

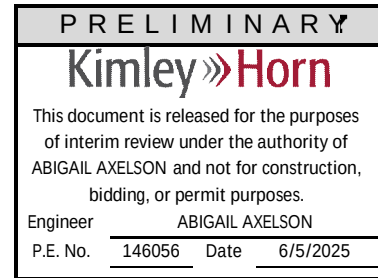
MEMORANDUM

To: Mamun Yusuf, P.E.
City of Hutchins

From: Abby Axelson, P.E.
Rachel Moffett, E.I.T.
Kimley-Horn and Associates, Inc. (Texas Registration #F-928)

Date: June 5, 2025

Subject: Traffic Control Analysis – W. Wintergreen Road at Lancaster Hutchins Road



The City of Hutchins requested Kimley-Horn to evaluate a traffic control analysis for the intersection of W. Wintergreen Road at Lancaster Hutchins Road. This memorandum serves as documentation of the analysis and recommendations.

Study Location

The intersection of W. Wintergreen Road at Lancaster Hutchins Road is currently a two-way stop-controlled intersection. Lancaster Hutchins Road runs north-south with a speed limit of 50 mph north of the intersection and 35 mph south of the intersection. It is the major road and is not controlled at the intersection. W. Wintergreen Road runs east-west and has a speed limit of 40 mph. W. Wintergreen Road is controlled with solar-powered flashing stop signs on both the east and west approaches.

Turning movement counts were collected for 24 hours on Tuesday, January 28, 2025, for use in the warrant analysis along with speed data that was collected along Lancaster Hutchins Rd on Tuesday, April 1, 2025. The collected traffic counts can be found in the **Appendix**. Traffic from two future developments in the area were also considered in the warrant analysis, which included the Southhaven single family residential development and a new Hutchins City Hall and Recreation Center. The study intersection is shown below in **Figure 1**.



Figure 1 – W. Wintergreen Road at Lancaster Hutchins Road

Site Observations

A site visit was performed on February 7th, 2025, during the morning peak hour. During the site visit, it was observed that the northbound approach to the intersection has a gradual curve, which could lead to sight issues of the upcoming intersection. Additionally, on the southbound approach, overgrown vegetation on the west side of the road could lead to sight challenges of the upcoming intersection. It was also observed that the change in speed limit from 35 mph to 50 mph on the northbound approach occurs just north of the intersection. The 50-mph speed limit sign can be seen by northbound vehicles south of the intersection; as a result, this sign placement could cause drivers to increase their speed through the intersection in anticipation of the change in speed limit. Approximately 1.5 miles north of the intersection, the speed limit is reduced to 40 mph. These existing conditions cause an atypical increase in speed for vehicles traveling along Lancaster Hutchins Road over a short distance. The speed changes from 35 mph to 50 mph, then back down to 40 mph for northbound vehicles, while for southbound vehicles, the speed changes from 40 mph to 50 mph, back down to 35 mph. A photo log from the site visit can be found in the **Appendix**.

Development of Background Traffic

There are two future developments to be constructed in the vicinity of the intersection of W. Wintergreen Road at Lancaster Hutchins Road, the Southhaven single family residential development and a new Hutchins City Hall and Recreation Center. The developments are shown below in **Figure 2**.

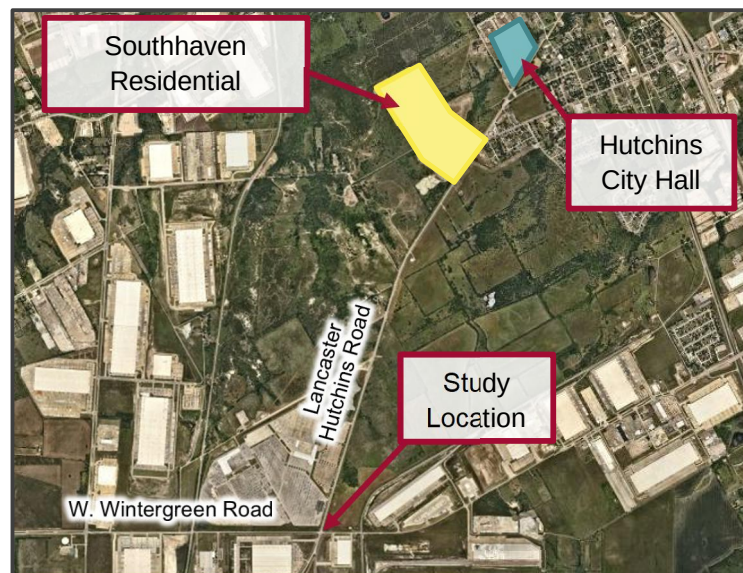


Figure 2 – Future Committed Developments

A site-generated traffic estimate was determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the 11th edition Trip

Generation Manual published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are one-way trips or trip ends, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

Table 1 shows the resulting daily and weekday AM and PM peak hour trip generation for the proposed developments.

Table 1: Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached Housing	513	DU	210	4,542	83	247	330	291	171	462
Government Office Building	20,962	SF	730	474	53	17	70	9	27	36
Development Totals										
Total Net New External Vehicle Trips:				5,016	136	264	400	300	198	498

Trip Generation rates based on ITE's *Trip Generation Manual*, 11th Edition.

Based on existing traffic patterns, It was assumed that 30% of the site-generated traffic will travel south of the developments to utilize the study intersection. The background traffic vehicles were included in the buildout year of 2026 along with existing traffic volumes.

The existing traffic counts and historic counts near the site were compared to find expected growth trends within the study area. Historical traffic counts were found from TxDOT's public Traffic Count Database Center (TCDS). Based on the recent growth and development in the area, an annual growth rate of 5% was determined. See **Table 2** below for the historical volumes along Lancaster Hutchins Road north and south of the study intersection.

Table 2: Historical Volumes and Growth Rates

Lancaster Hutchin Rd North of W Wintergreen Rd				
Record	Year	Source	24-Hour Volume	Annual Growth Rate
1	2014	TxDOT	3,424	-
2	2019	TxDOT	5,219	8.8%
3	2025	KHA	5,440	0.7%
Average Growth 2014 - 2025:				4.18%

Lancaster Hutchin Rd South of W Wintergreen Rd				
Record	Year	Source	24-Hour Volume	Annual Growth Rate
1	2014	TxDOT	3,530	-
2	2019	TxDOT	4,776	6.2%
3	2025	KHA	6,136	4.3%
Average Growth 2014 - 2025:				5.13%

Assumed Annual Growth	5.0%
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Traffic Signal Warrant Evaluations

The *Texas Manual on Uniform Traffic Control Devices* (TMUTCD) provides guidelines for performing a signal warrant analysis in *Chapter 4C: Traffic Signal Control Needs Studies*. A traffic signal may be warranted based on traffic volume, pedestrian volume, school crossing, vehicle progression, crash history, roadway network, or nearby grade crossings. This study evaluated all signal warrant criteria as defined in the TMUTCD, except pedestrian volume and school crossing.

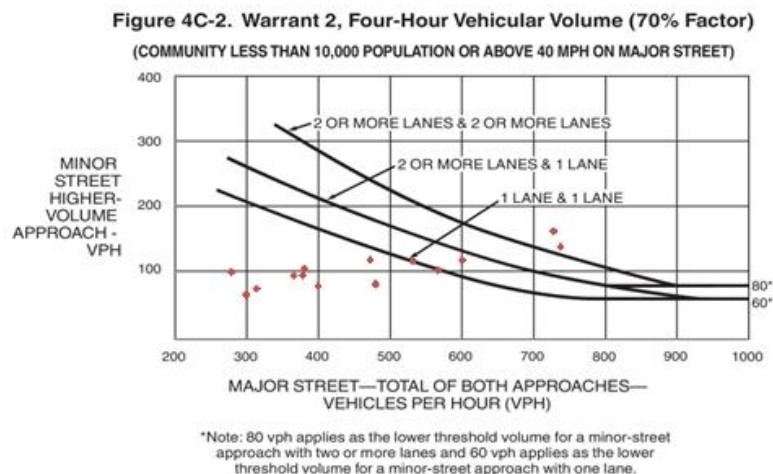
The satisfaction of a warrant is not a requirement that a signal be installed; warrants “define the minimum conditions under which installing traffic control signals might be justified,” per the TMUTCD.

Traffic Signal Analysis Results

It is stated in the TMUTCD that if the posted speed limit or the 85th percentile speed exceeds 40 mph for the major street, the traffic volumes in the 70 percent column of Table 4C-1 in the TMUTCD may be used in place of the 100 percent traffic volumes. Lancaster Hutchins Road meets this threshold since the current speed limit is 50 mph. Therefore, the intersection was analyzed with the lower thresholds.

Of the analyzed signal warrants, considering the existing traffic counts grown to the buildout year, the committed developments in the area, and the existing lane configuration, the intersection does meet Warrant 2 for the Four-Hour Volumes warrant. However, this does not include the evaluation of the future roadway expansion of W. Wintergreen Road into a four-lane divided roadway.

When the intersection is evaluated with the future expansion of W. Wintergreen Road, no warrants were met for traffic signalization. The Eight-Hour Volume thresholds (Warrant 1) only met for five of the required eight hours, which does not satisfy the warrant. In reference to **Figure 4C-2** from the TMUTCD, Warrant 2 is met when at least four of the plotted points representing the vehicle per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve for the existing lane configuration. As shown in the figure below, the existing traffic count volumes only met for two of the required four hours, which does not meet the threshold values of the Four-Hour Warrant.



Warrant 7, Crash Experience, was also analyzed, which evaluates crash history, reduced traffic volume thresholds, and whether adequate trials of alternatives have been implemented. After reviewing crash data from TxDOT's CRIS database, there were twelve crashes that occurred at the study intersection in the 12-month period between January 1, 2024, and December 31, 2024. Six of these crashes were due to vehicles that failed to yield right of way at the stop sign. This meets the minimum of five avoidable crashes in a 12-month period for Warrant 7. However, even with the reduced traffic volume thresholds, the intersection does not meet the warrant thresholds with the future traffic volumes and future lane configuration. Therefore, Warrant 7 is not met. The results of the traffic signal warrant analysis are shown in **Table 3**.

Table 3: Results of Traffic Signal Warrant Analysis

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant Not Met
2	Four-Hour Volume	Warrant Not Met
3	Peak Hour Volume	Not Applicable
4	Pedestrian Volume	<i>Not Evaluated</i>
5	School Crossing	<i>Not Evaluated</i>
6	Coordinated Signal System	Not Applicable
7	Crash Experience	Warrant Not Met
8	Roadway Network	Not Applicable
9	Intersection Near a Grade Crossing	Not Applicable

The available crash data and warrant analysis worksheets are provided in the **Appendix**.

All-Way Stop-Control Warrant Evaluation

The Texas Manual on Uniform Traffic Control Devices (TMUTCD) identifies three All-Way Stop Control (AWSC) warrants as areas of analysis when investigating if All-Way Stop Control would be justified at a location. These warrants are as follows: where traffic control signals are justified, AWSC may be used as an interim measure; five or more reported crashes in a 12-month period that are susceptible to correction by AWSC; and minimum volumes. The minimum volumes are based on vehicular volume entering the intersection from the total of the major street approaches averaging 300 or more vehicles per hour for any eight hour of the day; as well as the total minor street volume averaging at least 200 vehicles/pedestrians per hour for the same eight hours with an average delay of 30 seconds per vehicle during the highest hour.

Additionally, Section 2B.07 of the TMUTCD states that multi-way stop control applications can be considered at locations where a road user, after stopping, cannot see conflicting traffic, even if traffic volume thresholds are not met.

The satisfaction of a warrant is not a requirement that an intersection should be converted to AWSC, but rather is a qualifier or an indication that the conversion may be a net benefit to the community. The analysis used the existing 24-hour turning movement counts at W. Wintergreen Road at Lancaster Hutchins Road for the analysis.

All-Way Stop Control Analysis Results

Based on the existing traffic counts, the average volumes for the top eight hours of the intersection meet the All-Way Stop Control warrant volume criteria thresholds. Additionally, the intersection meets the criteria of five or more crashes (that are susceptible to correction by AWSC) in a 12-month period. Therefore, the needed warrants are met for All-Way Stop Control and are recommended for implementation at this intersection.

The AWSC warrant analysis worksheets are provided in the **Appendix**.

Speed Analysis

The existing speed limits at the intersection of W. Wintergreen Road and Lancaster Hutchins Road are 35 mph to the south of the intersection and 50 mph to the north. However, further north on Lancaster Hutchins Road (approximately 1.5 miles), the speed limit decreases to 40 mph. The TMUTCD states that several factors should be considered when reevaluating speed limits, including roadway environment, roadway characteristics, geographic context, crash experience, and 85th percentile speeds.

Based on the existing speed data, the 85th percentile speeds along Lancaster Hutchins Road north of Witt Road are 59 mph during the nonpeak hours. Though this is above the current speed limit (50 mph), other characteristics were considered in reevaluating the existing speed limit, as described below.

- The frequency of driveways north of the intersection, along with potential for future development in the surrounding area. The known developments included the Southhaven Residential site and the future City Hall and Recreation Center.
- The high percentage of heavy trucks traveling along Lancaster Hutchins Road north of the study intersection.
- The existing speed limit changes for southbound traveling vehicles, who now experience speed limit changes from 40 mph to 50 mph, then back down to 35 mph within a 1.5-mile stretch.
- The history of over five reported crashes over a 12-month period at the study intersection.
- The proposed recommendation to implement a change in traffic control (all-way stop control) at the study intersection.

