20	62	62	81	81	91	91	48	48	10	10	3	0	360	60	64			
	11:00	6	17	17	4	4	0	3	3	10	10	35	35	35	82	82	120	120	74	74	26	26	2	2	1	1	381	58	61			
	12 PM	2	6	6	2	2	0	7	7	18	18	34	34	34	73	73	129	129	67	67	32	32	6	6	0	1	377	58	63			
	13:00	4	4	4	1	1	1	6	6	11	11	39	39	39	81	81	117	117	74	74	35	35	11	11	1	1	386	59	63			
	14:00	2	8	8	1	1	0	5	5	11	11	43	43	43	76	76	118	118	97	97	34	34	9	9	1	0	405	59	63			
	15:00	5	5	5	0	0	0	3	3	12	12	32	32	32	74	74	117	117	88	88	47	47	13	13	0	0	399	60	64			
	16:00	6	10	10	4	4	1	2	2	3	3	17	17	17	77	77	133	133	91	91	40	40	7	7	1	1	393	59	63			
	17:00	3	8	8	1	1	2	3	3	9	9	30	30	30	56	56	130	130	104	104	34	34	8	8	0	1	389	59	63			
	18:00	2	10	10	2	2	0	1	1	7	7	21	21	21	53	53	89	89	68	68	37	37	11	11	2	0	302	60	64			
	19:00	1	4	4	2	2	0	0	0	8	8	29	29	29	43	43	68	68	52	52	21	21	5	5	0	0	235	59	63			
	20:00	1	2	2	0	0	0	1	1	3	3	11	11	11	32	32	35	35	47	47	24	24	4	4	2	0	162	61	64			
	21:00	1	1	1	0	0	0	0	0	1	1	6	6	6	9	9	41	41	30	30	16	16	6	6	2	0	113	62	66			
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	13	13	23	23	31	31	17	17	2	2	0	0	87	61	64			
	23:00	0	0	0	0	0	0	0	0	0	0	1	1	1	7	7	9	9	6	6	3	3	0	0	1	0	27	59	64			
Total		59	126	126	42	42	14	46	46	132	132	391	391	391	933	933	1508	1508	1245	1245	578	578	146	146	29	7	5256					
Percent		1.1%	2.4%	2.4%	0.8%	0.8%	0.3%	0.9%	0.9%	2.5%	2.5%	7.4%	7.4%	7.4%	17.8%	17.8%	28.7%	28.7%	23.7%	23.7%	11.0%	11.0%	2.8%	2.8%	0.6%	0.1%						
AM Peak	09:00	9	17	17	9	9	4	5	5	15	15	35	35	35	82	82	120	120	91	91	48	48	11	11	3	1	381					
PM Peak	16:00	6	10	10	4	4	2	7	7	18	18	43	43	43	81	81	133	133	104	104	47	47	13	13	3	1	405					

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	40	45	41	46	50	55	51	56	61	66	71	76	85th		95th	
																							Total	Percent	Total	Percent
05/23/17	01:00	0	0	0	0	0	0	0	0	0	1	2	2	3	3	6	6	5	4	4	0	0	27	64	68	
	02:00	0	0	0	0	0	0	0	0	0	1	2	2	3	3	3	6	3	3	4	1	0	17	63	65	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5	5	8	1	0	0	0	17	66	68	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	9	12	8	2	2	1	41	63	70	
	05:00	1	1	1	0	0	0	0	0	0	0	1	1	6	11	22	24	24	14	3	5	0	77	63	71	
	06:00	0	5	2	2	0	0	0	2	2	2	7	7	11	11	53	49	49	32	12	2	0	177	63	67	
	07:00	0	6	4	4	1	1	0	0	3	3	20	20	43	60	60	66	66	31	19	2	1	256	62	67	
	08:00	2	5	8	8	1	1	1	1	1	9	13	13	60	71	71	54	54	24	11	2	1	262	59	64	
	09:00	2	3	2	2	1	1	1	1	1	10	17	17	59	89	89	67	67	33	9	2	0	295	59	64	
	10:00	1	3	4	4	1	1	1	4	4	9	32	32	72	72	110	70	70	26	6	3	0	341	58	63	
	11:00	2	7	1	1	0	0	0	3	3	12	53	53	77	77	110	63	63	31	5	0	0	364	58	62	
	12 PM	4	8	4	4	4	4	4	10	10	15	41	41	70	70	96	70	70	32	13	1	0	368	59	64	
	13:00	2	10	2	2	2	2	2	3	3	9	37	37	72	72	102	79	79	35	6	1	0	360	59	63	
	14:00	4	6	3	3	1	1	1	2	2	12	47	47	80	80	107	97	97	37	13	3	1	413	59	64	
	15:00	10	11	3	3	1	1	1	3	3	16	58	58	83	83	94	75	75	36	8	2	0	400	59	63	
	16:00	3	8	2	2	0	0	0	4	4	13	28	28	50	50	124	87	87	42	18	6	1	386	60	66	
	17:00	4	7	0	0	3	3	3	5	5	15	50	50	74	74	83	79	79	38	13	2	0	373	59	64	
	18:00	0	12	1	1	1	1	1	3	3	3	34	34	53	53	79	60	60	30	10	4	1	291	60	64	
	19:00	1	1	1	1	0	0	0	1	1	3	16	16	54	54	70	49	49	21	4	0	0	221	59	63	
	20:00	0	1	0	0	0	0	0	1	1	0	12	12	38	33	33	30	30	18	7	3	0	143	61	67	
	21:00	1	0	0	0	0	0	0	0	0	0	6	6	16	16	37	38	38	8	8	5	0	129	63	69	
	22:00	0	0	0	0	0	0	0	1	1	2	3	3	5	5	21	26	26	13	8	2	0	81	64	68	
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	7	7	12	8	8	2	0	2	1	32	59	71	
Total		37	94	1.8%	37	0.7%	16	0.3%	44	0.9%	135	479	9.4%	949	18.7%	1402	1122	1122	533	184	49	7	5088			
Percent		0.7%	1.8%	0.7%	0.3%	0.9%	0.3%	0.9%	1.0%	2.7%	9.4%	9.4%	11.0%	18.7%	18.7%	27.6%	22.1%	22.1%	10.5%	3.6%	1.0%	0.1%				
AM Peak	08:00	2	7	11:00	08:00	8	1	07:00	10:00	4	12	53	11:00	11:00	77	110	10:00	10:00	09:00	07:00	05:00	04:00	11:00			
Vol.		2	7		8	1	1		4	4	12	53	110	110	33	19	70	70	33	19	5	1	364			
PM Peak	15:00	10	12	18:00	12:00	4	4	12:00	12:00	10	16	58	15:00	15:00	83	124	14:00	14:00	16:00	16:00	16:00	14:00	14:00			
Vol.		10	12		4	4	4		10	16	58	83	124	124	42	18	97	97	42	18	6	1	413			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/24/17	01:00	0	0	0	0	0	0	1	2	6	3	2	1	0	1	16	61	66
	02:00	0	0	0	0	0	0	0	1	6	3	1	0	0	1	14	58	61
	03:00	0	0	0	0	0	0	0	1	2	4	3	0	0	0	10	62	64
	04:00	0	0	0	0	0	0	0	2	7	6	3	1	0	0	19	61	65
	05:00	0	0	0	0	0	0	0	5	15	13	9	3	1	1	47	63	67
	06:00	0	0	0	0	0	0	4	9	23	38	16	5	2	1	100	62	67
	07:00	5	9	6	3	0	4	18	32	49	51	42	22	3	4	248	63	67
	08:00	6	11	2	1	3	1	19	47	81	54	37	12	8	1	283	61	67
	09:00	0	8	2	0	1	7	19	59	80	61	41	14	0	1	293	61	64
	10:00	2	5	5	2	1	13	22	61	91	67	37	13	3	0	322	60	64
	11:00	3	12	5	0	5	10	41	83	114	83	38	10	2	2	408	59	63
	12 PM	9	9	6	1	5	27	57	82	92	55	27	7	3	0	380	58	63
	13:00	5	9	3	4	2	21	58	67	82	75	27	10	2	0	365	58	63
	14:00	6	11	1	0	8	11	37	67	102	80	24	9	0	0	356	58	63
	15:00	1	8	7	4	3	11	27	65	81	97	54	13	3	1	375	61	64
	16:00	2	7	6	0	2	5	28	66	99	94	30	9	3	0	351	59	64
	17:00	2	2	4	0	4	12	17	57	99	99	39	16	1	3	355	60	64
	18:00	0	7	5	1	1	5	21	58	76	95	37	8	3	3	322	60	64
	19:00	0	8	1	1	2	8	20	41	67	66	36	7	1	1	259	60	64
	20:00	0	0	0	0	0	5	14	38	59	56	26	5	1	0	204	60	64
	21:00	0	0	0	0	0	0	8	16	43	21	22	9	1	1	121	63	67
	22:00	0	2	0	0	0	2	4	8	18	17	12	6	2	1	72	63	68
	23:00	0	0	0	0	0	2	2	9	10	18	5	4	0	1	51	61	66
Total		43	113	53	17	37	145	427	894	1343	1194	607	198	41	24	5136		
Percent		0.8%	2.2%	1.0%	0.3%	0.7%	2.8%	8.3%	17.4%	26.1%	23.2%	11.8%	3.9%	0.8%	0.5%			
AM Peak	08:00	6	12	6	3	5	13	41	83	114	83	42	22	8	4	408		
PM Peak	12:00	9	11	7	4	8	27	58	82	102	99	54	16	5	3	380		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	85th Percent		95th Percent	
																													62	64	62	68
05/25/17	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	13	6	4	6	1	4	4	1	1	1	1	0	28	62	68		
	01:00	0	1	0	0	0	0	0	0	0	0	1	1	1	1	5	3	2	3	1	2	2	1	1	0	0	15	64	71			
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	1	3	3	1	5	1	1	1	1	1	0	0	0	12	60	66			
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	8	8	0	10	1	1	0	1	1	0	0	0	20	59	65			
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	6	11	14	6	14	3	6	1	3	1	1	0	0	41	63	68			
	05:00	1	1	0	0	0	0	0	1	2	17	23	31	15	23	31	15	31	12	12	15	12	2	2	0	0	105	64	68			
	06:00	1	3	2	2	2	2	2	2	3	24	51	46	36	51	51	36	51	5	5	36	5	1	1	0	0	179	62	64			
	07:00	2	13	8	7	8	1	4	0	3	36	65	31	36	65	31	31	14	14	14	31	14	5	5	3	244	62	67				
	08:00	6	11	7	7	7	2	2	4	3	39	76	82	29	76	25	25	10	10	12	25	10	2	2	1	1	266	59	64			
	09:00	1	5	1	1	1	1	1	5	4	15	64	82	3	64	29	89	3	89	3	29	3	3	0	0	0	302	59	63			
	10:00	3	4	4	8	5	5	3	3	9	26	103	77	64	64	103	77	4	77	4	25	4	4	2	0	0	333	58	62			
	11:00	6	7	6	6	4	4	3	3	13	41	89	104	89	104	80	21	80	5	2	21	5	2	2	0	0	381	58	62			
	12 PM	7	10	3	3	3	1	1	10	18	71	98	71	98	98	20	20	1	55	1	20	1	1	0	0	1	410	56	60			
	13:00	4	9	3	3	3	1	1	4	4	11	36	36	107	102	79	37	79	5	8	37	5	0	0	1	1	399	58	62			
	14:00	7	8	3	3	3	1	1	4	9	49	106	120	106	120	26	26	8	68	8	26	8	0	0	1	410	57	62				
	15:00	8	27	4	4	4	2	0	11	15	53	102	117	102	117	86	18	86	4	4	18	4	0	0	1	1	448	57	59			
	16:00	11	14	7	7	7	1	1	5	16	52	96	117	96	117	82	22	82	2	2	22	2	1	1	0	0	426	57	60			
	17:00	4	10	3	3	3	2	2	11	10	44	90	44	90	113	73	35	73	7	7	35	7	2	1	1	405	58	63				
	18:00	4	10	0	0	0	3	3	0	3	18	64	108	64	108	24	24	102	6	6	24	6	0	0	0	0	342	58	62			
	19:00	5	6	2	2	2	0	0	1	5	22	48	90	48	90	39	39	11	11	11	11	2	2	0	0	311	60	64				
	20:00	2	4	2	2	2	0	0	0	4	15	41	94	41	94	13	13	6	68	6	13	6	3	1	1	253	58	63				
	21:00	0	0	0	0	0	0	0	1	6	11	48	53	48	53	47	11	47	7	7	11	7	2	0	0	186	59	64				
	22:00	0	4	3	3	3	0	0	0	1	11	19	35	19	35	45	10	45	7	7	10	7	3	0	0	138	59	67				
	23:00	0	0	0	0	0	0	0	0	0	3	11	26	11	26	18	10	18	3	3	10	3	1	1	0	72	61	65				
Total		72	148	62	62	62	26	26	65	134	508	1173	1634	1273	460	460	127	1273	127	460	127	34	10	10	0	5726						
Percent		1.3%	2.6%	1.1%	1.1%	1.1%	0.5%	0.5%	1.1%	2.3%	8.9%	20.5%	28.5%	22.2%	8.0%	8.0%	2.2%	22.2%	2.2%	8.0%	2.2%	0.6%	0.2%	0.2%	0							
AM Peak	08:00	6	13	8	8	8	5	5	5	11	41	89	104	89	104	36	36	14	89	14	36	14	5	3	3	0	381					
PM Peak	16:00	11	27	7	7	7	3	3	11	18	71	107	120	102	39	39	11	102	11	19:00	19:00	11	3	3	1	1	448					

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	40	45	41	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total		85th Percent		95th Percent	
																												60	64	64	69		
05/26/17	0	0	0	0	0	0	1	0	0	0	0	2	2	6	3	14	14	19	19	11	5	11	5	2	2	0	0	60	64	69			
01:00	0	0	0	0	0	0	0	0	0	0	1	2	2	3	3	15	15	10	10	8	1	8	1	0	0	1	1	41	61	64			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	8	8	5	0	5	0	0	0	1	22	61	63				
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4	11	11	4	0	4	0	0	0	0	0	21	61	63				
04:00	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	16	16	15	10	3	2	3	2	0	0	0	53	63	68				
05:00	0	0	0	0	0	0	0	0	0	0	1	2	2	5	5	33	33	27	5	5	5	7	1	1	1	1	79	59	66				
06:00	2	3	3	1	7	7	0	0	2	2	3	16	17	30	30	55	43	43	29	7	29	7	2	2	0	0	191	61	64				
07:00	2	11	11	7	7	7	0	0	2	2	3	17	33	33	73	73	73	10	10	33	10	2	2	0	0	2	266	60	64				
08:00	3	10	10	5	5	5	2	2	5	5	10	21	57	57	83	83	56	9	9	24	1	9	1	0	0	0	286	59	64				
09:00	4	6	6	3	3	3	2	2	4	4	13	40	63	63	81	81	80	2	2	24	2	2	0	0	0	2	319	58	61				
10:00	4	5	5	4	4	4	4	4	3	3	30	53	101	101	117	117	66	4	4	21	2	4	2	0	0	0	414	57	61				
11:00	6	4	4	5	5	5	6	6	6	6	22	60	108	108	115	115	55	2	2	22	2	2	1	1	0	0	412	56	61				
12 PM	7	18	18	7	7	7	2	2	9	9	40	78	125	125	119	119	46	3	3	12	0	3	0	0	0	0	0	466	54	59			
13:00	3	14	14	3	3	3	7	7	6	6	29	74	110	110	120	120	68	8	8	12	1	8	1	0	0	0	0	455	56	59			
14:00	15	11	11	3	3	3	1	1	6	6	22	63	115	115	118	118	85	4	4	22	0	4	0	0	0	0	0	465	57	60			
15:00	4	8	8	5	5	5	4	4	11	11	37	109	166	166	181	181	58	4	4	18	1	4	1	1	1	1	464	55	59				
16:00	6	15	15	13	13	13	7	7	17	17	35	107	124	124	101	101	51	2	2	10	2	2	1	1	1	1	490	54	58				
17:00	8	7	7	1	1	1	2	2	6	6	26	63	135	135	92	92	77	4	4	29	4	4	0	0	0	0	0	450	57	61			
18:00	4	4	4	3	3	3	5	5	15	15	32	80	116	116	115	115	47	5	5	24	1	5	1	0	0	0	451	55	61				
19:00	9	5	5	5	5	5	0	0	11	11	33	86	118	118	97	97	57	6	6	18	1	6	1	0	0	0	446	56	60				
20:00	0	4	4	0	0	0	4	4	5	5	28	65	116	116	96	96	53	5	5	13	1	5	1	0	0	0	390	56	59				
21:00	8	7	7	4	4	4	2	2	3	3	10	45	77	77	71	71	29	3	3	15	0	3	0	0	0	0	274	56	61				
22:00	0	4	4	6	6	6	3	3	0	0	7	20	52	52	18	18	50	8	8	18	0	8	0	2	2	2	221	59	64				
23:00	1	1	1	1	1	1	1	1	2	2	5	16	36	36	32	32	36	4	4	18	4	4	0	0	0	0	153	59	63				
Total	82	137	137	76	76	76	53	53	111	111	387	1021	1639	1639	1728	1728	1120	104	104	404	16	11	11	11	11	6889							
Percent	1.2%	2.0%	2.0%	1.1%	1.1%	1.1%	0.8%	0.8%	1.6%	1.6%	5.6%	14.8%	23.8%	23.8%	25.1%	25.1%	16.3%	1.5%	1.5%	5.9%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%						
AM Peak	11:00	07:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	10:00	09:00	07:00	07:00	07:00	00:00	07:00	07:00	07:00	07:00	07:00	10:00	10:00					
Vol.	6	11	11	7	7	7	6	6	6	6	30	60	108	108	117	117	80	10	10	33	2	2	2	2	2	2	2	414					
PM Peak	14:00	12:00	12:00	16:00	16:00	16:00	13:00	13:00	16:00	16:00	12:00	15:00	17:00	17:00	17:00	13:00	14:00	13:00	13:00	17:00	13:00	13:00	13:00	13:00	13:00	22:00	16:00	16:00					
Vol.	15	18	18	13	13	13	7	7	17	17	40	109	135	135	120	85	85	8	8	29	29	29	29	29	29	2	2	490					

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
Site Code: 716
Date Start: 18-May-17

NB, SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	80		85	90
05/28/17	01:00	0	0	0	0	0	1	6	14	20	27	9	3	2	0	82	60	66
	02:00	0	1	0	2	1	3	10	15	14	13	1	2	1	0	63	57	64
	03:00	0	0	0	0	0	4	5	7	2	6	3	0	0	0	28	59	62
	04:00	0	0	0	0	0	0	1	3	12	5	2	0	0	0	23	58	62
	05:00	0	0	0	0	0	0	2	3	5	6	3	0	0	0	19	60	63
	06:00	0	0	0	0	0	1	0	1	9	5	4	3	0	0	23	64	68
	07:00	0	2	0	0	3	9	17	32	39	25	10	4	0	2	143	58	63
	08:00	0	2	1	2	1	4	13	28	57	35	23	7	1	0	174	61	64
	09:00	4	4	2	4	6	17	48	59	95	55	19	8	4	1	326	58	63
	10:00	8	5	1	1	7	40	74	107	96	55	16	2	1	0	413	56	59
	11:00	3	10	3	2	22	67	109	142	74	48	7	0	0	2	489	53	58
12 PM	13:00	3	15	5	3	18	76	108	125	101	41	7	4	0	1	507	53	58
	14:00	3	10	4	4	17	74	117	123	99	47	14	4	0	0	515	54	59
	15:00	10	9	8	13	37	83	137	109	89	34	10	3	1	0	528	53	58
	16:00	10	7	3	9	19	74	116	131	97	36	16	2	0	0	520	53	58
	17:00	5	3	4	7	27	79	134	143	70	27	3	3	0	0	505	51	56
	18:00	2	8	7	3	13	32	85	136	118	63	9	3	1	0	480	55	59
	19:00	1	7	6	3	4	34	64	111	96	68	25	6	2	0	427	57	62
	20:00	3	10	3	2	4	29	57	109	92	47	16	2	0	1	375	55	59
	21:00	1	4	2	2	6	8	36	69	72	59	21	5	0	0	285	58	62
	22:00	0	3	0	1	0	5	17	29	48	49	20	6	0	0	178	59	64
	23:00	0	0	0	1	1	0	6	12	37	27	23	7	1	2	117	62	66
Total		62	105	50	67	214	724	1296	1652	1428	813	276	76	18	11	6792		
Percent		0.9%	1.5%	0.7%	1.0%	3.2%	10.7%	19.1%	24.3%	21.0%	12.0%	4.1%	1.1%	0.3%	0.2%			
AM Peak	10:00	8	10	3	4	22	67	109	142	96	55	23	8	4	2	489		
PM Peak	15:00	10	15	8	13	37	83	137	143	118	68	25	7	2	2	528		

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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
05/29/17	01:00	0	1	0	0	0	1	0	0	0	0	0	5	10	25	23	12	12	15	1	1	1	2	2	0	0	0	0	79	60	64
	02:00	0	0	0	0	0	0	0	0	0	0	0	4	7	6	9	4	6	9	2	4	4	2	2	2	1	2	35	35	62	68
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	6	3	3	4	4	3	3	0	0	0	17	65	68	68
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	2	2	5	4	2	5	1	4	4	1	1	0	0	0	16	63	65	65
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	12	12	12	12	3	3	5	5	5	1	1	0	41	64	68	68
	06:00	0	0	0	2	3	0	0	3	3	3	3	4	15	29	29	19	29	29	4	4	19	4	4	0	0	0	108	61	64	64
	07:00	1	2	3	3	0	1	17	23	34	21	23	17	23	41	21	21	34	41	8	8	1	8	1	1	0	0	154	61	65	65
	08:00	2	9	4	4	2	3	18	51	78	26	51	18	51	13	26	26	78	13	13	26	2	13	2	0	0	0	272	60	65	65
	09:00	5	12	7	2	7	1	39	76	106	36	76	39	76	15	36	106	91	91	15	36	4	15	4	0	0	0	405	59	64	64
	10:00	12	13	3	3	7	3	28	95	139	28	95	28	95	1	1	139	119	66	1	21	1	1	1	1	0	0	508	55	59	59
	11:00	4	2	3	3	4	4	15	43	96	43	96	15	43	156	100	100	63	63	15	15	2	1	2	2	2	506	55	59	59	
	12 PM	1	5	5	5	5	4	4	13	34	34	96	96	124	124	101	101	53	53	16	16	0	0	0	0	0	0	452	55	59	59
	13:00	4	11	4	4	2	2	12	42	72	42	72	12	42	108	113	113	50	50	23	23	3	3	3	0	0	0	444	55	60	60
	14:00	1	6	4	4	4	3	12	28	90	28	90	12	28	130	104	104	79	79	5	18	5	5	1	0	0	0	482	56	59	59
	15:00	7	9	4	4	4	3	12	36	78	36	78	12	36	107	136	136	60	60	27	27	6	6	6	0	0	1	485	56	61	61
	16:00	3	4	4	4	4	1	3	24	71	24	71	3	24	113	127	127	74	74	6	26	6	6	7	1	1	1	415	58	62	62
	17:00	0	7	1	1	1	0	4	20	53	20	53	4	20	93	117	117	81	81	30	30	7	7	1	1	1	1	410	58	62	62
	18:00	2	5	2	2	2	0	3	21	35	21	35	3	21	92	123	123	96	96	5	25	5	5	1	0	0	0	410	58	62	62
	19:00	3	7	0	0	0	0	3	10	34	10	34	3	10	64	110	110	65	65	8	32	8	8	1	1	1	338	59	63	63	
	20:00	0	4	1	1	1	0	2	11	40	11	40	2	11	50	83	83	58	58	3	24	3	3	0	0	0	0	276	58	62	62
	21:00	0	3	0	0	0	2	3	2	13	2	13	3	2	31	35	35	52	52	6	18	6	6	0	0	0	0	165	59	64	64
	22:00	0	0	0	0	0	0	0	6	2	6	2	0	6	9	32	32	32	32	6	8	6	6	1	0	0	0	96	60	66	66
	23:00	1	1	1	1	1	0	0	0	2	0	2	2	0	11	16	16	17	17	4	9	4	4	1	1	1	0	63	62	67	67
	Total	46	102	43	43	103	28	865	1423	1622	324	865	103	865	1423	1622	1135	1135	422	422	19	19	7	7	7	7	6254	6254	6254	6254	6254
	Percent	0.7%	1.6%	0.7%	0.7%	1.6%	0.4%	13.8%	22.8%	25.9%	5.2%	13.8%	1.6%	13.8%	22.8%	25.9%	18.1%	18.1%	6.7%	6.7%	0.3%	0.3%	1.8%	1.8%	0.3%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%
	AM Peak	10:00	10:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	02:00	10:00	10:00	10:00
	PM Peak	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	14:00	14:00	15:00	18:00	18:00	19:00	19:00	19:00	19:00	19:00	19:00	14:00	16:00	15:00	15:00	15:00	
	Vol.	12	13	4	4	15	4	96	156	119	43	96	156	96	156	119	91	91	36	36	4	4	15	15	4	4	2	508	508	508	508
	Vol.	7	11	5	5	13	4	96	130	136	42	96	130	96	130	136	96	96	32	32	8	8	8	8	1	1	1	485	485	485	485

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US 259 BTWN OLD HOCHATOWN RD & SPEARFISH RD - SPEED WITH 4 SEC FILTER
 Site Code: 716
 Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	
	05/31/17	0	0	1	0	0	0	0	0	0	0	0	0	2	2	3	3	6	6	9	9	2	2	1	1	0	1	0	25	59	64		
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	3	3	1	1	1	1	0	0	12	65	71			
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	3	3	1	1	1	1	0	0	13	63	66			
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	7	7	9	9	4	4	1	1	0	0	25	62	68			
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	13	16	16	16	8	8	4	2	0	0	52	69	67			
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	5	5	8	8	24	33	33	33	9	8	1	0	0	89	62	63				
	06:00	3	2	2	2	2	2	2	1	1	2	1	1	6	6	23	23	49	54	54	54	33	6	0	1	1	183	61	64				
	07:00	5	13	7	7	2	2	2	2	2	2	3	3	16	16	31	31	63	77	77	77	39	7	0	1	1	266	60	64				
	08:00	3	10	5	5	1	3	2	1	3	2	2	2	13	13	56	88	88	69	69	69	28	2	1	0	0	281	59	63				
	09:00	4	2	6	6	1	1	6	2	6	2	6	2	21	21	58	112	74	74	74	74	32	4	0	0	0	321	59	63				
	10:00	4	13	5	5	2	2	2	2	2	2	2	2	26	26	68	110	69	69	69	29	4	1	0	0	0	335	58	62				
	11:00	9	14	3	5	1	13	1	5	1	13	1	13	51	51	89	129	129	129	129	71	3	0	1	1	1	416	57	61				
	12 PM	9	7	5	4	2	4	11	2	4	11	11	45	45	116	116	146	146	146	146	58	2	0	0	0	0	424	56	59				
	13:00	4	7	4	4	1	8	17	1	8	17	17	44	44	109	118	118	118	118	67	1	1	1	0	0	0	395	56	59				
	14:00	5	7	5	5	0	2	13	0	2	13	30	30	30	99	123	123	123	86	66	66	16	3	0	0	0	389	57	59				
	15:00	2	14	6	2	1	1	18	2	1	18	41	41	41	87	146	146	146	80	80	80	29	3	0	0	0	429	57	61				
	16:00	4	5	0	0	0	2	5	0	2	5	32	32	32	75	125	125	125	97	97	97	26	3	0	0	0	374	58	61				
	17:00	0	9	3	1	1	2	5	1	2	5	16	16	16	72	136	136	136	94	94	94	28	6	0	0	0	372	58	62				
	18:00	1	9	2	0	0	1	5	0	1	5	21	21	21	77	112	112	112	69	69	69	21	5	1	0	0	324	58	62				
	19:00	0	6	3	0	0	5	8	0	5	8	17	17	17	50	66	66	66	63	63	63	25	6	0	0	0	249	59	63				
	20:00	0	1	2	1	2	2	9	1	2	9	16	16	16	56	66	66	66	48	48	48	15	5	0	0	0	221	58	62				
	21:00	0	1	0	1	1	1	4	1	1	4	9	9	9	21	48	48	48	47	47	47	17	6	0	1	1	156	59	64				
	22:00	0	0	0	0	0	0	1	0	0	1	2	2	2	14	26	26	26	35	35	35	8	2	1	2	2	91	59	64				
	23:00	0	0	0	0	0	0	0	0	0	0	3	3	3	9	15	15	15	10	10	10	7	0	0	0	0	44	60	63				
	Total	53	121	22	58	20	40	123	20	40	123	418	418	418	1133	1738	1738	1738	1239	1239	1239	443	84	9	7	7	5486						
	Percent	1.0%	2.2%	1.1%	1.1%	0.4%	0.7%	2.2%	0.4%	0.7%	2.2%	7.6%	7.6%	7.6%	20.7%	31.7%	31.7%	31.7%	22.6%	22.6%	22.6%	8.1%	1.5%	0.2%	0.1%	0.1%							
	AM Peak	11:00	11:00	07:00	07:00	11:00	08:00	11:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	07:00	07:00	07:00	05:00	04:00	04:00	00:00	11:00						
	Vol.	9	14	7	7	5	3	13	5	3	13	51	51	51	89	129	129	129	77	77	77	39	8	2	1	1	416						
	PM Peak	12:00	15:00	15:00	12:00	12:00	13:00	15:00	12:00	13:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00	16:00	16:00	15:00	17:00	18:00	22:00	15:00	15:00						
	Vol.	9	14	6	6	2	8	18	2	8	18	45	45	45	116	146	146	146	97	97	97	29	6	1	2	2	429						
	Total	737	1536	710	418	418	1137	3846	418	1137	3846	9886	9886	9886	17390	21650	21650	21650	15771	15771	15771	6467	1847	402	170	81967							
	Percent	0.9%	1.9%	0.9%	0.5%	0.5%	1.4%	4.7%	0.5%	1.4%	4.7%	12.1%	12.1%	12.1%	21.2%	26.4%	26.4%	26.4%	19.2%	19.2%	19.2%	7.9%	2.3%	0.5%	0.2%								

Stats	10 MPH Pace Speed :	46-55 MPH
Number in Pace :	39040	
Percent in Pace :	47.6%	
Number of Vehicles > 55 MPH :	24657	
Percent of Vehicles > 55 MPH :	30.1%	
Mean Speed(Average) :	50 MPH	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/18/17	0	0	0	0	0	0	0	0	0	2	2	6	4	2	16	72	74	74
01:00	0	0	0	0	0	0	0	0	1	2	6	4	1	0	14	68	71	71
02:00	0	0	0	0	0	0	0	0	0	1	2	2	1	0	6	70	73	73
03:00	0	0	0	0	0	1	0	1	0	1	3	7	2	1	16	69	73	73
04:00	0	0	0	0	0	0	0	0	0	0	0	15	5	2	22	72	74	74
05:00	0	0	0	0	0	0	0	0	0	4	10	31	7	2	54	69	73	73
06:00	0	0	0	0	0	0	0	0	1	9	30	50	22	1	113	71	73	73
07:00	0	0	0	0	1	0	0	0	0	11	42	51	17	6	128	69	73	73
08:00	1	0	0	1	0	1	0	2	4	13	42	75	15	4	158	69	72	72
09:00	0	0	0	0	0	0	0	3	3	21	50	60	21	7	165	69	73	73
10:00	0	0	2	0	0	1	0	0	7	16	41	46	12	3	128	69	72	72
11:00	0	0	0	1	1	0	0	0	3	14	44	56	12	3	134	69	72	72
12 PM	0	0	0	0	0	0	0	0	2	13	54	58	18	0	145	69	72	72
13:00	0	0	0	0	0	0	0	1	1	15	45	71	21	4	158	69	73	73
14:00	1	0	1	0	1	0	0	0	5	20	39	61	22	4	155	69	73	73
15:00	1	0	0	1	0	1	0	0	5	15	44	69	28	4	168	70	73	73
16:00	0	0	0	0	0	1	0	0	0	11	58	52	34	8	164	71	73	73
17:00	0	0	0	1	0	0	0	0	1	15	45	76	16	5	159	69	72	72
18:00	0	0	0	0	0	0	0	0	1	9	42	69	20	3	144	69	73	73
19:00	0	0	0	0	0	0	0	0	2	6	30	54	19	2	113	70	73	73
20:00	0	0	0	0	0	0	0	1	3	15	23	27	6	4	79	69	71	71
21:00	0	0	0	0	0	0	0	0	5	11	31	23	14	2	86	70	73	73
22:00	0	0	0	0	0	0	0	0	4	6	13	24	9	1	57	70	73	73
23:00	0	0	0	0	0	0	0	0	2	4	7	6	9	2	30	72	74	74
Total	3	0	3	4	3	5	0	9	50	234	703	993	335	70	2412			
Percent	0.1%	0.0%	0.1%	0.2%	0.1%	0.2%	0.0%	0.4%	2.1%	9.7%	29.1%	41.2%	13.9%	2.9%				
AM Peak	08:00		10:00	08:00	07:00	03:00	09:00	09:00	10:00	09:00	09:00	08:00	06:00	09:00	09:00			
Vol.	1		2	1	1	1	3	3	7	21	50	75	22	7	165			
PM Peak	14:00		14:00	15:00	14:00	15:00	13:00	13:00	14:00	14:00	16:00	17:00	16:00	16:00	15:00			
Vol.	1		1	1	1	1	1	1	5	20	58	76	34	8	168			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/19/17	0	0	0	0	0	0	0	0	0	3	8	7	3	0	21	69	73	
01:00	0	0	0	0	0	0	0	0	0	3	2	5	1	0	11	69	72	
02:00	0	0	0	0	0	0	0	0	1	1	1	5	2	0	10	71	73	
03:00	0	0	0	0	0	0	0	1	0	3	5	4	4	0	17	71	73	
04:00	0	0	0	0	0	0	0	0	1	1	6	12	4	1	25	70	73	
05:00	0	0	0	0	0	0	0	1	1	3	8	15	5	4	37	70	73	
06:00	1	0	0	0	0	0	0	0	5	3	28	39	18	5	99	71	73	
07:00	0	0	0	0	1	0	0	0	2	9	49	54	15	8	138	69	72	
08:00	0	0	0	1	0	0	1	3	1	17	44	60	10	3	140	69	71	
09:00	1	0	0	0	0	0	1	1	8	26	59	54	11	1	162	68	71	
10:00	0	0	0	1	0	0	1	2	2	32	51	60	8	3	150	68	70	
11:00	0	0	0	0	0	1	1	5	2	25	45	60	13	3	155	69	72	
12 PM	0	0	0	0	1	0	0	2	5	18	68	66	15	3	178	69	72	
13:00	0	0	0	0	0	0	2	2	10	30	64	56	8	1	173	68	69	
14:00	0	0	0	0	0	0	0	1	3	26	82	53	15	3	183	68	72	
15:00	0	0	0	0	0	0	0	2	4	26	73	49	14	4	172	68	72	
16:00	1	0	0	0	0	0	2	0	3	18	80	68	21	8	201	69	72	
17:00	0	0	0	1	0	0	2	2	2	20	72	66	23	6	194	69	72	
18:00	0	0	0	0	0	1	1	1	2	13	65	98	18	3	202	69	72	
19:00	0	1	0	0	0	0	0	0	1	21	71	76	12	1	183	68	71	
20:00	0	0	0	1	0	0	4	0	3	30	49	41	8	2	138	68	70	
21:00	0	0	0	0	0	0	0	2	8	36	49	30	14	1	140	68	72	
22:00	0	0	0	0	0	0	0	4	5	19	23	32	7	3	93	68	71	
23:00	0	0	0	0	0	0	0	0	7	15	15	15	4	3	59	68	71	
Total	3	1	0	4	2	2	15	29	76	398	1017	1015	253	66	2881			
Percent	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.5%	1.0%	2.6%	13.8%	35.3%	35.2%	8.8%	2.3%				
AM Peak Vol.	1	0	0	1	1	1	1	5	8	32	59	60	18	8	162			
PM Peak Vol.	1	1	1	1	1	1	4	4	10	36	82	98	23	8	202			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th		95th	
																Total	Percent	Total	Percent
05/22/17	0	0	0	0	0	0	1	0	2	1	6	3	2	2	17	69	73		
01:00	0	0	0	0	0	0	0	0	0	1	1	5	2	1	10	71	73		
02:00	0	0	0	0	0	0	0	0	1	1	2	1	1	1	7	70	73		
03:00	0	0	0	0	0	0	0	0	1	0	2	3	2	1	9	72	73		
04:00	0	0	0	0	0	0	0	1	0	2	5	13	8	2	31	72	74		
05:00	0	0	0	0	0	0	0	0	3	8	11	17	9	3	51	70	73		
06:00	0	0	0	1	0	0	0	1	2	7	20	29	13	8	81	70	73		
07:00	1	0	0	0	0	0	0	1	3	8	40	50	18	4	125	69	73		
08:00	0	0	0	0	0	0	0	0	2	18	49	60	19	4	152	69	73		
09:00	0	0	0	0	0	0	0	1	2	16	55	66	16	1	157	69	72		
10:00	0	0	0	0	0	0	0	1	3	17	52	43	13	3	132	69	72		
11:00	0	0	1	1	0	0	1	2	4	23	52	55	13	3	155	69	72		
12 PM	0	0	0	0	0	0	0	2	5	14	64	48	18	3	154	69	72		
13:00	0	0	0	0	0	0	0	3	5	28	51	45	18	3	153	69	72		
14:00	1	0	0	0	0	0	1	1	1	28	53	59	11	0	155	68	71		
15:00	3	1	2	0	2	0	1	1	5	15	57	58	7	4	156	68	69		
16:00	0	0	0	0	1	1	0	0	5	21	68	49	12	0	157	68	71		
17:00	0	0	0	0	0	0	0	1	5	16	44	57	22	1	146	70	73		
18:00	0	0	0	1	0	0	0	0	3	5	30	60	19	4	122	70	73		
19:00	0	0	0	0	0	0	0	2	3	3	20	51	16	3	98	70	73		
20:00	0	0	0	0	0	0	1	0	5	7	23	22	4	2	64	68	71		
21:00	0	0	0	0	0	0	1	0	4	7	16	27	7	1	63	69	72		
22:00	0	0	0	0	0	0	0	0	1	8	18	18	6	3	54	69	72		
23:00	0	0	0	0	0	0	0	0	0	3	2	10	2	0	17	69	72		
Total	5	1	3	3	3	1	6	17	65	257	741	849	258	57	2266				
Percent	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	0.3%	0.8%	2.9%	11.3%	32.7%	37.5%	11.4%	2.5%					
AM Peak	07:00		11:00	06:00			00:00	11:00	11:00	11:00	09:00	09:00	08:00	06:00	09:00				
Vol.	1		1	1			1	2	4	23	55	66	19	8	157				
PM Peak	15:00	15:00	15:00	18:00	15:00	16:00	14:00	13:00	12:00	13:00	16:00	18:00	17:00	15:00	16:00				
Vol.	3	1	2	1	2	1	1	3	5	28	68	60	22	4	157				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/23/17	0	0	0	0	0	0	0	0	0	1	2	3	0	2	8	68	69	
01:00	0	0	0	0	0	0	0	0	0	3	5	1	1	0	10	67	72	
02:00	0	0	0	0	0	0	1	1	1	3	4	2	1	0	13	67	71	
03:00	0	0	0	0	0	0	0	1	0	2	8	4	3	0	18	70	73	
04:00	0	0	0	0	0	0	0	0	0	3	3	18	2	1	27	69	71	
05:00	0	0	0	0	0	0	0	1	1	3	14	16	5	3	43	69	73	
06:00	1	0	0	0	0	1	0	0	1	9	30	38	17	6	103	70	73	
07:00	1	0	0	1	0	0	2	1	4	12	46	46	16	3	132	69	72	
08:00	0	0	0	0	0	0	0	0	3	29	44	42	8	2	128	68	71	
09:00	0	0	0	0	0	0	0	1	4	12	49	56	18	2	142	69	73	
10:00	1	0	1	2	0	0	1	5	4	22	67	40	10	2	155	68	71	
11:00	1	0	0	0	0	1	0	2	5	24	71	40	9	0	153	68	70	
12 PM	1	0	0	1	0	0	0	0	5	27	61	47	7	3	152	68	69	
13:00	2	0	0	0	0	1	0	0	8	36	45	46	10	0	148	68	71	
14:00	2	0	0	0	2	0	0	1	9	33	55	50	7	5	164	68	69	
15:00	0	0	0	1	0	0	0	0	4	32	64	46	2	4	153	67	69	
16:00	1	0	0	0	1	1	6	7	9	39	40	39	7	1	151	68	69	
17:00	0	0	0	0	1	0	0	0	5	25	65	47	4	1	148	68	69	
18:00	0	0	0	0	0	2	2	2	8	18	46	37	8	2	123	68	71	
19:00	0	0	0	0	1	0	0	0	5	21	35	30	5	1	98	68	70	
20:00	0	0	0	0	1	0	0	1	7	18	24	18	1	0	70	67	69	
21:00	0	0	0	0	0	0	0	2	5	13	22	20	1	0	63	67	69	
22:00	0	0	0	0	0	0	0	0	1	4	11	16	2	4	38	69	70	
23:00	0	0	0	0	0	0	0	0	1	2	2	13	5	0	23	71	73	
Total	10	0	1	5	6	4	12	25	90	391	813	715	149	42	2263			
Percent	0.4%	0.0%	0.0%	0.2%	0.3%	0.2%	0.5%	1.1%	4.0%	17.3%	35.9%	31.6%	6.6%	1.9%				
AM Peak	06:00	10:00	10:00	10:00	07:00	06:00	07:00	10:00	11:00	08:00	11:00	09:00	09:00	06:00	10:00			
Vol.	1	1	2	2	2	1	2	5	5	29	71	56	18	6	155			
PM Peak	13:00	14:00	14:00	12:00	16:00	13:00	16:00	16:00	14:00	16:00	17:00	14:00	13:00	14:00	14:00			
Vol.	2	2	2	1	6	1	6	7	9	39	65	50	10	5	164			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th		95th	
																Percent	Percent	Percent	Percent
05/24/17	0	0	0	0	0	0	0	0	1	1	6	3	0	0	11	67	69		
01:00	0	0	0	0	0	0	0	0	1	1	3	6	0	0	11	68	69		
02:00	0	0	0	0	0	0	0	0	0	1	0	2	2	2	7	73	74		
03:00	0	0	0	0	0	0	0	0	1	1	3	7	2	0	14	69	73		
04:00	0	0	0	0	0	0	0	0	0	3	9	11	5	0	28	70	73		
05:00	0	0	0	0	0	0	0	1	2	2	14	27	5	4	55	69	72		
06:00	1	0	0	0	0	0	0	0	0	8	25	37	22	4	97	71	73		
07:00	3	0	0	1	0	0	0	1	2	24	45	50	16	3	145	69	72		
08:00	0	1	1	0	1	1	0	1	7	24	65	44	6	2	153	68	69		
09:00	3	0	0	0	0	0	0	0	9	33	64	41	8	0	159	68	70		
10:00	2	0	0	1	1	0	2	5	7	27	66	30	4	0	146	67	69		
11:00	0	1	0	0	0	0	4	4	10	39	85	30	3	0	176	66	69		
12 PM	1	0	0	0	1	1	0	1	14	46	58	23	3	0	148	65	69		
13:00	0	0	0	1	0	0	2	2	15	29	55	37	3	1	145	67	69		
14:00	2	0	0	0	1	0	3	2	11	22	55	45	3	3	147	67	69		
15:00	1	0	0	0	0	0	0	1	7	38	52	41	5	3	148	67	69		
16:00	0	0	0	0	0	0	0	0	5	21	58	43	8	1	136	68	70		
17:00	0	0	0	0	0	0	0	0	6	23	57	37	8	2	133	68	70		
18:00	0	1	0	0	0	0	0	1	2	23	55	41	4	3	131	68	69		
19:00	1	0	0	0	0	0	1	0	6	18	37	38	10	2	113	69	72		
20:00	0	0	0	0	0	0	1	1	7	23	32	24	5	1	95	68	70		
21:00	0	0	0	0	0	0	0	0	2	16	23	9	3	1	54	67	70		
22:00	0	0	0	0	0	0	0	1	2	9	10	8	3	0	33	68	72		
23:00	0	0	0	0	0	0	0	0	2	9	7	4	3	0	25	69	72		
Total	14	3	2	5	5	2	13	21	119	441	884	638	131	32	2310				
Percent	0.6%	0.1%	0.1%	0.2%	0.2%	0.1%	0.6%	0.9%	5.2%	19.1%	38.3%	27.6%	5.7%	1.4%					
AM Peak	07:00	08:00	08:00	07:00	08:00	08:00	11:00	10:00	11:00	11:00	11:00	07:00	06:00	05:00	11:00				
Vol.	3	1	1	1	1	1	4	5	10	39	85	50	22	4	176				
PM Peak	14:00	18:00		13:00	12:00	12:00	14:00	13:00	13:00	12:00	12:00	14:00	19:00	14:00	12:00				
Vol.	2	1		1	1	1	3	2	15	46	58	45	10	3	148				

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/25/17	0	0	0	0	0	0	0	0	2	1	7	3	1	1	15	68	71	71
01:00	0	0	0	0	0	0	0	1	0	3	2	3	1	0	10	69	72	72
02:00	0	0	0	0	0	0	0	0	1	1	9	0	2	0	13	70	73	73
03:00	1	0	0	0	0	0	0	0	1	0	9	6	1	0	18	68	70	70
04:00	0	0	0	0	0	0	0	0	0	4	11	11	3	0	29	69	72	72
05:00	1	0	0	0	0	0	0	1	0	15	15	24	3	1	60	68	70	70
06:00	0	0	0	0	0	0	0	0	3	10	50	36	9	1	109	69	72	72
07:00	2	0	0	0	1	0	1	2	5	28	62	33	6	1	141	67	69	69
08:00	2	0	0	0	1	0	0	0	4	22	64	50	6	2	151	68	69	69
09:00	0	0	0	0	0	0	0	2	5	20	64	46	11	1	149	68	71	71
10:00	0	0	0	0	0	1	0	0	5	28	60	39	5	0	138	67	69	69
11:00	2	0	0	0	0	0	1	0	7	34	69	46	10	2	171	68	70	70
12 PM	3	0	0	1	0	0	0	2	5	39	57	43	5	3	159	67	69	69
13:00	1	0	0	0	0	0	0	0	6	40	59	59	2	1	168	68	69	69
14:00	1	1	0	0	0	0	0	2	4	28	73	49	7	2	168	68	69	69
15:00	1	0	0	0	2	0	1	2	12	32	74	53	11	1	190	68	70	70
16:00	0	0	0	0	0	0	0	0	1	26	83	57	8	2	177	68	69	69
17:00	1	0	0	0	1	0	0	0	4	32	75	63	6	2	184	68	69	69
18:00	0	0	0	0	0	0	0	1	7	20	57	53	11	4	153	68	71	71
19:00	0	0	0	0	0	0	1	0	4	17	53	40	6	5	126	68	69	69
20:00	0	0	0	0	0	0	0	0	3	24	41	27	0	0	96	67	69	69
21:00	0	0	0	0	0	1	0	3	9	25	47	18	7	2	113	67	71	71
22:00	0	0	0	0	0	0	0	0	3	8	28	22	1	1	64	68	69	69
23:00	0	0	0	0	0	0	0	1	1	10	20	8	4	0	44	68	72	72
Total	15	1	1	5	6	2	4	17	92	467	1089	789	126	32	2646			
Percent	0.6%	0.0%	0.0%	0.2%	0.2%	0.1%	0.2%	0.6%	3.5%	17.6%	41.2%	29.8%	4.8%	1.2%				
AM Peak	07:00				07:00	10:00	07:00	07:00	11:00	11:00	11:00	08:00	09:00	08:00	11:00			
Vol.	2				1	1	1	2	7	34	69	50	11	2	171			
PM Peak	12:00	14:00	12:00	12:00	15:00	21:00	15:00	21:00	15:00	13:00	16:00	17:00	15:00	19:00	15:00			
Vol.	3	1	1	1	2	1	1	3	12	40	83	63	11	5	190			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/27/17	0	0	0	0	0	0	1	4	11	24	16	14	1	0	71	66	69	
01:00	0	0	0	0	0	0	0	0	7	5	8	8	2	0	30	68	71	
02:00	0	0	0	0	0	0	0	2	4	3	2	8	1	0	20	68	70	
03:00	1	0	0	0	0	0	0	1	3	7	3	4	1	0	20	67	70	
04:00	0	0	0	0	0	0	0	1	1	0	4	3	0	0	9	67	69	
05:00	0	0	0	0	0	0	0	0	2	4	8	5	1	0	20	68	70	
06:00	0	0	0	0	0	0	0	2	2	10	18	14	4	2	52	68	71	
07:00	0	0	0	0	0	0	0	1	6	10	32	25	7	4	85	68	72	
08:00	0	0	0	1	0	0	0	3	3	36	58	33	6	2	142	67	69	
09:00	0	0	0	1	0	0	0	3	10	31	75	28	2	2	152	66	69	
10:00	0	0	0	0	0	0	0	2	18	52	76	42	8	0	198	67	69	
11:00	0	0	1	0	0	0	2	2	22	69	86	29	5	2	218	65	69	
12 PM	1	0	1	0	0	0	1	2	22	60	82	32	7	1	209	66	69	
13:00	1	0	1	0	0	0	0	3	25	75	65	33	5	0	208	66	69	
14:00	1	0	0	0	1	0	1	2	10	57	95	31	4	2	204	65	69	
15:00	0	0	0	0	0	0	0	5	13	54	85	28	9	0	194	66	69	
16:00	2	0	0	0	0	0	0	2	12	51	83	26	8	1	185	66	69	
17:00	2	0	0	1	0	1	1	5	11	52	58	36	2	0	169	66	69	
18:00	1	0	0	1	0	1	1	1	8	34	82	34	7	3	173	67	69	
19:00	0	0	0	0	0	0	0	2	8	59	63	28	3	5	168	66	69	
20:00	0	0	0	0	0	0	0	1	8	35	52	19	1	0	116	65	68	
21:00	1	0	0	0	0	0	1	0	19	27	32	19	3	0	102	66	69	
22:00	0	0	0	0	0	1	0	0	9	18	30	10	0	0	68	64	68	
23:00	0	0	0	0	0	0	0	1	6	16	19	11	2	1	56	67	69	
Total	10	0	3	4	1	3	8	45	240	789	1132	520	89	25	2869			
Percent	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.3%	1.6%	8.4%	27.5%	39.5%	18.1%	3.1%	0.9%				
AM Peak	03:00		11:00	08:00		11:00	11:00	00:00	11:00	11:00	11:00	10:00	10:00	07:00	11:00			
Vol.	1		1	1		2	4	4	22	69	86	42	8	4	218			
PM Peak	16:00		12:00	17:00	14:00	17:00	12:00	15:00	13:00	13:00	14:00	17:00	15:00	19:00	12:00			
Vol.	2		1	1	1	1	1	5	25	75	95	36	9	5	209			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	20	21	25	26	30	31	35	40	41	46		51	55	56	60	61	66		71	75	76	76		85th Percent	95th Percent	
												44	45						66	67				99	99			Total
05/28/17	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	10	10	11	11	11	1	1	1	1	1	37	68	69
01:00	0	0	0	0	0	0	0	0	0	0	0	0	2	4	8	8	8	4	8	4	3	3	0	0	29	68	72	
02:00	0	0	0	0	0	0	0	0	0	0	0	3	2	2	5	2	2	1	5	1	0	0	0	0	13	64	66	
03:00	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	3	3	2	3	2	0	0	0	0	11	65	68	
04:00	0	0	0	1	0	0	0	0	0	1	1	0	2	2	3	3	1	1	1	1	1	1	0	0	11	66	72	
05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	4	3	4	0	0	0	10	68	69		
06:00	0	0	0	0	0	0	0	0	0	0	1	0	0	3	9	9	7	6	7	7	0	0	0	26	67	69		
07:00	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	14	14	29	13	13	6	6	1	67	68	72		
08:00	0	0	0	0	0	0	0	0	0	0	0	2	3	3	21	21	34	39	39	5	5	1	105	68	69	71		
09:00	0	0	0	0	0	0	0	1	0	0	1	0	2	2	18	18	37	40	40	7	7	2	108	68	68	69		
10:00	0	0	0	1	0	0	0	0	0	0	1	0	0	8	35	35	64	44	44	8	8	3	164	68	69	69		
11:00	0	0	0	0	0	0	0	1	0	0	0	2	10	10	44	44	92	34	34	3	3	0	186	66	69	69		
12 PM	0	0	0	0	0	0	0	0	0	0	1	4	21	21	49	49	76	17	17	2	2	2	172	64	68	68		
13:00	3	0	0	0	0	1	0	0	0	0	0	4	17	17	66	66	47	20	20	3	3	0	161	64	68	68		
14:00	1	0	0	0	0	0	0	0	0	0	0	4	4	18	18	51	75	35	35	2	2	1	187	66	68	68		
15:00	2	0	0	0	0	0	0	0	0	0	3	3	23	23	58	58	75	11	11	2	2	2	179	64	66	66		
16:00	0	0	1	0	0	0	0	0	0	1	0	1	18	18	52	52	67	19	19	2	2	0	161	64	68	68		
17:00	0	0	0	0	0	0	0	1	0	0	0	1	7	7	46	46	69	33	33	3	3	2	162	66	69	69		
18:00	1	0	0	0	1	0	0	0	0	0	0	4	7	7	38	38	64	23	23	4	4	1	143	66	69	69		
19:00	0	0	0	0	0	0	0	0	0	1	0	1	7	7	19	19	52	31	31	9	9	3	123	68	71	71		
20:00	0	0	0	0	0	0	0	1	0	0	0	1	11	11	30	30	30	21	21	4	4	1	99	67	69	69		
21:00	0	0	0	0	0	0	0	0	0	0	0	4	21	21	23	23	36	11	11	0	0	0	95	64	67	67		
22:00	0	1	0	0	0	0	0	0	0	0	0	2	7	7	15	15	21	12	12	3	3	2	63	67	69	69		
23:00	0	0	0	0	0	0	0	0	0	0	0	2	9	9	13	13	6	6	6	1	1	0	35	66	69	69		
Total	7	2	2	3	3	1	1	4	4	2	10	42	207	207	628	628	911	439	439	69	69	22	2347					
Percent	0.3%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.2%	0.2%	0.1%	0.4%	1.8%	8.8%	8.8%	26.8%	26.8%	38.8%	18.7%	18.7%	2.9%	2.9%	0.9%						
AM Peak				04:00				09:00			03:00	02:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	11:00	11:00				
Vol.				1				1			2	3	10	10	44	44	92	44	44	8	8	3	186					
PM Peak	13:00	16:00	16:00	18:00	18:00	13:00	13:00	17:00	17:00	16:00	15:00	12:00	12:00	15:00	15:00	13:00	13:00	14:00	14:00	19:00	19:00	19:00	14:00	14:00				
Vol.	3	1	1	1	1	1	1	1	1	4	4	4	23	23	66	66	76	35	35	9	9	3	187					

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/29/17	0	0	0	0	0	0	0	0	2	4	8	4	1	1	20	67	70	70
01:00	0	0	0	0	0	0	0	1	2	5	5	6	1	0	20	68	70	70
02:00	0	0	0	0	0	0	0	2	1	2	5	4	2	0	16	69	72	72
03:00	0	0	0	0	0	0	0	0	1	1	3	0	0	2	7	63	64	64
04:00	0	0	0	0	0	0	0	0	1	1	3	2	3	0	10	72	74	74
05:00	0	0	0	0	0	0	0	0	1	6	7	5	4	1	24	70	73	73
06:00	0	0	0	0	0	0	0	0	2	3	33	27	5	1	71	68	71	71
07:00	0	0	0	0	0	0	0	0	2	14	30	22	5	3	76	68	71	71
08:00	0	0	0	0	0	0	1	2	1	18	49	29	5	1	106	68	69	69
09:00	1	0	0	0	0	1	0	1	9	40	59	26	5	2	144	66	69	69
10:00	1	0	0	0	1	0	0	6	20	48	61	21	2	1	161	64	68	68
11:00	0	0	2	0	1	0	1	7	17	63	59	17	0	2	169	64	67	67
12 PM	0	0	0	0	0	0	0	0	11	33	75	45	4	2	170	67	69	69
13:00	4	0	0	0	0	0	0	2	5	50	69	32	9	2	173	67	70	70
14:00	2	0	0	0	0	0	2	1	7	46	90	30	7	2	187	66	69	69
15:00	2	1	0	0	0	0	1	3	10	49	62	41	5	1	175	67	69	69
16:00	2	0	0	1	0	1	1	2	8	31	62	41	9	2	160	68	70	70
17:00	2	0	0	1	1	1	0	0	4	26	60	43	9	1	148	68	70	70
18:00	0	1	0	0	1	0	1	3	2	28	50	30	7	1	124	68	70	70
19:00	2	0	0	0	0	1	1	2	6	16	36	23	3	2	92	67	69	69
20:00	1	0	0	0	0	0	0	1	8	20	22	19	0	0	71	67	69	69
21:00	0	0	0	0	0	0	0	0	3	20	20	12	1	0	57	66	69	69
22:00	0	0	0	0	0	0	1	0	5	9	16	7	2	0	40	67	70	70
23:00	0	0	0	0	0	0	0	0	2	3	8	10	1	0	24	68	69	69
Total	17	2	2	2	4	4	10	33	130	536	892	496	90	27	2245			
Percent	0.8%	0.1%	0.1%	0.1%	0.2%	0.2%	0.4%	1.5%	5.8%	23.9%	39.7%	22.1%	4.0%	1.2%				
AM Peak	09:00		11:00		10:00	09:00	08:00	11:00	10:00	11:00	10:00	08:00	06:00	07:00	11:00			
Vol.	1		2		1	1	1	7	20	63	61	29	5	3	169			
PM Peak	13:00	15:00		16:00	17:00	16:00	14:00	15:00	12:00	13:00	14:00	12:00	13:00	12:00	14:00			
Vol.	4	1		1	1	1	2	3	11	50	90	45	9	2	187			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/30/17	0	1	0	0	0	1	0	0	1	2	5	5	1	0	16	68	70	70
01:00	0	0	0	0	0	0	0	0	1	2	4	1	2	0	10	71	73	73
02:00	0	0	0	0	0	0	0	0	0	1	3	4	2	0	10	71	73	73
03:00	0	0	0	0	0	0	2	0	3	0	2	4	2	0	13	70	73	73
04:00	0	0	0	0	0	0	0	0	0	5	9	11	5	1	31	70	73	73
05:00	0	0	0	0	0	0	0	1	0	4	18	21	6	1	51	69	72	72
06:00	1	0	0	0	0	0	0	0	3	10	37	35	6	1	93	68	71	71
07:00	1	0	0	0	0	0	0	0	5	31	49	40	6	2	134	68	69	69
08:00	3	0	0	0	1	0	0	0	3	21	74	45	8	5	160	68	70	70
09:00	1	0	0	0	0	1	3	2	6	31	72	32	10	2	160	67	71	71
10:00	2	0	0	0	0	2	0	0	7	48	71	44	6	1	181	67	69	69
11:00	3	0	0	0	1	1	0	2	15	39	63	22	4	0	150	65	69	69
12 PM	0	0	0	1	0	0	1	1	12	27	65	30	7	2	146	67	69	69
13:00	5	0	0	1	0	0	0	1	14	45	65	30	4	3	168	66	69	69
14:00	6	1	1	0	1	0	0	5	6	31	69	40	6	4	170	67	69	69
15:00	3	0	0	0	1	0	2	1	10	41	63	22	2	2	147	65	68	68
16:00	5	0	0	0	0	1	0	1	7	36	74	35	4	2	165	67	69	69
17:00	1	0	0	0	0	1	0	2	8	31	72	39	3	1	158	67	69	69
18:00	0	0	0	0	1	0	0	1	4	24	70	28	7	0	135	67	70	70
19:00	0	0	1	1	0	0	0	0	8	22	45	28	0	1	106	67	69	69
20:00	0	0	0	0	0	0	0	1	8	18	34	11	0	1	73	65	68	68
21:00	0	0	0	0	0	0	0	4	2	24	24	6	0	0	60	64	67	67
22:00	0	0	0	0	0	0	0	0	7	13	15	10	2	1	48	67	69	69
23:00	0	0	0	0	0	0	0	2	1	4	8	3	1	0	19	66	70	70
Total	31	2	2	3	5	7	8	24	131	510	1011	546	94	30	2404			
Percent	1.3%	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	1.0%	5.4%	21.2%	42.1%	22.7%	3.9%	1.2%				
AM Peak	08:00	00:00			08:00	10:00	09:00	09:00	11:00	10:00	08:00	08:00	09:00	08:00	10:00			
Vol.	3	1			1	2	3	2	15	48	74	45	10	5	181			
PM Peak	14:00	14:00	14:00	12:00	14:00	16:00	15:00	14:00	13:00	13:00	16:00	14:00	12:00	14:00	14:00			
Vol.	6	1	1	1	1	1	2	5	14	45	74	40	7	4	170			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th		95th	
																Total	Percent	Total	Percent
05/31/17	0	0	0	0	0	0	0	0	0	5	4	4	1	0	0	14	68	71	71
01:00	0	0	0	0	0	0	1	0	0	1	3	2	0	0	0	7	67	69	69
02:00	0	0	0	0	0	0	0	1	1	0	5	4	0	0	0	11	67	69	69
03:00	0	0	0	0	0	0	0	1	1	2	6	7	1	0	0	18	68	70	70
04:00	0	0	0	0	0	0	0	0	2	6	13	13	1	1	1	36	68	69	69
05:00	0	0	0	0	0	0	0	2	0	12	25	15	4	0	0	58	68	71	71
06:00	0	0	0	0	0	0	1	2	3	14	56	37	3	2	2	118	68	69	69
07:00	0	0	0	1	0	0	1	0	4	32	50	26	3	3	3	120	67	69	69
08:00	0	0	0	0	0	0	0	0	6	45	80	30	6	0	0	167	66	69	69
09:00	0	0	0	0	0	0	0	1	8	34	67	40	3	2	2	155	67	69	69
10:00	2	0	0	1	0	0	0	2	8	32	67	36	5	1	1	154	67	69	69
11:00	1	0	0	0	0	0	0	1	6	42	72	31	7	2	2	162	67	69	69
12 PM	0	0	1	1	0	0	2	1	9	42	86	25	4	1	1	172	65	69	69
13:00	2	0	0	0	1	0	0	1	13	29	60	39	2	3	3	150	67	69	69
14:00	2	0	0	0	2	0	2	4	12	42	69	16	2	1	1	153	64	68	68
15:00	4	0	0	0	1	3	3	4	17	32	65	40	6	1	1	176	67	69	69
16:00	3	0	0	0	0	0	0	2	8	34	69	30	4	1	1	151	66	69	69
17:00	1	0	0	0	0	0	0	0	5	30	84	34	4	0	0	158	67	69	69
18:00	0	0	0	0	0	0	0	1	7	17	67	36	8	2	2	138	68	70	70
19:00	0	0	0	0	0	0	1	2	4	20	43	23	5	2	2	100	67	70	70
20:00	0	0	0	0	0	0	0	2	4	24	35	15	2	0	0	82	66	69	69
21:00	1	0	0	0	0	0	1	3	6	13	20	17	2	2	2	65	67	69	69
22:00	0	0	0	0	0	0	0	1	7	10	16	14	0	0	0	48	67	69	69
23:00	0	0	0	0	0	0	0	1	4	14	8	5	2	0	0	34	66	70	70
Total	16	0	1	5	3	3	12	32	135	532	1070	539	75	24	24	2447			
Percent	0.7%	0.0%	0.0%	0.2%	0.1%	0.1%	0.5%	1.3%	5.5%	21.7%	43.7%	22.0%	3.1%	1.0%	1.0%				
AM Peak	10:00			07:00			01:00	05:00	09:00	08:00	08:00	09:00	11:00	07:00	08:00				
Vol.	2			1			1	2	8	45	80	40	7	3	3	167			
PM Peak	15:00		12:00	14:00	13:00	15:00	15:00	14:00	15:00	12:00	12:00	15:00	18:00	13:00	15:00				
Vol.	4		1	2	1	3	3	4	17	42	86	40	8	3	3	176			
Total	145	12	24	53	46	43	124	398	1728	6796	13119	9648	2137	550	550	34823			
Percent	0.4%	0.0%	0.1%	0.2%	0.1%	0.1%	0.4%	1.1%	5.0%	19.5%	37.7%	27.7%	6.1%	1.6%	1.6%				

Stats	10 MPH Pace Speed	61-70 MPH
Number in Pace	22767	
Percent in Pace	65.4%	
Number of Vehicles > 55 MPH	32250	
Percent of Vehicles > 55 MPH	92.6%	
Mean Speed(Average)	63 MPH	
15th Percentile	56 MPH	
50th Percentile	62 MPH	
85th Percentile	68 MPH	
95th Percentile	70 MPH	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
05/18/17	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	6	2	2	0	0	0	0	11	65	68
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	1	1	0	0	0	0	4	67	69
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	3	3	1	1	0	0	7	69	73	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	5	5	8	1	1	0	0	9	69	72	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	12	19	19	9	9	0	0	0	0	18	68	70	
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	15	22	22	27	27	3	3	0	0	46	67	71		
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	45	45	46	46	46	46	7	7	1	1	120	68	70		
	08:00	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	5	23	23	23	23	30	30	3	3	0	0	115	67	69		
	09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	46	46	50	50	25	25	3	3	0	0	138	66	69		
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	47	47	63	63	40	40	4	4	1	1	168	67	69		
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	48	48	69	69	24	24	0	0	0	0	160	66	69		
	12 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14	46	46	52	52	26	26	2	2	0	0	147	66	68		
	13:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	14	37	37	61	61	31	31	3	3	2	2	151	66	69			
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	18	28	52	52	88	88	29	29	3	3	0	0	176	65	69			
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	52	52	89	89	28	28	1	1	1	1	186	65	69			
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	42	42	92	92	41	41	4	4	1	1	196	67	69			
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	54	54	80	80	41	41	4	4	2	2	186	67	69			
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	37	58	58	14	14	14	14	5	5	2	2	134	64	69			
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	27	43	43	17	17	17	17	3	3	0	0	101	66	69			
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	31	37	37	23	23	23	23	3	3	1	1	102	67	69			
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	32	34	34	15	15	15	15	4	4	1	1	100	66	69			
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	17	17	10	10	10	10	2	2	0	0	42	67	69			
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	9	9	13	13	9	9	0	0	0	0	30	67	69			
	Total	4	2	2	2	2	2	2	5	5	0	2	2	6	6	27	166	640	977	500	79	16	2426										
	Percent	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.1%	0.1%	0.2%	0.2%	0.2%	1.1%	6.8%	26.4%	40.3%	20.6%	3.3%	0.7%											
	AM Peak	09:00	10:00	14:00	14:00	14:00	14:00	14:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	07:00	07:00	06:00	10:00											
	Vol.	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	12	48	69	46	7	3	168										
	PM Peak	12:00	12:00	14:00	14:00	14:00	14:00	14:00	13:00	13:00	13:00	13:00	14:00	14:00	14:00	18:00	18:00	17:00	16:00	16:00	13:00	16:00											
	Vol.	1	1	1	1	1	1	1	1	1	1	1	2	2	6	18	54	92	41	8	2	196											

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
 Site Code: 851
 Date Start: 18-May-17

SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
05/19/17	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	7	4	4	1	0	18	67	70			
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	1	0	0	10	69	72				
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	0	0	9	64	67				
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	9	0	0	7	69	73					
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	21	10	10	0	1	47	68	69					
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	30	21	21	2	0	73	67	69					
	07:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	15	45	28	28	5	0	102	68	69					
	08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	25	49	19	19	1	0	0	108	66	68					
	09:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	17	42	72	17	17	2	0	0	153	64	68					
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	11	45	54	43	43	10	2	2	169	68	70					
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	14	37	69	30	30	4	2	2	2	159	66	69					
	12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	13	54	76	36	36	7	0	0	187	67	69					
	13:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	14	14	14	52	28	28	4	0	0	0	168	66	69					
	14:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	2	12	60	84	32	32	2	2	2	196	65	68					
	15:00	1	3	0	0	0	0	0	0	0	0	0	0	1	3	3	21	78	76	24	24	2	0	0	0	209	64	68					
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	14	65	91	27	27	4	1	1	205	65	68					
	17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	13	53	62	39	39	7	1	1	181	67	69					
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	39	59	27	27	4	1	1	139	66	69					
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	41	54	25	25	3	1	1	134	66	69					
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	1	1	16	16	16	59	42	17	17	3	0	0	141	64	68					
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	16	37	28	13	13	1	0	0	99	64	68					
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	13	30	14	14	1	2	2	66	66	69					
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8	19	34	8	8	2	1	1	73	64	69					
	Total	6	8	0	4	0	0	0	4	0	0	0	0	5	5	34	34	213	767	1071	477	477	75	14	14	2674							
Percent	0.2%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.9%	1.3%	1.3%	8.0%	28.7%	40.1%	17.8%	17.8%	2.8%	0.5%	0.5%	10:00	10:00							
AM Peak Vol.	08:00	1	1		1				1				1	1	4	4	17	45	72	43	43	10	2	2	169								
PM Peak Vol.	13:00	1	3		1				1				1	1	4	4	21	78	91	39	39	7	2	2	209								

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
	05/21/17	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	0	0	0	0
	01:00	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	0	0	0	0
	02:00	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	0	0	0	0
	03:00	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	0	0	0	0
	04:00	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	0	0	0	0
	05:00	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	0	0	0	0
	06:00	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	0	0	0	0
	07:00	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	0	0	0	0
	08:00	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	0	0	0	0
	09:00	1	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	0	0	0
	10:00	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	0	0	0	0
	11:00	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	0	0	0	0
	12 PM	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	0	0	0	0
	13:00	1	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	0	0	0
	14:00	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	0	0	0	0
	15:00	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	0	0	0	0
	16:00	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	0	0	0	0
	17:00	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	0	0	0	0
	18:00	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	0	0	0	0
	19:00	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	0	0	0	0
	20:00	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	0	0	0	0
	21:00	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	0	0	0	0
	22:00	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	0	0	0	0
	23:00	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	0	0	0	0
	Total	5	7	0	0	0	0	0	3	2	2	5	10	32	189	665	1061	684	125	41	2829												
	Percent	0.2%	0.2%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.4%	0.2%	0.2%	0.4%	1.1%	6.7%	23.5%	37.5%	24.2%	4.4%	1.4%													
	AM Peak	09:00	08:00			11:00	11:00	05:00	10:00	10:00	10:00	05:00	10:00	10:00	11:00	11:00	10:00	09:00	11:00														
	Vol.	1	2			2	1	1	2	14	14	1	2	104	104	74	16	4	265														
	PM Peak	13:00	15:00			18:00	13:00	13:00	13:00	12:00	14:00	14:00	15:00	15:00	12:00	16:00	16:00	12:00	12:00														
	Vol.	1	2			1	1	2	9	18	18	5	9	91	58	12	6	6	227														

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
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US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent
		20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	Percent	Percent
05/22/17	01:00	0	0	0	0	0	0	0	0	6	8	4	0	0	0	18	66	68
	02:00	0	0	0	0	0	0	0	0	1	1	1	0	0	1	5	67	69
	03:00	0	0	0	0	0	0	0	0	1	3	2	0	0	5	71	73	
	04:00	0	0	0	0	0	0	0	0	1	3	4	0	0	10	68	69	
	05:00	0	0	0	0	0	0	0	0	0	1	1	0	0	11	64	67	
	06:00	2	0	0	0	0	0	1	3	7	19	11	3	1	45	68	71	
	07:00	0	0	0	0	0	0	1	3	17	41	25	5	0	94	68	70	
	08:00	2	0	0	0	0	0	0	9	21	63	26	9	1	130	68	71	
	09:00	0	0	0	0	0	0	0	9	30	55	20	1	0	118	65	68	
	10:00	0	0	0	0	0	0	1	4	39	68	27	4	1	144	66	69	
	11:00	0	0	0	0	0	0	2	11	40	86	27	4	0	170	66	69	
	12 PM	1	1	0	0	0	0	3	25	57	66	24	3	0	178	65	68	
	13:00	0	1	0	0	0	0	3	13	62	76	16	2	3	178	64	67	
	14:00	0	1	0	0	0	0	3	22	73	48	13	1	1	163	63	67	
	15:00	1	0	1	0	0	1	2	12	54	72	24	7	0	174	66	69	
	16:00	0	0	1	0	0	0	3	28	71	72	19	7	0	202	64	69	
	17:00	1	1	0	1	0	0	5	15	79	83	14	1	1	201	64	66	
	18:00	0	0	0	0	0	0	2	15	69	72	25	3	0	189	64	68	
	19:00	0	0	0	0	0	0	1	11	46	64	20	1	1	145	64	68	
	20:00	0	0	0	0	1	0	0	11	26	43	15	4	0	100	66	69	
	21:00	0	0	0	0	0	0	2	14	33	29	17	0	1	96	65	68	
	22:00	0	0	0	0	0	0	0	7	20	25	11	0	0	63	65	68	
	23:00	0	0	0	0	0	0	0	6	9	11	9	0	0	35	67	69	
	Total	7	4	2	4	1	1	30	222	767	1023	356	56	12	2490			
	Percent	0.3%	0.2%	0.1%	0.2%	0.0%	0.0%	1.2%	8.9%	30.8%	41.1%	14.3%	2.2%	0.5%				
AM Peak	06:00				08:00			09:00	11:00	11:00	10:00	09:00	07:00	01:00	11:00			
Vol.	2				1			1	3	25	86	27	9	1	178			
PM Peak	12:00	1	1	1	1	1	1	13:00	16:00	15:00	16:00	17:00	14:00	12:00	15:00			
Vol.	1	1	1	1	1	1	1	5	28	79	83	25	7	3	202			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/24/17	0	0	0	0	0	0	0	0	0	2	3	1	1	0	7	69	73
	01:00	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	63	64
	02:00	0	0	0	0	0	0	0	0	1	0	2	2	1	0	6	70	73
	03:00	0	0	0	0	0	0	0	0	0	0	4	1	1	0	6	70	73
	04:00	0	0	0	0	0	0	0	1	0	3	5	5	5	1	20	72	74
	05:00	0	0	0	0	0	0	0	0	2	15	12	13	2	2	46	68	69
	06:00	0	0	0	0	0	0	0	0	1	11	24	30	9	3	78	69	72
	07:00	0	0	0	0	0	0	0	0	2	8	48	50	18	4	130	69	73
	08:00	0	1	0	1	0	0	0	0	5	22	46	46	5	3	129	68	69
	09:00	0	0	0	1	0	0	0	1	8	23	73	24	9	0	139	67	71
	10:00	0	0	1	0	0	0	3	3	18	24	56	31	4	1	141	67	69
	11:00	0	0	0	1	2	0	1	2	15	54	57	39	4	0	175	67	69
	12 PM	0	0	0	0	0	0	0	3	15	54	72	27	5	0	176	66	69
	13:00	0	0	0	1	0	1	2	4	12	46	72	30	5	0	173	66	69
	14:00	0	0	0	1	0	0	3	3	13	40	75	34	9	2	180	67	70
	15:00	0	1	0	0	0	0	3	3	7	48	69	54	8	2	192	68	69
	16:00	0	0	1	0	0	0	1	1	10	37	80	52	10	4	195	68	70
	17:00	0	0	0	0	0	0	0	0	9	49	70	47	3	2	180	67	69
	18:00	0	0	0	0	0	0	0	0	6	27	42	44	11	3	133	69	72
	19:00	0	0	0	0	0	0	0	4	8	24	46	27	4	4	117	67	69
	20:00	0	0	1	0	0	0	0	2	15	28	40	23	1	1	111	66	69
	21:00	0	0	0	0	0	0	0	4	8	8	30	18	8	2	78	69	72
	22:00	0	0	0	0	0	0	0	0	2	10	9	9	7	0	37	71	73
	23:00	0	0	0	0	0	0	0	0	1	5	11	8	1	1	27	68	69
	Total	0	2	3	5	2	1	9	31	158	541	948	615	131	35	2481		
	Percent	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.4%	1.2%	6.4%	21.8%	38.2%	24.8%	5.3%	1.4%			
AM Peak	08:00	1	1	1	1	2	1	3	3	18	54	73	50	18	4	175		
PM Peak	15:00	1	1	1	1	2	1	3	4	15	54	80	54	11	4	195		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	85th Percent	95th Percent	
	05/25/17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	2	3	6	6	7	8	9	10	16	71	73
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	1	4	0	1	0	0	71	73
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	1	1	0	0	8	69	72
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	2	2	0	1	0	4	67	69
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	6	6	3	3	0	1	0	7	69	73
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7	7	23	16	3	0	0	3	17	70	73	
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	7	29	27	16	0	1	52	68	71	73	
	07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	4	4	6	6	43	49	28	0	10	6	123	69	72	
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9	9	25	25	43	28	5	2	2	114	67	69	69	
	09:00	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	6	6	34	34	58	36	6	1	1	145	67	69	69	
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	39	39	66	31	5	1	1	163	66	69	69	
	11:00	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	17	17	65	65	59	24	7	1	1	176	65	69	69	
	12 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	1	1	17	17	55	55	86	20	2	0	0	183	64	68	68	
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	22	22	51	51	65	25	1	3	1	170	65	68	68	
	14:00	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	27	27	57	57	66	14	1	1	1	169	64	67	67	
	15:00	0	0	0	0	1	1	0	0	0	1	1	6	0	2	2	21	21	82	82	79	21	4	2	2	219	64	68	68	
	16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	32	32	69	69	71	23	0	0	0	198	64	67	67	
	17:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	18	18	58	58	66	27	3	1	1	176	65	68	68	
	18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	20	20	44	44	67	23	1	1	1	159	65	68	68	
	19:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	12	12	35	35	59	22	3	2	2	137	66	69	69	
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	16	16	45	45	54	23	1	0	0	144	65	68	68	
	21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	16	16	31	31	34	13	2	0	0	98	65	68	68	
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	14	14	22	15	2	2	5	64	68	71	71	
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	8	8	14	9	0	0	0	39	67	70	70	
	Total	1	0	0	2	2	6	2	2	2	2	7	7	7	34	34	273	273	744	744	1020	459	83	24	2657	83	24	2657	83	24
	Percent	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.3%	0.3%	0.0%	1.3%	1.3%	10.3%	10.3%	28.0%	28.0%	38.4%	17.3%	3.1%	0.9%	11:00	07:00	11:00	11:00	11:00	
	AM Peak	09:00	07:00	15:00	12:00	12:00	09:00	09:00	12:00	12:00	12:00	14:00	14:00	14:00	08:00	08:00	10:00	10:00	11:00	11:00	10:00	07:00	07:00	07:00	07:00	11:00	11:00	11:00	11:00	11:00
	Vol.	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	21	21	65	65	66	49	13	6	176	13	6	176	13	6
	PM Peak	15:00	15:00	15:00	12:00	12:00	15:00	15:00	15:00	15:00	15:00	14:00	14:00	14:00	15:00	15:00	16:00	16:00	17:00	17:00	12:00	17:00	17:00	17:00	13:00	13:00	15:00	15:00	15:00	
	Vol.	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6	32	32	82	82	86	27	27	5	3	3	219	5	3	219

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
	05/26/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9	9	17	17	10	10	1	1	1	1	39	67	69
	01:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	3	3	4	4	6	6	1	1	1	24	67	69	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	2	2	0	0	1	10	66	68	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	5	5	0	0	0	10	68	69	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	4	9	9	6	6	2	2	0	22	68	72	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	13	13	9	9	0	0	0	34	68	70	
	06:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	10	10	30	30	26	26	1	1	75	69	71		
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	21	21	42	42	52	52	0	0	126	68	69		
	08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	5	5	28	28	43	43	25	25	0	0	107	67	69		
	09:00	1	0	0	0	0	0	0	0	0	0	0	1	1	4	4	20	20	48	48	49	49	23	23	4	4	0	150	65	69	
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	63	63	63	63	24	24	1	2	170	64	68		
	11:00	0	1	0	1	1	1	1	0	0	0	0	2	2	5	5	29	29	52	52	52	52	22	22	4	4	0	169	65	68	
	12 PM	1	0	0	0	0	2	0	0	0	0	0	1	1	6	6	31	31	83	83	72	72	15	15	2	2	207	63	67		
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	26	26	91	91	72	72	23	23	5	2	227	64	68		
	14:00	1	0	0	0	0	0	0	0	0	0	0	1	1	3	3	24	24	92	92	68	68	16	16	1	1	206	63	67		
	15:00	0	0	0	0	0	0	0	0	0	0	0	1	1	13	13	42	42	84	84	60	60	11	11	2	1	214	63	66		
	16:00	0	1	0	0	0	1	1	0	0	1	1	1	1	5	5	34	34	86	86	64	64	18	18	2	3	216	64	67		
	17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	6	6	24	24	71	71	54	54	17	17	1	0	174	64	67		
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	29	29	62	62	53	53	14	14	2	2	167	64	67		
	19:00	0	0	0	0	0	1	1	0	0	1	1	2	2	6	6	29	29	64	64	50	50	13	13	1	0	167	63	67		
	20:00	0	0	0	0	0	0	0	0	0	1	1	0	0	5	5	43	43	55	55	27	27	8	8	5	1	145	63	68		
	21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	44	44	51	51	24	24	7	7	4	2	138	63	68		
	22:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	21	21	37	37	30	30	10	10	3	1	104	64	68		
	23:00	0	0	0	0	0	0	0	0	0	2	2	1	1	6	6	10	10	22	22	23	23	14	14	1	0	79	66	68		
	Total	4	2	0	2	2	5	5	1	1	5	14	14	14	84	84	435	435	1052	1052	925	925	376	376	56	19	2980				
	Percent	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.2%	0.5%	0.5%	0.5%	2.8%	2.8%	14.6%	14.6%	35.3%	35.3%	31.0%	31.0%	12.6%	12.6%	1.9%	0.6%					
	AM Peak	09:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	07:00	07:00	06:00	06:00	10:00	10:00	10:00	10:00	
	Vol.	1	1	1	1	1	1	1	2	2	5	5	2	2	5	5	29	29	63	63	63	63	52	52	6	6	2	170			
	PM Peak	12:00	16:00	16:00	12:00	12:00	12:00	12:00	21:00	21:00	23:00	19:00	19:00	19:00	15:00	15:00	21:00	21:00	14:00	14:00	13:00	13:00	13:00	13:00	23	23	5	3	227		
	Vol.	1	1	1	2	2	2	2	1	1	2	2	2	2	13	13	44	44	92	92	72	72	23	23	5	3	227				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
 Site Code: 851
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	79	85th Percent	95th Percent	
	05/28/17	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	3	12	12	17	17	6	6	6	1	1	2	44	65	69
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	8	4	4	9	9	4	4	1	1	2	30	66	69	
	02:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	7	7	3	3	2	2	2	2	0	16	68	72	
	03:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	2	2	2	2	4	4	1	1	1	13	68	71	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	2	4	4	5	5	0	0	0	15	67	69	
	05:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	5	5	1	1	2	2	4	4	1	15	72	74	
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	9	9	3	3	6	6	3	2	2	27	69	72	
	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	15	15	22	22	12	12	4	1	60	67	71		
	08:00	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	6	6	17	17	23	23	20	20	4	0	75	68	70		
	09:00	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	16	16	39	39	72	72	40	40	2	1	172	67	69		
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	22	22	63	63	67	67	25	25	2	2	184	64	68		
	11:00	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	31	31	65	65	51	51	23	23	3	0	176	64	68		
	12 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	4	4	18	18	70	70	60	60	19	19	4	2	179	64	68		
	13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	26	26	72	72	61	61	24	24	6	2	197	65	69		
	14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	16	16	36	36	68	68	57	57	19	19	4	0	201	64	68		
	15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	12	12	41	41	74	74	54	54	11	11	2	0	195	63	66		
	16:00	0	0	0	0	0	1	0	0	0	1	1	0	0	4	4	40	40	98	98	53	53	18	18	2	1	218	63	67		
	17:00	0	0	0	0	0	0	0	0	0	1	1	1	1	5	5	34	34	64	64	82	82	21	21	7	1	216	64	69		
	18:00	0	0	0	0	1	0	0	0	0	0	0	1	1	3	3	31	31	73	73	63	63	29	29	7	3	211	65	69		
	19:00	0	0	0	0	0	1	0	0	0	1	1	0	0	3	3	19	19	63	63	55	55	19	19	3	1	165	64	68		
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	36	36	54	54	71	71	31	31	2	0	200	65	68		
	21:00	0	0	1	0	0	0	0	0	0	0	0	1	1	6	6	21	21	56	56	55	55	18	18	3	0	161	64	68		
	22:00	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	6	6	41	41	41	41	22	22	6	1	121	67	69		
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	13	13	35	35	15	15	4	0	73	67	70		
	Total	1	1	1	2	2	6	6	0	0	4	4	12	12	81	81	415	415	986	986	961	961	395	395	77	23	2984				
	Percent	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	0.1%	0.4%	0.4%	2.7%	2.7%	14.0%	14.0%	33.3%	33.3%	32.4%	32.4%	13.3%	13.3%	2.6%	0.8%					
	AM Peak Vol.						09:00	1		11:00	1	1	3	3	10:00	3	11:00	11:00	11:00	11:00	09:00	09:00	40	40	4	2	184				
	PM Peak Vol.	13:00	1	21:00	1	14:00	1	12:00	1	16:00	1	16:00	12:00	1	14:00	16	15:00	15:00	16:00	16:00	17:00	20:00	20:00	31	31	7	3	218			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
 Site Code: 851
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	77	85th Percent	95th Percent		
	05/31/17	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	4	4	4	3	3	3	3	3	0	0	0	17	65	68	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	2	2	3	0	0	0	6	70	73	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2	2	1	1	3	3	0	0	0	10	67	69	69	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	2	0	0	1	6	68	69	69	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	4	8	8	7	7	2	0	23	68	72	72	72	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	8	8	11	11	10	10	3	0	35	68	74	70	70	
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	14	14	31	31	19	19	4	3	74	68	74	68	70	
	07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	28	28	52	52	41	41	4	0	130	68	68	69	69	
	08:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	5	5	28	28	45	45	27	27	2	2	112	67	69	69	69	
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	12	12	42	42	64	64	22	22	1	1	150	66	66	69	69	
	10:00	0	0	0	0	0	1	1	0	0	0	0	2	2	1	1	22	22	60	60	60	60	25	25	3	0	174	65	68	68	68	
	11:00	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	19	19	60	60	68	68	25	25	1	2	178	64	68	68	68	
	12 PM	1	0	0	0	0	0	0	0	0	1	1	1	1	4	4	9	9	50	50	59	59	21	21	3	0	149	65	65	68	68	
	13:00	0	0	0	0	0	1	1	0	0	2	2	5	5	5	5	20	20	59	59	48	48	26	26	3	2	171	65	65	68	68	
	14:00	0	1	0	0	0	0	0	0	0	3	3	6	6	5	5	25	25	48	48	50	50	24	24	4	2	168	65	65	69	69	
	15:00	0	0	0	0	0	1	1	0	0	3	3	6	6	5	5	24	24	66	66	62	62	20	20	3	3	193	64	68	68	68	
	16:00	0	1	0	0	0	0	0	0	0	3	3	3	3	2	2	18	18	62	62	62	62	17	17	2	2	176	64	68	68	68	
	17:00	1	0	0	0	0	0	0	0	0	4	4	2	2	3	3	23	23	53	53	48	48	27	27	5	4	170	66	66	69	69	
	18:00	0	0	0	0	0	0	0	0	0	0	0	5	5	3	3	10	10	33	33	40	40	13	13	3	1	108	64	69	69	69	
	19:00	0	0	0	0	0	0	0	1	0	3	3	1	1	2	2	12	12	21	21	19	19	3	3	2	2	105	66	66	69	69	
	20:00	0	0	0	0	0	0	0	0	0	1	1	3	3	3	3	11	11	35	35	28	28	18	18	2	1	100	66	66	69	69	
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12	12	31	31	26	26	18	18	4	1	93	67	69	69	69	
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	12	12	14	14	14	14	0	0	46	67	69	69	69	
	23:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	4	4	8	8	10	10	7	7	0	0	32	66	66	68	68	
	Total	4	2	2	1	1	3	1	1	1	21	21	35	35	49	49	248	248	729	729	835	835	410	410	61	61	27	2426	66	68	68	
	Percent	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.9%	0.9%	1.4%	1.4%	2.0%	2.0%	10.2%	10.2%	30.0%	30.0%	34.4%	34.4%	16.9%	16.9%	2.5%	2.5%	1.1%	1.1%	1.1%	1.1%	1.1%	
	AM Peak	07:00											10:00	10:00	00:00	00:00	10:00	10:00	10:00	11:00	11:00	07:00	07:00	09:00	09:00	06:00	11:00					
	Vol.	2					1				2	2	2	2	3	3	22	22	60	60	68	68	41	41	6	6	3	178				
	PM Peak	12:00	14:00	14:00	16:00	16:00	13:00	13:00	19:00	19:00	17:00	17:00	14:00	14:00	13:00	13:00	14:00	14:00	15:00	15:00	15:00	15:00	17:00	17:00	16:00	16:00	17:00	15:00				
	Vol.	1	1	1	1	1	1	1	1	1	4	4	6	6	5	5	25	25	66	66	62	62	27	27	5	5	4	193				
	Total	37	34	34	21	21	55	55	19	19	60	60	168	168	702	702	3958	3958	11247	11247	13890	13890	6502	6502	1123	1123	333	38149				
	Percent	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.2%	0.2%	0.4%	0.4%	1.8%	1.8%	10.4%	10.4%	29.5%	29.5%	36.4%	36.4%	17.0%	17.0%	2.9%	2.9%	0.9%	0.9%				

Stats	10 MPH Pace Speed	56-65 MPH
Number in Pace	25137	
Percent in Pace	65.9%	
Number of Vehicles > 55 MPH	33095	
Percent of Vehicles > 55 MPH	86.8%	
Mean Speed(Average)	61 MPH	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	75	999	Total	85th		95th	
																				Percent	Percent	Percent	Percent
05/19/17	01:00	0	0	0	0	0	0	0	0	1	8	15	11	4	0	39	69	72					
	02:00	0	0	0	0	0	0	0	0	1	2	8	6	2	0	19	69	72					
	03:00	0	0	0	0	0	0	0	1	0	5	7	6	5	0	24	71	73					
	04:00	0	0	0	0	0	0	0	0	1	5	14	21	4	1	46	69	72					
	05:00	0	0	0	0	0	0	0	1	4	7	29	25	13	5	84	70	73					
	06:00	1	0	0	0	0	0	0	0	9	19	58	60	20	5	172	69	72					
	07:00	0	1	0	1	1	0	0	0	9	24	94	82	20	8	240	69	72					
	08:00	1	0	0	2	0	0	1	5	11	42	93	79	11	3	248	68	69					
	09:00	2	0	0	0	0	0	2	2	25	68	131	71	13	1	315	67	69					
	10:00	0	0	0	1	0	0	1	6	13	77	105	93	18	5	319	68	70					
	11:00	0	0	0	0	0	1	2	7	16	62	114	90	17	5	314	68	70					
12 PM	0	0	0	0	0	1	0	0	3	18	72	144	102	22	3	365	68	70					
	13:00	1	0	0	0	0	0	3	3	24	82	131	84	12	1	341	67	69					
	14:00	0	1	0	1	0	0	0	3	15	86	166	85	17	5	379	67	69					
	15:00	1	3	0	0	0	0	1	5	25	104	149	73	16	4	381	67	69					
	16:00	1	0	0	1	0	0	2	2	17	83	171	95	25	9	406	68	71					
	17:00	1	1	0	1	0	0	2	6	15	73	134	105	30	7	375	68	71					
	18:00	0	0	0	0	0	1	1	3	9	52	124	125	22	4	341	68	71					
	19:00	0	1	0	0	0	0	0	2	9	62	125	101	15	2	317	68	69					
	20:00	1	1	0	1	0	0	5	1	19	89	91	58	11	2	279	67	69					
	21:00	0	1	0	0	0	0	0	5	24	73	77	43	15	1	239	67	71					
	22:00	0	0	0	0	0	0	0	6	9	32	53	46	8	5	159	68	70					
	23:00	0	0	0	0	0	0	0	1	15	34	49	23	6	4	132	67	69					
Total		9	9	0	8	2	2	20	63	289	1165	2088	1492	328	80	5555							
Percent		0.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.4%	1.1%	5.2%	21.0%	37.6%	26.9%	5.9%	1.4%								
AM Peak	09:00	07:00			08:00	07:00	11:00	09:00	11:00	09:00	10:00	09:00	10:00	06:00	07:00	10:00							
Vol.	2	1		2	2	1	1	2	7	25	77	131	93	20	8	319							
PM Peak	13:00	15:00		14:00	12:00	18:00	17:00	20:00	17:00	15:00	15:00	16:00	18:00	17:00	16:00	16:00							
Vol.	1	3		1	1	1	6	5	6	25	104	171	125	30	9	406							

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
05/20/17	01:00	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	0	0	0	
02:00	02:00	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	0	0	0	
03:00	03:00	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	0	0	0	
04:00	04:00	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	0	0	0	
05:00	05:00	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	0	0	0	
06:00	06:00	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	0	0	0	
07:00	07:00	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	0	0	0	
08:00	08:00	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	0	0	0	
09:00	09:00	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	0	0	0	
10:00	10:00	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	0	0	0	
11:00	11:00	1	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	0	0	
12 PM	12:00	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	0	0	0	
13:00	13:00	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	0	0	0	
14:00	14:00	1	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	0	0	
15:00	15:00	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	0	0	0	
16:00	16:00	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	0	0	0	
17:00	17:00	1	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	0	0	
18:00	18:00	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	0	0	0	
19:00	19:00	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	0	0	0	
20:00	20:00	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	0	0	0	
21:00	21:00	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	0	0	0	
22:00	22:00	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	0	0	0	
23:00	23:00	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	0	0	0	
Total		3	3	3	3	2	2	2	7	2	2	6	20	74	20	74	74	74	372	1242	1853	1255	276	67	5182								
Percent		0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.4%	1.4%	1.4%	0.4%	1.4%	1.4%	7.2%	24.0%	35.8%	24.2%	5.3%	1.3%										
AM Peak		11:00	09:00	11:00	11:00	11:00	10:00	08:00	10:00	10:00	04:00	04:00	04:00	04:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	11:00									
Vol.		1	1	1	1	1	3	2	3	3	5	5	5	5	3	21	140	140	98	98	21	21	5	361									
PM Peak		14:00	13:00	19:00	12:00	12:00	16:00	14:00	16:00	16:00	15:00	15:00	15:00	16:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	15:00	15:00	17:00									
Vol.		1	1	1	2	2	3	1	3	3	11	11	11	11	3	44	166	166	92	92	28	28	7	400									

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB, SB	Start Time	16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th	
		15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent
05/22/17	01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	7	7	14	14	7	7	2	2	2	2	35	67	70
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	5	5	1	1	2	2	1	12	70	73	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	4	4	7	7	2	2	1	19	69	72		
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	3	13	13	14	14	14	8	3	42	71	73			
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	15	15	30	30	30	28	12	4	4	96	69	73			
	06:00	2	0	0	1	0	0	0	0	0	0	0	0	2	2	5	24	24	29	29	61	54	18	8	175	69	72				
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	2	2	12	12	29	29	103	76	76	27	5	255	69	72				
	08:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	11	11	48	48	104	80	80	20	4	270	68	71				
	09:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	6	6	55	55	123	93	93	20	2	301	68	71				
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3	14	14	57	80	138	70	70	17	3	302	68	70				
	11:00	0	0	0	1	0	0	0	0	0	0	0	1	5	5	29	29	80	80	118	79	79	16	3	333	67	69				
	12 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	5	18	76	101	76	140	140	64	20	6	332	67	70				
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	27	101	101	99	99	58	19	4	316	67	70					
	14:00	1	1	1	0	0	0	0	0	0	1	1	1	3	3	13	13	82	82	125	83	77	18	0	329	68	70				
	15:00	4	1	2	0	2	0	0	2	4	33	33	2	4	4	33	86	100	129	129	77	77	14	4	358	67	69				
	16:00	0	0	0	1	1	1	1	1	5	20	20	1	5	5	20	100	100	151	151	63	63	13	1	358	66	69				
	17:00	1	1	0	0	0	0	0	0	3	20	20	1	3	3	20	85	85	116	116	82	82	25	1	335	68	71				
	18:00	0	0	0	2	0	0	0	0	1	14	14	0	1	1	14	51	51	94	94	80	80	20	5	267	68	71				
	19:00	0	0	0	0	0	0	0	0	2	14	14	0	2	2	14	29	29	63	63	66	66	20	3	198	69	72				
	20:00	0	0	0	0	0	0	0	0	0	0	0	1	2	2	19	40	40	52	52	39	39	4	3	160	67	69				
	21:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	27	27	41	41	38	38	7	1	126	68	70				
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	17	17	29	29	27	27	6	3	89	68	71				
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	5	10	10	13	13	2	0	33	68	70				
Total		12	5	5	7	4	2	4	4	47	287	1024	11	11	47	1764	1205	314	314	37.1%	25.3%	6.6%	1.5%	69	4756						
Percent		0.3%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	1.0%	6.0%	21.5%	0.2%	0.2%	1.0%	37.1%	25.3%	6.6%	6.6%	1.5%											
AM Peak	06:00	2	1	1	1	1	1	1	1	5	29	80	1	1	5	138	93	27	27	10:00	09:00	07:00	06:00	11:00	11:00	11:00	8	333			
PM Peak	15:00	4	1	2	2	2	1	2	2	6	33	101	2	2	6	151	83	25	25	16:00	14:00	17:00	12:00	15:00	15:00	15:00	6	358			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB, SB	Start Time	16:20		21:25		26:30		31:35		36:40		41:45		46:50		51:55		56:60		61:65		66:70		71:75		76:79		85th Percent		95th Percent	
		15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	79	Total	Percent	Percent
05/25/17	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	3	3	3	13	6	6	4	4	1	31	69	73		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	5	5	3	7	7	7	2	0	18	69	72			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	11	1	1	2	2	0	17	67	72			
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	10	8	8	2	2	0	25	68	71			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	17	14	14	6	6	0	46	69	73			
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	22	38	40	40	7	7	2	112	68	71				
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	17	79	63	63	19	19	1	185	69	72				
07:00	2	0	0	0	1	0	0	1	1	0	1	1	2	3	3	9	9	34	105	82	82	19	19	7	264	68	71				
08:00	2	0	0	0	0	0	0	1	1	0	0	0	0	2	2	13	13	47	107	78	78	11	11	4	265	68	69				
09:00	1	0	0	0	0	1	0	0	0	0	1	1	0	3	3	11	11	54	122	82	82	17	17	2	294	68	70				
10:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	26	26	67	126	70	70	10	10	1	301	67	69				
11:00	2	0	0	0	0	1	0	0	0	0	2	2	0	1	1	24	24	99	128	70	70	17	17	3	347	67	69				
12 PM	3	0	0	0	1	2	0	1	1	0	0	0	0	3	3	22	22	94	143	63	63	7	7	3	342	66	69				
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	91	124	84	84	3	3	4	338	67	69				
14:00	1	1	0	0	0	1	0	1	1	0	1	1	0	3	3	31	31	85	139	63	63	8	8	3	337	66	69				
15:00	1	0	0	1	1	2	0	2	2	1	2	2	0	8	8	33	33	114	153	74	74	15	15	3	409	66	69				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	33	33	95	154	80	80	8	8	2	375	67	69				
17:00	1	0	0	0	0	0	0	1	1	1	1	0	0	2	2	22	22	90	141	90	90	9	9	3	360	67	69				
18:00	0	0	0	0	0	0	0	0	0	0	1	1	0	3	3	27	27	64	124	76	76	12	12	5	312	67	69				
19:00	0	0	0	0	0	1	0	0	0	0	0	1	0	3	3	16	16	52	112	62	62	9	9	7	263	67	69				
20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	5	5	19	19	69	95	50	50	1	1	0	240	66	68				
21:00	0	0	0	0	0	1	0	1	1	0	1	0	0	4	4	25	25	56	81	31	31	9	9	2	211	66	69				
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	8	8	22	50	37	37	6	6	3	128	68	69				
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	6	18	34	17	17	6	6	0	83	68	71				
Total	16	1	0	3	11	8	4	11	8	4	11	11	11	51	51	365	365	1211	2109	1248	209	209	56	56	5303						
Percent	0.3%	0.0%	0.1%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	1.0%	1.0%	6.9%	6.9%	22.8%	39.8%	23.5%	3.9%	3.9%	1.1%	1.1%							
AM Peak	07:00			07:00	07:00	07:00	10:00	10:00	07:00	07:00	07:00	11:00	11:00	11:00	07:00	07:00	11:00	11:00	07:00	07:00	06:00	06:00	07:00	07:00	11:00						
Vol.	2			1	1	1	1	1	1	1	2	2	2	3	3	26	26	99	128	82	82	19	19	7	7	347					
PM Peak	12:00	14:00	12:00	12:00	12:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	16:00	16:00	15:00	17:00	17:00	15:00	15:00	19:00	19:00	15:00						
Vol.	3	1	2	2	2	2	1	2	2	1	2	2	2	8	8	33	33	114	154	90	90	15	15	7	7	409					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
 Site Code: 851
 Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th					
		Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent						
05/27/17	01:00	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%				
02:00	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
03:00	1	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
04:00	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	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%	
05:00	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	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%	
06:00	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	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%	
07:00	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	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%	
08:00	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	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%	
09:00	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	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%	
10:00	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	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%	
11:00	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	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%	
12 PM	1	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
13:00	1	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
14:00	1	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
15:00	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	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%	
16:00	2	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
17:00	2	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
18:00	1	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
19:00	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	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%	
20:00	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	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%	
21:00	1	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	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	
22:00	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	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%	
23:00	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	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%	
Total	10	0.2%	0.0%	11	0.0%	3	0.0%	7	0.1%	2	0.0%	5	0.1%	24	0.4%	162	2.7%	790	13.1%	1934	32.2%	2038	33.9%	843	14.0%	147	2.4%	47	0.8%	6013							
AM Peak	03:00	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%
PM Peak	16:00	2	0.0%	1	0.0%	1	0.0%	3	0.1%	1	0.0%	1	0.0%	3	0.4%	13	2.1%	75	12.5%	168	27.7%	157	26.0%	55	9.0%	13	2.1%	7	0.1%	421							

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB, SB	Start Time	16:00		21:00		26:00		31:00		36:00		41:00		46:00		51:00		56:00		61:00		66:00		71:00		76:00		85th Percent		95th Percent	
		15:00	20:00	25:00	30:00	35:00	40:00	45:00	50:00	55:00	60:00	65:00	70:00	75:00	80:00	85:00	90:00	95:00	100:00	105:00	110:00	115:00	120:00	125:00	130:00	135:00	140:00	145:00	150:00	155:00	160:00
05/28/17	01:00	0	0	0	0	0	0	0	0	0	0	1	2	6	22	28	17	8	4	2	3	81	67	69							
	02:00	0	0	0	0	0	0	0	0	0	0	1	3	3	9	8	3	2	0	0	29	66	71								
	03:00	0	0	0	0	0	0	0	0	0	0	3	0	3	5	5	6	1	1	24	67	69									
	04:00	0	0	1	0	0	0	0	0	0	0	1	2	5	5	6	1	0	0	26	67	69									
	05:00	0	0	0	0	0	0	0	0	0	0	1	1	2	6	4	1	1	25	70	73										
	06:00	0	0	0	0	0	0	0	0	0	0	1	1	6	18	9	13	3	2	53	68	70									
	07:00	0	0	0	0	0	0	0	0	0	0	2	2	8	29	51	25	10	2	127	68	71									
	08:00	0	0	0	0	0	0	0	0	0	0	3	4	9	38	57	59	9	1	180	68	70									
	09:00	0	0	0	1	0	0	1	1	0	0	1	1	18	57	109	80	9	3	280	67	69									
	10:00	0	0	0	0	0	0	0	0	0	0	1	3	30	98	131	69	10	5	348	66	69									
	11:00	0	0	0	0	0	1	1	1	0	1	3	3	41	109	143	57	6	0	362	65	68									
12 PM	0	0	0	0	1	0	1	0	0	0	0	2	8	39	119	136	36	6	4	351	64	68									
13:00	4	0	0	0	1	0	1	0	0	0	0	9	9	43	138	108	44	2	2	358	64	68									
14:00	1	0	0	0	0	0	0	0	0	0	0	20	54	119	132	54	6	1	388	65	68										
15:00	2	0	0	0	0	0	0	0	0	0	0	3	15	64	132	129	22	4	2	374	63	66									
16:00	0	0	0	0	0	0	0	0	0	0	2	5	58	150	150	120	37	1	1	379	64	67									
17:00	0	0	0	0	0	0	0	0	0	0	1	6	6	41	110	151	54	10	3	378	65	69									
18:00	1	0	0	0	0	0	0	0	0	0	2	7	38	111	127	52	11	4	354	66	69										
19:00	0	0	0	0	0	0	0	0	0	0	2	4	26	82	107	50	12	4	288	66	69										
20:00	0	0	0	0	0	0	0	0	0	0	0	7	47	84	101	52	6	1	299	66	69										
21:00	0	0	0	0	0	0	0	0	0	0	0	10	42	79	91	29	3	0	256	64	68										
22:00	0	0	0	0	0	0	0	0	0	0	0	5	13	56	62	34	9	3	184	67	69										
23:00	0	0	0	0	0	0	0	0	0	0	0	1	14	26	41	21	5	0	108	67	69										
Total	8	3	5	7	4	4	6	22	123	1872	834	146	45	5311																	
Percent	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.4%	2.3%	35.2%	15.7%	2.7%	0.8%																		
AM Peak	04:00		09:00		09:00		11:00		11:00		11:00		09:00		10:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		
Vol.	1	1	1	1	1	1	1	1	3	4	41	80	10	362																	
PM Peak	13:00		16:00		17:00		17:00		14:00		14:00		12:00		12:00		19:00		14:00		14:00		14:00		14:00		14:00		14:00		
Vol.	4	1	2	1	1	1	2	3	20	64	151	12	4	388																	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 BTWN OPAH TRL & US-259A SOUTH LOOP - SPEED WITH 4 SEC FILTER
Site Code: 851
Date Start: 18-May-17

NB, SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent							
		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	0	0	0	0						
05/31/17	01:00	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	0	0	0	0						
02:00	02:00	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	0	0	0	0	0					
03:00	03:00	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	0	0	0	0	0	0				
04:00	04:00	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	0	0	0	0	0	0	0			
05:00	05:00	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	0	0	0	0	0	0	0			
06:00	06:00	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	0	0	0	0	0	0	0			
07:00	07:00	2	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	0	0	0	0	0	0			
08:00	08:00	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	0	0	0	0	0	0	0	0		
09:00	09:00	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	0	0	0	0	0	0	0	0		
10:00	10:00	2	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	0	0	0	0	0	0	0		
11:00	11:00	1	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	0	0	0	0	0	0	0	0	
12 PM	12:00	1	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	0	0	0	0	0	0	0	0	
13:00	13:00	2	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	0	0	0	0	0	0	0	0	
14:00	14:00	2	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	0	0	0	0	0	0	0	0	
15:00	15:00	4	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	0	0	0	0	0	0	0	0	
16:00	16:00	3	1	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	0	0	0	0	0	0	0	
17:00	17:00	2	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	0	0	0	0	0	0	0	0	
18:00	18:00	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	0	0	0	0	0	0	0	0	0	
19:00	19:00	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	0	0	0	0	0	0	0	0	0	
20:00	20:00	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	0	0	0	0	0	0	0	0	0	
21:00	21:00	1	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	0	0	0	0	0	0	0	0	
22:00	22:00	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	0	0	0	0	0	0	0	0	0	
23:00	23:00	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	0	0	0	0	0	0	0	0	0	
Total		20	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Percent		0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%	0.5%	0.5%	1.0%	1.0%	1.7%	1.7%	7.9%	7.9%	25.9%	39.1%	39.1%	19.5%	19.5%	2.8%	2.8%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		
AM Peak	07:00	2	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	0	0	0	0	0	0	0	0	0
Vol.		2	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	0	0	0	0	0	0	0	0	0
PM Peak	15:00	14:00	46	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vol.		4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total		182	46	45	108	65	103	103	108	65	65	103	103	292	1100	1100	1100	5686	5686	18043	27009	27009	16150	16150	883	883	883	883	883	883	883	883	883	883	883	883	883	883	
Percent		0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.4%	1.5%	1.5%	1.5%	7.8%	7.8%	24.7%	37.0%	37.0%	22.1%	22.1%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	

Stats
 10 MPH Pace Speed : 56-65 MPH
 Number in Pace : 45052
 Percent in Pace : 61.7%
 Number of Vehicles > 55 MPH : 65345
 Percent of Vehicles > 55 MPH : 89.5%
 Mean Speed(Average) : 62 MPH

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th		95th	
																Percent	Percent	Percent	Percent
05/18/17	0	0	0	3	7	8	5	2	0	0	0	0	0	0	25	43	46		
01:00	0	0	2	2	2	5	6	2	1	0	0	0	0	0	20	45	50		
02:00	0	0	0	3	0	1	3	2	0	0	0	0	0	0	9	46	48		
03:00	0	0	0	0	3	1	9	3	0	0	0	0	0	0	16	46	48		
04:00	0	0	0	0	3	4	8	3	1	0	0	0	0	0	19	46	50		
05:00	0	0	0	0	5	10	26	6	2	0	0	0	0	0	49	45	49		
06:00	0	0	0	0	9	27	44	23	3	1	0	0	0	0	107	47	49		
07:00	0	1	6	4	26	46	55	24	4	0	0	0	0	0	166	45	49		
08:00	1	1	1	8	22	55	77	25	2	0	0	1	0	0	193	44	48		
09:00	1	1	1	8	21	49	64	25	4	2	0	0	0	0	176	45	49		
10:00	0	0	2	9	30	50	68	22	3	0	0	0	0	1	185	44	48		
11:00	0	0	2	3	17	54	68	31	1	1	0	0	0	0	177	46	48		
12 PM	0	0	2	11	31	87	68	22	3	0	0	0	0	0	224	44	48		
13:00	1	5	1	10	29	58	74	32	2	0	0	0	0	0	212	45	48		
14:00	0	1	3	7	37	77	66	29	4	2	0	0	0	0	226	45	49		
15:00	1	0	1	6	18	65	80	45	12	0	0	0	0	0	228	47	50		
16:00	1	3	2	15	59	63	70	26	4	0	0	0	0	0	243	44	48		
17:00	0	0	1	7	33	60	81	39	3	0	0	0	0	0	224	46	48		
18:00	0	0	0	6	35	56	75	23	2	0	0	0	0	0	197	44	48		
19:00	0	1	2	8	30	44	49	22	5	0	0	0	0	0	161	45	49		
20:00	0	1	4	10	26	32	38	16	4	1	0	0	0	0	132	45	49		
21:00	0	1	2	9	14	32	27	28	10	0	0	0	0	0	123	48	51		
22:00	0	1	0	4	14	27	24	12	4	2	0	0	0	0	88	47	52		
23:00	0	0	0	4	9	13	7	6	3	1	0	0	0	0	43	47	53		
Total	5	16	32	137	480	924	1092	468	77	10	0	1	0	1	3243				
Percent	0.2%	0.5%	1.0%	4.2%	14.8%	28.5%	33.7%	14.4%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	07:00	07:00	10:00	10:00	08:00	08:00	11:00	07:00	09:00	08:00	08:00	10:00	10:00	08:00				
Vol.	1	1	6	9	30	55	77	31	4	2	1	1	1	1	193				
PM Peak	13:00	13:00	20:00	16:00	16:00	12:00	17:00	15:00	15:00	14:00	15:00	15:00	16:00	16:00	16:00				
Vol.	1	5	4	15	59	87	81	45	12	2	2	2	2	2	243				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	Total
05/19/17	0	0	0	2	5	7	10	5	0	0	0	0	0	0	0	29	45	48
01:00	0	0	0	1	3	4	5	2	1	0	0	0	0	0	0	16	46	50
02:00	0	0	0	3	0	6	6	2	1	0	0	0	0	0	0	18	45	50
03:00	0	0	0	0	0	4	9	1	1	0	0	0	0	0	0	15	44	51
04:00	0	0	0	0	3	6	9	8	0	0	0	0	0	0	0	26	47	49
05:00	0	0	2	2	11	9	19	9	1	0	0	0	0	0	0	53	46	49
06:00	0	1	0	1	4	28	55	24	3	0	0	0	0	0	0	116	47	49
07:00	2	2	1	4	20	61	66	24	1	1	0	0	0	0	0	182	44	48
08:00	0	0	1	5	21	58	65	21	4	0	0	0	0	0	0	175	44	48
09:00	0	1	2	7	33	61	67	27	2	1	0	0	0	0	0	201	44	48
10:00	0	1	1	4	33	52	79	35	2	0	0	0	0	0	0	207	45	48
11:00	2	1	3	12	39	63	74	32	3	1	1	0	0	0	0	231	45	48
12 PM	0	2	0	14	27	73	70	23	3	0	0	1	0	0	0	213	44	48
13:00	0	1	1	11	40	86	91	36	3	0	0	0	0	0	0	269	44	48
14:00	0	1	11	18	35	79	71	35	1	0	0	0	0	0	0	251	44	48
15:00	0	1	2	8	31	79	100	25	3	1	0	0	0	0	0	250	44	48
16:00	5	2	10	11	40	71	77	35	8	2	0	0	0	0	0	261	45	49
17:00	3	0	2	11	44	75	96	33	2	0	0	0	0	0	0	266	44	48
18:00	2	1	1	7	38	51	79	49	8	3	0	0	0	0	0	239	47	49
19:00	0	1	1	7	29	46	84	37	15	1	0	0	0	0	0	221	47	51
20:00	0	0	0	8	30	42	59	27	7	3	0	0	0	0	0	176	46	50
21:00	0	3	3	13	25	33	65	27	7	0	0	0	0	0	0	176	46	49
22:00	0	1	2	4	24	16	38	23	6	2	1	0	0	0	0	117	48	52
23:00	1	0	1	3	13	21	18	19	5	0	0	0	0	0	0	81	48	50
Total	15	19	44	156	548	1031	1312	559	87	15	2	1	0	0	0	3789		
Percent	0.4%	0.5%	1.2%	4.1%	14.5%	27.2%	34.6%	14.8%	2.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	11:00	11:00	11:00	10:00	10:00	08:00	07:00	11:00					11:00		
Vol.	2	2	3	12	39	63	79	35	4	1	1					231		
PM Peak	16:00	21:00	14:00	14:00	17:00	13:00	15:00	18:00	19:00	18:00	22:00	12:00				13:00		
Vol.	5	3	11	18	44	86	100	49	15	3	1	1				269		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
															Total	Percent	Total	Percent
05/20/17	0	1	1	3	8	9	15	7	1	1	1	0	0	0	47	47	53	53
01:00	0	0	0	0	3	3	9	7	0	0	0	0	0	0	22	47	49	49
02:00	0	0	0	1	1	9	9	4	2	0	0	0	0	0	26	47	51	51
03:00	0	0	0	1	7	2	5	10	0	0	0	0	0	0	25	48	48	49
04:00	0	0	1	1	2	4	5	2	1	0	0	0	0	0	16	46	50	50
05:00	0	0	0	1	1	8	9	2	1	1	0	0	0	0	22	44	49	49
06:00	0	0	1	1	3	13	15	7	4	0	0	0	0	0	44	48	52	52
07:00	0	0	1	5	6	35	25	20	5	1	0	0	0	0	98	47	51	51
08:00	0	0	2	5	16	37	51	26	6	6	1	0	0	0	150	48	54	54
09:00	0	0	1	5	12	37	65	27	10	1	1	0	0	0	159	47	52	52
10:00	0	3	2	11	18	42	81	44	8	0	0	0	0	0	209	47	49	49
11:00	0	0	0	7	34	67	95	42	8	1	0	0	0	1	255	46	49	49
12 PM	1	1	0	7	37	60	82	41	7	0	0	0	0	0	236	46	49	49
13:00	1	0	2	7	43	79	83	19	3	1	0	0	0	0	238	44	47	47
14:00	0	1	1	14	31	77	72	26	6	2	0	0	1	0	231	45	49	49
15:00	1	2	2	4	36	48	85	55	10	4	0	1	1	0	249	48	51	51
16:00	0	0	2	4	31	52	84	46	2	1	0	0	0	0	222	46	49	49
17:00	1	1	2	8	26	58	59	27	8	1	1	0	0	0	192	46	50	50
18:00	1	1	2	2	25	38	64	32	5	1	0	0	0	0	171	46	49	49
19:00	0	0	1	9	45	46	68	20	5	0	0	0	0	0	194	44	48	48
20:00	0	0	1	13	26	37	61	16	2	0	0	0	0	0	156	44	48	48
21:00	1	3	6	15	22	36	39	17	3	0	0	0	0	0	142	44	48	48
22:00	0	0	2	11	13	19	14	14	2	0	0	0	0	0	75	46	49	49
23:00	0	1	1	5	12	13	25	8	2	1	0	0	0	0	68	45	49	49
Total	6	14	31	140	458	829	1120	519	100	22	4	1	2	1	3247			
Percent	0.2%	0.4%	1.0%	4.3%	14.1%	25.5%	34.5%	16.0%	3.1%	0.7%	0.1%	0.0%	0.1%	0.0%				
AM Peak		10:00	08:00	10:00	11:00	11:00	11:00	10:00	09:00	08:00	00:00			11:00	11:00			
Vol.	3	3	2	11	34	67	95	44	10	6	1			1	255			
PM Peak	12:00	21:00	21:00	21:00	19:00	13:00	15:00	15:00	15:00	15:00	17:00	15:00	14:00	14:00	15:00			
Vol.	1	3	6	15	45	79	85	55	10	4	1	1	1	1	249			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB	Start Time	15	16	20	21	25	26	30	31	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	85th		95th	
																													Percent	Percent	Percent	Percent
	05/21/17	0	1	0	1	1	5	2	11	2	18	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	46	48		
	01:00	0	0	0	1	1	1	5	4	5	5	5	5	5	5	1	1	0	0	0	0	0	0	0	0	0	0	22	47	49		
	02:00	0	0	0	1	1	1	2	0	2	5	5	5	5	4	4	2	2	2	0	0	0	0	0	0	0	0	20	53	57		
	03:00	0	1	0	0	0	4	3	3	3	3	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	15	42	51			
	04:00	0	0	0	1	1	1	3	1	3	4	2	4	2	0	0	0	0	3	3	1	0	0	0	0	0	16	57	60			
	05:00	0	0	0	0	0	1	7	1	7	7	7	7	6	0	0	0	0	0	0	0	0	0	0	0	0	22	47	49			
	06:00	0	0	0	0	0	1	5	5	5	8	8	8	8	4	4	0	0	0	0	0	0	0	0	0	0	31	49	53			
	07:00	0	0	0	0	0	1	4	4	7	44	28	44	28	7	7	0	0	0	0	0	0	0	0	0	0	91	48	51			
	08:00	0	0	0	1	1	3	22	6	22	41	24	41	24	4	4	1	1	1	1	0	0	0	0	0	0	102	47	49			
	09:00	0	0	0	0	0	2	14	14	51	71	23	71	23	3	3	0	0	0	0	0	0	0	0	0	0	164	45	48			
	10:00	0	1	0	1	1	1	32	32	45	84	31	84	31	7	7	0	0	1	1	0	0	0	0	0	0	203	46	49			
	11:00	0	0	0	2	2	3	27	27	49	55	4	55	4	4	4	0	0	1	1	0	0	0	0	0	0	175	46	49			
	12 PM	0	0	0	2	2	10	36	36	58	65	65	65	35	7	7	0	0	2	2	0	0	0	0	0	0	215	46	49			
	13:00	2	2	2	3	3	19	65	45	65	63	63	63	18	4	4	0	0	0	0	0	0	0	0	0	0	221	44	48			
	14:00	2	0	0	1	1	6	24	24	45	75	41	75	41	8	8	0	0	0	0	0	0	0	0	0	0	202	47	49			
	15:00	0	2	0	1	1	4	14	14	44	64	47	64	47	8	8	0	0	0	0	0	0	0	0	0	0	184	47	49			
	16:00	1	0	0	1	1	6	22	22	41	62	36	62	36	9	9	0	0	0	0	0	0	0	0	0	0	178	47	50			
	17:00	0	2	0	2	2	6	26	26	40	63	26	63	26	5	5	0	0	3	3	1	0	0	0	0	0	174	46	50			
	18:00	1	2	1	5	5	4	17	17	32	51	32	51	32	8	8	0	0	0	0	0	0	0	0	0	0	152	47	50			
	19:00	0	0	0	1	1	6	25	25	41	61	18	61	18	4	4	0	0	0	0	0	0	0	0	0	0	156	44	48			
	20:00	0	0	0	0	0	4	32	32	34	49	13	49	13	1	1	0	0	0	0	0	0	0	0	0	0	133	44	47			
	21:00	0	0	0	0	0	9	29	17	29	30	12	30	12	3	3	0	0	0	0	0	0	0	0	0	0	100	45	49			
	22:00	0	1	0	1	1	10	24	12	24	26	7	26	7	0	0	0	0	0	0	1	0	0	0	0	0	81	44	47			
	23:00	0	0	0	1	1	3	6	6	6	8	4	8	4	3	3	0	0	0	0	0	0	0	0	0	0	31	47	52			
	Total	6	12	6	25	25	111	384	384	660	962	465	962	465	95	95	13	13	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2737					
	Percent	0.2%	0.4%	0.4%	0.9%	0.9%	4.1%	14.0%	14.0%	24.1%	35.1%	17.0%	35.1%	17.0%	3.5%	3.5%	0.5%	0.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%						
	AM Peak	00:00	1	1	2	2	5	10	10	09:00	10:00	10:00	10:00	11:00	11:00	07:00	04:00	04:00	04:00	04:00	04:00	11:00	11:00	11:00	11:00	11:00	10:00					
	Vol.	1	1	2	2	2	5	32	32	51	84	33	84	33	7	7	3	3	3	1	1	1	1	1	1	1	203					
	PM Peak	13:00	2	2	5	5	19	45	45	65	75	47	75	47	9	9	3	3	3	1	1	1	1	1	1	1	13:00					
	Vol.	2	2	5	5	5	19	45	45	65	75	47	75	47	9	9	3	3	3	1	1	1	1	1	1	1	221					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent		95th Percent	
																15	20	25	30
05/22/17	1	0	1	2	2	6	6	4	1	1	0	0	0	0	24	48	54		
01:00	0	0	0	0	1	1	6	4	0	0	0	0	0	0	12	47	49		
02:00	0	0	0	1	0	1	2	1	0	0	0	0	0	0	5	46	48		
03:00	0	0	0	0	2	4	5	2	0	0	0	0	0	0	13	45	48		
04:00	0	0	1	0	1	7	11	8	2	1	0	0	0	0	31	48	53		
05:00	0	0	0	4	7	10	18	5	1	0	0	0	0	0	45	44	48		
06:00	0	0	2	3	8	21	37	25	3	0	0	0	0	0	99	47	49		
07:00	1	1	3	7	19	48	73	26	7	0	0	0	0	0	185	46	49		
08:00	2	0	2	2	19	56	76	52	7	2	0	1	0	0	219	47	49		
09:00	0	0	0	11	20	62	89	27	8	0	0	0	0	0	217	45	49		
10:00	2	0	0	3	27	54	73	30	3	3	0	0	0	0	195	46	49		
11:00	0	2	1	11	40	62	55	25	7	1	0	0	0	0	204	45	49		
12 PM	0	0	2	11	44	53	70	22	4	2	0	0	0	1	209	44	48		
13:00	0	0	3	9	37	79	80	35	5	2	0	0	0	0	250	45	49		
14:00	0	1	2	15	36	56	84	32	6	0	0	0	0	1	233	45	49		
15:00	2	5	5	14	32	71	74	21	1	0	0	0	0	0	225	44	47		
16:00	0	3	3	15	47	56	66	28	2	1	0	0	0	0	221	44	48		
17:00	6	8	10	8	52	66	72	17	4	0	0	0	0	0	243	43	47		
18:00	0	1	1	8	34	46	72	26	6	0	0	0	0	0	194	45	49		
19:00	0	0	1	13	21	40	36	31	10	2	0	0	0	0	154	48	52		
20:00	0	0	0	11	21	24	33	10	3	0	0	0	0	0	102	44	48		
21:00	0	0	3	9	24	25	33	14	2	0	0	0	0	0	110	44	48		
22:00	0	0	2	4	12	20	17	21	0	0	0	0	0	0	76	47	49		
23:00	0	0	0	4	9	7	8	3	0	0	0	0	0	0	31	47	47		
Total	14	21	42	165	515	875	1096	469	82	15	0	1	0	2	3297				
Percent	0.4%	0.6%	1.3%	5.0%	15.6%	26.5%	33.2%	14.2%	2.5%	0.5%	0.0%	0.0%	0.0%	0.1%					
AM Peak	08:00	11:00	07:00	09:00	11:00	09:00	09:00	08:00	09:00	10:00	08:00	08:00			08:00				
Vol.	2	2	3	11	40	62	89	52	8	3	1	1			219				
PM Peak	17:00	17:00	17:00	14:00	17:00	13:00	14:00	13:00	19:00	12:00	12:00	13:00			13:00				
Vol.	6	8	10	15	52	79	84	35	10	2	1	1			250				

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent								
		0	0	0	0	0	0	1	1	2	3	4	5	4	4	5	5	5	5	5	5	6	7	7	7	7	7	7	7	7	7	7	7							
05/23/17	01:00	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	0	0	0	0	0	0					
02:00	02:00	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	0	0	0	0	0	0	0				
03:00	03:00	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	0	0	0	0	0	0	0	0			
04:00	04:00	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	0	0	0	0	0	0	0	0			
05:00	05:00	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	0	0	0	0	0	0	0	0			
06:00	06:00	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	0	0	0	0	0	0	0	0	0		
07:00	07:00	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	0	0	0	0	0	0	0	0	0		
08:00	08:00	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	0	0	0	0	0	0	0	0	0		
09:00	09:00	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	0	0	0	0	0	0	0	0	0	0	
10:00	10:00	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	0	0	0	0	0	0	0	0	0	0	
11:00	11:00	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	0	0	0	0	0	0	0	0	0	0	
12 PM	12:00	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	0	0	0	0	0	0	0	0	0	0	
13:00	13:00	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	0	0	0	0	0	0	0	0	0	0	
14:00	14:00	1	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	0	0	0	0	0	0	0	0	0	
15:00	15:00	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	0	0	0	0	0	0	0	0	0	0	
16:00	16:00	3	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	0	0	0	0	0	0	0	0	0	
17:00	17:00	1	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
18:00	18:00	1	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	0	0	0	0	0	0	0	0	0	0
19:00	19:00	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	0	0	0	0	0	0	0	0	0	0	0
20:00	20:00	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	0	0	0	0	0	0	0	0	0	0	0
21:00	21:00	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	0	0	0	0	0	0	0	0	0	0	0
22:00	22:00	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	0	0	0	0	0	0	0	0	0	0	0
23:00	23:00	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	0	0	0	0	0	0	0	0	0	0	0
Total		6	17	35	159	524	925	1090	355	73	9	1	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	
Percent		0.2%	0.5%	1.1%	5.0%	16.4%	29.0%	34.1%	11.1%	2.3%	0.3%	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%	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%	0.0%
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	06:00	05:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak		16:00	15:00	12:00	15:00	17:00	12:00	13:00	14:00	12:00	12:00	12:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Vol.		3	3	4	16	47	77	78	28	6	3	1	7	39	85	78	39	28	6	6	3	1	1	7	7	85	78	28	6	3	1	1	7	7	78	28	6	3	1	1
Vol.		3	3	4	16	47	77	78	28	6	3	1	7	39	85	78	39	28	6	6	3	1	1	7	7	85	78	28	6	3	1	1	7	7	78	28	6	3	1	1

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	85th Percent	95th Percent
05/24/17	0	0	0	0	10	4	7	2	0	0	0	0	0	0	0	23	43	47
01:00	0	0	0	2	6	6	7	2	1	0	0	0	0	0	0	24	44	49
02:00	0	0	1	0	0	1	6	2	0	0	0	0	0	0	0	10	46	48
03:00	0	0	0	1	2	3	7	3	0	0	0	0	0	0	0	16	46	48
04:00	0	0	0	0	1	6	15	8	0	0	0	0	0	0	0	30	47	49
05:00	1	0	1	3	6	7	21	7	2	0	0	0	0	0	0	48	46	49
06:00	0	0	0	0	8	22	40	26	9	0	0	0	0	0	0	105	48	52
07:00	1	0	2	2	16	41	81	34	4	0	0	0	0	0	0	181	46	49
08:00	2	0	1	4	24	43	74	35	6	0	0	0	0	0	0	189	46	49
09:00	0	0	0	1	13	51	73	37	6	1	0	0	0	0	0	182	47	49
10:00	0	2	0	11	21	69	78	19	1	1	0	0	0	0	0	202	44	47
11:00	0	2	2	8	30	67	68	20	1	0	0	0	0	0	0	198	44	47
12 PM	1	0	2	15	40	81	73	13	2	0	0	0	0	0	0	227	43	46
13:00	5	1	11	14	54	66	70	20	3	1	0	0	0	0	0	245	44	47
14:00	0	2	2	31	31	64	65	22	2	0	1	0	0	0	0	209	44	48
15:00	0	2	6	13	42	71	67	26	0	0	0	0	0	1	228	44	47	
16:00	0	1	2	7	49	52	71	32	1	1	0	0	0	0	216	45	48	
17:00	1	2	3	13	35	60	85	28	12	0	0	0	0	0	239	45	50	
18:00	0	1	3	11	37	60	67	24	7	1	0	0	0	0	211	45	49	
19:00	0	1	2	9	30	50	47	17	4	0	1	0	0	0	161	44	49	
20:00	0	3	6	14	37	44	35	13	2	0	0	0	0	0	154	43	47	
21:00	1	0	1	8	23	33	24	9	1	0	0	0	0	0	100	43	47	
22:00	0	0	2	11	16	15	14	8	0	0	0	0	0	0	66	44	47	
23:00	0	0	1	6	4	15	8	2	0	0	0	0	0	0	36	42	45	
Total	12	17	48	173	535	931	1103	409	64	5	2	0	0	1	3300			
Percent	0.4%	0.5%	1.5%	5.2%	16.2%	28.2%	33.4%	12.4%	1.9%	0.2%	0.1%	0.0%	0.0%	0.0%				
AM Peak	08:00	10:00	07:00	10:00	11:00	10:00	07:00	09:00	06:00	09:00					10:00			
Vol.	2	2	2	11	30	69	81	37	9	1					202			
PM Peak	13:00	20:00	13:00	14:00	13:00	12:00	17:00	16:00	17:00	13:00	14:00	15:00	15:00	13:00	13:00			
Vol.	5	3	11	20	54	81	85	32	12	1	1	1	1	245				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent		95th Percent	
																Vol.	Vol.	Vol.	Vol.
05/25/17	0	0	0	3	6	6	8	6	1	0	0	0	0	0	30	47	49		
01:00	0	0	0	2	3	8	2	1	0	0	0	0	0	0	16	41	45		
02:00	0	1	4	2	2	5	3	2	0	1	0	0	0	0	20	45	55		
03:00	0	0	0	2	1	1	5	5	0	0	0	0	0	0	14	47	49		
04:00	0	1	0	1	0	6	11	8	2	0	0	0	0	0	29	48	51		
05:00	0	0	1	2	7	16	18	5	2	0	0	0	0	0	51	44	49		
06:00	1	0	0	2	6	31	47	27	4	1	0	0	0	0	119	47	49		
07:00	1	0	2	5	23	44	72	30	5	1	0	0	0	0	183	46	49		
08:00	2	2	5	8	22	50	75	24	3	1	0	0	0	0	192	44	48		
09:00	2	0	4	16	31	56	61	16	3	0	0	0	0	0	189	44	47		
10:00	0	0	2	10	22	48	70	25	7	1	0	0	0	0	185	46	49		
11:00	0	1	2	13	24	59	66	35	9	0	0	0	0	0	209	46	49		
12 PM	0	0	5	8	35	65	70	37	3	0	0	0	0	0	223	45	48		
13:00	1	1	5	20	41	58	81	23	3	0	0	1	0	1	235	44	48		
14:00	0	0	1	8	33	55	90	27	7	0	1	0	0	0	222	45	49		
15:00	4	2	7	10	39	75	65	30	7	0	0	0	0	0	239	45	49		
16:00	1	3	5	8	38	86	72	28	5	1	0	0	0	0	247	44	48		
17:00	0	1	4	7	48	70	78	34	6	1	0	0	0	0	249	45	49		
18:00	0	1	1	17	25	46	78	28	6	1	0	0	1	0	204	45	49		
19:00	0	0	2	6	27	46	53	34	4	0	0	0	0	0	172	46	49		
20:00	2	0	1	7	16	47	45	23	6	1	0	0	0	0	148	46	49		
21:00	0	0	3	15	30	37	46	17	1	0	0	1	0	0	150	44	48		
22:00	0	0	0	15	16	20	23	18	1	1	0	0	0	0	94	46	49		
23:00	0	0	0	2	7	10	27	14	2	0	0	0	0	0	62	47	49		
Total	14	13	54	189	502	945	1166	497	87	10	1	2	1	1	3482				
Percent	0.4%	0.4%	1.6%	5.4%	14.4%	27.1%	33.5%	14.3%	2.5%	0.3%	0.0%	0.1%	0.0%	0.0%					
AM Peak	08:00	08:00	08:00	09:00	09:00	11:00	08:00	11:00	11:00	02:00					11:00				
Vol.	2	2	5	16	31	59	75	35	9	1					209				
PM Peak	15:00	16:00	15:00	13:00	17:00	16:00	14:00	12:00	14:00	16:00	14:00	13:00	18:00	13:00	17:00				
Vol.	4	3	7	20	48	86	90	37	7	1	1	1	1	1	249				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th Percent	95th Percent	Total	
																	70	999
05/26/17	0	0	1	3	11	7	9	8	2	1	0	0	0	0	42	47	52	
01:00	0	0	0	3	5	5	8	3	3	1	0	0	0	0	27	48	52	
02:00	0	0	0	0	4	5	7	0	0	1	0	0	0	0	17	43	55	
03:00	0	0	0	0	1	3	7	1	1	0	0	0	0	0	13	45	51	
04:00	0	1	1	2	7	4	13	6	2	0	0	0	0	0	36	47	50	
05:00	0	0	0	0	8	11	20	7	2	0	0	0	0	0	48	46	49	
06:00	0	1	0	1	11	29	39	21	3	0	0	0	0	0	105	46	49	
07:00	0	2	5	6	32	56	58	17	6	0	0	0	0	0	182	44	49	
08:00	0	1	4	14	31	71	65	11	1	0	0	0	0	0	198	43	45	
09:00	2	1	1	8	28	62	82	23	3	0	0	0	0	0	210	44	48	
10:00	2	3	5	7	42	67	91	25	4	0	0	0	0	0	246	44	48	
11:00	0	1	1	18	38	71	74	30	4	0	0	0	0	0	237	44	48	
12 PM	2	2	4	18	60	83	58	18	6	0	0	0	0	0	251	43	48	
13:00	0	1	7	14	35	83	79	27	5	0	0	0	0	1	252	44	48	
14:00	0	6	9	22	66	95	72	18	3	0	0	0	0	0	291	43	46	
15:00	12	5	9	25	73	73	56	16	3	1	0	0	0	0	273	43	46	
16:00	2	5	6	17	51	101	97	28	6	0	0	0	0	0	313	44	48	
17:00	7	6	8	19	62	75	69	24	6	0	0	0	0	0	276	44	48	
18:00	1	3	5	15	35	63	89	34	9	5	0	0	0	0	259	46	50	
19:00	2	1	1	17	44	66	88	47	8	1	1	0	0	0	276	46	49	
20:00	0	0	3	17	45	52	63	42	13	1	0	0	0	0	236	47	50	
21:00	2	3	6	27	54	59	48	21	1	1	1	0	0	0	223	44	48	
22:00	1	1	0	9	33	19	52	32	5	0	0	0	0	0	152	47	49	
23:00	0	0	1	4	12	26	36	19	11	1	0	0	1	0	111	49	53	
Total	33	43	77	266	788	1186	1280	478	107	12	2	0	1	1	4274			
Percent	0.8%	1.0%	1.8%	6.2%	18.4%	27.7%	29.9%	11.2%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00	10:00	07:00	11:00	10:00	08:00	10:00	11:00	07:00	00:00					10:00			
Vol.	2	3	5	18	42	71	91	30	6	1					246			
PM Peak	15:00	14:00	14:00	21:00	15:00	16:00	16:00	19:00	20:00	18:00	19:00	20:00	23:00	13:00	16:00			
Vol.	12	6	9	27	73	101	97	47	13	5	1	1	1	313				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	Total	
																		82	88
05/27/17	0	0	0	5	8	12	29	22	6	0	0	0	0	0	0	0	0	82	88
01:00	0	0	1	1	5	11	8	13	2	0	0	0	0	0	0	0	0	42	48
02:00	0	0	0	0	6	5	9	6	1	1	0	0	0	0	0	0	0	28	48
03:00	0	0	0	1	5	8	10	6	0	0	0	0	0	0	0	0	0	30	46
04:00	0	0	0	1	3	2	4	3	1	0	0	0	0	0	0	0	0	14	51
05:00	0	0	0	2	2	5	5	6	1	0	0	0	0	0	0	0	0	21	48
06:00	0	0	0	2	6	18	18	11	4	2	0	0	0	0	0	0	0	61	53
07:00	0	0	1	2	9	27	45	29	3	1	0	0	0	0	0	0	0	117	49
08:00	0	0	2	4	14	29	60	39	13	0	1	0	0	0	0	0	162	48	
09:00	1	1	4	9	22	50	69	23	3	1	0	0	0	0	0	0	183	44	
10:00	1	2	7	15	40	86	79	26	5	1	0	0	0	0	0	0	262	44	
11:00	2	2	4	8	30	83	93	35	3	1	0	0	0	0	0	0	261	44	
12 PM	0	0	2	12	34	74	91	29	4	2	0	0	0	0	0	0	248	44	
13:00	0	1	2	11	49	75	90	41	5	1	0	0	0	0	0	0	275	45	
14:00	0	1	3	12	38	69	104	31	6	0	0	0	0	0	0	0	264	44	
15:00	1	1	2	4	37	55	79	46	8	1	0	0	0	0	0	0	234	47	
16:00	0	2	3	5	38	57	80	40	5	0	0	0	0	0	0	0	230	46	
17:00	1	0	3	9	29	70	69	40	8	1	0	0	0	0	0	0	231	46	
18:00	0	0	2	10	33	61	79	29	12	0	1	0	0	0	0	0	227	46	
19:00	3	0	2	14	33	44	67	30	8	0	0	0	0	0	0	0	201	46	
20:00	0	2	1	10	28	38	42	14	5	2	0	0	0	1	0	0	143	44	
21:00	0	1	0	14	20	35	52	22	2	0	0	0	0	0	0	0	146	45	
22:00	0	1	4	13	26	37	22	8	1	0	0	0	0	0	0	0	112	43	
23:00	0	0	1	5	11	18	20	7	3	1	0	0	0	0	0	0	66	45	
Total	9	14	44	169	526	969	1224	556	109	15	3	0	0	2	3640				
Percent	0.2%	0.4%	1.2%	4.6%	14.5%	26.6%	33.6%	15.3%	3.0%	0.4%	0.1%	0.0%	0.0%	0.1%					
AM Peak	11:00	10:00	10:00	10:00	10:00	10:00	11:00	08:00	08:00	06:00	01:00				10:00				
Vol.	2	2	7	15	40	86	93	39	13	2	1				262				
PM Peak	19:00	16:00	22:00	19:00	13:00	13:00	14:00	15:00	18:00	12:00	18:00			17:00	13:00				
Vol.	3	2	4	14	49	75	104	46	12	2	1		1	275					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th		95th	
																Percent	Percent	Percent	Percent
05/29/17	0	1	5	8	14	15	14	6	0	0	0	0	0	0	50	44	47		
01:00	0	0	1	0	7	3	8	5	1	0	0	1	0	0	26	48	53		
02:00	0	0	0	0	1	2	8	2	0	1	1	0	0	0	15	49	61		
03:00	0	0	0	2	2	2	1	2	0	0	1	0	0	0	10	48	62		
04:00	0	0	0	1	2	1	3	0	0	1	0	0	0	0	8	44	57		
05:00	0	0	0	1	3	10	7	3	0	1	0	0	0	0	25	45	49		
06:00	0	0	1	4	3	10	29	23	1	1	0	0	0	0	72	48	49		
07:00	0	0	0	0	7	21	44	25	2	3	0	0	0	0	102	47	49		
08:00	1	0	0	4	18	42	43	16	3	2	0	0	0	0	129	45	49		
09:00	2	1	3	6	24	48	67	31	2	1	0	0	0	0	185	46	48		
10:00	7	1	2	10	40	50	65	24	5	0	0	0	0	0	204	44	48		
11:00	3	2	3	12	39	62	64	32	4	0	0	0	0	0	221	45	48		
12 PM	0	1	3	9	33	56	69	27	4	0	0	0	0	0	202	45	48		
13:00	0	1	0	5	31	65	87	37	6	0	0	0	0	0	232	46	49		
14:00	0	2	1	11	31	49	74	48	8	1	0	1	0	1	227	47	49		
15:00	2	1	3	7	30	66	79	33	6	0	0	0	0	0	227	45	49		
16:00	0	0	1	9	21	50	67	43	4	1	0	0	1	0	197	47	49		
17:00	0	0	4	3	24	46	66	27	3	0	1	0	0	0	174	45	49		
18:00	2	0	3	7	23	38	54	27	7	0	0	0	0	0	161	46	49		
19:00	0	2	3	8	20	36	43	15	5	0	0	0	0	0	132	45	49		
20:00	0	0	0	4	25	35	40	13	2	0	0	0	1	1	120	44	48		
21:00	0	0	0	10	16	25	25	12	2	1	0	0	0	0	91	45	49		
22:00	0	0	0	12	10	11	24	10	1	0	0	0	0	0	68	45	48		
23:00	0	0	1	7	6	7	14	6	0	0	0	0	0	0	42	45	49		
Total	17	12	30	137	424	750	995	467	66	14	3	2	1	2	2920				
Percent	0.6%	0.4%	1.0%	4.7%	14.5%	25.7%	34.1%	16.0%	2.3%	0.5%	0.1%	0.1%	0.0%	0.1%					
AM Peak	10:00	11:00	09:00	11:00	10:00	11:00	09:00	11:00	10:00	07:00	02:00	01:00			11:00				
Vol.	7	2	3	12	40	62	67	32	5	3	1	1			221				
PM Peak	15:00	14:00	17:00	22:00	12:00	15:00	13:00	14:00	14:00	14:00	17:00	14:00	16:00	14:00	13:00				
Vol.	2	2	4	12	33	66	87	48	8	1	1	1	1	1	232				

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

Start Time	16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0	1	2	3	4	5	6	7	8	9	10	11
05/31/17	0	0	0	1	1	5	7	9	7	4	4	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	32	46	50
01:00	0	0	1	2	3	1	1	3	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	46	48
02:00	0	0	1	2	0	4	4	0	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	44	51	
03:00	0	0	0	0	1	5	5	1	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	45	48	
04:00	0	0	0	2	5	4	4	5	4	14	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	48	52	
05:00	0	0	1	2	7	12	12	7	12	24	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	46	50	
06:00	0	0	0	0	6	20	20	6	20	51	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	104	48	52	
07:00	0	3	3	9	23	56	56	23	56	60	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	179	44	48		
08:00	0	2	4	7	31	59	73	31	59	73	20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	197	44	47		
09:00	1	1	0	11	30	52	64	30	52	64	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	183	44	48		
10:00	1	1	1	3	27	52	71	27	52	71	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	184	45	48		
11:00	1	2	2	5	33	74	65	33	74	65	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	212	44	48		
12 PM	0	2	1	5	39	78	74	39	78	74	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	231	44	48		
13:00	0	2	2	10	32	53	62	32	53	62	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	213	44	48		
14:00	1	2	4	11	43	62	42	43	62	42	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	183	43	47		
15:00	0	2	0	7	31	61	69	31	61	69	31	15	0	0	0	0	0	0	0	0	0	0	0	0	0	218	47	52		
16:00	1	2	5	10	45	61	90	45	61	90	30	5	0	0	0	0	0	0	0	0	0	0	0	0	2	251	44	48		
17:00	3	4	4	10	45	70	80	45	70	80	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	268	46	49		
18:00	0	1	2	2	26	54	63	26	54	63	52	9	0	0	0	0	0	0	0	0	0	0	0	0	0	213	48	51		
19:00	1	2	1	4	23	32	36	23	32	36	39	12	0	0	0	0	0	0	0	0	0	0	0	0	0	151	48	52		
20:00	0	1	1	6	26	46	43	26	46	43	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	145	45	49		
21:00	0	0	3	6	16	33	26	16	33	26	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	109	47	49		
22:00	0	0	1	6	10	22	18	10	22	18	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	46	48		
23:00	0	0	0	2	8	12	19	8	12	19	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	55	47	49		
Total	9	27	41	127	519	930	1087	519	930	1087	480	97	15	0	0	0	0	0	0	0	0	0	1	3	3	3336				
Percent	0.3%	0.8%	1.2%	3.8%	15.6%	27.9%	32.6%	15.6%	27.9%	32.6%	14.4%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%					
AM Peak	09:00	07:00	08:00	09:00	11:00	11:00	08:00	08:00	11:00	08:00	10:00	06:00	06:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00				
Vol.	1	3	4	11	33	74	73	33	74	73	26	8	1	1	1	1	1	1	1	1	1	1	1	1	1	212				
PM Peak	17:00	17:00	13:00	14:00	16:00	12:00	16:00	16:00	12:00	16:00	18:00	15:00	18:00	16:00	16:00	18:00	18:00	18:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00				
Vol.	3	4	5	11	45	78	90	45	78	90	52	15	4	4	4	4	4	4	2	2	2	2	2	2	2	268				
Total	164	250	570	2269	7231	12802	15753	7231	12802	15753	6538	1205	183	23	23	23	23	23	23	23	23	23	23	23	23	47021				
Percent	0.3%	0.5%	1.2%	4.8%	15.4%	27.2%	33.5%	15.4%	27.2%	33.5%	13.9%	2.6%	0.4%	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%				

15th Percentile :	32 MPH
50th Percentile :	40 MPH
85th Percentile :	45 MPH
95th Percentile :	49 MPH

Stats	10 MPH Pace Speed :	36-45 MPH
Number in Pace :	28555	
Percent in Pace :	60.7%	
Number of Vehicles > 55 MPH :	239	
Percent of Vehicles > 55 MPH :	0.5%	
Mean Speed(Average) :	40 MPH	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		0	0	0	0	0	0	0	0	1	0	3	4	4	5	5	5	2	2	5	5	6	6	0	0	0	0	0	0	0	0	0	0
05/18/17	01:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	48	52		
	02:00	0	0	0	0	1	1	1	1	1	1	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	8	47	48			
	03:00	0	0	0	0	2	3	3	2	5	4	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	16	47	48				
	04:00	0	0	0	0	2	1	3	6	7	5	0	2	5	0	0	0	0	0	2	0	0	0	0	0	0	26	48	56				
	05:00	0	0	0	0	1	2	2	6	17	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	48	49				
	06:00	0	0	0	0	13	15	15	15	30	26	8	0	30	26	0	0	0	8	0	0	0	1	0	0	0	108	48	52				
	07:00	0	0	0	0	20	26	26	46	61	26	1	1	61	26	0	0	1	0	1	0	0	0	0	0	0	181	45	48				
	08:00	1	1	2	2	10	28	28	47	65	6	0	0	65	6	0	0	0	0	0	0	0	0	0	0	0	160	43	44				
	09:00	0	0	0	0	13	23	23	55	57	18	4	0	57	18	0	0	4	0	0	0	0	0	0	0	0	172	44	48				
	10:00	4	0	0	0	14	20	20	49	71	33	8	0	71	33	0	0	8	0	0	0	0	0	0	0	0	200	46	49				
	11:00	0	1	1	4	12	31	31	37	49	32	6	0	49	32	0	0	6	0	0	0	0	0	0	0	0	172	46	49				
	12 PM	5	0	2	2	11	18	18	41	48	13	3	1	48	13	0	0	3	0	0	1	0	0	0	0	1	143	44	48				
	13:00	6	0	3	7	13	18	18	39	48	20	0	0	48	20	0	0	0	0	0	0	0	0	0	0	0	141	44	48				
	14:00	9	0	1	3	25	38	38	38	38	18	1	0	38	18	0	0	1	0	0	0	0	0	0	0	0	133	44	48				
	15:00	8	0	0	2	14	20	20	30	30	11	3	0	30	11	0	0	3	0	0	0	0	0	0	0	0	88	45	49				
	16:00	11	0	1	4	16	29	29	29	32	15	5	0	32	15	0	0	5	0	0	0	0	0	0	0	0	113	46	49				
	17:00	4	0	1	7	17	30	30	30	34	17	3	2	34	17	0	0	3	0	2	0	0	0	0	0	0	114	46	49				
	18:00	4	1	0	8	20	27	27	28	35	16	1	0	35	16	0	0	1	0	0	0	0	0	0	0	0	112	45	48				
	19:00	0	1	1	14	19	22	22	28	31	20	6	0	31	20	0	0	6	0	0	0	0	0	0	0	0	123	46	49				
	20:00	1	1	2	9	24	47	47	24	47	20	4	0	47	20	0	0	4	0	0	0	0	0	0	0	0	124	46	49				
	21:00	0	2	1	2	22	25	25	25	34	23	4	1	34	23	0	0	4	0	1	0	0	0	0	0	0	114	47	49				
	22:00	0	1	1	7	10	6	6	6	22	14	0	0	22	14	0	0	0	0	1	0	0	0	0	0	0	62	47	49				
	23:00	0	0	0	4	6	6	6	6	17	3	2	0	17	3	0	0	2	0	0	0	0	0	0	0	0	38	44	50				
Total		53	8	24	166	359	581	787	362	63	7	2	2	787	362	0	0	63	0	0	0	0	0	0	0	0	1	2413					
Percent		2.2%	0.3%	1.0%	6.9%	14.9%	24.1%	32.6%	15.0%	2.6%	0.3%	0.1%	0.1%	32.6%	15.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
AM Peak	10:00	4	1	4	20	31	55	71	33	8	2	1	0	71	33	0	0	8	0	0	0	0	0	0	0	0	10:00	200					
PM Peak	16:00	11	2	3	14	25	41	48	23	6	2	1	0	48	23	0	0	6	0	0	0	0	0	0	0	0	12:00	143					

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

SB	Start Time	16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent		
		15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	Total	Percent	Percent
05/19/17	0	0	1	0	1	5	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	28	46	49	
01:00	0	0	0	2	5	5	2	5	5	2	2	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	17	45	48	48	
02:00	0	0	1	0	3	3	3	4	3	3	3	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	14	46	48	48	48	
03:00	0	0	0	1	1	1	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	44	44	44	44	
04:00	0	0	0	0	3	3	3	10	3	3	3	10	7	7	2	2	0	0	0	0	0	0	0	0	0	0	25	48	51	51	51	
05:00	0	0	1	2	2	2	13	22	9	1	1	22	9	9	1	1	1	1	0	0	1	0	0	0	0	0	51	46	49	49	49	
06:00	0	0	0	8	13	13	23	29	25	10	2	29	25	25	10	10	10	10	2	2	1	1	1	0	0	0	111	49	53	53	53	
07:00	0	0	1	5	26	26	36	52	30	6	6	52	30	30	6	6	6	6	0	0	0	0	0	0	0	0	156	47	49	49	49	
08:00	0	0	1	8	17	17	32	63	26	4	4	63	26	26	4	4	4	4	1	1	0	0	0	0	0	0	152	46	49	49	49	
09:00	1	0	2	8	27	27	60	69	19	4	4	69	19	19	4	4	4	4	1	1	0	0	0	0	0	0	191	44	48	48	48	
10:00	1	0	2	11	27	27	49	72	37	6	6	72	37	37	6	6	6	6	0	0	0	0	0	0	0	0	205	46	49	49	49	
11:00	1	0	1	19	28	28	51	75	35	5	5	75	35	35	5	5	5	5	0	0	1	0	0	0	0	0	216	46	49	49	49	
12 PM	3	0	3	15	29	29	56	62	32	3	3	62	32	32	3	3	3	3	0	0	0	0	0	0	0	0	203	45	48	48	48	
13:00	9	0	4	4	25	25	50	60	33	3	3	60	33	33	3	3	3	3	1	1	0	0	0	0	0	0	189	46	49	49	49	
14:00	4	1	1	16	33	33	63	65	14	0	0	65	14	14	0	0	0	0	0	0	0	0	0	0	0	0	197	43	46	46	46	
15:00	5	1	0	7	27	27	46	75	22	2	2	75	22	22	2	2	2	2	0	0	1	0	0	1	2	2	188	44	48	48	48	
16:00	16	1	2	4	25	25	45	48	16	4	4	48	16	16	4	4	4	4	0	0	1	0	0	0	0	0	162	44	49	49	49	
17:00	9	0	1	9	20	20	39	45	19	6	6	45	19	19	6	6	6	6	1	1	0	0	0	0	0	0	149	45	49	49	49	
18:00	8	1	1	8	18	18	18	40	30	2	2	40	30	30	2	2	2	2	0	0	0	0	0	0	0	0	126	47	49	49	49	
19:00	1	0	1	9	14	14	29	54	33	5	5	54	33	33	5	5	5	5	2	2	0	0	0	0	0	0	148	47	49	49	49	
20:00	2	0	0	9	30	30	37	48	24	8	8	48	24	24	8	8	8	8	0	0	0	1	0	0	0	0	159	46	50	50	50	
21:00	0	1	3	10	19	19	27	37	26	4	4	37	26	26	4	4	4	4	1	1	0	0	0	0	0	0	128	47	49	49	49	
22:00	0	0	1	5	12	12	18	30	13	2	2	30	13	13	2	2	2	2	1	1	0	0	0	0	0	0	82	46	49	49	49	
23:00	0	0	0	5	7	7	29	22	12	5	5	22	12	12	5	5	5	5	0	0	0	0	0	0	0	0	80	47	51	51	51	
Total	60	6	26	166	416	416	736	1001	475	82	10	82	475	82	82	10	10	10	3	3	2	2	2	2	2	2	2986					
Percent	2.0%	0.2%	0.9%	5.6%	13.9%	13.9%	24.6%	33.5%	15.9%	2.7%	0.3%	2.7%	15.9%	2.7%	2.7%	0.3%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%						
AM Peak	09:00	00:00	09:00	11:00	11:00	11:00	09:00	11:00	10:00	06:00	06:00	11:00	10:00	10:00	06:00	06:00	06:00	06:00	05:00	05:00	06:00	06:00	06:00	06:00	06:00	06:00	11:00					
Vol.	1	1	2	19	28	28	60	75	37	10	2	75	37	37	10	10	10	10	1	1	1	1	1	1	1	1	216					
PM Peak	16:00	14:00	13:00	14:00	14:00	14:00	14:00	15:00	13:00	20:00	19:00	15:00	13:00	13:00	20:00	20:00	20:00	19:00	16:00	16:00	20:00	20:00	20:00	20:00	20:00	15:00	12:00					
Vol.	16	1	4	16	33	33	63	75	33	8	2	75	33	33	8	8	8	8	2	2	1	1	1	1	1	2	203					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	
	05/21/17	0	0	1	3	4	8	11	13	3	1	0	0	0	0	0	44	48	53
	01:00	0	0	0	2	2	4	6	4	1	1	0	0	1	0	0	21	49	59
	02:00	0	1	0	1	2	1	2	5	1	0	1	0	0	0	14	49	61	
	03:00	0	0	0	1	2	2	0	6	1	0	0	0	0	0	12	49	51	
	04:00	0	0	0	1	2	2	3	3	1	1	1	0	0	0	14	54	61	
	05:00	0	0	0	1	2	4	8	3	1	1	0	0	0	0	20	48	55	
	06:00	0	0	0	1	3	4	9	11	5	1	2	0	0	0	36	52	60	
	07:00	0	0	0	4	7	3	13	24	6	6	1	0	0	1	65	52	58	
	08:00	0	0	1	6	5	14	41	42	6	6	1	0	0	0	122	49	55	
	09:00	0	0	1	8	20	31	54	54	14	10	2	0	0	0	194	49	56	
	10:00	2	0	1	8	28	41	72	72	21	5	2	0	0	0	252	49	53	
	11:00	6	2	2	6	15	37	56	35	12	1	1	0	0	0	173	48	52	
	12 PM	3	1	2	7	28	69	86	44	6	1	0	0	0	0	247	46	49	
	13:00	2	1	2	12	36	52	71	49	6	1	0	0	0	0	232	47	49	
	14:00	0	0	2	5	25	42	62	52	9	5	1	0	0	1	204	48	52	
	15:00	10	0	0	4	11	25	27	26	1	1	0	0	0	0	105	47	49	
	16:00	5	0	1	11	13	25	40	25	3	1	0	0	0	0	124	47	49	
	17:00	5	0	0	4	18	24	47	21	3	0	0	0	0	0	122	46	49	
	18:00	2	0	0	4	13	30	61	37	5	2	0	0	0	0	154	47	49	
	19:00	0	2	2	11	30	34	68	29	4	1	0	1	0	0	182	46	49	
	20:00	0	0	1	10	23	46	49	18	5	0	0	0	0	0	152	45	49	
	21:00	0	1	1	7	13	30	27	14	4	0	0	0	0	0	97	46	49	
	22:00	0	0	2	7	13	12	16	2	2	1	0	0	0	0	55	43	50	
	23:00	0	2	1	1	2	7	7	6	1	0	0	0	0	0	28	48	53	
	Total	35	10	20	125	317	547	836	595	121	46	13	1	1	2	2669			
	Percent	1.3%	0.4%	0.7%	4.7%	11.9%	20.5%	31.3%	22.3%	4.5%	1.7%	0.5%	0.0%	0.0%	0.1%				
	AM Peak	11:00	11:00	11:00	09:00	10:00	10:00	10:00	10:00	10:00	09:00	06:00	07:00	01:00	07:00	10:00			
	Vol.	6	2	2	8	28	41	72	72	21	10	2	1	1	1	252			
	PM Peak	15:00	19:00	12:00	13:00	13:00	12:00	12:00	14:00	14:00	14:00	14:00	19:00	14:00	14:00	12:00			
	Vol.	10	2	2	12	36	69	86	52	9	5	1	1	1	1	247			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	35	36	40	45	41	46	50	51	55	56	60	61	65	66	70	71	75	76	77	85th Percent	95th Percent	
	05/22/17	0	0	0	0	0	1	1	2	2	5	6	6	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	18	47	50
	01:00	0	0	0	1	1	1	0	1	1	0	2	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	7	50	53
	02:00	0	0	0	0	0	1	1	0	1	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	43	44	
	03:00	0	0	0	0	0	2	0	0	2	2	6	6	6	3	3	0	0	0	0	0	0	0	0	0	0	13	46	48		
	04:00	0	0	0	0	0	0	4	4	5	5	5	5	5	5	5	1	0	0	0	0	0	0	0	0	0	20	48	50		
	05:00	0	0	0	0	0	2	5	5	13	13	22	22	22	7	7	2	2	1	1	0	0	0	0	0	0	52	46	51		
	06:00	0	0	0	0	0	7	13	13	17	17	51	51	27	27	5	5	2	2	0	0	0	0	0	0	0	122	47	50		
	07:00	0	0	0	0	0	6	32	32	52	67	67	67	34	34	9	9	1	1	0	0	0	0	0	0	0	201	47	49		
	08:00	1	0	0	0	0	4	14	14	43	66	66	66	36	36	6	6	4	4	0	0	0	0	0	0	0	174	47	51		
	09:00	2	0	0	0	0	8	37	37	35	69	69	69	21	21	7	7	6	6	0	0	0	0	0	0	0	185	46	52		
	10:00	8	1	0	0	0	6	13	13	30	40	40	40	19	19	4	4	1	1	0	0	0	0	0	0	0	122	46	49		
	11:00	8	0	0	0	0	6	24	24	42	42	42	42	15	15	1	1	1	1	4	4	0	0	0	0	0	142	44	49		
	12 PM	1	0	0	0	2	9	32	32	46	66	66	66	38	38	6	6	6	1	1	1	1	0	0	0	0	202	47	49		
	13:00	0	0	0	0	3	9	32	32	53	83	83	83	33	33	1	1	1	0	0	0	0	0	0	0	0	215	45	48		
	14:00	0	0	0	0	1	9	46	46	65	86	86	86	25	25	2	2	2	0	0	0	0	0	0	0	0	236	44	48		
	15:00	2	0	0	0	0	12	35	35	38	52	52	52	21	21	1	1	1	1	1	0	0	0	0	0	0	162	44	48		
	16:00	9	0	0	1	1	3	33	33	47	74	74	74	16	16	2	2	2	0	0	0	0	0	0	0	0	155	44	48		
	17:00	8	0	0	0	2	11	33	33	46	74	74	74	26	26	3	3	3	1	1	1	1	0	0	0	1	204	45	49		
	18:00	0	1	1	2	2	9	34	34	40	54	54	54	37	37	6	6	6	1	1	1	1	0	0	0	0	185	47	49		
	19:00	0	2	2	1	1	10	18	18	26	44	44	44	33	33	4	4	4	0	0	0	0	0	0	0	0	138	47	49		
	20:00	0	0	0	3	3	10	31	31	35	37	37	37	15	15	1	1	1	0	0	0	0	0	0	0	0	132	44	48		
	21:00	0	1	1	4	4	10	20	20	23	26	26	26	14	14	1	1	1	0	0	0	0	0	0	0	0	99	45	48		
	22:00	0	0	0	0	0	4	6	6	12	10	10	10	4	4	0	0	0	0	0	0	0	0	0	0	0	43	47	49		
	23:00	0	0	0	0	0	7	3	3	5	5	5	5	4	4	0	0	0	0	0	0	0	0	0	0	0	24	45	48		
	Total	39	7	0	17	147	468	681	960	443	65	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2856			
	Percent	1.4%	0.2%	0.6%	5.1%	16.4%	23.8%	33.6%	15.5%	2.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%				
	AM Peak	10:00	10:00	10:00	09:00	09:00	07:00	09:00	08:00	07:00	09:00	09:00	09:00														01:00	07:00			
	Vol.	8	1	1	8	37	52	69	36	9	6																1	201			
	PM Peak	16:00	14:00	21:00	15:00	14:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00														13:00	14:00			
	Vol.	9	2	4	12	46	65	86	38	6	1	1															1	236			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	15		16		21		26		31		36		41		46		51		56		61		66		71		76		85th Percent		95th Percent	
		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	0	0	0	0
05/23/17	01:00	0	0	0	0	4	4	7	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	44	48	
	02:00	0	0	0	0	1	1	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	47	49		
	03:00	0	0	0	0	1	1	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	44	47		
	04:00	0	0	0	0	1	1	5	5	4	4	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20	49	52			
	05:00	0	0	0	0	1	1	8	8	25	25	9	9	0	0	0	0	0	0	0	1	1	0	0	0	0	0	51	46	49			
	06:00	0	0	0	0	2	2	14	14	20	20	31	31	4	4	2	2	0	0	0	2	2	0	0	0	0	0	112	48	50			
	07:00	0	0	0	0	32	32	39	39	58	58	41	41	2	2	1	1	0	0	0	1	1	0	0	0	0	0	183	47	49			
	08:00	0	0	0	0	2	2	43	43	52	52	21	21	3	3	2	2	0	0	0	2	2	0	0	0	0	0	159	45	49			
	09:00	0	0	0	0	0	0	24	24	45	45	41	41	2	2	1	1	0	0	0	1	1	0	0	0	0	0	181	47	49			
	10:00	0	0	0	0	0	0	40	40	55	55	41	41	4	4	1	1	0	0	0	1	1	0	0	0	0	0	169	47	49			
	11:00	2	1	0	0	7	7	19	19	43	43	20	20	7	7	0	0	0	0	0	0	0	0	0	0	0	0	146	46	49			
	12 PM	5	0	0	0	3	3	29	29	45	45	20	20	3	3	0	0	0	0	0	0	0	0	0	0	0	0	167	44	48			
	13:00	4	0	0	0	1	1	30	30	40	40	32	32	6	6	0	0	0	0	0	0	0	0	0	0	0	1	194	46	49			
	14:00	1	0	0	0	4	4	26	26	61	61	37	37	4	4	0	0	0	0	0	0	0	0	0	0	0	0	207	46	49			
	15:00	1	1	0	0	4	4	16	16	40	40	16	16	2	2	2	2	0	0	0	2	2	0	0	0	0	0	212	44	48			
	16:00	1	0	0	0	1	1	34	34	60	60	34	34	3	3	0	0	0	0	0	0	0	0	0	0	0	0	218	45	48			
	17:00	0	0	0	0	2	2	33	33	47	47	29	29	3	3	2	2	0	0	0	2	2	0	0	0	0	0	203	45	49			
	18:00	0	0	0	0	3	3	26	26	43	43	30	30	4	4	2	2	0	0	0	2	2	0	0	0	0	0	193	46	49			
	19:00	0	0	0	0	3	3	27	27	29	29	20	20	2	2	0	0	0	0	0	0	0	0	0	0	0	0	145	45	48			
	20:00	0	0	0	0	18	18	32	32	23	23	14	14	5	5	0	0	0	0	0	0	0	0	0	1	1	106	46	49				
	21:00	0	1	3	4	13	13	25	25	36	36	12	12	3	3	2	2	0	0	0	2	2	0	0	0	0	0	99	45	50			
	22:00	0	0	0	0	1	1	3	3	21	21	10	10	2	2	0	0	0	0	0	0	0	1	1	0	0	0	57	47	50			
	23:00	0	0	0	0	0	0	7	7	8	8	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	46	49			
	Total	14	7	27	164	437	737	955	480	61	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2902					
	Percent	0.5%	0.2%	0.9%	5.7%	15.1%	25.4%	32.9%	16.5%	2.1%	0.6%	0.1%	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%	0.0%						
	AM Peak	11:00	11:00	06:00	08:00	07:00	09:00	09:00	07:00	11:00	06:00	07:00	11:00	07:00	09:00	06:00	07:00	11:00	07:00	09:00	06:00	07:00	11:00	07:00	09:00	06:00	07:00	07:00					
	Vol.	2	1	2	11	32	45	60	41	7	2	2	7	7	60	41	41	7	7	60	41	41	7	7	7	60	41	183					
	PM Peak	12:00	14:00	15:00	15:00	15:00	15:00	13:00	14:00	13:00	15:00	14:00	13:00	15:00	13:00	15:00	14:00	13:00	15:00	13:00	15:00	14:00	13:00	15:00	13:00	15:00	13:00	16:00					
	Vol.	5	2	4	16	40	71	72	37	6	2	1	6	6	72	37	37	6	6	72	37	37	6	6	6	72	37	218					

