

NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

Full Length (12 AM-12 AM (+1))

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

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg Direction | North Southbound | | | | | East Westbound | | | | | South Northbound | | | | | West Eastbound | | | | | Int |
|--------------------|---------------------|-----|----|---|-----|-------------------|-----|-----|---|-----|---------------------|-----|----|---|-----|-------------------|-----|-----|---|-----|------|
| | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | |
| 2025-03-25 12:00AM | 0 | 7 | 3 | 0 | 10 | 1 | 12 | 4 | 0 | 17 | 4 | 5 | 3 | 0 | 12 | 2 | 4 | 1 | 0 | 7 | 46 |
| 12:15AM | 0 | 5 | 1 | 0 | 6 | 1 | 10 | 3 | 0 | 14 | 1 | 8 | 4 | 0 | 13 | 1 | 5 | 0 | 0 | 6 | 39 |
| 12:30AM | 1 | 8 | 1 | 0 | 10 | 1 | 2 | 2 | 0 | 5 | 0 | 11 | 0 | 0 | 11 | 0 | 4 | 1 | 0 | 5 | 31 |
| 12:45AM | 1 | 7 | 1 | 0 | 9 | 1 | 4 | 5 | 0 | 10 | 1 | 6 | 1 | 0 | 8 | 1 | 4 | 0 | 0 | 5 | 32 |
| Hourly Total | 2 | 27 | 6 | 0 | 35 | 4 | 28 | 14 | 0 | 46 | 6 | 30 | 8 | 0 | 44 | 4 | 17 | 2 | 0 | 23 | 148 |
| 1:00AM | 0 | 4 | 2 | 0 | 6 | 4 | 6 | 0 | 0 | 10 | 4 | 6 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 2 | 28 |
| 1:15AM | 0 | 5 | 1 | 0 | 6 | 1 | 2 | 2 | 0 | 5 | 0 | 8 | 2 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 22 |
| 1:30AM | 0 | 2 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 14 |
| 1:45AM | 0 | 2 | 2 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 14 |
| Hourly Total | 0 | 13 | 5 | 0 | 18 | 7 | 15 | 3 | 0 | 25 | 5 | 20 | 3 | 0 | 28 | 1 | 5 | 1 | 0 | 7 | 78 |
| 2:00AM | 0 | 4 | 2 | 0 | 6 | 1 | 2 | 2 | 0 | 5 | 5 | 4 | 2 | 0 | 11 | 0 | 3 | 0 | 0 | 3 | 25 |
| 2:15AM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:30AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 8 |
| 2:45AM | 1 | 5 | 0 | 0 | 6 | 1 | 1 | 2 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hourly Total | 1 | 13 | 4 | 0 | 18 | 2 | 3 | 4 | 0 | 9 | 7 | 14 | 3 | 0 | 24 | 0 | 4 | 0 | 0 | 4 | 55 |
| 3:00AM | 2 | 3 | 1 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 2 | 6 | 0 | 0 | 8 | 1 | 4 | 2 | 0 | 7 | 24 |
| 3:15AM | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 3 | 2 | 1 | 0 | 6 | 0 | 6 | 1 | 0 | 7 | 18 |
| 3:30AM | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 4 | 3 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 19 |
| 3:45AM | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 2 | 1 | 0 | 0 | 3 | 18 |
| Hourly Total | 2 | 14 | 2 | 0 | 18 | 1 | 10 | 1 | 0 | 12 | 9 | 17 | 2 | 0 | 28 | 3 | 15 | 3 | 0 | 21 | 79 |
| 4:00AM | 0 | 5 | 2 | 0 | 7 | 2 | 1 | 1 | 0 | 4 | 2 | 2 | 2 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 19 |
| 4:15AM | 0 | 4 | 1 | 0 | 5 | 1 | 4 | 1 | 0 | 6 | 1 | 5 | 3 | 0 | 9 | 1 | 4 | 1 | 0 | 6 | 26 |
| 4:30AM | 1 | 10 | 2 | 0 | 13 | 0 | 3 | 3 | 0 | 6 | 2 | 6 | 0 | 0 | 8 | 2 | 5 | 0 | 0 | 7 | 34 |
| 4:45AM | 1 | 10 | 2 | 0 | 13 | 1 | 3 | 3 | 0 | 7 | 3 | 5 | 0 | 0 | 8 | 1 | 7 | 1 | 0 | 9 | 37 |
| Hourly Total | 2 | 29 | 7 | 0 | 38 | 4 | 11 | 8 | 0 | 23 | 8 | 18 | 5 | 0 | 31 | 4 | 18 | 2 | 0 | 24 | 116 |
| 5:00AM | 1 | 9 | 1 | 0 | 11 | 3 | 1 | 2 | 0 | 6 | 5 | 9 | 1 | 0 | 15 | 3 | 6 | 2 | 0 | 11 | 43 |
| 5:15AM | 0 | 16 | 2 | 0 | 18 | 0 | 6 | 6 | 0 | 12 | 1 | 15 | 1 | 0 | 17 | 3 | 3 | 1 | 0 | 7 | 54 |
| 5:30AM | 1 | 22 | 2 | 0 | 25 | 5 | 9 | 4 | 0 | 18 | 6 | 8 | 1 | 0 | 15 | 8 | 12 | 1 | 0 | 21 | 79 |
| 5:45AM | 1 | 20 | 5 | 0 | 26 | 2 | 7 | 8 | 0 | 17 | 6 | 15 | 2 | 0 | 23 | 4 | 13 | 1 | 0 | 18 | 84 |
| Hourly Total | 3 | 67 | 10 | 0 | 80 | 10 | 23 | 20 | 0 | 53 | 18 | 47 | 5 | 0 | 70 | 18 | 34 | 5 | 0 | 57 | 260 |
| 6:00AM | 2 | 26 | 6 | 0 | 34 | 4 | 18 | 6 | 0 | 28 | 7 | 26 | 3 | 0 | 36 | 14 | 20 | 1 | 0 | 35 | 133 |
| 6:15AM | 2 | 42 | 11 | 0 | 55 | 3 | 18 | 9 | 0 | 30 | 11 | 29 | 4 | 0 | 44 | 5 | 28 | 2 | 0 | 35 | 164 |
| 6:30AM | 10 | 43 | 17 | 0 | 70 | 13 | 23 | 10 | 0 | 46 | 15 | 31 | 4 | 0 | 50 | 15 | 37 | 7 | 0 | 59 | 225 |
| 6:45AM | 16 | 71 | 14 | 0 | 101 | 16 | 53 | 11 | 0 | 80 | 21 | 60 | 15 | 0 | 96 | 10 | 31 | 8 | 0 | 49 | 326 |
| Hourly Total | 30 | 182 | 48 | 0 | 260 | 36 | 112 | 36 | 0 | 184 | 54 | 146 | 26 | 0 | 226 | 44 | 116 | 18 | 0 | 178 | 848 |
| 7:00AM | 26 | 55 | 20 | 0 | 101 | 18 | 41 | 14 | 0 | 73 | 20 | 62 | 24 | 0 | 106 | 15 | 48 | 35 | 0 | 98 | 378 |
| 7:15AM | 29 | 53 | 21 | 0 | 103 | 9 | 64 | 17 | 0 | 90 | 23 | 75 | 32 | 0 | 130 | 14 | 56 | 40 | 0 | 110 | 433 |
| 7:30AM | 21 | 95 | 26 | 0 | 142 | 18 | 52 | 24 | 0 | 94 | 21 | 75 | 18 | 0 | 114 | 39 | 82 | 34 | 0 | 155 | 505 |
| 7:45AM | 22 | 108 | 19 | 0 | 149 | 17 | 94 | 38 | 0 | 149 | 21 | 97 | 25 | 0 | 143 | 28 | 61 | 24 | 0 | 113 | 554 |
| Hourly Total | 98 | 311 | 86 | 0 | 495 | 62 | 251 | 93 | 0 | 406 | 85 | 309 | 99 | 0 | 493 | 96 | 247 | 133 | 0 | 476 | 1870 |
| 8:00AM | 11 | 86 | 27 | 0 | 124 | 19 | 87 | 29 | 0 | 135 | 27 | 87 | 14 | 0 | 128 | 36 | 86 | 25 | 0 | 147 | 534 |
| 8:15AM | 12 | 74 | 20 | 0 | 106 | 20 | 80 | 31 | 0 | 131 | 33 | 63 | 10 | 0 | 106 | 12 | 99 | 11 | 0 | 122 | 465 |
| 8:30AM | 10 | 63 | 20 | 0 | 93 | 16 | 66 | 21 | 0 | 103 | 21 | 73 | 13 | 0 | 107 | 9 | 77 | 20 | 0 | 106 | 409 |
| 8:45AM | 11 | 58 | 22 | 0 | 91 | 13 | 54 | 19 | 0 | 86 | 14 | 54 | 12 | 0 | 80 | 16 | 50 | 17 | 0 | 83 | 340 |
| Hourly Total | 44 | 281 | 89 | 0 | 414 | 68 | 287 | 100 | 0 | 455 | 95 | 277 | 49 | 0 | 421 | 73 | 312 | 73 | 0 | 458 | 1748 |
| 9:00AM | 6 | 51 | 28 | 0 | 85 | 8 | 31 | 17 | 0 | 56 | 20 | 55 | 10 | 0 | 85 | 3 | 47 | 12 | 0 | 62 | 288 |
| 9:15AM | 11 | 57 | 21 | 0 | 89 | 7 | 36 | 14 | 0 | 57 | 13 | 68 | 7 | 0 | 88 | 7 | 36 | 9 | 0 | 52 | 286 |
| 9:30AM | 11 | 43 | 16 | 0 | 70 | 14 | 42 | 19 | 1 | 76 | 27 | 58 | 17 | 0 | 102 | 9 | 32 | 11 | 0 | 52 | 300 |
| 9:45AM | 6 | 47 | 18 | 0 | 71 | 19 | 42 | 18 | 0 | 79 | 26 | 71 | 12 | 0 | 109 | 12 | 48 | 13 | 0 | 73 | 332 |
| Hourly Total | 34 | 198 | 83 | 0 | 315 | 48 | 151 | 68 | 1 | 268 | 86 | 252 | 46 | 0 | 384 | 31 | 163 | 45 | 0 | 239 | 1206 |
| 10:00AM | 10 | 44 | 19 | 0 | 73 | 10 | 36 | 17 | 0 | 63 | 17 | 72 | 18 | 0 | 107 | 16 | 29 | 8 | 0 | 53 | 296 |
| 10:15AM | 10 | 69 | 16 | 0 | 95 | 12 | 48 | 21 | 0 | 81 | 30 | 64 | 14 | 0 | 108 | 16 | 57 | 12 | 0 | 85 | 369 |
| 10:30AM | 12 | 49 | 14 | 0 | 75 | 16 | 47 | 13 | 0 | 76 | 19 | 77 | 17 | 0 | 113 | 13 | 37 | 14 | 0 | 64 | 328 |
| 10:45AM | 10 | 67 | 13 | 0 | 90 | 11 | 47 | 18 | 0 | 76 | 24 | 65 | 15 | 0 | 104 | 12 | 56 | 11 | 0 | 79 | 349 |

