

Traffic Signal Warrant Analysis

Garth Brooks Boulevard at Andrew Drive Yukon, OK

Prepared for:



City of Yukon

500 W. Main Street
Yukon, Oklahoma 73099

Prepared by:



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INTRODUCTION

The City of Yukon has requested that an analysis be conducted for the intersection of Garth Brooks Boulevard and Andrew Drive to determine if signalization is still warranted. This intersection is currently signalized, however the signal is not in operation and the intersection is functioning with two-way stop control. This report summarizes the results of the traffic signal warrant analysis conducted for this intersection.

The analysis was performed using existing approach volumes collected over a 14-hour period on Tuesday, August 4, 2015 and are summarized in **Table 1** with the raw data presented in the Appendix. Based on observation, the 14 hours of collected data represent the highest volume periods for both Garth Brooks Boulevard and Andrew Drive, thus, the entire 24 hours of volume data was not necessary for the warrant analysis.

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

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

The current population estimate for the City of Yukon is estimated at 22,709 (U.S. Census Bureau, *2010 City Population and Housing Occupancy Status*).

In the area of the study intersection, Garth Brooks Boulevard is a four-lane divided roadway with left-turn lanes present at major intersections and driveways. The roadway runs north-south and has posted speed limit of 35 miles per hour (mph) within the study area. Andrew Drive is the westbound approach to the intersection, and is a two-lane undivided roadway with an assumed speed limit of 25 mph that connects Garth Brooks Boulevard with a retail shopping center, a hotel, and a residential neighborhood. The eastbound approach to the intersection is a driveway that connects Garth Brooks Boulevard with a Braum's restaurant parking lot through which other retail and restaurant businesses may also be accessed. The *Oklahoma City Urban Area Boundary and Functional Classification Map* provided by the Oklahoma Department of Transportation (ODOT) classifies Garth Brooks Boulevard as a Urban Minor Arterial, while Andrew Drive is classified as a Local Road.

At the intersection, the westbound (Andrew Drive) approach is a single lane approach. The eastbound (Braums Driveway) approach has a two lane approach with enough width for an exclusive right-turn lane. Garth Brooks Boulevard is a north-south roadway and Andrew Drive/Braums Driveway is an east-west roadway. The intersection of these two streets is currently stop-controlled on Andrew Drive/Braums Driveway. Based on the traffic volumes at this intersection and functional classifications of the roadways, Garth Brooks Boulevard is considered the *Major Roadway* for this analysis and a roadway with two lanes for each approach. Andrew Drive/Braums Driveway will be considered a *Minor Roadway*. An aerial photograph of the intersection is provided in **Figure 1**.

Table 1: Warrant Summary

Garth Brooks Blvd & Andrew Dr									
Hour Begin	Garth Brooks Blvd			Andrew Dr			Meets Warrant Volume		
	NB	SB	TOTAL	EB	WB	HIGHER	1A	1B	2
0	0	0	0	0	0	0	-	-	-
1	0	0	0	0	0	0	-	-	-
2	0	0	0	0	0	0	-	-	-
3	0	0	0	0	0	0	-	-	-
4	0	0	0	0	0	0	-	-	-
5	0	0	0	0	0	0	-	-	-
6	420	403	823	35	51	51	-	-	-
7	491	456	947	30	61	61	-	-	-
8	577	499	1,076	33	50	50	-	-	-
9	713	637	1,350	42	57	57	-	-	-
10	868	772	1,640	40	73	73	-	-	-
11	1,060	968	2,028	44	100	100	-	Y	Y
12	951	894	1,845	43	101	101	-	Y	Y
13	882	803	1,685	37	67	67	-	-	-
14	939	788	1,727	46	64	64	-	-	-
15	1,039	902	1,941	45	66	66	-	-	-
16	1,139	931	2,070	50	76	76	-	Y	-
17	937	813	1,750	46	103	103	-	Y	Y
18	732	693	1,425	57	81	81	-	Y	Y
19	588	566	1,154	54	59	59	-	-	-
20	0	0	0	0	0	0	-	-	-
21	0	0	0	0	0	0	-	-	-
22	0	0	0	0	0	0	-	-	-
23	0	0	0	0	0	0	-	-	-
TOTAL	11,336	10,125	21,461	602	1,009	1,009	0	5	4

Figure 1: Garth Brooks Boulevard at Andrew Drive/Braums Driveway



TRAFFIC SIGNAL WARRANT ANALYSIS

Warrant 1 – Eight-Hour Vehicular Volume

Warrant 1 is based on the volumes from both approaches on the major street and the higher approach volume on the minor street. It also uses the number of lanes for moving traffic on each approach. Either Condition A or Condition B of this warrant must be met for Warrant 1 to be satisfied.

The *MUTCD* allows for the use of a reduced warranting threshold (70%) for intersections where the posted or 85th-percentile speed exceeds 40 mph or if the intersection is located in a community with a population under 10,000. Since the posted speed on the major street (Garth Brooks Boulevard) does not exceed 40 mph and the population of Yukon is greater than 10,000, the reduced threshold was not used for this warrant.

Condition A of Warrant 1 is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to the intersection during the same eight hours. The warranting threshold for a two-lane approach on the major street and a single-lane approach on the higher-volume minor street is:

Major Street: 600 vph (total for both directions)
Minor Street: 150 vph (higher volume approach)

Note that the warranting threshold for a two-lane approach on the major street and a two-lane approach on the higher-volume minor street is higher for the minor approach, however, based the data collected, Andrew Drive's westbound, single-lane, approach had a higher-volume for every hour collected. Thus, the minor street thresholds that correspond to single-lane approaches will be used in every instance.

Warrant 1A threshold volumes are not exceeded for any hours of the day on the minor street. Eight (8) hours are required for this warrant condition. Warrant 1A is not satisfied at this location.

Condition B of Warrant 1 applies to operating conditions where the major street traffic is so heavy that it creates excessive delay or hazardous conditions for minor street traffic when entering or crossing the major street. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to an intersection. The warranting threshold for a two-lane approach on the major street and a single lane approach on the minor street is:

Major Street: 900 vph (total for both directions)
Minor Street: 75 vph (higher volume approach)

Warrant 1B threshold volumes are exceeded for 5 hours of the day. Eight (8) hours are required for this warrant condition. Warrant 1B is not satisfied at this location.

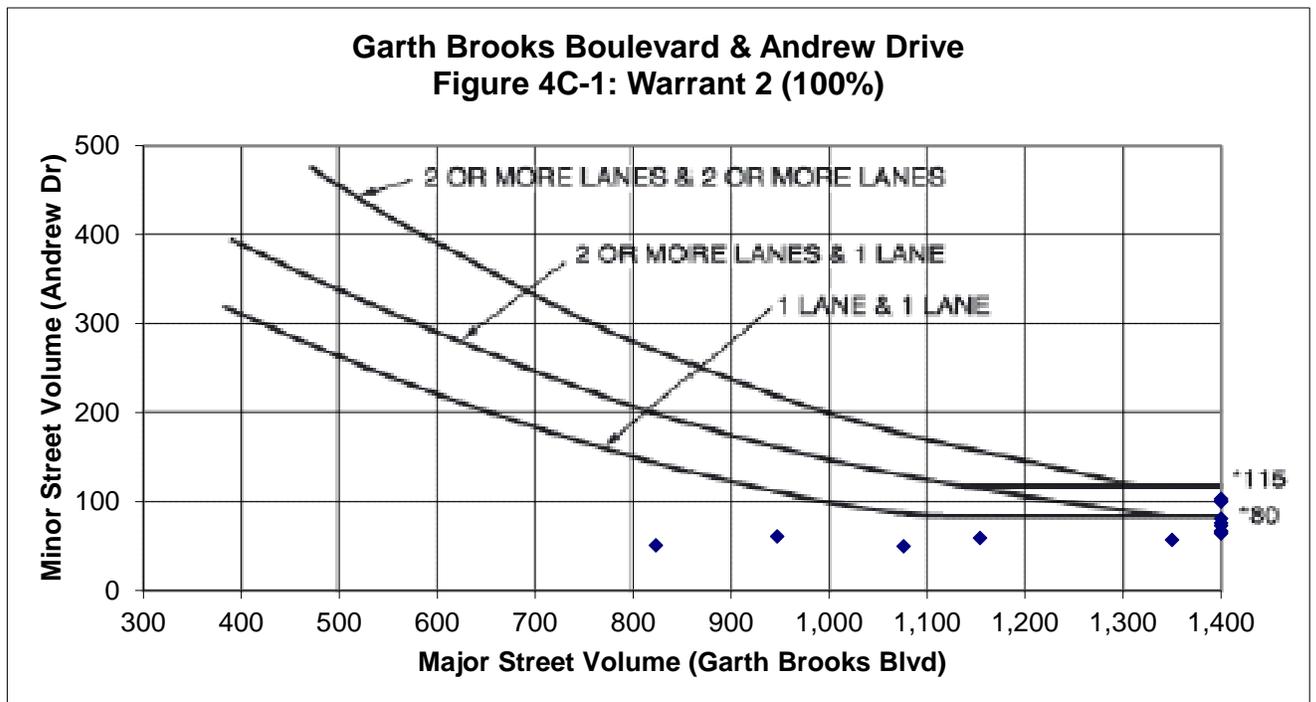
Based on these results and as shown in Table 1, **Warrant 1 is NOT MET for this intersection.**

Warrant 2 – Four-Hour Volumes

Warrant 2 is satisfied when the volumes for any four (4) hours of an average day, when plotted on Figure 4C-1 (or 4C-2 when applicable) of the *MUTCD*, fall above the curve for the appropriate number of lanes. Based on the posted speed limit on Garth Brooks Boulevard (40 mph), the reduced warrant threshold was not used for this warrant and Figure 4C-1 was used for this analysis. **Figure 2** shows the results of this analysis. Note that 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Based on the traffic volumes presented in Table 1 and plotted in Figure 2, 4 hours of the day fall above the curve for the appropriate number of lanes when plotted on Figure 4C-1 of the *MUTCD* for this intersection. Four (4) hours are required for this warrant condition. Under these circumstances, the warrant appears to meet the criteria by a slim margin (one vehicle on the minor approach during one of the four required hours).

Figure 2: Four-Hour Vehicular Volume Warrant (Warrant 2)

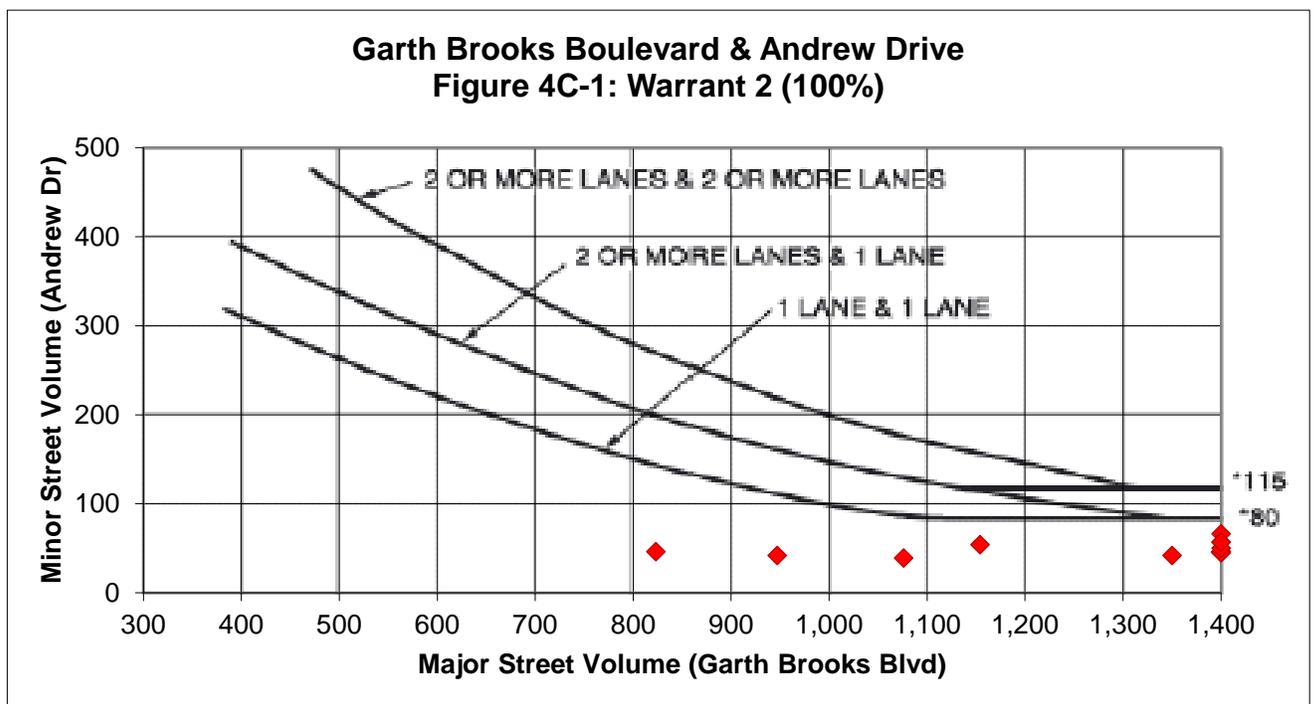


However, the MUTCD also states:

The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2.