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	15	16	20	21	25	26	30	31	36	40	41	44	45	46	50	51	55	56	60	61	65	66	70	71	75	76	79	85th Percent	95th Percent	
																															Total
	05/24/17	0	0	0	0	0	4	4	4	6	6	5	5	5	4	4	0	0	0	0	0	1	0	0	0	0	0	0	24	46	49
	01:00	0	0	0	0	0	2	2	2	2	2	4	4	4	2	2	1	1	0	0	0	0	0	0	0	0	0	0	13	47	51
	02:00	0	0	0	0	0	1	1	1	0	0	3	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	6	47	49	
	03:00	0	0	0	0	0	2	2	2	3	3	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	12	48	51	
	04:00	0	0	0	0	0	2	2	2	5	5	3	3	3	6	6	1	1	0	0	1	0	0	0	0	0	0	22	48	54	
	05:00	0	0	0	0	0	3	3	3	14	14	21	21	21	10	10	0	0	0	0	0	0	0	0	0	0	0	50	46	48	
	06:00	0	0	0	0	0	5	5	5	17	17	36	36	36	26	26	6	6	1	1	0	0	0	0	0	0	0	104	48	51	
	07:00	0	0	0	0	1	10	10	10	29	29	54	54	54	41	41	7	7	0	0	0	0	0	0	0	0	0	178	47	49	
	08:00	0	0	0	0	1	4	4	4	20	20	43	43	43	35	35	7	7	0	0	0	0	0	0	0	0	0	161	47	50	
	09:00	1	0	0	0	3	9	9	9	19	19	38	38	38	51	51	9	9	0	0	0	0	0	0	0	0	0	190	48	49	
	10:00	1	1	1	1	1	3	3	3	27	27	41	41	41	40	40	9	9	0	0	0	0	0	0	0	0	0	184	47	49	
	11:00	2	0	0	0	0	10	10	10	40	40	96	96	96	21	21	1	1	1	1	0	0	0	0	0	0	0	217	44	47	
	12 PM	0	0	0	0	2	17	17	17	35	35	66	66	66	38	38	5	5	0	0	0	0	0	0	0	0	0	222	46	49	
	13:00	0	0	0	0	4	11	11	11	33	33	50	50	50	36	36	3	3	0	0	1	0	0	0	0	0	0	213	46	49	
	14:00	1	0	0	0	1	15	15	15	27	27	60	60	60	20	20	6	6	2	2	3	0	0	0	0	0	1	216	44	50	
	15:00	0	0	0	0	0	15	15	15	45	45	84	84	84	28	28	8	8	0	0	0	0	0	0	0	0	0	227	45	49	
	16:00	0	0	0	0	1	5	5	5	35	35	72	72	72	33	33	3	3	0	0	0	0	0	0	0	0	0	205	45	48	
	17:00	2	1	1	2	2	12	12	12	30	30	59	59	59	37	37	2	2	2	2	0	0	0	1	0	0	0	233	45	49	
	18:00	4	0	0	1	1	6	6	6	24	24	37	37	37	25	25	7	7	1	1	0	0	0	0	0	0	0	131	47	51	
	19:00	0	0	0	0	1	14	14	14	25	25	50	50	50	25	25	7	7	1	1	1	0	0	0	0	0	1	160	47	50	
	20:00	0	1	1	5	5	23	23	23	33	33	44	44	44	16	16	3	3	1	1	0	0	0	0	0	0	0	145	44	48	
	21:00	0	0	0	0	1	7	7	7	18	18	24	24	24	21	21	2	2	0	0	0	0	0	0	0	0	0	96	47	49	
	22:00	0	1	1	2	2	4	4	4	7	7	13	13	13	13	13	1	1	0	0	0	0	0	0	0	0	0	54	47	49	
	23:00	0	0	0	0	1	0	0	0	5	5	8	8	8	5	5	2	2	2	2	1	0	0	0	0	0	0	32	50	58	
	Total	11	6	6	27	27	181	181	181	466	466	1020	1020	1020	538	538	91	91	13	13	8	8	1	1	0	0	0	3	3095		
	Percent	0.4%	0.2%	0.2%	0.9%	0.9%	5.8%	5.8%	15.1%	23.6%	23.6%	33.0%	33.0%	33.0%	17.4%	17.4%	2.9%	2.9%	0.4%	0.4%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%				
	AM Peak	11:00	10:00	10:00	09:00	09:00	07:00	07:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	09:00	09:00	09:00	08:00	08:00	00:00	00:00						11:00			
	Vol.	2	1	1	3	3	10	10	40	40	46	96	96	96	51	51	9	9	2	2	1	1						217			
	PM Peak	18:00	13:00	13:00	20:00	20:00	20:00	20:00	15:00	14:00	14:00	17:00	17:00	17:00	12:00	12:00	15:00	15:00	14:00	14:00	14:00	14:00	17:00	17:00	17:00	12:00	12:00	17:00			
	Vol.	4	2	2	5	5	23	23	45	60	60	85	85	85	38	38	8	8	2	2	3	3	1	1	1	1	1	233			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	85th Percent	95th Percent	
		0	0	1	1	3	6	9	3	0	0	0	0	0	0	Total		
05/25/17	01:00	0	0	2	1	3	2	1	3	1	0	0	0	0	0	23	44	48
	02:00	0	0	0	0	2	1	2	1	0	0	0	0	0	0	6	45	48
	03:00	0	0	1	0	0	3	2	2	0	0	0	0	0	0	8	47	48
	04:00	0	0	0	1	5	3	8	4	0	0	0	0	0	0	21	46	48
	05:00	0	0	1	0	7	16	20	12	2	0	1	0	0	0	59	47	50
	06:00	0	0	0	8	13	19	37	21	6	2	0	0	0	106	48	52	
	07:00	0	0	0	10	35	45	52	33	10	1	0	0	0	186	47	50	
	08:00	0	0	0	13	25	38	54	34	5	4	0	0	0	173	47	50	
	09:00	0	0	1	10	27	57	7	25	7	0	1	0	0	185	46	49	
	10:00	7	0	0	2	10	12	24	6	0	0	0	0	0	61	44	47	
	11:00	2	1	1	6	27	24	23	9	0	0	0	0	0	93	43	47	
	12 PM	5	0	1	12	33	55	53	15	2	0	0	0	0	176	44	47	
	13:00	12	0	1	8	25	45	42	19	4	0	1	0	0	157	45	49	
	14:00	14	0	0	9	15	16	7	7	0	0	0	0	0	68	42	47	
	15:00	9	1	1	2	9	9	6	4	1	0	0	1	0	43	44	49	
	16:00	10	0	0	2	6	14	11	1	1	0	0	0	0	46	42	44	
	17:00	13	0	0	2	8	9	8	9	0	2	1	0	0	53	47	56	
	18:00	8	0	2	7	6	8	4	2	0	0	0	0	0	37	40	45	
	19:00	7	0	1	11	14	18	28	6	0	0	0	0	0	86	43	46	
	20:00	2	1	4	9	14	40	47	25	3	1	0	0	0	146	46	49	
	21:00	0	0	0	10	23	29	36	14	5	0	0	1	0	118	45	50	
	22:00	0	0	1	11	9	17	27	10	1	0	1	0	0	77	45	49	
	23:00	0	0	2	4	3	11	14	2	0	1	0	0	0	37	44	47	
	Total	89	3	20	139	322	497	572	267	48	11	5	2	0	3	1978		
	Percent	4.5%	0.2%	1.0%	7.0%	16.3%	25.1%	28.9%	13.5%	2.4%	0.6%	0.3%	0.1%	0.0%	0.2%			
AM Peak	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	07:00	07:00		
Vol.	7	1	2	13	35	57	57	57	34	10	4	1	1	1	186			
PM Peak	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	07:00	08:00	09:00	10:00	11:00	12:00		
Vol.	14	1	4	12	33	55	53	53	25	5	2	1	1	1	1	176		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	05/26/17	0	0	1	5	2	10	10	11	1	0	0	0	0	0	40	47	49
	01:00	0	0	2	2	1	4	9	3	0	0	0	0	0	0	21	44	48
	02:00	0	0	0	0	0	3	3	5	0	0	0	1	0	0	12	49	66
	03:00	0	0	0	0	4	0	4	5	1	0	0	0	0	0	14	48	51
	04:00	0	0	0	1	2	5	13	3	1	0	0	0	0	0	25	45	49
	05:00	0	0	1	0	9	8	24	6	1	0	0	0	0	0	49	44	48
	06:00	0	0	0	8	7	20	29	24	7	1	0	0	1	1	97	48	52
	07:00	0	1	2	18	28	36	67	36	1	1	0	0	0	0	190	46	48
	08:00	0	0	3	21	29	39	50	20	2	0	0	0	0	0	164	44	48
	09:00	0	0	1	10	32	48	73	33	7	0	0	0	0	0	204	46	49
	10:00	3	0	4	16	26	50	63	24	3	0	0	0	0	0	189	44	48
	11:00	9	0	3	6	26	35	43	4	0	0	0	0	0	0	126	43	44
	12 PM	13	0	0	7	18	31	23	5	2	0	0	0	1	0	100	43	47
	13:00	12	0	0	9	16	23	17	7	2	0	0	0	0	0	86	43	48
	14:00	20	1	4	9	14	14	5	3	0	2	1	0	0	0	73	40	48
	15:00	15	0	0	6	10	8	3	1	2	2	0	0	0	0	47	41	54
	16:00	23	1	2	4	9	6	5	1	0	0	0	0	1	0	52	39	44
	17:00	12	0	2	5	5	7	4	0	0	0	0	0	1	0	36	39	44
	18:00	5	0	1	7	22	15	9	7	1	0	2	0	0	0	69	44	49
	19:00	7	0	3	5	18	20	25	6	0	1	0	1	0	0	86	44	48
	20:00	5	1	1	11	17	34	32	16	3	0	0	0	0	0	120	45	49
	21:00	8	3	6	18	25	17	26	7	1	2	0	0	0	0	113	43	48
	22:00	2	0	2	7	12	22	25	11	3	0	0	0	0	0	84	45	49
	23:00	0	0	2	6	3	19	27	18	4	0	0	0	0	0	79	47	50
	Total	134	7	40	181	335	474	589	256	42	9	3	2	3	1	2076		
	Percent	6.5%	0.3%	1.9%	8.7%	16.1%	22.8%	28.4%	12.3%	2.0%	0.4%	0.1%	0.1%	0.1%	0.0%			
AM Peak	11:00	9	1	4	21	32	50	73	36	7	1	1	1	1	1	204		
PM Peak	16:00	23	3	6	18	25	34	32	18	4	2	2	1	1	1	120		

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	80		85th Percent	95th Percent
05/28/17	01:00	1	0	0	0	4	10	9	2	0	0	0	0	0	0	26	43	46
	02:00	0	0	0	2	9	11	16	5	1	0	0	0	0	0	44	44	48
	03:00	0	0	0	0	2	1	10	3	0	1	0	0	0	0	17	47	55
	04:00	1	0	1	1	1	2	5	5	1	0	0	0	0	0	16	48	50
	05:00	0	0	1	1	3	5	4	2	0	0	0	0	0	0	17	44	47
	06:00	0	0	1	1	5	2	5	1	2	1	0	0	0	0	18	50	55
	07:00	0	0	2	5	5	14	23	15	4	0	0	1	0	0	42	48	54
	08:00	0	0	1	7	8	18	30	21	7	1	2	0	0	0	68	47	50
	09:00	0	1	0	8	27	28	59	39	16	3	1	0	0	0	95	48	53
	10:00	0	0	0	11	25	68	62	36	8	1	1	0	0	0	182	49	53
	11:00	1	4	1	10	28	47	70	29	6	1	1	0	0	0	212	46	49
12 PM	13:00	0	0	0	8	23	52	87	34	12	2	0	0	0	0	198	46	49
	14:00	5	0	1	9	24	47	55	27	10	1	1	0	0	0	218	47	51
	15:00	10	4	1	13	27	40	27	6	2	0	1	0	0	0	180	47	51
	16:00	8	2	2	10	19	30	52	25	2	0	0	0	0	0	131	43	47
	17:00	9	1	0	6	22	55	62	27	3	2	0	0	0	1	150	45	48
	18:00	4	0	1	9	20	52	66	32	10	0	0	0	0	0	188	45	49
	19:00	0	0	1	9	18	53	78	37	4	0	1	0	0	0	194	47	50
	20:00	3	0	3	13	13	36	67	33	11	2	0	0	0	0	201	46	49
	21:00	1	0	2	6	22	51	70	33	4	1	2	0	0	1	181	47	51
	22:00	0	0	2	9	29	36	65	23	5	1	0	0	0	0	193	46	49
	23:00	0	0	1	7	11	22	43	22	7	1	0	0	0	0	170	45	49
		0	2	0	3	9	26	35	10	7	0	1	0	0	0	114	47	51
Total		43	14	21	155	359	714	1008	478	123	19	11	1	0	2	2948	47	52
Percent		1.5%	0.5%	0.7%	5.3%	12.2%	24.2%	34.2%	16.2%	4.2%	0.6%	0.4%	0.0%	0.0%	0.1%			
AM Peak	00:00	11:00	07:00	11:00	10:00	11:00	10:00	11:00	09:00	09:00	09:00	08:00	06:00			10:00		
Vol.	1	4	2	11	28	68	70	39	16	3	2	2	1			212		
PM Peak	14:00	14:00	19:00	14:00	21:00	16:00	12:00	18:00	12:00	12:00	12:00	20:00				16:00		
Vol.	10	4	3	13	29	55	87	37	12	2	2	2			1	218		

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	999		Percent	Percent
05/29/17	01:00	0	0	0	3	5	18	21	7	1	1	0	0	0	0	56	45	49
	02:00	0	0	0	1	1	3	10	5	1	0	0	0	0	0	25	47	49
	03:00	0	0	0	3	1	4	8	1	0	1	0	0	0	0	16	44	55
	04:00	0	0	0	2	1	5	2	5	2	1	0	0	0	0	19	50	55
	05:00	0	0	0	0	2	3	2	3	1	1	0	0	0	0	13	50	56
	06:00	0	0	0	4	4	8	13	13	4	2	0	0	0	0	24	47	49
	07:00	0	0	1	6	8	14	39	19	7	1	1	0	0	0	48	49	54
	08:00	0	0	0	5	16	21	59	30	9	2	1	0	0	2	96	48	52
	09:00	4	0	2	5	18	39	55	36	3	2	1	0	0	145	48	52	
	10:00	12	0	2	7	38	52	32	6	2	0	1	1	0	163	47	49	
	11:00	31	2	5	5	15	19	8	3	2	1	1	1	0	154	43	47	
	12 PM	15	0	3	2	10	12	2	4	1	0	0	0	0	94	41	50	
	13:00	19	0	0	3	14	13	5	1	0	0	1	0	0	50	39	48	
	14:00	9	0	0	2	7	6	3	1	0	0	0	0	0	56	39	44	
	15:00	10	1	1	0	1	3	0	0	1	0	0	0	0	29	39	44	
	16:00	7	1	1	2	2	2	4	1	0	0	0	0	0	17	37	50	
	17:00	9	0	1	0	1	0	3	1	0	0	0	0	0	20	42	45	
	18:00	7	0	1	2	4	4	3	0	0	0	0	0	0	15	42	46	
	19:00	5	0	2	7	19	23	21	2	0	0	0	0	0	21	39	43	
	20:00	1	0	0	11	25	40	64	19	4	0	1	0	0	79	42	44	
	21:00	0	0	1	8	23	36	36	20	1	1	0	0	0	165	44	49	
	22:00	0	0	0	12	9	21	23	19	2	0	0	0	0	126	45	48	
	23:00	0	0	2	3	8	8	14	7	1	0	0	0	0	87	47	49	
	Total	129	4	22	98	233	360	436	210	42	12	6	2	2	1561			
	Percent	8.3%	0.3%	1.4%	6.3%	14.9%	23.1%	27.9%	13.5%	2.7%	0.8%	0.4%	0.1%	0.1%	0.3%			
	AM Peak	11:00	2	5	7	38	52	59	36	9	2	1	1	1	163			
	PM Peak	13:00	19	3	12	25	40	64	20	4	1	1	1	1	165			

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	80		85	90
05/30/17	01:00	0	0	0	1	3	7	3	2	0	0	0	0	0	0	16	44	47
	02:00	0	0	1	1	2	3	5	2	3	1	1	0	0	0	17	49	60
	03:00	0	0	0	2	2	0	8	3	1	0	0	0	0	0	18	52	55
	04:00	0	0	0	0	5	3	12	5	2	2	0	0	0	0	16	47	50
	05:00	1	0	0	1	2	10	31	6	1	0	0	0	0	0	29	49	56
	06:00	0	0	0	7	18	15	41	21	4	1	0	0	0	0	52	44	48
	07:00	0	0	0	9	36	49	77	32	6	1	0	0	0	0	107	47	49
	08:00	0	0	1	8	18	55	58	36	7	2	0	1	0	0	210	46	49
	09:00	4	0	0	4	12	12	27	7	1	0	0	0	0	0	186	47	50
	10:00	9	0	0	2	3	2	7	2	1	0	0	0	0	0	68	44	48
	11:00	15	0	1	1	7	2	0	0	0	1	0	0	0	1	27	44	53
	12 PM	13	0	0	3	6	5	5	3	0	0	0	0	0	0	28	34	39
	13:00	5	0	0	2	3	4	3	1	0	0	0	0	0	0	35	42	47
	14:00	10	0	0	0	4	4	1	1	0	0	0	0	0	0	18	42	45
	15:00	7	1	2	2	1	0	0	1	0	0	0	0	1	0	21	39	49
	16:00	6	1	0	1	2	0	0	0	0	0	0	0	0	0	14	29	46
	17:00	9	1	0	2	2	0	2	0	0	0	0	0	0	0	10	31	33
	18:00	6	0	0	0	2	1	2	0	0	0	0	0	0	0	16	34	43
	19:00	4	0	2	3	5	8	13	4	0	0	0	0	0	0	12	42	46
	20:00	1	1	0	8	19	40	37	14	2	0	0	0	0	1	40	44	47
	21:00	0	0	3	10	22	40	30	17	1	0	0	0	0	0	122	44	48
	22:00	1	0	1	8	10	15	24	10	0	0	0	0	0	0	69	44	48
	23:00	0	0	0	5	5	7	15	7	0	1	0	0	0	0	40	44	49
	Total	91	4	11	80	194	286	404	178	30	9	3	1	1	2	1294		
	Percent	7.0%	0.3%	0.9%	6.2%	15.0%	22.1%	31.2%	13.8%	2.3%	0.7%	0.2%	0.1%	0.1%	0.2%			
	AM Peak	11:00		02:00	07:00	07:00	08:00	07:00	08:00	08:00	04:00	01:00	08:00	11:00	07:00			
	Vol.	15		1	9	36	55	77	36	7	2	1	1	1	210			
	PM Peak	12:00	15:00	21:00	21:00	21:00	20:00	20:00	21:00	20:00	23:00	14:00	19:00	19:00	21:00			
	Vol.	13	1	3	10	22	40	37	17	2	1	1	1	1	123			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	85th	95th
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent
	05/31/17	0	0	2	4	4	8	13	2	0	0	0	0	0	0	33	45
	01:00	0	0	0	1	5	5	3	2	0	0	0	0	0	0	16	44
	02:00	0	0	1	2	0	1	5	3	0	0	0	0	0	0	12	47
	03:00	0	0	1	0	2	1	2	1	1	0	0	0	0	0	8	48
	04:00	0	0	0	1	3	2	12	6	2	1	0	0	0	0	27	49
	05:00	0	0	1	1	9	11	24	9	0	0	0	0	0	0	55	45
	06:00	0	0	2	2	19	15	35	26	3	1	0	0	0	103	47	
	07:00	0	0	1	17	38	31	64	28	5	1	1	0	0	186	46	
	08:00	0	0	2	16	25	43	53	22	2	1	0	0	0	164	45	
	09:00	6	0	0	6	18	17	33	15	2	0	0	0	0	97	45	
	10:00	5	0	2	7	13	17	15	2	0	0	0	0	1	62	42	
	11:00	1	0	0	2	3	3	7	2	0	0	0	0	0	10	52	
	12 PM	5	1	3	2	9	3	7	2	0	0	0	0	0	32	42	
	13:00	5	0	1	5	1	7	4	0	0	0	0	0	0	23	40	
	14:00	4	4	1	19	19	36	28	13	1	0	0	0	0	125	44	
	15:00	2	1	1	10	25	57	91	34	1	0	0	0	0	222	45	
	16:00	4	0	1	8	44	61	89	31	0	1	0	0	1	240	44	
	17:00	1	0	0	8	32	50	104	34	3	1	0	0	0	233	45	
	18:00	1	0	1	9	26	53	62	24	3	1	1	0	0	181	45	
	19:00	1	0	1	10	21	41	51	25	3	2	0	0	0	155	46	
	20:00	0	0	0	9	24	41	48	15	0	2	0	0	0	139	44	
	21:00	0	0	5	12	17	26	37	17	0	0	0	0	0	114	44	
	22:00	0	0	2	3	10	22	18	7	0	0	0	0	0	62	44	
	23:00	0	0	0	5	6	12	15	5	1	0	0	0	0	44	44	
	Total	35	6	28	159	372	563	813	323	28	11	3	0	0	2343		
	Percent	1.5%	0.3%	1.2%	6.8%	15.9%	24.0%	34.7%	13.8%	1.2%	0.5%	0.1%	0.0%	0.0%	0.1%		
	AM Peak	09:00		00:00	07:00	07:00	08:00	07:00	07:00	07:00	04:00	07:00		10:00	07:00		
	Vol.	6		2	17	38	43	64	28	5	1	1		1	186		
	PM Peak	12:00	14:00	21:00	14:00	16:00	16:00	17:00	15:00	17:00	19:00	18:00		16:00	16:00		
	Vol.	5	4	5	19	44	61	104	34	3	2	1		1	240		
	Total	871	93	330	2043	4848	7848	10768	5309	987	227	74	21	40	33473		
	Percent	2.6%	0.3%	1.0%	6.1%	14.5%	23.4%	32.2%	15.9%	2.9%	0.7%	0.2%	0.1%	0.0%	0.1%		

15th Percentile : 31 MPH
 50th Percentile : 40 MPH
 85th Percentile : 46 MPH
 95th Percentile : 49 MPH

Stats 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 18616
 Percent in Pace : 55.6%
 Number of Vehicles > 55 MPH : 376
 Percent of Vehicles > 55 MPH : 1.1%
 Mean Speed(Average) : 40 MPH

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/19/17	0	1	0	0	3	10	14	17	12	0	0	0	0	0	0	57	46	48
01:00	0	0	0	0	3	8	6	10	5	1	0	0	0	0	0	33	46	49
02:00	0	0	1	1	3	3	9	10	5	1	0	0	0	0	0	32	46	49
03:00	0	0	0	0	1	1	4	16	1	1	0	0	0	0	0	24	44	49
04:00	0	0	0	0	0	6	9	19	15	2	0	0	0	0	0	51	48	49
05:00	0	0	3	4	4	13	22	41	18	2	0	1	0	0	104	46	49	
06:00	0	1	0	0	9	17	51	84	49	13	2	0	1	0	227	48	51	
07:00	2	2	2	2	9	46	97	118	54	7	1	0	0	0	338	46	49	
08:00	0	0	2	2	13	38	90	128	47	8	1	0	0	0	327	45	49	
09:00	1	1	4	4	15	60	121	136	46	6	2	0	0	0	392	44	48	
10:00	1	1	3	3	15	60	101	151	72	8	0	0	0	0	412	46	49	
11:00	3	1	4	4	31	67	114	149	67	8	1	2	0	0	447	45	49	
12 PM	3	2	3	3	29	56	129	132	55	6	0	0	1	0	416	44	48	
13:00	9	1	5	5	15	65	136	151	69	6	1	0	0	0	458	45	48	
14:00	4	2	12	12	34	68	142	136	49	1	0	0	0	0	448	44	47	
15:00	5	2	2	2	15	58	125	175	47	5	1	0	0	2	438	44	48	
16:00	21	3	12	12	15	65	116	125	51	12	2	1	0	0	423	45	49	
17:00	12	0	3	3	20	64	114	141	52	8	1	0	0	0	415	44	48	
18:00	10	2	2	2	15	56	69	119	79	10	3	0	0	0	365	47	49	
19:00	1	1	2	2	16	43	75	138	70	20	3	0	0	0	369	47	51	
20:00	2	0	0	0	17	60	79	107	51	15	3	0	1	0	335	46	50	
21:00	0	4	6	6	23	44	60	102	53	11	1	0	0	0	304	46	49	
22:00	0	1	3	3	9	36	34	68	36	8	3	1	0	0	199	47	51	
23:00	1	0	1	1	8	20	50	40	31	10	0	0	0	0	161	47	50	
Total	75	25	70	70	322	964	1767	2313	1034	169	25	5	3	1	2	6775		
Percent	1.1%	0.4%	1.0%	1.0%	4.8%	14.2%	26.1%	34.1%	15.3%	2.5%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	09:00	09:00	11:00	11:00	09:00	10:00	10:00	06:00	06:00	11:00	06:00	11:00	11:00	11:00		
Vol.	3	2	4	4	31	67	121	151	72	13	2	2	1	1	447			
PM Peak	16:00	21:00	14:00	14:00	14:00	14:00	14:00	15:00	18:00	19:00	18:00	16:00	12:00	15:00	13:00			
Vol.	21	4	12	12	34	68	142	175	79	20	3	1	1	2	458			

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th		95th	
																	Total	Percent	Total	Percent
05/20/17	0	2	5	3	5	14	19	45	50	55	60	65	70	75	79	91	46	51	48	51
01:00	0	0	2	3	5	14	19	45	50	55	60	65	70	75	79	91	46	51	48	51
02:00	0	0	2	1	6	2	11	14	5	2	0	0	0	1	0	43	48	46	52	52
03:00	0	0	1	1	10	5	7	11	11	0	0	0	0	0	0	35	47	49	49	49
04:00	0	0	1	1	2	2	7	11	5	5	2	0	0	0	0	33	50	53	53	49
05:00	0	0	0	0	1	3	13	17	10	5	2	0	0	0	0	51	49	54	54	54
06:00	0	0	3	3	5	14	18	33	18	10	1	0	0	0	0	102	48	48	52	52
07:00	0	0	3	3	9	16	51	47	40	14	1	0	1	0	0	182	48	48	52	52
08:00	0	0	2	2	18	31	54	85	49	19	11	2	0	0	0	271	49	49	54	54
09:00	0	0	1	1	16	26	67	113	68	20	3	2	0	0	0	316	48	48	52	52
10:00	1	3	2	2	19	43	76	151	81	26	1	0	0	0	0	403	47	47	51	51
11:00	1	0	15	0	15	58	113	164	80	16	5	0	1	0	1	454	47	47	49	49
12 PM	1	1	5	5	22	58	109	155	79	18	0	0	0	0	0	448	46	46	49	49
13:00	2	0	2	2	20	71	125	161	50	7	2	0	1	0	0	441	44	44	48	48
14:00	2	2	4	4	25	60	142	150	55	16	2	1	0	2	0	461	45	45	49	49
15:00	9	2	17	3	17	53	86	152	87	14	4	0	2	1	0	430	47	47	49	49
16:00	2	1	10	3	10	58	85	141	74	9	1	0	0	0	2	386	46	46	49	49
17:00	3	1	2	2	25	44	109	125	70	18	5	1	0	0	1	404	47	47	51	51
18:00	2	1	13	3	13	51	72	137	62	10	1	0	0	0	0	352	46	46	49	49
19:00	0	0	2	2	20	71	84	135	52	15	4	0	0	0	0	383	46	46	49	49
20:00	0	0	5	5	19	42	71	129	55	16	4	0	0	0	0	341	47	47	50	50
21:00	1	3	9	9	23	43	70	82	34	7	0	2	1	0	0	275	45	45	49	49
22:00	0	0	2	2	15	28	64	41	28	6	1	0	0	0	0	185	46	46	49	49
23:00	0	1	1	1	10	20	23	56	21	4	2	0	0	0	0	138	46	46	49	49
Total	24	17	823	59	318	823	1480	2152	1057	261	52	9	6	5	4	6267				
Percent	0.4%	0.3%	13.1%	0.9%	5.1%	13.1%	23.6%	34.3%	16.9%	4.2%	0.8%	0.1%	0.1%	0.1%	0.1%					
AM Peak	10:00	3	10:00	00:00	10:00	11:00	11:00	11:00	10:00	10:00	08:00	08:00	07:00	01:00	11:00	11:00				
Vol.	1	3	58	3	19	164	81	26	1	2	1	1	1	1	1	454				
PM Peak	15:00	9	21:00	21:00	14:00	13:00	14:00	13:00	15:00	12:00	17:00	21:00	15:00	14:00	16:00	14:00				
Vol.	9	3	71	9	25	161	87	18	2	5	2	2	2	2	2	461				

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/21/17	01:00	0	1	2	8	15	10	29	24	3	1	0	0	0	0	93	47	49
	02:00	0	1	1	2	2	3	7	10	5	2	1	0	0	0	34	52	58
	03:00	0	1	0	5	5	5	3	6	2	0	0	0	0	0	27	48	51
	04:00	0	0	1	2	3	5	7	5	1	4	2	0	0	0	30	56	61
	05:00	0	0	0	2	3	11	15	9	1	1	0	0	0	0	42	47	49
	06:00	0	0	0	2	8	9	17	19	9	1	2	0	0	0	67	51	54
	07:00	0	0	0	5	11	10	57	52	13	6	1	0	0	1	156	49	54
	08:00	0	0	2	9	11	36	82	66	10	7	1	0	0	0	224	48	53
	09:00	0	0	1	10	34	82	125	77	17	10	2	0	0	0	358	48	53
	10:00	2	1	2	9	60	86	156	103	28	6	2	0	0	0	455	48	52
	11:00	6	2	4	9	42	86	111	68	16	2	1	1	0	0	348	47	50
	12 PM	3	1	4	17	64	127	151	79	13	3	0	0	0	0	462	46	49
	13:00	4	3	5	31	81	117	134	67	10	1	0	0	0	0	453	45	49
	14:00	2	0	3	11	49	87	137	93	17	5	1	0	0	1	406	47	50
	15:00	10	2	1	8	25	69	91	73	9	1	0	0	0	0	289	47	49
	16:00	6	0	2	17	35	66	102	61	12	1	0	0	0	0	302	47	49
	17:00	5	2	2	10	44	64	110	47	8	3	1	0	0	0	296	46	49
	18:00	3	2	5	8	30	62	112	69	13	2	0	0	0	0	306	47	49
	19:00	0	2	3	17	55	75	129	47	8	1	0	1	0	0	338	45	49
	20:00	0	0	1	14	55	80	98	31	6	0	0	0	0	0	285	44	48
	21:00	0	1	1	16	30	59	57	26	7	0	0	0	0	0	197	45	49
	22:00	0	1	2	17	25	36	42	9	2	1	1	0	0	0	136	44	48
	23:00	0	2	2	4	8	13	15	10	4	0	1	0	0	0	59	44	52
	Total	41	22	45	236	701	1207	1798	1060	216	59	16	2	1	2	5406		
	Percent	0.8%	0.4%	0.8%	4.4%	13.0%	22.3%	33.3%	19.6%	4.0%	1.1%	0.3%	0.0%	0.0%	0.0%			
AM Peak	11:00	6	2	4	10	60	86	156	103	28	10	2	1	1	1	455		
PM Peak	15:00	10	3	5	31	81	127	151	93	17	5	1	1	1	1	462		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

NB, SB	Start Time	16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th		
		15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	
05/22/17	01:00	0	0	0	1	3	11	12	4	11	12	12	12	5	7	2	2	1	0	0	0	0	0	0	0	0	0	0	42	47	52	
	02:00	0	0	0	2	2	2	5	0	2	2	8	1	1	5	1	1	0	0	0	0	0	0	0	0	0	0	19	19	48	50	
	03:00	0	0	0	2	2	6	11	2	6	11	11	5	0	5	0	0	0	0	0	0	0	0	0	0	0	10	10	44	47	48	
	04:00	0	0	0	1	0	5	12	5	12	16	16	13	3	13	3	1	0	0	0	0	0	0	0	0	0	26	26	46	48	48	
	05:00	0	0	0	6	6	12	23	12	23	40	40	12	3	1	3	1	0	0	0	0	0	0	0	0	0	51	51	48	52	49	
	06:00	0	0	2	10	10	38	88	21	38	88	88	52	8	2	8	2	0	0	0	0	0	0	0	0	0	221	221	47	49	49	
	07:00	1	1	3	13	13	100	140	51	100	140	140	60	16	1	16	1	0	0	0	0	0	0	0	0	0	386	386	46	49	49	
	08:00	3	0	2	6	6	33	99	33	99	142	88	13	13	6	13	6	0	0	0	0	1	0	0	0	0	393	393	47	50	50	
	09:00	2	0	0	19	19	57	158	48	57	158	48	15	6	0	15	6	0	0	0	0	0	0	0	0	0	402	402	45	50	50	
	10:00	10	1	0	9	9	84	113	40	84	113	49	7	4	7	4	0	0	0	0	0	0	0	0	0	0	317	317	46	49	49	
	11:00	8	2	1	17	17	104	132	64	104	132	97	40	8	5	8	5	0	0	0	0	0	0	0	0	0	346	346	45	49	49	
	12 PM	1	0	4	20	20	99	136	76	99	136	136	60	10	3	10	3	0	0	0	1	0	0	0	0	1	411	411	46	49	49	
	13:00	0	0	6	18	18	69	132	69	132	163	68	6	2	6	2	0	0	0	0	0	0	0	0	0	0	465	465	45	48	48	
	14:00	0	3	3	24	24	82	121	82	121	170	57	8	0	0	8	0	0	0	0	0	0	0	0	0	0	469	469	44	48	48	
	15:00	4	5	5	26	26	109	126	67	109	126	42	2	1	2	1	0	0	0	0	0	0	0	0	0	0	387	387	44	48	48	
	16:00	9	3	4	18	18	80	110	80	110	146	44	4	4	4	4	0	0	0	0	0	0	0	0	0	0	376	376	44	48	48	
	17:00	14	8	10	19	19	85	112	85	112	146	43	7	7	7	1	1	0	0	0	1	0	0	0	0	1	447	447	44	48	48	
	18:00	0	2	3	17	17	68	86	17	68	126	63	12	1	12	1	0	0	0	0	1	0	0	0	0	0	379	379	46	49	49	
	19:00	0	2	2	23	23	39	66	39	66	80	64	14	2	14	2	0	0	0	0	0	0	0	0	0	0	292	292	47	50	50	
	20:00	0	0	3	21	21	52	59	52	59	70	25	4	0	4	0	0	0	0	0	0	0	0	0	0	0	234	234	44	48	48	
	21:00	0	1	7	19	19	44	48	44	48	59	28	3	0	3	0	0	0	0	0	0	0	0	0	0	0	209	209	44	48	48	
	22:00	0	0	2	8	8	18	32	18	32	27	31	1	0	31	1	0	0	0	0	0	0	0	0	0	0	119	119	47	49	49	
	23:00	0	0	0	11	11	12	12	12	12	13	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	55	55	44	48	48	
Total		53	28	59	312	312	983	1556	2056	2056	2056	912	147	38	912	147	3	3	38	3	3	1	1	0	0	5	6153	6153				
Percent		0.9%	0.5%	1.0%	5.1%	5.1%	16.0%	25.3%	33.4%	33.4%	33.4%	14.8%	2.4%	0.6%	14.8%	2.4%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%						
AM Peak	10:00	11:00	11:00	07:00	09:00	09:00	11:00	11:00	09:00	09:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	09:00	09:00	09:00	09:00	09:00	09:00
Vol.	10	2	3	19	64	64	104	158	158	158	158	88	16	6	88	16	16	16	6	6	6	1	1	1	1	1	402	402	402	402	402	
PM Peak	17:00	17:00	17:00	17:00	15:00	15:00	17:00	13:00	14:00	14:00	14:00	13:00	19:00	12:00	13:00	19:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:00	14:00	14:00	14:00	14:00	
Vol.	14	8	10	26	85	85	132	170	170	170	170	68	14	3	68	14	14	3	3	3	3	1	1	1	1	1	469	469	469	469	469	

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/23/17	01:00	0	0	0	1	6	12	11	6	1	0	0	0	0	0	42	45	49
	02:00	0	0	1	1	4	6	8	5	0	0	0	0	0	0	33	44	47
	03:00	0	0	2	2	1	8	7	4	0	0	0	0	0	0	25	46	48
	04:00	0	0	0	3	3	11	10	13	4	0	0	0	0	0	24	45	48
	05:00	0	0	1	3	9	21	46	15	0	2	0	0	0	0	44	48	52
	06:00	0	1	4	7	20	41	76	57	11	2	0	0	0	0	97	45	49
	07:00	0	1	1	15	59	84	127	61	5	2	0	0	0	0	219	48	50
	08:00	0	0	4	16	57	99	129	32	7	2	0	0	0	0	355	46	49
	09:00	0	0	0	14	48	90	127	67	6	1	0	0	0	0	346	44	48
	10:00	0	0	0	12	40	91	140	80	7	1	0	0	0	0	353	46	49
	11:00	2	4	3	12	66	113	124	44	9	0	0	0	0	0	372	47	49
	12 PM	5	2	7	5	55	122	134	43	9	3	0	0	0	0	377	44	48
	13:00	4	2	2	21	72	108	150	50	12	0	0	0	0	0	385	44	49
	14:00	2	2	3	8	56	123	148	65	9	0	0	0	0	0	422	44	49
	15:00	1	4	7	32	80	147	112	33	4	2	1	0	0	0	416	45	49
	16:00	4	0	4	26	77	120	137	48	7	1	0	0	0	0	423	43	47
	17:00	1	2	6	26	80	119	143	47	8	2	0	0	0	0	424	44	48
	18:00	1	2	6	31	66	97	118	44	9	3	0	0	0	0	434	44	48
	19:00	0	1	4	21	56	72	101	43	8	0	0	0	0	0	377	44	49
	20:00	0	0	1	29	53	64	65	26	8	0	0	0	1	0	306	45	49
	21:00	0	2	4	13	25	51	68	20	7	2	0	0	0	0	247	44	49
	22:00	0	1	1	10	8	34	36	18	3	2	1	0	0	0	192	45	49
	23:00	0	0	0	5	13	19	22	10	0	0	0	0	0	0	114	46	50
	Total	20	24	62	323	961	1662	2045	835	134	25	3	0	0	2	6096	44	48
Percent		0.3%	0.4%	1.0%	5.3%	15.8%	27.3%	33.5%	13.7%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	06:00	08:00	11:00	11:00	10:00	10:00	06:00	05:00	10:00				11:00		
Vol.	2	4	4	4	16	66	113	140	80	11	2	1				377		
PM Peak	12:00	15:00	12:00	15:00	15:00	15:00	15:00	13:00	14:00	13:00	12:00	15:00				17:00		
Vol.	5	4	7	32	80	147	150	150	65	12	3	1				434		

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	40	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	85th		95th	
																											Total	Percent	Total	Percent
05/24/17	01:00	0	0	0	0	0	4	4	14	14	10	12	6	6	0	0	0	0	0	1	1	0	0	0	0	0	47	44	48	
	02:00	0	0	0	1	1	0	0	1	1	1	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	16	47	49	
	03:00	0	0	0	0	0	1	1	4	4	6	10	6	6	1	1	0	0	0	0	0	0	0	0	0	0	28	47	49	
	04:00	0	0	0	0	0	2	2	5	5	11	18	14	14	1	1	0	0	0	1	1	0	0	0	0	0	52	47	49	
	05:00	1	0	0	1	1	6	6	8	8	21	42	17	17	2	2	0	0	0	0	0	0	0	0	0	0	98	46	49	
	06:00	0	0	0	0	0	5	5	21	21	39	76	52	52	15	15	1	1	0	0	0	0	0	0	0	0	209	48	51	
	07:00	1	0	0	3	3	12	12	45	45	77	135	75	75	11	11	0	0	0	0	0	0	0	0	0	0	359	47	49	
	08:00	2	0	0	2	2	8	8	44	44	86	123	70	70	13	13	2	2	0	0	0	0	0	0	0	0	350	47	49	
	09:00	1	0	0	3	3	10	10	32	32	89	133	88	88	15	15	1	1	0	0	0	0	0	0	0	0	372	47	49	
	10:00	1	3	3	1	1	14	14	48	48	110	139	59	59	10	10	1	1	0	0	0	0	0	0	0	0	386	46	49	
	11:00	2	2	2	2	2	18	18	70	70	113	164	41	41	2	2	1	1	0	0	0	0	0	0	0	0	415	44	47	
	12 PM	1	0	0	4	4	32	32	75	75	139	139	51	51	7	7	0	0	0	0	0	0	0	0	0	1	449	44	48	
	13:00	5	3	3	15	15	25	25	87	87	116	143	56	56	6	6	1	1	0	0	1	1	0	0	0	0	458	44	48	
	14:00	1	2	2	3	3	35	35	58	58	124	145	42	42	8	8	2	2	0	0	4	4	0	0	1	1	425	44	49	
	15:00	0	2	2	6	6	28	28	87	87	118	151	54	54	8	8	0	0	0	0	0	0	0	0	0	0	1	455	44	48
	16:00	0	1	1	3	3	12	12	84	84	108	143	65	65	4	4	1	1	0	0	0	0	0	0	0	0	421	45	48	
	17:00	3	3	3	5	5	25	25	65	65	119	170	65	65	14	14	2	2	0	0	0	1	1	0	0	0	472	45	49	
	18:00	4	1	1	4	4	17	17	61	61	97	93	49	49	14	14	2	2	0	0	0	0	0	0	0	0	342	46	49	
	19:00	0	1	1	3	3	23	23	55	55	85	97	42	42	11	11	1	1	2	2	0	0	0	0	1	1	321	45	49	
	20:00	0	4	4	11	11	37	37	56	56	77	79	29	29	5	5	1	1	0	0	0	0	0	0	0	0	299	44	48	
	21:00	1	0	0	2	2	15	15	41	41	56	48	30	30	3	3	0	0	0	0	0	0	0	0	0	0	196	45	48	
	22:00	0	1	1	4	4	15	15	23	23	28	27	21	21	1	1	0	0	0	0	0	0	0	0	0	0	120	45	48	
	23:00	0	0	0	2	2	6	6	9	9	23	16	7	7	2	2	2	2	0	0	0	0	0	0	0	0	68	46	53	
Total	Percent	23	23	23	75	75	354	354	1001	1001	1661	2123	947	947	155	155	18	18	10	10	0	0	0	0	0	4	6395			
	AM Peak	0.4%	0.4%	10:00	1.2%	1.2%	5.5%	5.5%	15.7%	15.7%	26.0%	33.2%	14.8%	14.8%	2.4%	2.4%	0.3%	0.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%					
	Vol.	2	3	3	3	3	18	18	70	70	113	164	88	88	15	15	2	2	1	1							11:00			
	PM Peak	13:00	20:00	20:00	13:00	13:00	20:00	20:00	13:00	13:00	12:00	17:00	16:00	16:00	17:00	17:00	14:00	14:00	14:00	14:00	14:00	17:00	17:00	12:00	12:00	1	17:00			
	Vol.	5	4	4	15	15	37	37	87	87	139	170	65	65	14	14	2	2	4	4	1	1	1	1	1	1	472			

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	
																			20
05/25/17	01:00	0	0	1	4	9	12	17	9	1	0	0	0	0	0	0	53	46	49
	02:00	0	1	4	2	4	6	5	3	0	1	0	0	0	0	0	26	45	49
	03:00	0	0	1	2	1	4	7	7	0	0	0	0	0	0	0	22	47	49
	04:00	0	1	0	2	5	9	19	12	2	0	0	0	0	0	0	50	47	49
	05:00	0	0	2	2	14	32	38	17	4	0	1	0	0	0	0	110	46	49
	06:00	1	0	0	10	19	50	84	48	10	3	0	0	0	0	0	225	47	50
	07:00	1	0	2	15	58	89	124	63	15	2	0	0	0	0	0	369	46	49
	08:00	2	2	5	21	47	88	129	58	8	5	0	0	0	0	0	365	46	49
	09:00	2	0	5	26	58	113	118	41	10	0	1	0	0	0	0	374	44	49
	10:00	7	0	2	12	32	60	94	31	7	1	0	0	0	0	0	246	45	49
	11:00	2	2	3	19	51	83	89	44	9	0	0	0	0	0	0	302	45	49
	12 PM	5	0	6	20	68	120	123	52	5	0	0	0	0	0	0	399	44	48
	13:00	13	1	6	28	66	103	123	42	7	0	1	1	0	1	1	392	44	48
	14:00	14	0	1	17	48	71	97	34	7	0	1	0	0	0	0	290	44	49
	15:00	13	3	8	12	48	84	71	34	8	0	0	1	0	0	0	282	45	49
	16:00	11	3	5	10	44	100	83	29	6	1	0	0	0	1	1	293	44	48
	17:00	13	1	4	9	56	79	86	43	6	3	1	0	0	1	1	302	45	49
	18:00	8	1	3	24	31	54	82	30	6	1	0	0	1	0	0	241	45	49
	19:00	7	0	3	17	41	64	81	40	4	0	0	0	0	1	1	258	45	48
	20:00	4	1	5	16	30	87	92	48	9	2	0	0	0	0	0	294	46	49
	21:00	0	0	3	25	53	66	82	31	6	0	0	2	0	0	0	268	44	49
	22:00	0	0	1	26	25	37	50	28	2	1	1	0	0	0	0	171	46	49
	23:00	0	0	2	6	10	21	41	16	2	1	0	0	0	0	0	99	46	49
	Total	103	16	74	328	824	1442	1738	764	135	21	6	4	1	4	5460			
	Percent	1.9%	0.3%	1.4%	6.0%	15.1%	26.4%	31.8%	14.0%	2.5%	0.4%	0.1%	0.1%	0.0%	0.1%				
AM Peak	10:00	7	2	5	26	58	113	129	63	15	5	1				09:00			
PM Peak	14:00	14	3	8	28	68	120	123	52	9	3	1	2	1	1	12:00			
	Vol.	14	3	8	28	68	120	123	52	9	3	1	2	1	1	399			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	Total	85th Percent	95th Percent
05/26/17	01:00	0	0	2	8	13	17	19	19	3	1	0	0	0	0	0	82	47	49
	02:00	0	0	0	5	6	9	17	6	3	0	0	0	0	0	0	48	46	50
	03:00	0	0	0	0	4	8	10	5	0	1	0	1	0	0	29	47	57	
	04:00	0	0	0	0	5	3	11	6	2	0	0	0	0	0	27	48	51	
	05:00	0	0	1	3	9	9	26	9	3	0	0	0	0	0	61	46	49	
	06:00	0	0	1	0	17	19	44	13	3	0	0	0	0	0	97	45	49	
	07:00	0	1	0	9	18	49	68	45	10	1	0	0	0	1	202	47	50	
	08:00	0	3	7	24	60	92	125	53	7	1	0	0	0	0	372	45	49	
	09:00	0	1	7	35	60	110	115	31	3	0	0	0	0	0	362	44	47	
	10:00	2	1	2	18	60	110	155	56	10	0	0	0	0	0	414	45	49	
	11:00	5	3	9	23	68	117	154	49	7	0	0	0	0	0	435	44	48	
	12 PM	9	1	4	24	64	106	117	34	4	0	0	0	0	0	363	44	47	
	13:00	15	2	4	25	78	114	81	23	8	0	0	0	1	0	351	43	48	
	14:00	12	1	7	23	51	106	96	34	7	0	0	0	0	1	338	44	48	
	15:00	20	7	13	31	80	109	77	21	3	2	1	0	0	0	364	43	47	
	16:00	27	5	9	31	83	81	59	17	5	3	0	0	0	0	320	43	47	
	17:00	25	6	8	21	60	107	102	29	6	0	0	0	1	0	365	44	48	
	18:00	19	6	10	24	67	82	73	24	6	0	0	0	1	0	312	43	48	
	19:00	6	3	6	22	57	78	98	41	10	5	2	0	0	0	328	46	50	
	20:00	9	1	4	22	62	86	113	53	8	2	1	1	0	0	362	46	49	
	21:00	5	1	4	28	62	86	95	58	16	1	0	0	0	0	356	46	49	
	22:00	10	6	12	45	79	76	74	28	2	3	1	0	0	0	336	43	48	
	23:00	3	1	2	16	45	41	77	43	8	0	0	0	0	0	236	46	49	
		0	0	3	10	15	45	63	37	15	1	0	0	1	0	190	48	52	
Total		167	50	117	447	1123	1660	1869	734	149	21	5	2	4	2	6350			
Percent		2.6%	0.8%	1.8%	7.0%	17.7%	26.1%	29.4%	11.6%	2.3%	0.3%	0.1%	0.0%	0.1%	0.0%				
AM Peak	11:00	07:00	10:00	10:00	08:00	10:00	10:00	09:00	09:00	06:00	00:00	02:00	02:00	06:00	06:00	10:00			
Vol.	9	3	9	35	68	117	155	56	10	1	1	1	1	1	1	435			
PM Peak	15:00	14:00	14:00	21:00	15:00	15:00	12:00	19:00	20:00	20:00	18:00	18:00	19:00	12:00	13:00	16:00			
Vol.	27	7	13	45	83	114	114	113	58	16	5	1	1	1	1	365			

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	35	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent
05/28/17	01:00	1	0	1	0	1	5	3	11	11	24	26	30	9	9	3	0	0	0	0	0	0	0	0	0	0	0	80	45	49
	02:00	0	0	1	1	2	2	5	4	4	5	18	18	4	4	1	1	1	1	1	0	0	0	0	0	0	36	45	51	
	03:00	0	0	2	2	3	3	4	4	4	4	8	8	7	7	1	1	0	0	0	0	0	0	0	0	0	29	47	49	
	04:00	1	0	1	1	3	3	5	5	10	8	8	8	3	3	1	0	0	0	0	0	0	0	0	0	0	32	44	49	
	05:00	0	1	1	1	1	1	5	5	5	5	9	9	2	2	2	2	1	1	1	0	0	0	0	0	0	27	47	54	
	06:00	0	0	1	1	1	9	11	11	15	15	23	23	15	15	3	3	2	2	2	1	1	1	1	0	0	81	48	54	
	07:00	0	0	3	3	3	8	11	11	38	53	53	53	29	29	9	9	1	1	1	0	0	0	0	0	0	152	47	51	
	08:00	0	0	1	1	1	10	18	18	50	73	73	41	41	12	12	2	3	3	2	2	2	0	0	0	0	210	48	52	
	09:00	1	1	0	0	4	12	37	37	78	120	120	61	61	19	19	4	4	4	2	2	2	0	0	0	0	335	47	52	
	10:00	0	2	2	2	4	24	56	56	121	143	143	65	65	13	13	1	1	1	1	1	0	0	0	0	0	430	46	49	
	11:00	1	4	1	1	1	20	54	54	120	146	146	62	62	10	10	4	4	4	1	1	0	0	0	0	0	423	46	49	
	12 PM	0	2	2	2	3	20	71	71	130	167	167	61	61	14	14	4	4	4	0	0	0	0	0	0	0	471	45	49	
	13:00	6	0	3	3	21	67	134	134	132	132	132	51	51	13	13	1	1	1	1	1	0	0	0	0	0	429	45	49	
	14:00	12	9	5	5	33	63	114	114	109	109	35	35	6	6	1	1	1	1	1	1	0	0	0	0	1	389	44	48	
	15:00	8	3	5	5	25	57	92	92	148	148	59	59	4	4	2	2	2	2	0	0	0	0	0	0	0	403	45	48	
	16:00	9	1	1	1	18	59	106	106	166	166	64	64	10	10	3	3	3	3	0	0	0	0	0	0	1	438	45	49	
	17:00	5	0	2	2	11	44	106	106	157	157	67	67	12	12	1	1	1	1	1	0	0	0	0	0	0	406	46	49	
	18:00	0	0	4	4	14	45	98	98	140	140	75	75	18	18	2	2	2	2	1	1	0	0	0	0	0	397	47	50	
	19:00	5	1	5	5	22	35	77	77	133	133	60	60	15	15	3	3	3	3	0	0	0	0	0	0	0	356	47	50	
	20:00	2	0	3	3	12	54	100	100	115	115	52	52	6	6	3	3	3	3	2	2	0	0	0	1	1	350	46	49	
	21:00	1	0	5	5	23	58	70	70	106	106	38	38	7	7	1	1	1	1	0	0	0	0	0	0	0	309	44	49	
	22:00	1	0	2	2	17	30	41	41	64	64	34	34	14	14	2	2	2	2	0	0	0	0	0	0	0	205	47	52	
	23:00	0	3	3	3	13	21	41	41	53	53	11	11	8	8	1	1	1	1	0	0	0	0	0	0	0	153	44	51	
	Total	54	28	0.9%	54	329	832	1599	2147	34.5%	2147	914	204	13	13	0.7%	204	41	41	0.2%	13	0.0%	1	0.0%	0	0	6220	44	51	
	Percent	0.9%	0.5%	11:00	10:00	0.9%	5.3%	10:00	13.4%	10:00	34.5%	14.7%	3.3%	0.2%	0.7%	3.3%	0.9%	0.7%	0.7%	0.2%	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%	10:00	4.30	5.1	
	AM Peak Vol.	1	4	11:00	10:00	4	24	56	10:00	11:00	11:00	10:00	09:00	08:00	06:00	1	4	4	4	2	2	1	1	1	1	14:00	12:00	4.30	5.1	
	PM Peak Vol.	12	9	14:00	14:00	5	33	71	12:00	12:00	12:00	18:00	18:00	20:00	2	4	18	4	4	2	2	2	2	2	1	14:00	12:00	4.71	5.1	

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	20	21	25	26	30	31	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	799	Total	85th Percent	95th Percent		
																															1	1
05/29/17	01:00	0	0	0	1	1	8	13	33	33	33	35	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	106	44	48		
	02:00	0	0	0	0	0	1	2	6	6	16	16	16	3	3	0	0	2	2	1	1	0	0	0	0	0	0	31	47	51	58	
	03:00	0	0	0	0	0	5	3	7	7	3	3	3	7	7	2	2	1	1	1	1	0	0	0	0	0	0	29	49	57	57	
	04:00	0	0	0	0	0	3	3	4	4	5	5	5	3	3	1	1	2	2	0	0	0	0	0	0	0	0	21	49	57	57	
	05:00	0	0	0	0	0	1	1	16	16	16	16	16	10	10	1	1	1	1	1	0	0	0	0	0	0	0	49	46	49	49	
	06:00	0	0	0	1	1	8	7	18	18	42	42	42	36	36	5	3	3	3	0	0	0	0	0	0	0	0	120	46	51	51	
	07:00	0	0	0	1	1	6	15	35	35	83	83	83	44	44	9	4	4	4	4	1	0	0	0	0	0	0	198	48	48	52	
	08:00	1	0	0	0	0	9	34	63	63	102	102	102	46	46	12	4	4	4	4	1	0	0	0	0	2	274	47	51	51		
	09:00	6	1	0	5	4	11	42	87	87	122	122	122	67	67	5	2	2	2	2	0	0	0	0	0	0	0	348	46	49	49	
	10:00	19	1	1	4	4	17	78	102	102	97	97	30	30	7	0	0	0	0	0	1	1	1	1	1	0	0	358	44	48	48	
	11:00	34	4	17	8	8	17	54	81	81	72	72	35	35	6	1	1	1	1	1	1	1	1	1	0	1	315	44	44	49	49	
	12 PM	15	1	11	6	6	11	43	68	68	71	71	31	31	5	0	0	0	0	0	0	0	0	0	0	0	1	252	44	48	48	
	13:00	19	1	8	0	0	8	45	78	78	92	92	38	38	6	0	0	0	0	0	1	0	0	0	0	0	0	288	45	49	49	
	14:00	9	2	1	1	1	13	38	55	55	77	77	49	49	8	1	0	0	0	0	0	1	1	0	0	2	256	47	49	49		
	15:00	12	2	7	4	4	7	31	69	69	79	79	33	33	7	0	0	0	0	0	0	0	0	0	0	0	0	244	45	49	49	
	16:00	7	1	1	2	2	11	23	52	52	71	71	44	44	4	1	0	0	0	0	0	0	0	1	0	0	0	217	46	49	49	
	17:00	9	0	0	5	5	3	25	46	46	69	69	28	28	3	0	0	0	0	0	1	0	0	0	0	0	0	189	45	49	49	
	18:00	9	0	0	4	4	9	27	42	42	57	57	27	27	7	0	0	0	0	0	0	0	0	0	0	0	0	182	46	49	49	
	19:00	5	2	15	5	5	15	39	59	59	64	64	17	17	5	0	0	0	0	0	0	0	0	0	0	0	0	211	44	48	48	
	20:00	1	0	0	0	0	15	50	75	75	104	104	32	32	6	0	0	0	0	0	1	0	0	0	1	0	1	285	44	48	48	
	21:00	0	0	0	1	1	18	39	61	61	61	61	32	32	3	0	0	2	2	0	0	0	0	0	0	0	0	217	45	49	49	
	22:00	0	0	0	0	0	24	19	32	32	47	47	29	29	3	0	0	0	0	0	0	0	0	1	0	0	0	155	46	49	49	
	23:00	0	0	0	3	3	10	14	15	15	28	28	13	13	1	0	0	1	1	0	0	0	0	0	0	0	0	85	45	49	49	
Total		146	16	235	657	1110	1431	677	108	26	9	4	7	4481																		
Percent		3.3%	0.4%	5.2%	14.7%	24.8%	31.9%	15.1%	2.4%	0.6%	0.2%	0.1%	0.2%																			
AM Peak	11:00	34	4	17	8	8	17	78	102	102	122	122	67	67	12	4	1	1	1	1	0	0	0	0	0	0	0	10:00	10:00	08:00	10:00	
PM Peak	13:00	19	2	24	6	6	24	50	78	78	104	104	49	49	8	2	1	1	1	1	0	0	0	0	0	0	0	14:00	14:00	13:00	13:00	

GRAM Traffic North Texas, Inc.

1120 W. Lovers Lane
Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
Site Code: 866
Date Start: 18-May-17

NB, SB	Start Time	16:00		17:00		18:00		19:00		20:00		21:00		22:00		23:00		Total	85th Percent		95th Percent	
		Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.	Vol.		Vol.	Vol.	Vol.	Vol.
05/30/17	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	44	44	47	47
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	49	49	54	54
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	49	49	54	54
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	46	46	49	49
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	48	48	53	53
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	45	45	49	49
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	47	47	51	51
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	45	45	49	49
	09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390	46	46	49	49
	10:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	45	45	49	49
	11:00	17	2	6	15	47	72	70	16	2	3	0	0	0	0	0	1	249	45	45	49	49
	12 PM	13	1	5	21	46	73	76	23	7	0	0	0	0	0	0	0	265	44	44	48	48
	13:00	5	1	1	15	39	68	81	29	6	0	0	0	0	0	0	0	245	44	44	48	48
	14:00	10	1	4	11	53	65	77	19	4	0	0	0	0	0	0	0	246	44	44	48	48
	15:00	7	1	3	16	58	76	63	21	4	0	0	0	0	0	0	0	249	44	44	47	47
	16:00	8	2	5	17	43	71	57	21	4	0	0	0	0	0	0	0	228	44	44	48	48
	17:00	10	2	6	15	46	75	69	16	4	0	0	0	0	0	0	0	244	43	43	47	47
	18:00	6	0	0	10	39	45	66	22	4	0	0	0	0	0	0	0	193	44	44	48	48
	19:00	4	0	3	11	23	52	53	25	7	0	0	0	0	0	0	0	179	46	46	49	49
	20:00	2	2	0	14	49	86	65	22	3	0	0	0	0	0	0	0	244	44	44	47	47
	21:00	0	0	3	16	51	75	66	21	3	0	0	0	0	0	0	0	235	44	44	47	47
	22:00	1	2	2	14	21	35	46	18	3	0	0	0	0	0	0	0	142	44	44	48	48
	23:00	0	0	0	10	7	14	25	11	0	0	0	0	0	0	0	0	68	44	44	48	48
Total		98	15	45	246	749	1248	1491	558	110	15	3	1	1	4	4	4584					
Percent		2.1%	0.3%	1.0%	5.4%	16.3%	27.2%	32.5%	12.2%	2.4%	0.3%	0.1%	0.0%	0.0%	0.1%	0.1%						
AM Peak		11:00	11:00	11:00	11:00	07:00	08:00	07:00	08:00	06:00	08:00	01:00	08:00	08:00	11:00	07:00						
PM Peak		16:00	16:00	17:00	12:00	15:00	20:00	13:00	13:00	12:00	17:00	14:00	14:00	14:00	14:00	12:00						
Vol.		17	2	6	15	61	125	152	68	13	3	1	1	1	397							
Vol.		13	2	6	21	58	86	81	29	7	1	1	1	1	265							

GRAM Traffic North Texas, Inc.
 1120 W. Lovers Lane
 Arlington, TX 76013

US 259 SOUTH OF SHERRY LN - SPEED WITH 4 SEC FILTER
 Site Code: 866
 Date Start: 18-May-17

NB, SB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent	Total
05/31/17	01:00	0	0	3	9	13	15	17	6	2	0	0	0	0	0	0	65	44	48
	02:00	0	0	2	4	0	5	10	4	1	0	0	0	0	0	0	26	46	49
	03:00	0	0	1	0	3	6	11	4	1	0	0	0	0	0	0	26	46	49
	04:00	0	0	0	3	8	6	26	10	6	1	0	0	0	0	0	60	49	53
	05:00	0	0	2	3	16	23	48	17	3	0	0	0	0	0	0	112	45	49
	06:00	0	0	2	2	25	35	86	44	11	2	0	0	0	0	0	207	47	51
	07:00	0	3	4	26	61	87	124	51	7	1	1	0	0	0	365	45	49	
	08:00	0	2	6	23	56	102	126	42	2	1	0	0	1	0	361	44	48	
	09:00	7	1	0	17	48	69	97	35	6	0	0	0	0	0	280	44	48	
	10:00	6	1	3	10	40	69	86	28	2	0	0	0	0	1	246	44	48	
	11:00	2	2	2	7	35	77	65	26	5	0	1	0	0	0	222	44	49	
	12 PM	5	3	4	7	48	81	81	30	4	0	0	0	0	0	263	44	48	
	13:00	5	2	6	15	33	60	85	25	3	2	0	0	0	0	236	44	48	
	14:00	5	6	5	30	62	98	70	30	1	0	0	0	0	1	308	43	47	
	15:00	2	3	1	17	56	118	160	65	16	2	0	0	0	0	440	46	49	
	16:00	5	2	6	18	89	122	179	61	5	1	0	0	0	3	491	44	48	
	17:00	4	4	4	18	77	120	184	76	11	3	0	0	0	0	501	45	49	
	18:00	1	1	3	11	52	107	125	76	12	5	1	0	0	0	394	47	49	
	19:00	2	2	2	14	44	73	87	64	15	3	0	0	0	0	306	47	50	
	20:00	0	1	1	15	50	87	91	31	4	4	0	0	0	0	284	44	48	
	21:00	0	0	8	18	33	59	63	37	5	0	0	0	0	0	223	46	49	
	22:00	0	0	3	9	20	44	36	19	0	1	0	0	0	0	132	45	48	
	23:00	0	0	0	7	14	24	34	17	3	0	0	0	0	0	99	46	49	
Total		44	33	69	286	891	1493	1900	803	125	26	3	0	1	5	5679			
Percent		0.8%	0.6%	1.2%	5.0%	15.7%	26.3%	33.5%	14.1%	2.2%	0.5%	0.1%	0.0%	0.0%	0.1%				
AM Peak	09:00	7	3	6	26	61	102	126	51	11	2	1	0	0	1	365			
Vol.		1.3%	0.4%	1.1%	5.4%	15.0%	25.7%	32.9%	14.7%	2.7%	0.5%	0.1%	0.0%	0.0%	0.1%				
PM Peak	12:00	5	6	8	30	89	122	184	76	16	5	1	0	0	3	501			
Vol.		1.3%	0.4%	1.1%	5.4%	15.0%	25.7%	32.9%	14.7%	2.7%	0.5%	0.1%	0.0%	0.0%	0.1%				
Total	1035	343	900	4312	12079	20650	26521	11847	410	2192	410	97	30	20	58	80494			
Percent		0.4%	1.1%	5.4%	15.0%	25.7%	32.9%	14.7%	0.5%	2.7%	0.5%	0.1%	0.0%	0.0%	0.1%				

Stats	10 MPH Pace Speed :	36-45 MPH
Number in Pace :	47171	
Percent in Pace :	58.6%	
Number of Vehicles > 55 MPH :	615	
Percent of Vehicles > 55 MPH :	0.8%	
Mean Speed(Average) :	40 MPH	

Raw Turning Movement Data

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN - SUN
Site Code:
Start Date: 05/28/2017
Page No: 1

Turning Movement Data

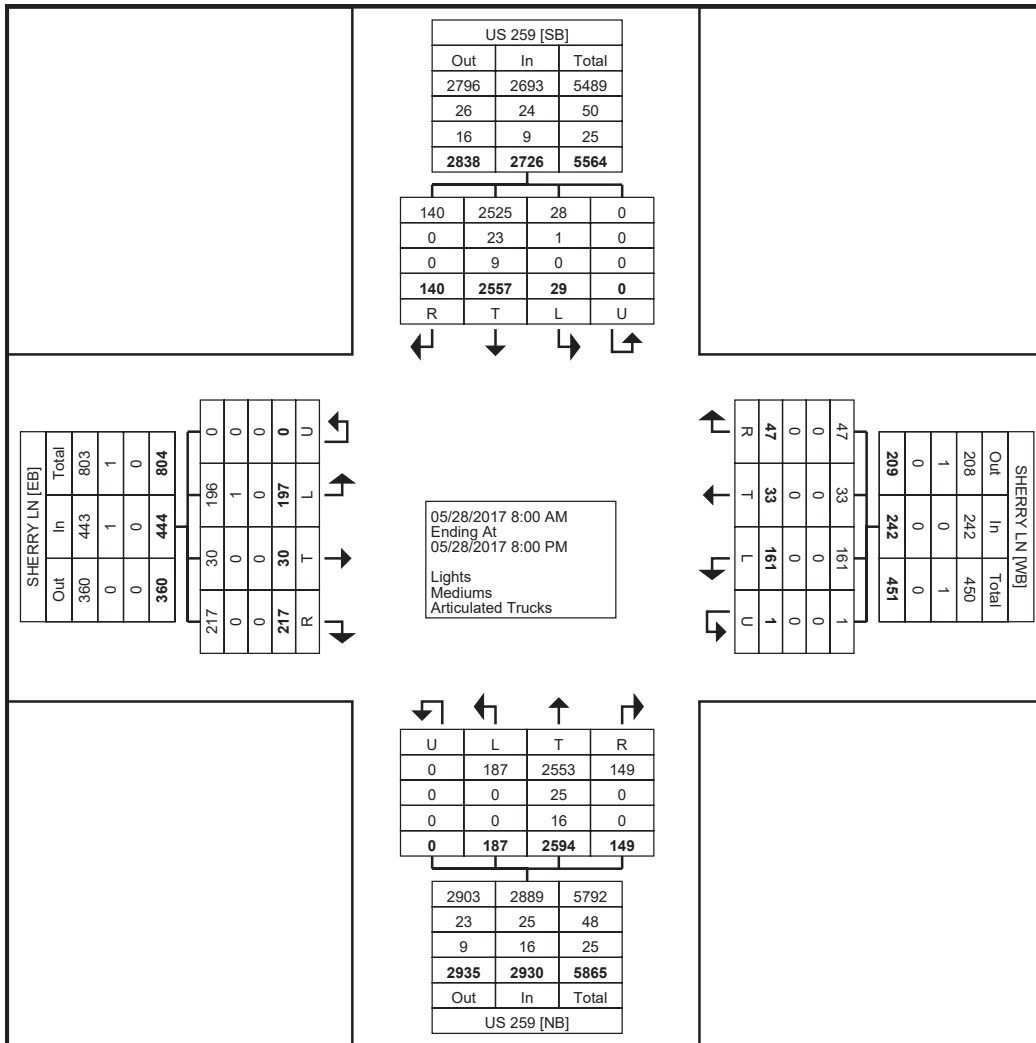
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
8:00 AM	0	23	1	0	24	1	2	2	0	5	2	27	3	0	32	1	1	6	0	8	69
8:15 AM	0	28	3	0	31	2	1	0	0	3	2	26	0	0	28	2	0	3	0	5	67
8:30 AM	0	26	1	0	27	1	1	1	0	3	1	40	3	0	44	6	0	5	0	11	85
8:45 AM	0	41	2	0	43	2	0	4	0	6	2	30	2	0	34	3	0	4	0	7	90
Hourly Total	0	118	7	0	125	6	4	7	0	17	7	123	8	0	138	12	1	18	0	31	311
9:00 AM	1	54	3	0	58	0	1	1	0	2	1	28	2	0	31	2	1	4	0	7	98
9:15 AM	0	53	2	0	55	10	2	2	0	14	3	41	4	0	48	8	0	5	0	13	130
9:30 AM	2	83	4	0	89	5	0	1	0	6	4	53	2	0	59	6	1	6	0	13	167
9:45 AM	0	85	4	0	89	2	0	2	0	4	2	72	3	0	77	11	1	12	0	24	194
Hourly Total	3	275	13	0	291	17	3	6	0	26	10	194	11	0	215	27	3	27	0	57	589
10:00 AM	1	73	2	0	76	3	2	0	0	5	4	79	1	0	84	10	1	10	0	21	186
10:15 AM	1	58	2	0	61	6	0	4	0	10	3	71	6	0	80	13	0	9	0	22	173
10:30 AM	1	79	5	0	85	7	1	2	0	10	4	67	3	0	74	5	0	6	0	11	180
10:45 AM	2	87	9	0	98	4	2	3	0	9	4	85	6	0	95	6	0	10	0	16	218
Hourly Total	5	297	18	0	320	20	5	9	0	34	15	302	16	0	333	34	1	35	0	70	757
11:00 AM	1	70	7	0	78	5	0	0	0	5	3	88	4	0	95	5	0	4	0	9	187
11:15 AM	2	51	2	0	55	4	1	0	0	5	1	78	2	0	81	2	0	5	0	7	148
11:30 AM	0	78	2	0	80	5	0	1	0	6	4	78	3	0	85	9	3	6	0	18	189
11:45 AM	3	84	1	0	88	6	0	2	0	8	5	76	5	0	86	3	0	7	0	10	192
Hourly Total	6	283	12	0	301	20	1	3	0	24	13	320	14	0	347	19	3	22	0	44	716
12:00 PM	0	92	7	0	99	3	1	1	0	5	15	91	8	0	114	3	0	7	0	10	228
12:15 PM	1	93	4	0	98	5	0	3	0	8	8	83	4	0	95	4	2	6	0	12	213
12:30 PM	1	75	4	0	80	2	0	1	0	3	11	105	7	0	123	6	1	3	0	10	216
12:45 PM	0	71	4	0	75	3	1	2	0	6	11	79	3	0	93	5	2	6	0	13	187
Hourly Total	2	331	19	0	352	13	2	7	0	22	45	358	22	0	425	18	5	22	0	45	844
1:00 PM	0	90	5	0	95	9	1	0	0	10	6	98	3	0	107	7	1	8	0	16	228
1:15 PM	3	79	5	0	87	0	0	0	0	0	9	113	7	0	129	2	1	7	0	10	226
1:30 PM	2	63	1	0	66	8	1	2	0	11	11	102	4	0	117	11	0	7	0	18	212
1:45 PM	1	87	6	0	94	2	2	3	0	7	2	94	3	0	99	5	2	4	0	11	211
Hourly Total	6	319	17	0	342	19	4	5	0	28	28	407	17	0	452	25	4	26	0	55	877
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	64	4	0	68	4	0	1	0	5	9	103	4	0	116	9	1	11	0	21	210
3:15 PM	0	75	8	0	83	5	0	3	1	9	6	95	4	0	105	2	1	5	0	8	205
3:30 PM	1	92	5	0	98	4	0	2	0	6	4	93	3	0	100	8	1	8	0	17	221
3:45 PM	0	80	9	0	89	7	1	0	0	8	7	85	4	0	96	4	1	4	0	9	202
Hourly Total	1	311	26	0	338	20	1	6	1	28	26	376	15	0	417	23	4	28	0	55	838
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	69	4	0	73	1	1	0	0	2	6	86	2	0	94	4	2	5	0	11	180
5:15 PM	2	72	5	0	79	7	0	1	0	8	6	79	4	0	89	6	1	9	0	16	192
5:30 PM	2	105	4	0	111	5	1	2	0	8	5	70	7	0	82	7	0	5	0	12	213
5:45 PM	0	88	1	0	89	4	2	1	0	7	3	65	6	0	74	6	0	6	0	12	182
Hourly Total	4	334	14	0	352	17	4	4	0	25	20	300	19	0	339	23	3	25	0	51	767
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	1	81	5	0	87	5	2	0	0	7	7	58	6	0	71	7	2	5	0	14	179
7:15 PM	1	78	3	0	82	11	3	0	0	14	4	60	9	0	73	0	0	2	0	2	171
7:30 PM	0	69	3	0	72	7	2	0	0	9	6	62	9	0	77	4	1	2	0	7	165
7:45 PM	0	61	3	0	64	6	2	0	0	8	6	34	3	0	43	5	3	5	0	13	128
Hourly Total	2	289	14	0	305	29	9	0	0	38	23	214	27	0	264	16	6	14	0	36	643
Grand Total	29	2557	140	0	2726	161	33	47	1	242	187	2594	149	0	2930	197	30	217	0	444	6342
Approach %	1.1	93.8	5.1	0.0	-	66.5	13.6	19.4	0.4	-	6.4	88.5	5.1	0.0	-	44.4	6.8	48.9	0.0	-	-
Total %	0.5	40.3	2.2	0.0	43.0	2.5	0.5	0.7	0.0	3.8	2.9	40.9	2.3	0.0	46.2	3.1	0.5	3.4	0.0	7.0	-
Lights	28	2525	140	0	2693	161	33	47	1	242	187	2553	149	0	2889	196	30	217	0	443	6267
% Lights	96.6	98.7	100.0	-	98.8	100.0	100.0	100.0	100.0	100.0	100.0	98.4	100.0	-	98.6	99.5	100.0	100.0	-	99.8	98.8
Mediums	1	23	0	0	24	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	50
% Mediums	3.4	0.9	0.0	-	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	-	0.9	0.5	0.0	0.0	-	0.2	0.8
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	25
% Articulated Trucks	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN -
SUN
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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: 1 - SHERRY LN - SUN
Site Code:
Start Date: 05/28/2017
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Turning Movement Peak Hour Data (10:15 AM)

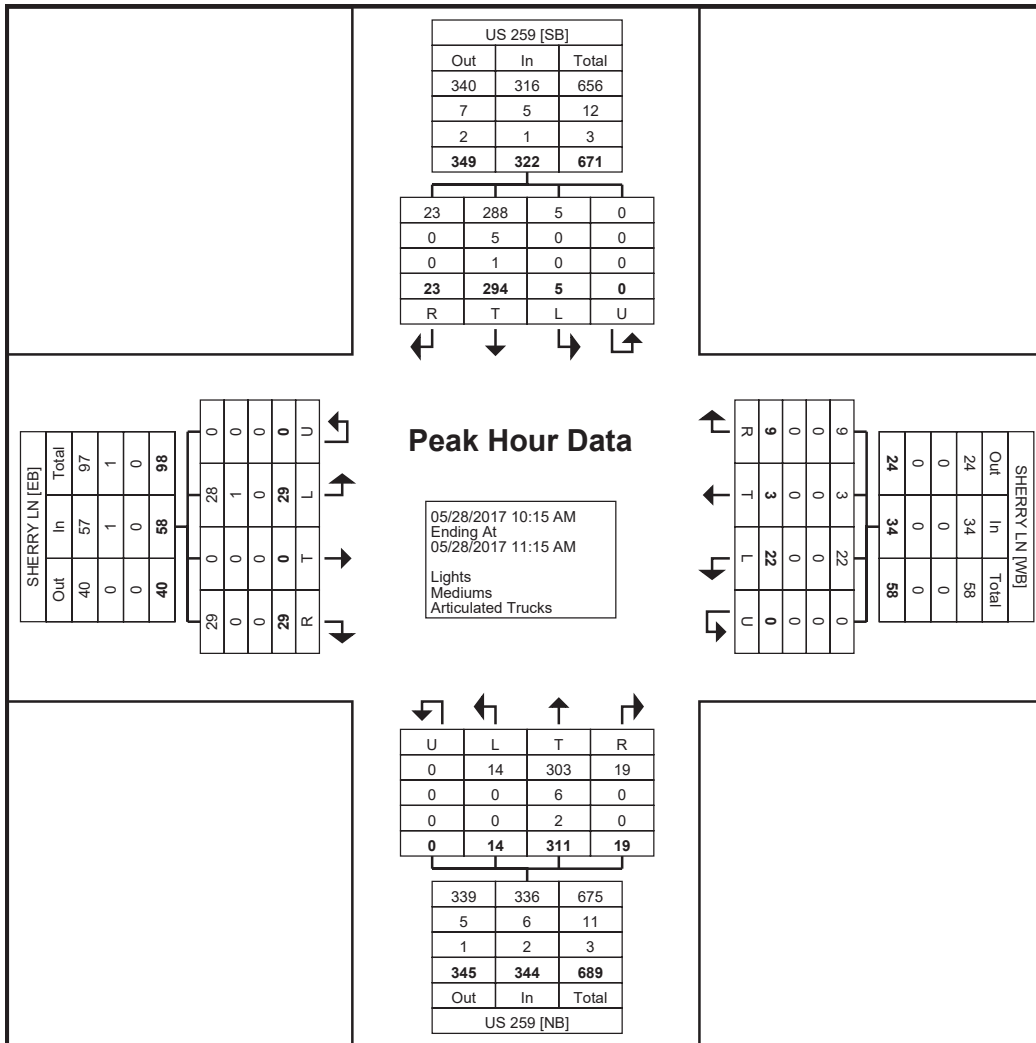
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:15 AM	1	58	2	0	61	6	0	4	0	10	3	71	6	0	80	13	0	9	0	22	173
10:30 AM	1	79	5	0	85	7	1	2	0	10	4	67	3	0	74	5	0	6	0	11	180
10:45 AM	2	87	9	0	98	4	2	3	0	9	4	85	6	0	95	6	0	10	0	16	218
11:00 AM	1	70	7	0	78	5	0	0	0	5	3	88	4	0	95	5	0	4	0	9	187
Total	5	294	23	0	322	22	3	9	0	34	14	311	19	0	344	29	0	29	0	58	758
Approach %	1.6	91.3	7.1	0.0	-	64.7	8.8	26.5	0.0	-	4.1	90.4	5.5	0.0	-	50.0	0.0	50.0	0.0	-	-
Total %	0.7	38.8	3.0	0.0	42.5	2.9	0.4	1.2	0.0	4.5	1.8	41.0	2.5	0.0	45.4	3.8	0.0	3.8	0.0	7.7	-
PHF	0.625	0.845	0.639	0.000	0.821	0.786	0.375	0.563	0.000	0.850	0.875	0.884	0.792	0.000	0.905	0.558	0.000	0.725	0.000	0.659	0.869
Lights	5	288	23	0	316	22	3	9	0	34	14	303	19	0	336	28	0	29	0	57	743
% Lights	100.0	98.0	100.0	-	98.1	100.0	100.0	100.0	-	100.0	100.0	97.4	100.0	-	97.7	96.6	-	100.0	-	98.3	98.0
Mediums	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	12
% Mediums	0.0	1.7	0.0	-	1.6	0.0	0.0	0.0	-	0.0	0.0	1.9	0.0	-	1.7	3.4	-	0.0	-	1.7	1.6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Articulated Trucks	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.6	0.0	-	0.0	-	0.0	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 1 - SHERRY LN - SUN
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Turning Movement Peak Hour Data Plot (10:15 AM)

GRAM Traffic NTX Inc.

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Count Name: 1 - SHERRY LN - SUN
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Turning Movement Peak Hour Data (1:00 PM)

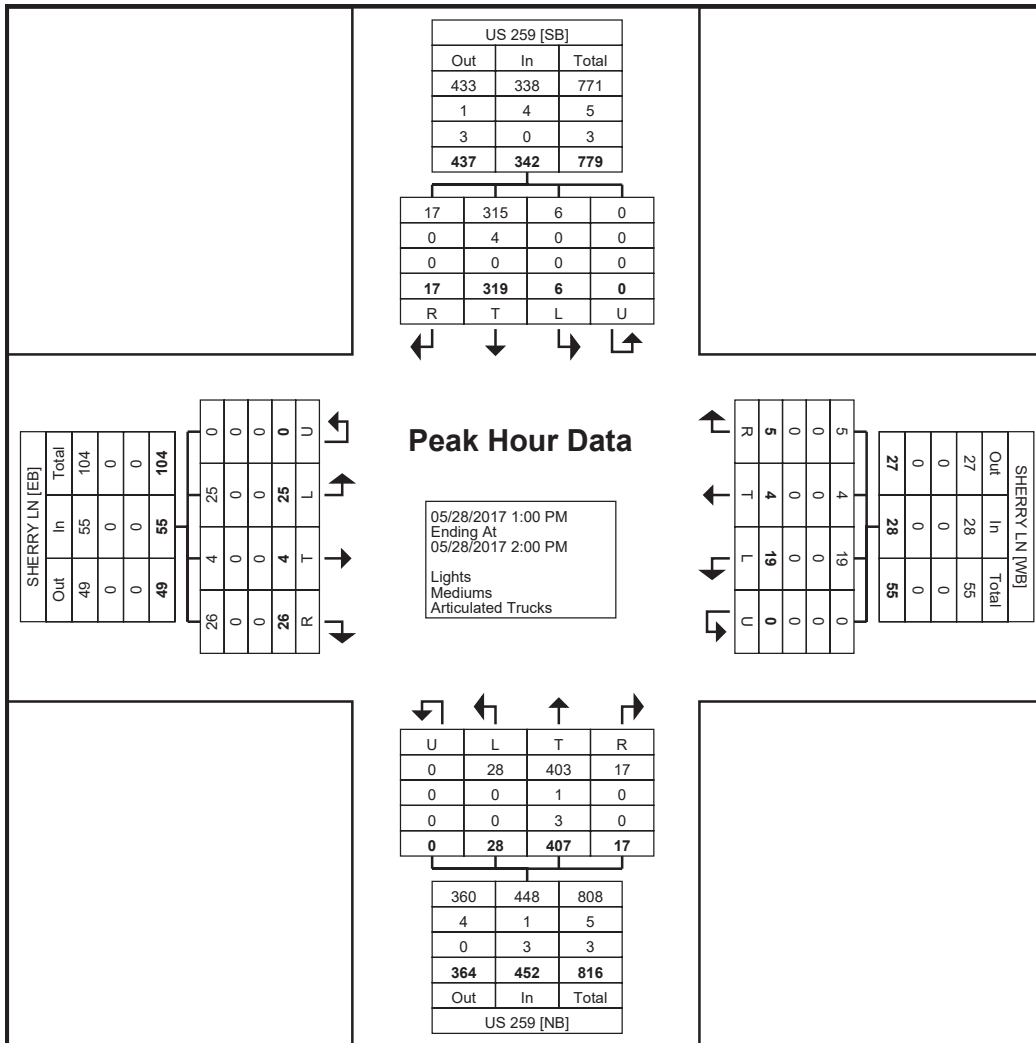
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
1:00 PM	0	90	5	0	95	9	1	0	0	10	6	98	3	0	107	7	1	8	0	16	228	
1:15 PM	3	79	5	0	87	0	0	0	0	0	9	113	7	0	129	2	1	7	0	10	226	
1:30 PM	2	63	1	0	66	8	1	2	0	11	11	102	4	0	117	11	0	7	0	18	212	
1:45 PM	1	87	6	0	94	2	2	3	0	7	2	94	3	0	99	5	2	4	0	11	211	
Total	6	319	17	0	342	19	4	5	0	28	28	407	17	0	452	25	4	26	0	55	877	
Approach %	1.8	93.3	5.0	0.0	-	67.9	14.3	17.9	0.0	-	6.2	90.0	3.8	0.0	-	45.5	7.3	47.3	0.0	-	-	
Total %	0.7	36.4	1.9	0.0	39.0	2.2	0.5	0.6	0.0	3.2	3.2	46.4	1.9	0.0	51.5	2.9	0.5	3.0	0.0	6.3	-	
PHF	0.500	0.886	0.708	0.000	0.900	0.528	0.500	0.417	0.000	0.636	0.636	0.900	0.607	0.000	0.876	0.568	0.500	0.813	0.000	0.764	0.962	
Lights	6	315	17	0	338	19	4	5	0	28	28	403	17	0	448	25	4	26	0	55	869	
% Lights	100.0	98.7	100.0	-	98.8	100.0	100.0	100.0	-	100.0	100.0	99.0	100.0	-	99.1	100.0	100.0	100.0	-	100.0	99.1	
Mediums	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
% Mediums	0.0	1.3	0.0	-	1.2	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.6	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.3	

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Turning Movement Peak Hour Data Plot (1:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 1 - SHERRY LN - SUN
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Turning Movement Peak Hour Data (3:00 PM)

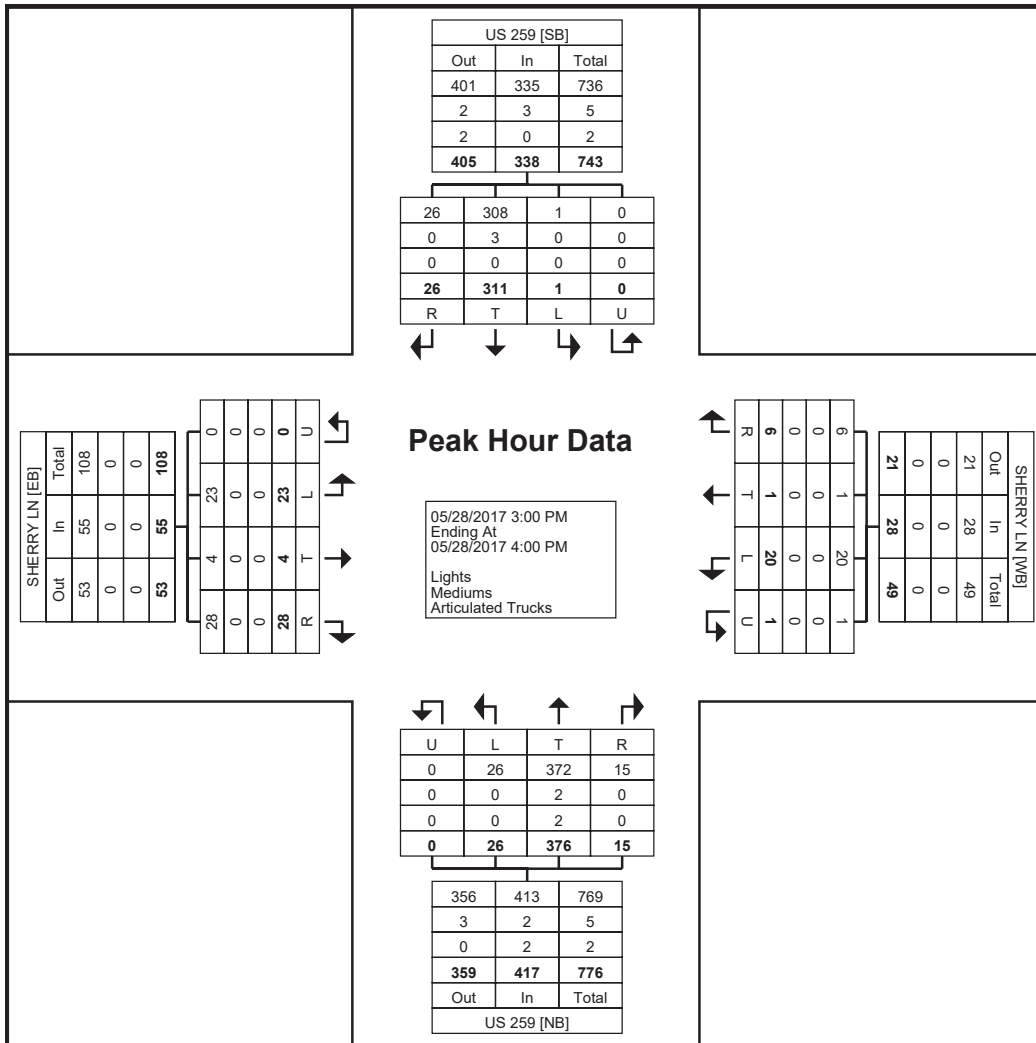
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
3:00 PM	0	64	4	0	68	4	0	1	0	5	9	103	4	0	116	9	1	11	0	21	210	
3:15 PM	0	75	8	0	83	5	0	3	1	9	6	95	4	0	105	2	1	5	0	8	205	
3:30 PM	1	92	5	0	98	4	0	2	0	6	4	93	3	0	100	8	1	8	0	17	221	
3:45 PM	0	80	9	0	89	7	1	0	0	8	7	85	4	0	96	4	1	4	0	9	202	
Total	1	311	26	0	338	20	1	6	1	28	26	376	15	0	417	23	4	28	0	55	838	
Approach %	0.3	92.0	7.7	0.0	-	71.4	3.6	21.4	3.6	-	6.2	90.2	3.6	0.0	-	41.8	7.3	50.9	0.0	-	-	
Total %	0.1	37.1	3.1	0.0	40.3	2.4	0.1	0.7	0.1	3.3	3.1	44.9	1.8	0.0	49.8	2.7	0.5	3.3	0.0	6.6	-	
PHF	0.250	0.845	0.722	0.000	0.862	0.714	0.250	0.500	0.250	0.778	0.722	0.913	0.938	0.000	0.899	0.639	1.000	0.636	0.000	0.655	0.948	
Lights	1	308	26	0	335	20	1	6	1	28	26	372	15	0	413	23	4	28	0	55	831	
% Lights	100.0	99.0	100.0	-	99.1	100.0	100.0	100.0	100.0	100.0	100.0	98.9	100.0	-	99.0	100.0	100.0	100.0	-	100.0	99.2	
Mediums	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
% Mediums	0.0	1.0	0.0	-	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.6	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.2	

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Turning Movement Peak Hour Data Plot (3:00 PM)

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Turning Movement Peak Hour Data (5:00 PM)

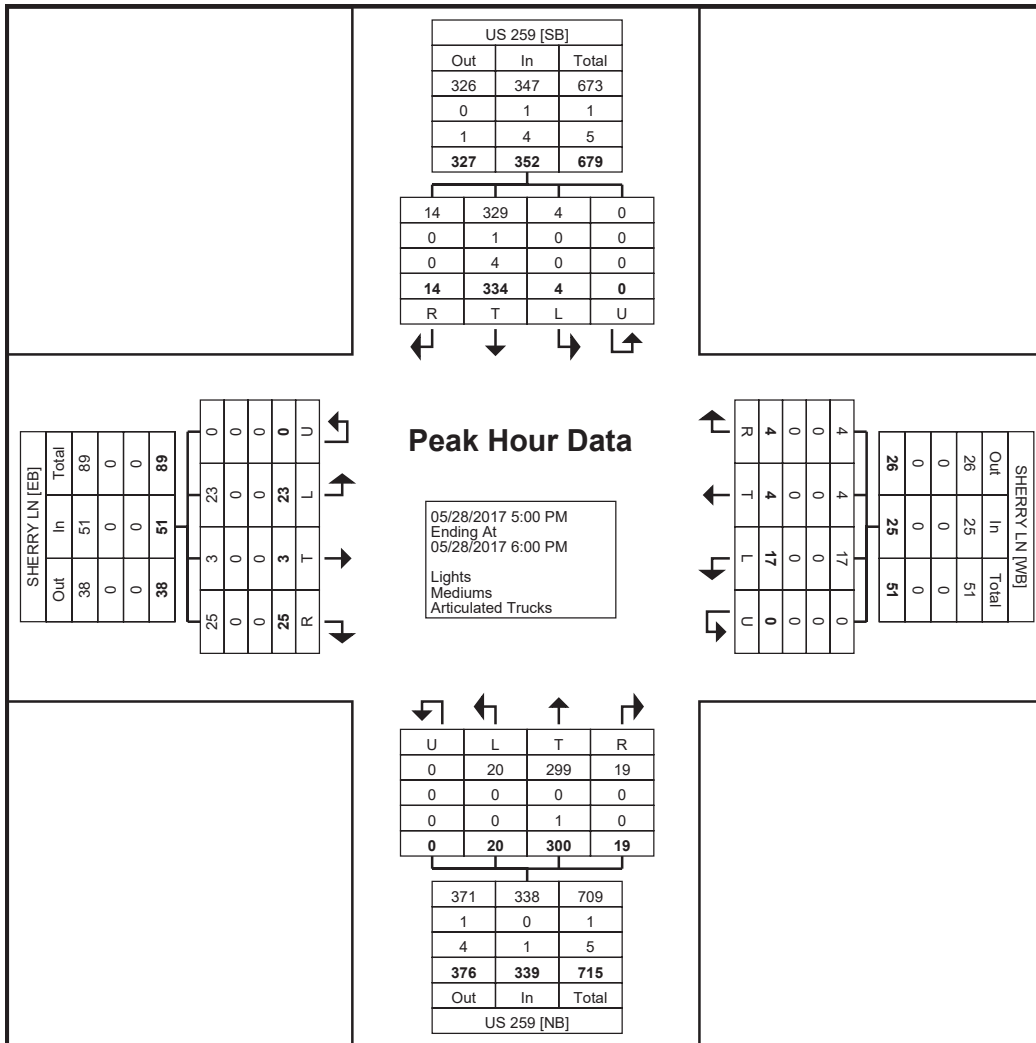
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
5:00 PM	0	69	4	0	73	1	1	0	0	2	6	86	2	0	94	4	2	5	0	11	180	
5:15 PM	2	72	5	0	79	7	0	1	0	8	6	79	4	0	89	6	1	9	0	16	192	
5:30 PM	2	105	4	0	111	5	1	2	0	8	5	70	7	0	82	7	0	5	0	12	213	
5:45 PM	0	88	1	0	89	4	2	1	0	7	3	65	6	0	74	6	0	6	0	12	182	
Total	4	334	14	0	352	17	4	4	0	25	20	300	19	0	339	23	3	25	0	51	767	
Approach %	1.1	94.9	4.0	0.0	-	68.0	16.0	16.0	0.0	-	5.9	88.5	5.6	0.0	-	45.1	5.9	49.0	0.0	-	-	
Total %	0.5	43.5	1.8	0.0	45.9	2.2	0.5	0.5	0.0	3.3	2.6	39.1	2.5	0.0	44.2	3.0	0.4	3.3	0.0	6.6	-	
PHF	0.500	0.795	0.700	0.000	0.793	0.607	0.500	0.500	0.000	0.781	0.833	0.872	0.679	0.000	0.902	0.821	0.375	0.694	0.000	0.797	0.900	
Lights	4	329	14	0	347	17	4	4	0	25	20	299	19	0	338	23	3	25	0	51	761	
% Lights	100.0	98.5	100.0	-	98.6	100.0	100.0	100.0	-	100.0	100.0	99.7	100.0	-	99.7	100.0	100.0	100.0	-	100.0	99.2	
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Mediums	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1	
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
% Articulated Trucks	0.0	1.2	0.0	-	1.1	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.7	

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

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Count Name: 1 - SHERRY LN - SUN
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Turning Movement Peak Hour Data (7:00 PM)

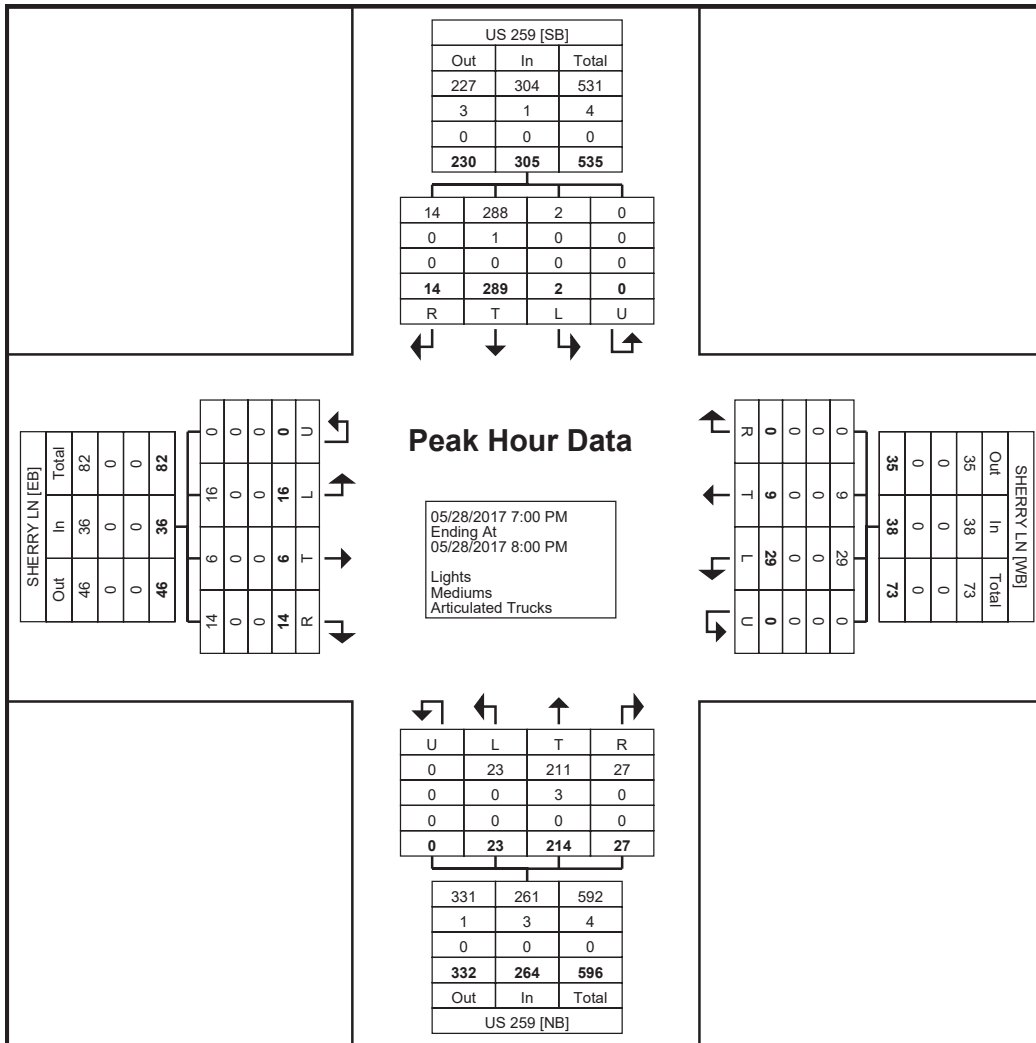
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:00 PM	1	81	5	0	87	5	2	0	0	7	7	58	6	0	71	7	2	5	0	14	179
7:15 PM	1	78	3	0	82	11	3	0	0	14	4	60	9	0	73	0	0	2	0	2	171
7:30 PM	0	69	3	0	72	7	2	0	0	9	6	62	9	0	77	4	1	2	0	7	165
7:45 PM	0	61	3	0	64	6	2	0	0	8	6	34	3	0	43	5	3	5	0	13	128
Total	2	289	14	0	305	29	9	0	0	38	23	214	27	0	264	16	6	14	0	36	643
Approach %	0.7	94.8	4.6	0.0	-	76.3	23.7	0.0	0.0	-	8.7	81.1	10.2	0.0	-	44.4	16.7	38.9	0.0	-	-
Total %	0.3	44.9	2.2	0.0	47.4	4.5	1.4	0.0	0.0	5.9	3.6	33.3	4.2	0.0	41.1	2.5	0.9	2.2	0.0	5.6	-
PHF	0.500	0.892	0.700	0.000	0.876	0.659	0.750	0.000	0.000	0.679	0.821	0.863	0.750	0.000	0.857	0.571	0.500	0.700	0.000	0.643	0.898
Lights	2	288	14	0	304	29	9	0	0	38	23	211	27	0	261	16	6	14	0	36	639
% Lights	100.0	99.7	100.0	-	99.7	100.0	100.0	-	-	100.0	100.0	98.6	100.0	-	98.9	100.0	100.0	100.0	-	100.0	99.4
Mediums	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Mediums	0.0	0.3	0.0	-	0.3	0.0	0.0	-	-	0.0	0.0	1.4	0.0	-	1.1	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	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	-	0.0	0.0

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Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN - SUN
Site Code:
Start Date: 05/28/2017
Page No: 12



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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN - TUE
Site Code:
Start Date: 06/13/2017
Page No: 1

Turning Movement Data

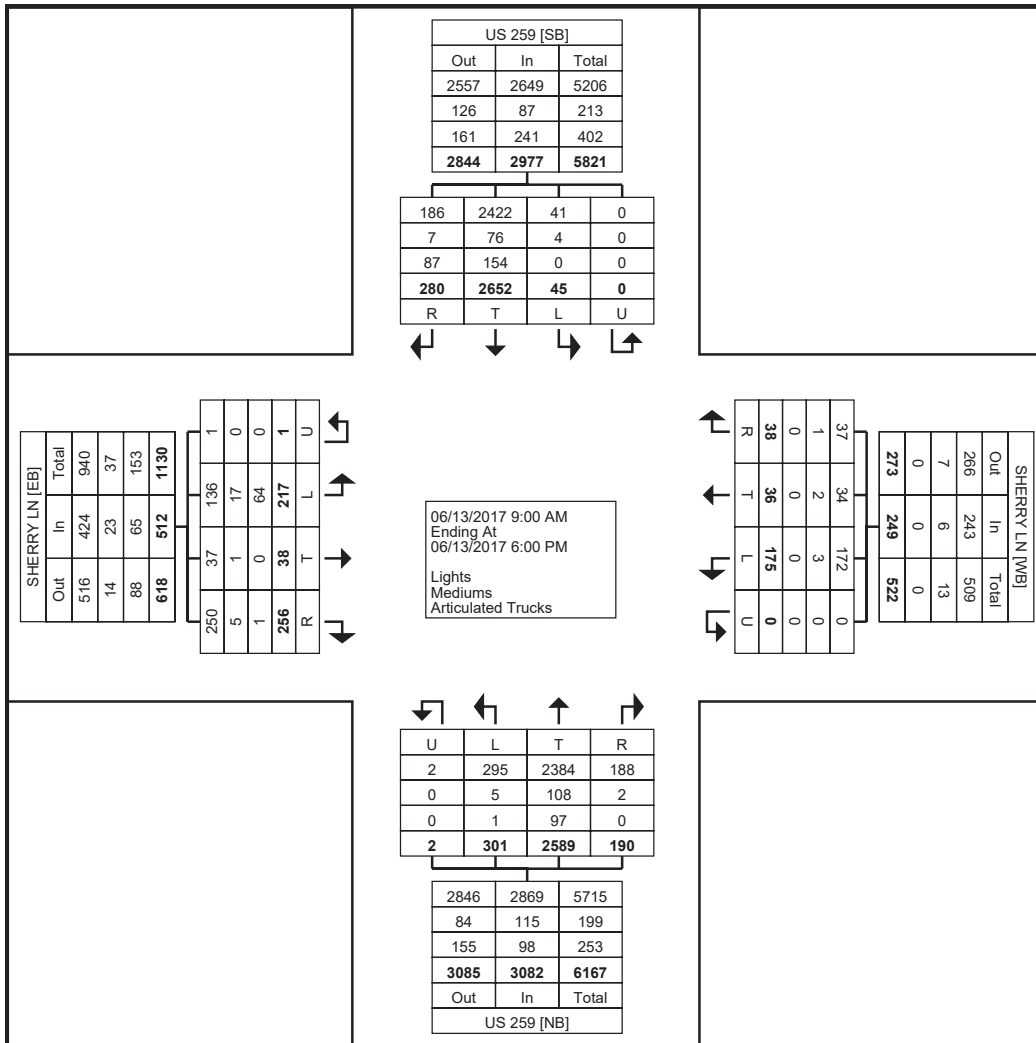
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	1	46	4	0	51	3	0	0	0	3	6	46	4	0	56	9	1	2	0	12	122
9:15 AM	0	50	4	0	54	0	1	1	0	2	9	68	1	1	79	3	1	8	0	12	147
9:30 AM	0	58	7	0	65	2	1	0	0	3	10	55	3	0	68	6	0	8	0	14	150
9:45 AM	0	60	12	0	72	8	0	2	0	10	5	66	5	0	76	8	1	8	0	17	175
Hourly Total	1	214	27	0	242	13	2	3	0	18	30	235	13	1	279	26	3	26	0	55	594
10:00 AM	1	73	6	0	80	2	0	1	0	3	5	62	4	0	71	5	0	8	0	13	167
10:15 AM	1	60	7	0	68	6	1	0	0	7	8	78	5	0	91	4	1	2	0	7	173
10:30 AM	1	67	2	0	70	3	0	1	0	4	4	54	5	0	63	4	1	4	0	9	146
10:45 AM	1	62	10	0	73	10	0	1	0	11	10	70	4	0	84	11	1	6	1	19	187
Hourly Total	4	262	25	0	291	21	1	3	0	25	27	264	18	0	309	24	3	20	1	48	673
11:00 AM	2	82	4	0	88	6	3	1	0	10	9	80	9	0	98	5	2	3	0	10	206
11:15 AM	0	98	7	0	105	5	1	0	0	6	6	67	6	1	80	2	0	12	0	14	205
11:30 AM	2	63	3	0	68	7	4	0	0	11	8	91	4	0	103	13	1	7	0	21	203
11:45 AM	0	75	8	0	83	5	2	1	0	8	7	70	5	0	82	8	0	10	0	18	191
Hourly Total	4	318	22	0	344	23	10	2	0	35	30	308	24	1	363	28	3	32	0	63	805
12:00 PM	0	65	6	0	71	4	2	1	0	7	6	67	4	0	77	10	3	4	0	17	172
12:15 PM	0	76	8	0	84	7	0	0	0	7	7	72	0	0	79	8	0	15	0	23	193
12:30 PM	0	78	5	0	83	3	0	2	0	5	12	76	5	0	93	8	2	7	0	17	198
12:45 PM	0	91	7	0	98	6	1	0	0	7	8	84	3	0	95	5	0	8	0	13	213
Hourly Total	0	310	26	0	336	20	3	3	0	26	33	299	12	0	344	31	5	34	0	70	776
1:00 PM	2	77	4	0	83	2	1	2	0	5	6	82	2	0	90	8	2	9	0	19	197
1:15 PM	0	85	7	0	92	3	0	0	0	3	6	68	5	0	79	3	2	4	0	9	183
1:30 PM	1	63	5	0	69	3	1	0	0	4	10	76	3	0	89	7	0	9	0	16	178
1:45 PM	0	74	8	0	82	2	0	2	0	4	9	80	5	0	94	6	1	8	0	15	195
Hourly Total	3	299	24	0	326	10	2	4	0	16	31	306	15	0	352	24	5	30	0	59	753
2:00 PM	0	70	9	0	79	5	1	2	0	8	4	56	5	0	65	4	0	8	0	12	164
2:15 PM	2	67	9	0	78	6	0	0	0	6	7	67	8	0	82	2	1	8	0	11	177
2:30 PM	2	80	8	0	90	4	0	1	0	5	7	76	5	0	88	7	0	3	0	10	193
2:45 PM	4	73	13	0	90	8	1	1	0	10	6	57	4	0	67	10	0	8	0	18	185
Hourly Total	8	290	39	0	337	23	2	4	0	29	24	256	22	0	302	23	1	27	0	51	719
3:00 PM	2	70	14	0	86	3	2	2	0	7	11	81	7	0	99	11	2	5	0	18	210
3:15 PM	1	86	8	0	95	9	1	2	0	12	7	76	5	0	88	6	3	5	0	14	209
3:30 PM	3	83	9	0	95	10	2	2	0	14	7	89	7	0	103	6	1	15	0	22	234
3:45 PM	3	87	9	0	99	2	0	2	0	4	6	65	5	0	76	3	0	8	0	11	190
Hourly Total	9	326	40	0	375	24	5	8	0	37	31	311	24	0	366	26	6	33	0	65	843
4:00 PM	2	103	11	0	116	4	0	0	0	4	10	82	6	0	98	6	1	6	0	13	231
4:15 PM	2	91	13	0	106	6	1	4	0	11	9	85	11	0	105	5	1	6	0	12	234
4:30 PM	0	70	13	0	83	2	2	2	0	6	11	73	9	0	93	7	1	6	0	14	196
4:45 PM	4	67	7	0	78	7	1	0	0	8	12	75	7	0	94	2	2	9	0	13	193
Hourly Total	8	331	44	0	383	19	4	6	0	29	42	315	33	0	390	20	5	27	0	52	854
5:00 PM	0	83	10	0	93	3	3	2	0	8	9	72	5	0	86	2	2	3	0	7	194
5:15 PM	3	87	9	0	99	8	2	3	0	13	14	72	8	0	94	4	2	10	0	16	222
5:30 PM	4	63	8	0	75	5	1	0	0	6	16	65	6	0	87	4	2	7	0	13	181
5:45 PM	1	69	6	0	76	6	1	0	0	7	14	86	10	0	110	5	1	7	0	13	206
Hourly Total	8	302	33	0	343	22	7	5	0	34	53	295	29	0	377	15	7	27	0	49	803
Grand Total	45	2652	280	0	2977	175	36	38	0	249	301	2589	190	2	3082	217	38	256	1	512	6820
Approach %	1.5	89.1	9.4	0.0	-	70.3	14.5	15.3	0.0	-	9.8	84.0	6.2	0.1	-	42.4	7.4	50.0	0.2	-	-
Total %	0.7	38.9	4.1	0.0	43.7	2.6	0.5	0.6	0.0	3.7	4.4	38.0	2.8	0.0	45.2	3.2	0.6	3.8	0.0	7.5	-
Lights	41	2422	186	0	2649	172	34	37	0	243	295	2384	188	2	2869	136	37	250	1	424	6185
% Lights	91.1	91.3	66.4	-	89.0	98.3	94.4	97.4	-	97.6	98.0	92.1	98.9	100.0	93.1	62.7	97.4	97.7	100.0	82.8	90.7
Mediums	4	76	7	0	87	3	2	1	0	6	5	108	2	0	115	17	1	5	0	23	231
% Mediums	8.9	2.9	2.5	-	2.9	1.7	5.6	2.6	-	2.4	1.7	4.2	1.1	0.0	3.7	7.8	2.6	2.0	0.0	4.5	3.4
Articulated Trucks	0	154	87	0	241	0	0	0	0	0	1	97	0	0	98	64	0	1	0	65	404
% Articulated Trucks	0.0	5.8	31.1	-	8.1	0.0	0.0	0.0	-	0.0	0.3	3.7	0.0	0.0	3.2	29.5	0.0	0.4	0.0	12.7	5.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN -
TUE
Site Code:
Start Date: 06/13/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN -
TUE
Site Code:
Start Date: 06/13/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

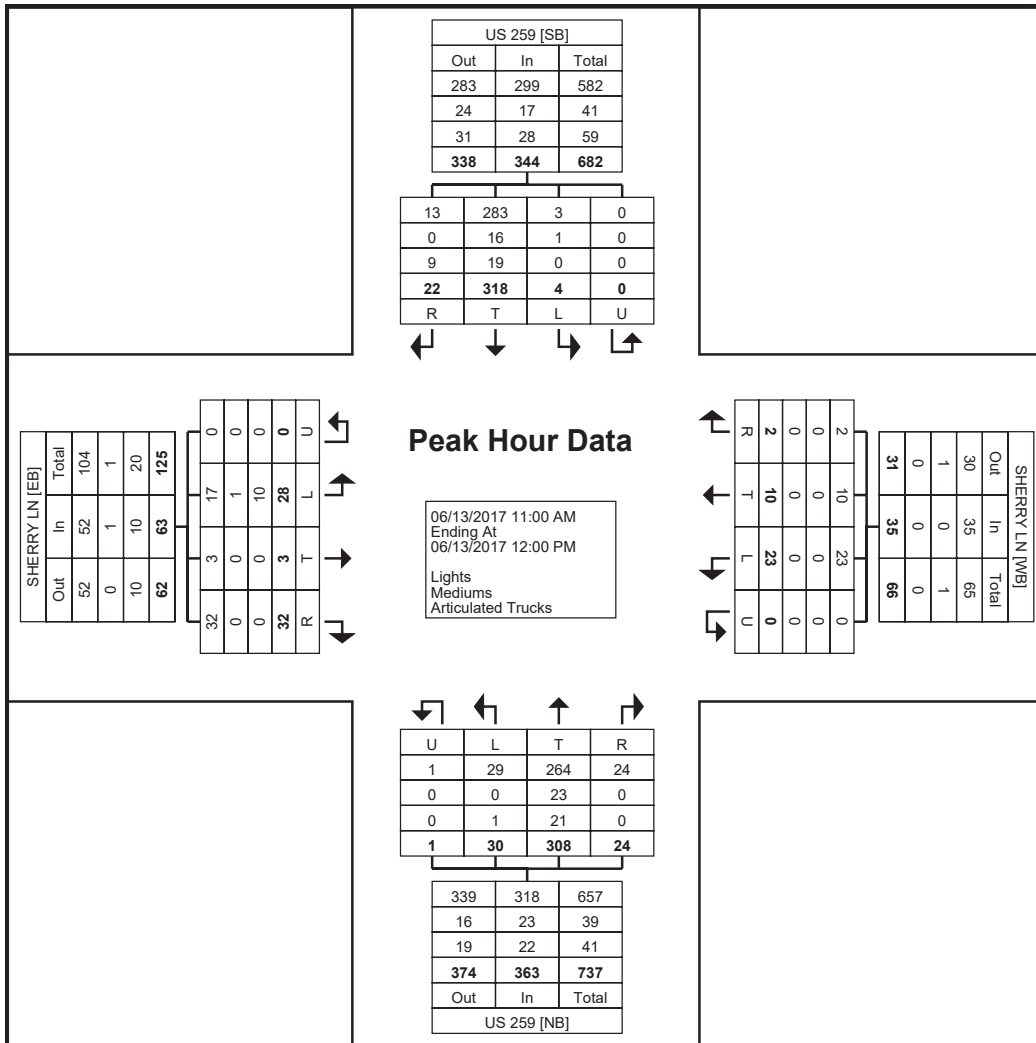
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	2	82	4	0	88	6	3	1	0	10	9	80	9	0	98	5	2	3	0	10	206
11:15 AM	0	98	7	0	105	5	1	0	0	6	6	67	6	1	80	2	0	12	0	14	205
11:30 AM	2	63	3	0	68	7	4	0	0	11	8	91	4	0	103	13	1	7	0	21	203
11:45 AM	0	75	8	0	83	5	2	1	0	8	7	70	5	0	82	8	0	10	0	18	191
Total	4	318	22	0	344	23	10	2	0	35	30	308	24	1	363	28	3	32	0	63	805
Approach %	1.2	92.4	6.4	0.0	-	65.7	28.6	5.7	0.0	-	8.3	84.8	6.6	0.3	-	44.4	4.8	50.8	0.0	-	-
Total %	0.5	39.5	2.7	0.0	42.7	2.9	1.2	0.2	0.0	4.3	3.7	38.3	3.0	0.1	45.1	3.5	0.4	4.0	0.0	7.8	-
PHF	0.500	0.811	0.688	0.000	0.819	0.821	0.625	0.500	0.000	0.795	0.833	0.846	0.667	0.250	0.881	0.538	0.375	0.667	0.000	0.750	0.977
Lights	3	283	13	0	299	23	10	2	0	35	29	264	24	1	318	17	3	32	0	52	704
% Lights	75.0	89.0	59.1	-	86.9	100.0	100.0	100.0	-	100.0	96.7	85.7	100.0	100.0	87.6	60.7	100.0	100.0	-	82.5	87.5
Mediums	1	16	0	0	17	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	41
% Mediums	25.0	5.0	0.0	-	4.9	0.0	0.0	0.0	-	0.0	0.0	7.5	0.0	0.0	6.3	3.6	0.0	0.0	-	1.6	5.1
Articulated Trucks	0	19	9	0	28	0	0	0	0	0	1	21	0	0	22	10	0	0	0	10	60
% Articulated Trucks	0.0	6.0	40.9	-	8.1	0.0	0.0	0.0	-	0.0	3.3	6.8	0.0	0.0	6.1	35.7	0.0	0.0	-	15.9	7.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN -
TUE
Site Code:
Start Date: 06/13/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN -
TUE
Site Code:
Start Date: 06/13/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

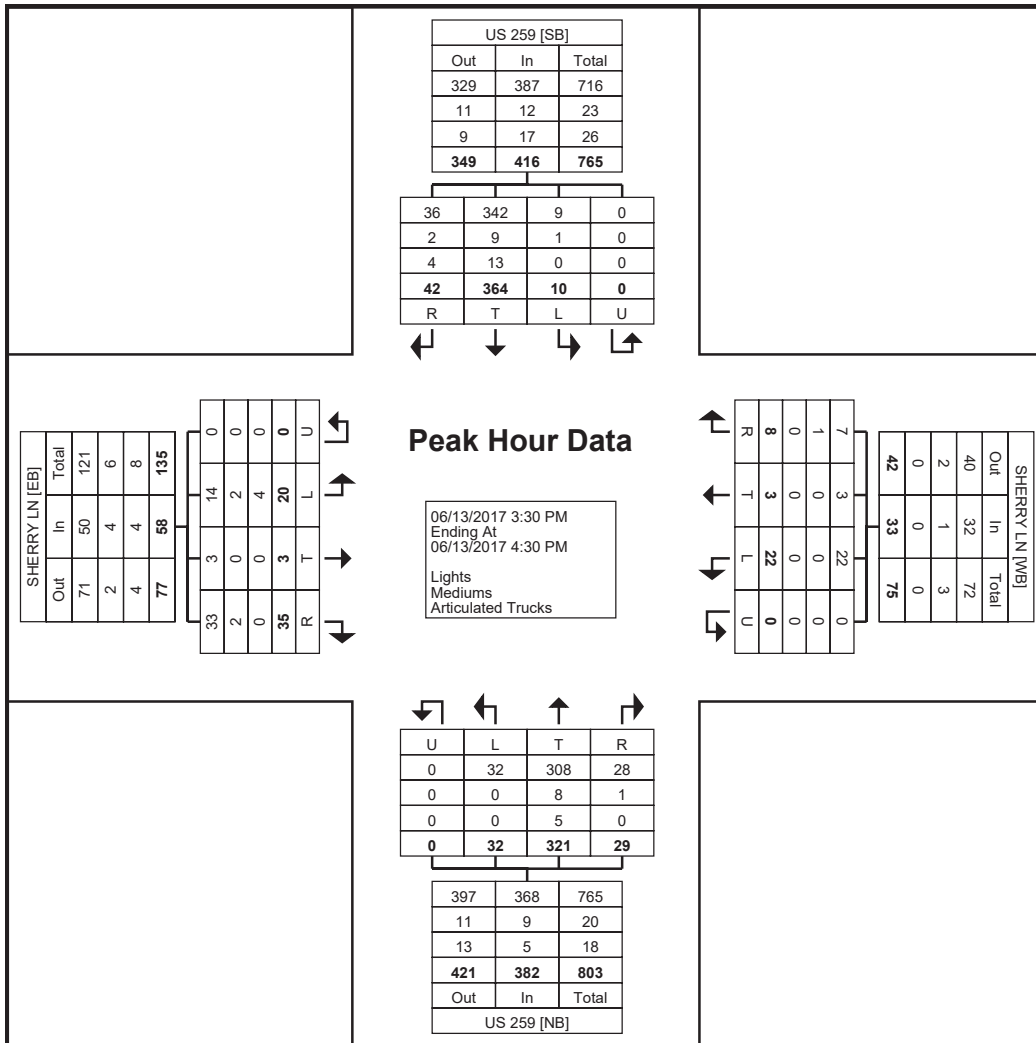
Start Time	US 259 Southbound					SHERRY LN Westbound					US 259 Northbound					SHERRY LN Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	3	83	9	0	95	10	2	2	0	14	7	89	7	0	103	6	1	15	0	22	234
3:45 PM	3	87	9	0	99	2	0	2	0	4	6	65	5	0	76	3	0	8	0	11	190
4:00 PM	2	103	11	0	116	4	0	0	0	4	10	82	6	0	98	6	1	6	0	13	231
4:15 PM	2	91	13	0	106	6	1	4	0	11	9	85	11	0	105	5	1	6	0	12	234
Total	10	364	42	0	416	22	3	8	0	33	32	321	29	0	382	20	3	35	0	58	889
Approach %	2.4	87.5	10.1	0.0	-	66.7	9.1	24.2	0.0	-	8.4	84.0	7.6	0.0	-	34.5	5.2	60.3	0.0	-	-
Total %	1.1	40.9	4.7	0.0	46.8	2.5	0.3	0.9	0.0	3.7	3.6	36.1	3.3	0.0	43.0	2.2	0.3	3.9	0.0	6.5	-
PHF	0.833	0.883	0.808	0.000	0.897	0.550	0.375	0.500	0.000	0.589	0.800	0.902	0.659	0.000	0.910	0.833	0.750	0.583	0.000	0.659	0.950
Lights	9	342	36	0	387	22	3	7	0	32	32	308	28	0	368	14	3	33	0	50	837
% Lights	90.0	94.0	85.7	-	93.0	100.0	100.0	87.5	-	97.0	100.0	96.0	96.6	-	96.3	70.0	100.0	94.3	-	86.2	94.2
Mediums	1	9	2	0	12	0	0	1	0	1	0	8	1	0	9	2	0	2	0	4	26
% Mediums	10.0	2.5	4.8	-	2.9	0.0	0.0	12.5	-	3.0	0.0	2.5	3.4	-	2.4	10.0	0.0	5.7	-	6.9	2.9
Articulated Trucks	0	13	4	0	17	0	0	0	0	0	0	5	0	0	5	4	0	0	0	4	26
% Articulated Trucks	0.0	3.6	9.5	-	4.1	0.0	0.0	0.0	-	0.0	0.0	1.6	0.0	-	1.3	20.0	0.0	0.0	-	6.9	2.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 1 - SHERRY LN -
TUE
Site Code:
Start Date: 06/13/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

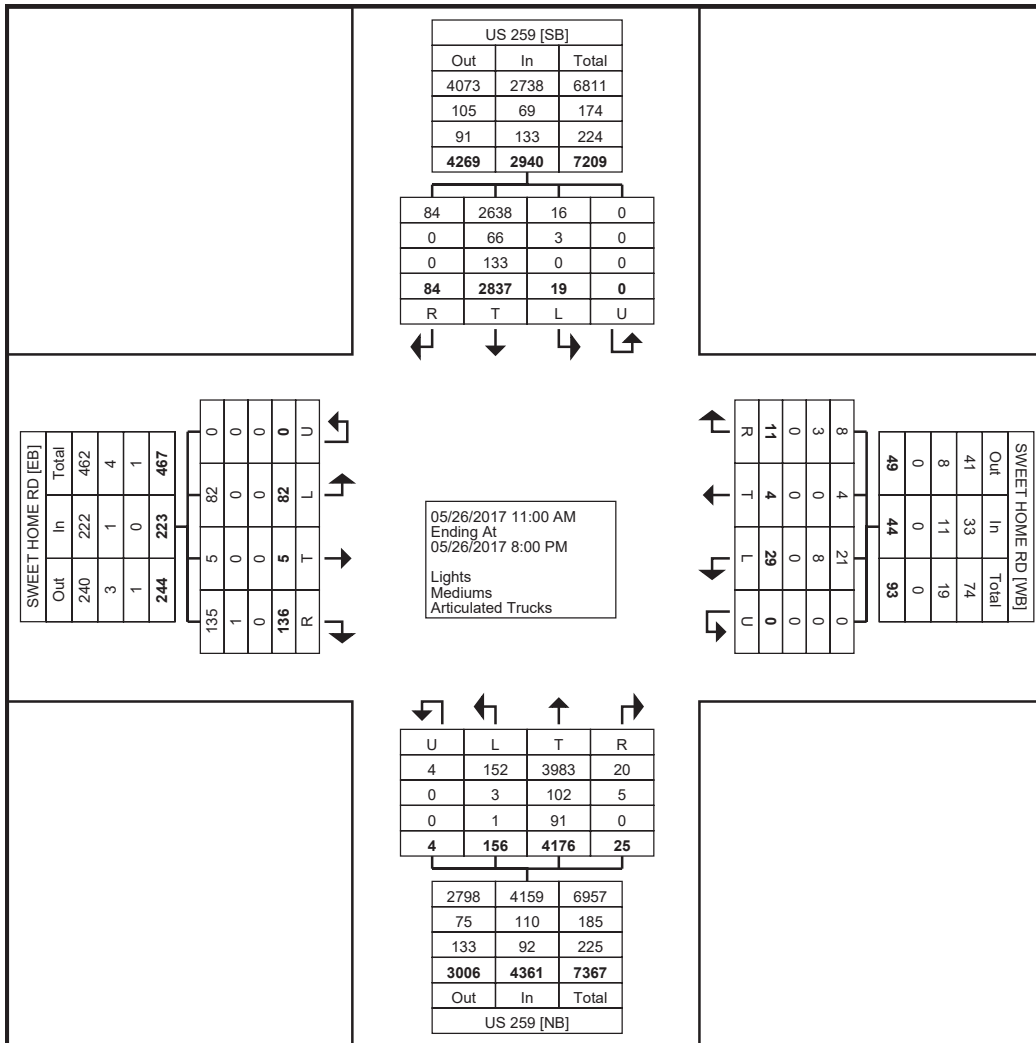
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	1	79	2	0	82	4	0	3	0	7	1	80	2	0	83	0	0	2	0	2	174
11:15 AM	0	71	0	0	71	1	0	1	0	2	4	70	1	0	75	1	0	4	0	5	153
11:30 AM	1	77	0	0	78	0	0	1	0	1	2	91	0	0	93	2	0	7	0	9	181
11:45 AM	1	48	3	0	52	2	0	0	0	2	10	89	3	0	102	5	0	4	0	9	165
Hourly Total	3	275	5	0	283	7	0	5	0	12	17	330	6	0	353	8	0	17	0	25	673
12:00 PM	0	66	4	0	70	0	0	0	0	0	4	83	1	0	88	2	0	6	0	8	166
12:15 PM	2	83	1	0	86	1	0	1	0	2	2	102	2	0	106	0	0	4	0	4	198
12:30 PM	0	78	3	0	81	2	1	0	0	3	4	97	2	1	104	2	0	3	0	5	193
12:45 PM	4	82	3	0	89	0	0	0	0	0	3	87	0	0	90	3	1	3	0	7	186
Hourly Total	6	309	11	0	326	3	1	1	0	5	13	369	5	1	388	7	1	16	0	24	743
1:00 PM	0	74	3	0	77	2	0	1	0	3	2	88	1	0	91	1	0	3	0	4	175
1:15 PM	2	98	1	0	101	0	1	0	0	1	2	76	1	0	79	0	0	4	0	4	185
1:30 PM	0	91	2	0	93	1	0	0	0	1	1	102	0	0	103	3	0	2	0	5	202
1:45 PM	0	87	2	0	89	0	0	0	0	0	6	85	1	0	92	1	0	1	0	2	183
Hourly Total	2	350	8	0	360	3	1	1	0	5	11	351	3	0	365	5	0	10	0	15	745
2:00 PM	0	89	1	0	90	3	0	0	0	3	5	110	1	0	116	1	0	5	0	6	215
2:15 PM	1	103	5	0	109	0	1	0	0	1	5	92	1	0	98	5	1	4	0	10	218
2:30 PM	1	95	2	0	98	1	0	1	0	2	4	110	0	0	114	7	0	6	0	13	227
2:45 PM	0	93	1	0	94	2	0	1	0	3	4	132	0	0	136	3	0	7	0	10	243
Hourly Total	2	380	9	0	391	6	1	2	0	9	18	444	2	0	464	16	1	22	0	39	903
3:00 PM	0	87	3	0	90	1	0	0	0	1	7	143	1	1	152	1	0	0	0	1	244
3:15 PM	0	81	6	0	87	1	0	0	0	1	6	145	0	0	151	2	0	9	0	11	250
3:30 PM	0	100	3	0	103	1	0	0	0	1	4	139	0	0	143	4	0	10	0	14	261
3:45 PM	1	103	2	0	106	0	0	0	0	0	8	149	0	0	157	3	0	3	0	6	269
Hourly Total	1	371	14	0	386	3	0	0	0	3	25	576	1	1	603	10	0	22	0	32	1024
4:00 PM	1	87	2	0	90	2	0	0	0	2	5	151	1	0	157	3	0	4	0	7	256
4:15 PM	1	93	5	0	99	1	0	0	0	1	3	144	0	0	147	2	1	3	0	6	253
4:30 PM	0	89	3	0	92	1	0	0	0	1	3	154	0	1	158	2	0	4	0	6	257
4:45 PM	0	99	4	0	103	0	0	0	0	0	7	155	2	1	165	2	1	2	0	5	273
Hourly Total	2	368	14	0	384	4	0	0	0	4	18	604	3	2	627	9	2	13	0	24	1039
5:00 PM	0	92	2	0	94	0	0	0	0	0	6	141	1	0	148	1	1	1	0	3	245
5:15 PM	1	62	2	0	65	0	0	1	0	1	7	141	0	0	148	1	0	1	0	2	216
5:30 PM	0	66	1	0	67	0	0	1	0	1	4	158	0	0	162	6	0	3	0	9	239
5:45 PM	0	80	1	0	81	0	0	0	0	0	5	134	1	0	140	5	0	2	0	7	228
Hourly Total	1	300	6	0	307	0	0	2	0	2	22	574	2	0	598	13	1	7	0	21	928
6:00 PM	2	59	3	0	64	0	0	0	0	0	3	128	0	0	131	0	0	3	0	3	198
6:15 PM	0	86	2	0	88	0	0	0	0	0	5	118	1	0	124	3	0	11	0	14	226
6:30 PM	0	55	0	0	55	1	0	0	0	1	6	108	1	0	115	2	0	1	0	3	174
6:45 PM	0	53	3	0	56	0	0	0	0	0	7	127	0	0	134	4	0	7	0	11	201
Hourly Total	2	253	8	0	263	1	0	0	0	1	21	481	2	0	504	9	0	22	0	31	799
7:00 PM	0	54	2	0	56	0	0	0	0	0	3	115	1	0	119	2	0	3	0	5	180
7:15 PM	0	53	1	0	54	1	1	0	0	2	3	112	0	0	115	1	0	2	0	3	174
7:30 PM	0	58	4	0	62	1	0	0	0	1	2	95	0	0	97	0	0	1	0	1	161
7:45 PM	0	66	2	0	68	0	0	0	0	0	3	125	0	0	128	2	0	1	0	3	199
Hourly Total	0	231	9	0	240	2	1	0	0	3	11	447	1	0	459	5	0	7	0	12	714
Grand Total	19	2837	84	0	2940	29	4	11	0	44	156	4176	25	4	4361	82	5	136	0	223	7568
Approach %	0.6	96.5	2.9	0.0	-	65.9	9.1	25.0	0.0	-	3.6	95.8	0.6	0.1	-	36.8	2.2	61.0	0.0	-	-
Total %	0.3	37.5	1.1	0.0	38.8	0.4	0.1	0.1	0.0	0.6	2.1	55.2	0.3	0.1	57.6	1.1	0.1	1.8	0.0	2.9	-
Lights	16	2638	84	0	2738	21	4	8	0	33	152	3983	20	4	4159	82	5	135	0	222	7152
% Lights	84.2	93.0	100.0	-	93.1	72.4	100.0	72.7	-	75.0	97.4	95.4	80.0	100.0	95.4	100.0	100.0	99.3	-	99.6	94.5
Mediums	3	66	0	0	69	8	0	3	0	11	3	102	5	0	110	0	0	1	0	1	191
% Mediums	15.8	2.3	0.0	-	2.3	27.6	0.0	27.3	-	25.0	1.9	2.4	20.0	0.0	2.5	0.0	0.0	0.7	-	0.4	2.5
Articulated Trucks	0	133	0	0	133	0	0	0	0	0	1	91	0	0	92	0	0	0	0	0	225
% Articulated Trucks	0.0	4.7	0.0	-	4.5	0.0	0.0	0.0	-	0.0	0.6	2.2	0.0	0.0	2.1	0.0	0.0	0.0	-	0.0	3.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - FRI
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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: 2 - SWEET HOME
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Start Date: 05/26/2017
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Turning Movement Peak Hour Data (11:00 AM)

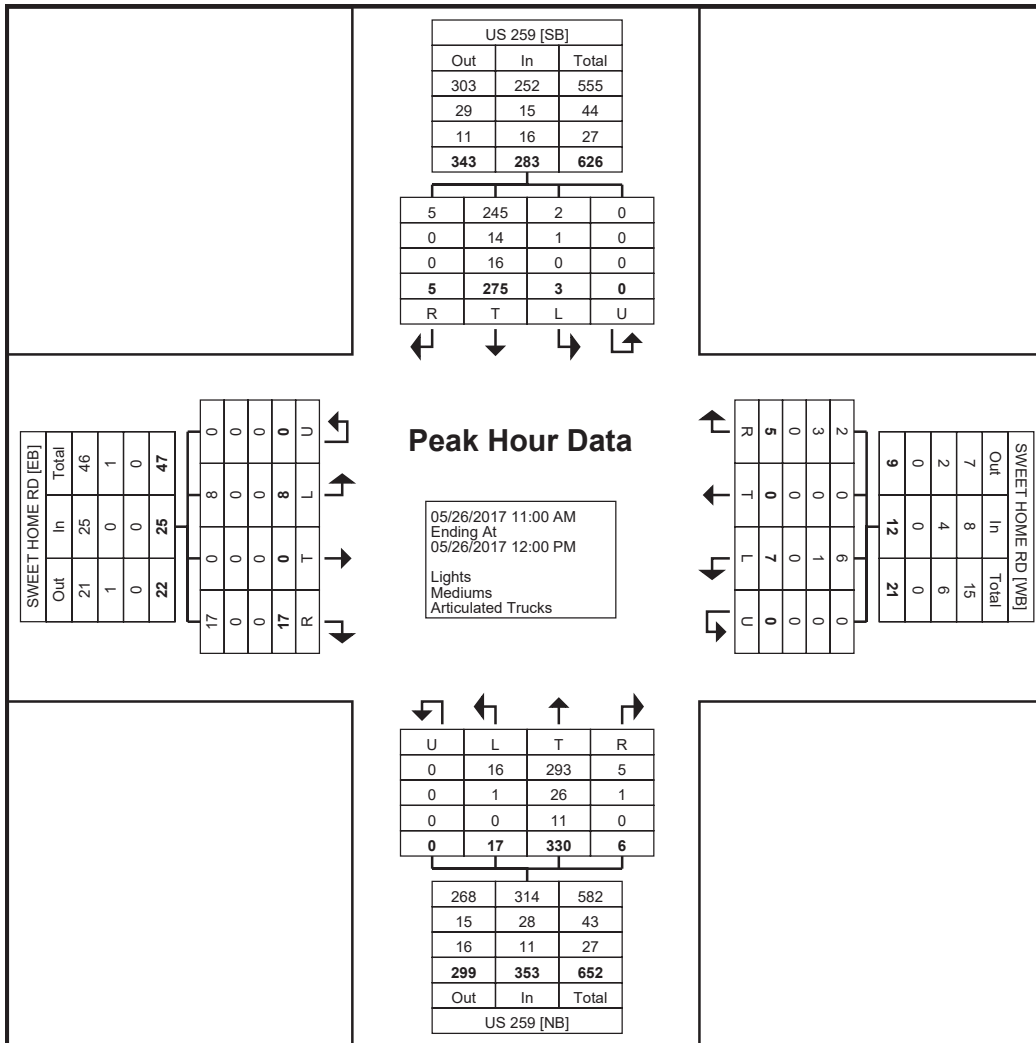
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	1	79	2	0	82	4	0	3	0	7	1	80	2	0	83	0	0	2	0	2	174
11:15 AM	0	71	0	0	71	1	0	1	0	2	4	70	1	0	75	1	0	4	0	5	153
11:30 AM	1	77	0	0	78	0	0	1	0	1	2	91	0	0	93	2	0	7	0	9	181
11:45 AM	1	48	3	0	52	2	0	0	0	2	10	89	3	0	102	5	0	4	0	9	165
Total	3	275	5	0	283	7	0	5	0	12	17	330	6	0	353	8	0	17	0	25	673
Approach %	1.1	97.2	1.8	0.0	-	58.3	0.0	41.7	0.0	-	4.8	93.5	1.7	0.0	-	32.0	0.0	68.0	0.0	-	-
Total %	0.4	40.9	0.7	0.0	42.1	1.0	0.0	0.7	0.0	1.8	2.5	49.0	0.9	0.0	52.5	1.2	0.0	2.5	0.0	3.7	-
PHF	0.750	0.870	0.417	0.000	0.863	0.438	0.000	0.417	0.000	0.429	0.425	0.907	0.500	0.000	0.865	0.400	0.000	0.607	0.000	0.694	0.930
Lights	2	245	5	0	252	6	0	2	0	8	16	293	5	0	314	8	0	17	0	25	599
% Lights	66.7	89.1	100.0	-	89.0	85.7	-	40.0	-	66.7	94.1	88.8	83.3	-	89.0	100.0	-	100.0	-	100.0	89.0
Mediums	1	14	0	0	15	1	0	3	0	4	1	26	1	0	28	0	0	0	0	0	47
% Mediums	33.3	5.1	0.0	-	5.3	14.3	-	60.0	-	33.3	5.9	7.9	16.7	-	7.9	0.0	-	0.0	-	0.0	7.0
Articulated Trucks	0	16	0	0	16	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	27
% Articulated Trucks	0.0	5.8	0.0	-	5.7	0.0	-	0.0	-	0.0	0.0	3.3	0.0	-	3.1	0.0	-	0.0	-	0.0	4.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
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Turning Movement Peak Hour Data (3:30 PM)

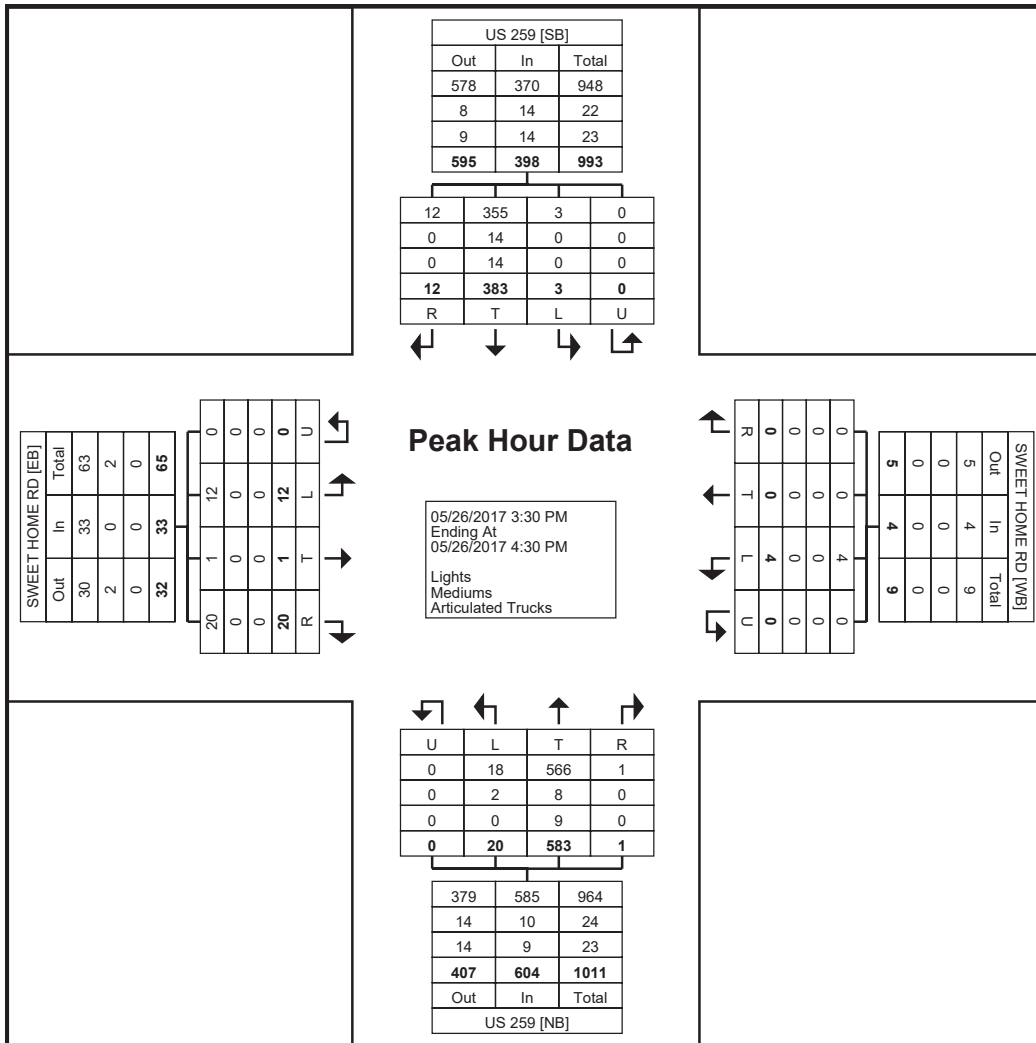
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	100	3	0	103	1	0	0	0	1	4	139	0	0	143	4	0	10	0	14	261
3:45 PM	1	103	2	0	106	0	0	0	0	0	8	149	0	0	157	3	0	3	0	6	269
4:00 PM	1	87	2	0	90	2	0	0	0	2	5	151	1	0	157	3	0	4	0	7	256
4:15 PM	1	93	5	0	99	1	0	0	0	1	3	144	0	0	147	2	1	3	0	6	253
Total	3	383	12	0	398	4	0	0	0	4	20	583	1	0	604	12	1	20	0	33	1039
Approach %	0.8	96.2	3.0	0.0	-	100.0	0.0	0.0	0.0	-	3.3	96.5	0.2	0.0	-	36.4	3.0	60.6	0.0	-	-
Total %	0.3	36.9	1.2	0.0	38.3	0.4	0.0	0.0	0.0	0.4	1.9	56.1	0.1	0.0	58.1	1.2	0.1	1.9	0.0	3.2	-
PHF	0.750	0.930	0.600	0.000	0.939	0.500	0.000	0.000	0.000	0.500	0.625	0.965	0.250	0.000	0.962	0.750	0.250	0.500	0.000	0.589	0.966
Lights	3	355	12	0	370	4	0	0	0	4	18	566	1	0	585	12	1	20	0	33	992
% Lights	100.0	92.7	100.0	-	93.0	100.0	-	-	-	100.0	90.0	97.1	100.0	-	96.9	100.0	100.0	100.0	-	100.0	95.5
Mediums	0	14	0	0	14	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	24
% Mediums	0.0	3.7	0.0	-	3.5	0.0	-	-	-	0.0	10.0	1.4	0.0	-	1.7	0.0	0.0	0.0	-	0.0	2.3
Articulated Trucks	0	14	0	0	14	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	23
% Articulated Trucks	0.0	3.7	0.0	-	3.5	0.0	-	-	-	0.0	0.0	1.5	0.0	-	1.5	0.0	0.0	0.0	-	0.0	2.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

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Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME RD - SAT
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Turning Movement Data

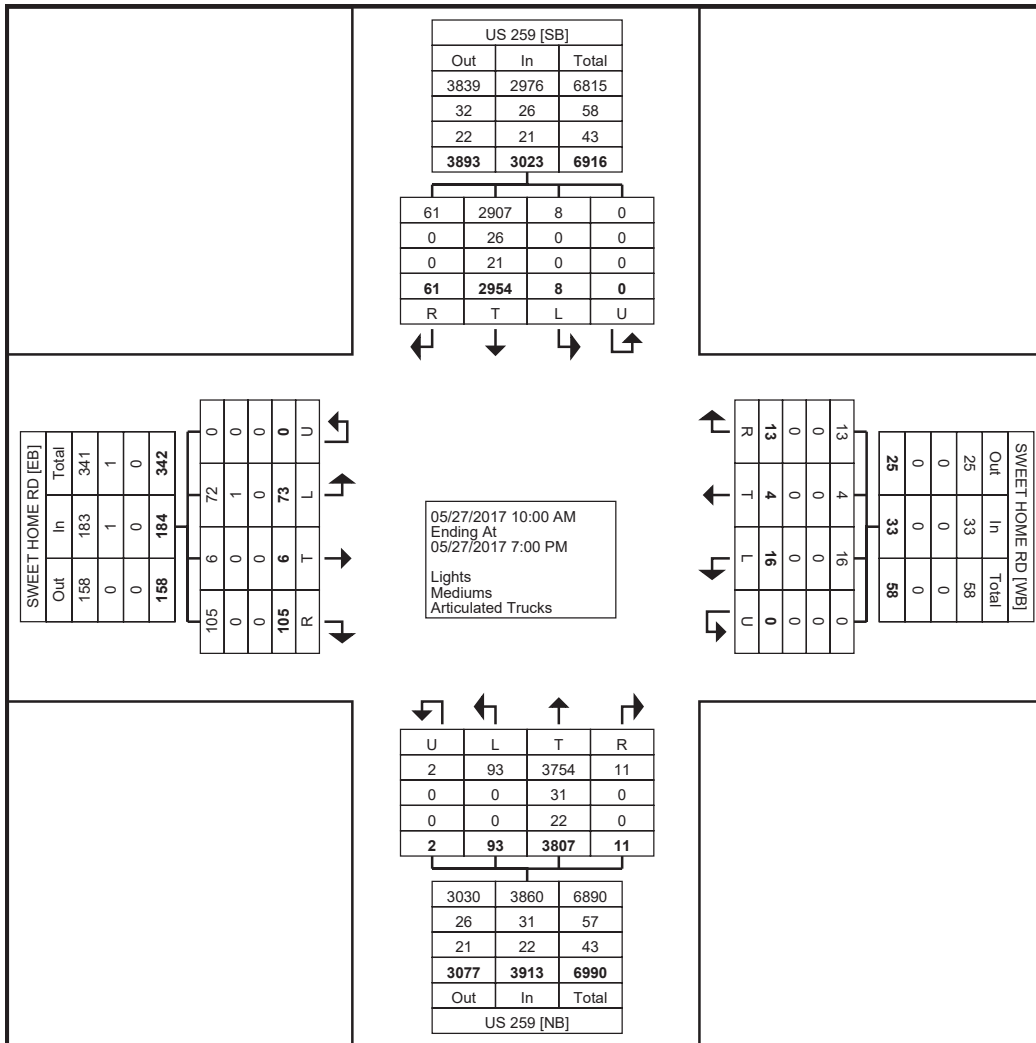
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	1	69	1	0	71	2	1	0	0	3	3	84	0	0	87	2	0	5	0	7	168
10:15 AM	0	75	0	0	75	0	0	1	0	1	3	96	0	0	99	2	1	2	0	5	180
10:30 AM	0	79	0	0	79	0	0	0	0	0	2	125	0	0	127	2	0	5	0	7	213
10:45 AM	0	93	0	0	93	0	0	0	0	0	3	95	0	0	98	4	0	5	0	9	200
Hourly Total	1	316	1	0	318	2	1	1	0	4	11	400	0	0	411	10	1	17	0	28	761
11:00 AM	0	71	1	0	72	0	0	0	0	0	2	129	0	0	131	2	0	2	0	4	207
11:15 AM	0	63	0	0	63	0	0	0	0	0	4	128	0	0	132	3	1	6	0	10	205
11:30 AM	0	68	1	0	69	0	0	0	0	0	2	119	0	0	121	1	0	2	0	3	193
11:45 AM	0	79	2	0	81	0	0	0	0	0	1	118	0	0	119	0	0	6	0	6	206
Hourly Total	0	281	4	0	285	0	0	0	0	0	9	494	0	0	503	6	1	16	0	23	811
12:00 PM	0	67	1	0	68	1	0	1	0	2	3	124	0	0	127	2	0	1	0	3	200
12:15 PM	0	55	2	0	57	0	1	1	0	2	4	115	0	0	119	3	1	0	0	4	182
12:30 PM	0	82	1	0	83	1	0	1	0	2	2	120	2	1	125	4	0	4	0	8	218
12:45 PM	0	82	2	0	84	0	0	1	0	1	6	119	0	0	125	3	0	3	0	6	216
Hourly Total	0	286	6	0	292	2	1	4	0	7	15	478	2	1	496	12	1	8	0	21	816
1:00 PM	0	80	1	0	81	0	0	0	0	0	2	137	0	0	139	2	0	3	0	5	225
1:15 PM	0	81	2	0	83	2	0	0	0	2	1	109	2	0	112	0	0	8	0	8	205
1:30 PM	0	87	1	0	88	1	0	0	0	1	4	149	1	0	154	4	0	1	0	5	248
1:45 PM	0	72	1	0	73	1	0	0	0	1	1	108	2	0	111	4	3	4	0	11	196
Hourly Total	0	320	5	0	325	4	0	0	0	4	8	503	5	0	516	10	3	16	0	29	874
2:00 PM	0	86	0	0	86	0	0	1	0	1	5	123	0	0	128	0	0	1	0	1	216
2:15 PM	1	76	5	0	82	1	0	0	0	1	3	99	0	0	102	2	0	2	0	4	189
2:30 PM	1	75	2	0	78	1	0	0	0	1	3	109	0	0	112	2	0	1	0	3	194
2:45 PM	1	86	1	0	88	0	0	1	0	1	2	136	0	0	138	2	0	3	0	5	232
Hourly Total	3	323	8	0	334	2	0	2	0	4	13	467	0	0	480	6	0	7	0	13	831
3:00 PM	0	93	3	0	96	0	0	0	0	0	7	138	0	0	145	3	0	4	0	7	248
3:15 PM	0	79	2	0	81	2	0	0	0	2	3	98	1	1	103	0	0	2	0	2	188
3:30 PM	0	91	3	0	94	0	0	2	0	2	2	80	0	0	82	1	0	1	0	2	180
3:45 PM	0	84	3	0	87	1	0	0	0	1	5	88	0	0	93	3	0	4	0	7	188
Hourly Total	0	347	11	0	358	3	0	2	0	5	17	404	1	1	423	7	0	11	0	18	804
4:00 PM	0	92	3	0	95	0	0	1	0	1	0	98	0	0	98	2	0	2	0	4	198
4:15 PM	0	108	0	0	108	0	0	1	0	1	3	80	0	0	83	0	0	3	0	3	195
4:30 PM	1	77	6	0	84	0	0	0	0	0	1	88	1	0	90	3	0	0	0	3	177
4:45 PM	0	87	2	0	89	0	0	0	0	0	1	98	0	0	99	6	0	3	0	9	197
Hourly Total	1	364	11	0	376	0	0	2	0	2	5	364	1	0	370	11	0	8	0	19	767
5:00 PM	0	82	0	0	82	0	0	0	0	0	0	95	0	0	95	2	0	5	0	7	184
5:15 PM	0	82	2	0	84	1	0	0	0	1	3	91	0	0	94	2	0	1	0	3	182
5:30 PM	0	96	2	0	98	0	0	0	0	0	0	81	0	0	81	4	0	0	0	4	183
5:45 PM	0	101	1	0	102	0	0	1	0	1	1	94	0	0	95	0	0	4	0	4	202
Hourly Total	0	361	5	0	366	1	0	1	0	2	4	361	0	0	365	8	0	10	0	18	751
6:00 PM	0	88	3	0	91	0	0	0	0	0	4	80	0	0	84	1	0	3	0	4	179
6:15 PM	2	101	3	0	106	1	0	0	0	1	3	87	1	0	91	2	0	5	0	7	205
6:30 PM	1	68	1	0	70	0	2	1	0	3	3	75	0	0	78	0	0	3	0	3	154
6:45 PM	0	99	3	0	102	1	0	0	0	1	1	94	1	0	96	0	0	1	0	1	200
Hourly Total	3	356	10	0	369	2	2	1	0	5	11	336	2	0	349	3	0	12	0	15	738
Grand Total	8	2954	61	0	3023	16	4	13	0	33	93	3807	11	2	3913	73	6	105	0	184	7153
Approach %	0.3	97.7	2.0	0.0	-	48.5	12.1	39.4	0.0	-	2.4	97.3	0.3	0.1	-	39.7	3.3	57.1	0.0	-	-
Total %	0.1	41.3	0.9	0.0	42.3	0.2	0.1	0.2	0.0	0.5	1.3	53.2	0.2	0.0	54.7	1.0	0.1	1.5	0.0	2.6	-
Lights	8	2907	61	0	2976	16	4	13	0	33	93	3754	11	2	3860	72	6	105	0	183	7052
% Lights	100.0	98.4	100.0	-	98.4	100.0	100.0	100.0	-	100.0	100.0	98.6	100.0	100.0	98.6	98.6	100.0	100.0	-	99.5	98.6
Mediums	0	26	0	0	26	0	0	0	0	0	0	31	0	0	31	1	0	0	0	1	58
% Mediums	0.0	0.9	0.0	-	0.9	0.0	0.0	0.0	-	0.0	0.0	0.8	0.0	0.0	0.8	1.4	0.0	0.0	-	0.5	0.8
Articulated Trucks	0	21	0	0	21	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	43
% Articulated Trucks	0.0	0.7	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	-	0.0	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

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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: 2 - SWEET HOME
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Turning Movement Peak Hour Data (10:30 AM)

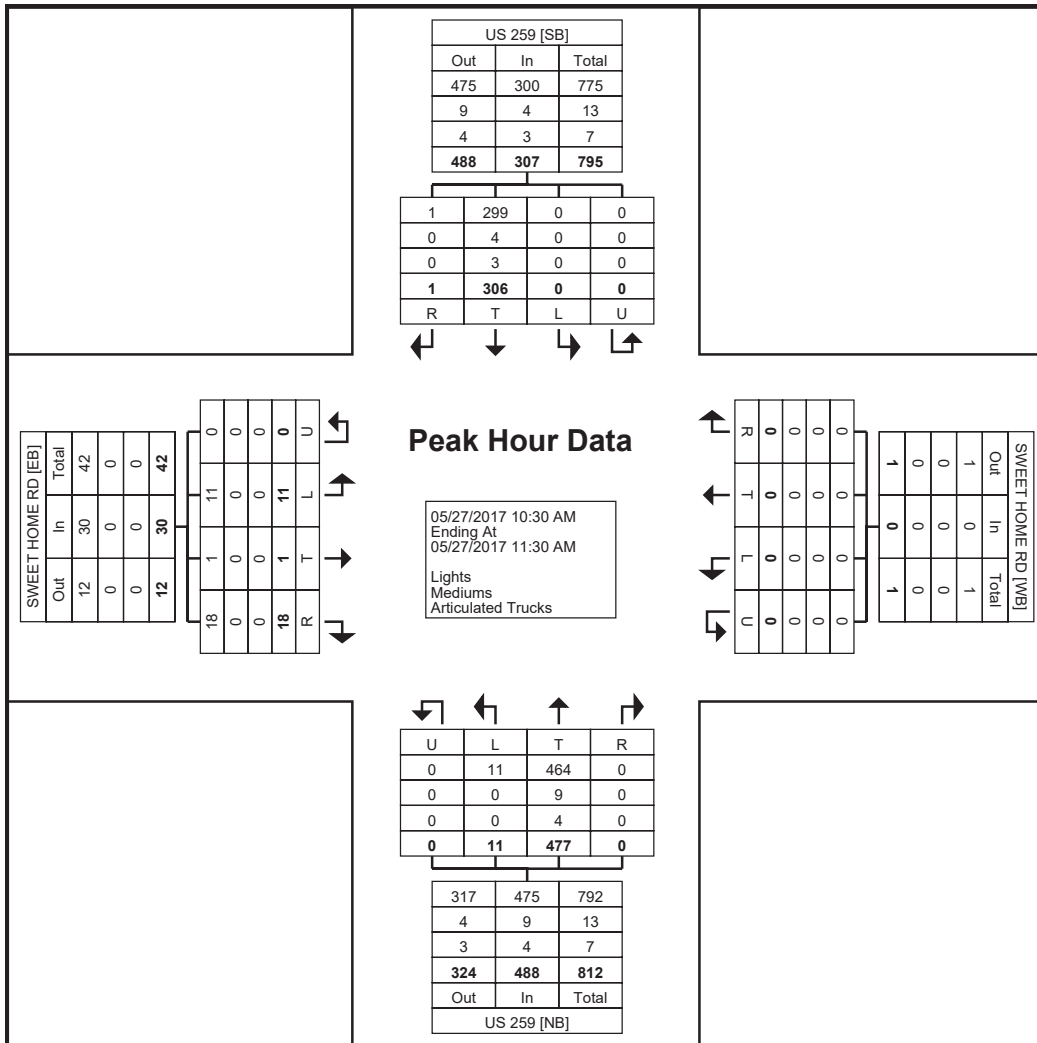
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:30 AM	0	79	0	0	79	0	0	0	0	0	2	125	0	0	127	2	0	5	0	7	213
10:45 AM	0	93	0	0	93	0	0	0	0	0	3	95	0	0	98	4	0	5	0	9	200
11:00 AM	0	71	1	0	72	0	0	0	0	0	2	129	0	0	131	2	0	2	0	4	207
11:15 AM	0	63	0	0	63	0	0	0	0	0	4	128	0	0	132	3	1	6	0	10	205
Total	0	306	1	0	307	0	0	0	0	0	11	477	0	0	488	11	1	18	0	30	825
Approach %	0.0	99.7	0.3	0.0	-	NaN	NaN	NaN	NaN	-	2.3	97.7	0.0	0.0	-	36.7	3.3	60.0	0.0	-	-
Total %	0.0	37.1	0.1	0.0	37.2	0.0	0.0	0.0	0.0	0.0	1.3	57.8	0.0	0.0	59.2	1.3	0.1	2.2	0.0	3.6	-
PHF	0.000	0.823	0.250	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.688	0.924	0.000	0.000	0.924	0.688	0.250	0.750	0.000	0.750	0.968
Lights	0	299	1	0	300	0	0	0	0	0	11	464	0	0	475	11	1	18	0	30	805
% Lights	-	97.7	100.0	-	97.7	-	-	-	-	-	100.0	97.3	-	-	97.3	100.0	100.0	100.0	-	100.0	97.6
Mediums	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
% Mediums	-	1.3	0.0	-	1.3	-	-	-	-	-	0.0	1.9	-	-	1.8	0.0	0.0	0.0	-	0.0	1.6
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Articulated Trucks	-	1.0	0.0	-	1.0	-	-	-	-	-	0.0	0.8	-	-	0.8	0.0	0.0	0.0	-	0.0	0.8

GRAM Traffic NTX Inc.