| Leg Direction | North Southbound | | | | | East Westbound | | | | | South Northbound | | | | | West Eastbound | | | | | |
|---------------|------------------|-----|-----|---|-----|----------------|-----|-----|---|-----|------------------|-----|-----|---|-----|----------------|-----|----|---|-----|------|
| Time | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | Int |
| Hourly Total | 42 | 229 | 62 | 0 | 333 | 49 | 178 | 69 | 0 | 296 | 90 | 278 | 64 | 0 | 432 | 57 | 179 | 45 | 0 | 281 | 1342 |
| 11:00AM | 15 | 44 | 21 | 0 | 80 | 12 | 51 | 23 | 0 | 86 | 28 | 88 | 22 | 0 | 138 | 15 | 49 | 10 | 0 | 74 | 378 |
| 11:15AM | 4 | 81 | 17 | 0 | 102 | 14 | 55 | 10 | 0 | 79 | 26 | 73 | 13 | 0 | 112 | 22 | 69 | 12 | 0 | 103 | 396 |
| 11:30AM | 9 | 75 | 24 | 0 | 108 | 18 | 47 | 18 | 0 | 83 | 23 | 53 | 26 | 0 | 102 | 15 | 37 | 10 | 0 | 62 | 355 |
| 11:45AM | 18 | 72 | 27 | 0 | 117 | 18 | 62 | 23 | 0 | 103 | 19 | 67 | 20 | 0 | 106 | 19 | 53 | 8 | 0 | 80 | 406 |
| Hourly Total | 46 | 272 | 89 | 0 | 407 | 62 | 215 | 74 | 0 | 351 | 96 | 281 | 81 | 0 | 458 | 71 | 208 | 40 | 0 | 319 | 1535 |
| 12:00PM | 11 | 78 | 18 | 0 | 107 | 20 | 66 | 27 | 0 | 113 | 18 | 57 | 23 | 0 | 98 | 17 | 65 | 8 | 0 | 90 | 408 |
| 12:15PM | 13 | 68 | 20 | 0 | 101 | 13 | 53 | 23 | 0 | 89 | 22 | 75 | 20 | 0 | 117 | 15 | 47 | 13 | 0 | 75 | 382 |
| 12:30PM | 18 | 68 | 19 | 0 | 105 | 16 | 59 | 25 | 0 | 100 | 29 | 78 | 26 | 0 | 133 | 24 | 58 | 16 | 0 | 98 | 436 |
| 12:45PM | 16 | 73 | 19 | 0 | 108 | 16 | 63 | 27 | 0 | 106 | 38 | 71 | 21 | 0 | 130 | 12 | 58 | 19 | 0 | 89 | 433 |
| Hourly Total | 58 | 287 | 76 | 0 | 421 | 65 | 241 | 102 | 0 | 408 | 107 | 281 | 90 | 0 | 478 | 68 | 228 | 56 | 0 | 352 | 1659 |
| 1:00PM | 19 | 60 | 15 | 0 | 94 | 19 | 56 | 26 | 0 | 101 | 21 | 82 | 18 | 0 | 121 | 12 | 46 | 18 | 0 | 76 | 392 |
| 1:15PM | 10 | 63 | 21 | 0 | 94 | 20 | 57 | 23 | 0 | 100 | 37 | 63 | 17 | 0 | 117 | 10 | 48 | 15 | 0 | 73 | 384 |
| 1:30PM | 24 | 62 | 12 | 0 | 98 | 21 | 65 | 31 | 0 | 117 | 24 | 71 | 20 | 0 | 115 | 15 | 36 | 19 | 0 | 70 | 400 |
| 1:45PM | 9 | 57 | 22 | 0 | 88 | 21 | 68 | 25 | 0 | 114 | 27 | 79 | 27 | 0 | 133 | 12 | 73 | 19 | 0 | 104 | 439 |
| Hourly Total | 62 | 242 | 70 | 0 | 374 | 81 | 246 | 105 | 0 | 432 | 109 | 295 | 82 | 0 | 486 | 49 | 203 | 71 | 0 | 323 | 1615 |
| 2:00PM | 16 | 76 | 20 | 0 | 112 | 15 | 55 | 28 | 0 | 98 | 22 | 73 | 26 | 0 | 121 | 13 | 65 | 18 | 0 | 96 | 427 |
| 2:15PM | 32 | 94 | 29 | 1 | 156 | 20 | 57 | 27 | 0 | 104 | 26 | 98 | 33 | 0 | 157 | 11 | 55 | 17 | 0 | 83 | 500 |
| 2:30PM | 24 | 65 | 20 | 0 | 109 | 27 | 73 | 26 | 0 | 126 | 25 | 90 | 33 | 0 | 148 | 24 | 75 | 30 | 1 | 130 | 513 |
| 2:45PM | 13 | 76 | 23 | 0 | 112 | 17 | 63 | 31 | 0 | 111 | 19 | 96 | 26 | 0 | 141 | 19 | 85 | 30 | 0 | 134 | 498 |
| Hourly Total | 85 | 311 | 92 | 1 | 489 | 79 | 248 | 112 | 0 | 439 | 92 | 357 | 118 | 0 | 567 | 67 | 280 | 95 | 1 | 443 | 1938 |
| 3:00PM | 27 | 105 | 34 | 0 | 166 | 23 | 94 | 31 | 0 | 148 | 37 | 79 | 20 | 0 | 136 | 39 | 69 | 30 | 0 | 138 | 588 |
| 3:15PM | 13 | 81 | 31 | 0 | 125 | 30 | 77 | 38 | 0 | 145 | 23 | 100 | 30 | 0 | 153 | 18 | 69 | 25 | 0 | 112 | 535 |
| 3:30PM | 18 | 92 | 24 | 0 | 134 | 26 | 87 | 37 | 0 | 150 | 30 | 102 | 22 | 0 | 154 | 23 | 108 | 22 | 0 | 153 | 591 |
| 3:45PM | 27 | 91 | 29 | 0 | 147 | 20 | 86 | 22 | 0 | 128 | 44 | 96 | 27 | 0 | 167 | 23 | 98 | 20 | 0 | 141 | 583 |
| Hourly Total | 85 | 369 | 118 | 0 | 572 | 99 | 344 | 128 | 0 | 571 | 134 | 377 | 99 | 0 | 610 | 103 | 344 | 97 | 0 | 544 | 2297 |
| 4:00PM | 12 | 112 | 28 | 1 | 153 | 20 | 81 | 52 | 0 | 153 | 40 | 114 | 25 | 0 | 179 | 17 | 72 | 28 | 0 | 117 | 602 |
| 4:15PM | 7 | 98 | 24 | 0 | 129 | 16 | 86 | 39 | 0 | 141 | 32 | 107 | 37 | 0 | 176 | 25 | 75 | 25 | 0 | 125 | 571 |
