

City of Southlake



2002
Traffic Count Report

July 15, 2002

Prepared Jointly by:

**Planning
Public Works**

City of Southlake

2002 Traffic Count Report

Table of Contents

Text:

Introduction	Page 2
Purpose	Page 2
Overview of Contents	Page 2
Methodology	Page 3
Results	Page 3
Definitions	Page 7

Tables & Maps:

Table 1: Traffic Count Locations added in 2002.....	Page 3
Table 2: Roadway Segments with the Greatest Volume Increase (%) from 2001....	Page 4
Table 3: Roadway Segments with the Greatest Volume Decrease (%) from 2001.....	Page 5
Table 4: Traffic Count Trends for S.H. 114	Page 8
Table 5: Traffic Count Trends for FM 1709.....	Page 9
Table 6: Traffic Count Locator Key and Associated Volumes.....	Page 10
Map 1: 24-Summary - 24-Hour Traffic Counts.	Page 17
Map 2: Traffic Count Locator Map.....	Page 18

Introduction

The City of Southlake is a growing community. As such, a great emphasis lies in the collection of data that can be accumulated to monitor trends related to growth. Annual traffic counts have proven to be a useful tool for both municipal and private development planning purposes. This report will present the basic traffic volume data recently collected in Southlake (May 2002). Also, to maintain the most current accurate counts throughout the year, updated traffic count data will be added to the report as it is received by the City via Traffic Impact Analysis (TIA) submittals for developments.

Purpose of the Report

The main focus of this report is to serve as a “snapshot” of the traffic volume conditions in a fixed point in time. Traffic data from different time periods can be used to analyze trends and assist in correcting problem areas. Traffic data is the foundation of many specialized studies, such as warrant studies for traffic signals, and is used in part when updating the city’s Master Thoroughfare Plan (MTP), which is the basis for acquiring the appropriate amounts of right-of-way necessary to accommodate the ultimate roadways needed in the city. Also, the traffic count data is provided to the Planning Commission and City Council to assist them in evaluating planning cases such as rezonings, site plans and plats.

This report also serves as a valuable economic development tool for real estate brokers, lenders, developers, and others with similar interests. Traffic volume is a critical factor associated with many of the decision points made by these companies, and particularly retailers, when looking to locate businesses in a particular region. This traffic report will also provide current traffic data for any area of interest in the city to residents, property owners, and other interested parties.

2002 Traffic Count Report

Included in this year’s report are the following items:

- table indicating traffic count locations added for the 2002 report (See Table: 1);
- tables which depict the roadway segments that had the largest increase and decrease (percentage wise) in traffic volumes from the previous year (See Tables 2 &3);
- a map which summarizes the twenty-four (24) hour total counts for each count location (2002);
- a traffic count locator map;
- charts which shows traffic volume trends for State Highway 114 and F.M. 1709 over the past five (5) years; and
- twenty-four (24) hour counts and peak traffic times for all arterial and major collector roadways in Southlake.

Additional Traffic Count Locations

Thirteen (13) additional locations were added for the 2002 counts, bringing the total number of traffic count locations to seventy-seven (77) (*See Map #2 for all count locations*). The new locations are as follows:

TABLE #1 –Traffic Count Locations Added in 2002

SEGMENT	BEGIN	END
Florence Rd.	<i>Pearson Lane</i>	<i>Randol Mill Avenue</i>
Randol Mill Ave.	<i>Kingswood Drive</i>	<i>Maranta</i>
Sam School Road	<i>W. Dove Street</i>	<i>W. Kirkwood Boulevard</i>
N. White Chapel Blvd.	<i>Clariden School</i>	<i>Bob Jones Road</i>
Sunshine Lane	<i>Highland Avenue</i>	<i>E. Dove Street</i>
Nolan Dr.	<i>FM 1709</i>	<i>SH 114</i>
Nolan Dr.	<i>FM 1709</i>	<i>Crooked Lane</i>
S. Carroll Ave.	<i>Carlisle Drive</i>	<i>E. Continental Boulevard</i>
S. Kimball Ave.	<i>Highway 26</i>	<i>Stadium Entrance</i>
Wall Street Bridge	<i>Wall Street</i>	<i>FM 1709</i>
SH 114 Frontage Road	<i>Wall Street Bridge</i>	<i>SH 114</i>
Gateway Blvd.	<i>FM 1709</i>	<i>SH 114</i>
Village Center Dr.	<i>FM 1709</i>	<i>SH 114</i>

Methodology

In May 2002, the City of Southlake contracted with Quality Counts, a traffic counting firm located in Dallas, Texas, to place the traffic counters in Southlake. The data was downloaded to a raw data file, and a printed copy of this data was provided to the City. Between April 29 and May 10, 2002, traffic counters were placed at seventy-seven (77) locations throughout the City, with counts taken from both directions of traffic flow during the weekday. Total traffic volumes were compiled in fifteen (15) minute intervals over a twenty-four (24) hour period. Figures for the twenty-four (24)-hour total and a.m. / p.m. peak hour totals are compiled in Table 6.

The raw data sheets, with fifteen (15) minute intervals and peak hours defined for each segment can be obtained for the cost of reproduction. For further information or copies of the raw data sheets, please contact the City of Southlake Planning Department (817) 481-2046.

Results

Total 24-hour counts for all Roads

The seventy-seven (2-way) counters indicated that there were **978,277** vehicle trips on Southlake's arterials and collectors during a 24-hour period. Excluding the thirteen (13) new

counter locations and the Crooked Lane/FM 1709 location (*The Crooked Lane/FM 1709 intersection was closed in 2000*), Southlake's 24-hour traffic volumes increased by **6,245** vehicles from 2001 counts over the same sixty-three (63) locations.

