

ANY PERSON REQUIRING THE ASSISTANCE OF A SIGN LANGUAGE INTERPRETER SHOULD CONTACT THE PERSONNEL DIRECTOR AT 405-739-1235 (TDD) AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE.

**AGENDA FOR MIDWEST CITY
TRAFFIC AND SAFETY COMMISSION**

October 21st, 2021: 6:00 PM
City Hall / Council Chambers
100 N. Midwest Blvd.

A. PLEDGE OF ALLEGIANCE:

B. MINUTES:

Acceptance of Minutes from September 16th, 2021.

C. NEW MATTERS:

- a. (TS-445) Discussion and consideration of accepting and making part of the public record the Traffic Signal Study and analysis for the intersection of S.E. 15th Street and Windsong Drive.
- b. (TS-446) Discussion and consideration of accepting and making part of the public record the Traffic Signal Study and analysis for the intersection of N.E. 10th Street and Shadybrook Drive.

D. OLD AND TABLED MATTERS:

E. COMMISSION DISCUSSION:

F. PUBLIC DISCUSSION:

G. FURTHER INFORMATION:

- Speed tables from S.E. 15th Street and Windsong Drive and N.E. 10th Street and Shadybrook Drive

H. ADJOURNMENT:



Public Works Administration

R. Paul Streets, Director
pstreets@midwestcityok.org
405-739-1061

Patrick Menefee,
City Engineer of Public Works
pmenefee@midwestcityok.org
405-739-1062
8730 S.E. 15th Street,
Midwest City, Oklahoma 73110

Notice of the Midwest City Traffic and Safety Commission meeting was filed for the calendar year with the Midwest City Clerk and a copy of the agenda for the meeting was posted in the lobby of City Hall at least 24 hours in advance of the meeting.

**MINUTES OF MIDWEST CITY
TRAFFIC AND SAFETY COMMISSION MEETING
September 16th, 2021 – 6:00 p.m.**

The meeting of the Midwest City Traffic and Safety Commission was held in the Council Chambers, Midwest City, Oklahoma County, on September 16th, 2021 at 6:00 p.m., with the following members:

Commission Members: Ed Schratwieser
Jamie Smith
Marcus Hayes
Kim Morris

Absent: Shane Barker
Nick Timme
Sarah Lingemfelter

Staff: Patrick Menefee, P.E., City Engineer

The meeting was called to order by Marcus Hayes.

A. PLEDGE OF ALLEGIANCE was led by Marcus Hayes.

B. MINUTES:

The meeting was called to order at 6:00 p.m. Ed Schratwieser made a motion to accept the minutes. Motion was seconded by Jamie Smith to approve the minutes of the meeting of September 17th, 2020.

Voting aye: All present.

C. NEW MATTERS:

(TS-445) Discussion and consideration of accepting and making part of the public record the Traffic Signal Study and analysis for the intersection of S.E. 15th Street and Windsong Drive.

Patrick presented a summary of the item. Jamie Smith motioned to accept the summary. Seconded by Kim Morphis.

Voting aye: All present.

(TS-446) Discussion and consideration of accepting and making part of the public record the Traffic Signal Study and analysis for the intersection of N.E. 10th Street and Shadybrook Drive.

Patrick presented a summary of the item. Ed Schratwieser motioned to accept the summary. Seconded by Kim Morphis.

Voting aye: All present.

(TS-447) Discussion and consideration of adding STOP signs along North Peebly Drive at the intersections with West Havenwood Drive and Sunvalley Drive.

Patrick presented a summary of the item. Ed Schratwieser motioned to approve the installation of STOP SIGNS on North Peebly Drive. Seconded by Jamie Smith.

Voting aye: All present.

(TS-448) Discussion and consideration of adding STOP signs at Turtlewood River Road, Shell Drive, and Tortoise Drive at their northern intersections with Turtlewood Drive.

Patrick presented a summary of the item and then the applicant addressed the Commission. Ed Schratwieser motioned to approve the installation of STOP SIGNS on Turtlewood River Road, Shell Drive, and Tortoise Drive. Seconded by Marcus Hayes.

Voting aye: All present.

D. OLD AND TABLED MATTERS:

None Discussed

E. COMMISSION DISCUSSION:

None Discussed.

F. PUBLIC DISCUSSION:

None Discussed.

G. FURTHER INFORMATION:

None provided.

H. ADJOURNMENT:

There being no further business, a motion was made by Marcus Hayes, seconded by Ed Schratwieser to adjourn the meeting. Voting aye: All present. Motion: carried. Meeting adjourned at 7:00 p.m.

Chair



Public Works Administration

R. Paul Streets, Director
pstreets@midwestcityok.org
405-739-1061

Patrick Menefee,
City Engineer of Public Works
pmenefee@midwestcityok.org

405-739-1062
8730 S.E. 15th Street,
Midwest City, Oklahoma 73110

TO: Traffic and Safety Commission

FROM: Patrick Menefee, P.E., City Engineer

DATE: October 21st, 2021

SUBJECT: (TS-445) Discussion and consideration of accepting and making part of the public record the **updated** Traffic Signal Study and analysis for the intersection of S.E. 15th Street and Windsong Drive.

DATES OF HEARINGS: Commission October 21st, 2021
City Council November 9th, 2021

APPLICANT/REQUESTOR: Midwest City Public Works
At the request of
Windsong Addition HOA

The applicants, the residents and the HOA of the Windsong Addition, appeared before the City Council on January 26th, 2021 requesting the City investigate the installation of a traffic signal at the intersection of S.E. 15th Street and Windsong Drive. The City entered into a contract with T.E.C. (Traffic Engineering Consultants) to do an evaluation of the intersection seeing if met the minimum requirements as stated by the MUTCD. A proposed signal project must meet these minimum requirements to be eligible for funding through the A.C.O.G. T.I.P. Safety Project funding program. The intersection does not meet those requirements at this time. The summary letter from T.E.C. and the full report are attached as part of this application.

This does not disqualify the possibility of installing a signal.

The item was heard at the September Traffic and Safety Commission meeting and the September 28th City Council meeting. The City Council noted that the 2020 and 2021 accident counts were not part of the report. Therefore, the City Council asked that those records be incorporated into the reports. They then asked for the updated studies to be re-heard by the Traffic and Safety Commission and then brought back to be heard again by the City Council. MWC PD provided printouts of those accident records and they were incorporated into an updated traffic study.

The speed tables for the intersection are also included in the further information portion of the packet.

Any recommendation is at the discretion of the Commission.

A handwritten signature in black ink, appearing to read "Patrick Menefee", is written over a horizontal line.

Patrick Menefee, P.E.
Public Works City Engineer

cc: Midwest City Police Department
Midwest City Street Department

File: TS-445



MEMORANDUM

September 30, 2021

TO: Patrick Menefee, P.E.
Public Works City Engineer
City of Midwest City

FROM: B.J. Hawkins, P.E., PTOE

SUBJECT: Traffic Signal Warrant Analysis
SE 15th Street and Windsong Drive
Midwest City, Oklahoma



INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was contracted by the City of Midwest City to conduct a traffic signal warrant analysis on the intersection of SE 15th Street and Windsong Drive in Midwest City, Oklahoma as shown in **Figure 1** in **Appendix A**. The intersection is currently unsignalized with northbound and southbound stop control. SE 15th Street is a four-lane east/west major arterial with a posted speed limit of 45 mph. Windsong Drive is a two-lane north/south collector street with a posted speed limit of 25 mph. There is a single-family house located north of the intersection. The house driveway is located opposite Windsong Drive and would need to be included in any potential traffic control modifications.

TRAFFIC DATA

Twenty-four hour turning movement volume counts were collected at the study intersection in August of 2021 while school was in session. The traffic volume data indicated that the a.m. peak hour occurred from 7:00 - 8:00 and the p.m. peak hour occurred from 4:45 - 5:45. The 2021 existing traffic volumes are summarized in **Figure 2** and detailed printouts of all the traffic count data are included in **Appendix B**.

The 24-hour approach volumes collected on each leg of the intersection are as follows:

- SE 15th Street west of Windsong Drive = 6,275 vpd
- SE 15th Street east of Windsong Drive = 5,332 vpd
- Windsong Drive south of SE 15th Street = 977 vpd

Traffic Engineering Consultants, Inc.

6000 S. Western Avenue, Suite 300 | Oklahoma City, Oklahoma 73139 | Ph. 405-720-7721
6931 S. 66th E. Avenue, Suite 100 | Tulsa, Oklahoma 74133 | Ph. 918-481-8484
217 E. Dickson Street, Suite 106 | Fayetteville, Arkansas 72701 | Ph. 479-335-5636

CRASH DATA

The crash history was evaluated at the intersection of SE 15th Street and Windsong Drive utilizing the ODOT SAFE-T: Statewide Analysis for Engineering & Technology database. The previous 8 years of crash data was collected from January 1, 2014 - September 28, 2021. The 2018-2021 data were noted that it may be incomplete and, as a precaution, the 2020 and 2021 SAFE-T crash data was not included in the evaluation. Alternatively, the Midwest City Police Department provided up-to-date collision data through September 28, 2021, from which the 2020 and 2021 collision data was extracted.

The data indicated 2 collisions in 2014, 1 collision in 2015, 1 collision in 2016, 0 collisions in 2017, 0 collisions in 2018, 0 collisions in 2019, 0 collisions in 2020, and 0 collisions in 2021. Typically, five or more collisions at an intersection within a 12-month period indicates there may be a correctable safety issue. Based on this information, the intersection would not warrant the need for a traffic signal solely based on collision data. Detailed printouts of the crash data are included in **Appendix B**.

WARRANT ANALYSIS

To determine the need for traffic control modifications at the intersection of SE 15th Street and Windsong Drive, a traffic signal warrant analysis was conducted. The analysis was conducted using *PC-Warrants 2* which is a software package for evaluating intersections to support the installation of a multiway stop or traffic signal in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*. This publication is a federally approved publication which governs the traffic engineering practices across the country. The MUTCD has eight sets of thresholds or “warrants” that may be evaluated at an intersection to determine whether a traffic signal should be considered to reduce accidents or delay. If one of the warrants is met the installation of a traffic signal should be considered.

The eight-hour vehicular volume, four-hour volume, peak hour, and crash experience warrants were evaluated to determine if the intersection would warrant the installation of a traffic signal. The intersection was evaluated utilizing the 2021 existing traffic volumes with existing intersection geometry. Following is a summary of the results:

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SE 15th Street and Windsong Drive

- **Warrant 1 – Eight Hour Vehicular Volumes – Not Satisfied**
 - Warrant 1A – Minimum Vehicular Volume – **Not Satisfied**
(required volumes reached for 0 hours, 8 are needed)
 - Warrant 1B – Interruption of Continuous Traffic – **Not Satisfied**
(required volumes reached for 0 hours, 8 are needed)
 - Warrant 1C – Combination of Warrants – **Not Satisfied**
(required 1A volumes reached for 0 hours, 8 are needed)
(required 1B volumes reached for 1 hours, 8 are needed)
- **Warrant 2 – Four Hour Volumes – Not Satisfied**
(required volumes reached for 0 hours; 4 are needed)
- **Warrant 3B – Peak Hour Volumes – Not Satisfied**
(required volumes reached for 0 hours; 1 is needed)
- **Warrant 7 – Crash Experience – Not Satisfied**
(0 collisions in the previous 12 months; 5 are needed)

The results indicated that the intersection of SE 15th Street and Windsong Drive does not come close to satisfying any traffic signal warrants under the 2021 existing traffic volumes. Detailed printouts of the worksheets are included in **Appendix C**.

SUMMARY

The intersection of SE 15th Street and Windsong Drive does not currently satisfy eight-hour vehicular volume, four-hour volume, peak hour, or crash experience warrants under the 2021 existing traffic data. The intersection would not be expected to satisfy any of the vehicular volume warrants in the near future. Based on the results of the analysis, the installation of a traffic signal is not recommended at the intersection of SE 15th Street and Windsong Drive at this time.

ATTACHMENT A

Figures

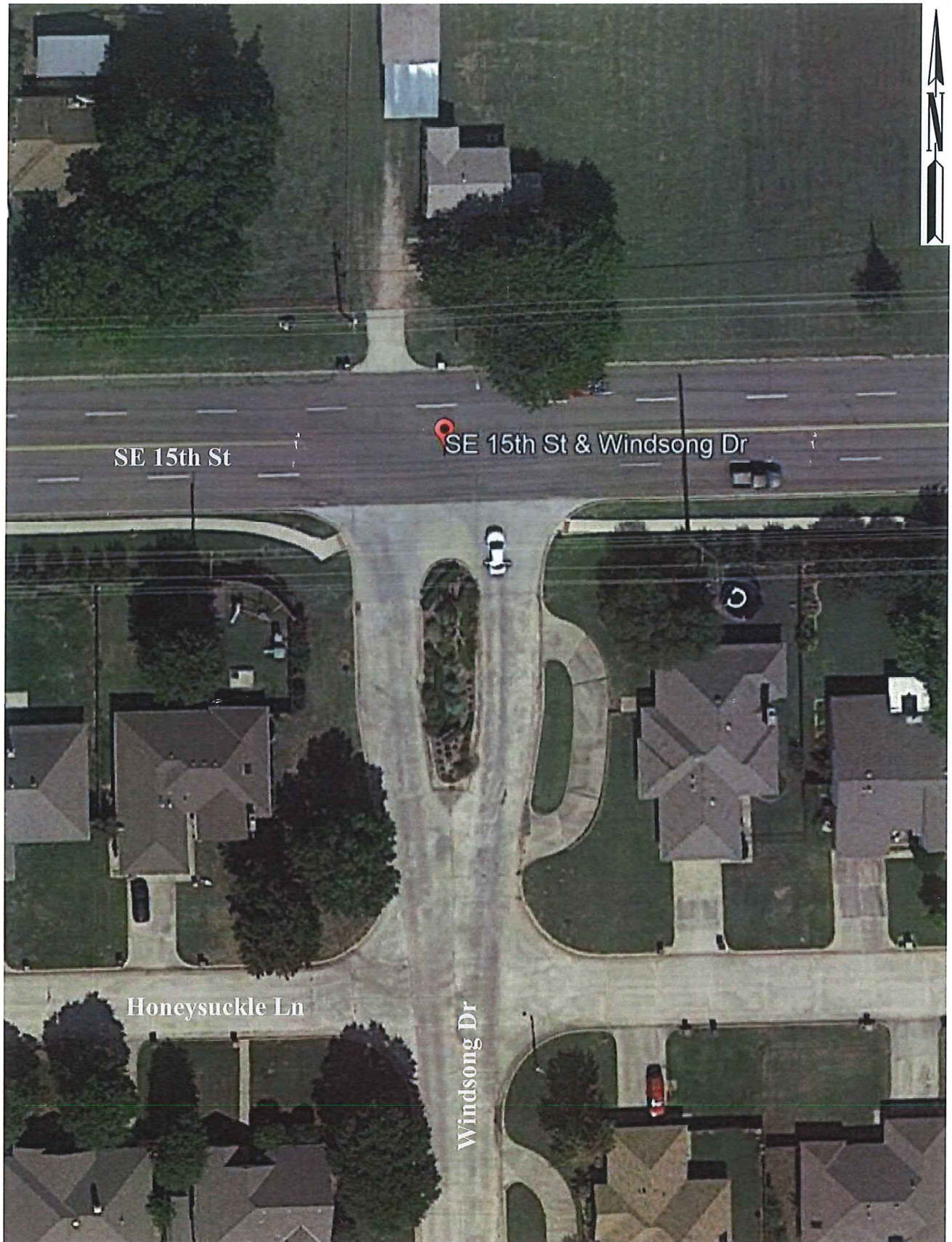
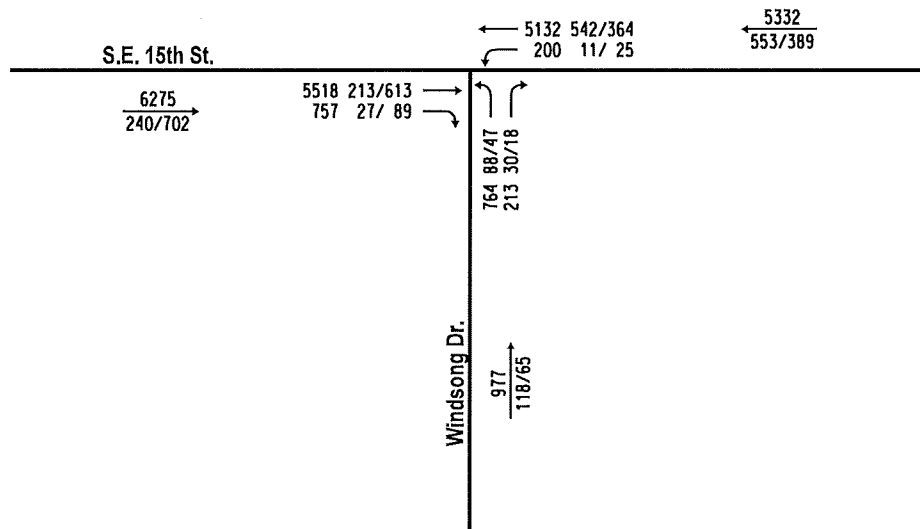


FIGURE 1. Project Location Map
SE 15th Street and Windsong Drive



LEGEND	
XXXX XXX/XXX	24 HOUR
XXXX XXX/XXX	A.M. PEAK HOUR
XXXX XXX/XXX	P.M. PEAK HOUR

FIGURE 2. 2021 Existing Traffic
S.E. 15th St. and Windsong Dr.



ATTACHMENT B

Traffic Data

SE 15th St. & Windsong Dr. - TMC

Tue Aug 24, 2021

Full Length (2:30 PM-2:30 PM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg Direction Time	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-24 2:30PM	1	79	0	80	13	4	0	17	102	8	0	110	207
2:45PM	5	85	0	90	14	6	0	20	109	10	0	119	229
Hourly Total	6	164	0	170	27	10	0	37	211	18	0	229	436
3:00PM	7	82	0	89	14	6	2	22	114	14	0	128	239
3:15PM	8	57	0	65	6	7	0	13	122	20	0	142	220
3:30PM	7	82	0	89	13	1	0	14	121	16	0	137	240
3:45PM	5	75	0	80	13	3	0	16	116	21	0	137	233
Hourly Total	27	296	0	323	46	17	2	65	473	71	0	544	932
4:00PM	5	80	0	85	11	2	0	13	172	15	0	187	285
4:15PM	10	95	0	105	14	6	0	20	132	20	0	152	277
4:30PM	3	72	0	75	14	4	0	18	142	23	0	165	258
4:45PM	8	88	0	96	6	2	0	8	150	26	0	176	280
Hourly Total	26	335	0	361	45	14	0	59	596	84	0	680	1100
5:00PM	7	89	0	96	15	7	0	22	174	27	0	201	319
5:15PM	4	96	0	100	18	6	0	24	151	22	0	173	297
5:30PM	6	91	0	97	8	3	0	11	138	14	0	152	260
5:45PM	2	69	0	71	12	10	0	22	125	17	0	142	235
Hourly Total	19	345	0	364	53	26	0	79	588	80	0	668	1111
6:00PM	3	93	0	96	16	4	0	20	125	16	0	141	257
6:15PM	2	78	0	80	15	2	1	18	120	20	0	140	238
6:30PM	3	78	0	81	12	1	0	13	112	14	0	126	220
6:45PM	4	75	0	79	4	4	0	8	102	12	0	114	201
Hourly Total	12	324	0	336	47	11	1	59	459	62	0	521	916
7:00PM	0	64	0	64	12	0	0	12	100	13	0	113	189
7:15PM	2	50	0	52	9	1	0	10	87	15	0	102	164
7:30PM	1	58	0	59	11	3	0	14	89	14	0	103	176
7:45PM	4	51	0	55	5	3	0	8	78	9	0	87	150
Hourly Total	7	223	0	230	37	7	0	44	354	51	0	405	679
8:00PM	3	38	0	41	7	0	0	7	76	18	0	94	142
8:15PM	3	61	0	64	5	3	0	8	61	9	0	70	142
8:30PM	3	32	0	35	7	2	0	9	83	10	0	93	137
8:45PM	4	32	0	36	3	5	0	8	78	11	0	89	133
Hourly Total	13	163	0	176	22	10	0	32	298	48	0	346	554
9:00PM	3	31	0	34	3	4	0	7	57	10	0	67	108
9:15PM	4	42	0	46	7	2	0	9	55	7	0	62	117
9:30PM	1	30	0	31	3	2	0	5	46	8	0	54	90
9:45PM	2	13	0	15	3	2	0	5	31	5	0	36	56
Hourly Total	10	116	0	126	16	10	0	26	189	30	0	219	371

Leg Direction	East Westbound				South Northbound				West Eastbound				Int	
	L	T	U	App	L	R	U	App	T	R	U	App		
Time														
	10:00PM	1	15	0	16	4	0	0	4	28	7	0	35	55
	10:15PM	1	14	0	15	0	0	0	0	24	1	0	25	40
	10:30PM	0	12	0	12	0	2	0	2	16	3	0	19	33
	10:45PM	2	9	0	11	1	0	0	1	16	0	0	16	28
	Hourly Total	4	50	0	54	5	2	0	7	84	11	0	95	156
	11:00PM	2	7	0	9	0	0	0	0	12	2	0	14	23
	11:15PM	0	4	0	4	0	0	0	0	18	2	0	20	24
	11:30PM	0	4	0	4	1	0	0	1	8	1	0	9	14
	11:45PM	0	3	0	3	1	0	0	1	13	0	0	13	17
	Hourly Total	2	18	0	20	2	0	0	2	51	5	0	56	78
	2021-08-25 12:00AM	0	2	0	2	1	0	0	1	9	2	0	11	14
	12:15AM	0	2	0	2	0	0	0	0	4	2	0	6	8
	12:30AM	0	1	0	1	0	0	0	0	3	1	0	4	5
	12:45AM	0	3	0	3	1	0	0	1	5	1	0	6	10
	Hourly Total	0	8	0	8	2	0	0	2	21	6	0	27	37
	1:00AM	1	0	0	1	0	0	0	0	3	2	0	5	6
	1:15AM	0	2	0	2	1	0	0	1	5	0	0	5	8
	1:30AM	0	1	0	1	0	0	0	0	2	0	0	2	3
	1:45AM	0	1	0	1	0	0	0	0	3	1	0	4	5
	Hourly Total	1	4	0	5	1	0	0	1	13	3	0	16	22
	2:00AM	0	2	0	2	0	0	0	0	2	1	0	3	5
	2:15AM	0	2	0	2	0	0	0	0	2	1	0	3	5
	2:30AM	0	3	0	3	0	0	0	0	2	1	0	3	6
	2:45AM	0	4	0	4	1	0	0	1	5	1	0	6	11
	Hourly Total	0	11	0	11	1	0	0	1	11	4	0	15	27
	3:00AM	0	3	0	3	0	0	0	0	1	0	0	1	4
	3:15AM	0	5	0	5	1	0	0	1	2	1	0	3	9
	3:30AM	0	3	0	3	0	0	0	0	2	0	0	2	5
	3:45AM	0	3	0	3	1	1	0	2	1	0	0	1	6
	Hourly Total	0	14	0	14	2	1	0	3	6	1	0	7	24
	4:00AM	0	10	0	10	1	0	0	1	1	1	0	2	13
	4:15AM	0	10	0	10	3	0	0	3	3	0	0	3	16
	4:30AM	0	14	0	14	3	0	0	3	2	1	0	3	20
	4:45AM	0	15	0	15	4	0	0	4	2	1	0	3	22
	Hourly Total	0	49	0	49	11	0	0	11	8	3	0	11	71
	5:00AM	1	15	0	16	4	0	0	4	4	0	0	4	24
	5:15AM	0	26	0	26	5	1	0	6	3	0	0	3	35
	5:30AM	0	31	0	31	5	0	0	5	4	0	0	4	40
	5:45AM	2	46	0	48	7	0	0	7	6	1	0	7	62
	Hourly Total	3	118	0	121	21	1	0	22	17	1	0	18	161
	6:00AM	0	55	0	55	6	0	0	6	7	3	0	10	71
	6:15AM	3	79	0	82	7	1	0	8	11	2	0	13	103
	6:30AM	1	84	0	85	14	3	0	17	19	0	0	19	121
	6:45AM	1	96	0	97	10	5	0	15	26	4	0	30	142
	Hourly Total	5	314	0	319	37	9	0	46	63	9	0	72	437

Leg Direction	East				South				West				Int
	Westbound				Northbound				Eastbound				
Time	L	T	U	App	L	R	U	App	T	R	U	App	Int
7:00AM	0	135	0	135	29	7	0	36	45	7	0	52	223
7:15AM	3	140	0	143	18	13	0	31	54	5	0	59	233
7:30AM	6	147	0	153	23	5	0	28	63	10	0	73	254
7:45AM	2	120	0	122	18	5	0	23	51	5	0	56	201
Hourly Total	11	542	0	553	88	30	0	118	213	27	0	240	911
8:00AM	4	87	0	91	11	10	0	21	42	6	0	48	160
8:15AM	3	117	0	120	14	4	0	18	44	5	0	49	187
8:30AM	5	103	0	108	13	3	0	16	41	5	0	46	170
8:45AM	2	85	0	87	19	0	0	19	62	9	0	71	177
Hourly Total	14	392	0	406	57	17	0	74	189	25	0	214	694
9:00AM	2	92	0	94	15	0	0	15	46	13	0	59	168
9:15AM	0	74	0	74	15	0	0	15	51	2	0	53	142
9:30AM	0	90	0	90	14	0	0	14	55	8	0	63	167
9:45AM	1	80	0	81	10	4	0	14	51	5	0	56	151
Hourly Total	3	336	0	339	54	4	0	58	203	28	0	231	628
10:00AM	3	67	0	70	11	1	0	12	44	12	0	56	138
10:15AM	0	65	0	65	12	2	0	14	67	6	0	73	152
10:30AM	1	74	0	75	12	2	0	14	71	8	0	79	168
10:45AM	3	73	0	76	9	1	0	10	61	4	0	65	151
Hourly Total	7	279	0	286	44	6	0	50	243	30	0	273	609
11:00AM	1	74	0	75	12	6	0	18	68	6	0	74	167
11:15AM	2	80	0	82	8	5	0	13	77	11	0	88	183
11:30AM	3	89	0	92	8	2	0	10	62	10	0	72	174
11:45AM	3	69	0	72	12	0	0	12	74	16	0	90	174
Hourly Total	9	312	0	321	40	13	0	53	281	43	0	324	698
12:00PM	2	68	0	70	10	0	0	10	103	9	0	112	192
12:15PM	2	82	0	84	13	5	0	18	101	13	0	114	216
12:30PM	0	86	0	86	11	4	0	15	95	16	0	111	212
12:45PM	4	66	0	70	13	0	0	13	102	14	0	116	199
Hourly Total	8	302	0	310	47	9	0	56	401	52	0	453	819
1:00PM	2	71	0	73	12	6	0	18	88	9	0	97	188
1:15PM	4	71	0	75	10	3	0	13	83	12	0	95	183
1:30PM	0	69	0	69	9	1	0	10	81	13	0	94	173
1:45PM	2	71	0	73	5	1	0	6	79	11	0	90	169
Hourly Total	8	282	0	290	36	11	0	47	331	45	0	376	713
2:00PM	3	65	0	68	11	2	0	13	96	13	0	109	190
2:15PM	2	70	0	72	9	3	0	12	119	7	0	126	210
Hourly Total	5	135	0	140	20	5	0	25	215	20	0	235	400
Total	200	5132	0	5332	761	213	3	977	5518	757	0	6275	12584
% Approach	3.8%	96.2%	0%	-	77.9%	21.8%	0.3%	-	87.9%	12.1%	0%	-	-
% Total	1.6%	40.8%	0%	42.4%	6.0%	1.7%	0%	7.8%	43.8%	6.0%	0%	49.9%	-
Lights	192	5089	0	5281	757	202	3	962	5476	749	0	6225	12468
% Lights	96.0%	99.2%	0%	99.0%	99.5%	94.8%	100%	98.5%	99.2%	98.9%	0%	99.2%	99.1%
Articulated Trucks	0	2	0	2	0	0	0	0	1	1	0	2	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%

