



ARIZONA
TEXAS
NEW MEXICO
OKLAHOMA

July 8, 2020

Mr. Stanton Foerster, P.E.
Public Works Director
City Engineer
City of Lucas
665 Country Club Road
Lucas, Texas 75002



Re: *W. Estelle Lane Traffic Study, Lucas, Texas*

Dear Mr. Foerster:

Lee Engineering has completed a study of the existing conditions along W. Estelle Lane between Country Club Road and Winningkoff Road in Lucas, Texas. The study includes documentation of existing traffic volumes, speeds, field observations, and roadway network.

Executive Summary

The primary purpose of this study was to observe traffic volumes and speeds on W. Estelle Lane, Forestview Drive, and Winningkoff Road to identify if any speeding or cut-through problems are present. The study was undertaken with existing 24-hour turning movement volumes and speed data collected on Tuesday, March 3, 2020. *It should be noted that all traffic data was collected in early March prior to school closures and shelter-in-place orders which occurred in late March.*

Based on the data collected and field observations, Lee Engineering makes the following conclusions:

- Operating speeds on W. Estelle Lane and Forestview Drive were generally consistent with the posted 30 mph speed limit. The 85th percentile speed on W. Estelle Lane was 33 mph. Approximately 95% of vehicles were traveling 35 mph or lower in both directions.
- Peak hour traffic volumes on W. Estelle Lane, Forestview Drive, and Winningkoff Road were relatively low. On W. Estelle Lane, total volume averaged approximately three (3) vehicles per minute during both the AM and PM peak hours.
- Based on the thoroughfare plan, there are three other east-west roadways connecting Winningkoff Road/Orr Road and Country Club Road classified as a Type B or Type C roadway. W. Estelle Lane and Forestview Drive are shown as local roadways on the thoroughfare plan.
- Relatively few crashes occurred within the study area within the previous five years. It should be noted that, of the crashes which occurred at W. Estelle Lane and Country Club Road, only one involved a vehicle on W. Estelle Lane.
- Based on the data collected, field observations, and study presented above, Lee Engineering does not recommend any changes for the study area at this time. Additionally, based on the low traffic volume data observed, cut-through traffic does not appear to be a problem and an O-D study is not necessary at this time. If an O-D study is desired in the future, it should be undertaken after schools are back in session.

Background Information

The City of Lucas has received complaints regarding cut-through traffic and speeding along W. Estelle Lane between Country Club Road and Winningkoff Road. An aerial view of the study area is shown in **Figure 1**.

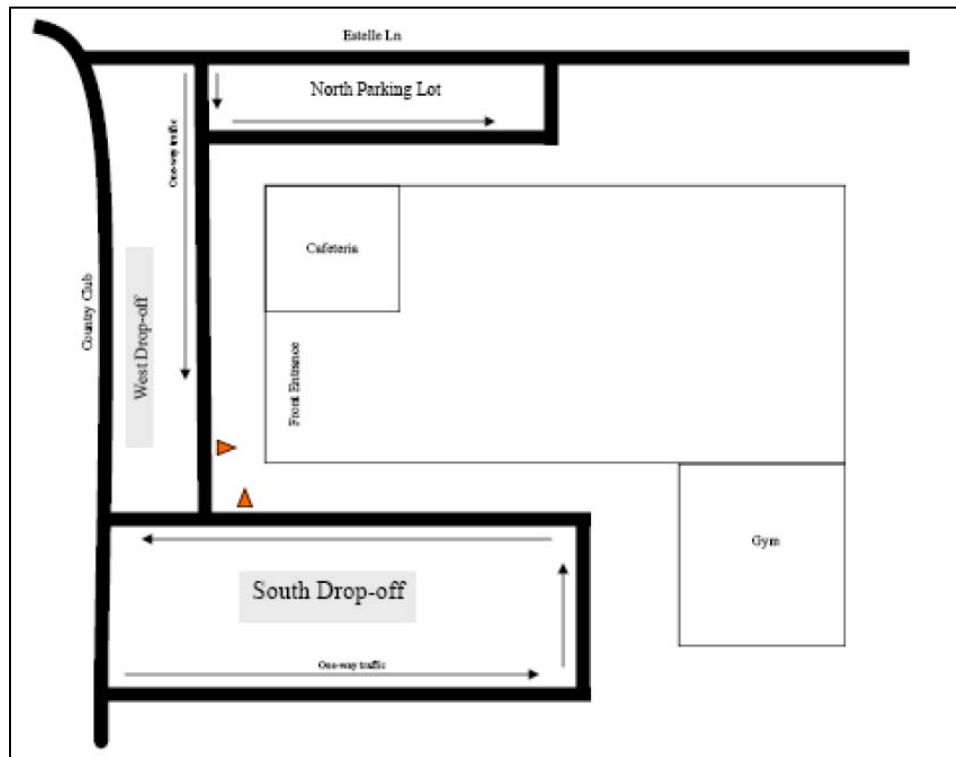
Figure 1: Vicinity Map of Study Area



W. Estelle Lane is a two-lane undivided roadway with a posted speed limit of 30 miles per hour (mph). W. Estelle Lane runs from Country Club Road eastward for approximately 4,600 feet to Gold Dust Trail, where it turns to the south and eventually returns northward to intersect Forestview Drive. Forestview Drive and Gold Dust Trail are also two-lane undivided roadways with a speed limit of 30 miles per hour.

Forestview Drive, Gold Dust Trail, and Estelle Lane east of God Dust Trail all have houses fronting along them. W. Estelle Lane west of Gold Dust Trail has minimal residential driveways along it. Hart Elementary School is located on the southeast corner of the intersection of W. Estelle Lane and Country Club Road. There is also a 20-mph reduced speed school zone along W. Estelle Lane for approximately 1,000 feet east of Country Club Road. It appears that driveways on W. Estelle Lane and on Country Club Road are both utilized for pick-up/drop-off procedures, as shown in **Figure 2** for reference.

Figure 2: Hart Elementary Circulation Plan



Source: Lovejoy ISD, <https://1.cdn.edl.io/zjNgoDTqf1mXx3T093LsGZVdqeRb6BPubIYzQbjzkeCfqUaB.pdf>

Country Club Road is a two-lane undivided north-south roadway with a posted speed limit of 50 mph. There is also a 35-mph school speed limit on Country Club Road adjacent to the elementary school. Finally, Winningkoff Road is a two-lane undivided north-south roadway with a posted speed limit of 35 mph.

The intersection of W. Estelle Lane at Country Club Road is stop-controlled on the westbound (W. Estelle Lane) approach. The intersection of Estelle Lane at Forestview Drive is multiway stop-controlled, with stop signs on all three approaches. Similarly, the intersections of Forestview Drive with Winningkoff Road, Forestview Drive with Gold Dust Trail, and W. Estelle Lane with Gold Dust Trail also operate with multiway stop control. The existing lane configurations and traffic control in the study area are shown in **Figure 3**.

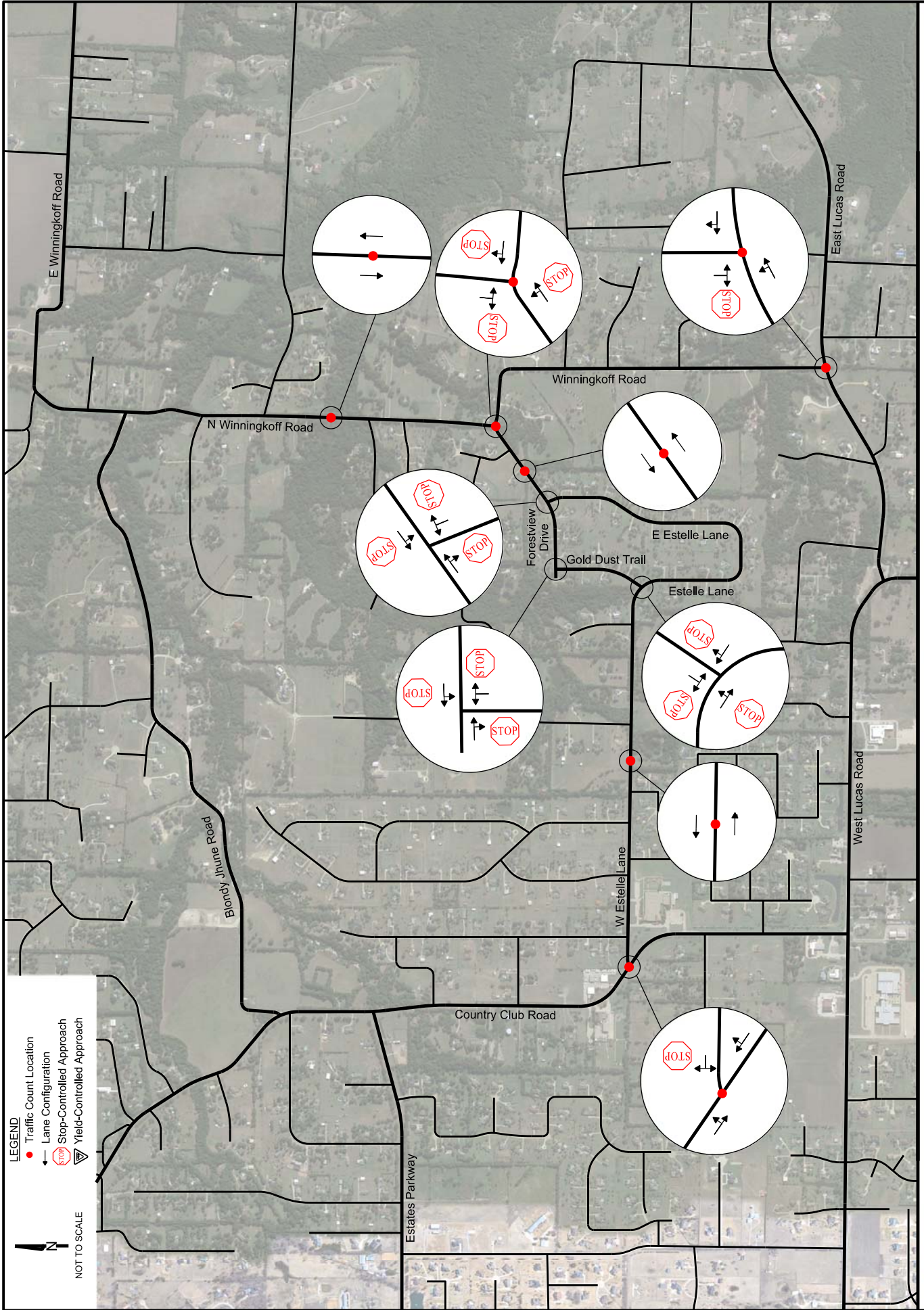


Figure 3

Existing Intersection Lane Configuration

Traffic Volumes and Speed Data

Existing 24-hour turning movement volumes were collected on Tuesday, March 3, 2020, at the following intersections within the study area:

- W. Estelle Lane at Country Club Road;
- Forestview Drive at Winningkoff Road; and
- Winningkoff Road at E. Lucas Road.

Similarly, existing daily traffic volumes and speeds were collected on Tuesday, March 3, 2020, at the following locations within the study area:

- W. Estelle Lane between Country Club Road and Gold Dust Trail;
- Forestview Drive between E. Estelle Lane and Winningkoff Road; and
- Winningkoff Road north of Forestview Drive.

It should be noted that all this traffic data was collected in early March prior to school closures and shelter-in-place orders which occurred in late March.

The existing AM peak hour and PM peak hour volumes for study locations are shown in **Figure 4**. The total daily volume for each study locations is shown in **Figure 5**.

The 85th percentile speeds and the average speeds for each location are shown in **Figure 6** and **Figure 7**, respectively. The 85th percentile speed is the speed at or below which 85 percent of drivers are traveling and is often used as a traffic engineering measure.