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Turning Movement Peak Hour Data Plot (10:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Turning Movement Peak Hour Data (12:45 PM)

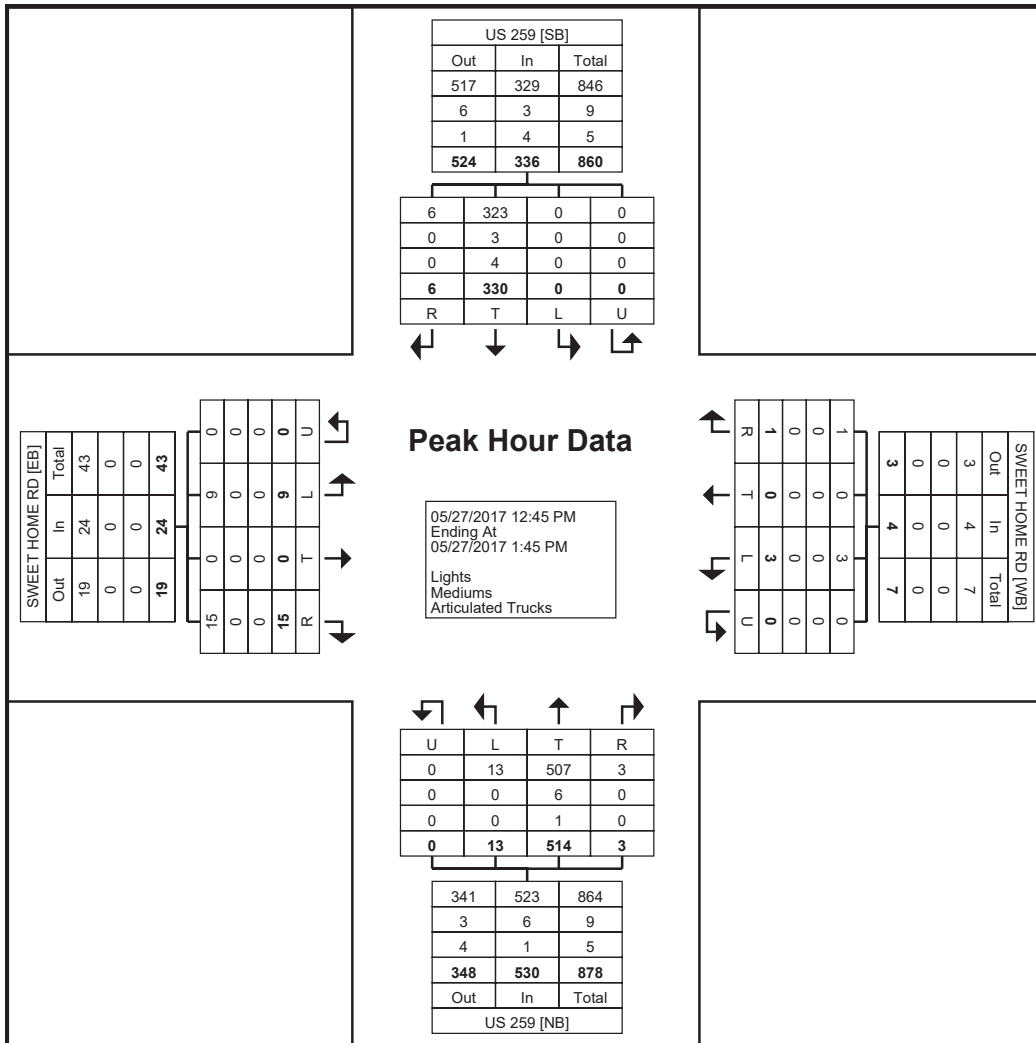
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:45 PM	0	82	2	0	84	0	0	1	0	1	6	119	0	0	125	3	0	3	0	6	216
1:00 PM	0	80	1	0	81	0	0	0	0	0	2	137	0	0	139	2	0	3	0	5	225
1:15 PM	0	81	2	0	83	2	0	0	0	2	1	109	2	0	112	0	0	8	0	8	205
1:30 PM	0	87	1	0	88	1	0	0	0	1	4	149	1	0	154	4	0	1	0	5	248
Total	0	330	6	0	336	3	0	1	0	4	13	514	3	0	530	9	0	15	0	24	894
Approach %	0.0	98.2	1.8	0.0	-	75.0	0.0	25.0	0.0	-	2.5	97.0	0.6	0.0	-	37.5	0.0	62.5	0.0	-	-
Total %	0.0	36.9	0.7	0.0	37.6	0.3	0.0	0.1	0.0	0.4	1.5	57.5	0.3	0.0	59.3	1.0	0.0	1.7	0.0	2.7	-
PHF	0.000	0.948	0.750	0.000	0.955	0.375	0.000	0.250	0.000	0.500	0.542	0.862	0.375	0.000	0.860	0.563	0.000	0.469	0.000	0.750	0.901
Lights	0	323	6	0	329	3	0	1	0	4	13	507	3	0	523	9	0	15	0	24	880
% Lights	-	97.9	100.0	-	97.9	100.0	-	100.0	-	100.0	100.0	98.6	100.0	-	98.7	100.0	-	100.0	-	100.0	98.4
Mediums	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
% Mediums	-	0.9	0.0	-	0.9	0.0	-	0.0	-	0.0	0.0	1.2	0.0	-	1.1	0.0	-	0.0	-	0.0	1.0
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% Articulated Trucks	-	1.2	0.0	-	1.2	0.0	-	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	-	0.0	-	0.0	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 6



Turning Movement Peak Hour Data Plot (12:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 1

Turning Movement Data

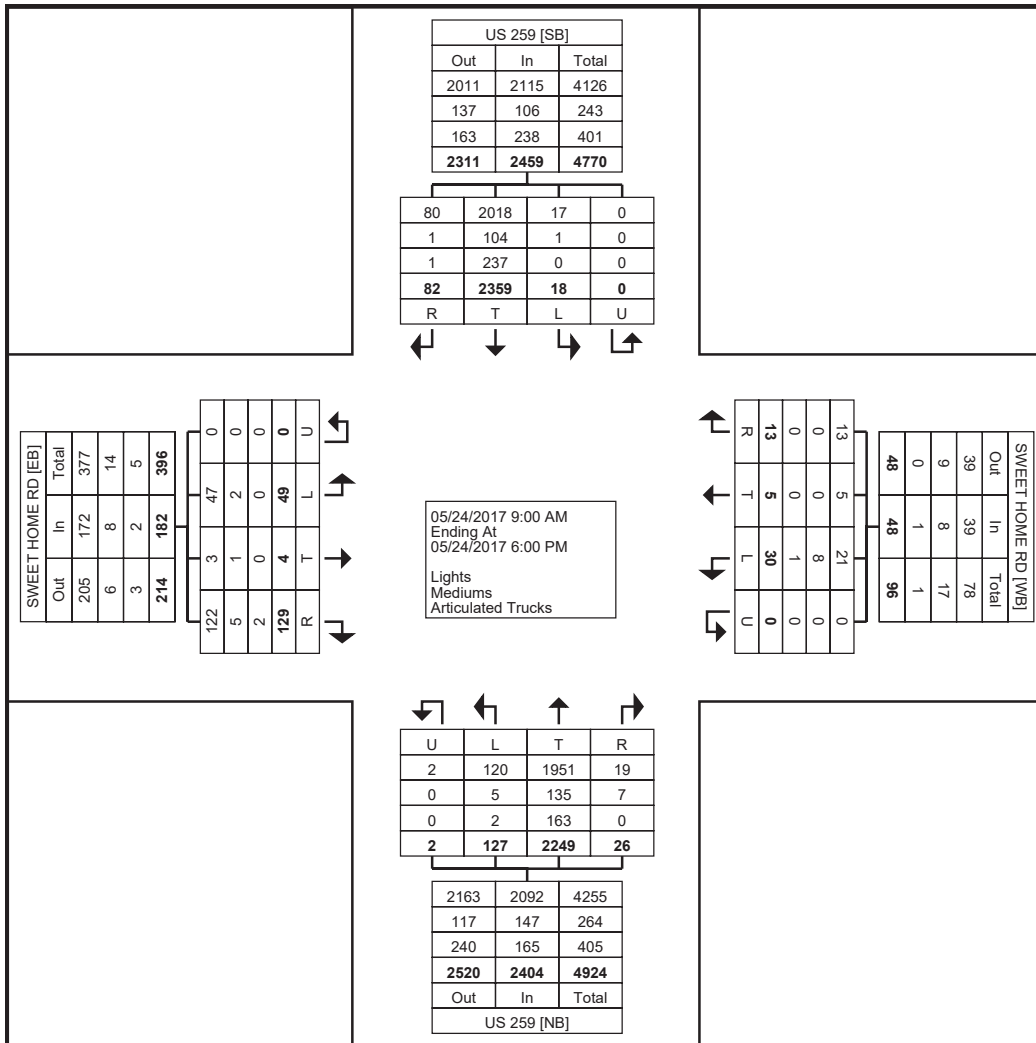
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	42	0	0	42	1	0	0	0	1	2	59	1	0	62	1	0	3	0	4	109
9:15 AM	0	44	1	0	45	1	0	0	0	1	2	59	1	0	62	0	0	3	0	3	111
9:30 AM	0	70	0	0	70	1	0	1	0	2	2	57	0	0	59	1	1	7	0	9	140
9:45 AM	0	60	2	0	62	0	1	0	0	1	0	57	0	0	57	4	0	1	0	5	125
Hourly Total	0	216	3	0	219	3	1	1	0	5	6	232	2	0	240	6	1	14	0	21	485
10:00 AM	0	41	0	0	41	0	0	0	0	0	3	55	0	0	58	1	0	1	0	2	101
10:15 AM	0	63	1	0	64	1	0	1	0	2	2	58	2	0	62	1	0	2	0	3	131
10:30 AM	2	51	3	0	56	1	0	0	0	1	2	65	1	0	68	0	0	3	0	3	128
10:45 AM	0	46	0	0	46	1	0	0	0	1	4	52	1	0	57	1	0	9	0	10	114
Hourly Total	2	201	4	0	207	3	0	1	0	4	11	230	4	0	245	3	0	15	0	18	474
11:00 AM	0	67	1	0	68	2	0	1	0	3	4	65	0	0	69	1	0	5	0	6	146
11:15 AM	0	71	0	0	71	2	0	1	0	3	2	60	1	0	63	0	0	2	0	2	139
11:30 AM	0	68	2	0	70	1	0	0	0	1	2	67	2	0	71	1	0	3	0	4	146
11:45 AM	0	63	2	0	65	0	0	0	0	0	0	69	1	0	70	3	0	4	0	7	142
Hourly Total	0	269	5	0	274	5	0	2	0	7	8	261	4	0	273	5	0	14	0	19	573
12:00 PM	0	70	1	0	71	1	0	0	0	1	4	52	0	0	56	1	0	4	0	5	133
12:15 PM	0	57	0	0	57	0	0	0	0	0	4	57	0	1	62	2	0	7	0	9	128
12:30 PM	0	64	3	0	67	0	0	1	0	1	1	79	0	0	80	2	0	5	0	7	155
12:45 PM	1	69	2	0	72	1	0	0	0	1	0	70	4	0	74	3	0	4	0	7	154
Hourly Total	1	260	6	0	267	2	0	1	0	3	9	258	4	1	272	8	0	20	0	28	570
1:00 PM	0	64	3	0	67	0	1	0	0	1	7	52	1	0	60	0	1	2	0	3	131
1:15 PM	2	64	1	0	67	4	0	0	0	4	2	76	3	0	81	1	0	3	0	4	156
1:30 PM	1	67	1	0	69	0	0	0	0	0	6	61	1	0	68	0	0	5	0	5	142
1:45 PM	2	48	5	0	55	0	0	2	0	2	6	78	1	0	85	2	0	0	0	2	144
Hourly Total	5	243	10	0	258	4	1	2	0	7	21	267	6	0	294	3	1	10	0	14	573
2:00 PM	0	69	4	0	73	2	0	1	0	3	4	52	2	0	58	3	0	2	0	5	139
2:15 PM	5	63	0	0	68	2	0	1	0	3	3	56	0	0	59	2	0	1	0	3	133
2:30 PM	0	64	2	0	66	1	0	2	0	3	7	69	2	0	78	2	0	7	0	9	156
2:45 PM	1	73	0	0	74	0	0	1	0	1	2	60	0	0	62	4	0	4	0	8	145
Hourly Total	6	269	6	0	281	5	0	5	0	10	16	237	4	0	257	11	0	14	0	25	573
3:00 PM	0	72	0	0	72	0	0	0	0	0	4	70	0	0	74	1	1	4	0	6	152
3:15 PM	0	78	1	0	79	0	0	0	0	0	3	68	0	0	71	0	0	3	0	3	153
3:30 PM	0	89	6	0	95	2	0	0	0	2	2	60	1	0	63	1	0	7	0	8	168
3:45 PM	0	84	2	0	86	0	0	0	0	0	6	72	0	0	78	0	1	0	0	1	165
Hourly Total	0	323	9	0	332	2	0	0	0	2	15	270	1	0	286	2	2	14	0	18	638
4:00 PM	1	73	5	0	79	2	0	0	0	2	6	74	0	0	80	1	0	4	0	5	166
4:15 PM	2	64	3	0	69	0	0	0	0	0	4	57	0	1	62	0	0	2	0	2	133
4:30 PM	0	82	2	0	84	1	0	1	0	2	3	48	0	0	51	3	0	5	0	8	145
4:45 PM	0	78	5	0	83	0	0	0	0	0	8	51	0	0	59	1	0	2	0	3	145
Hourly Total	3	297	15	0	315	3	0	1	0	4	21	230	0	1	252	5	0	13	0	18	589
5:00 PM	0	90	8	0	98	0	1	0	0	1	8	75	0	0	83	1	0	2	0	3	185
5:15 PM	0	68	4	0	72	0	1	0	0	1	6	62	1	0	69	4	0	4	0	8	150
5:30 PM	1	69	6	0	76	1	0	0	0	1	3	69	0	0	72	1	0	5	0	6	155
5:45 PM	0	54	6	0	60	2	1	0	0	3	3	58	0	0	61	0	0	4	0	4	128
Hourly Total	1	281	24	0	306	3	3	0	0	6	20	264	1	0	285	6	0	15	0	21	618
Grand Total	18	2359	82	0	2459	30	5	13	0	48	127	2249	26	2	2404	49	4	129	0	182	5093
Approach %	0.7	95.9	3.3	0.0	-	62.5	10.4	27.1	0.0	-	5.3	93.6	1.1	0.1	-	26.9	2.2	70.9	0.0	-	-
Total %	0.4	46.3	1.6	0.0	48.3	0.6	0.1	0.3	0.0	0.9	2.5	44.2	0.5	0.0	47.2	1.0	0.1	2.5	0.0	3.6	-
Lights	17	2018	80	0	2115	21	5	13	0	39	120	1951	19	2	2092	47	3	122	0	172	4418
% Lights	94.4	85.5	97.6	-	86.0	70.0	100.0	100.0	-	81.3	94.5	86.7	73.1	100.0	87.0	95.9	75.0	94.6	-	94.5	86.7
Mediums	1	104	1	0	106	8	0	0	0	8	5	135	7	0	147	2	1	5	0	8	269
% Mediums	5.6	4.4	1.2	-	4.3	26.7	0.0	0.0	-	16.7	3.9	6.0	26.9	0.0	6.1	4.1	25.0	3.9	-	4.4	5.3
Articulated Trucks	0	237	1	0	238	1	0	0	0	1	2	163	0	0	165	0	0	2	0	2	406
% Articulated Trucks	0.0	10.0	1.2	-	9.7	3.3	0.0	0.0	-	2.1	1.6	7.2	0.0	0.0	6.9	0.0	0.0	1.6	-	1.1	8.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

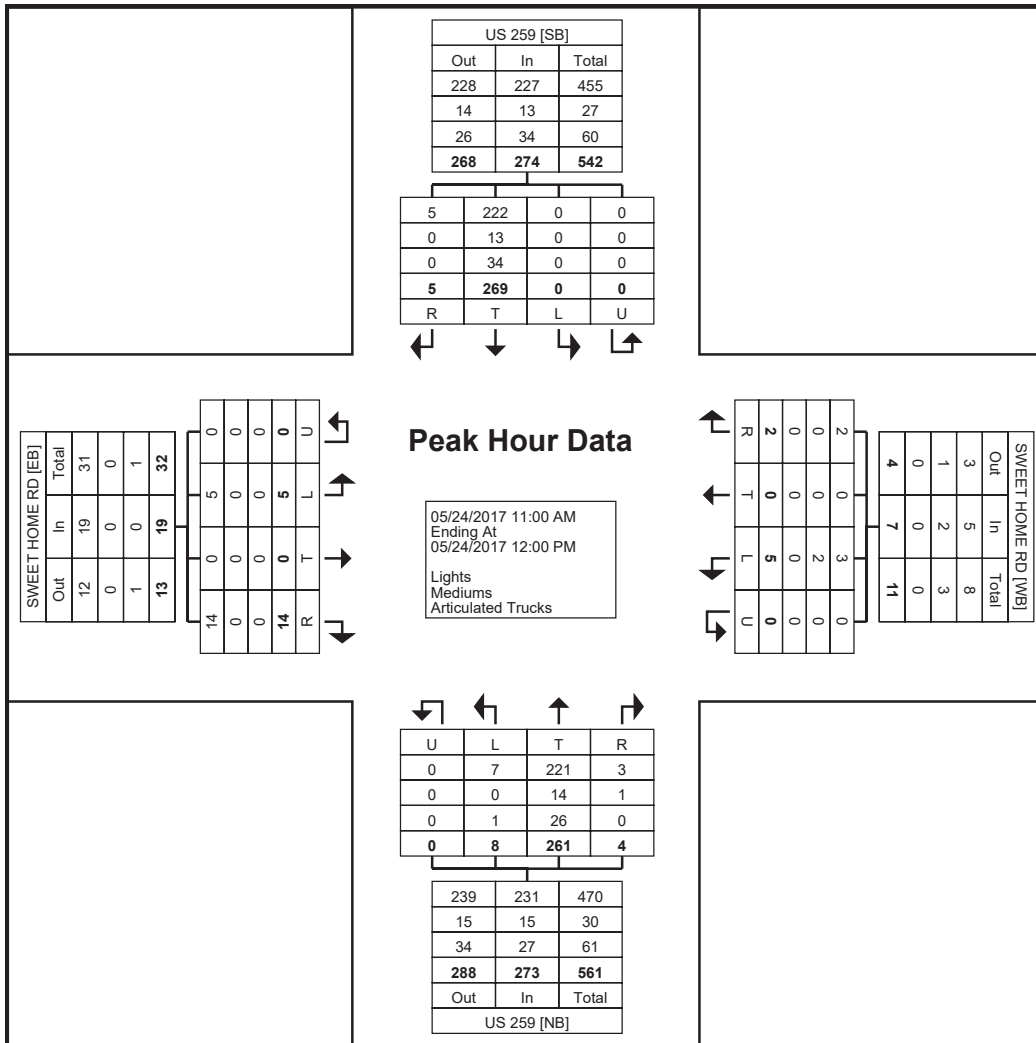
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	67	1	0	68	2	0	1	0	3	4	65	0	0	69	1	0	5	0	6	146
11:15 AM	0	71	0	0	71	2	0	1	0	3	2	60	1	0	63	0	0	2	0	2	139
11:30 AM	0	68	2	0	70	1	0	0	0	1	2	67	2	0	71	1	0	3	0	4	146
11:45 AM	0	63	2	0	65	0	0	0	0	0	0	69	1	0	70	3	0	4	0	7	142
Total	0	269	5	0	274	5	0	2	0	7	8	261	4	0	273	5	0	14	0	19	573
Approach %	0.0	98.2	1.8	0.0	-	71.4	0.0	28.6	0.0	-	2.9	95.6	1.5	0.0	-	26.3	0.0	73.7	0.0	-	-
Total %	0.0	46.9	0.9	0.0	47.8	0.9	0.0	0.3	0.0	1.2	1.4	45.5	0.7	0.0	47.6	0.9	0.0	2.4	0.0	3.3	-
PHF	0.000	0.947	0.625	0.000	0.965	0.625	0.000	0.500	0.000	0.583	0.500	0.946	0.500	0.000	0.961	0.417	0.000	0.700	0.000	0.679	0.981
Lights	0	222	5	0	227	3	0	2	0	5	7	221	3	0	231	5	0	14	0	19	482
% Lights	-	82.5	100.0	-	82.8	60.0	-	100.0	-	71.4	87.5	84.7	75.0	-	84.6	100.0	-	100.0	-	100.0	84.1
Mediums	0	13	0	0	13	2	0	0	0	2	0	14	1	0	15	0	0	0	0	0	30
% Mediums	-	4.8	0.0	-	4.7	40.0	-	0.0	-	28.6	0.0	5.4	25.0	-	5.5	0.0	-	0.0	-	0.0	5.2
Articulated Trucks	0	34	0	0	34	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	61
% Articulated Trucks	-	12.6	0.0	-	12.4	0.0	-	0.0	-	0.0	12.5	10.0	0.0	-	9.9	0.0	-	0.0	-	0.0	10.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:15 PM)

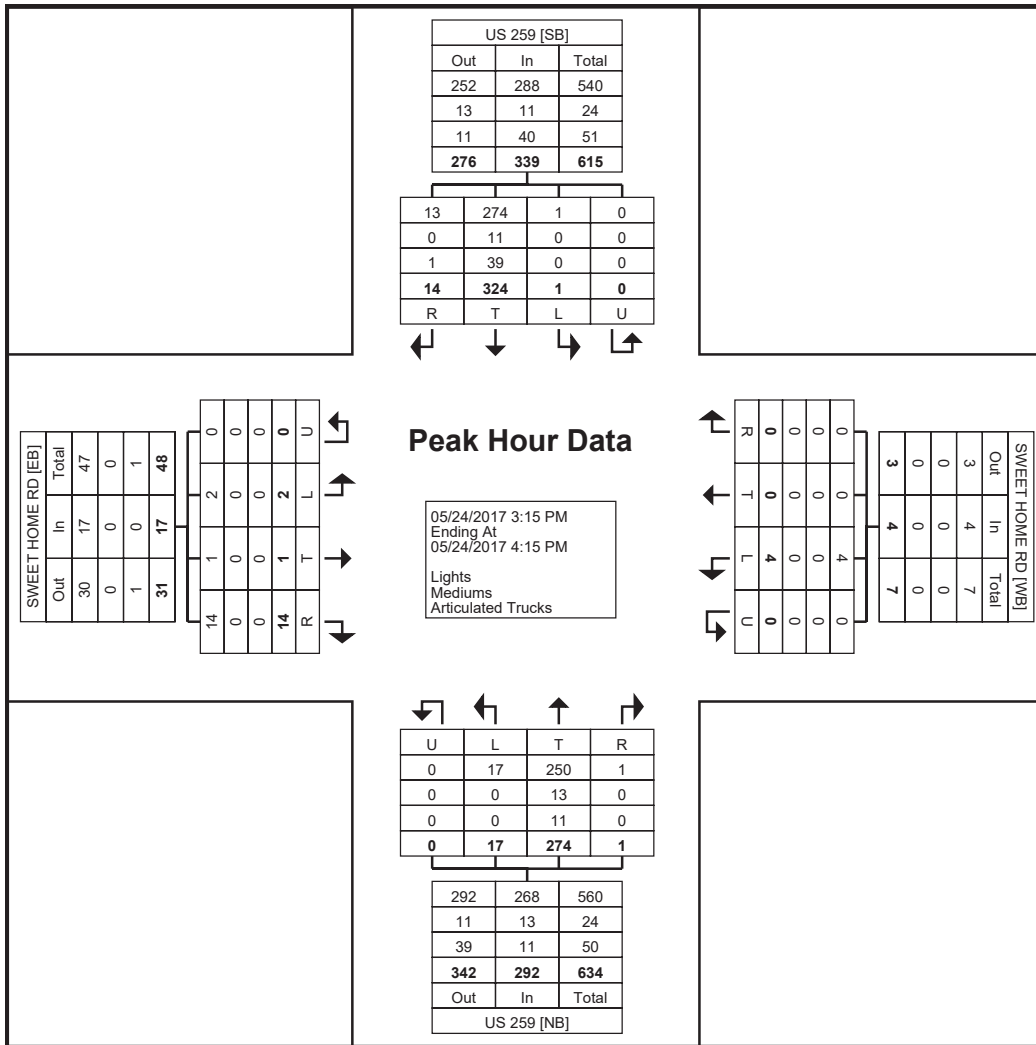
Start Time	US 259 Southbound					SWEET HOME RD Westbound					US 259 Northbound					SWEET HOME RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	0	78	1	0	79	0	0	0	0	0	3	68	0	0	71	0	0	3	0	3	153
3:30 PM	0	89	6	0	95	2	0	0	0	2	2	60	1	0	63	1	0	7	0	8	168
3:45 PM	0	84	2	0	86	0	0	0	0	0	6	72	0	0	78	0	1	0	0	1	165
4:00 PM	1	73	5	0	79	2	0	0	0	2	6	74	0	0	80	1	0	4	0	5	166
Total	1	324	14	0	339	4	0	0	0	4	17	274	1	0	292	2	1	14	0	17	652
Approach %	0.3	95.6	4.1	0.0	-	100.0	0.0	0.0	0.0	-	5.8	93.8	0.3	0.0	-	11.8	5.9	82.4	0.0	-	-
Total %	0.2	49.7	2.1	0.0	52.0	0.6	0.0	0.0	0.0	0.6	2.6	42.0	0.2	0.0	44.8	0.3	0.2	2.1	0.0	2.6	-
PHF	0.250	0.910	0.583	0.000	0.892	0.500	0.000	0.000	0.000	0.500	0.708	0.926	0.250	0.000	0.913	0.500	0.250	0.500	0.000	0.531	0.970
Lights	1	274	13	0	288	4	0	0	0	4	17	250	1	0	268	2	1	14	0	17	577
% Lights	100.0	84.6	92.9	-	85.0	100.0	-	-	-	100.0	100.0	91.2	100.0	-	91.8	100.0	100.0	100.0	-	100.0	88.5
Mediums	0	11	0	0	11	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	24
% Mediums	0.0	3.4	0.0	-	3.2	0.0	-	-	-	0.0	0.0	4.7	0.0	-	4.5	0.0	0.0	0.0	-	0.0	3.7
Articulated Trucks	0	39	1	0	40	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	51
% Articulated Trucks	0.0	12.0	7.1	-	11.8	0.0	-	-	-	0.0	0.0	4.0	0.0	-	3.8	0.0	0.0	0.0	-	0.0	7.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - SWEET HOME
RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

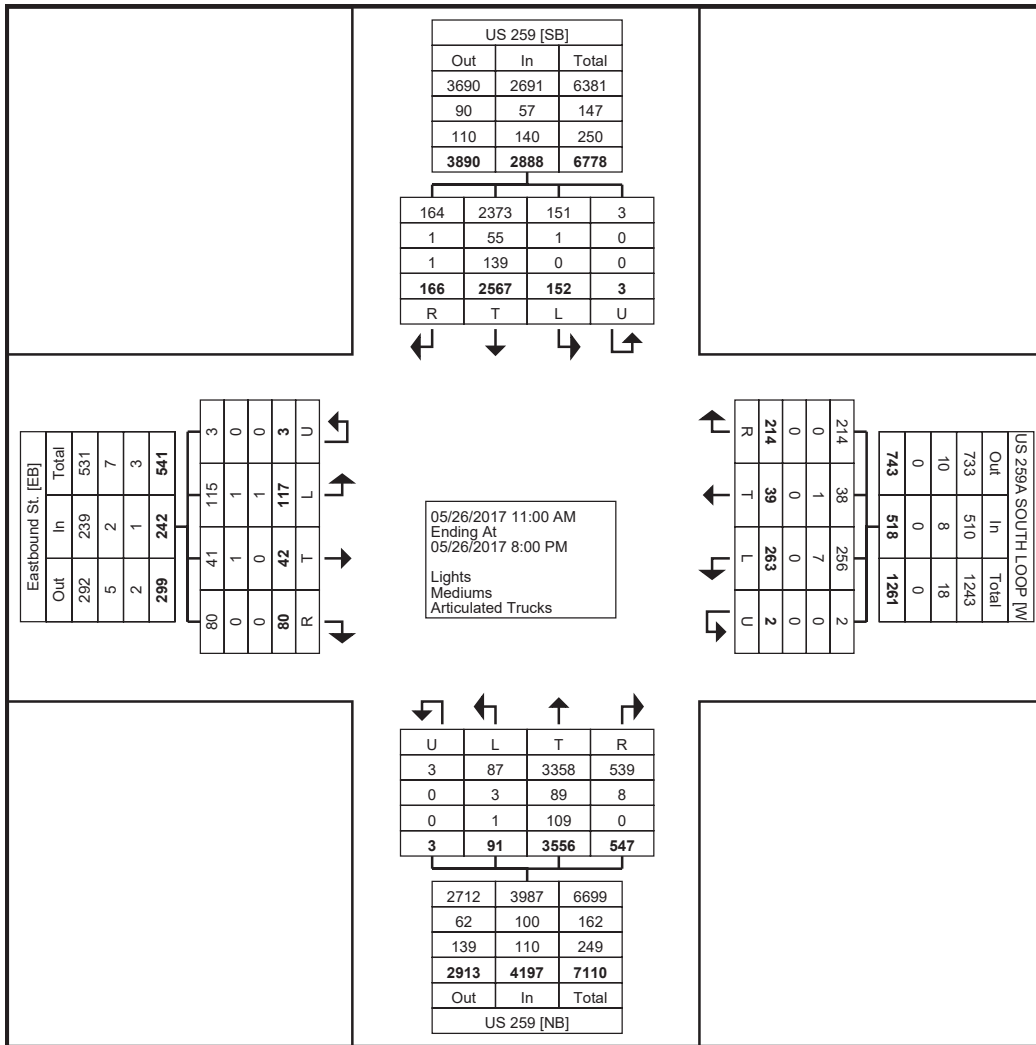
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	1	68	2	0	71	8	1	8	0	17	2	55	6	0	63	0	0	0	0	0	151
11:15 AM	4	58	3	0	65	10	3	9	0	22	0	64	17	0	81	2	0	0	0	2	170
11:30 AM	3	53	5	0	61	7	1	1	0	9	3	69	14	0	86	1	0	0	0	1	157
11:45 AM	3	54	3	0	60	4	0	6	0	10	0	83	15	0	98	0	0	0	0	0	168
Hourly Total	11	233	13	0	257	29	5	24	0	58	5	271	52	0	328	3	0	0	0	3	646
12:00 PM	6	69	6	0	81	9	1	8	0	18	6	69	10	0	85	5	0	0	0	5	189
12:15 PM	4	77	2	1	84	4	0	5	0	9	1	83	14	0	98	2	1	0	0	3	194
12:30 PM	1	79	3	0	83	9	2	4	0	15	4	90	11	0	105	8	0	0	0	8	211
12:45 PM	2	77	6	0	85	7	1	5	0	13	1	75	6	1	83	4	1	1	0	6	187
Hourly Total	13	302	17	1	333	29	4	22	0	55	12	317	41	1	371	19	2	1	0	22	781
1:00 PM	4	77	3	0	84	7	0	3	0	10	2	90	12	0	104	3	0	2	0	5	203
1:15 PM	4	88	3	0	95	11	1	6	1	19	1	65	13	0	79	2	0	1	1	4	197
1:30 PM	7	72	2	0	81	7	2	2	0	11	4	80	6	0	90	5	0	1	1	7	189
1:45 PM	5	77	3	0	85	8	0	8	0	16	3	82	8	0	93	3	4	4	1	12	206
Hourly Total	20	314	11	0	345	33	3	19	1	56	10	317	39	0	366	13	4	8	3	28	795
2:00 PM	5	83	5	0	93	4	2	7	0	13	1	76	21	0	98	0	4	3	0	7	211
2:15 PM	3	91	6	0	100	6	1	3	0	10	5	90	19	0	114	0	2	5	0	7	231
2:30 PM	3	87	5	0	95	9	0	9	0	18	1	79	9	0	89	0	1	2	0	3	205
2:45 PM	3	70	3	0	76	4	1	10	0	15	3	123	16	1	143	0	0	5	0	5	239
Hourly Total	14	331	19	0	364	23	4	29	0	56	10	368	65	1	444	0	7	15	0	22	886
3:00 PM	8	77	3	1	89	7	1	3	0	11	2	121	18	0	141	2	0	6	0	8	249
3:15 PM	4	82	4	0	90	13	3	3	0	19	1	124	22	0	147	4	0	2	0	6	262
3:30 PM	6	90	3	0	99	7	1	4	0	12	7	101	18	0	126	4	2	0	0	6	243
3:45 PM	3	86	4	0	93	7	0	7	0	14	3	130	18	0	151	0	4	0	0	4	262
Hourly Total	21	335	14	1	371	34	5	17	0	56	13	476	76	0	565	10	6	8	0	24	1016
4:00 PM	2	94	8	0	104	5	2	6	0	13	0	132	9	0	141	4	2	2	0	8	266
4:15 PM	8	85	4	0	97	9	1	3	0	13	2	116	16	0	134	3	2	3	0	8	252
4:30 PM	4	89	4	0	97	7	0	4	0	11	1	146	25	0	172	2	0	1	0	3	283
4:45 PM	5	83	7	1	96	13	0	5	0	18	3	103	21	0	127	6	1	0	0	7	248
Hourly Total	19	351	23	1	394	34	3	18	0	55	6	497	71	0	574	15	5	6	0	26	1049
5:00 PM	8	86	8	0	102	4	0	11	0	15	2	135	21	0	158	1	2	4	0	7	282
5:15 PM	7	58	7	0	72	5	3	6	0	14	1	128	11	0	140	3	1	1	0	5	231
5:30 PM	6	66	3	0	75	4	1	10	0	15	11	146	18	0	175	5	2	5	0	12	277
5:45 PM	5	54	7	0	66	7	1	7	0	15	1	111	17	0	129	4	2	2	0	8	218
Hourly Total	26	264	25	0	315	20	5	34	0	59	15	520	67	0	602	13	7	12	0	32	1008
6:00 PM	1	61	3	0	65	9	0	7	0	16	1	123	18	0	142	5	0	6	0	11	234
6:15 PM	3	70	6	0	79	11	0	3	1	15	4	110	15	0	129	3	1	10	0	14	237
6:30 PM	4	46	8	0	58	8	1	9	0	18	2	81	21	0	104	4	1	2	0	7	187
6:45 PM	6	41	3	0	50	5	3	9	0	17	1	96	16	1	114	7	2	3	0	12	193
Hourly Total	14	218	20	0	252	33	4	28	1	66	8	410	70	1	489	19	4	21	0	44	851
7:00 PM	2	50	2	0	54	2	1	3	0	6	3	102	16	0	121	5	1	4	0	10	191
7:15 PM	5	52	9	0	66	10	2	7	0	19	5	90	20	0	115	3	2	2	0	7	207
7:30 PM	6	57	5	0	68	10	1	10	0	21	0	92	15	0	107	9	4	1	0	14	210
7:45 PM	1	60	8	0	69	6	2	3	0	11	4	96	15	0	115	8	0	2	0	10	205
Hourly Total	14	219	24	0	257	28	6	23	0	57	12	380	66	0	458	25	7	9	0	41	813
Grand Total	152	2567	166	3	2888	263	39	214	2	518	91	3556	547	3	4197	117	42	80	3	242	7845
Approach %	5.3	88.9	5.7	0.1	-	50.8	7.5	41.3	0.4	-	2.2	84.7	13.0	0.1	-	48.3	17.4	33.1	1.2	-	-
Total %	1.9	32.7	2.1	0.0	36.8	3.4	0.5	2.7	0.0	6.6	1.2	45.3	7.0	0.0	53.5	1.5	0.5	1.0	0.0	3.1	-
Lights	151	2373	164	3	2691	256	38	214	2	510	87	3358	539	3	3987	115	41	80	3	239	7427
% Lights	99.3	92.4	98.8	100.0	93.2	97.3	97.4	100.0	100.0	98.5	95.6	94.4	98.5	100.0	95.0	98.3	97.6	100.0	100.0	98.8	94.7
Mediums	1	55	1	0	57	7	1	0	0	8	3	89	8	0	100	1	1	0	0	2	167
% Mediums	0.7	2.1	0.6	0.0	2.0	2.7	2.6	0.0	0.0	1.5	3.3	2.5	1.5	0.0	2.4	0.9	2.4	0.0	0.0	0.8	2.1
Articulated Trucks	0	139	1	0	140	0	0	0	0	0	1	109	0	0	110	1	0	0	0	1	251
% Articulated Trucks	0.0	5.4	0.6	0.0	4.8	0.0	0.0	0.0	0.0	0.0	1.1	3.1	0.0	0.0	2.6	0.9	0.0	0.0	0.0	0.4	3.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - FRI
Site Code:
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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: 3 - US 259A
SOUTH LOOP - FRI
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Turning Movement Peak Hour Data (11:00 AM)

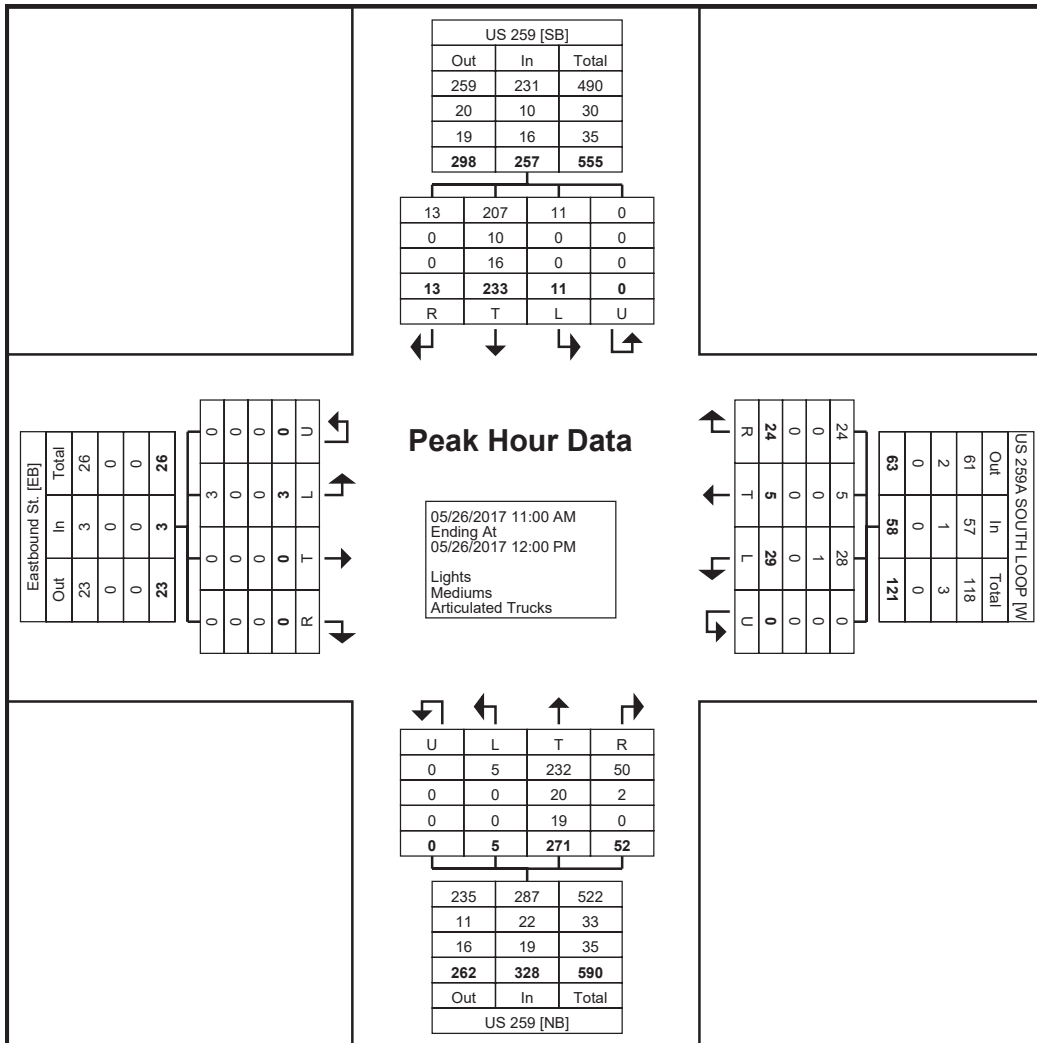
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	1	68	2	0	71	8	1	8	0	17	2	55	6	0	63	0	0	0	0	0	151
11:15 AM	4	58	3	0	65	10	3	9	0	22	0	64	17	0	81	2	0	0	0	2	170
11:30 AM	3	53	5	0	61	7	1	1	0	9	3	69	14	0	86	1	0	0	0	1	157
11:45 AM	3	54	3	0	60	4	0	6	0	10	0	83	15	0	98	0	0	0	0	0	168
Total	11	233	13	0	257	29	5	24	0	58	5	271	52	0	328	3	0	0	0	3	646
Approach %	4.3	90.7	5.1	0.0	-	50.0	8.6	41.4	0.0	-	1.5	82.6	15.9	0.0	-	100.0	0.0	0.0	0.0	-	-
Total %	1.7	36.1	2.0	0.0	39.8	4.5	0.8	3.7	0.0	9.0	0.8	42.0	8.0	0.0	50.8	0.5	0.0	0.0	0.0	0.5	-
PHF	0.688	0.857	0.650	0.000	0.905	0.725	0.417	0.667	0.000	0.659	0.417	0.816	0.765	0.000	0.837	0.375	0.000	0.000	0.000	0.375	0.950
Lights	11	207	13	0	231	28	5	24	0	57	5	232	50	0	287	3	0	0	0	3	578
% Lights	100.0	88.8	100.0	-	89.9	96.6	100.0	100.0	-	98.3	100.0	85.6	96.2	-	87.5	100.0	-	-	-	100.0	89.5
Mediums	0	10	0	0	10	1	0	0	0	1	0	20	2	0	22	0	0	0	0	0	33
% Mediums	0.0	4.3	0.0	-	3.9	3.4	0.0	0.0	-	1.7	0.0	7.4	3.8	-	6.7	0.0	-	-	-	0.0	5.1
Articulated Trucks	0	16	0	0	16	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	35
% Articulated Trucks	0.0	6.9	0.0	-	6.2	0.0	0.0	0.0	-	0.0	0.0	7.0	0.0	-	5.8	0.0	-	-	-	0.0	5.4

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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - FRI
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Turning Movement Peak Hour Data (4:15 PM)

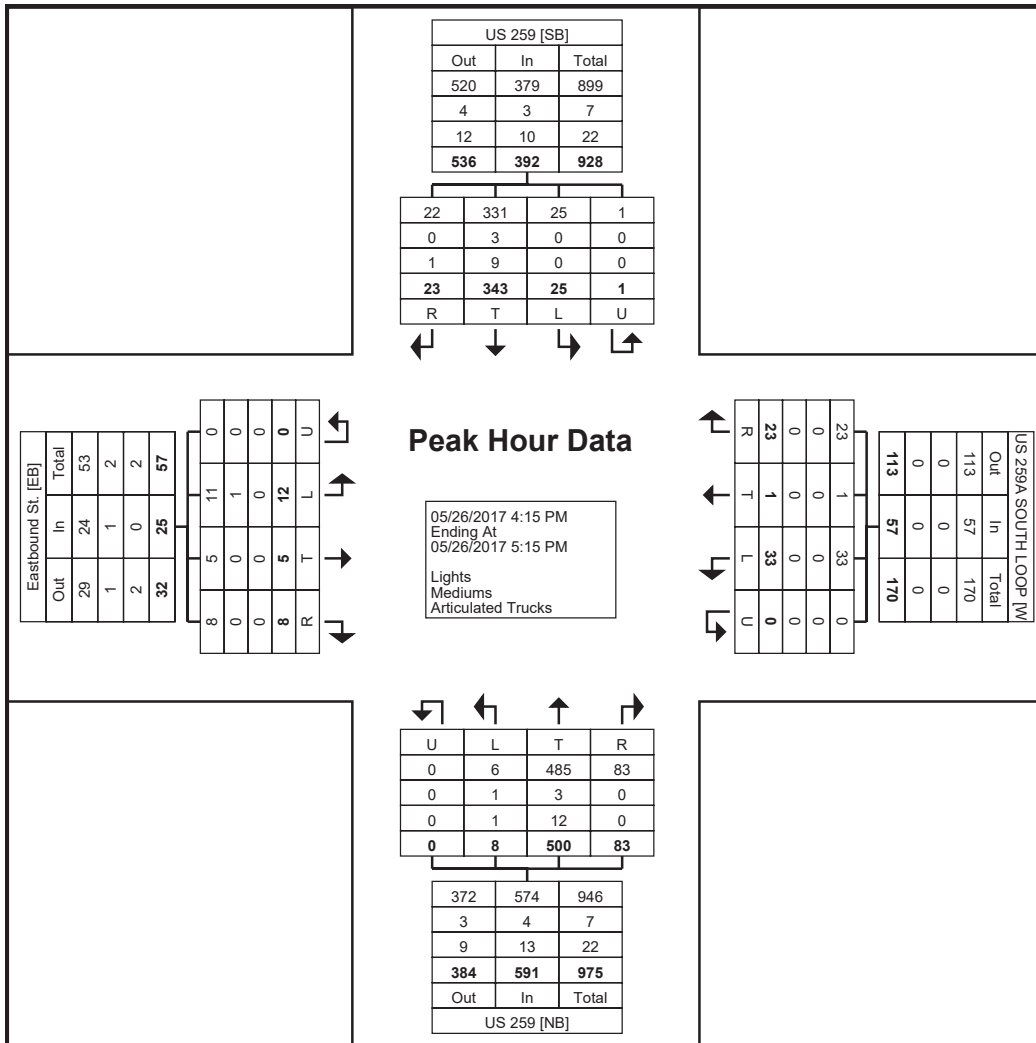
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:15 PM	8	85	4	0	97	9	1	3	0	13	2	116	16	0	134	3	2	3	0	8	252
4:30 PM	4	89	4	0	97	7	0	4	0	11	1	146	25	0	172	2	0	1	0	3	283
4:45 PM	5	83	7	1	96	13	0	5	0	18	3	103	21	0	127	6	1	0	0	7	248
5:00 PM	8	86	8	0	102	4	0	11	0	15	2	135	21	0	158	1	2	4	0	7	282
Total	25	343	23	1	392	33	1	23	0	57	8	500	83	0	591	12	5	8	0	25	1065
Approach %	6.4	87.5	5.9	0.3	-	57.9	1.8	40.4	0.0	-	1.4	84.6	14.0	0.0	-	48.0	20.0	32.0	0.0	-	-
Total %	2.3	32.2	2.2	0.1	36.8	3.1	0.1	2.2	0.0	5.4	0.8	46.9	7.8	0.0	55.5	1.1	0.5	0.8	0.0	2.3	-
PHF	0.781	0.963	0.719	0.250	0.961	0.635	0.250	0.523	0.000	0.792	0.667	0.856	0.830	0.000	0.859	0.500	0.625	0.500	0.000	0.781	0.941
Lights	25	331	22	1	379	33	1	23	0	57	6	485	83	0	574	11	5	8	0	24	1034
% Lights	100.0	96.5	95.7	100.0	96.7	100.0	100.0	100.0	-	100.0	75.0	97.0	100.0	-	97.1	91.7	100.0	100.0	-	96.0	97.1
Mediums	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	8
% Mediums	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	-	0.0	12.5	0.6	0.0	-	0.7	8.3	0.0	0.0	-	4.0	0.8
Articulated Trucks	0	9	1	0	10	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	23
% Articulated Trucks	0.0	2.6	4.3	0.0	2.6	0.0	0.0	0.0	-	0.0	12.5	2.4	0.0	-	2.2	0.0	0.0	0.0	-	0.0	2.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 3 - US 259A
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Turning Movement Peak Hour Data Plot (4:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - SAT
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Turning Movement Data

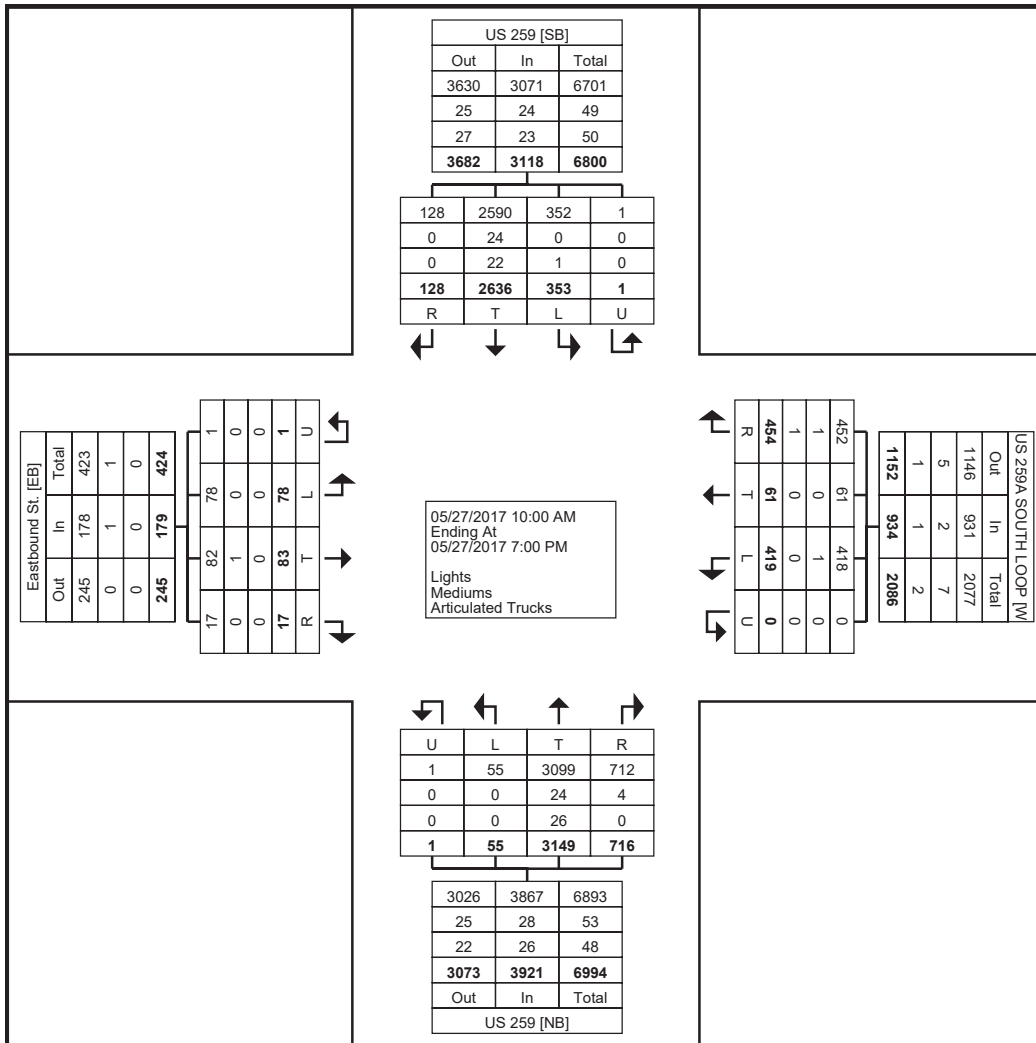
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	4	66	0	0	70	3	1	9	0	13	0	61	18	0	79	5	0	0	0	5	167
10:15 AM	7	53	4	0	64	11	1	12	0	24	0	75	10	0	85	1	2	0	0	3	176
10:30 AM	8	72	3	0	83	13	4	6	0	23	2	91	32	0	125	0	1	0	0	1	232
10:45 AM	16	74	5	0	95	13	0	8	0	21	0	92	21	0	113	4	1	1	0	6	235
Hourly Total	35	265	12	0	312	40	6	35	0	81	2	319	81	0	402	10	4	1	0	15	810
11:00 AM	12	63	2	0	77	6	1	9	0	16	0	95	17	0	112	2	2	0	0	4	209
11:15 AM	9	52	3	0	64	8	2	14	0	24	6	107	26	0	139	1	3	0	0	4	231
11:30 AM	10	57	7	0	74	9	0	22	0	31	3	97	28	0	128	2	2	0	0	4	237
11:45 AM	9	72	7	0	88	10	0	16	0	26	2	95	25	0	122	1	3	0	0	4	240
Hourly Total	40	244	19	0	303	33	3	61	0	97	11	394	96	0	501	6	10	0	0	16	917
12:00 PM	15	53	2	0	70	16	0	13	0	29	2	99	26	0	127	3	3	0	0	6	232
12:15 PM	8	61	1	0	70	8	2	14	0	24	4	106	24	0	134	1	2	1	0	4	232
12:30 PM	3	66	2	0	71	19	3	25	0	47	1	96	21	0	118	3	3	1	0	7	243
12:45 PM	4	60	1	0	65	9	2	13	0	24	0	107	23	0	130	1	1	0	0	2	221
Hourly Total	30	240	6	0	276	52	7	65	0	124	7	408	94	0	509	8	9	2	0	19	928
1:00 PM	15	79	4	0	98	9	4	5	0	18	3	94	32	0	129	5	3	0	0	8	253
1:15 PM	10	66	6	0	82	12	0	20	0	32	1	89	24	0	114	4	4	0	0	8	236
1:30 PM	13	70	3	0	86	21	0	21	0	42	4	122	27	0	153	1	0	0	0	1	282
1:45 PM	15	73	6	0	94	7	1	14	0	22	3	100	22	0	125	2	2	0	0	4	245
Hourly Total	53	288	19	0	360	49	5	60	0	114	11	405	105	0	521	12	9	0	0	21	1016
2:00 PM	8	71	10	0	89	12	2	10	0	24	1	94	28	0	123	4	4	1	0	9	245
2:15 PM	12	71	5	0	88	12	1	9	0	22	1	88	15	0	104	4	5	0	0	9	223
2:30 PM	7	82	3	0	92	8	1	12	0	21	2	88	19	1	110	3	3	0	0	6	229
2:45 PM	12	69	3	0	84	12	1	20	0	33	3	97	22	0	122	1	1	1	0	3	242
Hourly Total	39	293	21	0	353	44	5	51	0	100	7	367	84	1	459	12	13	2	0	27	939
3:00 PM	13	75	2	0	90	22	0	13	0	35	0	125	24	0	149	1	0	1	0	2	276
3:15 PM	10	54	2	0	66	12	2	14	0	28	1	91	14	0	106	1	0	1	0	2	202
3:30 PM	14	83	4	0	101	16	0	9	0	25	1	68	13	0	82	5	4	2	0	11	219
3:45 PM	13	96	6	0	115	13	0	10	0	23	4	86	22	0	112	1	2	1	0	4	254
Hourly Total	50	308	14	0	372	63	2	46	0	111	6	370	73	0	449	8	6	5	0	19	951
4:00 PM	8	81	5	0	94	10	1	16	0	27	3	73	10	0	86	2	3	0	0	5	212
4:15 PM	8	100	5	0	113	9	4	6	0	19	2	83	12	0	97	3	3	0	0	6	235
4:30 PM	9	70	2	0	81	10	1	13	0	24	1	70	22	0	93	2	3	0	1	6	204
4:45 PM	6	90	1	1	98	12	1	19	0	32	1	83	26	0	110	1	2	0	0	3	243
Hourly Total	31	341	13	1	386	41	7	54	0	102	7	309	70	0	386	8	11	0	1	20	894
5:00 PM	8	69	2	0	79	17	0	12	0	29	0	92	27	0	119	1	1	0	0	2	229
5:15 PM	11	78	4	0	93	15	5	6	0	26	1	81	21	0	103	2	0	1	0	3	225
5:30 PM	5	88	0	0	93	7	3	14	0	24	0	58	15	0	73	2	3	1	0	6	196
5:45 PM	11	89	6	0	106	22	6	12	0	40	0	68	7	0	75	2	5	0	0	7	228
Hourly Total	35	324	12	0	371	61	14	44	0	119	1	299	70	0	370	7	9	2	0	18	878
6:00 PM	8	83	6	0	97	6	3	7	0	16	0	78	13	0	91	0	3	1	0	4	208
6:15 PM	5	82	2	0	89	16	3	11	0	30	0	72	5	0	77	2	6	1	0	9	205
6:30 PM	17	68	0	0	85	8	3	14	0	25	1	48	16	0	65	2	1	0	0	3	178
6:45 PM	10	100	4	0	114	6	3	6	0	15	2	80	9	0	91	3	2	3	0	8	228
Hourly Total	40	333	12	0	385	36	12	38	0	86	3	278	43	0	324	7	12	5	0	24	819
Grand Total	353	2636	128	1	3118	419	61	454	0	934	55	3149	716	1	3921	78	83	17	1	179	8152
Approach %	11.3	84.5	4.1	0.0	-	44.9	6.5	48.6	0.0	-	1.4	80.3	18.3	0.0	-	43.6	46.4	9.5	0.6	-	-
Total %	4.3	32.3	1.6	0.0	38.2	5.1	0.7	5.6	0.0	11.5	0.7	38.6	8.8	0.0	48.1	1.0	1.0	0.2	0.0	2.2	-
Lights	352	2590	128	1	3071	418	61	452	0	931	55	3099	712	1	3867	78	82	17	1	178	8047
% Lights	99.7	98.3	100.0	100.0	98.5	99.8	100.0	99.6	-	99.7	100.0	98.4	99.4	100.0	98.6	100.0	98.8	100.0	100.0	99.4	98.7
Mediums	0	24	0	0	24	1	0	1	0	2	0	24	4	0	28	0	1	0	0	1	55
% Mediums	0.0	0.9	0.0	0.0	0.8	0.2	0.0	0.2	-	0.2	0.0	0.8	0.6	0.0	0.7	0.0	1.2	0.0	0.0	0.6	0.7
Articulated Trucks	1	22	0	0	23	0	0	1	0	1	0	26	0	0	26	0	0	0	0	0	50
% Articulated Trucks	0.3	0.8	0.0	0.0	0.7	0.0	0.0	0.2	-	0.1	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.6

GRAM Traffic NTX Inc.

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Turning Movement Data Plot

GRAM Traffic NTX Inc.

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Count Name: 3 - US 259A
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Turning Movement Peak Hour Data (11:00 AM)

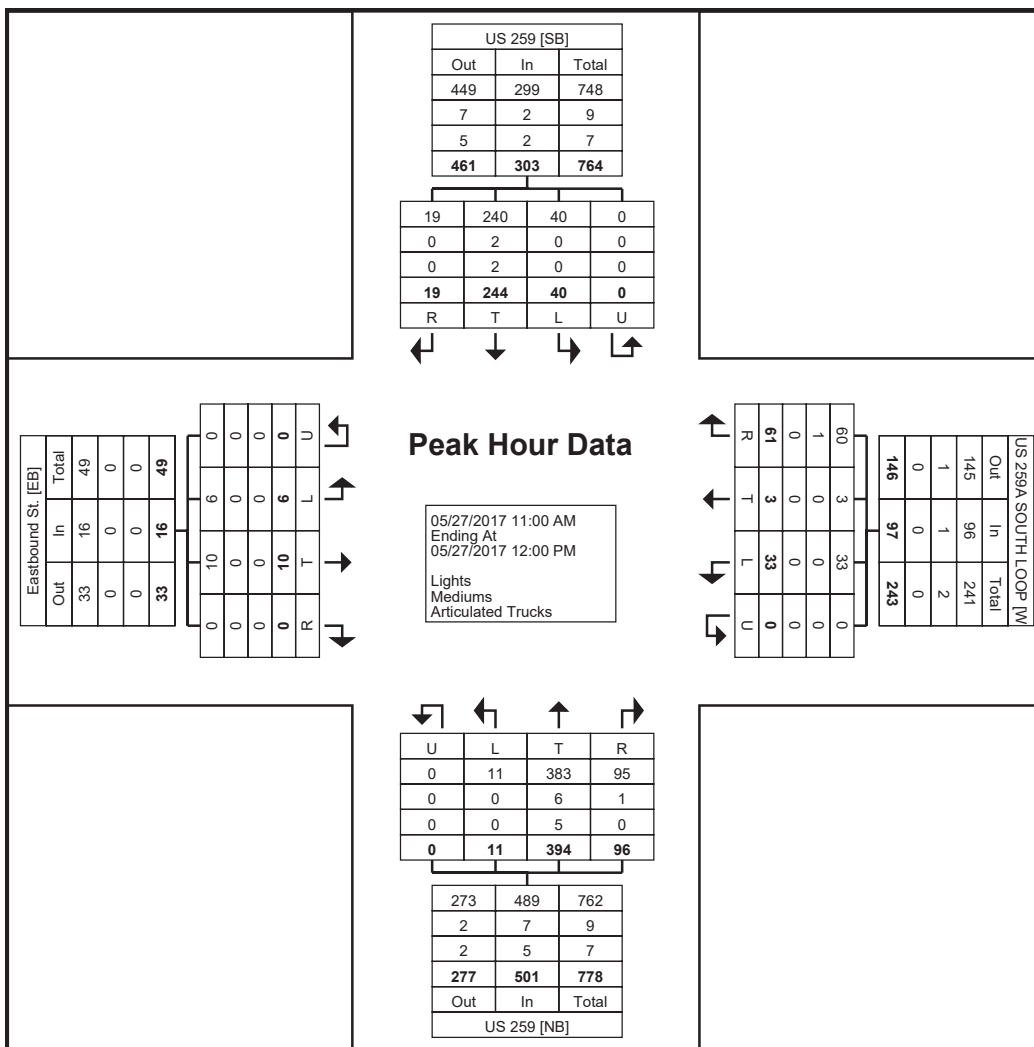
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	12	63	2	0	77	6	1	9	0	16	0	95	17	0	112	2	2	0	0	4	209
11:15 AM	9	52	3	0	64	8	2	14	0	24	6	107	26	0	139	1	3	0	0	4	231
11:30 AM	10	57	7	0	74	9	0	22	0	31	3	97	28	0	128	2	2	0	0	4	237
11:45 AM	9	72	7	0	88	10	0	16	0	26	2	95	25	0	122	1	3	0	0	4	240
Total	40	244	19	0	303	33	3	61	0	97	11	394	96	0	501	6	10	0	0	16	917
Approach %	13.2	80.5	6.3	0.0	-	34.0	3.1	62.9	0.0	-	2.2	78.6	19.2	0.0	-	37.5	62.5	0.0	0.0	-	-
Total %	4.4	26.6	2.1	0.0	33.0	3.6	0.3	6.7	0.0	10.6	1.2	43.0	10.5	0.0	54.6	0.7	1.1	0.0	0.0	1.7	-
PHF	0.833	0.847	0.679	0.000	0.861	0.825	0.375	0.693	0.000	0.782	0.458	0.921	0.857	0.000	0.901	0.750	0.833	0.000	0.000	1.000	0.955
Lights	40	240	19	0	299	33	3	60	0	96	11	383	95	0	489	6	10	0	0	16	900
% Lights	100.0	98.4	100.0	-	98.7	100.0	100.0	98.4	-	99.0	100.0	97.2	99.0	-	97.6	100.0	100.0	-	-	100.0	98.1
Mediums	0	2	0	0	2	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	10
% Mediums	0.0	0.8	0.0	-	0.7	0.0	0.0	1.6	-	1.0	0.0	1.5	1.0	-	1.4	0.0	0.0	-	-	0.0	1.1
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Articulated Trucks	0.0	0.8	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.0	1.3	0.0	-	1.0	0.0	0.0	-	-	0.0	0.8

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SOUTH LOOP - SAT
Site Code:
Start Date: 05/27/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - SAT
Site Code:
Start Date: 05/27/2017
Page No: 5

Turning Movement Peak Hour Data (1:00 PM)

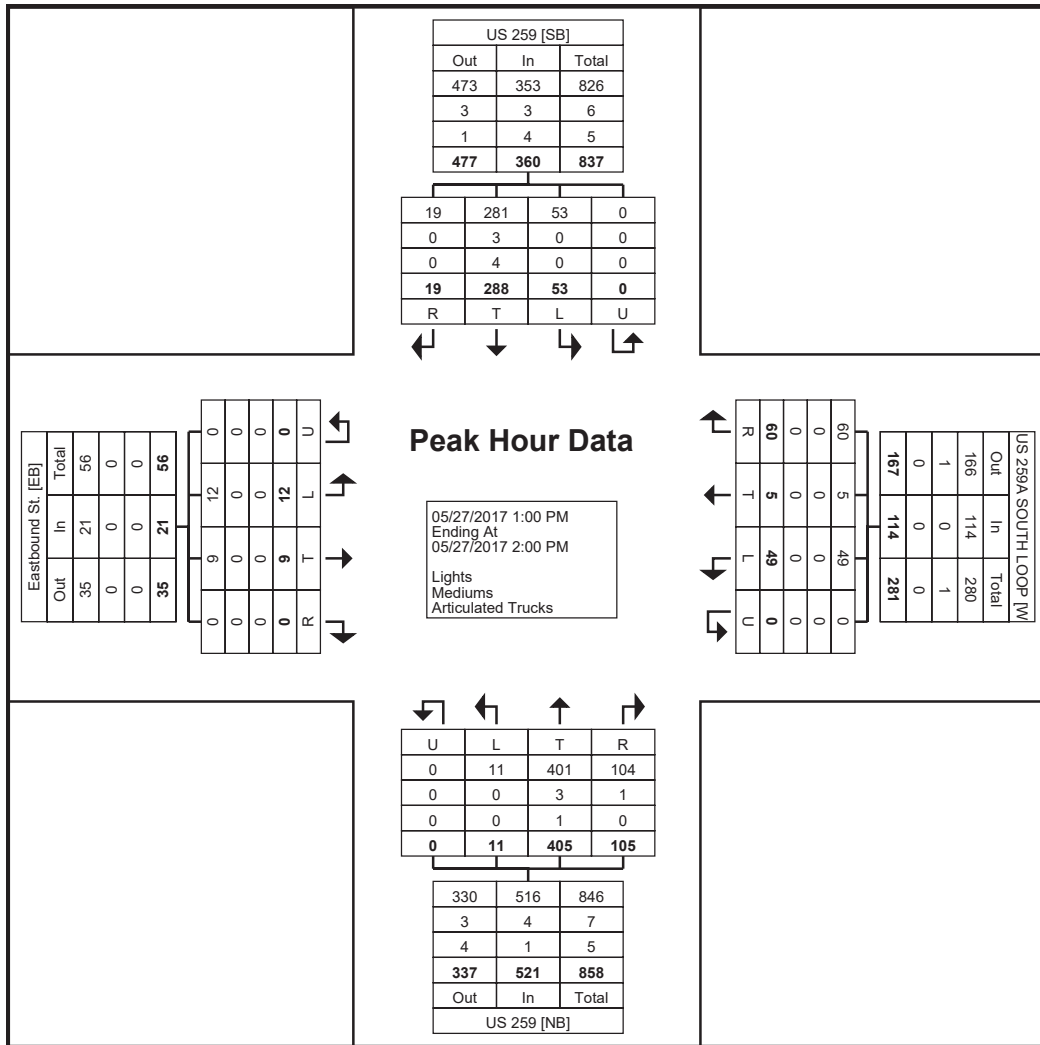
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
1:00 PM	15	79	4	0	98	9	4	5	0	18	3	94	32	0	129	5	3	0	0	8	253
1:15 PM	10	66	6	0	82	12	0	20	0	32	1	89	24	0	114	4	4	0	0	8	236
1:30 PM	13	70	3	0	86	21	0	21	0	42	4	122	27	0	153	1	0	0	0	1	282
1:45 PM	15	73	6	0	94	7	1	14	0	22	3	100	22	0	125	2	2	0	0	4	245
Total	53	288	19	0	360	49	5	60	0	114	11	405	105	0	521	12	9	0	0	21	1016
Approach %	14.7	80.0	5.3	0.0	-	43.0	4.4	52.6	0.0	-	2.1	77.7	20.2	0.0	-	57.1	42.9	0.0	0.0	-	-
Total %	5.2	28.3	1.9	0.0	35.4	4.8	0.5	5.9	0.0	11.2	1.1	39.9	10.3	0.0	51.3	1.2	0.9	0.0	0.0	2.1	-
PHF	0.883	0.911	0.792	0.000	0.918	0.583	0.313	0.714	0.000	0.679	0.688	0.830	0.820	0.000	0.851	0.600	0.563	0.000	0.000	0.656	0.901
Lights	53	281	19	0	353	49	5	60	0	114	11	401	104	0	516	12	9	0	0	21	1004
% Lights	100.0	97.6	100.0	-	98.1	100.0	100.0	100.0	-	100.0	100.0	99.0	99.0	-	99.0	100.0	100.0	-	-	100.0	98.8
Mediums	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
% Mediums	0.0	1.0	0.0	-	0.8	0.0	0.0	0.0	-	0.0	0.0	0.7	1.0	-	0.8	0.0	0.0	-	-	0.0	0.7
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% Articulated Trucks	0.0	1.4	0.0	-	1.1	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	-	-	0.0	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - SAT
Site Code:
Start Date: 05/27/2017
Page No: 6



Turning Movement Peak Hour Data Plot (1:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 1

Turning Movement Data

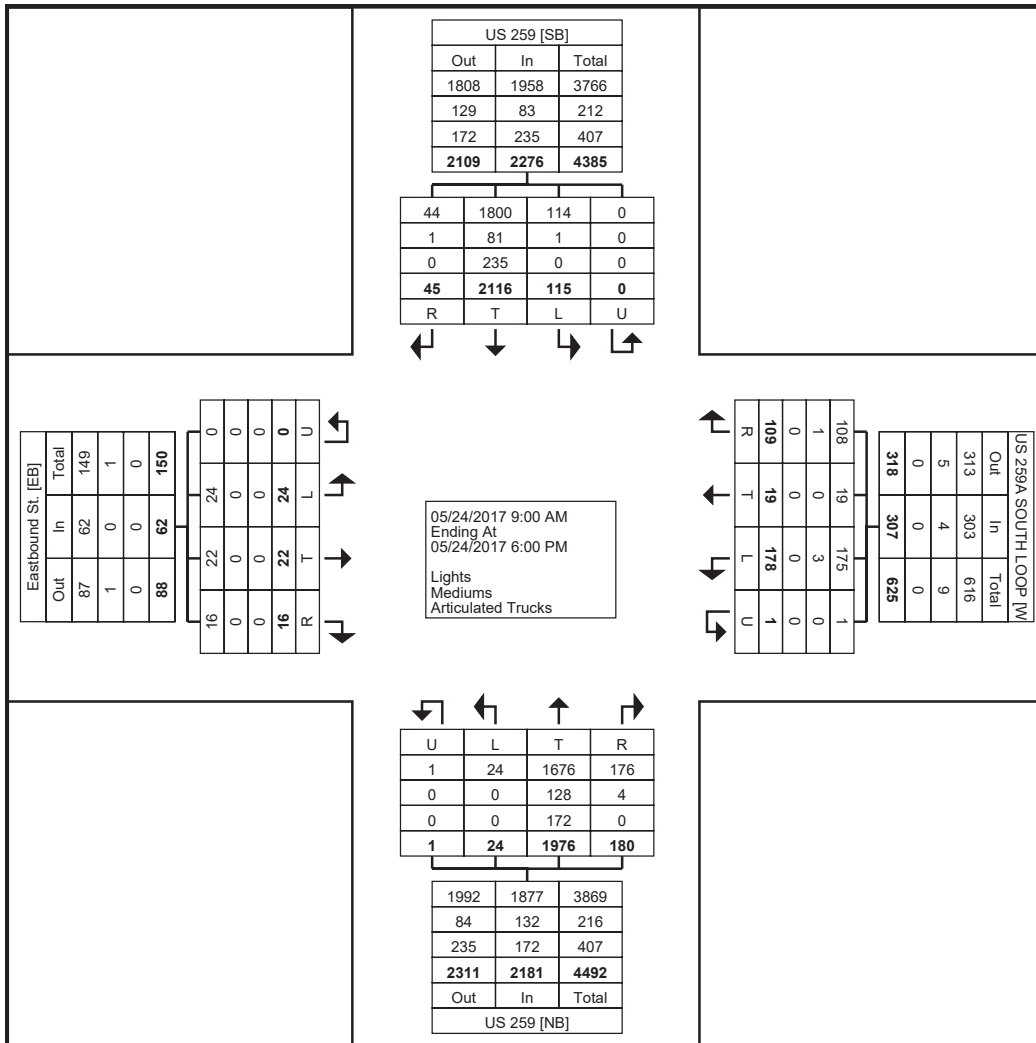
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	2	35	0	0	37	4	0	0	0	4	1	56	5	0	62	0	0	2	0	2	105
9:15 AM	2	46	3	0	51	4	0	2	0	6	2	48	7	0	57	0	0	0	0	0	114
9:30 AM	3	58	1	0	62	3	0	2	0	5	0	69	5	0	74	0	0	1	0	1	142
9:45 AM	4	41	3	0	48	5	1	1	0	7	2	49	3	0	54	0	0	0	0	0	109
Hourly Total	11	180	7	0	198	16	1	5	0	22	5	222	20	0	247	0	0	3	0	3	470
10:00 AM	4	48	0	0	52	2	1	0	0	3	0	46	3	0	49	1	0	0	0	1	105
10:15 AM	0	41	2	0	43	7	1	0	0	8	0	40	4	0	44	0	0	0	0	0	95
10:30 AM	2	52	0	0	54	2	0	2	0	4	0	64	6	0	70	1	1	0	0	2	130
10:45 AM	2	48	3	0	53	4	0	3	0	7	0	46	5	0	51	1	2	0	0	3	114
Hourly Total	8	189	5	0	202	15	2	5	0	22	0	196	18	0	214	3	3	0	0	6	444
11:00 AM	2	60	3	0	65	4	0	1	0	5	0	52	1	0	53	0	0	0	0	0	123
11:15 AM	4	73	2	0	79	6	3	1	0	10	0	58	4	0	62	2	1	1	0	4	155
11:30 AM	3	54	2	0	59	6	0	3	0	9	0	61	2	0	63	2	0	0	0	2	133
11:45 AM	3	62	0	0	65	2	0	5	0	7	2	70	7	0	79	1	0	0	0	1	152
Hourly Total	12	249	7	0	268	18	3	10	0	31	2	241	14	0	257	5	1	1	0	7	563
12:00 PM	5	57	1	0	63	6	0	1	0	7	0	55	2	0	57	1	1	2	0	4	131
12:15 PM	2	47	3	0	52	6	0	4	0	10	1	50	6	0	57	0	1	0	0	1	120
12:30 PM	1	54	1	0	56	3	1	5	0	9	0	62	5	0	67	0	0	1	0	1	133
12:45 PM	9	64	2	0	75	4	1	4	0	9	2	73	8	0	83	1	0	1	0	2	169
Hourly Total	17	222	7	0	246	19	2	14	0	35	3	240	21	0	264	2	2	4	0	8	553
1:00 PM	4	68	0	0	72	4	1	4	0	9	0	44	3	0	47	4	0	1	0	5	133
1:15 PM	7	65	0	0	72	6	0	7	0	13	0	53	7	0	60	0	0	2	0	2	147
1:30 PM	3	40	2	0	45	5	1	6	0	12	0	67	8	0	75	0	0	1	0	1	133
1:45 PM	5	47	2	0	54	7	0	6	0	13	2	65	7	0	74	1	0	0	0	1	142
Hourly Total	19	220	4	0	243	22	2	23	0	47	2	229	25	0	256	5	0	4	0	9	555
2:00 PM	6	61	1	0	68	7	1	1	0	9	0	59	4	0	63	2	2	0	0	4	144
2:15 PM	1	54	0	0	55	7	0	2	0	9	1	47	2	0	50	1	0	0	0	1	115
2:30 PM	3	62	4	0	69	3	0	1	0	4	1	48	10	0	59	2	0	1	0	3	135
2:45 PM	6	75	1	0	82	2	0	1	0	3	0	56	5	0	61	1	0	0	0	1	147
Hourly Total	16	252	6	0	274	19	1	5	0	25	2	210	21	0	233	6	2	1	0	9	541
3:00 PM	2	63	1	0	66	7	2	7	0	16	0	56	7	0	63	1	1	1	0	3	148
3:15 PM	1	61	0	0	62	3	1	2	1	7	2	65	4	1	72	0	2	1	0	3	144
3:30 PM	5	84	1	0	90	7	0	4	0	11	1	49	4	0	54	0	1	0	0	1	156
3:45 PM	4	70	2	0	76	6	0	3	0	9	1	55	6	0	62	0	1	0	0	1	148
Hourly Total	12	278	4	0	294	23	3	16	1	43	4	225	21	1	251	1	5	2	0	8	596
4:00 PM	3	68	0	0	71	7	0	6	0	13	1	58	5	0	64	0	0	0	0	0	148
4:15 PM	4	71	0	0	75	7	1	3	0	11	0	55	3	0	58	0	2	0	0	2	146
4:30 PM	4	64	0	0	68	5	0	4	0	9	0	36	4	0	40	0	0	0	0	0	117
4:45 PM	0	68	0	0	68	2	0	7	0	9	0	42	2	0	44	0	2	0	0	2	123
Hourly Total	11	271	0	0	282	21	1	20	0	42	1	191	14	0	206	0	4	0	0	4	534
5:00 PM	2	78	0	0	80	6	1	4	0	11	0	55	5	0	60	0	1	0	0	1	152
5:15 PM	2	73	1	0	76	7	2	2	0	11	2	58	6	0	66	0	0	0	0	0	153
5:30 PM	2	61	1	0	64	7	1	2	0	10	3	59	6	0	68	1	2	0	0	3	145
5:45 PM	3	43	3	0	49	5	0	3	0	8	0	50	9	0	59	1	2	1	0	4	120
Hourly Total	9	255	5	0	269	25	4	11	0	40	5	222	26	0	253	2	5	1	0	8	570
Grand Total	115	2116	45	0	2276	178	19	109	1	307	24	1976	180	1	2181	24	22	16	0	62	4826
Approach %	5.1	93.0	2.0	0.0	-	58.0	6.2	35.5	0.3	-	1.1	90.6	8.3	0.0	-	38.7	35.5	25.8	0.0	-	-
Total %	2.4	43.8	0.9	0.0	47.2	3.7	0.4	2.3	0.0	6.4	0.5	40.9	3.7	0.0	45.2	0.5	0.5	0.3	0.0	1.3	-
Lights	114	1800	44	0	1958	175	19	108	1	303	24	1676	176	1	1877	24	22	16	0	62	4200
% Lights	99.1	85.1	97.8	-	86.0	98.3	100.0	99.1	100.0	98.7	100.0	84.8	97.8	100.0	86.1	100.0	100.0	100.0	-	100.0	87.0
Mediums	1	81	1	0	83	3	0	1	0	4	0	128	4	0	132	0	0	0	0	0	219
% Mediums	0.9	3.8	2.2	-	3.6	1.7	0.0	0.9	0.0	1.3	0.0	6.5	2.2	0.0	6.1	0.0	0.0	0.0	-	0.0	4.5
Articulated Trucks	0	235	0	0	235	0	0	0	0	0	0	172	0	0	172	0	0	0	0	0	407
% Articulated Trucks	0.0	11.1	0.0	-	10.3	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	7.9	0.0	0.0	0.0	-	0.0	8.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

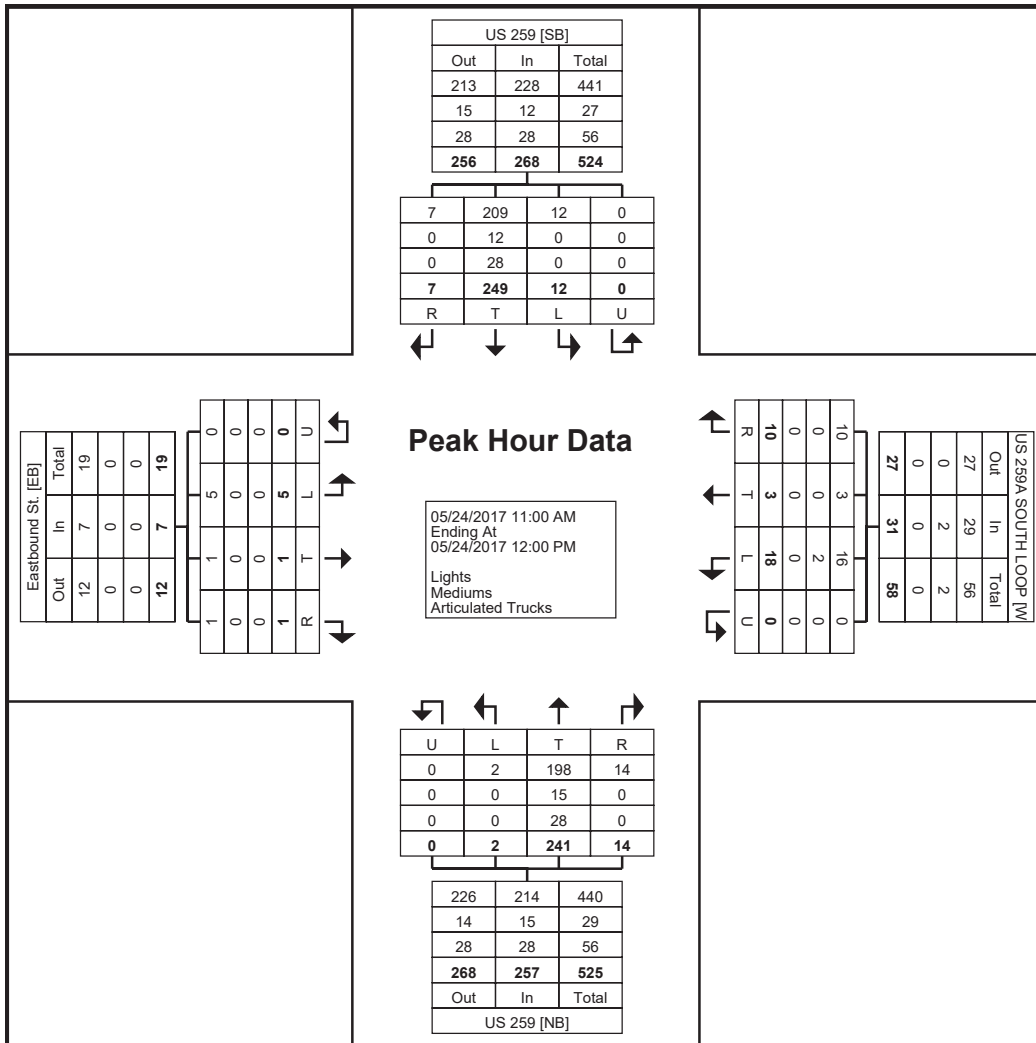
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	2	60	3	0	65	4	0	1	0	5	0	52	1	0	53	0	0	0	0	0	123
11:15 AM	4	73	2	0	79	6	3	1	0	10	0	58	4	0	62	2	1	1	0	4	155
11:30 AM	3	54	2	0	59	6	0	3	0	9	0	61	2	0	63	2	0	0	0	2	133
11:45 AM	3	62	0	0	65	2	0	5	0	7	2	70	7	0	79	1	0	0	0	1	152
Total	12	249	7	0	268	18	3	10	0	31	2	241	14	0	257	5	1	1	0	7	563
Approach %	4.5	92.9	2.6	0.0	-	58.1	9.7	32.3	0.0	-	0.8	93.8	5.4	0.0	-	71.4	14.3	14.3	0.0	-	-
Total %	2.1	44.2	1.2	0.0	47.6	3.2	0.5	1.8	0.0	5.5	0.4	42.8	2.5	0.0	45.6	0.9	0.2	0.2	0.0	1.2	-
PHF	0.750	0.853	0.583	0.000	0.848	0.750	0.250	0.500	0.000	0.775	0.250	0.861	0.500	0.000	0.813	0.625	0.250	0.250	0.000	0.438	0.908
Lights	12	209	7	0	228	16	3	10	0	29	2	198	14	0	214	5	1	1	0	7	478
% Lights	100.0	83.9	100.0	-	85.1	88.9	100.0	100.0	-	93.5	100.0	82.2	100.0	-	83.3	100.0	100.0	100.0	-	100.0	84.9
Mediums	0	12	0	0	12	2	0	0	0	2	0	15	0	0	15	0	0	0	0	0	29
% Mediums	0.0	4.8	0.0	-	4.5	11.1	0.0	0.0	-	6.5	0.0	6.2	0.0	-	5.8	0.0	0.0	0.0	-	0.0	5.2
Articulated Trucks	0	28	0	0	28	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	56
% Articulated Trucks	0.0	11.2	0.0	-	10.4	0.0	0.0	0.0	-	0.0	0.0	11.6	0.0	-	10.9	0.0	0.0	0.0	-	0.0	9.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

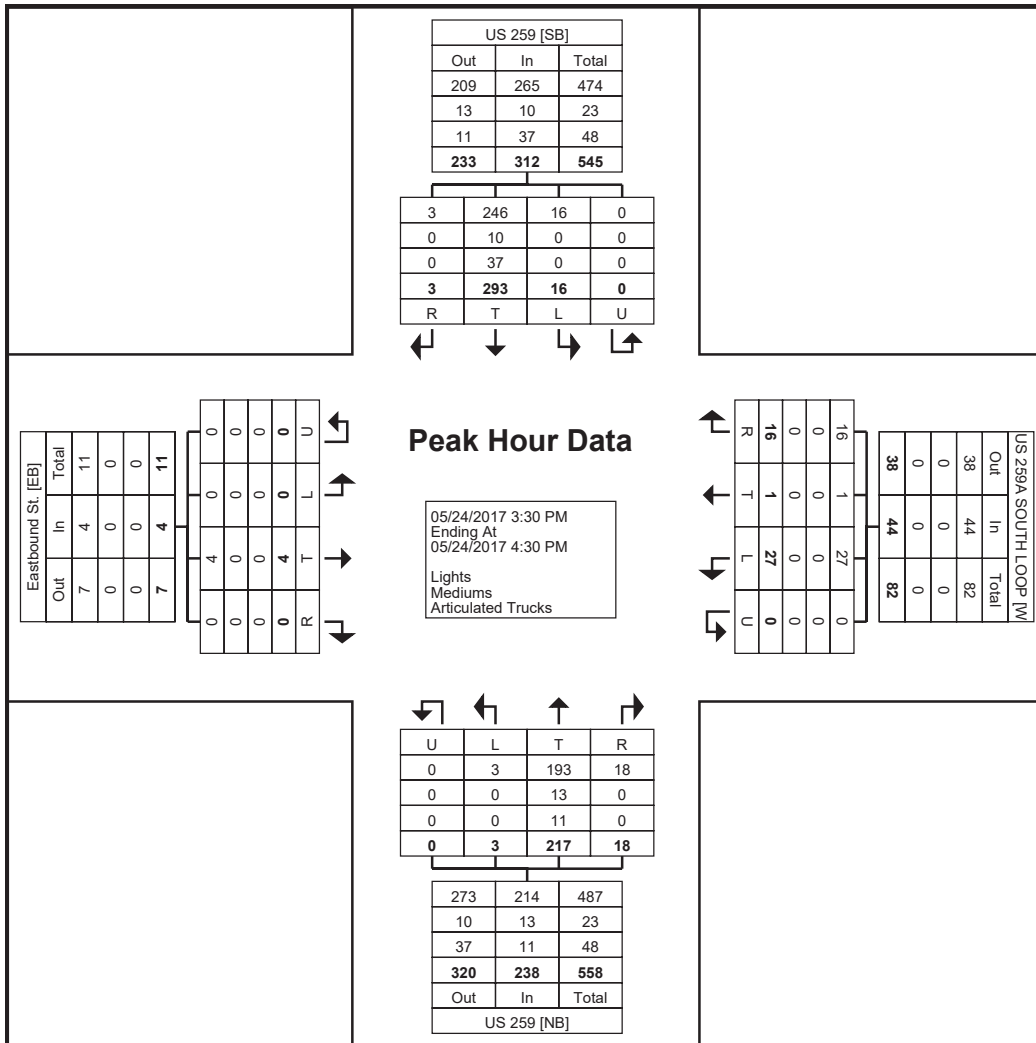
Start Time	US 259 Southbound					US 259A SOUTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	5	84	1	0	90	7	0	4	0	11	1	49	4	0	54	0	1	0	0	1	156
3:45 PM	4	70	2	0	76	6	0	3	0	9	1	55	6	0	62	0	1	0	0	1	148
4:00 PM	3	68	0	0	71	7	0	6	0	13	1	58	5	0	64	0	0	0	0	0	148
4:15 PM	4	71	0	0	75	7	1	3	0	11	0	55	3	0	58	0	2	0	0	2	146
Total	16	293	3	0	312	27	1	16	0	44	3	217	18	0	238	0	4	0	0	4	598
Approach %	5.1	93.9	1.0	0.0	-	61.4	2.3	36.4	0.0	-	1.3	91.2	7.6	0.0	-	0.0	100.0	0.0	0.0	-	-
Total %	2.7	49.0	0.5	0.0	52.2	4.5	0.2	2.7	0.0	7.4	0.5	36.3	3.0	0.0	39.8	0.0	0.7	0.0	0.0	0.7	-
PHF	0.800	0.872	0.375	0.000	0.867	0.964	0.250	0.667	0.000	0.846	0.750	0.935	0.750	0.000	0.930	0.000	0.500	0.000	0.000	0.500	0.958
Lights	16	246	3	0	265	27	1	16	0	44	3	193	18	0	214	0	4	0	0	4	527
% Lights	100.0	84.0	100.0	-	84.9	100.0	100.0	100.0	-	100.0	100.0	88.9	100.0	-	89.9	-	100.0	-	-	100.0	88.1
Mediums	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
% Mediums	0.0	3.4	0.0	-	3.2	0.0	0.0	0.0	-	0.0	0.0	6.0	0.0	-	5.5	-	0.0	-	-	0.0	3.8
Articulated Trucks	0	37	0	0	37	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	48
% Articulated Trucks	0.0	12.6	0.0	-	11.9	0.0	0.0	0.0	-	0.0	0.0	5.1	0.0	-	4.6	-	0.0	-	-	0.0	8.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - US 259A
SOUTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

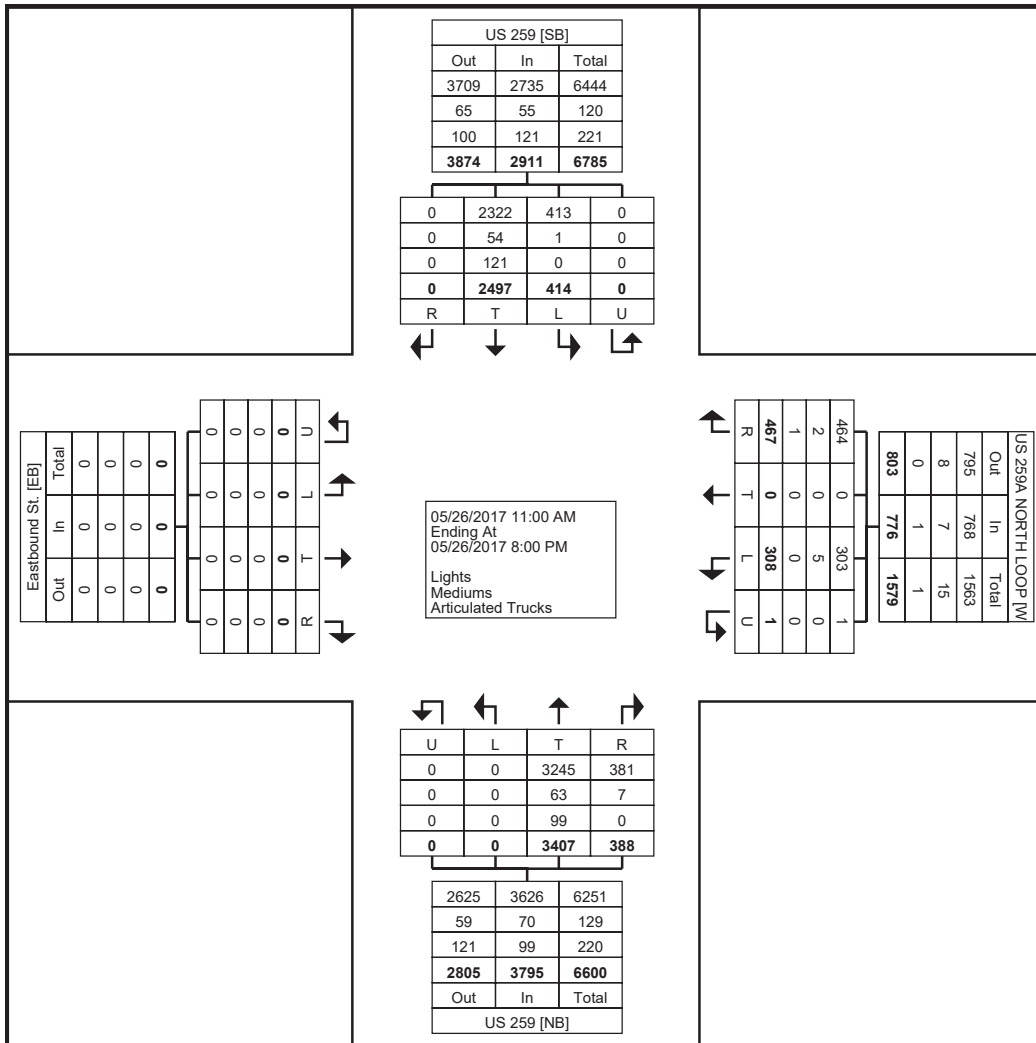
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	13	58	0	0	71	11	0	14	0	25	0	68	7	0	75	0	0	0	0	0	171
11:15 AM	10	56	0	0	66	6	0	8	0	14	0	60	9	0	69	0	0	0	0	0	149
11:30 AM	8	42	0	0	50	16	0	8	0	24	0	65	3	0	68	0	0	0	0	0	142
11:45 AM	11	67	0	0	78	7	0	10	0	17	0	81	10	0	91	0	0	0	0	0	186
Hourly Total	42	223	0	0	265	40	0	40	0	80	0	274	29	0	303	0	0	0	0	0	648
12:00 PM	8	54	0	0	62	11	0	16	0	27	0	78	7	0	85	0	0	0	0	0	174
12:15 PM	10	75	0	0	85	10	0	16	0	26	0	85	11	0	96	0	0	0	0	0	207
12:30 PM	14	83	0	0	97	10	0	10	0	20	0	74	7	0	81	0	0	0	0	0	198
12:45 PM	11	62	0	0	73	7	0	12	0	19	0	80	7	0	87	0	0	0	0	0	179
Hourly Total	43	274	0	0	317	38	0	54	0	92	0	317	32	0	349	0	0	0	0	0	758
1:00 PM	13	82	0	0	95	6	0	18	0	24	0	81	11	0	92	0	0	0	0	0	211
1:15 PM	9	79	0	0	88	9	0	10	0	19	0	59	13	0	72	0	0	0	0	0	179
1:30 PM	18	73	0	0	91	11	0	13	0	24	0	76	12	0	88	0	0	0	0	0	203
1:45 PM	18	79	0	0	97	9	0	13	0	22	0	80	10	0	90	0	0	0	0	0	209
Hourly Total	58	313	0	0	371	35	0	54	0	89	0	296	46	0	342	0	0	0	0	0	802
2:00 PM	14	75	0	0	89	10	0	8	0	18	0	76	3	0	79	0	0	0	0	0	186
2:15 PM	11	99	0	0	110	7	0	5	0	12	0	79	7	0	86	0	0	0	0	0	208
2:30 PM	11	83	0	0	94	12	0	20	0	32	0	85	7	0	92	0	0	0	0	0	218
2:45 PM	16	64	0	0	80	7	0	9	0	16	0	113	19	0	132	0	0	0	0	0	228
Hourly Total	52	321	0	0	373	36	0	42	0	78	0	353	36	0	389	0	0	0	0	0	840
3:00 PM	21	93	0	0	114	8	0	16	0	24	0	105	10	0	115	0	0	0	0	0	253
3:15 PM	14	70	0	0	84	9	0	12	0	21	0	126	15	0	141	0	0	0	0	0	246
3:30 PM	9	89	0	0	98	10	0	9	0	19	0	89	15	0	104	0	0	0	0	0	221
3:45 PM	9	72	0	0	81	6	0	17	0	23	0	126	9	0	135	0	0	0	0	0	239
Hourly Total	53	324	0	0	377	33	0	54	0	87	0	446	49	0	495	0	0	0	0	0	959
4:00 PM	17	87	0	0	104	11	0	22	0	33	0	122	9	0	131	0	0	0	0	0	268
4:15 PM	20	92	0	0	112	6	0	15	0	21	0	118	7	0	125	0	0	0	0	0	258
4:30 PM	10	83	0	0	93	13	0	15	1	29	0	129	20	0	149	0	0	0	0	0	271
4:45 PM	7	71	0	0	78	10	0	11	0	21	0	107	9	0	116	0	0	0	0	0	215
Hourly Total	54	333	0	0	387	40	0	63	1	104	0	476	45	0	521	0	0	0	0	0	1012
5:00 PM	9	77	0	0	86	7	0	28	0	35	0	130	16	0	146	0	0	0	0	0	267
5:15 PM	11	68	0	0	79	14	0	7	0	21	0	120	17	0	137	0	0	0	0	0	237
5:30 PM	10	58	0	0	68	7	0	8	0	15	0	131	18	0	149	0	0	0	0	0	232
5:45 PM	8	53	0	0	61	6	0	15	0	21	0	111	11	0	122	0	0	0	0	0	204
Hourly Total	38	256	0	0	294	34	0	58	0	92	0	492	62	0	554	0	0	0	0	0	940
6:00 PM	13	60	0	0	73	10	0	15	0	25	0	113	16	0	129	0	0	0	0	0	227
6:15 PM	7	73	0	0	80	4	0	15	0	19	0	103	8	0	111	0	0	0	0	0	210
6:30 PM	9	52	0	0	61	10	0	12	0	22	0	76	14	0	90	0	0	0	0	0	173
6:45 PM	11	38	0	0	49	6	0	14	0	20	0	93	9	0	102	0	0	0	0	0	171
Hourly Total	40	223	0	0	263	30	0	56	0	86	0	385	47	0	432	0	0	0	0	0	781
7:00 PM	9	48	0	0	57	4	0	17	0	21	0	108	12	0	120	0	0	0	0	0	198
7:15 PM	11	62	0	0	73	7	0	13	0	20	0	74	8	0	82	0	0	0	0	0	175
7:30 PM	8	58	0	0	66	4	0	10	0	14	0	91	15	0	106	0	0	0	0	0	186
7:45 PM	6	62	0	0	68	7	0	6	0	13	0	95	7	0	102	0	0	0	0	0	183
Hourly Total	34	230	0	0	264	22	0	46	0	68	0	368	42	0	410	0	0	0	0	0	742
Grand Total	414	2497	0	0	2911	308	0	467	1	776	0	3407	388	0	3795	0	0	0	0	0	7482
Approach %	14.2	85.8	0.0	0.0	-	39.7	0.0	60.2	0.1	-	0.0	89.8	10.2	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	5.5	33.4	0.0	0.0	38.9	4.1	0.0	6.2	0.0	10.4	0.0	45.5	5.2	0.0	50.7	0.0	0.0	0.0	0.0	0.0	-
Lights	413	2322	0	0	2735	303	0	464	1	768	0	3245	381	0	3626	0	0	0	0	0	7129
% Lights	99.8	93.0	-	-	94.0	98.4	-	99.4	100.0	99.0	-	95.2	98.2	-	95.5	-	-	-	-	-	95.3
Mediums	1	54	0	0	55	5	0	2	0	7	0	63	7	0	70	0	0	0	0	0	132
% Mediums	0.2	2.2	-	-	1.9	1.6	-	0.4	0.0	0.9	-	1.8	1.8	-	1.8	-	-	-	-	-	1.8
Articulated Trucks	0	121	0	0	121	0	0	1	0	1	0	99	0	0	99	0	0	0	0	0	221
% Articulated Trucks	0.0	4.8	-	-	4.2	0.0	-	0.2	0.0	0.1	-	2.9	0.0	-	2.6	-	-	-	-	-	3.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
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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: 4 - US 259A
NORTH LOOP - FRI
Site Code:
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Turning Movement Peak Hour Data (11:00 AM)

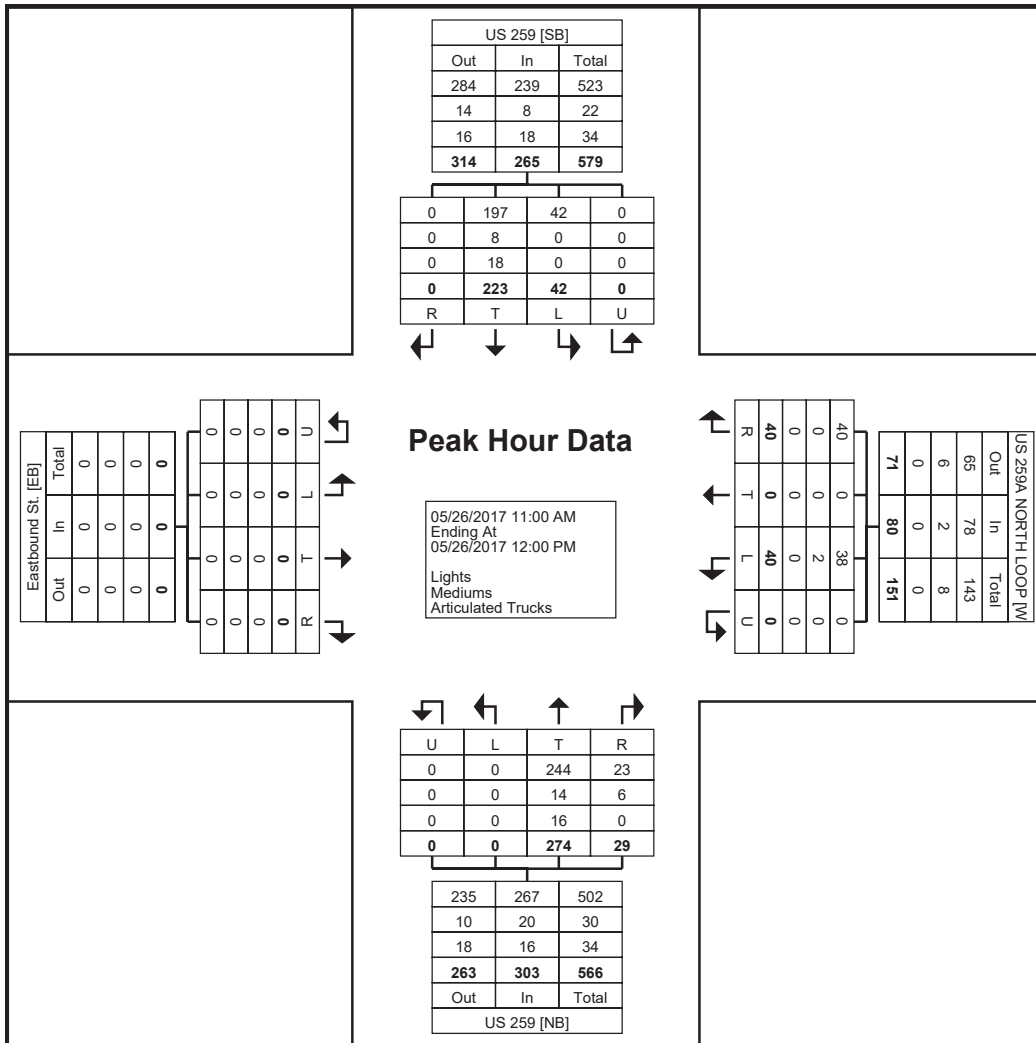
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	13	58	0	0	71	11	0	14	0	25	0	68	7	0	75	0	0	0	0	0	171
11:15 AM	10	56	0	0	66	6	0	8	0	14	0	60	9	0	69	0	0	0	0	0	149
11:30 AM	8	42	0	0	50	16	0	8	0	24	0	65	3	0	68	0	0	0	0	0	142
11:45 AM	11	67	0	0	78	7	0	10	0	17	0	81	10	0	91	0	0	0	0	0	186
Total	42	223	0	0	265	40	0	40	0	80	0	274	29	0	303	0	0	0	0	0	648
Approach %	15.8	84.2	0.0	0.0	-	50.0	0.0	50.0	0.0	-	0.0	90.4	9.6	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	6.5	34.4	0.0	0.0	40.9	6.2	0.0	6.2	0.0	12.3	0.0	42.3	4.5	0.0	46.8	0.0	0.0	0.0	0.0	0.0	-
PHF	0.808	0.832	0.000	0.000	0.849	0.625	0.000	0.714	0.000	0.800	0.000	0.846	0.725	0.000	0.832	0.000	0.000	0.000	0.000	0.000	0.871
Lights	42	197	0	0	239	38	0	40	0	78	0	244	23	0	267	0	0	0	0	0	584
% Lights	100.0	88.3	-	-	90.2	95.0	-	100.0	-	97.5	-	89.1	79.3	-	88.1	-	-	-	-	-	90.1
Mediums	0	8	0	0	8	2	0	0	0	2	0	14	6	0	20	0	0	0	0	0	30
% Mediums	0.0	3.6	-	-	3.0	5.0	-	0.0	-	2.5	-	5.1	20.7	-	6.6	-	-	-	-	-	4.6
Articulated Trucks	0	18	0	0	18	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	34
% Articulated Trucks	0.0	8.1	-	-	6.8	0.0	-	0.0	-	0.0	-	5.8	0.0	-	5.3	-	-	-	-	-	5.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - FRI
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - FRI
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Turning Movement Peak Hour Data (3:45 PM)

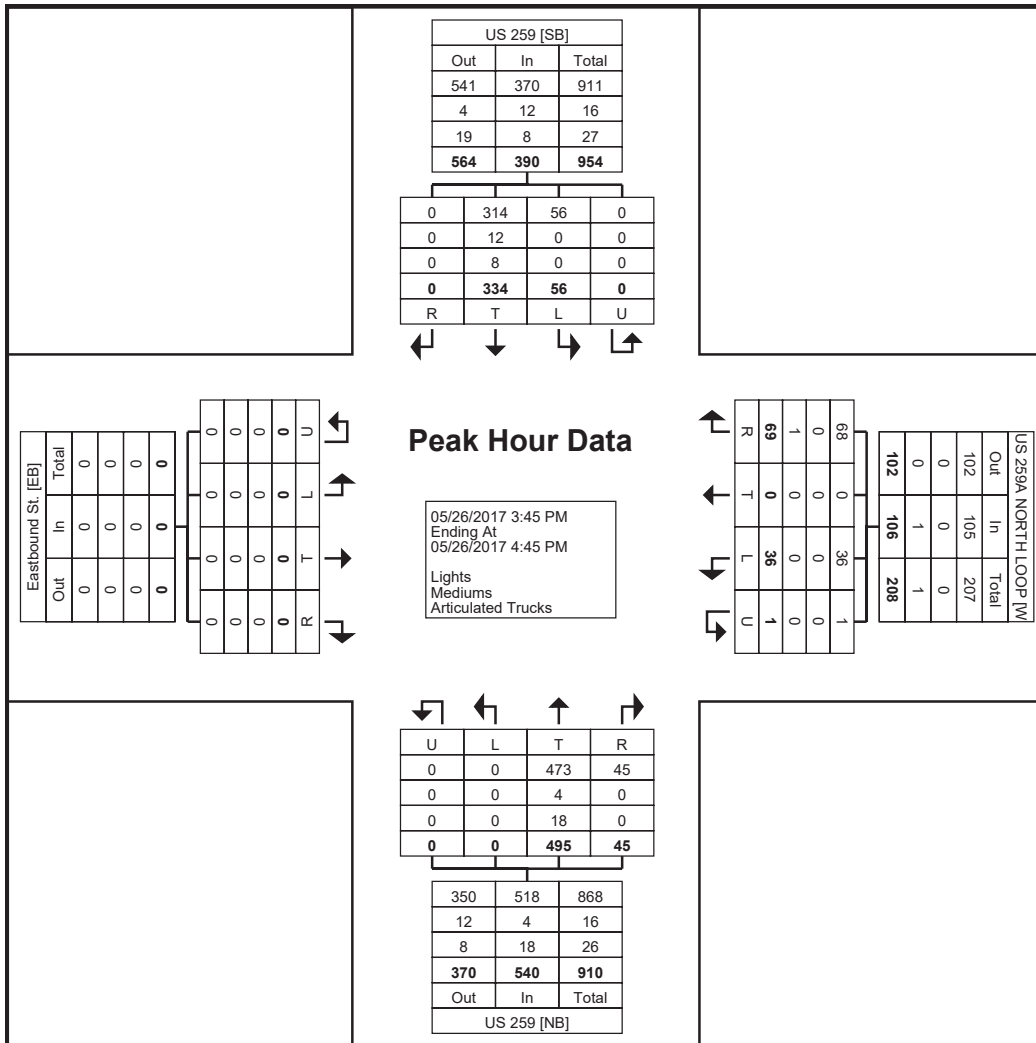
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:45 PM	9	72	0	0	81	6	0	17	0	23	0	126	9	0	135	0	0	0	0	0	239
4:00 PM	17	87	0	0	104	11	0	22	0	33	0	122	9	0	131	0	0	0	0	0	268
4:15 PM	20	92	0	0	112	6	0	15	0	21	0	118	7	0	125	0	0	0	0	0	258
4:30 PM	10	83	0	0	93	13	0	15	1	29	0	129	20	0	149	0	0	0	0	0	271
Total	56	334	0	0	390	36	0	69	1	106	0	495	45	0	540	0	0	0	0	0	1036
Approach %	14.4	85.6	0.0	0.0	-	34.0	0.0	65.1	0.9	-	0.0	91.7	8.3	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	5.4	32.2	0.0	0.0	37.6	3.5	0.0	6.7	0.1	10.2	0.0	47.8	4.3	0.0	52.1	0.0	0.0	0.0	0.0	0.0	-
PHF	0.700	0.908	0.000	0.000	0.871	0.692	0.000	0.784	0.250	0.803	0.000	0.959	0.563	0.000	0.906	0.000	0.000	0.000	0.000	0.000	0.956
Lights	56	314	0	0	370	36	0	68	1	105	0	473	45	0	518	0	0	0	0	0	993
% Lights	100.0	94.0	-	-	94.9	100.0	-	98.6	100.0	99.1	-	95.6	100.0	-	95.9	-	-	-	-	-	95.8
Mediums	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	16
% Mediums	0.0	3.6	-	-	3.1	0.0	-	0.0	0.0	0.0	-	0.8	0.0	-	0.7	-	-	-	-	-	1.5
Articulated Trucks	0	8	0	0	8	0	0	1	0	1	0	18	0	0	18	0	0	0	0	0	27
% Articulated Trucks	0.0	2.4	-	-	2.1	0.0	-	1.4	0.0	0.9	-	3.6	0.0	-	3.3	-	-	-	-	-	2.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
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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: 4 - US 259A
NORTH LOOP - SAT
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Turning Movement Data

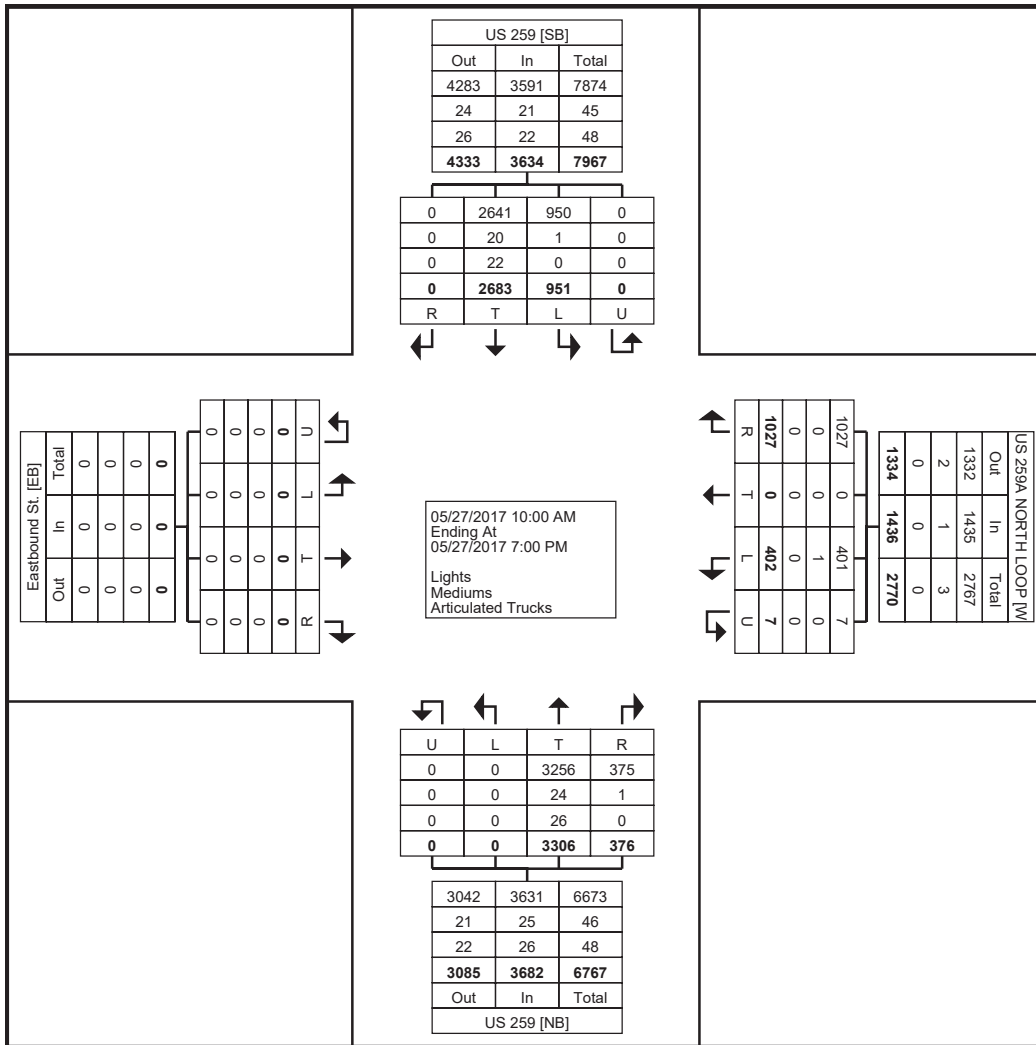
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	21	53	0	0	74	5	0	13	0	18	0	71	6	0	77	0	0	0	0	0	169
10:15 AM	35	49	0	0	84	12	0	17	0	29	0	78	14	0	92	0	0	0	0	0	205
10:30 AM	24	69	0	0	93	9	0	25	0	34	0	80	9	0	89	0	0	0	0	0	216
10:45 AM	16	90	0	0	106	13	0	28	0	41	0	94	5	0	99	0	0	0	0	0	246
Hourly Total	96	261	0	0	357	39	0	83	0	122	0	323	34	0	357	0	0	0	0	0	836
11:00 AM	35	73	0	0	108	11	0	12	0	23	0	94	11	0	105	0	0	0	0	0	236
11:15 AM	32	56	0	0	88	9	0	29	0	38	0	119	10	0	129	0	0	0	0	0	255
11:30 AM	48	63	0	0	111	9	0	35	0	44	0	105	12	0	117	0	0	0	0	0	272
11:45 AM	28	58	0	0	86	17	0	40	0	57	0	100	13	0	113	0	0	0	0	0	256
Hourly Total	143	250	0	0	393	46	0	116	0	162	0	418	46	0	464	0	0	0	0	0	1019
12:00 PM	32	52	0	0	84	15	0	22	0	37	0	93	14	0	107	0	0	0	0	0	228
12:15 PM	29	51	0	0	80	12	0	40	2	54	0	95	15	0	110	0	0	0	0	0	244
12:30 PM	35	60	0	0	95	13	0	28	0	41	0	118	13	0	131	0	0	0	0	0	267
12:45 PM	24	64	0	0	88	6	0	43	2	51	0	130	2	0	132	0	0	0	0	0	271
Hourly Total	120	227	0	0	347	46	0	133	4	183	0	436	44	0	480	0	0	0	0	0	1010
1:00 PM	17	82	0	0	99	12	0	36	0	48	0	85	11	0	96	0	0	0	0	0	243
1:15 PM	20	74	0	0	94	9	0	26	0	35	0	97	15	0	112	0	0	0	0	0	241
1:30 PM	29	70	0	0	99	15	0	32	1	48	0	117	9	0	126	0	0	0	0	0	273
1:45 PM	24	97	0	0	121	5	0	22	0	27	0	115	8	0	123	0	0	0	0	0	271
Hourly Total	90	323	0	0	413	41	0	116	1	158	0	414	43	0	457	0	0	0	0	0	1028
2:00 PM	23	70	0	0	93	14	0	26	0	40	0	96	13	0	109	0	0	0	0	0	242
2:15 PM	27	74	0	0	101	8	0	26	0	34	0	102	9	0	111	0	0	0	0	0	246
2:30 PM	19	85	0	0	104	9	0	49	0	58	0	101	11	0	112	0	0	0	0	0	274
2:45 PM	32	86	0	0	118	11	0	24	0	35	0	98	14	0	112	0	0	0	0	0	265
Hourly Total	101	315	0	0	416	42	0	125	0	167	0	397	47	0	444	0	0	0	0	0	1027
3:00 PM	23	66	0	0	89	15	0	24	0	39	0	125	15	0	140	0	0	0	0	0	268
3:15 PM	19	68	0	0	87	8	0	29	0	37	0	99	7	0	106	0	0	0	0	0	230
3:30 PM	21	70	0	0	91	10	0	31	0	41	0	72	4	0	76	0	0	0	0	0	208
3:45 PM	25	95	0	0	120	15	0	32	0	47	0	88	11	0	99	0	0	0	0	0	266
Hourly Total	88	299	0	0	387	48	0	116	0	164	0	384	37	0	421	0	0	0	0	0	972
4:00 PM	40	95	0	0	135	5	0	34	0	39	0	75	11	0	86	0	0	0	0	0	260
4:15 PM	19	88	0	0	107	17	0	14	0	31	0	94	10	0	104	0	0	0	0	0	242
4:30 PM	29	73	0	0	102	11	0	31	0	42	0	80	8	0	88	0	0	0	0	0	232
4:45 PM	32	79	0	0	111	8	0	30	1	39	0	84	14	0	98	0	0	0	0	0	248
Hourly Total	120	335	0	0	455	41	0	109	1	151	0	333	43	0	376	0	0	0	0	0	982
5:00 PM	27	67	0	0	94	11	0	26	0	37	0	85	20	0	105	0	0	0	0	0	236
5:15 PM	24	92	0	0	116	17	0	35	0	52	0	80	10	0	90	0	0	0	0	0	258
5:30 PM	33	87	0	0	120	10	0	24	0	34	0	70	9	0	79	0	0	0	0	0	233
5:45 PM	26	87	0	0	113	9	0	44	0	53	0	71	9	0	80	0	0	0	0	0	246
Hourly Total	110	333	0	0	443	47	0	129	0	176	0	306	48	0	354	0	0	0	0	0	973
6:00 PM	27	86	0	0	113	17	0	26	0	43	0	88	12	0	100	0	0	0	0	0	256
6:15 PM	19	72	0	0	91	23	0	32	0	55	0	64	7	0	71	0	0	0	0	0	217
6:30 PM	12	81	0	0	93	8	0	24	1	33	0	66	6	0	72	0	0	0	0	0	198
6:45 PM	25	101	0	0	126	4	0	18	0	22	0	77	9	0	86	0	0	0	0	0	234
Hourly Total	83	340	0	0	423	52	0	100	1	153	0	295	34	0	329	0	0	0	0	0	905
Grand Total	951	2683	0	0	3634	402	0	1027	7	1436	0	3306	376	0	3682	0	0	0	0	0	8752
Approach %	26.2	73.8	0.0	0.0	-	28.0	0.0	71.5	0.5	-	0.0	89.8	10.2	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	10.9	30.7	0.0	0.0	41.5	4.6	0.0	11.7	0.1	16.4	0.0	37.8	4.3	0.0	42.1	0.0	0.0	0.0	0.0	0.0	-
Lights	950	2641	0	0	3591	401	0	1027	7	1435	0	3256	375	0	3631	0	0	0	0	0	8657
% Lights	99.9	98.4	-	-	98.8	99.8	-	100.0	100.0	99.9	-	98.5	99.7	-	98.6	-	-	-	-	-	98.9
Mediums	1	20	0	0	21	1	0	0	0	1	0	24	1	0	25	0	0	0	0	0	47
% Mediums	0.1	0.7	-	-	0.6	0.2	-	0.0	0.0	0.1	-	0.7	0.3	-	0.7	-	-	-	-	-	0.5
Articulated Trucks	0	22	0	0	22	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	48
% Articulated Trucks	0.0	0.8	-	-	0.6	0.0	-	0.0	0.0	0.0	-	0.8	0.0	-	0.7	-	-	-	-	-	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 4 - US 259A
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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: 4 - US 259A
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Turning Movement Peak Hour Data (11:00 AM)

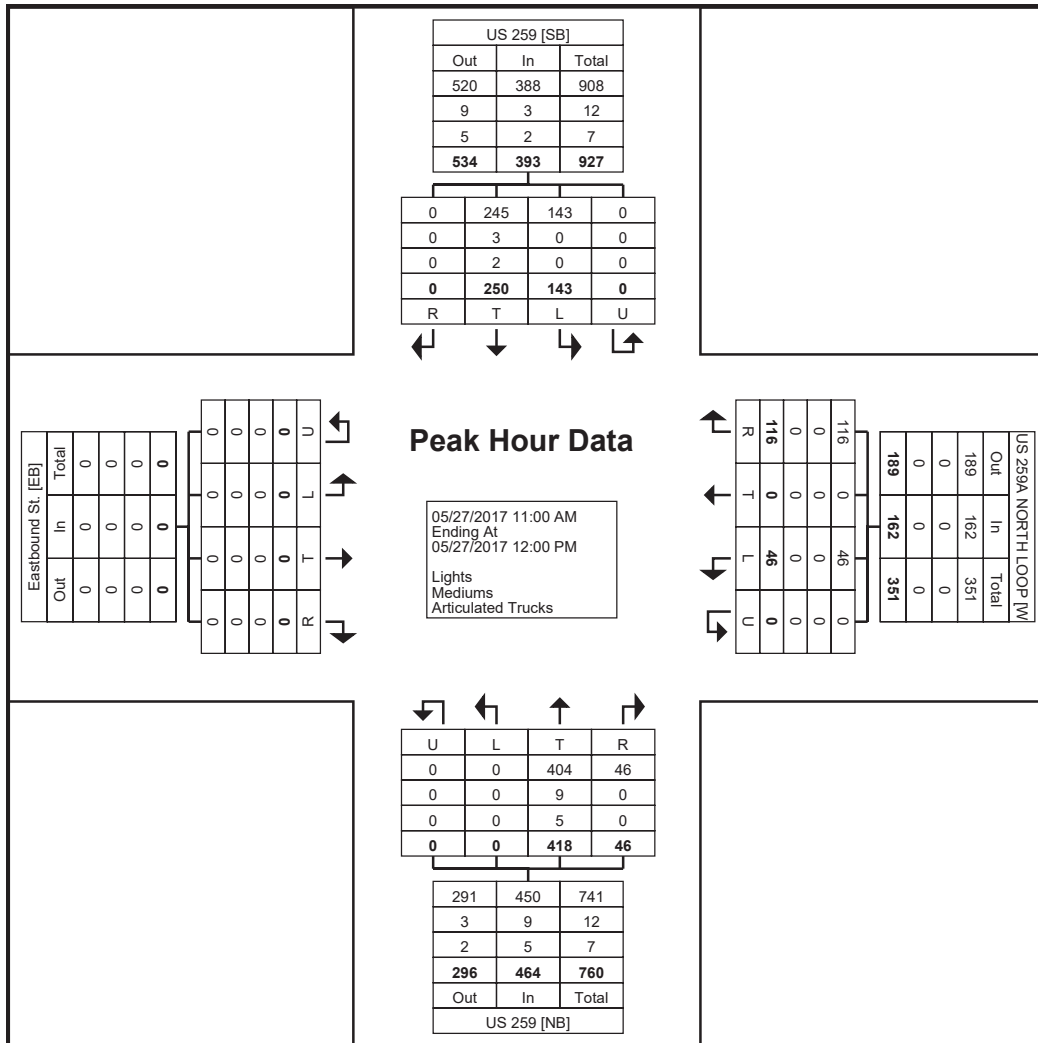
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	35	73	0	0	108	11	0	12	0	23	0	94	11	0	105	0	0	0	0	0	236
11:15 AM	32	56	0	0	88	9	0	29	0	38	0	119	10	0	129	0	0	0	0	0	255
11:30 AM	48	63	0	0	111	9	0	35	0	44	0	105	12	0	117	0	0	0	0	0	272
11:45 AM	28	58	0	0	86	17	0	40	0	57	0	100	13	0	113	0	0	0	0	0	256
Total	143	250	0	0	393	46	0	116	0	162	0	418	46	0	464	0	0	0	0	0	1019
Approach %	36.4	63.6	0.0	0.0	-	28.4	0.0	71.6	0.0	-	0.0	90.1	9.9	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	14.0	24.5	0.0	0.0	38.6	4.5	0.0	11.4	0.0	15.9	0.0	41.0	4.5	0.0	45.5	0.0	0.0	0.0	0.0	0.0	-
PHF	0.745	0.856	0.000	0.000	0.885	0.676	0.000	0.725	0.000	0.711	0.000	0.878	0.885	0.000	0.899	0.000	0.000	0.000	0.000	0.000	0.937
Lights	143	245	0	0	388	46	0	116	0	162	0	404	46	0	450	0	0	0	0	0	1000
% Lights	100.0	98.0	-	-	98.7	100.0	-	100.0	-	100.0	-	96.7	100.0	-	97.0	-	-	-	-	-	98.1
Mediums	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
% Mediums	0.0	1.2	-	-	0.8	0.0	-	0.0	-	0.0	-	2.2	0.0	-	1.9	-	-	-	-	-	1.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Articulated Trucks	0.0	0.8	-	-	0.5	0.0	-	0.0	-	0.0	-	1.2	0.0	-	1.1	-	-	-	-	-	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - SAT
Site Code:
Start Date: 05/27/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - SAT
Site Code:
Start Date: 05/27/2017
Page No: 5

Turning Movement Peak Hour Data (2:15 PM)

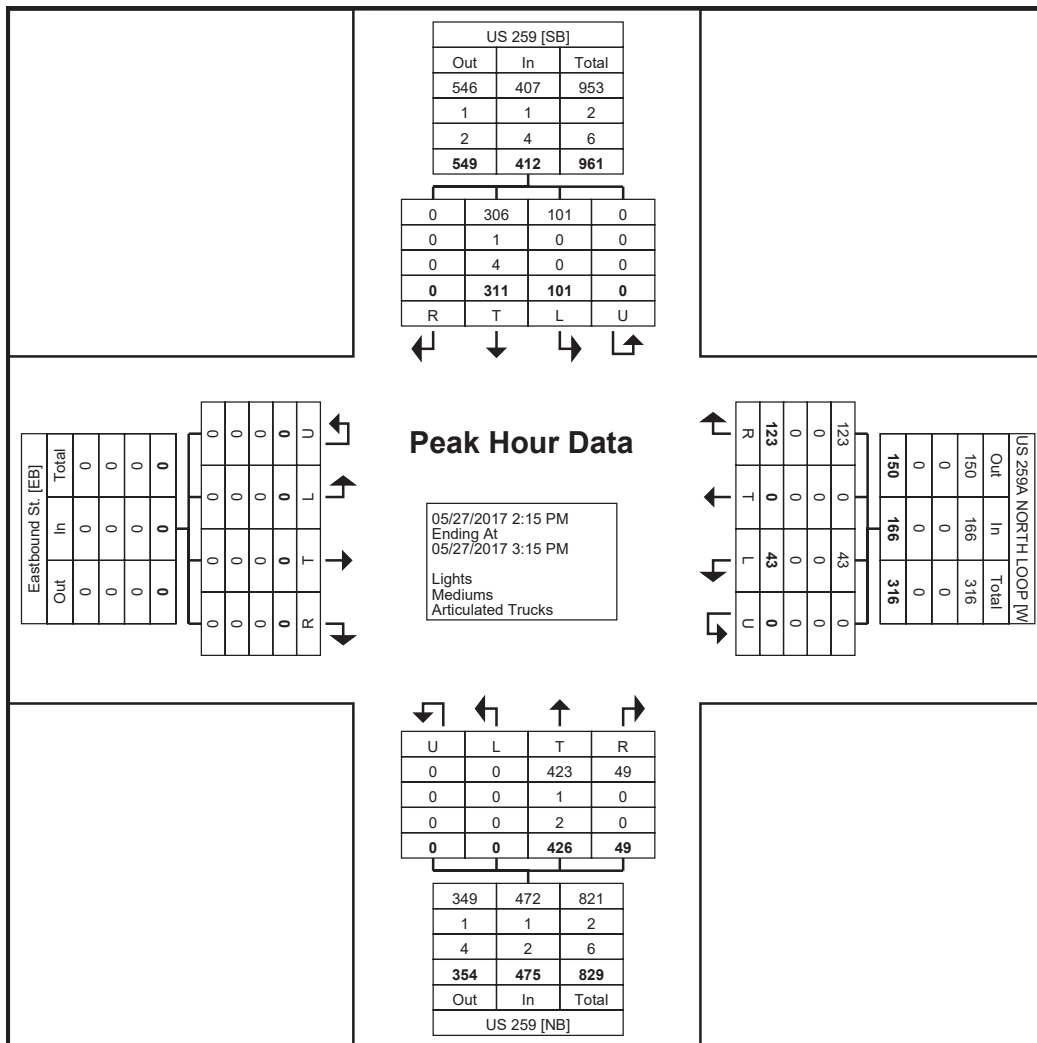
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
2:15 PM	27	74	0	0	101	8	0	26	0	34	0	102	9	0	111	0	0	0	0	0	246
2:30 PM	19	85	0	0	104	9	0	49	0	58	0	101	11	0	112	0	0	0	0	0	274
2:45 PM	32	86	0	0	118	11	0	24	0	35	0	98	14	0	112	0	0	0	0	0	265
3:00 PM	23	66	0	0	89	15	0	24	0	39	0	125	15	0	140	0	0	0	0	0	268
Total	101	311	0	0	412	43	0	123	0	166	0	426	49	0	475	0	0	0	0	0	1053
Approach %	24.5	75.5	0.0	0.0	-	25.9	0.0	74.1	0.0	-	0.0	89.7	10.3	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	9.6	29.5	0.0	0.0	39.1	4.1	0.0	11.7	0.0	15.8	0.0	40.5	4.7	0.0	45.1	0.0	0.0	0.0	0.0	0.0	-
PHF	0.789	0.904	0.000	0.000	0.873	0.717	0.000	0.628	0.000	0.716	0.000	0.852	0.817	0.000	0.848	0.000	0.000	0.000	0.000	0.000	0.961
Lights	101	306	0	0	407	43	0	123	0	166	0	423	49	0	472	0	0	0	0	0	1045
% Lights	100.0	98.4	-	-	98.8	100.0	-	100.0	-	100.0	-	99.3	100.0	-	99.4	-	-	-	-	-	99.2
Mediums	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Mediums	0.0	0.3	-	-	0.2	0.0	-	0.0	-	0.0	-	0.2	0.0	-	0.2	-	-	-	-	-	0.2
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
% Articulated Trucks	0.0	1.3	-	-	1.0	0.0	-	0.0	-	0.0	-	0.5	0.0	-	0.4	-	-	-	-	-	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - SAT
Site Code:
Start Date: 05/27/2017
Page No: 6



Turning Movement Peak Hour Data Plot (2:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 1

Turning Movement Data

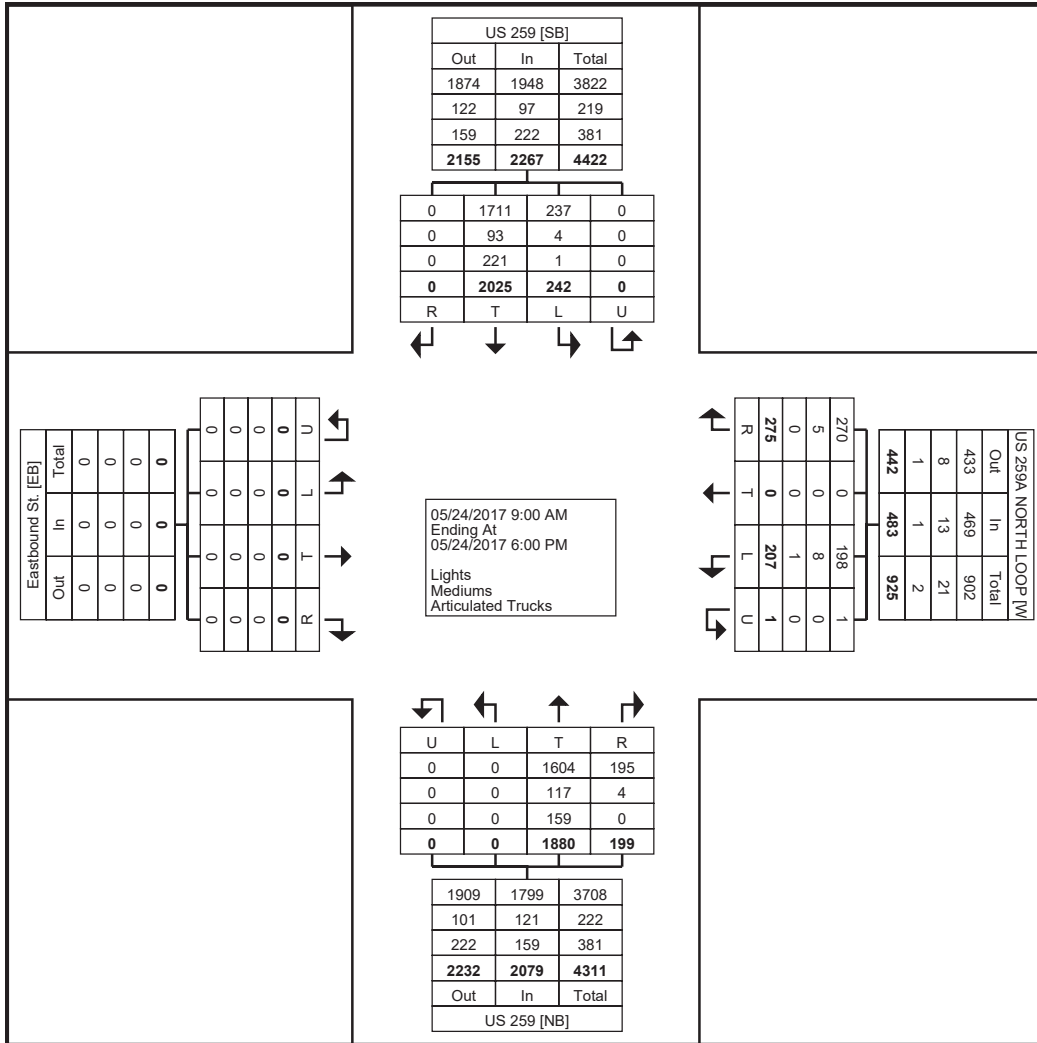
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	3	29	0	0	32	5	0	11	0	16	0	43	6	0	49	0	0	0	0	0	97
9:15 AM	1	48	0	0	49	4	0	4	0	8	0	47	4	0	51	0	0	0	0	0	108
9:30 AM	4	64	0	0	68	1	0	4	0	5	0	51	8	0	59	0	0	0	0	0	132
9:45 AM	1	35	0	0	36	5	0	3	0	8	0	52	4	0	56	0	0	0	0	0	100
Hourly Total	9	176	0	0	185	15	0	22	0	37	0	193	22	0	215	0	0	0	0	0	437
10:00 AM	7	49	0	0	56	3	0	4	0	7	0	38	5	0	43	0	0	0	0	0	106
10:15 AM	10	44	0	0	54	2	0	3	0	5	0	39	8	0	47	0	0	0	0	0	106
10:30 AM	4	46	0	0	50	9	0	4	0	13	0	66	2	0	68	0	0	0	0	0	131
10:45 AM	12	48	0	0	60	6	0	7	0	13	0	48	7	0	55	0	0	0	0	0	128
Hourly Total	33	187	0	0	220	20	0	18	0	38	0	191	22	0	213	0	0	0	0	0	471
11:00 AM	6	60	0	0	66	5	0	5	0	10	0	46	2	0	48	0	0	0	0	0	124
11:15 AM	6	67	0	0	73	9	0	6	0	15	0	57	1	0	58	0	0	0	0	0	146
11:30 AM	9	44	0	0	53	6	0	8	0	14	0	61	6	0	67	0	0	0	0	0	134
11:45 AM	11	59	0	0	70	10	0	14	0	24	0	60	7	0	67	0	0	0	0	0	161
Hourly Total	32	230	0	0	262	30	0	33	0	63	0	224	16	0	240	0	0	0	0	0	565
12:00 PM	6	50	0	0	56	8	0	7	0	15	0	56	8	0	64	0	0	0	0	0	135
12:15 PM	5	46	0	0	51	4	0	9	0	13	0	45	10	0	55	0	0	0	0	0	119
12:30 PM	11	63	0	0	74	7	0	15	0	22	0	57	9	0	66	0	0	0	0	0	162
12:45 PM	7	58	0	0	65	8	0	8	0	16	0	62	9	0	71	0	0	0	0	0	152
Hourly Total	29	217	0	0	246	27	0	39	0	66	0	220	36	0	256	0	0	0	0	0	568
1:00 PM	4	65	0	0	69	5	0	11	0	16	0	53	5	0	58	0	0	0	0	0	143
1:15 PM	7	56	0	0	63	4	0	7	0	11	0	54	4	0	58	0	0	0	0	0	132
1:30 PM	9	40	0	0	49	2	0	9	0	11	0	70	8	0	78	0	0	0	0	0	138
1:45 PM	9	48	0	0	57	5	0	8	0	13	0	58	7	0	65	0	0	0	0	0	135
Hourly Total	29	209	0	0	238	16	0	35	0	51	0	235	24	0	259	0	0	0	0	0	548
2:00 PM	6	63	0	0	69	4	0	9	0	13	0	62	5	0	67	0	0	0	0	0	149
2:15 PM	4	55	0	0	59	2	0	10	0	12	0	44	5	0	49	0	0	0	0	0	120
2:30 PM	7	66	0	0	73	8	0	9	0	17	0	42	7	0	49	0	0	0	0	0	139
2:45 PM	6	70	0	0	76	5	0	6	0	11	0	55	6	0	61	0	0	0	0	0	148
Hourly Total	23	254	0	0	277	19	0	34	0	53	0	203	23	0	226	0	0	0	0	0	556
3:00 PM	16	58	0	0	74	7	0	8	0	15	0	53	6	0	59	0	0	0	0	0	148
3:15 PM	8	65	0	0	73	6	0	9	0	15	0	66	5	0	71	0	0	0	0	0	159
3:30 PM	11	73	0	0	84	6	0	12	0	18	0	38	5	0	43	0	0	0	0	0	145
3:45 PM	7	79	0	0	86	5	0	4	1	10	0	61	5	0	66	0	0	0	0	0	162
Hourly Total	42	275	0	0	317	24	0	33	1	58	0	218	21	0	239	0	0	0	0	0	614
4:00 PM	8	69	0	0	77	7	0	7	0	14	0	52	7	0	59	0	0	0	0	0	150
4:15 PM	3	56	0	0	59	13	0	6	0	19	0	62	5	0	67	0	0	0	0	0	145
4:30 PM	5	54	0	0	59	14	0	8	0	22	0	34	3	0	37	0	0	0	0	0	118
4:45 PM	9	60	0	0	69	8	0	12	0	20	0	47	7	0	54	0	0	0	0	0	143
Hourly Total	25	239	0	0	264	42	0	33	0	75	0	195	22	0	217	0	0	0	0	0	556
5:00 PM	7	75	0	0	82	5	0	6	0	11	0	49	4	0	53	0	0	0	0	0	146
5:15 PM	2	65	0	0	67	3	0	8	0	11	0	59	3	0	62	0	0	0	0	0	140
5:30 PM	7	55	0	0	62	4	0	8	0	12	0	52	3	0	55	0	0	0	0	0	129
5:45 PM	4	43	0	0	47	2	0	6	0	8	0	41	3	0	44	0	0	0	0	0	99
Hourly Total	20	238	0	0	258	14	0	28	0	42	0	201	13	0	214	0	0	0	0	0	514
Grand Total	242	2025	0	0	2267	207	0	275	1	483	0	1880	199	0	2079	0	0	0	0	0	4829
Approach %	10.7	89.3	0.0	0.0	-	42.9	0.0	56.9	0.2	-	0.0	90.4	9.6	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	5.0	41.9	0.0	0.0	46.9	4.3	0.0	5.7	0.0	10.0	0.0	38.9	4.1	0.0	43.1	0.0	0.0	0.0	0.0	0.0	-
Lights	237	1711	0	0	1948	198	0	270	1	469	0	1604	195	0	1799	0	0	0	0	0	4216
% Lights	97.9	84.5	-	-	85.9	95.7	-	98.2	100.0	97.1	-	85.3	98.0	-	86.5	-	-	-	-	-	87.3
Mediums	4	93	0	0	97	8	0	5	0	13	0	117	4	0	121	0	0	0	0	0	231
% Mediums	1.7	4.6	-	-	4.3	3.9	-	1.8	0.0	2.7	-	6.2	2.0	-	5.8	-	-	-	-	-	4.8
Articulated Trucks	1	221	0	0	222	1	0	0	0	1	0	159	0	0	159	0	0	0	0	0	382
% Articulated Trucks	0.4	10.9	-	-	9.8	0.5	-	0.0	0.0	0.2	-	8.5	0.0	-	7.6	-	-	-	-	-	7.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

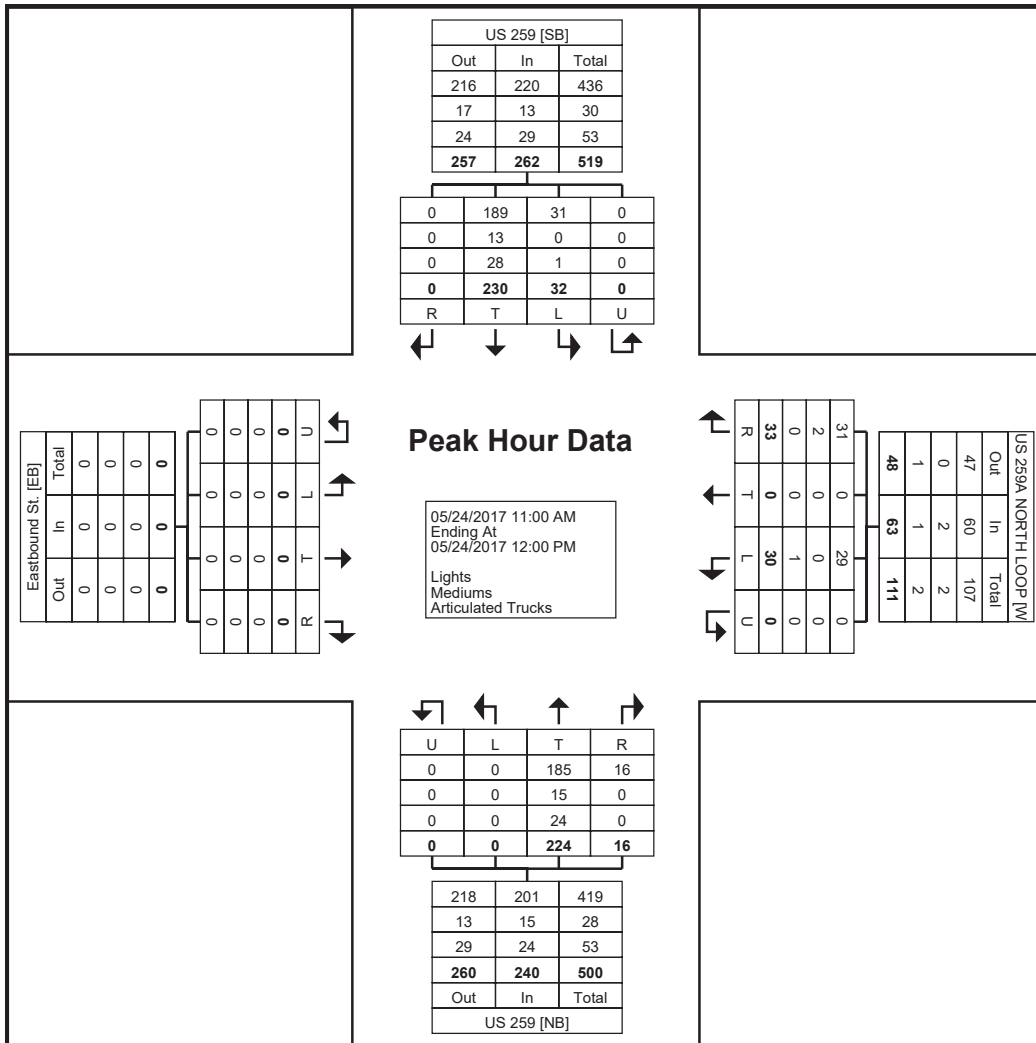
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	6	60	0	0	66	5	0	5	0	10	0	46	2	0	48	0	0	0	0	0	124
11:15 AM	6	67	0	0	73	9	0	6	0	15	0	57	1	0	58	0	0	0	0	0	146
11:30 AM	9	44	0	0	53	6	0	8	0	14	0	61	6	0	67	0	0	0	0	0	134
11:45 AM	11	59	0	0	70	10	0	14	0	24	0	60	7	0	67	0	0	0	0	0	161
Total	32	230	0	0	262	30	0	33	0	63	0	224	16	0	240	0	0	0	0	0	565
Approach %	12.2	87.8	0.0	0.0	-	47.6	0.0	52.4	0.0	-	0.0	93.3	6.7	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	5.7	40.7	0.0	0.0	46.4	5.3	0.0	5.8	0.0	11.2	0.0	39.6	2.8	0.0	42.5	0.0	0.0	0.0	0.0	0.0	-
PHF	0.727	0.858	0.000	0.000	0.897	0.750	0.000	0.589	0.000	0.656	0.000	0.918	0.571	0.000	0.896	0.000	0.000	0.000	0.000	0.000	0.877
Lights	31	189	0	0	220	29	0	31	0	60	0	185	16	0	201	0	0	0	0	0	481
% Lights	96.9	82.2	-	-	84.0	96.7	-	93.9	-	95.2	-	82.6	100.0	-	83.8	-	-	-	-	-	85.1
Mediums	0	13	0	0	13	0	0	2	0	2	0	15	0	0	15	0	0	0	0	0	30
% Mediums	0.0	5.7	-	-	5.0	0.0	-	6.1	-	3.2	-	6.7	0.0	-	6.3	-	-	-	-	-	5.3
Articulated Trucks	1	28	0	0	29	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	54
% Articulated Trucks	3.1	12.2	-	-	11.1	3.3	-	0.0	-	1.6	-	10.7	0.0	-	10.0	-	-	-	-	-	9.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:15 PM)

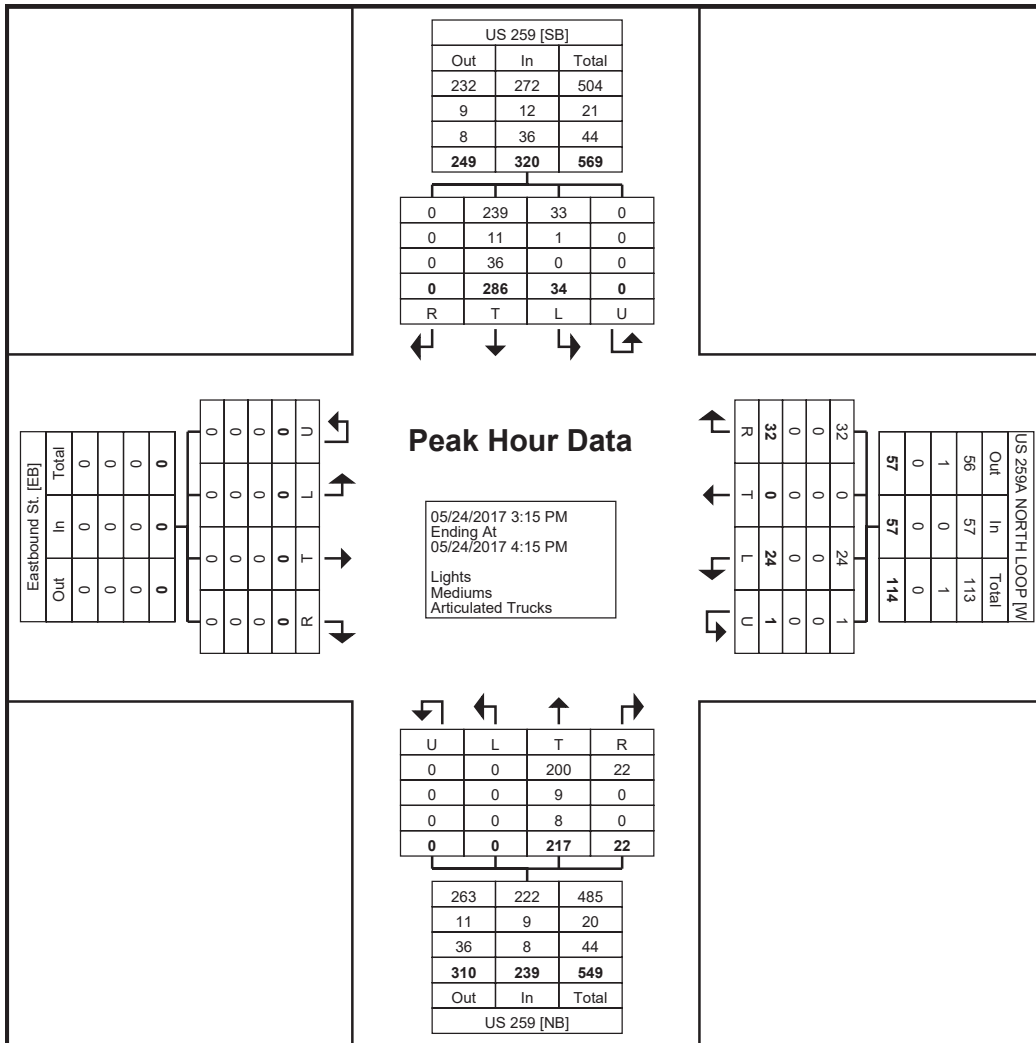
Start Time	US 259 Southbound					US 259A NORTH LOOP Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	8	65	0	0	73	6	0	9	0	15	0	66	5	0	71	0	0	0	0	0	159
3:30 PM	11	73	0	0	84	6	0	12	0	18	0	38	5	0	43	0	0	0	0	0	145
3:45 PM	7	79	0	0	86	5	0	4	1	10	0	61	5	0	66	0	0	0	0	0	162
4:00 PM	8	69	0	0	77	7	0	7	0	14	0	52	7	0	59	0	0	0	0	0	150
Total	34	286	0	0	320	24	0	32	1	57	0	217	22	0	239	0	0	0	0	0	616
Approach %	10.6	89.4	0.0	0.0	-	42.1	0.0	56.1	1.8	-	0.0	90.8	9.2	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	5.5	46.4	0.0	0.0	51.9	3.9	0.0	5.2	0.2	9.3	0.0	35.2	3.6	0.0	38.8	0.0	0.0	0.0	0.0	0.0	-
PHF	0.773	0.905	0.000	0.000	0.930	0.857	0.000	0.667	0.250	0.792	0.000	0.822	0.786	0.000	0.842	0.000	0.000	0.000	0.000	0.000	0.951
Lights	33	239	0	0	272	24	0	32	1	57	0	200	22	0	222	0	0	0	0	0	551
% Lights	97.1	83.6	-	-	85.0	100.0	-	100.0	100.0	100.0	-	92.2	100.0	-	92.9	-	-	-	-	-	89.4
Mediums	1	11	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
% Mediums	2.9	3.8	-	-	3.8	0.0	-	0.0	0.0	0.0	-	4.1	0.0	-	3.8	-	-	-	-	-	3.4
Articulated Trucks	0	36	0	0	36	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	44
% Articulated Trucks	0.0	12.6	-	-	11.3	0.0	-	0.0	0.0	0.0	-	3.7	0.0	-	3.3	-	-	-	-	-	7.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 4 - US 259A
NORTH LOOP - WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

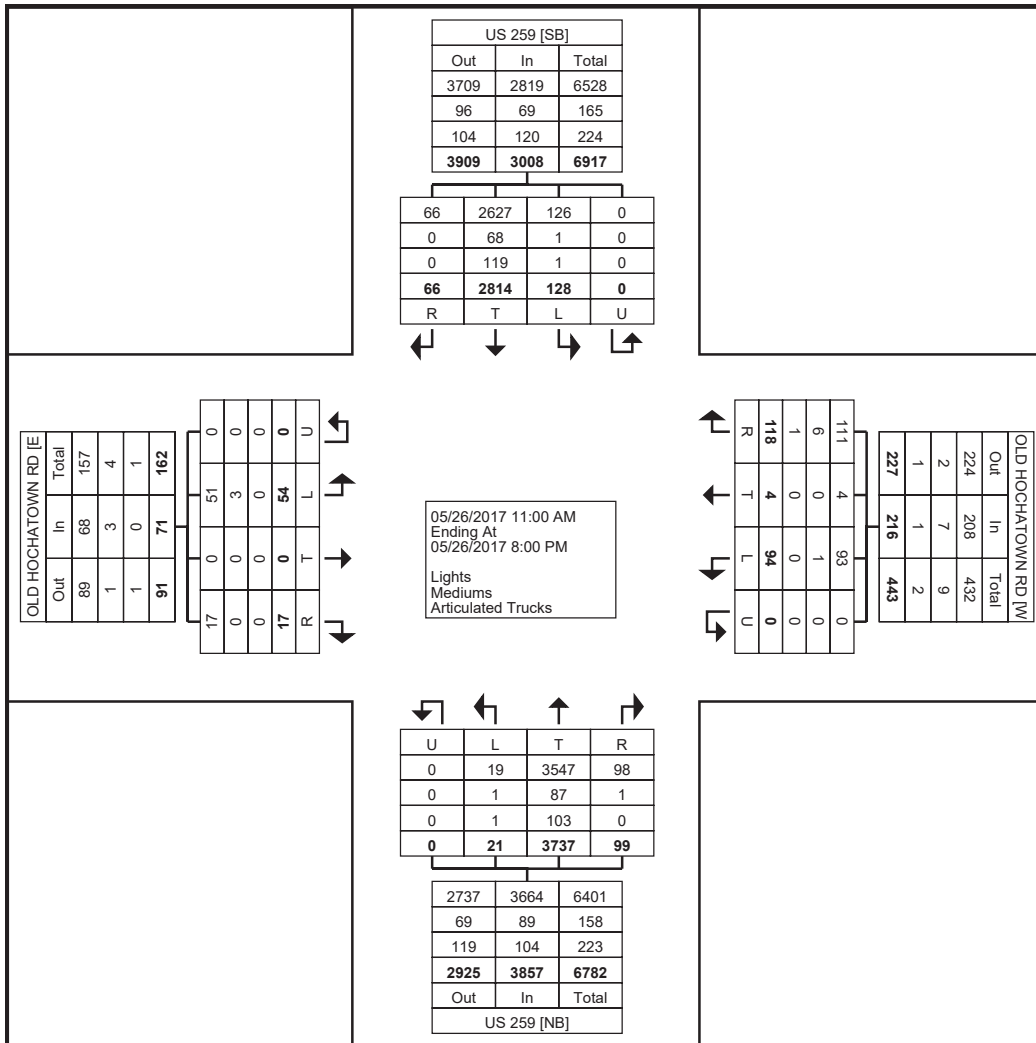
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	4	68	1	0	73	2	0	5	0	7	0	78	2	0	80	3	0	1	0	4	164
11:15 AM	6	63	3	0	72	2	1	5	0	8	0	65	2	0	67	1	0	0	0	1	148
11:30 AM	5	47	2	0	54	1	0	5	0	6	0	67	6	0	73	3	0	1	0	4	137
11:45 AM	2	75	4	0	81	4	0	1	0	5	3	84	5	0	92	2	0	1	0	3	181
Hourly Total	17	253	10	0	280	9	1	16	0	26	3	294	15	0	312	9	0	3	0	12	630
12:00 PM	6	64	2	0	72	5	0	10	0	15	0	89	2	0	91	3	0	1	0	4	182
12:15 PM	3	81	3	0	87	5	1	4	0	10	1	97	3	0	101	0	0	0	0	0	198
12:30 PM	5	91	3	0	99	1	0	7	0	8	0	81	4	0	85	3	0	2	0	5	197
12:45 PM	9	73	3	0	85	4	0	2	0	6	0	87	5	0	92	4	0	0	0	4	187
Hourly Total	23	309	11	0	343	15	1	23	0	39	1	354	14	0	369	10	0	3	0	13	764
1:00 PM	2	86	2	0	90	4	0	6	0	10	0	96	4	0	100	1	0	0	0	1	201
1:15 PM	4	88	2	0	94	4	0	2	0	6	0	67	0	0	67	2	0	0	0	2	169
1:30 PM	5	81	3	0	89	4	0	5	0	9	0	83	3	0	86	4	0	0	0	4	188
1:45 PM	0	95	3	0	98	2	0	2	0	4	0	92	2	0	94	2	0	0	0	2	198
Hourly Total	11	350	10	0	371	14	0	15	0	29	0	338	9	0	347	9	0	0	0	9	756
2:00 PM	1	97	0	0	98	0	1	3	0	4	0	81	3	0	84	1	0	0	0	1	187
2:15 PM	2	102	2	0	106	4	0	2	0	6	1	78	3	0	82	1	0	0	0	1	195
2:30 PM	2	90	1	0	93	2	0	1	0	3	1	99	5	0	105	3	0	0	0	3	204
2:45 PM	1	82	4	0	87	2	0	1	0	3	1	116	3	0	120	0	0	0	0	0	210
Hourly Total	6	371	7	0	384	8	1	7	0	16	3	374	14	0	391	5	0	0	0	5	796
3:00 PM	6	106	1	0	113	8	1	6	0	15	2	121	0	0	123	3	0	1	0	4	255
3:15 PM	1	79	1	0	81	2	0	5	0	7	1	132	0	0	133	0	0	0	0	0	221
3:30 PM	3	104	2	0	109	1	0	1	0	2	0	93	0	0	93	0	0	0	0	0	204
3:45 PM	6	77	1	0	84	3	0	3	0	6	0	140	0	0	140	1	0	1	0	2	232
Hourly Total	16	366	5	0	387	14	1	15	0	30	3	486	0	0	489	4	0	2	0	6	912
4:00 PM	3	104	0	0	107	1	0	2	0	3	0	135	2	0	137	2	0	1	0	3	250
4:15 PM	6	109	0	0	115	4	0	3	0	7	1	134	2	0	137	0	0	0	0	0	259
4:30 PM	3	86	2	0	91	1	0	0	0	1	1	131	6	0	138	0	0	0	0	0	230
4:45 PM	5	79	3	0	87	5	0	3	0	8	1	111	5	0	117	1	0	2	0	3	215
Hourly Total	17	378	5	0	400	11	0	8	0	19	3	511	15	0	529	3	0	3	0	6	954
5:00 PM	5	80	0	0	85	3	0	4	0	7	2	154	3	0	159	0	0	0	0	0	251
5:15 PM	1	73	1	0	75	3	0	0	0	3	0	127	0	0	127	2	0	0	0	2	207
5:30 PM	6	68	1	0	75	0	0	3	0	3	2	130	8	0	140	0	0	2	0	2	220
5:45 PM	3	52	0	0	55	2	0	6	0	8	1	124	4	0	129	2	0	0	0	2	194
Hourly Total	15	273	2	0	290	8	0	13	0	21	5	535	15	0	555	4	0	2	0	6	872
6:00 PM	2	72	2	0	76	4	0	3	0	7	1	123	3	0	127	0	0	1	0	1	211
6:15 PM	3	73	5	0	81	1	0	1	0	2	0	125	1	0	126	0	0	2	0	2	211
6:30 PM	2	55	0	0	57	2	0	5	0	7	0	86	1	0	87	2	0	1	0	3	154
6:45 PM	4	54	3	0	61	0	0	3	0	3	1	106	4	0	111	1	0	0	0	1	176
Hourly Total	11	254	10	0	275	7	0	12	0	19	2	440	9	0	451	3	0	4	0	7	752
7:00 PM	2	49	1	0	52	5	0	3	0	8	1	121	2	0	124	5	0	0	0	5	189
7:15 PM	1	77	1	0	79	0	0	1	0	1	0	84	4	0	88	0	0	0	0	0	168
7:30 PM	6	67	2	0	75	1	0	3	0	4	0	99	1	0	100	1	0	0	0	1	180
7:45 PM	3	67	2	0	72	2	0	2	0	4	0	101	1	0	102	1	0	0	0	1	179
Hourly Total	12	260	6	0	278	8	0	9	0	17	1	405	8	0	414	7	0	0	0	7	716
Grand Total	128	2814	66	0	3008	94	4	118	0	216	21	3737	99	0	3857	54	0	17	0	71	7152
Approach %	4.3	93.6	2.2	0.0	-	43.5	1.9	54.6	0.0	-	0.5	96.9	2.6	0.0	-	76.1	0.0	23.9	0.0	-	-
Total %	1.8	39.3	0.9	0.0	42.1	1.3	0.1	1.6	0.0	3.0	0.3	52.3	1.4	0.0	53.9	0.8	0.0	0.2	0.0	1.0	-
Lights	126	2627	66	0	2819	93	4	111	0	208	19	3547	98	0	3664	51	0	17	0	68	6759
% Lights	98.4	93.4	100.0	-	93.7	98.9	100.0	94.1	-	96.3	90.5	94.9	99.0	-	95.0	94.4	-	100.0	-	95.8	94.5
Mediums	1	68	0	0	69	1	0	6	0	7	1	87	1	0	89	3	0	0	0	3	168
% Mediums	0.8	2.4	0.0	-	2.3	1.1	0.0	5.1	-	3.2	4.8	2.3	1.0	-	2.3	5.6	-	0.0	-	4.2	2.3
Articulated Trucks	1	119	0	0	120	0	0	1	0	1	1	103	0	0	104	0	0	0	0	0	225
% Articulated Trucks	0.8	4.2	0.0	-	4.0	0.0	0.0	0.8	-	0.5	4.8	2.8	0.0	-	2.7	0.0	-	0.0	-	0.0	3.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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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: 5 - OLD
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Turning Movement Peak Hour Data (11:00 AM)

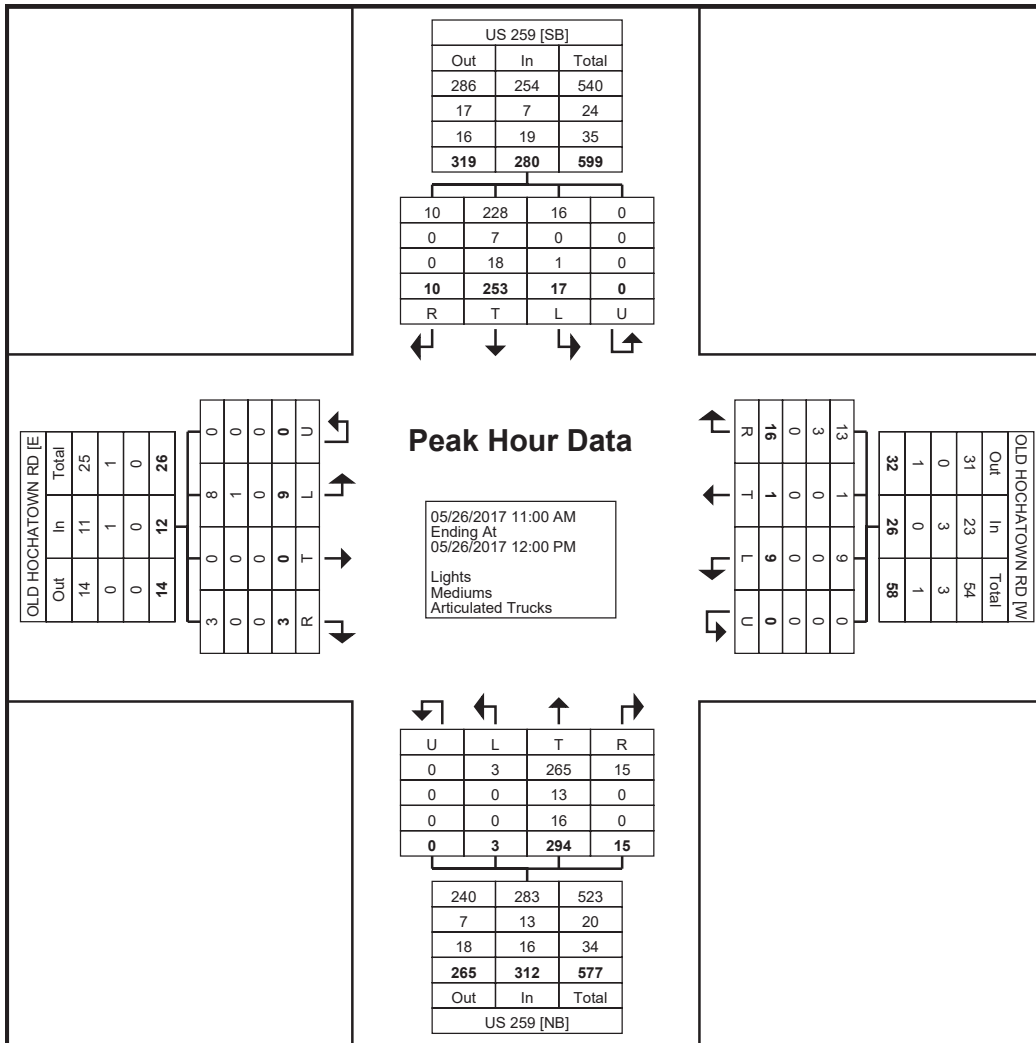
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	4	68	1	0	73	2	0	5	0	7	0	78	2	0	80	3	0	1	0	4	164
11:15 AM	6	63	3	0	72	2	1	5	0	8	0	65	2	0	67	1	0	0	0	1	148
11:30 AM	5	47	2	0	54	1	0	5	0	6	0	67	6	0	73	3	0	1	0	4	137
11:45 AM	2	75	4	0	81	4	0	1	0	5	3	84	5	0	92	2	0	1	0	3	181
Total	17	253	10	0	280	9	1	16	0	26	3	294	15	0	312	9	0	3	0	12	630
Approach %	6.1	90.4	3.6	0.0	-	34.6	3.8	61.5	0.0	-	1.0	94.2	4.8	0.0	-	75.0	0.0	25.0	0.0	-	-
Total %	2.7	40.2	1.6	0.0	44.4	1.4	0.2	2.5	0.0	4.1	0.5	46.7	2.4	0.0	49.5	1.4	0.0	0.5	0.0	1.9	-
PHF	0.708	0.843	0.625	0.000	0.864	0.563	0.250	0.800	0.000	0.813	0.250	0.875	0.625	0.000	0.848	0.750	0.000	0.750	0.000	0.750	0.870
Lights	16	228	10	0	254	9	1	13	0	23	3	265	15	0	283	8	0	3	0	11	571
% Lights	94.1	90.1	100.0	-	90.7	100.0	100.0	81.3	-	88.5	100.0	90.1	100.0	-	90.7	88.9	-	100.0	-	91.7	90.6
Mediums	0	7	0	0	7	0	0	3	0	3	0	13	0	0	13	1	0	0	0	1	24
% Mediums	0.0	2.8	0.0	-	2.5	0.0	0.0	18.8	-	11.5	0.0	4.4	0.0	-	4.2	11.1	-	0.0	-	8.3	3.8
Articulated Trucks	1	18	0	0	19	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	35
% Articulated Trucks	5.9	7.1	0.0	-	6.8	0.0	0.0	0.0	-	0.0	0.0	5.4	0.0	-	5.1	0.0	-	0.0	-	0.0	5.6

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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Turning Movement Peak Hour Data (3:45 PM)

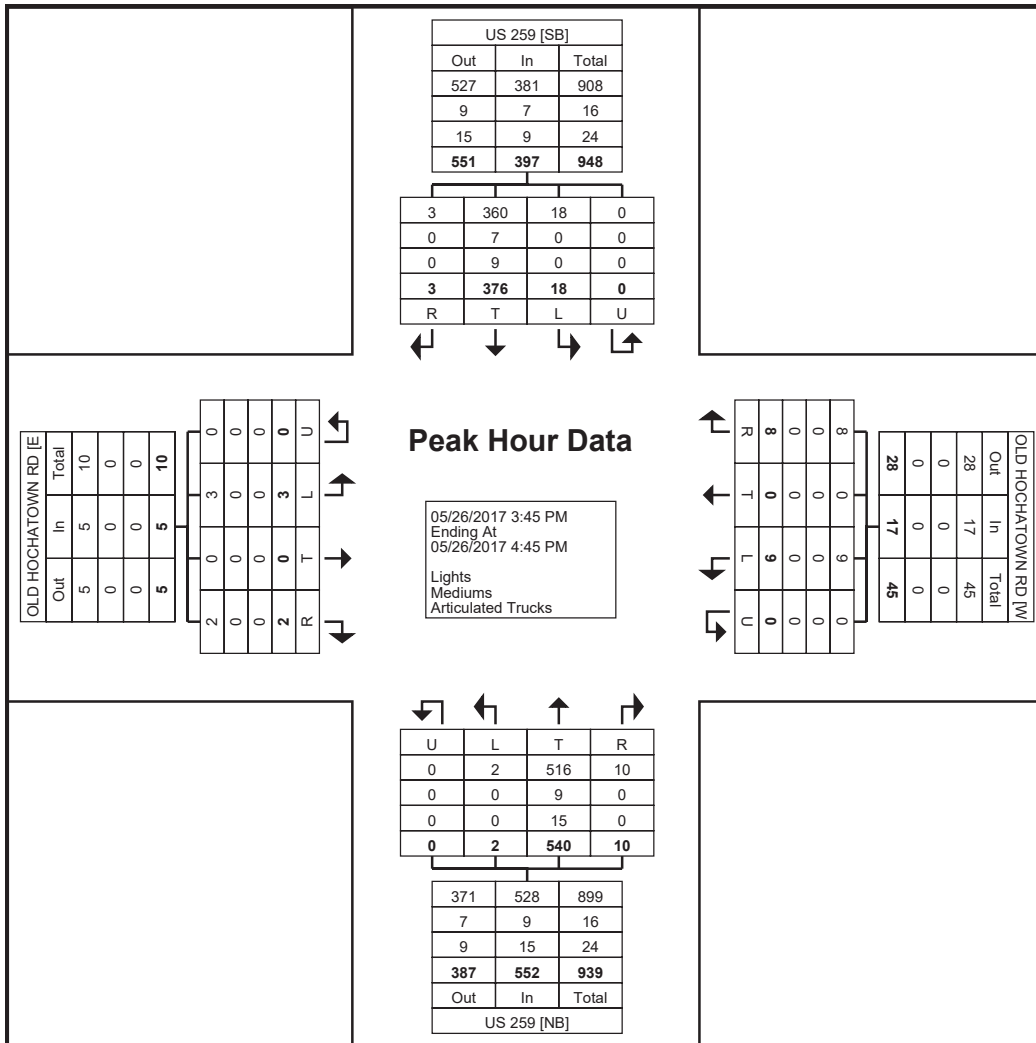
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:45 PM	6	77	1	0	84	3	0	3	0	6	0	140	0	0	140	1	0	1	0	2	232
4:00 PM	3	104	0	0	107	1	0	2	0	3	0	135	2	0	137	2	0	1	0	3	250
4:15 PM	6	109	0	0	115	4	0	3	0	7	1	134	2	0	137	0	0	0	0	0	259
4:30 PM	3	86	2	0	91	1	0	0	0	1	1	131	6	0	138	0	0	0	0	0	230
Total	18	376	3	0	397	9	0	8	0	17	2	540	10	0	552	3	0	2	0	5	971
Approach %	4.5	94.7	0.8	0.0	-	52.9	0.0	47.1	0.0	-	0.4	97.8	1.8	0.0	-	60.0	0.0	40.0	0.0	-	-
Total %	1.9	38.7	0.3	0.0	40.9	0.9	0.0	0.8	0.0	1.8	0.2	55.6	1.0	0.0	56.8	0.3	0.0	0.2	0.0	0.5	-
PHF	0.750	0.862	0.375	0.000	0.863	0.563	0.000	0.667	0.000	0.607	0.500	0.964	0.417	0.000	0.986	0.375	0.000	0.500	0.000	0.417	0.937
Lights	18	360	3	0	381	9	0	8	0	17	2	516	10	0	528	3	0	2	0	5	931
% Lights	100.0	95.7	100.0	-	96.0	100.0	-	100.0	-	100.0	100.0	95.6	100.0	-	95.7	100.0	-	100.0	-	100.0	95.9
Mediums	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
% Mediums	0.0	1.9	0.0	-	1.8	0.0	-	0.0	-	0.0	0.0	1.7	0.0	-	1.6	0.0	-	0.0	-	0.0	1.6
Articulated Trucks	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	24
% Articulated Trucks	0.0	2.4	0.0	-	2.3	0.0	-	0.0	-	0.0	0.0	2.8	0.0	-	2.7	0.0	-	0.0	-	0.0	2.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

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Turning Movement Data

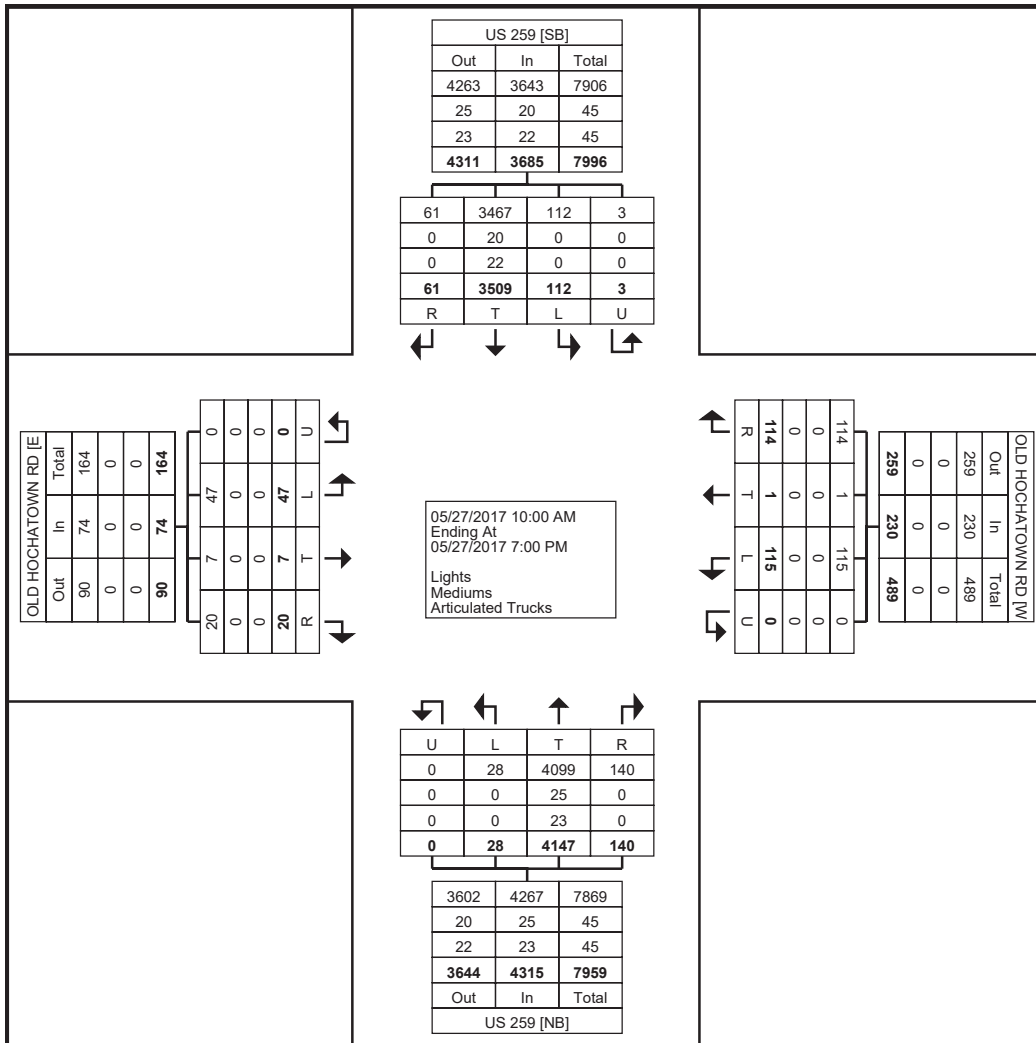
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	2	69	3	0	74	2	0	4	0	6	0	82	0	0	82	0	0	0	0	0	162
10:15 AM	3	72	2	0	77	14	0	2	0	16	1	92	3	0	96	0	0	1	0	1	190
10:30 AM	2	97	1	0	100	2	0	8	0	10	1	100	3	0	104	2	0	0	0	2	216
10:45 AM	1	102	0	0	103	7	0	8	0	15	0	119	6	0	125	2	0	1	0	3	246
Hourly Total	8	340	6	0	354	25	0	22	0	47	2	393	12	0	407	4	0	2	0	6	814
11:00 AM	2	97	1	0	100	5	0	2	0	7	0	102	7	0	109	0	1	0	0	1	217
11:15 AM	4	82	2	0	88	2	0	5	0	7	2	141	4	0	147	1	0	0	0	1	243
11:30 AM	1	105	4	0	110	2	0	3	0	5	5	134	1	0	140	3	0	0	0	3	258
11:45 AM	3	83	0	0	86	3	0	2	0	5	1	134	5	0	140	7	0	0	0	7	238
Hourly Total	10	367	7	0	384	12	0	12	0	24	8	511	17	0	536	11	1	0	0	12	956
12:00 PM	3	83	3	1	90	2	0	3	0	5	0	116	2	0	118	1	0	0	0	1	214
12:15 PM	4	77	0	0	81	2	0	2	0	4	1	124	9	0	134	2	0	2	0	4	223
12:30 PM	3	80	0	1	84	6	0	4	0	10	2	130	10	0	142	2	1	0	0	3	239
12:45 PM	2	87	2	0	91	2	0	5	0	7	0	168	5	0	173	3	0	1	0	4	275
Hourly Total	12	327	5	2	346	12	0	14	0	26	3	538	26	0	567	8	1	3	0	12	951
1:00 PM	2	94	4	0	100	1	0	2	0	3	0	115	3	0	118	1	1	1	0	3	224
1:15 PM	1	94	1	0	96	3	0	2	0	5	0	119	2	0	121	1	0	0	0	1	223
1:30 PM	3	101	2	0	106	3	0	3	0	6	0	143	1	0	144	0	0	1	0	1	257
1:45 PM	6	110	3	0	119	4	0	4	0	8	1	129	6	0	136	4	0	0	0	4	267
Hourly Total	12	399	10	0	421	11	0	11	0	22	1	506	12	0	519	6	1	2	0	9	971
2:00 PM	3	98	4	0	105	1	0	2	0	3	0	117	1	0	118	5	0	0	0	5	231
2:15 PM	2	87	1	0	90	2	0	5	0	7	1	124	4	0	129	0	0	2	0	2	228
2:30 PM	9	103	2	0	114	3	0	1	0	4	4	143	0	0	147	0	0	2	0	2	267
2:45 PM	5	108	2	1	116	5	0	5	0	10	3	110	3	0	116	1	0	1	0	2	244
Hourly Total	19	396	9	1	425	11	0	13	0	24	8	494	8	0	510	6	0	5	0	11	970
3:00 PM	0	87	2	0	89	1	0	1	0	2	0	147	2	0	149	0	0	1	0	1	241
3:15 PM	0	97	0	0	97	3	0	3	0	6	0	128	3	0	131	1	0	0	0	1	235
3:30 PM	4	93	2	0	99	3	1	5	0	9	0	95	6	0	101	0	0	1	0	1	210
3:45 PM	6	117	3	0	126	2	0	1	0	3	0	115	4	0	119	1	0	0	0	1	249
Hourly Total	10	394	7	0	411	9	1	10	0	20	0	485	15	0	500	2	0	2	0	4	935
4:00 PM	4	130	0	0	134	7	0	1	0	8	2	106	2	0	110	1	1	0	0	2	254
4:15 PM	0	102	0	0	102	1	0	4	0	5	0	111	1	0	112	0	0	1	0	1	220
4:30 PM	4	109	3	0	116	1	0	5	0	6	0	103	5	0	108	1	0	1	0	2	232
4:45 PM	2	93	2	0	97	2	0	3	0	5	0	109	5	0	114	2	0	1	0	3	219
Hourly Total	10	434	5	0	449	11	0	13	0	24	2	429	13	0	444	4	1	3	0	8	925
5:00 PM	6	93	1	0	100	5	0	2	0	7	0	109	6	0	115	0	0	0	0	0	222
5:15 PM	4	117	2	0	123	2	0	2	0	4	1	110	2	0	113	0	2	0	0	2	242
5:30 PM	3	119	1	0	123	6	0	3	0	9	1	91	3	0	95	0	0	0	0	0	227
5:45 PM	4	112	1	0	117	3	0	4	0	7	0	106	9	0	115	1	0	1	0	2	241
Hourly Total	17	441	5	0	463	16	0	11	0	27	2	416	20	0	438	1	2	1	0	4	932
6:00 PM	4	111	2	0	117	1	0	1	0	2	0	108	4	0	112	2	0	1	0	3	234
6:15 PM	3	88	2	0	93	2	0	4	0	6	0	93	3	0	96	1	0	0	0	1	196
6:30 PM	2	93	2	0	97	0	0	2	0	2	1	83	6	0	90	2	1	1	0	4	193
6:45 PM	5	119	1	0	125	5	0	1	0	6	1	91	4	0	96	0	0	0	0	0	227
Hourly Total	14	411	7	0	432	8	0	8	0	16	2	375	17	0	394	5	1	2	0	8	850
Grand Total	112	3509	61	3	3685	115	1	114	0	230	28	4147	140	0	4315	47	7	20	0	74	8304
Approach %	3.0	95.2	1.7	0.1	-	50.0	0.4	49.6	0.0	-	0.6	96.1	3.2	0.0	-	63.5	9.5	27.0	0.0	-	-
Total %	1.3	42.3	0.7	0.0	44.4	1.4	0.0	1.4	0.0	2.8	0.3	49.9	1.7	0.0	52.0	0.6	0.1	0.2	0.0	0.9	-
Lights	112	3467	61	3	3643	115	1	114	0	230	28	4099	140	0	4267	47	7	20	0	74	8214
% Lights	100.0	98.8	100.0	100.0	98.9	100.0	100.0	100.0	-	100.0	100.0	98.8	100.0	-	98.9	100.0	100.0	100.0	-	100.0	98.9
Mediums	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	45
% Mediums	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.6	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	22	0	0	22	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	45
% Articulated Trucks	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.5

GRAM Traffic NTX Inc.