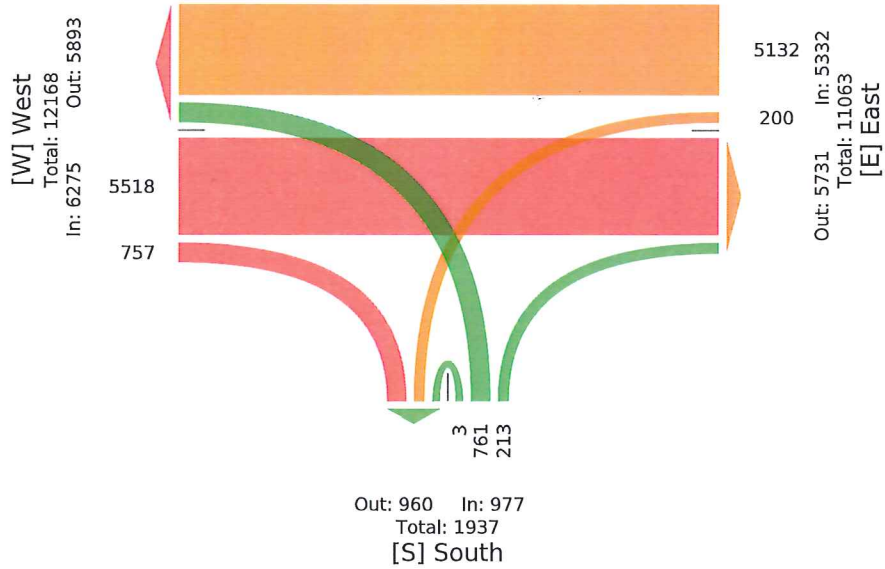
Leg Direction Time	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
Buses and Single-Unit Trucks	8	41	0	49	4	11	0	15	41	7	0	48	112
% Buses and Single-Unit Trucks	4.0%	0.8%	0%	0.9%	0.5%	5.2%	0%	1.5%	0.7%	0.9%	0%	0.8%	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC
 Tue Aug 24, 2021
 Full Length (2:30 PM-2:30 PM (+1))
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



SE 15th St. & Windsong Dr. - TMC

Tue Aug 24, 2021

PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

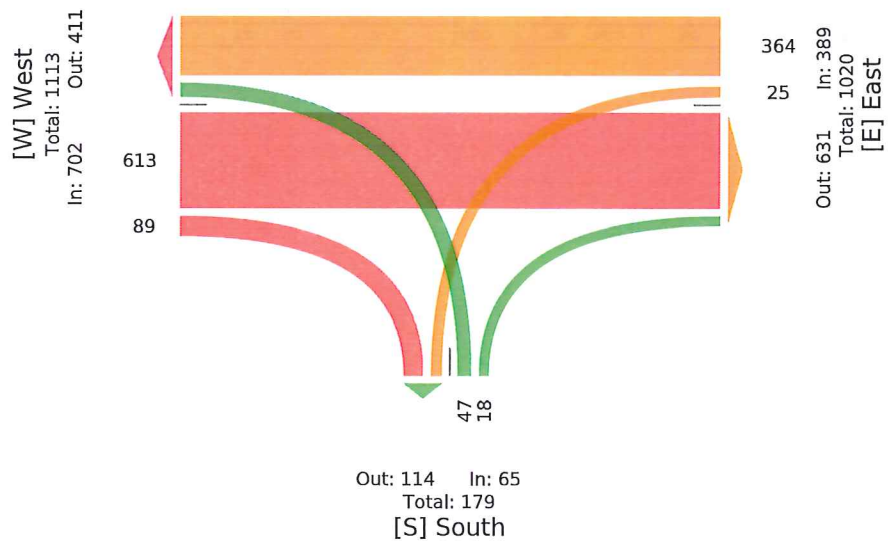
Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
Time													
2021-08-24 4:45PM	8	88	0	96	6	2	0	8	150	26	0	176	280
5:00PM	7	89	0	96	15	7	0	22	174	27	0	201	319
5:15PM	4	96	0	100	18	6	0	24	151	22	0	173	297
5:30PM	6	91	0	97	8	3	0	11	138	14	0	152	260
Total	25	364	0	389	47	18	0	65	613	89	0	702	1156
% Approach	6.4%	93.6%	0%	-	72.3%	27.7%	0%	-	87.3%	12.7%	0%	-	-
% Total	2.2%	31.5%	0%	33.7%	4.1%	1.6%	0%	5.6%	53.0%	7.7%	0%	60.7%	-
PHF	0.781	0.948	-	0.973	0.653	0.643	-	0.677	0.881	0.824	-	0.873	0.906
Lights	25	361	0	386	46	18	0	64	612	88	0	700	1150
% Lights	100%	99.2%	0%	99.2%	97.9%	100%	0%	98.5%	99.8%	98.9%	0%	99.7%	99.5%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	3	0	3	1	0	0	1	1	1	0	2	6
% Buses and Single-Unit Trucks	0%	0.8%	0%	0.8%	2.1%	0%	0%	1.5%	0.2%	1.1%	0%	0.3%	0.5%

*L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC
 Tue Aug 24, 2021
 PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



SE 15th St. & Windsong Dr. - TMC
 Wed Aug 25, 2021
 AM Peak (Aug 25 2021 7AM - 8 AM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

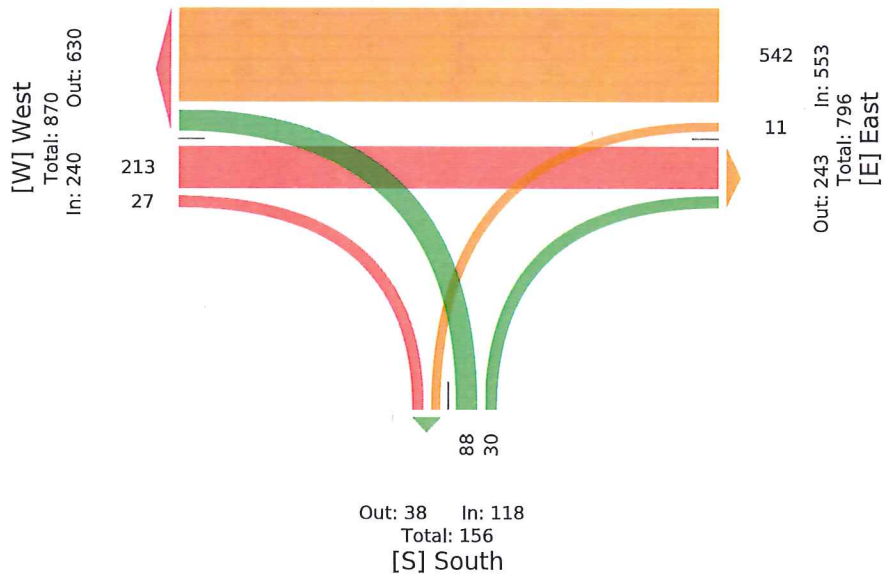
Leg Direction Time	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-25 7:00AM	0	135	0	135	29	7	0	36	45	7	0	52	223
7:15AM	3	140	0	143	18	13	0	31	54	5	0	59	233
7:30AM	6	147	0	153	23	5	0	28	63	10	0	73	254
7:45AM	2	120	0	122	18	5	0	23	51	5	0	56	201
Total	11	542	0	553	88	30	0	118	213	27	0	240	911
% Approach	2.0%	98.0%	0%	-	74.6%	25.4%	0%	-	88.8%	11.3%	0%	-	-
% Total	1.2%	59.5%	0%	60.7%	9.7%	3.3%	0%	13.0%	23.4%	3.0%	0%	26.3%	-
PHF	0.458	0.922	-	0.904	0.759	0.577	-	0.819	0.845	0.675	-	0.822	0.897
Lights	11	542	0	553	88	30	0	118	208	27	0	235	906
% Lights	100%	100%	0%	100%	100%	100%	0%	100%	97.7%	100%	0%	97.9%	99.5%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	5	0	0	5	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	2.3%	0%	0%	2.1%	0.5%

*L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC
 Wed Aug 25, 2021
 AM Peak (Aug 25 2021 7AM - 8 AM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



SE 15th St. & Windsong Dr. - TMC

Wed Aug 25, 2021

Midday Peak (Aug 25 2021 12PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

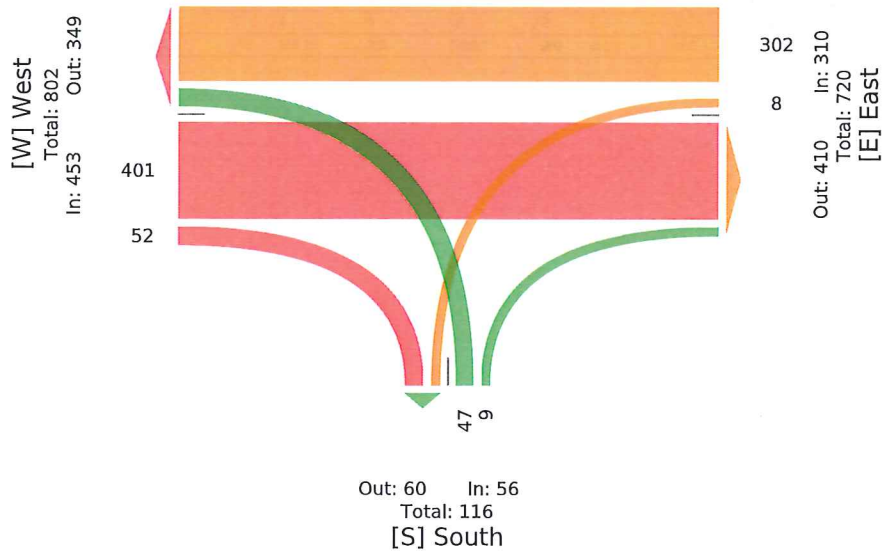
Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-25 12:00PM	2	68	0	70	10	0	0	10	103	9	0	112	192
12:15PM	2	82	0	84	13	5	0	18	101	13	0	114	216
12:30PM	0	86	0	86	11	4	0	15	95	16	0	111	212
12:45PM	4	66	0	70	13	0	0	13	102	14	0	116	199
Total	8	302	0	310	47	9	0	56	401	52	0	453	819
% Approach	2.6%	97.4%	0%	-	83.9%	16.1%	0%	-	88.5%	11.5%	0%	-	-
% Total	1.0%	36.9%	0%	37.9%	5.7%	1.1%	0%	6.8%	49.0%	6.3%	0%	55.3%	-
PHF	0.500	0.878	-	0.901	0.904	0.450	-	0.778	0.973	0.813	-	0.976	0.948
Lights	8	299	0	307	47	8	0	55	395	52	0	447	809
% Lights	100%	99.0%	0%	99.0%	100%	88.9%	0%	98.2%	98.5%	100%	0%	98.7%	98.8%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	3	0	3	0	1	0	1	6	0	0	6	10
% Buses and Single-Unit Trucks	0%	1.0%	0%	1.0%	0%	11.1%	0%	1.8%	1.5%	0%	0%	1.3%	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC
 Wed Aug 25, 2021
 Midday Peak (Aug 25 2021 12PM - 1 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US





Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021
 by BJ Hawkins

Study Map & Totals

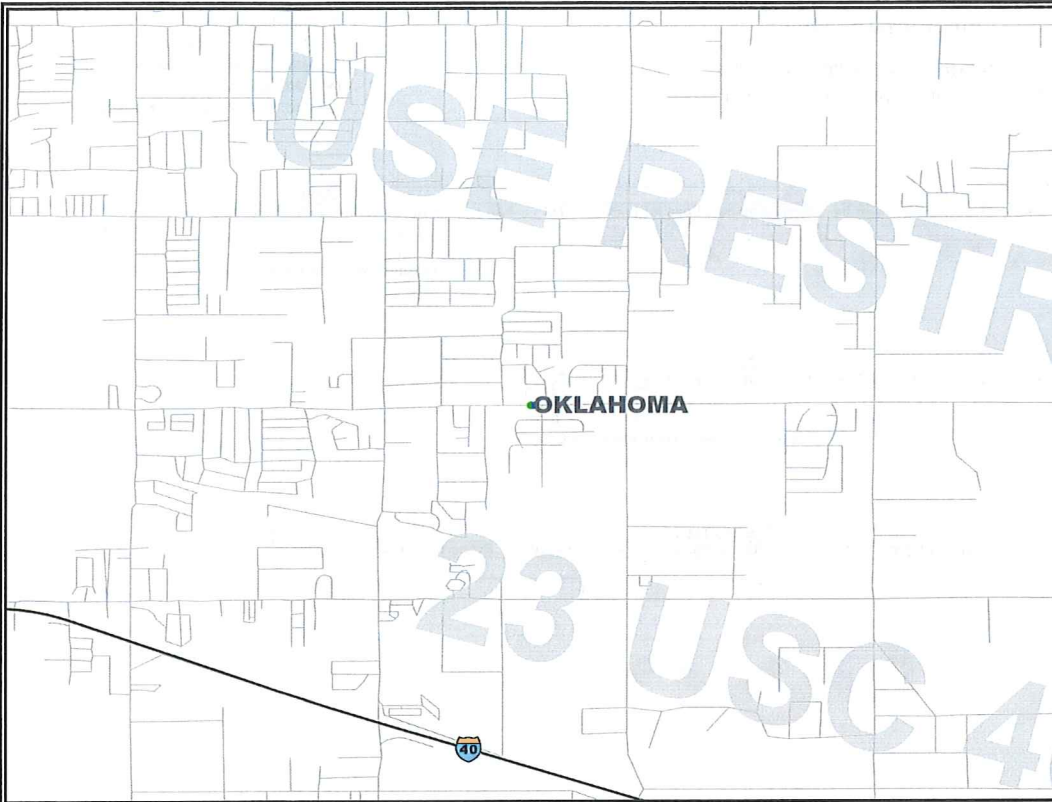
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

NONE



SE 15TH STREET AND WINDSONG DRIVE

Date Range: 01-01-2014 thru 08-26-2021

	2014						2015						2016					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions					2	2			1			1						1
Persons						0			2			2						1



STUDY TOTALS (CONT.)

SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

	2017						2018*						2019*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions						0						0						0
Persons						0						0						0

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	2020*						2021*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions						0						0
Persons						0						0

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions			1	1	2	4
Persons			2	1		3



STUDY TOTALS - BY CITY AND HWY CLASS

SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2014							2	2							2	2
2015					1			1					1			1
2016					1			1					1			1
Total:				0	2		2	4				0	2		2	4

County: (55) OKLAHOMA

(55) MIDWEST CITY	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
					2		2	4					2		2	4

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



TABULATION OF COLLISIONS

SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

Collisions By Type Of Collision

Type Of Collision	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)						1		1												
Head-On (front-to-front)			1	1																
Right Angle (front-to-side)									1		1									
Angle Turning			1	1																
Other Angle																				
Sideswipe Same Direction																				
Sideswipe Opposite Direction																				
Fixed Object																				
Pedestrian																				
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash																				
Other																				
Total			2	2		1		1		1		1								
Percent			50.0	50.0		25.0		25.0		25.0		25.0								

Collisions By Type Of Collision

Type Of Collision	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)														1		1	25.0
Head-On (front-to-front)															1	1	25.0
Right Angle (front-to-side)														1		1	25.0
Angle Turning															1	1	25.0
Other Angle																	
Sideswipe Same Direction																	
Sideswipe Opposite Direction																	
Fixed Object																	
Pedestrian																	
Pedal Cycle																	
Animal																	
Overturn/Rollover																	
Vehicle-Train																	
Other Single Vehicle Crash																	
Other																	
Total														2	2	4	100
Percent														50.0	50.0	100	

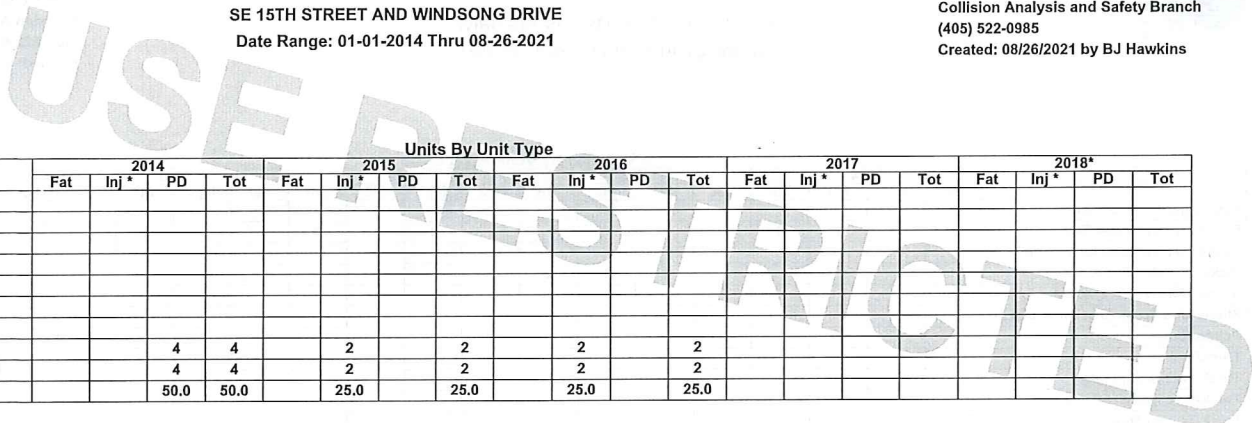
* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



TABULATION OF COLLISIONS

SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins



Unit Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian																				
Animal																				
Pedal Cycle																				
Parked Vehicle																				
CMV																				
Other Single Vehicle																				
Other Multi-Vehicle			4	4			2	2			2	2								
Total			4	4			2	2			2	2								
Percent			50.0	50.0			25.0	25.0			25.0	25.0								

Unit Type	2019*				2020*				2021*				Total				
	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																	
Other Multi-Vehicle													4	4	4	8	100.0
Total													4	4	4	8	100
Percent													50.0	50.0	100		

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



TABULATION OF COLLISIONS

SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

Vehicles By Vehicle Type

Vehicle Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door																				
Passenger Vehicle-4 Door			2	2						1	1	2								
Passenger Vehicle-Convertible																				
Pickup Truck					1	1	2													
Single-Unit Truck (2 axles)																				
Single-Unit Truck (3 or more axles)																				
School Bus																				
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)			2	2																
Passenger Van																				
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other																				
Total			4	4	1	1	2		1	1	2									
Percent			50.0	50.0	12.5	12.5	25.0		12.5	12.5	25.0									

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



TABULATION OF COLLISIONS

SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

Vehicles By Vehicle Type

Vehicle Type	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door																	
Passenger Vehicle-4 Door													1	3	4	50.0	
Passenger Vehicle-Convertible																	
Pickup Truck													1	1	2	25.0	
Single-Unit Truck (2 axles)																	
Single-Unit Truck (3 or more axles)																	
School Bus																	
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)														2	2	25.0	
Passenger Van																	
Truck More Than 10,000 lbs.																	
Van (10,000 lbs. or less)																	
Other																	
Total														2	6	8	100
Percent														25.0	75.0	100	

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



TABULATION OF COLLISIONS
SE 15TH STREET AND WINDSONG DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

Day And Time Of Occurrence Of Collisions

Day	AM												PM												Tot	Pcnt									
	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																																			
Monday																																			
Tuesday																	1		1																
Wednesday																																			
Thursday																																			
Friday																1		1																	
Saturday																																			
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak			Evening - Late Night						Tot	Pcnt						
Total																									3									4	100
Percent													25.0												75.0									100	

Roadway/Lighting

Roadway Conditions	Lighting Conditions					Total	Percent
	Daylight	Darkness	Twilight	Lighted	Unknown		
Dry	2	1	1			4	100.0
Wet (Water)							
Ice, Snow, or Slush							
Mud, Dirt, Gravel, or Sand							
Other							
Total	2	1	1			4	100
Percent	50.0	25.0	25.0			100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	4	100.0
Clouds Present		
Raining/Fog		
Snowing/Sleet/Hail		
Other		
Total	4	100



TABULATION OF COLLISIONS

SE 15TH STREET AND WINDSONG DRIVE
 Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

Drivers By Driver Conditions

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total					
	Fat	Inj *	PD	Ability Impaired			Odor Detected			Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt	
Failed to Yield			2																					
Failed to Stop		1	1																		1	1	2	25.0
Failed to Signal																								
Improper Turn																								
Improper Start																								
Improper Stop																								
Improper Backing																								
Improper Parking																								
Improper Passing																								
Improper Lane Change																								
Left of Center																								
Following Too Close																								
Unsafe Speed																								
DWI																								
Inattention		1																				1	12.5	
Negligent Driving																								
Defective Vehicle																								
Wrong Way																								
No Improper Action		2	1																			2	37.5	
Other																								
Total		4	4																			4	100	
Percent		50.0	50.0																			50.0	50.0	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

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



STUDY CRITERIA

SE 15TH STREET AND WINDSONG DRIVE
 Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

USE RESTRICTED

23 USC 409

ROADWAY / REGION

QUERY OVER	SELECTIONS
Draw Area on Map	User Selection on Map

DATE

Date Range	01-01-2014 to 08-26-2021
------------	--------------------------

FILTER COLLISIONS

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

REPORT SECTIONS

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

Calls For Service Report - MIDWEST CITY POLICE DEPARTMENT

Sorted by Call_Number, Call_Date, Call_Time

Call_Date : 01/01/2020 00:00 - 12/31/2020 23:59

Block_Number : 10000, 10900

Street : 15

AddressCategory : LOCAL ADDRESS

Agency : MIDWEST CITY PD

Call_Type : ACCIDENT AUTO PED, ACCIDENT CITY VEHICLE, ACCIDENT CITY VEHICLE W/INJ, ACCIDENT H/R W/INJ, ACCIDENT HIT/RUN, ACCIDENT

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
20-095431	01/25/2020	09 05:13	MIDWEST CITY PD	ACCIDENT NO INJURY	KELSIE	10004 SE 15TH ST	BAKER		7 ACCIDENT REPORT COMPLETED	127 - COLE, L	NO
20-09577	*	Sent To Dispatch- 01/25/2020 09 08 05				MIDWEST CITY, OK 73130	BAKER	55	10 USED BY BACKUP	113 - MILLER, D	
20-09577									Primary		
20-012832	02/24/2020	16 30:10	MIDWEST CITY PD	ACCIDENT NO INJURY	RYAN PALM	10000 SE 15TH ST	BAKER		2 COMPLAINANT CONTACTED	015 - ADAY, P	NO
		Sent To Dispatch- 02/24/2020 16 31:01				MIDWEST CITY, OK 73130	BAKER	55	Primary		
20-014605	03/04/2020	16 53 01	MIDWEST CITY PD	ACCIDENT NO INJURY	JESSIE	10000 SE 15TH ST	BAKER		DEASSIGNED	056 - RUMMELL, B	NO
20-01563		Sent To Dispatch- 03/04/2020 16 53 45				MIDWEST CITY, OK 73130	BAKER	55	Primary		
20-01563									10 USED BY BACKUP	167 - HURST, B	
20-01563									Primary		
20-01563									7 ACCIDENT REPORT COMPLETED	166 - DOOLITTLE, E	
20-01563									Primary		
20-081293	09/13/2020	19 53 12	MIDWEST CITY PD	ACCIDENT INJURY MWC	INA	10000 SE 15TH ST	BAKER		DEASSIGNED	193 - GULLIVER, M	NO
20-05859	*	Sent To Dispatch- 09/13/2020 19 53 50				MIDWEST CITY, OK 73130	BAKER	55	Primary		
20-05859									RE-ASSIGNED TO NEW CALL	170 - RODRIGUEZ, F	
20-05859									Primary		
20-05859									7 ACCIDENT REPORT COMPLETED	175 - WELDON, R	
20-05859									Primary		
20-05859									RE-ASSIGNED TO NEW CALL	129 - HENRY, L	
20-05859									Primary		
20-082590	09/18/2020	18 45:35	MIDWEST CITY PD	ACCIDENT HIT/RUN	WAYNE MCEWEN	10011 SE 15TH ST	BAKER		2 COMPLAINANT CONTACTED	166 - DOOLITTLE, E	NO
		Sent To Dispatch- 09/18/2020 18 46 02				MIDWEST CITY, OK 73130	BAKER	45	Primary		
20-084557	09/28/2020	14 00:59	MIDWEST CITY PD	ACCIDENT NO INJURY	<Cater 1>	10321 SE 15TH ST	BAKER		RE-ASSIGNED TO NEW CALL	042 - ERICSON, K	NO
		Sent To Dispatch- 09/28/2020 14 07 16				MIDWEST CITY, OK 73130	BAKER	45	Primary		
20-076846	11/18/2020	15 58 21	MIDWEST CITY PD	ACCIDENT NO INJURY	SARAH SPRINGER	10100 SE 15TH ST	BAKER		7 ACCIDENT REPORT COMPLETED	191 - REYNOLDS, O	NO
20-07428		Sent To Dispatch- 11/18/2020 15 59 53				MIDWEST CITY, OK 73130	BAKER	55	Primary		

09/28/2021 20:13

1 of 2

* There is more than one case number.