Considering all of these factors, it is recommended to adjust the speed limit along Lancaster Hutchins Road north of the W. Wintergreen Road from 50 mph to 45 mph.

When the future developments north of the intersection have completed construction, it is recommended that the City reevaluate the speed limit along this corridor. The spacing of the proposed driveways and density of entering and exiting traffic volumes could lower the 85th percentile speed

along Lancaster Hutchins Rd, potentially justifying an even lower speed limit in this area of 40 mph. However, with the current 85th percentile speeds and adjacent land uses, it is recommended for the speed limit to be adjusted to 45 mph in the interim condition.

Existing speed data is provided in the **Appendix**.

Recommendations

Based on the projected traffic volumes for 2026 from both developments, future Wintergreen Road widening, and available crash data, the intersection of W. Wintergreen Road and Lancaster Hutchins Road does not meet Traffic Signal Warrants. However, it does meet warrants for All-Way Stop Control. While it is not required, it is recommended that all-way stop control be implemented at this intersection.

If the City chooses to move forward with converting the intersection to all-way stop controlled, Stop Ahead (W3-1) signs are recommended along Lancaster Hutchins Road on both the northbound and southbound approaches. With the existing speed limits, the Stop Ahead signs should be placed a minimum of 100 ft in advance of the intersection on the northbound approach and a minimum of 250 ft in advance of the intersection on the southbound approach. If speed limits are altered on either approach, the minimum sign distances should be re-evaluated. Two red or orange flags are also recommended to be mounted above all stop signs to notify drivers of the traffic control change. Flags are to be oriented at 45 degrees to the vertical.

Based on all factors considered in the speed analysis, it is recommended to reduce the speed limit along Lancaster Hutchins Road north of W. Wintergreen Road from 50 mph to 45 mph. The presence of frequent driveways, adjacent speed limits of 35 mph and 40 mph, historical crash data at the study intersection, and percentage of heavy truck volumes all contribute to the roadside development considerations in this area. With the recommendation of proposed stop-control at the study intersection, this is expected to also lower the 85th percentile speeds in the area. As the two future developments north of the intersection come to completion, it is recommended that the City re-evaluate the speed limit along this corridor. The spacing of the proposed driveways and density of entering and exiting traffic volumes could lower the 85th percentile speed along Lancaster Hutchins Rd, potentially justifying an even lower speed limit in this area of 40 mph.

W. Wintergreen Road is currently under design to be expanded to a four-lane divided roadway, with the build out of the roadway anticipated in 2027. It is recommended that this intersection be re-evaluated for traffic control when construction is near completion due to the continuous growth in this area.



APPENDIX: Traffic Signal Warrant Analysis Worksheets

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	<u>Lancaster Hutchins Rd</u>	NB	SB	# OF APPROACH LANES:	1
MINOR STREET:	<u>W. Wintergreen Rd</u>	EB	WB	# OF APPROACH LANES:	2
CITY, STATE:	<u>Hutchins, TX</u>				
COMMENTS:	<u>Buildout (2026)</u>				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

Y

	Lancaster Hutchins Rd		Total	W. Wintergreen Rd		Minor Street Heavy Leg
	NB Approach	SB Approach		EB Approach	WB Approach	
6:00 - 7:00 AM	209	269	478	57	83	83
7:00 - 8:00 AM	279	287	566	74	104	104
8:00 - 9:00 AM	205	194	399	80	76	80
9:00 - 10:00 AM	165	147	312	77	68	77
10:00 - 11:00 AM	150	148	298	57	67	67
11:00 - 12:00 PM	191	174	365	78	96	96
12:00 - 1:00 PM	199	178	377	81	96	96
1:00 - 2:00 PM	210	169	379	97	107	107
2:00 - 3:00 PM	309	221	530	91	118	118
3:00 - 4:00 PM	327	272	599	102	120	120
4:00 - 5:00 PM	406	331	737	140	119	140
5:00 - 6:00 PM	414	313	727	164	116	164
6:00 - 7:00 PM	277	194	471	120	87	120
7:00 - 8:00 PM	162	115	277	101	46	101
8:00 - 9:00 PM	92	90	182	45	26	45
9:00 - 10:00 PM	85	52	137	39	32	39

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	N/A
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	Warrant NOT Met
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

06/04/25

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: Lancaster Hutchins Rd NB SB

OF APPROACH LANES: 1

MINOR STREET: W. Wintergreen Rd EB WB

OF APPROACH LANES: 2

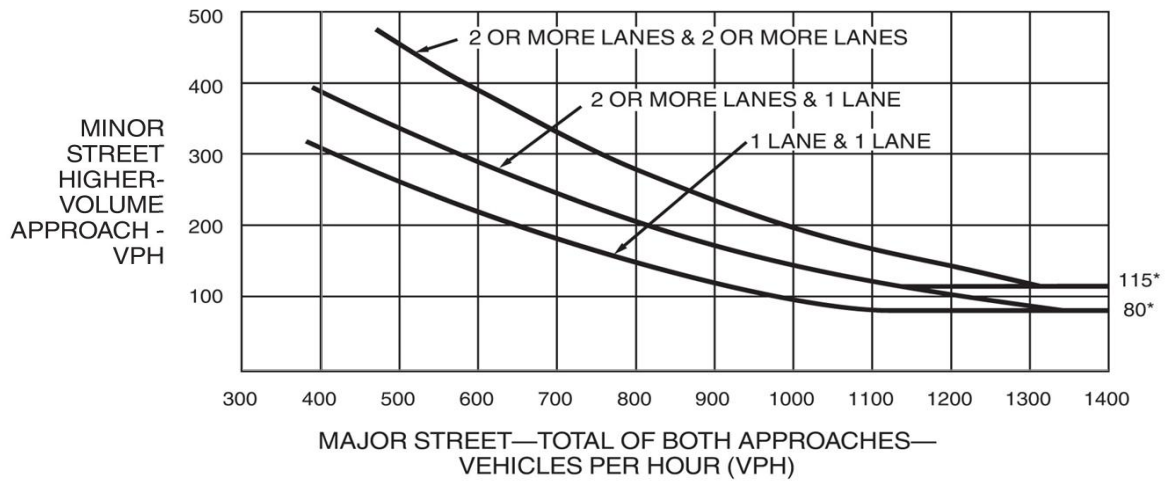
CITY, STATE: Hutchins, TX

COMMENTS: Buildout (2026)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N
 85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES					350	140		525	70		280	112		420	56			
06:00 AM	TO	07:00 AM	478	83	Y				Y				Y	Y	Y			
07:00 AM	TO	08:00 AM	566	104	Y			Y	Y	Y			Y	Y	Y			
08:00 AM	TO	09:00 AM	399	80	Y				Y					Y				
09:00 AM	TO	10:00 AM	312	77					Y					Y				
10:00 AM	TO	11:00 AM	298	67										Y				
11:00 AM	TO	12:00 PM	365	96	Y				Y					Y				
12:00 PM	TO	01:00 PM	377	96	Y				Y					Y				
01:00 PM	TO	02:00 PM	379	107	Y				Y					Y				
02:00 PM	TO	03:00 PM	530	118	Y			Y	Y		Y		Y	Y	Y			
03:00 PM	TO	04:00 PM	599	120	Y			Y	Y	Y	Y		Y	Y	Y			
04:00 PM	TO	05:00 PM	737	140	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
05:00 PM	TO	06:00 PM	727	164	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
06:00 PM	TO	07:00 PM	471	120	Y				Y		Y		Y	Y	Y			
07:00 PM	TO	08:00 PM	277	101					Y					Y				
08:00 PM	TO	09:00 PM	182	45														
09:00 PM	TO	10:00 PM	137	39														
			6,834	1,557	11	2	2	5	13	5	13	5	5	7	14	7	2	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

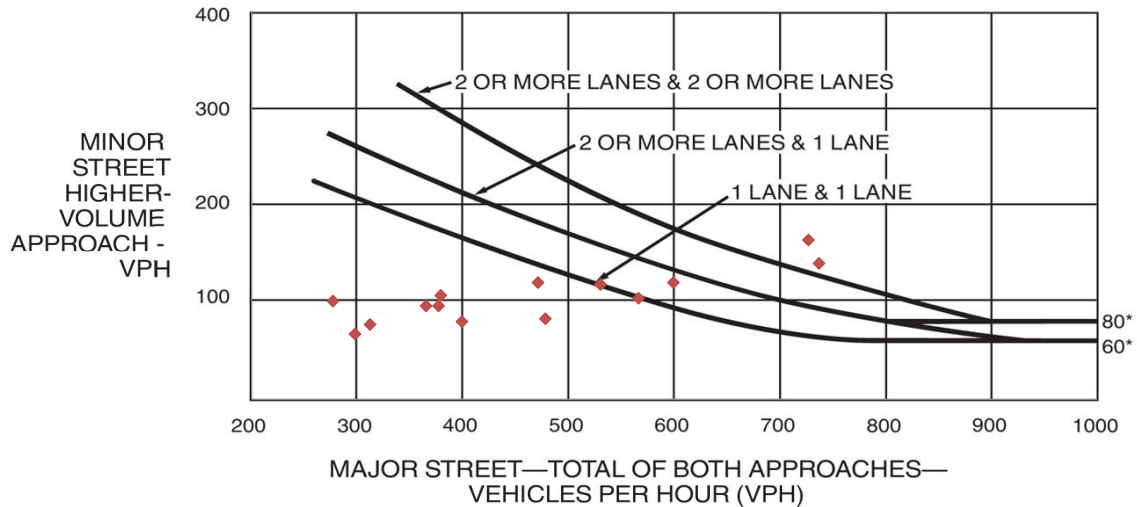
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Major Street: Lancaster Hutchins Rd
 Minor Street: W. Wintergreen Rd

WARRANT 7 - Crash Warrant

Satisfied

NO

Minimum Volume Requirements	Entering volumes - all approaches	Y or N	Fulfilled (Y or N)
One warrant satisfied 80%	During typical weekday peak hour	N	N
	OR		
	During each of any 5 hours of Sat. or Sun.	N/A	
Signal will not seriously disrupt progressive traffic flow			Y
Adequate trial of less restrictive remedies has failed to reduce accident frequency			
Accidents within a 12 month period susceptible for correction and involving injury or >= \$500 damage			Y
Minimum Requirements	Number of accidents		
5 or more	6		



APPENDIX: All-Way Stop Control Warrant Analysis Worksheet

MULTI-WAY STOP SIGN WARRANT ANALYSIS

City/County:	Hutchins	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y
State:	Texas	Year	2026
Date:	6/4/2025		
Major Street:	Lancaster Hutchins Rd	Scenario:	Buildout
Minor Street:	W. Wintergreen Rd	Analyzed by:	Kimley-Horn & Associates

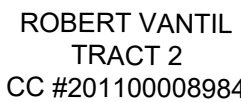
24-Hour Volume Summary				Major Street	Minor Street	Bicycle	Pedestrian
				Total of Both Approaches	Total of Both Approaches	Total of All Approaches	Total of All Approaches
6:00 AM	06:00 AM	TO	07:00 AM	478	140		
7:00 AM	07:00 AM	TO	08:00 AM	566	178		
8:00 AM	08:00 AM	TO	09:00 AM	399	156		
9:00 AM	09:00 AM	TO	10:00 AM	312	145		1
10:00 AM	10:00 AM	TO	11:00 AM	298	124		1
11:00 AM	11:00 AM	TO	12:00 PM	365	174		
12:00 PM	12:00 PM	TO	01:00 PM	377	177		
1:00 PM	01:00 PM	TO	02:00 PM	379	204		
2:00 PM	02:00 PM	TO	03:00 PM	530	209		
3:00 PM	03:00 PM	TO	04:00 PM	599	222		
4:00 PM	04:00 PM	TO	05:00 PM	737	259		
5:00 PM	05:00 PM	TO	06:00 PM	727	280		
6:00 PM	06:00 PM	TO	07:00 PM	471	207		
7:00 PM	07:00 PM	TO	08:00 PM	277	147		
8:00 PM	08:00 PM	TO	09:00 PM	182	71		
9:00 PM	09:00 PM	TO	10:00 PM	137	71		
Source:				TMUTCD, 2011 Edition			
Created By:				Kimley-Horn and Associates, Inc.			