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1120 W. Lovers Lane

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Turning Movement Peak Hour Data (10:45 AM)

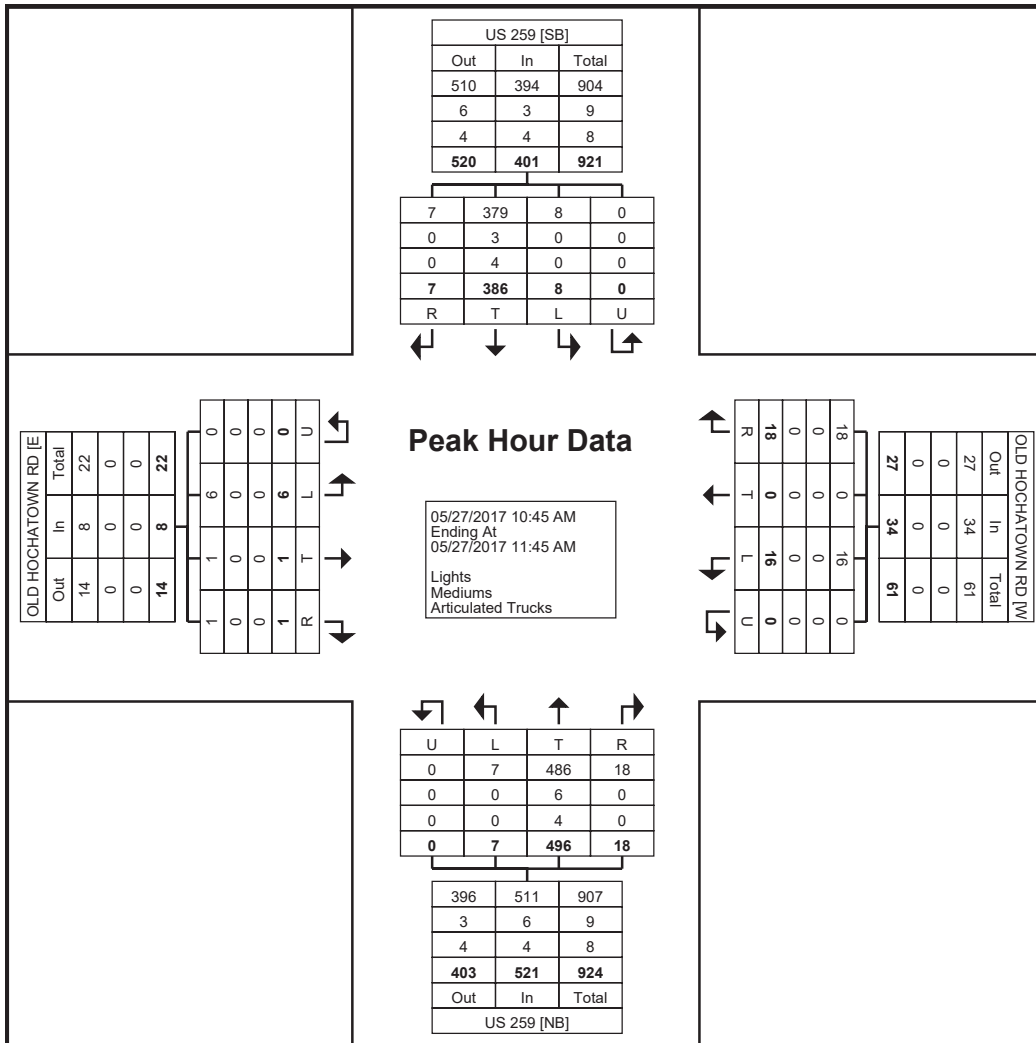
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total	
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total		
10:45 AM	1	102	0	0	103	7	0	8	0	15	0	119	6	0	125	2	0	1	0	3	246	
11:00 AM	2	97	1	0	100	5	0	2	0	7	0	102	7	0	109	0	1	0	0	1	217	
11:15 AM	4	82	2	0	88	2	0	5	0	7	2	141	4	0	147	1	0	0	0	1	243	
11:30 AM	1	105	4	0	110	2	0	3	0	5	5	134	1	0	140	3	0	0	0	3	258	
Total	8	386	7	0	401	16	0	18	0	34	7	496	18	0	521	6	1	1	0	8	964	
Approach %	2.0	96.3	1.7	0.0	-	47.1	0.0	52.9	0.0	-	1.3	95.2	3.5	0.0	-	75.0	12.5	12.5	0.0	-	-	
Total %	0.8	40.0	0.7	0.0	41.6	1.7	0.0	1.9	0.0	3.5	0.7	51.5	1.9	0.0	54.0	0.6	0.1	0.1	0.0	0.8	-	
PHF	0.500	0.919	0.438	0.000	0.911	0.571	0.000	0.563	0.000	0.567	0.350	0.879	0.643	0.000	0.886	0.500	0.250	0.250	0.000	0.667	0.934	
Lights	8	379	7	0	394	16	0	18	0	34	7	486	18	0	511	6	1	1	0	8	947	
% Lights	100.0	98.2	100.0	-	98.3	100.0	-	100.0	-	100.0	100.0	98.0	100.0	-	98.1	100.0	100.0	100.0	-	100.0	98.2	
Mediums	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9
% Mediums	0.0	0.8	0.0	-	0.7	0.0	-	0.0	-	0.0	0.0	1.2	0.0	-	1.2	0.0	0.0	0.0	-	0.0	0.9	
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
% Articulated Trucks	0.0	1.0	0.0	-	1.0	0.0	-	0.0	-	0.0	0.0	0.8	0.0	-	0.8	0.0	0.0	0.0	-	0.0	0.8	

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 4



Turning Movement Peak Hour Data Plot (10:45 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD HOCHATOWN RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 5

Turning Movement Peak Hour Data (1:45 PM)

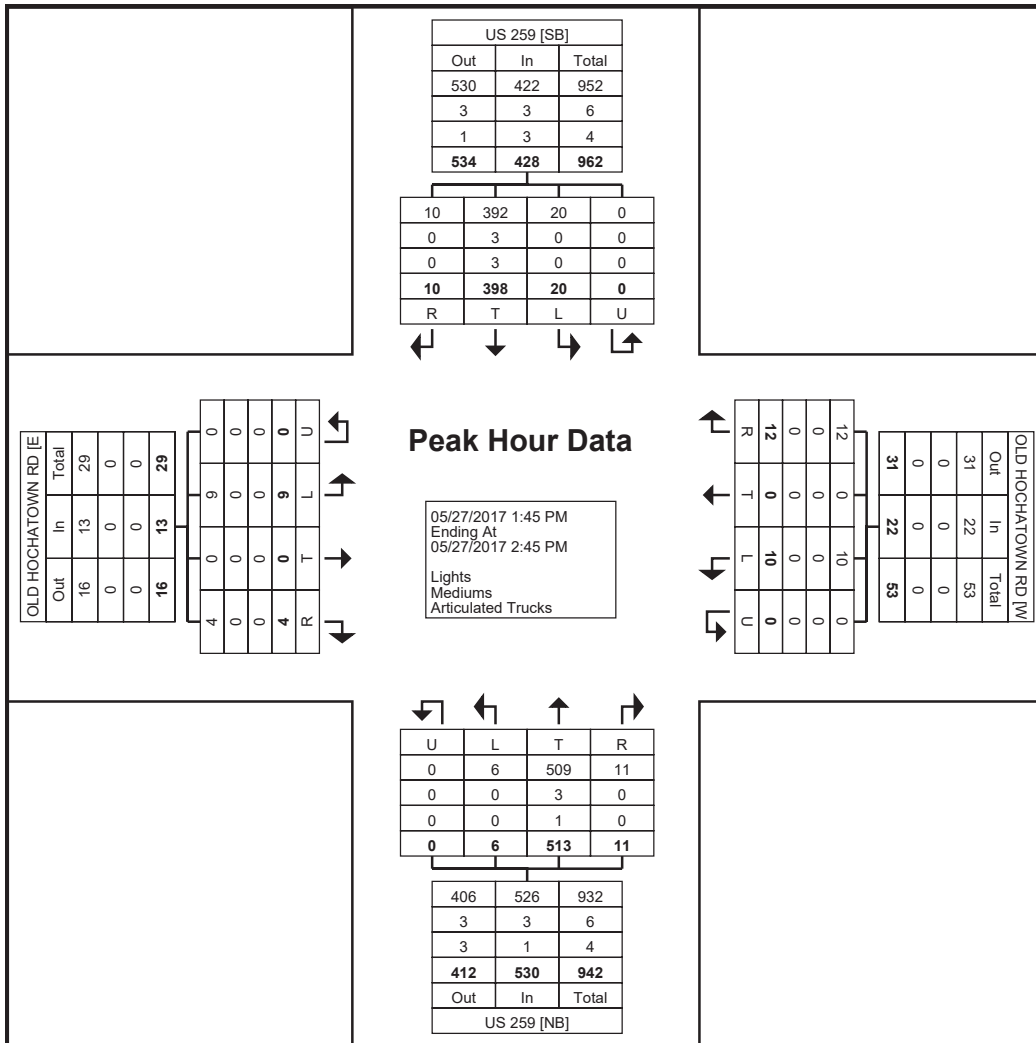
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
1:45 PM	6	110	3	0	119	4	0	4	0	8	1	129	6	0	136	4	0	0	0	4	267
2:00 PM	3	98	4	0	105	1	0	2	0	3	0	117	1	0	118	5	0	0	0	5	231
2:15 PM	2	87	1	0	90	2	0	5	0	7	1	124	4	0	129	0	0	2	0	2	228
2:30 PM	9	103	2	0	114	3	0	1	0	4	4	143	0	0	147	0	0	2	0	2	267
Total	20	398	10	0	428	10	0	12	0	22	6	513	11	0	530	9	0	4	0	13	993
Approach %	4.7	93.0	2.3	0.0	-	45.5	0.0	54.5	0.0	-	1.1	96.8	2.1	0.0	-	69.2	0.0	30.8	0.0	-	-
Total %	2.0	40.1	1.0	0.0	43.1	1.0	0.0	1.2	0.0	2.2	0.6	51.7	1.1	0.0	53.4	0.9	0.0	0.4	0.0	1.3	-
PHF	0.556	0.905	0.625	0.000	0.899	0.625	0.000	0.600	0.000	0.688	0.375	0.897	0.458	0.000	0.901	0.450	0.000	0.500	0.000	0.650	0.930
Lights	20	392	10	0	422	10	0	12	0	22	6	509	11	0	526	9	0	4	0	13	983
% Lights	100.0	98.5	100.0	-	98.6	100.0	-	100.0	-	100.0	100.0	99.2	100.0	-	99.2	100.0	-	100.0	-	100.0	99.0
Mediums	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Mediums	0.0	0.8	0.0	-	0.7	0.0	-	0.0	-	0.0	0.0	0.6	0.0	-	0.6	0.0	-	0.0	-	0.0	0.6
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Articulated Trucks	0.0	0.8	0.0	-	0.7	0.0	-	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	-	0.0	-	0.0	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 5 - OLD HOCHATOWN RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 6



Turning Movement Peak Hour Data Plot (1:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 1

Turning Movement Data

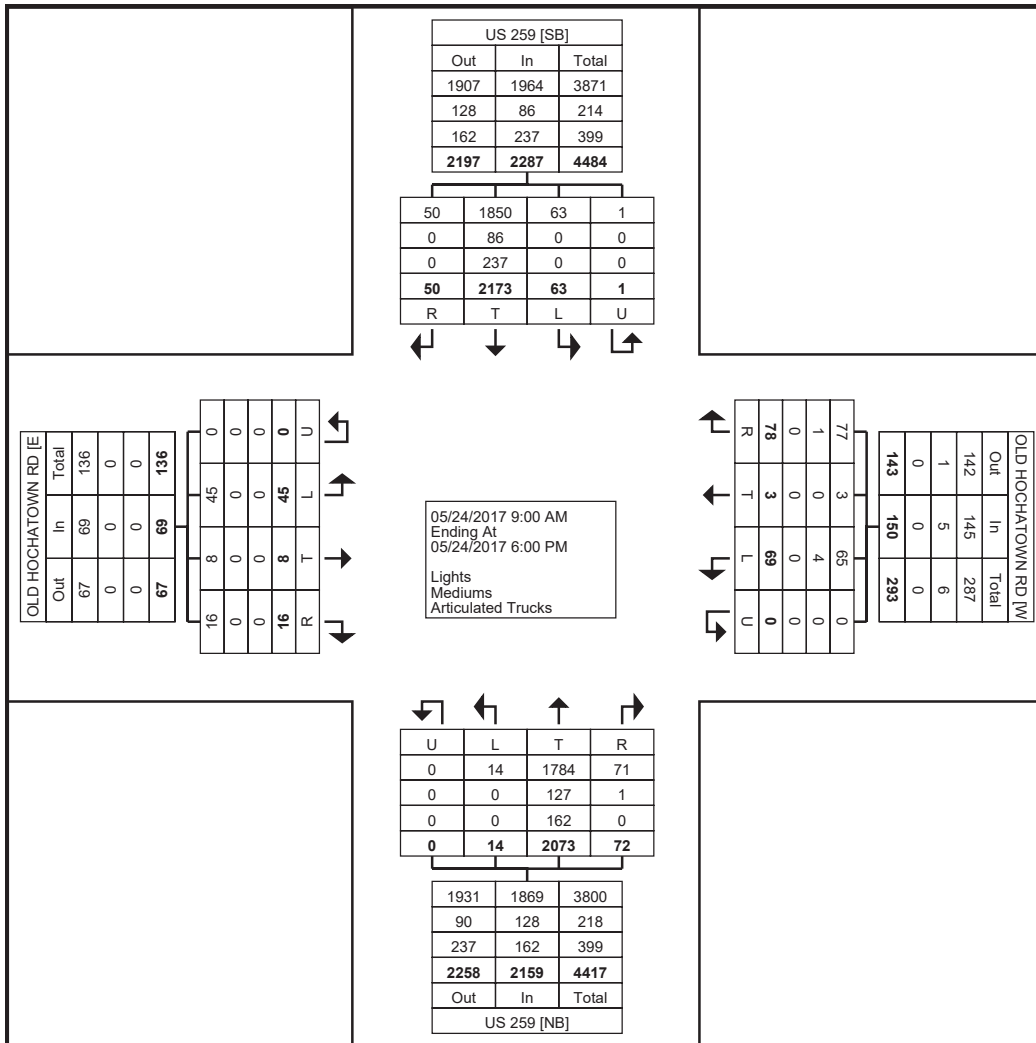
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	31	0	0	31	2	0	1	0	3	0	54	1	0	55	3	0	0	0	3	92
9:15 AM	1	49	0	0	50	1	0	5	0	6	0	49	2	0	51	0	0	0	0	0	107
9:30 AM	0	64	2	0	66	2	0	3	0	5	1	53	2	0	56	1	0	1	0	2	129
9:45 AM	2	37	3	0	42	2	0	0	0	2	1	50	1	0	52	1	0	0	0	1	97
Hourly Total	3	181	5	0	189	7	0	9	0	16	2	206	6	0	214	5	0	1	0	6	425
10:00 AM	2	51	1	0	54	1	0	4	0	5	1	41	2	0	44	1	0	0	0	1	104
10:15 AM	1	54	4	0	59	4	0	2	0	6	0	38	4	0	42	2	0	1	0	3	110
10:30 AM	1	47	2	0	50	1	0	0	0	1	3	63	2	0	68	5	0	2	0	7	126
10:45 AM	1	56	2	0	59	2	0	4	0	6	0	52	3	0	55	3	1	0	0	4	124
Hourly Total	5	208	9	0	222	8	0	10	0	18	4	194	11	0	209	11	1	3	0	15	464
11:00 AM	2	67	0	0	69	0	0	3	0	3	0	50	1	0	51	1	0	0	0	1	124
11:15 AM	2	67	0	0	69	6	0	2	0	8	1	60	1	0	62	0	0	0	0	0	139
11:30 AM	4	53	1	0	58	1	0	2	0	3	0	70	0	0	70	1	0	1	0	2	133
11:45 AM	3	62	3	0	68	2	0	5	0	7	0	73	1	0	74	2	0	0	0	2	151
Hourly Total	11	249	4	0	264	9	0	12	0	21	1	253	3	0	257	4	0	1	0	5	547
12:00 PM	2	56	4	0	62	3	0	2	0	5	0	57	4	0	61	2	0	0	0	2	130
12:15 PM	1	48	2	0	51	1	0	1	0	2	2	52	1	0	55	3	1	0	0	4	112
12:30 PM	4	74	2	1	81	3	1	2	0	6	0	72	2	0	74	2	2	1	0	5	166
12:45 PM	5	53	2	0	60	3	0	1	0	4	1	68	2	0	71	2	0	1	0	3	138
Hourly Total	12	231	10	1	254	10	1	6	0	17	3	249	9	0	261	9	3	2	0	14	546
1:00 PM	0	70	1	0	71	2	0	2	0	4	0	61	3	0	64	1	0	1	0	2	141
1:15 PM	1	66	1	0	68	1	0	0	0	1	0	61	0	0	61	0	0	0	0	0	130
1:30 PM	2	44	1	0	47	2	0	5	0	7	0	76	3	0	79	3	0	0	0	3	136
1:45 PM	0	63	1	0	64	1	0	2	0	3	0	63	2	0	65	2	0	0	0	2	134
Hourly Total	3	243	4	0	250	6	0	9	0	15	0	261	8	0	269	6	0	1	0	7	541
2:00 PM	1	68	1	0	70	1	0	1	0	2	0	69	2	0	71	0	2	0	0	2	145
2:15 PM	3	51	0	0	54	2	0	2	0	4	0	51	3	0	54	1	0	0	0	1	113
2:30 PM	4	81	1	0	86	4	0	1	0	5	1	51	1	0	53	1	1	0	0	2	146
2:45 PM	1	69	1	0	71	2	0	1	0	3	0	56	2	0	58	1	0	0	0	1	133
Hourly Total	9	269	3	0	281	9	0	5	0	14	1	227	8	0	236	3	3	0	0	6	537
3:00 PM	2	67	0	0	69	3	0	3	0	6	0	54	4	0	58	0	0	2	0	2	135
3:15 PM	1	76	2	0	79	0	0	0	0	0	0	72	3	0	75	0	0	1	0	1	155
3:30 PM	3	76	2	0	81	3	2	2	0	7	0	47	4	0	51	0	0	1	0	1	140
3:45 PM	1	81	2	0	84	4	0	3	0	7	0	64	1	0	65	2	0	0	0	2	158
Hourly Total	7	300	6	0	313	10	2	8	0	20	0	237	12	0	249	2	0	4	0	6	588
4:00 PM	1	72	0	0	73	2	0	1	0	3	1	57	2	0	60	0	0	1	0	1	137
4:15 PM	2	56	2	0	60	2	0	1	0	3	0	65	3	0	68	0	0	0	0	0	131
4:30 PM	2	56	0	0	58	1	0	2	0	3	2	43	1	0	46	0	1	0	0	1	108
4:45 PM	4	67	1	0	72	0	0	5	0	5	0	56	0	0	56	3	0	0	0	3	136
Hourly Total	9	251	3	0	263	5	0	9	0	14	3	221	6	0	230	3	1	1	0	5	512
5:00 PM	1	72	3	0	76	2	0	2	0	4	0	56	0	0	56	1	0	1	0	2	138
5:15 PM	1	70	0	0	71	1	0	4	0	5	0	65	3	0	68	0	0	0	0	0	144
5:30 PM	2	59	2	0	63	1	0	2	0	3	0	55	5	0	60	0	0	1	0	1	127
5:45 PM	0	40	1	0	41	1	0	2	0	3	0	49	1	0	50	1	0	1	0	2	96
Hourly Total	4	241	6	0	251	5	0	10	0	15	0	225	9	0	234	2	0	3	0	5	505
Grand Total	63	2173	50	1	2287	69	3	78	0	150	14	2073	72	0	2159	45	8	16	0	69	4665
Approach %	2.8	95.0	2.2	0.0	-	46.0	2.0	52.0	0.0	-	0.6	96.0	3.3	0.0	-	65.2	11.6	23.2	0.0	-	-
Total %	1.4	46.6	1.1	0.0	49.0	1.5	0.1	1.7	0.0	3.2	0.3	44.4	1.5	0.0	46.3	1.0	0.2	0.3	0.0	1.5	-
Lights	63	1850	50	1	1964	65	3	77	0	145	14	1784	71	0	1869	45	8	16	0	69	4047
% Lights	100.0	85.1	100.0	100.0	85.9	94.2	100.0	98.7	-	96.7	100.0	86.1	98.6	-	86.6	100.0	100.0	100.0	-	100.0	86.8
Mediums	0	86	0	0	86	4	0	1	0	5	0	127	1	0	128	0	0	0	0	0	219
% Mediums	0.0	4.0	0.0	0.0	3.8	5.8	0.0	1.3	-	3.3	0.0	6.1	1.4	-	5.9	0.0	0.0	0.0	-	0.0	4.7
Articulated Trucks	0	237	0	0	237	0	0	0	0	0	0	162	0	0	162	0	0	0	0	0	399
% Articulated Trucks	0.0	10.9	0.0	0.0	10.4	0.0	0.0	0.0	-	0.0	0.0	7.8	0.0	-	7.5	0.0	0.0	0.0	-	0.0	8.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

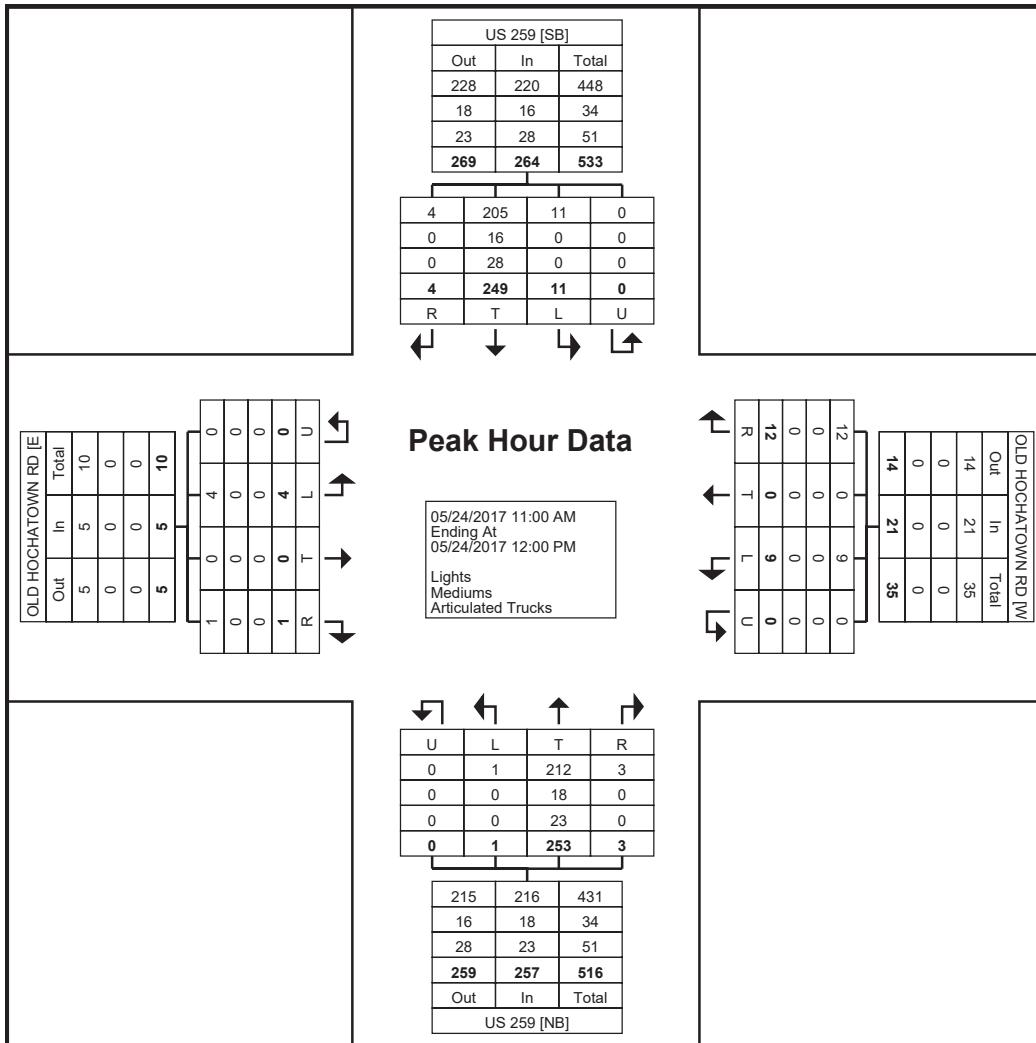
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	2	67	0	0	69	0	0	3	0	3	0	50	1	0	51	1	0	0	0	1	124
11:15 AM	2	67	0	0	69	6	0	2	0	8	1	60	1	0	62	0	0	0	0	0	139
11:30 AM	4	53	1	0	58	1	0	2	0	3	0	70	0	0	70	1	0	1	0	2	133
11:45 AM	3	62	3	0	68	2	0	5	0	7	0	73	1	0	74	2	0	0	0	2	151
Total	11	249	4	0	264	9	0	12	0	21	1	253	3	0	257	4	0	1	0	5	547
Approach %	4.2	94.3	1.5	0.0	-	42.9	0.0	57.1	0.0	-	0.4	98.4	1.2	0.0	-	80.0	0.0	20.0	0.0	-	-
Total %	2.0	45.5	0.7	0.0	48.3	1.6	0.0	2.2	0.0	3.8	0.2	46.3	0.5	0.0	47.0	0.7	0.0	0.2	0.0	0.9	-
PHF	0.688	0.929	0.333	0.000	0.957	0.375	0.000	0.600	0.000	0.656	0.250	0.866	0.750	0.000	0.868	0.500	0.000	0.250	0.000	0.625	0.906
Lights	11	205	4	0	220	9	0	12	0	21	1	212	3	0	216	4	0	1	0	5	462
% Lights	100.0	82.3	100.0	-	83.3	100.0	-	100.0	-	100.0	100.0	83.8	100.0	-	84.0	100.0	-	100.0	-	100.0	84.5
Mediums	0	16	0	0	16	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	34
% Mediums	0.0	6.4	0.0	-	6.1	0.0	-	0.0	-	0.0	0.0	7.1	0.0	-	7.0	0.0	-	0.0	-	0.0	6.2
Articulated Trucks	0	28	0	0	28	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	51
% Articulated Trucks	0.0	11.2	0.0	-	10.6	0.0	-	0.0	-	0.0	0.0	9.1	0.0	-	8.9	0.0	-	0.0	-	0.0	9.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD
HOCHATOWN RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:15 PM)

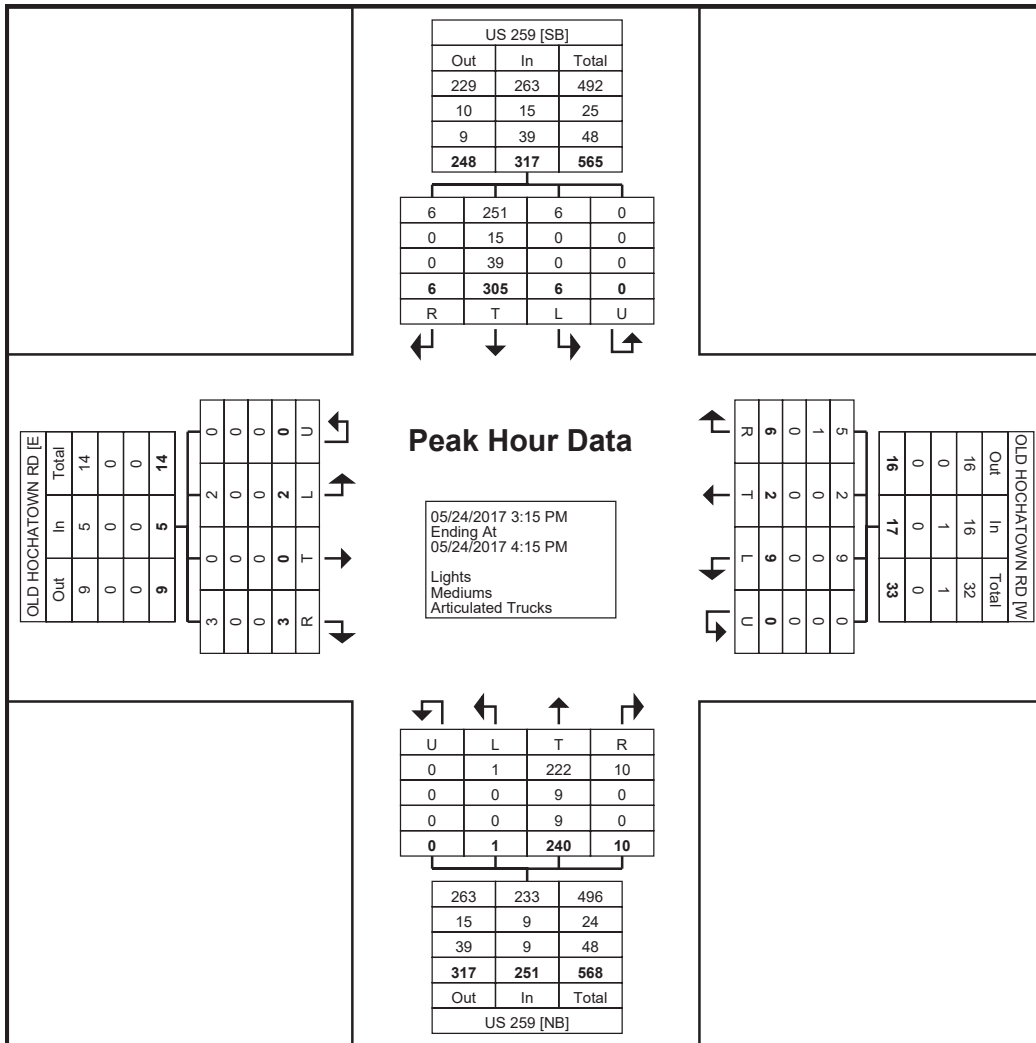
Start Time	US 259 Southbound					OLD HOCHATOWN RD Westbound					US 259 Northbound					OLD HOCHATOWN RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	1	76	2	0	79	0	0	0	0	0	0	72	3	0	75	0	0	1	0	1	155
3:30 PM	3	76	2	0	81	3	2	2	0	7	0	47	4	0	51	0	0	1	0	1	140
3:45 PM	1	81	2	0	84	4	0	3	0	7	0	64	1	0	65	2	0	0	0	2	158
4:00 PM	1	72	0	0	73	2	0	1	0	3	1	57	2	0	60	0	0	1	0	1	137
Total	6	305	6	0	317	9	2	6	0	17	1	240	10	0	251	2	0	3	0	5	590
Approach %	1.9	96.2	1.9	0.0	-	52.9	11.8	35.3	0.0	-	0.4	95.6	4.0	0.0	-	40.0	0.0	60.0	0.0	-	-
Total %	1.0	51.7	1.0	0.0	53.7	1.5	0.3	1.0	0.0	2.9	0.2	40.7	1.7	0.0	42.5	0.3	0.0	0.5	0.0	0.8	-
PHF	0.500	0.941	0.750	0.000	0.943	0.563	0.250	0.500	0.000	0.607	0.250	0.833	0.625	0.000	0.837	0.250	0.000	0.750	0.000	0.625	0.934
Lights	6	251	6	0	263	9	2	5	0	16	1	222	10	0	233	2	0	3	0	5	517
% Lights	100.0	82.3	100.0	-	83.0	100.0	100.0	83.3	-	94.1	100.0	92.5	100.0	-	92.8	100.0	-	100.0	-	100.0	87.6
Mediums	0	15	0	0	15	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	25
% Mediums	0.0	4.9	0.0	-	4.7	0.0	0.0	16.7	-	5.9	0.0	3.8	0.0	-	3.6	0.0	-	0.0	-	0.0	4.2
Articulated Trucks	0	39	0	0	39	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	48
% Articulated Trucks	0.0	12.8	0.0	-	12.3	0.0	0.0	0.0	-	0.0	0.0	3.8	0.0	-	3.6	0.0	-	0.0	-	0.0	8.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 5 - OLD HOCHATOWN RD - WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
CREEK RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

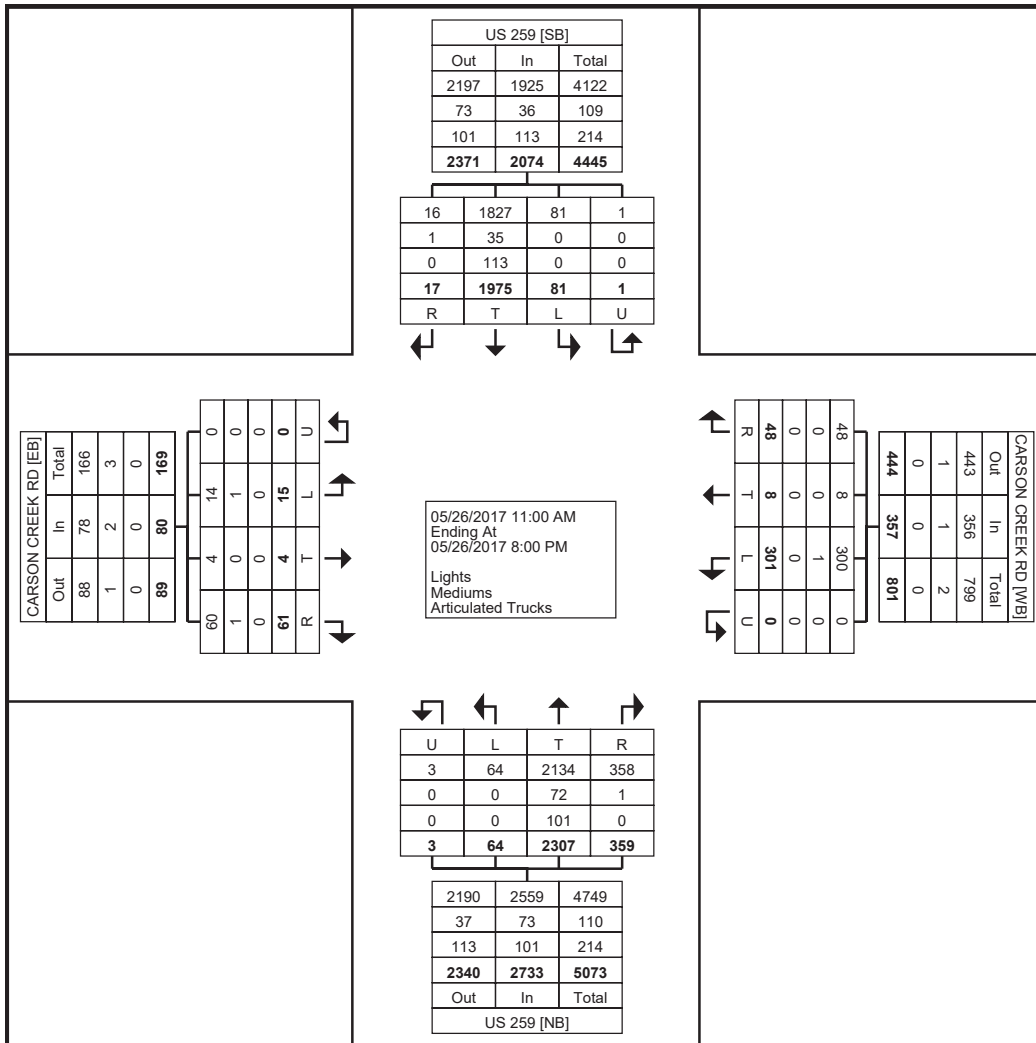
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	2	64	0	0	66	7	0	0	0	7	2	60	7	0	69	1	0	2	0	3	145
11:15 AM	2	48	0	0	50	10	0	1	0	11	0	53	7	0	60	0	0	2	0	2	123
11:30 AM	5	55	0	0	60	5	0	1	0	6	0	51	9	0	60	1	0	1	0	2	128
11:45 AM	2	55	0	0	57	7	0	0	0	7	2	55	3	0	60	0	0	1	0	1	125
Hourly Total	11	222	0	0	233	29	0	2	0	31	4	219	26	0	249	2	0	6	0	8	521
12:00 PM	4	77	0	0	81	7	0	1	0	8	0	55	7	0	62	0	0	0	0	0	151
12:15 PM	6	67	0	0	73	5	0	5	0	10	2	63	13	0	78	1	0	1	0	2	163
12:30 PM	2	61	1	0	64	8	0	4	0	12	2	48	1	0	51	2	0	3	0	5	132
12:45 PM	0	62	1	0	63	13	0	0	0	13	1	67	5	0	73	0	1	0	0	1	150
Hourly Total	12	267	2	0	281	33	0	10	0	43	5	233	26	0	264	3	1	4	0	8	596
1:00 PM	3	53	2	0	58	1	0	0	0	1	4	63	6	0	73	0	0	0	0	0	132
1:15 PM	1	82	0	0	83	9	0	2	0	11	0	58	9	0	67	1	0	1	0	2	163
1:30 PM	3	61	1	0	65	5	1	2	0	8	2	52	5	0	59	1	1	3	0	5	137
1:45 PM	4	71	1	0	76	13	0	1	0	14	4	74	9	0	87	0	0	1	0	1	178
Hourly Total	11	267	4	0	282	28	1	5	0	34	10	247	29	0	286	2	1	5	0	8	610
2:00 PM	1	69	0	0	70	10	0	2	0	12	3	65	8	0	76	1	0	5	0	6	164
2:15 PM	1	55	1	0	57	12	0	1	0	13	2	61	9	0	72	2	0	2	0	4	146
2:30 PM	2	66	2	0	70	9	1	0	0	10	1	48	11	0	60	0	0	5	0	5	145
2:45 PM	1	39	0	0	40	7	0	2	0	9	1	51	8	0	60	1	0	3	0	4	113
Hourly Total	5	229	3	0	237	38	1	5	0	44	7	225	36	0	268	4	0	15	0	19	568
3:00 PM	0	63	3	0	66	4	1	2	0	7	1	65	16	0	82	0	0	4	0	4	159
3:15 PM	9	73	0	0	82	5	1	2	0	8	4	72	9	0	85	1	0	2	0	3	178
3:30 PM	0	64	0	0	64	8	0	2	0	10	3	67	21	0	91	1	1	2	0	4	169
3:45 PM	1	55	0	0	56	6	0	0	0	6	0	70	12	0	82	1	0	3	0	4	148
Hourly Total	10	255	3	0	268	23	2	6	0	31	8	274	58	0	340	3	1	11	0	15	654
4:00 PM	2	69	0	0	71	9	0	0	0	9	4	90	10	1	105	0	0	0	0	0	185
4:15 PM	5	62	2	0	69	9	0	4	0	13	4	70	12	1	87	1	0	1	0	2	171
4:30 PM	1	53	0	1	55	10	0	0	0	10	0	80	7	0	87	0	0	0	0	0	152
4:45 PM	2	54	0	0	56	4	0	0	0	4	3	77	12	0	92	0	0	1	0	1	153
Hourly Total	10	238	2	1	251	32	0	4	0	36	11	317	41	2	371	1	0	2	0	3	661
5:00 PM	2	51	0	0	53	8	0	0	0	8	0	75	13	0	88	0	0	1	0	1	150
5:15 PM	1	56	1	0	58	7	0	1	0	8	1	94	8	1	104	0	0	0	0	0	170
5:30 PM	5	51	2	0	58	9	0	2	0	11	0	76	16	0	92	0	0	2	0	2	163
5:45 PM	3	32	0	0	35	11	1	1	0	13	2	78	11	0	91	0	0	0	0	0	139
Hourly Total	11	190	3	0	204	35	1	4	0	40	3	323	48	1	375	0	0	3	0	3	622
6:00 PM	1	50	0	0	51	12	3	0	0	15	0	58	12	0	70	0	1	0	0	1	137
6:15 PM	0	47	0	0	47	10	0	0	0	10	3	62	14	0	79	0	0	2	0	2	138
6:30 PM	1	29	0	0	30	15	0	1	0	16	2	57	10	0	69	0	0	0	0	0	115
6:45 PM	1	35	0	0	36	9	0	6	0	15	2	60	11	0	73	0	0	2	0	2	126
Hourly Total	3	161	0	0	164	46	3	7	0	56	7	237	47	0	291	0	1	4	0	5	516
7:00 PM	2	44	0	0	46	3	0	2	0	5	2	55	8	0	65	0	0	6	0	6	122
7:15 PM	3	36	0	0	39	8	0	0	0	8	0	54	8	0	62	0	0	1	0	1	110
7:30 PM	2	36	0	0	38	10	0	0	0	10	3	58	10	0	71	0	0	2	0	2	121
7:45 PM	1	30	0	0	31	16	0	3	0	19	4	65	22	0	91	0	0	2	0	2	143
Hourly Total	8	146	0	0	154	37	0	5	0	42	9	232	48	0	289	0	0	11	0	11	496
Grand Total	81	1975	17	1	2074	301	8	48	0	357	64	2307	359	3	2733	15	4	61	0	80	5244
Approach %	3.9	95.2	0.8	0.0	-	84.3	2.2	13.4	0.0	-	2.3	84.4	13.1	0.1	-	18.8	5.0	76.3	0.0	-	-
Total %	1.5	37.7	0.3	0.0	39.5	5.7	0.2	0.9	0.0	6.8	1.2	44.0	6.8	0.1	52.1	0.3	0.1	1.2	0.0	1.5	-
Lights	81	1827	16	1	1925	300	8	48	0	356	64	2134	358	3	2559	14	4	60	0	78	4918
% Lights	100.0	92.5	94.1	100.0	92.8	99.7	100.0	100.0	-	99.7	100.0	92.5	99.7	100.0	93.6	93.3	100.0	98.4	-	97.5	93.8
Mediums	0	35	1	0	36	1	0	0	0	1	0	72	1	0	73	1	0	1	0	2	112
% Mediums	0.0	1.8	5.9	0.0	1.7	0.3	0.0	0.0	-	0.3	0.0	3.1	0.3	0.0	2.7	6.7	0.0	1.6	-	2.5	2.1
Articulated Trucks	0	113	0	0	113	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	214
% Articulated Trucks	0.0	5.7	0.0	0.0	5.4	0.0	0.0	0.0	-	0.0	0.0	4.4	0.0	0.0	3.7	0.0	0.0	0.0	-	0.0	4.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
CREEK RD - FRI
Site Code:
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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: 6 - CARSON
CREEK RD - FRI
Site Code:
Start Date: 05/26/2017
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Turning Movement Peak Hour Data (11:00 AM)

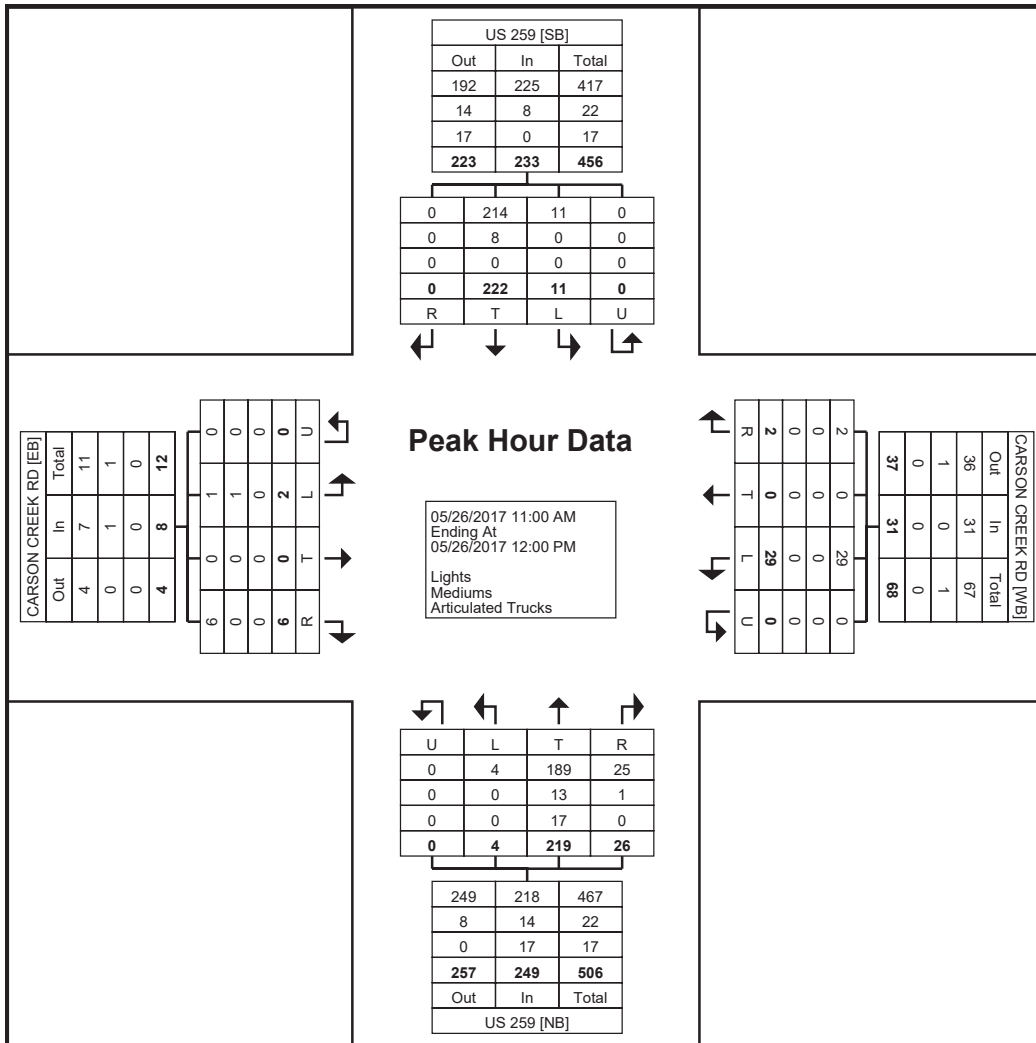
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	2	64	0	0	66	7	0	0	0	7	2	60	7	0	69	1	0	2	0	3	145
11:15 AM	2	48	0	0	50	10	0	1	0	11	0	53	7	0	60	0	0	2	0	2	123
11:30 AM	5	55	0	0	60	5	0	1	0	6	0	51	9	0	60	1	0	1	0	2	128
11:45 AM	2	55	0	0	57	7	0	0	0	7	2	55	3	0	60	0	0	1	0	1	125
Total	11	222	0	0	233	29	0	2	0	31	4	219	26	0	249	2	0	6	0	8	521
Approach %	4.7	95.3	0.0	0.0	-	93.5	0.0	6.5	0.0	-	1.6	88.0	10.4	0.0	-	25.0	0.0	75.0	0.0	-	-
Total %	2.1	42.6	0.0	0.0	44.7	5.6	0.0	0.4	0.0	6.0	0.8	42.0	5.0	0.0	47.8	0.4	0.0	1.2	0.0	1.5	-
PHF	0.550	0.867	0.000	0.000	0.883	0.725	0.000	0.500	0.000	0.705	0.500	0.913	0.722	0.000	0.902	0.500	0.000	0.750	0.000	0.667	0.898
Lights	11	214	0	0	225	29	0	2	0	31	4	189	25	0	218	1	0	6	0	7	481
% Lights	100.0	96.4	-	-	96.6	100.0	-	100.0	-	100.0	100.0	86.3	96.2	-	87.6	50.0	-	100.0	-	87.5	92.3
Mediums	0	8	0	0	8	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	23
% Mediums	0.0	3.6	-	-	3.4	0.0	-	0.0	-	0.0	0.0	5.9	3.8	-	5.6	50.0	-	0.0	-	12.5	4.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	7.8	0.0	-	6.8	0.0	-	0.0	-	0.0	3.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
CREEK RD - FRI
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
CREEK RD - FRI
Site Code:
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Turning Movement Peak Hour Data (3:15 PM)

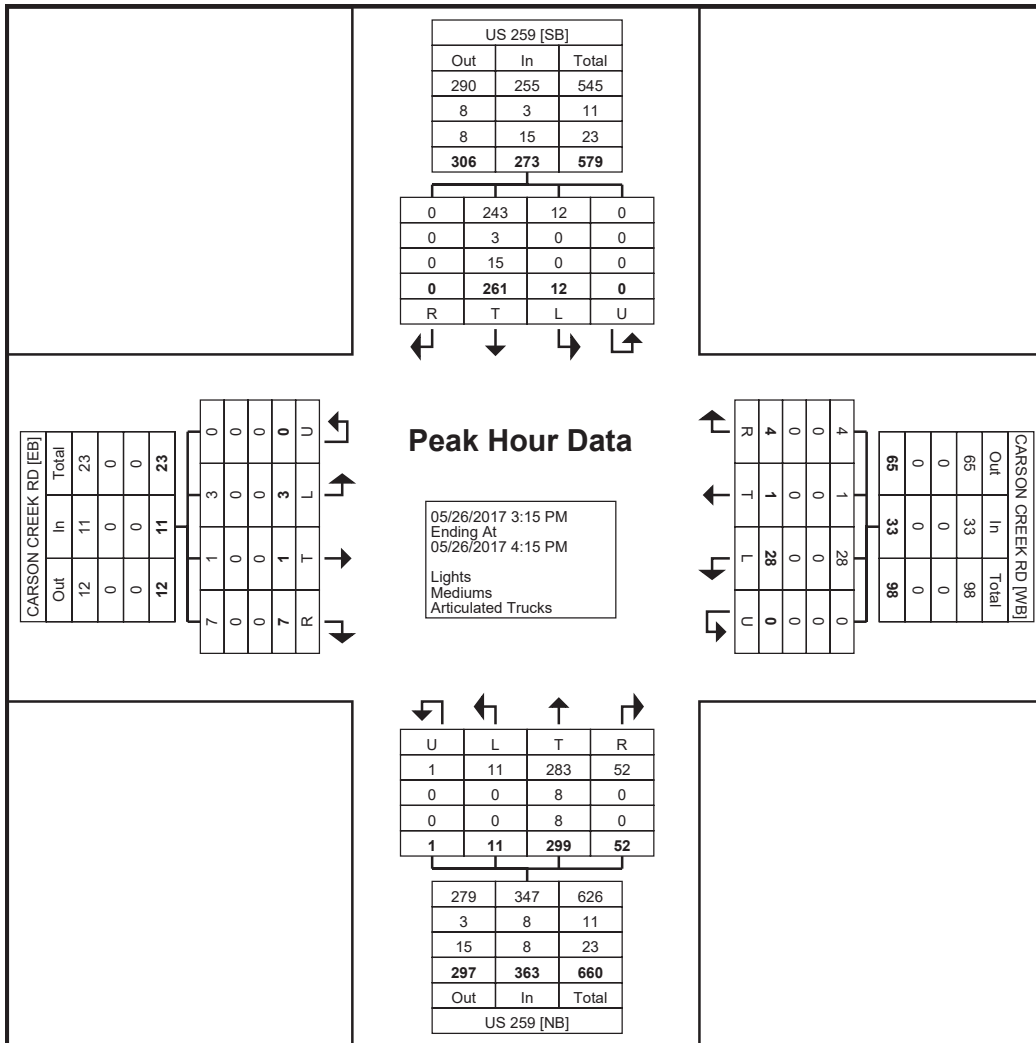
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	9	73	0	0	82	5	1	2	0	8	4	72	9	0	85	1	0	2	0	3	178
3:30 PM	0	64	0	0	64	8	0	2	0	10	3	67	21	0	91	1	1	2	0	4	169
3:45 PM	1	55	0	0	56	6	0	0	0	6	0	70	12	0	82	1	0	3	0	4	148
4:00 PM	2	69	0	0	71	9	0	0	0	9	4	90	10	1	105	0	0	0	0	0	185
Total	12	261	0	0	273	28	1	4	0	33	11	299	52	1	363	3	1	7	0	11	680
Approach %	4.4	95.6	0.0	0.0	-	84.8	3.0	12.1	0.0	-	3.0	82.4	14.3	0.3	-	27.3	9.1	63.6	0.0	-	-
Total %	1.8	38.4	0.0	0.0	40.1	4.1	0.1	0.6	0.0	4.9	1.6	44.0	7.6	0.1	53.4	0.4	0.1	1.0	0.0	1.6	-
PHF	0.333	0.894	0.000	0.000	0.832	0.778	0.250	0.500	0.000	0.825	0.688	0.831	0.619	0.250	0.864	0.750	0.250	0.583	0.000	0.688	0.919
Lights	12	243	0	0	255	28	1	4	0	33	11	283	52	1	347	3	1	7	0	11	646
% Lights	100.0	93.1	-	-	93.4	100.0	100.0	100.0	-	100.0	100.0	94.6	100.0	100.0	95.6	100.0	100.0	100.0	-	100.0	95.0
Mediums	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
% Mediums	0.0	1.1	-	-	1.1	0.0	0.0	0.0	-	0.0	0.0	2.7	0.0	0.0	2.2	0.0	0.0	0.0	-	0.0	1.6
Articulated Trucks	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	23
% Articulated Trucks	0.0	5.7	-	-	5.5	0.0	0.0	0.0	-	0.0	0.0	2.7	0.0	0.0	2.2	0.0	0.0	0.0	-	0.0	3.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 6 - CARSON
CREEK RD - FRI
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Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
CREEK RD - SAT
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Turning Movement Data

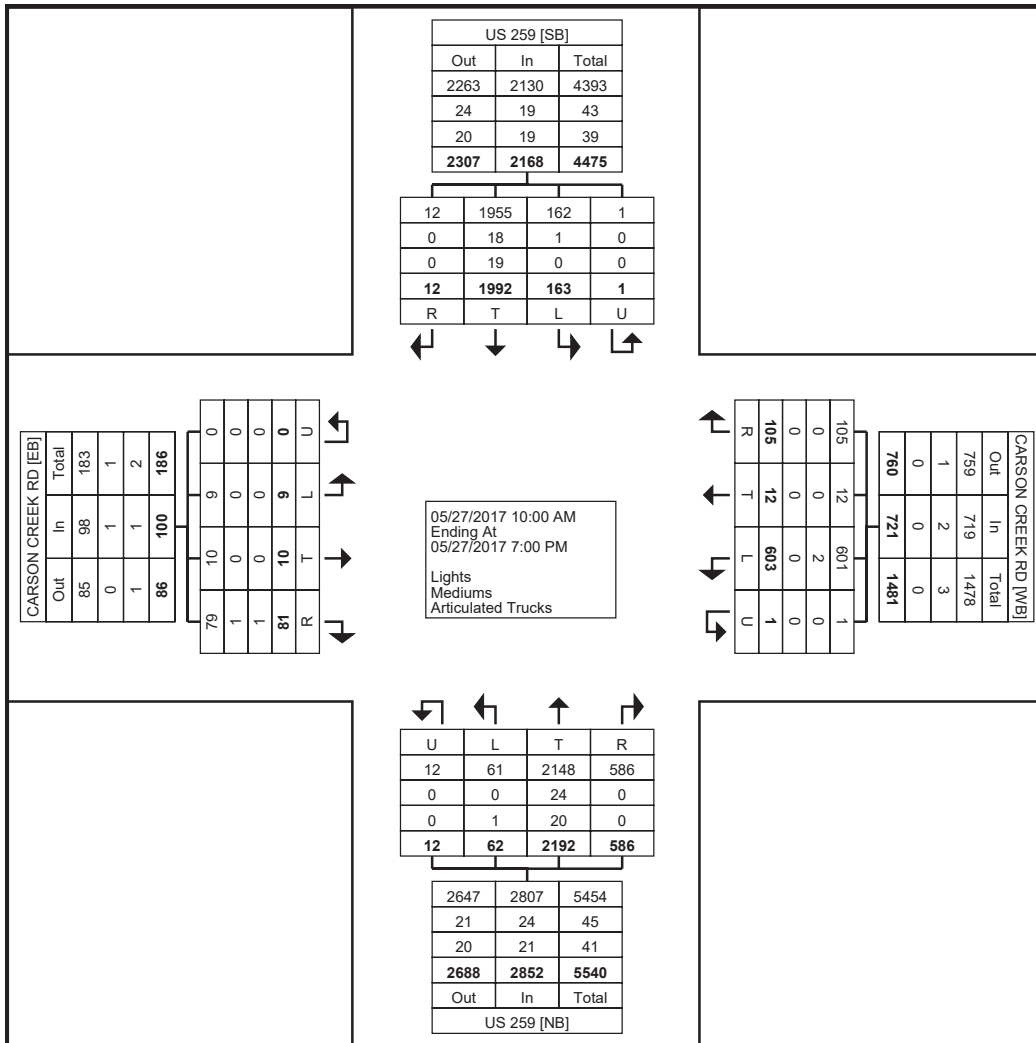
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	7	47	0	0	54	8	0	0	0	8	1	30	9	0	40	0	0	5	0	5	107
10:15 AM	6	65	1	0	72	20	1	1	0	22	2	34	5	1	42	2	0	2	0	4	140
10:30 AM	5	58	0	0	63	9	0	1	0	10	0	48	12	0	60	1	0	3	0	4	137
10:45 AM	10	64	1	0	75	15	0	0	0	15	3	53	13	0	69	1	0	0	0	1	160
Hourly Total	28	234	2	0	264	52	1	2	0	55	6	165	39	1	211	4	0	10	0	14	544
11:00 AM	8	71	0	0	79	19	0	3	0	22	1	56	17	0	74	1	0	6	0	7	182
11:15 AM	6	71	0	0	77	6	0	1	0	7	2	48	15	0	65	0	0	4	0	4	153
11:30 AM	15	58	0	0	73	12	0	1	0	13	3	55	25	0	83	0	0	2	0	2	171
11:45 AM	6	52	0	0	58	23	0	4	0	27	0	56	24	0	80	0	0	2	0	2	167
Hourly Total	35	252	0	0	287	60	0	9	0	69	6	215	81	0	302	1	0	14	0	15	673
12:00 PM	6	65	0	0	71	23	0	2	0	25	0	62	26	0	88	0	0	2	0	2	186
12:15 PM	4	51	0	0	55	18	0	1	0	19	3	61	19	1	84	0	0	4	0	4	162
12:30 PM	7	57	0	0	64	14	0	1	0	15	0	58	22	3	83	0	0	2	0	2	164
12:45 PM	10	60	1	0	71	14	0	3	0	17	1	93	21	0	115	0	1	5	0	6	209
Hourly Total	27	233	1	0	261	69	0	7	0	76	4	274	88	4	370	0	1	13	0	14	721
1:00 PM	6	50	0	0	56	21	1	4	0	26	1	82	19	0	102	0	4	0	0	4	188
1:15 PM	5	47	0	0	52	17	0	1	0	18	3	64	21	1	89	1	0	1	0	2	161
1:30 PM	6	72	0	0	78	20	0	2	0	22	4	55	18	0	77	0	0	0	0	0	177
1:45 PM	4	46	0	0	50	12	0	7	0	19	4	67	24	0	95	0	0	1	0	1	165
Hourly Total	21	215	0	0	236	70	1	14	0	85	12	268	82	1	363	1	4	2	0	7	691
2:00 PM	4	47	4	0	55	19	0	4	0	23	0	68	14	0	82	0	0	4	0	4	164
2:15 PM	3	70	1	0	74	18	0	1	0	19	3	68	20	0	91	0	3	1	0	4	188
2:30 PM	6	68	0	0	74	10	0	3	0	13	1	70	27	0	98	0	1	5	0	6	191
2:45 PM	2	52	0	0	54	17	2	0	0	19	3	61	18	0	82	1	1	2	0	4	159
Hourly Total	15	237	5	0	257	64	2	8	0	74	7	267	79	0	353	1	5	12	0	18	702
3:00 PM	5	35	0	0	40	17	1	2	0	20	4	71	15	0	90	1	0	1	0	2	152
3:15 PM	1	72	1	0	74	22	1	1	0	24	2	74	32	0	108	0	0	2	0	2	208
3:30 PM	0	55	0	0	55	9	1	8	0	18	0	68	15	0	83	0	0	3	0	3	159
3:45 PM	4	55	1	0	60	19	0	6	0	25	1	62	15	0	78	1	0	0	0	1	164
Hourly Total	10	217	2	0	229	67	3	17	0	87	7	275	77	0	359	2	0	6	0	8	683
4:00 PM	5	72	1	0	78	14	1	10	1	26	4	58	14	5	81	0	0	2	0	2	187
4:15 PM	2	56	0	0	58	21	1	6	0	28	0	48	13	0	61	0	0	0	0	0	147
4:30 PM	5	54	0	0	59	15	1	2	0	18	0	70	15	0	85	0	0	4	0	4	166
4:45 PM	0	49	0	0	49	17	1	2	0	20	3	67	17	0	87	0	0	1	0	1	157
Hourly Total	12	231	1	0	244	67	4	20	1	92	7	243	59	5	314	0	0	7	0	7	657
5:00 PM	1	39	0	0	40	19	0	2	0	21	2	67	11	0	80	0	0	2	0	2	143
5:15 PM	4	55	0	0	59	11	1	2	0	14	0	74	12	0	86	0	0	3	0	3	162
5:30 PM	4	51	0	0	55	22	0	4	0	26	0	55	13	0	68	0	0	0	0	0	149
5:45 PM	2	44	0	0	46	21	0	5	0	26	3	57	9	1	70	0	0	5	0	5	147
Hourly Total	11	189	0	0	200	73	1	13	0	87	5	253	45	1	304	0	0	10	0	10	601
6:00 PM	2	43	1	0	46	14	0	3	0	17	2	61	11	0	74	0	0	2	0	2	139
6:15 PM	1	43	0	0	44	23	0	3	0	26	1	64	9	0	74	0	0	1	0	1	145
6:30 PM	1	45	0	1	47	20	0	3	0	23	3	59	10	0	72	0	0	2	0	2	144
6:45 PM	0	53	0	0	53	24	0	6	0	30	2	48	6	0	56	0	0	2	0	2	141
Hourly Total	4	184	1	1	190	81	0	15	0	96	8	232	36	0	276	0	0	7	0	7	569
Grand Total	163	1992	12	1	2168	603	12	105	1	721	62	2192	586	12	2852	9	10	81	0	100	5841
Approach %	7.5	91.9	0.6	0.0	-	83.6	1.7	14.6	0.1	-	2.2	76.9	20.5	0.4	-	9.0	10.0	81.0	0.0	-	-
Total %	2.8	34.1	0.2	0.0	37.1	10.3	0.2	1.8	0.0	12.3	1.1	37.5	10.0	0.2	48.8	0.2	0.2	1.4	0.0	1.7	-
Lights	162	1955	12	1	2130	601	12	105	1	719	61	2148	586	12	2807	9	10	79	0	98	5754
% Lights	99.4	98.1	100.0	100.0	98.2	99.7	100.0	100.0	100.0	99.7	98.4	98.0	100.0	100.0	98.4	100.0	100.0	97.5	-	98.0	98.5
Mediums	1	18	0	0	19	2	0	0	0	2	0	24	0	0	24	0	0	1	0	1	46
% Mediums	0.6	0.9	0.0	0.0	0.9	0.3	0.0	0.0	0.0	0.3	0.0	1.1	0.0	0.0	0.8	0.0	0.0	1.2	-	1.0	0.8
Articulated Trucks	0	19	0	0	19	0	0	0	0	0	1	20	0	0	21	0	0	1	0	1	41
% Articulated Trucks	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.6	0.9	0.0	0.0	0.7	0.0	0.0	1.2	-	1.0	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
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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: 6 - CARSON
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Turning Movement Peak Hour Data (11:00 AM)

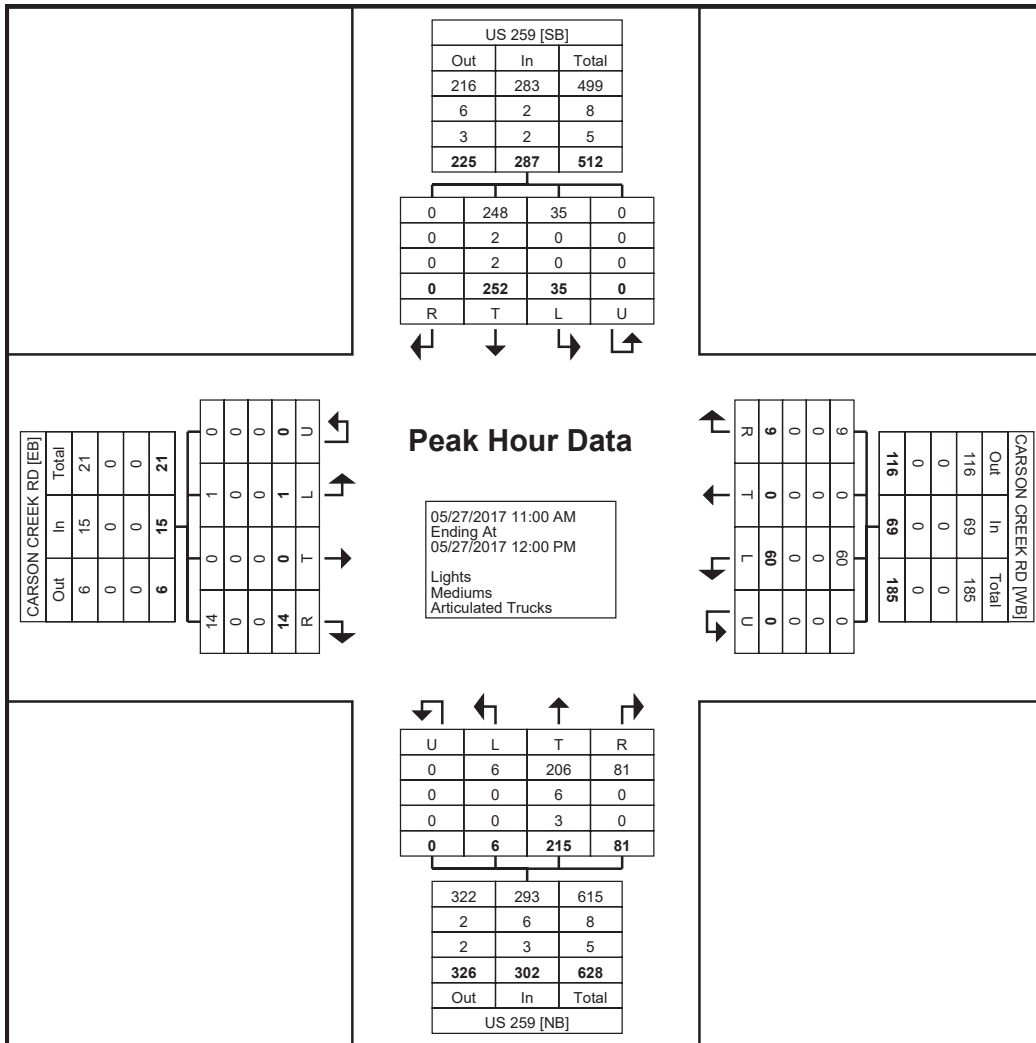
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	8	71	0	0	79	19	0	3	0	22	1	56	17	0	74	1	0	6	0	7	182
11:15 AM	6	71	0	0	77	6	0	1	0	7	2	48	15	0	65	0	0	4	0	4	153
11:30 AM	15	58	0	0	73	12	0	1	0	13	3	55	25	0	83	0	0	2	0	2	171
11:45 AM	6	52	0	0	58	23	0	4	0	27	0	56	24	0	80	0	0	2	0	2	167
Total	35	252	0	0	287	60	0	9	0	69	6	215	81	0	302	1	0	14	0	15	673
Approach %	12.2	87.8	0.0	0.0	-	87.0	0.0	13.0	0.0	-	2.0	71.2	26.8	0.0	-	6.7	0.0	93.3	0.0	-	-
Total %	5.2	37.4	0.0	0.0	42.6	8.9	0.0	1.3	0.0	10.3	0.9	31.9	12.0	0.0	44.9	0.1	0.0	2.1	0.0	2.2	-
PHF	0.583	0.887	0.000	0.000	0.908	0.652	0.000	0.563	0.000	0.639	0.500	0.960	0.810	0.000	0.910	0.250	0.000	0.583	0.000	0.536	0.924
Lights	35	248	0	0	283	60	0	9	0	69	6	206	81	0	293	1	0	14	0	15	660
% Lights	100.0	98.4	-	-	98.6	100.0	-	100.0	-	100.0	100.0	95.8	100.0	-	97.0	100.0	-	100.0	-	100.0	98.1
Mediums	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Mediums	0.0	0.8	-	-	0.7	0.0	-	0.0	-	0.0	0.0	2.8	0.0	-	2.0	0.0	-	0.0	-	0.0	1.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Articulated Trucks	0.0	0.8	-	-	0.7	0.0	-	0.0	-	0.0	0.0	1.4	0.0	-	1.0	0.0	-	0.0	-	0.0	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 6 - CARSON
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Turning Movement Peak Hour Data (12:45 PM)

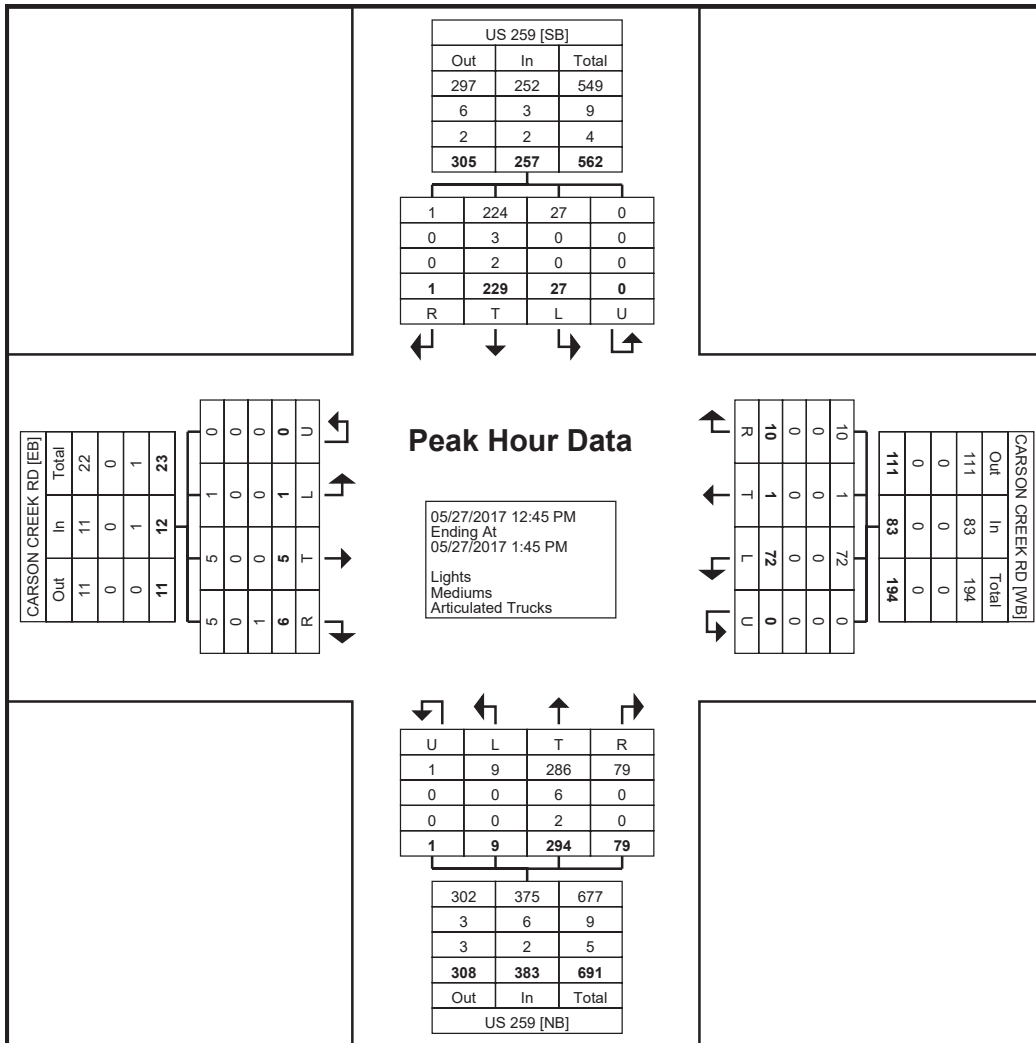
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:45 PM	10	60	1	0	71	14	0	3	0	17	1	93	21	0	115	0	1	5	0	6	209
1:00 PM	6	50	0	0	56	21	1	4	0	26	1	82	19	0	102	0	4	0	0	4	188
1:15 PM	5	47	0	0	52	17	0	1	0	18	3	64	21	1	89	1	0	1	0	2	161
1:30 PM	6	72	0	0	78	20	0	2	0	22	4	55	18	0	77	0	0	0	0	0	177
Total	27	229	1	0	257	72	1	10	0	83	9	294	79	1	383	1	5	6	0	12	735
Approach %	10.5	89.1	0.4	0.0	-	86.7	1.2	12.0	0.0	-	2.3	76.8	20.6	0.3	-	8.3	41.7	50.0	0.0	-	-
Total %	3.7	31.2	0.1	0.0	35.0	9.8	0.1	1.4	0.0	11.3	1.2	40.0	10.7	0.1	52.1	0.1	0.7	0.8	0.0	1.6	-
PHF	0.675	0.795	0.250	0.000	0.824	0.857	0.250	0.625	0.000	0.798	0.563	0.790	0.940	0.250	0.833	0.250	0.313	0.300	0.000	0.500	0.879
Lights	27	224	1	0	252	72	1	10	0	83	9	286	79	1	375	1	5	5	0	11	721
% Lights	100.0	97.8	100.0	-	98.1	100.0	100.0	100.0	-	100.0	100.0	97.3	100.0	100.0	97.9	100.0	100.0	83.3	-	91.7	98.1
Mediums	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
% Mediums	0.0	1.3	0.0	-	1.2	0.0	0.0	0.0	-	0.0	0.0	2.0	0.0	0.0	1.6	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
% Articulated Trucks	0.0	0.9	0.0	-	0.8	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	0.0	0.5	0.0	0.0	16.7	-	8.3	0.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
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Turning Movement Peak Hour Data Plot (12:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

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Turning Movement Data

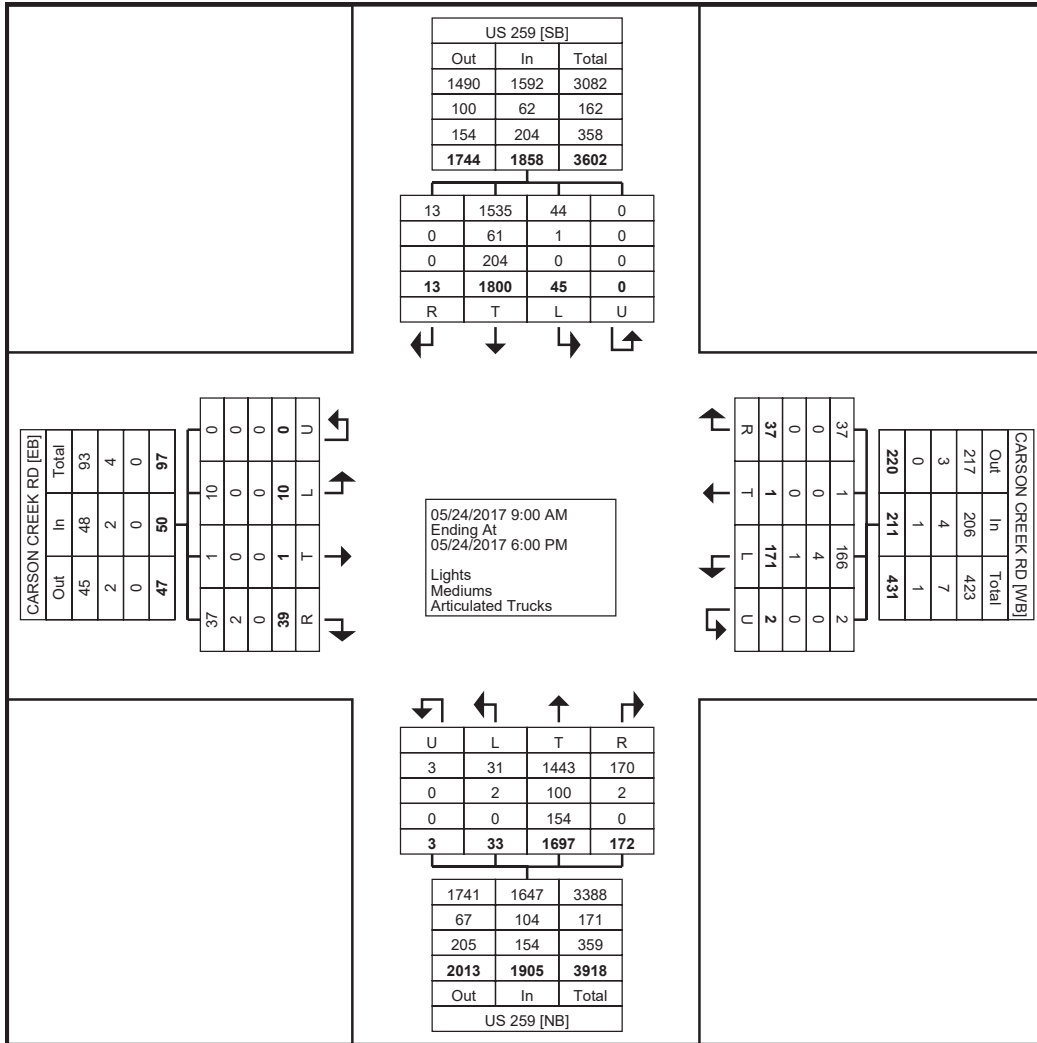
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	1	35	0	0	36	3	0	1	0	4	1	43	4	0	48	0	0	0	0	0	88
9:15 AM	0	26	0	0	26	3	0	1	0	4	0	24	1	0	25	0	0	1	0	1	56
9:30 AM	1	38	1	0	40	0	0	2	0	2	0	47	0	0	47	0	0	2	0	2	91
9:45 AM	2	65	0	0	67	6	0	0	0	6	1	44	1	1	47	1	0	0	0	1	121
Hourly Total	4	164	1	0	169	12	0	4	0	16	2	158	6	1	167	1	0	3	0	4	356
10:00 AM	0	46	1	0	47	2	0	0	0	2	0	43	3	0	46	1	0	1	0	2	97
10:15 AM	3	47	1	0	51	3	0	2	0	5	1	32	4	0	37	1	0	0	0	1	94
10:30 AM	1	50	0	0	51	4	0	0	0	4	1	39	0	0	40	0	0	1	0	1	96
10:45 AM	0	39	1	0	40	4	0	0	0	4	0	37	3	0	40	0	0	0	0	0	84
Hourly Total	4	182	3	0	189	13	0	2	0	15	2	151	10	0	163	2	0	2	0	4	371
11:00 AM	0	63	0	0	63	4	0	0	0	4	2	44	5	0	51	0	0	1	0	1	119
11:15 AM	5	58	0	0	63	4	0	1	0	5	1	38	7	0	46	1	0	2	0	3	117
11:30 AM	3	77	1	0	81	4	0	2	0	6	1	55	7	0	63	0	0	2	0	2	152
11:45 AM	0	43	0	0	43	5	0	4	0	9	1	48	2	0	51	1	0	2	0	3	106
Hourly Total	8	241	1	0	250	17	0	7	0	24	5	185	21	0	211	2	0	7	0	9	494
12:00 PM	2	56	0	0	58	6	0	2	0	8	1	51	2	0	54	0	0	1	0	1	121
12:15 PM	1	66	1	0	68	6	0	0	0	6	1	56	8	0	65	0	0	4	0	4	143
12:30 PM	0	60	0	0	60	5	0	2	0	7	0	50	11	0	61	0	0	1	0	1	129
12:45 PM	3	46	1	0	50	8	0	1	0	9	0	47	6	0	53	0	0	2	0	2	114
Hourly Total	6	228	2	0	236	25	0	5	0	30	2	204	27	0	233	0	0	8	0	8	507
1:00 PM	0	42	0	0	42	9	0	5	0	14	3	52	4	0	59	0	0	1	0	1	116
1:15 PM	3	51	0	0	54	4	0	0	0	4	1	44	4	0	49	1	0	4	0	5	112
1:30 PM	1	45	0	0	46	5	0	0	0	5	1	46	4	0	51	1	0	0	0	1	103
1:45 PM	0	54	0	0	54	2	0	3	0	5	0	41	4	0	45	0	0	0	0	0	104
Hourly Total	4	192	0	0	196	20	0	8	0	28	5	183	16	0	204	2	0	5	0	7	435
2:00 PM	0	46	2	0	48	5	0	1	0	6	0	48	10	0	58	0	0	1	0	1	113
2:15 PM	3	40	1	0	44	7	0	1	0	8	0	47	2	0	49	0	0	1	0	1	102
2:30 PM	1	48	0	0	49	4	0	0	0	4	3	45	7	0	55	0	0	1	0	1	109
2:45 PM	1	52	0	0	53	3	0	1	0	4	0	51	5	0	56	0	0	3	0	3	116
Hourly Total	5	186	3	0	194	19	0	3	0	22	3	191	24	0	218	0	0	6	0	6	440
3:00 PM	3	62	1	0	66	7	0	0	0	7	2	49	13	0	64	0	0	2	0	2	139
3:15 PM	1	48	0	0	49	4	0	1	0	5	2	41	5	1	49	1	0	2	0	3	106
3:30 PM	1	62	0	0	63	5	1	2	0	8	0	56	6	0	62	0	0	0	0	0	133
3:45 PM	0	57	0	0	57	3	0	0	2	5	0	57	5	0	62	0	0	1	0	1	125
Hourly Total	5	229	1	0	235	19	1	3	2	25	4	203	29	1	237	1	0	5	0	6	503
4:00 PM	1	56	0	0	57	13	0	0	0	13	0	47	4	0	51	0	0	0	0	0	121
4:15 PM	1	56	0	0	57	5	0	0	0	5	2	55	7	0	64	1	0	0	0	1	127
4:30 PM	3	49	1	0	53	4	0	1	0	5	2	64	4	0	70	0	0	1	0	1	129
4:45 PM	2	49	1	0	52	6	0	0	0	6	1	42	4	0	47	0	0	0	0	0	105
Hourly Total	7	210	2	0	219	28	0	1	0	29	5	208	19	0	232	1	0	1	0	2	482
5:00 PM	1	52	0	0	53	2	0	2	0	4	1	64	3	0	68	1	0	0	0	1	126
5:15 PM	0	36	0	0	36	3	0	0	0	3	1	60	6	1	68	0	0	0	0	0	107
5:30 PM	0	50	0	0	50	6	0	2	0	8	0	60	4	0	64	0	1	1	0	2	124
5:45 PM	1	30	0	0	31	7	0	0	0	7	3	30	7	0	40	0	0	1	0	1	79
Hourly Total	2	168	0	0	170	18	0	4	0	22	5	214	20	1	240	1	1	2	0	4	436
Grand Total	45	1800	13	0	1858	171	1	37	2	211	33	1697	172	3	1905	10	1	39	0	50	4024
Approach %	2.4	96.9	0.7	0.0	-	81.0	0.5	17.5	0.9	-	1.7	89.1	9.0	0.2	-	20.0	2.0	78.0	0.0	-	-
Total %	1.1	44.7	0.3	0.0	46.2	4.2	0.0	0.9	0.0	5.2	0.8	42.2	4.3	0.1	47.3	0.2	0.0	1.0	0.0	1.2	-
Lights	44	1535	13	0	1592	166	1	37	2	206	31	1443	170	3	1647	10	1	37	0	48	3493
% Lights	97.8	85.3	100.0	-	85.7	97.1	100.0	100.0	100.0	97.6	93.9	85.0	98.8	100.0	86.5	100.0	100.0	94.9	-	96.0	86.8
Mediums	1	61	0	0	62	4	0	0	0	4	2	100	2	0	104	0	0	2	0	2	172
% Mediums	2.2	3.4	0.0	-	3.3	2.3	0.0	0.0	0.0	1.9	6.1	5.9	1.2	0.0	5.5	0.0	0.0	5.1	-	4.0	4.3
Articulated Trucks	0	204	0	0	204	1	0	0	0	1	0	154	0	0	154	0	0	0	0	0	359
% Articulated Trucks	0.0	11.3	0.0	-	11.0	0.6	0.0	0.0	0.0	0.5	0.0	9.1	0.0	0.0	8.1	0.0	0.0	0.0	-	0.0	8.9

GRAM Traffic NTX Inc.

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Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 6 - CARSON
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Turning Movement Peak Hour Data (11:00 AM)

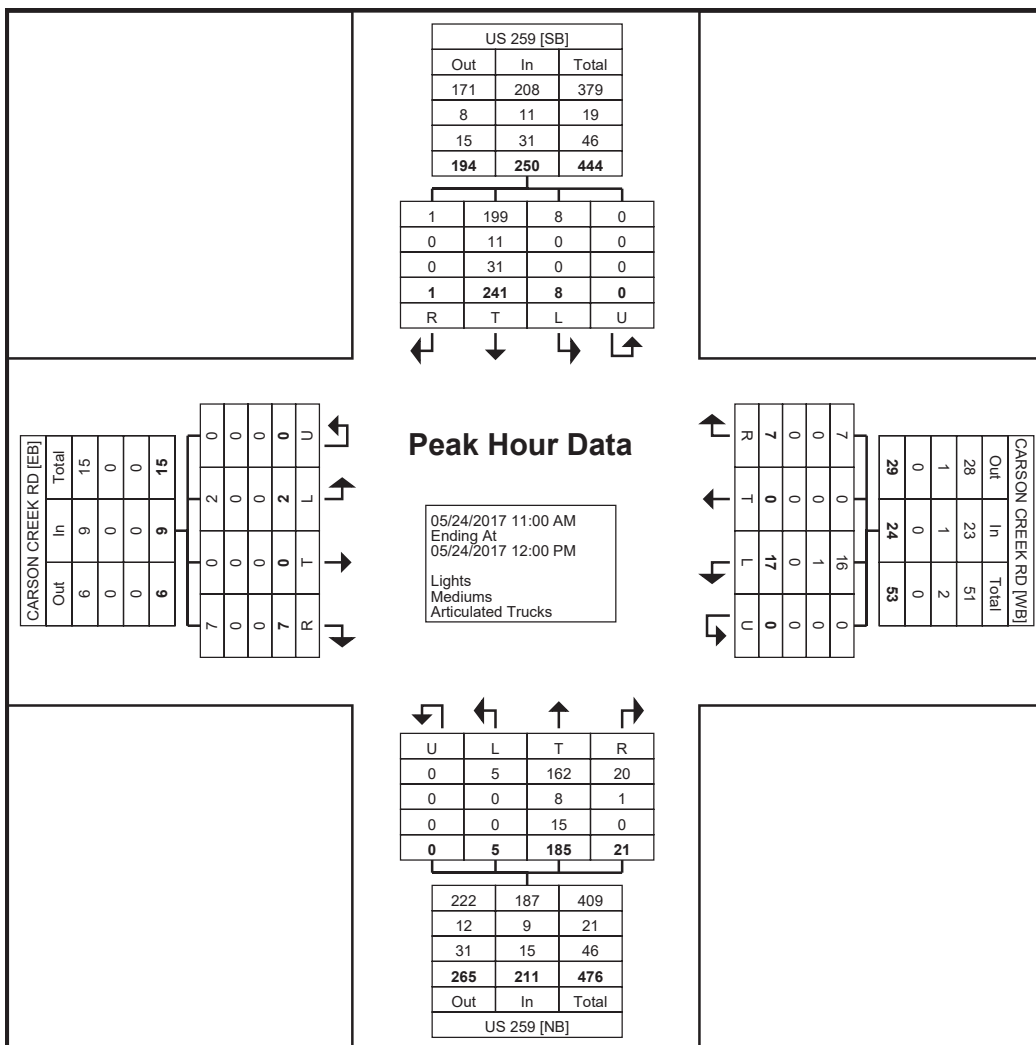
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	63	0	0	63	4	0	0	0	4	2	44	5	0	51	0	0	1	0	1	119
11:15 AM	5	58	0	0	63	4	0	1	0	5	1	38	7	0	46	1	0	2	0	3	117
11:30 AM	3	77	1	0	81	4	0	2	0	6	1	55	7	0	63	0	0	2	0	2	152
11:45 AM	0	43	0	0	43	5	0	4	0	9	1	48	2	0	51	1	0	2	0	3	106
Total	8	241	1	0	250	17	0	7	0	24	5	185	21	0	211	2	0	7	0	9	494
Approach %	3.2	96.4	0.4	0.0	-	70.8	0.0	29.2	0.0	-	2.4	87.7	10.0	0.0	-	22.2	0.0	77.8	0.0	-	-
Total %	1.6	48.8	0.2	0.0	50.6	3.4	0.0	1.4	0.0	4.9	1.0	37.4	4.3	0.0	42.7	0.4	0.0	1.4	0.0	1.8	-
PHF	0.400	0.782	0.250	0.000	0.772	0.850	0.000	0.438	0.000	0.667	0.625	0.841	0.750	0.000	0.837	0.500	0.000	0.875	0.000	0.750	0.813
Lights	8	199	1	0	208	16	0	7	0	23	5	162	20	0	187	2	0	7	0	9	427
% Lights	100.0	82.6	100.0	-	83.2	94.1	-	100.0	-	95.8	100.0	87.6	95.2	-	88.6	100.0	-	100.0	-	100.0	86.4
Mediums	0	11	0	0	11	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	21
% Mediums	0.0	4.6	0.0	-	4.4	5.9	-	0.0	-	4.2	0.0	4.3	4.8	-	4.3	0.0	-	0.0	-	0.0	4.3
Articulated Trucks	0	31	0	0	31	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	46
% Articulated Trucks	0.0	12.9	0.0	-	12.4	0.0	-	0.0	-	0.0	0.0	8.1	0.0	-	7.1	0.0	-	0.0	-	0.0	9.3

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Turning Movement Peak Hour Data Plot (11:00 AM)

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Turning Movement Peak Hour Data (12:00 PM)

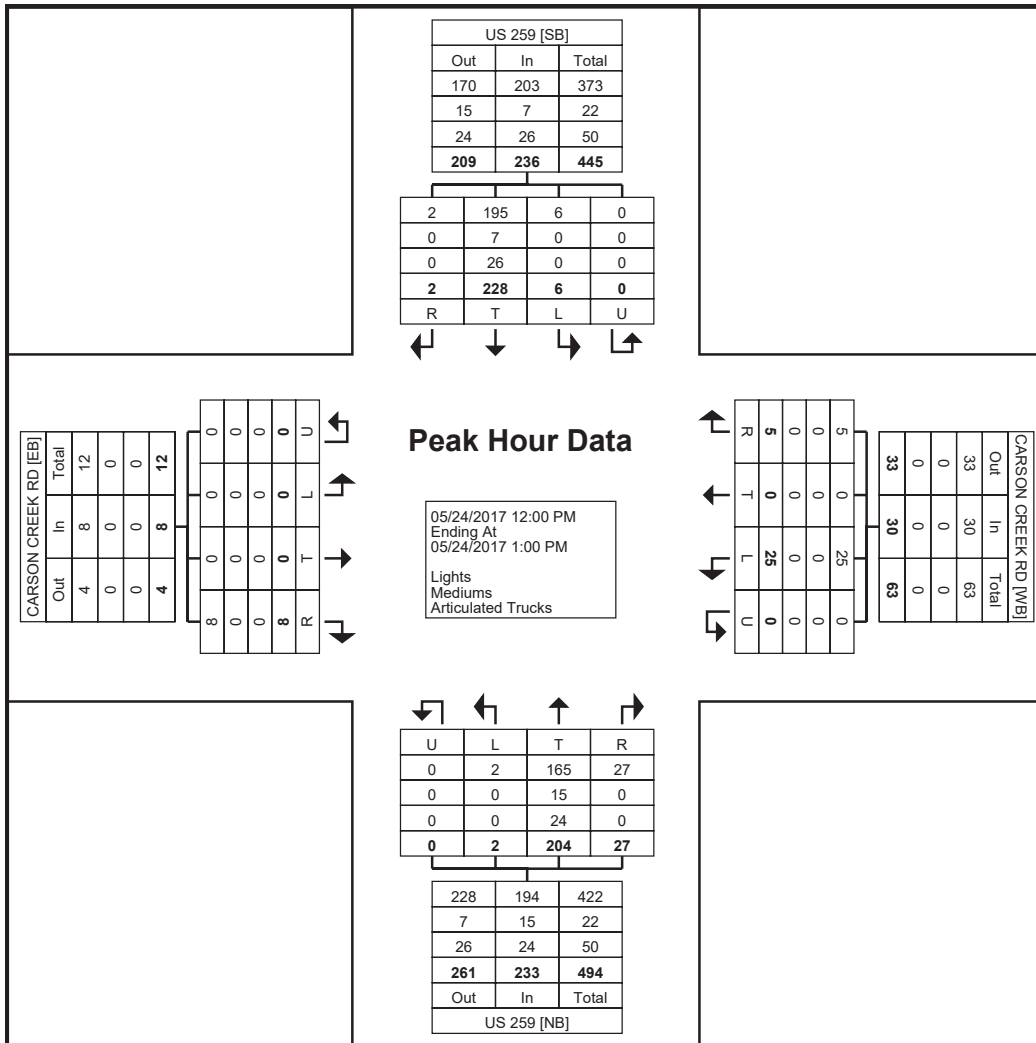
Start Time	US 259 Southbound					CARSON CREEK RD Westbound					US 259 Northbound					CARSON CREEK RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 PM	2	56	0	0	58	6	0	2	0	8	1	51	2	0	54	0	0	1	0	1	121
12:15 PM	1	66	1	0	68	6	0	0	0	6	1	56	8	0	65	0	0	4	0	4	143
12:30 PM	0	60	0	0	60	5	0	2	0	7	0	50	11	0	61	0	0	1	0	1	129
12:45 PM	3	46	1	0	50	8	0	1	0	9	0	47	6	0	53	0	0	2	0	2	114
Total	6	228	2	0	236	25	0	5	0	30	2	204	27	0	233	0	0	8	0	8	507
Approach %	2.5	96.6	0.8	0.0	-	83.3	0.0	16.7	0.0	-	0.9	87.6	11.6	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	1.2	45.0	0.4	0.0	46.5	4.9	0.0	1.0	0.0	5.9	0.4	40.2	5.3	0.0	46.0	0.0	0.0	1.6	0.0	1.6	-
PHF	0.500	0.864	0.500	0.000	0.868	0.781	0.000	0.625	0.000	0.833	0.500	0.911	0.614	0.000	0.896	0.000	0.000	0.500	0.000	0.500	0.886
Lights	6	195	2	0	203	25	0	5	0	30	2	165	27	0	194	0	0	8	0	8	435
% Lights	100.0	85.5	100.0	-	86.0	100.0	-	100.0	-	100.0	100.0	80.9	100.0	-	83.3	-	-	100.0	-	100.0	85.8
Mediums	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	22
% Mediums	0.0	3.1	0.0	-	3.0	0.0	-	0.0	-	0.0	0.0	7.4	0.0	-	6.4	-	-	0.0	-	0.0	4.3
Articulated Trucks	0	26	0	0	26	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	50
% Articulated Trucks	0.0	11.4	0.0	-	11.0	0.0	-	0.0	-	0.0	0.0	11.8	0.0	-	10.3	-	-	0.0	-	0.0	9.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 6 - CARSON
CREEK RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (12:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

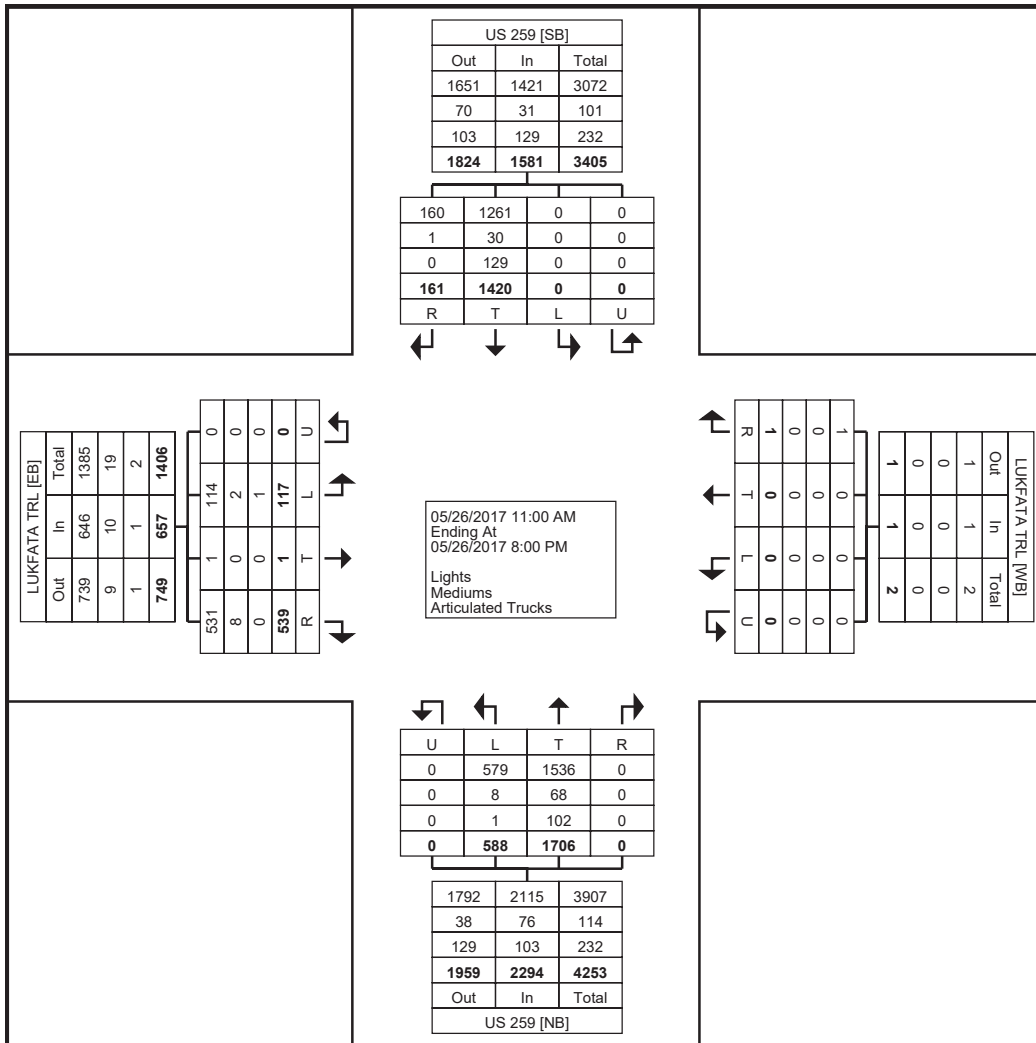
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	32	4	0	36	0	0	0	0	0	16	42	0	0	58	3	0	15	0	18	112
11:15 AM	0	35	5	0	40	0	0	0	0	0	16	35	0	0	51	3	0	18	0	21	112
11:30 AM	0	42	2	0	44	0	0	0	0	0	15	38	0	0	53	5	0	15	0	20	117
11:45 AM	0	38	1	0	39	0	0	0	0	0	18	30	0	0	48	2	0	11	0	13	100
Hourly Total	0	147	12	0	159	0	0	0	0	0	65	145	0	0	210	13	0	59	0	72	441
12:00 PM	0	53	3	0	56	0	0	0	0	0	5	49	0	0	54	2	0	19	0	21	131
12:15 PM	0	49	1	0	50	0	0	0	0	0	18	40	0	0	58	3	0	26	0	29	137
12:30 PM	0	48	6	0	54	0	0	0	0	0	16	40	0	0	56	3	0	14	0	17	127
12:45 PM	0	38	5	0	43	0	0	0	0	0	17	49	0	0	66	4	0	17	0	21	130
Hourly Total	0	188	15	0	203	0	0	0	0	0	56	178	0	0	234	12	0	76	0	88	525
1:00 PM	0	40	7	0	47	0	0	0	0	0	14	42	0	0	56	4	0	16	0	20	123
1:15 PM	0	57	2	0	59	0	0	0	0	0	25	38	0	0	63	4	0	26	0	30	152
1:30 PM	0	39	8	0	47	0	0	0	0	0	14	33	0	0	47	3	0	19	0	22	116
1:45 PM	0	54	4	0	58	0	0	0	0	0	22	53	0	0	75	3	0	20	0	23	156
Hourly Total	0	190	21	0	211	0	0	0	0	0	75	166	0	0	241	14	0	81	0	95	547
2:00 PM	0	48	5	0	53	0	0	0	0	0	12	53	0	0	65	4	0	17	0	21	139
2:15 PM	0	41	10	0	51	0	0	0	0	0	12	50	0	0	62	4	0	17	0	21	134
2:30 PM	0	41	6	0	47	0	0	0	0	0	15	34	0	0	49	2	0	25	0	27	123
2:45 PM	0	21	2	0	23	0	0	0	0	0	18	31	0	0	49	2	0	17	0	19	91
Hourly Total	0	151	23	0	174	0	0	0	0	0	57	168	0	0	225	12	0	76	0	88	487
3:00 PM	0	49	9	0	58	0	0	0	0	0	16	47	0	0	63	1	0	22	0	23	144
3:15 PM	0	55	5	0	60	0	0	0	0	0	10	58	0	0	68	4	0	13	0	17	145
3:30 PM	0	55	4	0	59	0	0	0	0	0	22	53	0	0	75	4	0	15	0	19	153
3:45 PM	0	38	2	0	40	0	0	0	0	0	18	53	0	0	71	6	0	11	0	17	128
Hourly Total	0	197	20	0	217	0	0	0	0	0	66	211	0	0	277	15	0	61	0	76	570
4:00 PM	0	45	4	0	49	0	0	0	0	0	18	65	0	0	83	1	0	14	0	15	147
4:15 PM	0	52	8	0	60	0	0	0	0	0	9	61	0	0	70	6	0	16	0	22	152
4:30 PM	0	45	7	0	52	0	0	0	0	0	20	58	0	0	78	3	0	12	0	15	145
4:45 PM	0	38	9	0	47	0	0	0	0	0	11	67	0	0	78	1	0	9	0	10	135
Hourly Total	0	180	28	0	208	0	0	0	0	0	58	251	0	0	309	11	0	51	0	62	579
5:00 PM	0	37	8	0	45	0	0	0	0	0	16	63	0	0	79	4	0	18	0	22	146
5:15 PM	0	48	2	0	50	0	0	0	0	0	16	67	0	0	83	3	0	10	0	13	146
5:30 PM	0	39	3	0	42	0	0	0	0	0	12	68	0	0	80	4	0	10	0	14	136
5:45 PM	0	34	5	0	39	0	0	1	0	1	21	61	0	0	82	4	1	12	0	17	139
Hourly Total	0	158	18	0	176	0	0	1	0	1	65	259	0	0	324	15	1	50	0	66	567
6:00 PM	0	32	7	0	39	0	0	0	0	0	15	44	0	0	59	2	0	9	0	11	109
6:15 PM	0	30	1	0	31	0	0	0	0	0	20	45	0	0	65	2	0	14	0	16	112
6:30 PM	0	21	1	0	22	0	0	0	0	0	23	33	0	0	56	3	0	8	0	11	89
6:45 PM	0	26	2	0	28	0	0	0	0	0	27	39	0	0	66	4	0	10	0	14	108
Hourly Total	0	109	11	0	120	0	0	0	0	0	85	161	0	0	246	11	0	41	0	52	418
7:00 PM	0	29	2	0	31	0	0	0	0	0	19	34	0	0	53	5	0	16	0	21	105
7:15 PM	0	28	3	0	31	0	0	0	0	0	11	46	0	0	57	3	0	5	0	8	96
7:30 PM	0	28	0	0	28	0	0	0	0	0	15	36	0	0	51	2	0	8	0	10	89
7:45 PM	0	15	8	0	23	0	0	0	0	0	16	51	0	0	67	4	0	15	0	19	109
Hourly Total	0	100	13	0	113	0	0	0	0	0	61	167	0	0	228	14	0	44	0	58	399
Grand Total	0	1420	161	0	1581	0	0	1	0	1	588	1706	0	0	2294	117	1	539	0	657	4533
Approach %	0.0	89.8	10.2	0.0	-	0.0	0.0	100.0	0.0	-	25.6	74.4	0.0	0.0	-	17.8	0.2	82.0	0.0	-	-
Total %	0.0	31.3	3.6	0.0	34.9	0.0	0.0	0.0	0.0	0.0	13.0	37.6	0.0	0.0	50.6	2.6	0.0	11.9	0.0	14.5	-
Lights	0	1261	160	0	1421	0	0	1	0	1	579	1536	0	0	2115	114	1	531	0	646	4183
% Lights	-	88.8	99.4	-	89.9	-	-	100.0	-	100.0	98.5	90.0	-	-	92.2	97.4	100.0	98.5	-	98.3	92.3
Mediums	0	30	1	0	31	0	0	0	0	0	8	68	0	0	76	2	0	8	0	10	117
% Mediums	-	2.1	0.6	-	2.0	-	-	0.0	-	0.0	1.4	4.0	-	-	3.3	1.7	0.0	1.5	-	1.5	2.6
Articulated Trucks	0	129	0	0	129	0	0	0	0	0	1	102	0	0	103	1	0	0	0	1	233
% Articulated Trucks	-	9.1	0.0	-	8.2	-	-	0.0	-	0.0	0.2	6.0	-	-	4.5	0.9	0.0	0.0	-	0.2	5.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	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	
11:00 AM	0	32	4	0	36	0	0	0	0	0	16	42	0	0	58	3	0	15	0	18	112
11:15 AM	0	35	5	0	40	0	0	0	0	0	16	35	0	0	51	3	0	18	0	21	112
11:30 AM	0	42	2	0	44	0	0	0	0	0	15	38	0	0	53	5	0	15	0	20	117
11:45 AM	0	38	1	0	39	0	0	0	0	0	18	30	0	0	48	2	0	11	0	13	100
Total	0	147	12	0	159	0	0	0	0	0	65	145	0	0	210	13	0	59	0	72	441
Approach %	0.0	92.5	7.5	0.0	-	NaN	NaN	NaN	NaN	-	31.0	69.0	0.0	0.0	-	18.1	0.0	81.9	0.0	-	-
Total %	0.0	33.3	2.7	0.0	36.1	0.0	0.0	0.0	0.0	0.0	14.7	32.9	0.0	0.0	47.6	2.9	0.0	13.4	0.0	16.3	-
PHF	0.000	0.875	0.600	0.000	0.903	0.000	0.000	0.000	0.000	0.000	0.903	0.863	0.000	0.000	0.905	0.650	0.000	0.819	0.000	0.857	0.942
Lights	0	126	12	0	138	0	0	0	0	0	64	114	0	0	178	13	0	59	0	72	388
% Lights	-	85.7	100.0	-	86.8	-	-	-	-	-	98.5	78.6	-	-	84.8	100.0	-	100.0	-	100.0	88.0
Mediums	0	4	0	0	4	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	20
% Mediums	-	2.7	0.0	-	2.5	-	-	-	-	-	1.5	10.3	-	-	7.6	0.0	-	0.0	-	0.0	4.5
Articulated Trucks	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	33
% Articulated Trucks	-	11.6	0.0	-	10.7	-	-	-	-	-	0.0	11.0	-	-	7.6	0.0	-	0.0	-	0.0	7.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	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	
3:30 PM	0	55	4	0	59	0	0	0	0	0	22	53	0	0	75	4	0	15	0	19	153
3:45 PM	0	38	2	0	40	0	0	0	0	0	18	53	0	0	71	6	0	11	0	17	128
4:00 PM	0	45	4	0	49	0	0	0	0	0	18	65	0	0	83	1	0	14	0	15	147
4:15 PM	0	52	8	0	60	0	0	0	0	0	9	61	0	0	70	6	0	16	0	22	152
Total	0	190	18	0	208	0	0	0	0	0	67	232	0	0	299	17	0	56	0	73	580
Approach %	0.0	91.3	8.7	0.0	-	NaN	NaN	NaN	NaN	-	22.4	77.6	0.0	0.0	-	23.3	0.0	76.7	0.0	-	-
Total %	0.0	32.8	3.1	0.0	35.9	0.0	0.0	0.0	0.0	0.0	11.6	40.0	0.0	0.0	51.6	2.9	0.0	9.7	0.0	12.6	-
PHF	0.000	0.864	0.563	0.000	0.867	0.000	0.000	0.000	0.000	0.000	0.761	0.892	0.000	0.000	0.901	0.708	0.000	0.875	0.000	0.830	0.948
Lights	0	173	18	0	191	0	0	0	0	0	66	218	0	0	284	16	0	55	0	71	546
% Lights	-	91.1	100.0	-	91.8	-	-	-	-	-	98.5	94.0	-	-	95.0	94.1	-	98.2	-	97.3	94.1
Mediums	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	13
% Mediums	-	2.6	0.0	-	2.4	-	-	-	-	-	1.5	2.2	-	-	2.0	5.9	-	1.8	-	2.7	2.2
Articulated Trucks	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
% Articulated Trucks	-	6.3	0.0	-	5.8	-	-	-	-	-	0.0	3.9	-	-	3.0	0.0	-	0.0	-	0.0	3.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- SAT
Site Code:
Start Date: 05/27/2017
Page No: 1

Turning Movement Data

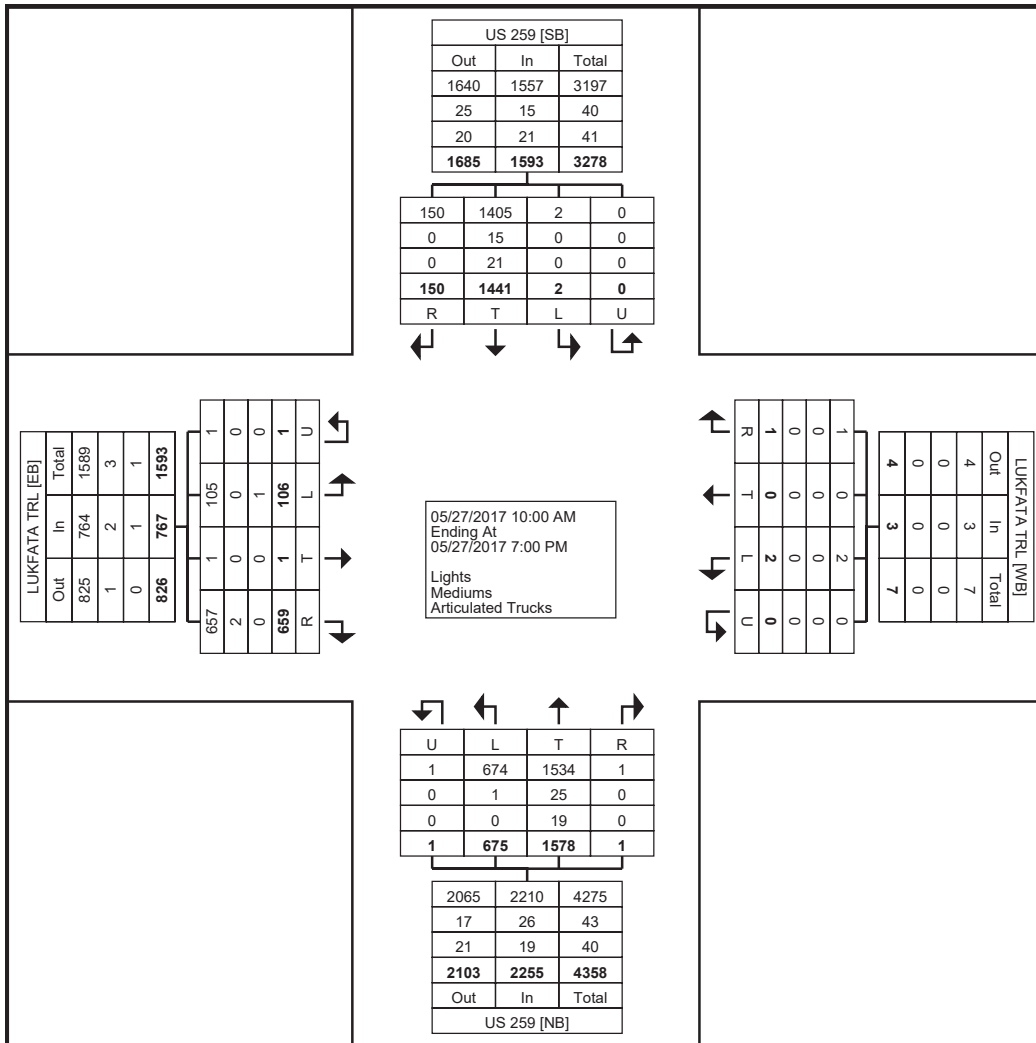
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	0	41	4	0	45	0	0	0	0	0	7	25	0	0	32	3	0	17	0	20	97
10:15 AM	0	47	3	0	50	0	0	0	0	0	7	30	0	0	37	2	0	18	0	20	107
10:30 AM	0	44	5	0	49	0	0	0	0	0	10	36	0	0	46	2	0	18	0	20	115
10:45 AM	0	57	1	0	58	0	0	0	0	0	11	37	0	0	48	2	0	22	0	24	130
Hourly Total	0	189	13	0	202	0	0	0	0	0	35	128	0	0	163	9	0	75	0	84	449
11:00 AM	0	57	2	0	59	0	0	0	0	0	12	46	0	0	58	4	0	19	0	23	140
11:15 AM	0	53	2	0	55	0	0	0	0	0	14	39	0	0	53	3	0	26	0	29	137
11:30 AM	0	41	5	0	46	0	0	0	0	0	23	31	0	0	54	2	0	27	0	29	129
11:45 AM	0	49	10	0	59	0	0	0	0	0	14	38	0	0	52	1	0	4	0	5	116
Hourly Total	0	200	19	0	219	0	0	0	0	0	63	154	0	0	217	10	0	76	0	86	522
12:00 PM	0	49	6	0	55	0	0	0	0	0	12	51	0	0	63	2	0	22	0	24	142
12:15 PM	0	37	3	0	40	0	0	0	0	0	14	49	0	0	63	2	0	12	0	14	117
12:30 PM	0	40	6	0	46	0	0	0	0	0	9	48	0	0	57	5	0	31	0	36	139
12:45 PM	0	39	4	0	43	0	0	0	0	0	29	65	0	0	94	3	0	24	0	27	164
Hourly Total	0	165	19	0	184	0	0	0	0	0	64	213	0	0	277	12	0	89	0	101	562
1:00 PM	0	32	4	0	36	0	0	0	0	0	28	49	0	0	77	4	0	19	0	23	136
1:15 PM	0	35	3	0	38	0	0	0	0	0	18	56	0	0	74	3	0	16	0	19	131
1:30 PM	0	45	4	0	49	0	0	0	0	0	18	33	0	0	51	2	0	28	0	30	130
1:45 PM	1	31	2	0	34	0	0	0	0	0	24	52	0	0	76	3	0	18	0	21	131
Hourly Total	1	143	13	0	157	0	0	0	0	0	88	190	0	0	278	12	0	81	0	93	528
2:00 PM	0	40	6	0	46	0	0	0	0	0	25	48	0	0	73	5	0	18	1	24	143
2:15 PM	0	52	10	0	62	1	0	0	0	1	28	32	0	0	60	6	0	21	0	27	150
2:30 PM	0	45	5	0	50	0	0	0	0	0	25	48	0	0	73	2	0	23	0	25	148
2:45 PM	0	31	6	0	37	0	0	0	0	0	22	43	0	0	65	3	1	17	0	21	123
Hourly Total	0	168	27	0	195	1	0	0	0	1	100	171	0	0	271	16	1	79	1	97	564
3:00 PM	0	26	5	0	31	0	0	0	0	0	18	56	0	0	74	3	0	13	0	16	121
3:15 PM	0	50	4	0	54	0	0	1	0	1	26	50	0	0	76	2	0	20	0	22	153
3:30 PM	0	37	4	0	41	0	0	0	0	0	20	50	0	0	70	3	0	19	0	22	133
3:45 PM	0	39	5	0	44	0	0	0	0	0	20	39	0	0	59	4	0	20	0	24	127
Hourly Total	0	152	18	0	170	0	0	1	0	1	84	195	0	0	279	12	0	72	0	84	534
4:00 PM	1	54	5	0	60	0	0	0	0	0	23	53	0	0	76	2	0	20	0	22	158
4:15 PM	0	35	3	0	38	0	0	0	0	0	15	39	0	0	54	2	0	18	0	20	112
4:30 PM	0	38	4	0	42	0	0	0	0	0	14	53	0	0	67	0	0	19	0	19	128
4:45 PM	0	22	4	0	26	0	0	0	0	0	28	34	0	0	62	3	0	25	0	28	116
Hourly Total	1	149	16	0	166	0	0	0	0	0	80	179	0	0	259	7	0	82	0	89	514
5:00 PM	0	27	5	0	32	0	0	0	0	0	16	52	0	0	68	5	0	10	0	15	115
5:15 PM	0	46	3	0	49	0	0	0	0	0	30	44	0	0	74	7	0	16	0	23	146
5:30 PM	0	44	4	0	48	1	0	0	0	1	17	36	0	1	54	3	0	9	0	12	115
5:45 PM	0	29	1	0	30	0	0	0	0	0	13	48	1	0	62	2	0	10	0	12	104
Hourly Total	0	146	13	0	159	1	0	0	0	1	76	180	1	1	258	17	0	45	0	62	480
6:00 PM	0	32	6	0	38	0	0	0	0	0	28	37	0	0	65	4	0	11	0	15	118
6:15 PM	0	28	3	0	31	0	0	0	0	0	21	48	0	0	69	2	0	19	0	21	121
6:30 PM	0	35	2	0	37	0	0	0	0	0	15	45	0	0	60	3	0	12	0	15	112
6:45 PM	0	34	1	0	35	0	0	0	0	0	21	38	0	0	59	2	0	18	0	20	114
Hourly Total	0	129	12	0	141	0	0	0	0	0	85	168	0	0	253	11	0	60	0	71	465
Grand Total	2	1441	150	0	1593	2	0	1	0	3	675	1578	1	1	2255	106	1	659	1	767	4618
Approach %	0.1	90.5	9.4	0.0	-	66.7	0.0	33.3	0.0	-	29.9	70.0	0.0	0.0	-	13.8	0.1	85.9	0.1	-	-
Total %	0.0	31.2	3.2	0.0	34.5	0.0	0.0	0.0	0.0	0.1	14.6	34.2	0.0	0.0	48.8	2.3	0.0	14.3	0.0	16.6	-
Lights	2	1405	150	0	1557	2	0	1	0	3	674	1534	1	1	2210	105	1	657	1	764	4534
% Lights	100.0	97.5	100.0	-	97.7	100.0	-	100.0	-	100.0	99.9	97.2	100.0	100.0	98.0	99.1	100.0	99.7	100.0	99.6	98.2
Mediums	0	15	0	0	15	0	0	0	0	0	1	25	0	0	26	0	0	2	0	2	43
% Mediums	0.0	1.0	0.0	-	0.9	0.0	-	0.0	-	0.0	0.1	1.6	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.3	0.9
Articulated Trucks	0	21	0	0	21	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	41
% Articulated Trucks	0.0	1.5	0.0	-	1.3	0.0	-	0.0	-	0.0	0.0	1.2	0.0	0.0	0.8	0.9	0.0	0.0	0.0	0.1	0.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- SAT
Site Code:
Start Date: 05/27/2017
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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: 7 - LUKFATA TRL
- SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (10:45 AM)

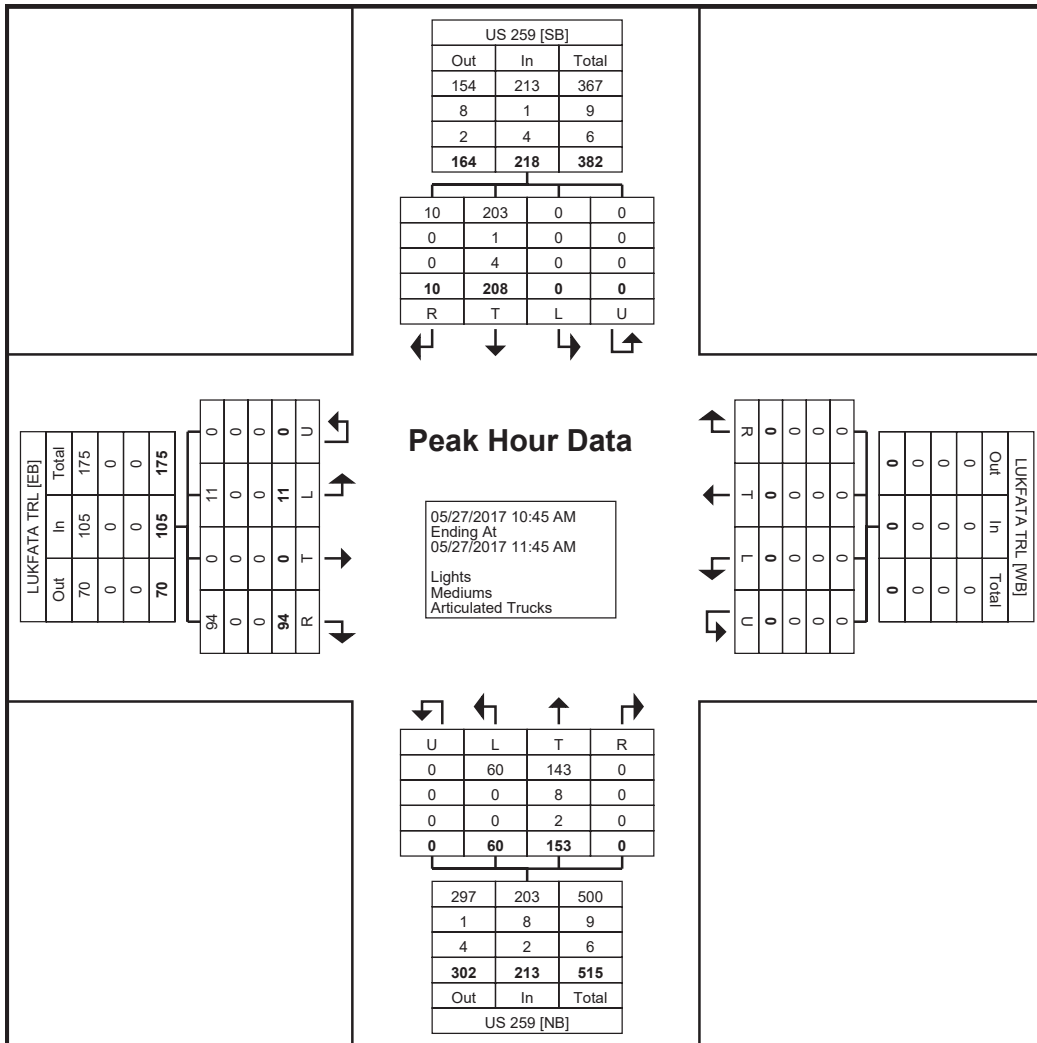
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:45 AM	0	57	1	0	58	0	0	0	0	0	11	37	0	0	48	2	0	22	0	24	130
11:00 AM	0	57	2	0	59	0	0	0	0	0	12	46	0	0	58	4	0	19	0	23	140
11:15 AM	0	53	2	0	55	0	0	0	0	0	14	39	0	0	53	3	0	26	0	29	137
11:30 AM	0	41	5	0	46	0	0	0	0	0	23	31	0	0	54	2	0	27	0	29	129
Total	0	208	10	0	218	0	0	0	0	0	60	153	0	0	213	11	0	94	0	105	536
Approach %	0.0	95.4	4.6	0.0	-	NaN	NaN	NaN	NaN	-	28.2	71.8	0.0	0.0	-	10.5	0.0	89.5	0.0	-	-
Total %	0.0	38.8	1.9	0.0	40.7	0.0	0.0	0.0	0.0	0.0	11.2	28.5	0.0	0.0	39.7	2.1	0.0	17.5	0.0	19.6	-
PHF	0.000	0.912	0.500	0.000	0.924	0.000	0.000	0.000	0.000	0.000	0.652	0.832	0.000	0.000	0.918	0.688	0.000	0.870	0.000	0.905	0.957
Lights	0	203	10	0	213	0	0	0	0	0	60	143	0	0	203	11	0	94	0	105	521
% Lights	-	97.6	100.0	-	97.7	-	-	-	-	-	100.0	93.5	-	-	95.3	100.0	-	100.0	-	100.0	97.2
Mediums	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
% Mediums	-	0.5	0.0	-	0.5	-	-	-	-	-	0.0	5.2	-	-	3.8	0.0	-	0.0	-	0.0	1.7
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
% Articulated Trucks	-	1.9	0.0	-	1.8	-	-	-	-	-	0.0	1.3	-	-	0.9	0.0	-	0.0	-	0.0	1.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- SAT
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Turning Movement Peak Hour Data Plot (10:45 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- SAT
Site Code:
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Turning Movement Peak Hour Data (1:45 PM)

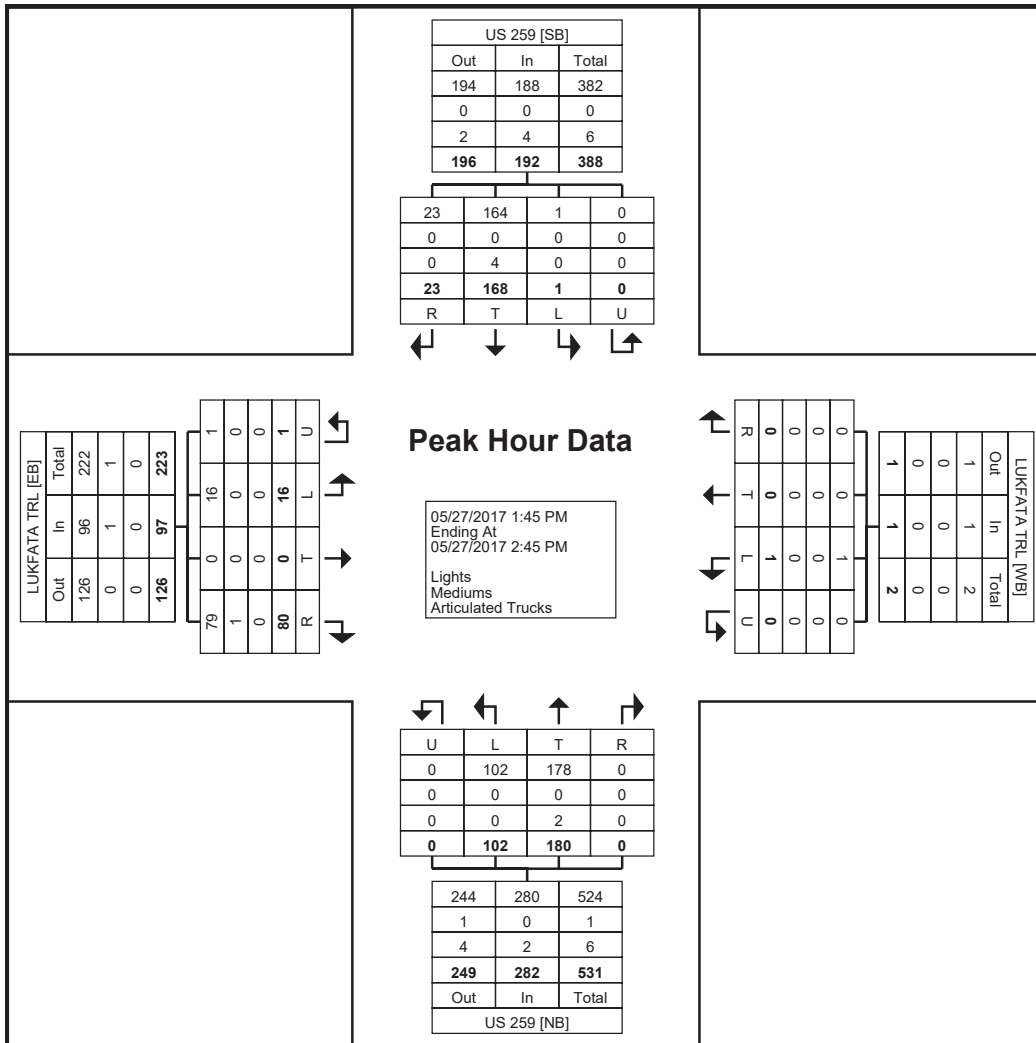
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
1:45 PM	1	31	2	0	34	0	0	0	0	0	24	52	0	0	76	3	0	18	0	21	131
2:00 PM	0	40	6	0	46	0	0	0	0	0	25	48	0	0	73	5	0	18	1	24	143
2:15 PM	0	52	10	0	62	1	0	0	0	1	28	32	0	0	60	6	0	21	0	27	150
2:30 PM	0	45	5	0	50	0	0	0	0	0	25	48	0	0	73	2	0	23	0	25	148
Total	1	168	23	0	192	1	0	0	0	1	102	180	0	0	282	16	0	80	1	97	572
Approach %	0.5	87.5	12.0	0.0	-	100.0	0.0	0.0	0.0	-	36.2	63.8	0.0	0.0	-	16.5	0.0	82.5	1.0	-	-
Total %	0.2	29.4	4.0	0.0	33.6	0.2	0.0	0.0	0.0	0.2	17.8	31.5	0.0	0.0	49.3	2.8	0.0	14.0	0.2	17.0	-
PHF	0.250	0.808	0.575	0.000	0.774	0.250	0.000	0.000	0.000	0.250	0.911	0.865	0.000	0.000	0.928	0.667	0.000	0.870	0.250	0.898	0.953
Lights	1	164	23	0	188	1	0	0	0	1	102	178	0	0	280	16	0	79	1	96	565
% Lights	100.0	97.6	100.0	-	97.9	100.0	-	-	-	100.0	100.0	98.9	-	-	99.3	100.0	-	98.8	100.0	99.0	98.8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Mediums	0.0	0.0	0.0	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	-	1.3	0.0	1.0	0.2
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
% Articulated Trucks	0.0	2.4	0.0	-	2.1	0.0	-	-	-	0.0	0.0	1.1	-	-	0.7	0.0	-	0.0	0.0	0.0	1.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- SAT
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Turning Movement Peak Hour Data Plot (1:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- WED
Site Code:
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Turning Movement Data

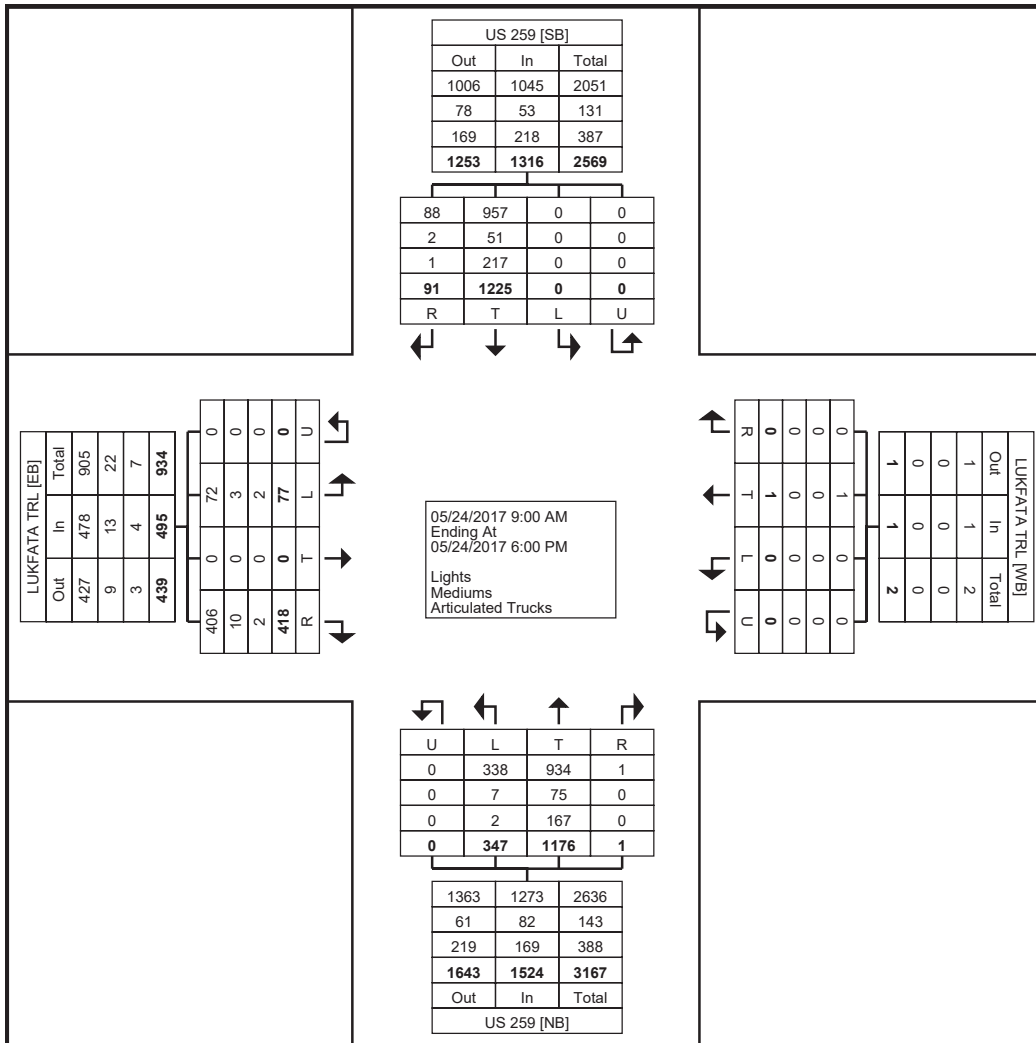
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	24	1	0	25	0	0	0	0	0	4	32	0	0	36	1	0	5	0	6	67
9:15 AM	0	38	2	0	40	0	0	0	0	0	8	26	0	0	34	1	0	9	0	10	84
9:30 AM	0	42	2	0	44	0	0	0	0	0	9	24	0	0	33	0	0	10	0	10	87
9:45 AM	0	15	4	0	19	0	0	0	0	0	11	27	0	0	38	3	0	10	0	13	70
Hourly Total	0	119	9	0	128	0	0	0	0	0	32	109	0	0	141	5	0	34	0	39	308
10:00 AM	0	33	2	0	35	0	0	0	0	0	7	30	0	0	37	0	0	6	0	6	78
10:15 AM	0	37	0	0	37	0	0	0	0	0	8	27	0	0	35	1	0	14	0	15	87
10:30 AM	0	22	4	0	26	0	0	0	0	0	10	29	0	0	39	1	0	9	0	10	75
10:45 AM	0	36	4	0	40	0	0	0	0	0	11	34	0	0	45	0	0	13	0	13	98
Hourly Total	0	128	10	0	138	0	0	0	0	0	36	120	0	0	156	2	0	42	0	44	338
11:00 AM	0	38	4	0	42	0	0	0	0	0	7	24	0	0	31	5	0	15	0	20	93
11:15 AM	0	46	1	0	47	0	0	0	0	0	15	31	1	0	47	3	0	12	0	15	109
11:30 AM	0	29	3	0	32	0	1	0	0	1	9	27	0	0	36	3	0	10	0	13	82
11:45 AM	0	39	3	0	42	0	0	0	0	0	12	31	0	0	43	3	0	19	0	22	107
Hourly Total	0	152	11	0	163	0	1	0	0	1	43	113	1	0	157	14	0	56	0	70	391
12:00 PM	0	29	5	0	34	0	0	0	0	0	17	37	0	0	54	3	0	20	0	23	111
12:15 PM	0	37	3	0	40	0	0	0	0	0	8	32	0	0	40	4	0	24	0	28	108
12:30 PM	0	36	5	0	41	0	0	0	0	0	11	39	0	0	50	0	0	14	0	14	105
12:45 PM	0	40	2	0	42	0	0	0	0	0	17	45	0	0	62	1	0	14	0	15	119
Hourly Total	0	142	15	0	157	0	0	0	0	0	53	153	0	0	206	8	0	72	0	80	443
1:00 PM	0	42	2	0	44	0	0	0	0	0	17	36	0	0	53	4	0	9	0	13	110
1:15 PM	0	31	2	0	33	0	0	0	0	0	11	32	0	0	43	1	0	19	0	20	96
1:30 PM	0	22	3	0	25	0	0	0	0	0	11	40	0	0	51	1	0	9	0	10	86
1:45 PM	0	32	2	0	34	0	0	0	0	0	8	43	0	0	51	2	0	5	0	7	92
Hourly Total	0	127	9	0	136	0	0	0	0	0	47	151	0	0	198	8	0	42	0	50	384
2:00 PM	0	45	2	0	47	0	0	0	0	0	10	34	0	0	44	4	0	7	0	11	102
2:15 PM	0	26	2	0	28	0	0	0	0	0	16	35	0	0	51	1	0	19	0	20	99
2:30 PM	0	31	1	0	32	0	0	0	0	0	4	38	0	0	42	2	0	12	0	14	88
2:45 PM	0	29	3	0	32	0	0	0	0	0	4	32	0	0	36	3	0	6	0	9	77
Hourly Total	0	131	8	0	139	0	0	0	0	0	34	139	0	0	173	10	0	44	0	54	366
3:00 PM	0	32	3	0	35	0	0	0	0	0	10	28	0	0	38	3	0	17	0	20	93
3:15 PM	0	36	3	0	39	0	0	0	0	0	7	27	0	0	34	1	0	8	0	9	82
3:30 PM	0	63	2	0	65	0	0	0	0	0	8	22	0	0	30	2	0	12	0	14	109
3:45 PM	0	33	2	0	35	0	0	0	0	0	7	45	0	0	52	4	0	11	0	15	102
Hourly Total	0	164	10	0	174	0	0	0	0	0	32	122	0	0	154	10	0	48	0	58	386
4:00 PM	0	34	2	0	36	0	0	0	0	0	6	37	0	0	43	3	0	15	0	18	97
4:15 PM	0	42	1	0	43	0	0	0	0	0	10	46	0	0	56	1	0	17	0	18	117
4:30 PM	0	31	4	0	35	0	0	0	0	0	7	31	0	0	38	2	0	4	0	6	79
4:45 PM	0	40	1	0	41	0	0	0	0	0	7	30	0	0	37	2	0	7	0	9	87
Hourly Total	0	147	8	0	155	0	0	0	0	0	30	144	0	0	174	8	0	43	0	51	380
5:00 PM	0	28	2	0	30	0	0	0	0	0	10	25	0	0	35	6	0	4	0	10	75
5:15 PM	0	34	3	0	37	0	0	0	0	0	12	42	0	0	54	5	0	12	0	17	108
5:30 PM	0	31	2	0	33	0	0	0	0	0	9	30	0	0	39	1	0	10	0	11	83
5:45 PM	0	22	4	0	26	0	0	0	0	0	9	28	0	0	37	0	0	11	0	11	74
Hourly Total	0	115	11	0	126	0	0	0	0	0	40	125	0	0	165	12	0	37	0	49	340
Grand Total	0	1225	91	0	1316	0	1	0	0	1	347	1176	1	0	1524	77	0	418	0	495	3336
Approach %	0.0	93.1	6.9	0.0	-	0.0	100.0	0.0	0.0	-	22.8	77.2	0.1	0.0	-	15.6	0.0	84.4	0.0	-	-
Total %	0.0	36.7	2.7	0.0	39.4	0.0	0.0	0.0	0.0	0.0	10.4	35.3	0.0	0.0	45.7	2.3	0.0	12.5	0.0	14.8	-
Lights	0	957	88	0	1045	0	1	0	0	1	338	934	1	0	1273	72	0	406	0	478	2797
% Lights	-	78.1	96.7	-	79.4	-	100.0	-	-	100.0	97.4	79.4	100.0	-	83.5	93.5	-	97.1	-	96.6	83.8
Mediums	0	51	2	0	53	0	0	0	0	0	7	75	0	0	82	3	0	10	0	13	148
% Mediums	-	4.2	2.2	-	4.0	-	0.0	-	-	0.0	2.0	6.4	0.0	-	5.4	3.9	-	2.4	-	2.6	4.4
Articulated Trucks	0	217	1	0	218	0	0	0	0	0	2	167	0	0	169	2	0	2	0	4	391
% Articulated Trucks	-	17.7	1.1	-	16.6	-	0.0	-	-	0.0	0.6	14.2	0.0	-	11.1	2.6	-	0.5	-	0.8	11.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
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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: 7 - LUKFATA TRL
- WED
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Turning Movement Peak Hour Data (11:00 AM)

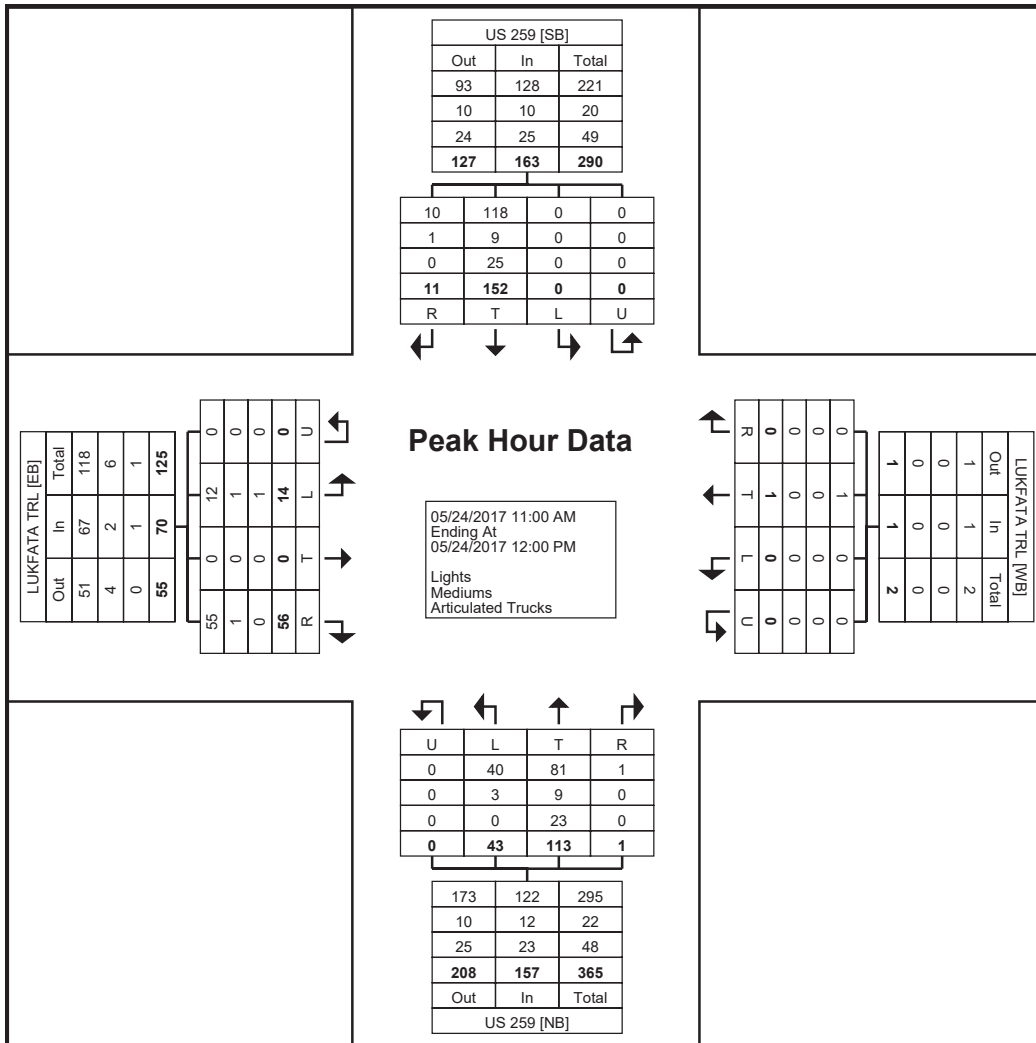
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	38	4	0	42	0	0	0	0	0	7	24	0	0	31	5	0	15	0	20	93
11:15 AM	0	46	1	0	47	0	0	0	0	0	15	31	1	0	47	3	0	12	0	15	109
11:30 AM	0	29	3	0	32	0	1	0	0	1	9	27	0	0	36	3	0	10	0	13	82
11:45 AM	0	39	3	0	42	0	0	0	0	0	12	31	0	0	43	3	0	19	0	22	107
Total	0	152	11	0	163	0	1	0	0	1	43	113	1	0	157	14	0	56	0	70	391
Approach %	0.0	93.3	6.7	0.0	-	0.0	100.0	0.0	0.0	-	27.4	72.0	0.6	0.0	-	20.0	0.0	80.0	0.0	-	-
Total %	0.0	38.9	2.8	0.0	41.7	0.0	0.3	0.0	0.0	0.3	11.0	28.9	0.3	0.0	40.2	3.6	0.0	14.3	0.0	17.9	-
PHF	0.000	0.826	0.688	0.000	0.867	0.000	0.250	0.000	0.000	0.250	0.717	0.911	0.250	0.000	0.835	0.700	0.000	0.737	0.000	0.795	0.897
Lights	0	118	10	0	128	0	1	0	0	1	40	81	1	0	122	12	0	55	0	67	318
% Lights	-	77.6	90.9	-	78.5	-	100.0	-	-	100.0	93.0	71.7	100.0	-	77.7	85.7	-	98.2	-	95.7	81.3
Mediums	0	9	1	0	10	0	0	0	0	0	3	9	0	0	12	1	0	1	0	2	24
% Mediums	-	5.9	9.1	-	6.1	-	0.0	-	-	0.0	7.0	8.0	0.0	-	7.6	7.1	-	1.8	-	2.9	6.1
Articulated Trucks	0	25	0	0	25	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	49
% Articulated Trucks	-	16.4	0.0	-	15.3	-	0.0	-	-	0.0	0.0	20.4	0.0	-	14.6	7.1	-	0.0	-	1.4	12.5

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Count Name: 7 - LUKFATA TRL
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 7 - LUKFATA TRL
- WED
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Turning Movement Peak Hour Data (12:00 PM)

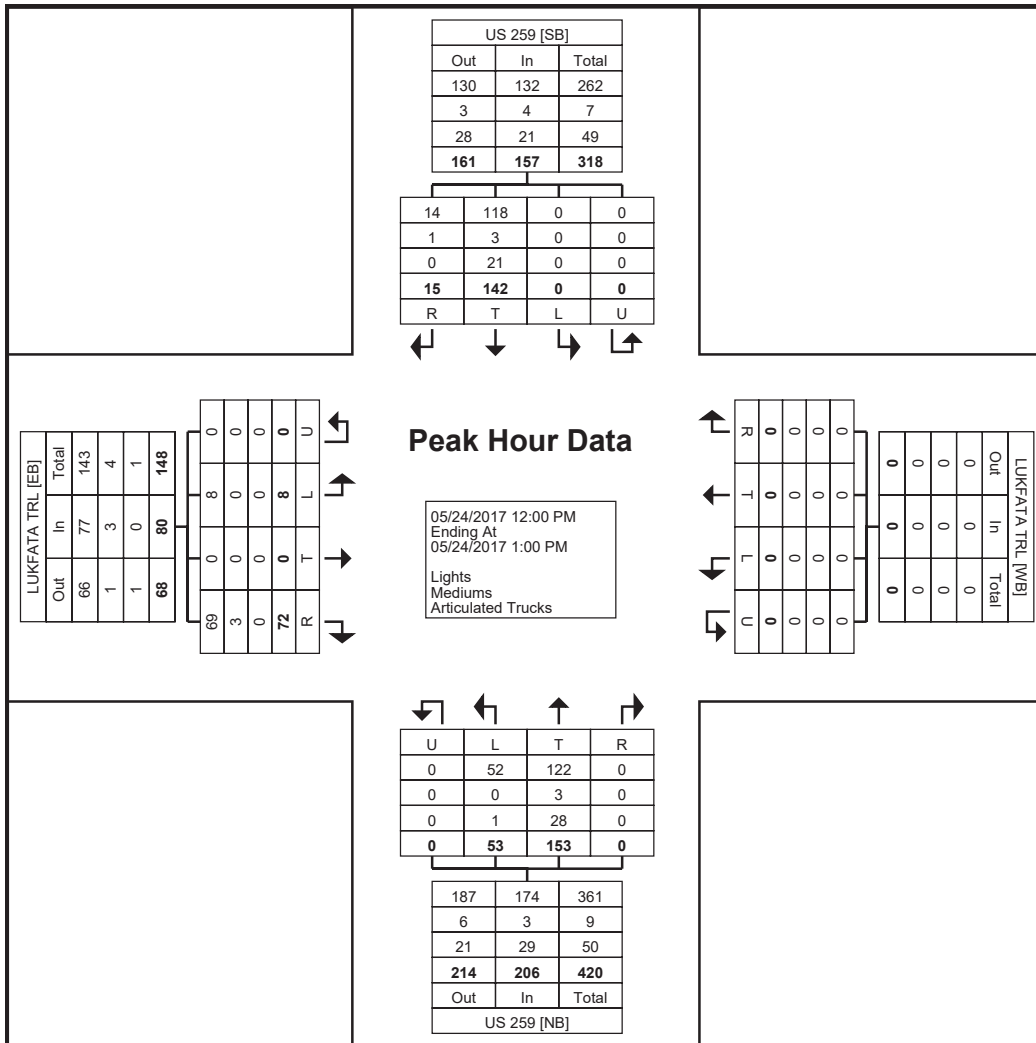
Start Time	US 259 Southbound					LUKFATA TRL Westbound					US 259 Northbound					LUKFATA TRL Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 PM	0	29	5	0	34	0	0	0	0	0	17	37	0	0	54	3	0	20	0	23	111
12:15 PM	0	37	3	0	40	0	0	0	0	0	8	32	0	0	40	4	0	24	0	28	108
12:30 PM	0	36	5	0	41	0	0	0	0	0	11	39	0	0	50	0	0	14	0	14	105
12:45 PM	0	40	2	0	42	0	0	0	0	0	17	45	0	0	62	1	0	14	0	15	119
Total	0	142	15	0	157	0	0	0	0	0	53	153	0	0	206	8	0	72	0	80	443
Approach %	0.0	90.4	9.6	0.0	-	NaN	NaN	NaN	NaN	-	25.7	74.3	0.0	0.0	-	10.0	0.0	90.0	0.0	-	-
Total %	0.0	32.1	3.4	0.0	35.4	0.0	0.0	0.0	0.0	0.0	12.0	34.5	0.0	0.0	46.5	1.8	0.0	16.3	0.0	18.1	-
PHF	0.000	0.888	0.750	0.000	0.935	0.000	0.000	0.000	0.000	0.000	0.779	0.850	0.000	0.000	0.831	0.500	0.000	0.750	0.000	0.714	0.931
Lights	0	118	14	0	132	0	0	0	0	0	52	122	0	0	174	8	0	69	0	77	383
% Lights	-	83.1	93.3	-	84.1	-	-	-	-	-	98.1	79.7	-	-	84.5	100.0	-	95.8	-	96.3	86.5
Mediums	0	3	1	0	4	0	0	0	0	0	0	3	0	3	3	0	0	3	0	3	10
% Mediums	-	2.1	6.7	-	2.5	-	-	-	-	-	0.0	2.0	-	-	1.5	0.0	-	4.2	-	3.8	2.3
Articulated Trucks	0	21	0	0	21	0	0	0	0	0	1	28	0	0	29	0	0	0	0	0	50
% Articulated Trucks	-	14.8	0.0	-	13.4	-	-	-	-	-	1.9	18.3	-	-	14.1	0.0	-	0.0	-	0.0	11.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 7 - LUKFATA TRL
- WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (12:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