Road Segments with Increased Traffic Volumes

Two-way roadway segments with the greatest percentage increase (>20%) from the **2001 Traffic Count Study** are as follows:

TABLE #2 –Percentage Increase 24-hour (2-way) Totals

SEGMENT	BEGIN	END	PERCENT INCREASE
1. Dove St.	White Chapel	SH 114	218%
2. Dove St.	Shady Oaks	Peytonville	157%
3. Continental Blvd.	Byron Nelson	White Chapel	109%
4. Continental Blvd.	Crooked	Carroll	84%
5. Union Church Rd.	FM 1938	Pearson	75%
6. White Chapel Blvd.	Dove	Bob Jones	71%
7. Continental Blvd.	White Chapel	Peytonville	58%
8. Peytonville Ave.	Southridge Lakes	Dove	53%
9. Bob Jones Rd.	White Chapel	T.W. King	40%
10. Shady Oaks Dr.	FM 1709	Highland	36%
11. Dove Street	Peytonville	Randol Mill	27%
12. Kimball Ave.	Dove	City Limits	24%
13. Peytonville Ave.	FM 1709	Southridge Lakes	23%
13. Carroll Ave.	FM 1709	SH 114	23%
15. Dove St.	Carroll Avenue	White Chapel Blvd.	22%
16. White Chapel Blvd.	Continental	FM 1709	21%
16. Carroll Ave.	Dove Street	Burney Lane	21%

Some likely reasons for the significant increased 24- hour traffic totals on the roadways listed above are as follows:

- The significant increase in the 24-hour traffic volumes along **Dove St.** can be directly attributed to the construction and opening of the State Highway 114/Dove Street interchange. A large number of vehicles are utilizing Dove Avenue to access the interchange. The increase in traffic along **Peytonville Ave.** north of Southridge Lakes is also due to the opening of this interchange. Vehicles are traveling north on Peytonville Ave. to Dove Street and then accessing SH 114.
- The significant increases in 24- hour traffic volumes along **Continental Blvd. /Union Church Rd.** are due to a connection of Kimball Avenue to Highway 26 and ultimately SH 114. This provides an alternative route to FM 1709 during peak traffic periods.

Also, construction work along Continental Avenue has been recently completed.

- The significant increases in 24-hour traffic volumes along **White Chapel Blvd.** north of Dove Avenue and **Bob Jones Rd.** are likely due to traffic (i.e. construction/realtors/homeowners) associated with the Clariden Ranch subdivision and school, and the increased usage of Bob Jones Park.
- The significant increase in 24-hour traffic along **Carroll Ave.** between FM 1709 and SH 114 is likely due to the expansion of the Town Square shopping area.
- The significant increase in 24-hour traffic along **Shady Oaks Dr.** between FM 1709 and Highland may be due to new traffic and construction traffic associated with High Point Estates.

Road Segments with Decreased Traffic Volumes

Two-way roadway segments with the greatest percentage decrease (>20%) from the **2001 Traffic Count Study** are as follows:

TABLE #3 –Percentage Decrease 24-hour (2-way) Totals

SEGMENT	BEGIN	END	PERCENT DECREASE
1. Highland Ave.	Carroll Avenue	SH 114	52%
2. Pearson Lane	Union Church	FM 1709	40%
3. Shady Oaks Dr.	Highland Avenue	Dove Street	34%
4. T.W. King Rd.	Kirkwood	Bob Jones	33%
5. Highland Ave.	Kimball Avenue	Carroll Avenue	26%
6. Byron Nelson Pkwy.	Continental Avenue	FM 1709	24%
7. State Hwy. 114	FM 1709	Kimball Avenue	20%

Some likely reasons for the decreased 24- hour traffic totals on the roadways listed above are as follows:

- The significant decrease in traffic volumes along **Highland Ave.** between Kimball Ave. and SH-114 is due to SH-114 construction and the closing of Highland Ave. at its intersection with SH-114.
- The significant decrease in traffic volumes along **Pearson Lane** between Union Church Rd. and FM 1709 may be due to the FM 1709/Pearson Lane intersection improvements and construction traffic decreasing due to the near completion of the Chesapeake subdivision.

- The significant decrease in traffic volumes along ***Shady Oaks Dr.*** between Highland Avenue and Dove St. is due to the opening of the Dove Street/SH 114 interchange which allows vehicles the ability to access SH-114 (east bound) at this location instead of traveling south down Shady Oaks Dr. to access SH-114 (east bound) at White Chapel Blvd. or Highland Ave.
- The significant decrease in traffic volumes along ***T.W. King Rd.*** between Bob Jones Road and Kirkwood Boulevard is due to the closing of Kirkwood Blvd. at the Sabre Campus.
- The significant decrease in traffic volumes along ***Bryon Nelson Parkway*** may be due to the completion of Continental Avenue construction and the ability for vehicles to travel the full length of Continental instead of using FM 1709 as an alternative Route.
- The significant decrease in traffic volumes along ***State Highway 114*** between FM 1709 and Kimball Avenue is likely due to construction associated with the roadway and the Northwest Highway bridge. It is likely that traffic volumes will increase once again after construction is completed.

Future Trends

The Planning staff believes that the following roadway trends in terms of traffic volumes will occur:

- Traffic counts along ***State Highway 114*** will increase significantly with the completion of the highway project and office/commercial/residential development of this corridor.
- Traffic counts along ***FM 1709*** will stabilize or increase slightly over the next few years.
- Traffic counts will increase along ***White Chapel Blvd.*** and ***Carroll Ave.*** with the completion of interchanges at White Chapel/State Highway 114 and Carroll/State Highway 114 and the widening of these roadways.
- Traffic counts on ***Kimball Ave.*** between State Highway 114 and Highway 26 will increase significantly with the widening of Kimball Avenue south of FM 1709 and the construction of Kimball Ave. south of Crooked Lane.
- Traffic counts on ***Continental Blvd.*** will continue to increase due to direct access to Highway 26.
- Traffic counts on ***Davis Blvd.*** and ***Randol Mill Ave.*** will increase significantly with the completion of the FM 1938 State project (Connection of Davis Boulevard/Randol Mill Avenue to State Highway 114 in Trophy Club).