In this instance, a significant portion (39%) of vehicles entering the intersection from the westbound approach at Andrew Drive were observed to be turning right. Due to the proximity of the study intersection to a signalized intersection to the south, acceptable gaps were observed for right-turning vehicles to complete their turning movement without excessive delay. Therefore, the number of right-turning vehicles can be deducted from the total number of vehicles entering the intersection from this approach. **Figure 3** shows the results of this analysis with the right-turning vehicle volumes deducted from the minor street approach totals. Note that 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 3: Four-Hour Vehicular Volume Warrant (Warrant 2) with Reduced Right-Turns



Based on the traffic volumes plotted in Figure 3, no hours of the day fall above the curve for the appropriate number of lanes when plotted on Figure 4C-1 of the MUTCD for this intersection. Four (4) hours are required for this warrant condition. Under these circumstances which better reflect observed conditions, **Warrant 2 is NOT MET for this intersection.**

Warrant 3 – Peak Hour Volume

Warrant 3 is intended for application when traffic conditions are such that for at least one (1) hour of the day, the minor street traffic experiences undue delays entering or crossing the major street. Warrant 3 is satisfied when either of the following conditions is met:

1. *If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:*
 - a. *The delay experienced by the traffic on the minor-street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and*
 - b. *The volume on the same minor-street approach equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and*
 - c. *The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.*
2. *The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 (or Figure 4C-4) for the existing combination of approach lanes.*

As further specified in the MUTCD:

This signal warrant shall be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

Traffic characteristics at this intersection do not fall under the unusual cases identified above. Therefore, **Warrant 3 is NOT APPLICABLE for this intersection and was not evaluated.**

Warrant 4 – Minimum Pedestrian Volume

Warrant 4 applies to conditions where the major street traffic is so heavy that pedestrians experience excessive delay in crossing the major street. It is intended for application at an intersection or midblock location and requires that one (1) of the following conditions be met:

1. *For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-5 (or Figure 4C-6); or*

2. *For one (1) hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in Figure 4C-7 (or Figure 4C-8).*

This warrant applies only to those locations where the nearest traffic signal along the major street is greater than 300 feet and where a new traffic signal at the study intersection would not unduly restrict platooned flow of traffic.

Pedestrian count data was collected at this intersection. During the peak hour for pedestrian crossing volumes, a total of four (4) pedestrians were observed crossing the intersection on any approach. Pedestrian volumes of the levels required to satisfy this warrant (107 pedestrians during the 4th-highest hour or 133 pedestrians during the peak hour) were not observed crossing the roadways at this intersection. Therefore, **Warrant 4 is NOT MET for this intersection.**

Warrant 5 – School Crossing

This warrant applies at an established school crossing where a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic during the period when the children are using the crossing is less than the number of minutes in the same period.

Since this intersection is not an established school crossing, **Warrant 5 is NOT APPLICABLE.**

Warrant 6 – Coordinated Signal System

Progressive movement control sometimes requires traffic signal installations at intersections where they would not otherwise be warranted in order to maintain proper platooning of vehicles and effectively regulate group speed. This warrant is met when one (1) of the following requirements are met:

1. *On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the required degree of platooning.*
2. *On a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.*

This warrant should not be applied where the ultimate signal spacing would be less than 1,000 feet. The nearest signalized intersections along Garth Brooks Boulevard are located

approximately 680 feet to the north (Wal-Mart Driveway) and approximately 320 feet to the south (I-40 WB Ramps).

Based on the signal spacing recommendations, a signal at this intersection is not necessary to provide proper platooning and **Warrant 6 is NOT MET at this intersection.**

Warrant 7 – Crash Experience

The crash experience warrant is satisfied when:

1. *Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
2. *Five or more reported crashes, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and*
3. *For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours. If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 80 percent columns.*

The Oklahoma Department of Transportation provided Lee Engineering with collision data that have occurred in the vicinity of this intersection during the previous thirty-six month period. During this time, the study intersection operated as both a signalized and a two-way stop controlled intersection. Also, construction activity over the past several years along Garth Brooks Boulevard and nearby I-40 has impacted the overall collision data. The data provided was incomplete and did not distinguish how the intersection was operating in the event of a collision during the most recent three years. Therefore, based on the crash data provided, this warrant was not able to be fully evaluated and **Warrant 7 is NOT APLICABLE for this intersection.**

Warrant 8 – Roadway Network

The roadway network warrant is intended to encourage concentration and organization of traffic flow networks. This warrant is applicable when the common intersection of two major routes meets one or both of the following criteria:

1. *Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour of a typical weekday and has five-year projected traffic volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or*
2. *Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a Saturday and/or Sunday.*

A major route as used in this signal warrant shall have one or more of the following characteristics:

1. *It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or*
2. *It includes rural or suburban highways outside, entering or traversing a City; or*
3. *It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study; or*
4. *It connects areas of principal traffic generation; or*
5. *It has street freeway or expressway ramp terminals.*

The *Oklahoma City Urban Area Boundary and Functional Classification Map* provided by the Oklahoma Department of Transportation (ODOT) classifies Garth Brooks Boulevard as a Urban Minor Arterial, while Andrew Drive is classified as a Local Road. Since Andrew Drive is classified as a Local Road, it would not be considered a major route. Therefore, the study intersection is not an intersection of two major routes and the warranting volumes were not further evaluated.

Warrant 8 is NOT APPLICABLE for this intersection.

Warrant 9 – Intersection Near a Grade Crossing

This signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- 1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and*
- 2. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D , which is the clear storage distance as defined in Section 1A.13 of the MUTCD.*

A railroad grade crossing is not located within 140 feet of this intersection. Therefore, **Warrant 9 is NOT APPLICABLE for this intersection.**

CONCLUSION

Based on the existing traffic volumes and this traffic signal warrant analysis, the traffic signal warrants are not currently satisfied for the intersection of Garth Brooks Boulevard and Andrew Drive/Braums Driveway. A summary of the traffic signal warrants is provided in **Table 2**.

Table 2: Warrant Summary

Warrant	Warrant Met?	Notes
1 – Eight-Hour Vehicular Volume	NO	5 hours met (8 required)
2 – Four-Hour Vehicular Volume	NO	0 hours met (4 required)
3 – Peak Hour	N/A	Not a “special generator”
4 – Pedestrian Volume	NO	Pedestrian data not sufficient
5 – School Crossing	N/A	Not an established school crossing
6 – Coordinated Signal System	NO	Platooning is provided by adjacent signals
7 – Crash Experience	N/A	Crash history is insufficient to warrant signal
8 – Roadway Network	N/A	Not an intersection of two major routes
9 – Near a Grade Crossing	N/A	Not adjacent to a grade crossing

Based on the results of this traffic signal warrant analysis, a traffic signal is not warranted at the intersection of Garth Brooks Boulevard and Andrew Drive/Braums Driveway at this time.

Since the intersection has, until recently, been operating as a signalized intersection, it is recommended that *MUTCD* procedures be followed if the signal is to be removed. The following is an outline from the *MUTCD* regarding signal removal procedures:

If the engineering study indicates that the traffic control signal is no longer justified, and a decision is made to remove the signal, removal should be accomplished using the following steps:

- A. Determine the appropriate traffic control to be used after removal of the signal.*
- B. Remove any sight-distance restrictions as necessary.*
- C. Inform the public of the removal study.*
- D. Flash or cover the signal heads for a minimum of 90 days, and install the appropriate stop control or other traffic control devices.*
- E. Remove the signal if the engineering data collected during the removal study period confirms that the signal is no longer needed.*

Intersection safety and operations should continue to be monitored after any changes to the existing intersection operations. Also, any changes to the existing traffic patterns with the addition of future development or roadway improvements should be considered prior to removing existing traffic signal equipment and hardware. If you have any comments or questions regarding this study, please feel free to contact us at your convenience.

APPENDIX



Lee Engineering, LLC
 Phoenix, Arizona - Dallas, Texas
 Oklahoma City, Oklahoma - San Antonio, Texas
 Albuquerque, New Mexico, United States
 jkruse@lee-eng.com

Count Name: OK334.04 Garth Brooks Signal
 Site Code:
 Start Date: 08/04/2015
 Page No: 1

Turning Movement Data

Start Time	Garth Brooks Blvd Southbound						Andrews Drive Westbound						Garth Brooks Blvd Northbound						Braums Drive Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	91	5	0	0	96	0	1	5	0	0	6	10	78	6	0	0	94	10	0	3	0	0	13	209
6:15 AM	2	86	4	2	0	94	2	3	10	0	0	15	19	88	10	0	0	117	6	0	1	0	0	7	233
6:30 AM	2	93	3	0	0	98	1	2	14	0	0	17	8	78	11	0	0	97	8	1	0	0	0	9	221
6:45 AM	6	105	3	1	0	115	2	0	11	0	0	13	5	94	13	0	0	112	3	0	3	0	0	6	246
Hourly Total	10	375	15	3	0	403	5	6	40	0	0	51	42	338	40	0	0	420	27	1	7	0	0	35	909
7:00 AM	1	118	3	0	0	122	4	2	8	0	0	14	10	118	8	0	0	136	2	0	3	0	0	5	277
7:15 AM	4	88	0	1	0	93	2	0	7	0	0	9	8	104	5	0	0	117	7	0	1	0	0	8	227
7:30 AM	2	117	2	2	0	123	5	1	6	0	0	12	11	83	15	0	1	109	7	0	2	0	0	9	253
7:45 AM	2	113	3	0	0	118	8	0	18	0	0	26	7	116	6	0	0	129	7	0	1	0	0	8	281
Hourly Total	9	436	8	3	0	456	19	3	39	0	0	61	36	421	34	0	1	491	23	0	7	0	0	30	1038
8:00 AM	1	96	2	0	0	99	3	1	10	0	0	14	13	113	11	1	0	138	5	0	0	0	0	5	256
8:15 AM	0	122	3	0	0	125	1	2	6	0	0	9	8	126	10	0	0	144	5	0	1	0	0	6	284
8:30 AM	3	121	6	0	0	130	2	0	6	0	0	8	12	128	13	1	0	154	5	0	3	0	0	8	300
8:45 AM	2	142	1	0	0	145	5	1	13	0	0	19	10	119	10	2	0	141	11	0	3	0	0	14	319
Hourly Total	6	481	12	0	0	499	11	4	35	0	0	50	43	486	44	4	0	577	26	0	7	0	0	33	1159
9:00 AM	4	130	4	0	0	138	6	0	7	0	0	13	4	171	12	0	0	187	10	0	4	0	0	14	352
9:15 AM	4	153	5	1	0	163	8	0	7	0	0	15	8	145	9	0	0	162	11	1	1	0	0	13	353
9:30 AM	4	144	5	1	0	154	5	1	10	0	0	16	14	162	10	0	0	186	5	0	2	0	0	7	363
9:45 AM	4	173	5	0	0	182	7	1	5	0	0	13	11	152	14	1	0	178	3	1	4	0	0	8	381
Hourly Total	16	600	19	2	0	637	26	2	29	0	0	57	37	630	45	1	0	713	29	2	11	0	0	42	1449
10:00 AM	2	175	4	0	0	181	6	0	8	0	0	14	16	175	9	1	0	201	11	0	2	0	0	13	409
10:15 AM	4	159	8	1	0	172	4	1	13	0	0	18	18	175	8	0	0	201	6	1	1	0	0	8	399
10:30 AM	4	189	8	0	0	201	8	4	7	0	0	19	19	209	17	1	0	246	8	1	4	0	0	13	479
10:45 AM	3	210	2	3	0	218	9	2	11	0	0	22	15	194	11	0	0	220	3	1	2	0	0	6	466
Hourly Total	13	733	22	4	0	772	27	7	39	0	0	73	68	753	45	2	0	868	28	3	9	0	0	40	1753
11:00 AM	2	205	12	0	0	219	8	0	13	0	0	21	27	216	21	0	0	264	10	0	2	0	0	12	516
11:15 AM	5	236	17	1	0	259	21	0	7	0	0	28	28	239	18	0	0	285	10	0	1	0	0	11	583
11:30 AM	3	238	4	1	0	246	12	0	9	0	0	21	22	203	12	0	0	237	13	0	2	0	0	15	519
11:45 AM	6	232	6	0	0	244	14	0	16	0	0	30	23	238	12	1	0	274	5	0	1	0	0	6	554
Hourly Total	16	911	39	2	0	968	55	0	45	0	0	100	100	896	63	1	0	1060	38	0	6	0	0	44	2172
12:00 PM	8	241	7	1	0	257	7	0	15	0	0	22	19	209	10	1	0	239	8	0	4	0	0	12	530
12:15 PM	7	212	5	0	0	224	7	1	12	0	0	20	18	233	10	0	0	261	4	2	1	0	0	7	512
12:30 PM	3	211	15	0	0	229	16	0	19	0	0	35	22	196	14	0	0	232	13	0	0	0	0	13	509
12:45 PM	3	175	6	0	0	184	14	0	10	0	0	24	9	195	14	1	0	219	7	0	4	0	0	11	438
Hourly Total	21	839	33	1	0	894	44	1	56	0	0	101	68	833	48	2	0	951	32	2	9	0	0	43	1989
1:00 PM	3	195	6	1	0	205	2	3	13	0	0	18	19	182	12	1	0	214	9	0	2	0	0	11	448
1:15 PM	2	204	2	2	2	210	4	1	9	0	0	14	12	204	9	0	0	225	8	2	2	0	0	12	461