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
20-091846	12/01/2020	15:04:03	MIDWEST CITY PD	ACCIDENT NO INJURY	COLLEN VANOVER	10000 SE 15TH ST MIDWEST CITY, OK 73130	BAKER BAKER	 55	5 DETAIL COMPLETED	122 - KREIDER, K Primary	NO

8 Records Selected

Calls For Service Report - MIDWEST CITY POLICE DEPARTMENT

Sorted by Call_Number, Call_Date, Call_Time

Call_Date : 01/01/2021 00:00 - 09/28/2021 23:59

Block_Number : 10000, 10900

Street : 15

AddressCategory : LOCAL ADDRESS

Agency : MIDWEST CITY PD

Call_Type : ACCIDENT AUTO PED , ACCIDENT CITY VEHICLE, ACCIDENT CITY VEHICLE W/INJ, ACCIDENT H/R W/INJ, ACCIDENT HIT/RUN, ACCIDENT

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
21-008004	01/23/2021	17:50:12	MIDWEST CITY PD	ACCIDENT HIT/RUN	MICHAEL JOHNSON	10011 SE 15TH ST	BAKER		DEASSIGNED	173 - MALOY, J	NO
	Sent To Dispatch- 01/23/2021 17:50:48					MIDWEST CITY, OK 73130	BAKER	45		Primary	
21-030781	05/05/2021	11:45:53	MIDWEST CITY PD	ACCIDENT NO INJURY	<Caller 1>	10500 SE 15TH ST	BAKER		7 ACCIDENT REPORT COMPLETED	120 - SHUCK, J	NO
21-02768	Sent To Dispatch- 05/05/2021 11:47:08					MIDWEST CITY, OK 73130	BAKER	55		Primary 110 - LANTZ, T	
21-034310	05/18/2021	19:11:32	MIDWEST CITY PD	ACCIDENT NO INJURY	TAMMY CREEK	10000 SE 15TH ST	BAKER		5 DETAIL COMPLETED	Primary 173 - MALOY, J	NO
	Sent To Dispatch- 05/18/2021 19:12:04					MIDWEST CITY, OK 73130	BAKER	55		Primary	
21-044034	06/23/2021	18:59:30	MIDWEST CITY PD	ACCIDENT HIT/RUN	JESSE HINDLY	10000 SE 15TH ST	BAKER		3 UNABLE TO LOCATE	165 - FITTRO, J	NO
	Sent To Dispatch- 06/23/2021 18:59:44					MIDWEST CITY, OK 73130	BAKER	55		Primary	
21-052130	07/24/2021	14:58:21	MIDWEST CITY PD	ACCIDENT NO INJURY	MARIA AVENA	10000 SE 15TH ST	BAKER		DEASSIGNED	178 - BROWN, S M	NO
	Sent To Dispatch- 07/24/2021 14:58:53					MIDWEST CITY, OK 73130	BAKER	55		Primary 205 - TEAGUE, T	
									5 DETAIL COMPLETED	Primary 152 - ZUNIGA, J	
									5 DETAIL COMPLETED	Secondary	
21-081288	08/28/2021	12:34:05	MIDWEST CITY PD	ACCIDENT NO INJURY	TESSA	10000 SE 15TH ST	BAKER		7 ACCIDENT REPORT COMPLETED	082 - MYERS, M	NO
21-05665	Sent To Dispatch- 08/28/2021 12:34:53					MIDWEST CITY, OK 73130	BAKER	55		Primary	
21-089028	09/27/2021	07:50:05	MIDWEST CITY PD	ACCIDENT NO INJURY	MASON WALSH	10000 SE 15TH ST	BAKER		10 USED BY BACKUP	082 - MYERS, M	NO
	Sent To Dispatch- 09/27/2021 07:59:28					MIDWEST CITY, OK 73130	BAKER	55		Primary 127 - COLE, L	
									10 USED BY BACKUP	Primary 133 - NASH, J	
									DEASSIGNED	Primary 120 - SHUCK, J	
									6 OTHER REPORT	Primary	
21-089141	09/27/2021	16:49:11	MIDWEST CITY PD	ACCIDENT NO INJURY	<Caller 1>	10000 SE 15TH ST	BAKER		7 ACCIDENT REPORT COMPLETED	178 - RODGERS, H	NO
21-08408	Sent To Dispatch- 09/27/2021 16:50:07					MIDWEST CITY, OK 73130	BAKER	55		Primary	

09/28/2021 20:13

1 of 2

* There is more than one case number

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
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8 Records Selected

ATTACHMENT C

Analysis Print-Outs

SE 15th St and Windsong Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Signal Warrants - Summary

Major Street Approaches

Eastbound: SE 15

Number of Lanes : 2+

Total Approach Volume: 6,275

Westbound: SE 15

Number of Lanes :2+

Total Approach Volume: 5,320

Minor Street Approaches

Northbound: Windsong Dr

Number of Lanes :2+

Total Approach Volume: 977

Warrant Summary (Urban Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes.....	Not Satisfied
Warrant 1A - Minimum Vehicular Volume.....	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic.....	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1C - Combination of Warrants.....	Not Satisfied
Required 1A volumes reached for 0 hours, 8 are needed	
Required 1B volumes reached for 1 hours, 8 are needed	
Warrant 2 - Four Hour Volumes.....	Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour.....	Not Satisfied
Warrant 3A - Peak Hour Delay.....	Not Satisfied
Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes.....	Not Satisfied
Volumes do not exceed minimums for any one hour period.	
Warrant 4 - Pedestrian Volumes.....	Not Evaluated
Warrant 5 - School Crossing.....	Not Evaluated
Warrant 6 - Coordinated Signal System.....	Not Evaluated
Warrant 7 - Crash Experience.....	Not Satisfied
Number of accidents (0) is less than minimum (5). Volume minimums are not met.	
Warrant 8 - Roadway Network.....	Not Evaluated
Warrant 9 - Intersection Near a Grade Crossing.....	Not Evaluated

SE 15th St and Windsong Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **2 or more**

Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **200**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544	+	323	=	867	65	0	No
18:00 - 19:00	521	+	324	=	845	59	0	No
18:15 - 19:15	521	+	324	=	845	59	0	No
18:30 - 19:30	521	+	324	=	845	59	0	No
18:45 - 19:45	521	+	324	=	845	59	0	No
07:00 - 08:00	240	+	553	=	793	118	0	No
07:15 - 08:15	240	+	553	=	793	118	0	No
07:30 - 08:30	240	+	553	=	793	118	0	No
07:45 - 08:45	240	+	553	=	793	118	0	No
14:00 - 15:00	464	+	310	=	774	62	0	No
14:15 - 15:15	464	+	310	=	774	62	0	No
14:30 - 15:30	464	+	310	=	774	62	0	No
14:45 - 15:45	464	+	310	=	774	62	0	No
12:00 - 13:00	453		310		763	56	0	No

SE 15th St and Windsong Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 1B - Interruption of Continuous Traffic

Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **2 or more**

Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **100**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544	+	323	=	867	65	0	No
18:00 - 19:00	521	+	324	=	845	59	0	No
18:15 - 19:15	521	+	324	=	845	59	0	No
18:30 - 19:30	521	+	324	=	845	59	0	No
18:45 - 19:45	521	+	324	=	845	59	0	No
07:00 - 08:00	240	+	553	=	793	118	0	No
07:15 - 08:15	240	+	553	=	793	118	0	No
07:30 - 08:30	240	+	553	=	793	118	0	No
07:45 - 08:45	240	+	553	=	793	118	0	No
14:00 - 15:00	464	+	310	=	774	62	0	No
14:15 - 15:15	464	+	310	=	774	62	0	No
14:30 - 15:30	464	+	310	=	774	62	0	No
14:45 - 15:45	464	+	310	=	774	62	0	No
12:00 - 13:00	453		310		763	56	0	No

SE 15th St and Windsong Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

Only 0 hours meet 1A minimums.
Only 1 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **2 or more**

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = 480 720

Veh/Hr Minor = 160 80

Major Road SE 15

Minor Road Windsong Dr

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544	+	323	=	867	65	0	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
07:00 - 08:00	240	+	553	=	793	118	0	Yes
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No

SE 15th St and Windsong Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

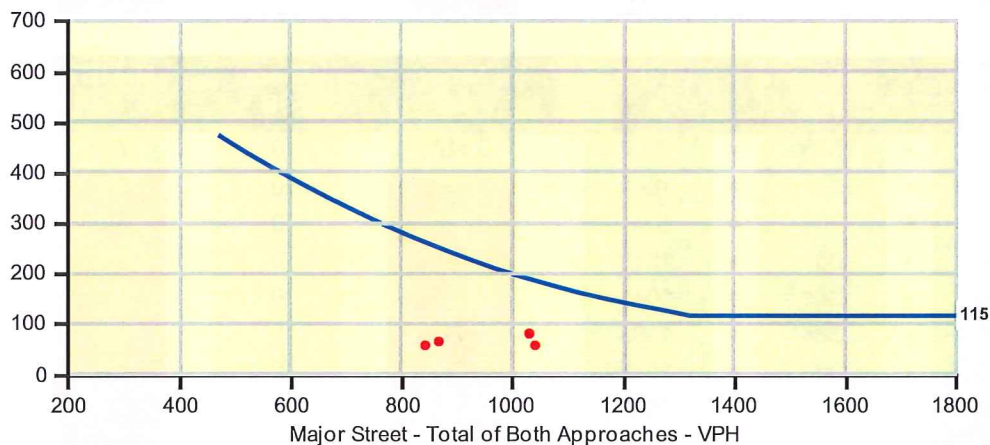
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **2 or more**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
16:00 - 17:00	680	+	361	=	1041	59	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No



SE 15th St and Windsong Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 3A - Peak Hour Delay

Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

Summary

44 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Number of Minor Lanes = 2 or more

Volume and Delay Requirements

Veh/Hr All Approaches = 650

Veh/Hr Minor = 150

Total Delay (Veh-Hrs) = 5

Time	Major Road SE 15			Minor Road Windsong Dr			Warrant Met?		
	Total of All Approaches	Met?	Minor NB	Delay NB	Met?	Minor SB		Delay SB	Met?
17:00 - 18:00	1111	Yes	79	-	No	0	-	---	No
17:15 - 18:15	1111	Yes	79	-	No	0	-	---	No
17:30 - 18:30	1111	Yes	79	-	No	0	-	---	No
17:45 - 18:45	1111	Yes	79	-	No	0	-	---	No
16:00 - 17:00	1100	Yes	59	-	No	0	-	---	No
16:15 - 17:15	1100	Yes	59	-	No	0	-	---	No
16:30 - 17:30	1100	Yes	59	-	No	0	-	---	No
16:45 - 17:45	1100	Yes	59	-	No	0	-	---	No
15:00 - 16:00	932	Yes	65	-	No	0	-	---	No
15:15 - 16:15	932	Yes	65	-	No	0	-	---	No
15:30 - 16:30	932	Yes	65	-	No	0	-	---	No
15:45 - 16:45	932	Yes	65	-	No	0	-	---	No
07:00 - 08:00	911	Yes	118	-	No	0	-	---	No
07:15 - 08:15	911	Yes	118	-	No	0	-	---	No
07:30 - 08:30	911	Yes	118	-	No	0	-	---	No
07:45 - 08:45	911	Yes	118	-	No	0	-	---	No
18:15 - 19:15	904	Yes	59	-	No	0	-	---	No
18:30 - 19:30	904	Yes	59	-	No	0	-	---	No
18:45 - 19:45	904	Yes	59	-	No	0	-	---	No
18:00 - 19:00	904	Yes	59	-	No	0	-	---	No
14:00 - 15:00	836	Yes	62	-	No	0	-	---	No
14:15 - 15:15	836	Yes	62	-	No	0	-	---	No
14:30 - 15:30	836	Yes	62	-	No	0	-	---	No
14:45 - 15:45	836	Yes	62	-	No	0	-	---	No
12:00 - 13:00	819	Yes	56	-	No	0	-	---	No

SE 15th St and Windsong Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 3B - Peak Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

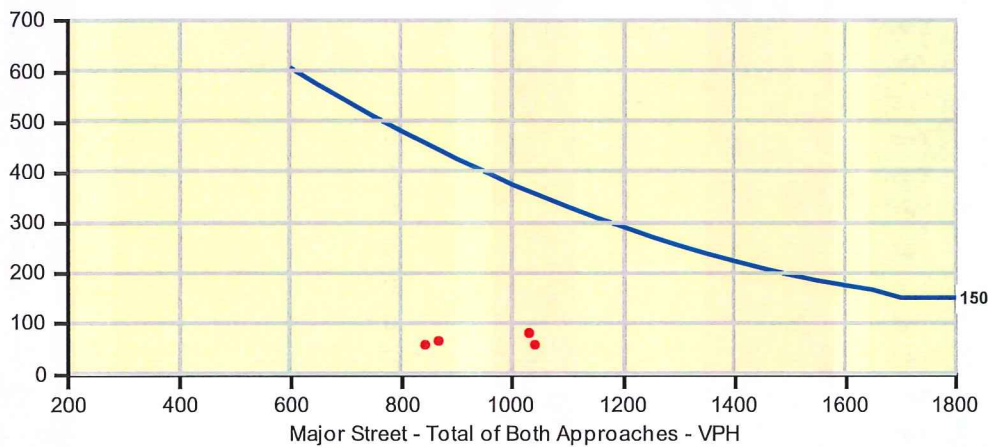
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **2 or more**

Time	Major Road		+	Major Road		=	Total	Minor Road		Met?
	SE 15	EB		WB	NB			SB		
16:00 - 17:00	680	680	+	361	361	=	1041	59	0	No
16:15 - 17:15	680	680	+	361	361	=	1041	59	0	No
16:30 - 17:30	680	680	+	361	361	=	1041	59	0	No
16:45 - 17:45	680	680	+	361	361	=	1041	59	0	No
17:00 - 18:00	668	668	+	364	364	=	1032	79	0	No
17:15 - 18:15	668	668	+	364	364	=	1032	79	0	No
17:30 - 18:30	668	668	+	364	364	=	1032	79	0	No
17:45 - 18:45	668	668	+	364	364	=	1032	79	0	No
15:00 - 16:00	544	544	+	323	323	=	867	65	0	No
15:15 - 16:15	544	544	+	323	323	=	867	65	0	No
15:30 - 16:30	544	544	+	323	323	=	867	65	0	No



SE 15th St and Windsong Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

Warrant 7 - Crash Experience

Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

Summary

Number of crashes does not meet minimum.
 Pedestrian volumes do not meet the 80% criteria.
 War 1A or 1B volumes do not meet the 80% criteria.
 Warrant is NOT met.

Site Data Required

Number of crashes in last 12 months = 0

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **2 or more**

Crash and Volume Requirements

Minimum number of crashes = 5

Veh/Hr Major: War 1A = 480 War 1B = 720

Veh/Hr Minor: War 1A = 160 War 1B = 80

Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) 0 Met? **No**

Hours data meets 80% requirements of Warrant 1B (8 needed) 1 Met? **No**

Hours data meets 80% requirements of Warrant 4 (4,1 needed) 0 Met? **No**

Major Road

SE 15

Minor Road

Windsong Dr

Warrant 1A Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544	+	323	=	867	65	0	No

Warrant 1B Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
07:00 - 08:00	240	+	553	=	793	118	0	Yes
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No

SE 15th St and Windsong Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

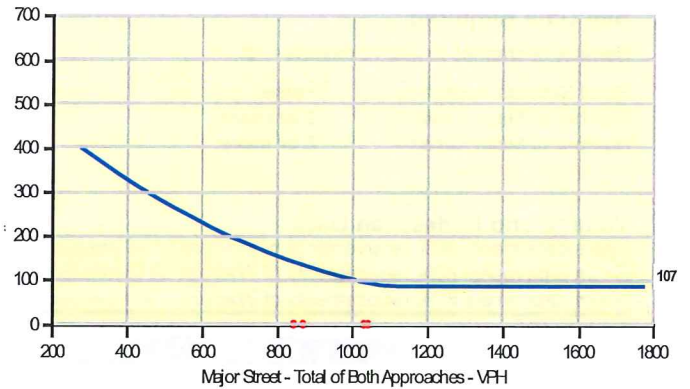
Warrant 7 - Crash Experience

Major Road

SE 15

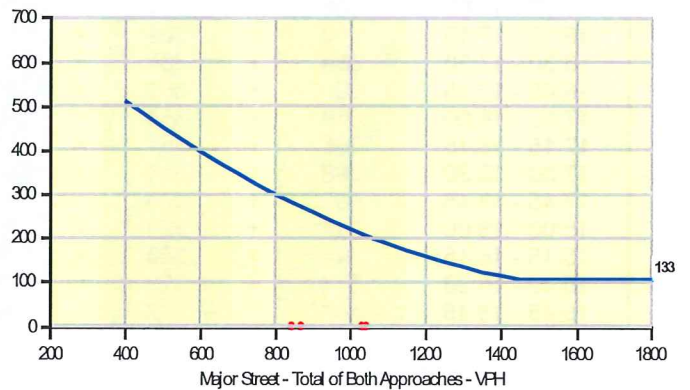
80% of Warrant 4 - 4 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
16:00 - 17:00	680	+	361	=	1041	0	+	0	=	0	No
16:15 - 17:15	680	+	361	=	1041	0	+	0	=	0	No
16:30 - 17:30	680	+	361	=	1041	0	+	0	=	0	No
16:45 - 17:45	680	+	361	=	1041	0	+	0	=	0	No
17:00 - 18:00	668	+	364	=	1032	0	+	0	=	0	No
17:15 - 18:15	668	+	364	=	1032	0	+	0	=	0	No
17:30 - 18:30	668	+	364	=	1032	0	+	0	=	0	No
17:45 - 18:45	668	+	364	=	1032	0	+	0	=	0	No
15:00 - 16:00	544	+	323	=	867	0	+	0	=	0	No
15:15 - 16:15	544	+	323	=	867	0	+	0	=	0	No
15:30 - 16:30	544	+	323	=	867	0	+	0	=	0	No
15:45 - 16:45	544	+	323	=	867	0	+	0	=	0	No



80% of Warrant 4 - 1 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
16:00 - 17:00	680	+	361	=	1041	0	+	0	=	0	No
16:15 - 17:15	680	+	361	=	1041	0	+	0	=	0	No
16:30 - 17:30	680	+	361	=	1041	0	+	0	=	0	No
16:45 - 17:45	680	+	361	=	1041	0	+	0	=	0	No
17:00 - 18:00	668	+	364	=	1032	0	+	0	=	0	No
17:15 - 18:15	668	+	364	=	1032	0	+	0	=	0	No
17:30 - 18:30	668	+	364	=	1032	0	+	0	=	0	No
17:45 - 18:45	668	+	364	=	1032	0	+	0	=	0	No
15:00 - 16:00	544	+	323	=	867	0	+	0	=	0	No
15:15 - 16:15	544	+	323	=	867	0	+	0	=	0	No
15:30 - 16:30	544	+	323	=	867	0	+	0	=	0	No
15:45 - 16:45	544	+	323	=	867	0	+	0	=	0	No





Public Works Administration

R. Paul Streets, Director

pstreets@midwestcityok.org

405-739-1061

Patrick Menefee,

City Engineer of Public Works

pmenefee@midwestcityok.org

405-739-1062

8730 S.E. 15th Street,

Midwest City, Oklahoma 73110

TO: Traffic and Safety Commission

FROM: Patrick Menefee, P.E., City Engineer

DATE: October 21st, 2021

SUBJECT: (TS-446) Discussion and consideration of accepting and making part of the public record the **updated** Traffic Signal Study and analysis for the intersection of N.E. 10th Street and Shadybrook Drive.

DATES OF HEARINGS: Commission October 21st, 2021
City Council November 9th, 2021

APPLICANT/REQUESTOR: Midwest City Public Works
At the request of
Ridgecrest Heights Addition HOA

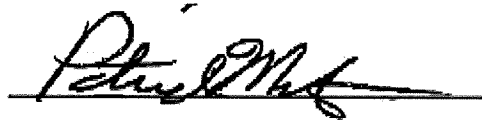
The applicants, the residents and the HOA of the Ridgecrest Heights Addition, petitioned the Public Works Engineering office requesting the City investigate the installation of a traffic signal at the intersection of N.E. 10th Street and Shadybrook Drive. The submitted petition included 84 signatures and will be available for viewing at the meeting. The City entered into a contract with T.E.C. (Traffic Engineering Consultants) to do an evaluation of the intersection seeing if met the minimum requirements as stated by the MUTCD. A proposed signal project must meet these minimum requirements to be eligible for funding through the A.C.O.G. T.I.P. Safety Project funding program. The intersection does not meet those requirements at this time. The summary letter from T.E.C. and the full report are attached as part of this application.

This does not disqualify the possibility of installing a signal.

The item was heard at the September Traffic and Safety Commission meeting and the September 28th City Council meeting. The City Council noted that the 2020 and 2021 accident counts were not part of the report. Therefore, the City Council asked that those records be incorporated into the reports. They then asked for the updated studies to be re-heard by the Traffic and Safety Commission and then brought back to be heard again by the City Council. MWC PD provided printouts of those accident records and they were incorporated into an updated traffic study.

The speed tables for the intersection are also included in the further information portion of the packet.

Any recommendation is at the discretion of the Commission.

A handwritten signature in black ink, appearing to read "Patrick Menefee", is written over a horizontal line.

Patrick Menefee, P.E.
Public Works City Engineer

cc: Midwest City Police Department
Midwest City Street Department

File: TS-446



MEMORANDUM

September 30, 2021

TO: Patrick Menefee, P.E.
Public Works City Engineer
City of Midwest City

FROM: B.J. Hawkins, P.E., PTOE

SUBJECT: Traffic Signal Warrant Analysis
NE 10th Street and Shadybrook Drive
Midwest City, Oklahoma



INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was contracted by the City of Midwest City to conduct a traffic signal warrant analysis on the intersection of NE 10th Street and Shadybrook Drive in Midwest City, Oklahoma as shown in **Figure 1** in **Appendix A**. The intersection is currently unsignalized with northbound and southbound stop control. NE 10th Street is a four-lane east/west major arterial with a posted speed limit of 40 mph. Shadybrook Drive is a two-lane north/south collector street with a posted speed limit of 25 mph. The Ridge apartment complex has a driveway north of the intersection which is offset of Shadybrook Drive by approximately 35 feet. While the driveway does not line up directly with Shadybrook, it is still considered part of the intersection due to its close proximity and would need to be included in any potential traffic control modifications.

TRAFFIC DATA

Twenty-four hour turning movement volume counts were collected at the study intersection in August of 2021 while school was in session. The traffic volume data indicated that the a.m. peak hour occurred from 7:00 - 8:00 and the p.m. peak hour occurred from 4:45 - 5:45. The 2021 existing traffic volumes are summarized in **Figure 2** and detailed printouts of all the traffic count data are included in **Appendix B**.

The 24-hour approach volumes collected on each leg of the intersection are as follows:

- NE 10th Street west of Shadybrook Drive = 8,253 vpd
- NE 10th Street east of Shadybrook Drive = 7,973 vpd
- Shadybrook Drive south of NE 10th Street = 340 vpd
- Shadybrook Drive north of NE 10th Street = 84 vpd

Traffic Engineering Consultants, Inc.

6000 S. Western Avenue, Suite 300 | Oklahoma City, Oklahoma 73139 | Ph. 405-720-7721

6931 S. 66th E. Avenue, Suite 100 | Tulsa, Oklahoma 74133 | Ph. 918-481-8484

217 E. Dickson Street, Suite 106 | Fayetteville, Arkansas 72701 | Ph. 479-335-5636

CRASH DATA

The crash history was evaluated at the intersection of NE 10th Street and Shadybrook Drive utilizing the ODOT SAFE-T: Statewide Analysis for Engineering & Technology database. The previous 8 years of crash data was collected from January 1, 2014 - September 28, 2021. The 2018-2021 data were noted that it may be incomplete and, as a precaution, the 2020 and 2021 SAFE-T crash data was not included in the evaluation. Alternatively, the Midwest City Police Department provided up-to-date collision data through September 28, 2021, from which the 2020 and 2021 collision data was extracted.

The data indicated 3 collisions in 2014, 3 collisions in 2015, 3 collisions in 2016, 5 collisions in 2017, 1 collision in 2018, 3 collisions in 2019, 2 collisions in 2020, and 0 collisions in 2021. Typically, five or more collisions at an intersection within a 12-month period indicates there may be a correctable safety issue. The only analyzed year which met these criteria of five or more collisions was 2017. However, the collision data indicates three of the collisions were rear-end and one collision was with a fixed object. These types of collisions are not correctable by the installation of a traffic signal. Based on this information, the intersection would not warrant the need for a traffic signal solely based on collision data. Detailed printouts of the crash data are included in **Appendix B**.

WARRANT ANALYSIS

To determine the need for traffic control modifications at the intersection of NE 10th Street and Shadybrook Drive, a traffic signal warrant analysis was conducted. The analysis was conducted using *PC-Warrants 2* which is a software package for evaluating intersections to support the installation of a multiway stop or traffic signal in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*. This publication is a federally approved publication which governs the traffic engineering practices across the country. The MUTCD has eight sets of thresholds or "warrants" that may be evaluated at an intersection to determine whether a traffic signal should be considered to reduce accidents or delay. If one of the warrants is met the installation of a traffic signal should be considered.

The eight-hour vehicular volume, four-hour volume, peak hour, and crash experience warrants were evaluated to determine if the intersection would warrant the installation of a traffic signal. The intersection was evaluated utilizing the 2021 existing traffic volumes with existing intersection geometry. Following is a summary of the results:

Traffic Engineering Consultants, Inc.

6000 S. Western Avenue, Suite 300 | Oklahoma City, Oklahoma 73139 | Ph. 405-720-7721

6931 S. 66th E. Avenue, Suite 100 | Tulsa, Oklahoma 74133 | Ph. 918-481-8484

217 E. Dickson Street, Suite 106 | Fayetteville, Arkansas 72701 | Ph. 479-335-5636

NE 10th Street and Shadybrook Drive

- **Warrant 1 – Eight Hour Vehicular Volumes – Not Satisfied**
 - Warrant 1A – Minimum Vehicular Volume – **Not Satisfied**
(required volumes reached for 0 hours, 8 are needed)
 - Warrant 1B – Interruption of Continuous Traffic – **Not Satisfied**
(required volumes reached for 0 hours, 8 are needed)
 - Warrant 1C – Combination of Warrants – **Not Satisfied**
(required 1A volumes reached for 0 hours, 8 are needed)
(required 1B volumes reached for 0 hours, 8 are needed)
- **Warrant 2 – Four Hour Volumes – Not Satisfied**
(required volumes reached for 0 hours; 4 are needed)
- **Warrant 3B – Peak Hour Volumes – Not Satisfied**
(required volumes reached for 0 hours; 1 is needed)
- **Warrant 7 – Crash Experience – Not Satisfied**
(1 collision in the previous 12 months; 5 are needed)

The results indicated that the intersection of NE 10th Street and Shadybrook Drive does not come close to satisfying any traffic signal warrants under the 2021 existing traffic volumes. Detailed printouts of the worksheets are included in **Appendix C**.

SUMMARY

The intersection of NE 10th Street and Shadybrook Drive does not currently satisfy eight-hour vehicular volume, four-hour volume, peak hour, or crash experience warrants under the 2021 existing traffic data. The intersection would not be expected to satisfy any of the vehicular volume warrants in the near future. Based on the results of the analysis, the installation of a traffic signal is not recommended at the intersection of NE 10th Street and Shadybrook Drive at this time.