Warrant 1		Warrant 1 Hourly Rank	
Major Street	Minor Street	Major Street	Minor Street
228%	100%	6	13
270%	127%	4	7
190%	111%	8	10
149%	104%	12	12
142%	89%	13	14
174%	124%	11	9
180%	126%	9	8
180%	146%	9	6
252%	149%	5	4
285%	159%	3	3
351%	185%	1	2
346%	200%	2	1
224%	148%	7	5
132%	105%	14	11
87%	51%	15	15
65%	51%	16	15
Threshold Values		Average of Top 8 Hours Of Minor Street	
210	140	548	217
Summary Met? YES			

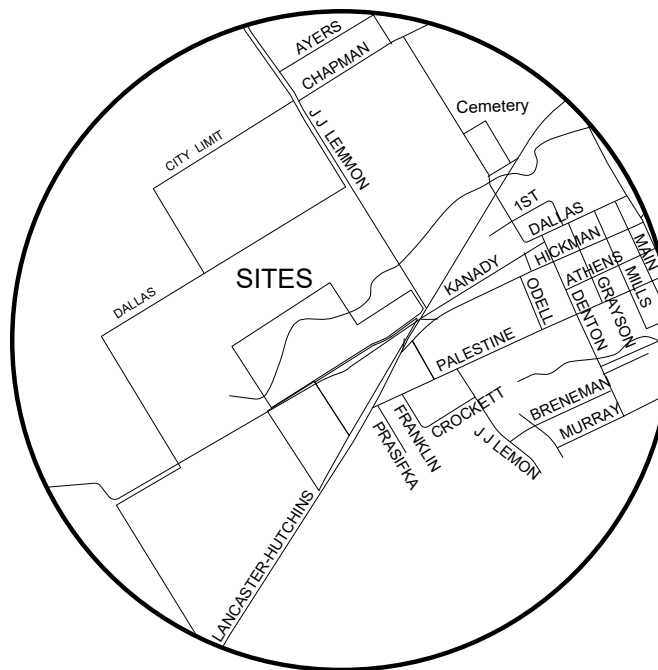
COMMENTS/NOTES:



APPENDIX: Future Development Plans



ROBERT VANTIL
TRACT 1
CC #201100008984



VICINITY MAP
NOT TO SCALE

No.	DATE	REVISION	APPROVAL



**WinKelmann
& Associates, Inc.**

CONSULTING CIVIL ENGINEERS ■ SUPERVISORS

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Professional Engineer Registration No. 89144
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THOMAS J. WAMPLER SURVEY, ABSTRACT NO. 1538 AND
THE THOMAS FREEMAN SURVEY, ABSTRACT NO. 453
CITY OF HUTCHINS, DALLAS COUNTY, TEXAS

HUTCHINS 227, LTD.
4040 N. CENTRAL EXPRESSWAY, SUITE 850
DALLAS, TEXAS 75204

FINAL PLAT
SOUTHAVEN PHASE A

LOTS 1-8, 9X, 10-15, 16X, 17-34 BLOCK A; LOTS 1-22 BLOCK B; LOTS 1-29 BLOCK C; LOTS 1-5 BLOCK D; LOTS 1-10 BLOCK E; LOTS 1-36 BLOCK F; OTS 1-18 BLOCK G; LOTS 1-14, 15X BLOCK H; LOTS 1-14 BLOCK I; LOTS 1-26, 27X BLOCK J; LOTS 1-16 BLOCK K; LOT 1-16 BLOCK L; LOTS 1X, 2-39 BLOCK M; LOTS 1X, 2-14, 15X BLOCK N; LOT 1X BLOCK O; LOT 1X, BLOCK T, AND LOTS 1, 2X BLOCK DD

Project No.: 35407.0E

SHEET
1
OF
6

G:\354\070E\SURVEY\Plats\35407.0E-FPLT.dwg



MATCHLINE ~ SEE SHEET 2

KEY MAP
SCALE: 1" = 500'

ELENO MADRIGAL, TRUSTEE
CC #201300323523

SEE SHEET 5 of 6 FOR LOT AREA TABLES.
SEE SHEET 5 of 6 FOR LINE NUMBER TABLES.
SEE SHEET 6 of 6 FOR CURVE NUMBER TABLE.

FLOOD NOTE

According to the Federal Emergency Management Agency, Flood Insurance Rate Map Community Panel No. 48113C0513L, dated July 07, 2020, this property is within Flood Zones X, X (Shaded), and AE.

Zone AE - Special Flood Hazard Area, base flood elevation determined.

Zone AE - The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.

Zone X - Areas determined to be outside the 0.2% annual chance floodplain.

Zone X (Shaded) - Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

This flood statement does not imply that the property and/or the structure thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

"Notice: Selling a portion of this addition by metes and bounds is a violation of the city Subdivision Ordinance and State platting statutes and is subject to fines and withholding of utilities and building permits."

"Drainage Easement Restriction: No construction or filling, without the written approval of the City of Hutchins shall be allowed within a drainage easement, and then only after detailed engineering plans and studies show that no flooding will result and that no obstruction to the natural flow of water will result. Where construction is permitted, all finished floor elevations shall be a minimum of two (2) feet above the 100-year flood elevation."

"Any public utility, including the City of Hutchins, shall have the right to move and keep moved all or part of any building, fences, shrubs, other growths or improvements which in any way endanger or interfere with the construction, maintenance, or efficiency of its respective systems on any of the easements shown on the plat; and any public utility, including the City of Hutchins, shall have the right at all times of ingress and egress to and from and upon said easements for the purpose of construction, reconstruction, inspection, patrolling, maintaining and adding to or removing all or part of its respective systems without the necessity at any time of procuring the permission of anyone."

ABBREVIATION LEGEND

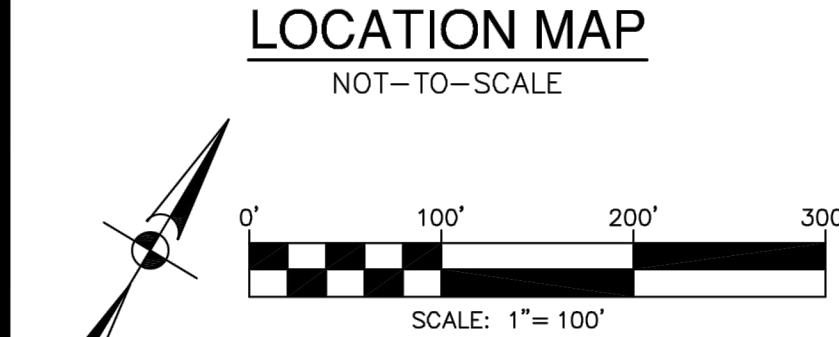
IRF	Iron Rod Found
CIRS	Iron Rod Set w/ red plastic cap stamped "W.A.I."
CIRF	Iron Rod Found w/ cap (noted)
XCS	"X" cut in concrete set
XCF	"X" cut in concrete found
PKS	PK nail set
PKF	PK nail found
CM	Controlling Monument
CC #	County Clerk's Instrument No.
D.E.	Drainage Easement
U.E.	Utility Easement
W.M.E.	Wall Maintenance Easement

FILED _____
VOLUME _____ PAGE _____, O.P.R.D.C.T.

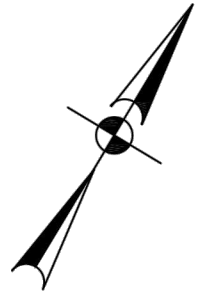
SURVEYOR:
Winkelmann & Associates, Inc.
6750 Hillcrest Plaza Drive
Suite 215
Dallas, Texas 75230
(972) 490-7090

OWNER:
Hutchins 227, Ltd.
4040 N. Central Expressway,
Suite 850
Dallas, Texas 75204

FINAL PLAT
SOUTHAVEN PHASE A
LOTS 1-8, 9X, 10-15, 16X, 17-34 BLOCK A; LOTS 1-22 BLOCK B;
LOTS 1-29 BLOCK C; LOTS 1-5 BLOCK D; LOTS 1-10 BLOCK E; LOTS
1-36 BLOCK F; OTS 1-18 BLOCK G; LOTS 1-14, 15X BLOCK H; LOTS
1-14 BLOCK I; LOTS 1-26, 27X BLOCK J; LOTS 1-16 BLOCK K; LOT 1-16
17X BLOCK L; LOTS 1X, 2-39 BLOCK M; LOTS 1X, 2-14, 15X BLOCK N;
LOT 1X BLOCK O; LOT 1X, BLOCK T, AND LOTS 1, 2X BLOCK DD
92.873 ACRES (4,045,562 SQ. FT.)
THOMAS J. WAMPLER SURVEY ABSTRACT NO. 1538
AND THE THOMAS FREEMAN SURVEY ABSTRACT NO. 0453
CITY OF HUTCHINS, DALLAS COUNTY, TEXAS



NOT-TO-SCALE



D.R.D.C.T.	DEED RECORDS OF DALLAS COUNTY, TEXAS	FOUND 1/2" IRON ROD (AS NOTED)
M.P.R.D.C.T.	MAP AND PLAT RECORDS OF DALLAS COUNTY, TEXAS	SET 1/2" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "PAPE DAWSON"
D.R.D.C.T.	OFFICIAL RECORDS OF DALLAS COUNTY, TEXAS	FD. FOUND
CAB.	CABINET	LR. 1/2" IRON ROD
INST. NO.	INSTRUMENT NUMBER	(UNLESS NOTED OTHERWISE)
UT.	UTILITY EASEMENT	REC CAP STAMPED "W.A.I."
YDL	YIELD	(PD) YELLOW CAP STAMPED "PAPE DAWSON"
PAGE(S)	PAGE(S)	
R.O.W.	RIGHT-OF-WAY	B.S.L. BUILDING SETBACK LINE
VAR. WD.	VARIABLE WIDTH	
BLK	BLOCK	
N.	NORTH	
(M)	BLOCK LETTER	
—	STREET NAME CHANGE	
—	SURVEY LINE	
—	CENTERLINE	

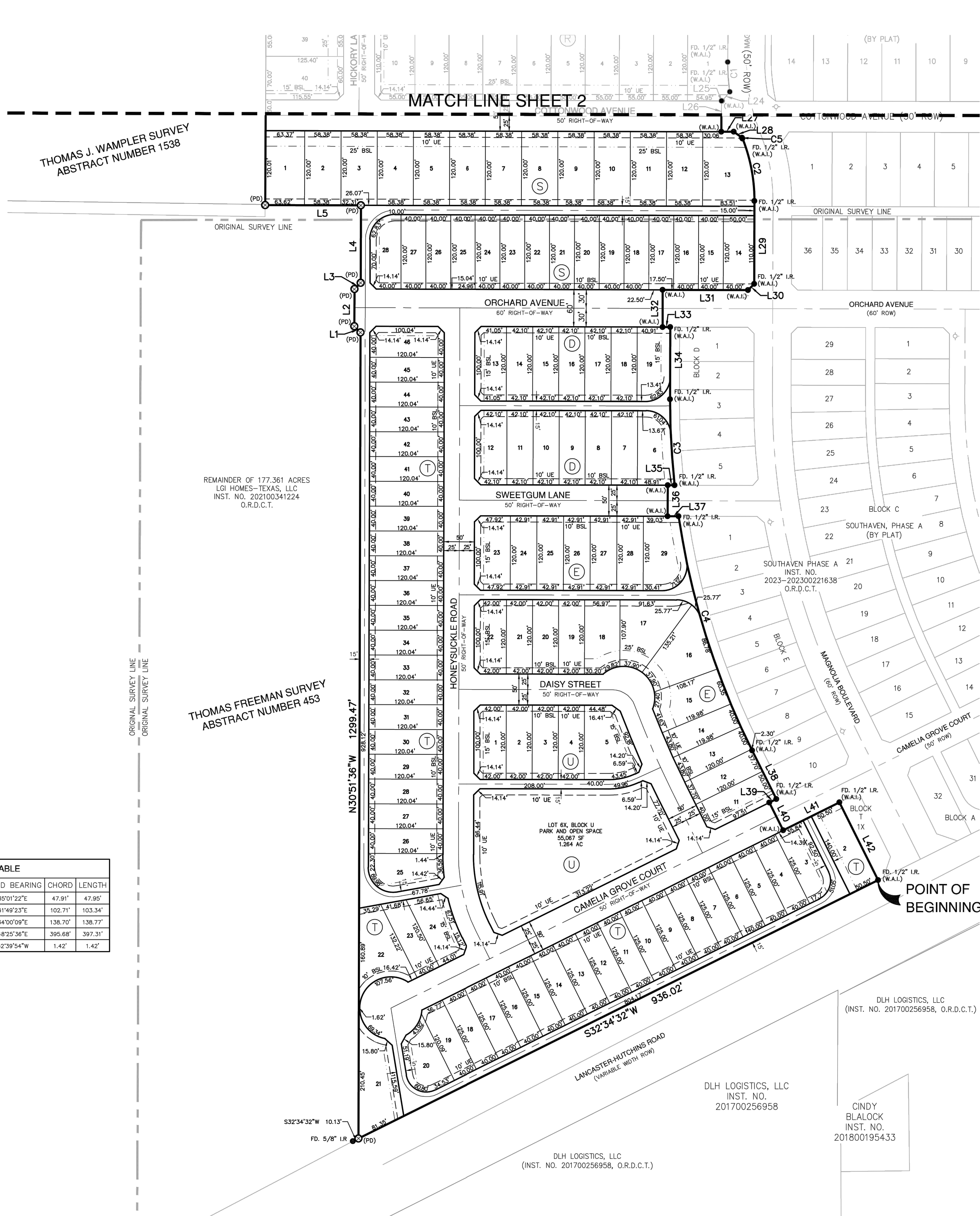
SITE DATA TABLE - SOUTHAVEN, PHASE B				
TRACT AREA (ACRES / SQ. FT.)	43,702		1,903,649	
TRACT ZONING	PD-ORD, 2018-1068 & REVISED ORD. 2020-1103			
MIN. LOT SIZES (W x D & SQ. FT. / ACRES)				
55' X 120'	6,600 SF.		0.152 AC.	
40' X 120'	4,800 SF.		0.110 AC.	
MIN. UNIT SIZE (SQ. FT.)	55' X 120'	1,250	40' X 120'	1,250
MAX. LOT COVERAGE	55' X 120'	50%	40' X 120'	70%
BUILDING SETBACKS				
FRONT (FT.)	55' X 120'	25	40' X 120'	10
REAR (FT.)	55' X 120'	20	40' X 120'	20
SIDE & SIDE ON STREET (FT.)	55' X 120'	5& 15	40' X 120'	5 & 15
GROSS SITE AREA	43,702			
RIGHT-OF-WAY DEDICATION	9,770			
NET ACREAGE	33,932			
	LOTS		ACREAGE	
RESIDENTIAL LOTS	214		31.283	
OPEN SPACE	2		2.649	
LOT DENSITY	4.897 LOTS/ACRE			