- Traffic counts on *Dove St.* will continue to increase with completion of the FM 1938 project.

Definitions

Ref. # - The number associated with a one-directional traffic count location.

Segment – A particular area of roadway, with a beginning point (“*From*”) and an end point (“*To*”) location.

Direction – The direction of traffic flow for each location. Each location has two directions, each listed in a separate row in Table 1, for both northbound and southbound (*NB, SB*) or westbound and eastbound (*WB, EB*).

24-Hour Totals – The total traffic volume (each direction) counted during the 24-hour period from 12 a.m. (midnight) to 12 a.m. (midnight) the following day.

A.M. Peak Hour – The one-hour time period between 12 a.m. (midnight) and 12 p.m. (noon) during which the highest one-hour traffic volume occurs, and the associated count.

P.M. Peak Hour – The one-hour time period between 12 p.m. (noon) and 12 a.m. (midnight) during which the highest one-hour traffic volume occurs, and the associated count.

TABLE 4: TRAFFIC COUNT TRENDS FOR S.H. 114

Traffic Count Trends-S.H. 114

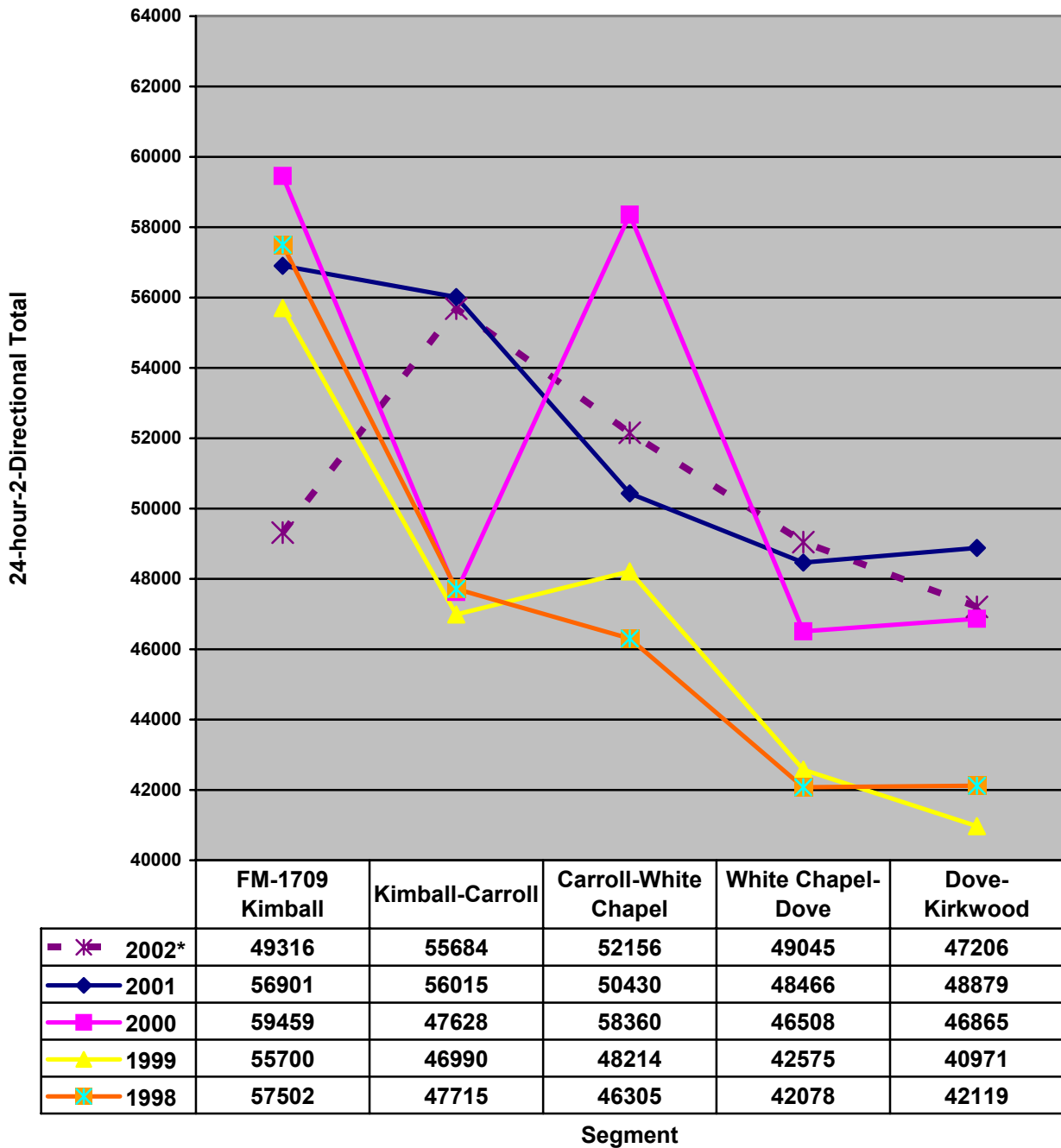


TABLE 5: TRAFFIC COUNT TRENDS FOR F.M. 1709 (1998-2002)