1:30 PM	3	183	6	1	0	193	8	1	8	0	0	17	17	182	12	0	0	211	6	1	1	0	0	8	429
1:45 PM	3	186	5	1	0	195	7	0	11	0	0	18	17	199	16	0	0	232	6	0	0	0	0	6	451
Hourly Total	11	768	19	5	2	803	21	5	41	0	0	67	65	767	49	1	0	882	29	3	5	0	0	37	1789
2:00 PM	7	178	10	0	0	195	11	0	13	0	0	24	13	200	14	0	0	227	10	3	1	0	1	14	460
2:15 PM	5	203	5	0	0	213	4	0	11	0	0	15	17	191	20	1	0	229	11	0	2	0	0	13	470
2:30 PM	1	174	2	2	0	179	0	0	6	0	0	6	8	206	13	0	0	227	4	0	6	0	0	10	422
2:45 PM	6	189	6	0	0	201	7	1	11	0	0	19	23	221	12	0	0	256	5	1	3	0	1	9	485
Hourly Total	19	744	23	2	0	788	22	1	41	0	0	64	61	818	59	1	0	939	30	4	12	0	2	46	1837
3:00 PM	4	225	4	0	0	233	3	1	14	0	0	18	12	205	22	0	0	239	13	0	1	0	0	14	504
3:15 PM	11	216	6	0	0	233	6	0	10	0	0	16	14	268	8	0	0	290	12	0	1	0	1	13	552
3:30 PM	2	212	7	1	0	222	7	3	3	0	0	13	22	224	8	1	0	255	7	0	1	0	1	8	498
3:45 PM	2	203	7	2	0	214	8	0	11	0	0	19	32	211	12	0	0	255	6	2	2	0	0	10	498
Hourly Total	19	856	24	3	0	902	24	4	38	0	0	66	80	908	50	1	0	1039	38	2	5	0	2	45	2052
4:00 PM	9	244	7	0	0	260	9	1	5	0	0	15	25	237	21	2	0	285	7	1	1	0	0	9	569
4:15 PM	8	222	6	1	0	237	11	0	3	0	0	14	30	268	17	0	1	315	9	0	3	0	0	12	578
4:30 PM	3	202	8	1	0	214	14	0	12	0	0	26	25	226	18	0	0	269	10	2	2	0	0	14	523
4:45 PM	7	207	6	0	0	220	15	0	6	0	0	21	23	239	8	0	0	270	12	2	1	0	0	15	526
Hourly Total	27	875	27	2	0	931	49	1	26	0	0	76	103	970	64	2	1	1139	38	5	7	0	0	50	2196
5:00 PM	5	208	12	3	1	228	10	0	23	0	0	33	26	218	14	0	0	258	7	0	0	0	0	7	526
5:15 PM	1	165	3	0	0	169	10	1	13	0	0	24	27	179	18	1	0	225	13	1	1	0	2	15	433
5:30 PM	4	203	9	0	0	216	8	0	12	0	0	20	25	198	13	0	1	236	7	0	2	0	0	9	481
5:45 PM	5	183	11	1	0	200	9	3	14	0	0	26	17	182	19	0	0	218	9	1	5	0	0	15	459
Hourly Total	15	759	35	4	1	813	37	4	62	0	0	103	95	777	64	1	1	937	36	2	8	0	2	46	1899
6:00 PM	5	161	6	0	0	172	9	1	14	0	0	24	12	174	10	0	0	196	9	3	10	0	0	22	414
6:15 PM	9	168	7	1	0	185	6	0	15	0	0	21	15	160	16	1	0	192	10	0	2	0	0	12	410
6:30 PM	6	155	9	0	0	170	6	1	10	0	0	17	12	155	11	1	0	179	6	2	3	0	0	11	377
6:45 PM	6	152	8	0	0	166	10	0	9	0	0	19	17	130	18	0	0	165	10	0	2	0	0	12	362
Hourly Total	26	636	30	1	0	693	31	2	48	0	0	81	56	619	55	2	0	732	35	5	17	0	0	57	1563
7:00 PM	8	137	6	1	0	152	10	0	11	0	0	21	13	135	13	0	0	161	4	1	4	0	0	9	343
7:15 PM	5	143	6	0	0	154	2	1	9	0	0	12	8	139	8	0	0	155	9	1	3	0	0	13	334
7:30 PM	4	123	0	0	0	127	8	0	6	0	0	14	10	119	16	0	1	145	5	1	5	0	0	11	297
7:45 PM	9	120	4	0	0	133	5	1	6	0	0	12	14	102	11	0	0	127	15	2	4	0	0	21	293
Hourly Total	26	523	16	1	0	566	25	2	32	0	0	59	45	495	48	0	1	588	33	5	16	0	0	54	1267
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	8	1	0	0	0	0	1	9
Grand Total	234	9536	322	33	3	10125	396	42	571	0	0	1009	900	9718	708	18	4	11344	443	34	126	0	6	603	23081
Approach %	2.3	94.2	3.2	0.3	-	-	39.2	4.2	56.6	0.0	-	-	7.9	85.7	6.2	0.2	-	-	73.5	5.6	20.9	0.0	-	-	-
Total %	1.0	41.3	1.4	0.1	-	43.9	1.7	0.2	2.5	0.0	-	4.4	3.9	42.1	3.1	0.1	-	49.1	1.9	0.1	0.5	0.0	-	2.6	-
Motorcycles	0	20	1	0	-	21	5	0	1	0	-	6	2	15	3	0	-	20	0	0	0	0	-	0	47
% Motorcycles	0.0	0.2	0.3	0.0	-	0.2	1.3	0.0	0.2	-	-	0.6	0.2	0.2	0.4	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.2
Cars	168	7140	238	28	-	7574	286	27	400	0	-	713	624	7075	474	14	-	8187	316	28	82	0	-	426	16900
% Cars	71.8	74.9	73.9	84.8	-	74.8	72.2	64.3	70.1	-	-	70.7	69.3	72.8	66.9	77.8	-	72.2	71.3	82.4	65.1	-	-	70.6	73.2
Light Goods Vehicles	65	2246	80	5	-	2396	103	13	153	0	-	269	255	2489	216	4	-	2964	119	6	42	0	-	167	5796
% Light Goods Vehicles	27.8	23.6	24.8	15.2	-	23.7	26.0	31.0	26.8	-	-	26.7	28.3	25.6	30.5	22.2	-	26.1	26.9	17.6	33.3	-	-	27.7	25.1
Buses	0	2	0	0	-	2	0	1	1	0	-	2	3	0	1	0	-	4	0	0	0	0	-	0	8
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	2.4	0.2	-	-	0.2	0.3	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	1	86	2	0	-	89	2	1	13	0	-	16	15	93	10	0	-	118	8	0	2	0	-	10	233
% Single-Unit Trucks	0.4	0.9	0.6	0.0	-	0.9	0.5	2.4	2.3	-	-	1.6	1.7	1.0	1.4	0.0	-	1.0	1.8	0.0	1.6	-	-	1.7	1.0
Articulated Trucks	0	42	1	0	-	43	0	0	3	0	-	3	1	46	4	0	-	51	0	0	0	0	-	0	97
% Articulated Trucks	0.0	0.4	0.3	0.0	-	0.4	0.0	0.0	0.5	-	-	0.3	0.1	0.5	0.6	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.4

Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: OK334.04 Garth Brooks Signal
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 Start Date: 08/04/2015
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Turning Movement Peak Hour Data (11:00 AM)

Start Time	Garth Brooks Blvd Southbound						Andrews Drive Westbound						Garth Brooks Blvd Northbound						Braums Drive Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	2	205	12	0	0	219	8	0	13	0	0	21	27	216	21	0	0	264	10	0	2	0	0	12	516
11:15 AM	5	236	17	1	0	259	21	0	7	0	0	28	28	239	18	0	0	285	10	0	1	0	0	11	583
11:30 AM	3	238	4	1	0	246	12	0	9	0	0	21	22	203	12	0	0	237	13	0	2	0	0	15	519
11:45 AM	6	232	6	0	0	244	14	0	16	0	0	30	23	238	12	1	0	274	5	0	1	0	0	6	554
Total	16	911	39	2	0	968	55	0	45	0	0	100	100	896	63	1	0	1060	38	0	6	0	0	44	2172
Approach %	1.7	94.1	4.0	0.2	-	-	55.0	0.0	45.0	0.0	-	-	9.4	84.5	5.9	0.1	-	-	86.4	0.0	13.6	0.0	-	-	-
Total %	0.7	41.9	1.8	0.1	-	44.6	2.5	0.0	2.1	0.0	-	4.6	4.6	41.3	2.9	0.0	-	48.8	1.7	0.0	0.3	0.0	-	2.0	-
PHF	0.667	0.957	0.574	0.500	-	0.934	0.655	0.000	0.703	0.000	-	0.833	0.893	0.937	0.750	0.250	-	0.930	0.731	0.000	0.750	0.000	-	0.733	0.931
Motorcycles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Motorcycles	0.0	0.1	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	0.0
Cars	14	658	26	1	-	699	32	0	29	0	-	61	64	619	41	1	-	725	24	0	4	0	-	28	1513
% Cars	87.5	72.2	66.7	50.0	-	72.2	58.2	-	64.4	-	-	61.0	64.0	69.1	65.1	100.0	-	68.4	63.2	-	66.7	-	-	63.6	69.7
Light Goods Vehicles	2	244	12	1	-	259	23	0	13	0	-	36	33	266	20	0	-	319	14	0	2	0	-	16	630
% Light Goods Vehicles	12.5	26.8	30.8	50.0	-	26.8	41.8	-	28.9	-	-	36.0	33.0	29.7	31.7	0.0	-	30.1	36.8	-	33.3	-	-	36.4	29.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	7	0	0	-	7	0	0	2	0	-	2	2	7	2	0	-	11	0	0	0	0	-	0	20
% Single-Unit Trucks	0.0	0.8	0.0	0.0	-	0.7	0.0	-	4.4	-	-	2.0	2.0	0.8	3.2	0.0	-	1.0	0.0	-	0.0	-	-	0.0	0.9
Articulated Trucks	0	1	1	0	-	2	0	0	1	0	-	1	1	4	0	0	-	5	0	0	0	0	-	0	8
% Articulated Trucks	0.0	0.1	2.6	0.0	-	0.2	0.0	-	2.2	-	-	1.0	1.0	0.4	0.0	0.0	-	0.5	0.0	-	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: OK334.04 Garth Brooks Signal
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Turning Movement Peak Hour Data (4:00 PM)

