City of
BUNKER HILL VILLAGE

APPLICATION FOR
SPECIFIC USE PERMIT

Entity Making Application Spring Branch Independent School District

Representative's Name: Travis Stanford, Associate Superintendent for Operations

Mailing Address: 1066 Gessner Road, Bldg A Zip: 77055

Property Address *(If Different)*: 11950 Taylorcrest

Phone: 713.251.1001 Email: travis.stanford@springbranchisd.com

Category of Project (See 8.02 Below) Education **Zoning District** (A) B

Description of Project

Replacement of Bunker Hill Elementary School with new 2-story building on existing site

(This description may be used for all meeting and public notices)

Details for Consideration of the Application. Please see Section 8.04 below and attach a detailed report/description to address the list of possible concerns as outlined in the ordinance. The report is not limited to this list. Please include any other details/issues that the applicant deems necessary.

Signature of Applicant **Date** 6/10/2020

Attachments as applicable:

- Site Plan
- Detailed Report
- Pertinent Exhibits
- Supplemental/Additional Information

A fee of $1,000.00 is required for processing

Stantec Architecture Inc.
20 East Greenway Plaza Suite 200, Houston TX 77046-2012

June 18, 2020
File: 214000788

Reference: Application for City of Bunker Hill Village Specific Use Permit for Bunker Hill Elementary School Replacement

Stantec Architecture, Inc., on behalf of Spring Branch Independent School District, presents the Bunker Hill Elementary School Replacement Project for application for a Specific Use Permit within the City of Bunker Hill Village. The following detail defines how we believe that the project will meet all City of Bunker Hill Village requirements and ordinances thru the following criteria to be evaluated by the Planning and Zoning Commission:

A. <u>Ingress/Egress</u>

1. SE Entry from Taylorcrest/Strey intersection
   a. Vehicular drive for Bus Traffic and Staff/Visitor parking. This is the current access for both.
   b. Bicycle and Pedestrian sidewalk added to the East of the drive and would follow 'Option 1' from "Taylorcrest Road and Strey Lane Intersection Exhibits" included in Traffic Impact Analysis Report.
2. SW Entry from Pedestrian Bridge over HCFCD Drainage Easement
   a. To remain accessible for Bicycle and Pedestrian traffic
   b. Additional fencing and sidewalk proposed to route Bicycle and Pedestrian traffic past Parent Drive and Playground Area before being given access to remainder of site at Parking Area
3. NW Entry from Kimberley Lane
   a. Vehicular drive to serve Parent Drive traffic as described in the Traffic Impact Analysis Report. Traffic flow would remain same as current with more off-street stacking space for vehicles.
   b. Vehicle access to Service Yard at North end of site. Currently shares access with bus access off of Taylorcrest/Strey entry.
   c. Bicycle and Pedestrian access to cross existing drive to new sidewalk along North property line

B. <u>Off street Parking</u>

1. No Off-Street parking associated with this site will be added.
2. On Site parking will be increased by approximately 20 spaces

C. <u>Service Areas</u>

1. Service Yard is located at North end of site and will be enclosed by 10' masonry wall and solid paneled sliding vehicle gate. Building trash receptacles will be staged within the Service Yard.

Doing business as:
Stantec Architecture and Engineering (NY)
Stantec Architecture P.C. (DC, MS, MO, NE)
For a list of our registered architects, please visit www.stantec.com/registeredarchitects

Reference: **Application for City of Bunker Hill Village Specific Use Permit for Bunker Hill Elementary School Replacement**

D. Utilities

1. Utility connections are per discussions between Civil Engineer and City of Bunker Hill Village. Refer to attached Civil drawing exhibits

E. Screening and Buffering

1. Site will be bound on South side by existing fence and on remaining sides by new fencing of the following types:
    a. 6' H Black Vinyl coated Chain Link fence
    b. 6' H Black decorative steel fence

F. Signs and Lighting

1. Digital marquee signage set in masonry surround would be located inboard of Taylorcrest/Strey entry as indicated on sheet AS001. Digital components of the marquee will be specified to meet all prescribed City of Bunker Hill Village signage requirements.
2. Site Lighting will be provided as shown on attached Site Photometrics drawing.
3. Lighting Fixture cutsheets of proposed light fixtures are provided for reference.

G. Yards and Open Spaces

1. Open and green spaces are as shown on attached AS001 Site Plan drawing.
2. 50' building setback and other current surveyed easements are identified on AS001 Site Plan.

H. Compatibility

1. Proposed exterior renderings included in document "BHE SBISD BOTwkshp_July7" to demonstrate overall look of the school.