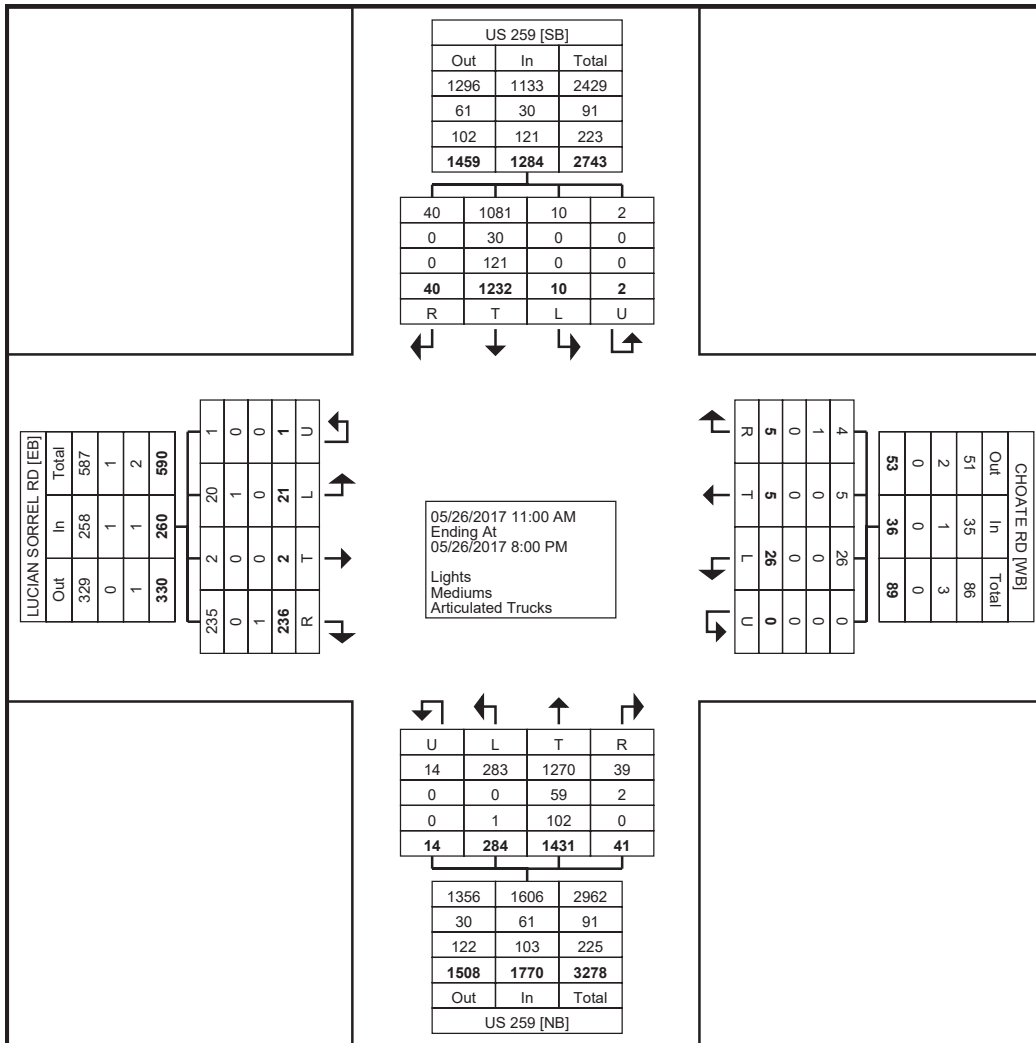
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	1	33	0	0	34	0	0	0	0	0	8	33	0	0	41	1	0	6	0	7	82
11:15 AM	0	32	0	0	32	0	1	0	0	1	9	29	2	0	40	5	0	5	0	10	83
11:30 AM	0	33	1	0	34	3	0	0	0	3	8	35	0	0	43	0	1	4	0	5	85
11:45 AM	2	32	4	0	38	1	0	0	0	1	3	27	0	0	30	2	0	7	0	9	78
Hourly Total	3	130	5	0	138	4	1	0	0	5	28	124	2	0	154	8	1	22	0	31	328
12:00 PM	0	44	1	1	46	2	0	0	0	2	8	41	0	0	49	1	0	4	0	5	102
12:15 PM	0	33	0	0	33	3	0	1	0	4	10	33	1	0	44	1	0	15	0	16	97
12:30 PM	0	37	0	0	37	0	0	0	0	0	7	32	0	0	39	2	0	10	0	12	88
12:45 PM	2	34	2	0	38	1	0	0	0	1	12	34	2	0	48	1	0	5	1	7	94
Hourly Total	2	148	3	1	154	6	0	1	0	7	37	140	3	0	180	5	0	34	1	40	381
1:00 PM	1	36	2	0	39	2	0	1	0	3	10	36	1	0	47	0	0	11	0	11	100
1:15 PM	0	39	1	0	40	0	1	0	0	1	7	32	2	0	41	5	0	10	0	15	97
1:30 PM	0	41	2	0	43	0	0	0	0	0	5	30	0	0	35	1	0	7	0	8	86
1:45 PM	0	45	0	0	45	0	0	0	0	0	1	48	1	2	52	0	0	9	0	9	106
Hourly Total	1	161	5	0	167	2	1	1	0	4	23	146	4	2	175	6	0	37	0	43	389
2:00 PM	0	39	1	0	40	0	0	0	0	0	10	45	0	1	56	0	0	11	0	11	107
2:15 PM	0	43	2	0	45	1	0	0	0	1	7	42	2	0	51	0	0	4	0	4	101
2:30 PM	0	32	0	1	33	0	1	0	0	1	7	23	1	1	32	1	0	10	0	11	77
2:45 PM	0	17	1	0	18	0	0	0	0	0	3	30	0	0	33	0	0	3	0	3	54
Hourly Total	0	131	4	1	136	1	1	0	0	2	27	140	3	2	172	1	0	28	0	29	339
3:00 PM	0	48	0	0	48	0	0	0	0	0	12	34	3	0	49	0	0	9	0	9	106
3:15 PM	0	50	1	0	51	0	0	1	0	1	7	55	1	1	64	0	0	11	0	11	127
3:30 PM	0	46	2	0	48	0	0	0	0	0	11	41	4	1	57	0	0	5	0	5	110
3:45 PM	0	42	2	0	44	0	0	0	0	0	8	46	2	1	57	0	0	1	0	1	102
Hourly Total	0	186	5	0	191	0	0	1	0	1	38	176	10	3	227	0	0	26	0	26	445
4:00 PM	0	38	2	0	40	0	0	0	0	0	12	50	2	0	64	0	0	6	0	6	110
4:15 PM	0	46	2	0	48	4	0	0	0	4	13	53	2	2	70	0	0	7	0	7	129
4:30 PM	0	36	1	0	37	1	0	0	0	1	11	46	2	0	59	0	0	7	0	7	104
4:45 PM	0	40	0	0	40	1	0	1	0	2	6	52	1	2	61	0	0	4	0	4	107
Hourly Total	0	160	5	0	165	6	0	1	0	7	42	201	7	4	254	0	0	24	0	24	450
5:00 PM	0	29	0	0	29	1	0	0	0	1	10	48	1	0	59	0	0	7	0	7	96
5:15 PM	1	38	2	0	41	2	0	0	0	2	13	57	1	0	71	0	0	6	0	6	120
5:30 PM	1	38	2	0	41	0	0	0	0	0	5	60	3	1	69	0	0	3	0	3	113
5:45 PM	0	32	2	0	34	3	0	0	0	3	9	56	0	0	65	0	0	3	0	3	105
Hourly Total	2	137	6	0	145	6	0	0	0	6	37	221	5	1	264	0	0	19	0	19	434
6:00 PM	1	24	1	0	26	0	0	0	0	0	8	35	0	0	43	0	0	9	0	9	78
6:15 PM	0	31	0	0	31	0	1	0	0	1	8	38	1	0	47	0	0	4	0	4	83
6:30 PM	1	15	1	0	17	1	1	0	0	2	5	29	1	0	35	0	0	5	0	5	59
6:45 PM	0	24	1	0	25	0	0	1	0	1	5	38	0	1	44	0	1	5	0	6	76
Hourly Total	2	94	3	0	99	1	2	1	0	4	26	140	2	1	169	0	1	23	0	24	296
7:00 PM	0	24	1	0	25	0	0	0	0	0	4	34	1	0	39	0	0	5	0	5	69
7:15 PM	0	26	1	0	27	0	0	0	0	0	8	40	1	0	49	1	0	6	0	7	83
7:30 PM	0	19	0	0	19	0	0	0	0	0	7	28	1	0	36	0	0	7	0	7	62
7:45 PM	0	16	2	0	18	0	0	0	0	0	7	41	2	1	51	0	0	5	0	5	74
Hourly Total	0	85	4	0	89	0	0	0	0	0	26	143	5	1	175	1	0	23	0	24	288
Grand Total	10	1232	40	2	1284	26	5	5	0	36	284	1431	41	14	1770	21	2	236	1	260	3350
Approach %	0.8	96.0	3.1	0.2	-	72.2	13.9	13.9	0.0	-	16.0	80.8	2.3	0.8	-	8.1	0.8	90.8	0.4	-	-
Total %	0.3	36.8	1.2	0.1	38.3	0.8	0.1	0.1	0.0	1.1	8.5	42.7	1.2	0.4	52.8	0.6	0.1	7.0	0.0	7.8	-
Lights	10	1081	40	2	1133	26	5	4	0	35	283	1270	39	14	1606	20	2	235	1	258	3032
% Lights	100.0	87.7	100.0	100.0	88.2	100.0	100.0	80.0	-	97.2	99.6	88.7	95.1	100.0	90.7	95.2	100.0	99.6	100.0	99.2	90.5
Mediums	0	30	0	0	30	0	0	1	0	1	0	59	2	0	61	1	0	0	0	1	93
% Mediums	0.0	2.4	0.0	0.0	2.3	0.0	0.0	20.0	-	2.8	0.0	4.1	4.9	0.0	3.4	4.8	0.0	0.0	0.0	0.4	2.8
Articulated Trucks	0	121	0	0	121	0	0	0	0	0	1	102	0	0	103	0	0	1	0	1	225
% Articulated Trucks	0.0	9.8	0.0	0.0	9.4	0.0	0.0	0.0	-	0.0	0.4	7.1	0.0	0.0	5.8	0.0	0.0	0.4	0.0	0.4	6.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

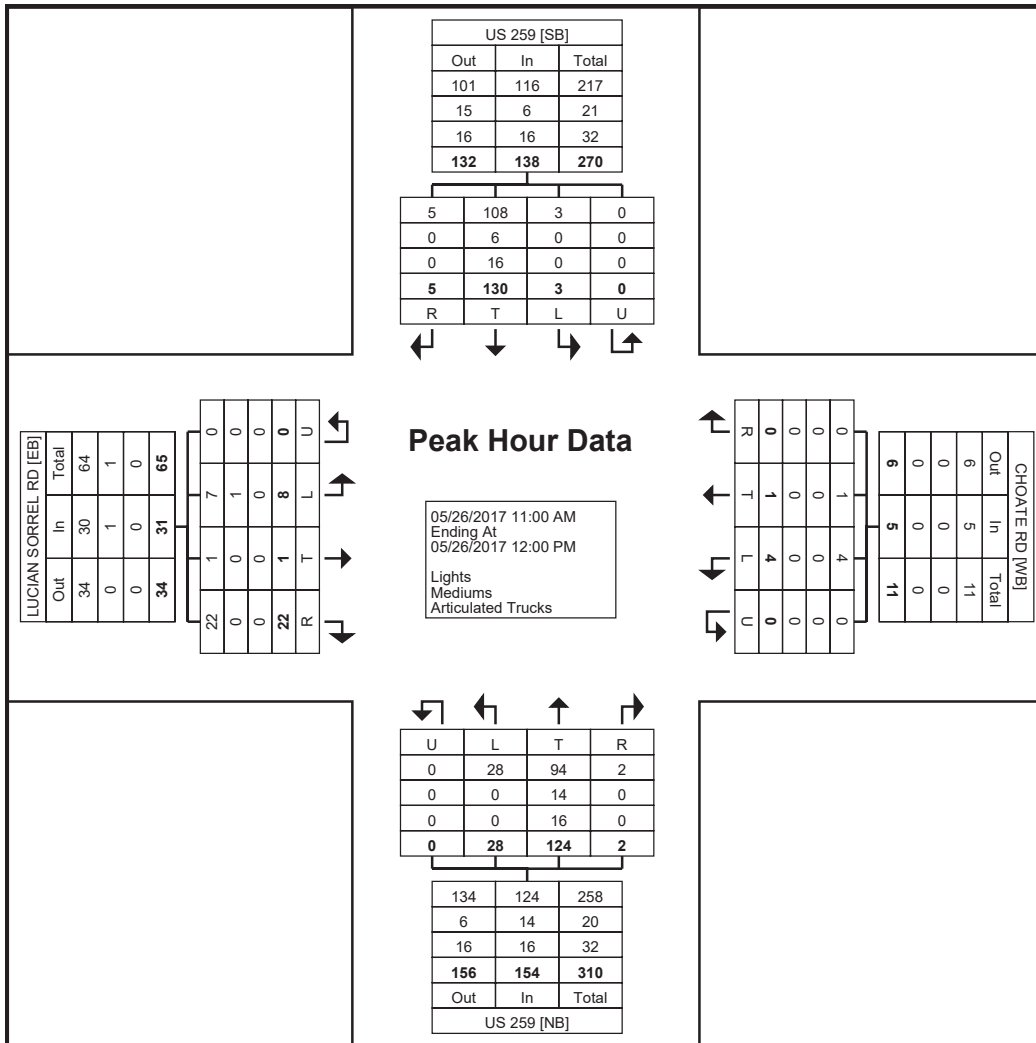
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	1	33	0	0	34	0	0	0	0	0	8	33	0	0	41	1	0	6	0	7	82
11:15 AM	0	32	0	0	32	0	1	0	0	1	9	29	2	0	40	5	0	5	0	10	83
11:30 AM	0	33	1	0	34	3	0	0	0	3	8	35	0	0	43	0	1	4	0	5	85
11:45 AM	2	32	4	0	38	1	0	0	0	1	3	27	0	0	30	2	0	7	0	9	78
Total	3	130	5	0	138	4	1	0	0	5	28	124	2	0	154	8	1	22	0	31	328
Approach %	2.2	94.2	3.6	0.0	-	80.0	20.0	0.0	0.0	-	18.2	80.5	1.3	0.0	-	25.8	3.2	71.0	0.0	-	-
Total %	0.9	39.6	1.5	0.0	42.1	1.2	0.3	0.0	0.0	1.5	8.5	37.8	0.6	0.0	47.0	2.4	0.3	6.7	0.0	9.5	-
PHF	0.375	0.985	0.313	0.000	0.908	0.333	0.250	0.000	0.000	0.417	0.778	0.886	0.250	0.000	0.895	0.400	0.250	0.786	0.000	0.775	0.965
Lights	3	108	5	0	116	4	1	0	0	5	28	94	2	0	124	7	1	22	0	30	275
% Lights	100.0	83.1	100.0	-	84.1	100.0	100.0	-	-	100.0	100.0	75.8	100.0	-	80.5	87.5	100.0	100.0	-	96.8	83.8
Mediums	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	21
% Mediums	0.0	4.6	0.0	-	4.3	0.0	0.0	-	-	0.0	0.0	11.3	0.0	-	9.1	12.5	0.0	0.0	-	3.2	6.4
Articulated Trucks	0	16	0	0	16	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	32
% Articulated Trucks	0.0	12.3	0.0	-	11.6	0.0	0.0	-	-	0.0	0.0	12.9	0.0	-	10.4	0.0	0.0	0.0	-	0.0	9.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

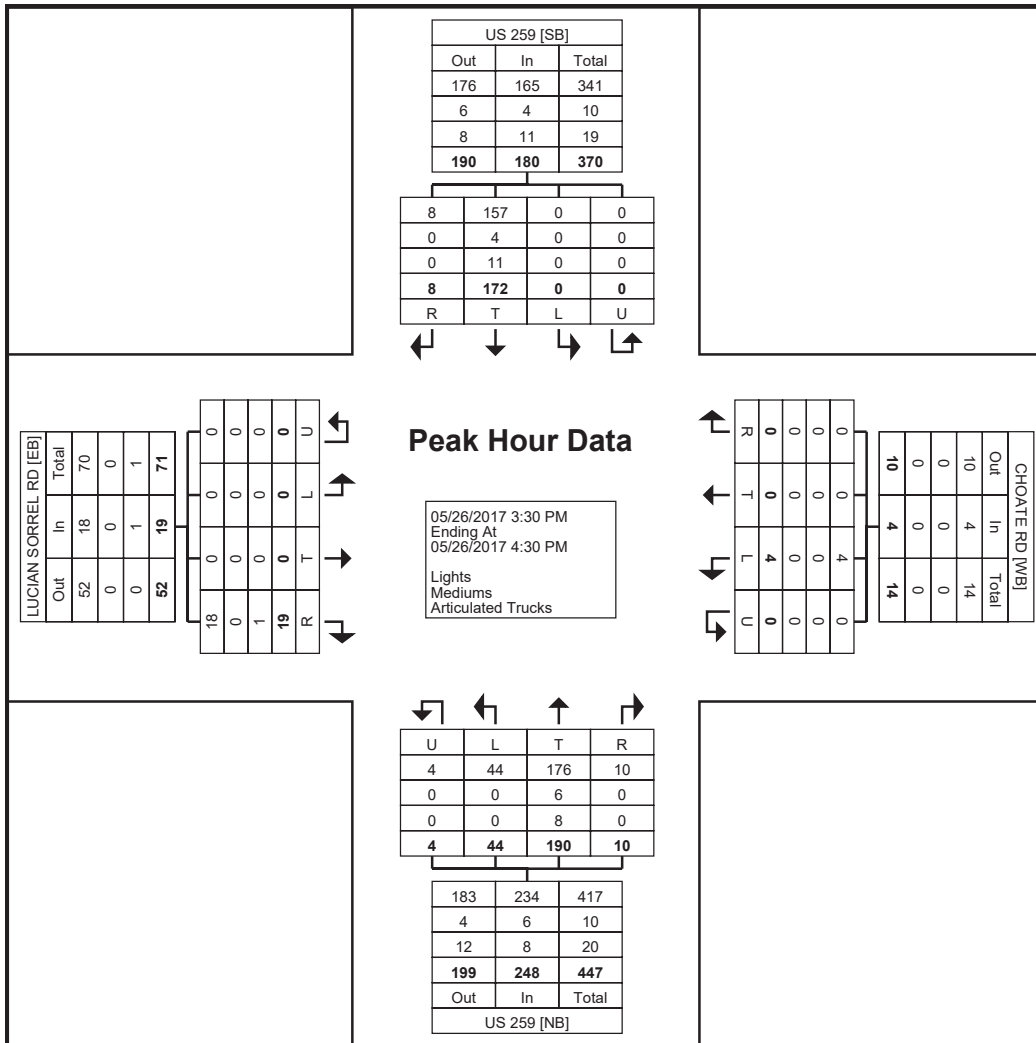
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	46	2	0	48	0	0	0	0	0	11	41	4	1	57	0	0	5	0	5	110
3:45 PM	0	42	2	0	44	0	0	0	0	0	8	46	2	1	57	0	0	1	0	1	102
4:00 PM	0	38	2	0	40	0	0	0	0	0	12	50	2	0	64	0	0	6	0	6	110
4:15 PM	0	46	2	0	48	4	0	0	0	4	13	53	2	2	70	0	0	7	0	7	129
Total	0	172	8	0	180	4	0	0	0	4	44	190	10	4	248	0	0	19	0	19	451
Approach %	0.0	95.6	4.4	0.0	-	100.0	0.0	0.0	0.0	-	17.7	76.6	4.0	1.6	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	38.1	1.8	0.0	39.9	0.9	0.0	0.0	0.0	0.9	9.8	42.1	2.2	0.9	55.0	0.0	0.0	4.2	0.0	4.2	-
PHF	0.000	0.935	1.000	0.000	0.938	0.250	0.000	0.000	0.000	0.250	0.846	0.896	0.625	0.500	0.886	0.000	0.000	0.679	0.000	0.679	0.874
Lights	0	157	8	0	165	4	0	0	0	4	44	176	10	4	234	0	0	18	0	18	421
% Lights	-	91.3	100.0	-	91.7	100.0	-	-	-	100.0	100.0	92.6	100.0	100.0	94.4	-	-	94.7	-	94.7	93.3
Mediums	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
% Mediums	-	2.3	0.0	-	2.2	0.0	-	-	-	0.0	0.0	3.2	0.0	0.0	2.4	-	-	0.0	-	0.0	2.2
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	20
% Articulated Trucks	-	6.4	0.0	-	6.1	0.0	-	-	-	0.0	0.0	4.2	0.0	0.0	3.2	-	-	5.3	-	5.3	4.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 1

Turning Movement Data

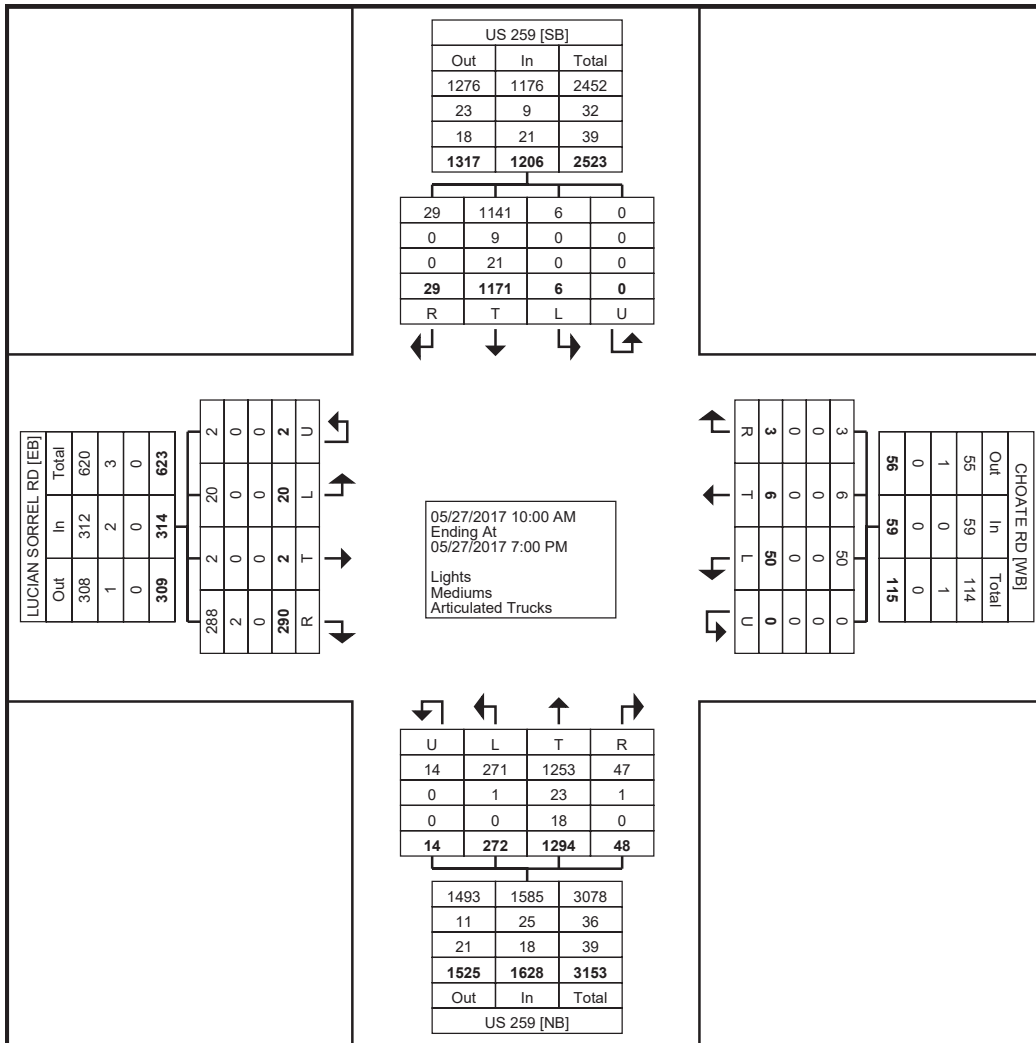
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	0	36	0	0	36	0	0	0	0	0	0	26	0	0	26	0	0	10	0	10	72
10:15 AM	0	36	0	0	36	3	0	0	0	3	2	28	3	0	33	0	0	14	0	14	86
10:30 AM	0	35	2	0	37	0	0	0	0	0	6	29	1	0	36	0	0	9	0	9	82
10:45 AM	0	41	2	0	43	3	0	1	0	4	4	32	1	0	37	0	0	14	0	14	98
Hourly Total	0	148	4	0	152	6	0	1	0	7	12	115	5	0	132	0	0	47	0	47	338
11:00 AM	1	42	0	0	43	4	0	0	0	4	6	43	0	1	50	0	0	9	0	9	106
11:15 AM	0	42	2	0	44	0	0	0	0	0	7	31	0	1	39	1	0	11	0	12	95
11:30 AM	0	38	1	0	39	4	0	1	0	5	7	26	1	0	34	2	0	7	0	9	87
11:45 AM	0	43	0	0	43	0	0	0	0	0	7	30	1	0	38	1	0	11	0	12	93
Hourly Total	1	165	3	0	169	8	0	1	0	9	27	130	2	2	161	4	0	38	0	42	381
12:00 PM	0	34	2	0	36	3	1	0	0	4	5	46	1	0	52	1	0	15	0	16	108
12:15 PM	0	28	1	0	29	0	0	0	0	0	11	36	0	0	47	1	0	13	0	14	90
12:30 PM	1	33	1	0	35	2	0	0	0	2	13	39	1	2	55	0	0	8	0	8	100
12:45 PM	0	25	0	0	25	1	0	0	0	1	13	52	1	0	66	1	0	11	0	12	104
Hourly Total	1	120	4	0	125	6	1	0	0	7	42	173	3	2	220	3	0	47	0	50	402
1:00 PM	0	24	2	0	26	6	0	0	0	6	12	43	2	0	57	2	0	6	0	8	97
1:15 PM	1	33	1	0	35	1	1	0	0	2	11	41	3	1	56	1	0	8	0	9	102
1:30 PM	0	38	0	0	38	0	0	0	0	0	4	27	2	0	33	1	0	9	0	10	81
1:45 PM	1	29	2	0	32	1	0	0	0	1	5	46	0	1	52	1	0	3	0	4	89
Hourly Total	2	124	5	0	131	8	1	0	0	9	32	157	7	2	198	5	0	26	0	31	369
2:00 PM	0	38	1	0	39	0	0	0	0	0	4	48	0	0	52	2	0	7	0	9	100
2:15 PM	0	48	2	0	50	3	0	0	0	3	5	32	0	0	37	1	1	7	0	9	99
2:30 PM	0	41	0	0	41	3	0	0	0	3	7	36	1	0	44	0	0	7	0	7	95
2:45 PM	0	25	0	0	25	0	0	0	0	0	4	30	4	2	40	2	0	9	0	11	76
Hourly Total	0	152	3	0	155	6	0	0	0	6	20	146	5	2	173	5	1	30	0	36	370
3:00 PM	0	25	2	0	27	0	0	0	0	0	6	46	0	0	52	0	0	4	0	4	83
3:15 PM	0	41	1	0	42	0	1	0	0	1	7	43	3	1	54	0	0	7	0	7	104
3:30 PM	0	31	1	0	32	2	0	0	0	2	11	41	2	0	54	0	0	6	0	6	94
3:45 PM	0	34	0	0	34	0	0	0	0	0	7	35	1	0	43	0	0	13	0	13	90
Hourly Total	0	131	4	0	135	2	1	0	0	3	31	165	6	1	203	0	0	30	0	30	371
4:00 PM	1	44	1	0	46	3	0	0	0	3	9	36	2	0	47	0	0	3	0	3	99
4:15 PM	0	31	0	0	31	0	0	0	0	0	3	35	0	0	38	0	0	5	0	5	74
4:30 PM	0	23	0	0	23	1	0	0	0	1	8	43	3	3	57	0	0	4	0	4	85
4:45 PM	0	19	1	0	20	0	0	0	0	0	9	26	0	0	35	2	0	5	0	7	62
Hourly Total	1	117	2	0	120	4	0	0	0	4	29	140	5	3	177	2	0	17	0	19	320
5:00 PM	0	28	2	0	30	1	0	0	0	1	13	38	1	0	52	0	0	8	0	8	91
5:15 PM	0	34	1	0	35	2	0	1	0	3	12	35	3	0	50	0	0	7	0	7	95
5:30 PM	0	30	0	0	30	1	3	0	0	4	9	25	4	1	39	0	0	8	1	9	82
5:45 PM	0	26	0	0	26	1	0	0	0	1	12	32	3	0	47	0	0	4	0	4	78
Hourly Total	0	118	3	0	121	5	3	1	0	9	46	130	11	1	188	0	0	27	1	28	346
6:00 PM	1	22	0	0	23	2	0	0	0	2	9	33	0	0	42	0	1	6	0	7	74
6:15 PM	0	28	0	0	28	1	0	0	0	1	8	39	0	0	47	0	0	2	0	2	78
6:30 PM	0	22	1	0	23	2	0	0	0	2	9	36	2	0	47	1	0	11	0	12	84
6:45 PM	0	24	0	0	24	0	0	0	0	0	7	30	2	1	40	0	0	9	1	10	74
Hourly Total	1	96	1	0	98	5	0	0	0	5	33	138	4	1	176	1	1	28	1	31	310
Grand Total	6	1171	29	0	1206	50	6	3	0	59	272	1294	48	14	1628	20	2	290	2	314	3207
Approach %	0.5	97.1	2.4	0.0	-	84.7	10.2	5.1	0.0	-	16.7	79.5	2.9	0.9	-	6.4	0.6	92.4	0.6	-	-
Total %	0.2	36.5	0.9	0.0	37.6	1.6	0.2	0.1	0.0	1.8	8.5	40.3	1.5	0.4	50.8	0.6	0.1	9.0	0.1	9.8	-
Lights	6	1141	29	0	1176	50	6	3	0	59	271	1253	47	14	1585	20	2	288	2	312	3132
% Lights	100.0	97.4	100.0	-	97.5	100.0	100.0	100.0	-	100.0	99.6	96.8	97.9	100.0	97.4	100.0	100.0	99.3	100.0	99.4	97.7
Mediums	0	9	0	0	9	0	0	0	0	0	1	23	1	0	25	0	0	2	0	2	36
% Mediums	0.0	0.8	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.4	1.8	2.1	0.0	1.5	0.0	0.0	0.7	0.0	0.6	1.1
Articulated Trucks	0	21	0	0	21	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	39
% Articulated Trucks	0.0	1.8	0.0	-	1.7	0.0	0.0	0.0	-	0.0	0.0	1.4	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 8 - LUCIAN
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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: 8 - LUCIAN
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Turning Movement Peak Hour Data (10:45 AM)

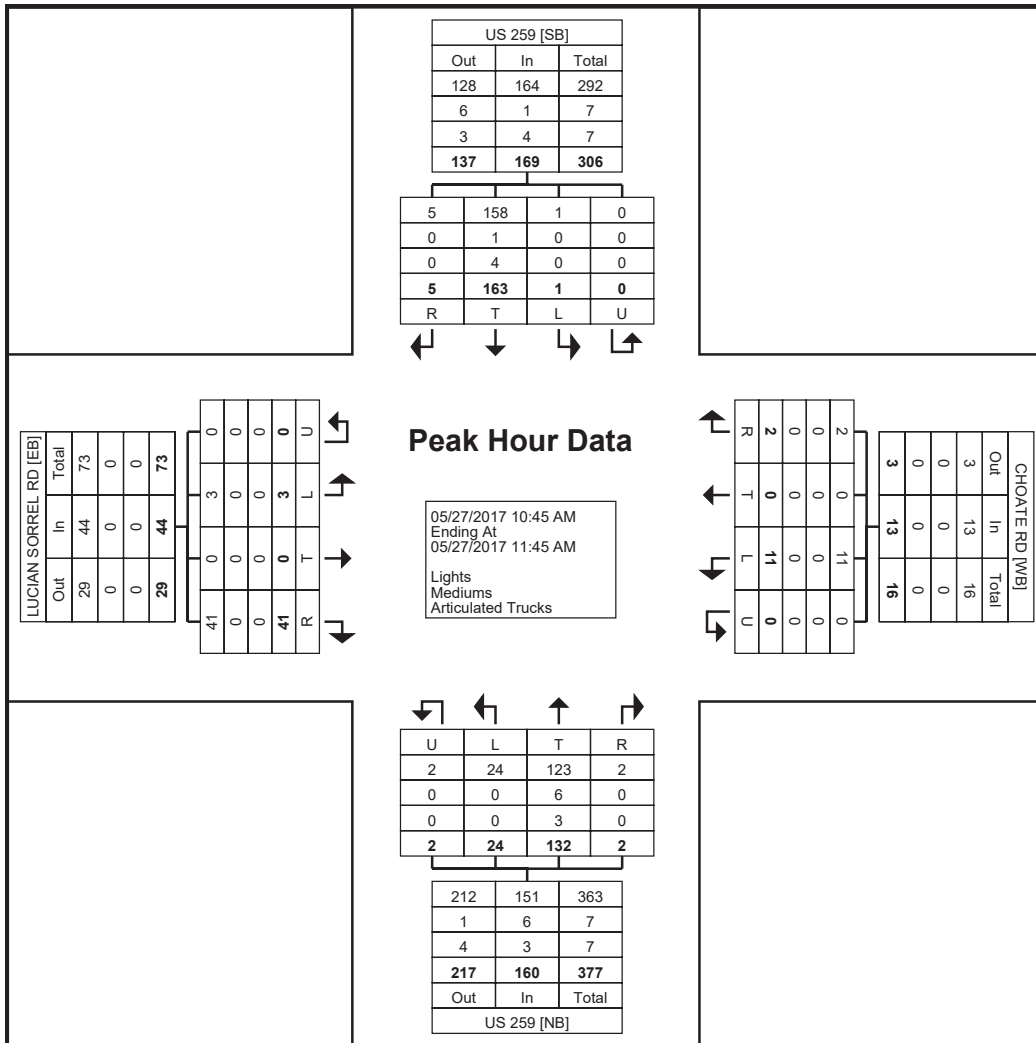
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:45 AM	0	41	2	0	43	3	0	1	0	4	4	32	1	0	37	0	0	14	0	14	98
11:00 AM	1	42	0	0	43	4	0	0	0	4	6	43	0	1	50	0	0	9	0	9	106
11:15 AM	0	42	2	0	44	0	0	0	0	0	7	31	0	1	39	1	0	11	0	12	95
11:30 AM	0	38	1	0	39	4	0	1	0	5	7	26	1	0	34	2	0	7	0	9	87
Total	1	163	5	0	169	11	0	2	0	13	24	132	2	2	160	3	0	41	0	44	386
Approach %	0.6	96.4	3.0	0.0	-	84.6	0.0	15.4	0.0	-	15.0	82.5	1.3	1.3	-	6.8	0.0	93.2	0.0	-	-
Total %	0.3	42.2	1.3	0.0	43.8	2.8	0.0	0.5	0.0	3.4	6.2	34.2	0.5	0.5	41.5	0.8	0.0	10.6	0.0	11.4	-
PHF	0.250	0.970	0.625	0.000	0.960	0.688	0.000	0.500	0.000	0.650	0.857	0.767	0.500	0.500	0.800	0.375	0.000	0.732	0.000	0.786	0.910
Lights	1	158	5	0	164	11	0	2	0	13	24	123	2	2	151	3	0	41	0	44	372
% Lights	100.0	96.9	100.0	-	97.0	100.0	-	100.0	-	100.0	100.0	93.2	100.0	100.0	94.4	100.0	-	100.0	-	100.0	96.4
Mediums	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
% Mediums	0.0	0.6	0.0	-	0.6	0.0	-	0.0	-	0.0	0.0	4.5	0.0	0.0	3.8	0.0	-	0.0	-	0.0	1.8
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% Articulated Trucks	0.0	2.5	0.0	-	2.4	0.0	-	0.0	-	0.0	0.0	2.3	0.0	0.0	1.9	0.0	-	0.0	-	0.0	1.8

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Turning Movement Peak Hour Data Plot (10:45 AM)

GRAM Traffic NTX Inc.

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Turning Movement Peak Hour Data (12:30 PM)

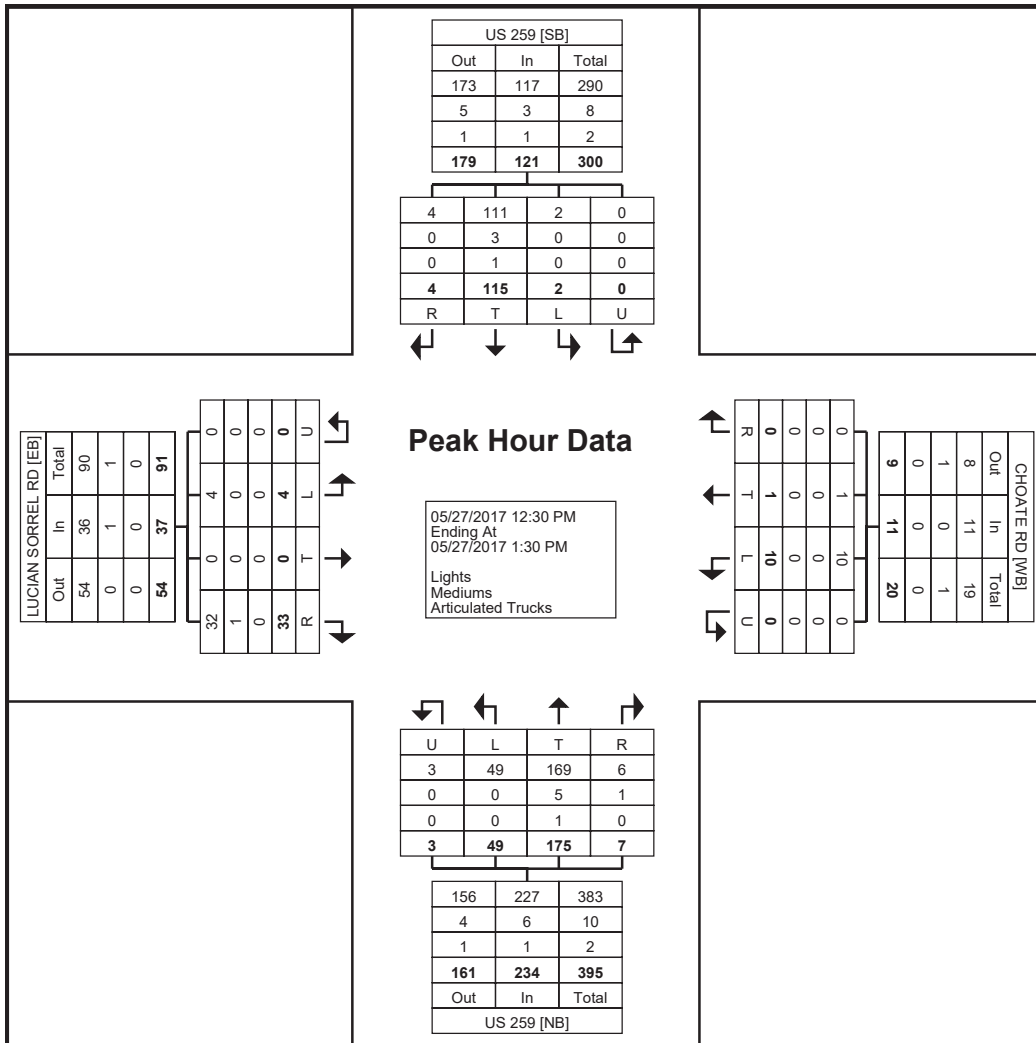
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:30 PM	1	33	1	0	35	2	0	0	0	2	13	39	1	2	55	0	0	8	0	8	100
12:45 PM	0	25	0	0	25	1	0	0	0	1	13	52	1	0	66	1	0	11	0	12	104
1:00 PM	0	24	2	0	26	6	0	0	0	6	12	43	2	0	57	2	0	6	0	8	97
1:15 PM	1	33	1	0	35	1	1	0	0	2	11	41	3	1	56	1	0	8	0	9	102
Total	2	115	4	0	121	10	1	0	0	11	49	175	7	3	234	4	0	33	0	37	403
Approach %	1.7	95.0	3.3	0.0	-	90.9	9.1	0.0	0.0	-	20.9	74.8	3.0	1.3	-	10.8	0.0	89.2	0.0	-	-
Total %	0.5	28.5	1.0	0.0	30.0	2.5	0.2	0.0	0.0	2.7	12.2	43.4	1.7	0.7	58.1	1.0	0.0	8.2	0.0	9.2	-
PHF	0.500	0.871	0.500	0.000	0.864	0.417	0.250	0.000	0.000	0.458	0.942	0.841	0.583	0.375	0.886	0.500	0.000	0.750	0.000	0.771	0.969
Lights	2	111	4	0	117	10	1	0	0	11	49	169	6	3	227	4	0	32	0	36	391
% Lights	100.0	96.5	100.0	-	96.7	100.0	100.0	-	-	100.0	100.0	96.6	85.7	100.0	97.0	100.0	-	97.0	-	97.3	97.0
Mediums	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	10
% Mediums	0.0	2.6	0.0	-	2.5	0.0	0.0	-	-	0.0	0.0	2.9	14.3	0.0	2.6	0.0	-	3.0	-	2.7	2.5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Articulated Trucks	0.0	0.9	0.0	-	0.8	0.0	0.0	-	-	0.0	0.0	0.6	0.0	0.0	0.4	0.0	-	0.0	-	0.0	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Turning Movement Peak Hour Data Plot (12:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Turning Movement Data

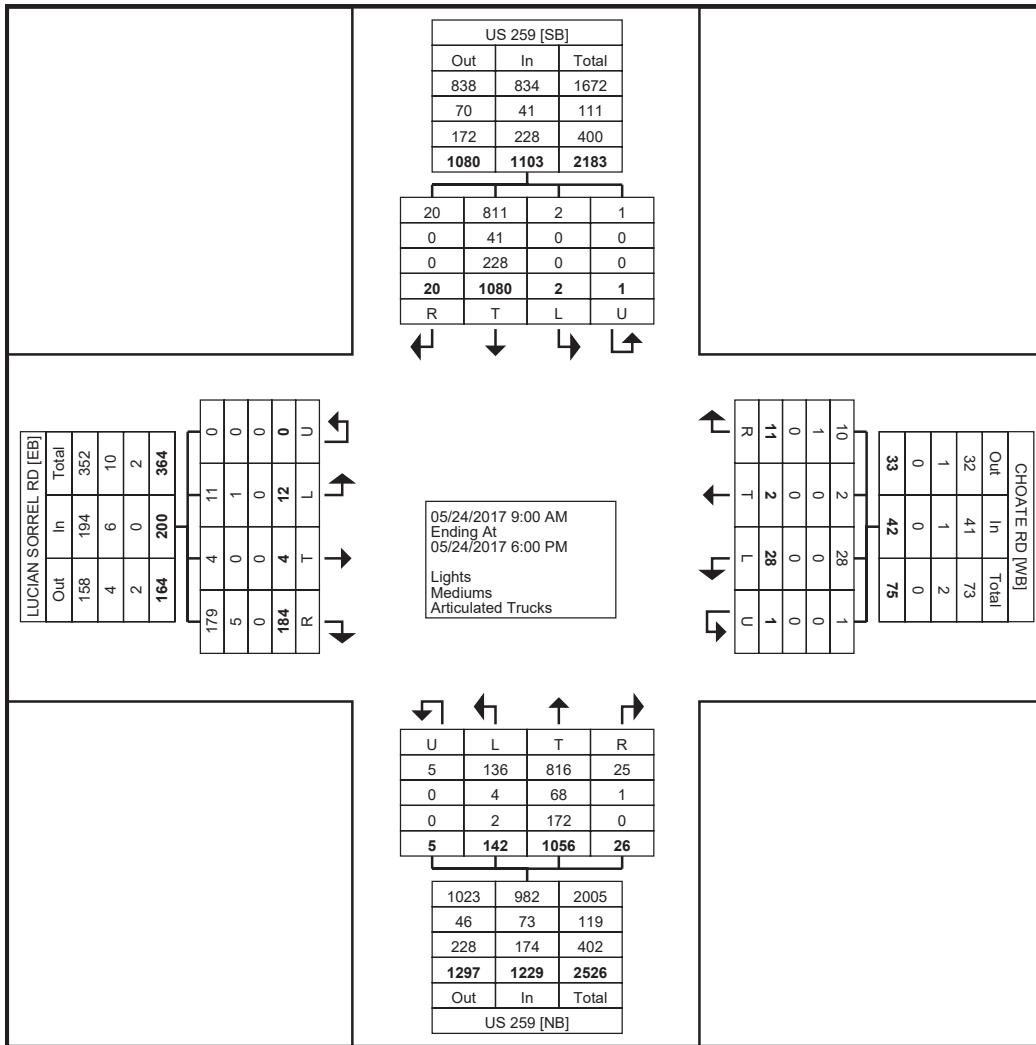
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	22	0	1	23	1	0	0	0	1	6	27	1	0	34	0	0	3	0	3	61
9:15 AM	0	22	1	0	23	0	0	0	0	0	0	24	1	0	25	0	0	15	0	15	63
9:30 AM	0	42	0	0	42	2	0	0	0	2	0	22	0	0	22	0	0	2	0	2	68
9:45 AM	0	17	1	0	18	0	0	1	0	1	2	31	0	0	33	0	0	2	0	2	54
Hourly Total	0	103	2	1	106	3	0	1	0	4	8	104	2	0	114	0	0	22	0	22	246
10:00 AM	1	34	0	0	35	0	0	1	0	1	4	26	1	0	31	1	0	2	0	3	70
10:15 AM	0	30	0	0	30	1	0	0	0	1	3	25	0	0	28	0	0	5	0	5	64
10:30 AM	0	23	1	0	24	0	0	0	0	0	6	21	1	0	28	0	0	2	0	2	54
10:45 AM	0	34	0	0	34	1	0	0	0	1	5	28	2	0	35	1	0	8	0	9	79
Hourly Total	1	121	1	0	123	2	0	1	0	3	18	100	4	0	122	2	0	17	0	19	267
11:00 AM	0	33	0	0	33	3	0	0	1	4	6	20	1	1	28	1	0	7	0	8	73
11:15 AM	0	39	0	0	39	1	1	1	0	3	3	31	1	0	35	0	1	7	0	8	85
11:30 AM	0	22	0	0	22	1	0	0	0	1	1	27	0	0	28	0	0	5	0	5	56
11:45 AM	0	33	3	0	36	1	0	1	0	2	5	27	0	0	32	0	0	9	0	9	79
Hourly Total	0	127	3	0	130	6	1	2	1	10	15	105	2	1	123	1	1	28	0	30	293
12:00 PM	0	30	0	0	30	0	0	2	0	2	9	26	0	0	35	0	0	3	0	3	70
12:15 PM	1	30	1	0	32	0	0	0	0	0	6	30	1	0	37	2	2	7	0	11	80
12:30 PM	0	32	4	0	36	3	0	0	0	3	6	32	2	1	41	0	0	8	0	8	88
12:45 PM	0	31	0	0	31	0	0	0	0	0	9	33	2	1	45	0	0	5	0	5	81
Hourly Total	1	123	5	0	129	3	0	2	0	5	30	121	5	2	158	2	2	23	0	27	319
1:00 PM	0	41	0	0	41	0	0	0	0	0	7	34	2	0	43	0	0	4	0	4	88
1:15 PM	0	25	0	0	25	2	0	0	0	2	4	26	1	0	31	1	0	7	0	8	66
1:30 PM	0	19	0	0	19	0	0	0	0	0	8	33	2	0	43	0	0	2	0	2	64
1:45 PM	0	22	0	0	22	3	0	0	0	3	3	38	1	1	43	0	0	3	0	3	71
Hourly Total	0	107	0	0	107	5	0	0	0	5	22	131	6	1	160	1	0	16	0	17	289
2:00 PM	0	40	1	0	41	1	0	2	0	3	1	34	0	0	35	0	0	7	0	7	86
2:15 PM	0	19	1	0	20	2	0	0	0	2	5	31	0	0	36	1	0	6	0	7	65
2:30 PM	0	31	0	0	31	2	0	0	0	2	3	35	0	0	38	0	0	3	0	3	74
2:45 PM	0	27	1	0	28	0	0	0	0	0	6	26	1	0	33	1	0	2	0	3	64
Hourly Total	0	117	3	0	120	5	0	2	0	7	15	126	1	0	142	2	0	18	0	20	289
3:00 PM	0	30	1	0	31	1	0	0	0	1	3	30	0	0	33	0	0	5	0	5	70
3:15 PM	0	31	0	0	31	1	0	0	0	1	2	24	1	0	27	0	0	6	0	6	65
3:30 PM	0	58	1	0	59	0	0	0	0	0	1	21	1	0	23	1	0	7	0	8	90
3:45 PM	0	31	0	0	31	0	0	0	0	0	6	42	0	0	48	2	0	4	0	6	85
Hourly Total	0	150	2	0	152	2	0	0	0	2	12	117	2	0	131	3	0	22	0	25	310
4:00 PM	0	32	0	0	32	0	0	1	0	1	6	30	0	0	36	1	0	5	0	6	75
4:15 PM	0	32	0	0	32	1	0	0	0	1	4	43	1	0	48	0	1	5	0	6	87
4:30 PM	0	28	1	0	29	0	1	0	0	1	1	30	0	1	32	0	0	3	0	3	65
4:45 PM	0	37	0	0	37	0	0	0	0	0	1	28	0	0	29	0	0	8	0	8	74
Hourly Total	0	129	1	0	130	1	1	1	0	3	12	131	1	1	145	1	1	21	0	23	301
5:00 PM	0	20	1	0	21	0	0	1	0	1	5	24	1	0	30	0	0	4	0	4	56
5:15 PM	0	32	1	0	33	1	0	1	0	2	1	44	2	0	47	0	0	5	0	5	87
5:30 PM	0	27	0	0	27	0	0	0	0	0	2	27	0	0	29	0	0	5	0	5	61
5:45 PM	0	24	1	0	25	0	0	0	0	0	2	26	0	0	28	0	0	3	0	3	56
Hourly Total	0	103	3	0	106	1	0	2	0	3	10	121	3	0	134	0	0	17	0	17	260
Grand Total	2	1080	20	1	1103	28	2	11	1	42	142	1056	26	5	1229	12	4	184	0	200	2574
Approach %	0.2	97.9	1.8	0.1	-	66.7	4.8	26.2	2.4	-	11.6	85.9	2.1	0.4	-	6.0	2.0	92.0	0.0	-	-
Total %	0.1	42.0	0.8	0.0	42.9	1.1	0.1	0.4	0.0	1.6	5.5	41.0	1.0	0.2	47.7	0.5	0.2	7.1	0.0	7.8	-
Lights	2	811	20	1	834	28	2	10	1	41	136	816	25	5	982	11	4	179	0	194	2051
% Lights	100.0	75.1	100.0	100.0	75.6	100.0	100.0	90.9	100.0	97.6	95.8	77.3	96.2	100.0	79.9	91.7	100.0	97.3	-	97.0	79.7
Mediums	0	41	0	0	41	0	0	1	0	1	4	68	1	0	73	1	0	5	0	6	121
% Mediums	0.0	3.8	0.0	0.0	3.7	0.0	0.0	9.1	0.0	2.4	2.8	6.4	3.8	0.0	5.9	8.3	0.0	2.7	-	3.0	4.7
Articulated Trucks	0	228	0	0	228	0	0	0	0	0	2	172	0	0	174	0	0	0	0	0	402
% Articulated Trucks	0.0	21.1	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	1.4	16.3	0.0	0.0	14.2	0.0	0.0	0.0	-	0.0	15.6

GRAM Traffic NTX Inc.

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Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 8 - LUCIAN
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Turning Movement Peak Hour Data (10:45 AM)

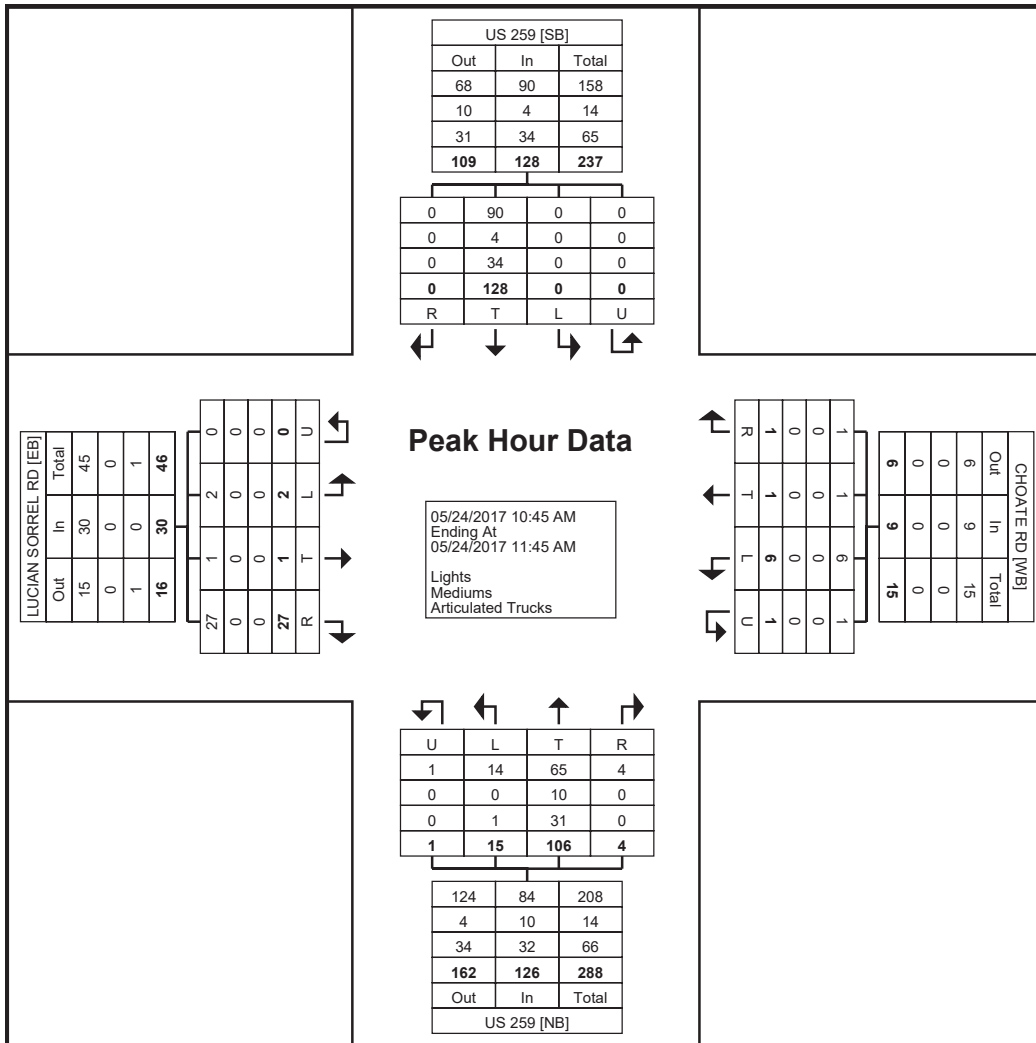
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:45 AM	0	34	0	0	34	1	0	0	0	1	5	28	2	0	35	1	0	8	0	9	79
11:00 AM	0	33	0	0	33	3	0	0	1	4	6	20	1	1	28	1	0	7	0	8	73
11:15 AM	0	39	0	0	39	1	1	1	0	3	3	31	1	0	35	0	1	7	0	8	85
11:30 AM	0	22	0	0	22	1	0	0	0	1	1	27	0	0	28	0	0	5	0	5	56
Total	0	128	0	0	128	6	1	1	1	9	15	106	4	1	126	2	1	27	0	30	293
Approach %	0.0	100.0	0.0	0.0	-	66.7	11.1	11.1	11.1	-	11.9	84.1	3.2	0.8	-	6.7	3.3	90.0	0.0	-	-
Total %	0.0	43.7	0.0	0.0	43.7	2.0	0.3	0.3	0.3	3.1	5.1	36.2	1.4	0.3	43.0	0.7	0.3	9.2	0.0	10.2	-
PHF	0.000	0.821	0.000	0.000	0.821	0.500	0.250	0.250	0.250	0.563	0.625	0.855	0.500	0.250	0.900	0.500	0.250	0.844	0.000	0.833	0.862
Lights	0	90	0	0	90	6	1	1	1	9	14	65	4	1	84	2	1	27	0	30	213
% Lights	-	70.3	-	-	70.3	100.0	100.0	100.0	100.0	100.0	93.3	61.3	100.0	100.0	66.7	100.0	100.0	100.0	-	100.0	72.7
Mediums	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
% Mediums	-	3.1	-	-	3.1	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	7.9	0.0	0.0	0.0	-	0.0	4.8
Articulated Trucks	0	34	0	0	34	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	66
% Articulated Trucks	-	26.6	-	-	26.6	0.0	0.0	0.0	0.0	0.0	6.7	29.2	0.0	0.0	25.4	0.0	0.0	0.0	-	0.0	22.5

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Turning Movement Peak Hour Data Plot (10:45 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (12:15 PM)

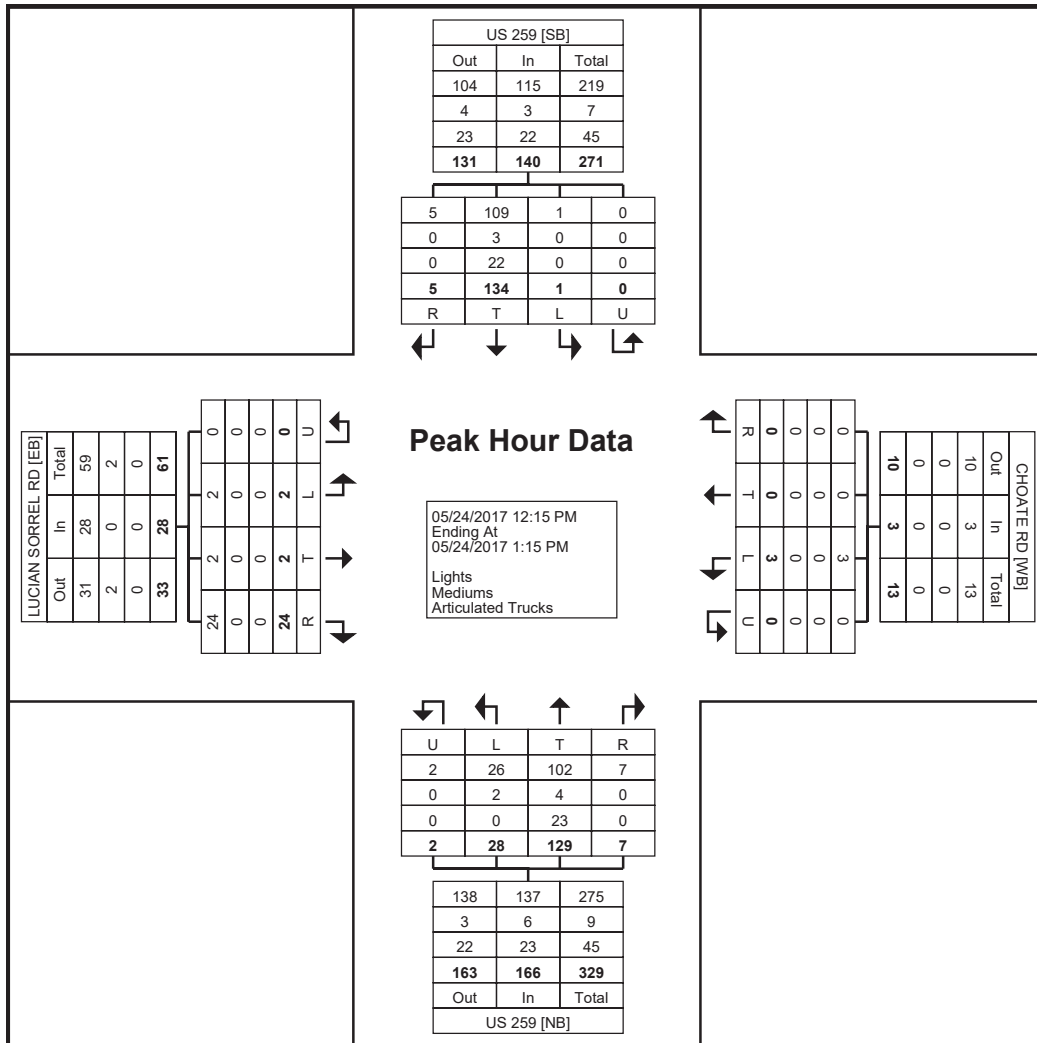
Start Time	US 259 Southbound					CHOATE RD Westbound					US 259 Northbound					LUCIAN SORREL RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:15 PM	1	30	1	0	32	0	0	0	0	0	6	30	1	0	37	2	2	7	0	11	80
12:30 PM	0	32	4	0	36	3	0	0	0	3	6	32	2	1	41	0	0	8	0	8	88
12:45 PM	0	31	0	0	31	0	0	0	0	0	9	33	2	1	45	0	0	5	0	5	81
1:00 PM	0	41	0	0	41	0	0	0	0	0	7	34	2	0	43	0	0	4	0	4	88
Total	1	134	5	0	140	3	0	0	0	3	28	129	7	2	166	2	2	24	0	28	337
Approach %	0.7	95.7	3.6	0.0	-	100.0	0.0	0.0	0.0	-	16.9	77.7	4.2	1.2	-	7.1	7.1	85.7	0.0	-	-
Total %	0.3	39.8	1.5	0.0	41.5	0.9	0.0	0.0	0.0	0.9	8.3	38.3	2.1	0.6	49.3	0.6	0.6	7.1	0.0	8.3	-
PHF	0.250	0.817	0.313	0.000	0.854	0.250	0.000	0.000	0.000	0.250	0.778	0.949	0.875	0.500	0.922	0.250	0.250	0.750	0.000	0.636	0.957
Lights	1	109	5	0	115	3	0	0	0	3	26	102	7	2	137	2	2	24	0	28	283
% Lights	100.0	81.3	100.0	-	82.1	100.0	-	-	-	100.0	92.9	79.1	100.0	100.0	82.5	100.0	100.0	100.0	-	100.0	84.0
Mediums	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
% Mediums	0.0	2.2	0.0	-	2.1	0.0	-	-	-	0.0	7.1	3.1	0.0	0.0	3.6	0.0	0.0	0.0	-	0.0	2.7
Articulated Trucks	0	22	0	0	22	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	45
% Articulated Trucks	0.0	16.4	0.0	-	15.7	0.0	-	-	-	0.0	0.0	17.8	0.0	0.0	13.9	0.0	0.0	0.0	-	0.0	13.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 8 - LUCIAN
SORREL RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (12:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

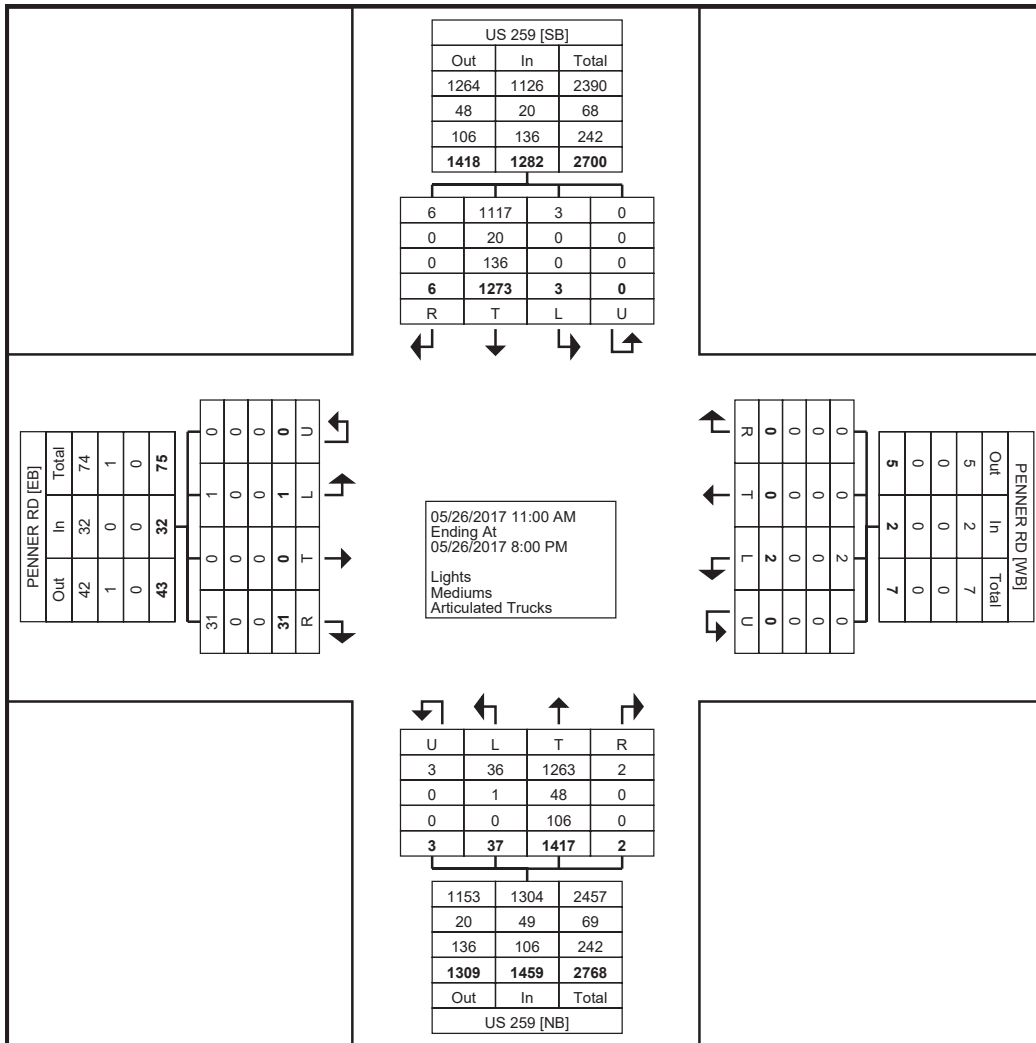
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	34	0	0	34	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	70
11:15 AM	0	33	0	0	33	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	67
11:30 AM	0	35	0	0	35	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	70
11:45 AM	0	38	0	0	38	0	0	0	0	0	2	27	0	0	29	0	0	1	0	1	68
Hourly Total	0	140	0	0	140	0	0	0	0	0	2	132	0	0	134	0	0	1	0	1	275
12:00 PM	0	47	0	0	47	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	85
12:15 PM	0	36	0	0	36	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	72
12:30 PM	0	36	0	0	36	0	0	0	0	0	1	36	0	0	37	0	0	1	0	1	74
12:45 PM	0	40	0	0	40	0	0	0	0	0	1	33	0	0	34	0	0	0	0	0	74
Hourly Total	0	159	0	0	159	0	0	0	0	0	3	142	0	0	145	0	0	1	0	1	305
1:00 PM	0	39	0	0	39	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	76
1:15 PM	0	44	0	0	44	0	0	0	0	0	3	35	1	0	39	0	0	3	0	3	86
1:30 PM	0	39	0	0	39	0	0	0	0	0	0	31	0	0	31	0	0	3	0	3	73
1:45 PM	0	44	0	0	44	0	0	0	0	0	4	45	0	0	49	0	0	1	0	1	94
Hourly Total	0	166	0	0	166	0	0	0	0	0	7	148	1	0	156	0	0	7	0	7	329
2:00 PM	0	40	0	0	40	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	86
2:15 PM	0	44	0	0	44	0	0	0	0	0	0	42	0	0	42	0	0	1	0	1	87
2:30 PM	0	32	0	0	32	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	56
2:45 PM	1	17	0	0	18	1	0	0	0	1	0	32	0	0	32	0	0	0	0	0	51
Hourly Total	1	133	0	0	134	1	0	0	0	1	0	143	0	0	143	0	0	2	0	2	280
3:00 PM	0	48	0	0	48	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	81
3:15 PM	0	52	0	0	52	0	0	0	0	0	2	50	0	0	52	0	0	0	0	0	104
3:30 PM	0	48	0	0	48	0	0	0	0	0	0	41	0	1	42	1	0	0	0	1	91
3:45 PM	0	42	0	0	42	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	86
Hourly Total	0	190	0	0	190	0	0	0	0	0	2	168	0	1	171	1	0	0	0	1	362
4:00 PM	0	40	0	0	40	0	0	0	0	0	3	47	0	0	50	0	0	3	0	3	93
4:15 PM	0	45	0	0	45	0	0	0	0	0	1	49	0	0	50	0	0	4	0	4	99
4:30 PM	0	38	1	0	39	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	89
4:45 PM	1	39	0	0	40	0	0	0	0	0	0	54	0	0	54	0	0	2	0	2	96
Hourly Total	1	162	1	0	164	0	0	0	0	0	4	200	0	0	204	0	0	9	0	9	377
5:00 PM	0	27	0	0	27	0	0	0	0	0	3	45	0	0	48	0	0	0	0	0	75
5:15 PM	0	43	1	0	44	0	0	0	0	0	0	57	0	0	57	0	0	2	0	2	103
5:30 PM	0	41	0	0	41	0	0	0	0	0	1	59	0	0	60	0	0	0	0	0	101
5:45 PM	0	34	0	0	34	0	0	0	0	0	3	50	0	0	53	0	0	2	0	2	89
Hourly Total	0	145	1	0	146	0	0	0	0	0	7	211	0	0	218	0	0	4	0	4	368
6:00 PM	0	24	0	0	24	1	0	0	0	1	1	33	1	1	36	0	0	1	0	1	62
6:15 PM	0	29	0	0	29	0	0	0	0	0	1	39	0	0	40	0	0	0	0	0	69
6:30 PM	0	17	1	0	18	0	0	0	0	0	1	28	0	0	29	0	0	0	0	0	47
6:45 PM	0	25	1	0	26	0	0	0	0	0	1	39	0	0	40	0	0	0	0	0	66
Hourly Total	0	95	2	0	97	1	0	0	0	1	4	139	1	1	145	0	0	1	0	1	244
7:00 PM	1	23	1	0	25	0	0	0	0	0	3	30	0	0	33	0	0	1	0	1	59
7:15 PM	0	22	0	0	22	0	0	0	0	0	2	39	0	1	42	0	0	4	0	4	68
7:30 PM	0	18	0	0	18	0	0	0	0	0	0	28	0	0	28	0	0	1	0	1	47
7:45 PM	0	20	1	0	21	0	0	0	0	0	3	37	0	0	40	0	0	0	0	0	61
Hourly Total	1	83	2	0	86	0	0	0	0	0	8	134	0	1	143	0	0	6	0	6	235
Grand Total	3	1273	6	0	1282	2	0	0	0	2	37	1417	2	3	1459	1	0	31	0	32	2775
Approach %	0.2	99.3	0.5	0.0	-	100.0	0.0	0.0	0.0	-	2.5	97.1	0.1	0.2	-	3.1	0.0	96.9	0.0	-	-
Total %	0.1	45.9	0.2	0.0	46.2	0.1	0.0	0.0	0.0	0.1	1.3	51.1	0.1	0.1	52.6	0.0	0.0	1.1	0.0	1.2	-
Lights	3	1117	6	0	1126	2	0	0	0	2	36	1263	2	3	1304	1	0	31	0	32	2464
% Lights	100.0	87.7	100.0	-	87.8	100.0	-	-	-	100.0	97.3	89.1	100.0	100.0	89.4	100.0	-	100.0	-	100.0	88.8
Mediums	0	20	0	0	20	0	0	0	0	0	1	48	0	0	49	0	0	0	0	0	69
% Mediums	0.0	1.6	0.0	-	1.6	0.0	-	-	-	0.0	2.7	3.4	0.0	0.0	3.4	0.0	-	0.0	-	0.0	2.5
Articulated Trucks	0	136	0	0	136	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	242
% Articulated Trucks	0.0	10.7	0.0	-	10.6	0.0	-	-	-	0.0	0.0	7.5	0.0	0.0	7.3	0.0	-	0.0	-	0.0	8.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 9 - PENNER RD -
FRI
Site Code:
Start Date: 05/26/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
FRI
Site Code:
Start Date: 05/26/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

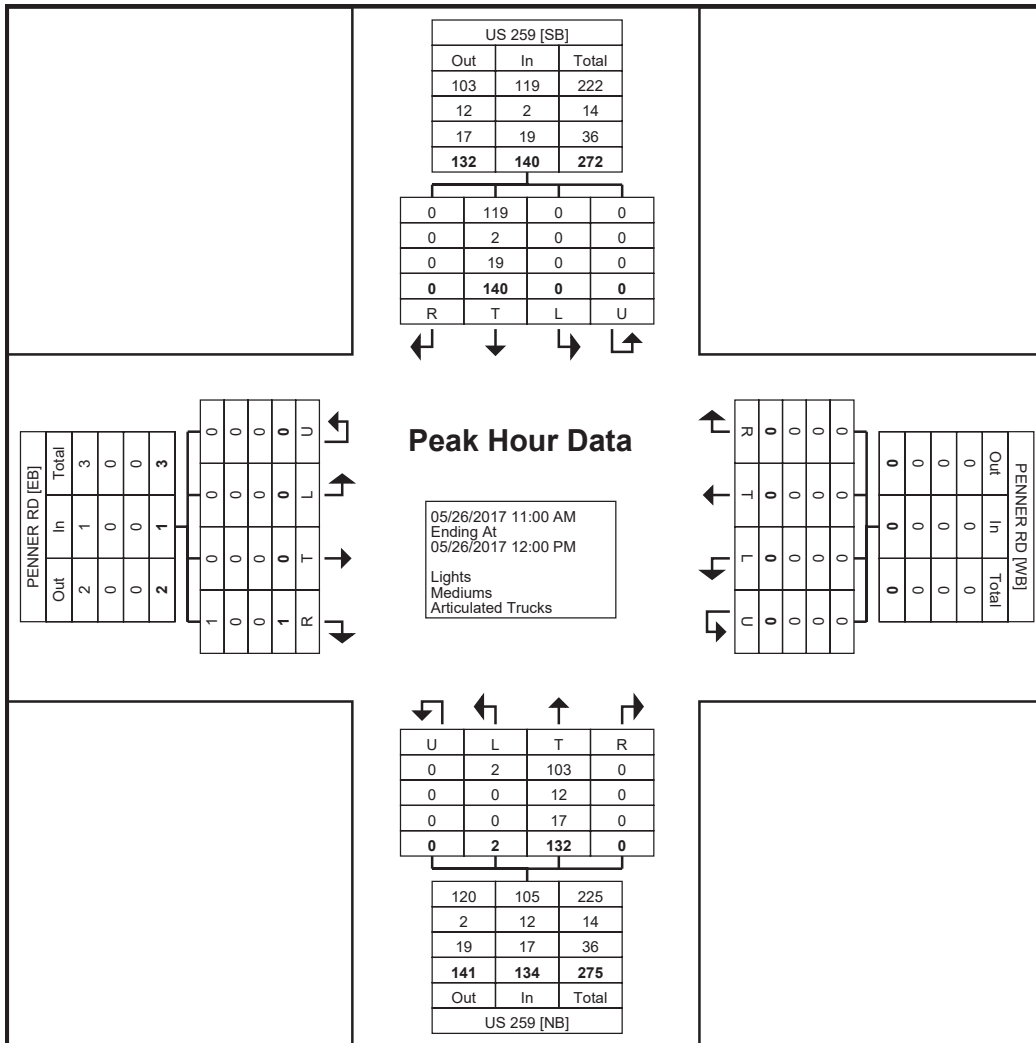
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	34	0	0	34	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	70
11:15 AM	0	33	0	0	33	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	67
11:30 AM	0	35	0	0	35	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	70
11:45 AM	0	38	0	0	38	0	0	0	0	0	2	27	0	0	29	0	0	1	0	1	68
Total	0	140	0	0	140	0	0	0	0	0	2	132	0	0	134	0	0	1	0	1	275
Approach %	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	1.5	98.5	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	50.9	0.0	0.0	50.9	0.0	0.0	0.0	0.0	0.0	0.7	48.0	0.0	0.0	48.7	0.0	0.0	0.4	0.0	0.4	-
PHF	0.000	0.921	0.000	0.000	0.921	0.000	0.000	0.000	0.000	0.000	0.250	0.917	0.000	0.000	0.931	0.000	0.000	0.250	0.000	0.250	0.982
Lights	0	119	0	0	119	0	0	0	0	0	2	103	0	0	105	0	0	1	0	1	225
% Lights	-	85.0	-	-	85.0	-	-	-	-	-	100.0	78.0	-	-	78.4	-	-	100.0	-	100.0	81.8
Mediums	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
% Mediums	-	1.4	-	-	1.4	-	-	-	-	-	0.0	9.1	-	-	9.0	-	-	0.0	-	0.0	5.1
Articulated Trucks	0	19	0	0	19	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	36
% Articulated Trucks	-	13.6	-	-	13.6	-	-	-	-	-	0.0	12.9	-	-	12.7	-	-	0.0	-	0.0	13.1

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1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 9 - PENNER RD -
FRI
Site Code:
Start Date: 05/26/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
FRI
Site Code:
Start Date: 05/26/2017
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

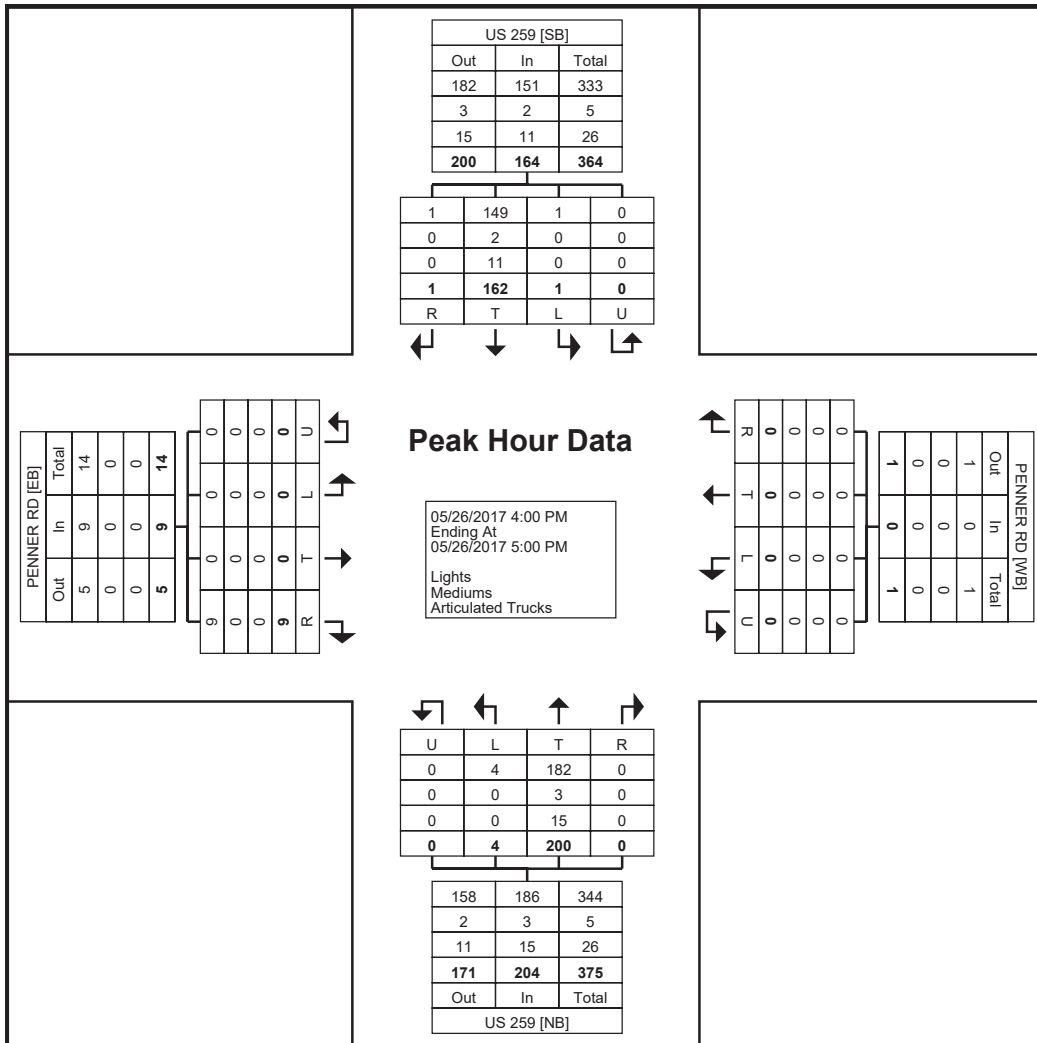
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:00 PM	0	40	0	0	40	0	0	0	0	0	3	47	0	0	50	0	0	3	0	3	93
4:15 PM	0	45	0	0	45	0	0	0	0	0	1	49	0	0	50	0	0	4	0	4	99
4:30 PM	0	38	1	0	39	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	89
4:45 PM	1	39	0	0	40	0	0	0	0	0	0	54	0	0	54	0	0	2	0	2	96
Total	1	162	1	0	164	0	0	0	0	0	4	200	0	0	204	0	0	9	0	9	377
Approach %	0.6	98.8	0.6	0.0	-	NaN	NaN	NaN	NaN	-	2.0	98.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.3	43.0	0.3	0.0	43.5	0.0	0.0	0.0	0.0	0.0	1.1	53.1	0.0	0.0	54.1	0.0	0.0	2.4	0.0	2.4	-
PHF	0.250	0.900	0.250	0.000	0.911	0.000	0.000	0.000	0.000	0.000	0.333	0.926	0.000	0.000	0.944	0.000	0.000	0.563	0.000	0.563	0.952
Lights	1	149	1	0	151	0	0	0	0	0	4	182	0	0	186	0	0	9	0	9	346
% Lights	100.0	92.0	100.0	-	92.1	-	-	-	-	-	100.0	91.0	-	-	91.2	-	-	100.0	-	100.0	91.8
Mediums	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Mediums	0.0	1.2	0.0	-	1.2	-	-	-	-	-	0.0	1.5	-	-	1.5	-	-	0.0	-	0.0	1.3
Articulated Trucks	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	26
% Articulated Trucks	0.0	6.8	0.0	-	6.7	-	-	-	-	-	0.0	7.5	-	-	7.4	-	-	0.0	-	0.0	6.9

GRAM Traffic NTX Inc.

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Count Name: 9 - PENNER RD -
FRI
Site Code:
Start Date: 05/26/2017
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Turning Movement Peak Hour Data Plot (4:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 1

Turning Movement Data

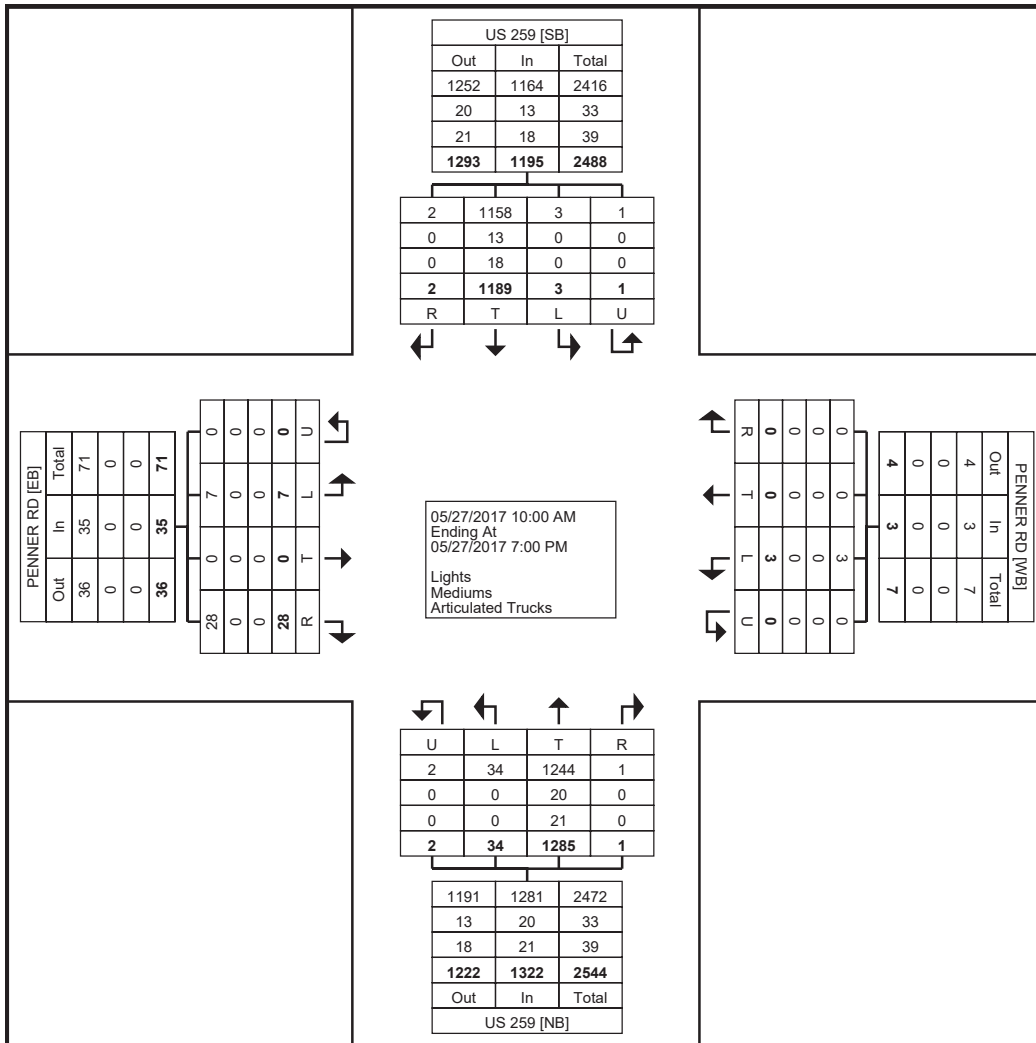
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	0	36	0	0	36	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	62
10:15 AM	0	35	0	0	35	0	0	0	0	0	0	28	0	0	28	0	0	1	0	1	64
10:30 AM	0	40	0	0	40	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	65
10:45 AM	0	42	0	0	42	0	0	0	0	0	1	36	0	0	37	0	0	0	0	0	79
Hourly Total	0	153	0	0	153	0	0	0	0	0	1	115	0	0	116	0	0	1	0	1	270
11:00 AM	2	41	0	0	43	0	0	0	0	0	3	40	0	0	43	0	0	1	0	1	87
11:15 AM	0	42	0	0	42	0	0	0	0	0	1	32	0	0	33	0	0	4	0	4	79
11:30 AM	0	37	0	0	37	0	0	0	0	0	2	24	0	1	27	0	0	0	0	0	64
11:45 AM	0	44	0	0	44	0	0	0	0	0	1	28	0	0	29	1	0	0	0	0	74
Hourly Total	2	164	0	0	166	0	0	0	0	0	7	124	0	1	132	1	0	5	0	6	304
12:00 PM	0	38	0	0	38	0	0	0	0	0	1	47	0	0	48	0	0	0	0	0	86
12:15 PM	0	28	0	0	28	0	0	0	0	0	3	33	0	0	36	0	0	1	0	1	65
12:30 PM	0	31	0	0	31	1	0	0	0	1	1	36	0	0	37	0	0	1	0	1	70
12:45 PM	0	21	0	0	21	0	0	0	0	0	1	53	0	0	54	0	0	3	0	3	78
Hourly Total	0	118	0	0	118	1	0	0	0	1	6	169	0	0	175	0	0	5	0	5	299
1:00 PM	0	26	0	0	26	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	68
1:15 PM	0	31	0	0	31	0	0	0	0	0	5	38	0	0	43	0	0	1	0	1	75
1:30 PM	0	38	0	0	38	0	0	0	0	0	0	29	0	0	29	0	0	1	0	1	68
1:45 PM	0	32	0	0	32	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	80
Hourly Total	0	127	0	0	127	0	0	0	0	0	6	155	0	0	161	0	0	3	0	3	291
2:00 PM	0	36	0	0	36	0	0	0	0	0	0	47	0	1	48	0	0	1	0	1	85
2:15 PM	0	50	0	0	50	0	0	0	0	0	0	32	0	0	32	0	0	1	0	1	83
2:30 PM	0	33	0	0	33	0	0	0	0	0	0	41	0	0	41	0	0	3	0	3	77
2:45 PM	0	24	1	0	25	0	0	0	0	0	1	37	0	0	38	0	0	1	0	1	64
Hourly Total	0	143	1	0	144	0	0	0	0	0	1	157	0	1	159	0	0	6	0	6	309
3:00 PM	0	27	1	0	28	0	0	0	0	0	1	41	0	0	42	0	0	0	0	0	70
3:15 PM	0	42	0	0	42	0	0	0	0	0	0	47	0	0	47	0	0	2	0	2	91
3:30 PM	0	32	0	0	32	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	73
3:45 PM	0	34	0	0	34	0	0	0	0	0	2	33	0	0	35	0	0	2	0	2	71
Hourly Total	0	135	1	0	136	0	0	0	0	0	3	161	1	0	165	0	0	4	0	4	305
4:00 PM	0	49	0	0	49	1	0	0	0	1	0	39	0	0	39	0	0	0	0	0	89
4:15 PM	0	35	0	0	35	0	0	0	0	0	2	34	0	0	36	0	0	0	0	0	71
4:30 PM	0	26	0	0	26	0	0	0	0	0	1	41	0	0	42	4	0	1	0	5	73
4:45 PM	0	20	0	0	20	0	0	0	0	0	0	30	0	0	30	0	0	2	0	2	52
Hourly Total	0	130	0	0	130	1	0	0	0	1	3	144	0	0	147	4	0	3	0	7	285
5:00 PM	0	28	0	0	28	0	0	0	0	0	1	37	0	0	38	1	0	0	0	1	67
5:15 PM	0	34	0	1	35	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	70
5:30 PM	0	31	0	0	31	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	56
5:45 PM	0	26	0	0	26	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	58
Hourly Total	0	119	0	1	120	0	0	0	0	0	2	128	0	0	130	1	0	0	0	1	251
6:00 PM	0	25	0	0	25	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	59
6:15 PM	0	25	0	0	25	1	0	0	0	1	2	34	0	0	36	0	0	0	0	0	62
6:30 PM	1	26	0	0	27	0	0	0	0	0	3	34	0	0	37	1	0	1	0	2	66
6:45 PM	0	24	0	0	24	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	54
Hourly Total	1	100	0	0	101	1	0	0	0	1	5	132	0	0	137	1	0	1	0	2	241
Grand Total	3	1189	2	1	1195	3	0	0	0	3	34	1285	1	2	1322	7	0	28	0	35	2555
Approach %	0.3	99.5	0.2	0.1	-	100.0	0.0	0.0	0.0	-	2.6	97.2	0.1	0.2	-	20.0	0.0	80.0	0.0	-	-
Total %	0.1	46.5	0.1	0.0	46.8	0.1	0.0	0.0	0.0	0.1	1.3	50.3	0.0	0.1	51.7	0.3	0.0	1.1	0.0	1.4	-
Lights	3	1158	2	1	1164	3	0	0	0	3	34	1244	1	2	1281	7	0	28	0	35	2483
% Lights	100.0	97.4	100.0	100.0	97.4	100.0	-	-	-	100.0	100.0	96.8	100.0	100.0	96.9	100.0	-	100.0	-	100.0	97.2
Mediums	0	13	0	0	13	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	33
% Mediums	0.0	1.1	0.0	0.0	1.1	0.0	-	-	-	0.0	0.0	1.6	0.0	0.0	1.5	0.0	-	0.0	-	0.0	1.3
Articulated Trucks	0	18	0	0	18	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	39
% Articulated Trucks	0.0	1.5	0.0	0.0	1.5	0.0	-	-	-	0.0	0.0	1.6	0.0	0.0	1.6	0.0	-	0.0	-	0.0	1.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
SAT
Site Code:
Start Date: 05/27/2017
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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: 9 - PENNER RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (10:30 AM)

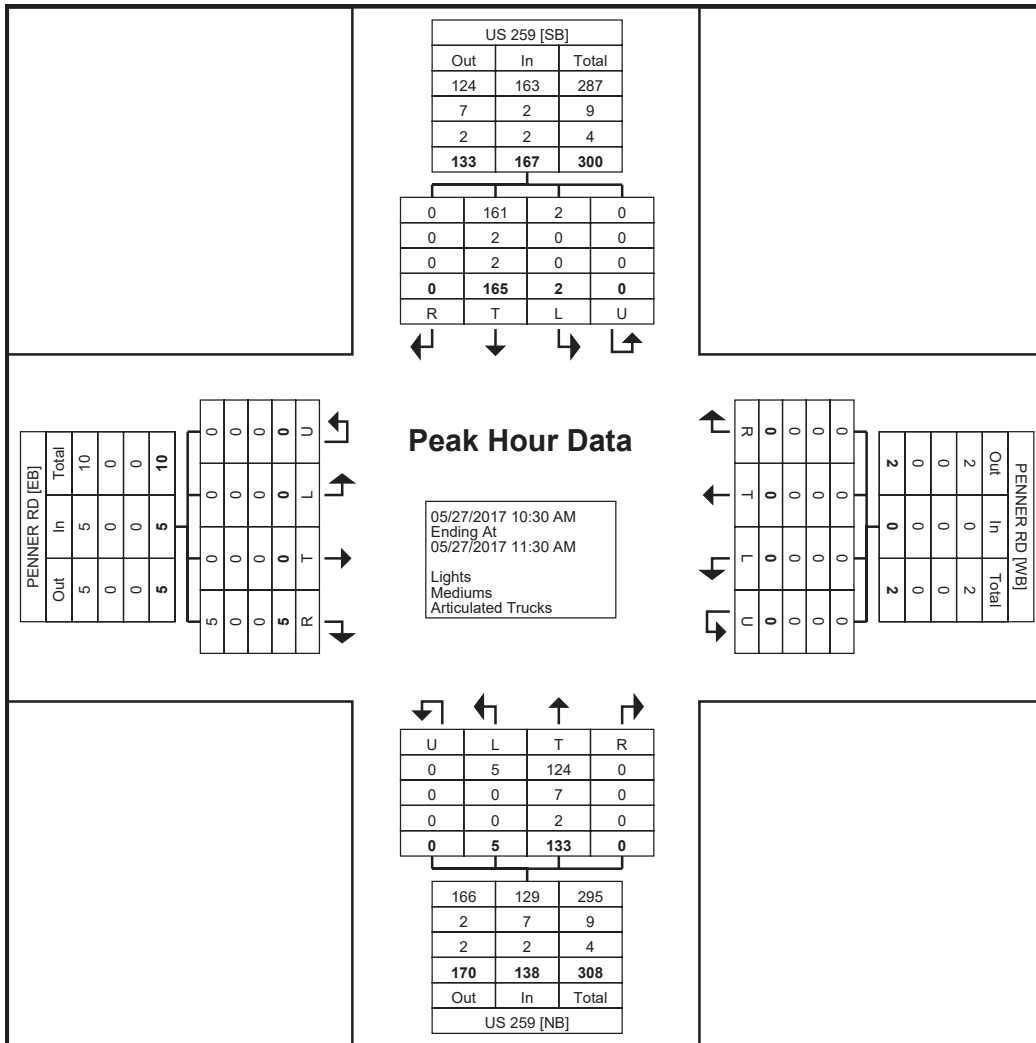
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:30 AM	0	40	0	0	40	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	65
10:45 AM	0	42	0	0	42	0	0	0	0	0	1	36	0	0	37	0	0	0	0	0	79
11:00 AM	2	41	0	0	43	0	0	0	0	0	3	40	0	0	43	0	0	1	0	1	87
11:15 AM	0	42	0	0	42	0	0	0	0	0	1	32	0	0	33	0	0	4	0	4	79
Total	2	165	0	0	167	0	0	0	0	0	5	133	0	0	138	0	0	5	0	5	310
Approach %	1.2	98.8	0.0	0.0	-	NaN	NaN	NaN	NaN	-	3.6	96.4	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.6	53.2	0.0	0.0	53.9	0.0	0.0	0.0	0.0	0.0	1.6	42.9	0.0	0.0	44.5	0.0	0.0	1.6	0.0	1.6	-
PHF	0.250	0.982	0.000	0.000	0.971	0.000	0.000	0.000	0.000	0.000	0.417	0.831	0.000	0.000	0.802	0.000	0.000	0.313	0.000	0.313	0.891
Lights	2	161	0	0	163	0	0	0	0	0	5	124	0	0	129	0	0	5	0	5	297
% Lights	100.0	97.6	-	-	97.6	-	-	-	-	-	100.0	93.2	-	-	93.5	-	-	100.0	-	100.0	95.8
Mediums	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% Mediums	0.0	1.2	-	-	1.2	-	-	-	-	-	0.0	5.3	-	-	5.1	-	-	0.0	-	0.0	2.9
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Articulated Trucks	0.0	1.2	-	-	1.2	-	-	-	-	-	0.0	1.5	-	-	1.4	-	-	0.0	-	0.0	1.3

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
SAT
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Turning Movement Peak Hour Data Plot (10:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (1:45 PM)

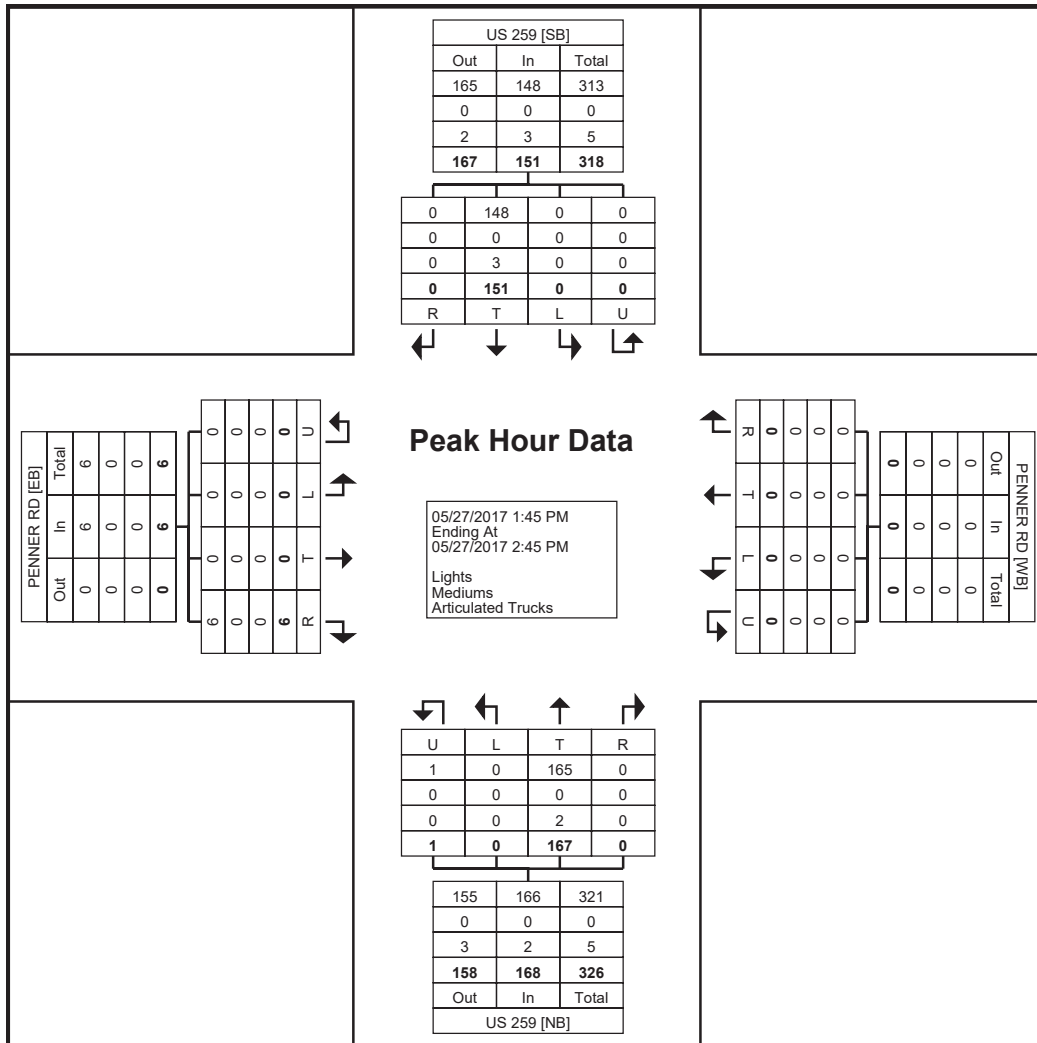
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
1:45 PM	0	32	0	0	32	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	80
2:00 PM	0	36	0	0	36	0	0	0	0	0	0	47	0	1	48	0	0	1	0	1	85
2:15 PM	0	50	0	0	50	0	0	0	0	0	0	32	0	0	32	0	0	1	0	1	83
2:30 PM	0	33	0	0	33	0	0	0	0	0	0	41	0	0	41	0	0	3	0	3	77
Total	0	151	0	0	151	0	0	0	0	0	0	167	0	1	168	0	0	6	0	6	325
Approach %	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	99.4	0.0	0.6	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	46.5	0.0	0.0	46.5	0.0	0.0	0.0	0.0	0.0	0.0	51.4	0.0	0.3	51.7	0.0	0.0	1.8	0.0	1.8	-
PHF	0.000	0.755	0.000	0.000	0.755	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.000	0.250	0.875	0.000	0.000	0.500	0.000	0.500	0.956
Lights	0	148	0	0	148	0	0	0	0	0	0	165	0	1	166	0	0	6	0	6	320
% Lights	-	98.0	-	-	98.0	-	-	-	-	-	-	98.8	-	100.0	98.8	-	-	100.0	-	100.0	98.5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Mediums	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Articulated Trucks	-	2.0	-	-	2.0	-	-	-	-	-	-	1.2	-	0.0	1.2	-	-	0.0	-	0.0	1.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
SAT
Site Code:
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Turning Movement Peak Hour Data Plot (1:45 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD - WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Data

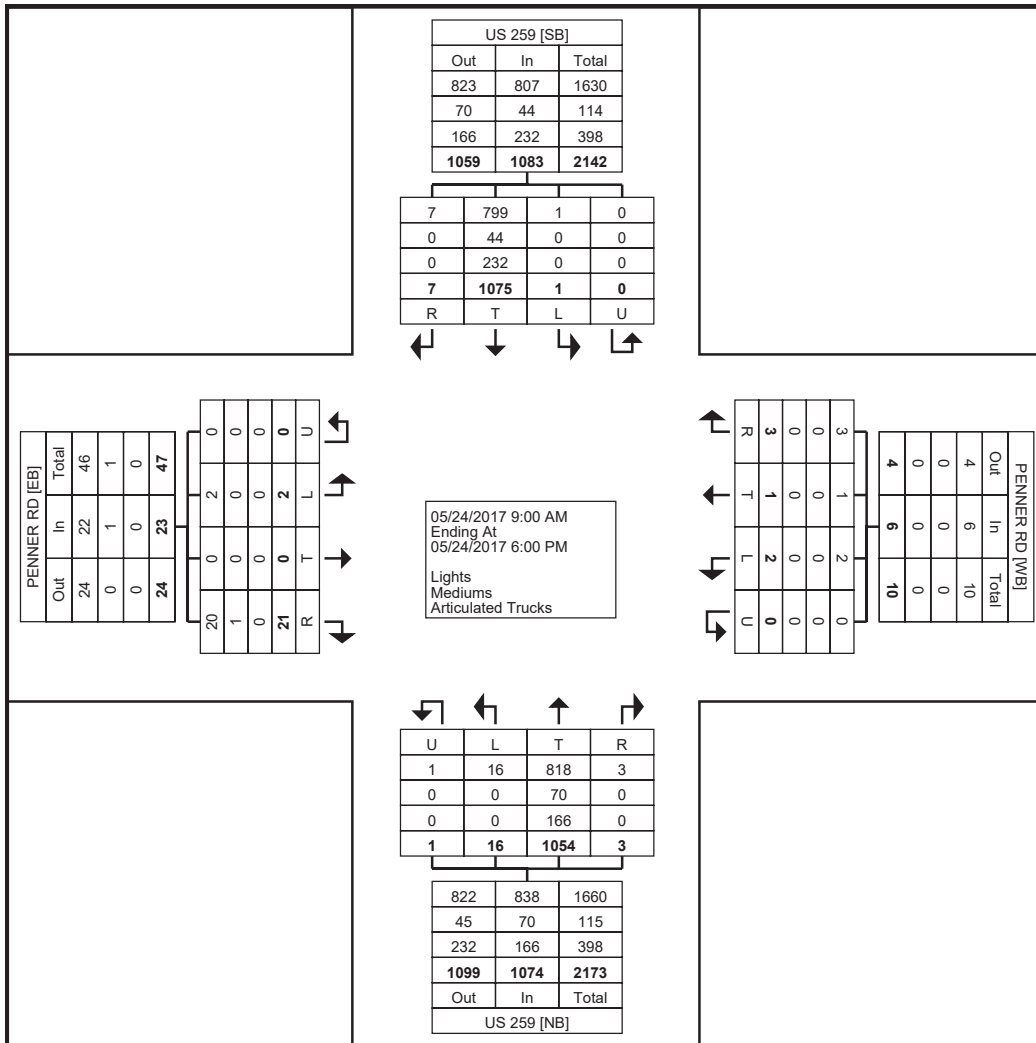
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	19	0	0	19	0	0	1	0	1	0	28	0	0	28	0	0	2	0	2	50
9:15 AM	0	24	0	0	24	0	0	0	0	0	1	22	0	0	23	0	0	1	0	1	48
9:30 AM	0	41	0	0	41	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	65
9:45 AM	0	19	0	0	19	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	50
Hourly Total	0	103	0	0	103	0	0	1	0	1	1	105	0	0	106	0	0	3	0	3	213
10:00 AM	0	35	0	0	35	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	62
10:15 AM	0	31	0	0	31	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	57
10:30 AM	0	24	0	0	24	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	45
10:45 AM	0	33	0	0	33	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	62
Hourly Total	0	123	0	0	123	0	0	0	0	0	1	102	0	0	103	0	0	0	0	0	226
11:00 AM	0	31	0	0	31	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	52
11:15 AM	0	39	1	0	40	1	0	0	0	1	0	32	0	0	32	0	0	0	0	0	73
11:30 AM	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	3	0	3	49
11:45 AM	0	37	0	0	37	0	0	0	0	0	0	26	1	0	27	1	0	0	0	1	65
Hourly Total	0	126	1	0	127	1	0	0	0	1	0	105	1	0	106	1	0	4	0	5	239
12:00 PM	0	30	0	0	30	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	56
12:15 PM	0	29	0	0	29	0	0	0	0	0	3	30	1	0	34	0	0	3	0	3	66
12:30 PM	0	36	0	0	36	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	64
12:45 PM	0	30	0	0	30	0	1	1	0	2	0	34	0	0	34	0	0	1	0	1	67
Hourly Total	0	125	0	0	125	0	1	1	0	2	3	118	1	0	122	0	0	4	0	4	253
1:00 PM	0	41	0	0	41	0	0	0	0	0	1	33	0	0	34	1	0	0	0	1	76
1:15 PM	0	23	1	0	24	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	52
1:30 PM	0	19	0	0	19	0	0	0	0	0	0	31	0	0	31	0	0	1	0	1	51
1:45 PM	0	22	1	0	23	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	62
Hourly Total	0	105	2	0	107	0	0	0	0	0	1	130	0	0	131	1	0	2	0	3	241
2:00 PM	0	37	1	0	38	0	0	0	0	0	2	33	0	0	35	0	0	1	0	1	74
2:15 PM	0	20	0	0	20	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	52
2:30 PM	1	29	0	0	30	0	0	1	0	1	0	35	0	0	35	0	0	0	0	0	66
2:45 PM	0	28	0	0	28	0	0	0	0	0	2	25	0	0	27	0	0	0	0	0	55
Hourly Total	1	114	1	0	116	0	0	1	0	1	4	125	0	0	129	0	0	1	0	1	247
3:00 PM	0	30	0	0	30	0	0	0	0	0	1	30	0	0	31	0	0	1	0	1	62
3:15 PM	0	31	0	0	31	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	54
3:30 PM	0	55	1	0	56	0	0	0	0	0	0	23	0	0	23	0	0	4	0	4	83
3:45 PM	0	32	1	0	33	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	78
Hourly Total	0	148	2	0	150	0	0	0	0	0	1	121	0	0	122	0	0	5	0	5	277
4:00 PM	0	30	0	0	30	0	0	0	0	0	2	30	0	0	32	0	0	1	0	1	63
4:15 PM	0	30	1	0	31	1	0	0	0	1	0	41	0	0	41	0	0	0	0	0	73
4:30 PM	0	29	0	0	29	0	0	0	0	0	1	29	0	0	30	0	0	1	0	1	60
4:45 PM	0	37	0	0	37	0	0	0	0	0	1	28	0	0	29	0	0	0	0	0	66
Hourly Total	0	126	1	0	127	1	0	0	0	1	4	128	0	0	132	0	0	2	0	2	262
5:00 PM	0	20	0	0	20	0	0	0	0	0	0	21	0	1	22	0	0	0	0	0	42
5:15 PM	0	33	0	0	33	0	0	0	0	0	1	45	0	0	46	0	0	0	0	0	79
5:30 PM	0	27	0	0	27	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	56
5:45 PM	0	25	0	0	25	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	51
Hourly Total	0	105	0	0	105	0	0	0	0	0	1	120	1	1	123	0	0	0	0	0	228
Grand Total	1	1075	7	0	1083	2	1	3	0	6	16	1054	3	1	1074	2	0	21	0	23	2186
Approach %	0.1	99.3	0.6	0.0	-	33.3	16.7	50.0	0.0	-	1.5	98.1	0.3	0.1	-	8.7	0.0	91.3	0.0	-	-
Total %	0.0	49.2	0.3	0.0	49.5	0.1	0.0	0.1	0.0	0.3	0.7	48.2	0.1	0.0	49.1	0.1	0.0	1.0	0.0	1.1	-
Lights	1	799	7	0	807	2	1	3	0	6	16	818	3	1	838	2	0	20	0	22	1673
% Lights	100.0	74.3	100.0	-	74.5	100.0	100.0	100.0	-	100.0	100.0	77.6	100.0	100.0	78.0	100.0	-	95.2	-	95.7	76.5
Mediums	0	44	0	0	44	0	0	0	0	0	0	70	0	0	70	0	0	1	0	1	115
% Mediums	0.0	4.1	0.0	-	4.1	0.0	0.0	0.0	-	0.0	0.0	6.6	0.0	0.0	6.5	0.0	-	4.8	-	4.3	5.3
Articulated Trucks	0	232	0	0	232	0	0	0	0	0	0	166	0	0	166	0	0	0	0	0	398
% Articulated Trucks	0.0	21.6	0.0	-	21.4	0.0	0.0	0.0	-	0.0	0.0	15.7	0.0	0.0	15.5	0.0	-	0.0	-	0.0	18.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
WED
Site Code:
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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: 9 - PENNER RD -
WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Peak Hour Data (11:00 AM)

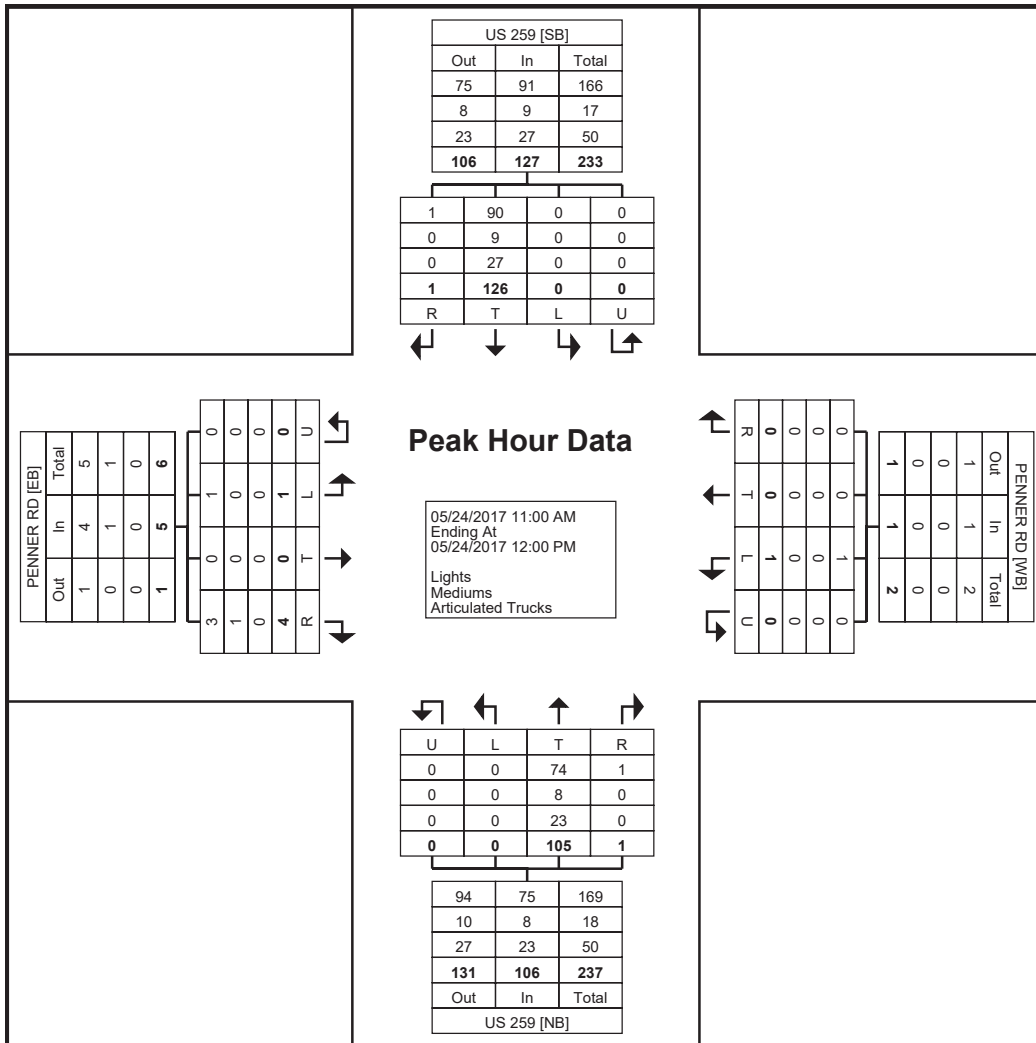
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	31	0	0	31	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	52
11:15 AM	0	39	1	0	40	1	0	0	0	1	0	32	0	0	32	0	0	0	0	0	73
11:30 AM	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	3	0	3	49
11:45 AM	0	37	0	0	37	0	0	0	0	0	0	26	1	0	27	1	0	0	0	1	65
Total	0	126	1	0	127	1	0	0	0	1	0	105	1	0	106	1	0	4	0	5	239
Approach %	0.0	99.2	0.8	0.0	-	100.0	0.0	0.0	0.0	-	0.0	99.1	0.9	0.0	-	20.0	0.0	80.0	0.0	-	-
Total %	0.0	52.7	0.4	0.0	53.1	0.4	0.0	0.0	0.0	0.4	0.0	43.9	0.4	0.0	44.4	0.4	0.0	1.7	0.0	2.1	-
PHF	0.000	0.808	0.250	0.000	0.794	0.250	0.000	0.000	0.000	0.250	0.000	0.820	0.250	0.000	0.828	0.250	0.000	0.333	0.000	0.417	0.818
Lights	0	90	1	0	91	1	0	0	0	1	0	74	1	0	75	1	0	3	0	4	171
% Lights	-	71.4	100.0	-	71.7	100.0	-	-	-	100.0	-	70.5	100.0	-	70.8	100.0	-	75.0	-	80.0	71.5
Mediums	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	18
% Mediums	-	7.1	0.0	-	7.1	0.0	-	-	-	0.0	-	7.6	0.0	-	7.5	0.0	-	25.0	-	20.0	7.5
Articulated Trucks	0	27	0	0	27	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	50
% Articulated Trucks	-	21.4	0.0	-	21.3	0.0	-	-	-	0.0	-	21.9	0.0	-	21.7	0.0	-	0.0	-	0.0	20.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
WED
Site Code:
Start Date: 05/24/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

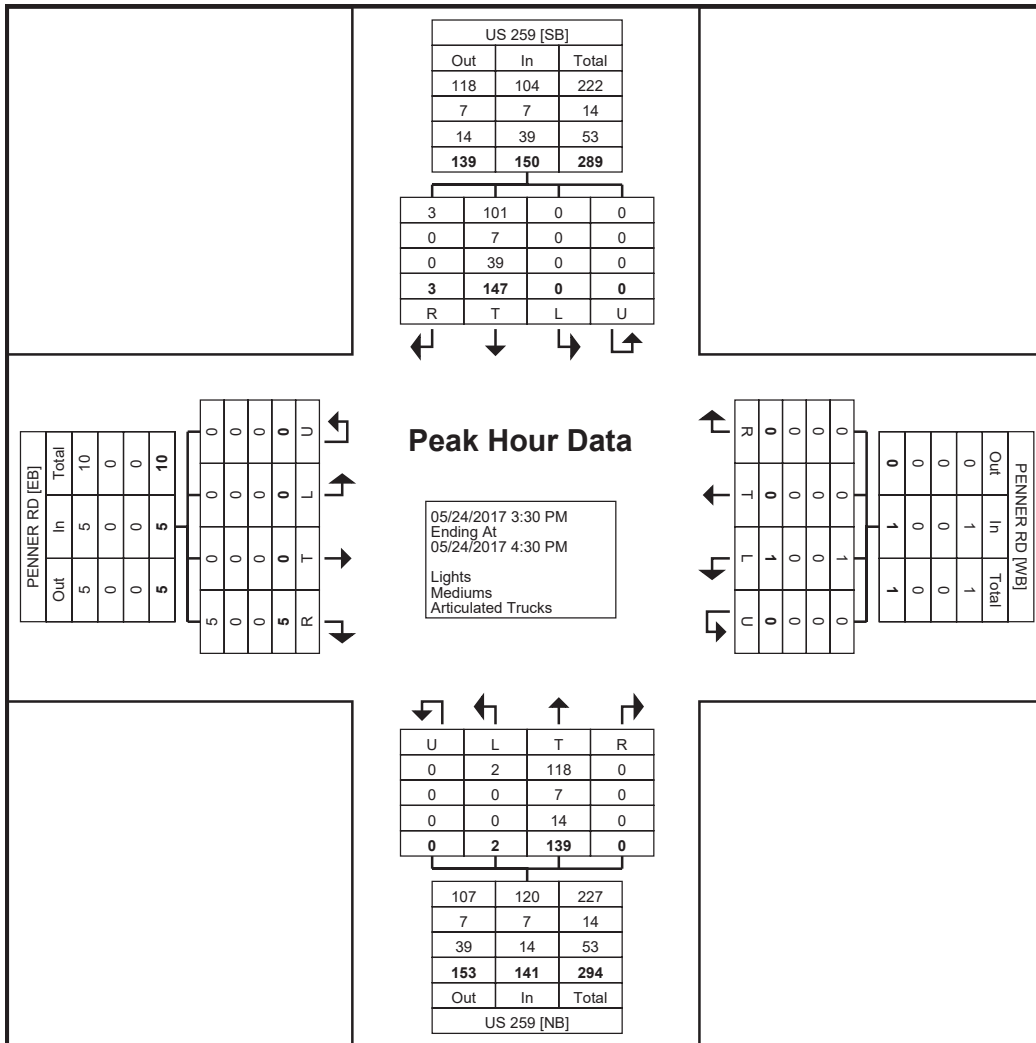
Start Time	US 259 Southbound					PENNER RD Westbound					US 259 Northbound					PENNER RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	55	1	0	56	0	0	0	0	0	0	23	0	0	23	0	0	4	0	4	83
3:45 PM	0	32	1	0	33	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	78
4:00 PM	0	30	0	0	30	0	0	0	0	0	2	30	0	0	32	0	0	1	0	1	63
4:15 PM	0	30	1	0	31	1	0	0	0	1	0	41	0	0	41	0	0	0	0	0	73
Total	0	147	3	0	150	1	0	0	0	1	2	139	0	0	141	0	0	5	0	5	297
Approach %	0.0	98.0	2.0	0.0	-	100.0	0.0	0.0	0.0	-	1.4	98.6	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	49.5	1.0	0.0	50.5	0.3	0.0	0.0	0.0	0.3	0.7	46.8	0.0	0.0	47.5	0.0	0.0	1.7	0.0	1.7	-
PHF	0.000	0.668	0.750	0.000	0.670	0.250	0.000	0.000	0.000	0.250	0.250	0.772	0.000	0.000	0.783	0.000	0.000	0.313	0.000	0.313	0.895
Lights	0	101	3	0	104	1	0	0	0	1	2	118	0	0	120	0	0	5	0	5	230
% Lights	-	68.7	100.0	-	69.3	100.0	-	-	-	100.0	100.0	84.9	-	-	85.1	-	-	100.0	-	100.0	77.4
Mediums	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
% Mediums	-	4.8	0.0	-	4.7	0.0	-	-	-	0.0	0.0	5.0	-	-	5.0	-	-	0.0	-	0.0	4.7
Articulated Trucks	0	39	0	0	39	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	53
% Articulated Trucks	-	26.5	0.0	-	26.0	0.0	-	-	-	0.0	0.0	10.1	-	-	9.9	-	-	0.0	-	0.0	17.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 9 - PENNER RD -
WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

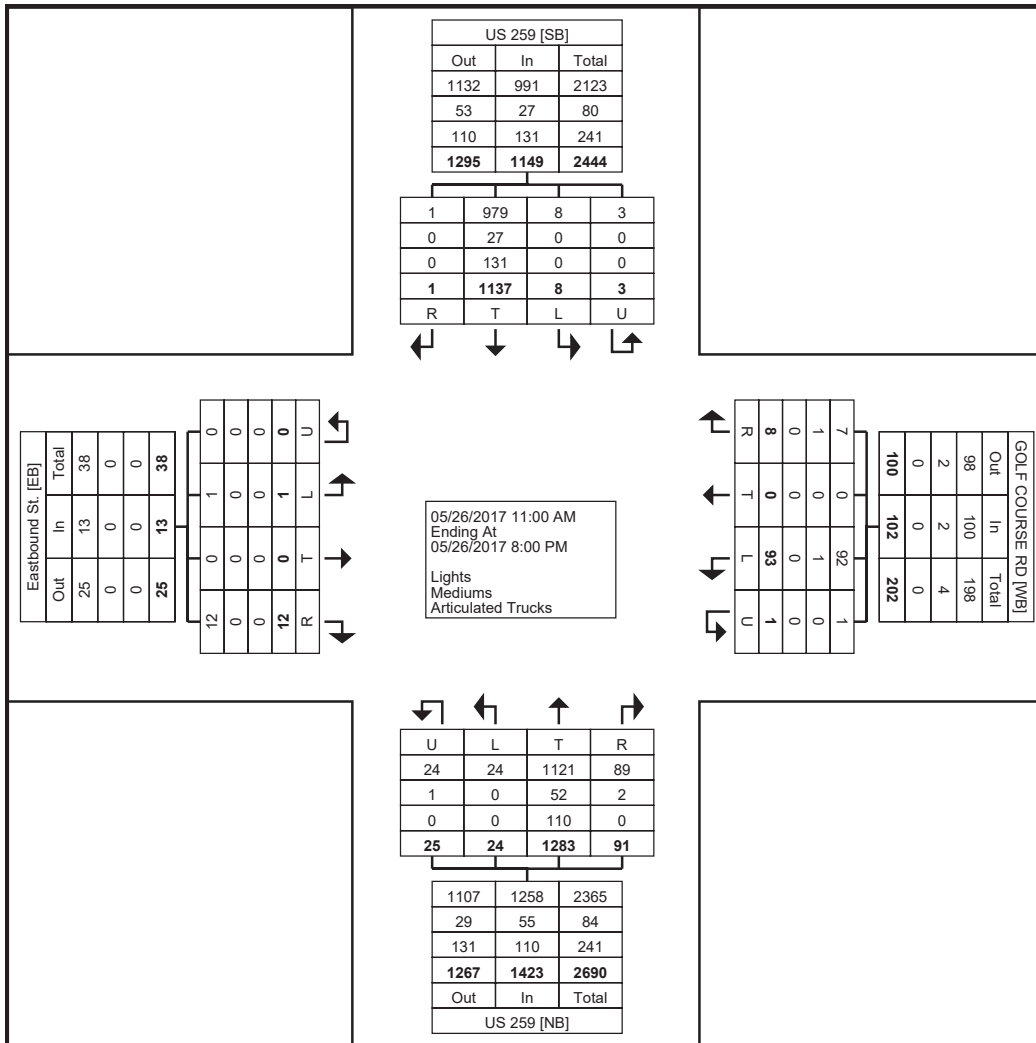
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	31	0	0	31	2	0	0	0	2	0	34	3	1	38	0	0	0	0	0	71
11:15 AM	1	28	0	0	29	2	0	0	0	2	2	28	2	1	33	0	0	0	0	0	64
11:30 AM	0	33	0	0	33	1	0	0	0	1	0	31	4	0	35	0	0	1	0	1	70
11:45 AM	0	34	0	0	34	2	0	1	0	3	0	24	3	1	28	0	0	1	0	1	66
Hourly Total	1	126	0	0	127	7	0	1	0	8	2	117	12	3	134	0	0	2	0	2	271
12:00 PM	0	46	0	0	46	1	0	0	0	1	2	35	1	0	38	0	0	0	0	0	85
12:15 PM	0	28	0	0	28	3	0	0	0	3	0	30	5	0	35	0	0	1	0	1	67
12:30 PM	1	35	0	0	36	1	0	0	0	1	0	35	2	0	37	0	0	0	0	0	74
12:45 PM	0	32	0	0	32	7	0	0	0	7	0	30	3	0	33	0	0	0	0	0	72
Hourly Total	1	141	0	0	142	12	0	0	0	12	2	130	11	0	143	0	0	1	0	1	298
1:00 PM	0	37	0	1	38	2	0	0	0	2	0	36	0	0	36	0	0	0	0	0	76
1:15 PM	0	42	0	0	42	1	0	0	0	1	1	34	0	0	35	0	0	1	0	1	79
1:30 PM	0	37	0	0	37	2	0	0	0	2	0	29	2	0	31	0	0	0	0	0	70
1:45 PM	0	39	0	0	39	4	0	0	0	4	0	44	1	0	45	0	0	0	0	0	88
Hourly Total	0	155	0	1	156	9	0	0	0	9	1	143	3	0	147	0	0	1	0	1	313
2:00 PM	1	35	0	0	36	6	0	1	0	7	0	42	4	0	46	0	0	0	0	0	89
2:15 PM	0	35	0	0	35	6	0	0	0	6	0	39	3	0	42	0	0	0	0	0	83
2:30 PM	0	28	0	0	28	3	0	0	0	3	0	22	0	1	23	0	0	0	0	0	54
2:45 PM	0	16	0	0	16	2	0	0	0	2	2	26	4	0	32	0	0	0	0	0	50
Hourly Total	1	114	0	0	115	17	0	1	0	18	2	129	11	1	143	0	0	0	0	0	276
3:00 PM	1	46	0	0	47	2	0	0	0	2	2	31	1	1	35	0	0	0	0	0	84
3:15 PM	0	51	0	1	52	1	0	0	0	1	0	43	5	0	48	0	0	0	0	0	101
3:30 PM	0	40	0	0	40	5	0	1	0	6	0	38	2	2	42	0	0	1	0	1	89
3:45 PM	1	41	0	0	42	2	0	0	0	2	0	42	3	0	45	0	0	0	0	0	89
Hourly Total	2	178	0	1	181	10	0	1	0	11	2	154	11	3	170	0	0	1	0	1	363
4:00 PM	0	36	0	0	36	1	0	0	0	1	3	40	2	1	46	0	0	0	0	0	83
4:15 PM	1	40	0	0	41	3	0	0	0	3	3	42	3	1	49	1	0	1	0	2	95
4:30 PM	0	33	0	0	33	5	0	0	1	6	1	42	5	2	50	0	0	0	0	0	89
4:45 PM	0	38	0	0	38	1	0	0	0	1	1	49	2	0	52	0	0	0	0	0	91
Hourly Total	1	147	0	0	148	10	0	0	1	11	8	173	12	4	197	1	0	1	0	2	358
5:00 PM	0	20	1	1	22	5	0	0	0	5	1	38	5	0	44	0	0	1	0	1	72
5:15 PM	1	34	0	0	35	3	0	1	0	4	0	48	2	5	55	0	0	0	0	0	94
5:30 PM	0	34	0	0	34	3	0	1	0	4	1	56	3	2	62	0	0	1	0	1	101
5:45 PM	1	32	0	0	33	0	0	0	0	0	0	44	6	1	51	0	0	1	0	1	85
Hourly Total	2	120	1	1	124	11	0	2	0	13	2	186	16	8	212	0	0	3	0	3	352
6:00 PM	0	21	0	0	21	3	0	2	0	5	0	29	3	0	32	0	0	0	0	0	58
6:15 PM	0	28	0	0	28	0	0	0	0	0	0	38	1	0	39	0	0	1	0	1	68
6:30 PM	0	16	0	0	16	2	0	1	0	3	0	26	1	0	27	0	0	0	0	0	46
6:45 PM	0	23	0	0	23	1	0	0	0	1	0	36	1	2	39	0	0	0	0	0	63
Hourly Total	0	88	0	0	88	6	0	3	0	9	0	129	6	2	137	0	0	1	0	1	235
7:00 PM	0	22	0	0	22	2	0	0	0	2	0	27	2	0	29	0	0	2	0	2	55
7:15 PM	0	18	0	0	18	4	0	0	0	4	1	39	1	0	41	0	0	0	0	0	63
7:30 PM	0	16	0	0	16	2	0	0	0	2	1	24	3	0	28	0	0	0	0	0	46
7:45 PM	0	12	0	0	12	3	0	0	0	3	3	32	3	4	42	0	0	0	0	0	57
Hourly Total	0	68	0	0	68	11	0	0	0	11	5	122	9	4	140	0	0	2	0	2	221
Grand Total	8	1137	1	3	1149	93	0	8	1	102	24	1283	91	25	1423	1	0	12	0	13	2687
Approach %	0.7	99.0	0.1	0.3	-	91.2	0.0	7.8	1.0	-	1.7	90.2	6.4	1.8	-	7.7	0.0	92.3	0.0	-	-
Total %	0.3	42.3	0.0	0.1	42.8	3.5	0.0	0.3	0.0	3.8	0.9	47.7	3.4	0.9	53.0	0.0	0.0	0.4	0.0	0.5	-
Lights	8	979	1	3	991	92	0	7	1	100	24	1121	89	24	1258	1	0	12	0	13	2362
% Lights	100.0	86.1	100.0	100.0	86.2	98.9	-	87.5	100.0	98.0	100.0	87.4	97.8	96.0	88.4	100.0	-	100.0	-	100.0	87.9
Mediums	0	27	0	0	27	1	0	1	0	2	0	52	2	1	55	0	0	0	0	0	84
% Mediums	0.0	2.4	0.0	0.0	2.3	1.1	-	12.5	0.0	2.0	0.0	4.1	2.2	4.0	3.9	0.0	-	0.0	-	0.0	3.1
Articulated Trucks	0	131	0	0	131	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	241
% Articulated Trucks	0.0	11.5	0.0	0.0	11.4	0.0	-	0.0	0.0	0.0	0.0	8.6	0.0	0.0	7.7	0.0	-	0.0	-	0.0	9.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

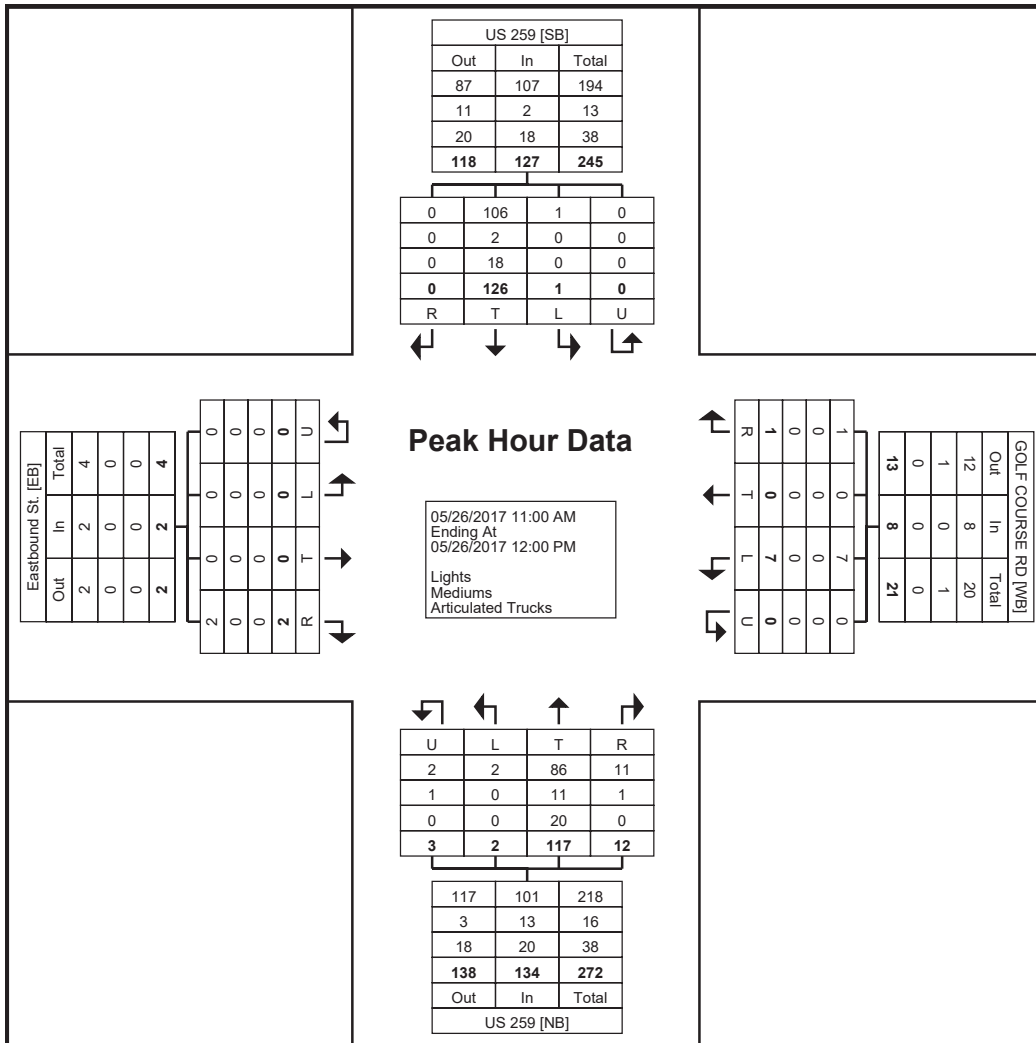
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	31	0	0	31	2	0	0	0	2	0	34	3	1	38	0	0	0	0	0	71
11:15 AM	1	28	0	0	29	2	0	0	0	2	2	28	2	1	33	0	0	0	0	0	64
11:30 AM	0	33	0	0	33	1	0	0	0	1	0	31	4	0	35	0	0	1	0	1	70
11:45 AM	0	34	0	0	34	2	0	1	0	3	0	24	3	1	28	0	0	1	0	1	66
Total	1	126	0	0	127	7	0	1	0	8	2	117	12	3	134	0	0	2	0	2	271
Approach %	0.8	99.2	0.0	0.0	-	87.5	0.0	12.5	0.0	-	1.5	87.3	9.0	2.2	-	0.0	0.0	100.0	0.0	-	-
Total %	0.4	46.5	0.0	0.0	46.9	2.6	0.0	0.4	0.0	3.0	0.7	43.2	4.4	1.1	49.4	0.0	0.0	0.7	0.0	0.7	-
PHF	0.250	0.926	0.000	0.000	0.934	0.875	0.000	0.250	0.000	0.667	0.250	0.860	0.750	0.750	0.882	0.000	0.000	0.500	0.000	0.500	0.954
Lights	1	106	0	0	107	7	0	1	0	8	2	86	11	2	101	0	0	2	0	2	218
% Lights	100.0	84.1	-	-	84.3	100.0	-	100.0	-	100.0	100.0	73.5	91.7	66.7	75.4	-	-	100.0	-	100.0	80.4
Mediums	0	2	0	0	2	0	0	0	0	0	0	11	1	1	13	0	0	0	0	0	15
% Mediums	0.0	1.6	-	-	1.6	0.0	-	0.0	-	0.0	0.0	9.4	8.3	33.3	9.7	-	-	0.0	-	0.0	5.5
Articulated Trucks	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	38
% Articulated Trucks	0.0	14.3	-	-	14.2	0.0	-	0.0	-	0.0	0.0	17.1	0.0	0.0	14.9	-	-	0.0	-	0.0	14.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 5

Turning Movement Peak Hour Data (3:00 PM)

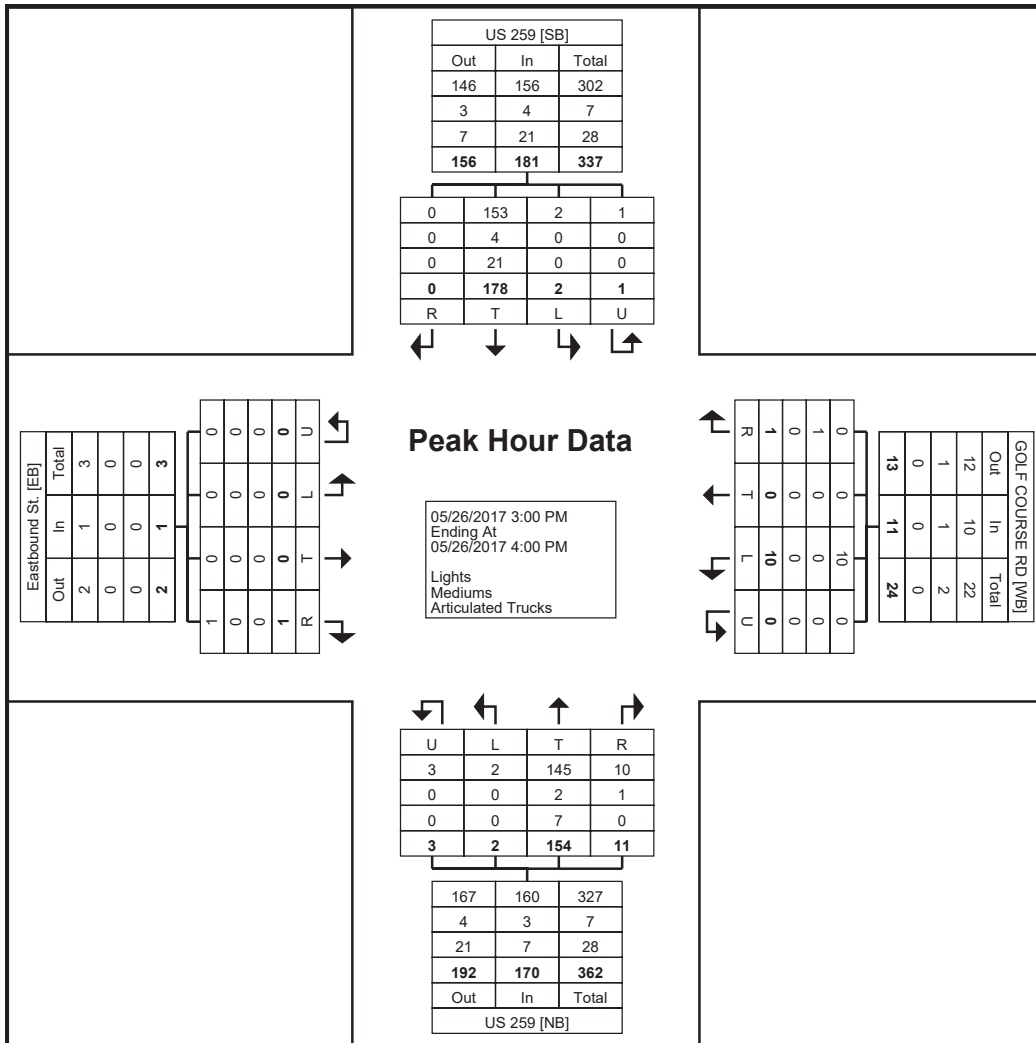
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:00 PM	1	46	0	0	47	2	0	0	0	2	2	31	1	1	35	0	0	0	0	0	84
3:15 PM	0	51	0	1	52	1	0	0	0	1	0	43	5	0	48	0	0	0	0	0	101
3:30 PM	0	40	0	0	40	5	0	1	0	6	0	38	2	2	42	0	0	1	0	1	89
3:45 PM	1	41	0	0	42	2	0	0	0	2	0	42	3	0	45	0	0	0	0	0	89
Total	2	178	0	1	181	10	0	1	0	11	2	154	11	3	170	0	0	1	0	1	363
Approach %	1.1	98.3	0.0	0.6	-	90.9	0.0	9.1	0.0	-	1.2	90.6	6.5	1.8	-	0.0	0.0	100.0	0.0	-	-
Total %	0.6	49.0	0.0	0.3	49.9	2.8	0.0	0.3	0.0	3.0	0.6	42.4	3.0	0.8	46.8	0.0	0.0	0.3	0.0	0.3	-
PHF	0.500	0.873	0.000	0.250	0.870	0.500	0.000	0.250	0.000	0.458	0.250	0.895	0.550	0.375	0.885	0.000	0.000	0.250	0.000	0.250	0.899
Lights	2	153	0	1	156	10	0	0	0	10	2	145	10	3	160	0	0	1	0	1	327
% Lights	100.0	86.0	-	100.0	86.2	100.0	-	0.0	-	90.9	100.0	94.2	90.9	100.0	94.1	-	-	100.0	-	100.0	90.1
Mediums	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	8
% Mediums	0.0	2.2	-	0.0	2.2	0.0	-	100.0	-	9.1	0.0	1.3	9.1	0.0	1.8	-	-	0.0	-	0.0	2.2
Articulated Trucks	0	21	0	0	21	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	28
% Articulated Trucks	0.0	11.8	-	0.0	11.6	0.0	-	0.0	-	0.0	0.0	4.5	0.0	0.0	4.1	-	-	0.0	-	0.0	7.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 1

Turning Movement Data

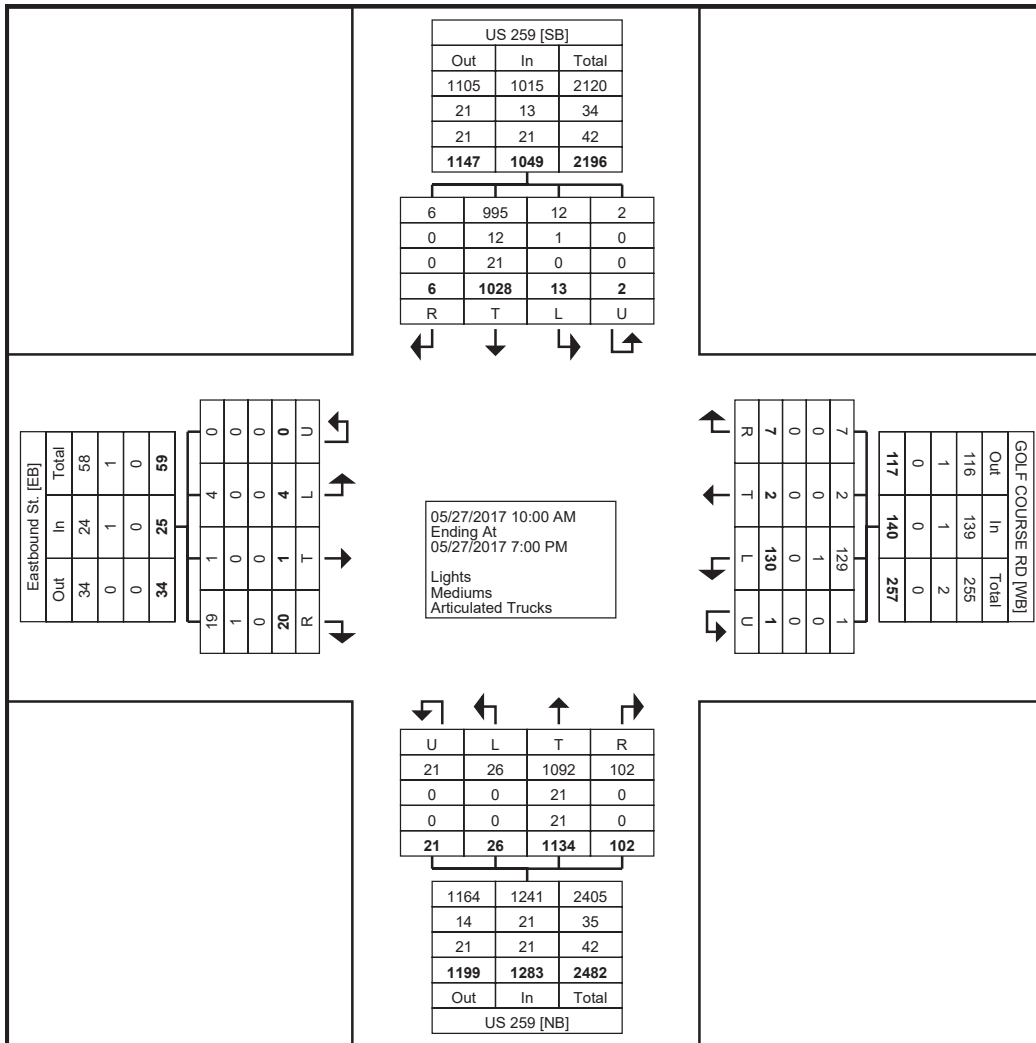
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	2	30	0	0	32	5	0	0	0	5	0	21	3	1	25	0	0	0	0	0	62
10:15 AM	0	30	0	0	30	5	0	1	0	6	0	26	3	0	29	0	0	0	0	0	65
10:30 AM	0	34	0	0	34	5	0	0	0	5	0	23	0	0	23	0	0	0	0	0	62
10:45 AM	0	40	0	0	40	1	0	0	0	1	0	32	2	1	35	1	0	1	0	2	78
Hourly Total	2	134	0	0	136	16	0	1	0	17	0	102	8	2	112	1	0	1	0	2	267
11:00 AM	0	39	0	0	39	4	0	0	0	4	1	39	0	0	40	0	0	0	0	0	83
11:15 AM	1	39	0	0	40	2	0	0	0	2	0	26	4	0	30	0	0	1	0	1	73
11:30 AM	0	37	0	0	37	1	0	0	0	1	0	22	0	1	23	0	0	0	0	0	61
11:45 AM	0	30	0	0	30	10	0	0	0	10	1	29	2	0	32	0	0	2	0	2	74
Hourly Total	1	145	0	0	146	17	0	0	0	17	2	116	6	1	125	0	0	3	0	3	291
12:00 PM	0	32	0	0	32	5	0	0	0	5	1	33	10	0	44	0	0	2	0	2	83
12:15 PM	0	21	0	0	21	5	1	0	0	6	0	31	3	1	35	0	0	2	0	2	64
12:30 PM	0	32	0	0	32	1	0	1	0	2	2	30	3	1	36	0	0	0	0	0	70
12:45 PM	1	17	0	0	18	4	0	0	0	4	1	48	3	1	53	0	0	2	0	2	77
Hourly Total	1	102	0	0	103	15	1	1	0	17	4	142	19	3	168	0	0	6	0	6	294
1:00 PM	2	22	0	0	24	3	0	0	0	3	0	37	2	1	40	0	1	0	0	1	68
1:15 PM	0	26	0	0	26	4	0	2	0	6	2	34	3	1	40	1	0	0	0	1	73
1:30 PM	0	34	0	0	34	3	0	0	0	3	0	25	2	1	28	0	0	0	0	0	65
1:45 PM	0	23	0	0	23	7	0	0	0	7	0	44	5	0	49	0	0	0	0	0	79
Hourly Total	2	105	0	0	107	17	0	2	0	19	2	140	12	3	157	1	1	0	0	2	285
2:00 PM	0	31	0	0	31	5	0	0	0	5	1	37	9	0	47	1	0	0	0	1	84
2:15 PM	1	39	0	0	40	5	0	0	0	5	2	26	2	2	32	0	0	0	0	0	77
2:30 PM	0	34	0	0	34	1	0	0	0	1	0	36	4	0	40	0	0	1	0	1	76
2:45 PM	0	23	0	0	23	2	0	0	0	2	2	34	1	0	37	0	0	0	0	0	62
Hourly Total	1	127	0	0	128	13	0	0	0	13	5	133	16	2	156	1	0	1	0	2	299
3:00 PM	0	23	0	0	23	2	1	0	0	3	2	38	1	1	42	0	0	0	0	0	68
3:15 PM	0	31	0	0	31	7	0	0	1	8	0	44	5	0	49	0	0	2	0	2	90
3:30 PM	0	30	1	1	32	2	0	2	0	4	0	31	7	1	39	0	0	0	0	0	75
3:45 PM	0	29	0	0	29	5	0	0	0	5	1	33	1	0	35	0	0	0	0	0	69
Hourly Total	0	113	1	1	115	16	1	2	1	20	3	146	14	2	165	0	0	2	0	2	302
4:00 PM	1	44	0	0	45	5	0	0	0	5	0	31	2	0	33	0	0	2	0	2	85
4:15 PM	0	33	1	0	34	3	0	0	0	3	1	35	0	0	36	0	0	1	0	1	74
4:30 PM	0	22	1	0	23	1	0	0	0	1	1	42	0	0	43	0	0	0	0	0	67
4:45 PM	0	19	3	0	22	1	0	0	0	1	1	28	0	0	29	1	0	0	0	1	53
Hourly Total	1	118	5	0	124	10	0	0	0	10	3	136	2	0	141	1	0	3	0	4	279
5:00 PM	0	23	0	0	23	0	0	0	0	0	0	28	6	3	37	0	0	4	0	4	64
5:15 PM	1	31	0	0	32	2	0	1	0	3	0	33	2	1	36	0	0	0	0	0	71
5:30 PM	0	27	0	0	27	2	0	0	0	2	0	21	2	1	24	0	0	0	0	0	53
5:45 PM	0	25	0	0	25	1	0	0	0	1	0	27	3	0	30	0	0	0	0	0	56
Hourly Total	1	106	0	0	107	5	0	1	0	6	0	109	13	5	127	0	0	4	0	4	244
6:00 PM	2	22	0	0	24	4	0	0	0	4	3	28	3	0	34	0	0	0	0	0	62
6:15 PM	1	16	0	0	17	7	0	0	0	7	1	28	3	1	33	0	0	0	0	0	57
6:30 PM	1	21	0	1	23	5	0	0	0	5	2	29	3	1	35	0	0	0	0	0	63
6:45 PM	0	19	0	0	19	5	0	0	0	5	1	25	3	1	30	0	0	0	0	0	54
Hourly Total	4	78	0	1	83	21	0	0	0	21	7	110	12	3	132	0	0	0	0	0	236
Grand Total	13	1028	6	2	1049	130	2	7	1	140	26	1134	102	21	1283	4	1	20	0	25	2497
Approach %	1.2	98.0	0.6	0.2	-	92.9	1.4	5.0	0.7	-	2.0	88.4	8.0	1.6	-	16.0	4.0	80.0	0.0	-	-
Total %	0.5	41.2	0.2	0.1	42.0	5.2	0.1	0.3	0.0	5.6	1.0	45.4	4.1	0.8	51.4	0.2	0.0	0.8	0.0	1.0	-
Lights	12	995	6	2	1015	129	2	7	1	139	26	1092	102	21	1241	4	1	19	0	24	2419
% Lights	92.3	96.8	100.0	100.0	96.8	99.2	100.0	100.0	100.0	99.3	100.0	96.3	100.0	100.0	96.7	100.0	100.0	95.0	-	96.0	96.9
Mediums	1	12	0	0	13	1	0	0	0	1	0	21	0	0	21	0	0	1	0	1	36
% Mediums	7.7	1.2	0.0	0.0	1.2	0.8	0.0	0.0	0.0	0.7	0.0	1.9	0.0	0.0	1.6	0.0	0.0	5.0	-	4.0	1.4
Articulated Trucks	0	21	0	0	21	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	42
% Articulated Trucks	0.0	2.0	0.0	0.0	2.0	0.0	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	1.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - SAT
Site Code:
Start Date: 05/27/2017
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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: 10 - GOLF
COURSE RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (10:30 AM)

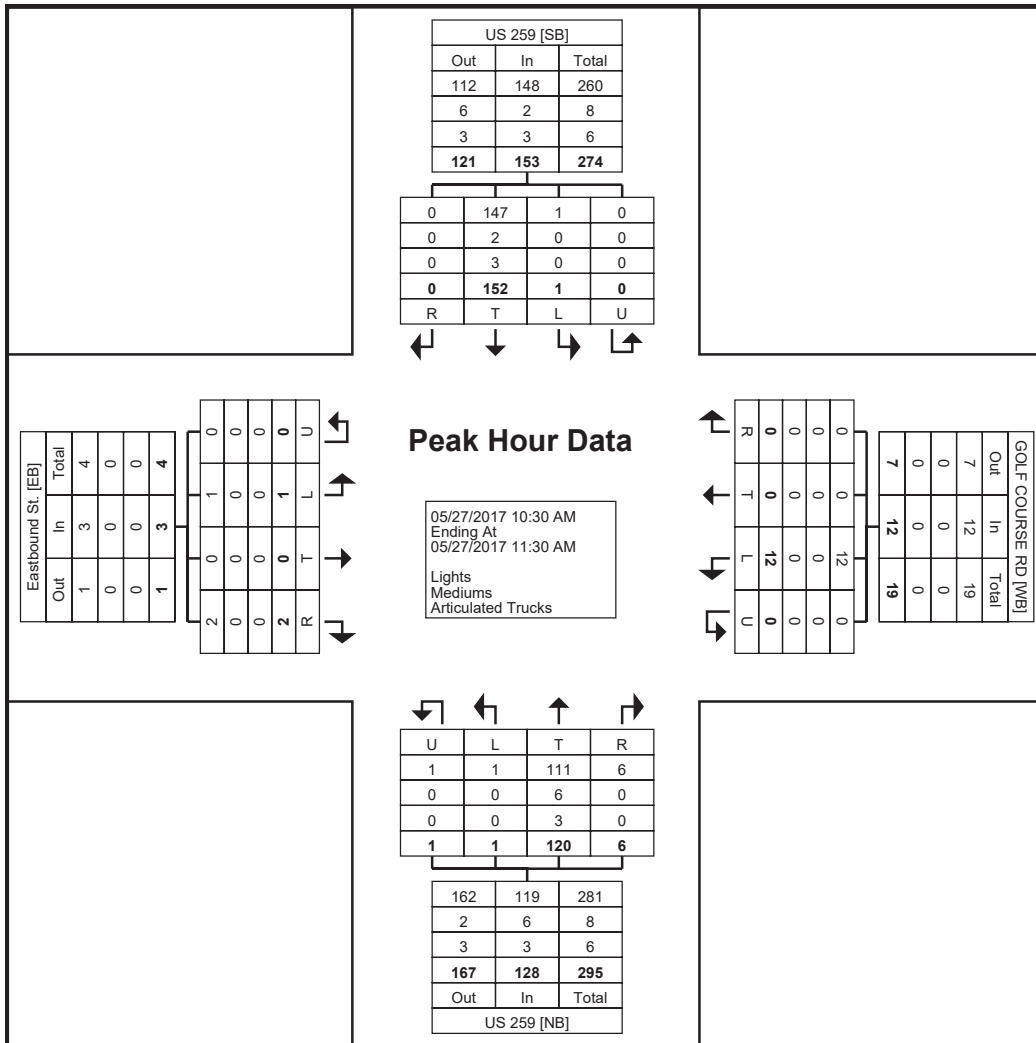
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:30 AM	0	34	0	0	34	5	0	0	0	5	0	23	0	0	23	0	0	0	0	0	62
10:45 AM	0	40	0	0	40	1	0	0	0	1	0	32	2	1	35	1	0	1	0	2	78
11:00 AM	0	39	0	0	39	4	0	0	0	4	1	39	0	0	40	0	0	0	0	0	83
11:15 AM	1	39	0	0	40	2	0	0	0	2	0	26	4	0	30	0	0	1	0	1	73
Total	1	152	0	0	153	12	0	0	0	12	1	120	6	1	128	1	0	2	0	3	296
Approach %	0.7	99.3	0.0	0.0	-	100.0	0.0	0.0	0.0	-	0.8	93.8	4.7	0.8	-	33.3	0.0	66.7	0.0	-	-
Total %	0.3	51.4	0.0	0.0	51.7	4.1	0.0	0.0	0.0	4.1	0.3	40.5	2.0	0.3	43.2	0.3	0.0	0.7	0.0	1.0	-
PHF	0.250	0.950	0.000	0.000	0.956	0.600	0.000	0.000	0.000	0.600	0.250	0.769	0.375	0.250	0.800	0.250	0.000	0.500	0.000	0.375	0.892
Lights	1	147	0	0	148	12	0	0	0	12	1	111	6	1	119	1	0	2	0	3	282
% Lights	100.0	96.7	-	-	96.7	100.0	-	-	-	100.0	100.0	92.5	100.0	100.0	93.0	100.0	-	100.0	-	100.0	95.3
Mediums	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Mediums	0.0	1.3	-	-	1.3	0.0	-	-	-	0.0	0.0	5.0	0.0	0.0	4.7	0.0	-	0.0	-	0.0	2.7
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Articulated Trucks	0.0	2.0	-	-	2.0	0.0	-	-	-	0.0	0.0	2.5	0.0	0.0	2.3	0.0	-	0.0	-	0.0	2.0

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Count Name: 10 - GOLF
COURSE RD - SAT
Site Code:
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Turning Movement Peak Hour Data Plot (10:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 10 - GOLF
COURSE RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (3:15 PM)

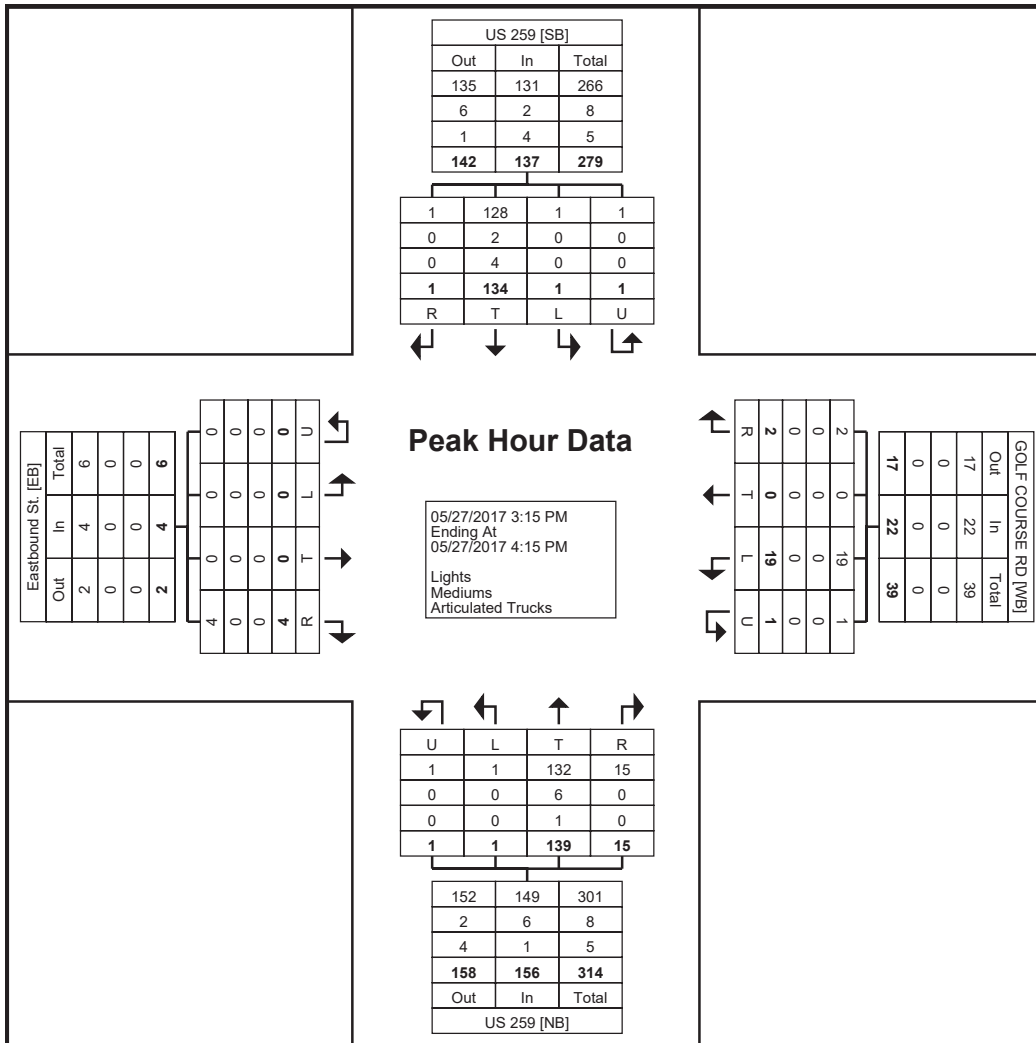
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	0	31	0	0	31	7	0	0	1	8	0	44	5	0	49	0	0	2	0	2	90
3:30 PM	0	30	1	1	32	2	0	2	0	4	0	31	7	1	39	0	0	0	0	0	75
3:45 PM	0	29	0	0	29	5	0	0	0	5	1	33	1	0	35	0	0	0	0	0	69
4:00 PM	1	44	0	0	45	5	0	0	0	5	0	31	2	0	33	0	0	2	0	2	85
Total	1	134	1	1	137	19	0	2	1	22	1	139	15	1	156	0	0	4	0	4	319
Approach %	0.7	97.8	0.7	0.7	-	86.4	0.0	9.1	4.5	-	0.6	89.1	9.6	0.6	-	0.0	0.0	100.0	0.0	-	-
Total %	0.3	42.0	0.3	0.3	42.9	6.0	0.0	0.6	0.3	6.9	0.3	43.6	4.7	0.3	48.9	0.0	0.0	1.3	0.0	1.3	-
PHF	0.250	0.761	0.250	0.250	0.761	0.679	0.000	0.250	0.250	0.688	0.250	0.790	0.536	0.250	0.796	0.000	0.000	0.500	0.000	0.500	0.886
Lights	1	128	1	1	131	19	0	2	1	22	1	132	15	1	149	0	0	4	0	4	306
% Lights	100.0	95.5	100.0	100.0	95.6	100.0	-	100.0	100.0	100.0	100.0	95.0	100.0	100.0	95.5	-	-	100.0	-	100.0	95.9
Mediums	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
% Mediums	0.0	1.5	0.0	0.0	1.5	0.0	-	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.8	-	-	0.0	-	0.0	2.5
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% Articulated Trucks	0.0	3.0	0.0	0.0	2.9	0.0	-	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	-	-	0.0	-	0.0	1.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 10 - GOLF
COURSE RD - SAT
Site Code:
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Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 10 - GOLF
COURSE RD - WED
Site Code:
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Turning Movement Data