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N75°51'36"W	14.14'
L2	N30°51'36"W	60.00'
L3	N14°08'24"E	14.14'
L4	N30°51'36"W	123.00'
L5	S59°01'17"W	154.31'
L6	S31°02'2"E	180.63'
L7	S59°01'47"E	65.24'
L8	S14°01'47"W	14.00'
L9	N58°59'38"E	120.00'
L10	S59°08'24"W	120.00'
L11	S75°17'27"E	14.14'
L12	N59°02'24"E	110.00'
L13	S30°51'36"E	50.00'
L14	N59°02'24"E	152.35'
L15	S76°13'46"E	14.05'
L16	S30°51'36"E	220.13'
L17	S14°08'24"E	14.14'
L18	S59°01'24"W	33.50'
L20	S30°51'36"E	50.00'

LINE TABLE		
LINE #	BEARING	LENGTH
L21	N59°02'24"E	33.50'
L22	S75°51'36"E	14.14'
L23	S30°51'36"E	167.43'
L24	S91°34'24"E	19.36'
L25	S59°02'24"E	1.04'
L26	S30°51'36"E	50.00'
L27	N59°02'24"E	19.84'
L28	S86°01'12"E	16.46'
L29	S30°51'36"E	133.50'
L30	S14°08'24"E	14.14'
L31	S90°02'24"E	137.50'
L32	N30°51'36"E	68.00'
L33	S69°02'24"E	12.50'
L34	S30°51'36"E	116.51'
L35	S59°02'24"E	11.06'
L36	S30°51'36"E	50.00'
L37	N59°08'24"E	17.56'
L38	S75°22'58"E	87.70'
L39	S32°34'32"E	12.49'
L40	S75°22'58"E	50.00'

CURVE TABLE					
CURVE #	RADIUS	DELTA	CHORD BEARING	CHORD	LENGTH
C1	330.00'	81°19'32"	S35°01'22"E	47.91'	47.95'
C2	270.00'	21°55'48"	S41°49'23"E	102.71'	103.34'
C3	1265.00'	61°17'07"	S34°00'09"E	138.70'	138.77'
C4	1265.00'	17°59'43"	S48°25'36"E	395.68'	397.31'
C5	330.00'	01°44'58"	N52°39'54"W	1.42'	1.42'

LINE TABLE		
LINE #	BEARING	LENGTH
L41	N32°34'32"E	101.34'
L42	S57°25'28"E	140.00'



LOT DATA		
BLOCK & LOT	SQ.FOOT	ACRE
BLOCK D, LOT 6	6317	0.145
BLOCK D, LOT 7	5052	0.116
BLOCK D, LOT 8	5052	0.116
BLOCK D, LOT 9	5052	0.116
BLOCK D, LOT 10	5052	0.116
BLOCK D, LOT 11	5052	0.116
BLOCK D, LOT 12	6152	0.141
BLOCK D, LOT 13	6026	0.138
BLOCK D, LOT 14	5052	0.116
BLOCK D, LOT 15	5052	0.116
BLOCK D, LOT 16	5052	0.116
BLOCK D, LOT 17	5052	0.116
BLOCK D, LOT 18	5052	0.116
BLOCK D, LOT 19	6066	0.139

LOT DATA			
BLOCK & LOT	SQ.FOOT	ACRE	
BLOCK 7, LOT 2	7070	0.162	
BLOCK 7, LOT 3	6053	0.139	
BLOCK 4, LOT 4	5000	0.115	
BLOCK 7, LOT 5	5000	0.115	
BLOCK 7, LOT 6	5000	0.115	
BLOCK 7, LOT 7	5000	0.115	
BLOCK 7, LOT 8	5000	0.115	
BLOCK 7, LOT 9	5000	0.115	
BLOCK 7, LOT 10	5000	0.115	
BLOCK 7, LOT 11	5000	0.115	
BLOCK 7, LOT 12	5000	0.115	
BLOCK 13, LOT 13	5000	0.115	
BLOCK 13, LOT 14	5000	0.115	
BLOCK 15, LOT 15	5000	0.115	
BLOCK 15, LOT 16	5000	0.115	
BLOCK 17, LOT 17	5000	0.115	
BLOCK 17, LOT 18	5000	0.115	
BLOCK 19, LOT 19	4992	0.115	
BLOCK 20, LOT 20	6066	0.139	
BLOCK 21, LOT 21	9646	0.221	
BLOCK 22, LOT 22	8165	0.187	
BLOCK 23, LOT 23	5055	0.116	
BLOCK 24, LOT 24	6249	0.143	
BLOCK 25, LOT 25	6614	0.152	
BLOCK 26, LOT 26	4802	0.110	
BLOCK 27, LOT 27	4802	0.110	
BLOCK 28, LOT 28	4802	0.110	
BLOCK 29, LOT 29	4802	0.110	
BLOCK 30, LOT 30	4802	0.110	
BLOCK 31, LOT 31	4802	0.110	
BLOCK 32, LOT 32	4802	0.110	
BLOCK 33, LOT 33	4802	0.110	
BLOCK 34, LOT 34	4802	0.110	
BLOCK 35, LOT 35	4802	0.110	
BLOCK 36, LOT 36	4802	0.110	
BLOCK 37, LOT 37	4802	0.110	
BLOCK 38, LOT 38	4802	0.110	
BLOCK 39, LOT 39	4802	0.110	
BLOCK 40, LOT 40	4802	0.110	
BLOCK 41, LOT 41	4802	0.110	
BLOCK 42, LOT 42	4802	0.110	
BLOCK 43, LOT 43	4802	0.110	
BLOCK 44, LOT 44	4802	0.110	
BLOCK 45, LOT 45	4802	0.110	
BLOCK 46, LOT 46	5902	0.135	

OPEN SPACE DATA		
BLOCK & LOT	SQ.FOOT	ACRE
LOT 6X, BLOCK U PARK AND OPEN SPACE	55067	1.264

LOT DATA			
BLOCK & LOT	SQ.FOOT	ACRE	
BLOCK E, LOT 11	90.50	0.137	
BLOCK E, LOT 12	4813	0.17	
BLOCK E, LOT 13	5027	0.115	
BLOCK E, LOT 14	5027	0.115	
BLOCK E, LOT 15	7406	0.107	
BLOCK E, LOT 16	8555	0.196	
BLOCK E, LOT 17	8878	0.204	
BLOCK E, LOT 18	6631	0.152	
BLOCK E, LOT 19	5040	0.116	
BLOCK E, LOT 20	5040	0.116	
BLOCK E, LOT 21	5040	0.116	
BLOCK E, LOT 22	6140	0.141	
BLOCK E, LOT 23	6851	0.157	
BLOCK E, LOT 24	5149	0.118	
BLOCK E, LOT 25	5149	0.118	
BLOCK E, LOT 26	5149	0.118	
BLOCK E, LOT 27	5149	0.118	
BLOCK E, LOT 28	5149	0.118	
BLOCK E, LOT 29	7552	0.173	

LOT DATA			
BLOCK & LOT	SQ.FOOT	ACRE	
BLOCK 8, LOT 1	7620	0.175	
BLOCK 8, LOT 2	7006	0.161	
BLOCK 8, LOT 3	7006	0.161	
BLOCK 8, LOT 4	7006	0.161	
BLOCK 8, LOT 5	7006	0.161	
BLOCK 8, LOT 6	7006	0.161	
BLOCK 8, LOT 7	7006	0.161	
BLOCK 8, LOT 8	7006	0.161	
BLOCK 8, LOT 9	7006	0.161	
BLOCK 8, LOT 10	7006	0.161	
BLOCK 8, LOT 11	7006	0.161	
BLOCK 8, LOT 12	7006	0.161	
BLOCK 8, LOT 13	9988	0.229	
BLOCK 8, LOT 14	9950	0.137	
BLOCK 8, LOT 15	4800	0.110	
BLOCK 8, LOT 16	4800	0.110	
BLOCK 8, LOT 17	4800	0.110	
BLOCK 8, LOT 18	4800	0.110	
BLOCK 8, LOT 19	4800	0.110	
BLOCK 8, LOT 20	4800	0.110	
BLOCK 8, LOT 21	4800	0.110	
BLOCK 8, LOT 22	4800	0.110	
BLOCK 8, LOT 23	4800	0.110	
BLOCK 8, LOT 24	4800	0.110	
BLOCK 8, LOT 25	4800	0.110	
BLOCK 8, LOT 26	4800	0.110	
BLOCK 8, LOT 27	4800	0.110	
BLOCK 8, LOT 28	5607	0.129	

LOT DATA		
BLOCK & LOT	SQ.FOOT	ACRE
BLOCK U, LOT 1	6140	0.141
BLOCK U, LOT 2	5040	0.116
BLOCK U, LOT 3	5040	0.116
BLOCK U, LOT 4	5040	0.116
BLOCK U, LOT 5	8946	0.205

"FINAL PLAT FOR REVIEW PURPOSE ONLY"

RECOMMENDED FOR APPROVAL

JOSEPH MATHEWS, CHAIRMAN,
PLANNING & ZONING COMMISSION
CITY OF HUTCHINS, TEXAS

DATE _____

DATE OF PREPARATION: JUNE 24, 2024

FINAL PLAT
OF
SOUTHAVEN PHASE B
BLOCK D, BLOCK E, BLOCK M, BLOCK N,
BLOCK P, BLOCK Q - BLOCK U

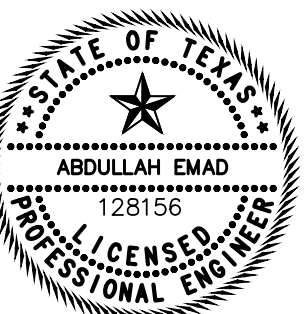
LOTS 6-19, BLOCK D; LOTS 11-29, BLOCK E, LOTS 40-43, BLOCK M
AND HOA MAINTAINED OPEN SPACE LOT 45X, BLOCK M; LOTS
15-27, BLOCK N; LOTS 1-26, BLOCK P; LOTS 1-41, BLOCK Q; LOTS
-20, BLOCK R; LOTS 1-28, BLOCK S; LOTS 2-46, BLOCK T; LOTS 1-5,
BLOCK U AND HOA MAINTAINED OPEN SPACE LOT 6X, BLOCK U

BEING A 43.702 ACRES SITUATED IN THE
THOMAS J. WAMPLER SURVEY, ABSTRACT NO. 1538 AND
THOMAS FREEMAN SURVEY, ABSTRACT NO. 453,
CITY OF HUTCHINS, DALLAS COUNTY, TEXAS.

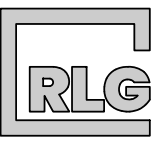
214 RESIDENTIAL LOTS
2 HOA MAINTAINED OPEN SPACE LOTS

SHEET 1 OF 3

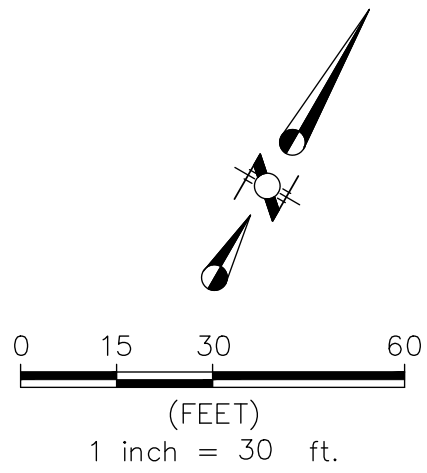
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"THE SEAL APPEARING ON THIS
DRAWING WAS AUTHORIZED BY
ABDULLAH EMAD, P.E. 128156 ON
February 22, 2024"