ATTACHMENT A

Figures

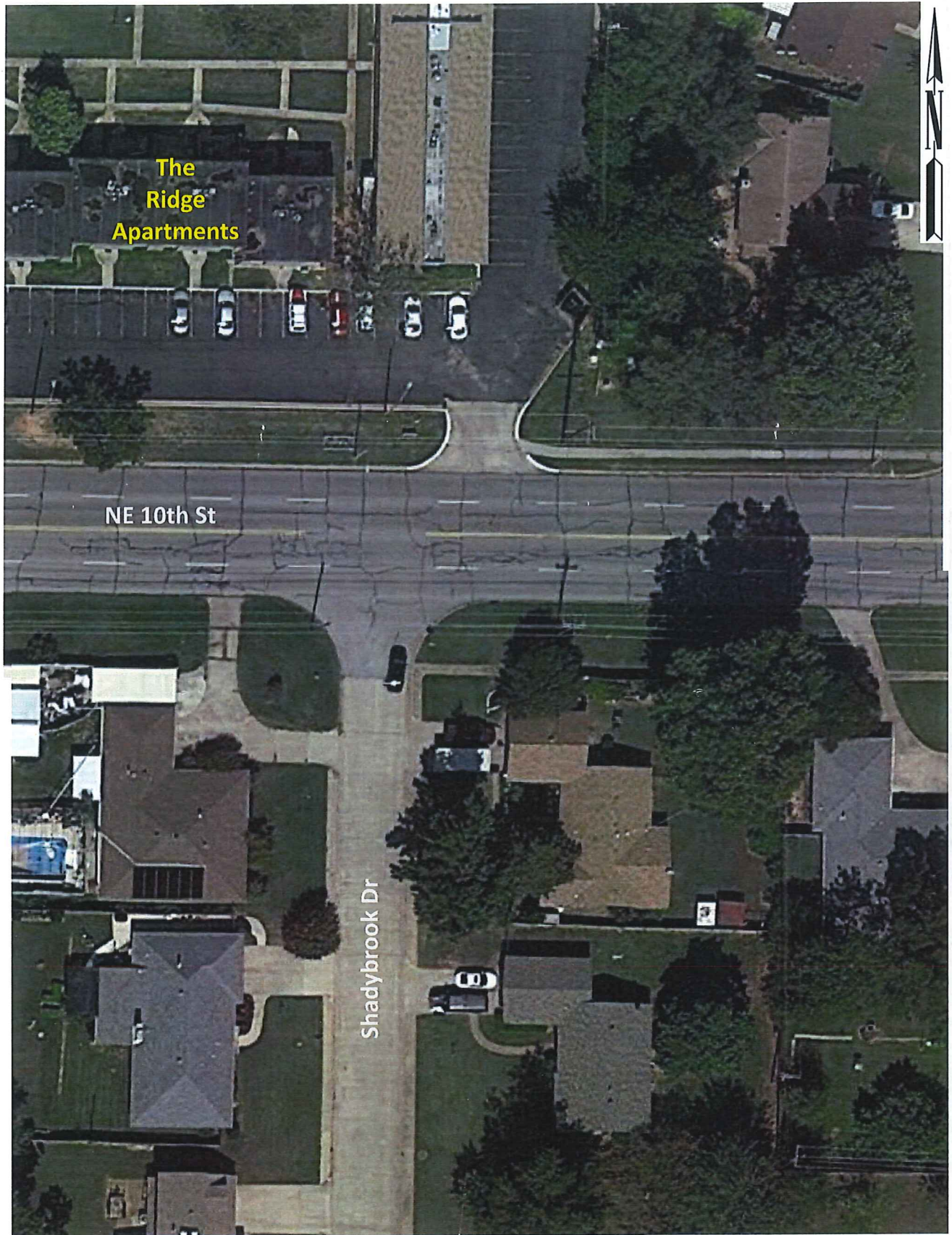
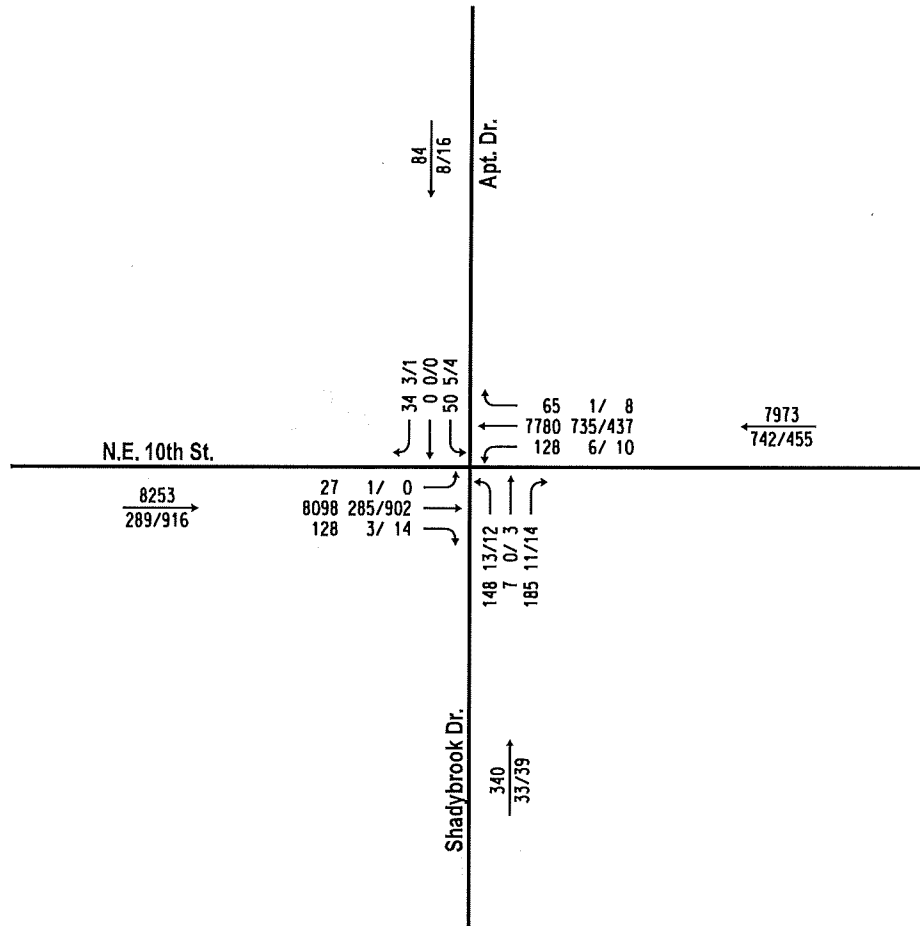


FIGURE 1. Project Location Map
NE 10th Street and Shadybrook Drive



LEGEND	
XXXX	XXX/XXX
24 HOUR	—
A.M. PEAK HOUR	—
P.M. PEAK HOUR	—

FIGURE 2. 2021 Existing Traffic
N.E. 10th St. and Shadybrook Dr.



ATTACHMENT B

Traffic Data

NE 10th St. & Shadybrook Dr. - TMC

Tue Aug 24, 2021

Full Length (3:15 PM-3:15 PM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg Direction Time	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-24 3:15PM	1	0	0	0	1	2	116	0	0	118	1	1	7	0	9	1	134	5	0	140	268
3:30PM	0	0	1	0	1	2	114	0	0	116	5	0	9	0	14	0	172	2	0	174	305
3:45PM	0	0	0	0	0	1	116	1	0	118	2	0	3	0	5	1	184	6	0	191	314
Hourly Total	1	0	1	0	2	5	346	1	0	352	8	1	19	0	28	2	490	13	0	505	887
4:00PM	1	0	1	0	2	4	136	0	0	140	3	0	1	0	4	0	199	4	0	203	349
4:15PM	0	0	0	0	0	2	100	0	0	102	1	0	1	0	2	1	206	5	0	212	316
4:30PM	1	0	2	0	3	6	100	7	0	113	5	0	5	0	10	0	211	9	0	220	346
4:45PM	2	0	1	0	3	3	87	2	0	92	3	1	6	0	10	0	225	4	0	229	334
Hourly Total	4	0	4	0	8	15	423	9	0	447	12	1	13	0	26	1	841	22	0	864	1345
5:00PM	0	0	0	0	0	2	121	1	0	124	3	0	2	0	5	0	204	2	0	206	335
5:15PM	0	0	0	0	0	4	110	4	0	118	3	0	3	0	6	0	248	5	0	253	377
5:30PM	2	0	0	0	2	1	119	1	0	121	3	2	3	0	8	0	225	3	0	228	359
5:45PM	0	0	1	0	1	1	125	1	0	127	2	0	1	0	3	1	184	1	0	186	317
Hourly Total	2	0	1	0	3	8	475	7	0	490	11	2	9	0	22	1	861	11	0	873	1388
6:00PM	1	0	1	0	2	1	138	1	0	140	6	0	4	0	10	1	155	4	0	160	312
6:15PM	3	0	0	0	3	3	101	1	0	105	0	0	3	0	3	1	143	2	0	146	257
6:30PM	1	0	0	0	1	5	122	3	0	130	3	0	2	0	5	1	141	2	0	144	280
6:45PM	0	0	1	0	1	2	107	2	0	111	2	0	1	0	3	0	140	2	0	142	257
Hourly Total	5	0	2	0	7	11	468	7	0	486	11	0	10	0	21	3	579	10	0	592	1106
7:00PM	1	0	0	0	1	2	102	0	0	104	1	0	9	0	10	0	116	2	0	118	233
7:15PM	4	0	0	0	4	3	98	2	0	103	1	0	3	0	4	0	126	1	0	127	238
7:30PM	4	0	1	0	5	1	98	1	0	100	1	0	3	0	4	0	121	0	0	121	230
7:45PM	3	0	0	0	3	2	88	2	0	92	1	0	5	0	6	0	113	0	0	113	214
Hourly Total	12	0	1	0	13	8	386	5	0	399	4	0	20	0	24	0	476	3	0	479	915
8:00PM	0	0	0	0	0	2	103	2	0	107	0	0	1	0	1	0	114	1	0	115	223
8:15PM	0	0	0	0	0	3	87	2	0	92	1	0	5	0	6	1	102	1	0	104	202
8:30PM	2	0	0	0	2	0	71	0	0	71	1	0	1	0	2	0	93	3	0	96	171
8:45PM	2	0	0	0	2	4	84	1	0	89	3	0	4	0	7	0	82	2	0	84	182
Hourly Total	4	0	0	0	4	9	345	5	0	359	5	0	11	0	16	1	391	7	0	399	778
9:00PM	0	0	0	0	0	2	78	2	0	82	2	0	3	0	5	3	93	0	0	96	183
9:15PM	3	0	0	0	3	0	68	4	0	72	0	0	3	0	3	0	84	0	0	84	162
9:30PM	0	0	0	0	0	3	59	2	0	64	0	1	1	0	2	0	73	1	0	74	140
9:45PM	0	0	0	0	0	1	58	0	0	59	1	0	2	0	3	0	79	1	0	80	142
Hourly Total	3	0	0	0	3	6	263	8	0	277	3	1	9	0	13	3	329	2	0	334	627
10:00PM	0	0	0	0	0	3	47	0	0	50	1	0	4	0	5	0	55	3	0	58	113
10:15PM	0	0	0	0	0	1	41	0	0	42	1	0	1	0	2	0	50	2	0	52	96
10:30PM	1	0	1	0	2	1	35	1	0	37	0	0	2	0	2	0	54	1	0	55	96
10:45PM	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	1	40	1	0	42	73

Leg Direction Time	North Southbound					East Westbound					South Northbound					West Eastbound					Tot
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
	Hourly Total	1	0	1	0	2	5	153	1	0	159	2	0	8	0	10	1	199	7	0	
11:00PM	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	0	45	0	0	45	70
11:15PM	0	0	0	0	0	0	29	1	0	30	1	0	0	0	1	0	37	0	0	37	68
11:30PM	0	0	1	0	1	0	20	0	0	20	1	0	0	0	1	0	40	0	0	40	62
11:45PM	0	0	1	0	1	0	9	0	0	9	0	0	1	0	1	1	24	0	0	25	36
Hourly Total	0	0	2	0	2	1	82	1	0	84	2	0	1	0	3	1	146	0	0	147	236
2021-08-25 12:00AM	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	0	30	0	0	30	45
12:15AM	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	0	19	0	0	19	39
12:30AM	0	0	0	0	0	1	17	0	0	18	0	0	1	0	1	0	24	1	0	25	44
12:45AM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	13	0	0	13	25
Hourly Total	0	0	0	0	0	2	60	1	0	63	1	0	2	0	3	0	86	1	0	87	153
1:00AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	30
1:15AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	23
1:30AM	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	0	19	0	0	19	35
1:45AM	0	0	1	0	1	1	15	0	0	16	0	0	0	0	0	0	17	0	0	17	34
Hourly Total	0	0	2	0	2	1	62	0	0	63	0	0	0	0	0	0	57	0	0	57	122
2:00AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	21
2:15AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	16	0	0	17	25
2:30AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
2:45AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12
Hourly Total	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	46	0	0	47	72
3:00AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
3:15AM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	4	0	0	4	14
3:30AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	11	0	0	12	25
3:45AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	6	0	0	6	22
Hourly Total	0	0	0	0	0	1	46	0	0	47	0	0	0	0	0	1	29	0	0	30	77
4:00AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	9	0	0	9	33
4:15AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	10	0	0	10	39
4:30AM	0	0	0	0	0	0	26	0	0	26	2	0	0	0	2	0	10	0	0	10	38
4:45AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	16	0	0	16	37
Hourly Total	0	0	0	0	0	0	99	0	0	99	2	0	1	0	3	0	45	0	0	45	147
5:00AM	0	0	0	0	0	0	37	0	0	37	2	0	0	0	2	0	13	0	0	13	52
5:15AM	0	0	1	0	1	0	54	0	0	54	2	0	0	0	2	0	16	1	0	17	74
5:30AM	0	0	3	0	3	0	66	0	0	66	3	0	2	0	5	1	23	0	0	24	98
5:45AM	0	0	1	0	1	0	57	0	0	57	1	0	0	0	1	0	25	0	0	25	84
Hourly Total	0	0	5	0	5	0	214	0	0	214	8	0	2	0	10	1	77	1	0	79	308
6:00AM	0	0	0	0	0	1	74	0	0	75	3	0	0	0	3	0	21	0	0	21	99
6:15AM	0	0	2	0	2	0	100	0	0	100	2	0	1	0	3	0	49	1	0	50	155
6:30AM	0	0	0	0	0	1	146	0	0	147	3	0	1	0	4	0	52	0	0	52	203
6:45AM	1	0	1	0	2	1	124	0	0	125	5	0	0	0	5	0	61	0	0	61	193
Hourly Total	1	0	3	0	4	3	444	0	0	447	13	0	2	0	15	0	183	1	0	184	650
7:00AM	1	0	1	0	2	1	148	1	0	150	2	0	3	0	5	0	54	0	0	54	211
7:15AM	1	0	2	0	3	1	177	0	0	178	2	0	4	0	6	0	82	2	0	84	271
7:30AM	0	0	0	0	0	2	221	0	0	223	3	0	1	0	4	1	75	0	0	76	303
7:45AM	3	0	0	0	3	2	189	0	0	191	6	0	3	0	9	0	74	1	0	75	278

Leg Direction	North					East					South					West					Int					
	Southbound					Westbound					Northbound					Eastbound										
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	5	0	3	0	8	6	735	1	0	742	13	0	11	0	24	1	285	3	0	289	1063					
8:00AM	0	0	0	0	0	1	117	2	0	120	5	0	3	0	8	0	69	1	0	70	198					
8:15AM	1	0	0	0	1	0	116	1	0	117	2	0	1	0	3	1	72	2	0	75	196					
8:30AM	1	0	0	0	1	3	113	1	0	117	1	0	5	0	6	0	100	2	0	102	226					
8:45AM	0	0	0	0	0	1	100	3	0	104	2	0	4	0	6	0	91	1	0	92	202					
Hourly Total	2	0	0	0	2	5	446	7	0	458	10	0	13	0	23	1	332	6	0	339	822					
9:00AM	0	0	0	0	0	0	87	1	0	88	3	0	1	0	4	0	82	0	0	82	174					
9:15AM	2	0	0	0	2	4	101	1	0	106	1	0	0	0	1	0	72	0	0	72	181					
9:30AM	0	0	0	0	0	0	114	1	0	115	0	0	2	0	2	0	79	2	0	81	198					
9:45AM	2	0	0	0	2	2	87	0	0	89	0	0	1	0	1	0	82	2	0	84	176					
Hourly Total	4	0	0	0	4	6	389	3	0	398	4	0	4	0	8	0	315	4	0	319	729					
10:00AM	1	0	1	0	2	2	101	0	0	103	5	0	3	0	8	0	77	3	0	80	193					
10:15AM	1	0	0	0	1	1	103	0	0	104	0	0	3	0	3	0	96	2	0	98	206					
10:30AM	0	0	0	0	0	2	101	0	0	103	3	0	4	0	7	0	99	2	0	101	211					
10:45AM	0	0	0	0	0	1	95	0	0	96	4	0	2	0	6	0	111	0	0	111	213					
Hourly Total	2	0	1	0	3	6	400	0	0	406	12	0	12	0	24	0	383	7	0	390	823					
11:00AM	0	0	0	0	0	0	121	1	0	122	1	0	2	0	3	0	80	0	0	80	205					
11:15AM	2	0	0	0	2	3	115	0	0	118	1	0	1	0	2	0	129	5	0	134	256					
11:30AM	0	0	0	0	0	1	96	0	0	97	0	0	2	0	2	0	116	1	0	117	216					
11:45AM	0	0	1	0	1	2	89	0	0	91	3	0	2	0	5	1	97	0	0	98	195					
Hourly Total	2	0	1	0	3	6	421	1	0	428	5	0	7	0	12	1	422	6	0	429	872					
12:00PM	0	0	1	0	1	4	98	1	0	103	1	0	1	0	2	0	123	2	0	125	231					
12:15PM	0	0	1	0	1	0	111	3	0	114	4	0	0	0	4	1	112	3	0	116	235					
12:30PM	0	0	1	0	1	2	116	0	0	118	0	1	5	0	6	0	100	0	0	100	225					
12:45PM	1	0	0	0	1	1	119	0	0	120	0	0	3	0	3	0	106	1	0	107	231					
Hourly Total	1	0	3	0	4	7	444	4	0	455	5	1	9	0	15	1	441	6	0	448	922					
1:00PM	0	0	0	0	0	1	117	1	0	119	3	0	1	0	4	2	100	1	0	103	226					
1:15PM	0	0	1	0	1	2	108	0	0	110	3	0	2	0	5	1	103	3	0	107	223					
1:30PM	0	0	1	0	1	1	107	1	0	109	3	0	3	0	6	1	117	3	0	121	237					
1:45PM	0	0	0	0	0	3	116	0	0	119	0	1	1	0	2	1	121	0	0	122	243					
Hourly Total	0	0	2	0	2	7	448	2	0	457	9	1	7	0	17	5	441	7	0	453	929					
2:00PM	1	0	2	0	3	2	129	0	0	131	1	0	2	0	3	0	127	0	0	127	264					
2:15PM	0	0	0	0	0	1	126	0	0	127	2	0	3	0	5	1	126	5	0	132	264					
2:30PM	0	0	0	0	0	3	114	1	0	118	0	0	4	0	4	0	115	1	0	116	238					
2:45PM	0	0	0	0	0	1	120	0	0	121	3	0	4	0	7	1	129	4	0	134	262					
Hourly Total	1	0	2	0	3	7	489	1	0	497	6	0	13	0	19	2	497	10	0	509	1028					
3:00PM	0	0	0	0	0	3	117	1	0	121	2	0	2	0	4	0	147	1	0	148	273					
Hourly Total	0	0	0	0	0	3	117	1	0	121	2	0	2	0	4	0	147	1	0	148	273					
Total	50	0	34	0	84	128	7780	65	0	7973	148	7	185	0	340	27	8098	128	0	8253	16650					
% Approach	59.5%	0%	40.5%	0%	-	1.6%	97.6%	0.8%	0%	-	43.5%	2.1%	54.4%	0%	-	0.3%	98.1%	1.6%	0%	-	-					
% Total	0.3%	0%	0.2%	0%	0.5%	0.8%	46.7%	0.4%	0%	47.9%	0.9%	0%	1.1%	0%	2.0%	0.2%	48.6%	0.8%	0%	49.6%	-					
Lights	50	0	33	0	83	127	7683	65	0	7875	146	7	185	0	338	27	8001	126	0	8154	16450					
% Lights	100%	0%	97.1%	0%	98.8%	99.2%	98.8%	100%	0%	98.8%	98.6%	100%	100%	0%	99.4%	100%	98.8%	98.4%	0%	98.8%	98.8%					
Articulated Trucks	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	26	0	0	26	42					
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0.3%					

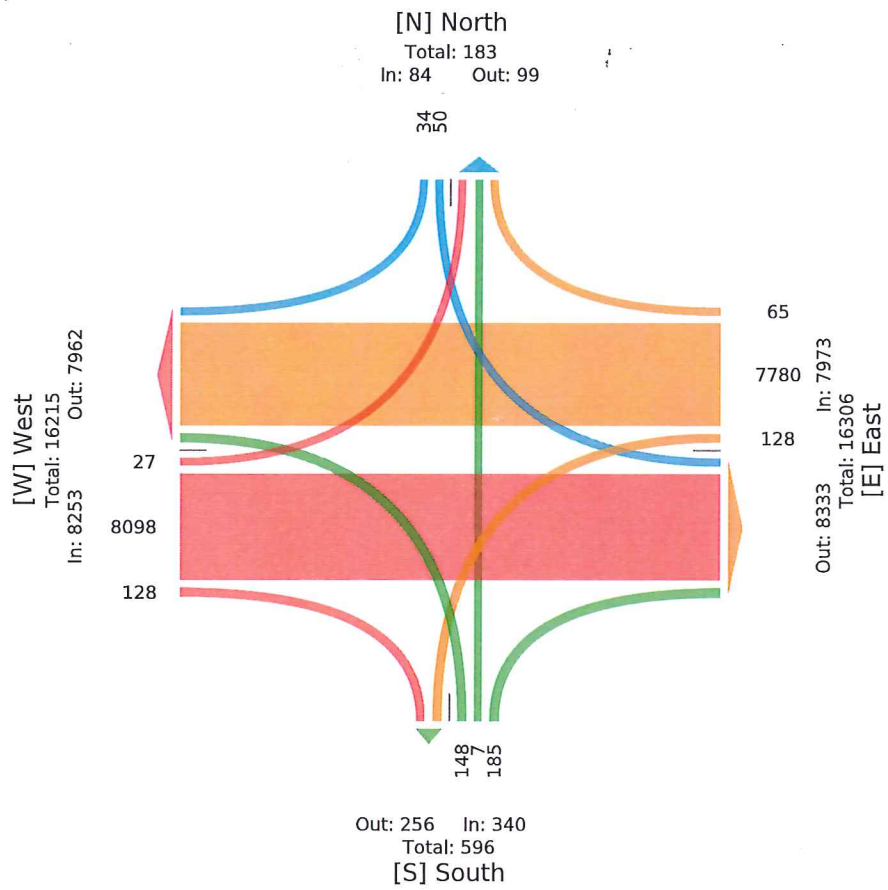
Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Buses and Single-Unit Trucks	0	0	1	0	1	1	81	0	0	82	2	0	0	0	2	0	71	2	0	73	158
% Buses and Single-Unit Trucks	0%	0%	2.9%	0%	1.2%	0.8%	1.0%	0%	0%	1.0%	1.4%	0%	0%	0%	0.6%	0%	0.9%	1.6%	0%	0.9%	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC
 Tue Aug 24, 2021
 Full Length (3:15 PM-3:15 PM (+1))
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



NE 10th St. & Shadybrook Dr. - TMC

Tue Aug 24, 2021

PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
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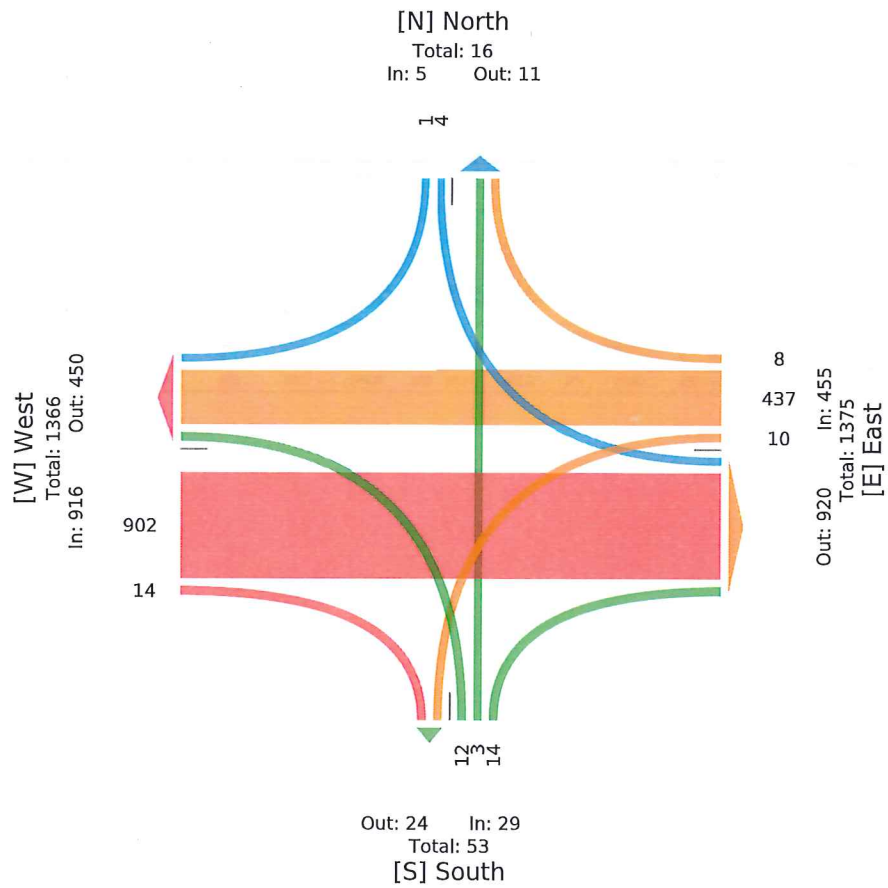
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-24 4:45PM	2	0	1	0	3	3	87	2	0	92	3	1	6	0	10	0	225	4	0	229	334
5:00PM	0	0	0	0	0	2	121	1	0	124	3	0	2	0	5	0	204	2	0	206	335
5:15PM	0	0	0	0	0	4	110	4	0	118	3	0	3	0	6	0	248	5	0	253	377
5:30PM	2	0	0	0	2	1	119	1	0	121	3	2	3	0	8	0	225	3	0	228	359
Total	4	0	1	0	5	10	437	8	0	455	12	3	14	0	29	0	902	14	0	916	1405
% Approach	80.0%	0%	20.0%	0%	-	2.2%	96.0%	1.8%	0%	-	41.4%	10.3%	48.3%	0%	-	0%	98.5%	1.5%	0%	-	-
% Total	0.3%	0%	0.1%	0%	0.4%	0.7%	31.1%	0.6%	0%	32.4%	0.9%	0.2%	1.0%	0%	2.1%	0%	64.2%	1.0%	0%	65.2%	-
PHF	0.500	-	0.250	-	0.417	0.625	0.903	0.500	-	0.917	1.000	0.375	0.583	-	0.725	-	0.909	0.700	-	0.905	0.932
Lights	4	0	1	0	5	10	435	8	0	453	12	3	14	0	29	0	892	14	0	906	1393
% Lights	100%	0%	100%	0%	100%	100%	99.5%	100%	0%	99.6%	100%	100%	100%	0%	100%	0%	98.9%	100%	0%	98.9%	99.1%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.8%	0.6%