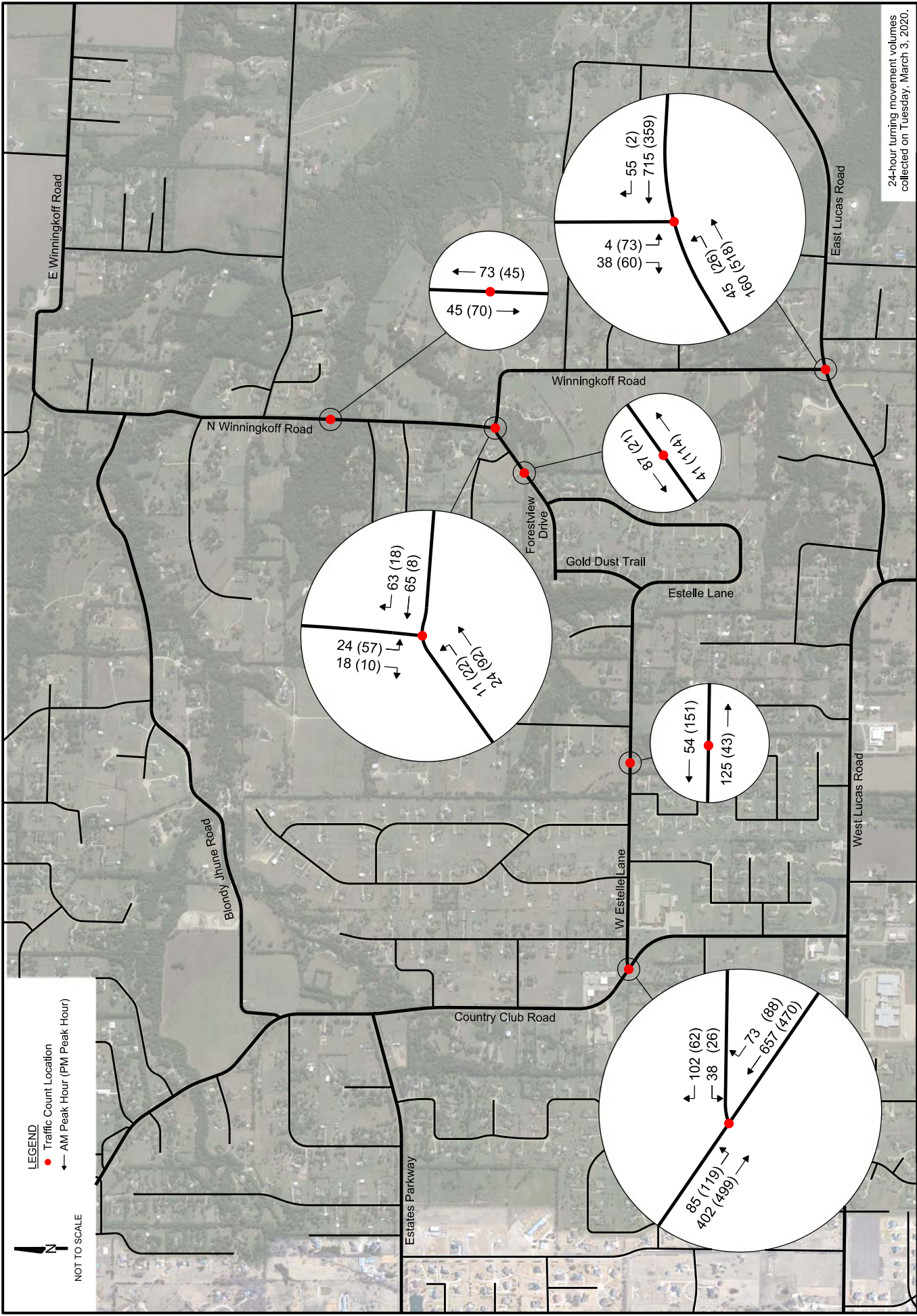


Figure 4

Existing (2020) Peak Hour Traffic Volumes

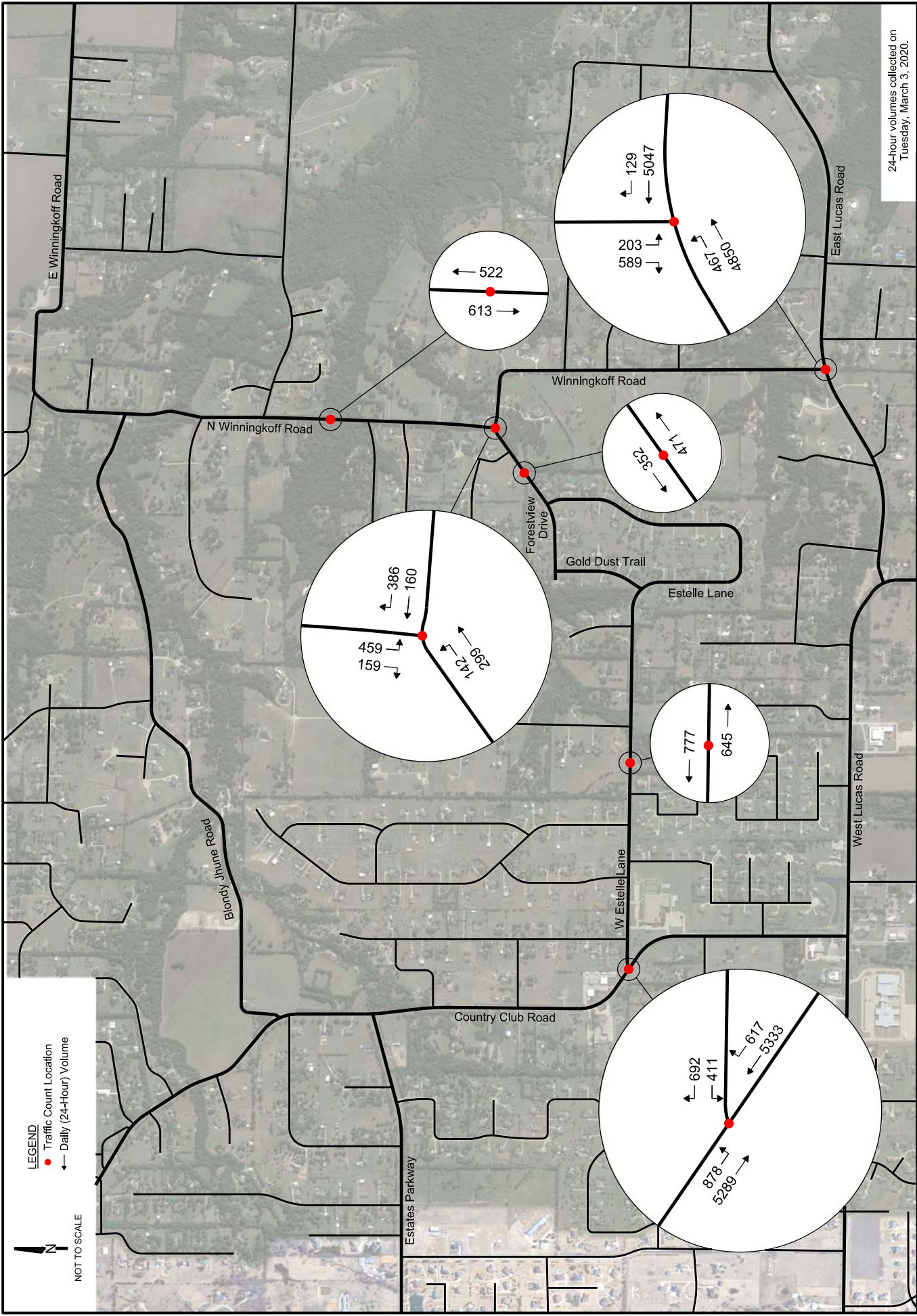


Figure 5

Existing (2020) Daily Traffic Volumes

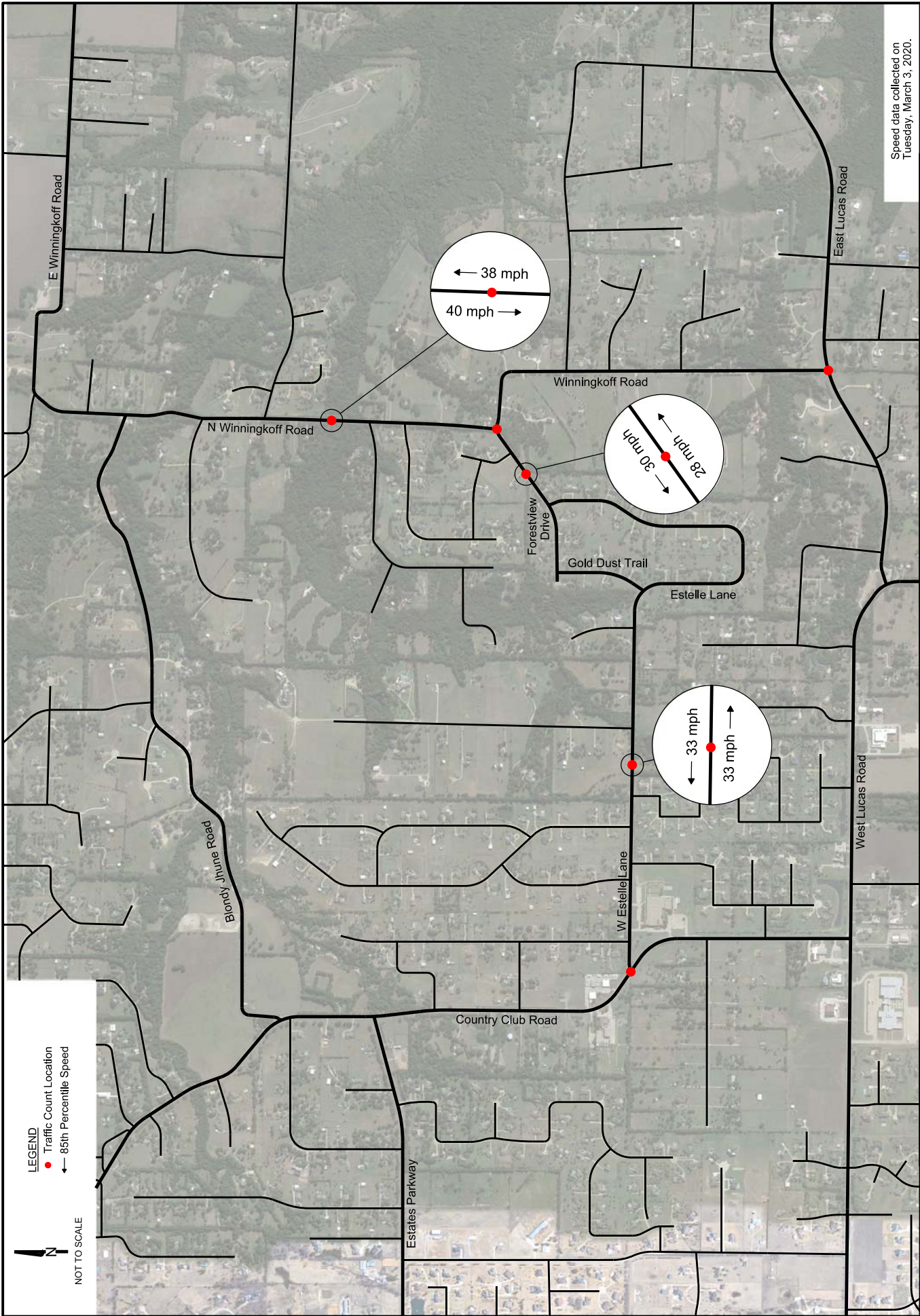


Figure 6

Existing (2020) 85th Percentile Speeds

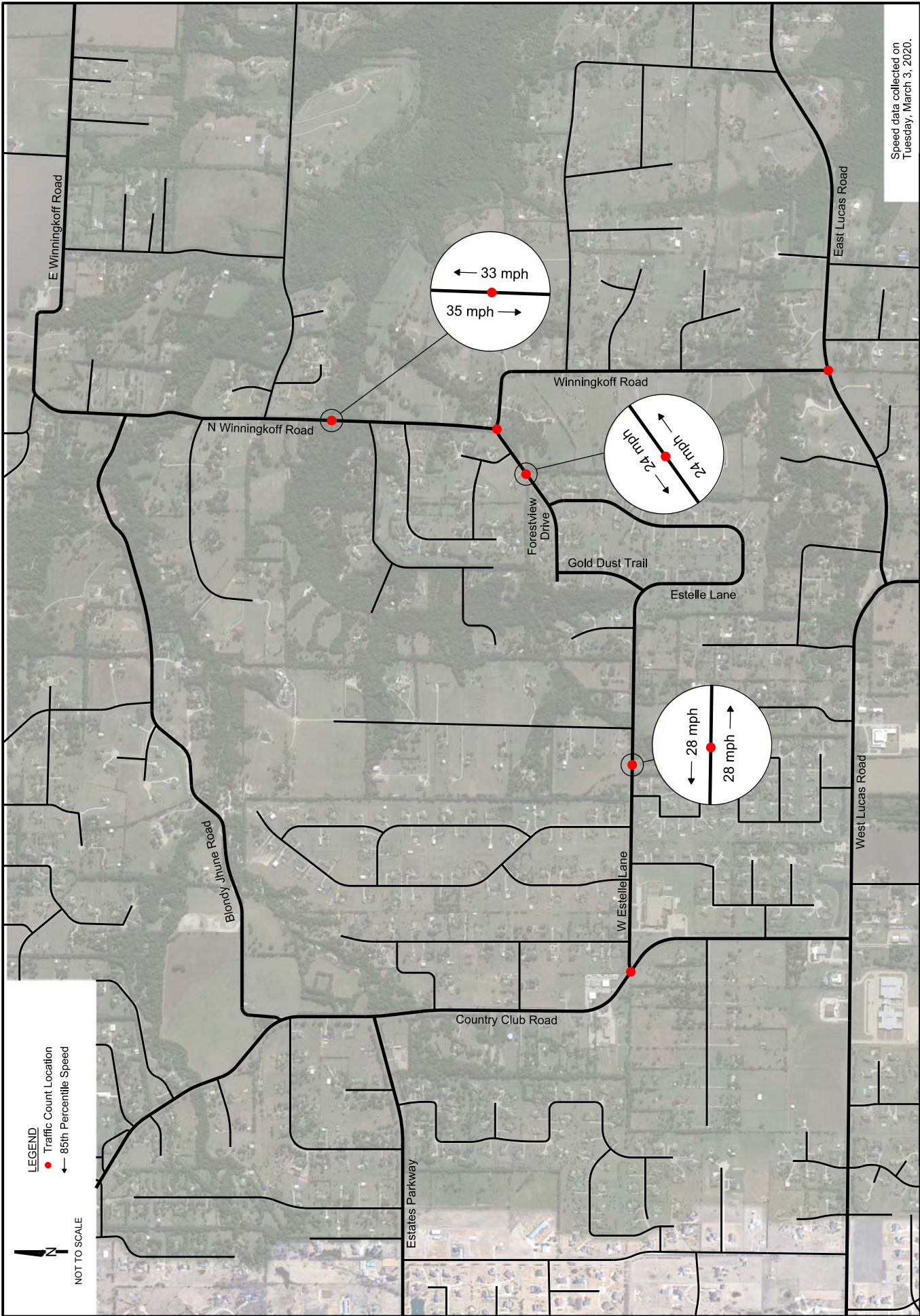
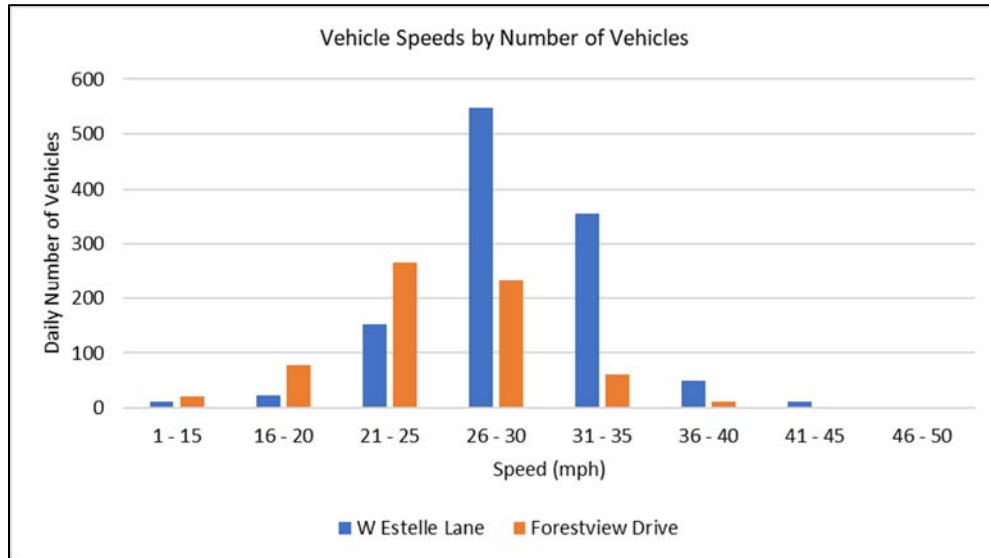


Figure 7

Existing (2020) Average (50th Percentile) Speeds

Finally, a graph was developed for speed data on W. Estelle Lane and on Forestview Drive, as speeds on those roads appears to be the primary area of concern. Speed data was classified into eight speed bins. **Figure 8** shows the number of free-flowing vehicles (greater than a four-second headway between vehicles) for each location.

Figure 8: Daily Vehicles by Speed



As shown, most vehicles on Forestview Drive are traveling at or below a speed of 30 mph. Both the average and 85th percentile speed on W. Estelle Lane was approximately 4 mph higher than on Forestview Drive, likely due to the multiple stop signs along Forestview Drive. However, approximately 95% of vehicles observed in the 24-hour period were traveling 35 mph or less on W. Estelle Lane.

Raw volume data and speed data is included as an attachment to this letter for reference.

Planned Construction

LEE also identified any recent or planned construction within the study area. Based on this review, there do not appear to be any planned capacity improvements in the near future. The following projects were identified:

- Country Club Road – currently under construction for addition of shoulders, drainage improvements, and repaving. Construction is anticipated to end in July 2020.
- Winningkoff Road – construction planned for June to November 2020, to include pavement and drainage improvements from Snider Lane to Forestview Drive.
- Future improvements to the intersection of W. Lucas Road/E. Lucas Road and Southview Drive, which is currently under study by TxDOT.
- Widening of W. Lucas Road from Country Club Road to Southview Drive within 10 or more years.

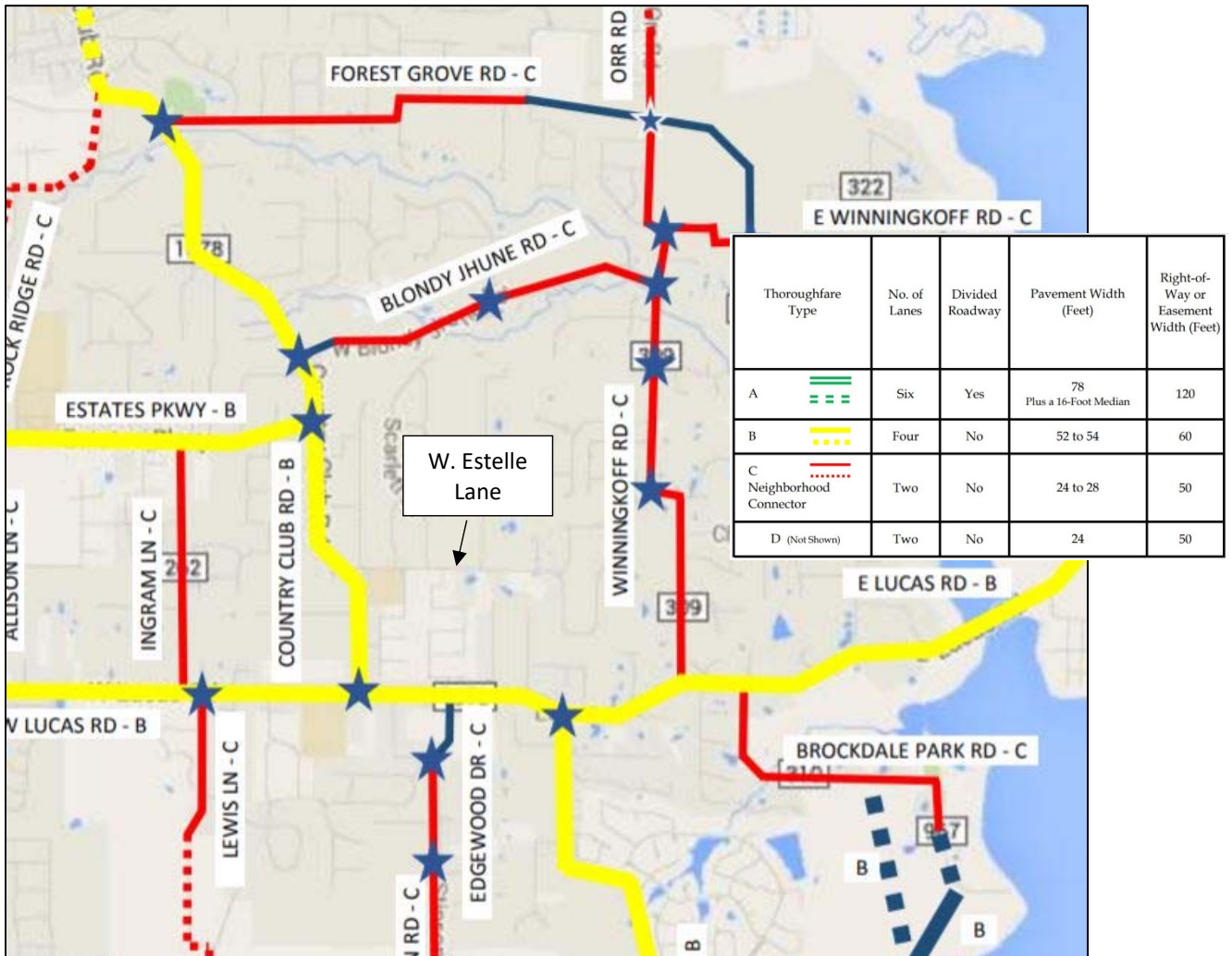
Thoroughfare Plan

As part of this study, LEE reviewed the City of Lucas *Master Thoroughfare Plan* (dated March 2017) to identify major roadways and connectivity in the study area. A clip of the study area on the thoroughfare plan map is shown in **Figure 9**. As shown, Country Club Road is a Type B Thoroughfare and Winningkoff Road is a Type C Neighborhood Connector. W. Estelle Lane and Forestview Drive are shown as local roadways on the

thoroughfare plan. However, there are three other east-west roadways on the thoroughfare plan connecting Winninkoff Road/Orr Road and Country Club Road:

- E. Lucas Road (Type B Thoroughfare);
- Blondy Jhune Road (Type C Neighborhood Connector); and
- Forest Grove Road (Type C Neighborhood Connector).

Figure 9: City of Lucas Master Thoroughfare Plan Clip



Source: City of Lavon 2017 Comprehensive Plan, <https://storage.googleapis.com/proudcity/lucastx/uploads/2017/04/Final-Version-Comp-Plan-4.pdf>

Crash Data

Crash data was obtained from the Texas Department of Transportation Crash Record Information System for 2015 to present. A summary of the crashes which occurred at the intersection of W. Estelle Lane and Country Club Road is shown below in **Table 1**. The crash which occurred at the intersection of Forestview Drive and Winninkoff Road is shown in **Table 2**. Finally, one additional crash was identified within the study area, which occurred on E. Estelle Lane and is summarized in **Table 3**.

Table 1: TxDOT Crash History (2015-2020) at W. Estelle Lane and Country Club Road

| Crash ID | Crash Year | Day | Time | Crash Description | Crash Type | Contributing Factors | Light Condition | Weather | Pavement Condition | Crash Severity |
|----------|------------|-------|----------|---|--------------|--|-----------------|---------|--------------------|---------------------|
| 14340405 | 2015 | THURS | 1:19 PM | SOUTH - SOUTH - SAME DIRECTION - ONE STRAIGHT-ONE STOPPED | REAR END | SLOWING/STOPPING-TO MAKE LEFT TURN; DRIVER INATTENTION | DAYLIGHT | CLOUDY | DRY | C - POSSIBLE INJURY |
| 14543500 | 2015 | FRI | 5:46 PM | SOUTH - SOUTH - SAME DIRECTION - ONE STRAIGHT-ONE STOPPED | REAR END | SLOWING/STOPPING-FOR TRAFFIC; DRIVER INATTENTION | DAYLIGHT | CLEAR | DRY | N - NOT INJURED |
| 15459897 | 2016 | MON | 7:40 AM | NORTH - - ONE MOTOR VEHICLE - GOING STRAIGHT | FIXED OBJECT | FAILED TO CONTROL SPEED | DAYLIGHT | RAIN | WET | C - POSSIBLE INJURY |
| 15531609 | 2017 | MON | 4:32 PM | SOUTH - SOUTH - SAME DIRECTION - ONE STRAIGHT-ONE STOPPED | REAR END | SLOWING/STOPPING-TO MAKE LEFT TURN; DRIVER INATTENTION | DAYLIGHT | CLEAR | DRY | N - NOT INJURED |
| 15652276 | 2017 | TUES | 7:41 PM | WEST - NORTH - ANGLE - ONE STRAIGHT-ONE LEFT TURN | RIGHT ANGLE | FAILED TO YIELD RIGHT OF WAY - TURNING LEFT; ATTENTION DIVERTED FROM DRIVING | DAYLIGHT | CLEAR | DRY | N - NOT INJURED |
| 15764318 | 2017 | WED | 7:54 AM | NORTH - - ONE MOTOR VEHICLE - GOING STRAIGHT | FIXED OBJECT | LOST CONTROL OR SKIDDED (ICY OR SLICK ROAD, ETC.) | DAYLIGHT | CLOUDY | WET | N - NOT INJURED |
| 16206851 | 2018 | SAT | 10:06 AM | NORTH - - ONE MOTOR VEHICLE - GOING STRAIGHT | FIXED OBJECT | ATTENTION DIVERTED FROM DRIVING; FAILED TO CONTROL SPEED | DAYLIGHT | CLOUDY | WET | 99 - UNKNOWN |
| 16226654 | 2018 | THURS | 8:08 AM | SOUTH - SOUTH - SAME DIRECTION - BOTH GOING STRAIGHT-REAR END | REAR END | SLOWING/STOPPING-FOR TRAFFIC; DRIVER INATTENTION | DAYLIGHT | CLEAR | DRY | N - NOT INJURED |
| 16575830 | 2018 | MON | 6:13 PM | NORTH - - ONE MOTOR VEHICLE - GOING STRAIGHT | FIXED OBJECT | ATTENTION DIVERTED FROM DRIVING; FAILED TO CONTROL SPEED | DAYLIGHT | CLOUDY | WET | N - NOT INJURED |
| 16624553 | 2018 | SAT | 4:38 PM | SOUTH - NORTH - OPPOSITE DIRECTION - BOTH GOING STRAIGHT | HEAD ON | ATTENTION DIVERTED FROM DRIVING; FAILED TO CONTROL SPEED | DAYLIGHT | RAIN | WET | N - NOT INJURED |

Table 2: TxDOT Crash History (2015-2020) at Forestview Drive and Winningkoff Road

| Crash ID | Crash Year | Day | Time | Crash Description | Crash Type | Contributing Factors | Light Condition | Weather | Pavement Condition | Crash Severity |
|----------|------------|-----|---------|--|--------------|-------------------------|-----------------|---------|--------------------|---------------------|
| 15053173 | 2016 | SUN | 7:19 AM | SOUTH - - ONE MOTOR VEHICLE - GOING STRAIGHT | FIXED OBJECT | FAILED TO CONTROL SPEED | DAYLIGHT | CLEAR | DRY | C - POSSIBLE INJURY |

Table 3: TxDOT Crash History (2015-2020) on E. Estelle Lane South of Forestview Drive

| Crash ID | Crash Year | Day | Time | Crash Description | Crash Type | Contributing Factors | Light Condition | Weather | Pavement Condition | Crash Severity |
|----------|------------|-----|---------|--|------------|------------------------------------|-----------------|---------|--------------------|------------------------------|
| 17106858 | 2019 | MON | 5:45 PM | SOUTH - - ONE MOTOR VEHICLE - GOING STRAIGHT | UNKNOWN | PERSON FELL OR JUMPED FROM VEHICLE | DAYLIGHT | CLEAR | DRY | A - SUSPECTED SERIOUS INJURY |

Conclusions

Based on the data collected and field observations, Lee Engineering makes the following conclusions. The conclusions are numbered for reference only and do not imply any ranking.

1. Operating speeds on W. Estelle Lane and Forestview Drive were generally consistent with the posted 30 mph speed limit. The 85th percentile speed on W. Estelle Lane was 33 mph. Approximately 95% of vehicles were traveling 35 mph or lower in both directions.
2. Peak hour traffic volumes on W. Estelle Lane, Forestview Drive, and Winningkoff Road were relatively low. On W. Estelle Lane, total volume averaged approximately three (3) vehicles per minute during both the AM and PM peak hours.
3. Based on the thoroughfare plan, there are three other east-west roadways connecting Winningkoff Road/Orr Road and Country Club Road classified as a Type B or Type C roadway. W. Estelle Lane and Forestview Drive are shown as local roadways on the thoroughfare plan.
4. Relatively few crashes occurred within the study area within the previous five years. It should be noted that, of the crashes which occurred at W. Estelle Lane and Country Club Road, only one involved a vehicle on W. Estelle Lane.

Recommendations

Based on the data collected, field observations, and study presented above, Lee Engineering does not recommend any changes for the study area at this time. Additionally, based on the low traffic volume data observed, cut-through traffic does not appear to be a problem and an O-D study is not necessary at this time. If an O-D study is desired in the future, it should be undertaken after schools are back in session.

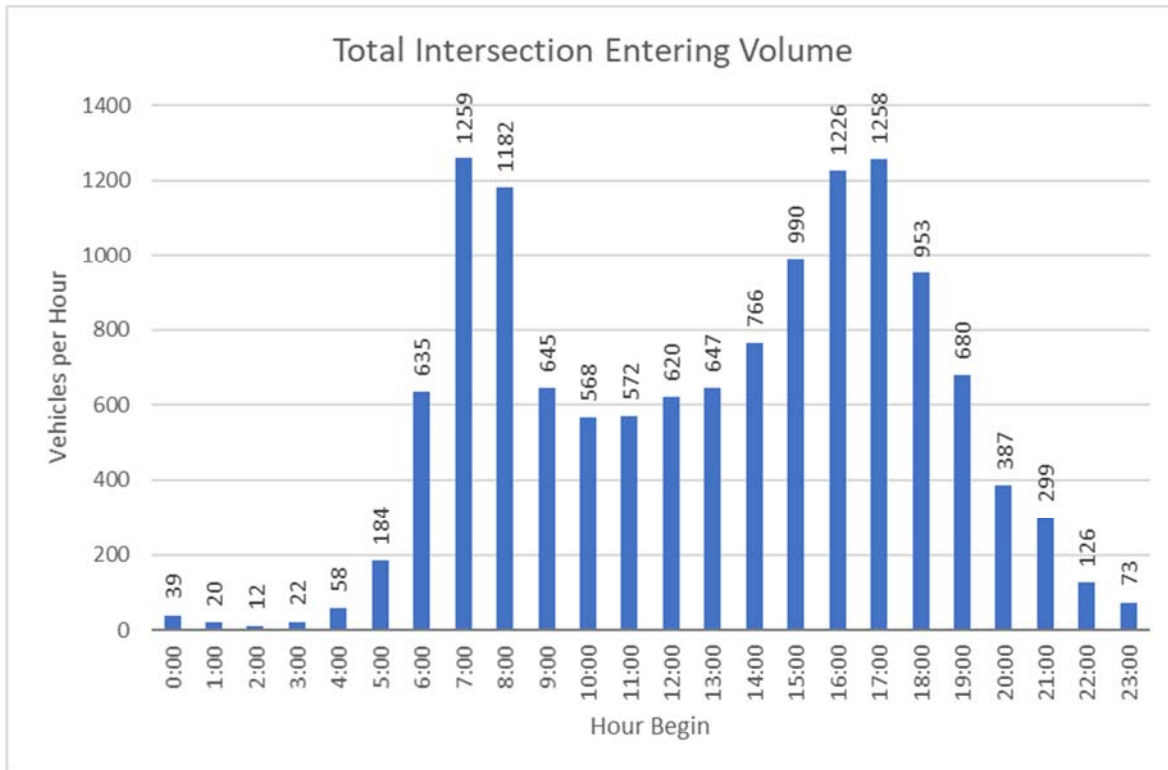
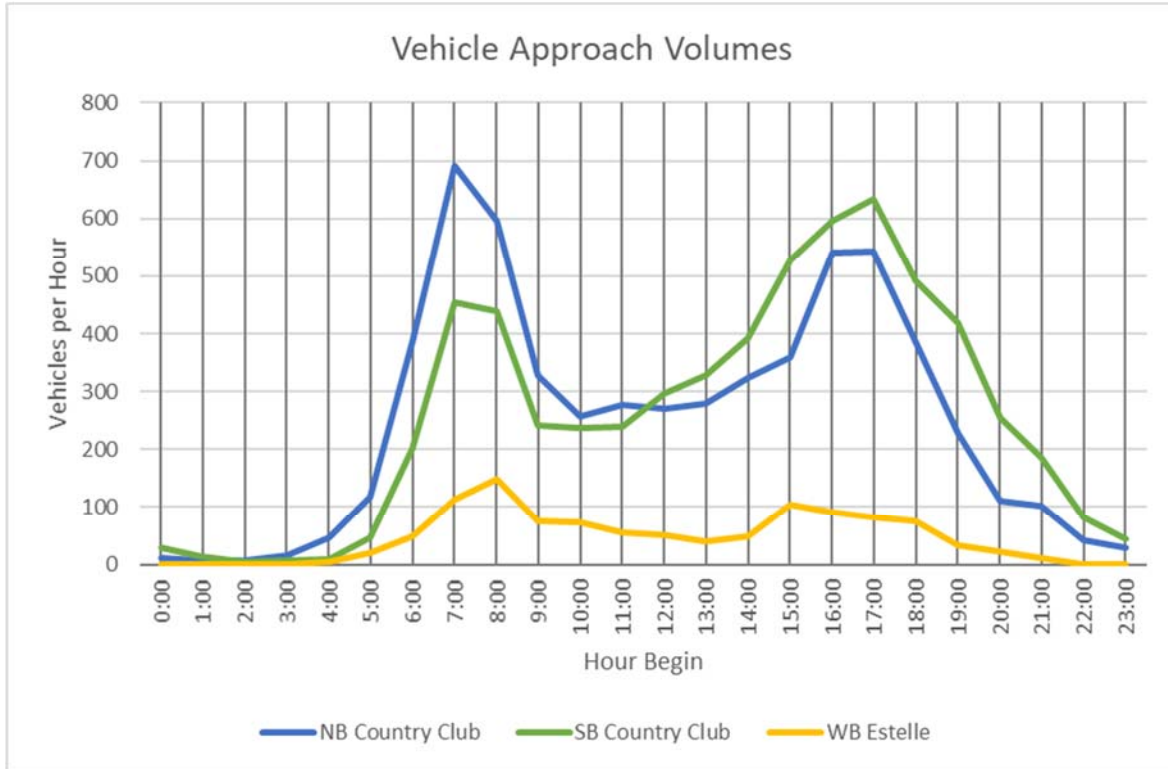
If you have any questions regarding this study, please contact me at (972) 248-3006. We appreciate the opportunity to provide these services.