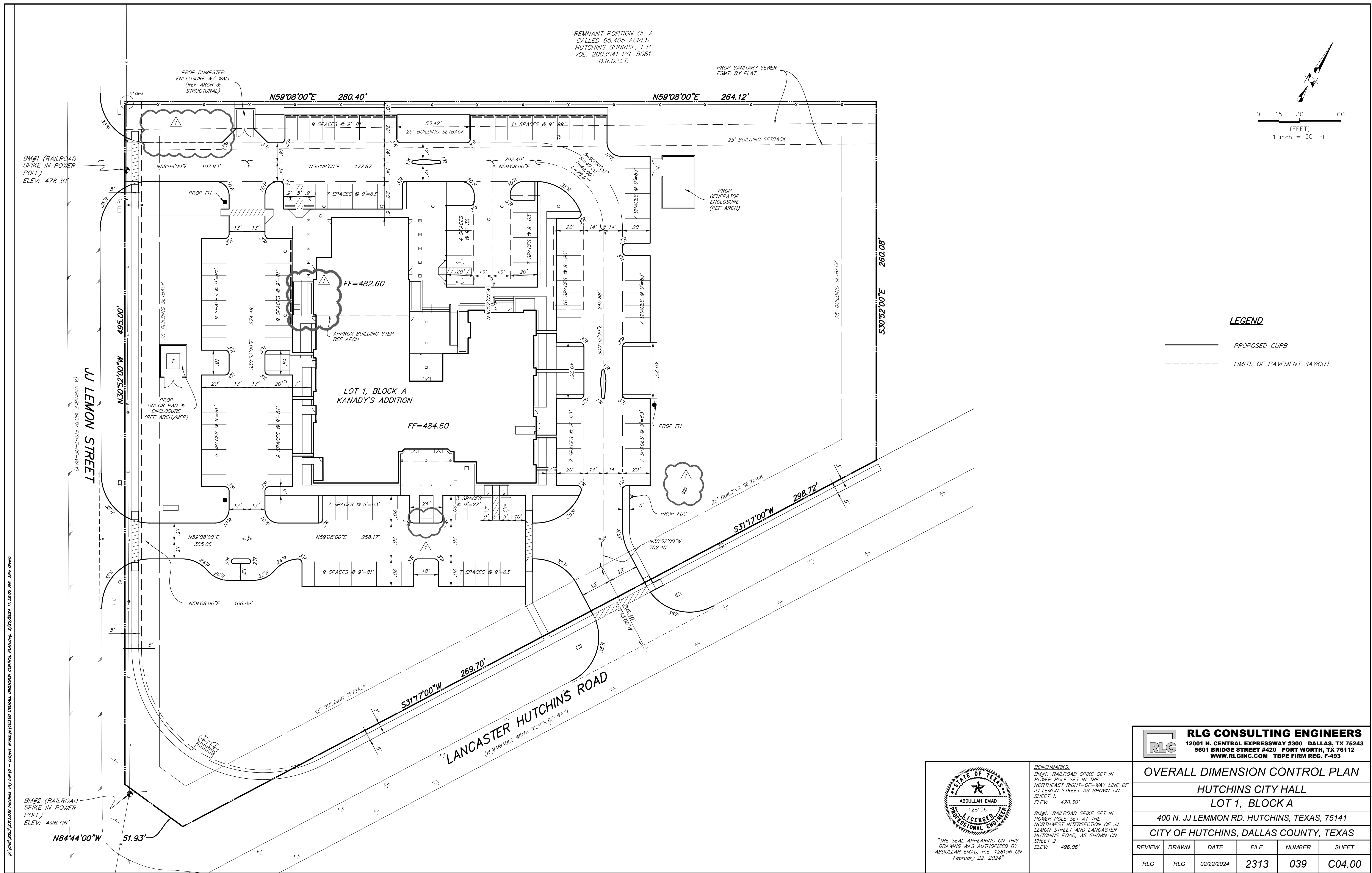


RLG CONSULTING ENGINEERS
12001 N. CENTRAL EXPRESSWAY #300 DALLAS, TX 75243
5601 BRIDGE STREET #420 FORT WORTH, TX 76112
WWW.RLGINC.COM TBPE FIRM REG. F-493

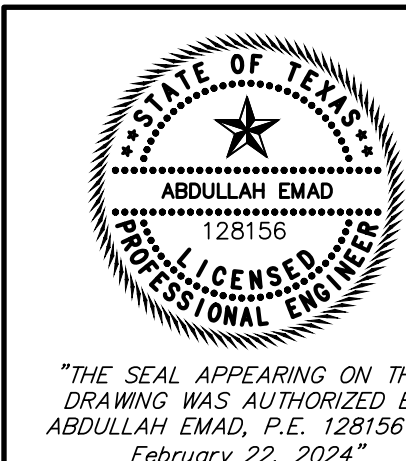


LEGEND

- PROPOSED CURB
- - - - LIMITS OF PAVEMENT SAWCUT



A: 12/15/2023 12:30 PM Abdullah Emad, P.E. 128156
P: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
C: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
D: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
E: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
F: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
G: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
H: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
I: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
J: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
K: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
L: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
M: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
N: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
O: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
P: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
Q: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
R: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
S: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
T: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
U: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
V: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
W: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
X: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
Y: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156
Z: 02/22/2024 11:28:07 AM Abdullah Emad, P.E. 128156



"THE SEAL APPEARING ON THIS
DRAWING WAS AUTHORIZED BY
ABDULLAH EMAD, P.E. 128156 ON
February 22, 2024"

BENCHMARKS:
BM#1: RAILROAD SPIKE SET IN
POWER POLE SET IN THE
NORTHWEST CORNER OF LOT 1,
J.J. LEMMON STREET AND
LANCASTER HUTCHINS ROAD,
AS SHOWN ON SHEET 1.
ELEV: 478.30'
BM#2: RAILROAD SPIKE SET IN
POWER POLE SET AT THE
NORTHWEST CORNER OF LOT 1,
J.J. LEMMON STREET AND
LANCASTER HUTCHINS ROAD,
AS SHOWN ON SHEET 2.
ELEV: 496.06'

RLG CONSULTING ENGINEERS					
12001 N. CENTRAL EXPRESSWAY #300 DALLAS, TX 75243 5601 BRIDGE STREET #420 FORT WORTH, TX 76112 WWW.RLGINC.COM TBPE FIRM REG. F-493					
OVERALL DIMENSION CONTROL PLAN					
HUTCHINS CITY HALL					
LOT 1, BLOCK A					
400 N. J.J. LEMMON RD. HUTCHINS, TEXAS, 75141					
CITY OF HUTCHINS, DALLAS COUNTY, TEXAS					
REVIEW	DRAWN	DATE	FILE	NUMBER	SHEET
RLG	RLG	02/22/2024	2313	039	C04.00

Revisions: 1 02/22/2024 ADDENDUM 1
Issue Date: 02.08.2024

Hutchins City Hall

ADDENDUM 01
400 N. J.J. LEMMON RD.
HUTCHINS, TX 75141

**OVERALL DIMENSION
CONTROL PLAN**

Project No.

C04.00



APPENDIX: Site Visit Photo Log



Photo 1 – W. Wintergreen Rd WB Stop Sign



Photo 2 – W. Wintergreen Rd EB Stop Sign



Photo 3 – Curvature on Lancaster Hutchins Rd South of Intersection



Photo 4 – Vegetation on West Side of Lancaster Hutchins Rd



APPENDIX: Crash Report Summaries

TXDOT CRIS DATA: WINTERGREEN RD AT LANCASTER HUTCHINS RD								
Crash ID	Contributing Factors	Crash Date	Crash Severity	Intersection Related	Manner of Collision	Surface Condition	Weather Condition	One Person's Property Exceeds \$1000 In Damages
19992754	DISREGARD STOP SIGN AND GO SIGNAL; DISREGARD STOP SIGN OR LIGHT; DRIVER INATTENTION; FAILED TO YIELD RIGHT OF WAY - STOP SIGN; UNSAFE SPEED	1/20/2024	N - NOT INJURED	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
19984564	FAILED TO CONTROL SPEED; FAILED TO YIELD RIGHT OF WAY - STOP SIGN	1/20/2024	N - NOT INJURED	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
20089036	DRIVER INATTENTION; TURNED IMPROPERLY - CUT CORNER ON LEFT	3/21/2024	N - NOT INJURED	INTERSECTION RELATED	ANGLE - ONE LEFT TURN - ONE STOPPED	WET	RAIN	YES
20122471	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	4/5/2024	N - NOT INJURED	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
20179004	DRIVER INATTENTION	5/9/2024	N - NOT INJURED	INTERSECTION RELATED	SAME DIRECTION - BOTH GOING STRAIGHT - REAR END	DRY	CLOUDY	YES
20183404	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	5/14/2024	A - SUSPECTED SERIOUS INJURY	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
20232721	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	6/11/2024	B - SUSPECTED MINOR INJURY	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	WET	CLEAR	YES
20359547	DISREGARD STOP SIGN OR LIGHT; DRIVER INATTENTION	8/27/2024	B - SUSPECTED MINOR INJURY	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
20430386	FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	9/24/2024	N - NOT INJURED	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
20489230	DRIVER INATTENTION	11/7/2024	N - NOT INJURED	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES
20501577	FAILED TO YIELD RIGHT OF WAY - STOP SIGN	11/8/2024	N - NOT INJURED	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	WET	RAIN	YES
20538263	DISREGARD STOP SIGN OR LIGHT	11/26/2024	A - SUSPECTED SERIOUS INJURY	INTERSECTION	ANGLE - BOTH GOING STRAIGHT	DRY	CLEAR	YES



APPENDIX: Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lancaster Hutchins Rd/Lancaster Hutchins Rd & W Wintergreen Rd
City: Hutchins
Control: 2-Way Stop(EB/WB)