*L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC
 Tue Aug 24, 2021
 PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



NE 10th St. & Shadybrook Dr. - TMC

Wed Aug 25, 2021

AM Peak (Aug 25 2021 7AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
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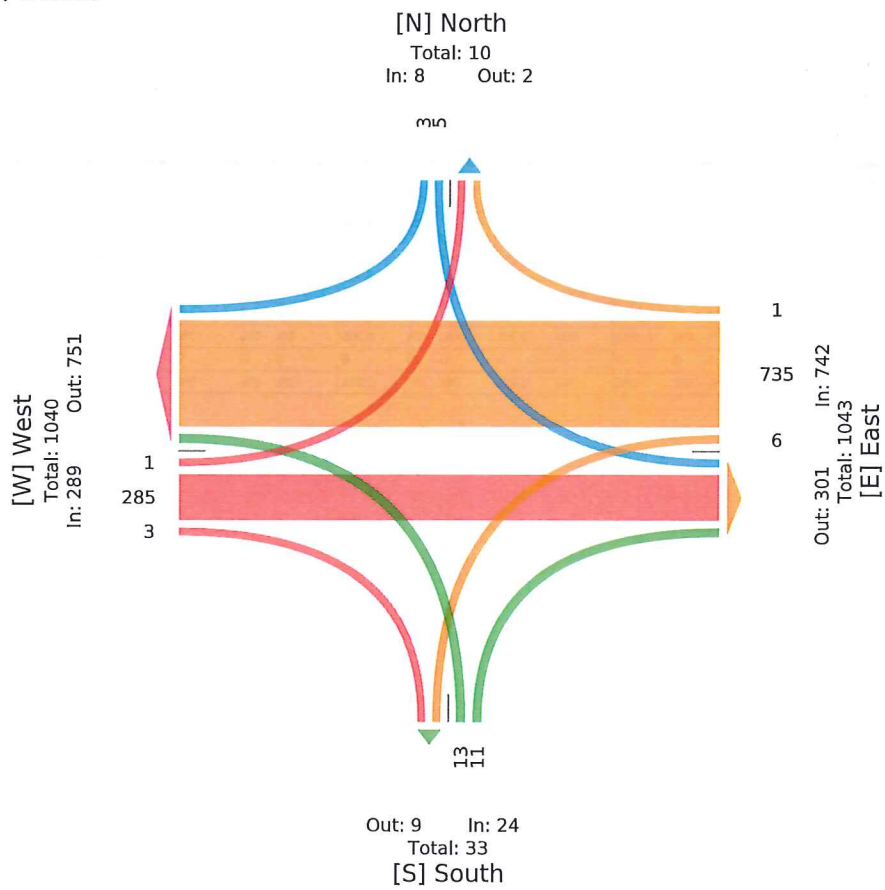
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-25 7:00AM	1	0	1	0	2	1	148	1	0	150	2	0	3	0	5	0	54	0	0	54	211
7:15AM	1	0	2	0	3	1	177	0	0	178	2	0	4	0	6	0	82	2	0	84	271
7:30AM	0	0	0	0	0	2	221	0	0	223	3	0	1	0	4	1	75	0	0	76	303
7:45AM	3	0	0	0	3	2	189	0	0	191	6	0	3	0	9	0	74	1	0	75	278
Total	5	0	3	0	8	6	735	1	0	742	13	0	11	0	24	1	285	3	0	289	1063
% Approach	62.5%	0%	37.5%	0%	-	0.8%	99.1%	0.1%	0%	-	54.2%	0%	45.8%	0%	-	0.3%	98.6%	1.0%	0%	-	-
% Total	0.5%	0%	0.3%	0%	0.8%	0.6%	69.1%	0.1%	0%	69.8%	1.2%	0%	1.0%	0%	2.3%	0.1%	26.8%	0.3%	0%	27.2%	-
PHF	0.417	-	0.375	-	0.667	0.750	0.831	0.250	-	0.832	0.542	-	0.688	-	0.667	0.250	0.869	0.375	-	0.860	0.877
Lights	5	0	3	0	8	6	727	1	0	734	13	0	11	0	24	1	280	3	0	284	1050
% Lights	100%	0%	100%	0%	100%	100%	98.9%	100%	0%	98.9%	100%	0%	100%	0%	100%	100%	98.2%	100%	0%	98.3%	98.8%
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.7%	1.0%

*L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC
 Wed Aug 25, 2021
 AM Peak (Aug 25 2021 7AM - 8 AM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



NE 10th St. & Shadybrook Dr. - TMC
 Wed Aug 25, 2021
 Midday Peak (Aug 25 2021 12PM - 1 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
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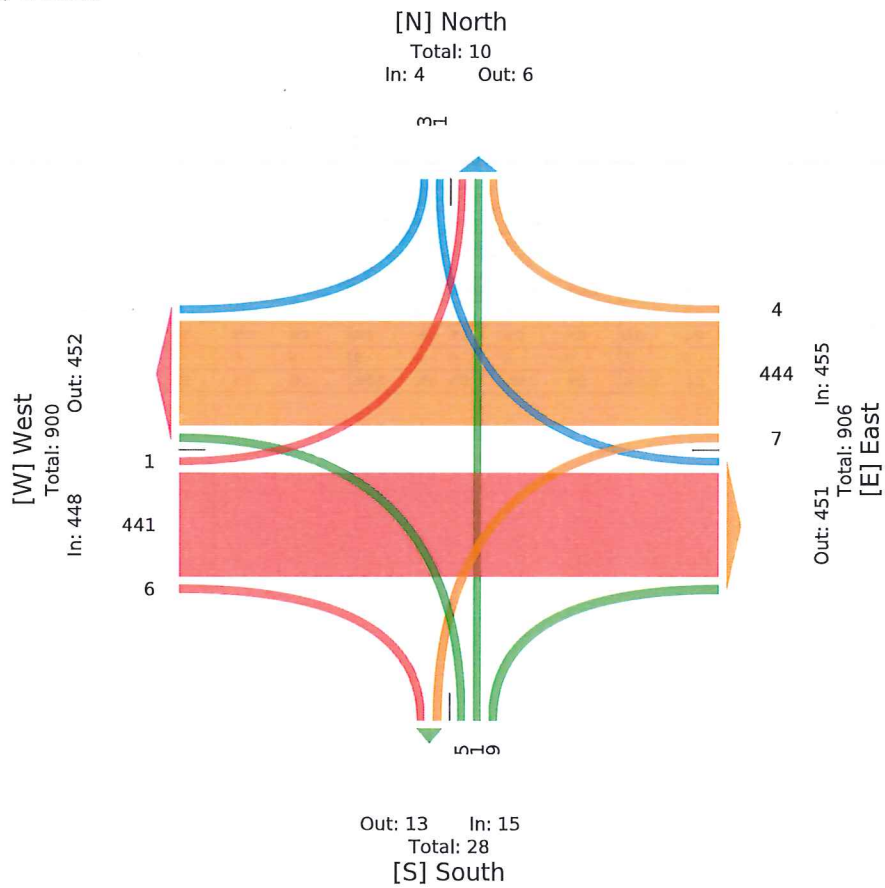
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-25 12:00PM	0	0	1	0	1	4	98	1	0	103	1	0	1	0	2	0	123	2	0	125	231
12:15PM	0	0	1	0	1	0	111	3	0	114	4	0	0	0	4	1	112	3	0	116	235
12:30PM	0	0	1	0	1	2	116	0	0	118	0	1	5	0	6	0	100	0	0	100	225
12:45PM	1	0	0	0	1	1	119	0	0	120	0	0	3	0	3	0	106	1	0	107	231
Total	1	0	3	0	4	7	444	4	0	455	5	1	9	0	15	1	441	6	0	448	922
% Approach	25.0%	0%	75.0%	0%	-	1.5%	97.6%	0.9%	0%	-	33.3%	6.7%	60.0%	0%	-	0.2%	98.4%	1.3%	0%	-	-
% Total	0.1%	0%	0.3%	0%	0.4%	0.8%	48.2%	0.4%	0%	49.3%	0.5%	0.1%	1.0%	0%	1.6%	0.1%	47.8%	0.7%	0%	48.6%	-
PHF	0.250	-	0.750	-	1.000	0.438	0.933	0.333	-	0.948	0.313	0.250	0.450	-	0.625	0.250	0.896	0.500	-	0.896	0.981
Lights	1	0	2	0	3	7	435	4	0	446	5	1	9	0	15	1	439	6	0	446	910
% Lights	100%	0%	66.7%	0%	75.0%	100%	98.0%	100%	0%	98.0%	100%	100%	100%	0%	100%	100%	99.5%	100%	0%	99.6%	98.7%
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%
Buses and Single-Unit Trucks	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	12
% Buses and Single-Unit Trucks	0%	0%	33.3%	0%	25.0%	0%	2.0%	0%	0%	2.0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	1.3%

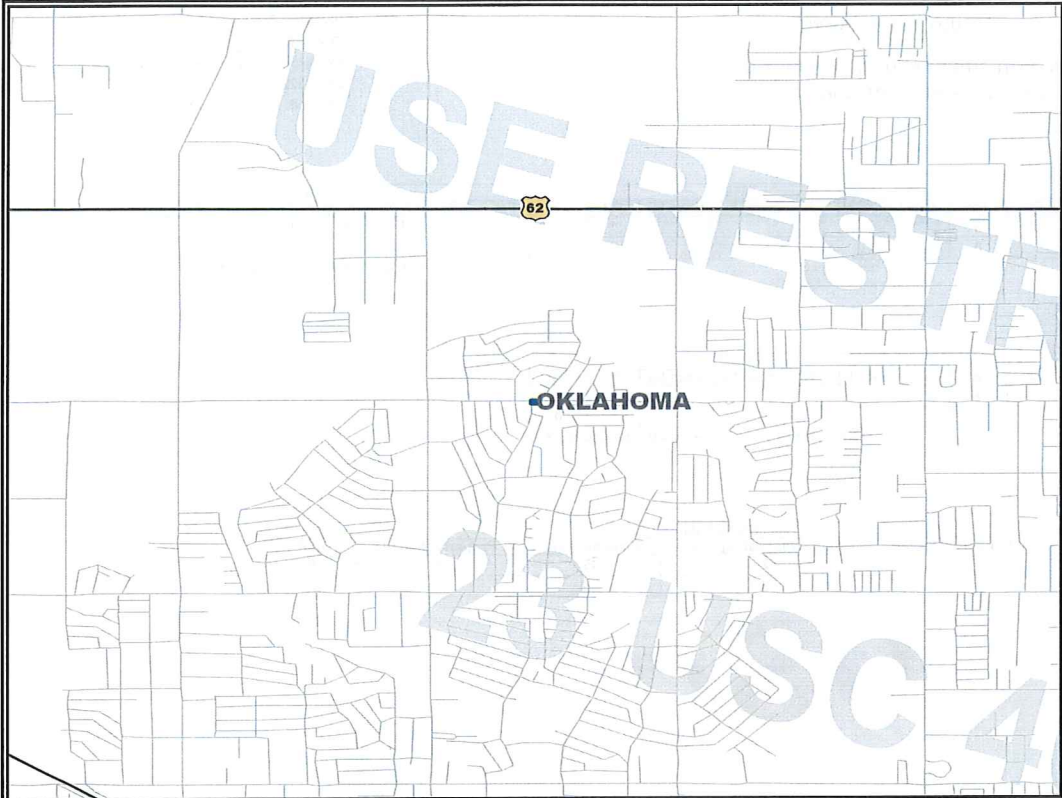
*L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC
 Wed Aug 25, 2021
 Midday Peak (Aug 25 2021 12PM - 1 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US





Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021
 by BJ Hawkins

**Study Map
& Totals**

Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:
 NONE

NE 10TH STREET AND SHADYBROOK DRIVE

Date Range: 01-01-2014 thru 08-26-2021

	2014						2015						2016					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions			1		2	3				1	2	3				1	2	3
Persons			1	1		2				1		1				1		1



STUDY TOTALS (CONT.)

NE 10TH STREET AND SHADYBROOK DRIVE

Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

	2017						2018*						2019*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions				3	2	5					1	1			1	2		3
Persons				8		8						0			1	4		5

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	2020*						2021*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions				1		1						0
Persons				5		5						0

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions			2	8	9	19
Persons			2	20		22



STUDY TOTALS - BY CITY AND HWY CLASS

NE 10TH STREET AND SHADYBROOK DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

STUDY TOTALS

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2014					1	2	3						1	2	3	
2015					1	2	3						1	2	3	
2016					1	2	3						1	2	3	
2017					3	2	5						3	2	5	
2018 *						1	1							1	1	
2019 *					3		3						3		3	
2020 *					1		1						1		1	
Total:				0	10	9	19					0	10	9	19	

* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

County: (55) OKLAHOMA

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(55) MIDWEST CITY					10	9	19						10	9	19	

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



TABULATION OF COLLISIONS
NE 10TH STREET AND SHADYBROOK DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

Collisions By Type Of Collision

Type Of Collision	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)			1	1		1	1	2		1	2	3		1	2	3				
Head-On (front-to-front)																				
Right Angle (front-to-side)																				
Angle Turning		1		1			1	1						1		1			1	1
Other Angle																				
Sideswipe Same Direction			1	1																
Sideswipe Opposite Direction																				
Fixed Object														1		1				
Pedestrian																				
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash																				
Other																				
Total		1	2	3		1	2	3		1	2	3		3	2	5			1	1
Percent		5.3	10.5	15.8		5.3	10.5	15.8		5.3	10.5	15.8		15.8	10.5	26.3			5.3	5.3

Collisions By Type Of Collision

Type Of Collision	2019*				2020*				2021*				Total				Pct
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Rear-End (front-to-rear)		1		1		1		1						5	6	11	57.9
Head-On (front-to-front)																	
Right Angle (front-to-side)		1		1										1		1	5.3
Angle Turning		1		1										3	2	5	26.3
Other Angle																	
Sideswipe Same Direction															1	1	5.3
Sideswipe Opposite Direction																	
Fixed Object														1		1	5.3
Pedestrian																	
Pedal Cycle																	
Animal																	
Overturn/Rollover																	
Vehicle-Train																	
Other Single Vehicle Crash																	
Other																	
Total		3		3		1		1						10	9	19	100
Percent		15.8		15.8		5.3		5.3						52.6	47.4	100	

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



TABULATION OF COLLISIONS

NE 10TH STREET AND SHADYBROOK DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
Traffic Engineering Division
Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

Units By Unit Type

Unit Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian																				
Animal																				
Pedal Cycle																				
Parked Vehicle																				
CMV																				
Other Single Vehicle													1			1				
Other Multi-Vehicle		2	4	6		2	4	6		2	4	6		4	4	8			2	2
Total		2	4	6		2	4	6		2	4	6		5	4	9			2	2
Percent		5.1	10.3	15.4		5.1	10.3	15.4		5.1	10.3	15.4		12.8	10.3	23.1			5.1	5.1

Units By Unit Type

Unit Type	2019*				2020*				2021*				Total				
	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													1			1	2.6
Other Multi-Vehicle		8		8		2		2					20	18	38	97.4	
Total		8		8		2		2					21	18	39	100	
Percent		20.5		20.5		5.1		5.1					53.8	46.2	100		

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



TABULATION OF COLLISIONS

NE 10TH STREET AND SHADYBROOK DRIVE

Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

Vehicles By Vehicle Type

Vehicle Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door			2	2															1	1
Passenger Vehicle-4 Door	2	1	1	3	1	2		3	1	3		4	4	4	8				1	1
Passenger Vehicle-Convertible																				
Pickup Truck			1	1			2	2					1		1					
Single-Unit Truck (2 axles)																				
Single-Unit Truck (3 or more axles)																				
School Bus																				
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)												2	2							
Passenger Van																				
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other						1	1	1												
Total	2	4	4	6	1	5	6	6	1	5	6	6	5	4	9			2	2	
Percent	5.1	10.3	10.3	15.4	2.6	12.8	15.4	15.4	2.6	12.8	15.4	15.4	12.8	10.3	23.1			5.1	5.1	

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



TABULATION OF COLLISIONS
NE 10TH STREET AND SHADYBROOK DRIVE
 Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

Vehicle Type	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		1		1										1	3	4	10.3
Passenger Vehicle-4 Door		3	4	7		2		2						13	15	28	71.8
Passenger Vehicle-Convertible																	
Pickup Truck														1	3	4	10.3
Single-Unit Truck (2 axles)																	
Single-Unit Truck (3 or more axles)																	
School Bus																	
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)															2	2	5.1
Passenger Van																	
Truck More Than 10,000 lbs.																	
Van (10,000 lbs. or less)																	
Other																	
Total		4	4	8		2		2						15	24	39	100
Percent		10.3	10.3	20.5		5.1		5.1						38.5	61.5	100	

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



TABULATION OF COLLISIONS
NE 10TH STREET AND SHADYBROOK DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

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															1										1	5.3						
Monday															1	1									2	10.5						
Tuesday															1		2								3	15.8						
Wednesday																	1		1						2	10.5						
Thursday											1			1	1				1						4	21.1						
Friday																	1	1							2	10.5						
Saturday														1	3			1							5	26.3						
Total	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak						Evening - Late Night						Tot	Pcnt
													7						11						1						19	100
Percent													36.8						57.9						5.3						100	

**Roadway/Lighting
Lighting Conditions**

Roadway Conditions	Daylight	Darkness	Twilight	Lighted	Unknown	Total	Percent
Dry	13			2		15	78.9
Wet (Water)	4					4	21.1
Ice, Snow, or Slush							
Mud, Dirt, Gravel, or Sand							
Other							
Total	17			2		19	100
Percent	89.5			10.5		100	

Weather Conditions

Weather Conditions	Total	Percent
Clear	11	57.9
Clouds Present	5	26.3
Raining/Fog	3	15.8
Snowing/Sleet/Hail		
Other		
Total	19	100



TABULATION OF COLLISIONS

NE 10TH STREET AND SHADYBROOK DRIVE
Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
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Collision Analysis and Safety Branch
(405) 522-0985
Created: 08/26/2021 by BJ Hawkins

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	Fat	Inj *	PD						
Failed to Yield		1	1																	2	1	3	7.7	
Failed to Stop																								
Failed to Signal																								
Improper Turn			2																		2	2	5.1	
Improper Start																								
Improper Stop																								
Improper Backing																								
Improper Parking																								
Improper Passing																								
Improper Lane Change																								
Left of Center																								
Following Too Close		2	2																2		2	4	6	15.4
Unsafe Speed		1	1																		1	1	2	5.1
DWI					2																2		2	5.1
Inattention		2	1																		2	1	3	7.7
Negligent Driving																								
Defective Vehicle		1																			1		1	2.6
Wrong Way																								
No Improper Action		11	9																		11	9	20	51.3
Other																								
Total		18	16		2										1	2					21	18	39	100
Percent		46.2	41.0		5.1										2.6	5.1					53.8	46.2	100	

Severities Indicate Highest Severity in Collision

Collisions By Special Feature

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

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



STUDY CRITERIA

NE 10TH STREET AND SHADYBROOK DRIVE
 Date Range: 01-01-2014 Thru 08-26-2021

Program Provided by:
 Traffic Engineering Division
 Collision Analysis and Safety Branch
 (405) 522-0985
 Created: 08/26/2021 by BJ Hawkins

ROADWAY / REGION

QUERY OVER	SELECTIONS
Draw Area on Map	User Selection on Map

DATE

Date Range	01-01-2014 to 08-26-2021
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FILTER COLLISIONS

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

REPORT SECTIONS

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

Calls For Service Report - MIDWEST CITY POLICE DEPARTMENT

Sorted by Call_Number, Call_Date, Call_Time

Call_Date : 01/01/2020 00:00 - 12/31/2020 23:59

Block_Number : 7000, 7900

Street : 10

AddressCategory : LOCAL ADDRESS

Agency : MIDWEST CITY PD

Call_Type : ACCIDENT AUTO PED , ACCIDENT CITY VEHICLE, ACCIDENT CITY VEHICLE WINJ, ACCIDENT H/R WINJ, ACCIDENT HIT/RUN, ACCIDENT

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
20-001877	01/06/2020	18 57:12	MIDWEST CITY PD	ACCIDENT HIT/RUN	FEMALE CALLER	7005 NE 10TH ST	DELTA		1 ORIGINAL CASE # ISSUED	015 - ADAY, P	NO
20-00188	Sent To Dispatch- 01/06/2020 18 57 54					MIDWEST CITY, OK 73110	DELTA	22	1 ORIGINAL CASE # ISSUED	Secondary 193 - GULLIVER, M	
20-00188	01/26/2020	15 57:35	MIDWEST CITY EMS	ACCIDENT INJURY MWC	<Caller 1>	7500 NE 10TH ST	DELTA		10 USED BY BACKUP	Primary 178 - BROWN, S M	NO
20-00601	* Sent To Dispatch- 01/26/2020 15 58 14					MIDWEST CITY, OK 73110	DELTA	32	7 ACCIDENT REPORT COMPLETED	Primary 114 - STRONG, J	
20-00601	02/16/2020	10 49:17	MIDWEST CITY PD	ACCIDENT INJURY MWC	<Caller 1>	7000 NE 10TH ST	DELTA		10 USED BY BACKUP	Primary 148 - CLAWSON, M	NO
20-01131	* Sent To Dispatch- 02/16/2020 10 50 28					MIDWEST CITY, OK 73110	DELTA	32	7 ACCIDENT REPORT COMPLETED	Primary 120 - SHECK, J	
20-01131									5 DETAIL COMPLETED	Primary 104 - CRANFORD, P	
20-01131									DEASSIGNED	Primary 150 - F-SHER, B	
20-01131									10 USED BY BACKUP	Primary 122 - KREIDER, K	
20-01131									DEASSIGNED	Primary 082 - MYERS, M	
20-01131	03/09/2020	20 13:52	MIDWEST CITY PD	ACCIDENT AUTO PED	MEWES, KELLIE	7801 NE 10TH ST	DELTA		2 COMPLAINANT CONTACTED	Primary 155 - PARKS, C	NO
20-022269	Sent To Dispatch- 03/08/2020 20 16 22					MIDWEST CITY, OK 73110	DELTA	27	7 ACCIDENT REPORT COMPLETED	Primary 173 - MALOY, J	NO
20-02228	Sent To Dispatch- 04/08/2020 17 44 33					MIDWEST CITY, OK 73110	DELTA	22	2 COMPLAINANT CONTACTED	Primary 082 - MYERS, M	NO
20-031581	06/05/2020	12 14:02	MIDWEST CITY PD	ACCIDENT NO INJURY	DONNA SELLERS	7801 NE 10TH ST	DELTA		1 ORIGINAL CASE # ISSUED	Primary 166 - DOOLITTLE, E	NO
20-031528	Sent To Dispatch- 06/05/2020 12 15 18					MIDWEST CITY, OK 73110	DELTA	22			
20-031528	06/08/2020	14 12:38	MIDWEST CITY PD	ACCIDENT HIT/RUN	DEE	7005 NE 10TH ST	DELTA				
20-031528	Sent To Dispatch- 06/08/2020 14 13 53					MIDWEST CITY, OK 73110	DELTA	22			

09/28/2021 20:09

1 of 3

* There is more than one case number.

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
20-034932	09/10/2020	11 18 57	MIDWEST CITY PD	ACCIDENT NO INJURY	ROBERT GRAY	7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	168 - PEABODY, Z	NO
20-03574	Sent To Dispatch- 09/10/2020	11 20 05				MIDWEST CITY, OK 73110	DELTA	22	DEASSIGNED	Primary 120 - SHUCK, J	
20-03574										Primary 172 - COCHRAN, J	NO
20-034303	09/17/2020	18 59 00	MIDWEST CITY PD	ACCIDENT NO INJURY	KENNEDY THOMAS	7837 NE 10TH ST 184	DELTA		7 ACCIDENT REPORT COMPLETED	172 - COCHRAN, J	NO
20-03214	Sent To Dispatch- 09/17/2020	19 01 04				MIDWEST CITY, OK 73110	DELTA	22		Primary 195 - WESSELHOFF, J	NO
20-035128	09/20/2020	20 32 52	MIDWEST CITY PD	ACCIDENT NO INJURY	WESSELHOFF, J	7100 NE 10TH ST	DELTA		5 DETAIL COMPLETED	195 - WESSELHOFF, J	NO
20-055993	Sent To Dispatch- 09/20/2020	20 32 52				MIDWEST CITY, OK 73110	DELTA	32		Primary 163 - HARRIS, B	NO
20-055993	09/22/2020	22 25 22	MIDWEST CITY PD	ACCIDENT HIT/RUN		7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	163 - HARRIS, B	NO
20-05538	Sent To Dispatch- 09/22/2020	22 28 05				MIDWEST CITY, OK 73110	DELTA	22	10 USED BY BACKUP	Primary 050 - RUMMELL, B	
20-05538										Primary 120 - SHUCK, J	NO
20-095274	09/28/2020	13 08 23	MIDWEST CITY PD	ACCIDENT AUTO PEI	AMANDA	7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	120 - SHUCK, J	NO
20-08246	Sent To Dispatch- 09/29/2020	13 07 38				MIDWEST CITY, OK 73110	DELTA	22		Primary 015 - ADAY, P	NO
20-070668	10/29/2020	18 15 20	MIDWEST CITY PD	ACCIDENT NO INJURY	CALEB	7800 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	015 - ADAY, P	NO
20-08750	Sent To Dispatch- 10/20/2020	18 15 47				MIDWEST CITY, OK 73110	DELTA	32		Secondary 198 - JIMENEZ, J	
20-08750										Primary 120 - SHUCK, J	NO
20-070797	10/21/2020	08 00 58	MIDWEST CITY PD	ACCIDENT HIT/RUN	PRECILLA GRIFFIN	7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	120 - SHUCK, J	NO
20-08770	Sent To Dispatch- 10/21/2020	08 01 54				MIDWEST CITY, OK 73110	DELTA	22		Primary 050 - RUMMELL, B	NO
20-072084	10/25/2020	23 49 03	MIDWEST CITY PD	ACCIDENT NO INJURY	LARRY	7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	050 - RUMMELL, B	NO
20-08884	Sent To Dispatch- 10/25/2020	23 48 24				MIDWEST CITY, OK 73110	DELTA	22		Primary 150 - FISHER, B	NO
20-080098	11/24/2020	18 50 22	MIDWEST CITY PD	ACCIDENT NO INJURY	REGGIE JACKSON	7005 NE 10TH ST	DELTA		DEASSIGNED	150 - FISHER, B	NO
20-07548	Sent To Dispatch- 11/24/2020	18 51 24				MIDWEST CITY, OK 73110	DELTA	22		Primary 199 - KELLY, B	
20-07548										Primary 172 - COCHRAN, J	
20-07548										7 ACCIDENT REPORT COMPLETED	
20-07548										Primary 168 - PEABODY, Z	NO
20-081978	12/02/2020	14 02 17	MIDWEST CITY PD	ACCIDENT NO INJURY	DILLONE	7500 NE 10TH ST	DELTA		3 UNABLE TO LOCATE	168 - PEABODY, Z	NO
20-07696	Sent To Dispatch- 12/02/2020	14 02 31				MIDWEST CITY, OK 73110	DELTA	32		Primary 168 - PEABODY, Z	
20-07696										7 ACCIDENT REPORT COMPLETED	
20-07696										Primary 082 - MYERS, M	NO
20-085504	12/17/2020	07 59 53	MIDWEST CITY PD	ACCIDENT NO INJURY	ASHLYN CAMPBELL	7841 NE 10TH ST 359	DELTA		2 COMPLAINT CONTACTED	082 - MYERS, M	NO
20-087608	Sent To Dispatch- 12/17/2020	08 00 57				MIDWEST CITY, OK 73110	DELTA	22		Primary 181 - RAMSEY, E	NO
20-087608	12/24/2020	20 38 08	MIDWEST CITY PD	ACCIDENT HIT/RUN	ARATEU	7005 NE 10TH ST	DELTA		1 ORIGINAL CASE #ISSUED	181 - RAMSEY, E	NO
20-08701	Sent To Dispatch- 12/24/2020	20 37 07				MIDWEST CITY, OK 73110	DELTA	22		Primary	

09/28/2021 20:09

2 of 3

* There is more than one case number.