Traffic Count Trends-F.M. 1709

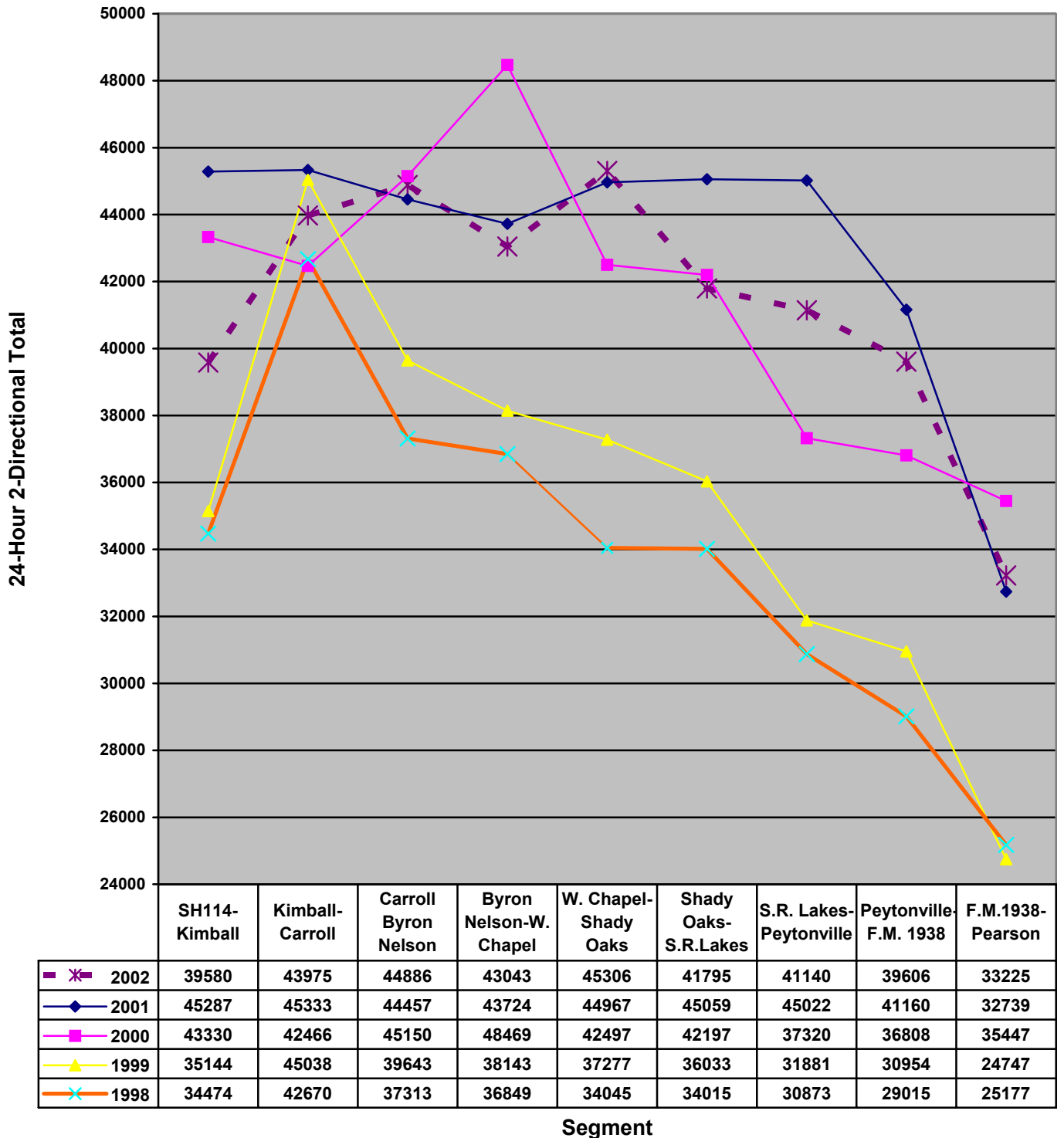


Table 6: Traffic Count Locator Key and Associated Volumes

Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
1	SH 114	FM 1709 (Southlake Blvd)	Kimball	WB	30062	28386	22034	1794 8:00-9:00	1752 4:00-5:00
2	SH 114	FM 1709 (Southlake Blvd)	Kimball	EB	29397	28515	23446	2116 7:00-8:00	1865 5:00-6:00
3	SH 114	Kimball	Carroll	WB	23632	28744	28553	2114 7:00-8:00	2381 5:00-6:00
4	SH 114	Kimball	Carroll	EB	23996	27271	27131	2331 7:00-8:00	2176 5:00-6:00
5	SH 114	Carroll	White Chapel	WB	23890	24808	27155	1973 7:00-8:00	2304 5:00-6:00
6	SH 114	Carroll	White Chapel	EB	34470	25622	25001	2261 7:00-8:00	2056 5:00-6:00
7	SH 114	White Chapel	Dove	WB	22151	23689	26108	1985 7:00-8:00	2187 5:00-6:00
8	SH 114	White Chapel	Dove	EB	24357	24777	22937	1847 8:00-9:00	2029 5:00-6:00
9	SH 114	Dove	Kirkwood	WB	22212	23310	23310	1761 7:00-8:00	1949 5:00-6:00
10	SH 114	Dove	Kirkwood	EB	24653	25072	23896	2105 7:00-8:00	2127 5:00-6:00
11	FM 1709	SH 114	Kimball	WB	22288	22828	20204	1249 11:00-12:00	1781 5:00-6:00
12	FM 1709	SH 114	Kimball	EB	21042	22459	19376	1409 8:00-9:00	1392 12:00-1:00
13	FM 1709	Kimball	Carroll	WB	22723	22928	21676	1286 11:00-12:00	2024 5:00-6:00
14	FM 1709	Kimball	Carroll	EB	19743	22405	22299	1881 8:00-9:00	1476 12:00-1:00
15	FM 1709	Carroll	Byron Nelson	WB	24001	23281	22281	1157 11:00-12:00	2261 5:00-6:00
16	FM 1709	Carroll	Byron Nelson	EB	21149	21176	22605	2133 7:00-8:00	1490 5:00-6:00
17	FM 1709	Byron Nelson	White Chapel	WB	25786	22390	20959	1106 11:00-12:00	2217 5:00-6:00
18	FM 1709	Byron Nelson	White Chapel	EB	22683	21334	22084	2115 7:00-8:00	1389 5:00-6:00
19	FM 1709	White Chapel	Shady Oaks	WB	22009	23558	22661	1165 11:00-12:00	2407 5:00-6:00
20	FM 1709	White Chapel	Shady Oaks	EB	20488	21409	22645	2178 7:00-8:00	1533 5:00-6:00
21	FM 1709	Shady Oaks	Southridge Lakes	WB	21748	23767	20706	1101 8:00-9:00	2141 5:00-6:00
22	FM 1709	Shady Oaks	Southridge Lakes	EB	20449	21292	21089	2096 7:00-8:00	1408 3:00-4:00
23	FM 1709	Southridge Lakes	Peytonville	WB	19668	23687	19965	1044 11:00-12:00	2117 5:00-6:00
24	FM 1709	Southridge Lakes	Peytonville	EB	17652	21335	21175	2076 7:00-8:00	1425 3:00-4:00

Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
25	FM 1709	Peytonville	FM 1938 (Davis Blvd)	WB	19679	20676	19606	1099 11:00-12:00	2115 5:00-6:00
26	FM 1709	Peytonville	FM 1938 (Davis Blvd)	EB	17129	20484	20003	1980 7:00-8:00	1254 12:00-1:00
27	FM 1709	FM 1938	Pearson	WB	18556	16105	16405	853 11:00-12:00	1757 5:00-6:00
28	FM 1709	FM 1938	Pearson	EB	16891	16634	16820	1864 7:00-8:00	1116 5:00-6:00
29	Crooked Lane	FM 1709	Kimball	SB	1297	1506	NA	NA	NA
30	Crooked Lane	FM 1709	Kimball	NB	1515	1201	NA	NA	NA
31	Crooked Lane	Kimball	Continental	SB	2226	2966	2397	191 8:00-9:00	260 5:00-6:00
32	Crooked Lane	Kimball	Continental	NB	2715	2506	2402	282 8:00-9:00	206 5:00-6:00
33	Continental	Crooked Lane	Carroll	WB	1978	1954	3550	173 11:00-12:00	525 5:00-6:00
34	Continental	Crooked Lane	Carroll	EB	2162	1959	3663	608 7:00-8:00	230 4:00-5:00
35	Continental	Carroll	Byron Nelson	WB	3858	3854	4737	238 8:00-9:00	668 5:00-6:00
36	Continental	Carroll	Byron Nelson	EB	3945	4047	4435	674 7:00-8:00	299 4:00-5:00
37	Continental	Byron Nelson	White Chapel	WB	4490	2898	6795	417 7:00-8:00	910 5:00-6:00
38	Continental	Byron Nelson	White Chapel	EB	4235	3285	6167	824 7:00-8:00	524 4:00-5:00
39	Continental	White Chapel	Peytonville	WB	3745	2255	4228	373 7:00-8:00	565 5:00-6:00
40	Continental	White Chapel	Peytonville	EB	3196	2718	4553	599 7:00-8:00	313 5:00-6:00
41	Continental	Peytonville	FM 1938	WB	1413	2017	3080	490 7:00-8:00	215 6:00-7:00
42	Continental	Peytonville	FM 1938	EB	1255	2186	3552	279 7:00-8:00	526 5:00-6:00
43	Union Church	FM 1938	Pearson	WB	553	496	962	65 8:00-9:00	157 5:00-6:00
44	Union Church	FM 1938	Pearson	EB	580	666	1073	141 8:00-9:00	107 5:00-6:00
45	Highland	Kimball	Carroll	WB	1101	1235	887	126 8:00-9:00	106 3:00-4:00
46	Highland	Kimball	Carroll	EB	1041	1115	854	156 7:00-8:00	113 3:00-4:00
47	Highland	Carroll	SH 114	WB	1320	1123	692	104 8:00-9:00	74 3:00-4:00
48	Highland	Carroll	SH 114	EB	1341	1275	448	50 7:00-8:00	76 3:00-4:00
49	Highland	SH 114	White Chapel	WB	2317	2644	2582	181 7:00-8:00	307 6:00-7:00

Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
50	Highland	SH 114	White Chapel	EB	2099	2777	2657	178 8:00-9:00	279 3:00-4:00
51	Highland	White Chapel	Shady Oaks	WB	1994	2033	1806	149 8:00-9:00	186 3:00-4:00
52	Highland	White Chapel	Shady Oaks	EB	1991	2470	1916	400 8:00-9:00	253 3:00-4:00
53	Turnberry	Shady Oaks	Peytonville	WB	1665	1306	1360	237 7:00-8:00	145 3:00-4:00
54	Turnberry	Shady Oaks	Peytonville	EB	1406	1363	1521	94 8:00-9:00	175 3:00-4:00
55	Dove	Kimball	Carroll	WB	2314	2679	2884	198 7:00-8:00	433 5:00-6:00
56	Dove	Kimball	Carroll	EB	2290	2719	3087	412 8:00-9:00	327 5:00-6:00
57	Dove	Carroll	White Chapel	WB	1415	1950	2415	322 7:00-8:00	286 5:00-6:00
58	Dove	Carroll	White Chapel	EB	1269	1724	2068	230 7:00-8:00	311 5:00-6:00
59	Dove	White Chapel	SH 114	WB	460	568	2411	182 7:00-8:00	305 5:00-6:00
60	Dove	White Chapel	SH 114	EB	455	527	2873	214 8:00-9:00	397 5:00-6:00
61	Dove	Shady Oaks	Peytonville	WB	166	691	1940	224 7:00-8:00	164 5:00-6:00
62	Dove	Shady Oaks	Peytonville	EB	322	817	1932	164 7:00-8:00	199 6:00-7:00
63	Dove	Peytonville	Randol Mill	WB	1025	2301	1587	215 7:00-8:00	104 3:00-4:00
64	Dove	Peytonville	Randol Mill	EB	1151	1902	1474	88 11:00-12:00	175 6:00-7:00
65	Kirkwood	SH 114	Precinct Line	WB	975	891	949	70 11:00-12:00	229 5:00-6:00
66	Kirkwood	SH 114	Precinct Line	EB	1105	1094	1127	242 7:00-8:00	72 12:00-1:00
67	Bob Jones	White Chapel	TW King	WB	16	279	369	20 7:00-8:00	48 5:00-6:00
68	Bob Jones	White Chapel	TW King	EB	30	269	400	58 7:00-8:00	28 5:00-6:00
69	TW King	Kirkwood	Bob Jones	NB	2630	2720	1930	59 8:00-9:00	236 6:00-7:00
70	TW King	Kirkwood	Bob Jones	SB	2351	2670	1685	225 7:00-8:00	114 6:00-7:00
71	Pearson	Union Church	FM 1709	NB	897	808	594	65 7:00-8:00	78 2:00-3:00
72	Pearson	Union Church	FM 1709	SB	903	1104	562	84 7:00-8:00	64 2:00-3:00
73	Pearson	FM 1709	Florence	NB	3181	2797	2793	210 7:00-8:00	251 5:00-6:00
74	Pearson	FM 1709	Florence	SB	3036	2845	2782	216 8:00-9:00	219 4:00-5:00
75	FM 1938	Continental	FM 1709	NB	11900	12158	12740	1131 8:00-9:00	920 5:00-6:00

Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
76	FM 1938	Continental	FM 1709	SB	10781	11240	13410	1203 11:00-12:00	1219 5:00-6:00
77	Randol Mill	FM 1709	Florence	NB	4358	3666	4279	330 8:00-9:00	399 5:00-6:00
78	Randol Mill	FM 1709	Florence	SB	4035	3922	4118	361 7:00-8:00	382 5:00-6:00
79	Peytonville	Continental	FM 1709	NB	1726	1494	1537	187 5:00-6:00	155 3:00-4:00
80	Peytonville	Continental	FM 1709	SB	1309	1366	1502	314 5:00-6:00	116 3:00-4:00
81	Peytonville	FM 1709	Southridge Lakes	NB	2151	1969	2615	327 7:00-8:00	280 5:00-6:00
82	Peytonville	FM 1709	Southridge Lakes	SB	2466	2084	2369	158 8:00-9:00	264 4:00-5:00
83	Peytonville	Southridge Lakes	Dove	NB	1237	919	1545	120 7:00-8:00	226 5:00-6:00
84	Peytonville	Southridge Lakes	Dove	SB	1229	939	1295	184 8:00-9:00	127 6:00-7:00
85	Shady Oaks	FM 1709	Highland	NB	1602	1709	2287	214 8:00-9:00	206 4:00-5:00
86	Shady Oaks	FM 1709	Highland	SB	1773	1593	2201	257 8:00-9:00	232 7:00-8:00
87	Shady Oaks	Highland	Dove	NB	493	1104	843	101 8:00-9:00	104 5:00-6:00
88	Shady Oaks	Highland	Dove	SB	522	1318	752	102 8:00-9:00	61 3:00-4:00
89	White Chapel	City Limits	Continental	NB	3564	3451	3516	325 7:00-8:00	289 5:00-6:00
90	White Chapel	City Limits	Continental	SB	3418	3660	3492	222 8:00-9:00	405 5:00-6:00
91	White Chapel	Continental	FM 1709	NB	3758	3132	4311	327 8:00-9:00	446 5:00-6:00
92	White Chapel	Continental	FM 1709	SB	4290	3682	3909	386 8:00-9:00	347 4:00-5:00
93	White Chapel	FM 1709	Highland	NB	3479	4684	6266	748 8:00-9:00	691 4:00-5:00
94	White Chapel	FM 1709	Highland	SB	3569	4956	5219	474 7:00-8:00	612 3:00-4:00
95	White Chapel	Highland	SH 114	NB	2974	2620	2541	241 8:00-9:00	259 5:00-6:00
96	White Chapel	Highland	SH 114	SB	2549	2519	2807	214 8:00-9:00	308 5:00-6:00
97	White Chapel	SH 114	Dove	NB	2342	2140	2489	284 7:00-8:00	225 4:00-5:00
98	White Chapel	SH 114	Dove	SB	2741	2518	2414	238 8:00-9:00	204 3:00-4:00
99	White Chapel	Dove	Bob Jones	NB	1192	827	1308	129 7:00-8:00	139 3:00-4:00
100	White Chapel	Dove	Bob Jones	SB	1120	828	1514	147 8:00-9:00	121 3:00-4:00