Project ID: 25-470038-001
Date: 1/28/2025

Data - Cars

NS/EW Streets:	N Lancaster Hutchins Rd/Lancaster Hutchins Rd				N Lancaster Hutchins Rd/Lancaster Hutchins Rd				W Wintergreen Rd				W Wintergreen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
12:00 AM	2	5	0	0	1	9	1	0	3	2	0	0	1	0	0	0	24
12:15 AM	0	3	0	0	3	9	1	0	0	2	0	0	0	1	1	0	20
12:30 AM	0	2	0	0	1	1	1	0	0	1	0	0	0	0	0	0	6
12:45 AM	0	1	0	0	0	2	0	0	3	2	0	0	0	0	0	0	8
1:00 AM	0	1	0	0	2	5	1	0	0	1	0	0	0	0	0	0	10
1:15 AM	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	5
1:30 AM	0	2	1	0	1	1	1	0	0	1	0	0	0	2	0	0	9
1:45 AM	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	3	0	0	0	5	3	0	0	1	0	0	0	0	0	0	9
2:15 AM	0	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	5
2:30 AM	0	6	0	0	1	3	2	0	2	0	0	0	1	0	2	0	17
2:45 AM	0	6	0	0	0	3	2	0	0	0	0	0	2	1	0	0	14
3:00 AM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	1	0	7
3:15 AM	0	2	1	0	3	7	3	0	0	1	0	0	0	0	0	0	17
3:30 AM	0	8	0	0	0	5	4	0	3	1	0	0	0	0	2	0	23
3:45 AM	1	6	3	0	3	4	1	0	2	0	0	0	0	1	1	0	22
4:00 AM	0	8	4	0	0	7	0	0	0	4	0	0	3	0	0	0	26
4:15 AM	0	9	2	0	1	9	0	0	0	1	2	0	3	0	0	0	27
4:30 AM	0	8	8	0	0	9	0	0	1	1	3	0	3	2	0	0	35
4:45 AM	1	4	4	0	0	18	2	0	0	4	7	0	4	1	0	0	45
5:00 AM	0	9	5	0	1	18	2	0	0	1	2	0	6	6	4	0	54
5:15 AM	0	15	8	0	1	28	0	0	1	1	10	0	12	3	1	0	80
5:30 AM	0	16	8	0	0	57	0	0	1	6	11	0	13	1	0	0	114
5:45 AM	3	23	15	0	1	42	1	0	1	4	22	0	10	1	3	0	126
6:00 AM	1	26	6	0	1	52	3	0	1	5	7	0	6	2	1	0	111
6:15 AM	0	26	13	0	4	42	3	0	0	2	2	0	10	3	1	0	106
6:30 AM	2	26	17	0	2	52	5	0	0	6	2	0	9	10	3	0	134
6:45 AM	1	43	18	0	2	55	2	0	8	5	6	0	12	11	2	0	165
7:00 AM	2	38	8	0	0	55	8	0	0	5	5	0	12	8	1	0	142
7:15 AM	2	43	7	0	0	44	10	0	6	3	1	0	11	8	1	0	136
7:30 AM	0	47	15	0	2	32	4	0	9	5	3	0	10	6	2	0	135
7:45 AM	3	64	13	0	2	45	3	0	6	4	4	0	10	6	2	0	162
8:00 AM	1	48	14	0	1	29	3	0	6	7	5	0	6	7	4	0	131
8:15 AM	0	33	9	0	1	18	1	0	1	1	5	0	9	7	2	0	87
8:30 AM	0	24	2	0	6	33	0	0	2	5	2	0	6	3	0	0	83
8:45 AM	3	24	11	0	0	25	3	0	1	3	4	0	8	4	4	0	90
9:00 AM	4	16	8	0	0	13	4	0	3	8	2	0	4	2	1	0	65
9:15 AM	3	23	6	0	0	23	0	0	3	3	7	0	7	6	0	0	79
9:30 AM	3	19	7	0	0	21	1	0	0	5	4	0	5	2	0	0	67
9:45 AM	0	23	5	0	0	24	2	0	1	1	7	0	3	4	1	0	71
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	3.48%	72.80%	23.72%	0.00%	4.52%	87.51%	7.97%	0.00%	22.68%	34.71%	42.61%	0.00%	55.52%	32.84%	11.64%	0.00%	2474
PEAK HR:	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL:	7	192	43	0	4	176	25	0	21	17	13	0	43	28	6	0	575
PEAK HR FACTOR:	0.583	0.750	0.717	0.000	0.500	0.800	0.625	0.000	0.583	0.850	0.650	0.000	0.896	0.875	0.750	0.000	0.887
PEAK %s:	0.756				0.813				0.750				0.917				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	2	19	4	0	3	12	4	0	5	1	1	0	6	3	1	0	61
10:15 AM	2	20	6	0	3	20	1	0	2	3	0	0	4	2	2	0	65
10:30 AM	2	20	4	0	0	15	2	0	1	3	1	0	5	4	2	0	59
10:45 AM	1	15	4	0	2	20	0	0	1	4	3	0	9	5	1	0	65
11:00 AM	0	23	10	0	1	26	2	0	7	0	2	0	8	4	2	0	85
11:15 AM	2	31	4	0	1	20	4	0	2	4	2	0	10	4	3	0	87
11:30 AM	2	29	7	0	0	27	4	0	0	2	5	0	7	4	1	0	88
11:45 AM	2	21	9	0	1	24	5	0	3	3	4	0	12	4	0	0	88
12:00 PM	6	32	11	0	2	24	5	0	3	5	3	0	10	3	2	0	106
12:15 PM	3	34	3	0	0	23	3	0	2	3	4	0	11	4	2	0	92
12:30 PM	2	21	8	0	0	23	3	0	2	5	3	0	7	6	2	0	82
12:45 PM	3	21	5	0	3	28	5	0	2	6	0	0	17	6	3	0	99
1:00 PM	1	38	12	0	3	19	4	0	3	4	2	0	15	5	2	0	108
1:15 PM	3	27	6	0	1	21	1	0	1	0	3	0	4	6	2	0	75
1:30 PM	5	22	6	0	3	15	3	0	6	3	3	0	14	7	2	0	89
1:45 PM	3	35	5	0	2	28	4	0	2	9	10	0	9	4	3	0	114
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	7.08%	74.05%	18.87%	0.00%	5.95%	82.14%	11.90%	0.00%	29.37%	38.46%	32.17%	0.00%	59.44%	28.51%	12.05%	0.00%	1363
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	12	122	29	0	9	83	12	0	12	16	18	0	42	22	9	0	386
PEAK HR FACTOR:	0.600	0.803	0.604	0.000	0.750	0.741	0.750	0.000	0.500	0.444	0.450	0.000	0.700	0.786	0.750	0.000	0.846
PEAK %s:	0.799				0.765				0.548				0.793				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	3	33	10	0	1	24	1	0	1	2	5	0	9	5	3	0	97
2:15 PM	1	28	6	0	0	34	4	0	2	5	3	0	13	5	0	0	101
2:30 PM	18	78	15	0	2	35	4	0	1	4	5	0	16	7	5	0	190
2:45 PM	4	48	17	0	3	44	8	0	6	5	7	0	12	7	3	0	164
3:00 PM	9	51	13	0	1	44	8	0	1	0	2	0	18	10	3	0	160
3:15 PM	9	39	9	0	0	30	7	0	13	6	6	0	16	5	1	0	141
3:30 PM	4	70	6	0	6	47	5	0	5	2	1	0	17	8	3	0	174
3:45 PM	8	57	7	0	1	55	6	0	4	7	3	0	15	5	2	0	170
4:00 PM	7	57	15	0	0	38	7	0	4	4	2	0	14	7	2	0	157
4:15 PM	2	80	12	0	0	56	6	0	11	6	5	0	10	5	1	0	194
4:30 PM	5	96	16	0	1	58	6	0	9	14	1	0	19	9	0	0	234
4:45 PM	3	53	12	0	1	72	6	0	8	14	4	0	17	11	0	0	201
5:00 PM	6	88	16	0	1	61	12	0	12	15	6	0	18	7	3	0	245
5:15 PM	3	77	17	0	0	55	6	0	6	19	7	0	11	12	1	0	214
5:30 PM	4	72	10	0	3	58	5	0	10	8	5	0	14	11	0	0	200
5:45 PM	1	62	8	0	2	35	7	0	3	8	7	0	15	8	3	0	159
6:00 PM	4	50	14	0	0	45	7	0	4	6	1	0	10	10	1	0	152
6:15 PM	1	52	12	0	0	32	4	0	2	7	2	0	14	8	1	0	135
6:30 PM	6	44	13	0	0	33	2	0	6	16	3	0	8	10	1	0	142
6:45 PM	1	30	7	0	0	23	3	0	7	15	4	0	7	3	1	0	101
7:00 PM	2	26	9	0	0	25	4	0	6	20	2	0	8	3	0	0	105
7:15 PM	1	32	6	0	0	15	3	0	2	17	0	0	7	2	0	0	85
7:30 PM	2	23	4	0	3	15	2	0	3	3	5	0	5	3	0	0	66
7:45 PM	1	20	9	0	0	18	0	0	4	2	1	0	5	2	1	0	63
8:00 PM	0	24	8	0	0	18	0	0	4	2							

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lancaster Hutchins Rd/Lancaster Hutchins Rd & W Wintergreen Rd
City: Hutchins
Control: 2-Way Stop(EB/WB)

Project ID: 25-470038-001
Date: 1/28/2025

Data - HT

NS/EW Streets:	N Lancaster Hutchins Rd/Lancaster Hutchins Rd				N Lancaster Hutchins Rd/Lancaster Hutchins Rd				W Wintergreen Rd				W Wintergreen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
12:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
12:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4
1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:45 AM	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	0	3	0	0	0	0	0	0	0	1	0	2	0	1	0	8
4:45 AM	0	0	2	0	0	0	0	0	0	0	2	0	2	0	2	0	8
5:00 AM	2	0	2	0	0	0	0	0	0	1	0	0	2	1	1	0	9
5:15 AM	1	0	2	0	0	0	0	0	0	0	0	0	3	1	0	0	7
5:30 AM	1	0	4	0	1	0	0	0	0	0	0	0	3	3	2	0	11
5:45 AM	0	1	3	0	0	1	0	0	0	1	1	0	1	0	1	0	9
6:00 AM	3	1	1	0	1	1	0	0	1	1	2	0	2	0	0	0	13
6:15 AM	1	2	1	0	0	1	1	0	0	0	0	0	3	2	1	0	12
6:30 AM	1	4	3	0	1	0	0	0	0	0	0	0	3	0	0	0	12
6:45 AM	4	0	5	0	0	1	0	0	0	1	1	0	2	0	0	0	14
7:00 AM	0	0	1	0	1	0	0	0	0	2	0	0	3	3	1	0	11
7:15 AM	1	4	4	0	0	0	0	0	0	0	1	0	6	5	0	0	21
7:30 AM	1	2	2	0	0	3	1	0	0	0	1	0	3	1	0	0	14
7:45 AM	2	5	5	0	0	7	0	0	0	0	0	0	3	1	1	0	24
8:00 AM	1	4	2	0	2	2	1	0	0	1	0	0	0	1	1	0	15
8:15 AM	0	2	2	0	0	2	0	0	1	1	0	0	0	0	1	0	9
8:30 AM	0	3	2	0	0	2	0	0	0	2	3	0	3	1	0	0	16
8:45 AM	3	1	3	0	0	1	1	0	0	1	3	0	4	2	3	0	22
9:00 AM	3	3	7	0	0	4	0	0	0	3	0	0	5	1	0	0	26
9:15 AM	1	4	2	0	0	1	0	0	0	1	0	0	5	4	0	0	18
9:30 AM	0	4	3	0	0	4	1	0	0	1	4	0	4	3	0	0	24
9:45 AM	1	1	9	0	0	4	0	0	1	0	5	0	6	5	0	0	32
TOTAL VOLUMES:	NL 27	NT 45	NR 72	NU 0	SL 8	ST 34	SR 11	SU 0	EL 13	ET 20	ER 25	EU 0	WL 65	WT 43	WR 14	WU 0	TOTAL 377
APPROACH %'s:	18.75%	31.25%	50.00%	0.00%	15.09%	64.15%	20.75%	0.00%	22.41%	34.48%	43.10%	0.00%	53.28%	35.25%	11.48%	0.00%	
PEAK HR:	07:00 AM - 08:00 AM																TOTAL 70
PEAK HR VOL:	4	11	12	0	1	10	1	0	0	2	2	0	15	10	2	0	
PEAK HR FACTOR:	0.500	0.550	0.600	0.000	0.250	0.357	0.250	0.000	0.000	0.250	0.500	0.000	0.625	0.500	0.500	0.000	0.729
	0.563				0.429				0.500				0.614				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	6	0	0	1	4	1	0	0	0	0	0	2	3	1	0	25
10:15 AM	0	4	3	0	1	2	2	0	0	3	2	0	3	1	0	0	24
10:30 AM	0	3	8	0	1	3	0	0	0	1	0	0	3	2	0	0	21
10:45 AM	0	2	7	0	0	2	1	0	1	0	0	0	4	2	1	0	20
11:00 AM	2	1	4	0	2	1	1	0	0	2	1	0	7	2	1	0	24
11:15 AM	2	3	4	0	0	1	1	0	0	1	3	1	4	1	1	0	22
11:30 AM	2	2	9	0	1	4	1	0	0	2	1	0	4	3	2	0	31
11:45 AM	0	4	3	0	1	0	0	0	0	2	1	0	8	2	2	0	23
12:00 PM	0	1	8	0	1	1	0	0	0	4	0	0	4	1	1	0	21
12:15 PM	0	2	4	0	0	2	2	0	1	3	0	0	2	1	0	0	17
12:30 PM	3	3	7	0	1	0	3	0	0	3	0	0	4	3	2	0	30
12:45 PM	3	2	2	0	0	2	0	0	0	0	1	0	2	2	1	0	15
1:00 PM	3	2	5	0	2	1	0	0	1	3	1	0	10	2	2	0	32
1:15 PM	0	0	9	0	1	0	1	0	0	2	3	0	3	2	3	0	24
1:30 PM	1	1	3	0	1	3	0	0	0	1	3	0	4	1	1	0	19
1:45 PM	1	4	2	0	3	6	0	0	0	2	3	0	4	1	1	0	27
TOTAL VOLUMES:	NL 17	NT 40	NR 84	NU 0	SL 18	ST 32	SR 13	SU 0	EL 5	ET 31	ER 18	EU 0	WL 68	WT 29	WR 20	WU 0	TOTAL 375
APPROACH %'s:	12.06%	28.37%	59.57%	0.00%	28.57%	50.79%	20.63%	0.00%	9.26%	57.41%	33.33%	0.00%	58.12%	24.79%	17.09%	0.00%	
PEAK HR:	01:00 PM - 02:00 PM																TOTAL 102
PEAK HR VOL:	5	7	19	0	7	10	1	0	1	8	10	0	21	6	7	0	
PEAK HR FACTOR:	0.417	0.438	0.528	0.000	0.583	0.417	0.250	0.000	0.250	0.667	0.833	0.000	0.525	0.750	0.583	0.000	0.797
	0.775				0.500				0.950				0.607				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	1	2	6	0	1	2	0	0	0	0	3	0	5	5	3	0	28
2:15 PM	0	3	2	0	1	1	0	0	0	2	0	0	5	0	2	0	16
2:30 PM	2	2	2	0	1	4	0	0	0	3	0	0	8	0	0	0	22
2:45 PM	1	5	3	0	3	0	0	0	0	0	0	0	3	2	0	0	17
3:00 PM	1	3	5	0	1	1	0	0	0	3	0	0	7	0	1	0	22
3:15 PM	2	1	5	0	1	0	0	0	1	1	1	0	2	0	0	0	14
3:30 PM	1	0	2	0	4	4	0	0	1	0	0	0	4	1	1	0	18
3:45 PM	1	1	1	0	0	2	0	0	1	1	0	0	0	1	1	0	8
4:00 PM	0	5	1	0	1	4	1	0	0	0	1	0	3	1	0	0	17
4:15 PM	0	4	0	0	2	7	2	0	0	1	1	0	3	2	1	0	23
4:30 PM	1	5	0	0	2	2	0	0	0	2	0	0	4	1	1	0	18
4:45 PM	1	5	1	0	0	3	0	0	0	2	1	0	4	2	2	0	21
5:00 PM	2	1	6	0	0	0	0	0	0	1	0	0	3	1	0	0	14
5:15 PM	1	1	7	0	2	1	0	0	1	1	1	0	1	0	0	0	16
5:30 PM	0	1	4	0	1	1	0	0	0	6	0	0	1	1	1	0	16
5:45 PM	1	1	2	0	4	0	1	0	1	1	0	0	2	1	2	0	17
6:00 PM	1	3	3	0	0	0	1	0	0	0	0	0	1	1	0	0	11
6:15 PM	0	6	1	0	1	0	0	0	0	0	0	0	6	0	0	0	14
6:30 PM	0	5	1	0	1	2	0	0	0	2	0	0	1	1	0	0	13
6:45 PM	1	0	3	0	0	0	0	0	0	5	0	0	1	0	2	0	12
7:00 PM	0	0	2	0	0	3	0	0	0	2	2	0	0	0	0	0	9
7:15 PM	0	2	1	0	0	0	0	0	0	1	1	0	2	0	0	0	8
7:30 PM	3	1	1	0	0	0	0	0	0	2	0	0	2	0	2	0	11
7:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	3	1	0	0	6
8:00 PM	0	2	3	0	0	0	0	0	1	0	0	0	2	0	0	0	8
8:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
8:30 PM	0	2	3														