Sincerely,

Dharmesh Shah, P.E., PTOE
Vice President
Lee Engineering, LLC
TBPE Firm F-450

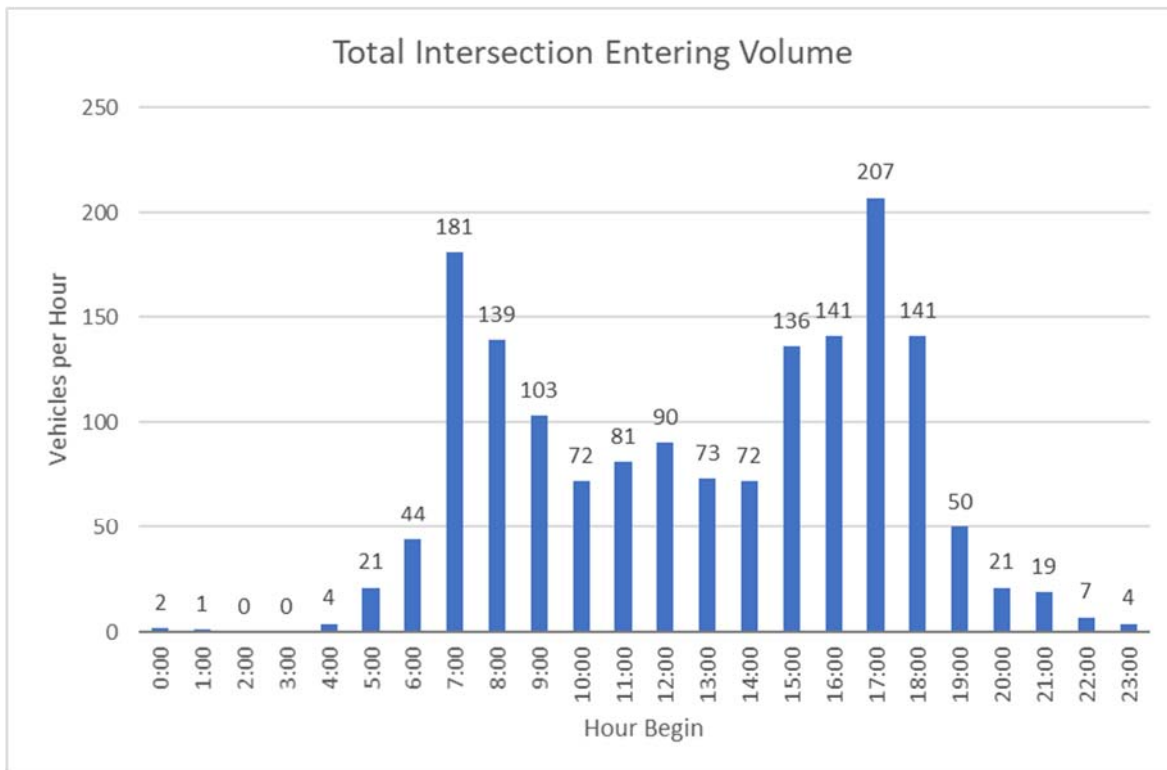
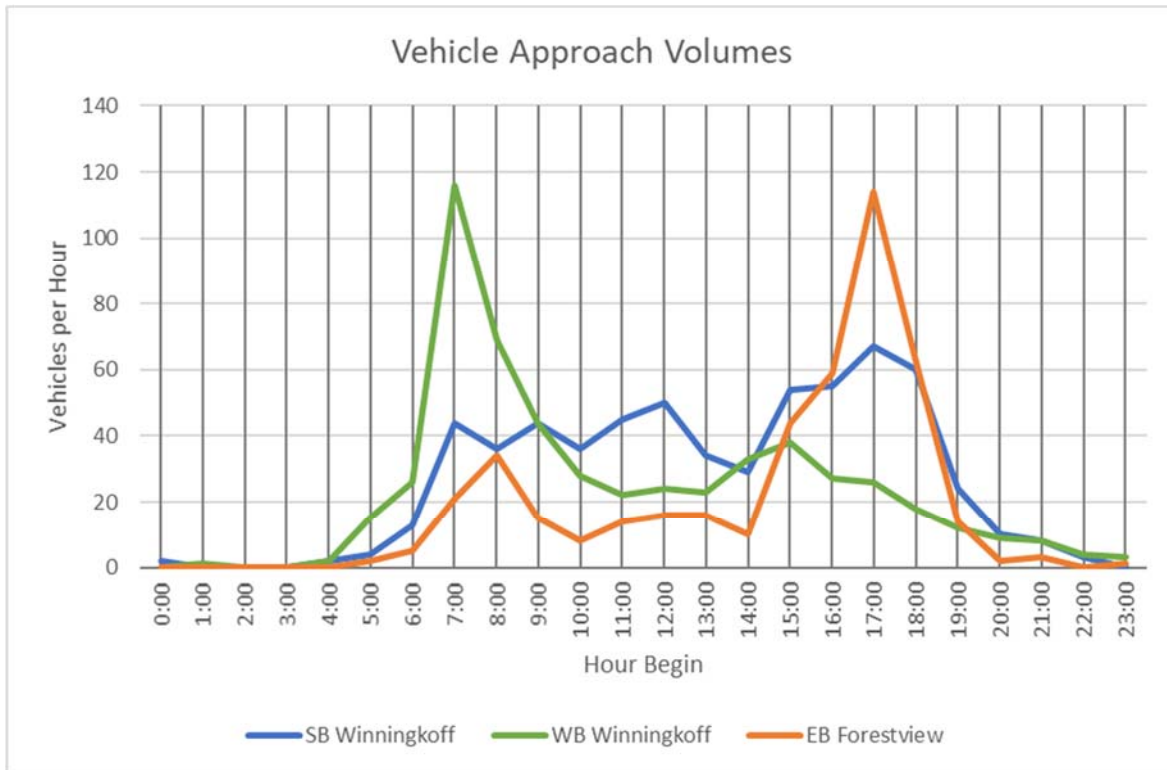
Attachments

Country Club Road at Estelle Lane



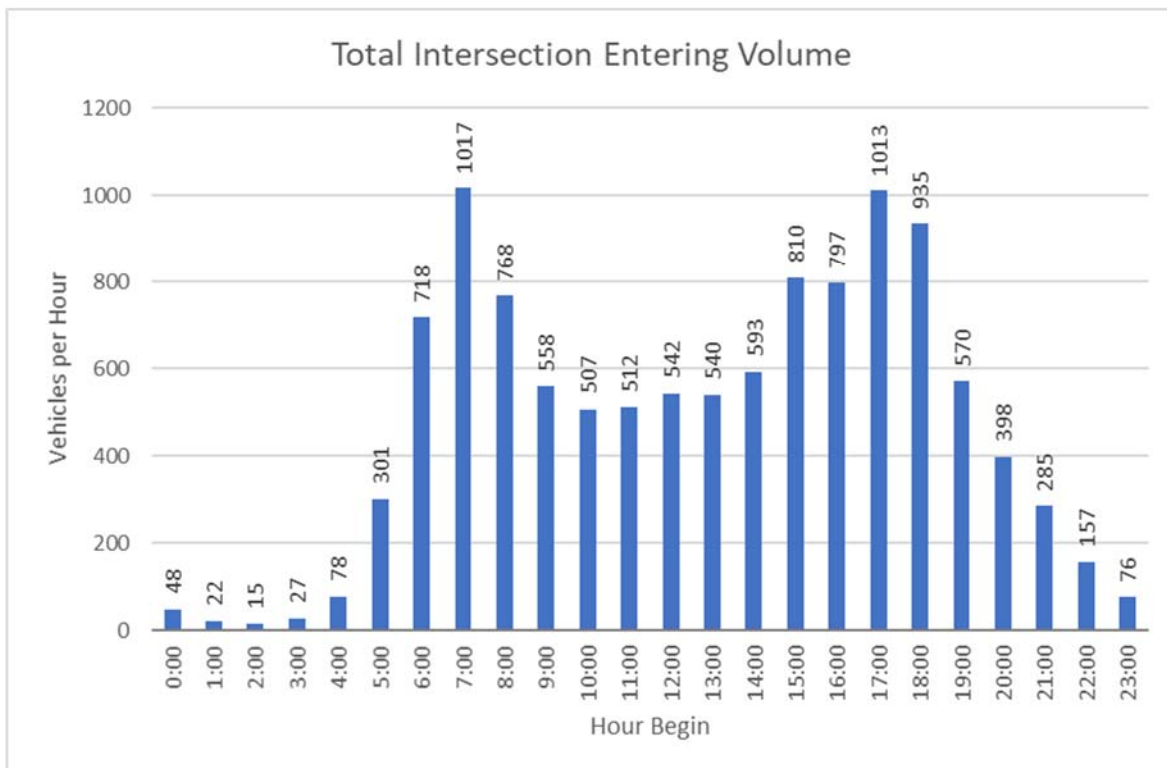
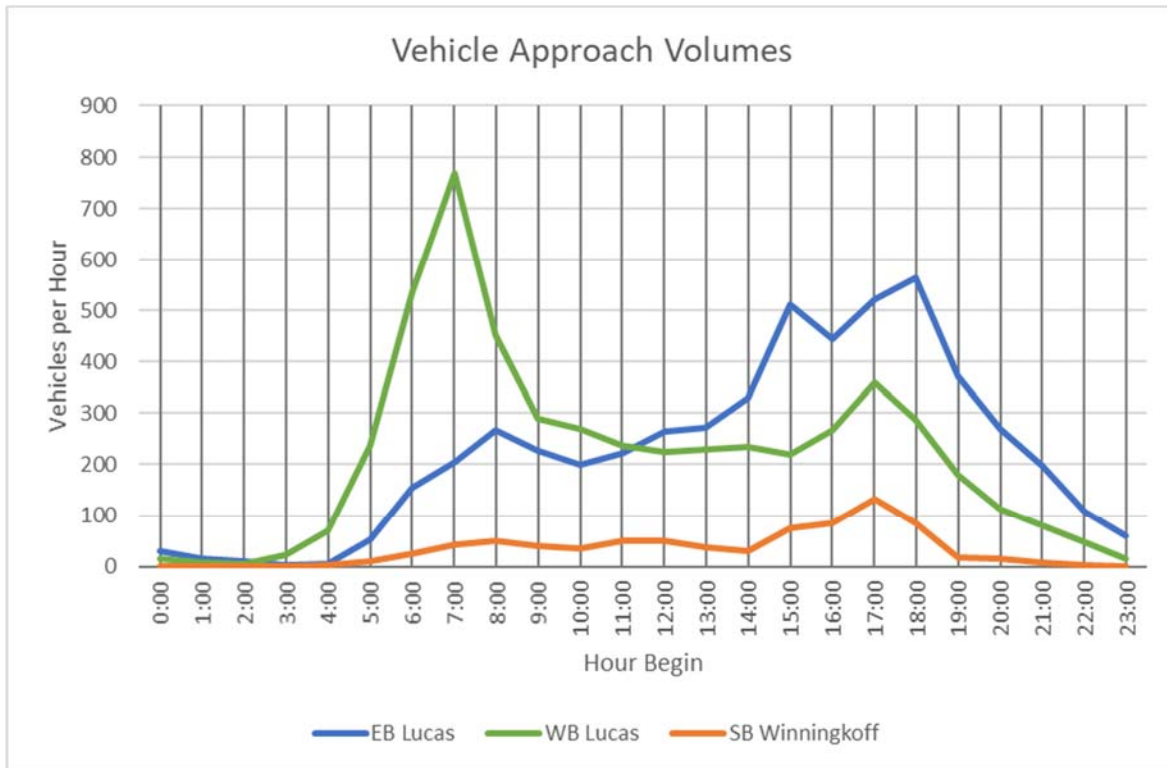
| Hour Begin | COUNTRY CLUB RD | | | ESTELLE LN | | |
|--------------|-----------------|--------------|---------------|------------|------------|--------------|
| | NB Volume | SB Volume | Total Volume | WB Volume | | Total Volume |
| | | | | Left | Right | |
| 0:00 | 11 | 28 | 39 | 0 | 0 | 0 |
| 1:00 | 6 | 13 | 19 | 1 | 0 | 1 |
| 2:00 | 7 | 5 | 12 | 0 | 0 | 0 |
| 3:00 | 15 | 6 | 21 | 0 | 1 | 1 |
| 4:00 | 46 | 8 | 54 | 1 | 3 | 4 |
| 5:00 | 117 | 47 | 164 | 11 | 9 | 20 |
| 6:00 | 386 | 201 | 587 | 28 | 20 | 48 |
| 7:00 | 692 | 454 | 1,146 | 33 | 80 | 113 |
| 8:00 | 595 | 439 | 1,034 | 60 | 88 | 148 |
| 9:00 | 329 | 241 | 570 | 21 | 54 | 75 |
| 10:00 | 257 | 238 | 495 | 24 | 49 | 73 |
| 11:00 | 278 | 239 | 517 | 26 | 29 | 55 |
| 12:00 | 270 | 298 | 568 | 26 | 26 | 52 |
| 13:00 | 280 | 327 | 607 | 12 | 28 | 40 |
| 14:00 | 324 | 392 | 716 | 19 | 31 | 50 |
| 15:00 | 358 | 527 | 885 | 34 | 71 | 105 |
| 16:00 | 541 | 595 | 1,136 | 30 | 60 | 90 |
| 17:00 | 543 | 633 | 1,176 | 21 | 61 | 82 |
| 18:00 | 386 | 491 | 877 | 35 | 41 | 76 |
| 19:00 | 228 | 418 | 646 | 18 | 16 | 34 |
| 20:00 | 111 | 254 | 365 | 6 | 16 | 22 |
| 21:00 | 101 | 186 | 287 | 5 | 7 | 12 |
| 22:00 | 42 | 83 | 125 | 0 | 1 | 1 |
| 23:00 | 28 | 44 | 72 | 0 | 1 | 1 |
| TOTAL | 5,951 | 6,167 | 12,118 | 411 | 692 | 1,103 |

Forestview Drive at Winningkoff Road



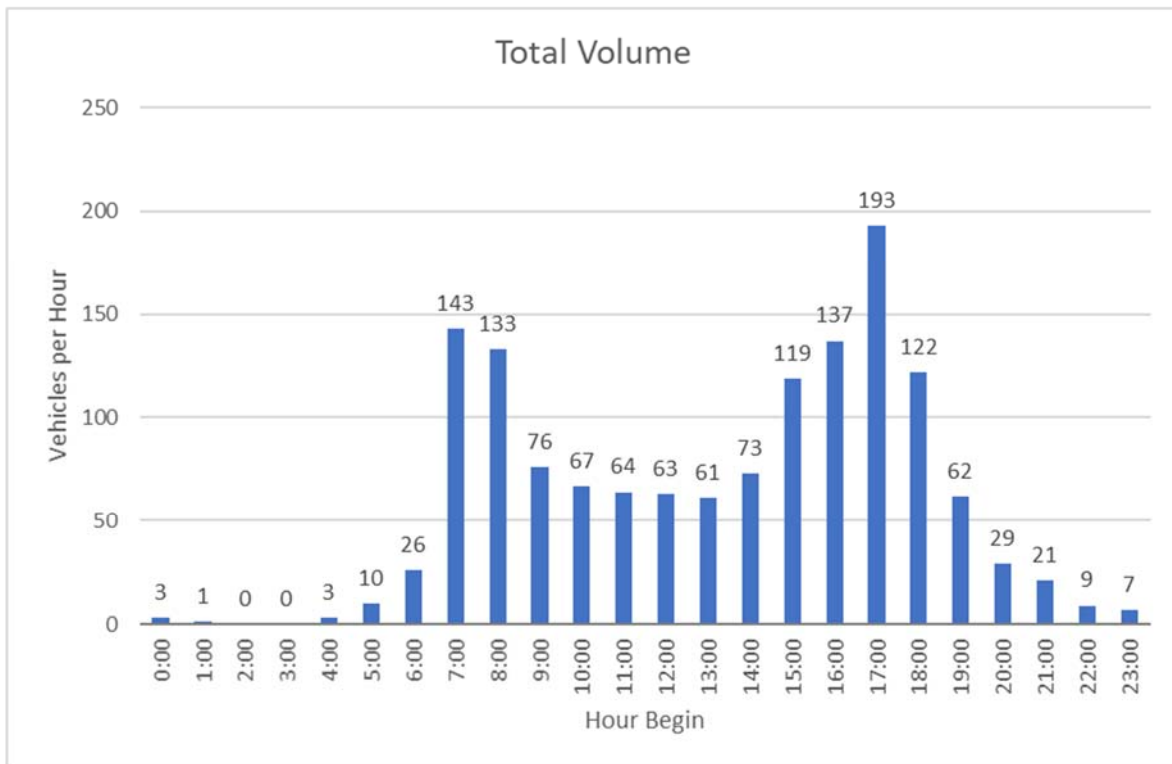
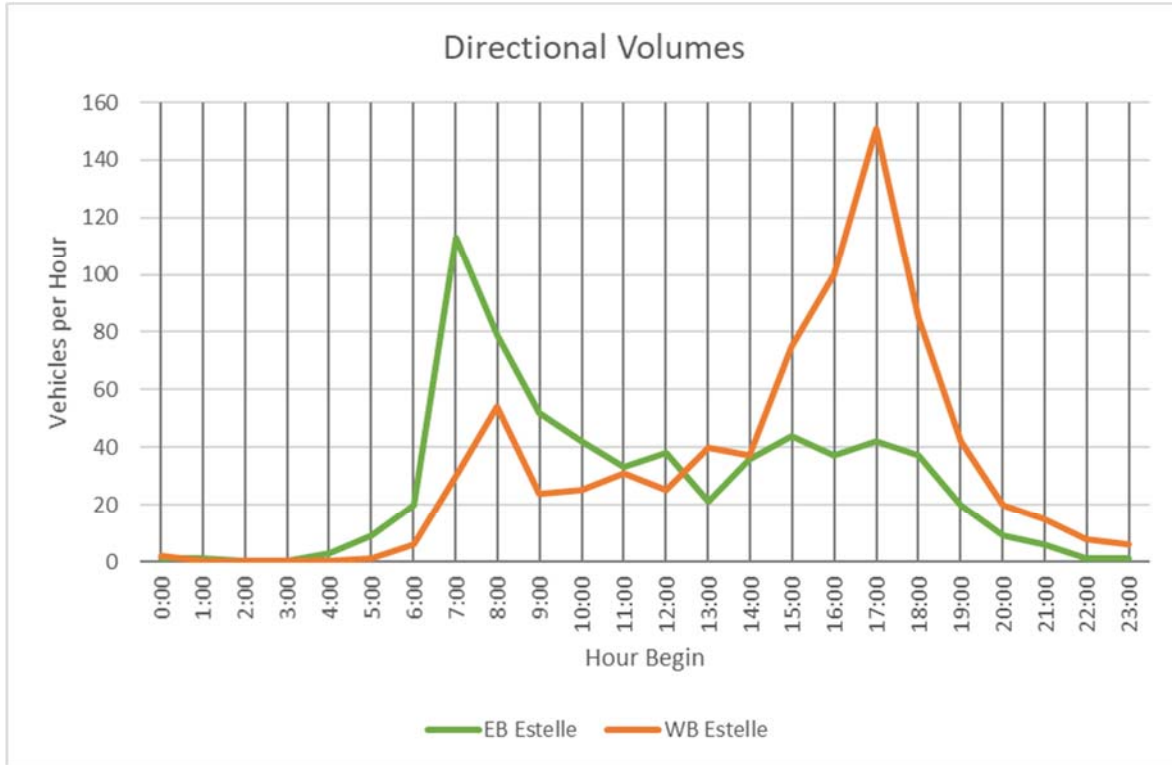
| Hour Begin | WINNINGKOFF RD | | FORESTVIEW DR |
|--------------|----------------|------------|---------------|
| | SB Volume | WB Volume | EB Volume |
| 0:00 | 2 | 0 | 0 |
| 1:00 | 0 | 1 | 0 |
| 2:00 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 |
| 4:00 | 2 | 2 | 0 |
| 5:00 | 4 | 15 | 2 |
| 6:00 | 13 | 26 | 5 |
| 7:00 | 44 | 116 | 21 |
| 8:00 | 36 | 69 | 34 |
| 9:00 | 44 | 44 | 15 |
| 10:00 | 36 | 28 | 8 |
| 11:00 | 45 | 22 | 14 |
| 12:00 | 50 | 24 | 16 |
| 13:00 | 34 | 23 | 16 |
| 14:00 | 29 | 33 | 10 |
| 15:00 | 54 | 38 | 44 |
| 16:00 | 55 | 27 | 59 |
| 17:00 | 67 | 26 | 114 |
| 18:00 | 60 | 18 | 63 |
| 19:00 | 24 | 12 | 14 |
| 20:00 | 10 | 9 | 2 |
| 21:00 | 8 | 8 | 3 |
| 22:00 | 3 | 4 | 0 |
| 23:00 | 0 | 3 | 1 |
| TOTAL | 620 | 548 | 441 |

Lucas Road at Winningkoff Road



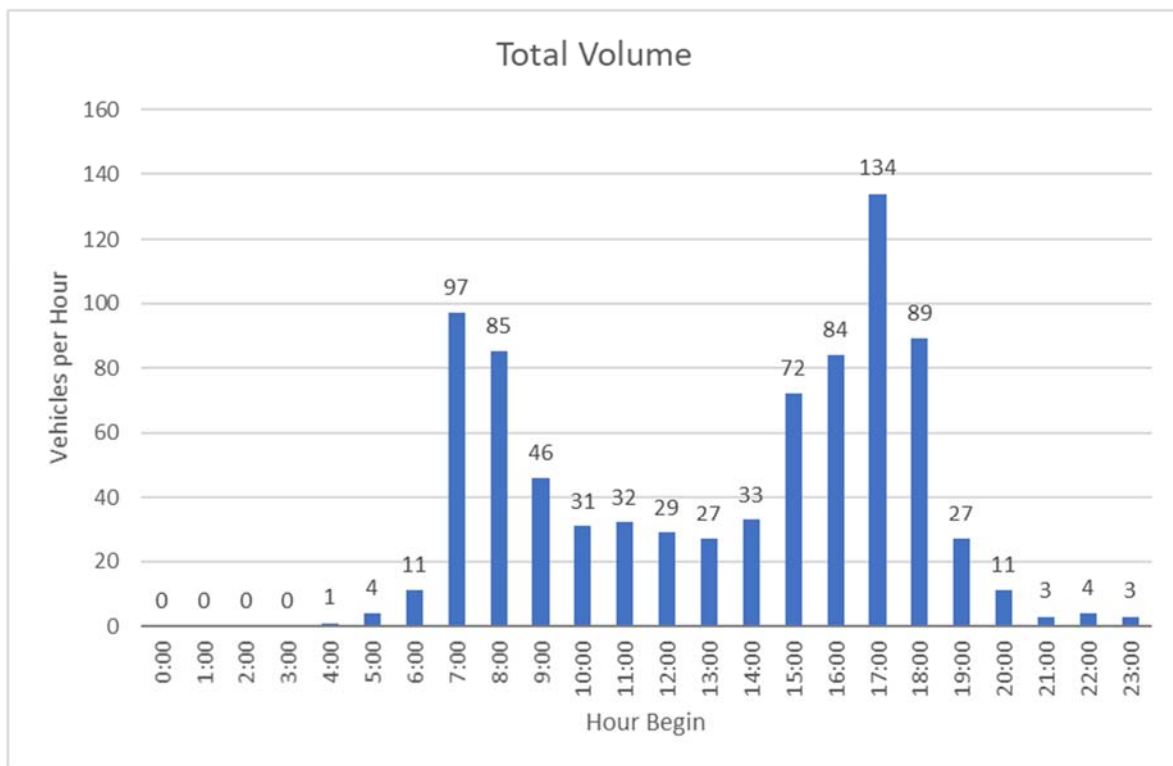
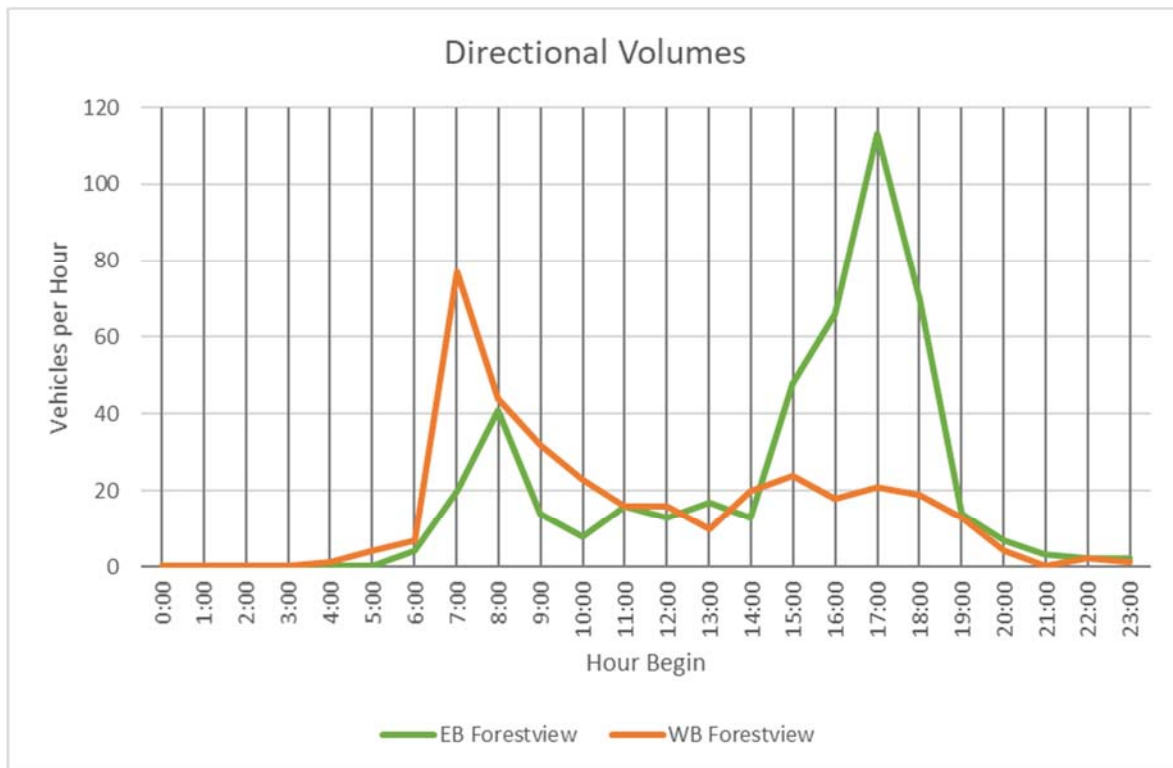
| Hour Begin | LUCAS RD | | | WINNINGKOFF RD | | |
|--------------|--------------|--------------|---------------|----------------|------------|--------------|
| | EB Volume | WB Volume | Total Volume | SB Volume | | Total Volume |
| | | | | Left | Right | |
| 0:00 | 31 | 16 | 47 | 0 | 1 | 1 |
| 1:00 | 14 | 8 | 22 | 0 | 0 | 0 |
| 2:00 | 10 | 5 | 15 | 0 | 0 | 0 |
| 3:00 | 3 | 23 | 26 | 0 | 1 | 1 |
| 4:00 | 6 | 70 | 76 | 0 | 2 | 2 |
| 5:00 | 52 | 238 | 290 | 0 | 11 | 11 |
| 6:00 | 156 | 538 | 694 | 1 | 23 | 24 |
| 7:00 | 205 | 770 | 975 | 4 | 38 | 42 |
| 8:00 | 267 | 452 | 719 | 15 | 34 | 49 |
| 9:00 | 228 | 290 | 518 | 6 | 34 | 40 |
| 10:00 | 201 | 270 | 471 | 2 | 34 | 36 |
| 11:00 | 223 | 238 | 461 | 8 | 43 | 51 |
| 12:00 | 266 | 225 | 491 | 3 | 48 | 51 |
| 13:00 | 272 | 231 | 503 | 3 | 34 | 37 |
| 14:00 | 330 | 234 | 564 | 0 | 29 | 29 |
| 15:00 | 513 | 221 | 734 | 26 | 50 | 76 |
| 16:00 | 445 | 268 | 713 | 33 | 51 | 84 |
| 17:00 | 521 | 360 | 881 | 66 | 66 | 132 |
| 18:00 | 565 | 286 | 851 | 28 | 56 | 84 |
| 19:00 | 372 | 180 | 552 | 3 | 15 | 18 |
| 20:00 | 271 | 112 | 383 | 4 | 11 | 15 |
| 21:00 | 198 | 80 | 278 | 1 | 6 | 7 |
| 22:00 | 108 | 47 | 155 | 0 | 2 | 2 |
| 23:00 | 60 | 16 | 76 | 0 | 0 | 0 |
| TOTAL | 5,317 | 5,178 | 10,495 | 203 | 589 | 792 |