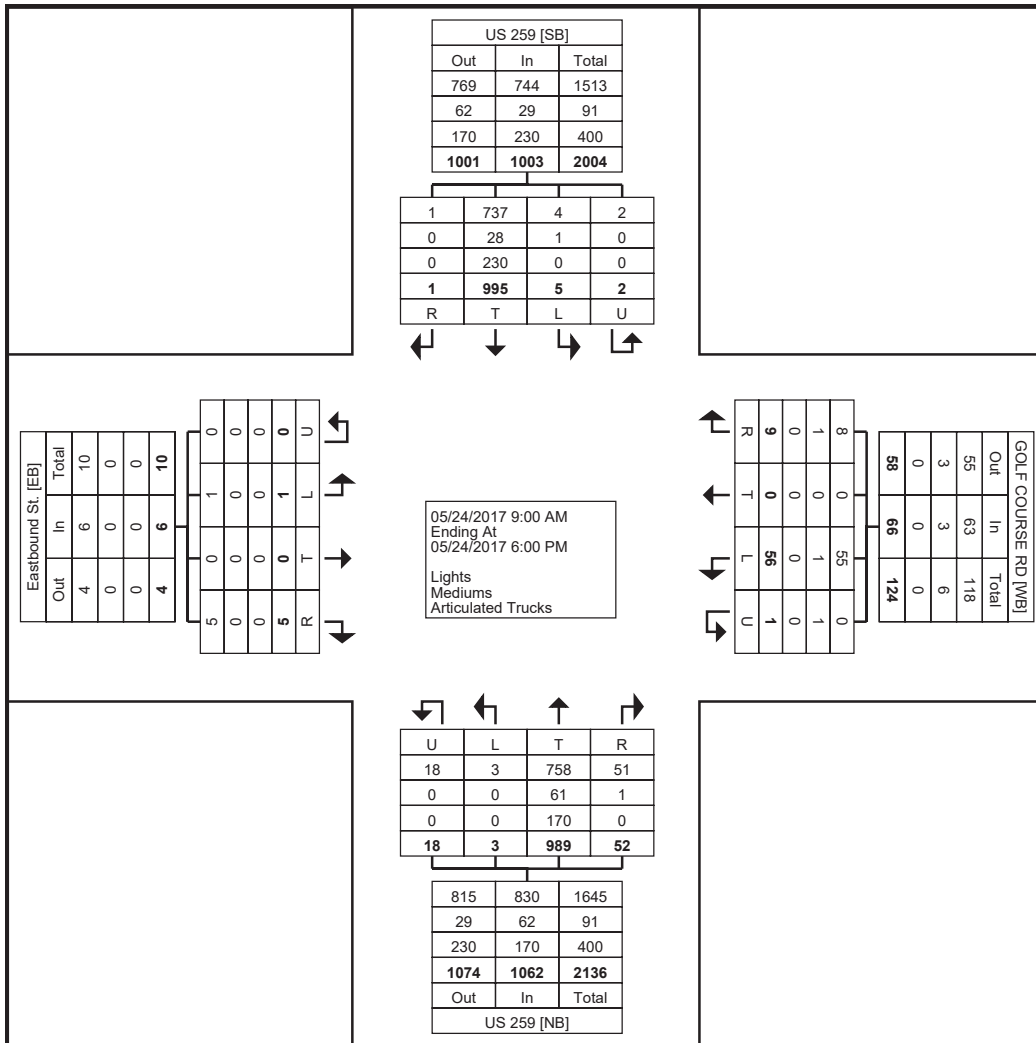
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	19	0	0	19	1	0	0	0	1	0	27	1	0	28	0	0	0	0	0	48
9:15 AM	0	23	0	0	23	0	0	0	0	0	0	19	3	0	22	0	0	0	0	0	45
9:30 AM	0	38	0	0	38	3	0	0	0	3	0	24	1	0	25	0	0	0	0	0	66
9:45 AM	0	16	0	0	16	2	0	0	0	2	0	28	2	1	31	0	0	0	0	0	49
Hourly Total	0	96	0	0	96	6	0	0	0	6	0	98	7	1	106	0	0	0	0	0	208
10:00 AM	0	31	0	0	31	1	0	0	0	1	0	24	2	1	27	0	0	0	0	0	59
10:15 AM	0	28	0	0	28	2	0	0	1	3	0	26	0	0	26	0	0	0	0	0	57
10:30 AM	0	22	0	0	22	1	0	0	0	1	1	20	0	0	21	0	0	1	0	1	45
10:45 AM	0	34	0	0	34	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	63
Hourly Total	0	115	0	0	115	4	0	0	1	5	1	98	3	1	103	0	0	1	0	1	224
11:00 AM	0	29	0	0	29	0	0	0	0	0	0	18	2	0	20	0	0	0	0	0	49
11:15 AM	0	38	0	0	38	2	0	0	0	2	1	30	1	0	32	0	0	0	0	0	72
11:30 AM	0	18	0	0	18	1	0	0	0	1	0	23	3	0	26	0	0	0	0	0	45
11:45 AM	0	31	0	0	31	2	0	0	0	2	1	23	1	1	26	0	0	0	0	0	59
Hourly Total	0	116	0	0	116	5	0	0	0	5	2	94	7	1	104	0	0	0	0	0	225
12:00 PM	0	26	0	0	26	2	0	1	0	3	0	26	1	0	27	0	0	2	0	2	58
12:15 PM	0	29	1	0	30	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	60
12:30 PM	0	31	0	0	31	3	0	0	0	3	0	24	2	1	27	0	0	0	0	0	61
12:45 PM	0	25	0	0	25	1	0	0	0	1	0	29	3	4	36	0	0	0	0	0	62
Hourly Total	0	111	1	0	112	6	0	1	0	7	0	107	8	5	120	0	0	2	0	2	241
1:00 PM	0	39	0	0	39	0	0	0	0	0	0	29	4	0	33	0	0	0	0	0	72
1:15 PM	2	20	0	0	22	1	0	1	0	2	0	23	2	2	27	0	0	1	0	1	52
1:30 PM	0	17	0	0	17	1	0	0	0	1	0	31	1	0	32	0	0	0	0	0	50
1:45 PM	0	19	0	0	19	2	0	1	0	3	0	34	2	2	38	0	0	0	0	0	60
Hourly Total	2	95	0	0	97	4	0	2	0	6	0	117	9	4	130	0	0	1	0	1	234
2:00 PM	1	36	0	0	37	4	0	0	0	4	0	33	1	1	35	0	0	0	0	0	76
2:15 PM	0	20	0	2	22	0	0	0	0	0	0	31	2	0	33	0	0	0	0	0	55
2:30 PM	0	31	0	0	31	1	0	0	0	1	0	34	2	0	36	0	0	0	0	0	68
2:45 PM	1	27	0	0	28	1	0	0	0	1	0	25	0	0	25	0	0	0	0	0	54
Hourly Total	2	114	0	2	118	6	0	0	0	6	0	123	5	1	129	0	0	0	0	0	253
3:00 PM	0	24	0	0	24	6	0	0	0	6	0	29	1	0	30	0	0	0	0	0	60
3:15 PM	0	29	0	0	29	0	0	1	0	1	0	20	1	1	22	1	0	1	0	2	54
3:30 PM	1	53	0	0	54	3	0	1	0	4	0	22	0	0	22	0	0	0	0	0	80
3:45 PM	0	26	0	0	26	2	0	0	0	2	0	40	6	1	47	0	0	0	0	0	75
Hourly Total	1	132	0	0	133	11	0	2	0	13	0	111	8	2	121	1	0	1	0	2	269
4:00 PM	0	29	0	0	29	2	0	1	0	3	0	30	0	0	30	0	0	0	0	0	62
4:15 PM	0	30	0	0	30	2	0	2	0	4	0	39	1	0	40	0	0	0	0	0	74
4:30 PM	0	25	0	0	25	1	0	0	0	1	0	29	0	2	31	0	0	0	0	0	57
4:45 PM	0	36	0	0	36	1	0	0	0	1	0	28	0	0	28	0	0	0	0	0	65
Hourly Total	0	120	0	0	120	6	0	3	0	9	0	126	1	2	129	0	0	0	0	0	258
5:00 PM	0	19	0	0	19	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	40
5:15 PM	0	33	0	0	33	1	0	0	0	1	0	41	3	0	44	0	0	0	0	0	78
5:30 PM	0	22	0	0	22	4	0	1	0	5	0	29	0	0	29	0	0	0	0	0	56
5:45 PM	0	22	0	0	22	2	0	0	0	2	0	25	1	1	27	0	0	0	0	0	51
Hourly Total	0	96	0	0	96	8	0	1	0	9	0	115	4	1	120	0	0	0	0	0	225
Grand Total	5	995	1	2	1003	56	0	9	1	66	3	989	52	18	1062	1	0	5	0	6	2137
Approach %	0.5	99.2	0.1	0.2	-	84.8	0.0	13.6	1.5	-	0.3	93.1	4.9	1.7	-	16.7	0.0	83.3	0.0	-	-
Total %	0.2	46.6	0.0	0.1	46.9	2.6	0.0	0.4	0.0	3.1	0.1	46.3	2.4	0.8	49.7	0.0	0.0	0.2	0.0	0.3	-
Lights	4	737	1	2	744	55	0	8	0	63	3	758	51	18	830	1	0	5	0	6	1643
% Lights	80.0	74.1	100.0	100.0	74.2	98.2	-	88.9	0.0	95.5	100.0	76.6	98.1	100.0	78.2	100.0	-	100.0	-	100.0	76.9
Mediums	1	28	0	0	29	1	0	1	1	3	0	61	1	0	62	0	0	0	0	0	94
% Mediums	20.0	2.8	0.0	0.0	2.9	1.8	-	11.1	100.0	4.5	0.0	6.2	1.9	0.0	5.8	0.0	-	0.0	-	0.0	4.4
Articulated Trucks	0	230	0	0	230	0	0	0	0	0	0	170	0	0	170	0	0	0	0	0	400
% Articulated Trucks	0.0	23.1	0.0	0.0	22.9	0.0	-	0.0	0.0	0.0	0.0	17.2	0.0	0.0	16.0	0.0	-	0.0	-	0.0	18.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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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: 10 - GOLF
COURSE RD - WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Peak Hour Data (9:30 AM)

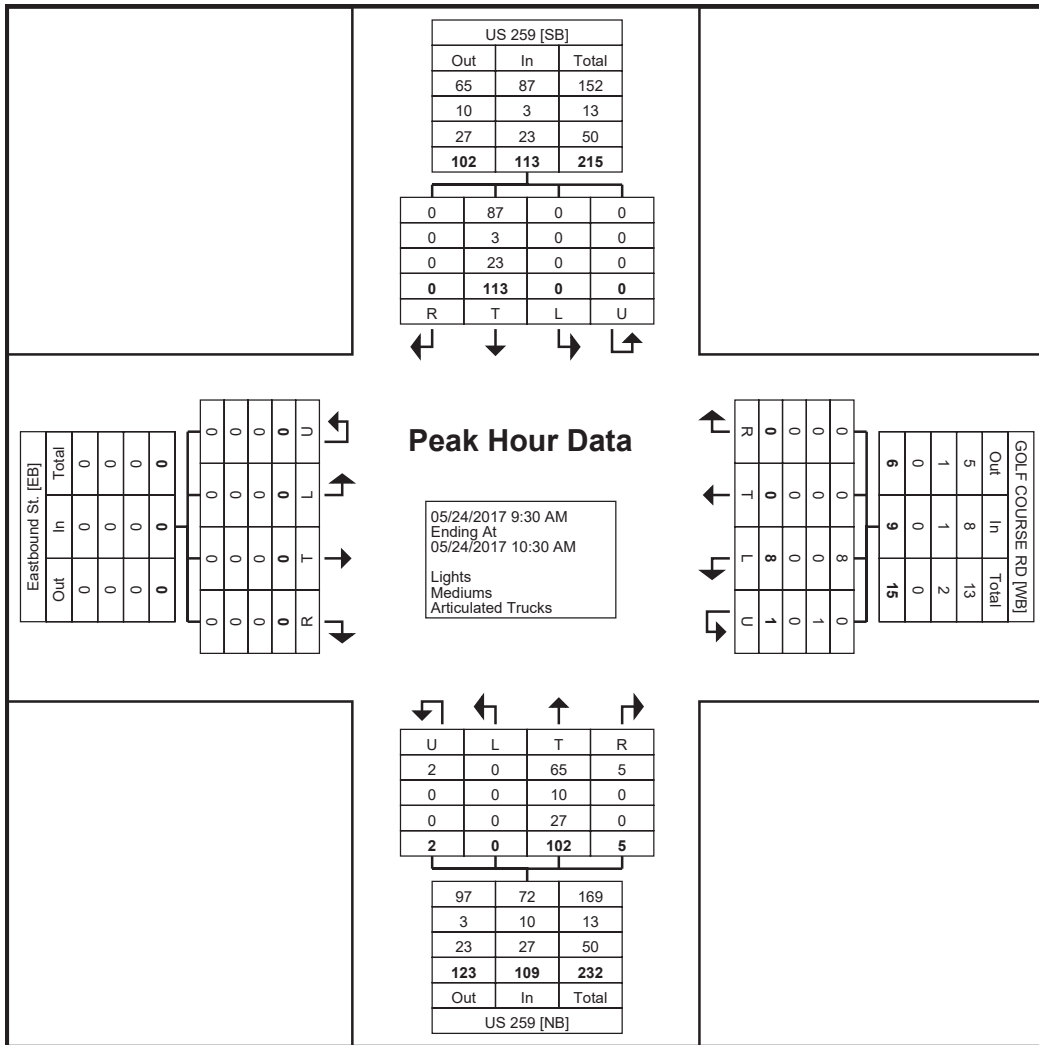
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:30 AM	0	38	0	0	38	3	0	0	0	3	0	24	1	0	25	0	0	0	0	0	66
9:45 AM	0	16	0	0	16	2	0	0	0	2	0	28	2	1	31	0	0	0	0	0	49
10:00 AM	0	31	0	0	31	1	0	0	0	1	0	24	2	1	27	0	0	0	0	0	59
10:15 AM	0	28	0	0	28	2	0	0	1	3	0	26	0	0	26	0	0	0	0	0	57
Total	0	113	0	0	113	8	0	0	1	9	0	102	5	2	109	0	0	0	0	0	231
Approach %	0.0	100.0	0.0	0.0	-	88.9	0.0	0.0	11.1	-	0.0	93.6	4.6	1.8	-	NaN	NaN	NaN	NaN	-	-
Total %	0.0	48.9	0.0	0.0	48.9	3.5	0.0	0.0	0.4	3.9	0.0	44.2	2.2	0.9	47.2	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.743	0.000	0.000	0.743	0.667	0.000	0.000	0.250	0.750	0.000	0.911	0.625	0.500	0.879	0.000	0.000	0.000	0.000	0.000	0.875
Lights	0	87	0	0	87	8	0	0	0	8	0	65	5	2	72	0	0	0	0	0	167
% Lights	-	77.0	-	-	77.0	100.0	-	-	0.0	88.9	-	63.7	100.0	100.0	66.1	-	-	-	-	-	72.3
Mediums	0	3	0	0	3	0	0	0	1	1	0	10	0	0	10	0	0	0	0	0	14
% Mediums	-	2.7	-	-	2.7	0.0	-	-	100.0	11.1	-	9.8	0.0	0.0	9.2	-	-	-	-	-	6.1
Articulated Trucks	0	23	0	0	23	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	50
% Articulated Trucks	-	20.4	-	-	20.4	0.0	-	-	0.0	0.0	-	26.5	0.0	0.0	24.8	-	-	-	-	-	21.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF COURSE RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 4



Turning Movement Peak Hour Data Plot (9:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF
COURSE RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

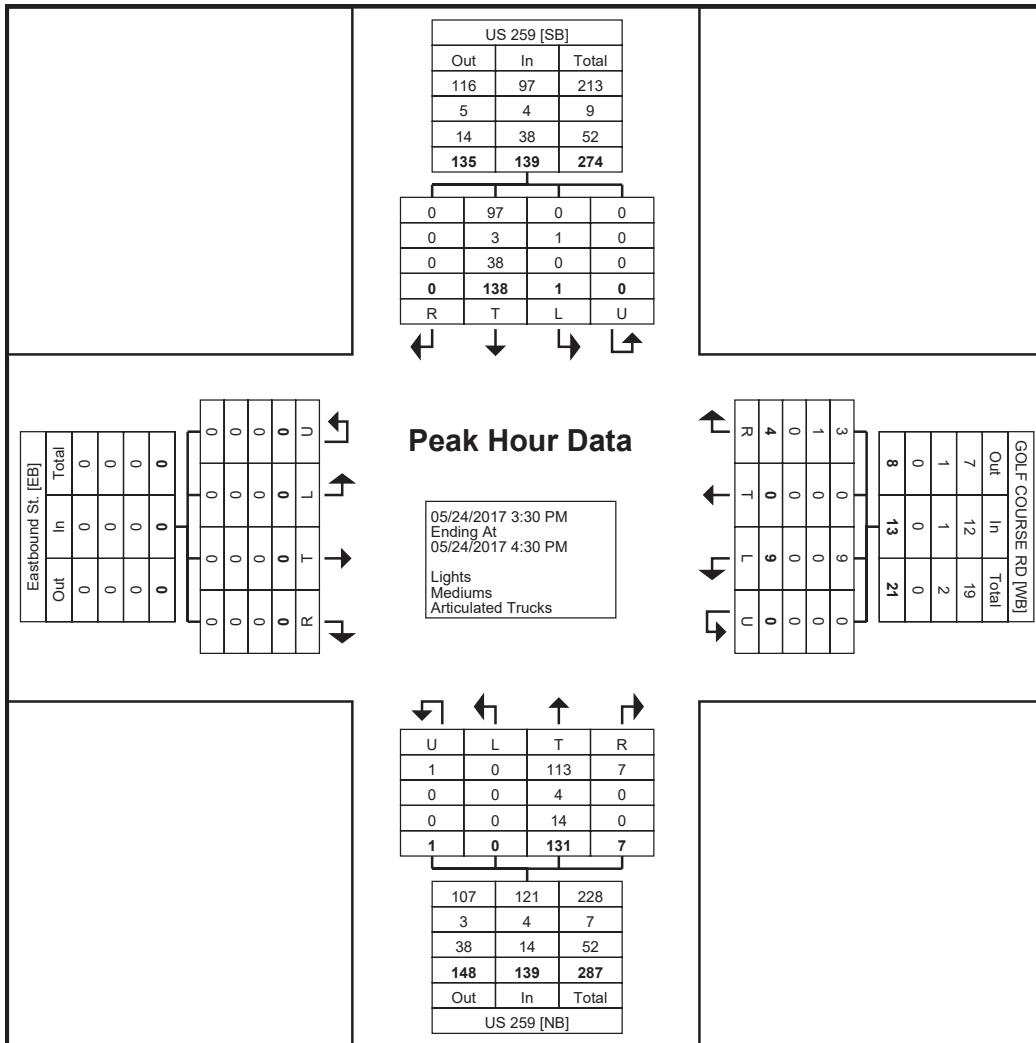
Start Time	US 259 Southbound					GOLF COURSE RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	1	53	0	0	54	3	0	1	0	4	0	22	0	0	22	0	0	0	0	0	80
3:45 PM	0	26	0	0	26	2	0	0	0	2	0	40	6	1	47	0	0	0	0	0	75
4:00 PM	0	29	0	0	29	2	0	1	0	3	0	30	0	0	30	0	0	0	0	0	62
4:15 PM	0	30	0	0	30	2	0	2	0	4	0	39	1	0	40	0	0	0	0	0	74
Total	1	138	0	0	139	9	0	4	0	13	0	131	7	1	139	0	0	0	0	0	291
Approach %	0.7	99.3	0.0	0.0	-	69.2	0.0	30.8	0.0	-	0.0	94.2	5.0	0.7	-	NaN	NaN	NaN	NaN	-	-
Total %	0.3	47.4	0.0	0.0	47.8	3.1	0.0	1.4	0.0	4.5	0.0	45.0	2.4	0.3	47.8	0.0	0.0	0.0	0.0	0.0	-
PHF	0.250	0.651	0.000	0.000	0.644	0.750	0.000	0.500	0.000	0.813	0.000	0.819	0.292	0.250	0.739	0.000	0.000	0.000	0.000	0.000	0.909
Lights	0	97	0	0	97	9	0	3	0	12	0	113	7	1	121	0	0	0	0	0	230
% Lights	0.0	70.3	-	-	69.8	100.0	-	75.0	-	92.3	-	86.3	100.0	100.0	87.1	-	-	-	-	-	79.0
Mediums	1	3	0	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
% Mediums	100.0	2.2	-	-	2.9	0.0	-	25.0	-	7.7	-	3.1	0.0	0.0	2.9	-	-	-	-	-	3.1
Articulated Trucks	0	38	0	0	38	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	52
% Articulated Trucks	0.0	27.5	-	-	27.3	0.0	-	0.0	-	0.0	-	10.7	0.0	0.0	10.1	-	-	-	-	-	17.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 10 - GOLF COURSE RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

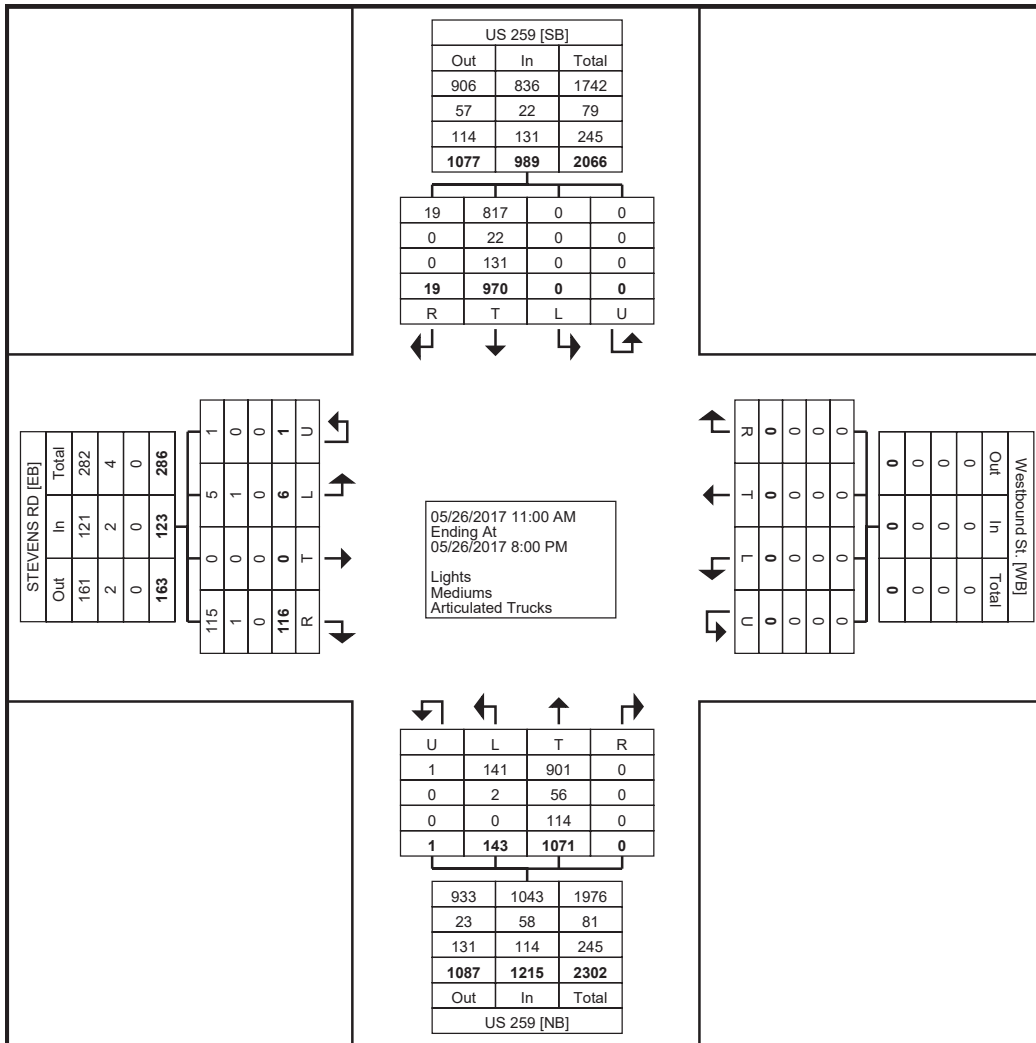
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	18	1	0	19	0	0	0	0	0	2	29	0	0	31	0	0	6	0	6	56
11:15 AM	0	27	0	0	27	0	0	0	0	0	5	22	0	0	27	1	0	2	0	3	57
11:30 AM	0	29	0	0	29	0	0	0	0	0	3	25	0	0	28	0	0	2	0	2	59
11:45 AM	0	29	0	0	29	0	0	0	0	0	2	23	0	0	25	0	0	5	0	5	59
Hourly Total	0	103	1	0	104	0	0	0	0	0	12	99	0	0	111	1	0	15	0	16	231
12:00 PM	0	42	0	0	42	0	0	0	0	0	3	28	0	0	31	0	0	8	0	8	81
12:15 PM	0	25	0	0	25	0	0	0	0	0	5	23	0	0	28	0	0	2	0	2	55
12:30 PM	0	31	0	0	31	0	0	0	0	0	8	30	0	0	38	0	0	2	0	2	71
12:45 PM	0	25	1	0	26	0	0	0	0	0	1	26	0	0	27	0	0	7	0	7	60
Hourly Total	0	123	1	0	124	0	0	0	0	0	17	107	0	0	124	0	0	19	0	19	267
1:00 PM	0	30	0	0	30	0	0	0	0	0	5	30	0	0	35	1	0	6	0	7	72
1:15 PM	0	37	1	0	38	0	0	0	0	0	4	29	0	0	33	0	0	5	0	5	76
1:30 PM	0	29	0	0	29	0	0	0	0	0	8	19	0	0	27	0	0	6	0	6	62
1:45 PM	0	34	0	0	34	0	0	0	0	0	2	35	0	0	37	0	0	1	0	1	72
Hourly Total	0	130	1	0	131	0	0	0	0	0	19	113	0	0	132	1	0	18	0	19	282
2:00 PM	0	30	0	0	30	0	0	0	0	0	8	35	0	0	43	1	0	4	0	5	78
2:15 PM	0	31	0	0	31	0	0	0	0	0	5	32	0	0	37	0	0	2	0	2	70
2:30 PM	0	23	0	0	23	0	0	0	0	0	3	20	0	0	23	1	0	5	0	6	52
2:45 PM	0	13	0	0	13	0	0	0	0	0	1	23	0	0	24	0	0	2	0	2	39
Hourly Total	0	97	0	0	97	0	0	0	0	0	17	110	0	0	127	2	0	13	0	15	239
3:00 PM	0	35	3	0	38	0	0	0	0	0	3	27	0	0	30	0	0	8	0	8	76
3:15 PM	0	49	1	0	50	0	0	0	0	0	7	36	0	0	43	0	0	3	0	3	96
3:30 PM	0	35	0	0	35	0	0	0	0	0	3	30	0	0	33	0	0	3	0	3	71
3:45 PM	0	45	1	0	46	0	0	0	0	0	4	31	0	0	35	1	0	1	0	2	83
Hourly Total	0	164	5	0	169	0	0	0	0	0	17	124	0	0	141	1	0	15	0	16	326
4:00 PM	0	28	1	0	29	0	0	0	0	0	3	42	0	0	45	0	0	3	0	3	77
4:15 PM	0	28	2	0	30	0	0	0	0	0	4	35	0	0	39	0	0	6	0	6	75
4:30 PM	0	25	0	0	25	0	0	0	0	0	4	41	0	1	46	0	0	3	0	3	74
4:45 PM	0	33	0	0	33	0	0	0	0	0	5	36	0	0	41	0	0	3	0	3	77
Hourly Total	0	114	3	0	117	0	0	0	0	0	16	154	0	1	171	0	0	15	0	15	303
5:00 PM	0	19	3	0	22	0	0	0	0	0	5	37	0	0	42	0	0	1	0	1	65
5:15 PM	0	30	0	0	30	0	0	0	0	0	1	39	0	0	40	0	0	2	0	2	72
5:30 PM	0	26	0	0	26	0	0	0	0	0	5	44	0	0	49	0	0	2	0	2	77
5:45 PM	0	29	0	0	29	0	0	0	0	0	5	41	0	0	46	0	0	2	0	2	77
Hourly Total	0	104	3	0	107	0	0	0	0	0	16	161	0	0	177	0	0	7	0	7	291
6:00 PM	0	18	0	0	18	0	0	0	0	0	3	29	0	0	32	0	0	3	0	3	53
6:15 PM	0	26	2	0	28	0	0	0	0	0	6	30	0	0	36	0	0	2	0	2	66
6:30 PM	0	11	0	0	11	0	0	0	0	0	3	22	0	0	25	0	0	3	0	3	39
6:45 PM	0	18	1	0	19	0	0	0	0	0	2	27	0	0	29	1	0	2	0	3	51
Hourly Total	0	73	3	0	76	0	0	0	0	0	14	108	0	0	122	1	0	10	0	11	209
7:00 PM	0	20	1	0	21	0	0	0	0	0	7	18	0	0	25	0	0	2	0	2	48
7:15 PM	0	19	0	0	19	0	0	0	0	0	4	36	0	0	40	0	0	1	0	1	60
7:30 PM	0	12	0	0	12	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	33
7:45 PM	0	11	1	0	12	0	0	0	0	0	3	21	0	0	24	0	0	1	1	2	38
Hourly Total	0	62	2	0	64	0	0	0	0	0	15	95	0	0	110	0	0	4	1	5	179
Grand Total	0	970	19	0	989	0	0	0	0	0	143	1071	0	1	1215	6	0	116	1	123	2327
Approach %	0.0	98.1	1.9	0.0	-	NaN	NaN	NaN	NaN	-	11.8	88.1	0.0	0.1	-	4.9	0.0	94.3	0.8	-	-
Total %	0.0	41.7	0.8	0.0	42.5	0.0	0.0	0.0	0.0	0.0	6.1	46.0	0.0	0.0	52.2	0.3	0.0	5.0	0.0	5.3	-
Lights	0	817	19	0	836	0	0	0	0	0	141	901	0	1	1043	5	0	115	1	121	2000
% Lights	-	84.2	100.0	-	84.5	-	-	-	-	-	98.6	84.1	-	100.0	85.8	83.3	-	99.1	100.0	98.4	85.9
Mediums	0	22	0	0	22	0	0	0	0	0	2	56	0	0	58	1	0	1	0	2	82
% Mediums	-	2.3	0.0	-	2.2	-	-	-	-	-	1.4	5.2	-	0.0	4.8	16.7	-	0.9	0.0	1.6	3.5
Articulated Trucks	0	131	0	0	131	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	245
% Articulated Trucks	-	13.5	0.0	-	13.2	-	-	-	-	-	0.0	10.6	-	0.0	9.4	0.0	-	0.0	0.0	0.0	10.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

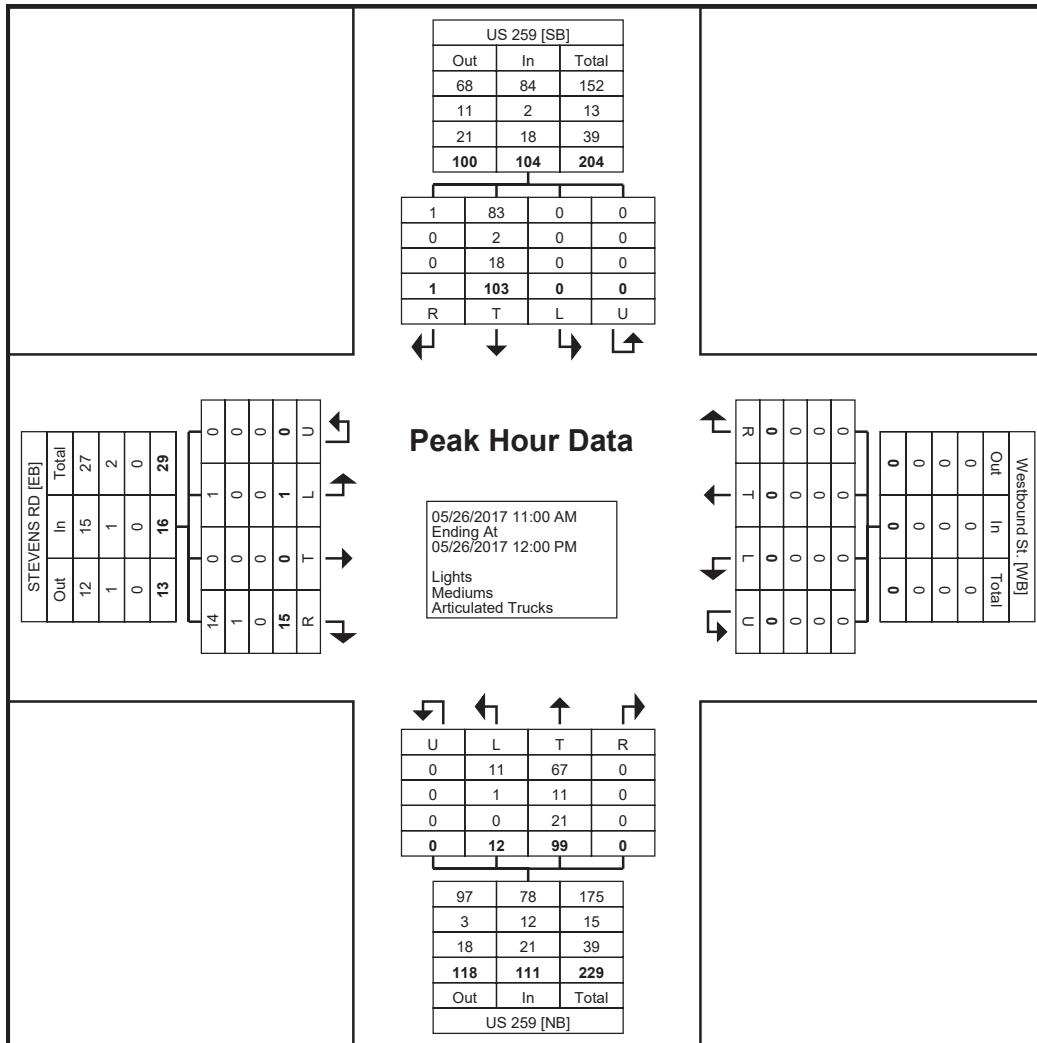
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	0	18	1	0	19	0	0	0	0	0	2	29	0	0	31	0	0	6	0	6	56
11:15 AM	0	27	0	0	27	0	0	0	0	0	5	22	0	0	27	1	0	2	0	3	57
11:30 AM	0	29	0	0	29	0	0	0	0	0	3	25	0	0	28	0	0	2	0	2	59
11:45 AM	0	29	0	0	29	0	0	0	0	0	2	23	0	0	25	0	0	5	0	5	59
Total	0	103	1	0	104	0	0	0	0	0	12	99	0	0	111	1	0	15	0	16	231
Approach %	0.0	99.0	1.0	0.0	-	NaN	NaN	NaN	NaN	-	10.8	89.2	0.0	0.0	-	6.3	0.0	93.8	0.0	-	-
Total %	0.0	44.6	0.4	0.0	45.0	0.0	0.0	0.0	0.0	0.0	5.2	42.9	0.0	0.0	48.1	0.4	0.0	6.5	0.0	6.9	-
PHF	0.000	0.888	0.250	0.000	0.897	0.000	0.000	0.000	0.000	0.000	0.600	0.853	0.000	0.000	0.895	0.250	0.000	0.625	0.000	0.667	0.979
Lights	0	83	1	0	84	0	0	0	0	0	11	67	0	0	78	1	0	14	0	15	177
% Lights	-	80.6	100.0	-	80.8	-	-	-	-	-	91.7	67.7	-	-	70.3	100.0	-	93.3	-	93.8	76.6
Mediums	0	2	0	0	2	0	0	0	0	0	1	11	0	0	12	0	0	1	0	1	15
% Mediums	-	1.9	0.0	-	1.9	-	-	-	-	-	8.3	11.1	-	-	10.8	0.0	-	6.7	-	6.3	6.5
Articulated Trucks	0	18	0	0	18	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	39
% Articulated Trucks	-	17.5	0.0	-	17.3	-	-	-	-	-	0.0	21.2	-	-	18.9	0.0	-	0.0	-	0.0	16.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 5

Turning Movement Peak Hour Data (3:15 PM)

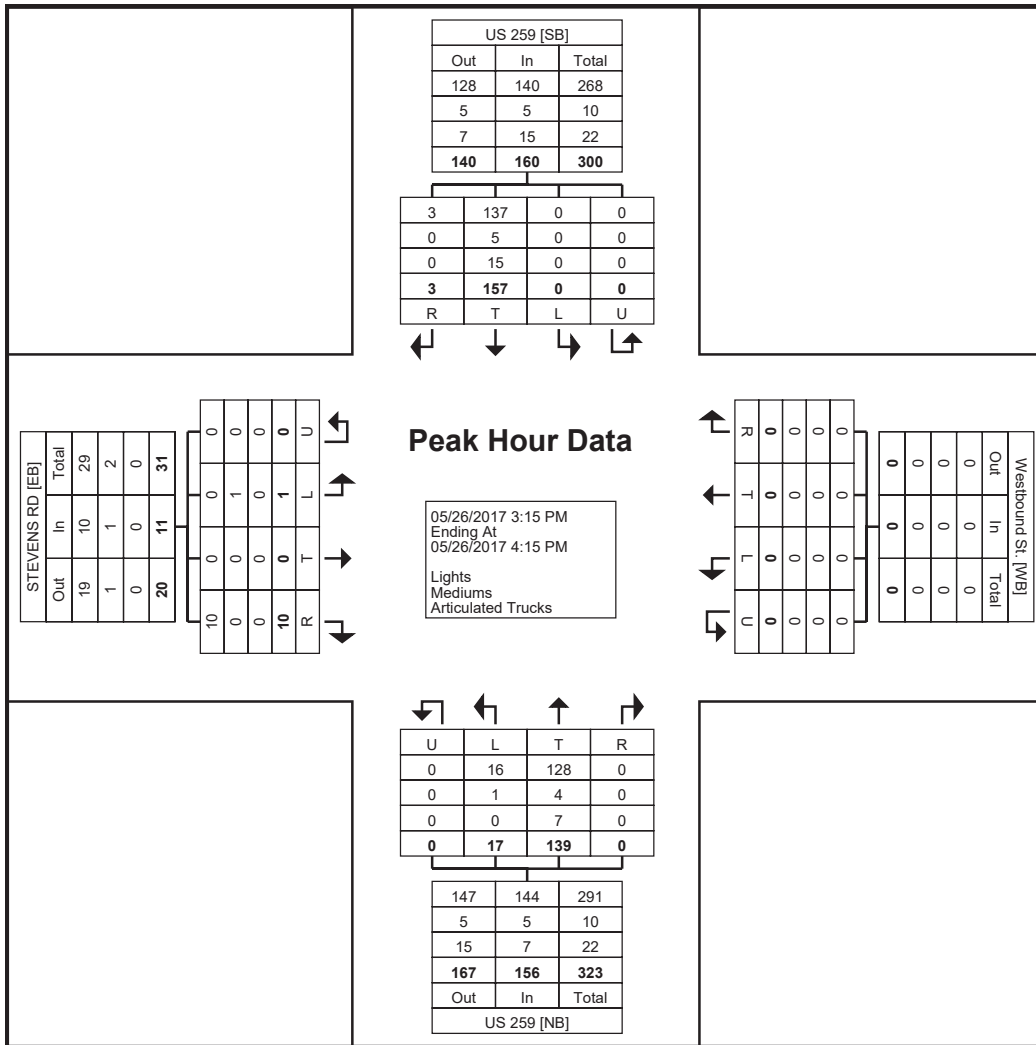
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	0	49	1	0	50	0	0	0	0	0	7	36	0	0	43	0	0	3	0	3	96
3:30 PM	0	35	0	0	35	0	0	0	0	0	3	30	0	0	33	0	0	3	0	3	71
3:45 PM	0	45	1	0	46	0	0	0	0	0	4	31	0	0	35	1	0	1	0	2	83
4:00 PM	0	28	1	0	29	0	0	0	0	0	3	42	0	0	45	0	0	3	0	3	77
Total	0	157	3	0	160	0	0	0	0	0	17	139	0	0	156	1	0	10	0	11	327
Approach %	0.0	98.1	1.9	0.0	-	NaN	NaN	NaN	NaN	-	10.9	89.1	0.0	0.0	-	9.1	0.0	90.9	0.0	-	-
Total %	0.0	48.0	0.9	0.0	48.9	0.0	0.0	0.0	0.0	0.0	5.2	42.5	0.0	0.0	47.7	0.3	0.0	3.1	0.0	3.4	-
PHF	0.000	0.801	0.750	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.607	0.827	0.000	0.000	0.867	0.250	0.000	0.833	0.000	0.917	0.852
Lights	0	137	3	0	140	0	0	0	0	0	16	128	0	0	144	0	0	10	0	10	294
% Lights	-	87.3	100.0	-	87.5	-	-	-	-	-	94.1	92.1	-	-	92.3	0.0	-	100.0	-	90.9	89.9
Mediums	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	11
% Mediums	-	3.2	0.0	-	3.1	-	-	-	-	-	5.9	2.9	-	-	3.2	100.0	-	0.0	-	9.1	3.4
Articulated Trucks	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	22
% Articulated Trucks	-	9.6	0.0	-	9.4	-	-	-	-	-	0.0	5.0	-	-	4.5	0.0	-	0.0	-	0.0	6.7

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- FRI
Site Code:
Start Date: 05/26/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- SAT
Site Code:
Start Date: 05/27/2017
Page No: 1

Turning Movement Data

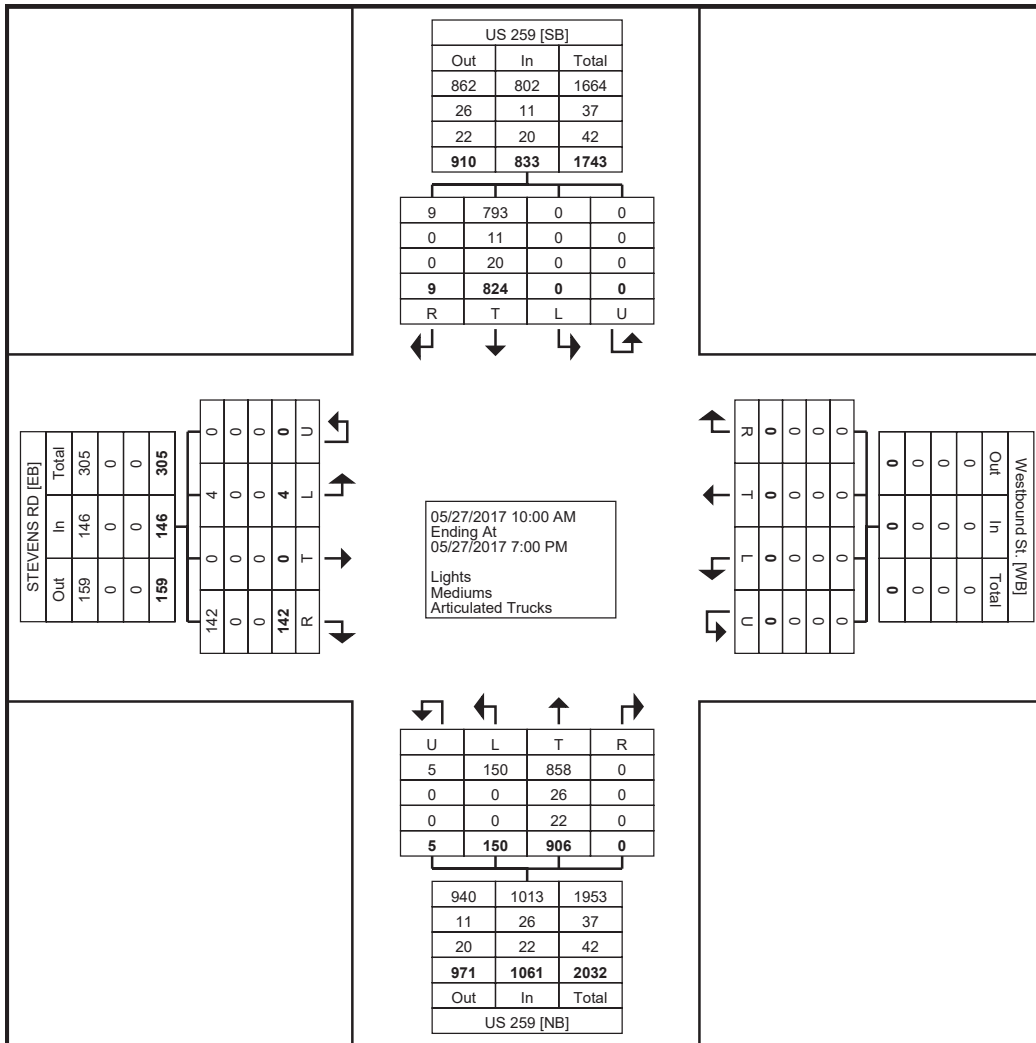
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	0	25	0	0	25	0	0	0	0	0	2	19	0	0	21	0	0	6	0	6	52
10:15 AM	0	24	0	0	24	0	0	0	0	0	5	19	0	1	25	0	0	5	0	5	54
10:30 AM	0	26	0	0	26	0	0	0	0	0	3	18	0	0	21	0	0	7	0	7	54
10:45 AM	0	35	0	0	35	0	0	0	0	0	1	30	0	0	31	0	0	5	0	5	71
Hourly Total	0	110	0	0	110	0	0	0	0	0	11	86	0	1	98	0	0	23	0	23	231
11:00 AM	0	28	0	0	28	0	0	0	0	0	4	26	0	0	30	0	0	4	0	4	62
11:15 AM	0	28	0	0	28	0	0	0	0	0	2	25	0	0	27	0	0	8	0	8	63
11:30 AM	0	29	0	0	29	0	0	0	0	0	2	16	0	0	18	0	0	4	0	4	51
11:45 AM	0	20	0	0	20	0	0	0	0	0	1	27	0	0	28	0	0	11	0	11	59
Hourly Total	0	105	0	0	105	0	0	0	0	0	9	94	0	0	103	0	0	27	0	27	235
12:00 PM	0	23	0	0	23	0	0	0	0	0	3	29	0	1	33	0	0	3	0	3	59
12:15 PM	0	22	0	0	22	0	0	0	0	0	3	28	0	1	32	0	0	2	0	2	56
12:30 PM	0	18	1	0	19	0	0	0	0	0	4	25	0	0	29	0	0	4	0	4	52
12:45 PM	0	11	0	0	11	0	0	0	0	0	2	41	0	0	43	0	0	2	0	2	56
Hourly Total	0	74	1	0	75	0	0	0	0	0	12	123	0	2	137	0	0	11	0	11	223
1:00 PM	0	18	0	0	18	0	0	0	0	0	6	33	0	0	39	0	0	1	0	1	58
1:15 PM	0	19	1	0	20	0	0	0	0	0	5	28	0	0	33	0	0	5	0	5	58
1:30 PM	0	25	0	0	25	0	0	0	0	0	3	21	0	0	24	0	0	6	0	6	55
1:45 PM	0	17	0	0	17	0	0	0	0	0	3	34	0	1	38	0	0	5	0	5	60
Hourly Total	0	79	1	0	80	0	0	0	0	0	17	116	0	1	134	0	0	17	0	17	231
2:00 PM	0	18	0	0	18	0	0	0	0	0	5	31	0	0	36	0	0	5	0	5	59
2:15 PM	0	29	0	0	29	0	0	0	0	0	5	21	0	0	26	0	0	7	0	7	62
2:30 PM	0	29	0	0	29	0	0	0	0	0	6	26	0	0	32	1	0	3	0	4	65
2:45 PM	0	19	1	0	20	0	0	0	0	0	2	29	0	0	31	0	0	2	0	2	53
Hourly Total	0	95	1	0	96	0	0	0	0	0	18	107	0	0	125	1	0	17	0	18	239
3:00 PM	0	24	0	0	24	0	0	0	0	0	5	29	0	0	34	0	0	1	0	1	59
3:15 PM	0	28	1	0	29	0	0	0	0	0	10	33	0	0	43	0	0	0	0	0	72
3:30 PM	0	28	2	0	30	0	0	0	0	0	8	23	0	0	31	0	0	3	0	3	64
3:45 PM	0	20	0	0	20	0	0	0	0	0	2	20	0	1	23	0	0	7	0	7	50
Hourly Total	0	100	3	0	103	0	0	0	0	0	25	105	0	1	131	0	0	11	0	11	245
4:00 PM	0	36	0	0	36	0	0	0	0	0	6	26	0	0	32	1	0	4	0	5	73
4:15 PM	0	32	0	0	32	0	0	0	0	0	9	26	0	0	35	0	0	5	0	5	72
4:30 PM	0	17	1	0	18	0	0	0	0	0	1	39	0	0	40	0	0	4	0	4	62
4:45 PM	0	15	0	0	15	0	0	0	0	0	1	23	0	0	24	0	0	2	0	2	41
Hourly Total	0	100	1	0	101	0	0	0	0	0	17	114	0	0	131	1	0	15	0	16	248
5:00 PM	0	22	0	0	22	0	0	0	0	0	2	20	0	0	22	1	0	3	0	4	48
5:15 PM	0	23	1	0	24	0	0	0	0	0	5	30	0	0	35	1	0	5	0	6	65
5:30 PM	0	22	0	0	22	0	0	0	0	0	2	17	0	0	19	0	0	3	0	3	44
5:45 PM	0	21	0	0	21	0	0	0	0	0	5	23	0	0	28	0	0	1	0	1	50
Hourly Total	0	88	1	0	89	0	0	0	0	0	14	90	0	0	104	2	0	12	0	14	207
6:00 PM	0	18	1	0	19	0	0	0	0	0	7	18	0	0	25	0	0	4	0	4	48
6:15 PM	0	17	0	0	17	0	0	0	0	0	8	19	0	0	27	0	0	1	0	1	45
6:30 PM	0	18	0	0	18	0	0	0	0	0	5	19	0	0	24	0	0	1	0	1	43
6:45 PM	0	20	0	0	20	0	0	0	0	0	7	15	0	0	22	0	0	3	0	3	45
Hourly Total	0	73	1	0	74	0	0	0	0	0	27	71	0	0	98	0	0	9	0	9	181
Grand Total	0	824	9	0	833	0	0	0	0	0	150	906	0	5	1061	4	0	142	0	146	2040
Approach %	0.0	98.9	1.1	0.0	-	NaN	NaN	NaN	NaN	-	14.1	85.4	0.0	0.5	-	2.7	0.0	97.3	0.0	-	-
Total %	0.0	40.4	0.4	0.0	40.8	0.0	0.0	0.0	0.0	0.0	7.4	44.4	0.0	0.2	52.0	0.2	0.0	7.0	0.0	7.2	-
Lights	0	793	9	0	802	0	0	0	0	0	150	858	0	5	1013	4	0	142	0	146	1961
% Lights	-	96.2	100.0	-	96.3	-	-	-	-	-	100.0	94.7	-	100.0	95.5	100.0	-	100.0	-	100.0	96.1
Mediums	0	11	0	0	11	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	37
% Mediums	-	1.3	0.0	-	1.3	-	-	-	-	-	0.0	2.9	-	0.0	2.5	0.0	-	0.0	-	0.0	1.8
Articulated Trucks	0	20	0	0	20	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	42
% Articulated Trucks	-	2.4	0.0	-	2.4	-	-	-	-	-	0.0	2.4	-	0.0	2.1	0.0	-	0.0	-	0.0	2.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
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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 - STEVENS RD
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Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (10:30 AM)

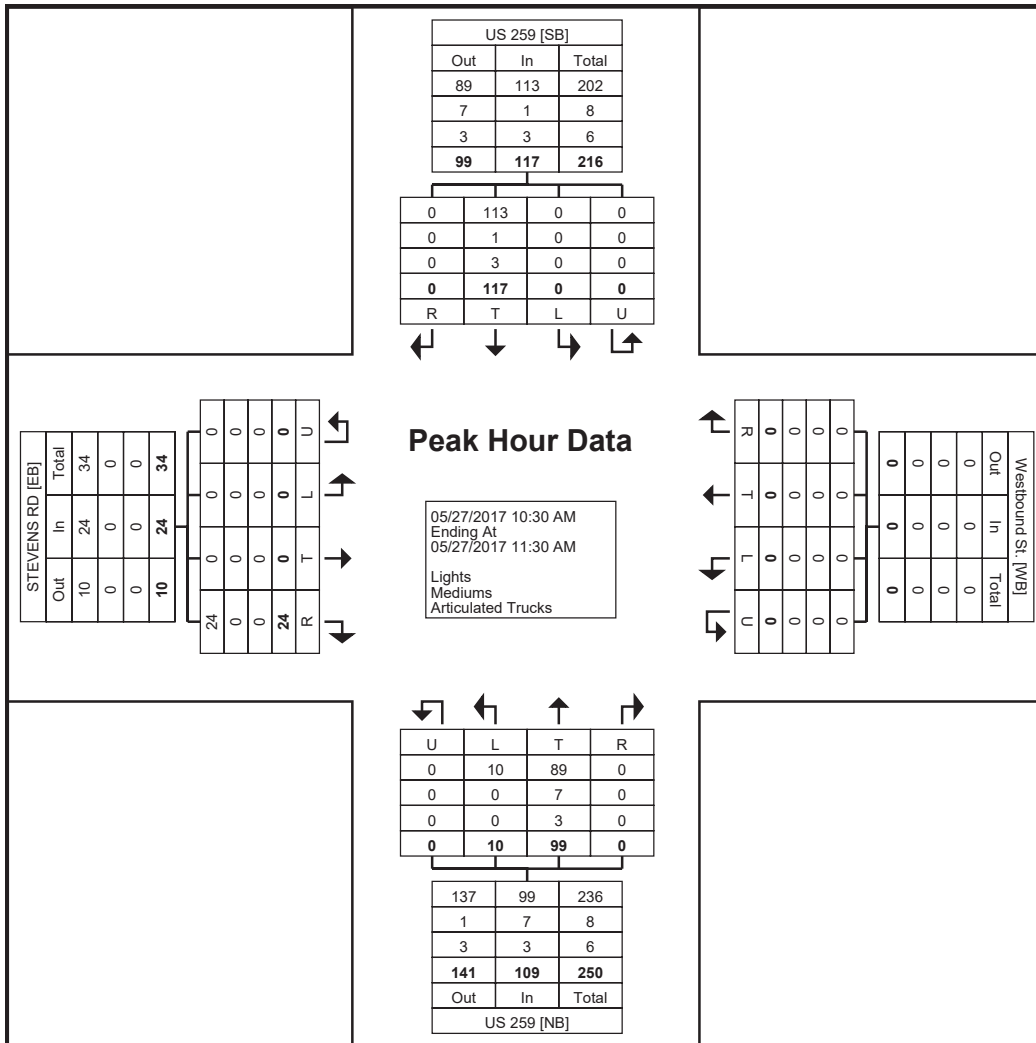
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:30 AM	0	26	0	0	26	0	0	0	0	0	3	18	0	0	21	0	0	7	0	7	54
10:45 AM	0	35	0	0	35	0	0	0	0	0	1	30	0	0	31	0	0	5	0	5	71
11:00 AM	0	28	0	0	28	0	0	0	0	0	4	26	0	0	30	0	0	4	0	4	62
11:15 AM	0	28	0	0	28	0	0	0	0	0	2	25	0	0	27	0	0	8	0	8	63
Total	0	117	0	0	117	0	0	0	0	0	10	99	0	0	109	0	0	24	0	24	250
Approach %	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	9.2	90.8	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	46.8	0.0	0.0	46.8	0.0	0.0	0.0	0.0	0.0	4.0	39.6	0.0	0.0	43.6	0.0	0.0	9.6	0.0	9.6	-
PHF	0.000	0.836	0.000	0.000	0.836	0.000	0.000	0.000	0.000	0.000	0.625	0.825	0.000	0.000	0.879	0.000	0.000	0.750	0.000	0.750	0.880
Lights	0	113	0	0	113	0	0	0	0	0	10	89	0	0	99	0	0	24	0	24	236
% Lights	-	96.6	-	-	96.6	-	-	-	-	-	100.0	89.9	-	-	90.8	-	-	100.0	-	100.0	94.4
Mediums	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
% Mediums	-	0.9	-	-	0.9	-	-	-	-	-	0.0	7.1	-	-	6.4	-	-	0.0	-	0.0	3.2
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Articulated Trucks	-	2.6	-	-	2.6	-	-	-	-	-	0.0	3.0	-	-	2.8	-	-	0.0	-	0.0	2.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 11 - STEVENS RD
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Turning Movement Peak Hour Data Plot (10:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- SAT
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Turning Movement Peak Hour Data (3:15 PM)

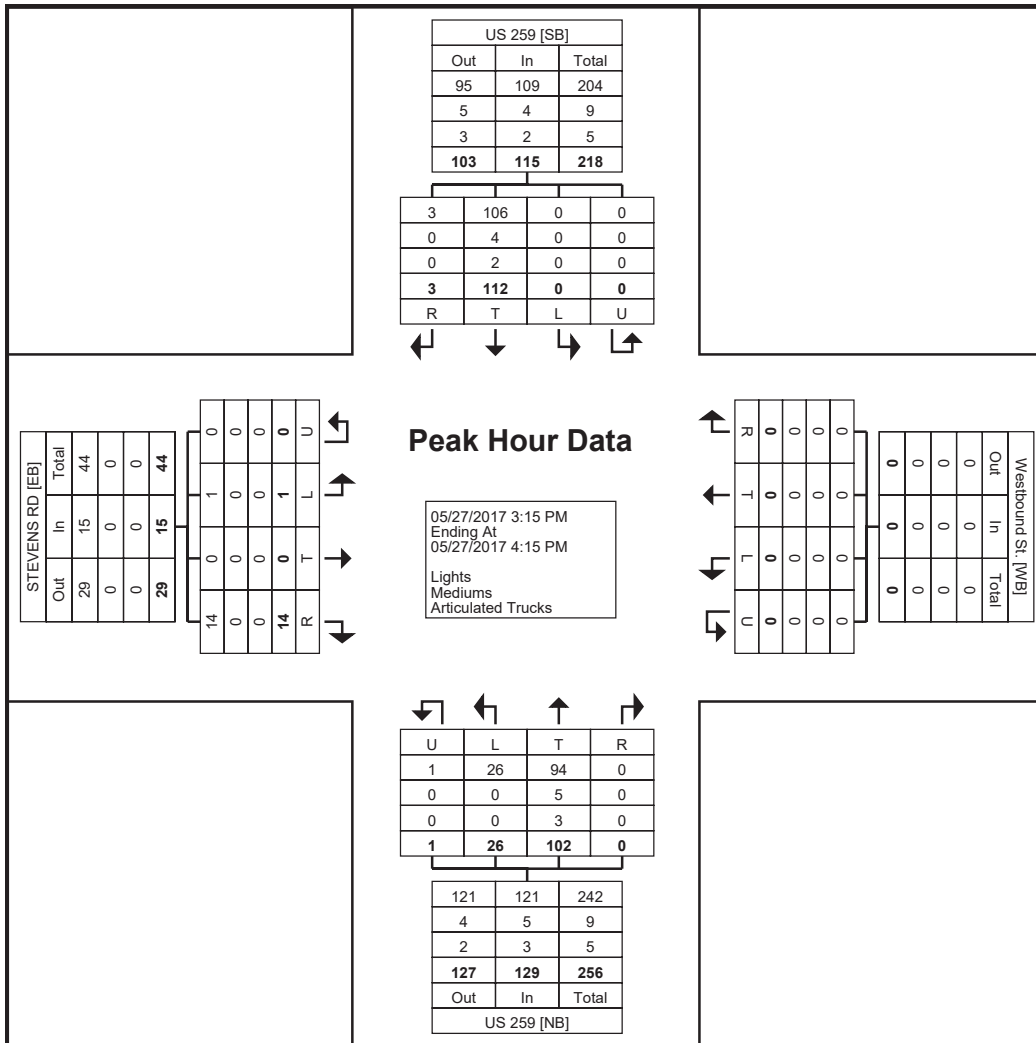
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:15 PM	0	28	1	0	29	0	0	0	0	0	10	33	0	0	43	0	0	0	0	0	72
3:30 PM	0	28	2	0	30	0	0	0	0	0	8	23	0	0	31	0	0	3	0	3	64
3:45 PM	0	20	0	0	20	0	0	0	0	0	2	20	0	1	23	0	0	7	0	7	50
4:00 PM	0	36	0	0	36	0	0	0	0	0	6	26	0	0	32	1	0	4	0	5	73
Total	0	112	3	0	115	0	0	0	0	0	26	102	0	1	129	1	0	14	0	15	259
Approach %	0.0	97.4	2.6	0.0	-	NaN	NaN	NaN	NaN	-	20.2	79.1	0.0	0.8	-	6.7	0.0	93.3	0.0	-	-
Total %	0.0	43.2	1.2	0.0	44.4	0.0	0.0	0.0	0.0	0.0	10.0	39.4	0.0	0.4	49.8	0.4	0.0	5.4	0.0	5.8	-
PHF	0.000	0.778	0.375	0.000	0.799	0.000	0.000	0.000	0.000	0.000	0.650	0.773	0.000	0.250	0.750	0.250	0.000	0.500	0.000	0.536	0.887
Lights	0	106	3	0	109	0	0	0	0	0	26	94	0	1	121	1	0	14	0	15	245
% Lights	-	94.6	100.0	-	94.8	-	-	-	-	-	100.0	92.2	-	100.0	93.8	100.0	-	100.0	-	100.0	94.6
Mediums	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
% Mediums	-	3.6	0.0	-	3.5	-	-	-	-	-	0.0	4.9	-	0.0	3.9	0.0	-	0.0	-	0.0	3.5
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Articulated Trucks	-	1.8	0.0	-	1.7	-	-	-	-	-	0.0	2.9	-	0.0	2.3	0.0	-	0.0	-	0.0	1.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- SAT
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Turning Movement Peak Hour Data Plot (3:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- WED
Site Code:
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Turning Movement Data

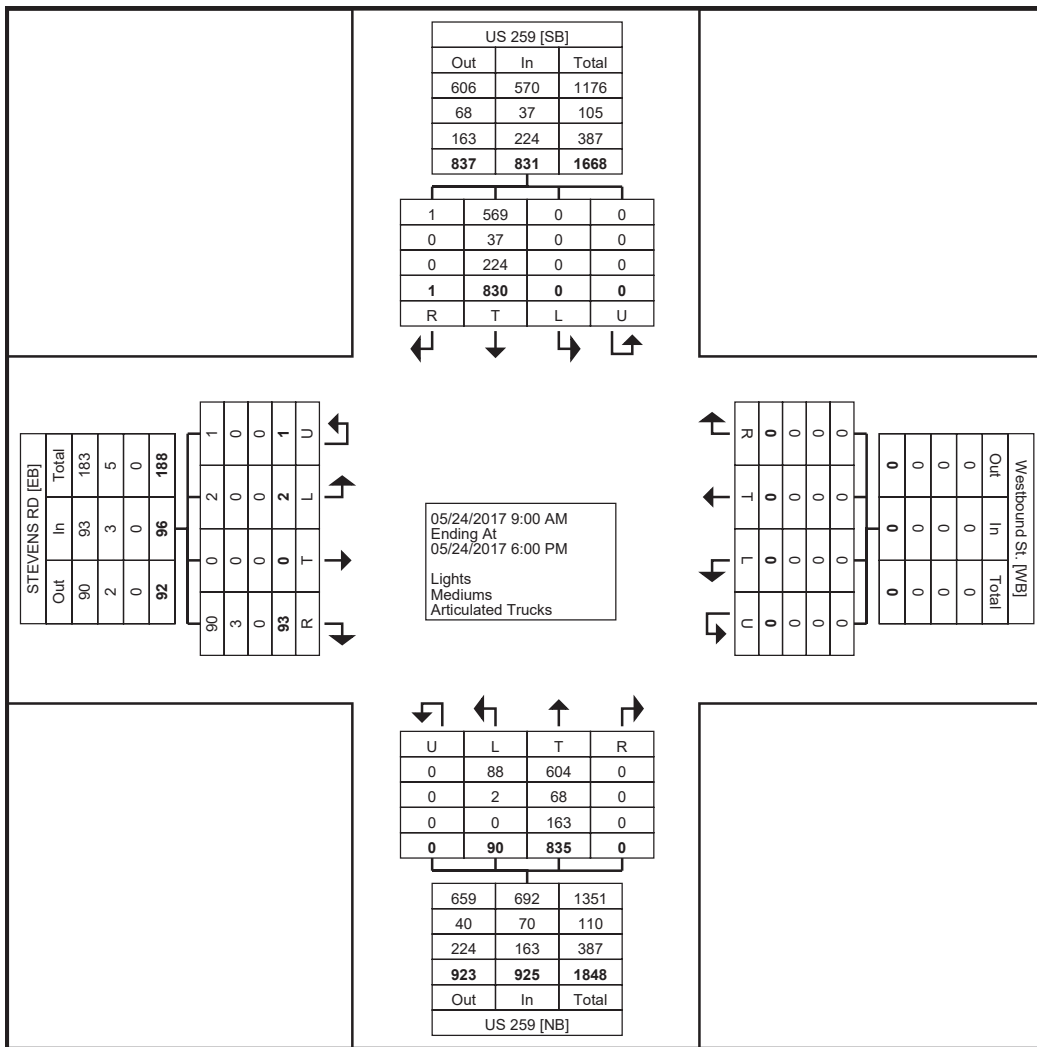
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	0	17	0	0	17	0	0	0	0	0	3	21	0	0	24	0	0	3	0	3	44
9:15 AM	0	27	0	0	27	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	45
9:30 AM	0	26	0	0	26	0	0	0	0	0	0	22	0	0	22	0	0	2	0	2	50
9:45 AM	0	12	0	0	12	0	0	0	0	0	7	22	0	0	29	0	0	1	0	1	42
Hourly Total	0	82	0	0	82	0	0	0	0	0	10	82	0	0	92	0	0	7	0	7	181
10:00 AM	0	27	0	0	27	0	0	0	0	0	0	19	0	0	19	0	0	3	0	3	49
10:15 AM	0	24	0	0	24	0	0	0	0	0	2	25	0	0	27	0	0	2	0	2	53
10:30 AM	0	19	0	0	19	0	0	0	0	0	2	17	0	0	19	0	0	5	0	5	43
10:45 AM	0	30	0	0	30	0	0	0	0	0	1	24	0	0	25	0	0	2	0	2	57
Hourly Total	0	100	0	0	100	0	0	0	0	0	5	85	0	0	90	0	0	12	0	12	202
11:00 AM	0	25	0	0	25	0	0	0	0	0	2	17	0	0	19	0	0	4	0	4	48
11:15 AM	0	35	0	0	35	0	0	0	0	0	2	23	0	0	25	0	0	1	0	1	61
11:30 AM	0	15	0	0	15	0	0	0	0	0	3	19	0	0	22	0	0	0	0	0	37
11:45 AM	0	24	0	0	24	0	0	0	0	0	3	20	0	0	23	0	0	3	0	3	50
Hourly Total	0	99	0	0	99	0	0	0	0	0	10	79	0	0	89	0	0	8	0	8	196
12:00 PM	0	21	0	0	21	0	0	0	0	0	2	21	0	0	23	0	0	3	0	3	47
12:15 PM	0	24	0	0	24	0	0	0	0	0	3	26	0	0	29	0	0	2	1	3	56
12:30 PM	0	27	0	0	27	0	0	0	0	0	2	16	0	0	18	0	0	3	0	3	48
12:45 PM	0	23	0	0	23	0	0	0	0	0	4	27	0	0	31	1	0	3	0	4	58
Hourly Total	0	95	0	0	95	0	0	0	0	0	11	90	0	0	101	1	0	11	1	13	209
1:00 PM	0	27	0	0	27	0	0	0	0	0	5	20	0	0	25	0	0	7	0	7	59
1:15 PM	0	19	0	0	19	0	0	0	0	0	1	23	0	0	24	0	0	2	0	2	45
1:30 PM	0	15	0	0	15	0	0	0	0	0	2	27	0	0	29	0	0	2	0	2	46
1:45 PM	0	20	0	0	20	0	0	0	0	0	6	27	0	0	33	0	0	0	0	0	53
Hourly Total	0	81	0	0	81	0	0	0	0	0	14	97	0	0	111	0	0	11	0	11	203
2:00 PM	0	33	0	0	33	0	0	0	0	0	3	28	0	0	31	0	0	3	0	3	67
2:15 PM	0	15	0	0	15	0	0	0	0	0	4	30	0	0	34	0	0	4	0	4	53
2:30 PM	0	30	0	0	30	0	0	0	0	0	2	25	0	0	27	0	0	1	0	1	58
2:45 PM	0	19	0	0	19	0	0	0	0	0	5	19	0	0	24	0	0	5	0	5	48
Hourly Total	0	97	0	0	97	0	0	0	0	0	14	102	0	0	116	0	0	13	0	13	226
3:00 PM	0	15	1	0	16	0	0	0	0	0	5	21	0	0	26	0	0	3	0	3	45
3:15 PM	0	25	0	0	25	0	0	0	0	0	2	19	0	0	21	0	0	2	0	2	48
3:30 PM	0	44	0	0	44	0	0	0	0	0	2	16	0	0	18	0	0	6	0	6	68
3:45 PM	0	22	0	0	22	0	0	0	0	0	3	33	0	0	36	0	0	2	0	2	60
Hourly Total	0	106	1	0	107	0	0	0	0	0	12	89	0	0	101	0	0	13	0	13	221
4:00 PM	0	23	0	0	23	0	0	0	0	0	1	27	0	0	28	0	0	2	0	2	53
4:15 PM	0	27	0	0	27	0	0	0	0	0	2	37	0	0	39	0	0	1	0	1	67
4:30 PM	0	21	0	0	21	0	0	0	0	0	3	20	0	0	23	0	0	1	0	1	45
4:45 PM	0	29	0	0	29	0	0	0	0	0	2	24	0	0	26	0	0	2	0	2	57
Hourly Total	0	100	0	0	100	0	0	0	0	0	8	108	0	0	116	0	0	6	0	6	222
5:00 PM	0	15	0	0	15	0	0	0	0	0	3	19	0	0	22	0	0	3	0	3	40
5:15 PM	0	24	0	0	24	0	0	0	0	0	2	35	0	0	37	0	0	2	0	2	63
5:30 PM	0	17	0	0	17	0	0	0	0	0	0	27	0	0	27	0	0	3	0	3	47
5:45 PM	0	14	0	0	14	0	0	0	0	0	1	22	0	0	23	1	0	4	0	5	42
Hourly Total	0	70	0	0	70	0	0	0	0	0	6	103	0	0	109	1	0	12	0	13	192
Grand Total	0	830	1	0	831	0	0	0	0	0	90	835	0	0	925	2	0	93	1	96	1852
Approach %	0.0	99.9	0.1	0.0	-	NaN	NaN	NaN	NaN	-	9.7	90.3	0.0	0.0	-	2.1	0.0	96.9	1.0	-	-
Total %	0.0	44.8	0.1	0.0	44.9	0.0	0.0	0.0	0.0	0.0	4.9	45.1	0.0	0.0	49.9	0.1	0.0	5.0	0.1	5.2	-
Lights	0	569	1	0	570	0	0	0	0	0	88	604	0	0	692	2	0	90	1	93	1355
% Lights	-	68.6	100.0	-	68.6	-	-	-	-	-	97.8	72.3	-	-	74.8	100.0	-	96.8	100.0	96.9	73.2
Mediums	0	37	0	0	37	0	0	0	0	0	2	68	0	0	70	0	0	3	0	3	110
% Mediums	-	4.5	0.0	-	4.5	-	-	-	-	-	2.2	8.1	-	-	7.6	0.0	-	3.2	0.0	3.1	5.9
Articulated Trucks	0	224	0	0	224	0	0	0	0	0	0	163	0	0	163	0	0	0	0	0	387
% Articulated Trucks	-	27.0	0.0	-	27.0	-	-	-	-	-	0.0	19.5	-	-	17.6	0.0	-	0.0	0.0	0.0	20.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
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Count Name: 11 - STEVENS RD
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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 - STEVENS RD
- WED
Site Code:
Start Date: 05/24/2017
Page No: 3

Turning Movement Peak Hour Data (10:30 AM)

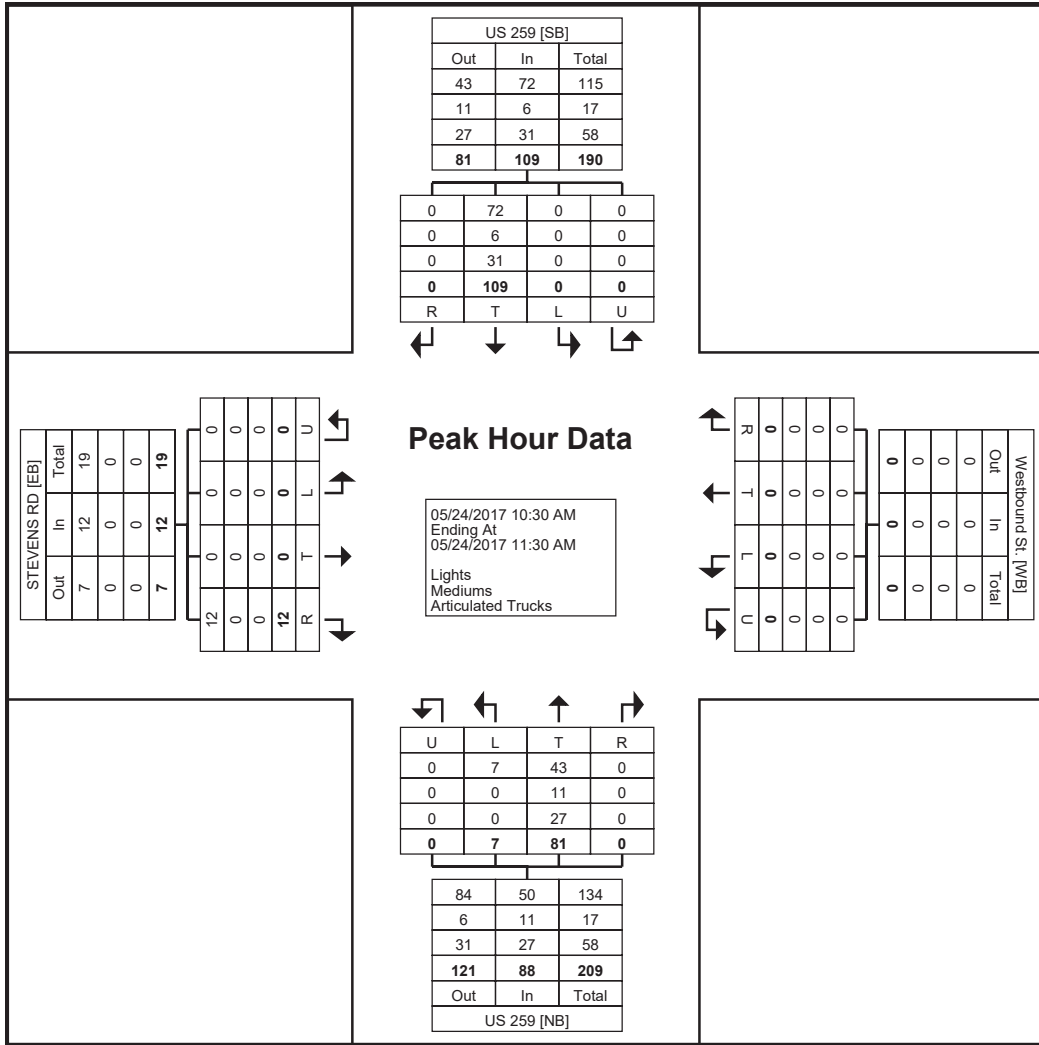
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:30 AM	0	19	0	0	19	0	0	0	0	0	2	17	0	0	19	0	0	5	0	5	43
10:45 AM	0	30	0	0	30	0	0	0	0	0	1	24	0	0	25	0	0	2	0	2	57
11:00 AM	0	25	0	0	25	0	0	0	0	0	2	17	0	0	19	0	0	4	0	4	48
11:15 AM	0	35	0	0	35	0	0	0	0	0	2	23	0	0	25	0	0	1	0	1	61
Total	0	109	0	0	109	0	0	0	0	0	7	81	0	0	88	0	0	12	0	12	209
Approach %	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	8.0	92.0	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	52.2	0.0	0.0	52.2	0.0	0.0	0.0	0.0	0.0	3.3	38.8	0.0	0.0	42.1	0.0	0.0	5.7	0.0	5.7	-
PHF	0.000	0.779	0.000	0.000	0.779	0.000	0.000	0.000	0.000	0.000	0.875	0.844	0.000	0.000	0.880	0.000	0.000	0.600	0.000	0.600	0.857
Lights	0	72	0	0	72	0	0	0	0	0	7	43	0	0	50	0	0	12	0	12	134
% Lights	-	66.1	-	-	66.1	-	-	-	-	-	100.0	53.1	-	-	56.8	-	-	100.0	-	100.0	64.1
Mediums	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
% Mediums	-	5.5	-	-	5.5	-	-	-	-	-	0.0	13.6	-	-	12.5	-	-	0.0	-	0.0	8.1
Articulated Trucks	0	31	0	0	31	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	58
% Articulated Trucks	-	28.4	-	-	28.4	-	-	-	-	-	0.0	33.3	-	-	30.7	-	-	0.0	-	0.0	27.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- WED
Site Code:
Start Date: 05/24/2017
Page No: 4



Turning Movement Peak Hour Data Plot (10:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- WED
Site Code:
Start Date: 05/24/2017
Page No: 5

Turning Movement Peak Hour Data (3:30 PM)

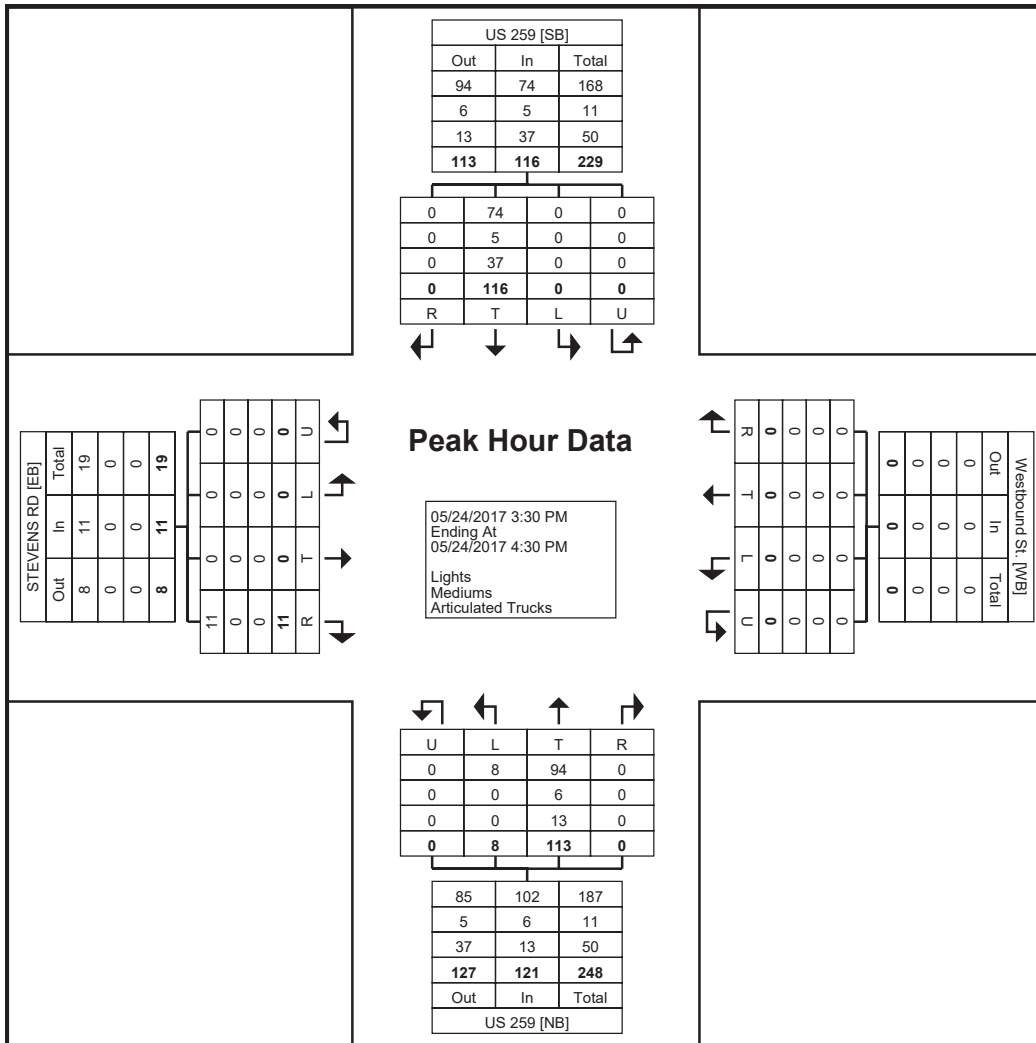
Start Time	US 259 Southbound					Westbound St. Westbound					US 259 Northbound					STEVENS RD Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
3:30 PM	0	44	0	0	44	0	0	0	0	0	2	16	0	0	18	0	0	6	0	6	68
3:45 PM	0	22	0	0	22	0	0	0	0	0	3	33	0	0	36	0	0	2	0	2	60
4:00 PM	0	23	0	0	23	0	0	0	0	0	1	27	0	0	28	0	0	2	0	2	53
4:15 PM	0	27	0	0	27	0	0	0	0	0	2	37	0	0	39	0	0	1	0	1	67
Total	0	116	0	0	116	0	0	0	0	0	8	113	0	0	121	0	0	11	0	11	248
Approach %	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	6.6	93.4	0.0	0.0	-	0.0	0.0	100.0	0.0	-	-
Total %	0.0	46.8	0.0	0.0	46.8	0.0	0.0	0.0	0.0	0.0	3.2	45.6	0.0	0.0	48.8	0.0	0.0	4.4	0.0	4.4	-
PHF	0.000	0.659	0.000	0.000	0.659	0.000	0.000	0.000	0.000	0.000	0.667	0.764	0.000	0.000	0.776	0.000	0.000	0.458	0.000	0.458	0.912
Lights	0	74	0	0	74	0	0	0	0	0	8	94	0	0	102	0	0	11	0	11	187
% Lights	-	63.8	-	-	63.8	-	-	-	-	-	100.0	83.2	-	-	84.3	-	-	100.0	-	100.0	75.4
Mediums	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
% Mediums	-	4.3	-	-	4.3	-	-	-	-	-	0.0	5.3	-	-	5.0	-	-	0.0	-	0.0	4.4
Articulated Trucks	0	37	0	0	37	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	50
% Articulated Trucks	-	31.9	-	-	31.9	-	-	-	-	-	0.0	11.5	-	-	10.7	-	-	0.0	-	0.0	20.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 11 - STEVENS RD
- WED
Site Code:
Start Date: 05/24/2017
Page No: 6



Turning Movement Peak Hour Data Plot (3:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 1

Turning Movement Data

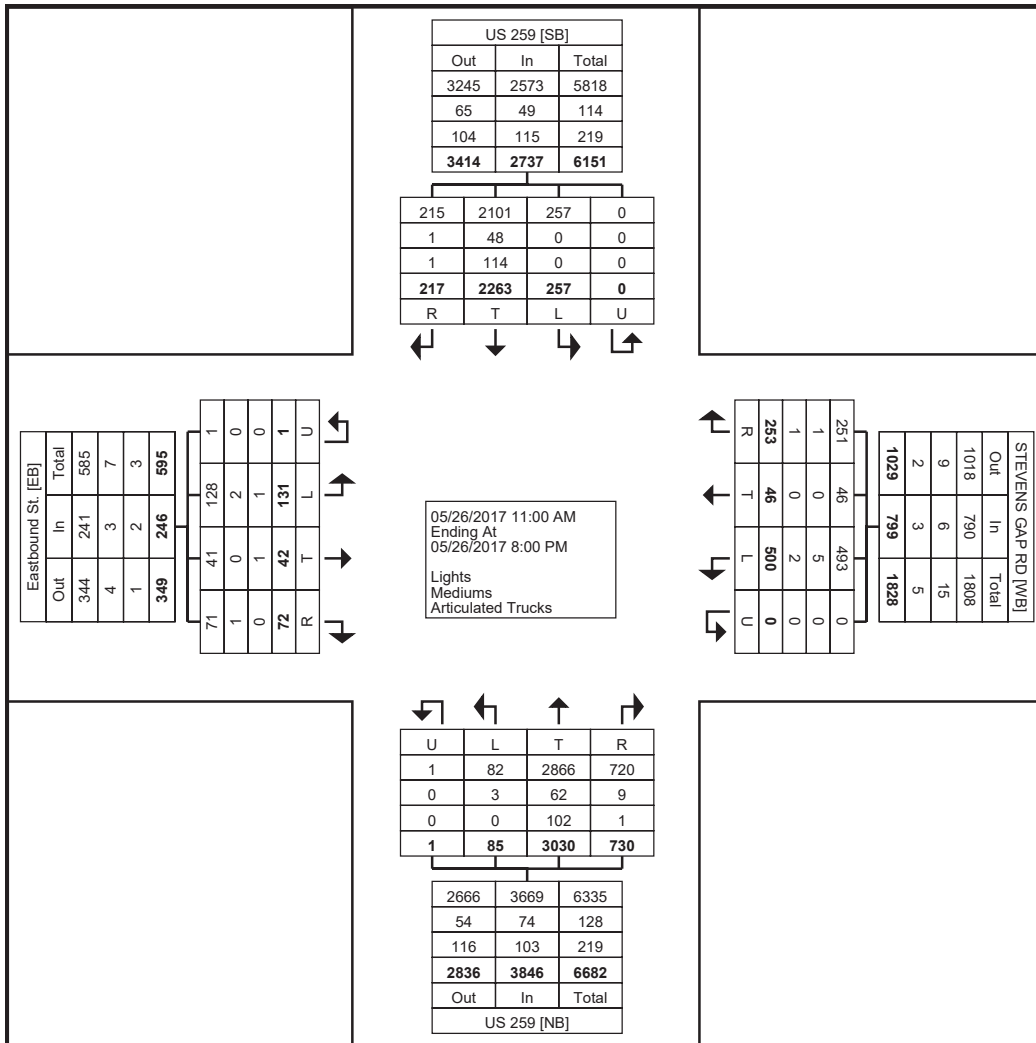
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	3	71	7	0	81	6	2	5	0	13	1	79	10	0	90	2	1	4	0	7	191
11:15 AM	4	53	7	0	64	9	1	7	0	17	1	66	13	0	80	3	2	0	0	5	166
11:30 AM	12	46	7	0	65	13	1	4	0	18	0	69	15	0	84	3	0	0	0	3	170
11:45 AM	3	63	7	0	73	17	0	7	0	24	2	61	11	0	74	2	1	1	0	4	175
Hourly Total	22	233	28	0	283	45	4	23	0	72	4	275	49	0	328	10	4	5	0	19	702
12:00 PM	5	69	10	0	84	8	1	5	0	14	7	80	17	0	104	3	0	1	0	4	206
12:15 PM	16	71	7	0	94	11	2	10	0	23	5	77	19	0	101	7	0	2	0	9	227
12:30 PM	10	75	8	0	93	14	2	4	0	20	3	62	21	0	86	5	4	4	0	13	212
12:45 PM	10	70	5	0	85	15	2	7	0	24	4	75	29	0	108	2	2	1	1	6	223
Hourly Total	41	285	30	0	356	48	7	26	0	81	19	294	86	0	399	17	6	8	1	32	868
1:00 PM	6	65	6	0	77	7	3	12	0	22	1	79	17	0	97	2	1	5	0	8	204
1:15 PM	7	85	8	0	100	13	0	7	0	20	3	51	13	0	67	5	2	3	0	10	197
1:30 PM	12	70	8	0	90	11	0	8	0	19	5	60	24	0	89	2	2	0	0	4	202
1:45 PM	7	81	12	0	100	10	2	11	0	23	4	72	34	0	110	6	1	5	0	12	245
Hourly Total	32	301	34	0	367	41	5	38	0	84	13	262	88	0	363	15	6	13	0	34	848
2:00 PM	2	71	6	0	79	14	1	7	0	22	2	68	22	0	92	3	2	0	0	5	198
2:15 PM	5	80	4	0	89	16	1	7	0	24	2	69	20	0	91	2	2	2	0	6	210
2:30 PM	9	79	7	0	95	12	0	2	0	14	1	76	20	1	98	2	0	2	0	4	211
2:45 PM	3	45	8	0	56	21	1	2	0	24	2	70	24	0	96	2	1	5	0	8	184
Hourly Total	19	275	25	0	319	63	3	18	0	84	7	283	86	1	377	9	5	9	0	23	803
3:00 PM	7	73	5	0	85	15	0	12	0	27	1	96	17	0	114	2	0	2	0	4	230
3:15 PM	4	68	7	0	79	11	2	11	0	24	6	104	19	0	129	1	1	3	0	5	237
3:30 PM	9	87	6	0	102	7	3	1	0	11	0	91	21	0	112	0	2	5	0	7	232
3:45 PM	3	61	7	0	71	13	1	6	0	20	2	93	19	0	114	2	4	0	0	6	211
Hourly Total	23	289	25	0	337	46	6	30	0	82	9	384	76	0	469	5	7	10	0	22	910
4:00 PM	9	69	6	0	84	20	0	4	0	24	2	108	35	0	145	8	0	2	0	10	263
4:15 PM	5	77	2	0	84	13	2	11	0	26	5	86	24	0	115	2	1	3	0	6	231
4:30 PM	6	60	3	0	69	13	0	7	0	20	2	94	30	0	126	2	0	6	0	8	223
4:45 PM	11	56	2	0	69	13	4	10	0	27	6	100	23	0	129	8	0	1	0	9	234
Hourly Total	31	262	13	0	306	59	6	32	0	97	15	388	112	0	515	20	1	12	0	33	951
5:00 PM	7	52	8	0	67	16	1	3	0	20	3	100	32	0	135	6	4	0	0	10	232
5:15 PM	8	50	9	0	67	13	2	5	0	20	2	130	14	0	146	8	0	6	0	14	247
5:30 PM	4	59	4	0	67	17	0	7	0	24	1	95	17	0	113	5	2	2	0	9	213
5:45 PM	3	43	3	0	49	7	1	6	0	14	2	125	20	0	147	2	1	4	0	7	217
Hourly Total	22	204	24	0	250	53	4	21	0	78	8	450	83	0	541	21	7	12	0	40	909
6:00 PM	12	55	6	0	73	17	2	4	0	23	1	92	23	0	116	3	0	0	0	3	215
6:15 PM	7	62	5	0	74	18	2	6	0	26	2	98	14	0	114	2	1	0	0	3	217
6:30 PM	7	41	5	0	53	18	1	8	0	27	1	78	17	0	96	7	1	1	0	9	185
6:45 PM	6	53	2	0	61	16	0	8	0	24	3	84	20	0	107	3	2	1	0	6	198
Hourly Total	32	211	18	0	261	69	5	26	0	100	7	352	74	0	433	15	4	2	0	21	815
7:00 PM	9	53	5	0	67	13	1	8	0	22	0	85	25	0	110	0	0	0	0	0	199
7:15 PM	12	47	6	0	65	21	2	14	0	37	2	78	16	0	96	5	2	1	0	8	206
7:30 PM	7	49	5	0	61	24	1	11	0	36	1	89	15	0	105	7	0	0	0	7	209
7:45 PM	7	54	4	0	65	18	2	6	0	26	0	90	20	0	110	7	0	0	0	7	208
Hourly Total	35	203	20	0	258	76	6	39	0	121	3	342	76	0	421	19	2	1	0	22	822
Grand Total	257	2263	217	0	2737	500	46	253	0	799	85	3030	730	1	3846	131	42	72	1	246	7628
Approach %	9.4	82.7	7.9	0.0	-	62.6	5.8	31.7	0.0	-	2.2	78.8	19.0	0.0	-	53.3	17.1	29.3	0.4	-	-
Total %	3.4	29.7	2.8	0.0	35.9	6.6	0.6	3.3	0.0	10.5	1.1	39.7	9.6	0.0	50.4	1.7	0.6	0.9	0.0	3.2	-
Lights	257	2101	215	0	2573	493	46	251	0	790	82	2866	720	1	3669	128	41	71	1	241	7273
% Lights	100.0	92.8	99.1	-	94.0	98.6	100.0	99.2	-	98.9	96.5	94.6	98.6	100.0	95.4	97.7	97.6	98.6	100.0	98.0	95.3
Mediums	0	48	1	0	49	5	0	1	0	6	3	62	9	0	74	2	0	1	0	3	132
% Mediums	0.0	2.1	0.5	-	1.8	1.0	0.0	0.4	-	0.8	3.5	2.0	1.2	0.0	1.9	1.5	0.0	1.4	0.0	1.2	1.7
Articulated Trucks	0	114	1	0	115	2	0	1	0	3	0	102	1	0	103	1	1	0	0	2	223
% Articulated Trucks	0.0	5.0	0.5	-	4.2	0.4	0.0	0.4	-	0.4	0.0	3.4	0.1	0.0	2.7	0.8	2.4	0.0	0.0	0.8	2.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

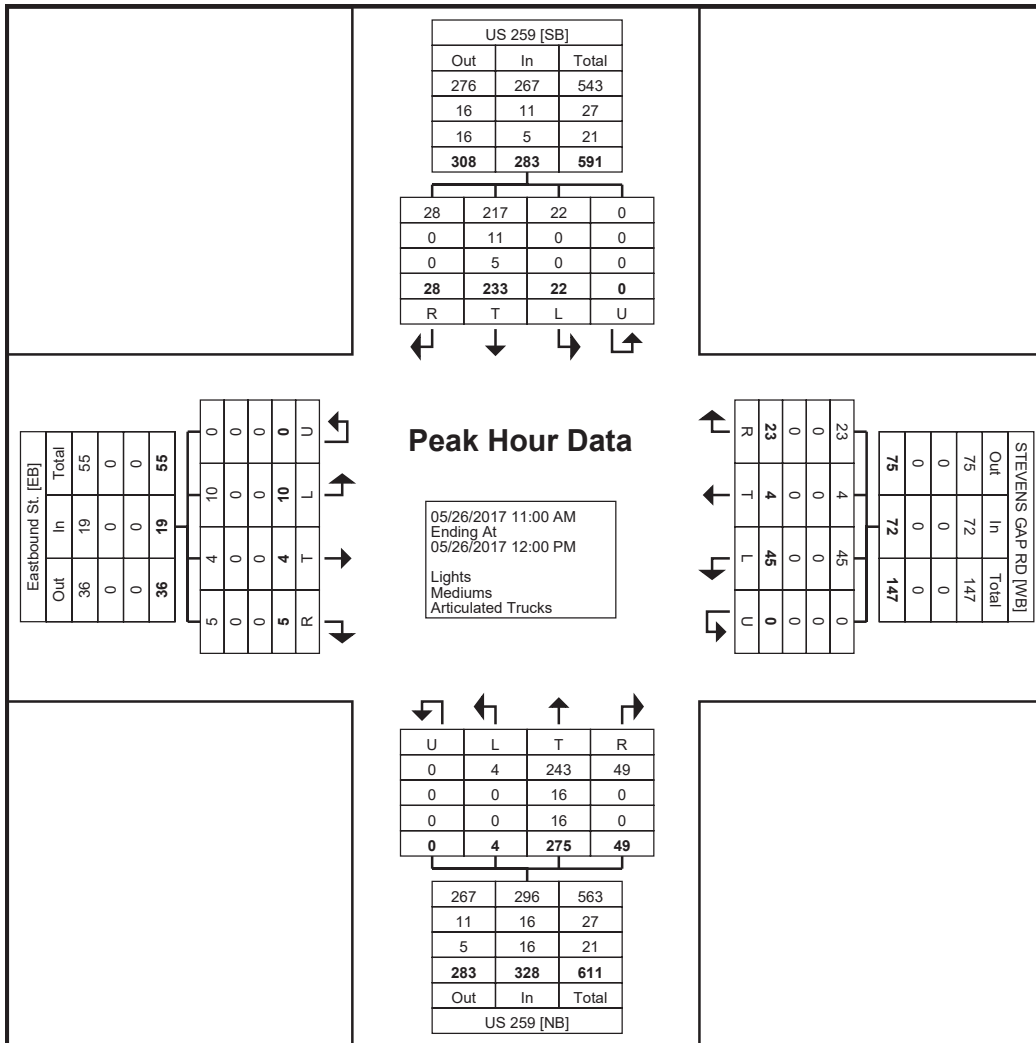
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	3	71	7	0	81	6	2	5	0	13	1	79	10	0	90	2	1	4	0	7	191
11:15 AM	4	53	7	0	64	9	1	7	0	17	1	66	13	0	80	3	2	0	0	5	166
11:30 AM	12	46	7	0	65	13	1	4	0	18	0	69	15	0	84	3	0	0	0	3	170
11:45 AM	3	63	7	0	73	17	0	7	0	24	2	61	11	0	74	2	1	1	0	4	175
Total	22	233	28	0	283	45	4	23	0	72	4	275	49	0	328	10	4	5	0	19	702
Approach %	7.8	82.3	9.9	0.0	-	62.5	5.6	31.9	0.0	-	1.2	83.8	14.9	0.0	-	52.6	21.1	26.3	0.0	-	-
Total %	3.1	33.2	4.0	0.0	40.3	6.4	0.6	3.3	0.0	10.3	0.6	39.2	7.0	0.0	46.7	1.4	0.6	0.7	0.0	2.7	-
PHF	0.458	0.820	1.000	0.000	0.873	0.662	0.500	0.821	0.000	0.750	0.500	0.870	0.817	0.000	0.911	0.833	0.500	0.313	0.000	0.679	0.919
Lights	22	217	28	0	267	45	4	23	0	72	4	243	49	0	296	10	4	5	0	19	654
% Lights	100.0	93.1	100.0	-	94.3	100.0	100.0	100.0	-	100.0	100.0	88.4	100.0	-	90.2	100.0	100.0	100.0	-	100.0	93.2
Mediums	0	11	0	0	11	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	27
% Mediums	0.0	4.7	0.0	-	3.9	0.0	0.0	0.0	-	0.0	0.0	5.8	0.0	-	4.9	0.0	0.0	0.0	-	0.0	3.8
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	21
% Articulated Trucks	0.0	2.1	0.0	-	1.8	0.0	0.0	0.0	-	0.0	0.0	5.8	0.0	-	4.9	0.0	0.0	0.0	-	0.0	3.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 5

Turning Movement Peak Hour Data (4:00 PM)

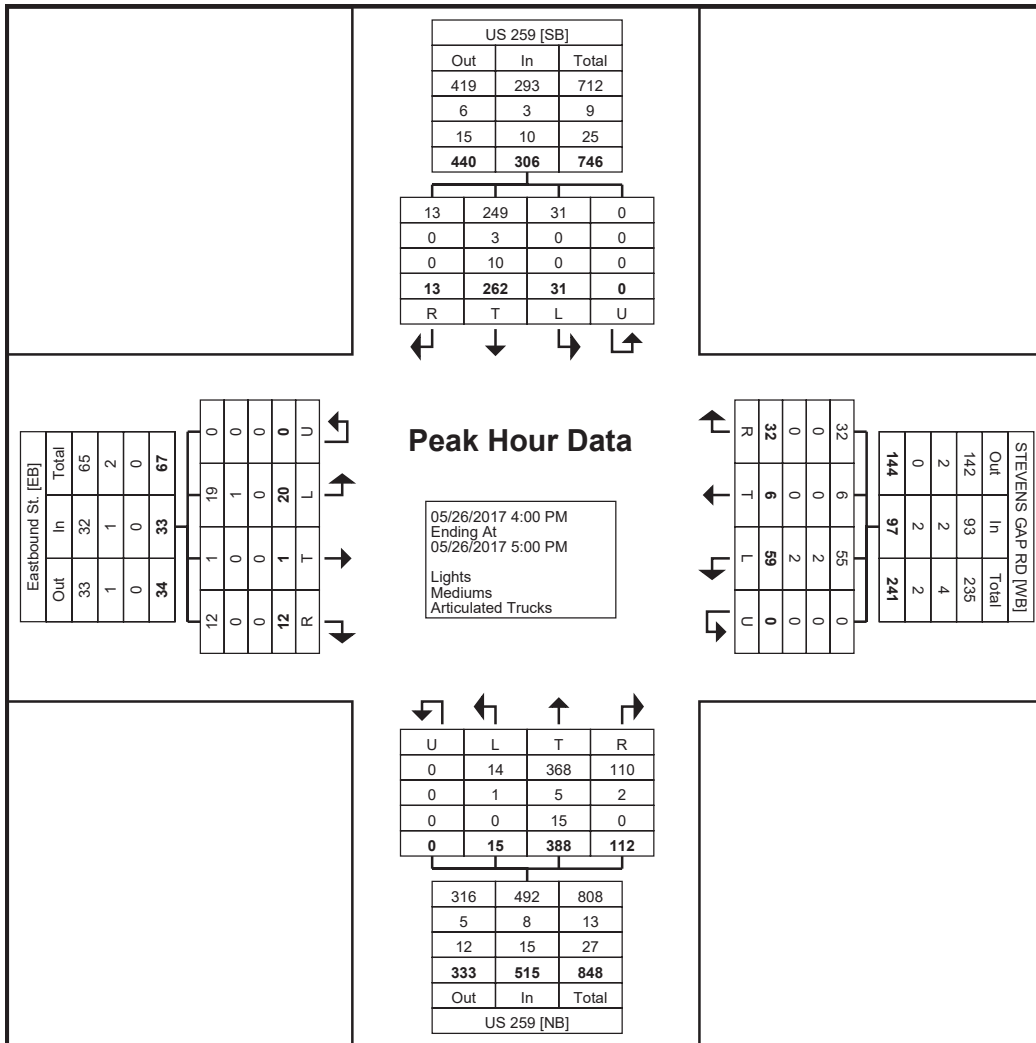
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:00 PM	9	69	6	0	84	20	0	4	0	24	2	108	35	0	145	8	0	2	0	10	263
4:15 PM	5	77	2	0	84	13	2	11	0	26	5	86	24	0	115	2	1	3	0	6	231
4:30 PM	6	60	3	0	69	13	0	7	0	20	2	94	30	0	126	2	0	6	0	8	223
4:45 PM	11	56	2	0	69	13	4	10	0	27	6	100	23	0	129	8	0	1	0	9	234
Total	31	262	13	0	306	59	6	32	0	97	15	388	112	0	515	20	1	12	0	33	951
Approach %	10.1	85.6	4.2	0.0	-	60.8	6.2	33.0	0.0	-	2.9	75.3	21.7	0.0	-	60.6	3.0	36.4	0.0	-	-
Total %	3.3	27.5	1.4	0.0	32.2	6.2	0.6	3.4	0.0	10.2	1.6	40.8	11.8	0.0	54.2	2.1	0.1	1.3	0.0	3.5	-
PHF	0.705	0.851	0.542	0.000	0.911	0.738	0.375	0.727	0.000	0.898	0.625	0.898	0.800	0.000	0.888	0.625	0.250	0.500	0.000	0.825	0.904
Lights	31	249	13	0	293	55	6	32	0	93	14	368	110	0	492	19	1	12	0	32	910
% Lights	100.0	95.0	100.0	-	95.8	93.2	100.0	100.0	-	95.9	93.3	94.8	98.2	-	95.5	95.0	100.0	100.0	-	97.0	95.7
Mediums	0	3	0	0	3	2	0	0	0	2	1	5	2	0	8	1	0	0	0	1	14
% Mediums	0.0	1.1	0.0	-	1.0	3.4	0.0	0.0	-	2.1	6.7	1.3	1.8	-	1.6	5.0	0.0	0.0	-	3.0	1.5
Articulated Trucks	0	10	0	0	10	2	0	0	0	2	0	15	0	0	15	0	0	0	0	0	27
% Articulated Trucks	0.0	3.8	0.0	-	3.3	3.4	0.0	0.0	-	2.1	0.0	3.9	0.0	-	2.9	0.0	0.0	0.0	-	0.0	2.8

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - FRI
Site Code:
Start Date: 05/26/2017
Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 1

Turning Movement Data

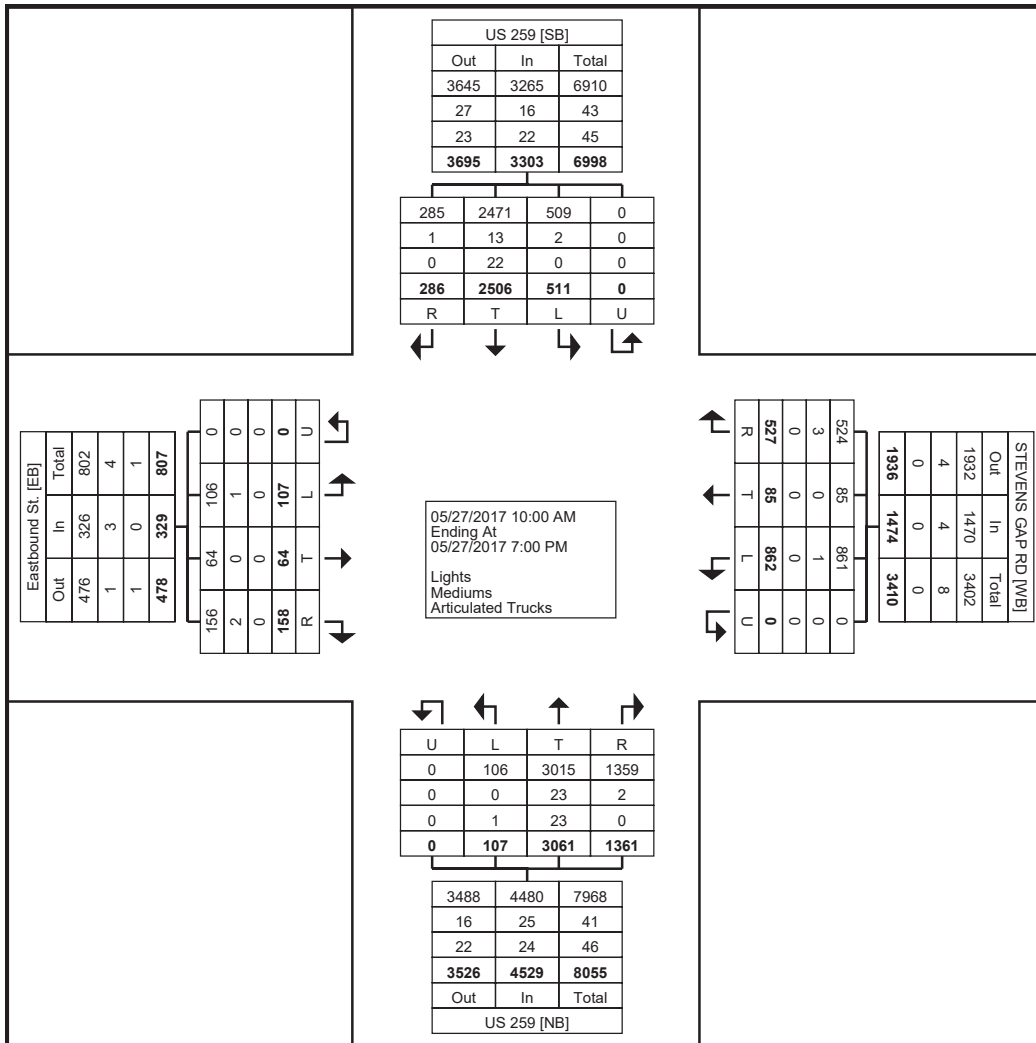
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:00 AM	7	61	12	0	80	10	2	4	0	16	0	51	43	0	94	3	3	2	0	8	198
10:15 AM	17	60	19	0	96	15	4	1	0	20	0	43	37	0	80	1	0	6	0	7	203
10:30 AM	19	76	4	0	99	23	3	3	0	29	6	78	34	0	118	2	0	5	0	7	253
10:45 AM	10	62	10	0	82	14	3	7	0	24	0	83	40	0	123	7	6	2	0	15	244
Hourly Total	53	259	45	0	357	62	12	15	0	89	6	255	154	0	415	13	9	15	0	37	898
11:00 AM	14	93	10	0	117	19	0	6	0	25	4	82	31	0	117	5	0	4	0	9	268
11:15 AM	20	75	11	0	106	14	5	12	0	31	1	87	49	0	137	0	0	0	0	0	274
11:30 AM	24	70	5	0	99	21	3	9	0	33	4	89	51	0	144	0	4	4	0	8	284
11:45 AM	24	56	7	0	87	17	5	21	0	43	5	86	58	0	149	2	3	6	0	11	290
Hourly Total	82	294	33	0	409	71	13	48	0	132	14	344	189	0	547	7	7	14	0	28	1116
12:00 PM	14	84	4	0	102	14	0	11	0	25	3	87	41	0	131	9	0	3	0	12	270
12:15 PM	25	56	10	0	91	15	1	17	0	33	3	99	46	0	148	5	1	5	0	11	283
12:30 PM	17	62	4	0	83	18	0	22	0	40	7	96	62	0	165	1	0	5	0	6	294
12:45 PM	9	61	7	0	77	16	0	13	0	29	4	135	53	0	192	2	2	5	0	9	307
Hourly Total	65	263	25	0	353	63	1	63	0	127	17	417	202	0	636	17	3	18	0	38	1154
1:00 PM	22	58	6	0	86	23	1	24	0	48	4	77	34	0	115	8	1	5	0	14	263
1:15 PM	17	67	8	0	92	29	1	16	0	46	3	80	33	0	116	3	2	5	0	10	264
1:30 PM	17	72	12	0	101	28	2	18	0	48	0	90	48	0	138	1	0	6	0	7	294
1:45 PM	8	77	4	0	89	23	4	8	0	35	2	89	49	0	140	7	0	6	0	13	277
Hourly Total	64	274	30	0	368	103	8	66	0	177	9	336	164	0	509	19	3	22	0	44	1098
2:00 PM	14	78	2	0	94	20	3	12	0	35	4	91	50	0	145	4	1	4	0	9	283
2:15 PM	13	74	9	0	96	14	1	15	0	30	4	104	41	0	149	0	2	6	0	8	283
2:30 PM	21	85	6	0	112	20	2	18	0	40	4	110	40	0	154	0	0	9	0	9	315
2:45 PM	15	70	10	0	95	38	1	17	0	56	5	83	38	0	126	1	3	4	0	8	285
Hourly Total	63	307	27	0	397	92	7	62	0	161	17	388	169	0	574	5	6	23	0	34	1166
3:00 PM	16	53	10	0	79	24	2	17	0	43	6	108	33	0	147	2	3	6	0	11	280
3:15 PM	17	78	12	0	107	17	0	18	0	35	3	112	50	0	165	3	4	7	0	14	321
3:30 PM	12	72	11	0	95	21	2	12	0	35	1	87	30	0	118	0	4	4	0	8	256
3:45 PM	20	80	13	0	113	28	1	15	0	44	2	83	30	0	115	1	0	3	0	4	276
Hourly Total	65	283	46	0	394	90	5	62	0	157	12	390	143	0	545	6	11	20	0	37	1133
4:00 PM	13	96	8	0	117	31	0	12	0	43	1	78	31	0	110	2	5	4	0	11	281
4:15 PM	11	70	11	0	92	23	3	13	0	39	2	75	33	0	110	1	1	3	0	5	246
4:30 PM	12	74	2	0	88	28	5	10	0	43	3	77	40	0	120	4	6	1	0	11	262
4:45 PM	11	64	7	0	82	25	11	27	0	63	1	80	43	0	124	2	2	2	0	6	275
Hourly Total	47	304	28	0	379	107	19	62	0	188	7	310	147	0	464	9	14	10	0	33	1064
5:00 PM	13	58	9	0	80	27	2	14	0	43	1	75	30	0	106	6	2	9	0	17	246
5:15 PM	5	65	6	0	76	38	1	14	0	53	5	89	29	0	123	1	3	5	0	9	261
5:30 PM	8	67	5	0	80	41	1	19	0	61	3	81	20	0	104	1	1	3	0	5	250
5:45 PM	17	74	6	0	97	37	1	21	0	59	5	79	22	0	106	4	3	6	0	13	275
Hourly Total	43	264	26	0	333	143	5	68	0	216	14	324	101	0	439	12	9	23	0	44	1032
6:00 PM	7	62	3	0	72	33	8	25	0	66	4	72	29	0	105	5	1	4	0	10	253
6:15 PM	4	66	6	0	76	23	3	21	0	47	2	76	25	0	103	3	1	4	0	8	234
6:30 PM	9	60	5	0	74	43	1	16	0	60	3	85	19	0	107	2	0	2	0	4	245
6:45 PM	9	70	12	0	91	32	3	19	0	54	2	64	19	0	85	9	0	3	0	12	242
Hourly Total	29	258	26	0	313	131	15	81	0	227	11	297	92	0	400	19	2	13	0	34	974
Grand Total	511	2506	286	0	3303	862	85	527	0	1474	107	3061	1361	0	4529	107	64	158	0	329	9635
Approach %	15.5	75.9	8.7	0.0	-	58.5	5.8	35.8	0.0	-	2.4	67.6	30.1	0.0	-	32.5	19.5	48.0	0.0	-	-
Total %	5.3	26.0	3.0	0.0	34.3	8.9	0.9	5.5	0.0	15.3	1.1	31.8	14.1	0.0	47.0	1.1	0.7	1.6	0.0	3.4	-
Lights	509	2471	285	0	3265	861	85	524	0	1470	106	3015	1359	0	4480	106	64	156	0	326	9541
% Lights	99.6	98.6	99.7	-	98.8	99.9	100.0	99.4	-	99.7	99.1	98.5	99.9	-	98.9	99.1	100.0	98.7	-	99.1	99.0
Mediums	2	13	1	0	16	1	0	3	0	4	0	23	2	0	25	1	0	2	0	3	48
% Mediums	0.4	0.5	0.3	-	0.5	0.1	0.0	0.6	-	0.3	0.0	0.8	0.1	-	0.6	0.9	0.0	1.3	-	0.9	0.5
Articulated Trucks	0	22	0	0	22	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	46
% Articulated Trucks	0.0	0.9	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.9	0.8	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.5

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (11:00 AM)

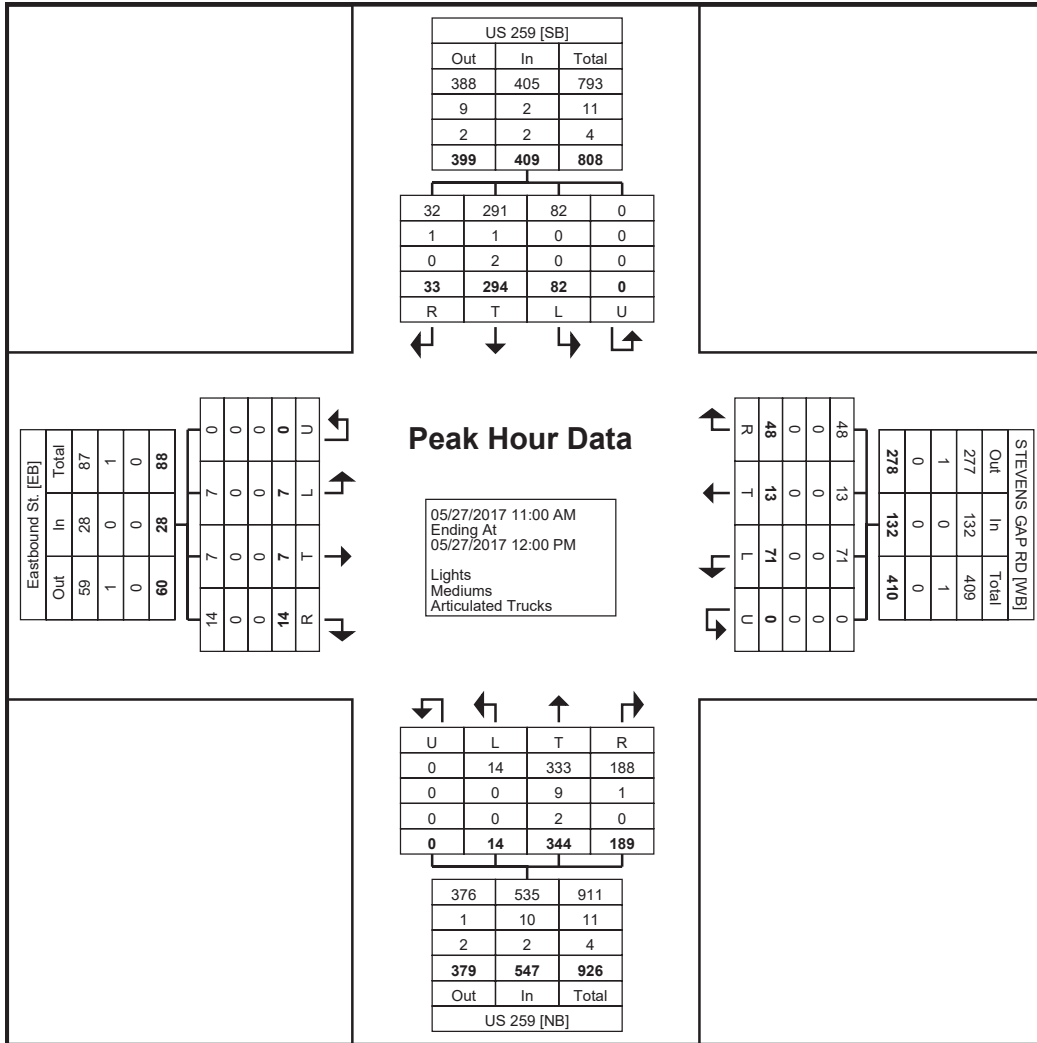
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	14	93	10	0	117	19	0	6	0	25	4	82	31	0	117	5	0	4	0	9	268
11:15 AM	20	75	11	0	106	14	5	12	0	31	1	87	49	0	137	0	0	0	0	0	274
11:30 AM	24	70	5	0	99	21	3	9	0	33	4	89	51	0	144	0	4	4	0	8	284
11:45 AM	24	56	7	0	87	17	5	21	0	43	5	86	58	0	149	2	3	6	0	11	290
Total	82	294	33	0	409	71	13	48	0	132	14	344	189	0	547	7	7	14	0	28	1116
Approach %	20.0	71.9	8.1	0.0	-	53.8	9.8	36.4	0.0	-	2.6	62.9	34.6	0.0	-	25.0	25.0	50.0	0.0	-	-
Total %	7.3	26.3	3.0	0.0	36.6	6.4	1.2	4.3	0.0	11.8	1.3	30.8	16.9	0.0	49.0	0.6	0.6	1.3	0.0	2.5	-
PHF	0.854	0.790	0.750	0.000	0.874	0.845	0.650	0.571	0.000	0.767	0.700	0.966	0.815	0.000	0.918	0.350	0.438	0.583	0.000	0.636	0.962
Lights	82	291	32	0	405	71	13	48	0	132	14	333	188	0	535	7	7	14	0	28	1100
% Lights	100.0	99.0	97.0	-	99.0	100.0	100.0	100.0	-	100.0	100.0	96.8	99.5	-	97.8	100.0	100.0	100.0	-	100.0	98.6
Mediums	0	1	1	0	2	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	12
% Mediums	0.0	0.3	3.0	-	0.5	0.0	0.0	0.0	-	0.0	0.0	2.6	0.5	-	1.8	0.0	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Articulated Trucks	0.0	0.7	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.4

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - SAT
Site Code:
Start Date: 05/27/2017
Page No: 4



Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data (2:30 PM)

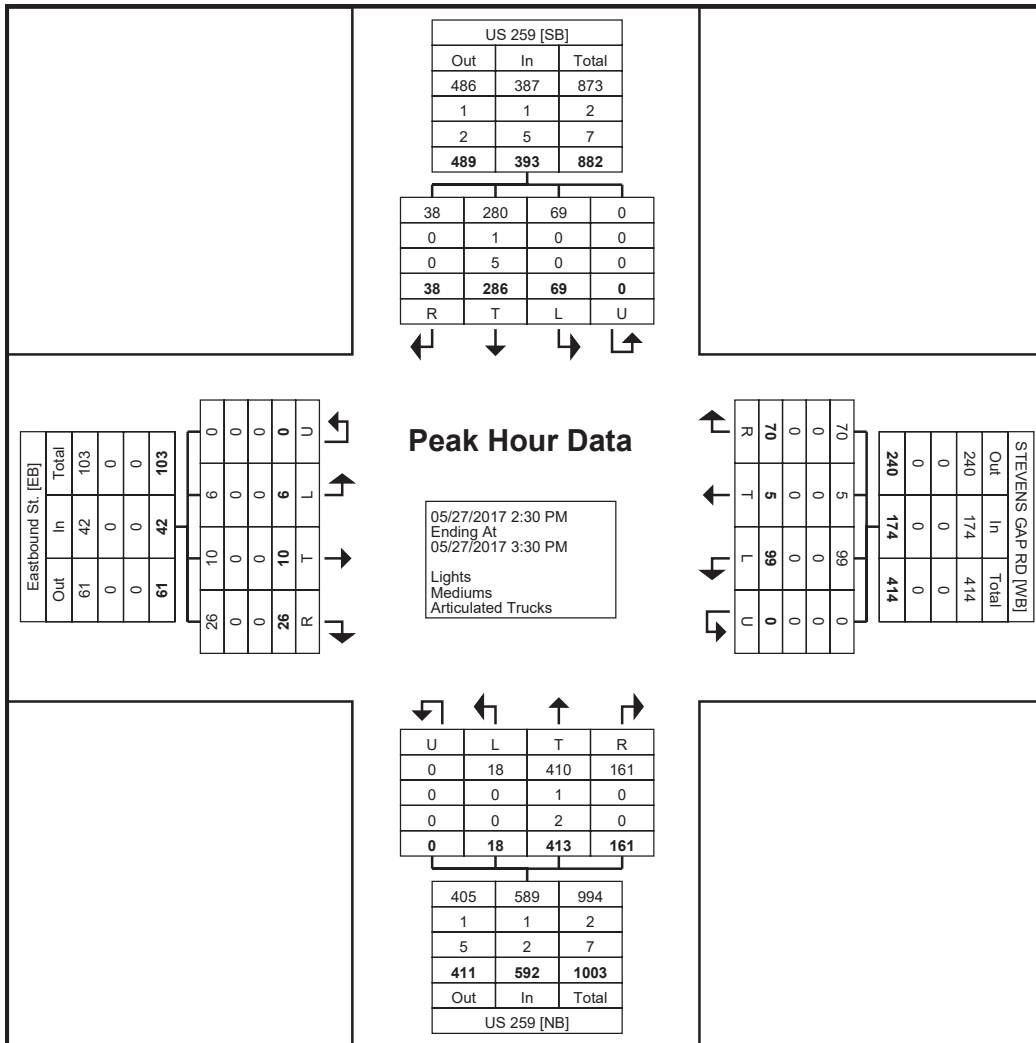
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
2:30 PM	21	85	6	0	112	20	2	18	0	40	4	110	40	0	154	0	0	9	0	9	315
2:45 PM	15	70	10	0	95	38	1	17	0	56	5	83	38	0	126	1	3	4	0	8	285
3:00 PM	16	53	10	0	79	24	2	17	0	43	6	108	33	0	147	2	3	6	0	11	280
3:15 PM	17	78	12	0	107	17	0	18	0	35	3	112	50	0	165	3	4	7	0	14	321
Total	69	286	38	0	393	99	5	70	0	174	18	413	161	0	592	6	10	26	0	42	1201
Approach %	17.6	72.8	9.7	0.0	-	56.9	2.9	40.2	0.0	-	3.0	69.8	27.2	0.0	-	14.3	23.8	61.9	0.0	-	-
Total %	5.7	23.8	3.2	0.0	32.7	8.2	0.4	5.8	0.0	14.5	1.5	34.4	13.4	0.0	49.3	0.5	0.8	2.2	0.0	3.5	-
PHF	0.821	0.841	0.792	0.000	0.877	0.651	0.625	0.972	0.000	0.777	0.750	0.922	0.805	0.000	0.897	0.500	0.625	0.722	0.000	0.750	0.935
Lights	69	280	38	0	387	99	5	70	0	174	18	410	161	0	589	6	10	26	0	42	1192
% Lights	100.0	97.9	100.0	-	98.5	100.0	100.0	100.0	-	100.0	100.0	99.3	100.0	-	99.5	100.0	100.0	100.0	-	100.0	99.3
Mediums	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Mediums	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
% Articulated Trucks	0.0	1.7	0.0	-	1.3	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.6

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - SAT
Site Code:
Start Date: 05/27/2017
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Turning Movement Peak Hour Data Plot (2:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Data

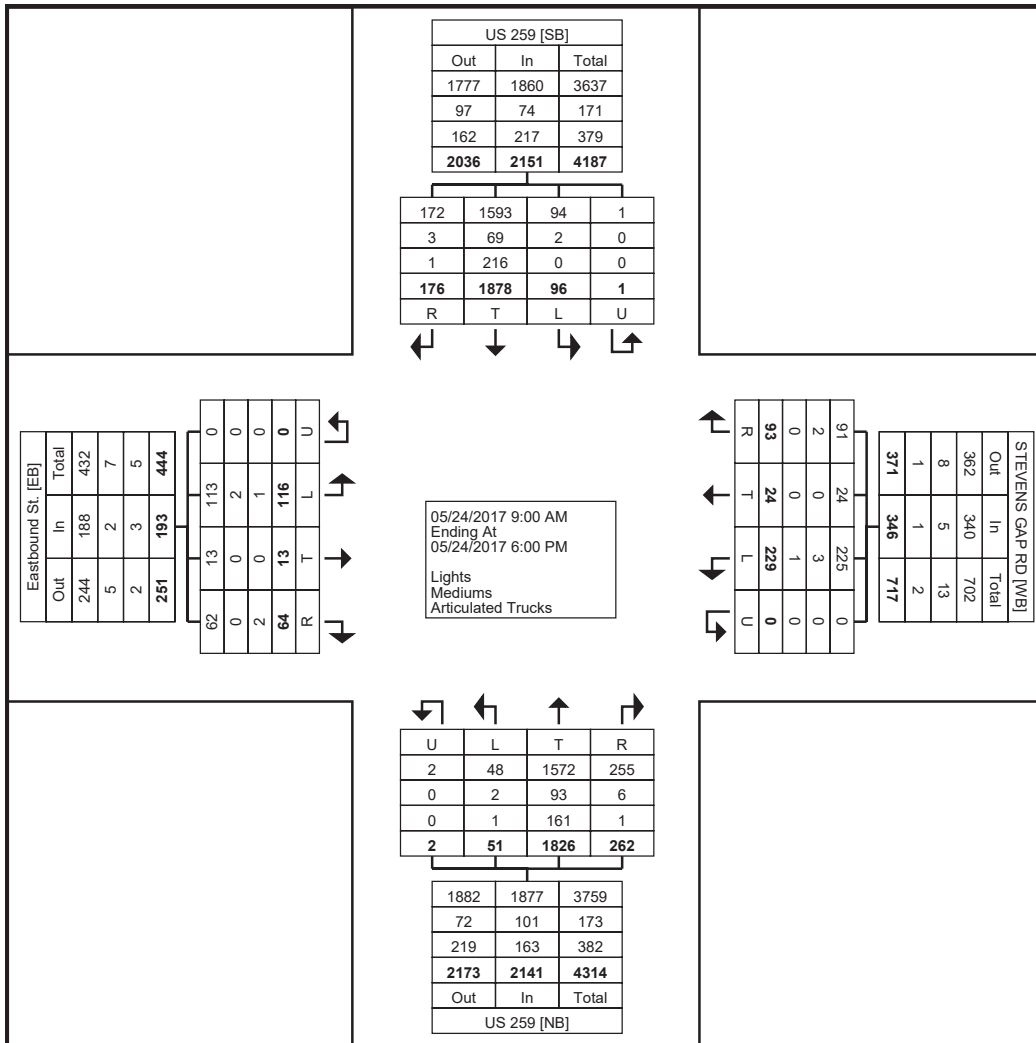
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
9:00 AM	1	30	1	0	32	1	3	1	0	5	1	46	6	0	53	6	0	0	0	6	96
9:15 AM	1	44	5	0	50	5	0	2	0	7	1	44	5	0	50	1	1	0	0	2	109
9:30 AM	0	56	2	0	58	1	1	0	0	2	0	43	10	0	53	3	0	0	0	3	116
9:45 AM	1	33	3	0	37	3	0	4	0	7	1	40	5	0	46	0	0	1	0	1	91
Hourly Total	3	163	11	0	177	10	4	7	0	21	3	173	26	0	202	10	1	1	0	12	412
10:00 AM	0	46	7	0	53	4	0	0	0	4	2	42	3	0	47	1	0	3	0	4	108
10:15 AM	1	54	1	0	56	4	0	1	0	5	2	43	5	0	50	1	2	3	0	6	117
10:30 AM	2	45	4	0	51	3	0	2	0	5	2	48	5	0	55	3	0	2	0	5	116
10:45 AM	4	42	4	0	50	6	0	0	0	6	6	52	4	1	57	2	1	1	0	4	117
Hourly Total	7	187	16	0	210	17	0	3	0	20	6	185	17	1	209	7	3	9	0	19	458
11:00 AM	3	60	11	0	74	5	0	2	0	7	0	46	3	0	49	2	0	5	0	7	137
11:15 AM	0	66	2	0	68	6	2	1	0	9	0	61	6	0	67	6	0	2	0	8	152
11:30 AM	8	46	7	0	61	9	0	4	0	13	0	43	1	0	44	2	0	3	0	5	123
11:45 AM	2	61	9	0	72	4	0	5	0	9	1	61	6	0	68	8	1	0	0	9	158
Hourly Total	13	233	29	0	275	24	2	12	0	38	1	211	16	0	228	18	1	10	0	29	570
12:00 PM	3	62	7	0	72	4	1	5	0	10	3	58	4	0	65	8	0	3	0	11	158
12:15 PM	2	56	10	0	68	5	0	2	0	7	2	69	4	0	75	3	1	0	0	4	154
12:30 PM	2	65	5	0	72	11	0	3	0	14	1	63	13	0	77	4	0	2	0	6	169
12:45 PM	3	56	9	0	68	6	1	1	0	8	2	72	6	0	80	6	0	0	0	6	162
Hourly Total	10	239	31	0	280	26	2	11	0	39	8	262	27	0	297	21	1	5	0	27	643
1:00 PM	7	58	0	0	65	4	0	1	0	5	1	63	13	0	77	2	0	5	0	7	154
1:15 PM	4	58	8	0	70	9	4	4	0	17	3	48	10	0	61	4	0	2	0	6	154
1:30 PM	2	38	3	0	43	7	0	6	0	13	4	78	16	0	98	5	1	1	0	7	161
1:45 PM	4	50	8	0	62	11	1	6	0	18	2	53	9	0	64	3	0	4	0	7	151
Hourly Total	17	204	19	0	240	31	5	17	0	53	10	242	48	0	300	14	1	12	0	27	620
2:00 PM	6	62	3	0	71	5	2	2	0	9	3	57	10	0	70	3	1	1	0	5	155
2:15 PM	4	49	4	0	57	7	1	1	0	9	2	51	12	0	65	3	1	4	0	8	139
2:30 PM	5	55	3	0	63	11	2	5	0	18	1	42	7	0	50	4	0	1	0	5	136
2:45 PM	3	51	10	0	64	10	1	3	0	14	2	42	10	0	54	2	1	3	0	6	138
Hourly Total	18	217	20	0	255	33	6	11	0	50	8	192	39	0	239	12	3	9	0	24	568
3:00 PM	3	45	3	0	51	5	0	3	0	8	0	49	4	0	53	0	0	1	0	1	113
3:15 PM	2	58	3	0	63	8	0	2	0	10	0	53	10	0	63	2	0	2	0	4	140
3:30 PM	2	70	10	1	83	4	0	0	0	4	0	46	4	0	50	2	0	1	0	3	140
3:45 PM	3	61	4	0	68	8	0	4	0	12	0	54	8	0	62	6	1	1	0	8	150
Hourly Total	10	234	20	1	265	25	0	9	0	34	0	202	26	0	228	10	1	5	0	16	543
4:00 PM	2	61	2	0	65	6	0	6	0	12	5	42	10	0	57	4	0	2	0	6	140
4:15 PM	4	56	5	0	65	3	2	5	0	10	1	54	11	0	66	5	1	2	0	8	149
4:30 PM	0	40	4	0	44	7	0	2	0	9	1	37	7	0	45	5	1	1	0	7	105
4:45 PM	3	55	1	0	59	12	0	3	0	15	1	47	10	0	58	1	0	2	0	3	135
Hourly Total	9	212	12	0	233	28	2	16	0	46	8	180	38	0	226	15	2	7	0	24	529
5:00 PM	2	49	4	0	55	12	1	3	0	16	3	41	4	1	49	2	0	2	0	4	124
5:15 PM	2	55	3	0	60	11	1	3	0	15	2	60	3	0	65	4	0	0	0	4	144
5:30 PM	3	51	5	0	59	9	0	0	0	9	2	42	8	0	52	3	0	4	0	7	127
5:45 PM	2	34	6	0	42	3	1	1	0	5	0	36	10	0	46	0	0	0	0	0	93
Hourly Total	9	189	18	0	216	35	3	7	0	45	7	179	25	1	212	9	0	6	0	15	488
Grand Total	96	1878	176	1	2151	229	24	93	0	346	51	1826	262	2	2141	116	13	64	0	193	4831
Approach %	4.5	87.3	8.2	0.0	-	66.2	6.9	26.9	0.0	-	2.4	85.3	12.2	0.1	-	60.1	6.7	33.2	0.0	-	-
Total %	2.0	38.9	3.6	0.0	44.5	4.7	0.5	1.9	0.0	7.2	1.1	37.8	5.4	0.0	44.3	2.4	0.3	1.3	0.0	4.0	-
Lights	94	1593	172	1	1860	225	24	91	0	340	48	1572	255	2	1877	113	13	62	0	188	4265
% Lights	97.9	84.8	97.7	100.0	86.5	98.3	100.0	97.8	-	98.3	94.1	86.1	97.3	100.0	87.7	97.4	100.0	96.9	-	97.4	88.3
Mediums	2	69	3	0	74	3	0	2	0	5	2	93	6	0	101	2	0	0	0	2	182
% Mediums	2.1	3.7	1.7	0.0	3.4	1.3	0.0	2.2	-	1.4	3.9	5.1	2.3	0.0	4.7	1.7	0.0	0.0	-	1.0	3.8
Articulated Trucks	0	216	1	0	217	1	0	0	0	1	1	161	1	0	163	1	0	2	0	3	384
% Articulated Trucks	0.0	11.5	0.6	0.0	10.1	0.4	0.0	0.0	-	0.3	2.0	8.8	0.4	0.0	7.6	0.9	0.0	3.1	-	1.6	7.9

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - WED
Site Code:
Start Date: 05/24/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

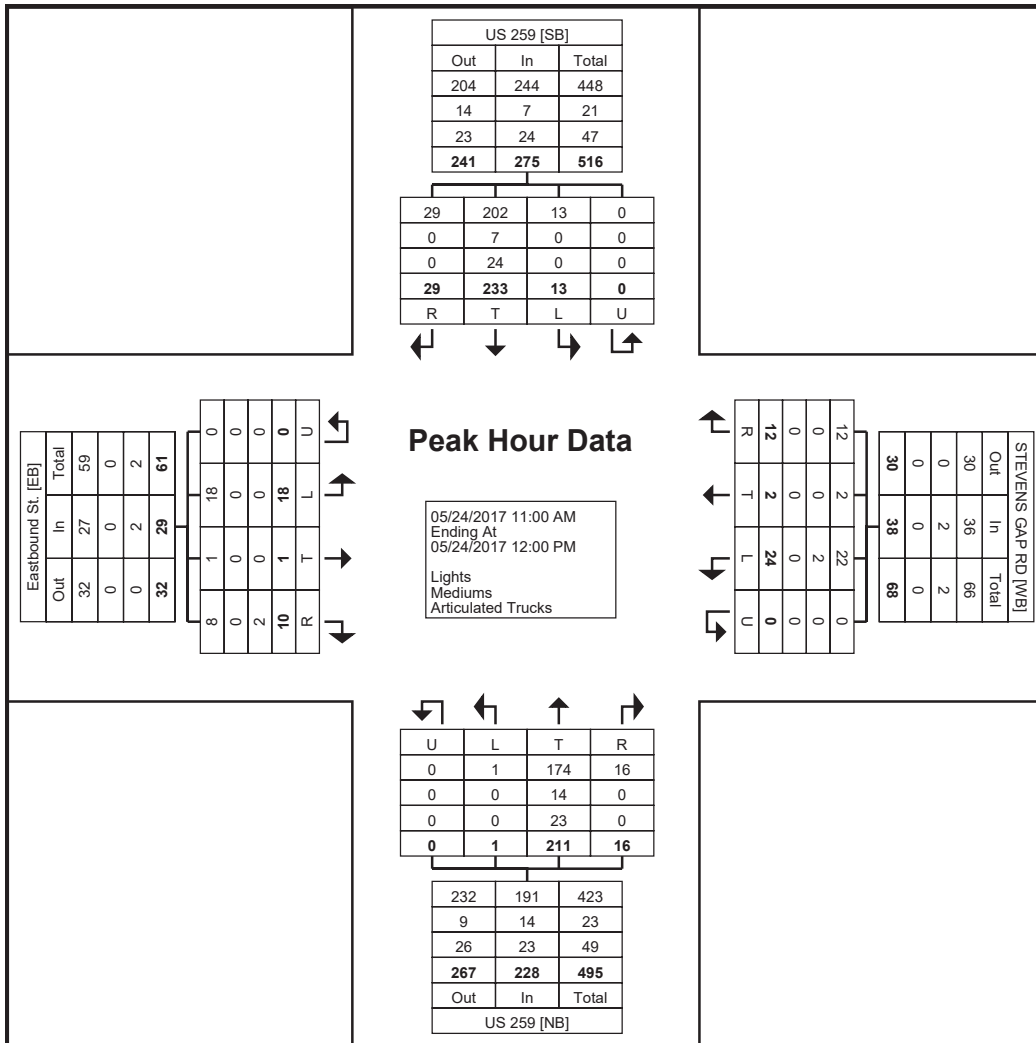
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
11:00 AM	3	60	11	0	74	5	0	2	0	7	0	46	3	0	49	2	0	5	0	7	137
11:15 AM	0	66	2	0	68	6	2	1	0	9	0	61	6	0	67	6	0	2	0	8	152
11:30 AM	8	46	7	0	61	9	0	4	0	13	0	43	1	0	44	2	0	3	0	5	123
11:45 AM	2	61	9	0	72	4	0	5	0	9	1	61	6	0	68	8	1	0	0	9	158
Total	13	233	29	0	275	24	2	12	0	38	1	211	16	0	228	18	1	10	0	29	570
Approach %	4.7	84.7	10.5	0.0	-	63.2	5.3	31.6	0.0	-	0.4	92.5	7.0	0.0	-	62.1	3.4	34.5	0.0	-	-
Total %	2.3	40.9	5.1	0.0	48.2	4.2	0.4	2.1	0.0	6.7	0.2	37.0	2.8	0.0	40.0	3.2	0.2	1.8	0.0	5.1	-
PHF	0.406	0.883	0.659	0.000	0.929	0.667	0.250	0.600	0.000	0.731	0.250	0.865	0.667	0.000	0.838	0.563	0.250	0.500	0.000	0.806	0.902
Lights	13	202	29	0	244	22	2	12	0	36	1	174	16	0	191	18	1	8	0	27	498
% Lights	100.0	86.7	100.0	-	88.7	91.7	100.0	100.0	-	94.7	100.0	82.5	100.0	-	83.8	100.0	100.0	80.0	-	93.1	87.4
Mediums	0	7	0	0	7	2	0	0	0	2	0	14	0	0	14	0	0	0	0	0	23
% Mediums	0.0	3.0	0.0	-	2.5	8.3	0.0	0.0	-	5.3	0.0	6.6	0.0	-	6.1	0.0	0.0	0.0	-	0.0	4.0
Articulated Trucks	0	24	0	0	24	0	0	0	0	0	0	23	0	0	23	0	0	2	0	2	49
% Articulated Trucks	0.0	10.3	0.0	-	8.7	0.0	0.0	0.0	-	0.0	0.0	10.9	0.0	-	10.1	0.0	0.0	20.0	-	6.9	8.6

GRAM Traffic NTX Inc.

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Count Name: 12 - STEVENS
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Turning Movement Peak Hour Data Plot (11:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 12 - STEVENS
GAP RD - WED
Site Code:
Start Date: 05/24/2017
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Turning Movement Peak Hour Data (12:00 PM)

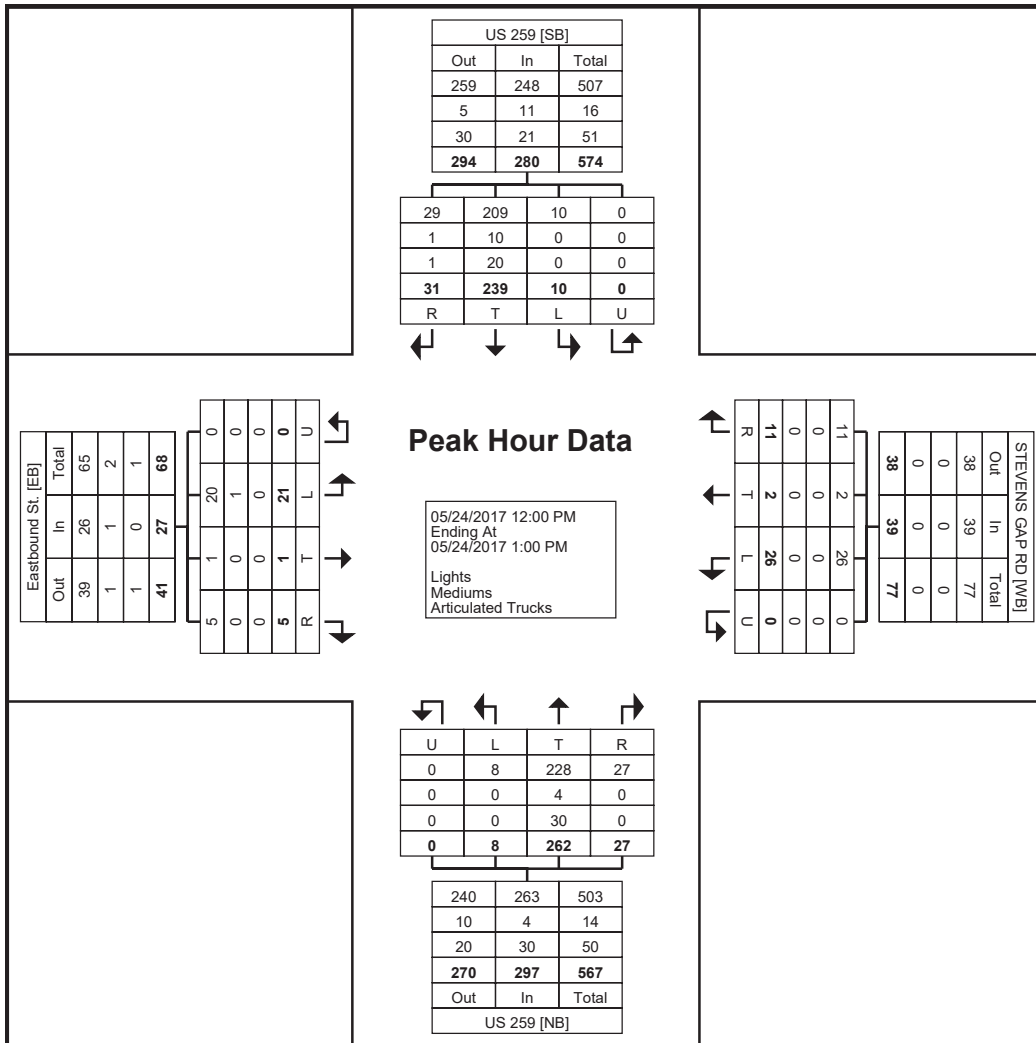
Start Time	US 259 Southbound					STEVENS GAP RD Westbound					US 259 Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
12:00 PM	3	62	7	0	72	4	1	5	0	10	3	58	4	0	65	8	0	3	0	11	158
12:15 PM	2	56	10	0	68	5	0	2	0	7	2	69	4	0	75	3	1	0	0	4	154
12:30 PM	2	65	5	0	72	11	0	3	0	14	1	63	13	0	77	4	0	2	0	6	169
12:45 PM	3	56	9	0	68	6	1	1	0	8	2	72	6	0	80	6	0	0	0	6	162
Total	10	239	31	0	280	26	2	11	0	39	8	262	27	0	297	21	1	5	0	27	643
Approach %	3.6	85.4	11.1	0.0	-	66.7	5.1	28.2	0.0	-	2.7	88.2	9.1	0.0	-	77.8	3.7	18.5	0.0	-	-
Total %	1.6	37.2	4.8	0.0	43.5	4.0	0.3	1.7	0.0	6.1	1.2	40.7	4.2	0.0	46.2	3.3	0.2	0.8	0.0	4.2	-
PHF	0.833	0.919	0.775	0.000	0.972	0.591	0.500	0.550	0.000	0.696	0.667	0.910	0.519	0.000	0.928	0.656	0.250	0.417	0.000	0.614	0.951
Lights	10	209	29	0	248	26	2	11	0	39	8	228	27	0	263	20	1	5	0	26	576
% Lights	100.0	87.4	93.5	-	88.6	100.0	100.0	100.0	-	100.0	100.0	87.0	100.0	-	88.6	95.2	100.0	100.0	-	96.3	89.6
Mediums	0	10	1	0	11	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	16
% Mediums	0.0	4.2	3.2	-	3.9	0.0	0.0	0.0	-	0.0	0.0	1.5	0.0	-	1.3	4.8	0.0	0.0	-	3.7	2.5
Articulated Trucks	0	20	1	0	21	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	51
% Articulated Trucks	0.0	8.4	3.2	-	7.5	0.0	0.0	0.0	-	0.0	0.0	11.5	0.0	-	10.1	0.0	0.0	0.0	-	0.0	7.9

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Turning Movement Peak Hour Data Plot (12:00 PM)

Future Traffic Forecasts

TRIP GENERATION

The number of vehicle trips generated by the proposed development was estimated based on the information published by the Institute of Transportation Engineers, as contained in *Trip Generation, Ninth Edition*, concerning trip generation estimates for different types of land use sites. The data cited in the information sources were collected for the average daily Friday (or average Weekday if Friday data is unavailable), Friday AM and PM peak hour of generator, average daily Saturday, and Saturday peak hour of generator conditions.

The trip generation rates/equations used for this development and the directional splits for the proposed land uses are shown in **Table 1**. Using the trip generation rates/equations from Table 1, the resulting estimated trips generated by the proposed development for a typical weekday are provided in **Table 2**. Estimated trips generated by the proposed development for a typical Saturday are provided in **Table 3**.

Pass-by trips are essentially site-generated trips that materialize out of mere convenience. In other words, a trip may be generated simply because a vehicle regularly travels the adjacent street, and decides to “stop in” because of the favorable location. Thus, the land use generating the trip would not be responsible for that vehicle’s presence on the adjacent street. Due to the unique land uses, low existing traffic volumes on the adjacent street, the rural site location and in order to provide a more conservative estimate of generated trips, a reduction in total site generated trips due to pass-by trips was not factored.

Internally captured trips can be a significant component in the travel patterns at multi-use developments. An internal capture rate can generally be defined as a percentage reduction that can be applied to the trip generation estimated for individual land uses to account for trips internal to the overall site. Chapter 7 of ITE’s *Trip Generation Handbook, 2nd Edition* outlines the procedure for estimating multi-use trip generation within a multi-use development. For the Choctaw Nation Broken Bow Resort development this procedure was applied to the Casino and Hotel land uses. These two trip generators are located in the same building and will share many internal trips within the overall site. Internal capture rates between these two land uses were estimated and applied to each peak hour analyzed and resulted in a reduction of total external trips for each peak period as shown in Table 2 and Table 3. Worksheets detailing the process and calculations utilized for the internal capture totals are included in the Appendix.

Table 1: Trip Generation Rates for Proposed Development

LAND USE	Land Use	Hotel	Casino	Conference/ Event Center	Cabins	Gasoline Station w/ Convenience Market	Apartment Complex	RV Park
	ITE Land Use Code	310	N/A	444 ²	260	945	220	416
	Independent Variable	Rooms	1,000 SF	1,000 SF	Dwelling Units	Fueling Positions	Dwelling Units	Occupied Sites
RATES ¹	Average Weekday	T = 8.95(X) - 373.16	61.89	-	3.16	162.78	T = 6.06(X) + 123.56	-
	Friday AM	0.53	2.95	-	0.16	10.16	T = 0.49(X) + 3.73	T = 0.16(X) + 2.93
	Friday PM	0.60	4.95	3.80	0.26	13.51	T = 0.55(X) + 17.65	0.27
	Average Saturday	T = 9.62(X) - 294.56	93.24	-	3.07	122.09 ³	6.39	-
	Saturday Peak Hour	T = 0.69(X) + 4.32	6.90	27.39	T = 0.24 (X) + 40.86	10.13 ³	0.52	0.34 ⁴
DIRECTIONAL SPLIT (% in / % out)	Average Weekday	50 / 50	50 / 50	-	50 / 50	50 / 50	50 / 50	-
	Friday AM	59 / 41	70 / 30	-	67 / 33	50 / 50	20 / 80	36 / 64
	Friday PM	51 / 49	53 / 47	64 / 36	41 / 59	50 / 50	65 / 35	65 / 35
	Average Saturday	50 / 50	50 / 50	-	50 / 50	50 / 50 ²	50 / 50	-
	Saturday Peak Hour	56 / 44	46 / 54	56 / 44	48 / 52	50 / 50 ²	N/A	65 / 35 ⁴

T = TRIP ENDS, X = UNIT VARIABLE

¹Weekday rates are used for ITE Trip Generation sources that do not specify rates for Fridays specifically.

²Trip generation data for specified land use is not readily available, therefore a similar ITE Land Use Code was applied.

³No trip rate data is available for Saturday, therefore a 25% decrease compared to the Friday PM rate and similar directional splits are used. This reduction is calculated based on similar land use patterns.

⁴No trip rate data is available for Saturday, therefore a 25% increase compared to the Friday PM rate and similar directional splits are used. This increase is calculated based on similar land use patterns.

Table 2: Estimated Trip Generation for Proposed Development - Weekday

Trip Generator	ITE Land Use Code	Average Weekday			Friday AM Peak Hour			Friday PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Hotel (300 Rooms)	310	2,312	1,156	1,156	159	94	65	180	92	88
Casino (45,000 SF GFA)	N/A	2,786	1,393	1,393	133	93	40	223	118	105
Conference/Event Center ¹ (43,250 SF GFA)	444	-	-	-	-	-	-	164	105	59
Cabins (46 Dwelling Units)	260	146	73	73	8	5	3	12	5	7
Convenience Store (8 Fueling Positions)	945	1,302	651	651	82	41	41	108	54	54
Apartment Complex (200 Dwelling Units)	220	1,336	668	668	102	21	81	128	83	45
RV Park (50 Occupied Sites)	416	-	-	-	11	4	7	14	9	5
Total Trips Generated		7,882	3,941	3,941	495	258	237	829	466	363
Special Event Reduction¹		-	-	-	-	-	-	(164)	(105)	(59)
Internal Capture		-	-	-	(88)	(44)	(44)	(148)	(74)	(74)
TOTAL PEAK HOUR EXTERNAL TRIPS		-	-	-	407	214	193	517	287	230

¹The Conference/Event Center is a special generator that will only generate trips on certain event days. Therefore, its peak hour trips were reduced from the total peak hour trips to better reflect a typical, non-event Friday.

Table 3: Estimated Trip Generation for Proposed Development - Saturday

Trip Generator	ITE Land Use Code	Average Saturday			Saturday Peak Hour Generator			Saturday Adjusted Peak Hour			
		Total	In	Out	Total	In	Out	Land Use PHF ²	Total	In	Out
Hotel (300 Rooms)	310	2,592	1,296	1,296	211	118	93	0.30	63	35	28
Casino (45,000 SF GFA)	N/A	4,196	2,098	2,098	311	143	168	1.00	311	143	168
Conference/Event Center ¹ (43,250 GFA)	444	-	-	-	1,185	663	522	0.00	0	0	0
Cabins (46 Dwelling Units)	260	142	71	71	52	25	27	0.30	16	8	8
Convenience Store (8 Fueling Positions)	945	976	488	488	82	41	41	1.00	82	41	41
Apartment Complex (200 Dwelling Units)	220	1,278	639	639	104	52	52	0.50	52	26	26
RV Park (50 Occupied Sites)	416	-	-	-	17	11	6	1.00	17	11	6
Total Trips Generated		9,184	4,592	4,592	1,962	1,053	909	-	541	264	277
Internal Capture		-	-	-	-	-	-	-	(94)	(47)	(47)
TOTAL PEAK HOUR EXTERNAL TRIPS		-	-	-	-	-	-	-	447	217	230

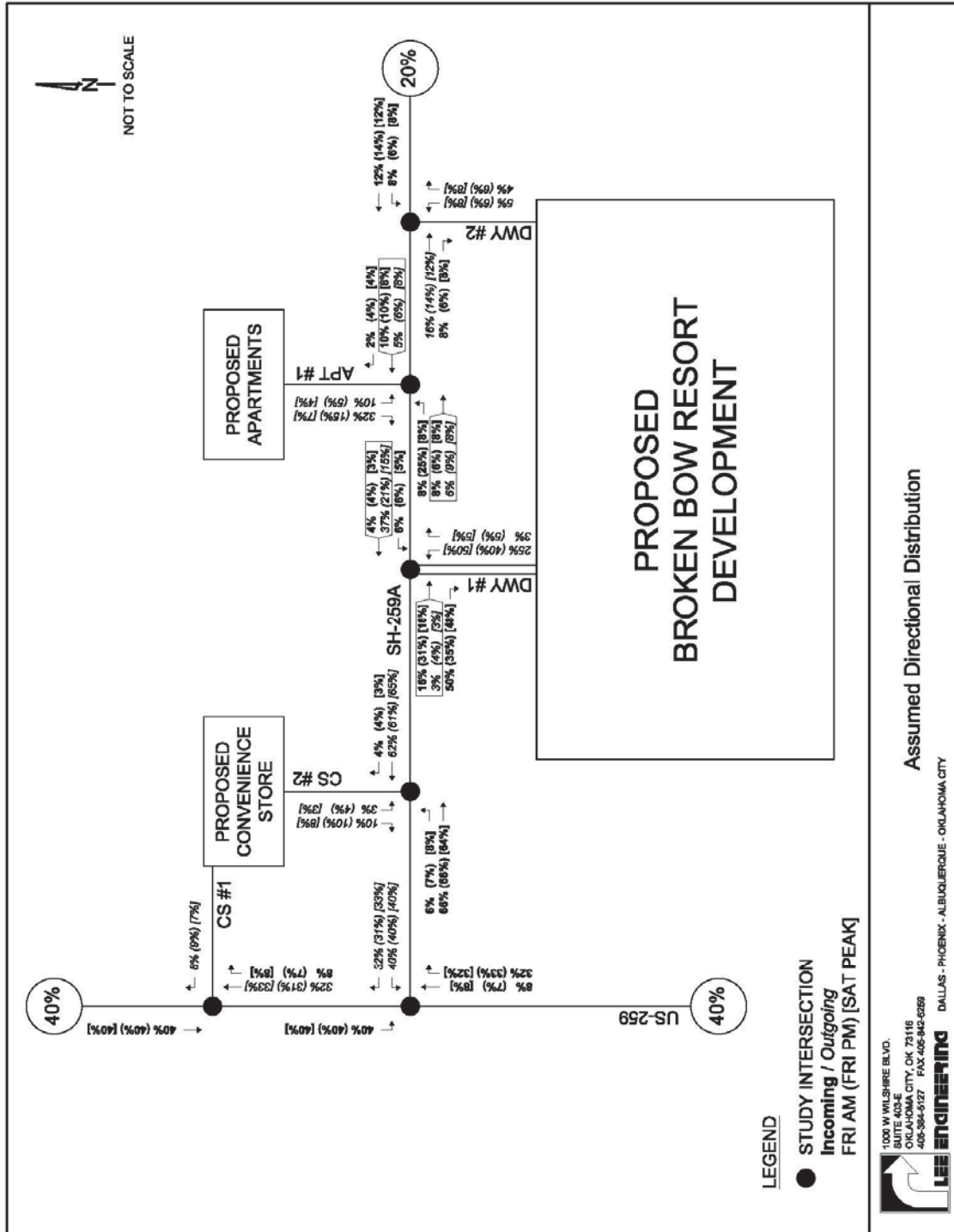
¹The Conference/Event Center is a special-generator that will only generate trips on certain event days. Therefore, its peak hour trips were reduced from the total peak hour trips to better reflect a typical, non-event Saturday.

²PHF = Peak Hour Factor

TRIP DISTRIBUTION & TRAFFIC ASSIGNMENT

The distribution of the site-generated traffic estimated to be entering and exiting the adjacent roadway network was determined based on the existing distribution of traffic established from the collected data and the estimated daily traffic volumes resulting from the proposed development. All site access is provided via US-259 and SH-259A. **Figure 7** shows the resulting study area assumed distribution percentages for the weekday AM and PM peak hours and the Saturday peak hour at the proposed site access driveways. A majority of generated traffic is anticipated to enter and exit the study area via US-259 as it is a major north/south highway for the area. Applying the assumed distribution to the trip generation totals from Table 2 and Table 3 allows us to create **Figure 8** which shows the resulting study area site generated traffic volumes for the typical weekday AM and PM peak hours and the Saturday peak hour at the proposed site access driveways and on the adjacent roadway network.