| 4:30PM | 11 | 95 | 29 | 0 | 135 | 17 | 69 | 32 | 0 | 118 | 26 | 110 | 32 | 0 | 168 | 17 | 57 | 19 | 0 | 93 | 514 |
| 4:45PM | 13 | 89 | 22 | 0 | 124 | 25 | 59 | 39 | 0 | 123 | 27 | 104 | 19 | 0 | 150 | 15 | 52 | 19 | 0 | 86 | 483 |
| Hourly Total | 43 | 394 | 103 | 1 | 541 | 78 | 295 | 162 | 0 | 535 | 125 | 435 | 113 | 0 | 673 | 74 | 256 | 91 | 0 | 421 | 2170 |
| 5:00PM | 18 | 103 | 24 | 0 | 145 | 30 | 103 | 42 | 0 | 175 | 38 | 142 | 25 | 0 | 205 | 28 | 57 | 35 | 0 | 120 | 645 |
| 5:15PM | 17 | 94 | 28 | 0 | 139 | 25 | 117 | 39 | 0 | 181 | 36 | 125 | 32 | 0 | 193 | 20 | 80 | 27 | 0 | 127 | 640 |
| 5:30PM | 22 | 115 | 49 | 0 | 186 | 21 | 84 | 37 | 0 | 142 | 29 | 88 | 34 | 0 | 151 | 14 | 67 | 21 | 0 | 102 | 581 |
| 5:45PM | 18 | 99 | 26 | 0 | 143 | 29 | 77 | 34 | 0 | 140 | 34 | 102 | 21 | 0 | 157 | 22 | 66 | 15 | 0 | 103 | 543 |
| Hourly Total | 75 | 411 | 127 | 0 | 613 | 105 | 381 | 152 | 0 | 638 | 137 | 457 | 112 | 0 | 706 | 84 | 270 | 98 | 0 | 452 | 2409 |
| 6:00PM | 16 | 79 | 19 | 0 | 114 | 20 | 81 | 40 | 0 | 141 | 31 | 93 | 22 | 0 | 146 | 12 | 67 | 12 | 0 | 91 | 492 |
| 6:15PM | 18 | 77 | 32 | 0 | 127 | 19 | 80 | 39 | 0 | 138 | 26 | 88 | 19 | 0 | 133 | 17 | 44 | 14 | 0 | 75 | 473 |
| 6:30PM | 11 | 62 | 23 | 0 | 96 | 27 | 60 | 39 | 0 | 126 | 24 | 69 | 19 | 0 | 112 | 13 | 61 | 16 | 0 | 90 | 424 |
| 6:45PM | 6 | 77 | 28 | 0 | 111 | 16 | 65 | 33 | 0 | 114 | 37 | 83 | 36 | 0 | 156 | 7 | 51 | 14 | 0 | 72 | 453 |
| Hourly Total | 51 | 295 | 102 | 0 | 448 | 82 | 286 | 151 | 0 | 519 | 118 | 333 | 96 | 0 | 547 | 49 | 223 | 56 | 0 | 328 | 1842 |
| 7:00PM | 13 | 62 | 29 | 0 | 104 | 24 | 67 | 29 | 0 | 120 | 28 | 53 | 25 | 0 | 106 | 12 | 67 | 10 | 0 | 89 | 419 |
| 7:15PM | 7 | 45 | 32 | 0 | 84 | 25 | 51 | 27 | 0 | 103 | 24 | 56 | 17 | 0 | 97 | 14 | 48 | 10 | 0 | 72 | 356 |
| 7:30PM | 5 | 71 | 28 | 0 | 104 | 13 | 63 | 25 | 0 | 101 | 17 | 37 | 25 | 0 | 79 | 21 | 48 | 7 | 0 | 76 | 360 |
| 7:45PM | 10 | 56 | 15 | 0 | 81 | 21 | 57 | 31 | 0 | 109 | 23 | 35 | 24 | 0 | 82 | 9 | 40 | 5 | 0 | 54 | 326 |
| Hourly Total | 35 | 234 | 104 | 0 | 373 | 83 | 238 | 112 | 0 | 433 | 92 | 181 | 91 | 0 | 364 | 56 | 203 | 32 | 0 | 291 | 1461 |
| 8:00PM | 13 | 50 | 11 | 0 | 74 | 12 | 68 | 24 | 0 | 104 | 23 | 48 | 11 | 0 | 82 | 9 | 48 | 9 | 0 | 66 | 326 |
| 8:15PM | 6 | 70 | 25 | 0 | 101 | 10 | 74 | 23 | 0 | 107 | 23 | 68 | 16 | 0 | 107 | 20 | 34 | 7 | 0 | 61 | 376 |
| 8:30PM | 8 | 39 | 14 | 0 | 61 | 15 | 48 | 20 | 0 | 83 | 23 | 50 | 14 | 0 | 87 | 9 | 48 | 11 | 0 | 68 | 299 |
| 8:45PM | 10 | 52 | 19 | 0 | 81 | 9 | 45 | 22 | 0 | 76 | 11 | 48 | 16 | 0 | 75 | 6 | 37 | 8 | 0 | 51 | 283 |
| Hourly Total | 37 | 211 | 69 | 0 | 317 | 46 | 235 | 89 | 0 | 370 | 80 | 214 | 57 | 0 | 351 | 44 | 167 | 35 | 0 | 246 | 1284 |
| 9:00PM | 7 | 37 | 13 | 0 | 57 | 15 | 43 | 25 | 0 | 83 | 16 | 54 | 15 | 0 | 85 | 10 | 26 | 5 | 0 | 41 | 266 |
| 9:15PM | 4 | 39 | 25 | 0 | 68 | 14 | 42 | 27 | 0 | 83 | 21 | 41 | 12 | 0 | 74 | 10 | 28 | 6 | 0 | 44 | 269 |
| 9:30PM | 3 | 24 | 13 | 0 | 40 | 10 | 44 | 21 | 0 | 75 | 19 | 36 | 11 | 0 | 66 | 6 | 22 | 6 | 0 | 34 | 215 |
| 9:45PM | 2 | 40 | 9 | 0 | 51 | 15 | 28 | 16 | 0 | 59 | 15 | 37 | 10 | 0 | 62 | 6 | 33 | 8 | 0 | 47 | 219 |
| Hourly Total | 16 | 140 | 60 | 0 | 216 | 54 | 157 | 89 | 0 | 300 | 71 | 168 | 48 | 0 | 287 | 32 | 109 | 25 | 0 | 166 | 969 |
| 10:00PM | 2 | 20 | 16 | 0 | 38 | 11 | 36 | 17 | 0 | 64 | 24 | 23 | 1 | 0 | 48 | 6 | 29 | 4 | 0 | 39 | 189 |
| 10:15PM | 6 | 25 | 7 | 0 | 38 | 9 | 35 | 7 | 0 | 51 | 11 | 27 | 3 | 0 | 41 | 3 | 25 | 5 | 0 | 33 | 163 |
| 10:30PM | 6 | 21 | 8 | 0 | 35 | 7 | 12 | 10 | 0 | 29 | 6 | 18 | 4 | 0 | 28 | 1 | 23 | 4 | 0 | 28 | 120 |
| 10:45PM | 7 | 17 | 3 | 0 | 27 | 7 | 9 | 7 | 0 | 23 | 2 | 16 | 6 | 0 | 24 | 1 | 8 | 4 | 0 | 13 | 87 |