Estelle Lane West of Wendy Lane



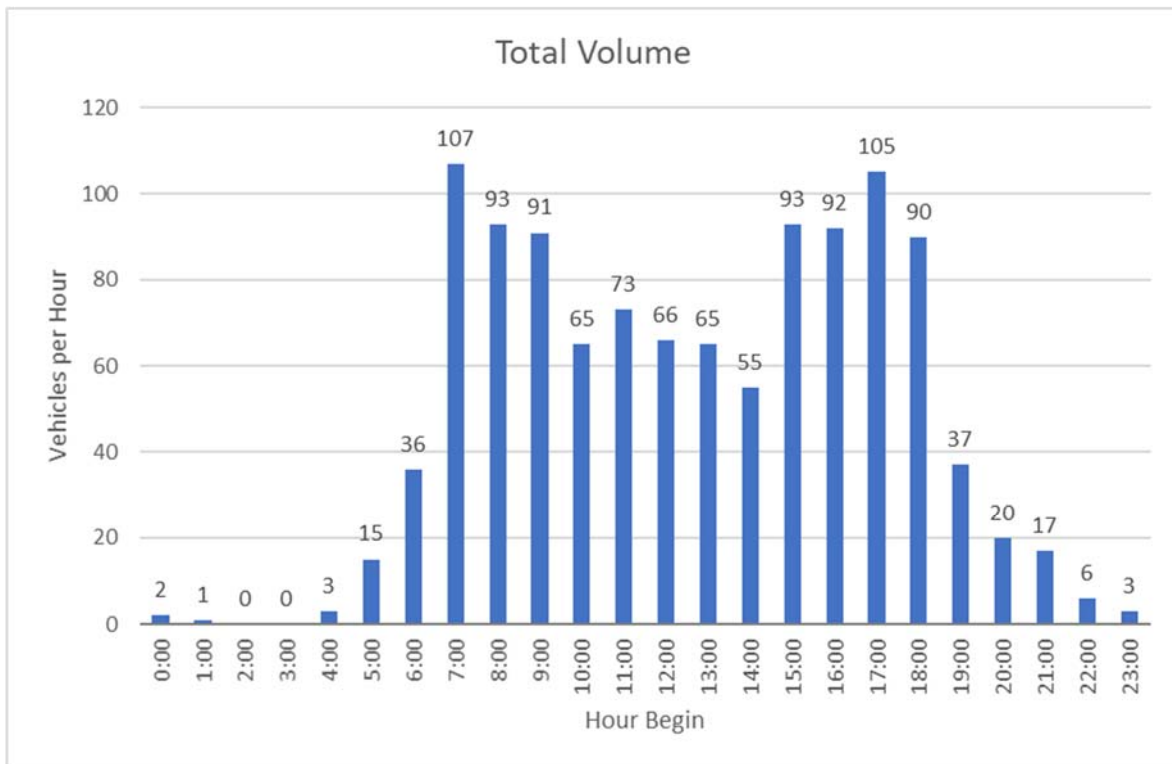
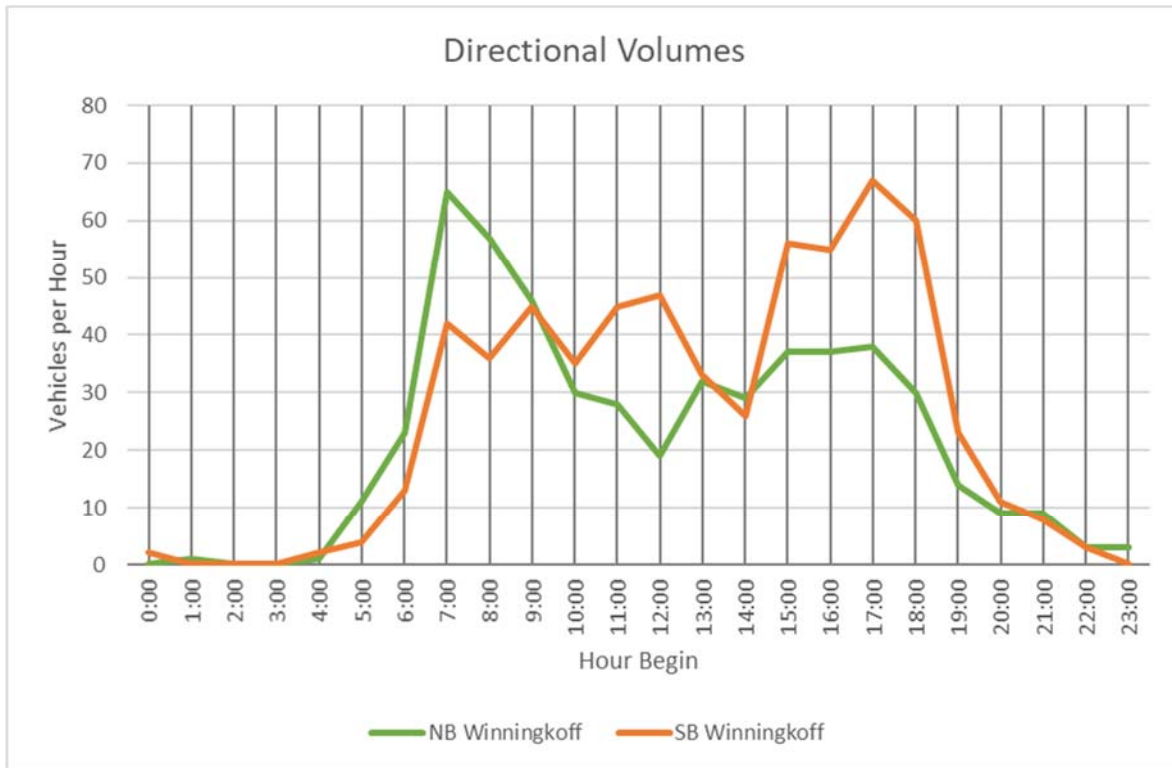
| Hour Begin | ESTELLE WEST OF WENDY | | |
|--------------|-----------------------|------------|-------------|
| | EB Volume | WB Volume | TOTAL |
| 0:00 | 1 | 2 | 3 |
| 1:00 | 1 | 0 | 1 |
| 2:00 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 |
| 4:00 | 3 | 0 | 3 |
| 5:00 | 9 | 1 | 10 |
| 6:00 | 20 | 6 | 26 |
| 7:00 | 113 | 30 | 143 |
| 8:00 | 79 | 54 | 133 |
| 9:00 | 52 | 24 | 76 |
| 10:00 | 42 | 25 | 67 |
| 11:00 | 33 | 31 | 64 |
| 12:00 | 38 | 25 | 63 |
| 13:00 | 21 | 40 | 61 |
| 14:00 | 36 | 37 | 73 |
| 15:00 | 44 | 75 | 119 |
| 16:00 | 37 | 100 | 137 |
| 17:00 | 42 | 151 | 193 |
| 18:00 | 37 | 85 | 122 |
| 19:00 | 20 | 42 | 62 |
| 20:00 | 9 | 20 | 29 |
| 21:00 | 6 | 15 | 21 |
| 22:00 | 1 | 8 | 9 |
| 23:00 | 1 | 6 | 7 |
| TOTAL | 645 | 777 | 1422 |

Forestview Drive West of Winningkoff Road



| Hour Begin | FORESTVIEW WEST OF WINNINGKOFF | | |
|--------------|--------------------------------|------------|------------|
| | EB Volume | WB Volume | TOTAL |
| 0:00 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 |
| 4:00 | 0 | 1 | 1 |
| 5:00 | 0 | 4 | 4 |
| 6:00 | 4 | 7 | 11 |
| 7:00 | 20 | 77 | 97 |
| 8:00 | 41 | 44 | 85 |
| 9:00 | 14 | 32 | 46 |
| 10:00 | 8 | 23 | 31 |
| 11:00 | 16 | 16 | 32 |
| 12:00 | 13 | 16 | 29 |
| 13:00 | 17 | 10 | 27 |
| 14:00 | 13 | 20 | 33 |
| 15:00 | 48 | 24 | 72 |
| 16:00 | 66 | 18 | 84 |
| 17:00 | 113 | 21 | 134 |
| 18:00 | 70 | 19 | 89 |
| 19:00 | 14 | 13 | 27 |
| 20:00 | 7 | 4 | 11 |
| 21:00 | 3 | 0 | 3 |
| 22:00 | 2 | 2 | 4 |
| 23:00 | 2 | 1 | 3 |
| TOTAL | 471 | 352 | 823 |

Winningkoff Road North of Forestview Drive



| Hour Begin | WINNINGKOFF NORTH OF FORESTVIEW | | |
|--------------|---------------------------------|------------|-------------|
| | NB Volume | SB Volume | TOTAL |
| 0:00 | 0 | 2 | 2 |
| 1:00 | 1 | 0 | 1 |
| 2:00 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 |
| 4:00 | 1 | 2 | 3 |
| 5:00 | 11 | 4 | 15 |
| 6:00 | 23 | 13 | 36 |
| 7:00 | 65 | 42 | 107 |
| 8:00 | 57 | 36 | 93 |
| 9:00 | 46 | 45 | 91 |
| 10:00 | 30 | 35 | 65 |
| 11:00 | 28 | 45 | 73 |
| 12:00 | 19 | 47 | 66 |
| 13:00 | 32 | 33 | 65 |
| 14:00 | 29 | 26 | 55 |
| 15:00 | 37 | 56 | 93 |
| 16:00 | 37 | 55 | 92 |
| 17:00 | 38 | 67 | 105 |
| 18:00 | 30 | 60 | 90 |
| 19:00 | 14 | 23 | 37 |
| 20:00 | 9 | 11 | 20 |
| 21:00 | 9 | 8 | 17 |
| 22:00 | 3 | 3 | 6 |
| 23:00 | 3 | 0 | 3 |
| TOTAL | 522 | 613 | 1135 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: COUNTRY CLUB
RD @ ESTELLE LN
Site Code:
Start Date: 03/03/2020
Page No: 1

Turning Movement Data

| Start Time | COUNTRY CLUB RD Southbound | | | | | ESTELLE LN Westbound | | | | | COUNTRY CLUB RD 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 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | |
| 12:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:30 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hourly Total | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 39 |
| 1:00 AM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 AM | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:45 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 1 | 12 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 20 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 22 |
| 4:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:30 AM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hourly Total | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 3 | 0 | 4 | 0 | 45 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 58 |
| 5:00 AM | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 2 | 0 | 4 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 27 |
| 5:15 AM | 1 | 7 | 0 | 0 | 8 | 3 | 0 | 1 | 0 | 4 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 36 |
| 5:30 AM | 0 | 8 | 0 | 0 | 8 | 3 | 0 | 2 | 0 | 5 | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 53 |
| 5:45 AM | 1 | 20 | 0 | 0 | 21 | 3 | 0 | 4 | 0 | 7 | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 68 |
| Hourly Total | 2 | 45 | 0 | 0 | 47 | 11 | 0 | 9 | 0 | 20 | 0 | 117 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 184 |
| 6:00 AM | 1 | 25 | 0 | 0 | 26 | 6 | 0 | 3 | 0 | 9 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 95 |
| 6:15 AM | 2 | 31 | 0 | 0 | 33 | 7 | 0 | 2 | 0 | 9 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 129 |
| 6:30 AM | 2 | 63 | 0 | 0 | 65 | 6 | 0 | 2 | 0 | 8 | 0 | 106 | 1 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 180 |
| 6:45 AM | 10 | 67 | 0 | 0 | 77 | 9 | 0 | 13 | 0 | 22 | 0 | 126 | 6 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 231 |
| Hourly Total | 15 | 186 | 0 | 0 | 201 | 28 | 0 | 20 | 0 | 48 | 0 | 379 | 7 | 0 | 386 | 0 | 0 | 0 | 0 | 0 | 635 |
| 7:00 AM | 10 | 78 | 0 | 0 | 88 | 7 | 0 | 10 | 0 | 17 | 0 | 153 | 8 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 266 |
| 7:15 AM | 18 | 97 | 0 | 0 | 115 | 11 | 0 | 26 | 0 | 37 | 0 | 170 | 16 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 338 |
| 7:30 AM | 22 | 89 | 0 | 0 | 111 | 8 | 0 | 26 | 0 | 34 | 0 | 151 | 16 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 312 |
| 7:45 AM | 33 | 107 | 0 | 0 | 140 | 7 | 0 | 18 | 0 | 25 | 0 | 152 | 26 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 343 |
| Hourly Total | 83 | 371 | 0 | 0 | 454 | 33 | 0 | 80 | 0 | 113 | 0 | 626 | 66 | 0 | 692 | 0 | 0 | 0 | 0 | 0 | 1259 |
| 8:00 AM | 12 | 109 | 0 | 0 | 121 | 12 | 0 | 32 | 0 | 44 | 0 | 184 | 15 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 364 |
| 8:15 AM | 11 | 101 | 0 | 0 | 112 | 16 | 0 | 24 | 0 | 40 | 0 | 123 | 11 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 286 |
| 8:30 AM | 8 | 106 | 0 | 0 | 114 | 24 | 0 | 21 | 0 | 45 | 0 | 141 | 7 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 307 |
| 8:45 AM | 13 | 79 | 0 | 0 | 92 | 8 | 0 | 11 | 0 | 19 | 0 | 104 | 10 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 225 |
| Hourly Total | 44 | 395 | 0 | 0 | 439 | 60 | 0 | 88 | 0 | 148 | 0 | 552 | 43 | 0 | 595 | 0 | 0 | 0 | 0 | 0 | 1182 |
| 9:00 AM | 8 | 62 | 0 | 0 | 70 | 4 | 0 | 14 | 0 | 18 | 0 | 75 | 10 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 173 |
| 9:15 AM | 17 | 53 | 0 | 0 | 70 | 5 | 0 | 15 | 0 | 20 | 0 | 74 | 8 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 172 |
| 9:30 AM | 2 | 47 | 0 | 0 | 49 | 6 | 0 | 12 | 0 | 18 | 0 | 92 | 2 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 161 |
| 9:45 AM | 8 | 44 | 0 | 0 | 52 | 6 | 0 | 13 | 0 | 19 | 0 | 62 | 6 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 139 |
| Hourly Total | 35 | 206 | 0 | 0 | 241 | 21 | 0 | 54 | 0 | 75 | 0 | 303 | 26 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 645 |
| 10:00 AM | 3 | 50 | 0 | 0 | 53 | 6 | 0 | 16 | 0 | 22 | 0 | 62 | 5 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 142 |
| 10:15 AM | 12 | 47 | 0 | 0 | 59 | 9 | 0 | 10 | 0 | 19 | 0 | 60 | 3 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 141 |
| 10:30 AM | 10 | 58 | 0 | 0 | 68 | 6 | 0 | 9 | 0 | 15 | 0 | 75 | 6 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 164 |
| 10:45 AM | 7 | 51 | 0 | 0 | 58 | 3 | 0 | 14 | 0 | 17 | 0 | 42 | 4 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 121 |
| Hourly Total | 32 | 206 | 0 | 0 | 238 | 24 | 0 | 49 | 0 | 73 | 0 | 239 | 18 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 568 |
| 11:00 AM | 11 | 52 | 0 | 0 | 63 | 9 | 0 | 8 | 0 | 17 | 0 | 65 | 9 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 154 |
| 11:15 AM | 7 | 54 | 0 | 0 | 61 | 5 | 0 | 11 | 0 | 16 | 0 | 68 | 5 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 150 |
| 11:30 AM | 9 | 47 | 0 | 0 | 56 | 5 | 0 | 4 | 0 | 9 | 0 | 59 | 12 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 136 |
| 11:45 AM | 3 | 56 | 0 | 0 | 59 | 7 | 0 | 6 | 0 | 13 | 0 | 54 | 6 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 132 |
| Hourly Total | 30 | 209 | 0 | 0 | 239 | 26 | 0 | 29 | 0 | 55 | 0 | 246 | 32 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 572 |
| 12:00 PM | 7 | 62 | 0 | 0 | 69 | 4 | 0 | 5 | 0 | 9 | 0 | 58 | 6 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 142 |
| 12:15 PM | 4 | 67 | 0 | 0 | 71 | 8 | 0 | 7 | 0 | 15 | 0 | 54 | 7 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 147 |

| | | | | | | | | | | | | | | | | | | | | | |
|----------------------|------|------|-----|-----|------|------|-----|------|-----|------|-----|------|------|-------|------|-----|-----|-----|-----|-----|-------|
| 12:30 PM | 15 | 65 | 0 | 0 | 80 | 10 | 0 | 7 | 0 | 17 | 0 | 55 | 4 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 156 |
| 12:45 PM | 12 | 66 | 0 | 0 | 78 | 4 | 0 | 7 | 0 | 11 | 0 | 76 | 9 | 1 | 86 | 0 | 0 | 0 | 0 | 0 | 175 |
| Hourly Total | 38 | 260 | 0 | 0 | 298 | 26 | 0 | 26 | 0 | 52 | 0 | 243 | 26 | 1 | 270 | 0 | 0 | 0 | 0 | 0 | 620 |
| 1:00 PM | 14 | 74 | 0 | 0 | 88 | 4 | 0 | 7 | 0 | 11 | 0 | 51 | 8 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 158 |
| 1:15 PM | 7 | 55 | 0 | 0 | 62 | 2 | 0 | 8 | 0 | 10 | 0 | 48 | 5 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 125 |
| 1:30 PM | 7 | 78 | 0 | 0 | 85 | 2 | 0 | 7 | 0 | 9 | 0 | 70 | 6 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 170 |
| 1:45 PM | 15 | 77 | 0 | 0 | 92 | 4 | 0 | 6 | 0 | 10 | 0 | 87 | 5 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 194 |
| Hourly Total | 43 | 284 | 0 | 0 | 327 | 12 | 0 | 28 | 0 | 40 | 0 | 256 | 24 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 647 |
| 2:00 PM | 9 | 74 | 0 | 0 | 83 | 7 | 0 | 7 | 0 | 14 | 0 | 82 | 10 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 189 |
| 2:15 PM | 13 | 102 | 0 | 0 | 115 | 4 | 0 | 6 | 0 | 10 | 0 | 68 | 5 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 198 |
| 2:30 PM | 10 | 94 | 0 | 0 | 104 | 2 | 0 | 9 | 0 | 11 | 0 | 63 | 12 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 190 |
| 2:45 PM | 23 | 67 | 0 | 0 | 90 | 6 | 0 | 9 | 0 | 15 | 0 | 71 | 13 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 189 |
| Hourly Total | 55 | 337 | 0 | 0 | 392 | 19 | 0 | 31 | 0 | 50 | 0 | 284 | 40 | 0 | 324 | 0 | 0 | 0 | 0 | 0 | 766 |
| 3:00 PM | 30 | 86 | 0 | 0 | 116 | 11 | 0 | 16 | 0 | 27 | 0 | 71 | 13 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 227 |
| 3:15 PM | 19 | 108 | 0 | 0 | 127 | 9 | 0 | 23 | 0 | 32 | 0 | 98 | 18 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 275 |
| 3:30 PM | 16 | 118 | 0 | 0 | 134 | 4 | 0 | 17 | 0 | 21 | 0 | 72 | 7 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 234 |
| 3:45 PM | 16 | 134 | 0 | 0 | 150 | 10 | 0 | 15 | 0 | 25 | 0 | 74 | 5 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 254 |
| Hourly Total | 81 | 446 | 0 | 0 | 527 | 34 | 0 | 71 | 0 | 105 | 0 | 315 | 43 | 0 | 358 | 0 | 0 | 0 | 0 | 0 | 990 |
| 4:00 PM | 19 | 118 | 0 | 0 | 137 | 10 | 0 | 13 | 0 | 23 | 0 | 116 | 9 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 285 |
| 4:15 PM | 25 | 124 | 0 | 0 | 149 | 9 | 0 | 14 | 0 | 23 | 0 | 120 | 24 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 316 |
| 4:30 PM | 46 | 124 | 0 | 0 | 170 | 6 | 0 | 14 | 0 | 20 | 0 | 114 | 22 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 326 |
| 4:45 PM | 22 | 117 | 0 | 0 | 139 | 5 | 0 | 19 | 0 | 24 | 0 | 122 | 14 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 299 |
| Hourly Total | 112 | 483 | 0 | 0 | 595 | 30 | 0 | 60 | 0 | 90 | 0 | 472 | 69 | 0 | 541 | 0 | 0 | 0 | 0 | 0 | 1226 |
| 5:00 PM | 26 | 134 | 0 | 0 | 160 | 6 | 0 | 15 | 0 | 21 | 0 | 114 | 28 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 323 |
| 5:15 PM | 37 | 135 | 0 | 0 | 172 | 3 | 0 | 17 | 0 | 20 | 0 | 110 | 14 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 316 |
| 5:30 PM | 34 | 130 | 0 | 0 | 164 | 3 | 0 | 12 | 0 | 15 | 0 | 122 | 23 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 324 |
| 5:45 PM | 33 | 104 | 0 | 0 | 137 | 9 | 0 | 17 | 0 | 26 | 0 | 111 | 21 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 295 |
| Hourly Total | 130 | 503 | 0 | 0 | 633 | 21 | 0 | 61 | 0 | 82 | 0 | 457 | 86 | 0 | 543 | 0 | 0 | 0 | 0 | 0 | 1258 |
| 6:00 PM | 29 | 104 | 0 | 0 | 133 | 8 | 0 | 14 | 0 | 22 | 0 | 97 | 16 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 268 |
| 6:15 PM | 16 | 95 | 0 | 0 | 111 | 5 | 0 | 14 | 0 | 19 | 0 | 81 | 14 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 225 |
| 6:30 PM | 15 | 97 | 0 | 0 | 112 | 9 | 0 | 8 | 0 | 17 | 0 | 83 | 18 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 230 |
| 6:45 PM | 16 | 119 | 0 | 0 | 135 | 13 | 0 | 5 | 0 | 18 | 0 | 72 | 5 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 230 |
| Hourly Total | 76 | 415 | 0 | 0 | 491 | 35 | 0 | 41 | 0 | 76 | 0 | 333 | 53 | 0 | 386 | 0 | 0 | 0 | 0 | 0 | 953 |
| 7:00 PM | 11 | 95 | 0 | 0 | 106 | 8 | 0 | 3 | 0 | 11 | 0 | 55 | 4 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 176 |
| 7:15 PM | 20 | 83 | 0 | 0 | 103 | 5 | 0 | 4 | 0 | 9 | 0 | 48 | 12 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 172 |
| 7:30 PM | 18 | 88 | 0 | 0 | 106 | 3 | 0 | 3 | 0 | 6 | 0 | 58 | 11 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 181 |
| 7:45 PM | 10 | 93 | 0 | 0 | 103 | 2 | 0 | 6 | 0 | 8 | 0 | 35 | 5 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 151 |
| Hourly Total | 59 | 359 | 0 | 0 | 418 | 18 | 0 | 16 | 0 | 34 | 0 | 196 | 32 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 680 |
| 8:00 PM | 5 | 66 | 0 | 0 | 71 | 2 | 0 | 5 | 0 | 7 | 0 | 29 | 7 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 114 |
| 8:15 PM | 6 | 74 | 0 | 0 | 80 | 1 | 0 | 2 | 0 | 3 | 0 | 31 | 4 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 118 |
| 8:30 PM | 4 | 48 | 0 | 0 | 52 | 0 | 0 | 5 | 0 | 5 | 0 | 21 | 4 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 82 |
| 8:45 PM | 4 | 47 | 0 | 0 | 51 | 3 | 0 | 4 | 0 | 7 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 73 |
| Hourly Total | 19 | 235 | 0 | 0 | 254 | 6 | 0 | 16 | 0 | 22 | 0 | 91 | 20 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 387 |
| 9:00 PM | 9 | 31 | 0 | 0 | 40 | 1 | 0 | 3 | 0 | 4 | 0 | 22 | 8 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 74 |
| 9:15 PM | 3 | 64 | 0 | 0 | 67 | 2 | 0 | 1 | 0 | 3 | 0 | 38 | 4 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 112 |
| 9:30 PM | 2 | 43 | 0 | 0 | 45 | 2 | 0 | 1 | 0 | 3 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 64 |
| 9:45 PM | 3 | 31 | 0 | 0 | 34 | 0 | 0 | 2 | 0 | 2 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hourly Total | 17 | 169 | 0 | 0 | 186 | 5 | 0 | 7 | 0 | 12 | 0 | 85 | 16 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 299 |
| 10:00 PM | 1 | 32 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:15 PM | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:30 PM | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:45 PM | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hourly Total | 3 | 80 | 0 | 0 | 83 | 0 | 0 | 1 | 0 | 1 | 0 | 33 | 9 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 126 |
| 11:00 PM | 3 | 19 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:15 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hourly Total | 3 | 41 | 0 | 0 | 44 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 5 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 73 |
| Grand Total | 878 | 5289 | 0 | 0 | 6167 | 411 | 0 | 692 | 0 | 1103 | 0 | 5333 | 617 | 1 | 5951 | 0 | 0 | 0 | 0 | 0 | 13221 |
| Approach % | 14.2 | 85.8 | 0.0 | 0.0 | - | 37.3 | 0.0 | 62.7 | 0.0 | - | 0.0 | 89.6 | 10.4 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Total % | 6.6 | 40.0 | 0.0 | 0.0 | 46.6 | 3.1 | 0.0 | 5.2 | 0.0 | 8.3 | 0.0 | 40.3 | 4.7 | 0.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| Lights | 843 | 5127 | 0 | 0 | 5970 | 402 | 0 | 679 | 0 | 1081 | 0 | 5179 | 612 | 1 | 5792 | 0 | 0 | 0 | 0 | 0 | 12843 |
| % Lights | 96.0 | 96.9 | - | - | 96.8 | 97.8 | - | 98.1 | - | 98.0 | - | 97.1 | 99.2 | 100.0 | 97.3 | - | - | - | - | - | 97.1 |
| Mediums | 35 | 138 | 0 | 0 | 173 | 9 | 0 | 13 | 0 | 22 | 0 | 138 | 5 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 338 |
| % Mediums | 4.0 | 2.6 | - | - | 2.8 | 2.2 | - | 1.9 | - | 2.0 | - | 2.6 | 0.8 | 0.0 | 2.4 | - | - | - | - | - | 2.6 |
| Articulated Trucks | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 40 |
| % Articulated Trucks | 0.0 | 0.5 | - | - | 0.4 | 0.0 | - | 0.0 | - | 0.0 | - | 0.3 | 0.0 | 0.0 | 0.3 | - | - | - | - | - | 0.3 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: COUNTRY CLUB
RD @ ESTELLE LN
Site Code:
Start Date: 03/03/2020
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