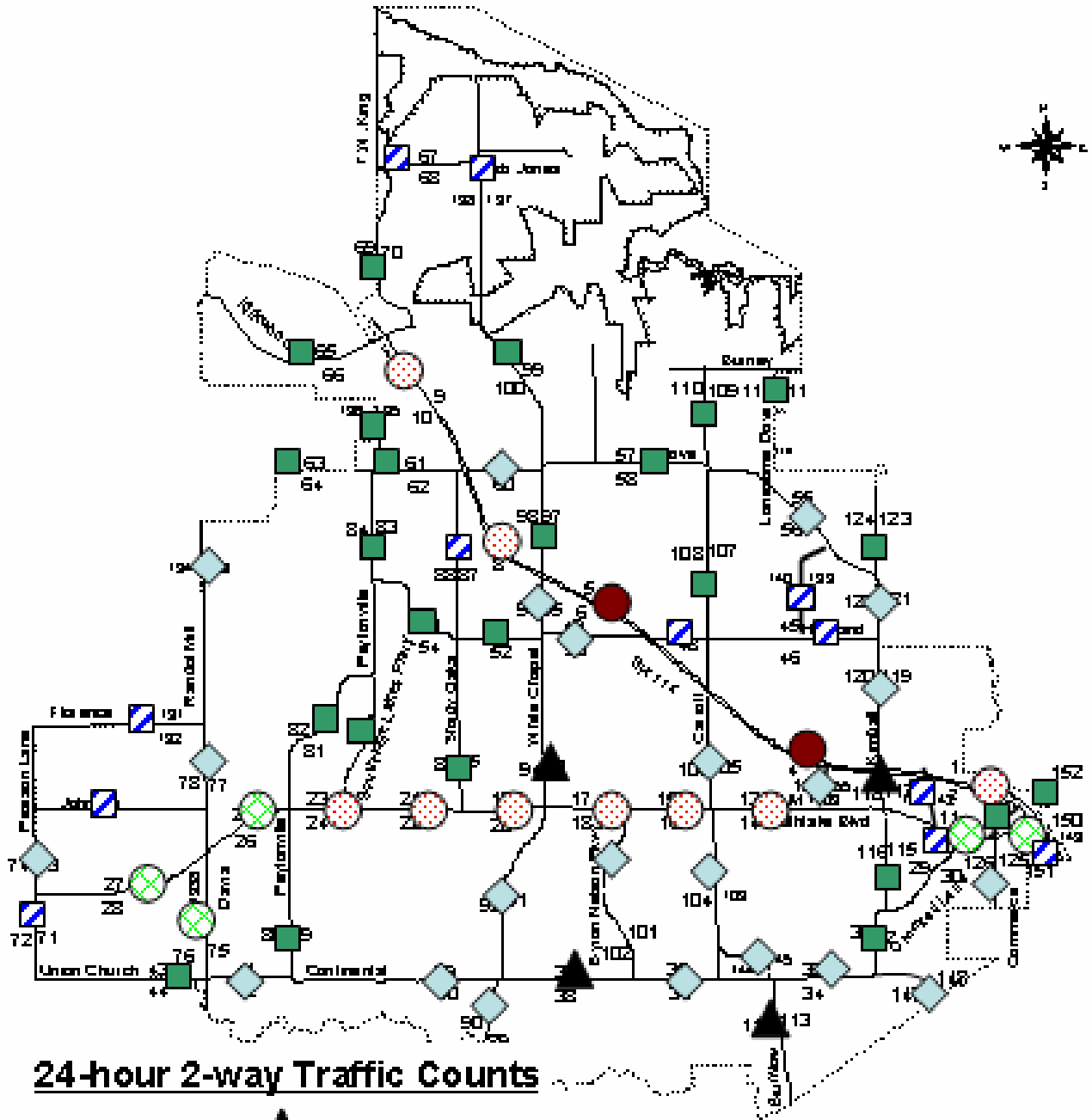
Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
101	Byron Nelson	Continental	FM 1709	NB	2358	3303	2595	228 7:00-8:00	221 5:00-6:00
102	Byron Nelson	Continental	FM 1709	SB	2968	3387	2493	180 8:00-9:00	229 4:00-5:00
103	Carroll	Continental	FM 1709	NB	2047	3047	2844	264 8:00-9:00	259 5:00-6:00
104	Carroll	Continental	FM 1709	SB	1505	2807	2719	162 7:00-8:00	293 4:00-5:00
105	Carroll	FM 1709	SH 114	NB	2926	3612	4566	404 8:00-9:00	373 3:00-4:00
106	Carroll	FM 1709	SH 114	SB	2215	3811	4554	238 8:00-9:00	472 4:00-5:00
107	Carroll	Highland	Dove	NB	1841	2089	2144	204 8:00-9:00	215 3:00-4:00
108	Carroll	Highland	Dove	SB	1749	2303	2098	314 7:00-8:00	172 3:00-4:00
109	Carroll	Dove	Burney	NB	1550	1357	1615	308 8:00-9:00	225 3:00-4:00
110	Carroll	Dove	Burney	SB	1572	1472	1803	197 8:00-9:00	249 3:00-4:00
111	Lonesome Dove	Dove	Burney	NB	1179	1497	1144	122 7:00-8:00	63 4:00-5:00
112	Lonesome Dove	Dove	Burney	SB	1144	1359	1187	50 8:00-9:00	151 6:00-7:00
113	Brumlow	SH 26	Continental	NB	5721	6093	5687	424 8:00-9:00	536 5:00-6:00
114	Brumlow	SH 26	Continental	SB	5873	5937	5717	396 8:00-9:00	557 5:00-6:00
115	Kimball	Crooked Lane	FM 1709	NB	1426	1958	2110	231 8:00-9:00	234 5:00-6:00
116	Kimball	Crooked Lane	FM 1709	SB	1288	2080	2242	191 8:00-9:00	263 5:00-6:00
117	Kimball	FM 1709	SH 114	NB	4824	5669	5681	397 8:00-9:00	485 5:00-6:00
118	Kimball	FM 1709	SH 114	SB	3902	6096	6178	431 11:00-12:00	651 5:00-6:00
119	Kimball	SH 114	Highland	NB	4015	3762	4633	242 11:00-12:00	561 5:00-6:00
120	Kimball	SH 114	Highland	SB	3644	3593	4451	502 7:00-8:00	278 4:00-5:00
121	Kimball	Highland	Dove	NB	3592	3415	3751	474 7:00-8:00	256 3:00-4:00
122	Kimball	Highland	Dove	SB	3351	3083	4035	166 8:00-9:00	520 5:00-6:00
123	Kimball	Dove	City Limits	NB	2236	1513	1826	72 8:00-9:00	185 5:00-6:00
124	Kimball	Dove	City Limits	SB	2167	1434	1818	219 7:00-8:00	132 5:00-6:00
125	Commerce	Industrial	FM 1709	NB	3402	2626	2604	201 11:00-12:00	276 5:00-6:00
126	Commerce	Industrial	FM 1709	SB	2314	3536	2504	235 7:00-8:00	242 12:00-1:00

Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
127	Johnson	Randol Mill	Pearson	WB	768	739	936	62 11:00-12:00	97 5:00-6:00
128	Johnson	Randol Mill	Pearson	EB	872	964	1025	130 8:00-9:00	91 3:00-4:00
129	Southridge Lakes	F.M. 1709	Peytonville	NB	NA	2436	2233	123 8:00-9:00	216 5:00-6:00
130	Southridge Lakes	F.M. 1709	Peytonville	SB	NA	2897	2282	237 7:00-8:00	221 5:00-6:00
131	Florence	Pearson	Randol Mill	WB	NA	NA	798	40 8:00-9:00	80 5:00-6:00
132	Florence	Pearson	Randol Mill	EB	NA	NA	639	69 7:00-8:00	45 6:00-7:00
133	Randol Mill	Kingswood	Marant	NB	NA	NA	2286	226 8:00-9:00	209 5:00-6:00
134	Randol Mill	Kingswood	Marant	SB	NA	NA	2825	221 8:00-9:00	297 4:00-5:00
135	Sam School	W. Dove	Kirkwood	NB	NA	NA	1253	264 8:00-9:00	80 12:00-1:00
136	Sam School	W. Dove	Kirkwood	SB	NA	NA	1141	46 11:00-12:00	250 5:00-6:00
137	N. White Chapel	King Ranch	Bob Jones	NB	NA	NA	570	27 8:00-9:00	115 5:00-6:00
138	N. White Chapel	King Ranch	Bob Jones	SB	NA	NA	700	82 7:00-8:00	103 7:00-8:00
139	Sunshine	Highland	Dove	NB	NA	NA	145	15 8:00-9:00	15 3:00-4:00
140	Sunshine	Highland	Dove	SB	NA	NA	162	20 8:00-9:00	13 5:00-6:00
141	Nolen	FM 1709	SH114	SB	NA	NA	704	40 11:00-12:00	92 5:00-6:00
142	Nolen	FM 1709	SH114	NB	NA	NA	564	32 10:00-11:00	57 2:00-3:00
143	Nolen	FM 1709	Crooked	SB	NA	NA	920	86 8:00-9:00	92 5:00-6:00
144	Nolen	FM 1709	Crooked	NB	NA	NA	887	111 8:00-9:00	81 4:00-5:00
145	S. Carroll	Carlisle	Continental	NB	NA	NA	2859	227 8:00-9:00	268 5:00-6:00
146	S. Carroll	Carlisle	Continental	SB	NA	NA	2778	208 7:00-8:00	236 5:00-6:00
147	S. Kimball	Hwy. 26	Stadium Entrance	NB	NA	NA	4546	363 7:00-8:00	471 5:00-6:00
148	S. Kimball	Hwy. 26	Stadium Entrance	SB	NA	NA	4953	603 7:00-8:00	463 5:00-6:00
149	Wall St. Bridge	Wall Street (Grapevine)	FM 1709	EB	NA	NA	8894	660 7:00-8:00	692 12:00-1:00
150	Wall St. Bridge	Wall Street (Grapevine)	FM 1709	WB	NA	NA	20049	1261 11:00-12:00	1858 5:00-6:00

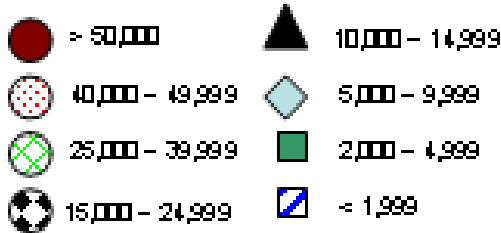
Ref #	Segment	Begin	End	Direction	2000 24-Hour Total	2001 24-Hour Total	2002 24-Hour Total	2002 AM Peak Hour Total	2002 PM Peak Hour Total
151	SH 114 Frontage	SH 114 On-ramp	Southlake City limits	EB	NA	NA	1181	94 <i>11:00-12:00</i>	107 <i>12:00-1:00</i>
152	SH 114 Frontage	Wall St. Bridge	SH 114	WB	NA	NA	3836	300 <i>11:00-12:00</i>	341 <i>12:00-1:00</i>
153	Gateway	FM 1709	SH 114	SB	NA	NA	1213	69 <i>11:00-12:00</i>	208 <i>5:00-6:00</i>
154	Gateway	FM 1709	SH 114	NB	NA	NA	1871	134 <i>11:00-12:00</i>	203 <i>5:00-6:00</i>
155	Village Center	FM 1709	SH 114	NB	NA	NA	3003	239 <i>7:00-8:00</i>	268 <i>12:00-1:00</i>
156	Village Center	FM 1709	SH 114	SB	NA	NA	4437	325 <i>11:00-12:00</i>	397 <i>12:00-1:00</i>

Map #1: 24-HOUR TRAFFIC COUNTS

MAY 2002



24-hour 2-way Traffic Counts



July 5, 2002
Department of Planning

Page 17

MAP #2: TRAFFIC COUNT LOCATOR MAP

MAY 2002