Start Time	Garth Brooks Blvd Southbound						Andrews Drive Westbound						Garth Brooks Blvd Northbound						Braums Drive Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	9	244	7	0	0	260	9	1	5	0	0	15	25	237	21	2	0	285	7	1	1	0	0	9	569
4:15 PM	8	222	6	1	0	237	11	0	3	0	0	14	30	268	17	0	1	315	9	0	3	0	0	12	578
4:30 PM	3	202	8	1	0	214	14	0	12	0	0	26	25	226	18	0	0	269	10	2	2	0	0	14	523
4:45 PM	7	207	6	0	0	220	15	0	6	0	0	21	23	239	8	0	0	270	12	2	1	0	0	15	526
Total	27	875	27	2	0	931	49	1	26	0	0	76	103	970	64	2	1	1139	38	5	7	0	0	50	2196
Approach %	2.9	94.0	2.9	0.2	-	-	64.5	1.3	34.2	0.0	-	-	9.0	85.2	5.6	0.2	-	-	76.0	10.0	14.0	0.0	-	-	-
Total %	1.2	39.8	1.2	0.1	-	42.4	2.2	0.0	1.2	0.0	-	3.5	4.7	44.2	2.9	0.1	-	51.9	1.7	0.2	0.3	0.0	-	2.3	-
PHF	0.750	0.897	0.844	0.500	-	0.895	0.817	0.250	0.542	0.000	-	0.731	0.858	0.905	0.762	0.250	-	0.904	0.792	0.625	0.583	0.000	-	0.833	0.950
Motorcycles	0	4	0	0	-	4	1	0	0	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	8
% Motorcycles	0.0	0.5	0.0	0.0	-	0.4	2.0	0.0	0.0	-	-	1.3	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.4
Cars	22	686	23	2	-	733	42	1	20	0	-	63	68	755	53	1	-	877	32	5	6	0	-	43	1716
% Cars	81.5	78.4	85.2	100.0	-	78.7	85.7	100.0	76.9	-	-	82.9	66.0	77.8	82.8	50.0	-	77.0	84.2	100.0	85.7	-	-	86.0	78.1
Light Goods Vehicles	5	177	4	0	-	186	5	0	6	0	-	11	31	207	9	1	-	248	6	0	1	0	-	7	452
% Light Goods Vehicles	18.5	20.2	14.8	0.0	-	20.0	10.2	0.0	23.1	-	-	14.5	30.1	21.3	14.1	50.0	-	21.8	15.8	0.0	14.3	-	-	14.0	20.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	1.0	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	5	0	0	-	5	1	0	0	0	-	1	3	4	0	0	-	7	0	0	0	0	-	0	13
% Single-Unit Trucks	0.0	0.6	0.0	0.0	-	0.5	2.0	0.0	0.0	-	-	1.3	2.9	0.4	0.0	0.0	-	0.6	0.0	0.0	0.0	-	-	0.0	0.6
Articulated Trucks	0	3	0	0	-	3	0	0	0	0	-	0	0	1	2	0	-	3	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.1	3.1	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Count Name: OK334.04 Garth Brooks Signal
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Count Name: OK334.04 Garth Brooks Signal
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Braums Drive (Eastbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	9	3	0	1	0	0	13
6:15 AM	0	4	2	0	1	0	0	7
6:30 AM	0	7	2	0	0	0	0	9
6:45 AM	0	1	5	0	0	0	0	6
7:00 AM	0	2	3	0	0	0	0	5
7:15 AM	0	5	3	0	0	0	0	8
7:30 AM	0	6	2	0	1	0	0	9
7:45 AM	0	4	3	0	1	0	0	8
8:00 AM	0	4	1	0	0	0	0	5
8:15 AM	0	2	3	0	1	0	0	6
8:30 AM	0	5	2	0	1	0	0	8
8:45 AM	0	9	5	0	0	0	0	14
9:00 AM	0	7	7	0	0	0	0	14
9:15 AM	0	9	3	0	1	0	0	13
9:30 AM	0	5	2	0	0	0	0	7
9:45 AM	0	6	2	0	0	0	0	8
10:00 AM	0	9	4	0	0	0	0	13
10:15 AM	0	7	1	0	0	0	0	8
10:30 AM	0	10	3	0	0	0	0	13
10:45 AM	0	5	1	0	0	0	0	6
11:00 AM	0	8	4	0	0	0	0	12
11:15 AM	0	8	3	0	0	0	0	11
11:30 AM	0	8	7	0	0	0	0	15
11:45 AM	0	4	2	0	0	0	0	6
12:00 PM	0	9	3	0	0	0	0	12
12:15 PM	0	6	1	0	0	0	0	7
12:30 PM	0	11	2	0	0	0	0	13
12:45 PM	0	6	4	0	1	0	0	11
1:00 PM	0	8	3	0	0	0	0	11
1:15 PM	0	8	4	0	0	0	0	12
1:30 PM	0	5	3	0	0	0	0	8
1:45 PM	0	5	1	0	0	0	0	6
2:00 PM	0	11	3	0	0	0	0	14
2:15 PM	0	8	4	0	1	0	0	13
2:30 PM	0	8	2	0	0	0	0	10
2:45 PM	0	6	3	0	0	0	0	9
3:00 PM	0	7	7	0	0	0	0	14
3:15 PM	0	12	1	0	0	0	0	13
3:30 PM	0	7	1	0	0	0	0	8

3:45 PM	0	9	1	0	0	0	0	10
4:00 PM	0	8	1	0	0	0	0	9
4:15 PM	0	10	2	0	0	0	0	12
4:30 PM	0	11	3	0	0	0	0	14
4:45 PM	0	14	1	0	0	0	0	15
5:00 PM	0	7	0	0	0	0	0	7
5:15 PM	0	15	0	0	0	0	0	15
5:30 PM	0	9	0	0	0	0	0	9
5:45 PM	0	12	3	0	0	0	0	15
6:00 PM	0	16	6	0	0	0	0	22
6:15 PM	0	10	2	0	0	0	0	12
6:30 PM	0	7	4	0	0	0	0	11
6:45 PM	0	5	7	0	0	0	0	12
7:00 PM	0	5	4	0	0	0	0	9
7:15 PM	0	8	4	0	1	0	0	13
7:30 PM	0	9	2	0	0	0	0	11
7:45 PM	0	10	11	0	0	0	0	21
8:00 PM	0	0	1	0	0	0	0	1
Total	0	426	167	0	10	0	0	603
Total %	0.0	70.6	27.7	0.0	1.7	0.0	0.0	100.0
AM Times	6:00 AM	10:30 AM	10:30 AM	6:00 AM	7:30 AM	8:45 AM	6:00 AM	10:30 AM
AM Peaks	0	31	11	0	3	0	0	42
PM Times	1:45 PM	4:00 PM	7:00 PM	12:30 PM	12:00 PM	4:00 PM	12:00 PM	5:45 PM
PM Peaks	0	43	21	0	1	0	0	60



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Braums Drive (Westbound)

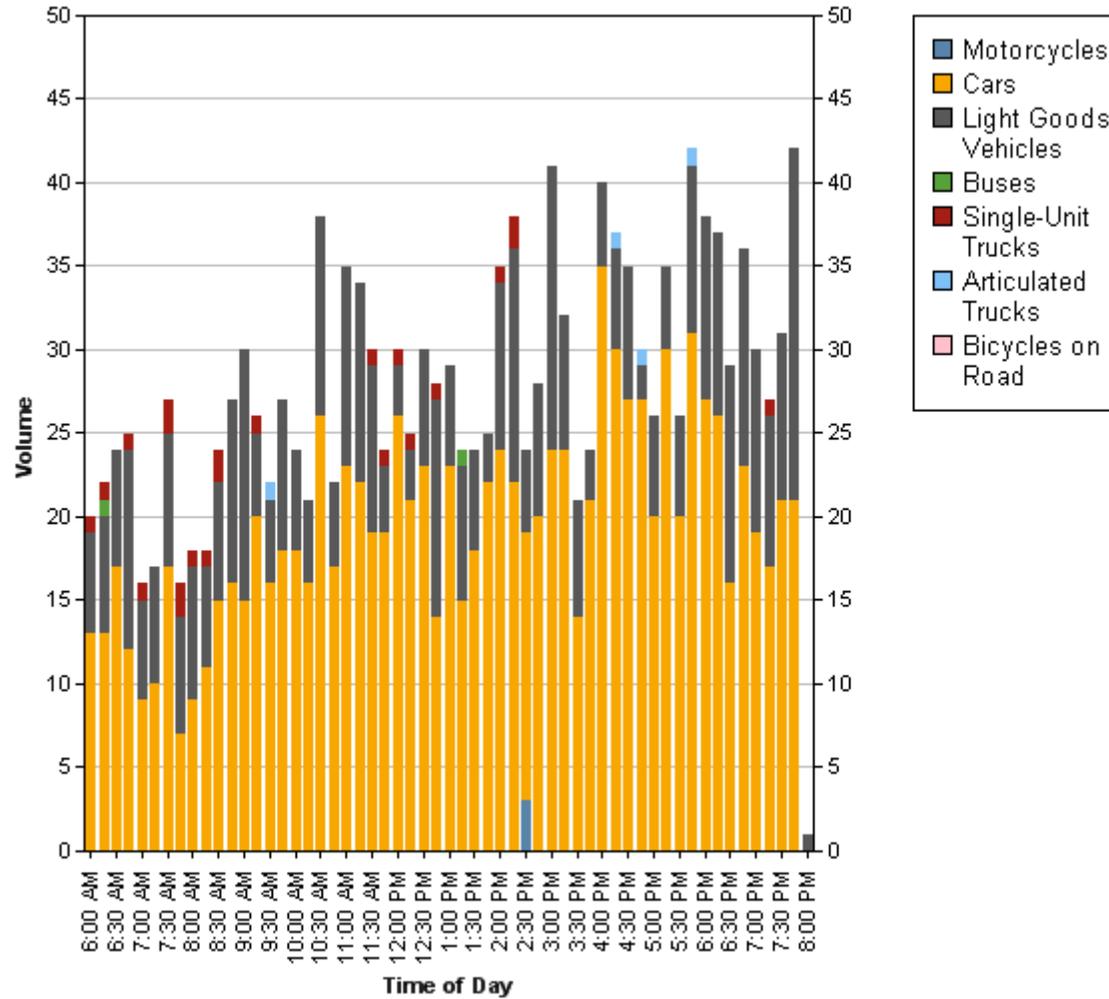
Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	4	3	0	0	0	0	7
6:15 AM	0	9	5	1	0	0	0	15
6:30 AM	0	10	5	0	0	0	0	15
6:45 AM	0	11	7	0	1	0	0	19
7:00 AM	0	7	3	0	1	0	0	11
7:15 AM	0	5	4	0	0	0	0	9
7:30 AM	0	11	6	0	1	0	0	18
7:45 AM	0	3	4	0	1	0	0	8
8:00 AM	0	5	7	0	1	0	0	13
8:15 AM	0	9	3	0	0	0	0	12
8:30 AM	0	10	5	0	1	0	0	16
8:45 AM	0	7	6	0	0	0	0	13
9:00 AM	0	8	8	0	0	0	0	16
9:15 AM	0	11	2	0	0	0	0	13
9:30 AM	0	11	3	0	0	1	0	15
9:45 AM	0	12	7	0	0	0	0	19
10:00 AM	0	9	2	0	0	0	0	11
10:15 AM	0	9	4	0	0	0	0	13
10:30 AM	0	16	9	0	0	0	0	25
10:45 AM	0	12	4	0	0	0	0	16
11:00 AM	0	15	8	0	0	0	0	23
11:15 AM	0	14	9	0	0	0	0	23
11:30 AM	0	11	3	0	1	0	0	15
11:45 AM	0	15	2	0	1	0	0	18
12:00 PM	0	17	0	0	1	0	0	18
12:15 PM	0	15	2	0	1	0	0	18
12:30 PM	0	12	5	0	0	0	0	17
12:45 PM	0	8	9	0	0	0	0	17
1:00 PM	0	15	3	0	0	0	0	18
1:15 PM	0	7	4	1	0	0	0	12
1:30 PM	0	13	3	0	0	0	0	16
1:45 PM	0	17	2	0	0	0	0	19
2:00 PM	0	13	7	0	1	0	0	21
2:15 PM	0	14	10	0	1	0	0	25
2:30 PM	3	8	3	0	0	0	0	14
2:45 PM	0	14	5	0	0	0	0	19
3:00 PM	0	17	10	0	0	0	0	27
3:15 PM	0	12	7	0	0	0	0	19
3:30 PM	0	7	6	0	0	0	0	13