| Leg Direction | North Southbound | | | | | East Westbound | | | | | South Northbound | | | | | West Eastbound | | | | | |
|---------------------------------------|------------------|-------|-------|------|-------|----------------|-------|-------|------|-------|------------------|-------|-------|----|-------|----------------|-------|-------|------|-------|-------|
| Time | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | Int |
| Hourly Total | 21 | 83 | 34 | 0 | 138 | 34 | 92 | 41 | 0 | 167 | 43 | 84 | 14 | 0 | 141 | 11 | 85 | 17 | 0 | 113 | 559 |
| 11:00PM | 5 | 19 | 4 | 0 | 28 | 5 | 10 | 6 | 0 | 21 | 8 | 20 | 6 | 0 | 34 | 4 | 18 | 2 | 0 | 24 | 107 |
| 11:15PM | 3 | 10 | 4 | 0 | 17 | 4 | 6 | 9 | 0 | 19 | 10 | 13 | 3 | 0 | 26 | 4 | 14 | 2 | 0 | 20 | 82 |
| 11:30PM | 3 | 9 | 4 | 0 | 16 | 3 | 7 | 4 | 0 | 14 | 6 | 16 | 4 | 0 | 26 | 2 | 8 | 2 | 0 | 12 | 68 |
| 11:45PM | 2 | 13 | 2 | 0 | 17 | 2 | 11 | 7 | 0 | 20 | 5 | 13 | 1 | 0 | 19 | 0 | 7 | 1 | 0 | 8 | 64 |
| Hourly Total | 13 | 51 | 14 | 0 | 78 | 14 | 34 | 26 | 0 | 74 | 29 | 62 | 14 | 0 | 105 | 10 | 47 | 7 | 0 | 64 | 321 |
| Total | 885 | 4664 | 1460 | 2 | 7011 | 1173 | 4081 | 1759 | 1 | 7014 | 1696 | 4933 | 1325 | 0 | 7954 | 1049 | 3733 | 1047 | 1 | 5830 | 27809 |
| % Approach | 12.6% | 66.5% | 20.8% | 0% | - | 16.7% | 58.2% | 25.1% | 0% | - | 21.3% | 62.0% | 16.7% | 0% | - | 18.0% | 64.0% | 18.0% | 0% | - | - |
| % Total | 3.2% | 16.8% | 5.3% | 0% | 25.2% | 4.2% | 14.7% | 6.3% | 0% | 25.2% | 6.1% | 17.7% | 4.8% | 0% | 28.6% | 3.8% | 13.4% | 3.8% | 0% | 21.0% | - |
| Lights | 851 | 4555 | 1436 | 2 | 6844 | 1156 | 4036 | 1742 | 1 | 6935 | 1682 | 4841 | 1307 | 0 | 7830 | 1026 | 3684 | 1022 | 1 | 5733 | 27342 |
| % Lights | 96.2% | 97.7% | 98.4% | 100% | 97.6% | 98.6% | 98.9% | 99.0% | 100% | 98.9% | 99.2% | 98.1% | 98.6% | 0% | 98.4% | 97.8% | 98.7% | 97.6% | 100% | 98.3% | 98.3% |
| Articulated Trucks | 6 | 25 | 4 | 0 | 35 | 7 | 8 | 3 | 0 | 18 | 1 | 6 | 2 | 0 | 9 | 2 | 2 | 3 | 0 | 7 | 69 |
| % Articulated Trucks | 0.7% | 0.5% | 0.3% | 0% | 0.5% | 0.6% | 0.2% | 0.2% | 0% | 0.3% | 0.1% | 0.1% | 0.2% | 0% | 0.1% | 0.2% | 0.1% | 0.3% | 0% | 0.1% | 0.2% |
| Buses and Single-Unit Trucks | 28 | 84 | 20 | 0 | 132 | 10 | 37 | 14 | 0 | 61 | 13 | 86 | 16 | 0 | 115 | 21 | 47 | 22 | 0 | 90 | 398 |
| % Buses and Single-Unit Trucks | 3.2% | 1.8% | 1.4% | 0% | 1.9% | 0.9% | 0.9% | 0.8% | 0% | 0.9% | 0.8% | 1.7% | 1.2% | 0% | 1.4% | 2.0% | 1.3% | 2.1% | 0% | 1.5% | 1.4% |