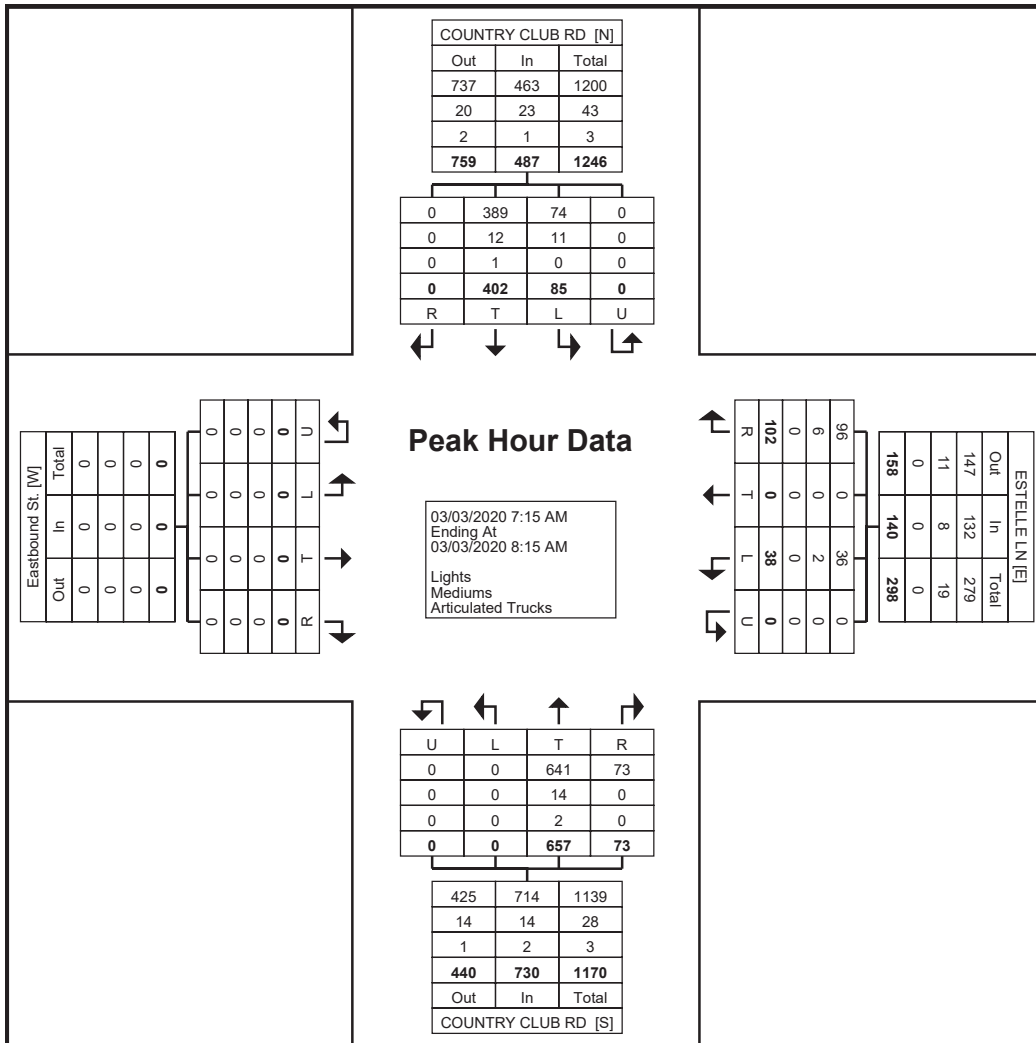
| Start Time | COUNTRY CLUB RD Southbound | | | | | ESTELLE LN Westbound | | | | | COUNTRY CLUB RD Northbound | | | | | Eastbound St. Eastbound | | | | | Int. Total |
|----------------------|-------------------------------|-------|-------|--------|------------|-------------------------|-------|-------|--------|------------|-------------------------------|-------|-------|--------|------------|----------------------------|-------|-------|--------|------------|------------|
| | 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 | |
| 7:15 AM | 18 | 97 | 0 | 0 | 115 | 11 | 0 | 26 | 0 | 37 | 0 | 170 | 16 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 338 |
| 7:30 AM | 22 | 89 | 0 | 0 | 111 | 8 | 0 | 26 | 0 | 34 | 0 | 151 | 16 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 312 |
| 7:45 AM | 33 | 107 | 0 | 0 | 140 | 7 | 0 | 18 | 0 | 25 | 0 | 152 | 26 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 343 |
| 8:00 AM | 12 | 109 | 0 | 0 | 121 | 12 | 0 | 32 | 0 | 44 | 0 | 184 | 15 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 364 |
| Total | 85 | 402 | 0 | 0 | 487 | 38 | 0 | 102 | 0 | 140 | 0 | 657 | 73 | 0 | 730 | 0 | 0 | 0 | 0 | 0 | 1357 |
| Approach % | 17.5 | 82.5 | 0.0 | 0.0 | - | 27.1 | 0.0 | 72.9 | 0.0 | - | 0.0 | 90.0 | 10.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Total % | 6.3 | 29.6 | 0.0 | 0.0 | 35.9 | 2.8 | 0.0 | 7.5 | 0.0 | 10.3 | 0.0 | 48.4 | 5.4 | 0.0 | 53.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.644 | 0.922 | 0.000 | 0.000 | 0.870 | 0.792 | 0.000 | 0.797 | 0.000 | 0.795 | 0.000 | 0.893 | 0.702 | 0.000 | 0.917 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.932 |
| Lights | 74 | 389 | 0 | 0 | 463 | 36 | 0 | 96 | 0 | 132 | 0 | 641 | 73 | 0 | 714 | 0 | 0 | 0 | 0 | 0 | 1309 |
| % Lights | 87.1 | 96.8 | - | - | 95.1 | 94.7 | - | 94.1 | - | 94.3 | - | 97.6 | 100.0 | - | 97.8 | - | - | - | - | - | 96.5 |
| Mediums | 11 | 12 | 0 | 0 | 23 | 2 | 0 | 6 | 0 | 8 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 45 |
| % Mediums | 12.9 | 3.0 | - | - | 4.7 | 5.3 | - | 5.9 | - | 5.7 | - | 2.1 | 0.0 | - | 1.9 | - | - | - | - | - | 3.3 |
| 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 | 0.2 | - | - | 0.2 | 0.0 | - | 0.0 | - | 0.0 | - | 0.3 | 0.0 | - | 0.3 | - | - | - | - | - | 0.2 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: COUNTRY CLUB
RD @ ESTELLE LN
Site Code:
Start Date: 03/03/2020
Page No: 5



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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: COUNTRY CLUB
RD @ ESTELLE LN
Site Code:
Start Date: 03/03/2020
Page No: 6

Turning Movement Peak Hour Data (4:15 PM)

| Start Time | COUNTRY CLUB RD Southbound | | | | | ESTELLE LN Westbound | | | | | COUNTRY CLUB RD 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 | 25 | 124 | 0 | 0 | 149 | 9 | 0 | 14 | 0 | 23 | 0 | 120 | 24 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 316 |
| 4:30 PM | 46 | 124 | 0 | 0 | 170 | 6 | 0 | 14 | 0 | 20 | 0 | 114 | 22 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 326 |
| 4:45 PM | 22 | 117 | 0 | 0 | 139 | 5 | 0 | 19 | 0 | 24 | 0 | 122 | 14 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 299 |
| 5:00 PM | 26 | 134 | 0 | 0 | 160 | 6 | 0 | 15 | 0 | 21 | 0 | 114 | 28 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 323 |
| Total | 119 | 499 | 0 | 0 | 618 | 26 | 0 | 62 | 0 | 88 | 0 | 470 | 88 | 0 | 558 | 0 | 0 | 0 | 0 | 0 | 1264 |
| Approach % | 19.3 | 80.7 | 0.0 | 0.0 | - | 29.5 | 0.0 | 70.5 | 0.0 | - | 0.0 | 84.2 | 15.8 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - |
| Total % | 9.4 | 39.5 | 0.0 | 0.0 | 48.9 | 2.1 | 0.0 | 4.9 | 0.0 | 7.0 | 0.0 | 37.2 | 7.0 | 0.0 | 44.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.647 | 0.931 | 0.000 | 0.000 | 0.909 | 0.722 | 0.000 | 0.816 | 0.000 | 0.917 | 0.000 | 0.963 | 0.786 | 0.000 | 0.969 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.969 |
| Lights | 115 | 492 | 0 | 0 | 607 | 26 | 0 | 60 | 0 | 86 | 0 | 457 | 87 | 0 | 544 | 0 | 0 | 0 | 0 | 0 | 1237 |
| % Lights | 96.6 | 98.6 | - | - | 98.2 | 100.0 | - | 96.8 | - | 97.7 | - | 97.2 | 98.9 | - | 97.5 | - | - | - | - | - | 97.9 |
| Mediums | 4 | 6 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 26 |
| % Mediums | 3.4 | 1.2 | - | - | 1.6 | 0.0 | - | 3.2 | - | 2.3 | - | 2.8 | 1.1 | - | 2.5 | - | - | - | - | - | 2.1 |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Articulated Trucks | 0.0 | 0.2 | - | - | 0.2 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.1 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ FOREST VIEW DR
Site Code:
Start Date: 03/03/2020
Page No: 1

Turning Movement Data

| Start Time | WINNINGKOFF RD | | | | | FOREST VIEW DR | | | | | Southbound St. | | | | | FOREST VIEW DR | | | | | Int. Total |
|--------------|----------------|------|-------|--------|------------|----------------|------|-------|--------|------------|----------------|------|-------|--------|------------|----------------|------|-------|--------|------------|------------|
| | Southbound | | | | | Westbound | | | | | Northbound | | | | | Eastbound | | | | | |
| | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 5:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| Hourly Total | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 21 |
| 6:00 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| 6:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 |
| 6:30 AM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 |
| 6:45 AM | 4 | 0 | 1 | 0 | 5 | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 18 |
| Hourly Total | 11 | 0 | 2 | 0 | 13 | 0 | 4 | 22 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 44 |
| 7:00 AM | 5 | 0 | 3 | 0 | 8 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 |
| 7:15 AM | 6 | 0 | 6 | 0 | 12 | 0 | 17 | 18 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 52 |
| 7:30 AM | 6 | 0 | 4 | 0 | 10 | 0 | 20 | 14 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 50 |
| 7:45 AM | 6 | 0 | 8 | 0 | 14 | 0 | 16 | 21 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 10 | 61 |
| Hourly Total | 23 | 0 | 21 | 0 | 44 | 0 | 56 | 59 | 1 | 116 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 0 | 0 | 21 | 181 |
| 8:00 AM | 6 | 0 | 0 | 0 | 6 | 0 | 12 | 10 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 43 |
| 8:15 AM | 6 | 0 | 6 | 0 | 12 | 0 | 9 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 32 |
| 8:30 AM | 8 | 0 | 4 | 0 | 12 | 0 | 5 | 13 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 36 |
| 8:45 AM | 5 | 0 | 1 | 0 | 6 | 0 | 3 | 12 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 28 |
| Hourly Total | 25 | 0 | 11 | 0 | 36 | 0 | 29 | 40 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 14 | 20 | 0 | 0 | 34 | 139 |
| 9:00 AM | 5 | 0 | 7 | 0 | 12 | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 32 |
| 9:15 AM | 10 | 0 | 4 | 0 | 14 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 30 |
| 9:30 AM | 9 | 0 | 3 | 0 | 12 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 |
| 9:45 AM | 2 | 0 | 4 | 0 | 6 | 0 | 2 | 10 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 19 |
| Hourly Total | 26 | 0 | 18 | 0 | 44 | 0 | 8 | 36 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 103 |
| 10:00 AM | 10 | 0 | 3 | 0 | 13 | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 26 |
| 10:15 AM | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| 10:30 AM | 5 | 0 | 4 | 1 | 10 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 17 |
| 10:45 AM | 4 | 0 | 4 | 1 | 9 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 |
| Hourly Total | 23 | 0 | 11 | 2 | 36 | 0 | 6 | 22 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 72 |
| 11:00 AM | 7 | 0 | 6 | 0 | 13 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 19 |
| 11:15 AM | 9 | 0 | 5 | 0 | 14 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 8 | 25 |
| 11:30 AM | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 16 |
| 11:45 AM | 7 | 0 | 0 | 0 | 7 | 0 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 21 |
| Hourly Total | 34 | 0 | 11 | 0 | 45 | 0 | 2 | 20 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 14 | 81 |
| 12:00 PM | 15 | 0 | 2 | 0 | 17 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 25 |
| 12:15 PM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 13 |

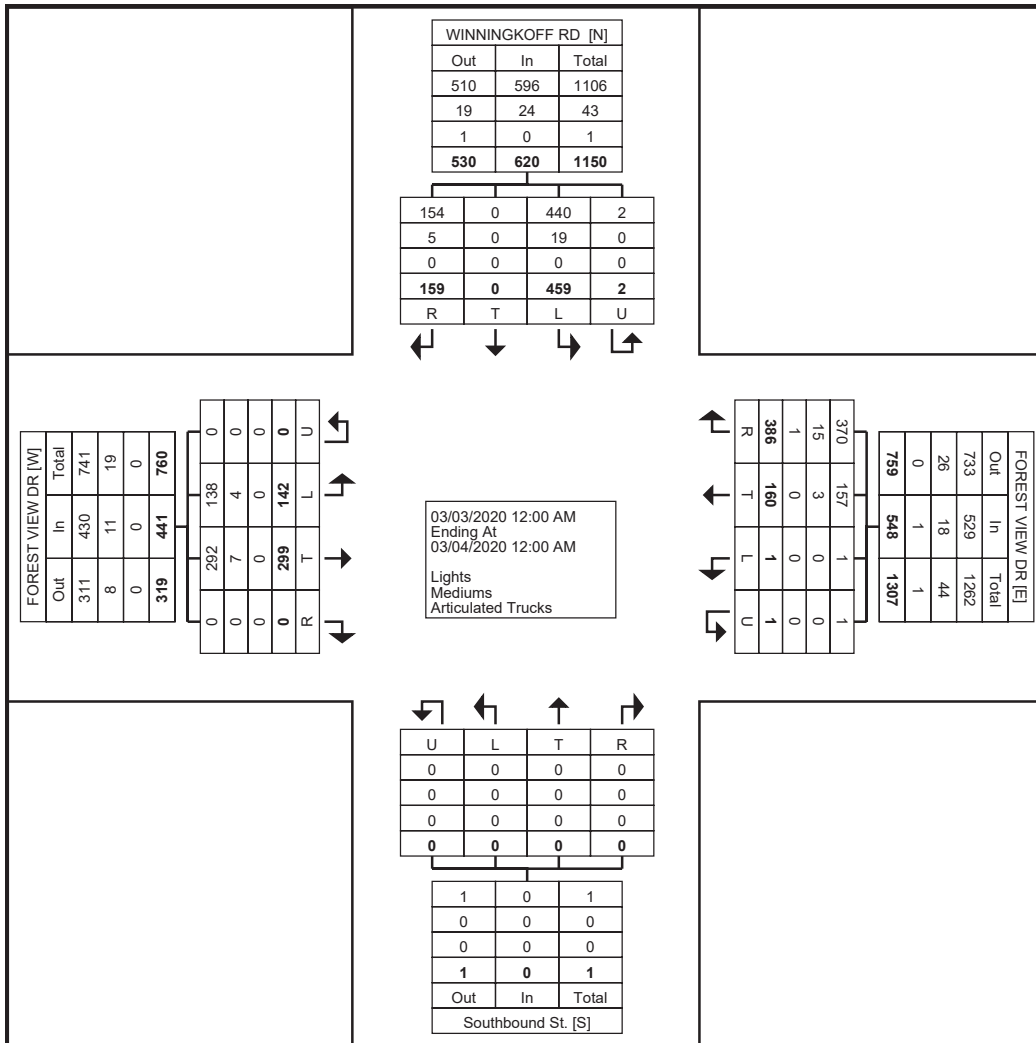
| | | | | | | | | | | | | | | | | | | | | | |
|----------------------|------|-----|------|-------|------|-------|------|------|-------|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|------|
| 12:30 PM | 10 | 0 | 4 | 0 | 14 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 28 |
| 12:45 PM | 10 | 0 | 2 | 0 | 12 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 24 |
| Hourly Total | 38 | 0 | 12 | 0 | 50 | 0 | 3 | 21 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 16 | 90 |
| 1:00 PM | 8 | 0 | 3 | 0 | 11 | 1 | 1 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 23 |
| 1:15 PM | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 14 |
| 1:30 PM | 6 | 0 | 1 | 0 | 7 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 14 |
| 1:45 PM | 9 | 0 | 1 | 0 | 10 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 22 |
| Hourly Total | 27 | 0 | 7 | 0 | 34 | 1 | 2 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 16 | 73 |
| 2:00 PM | 7 | 0 | 4 | 0 | 11 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 18 |
| 2:15 PM | 4 | 0 | 0 | 0 | 4 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 16 |
| 2:30 PM | 5 | 0 | 1 | 0 | 6 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 18 |
| 2:45 PM | 6 | 0 | 2 | 0 | 8 | 0 | 3 | 9 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hourly Total | 22 | 0 | 7 | 0 | 29 | 0 | 10 | 23 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 10 | 72 |
| 3:00 PM | 9 | 0 | 4 | 0 | 13 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 28 |
| 3:15 PM | 11 | 0 | 5 | 0 | 16 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 6 | 17 | 0 | 0 | 23 | 49 |
| 3:30 PM | 12 | 0 | 2 | 0 | 14 | 0 | 4 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 33 |
| 3:45 PM | 9 | 0 | 2 | 0 | 11 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 26 |
| Hourly Total | 41 | 0 | 13 | 0 | 54 | 0 | 10 | 28 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 12 | 32 | 0 | 0 | 44 | 136 |
| 4:00 PM | 7 | 0 | 3 | 0 | 10 | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 26 |
| 4:15 PM | 10 | 0 | 2 | 0 | 12 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 | 13 | 31 |
| 4:30 PM | 17 | 0 | 6 | 0 | 23 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 0 | 0 | 21 | 48 |
| 4:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 19 | 36 |
| Hourly Total | 44 | 0 | 11 | 0 | 55 | 0 | 6 | 21 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 17 | 42 | 0 | 0 | 59 | 141 |
| 5:00 PM | 16 | 0 | 3 | 0 | 19 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 30 | 55 |
| 5:15 PM | 16 | 0 | 0 | 0 | 16 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 0 | 25 | 48 |
| 5:30 PM | 13 | 0 | 4 | 0 | 17 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 52 |
| 5:45 PM | 12 | 0 | 3 | 0 | 15 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 0 | 0 | 32 | 52 |
| Hourly Total | 57 | 0 | 10 | 0 | 67 | 0 | 8 | 18 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 22 | 92 | 0 | 0 | 114 | 207 |
| 6:00 PM | 12 | 0 | 3 | 0 | 15 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 28 | 47 |
| 6:15 PM | 16 | 0 | 3 | 0 | 19 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 31 |
| 6:30 PM | 13 | 0 | 1 | 0 | 14 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 0 | 0 | 16 | 36 |
| 6:45 PM | 6 | 0 | 6 | 0 | 12 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 10 | 27 |
| Hourly Total | 47 | 0 | 13 | 0 | 60 | 0 | 5 | 13 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 15 | 48 | 0 | 0 | 63 | 141 |
| 7:00 PM | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 9 |
| 7:15 PM | 4 | 0 | 1 | 0 | 5 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 14 |
| 7:30 PM | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 11 |
| 7:45 PM | 8 | 0 | 4 | 0 | 12 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 16 |
| Hourly Total | 17 | 0 | 7 | 0 | 24 | 0 | 3 | 9 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 14 | 50 |
| 8:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 PM | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 10 |
| 8:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 8 | 0 | 2 | 0 | 10 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 21 |
| 9:00 PM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 9:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 9:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:45 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| Hourly Total | 7 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 19 |
| 10:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| Grand Total | 459 | 0 | 159 | 2 | 620 | 1 | 160 | 386 | 1 | 548 | 0 | 0 | 0 | 0 | 0 | 142 | 299 | 0 | 0 | 441 | 1609 |
| Approach % | 74.0 | 0.0 | 25.6 | 0.3 | - | 0.2 | 29.2 | 70.4 | 0.2 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 32.2 | 67.8 | 0.0 | 0.0 | - | - |
| Total % | 28.5 | 0.0 | 9.9 | 0.1 | 38.5 | 0.1 | 9.9 | 24.0 | 0.1 | 34.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 | 18.6 | 0.0 | 0.0 | 27.4 | - |
| Lights | 440 | 0 | 154 | 2 | 596 | 1 | 157 | 370 | 1 | 529 | 0 | 0 | 0 | 0 | 0 | 138 | 292 | 0 | 0 | 430 | 1555 |
| % Lights | 95.9 | - | 96.9 | 100.0 | 96.1 | 100.0 | 98.1 | 95.9 | 100.0 | 96.5 | - | - | - | - | - | 97.2 | 97.7 | - | - | 97.5 | 96.6 |
| Mediums | 19 | 0 | 5 | 0 | 24 | 0 | 3 | 15 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 11 | 53 |
| % Mediums | 4.1 | - | 3.1 | 0.0 | 3.9 | 0.0 | 1.9 | 3.9 | 0.0 | 3.3 | - | - | - | - | - | 2.8 | 2.3 | - | - | 2.5 | 3.3 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Articulated Trucks | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 0.1 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ FOREST VIEW DR
Site Code:
Start Date: 03/03/2020
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ FOREST VIEW DR
Site Code:
Start Date: 03/03/2020
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