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
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19 Records Selected

09/28/2021 20:09

3 of 3

* There is more than one case number

Calls For Service Report - MIDWEST CITY POLICE DEPARTMENT

Sorted by Call_Number, Call_Date, Call_Time

Call_Date : 01/01/2021 00:00 - 09/28/2021 23:59

Block_Number : 7000, 7900

Street : 10

AddressCategory : LOCAL ADDRESS

Agency : MIDWEST CITY PD

Call_Type : ACCIDENT AUTO PED , ACCIDENT CITY VEHICLE, ACCIDENT CITY VEHICLE W/INJ, ACCIDENT H/R W/INJ, ACCIDENT HIT/RUN, ACCIDENT

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
21-091768	01/08/2021	16 32 32	MIDWEST CITY PD	ACCIDENT INJURY MWC	<Caller 1>	7800 NE 10TH ST	DELTA		10 USED BY BACKUP	165 - FITTRO, J	NO
	* Sent To Dispatch- 01/08/2021 16 33 23										
						MIDWEST CITY, OK 73110	DELTA	32		Primary	
									DEASSIGNED	184 - PARVANOVA, D	
									5 DETAIL COMPLETED	184 - PARVANOVA, D	
									7 ACCIDENT REPORT COMPLETED	176 - BROWN, S M	
21-091772										Primary	
21-091776	01/28/2021	13 05 37	MIDWEST CITY PD	ACCIDENT NO INJURY	MR BISHOP	7005 NE 10TH ST	DELTA		DEASSIGNED	194 - OVERSTREET, K	NO
	* Sent To Dispatch- 01/28/2021 13 06 57										
						MIDWEST CITY, OK 73110	DELTA	22		Primary	
									5 DETAIL COMPLETED	194 - OVERSTREET, K	
21-010346	02/09/2021	16 28 26	MIDWEST CITY PD	ACCIDENT INJURY MWC		7800 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	165 - EDMINSTEN, J	NO
21-008995	* Sent To Dispatch- 02/09/2021 16 29 31										
						MIDWEST CITY, OK 73110	DELTA	32		Primary	
									DEASSIGNED	165 - FITTRO, J	
									DEASSIGNED	166 - DOOLITTLE, E	
									5 DETAIL COMPLETED	107 - HARBIN, J	
										Primary	
21-012079	02/20/2021	15 56 16	MIDWEST CITY PD	ACCIDENT NO INJURY	JOHN WILLIAMS	7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	122 - KREIDER, K	NO
21-01023	* Sent To Dispatch- 02/20/2021 15 57 02										
21-015695	03/04/2021	09 02 44	MIDWEST CITY PD	ACCIDENT HIT/RUN	KATHY MCCURDY	7801 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	122 - KREIDER, K	NO
21-01322	* Sent To Dispatch- 03/04/2021 09 03 30										
						MIDWEST CITY, OK 73110	DELTA	22		Primary	
									5 DETAIL COMPLETED	122 - KREIDER, K	
21-01322										Primary	
									RE-ASSIGNED TO NEW CALL	168 - PEABODY, Z	
										Primary	

09/28/2021 20:10

1 of 3

* There is more than one case number

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
									10 USED BY BACKUP	177 - COLE, L	
<u>21-017203</u>	03/10/2021	07:39:45	MIDWEST CITY PD	ACCIDENT NO INJURY	DERRICK WART	7005 NE 10TH ST	DELTA		DEASSIGNED	Primary 137 - NETHERTON, F	NO
	Sent To Dispatch- 03/10/2021 07:41:37					MIDWEST CITY, OK 73110	DELTA	22	5 DETAIL COMPLETED	Primary 120 - SHUCK, J	
<u>21-021959</u>	04/07/2021	20:40:15	MIDWEST CITY PD	ACCIDENT HIT/RUN	AJA SHAW	7005 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	Primary 170 - RODRIGUEZ, F	NO
	Sent To Dispatch- 04/07/2021 20:40:30					MIDWEST CITY, OK 73110	DELTA	22	DEASSIGNED	Primary 173 - MALOY, J	
									DEASSIGNED	Primary 185 - EDWINSTEIN, J	
<u>21-028599</u>	04/27/2021	14:21:00	MIDWEST CITY PD	ACCIDENT HIT/RUN	THOMAS KENNEDY	7837 NE 10TH ST 184	DELTA		7 ACCIDENT REPORT COMPLETED	Primary 120 - SHUCK, J	NO
	Sent To Dispatch- 04/27/2021 14:23:05					MIDWEST CITY, OK 73110	DELTA	22		Primary	
<u>21-02566</u>	05/08/2021	12:42:53	MIDWEST CITY PD	ACCIDENT HIT/RUN	RHONDA JENKINS	7859 NE 10TH ST 172	DELTA		7 ACCIDENT REPORT COMPLETED	082 - MYERS, M	NO
	Sent To Dispatch- 05/08/2021 12:44:00					MIDWEST CITY, OK 73110	DELTA	22		Primary	
<u>21-038846</u>	06/04/2021	15:45:41	MIDWEST CITY PD	ACCIDENT NO INJURY	FITTRIO, J	7801 NE 10TH ST	DELTA		7 ACCIDENT REPORT COMPLETED	165 - FITTRIO, J	NO
	Sent To Dispatch- 06/08/2021 15:46:36					MIDWEST CITY, OK 73110	DELTA	22		Primary	
<u>21-038864</u>	08/08/2021	16:32:02	MIDWEST CITY PD	ACCIDENT HIT/RUN	MYADA	7801 NE 10TH ST	DELTA		5 DETAIL COMPLETED	165 - FITTRIO, J	NO
	Sent To Dispatch- 08/08/2021 16:33:37					MIDWEST CITY, OK 73110	DELTA	22		Primary	
<u>21-041819</u>	08/16/2021	09:46:49	MIDWEST CITY PD	ACCIDENT NO INJURY	OSCAR	7801 NE 10TH ST	DELTA		5 DETAIL COMPLETED	168 - PEABODY, Z	NO
	Sent To Dispatch- 08/16/2021 09:48:33					MIDWEST CITY, OK 73110	DELTA	22	5 DETAIL COMPLETED	Primary 032 - TILLEY, T	
										Primary 193 - GURLEY, M	NO
<u>21-042124</u>	08/18/2021	19:55:39	MIDWEST CITY PD	ACCIDENT NO INJURY	ASHLEY	7801 NE 10TH ST	DELTA		DEASSIGNED	Primary	NO
	Sent To Dispatch- 08/18/2021 19:57:22					MIDWEST CITY, OK 73110	DELTA	22		Primary	
<u>21-053397</u>	07/29/2021	17:32:27	MIDWEST CITY PD	ACCIDENT NO INJURY	JASON LEE	7800 NE 10TH ST	DELTA		1 ORIGINAL CASE # ISSUED	190 - DIXON, J	NO
	Sent To Dispatch- 07/29/2021 17:33:20					MIDWEST CITY, OK 73110	DELTA	32		Primary	
<u>21-04977</u>	08/02/2021	17:16:25	MIDWEST CITY PD	ACCIDENT NO INJURY	CHARLES MARSHALL	7005 NE 10TH ST	DELTA		DEASSIGNED	160 - NUCCI, B	NO
	Sent To Dispatch- 08/02/2021 17:17:42					MIDWEST CITY, OK 73110	DELTA	22	5 DETAIL COMPLETED	Primary 160 - NUCCI, B	
										Primary 160 - NUCCI, B	NO
<u>21-054848</u>	08/04/2021	21:30:48	MIDWEST CITY PD	ACCIDENT NO INJURY		7845 NE 10TH ST	DELTA		DEASSIGNED	Primary 178 - BROWN, S M	NO
	Sent To Dispatch- 08/04/2021 21:31:00					MIDWEST CITY, OK 73110	DELTA	22	9 SUPPLEMENTAL REPORT	Primary 184 - PARYANOVA, D	
									5 DETAIL COMPLETED	Primary	
<u>21-05102</u>										Primary	

09/28/2021 20:10

2 of 3

* There is more than one case number

Call Number Case Number	Date	Time	Agency	Call Type	Callers	Address	Zone	District	Disposition	Officer / Unit Role	Racial Profile Data
21-092851	09/14/2021	14:44:50	MIDWEST CITY PD	ACCIDENT HIT/RUN	JEFF NEAL	7855 NE 10TH ST 243	DELTA		7 ACCIDENT REPORT COMPLETED	082 - MYERS, M	NO
21-09071	Sent To Dispatch- 09/14/2021 14:45:38					MIDWEST CITY, OK 73110	DELTA	22		Primary	

17 Records Selected

ATTACHMENT C

Analysis Print-Outs

NE 10th St and Shadybrook Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Signal Warrants - Summary

Major Street Approaches

Eastbound: NE 10

Number of Lanes : 2+

Total Approach Volume: 8,253

Westbound: NE 10

Number of Lanes :2+

Total Approach Volume: 7,973

Minor Street Approaches

Northbound: Shadybrook Dr

Number of Lanes :1

Total Approach Volume: 340

Southbound: Apt Drive

Number of Lanes :1

Total Approach Volume: 84

Warrant Summary (Urban Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes.....**Not Satisfied**

Warrant 1A - Minimum Vehicular Volume.....**Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....**Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants.....**Not Satisfied**

Required 1A volumes reached for 0 hours, 8 are needed

Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes.....**Not Satisfied**

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour.....**Not Satisfied**

Warrant 3A - Peak Hour Delay.....**Not Satisfied**

Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes.....**Not Satisfied**

Volumes do not exceed minimums for any one hour period.

Warrant 4 - Pedestrian Volumes.....Not Evaluated

Warrant 5 - School Crossing.....Not Evaluated

Warrant 6 - Coordinated Signal System.....Not Evaluated

Warrant 7 - Crash Experience.....**Not Satisfied**

Number of accidents (3) is less than minimum (5). Volume minimums are not met.

Warrant 8 - Roadway Network.....Not Evaluated

Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated

NE 10th St and Shadybrook Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = False
 Number of Major Lanes = 2 or more
 Number of Minor Lanes = 1

Volume Requirements

Veh/Hr Major = 600
 Veh/Hr Minor = 150

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No
18:00 - 19:00	592	+	486	=	1078	21	7	No
18:15 - 19:15	592	+	486	=	1078	21	7	No
18:30 - 19:30	592	+	486	=	1078	21	7	No
18:45 - 19:45	592	+	486	=	1078	21	7	No
07:00 - 08:00	289	+	742	=	1031	24	8	No
07:15 - 08:15	289	+	742	=	1031	24	8	No
07:30 - 08:30	289	+	742	=	1031	24	8	No
07:45 - 08:45	289	+	742	=	1031	24	8	No
14:00 - 15:00	509	+	497	=	1006	19	3	No
14:15 - 15:15	509	+	497	=	1006	19	3	No
14:30 - 15:30	509	+	497	=	1006	19	3	No
14:45 - 15:45	509	+	497	=	1006	19	3	No
13:00 - 14:00	453		457		910	17	2	No

NE 10th St and Shadybrook Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 1B - Interruption of Continuous Traffic

Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **900**
 Veh/Hr Minor = **75**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No
18:00 - 19:00	592	+	486	=	1078	21	7	No
18:15 - 19:15	592	+	486	=	1078	21	7	No
18:30 - 19:30	592	+	486	=	1078	21	7	No
18:45 - 19:45	592	+	486	=	1078	21	7	No
07:00 - 08:00	289	+	742	=	1031	24	8	No
07:15 - 08:15	289	+	742	=	1031	24	8	No
07:30 - 08:30	289	+	742	=	1031	24	8	No
07:45 - 08:45	289	+	742	=	1031	24	8	No
14:00 - 15:00	509	+	497	=	1006	19	3	No
14:15 - 15:15	509	+	497	=	1006	19	3	No
14:30 - 15:30	509	+	497	=	1006	19	3	No
14:45 - 15:45	509	+	497	=	1006	19	3	No
13:00 - 14:00	453		457		910	17	2	No

NE 10th St and Shadybrook Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

Only 0 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = False
Number of Major Lanes = 2 or more
Number of Minor Lanes = 1

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = 480 720

Veh/Hr Minor = 120 60

Major Road NE 10

Minor Road Shadybrook Dr

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No

NE 10th St and Shadybrook Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

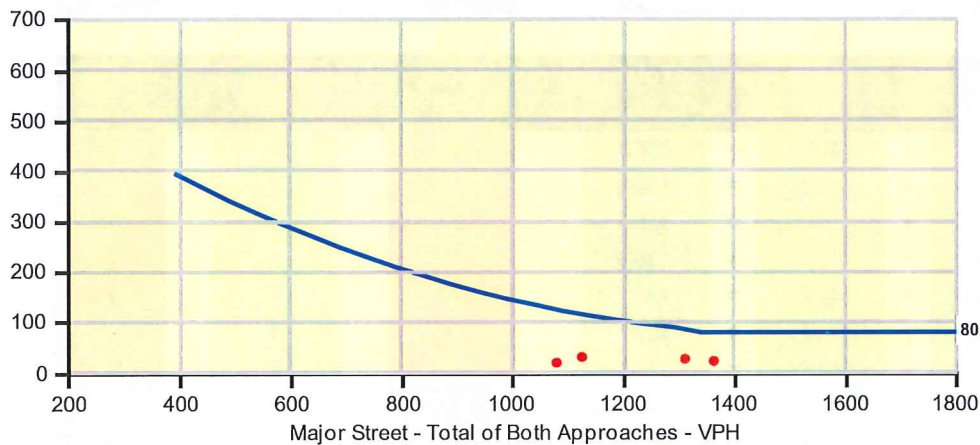
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No



NE 10th St and Shadybrook Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 3A - Peak Hour Delay

Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

Summary

48 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Number of Minor Lanes =1

Volume and Delay Requirements

Veh/Hr All Approaches = 800

Veh/Hr Minor = 100

Total Delay (Veh-Hrs) = 4

Time	Major Road NE 10			Minor Road Shadybrook Dr			Warrant Met?		
	Total of All Approaches	Met?	Minor NB	Delay NB	Met?	Minor SB		Delay SB	Met?
17:00 - 18:00	1388	Yes	22	-	No	3	-	---	No
17:15 - 18:15	1388	Yes	22	-	No	3	-	---	No
17:30 - 18:30	1388	Yes	22	-	No	3	-	---	No
17:45 - 18:45	1388	Yes	22	-	No	3	-	---	No
16:00 - 17:00	1345	Yes	26	-	No	8	-	---	No
16:15 - 17:15	1345	Yes	26	-	No	8	-	---	No
16:30 - 17:30	1345	Yes	26	-	No	8	-	---	No
16:45 - 17:45	1345	Yes	26	-	No	8	-	---	No
15:00 - 16:00	1160	Yes	32	-	No	2	-	---	No
15:15 - 16:15	1160	Yes	32	-	No	2	-	---	No
15:30 - 16:30	1160	Yes	32	-	No	2	-	---	No
15:45 - 16:45	1160	Yes	32	-	No	2	-	---	No
18:15 - 19:15	1106	Yes	21	-	No	7	-	---	No
18:30 - 19:30	1106	Yes	21	-	No	7	-	---	No
18:45 - 19:45	1106	Yes	21	-	No	7	-	---	No
18:00 - 19:00	1106	Yes	21	-	No	7	-	---	No
07:00 - 08:00	1063	Yes	24	-	No	8	-	---	No
07:15 - 08:15	1063	Yes	24	-	No	8	-	---	No
07:30 - 08:30	1063	Yes	24	-	No	8	-	---	No
07:45 - 08:45	1063	Yes	24	-	No	8	-	---	No
14:00 - 15:00	1028	Yes	19	-	No	3	-	---	No
14:15 - 15:15	1028	Yes	19	-	No	3	-	---	No
14:30 - 15:30	1028	Yes	19	-	No	3	-	---	No
14:45 - 15:45	1028	Yes	19	-	No	3	-	---	No
13:00 - 14:00	929	Yes	17	-	No	2	-	---	No

NE 10th St and Shadybrook Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 3B - Peak Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

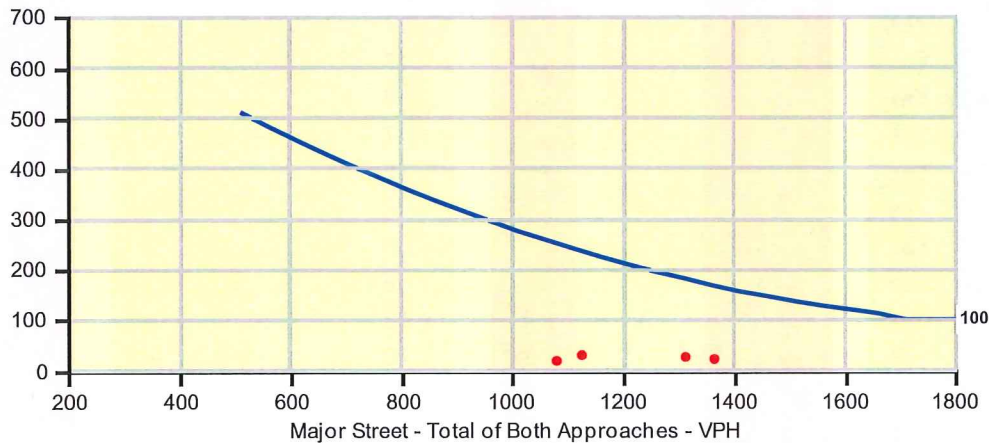
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No



NE 10th St and Shadybrook Dr

2021 Existing Traffic

24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

Warrant 7 - Crash Experience

Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

Summary

Number of crashes does not meet minimum.
 Pedestrian volumes do not meet the 80% criteria.
 War 1A or 1B volumes do not meet the 80% criteria.
 Warrant is NOT met.

Site Data Required

Number of crashes in last 12 months = 3

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Crash and Volume Requirements

Minimum number of crashes = 5

Veh/Hr Major: War 1A = 480 War 1B = 720

Veh/Hr Minor: War 1A = 120 War 1B = 60

Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) **0** Met? **No**
 Hours data meets 80% requirements of Warrant 1B (8 needed) **0** Met? **No**
 Hours data meets 80% requirements of Warrant 4 (4,1 needed) **0** Met? **No**

Major Road

NE 10

Minor Road

Shadybrook Dr

Warrant 1A Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No

Warrant 1B Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No

NE 10th St and Shadybrook Dr

2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

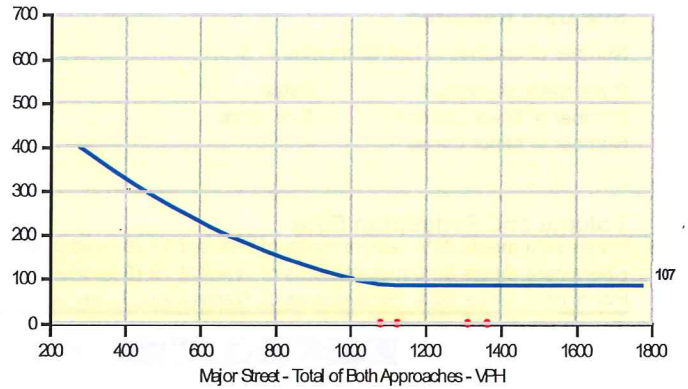
Study Date : 08/26/2021

Warrant 7 - Crash Experience

Major Road NE 10

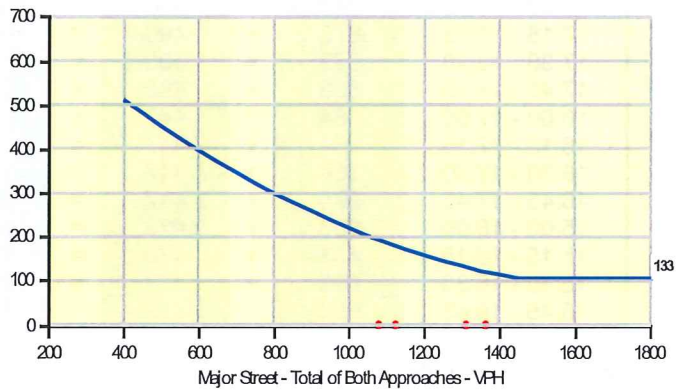
80% of Warrant 4 - 4 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
17:00 - 18:00	873	+	490	=	1363	0	+	0	=	0	No
17:15 - 18:15	873	+	490	=	1363	0	+	0	=	0	No
17:30 - 18:30	873	+	490	=	1363	0	+	0	=	0	No
17:45 - 18:45	873	+	490	=	1363	0	+	0	=	0	No
16:00 - 17:00	864	+	447	=	1311	0	+	0	=	0	No
16:15 - 17:15	864	+	447	=	1311	0	+	0	=	0	No
16:30 - 17:30	864	+	447	=	1311	0	+	0	=	0	No
16:45 - 17:45	864	+	447	=	1311	0	+	0	=	0	No
15:00 - 16:00	653	+	473	=	1126	0	+	0	=	0	No
15:15 - 16:15	653	+	473	=	1126	0	+	0	=	0	No
15:30 - 16:30	653	+	473	=	1126	0	+	0	=	0	No
15:45 - 16:45	653	+	473	=	1126	0	+	0	=	0	No



80% of Warrant 4 - 1 Hr Pedestrian Data

Time	EB Vehs	+	WB Vehs	=	Total Vehs	EB Peds	+	WB Peds	=	Ped Total	Met?
17:00 - 18:00	873	+	490	=	1363	0	+	0	=	0	No
17:15 - 18:15	873	+	490	=	1363	0	+	0	=	0	No
17:30 - 18:30	873	+	490	=	1363	0	+	0	=	0	No
17:45 - 18:45	873	+	490	=	1363	0	+	0	=	0	No
16:00 - 17:00	864	+	447	=	1311	0	+	0	=	0	No
16:15 - 17:15	864	+	447	=	1311	0	+	0	=	0	No
16:30 - 17:30	864	+	447	=	1311	0	+	0	=	0	No
16:45 - 17:45	864	+	447	=	1311	0	+	0	=	0	No
15:00 - 16:00	653	+	473	=	1126	0	+	0	=	0	No
15:15 - 16:15	653	+	473	=	1126	0	+	0	=	0	No
15:30 - 16:30	653	+	473	=	1126	0	+	0	=	0	No
15:45 - 16:45	653	+	473	=	1126	0	+	0	=	0	No





Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
S.E. 15th St. W. of Windsong Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-07-21	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	0	1	0	2	9	3	1	0	0	0	0	0	17
5:00	1	22	46	46	171	113	27	3	0	0	0	0	430
6:00	0	15	36	45	171	163	32	3	1	0	0	0	466
7:00	0	17	21	48	156	115	29	2	0	0	0	0	389
8:00	0	11	31	36	113	60	7	1	0	0	0	0	259
9:00	0	6	20	28	71	44	5	2	0	0	0	0	176
10:00	0	5	7	14	40	24	4	1	0	0	0	0	95
11:00	0	5	4	7	28	15	4	1	0	0	0	0	64
Total	1	82	165	226	759	537	109	13	1	0	0	0	1896



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Location 1:
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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-08-21	0	1	6	4	11	6	5	1	0	0	0	0	35
12:00 AM	0	0	0	3	5	3	2	0	0	0	0	0	13
1:00	0	0	0	1	3	3	1	0	0	0	0	0	8
2:00	0	0	0	0	4	1	0	0	0	0	0	0	5
3:00	0	0	1	1	4	2	0	0	0	0	0	0	9
4:00	0	5	2	4	12	7	4	1	2	0	0	0	37
5:00	0	6	10	4	28	51	8	1	0	0	0	0	108
6:00	0	18	19	31	92	88	15	4	0	0	0	0	268
7:00	0	32	54	34	246	165	34	5	0	0	0	0	570
8:00	0	21	32	39	164	152	48	0	0	0	0	0	457
9:00	0	21	37	40	117	107	16	3	1	0	0	0	343
10:00	1	22	24	44	122	108	17	3	0	0	0	0	401
11:00	0	25	36	47	160	109	21	2	1	0	0	0	376
12:00 PM	0	13	33	44	154	107	20	2	1	0	0	0	382
1:00	2	27	30	52	140	107	18	5	0	0	0	0	391
2:00	1	30	39	48	156	103	16	2	0	0	0	0	393
3:00	0	23	26	54	160	105	18	2	2	0	0	0	435
4:00	0	26	29	47	159	147	27	1	0	0	0	0	441
5:00	0	25	30	47	156	144	28	5	0	0	0	0	398
6:00	0	27	41	37	158	111	19	2	0	0	0	0	259
7:00	0	30	41	54	108	56	9	1	1	0	0	0	188
8:00	0	11	19	36	80	40	6	1	0	0	0	0	145
9:00	0	15	9	27	67	27	5	0	0	0	0	0	114
10:00	0	8	11	27	57	37	3	0	0	0	0	0	114
11:00	0	0	9	8	57	37	3	0	0	0	0	0	114
Total	3	20	356	706	2363	1786	340	39	9	0	0	0	6119