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

NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

Full Length (12 AM-12 AM (+1))

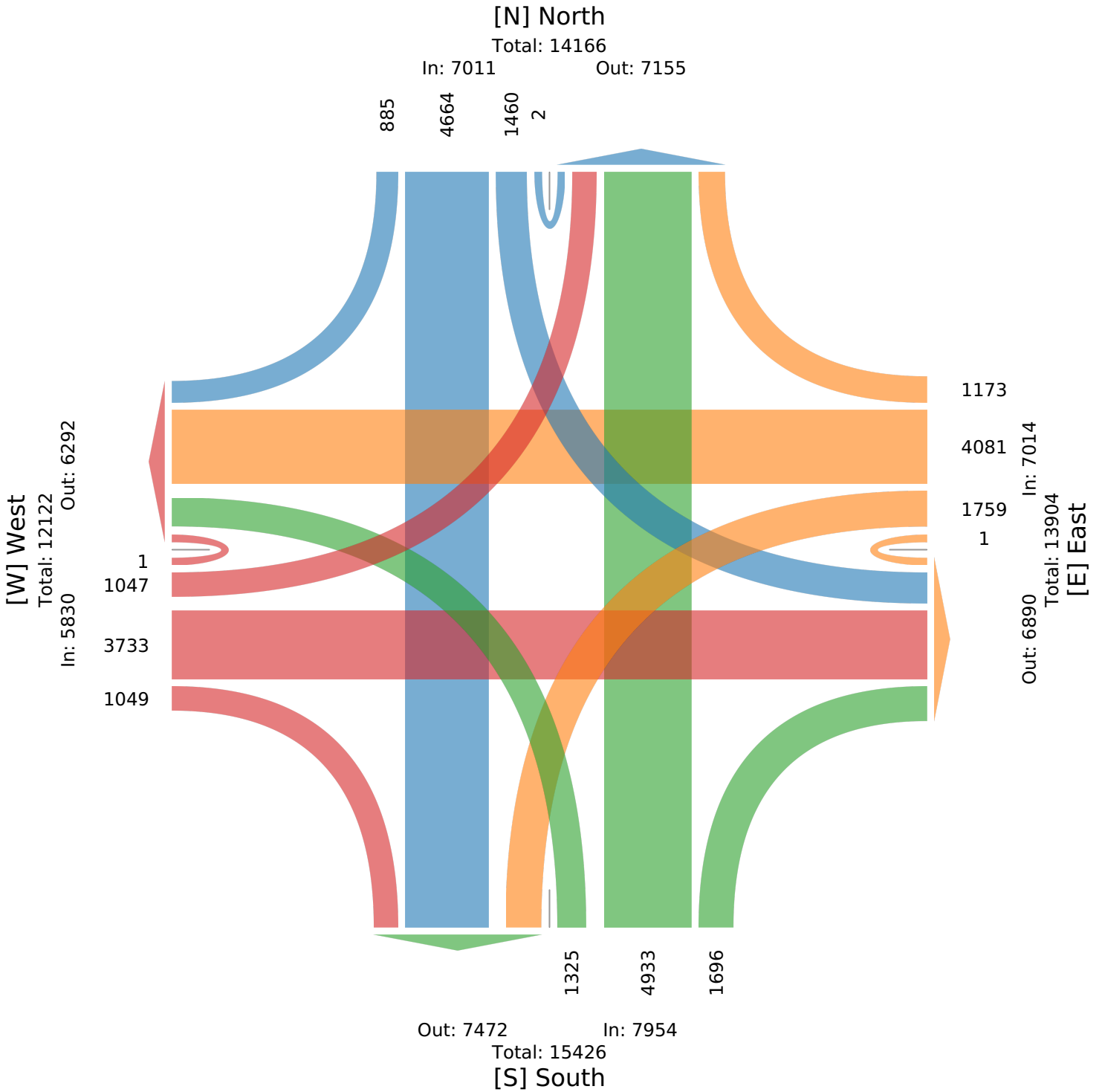
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg Direction | North Southbound | | | | | East Westbound | | | | | South Northbound | | | | | West Eastbound | | | | | Int | |
|---------------------------------------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|------|
| | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | | |
| 2025-03-25 7:30AM | 21 | 95 | 26 | 0 | 142 | 18 | 52 | 24 | 0 | 94 | 21 | 75 | 18 | 0 | 114 | 39 | 82 | 34 | 0 | 155 | 505 | |
| 7:45AM | 22 | 108 | 19 | 0 | 149 | 17 | 94 | 38 | 0 | 149 | 21 | 97 | 25 | 0 | 143 | 28 | 61 | 24 | 0 | 113 | 554 | |
| 8:00AM | 11 | 86 | 27 | 0 | 124 | 19 | 87 | 29 | 0 | 135 | 27 | 87 | 14 | 0 | 128 | 36 | 86 | 25 | 0 | 147 | 534 | |
| 8:15AM | 12 | 74 | 20 | 0 | 106 | 20 | 80 | 31 | 0 | 131 | 33 | 63 | 10 | 0 | 106 | 12 | 99 | 11 | 0 | 122 | 465 | |
| Total | 66 | 363 | 92 | 0 | 521 | 74 | 313 | 122 | 0 | 509 | 102 | 322 | 67 | 0 | 491 | 115 | 328 | 94 | 0 | 537 | 2058 | |
| % Approach | 12.7% | 69.7% | 17.7% | 0% | - | 14.5% | 61.5% | 24.0% | 0% | - | 20.8% | 65.6% | 13.6% | 0% | - | 21.4% | 61.1% | 17.5% | 0% | - | - | |