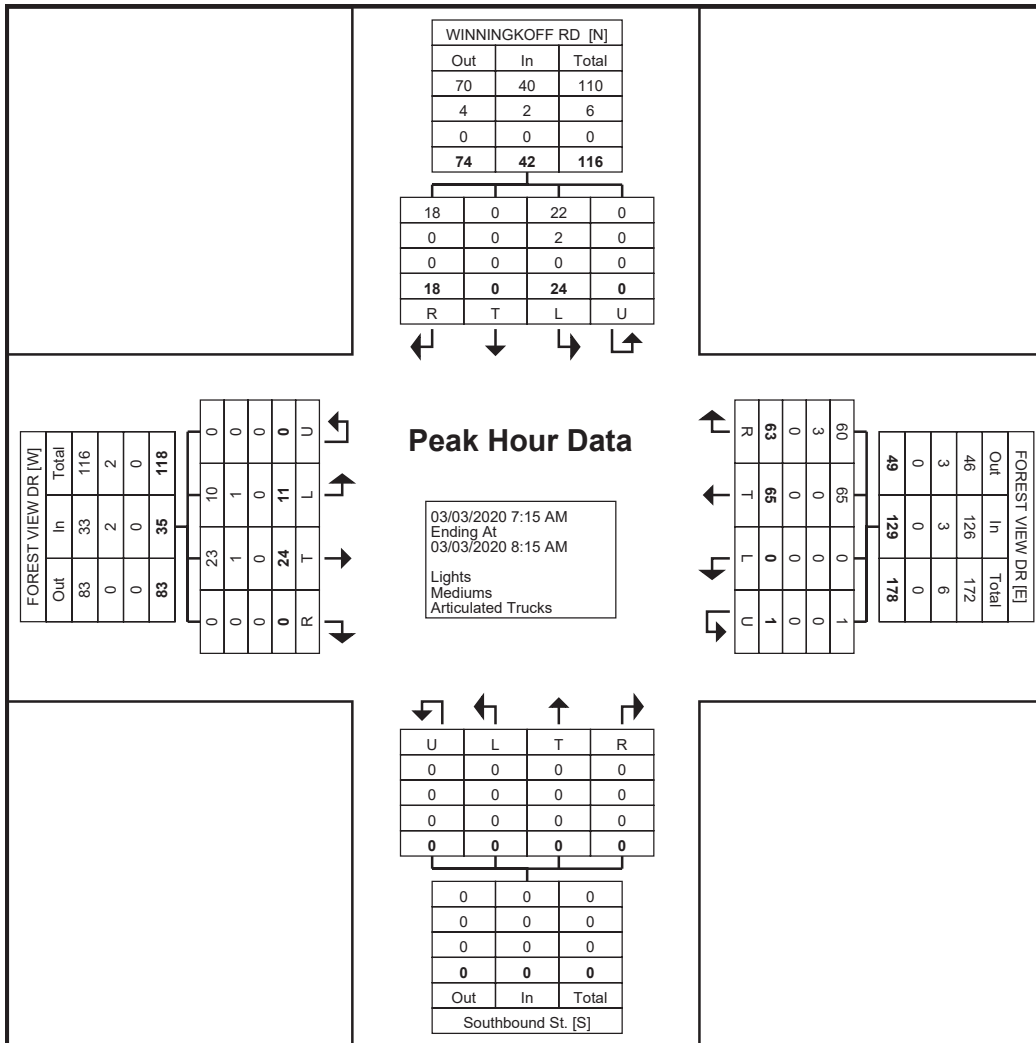
| Start Time | WINNINGKOFF RD Southbound | | | | | FOREST VIEW DR Westbound | | | | | Southbound St. Northbound | | | | | FOREST VIEW DR Eastbound | | | | | Int. Total |
|----------------------|------------------------------|-------|-------|--------|------------|-----------------------------|-------|-------|--------|------------|------------------------------|-------|-------|--------|------------|-----------------------------|-------|-------|--------|------------|------------|
| | 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 | |
| 7:15 AM | 6 | 0 | 6 | 0 | 12 | 0 | 17 | 18 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 52 |
| 7:30 AM | 6 | 0 | 4 | 0 | 10 | 0 | 20 | 14 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 50 |
| 7:45 AM | 6 | 0 | 8 | 0 | 14 | 0 | 16 | 21 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 10 | 61 |
| 8:00 AM | 6 | 0 | 0 | 0 | 6 | 0 | 12 | 10 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 43 |
| Total | 24 | 0 | 18 | 0 | 42 | 0 | 65 | 63 | 1 | 129 | 0 | 0 | 0 | 0 | 0 | 11 | 24 | 0 | 0 | 35 | 206 |
| Approach % | 57.1 | 0.0 | 42.9 | 0.0 | - | 0.0 | 50.4 | 48.8 | 0.8 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 31.4 | 68.6 | 0.0 | 0.0 | - | - |
| Total % | 11.7 | 0.0 | 8.7 | 0.0 | 20.4 | 0.0 | 31.6 | 30.6 | 0.5 | 62.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 | 11.7 | 0.0 | 0.0 | 17.0 | - |
| PHF | 1.000 | 0.000 | 0.563 | 0.000 | 0.750 | 0.000 | 0.813 | 0.750 | 0.250 | 0.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.688 | 0.462 | 0.000 | 0.000 | 0.583 | 0.844 |
| Lights | 22 | 0 | 18 | 0 | 40 | 0 | 65 | 60 | 1 | 126 | 0 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 0 | 33 | 199 |
| % Lights | 91.7 | - | 100.0 | - | 95.2 | - | 100.0 | 95.2 | 100.0 | 97.7 | - | - | - | - | - | 90.9 | 95.8 | - | - | 94.3 | 96.6 |
| Mediums | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 7 |
| % Mediums | 8.3 | - | 0.0 | - | 4.8 | - | 0.0 | 4.8 | 0.0 | 2.3 | - | - | - | - | - | 9.1 | 4.2 | - | - | 5.7 | 3.4 |
| 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 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: WINNINGKOFF
RD @ FOREST VIEW DR
Site Code:
Start Date: 03/03/2020
Page No: 5



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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ FOREST VIEW DR
Site Code:
Start Date: 03/03/2020
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

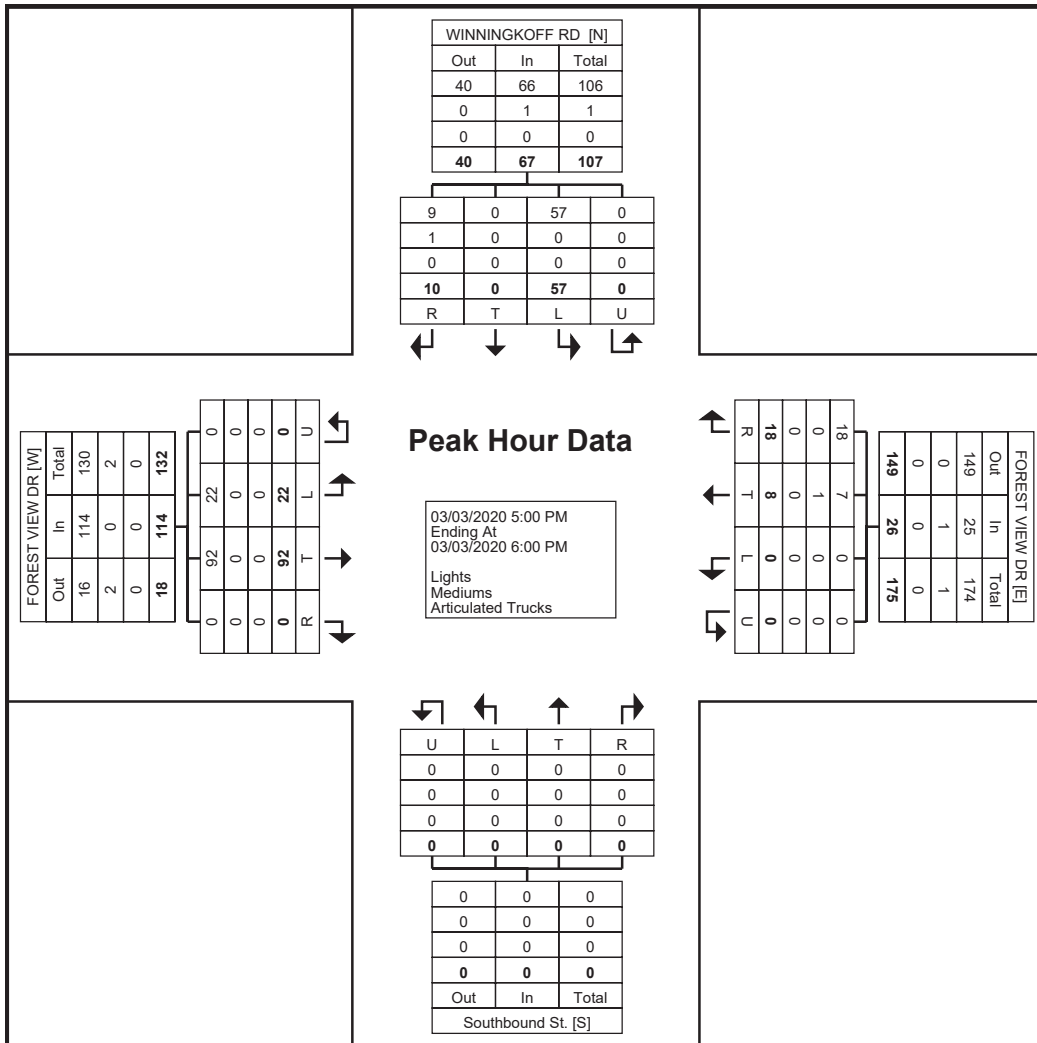
| Start Time | WINNINGKOFF RD Southbound | | | | | FOREST VIEW DR Westbound | | | | | Southbound St. Northbound | | | | | FOREST VIEW DR Eastbound | | | | | Int. Total |
|----------------------|------------------------------|-------|-------|--------|------------|-----------------------------|-------|-------|--------|------------|------------------------------|-------|-------|--------|------------|-----------------------------|-------|-------|--------|------------|------------|
| | 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 | 16 | 0 | 3 | 0 | 19 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 30 | 55 |
| 5:15 PM | 16 | 0 | 0 | 0 | 16 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 0 | 25 | 48 |
| 5:30 PM | 13 | 0 | 4 | 0 | 17 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 52 |
| 5:45 PM | 12 | 0 | 3 | 0 | 15 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 0 | 0 | 32 | 52 |
| Total | 57 | 0 | 10 | 0 | 67 | 0 | 8 | 18 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 22 | 92 | 0 | 0 | 114 | 207 |
| Approach % | 85.1 | 0.0 | 14.9 | 0.0 | - | 0.0 | 30.8 | 69.2 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 19.3 | 80.7 | 0.0 | 0.0 | - | - |
| Total % | 27.5 | 0.0 | 4.8 | 0.0 | 32.4 | 0.0 | 3.9 | 8.7 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.6 | 44.4 | 0.0 | 0.0 | 55.1 | - |
| PHF | 0.891 | 0.000 | 0.625 | 0.000 | 0.882 | 0.000 | 0.667 | 0.750 | 0.000 | 0.813 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.550 | 0.920 | 0.000 | 0.000 | 0.891 | 0.941 |
| Lights | 57 | 0 | 9 | 0 | 66 | 0 | 7 | 18 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 22 | 92 | 0 | 0 | 114 | 205 |
| % Lights | 100.0 | - | 90.0 | - | 98.5 | - | 87.5 | 100.0 | - | 96.2 | - | - | - | - | - | 100.0 | 100.0 | - | - | 100.0 | 99.0 |
| Mediums | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Mediums | 0.0 | - | 10.0 | - | 1.5 | - | 12.5 | 0.0 | - | 3.8 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 1.0 |
| 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 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ FOREST VIEW DR
Site Code:
Start Date: 03/03/2020
Page No: 7



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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ LUCAS RD
Site Code:
Start Date: 03/03/2020
Page No: 1

Turning Movement Data

| Start Time | WINNINGKOFF RD Southbound | | | | | LUCAS RD Westbound | | | | | Northbound St. Northbound | | | | | LUCAS 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 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 11 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 9 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 20 |
| 12:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 |
| Hourly Total | 0 | 0 | 1 | 0 | 1 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 48 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 22 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 15 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 3:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| Hourly Total | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 27 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 4:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 14 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 25 |
| 4:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 26 |
| Hourly Total | 0 | 0 | 2 | 0 | 2 | 0 | 70 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 78 |
| 5:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 40 |
| 5:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 53 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 11 | 66 |
| 5:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 0 | 13 | 77 |
| 5:45 AM | 0 | 0 | 5 | 0 | 5 | 0 | 88 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 25 | 118 |
| Hourly Total | 0 | 0 | 11 | 0 | 11 | 0 | 238 | 0 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 11 | 41 | 0 | 0 | 52 | 301 |
| 6:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 19 | 136 |
| 6:15 AM | 1 | 0 | 4 | 0 | 5 | 0 | 127 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 0 | 0 | 37 | 169 |
| 6:30 AM | 0 | 0 | 9 | 0 | 9 | 0 | 152 | 1 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 9 | 37 | 0 | 0 | 46 | 208 |
| 6:45 AM | 0 | 0 | 9 | 0 | 9 | 0 | 141 | 1 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 8 | 46 | 0 | 0 | 54 | 205 |
| Hourly Total | 1 | 0 | 23 | 0 | 24 | 0 | 536 | 2 | 0 | 538 | 0 | 0 | 0 | 0 | 0 | 26 | 130 | 0 | 0 | 156 | 718 |
| 7:00 AM | 0 | 0 | 9 | 0 | 9 | 0 | 198 | 3 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 0 | 0 | 42 | 252 |
| 7:15 AM | 1 | 0 | 9 | 0 | 10 | 0 | 181 | 20 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 15 | 40 | 0 | 0 | 55 | 266 |
| 7:30 AM | 2 | 0 | 12 | 0 | 14 | 0 | 167 | 19 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 6 | 41 | 0 | 0 | 47 | 247 |
| 7:45 AM | 1 | 0 | 8 | 0 | 9 | 0 | 169 | 13 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 17 | 44 | 0 | 0 | 61 | 252 |
| Hourly Total | 4 | 0 | 38 | 0 | 42 | 0 | 715 | 55 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 45 | 160 | 0 | 0 | 205 | 1017 |
| 8:00 AM | 12 | 0 | 6 | 0 | 18 | 0 | 139 | 5 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 11 | 46 | 0 | 0 | 57 | 219 |
| 8:15 AM | 3 | 0 | 9 | 0 | 12 | 0 | 130 | 3 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 6 | 55 | 0 | 0 | 61 | 206 |
| 8:30 AM | 0 | 0 | 11 | 0 | 11 | 0 | 94 | 4 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 15 | 63 | 0 | 0 | 78 | 187 |
| 8:45 AM | 0 | 0 | 8 | 0 | 8 | 0 | 77 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 16 | 55 | 0 | 0 | 71 | 156 |
| Hourly Total | 15 | 0 | 34 | 0 | 49 | 0 | 440 | 12 | 0 | 452 | 0 | 0 | 0 | 0 | 0 | 48 | 219 | 0 | 0 | 267 | 768 |
| 9:00 AM | 3 | 0 | 8 | 0 | 11 | 0 | 71 | 3 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 10 | 47 | 0 | 0 | 57 | 142 |
| 9:15 AM | 1 | 0 | 13 | 0 | 14 | 0 | 63 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 11 | 50 | 0 | 0 | 61 | 138 |
| 9:30 AM | 1 | 0 | 8 | 0 | 9 | 0 | 88 | 4 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 9 | 42 | 0 | 0 | 51 | 152 |
| 9:45 AM | 1 | 0 | 5 | 0 | 6 | 0 | 59 | 2 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 9 | 50 | 0 | 0 | 59 | 126 |
| Hourly Total | 6 | 0 | 34 | 0 | 40 | 0 | 281 | 9 | 0 | 290 | 0 | 0 | 0 | 0 | 0 | 39 | 189 | 0 | 0 | 228 | 558 |
| 10:00 AM | 0 | 0 | 9 | 0 | 9 | 0 | 66 | 1 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 10 | 34 | 0 | 0 | 44 | 120 |
| 10:15 AM | 1 | 0 | 8 | 0 | 9 | 0 | 66 | 1 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 5 | 40 | 0 | 0 | 45 | 121 |
| 10:30 AM | 1 | 0 | 10 | 0 | 11 | 0 | 66 | 2 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 0 | 0 | 53 | 132 |
| 10:45 AM | 0 | 0 | 7 | 0 | 7 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 8 | 51 | 0 | 0 | 59 | 134 |
| Hourly Total | 2 | 0 | 34 | 0 | 36 | 0 | 266 | 4 | 0 | 270 | 0 | 0 | 0 | 0 | 0 | 26 | 175 | 0 | 0 | 201 | 507 |
| 11:00 AM | 0 | 0 | 9 | 0 | 9 | 0 | 64 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 4 | 41 | 0 | 0 | 45 | 118 |
| 11:15 AM | 3 | 0 | 9 | 0 | 12 | 0 | 51 | 2 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 1 | 46 | 0 | 0 | 47 | 112 |
| 11:30 AM | 2 | 0 | 17 | 0 | 19 | 0 | 54 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 10 | 60 | 0 | 0 | 70 | 143 |
| 11:45 AM | 3 | 0 | 8 | 0 | 11 | 0 | 64 | 3 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 8 | 53 | 0 | 0 | 61 | 139 |
| Hourly Total | 8 | 0 | 43 | 0 | 51 | 0 | 233 | 5 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 23 | 200 | 0 | 0 | 223 | 512 |
| 12:00 PM | 0 | 0 | 18 | 0 | 18 | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 8 | 56 | 0 | 0 | 64 | 139 |
| 12:15 PM | 1 | 0 | 8 | 0 | 9 | 0 | 60 | 1 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 6 | 63 | 0 | 0 | 69 | 139 |