3:45 PM	0	12	2	0	0	0	0	14
4:00 PM	0	27	4	0	0	0	0	31
4:15 PM	0	20	4	0	0	1	0	25
4:30 PM	0	16	5	0	0	0	0	21
4:45 PM	0	13	1	0	0	1	0	15
5:00 PM	0	13	6	0	0	0	0	19
5:15 PM	0	15	5	0	0	0	0	20
5:30 PM	0	11	6	0	0	0	0	17
5:45 PM	0	19	7	0	0	1	0	27
6:00 PM	0	11	5	0	0	0	0	16
6:15 PM	0	16	9	0	0	0	0	25
6:30 PM	0	9	9	0	0	0	0	18
6:45 PM	0	18	6	0	0	0	0	24
7:00 PM	0	14	7	0	0	0	0	21
7:15 PM	0	9	5	0	0	0	0	14
7:30 PM	0	12	8	0	0	0	0	20
7:45 PM	0	11	10	0	0	0	0	21
8:00 PM	0	0	0	0	0	0	0	0
Total	3	669	294	2	12	4	0	984
Total %	0.3	68.0	29.9	0.2	1.2	0.4	0.0	100.0
AM Times	6:00 AM	10:30 AM	10:30 AM	6:00 AM	7:30 AM	8:45 AM	6:00 AM	10:30 AM
AM Peaks	0	57	30	1	3	1	0	87
PM Times	1:45 PM	4:00 PM	7:00 PM	12:30 PM	12:00 PM	4:00 PM	12:00 PM	5:45 PM
PM Peaks	3	76	30	1	2	2	0	86



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Garth Brooks Blvd (Northbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	52	42	0	0	0	0	94
6:15 AM	0	72	43	0	2	0	0	117
6:30 AM	1	63	28	0	3	2	0	97
6:45 AM	0	75	32	0	2	3	0	112
7:00 AM	0	91	41	0	4	0	0	136
7:15 AM	0	75	39	0	3	0	0	117
7:30 AM	0	65	41	0	1	2	0	109
7:45 AM	0	80	44	0	5	0	0	129
8:00 AM	0	88	46	0	3	1	0	138
8:15 AM	0	101	41	0	2	0	0	144
8:30 AM	0	114	36	0	2	2	0	154
8:45 AM	0	90	49	0	2	0	0	141
9:00 AM	0	118	61	0	3	5	0	187
9:15 AM	0	117	41	0	4	0	0	162
9:30 AM	1	124	54	0	5	2	0	186
9:45 AM	1	131	44	0	2	0	0	178
10:00 AM	0	152	48	0	1	0	0	201
10:15 AM	0	138	55	0	5	3	0	201
10:30 AM	0	172	65	0	7	2	0	246
10:45 AM	0	166	51	0	2	1	0	220
11:00 AM	0	178	86	0	0	0	0	264
11:15 AM	0	196	87	0	1	1	0	285
11:30 AM	0	151	77	0	6	3	0	237
11:45 AM	0	200	69	0	4	1	0	274
12:00 PM	0	175	58	0	5	1	0	239
12:15 PM	1	197	62	0	1	0	0	261
12:30 PM	1	162	61	0	6	2	0	232
12:45 PM	0	171	46	0	2	0	0	219
1:00 PM	0	151	60	0	3	0	0	214
1:15 PM	0	160	61	1	3	0	0	225
1:30 PM	0	146	62	0	3	0	0	211
1:45 PM	1	172	56	0	1	2	0	232
2:00 PM	0	154	64	0	6	3	0	227
2:15 PM	2	163	61	0	2	1	0	229
2:30 PM	3	174	48	0	1	1	0	227
2:45 PM	0	188	66	0	1	1	0	256
3:00 PM	0	174	64	0	0	1	0	239
3:15 PM	0	219	70	0	1	0	0	290
3:30 PM	0	200	54	0	1	0	0	255

3:45 PM	0	187	68	0	0	0	0	255
4:00 PM	1	221	60	0	3	0	0	285
4:15 PM	2	237	73	1	0	2	0	315
4:30 PM	0	203	63	0	3	0	0	269
4:45 PM	0	216	52	0	1	1	0	270
5:00 PM	0	202	54	0	0	2	0	258
5:15 PM	0	170	54	0	0	1	0	225
5:30 PM	1	169	65	1	0	0	0	236
5:45 PM	0	166	51	0	0	1	0	218
6:00 PM	0	156	40	0	0	0	0	196
6:15 PM	2	144	43	0	2	1	0	192
6:30 PM	0	125	51	1	0	2	0	179
6:45 PM	0	133	29	0	2	1	0	165
7:00 PM	1	119	40	0	1	0	0	161
7:15 PM	1	113	41	0	0	0	0	155
7:30 PM	0	115	29	0	1	0	0	145
7:45 PM	1	88	38	0	0	0	0	127
8:00 PM	0	8	0	0	0	0	0	8
Total	20	8187	2964	4	118	51	0	11344
Total %	0.2	72.2	26.1	0.0	1.0	0.4	0.0	100.0
AM Times	9:00 AM	11:00 AM	11:00 AM	6:00 AM	9:00 AM	8:15 AM	6:00 AM	11:00 AM
AM Peaks	2	725	319	0	14	7	0	1060
PM Times	2:00 PM	4:00 PM	2:15 PM	1:15 PM	12:00 PM	2:00 PM	12:00 PM	4:00 PM
PM Peaks	5	877	239	1	14	6	0	1139



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Garth Brooks Blvd (Southbound)

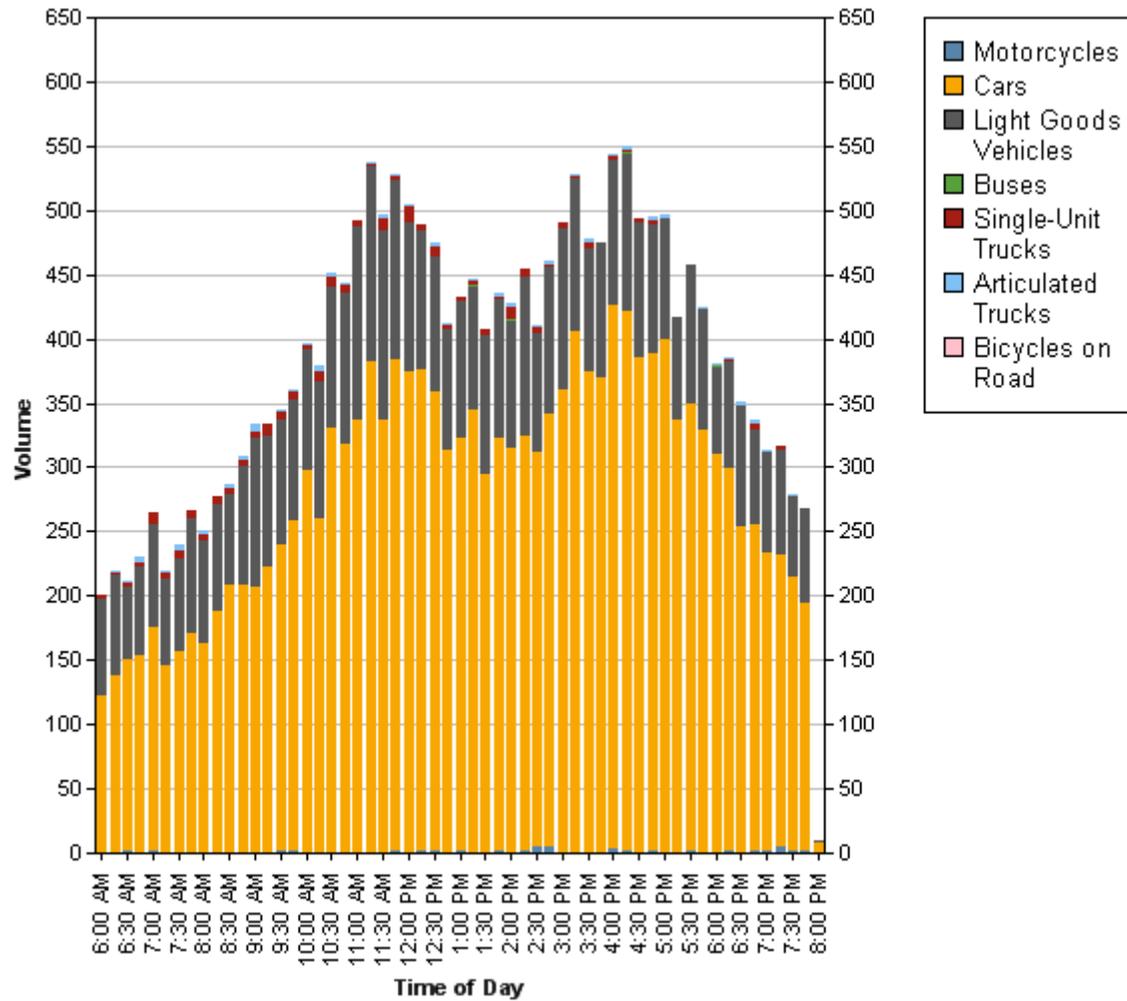
Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	70	34	0	2	0	0	106
6:15 AM	0	66	35	0	0	1	0	102
6:30 AM	0	86	29	0	0	0	0	115
6:45 AM	0	79	37	0	1	2	0	119
7:00 AM	1	84	39	0	4	0	0	128
7:15 AM	0	71	28	0	2	1	0	102
7:30 AM	0	92	31	0	5	2	0	130
7:45 AM	0	91	45	0	2	0	0	138
8:00 AM	0	75	34	0	1	2	0	112
8:15 AM	0	87	42	0	4	0	0	133
8:30 AM	0	95	34	0	3	1	0	133
8:45 AM	0	118	44	0	3	3	0	168
9:00 AM	0	89	54	0	2	2	0	147
9:15 AM	0	106	60	0	5	0	0	171
9:30 AM	0	115	43	0	1	0	0	159
9:45 AM	1	125	50	0	5	1	0	182
10:00 AM	0	145	46	0	2	2	0	195
10:15 AM	0	122	52	0	3	1	0	178
10:30 AM	0	159	44	0	1	1	0	205
10:45 AM	0	152	67	0	4	1	0	224
11:00 AM	0	158	65	0	5	0	0	228
11:15 AM	0	186	65	0	1	1	0	253
11:30 AM	0	186	70	0	3	1	0	260
11:45 AM	1	182	71	0	0	0	0	254
12:00 PM	0	200	57	1	6	1	0	265
12:15 PM	0	178	46	0	4	0	0	228
12:30 PM	0	195	45	0	2	1	0	243
12:45 PM	0	142	48	0	2	1	0	193
1:00 PM	2	169	47	0	0	0	0	218
1:15 PM	0	184	35	0	1	1	0	221
1:30 PM	0	149	46	0	2	0	0	197
1:45 PM	0	150	52	0	1	0	0	203
2:00 PM	0	161	35	1	3	1	0	201
2:15 PM	0	159	63	0	4	0	0	226
2:30 PM	1	133	45	0	4	1	0	184
2:45 PM	5	149	48	0	1	2	0	205
3:00 PM	0	186	62	0	4	0	0	252
3:15 PM	0	187	48	0	2	1	0	238
3:30 PM	0	174	42	0	3	4	0	223

3:45 PM	0	182	38	0	0	0	0	220
4:00 PM	2	202	53	0	0	1	0	258
4:15 PM	0	183	49	0	2	0	0	234
4:30 PM	0	183	41	0	0	0	0	224
4:45 PM	2	171	47	0	3	2	0	225
5:00 PM	0	197	41	0	0	0	0	238
5:15 PM	0	166	26	0	0	0	0	192
5:30 PM	1	178	43	0	0	0	0	222
5:45 PM	0	163	43	0	0	0	0	206
6:00 PM	0	154	28	1	0	1	0	184
6:15 PM	0	153	40	0	0	1	0	194
6:30 PM	0	129	42	0	0	1	0	172
6:45 PM	1	122	44	0	2	2	0	171
7:00 PM	0	113	38	0	0	1	0	152
7:15 PM	3	115	41	0	2	0	0	161
7:30 PM	1	99	33	0	0	1	0	134
7:45 PM	0	105	36	0	0	0	0	141
8:00 PM	0	0	1	0	0	0	0	1
Total	21	7870	2522	3	107	45	0	10568
Total %	0.2	74.5	23.9	0.0	1.0	0.4	0.0	100.0
AM Times	9:00 AM	11:00 AM	11:00 AM	6:00 AM	9:00 AM	8:15 AM	6:00 AM	11:00 AM
AM Peaks	1	712	271	0	13	6	0	995
PM Times	2:00 PM	4:00 PM	2:15 PM	1:15 PM	12:00 PM	2:00 PM	12:00 PM	4:00 PM
PM Peaks	6	739	218	1	14	4	0	941