Traffic Engineering Consultants, Inc.
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Location 1:
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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-09-21	0	4	8	9	33	8	5	1	1	0	0	0	69
12:00 AM	0	6	3	8	15	7	1	0	0	0	0	0	41
1:00	0	0	1	2	7	3	3	0	0	0	0	0	16
2:00	0	0	0	3	8	5	1	0	0	0	0	0	17
3:00	0	1	0	3	4	1	0	0	0	0	0	0	9
4:00	0	1	0	1	6	5	0	0	0	0	0	0	13
5:00	0	1	0	7	13	10	5	0	0	0	0	0	36
6:00	0	7	7	13	14	18	6	0	0	0	0	0	66
7:00	1	12	17	22	58	40	12	0	0	0	0	0	165
8:00	3	20	23	36	121	89	30	3	1	0	0	0	323
9:00	0	22	32	32	139	133	32	2	0	0	0	0	393
10:00	2	16	35	34	185	135	32	1	1	0	0	0	444
11:00	3	21	34	29	135	104	29	5	0	0	0	0	361
12:00 PM	0	14	27	37	113	95	31	6	0	0	0	0	325
1:00	0	18	29	23	112	104	20	2	0	0	0	0	308
2:00	0	13	18	20	86	85	21	1	1	0	0	0	247
3:00	0	23	37	37	132	122	27	3	0	0	0	0	382
4:00	0	13	31	26	134	152	37	4	0	0	0	0	399
5:00	0	18	26	32	106	113	21	1	0	0	0	0	318
6:00	0	28	18	58	115	94	20	5	0	0	0	0	340
7:00	0	22	16	50	125	53	5	0	0	0	0	0	273
8:00	0	16	22	31	84	39	9	1	0	0	0	0	202
9:00	0	11	9	30	57	32	4	0	1	0	0	0	147
10:00	1	4	7	20	44	24	6	0	0	0	0	0	106
11:00	7	291	400	563	1846	1471	357	35	5	0	0	0	5000
Total	25	291	400	563	1846	1471	357	35	5	0	0	0	5000



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Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-10-21	0	1	3	11	32	13	6	0	0	0	0	0	71
12:00 AM	0	0	0	9	11	7	1	0	0	0	0	0	29
1:00	0	1	4	1	11	3	0	0	0	0	0	0	21
2:00	0	1	2	2	10	4	0	0	0	0	0	0	20
3:00	0	0	0	2	2	4	0	0	0	0	0	0	8
4:00	0	0	1	1	1	5	1	0	0	0	0	0	10
5:00	0	0	0	3	3	3	0	0	0	0	0	0	9
6:00	0	0	2	3	23	9	5	0	0	0	0	0	44
7:00	0	0	9	11	41	32	6	0	0	0	0	0	107
8:00	0	0	16	26	82	68	13	2	0	0	0	0	229
9:00	0	1	19	27	132	109	28	3	1	0	0	0	344
10:00	0	1	26	32	110	112	39	3	0	0	0	0	358
11:00	0	1	19	41	133	103	22	1	0	0	0	0	344
12:00 PM	0	2	17	36	138	144	17	4	2	0	0	0	382
1:00	0	1	14	34	115	129	22	0	0	0	0	0	337
2:00	0	1	14	33	118	113	33	3	1	0	0	0	346
3:00	0	2	13	30	119	110	22	2	0	0	0	0	325
4:00	0	2	25	25	115	103	25	1	0	0	0	0	319
5:00	0	1	14	26	108	93	17	1	0	0	0	0	288
6:00	0	3	15	23	94	82	17	2	0	0	0	0	252
7:00	0	0	10	21	63	42	12	1	1	0	0	0	161
8:00	0	1	9	14	26	12	1	1	0	0	0	0	68
9:00	0	2	4	14	41	21	5	0	0	0	0	0	99
10:00	0	0	3	9	11	6	3	0	0	0	0	0	37
11:00	0	23	240	434	1539	1327	295	24	5	0	0	0	4208
Total	0	23	240	434	1539	1327	295	24	5	0	0	0	4208



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Location 1:
S.E. 15th St. W. of Windsor Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-11-21	0	4	5	0	5	10	1	1	0	0	0	0	27
12:00 AM	0	2	1	4	2	2	0	0	0	0	0	0	11
1:00	0	1	1	0	2	1	1	0	0	0	0	0	6
2:00	0	0	1	0	2	2	1	0	0	0	0	0	6
3:00	0	0	1	0	2	2	1	0	0	0	0	0	6
4:00	0	1	3	3	3	3	1	0	0	0	0	0	14
5:00	0	3	1	2	6	2	1	1	0	0	0	0	16
6:00	0	10	2	10	25	14	6	0	0	0	0	0	67
7:00	0	16	16	20	61	60	10	2	0	0	0	0	185
8:00	0	36	39	55	213	152	24	2	0	0	0	0	523
9:00	0	19	21	35	130	163	33	3	1	0	0	0	405
10:00	0	23	25	38	118	117	20	2	0	0	0	0	345
11:00	0	21	21	40	157	112	15	3	0	0	0	0	370
12:00 PM	0	23	33	41	142	133	18	1	1	0	0	0	393
1:00	0	24	39	46	135	116	21	0	1	0	0	0	382
2:00	0	17	26	48	115	105	27	0	0	0	0	0	338
3:00	0	23	25	46	127	96	26	2	0	0	0	0	348
4:00	0	15	35	47	157	108	22	1	0	0	0	0	385
5:00	0	12	22	34	131	130	18	2	0	0	1	0	350
6:00	0	19	40	49	159	164	30	2	0	0	0	0	463
7:00	0	16	27	34	156	115	24	3	0	0	0	0	377
8:00	0	17	13	47	106	48	9	2	0	0	0	0	242
9:00	0	6	2	25	68	33	9	1	0	0	0	0	145
10:00	0	7	8	12	43	26	4	0	0	0	1	0	101
11:00	0	2	4	8	25	8	3	1	0	0	0	0	51
Total	13	317	410	644	2088	1720	324	29	3	0	2	0	5550



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Location 1:
 S.E. 15th St. W. of Windsor Dr.
 Start Date: 10-07-21
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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-12-21	0	3	3	2	11	5	3	0	1	0	0	0	28
12:00 AM	0	1	1	2	6	5	0	0	1	0	0	0	16
1:00	0	0	0	1	4	2	0	0	0	0	0	0	7
2:00	0	0	0	1	1	3	0	0	0	0	0	0	6
3:00	0	0	0	1	1	2	1	1	1	0	0	0	10
4:00	0	0	0	4	12	11	5	1	0	0	0	0	42
5:00	0	3	4	6	37	55	14	0	0	0	0	0	139
6:00	0	16	7	10	104	96	17	2	0	0	0	0	302
7:00	0	16	29	38	231	183	33	5	0	0	0	0	584
8:00	0	36	43	50	231	152	46	5	0	0	0	0	445
9:00	0	16	44	36	146	97	27	3	0	0	0	0	332
10:00	0	20	31	35	117	115	20	3	0	0	0	0	360
11:00	1	11	27	27	154	95	20	2	1	0	0	0	363
12:00 PM	0	26	37	45	137	95	20	2	0	0	0	0	326
1:00	0	20	27	36	134	95	13	1	0	0	0	0	334
2:00	0	17	24	32	122	122	15	2	0	0	0	0	356
3:00	0	20	26	31	128	121	23	6	0	0	0	0	387
4:00	1	18	27	41	141	123	30	2	2	0	0	0	377
5:00	0	19	30	43	128	138	18	0	0	0	0	0	447
6:00	0	21	33	37	182	144	28	0	0	0	0	0	338
7:00	0	16	16	34	140	108	21	2	0	0	0	0	234
8:00	0	14	12	39	90	68	10	0	0	0	0	0	131
9:00	0	5	8	17	44	47	10	0	0	0	0	0	72
10:00	0	5	7	10	32	15	2	1	0	0	0	0	31
11:00	0	1	1	6	15	5	1	1	1	0	0	0	31
Total	2	16	438	583	2117	1807	357	38	5	0	0	0	5667



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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-13-21	0	1	1	6	10	5	2	1	0	0	0	0	26
12:00 AM	0	0	0	1	1	4	0	1	0	0	0	0	7
1:00	0	0	0	0	2	1	2	0	0	0	0	0	7
2:00	0	0	0	0	1	1	1	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	1	4	6	3	1	0	0	0	0	0	16
5:00	0	1	4	2	15	19	10	2	0	0	0	0	58
6:00	0	0	12	17	30	31	4	2	0	0	0	0	116
7:00	1	2	30	62	110	44	9	0	0	0	0	0	283
8:00	0	1	34	110	244	119	20	0	0	0	0	0	571
9:00	0	0	24	56	160	148	27	5	1	0	0	0	448
10:00	0	0	19	32	117	119	25	1	1	0	0	0	343
11:00	0	0	21	27	108	95	20	1	1	0	0	0	309
12:00 PM	0	0	18	30	127	119	22	1	0	0	0	0	349
1:00	0	2	12	39	126	97	19	2	0	0	0	0	327
2:00	1	1	20	31	137	80	23	0	1	0	0	0	321
3:00	0	0	13	34	140	106	24	4	0	0	0	0	356
4:00	0	1	13	45	137	113	23	1	0	0	0	0	366
5:00	0	1	18	39	163	111	24	2	1	0	0	0	393
6:00	0	0	26	36	183	152	12	2	1	0	0	0	444
7:00	0	0	30	46	157	85	18	1	0	0	0	0	360
8:00	0	2	14	51	83	40	5	0	0	0	0	0	220
9:00	0	0	10	21	63	40	5	2	0	0	0	0	151
10:00	0	1	6	22	37	20	8	0	0	1	0	0	99
11:00	0	0	5	6	20	6	3	0	0	0	0	0	42
Total	2	14	332	717	2177	1558	306	28	6	1	0	0	5615



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Location 1:
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 End Date: 10-15-21

Direction: WB	> 15-20 MPH	> 20-25 MPH	> 25-30 MPH	> 30-35 MPH	> 35-40 MPH	> 40-45 MPH	> 45-50 MPH	> 50-55 MPH	> 55-60 MPH	> 60-65 MPH	> 65-70 MPH	> 70 MPH	Total
10-14-21	0	1	4	4	10	2	4	0	0	0	0	0	25
12:00 AM	0	0	0	0	4	6	0	1	0	0	0	0	19
1:00	0	1	3	4	1	2	3	0	0	0	0	0	13
2:00	0	0	1	1	4	2	2	0	0	0	0	0	10
3:00	0	0	0	7	3	2	0	2	0	0	0	0	15
4:00	0	0	4	4	11	11	7	2	1	0	0	0	46
5:00	0	3	8	6	41	48	10	0	0	0	0	0	125
6:00	0	17	24	26	105	81	28	1	0	0	0	0	283
7:00	0	32	43	50	199	195	29	1	0	0	0	0	552
8:00	0	28	29	40	161	119	27	1	0	0	0	0	408
9:00	1	2	32	45	128	94	22	1	0	0	0	0	354
10:00	0	3	29	41	153	102	19	1	1	0	0	0	377
11:00	0	20	39	38	157	102	16	0	0	0	0	0	376
12:00 PM	0	30	31	38	122	92	20	1	0	0	0	0	364
1:00	0	35	38	53	131	101	24	3	0	0	0	0	356
2:00	1	23	32	40	134	92	19	3	1	0	0	0	362
3:00	2	22	32	56	142	115	17	3	1	0	0	0	374
4:00	0	28	30	39	142	114	18	1	0	0	0	0	356
5:00	0	19	30	41	133	114	18	0	0	0	0	0	434
6:00	0	20	40	38	166	138	29	2	1	0	0	0	400
7:00	0	23	34	43	161	107	27	3	0	0	0	0	400
8:00	0	12	20	41	95	58	8	1	1	0	0	0	236
9:00	0	9	14	22	53	38	4	0	0	0	0	0	141
10:00	0	7	11	17	42	25	4	0	0	0	0	0	107
11:00	0	5	9	8	33	19	5	0	0	0	0	0	79
Total	4	29	507	671	2189	1665	342	24	5	0	0	0	5812



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
S.E. 15th St. W. of Windsong Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-15-21	0	1	2	3	8	11	8	2	0	0	0	0	35
12:00 AM	0	0	2	4	3	9	6	0	0	0	0	0	25
1:00	0	0	2	4	3	9	6	0	0	0	0	0	25
2:00	0	1	0	2	0	6	2	2	0	0	0	0	13
3:00	0	0	0	0	1	5	6	1	0	0	0	0	13
4:00	0	0	1	0	0	6	0	0	0	0	0	0	12
5:00	0	1	2	2	7	12	13	4	0	0	0	0	41
6:00	0	1	10	11	10	19	37	8	1	0	0	0	97
7:00	0	3	12	19	24	76	60	11	0	0	0	0	206
8:00	0	2	25	32	41	125	119	18	0	0	0	0	363
9:00	3	2	10	8	14	40	26	6	0	0	0	0	109
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	3	12	64	81	110	309	277	54	2	2	41	2	914
Grand Total	22	155	2362	3293	4654	15387	12148	2484	232	232	41	2	40781

Stats	50th	85th	95th
Mean Speed (Average)	38.4	42.8	45.6
10 MPH Pace Speed	30.5	37.4	
Number in Pace	27385		
Percent in Pace	67.2%		
Number > 45 MPH	2760		
Percent > 45 MPH	6.8%		



Traffic Engineering Consultants, Inc.

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Location 1:
S.E. 15th W. of Windsong Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-07-21	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	5	18	2	16	19	5	0	0	0	0	0	0	66
4:00	10	70	7	46	70	76	32	7	0	0	1	0	331
5:00	6	76	6	28	67	83	36	11	3	2	0	0	330
6:00	6	37	2	19	79	71	34	13	1	0	0	1	266
7:00	15	48	6	27	72	53	21	6	0	0	0	1	260
8:00	13	34	9	30	51	31	7	1	0	0	0	0	188
9:00	6	27	0	14	37	22	7	1	1	1	0	1	120
10:00	5	8	0	11	9	10	2	0	0	0	0	0	50
11:00	3	8	1	4	3	5	0	0	0	0	0	0	25
Total	69	326	43	195	407	356	139	39	5	3	1	3	1636



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
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Location 1:
 S.E. 15th W. of Windsong Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-08-21	170	100	107	431	814	718	266	89	24	4	0	5	3347
12:00 AM	1	0	0	3	1	2	0	0	0	1	0	0	11
1:00	2	0	1	2	2	0	1	0	0	0	0	0	8
2:00	0	0	0	1	0	0	0	0	0	0	0	0	5
3:00	1	0	0	2	1	1	0	0	0	0	0	0	5
4:00	1	0	0	0	0	1	0	0	0	0	0	0	2
5:00	0	1	0	1	2	3	1	0	0	0	0	0	8
6:00	1	1	2	10	11	11	3	1	1	0	0	0	44
7:00	8	2	4	16	33	33	8	4	1	0	0	0	131
8:00	6	1	4	15	33	23	16	4	1	0	0	0	126
9:00	7	7	7	15	23	34	15	1	0	1	0	0	138
10:00	7	1	6	20	41	36	18	3	0	0	0	0	164
11:00	8	8	6	21	42	42	17	7	0	1	0	0	184
12:00 PM	12	4	4	30	66	42	15	8	0	0	0	1	222
1:00	5	10	8	32	43	48	12	5	3	0	0	0	220
2:00	20	11	8	37	61	52	9	3	1	0	0	0	237
3:00	17	9	7	34	64	51	23	6	4	0	0	1	269
4:00	11	18	9	38	75	70	36	8	5	0	0	0	340
5:00	9	5	5	33	79	84	31	23	2	1	0	1	327
6:00	10	12	4	18	59	71	24	5	5	0	0	0	263
7:00	19	4	15	31	53	35	16	4	0	0	0	0	212
8:00	8	3	6	26	57	36	5	4	0	0	0	0	170
9:00	7	1	4	28	27	17	9	1	1	0	0	1	111
10:00	3	1	4	11	26	12	3	1	0	0	0	1	83
11:00	7	3	3	7	15	14	4	1	0	0	0	0	67
Total	170	100	107	431	814	718	266	89	24	4	0	5	3347



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Location 1:
S.E. 15th W. of Windsong Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-09-21	5	7	1	6	6	3	1	0	0	0	1	0	32
12:00 AM	1	0	0	3	2	3	1	0	0	0	0	0	13
1:00	1	0	0	1	6	2	0	0	0	0	0	0	13
2:00	2	0	0	1	4	1	0	0	0	0	0	0	9
3:00	1	2	0	4	0	1	0	1	0	0	0	0	10
4:00	1	3	0	4	1	2	1	0	0	0	0	0	12
5:00	1	0	0	4	8	2	0	0	0	0	0	0	15
6:00	3	5	0	6	15	2	1	0	0	1	0	0	35
7:00	3	15	1	9	25	17	8	2	1	1	0	0	84
8:00	10	17	4	15	33	27	17	9	2	2	0	0	138
9:00	7	36	10	15	44	49	21	7	4	3	1	0	201
10:00	5	38	12	13	58	51	16	12	2	0	1	0	214
11:00	5	42	6	24	61	57	33	8	4	0	1	0	243
12:00 PM	6	44	10	18	47	57	22	9	0	0	0	0	220
1:00	5	30	7	11	40	55	26	7	2	0	0	0	188
2:00	8	36	9	22	44	46	21	4	0	2	0	0	196
3:00	2	32	4	16	39	47	31	5	1	3	0	0	185
4:00	2	36	4	14	51	46	28	7	0	3	0	0	201
5:00	9	50	7	16	62	71	33	12	0	0	0	0	265
6:00	20	31	8	39	79	90	33	13	2	0	0	1	325
7:00	12	36	6	36	62	65	24	4	1	0	0	0	254
8:00	9	15	1	27	39	47	19	2	0	0	0	0	168
9:00	6	11	2	18	37	38	21	5	0	1	0	0	145
10:00	0	7	1	9	15	19	7	2	2	0	0	0	64
11:00	124	500	85	331	778	798	364	109	21	15	4	1	3230
Total	124	500	85	331	778	798	364	109	21	15	4	1	3230



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
S.E. 15th W. of Windsor Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15-20 MPH	> 20-25 MPH	> 25-30 MPH	> 30-35 MPH	> 35-40 MPH	> 40-45 MPH	> 45-50 MPH	> 50-55 MPH	> 55-60 MPH	> 60-65 MPH	> 65-70 MPH	> 70 MPH	Total
10-10-21	10	1	3	7	13	12	6	2	0	0	0	0	56
12:00 AM	2	0	3	3	7	9	2	0	0	0	0	0	29
1:00	3	0	0	4	2	4	2	1	0	0	0	0	18
2:00	4	0	0	0	5	1	0	0	0	0	0	0	10
3:00	0	0	0	3	2	3	0	0	0	0	0	0	7
4:00	1	0	0	0	3	3	0	0	0	0	0	0	7
5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	2	4	6	4	1	1	0	0	0	0	21
7:00	0	0	0	5	12	12	4	1	0	0	0	0	39
8:00	1	3	1	13	17	28	19	4	3	0	0	0	96
9:00	7	2	3	6	31	42	36	4	4	1	0	0	144
10:00	2	1	6	13	48	54	42	10	1	1	0	0	202
11:00	5	6	3	17	60	66	28	10	1	0	0	0	220
12:00 PM	8	9	6	24	85	72	48	16	3	2	0	0	305
1:00	6	6	2	16	67	63	32	21	2	1	0	0	252
2:00	5	6	5	26	53	48	25	4	5	0	0	0	215
3:00	8	8	7	31	59	49	14	5	2	0	0	0	218
4:00	5	4	5	17	53	82	47	14	3	1	0	0	277
5:00	11	4	4	19	76	84	67	20	5	0	1	1	330
6:00	12	3	3	16	66	88	51	21	6	2	0	0	304
7:00	4	1	6	25	69	80	39	7	4	0	1	0	263
8:00	4	1	5	16	23	24	13	3	1	0	0	0	98
9:00	2	2	4	9	28	24	12	2	0	0	0	0	93
10:00	0	1	3	5	9	7	3	4	0	1	0	1	40
11:00	2	1	3	3	5	12	2	0	0	1	0	0	34
Total	88	64	74	285	799	871	494	150	37	10	2	2	3281



Traffic Engineering Consultants, Inc.
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Location 1:
 S.E. 15th W. of Windsor Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15-20 MPH	> 20-25 MPH	> 25-30 MPH	> 30-35 MPH	> 35-40 MPH	> 40-45 MPH	> 45-50 MPH	> 50-55 MPH	> 55-60 MPH	> 60-65 MPH	> 65-70 MPH	> 70 MPH	Total
10-11-21													
12:00 AM	1	2	1	6	4	0	1	0	0	0	0	0	16
1:00	2	0	0	0	0	2	1	1	0	0	0	0	8
2:00	0	1	1	3	0	1	2	0	0	0	0	0	9
3:00	0	0	0	0	4	2	0	0	0	0	0	0	6
4:00	1	0	0	2	2	1	0	0	0	0	0	0	6
5:00	0	2	3	1	3	4	2	0	0	0	0	0	15
6:00	0	5	3	11	19	9	3	0	0	0	0	0	51
7:00	8	13	4	12	49	47	26	9	1	0	0	0	171
8:00	5	17	7	32	57	53	16	9	0	0	0	0	200
9:00	1	23	5	13	60	61	35	21	12	2	0	0	235
10:00	5	19	5	33	70	77	49	15	1	1	0	0	280
11:00	5	28	2	34	55	86	44	23	7	0	0	0	290
12:00 PM	3	34	9	22	71	70	47	13	0	0	1	0	278
1:00	5	38	2	26	63	51	25	7	4	0	0	0	226
2:00	5	41	4	23	50	38	27	7	0	0	0	0	202
3:00	7	68	15	37	78	62	21	2	1	1	0	0	305
4:00	10	57	7	39	77	90	20	6	2	0	0	0	321
5:00	5	83	13	22	65	81	26	9	0	1	2	0	325
6:00	14	40	3	15	40	60	21	9	2	0	0	1	211
7:00	15	39	4	40	72	62	16	2	1	1	0	0	264
8:00	4	25	4	46	79	67	24	6	0	1	0	0	265
9:00	5	22	7	31	54	49	14	1	1	0	0	0	185
10:00	2	11	6	17	32	15	4	0	0	0	0	0	87
11:00	1	3	3	9	6	3	4	2	0	0	0	0	31
Total	104	572	121	474	1010	991	428	142	32	7	3	1	3987



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6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
S.E. 15th W. of Windsor Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	10-12-21	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	1	2	0	1	4	6	6	2	1	1	0	0	0	24
1:00	0	3	0	1	3	5	2	1	0	0	0	0	0	15
2:00	0	1	1	2	4	3	2	4	0	0	0	0	0	17
3:00	0	1	0	0	1	3	0	0	1	0	0	0	0	6
4:00	1	0	0	1	2	2	1	1	0	0	0	0	0	8
5:00	0	2	0	3	5	5	11	4	1	0	0	0	0	31
6:00	2	1	0	5	18	21	22	6	1	2	1	0	0	79
7:00	7	16	4	3	17	52	58	26	11	0	0	0	0	194
8:00	13	12	2	4	17	41	59	26	8	1	2	1	0	186
9:00	6	24	4	9	13	34	22	12	4	1	0	0	0	129
10:00	7	26	5	3	16	31	29	10	5	0	0	0	0	132
11:00	10	23	2	7	11	46	51	18	2	1	0	0	0	171
12:00 PM	11	29	2	6	18	50	53	17	7	2	0	0	0	195
1:00	13	28	3	5	30	57	46	14	3	3	0	0	0	202
2:00	10	39	7	6	28	60	40	21	6	1	0	0	1	219
3:00	18	56	8	12	36	83	70	23	4	0	0	0	0	311
4:00	12	48	14	12	33	85	70	38	10	3	0	0	1	326
5:00	15	64	9	13	37	107	115	55	6	0	1	0	0	422
6:00	15	42	8	7	27	86	61	27	3	2	1	0	0	279
7:00	12	44	8	6	36	54	38	11	1	0	1	0	0	211
8:00	3	16	5	5	27	56	35	9	0	0	0	0	0	156
9:00	5	19	0	2	14	28	18	5	1	1	0	0	1	94
10:00	3	14	0	3	1	11	6	3	2	0	0	0	0	43
11:00	1	3	0	0	6	3	2	2	1	0	0	0	0	18
Total	165	513	82	116	404	929	817	335	78	18	7	1	3	3468



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Location 1:
S.E. 15th W. of Windsor Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-13-21	0	1	1	1	4	2	0	0	0	0	0	0	9
12:00 AM	1	0	1	0	4	2	0	0	0	0	0	0	9
1:00	1	0	1	0	4	2	0	0	0	0	0	0	14
2:00	1	3	3	2	4	0	0	0	0	0	0	0	14
3:00	0	0	0	1	1	1	0	0	0	0	0	0	3
4:00	0	0	0	0	1	0	0	0	0	0	0	0	2
5:00	0	3	1	3	5	3	2	3	0	0	0	0	20
6:00	1	5	4	11	19	10	4	0	0	0	0	0	54
7:00	5	12	6	36	53	46	9	4	0	0	0	0	171
8:00	4	7	3	31	46	42	15	6	0	0	2	0	156
9:00	7	20	4	21	59	50	16	4	0	0	0	0	185
10:00	4	13	2	17	30	34	9	5	1	0	0	1	121
11:00	9	29	2	19	42	36	17	6	2	0	0	0	167
12:00 PM	6	37	3	19	58	39	18	8	2	0	0	0	197
1:00	6	37	4	28	54	35	17	1	1	0	0	0	191
2:00	5	46	7	34	54	46	15	6	1	0	0	0	226
3:00	10	51	5	38	83	46	28	7	1	1	0	0	283
4:00	14	69	15	24	80	76	11	17	3	2	0	0	335
5:00	17	60	8	31	90	71	28	4	1	1	3	0	327
6:00	18	54	7	41	74	68	23	6	1	0	0	0	296
7:00	12	37	13	36	61	37	10	3	1	0	0	0	215
8:00	9	29	3	36	47	32	18	1	0	0	0	1	183
9:00	11	25	5	25	51	39	10	1	1	0	0	0	169
10:00	5	12	7	22	21	18	8	2	1	0	0	0	97
11:00	1	4	3	13	11	8	4	0	0	1	0	0	45
Total	146	555	111	489	952	741	262	84	17	5	5	2	3475