| % Total | 3.2% | 17.6% | 4.5% | 0% | 25.3% | 3.6% | 15.2% | 5.9% | 0% | 24.7% | 5.0% | 15.6% | 3.3% | 0% | 23.9% | 5.6% | 15.9% | 4.6% | 0% | 26.1% | - | |
| PHF | 0.750 | 0.840 | 0.852 | - | 0.874 | 0.925 | 0.832 | 0.803 | - | 0.854 | 0.773 | 0.830 | 0.670 | - | 0.858 | 0.737 | 0.828 | 0.691 | - | 0.866 | 0.929 | |
| Lights | 65 | 354 | 90 | 0 | 509 | 72 | 303 | 121 | 0 | 496 | 102 | 307 | 67 | 0 | 476 | 112 | 324 | 90 | 0 | 526 | 2007 | |
| % Lights | 98.5% | 97.5% | 97.8% | 0% | 97.7% | 97.3% | 96.8% | 99.2% | 0% | 97.4% | 100% | 95.3% | 100% | 0% | 96.9% | 97.4% | 98.8% | 95.7% | 0% | 98.0% | 97.5% | |
| Articulated Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| % Articulated Trucks | 0% | 1.1% | 0% | 0% | 0.8% | 0% | 0.3% | 0% | 0% | 0.2% | 0% | 0.6% | 0% | 0% | 0.4% | 0% | 0% | 0% | 0% | 0% | 0% | 0.3% |
| Buses and Single-Unit Trucks | 1 | 5 | 2 | 0 | 8 | 2 | 9 | 1 | 0 | 12 | 0 | 13 | 0 | 0 | 13 | 3 | 4 | 4 | 0 | 11 | 44 | |
| % Buses and Single-Unit Trucks | 1.5% | 1.4% | 2.2% | 0% | 1.5% | 2.7% | 2.9% | 0.8% | 0% | 2.4% | 0% | 4.0% | 0% | 0% | 2.6% | 2.6% | 1.2% | 4.3% | 0% | 2.0% | 2.1% | |

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

NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

AM Peak (7:30 AM - 8:30 AM)

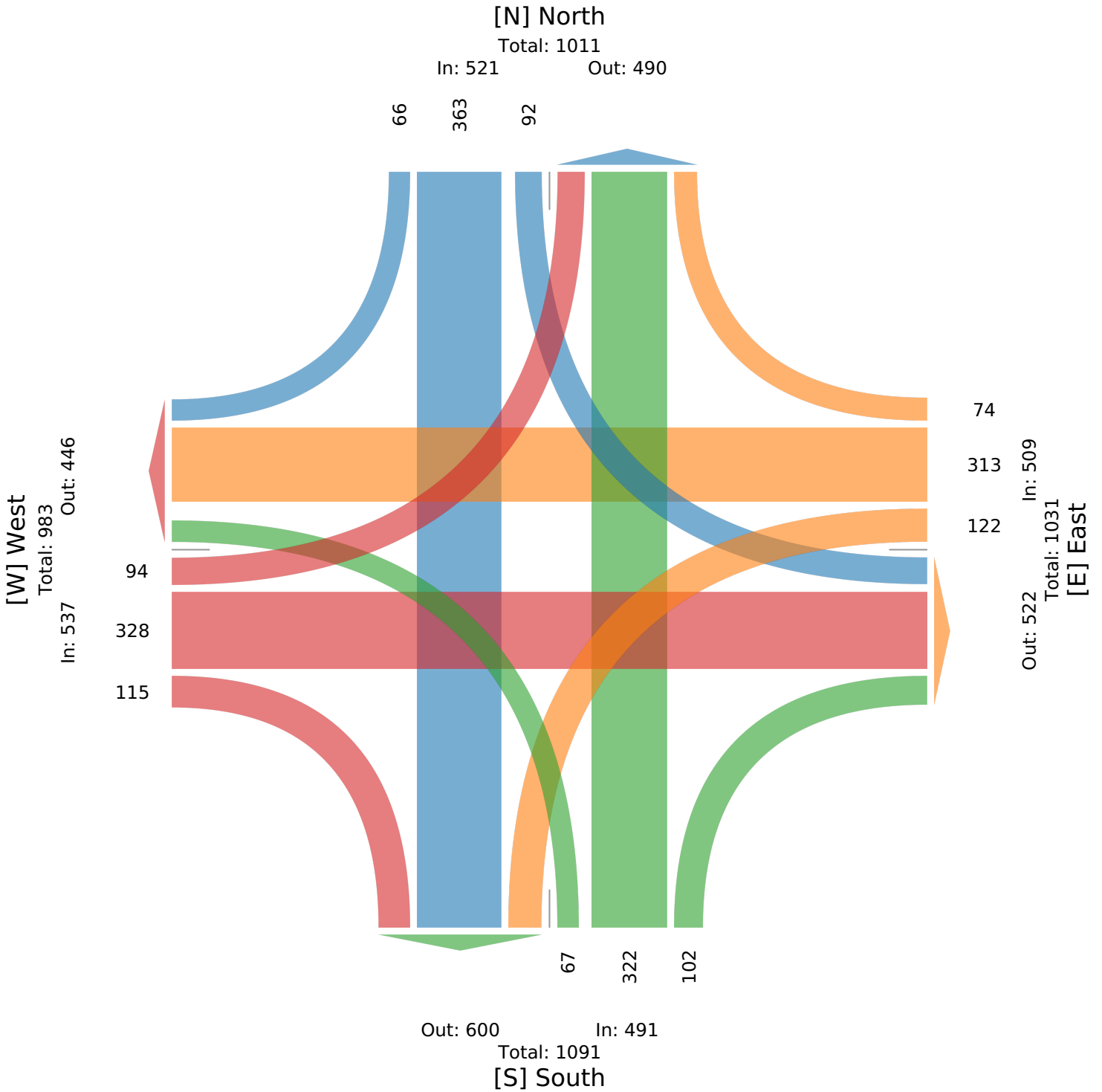
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