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Garth Brooks Blvd (Southbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	59	36	0	1	0	0	96
6:15 AM	0	63	30	0	0	1	0	94
6:30 AM	0	72	26	0	0	0	0	98
6:45 AM	0	82	30	0	1	2	0	115
7:00 AM	1	81	37	0	3	0	0	122
7:15 AM	0	65	25	0	2	1	0	93
7:30 AM	0	88	30	0	3	2	0	123
7:45 AM	0	79	38	0	1	0	0	118
8:00 AM	0	64	32	0	1	2	0	99
8:15 AM	0	84	39	0	2	0	0	125
8:30 AM	0	92	35	0	2	1	0	130
8:45 AM	0	105	34	0	3	3	0	145
9:00 AM	0	83	52	0	1	2	0	138
9:15 AM	0	104	56	0	3	0	0	163
9:30 AM	0	115	38	0	1	0	0	154
9:45 AM	1	120	55	0	5	1	0	182
10:00 AM	0	136	43	0	1	1	0	181
10:15 AM	0	123	46	0	2	1	0	172
10:30 AM	0	159	40	0	1	1	0	201
10:45 AM	0	152	63	0	2	1	0	218
11:00 AM	0	155	61	0	3	0	0	219
11:15 AM	0	188	68	0	1	2	0	259
11:30 AM	0	178	65	0	3	0	0	246
11:45 AM	1	178	65	0	0	0	0	244
12:00 PM	0	195	55	1	6	0	0	257
12:15 PM	0	175	45	0	4	0	0	224
12:30 PM	0	185	41	0	2	1	0	229
12:45 PM	0	138	43	0	2	1	0	184
1:00 PM	1	161	43	0	0	0	0	205
1:15 PM	0	176	32	0	1	1	0	210
1:30 PM	0	149	42	0	2	0	0	193
1:45 PM	0	143	51	0	1	0	0	195
2:00 PM	0	159	31	1	3	1	0	195
2:15 PM	0	148	61	0	4	0	0	213
2:30 PM	1	128	45	0	4	1	0	179
2:45 PM	5	142	51	0	1	2	0	201
3:00 PM	0	178	51	0	4	0	0	233
3:15 PM	0	181	49	0	2	1	0	233
3:30 PM	0	173	42	0	3	4	0	222

3:45 PM	1	177	36	0	0	0	0	214
4:00 PM	2	204	53	0	0	1	0	260
4:15 PM	0	185	50	0	2	0	0	237
4:30 PM	0	179	35	0	0	0	0	214
4:45 PM	2	165	48	0	3	2	0	220
5:00 PM	0	184	44	0	0	0	0	228
5:15 PM	0	144	25	0	0	0	0	169
5:30 PM	1	168	47	0	0	0	0	216
5:45 PM	0	159	41	0	0	0	0	200
6:00 PM	0	145	26	0	0	1	0	172
6:15 PM	0	143	41	0	0	1	0	185
6:30 PM	0	126	43	0	0	1	0	170
6:45 PM	1	123	38	0	2	2	0	166
7:00 PM	0	114	37	0	0	1	0	152
7:15 PM	3	109	41	0	1	0	0	154
7:30 PM	1	93	32	0	0	1	0	127
7:45 PM	0	100	33	0	0	0	0	133
8:00 PM	0	0	0	0	0	0	0	0
Total	21	7574	2396	2	89	43	0	10125
Total %	0.2	74.8	23.7	0.0	0.9	0.4	0.0	100.0
AM Times	6:15 AM	11:00 AM	11:00 AM	6:00 AM	9:00 AM	8:15 AM	6:00 AM	11:00 AM
AM Peaks	1	699	259	0	10	6	0	968
PM Times	2:00 PM	4:00 PM	2:30 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	4:00 PM
PM Peaks	6	733	196	1	14	4	0	931



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Garth Brooks Blvd (Northbound)

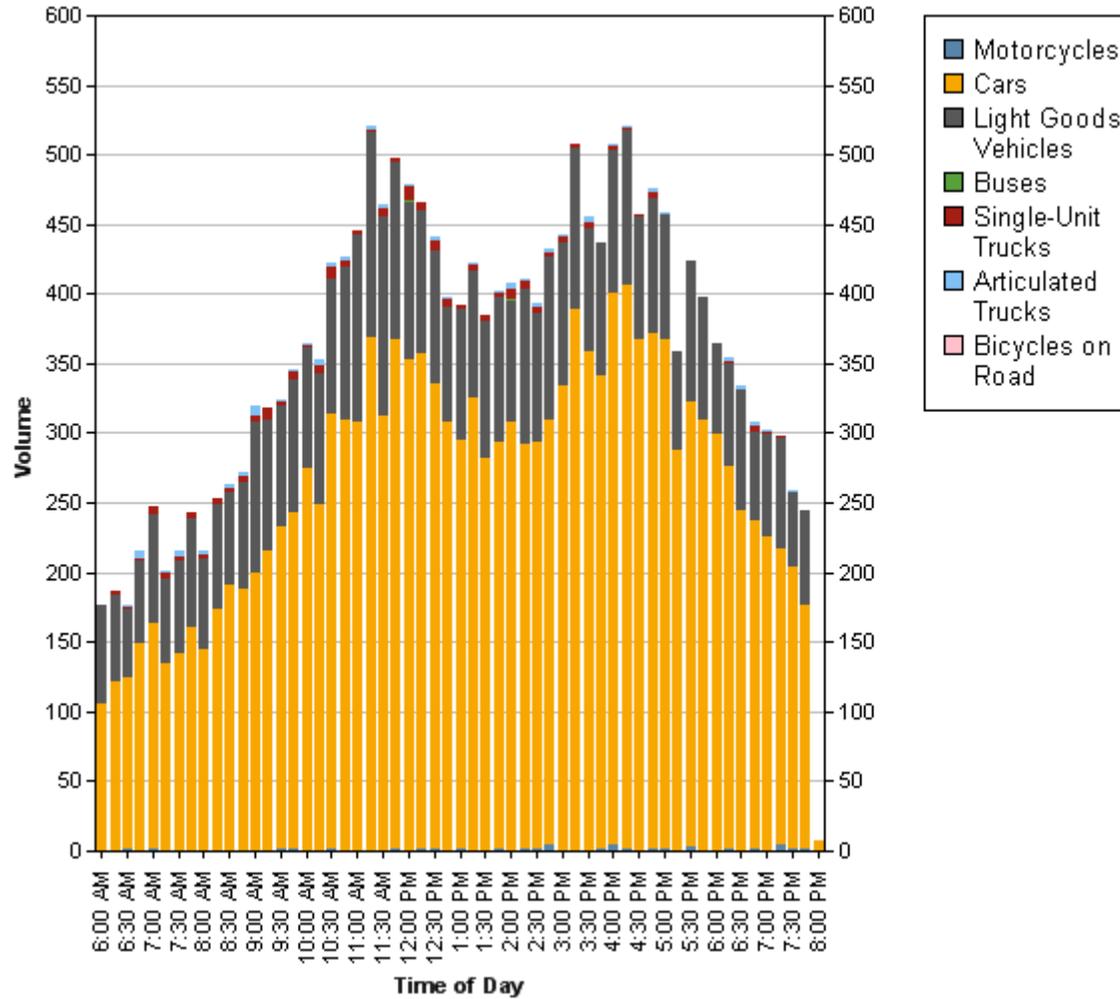
Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	47	34	0	0	0	0	81
6:15 AM	0	58	32	0	3	0	0	93
6:30 AM	1	52	22	0	2	2	0	79
6:45 AM	0	67	29	0	1	3	0	100
7:00 AM	0	81	41	0	3	0	0	125
7:15 AM	0	69	36	0	3	0	0	108
7:30 AM	0	54	36	0	0	2	0	92
7:45 AM	0	82	40	0	3	0	0	125
8:00 AM	0	80	33	0	2	1	0	116
8:15 AM	0	89	37	0	2	0	0	128
8:30 AM	0	99	31	0	1	2	0	133
8:45 AM	0	83	43	0	1	0	0	127
9:00 AM	0	117	56	0	3	5	0	181
9:15 AM	0	111	39	0	5	0	0	155
9:30 AM	1	117	48	0	3	1	0	170
9:45 AM	0	122	40	0	1	0	0	163
10:00 AM	0	138	45	0	0	0	0	183
10:15 AM	0	126	48	0	4	3	0	181
10:30 AM	1	154	57	0	7	2	0	221
10:45 AM	0	158	47	0	2	1	0	208
11:00 AM	0	153	73	0	0	0	0	226
11:15 AM	0	180	80	0	1	1	0	262
11:30 AM	0	135	77	0	3	3	0	218
11:45 AM	0	188	62	0	3	0	0	253
12:00 PM	0	158	58	0	4	1	0	221
12:15 PM	1	181	58	0	1	0	0	241
12:30 PM	1	150	54	0	5	2	0	212
12:45 PM	0	170	40	0	3	0	0	213
1:00 PM	0	133	51	0	3	0	0	187
1:15 PM	0	150	59	0	3	0	0	212
1:30 PM	0	133	56	0	3	0	0	192
1:45 PM	1	150	53	0	1	2	0	207
2:00 PM	0	149	56	0	4	3	0	212
2:15 PM	2	142	50	0	2	1	0	197
2:30 PM	0	164	48	0	1	1	0	214
2:45 PM	0	162	67	0	1	1	0	231
3:00 PM	0	156	52	0	0	1	0	209
3:15 PM	0	208	66	0	1	0	0	275
3:30 PM	0	185	47	0	1	0	0	233

3:45 PM	1	162	60	0	0	0	0	223
4:00 PM	2	193	49	0	3	0	0	247
4:15 PM	2	219	61	0	0	1	0	283
4:30 PM	0	188	54	0	1	0	0	243
4:45 PM	0	205	49	0	1	0	0	255
5:00 PM	1	182	46	0	0	2	0	231
5:15 PM	0	144	45	0	0	1	0	190
5:30 PM	2	152	54	0	0	0	0	208
5:45 PM	0	151	46	0	0	0	0	197
6:00 PM	0	154	39	0	0	0	0	193
6:15 PM	2	131	33	0	2	1	0	169
6:30 PM	0	118	44	0	0	2	0	164
6:45 PM	0	113	26	0	2	1	0	142
7:00 PM	0	112	37	0	1	0	0	150
7:15 PM	1	104	39	0	0	0	0	144
7:30 PM	0	110	21	0	1	0	0	132
7:45 PM	1	75	35	0	0	0	0	111
8:00 PM	0	7	0	0	0	0	0	7
Total	20	7471	2639	0	97	46	0	10273
Total %	0.2	72.7	25.7	0.0	0.9	0.4	0.0	100.0
AM Times	6:15 AM	11:00 AM	11:00 AM	6:00 AM	9:00 AM	8:15 AM	6:00 AM	11:00 AM
AM Peaks	1	656	292	0	12	7	0	959
PM Times	2:00 PM	4:00 PM	2:30 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	4:00 PM
PM Peaks	2	805	233	0	13	6	0	1028



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Count Name: OK334.04 Garth Brooks Signal
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Andrews Drive (Westbound)

Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	5	1	0	0	0	0	6
6:15 AM	0	7	7	1	0	0	0	15
6:30 AM	0	14	3	0	0	0	0	17
6:45 AM	0	6	7	0	0	0	0	13
7:00 AM	0	6	7	0	1	0	0	14
7:15 AM	0	5	4	0	0	0	0	9
7:30 AM	0	10	1	0	1	0	0	12
7:45 AM	0	16	10	0	0	0	0	26
8:00 AM	0	11	3	0	0	0	0	14
8:15 AM	0	5	3	0	1	0	0	9
8:30 AM	0	5	3	0	0	0	0	8
8:45 AM	0	10	9	0	0	0	0	19
9:00 AM	0	10	2	0	1	0	0	13
9:15 AM	0	8	4	0	3	0	0	15
9:30 AM	0	12	4	0	0	0	0	16
9:45 AM	0	10	3	0	0	0	0	13
10:00 AM	0	11	1	0	1	1	0	14
10:15 AM	0	9	8	0	1	0	0	18
10:30 AM	1	8	10	0	0	0	0	19
10:45 AM	0	9	11	0	2	0	0	22
11:00 AM	0	14	5	0	2	0	0	21
11:15 AM	0	17	11	0	0	0	0	28
11:30 AM	0	12	8	0	0	1	0	21
11:45 AM	0	18	12	0	0	0	0	30
12:00 PM	0	17	3	0	1	1	0	22
12:15 PM	0	16	3	0	1	0	0	20
12:30 PM	0	27	8	0	0	0	0	35
12:45 PM	0	18	6	0	0	0	0	24
1:00 PM	1	13	4	0	0	0	0	18
1:15 PM	0	10	4	0	0	0	0	14
1:30 PM	0	13	4	0	0	0	0	17
1:45 PM	0	14	4	0	0	0	0	18
2:00 PM	0	22	2	0	0	0	0	24
2:15 PM	0	13	2	0	0	0	0	15
2:30 PM	0	4	2	0	0	0	0	6
2:45 PM	0	15	4	0	0	0	0	19
3:00 PM	0	10	8	0	0	0	0	18
3:15 PM	0	12	4	0	0	0	0	16
3:30 PM	0	7	6	0	0	0	0	13