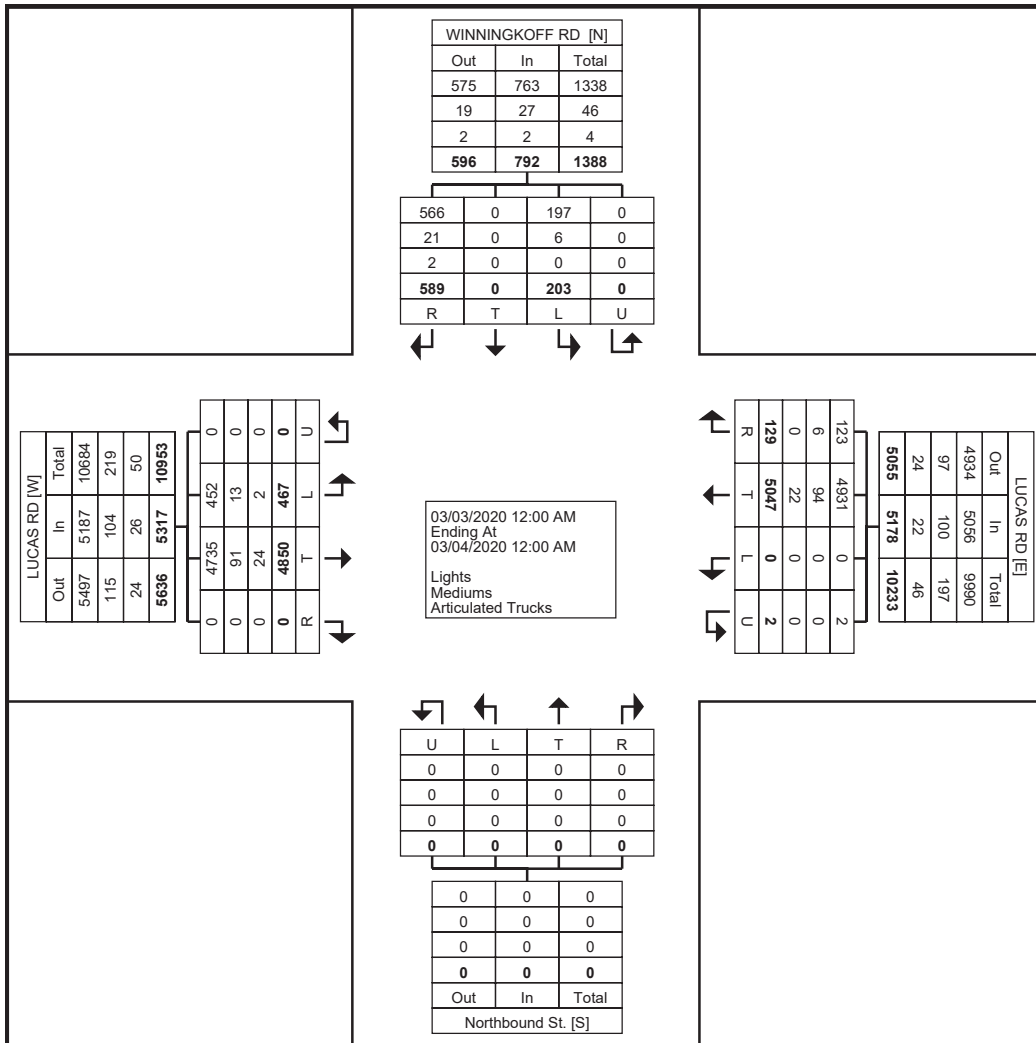
| | | | | | | | | | | | | | | | | | | | | | |
|----------------------|------|-----|------|-----|------|-----|------|------|-------|------|-----|-----|-----|-----|-----|------|------|-----|-----|------|-------|
| 12:30 PM | 0 | 0 | 12 | 0 | 12 | 0 | 45 | 2 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 6 | 49 | 0 | 0 | 55 | 114 |
| 12:45 PM | 2 | 0 | 10 | 0 | 12 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 12 | 66 | 0 | 0 | 78 | 150 |
| Hourly Total | 3 | 0 | 48 | 0 | 51 | 0 | 222 | 3 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 32 | 234 | 0 | 0 | 266 | 542 |
| 1:00 PM | 1 | 0 | 8 | 0 | 9 | 0 | 56 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 4 | 68 | 0 | 0 | 72 | 138 |
| 1:15 PM | 0 | 0 | 8 | 0 | 8 | 0 | 56 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 9 | 72 | 0 | 0 | 81 | 146 |
| 1:30 PM | 1 | 0 | 5 | 0 | 6 | 0 | 39 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 7 | 56 | 0 | 0 | 63 | 108 |
| 1:45 PM | 1 | 0 | 13 | 0 | 14 | 0 | 75 | 3 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 5 | 51 | 0 | 0 | 56 | 148 |
| Hourly Total | 3 | 0 | 34 | 0 | 37 | 0 | 226 | 5 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 25 | 247 | 0 | 0 | 272 | 540 |
| 2:00 PM | 0 | 0 | 9 | 0 | 9 | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 9 | 62 | 0 | 0 | 71 | 137 |
| 2:15 PM | 0 | 0 | 3 | 0 | 3 | 0 | 61 | 1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 8 | 74 | 0 | 0 | 82 | 147 |
| 2:30 PM | 0 | 0 | 7 | 0 | 7 | 0 | 45 | 2 | 1 | 48 | 0 | 0 | 0 | 0 | 0 | 8 | 77 | 0 | 0 | 85 | 140 |
| 2:45 PM | 0 | 0 | 10 | 0 | 10 | 0 | 64 | 3 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 9 | 83 | 0 | 0 | 92 | 169 |
| Hourly Total | 0 | 0 | 29 | 0 | 29 | 0 | 227 | 6 | 1 | 234 | 0 | 0 | 0 | 0 | 0 | 34 | 296 | 0 | 0 | 330 | 593 |
| 3:00 PM | 4 | 0 | 11 | 0 | 15 | 0 | 60 | 4 | 1 | 65 | 0 | 0 | 0 | 0 | 0 | 6 | 107 | 0 | 0 | 113 | 193 |
| 3:15 PM | 14 | 0 | 7 | 0 | 21 | 0 | 53 | 1 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 8 | 118 | 0 | 0 | 126 | 201 |
| 3:30 PM | 4 | 0 | 23 | 0 | 27 | 0 | 51 | 3 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 6 | 140 | 0 | 0 | 146 | 227 |
| 3:45 PM | 4 | 0 | 9 | 0 | 13 | 0 | 47 | 1 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 10 | 118 | 0 | 0 | 128 | 189 |
| Hourly Total | 26 | 0 | 50 | 0 | 76 | 0 | 211 | 9 | 1 | 221 | 0 | 0 | 0 | 0 | 0 | 30 | 483 | 0 | 0 | 513 | 810 |
| 4:00 PM | 3 | 0 | 7 | 0 | 10 | 0 | 52 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 8 | 93 | 0 | 0 | 101 | 164 |
| 4:15 PM | 9 | 0 | 8 | 0 | 17 | 0 | 65 | 2 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 7 | 122 | 0 | 0 | 129 | 213 |
| 4:30 PM | 13 | 0 | 19 | 0 | 32 | 0 | 66 | 1 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 3 | 114 | 0 | 0 | 117 | 216 |
| 4:45 PM | 8 | 0 | 17 | 0 | 25 | 0 | 78 | 3 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 6 | 92 | 0 | 0 | 98 | 204 |
| Hourly Total | 33 | 0 | 51 | 0 | 84 | 0 | 261 | 7 | 0 | 268 | 0 | 0 | 0 | 0 | 0 | 24 | 421 | 0 | 0 | 445 | 797 |
| 5:00 PM | 11 | 0 | 20 | 0 | 31 | 0 | 76 | 2 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 6 | 122 | 0 | 0 | 128 | 237 |
| 5:15 PM | 17 | 0 | 19 | 0 | 36 | 0 | 77 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 7 | 123 | 0 | 0 | 130 | 243 |
| 5:30 PM | 18 | 0 | 12 | 0 | 30 | 0 | 108 | 2 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 6 | 123 | 0 | 0 | 129 | 269 |
| 5:45 PM | 20 | 0 | 15 | 0 | 35 | 0 | 95 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 8 | 126 | 0 | 0 | 134 | 264 |
| Hourly Total | 66 | 0 | 66 | 0 | 132 | 0 | 356 | 4 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 27 | 494 | 0 | 0 | 521 | 1013 |
| 6:00 PM | 18 | 0 | 14 | 0 | 32 | 0 | 79 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 5 | 146 | 0 | 0 | 151 | 262 |
| 6:15 PM | 3 | 0 | 21 | 0 | 24 | 0 | 82 | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 3 | 124 | 0 | 0 | 127 | 235 |
| 6:30 PM | 2 | 0 | 15 | 0 | 17 | 0 | 66 | 1 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 3 | 132 | 0 | 0 | 135 | 219 |
| 6:45 PM | 5 | 0 | 6 | 0 | 11 | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 5 | 147 | 0 | 0 | 152 | 219 |
| Hourly Total | 28 | 0 | 56 | 0 | 84 | 0 | 283 | 3 | 0 | 286 | 0 | 0 | 0 | 0 | 0 | 16 | 549 | 0 | 0 | 565 | 935 |
| 7:00 PM | 0 | 0 | 3 | 0 | 3 | 0 | 58 | 1 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 4 | 97 | 0 | 0 | 101 | 163 |
| 7:15 PM | 2 | 0 | 5 | 0 | 7 | 0 | 49 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 6 | 104 | 0 | 0 | 110 | 166 |
| 7:30 PM | 1 | 0 | 3 | 0 | 4 | 0 | 36 | 1 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 5 | 78 | 0 | 0 | 83 | 124 |
| 7:45 PM | 0 | 0 | 4 | 0 | 4 | 0 | 34 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 0 | 0 | 78 | 117 |
| Hourly Total | 3 | 0 | 15 | 0 | 18 | 0 | 177 | 3 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 16 | 356 | 0 | 0 | 372 | 570 |
| 8:00 PM | 1 | 0 | 2 | 0 | 3 | 0 | 38 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 76 | 0 | 0 | 77 | 119 |
| 8:15 PM | 2 | 0 | 4 | 0 | 6 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 4 | 74 | 0 | 0 | 78 | 112 |
| 8:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 3 | 56 | 0 | 0 | 59 | 87 |
| 8:45 PM | 1 | 0 | 3 | 0 | 4 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 48 | 0 | 0 | 57 | 80 |
| Hourly Total | 4 | 0 | 11 | 0 | 15 | 0 | 111 | 1 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 17 | 254 | 0 | 0 | 271 | 398 |
| 9:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 4 | 49 | 0 | 0 | 53 | 87 |
| 9:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 0 | 0 | 54 | 75 |
| 9:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 0 | 0 | 38 | 57 |
| 9:45 PM | 1 | 0 | 1 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 48 | 0 | 0 | 53 | 66 |
| Hourly Total | 1 | 0 | 6 | 0 | 7 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 15 | 183 | 0 | 0 | 198 | 285 |
| 10:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 0 | 38 | 52 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 24 | 35 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 25 | 42 |
| 10:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 21 | 28 |
| Hourly Total | 0 | 0 | 2 | 0 | 2 | 0 | 46 | 1 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 7 | 101 | 0 | 0 | 108 | 157 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 17 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 19 | 25 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 15 | 17 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 17 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 56 | 0 | 0 | 60 | 76 |
| Grand Total | 203 | 0 | 589 | 0 | 792 | 0 | 5047 | 129 | 2 | 5178 | 0 | 0 | 0 | 0 | 0 | 467 | 4850 | 0 | 0 | 5317 | 11287 |
| Approach % | 25.6 | 0.0 | 74.4 | 0.0 | - | 0.0 | 97.5 | 2.5 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 8.8 | 91.2 | 0.0 | 0.0 | - | - |
| Total % | 1.8 | 0.0 | 5.2 | 0.0 | 7.0 | 0.0 | 44.7 | 1.1 | 0.0 | 45.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 43.0 | 0.0 | 0.0 | 47.1 | - |
| Lights | 197 | 0 | 566 | 0 | 763 | 0 | 4931 | 123 | 2 | 5056 | 0 | 0 | 0 | 0 | 0 | 452 | 4735 | 0 | 0 | 5187 | 11006 |
| % Lights | 97.0 | - | 96.1 | - | 96.3 | - | 97.7 | 95.3 | 100.0 | 97.6 | - | - | - | - | - | 96.8 | 97.6 | - | - | 97.6 | 97.5 |
| Mediums | 6 | 0 | 21 | 0 | 27 | 0 | 94 | 6 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 13 | 91 | 0 | 0 | 104 | 231 |
| % Mediums | 3.0 | - | 3.6 | - | 3.4 | - | 1.9 | 4.7 | 0.0 | 1.9 | - | - | - | - | - | 2.8 | 1.9 | - | - | 2.0 | 2.0 |
| Articulated Trucks | 0 | 0 | 2 | 0 | 2 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 26 | 50 |
| % Articulated Trucks | 0.0 | - | 0.3 | - | 0.3 | - | 0.4 | 0.0 | 0.0 | 0.4 | - | - | - | - | - | 0.4 | 0.5 | - | - | 0.5 | 0.4 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ LUCAS RD
Site Code:
Start Date: 03/03/2020
Page No: 3



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ LUCAS RD
Site Code:
Start Date: 03/03/2020
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

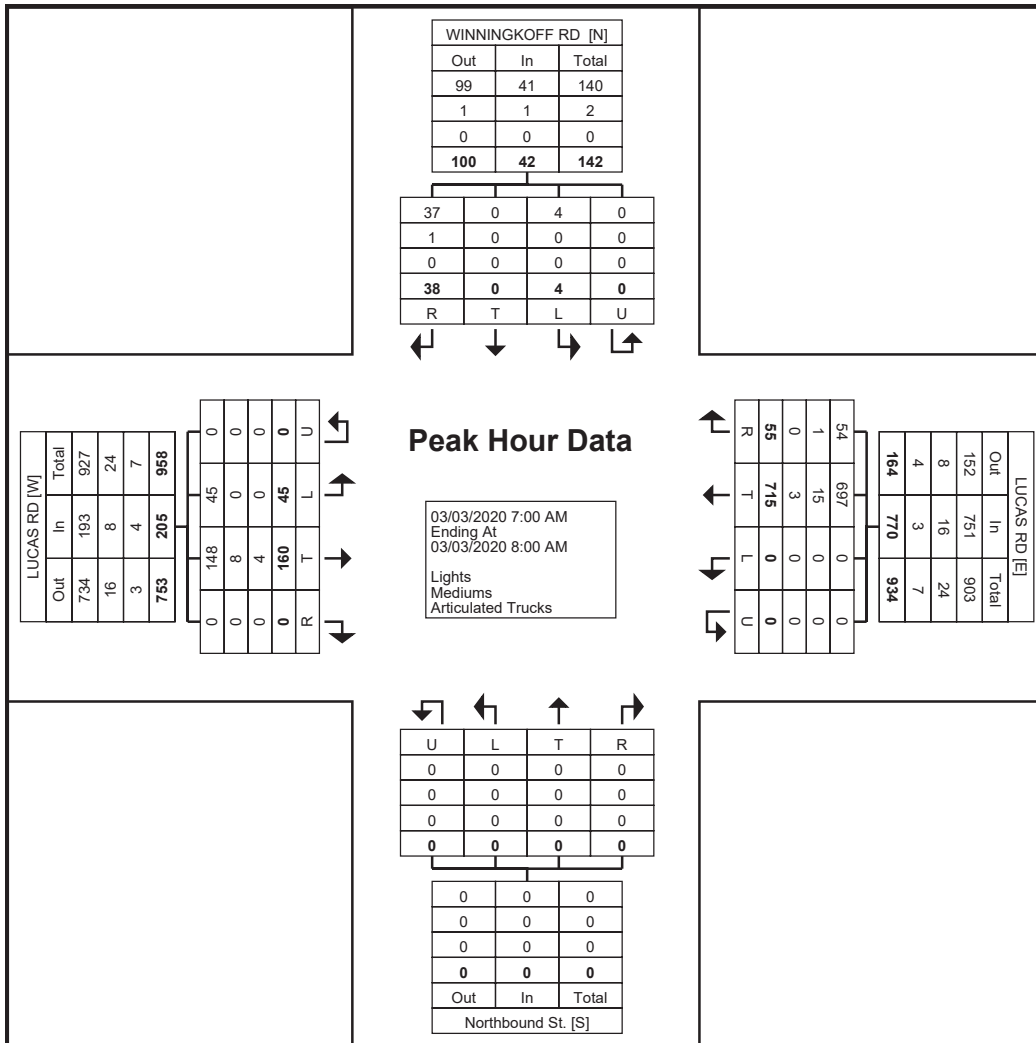
| Start Time | WINNINGKOFF RD Southbound | | | | | LUCAS RD Westbound | | | | | Northbound St. Northbound | | | | | LUCAS RD Eastbound | | | | | Int. Total |
|----------------------|------------------------------|-------|-------|--------|------------|-----------------------|-------|-------|--------|------------|------------------------------|-------|-------|--------|------------|-----------------------|-------|-------|--------|------------|------------|
| | 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 | |
| 7:00 AM | 0 | 0 | 9 | 0 | 9 | 0 | 198 | 3 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 0 | 0 | 42 | 252 |
| 7:15 AM | 1 | 0 | 9 | 0 | 10 | 0 | 181 | 20 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 15 | 40 | 0 | 0 | 55 | 266 |
| 7:30 AM | 2 | 0 | 12 | 0 | 14 | 0 | 167 | 19 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 6 | 41 | 0 | 0 | 47 | 247 |
| 7:45 AM | 1 | 0 | 8 | 0 | 9 | 0 | 169 | 13 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 17 | 44 | 0 | 0 | 61 | 252 |
| Total | 4 | 0 | 38 | 0 | 42 | 0 | 715 | 55 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | 45 | 160 | 0 | 0 | 205 | 1017 |
| Approach % | 9.5 | 0.0 | 90.5 | 0.0 | - | 0.0 | 92.9 | 7.1 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 22.0 | 78.0 | 0.0 | 0.0 | - | - |
| Total % | 0.4 | 0.0 | 3.7 | 0.0 | 4.1 | 0.0 | 70.3 | 5.4 | 0.0 | 75.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 15.7 | 0.0 | 0.0 | 20.2 | - |
| PHF | 0.500 | 0.000 | 0.792 | 0.000 | 0.750 | 0.000 | 0.903 | 0.688 | 0.000 | 0.958 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.662 | 0.909 | 0.000 | 0.000 | 0.840 | 0.956 |
| Lights | 4 | 0 | 37 | 0 | 41 | 0 | 697 | 54 | 0 | 751 | 0 | 0 | 0 | 0 | 0 | 45 | 148 | 0 | 0 | 193 | 985 |
| % Lights | 100.0 | - | 97.4 | - | 97.6 | - | 97.5 | 98.2 | - | 97.5 | - | - | - | - | - | 100.0 | 92.5 | - | - | 94.1 | 96.9 |
| Mediums | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 25 |
| % Mediums | 0.0 | - | 2.6 | - | 2.4 | - | 2.1 | 1.8 | - | 2.1 | - | - | - | - | - | 0.0 | 5.0 | - | - | 3.9 | 2.5 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 7 |
| % Articulated Trucks | 0.0 | - | 0.0 | - | 0.0 | - | 0.4 | 0.0 | - | 0.4 | - | - | - | - | - | 0.0 | 2.5 | - | - | 2.0 | 0.7 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ LUCAS RD
Site Code:
Start Date: 03/03/2020
Page No: 5



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

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ LUCAS RD
Site Code:
Start Date: 03/03/2020
Page No: 6

Turning Movement Peak Hour Data (5:15 PM)

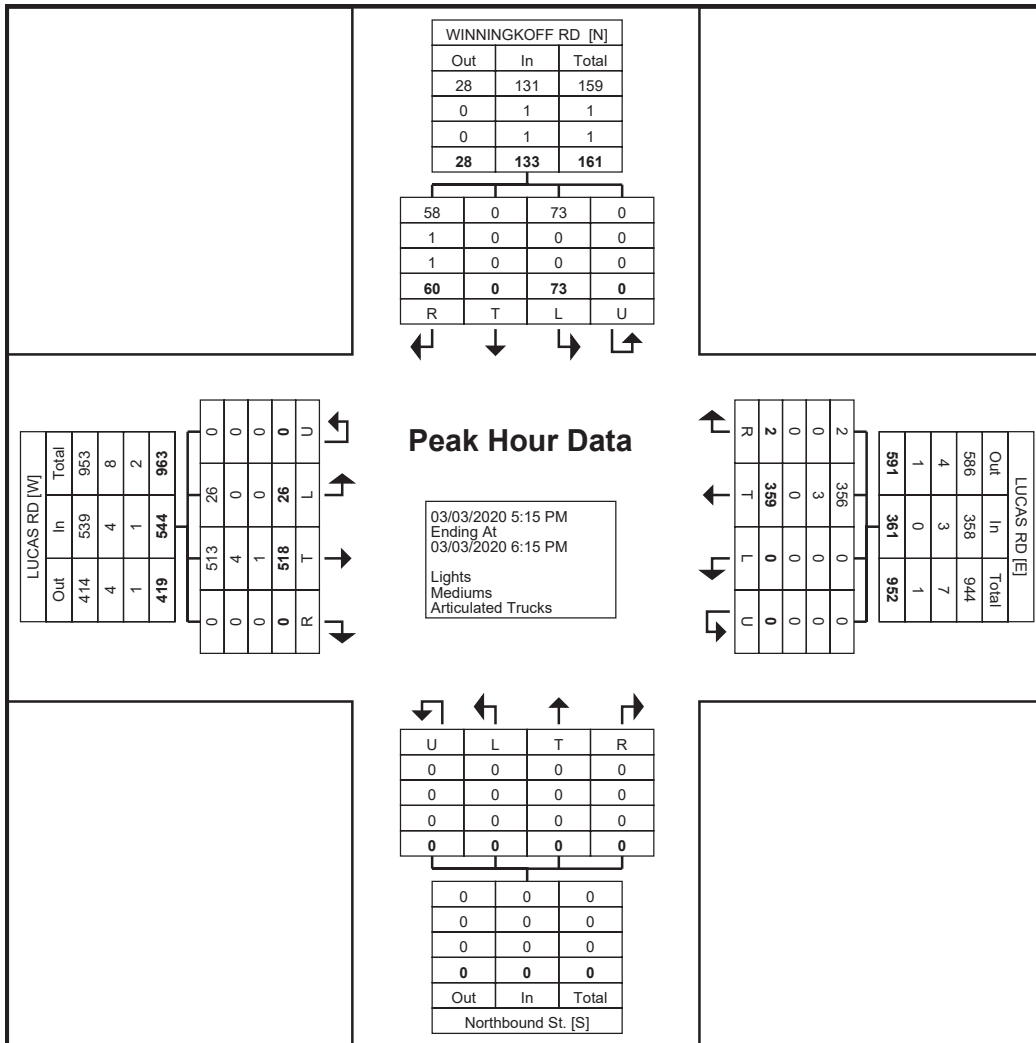
| Start Time | WINNINGKOFF RD Southbound | | | | | LUCAS RD Westbound | | | | | Northbound St. Northbound | | | | | LUCAS RD Eastbound | | | | | Int. Total |
|----------------------|------------------------------|-------|-------|--------|---------------|-----------------------|-------|-------|--------|---------------|------------------------------|-------|-------|--------|---------------|-----------------------|-------|-------|--------|---------------|---------------|
| | 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 | |
| 5:15 PM | 17 | 0 | 19 | 0 | 36 | 0 | 77 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 7 | 123 | 0 | 0 | 130 | 243 |
| 5:30 PM | 18 | 0 | 12 | 0 | 30 | 0 | 108 | 2 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 6 | 123 | 0 | 0 | 129 | 269 |
| 5:45 PM | 20 | 0 | 15 | 0 | 35 | 0 | 95 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 8 | 126 | 0 | 0 | 134 | 264 |
| 6:00 PM | 18 | 0 | 14 | 0 | 32 | 0 | 79 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 5 | 146 | 0 | 0 | 151 | 262 |
| Total | 73 | 0 | 60 | 0 | 133 | 0 | 359 | 2 | 0 | 361 | 0 | 0 | 0 | 0 | 0 | 26 | 518 | 0 | 0 | 544 | 1038 |
| Approach % | 54.9 | 0.0 | 45.1 | 0.0 | - | 0.0 | 99.4 | 0.6 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 4.8 | 95.2 | 0.0 | 0.0 | - | - |
| Total % | 7.0 | 0.0 | 5.8 | 0.0 | 12.8 | 0.0 | 34.6 | 0.2 | 0.0 | 34.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 49.9 | 0.0 | 0.0 | 52.4 | - |
| PHF | 0.913 | 0.000 | 0.789 | 0.000 | 0.924 | 0.000 | 0.831 | 0.250 | 0.000 | 0.820 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.813 | 0.887 | 0.000 | 0.000 | 0.901 | 0.965 |
| Lights | 73 | 0 | 58 | 0 | 131 | 0 | 356 | 2 | 0 | 358 | 0 | 0 | 0 | 0 | 0 | 26 | 513 | 0 | 0 | 539 | 1028 |
| % Lights | 100.0 | - | 96.7 | - | 98.5 | - | 99.2 | 100.0 | - | 99.2 | - | - | - | - | - | 100.0 | 99.0 | - | - | 99.1 | 99.0 |
| Mediums | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| % Mediums | 0.0 | - | 1.7 | - | 0.8 | - | 0.8 | 0.0 | - | 0.8 | - | - | - | - | - | 0.0 | 0.8 | - | - | 0.7 | 0.8 |
| Articulated Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| % Articulated Trucks | 0.0 | - | 1.7 | - | 0.8 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | 0.2 | - | - | 0.2 | 0.2 |

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: WINNINGKOFF
RD @ LUCAS RD
Site Code:
Start Date: 03/03/2020
Page No: 7



Turning Movement Peak Hour Data Plot (5:15 PM)

GRAM Traffic North Texas, Inc.

1120 W Lovett
 1120 W Lovett Lane
 Arlington, TX 76013
 Site Code:
 Station ID:

Latitude: 0' 0.0000 South

| EB | 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 | |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|--------------|--------------|---|
| | 03/03/20 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | * |
| | 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 | * |
| | 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 | * | |
| | 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 34 | * | |
| | 05:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 36 | 38 | * | |
| | 06:00 | 0 | 1 | 0 | 3 | 0 | 6 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 33 | 36 | * | |
| | 07:00 | 0 | 1 | 0 | 8 | 0 | 48 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 33 | 35 | * | |
| | 08:00 | 3 | 0 | 0 | 9 | 0 | 32 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 33 | 34 | * | |
| | 09:00 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 34 | 36 | * | |
| | 10:00 | 0 | 0 | 0 | 4 | 0 | 17 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 33 | 37 | * | |
| | 11:00 | 1 | 1 | 0 | 5 | 0 | 9 | 0 | 7 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 34 | 39 | * | |
| | 12 PM | 0 | 2 | 0 | 5 | 0 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 33 | 34 | * | |
| | 13:00 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 33 | 34 | * | |
| | 14:00 | 3 | 2 | 0 | 2 | 0 | 9 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 33 | 34 | * | |
| | 15:00 | 0 | 2 | 0 | 5 | 0 | 14 | 0 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 34 | 38 | * | |
| | 16:00 | 1 | 1 | 0 | 3 | 0 | 11 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 34 | 37 | * | |
| | 17:00 | 0 | 0 | 0 | 7 | 0 | 18 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 32 | 34 | * | |
| | 18:00 | 0 | 1 | 0 | 4 | 0 | 16 | 0 | 9 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 33 | 40 | * | |
| | 19:00 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 34 | 37 | * | |
| | 20:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 34 | * | |
| | 21:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 34 | * | |
| | 22:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 24 | * | |
| | 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 | * | |
| | Total | 8 | 11 | 61 | 234 | 180 | 26 | 5 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 525 | | | | |
| | Percent | 1.5% | 2.1% | 11.6% | 44.6% | 34.3% | 5.0% | 1.0% | 5.0% | 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% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |
| | AM Peak | 08:00 | 06:00 | 08:00 | 07:00 | 07:00 | 07:00 | 10:00 | 07:00 | 07:00 | 10:00 | | | | | | | | | | | | | | | | | 07:00 | | | | |
| | Vol. | 3 | 1 | 9 | 48 | 29 | 5 | 1 | 5 | 5 | | | | | | | | | | | | | | | | | | 91 | | | | |
| | PM Peak | 14:00 | 12:00 | 17:00 | 17:00 | 12:00 | 16:00 | 18:00 | 12:00 | 16:00 | 18:00 | | | | | | | | | | | | | | | | | 15:00 | | | | |
| | Vol. | 3 | 2 | 7 | 18 | 15 | 3 | 2 | 15 | 3 | 2 | | | | | | | | | | | | | | | | | 36 | | | | |
| | Percent | 1.5% | 2.1% | 11.6% | 44.6% | 34.3% | 5.0% | 1.0% | 5.0% | 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% | 0.0% | 0.0% | 0.0% | 525 | | | | |

| Stats | 10 MPH Pace Speed : | 26-35 MPH |
|--------------------------------|---------------------|-----------|
| Number in Pace : | 414 | |
| Percent in Pace : | 78.9% | |
| Number of Vehicles > 55 MPH : | 0 | |
| Percent of Vehicles > 55 MPH : | 0.0% | |
| Mean Speed(Average) : | 29 MPH | |

GRAM Traffic North Texas, Inc.