Midday Peak (12 PM - 1 PM)

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

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg Direction | North Southbound | | | | | East Westbound | | | | | South Northbound | | | | | West Eastbound | | | | | Int |
|---------------------------------------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | |
| 2025-03-25 12:00PM | 11 | 78 | 18 | 0 | 107 | 20 | 66 | 27 | 0 | 113 | 18 | 57 | 23 | 0 | 98 | 17 | 65 | 8 | 0 | 90 | 408 |
| 12:15PM | 13 | 68 | 20 | 0 | 101 | 13 | 53 | 23 | 0 | 89 | 22 | 75 | 20 | 0 | 117 | 15 | 47 | 13 | 0 | 75 | 382 |
| 12:30PM | 18 | 68 | 19 | 0 | 105 | 16 | 59 | 25 | 0 | 100 | 29 | 78 | 26 | 0 | 133 | 24 | 58 | 16 | 0 | 98 | 436 |
| 12:45PM | 16 | 73 | 19 | 0 | 108 | 16 | 63 | 27 | 0 | 106 | 38 | 71 | 21 | 0 | 130 | 12 | 58 | 19 | 0 | 89 | 433 |
| Total | 58 | 287 | 76 | 0 | 421 | 65 | 241 | 102 | 0 | 408 | 107 | 281 | 90 | 0 | 478 | 68 | 228 | 56 | 0 | 352 | 1659 |
| % Approach | 13.8% | 68.2% | 18.1% | 0% | - | 15.9% | 59.1% | 25.0% | 0% | - | 22.4% | 58.8% | 18.8% | 0% | - | 19.3% | 64.8% | 15.9% | 0% | - | - |
| % Total | 3.5% | 17.3% | 4.6% | 0% | 25.4% | 3.9% | 14.5% | 6.1% | 0% | 24.6% | 6.4% | 16.9% | 5.4% | 0% | 28.8% | 4.1% | 13.7% | 3.4% | 0% | 21.2% | - |
| PHF | 0.806 | 0.920 | 0.950 | - | 0.975 | 0.813 | 0.913 | 0.944 | - | 0.903 | 0.704 | 0.901 | 0.865 | - | 0.898 | 0.708 | 0.877 | 0.737 | - | 0.898 | 0.951 |
| Lights | 56 | 279 | 75 | 0 | 410 | 64 | 239 | 100 | 0 | 403 | 107 | 275 | 90 | 0 | 472 | 67 | 225 | 55 | 0 | 347 | 1632 |
| % Lights | 96.6% | 97.2% | 98.7% | 0% | 97.4% | 98.5% | 99.2% | 98.0% | 0% | 98.8% | 100% | 97.9% | 100% | 0% | 98.7% | 98.5% | 98.7% | 98.2% | 0% | 98.6% | 98.4% |
| Articulated Trucks | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 10 |
| % Articulated Trucks | 0% | 1.4% | 1.3% | 0% | 1.2% | 0% | 0% | 2.0% | 0% | 0.5% | 0% | 0% | 0% | 0% | 0% | 1.5% | 0.9% | 0% | 0% | 0.9% | 0.6% |
| Buses and Single-Unit Trucks | 2 | 4 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 17 |
| % Buses and Single-Unit Trucks | 3.4% | 1.4% | 0% | 0% | 1.4% | 1.5% | 0.8% | 0% | 0% | 0.7% | 0% | 2.1% | 0% | 0% | 1.3% | 0% | 0.4% | 1.8% | 0% | 0.6% | 1.0% |

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

NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

Midday Peak (12 PM - 1 PM)