3:45 PM	1	14	4	0	0	0	0	19
4:00 PM	1	12	1	0	1	0	0	15
4:15 PM	0	13	1	0	0	0	0	14
4:30 PM	0	20	6	0	0	0	0	26
4:45 PM	0	18	3	0	0	0	0	21
5:00 PM	1	28	4	0	0	0	0	33
5:15 PM	0	21	3	0	0	0	0	24
5:30 PM	1	15	4	0	0	0	0	20
5:45 PM	0	18	8	0	0	0	0	26
6:00 PM	0	18	5	1	0	0	0	24
6:15 PM	0	16	5	0	0	0	0	21
6:30 PM	0	13	4	0	0	0	0	17
6:45 PM	0	14	5	0	0	0	0	19
7:00 PM	0	17	4	0	0	0	0	21
7:15 PM	0	8	4	0	0	0	0	12
7:30 PM	0	10	4	0	0	0	0	14
7:45 PM	0	9	3	0	0	0	0	12
8:00 PM	0	0	0	0	0	0	0	0
Total	6	713	269	2	16	3	0	1009
Total %	0.6	70.7	26.7	0.2	1.6	0.3	0.0	100.0
AM Times	9:45 AM	11:00 AM	11:00 AM	6:00 AM	9:15 AM	11:00 AM	6:00 AM	11:00 AM
AM Peaks	1	61	36	1	4	1	0	100
PM Times	3:15 PM	4:30 PM	5:30 PM	5:15 PM	12:00 PM	12:00 PM	12:00 PM	4:30 PM
PM Peaks	2	87	22	1	2	1	0	104



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Andrews Drive (Eastbound)

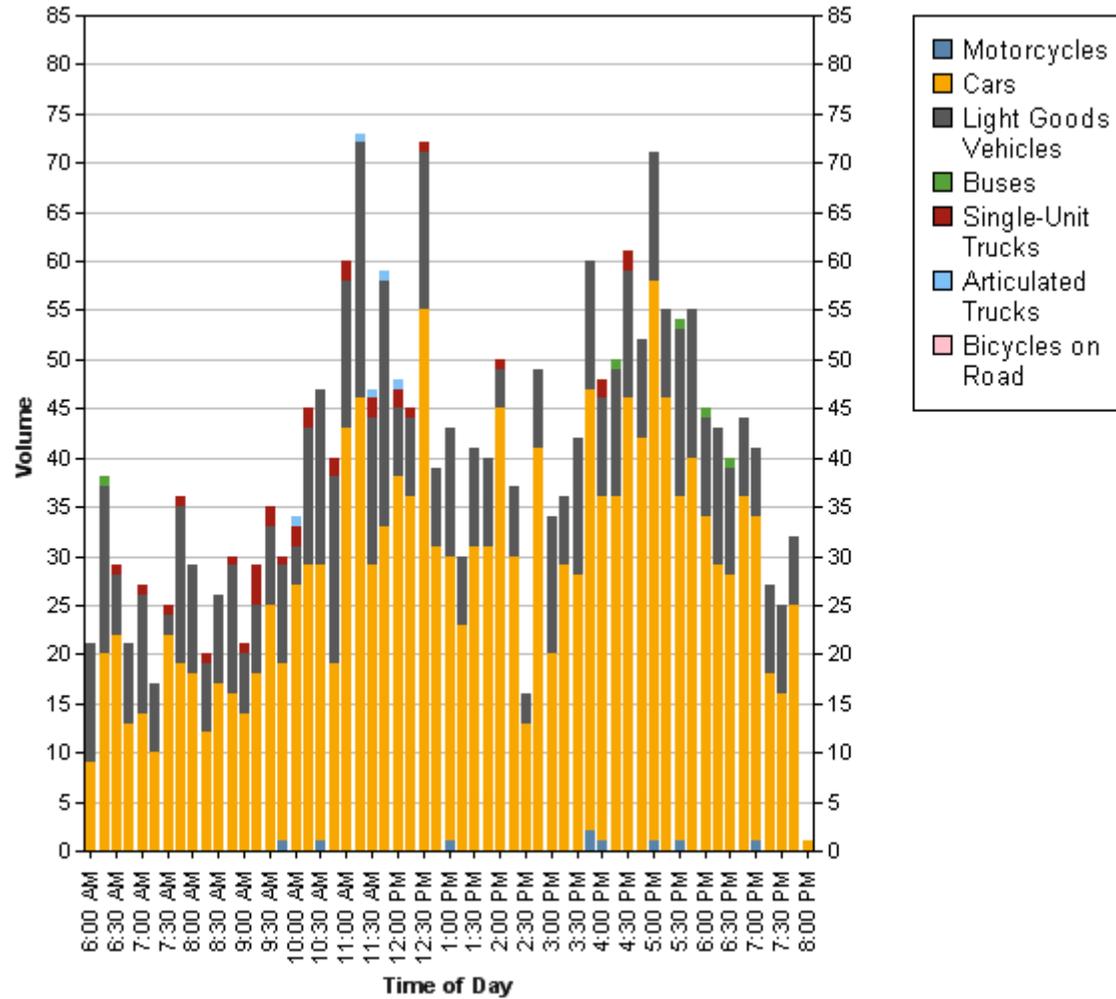
Start Time	Motorcycles	Cars	Light Goods Vehicles	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
6:00 AM	0	4	11	0	0	0	0	15
6:15 AM	0	13	10	0	0	0	0	23
6:30 AM	0	8	3	0	1	0	0	12
6:45 AM	0	7	1	0	0	0	0	8
7:00 AM	0	8	5	0	0	0	0	13
7:15 AM	0	5	3	0	0	0	0	8
7:30 AM	0	12	1	0	0	0	0	13
7:45 AM	0	3	6	0	1	0	0	10
8:00 AM	0	7	8	0	0	0	0	15
8:15 AM	0	7	4	0	0	0	0	11
8:30 AM	0	12	6	0	0	0	0	18
8:45 AM	0	6	4	0	1	0	0	11
9:00 AM	0	4	4	0	0	0	0	8
9:15 AM	0	10	3	0	1	0	0	14
9:30 AM	0	13	4	0	2	0	0	19
9:45 AM	1	8	7	0	1	0	0	17
10:00 AM	0	16	3	0	1	0	0	20
10:15 AM	0	20	6	0	1	0	0	27
10:30 AM	0	20	8	0	0	0	0	28
10:45 AM	0	10	8	0	0	0	0	18
11:00 AM	0	29	10	0	0	0	0	39
11:15 AM	0	29	15	0	0	1	0	45
11:30 AM	0	17	7	0	2	0	0	26
11:45 AM	0	15	13	0	0	1	0	29
12:00 PM	0	21	4	0	1	0	0	26
12:15 PM	0	20	5	0	0	0	0	25
12:30 PM	0	28	8	0	1	0	0	37
12:45 PM	0	13	2	0	0	0	0	15
1:00 PM	0	16	9	0	0	0	0	25
1:15 PM	0	13	3	0	0	0	0	16
1:30 PM	0	18	6	0	0	0	0	24
1:45 PM	0	17	5	0	0	0	0	22
2:00 PM	0	23	2	0	1	0	0	26
2:15 PM	0	17	5	0	0	0	0	22
2:30 PM	0	9	1	0	0	0	0	10
2:45 PM	0	26	4	0	0	0	0	30
3:00 PM	0	10	6	0	0	0	0	16
3:15 PM	0	17	3	0	0	0	0	20
3:30 PM	0	21	8	0	0	0	0	29

3:45 PM	1	31	9	0	0	0	0	41
4:00 PM	0	23	9	0	1	0	0	33
4:15 PM	0	23	12	1	0	0	0	36
4:30 PM	0	26	7	0	2	0	0	35
4:45 PM	0	24	7	0	0	0	0	31
5:00 PM	0	29	9	0	0	0	0	38
5:15 PM	0	25	6	0	0	0	0	31
5:30 PM	0	20	13	1	0	0	0	34
5:45 PM	0	22	7	0	0	0	0	29
6:00 PM	0	16	5	0	0	0	0	21
6:15 PM	0	13	9	0	0	0	0	22
6:30 PM	0	15	7	1	0	0	0	23
6:45 PM	0	22	3	0	0	0	0	25
7:00 PM	1	16	3	0	0	0	0	20
7:15 PM	0	10	5	0	0	0	0	15
7:30 PM	0	6	5	0	0	0	0	11
7:45 PM	0	16	4	0	0	0	0	20
8:00 PM	0	1	0	0	0	0	0	1
Total	3	890	341	3	17	2	0	1256
Total %	0.2	70.9	27.1	0.2	1.4	0.2	0.0	100.0
AM Times	9:45 AM	11:00 AM	11:00 AM	6:00 AM	9:15 AM	11:00 AM	6:00 AM	11:00 AM
AM Peaks	1	90	45	0	5	2	0	139
PM Times	3:15 PM	4:30 PM	5:30 PM	5:15 PM	12:00 PM	12:00 PM	12:00 PM	4:30 PM
PM Peaks	1	104	34	1	2	0	0	135



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BLAINE

KINGFISHER

LOGAN



Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/05/2015 by Amanda Adams

Study Map & Totals

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

I COULD NOT SEPERATE OUT THE NORTH AND SOUTH SIDES OF I-40...IGNORE ANY TERM LOC RITS

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 thru 07-31-2015

	2012						2013						2014*					
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions	1	1		2	19	23				2	21	23				6	14	20
Persons	1	1	1	3		6				4		4				8		8

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.



STUDY TOTALS (CONT.)

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/05/2015 by Amanda Adams

USE RESTRICTED

2015*						
	Fat	Incap Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions				3	2	5
Persons				3		3

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions	1	1		13	56	71
Persons	1	1	1	18		21

23 USC 409



TABULATION OF COLLISIONS

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/05/2015 by Amanda Adams

Collisions By Type Of Collision

Type Of Collision	2012				2013				2014*				2015*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)	1	1	6	8			8	8		3	9	12		1		1	1	5	23	29	40.8
Head-On (front-to-front)			1	1											1	1			2	2	2.8
Right Angle		1	1	2														1	1	2	2.8
Angle Turning		1	9	10		2	7	9		1	3	4		2		2		6	19	25	35.2
Other Angle							2	2							1	1			3	3	4.2
Sideswipe Same Direction			2	2			1	1											3	3	4.2
Sideswipe Opposite Direction																					
Fixed Object							2	2				1	1						3	3	4.2
Pedestrian																					
Pedal Cycle																					
Animal																					
Overturn/Rollover																					
Vehicle-Train																					
Other Single Vehicle Crash												1	1						1	1	1.4
Other							1	1		2		2						2	1	3	4.2
Total	1	3	19	23		2	21	23		6	14	20		3	2	5	1	14	56	71	100
Percent	1.4	4.2	26.8	32.4		2.8	29.6	32.4		8.5	19.7	28.2		4.2	2.8	7.0	1.4	19.7	78.9	100	

Units By Unit Type

Unit Type	2012				2013				2014*				2015*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Train																					
Pedestrian																					
Animal																					
Pedal Cycle																					
Parked Vehicle																					
CMV																					
Other Single Vehicle							2	2				2	2						4	4	2.8
Other Multi-Vehicle	2	6	40	48		4	38	42		14	24	38		8	4	12	2	32	106	140	97.2
Total	2	6	40	48		4	40	44		14	26	40		8	4	12	2	32	110	144	100
Percent	1.4	4.2	27.8	33.3		2.8	27.8	30.6		9.7	18.1	27.8		5.6	2.8	8.3	1.4	22.2	76.4	100	

Severities Indicate Highest Severity in Collision

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



TABULATION OF COLLISIONS

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
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 Created: 08/05/2015 by Amanda Adams