APPENDIX: Speed Data

SPEED
Lancaster Hutchins Rd N/O Witt Rd

Day: Tuesday

Date: 4/1/2025

City: Hutchins

Project #: TX25_470112_001

	Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS														Total
		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15		15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15	15 20		20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99				
HOURLY BREAKDOWN	0:00	0	0	0	0	1	0	2	3	9	7	0	0	0	22	0	0	0	0	1	1	1	4	2	2	0	0	1	12	0	0	0	2	1	3	7	11	9	0	0	1	34				
	1:00	0	0	0	0	0	0	0	0	5	2	5	0	0	13	0	0	0	0	0	0	0	3	6	7	3	2	0	21	0	0	0	0	0	0	8	8	12	3	2	1	34				
	2:00	0	0	0	0	0	1	2	2	7	4	5	2	0	23	0	0	0	0	0	0	0	3	6	7	3	0	3	22	0	0	0	0	1	2	5	13	11	8	2	3	45				
	3:00	0	0	0	0	0	2	1	2	3	1	2	0	0	11	0	0	0	0	0	0	1	2	3	4	4	2	1	17	0	0	0	0	2	2	4	6	5	6	2	1	28				
	4:00	0	0	0	0	0	0	1	5	13	15	3	3	4	44	0	0	0	0	0	0	1	4	14	19	4	1	1	44	0	0	0	0	0	2	9	27	34	7	4	5	88				
	5:00	0	0	0	0	0	0	4	5	19	29	10	3	1	71	0	0	0	0	0	1	3	44	62	57	30	6	2	205	0	0	0	0	0	1	7	49	81	86	40	9	3	276			
	6:00	0	0	0	1	0	1	2	29	36	34	18	9	3	133	0	0	0	0	0	1	12	63	61	58	19	1	5	220	0	0	0	1	0	2	14	92	97	92	37	10	8	353			
	7:00	0	0	0	0	0	0	6	70	81	50	17	12	4	240	0	0	0	0	2	4	10	61	83	78	17	11	1	267	0	0	0	0	2	4	16	131	164	128	34	23	5	507			
	8:00	0	0	0	0	1	2	4	43	68	54	14	4	1	191	0	0	0	0	0	2	6	44	51	41	7	2	3	156	0	0	0	0	1	4	10	87	119	95	21	6	4	347			
	9:00	0	0	0	0	0	1	5	12	31	26	16	9	4	104	0	0	0	0	0	2	8	37	48	35	20	4	1	155	0	0	0	0	0	3	13	49	79	61	36	13	5	259			
	10:00	0	0	0	1	1	1	8	25	41	31	9	5	1	123	0	0	0	0	1	3	11	22	29	22	10	1	0	99	0	0	0	1	2	4	19	47	70	53	19	6	1	222			
	11:00	0	0	0	0	0	1	5	4	24	45	42	10	5	2	138	0	0	0	0	1	5	11	38	37	11	5	1	146	0	0	0	0	2	10	15	62	82	79	21	10	3	284			
	12:00	0	0	0	0	2	3	5	49	56	24	19	7	1	166	0	0	0	0	2	2	15	47	51	28	9	1	1	156	0	0	0	0	4	5	20	96	107	52	28	8	2	322			
	13:00	0	0	0	0	2	3	4	31	51	37	27	8	4	167	0	0	0	1	1	4	9	28	48	23	15	6	0	135	0	0	0	1	3	7	13	59	99	60	42	14	4	302			
14:00	0	0	0	0	2	6	10	74	87	55	28	9	3	274	0	0	0	0	1	5	17	38	49	30	12	6	1	159	0	0	0	0	3	11	27	112	136	85	40	15	4	433				
15:00	0	0	0	0	1	2	8	69	92	83	38	8	3	304	0	0	0	0	0	2	9	42	54	48	19	4	2	180	0	0	0	0	0	1	4	17	111	146	131	57	12	5	484			
16:00	0	0	0	0	1	2	8	95	97	84	42	7	2	338	0	0	0	0	0	1	11	50	93	64	26	3	1	249	0	0	0	0	1	3	19	145	190	148	68	10	3	587				
17:00	0	0	0	0	0	0	11	99	102	66	47	9	4	338	0	0	0	0	0	0	6	50	91	75	28	3	0	253	0	0	0	0	0	17	149	193	141	75	12	4	591					
18:00	0	0	0	0	0	1	7	26	44	68	29	13	2	190	0	0	0	0	0	1	15	36	55	46	20	5	0	178	0	0	0	0	2	22	62	99	114	49	18	2	368					
19:00	0	0	0	0	1	2	2	14	32	42	17	8	1	119	0	0	0	0	0	4	5	34	42	35	8	2	1	131	0	0	0	0	1	6	7	48	74	77	25	10	2	250				
20:00	0	0	0	1	0	3	0	12	29	26	10	6	2	89	0	0	0	0	0	2	9	20	26	20	2	2	1	82	0	0	0	1	0	5	9	32	55	46	12	8	3	171				
21:00	0	0	0	0	0	0	1	8	17	16	10	5	4	61	0	0	0	0	0	1	6	20	16	7	5	0	0	55	0	0	0	0	1	7	28	33	23	15	5	4	116					
22:00	0	0	0	2	0	0	3	1	8	24	8	8	2	56	0	0	0	1	0	3	4	6	7	6	1	1	2	31	0	0	0	3	0	3	7	7	15	30	9	9	4	87				
23:00	0	0	0	0	0	0	1	4	2	6	5	3	0	21	0	0	0	0	0	1	7	9	5	7	0	0	0	29	0	0	0	0	0	1	8	13	7	13	5	3	0	50				
Totals		0	0	0	5	13	35	99	707	972	829	384	143	49	3,236	0	0	0	2	9	45	177	705	939	756	273	68	28	3,002	0	0	0	7	22	80	276	1,412	1,911	1,585	657	211	77	6,238			
% of Totals						0%	0%	1%	3%	22%	30%	26%	12%	4%	2%	100%					0%	0%	1%	6%	23%	31%	25%	9%	2%	1%	100%													100%		

STATISTICS	00:00 - 12:00	0	0	0	2	4	13	39	225	355	298	104	52	21	1113	0	0	0	0	5	19	64	325	402	367	128	35	19	1364	0	0	0	2	9	32	103	550	757	665	232	87	40	2477
	%	0%	0%	0%	0%	0%	0%	1%	7%	11%	9%	3%	2%	1%	34%	0%	0%	0%	0%	0%	1%	2%	10%	12%	11%	4%	1%	1%	42%	0%	0%	0%	0%	0%	1%	3%	17%	23%	21%	7%	3%	1%	77%
	Peak Hour	0:00	0:00	0:00	6:00	10:15	10:45	7:15	7:15	7:00	7:15	5:45	6:45	6:30	7:15	0:00	0:00	0:00	0:00	11:15	9:30	10:15	6:15	7:15	5:30	5:15	7:00	5:30	7:00	0:00	0:00	0:00	6:00	11:15	11:00	10:15	7:00	7:15	7:15	5:30	6:45	6:15	7:00
	Peak Volume	0	0	0	1	2	5	9	75	81	61	21	14	5	259	0	0	0	0	3	5	15	71	84	80	36	11	6	267	0	0	0	1	4	10	21	131	165	132	48	24	9	507
	12:00 - 24:00	0	0	0	3	9	22	60	482	617	531	280	91	28	2123	0	0	0	2	4	26	113	380	537	389	145	33	0	1638	0	0	0	5	13	48	173	862	1154	920	425	124	37	3761
	%	0%	0%	0%	0%	0%	1%	2%	15%	19%	16%	9%	3%	1%	66%	0%	0%	0%	0%	0%	1%	3%	12%	17%	12%	4%	1%	0%	51%	0%	0%	0%	0%	0%	1%	5%	27%	36%	28%	13%	4%	1%	116%
	Peak Hour	12:00	12:00	12:00	22:00	14:30	14:00	16:30	16:15	16:15	15:30	17:15	17:45	13:45	16:15	12:00	12:00	12:00	12:45	12:00	13:45	14:15	16:30	16:30	16:15	13:00	14:15	16:15	12:00	12:00	22:00	12:00	14:00	14:00	16:15	16:30	16:15	16:15	17:45	13:45	16:15		
	Peak Volume	0	0	0	2	3	6	14	122	117	94	50	14	5	387	0	0	0	1	2	6	18	53	99	79	37	6	2	274	0	0	0	3	4	11	27	173	213	160	82	18	6	661
	07:00 - 09:00	0	0	0	0	1	2	10	113	149	104	31	16	5	431	0	0	0	0	2	6	16	105	134	119	24	13	4	423	0	0	0	0	3	8	26	218	283	223	55	29	9	854
	%	0%	0%	0%	0%	0%	0%	0%	3%	5%	3%	1%	0%	0%	13%	0%	0%	0%	0%	0%	3%	4%	4%	1%	0%	0%	0%	13%	0%	0%	0%	0%	0%	1%	7%	9%	7%	2%	1%	0%	26%		
	Peak Hour	7:00	7:00	7:00	7:00	7:30	7:45	7:15	7:00	7:00	7:15	7:00	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:30	7:00	7:15	7:00	7:00	7:45	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:15	7:00	7:00	7:00	7:00	
	Peak Volume	0	0	0	0	1	2	9	75	81	61	18	12	4	259	0	0	0	0	2	4	11	61	84	78	17	11	3	267	0	0	0	0	2	4	19	131	165	132	34	23	5	507
	16:00 - 18:00	0	0	0	0	1	2	19	194	199	150	89	16	6	676	0	0	0	0	0	1	17	100	184	139	54	6	1	502	0	0	0	0	1		36	283	285	143	12	13	113	
%	0%	0%	0%	0%	0%	1%	6%	6%	5%	3%	0%	0%	0%	2%	21%	0%	0%	0%	0%	0%	1%	3%	6%	4%	2%	0%	0%	16%	0%	0%	0%	0%	0%	1%	1%	9%	12%	9%	4%	1%	0%	36%	
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:00	16:30	16:15	16:45	17:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:15	16:15	16:30	16:10	17:00	16:15
Peak Volume	0	0	0	0	1	2	14	122	117	84	48	9	4	387	0	0	0	0	0	1	11	53	99	79	37	5	1	274	0	0	0	0	1	3	20	173	213	160	82	12	4	661	