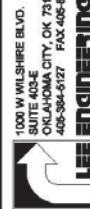
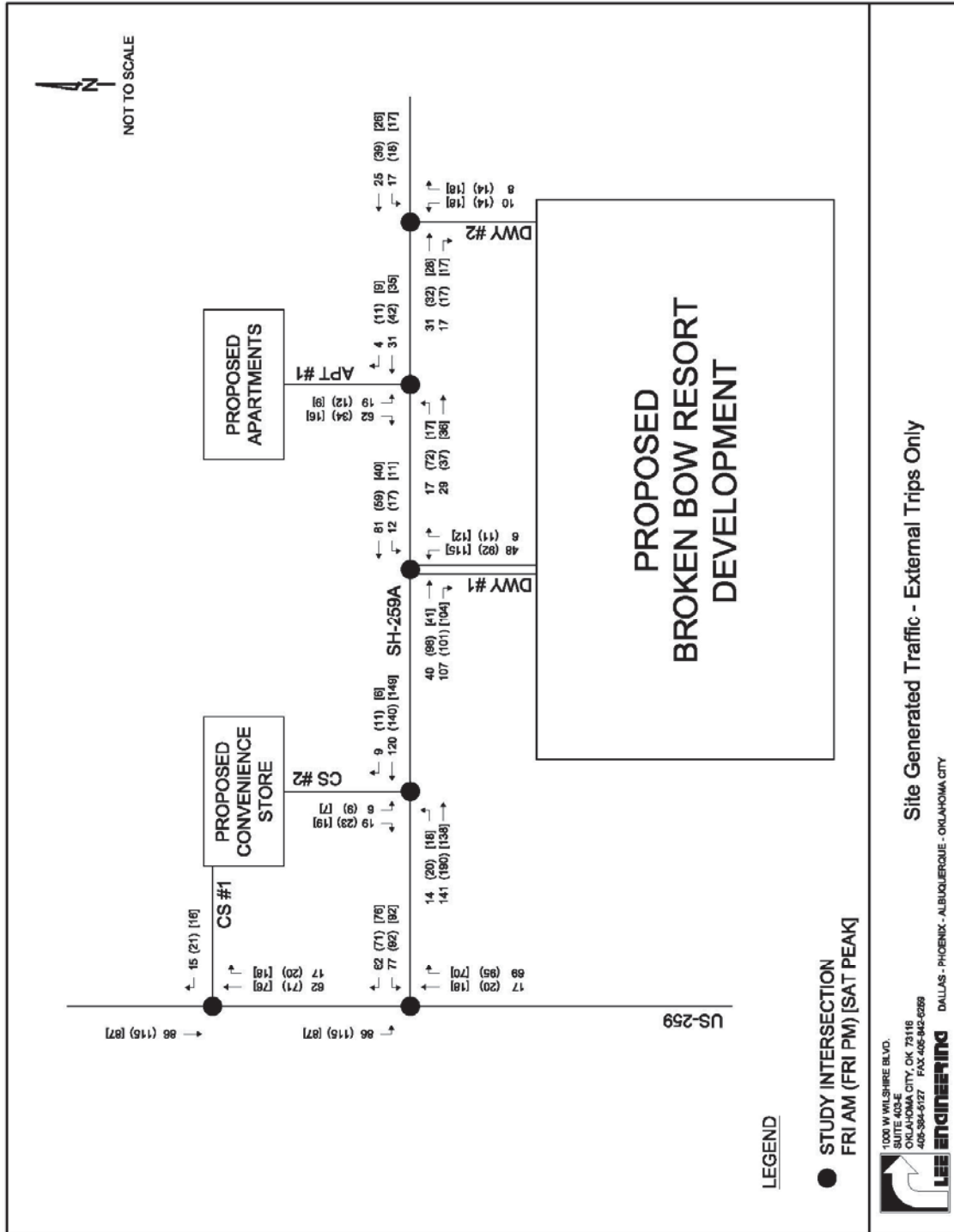
Figure 7: Assumed Directional Distribution



Assumed Directional Distribution



Figure 8: Site Generated Traffic



1000 W WILSHIRE BLVD.
 SUITE 400
 OKLAHOMA CITY, OK 73116
 405-384-9127 FAX 405-842-6289

Site Generated Traffic - External Trips Only

DALLAS - PHOENIX - ALBUQUERQUE - OKLAHOMA CITY

AVERAGE WEEKDAY			EXISTING 2017			CHOCTAW RESORT			TOTAL 2022			TOTAL 2037		
Intersection	Approach	Movement	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM
Sherry Ln	NB	L	645	30	32				785	36	39	1056	49	52
		T	2665	405	388	1115	106	115	4357	599	587	5479	769	750
		R	490	24	29				596	29	35	802	39	47
	SB	L	180	8	17				219	10	21	295	13	28
		T	2665	435	392	1115	77	92	4357	606	569	5479	789	734
		R	895	41	73				1089	50	89	1466	67	120
	EB	L	895	39	20				1089	47	24	1466	64	33
		T	25	3	3				30	4	4	41	5	5
		R	645	32	35				785	39	43	1056	52	57
WB	L	490	23	22				596	28	27	802	38	36	
	T	25	10	3				30	12	4	41	16	5	
	R	180	3	8				219	4	10	295	5	13	
Sweet Home/ Joe Hough	NB	L	100	8	17				122	10	21	164	13	28
		T	3600	435	398	1115	106	115	5495	635	599	7010	818	767
		R	40	4	1				49	5	1	65	7	2
	SB	L	20	1	2				24	1	2	33	2	3
		T	3600	435	464	1115	77	92	5495	606	657	7010	789	852
		R	80	9	24				97	11	29	131	15	39
	EB	L	80	7	2				97	9	2	131	11	3
		T	10	1	1				12	1	1	16	2	2
		R	100	14	14				122	17	17	164	23	23
WB	L	40	5	4				49	6	5	65	8	7	
	T	10	1	1				12	1	1	16	2	2	
	R	20	3	1				24	4	1	33	5	2	
SH 259A South	NB	L	20	3	3				24	4	4	33	5	5
		T	3490	422	379	1115	106	115	5361	619	576	6830	797	736
		R	190	20	19				231	24	23	311	33	31
	SB	L	110	15	16				134	18	19	180	25	26
		T	3490	418	461	1115	77	92	5361	586	653	6830	761	847
		R	30	5	3				36	6	4	49	8	5
	EB	L	30	6	1				36	7	1	49	10	2
		T	20	2	4				24	2	5	33	3	7
		R	20	4	1				24	5	1	33	7	2
WB	L	190	23	28				231	28	34	311	38	46	
	T	20	3	1				24	4	1	33	5	2	
	R	110	10	16				134	12	19	180	16	26	
SH 259A North	NB	L							0	0	0	0	0	0
		T	3370	393	373	185	17	20	4285	495	474	5703	661	631
		R	260	45	23	930	89	95	1246	144	123	1356	163	133
	SB	L	300	33	34	1115	86	115	1480	126	156	1606	140	171
		T	3370	403	455				4100	490	554	5518	660	745
		R							0	0	0	0	0	0
	EB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0
WB	L	260	35	25	1115	77	92	1431	120	122	1541	134	133	
	T							0	0	0	0	0	0	
	R	300	45	32	880	62	71	1245	117	110	1371	136	123	
Old Hochatown / Pinvon	NB	L	20	3	1				24	4	1	33	5	2
		T	3570	425	394	1115	77	92	5458	594	571	6961	773	737
		R	80	10	10				97	12	12	131	16	16
	SB	L	65	10	6				79	12	7	106	16	10
		T	3570	424	477	1115	86	115	5458	602	695	6961	780	896
		R	65	11	6				79	13	7	106	18	10
		L	65	9	2				79	11	2	106	15	3

Penner / Last Resort		R	10	1	3				12	1	4	16	2	5
		L	10	1	1				12	1	1	16	2	2
	EB	T	10	1	1				12	1	1	16	2	2
		R	95	4	8				116	5	10	156	7	13
		L	10	1	2				12	1	2	16	2	3
	WB	T	10	1	1				12	1	1	16	2	2
R		10	1	1				12	1	1	16	2	2	
L		10	1	1				12	1	1	16	2	2	
Golf Course	NB	L							0	0	0	0	0	0
		T	1520	259	237	1115	77	92	2964	392	380	3604	501	480
		R	200	7	9				243	9	11	327	11	15
	SB	L	10	1	1				12	1	1	16	2	2
		T	1520	223	246	1115	86	115	2964	357	414	3604	451	518
		R							0	0	0	0	0	0
	EB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0
	WB	L	200	10	14				243	12	17	327	16	23
		T							0	0	0	0	0	0
		R	10	1	4				12	1	5	16	2	7
Stevens	NB	L	120	8	10				146	10	12	196	13	16
		T	1410	252	231	1115	77	92	2830	384	373	3424	490	470
		R							0	0	0	0	0	0
	SB	L							0	0	0	0	0	0
		T	1410	207	229	1115	86	115	2830	338	394	3424	425	490
		R	10	1	1				12	1	1	16	2	2
	EB	L	10	1	1				12	1	1	16	2	2
		T							0	0	0	0	0	0
		R	120	17	18				146	21	22	196	28	29
	WB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0

HOLIDAY FRIDAY			EXISTING 2017			CHOCTAW RESORT			TOTAL 2022			TOTAL 2037		
Intersection	Approach	Movement	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM
Sherry Ln	NB	L	660	24	29				803	29	35	1081	39	47
		T	6085	438	690	1115	106	115	8518	639	954	11079	823	1245
		R	360	21	22				438	26	27	589	34	36
	SB	L	75	6	7				91	7	9	123	10	11
		T	4065	370	421	1115	77	92	6061	527	604	7771	683	781
		R	320	21	33				389	26	40	524	34	54
	EB	L	320	32	22				389	39	27	524	52	36
		T	60	3	5				73	4	6	98	5	8
		R	320	35	32				389	43	39	524	57	52
WB	L	210	23	22				255	28	27	344	38	36	
	T	60	9	4				73	11	5	98	15	7	
	R	75	6	6				91	7	7	123	10	10	
Sweet Home/ Joe Hough	NB	L	225	20	20				274	24	24	368	33	33
		T	6205	503	697	1115	106	115	8664	718	963	11275	930	1256
		R	50	8	1				61	10	1	82	13	2
	SB	L	15	4	4				18	5	5	25	7	7
		T	4185	335	462	1115	77	92	6207	485	654	7968	626	849
		R	155	13	14				189	16	17	254	21	23
	EB	L	155	12	14				189	15	17	254	20	23
		T	10	1	1				12	1	1	16	2	2
		R	225	17	20				274	21	24	368	28	33
WB	L	50	5	4				61	6	5	82	8	7	
	T	10	1	1				12	1	1	16	2	2	
	R	15	1	1				18	1	1	25	2	2	
SH 259A South	NB	L	110	18	10				134	22	12	180	29	16
		T	5220	416	602	1115	106	115	7466	612	847	9663	787	1101
		R	1045	82	100				1271	100	122	1711	134	164
	SB	L	275	16	31				335	19	38	450	26	51
		T	3945	321	429	1115	77	92	5915	468	614	7575	603	794
		R	210	16	29				255	19	35	344	26	47
	EB	L	210	15	12				255	18	15	344	25	20
		T	30	1	5				36	1	6	49	2	8
		R	110	1	10				134	1	12	180	2	16
WB	L	300	30	41				365	36	50	491	49	67	
	T	30	3	1				36	4	1	49	5	2	
	R	275	23	23				335	28	28	450	38	38	
SH 259A North	NB	L							0	0	0	0	0	0
		T	5055	397	575	185	17	20	6335	500	720	8462	667	962
		R	650	57	62	930	89	95	1721	158	170	1994	182	197
	SB	L	660	48	56	1115	86	115	1918	144	183	2196	165	207
		T	3780	311	430				4599	378	523	6190	509	704
		R							0	0	0	0	0	0
	EB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0
WB	L	650	42	59	1115	77	92	1906	128	164	2179	146	189	
	T							0	0	0	0	0	0	
	R	660	52	69	880	62	71	1683	125	155	1961	147	184	
Old Hochatown / Pinvon	NB	L	40	5	2				49	6	2	65	8	3
		T	5505	428	630	1115	77	92	7813	598	858	10129	778	1124
		R	170	16	12				207	19	15	278	26	20
	SB	L	225	17	23				274	21	28	368	28	38
		T	4230	335	473	1115	86	115	6261	494	690	8041	635	890
		R	90	13	4				109	16	5	147	21	7
		L	90	10	3				109	12	4	147	16	5

Penner / Last Resort	EB	R	10	1	1				12	1	1	16	2	2
		L	10	1	1				12	1	1	16	2	2
		T	10	1	1				12	1	1	16	2	2
	WB	R	105	3	18				128	4	22	172	5	29
		L	10	1	1				12	1	1	16	2	2
		T	10	1	1				12	1	1	16	2	2
	R	10	1	1				12	1	1	16	2	2	
Golf Course	NB	L							0	0	0	0	0	0
		T	2015	164	212	1115	77	92	3567	277	350	4414	346	439
		R	210	19	22				255	23	27	344	31	36
	SB	L	15	1	2				18	1	2	25	2	3
		T	2015	169	220	1115	86	115	3567	292	383	4414	363	475
		R							0	0	0	0	0	0
	EB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0
	WB	L	210	10	20				255	12	24	344	16	33
		T							0	0	0	0	0	0
		R	15	1	1				18	1	1	25	2	2
Stevens	NB	L	315	31	33				383	38	40	516	51	54
		T	1715	134	180	1115	77	92	3202	240	311	3923	296	387
		R							0	0	0	0	0	0
	SB	L							0	0	0	0	0	0
		T	1715	147	202	1115	86	115	3202	265	361	3923	327	446
		R	20	1	4				24	1	5	33	2	7
	EB	L	20	1	2				24	1	2	33	2	3
		T							0	0	0	0	0	0
		R	315	23	20				383	28	24	516	38	33
	WB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0

HOLIDAY SATURDAY			EXISTING 2017			CHOCTAW RESORT			TOTAL 2022			TOTAL 2037			
Intersection	Approach	Movement	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	
Sherry Ln	NB	L	450	55	28				547	67	34	737	90	46	
		T	4900	383	443	970	88	88	6932	554	627	8994	715	813	
		R	275	34	17				335	41	21	450	56	28	
	SB	L	60	5	6				73	6	7	98	8	10	
		T	4335	404	402	970	92	92	6244	584	581	8068	754	750	
		R	300	16	17				365	19	21	491	26	28	
	EB	L	435	16	40				529	19	49	712	26	65	
		T	30	3	4				36	4	5	49	5	7	
		R	205	23	26				249	28	32	336	38	43	
	WB	L	155	16	19				189	19	23	254	26	31	
		T	30	1	4				36	1	5	49	2	7	
		R	115	7	8				140	9	10	188	11	13	
Sweet Home/ Joe Hough	NB	L	165	15	13				201	18	16	270	25	21	
		T	5270	490	575	970	88	88	7382	684	788	9599	890	1030	
		R	15	1	3				18	1	4	25	2	5	
	SB	L	10	1	1				12	1	1	16	2	2	
		T	4515	366	407	970	92	92	6463	537	587	8363	691	758	
		R	85	1	6				103	1	7	139	2	10	
	EB	L	85	11	14				103	13	17	139	18	23	
		T	10	1	1				12	1	1	16	2	2	
		R	165	18	15				201	22	18	270	29	25	
	WB	L	15	1	3				18	1	4	25	2	5	
		T	10	1	1				12	1	1	16	2	2	
		R	10	1	1				12	1	1	16	2	2	
SH 259A South	NB	L	60	9	11				73	11	13	98	15	18	
		T	4355	397	474	970	88	88	6269	571	665	8101	738	864	
		R	950	96	105				1156	117	128	1556	157	172	
	SB	L	605	35	53				736	43	64	991	57	87	
		T	3740	299	355	970	92	92	5520	456	524	7094	582	673	
		R	140	12	19				170	15	23	229	20	31	
	EB	L	140	8	13				170	10	16	229	13	21	
		T	70	11	6				85	13	7	115	18	10	
		R	60	3	1				73	4	1	98	5	2	
	WB	L	810	66	58				985	80	71	1326	108	95	
		T	70	5	5				85	6	6	115	8	8	
		R	605	68	68				736	83	83	991	111	111	
SH 259A North	NB	L							0	0	0	0	0	0	
		T	4550	427	506	200	18	18	5736	538	634	7650	717	847	
		R	550	46	49	770	70	70	1439	126	130	1671	145	150	
	SB	L	1345	143	101	970	87	87	2606	261	210	3172	321	252	
		T	3935	288	376				4788	350	457	6443	472	616	
		R							0	0	0	0	0	0	
	EB	L							0	0	0	0	0	0	
		T							0	0	0	0	0	0	
		R							0	0	0	0	0	0	
	WB	L	550	58	51	485	92	92	1154	163	154	1386	187	176	
		T							0	0	0	0	0	0	
		R	1345	116	138	400	76	76	2036	217	244	2602	266	302	
Old Hochatown / Pinyon	NB	L	55	7	6				67	9	7	90	11	10	
		T	5675	518	627	970	92	92	7875	722	855	10263	940	1119	
		R	165	18	11				201	22	13	270	29	18	
	SB	L	160	8	20				195	10	24	262	13	33	
		T	5060	409	460	970	87	87	7126	585	647	9256	757	840	
		R	90	7	10				109	9	12	147	11	16	
			L	90	6	10				109	7	12	147	10	16

Stevens Gap	EB	T	10	1	1				12	1	1	16	2	2	
		R	55	2	5				67	2	6	90	3	8	
	WB	L	165	20	12				201	24	15	270	33	20	
		T	10	1	1				12	1	1	16	2	2	
	NB	R	160	18	13				195	22	16	262	29	21	
		L							0	0	0	0	0	0	
Stevens Gap	NB	T	3830	390	498	970	92	92	5630	566	698	7241	731	907	
		R	2095	207	192				2549	252	234	3430	339	314	
	SB	L	725	80	69				882	97	84	1187	131	113	
		T	3510	257	332	970	87	87	5240	400	491	6717	508	631	
	EB	R							0	0	0	0	0	0	
		L							0	0	0	0	0	0	
	WB	T							0	0	0	0	0	0	
		R	1800	87	118				2190	106	144	2947	142	193	
	Carson Creek / Juniper	NB	L	100	6	10				122	7	12	164	10	16
			T	3130	261	363	970	92	92	4778	410	534	6095	519	686
		SB	R	1205	94	95				1466	114	116	1973	154	156
			L	190	31	27				231	38	33	311	51	44
EB		T	3090	226	258	970	87	87	4729	362	401	6030	457	509	
		R	10	1	1				12	1	1	16	2	2	
WB		L	10	1	1				12	1	1	16	2	2	
		T	15	1	5				18	1	6	25	2	8	
Lukfata		NB	R	100	10	7				122	12	9	164	16	11
			L	1045	76	86				1271	92	105	1711	124	141
		EB	T	15	1	1				18	1	1	25	2	2
			R	150	8	10				182	10	12	246	13	16
	WB	L	1110	60	122				1350	73	148	1818	98	200	
		T	2170	184	226	970	92	92	3610	316	367	4523	393	462	
	Choate / Lucien Sorrel	NB	R	10	1	1				12	1	1	16	2	2
			L	10	1	1				12	1	1	16	2	2
		SB	T	2170	208	190	970	87	87	3610	340	318	4523	428	398
			R	150	10	23				182	12	28	246	16	38
		EB	L	150	11	16				182	13	19	246	18	26
			T	10	1	1				12	1	1	16	2	2
WB		R	1110	94	95				1350	114	116	1818	154	156	
		L	10	1	1				12	1	1	16	2	2	
Stevens Gap		NB	T	10	1	1				12	1	1	16	2	2
			R	10	1	1				12	1	1	16	2	2
		SB	L	535	36	59				651	44	72	876	59	97
			T	1705	157	175	970	92	92	3044	283	305	3762	349	379
	EB	R	90	3	9				109	4	11	147	5	15	
		L	10	1	2				12	1	2	16	2	3	
	WB	T	1705	167	163	970	87	87	3044	290	285	3762	360	354	
		R	40	4	4				49	5	5	65	7	7	
	Stevens Gap	NB	L	40	3	4				49	4	5	65	5	7
			T	10	1	1				12	1	1	16	2	2
		EB	R	535	47	39				651	57	47	876	77	64
			L	90	5	12				109	6	15	147	8	20
WB		T	10	1	1				12	1	1	16	2	2	
		R	10	1	1				12	1	1	16	2	2	
Stevens Gap		NB	L	55	5	1				67	6	1	90	8	2
			T	1690	155	178	970	92	92	3026	281	309	3737	346	383
		SB	R	10	1	1				12	1	1	16	2	2
			L	10	2	1				12	2	1	16	3	2
		WB	T	1690	166	161	970	87	87	3026	289	283	3737	359	351

Penner / Last Resort	EB	R	10	1	1				12	1	1	16	2	2
		L	10	1	1				12	1	1	16	2	2
		T	10	1	1				12	1	1	16	2	2
	WB	R	55	5	7				67	6	9	90	8	11
		L	10	1	1				12	1	1	16	2	2
		T	10	1	1				12	1	1	16	2	2
	R	10	1	1				12	1	1	16	2	2	
Golf Course	NB	L							0	0	0	0	0	0
		T	1530	151	161	970	92	92	2831	276	288	3475	339	356
		R	180	6	19				219	7	23	295	10	31
	SB	L	10	1	1				12	1	1	16	2	2
		T	1530	157	140	970	87	87	2831	278	257	3475	344	316
		R							0	0	0	0	0	0
	EB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0
	WB	L	180	12	23				219	15	28	295	20	38
		T							0	0	0	0	0	0
		R	10	1	2				12	1	2	16	2	3
Stevens	NB	L	250	10	33				304	12	40	409	16	54
		T	1290	142	130	970	92	92	2539	265	250	3082	325	305
		R							0	0	0	0	0	0
	SB	L							0	0	0	0	0	0
		T	1290	134	124	970	87	87	2539	250	238	3082	306	290
		R	10	1	3				12	1	4	16	2	5
	EB	L	10	1	1				12	1	1	16	2	2
		T							0	0	0	0	0	0
		R	250	24	17				304	29	21	409	39	28
	WB	L							0	0	0	0	0	0
		T							0	0	0	0	0	0
		R							0	0	0	0	0	0

LEGEND:

→ = Direction of Travel

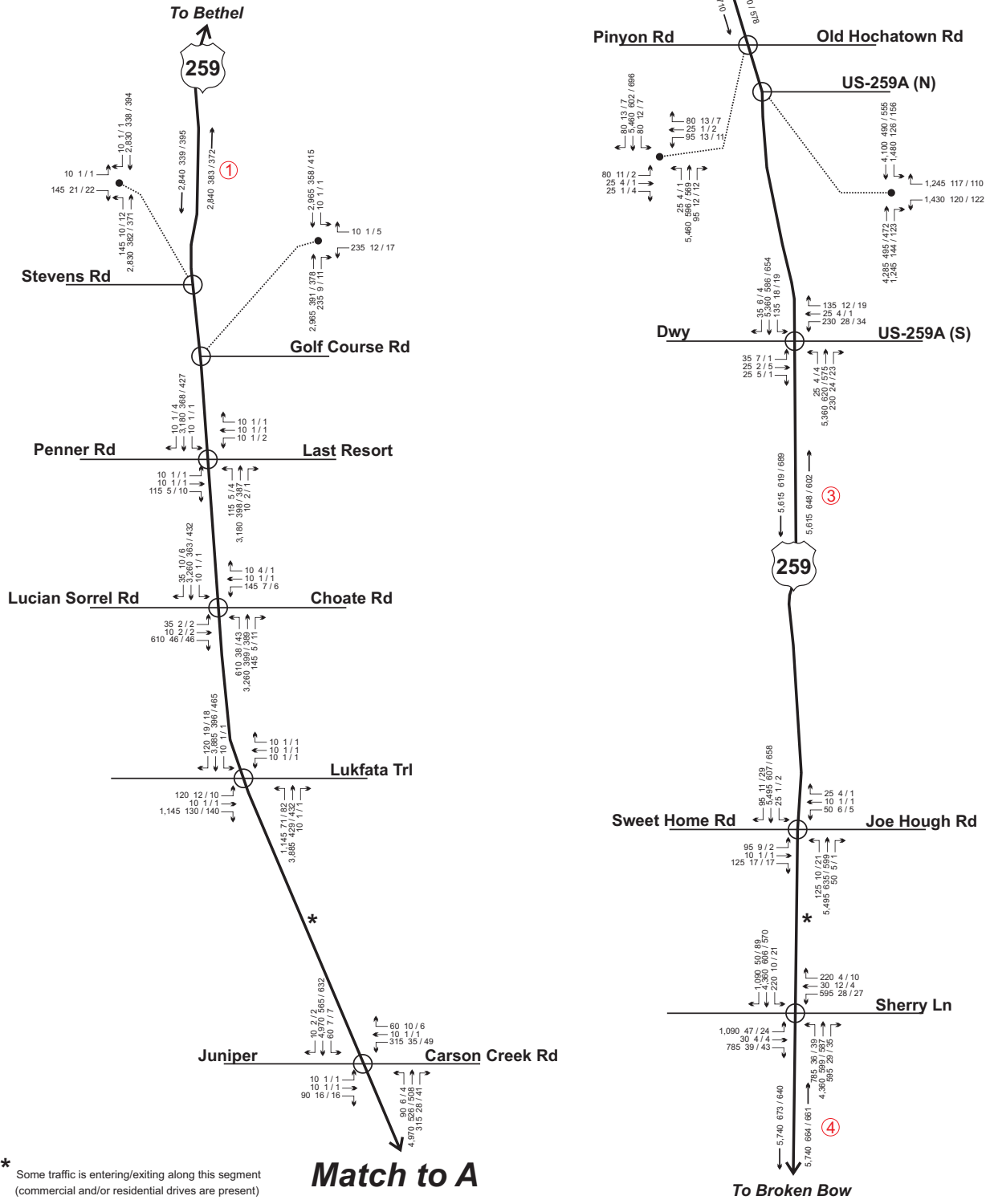
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	20%	15%	15%	12%
T(DHV)	20%	15%	15%	12%
T3	12%	10%	10%	8%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)

Match to A



**DESIGN YEAR (2022) EXISTING SYSTEM
AVERAGE WEEKDAY TRAFFIC**

Dated 9/21/2017

LEGEND:

→ = Direction of Travel

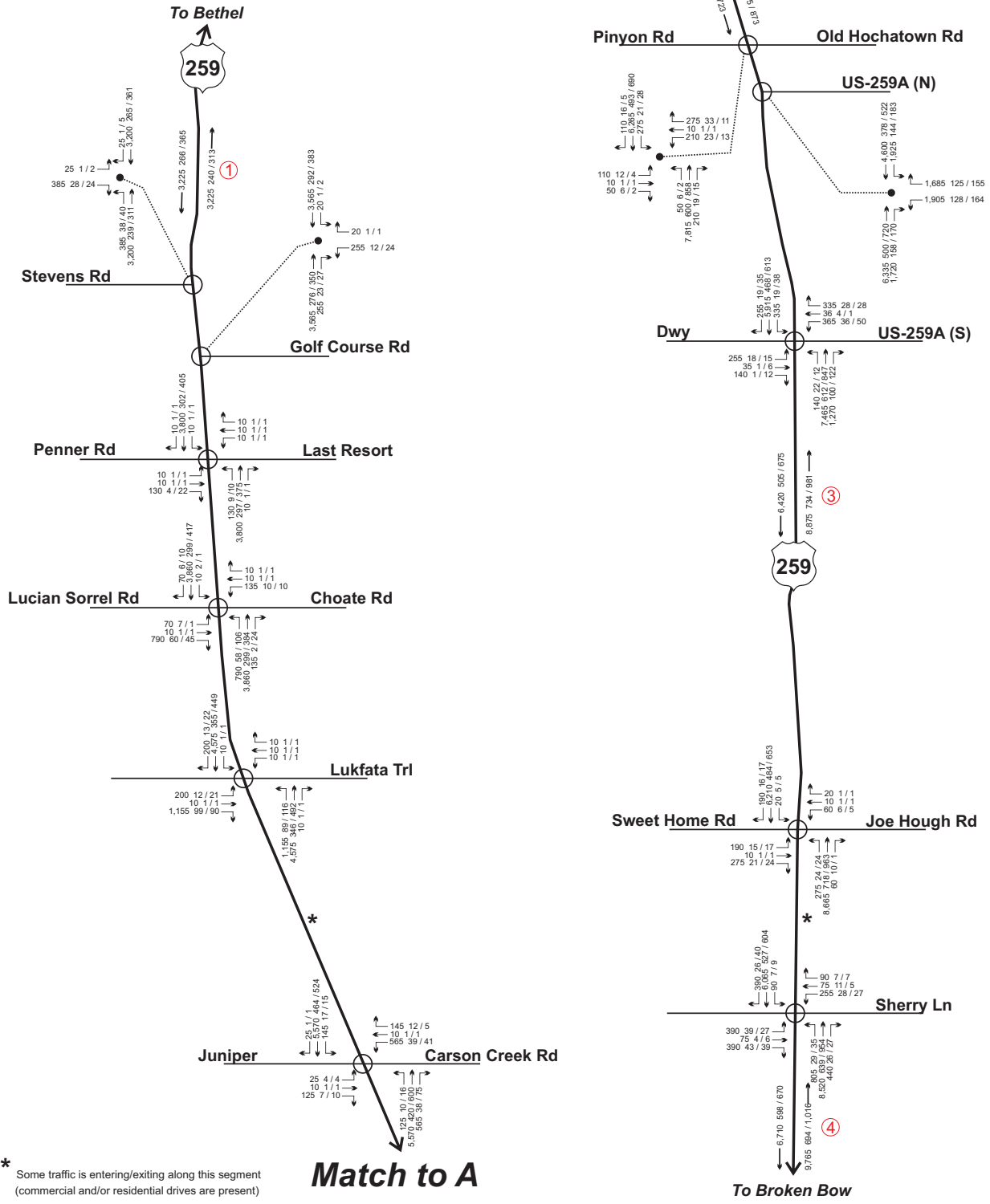
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	15%	12%	12%	10%
T(DHV)	15%	12%	12%	10%
T3	10%	8%	8%	6%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



**DESIGN YEAR (2022) EXISTING SYSTEM
HOLIDAY FRIDAY TRAFFIC**

Dated 9/21/2017

LEGEND:

→ = Direction of Travel

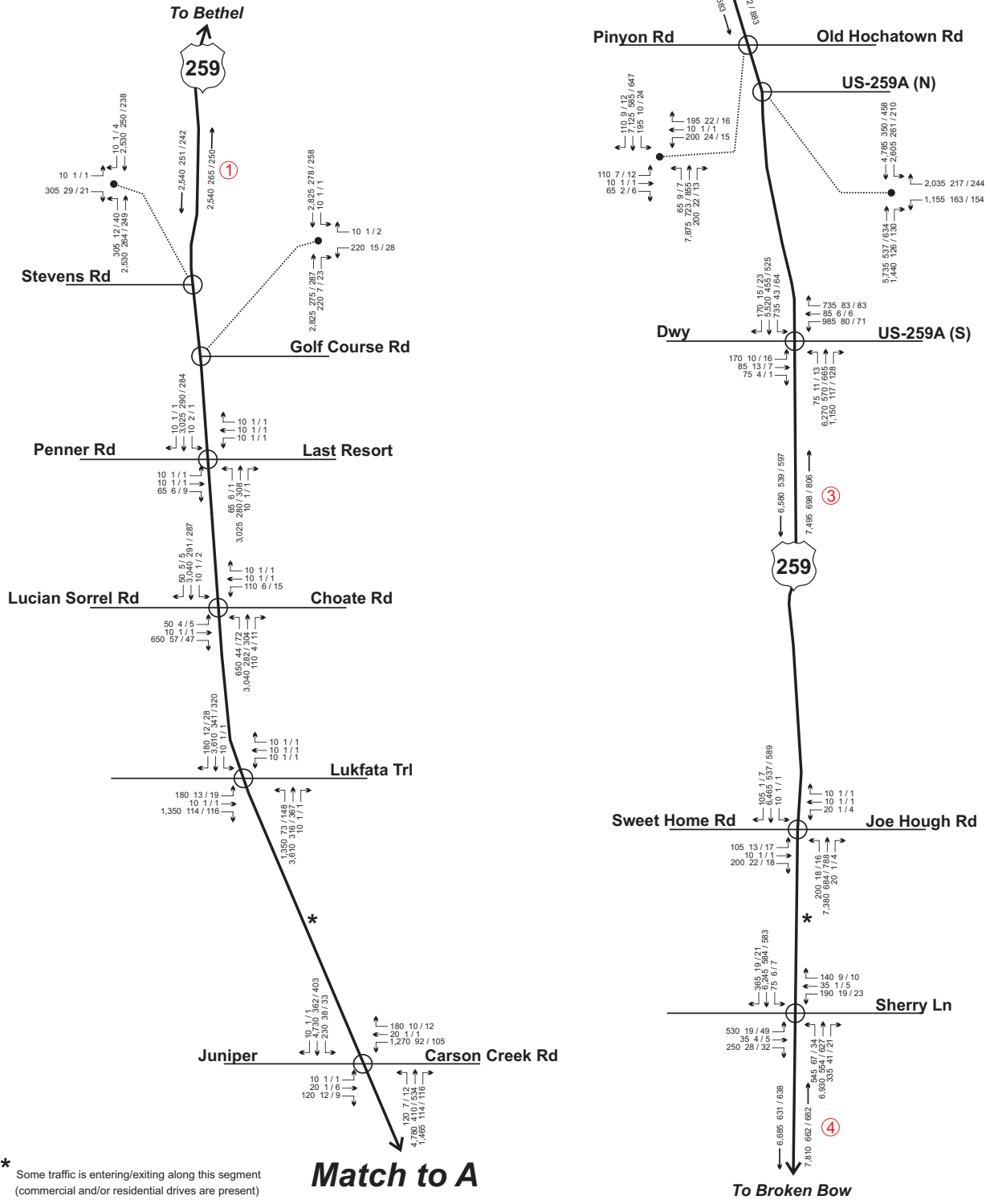
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	12%	10%	10%	8%
T(DHV)	12%	10%	10%	8%
T3	8%	4%	4%	3%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



**DESIGN YEAR (2022) EXISTING SYSTEM
HOLIDAY SATURDAY TRAFFIC**

Dated 9/21/2017

LEGEND:

→ = Direction of Travel

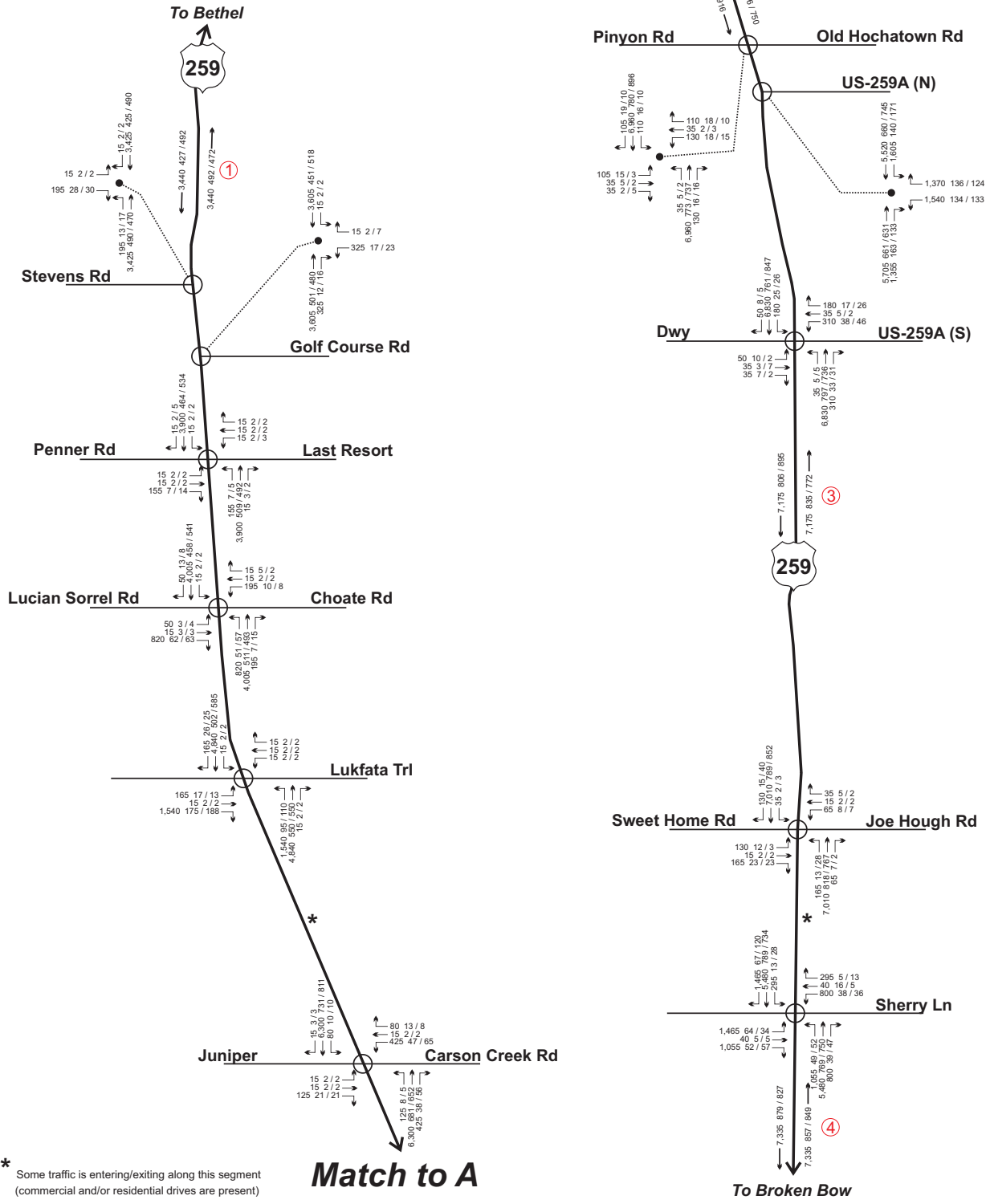
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	20%	15%	15%	12%
T(DHV)	20%	15%	15%	12%
T3	12%	10%	10%	8%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



**HORIZON YEAR (2037) EXISTING SYSTEM
AVERAGE WEEKDAY TRAFFIC**

Dated 9/22/2017

LEGEND:

→ = Direction of Travel

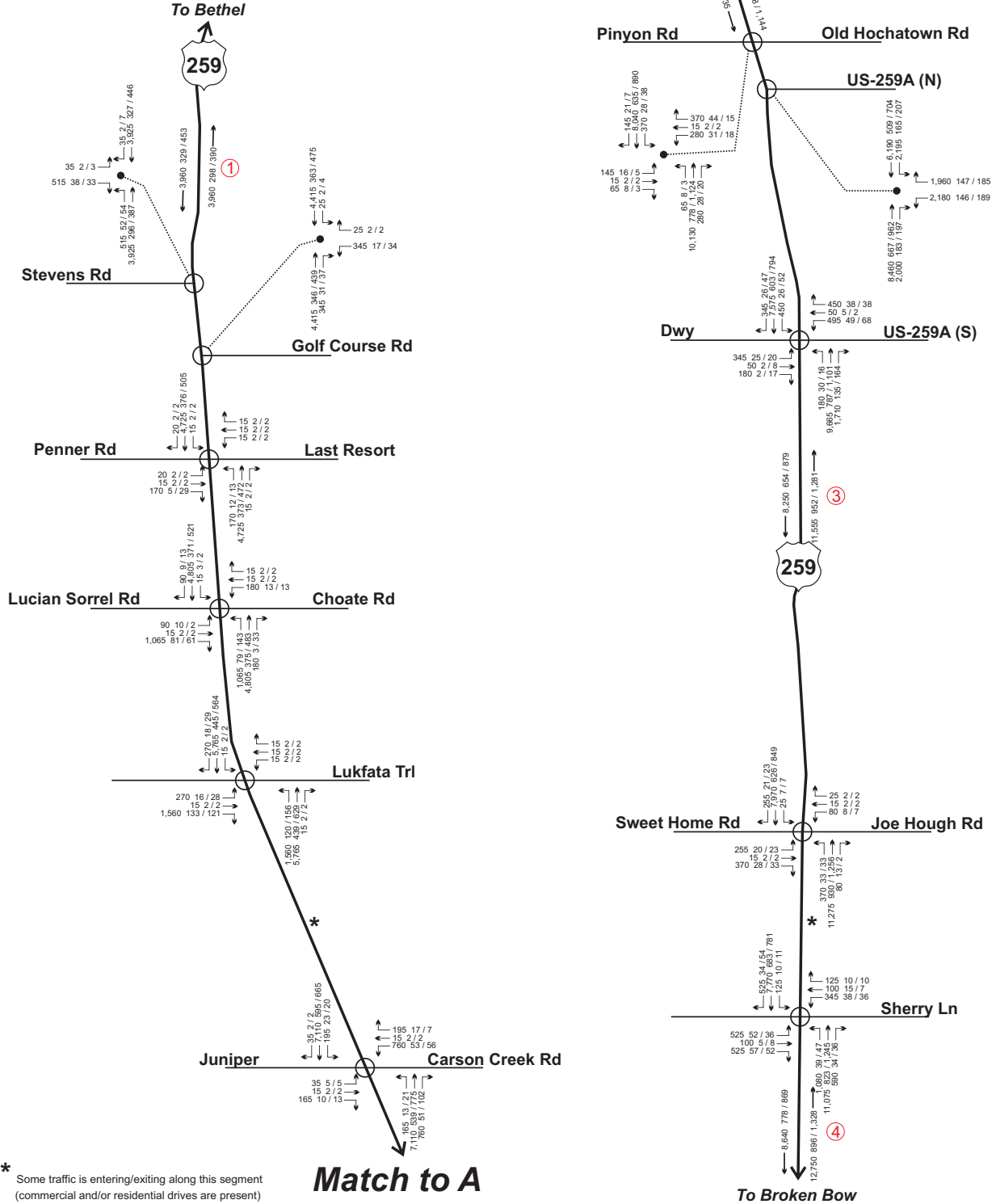
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	15%	12%	12%	10%
T(DHV)	15%	12%	12%	10%
T3	10%	8%	8%	6%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



HORIZON YEAR (2037) EXISTING SYSTEM HOLIDAY FRIDAY TRAFFIC

Dated 9/22/2017

LEGEND:

→ = Direction of Travel

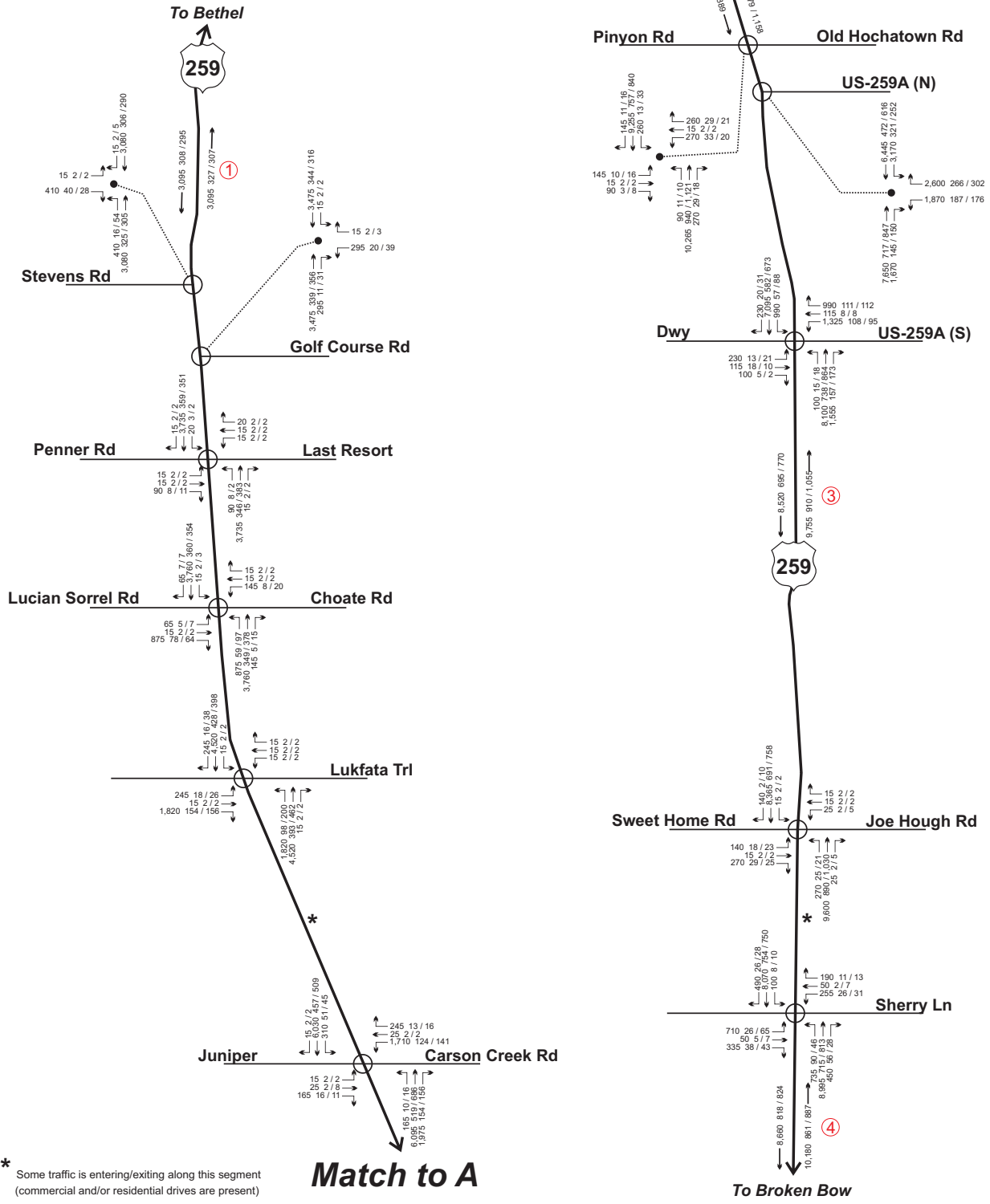
ADT AM / PM = Average Daily Traffic AM Peak Hour / PM Peak Hour

T(AADT) = Percent Truck Traffic (2+ axes)

T(DHV) = Percent Truck Traffic (2+ axes) = AM (PM)

T3 = Percent Truck Traffic (3+ axes)

	①	②	③	④
T(AADT)	12%	10%	10%	8%
T(DHV)	12%	10%	10%	8%
T3	8%	4%	4%	3%



* Some traffic is entering/exiting along this segment (commercial and/or residential drives are present)



**DESIGN YEAR (2037) EXISTING SYSTEM
HOLIDAY SATURDAY TRAFFIC**

Dated 9/22/2017

Intersection Capacity Analysis Tables

1: Sherry Lane and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection ¹	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	21.5 (C)	24.0 (C)	8.4 (A)	8.3 (A)
	PM	--	17.6 (C)	22.6 (C)	8.5 (A)	8.4 (A)
Design Year (2022) Average Weekday Conditions	AM	--	93.2 (F), 0.78	78.9 (F), 0.52	9.3 (A)	9.2 (A)
	PM	--	43.7 (E), 0.47	68.1 (F), 0.46	9.3 (A)	9.2 (A)
Design Year (2037) Average Weekday Conditions	AM	--	>300 (F), 2.74	>300 (F), 1.73	10.4 (B)	10.0 (A)
	PM	--	>300 (F), 1.40	>300 (F), 1.54	10.4 (B)	10.1 (A)
Existing (2017) Holiday Friday Conditions	AM	--	21.4 (C)	25.8 (D)	8.3 (A)	8.5 (A)
	PM	--	25.3 (D)	36.3 (E), 0.23	8.4 (A)	9.2 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	51.5 (F), 0.57	60.0 (F), 0.45	8.9 (A)	9.2 (A)
	PM	--	142.0 (F), 0.87	225.4 (F), 0.88	9.3 (A)	10.7 (B)
Design Year (2037) Holiday Friday Conditions	AM	--	>300 (F), 1.65	>300 (F), 1.35	9.6 (A)	10.1 (B)
	PM	--	>300 (F), 4.64	>300 (F), 5.35	10.3 (B)	12.7 (B)
Existing (2017) Holiday Saturday Conditions	AM	--	19.6 (C)	23.9 (C)	8.5 (A)	8.3 (A)
	PM	--	21.5 (C)	21.2 (C)	8.3 (A)	8.3 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	37.0 (E), 0.34	48.6 (E), 0.28	9.3 (A)	8.9 (A)
	PM	--	79.1 (F), 0.71	53.4 (F), 0.37	9.1 (A)	9.1 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	185.2 (F), 0.97	263.0 (F), 0.96	10.3 (B)	9.7 (A)
	PM	--	>300 (F), 2.13	>300 (F), 1.16	9.9 (A)	10.0 (A)
2: Sweet Home Road/Joe Hough Road and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	14.5 (B)	17.1 (C)	8.3 (A)	8.2 (A)
	PM	--	13.0 (B)	19.1 (C)	8.4 (A)	8.1 (A)
Design Year (2022) Average Weekday Conditions	AM	--	24.5 (C)	31.1 (D)	9.0 (A)	9.1 (A)
	PM	--	18.5 (C)	39.9 (E), 0.07	9.4 (A)	8.9 (A)
Design Year (2037) Average Weekday Conditions	AM	--	51.6 (F), 0.35	67.3 (F), 0.23	9.8 (A)	9.9 (A)
	PM	--	31.6 (D)	88.3 (F), 0.22	10.4 (B)	9.6 (A)

Existing (2017) Holiday Friday Conditions	AM	--	15.8 (C)	20.3 (C)	8.1 (A)	8.5 (A)
	PM	--	21.5 (C)	28.6 (D)	8.4 (A)	9.1 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	27.5 (D)	38.6 (E), 0.08	8.6 (A)	9.4 (A)
	PM	--	67.1 (F), 0.46	81.0 (F), 0.14	9.3 (A)	10.6 (B)
Design Year (2037) Holiday Friday Conditions	AM	--	75.0 (F), 0.54	84.7 (F), 0.23	9.3 (A)	10.5 (B)
	PM	--	>300 (F), 1.90	>300 (F), 0.68	10.3 (B)	12.5 (B)
Existing (2017) Holiday Saturday Conditions	AM	--	14.8 (B)	16.8 (C)	8.1 (A)	8.4 (A)
	PM	--	19.9 (C)	23.2 (C)	8.3 (A)	8.8 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	25.2 (D)	28.7 (D)	8.8 (A)	9.2 (A)
	PM	--	39.0 (E), 0.28	44.8 (E), 0.07	9.0 (A)	9.7 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	61.7 (F), 0.47	54.1 (F), 0.08	9.4 (A)	10.2 (B)
	PM	--	162.2 (F), 0.82	106.5 (F), 0.22	9.7 (A)	10.9 (B)
3: SH-259A (S) and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	18.4 (C)	20.5 (C)	8.3 (A)	8.4 (A)
	PM	--	18.2 (C)	18.7 (C)	8.3 (A)	8.2 (A)
Design Year (2022) Average Weekday Conditions	AM	--	31.6 (D)	43.9 (E), 0.35	8.9 (A)	9.2 (A)
	PM	--	33.3 (D)	47.3 (E), 0.42	9.1 (A)	9.0 (A)
Design Year (2037) Average Weekday Conditions	AM	--	72.1 (F), 0.30	194.6 (F), 0.95	9.6 (A)	10.0 (B)
	PM	--	66.0 (F), 0.17	265.2 (F), 1.18	10.0 (A)	9.7 (A)
Existing (2017) Holiday Friday Conditions	AM	--	20.9 (C)	18.4 (C)	8.0 (A)	8.5 (A)
	PM	--	27.4 (D)	37.8 (E), 0.39	8.4 (A)	9.3 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	46.3 (E), 0.20	42.5 (E), 0.45	8.6 (A)	9.5 (A)
	PM	--	96.2 (F), 0.50	>300 (F), 1.31	9.1 (A)	11.0 (B)
Design Year (2037) Holiday Friday Conditions	AM	--	162.2 (F), 0.64	244.8 (F), 1.19	9.2 (A)	10.5 (B)
	PM	--	>300 (F), 2.38	>300 (F), 7.06	10.0 (B)	13.4 (B)

Existing (2017) Holiday Saturday Conditions	AM	--	20.2 (C)	22.4 (C)	7.9 (A)	8.5 (A)
	PM	--	34.0 (D)	37.7 (E), 0.58	8.2 (A)	9.1 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	45.2 (E), 0.25	145.3 (F), 1.08	8.5 (A)	9.5 (A)
	PM	--	106.2 (F), 0.44	294.5 (F), 1.42	8.8 (A)	10.2 (B)
Design Year (2037) Holiday Saturday Conditions	AM	--	192.2 (F), 0.78	>300 (F), 3.23	9.0 (A)	10.7 (B)
	PM	--	>300 (F), 2.29	>300 (F), 5.53	9.4 (A)	12.1 (B)
4: SH-259A (N) and US 259 (One-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB Left
Existing (2017) Average Weekday Conditions	AM	--	--	17.6 (C)	0.0 (A)	8.5 (A)
	PM	--	--	15.4 (C)	0.0 (A)	8.3 (A)
Design Year (2022) Average Weekday Conditions	AM	--	--	287.8 (F), 1.47	0.0 (A)	9.8 (A)
	PM	--	--	>300 (F), 2.13	0.0 (A)	9.8 (A)
Design Year (2037) Average Weekday Conditions	AM	--	--	>300 (F), 3.00	0.0 (A)	11.1 (B)
	PM	--	--	>300 (F), 4.33	0.0 (A)	11.0 (B)
Existing (2017) Holiday Friday Conditions	AM	--	--	18.2 (C)	0.0 (A)	8.6 (A)
	PM	--	--	28.9 (D)	0.0 (A)	9.2 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	--	287.6 (F), 1.48	0.0 (A)	10.0 (B)
	PM	--	--	>300 (F), 4.54	0.0 (A)	12.2 (B)
Design Year (2037) Holiday Friday Conditions	AM	--	--	>300 (F), 3.26	0.0 (A)	11.6 (B)
	PM	--	--	>300 (F), 27.7	0.0 (A)	16.6 (C)
Existing (2017) Holiday Saturday Conditions	AM	--	--	25.8 (D)	0.0 (A)	9.0 (A)
	PM	--	--	26.8 (D)	0.0 (A)	9.0 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	--	>300 (F), 3.35	0.0 (A)	11.2 (B)
	PM	--	--	>300 (F), 3.78	0.0 (A)	11.5 (B)
Design Year (2037) Holiday Saturday Conditions	AM	--	--	>300 (F), 12.9	0.0 (A)	14.9 (B)
	PM	--	--	>300 (F), 16.1	0.0 (A)	15.2 (C)

5: Old Hochatown Road/Pinyon Road and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	21.2 (C)	17.2 (C)	8.3 (A)	8.4 (A)
	PM	--	16.0 (C)	17.7 (C)	8.4 (A)	8.2 (A)
Design Year (2022) Average Weekday Conditions	AM	--	38.5 (E), 0.14	28.6 (D)	9.0 (A)	9.0 (A)
	PM	--	24.6 (C)	32.7 (D)	9.3 (A)	8.9 (A)
Design Year (2037) Average Weekday Conditions	AM	--	92.5 (F), 0.38	71.4 (F), 0.45	9.8 (A)	9.8 (A)
	PM	--	47.3 (E), 0.12	78.9 (F), 0.40	10.2 (B)	9.6 (A)
Existing (2017) Holiday Friday Conditions	AM	--	18.9 (C)	17.0 (C)	8.1 (A)	8.5 (A)
	PM	--	23.8 (C)	24.3 (C)	8.4 (A)	9.1 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	30.7 (D)	27.2 (D)	8.6 (A)	9.1 (A)
	PM	--	58.5 (F), 0.10	61.9 (F), 0.31	9.3 (A)	10.3 (B)
Design Year (2037) Holiday Friday Conditions	AM	--	72.3 (F), 0.36	79.4 (F), 0.68	9.2 (A)	10.0 (A)
	PM	--	192.0 (F), 0.38	>300 (F), 1.14	10.2 (B)	12.1 (B)
Existing (2017) Holiday Saturday Conditions	AM	--	21.3 (C)	19.9 (C)	8.3 (A)	8.6 (A)
	PM	--	26.2 (D)	23.6 (C)	8.4 (A)	9.1 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	42.9 (E), 0.11	42.8 (E), 0.36	8.9 (A)	9.5 (A)
	PM	--	64.4 (F), 0.26	58.1 (F), 0.35	9.2 (A)	10.2 (B)
Design Year (2037) Holiday Saturday Conditions	AM	--	115.6 (F), 0.35	213.4 (F), 1.02	9.7 (A)	10.7 (B)
	PM	--	>300 (F), 1.03	>300 (F), 1.23	10.1 (B)	12.0 (B)
6: Stevens Gap Road and US 259 (One-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB Left
Existing (2017) Average Weekday Conditions	AM	--	--	17.6 (C)	0.0 (A)	8.4 (A)
	PM	--	--	18.3 (C)	0.0 (A)	8.3 (A)
Design Year (2022) Average Weekday Conditions	AM	--	--	40.5 (E), 0.39	0.0 (A)	9.0 (A)
	PM	--	--	41.3 (E), 0.42	0.0 (A)	9.1 (A)

Design Year (2037) Average Weekday Conditions	AM	--	--	92.5 (F), 0.74	0.0 (A)	9.9 (A)
	PM	--	--	184.7 (F), 1.03	0.0 (A)	9.9 (A)
Existing (2017) Holiday Friday Conditions	AM	--	--	16.9 (C)	0.0 (A)	8.4 (A)
	PM	--	--	26.4 (D)	0.0 (A)	9.0 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	--	32.2 (D)	0.0 (A)	9.1 (A)
	PM	--	--	122.0 (F), 0.97	0.0 (A)	10.1 (B)
Design Year (2037) Holiday Friday Conditions	AM	--	--	141.2 (F), 1.01	0.0 (A)	10.1 (B)
	PM	--	--	>300 (F), 2.55	0.0 (A)	11.7 (B)
Existing (2017) Holiday Saturday Conditions	AM	--	--	24.9 (C)	0.0 (A)	9.1 (A)
	PM	--	--	54.5 (F), 0.78	0.0 (A)	9.5 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	--	189.1 (F), 1.21	0.0 (A)	10.6 (B)
	PM	--	--	>300 (F), 2.09	0.0 (A)	11.2 (B)
Design Year (2037) Holiday Saturday Conditions	AM	--	--	>300 (F), 3.45	0.0 (A)	13.1 (B)
	PM	--	--	>300 (F), 7.28	0.0 (A)	14.4 (B)
7: Carson Creek Road/Juniper and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	12.8 (B)	22.9 (C)	8.4 (A)	8.4 (A)
	PM	--	12.4 (B)	21.9 (C)	8.3 (A)	8.2 (A)
Design Year (2022) Average Weekday Conditions	AM	--	14.8 (B)	36.9 (E), 0.31	8.8 (A)	8.8 (A)
	PM	--	15.8 (C)	51.5 (F), 0.45	9.0 (A)	8.7 (A)
Design Year (2037) Average Weekday Conditions	AM	--	22.0 (C)	132.8 (F), 0.80	9.5 (A)	9.4 (A)
	PM	--	24.0 (C)	263.0 (F), 1.17	9.8 (A)	9.4 (A)
Existing (2017) Holiday Friday Conditions	AM	--	12.7 (B)	16.0 (C)	8.0 (A)	8.0 (A)
	PM	--	13.6 (B)	21.4 (C)	8.1 (A)	8.5 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	17.1 (C)	26.4 (D)	8.5 (A)	8.5 (A)
	PM	--	20.8 (C)	53.1 (F), 0.42	8.7 (A)	9.3 (A)

Design Year (2037) Holiday Friday Conditions	AM	--	24.1 (C)	62.0 (F), 0.58	8.9 (A)	9.0 (A)
	PM	--	36.0 (E), 0.16	269.9 (F), 1.15	9.3 (A)	10.2 (B)
Existing (2017) Holiday Saturday Conditions	AM	--	10.6 (B)	17.8 (C)	7.7 (A)	8.2 (A)
	PM	--	14.2 (B)	26.1 (D)	7.9 (A)	8.5 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	12.6 (B)	40.9 (E), 0.55	8.1 (A)	8.8 (A)
	PM	--	19.6 (C)	96.9 (F), 0.86	8.3 (A)	9.3 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	16.8 (C)	215.7 (F), 1.22	8.4 (A)	9.5 (A)
	PM	--	32.9 (D)	>300 (F), 2.18	8.7 (A)	10.3 (B)
8: Lukfata Trail and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	11.7 (B)	15.5 (C)	8.0 (A)	7.9 (A)
	PM	--	11.9 (B)	15.9 (C)	8.1 (A)	7.9 (A)
Design Year (2022) Average Weekday Conditions	AM	--	15.5 (C)	23.5 (C)	8.5 (A)	8.3 (A)
	PM	--	17.2 (C)	27.7 (D)	8.8 (A)	8.3 (A)
Design Year (2037) Average Weekday Conditions	AM	--	27.4 (D)	42.4 (E), 0.07	9.1 (A)	8.7 (A)
	PM	--	33.7 (D)	57.6 (F), 0.09	9.5 (A)	8.7 (A)
Existing (2017) Holiday Friday Conditions	AM	--	10.9 (B)	13.7 (B)	7.9 (A)	7.7 (A)
	PM	--	13.0 (B)	16.8 (C)	8.1 (A)	8.0 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	14.1 (B)	20.1 (C)	8.4 (A)	8.1 (A)
	PM	--	23.2 (C)	31.1 (D)	8.9 (A)	8.5 (A)
Design Year (2037) Holiday Friday Conditions	AM	--	20.3 (C)	31.6 (D)	8.9 (A)	8.4 (A)
	PM	--	92.3 (F), 0.90	67.7 (F), 0.10	9.8 (A)	9.0 (A)
Existing (2017) Holiday Saturday Conditions	AM	--	10.7 (B)	12.7 (B)	7.8 (A)	7.6 (A)
	PM	--	11.6 (B)	15.0 (C)	8.0 (A)	7.7 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	13.7 (B)	18.5 (C)	8.3 (A)	8.0 (A)
	PM	--	16.7 (C)	24.7 (C)	8.6 (A)	8.1 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	19.2 (C)	27.5 (D)	8.7 (A)	8.2 (A)
	PM	--	35.8 (E), 0.65	45.3 (E), 0.07	9.2 (A)	8.4 (A)

9: Choate Road/Lucian Sorrel Road and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	10.5 (B)	14.2 (B)	7.9 (A)	7.9 (A)
	PM	--	10.5 (B)	14.2 (B)	7.9 (A)	7.8 (A)
Design Year (2022) Average Weekday Conditions	AM	--	12.1 (B)	19.1 (C)	8.3 (A)	8.2 (A)
	PM	--	12.9 (B)	23.7 (C)	8.5 (A)	8.2 (A)
Design Year (2037) Average Weekday Conditions	AM	--	14.5 (B)	29.6 (D)	8.7 (A)	8.6 (A)
	PM	--	16.5 (C)	36.9 (E), 0.11	9.0 (A)	8.6 (A)
Existing (2017) Holiday Friday Conditions	AM	--	10.0 (B)	13.0 (B)	7.7 (A)	7.6 (A)
	PM	--	10.6 (B)	18.1 (C)	8.1 (A)	7.9 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	11.8 (B)	19.4 (C)	8.1 (A)	7.9 (A)
	PM	--	12.5 (B)	31.5 (D)	8.7 (A)	8.3 (A)
Design Year (2037) Holiday Friday Conditions	AM	--	14.2 (B)	27.5 (D)	8.4 (A)	8.2 (A)
	PM	--	16.1 (C)	62.5 (F), 0.23	9.4 (A)	8.6 (A)
Existing (2017) Holiday Saturday Conditions	AM	--	9.8 (A)	12.3 (B)	7.7 (A)	7.6 (A)
	PM	--	9.8 (A)	13.2 (B)	7.7 (A)	7.6 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	11.2 (B)	17.1 (C)	8.0 (A)	7.9 (A)
	PM	--	11.6 (B)	20.4 (C)	8.1 (A)	8.0 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	12.6 (B)	22.2 (C)	8.3 (A)	8.1 (A)
	PM	--	13.6 (B)	30.3 (D)	8.4 (A)	8.2 (A)
10: Penner Road/Last Resort and US 259 (Two-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB Left
Existing (2017) Average Weekday Conditions	AM	--	11.3 (B)	12.8 (B)	7.8 (A)	7.9 (A)
	PM	--	10.6 (B)	12.6 (B)	7.8 (A)	7.8 (A)
Design Year (2022) Average Weekday Conditions	AM	--	12.8 (B)	15.7 (C)	8.1 (A)	8.2 (A)
	PM	--	12.6 (B)	17.4 (C)	8.3 (A)	8.2 (A)
Design Year (2037) Average Weekday Conditions	AM	--	16.2 (C)	20.1 (C)	8.5 (A)	8.6 (A)
	PM	--	15.6 (C)	22.4 (C)	8.7 (A)	8.5 (A)
Existing (2017) Holiday Friday Conditions	AM	--	10.1 (B)	10.8 (B)	7.6 (A)	7.6 (A)
	PM	--	10.0 (B)	11.8 (B)	7.8 (A)	7.7 (A)

Design Year (2022) Holiday Friday Conditions	AM	--	11.8 (B)	13.5 (B)	8.0 (A)	7.9 (A)
	PM	--	11.9 (B)	16.3 (C)	8.3 (A)	8.2 (A)
Design Year (2037) Holiday Friday Conditions	AM	--	14.2 (B)	15.8 (C)	8.2 (A)	8.2 (A)
	PM	--	14.1 (B)	20.9 (C)	8.6 (A)	8.5 (A)
Existing (2017) Holiday Saturday Conditions	AM	--	9.9 (A)	10.7 (B)	7.6 (A)	7.6 (A)
	PM	--	9.6 (A)	10.6 (B)	7.6 (A)	7.6 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	11.2 (B)	13.1 (B)	7.9 (A)	7.9 (A)
	PM	--	10.9 (B)	13.2 (B)	7.9 (A)	8.0 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	12.9 (B)	15.1 (C)	8.1 (A)	8.1 (A)
	PM	--	12.5 (B)	15.3 (C)	8.1 (A)	8.2 (A)
11: Golf Course Road and US 259 (One-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB	SB Left
Existing (2017) Average Weekday Conditions	AM	--	--	12.3 (B)	0.0 (A)	7.9 (A)
	PM	--	--	11.9 (B)	0.0 (A)	7.8 (A)
Design Year (2022) Average Weekday Conditions	AM	--	--	15.8 (C)	0.0 (A)	8.2 (A)
	PM	--	--	15.9 (C)	0.0 (A)	8.2 (A)
Design Year (2037) Average Weekday Conditions	AM	--	--	20.1 (C)	0.0 (A)	8.6 (A)
	PM	--	--	20.7 (C)	0.0 (A)	8.5 (A)
Existing (2017) Holiday Friday Conditions	AM	--	--	11.0 (B)	0.0 (A)	7.6 (A)
	PM	--	--	12.0 (B)	0.0 (A)	7.8 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	--	13.3 (B)	0.0 (A)	7.9 (A)
	PM	--	--	16.4 (C)	0.0 (A)	8.2 (A)
Design Year (2037) Holiday Friday Conditions	AM	--	--	15.4 (C)	0.0 (A)	8.2 (A)
	PM	--	--	21.3 (C)	0.0 (A)	8.5 (A)
Existing (2017) Holiday Saturday Conditions	AM	--	--	10.6 (B)	0.0 (A)	7.6 (A)
	PM	--	--	10.7 (B)	0.0 (A)	7.6 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	--	13.1 (B)	0.0 (A)	7.9 (A)
	PM	--	--	13.4 (B)	0.0 (A)	8.0 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	--	15.0 (C)	0.0 (A)	8.1 (A)
	PM	--	--	15.8 (C)	0.0 (A)	8.2 (A)

12: Stevens Road and US 259 (One-Way Stop Controlled)						
Scenario	Peak Hour	Intersection	EB	WB	NB Left	SB
Existing (2017) Average Weekday Conditions	AM	--	9.8 (A)	--	7.7 (A)	0.0 (A)
	PM	--	9.8 (A)	--	7.8 (A)	0.0 (A)
Design Year (2022) Average Weekday Conditions	AM	--	10.8 (B)	--	8.1 (A)	0.0 (A)
	PM	--	11.3 (B)	--	8.2 (A)	0.0 (A)
Design Year (2037) Average Weekday Conditions	AM	--	12.1 (B)	--	8.4 (A)	0.0 (A)
	PM	--	12.8 (B)	--	8.6 (A)	0.0 (A)
Existing (2017) Holiday Friday Conditions	AM	--	9.2 (A)	--	7.6 (A)	0.0 (A)
	PM	--	9.9 (A)	--	7.8 (A)	0.0 (A)
Design Year (2022) Holiday Friday Conditions	AM	--	10.2 (B)	--	7.9 (A)	0.0 (A)
	PM	--	11.3 (B)	--	8.2 (A)	0.0 (A)
Design Year (2037) Holiday Friday Conditions	AM	--	11.0 (B)	--	8.2 (A)	0.0 (A)
	PM	--	12.7 (B)	--	8.6 (A)	0.0 (A)
Existing (2017) Holiday Saturday Conditions	AM	--	9.2 (A)	--	7.5 (A)	0.0 (A)
	PM	--	9.2 (A)	--	7.6 (A)	0.0 (A)
Design Year (2022) Holiday Saturday Conditions	AM	--	10.1 (B)	--	7.8 (A)	0.0 (A)
	PM	--	10.0 (B)	--	7.9 (A)	0.0 (A)
Design Year (2037) Holiday Saturday Conditions	AM	--	10.8 (B)	--	8.0 (A)	0.0 (A)
	PM	--	10.7 (B)	--	8.1 (A)	0.0 (A)

Synchro Worksheets

Existing (2017) - Average Weekday
1: US 259 & Sherry Ln

9/25/2017

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	39	3	32	23	10	3	30	405	24	8	435	41	
Future Vol, veh/h	39	3	32	23	10	3	30	405	24	8	435	41	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	
Heavy Vehicles, %	8	2	2	2	2	2	2	8	2	8	8	2	
Mvmt Flow	40	3	33	23	10	3	31	413	24	8	444	42	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	974	980	465	986	989	426	486	0	0	438	0	0
Stage 1	481	481	-	487	487	-	-	-	-	-	-	-
Stage 2	493	499	-	499	502	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	225	250	597	227	247	628	1077	-	-	1091	-	-
Stage 1	555	554	-	562	550	-	-	-	-	-	-	-
Stage 2	547	544	-	554	542	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	209	238	597	205	235	628	1077	-	-	1091	-	-
Mov Cap-2 Maneuver	209	238	-	205	235	-	-	-	-	-	-	-
Stage 1	534	548	-	541	529	-	-	-	-	-	-	-
Stage 2	514	523	-	516	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	24	0.6	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1077	-	-	293	226	1091	-	-
HCM Lane V/C Ratio	0.028	-	-	0.258	0.163	0.007	-	-
HCM Control Delay (s)	8.4	0	-	21.5	24	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.6	0	-	-

Existing (2017) - Average Weekday
2: US 259 & Sweet Home Rd/Joe Hough Rd

9/25/2017

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	14	5	1	3	8	435	4	1	435	9
Future Vol, veh/h	7	1	14	5	1	3	8	435	4	1	435	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	7	1	14	5	1	3	8	444	4	1	444	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	915	915	448	920	917	446	453	0	0	448	0	0
Stage 1	451	451	-	462	462	-	-	-	-	-	-	-
Stage 2	464	464	-	458	455	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	253	273	611	251	272	612	1108	-	-	1112	-	-
Stage 1	588	571	-	580	565	-	-	-	-	-	-	-
Stage 2	578	564	-	583	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	270	611	242	269	612	1108	-	-	1112	-	-
Mov Cap-2 Maneuver	249	270	-	242	269	-	-	-	-	-	-	-
Stage 1	582	570	-	574	559	-	-	-	-	-	-	-
Stage 2	568	558	-	568	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	17.1	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	402	307	1112	-
HCM Lane V/C Ratio	0.007	-	-	0.056	0.03	0.001	-
HCM Control Delay (s)	8.3	0	-	14.5	17.1	8.2	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Existing (2017) - Average Weekday
 3: US 259 & Dwy/SH-259A (S)

9/25/2017

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	6	2	4	23	3	10	3	422	20	15	418	5	
Future Vol, veh/h	6	2	4	23	3	10	3	422	20	15	418	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2	
Mvmt Flow	7	2	4	25	3	11	3	464	22	16	459	5	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	983	987	462	979	979	475	465	0	0	486	0	0
Stage 1	495	495	-	481	481	-	-	-	-	-	-	-
Stage 2	488	492	-	498	498	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	228	247	600	229	250	590	1096	-	-	1077	-	-
Stage 1	556	546	-	566	554	-	-	-	-	-	-	-
Stage 2	561	548	-	554	544	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	217	241	600	222	244	590	1096	-	-	1077	-	-
Mov Cap-2 Maneuver	217	241	-	222	244	-	-	-	-	-	-	-
Stage 1	554	535	-	564	552	-	-	-	-	-	-	-
Stage 2	545	546	-	537	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.4	20.5	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	282	271	1077	-
HCM Lane V/C Ratio	0.003	-	-	0.047	0.146	0.015	-
HCM Control Delay (s)	8.3	0	-	18.4	20.5	8.4	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-

Existing (2017) - Average Weekday
4: US 259 & SH-259A (N)

9/25/2017

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	35	45	393	45	33	403
Future Vol, veh/h	35	45	393	45	33	403
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	40	51	447	51	38	458

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1005	472	0	0	498	0
Stage 1	472	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	268	592	-	-	1066	-
Stage 1	628	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	592	-	-	1066	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	17.6		0		0.6
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 375	1066	-
HCM Lane V/C Ratio	-	- 0.242	0.035	-
HCM Control Delay (s)	-	- 17.6	8.5	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.9	0.1	-

Existing (2017) - Average Weekday
5: US 259 & Pinyon Rd/Old Hochatown Rd

9/25/2017

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	3	1	11	1	11	3	425	10	10	424	11
Future Vol, veh/h	9	3	1	11	1	11	3	425	10	10	424	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	10	3	1	12	1	12	3	467	11	11	466	12
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	980	979	472	975	979	473	478	0	0	478	0	0
Stage 1	494	494	-	479	479	-	-	-	-	-	-	-
Stage 2	486	485	-	496	500	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	250	592	231	250	591	1084	-	-	1084	-	-
Stage 1	557	546	-	568	555	-	-	-	-	-	-	-
Stage 2	563	552	-	556	543	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	220	246	592	225	246	591	1084	-	-	1084	-	-
Mov Cap-2 Maneuver	220	246	-	225	246	-	-	-	-	-	-	-
Stage 1	555	538	-	566	553	-	-	-	-	-	-	-
Stage 2	548	550	-	544	535	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	21.2			17.2			0.1			0.2		
HCM LOS	C			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1084	-	-	237	321	1084	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.06	0.079	0.01	-	-				
HCM Control Delay (s)	8.3	0	-	21.2	17.2	8.4	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-				

Existing (2017) - Average Weekday
6: US 259 & Stevens Gap Rd

9/25/2017

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	33	15	412	33	9	412
Future Vol, veh/h	33	15	412	33	9	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	37	17	458	37	10	458

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	954	476	0	0	494	0
Stage 1	476	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	287	589	-	-	1070	-
Stage 1	625	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	589	-	-	1070	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	17.6		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 338	1070	-
HCM Lane V/C Ratio	-	- 0.158	0.009	-
HCM Control Delay (s)	-	- 17.6	8.4	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0	-

Existing (2017) - Average Weekday
7: US 259 & Juniper/Carson Creek Rd

9/25/2017

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	13	29	1	8	5	369	23	6	394	2
Future Vol, veh/h	1	1	13	29	1	8	5	369	23	6	394	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
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	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	16	36	1	10	6	456	28	7	486	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	990	998	488	993	986	470	489	0	0	484	0	0
Stage 1	502	502	-	482	482	-	-	-	-	-	-	-
Stage 2	488	496	-	511	504	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	225	244	580	224	248	594	1074	-	-	1079	-	-
Stage 1	552	542	-	565	553	-	-	-	-	-	-	-
Stage 2	561	545	-	545	541	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	218	240	580	214	244	594	1074	-	-	1079	-	-
Mov Cap-2 Maneuver	218	240	-	214	244	-	-	-	-	-	-	-
Stage 1	548	537	-	560	549	-	-	-	-	-	-	-
Stage 2	546	541	-	524	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	22.9	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1074	-	-	481	248	1079	-	-
HCM Lane V/C Ratio	0.006	-	-	0.039	0.189	0.007	-	-
HCM Control Delay (s)	8.4	0	-	12.8	22.9	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-

Existing (2017) - Average Weekday
8: US 259 & Lukfata Trail

9/25/2017

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	107	1	1	1	58	289	1	1	254	16
Future Vol, veh/h	10	0	107	1	1	1	58	289	1	1	254	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	11	0	119	1	1	1	64	321	1	1	282	18
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	744	291	804	753	322	300	0	0	322	0	0
Stage 1	293	293	-	451	451	-	-	-	-	-	-	-
Stage 2	452	451	-	353	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	330	343	748	301	339	719	1261	-	-	1238	-	-
Stage 1	715	670	-	588	571	-	-	-	-	-	-	-
Stage 2	587	571	-	664	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	313	321	748	241	318	719	1261	-	-	1238	-	-
Mov Cap-2 Maneuver	313	321	-	241	318	-	-	-	-	-	-	-
Stage 1	671	669	-	552	536	-	-	-	-	-	-	-
Stage 2	549	536	-	558	663	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.7			15.5			1.3			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1261	-	-	669	345	1238	-	-				
HCM Lane V/C Ratio	0.051	-	-	0.194	0.01	0.001	-	-				
HCM Control Delay (s)	8	0	-	11.7	15.5	7.9	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0	0	-	-				

Existing (2017) - Average Weekday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

9/25/2017

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	38	6	1	3	31	265	4	1	227	8
Future Vol, veh/h	2	2	38	6	1	3	31	265	4	1	227	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	2	2	44	7	1	3	36	308	5	1	264	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	656	656	269	677	659	310	273	0	0	313	0	0
Stage 1	271	271	-	383	383	-	-	-	-	-	-	-
Stage 2	385	385	-	294	276	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	385	770	367	384	730	1290	-	-	1247	-	-
Stage 1	735	685	-	640	612	-	-	-	-	-	-	-
Stage 2	638	611	-	714	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	366	372	770	335	371	730	1290	-	-	1247	-	-
Mov Cap-2 Maneuver	366	372	-	335	371	-	-	-	-	-	-	-
Stage 1	710	684	-	618	591	-	-	-	-	-	-	-
Stage 2	612	590	-	670	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	14.2	0.8	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	698	405	1247	-
HCM Lane V/C Ratio	0.028	-	-	0.07	0.029	0.001	-
HCM Control Delay (s)	7.9	0	-	10.5	14.2	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-

Existing (2017) - Average Weekday
10: US 259 & Penner Rd/Last Resort

9/25/2017




Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	4	1	1	1	4	264	2	1	231	1
Future Vol, veh/h	1	1	4	1	1	1	4	264	2	1	231	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	1	1	5	1	1	1	5	322	2	1	282	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	619	619	282	621	618	323	283	0	0	324	0	0
Stage 1	285	285	-	333	333	-	-	-	-	-	-	-
Stage 2	334	334	-	288	285	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	401	404	757	400	405	718	1279	-	-	1236	-	-
Stage 1	722	676	-	681	644	-	-	-	-	-	-	-
Stage 2	680	643	-	720	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	402	757	395	403	718	1279	-	-	1236	-	-
Mov Cap-2 Maneuver	398	402	-	395	403	-	-	-	-	-	-	-
Stage 1	718	675	-	678	641	-	-	-	-	-	-	-
Stage 2	674	640	-	713	675	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.3			12.8			0.1			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1279	-	-	583	468	1236	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.013	0.008	0.001	-	-				
HCM Control Delay (s)	7.8	0	-	11.3	12.8	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Existing (2017) - Average Weekday
11: US 259 & Golf Course Rd

9/25/2017

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	1	259	7	1	223
Future Vol, veh/h	10	1	259	7	1	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	11	1	294	8	1	253

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	554	298	0	0	302	0
Stage 1	298	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	493	741	-	-	1259	-
Stage 1	753	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	493	741	-	-	1259	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.3		0		0
HCM LOS	B				




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 508	1259	-
HCM Lane V/C Ratio	-	- 0.025	0.001	-
HCM Control Delay (s)	-	- 12.3	7.9	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Existing (2017) - Average Weekday
12: US 259 & Stevens Rd

9/25/2017

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	8	252	207	1
Future Vol, veh/h	1	17	8	252	207	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	12	12	2
Mvmt Flow	1	20	9	293	241	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	553	241	242	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	494	798	1324	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	798	1324	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1324	-	771	-	-
HCM Lane V/C Ratio	0.007	-	0.027	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Existing (2017) - Average Weekday
1: US 259 & Sherry Ln

9/25/2017

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	20	3	35	22	3	8	32	388	29	17	392	73
Future Vol, veh/h	20	3	35	22	3	8	32	388	29	17	392	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	2	2	2	2	2	2	8	2	8	8	2
Mvmt Flow	21	3	37	23	3	8	34	408	31	18	413	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	984	993	451	998	1016	424	489	0	0	439	0	0
Stage 1	487	487	-	491	491	-	-	-	-	-	-	-
Stage 2	497	506	-	507	525	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	222	245	608	223	238	630	1074	-	-	1090	-	-
Stage 1	551	550	-	559	548	-	-	-	-	-	-	-
Stage 2	544	540	-	548	529	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	206	229	608	197	223	630	1074	-	-	1090	-	-
Mov Cap-2 Maneuver	206	229	-	197	223	-	-	-	-	-	-	-
Stage 1	528	537	-	536	525	-	-	-	-	-	-	-
Stage 2	511	517	-	500	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.6	22.6	0.6	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1074	-	-	346	239	1090	-	-
HCM Lane V/C Ratio	0.031	-	-	0.176	0.145	0.016	-	-
HCM Control Delay (s)	8.5	0	-	17.6	22.6	8.4	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0.1	-	-

Existing (2017) - Average Weekday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

9/25/2017

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	14	4	1	1	17	398	1	2	464	24
Future Vol, veh/h	2	1	14	4	1	1	17	398	1	2	464	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	2	1	14	4	1	1	18	410	1	2	478	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	942	941	491	949	953	411	503	0	0	411	0	0
Stage 1	495	495	-	446	446	-	-	-	-	-	-	-
Stage 2	447	446	-	503	507	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	243	263	578	240	259	641	1061	-	-	1148	-	-
Stage 1	556	546	-	591	574	-	-	-	-	-	-	-
Stage 2	591	574	-	551	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	237	257	578	229	253	641	1061	-	-	1148	-	-
Mov Cap-2 Maneuver	237	257	-	229	253	-	-	-	-	-	-	-
Stage 1	544	545	-	578	561	-	-	-	-	-	-	-
Stage 2	576	561	-	535	538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	19.1	0.3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	465	261	1148	-	-
HCM Lane V/C Ratio	0.017	-	-	0.038	0.024	0.002	-	-
HCM Control Delay (s)	8.4	0	-	13	19.1	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-

Existing (2017) - Average Weekday
3: US 259 & Dwy/SH-259A (S)

9/25/2017

Intersection													
Int Delay, s/veh	1.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	1	4	1	28	1	16	3	379	19	16	461	3	
Future Vol, veh/h	1	4	1	28	1	16	3	379	19	16	461	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2	
Mvmt Flow	1	4	1	29	1	17	3	395	20	17	480	3	
Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	935	936	482	929	928	405	483	0	0	415	0	0	
Stage 1	515	515	-	411	411	-	-	-	-	-	-	-	
Stage 2	420	421	-	518	517	-	-	-	-	-	-	-	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	
Pot Cap-1 Maneuver	246	265	584	248	268	646	1080	-	-	1144	-	-	
Stage 1	543	535	-	618	595	-	-	-	-	-	-	-	
Stage 2	611	589	-	541	534	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	235	259	584	240	262	646	1080	-	-	1144	-	-	
Mov Cap-2 Maneuver	235	259	-	240	262	-	-	-	-	-	-	-	
Stage 1	541	524	-	616	593	-	-	-	-	-	-	-	
Stage 2	592	587	-	525	523	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	18.2			18.7			0.1			0.3			
HCM LOS	C			C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1080	-	-	280	310	1144	-	-					
HCM Lane V/C Ratio	0.003	-	-	0.022	0.151	0.015	-	-					
HCM Control Delay (s)	8.3	0	-	18.2	18.7	8.2	0	-					
HCM Lane LOS	A	A	-	C	C	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-					

Existing (2017) - Average Weekday
4: US 259 & SH-259A (N)

9/25/2017

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	25	32	373	23	34	455
Future Vol, veh/h	25	32	373	23	34	455
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	26	34	393	24	36	479

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	956	405	0	0	417	0
Stage 1	405	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	286	646	-	-	1142	-
Stage 1	673	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	646	-	-	1142	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.4		0		0.6
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	1142
HCM Lane V/C Ratio	-	-	0.148	0.031
HCM Control Delay (s)	-	-	15.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Existing (2017) - Average Weekday
5: US 259 & Pinyon Rd/Old Hochatown Rd

9/25/2017

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	1	3	9	2	6	1	394	10	6	477	6
Future Vol, veh/h	2	1	3	9	2	6	1	394	10	6	477	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	1	3	10	2	6	1	424	11	6	513	6
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	964	966	516	962	963	429	519	0	0	434	0	0
Stage 1	529	529	-	431	431	-	-	-	-	-	-	-
Stage 2	435	437	-	531	532	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	235	255	559	235	256	626	1047	-	-	1126	-	-
Stage 1	533	527	-	603	583	-	-	-	-	-	-	-
Stage 2	600	579	-	532	526	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	230	253	559	231	254	626	1047	-	-	1126	-	-
Mov Cap-2 Maneuver	230	253	-	231	254	-	-	-	-	-	-	-
Stage 1	532	523	-	602	582	-	-	-	-	-	-	-
Stage 2	591	578	-	524	522	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16			17.7			0			0.1		
HCM LOS	C			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1047	-	-	333	301	1126	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.019	0.061	0.006	-	-				
HCM Control Delay (s)	8.4	0	-	16	17.7	8.2	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

Existing (2017) - Average Weekday
6: US 259 & Stevens Gap Rd

9/25/2017

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	41	11	408	34	10	448
Future Vol, veh/h	41	11	408	34	10	448
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	43	12	429	36	11	472

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	940	447	0	0	465	0
Stage 1	447	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	293	612	-	-	1096	-
Stage 1	644	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	289	612	-	-	1096	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	18.3		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 325	1096	-
HCM Lane V/C Ratio	-	- 0.168	0.01	-
HCM Control Delay (s)	-	- 18.3	8.3	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0	-

Existing (2017) - Average Weekday
7: US 259 & Juniper/Carson Creek Rd

9/25/2017

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	13	40	1	5	3	342	34	6	425	2
Future Vol, veh/h	1	1	13	40	1	5	3	342	34	6	425	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	15	45	1	6	3	384	38	7	478	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	905	921	479	910	903	403	480	0	0	422	0	0
Stage 1	492	492	-	410	410	-	-	-	-	-	-	-
Stage 2	413	429	-	500	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	270	587	255	277	647	1082	-	-	1137	-	-
Stage 1	558	548	-	619	595	-	-	-	-	-	-	-
Stage 2	616	584	-	553	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	252	267	587	246	274	647	1082	-	-	1137	-	-
Mov Cap-2 Maneuver	252	267	-	246	274	-	-	-	-	-	-	-
Stage 1	556	544	-	617	593	-	-	-	-	-	-	-
Stage 2	607	582	-	534	543	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			21.9			0.1			0.1		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1082	-	-	502	264	1137	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.034	0.196	0.006	-	-				
HCM Control Delay (s)	8.3	0	-	12.4	21.9	8.2	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-				

Existing (2017) - Average Weekday
8: US 259 & Lukfata Trail

9/25/2017

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	115	1	1	1	67	280	1	1	287	15
Future Vol, veh/h	8	1	115	1	1	1	67	280	1	1	287	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	9	1	124	1	1	1	72	301	1	1	309	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	766	765	317	827	773	302	325	0	0	302	0	0
Stage 1	319	319	-	446	446	-	-	-	-	-	-	-
Stage 2	447	446	-	381	327	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	320	333	724	291	330	738	1235	-	-	1259	-	-
Stage 1	693	653	-	591	574	-	-	-	-	-	-	-
Stage 2	591	574	-	641	648	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	301	309	724	228	307	738	1235	-	-	1259	-	-
Mov Cap-2 Maneuver	301	309	-	228	307	-	-	-	-	-	-	-
Stage 1	644	652	-	550	534	-	-	-	-	-	-	-
Stage 2	548	534	-	530	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	15.9	1.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1235	-	-	657	333	1259	-	-
HCM Lane V/C Ratio	0.058	-	-	0.203	0.01	0.001	-	-
HCM Control Delay (s)	8.1	0	-	11.9	15.9	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0	0	-	-

Existing (2017) - Average Weekday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

9/25/2017

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	38	5	1	1	35	245	9	1	260	5
Future Vol, veh/h	2	2	38	5	1	1	35	245	9	1	260	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	2	2	40	5	1	1	36	255	9	1	271	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	610	614	273	629	611	260	276	0	0	265	0	0
Stage 1	276	276	-	333	333	-	-	-	-	-	-	-
Stage 2	334	338	-	296	278	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	407	407	766	395	409	779	1287	-	-	1299	-	-
Stage 1	730	682	-	681	644	-	-	-	-	-	-	-
Stage 2	680	641	-	712	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	395	393	766	363	395	779	1287	-	-	1299	-	-
Mov Cap-2 Maneuver	395	393	-	363	395	-	-	-	-	-	-	-
Stage 1	706	681	-	659	623	-	-	-	-	-	-	-
Stage 2	656	620	-	672	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	14.2	1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	703	398	1299	-
HCM Lane V/C Ratio	0.028	-	-	0.062	0.018	0.001	-
HCM Control Delay (s)	7.9	0	-	10.5	14.2	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-

Existing (2017) - Average Weekday
10: US 259 & Penner Rd/Last Resort

9/25/2017

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	8	2	1	1	3	244	1	1	256	3
Future Vol, veh/h	1	1	8	2	1	1	3	244	1	1	256	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	1	1	9	2	1	1	3	271	1	1	284	3
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	567	567	286	571	568	272	288	0	0	272	0	0
Stage 1	288	288	-	278	278	-	-	-	-	-	-	-
Stage 2	279	279	-	293	290	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	433	753	432	432	767	1274	-	-	1291	-	-
Stage 1	720	674	-	728	680	-	-	-	-	-	-	-
Stage 2	728	680	-	715	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	431	753	425	430	767	1274	-	-	1291	-	-
Mov Cap-2 Maneuver	431	431	-	425	430	-	-	-	-	-	-	-
Stage 1	718	673	-	726	678	-	-	-	-	-	-	-
Stage 2	724	678	-	705	671	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.6			12.6			0.1			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1274	-	-	655	480	1291	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.017	0.009	0.001	-	-				
HCM Control Delay (s)	7.8	0	-	10.6	12.6	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Existing (2017) - Average Weekday
11: US 259 & Golf Course Rd

9/25/2017

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	237	9	1	246
Future Vol, veh/h	14	4	237	9	1	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	15	4	260	10	1	270

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	538	265	0	0	270	0
Stage 1	265	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	504	774	-	-	1293	-
Stage 1	779	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	503	774	-	-	1293	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.9		0		0
HCM LOS	B				




Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	545	1293	-
HCM Lane V/C Ratio	-	-	0.036	0.001	-
HCM Control Delay (s)	-	-	11.9	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Existing (2017) - Average Weekday
12: US 259 & Stevens Rd

9/25/2017

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	18	10	231	229	1
Future Vol, veh/h	1	18	10	231	229	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	12	12	2
Mvmt Flow	1	20	11	254	252	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	528	252	253	0	0
Stage 1	252	-	-	-	-
Stage 2	276	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	511	787	1312	-	-
Stage 1	790	-	-	-	-
Stage 2	771	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	506	787	1312	-	-
Mov Cap-2 Maneuver	506	-	-	-	-
Stage 1	790	-	-	-	-
Stage 2	763	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	765	-	-
HCM Lane V/C Ratio	0.008	-	0.027	-	-
HCM Control Delay (s)	7.8	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Existing (2017) - Holiday Friday
 1: US 259 & Sherry Ln

9/25/2017

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	3	35	23	9	6	24	438	21	6	370	21
Future Vol, veh/h	32	3	35	23	9	6	24	438	21	6	370	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	37	3	40	26	10	7	28	503	24	7	425	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1034	437	1044	1034	516	449	0	0	528	0	0
Stage 1	451	451	-	571	571	-	-	-	-	-	-	-
Stage 2	579	583	-	473	463	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	212	232	620	207	232	559	1111	-	-	1039	-	-
Stage 1	588	571	-	506	505	-	-	-	-	-	-	-
Stage 2	501	499	-	572	564	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	195	222	620	185	222	559	1111	-	-	1039	-	-
Mov Cap-2 Maneuver	195	222	-	185	222	-	-	-	-	-	-	-
Stage 1	567	566	-	488	487	-	-	-	-	-	-	-
Stage 2	467	481	-	527	559	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	25.8	0.4	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	299	216	1039	-
HCM Lane V/C Ratio	0.025	-	-	0.269	0.202	0.007	-
HCM Control Delay (s)	8.3	0	-	21.4	25.8	8.5	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.7	0	-

Existing (2017) - Holiday Friday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

9/25/2017

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	1	17	5	1	1	20	503	8	4	335	13
Future Vol, veh/h	12	1	17	5	1	1	20	503	8	4	335	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	7	2
Mvmt Flow	13	1	18	5	1	1	22	541	9	4	360	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	965	968	367	973	971	545	374	0	0	549	0	0
Stage 1	376	376	-	588	588	-	-	-	-	-	-	-
Stage 2	589	592	-	385	383	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	234	254	678	231	253	538	1184	-	-	1021	-	-
Stage 1	645	616	-	495	496	-	-	-	-	-	-	-
Stage 2	494	494	-	638	612	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	227	246	678	219	245	538	1184	-	-	1021	-	-
Mov Cap-2 Maneuver	227	246	-	219	245	-	-	-	-	-	-	-
Stage 1	628	613	-	482	483	-	-	-	-	-	-	-
Stage 2	479	481	-	617	609	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	20.3	0.3	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	366	243	1021	-
HCM Lane V/C Ratio	0.018	-	-	0.088	0.031	0.004	-
HCM Control Delay (s)	8.1	0	-	15.8	20.3	8.5	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-

Existing (2017) - Holiday Friday
 3: US 259 & Dwy/SH-259A (S)

9/25/2017

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	1	1	30	3	23	18	416	82	16	321	16
Future Vol, veh/h	15	1	1	30	3	23	18	416	82	16	321	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	16	1	1	32	3	24	19	438	86	17	338	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	913	942	346	900	907	481	355	0	0	524	0	0
Stage 1	380	380	-	519	519	-	-	-	-	-	-	-
Stage 2	533	562	-	381	388	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	254	263	697	259	276	585	1204	-	-	1043	-	-
Stage 1	642	614	-	540	533	-	-	-	-	-	-	-
Stage 2	531	510	-	641	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	233	252	697	249	264	585	1204	-	-	1043	-	-
Mov Cap-2 Maneuver	233	252	-	249	264	-	-	-	-	-	-	-
Stage 1	627	602	-	528	521	-	-	-	-	-	-	-
Stage 2	494	498	-	626	597	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	18.4	0.3	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1204	-	-	244	327	1043	-	-
HCM Lane V/C Ratio	0.016	-	-	0.073	0.18	0.016	-	-
HCM Control Delay (s)	8	0	-	20.9	18.4	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0	-	-

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	42	52	397	57	48	311
Future Vol, veh/h	42	52	397	57	48	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	48	60	456	66	55	357

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	957	489	0	0	522	0
Stage 1	489	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	286	579	-	-	1044	-
Stage 1	616	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	267	579	-	-	1044	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	18.2		0		1.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 380	1044	-
HCM Lane V/C Ratio	-	- 0.284	0.053	-
HCM Control Delay (s)	-	- 18.2	8.6	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 1.2	0.2	-

Existing (2017) - Holiday Friday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

9/25/2017

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	5	19	1	27	5	428	16	17	335	13
Future Vol, veh/h	10	1	5	19	1	27	5	428	16	17	335	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	11	1	6	22	1	31	6	492	18	20	385	15




Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	961	954	393	948	952	501	400	0	0	510	0	0
Stage 1	432	432	-	513	513	-	-	-	-	-	-	-
Stage 2	529	522	-	435	439	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	236	259	656	241	259	570	1159	-	-	1055	-	-
Stage 1	602	582	-	544	536	-	-	-	-	-	-	-
Stage 2	533	531	-	600	578	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	217	251	656	232	251	570	1159	-	-	1055	-	-
Mov Cap-2 Maneuver	217	251	-	232	251	-	-	-	-	-	-	-
Stage 1	598	568	-	540	532	-	-	-	-	-	-	-
Stage 2	499	527	-	579	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	17	0.1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1159	-	-	277	353	1055	-	-
HCM Lane V/C Ratio	0.005	-	-	0.066	0.153	0.019	-	-
HCM Control Delay (s)	8.1	0	-	18.9	17	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.1	-	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	26	350	85	34	315
Future Vol, veh/h	50	26	350	85	34	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	54	28	380	92	37	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	427	0	0	473	0
Stage 1	427	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	334	628	-	-	1089	-
Stage 1	658	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	628	-	-	1089	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	16.9		0		0.8
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	385	1089
HCM Lane V/C Ratio	-	-	0.215	0.034
HCM Control Delay (s)	-	-	16.9	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1

Existing (2017) - Holiday Friday
 7: US 259 & Juniper/Carson Creek Rd

9/25/2017

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	6	32	1	10	8	282	31	14	311	1
Future Vol, veh/h	3	1	6	32	1	10	8	282	31	14	311	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	3	1	7	36	1	11	9	313	34	16	346	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	731	743	346	729	726	331	347	0	0	348	0	0
Stage 1	377	377	-	348	348	-	-	-	-	-	-	-
Stage 2	354	366	-	381	378	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	337	343	697	338	351	711	1212	-	-	1211	-	-
Stage 1	644	616	-	668	634	-	-	-	-	-	-	-
Stage 2	663	623	-	641	615	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	325	334	697	328	342	711	1212	-	-	1211	-	-
Mov Cap-2 Maneuver	325	334	-	328	342	-	-	-	-	-	-	-
Stage 1	638	606	-	662	628	-	-	-	-	-	-	-
Stage 2	646	617	-	624	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	16	0.2	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1212	-	-	480	375	1211	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.127	0.013	-
HCM Control Delay (s)	8	0	-	12.7	16	8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-

Existing (2017) - Holiday Friday
8: US 259 & Lukfata Trail

9/25/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	81	1	1	1	73	222	1	1	219	11
Future Vol, veh/h	10	0	81	1	1	1	73	222	1	1	219	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	11	0	86	1	1	1	78	236	1	1	233	12
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	634	634	239	676	639	237	245	0	0	237	0	0
Stage 1	241	241	-	392	392	-	-	-	-	-	-	-
Stage 2	393	393	-	284	247	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	392	397	800	367	394	802	1321	-	-	1330	-	-
Stage 1	762	706	-	633	606	-	-	-	-	-	-	-
Stage 2	632	606	-	723	702	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	370	370	800	310	367	802	1321	-	-	1330	-	-
Mov Cap-2 Maneuver	370	370	-	310	367	-	-	-	-	-	-	-
Stage 1	710	705	-	590	565	-	-	-	-	-	-	-
Stage 2	587	565	-	644	701	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.9			13.7			1.9			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1321	-	-	709	417	1330	-	-				
HCM Lane V/C Ratio	0.059	-	-	0.137	0.008	0.001	-	-				
HCM Control Delay (s)	7.9	0	-	10.9	13.7	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0	0	-	-				

Existing (2017) - Holiday Friday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

9/25/2017

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	49	8	1	1	48	183	2	2	174	5
Future Vol, veh/h	6	1	49	8	1	1	48	183	2	2	174	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	6	1	51	8	1	1	49	189	2	2	179	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	476	476	182	501	478	190	185	0	0	191	0	0
Stage 1	186	186	-	289	289	-	-	-	-	-	-	-
Stage 2	290	290	-	212	189	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	499	488	861	480	486	852	1390	-	-	1383	-	-
Stage 1	816	746	-	719	673	-	-	-	-	-	-	-
Stage 2	718	672	-	790	744	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	482	468	861	437	466	852	1390	-	-	1383	-	-
Mov Cap-2 Maneuver	482	468	-	437	466	-	-	-	-	-	-	-
Stage 1	784	745	-	691	647	-	-	-	-	-	-	-
Stage 2	688	646	-	741	743	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	13	1.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1390	-	-	783	462	1383	-
HCM Lane V/C Ratio	0.036	-	-	0.074	0.022	0.001	-
HCM Control Delay (s)	7.7	0	-	10	13	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-

Existing (2017) - Holiday Friday
 10: US 259 & Penner Rd/Last Resort

9/25/2017

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	3	1	1	1	7	182	1	1	177	1
Future Vol, veh/h	1	1	3	1	1	1	7	182	1	1	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	3	1	1	1	7	186	1	1	181	1




Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	385	384	181	386	385	186	182	0	0	187	0	0
Stage 1	183	183	-	201	201	-	-	-	-	-	-	-
Stage 2	202	201	-	185	184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	573	550	862	573	549	856	1393	-	-	1387	-	-
Stage 1	819	748	-	801	735	-	-	-	-	-	-	-
Stage 2	800	735	-	817	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	568	546	862	567	545	856	1393	-	-	1387	-	-
Mov Cap-2 Maneuver	568	546	-	567	545	-	-	-	-	-	-	-
Stage 1	814	747	-	796	731	-	-	-	-	-	-	-
Stage 2	793	731	-	812	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.8	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1393	-	-	707	629	1387	-	-
HCM Lane V/C Ratio	0.005	-	-	0.007	0.005	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.1	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	1	165	19	1	169
Future Vol, veh/h	10	1	165	19	1	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	11	1	174	20	1	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	364	184	0	0	194	0
Stage 1	184	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	592	858	-	-	1379	-
Stage 1	818	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	592	858	-	-	1379	-
Mov Cap-2 Maneuver	592	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 609	1379	-
HCM Lane V/C Ratio	-	- 0.019	0.001	-
HCM Control Delay (s)	-	- 11	7.6	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	23	31	135	147	1
Future Vol, veh/h	1	23	31	135	147	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	10	10	2
Mvmt Flow	1	23	32	138	150	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	352	151	151	0	0
Stage 1	151	-	-	-	-
Stage 2	201	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	646	895	1430	-	-
Stage 1	877	-	-	-	-
Stage 2	833	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	630	895	1430	-	-
Mov Cap-2 Maneuver	630	-	-	-	-
Stage 1	877	-	-	-	-
Stage 2	813	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	880	-	-
HCM Lane V/C Ratio	0.022	-	0.028	-	-
HCM Control Delay (s)	7.6	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Existing (2017) - Holiday Friday
1: US 259 & Sherry Ln

9/25/2017

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	5	32	22	4	6	29	690	22	7	421	33
Future Vol, veh/h	22	5	32	22	4	6	29	690	22	7	421	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	23	5	33	23	4	6	30	719	23	7	439	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1266	1272	456	1281	1279	730	473	0	0	742	0	0
Stage 1	470	470	-	791	791	-	-	-	-	-	-	-
Stage 2	796	802	-	490	488	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	168	604	142	166	422	1089	-	-	865	-	-
Stage 1	574	560	-	383	401	-	-	-	-	-	-	-
Stage 2	380	396	-	560	550	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	135	158	604	125	156	422	1089	-	-	865	-	-
Mov Cap-2 Maneuver	135	158	-	125	156	-	-	-	-	-	-	-
Stage 1	547	554	-	365	382	-	-	-	-	-	-	-
Stage 2	353	377	-	518	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.3	36.3	0.3	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1089	-	-	238	148	865	-	-
HCM Lane V/C Ratio	0.028	-	-	0.258	0.225	0.008	-	-
HCM Control Delay (s)	8.4	0	-	25.3	36.3	9.2	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.8	0	-	-

Existing (2017) - Holiday Friday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

9/25/2017

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	20	4	1	1	20	697	1	4	462	14
Future Vol, veh/h	14	1	20	4	1	1	20	697	1	4	462	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	7	2
Mvmt Flow	14	1	21	4	1	1	21	719	1	4	476	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1253	1253	484	1263	1259	719	491	0	0	720	0	0
Stage 1	492	492	-	760	760	-	-	-	-	-	-	-
Stage 2	761	761	-	503	499	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	149	172	583	147	171	428	1072	-	-	882	-	-
Stage 1	558	548	-	398	414	-	-	-	-	-	-	-
Stage 2	398	414	-	551	544	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	144	165	583	137	164	428	1072	-	-	882	-	-
Mov Cap-2 Maneuver	144	165	-	137	164	-	-	-	-	-	-	-
Stage 1	540	545	-	385	400	-	-	-	-	-	-	-
Stage 2	383	400	-	527	541	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	28.6	0.2	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	254	159	882	-
HCM Lane V/C Ratio	0.019	-	-	0.142	0.039	0.005	-
HCM Control Delay (s)	8.4	0	-	21.5	28.6	9.1	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-

Existing (2017) - Holiday Friday
 3: US 259 & Dwy/SH-259A (S)

9/25/2017

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	5	10	41	1	23	10	602	100	31	429	29
Future Vol, veh/h	12	5	10	41	1	23	10	602	100	31	429	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	13	5	11	44	1	24	11	640	106	33	456	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1266	1306	472	1261	1268	694	487	0	0	747	0	0
Stage 1	538	538	-	715	715	-	-	-	-	-	-	-
Stage 2	728	768	-	546	553	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	160	592	147	168	443	1076	-	-	861	-	-
Stage 1	527	522	-	422	434	-	-	-	-	-	-	-
Stage 2	415	411	-	522	514	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	130	149	592	133	156	443	1076	-	-	861	-	-
Mov Cap-2 Maneuver	130	149	-	133	156	-	-	-	-	-	-	-
Stage 1	518	494	-	414	426	-	-	-	-	-	-	-
Stage 2	384	404	-	480	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.4	37.8	0.1	0.6
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	189	177	861	-	-
HCM Lane V/C Ratio	0.01	-	-	0.152	0.391	0.038	-	-
HCM Control Delay (s)	8.4	0	-	27.4	37.8	9.3	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.7	0.1	-	-

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	59	69	575	62	56	430
Future Vol, veh/h	59	69	575	62	56	430
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	61	72	599	65	58	448

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1196	631	0	0	664	0
Stage 1	631	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	206	481	-	-	925	-
Stage 1	530	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	189	481	-	-	925	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	925	-
HCM Lane V/C Ratio	-	-	0.474	0.063	-
HCM Control Delay (s)	-	-	28.9	9.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-

Existing (2017) - Holiday Friday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

9/25/2017

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	3	1	2	11	1	9	2	630	12	23	473	4
Future Vol, veh/h	3	1	2	11	1	9	2	630	12	23	473	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	3	1	2	12	1	10	2	670	13	24	503	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1240	1241	505	1237	1237	677	507	0	0	683	0	0
Stage 1	554	554	-	681	681	-	-	-	-	-	-	-
Stage 2	686	687	-	556	556	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	152	175	567	153	176	453	1058	-	-	910	-	-
Stage 1	517	514	-	440	450	-	-	-	-	-	-	-
Stage 2	438	447	-	515	513	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	144	168	567	147	169	453	1058	-	-	910	-	-
Mov Cap-2 Maneuver	144	168	-	147	169	-	-	-	-	-	-	-
Stage 1	515	495	-	439	449	-	-	-	-	-	-	-
Stage 2	426	446	-	493	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.8	24.3	0	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	198	209	910	-	-
HCM Lane V/C Ratio	0.002	-	-	0.032	0.107	0.027	-	-
HCM Control Delay (s)	8.4	0	-	23.8	24.3	9.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	78	32	460	132	31	347
Future Vol, veh/h	78	32	460	132	31	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	87	36	511	147	34	386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1038	584	0	0	658	0
Stage 1	584	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	256	512	-	-	930	-
Stage 1	557	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	244	512	-	-	930	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	26.4		0		0.7
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 288	930	-
HCM Lane V/C Ratio	-	- 0.424	0.037	-
HCM Control Delay (s)	-	- 26.4	9	0
HCM Lane LOS	-	- D	A	A
HCM 95th %tile Q(veh)	-	- 2	0.1	-

Existing (2017) - Holiday Friday
 7: US 259 & Juniper/Carson Creek Rd

9/25/2017

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	3	1	8	34	1	4	13	417	62	12	336	1
Future Vol, veh/h	3	1	8	34	1	4	13	417	62	12	336	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	3	1	9	37	1	4	14	453	67	13	365	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	910	941	366	912	907	487	366	0	0	521	0	0
Stage 1	392	392	-	515	515	-	-	-	-	-	-	-
Stage 2	518	549	-	397	392	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	255	263	679	255	276	581	1193	-	-	1045	-	-
Stage 1	633	606	-	543	535	-	-	-	-	-	-	-
Stage 2	541	516	-	629	606	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	246	254	679	245	267	581	1193	-	-	1045	-	-
Mov Cap-2 Maneuver	246	254	-	245	267	-	-	-	-	-	-	-
Stage 1	622	596	-	534	526	-	-	-	-	-	-	-
Stage 2	527	507	-	610	596	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.6			21.4			0.2			0.3		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1193	-	-	430	261	1045	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.03	0.162	0.012	-	-				
HCM Control Delay (s)	8.1	0	-	13.6	21.4	8.5	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-				

Existing (2017) - Holiday Friday
8: US 259 & Lukfata Trail

9/25/2017

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	1	74	1	1	1	95	327	1	1	274	18
Future Vol, veh/h	17	1	74	1	1	1	95	327	1	1	274	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	18	1	78	1	1	1	100	344	1	1	288	19
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	846	845	298	884	854	345	307	0	0	345	0	0
Stage 1	300	300	-	545	545	-	-	-	-	-	-	-
Stage 2	546	545	-	339	309	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	282	300	741	266	296	698	1254	-	-	1214	-	-
Stage 1	709	666	-	523	519	-	-	-	-	-	-	-
Stage 2	522	519	-	676	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	259	270	741	219	266	698	1254	-	-	1214	-	-
Mov Cap-2 Maneuver	259	270	-	219	266	-	-	-	-	-	-	-
Stage 1	639	665	-	471	468	-	-	-	-	-	-	-
Stage 2	469	468	-	603	659	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13			16.8			1.8			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1254	-	-	544	307	1214	-	-				
HCM Lane V/C Ratio	0.08	-	-	0.178	0.01	0.001	-	-				
HCM Control Delay (s)	8.1	0	-	13	16.8	8	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0	0	-	-				

Existing (2017) - Holiday Friday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

9/25/2017

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	1	1	37	8	1	1	87	238	20	1	248	8
Future Vol, veh/h	1	1	37	8	1	1	87	238	20	1	248	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	43	9	1	1	100	274	23	1	285	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	778	789	290	799	782	285	294	0	0	297	0	0
Stage 1	292	292	-	485	485	-	-	-	-	-	-	-
Stage 2	486	497	-	314	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	314	323	749	304	326	754	1268	-	-	1264	-	-
Stage 1	716	671	-	563	552	-	-	-	-	-	-	-
Stage 2	563	545	-	697	668	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	290	292	749	265	295	754	1268	-	-	1264	-	-
Mov Cap-2 Maneuver	290	292	-	265	295	-	-	-	-	-	-	-
Stage 1	648	670	-	510	500	-	-	-	-	-	-	-
Stage 2	508	493	-	656	667	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	18.1	2	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	693	286	1264	-	-
HCM Lane V/C Ratio	0.079	-	-	0.065	0.04	0.001	-	-
HCM Control Delay (s)	8.1	0	-	10.6	18.1	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.1	0	-	-

Existing (2017) - Holiday Friday
 10: US 259 & Penner Rd/Last Resort

9/25/2017

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	18	1	1	1	8	230	1	1	238	1
Future Vol, veh/h	1	1	18	1	1	1	8	230	1	1	238	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	19	1	1	1	8	242	1	1	251	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	514	513	251	522	513	243	252	0	0	243	0	0
Stage 1	253	253	-	259	259	-	-	-	-	-	-	-
Stage 2	261	260	-	263	254	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	471	465	788	465	465	796	1313	-	-	1323	-	-
Stage 1	751	698	-	746	694	-	-	-	-	-	-	-
Stage 2	744	693	-	742	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	467	461	788	450	461	796	1313	-	-	1323	-	-
Mov Cap-2 Maneuver	467	461	-	450	461	-	-	-	-	-	-	-
Stage 1	746	697	-	741	689	-	-	-	-	-	-	-
Stage 2	737	688	-	722	696	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	11.8	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	737	531	1323	-	-
HCM Lane V/C Ratio	0.006	-	-	0.029	0.006	0.001	-	-
HCM Control Delay (s)	7.8	0	-	10	11.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	1	210	22	2	220
Future Vol, veh/h	20	1	210	22	2	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	22	1	233	24	2	244

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	495	246	0	0	258	0
Stage 1	246	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	534	793	-	-	1307	-
Stage 1	795	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	533	793	-	-	1307	-
Mov Cap-2 Maneuver	533	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12		0		0.1
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	1307	-
HCM Lane V/C Ratio	-	-	0.043	0.002	-
HCM Control Delay (s)	-	-	12	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	20	33	178	202	4
Future Vol, veh/h	2	20	33	178	202	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	10	10	2
Mvmt Flow	2	24	39	209	238	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	527	240	242	0	0
Stage 1	240	-	-	-	-
Stage 2	287	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	512	799	1324	-	-
Stage 1	800	-	-	-	-
Stage 2	762	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	495	799	1324	-	-
Mov Cap-2 Maneuver	495	-	-	-	-
Stage 1	800	-	-	-	-
Stage 2	737	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1324	-	757	-	-
HCM Lane V/C Ratio	0.029	-	0.034	-	-
HCM Control Delay (s)	7.8	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Existing (2017) - Holiday Saturday
1: US 259 & Sherry Ln

9/25/2017

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	3	23	16	1	7	55	383	34	5	404	16	
Future Vol, veh/h	16	3	23	16	1	7	55	383	34	5	404	16	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87	
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2	
Mvmt Flow	18	3	26	18	1	8	63	440	39	6	464	18	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1076	1091	474	1086	1080	460	483	0	0	479	0	0
Stage 1	485	485	-	586	586	-	-	-	-	-	-	-
Stage 2	591	606	-	500	494	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	197	215	590	194	218	601	1080	-	-	1083	-	-
Stage 1	563	552	-	496	497	-	-	-	-	-	-	-
Stage 2	493	487	-	553	546	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	181	196	590	171	199	601	1080	-	-	1083	-	-
Mov Cap-2 Maneuver	181	196	-	171	199	-	-	-	-	-	-	-
Stage 1	518	548	-	456	457	-	-	-	-	-	-	-
Stage 2	446	448	-	521	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	23.9	1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	294	218	1083	-
HCM Lane V/C Ratio	0.059	-	-	0.164	0.127	0.005	-
HCM Control Delay (s)	8.5	0	-	19.6	23.9	8.3	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.4	0	-

Existing (2017) - Holiday Saturday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

9/25/2017

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	11	1	18	1	1	1	15	490	1	1	366	1
Future Vol, veh/h	11	1	18	1	1	1	15	490	1	1	366	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	11	1	19	1	1	1	15	505	1	1	377	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	918	917	378	927	917	506	378	0	0	506	0	0
Stage 1	380	380	-	537	537	-	-	-	-	-	-	-
Stage 2	538	537	-	390	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	252	272	669	249	272	566	1180	-	-	1059	-	-
Stage 1	642	614	-	528	523	-	-	-	-	-	-	-
Stage 2	527	523	-	634	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	267	669	238	267	566	1180	-	-	1059	-	-
Mov Cap-2 Maneuver	247	267	-	238	267	-	-	-	-	-	-	-
Stage 1	630	613	-	518	514	-	-	-	-	-	-	-
Stage 2	516	514	-	615	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	16.8	0.2	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	399	309	1059	-
HCM Lane V/C Ratio	0.013	-	-	0.078	0.01	0.001	-
HCM Control Delay (s)	8.1	0	-	14.8	16.8	8.4	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-

Existing (2017) - Holiday Saturday
 3: US 259 & Dwy/SH-259A (S)

9/25/2017

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	11	3	66	5	68	9	397	96	35	299	12
Future Vol, veh/h	8	11	3	66	5	68	9	397	96	35	299	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	8	11	3	69	5	71	9	414	100	36	311	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	911	923	318	880	879	464	324	0	0	514	0	0
Stage 1	391	391	-	482	482	-	-	-	-	-	-	-
Stage 2	520	532	-	398	397	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	255	270	723	268	286	598	1236	-	-	1052	-	-
Stage 1	633	607	-	565	553	-	-	-	-	-	-	-
Stage 2	539	526	-	628	603	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	213	256	723	248	271	598	1236	-	-	1052	-	-
Mov Cap-2 Maneuver	213	256	-	248	271	-	-	-	-	-	-	-
Stage 1	627	582	-	559	547	-	-	-	-	-	-	-
Stage 2	466	521	-	587	578	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	22.4	0.1	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	260	349	1052	-	-
HCM Lane V/C Ratio	0.008	-	-	0.088	0.415	0.035	-	-
HCM Control Delay (s)	7.9	0	-	20.2	22.4	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2	0.1	-	-

Existing (2017) - Holiday Saturday
4: US 259 & SH-259A (N)

9/25/2017

Intersection

Int Delay, s/veh 5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	58	116	427	46	143	288
Future Vol, veh/h	58	116	427	46	143	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	62	123	454	49	152	306

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1090	479	0	0	503	0
Stage 1	479	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	238	587	-	-	1061	-
Stage 1	623	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	587	-	-	1061	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	448	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	25.8		0		3
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	1061	-
HCM Lane V/C Ratio	-	-	0.523	0.143	-
HCM Control Delay (s)	-	-	25.8	9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.9	0.5	-

Existing (2017) - Holiday Saturday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

9/25/2017

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	2	20	1	18	7	518	18	8	409	7
Future Vol, veh/h	6	1	2	20	1	18	7	518	18	8	409	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	6	1	2	22	1	19	8	557	19	9	440	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1053	1052	444	1044	1047	567	447	0	0	576	0	0
Stage 1	461	461	-	582	582	-	-	-	-	-	-	-
Stage 2	592	591	-	462	465	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	227	614	207	228	523	1113	-	-	997	-	-
Stage 1	581	565	-	499	499	-	-	-	-	-	-	-
Stage 2	493	494	-	580	563	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	192	222	614	202	223	523	1113	-	-	997	-	-
Mov Cap-2 Maneuver	192	222	-	202	223	-	-	-	-	-	-	-
Stage 1	575	558	-	494	494	-	-	-	-	-	-	-
Stage 2	469	489	-	570	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	19.9	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1113	-	-	231	283	997	-
HCM Lane V/C Ratio	0.007	-	-	0.042	0.148	0.009	-
HCM Control Delay (s)	8.3	0	-	21.3	19.9	8.6	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-

Existing (2017) - Holiday Saturday
6: US 259 & Stevens Gap Rd

9/25/2017

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	87	71	390	207	80	257
Future Vol, veh/h	87	71	390	207	80	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	91	74	406	216	83	268

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	948	514	0	0	622	0
Stage 1	514	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	289	560	-	-	959	-
Stage 1	600	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	260	560	-	-	959	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	0	2.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	959
HCM Lane V/C Ratio	-	-	0.481	0.087
HCM Control Delay (s)	-	-	24.9	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.5	0.3

Existing (2017) - Holiday Saturday
 7: US 259 & Juniper/Carson Creek Rd

9/25/2017

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	10	76	1	8	6	261	94	31	226	1
Future Vol, veh/h	1	1	10	76	1	8	6	261	94	31	226	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	1	11	83	1	9	7	284	102	34	246	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	713	246	668	662	335	247	0	0	386	0	0
Stage 1	314	314	-	348	348	-	-	-	-	-	-	-
Stage 2	353	399	-	320	314	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	372	357	793	372	382	707	1319	-	-	1172	-	-
Stage 1	697	656	-	668	634	-	-	-	-	-	-	-
Stage 2	664	602	-	692	656	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	355	342	793	355	366	707	1319	-	-	1172	-	-
Mov Cap-2 Maneuver	355	342	-	355	366	-	-	-	-	-	-	-
Stage 1	692	634	-	663	630	-	-	-	-	-	-	-
Stage 2	650	598	-	658	634	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	17.8	0.1	1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	654	373	1172	-
HCM Lane V/C Ratio	0.005	-	-	0.02	0.248	0.029	-
HCM Control Delay (s)	7.7	0	-	10.6	17.8	8.2	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.1	-

Existing (2017) - Holiday Saturday
8: US 259 & Lukfata Trail

9/25/2017

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	1	94	1	1	1	60	185	1	1	208	10
Future Vol, veh/h	11	1	94	1	1	1	60	185	1	1	208	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	11	1	98	1	1	1	63	193	1	1	217	10
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	543	543	222	591	547	193	227	0	0	194	0	0
Stage 1	224	224	-	318	318	-	-	-	-	-	-	-
Stage 2	319	319	-	273	229	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	451	447	818	419	445	849	1341	-	-	1379	-	-
Stage 1	779	718	-	693	654	-	-	-	-	-	-	-
Stage 2	693	653	-	733	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	423	818	353	421	849	1341	-	-	1379	-	-
Mov Cap-2 Maneuver	431	423	-	353	421	-	-	-	-	-	-	-
Stage 1	738	717	-	656	619	-	-	-	-	-	-	-
Stage 2	654	618	-	644	714	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.7			12.7			1.9			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1341	-	-	742	470	1379	-	-				
HCM Lane V/C Ratio	0.047	-	-	0.149	0.007	0.001	-	-				
HCM Control Delay (s)	7.8	0	-	10.7	12.7	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-				

Existing (2017) - Holiday Saturday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

9/25/2017

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	3	1	47	5	1	1	36	158	3	1	167	4
Future Vol, veh/h	3	1	47	5	1	1	36	158	3	1	167	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	3	1	52	5	1	1	40	174	3	1	184	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	443	444	186	468	444	175	188	0	0	177	0	0
Stage 1	188	188	-	254	254	-	-	-	-	-	-	-
Stage 2	255	256	-	214	190	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	525	508	856	505	508	868	1386	-	-	1399	-	-
Stage 1	814	745	-	750	697	-	-	-	-	-	-	-
Stage 2	749	696	-	788	743	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	510	491	856	462	491	868	1386	-	-	1399	-	-
Mov Cap-2 Maneuver	510	491	-	462	491	-	-	-	-	-	-	-
Stage 1	788	744	-	726	675	-	-	-	-	-	-	-
Stage 2	723	674	-	739	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	12.3	1.4	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1386	-	-	812	500	1399	-	-
HCM Lane V/C Ratio	0.029	-	-	0.069	0.015	0.001	-	-
HCM Control Delay (s)	7.7	0	-	9.8	12.3	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Existing (2017) - Holiday Saturday
 10: US 259 & Penner Rd/Last Resort

9/25/2017

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	1	1	1	5	156	1	2	166	1
Future Vol, veh/h	1	1	5	1	1	1	5	156	1	2	166	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	1	1	6	1	1	1	6	175	1	2	187	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	380	380	187	382	379	176	188	0	0	176	0	0
Stage 1	192	192	-	187	187	-	-	-	-	-	-	-
Stage 2	188	188	-	195	192	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	578	552	855	576	553	867	1386	-	-	1400	-	-
Stage 1	810	742	-	815	745	-	-	-	-	-	-	-
Stage 2	814	745	-	807	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	573	548	855	568	549	867	1386	-	-	1400	-	-
Mov Cap-2 Maneuver	573	548	-	568	549	-	-	-	-	-	-	-
Stage 1	806	741	-	811	741	-	-	-	-	-	-	-
Stage 2	808	741	-	799	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.7	0.2	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1386	-	-	743	634	1400	-	-
HCM Lane V/C Ratio	0.004	-	-	0.011	0.005	0.002	-	-
HCM Control Delay (s)	7.6	0	-	9.9	10.7	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	12	1	152	6	1	157
Future Vol, veh/h	12	1	152	6	1	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	13	1	171	7	1	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	353	174	0	0	178	0
Stage 1	174	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	645	869	-	-	1398	-
Stage 1	856	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	644	869	-	-	1398	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	10.6		0		0
HCM LOS	B				




Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1398	-
HCM Lane V/C Ratio	-	-	0.022	0.001	-
HCM Control Delay (s)	-	-	10.6	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Existing (2017) - Holiday Saturday
12: US 259 & Stevens Rd

9/25/2017

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	24	10	143	134	1
Future Vol, veh/h	1	24	10	143	134	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	1	27	11	163	152	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	338	153	153	0	0
Stage 1	153	-	-	-	-
Stage 2	185	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	658	893	1428	-	-
Stage 1	875	-	-	-	-
Stage 2	847	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	653	893	1428	-	-
Mov Cap-2 Maneuver	653	-	-	-	-
Stage 1	875	-	-	-	-
Stage 2	840	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	880	-	-
HCM Lane V/C Ratio	0.008	-	0.032	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Existing (2017) - Holiday Saturday
1: US 259 & Sherry Ln

9/25/2017

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	40	4	26	19	4	8	28	443	17	6	402	17	
Future Vol, veh/h	40	4	26	19	4	8	28	443	17	6	402	17	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2	
Mvmt Flow	42	4	27	20	4	8	29	461	18	6	419	18	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	975	978	428	985	978	470	436	0	0	479	0	0
Stage 1	440	440	-	529	529	-	-	-	-	-	-	-
Stage 2	535	538	-	456	449	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	231	250	627	227	250	594	1124	-	-	1083	-	-
Stage 1	596	578	-	533	527	-	-	-	-	-	-	-
Stage 2	529	522	-	584	572	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	218	240	627	208	240	594	1124	-	-	1083	-	-
Mov Cap-2 Maneuver	218	240	-	208	240	-	-	-	-	-	-	-
Stage 1	575	574	-	514	509	-	-	-	-	-	-	-
Stage 2	499	504	-	551	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	21.2	0.5	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1124	-	-	290	255	1083	-
HCM Lane V/C Ratio	0.026	-	-	0.251	0.127	0.006	-
HCM Control Delay (s)	8.3	0	-	21.5	21.2	8.3	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1	0.4	0	-

Existing (2017) - Holiday Saturday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

9/25/2017

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	15	3	1	1	13	575	3	1	407	6
Future Vol, veh/h	14	1	15	3	1	1	13	575	3	1	407	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	16	1	17	3	1	1	14	639	3	1	452	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1129	1129	456	1136	1130	641	459	0	0	642	0	0
Stage 1	458	458	-	669	669	-	-	-	-	-	-	-
Stage 2	671	671	-	467	461	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	181	204	604	179	204	475	1102	-	-	943	-	-
Stage 1	583	567	-	447	456	-	-	-	-	-	-	-
Stage 2	446	455	-	576	565	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	177	200	604	171	200	475	1102	-	-	943	-	-
Mov Cap-2 Maneuver	177	200	-	171	200	-	-	-	-	-	-	-
Stage 1	571	566	-	438	447	-	-	-	-	-	-	-
Stage 2	435	446	-	558	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.9	23.2	0.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	275	203	943	-
HCM Lane V/C Ratio	0.013	-	-	0.121	0.027	0.001	-
HCM Control Delay (s)	8.3	0	-	19.9	23.2	8.8	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-

Existing (2017) - Holiday Saturday
 3: US 259 & Dwy/SH-259A (S)

9/25/2017

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	6	1	58	5	68	11	474	105	53	355	19
Future Vol, veh/h	13	6	1	58	5	68	11	474	105	53	355	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	14	7	1	64	6	76	12	527	117	59	394	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1173	1191	405	1136	1142	585	416	0	0	643	0	0
Stage 1	523	523	-	609	609	-	-	-	-	-	-	-
Stage 2	650	668	-	527	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	169	187	646	179	200	511	1143	-	-	942	-	-
Stage 1	537	530	-	482	485	-	-	-	-	-	-	-
Stage 2	458	456	-	535	525	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	130	169	646	160	180	511	1143	-	-	942	-	-
Mov Cap-2 Maneuver	130	169	-	160	180	-	-	-	-	-	-	-
Stage 1	528	487	-	474	477	-	-	-	-	-	-	-
Stage 2	379	448	-	484	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34	37.7	0.2	1.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	146	250	942	-	-
HCM Lane V/C Ratio	0.011	-	-	0.152	0.582	0.063	-	-
HCM Control Delay (s)	8.2	0	-	34	37.7	9.1	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	3.3	0.2	-	-

Existing (2017) - Holiday Saturday
4: US 259 & SH-259A (N)

9/25/2017

Intersection

Int Delay, s/veh 4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	51	138	506	49	101	376
Future Vol, veh/h	51	138	506	49	101	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	53	144	527	51	105	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1155	553	0	0	578	0
Stage 1	553	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	218	533	-	-	996	-
Stage 1	576	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	533	-	-	996	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	26.8		0		1.9
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	357	996	-
HCM Lane V/C Ratio	-	-	0.551	0.106	-
HCM Control Delay (s)	-	-	26.8	9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.2	0.4	-

Existing (2017) - Holiday Saturday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

9/25/2017

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	5	12	1	13	6	627	11	20	460	10
Future Vol, veh/h	10	1	5	12	1	13	6	627	11	20	460	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	11	1	5	13	1	14	6	674	12	22	495	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1244	1242	500	1239	1241	680	505	0	0	686	0	0
Stage 1	543	543	-	693	693	-	-	-	-	-	-	-
Stage 2	701	699	-	546	548	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	151	175	571	152	175	451	1060	-	-	908	-	-
Stage 1	524	520	-	434	445	-	-	-	-	-	-	-
Stage 2	429	442	-	522	517	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	141	168	571	145	168	451	1060	-	-	908	-	-
Mov Cap-2 Maneuver	141	168	-	145	168	-	-	-	-	-	-	-
Stage 1	519	502	-	430	441	-	-	-	-	-	-	-
Stage 2	411	438	-	498	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.2	23.6	0.1	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1060	-	-	187	221	908	-
HCM Lane V/C Ratio	0.006	-	-	0.092	0.127	0.024	-
HCM Control Delay (s)	8.4	0	-	26.2	23.6	9.1	0
HCM Lane LOS	A	A	-	D	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.1	-

Existing (2017) - Holiday Saturday
6: US 259 & Stevens Gap Rd

9/25/2017

Intersection

Int Delay, s/veh 8.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	118	70	498	192	69	332
Future Vol, veh/h	118	70	498	192	69	332
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	126	74	530	204	73	353

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1132	632	0
Stage 1	632	-	-
Stage 2	500	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	225	480	871
Stage 1	530	-	-
Stage 2	609	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	202	480	871
Mov Cap-2 Maneuver	202	-	-
Stage 1	530	-	-
Stage 2	546	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.5	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 258	871	-
HCM Lane V/C Ratio	-	- 0.775	0.084	-
HCM Control Delay (s)	-	- 54.5	9.5	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 5.8	0.3	-

Existing (2017) - Holiday Saturday
 7: US 259 & Juniper/Carson Creek Rd

9/25/2017

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	7	86	1	10	10	363	95	27	258	1
Future Vol, veh/h	1	5	7	86	1	10	10	363	95	27	258	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	6	8	98	1	11	11	413	108	31	293	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	898	294	851	845	466	294	0	0	520	0	0
Stage 1	355	355	-	489	489	-	-	-	-	-	-	-
Stage 2	495	543	-	362	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	279	745	280	300	597	1268	-	-	1046	-	-
Stage 1	662	630	-	561	549	-	-	-	-	-	-	-
Stage 2	556	520	-	657	629	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	264	266	745	263	286	597	1268	-	-	1046	-	-
Mov Cap-2 Maneuver	264	266	-	263	286	-	-	-	-	-	-	-
Stage 1	654	608	-	554	542	-	-	-	-	-	-	-
Stage 2	538	514	-	621	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	26.1	0.2	0.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	406	279	1046	-
HCM Lane V/C Ratio	0.009	-	-	0.036	0.395	0.029	-
HCM Control Delay (s)	7.9	0	-	14.2	26.1	8.5	0
HCM Lane LOS	A	A	-	B	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	1.8	0.1	-

Existing (2017) - Holiday Saturday
8: US 259 & Lukfata Trail

9/25/2017

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	1	95	1	1	1	122	226	1	1	190	23
Future Vol, veh/h	16	1	95	1	1	1	122	226	1	1	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	17	1	100	1	1	1	128	238	1	1	200	24
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	710	710	212	760	721	238	224	0	0	239	0	0
Stage 1	214	214	-	495	495	-	-	-	-	-	-	-
Stage 2	496	496	-	265	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	348	359	828	323	353	801	1345	-	-	1328	-	-
Stage 1	788	725	-	556	546	-	-	-	-	-	-	-
Stage 2	556	545	-	740	717	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	317	319	828	259	314	801	1345	-	-	1328	-	-
Mov Cap-2 Maneuver	317	319	-	259	314	-	-	-	-	-	-	-
Stage 1	701	724	-	495	486	-	-	-	-	-	-	-
Stage 2	493	485	-	649	716	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.6			15			2.8			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1345	-	-	665	362	1328	-	-				
HCM Lane V/C Ratio	0.095	-	-	0.177	0.009	0.001	-	-				
HCM Control Delay (s)	8	0	-	11.6	15	7.7	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0	0	-	-				

Existing (2017) - Holiday Saturday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

9/25/2017

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	39	12	1	1	59	175	9	2	163	4
Future Vol, veh/h	4	1	39	12	1	1	59	175	9	2	163	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	1	40	12	1	1	61	180	9	2	168	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	482	485	170	502	483	185	172	0	0	190	0	0
Stage 1	174	174	-	307	307	-	-	-	-	-	-	-
Stage 2	308	311	-	195	176	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	495	482	874	480	483	857	1405	-	-	1384	-	-
Stage 1	828	755	-	703	661	-	-	-	-	-	-	-
Stage 2	702	658	-	807	753	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	474	457	874	439	458	857	1405	-	-	1384	-	-
Mov Cap-2 Maneuver	474	457	-	439	458	-	-	-	-	-	-	-
Stage 1	787	753	-	669	629	-	-	-	-	-	-	-
Stage 2	666	626	-	767	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	13.2	1.9	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	796	456	1384	-
HCM Lane V/C Ratio	0.043	-	-	0.057	0.032	0.001	-
HCM Control Delay (s)	7.7	0	-	9.8	13.2	7.6	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-

Existing (2017) - Holiday Saturday
 10: US 259 & Penner Rd/Last Resort

9/25/2017

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	1	1	1	1	178	1	1	161	1
Future Vol, veh/h	1	1	7	1	1	1	1	178	1	1	161	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	1	1	7	1	1	1	1	185	1	1	168	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	359	359	168	362	359	186	169	0	0	186	0	0
Stage 1	170	170	-	188	188	-	-	-	-	-	-	-
Stage 2	189	189	-	174	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	596	568	876	594	568	856	1409	-	-	1388	-	-
Stage 1	832	758	-	814	745	-	-	-	-	-	-	-
Stage 2	813	744	-	828	757	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	594	567	876	587	567	856	1409	-	-	1388	-	-
Mov Cap-2 Maneuver	594	567	-	587	567	-	-	-	-	-	-	-
Stage 1	831	757	-	813	744	-	-	-	-	-	-	-
Stage 2	810	743	-	819	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	10.6	0	0
HCM LOS	A	B		




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1409	-	-	787	647	1388	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.005	0.001	-	-
HCM Control Delay (s)	7.6	0	-	9.6	10.6	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Existing (2017) - Holiday Saturday
 11: US 259 & Golf Course Rd

9/25/2017

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	2	161	19	1	140
Future Vol, veh/h	23	2	161	19	1	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	26	2	181	21	1	157

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	352	192	0	0	202	0
Stage 1	192	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	646	850	-	-	1370	-
Stage 1	841	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	645	850	-	-	1370	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	10.7		0		0.1
HCM LOS	B				




Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	658	1370	-
HCM Lane V/C Ratio	-	-	0.043	0.001	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Existing (2017) - Holiday Saturday
12: US 259 & Stevens Rd

9/25/2017

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	33	130	124	3
Future Vol, veh/h	1	17	33	130	124	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	1	19	37	146	139	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	361	141	143	0	0
Stage 1	141	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	638	907	1440	-	-
Stage 1	886	-	-	-	-
Stage 2	817	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	620	907	1440	-	-
Mov Cap-2 Maneuver	620	-	-	-	-
Stage 1	886	-	-	-	-
Stage 2	794	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	884	-	-
HCM Lane V/C Ratio	0.026	-	0.023	-	-
HCM Control Delay (s)	7.6	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Design Year (2022) - Average Weekday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	4	39	28	12	4	36	599	29	10	606	50
Future Vol, veh/h	47	4	39	28	12	4	36	599	29	10	606	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	2	2	2	2	2	2	8	2	8	8	2
Mvmt Flow	52	4	43	31	13	4	40	666	32	11	673	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1494	1501	701	1509	1513	682	729	0	0	698	0	0
Stage 1	723	723	-	762	762	-	-	-	-	-	-	-
Stage 2	771	778	-	747	751	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	98	122	439	99	120	450	875	-	-	871	-	-
Stage 1	408	431	-	397	414	-	-	-	-	-	-	-
Stage 2	384	407	-	405	418	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	110	439	80	109	450	875	-	-	871	-	-
Mov Cap-2 Maneuver	82	110	-	80	109	-	-	-	-	-	-	-
Stage 1	377	422	-	367	383	-	-	-	-	-	-	-
Stage 2	339	376	-	354	409	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.2	78.9	0.5	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	875	-	-	129	94	871	-	-
HCM Lane V/C Ratio	0.046	-	-	0.775	0.52	0.013	-	-
HCM Control Delay (s)	9.3	0	-	93.2	78.9	9.2	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.6	2.3	0	-	-

Design Year (2022) - Average Weekday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	1	17	6	1	4	10	635	5	1	607	11
Future Vol, veh/h	9	1	17	6	1	4	10	635	5	1	607	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	10	1	19	7	1	4	11	706	6	1	674	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1416	1416	681	1424	1420	708	687	0	0	711	0	0
Stage 1	683	683	-	731	731	-	-	-	-	-	-	-
Stage 2	733	733	-	693	689	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	115	137	450	113	136	435	907	-	-	888	-	-
Stage 1	439	449	-	413	427	-	-	-	-	-	-	-
Stage 2	412	426	-	434	446	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	111	134	450	106	133	435	907	-	-	888	-	-
Mov Cap-2 Maneuver	111	134	-	106	133	-	-	-	-	-	-	-
Stage 1	430	448	-	405	418	-	-	-	-	-	-	-
Stage 2	399	417	-	414	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.5	31.1	0.1	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	907	-	-	214	150	888	-	-
HCM Lane V/C Ratio	0.012	-	-	0.14	0.081	0.001	-	-
HCM Control Delay (s)	9	0	-	24.5	31.1	9.1	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Design Year (2022) - Average Weekday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

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	7	2	5	28	4	12	4	620	24	18	586	6
Future Vol, veh/h	7	2	5	28	4	12	4	620	24	18	586	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	8	2	6	31	4	13	4	689	27	20	651	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1414	1418	654	1409	1409	702	658	0	0	716	0	0
Stage 1	694	694	-	711	711	-	-	-	-	-	-	-
Stage 2	720	724	-	698	698	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	115	137	467	116	139	438	930	-	-	885	-	-
Stage 1	433	444	-	424	436	-	-	-	-	-	-	-
Stage 2	419	430	-	431	442	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	105	131	467	109	133	438	930	-	-	885	-	-
Mov Cap-2 Maneuver	105	131	-	109	133	-	-	-	-	-	-	-
Stage 1	430	428	-	421	433	-	-	-	-	-	-	-
Stage 2	399	427	-	408	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.6	43.9	0.1	0.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	151	140	885	-	-
HCM Lane V/C Ratio	0.005	-	-	0.103	0.349	0.023	-	-
HCM Control Delay (s)	8.9	0	-	31.6	43.9	9.2	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.4	0.1	-	-

Design Year (2022) - Average Weekday
4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 46.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	120	117	495	144	126	490
Future Vol, veh/h	120	117	495	144	126	490
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	133	130	550	160	140	544

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1454	630	0	0	710	0
Stage 1	630	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	143	482	-	-	889	-
Stage 1	531	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 111	482	-	-	889	-
Mov Cap-2 Maneuver	~ 111	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	287.8		0		2
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 179	889	-
HCM Lane V/C Ratio	-	- 1.471	0.157	-
HCM Control Delay (s)	-	- 287.8	9.8	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 16.5	0.6	-

Notes

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

Design Year (2022) - Average Weekday
5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	4	1	13	1	13	4	596	12	12	602	13
Future Vol, veh/h	11	4	1	13	1	13	4	596	12	12	602	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	12	4	1	14	1	14	4	662	13	13	669	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1389	1387	676	1384	1388	669	683	0	0	676	0	0
Stage 1	703	703	-	678	678	-	-	-	-	-	-	-
Stage 2	686	684	-	706	710	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	143	453	121	143	458	910	-	-	915	-	-
Stage 1	428	440	-	442	452	-	-	-	-	-	-	-
Stage 2	438	449	-	427	437	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	113	139	453	115	139	458	910	-	-	915	-	-
Mov Cap-2 Maneuver	113	139	-	115	139	-	-	-	-	-	-	-
Stage 1	425	430	-	439	449	-	-	-	-	-	-	-
Stage 2	420	446	-	412	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.5	28.6	0.1	0.2
HCM LOS	E	D		




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	910	-	-	125	182	915	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.165	0.015	-	-
HCM Control Delay (s)	9	0	-	38.5	28.6	9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0	-	-

Design Year (2022) - Average Weekday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	18	580	40	11	587
Future Vol, veh/h	40	18	580	40	11	587
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	44	20	644	44	12	652

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1344	667	0	0	689	0
Stage 1	667	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	129	459	-	-	905	-
Stage 1	448	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	459	-	-	905	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	40.5		0		0.2
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 164	905	-
HCM Lane V/C Ratio	-	- 0.393	0.014	-
HCM Control Delay (s)	-	- 40.5	9	0
HCM Lane LOS	-	- E	A	A
HCM 95th %tile Q(veh)	-	- 1.7	0	-

Design Year (2022) - Average Weekday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	16	35	1	10	6	526	28	7	565	2
Future Vol, veh/h	1	1	16	35	1	10	6	526	28	7	565	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	18	39	1	11	7	584	31	8	628	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1263	1273	629	1267	1259	600	630	0	0	616	0	0
Stage 1	644	644	-	613	613	-	-	-	-	-	-	-
Stage 2	619	629	-	654	646	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	167	482	146	171	501	952	-	-	964	-	-
Stage 1	461	468	-	480	483	-	-	-	-	-	-	-
Stage 2	476	475	-	456	467	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	140	163	482	137	167	501	952	-	-	964	-	-
Mov Cap-2 Maneuver	140	163	-	137	167	-	-	-	-	-	-	-
Stage 1	456	462	-	475	478	-	-	-	-	-	-	-
Stage 2	459	470	-	432	461	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	36.9	0.1	0.1
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	387	163	964	-	-
HCM Lane V/C Ratio	0.007	-	-	0.052	0.314	0.008	-	-
HCM Control Delay (s)	8.8	0	-	14.8	36.9	8.8	0	-
HCM Lane LOS	A	A	-	B	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.3	0	-	-

Design Year (2022) - Average Weekday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	1	130	1	1	1	71	429	1	1	396	19
Future Vol, veh/h	12	1	130	1	1	1	71	429	1	1	396	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	13	1	144	1	1	1	79	477	1	1	440	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1089	1089	451	1161	1098	477	461	0	0	478	0	0
Stage 1	453	453	-	635	635	-	-	-	-	-	-	-
Stage 2	636	636	-	526	463	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	193	215	608	172	213	588	1100	-	-	1084	-	-
Stage 1	586	570	-	467	472	-	-	-	-	-	-	-
Stage 2	466	472	-	535	564	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	177	194	608	121	192	588	1100	-	-	1084	-	-
Mov Cap-2 Maneuver	177	194	-	121	192	-	-	-	-	-	-	-
Stage 1	529	569	-	421	426	-	-	-	-	-	-	-
Stage 2	418	426	-	407	563	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	23.5	1.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	499	198	1084	-	-
HCM Lane V/C Ratio	0.072	-	-	0.318	0.017	0.001	-	-
HCM Control Delay (s)	8.5	0	-	15.5	23.5	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	0.1	0	-	-

Design Year (2022) - Average Weekday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	46	7	1	4	38	399	5	1	363	10
Future Vol, veh/h	2	2	46	7	1	4	38	399	5	1	363	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	2	2	51	8	1	4	42	443	6	1	403	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	944	944	409	969	948	446	414	0	0	449	0	0
Stage 1	411	411	-	531	531	-	-	-	-	-	-	-
Stage 2	533	533	-	438	417	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	242	262	642	233	261	612	1145	-	-	1111	-	-
Stage 1	618	595	-	532	526	-	-	-	-	-	-	-
Stage 2	531	525	-	597	591	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	230	249	642	205	248	612	1145	-	-	1111	-	-
Mov Cap-2 Maneuver	230	249	-	205	248	-	-	-	-	-	-	-
Stage 1	588	594	-	506	500	-	-	-	-	-	-	-
Stage 2	500	499	-	547	590	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	19.1	0.7	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1145	-	-	566	268	1111	-	-
HCM Lane V/C Ratio	0.037	-	-	0.098	0.05	0.001	-	-
HCM Control Delay (s)	8.3	0	-	12.1	19.1	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-

Design Year (2022) - Average Weekday
10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	5	1	1	1	5	398	2	1	368	1
Future Vol, veh/h	1	1	5	1	1	1	5	398	2	1	368	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	1	1	6	1	1	1	6	442	2	1	409	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	868	868	409	869	866	443	410	0	0	444	0	0
Stage 1	412	412	-	454	454	-	-	-	-	-	-	-
Stage 2	456	456	-	415	412	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	273	290	642	272	291	615	1149	-	-	1116	-	-
Stage 1	617	594	-	586	569	-	-	-	-	-	-	-
Stage 2	584	568	-	615	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	288	642	267	289	615	1149	-	-	1116	-	-
Mov Cap-2 Maneuver	270	288	-	267	289	-	-	-	-	-	-	-
Stage 1	613	593	-	582	565	-	-	-	-	-	-	-
Stage 2	578	564	-	608	593	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.8			15.7			0.1			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1149	-	-	468	340	1116	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.017	0.01	0.001	-	-				
HCM Control Delay (s)	8.1	0	-	12.8	15.7	8.2	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Design Year (2022) - Average Weekday
 11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	12	1	391	9	1	358
Future Vol, veh/h	12	1	391	9	1	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	13	1	434	10	1	398

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	839	439	0	0	444	0
Stage 1	439	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	336	618	-	-	1116	-
Stage 1	650	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	336	618	-	-	1116	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	676	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.8		0		0
HCM LOS	C				




Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	348	1116	-
HCM Lane V/C Ratio	-	-	0.042	0.001	-
HCM Control Delay (s)	-	-	15.8	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Design Year (2022) - Average Weekday
12: US 259 & Stevens Rd

10/2/2017

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	21	10	382	338	1
Future Vol, veh/h	1	21	10	382	338	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	12	12	2
Mvmt Flow	1	23	11	424	376	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	823	376	377	0	0
Stage 1	376	-	-	-	-
Stage 2	447	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	343	670	1181	-	-
Stage 1	694	-	-	-	-
Stage 2	644	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	339	670	1181	-	-
Mov Cap-2 Maneuver	339	-	-	-	-
Stage 1	694	-	-	-	-
Stage 2	636	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1181	-	642	-	-
HCM Lane V/C Ratio	0.009	-	0.038	-	-
HCM Control Delay (s)	8.1	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Design Year (2022) - Average Weekday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	4	43	27	4	10	39	587	35	21	570	89
Future Vol, veh/h	24	4	43	27	4	10	39	587	35	21	570	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	2	2	2	2	2	2	8	2	8	8	2
Mvmt Flow	27	4	48	30	4	11	43	652	39	23	633	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1495	1507	683	1514	1537	672	732	0	0	691	0	0
Stage 1	729	729	-	758	758	-	-	-	-	-	-	-
Stage 2	766	778	-	756	779	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	98	121	449	98	116	456	873	-	-	876	-	-
Stage 1	405	428	-	399	415	-	-	-	-	-	-	-
Stage 2	386	407	-	400	406	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	84	106	449	77	102	456	873	-	-	876	-	-
Mov Cap-2 Maneuver	84	106	-	77	102	-	-	-	-	-	-	-
Stage 1	372	409	-	367	381	-	-	-	-	-	-	-
Stage 2	342	374	-	338	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	43.7	68.1	0.6	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	-	169	100	876	-	-
HCM Lane V/C Ratio	0.05	-	-	0.467	0.456	0.027	-	-
HCM Control Delay (s)	9.3	0	-	43.7	68.1	9.2	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.2	2	0.1	-	-

Design Year (2022) - Average Weekday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	17	5	1	1	21	599	1	2	658	29
Future Vol, veh/h	2	1	17	5	1	1	21	599	1	2	658	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	2	1	19	6	1	1	23	666	1	2	731	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1466	1465	747	1475	1481	666	763	0	0	667	0	0
Stage 1	752	752	-	713	713	-	-	-	-	-	-	-
Stage 2	714	713	-	762	768	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	106	128	413	104	125	459	850	-	-	923	-	-
Stage 1	402	418	-	423	435	-	-	-	-	-	-	-
Stage 2	422	435	-	397	411	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	101	122	413	95	119	459	850	-	-	923	-	-
Mov Cap-2 Maneuver	101	122	-	95	119	-	-	-	-	-	-	-
Stage 1	385	416	-	405	416	-	-	-	-	-	-	-
Stage 2	402	416	-	376	409	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.5	39.9	0.3	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	850	-	-	289	111	923	-	-
HCM Lane V/C Ratio	0.027	-	-	0.077	0.07	0.002	-	-
HCM Control Delay (s)	9.4	0	-	18.5	39.9	8.9	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

Design Year (2022) - Average Weekday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	34	1	19	4	575	23	19	654	4
Future Vol, veh/h	1	5	1	34	1	19	4	575	23	19	654	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	6	1	38	1	21	4	639	26	21	727	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1443	1444	729	1435	1434	652	731	0	0	664	0	0
Stage 1	771	771	-	661	661	-	-	-	-	-	-	-
Stage 2	672	673	-	774	773	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	110	132	423	111	134	468	873	-	-	925	-	-
Stage 1	393	410	-	452	460	-	-	-	-	-	-	-
Stage 2	445	454	-	391	409	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	101	126	423	103	128	468	873	-	-	925	-	-
Mov Cap-2 Maneuver	101	126	-	103	128	-	-	-	-	-	-	-
Stage 1	390	394	-	449	457	-	-	-	-	-	-	-
Stage 2	421	451	-	370	393	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.3	47.3	0.1	0.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	-	135	143	925	-	-
HCM Lane V/C Ratio	0.005	-	-	0.058	0.42	0.023	-	-
HCM Control Delay (s)	9.1	0	-	33.3	47.3	9	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.8	0.1	-	-

Design Year (2022) - Average Weekday
4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 90.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	122	110	472	123	156	555
Future Vol, veh/h	122	110	472	123	156	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	136	122	524	137	173	617

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1556	593	0	0	661	0
Stage 1	593	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 92	506	-	-	927	-
Stage 1	492	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 72	506	-	-	927	-
Mov Cap-2 Maneuver	~ 72	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	220	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 594.4		0		2.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 121	927	-
HCM Lane V/C Ratio	-	- 2.13	0.187	-
HCM Control Delay (s)	-	-\$ 594.4	9.8	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 21.6	0.7	-

Notes

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

Design Year (2022) - Average Weekday
5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

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	2	1	4	11	2	7	1	569	12	7	696	7
Future Vol, veh/h	2	1	4	11	2	7	1	569	12	7	696	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	1	4	12	2	8	1	632	13	8	773	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1439	1441	777	1437	1438	639	781	0	0	646	0	0
Stage 1	793	793	-	641	641	-	-	-	-	-	-	-
Stage 2	646	648	-	796	797	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	133	397	111	133	476	837	-	-	939	-	-
Stage 1	382	400	-	463	469	-	-	-	-	-	-	-
Stage 2	460	466	-	380	399	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	106	131	397	108	131	476	837	-	-	939	-	-
Mov Cap-2 Maneuver	106	131	-	108	131	-	-	-	-	-	-	-
Stage 1	381	394	-	462	468	-	-	-	-	-	-	-
Stage 2	449	465	-	369	393	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.6	32.7	0	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	837	-	-	191	152	939	-	-
HCM Lane V/C Ratio	0.001	-	-	0.041	0.146	0.008	-	-
HCM Control Delay (s)	9.3	0	-	24.6	32.7	8.9	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Design Year (2022) - Average Weekday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	50	13	588	41	12	660
Future Vol, veh/h	50	13	588	41	12	660
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	56	14	653	46	13	733

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1436	676	0	0	699	0
Stage 1	676	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	147	453	-	-	898	-
Stage 1	505	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	453	-	-	898	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	41.3		0		0.2
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 167	898	-
HCM Lane V/C Ratio	-	- 0.419	0.015	-
HCM Control Delay (s)	-	- 41.3	9.1	0
HCM Lane LOS	-	- E	A	A
HCM 95th %tile Q(veh)	-	- 1.9	0	-

Design Year (2022) - Average Weekday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	16	49	1	6	4	508	41	7	632	2
Future Vol, veh/h	1	1	16	49	1	6	4	508	41	7	632	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	18	54	1	7	4	564	46	8	702	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1319	1338	703	1324	1316	587	704	0	0	610	0	0
Stage 1	719	719	-	596	596	-	-	-	-	-	-	-
Stage 2	600	619	-	728	720	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	134	153	438	133	158	510	894	-	-	969	-	-
Stage 1	420	433	-	490	492	-	-	-	-	-	-	-
Stage 2	488	480	-	415	432	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	129	150	438	125	155	510	894	-	-	969	-	-
Mov Cap-2 Maneuver	129	150	-	125	155	-	-	-	-	-	-	-
Stage 1	417	427	-	487	489	-	-	-	-	-	-	-
Stage 2	477	477	-	392	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	51.5	0.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	353	137	969	-	-
HCM Lane V/C Ratio	0.005	-	-	0.057	0.454	0.008	-	-
HCM Control Delay (s)	9	0	-	15.8	51.5	8.7	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	2	0	-	-

Design Year (2022) - Average Weekday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	140	1	1	1	82	432	1	1	465	18
Future Vol, veh/h	10	1	140	1	1	1	82	432	1	1	465	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	11	1	156	1	1	1	91	480	1	1	517	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1193	1192	527	1270	1202	481	537	0	0	481	0	0
Stage 1	529	529	-	663	663	-	-	-	-	-	-	-
Stage 2	664	663	-	607	539	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	164	187	551	145	185	585	1031	-	-	1082	-	-
Stage 1	533	527	-	450	459	-	-	-	-	-	-	-
Stage 2	450	459	-	483	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	164	551	94	163	585	1031	-	-	1082	-	-
Mov Cap-2 Maneuver	148	164	-	94	163	-	-	-	-	-	-	-
Stage 1	469	526	-	396	404	-	-	-	-	-	-	-
Stage 2	394	404	-	346	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.2	27.7	1.4	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	461	162	1082	-
HCM Lane V/C Ratio	0.088	-	-	0.364	0.021	0.001	-
HCM Control Delay (s)	8.8	0	-	17.2	27.7	8.3	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.3	-	-	1.6	0.1	0	-

Design Year (2022) - Average Weekday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	2	2	46	6	1	1	43	389	11	1	432	6	
Future Vol, veh/h	2	2	46	6	1	1	43	389	11	1	432	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2	
Mvmt Flow	2	2	51	7	1	1	48	432	12	1	480	7	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1021	1026	483	1046	1023	438	487	0	0	444	0	0
Stage 1	486	486	-	534	534	-	-	-	-	-	-	-
Stage 2	535	540	-	512	489	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	215	235	584	206	236	619	1076	-	-	1116	-	-
Stage 1	563	551	-	530	524	-	-	-	-	-	-	-
Stage 2	529	521	-	545	549	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	204	221	584	178	222	619	1076	-	-	1116	-	-
Mov Cap-2 Maneuver	204	221	-	178	222	-	-	-	-	-	-	-
Stage 1	530	550	-	499	493	-	-	-	-	-	-	-
Stage 2	496	490	-	495	548	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	23.7	0.8	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	512	201	1116	-	-
HCM Lane V/C Ratio	0.044	-	-	0.109	0.044	0.001	-	-
HCM Control Delay (s)	8.5	0	-	12.9	23.7	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Design Year (2022) - Average Weekday
10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	10	2	1	1	4	387	1	1	427	4
Future Vol, veh/h	1	1	10	2	1	1	4	387	1	1	427	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	1	1	11	2	1	1	4	430	1	1	474	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	920	919	477	924	920	431	479	0	0	431	0	0
Stage 1	479	479	-	439	439	-	-	-	-	-	-	-
Stage 2	441	440	-	485	481	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	251	271	588	250	271	624	1083	-	-	1129	-	-
Stage 1	568	555	-	597	578	-	-	-	-	-	-	-
Stage 2	595	578	-	563	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	269	588	243	269	624	1083	-	-	1129	-	-
Mov Cap-2 Maneuver	249	269	-	243	269	-	-	-	-	-	-	-
Stage 1	565	554	-	594	575	-	-	-	-	-	-	-
Stage 2	590	575	-	551	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	17.4	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	-	-	485	295	1129	-	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.015	0.001	-	-
HCM Control Delay (s)	8.3	0	-	12.6	17.4	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Design Year (2022) - Average Weekday
 11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	5	378	11	1	415
Future Vol, veh/h	17	5	378	11	1	415
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	19	6	420	12	1	461

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	889	426	0	0	432	0
Stage 1	426	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	314	628	-	-	1128	-
Stage 1	659	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	628	-	-	1128	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.9		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	1128	-
HCM Lane V/C Ratio	-	-	0.069	0.001	-
HCM Control Delay (s)	-	-	15.9	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Design Year (2022) - Average Weekday
12: US 259 & Stevens Rd

10/2/2017

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	22	12	371	394	1
Future Vol, veh/h	1	22	12	371	394	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	12	12	2
Mvmt Flow	1	24	13	412	438	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	877	438	439	0	- 0
Stage 1	438	-	-	-	- -
Stage 2	439	-	-	-	- -
Critical Hdwy	6.42	6.22	4.12	-	- -
Critical Hdwy Stg 1	5.42	-	-	-	- -
Critical Hdwy Stg 2	5.42	-	-	-	- -
Follow-up Hdwy	3.518	3.318	2.218	-	- -
Pot Cap-1 Maneuver	319	619	1121	-	- -
Stage 1	651	-	-	-	- -
Stage 2	650	-	-	-	- -
Platoon blocked, %				-	- -
Mov Cap-1 Maneuver	314	619	1121	-	- -
Mov Cap-2 Maneuver	314	-	-	-	- -
Stage 1	651	-	-	-	- -
Stage 2	640	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1121	-	594	-	-
HCM Lane V/C Ratio	0.012	-	0.043	-	-
HCM Control Delay (s)	8.2	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Design Year (2022) - Holiday Friday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	4	43	28	11	7	29	639	26	7	527	26
Future Vol, veh/h	39	4	43	28	11	7	29	639	26	7	527	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	43	4	48	31	12	8	32	710	29	8	586	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1415	1419	600	1431	1419	724	614	0	0	739	0	0
Stage 1	616	616	-	789	789	-	-	-	-	-	-	-
Stage 2	799	803	-	642	630	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	115	137	501	112	137	426	965	-	-	867	-	-
Stage 1	478	482	-	384	402	-	-	-	-	-	-	-
Stage 2	379	396	-	463	475	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	99	127	501	93	127	426	965	-	-	867	-	-
Mov Cap-2 Maneuver	99	127	-	93	127	-	-	-	-	-	-	-
Stage 1	451	475	-	362	379	-	-	-	-	-	-	-
Stage 2	340	373	-	409	468	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.5	60	0.4	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	168	114	867	-	-
HCM Lane V/C Ratio	0.033	-	-	0.569	0.448	0.009	-	-
HCM Control Delay (s)	8.9	0	-	51.5	60	9.2	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3	2	0	-	-

Design Year (2022) - Holiday Friday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	1	21	6	1	1	24	718	10	5	484	16
Future Vol, veh/h	15	1	21	6	1	1	24	718	10	5	484	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	7	2
Mvmt Flow	17	1	23	7	1	1	27	798	11	6	538	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1416	1420	547	1427	1424	803	556	0	0	809	0	0
Stage 1	558	558	-	857	857	-	-	-	-	-	-	-
Stage 2	858	862	-	570	567	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	115	136	537	113	136	383	1015	-	-	817	-	-
Stage 1	514	512	-	352	374	-	-	-	-	-	-	-
Stage 2	352	372	-	506	507	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	109	128	537	103	128	383	1015	-	-	817	-	-
Mov Cap-2 Maneuver	109	128	-	103	128	-	-	-	-	-	-	-
Stage 1	489	506	-	335	356	-	-	-	-	-	-	-
Stage 2	333	354	-	478	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.5	38.6	0.3	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	201	116	817	-	-
HCM Lane V/C Ratio	0.026	-	-	0.205	0.077	0.007	-	-
HCM Control Delay (s)	8.6	0	-	27.5	38.6	9.4	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.2	0	-	-

Design Year (2022) - Holiday Friday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection													
Int Delay, s/veh	3.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	18	1	1	36	4	28	22	612	100	19	468	19	
Future Vol, veh/h	18	1	1	36	4	28	22	612	100	19	468	19	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2	
Mvmt Flow	20	1	1	40	4	31	24	680	111	21	520	21	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1375	1413	531	1358	1367	736	541	0	0	791	0	0
Stage 1	573	573	-	784	784	-	-	-	-	-	-	-
Stage 2	802	840	-	574	583	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	123	138	548	126	147	419	1028	-	-	829	-	-
Stage 1	505	504	-	386	404	-	-	-	-	-	-	-
Stage 2	378	381	-	504	499	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	104	127	548	118	136	419	1028	-	-	829	-	-
Mov Cap-2 Maneuver	104	127	-	118	136	-	-	-	-	-	-	-
Stage 1	483	486	-	369	387	-	-	-	-	-	-	-
Stage 2	331	365	-	484	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.3	42.5	0.3	0.4
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1028	-	-	109	169	829	-	-
HCM Lane V/C Ratio	0.024	-	-	0.204	0.447	0.025	-	-
HCM Control Delay (s)	8.6	0	-	46.3	42.5	9.5	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	2.1	0.1	-	-

Intersection

Int Delay, s/veh 51.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	128	125	500	158	144	378
Future Vol, veh/h	128	125	500	158	144	378
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	142	139	556	176	160	420

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1383	643	0	0	731	0
Stage 1	643	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	158	473	-	-	873	-
Stage 1	523	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 120	473	-	-	873	-
Mov Cap-2 Maneuver	~ 120	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	287.6		0		2.8
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 190	873	-
HCM Lane V/C Ratio	-	- 1.48	0.183	-
HCM Control Delay (s)	-	- 287.6	10	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 17.4	0.7	-

Notes

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

Design Year (2022) - Holiday Friday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

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	12	1	6	23	1	33	6	600	19	21	493	16
Future Vol, veh/h	12	1	6	23	1	33	6	600	19	21	493	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	13	1	7	26	1	37	7	667	21	23	548	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1312	1304	557	1298	1303	677	566	0	0	688	0	0
Stage 1	603	603	-	691	691	-	-	-	-	-	-	-
Stage 2	709	701	-	607	612	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	160	530	139	161	453	1006	-	-	906	-	-
Stage 1	486	488	-	435	446	-	-	-	-	-	-	-
Stage 2	425	441	-	483	484	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	120	152	530	132	153	453	1006	-	-	906	-	-
Mov Cap-2 Maneuver	120	152	-	132	153	-	-	-	-	-	-	-
Stage 1	481	470	-	430	441	-	-	-	-	-	-	-
Stage 2	385	436	-	458	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.7	27.2	0.1	0.4
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1006	-	-	161	225	906	-	-
HCM Lane V/C Ratio	0.007	-	-	0.131	0.281	0.026	-	-
HCM Control Delay (s)	8.6	0	-	30.7	27.2	9.1	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.1	0.1	-	-

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	32	503	103	41	469
Future Vol, veh/h	61	32	503	103	41	469
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	68	36	559	114	46	521

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1228	616	0	0	673	0
Stage 1	616	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	197	491	-	-	918	-
Stage 1	539	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	183	491	-	-	918	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	32.2		0		0.7
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 233	918	-
HCM Lane V/C Ratio	-	- 0.443	0.05	-
HCM Control Delay (s)	-	- 32.2	9.1	0
HCM Lane LOS	-	- D	A	A
HCM 95th %tile Q(veh)	-	- 2.1	0.2	-

Design Year (2022) - Holiday Friday
 7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	7	39	1	12	10	420	38	17	464	1
Future Vol, veh/h	4	1	7	39	1	12	10	420	38	17	464	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	1	8	43	1	13	11	467	42	19	516	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1071	1085	516	1068	1064	488	517	0	0	509	0	0
Stage 1	554	554	-	510	510	-	-	-	-	-	-	-
Stage 2	517	531	-	558	554	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	217	559	199	223	580	1049	-	-	1056	-	-
Stage 1	517	514	-	546	538	-	-	-	-	-	-	-
Stage 2	541	526	-	514	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	208	559	190	214	580	1049	-	-	1056	-	-
Mov Cap-2 Maneuver	187	208	-	190	214	-	-	-	-	-	-	-
Stage 1	509	501	-	538	530	-	-	-	-	-	-	-
Stage 2	520	518	-	493	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.1	26.4	0.2	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1049	-	-	310	225	1056	-
HCM Lane V/C Ratio	0.011	-	-	0.043	0.257	0.018	-
HCM Control Delay (s)	8.5	0	-	17.1	26.4	8.5	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.1	-

Design Year (2022) - Holiday Friday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	1	99	1	1	1	89	346	1	1	355	13
Future Vol, veh/h	12	1	99	1	1	1	89	346	1	1	355	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	13	1	110	1	1	1	99	384	1	1	394	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	988	987	402	1042	994	385	409	0	0	386	0	0
Stage 1	404	404	-	583	583	-	-	-	-	-	-	-
Stage 2	584	583	-	459	411	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	226	247	648	208	245	663	1150	-	-	1172	-	-
Stage 1	623	599	-	498	499	-	-	-	-	-	-	-
Stage 2	498	499	-	582	595	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	206	220	648	157	218	663	1150	-	-	1172	-	-
Mov Cap-2 Maneuver	206	220	-	157	218	-	-	-	-	-	-	-
Stage 1	554	598	-	443	444	-	-	-	-	-	-	-
Stage 2	441	444	-	482	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	20.1	1.7	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	520	241	1172	-
HCM Lane V/C Ratio	0.086	-	-	0.239	0.014	0.001	-
HCM Control Delay (s)	8.4	0	-	14.1	20.1	8.1	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0	0	-

Design Year (2022) - Holiday Friday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

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	7	1	60	10	1	1	58	299	2	2	299	6
Future Vol, veh/h	7	1	60	10	1	1	58	299	2	2	299	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	8	1	67	11	1	1	64	332	2	2	332	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	803	803	336	836	805	333	339	0	0	334	0	0
Stage 1	340	340	-	462	462	-	-	-	-	-	-	-
Stage 2	463	463	-	374	343	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	302	317	706	287	316	709	1220	-	-	1225	-	-
Stage 1	675	639	-	580	565	-	-	-	-	-	-	-
Stage 2	579	564	-	647	637	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	286	296	706	246	295	709	1220	-	-	1225	-	-
Mov Cap-2 Maneuver	286	296	-	246	295	-	-	-	-	-	-	-
Stage 1	632	638	-	543	529	-	-	-	-	-	-	-
Stage 2	540	528	-	584	636	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	19.4	1.3	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1220	-	-	603	264	1225	-	-
HCM Lane V/C Ratio	0.053	-	-	0.125	0.051	0.002	-	-
HCM Control Delay (s)	8.1	0	-	11.8	19.4	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0	-	-

Design Year (2022) - Holiday Friday
10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	4	1	1	1	9	297	1	1	302	1
Future Vol, veh/h	1	1	4	1	1	1	9	297	1	1	302	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	4	1	1	1	10	330	1	1	336	1




Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	690	689	336	692	690	331	337	0	0	331	0	0
Stage 1	338	338	-	351	351	-	-	-	-	-	-	-
Stage 2	352	351	-	341	339	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	359	369	706	358	368	711	1222	-	-	1228	-	-
Stage 1	676	641	-	666	632	-	-	-	-	-	-	-
Stage 2	665	632	-	674	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	355	365	706	352	364	711	1222	-	-	1228	-	-
Mov Cap-2 Maneuver	355	365	-	352	364	-	-	-	-	-	-	-
Stage 1	669	640	-	659	626	-	-	-	-	-	-	-
Stage 2	656	626	-	668	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	13.5	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1222	-	-	535	429	1228	-	-
HCM Lane V/C Ratio	0.008	-	-	0.012	0.008	0.001	-	-
HCM Control Delay (s)	8	0	-	11.8	13.5	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	1	276	23	1	292
Future Vol, veh/h	12	1	276	23	1	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	13	1	307	26	1	324

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	646	319	0	0	332	0
Stage 1	319	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	436	722	-	-	1227	-
Stage 1	737	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	436	722	-	-	1227	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	13.3		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	450	1227
HCM Lane V/C Ratio	-	-	0.032	0.001
HCM Control Delay (s)	-	-	13.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	28	38	239	265	1
Future Vol, veh/h	1	28	38	239	265	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	10	2
Mvmt Flow	1	31	42	266	294	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	645	295	296	0	- 0
Stage 1	295	-	-	-	- -
Stage 2	350	-	-	-	- -
Critical Hdwy	7.12	6.22	4.12	-	- -
Critical Hdwy Stg 1	6.12	-	-	-	- -
Critical Hdwy Stg 2	6.12	-	-	-	- -
Follow-up Hdwy	3.518	3.318	2.218	-	- -
Pot Cap-1 Maneuver	385	744	1265	-	- -
Stage 1	713	-	-	-	- -
Stage 2	666	-	-	-	- -
Platoon blocked, %				-	- -
Mov Cap-1 Maneuver	374	744	1265	-	- -
Mov Cap-2 Maneuver	374	-	-	-	- -
Stage 1	685	-	-	-	- -
Stage 2	640	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.2	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	719	-	-
HCM Lane V/C Ratio	0.033	-	0.045	-	-
HCM Control Delay (s)	7.9	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Design Year (2022) - Holiday Friday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	10.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	6	39	27	5	7	35	954	27	9	604	40
Future Vol, veh/h	27	6	39	27	5	7	35	954	27	9	604	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	30	7	43	30	6	8	39	1060	30	10	671	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1872	1881	693	1891	1889	1075	716	0	0	1090	0	0
Stage 1	713	713	-	1153	1153	-	-	-	-	-	-	-
Stage 2	1159	1168	-	738	736	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	55	71	443	53	70	267	885	-	-	640	-	-
Stage 1	423	435	-	240	272	-	-	-	-	-	-	-
Stage 2	238	267	-	410	425	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	45	61	443	39	60	267	885	-	-	640	-	-
Mov Cap-2 Maneuver	45	61	-	39	60	-	-	-	-	-	-	-
Stage 1	375	424	-	213	241	-	-	-	-	-	-	-
Stage 2	200	237	-	355	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	142	225.4	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	885	-	-	92	49	640	-	-
HCM Lane V/C Ratio	0.044	-	-	0.87	0.884	0.016	-	-
HCM Control Delay (s)	9.3	0	-	142	225.4	10.7	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.8	3.7	0	-	-