Vehicles By Vehicle Type

Vehicle Type	2012				2013				2014*				2015*				Total					
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct	
Passenger Vehicle-2 Door			6	6			3	3			1	1	2						1	10	11	7.6
Passenger Vehicle-4 Door		3	13	16		1	17	18		3	13	16		3	3	6			10	46	56	38.9
Passenger Vehicle-Convertible							3	3			1	1							4	4	4	2.8
Pickup Truck	1		14	15		1	5	6		1	9	10			1	1	1	2	29	32	22.2	
Single-Unit Truck (2 axles)																						
Single-Unit Truck (3 or more axles)																						
School Bus							1	1											1	1	1	0.7
Truck/Trailer																						
Truck-Tractor (bobtail)																						
Truck-Tractor/Semi-Trailer																						
Truck-Tractor/Double																						
Truck-Tractor/Triple																						
Bus/Large Van (9-15 seats)																						
Bus (16+ seats)																						
Motorcycle																						
Motor Scooter/Moped																						
Motor Home																						
Farm Machinery																						
ATV																						
Sport Utility Vehicle (SUV)			9	9		1	12	13		1	7	8			4	4		2	32	34	23.6	
Passenger Van											2	2			1	1			3	3	2.1	
Truck More Than 10,000 lbs.																						
Van (10,000 lbs. or less)											1	1							1	1	0.7	
Other			2	2															2	2	1.4	
Total	1	3	44	48		3	41	44		6	34	40		3	9	12	1	15	128	144	100	
Percent	0.7	2.1	30.6	33.3		2.1	28.5	30.6		4.2	23.6	27.8		2.1	6.3	8.3	0.7	10.4	88.9	100		

Severities Indicate Highest Severity in Vehicle

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



TABULATION OF COLLISIONS

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
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 (405) 522-0985
 Created: 08/05/2015 by Amanda Adams

Day And Time Of Occurrence Of Collisions

Day	Hour Of The Day																								Tot	Pcnt		
	AM												PM															
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Sunday														2			1		1						4	5.6		
Monday							1		1		2	1			1	2	2				1				11	15.5		
Tuesday							1	2		1	1			1				1		1	1				9	12.7		
Wednesday								2			1			1	3		1	2			1				11	15.5		
Thursday			1									1	2	2	2	1	1			2	2	1		1	16	22.5		
Friday							1	1		1				1		1	1			1					8	11.3		
Saturday										2				1	3	1		2	1	1			1		12	16.9		
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night					Tot	Pcnt
Total	1						11						28						15			16					71	100
Percent	1.4						15.5						39.4						21.1			22.5					100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions				Total	Percent
	Daylight	Darkness	Twilight	Lighted		
Dry	50	1		12	63	88.7
Wet (Water)	3			2	5	7.0
Ice, Snow, or Slush	2	1			3	4.2
Mud, Dirt, Gravel, or Sand						
Other						
Total	55	2		14	71	100
Percent	77.5	2.8		19.7	100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	41	57.7
Clouds Present	24	33.8
Raining/Fog	5	7.0
Snowing/Sleet/Hail	1	1.4
Other		
Total	71	100



TABULATION OF COLLISIONS

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
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 (405) 522-0985
 Created: 08/05/2015 by Amanda Adams

Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt
Failed to Yield		5	11																	5	11	16	11.1
Failed to Stop		4	10																	4	10	14	9.7
Failed to Signal																							
Improper Turn			1																		1	1	0.7
Improper Start																							
Improper Stop																							
Improper Backing																							
Improper Parking																							
Improper Passing			1																		1	1	0.7
Improper Lane Change			5															1				6	4.2
Left of Center																							
Following Too Close		2	5																		2	5	7 4.9
Unsafe Speed			3	1					1												1	4	5 3.5
DWI					1										1							1	2 1.4
Inattention		3	12															1				3	13 16 11.1
Negligent Driving																							
Defective Vehicle			1																			1	1 0.7
Wrong Way																							
No Improper Action	1	16	52						1												1	17	52 70 48.6
Other			4																		1	5	5 3.5
Total	1	30	105	1	1				1	1					1					3	2	32	110 144 100
Percent	0.7	20.8	72.9	0.7	0.7				0.7	0.7					0.7					2.1	1.4	22.2	76.4 100

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge	1		3	4
Work Zone		1	6	7
Cross Median				
Train Collision				

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



HIGHWAY SYSTEM COLLISION LISTING

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/05/2015 by Amanda Adams

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date	
(09) CANADIAN		(30) YUKON			HWY: I-40		AT: 135.79,			GARTH BROOKSOP									
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	01-13-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	01-14-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	S	W	2			ANGLE-TURNING	F-STOP	DARK	DRY	PDO	01-21-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	F-STOP	DARK	WET	PDO	02-09-2012	
09	30	05		31.85	GARTH BROOKSOP	BRIDGE	NO	W	W	2			HEAD-ON	UNSAF-SPD	DARK	ICE	PDO	02-14-2012	
09	30	05		31.85	GARTH BROOKSOP	BRIDGE	NO	E	E	2	1	1	REAR-END	UNSAF-SPD	DYLG	ICE	FAT	02-14-2012	
09	30	05		31.85	GARTH BROOKSOP	X-ST BTM TRM	NO	N	N	3			REAR-END	INATT	DYLG	DRY	PDO	02-19-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLG	DRY	PDO	04-10-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	04-15-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLG	DRY	PDO	07-05-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	S	2			REAR-END	INATT	DYLG	DRY	PDO	07-16-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	E	2			ANGLE-TURNING	F-STOP	DYLG	DRY	PDO	08-08-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	N	2	1		REAR-END	F-STOP	DYLG	DRY	P INJ	09-12-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	2			REAR-END	FOL-CLOSE	DYLG	DRY	PDO	09-19-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	S	2	2		ANGLE-TURNING	F-YIELD	DYLG	DRY	I INJ	09-22-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	E	2			RIGHT-ANGLE	F-YIELD	DYLG	DRY	PDO	09-22-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	10-17-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	11-01-2012	
09	30	05		31.85	GARTH BROOKSOP	X-ST BTM TRM	NO	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLG	DRY	PDO	11-01-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	S	2			REAR-END	INATT	DARK	DRY	PDO	11-24-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	S	3			REAR-END	INATT	DYLG	DRY	PDO	12-04-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	W	2	1		RIGHT-ANGLE	F-STOP	DYLG	DRY	P INJ	12-11-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	12-13-2012	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	N	2			REAR-END	INATT	DYLG	WET	PDO	02-07-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	02-09-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2	3		ANGLE-TURNING	F-YIELD	DYLG	DRY	P INJ	02-09-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	03-15-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DARK	DRY	PDO	03-19-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	N	2	1		ANGLE-TURNING	F-YIELD	DYLG	WET	P INJ	04-10-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	N	2			ANGLE-TURNING	F-STOP	DYLG	DRY	PDO	04-19-2013	
09	30	05		31.85	GARTH BROOKSOP	BRIDGE X-MEDIAN	NO	E	-	1			F-O RET-WALL	D-W-I	DARK	DRY	PDO	04-25-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	W	W	2			REAR-END	INATT	DYLG	DRY	PDO	04-29-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	INATT	DYLG	DRY	PDO	06-05-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	F-YIELD	DYLG	DRY	PDO	06-17-2013	
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT WKZONE	YES	N	N	2			ANGLE-TURNING	F-STOP	DYLG	DRY	PDO	06-20-2013	

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



HIGHWAY SYSTEM COLLISION LISTING

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/05/2015 by Amanda Adams

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT WKZONE	YES	S	S	2			ANGLE-OTHER	IMP-PASS	DYLG	DRY	PDO	06-26-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	S	S	2			SIDESWIPE-SAME	IMP-LN-CHG	DYLG	DRY	PDO	07-15-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	2			REAR-END	DEF-VEH	DYLG	DRY	PDO	08-15-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	F-STOP	DYLG	DRY	PDO	08-24-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT WKZONE	YES	N	N	2			REAR-END	INATT	DARK	DRY	PDO	09-18-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT WKZONE	YES	N	N	2			ANGLE-OTHER	IMP-LN-CHG	DARK	DRY	PDO	09-23-2013
09	30	05		31.85	GARTH BROOKSOP	X-ST BTM TRM WKZONE	NO	S		2			OTHER	OTHER	DYLG	DRY	PDO	11-08-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	F-STOP	DYLG	DRY	PDO	12-17-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	INATT	DYLG	DRY	PDO	12-19-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	S	2			ANGLE-TURNING	OTHER	DYLG	DRY	PDO	12-19-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	-	1			F-O CURB	UNSAF-SPD	DARK	WET	PDO	12-21-2013
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	W	2			ANGLE-TURNING	F-STOP	DYLG	DRY	PDO	01-27-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	2			REAR-END	NO-IMP-ACT	DYLG	DRY	PDO	02-19-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	W	W	2	1		REAR-END	D-W-I	DARK	DRY	P INJ	03-20-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT WKZONE	YES	E	E	2	2		REAR-END	INATT	DYLG	DRY	P INJ	03-24-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	S	S	2			REAR-END	INATT	DYLG	DRY	PDO	04-13-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	S	S	2			REAR-END	IMP-LN-CHG	DYLG	DRY	PDO	04-21-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	3	1		REAR-END	INATT	DYLG	DRY	P INJ	07-24-2014
09	30	05		31.85	GARTH BROOKSOP	INCIDENT	NO	W	-	1			F-O GROUND		DYLG	DRY	PDO	07-28-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	2	1		OTHER	FOL-CLOSE	DYLG	DRY	P INJ	09-06-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	3	1		OTHER	F-STOP	DYLG	DRY	P INJ	09-10-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	INATT	DARK	DRY	PDO	09-18-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	N	2			ANGLE-TURNING	IMP-TURN	DYLG	DRY	PDO	09-19-2014
09	30	05		31.85	GARTH BROOKSOP	WKZONE	YES	S	-	1			OTH-SINGLE-VEH	OTHER	DYLG	DRY	PDO	09-20-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	W	W	2			ANGLE-TURNING	F-STOP	DYLG	DRY	PDO	10-05-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DARK	DRY	PDO	10-23-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	S	S	2	2		ANGLE-TURNING	F-STOP	DYLG	DRY	P INJ	11-12-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	2			REAR-END	INATT	DYLG	WET	PDO	12-05-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	S	S	2			REAR-END	IMP-LN-CHG	DARK	DRY	PDO	12-19-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	INATT	DARK	DRY	PDO	12-23-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	N	N	2			REAR-END	FOL-CLOSE	DYLG	DRY	PDO	12-29-2014
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES	E	E	2	1		REAR-END	FOL-CLOSE	DARK	DRY	P INJ	01-01-2015
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	S	S	3	1		ANGLE-TURNING	INATT	DYLG	DRY	P INJ	01-06-2015

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



HIGHWAY SYSTEM COLLISION LISTING

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

Date Range: 01-01-2012 Thru 07-31-2015

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 Created: 08/05/2015 by Amanda Adams

Cnty	City	CS #	Int. #	Mile Post	Location	Features	Int. Related	Dir. 1	Dir. 2	# Veh.	# Inj.*	# Fat.	Type of Collision	Unsafe Unlawful	Lighting Cond.	Roadway Cond.	Severity	Date
09	30	05		31.85	GARTH BROOKSOP	TERM LOC RIT	YES			2			HEAD-ON	F-STOP	DYLG	DRY	PDO	01-12-2015
09	30	05		31.85	GARTH BROOKSOP	TERM LOC LFT	YES	N	S	3	1		ANGLE-TURNING	F-YIELD	DYLG	DRY	P INJ	02-20-2015
09	30	05		31.85	GARTH BROOKSOP	BRIDGE	NO	W	W	2			ANGLE-OTHER	UNSAF-SPD	DYLG	SNOW	PDO	02-28-2015

23 USC 409

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STUDY CRITERIA

CASB 15-0066, 08.05.2015, JUSTIN WILLIS, CANADIAN COUNTY, GARTH BROOKS BLVD, ORR 15-0218

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ROADWAY / REGION

QUERY OVER		SELECTIONS
1	City Street	County: 9, City: 30, Street1 Query On: single, Street1 Direction: n-s, Street1: 6100, Street2 Query On: range, Street2 Direction: e-w, Street2 From: 2255, Street2 To: 2282
2	Control Section	County: 9, Control Section: 5, CS Type: hwy, CS Query On: intersection, Mile: 31.85

DATE

Date Range	01-01-2012 to 07-31-2015
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FILTER COLLISIONS

Roadway Type	All Collision Data
Incl. Hwy/Hwy Jct ID Colls	Checked
Term. Loc. Only In Interchanges	Checked

REPORT SECTIONS

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

REPORT FORMAT OPTIONS

Print Watermark	Checked
Print DPS Case Numbers	Unchecked

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