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
S.E. 15th W. of Windsor Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-14-21													
Time 0 - 15 MPH	2	5	3	4	8	14	1	0	0	0	0	0	39
12:00 AM	0	0	0	5	2	4	1	0	0	0	0	0	17
1:00	1	0	1	2	3	2	3	0	0	1	0	0	18
2:00	0	0	0	1	4	6	0	0	0	0	0	0	11
3:00	0	1	0	1	2	2	2	0	0	0	0	0	8
4:00	0	2	1	6	4	4	3	1	0	0	0	0	22
5:00	0	4	2	16	27	16	5	1	0	0	0	0	71
6:00	13	7	3	23	47	51	20	8	2	0	1	0	176
7:00	7	15	6	26	48	51	12	3	2	0	1	0	171
8:00	10	25	7	29	46	33	9	0	1	0	1	0	163
9:00	13	28	5	19	49	21	8	1	1	0	0	0	146
10:00	17	39	8	17	35	34	14	3	0	0	0	0	171
11:00	15	44	6	25	61	39	17	7	3	0	0	0	218
12:00 PM	16	37	6	28	42	35	8	9	0	0	0	0	186
1:00	13	46	14	17	60	38	12	7	1	0	0	0	214
2:00	14	55	13	49	86	47	26	5	1	0	0	0	311
3:00	22	67	10	44	79	58	27	7	1	0	0	0	328
4:00	9	56	9	28	71	78	37	10	3	0	0	0	316
5:00	13	50	7	21	57	54	17	7	4	1	0	0	239
6:00	11	42	10	43	53	37	10	2	0	0	0	0	214
7:00	7	23	11	26	53	43	8	0	1	0	0	0	173
8:00	12	32	10	41	36	26	9	5	1	0	0	0	173
9:00	7	10	7	12	18	16	4	3	0	0	0	0	80
10:00	5	14	1	17	7	7	2	0	0	0	0	0	54
11:00	207	607	145	500	898	716	255	79	22	3	3	0	3519
Total	207	607	145	500	898	716	255	79	22	3	3	0	3519



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
S.E. 15th W. of Windsor Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15-20 MPH	> 20-25 MPH	> 25-30 MPH	> 30-35 MPH	> 35-40 MPH	> 40-45 MPH	> 45-50 MPH	> 50-55 MPH	> 55-60 MPH	> 60-65 MPH	> 65-70 MPH	> 70 MPH	Total
10-15-21	2	5	1	0	2	2	2	1	1	0	0	0	22
12:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	7
1:00	0	6	0	1	2	2	1	0	0	0	0	0	13
2:00	0	0	0	2	4	2	1	0	0	0	0	0	9
3:00	1	2	0	1	1	0	0	0	0	0	0	0	5
4:00	0	1	0	1	5	5	1	0	0	0	0	0	15
5:00	0	6	0	5	6	13	2	0	2	0	0	0	39
6:00	6	9	4	11	40	24	14	7	3	0	0	1	119
7:00	5	1	3	3	14	9	3	1	1	0	0	1	42
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	14	32	4	13	77	58	24	9	7	0	0	2	271
Grand Total	1087	4129	685	822	3140	6066	2567	779	183	54	19	19	26214

Stats	15th	50th	85th	95th
Mean Speed (Average) Speed	17.9	37.5	44.5	49.1
10 MPH Pace Speed	35-44			
Number in Pace	12671			
Percent in Pace	48.3%			
Number > 45 MPH	3621			
Percent > 45 MPH	13.8%			



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10th St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-07-21													
Time 0 - 15 MPH	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	12	27	62	140	241	90	27	1	0	1	1	1	605
4:00	0	15	36	150	345	155	28	5	0	0	0	0	738
5:00	0	18	58	239	392	175	24	2	0	0	0	0	910
6:00	0	16	40	153	284	106	21	1	0	0	0	0	621
7:00	0	12	33	138	231	56	5	1	1	0	0	0	481
8:00	0	8	34	174	147	56	3	0	0	0	1	0	427
9:00	0	10	27	118	112	31	8	3	0	0	0	0	310
10:00	0	7	12	64	103	23	2	2	1	1	0	0	215
11:00	0	6	5	56	72	18	2	2	0	0	0	0	161
Total	12	119	307	1232	1927	710	120	17	2	2	2	1	4468



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
N.E. 10th St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-08-21	0	1	2	32	41	13	1	2	0	0	0	0	95
12:00 AM	0	0	6	24	18	6	1	0	0	0	0	0	57
1:00	0	0	4	17	14	8	1	1	0	0	0	0	45
2:00	0	0	3	11	16	6	2	0	0	0	0	0	39
3:00	0	0	3	16	20	6	3	0	0	0	0	0	49
4:00	0	0	7	25	20	8	2	1	0	0	0	0	66
5:00	0	0	7	44	74	31	4	2	0	0	0	0	164
6:00	0	16	19	77	120	57	12	1	1	0	0	0	305
7:00	1	10	23	74	143	61	11	1	0	0	0	0	325
8:00	0	9	18	59	153	70	13	4	0	0	0	0	327
9:00	1	2	20	88	178	67	10	2	0	0	0	0	370
10:00	1	14	28	92	179	66	20	3	0	0	2	0	408
11:00	1	6	24	100	225	109	16	4	1	0	0	0	489
12:00 PM	0	12	22	95	205	114	18	3	0	0	0	0	472
1:00	0	21	33	101	253	131	26	3	0	1	0	0	572
2:00	0	17	50	142	271	119	26	6	0	0	0	0	632
3:00	0	23	46	186	350	147	32	3	0	0	0	0	791
4:00	0	20	53	146	363	185	31	3	3	0	0	1	809
5:00	1	11	37	162	289	127	18	4	0	0	0	1	649
6:00	0	21	53	159	209	68	12	2	0	0	0	0	526
7:00	1	16	28	132	186	66	2	4	1	0	0	0	436
8:00	0	9	32	112	157	35	4	0	0	0	0	0	351
9:00	0	11	22	96	116	40	3	1	1	0	0	0	291
10:00	0	4	10	74	90	24	5	0	1	0	0	0	210
11:00	5	34	548	2064	3690	1564	273	50	9	1	2	2	8478
Total	5	34	548	2064	3690	1564	273	50	9	1	2	2	8478



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
N.E. 10th St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-09-21	1	4	5	48	65	14	3	2	1	0	0	1	146
12:00 AM	1	4	8	29	41	16	3	1	0	0	0	0	103
1:00	0	3	5	23	31	14	4	1	0	0	0	0	81
2:00	0	4	5	16	17	7	1	0	0	0	0	0	50
3:00	0	1	3	9	12	3	2	0	0	0	0	0	30
4:00	0	1	7	12	24	11	1	0	0	0	0	0	57
5:00	0	0	5	38	33	18	3	1	1	0	0	0	100
6:00	0	12	3	25	71	30	6	1	0	0	0	0	150
7:00	2	6	15	42	88	35	8	2	0	0	0	0	201
8:00	2	8	17	48	118	74	11	3	0	0	0	0	285
9:00	2	8	25	63	196	93	20	4	1	0	0	0	415
10:00	1	8	8	73	197	100	24	3	3	0	0	0	427
11:00	0	9	22	82	201	125	28	5	2	1	0	0	475
12:00 PM	0	18	26	83	174	102	37	5	3	0	0	0	451
1:00	0	11	27	76	166	122	27	8	1	0	0	0	438
2:00	0	15	33	70	219	118	21	4	1	0	0	0	482
3:00	0	16	22	68	236	148	29	6	1	0	0	0	527
4:00	1	14	29	77	210	146	30	4	3	0	0	0	516
5:00	1	11	32	100	180	94	29	2	1	0	0	0	449
6:00	0	13	33	95	196	82	11	2	0	0	0	0	432
7:00	0	11	16	105	176	60	18	0	0	0	0	0	386
8:00	0	9	23	107	134	53	7	2	1	0	0	0	338
9:00	0	7	18	82	128	44	5	0	0	0	0	0	284
10:00	0	7	17	59	100	35	5	2	2	0	0	0	228
11:00	0	1	7	17	100	35	5	2	2	0	0	0	228
Total	9	29	412	1430	3013	1544	333	58	21	1	0	0	7051



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
N.E. 10th St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	> 15-20 MPH	> 20-25 MPH	> 25-30 MPH	> 30-35 MPH	> 35-40 MPH	> 40-45 MPH	> 45-50 MPH	> 50-55 MPH	> 55-60 MPH	> 60-65 MPH	> 65-70 MPH	> 70 MPH	Total
10-10-21	1	1	6	7	51	32	7	1	2	0	0	0	172
12:00 AM	1	4	6	7	35	22	3	1	0	0	0	0	122
1:00	0	0	0	7	41	18	1	0	0	0	0	0	91
2:00	0	0	0	2	14	13	4	0	0	1	0	0	55
3:00	0	1	1	7	9	6	1	0	0	0	0	0	44
4:00	0	3	3	1	12	8	3	1	0	0	0	0	48
5:00	0	2	10	14	27	22	1	0	1	0	0	0	77
6:00	1	5	7	30	29	12	4	0	0	0	0	0	88
7:00	0	3	8	23	64	47	7	2	0	0	0	0	157
8:00	1	8	32	32	96	51	14	4	0	0	0	0	224
9:00	0	8	18	49	141	70	16	2	0	0	0	0	303
10:00	1	11	15	59	135	93	24	7	0	0	0	0	356
11:00	0	4	21	29	81	113	15	2	2	0	0	0	429
12:00 PM	0	6	24	29	86	153	26	4	3	1	0	0	504
1:00	2	13	9	14	76	105	20	3	3	0	0	0	400
2:00	0	2	2	22	94	112	22	3	1	0	0	0	404
3:00	0	13	13	24	107	104	34	5	0	0	0	0	477
4:00	1	10	28	58	183	130	21	0	0	1	1	0	434
5:00	2	8	21	81	235	99	20	4	1	0	0	0	474
6:00	1	10	33	116	137	51	11	1	1	0	0	0	364
7:00	0	7	14	19	12	7	1	0	0	0	0	0	61
8:00	0	7	6	3	1	0	0	0	0	0	0	0	20
9:00	0	4	2	3	0	0	0	0	0	0	0	0	9
10:00	0	4	4	0	0	0	0	0	0	0	0	0	11
11:00	0	4	4	0	0	0	0	0	0	0	0	0	11
Total	13	144	330	1076	2148	1268	255	40	14	3	1	0	5324



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10th St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-11-21	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	8	2	0	0	0	0	0	0	0	0	0	17



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
N.E. 10th St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: EB	10-12-21	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10th St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-13-21	0	0	0	0	0	0	0	0	0	0	0	0	0
Time 0 - 15 MPH	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	0	0	0	1



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10th St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-14-21	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	1



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10th St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: EB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-15-21	0	0	0	0	0	0	0	0	0	0	0	0	10
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	10	0	0	0	0	0	0	0	0	0	0	0	10
Grand Total	50	121	705	1600	5802	10778	5086	981	165	46	7	5	25350

Stats	50th	85th	95th
Mean Speed (Average)	36.9	41.6	44.8
10 MPH Pace Speed	31.9	36.9	41.6
Number in Pace	16451	16451	16451
Percent in Pace	64.9%	64.9%	64.9%
Number > 45 MPH	1208	1208	1208
Percent > 45 MPH	4.8%	4.8%	4.8%



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 101st St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-07-21													
Time	0 - 15 MPH	15 - 20 MPH	20 - 25 MPH	25 - 30 MPH	30 - 35 MPH	35 - 40 MPH	40 - 45 MPH	45 - 50 MPH	50 - 55 MPH	55 - 60 MPH	60 - 65 MPH	65 - 70 MPH	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	1	0	4	2	15	30	14	2	0	0	0	0	68
3:00	0	1	7	34	106	80	13	1	1	0	0	0	447
4:00	1	2	10	36	54	208	126	19	1	0	0	0	457
5:00	0	1	5	35	69	238	146	21	3	1	0	0	519
6:00	0	2	6	27	93	213	141	22	0	0	0	0	504
7:00	2	4	4	24	92	204	97	9	2	0	0	0	436
8:00	3	5	7	15	86	166	40	6	1	0	0	0	329
9:00	1	2	2	24	62	123	39	6	1	0	0	0	260
10:00	0	0	4	11	48	97	28	1	0	0	0	0	189
11:00	1	0	1	8	24	44	14	0	1	0	0	0	93
Total	9	15	50	216	649	1528	725	99	10	1	0	0	3302



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
N.E. 10t St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-08-21	0	0	3	9	18	27	12	0	0	0	0	0	69
12:00 AM	0	0	0	3	11	15	3	0	0	0	0	0	32
1:00	0	0	0	2	9	12	5	1	0	0	0	0	30
2:00	0	0	1	3	13	26	10	0	0	0	0	0	53
3:00	0	0	3	3	20	44	16	3	0	0	0	0	90
4:00	0	0	0	3	33	95	51	1	0	0	0	0	185
5:00	0	0	1	3	41	181	100	1	1	0	0	0	350
6:00	0	0	8	9	89	336	212	1	0	0	0	0	696
7:00	1	0	5	25	68	244	179	25	1	0	0	0	548
8:00	1	0	5	23	54	181	114	16	0	0	0	0	386
9:00	1	0	2	18	57	180	94	17	0	0	0	0	368
10:00	0	1	1	18	54	211	99	7	0	0	0	0	411
11:00	2	2	2	15	64	232	101	15	1	0	0	0	454
12:00 PM	2	2	11	26	79	224	128	16	2	1	0	0	489
1:00	2	2	4	30	66	203	131	10	0	0	0	0	445
2:00	2	0	5	28	105	228	112	14	0	0	0	0	507
3:00	1	0	4	43	89	233	103	16	0	0	0	0	488
4:00	1	0	10	35	62	206	156	21	2	0	0	0	490
5:00	1	2	3	37	95	237	130	10	0	0	0	0	524
6:00	0	1	6	44	114	234	76	15	2	0	0	0	499
7:00	2	0	13	43	92	159	42	6	0	0	0	0	347
8:00	3	0	10	35	69	166	35	3	1	0	0	0	299
9:00	0	1	6	18	55	127	29	4	0	0	0	0	244
10:00	0	0	6	23	55	127	29	4	0	0	0	0	244
11:00	0	1	4	9	41	73	16	2	0	0	0	0	146
Total	19	13	113	502	1398	3874	1954	251	20	5	1	0	8150



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10t St. W. of Shadybrook Dr.
 Start Date: 10-07-21
 End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-09-21													
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	Total
12:00 AM	1	0	7	34	65	21	1	0	0	0	0	0	131
1:00	2	0	2	23	35	11	0	0	0	0	0	0	75
2:00	0	0	3	12	13	10	2	0	0	0	0	0	41
3:00	1	0	4	15	26	12	0	0	0	0	0	0	58
4:00	0	0	4	9	15	2	2	0	0	0	0	0	32
5:00	0	1	3	18	27	6	0	0	0	0	0	0	59
6:00	1	0	4	26	60	22	3	1	0	0	0	0	125
7:00	0	0	11	40	107	50	6	0	0	0	0	0	216
8:00	3	0	12	35	123	100	7	1	0	0	0	0	287
9:00	0	1	23	53	149	118	25	1	0	0	0	0	376
10:00	2	1	26	82	199	128	24	3	0	0	0	0	467
11:00	3	2	14	61	207	113	23	0	0	0	0	0	428
12:00 PM	0	1	27	43	173	127	22	4	1	0	0	0	403
1:00	2	1	17	76	205	79	10	1	1	0	0	0	397
2:00	1	0	16	55	163	102	22	0	0	0	0	0	366
3:00	2	1	26	68	190	118	14	2	1	0	0	0	427
4:00	1	0	29	43	181	124	21	0	0	0	0	0	405
5:00	4	3	26	47	202	118	14	1	0	0	0	0	423
6:00	2	2	27	78	217	93	9	0	0	0	0	0	432
7:00	1	1	25	109	201	83	9	1	0	0	0	0	442
8:00	1	0	23	107	161	42	5	1	0	0	0	0	349
9:00	0	0	23	75	141	32	5	0	1	0	0	0	285
10:00	1	0	13	76	107	35	3	1	0	0	0	0	242
11:00	1	0	14	46	73	9	0	1	1	0	0	0	152
Total	29	14	383	1231	3040	1555	227	18	5	0	0	0	6618



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
N.E. 10t St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	10-10-21	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	1	3	10	32	53	15	4	1	0	0	0	0	119
1:00	0	1	2	5	33	43	8	1	0	0	0	0	0	93
2:00	0	0	1	1	12	25	10	0	0	0	0	0	0	49
3:00	0	0	0	6	9	18	3	3	0	1	0	0	0	40
4:00	0	0	0	5	12	14	7	2	0	0	0	0	0	40
5:00	0	0	1	3	14	25	11	1	0	0	0	0	0	55
6:00	0	0	1	6	22	54	20	1	0	0	0	0	0	104
7:00	0	0	2	6	26	64	29	4	1	0	0	0	0	132
8:00	0	2	3	4	37	95	42	7	1	0	0	0	0	191
9:00	0	0	2	13	49	151	82	13	2	0	0	0	0	312
10:00	1	0	7	22	54	168	81	12	0	1	0	0	0	346
11:00	1	0	4	34	54	190	91	9	3	1	0	0	0	387
12:00 PM	1	2	6	32	61	222	81	10	0	0	0	0	0	415
1:00	2	1	13	21	60	195	84	15	2	2	1	0	0	396
2:00	2	1	9	47	70	192	87	7	0	0	0	0	0	415
3:00	1	1	8	42	78	171	82	20	1	0	0	0	0	404
4:00	1	1	7	33	69	204	97	10	1	0	0	0	0	423
5:00	1	1	6	32	56	192	82	12	2	0	0	0	0	384
6:00	2	2	6	20	81	156	49	9	1	0	0	0	0	326
7:00	1	0	5	29	93	158	42	2	0	0	0	0	0	330
8:00	4	2	12	23	58	52	10	2	0	0	0	0	0	163
9:00	0	2	8	21	41	66	12	1	0	0	0	0	0	151
10:00	0	1	3	4	31	63	19	1	0	0	0	0	0	122
11:00	0	0	1	5	23	43	11	1	0	0	0	0	0	84
Total	17	18	110	424	1075	2614	1055	147	15	5	1	0	0	5481



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300
Oklahoma City, OK. 73139

Location 1:
N.E. 10t St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-11-21	0	0	6	15	16	2	0	0	0	0	0	0	39
12:00 AM	0	0	2	11	22	3	1	0	1	0	0	0	41
1:00	0	1	2	9	9	2	0	0	2	0	0	0	25
2:00	0	1	4	5	21	5	0	0	0	0	0	0	31
3:00	0	0	0	5	21	5	0	0	0	0	0	0	31
4:00	0	2	3	22	34	14	4	0	0	0	0	0	79
5:00	0	3	11	39	93	29	3	1	0	0	0	0	179
6:00	0	4	16	64	162	85	8	1	0	0	0	0	340
7:00	0	4	29	99	319	178	17	1	0	0	0	0	647
8:00	0	3	22	79	234	143	24	2	0	0	0	0	508
9:00	0	5	21	53	171	101	14	0	0	0	0	0	365
10:00	0	2	17	70	156	83	9	1	0	0	0	0	340
11:00	0	5	21	60	170	91	7	0	0	0	0	0	354
12:00 PM	0	7	26	54	202	84	16	1	0	0	0	0	391
1:00	2	1	20	76	216	73	12	1	0	0	0	0	404
2:00	2	9	26	77	213	118	17	1	0	0	0	0	463
3:00	0	4	24	65	220	106	10	1	0	0	0	0	430
4:00	1	6	37	74	223	94	7	1	0	0	0	0	444
5:00	2	7	17	80	203	107	14	0	0	0	0	0	430
6:00	0	8	34	80	189	88	12	1	0	0	0	0	412
7:00	4	12	34	88	168	55	4	2	1	0	0	0	369
8:00	1	8	29	86	147	32	4	0	0	0	0	0	308
9:00	0	4	21	59	104	19	2	0	0	0	0	0	210
10:00	2	16	15	48	59	12	2	0	0	0	0	0	154
11:00	0	4	6	29	46	11	3	1	0	0	0	0	100
Total	14	116	441	1342	3397	1535	190	15	2	0	0	0	7063



Traffic Engineering Consultants, Inc.

6000 S. Western Ave., Suite 300

Oklahoma City, OK. 73139

Location 1:
N.E. 10th St. W. of Shadybrook Dr.
Start Date: 10-07-21
End Date: 10-15-21

Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-12-21	0	0	6	20	30	6	0	0	0	0	0	0	64
12:00 AM	0	0	1	11	15	1	0	0	0	0	0	0	31
1:00	0	0	1	6	16	5	1	0	1	0	0	0	32
2:00	0	0	0	12	23	9	0	1	0	0	0	0	47
3:00	1	0	0	11	39	9	3	0	0	0	0	0	70
4:00	0	0	2	44	102	43	3	0	0	0	0	0	201
5:00	0	0	9	68	218	90	9	0	0	0	0	0	399
6:00	0	0	11	111	371	189	13	3	0	0	0	0	720
7:00	1	1	23	67	231	153	21	2	0	0	0	0	506
8:00	5	0	4	88	179	90	5	1	0	0	0	0	365
9:00	1	1	5	65	165	84	7	0	0	0	0	0	342
10:00	1	1	6	65	177	64	8	1	0	0	0	0	343
11:00	1	0	21	65	177	64	8	1	0	0	0	0	395
12:00 PM	2	2	23	81	183	88	13	0	0	0	0	0	410
1:00	2	0	29	72	211	85	4	3	0	0	0	0	378
2:00	3	0	19	74	193	78	6	0	0	0	0	0	388
3:00	0	0	28	93	179	79	2	0	0	0	0	0	384
4:00	0	0	23	71	192	76	9	0	0	0	0	0	384
5:00	2	0	37	95	217	85	11	2	0	0	0	0	458
6:00	1	3	28	73	218	100	7	1	1	0	0	0	438
7:00	0	2	25	98	184	40	2	0	0	0	0	0	365
8:00	0	2	20	82	127	40	2	0	0	0	0	0	276
9:00	0	0	3	57	79	21	3	1	0	0	0	0	185
10:00	2	0	13	48	73	18	2	0	0	0	0	0	159
11:00	1	0	5	26	45	8	0	0	0	0	0	0	89
Total	22	14	405	1418	3467	1461	129	17	2	1	0	0	7045



Traffic Engineering Consultants, Inc.
 6000 S. Western Ave., Suite 300
 Oklahoma City, OK. 73139

Location 1:
 N.E. 10t St. W. of Shadybrook Dr.
 Start Date: 10-07-21
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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-13-21	0	0	0	5	24	25	6	0	0	0	0	0	63
12:00 AM	0	0	0	1	8	9	5	1	0	0	0	0	24
1:00	0	0	1	10	14	14	3	1	0	0	0	0	30
2:00	0	1	3	13	20	20	6	2	0	0	0	0	45
3:00	0	3	4	16	32	32	19	5	0	0	0	0	80
4:00	0	1	13	43	68	68	22	7	0	0	0	0	155
5:00	0	2	31	104	184	184	40	7	1	0	0	0	370
6:00	0	7	28	110	344	344	121	21	1	0	0	0	633
7:00	0	7	20	83	245	245	121	20	1	0	0	0	498
8:00	0	4	20	52	160	160	106	16	0	0	0	0	358
9:00	2	4	18	56	156	156	95	16	1	0	0	0	349
10:00	1	5	16	61	161	161	87	13	1	0	0	0	345
11:00	0	7	26	63	191	191	85	11	2	0	0	0	386
12:00 PM	1	5	26	70	210	210	83	11	0	0	0	0	407
1:00	0	12	31	79	228	228	73	5	0	0	0	0	428
2:00	1	6	26	89	214	214	88	17	0	0	0	0	442
3:00	1	6	36	82	232	232	57	6	1	0	0	0	426
4:00	3	8	47	113	253	253	93	11	0	0	0	0	528
5:00	1	17	34	114	229	229	82	3	0	0	0	0	482
6:00	2	9	28	101	198	198	38	3	0	0	0	0	379
7:00	0	8	23	98	134	134	30	4	0	0	0	0	299
8:00	0	9	19	69	99	99	25	4	0	0	0	0	226
9:00	0	8	15	41	65	65	21	1	0	0	0	0	152
10:00	1	5	7	33	50	50	8	3	0	0	0	0	108
11:00	12	19	478	1532	3521	3521	1314	188	8	3	0	0	7213
Total	12	138	478	1532	3521	3521	1314	188	8	3	0	0	7213



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Start Date: 10-07-21
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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
10-14-21	0	4	4	17	28	8	0	1	0	0	0	0	62
12:00 AM	0	1	3	12	17	4	0	0	0	0	0	0	37
1:00	1	0	4	11	13	7	0	0	0	0	0	0	36
2:00	0	0	1	14	25	7	0	0	0	0	0	0	47
3:00	0	2	3	19	43	15	5	0	0	0	0	0	87
4:00	0	1	12	33	90	40	8	1	0	0	0	0	185
5:00	0	4	12	46	217	99	11	1	0	0	0	0	390
6:00	1	7	20	105	316	167	19	1	1	0	0	0	638
7:00	0	4	24	72	233	121	24	0	0	0	0	0	479
8:00	3	4	23	83	179	109	12	1	0	0	0	0	415
9:00	0	10	25	83	192	89	10	1	0	0	0	1	412
10:00	1	4	19	51	204	92	16	4	0	0	0	0	394
11:00	1	10	24	64	214	88	11	0	0	0	0	0	413
12:00 PM	0	2	24	75	172	86	14	2	0	0	0	0	376
1:00	0	10	24	90	218	102	8	2	0	0	0	0	456
2:00	0	6	36	90	234	70	4	1	0	0	0	0	442
3:00	1	3	30	61	212	94	15	2	0	0	0	0	420
4:00	0	10	35	74	214	101	13	1	1	0	0	0	452
5:00	1	2	37	97	233	104	12	1	2	0	0	0	499
6:00	0	7	29	111	194	66	6	0	0	0	0	0	415
7:00	1	10	25	81	137	42	4	1	0	0	0	0	301
8:00	0	7	26	65	136	29	2	0	0	0	0	0	265
9:00	0	3	13	52	87	27	1	0	0	1	0	0	185
10:00	0	2	12	26	60	17	3	0	0	0	0	0	120
11:00	10	19	465	1432	3668	1584	198	20	6	2	1	0	7326
Total	10	121	465	1432	3668	1584	198	20	6	2	1	0	7326



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Direction: WB	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total	
10-15-21	2	1	4	8	23	27	5	1	0	0	0	0	71	
12:00 AM	0	0	3	2	20	25	7	1	0	0	0	0	58	
1:00	1	0	1	0	10	13	3	0	0	0	0	0	28	
2:00	0	0	1	3	16	26	4	1	0	0	0	0	51	
3:00	0	0	1	4	30	38	14	5	1	0	0	0	93	
4:00	0	1	1	8	45	75	34	2	0	0	0	0	166	
5:00	0	1	11	11	66	202	80	5	1	0	0	0	367	
6:00	1	0	23	23	119	247	111	11	0	0	0	0	516	
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0	
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
Total	4	2	16	59	329	653	258	26	2	1	0	0	1350	
Grand Total	136	125	888	3373	10406	25762	11441	1455	125	30	5	1	53748	
Stats														
	Percentile	15th	32.6	37.2	50th	85th	95th							
	Speed	32.6	37.2	50th	85th	95th								
	Mean Speed (Average)	37.0												
	10 MPH Pace Speed	35-44												
	Number in Pace	37182												
	Percent in Pace	69.2%												
	Number > 45 MPH	1617												
	Percent > 45 MPH	3.0%												