1120 W Lovett Lane
 1120 W Lovett Lane BTWN COUNTRY CLUB AND GOLD DUST - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code:
 Station ID:

Latitude: 0' 0.0000 South

| WB | 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 | 95th Percent | 85th Percent | 95th Percent | |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------------|--------------|--------------|-------|
| | 03/03/20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34 | 34 | |
| | 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 | * | * |
| | 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 | * | * |
| | 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 | * | * |
| | 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 | * | * |
| | 05:00 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 29 | 29 | |
| | 07:00 | 0 | 1 | 6 | 16 | 3 | 16 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 29 | 34 | 34 | |
| | 08:00 | 0 | 1 | 9 | 26 | 8 | 26 | 8 | 8 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 31 | 34 | 34 | |
| | 09:00 | 0 | 0 | 2 | 9 | 7 | 9 | 7 | 7 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 34 | 37 | 37 | |
| | 10:00 | 0 | 0 | 4 | 8 | 7 | 8 | 7 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 33 | 35 | 35 | |
| | 11:00 | 1 | 1 | 1 | 8 | 10 | 8 | 10 | 10 | 10 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 34 | 39 | 39 | |
| | 12 PM | 1 | 0 | 1 | 8 | 9 | 8 | 9 | 9 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 33 | 35 | 35 | |
| | 13:00 | 0 | 1 | 6 | 12 | 12 | 12 | 12 | 12 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 33 | 34 | 34 | |
| | 14:00 | 1 | 0 | 6 | 13 | 8 | 13 | 8 | 8 | 8 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 33 | 37 | 37 | |
| | 15:00 | 0 | 2 | 13 | 31 | 15 | 31 | 15 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 31 | 33 | 33 | |
| | 16:00 | 1 | 0 | 9 | 43 | 20 | 43 | 20 | 20 | 20 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 33 | 36 | 36 | |
| | 17:00 | 0 | 3 | 18 | 54 | 34 | 54 | 34 | 34 | 34 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 33 | 35 | 35 | |
| | 18:00 | 0 | 1 | 8 | 36 | 18 | 36 | 18 | 18 | 18 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 33 | 34 | 34 | |
| | 19:00 | 0 | 1 | 3 | 22 | 9 | 22 | 9 | 9 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 33 | 35 | 35 | |
| | 20:00 | 0 | 0 | 1 | 10 | 4 | 10 | 4 | 4 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 35 | 40 | 40 | |
| | 21:00 | 0 | 0 | 1 | 7 | 6 | 7 | 6 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 33 | 46 | 46 | |
| | 22:00 | 0 | 0 | 2 | 3 | 2 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 32 | 34 | 34 | |
| | 23:00 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 32 | 34 | 34 | |
| | Total | 4 | 11 | 92 | 314 | 176 | 314 | 176 | 176 | 176 | 24 | 24 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 629 | 629 | 629 | 629 | |
| | Percent | 0.6% | 1.7% | 14.6% | 49.9% | 28.0% | 49.9% | 28.0% | 28.0% | 28.0% | 3.8% | 3.8% | 1.1% | 1.1% | 0.2% | 0.2% | 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% | |
| | AM Peak | 11:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 09:00 | 09:00 | 09:00 | 07:00 | 07:00 | | | | | | | | | | | | | | 08:00 | 08:00 | 08:00 | 08:00 |
| | Vol. | 1 | 1 | 9 | 26 | 10 | 26 | 10 | 10 | 2 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | 45 | 45 | 45 | 45 |
| | PM Peak | 12:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | 21:00 | 21:00 | | | | | | | | | | | | 17:00 | 17:00 | 17:00 | 17:00 |
| | Vol. | 1 | 3 | 18 | 54 | 34 | 54 | 34 | 34 | 5 | 5 | 5 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 629 | 629 | 629 | 629 |
| | Total | 4 | 11 | 92 | 314 | 176 | 314 | 176 | 176 | 24 | 24 | 24 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 629 | 629 | 629 | 629 |
| | Percent | 0.6% | 1.7% | 14.6% | 49.9% | 28.0% | 49.9% | 28.0% | 28.0% | 3.8% | 3.8% | 3.8% | 1.1% | 1.1% | 0.2% | 0.2% | 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% |

| Stats | 10 MPH Pace Speed : | 26-35 MPH |
|--------------------------------|---------------------|-----------|
| Number in Pace | 490 | |
| Percent in Pace | 77.9% | |
| Number of Vehicles > 55 MPH : | 0 | |
| Percent of Vehicles > 55 MPH : | 0.0% | |
| Mean Speed(Average) : | 29 MPH | |

GRAM Traffic North Texas, Inc.

1120 W Lovesham Lane
 1120 W Lovesham Lane BTWN COUNTRY CLUB AND GOLD DUST - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code:
 Station ID:

Latitude: 0' 0.0000 South

| EB, WB | 1 | 16 | 21 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total | 85th Percent | 95th Percent |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|-------|--------------|--------------|
| 03/03/20 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | 2 | 34 | 34 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 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 | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| 04:00 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 34 |
| 05:00 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 38 |
| 06:00 | 0 | 1 | 3 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 32 | 35 |
| 07:00 | 0 | 2 | 14 | 64 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 33 | 35 |
| 08:00 | 3 | 1 | 18 | 58 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 32 | 34 |
| 09:00 | 0 | 0 | 3 | 25 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 34 | 37 |
| 10:00 | 0 | 0 | 8 | 25 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 33 | 36 |
| 11:00 | 2 | 2 | 6 | 17 | 17 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 34 | 39 |
| 12 PM | 1 | 2 | 6 | 18 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 33 | 34 |
| 13:00 | 0 | 1 | 8 | 22 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 33 | 34 |
| 14:00 | 4 | 2 | 8 | 22 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 33 | 35 |
| 15:00 | 0 | 4 | 18 | 45 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 32 | 34 |
| 16:00 | 2 | 1 | 12 | 54 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 33 | 36 |
| 17:00 | 0 | 3 | 25 | 72 | 44 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 33 | 34 |
| 18:00 | 0 | 2 | 12 | 52 | 27 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 33 | 36 |
| 19:00 | 0 | 1 | 3 | 32 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 33 | 36 |
| 20:00 | 0 | 0 | 1 | 13 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 34 | 39 |
| 21:00 | 0 | 0 | 2 | 8 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 33 | 45 |
| 22:00 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 32 | 34 |
| 23:00 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 32 | 34 |
| Total | 12 | 22 | 153 | 548 | 356 | 50 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1154 | | |
| Percent | 1.0% | 1.9% | 13.3% | 47.5% | 30.8% | 4.3% | 1.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 11:00 | | | | | | | | 07:00 | | |
| Vol. | 3 | 2 | 18 | 64 | 32 | 5 | 2 | | | | | | | | 118 | | |
| PM Peak | 14:00 | 15:00 | 17:00 | 17:00 | 17:00 | 16:00 | 18:00 | 21:00 | | | | | | | 17:00 | | |
| Vol. | 4 | 4 | 25 | 72 | 44 | 8 | 3 | 1 | | | | | | | 151 | | |
| Percent | 1.0% | 1.9% | 13.3% | 47.5% | 30.8% | 4.3% | 1.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1154 | | |

Stats
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 904
 Percent in Pace : 78.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 29 MPH

GRAM Traffic North Texas, Inc.

1120 W Lovers Lane FOREST VIEW DR WEST OF WINNINGKOFF RD - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code: 951
 Station ID:

Latitude: 33° 5.7754 North

| EB | 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 | |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|--------------|-------|
| | 03/03/20 | 0 | 0 | 0 | 0 | 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 | * |
| | 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 | * |
| | 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 | * |
| | 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 | * |
| | 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 | * |
| | 06:00 | 0 | 1 | 3 | 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 | * |
| | 07:00 | 0 | 2 | 9 | 9 | 5 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 08:00 | 2 | 5 | 18 | 18 | 9 | 9 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 09:00 | 0 | 2 | 5 | 5 | 4 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 10:00 | 0 | 1 | 2 | 2 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 11:00 | 0 | 2 | 5 | 5 | 6 | 6 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 12 PM | 0 | 0 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 13:00 | 0 | 4 | 5 | 5 | 4 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 14:00 | 0 | 3 | 6 | 6 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 15:00 | 0 | 4 | 21 | 21 | 10 | 10 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 16:00 | 2 | 3 | 23 | 23 | 24 | 24 | 24 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 17:00 | 0 | 8 | 35 | 35 | 41 | 41 | 41 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 18:00 | 2 | 1 | 20 | 20 | 31 | 31 | 31 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 19:00 | 0 | 1 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | 20:00 | 0 | 1 | 5 | 5 | 1 | 1 | 1 | 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 | 3 | 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 | * |
| | 22:00 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 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 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| | Total | 6 | 38 | 172 | 172 | 152 | 152 | 152 | 26 | 26 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| | Percent | 1.5% | 9.6% | 43.4% | 43.4% | 38.4% | 38.4% | 38.4% | 6.6% | 6.6% | 0.3% | 0.3% | 0.0% | 0.0% | 0.3% | 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% | |
| | AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | | | | | | | | | | | | | | | | | | | | 08:00 |
| | Vol. | 2 | 5 | 18 | 18 | 9 | 9 | 9 | 1 | 1 | | | | | | | | | | | | | | | | | | | | 35 |
| | PM Peak | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 18:00 | 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 |
| | Vol. | 2 | 8 | 38 | 38 | 41 | 41 | 41 | 7 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| | Total | 6 | 38 | 172 | 172 | 152 | 152 | 152 | 26 | 26 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| | Percent | 1.5% | 9.6% | 43.4% | 43.4% | 38.4% | 38.4% | 38.4% | 6.6% | 6.6% | 0.3% | 0.3% | 0.0% | 0.0% | 0.3% | 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% |

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 324
 Percent in Pace : 81.8%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 25 MPH

GRAM Traffic North Texas, Inc.

1120 W Lovers Lane FOREST VIEW DR WEST OF WINNINGKOFF RD - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code: 951
 Station ID:

Latitude: 33° 5.7754 North

| WB | 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 | | | | |
|----------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|--------------|--------------|------|------|------|------|
| 03/03/20 | | 0 | 0 | 0 | 0 | 0 | 0 | 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 | * | | | |
| 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 | * | | | |
| 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 | * | | | | |
| 04:00 | | 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 | 0 | 0 | 0 | 0 | 34 | 34 | | | |
| 05:00 | | 0 | 0 | 0 | 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 | 27 | 28 | | | |
| 06:00 | | 1 | 1 | 1 | 2 | 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 | 30 | 33 | | | |
| 07:00 | | 1 | 9 | 13 | 27 | 7 | 1 | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 30 | 34 | | | |
| 08:00 | | 1 | 12 | 12 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 31 | 33 | | | |
| 09:00 | | 0 | 3 | 16 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 26 | 29 | | | |
| 10:00 | | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 36 | 40 | | | |
| 11:00 | | 0 | 2 | 4 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 29 | 32 | | | |
| 12 PM | | 1 | 0 | 7 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 28 | 31 | | | |
| 13:00 | | 1 | 3 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 28 | | | |
| 14:00 | | 4 | 0 | 4 | 4 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 32 | 36 | | | |
| 15:00 | | 1 | 2 | 5 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 29 | 35 | | | |
| 16:00 | | 0 | 1 | 3 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 34 | 38 | | | |
| 17:00 | | 0 | 2 | 6 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 33 | 37 | | | |
| 18:00 | | 2 | 3 | 6 | 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 | 17 | 30 | 33 | | | |
| 19:00 | | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 37 | | | |
| 20:00 | | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 34 | | | |
| 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 | * | | | |
| 22:00 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 34 | | | |
| 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 | * | | | |
| Total | | 14 | 40 | 95 | 81 | 35 | 10 | 2 | 35 | 10 | 2 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 | | * | | | |
| Percent | | 5.1% | 14.4% | 34.3% | 29.2% | 12.6% | 3.6% | 0.7% | 12.6% | 3.6% | 0.7% | 3.6% | 0.7% | 0.7% | 0.0% | 0.0% | 0.0% | 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 | | 10:00 | 08:00 | 09:00 | 07:00 | 08:00 | 10:00 | 07:00 | 08:00 | 10:00 | 07:00 | 10:00 | 07:00 | 07:00 | | | | | | | | | | | | | | | | | | | | | |
| Vol. | | 2 | 12 | 16 | 27 | 8 | 2 | 2 | 8 | 2 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| PM Peak | | 14:00 | 13:00 | 12:00 | 15:00 | 18:00 | 16:00 | 16:00 | 18:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | | | | | | | | | | | | | | | | | | | | | |
| Vol. | | 4 | 3 | 7 | 11 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| Percent | | 5.1% | 14.4% | 34.3% | 29.2% | 12.6% | 3.6% | 0.7% | 12.6% | 3.6% | 0.7% | 3.6% | 0.7% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

| Stats | 10 MPH Pace Speed : | 21-30 MPH |
|--------------------------------|---------------------|-----------|
| Number in Pace : | 176 | |
| Percent in Pace : | 63.5% | |
| Number of Vehicles > 55 MPH : | 0 | |
| Percent of Vehicles > 55 MPH : | 0.0% | |
| Mean Speed(Average) : | 25 MPH | |

GRAM Traffic North Texas, Inc.

1120 W Lovers Lane FOREST VIEW DR WEST OF WINNINGKOFF RD - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code: 951
 Station ID:

Latitude: 33° 5.7754 North

| EB, WB | 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 | 7999 | Total | 85th Percent | 95th Percent | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|--------------|--------------|------|------|------|------|---|
| 03/03/20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 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 | 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 | | |
| 06:00 | 1 | 2 | 2 | 4 | 4 | 2 | 2 | 32 | 8 | 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 | | |
| 07:00 | 1 | 11 | 22 | 30 | 30 | 21 | 13 | 8 | 9 | 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 | | |
| 08:00 | 3 | 17 | 30 | 30 | 30 | 21 | 13 | 8 | 9 | 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 | | |
| 09:00 | 0 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | |
| 10:00 | 2 | 3 | 6 | 6 | 6 | 6 | 7 | 7 | 3 | 2 | 2 | 2 | 1 | 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 | 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 | |
| 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 | |
| 13:00 | 1 | 7 | 9 | 9 | 9 | 9 | 6 | 6 | 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 | |
| 14:00 | 4 | 3 | 10 | 3 | 10 | 3 | 5 | 5 | 3 | 1 | 1 | 1 | 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 | 1 | 6 | 26 | 6 | 26 | 6 | 21 | 21 | 2 | 1 | 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 | |
| 16:00 | 2 | 4 | 26 | 4 | 26 | 4 | 30 | 30 | 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 | |
| 17:00 | 0 | 10 | 41 | 10 | 41 | 10 | 45 | 45 | 6 | 2 | 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 | |
| 18:00 | 4 | 4 | 26 | 4 | 26 | 4 | 34 | 34 | 10 | 0 | 0 | 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 | 1 | 10 | 1 | 10 | 1 | 6 | 6 | 3 | 1 | 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 | |
| 20:00 | 0 | 1 | 6 | 1 | 6 | 1 | 2 | 2 | 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 | |
| 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 | |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 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 | |
| 23:00 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 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 | |
| Total | 20 | 78 | 267 | 78 | 267 | 78 | 233 | 233 | 61 | 11 | 11 | 11 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Percent | 3.0% | 11.6% | 39.7% | 11.6% | 39.7% | 11.6% | 34.6% | 34.6% | 9.1% | 1.6% | 1.6% | 1.6% | 0.3% | 0.3% | 0.1% | 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% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 10:00 | 10:00 | 10:00 | 07:00 | 07:00 | | | | | | | | | | | | | | | | | | | | | | |
| Vol. | 3 | 17 | 30 | 3 | 30 | 3 | 32 | 32 | 9 | 2 | 2 | 2 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| PM Peak | 14:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 16:00 | 16:00 | 16:00 | 17:00 | 17:00 | | | | | | | | | | | | | | | | | | | | | | |
| Vol. | 4 | 10 | 41 | 4 | 41 | 4 | 45 | 45 | 10 | 3 | 3 | 3 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | |
| Total | 20 | 78 | 267 | 78 | 267 | 78 | 233 | 233 | 61 | 11 | 11 | 11 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 3.0% | 11.6% | 39.7% | 11.6% | 39.7% | 11.6% | 34.6% | 34.6% | 9.1% | 1.6% | 1.6% | 1.6% | 0.3% | 0.3% | 0.1% | 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% | 0.0% | 0.0% | 0.0% | 0.0% | |

| Stats | 10 MPH Pace Speed : | 21-30 MPH |
|--------------------------------|---------------------|-----------|
| Number in Pace : | 500 | |
| Percent in Pace : | 74.3% | |
| Number of Vehicles > 55 MPH : | 0 | |
| Percent of Vehicles > 55 MPH : | 0.0% | |
| Mean Speed(Average) : | 25 MPH | |

GRAM Traffic North Texas, Inc.

1120 W Lovers Lane
 1120 W Lovers Lane
 ANNUNCKOFF RD NORTH OF FOREST VIEW DR - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code: 907
 Station ID:

Latitude: 0' 0.0000 South

| 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 |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|--------------|
| | 03/03/20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 44 |
| | 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 | 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 | * | |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 54 | |
| | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 42 | 44 | |
| | 06:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 43 | 52 | |
| | 07:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 13 | 13 | 4 | 4 | 4 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 45 | 49 | |
| | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 9 | 2 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 42 | 47 | |
| | 09:00 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 7 | 11 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 38 | 39 | |
| | 10:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 7 | 7 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 41 | 43 | |
| | 11:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 9 | 9 | 14 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 39 | 44 | |
| | 12 PM | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 8 | 11 | 11 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 39 | 43 | |
| | 13:00 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 9 | 7 | 7 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 41 | 54 | |
| | 14:00 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 41 | 43 | | |
| | 15:00 | 1 | 0 | 0 | 0 | 0 | 2 | 12 | 12 | 6 | 6 | 7 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 42 | 44 | |
| | 16:00 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 14 | 9 | 9 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 38 | 42 | |
| | 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 16 | 17 | 17 | 6 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 40 | 44 | |
| | 18:00 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 14 | 13 | 13 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 39 | 45 | |
| | 19:00 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 4 | 7 | 7 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 41 | 46 | |
| | 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39 | 47 | |
| | 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 42 | 44 | |
| | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 44 | |
| | 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 | * | |
| | Total | 1 | 2 | 4 | 4 | 4 | 37 | 125 | 142 | 142 | 48 | 48 | 48 | 48 | 13 | 13 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 377 | * | |
| | Percent | 0.3% | 0.5% | 1.1% | 1.1% | 9.8% | 9.8% | 33.2% | 37.7% | 37.7% | 12.7% | 12.7% | 12.7% | 12.7% | 3.4% | 3.4% | 1.1% | 1.1% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | AM Peak | | | | 10:00 | | 09:00 | 08:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 04:00 | | | | | | | | | | | | | | 11:00 | | |
| | Vol. | 15:00 | 12:00 | 14:00 | 16:00 | 17:00 | 17:00 | 17:00 | 15:00 | 18:00 | 18:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 13:00 | 17:00 | 17:00 | 30 | | |
| | Vol. | 1 | 1 | 2 | 4 | 37 | 125 | 142 | 48 | 48 | 48 | 48 | 48 | 48 | 13 | 13 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 42 | 42 | 377 | |
| | Percent | 0.3% | 0.5% | 1.1% | 1.1% | 9.8% | 9.8% | 33.2% | 37.7% | 37.7% | 12.7% | 12.7% | 12.7% | 12.7% | 3.4% | 3.4% | 1.1% | 1.1% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

| Stats | 10 MPH Pace Speed : | 31-40 MPH |
|--------------------------------|---------------------|-----------|
| Number in Pace : | 267 | |
| Percent in Pace : | 70.8% | |
| Number of Vehicles > 55 MPH : | 1 | |
| Percent of Vehicles > 55 MPH : | 0.3% | |
| Mean Speed(Average) : | 36 MPH | |

GRAM Traffic North Texas, Inc.

1120 W Lovers Lane
 1120 W Lovers Lane
 ANNUNGIKOFF RD NORTH OF FOREST VIEW DR - 24 HR - SPEED W 4 SEC FILTER
 Arlington, TX 76013
 Site Code: 907
 Station ID:

Latitude: 0' 0.0000 South

| NB, SB | 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 | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|--------------|--------------|---|
| 03/03/20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 44 | |
| 01:00 | 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 | 0 | 0 | 1 | 34 | 34 | * |
| 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 | * |
| 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 | * |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 4 | 4 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 53 | 54 | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 7 | 10 | 7 | 7 | 3 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 42 | 44 | 44 | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 10 | 21 | 23 | 11 | 23 | 11 | 11 | 11 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 42 | 45 | 45 | |
| 08:00 | 0 | 4 | 4 | 0 | 0 | 4 | 28 | 19 | 4 | 19 | 4 | 4 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 39 | 44 | 44 | |
| 09:00 | 0 | 1 | 1 | 6 | 15 | 15 | 18 | 12 | 1 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 37 | 39 | 39 | |
| 10:00 | 0 | 0 | 0 | 1 | 8 | 7 | 13 | 13 | 5 | 13 | 5 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 40 | 44 | 44 | |
| 11:00 | 0 | 1 | 1 | 2 | 7 | 7 | 12 | 19 | 6 | 19 | 6 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 39 | 43 | 43 | |
| 12 PM | 0 | 1 | 1 | 2 | 4 | 4 | 15 | 14 | 3 | 14 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 38 | 41 | 41 | |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 4 | 20 | 15 | 2 | 15 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 39 | 44 | 44 | |
| 14:00 | 1 | 0 | 0 | 4 | 8 | 8 | 11 | 7 | 4 | 7 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 39 | 42 | 42 | |
| 15:00 | 1 | 0 | 0 | 4 | 7 | 7 | 16 | 12 | 9 | 12 | 9 | 9 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 41 | 44 | 44 | |
| 16:00 | 0 | 0 | 0 | 1 | 9 | 9 | 25 | 22 | 4 | 22 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 38 | 41 | 41 | |
| 17:00 | 0 | 1 | 1 | 3 | 4 | 4 | 26 | 26 | 10 | 26 | 10 | 10 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 40 | 43 | 43 | |
| 18:00 | 0 | 0 | 0 | 1 | 11 | 11 | 22 | 22 | 4 | 22 | 4 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 39 | 43 | 43 | |
| 19:00 | 0 | 1 | 1 | 0 | 0 | 0 | 10 | 10 | 3 | 10 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 39 | 44 | 44 | |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 39 | 45 | 45 | |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 2 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 39 | 43 | 43 | |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 42 | 44 | 44 | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 39 | 39 | |
| Total | 2 | 9 | 9 | 26 | 3.5% | 98 | 260 | 245 | 75 | 245 | 75 | 75 | 75 | 16 | 16 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 736 | | | | |
| Percent | 0.3% | 1.2% | 1.2% | 3.5% | 13.3% | 13.3% | 35.3% | 33.3% | 10.2% | 33.3% | 10.2% | 10.2% | 10.2% | 2.2% | 2.2% | 0.5% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |
| AM Peak | 08:00 | 09:00 | 09:00 | 09:00 | 09:00 | 09:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 04:00 | 04:00 | | | | | | | | | | | | 07:00 | | | | |
| Vol. | 4 | 6 | 6 | 15 | 28 | 28 | 23 | 23 | 11 | 23 | 11 | 11 | 11 | 3 | 3 | 1 | 1 | | | | | | | | | | 69 | | | | |
| PM Peak | 14:00 | 12:00 | 12:00 | 14:00 | 18:00 | 18:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 15:00 | 13:00 | 13:00 | | | | | | | | | | 17:00 | | | | |
| Vol. | 1 | 1 | 1 | 4 | 4 | 11 | 26 | 26 | 10 | 26 | 10 | 10 | 10 | 2 | 2 | 1 | 1 | | | | | | | | | | 71 | | | | |
| Percent | 0.3% | 1.2% | 1.2% | 3.5% | 13.3% | 13.3% | 35.3% | 33.3% | 10.2% | 33.3% | 10.2% | 10.2% | 10.2% | 2.2% | 2.2% | 0.5% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | |

| Stats | 10 MPH Pace Speed : | 31-40 MPH |
|--------------------------------|---------------------|-----------|
| Number in Pace : | 505 | |
| Percent in Pace : | 68.6% | |
| Number of Vehicles > 55 MPH : | 1 | |
| Percent of Vehicles > 55 MPH : | 0.1% | |
| Mean Speed(Average) : | 35 MPH | |