Design Year (2022) - Holiday Friday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

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	17	1	24	5	1	1	24	963	1	5	653	17
Future Vol, veh/h	17	1	24	5	1	1	24	963	1	5	653	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	7	2
Mvmt Flow	19	1	27	6	1	1	27	1070	1	6	726	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1871	1870	735	1884	1880	1071	744	0	0	1071	0	0
Stage 1	746	746	-	1124	1124	-	-	-	-	-	-	-
Stage 2	1125	1124	-	760	756	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	55	72	420	54	71	268	864	-	-	651	-	-
Stage 1	405	421	-	249	281	-	-	-	-	-	-	-
Stage 2	249	281	-	398	416	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	50	65	420	46	64	268	864	-	-	651	-	-
Mov Cap-2 Maneuver	50	65	-	46	64	-	-	-	-	-	-	-
Stage 1	374	414	-	230	259	-	-	-	-	-	-	-
Stage 2	228	259	-	366	409	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.1	81	0.2	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	864	-	-	102	55	651	-
HCM Lane V/C Ratio	0.031	-	-	0.458	0.141	0.009	-
HCM Control Delay (s)	9.3	0	-	67.1	81	10.6	0
HCM Lane LOS	A	A	-	F	F	B	A
HCM 95th %tile Q(veh)	0.1	-	-	2	0.5	0	-

Design Year (2022) - Holiday Friday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection													
Int Delay, s/veh	16.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	15	6	12	50	1	28	12	847	122	38	613	35	
Future Vol, veh/h	15	6	12	50	1	28	12	847	122	38	613	35	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2	
Mvmt Flow	17	7	13	56	1	31	13	941	136	42	681	39	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1837	1888	701	1831	1840	1009	720	0	0	1077	0	0
Stage 1	785	785	-	1036	1036	-	-	-	-	-	-	-
Stage 2	1052	1103	-	795	804	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	58	70	439	59	75	292	882	-	-	647	-	-
Stage 1	386	404	-	280	309	-	-	-	-	-	-	-
Stage 2	274	287	-	381	396	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	46	60	439	~ 47	64	292	882	-	-	647	-	-
Mov Cap-2 Maneuver	46	60	-	~ 47	64	-	-	-	-	-	-	-
Stage 1	371	360	-	269	297	-	-	-	-	-	-	-
Stage 2	235	276	-	323	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.2	\$ 319.7	0.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	73	67	647	-	-
HCM Lane V/C Ratio	0.015	-	-	0.502	1.31	0.065	-	-
HCM Control Delay (s)	9.1	0	-	96.2	\$ 319.7	11	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	7.2	0.2	-	-

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

Intersection

Int Delay, s/veh 285

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	164	155	720	170	183	522
Future Vol, veh/h	164	155	720	170	183	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	182	172	800	189	203	580

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1881	894	0	0	989	0
Stage 1	894	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 78	340	-	-	699	-
Stage 1	399	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 45	340	-	-	699	-
Mov Cap-2 Maneuver	~ 45	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	206	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 1703.2	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	78	699	-
HCM Lane V/C Ratio	-	-	4.544	0.291	-
HCM Control Delay (s)	-	\$	1703.2	12.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	38	1.2	-

Notes

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

Design Year (2022) - Holiday Friday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	2	13	1	11	2	858	15	28	690	5
Future Vol, veh/h	4	1	2	13	1	11	2	858	15	28	690	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	1	2	14	1	12	2	953	17	31	767	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1805	1806	769	1799	1800	962	772	0	0	970	0	0
Stage 1	832	832	-	966	966	-	-	-	-	-	-	-
Stage 2	973	974	-	833	834	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	61	79	401	62	80	310	843	-	-	710	-	-
Stage 1	363	384	-	306	333	-	-	-	-	-	-	-
Stage 2	303	330	-	363	383	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	54	73	401	57	73	310	843	-	-	710	-	-
Mov Cap-2 Maneuver	54	73	-	57	73	-	-	-	-	-	-	-
Stage 1	361	354	-	304	331	-	-	-	-	-	-	-
Stage 2	289	328	-	332	354	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.5	61.9	0	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	75	90	710	-	-
HCM Lane V/C Ratio	0.003	-	-	0.104	0.309	0.044	-	-
HCM Control Delay (s)	9.3	0	-	58.5	61.9	10.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0.1	-	-

Intersection

Int Delay, s/veh 11

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	39	652	161	38	537
Future Vol, veh/h	95	39	652	161	38	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	106	43	724	179	42	597

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1495	814	0	0	903	0
Stage 1	814	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	135	378	-	-	753	-
Stage 1	436	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	124	378	-	-	753	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	122		0		0.7
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	753
HCM Lane V/C Ratio	-	-	0.967	0.056
HCM Control Delay (s)	-	-	122	10.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	7.2	0.2

Design Year (2022) - Holiday Friday
 7: US 259 & Juniper/Carson Creek Rd

10/2/2017

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	4	1	10	41	1	5	16	600	75	15	524	1
Future Vol, veh/h	4	1	10	41	1	5	16	600	75	15	524	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	1	11	46	1	6	18	667	83	17	582	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1363	1402	583	1366	1361	708	583	0	0	750	0	0
Stage 1	616	616	-	744	744	-	-	-	-	-	-	-
Stage 2	747	786	-	622	617	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	125	140	512	124	148	435	991	-	-	859	-	-
Stage 1	478	482	-	407	421	-	-	-	-	-	-	-
Stage 2	405	403	-	474	481	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	117	132	512	115	139	435	991	-	-	859	-	-
Mov Cap-2 Maneuver	117	132	-	115	139	-	-	-	-	-	-	-
Stage 1	463	468	-	394	408	-	-	-	-	-	-	-
Stage 2	386	390	-	449	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	53.1	0.2	0.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	245	125	859	-	-
HCM Lane V/C Ratio	0.018	-	-	0.068	0.418	0.019	-	-
HCM Control Delay (s)	8.7	0	-	20.8	53.1	9.3	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.8	0.1	-	-

Design Year (2022) - Holiday Friday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	1	90	1	1	1	116	492	1	1	449	22
Future Vol, veh/h	21	1	90	1	1	1	116	492	1	1	449	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	23	1	100	1	1	1	129	547	1	1	499	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1319	1319	511	1369	1331	547	523	0	0	548	0	0
Stage 1	513	513	-	805	805	-	-	-	-	-	-	-
Stage 2	806	806	-	564	526	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	134	157	563	124	154	537	1043	-	-	1021	-	-
Stage 1	544	536	-	376	395	-	-	-	-	-	-	-
Stage 2	376	395	-	510	529	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	115	129	563	87	126	537	1043	-	-	1021	-	-
Mov Cap-2 Maneuver	115	129	-	87	126	-	-	-	-	-	-	-
Stage 1	447	535	-	309	325	-	-	-	-	-	-	-
Stage 2	307	325	-	418	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	31.1	1.7	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	320	141	1021	-
HCM Lane V/C Ratio	0.124	-	-	0.389	0.024	0.001	-
HCM Control Delay (s)	8.9	0	-	23.2	31.1	8.5	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0.4	-	-	1.8	0.1	0	-

Design Year (2022) - Holiday Friday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	45	10	1	1	106	384	24	1	417	10
Future Vol, veh/h	1	1	45	10	1	1	106	384	24	1	417	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	50	11	1	1	118	427	27	1	463	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1148	1160	469	1173	1153	440	474	0	0	453	0	0
Stage 1	471	471	-	676	676	-	-	-	-	-	-	-
Stage 2	677	689	-	497	477	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	176	195	594	169	197	617	1088	-	-	1108	-	-
Stage 1	573	560	-	443	453	-	-	-	-	-	-	-
Stage 2	443	446	-	555	556	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	155	166	594	137	168	617	1088	-	-	1108	-	-
Mov Cap-2 Maneuver	155	166	-	137	168	-	-	-	-	-	-	-
Stage 1	489	559	-	378	387	-	-	-	-	-	-	-
Stage 2	377	381	-	507	555	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	31.5	1.8	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1088	-	-	533	149	1108	-
HCM Lane V/C Ratio	0.108	-	-	0.098	0.089	0.001	-
HCM Control Delay (s)	8.7	0	-	12.5	31.5	8.3	0
HCM Lane LOS	A	A	-	B	D	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.3	0.3	0	-

Design Year (2022) - Holiday Friday
10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	22	1	1	1	10	375	1	1	405	1
Future Vol, veh/h	1	1	22	1	1	1	10	375	1	1	405	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	1	1	24	1	1	1	11	417	1	1	450	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	894	893	451	905	892	417	451	0	0	418	0	0
Stage 1	453	453	-	439	439	-	-	-	-	-	-	-
Stage 2	441	440	-	466	453	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	262	281	608	257	281	636	1109	-	-	1141	-	-
Stage 1	586	570	-	597	578	-	-	-	-	-	-	-
Stage 2	595	578	-	577	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	258	277	608	243	277	636	1109	-	-	1141	-	-
Mov Cap-2 Maneuver	258	277	-	243	277	-	-	-	-	-	-	-
Stage 1	578	569	-	589	570	-	-	-	-	-	-	-
Stage 2	585	570	-	552	569	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.9			16.3			0.2			0		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1109	-	-	550	323	1141	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.048	0.01	0.001	-	-				
HCM Control Delay (s)	8.3	0	-	11.9	16.3	8.2	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	1	350	27	2	383
Future Vol, veh/h	24	1	350	27	2	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	27	1	389	30	2	426

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	834	404	0	0	419	0
Stage 1	404	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	338	647	-	-	1140	-
Stage 1	674	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	647	-	-	1140	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	16.4		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	344	1140	-
HCM Lane V/C Ratio	-	-	0.081	0.002	-
HCM Control Delay (s)	-	-	16.4	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	24	40	311	361	5
Future Vol, veh/h	2	24	40	311	361	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	10	2
Mvmt Flow	2	27	44	346	401	6

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	838	404	407 0
Stage 1	404	-	- -
Stage 2	434	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	336	647	1152 -
Stage 1	674	-	- -
Stage 2	653	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	320	647	1152 -
Mov Cap-2 Maneuver	320	-	- -
Stage 1	674	-	- -
Stage 2	622	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1152	-	600	-	-
HCM Lane V/C Ratio	0.039	-	0.048	-	-
HCM Control Delay (s)	8.2	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Design Year (2022) - Holiday Saturday
 1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	4	28	19	1	9	67	554	41	6	584	19
Future Vol, veh/h	19	4	28	19	1	9	67	554	41	6	584	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	21	4	31	21	1	10	74	616	46	7	649	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1466	1483	659	1478	1470	638	670	0	0	661	0	0
Stage 1	673	673	-	787	787	-	-	-	-	-	-	-
Stage 2	793	810	-	691	683	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	106	125	464	104	127	477	920	-	-	927	-	-
Stage 1	445	454	-	385	403	-	-	-	-	-	-	-
Stage 2	382	393	-	435	449	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	92	108	464	84	109	477	920	-	-	927	-	-
Mov Cap-2 Maneuver	92	108	-	84	109	-	-	-	-	-	-	-
Stage 1	388	449	-	336	351	-	-	-	-	-	-	-
Stage 2	325	343	-	397	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37	48.6	0.9	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	920	-	-	168	114	927	-	-
HCM Lane V/C Ratio	0.081	-	-	0.337	0.283	0.007	-	-
HCM Control Delay (s)	9.3	0	-	37	48.6	8.9	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.4	1.1	0	-	-

Design Year (2022) - Holiday Saturday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	22	1	1	1	18	684	1	1	537	1
Future Vol, veh/h	13	1	22	1	1	1	18	684	1	1	537	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	14	1	24	1	1	1	20	760	1	1	597	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1401	1400	597	1413	1401	761	598	0	0	761	0	0
Stage 1	599	599	-	801	801	-	-	-	-	-	-	-
Stage 2	802	801	-	612	600	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	118	140	503	115	140	405	979	-	-	851	-	-
Stage 1	488	490	-	378	397	-	-	-	-	-	-	-
Stage 2	378	397	-	480	490	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	114	135	503	106	135	405	979	-	-	851	-	-
Mov Cap-2 Maneuver	114	135	-	106	135	-	-	-	-	-	-	-
Stage 1	471	489	-	365	383	-	-	-	-	-	-	-
Stage 2	363	383	-	455	489	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	25.2			28.7			0.2			0		
HCM LOS	D			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	979	-	-	218	155	851	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.183	0.022	0.001	-	-				
HCM Control Delay (s)	8.8	0	-	25.2	28.7	9.2	0	-				
HCM Lane LOS	A	A	-	D	D	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-				

Design Year (2022) - Holiday Saturday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection												
Int Delay, s/veh	18.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	13	4	80	6	83	11	570	117	43	455	15
Future Vol, veh/h	10	13	4	80	6	83	11	570	117	43	455	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	11	14	4	89	7	92	12	633	130	48	506	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1381	1397	514	1342	1341	698	522	0	0	763	0	0
Stage 1	609	609	-	723	723	-	-	-	-	-	-	-
Stage 2	772	788	-	619	618	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	121	141	560	129	152	440	1044	-	-	850	-	-
Stage 1	482	485	-	417	431	-	-	-	-	-	-	-
Stage 2	392	402	-	476	481	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	85	127	560	108	137	440	1044	-	-	850	-	-
Mov Cap-2 Maneuver	85	127	-	108	137	-	-	-	-	-	-	-
Stage 1	472	446	-	409	422	-	-	-	-	-	-	-
Stage 2	299	394	-	420	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.2	145.3	0.1	0.8
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1044	-	-	119	174	850	-	-
HCM Lane V/C Ratio	0.012	-	-	0.252	1.079	0.056	-	-
HCM Control Delay (s)	8.5	0	-	45.2	145.3	9.5	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	9.3	0.2	-	-

Design Year (2022) - Holiday Saturday
4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 261.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	163	217	537	126	261	350
Future Vol, veh/h	163	217	537	126	261	350
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	181	241	597	140	290	389

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1636	667	0	0	737	0
Stage 1	667	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 111	459	-	-	869	-
Stage 1	510	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 64	459	-	-	869	-
Mov Cap-2 Maneuver	~ 64	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	211	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 1130.8		0		4.8
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 126	869	-
HCM Lane V/C Ratio	-	- 3.351	0.334	-
HCM Control Delay (s)	-	\$ 1130.8	11.2	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 40.9	1.5	-

Notes

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

Design Year (2022) - Holiday Saturday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	2	24	1	22	9	723	22	10	585	9
Future Vol, veh/h	7	1	2	24	1	22	9	723	22	10	585	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	8	1	2	27	1	24	10	803	24	11	650	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1525	1525	655	1515	1518	816	660	0	0	828	0	0
Stage 1	677	677	-	836	836	-	-	-	-	-	-	-
Stage 2	848	848	-	679	682	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	96	118	466	98	119	377	928	-	-	803	-	-
Stage 1	443	452	-	362	382	-	-	-	-	-	-	-
Stage 2	356	378	-	441	450	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	86	113	466	94	114	377	928	-	-	803	-	-
Mov Cap-2 Maneuver	86	113	-	94	114	-	-	-	-	-	-	-
Stage 1	434	442	-	355	374	-	-	-	-	-	-	-
Stage 2	325	370	-	428	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.9	42.8	0.1	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	106	146	803	-	-
HCM Lane V/C Ratio	0.011	-	-	0.105	0.358	0.014	-	-
HCM Control Delay (s)	8.9	0	-	42.9	42.8	9.5	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.5	0	-	-

Design Year (2022) - Holiday Saturday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 24.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	86	566	252	97	400
Future Vol, veh/h	106	86	566	252	97	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	118	96	629	280	108	444

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1429	769	0	0	909	0
Stage 1	769	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	149	401	-	-	749	-
Stage 1	457	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	401	-	-	749	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	189.1		0		2.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 176	749	-
HCM Lane V/C Ratio	-	- 1.212	0.144	-
HCM Control Delay (s)	-	- 189.1	10.6	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 11.6	0.5	-

Design Year (2022) - Holiday Saturday
 7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	12	92	1	10	7	410	114	38	362	1
Future Vol, veh/h	1	1	12	92	1	10	7	410	114	38	362	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	1	13	102	1	11	8	456	127	42	402	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1028	1085	403	1028	1022	519	403	0	0	582	0	0
Stage 1	487	487	-	534	534	-	-	-	-	-	-	-
Stage 2	541	598	-	494	488	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	212	217	647	212	236	557	1156	-	-	992	-	-
Stage 1	562	550	-	530	524	-	-	-	-	-	-	-
Stage 2	525	491	-	557	550	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	197	203	647	197	221	557	1156	-	-	992	-	-
Mov Cap-2 Maneuver	197	203	-	197	221	-	-	-	-	-	-	-
Stage 1	556	520	-	525	519	-	-	-	-	-	-	-
Stage 2	508	486	-	514	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	40.9	0.1	0.8
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1156	-	-	490	210	992	-	-
HCM Lane V/C Ratio	0.007	-	-	0.032	0.545	0.043	-	-
HCM Control Delay (s)	8.1	0	-	12.6	40.9	8.8	0	-
HCM Lane LOS	A	A	-	B	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.9	0.1	-	-

Design Year (2022) - Holiday Saturday
 8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	1	114	1	1	1	73	316	1	1	341	12
Future Vol, veh/h	13	1	114	1	1	1	73	316	1	1	341	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	14	1	127	1	1	1	81	351	1	1	379	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	903	902	386	966	908	352	392	0	0	352	0	0
Stage 1	388	388	-	514	514	-	-	-	-	-	-	-
Stage 2	515	514	-	452	394	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	258	277	662	234	275	692	1167	-	-	1207	-	-
Stage 1	636	609	-	543	535	-	-	-	-	-	-	-
Stage 2	543	535	-	587	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	253	662	176	251	692	1167	-	-	1207	-	-
Mov Cap-2 Maneuver	240	253	-	176	251	-	-	-	-	-	-	-
Stage 1	581	608	-	496	489	-	-	-	-	-	-	-
Stage 2	494	489	-	473	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	18.5	1.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1167	-	-	556	270	1207	-	-
HCM Lane V/C Ratio	0.07	-	-	0.256	0.012	0.001	-	-
HCM Control Delay (s)	8.3	0	-	13.7	18.5	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0	0	-	-

Design Year (2022) - Holiday Saturday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	57	6	1	1	44	282	4	1	291	5
Future Vol, veh/h	4	1	57	6	1	1	44	282	4	1	291	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	1	63	7	1	1	49	313	4	1	323	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	742	744	326	774	744	316	329	0	0	318	0	0
Stage 1	328	328	-	413	413	-	-	-	-	-	-	-
Stage 2	414	416	-	361	331	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	332	343	715	316	343	724	1231	-	-	1242	-	-
Stage 1	685	647	-	616	594	-	-	-	-	-	-	-
Stage 2	616	592	-	657	645	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	318	326	715	277	326	724	1231	-	-	1242	-	-
Mov Cap-2 Maneuver	318	326	-	277	326	-	-	-	-	-	-	-
Stage 1	652	646	-	586	565	-	-	-	-	-	-	-
Stage 2	584	564	-	597	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	17.1	1.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1231	-	-	650	306	1242	-	-
HCM Lane V/C Ratio	0.04	-	-	0.106	0.029	0.001	-	-
HCM Control Delay (s)	8	0	-	11.2	17.1	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Design Year (2022) - Holiday Saturday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	6	1	1	1	6	280	1	2	290	1
Future Vol, veh/h	1	1	6	1	1	1	6	280	1	2	290	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	1	1	7	1	1	1	7	311	1	2	322	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	653	653	323	656	653	312	323	0	0	312	0	0
Stage 1	327	327	-	325	325	-	-	-	-	-	-	-
Stage 2	326	326	-	331	328	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	380	387	718	379	387	728	1237	-	-	1248	-	-
Stage 1	686	648	-	687	649	-	-	-	-	-	-	-
Stage 2	687	648	-	682	647	-	-	-	-	-	-	-
Platoon blocked, %										-	-	-
Mov Cap-1 Maneuver	376	384	718	372	384	728	1237	-	-	1248	-	-
Mov Cap-2 Maneuver	376	384	-	372	384	-	-	-	-	-	-	-
Stage 1	681	647	-	682	644	-	-	-	-	-	-	-
Stage 2	680	643	-	673	646	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.2			13.1			0.2			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1237	-	-	587	450	1248	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.015	0.007	0.002	-	-				
HCM Control Delay (s)	7.9	0	-	11.2	13.1	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Design Year (2022) - Holiday Saturday
 11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	15	1	275	7	1	278
Future Vol, veh/h	15	1	275	7	1	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	17	1	306	8	1	309

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	620	309	0	0	313	0
Stage 1	309	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	452	731	-	-	1247	-
Stage 1	745	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	452	731	-	-	1247	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	463	1247	-
HCM Lane V/C Ratio	-	-	0.038	0.001	-
HCM Control Delay (s)	-	-	13.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	29	12	264	250	1
Future Vol, veh/h	1	29	12	264	250	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	1	32	13	293	278	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	598	278	279	0	- 0
Stage 1	278	-	-	-	- -
Stage 2	320	-	-	-	- -
Critical Hdwy	6.42	6.22	4.12	-	- -
Critical Hdwy Stg 1	5.42	-	-	-	- -
Critical Hdwy Stg 2	5.42	-	-	-	- -
Follow-up Hdwy	3.518	3.318	2.218	-	- -
Pot Cap-1 Maneuver	465	761	1284	-	- -
Stage 1	769	-	-	-	- -
Stage 2	736	-	-	-	- -
Platoon blocked, %				-	- -
Mov Cap-1 Maneuver	459	761	1284	-	- -
Mov Cap-2 Maneuver	459	-	-	-	- -
Stage 1	769	-	-	-	- -
Stage 2	727	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	745	-	-
HCM Lane V/C Ratio	0.01	-	0.045	-	-
HCM Control Delay (s)	7.8	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Design Year (2022) - Holiday Saturday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	5	32	23	5	10	34	627	21	7	583	21
Future Vol, veh/h	49	5	32	23	5	10	34	627	21	7	583	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	54	6	36	26	6	11	38	697	23	8	648	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1467	1471	659	1480	1471	708	671	0	0	720	0	0
Stage 1	675	675	-	784	784	-	-	-	-	-	-	-
Stage 2	792	796	-	696	687	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	106	127	464	104	127	435	919	-	-	882	-	-
Stage 1	444	453	-	386	404	-	-	-	-	-	-	-
Stage 2	382	399	-	432	447	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	93	116	464	87	116	435	919	-	-	882	-	-
Mov Cap-2 Maneuver	93	116	-	87	116	-	-	-	-	-	-	-
Stage 1	413	446	-	359	376	-	-	-	-	-	-	-
Stage 2	341	371	-	388	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	79.1	53.4	0.5	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	135	115	882	-	-
HCM Lane V/C Ratio	0.041	-	-	0.708	0.367	0.009	-	-
HCM Control Delay (s)	9.1	0	-	79.1	53.4	9.1	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4	1.5	0	-	-

Design Year (2022) - Holiday Saturday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	1	18	4	1	1	16	788	4	1	589	7
Future Vol, veh/h	17	1	18	4	1	1	16	788	4	1	589	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	19	1	20	4	1	1	18	876	4	1	654	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1575	1577	658	1584	1577	878	662	0	0	880	0	0
Stage 1	661	661	-	913	913	-	-	-	-	-	-	-
Stage 2	914	916	-	671	664	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	110	464	88	110	347	927	-	-	768	-	-
Stage 1	452	460	-	328	352	-	-	-	-	-	-	-
Stage 2	327	351	-	446	458	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	85	106	464	81	106	347	927	-	-	768	-	-
Mov Cap-2 Maneuver	85	106	-	81	106	-	-	-	-	-	-	-
Stage 1	435	459	-	316	339	-	-	-	-	-	-	-
Stage 2	313	338	-	425	457	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	44.8	0.2	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	927	-	-	145	97	768	-
HCM Lane V/C Ratio	0.019	-	-	0.276	0.069	0.001	-
HCM Control Delay (s)	9	0	-	39	44.8	9.7	0
HCM Lane LOS	A	A	-	E	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.2	0	-

Design Year (2022) - Holiday Saturday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection												
Int Delay, s/veh	31.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	7	1	71	6	83	13	665	128	64	525	23
Future Vol, veh/h	16	7	1	71	6	83	13	665	128	64	525	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	18	8	1	79	7	92	14	739	142	71	583	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1626	1648	596	1582	1590	810	609	0	0	881	0	0
Stage 1	738	738	-	839	839	-	-	-	-	-	-	-
Stage 2	888	910	-	743	751	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	82	99	504	88	108	380	970	-	-	767	-	-
Stage 1	410	424	-	360	381	-	-	-	-	-	-	-
Stage 2	338	353	-	407	418	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	83	504	~ 71	90	380	970	-	-	767	-	-
Mov Cap-2 Maneuver	51	83	-	~ 71	90	-	-	-	-	-	-	-
Stage 1	398	365	-	350	370	-	-	-	-	-	-	-
Stage 2	244	343	-	342	359	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	106.2	294.5	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	60	125	767	-	-
HCM Lane V/C Ratio	0.015	-	-	0.444	1.422	0.093	-	-
HCM Control Delay (s)	8.8	0	-	106.2	294.5	10.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	12.1	0.3	-	-

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

Design Year (2022) - Holiday Saturday
 4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 290

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	154	244	634	130	210	458
Future Vol, veh/h	154	244	634	130	210	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	171	271	704	144	233	509

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1753	777	0	0	849	0
Stage 1	777	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 94	397	-	-	789	-
Stage 1	453	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 55	397	-	-	789	-
Mov Cap-2 Maneuver	~ 55	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	215	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 1327.2		0		3.6
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 117	789	-
HCM Lane V/C Ratio	-	- 3.78	0.296	-
HCM Control Delay (s)	-	\$ 1327.2	11.5	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 44.4	1.2	-

Notes

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

Design Year (2022) - Holiday Saturday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

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	12	1	6	15	1	16	7	855	13	24	647	12	
Future Vol, veh/h	12	1	6	15	1	16	7	855	13	24	647	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2	
Mvmt Flow	13	1	7	17	1	18	8	950	14	27	719	13	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1761	1759	726	1756	1759	957	732	0	0	964	0	0
Stage 1	779	779	-	973	973	-	-	-	-	-	-	-
Stage 2	982	980	-	783	786	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	66	85	425	66	85	313	873	-	-	714	-	-
Stage 1	389	406	-	303	330	-	-	-	-	-	-	-
Stage 2	300	328	-	387	403	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	58	78	425	60	78	313	873	-	-	714	-	-
Mov Cap-2 Maneuver	58	78	-	60	78	-	-	-	-	-	-	-
Stage 1	381	380	-	297	323	-	-	-	-	-	-	-
Stage 2	276	321	-	356	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.4	58.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	-	81	102	714	-	-
HCM Lane V/C Ratio	0.009	-	-	0.261	0.349	0.037	-	-
HCM Control Delay (s)	9.2	0	-	64.4	58.1	10.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	1.4	0.1	-	-

Design Year (2022) - Holiday Saturday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 76.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	144	85	698	234	84	491
Future Vol, veh/h	144	85	698	234	84	491
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	160	94	776	260	93	546

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1638	906	0	0	1036	0
Stage 1	906	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 111	334	-	-	671	-
Stage 1	394	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 89	334	-	-	671	-
Mov Cap-2 Maneuver	~ 89	-	-	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 574.3		0		1.6
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 122	671	-
HCM Lane V/C Ratio	-	- 2.086	0.139	-
HCM Control Delay (s)	-	-\$ 574.3	11.2	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 21.1	0.5	-

Notes

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

Design Year (2022) - Holiday Saturday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	9	105	1	12	12	534	116	33	403	1
Future Vol, veh/h	1	6	9	105	1	12	12	534	116	33	403	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	7	10	117	1	13	13	593	129	37	448	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1214	1271	448	1214	1206	658	449	0	0	722	0	0
Stage 1	522	522	-	684	684	-	-	-	-	-	-	-
Stage 2	692	749	-	530	522	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	158	168	611	158	184	464	1111	-	-	880	-	-
Stage 1	538	531	-	439	449	-	-	-	-	-	-	-
Stage 2	434	419	-	533	531	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	144	155	611	142	170	464	1111	-	-	880	-	-
Mov Cap-2 Maneuver	144	155	-	142	170	-	-	-	-	-	-	-
Stage 1	527	501	-	430	440	-	-	-	-	-	-	-
Stage 2	412	411	-	488	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	96.9	0.2	0.7
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	265	153	880	-	-
HCM Lane V/C Ratio	0.012	-	-	0.067	0.857	0.042	-	-
HCM Control Delay (s)	8.3	0	-	19.6	96.9	9.3	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	5.8	0.1	-	-

Design Year (2022) - Holiday Saturday
 8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	1	116	1	1	1	148	367	1	1	320	28
Future Vol, veh/h	19	1	116	1	1	1	148	367	1	1	320	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	21	1	129	1	1	1	164	408	1	1	356	31
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1111	1111	371	1175	1126	408	387	0	0	409	0	0
Stage 1	373	373	-	737	737	-	-	-	-	-	-	-
Stage 2	738	738	-	438	389	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	186	209	675	168	205	643	1171	-	-	1150	-	-
Stage 1	648	618	-	410	425	-	-	-	-	-	-	-
Stage 2	410	424	-	597	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	171	675	116	168	643	1171	-	-	1150	-	-
Mov Cap-2 Maneuver	159	171	-	116	168	-	-	-	-	-	-	-
Stage 1	531	617	-	336	348	-	-	-	-	-	-	-
Stage 2	334	347	-	482	607	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.7			24.7			2.5			0		
HCM LOS	C			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1171	-	-	458	186	1150	-	-				
HCM Lane V/C Ratio	0.14	-	-	0.33	0.018	0.001	-	-				
HCM Control Delay (s)	8.6	0	-	16.7	24.7	8.1	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.5	-	-	1.4	0.1	0	-	-				

Design Year (2022) - Holiday Saturday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

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	5	1	47	15	1	1	72	304	11	2	287	5
Future Vol, veh/h	5	1	47	15	1	1	72	304	11	2	287	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	1	52	17	1	1	80	338	12	2	319	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	831	836	322	857	833	344	324	0	0	350	0	0
Stage 1	326	326	-	504	504	-	-	-	-	-	-	-
Stage 2	505	510	-	353	329	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	303	719	277	304	699	1236	-	-	1209	-	-
Stage 1	687	648	-	550	541	-	-	-	-	-	-	-
Stage 2	549	538	-	664	646	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	270	278	719	240	279	699	1236	-	-	1209	-	-
Mov Cap-2 Maneuver	270	278	-	240	279	-	-	-	-	-	-	-
Stage 1	632	647	-	506	498	-	-	-	-	-	-	-
Stage 2	503	495	-	613	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	20.4	1.5	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	606	252	1209	-	-
HCM Lane V/C Ratio	0.065	-	-	0.097	0.075	0.002	-	-
HCM Control Delay (s)	8.1	0	-	11.6	20.4	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0	-	-

Design Year (2022) - Holiday Saturday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	9	1	1	1	1	308	1	1	284	1
Future Vol, veh/h	1	1	9	1	1	1	1	308	1	1	284	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	1	1	10	1	1	1	1	342	1	1	316	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	664	664	316	669	664	343	317	0	0	343	0	0
Stage 1	318	318	-	345	345	-	-	-	-	-	-	-
Stage 2	346	346	-	324	319	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	381	724	371	381	700	1243	-	-	1216	-	-
Stage 1	693	654	-	671	636	-	-	-	-	-	-	-
Stage 2	670	635	-	688	653	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	372	380	724	365	380	700	1243	-	-	1216	-	-
Mov Cap-2 Maneuver	372	380	-	365	380	-	-	-	-	-	-	-
Stage 1	692	653	-	670	635	-	-	-	-	-	-	-
Stage 2	667	634	-	677	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	13.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1243	-	-	620	441	1216	-	-
HCM Lane V/C Ratio	0.001	-	-	0.02	0.008	0.001	-	-
HCM Control Delay (s)	7.9	0	-	10.9	13.2	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Design Year (2022) - Holiday Saturday
 11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	2	287	23	1	258
Future Vol, veh/h	28	2	287	23	1	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	31	2	319	26	1	287

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	621	332	0	0	344	0
Stage 1	332	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	451	710	-	-	1215	-
Stage 1	727	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	451	710	-	-	1215	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	13.4		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 462	1215	-
HCM Lane V/C Ratio	-	- 0.072	0.001	-
HCM Control Delay (s)	-	- 13.4	8	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.2	0	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	21	40	249	238	4
Future Vol, veh/h	1	21	40	249	238	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	1	23	44	277	264	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	633	267	269	0	0
Stage 1	267	-	-	-	-
Stage 2	366	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	444	772	1295	-	-
Stage 1	778	-	-	-	-
Stage 2	702	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	426	772	1295	-	-
Mov Cap-2 Maneuver	426	-	-	-	-
Stage 1	778	-	-	-	-
Stage 2	674	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1295	-	745	-	-
HCM Lane V/C Ratio	0.034	-	0.033	-	-
HCM Control Delay (s)	7.9	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Design Year (2037) - Average Weekday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	79.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	5	52	38	16	5	49	769	39	13	789	67
Future Vol, veh/h	64	5	52	38	16	5	49	769	39	13	789	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	2	2	2	2	2	2	8	2	8	8	2
Mvmt Flow	71	6	58	42	18	6	54	854	43	14	877	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1940	1950	914	1959	1965	876	951	0	0	898	0	0
Stage 1	943	943	-	985	985	-	-	-	-	-	-	-
Stage 2	997	1007	-	974	980	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	~ 47	64	331	48	63	348	722	-	-	732	-	-
Stage 1	307	341	-	299	326	-	-	-	-	-	-	-
Stage 2	287	319	-	303	328	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 29	52	331	~ 31	51	348	722	-	-	732	-	-
Mov Cap-2 Maneuver	~ 29	52	-	~ 31	51	-	-	-	-	-	-	-
Stage 1	261	327	-	254	277	-	-	-	-	-	-	-
Stage 2	224	271	-	236	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 965.4	\$ 579.4	0.6	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	49	38	732	-	-
HCM Lane V/C Ratio	0.075	-	-	2.744	1.725	0.02	-	-
HCM Control Delay (s)	10.4	0	-	\$ 965.4	\$ 579.4	10	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	14.2	7	0.1	-	-

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

Design Year (2037) - Average Weekday
2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2	23	8	2	5	13	818	7	2	789	15
Future Vol, veh/h	12	2	23	8	2	5	13	818	7	2	789	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	13	2	26	9	2	6	14	909	8	2	877	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1835	1835	885	1845	1840	913	893	0	0	917	0	0
Stage 1	889	889	-	942	942	-	-	-	-	-	-	-
Stage 2	946	946	-	903	898	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	58	76	344	57	75	331	759	-	-	744	-	-
Stage 1	338	361	-	316	342	-	-	-	-	-	-	-
Stage 2	314	340	-	332	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	73	344	50	72	331	759	-	-	744	-	-
Mov Cap-2 Maneuver	54	73	-	50	72	-	-	-	-	-	-	-
Stage 1	325	359	-	304	329	-	-	-	-	-	-	-
Stage 2	295	327	-	304	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.6	67.3	0.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	117	74	744	-	-
HCM Lane V/C Ratio	0.019	-	-	0.351	0.225	0.003	-	-
HCM Control Delay (s)	9.8	0	-	51.6	67.3	9.9	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.8	0	-	-

Design Year (2037) - Average Weekday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

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	10	3	7	38	5	17	5	797	33	25	761	8
Future Vol, veh/h	10	3	7	38	5	17	5	797	33	25	761	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	11	3	8	42	6	19	6	886	37	28	846	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1833	1839	850	1826	1825	904	854	0	0	922	0	0
Stage 1	906	906	-	915	915	-	-	-	-	-	-	-
Stage 2	927	933	-	911	910	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	59	75	360	59	77	335	785	-	-	741	-	-
Stage 1	331	355	-	327	352	-	-	-	-	-	-	-
Stage 2	322	345	-	328	353	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	49	68	360	52	70	335	785	-	-	741	-	-
Mov Cap-2 Maneuver	49	68	-	52	70	-	-	-	-	-	-	-
Stage 1	326	329	-	322	346	-	-	-	-	-	-	-
Stage 2	294	339	-	295	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	72.1	194.6	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	75	70	741	-	-
HCM Lane V/C Ratio	0.007	-	-	0.296	0.952	0.037	-	-
HCM Control Delay (s)	9.6	0	-	72.1	194.6	10	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	4.8	0.1	-	-

Design Year (2037) - Average Weekday
4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 164.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	134	136	661	163	140	660
Future Vol, veh/h	134	136	661	163	140	660
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	149	151	734	181	156	733

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1869	825	0	0	916	0
Stage 1	825	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 79	372	-	-	745	-
Stage 1	430	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 51	372	-	-	745	-
Mov Cap-2 Maneuver	~ 51	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 1149.3		0		1.9
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	90	745
HCM Lane V/C Ratio	-	-	3.333	0.209
HCM Control Delay (s)	-	\$ 1149.3	11.1	0
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	30	0.8

Notes

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

Design Year (2037) - Average Weekday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	5	2	18	2	18	5	773	16	16	780	19
Future Vol, veh/h	15	5	2	18	2	18	5	773	16	16	780	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	17	6	2	20	2	20	6	859	18	18	867	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1803	1801	877	1796	1802	868	888	0	0	877	0	0
Stage 1	913	913	-	879	879	-	-	-	-	-	-	-
Stage 2	890	888	-	917	923	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	62	80	348	62	80	352	763	-	-	770	-	-
Stage 1	328	352	-	342	365	-	-	-	-	-	-	-
Stage 2	337	362	-	326	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	55	75	348	55	75	352	763	-	-	770	-	-
Mov Cap-2 Maneuver	55	75	-	55	75	-	-	-	-	-	-	-
Stage 1	323	336	-	337	360	-	-	-	-	-	-	-
Stage 2	311	357	-	304	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	92.5	71.4	0.1	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	64	94	770	-	-
HCM Lane V/C Ratio	0.007	-	-	0.382	0.449	0.023	-	-
HCM Control Delay (s)	9.8	0	-	92.5	71.4	9.8	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	1.9	0.1	-	-

Design Year (2037) - Average Weekday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	54	25	752	54	15	761
Future Vol, veh/h	54	25	752	54	15	761
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	60	28	836	60	17	846

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1745	866	0	0	896	0
Stage 1	866	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	353	-	-	757	-
Stage 1	412	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	91	353	-	-	757	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	92.5		0		0.2
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 119	757	-
HCM Lane V/C Ratio	-	- 0.738	0.022	-
HCM Control Delay (s)	-	- 92.5	9.9	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 4.1	0.1	-

Design Year (2037) - Average Weekday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	21	47	2	13	8	681	38	10	731	3
Future Vol, veh/h	2	2	21	47	2	13	8	681	38	10	731	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	2	23	52	2	14	9	757	42	11	812	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1640	1653	814	1645	1634	778	816	0	0	799	0	0
Stage 1	836	836	-	796	796	-	-	-	-	-	-	-
Stage 2	804	817	-	849	838	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	80	98	378	79	101	396	812	-	-	824	-	-
Stage 1	362	382	-	380	399	-	-	-	-	-	-	-
Stage 2	377	390	-	356	382	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	73	94	378	70	97	396	812	-	-	824	-	-
Mov Cap-2 Maneuver	73	94	-	70	97	-	-	-	-	-	-	-
Stage 1	355	373	-	372	391	-	-	-	-	-	-	-
Stage 2	354	382	-	324	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	132.8	0.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	240	86	824	-	-
HCM Lane V/C Ratio	0.011	-	-	0.116	0.801	0.013	-	-
HCM Control Delay (s)	9.5	0	-	22	132.8	9.4	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	4.1	0	-	-

Design Year (2037) - Average Weekday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	2	175	2	2	2	95	550	2	2	502	26
Future Vol, veh/h	17	2	175	2	2	2	95	550	2	2	502	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	19	2	194	2	2	2	106	611	2	2	558	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1401	572	1498	1414	612	587	0	0	613	0	0
Stage 1	577	577	-	823	823	-	-	-	-	-	-	-
Stage 2	826	824	-	675	591	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	140	520	101	138	493	988	-	-	966	-	-
Stage 1	502	502	-	368	388	-	-	-	-	-	-	-
Stage 2	366	387	-	444	494	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	100	117	520	54	115	493	988	-	-	966	-	-
Mov Cap-2 Maneuver	100	117	-	54	115	-	-	-	-	-	-	-
Stage 1	420	500	-	308	325	-	-	-	-	-	-	-
Stage 2	303	324	-	276	493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.4	42.4	1.3	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	988	-	-	370	103	966	-	-
HCM Lane V/C Ratio	0.107	-	-	0.583	0.065	0.002	-	-
HCM Control Delay (s)	9.1	0	-	27.4	42.4	8.7	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	3.5	0.2	0	-	-

Design Year (2037) - Average Weekday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	62	10	2	5	51	511	7	2	458	13
Future Vol, veh/h	3	3	62	10	2	5	51	511	7	2	458	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	3	3	69	11	2	6	57	568	8	2	509	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1210	1210	516	1242	1213	572	523	0	0	576	0	0
Stage 1	521	521	-	685	685	-	-	-	-	-	-	-
Stage 2	689	689	-	557	528	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	159	183	559	152	182	520	1043	-	-	997	-	-
Stage 1	539	532	-	438	448	-	-	-	-	-	-	-
Stage 2	436	446	-	515	528	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	146	168	559	123	167	520	1043	-	-	997	-	-
Mov Cap-2 Maneuver	146	168	-	123	167	-	-	-	-	-	-	-
Stage 1	496	530	-	403	412	-	-	-	-	-	-	-
Stage 2	395	410	-	447	526	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	29.6	0.8	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	455	165	997	-	-
HCM Lane V/C Ratio	0.054	-	-	0.166	0.114	0.002	-	-
HCM Control Delay (s)	8.7	0	-	14.5	29.6	8.6	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.4	0	-	-

Design Year (2037) - Average Weekday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	7	2	2	2	7	509	3	2	464	2
Future Vol, veh/h	2	2	7	2	2	2	7	509	3	2	464	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	2	2	8	2	2	2	8	566	3	2	516	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1105	517	1109	1105	567	518	0	0	569	0	0
Stage 1	521	521	-	583	583	-	-	-	-	-	-	-
Stage 2	585	584	-	526	522	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	188	211	558	187	211	523	1048	-	-	1003	-	-
Stage 1	539	532	-	498	499	-	-	-	-	-	-	-
Stage 2	497	498	-	535	531	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	184	208	558	181	208	523	1048	-	-	1003	-	-
Mov Cap-2 Maneuver	184	208	-	181	208	-	-	-	-	-	-	-
Stage 1	533	530	-	493	494	-	-	-	-	-	-	-
Stage 2	487	493	-	524	529	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	20.1	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	333	245	1003	-	-
HCM Lane V/C Ratio	0.007	-	-	0.037	0.027	0.002	-	-
HCM Control Delay (s)	8.5	0	-	16.2	20.1	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Design Year (2037) - Average Weekday
11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	17	2	501	12	2	451
Future Vol, veh/h	17	2	501	12	2	451
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	19	2	557	13	2	501

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1069	563	0	0	570	0
Stage 1	563	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	245	526	-	-	1002	-
Stage 1	570	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	244	526	-	-	1002	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	20.1		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	1002	-
HCM Lane V/C Ratio	-	-	0.082	0.002	-
HCM Control Delay (s)	-	-	20.1	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Design Year (2037) - Average Weekday
12: US 259 & Stevens Rd

10/2/2017

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	2	28	13	490	425	2
Future Vol, veh/h	2	28	13	490	425	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	12	12	2
Mvmt Flow	2	31	14	544	472	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1046	473	474	0	0
Stage 1	473	-	-	-	-
Stage 2	573	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	253	591	1088	-	-
Stage 1	627	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	248	591	1088	-	-
Mov Cap-2 Maneuver	248	-	-	-	-
Stage 1	627	-	-	-	-
Stage 2	554	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1088	-	541	-	-
HCM Lane V/C Ratio	0.013	-	0.062	-	-
HCM Control Delay (s)	8.4	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Design Year (2037) - Average Weekday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	32											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	5	57	36	5	13	52	750	47	28	734	120
Future Vol, veh/h	34	5	57	36	5	13	52	750	47	28	734	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	2	2	2	2	2	2	8	2	8	8	2
Mvmt Flow	38	6	63	40	6	14	58	833	52	31	816	133

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1929	1945	882	1954	1986	859	949	0	0	886	0	0
Stage 1	944	944	-	975	975	-	-	-	-	-	-	-
Stage 2	985	1001	-	979	1011	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	48	65	345	48	61	356	724	-	-	739	-	-
Stage 1	307	341	-	303	330	-	-	-	-	-	-	-
Stage 2	291	321	-	301	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 34	50	345	~ 29	47	356	724	-	-	739	-	-
Mov Cap-2 Maneuver	~ 34	50	-	~ 29	47	-	-	-	-	-	-	-
Stage 1	258	310	-	255	277	-	-	-	-	-	-	-
Stage 2	230	270	-	219	288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 338.5	\$ 498.8	0.6	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	724	-	-	76	39	739	-	-
HCM Lane V/C Ratio	0.08	-	-	1.404	1.538	0.042	-	-
HCM Control Delay (s)	10.4	0	-	\$ 338.5	\$ 498.8	10.1	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	8.5	6.2	0.1	-	-

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

Design Year (2037) - Average Weekday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	23	7	2	2	28	767	2	3	852	40
Future Vol, veh/h	3	2	23	7	2	2	28	767	2	3	852	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	3	2	26	8	2	2	31	852	2	3	947	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1894	1893	969	1905	1914	853	991	0	0	854	0	0
Stage 1	976	976	-	916	916	-	-	-	-	-	-	-
Stage 2	918	917	-	989	998	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	53	70	308	52	68	359	698	-	-	785	-	-
Stage 1	302	329	-	326	351	-	-	-	-	-	-	-
Stage 2	326	351	-	297	322	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	48	63	308	43	62	359	698	-	-	785	-	-
Mov Cap-2 Maneuver	48	63	-	43	62	-	-	-	-	-	-	-
Stage 1	276	326	-	298	321	-	-	-	-	-	-	-
Stage 2	294	321	-	268	319	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.6	88.3	0.4	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	698	-	-	166	55	785	-	-
HCM Lane V/C Ratio	0.045	-	-	0.187	0.222	0.004	-	-
HCM Control Delay (s)	10.4	0	-	31.6	88.3	9.6	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.8	0	-	-

Design Year (2037) - Average Weekday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection

Int Delay, s/veh 11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	7	2	46	2	26	5	736	31	26	847	5
Future Vol, veh/h	2	7	2	46	2	26	5	736	31	26	847	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	8	2	51	2	29	6	818	34	29	941	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1864	1865	944	1853	1850	835	947	0	0	852	0	0
Stage 1	1002	1002	-	846	846	-	-	-	-	-	-	-
Stage 2	862	863	-	1007	1004	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	56	73	318	57	74	368	725	-	-	787	-	-
Stage 1	292	320	-	357	378	-	-	-	-	-	-	-
Stage 2	350	372	-	290	320	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	47	66	318	~ 48	67	368	725	-	-	787	-	-
Mov Cap-2 Maneuver	47	66	-	~ 48	67	-	-	-	-	-	-	-
Stage 1	287	295	-	351	372	-	-	-	-	-	-	-
Stage 2	315	366	-	259	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	66	265.2	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	725	-	-	71	70	787	-	-
HCM Lane V/C Ratio	0.008	-	-	0.172	1.175	0.037	-	-
HCM Control Delay (s)	10	0	-	66	265.2	9.7	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	6.4	0.1	-	-

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

Design Year (2037) - Average Weekday
 4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 216.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	133	124	631	133	171	745
Future Vol, veh/h	133	124	631	133	171	745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	148	138	701	148	190	828

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1983	775	0	0	849	0
Stage 1	775	-	-	-	-	-
Stage 2	1208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 67	398	-	-	789	-
Stage 1	454	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 37	398	-	-	789	-
Mov Cap-2 Maneuver	~ 37	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	157	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 1624.4		0		2.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 66	789	-
HCM Lane V/C Ratio	-	- 4.327	0.241	-
HCM Control Delay (s)	-	\$ 1624.4	11	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 30.9	0.9	-

Notes

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

Design Year (2037) - Average Weekday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	5	15	3	10	2	737	16	10	896	10
Future Vol, veh/h	3	2	5	15	3	10	2	737	16	10	896	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	3	2	6	17	3	11	2	819	18	11	996	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1862	1864	1001	1859	1861	828	1007	0	0	837	0	0
Stage 1	1023	1023	-	832	832	-	-	-	-	-	-	-
Stage 2	839	841	-	1027	1029	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	56	73	295	56	73	371	688	-	-	797	-	-
Stage 1	284	313	-	363	384	-	-	-	-	-	-	-
Stage 2	360	380	-	283	311	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	51	70	295	52	70	371	688	-	-	797	-	-
Mov Cap-2 Maneuver	51	70	-	52	70	-	-	-	-	-	-	-
Stage 1	283	303	-	361	382	-	-	-	-	-	-	-
Stage 2	344	378	-	267	301	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.3	78.9	0	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	96	78	797	-	-
HCM Lane V/C Ratio	0.003	-	-	0.116	0.399	0.014	-	-
HCM Control Delay (s)	10.2	0	-	47.3	78.9	9.6	0	-
HCM Lane LOS	B	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.6	0	-	-

Design Year (2037) - Average Weekday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	67	18	760	56	16	849
Future Vol, veh/h	67	18	760	56	16	849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	74	20	844	62	18	943

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1855	876	0	0	907	0
Stage 1	876	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	81	348	-	-	750	-
Stage 1	407	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	348	-	-	750	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	184.7		0		0.2
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	92	750
HCM Lane V/C Ratio	-	-	1.027	0.024
HCM Control Delay (s)	-	-	184.7	9.9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	6.1	0.1

Design Year (2037) - Average Weekday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	12.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	21	65	2	8	5	652	56	10	811	3
Future Vol, veh/h	2	2	21	65	2	8	5	652	56	10	811	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	2	23	72	2	9	6	724	62	11	901	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1697	1723	903	1705	1694	756	904	0	0	787	0	0
Stage 1	925	925	-	767	767	-	-	-	-	-	-	-
Stage 2	772	798	-	938	927	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	73	89	336	~ 72	93	408	752	-	-	832	-	-
Stage 1	323	348	-	395	411	-	-	-	-	-	-	-
Stage 2	392	398	-	317	347	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	68	85	336	~ 64	89	408	752	-	-	832	-	-
Mov Cap-2 Maneuver	68	85	-	~ 64	89	-	-	-	-	-	-	-
Stage 1	318	339	-	389	405	-	-	-	-	-	-	-
Stage 2	376	392	-	285	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24	263	0.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	752	-	-	217	71	832	-	-
HCM Lane V/C Ratio	0.007	-	-	0.128	1.174	0.013	-	-
HCM Control Delay (s)	9.8	0	-	24	263	9.4	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	6.4	0	-	-

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

Design Year (2037) - Average Weekday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	2	188	2	2	2	110	550	2	2	585	25
Future Vol, veh/h	13	2	188	2	2	2	110	550	2	2	585	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	14	2	209	2	2	2	122	611	2	2	650	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1527	1526	664	1631	1539	612	678	0	0	613	0	0
Stage 1	668	668	-	857	857	-	-	-	-	-	-	-
Stage 2	859	858	-	774	682	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	96	118	461	81	116	493	914	-	-	966	-	-
Stage 1	448	456	-	352	374	-	-	-	-	-	-	-
Stage 2	351	374	-	391	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	79	94	461	37	92	493	914	-	-	966	-	-
Mov Cap-2 Maneuver	79	94	-	37	92	-	-	-	-	-	-	-
Stage 1	357	455	-	281	298	-	-	-	-	-	-	-
Stage 2	276	298	-	212	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.7	57.6	1.6	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	914	-	-	342	75	966	-
HCM Lane V/C Ratio	0.134	-	-	0.66	0.089	0.002	-
HCM Control Delay (s)	9.5	0	-	33.7	57.6	8.7	0
HCM Lane LOS	A	A	-	D	F	A	A
HCM 95th %tile Q(veh)	0.5	-	-	4.5	0.3	0	-

Design Year (2037) - Average Weekday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	3	63	8	2	2	57	493	15	2	541	8
Future Vol, veh/h	4	3	63	8	2	2	57	493	15	2	541	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	4	3	70	9	2	2	63	548	17	2	601	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1295	1301	606	1330	1297	556	610	0	0	564	0	0
Stage 1	610	610	-	683	683	-	-	-	-	-	-	-
Stage 2	685	691	-	647	614	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	139	161	497	132	162	531	969	-	-	1008	-	-
Stage 1	482	485	-	439	449	-	-	-	-	-	-	-
Stage 2	438	446	-	460	483	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	127	145	497	103	146	531	969	-	-	1008	-	-
Mov Cap-2 Maneuver	127	145	-	103	146	-	-	-	-	-	-	-
Stage 1	436	484	-	397	406	-	-	-	-	-	-	-
Stage 2	393	404	-	391	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	36.9	0.9	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	969	-	-	391	126	1008	-	-
HCM Lane V/C Ratio	0.065	-	-	0.199	0.106	0.002	-	-
HCM Control Delay (s)	9	0	-	16.5	36.9	8.6	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.3	0	-	-

Design Year (2037) - Average Weekday
10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	14	3	2	2	5	492	2	2	534	5
Future Vol, veh/h	2	2	14	3	2	2	5	492	2	2	534	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	12	2
Mvmt Flow	2	2	16	3	2	2	6	547	2	2	593	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1162	1161	596	1168	1162	548	599	0	0	549	0	0
Stage 1	601	601	-	559	559	-	-	-	-	-	-	-
Stage 2	561	560	-	609	603	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	172	195	504	170	195	536	978	-	-	1021	-	-
Stage 1	487	489	-	513	511	-	-	-	-	-	-	-
Stage 2	512	511	-	482	488	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	168	193	504	162	193	536	978	-	-	1021	-	-
Mov Cap-2 Maneuver	168	193	-	162	193	-	-	-	-	-	-	-
Stage 1	483	488	-	508	506	-	-	-	-	-	-	-
Stage 2	503	506	-	464	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	22.4	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	978	-	-	360	215	1021	-	-
HCM Lane V/C Ratio	0.006	-	-	0.056	0.036	0.002	-	-
HCM Control Delay (s)	8.7	0	-	15.6	22.4	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Design Year (2037) - Average Weekday
 11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	23	7	480	16	2	518
Future Vol, veh/h	23	7	480	16	2	518
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	12	2	2	12
Mvmt Flow	26	8	533	18	2	576

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1122	542	0	0	551	0
Stage 1	542	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	228	540	-	-	1019	-
Stage 1	583	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	540	-	-	1019	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	20.7		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 263	1019	-
HCM Lane V/C Ratio	-	- 0.127	0.002	-
HCM Control Delay (s)	-	- 20.7	8.5	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.4	0	-

Design Year (2037) - Average Weekday
12: US 259 & Stevens Rd

10/2/2017

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	2	30	17	470	490	2
Future Vol, veh/h	2	30	17	470	490	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	12	12	2
Mvmt Flow	2	33	19	522	544	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1106	546	547	0	0
Stage 1	546	-	-	-	-
Stage 2	560	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	233	538	1022	-	-
Stage 1	580	-	-	-	-
Stage 2	572	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	227	538	1022	-	-
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	580	-	-	-	-
Stage 2	557	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	496	-	-
HCM Lane V/C Ratio	0.018	-	0.072	-	-
HCM Control Delay (s)	8.6	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Design Year (2037) - Holiday Friday
1: US 259 & Sherry Ln

10/2/2017

Intersection

Int Delay, s/veh 40.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	5	57	38	15	10	39	823	34	10	683	34
Future Vol, veh/h	52	5	57	38	15	10	39	823	34	10	683	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	58	6	63	42	17	11	43	914	38	11	759	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1834	1839	778	1854	1839	933	797	0	0	952	0	0
Stage 1	800	800	-	1020	1020	-	-	-	-	-	-	-
Stage 2	1034	1039	-	834	819	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	59	75	396	57	75	323	825	-	-	722	-	-
Stage 1	379	397	-	285	314	-	-	-	-	-	-	-
Stage 2	280	308	-	362	389	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 41	65	396	~ 40	65	323	825	-	-	722	-	-
Mov Cap-2 Maneuver	~ 41	65	-	~ 40	65	-	-	-	-	-	-	-
Stage 1	337	386	-	253	279	-	-	-	-	-	-	-
Stage 2	226	274	-	291	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 432.8	\$ 371.2	0.4	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	825	-	-	77	52	722	-	-
HCM Lane V/C Ratio	0.053	-	-	1.645	1.346	0.015	-	-
HCM Control Delay (s)	9.6	0	-	\$ 432.8	\$ 371.2	10.1	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	10.7	6.4	0	-	-

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

Design Year (2037) - Holiday Friday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	2	28	8	2	2	33	930	13	7	626	21
Future Vol, veh/h	20	2	28	8	2	2	33	930	13	7	626	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	7	2
Mvmt Flow	22	2	31	9	2	2	37	1033	14	8	696	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1839	1844	707	1853	1848	1041	719	0	0	1048	0	0
Stage 1	723	723	-	1114	1114	-	-	-	-	-	-	-
Stage 2	1116	1121	-	739	734	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	58	75	435	57	75	279	882	-	-	664	-	-
Stage 1	417	431	-	253	284	-	-	-	-	-	-	-
Stage 2	252	282	-	409	426	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	51	66	435	47	66	279	882	-	-	664	-	-
Mov Cap-2 Maneuver	51	66	-	47	66	-	-	-	-	-	-	-
Stage 1	375	422	-	227	255	-	-	-	-	-	-	-
Stage 2	223	254	-	370	417	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75	84.7	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	103	58	664	-	-
HCM Lane V/C Ratio	0.042	-	-	0.539	0.23	0.012	-	-
HCM Control Delay (s)	9.3	0	-	75	84.7	10.5	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	0.8	0	-	-

Design Year (2037) - Holiday Friday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection

Int Delay, s/veh 16.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	25	2	2	49	5	38	30	787	135	26	603	26	
Future Vol, veh/h	25	2	2	49	5	38	30	787	135	26	603	26	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2	
Mvmt Flow	28	2	2	54	6	42	33	874	150	29	670	29	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1782	1833	684	1760	1773	949	699	0	0	1024	0	0
Stage 1	742	742	-	1016	1016	-	-	-	-	-	-	-
Stage 2	1040	1091	-	744	757	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	64	76	449	66	83	316	898	-	-	678	-	-
Stage 1	408	422	-	287	315	-	-	-	-	-	-	-
Stage 2	278	291	-	407	416	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	46	64	449	56	70	316	898	-	-	678	-	-
Mov Cap-2 Maneuver	46	64	-	56	70	-	-	-	-	-	-	-
Stage 1	372	392	-	261	287	-	-	-	-	-	-	-
Stage 2	215	265	-	375	387	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	162.2	244.8	0.3	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	50	86	678	-	-
HCM Lane V/C Ratio	0.037	-	-	0.644	1.189	0.043	-	-
HCM Control Delay (s)	9.2	0	-	162.2	244.8	10.5	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	7.3	0.1	-	-

Intersection

Int Delay, s/veh 179.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	146	147	667	183	165	509
Future Vol, veh/h	146	147	667	183	165	509
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	162	163	741	203	183	566

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1775	843	0	0	944	0
Stage 1	843	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 91	364	-	-	727	-
Stage 1	422	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 58	364	-	-	727	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	242	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 1105.5	0	2.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 100	727	-
HCM Lane V/C Ratio	-	- 3.256	0.252	-
HCM Control Delay (s)	-	\$ 1105.5	11.6	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 32	1	-

Notes

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

Design Year (2037) - Holiday Friday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	2	8	31	2	44	8	778	28	28	635	21
Future Vol, veh/h	16	2	8	31	2	44	8	778	28	28	635	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	18	2	9	34	2	49	9	864	31	31	706	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1702	1692	717	1683	1689	880	729	0	0	896	0	0
Stage 1	779	779	-	898	898	-	-	-	-	-	-	-
Stage 2	923	913	-	785	791	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	72	93	430	75	93	346	875	-	-	757	-	-
Stage 1	389	406	-	334	358	-	-	-	-	-	-	-
Stage 2	323	352	-	386	401	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	57	85	430	67	85	346	875	-	-	757	-	-
Mov Cap-2 Maneuver	57	85	-	67	85	-	-	-	-	-	-	-
Stage 1	381	378	-	327	350	-	-	-	-	-	-	-
Stage 2	270	345	-	350	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	72.3	79.4	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	875	-	-	81	126	757	-	-
HCM Lane V/C Ratio	0.01	-	-	0.357	0.679	0.041	-	-
HCM Control Delay (s)	9.2	0	-	72.3	79.4	10	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	3.7	0.1	-	-

Design Year (2037) - Holiday Friday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 11.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	82	43	650	139	56	602
Future Vol, veh/h	82	43	650	139	56	602
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	91	48	722	154	62	669

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1592	799	0	0	877	0
Stage 1	799	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	118	386	-	-	770	-
Stage 1	443	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	103	386	-	-	770	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	141.2		0		0.9
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	138	770	-
HCM Lane V/C Ratio	-	-	1.006	0.081	-
HCM Control Delay (s)	-	-	141.2	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	7.3	0.3	-

Design Year (2037) - Holiday Friday
 7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	10	53	2	17	13	539	51	23	595	2
Future Vol, veh/h	5	2	10	53	2	17	13	539	51	23	595	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	2	11	59	2	19	14	599	57	26	661	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1380	1397	662	1376	1370	627	663	0	0	656	0	0
Stage 1	713	713	-	656	656	-	-	-	-	-	-	-
Stage 2	667	684	-	720	714	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	122	141	462	122	146	484	926	-	-	931	-	-
Stage 1	423	435	-	454	462	-	-	-	-	-	-	-
Stage 2	448	449	-	419	435	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	110	132	462	112	136	484	926	-	-	931	-	-
Mov Cap-2 Maneuver	110	132	-	112	136	-	-	-	-	-	-	-
Stage 1	413	416	-	443	451	-	-	-	-	-	-	-
Stage 2	418	438	-	389	416	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.1	62	0.2	0.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	207	138	931	-	-
HCM Lane V/C Ratio	0.016	-	-	0.091	0.58	0.027	-	-
HCM Control Delay (s)	8.9	0	-	24.1	62	9	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2.9	0.1	-	-

Design Year (2037) - Holiday Friday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	2	133	2	2	2	120	439	2	2	445	18
Future Vol, veh/h	16	2	133	2	2	2	120	439	2	2	445	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	18	2	148	2	2	2	133	488	2	2	494	20
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1267	1266	504	1340	1275	489	514	0	0	490	0	0
Stage 1	509	509	-	756	756	-	-	-	-	-	-	-
Stage 2	758	757	-	584	519	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	169	568	130	167	579	1052	-	-	1073	-	-
Stage 1	547	538	-	400	416	-	-	-	-	-	-	-
Stage 2	399	416	-	498	533	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	124	139	568	82	138	579	1052	-	-	1073	-	-
Mov Cap-2 Maneuver	124	139	-	82	138	-	-	-	-	-	-	-
Stage 1	452	536	-	330	344	-	-	-	-	-	-	-
Stage 2	326	344	-	366	531	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	20.3			31.6			1.9			0		
HCM LOS	C			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1052	-	-	400	142	1073	-	-				
HCM Lane V/C Ratio	0.127	-	-	0.419	0.047	0.002	-	-				
HCM Control Delay (s)	8.9	0	-	20.3	31.6	8.4	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	2	0.1	0	-	-				

Design Year (2037) - Holiday Friday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	2	81	13	2	2	79	375	3	3	371	9
Future Vol, veh/h	10	2	81	13	2	2	79	375	3	3	371	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	11	2	90	14	2	2	88	417	3	3	412	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1020	1020	417	1064	1023	418	422	0	0	420	0	0
Stage 1	424	424	-	594	594	-	-	-	-	-	-	-
Stage 2	596	596	-	470	429	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	215	237	636	201	236	635	1137	-	-	1139	-	-
Stage 1	608	587	-	491	493	-	-	-	-	-	-	-
Stage 2	490	492	-	574	584	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	196	212	636	158	212	635	1137	-	-	1139	-	-
Mov Cap-2 Maneuver	196	212	-	158	212	-	-	-	-	-	-	-
Stage 1	547	585	-	441	443	-	-	-	-	-	-	-
Stage 2	437	442	-	489	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	27.5	1.5	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	495	179	1139	-	-
HCM Lane V/C Ratio	0.077	-	-	0.209	0.106	0.003	-	-
HCM Control Delay (s)	8.4	0	-	14.2	27.5	8.2	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.8	0.3	0	-	-

Design Year (2037) - Holiday Friday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	5	2	2	2	12	373	2	2	376	2
Future Vol, veh/h	2	2	5	2	2	2	12	373	2	2	376	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	2	6	2	2	2	13	414	2	2	418	2




Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	867	866	419	869	866	416	420	0	0	417	0	0
Stage 1	423	423	-	442	442	-	-	-	-	-	-	-
Stage 2	444	443	-	427	424	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	273	291	634	272	291	637	1139	-	-	1142	-	-
Stage 1	609	588	-	594	576	-	-	-	-	-	-	-
Stage 2	593	576	-	606	587	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	267	286	634	265	286	637	1139	-	-	1142	-	-
Mov Cap-2 Maneuver	267	286	-	265	286	-	-	-	-	-	-	-
Stage 1	600	587	-	585	567	-	-	-	-	-	-	-
Stage 2	580	567	-	597	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	15.8	0.3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1139	-	-	402	339	1142	-
HCM Lane V/C Ratio	0.012	-	-	0.025	0.02	0.002	-
HCM Control Delay (s)	8.2	0	-	14.2	15.8	8.2	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	2	346	31	2	363
Future Vol, veh/h	17	2	346	31	2	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	19	2	384	34	2	403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	810	402	0	0	419	0
Stage 1	402	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	349	648	-	-	1140	-
Stage 1	676	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	648	-	-	1140	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.4		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	366	1140	-
HCM Lane V/C Ratio	-	-	0.058	0.002	-
HCM Control Delay (s)	-	-	15.4	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	52	296	327	2
Future Vol, veh/h	2	38	52	296	327	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	10	2
Mvmt Flow	2	42	58	329	363	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	808	364	366	0	0
Stage 1	364	-	-	-	-
Stage 2	444	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	350	681	1193	-	-
Stage 1	703	-	-	-	-
Stage 2	646	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	329	681	1193	-	-
Mov Cap-2 Maneuver	329	-	-	-	-
Stage 1	703	-	-	-	-
Stage 2	608	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1193	-	646	-	-
HCM Lane V/C Ratio	0.048	-	0.069	-	-
HCM Control Delay (s)	8.2	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Design Year (2037) - Holiday Friday
1: US 259 & Sherry Ln

10/2/2017

Intersection

Int Delay, s/veh 142.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	8	52	36	7	10	47	1245	36	11	781	54
Future Vol, veh/h	36	8	52	36	7	10	47	1245	36	11	781	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	40	9	58	40	8	11	52	1383	40	12	868	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2439	2450	898	2464	2460	1403	928	0	0	1423	0	0
Stage 1	922	922	-	1508	1508	-	-	-	-	-	-	-
Stage 2	1517	1528	-	956	952	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 22	31	338	~ 21	31	171	737	-	-	478	-	-
Stage 1	324	349	-	151	183	-	-	-	-	-	-	-
Stage 2	149	179	-	310	338	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 10	19	338	~ 8	19	171	737	-	-	478	-	-
Mov Cap-2 Maneuver	~ 10	19	-	~ 8	19	-	-	-	-	-	-	-
Stage 1	213	331	-	99	120	-	-	-	-	-	-	-
Stage 2	85	117	-	237	320	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 1978.3	\$ 2633.9	0.4	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	23	11	478	-	-
HCM Lane V/C Ratio	0.071	-	-	4.638	5.354	0.026	-	-
HCM Control Delay (s)	10.3	0	\$ 1978.	\$ 2633.9	12.7	0	-	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	13.4	8.6	0.1	-	-

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

Design Year (2037) - Holiday Friday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	19.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	2	33	7	2	2	33	1256	2	7	849	23
Future Vol, veh/h	23	2	33	7	2	2	33	1256	2	7	849	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	7	2
Mvmt Flow	26	2	37	8	2	2	37	1396	2	8	943	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2444	2443	956	2461	2454	1397	969	0	0	1398	0	0
Stage 1	972	972	-	1470	1470	-	-	-	-	-	-	-
Stage 2	1472	1471	-	991	984	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 21	31	313	21	31	173	711	-	-	489	-	-
Stage 1	304	331	-	158	191	-	-	-	-	-	-	-
Stage 2	158	191	-	296	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 15	23	313	14	23	173	711	-	-	489	-	-
Mov Cap-2 Maneuver	~ 15	23	-	14	23	-	-	-	-	-	-	-
Stage 1	233	319	-	121	146	-	-	-	-	-	-	-
Stage 2	118	146	-	250	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 674.2	\$ 390.3	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	34 18	489	-	-
HCM Lane V/C Ratio	0.052	-	-	1.895 0.679	0.016	-	-
HCM Control Delay (s)	10.3	0	-	\$ 674.2 \$ 390.3	12.5	0	-
HCM Lane LOS	B	A	-	F F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	7.2 1.8	0	-	-

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

Design Year (2037) - Holiday Friday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection

Int Delay, s/veh 167.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	8	17	68	2	38	16	1101	164	52	794	47
Future Vol, veh/h	20	8	17	68	2	38	16	1101	164	52	794	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	22	9	19	76	2	42	18	1223	182	58	882	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2396	2465	908	2388	2400	1314	934	0	0	1406	0	0
Stage 1	1024	1024	-	1350	1350	-	-	-	-	-	-	-
Stage 2	1372	1441	-	1038	1050	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	23	30	334	~ 24	33	193	733	-	-	485	-	-
Stage 1	284	313	-	186	219	-	-	-	-	-	-	-
Stage 2	180	198	-	279	304	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 12	20	334	~ 11	22	193	733	-	-	485	-	-
Mov Cap-2 Maneuver	~ 12	20	-	~ 11	22	-	-	-	-	-	-	-
Stage 1	249	234	-	163	192	-	-	-	-	-	-	-
Stage 2	122	174	-	189	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 1016.5	\$ 3170.9	0.1	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	733	-	-	21	17	485	-	-
HCM Lane V/C Ratio	0.024	-	-	2.381	7.059	0.119	-	-
HCM Control Delay (s)	10	0	\$ 1016.5	\$ 3170.9	13.4	0	-	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	6.5	15.7	0.4	-	-

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

Design Year (2037) - Holiday Friday
 4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 1915.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	189	185	962	197	207	704
Future Vol, veh/h	189	185	962	197	207	704
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	210	206	1069	219	230	782

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2420	1178	0	0	1288	0
Stage 1	1178	-	-	-	-	-
Stage 2	1242	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 22	232	-	-	538	-
Stage 1	233	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 8	232	-	-	538	-
Mov Cap-2 Maneuver	~ 8	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	~ 52	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 12505.7	0	3.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	15	538
HCM Lane V/C Ratio	-	-27.704	0.428	-
HCM Control Delay (s)	-	\$ 12505.7	16.6	0
HCM Lane LOS	-	-	F	C
HCM 95th %tile Q(veh)	-	-	53	2.1

Notes

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

Design Year (2037) - Holiday Friday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	3	18	2	15	3	1124	20	38	890	7
Future Vol, veh/h	5	2	3	18	2	15	3	1124	20	38	890	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	2	3	20	2	17	3	1249	22	42	989	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2353	2355	993	2347	2348	1260	997	0	0	1271	0	0
Stage 1	1077	1077	-	1267	1267	-	-	-	-	-	-	-
Stage 2	1276	1278	-	1080	1081	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	25	36	298	25	36	208	694	-	-	547	-	-
Stage 1	265	295	-	207	240	-	-	-	-	-	-	-
Stage 2	205	237	-	264	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	29	298	20	29	208	694	-	-	547	-	-
Mov Cap-2 Maneuver	19	29	-	20	29	-	-	-	-	-	-	-
Stage 1	261	244	-	204	236	-	-	-	-	-	-	-
Stage 2	184	233	-	214	243	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	192	\$ 378.9	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	694	-	-	29	34	547	-	-
HCM Lane V/C Ratio	0.005	-	-	0.383	1.144	0.077	-	-
HCM Control Delay (s)	10.2	0	-	192	\$ 378.9	12.1	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	4.1	0.2	-	-

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

Design Year (2037) - Holiday Friday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 74.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	128	53	845	216	51	683
Future Vol, veh/h	128	53	845	216	51	683
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	142	59	939	240	57	759

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1931	1059	0	0	1179	0
Stage 1	1059	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 73	273	-	-	592	-
Stage 1	333	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 61	273	-	-	592	-
Mov Cap-2 Maneuver	~ 61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 814.5		0		0.8
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 79	592	-
HCM Lane V/C Ratio	-	- 2.546	0.096	-
HCM Control Delay (s)	-	-\$ 814.5	11.7	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 19.2	0.3	-

Notes

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

Design Year (2037) - Holiday Friday
 7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection

Int Delay, s/veh 11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	13	56	2	7	21	775	102	20	665	2
Future Vol, veh/h	5	2	13	56	2	7	21	775	102	20	665	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	2	14	62	2	8	23	861	113	22	739	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1753	1805	740	1757	1750	918	741	0	0	974	0	0
Stage 1	784	784	-	964	964	-	-	-	-	-	-	-
Stage 2	969	1021	-	793	786	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	67	79	417	66	86	329	866	-	-	708	-	-
Stage 1	386	404	-	307	334	-	-	-	-	-	-	-
Stage 2	305	314	-	382	403	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	59	70	417	~ 57	77	329	866	-	-	708	-	-
Mov Cap-2 Maneuver	59	70	-	~ 57	77	-	-	-	-	-	-	-
Stage 1	363	383	-	289	314	-	-	-	-	-	-	-
Stage 2	278	295	-	347	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36	269.9	0.2	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	138	63	708	-	-
HCM Lane V/C Ratio	0.027	-	-	0.161	1.146	0.031	-	-
HCM Control Delay (s)	9.3	0	-	36	269.9	10.2	0	-
HCM Lane LOS	A	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	5.8	0.1	-	-

Notes

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

Design Year (2037) - Holiday Friday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	2	121	2	2	2	156	629	2	2	564	29
Future Vol, veh/h	28	2	121	2	2	2	156	629	2	2	564	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	31	2	134	2	2	2	173	699	2	2	627	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1696	1695	643	1763	1710	700	659	0	0	701	0	0
Stage 1	647	647	-	1047	1047	-	-	-	-	-	-	-
Stage 2	1049	1048	-	716	663	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	73	93	473	66	91	439	929	-	-	896	-	-
Stage 1	460	467	-	276	305	-	-	-	-	-	-	-
Stage 2	275	305	-	421	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	64	473	35	63	439	929	-	-	896	-	-
Mov Cap-2 Maneuver	54	64	-	35	63	-	-	-	-	-	-	-
Stage 1	320	465	-	192	212	-	-	-	-	-	-	-
Stage 2	188	212	-	299	457	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	92.3	67.7	1.9	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	929	-	-	187	64	896	-	-
HCM Lane V/C Ratio	0.187	-	-	0.897	0.104	0.002	-	-
HCM Control Delay (s)	9.8	0	-	92.3	67.7	9	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.7	-	-	6.8	0.3	0	-	-

Design Year (2037) - Holiday Friday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	61	13	2	2	143	483	33	2	521	13
Future Vol, veh/h	2	2	61	13	2	2	143	483	33	2	521	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	2	68	14	2	2	159	537	37	2	579	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1466	1482	586	1499	1471	555	593	0	0	573	0	0
Stage 1	591	591	-	873	873	-	-	-	-	-	-	-
Stage 2	875	891	-	626	598	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	106	125	510	101	127	531	983	-	-	1000	-	-
Stage 1	493	494	-	345	368	-	-	-	-	-	-	-
Stage 2	344	361	-	472	491	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	84	95	510	70	96	531	983	-	-	1000	-	-
Mov Cap-2 Maneuver	84	95	-	70	96	-	-	-	-	-	-	-
Stage 1	375	493	-	263	280	-	-	-	-	-	-	-
Stage 2	259	275	-	406	490	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	62.5	2	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	395	81	1000	-	-
HCM Lane V/C Ratio	0.162	-	-	0.183	0.233	0.002	-	-
HCM Control Delay (s)	9.4	0	-	16.1	62.5	8.6	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.7	0.8	0	-	-

Design Year (2037) - Holiday Friday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

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	2	2	29	2	2	2	13	472	2	2	505	2
Future Vol, veh/h	2	2	29	2	2	2	13	472	2	2	505	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	10	2
Mvmt Flow	2	2	32	2	2	2	14	524	2	2	561	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1124	1123	562	1138	1122	526	563	0	0	527	0	0
Stage 1	567	567	-	554	554	-	-	-	-	-	-	-
Stage 2	557	556	-	584	568	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	183	206	526	179	206	552	1008	-	-	1040	-	-
Stage 1	508	507	-	517	514	-	-	-	-	-	-	-
Stage 2	515	513	-	498	506	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	178	201	526	164	201	552	1008	-	-	1040	-	-
Mov Cap-2 Maneuver	178	201	-	164	201	-	-	-	-	-	-	-
Stage 1	498	505	-	507	504	-	-	-	-	-	-	-
Stage 2	500	503	-	464	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	20.9	0.2	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1008	-	-	432	233	1040	-	-
HCM Lane V/C Ratio	0.014	-	-	0.085	0.029	0.002	-	-
HCM Control Delay (s)	8.6	0	-	14.1	20.9	8.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	2	439	37	4	475
Future Vol, veh/h	34	2	439	37	4	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	10	2	2	10
Mvmt Flow	38	2	488	41	4	528

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1045	508	0	0	529	0
Stage 1	508	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	253	565	-	-	1038	-
Stage 1	604	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	252	565	-	-	1038	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	21.3		0		0.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	260	1038	-
HCM Lane V/C Ratio	-	-	0.154	0.004	-
HCM Control Delay (s)	-	-	21.3	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	33	54	387	446	7
Future Vol, veh/h	3	33	54	387	446	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	10	10	2
Mvmt Flow	3	37	60	430	496	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1049	499	503	0	-	0
Stage 1	499	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	252	572	1061	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	572	1061	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1061	-	510	-	-
HCM Lane V/C Ratio	0.057	-	0.078	-	-
HCM Control Delay (s)	8.6	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Design Year (2037) - Holiday Saturday
1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	13.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	5	38	26	2	11	90	715	56	8	754	26
Future Vol, veh/h	26	5	38	26	2	11	90	715	56	8	754	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	29	6	42	29	2	12	100	794	62	9	838	29
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1903	1927	852	1920	1910	826	867	0	0	857	0	0
Stage 1	870	870	-	1026	1026	-	-	-	-	-	-	-
Stage 2	1033	1057	-	894	884	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	52	67	359	51	68	372	777	-	-	783	-	-
Stage 1	346	369	-	283	312	-	-	-	-	-	-	-
Stage 2	281	302	-	336	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	49	359	33	50	372	777	-	-	783	-	-
Mov Cap-2 Maneuver	39	49	-	33	50	-	-	-	-	-	-	-
Stage 1	260	361	-	213	234	-	-	-	-	-	-	-
Stage 2	202	227	-	285	355	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	185.2			263			1.1			0.1		
HCM LOS	F			F								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	777	-	-	79	45	783	-	-				
HCM Lane V/C Ratio	0.129	-	-	0.97	0.963	0.011	-	-				
HCM Control Delay (s)	10.3	0	-	185.2	263	9.7	0	-				
HCM Lane LOS	B	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	5.2	3.9	0	-	-				

Design Year (2037) - Holiday Saturday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	2	29	2	2	2	25	890	2	2	691	2
Future Vol, veh/h	18	2	29	2	2	2	25	890	2	2	691	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	20	2	32	2	2	2	28	989	2	2	768	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1821	1820	769	1837	1820	990	770	0	0	991	0	0
Stage 1	773	773	-	1046	1046	-	-	-	-	-	-	-
Stage 2	1048	1047	-	791	774	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	60	78	401	58	78	299	844	-	-	698	-	-
Stage 1	392	409	-	276	305	-	-	-	-	-	-	-
Stage 2	275	305	-	383	408	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	55	72	401	49	72	299	844	-	-	698	-	-
Mov Cap-2 Maneuver	55	72	-	49	72	-	-	-	-	-	-	-
Stage 1	363	407	-	256	282	-	-	-	-	-	-	-
Stage 2	251	282	-	349	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61.7	54.1	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	844	-	-	115	80	698	-	-
HCM Lane V/C Ratio	0.033	-	-	0.473	0.083	0.003	-	-
HCM Control Delay (s)	9.4	0	-	61.7	54.1	10.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	0.3	0	-	-

Design Year (2037) - Holiday Saturday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection

Int Delay, s/veh 142.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	18	5	108	8	111	15	738	157	57	582	20
Future Vol, veh/h	13	18	5	108	8	111	15	738	157	57	582	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	14	20	6	120	9	123	17	820	174	63	647	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1791	1812	658	1738	1737	907	669	0	0	994	0	0
Stage 1	784	784	-	941	941	-	-	-	-	-	-	-
Stage 2	1007	1028	-	797	796	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	63	78	464	~ 68	87	334	921	-	-	696	-	-
Stage 1	386	404	-	316	342	-	-	-	-	-	-	-
Stage 2	290	311	-	380	399	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	31	64	464	~ 44	71	334	921	-	-	696	-	-
Mov Cap-2 Maneuver	31	64	-	~ 44	71	-	-	-	-	-	-	-
Stage 1	369	345	-	302	327	-	-	-	-	-	-	-
Stage 2	170	298	-	302	341	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	192.2	\$ 1119.2	0.1	0.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	921	-	-	51	78	696	-	-
HCM Lane V/C Ratio	0.018	-	-	0.784	3.234	0.091	-	-
HCM Control Delay (s)	9	0	-	192.2	1119.2	10.7	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	25.5	0.3	-	-

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

Design Year (2037) - Holiday Saturday
 4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 1195.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	187	266	717	145	321	472
Future Vol, veh/h	187	266	717	145	321	472
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	208	296	797	161	357	524

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2115	877	0	0	958	0
Stage 1	877	-	-	-	-	-
Stage 2	1238	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 56	348	-	-	718	-
Stage 1	407	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 17	348	-	-	718	-
Mov Cap-2 Maneuver	~ 17	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	~ 82	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 5553.3		0		6
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 39	718	-
HCM Lane V/C Ratio	-	- 12.906	0.497	-
HCM Control Delay (s)	-	\$ 5553.3	14.9	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 61.1	2.8	-

Notes

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

Design Year (2037) - Holiday Saturday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	2	3	33	2	29	11	940	29	13	757	11
Future Vol, veh/h	10	2	3	33	2	29	11	940	29	13	757	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	11	2	3	37	2	32	12	1044	32	14	841	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1978	1977	847	1964	1967	1061	853	0	0	1077	0	0
Stage 1	876	876	-	1085	1085	-	-	-	-	-	-	-
Stage 2	1102	1101	-	879	882	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	46	62	362	47	63	272	786	-	-	647	-	-
Stage 1	344	367	-	262	293	-	-	-	-	-	-	-
Stage 2	257	288	-	342	364	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	37	57	362	43	58	272	786	-	-	647	-	-
Mov Cap-2 Maneuver	37	57	-	43	58	-	-	-	-	-	-	-
Stage 1	331	352	-	252	282	-	-	-	-	-	-	-
Stage 2	216	277	-	323	349	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	115.6	213.4	0.1	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	786	-	-	48	70	647	-	-
HCM Lane V/C Ratio	0.016	-	-	0.347	1.016	0.022	-	-
HCM Control Delay (s)	9.7	0	-	115.6	213.4	10.7	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	5.2	0.1	-	-

Design Year (2037) - Holiday Saturday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 159.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	142	116	731	339	131	508
Future Vol, veh/h	142	116	731	339	131	508
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	158	129	812	377	146	564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1857	1001	0	0	1189	0
Stage 1	1001	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 81	295	-	-	587	-
Stage 1	355	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 52	295	-	-	587	-
Mov Cap-2 Maneuver	~ 52	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	265	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 1210.6		0		2.7
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 83	587	-
HCM Lane V/C Ratio	-	- 3.454	0.248	-
HCM Control Delay (s)	-	\$ 1210.6	13.1	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 29.1	1	-

Notes

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

Design Year (2037) - Holiday Saturday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	22.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	16	124	2	13	10	519	154	51	457	2
Future Vol, veh/h	2	2	16	124	2	13	10	519	154	51	457	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	2	2	18	138	2	14	11	577	171	57	508	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1315	1392	509	1316	1307	662	510	0	0	748	0	0
Stage 1	622	622	-	684	684	-	-	-	-	-	-	-
Stage 2	693	770	-	632	623	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	142	564	~ 135	160	462	1055	-	-	861	-	-
Stage 1	474	479	-	439	449	-	-	-	-	-	-	-
Stage 2	434	410	-	468	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	127	564	~ 118	143	462	1055	-	-	861	-	-
Mov Cap-2 Maneuver	119	127	-	~ 118	143	-	-	-	-	-	-	-
Stage 1	465	435	-	431	441	-	-	-	-	-	-	-
Stage 2	411	403	-	409	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	215.7	0.1	0.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1055	-	-	328	127	861	-	-
HCM Lane V/C Ratio	0.011	-	-	0.068	1.216	0.066	-	-
HCM Control Delay (s)	8.4	0	-	16.8	215.7	9.5	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	9.5	0.2	-	-

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

Design Year (2037) - Holiday Saturday
 8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	2	154	2	2	2	98	393	2	2	428	16
Future Vol, veh/h	18	2	154	2	2	2	98	393	2	2	428	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	20	2	171	2	2	2	109	437	2	2	476	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1147	1146	484	1232	1154	438	493	0	0	439	0	0
Stage 1	489	489	-	656	656	-	-	-	-	-	-	-
Stage 2	658	657	-	576	498	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	176	199	583	154	197	619	1071	-	-	1121	-	-
Stage 1	561	549	-	454	462	-	-	-	-	-	-	-
Stage 2	453	462	-	503	544	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	155	172	583	96	170	619	1071	-	-	1121	-	-
Mov Cap-2 Maneuver	155	172	-	96	170	-	-	-	-	-	-	-
Stage 1	485	548	-	393	400	-	-	-	-	-	-	-
Stage 2	388	400	-	353	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	27.5	1.7	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	444	167	1121	-	-
HCM Lane V/C Ratio	0.102	-	-	0.435	0.04	0.002	-	-
HCM Control Delay (s)	8.7	0	-	19.2	27.5	8.2	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.2	0.1	0	-	-

Design Year (2037) - Holiday Saturday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

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	5	2	77	8	2	2	59	349	5	2	360	7
Future Vol, veh/h	5	2	77	8	2	2	59	349	5	2	360	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	2	86	9	2	2	66	388	6	2	400	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	932	932	404	974	934	391	408	0	0	393	0	0
Stage 1	408	408	-	522	522	-	-	-	-	-	-	-
Stage 2	524	524	-	452	412	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	247	266	647	231	266	658	1151	-	-	1166	-	-
Stage 1	620	597	-	538	531	-	-	-	-	-	-	-
Stage 2	537	530	-	587	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	230	246	647	188	246	658	1151	-	-	1166	-	-
Mov Cap-2 Maneuver	230	246	-	188	246	-	-	-	-	-	-	-
Stage 1	575	596	-	499	492	-	-	-	-	-	-	-
Stage 2	494	491	-	506	593	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	22.2	1.2	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1151	-	-	564	223	1166	-	-
HCM Lane V/C Ratio	0.057	-	-	0.165	0.06	0.002	-	-
HCM Control Delay (s)	8.3	0	-	12.6	22.2	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.2	0	-	-

Design Year (2037) - Holiday Saturday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	8	2	2	2	8	346	2	3	359	2
Future Vol, veh/h	2	2	8	2	2	2	8	346	2	3	359	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	2	2	9	2	2	2	9	384	2	3	399	2




Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	813	811	400	815	811	386	401	0	0	387	0	0
Stage 1	407	407	-	403	403	-	-	-	-	-	-	-
Stage 2	406	404	-	412	408	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	297	313	650	296	313	662	1158	-	-	1171	-	-
Stage 1	621	597	-	624	600	-	-	-	-	-	-	-
Stage 2	622	599	-	617	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	309	650	287	309	662	1158	-	-	1171	-	-
Mov Cap-2 Maneuver	291	309	-	287	309	-	-	-	-	-	-	-
Stage 1	615	595	-	618	594	-	-	-	-	-	-	-
Stage 2	611	593	-	604	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	15.1	0.2	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	468	364	1171	-	-
HCM Lane V/C Ratio	0.008	-	-	0.028	0.018	0.003	-	-
HCM Control Delay (s)	8.1	0	-	12.9	15.1	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	2	339	10	2	344
Future Vol, veh/h	20	2	339	10	2	344
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	22	2	377	11	2	382

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	382	0	0	388	0
Stage 1	382	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	665	-	-	1170	-
Stage 1	690	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	665	-	-	1170	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	384	1170	-
HCM Lane V/C Ratio	-	-	0.064	0.002	-
HCM Control Delay (s)	-	-	15	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Design Year (2037) - Holiday Saturday
 12: US 259 & Stevens Rd

10/2/2017

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	39	16	325	306	2
Future Vol, veh/h	2	39	16	325	306	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	2	43	18	361	340	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	738	341	342	0	0
Stage 1	341	-	-	-	-
Stage 2	397	-	-	-	-
Critical Hdwy	7.12	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	334	701	1217	-	-
Stage 1	674	-	-	-	-
Stage 2	629	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	329	701	1217	-	-
Mov Cap-2 Maneuver	329	-	-	-	-
Stage 1	661	-	-	-	-
Stage 2	617	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1217	-	664	-	-
HCM Lane V/C Ratio	0.015	-	0.069	-	-
HCM Control Delay (s)	8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Design Year (2037) - Holiday Saturday
 1: US 259 & Sherry Ln

10/2/2017

Intersection												
Int Delay, s/veh	50.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	7	43	31	7	13	46	813	28	10	750	28
Future Vol, veh/h	65	7	43	31	7	13	46	813	28	10	750	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	72	8	48	34	8	14	51	903	31	11	833	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1903	1908	849	1920	1908	919	864	0	0	934	0	0
Stage 1	871	871	-	1021	1021	-	-	-	-	-	-	-
Stage 2	1032	1037	-	899	887	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 52	68	361	51	68	329	779	-	-	733	-	-
Stage 1	346	368	-	285	314	-	-	-	-	-	-	-
Stage 2	281	308	-	334	362	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 39	57	361	35	57	329	779	-	-	733	-	-
Mov Cap-2 Maneuver	~ 39	57	-	35	57	-	-	-	-	-	-	-
Stage 1	299	357	-	246	271	-	-	-	-	-	-	-
Stage 2	225	266	-	275	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 668.6	\$ 312.4	0.5	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	779	-	-	60	49	733	-	-
HCM Lane V/C Ratio	0.066	-	-	2.13	1.156	0.015	-	-
HCM Control Delay (s)	9.9	0	-	\$ 668.6	\$ 312.4	10	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	12.4	5.1	0	-	-

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

Design Year (2037) - Holiday Saturday
 2: US 259 & Sweet Home Rd/Joe Hough Rd

10/2/2017

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	23	2	25	5	2	2	21	1030	5	2	758	10
Future Vol, veh/h	23	2	25	5	2	2	21	1030	5	2	758	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	26	2	28	6	2	2	23	1144	6	2	842	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2048	2049	848	2061	2052	1147	853	0	0	1150	0	0
Stage 1	852	852	-	1194	1194	-	-	-	-	-	-	-
Stage 2	1196	1197	-	867	858	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	41	56	361	40	56	242	786	-	-	608	-	-
Stage 1	354	376	-	228	260	-	-	-	-	-	-	-
Stage 2	227	259	-	348	374	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	37	51	361	33	51	242	786	-	-	608	-	-
Mov Cap-2 Maneuver	37	51	-	33	51	-	-	-	-	-	-	-
Stage 1	325	374	-	210	239	-	-	-	-	-	-	-
Stage 2	205	238	-	317	372	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	162.2	106.5	0.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	786	-	-	68	45	608	-	-
HCM Lane V/C Ratio	0.03	-	-	0.817	0.222	0.004	-	-
HCM Control Delay (s)	9.7	0	-	162.2	106.5	10.9	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.9	0.7	0	-	-

Design Year (2037) - Holiday Saturday
 3: US 259 & Dwy/SH-259A (S)

10/2/2017

Intersection												
Int Delay, s/veh	245.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	10	2	95	8	111	18	864	172	87	673	31
Future Vol, veh/h	21	10	2	95	8	111	18	864	172	87	673	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	23	11	2	106	9	123	20	960	191	97	748	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2120	2149	765	2061	2072	1056	782	0	0	1151	0	0
Stage 1	958	958	-	1096	1096	-	-	-	-	-	-	-
Stage 2	1162	1191	-	965	976	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	37	48	403	~ 40	54	274	836	-	-	607	-	-
Stage 1	309	336	-	259	289	-	-	-	-	-	-	-
Stage 2	237	261	-	306	329	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 12	32	403	~ 22	36	274	836	-	-	607	-	-
Mov Cap-2 Maneuver	~ 12	32	-	~ 22	36	-	-	-	-	-	-	-
Stage 1	287	240	-	241	268	-	-	-	-	-	-	-
Stage 2	117	242	-	208	235	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 1083.2	\$ 2224.6	0.2	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	16	43	607	-	-
HCM Lane V/C Ratio	0.024	-	-	2.292	5.53	0.159	-	-
HCM Control Delay (s)	9.4	0	\$ 1083.2	\$ 2224.6	12.1	0	-	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.2	27.6	0.6	-	-

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

Design Year (2037) - Holiday Saturday
4: US 259 & SH-259A (N)

10/2/2017

Intersection

Int Delay, s/veh 1434

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	176	302	847	150	252	616
Future Vol, veh/h	176	302	847	150	252	616
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	196	336	941	167	280	684

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2268	1024	0	0	1108	0
Stage 1	1024	-	-	-	-	-
Stage 2	1244	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 45	~ 286	-	-	630	-
Stage 1	347	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 13	~ 286	-	-	630	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	~ 77	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 7020.9	0	4.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 33	630	-
HCM Lane V/C Ratio	-	- 16.094	0.444	-
HCM Control Delay (s)	-	\$ 7020.9	15.2	0
HCM Lane LOS	-	- F	C	A
HCM 95th %tile Q(veh)	-	- 65.3	2.3	-

Notes

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

Design Year (2037) - Holiday Saturday
 5: US 259 & Pinyon Rd/Old Hochatown Rd

10/2/2017

Intersection												
Int Delay, s/veh	12.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	2	8	20	2	21	10	1119	18	33	840	16
Future Vol, veh/h	16	2	8	20	2	21	10	1119	18	33	840	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	18	2	9	22	2	23	11	1243	20	37	933	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2304	2302	942	2297	2300	1253	951	0	0	1263	0	0
Stage 1	1016	1016	-	1276	1276	-	-	-	-	-	-	-
Stage 2	1288	1286	-	1021	1024	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	27	39	319	27	39	210	722	-	-	550	-	-
Stage 1	287	315	-	205	238	-	-	-	-	-	-	-
Stage 2	201	235	-	285	313	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	19	32	319	~ 21	32	210	722	-	-	550	-	-
Mov Cap-2 Maneuver	19	32	-	~ 21	32	-	-	-	-	-	-	-
Stage 1	272	270	-	195	226	-	-	-	-	-	-	-
Stage 2	168	223	-	235	268	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 385.1	\$ 379.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	28	39	550	-	-
HCM Lane V/C Ratio	0.015	-	-	1.032	1.225	0.067	-	-
HCM Control Delay (s)	10.1	0	-	\$ 385.1	\$ 379.1	12	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	3.3	4.8	0.2	-	-

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

Design Year (2037) - Holiday Saturday
6: US 259 & Stevens Gap Rd

10/2/2017

Intersection

Int Delay, s/veh 406.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	193	115	907	314	113	631
Future Vol, veh/h	193	115	907	314	113	631
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	214	128	1008	349	126	701

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2134	1182	0	0	1357	0
Stage 1	1182	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 54	231	-	-	507	-
Stage 1	291	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 32	231	-	-	507	-
Mov Cap-2 Maneuver	~ 32	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	222	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 2994.4		0		2.2
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 47	507	-
HCM Lane V/C Ratio	-	- 7.281	0.248	-
HCM Control Delay (s)	-	\$ 2994.4	14.4	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 40.1	1	-

Notes

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

Design Year (2037) - Holiday Saturday
7: US 259 & Juniper/Carson Creek Rd

10/2/2017

Intersection												
Int Delay, s/veh	66											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	8	11	141	2	16	16	686	156	44	509	2
Future Vol, veh/h	2	8	11	141	2	16	16	686	156	44	509	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	2	9	12	157	2	18	18	762	173	49	566	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1558	1635	567	1559	1550	849	568	0	0	936	0	0
Stage 1	664	664	-	884	884	-	-	-	-	-	-	-
Stage 2	894	971	-	675	666	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	91	101	523	~ 91	114	361	1004	-	-	732	-	-
Stage 1	450	458	-	340	363	-	-	-	-	-	-	-
Stage 2	336	331	-	444	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	88	523	~ 74	99	361	1004	-	-	732	-	-
Mov Cap-2 Maneuver	76	88	-	~ 74	99	-	-	-	-	-	-	-
Stage 1	432	413	-	327	349	-	-	-	-	-	-	-
Stage 2	305	318	-	383	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.9	\$ 653.2	0.2	0.8
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1004	-	-	152	81	732	-	-
HCM Lane V/C Ratio	0.018	-	-	0.154	2.181	0.067	-	-
HCM Control Delay (s)	8.7	0	-	32.9	\$ 653.2	10.3	0	-
HCM Lane LOS	A	A	-	D	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	16.1	0.2	-	-

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

Design Year (2037) - Holiday Saturday
8: US 259 & Lukfata Trail

10/2/2017

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	2	156	2	2	2	200	462	2	2	398	38
Future Vol, veh/h	26	2	156	2	2	2	200	462	2	2	398	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	29	2	173	2	2	2	222	513	2	2	442	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1429	1428	463	1515	1448	514	484	0	0	516	0	0
Stage 1	468	468	-	959	959	-	-	-	-	-	-	-
Stage 2	961	960	-	556	489	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	112	135	599	98	131	560	1079	-	-	1050	-	-
Stage 1	575	561	-	309	335	-	-	-	-	-	-	-
Stage 2	308	335	-	515	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	96	599	53	93	560	1079	-	-	1050	-	-
Mov Cap-2 Maneuver	85	96	-	53	93	-	-	-	-	-	-	-
Stage 1	409	559	-	220	239	-	-	-	-	-	-	-
Stage 2	216	239	-	363	547	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.8	45.3	2.8	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	313	96	1050	-	-
HCM Lane V/C Ratio	0.206	-	-	0.653	0.069	0.002	-	-
HCM Control Delay (s)	9.2	0	-	35.8	45.3	8.4	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	4.3	0.2	0	-	-

Design Year (2037) - Holiday Saturday
 9: US 259 & Lucian Sorrel Rd/Choate Rd

10/2/2017

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	64	20	2	2	97	379	15	3	354	7
Future Vol, veh/h	7	2	64	20	2	2	97	379	15	3	354	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	8	2	71	22	2	2	108	421	17	3	393	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1051	1057	397	1086	1053	429	401	0	0	438	0	0
Stage 1	404	404	-	645	645	-	-	-	-	-	-	-
Stage 2	647	653	-	441	408	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	225	652	194	226	626	1158	-	-	1122	-	-
Stage 1	623	599	-	461	467	-	-	-	-	-	-	-
Stage 2	460	464	-	595	597	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	183	197	652	155	197	626	1158	-	-	1122	-	-
Mov Cap-2 Maneuver	183	197	-	155	197	-	-	-	-	-	-	-
Stage 1	546	597	-	404	409	-	-	-	-	-	-	-
Stage 2	399	406	-	527	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	30.3	1.7	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	498	169	1122	-	-
HCM Lane V/C Ratio	0.093	-	-	0.163	0.158	0.003	-	-
HCM Control Delay (s)	8.4	0	-	13.6	30.3	8.2	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0.5	0	-	-

Design Year (2037) - Holiday Saturday
 10: US 259 & Penner Rd/Last Resort

10/2/2017

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	11	2	2	2	2	383	2	2	351	2
Future Vol, veh/h	2	2	11	2	2	2	2	383	2	2	351	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	2	2	12	2	2	2	2	426	2	2	390	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	828	391	834	828	427	392	0	0	428	0	0
Stage 1	396	396	-	431	431	-	-	-	-	-	-	-
Stage 2	433	432	-	403	397	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	306	658	288	306	628	1167	-	-	1131	-	-
Stage 1	629	604	-	603	583	-	-	-	-	-	-	-
Stage 2	601	582	-	624	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	305	658	280	305	628	1167	-	-	1131	-	-
Mov Cap-2 Maneuver	286	305	-	280	305	-	-	-	-	-	-	-
Stage 1	628	603	-	602	582	-	-	-	-	-	-	-
Stage 2	595	581	-	609	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	15.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1167	-	-	496	355	1131	-	-
HCM Lane V/C Ratio	0.002	-	-	0.034	0.019	0.002	-	-
HCM Control Delay (s)	8.1	0	-	12.5	15.3	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Design Year (2037) - Holiday Saturday
 11: US 259 & Golf Course Rd

10/2/2017

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	3	356	31	2	316
Future Vol, veh/h	38	3	356	31	2	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	42	3	396	34	2	351

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	413	0	0	430	0
Stage 1	413	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	639	-	-	1129	-
Stage 1	668	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	639	-	-	1129	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.8		0		0.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	380	1129	-
HCM Lane V/C Ratio	-	-	0.12	0.002	-
HCM Control Delay (s)	-	-	15.8	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	28	54	305	290	5
Future Vol, veh/h	2	28	54	305	290	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	2	31	60	339	322	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	784	325	328	0	- 0
Stage 1	325	-	-	-	- -
Stage 2	459	-	-	-	- -
Critical Hdwy	6.42	6.22	4.12	-	- -
Critical Hdwy Stg 1	5.42	-	-	-	- -
Critical Hdwy Stg 2	5.42	-	-	-	- -
Follow-up Hdwy	3.518	3.318	2.218	-	- -
Pot Cap-1 Maneuver	362	716	1232	-	- -
Stage 1	732	-	-	-	- -
Stage 2	636	-	-	-	- -
Platoon blocked, %				-	- -
Mov Cap-1 Maneuver	340	716	1232	-	- -
Mov Cap-2 Maneuver	340	-	-	-	- -
Stage 1	732	-	-	-	- -
Stage 2	598	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1232	-	667	-	-
HCM Lane V/C Ratio	0.049	-	0.05	-	-
HCM Control Delay (s)	8.1	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Traffic Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT ANALYSIS

Introduction

Based on the results of the intersection capacity analysis, a traffic signal warrant analysis has been conducted for three (3) intersections along US-259 to determine if signalization is currently warranted or will be warranted at these locations to coincide with Design Years (2022 and 2037). This report summarizes the results of the traffic signal warrant analysis conducted for each intersection (US-259 at Sherry Lane, SH-259A (S), and SH-259A (N)).

The analysis was performed using existing traffic counts collected in May 2017 and predicted Design Year (2022) and Design Year (2037) traffic volumes. The existing approach volumes were collected over a 9-hour period at each study intersection and the raw data is presented in the Appendix.

The traffic signal warrant analysis presented in this report is based on the traffic signal warrants contained in Chapter 4C, "Traffic Control Signal Needs Studies," of the *2009 Manual on Uniform Traffic Control Devices (MUTCD)*. Nine warrants are included in the manual for warranting a traffic signal installation. These warrants are:

- Warrant 1 – Eight-Hour Vehicular Volume;
- Warrant 2 – Four-Hour Vehicular Volume;
- Warrant 3 – Peak Hour;
- Warrant 4 – Pedestrian Volume;
- Warrant 5 – School Crossing;
- Warrant 6 – Coordinated Signal System;
- Warrant 7 – Crash Experience;
- Warrant 8 – Roadway Network;
- Warrant 9 – Intersection Near a Grade Crossing

The most current population estimate for the nearby City of Broken Bow is 4,120 (US Census Bureau, 2010 US Census).

US-259 & Sherry Lane Intersection

US-259 is a two-lane undivided highway with a posted speed limit of 45 miles per hour (mph) near the study intersection. Sherry Lane is a two-lane undivided roadway without a posted speed limit near the study intersection. US-259 is classified as a Principal Arterial while Sherry Lane is considered a Major Collector west of US-259 by the Oklahoma Department of Transportation (ODOT).

At the intersection, the eastbound and westbound (Sherry Lane) approaches are single lane approaches with stop-control at the US-259 intersection. US-259 is a north-south roadway with free flow traffic through the intersection. Based on the existing traffic volumes at this intersection and functional classifications of the roadways, US-259 will be considered the Major Roadway for this analysis with 1 (one) lane in each direction. Sherry Lane will be considered the Minor Roadway, also with 1 (one) lane in each direction. **Table 1** provides the existing intersection approach volumes obtained from traffic counts collected in May 2017. **Tables 2** and **3** show the Design Year (2022) and (2037) traffic forecasts estimated based on the future turning movement volumes and the hourly percent distribution obtained from the existing traffic counts.

Table 1: Existing (2017) 9-Hour Traffic Volumes at US-259 & Sherry Lane

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	55	18	279	242	594	9%
10	48	25	309	291	673	10%
11	63	35	363	344	805	12%
12	70	26	344	336	776	11%
13	59	16	352	326	753	11%
14	51	29	302	337	719	11%
15	65	37	366	375	843	12%
16	52	29	390	383	854	12%
17	49	34	377	343	803	12%
Total	512	249	3,082	2,977	6,820	100%

Table 2: Design Year (2022) 9-Hour Traffic Volumes at US-259 & Sherry Lane

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	77	24	491	448	1,040	9%
10	67	33	544	538	1,182	10%
11	90	44	664	666	1,464	12%
12	98	35	605	622	1,360	11%
13	83	21	620	603	1,327	11%
14	71	39	532	623	1,265	11%
15	91	49	644	694	1,478	12%
16	71	41	661	680	1,453	12%
17	69	45	664	635	1,413	12%
Total	717	331	5,425	5,509	11,982	100%

Table 3: Design Year (2037) 9-Hour Traffic Volumes at US-259 & Sherry Lane

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	104	30	630	583	1,347	9%
10	91	42	698	701	1,532	10%
11	121	59	857	869	1,906	12%
12	132	44	777	810	1,763	11%
13	111	27	795	785	1,718	11%
14	96	49	682	812	1,639	11%
15	123	63	827	904	1,917	12%
16	96	54	849	882	1,881	12%
17	92	57	852	827	1,828	12%
Total	966	425	6,967	7,173	15,531	100%

Warrant 1 – Eight-Hour Vehicular Volume

Warrant 1 is based on the volumes from both approaches on the major street and the higher approach volume on the minor street. It also uses the number of lanes for moving traffic on each approach. Either Condition A or Condition B of this warrant must be met for Warrant 1 to be satisfied.

The *Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition* allows for the use of a reduced warranting threshold (70%) for intersections where the posted or 85th-percentile speed exceeds 40 mph or if the intersection is located in a community with a population under 10,000. Since the posted speed along US-259 in the study corridor varies between 45 mph and 65 mph and the population of Broken Bow is less than 10,000 (4,120), the 70% reduction was used for this warrant.

Condition A of Warrant 1 is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to the intersection during the same eight hours. The warranting threshold for a one-lane approach on the major street and one-lane approach on the minor street are:

- Major Street: 350 vph (total for both directions)
- Minor Street: 105 vph (higher volume approach)

Warrant 1A threshold volumes are not exceeded for any of the counted hours under Existing (2017) and Design Year (2022) conditions. Warrant 1A threshold volumes are exceeded for four (4) hours under Design Year (2037) conditions. Eight (8) hours are required for this warrant condition. Warrant 1A is not satisfied at this location.

Condition B of Warrant 1 applies to operating conditions where the major street traffic is so heavy that it creates excessive delay or hazardous conditions for minor street traffic when entering or crossing the major street. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor

street approach to an intersection. The warranting threshold for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 525 vph (total for both directions)
Minor Street: 53 vph (higher volume approach)

Warrant 1B threshold volumes are exceeded for four (4) hours under Existing (2017) conditions and nine (9) hours under Design Year (2022) and (2037) conditions. Eight (8) hours are required for this warrant condition. Warrant 1B is satisfied at this location under both Design Year (2022) and (2037) conditions.

Condition C of Warrant 1 is the combination of Conditions A and B and is intended for application at locations where Condition A and Condition B are not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes in both the 56% columns exist on the major street and on the higher-volume minor street approach to an intersection for both Conditions A and B. The warranting threshold for Condition A for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 280 vph (total for both directions)
Minor Street: 84 vph (higher volume approach)

The warranting threshold for Condition B for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 420 vph (total for both directions)
Minor Street: 42 vph (higher volume approach)

Warrant 1C threshold volumes are not exceeded for any hours under Condition A and nine (9) hours under Condition B under Existing (2017) conditions. Warrant 1C threshold volumes are exceeded for three (3) hours under Condition A and nine (9) hours under Condition B under Design Year (2022) conditions. Warrant 1C threshold volumes are exceeded for nine (9) hours under both Condition A and Condition B under Design Year (2037) conditions. Eight (8) hours are required for this warrant condition under both Conditions A and B. Warrant 1C is satisfied at this location under Design Year (2037) conditions.

Based on these results and as shown in Tables 4-6, **Warrant 1 is MET for this intersection under Design Year (2022) and Design Year (2037) conditions.**

Table 4: Sherry Lane & US-259 Existing (2017) Traffic Volumes

Hour Begin	US-259			SHERRY LANE			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	279	242	521	55	18	55	-	-	-	Y	-
10	309	291	600	48	25	48	-	-	-	Y	-
11	363	344	707	63	35	63	-	Y	-	Y	-
12	344	336	680	70	26	70	-	Y	-	Y	Y
13	352	326	678	59	16	59	-	Y	-	Y	-
14	302	337	639	51	29	51	-	-	-	Y	-
15	366	375	741	65	37	65	-	Y	-	Y	Y
16	390	383	773	52	29	52	-	-	-	Y	-
17	377	343	720	49	34	49	-	-	-	Y	-
TOTAL	3,082	2,977	6,059	512	249	-	0	4	0	9	2

Table 5: Sherry Lane & US-259 Design Year (2022) Traffic Volumes

Hour Begin	US-259			SHERRY LANE			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	491	448	939	77	24	77	-	Y	-	Y	Y
10	544	538	1,082	67	33	67	-	Y	-	Y	Y
11	664	666	1,330	90	44	90	-	Y	Y	Y	Y
12	605	622	1,227	98	35	98	-	Y	Y	Y	Y
13	620	603	1,223	83	21	83	-	Y	-	Y	Y
14	532	623	1,155	71	39	71	-	Y	-	Y	Y
15	644	694	1,338	91	49	91	-	Y	Y	Y	Y
16	661	680	1,341	71	41	71	-	Y	-	Y	Y
17	664	635	1,299	69	45	69	-	Y	-	Y	Y
TOTAL	5,425	5,509	10,934	717	331	-	0	9	3	9	9

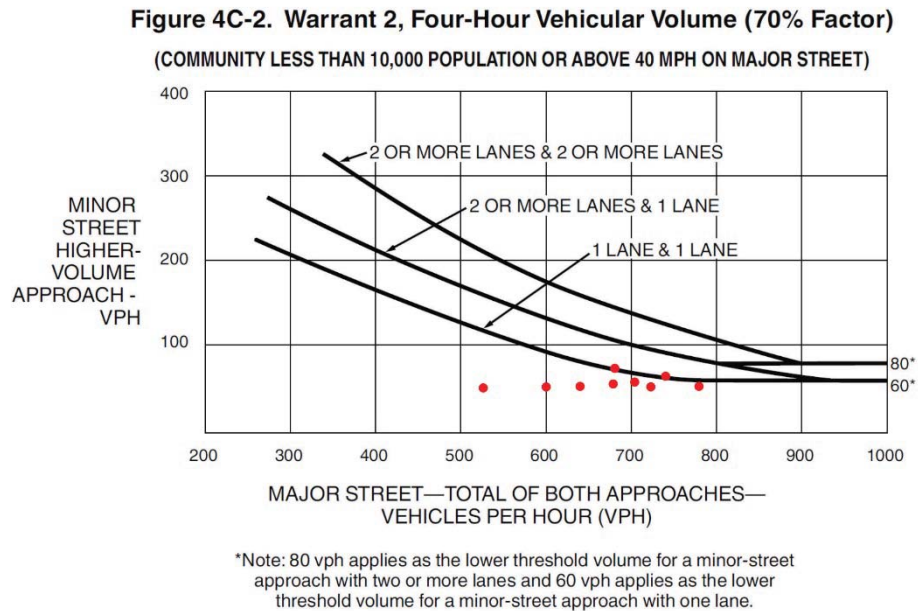
Table 6: Sherry Lane & US-259 Design Year (2037) Traffic Volumes

Hour Begin	US-259			SHERRY LANE			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	630	583	1,213	104	30	104	-	Y	Y	Y	Y
10	698	701	1,399	91	42	91	-	Y	Y	Y	Y
11	857	869	1,726	121	59	121	Y	Y	Y	Y	Y
12	777	810	1,587	132	44	132	Y	Y	Y	Y	Y
13	795	785	1,580	111	27	111	Y	Y	Y	Y	Y
14	682	812	1,494	96	49	96	-	Y	Y	Y	Y
15	827	904	1,731	123	63	123	Y	Y	Y	Y	Y
16	849	882	1,731	96	54	96	-	Y	Y	Y	Y
17	852	827	1,679	92	57	92	-	Y	Y	Y	Y
TOTAL	6,967	7,173	14,140	966	425	-	4	9	9	9	9

Warrant 2 – Four-Hour Volumes

Warrant 2 is satisfied when the volumes for any four (4) hours of an average day, when plotted on Figure 4C-1 (or 4C-2 when applicable) of the *MUTCD*, fall above the curve for the appropriate number of lanes. Based on the posted speed limit and estimated population of Broken Bow, the 70% reduction (Figure 4C-2) was used for this analysis. **Figure 1** shows the results of this analysis under Existing (2017) conditions. Under Design Year (2022) and (2037) conditions, the data point values exceed the graph boundaries.

Figure 1: Four-Hour Vehicular Volume Warrant (Warrant 2) – Existing (2017)



Based on the traffic volumes presented in Tables 4-6 and plotted in Figure 1, two (2) hours fall above the curve for the appropriate number of lanes when plotted on Figure 4C-2 of the *MUTCD* for this intersection under Existing (2017) conditions. Under Design Year (2022) and (2037) conditions, nine (9) hours fall above the curve. Four (4) hours are required for this warrant condition. Under these circumstances, **Warrant 2 is MET for this intersection under Design Year (2022) and Design Year (2037) conditions.**

Warrant 3 – Peak Hour Volume

Warrant 3 is intended for application when traffic conditions are such that for at least one (1) hour of the day, the minor street traffic experiences undue delays entering or crossing the major street. Warrant 3 is satisfied when either of the following conditions is met:

- If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 - The delay experienced by the traffic on the minor-street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and
 - The volume on the same minor-street approach equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 - The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 (or Figure 4C-4) for the existing combination of approach lanes.

As further specified in the *MUTCD*:

“This signal warrant shall be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.”

Traffic characteristics at this intersection do not fall under the unusual cases identified above. Therefore, **Warrant 3 is NOT APPLICABLE for this intersection and was not evaluated.**

Warrant 4 – Minimum Pedestrian Volume

Warrant 4 applies to conditions where the major street traffic is so heavy that pedestrians experience excessive delay in crossing the major street. It is intended for application at an intersection or midblock location and requires that one (1) of the following conditions be met:

- For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-5 (or Figure 4C-6); or
- For one (1) hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-7 (or Figure 4C-8).

This warrant applies only to those locations where the nearest traffic signal along the major street is greater than 300 feet and where a new traffic signal at the study intersection would not unduly restrict platooned flow of traffic.

While no pedestrian count data was collected at this intersection, the number pedestrians crossing US-259 to meet this warrant (75 pedestrian crossings/hour for 4 hours or 93 pedestrian crossings during the peak hour) would not be expected. Since no pedestrian count data was collected, **Warrant 4 was NOT APPLICABLE.**

Warrant 5 – School Crossing

This warrant applies at an established school crossing where a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic during the period when the children are using the crossing is less than the number of minutes in the same period.

This location is not an established school crossing. The nearest school is one-half mile away to the south. Although there are some rural residential units near this intersection, it is unlikely students would walk to school from this location due to the absence of sidewalks and marked crossings. **Warrant 5 was NOT APPLICABLE.**

Warrant 6 – Coordinated Signal System

Progressive movement control sometimes requires traffic signal installations at intersections where they would not otherwise be warranted in order to maintain proper platooning of vehicles and effectively regulate group speed. This warrant is met when one (1) of the following requirements are met:

- On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the required degree of platooning.
- On a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.

This signal warrant should not be applied where the ultimate signal spacing would be less than 1,000 feet. The nearest signal is located over 3,000 feet south of this intersection at 6th Street. These intersections are not part of a coordinated progressive signal system. **Warrant 6 was APPLICABLE.**

Warrant 7 – Crash Experience

The warrant is satisfied when:

- Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- Five or more reported crashes, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours. If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Accident data for this location was collected and indicates there were ten (10) total collisions in a five-year period (2011-2015) with five (5) of them occurring in a single year. The cause of a majority of these collisions was cited as driver inattention. **Warrant 7 was NOT MET.**

Warrant 8 – Roadway Network

The systems warrant is intended to encourage concentration and organization of traffic flow networks. This warrant is applicable when the common intersection of two major routes:

- Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour of a typical weekday and has five-year projected traffic volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a Saturday and/or Sunday.

A major route as used in this signal warrant shall have one or more of the following characteristics:

- It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- It includes rural or suburban highways outside, entering or traversing a City; or
- It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study; or
- It connects areas of principal traffic generation; or
- It has street freeway or expressway ramp terminals.

Sherry Lane is not considered a major route. Therefore, **Warrant 8 is NOT APPLICABLE at this intersection.**

Warrant 9 – Intersection Near a Grade Crossing

This signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and
- During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13 of the Texas MUTCD.

A railroad grade crossing is not located within 140 feet of this intersection. **Warrant 9 is NOT APPLICABLE for this intersection.**

A summary of the traffic signal warrants are provided in **Table 7**.

Table 7: Warrant Summary – Sherry Lane & US-259

Warrant	Warrant Met?	Notes
1 – Eight-Hour Vehicular Volume	YES	9 hours met (8 required) for Design Year (2022) & (2037)
2 – Four-Hour Vehicular Volume	YES	9 hours met (4 required) for Design Year (2022) & (2037)
3 – Peak Hour	N/A	Not a “special generator”
4 – Pedestrian Volume	N/A	No pedestrian volume data collected
5 – School Crossing	N/A	Not anticipated school crossing
6 – Coordinated Signal System	N/A	Not part of a progressive signal system
7 – Crash Experience	NO	Does not meet all criteria
8 – Roadway Network	N/A	Not intersection of two major routes
9 – Near a Grade Crossing	N/A	Not adjacent to a grade crossing

With these two warrants being met under Design Year (2022) and Design Year (2037) conditions, installation of a traffic signal may be needed at this intersection in the future. It is recommended that traffic demands be monitored at this location and a traffic signal be installed when future traffic forecasts are realized.

US-259 & SH-259A (S) Intersection

US-259 is a two-lane undivided highway with a posted speed limit of 55 miles per hour (mph) near the study intersection. SH-259A (S) is a two-lane undivided roadway east of US-259 with a posted speed limit of 45 mph near the study intersection. Directly opposite of SH-259A (S) on the west side of US-259 is a wide commercial driveway that provides access to several businesses. US-259 is classified as a Principal Arterial while SH-259A (S) is considered a Major Collector by the Oklahoma Department of Transportation (ODOT).

At the intersection, the westbound (SH-259A [S]) approach is a single lane approach with stop-control at the US-259 intersection. Though not signed or striped, the eastbound (driveway) approach was assumed as a single lane approach with stop-control. US-259 is a north-south roadway with free flow traffic through the intersection. Based on the existing traffic volumes at this intersection and functional classifications of the roadways, US-259 will be considered the Major Roadway for this analysis with 1 (one) lane in each direction. SH-259A (S) will be considered the Minor Roadway, also with 1 (one) lane in each direction. **Table 8** provides the existing intersection approach volumes obtained from traffic counts collected in May 2017. **Tables 9** and **10** show the Design Year (2022) and (2037) traffic forecasts estimated based on the future turning movement volumes and the hourly percent distribution obtained from the existing traffic counts.

Table 8: Existing (2017) 9-Hour Traffic Volumes at US-259 & SH-259A (S)

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	3	22	247	198	470	10%
10	6	22	214	202	444	9%
11	7	31	257	268	563	12%
12	8	35	264	246	553	11%
13	9	47	256	243	555	12%
14	9	25	233	274	541	11%
15	8	43	251	294	596	12%
16	4	42	206	282	534	11%
17	8	40	253	269	570	12%
Total	62	307	2,181	2,276	4,826	100%

Table 9: Design Year (2022) 9-Hour Traffic Volumes at US-259 & SH-259A (S)

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	4	29	607	453	1,093	10%
10	8	29	526	462	1,025	9%
11	14	44	648	610	1,316	12%
12	11	46	649	563	1,269	11%
13	13	62	630	556	1,261	12%
14	13	33	573	627	1,246	11%
15	7	54	602	677	1,340	12%
16	6	55	507	645	1,213	11%
17	11	53	622	616	1,302	12%
Total	87	405	5,364	5,209	11,065	100%

Table 10: Design Year (2037) 9-Hour Traffic Volumes at US-259 & SH-259A (S)

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	6	40	780	588	1,414	10%
10	12	40	676	600	1,328	9%
11	20	60	835	794	1,709	12%
12	16	63	834	730	1,643	11%
13	19	85	809	721	1,634	12%
14	19	45	736	813	1,613	11%
15	11	74	772	878	1,735	12%
16	8	76	651	837	1,572	11%
17	16	72	799	799	1,686	12%
Total	127	555	6,892	6,760	14,334	100%

Warrant 1 – Eight-Hour Vehicular Volume

Warrant 1 is based on the volumes from both approaches on the major street and the higher approach volume on the minor street. It also uses the number of lanes for moving traffic on each approach. Either Condition A or Condition B of this warrant must be met for Warrant 1 to be satisfied.

The *Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition* allows for the use of a reduced warranting threshold (70%) for intersections where the posted or 85th-percentile speed exceeds 40 mph or if the intersection is located in a community with a population under 10,000. Since the posted speed along US-259 in the study corridor varies between 45 mph and 65 mph and the population of Broken Bow is less than 10,000 (4,120), the 70% reduction was used for this warrant.

Condition A of Warrant 1 is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to the intersection during the same eight hours. The warranting threshold for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 350 vph (total for both directions)
Minor Street: 105 vph (higher volume approach)

Warrant 1A threshold volumes are not exceeded for any of the counted hours under Existing (2017), Design Year (2022), and Design Year (2037) conditions. Eight (8) hours are required for this warrant condition. Warrant 1A is not satisfied at this location.

Condition B of Warrant 1 applies to operating conditions where the major street traffic is so heavy that it creates excessive delay or hazardous conditions for minor street traffic when entering or crossing the major street. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to an intersection. The warranting threshold for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 525 vph (total for both directions)
Minor Street: 53 vph (higher volume approach)

Warrant 1B threshold volumes are not exceeded for any of the counted hours under Existing (2017) conditions, however threshold volumes are exceeded for four (4) hours under Design Year (2022) conditions and six (6) hours under Design Year (2037) conditions. Eight (8) hours are required for this warrant condition. Warrant 1B is not satisfied at this location.

Condition C of Warrant 1 is the combination of Conditions A and B and is intended for application at locations where Condition A and Condition B are not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes in both the 56% columns exist on the major street and on the higher-volume minor street approach to an intersection for both Conditions A and B. The warranting threshold for Condition A for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 280 vph (total for both directions)
Minor Street: 84 vph (higher volume approach)

The warranting threshold for Condition B for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 420 vph (total for both directions)
Minor Street: 42 vph (higher volume approach)

Warrant 1C threshold volumes are not exceeded for any hours under Condition A and three (3) hours under Condition B under Existing (2017) conditions. Warrant 1C threshold volumes are not exceeded for any hours under Condition A and six (6) hours under Condition B under Design Year (2022) conditions. Warrant 1C threshold volumes are exceeded for one (1) hour under Condition A and seven (7) hours under Condition B under Design Year (2037) conditions. Eight (8) hours are required for this warrant condition under both Conditions A and B. Warrant 1C is not satisfied at this location.

Based on these results and as shown in Tables 11-13, **Warrant 1 is NOT MET for this intersection.**

Table 11: SH-259A (S) & US-259 Existing (2017) Traffic Volumes

Hour Begin	US-259			SH-259A (S)			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	247	198	445	3	22	22	-	-	-	-	-
10	214	202	416	6	22	22	-	-	-	-	-
11	257	268	525	7	31	31	-	-	-	-	-
12	264	246	510	8	35	35	-	-	-	-	-
13	256	243	499	9	47	47	-	-	-	Y	-
14	233	274	507	9	25	25	-	-	-	-	-
15	251	294	545	8	43	43	-	-	-	Y	-
16	206	282	488	4	42	42	-	-	-	Y	-
17	253	269	522	8	40	40	-	-	-	-	-
TOTAL	2,181	2,276	4,457	62	307	-	0	0	0	3	0

Table 12: SH-259A (S) & US-259 Design Year (2022) Traffic Volumes

Hour Begin	US-259			SH-259A (S)			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	607	453	1,060	4	29	29	-	-	-	-	-
10	526	462	988	8	29	29	-	-	-	-	-
11	648	610	1,258	14	44	44	-	-	-	Y	-
12	649	563	1,212	11	46	46	-	-	-	Y	-
13	630	556	1,186	13	62	62	-	Y	-	Y	Y
14	573	627	1,200	13	33	33	-	-	-	-	-
15	602	677	1,279	7	54	54	-	Y	-	Y	-
16	507	645	1,152	6	55	55	-	Y	-	Y	-
17	622	616	1,238	11	53	53	-	Y	-	Y	-
TOTAL	5,364	5,209	10,573	87	405	-	0	4	0	6	1

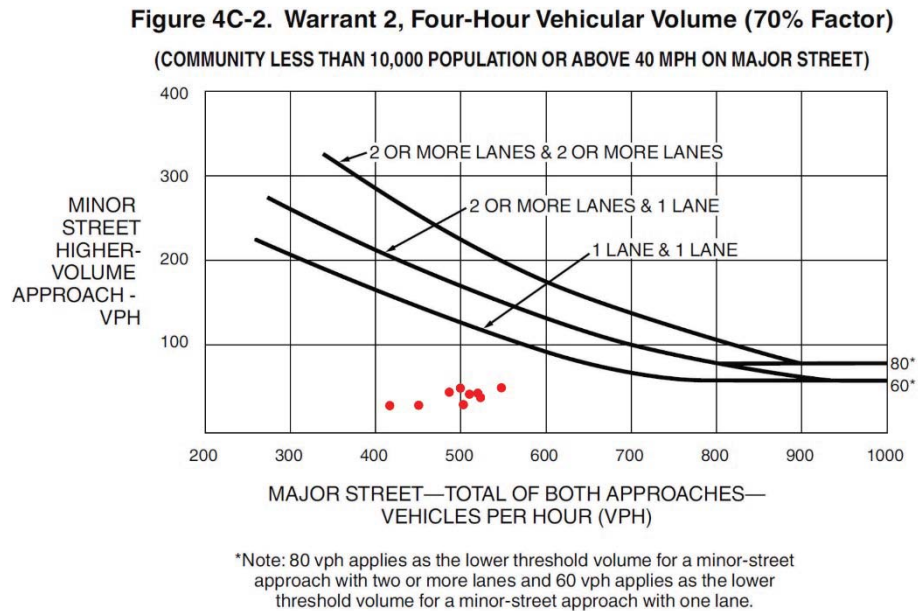
Table 13: SH-259A (S) & US-259 Design Year (2037) Traffic Volumes

Hour Begin	US-259			SH-259A (S)			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	780	588	1,368	6	40	40	-	-	-	-	-
10	676	600	1,276	12	40	40	-	-	-	-	-
11	835	794	1,629	20	60	60	-	Y	-	Y	Y
12	834	730	1,564	16	63	63	-	Y	-	Y	Y
13	809	721	1,530	19	85	85	-	Y	Y	Y	Y
14	736	813	1,549	19	45	45	-	-	-	Y	-
15	772	878	1,650	11	74	74	-	Y	-	Y	Y
16	651	837	1,488	8	76	76	-	Y	-	Y	Y
17	799	799	1,598	16	72	72	-	Y	-	Y	Y
TOTAL	6,892	6,760	13,652	127	555	-	0	6	1	7	6

Warrant 2 – Four-Hour Volumes

Warrant 2 is satisfied when the volumes for any four (4) hours of an average day, when plotted on Figure 4C-1 (or 4C-2 when applicable) of the *MUTCD*, fall above the curve for the appropriate number of lanes. Based on the posted speed limit and estimated population of Broken Bow, the 70% reduction (Figure 4C-2) was used for this analysis. **Figure 2** shows the results of this analysis under Existing (2017) conditions. Under Design Year (2022) and (2037) conditions, the data point values exceed the graph boundaries.

Figure 2: Four-Hour Vehicular Volume Warrant (Warrant 2) – Existing (2017)



Based on the traffic volumes presented in Tables 11-13 and plotted in Figure 2, none of the counted hours fall above the curve for the appropriate number of lanes when plotted on Figure 4C-2 of the *MUTCD* for this intersection under Existing (2017) conditions. Under Design Year (2022) conditions, one (1) hour falls above the curve. Under Design Year (2037) conditions, six (6) hours fall above the curve. Four (4) hours are required for this warrant condition. Under these circumstances, **Warrant 2 is MET for this intersection under Design Year (2037) conditions.**

Warrant 3 – Peak Hour Volume

Warrant 3 is intended for application when traffic conditions are such that for at least one (1) hour of the day, the minor street traffic experiences undue delays entering or crossing the major street. Warrant 3 is satisfied when either of the following conditions is met:

- If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 - The delay experienced by the traffic on the minor-street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and
 - The volume on the same minor-street approach equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 - The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

- The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 (or Figure 4C-4) for the existing combination of approach lanes.

As further specified in the *MUTCD*:

“This signal warrant shall be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.”

Traffic characteristics at this intersection do not fall under the unusual cases identified above. Therefore, **Warrant 3 is NOT APPLICABLE for this intersection and was not evaluated.**

Warrant 4 – Minimum Pedestrian Volume

Warrant 4 applies to conditions where the major street traffic is so heavy that pedestrians experience excessive delay in crossing the major street. It is intended for application at an intersection or midblock location and requires that one (1) of the following conditions be met:

- For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-5 (or Figure 4C-6); or
- For one (1) hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-7 (or Figure 4C-8).

This warrant applies only to those locations where the nearest traffic signal along the major street is greater than 300 feet and where a new traffic signal at the study intersection would not unduly restrict platooned flow of traffic.

While no pedestrian count data was collected at this intersection, the number pedestrians crossing US-259 to meet this warrant (75 pedestrian crossings/hour for 4 hours or 93 pedestrian crossings during the peak hour) would not be expected. Since no pedestrian count data was collected, **Warrant 4 was NOT APPLICABLE.**

Warrant 5 – School Crossing

This warrant applies at an established school crossing where a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic during the period when the children are using the crossing is less than the number of minutes in the same period.

This location is not an established school crossing. The nearest school is located over 5 miles away. **Warrant 5 was NOT APPLICABLE.**

Warrant 6 – Coordinated Signal System

Progressive movement control sometimes requires traffic signal installations at intersections where they would not otherwise be warranted in order to maintain proper platooning of vehicles and effectively regulate group speed. This warrant is met when one (1) of the following requirements are met:

- On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the required degree of platooning.
- On a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.

This signal warrant should not be applied where the ultimate signal spacing would be less than 1,000 feet. The nearest signal is located over 5 miles away. These intersections are not part of a coordinated progressive signal system. **Warrant 6 was NOT APPLICABLE.**

Warrant 7 – Crash Experience

The warrant is satisfied when:

- Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- Five or more reported crashes, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours. If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Accident data for this location was collected and indicates there were three (3) total collisions in a five-year period (2011-2015). There were at most two (2) intersection related collisions reported at this intersection over any 12-month period. **Warrant 7 was NOT MET.**

Warrant 8 – Roadway Network

The systems warrant is intended to encourage concentration and organization of traffic flow networks. This warrant is applicable when the common intersection of two major routes:

- Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour of a typical weekday and has five-year projected traffic volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a Saturday and/or Sunday.

A major route as used in this signal warrant shall have one or more of the following characteristics:

- It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- It includes rural or suburban highways outside, entering or traversing a City; or
- It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study; or
- It connects areas of principal traffic generation; or
- It has street freeway or expressway ramp terminals.

SH-259A (S) is not considered a major route. Therefore, **Warrant 8 is NOT APPLICABLE at this intersection.**

Warrant 9 – Intersection Near a Grade Crossing

This signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and
- During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13 of the Texas MUTCD.

A railroad grade crossing is not located within 140 feet of this intersection. **Warrant 9 is NOT APPLICABLE for this intersection.**

A summary of the traffic signal warrants are provided in **Table 14**.

Table 14: Warrant Summary – SH-259A (S) & US-259

Warrant	Warrant Met?	Notes
1 – Eight-Hour Vehicular Volume	NO	6 hours met (8 required) for Design Year (2037)
2 – Four-Hour Vehicular Volume	YES	6 hours met (4 required) for Design Year (2037)
3 – Peak Hour	N/A	Not a “special generator”
4 – Pedestrian Volume	N/A	No pedestrian volume data collected
5 – School Crossing	N/A	Not anticipated school crossing
6 – Coordinated Signal System	N/A	Not part of a progressive signal system
7 – Crash Experience	NO	Does not meet all criteria
8 – Roadway Network	N/A	Not intersection of two major routes
9 – Near a Grade Crossing	N/A	Not adjacent to a grade crossing

With one warrant being met under Design Year (2037) conditions, installation of a traffic signal may be needed at this intersection in the future. It is recommended that traffic demands be monitored at this location and a traffic signal be installed when future traffic forecasts are realized.

US-259 & SH-259A (N) Intersection

US-259 is a two-lane undivided highway with a posted speed limit of 55 miles per hour (mph) near the study intersection. SH-259A (N) is a two-lane undivided roadway east of US-259 with a posted speed limit of 55 mph near the study intersection. US-259 is classified as a Principal Arterial while SH-259A (S) is considered a Major Collector by the Oklahoma Department of Transportation (ODOT).

At the intersection, the westbound (SH-259A [N]) approach is a single lane approach with stop-control at the US-259 intersection. US-259 is a north-south roadway with free flow traffic through the intersection. Based on the existing traffic volumes at this intersection and functional classifications of the roadways, US-259 will be considered the Major Roadway for this analysis with 1 (one) lane in each direction. SH-259A (N) will be considered the Minor Roadway, also with 1 (one) lane in each direction. **Table 15** provides the existing intersection approach volumes obtained from traffic counts collected in May 2017. **Tables 16** and **17** show the Design Year (2022) and (2037) traffic forecasts estimated based on the future turning movement volumes and the hourly percent distribution obtained from the existing traffic counts.

Table 15: Existing (2017) 9-Hour Traffic Volumes at US-259 & SH-259A (N)

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	-	37	215	185	437	9%
10	-	38	213	220	471	10%
11	-	63	240	262	565	12%
12	-	66	256	246	568	12%
13	-	51	259	238	548	11%
14	-	53	226	277	556	12%
15	-	58	239	317	614	13%
16	-	75	217	264	556	12%
17	-	42	214	258	514	10%
Total	-	483	2,079	2,267	4,829	100%

Table 16: Design Year (2022) 9-Hour Traffic Volumes at US-259 & SH-259A (N)

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	-	143	552	423	1,118	9%
10	-	147	547	503	1,197	10%
11	-	237	639	616	1,492	12%
12	-	255	658	563	1,476	12%
13	-	197	665	545	1,407	11%
14	-	205	580	634	1,419	12%
15	-	232	595	711	1,538	13%
16	-	290	557	604	1,451	12%
17	-	162	550	590	1,302	10%
Total	-	1,868	5,343	5,189	12,400	100%

Table 17: Design Year (2037) 9-Hour Traffic Volumes at US-259 & SH-259A (N)

Hour	Traffic Volumes				Total	Hourly Percent Distribution
	EB	WB	NB	SB		
9	-	161	711	547	1,419	9%
10	-	165	705	651	1,521	10%
11	-	270	824	800	1,894	12%
12	-	287	847	728	1,862	12%
13	-	221	857	704	1,782	11%
14	-	230	748	820	1,798	12%
15	-	257	764	916	1,937	13%
16	-	326	718	781	1,825	12%
17	-	182	708	763	1,653	10%
Total	-	2,099	6,882	6,710	15,691	100%

Warrant 1 – Eight-Hour Vehicular Volume

Warrant 1 is based on the volumes from both approaches on the major street and the higher approach volume on the minor street. It also uses the number of lanes for moving traffic on each approach. Either Condition A or Condition B of this warrant must be met for Warrant 1 to be satisfied.

The *Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition* allows for the use of a reduced warranting threshold (70%) for intersections where the posted or 85th-percentile speed exceeds 40 mph or if the intersection is located in a community with a population under 10,000. Since the posted speed along US-259 in the study corridor varies between 45 mph and 65 mph and the population of Broken Bow is less than 10,000 (4,120), the 70% reduction was used for this warrant.

Condition A of Warrant 1 is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to the intersection during the same eight hours. The warranting threshold for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 350 vph (total for both directions)
Minor Street: 105 vph (higher volume approach)

Warrant 1A threshold volumes are not exceeded for any of the counted hours under Existing (2017) conditions. Threshold volumes are exceeded for nine (9) hours under Design Year (2022) and Design Year (2037) conditions. Eight (8) hours are required for this warrant condition. Warrant 1A is satisfied at this location under Design Year (2022) and (2037) conditions.

Condition B of Warrant 1 applies to operating conditions where the major street traffic is so heavy that it creates excessive delay or hazardous conditions for minor street traffic when entering or crossing the major street. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to an intersection. The warranting threshold for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 525 vph (total for both directions)
Minor Street: 53 vph (higher volume approach)

Warrant 1B threshold volumes are exceeded for one (1) of the counted hours under Existing (2017) conditions, however threshold volumes are exceeded for nine (9) hours under Design Year (2022) and (2037) conditions. Eight (8) hours are required for this warrant condition. Warrant 1B is satisfied at this location under Design Year (2022) and (2037) conditions.

Condition C of Warrant 1 is the combination of Conditions A and B and is intended for application at locations where Condition A and Condition B are not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes in both the 56% columns exist on the major street and on the higher-volume minor street approach to an intersection for both Conditions A and B. The warranting threshold for Condition A for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 280 vph (total for both directions)
Minor Street: 84 vph (higher volume approach)

The warranting threshold for Condition B for a one-lane approach on the major street and one-lane approach on the minor street are:

Major Street: 420 vph (total for both directions)
Minor Street: 42 vph (higher volume approach)

Warrant 1C threshold volumes are not exceeded for any hours under Condition A and seven (7) hours under Condition B under Existing (2017) conditions. Warrant 1C threshold volumes are exceeded for nine (9) hours under Condition A and Condition B under Design Year (2022) and (2037) conditions. Eight (8) hours are required for this warrant condition under both Conditions A and B. Warrant 1C is satisfied at this location under Design Year (2022) and (2037) conditions.

Based on these results and as shown in **Tables 18-20, Warrant 1 is MET for this intersection under Design Year (2022) and Design Year (2037) conditions.**

Table 18: SH-259A (N) & US-259 Existing (2017) Traffic Volumes

Hour Begin	US-259			SH-259A (N)			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	215	185	400	-	37	37	-	-	-	-	
10	213	220	433	-	38	38	-	-	-	-	
11	240	262	502	-	63	63	-	-	-	Y	
12	256	246	502	-	66	66	-	-	-	Y	
13	259	238	497	-	51	51	-	-	-	Y	
14	226	277	503	-	53	53	-	-	-	Y	
15	239	317	556	-	58	58	-	Y	-	Y	
16	217	264	481	-	75	75	-	-	-	Y	
17	214	258	472	-	42	42	-	-	-	Y	
TOTAL	2,079	2,267	4,346	-	483	-	0	1	0	7	

Table 19: SH-259A (N) & US-259 Design Year (2022) Traffic Volumes

Hour Begin	US-259			SH-259A (N)			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	552	423	975	-	143	143	Y	Y	Y	Y	
10	547	503	1,050	-	147	147	Y	Y	Y	Y	
11	639	616	1,255	-	237	237	Y	Y	Y	Y	
12	658	563	1,221	-	255	255	Y	Y	Y	Y	
13	665	545	1,210	-	197	197	Y	Y	Y	Y	
14	580	634	1,214	-	205	205	Y	Y	Y	Y	
15	595	711	1,306	-	232	232	Y	Y	Y	Y	
16	557	604	1,161	-	290	290	Y	Y	Y	Y	
17	550	590	1,140	-	162	162	Y	Y	Y	Y	
TOTAL	5,343	5,189	10,532	-	1,868	-	9	9	9	9	

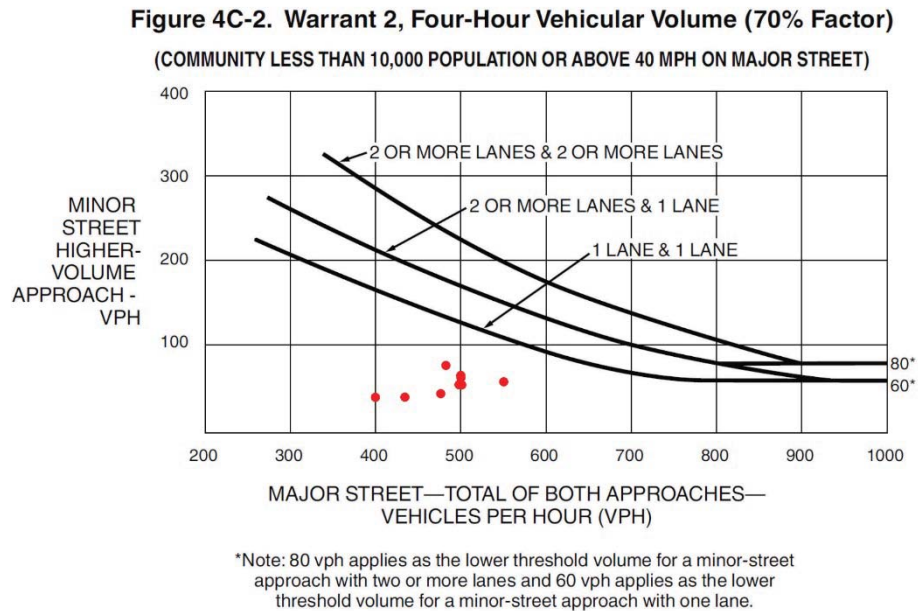
Table 20: SH-259A (N) & US-259 Design Year (2037) Traffic Volumes

Hour Begin	US-259			SH-259A (N)			Meets Warrants				
	NB	SB	Total	EB	WB	HIGHER	1A	1B	1C		2
									A	B	
9	711	547	1,258	-	161	161	Y	Y	Y	Y	
10	705	651	1,356	-	165	165	Y	Y	Y	Y	
11	824	800	1,624	-	270	270	Y	Y	Y	Y	
12	847	728	1,575	-	287	287	Y	Y	Y	Y	
13	857	704	1,561	-	221	221	Y	Y	Y	Y	
14	748	820	1,568	-	230	230	Y	Y	Y	Y	
15	764	916	1,680	-	257	257	Y	Y	Y	Y	
16	718	781	1,499	-	326	326	Y	Y	Y	Y	
17	708	763	1,471	-	182	182	Y	Y	Y	Y	
TOTAL	6,882	6,710	13,592	-	2,099	-	9	9	9	9	

Warrant 2 – Four-Hour Volumes

Warrant 2 is satisfied when the volumes for any four (4) hours of an average day, when plotted on Figure 4C-1 (or 4C-2 when applicable) of the *MUTCD*, fall above the curve for the appropriate number of lanes. Based on the posted speed limit and estimated population of Broken Bow, the 70% reduction (Figure 4C-2) was used for this analysis. **Figure 3** shows the results of this analysis under Existing (2017) conditions. Under Design Year (2022) and (2037) conditions, the data point values exceed the graph boundaries.

Figure 2: Four-Hour Vehicular Volume Warrant (Warrant 2) – Existing (2017)



Based on the traffic volumes presented in Tables 18-20 and plotted in Figure 3, none of the counted hours fall above the curve for the appropriate number of lanes when plotted on Figure 4C-2 of the *MUTCD* for this intersection under Existing (2017) conditions. Under Design Year (2022) and (2037) conditions, nine (9) hours fall above the curve. Four (4) hours are required for this warrant condition. Under these circumstances, **Warrant 2 is MET for this intersection under Design Year (2022) and Design Year (2037) conditions.**

Warrant 3 – Peak Hour Volume

Warrant 3 is intended for application when traffic conditions are such that for at least one (1) hour of the day, the minor street traffic experiences undue delays entering or crossing the major street. Warrant 3 is satisfied when either of the following conditions is met:

- If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 - The delay experienced by the traffic on the minor-street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and
 - The volume on the same minor-street approach equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 - The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 (or Figure 4C-4) for the existing combination of approach lanes.

As further specified in the *MUTCD*:

“This signal warrant shall be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.”

Traffic characteristics at this intersection do not fall under the unusual cases identified above. Therefore, **Warrant 3 is NOT APPLICABLE for this intersection and was not evaluated.**

Warrant 4 – Minimum Pedestrian Volume

Warrant 4 applies to conditions where the major street traffic is so heavy that pedestrians experience excessive delay in crossing the major street. It is intended for application at an intersection or midblock location and requires that one (1) of the following conditions be met:

- For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-5 (or Figure 4C-6); or
- For one (1) hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-7 (or Figure 4C-8).

This warrant applies only to those locations where the nearest traffic signal along the major street is greater than 300 feet and where a new traffic signal at the study intersection would not unduly restrict platooned flow of traffic.

While no pedestrian count data was collected at this intersection, the number pedestrians crossing US-259 to meet this warrant (75 pedestrian crossings/hour for 4 hours or 93 pedestrian crossings during the peak hour) would not be expected. Since no pedestrian count data was collected, **Warrant 4 was NOT APPLICABLE.**

Warrant 5 – School Crossing

This warrant applies at an established school crossing where a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic during the period when the children are using the crossing is less than the number of minutes in the same period.

This location is not an established school crossing. The nearest school is located over 7 miles away. **Warrant 5 was NOT APPLICABLE.**

Warrant 6 – Coordinated Signal System

Progressive movement control sometimes requires traffic signal installations at intersections where they would not otherwise be warranted in order to maintain proper platooning of vehicles and effectively regulate group speed. This warrant is met when one (1) of the following requirements are met:

- On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the required degree of platooning.
- On a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.

This signal warrant should not be applied where the ultimate signal spacing would be less than 1,000 feet. The nearest signal is located over 7 miles away. These intersections are not part of a coordinated progressive signal system. **Warrant 6 was NOT APPLICABLE.**

Warrant 7 – Crash Experience

The warrant is satisfied when:

- Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- Five or more reported crashes, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours. If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Accident data for this location was collected and indicates there was one (1) collision in a five-year period (2011-2015). **Warrant 7 was NOT MET.**

Warrant 8 – Roadway Network

The systems warrant is intended to encourage concentration and organization of traffic flow networks. This warrant is applicable when the common intersection of two major routes:

- Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour of a typical weekday and has five-year projected traffic volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a Saturday and/or Sunday.

A major route as used in this signal warrant shall have one or more of the following characteristics:

- It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- It includes rural or suburban highways outside, entering or traversing a City; or
- It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study; or
- It connects areas of principal traffic generation; or
- It has street freeway or expressway ramp terminals.

SH-259A (N) is not considered a major route. Therefore, **Warrant 8 is NOT APPLICABLE at this intersection.**

Warrant 9 – Intersection Near a Grade Crossing

This signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and
- During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13 of the Texas MUTCD.

A railroad grade crossing is not located within 140 feet of this intersection. **Warrant 9 is NOT APPLICABLE for this intersection.**

A summary of the traffic signal warrants are provided in **Table 21**.

Table 21: Warrant Summary – SH-259A (N) & US-259

Warrant	Warrant Met?	Notes
1 – Eight-Hour Vehicular Volume	YES	9 hours met (8 required) for Design Year (2022) & (2037)
2 – Four-Hour Vehicular Volume	YES	9 hours met (4 required) for Design Year (2037)
3 – Peak Hour	N/A	Not a “special generator”
4 – Pedestrian Volume	N/A	No pedestrian volume data collected
5 – School Crossing	N/A	Not anticipated school crossing
6 – Coordinated Signal System	N/A	Not part of a progressive signal system
7 – Crash Experience	NO	Does not meet all criteria
8 – Roadway Network	N/A	Not intersection of two major routes
9 – Near a Grade Crossing	N/A	Not adjacent to a grade crossing

With two warrants being met under Design Year (2022) and Design Year (2037) conditions, installation of a traffic signal may be needed at this intersection in the future. It is recommended that traffic demands be monitored at this location and a traffic signal be installed when future traffic forecasts are realized.

Sight Distance Evaluation

Access Management Evaluation

Segment 1 - South of Sherry Lane

US-259 Proposed Access Modifications - South of Sherry Lane							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
E01	0.88	N Broadway St	1				
E02	0.94	Pines Apartments Dwy	1				
Totals:			2	0	0	0	

Segment 2 - Between Sherry Lane and Sweet Home Road

US-259 Proposed Access Modifications - Between Sherry Lane and Sweet Home Road							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
E03	1.02	Kohler's Four Seasons Realty, Broknbo Vintage Market, and McCurtain County Propane Inc.				1	This driveway is approx. 300' wide. This width can be reduced by delineating designated entrance/exits to be shared by businesses.
W01	1.09	Residential Dwy	1				
E04	1.11	Tanglewood St	1				
W02	1.14	Residential Dwy	1				
E05	1.14	Shared Dwy	1				
E06	1.15	Church	1				
E07	1.17	Church	1				
E08	1.19	McNally St	1				
E09	1.22	Residential Dwy	1				
E10	1.32	Residential Dwy	1				
E11	1.32	Commercial Dwy	1				
E12	1.38	Church	1				
W03	1.39	Commercial Dwy	1				
E13	1.42	Shared Dwy	1				
E14	1.43	Commercial Dwy	1				
W04	1.46	Mountain Fork				1	This driveway is approx. 260' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses.
E15	1.46	Little Dixie Transit and Antiques Etc.				1	This driveway is approx. 150' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses.
E16	1.48	Residential Dwy	1				
W05	1.5	Doug Story Body Shop				1	The area on either side of dwy can be delineated.
W06	1.52	Doug Story's Body Shop				1	The area on either side of dwy can be delineated.
E17	1.54	Forestry Services Dwy	1				
W07	1.64	Dale Dr	1				
E18	1.64	Forestry Services Dwy	1				
W08	1.8	Storage Dwy	1				
W09	1.82	Shared Dwy	1				
W10	1.83	Flea Mkt Dwy	1				
W11	1.92	Vacant Dwy			1		This dwy can be eliminated if there isn't infrastructure or utilities of any kind on the property.
W12	1.96	Vacant Dwy			1		This dwy can be eliminated if there isn't infrastructure or utilities of any kind on the property.
Totals:			21	0	2	5	

Segment 3 - Sweet Home Road to SH-259A (S)

US-259 Proposed Access Modifications - Sweet Home Road to SH-259A (S)							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W13	2.23	Shared Dwy	1				
W14	2.26	Burton Rd				1	Burton Rd merges with US-259 and also extends at a southern shared driveway. Access from Burton Rd to US-259 can be restricted so that access must be provided from southern dwy.
W15	3.01	Vacant Dwy			1		This dwy can be eliminated if there isn't infrastructure or utilities of any kind on the property.
E19	3.07	Residential Dwy	1				
W16	3.65	50 000	1				
E20	3.65	50 000	1				
E21	3.83	Residential Dwy	1				
E22	4.07	Residential Dwy	1				
W17	4.11	Residential Dwy	1				
E23	4.21	Shared Dwy	1				
W18	4.27	Residential Dwy	1				
E24	4.27	Residential Dwy	1				
W19	4.29	Shared Dwy	1				
W20	4.4	Residential Dwy	1				
W21	4.44	Residential Dwy	1				
E25	4.47	Once Upon a Time and Residential Dwys				1	This driveway is approx. 220' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses and residences.
E26	4.51	Shared Dwy	1				
E27	4.53	Shared Dwy	1				
W22	4.6	Residential Dwy	1				
W23	4.69	Shared Dwy	1				
E28	4.69	Unmarked Business				1	This driveway is approx. 340' wide. This width can be reduced by delineating a designated entrance/exit to be used by the business and a separate driveway for the residence on the south side.
W24	4.71	Shared Dwy	1				
W25	4.79	Residential Dwy	1				
E29	4.79	Residential Dwy	1				
E30	4.92	Residential Dwy	1				
W26	5.01	Doug's Small Engine Repair				1	This driveway is approx. 300' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses.
W27	5.04	Opah Trail	1				
E31	5.18	Residential Dwy	1				
E32	5.28	Residential Dwy	1				
W28	5.29	Shared Dwy	1				
W29	5.42	Residential Dwy	1				
E33	5.55	Strain Ln	1				
W30	5.56	Shared Dwy	1				
W31	5.72	Shared Dwy	1				
W32	5.76	Residential Dwy	1				
W33	5.9	Janet's Treasure Chest				1	This driveway is approx. 230' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses.
W34	5.92	Residential Dwy	1				
E34	5.92	Commercial Dwy	1				
E35	5.94	Park Dwy	1				

W35	5.95	Beavers Bend Lodging Inc.				1	This driveway is approx. 240' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses.
W36	5.97	Fresh Farm Produce and Hochatown Gifts				1	Retain driveway to US-259, however the access from this driveway to adjacent development can be closed.
E36	6	Cabins Dwy	1				
W37	6.05	Shared Dwy	1				
W38	6.09	Shady Oaks				1	This driveway is approx. 125' wide. This width can be reduced by delineating a designated entrance/exit to be shared by all businesses.
W39	6.11	Shared Dwy	1				
E37	6.18	Commercial Dwy	1				
E38	6.2	Commercial Dwy	1				
W40	6.21	Country Lodge Dwy	1				
Totals:			39	0	1	8	

Segment 4 - SH-259A (S) to SH-259A (N)

US-259 Proposed Access Modifications - SH-259A (S) to SH-259A (N)							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W41	6.24	Adam & Eve's General Store and Hochatown Amusements				1	HIGH PRIORITY: This driveway is approx. 225' wide. During field review, it was observed that some vehicles/boats parked in ROW perpendicular and parallel. Also, vehicles came in from all angles and cut through this wide driveway to access the driveway to north. Safety issues were observed with this driveway in its current form. To prohibit parking in ROW, it is recommended that a single driveway be delineated directly across from SH-259A (S). Also, a second access can be constructed to link to the driveway to the north.
W42	6.27	Shared Dwy	1				
E39	6.32	Ranger Station Dwy	1				
W43	6.38	RV Park Dwy	1				
W44	6.42	Vacant Dwy			1		This dwy can be eliminated if there isn't infrastructure or utilities of any kind on the property.
W45	6.52	Residential Dwy	1				
E40	6.64	Shared Dwy	1				
W46	7.31	Residential Dwy	1				
E41	7.35	Commercial Dwy	1				
E42	7.39	Hidden Lake Rd	1				
W47	7.44	Shared Dwy	1				
W48	7.63	Lodge Dwy	1				
W49	7.65	Lodge Dwy	1				
E43	7.69	County Rd	1				
W50	7.82	Shared Dwy	1				
W51	7.89	Shared Dwy	1				
W52	8.11	Pinyon Rd	1				
Totals:			15	0	1	1	

Segment 5 - SH-259A (N) to Old Hochatown Road (Pinyon Road)

US-259 Proposed Access Modifications - SH-259A (N) to Old Hochatown Road (Pinyon Road)							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
Totals:			0	0	0	0	

Segment 6 - Old Hochatown Road (Pinyon Road) to Stevens Gap Road

US-259 Proposed Access Modifications - Old Hochatown Road (Pinyon Road) to Stevens Gap Road							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W53	8.67	RV Park Dwy	1				
W54	8.69	Shared Dwy	1				
E44	8.7	Shared Dwy	1				
W55	8.72	Shared Dwy	1				
W56	8.75	Shared Dwy	1				
E45	8.76	Shared Dwy	1				
W57	8.81	Shared Dwy	1				
E46	8.81	Commercial Dwy	1				
W58	8.82	Residential Dwy	1				
E47	8.82	Commercial Dwy	1				
E48	8.83	Residential Dwy	1				
W59	8.85	Cabins Dwy	1				
E49	8.86	Chapel Pines			1		This driveway does not provide access to any business/residence, but loops around and connects to the shared driveway to the north.
W60	8.89	Commercial Dwy	1				
E50	8.89	Shared Dwy	1				
W61	8.92	Camp Ranch Rd	1				
E51	8.94	Cemetery Dwy	1				
E52	9.01	Shared Dwy	1				
E53	9.03	Fire Dept Dwy	1				
E54	9.1	Commercial Dwy	1				
W62	9.21	Commercial Dwy	1				
E55	9.21	Commercial Dwy	1				
E56	9.28	Commercial Dwy	1				
W63	9.32	Shared Dwy	1				
E57	9.42	Residential Dwy	1				
E58	9.49	Spearfish Rd				1	The paved area for the gas station overlaps this road. This driveway is used mostly for gas station access, however some traffic also uses this road to access developments off Spearfish Road. It is recommended that either Spearfish Road be prohibited from connecting to gas station driveway or improve Spearfish Road connection to US-259 to operate/appear more like a road and not a development driveway.
W64	9.49	Commercial Dwy	1				
W65	9.53	Commercial Dwy	1				
E59	9.53	Commercial Dwy	1				
W66	9.56	Commercial Dwy	1				
W67	9.58	Commercial Dwy	1				
E60	9.58	Commercial Dwy	1				
W68	9.6	Commercial Dwy	1				
E61	9.6	Commercial Dwy	1				
E62	9.61	Commercial Dwy	1				
W69	9.62	Gas Station Dwy	1				
E63	9.63	Commercial Dwy	1				
W70	9.65	E-Z Mart Gas Station				1	MEDIUM PRIORITY: This driveway is approx. 110' wide. Vehicles use this driveway to access the gas station as well as the temporary retail shops on the land to the north of the gas station. It is recommended that the cross section of this driveway be reduced as well as realigned with Stevens Gap Road. The driveway would still be used to access the gas station and retail. The radius of this driveway should be wide enough to accommodate boats and trailers.
Totals:			35	0	1	2	

Segment 7 - Stevens Gap Road to Carson Creek Road (Juniper)

US-259 Proposed Access Modifications - Stevens Gap Road to Carson Creek Road (Juniper)							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W71	9.78	Kaniatobe Trail	1				
E64	9.8	Twin Pine Cabins				1	This driveway is approx. 75' wide. This width can be reduced.
W72	9.82	Shared Dwy	1				
E65	9.83	Girls Gone Wine				1	HIGH PRIORITY: This driveway is approx. 300' wide. This width can be reduced by constructing an embankment or ditch and a designated entrance/exit to be shared by all businesses. Also recommend putting up "No Parking in ROW" signs.
W73	9.84	Shared Dwy	1				
W74	9.87	Shared Dwy	1				
E66	9.96	Orca Rd				1	This road and adjacent driveway is approx. 60' wide. This width can be reduced by eliminating access from the commercial development (which would still have access directly to Orca Rd).
W75	9.98	Pine Meadow Ln	1				
E67	9.98	Mailbox Dwy			1		The mailboxes can be accessed without the use of this driveway.
Totals:			5	0	1	3	

Segment 8 - Carson Creek Road (Juniper) to Lukfata Trail

US-259 Proposed Access Modifications - Carson Creek Road (Juniper) to Lukfata Trail							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
E68	10.51	Private Dwy	1				
W76	10.58	50 400	1				
E69	10.97	Private Dwy	1				
W77	11.33	Lukfata Trl	1				
E70	11.33	Private Dwy	1				
Totals:			5	0	0	0	

Segment 9 - Lukfata Trail to Lucian Sorrel Road (Choate Road)

US-259 Proposed Access Modifications - Lukfata Trail to Lucian Sorrel Road (Choate Road)							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
E71	11.54	Residential Dwy	1				
E72	11.66	Sailfish Rd	1				
W78	11.68	Residential Dwy	1				
Totals:			3	0	0	0	

Segment 10 - Lucian Sorrel Road (Choate Road) to Penner Road (Last Resort)

US-259 Proposed Access Modifications - Lucian Sorrel Road (Choate Road) to Penner Road (Last Resort)							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
Totals:			0	0	0	0	

Segment 11 - Penner Road (Last Resort) to Golf Course Road

US-259 Proposed Access Modifications - Penner Road (Last Resort) to Golf Course Road							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W79	12.15	WhipPoorWill Resort Cabins				1	This driveway is approx. 150' wide. This width can be reduced by delineating a designated entrance/exit to be aligned with Golf Course Rd.
Totals:			0	0	0	1	

Segment 12 - Golf Course Road to Stevens Road

US-259 Proposed Access Modifications - Golf Course Road to Stevens Road							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W80	12.21	Residential Dwy	1				
E73	12.28	Residential Dwy	1				
E74	12.3	Residential Dwy	1				
W81	12.32	Residential Dwy	1				
W82	12.36	Residential Dwy	1				
W83	12.37	Residential Dwy	1				
W84	12.39	Cabins Dwy	1				
W85	12.42	Shared Dwy	1				
E75	12.42	Residential Dwy	1				
W86	12.51	Residential Dwy	1				
E76	12.62	Dwy	1				
Totals:			11	0	0	0	

Segment 13 - North of Stevens Road

US-259 Proposed Access Modifications - North of Stevens Road							
Access No.	Mile Post	Description	Keep	Add	Remove	Modify	Notes
W87	12.92	Residential Dwy	1				
E77	13.25	Dwy	1				
W88	13.27	Dwy	1				
W89	13.85	Dwy	1				
E78	13.85	Cedar Creek Trl	1				
Totals:			5	0	0	0	

Proposed Access Modifications												
Segment		Begin Mile Post	End Mile Post	Length (Mi)	Existing Access			Proposed Access				
No.	Description				East	West	Total	East	West	Total		
1	South of Sherry Ln	0.88	1.01	0.13	2	0	2	2	0	2		
2	Sherry Ln to Sweet Home Rd	1.01	2.00	0.99	16	12	28	16	10	26		
3	Sweet Home Rd to SH-259A (S)	2.00	6.24	4.24	20	28	48	20	27	47		
4	SH-259A (S) to SH-259A (N)	6.24	8.23	1.99	5	12	17	5	11	16		
5	SH-259A (N) to Old Hochatown Rd	8.23	8.65	0.42	0	0	0	0	0	0		
6	Old Hochatown Rd to Stevens Gap Rd	8.65	9.70	1.05	20	18	38	19	18	37		
7	Stevens Gap Rd to Carson Creek Rd	9.70	10.30	0.60	4	5	9	3	5	8		
8	Carson Creek Rd to Lukfata Trl	10.30	11.33	1.03	3	2	5	3	2	5		
9	Lukfata Trl to Lucian Sorrel Rd	11.33	11.89	0.56	2	1	3	2	1	3		
10	Lucian Sorrel Rd to Penner Rd	11.89	12.05	0.16	0	0	0	0	0	0		
11	Penner Rd to Golf Course Rd	12.05	12.15	0.10	0	1	1	0	1	1		
12	Golf Course Rd to Stevens Rd	12.15	12.79	0.64	4	7	11	4	7	11		
13	North of Stevens Rd	12.79	13.94	1.15	2	3	5	2	3	5		
				Totals:	78	89	167	76	85	161		

Total Combined East and West Existing Access Locations:	167
Total Combined East and West Access Locations Recommended for Removal or Modification	26
% of Access Locations Affected by Removal/Modification	15.0%