Prepared by National Data & Surveying Services

SPEED

Lancaster Hutchins Rd N/O Witt Rd

Day: Tuesday
Date: 4/1/2025

City: Hutchins
Project #: TX25_470112_001

Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS														Total
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15		15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15	15 20		20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99				
15-MINUTE BREAKDOWN	0:00	0	0	0	0	1	0	2	1	4	3	0	0	0	11	0	0	0	0	0	1	0	0	2	1	0	0	0	4	0	0	0	0	2	0	2	3	5	3	0	0	0	15		
	0:15	0	0	0	0	0	0	0	1	2	3	0	0	0	6	0	0	0	0	0	1	1	0	1	0	0	0	3	0	0	0	0	0	1	1	1	3	3	0	0	0	9			
	0:30	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	0	4				
	0:45	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	2	0	1	0	0	1	4	0	0	0	0	0	0	0	3	1	1	0	0	1	6			
	1:00	0	0	0	0	0	0	0	3	1	4	0	0	1	9	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4	1	4	0	0	1	10				
	1:15	0	0	0	0	0	0	0	2	1	1	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	2	2	3	0	0	0	7				
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	2	3	0	0	0	5					
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	3	2	0	12	0	0	0	0	0	0	2	3	2	3	2	0	12				
	2:00	0	0	0	0	0	0	0	1	1	0	0	1	1	0	4	0	0	0	0	0	0	0	2	1	0	2	5	0	0	0	0	0	0	1	1	0	2	2	1	2	9			
	2:15	0	0	0	0	0	1	1	0	1	3	1	0	0	7	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	1	1	0	2	4	1	0	0	9			
	2:30	0	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	2	4	2	0	0	1	9	0	0	0	0	0	0	2	7	2	1	0	1	13			
	2:45	0	0	0	0	0	0	0	1	3	1	2	1	0	8	0	0	0	0	0	0	0	1	1	2	2	0	6	0	0	0	0	0	0	2	4	3	4	1	0	14				
	3:00	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2				
	3:15	0	0	0	0	0	1	1	0	1	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	1	1	2	0	0	0	0	5			
	3:30	0	0	0	0	0	1	0	0	1	1	1	0	0	4	0	0	0	0	0	0	1	1	0	2	2	0	6	0	0	0	0	0	1	1	1	3	3	0	0	0	10			
	3:45	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	2	2	2	2	1	9	0	0	0	0	0	0	0	1	2	2	3	2	1	11			
	4:00	0	0	0	0	0	0	0	0	4	5	1	0	2	12	0	0	0	0	0	0	0	2	2	2	1	0	1	8	0	0	0	0	0	0	2	6	7	2	0	3	20			
	4:15	0	0	0	0	0	0	1	2	2	4	0	1	0	10	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	1	2	5	5	0	1	0	14		
	4:30	0	0	0	0	0	0	0	2	5	4	1	1	1	14	0	0	0	0	0	0	0	2	1	8	1	1	0	13	0	0	0	0	0	0	0	4	6	12	2	2	1	27		
	4:45	0	0	0	0	0	0	0	1	2	2	1	1	1	8	0	0	0	0	0	0	0	1	0	8	8	2	0	19	0	0	0	0	0	0	1	1	10	10	3	1	1	27		
	5:00	0	0	0	0	0	0	0	1	2	4	2	1	0	10	0	0	0	0	0	0	0	2	6	3	0	1	0	12	0	0	0	0	0	0	0	3	8	7	2	2	0	22		
	5:15	0	0	0	0	0	0	0	3	2	8	1	1	1	16	0	0	0	0	0	1	1	10	15	10	8	1	0	46	0	0	0	0	0	1	1	13	17	18	9	2	1	62		
	5:30	0	0	0	0	0	0	2	0	5	6	3	1	0	17	0	0	0	0	0	1	1	17	19	20	9	2	0	68	0	0	0	0	0	3	17	24	26	12	3	0	85			
	5:45	0	0	0	0	0	0	2	1	10	11	4	0	0	28	0	0	0	0	0	0	1	15	22	24	13	2	2	79	0	0	0	0	0	3	16	32	35	17	2	2	107			
	6:00	0	0	0	0	0	0	0	3	5	5	2	1	0	16	0	0	0	0	0	1	2	7	13	20	6	0	1	50	0	0	0	0	0	1	2	10	18	25	8	1	1	66		
	6:15	0	0	0	0	0	0	0	3	9	9	8	2	0	31	0	0	0	0	0	0	4	18	10	16	3	0	3	54	0	0	0	0	0	4	21	19	25	11	2	3	85			
	6:30	0	0	0	0	0	0	2	10	13	16	7	2	2	52	0	0	0	0	0	0	3	22	16	9	4	0	0	54	0	0	0	0	0	5	32	29	25	11	2	2	106			
	6:45	0	0	0	1	0	1	0	13	9	4	1	4	1	34	0	0	0	0	0	0	3	16	22	13	6	1	1	62	0	0	0	1	0	1	3	29	31	17	7	5	2	96		
	7:00	0	0	0	0	0	0	0	16	24	10	4	2	1	57	0	0	0	0	1	2	1	15	18	18	5	4	1	65	0	0	0	0	1	2	1	31	42	28	9	6	2	122		
	7:15	0	0	0	0	0	0	4	11	24	15	3	2	1	60	0	0	0	0	0	2	1	17	19	18	5	4	0	66	0	0	0	0	0	2	5	28	43	33	8	6	1	126		
	7:30	0	0	0	0	0	0	0	26	22	10	5	6	2	71	0	0	0	0	0	0	4	14	23	21	4	1	0	67	0	0	0	0	0	4	40	45	31	9	7	2	138			
	7:45	0	0	0	0	0	0	2	17	11	15	5	2	0	52	0	0	0	0	1	0	4	15	23	21	3	2	0	69	0	0	0	0	1	0	6	32	34	36	8	4	0	121		
8:00	0	0	0	0	0	0	3	21	24	21	5	2	0	76	0	0	0	0	0	1	1	8	19	11	2	0	1	43	0	0	0	0	0	1	4	29	43	32	7	2	1	119			
8:15	0	0	0	0	1	1	1	10	18	10	3	0	0	44	0	0	0	0	0	1	2	10	6	9	2	1	1	32	0	0	0	0	1	2	3	20	24	19	5	1	1	76			
8:30	0	0	0	0	0	1	0	10	16	10	2	2	0	41	0	0	0	0	0	0	1	17	9	8	2	0	1	38	0	0	0	0	0	1	1	27	25	18	4	2	1	79			
8:45	0	0	0	0	0	0	0	2	10	13	4	0	1	30	0	0	0	0	0	0	2	9	17	13	1	1	0	43	0	0	0	0	0	2	11	27	26	5	1	1	73				
9:00	0	0	0	0	0	1	2	4	10	6	5	3	2	33	0	0	0	0	0	0	3	10	12	7	6	2	0	40	0	0	0	0	0	1	5	14	22	13	11	5	2	73			
9:15	0	0	0	0	0	0	0	5	8	6	4	2	1	26	0	0	0	0	0	0	8	6	10	7	2	0	33	0	0	0	0	0	0	0	13	14	16	11	4	1	59				
9:30	0	0	0	0	0	0	0	1	9	8	3	2	1	24	0	0	0	0	0	1	3	12	15	7	1	0	0	39	0	0	0	0	0	1	3	13	24	15	4	2	1	63			
9:45	0	0	0	0	0	0	3	2	4	6	4	2	0	21	0	0	0	0	0	1	2	7	15	11	6	0	1	43	0	0	0	0	0	1	5	9	19	17	10	2	1	64			
10:00	0	0	0	0	0	0	2	10	14	7	1	1	0	35	0	0	0	0	0	0	0	7	2	5	4	0	0	18	0	0	0	0	0	2	17	16	12	5	1	0	53				
10:15																																													

Prepared by National Data & Surveying Services

SPEED

Lancaster Hutchins Rd N/O Witt Rd

Day: Tuesday
Date: 4/1/2025

City: Hutchins
Project #: TX25_470112_001

Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS														Total
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15		15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	5 15	15 20		20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99				
15-MINUTE BREAKDOWN	12:00	0	0	0	0	1	0	1	15	12	3	5	4	1	42	0	0	0	0	2	1	7	15	14	8	1	0	0	48	0	0	0	0	3	1	8	30	26	11	6	4	1	90		
	12:15	0	0	0	0	0	0	1	4	8	19	11	5	1	0	49	0	0	0	0	0	1	1	14	15	7	2	1	0	41	0	0	0	0	0	2	5	22	34	18	7	2	0	90	
	12:30	0	0	0	0	0	1	2	0	18	19	6	2	2	0	50	0	0	0	0	0	0	2	4	9	4	6	0	0	25	0	0	0	0	1	2	2	28	10	8	2	0	75		
	12:45	0	0	0	0	0	0	0	0	8	6	4	7	0	0	25	0	0	0	0	0	0	5	14	13	9	0	0	1	42	0	0	0	0	0	0	5	22	19	13	7	0	1	67	
	13:00	0	0	0	0	0	0	0	0	12	12	9	10	3	2	48	0	0	0	0	0	0	6	14	8	2	2	0	32	0	0	0	0	0	0	0	18	26	17	12	5	2	80		
	13:15	0	0	0	0	0	0	0	1	13	15	10	4	2	0	45	0	0	0	0	0	1	2	6	13	2	3	3	0	30	0	0	0	0	0	1	3	19	28	12	7	5	0	75	
	13:30	0	0	0	0	0	2	3	3	3	13	8	3	1	0	36	0	0	0	1	0	1	5	8	9	7	4	0	0	35	0	0	0	1	2	4	8	11	22	15	7	1	0	71	
	13:45	0	0	0	0	0	0	0	0	3	11	10	10	2	2	38	0	0	0	0	1	2	2	8	12	6	6	1	0	38	0	0	0	0	1	2	2	11	23	16	16	3	2	76	
	14:00	0	0	0	0	0	0	0	2	7	11	10	8	4	2	44	0	0	0	0	0	0	1	9	8	4	4	1	0	27	0	0	0	0	0	0	3	16	19	14	12	5	2	71	
	14:15	0	0	0	0	0	0	2	2	11	16	11	5	2	0	49	0	0	0	0	0	2	6	8	15	10	2	3	1	47	0	0	0	0	0	4	8	19	31	21	7	5	1	96	
	14:30	0	0	0	0	0	1	1	3	37	34	18	5	2	1	102	0	0	0	0	0	2	4	6	17	8	3	0	0	40	0	0	0	0	1	3	7	43	51	26	8	2	1	142	
	14:45	0	0	0	0	0	1	3	3	19	26	16	10	1	0	79	0	0	0	0	0	1	1	6	15	9	8	3	2	0	45	0	0	0	0	2	4	9	34	35	24	13	3	0	124
	15:00	0	0	0	0	0	0	0	0	1	15	27	20	11	1	0	75	0	0	0	0	0	2	16	12	13	0	1	1	45	0	0	0	0	0	0	3	31	39	33	11	2	1	120	
	15:15	0	0	0	0	0	1	0	1	7	10	8	10	3	2	42	0	0	0	0	0	2	3	8	15	8	8	0	0	44	0	0	0	0	1	2	4	15	25	16	18	3	2	86	
	15:30	0	0	0	0	0	0	2	6	31	26	25	12	2	1	105	0	0	0	0	0	0	4	8	11	11	5	0	0	39	0	0	0	0	2	10	39	37	36	17	2	1	144		
	15:45	0	0	0	0	0	0	0	0	16	29	30	5	2	0	82	0	0	0	0	0	0	0	10	16	16	6	3	1	52	0	0	0	0	0	0	0	26	45	46	11	5	1	134	
	16:00	0	0	0	0	0	0	1	2	13	23	15	9	2	1	66	0	0	0	0	0	0	1	4	7	21	10	3	0	1	47	0	0	0	0	0	2	6	20	44	25	12	2	2	113
	16:15	0	0	0	0	0	0	0	0	28	19	24	13	2	1	87	0	0	0	0	0	0	4	9	20	16	8	0	0	57	0	0	0	0	0	0	4	37	39	40	21	2	1	144	
	16:30	0	0	0	0	0	1	0	5	31	27	21	10	2	0	97	0	0	0	0	0	0	1	15	29	23	6	2	0	76	0	0	0	0	1	0	6	46	56	44	16	4	0	173	
	16:45	0	0	0	0	0	0	1	1	23	28	24	10	1	0	88	0	0	0	0	0	0	2	19	23	15	9	1	0	69	0	0	0	0	0	0	1	3	42	51	39	19	2	0	157
	17:00	0	0	0	0	0	0	0	7	40	43	12	12	1	0	115	0	0	0	0	0	0	8	23	25	14	2	0	72	0	0	0	0	0	0	7	48	66	37	26	3	0	187		
	17:15	0	0	0	0	0	0	0	1	24	16	18	13	3	2	77	0	0	0	0	0	0	1	11	24	15	6	0	0	57	0	0	0	0	0	2	35	40	33	19	3	2	134		
	17:30	0	0	0	0	0	0	0	1	20	26	20	13	2	0	82	0	0	0	0	0	0	3	11	27	18	5	1	0	65	0	0	0	0	0	4	31	53	38	18	3	0	147		
	17:45	0	0	0	0	0	0	0	2	15	17	16	9	3	2	64	0	0	0	0	0	0	2	20	17	17	3	0	0	59	0	0	0	0	0	4	35	34	33	12	3	2	123		
	18:00	0	0	0	0	0	0	0	0	7	12	24	15	4	0	62	0	0	0	0	0	0	1	8	18	15	7	1	0	50	0	0	0	0	0	1	15	30	39	22	5	0	112		
	18:15	0	0	0	0	0	0	0	5	11	18	18	6	3	2	63	0	0	0	0	0	0	10	7	12	10	8	3	0	50	0	0	0	0	0	15	18	30	28	14	6	2	113		
	18:30	0	0	0	0	0	0	0	2	5	11	12	4	4	0	38	0	0	0	0	0	1	2	12	15	12	5	0	0	47	0	0	0	0	0	1	4	17	26	24	9	4	0	85	
	18:45	0	0	0	0	0	0	1	0	3	3	14	4	2	0	27	0	0	0	0	0	0	2	9	10	9	0	1	0	31	0	0	0	0	0	1	2	12	13	23	4	3	0	58	
	19:00	0	0	0	0	0	0	0	1	6	13	12	5	2	0	39	0	0	0	0	0	2	2	9	15	9	3	0	0	40	0	0	0	0	0	2	3	15	28	21	8	2	0	79	
	19:15	0	0	0	0	0	0	0	0	1	8	10	6	2	1	28	0	0	0	0	0	1	3	7	10	5	3	1	1	31	0	0	0	0	0	1	3	8	18	15	9	3	2	59	
	19:30	0	0	0	0	0	1	0	0	6	6	12	4	4	0	33	0	0	0	0	0	1	0	11	7	10	1	0	0	30	0	0	0	0	0	1	1	0	17	13	22	5	4	0	63
	19:45	0	0	0	0	0	0	2	1	1	5	8	2	0	0	19	0	0	0	0	0	0	0	7	10	11	1	1	0	30	0	0	0	0	0	2	1	8	15	19	3	1	0	49	
	20:00	0	0	0	0	0	1	0	0	3	14	11	4	3	1	37	0	0	0	0	0	1	1	7	7	7	1	0	0	24	0	0	0	0	0	2	1	10	21	18	5	3	1	61	
	20:15	0	0	0	0	0	0	2	0	3	3	3	1	1	1	14	0	0	0	0	0	0	0	4	3	10	1	0	0	15	0	0	0	0	0	2	0	7	13	4	1	1	1	29	
	20:30	0	0	0	0	1	0	0	0	4	4	7	2	1	0	19	0	0	0	0	0	1	4	7	7	5	0	2	1	27	0	0	0	1	0	1	4	11	11	12	2	3	1	46	
	20:45	0	0	0	0	0	0	0	0	2	8	5	3	1	0	19	0	0	0	0	0	0	4	2	2	7	1	0	0	16	0	0	0	0	0	0	4	4	10	12	4	1	0	35	
21:00	0	0	0	0	0	0	0	1	1	4	5	4	1	0	16	0	0	0	0	0	0	1	3	6	7	1	1	0	19	0	0	0	0	0	1	4	7	11	6	5	1	0	35		
21:15	0	0	0	0	0	0	0	0	4	6	3	1	2	1	17	0	0	0	0	0																									