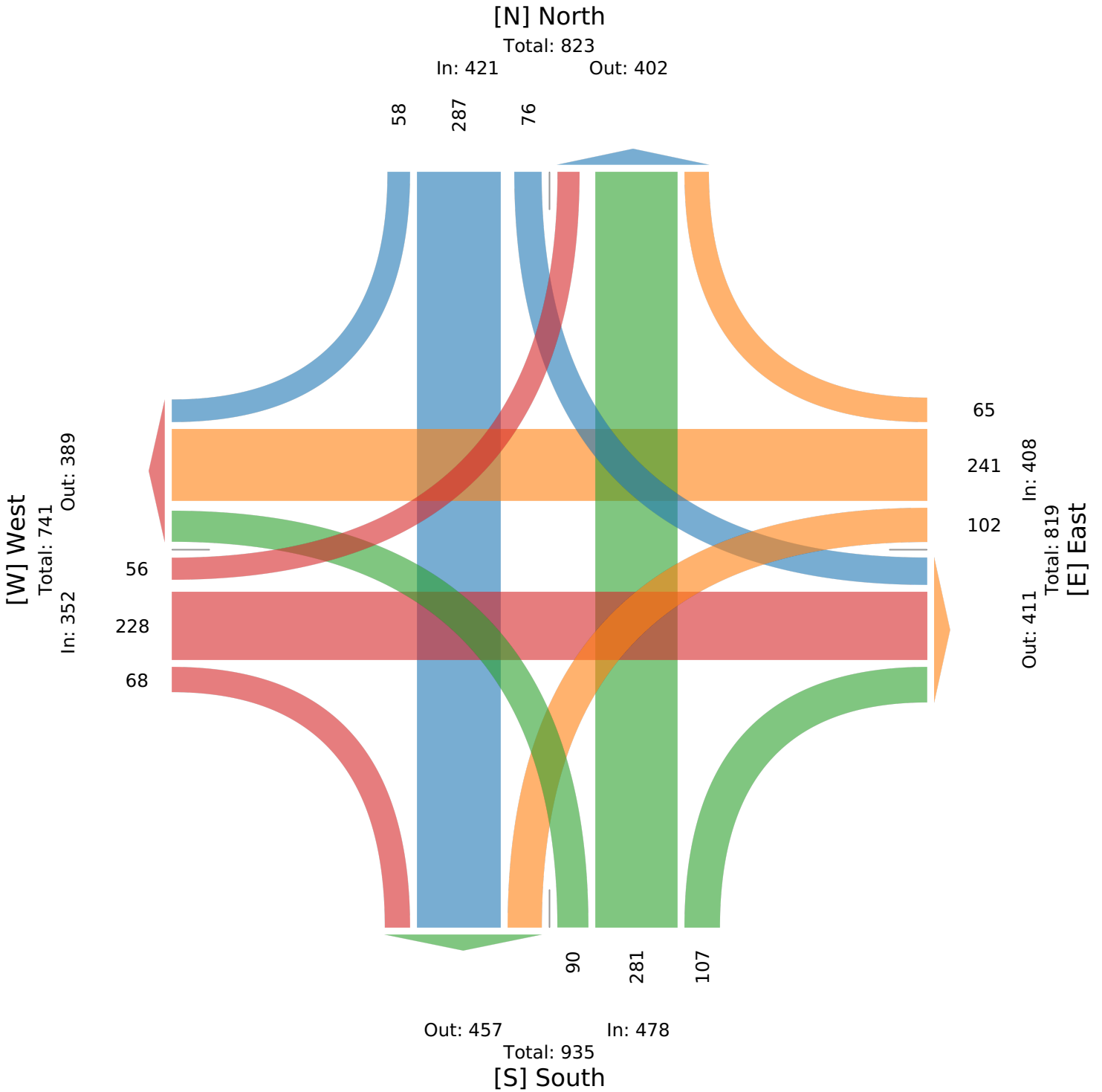
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US



NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

PM Peak (5 PM - 6 PM) - Overall Peak Hour

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

All Movements

ID: 1280020, Location: 35.493336, -97.636668



Provided by: Traffic Engineering Consultants, Inc.
217 E. Dickson St., Suite 106, Fayetteville, AR, 72701, US

| Leg Direction | North Southbound | | | | | East Westbound | | | | | South Northbound | | | | | West Eastbound | | | | | Int |
|---------------------------------------|------------------|-------|-------|----|-------|----------------|-------|-------|----|-------|------------------|-------|-------|----|-------|----------------|-------|-------|----|-------|-------|
| | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | R | T | L | U | App | |
| 2025-03-25 5:00PM | 18 | 103 | 24 | 0 | 145 | 30 | 103 | 42 | 0 | 175 | 38 | 142 | 25 | 0 | 205 | 28 | 57 | 35 | 0 | 120 | 645 |
| 5:15PM | 17 | 94 | 28 | 0 | 139 | 25 | 117 | 39 | 0 | 181 | 36 | 125 | 32 | 0 | 193 | 20 | 80 | 27 | 0 | 127 | 640 |
| 5:30PM | 22 | 115 | 49 | 0 | 186 | 21 | 84 | 37 | 0 | 142 | 29 | 88 | 34 | 0 | 151 | 14 | 67 | 21 | 0 | 102 | 581 |
| 5:45PM | 18 | 99 | 26 | 0 | 143 | 29 | 77 | 34 | 0 | 140 | 34 | 102 | 21 | 0 | 157 | 22 | 66 | 15 | 0 | 103 | 543 |
| Total | 75 | 411 | 127 | 0 | 613 | 105 | 381 | 152 | 0 | 638 | 137 | 457 | 112 | 0 | 706 | 84 | 270 | 98 | 0 | 452 | 2409 |
| % Approach | 12.2% | 67.0% | 20.7% | 0% | - | 16.5% | 59.7% | 23.8% | 0% | - | 19.4% | 64.7% | 15.9% | 0% | - | 18.6% | 59.7% | 21.7% | 0% | - | - |
| % Total | 3.1% | 17.1% | 5.3% | 0% | 25.4% | 4.4% | 15.8% | 6.3% | 0% | 26.5% | 5.7% | 19.0% | 4.6% | 0% | 29.3% | 3.5% | 11.2% | 4.1% | 0% | 18.8% | - |
| PHF | 0.852 | 0.893 | 0.648 | - | 0.824 | 0.875 | 0.814 | 0.905 | - | 0.881 | 0.901 | 0.805 | 0.824 | - | 0.861 | 0.750 | 0.844 | 0.700 | - | 0.890 | 0.934 |
| Lights | 75 | 407 | 126 | 0 | 608 | 104 | 379 | 152 | 0 | 635 | 137 | 456 | 112 | 0 | 705 | 83 | 268 | 97 | 0 | 448 | 2396 |
| % Lights | 100% | 99.0% | 99.2% | 0% | 99.2% | 99.0% | 99.5% | 100% | 0% | 99.5% | 100% | 99.8% | 100% | 0% | 99.9% | 98.8% | 99.3% | 99.0% | 0% | 99.1% | 99.5% |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| % Articulated Trucks | 0% | 0.2% | 0% | 0% | 0.2% | 1.0% | 0.5% | 0% | 0% | 0.5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1.0% | 0% | 0.2% | 0.2% |
| Buses and Single-Unit Trucks | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 8 |
| % Buses and Single-Unit Trucks | 0% | 0.7% | 0.8% | 0% | 0.7% | 0% | 0% | 0% | 0% | 0% | 0% | 0.2% | 0% | 0% | 0.1% | 1.2% | 0.7% | 0% | 0% | 0.7% | 0.3% |

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NW 23rd St and Rockwell Ave - TMC

Tue Mar 25, 2025

PM Peak (5 PM - 6 PM) - Overall Peak Hour

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

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