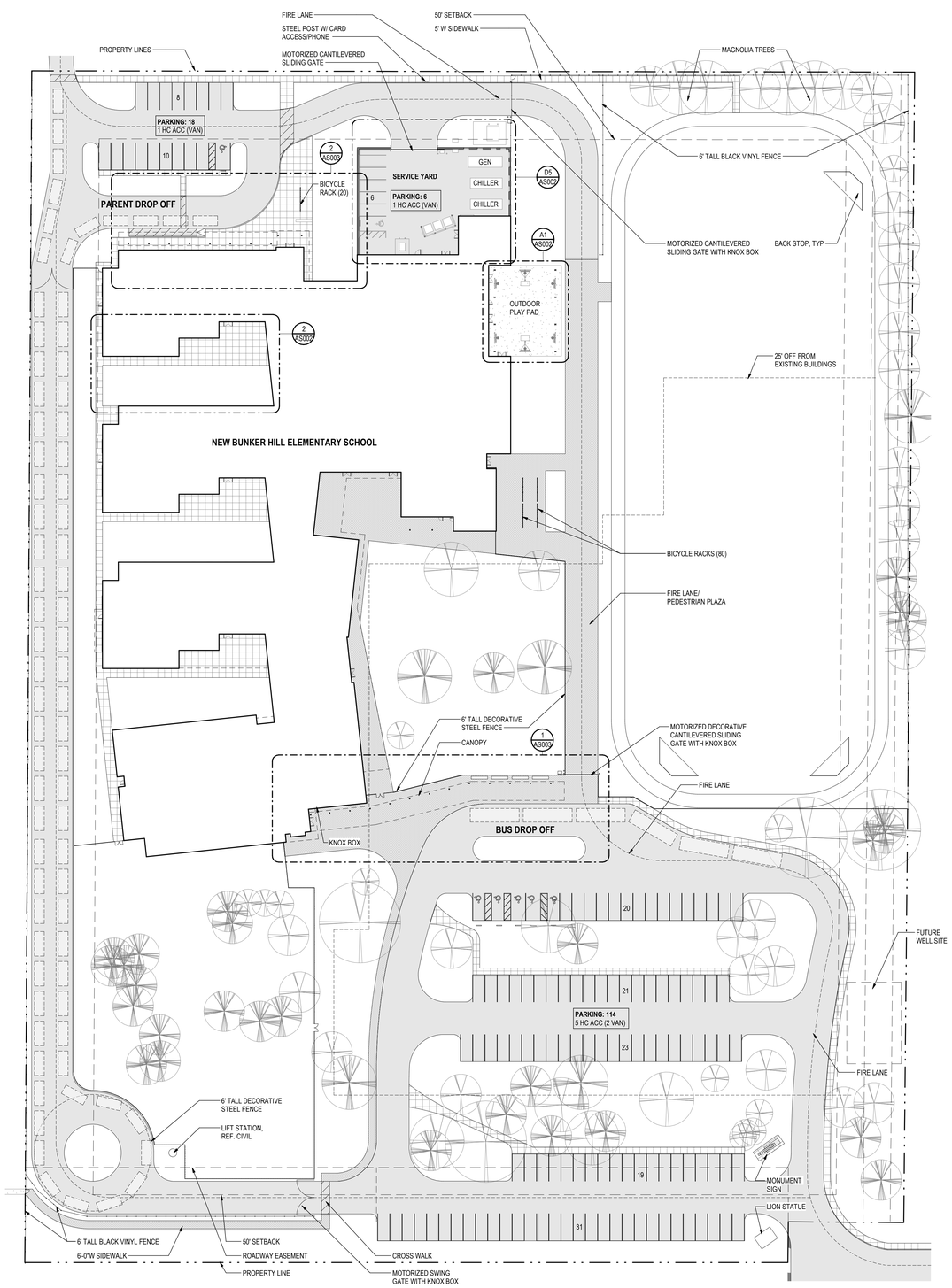
I. Conformity

1. Project is being designed to meet any and all applicable City of Bunker Hill Village requirements and ordinances.

Regards,

Stantec Architecture Inc.

Gary Dunn, AIA, RAS, CDT
Project Manager



A1
AS001

COMPOSITE ARCHITECTURAL SITE PLAN

1" = 40'-0"

TRUE NORTH

*Pick location in Project Information - 4/17/2020 4:27:03 PM

ORIGINAL SHEET - ARCH E1

Stantec

Stantec Architecture Inc.
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Houston, 77002-4916
Tel: (713) 548-5700 • www.stantec.com

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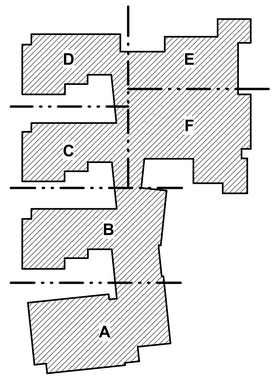
Consultant

Notes



Revision	By	Appd	YYYY.MM.DD
100%DD			2020.06.19
50% DD			2020.05.22
100% SD			2020.04.17

Issued	By	Appd	YYYY.MM.DD

File Name: N/A	Author Dwn.	Designer Dsgn.	Checker Chkd.	YYYY.MM.DD

Permit/Seal

PRELIMINARY NOT FOR CONSTRUCTION

Not for permits, pricing or other official purposes. This document has not been completed or checked and is for general information or comment only.

Megan Monedero TEXAS # 27047

Client/Project Logo

BUNKER HILL ELEMENTARY

Client/Project

Spring Branch ISD

Bunker Hill Elementary Replacement

11950 Taylorcrest
Houston, TX 77024

Title

ARCHITECTURAL SITE PLAN

Project No. 214000788

Scale 1" = 40'-0"

Revision

Drawing No. **AS001**

Traffic Impact Analysis

DRAFT REPORT

Bunker Hill Elementary School Rebuild
Bunker Hill Village, Texas

Prepared for:
Stantec Architecture Inc.

Prepared by:

Kimley-Horn and Associates, Inc.
Houston, Texas
TBPE Firm No. F-928

April 2020

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067772731

Traffic Impact Analysis

Bunker Hill Elementary School Rebuild
Bunker Hill Village, Texas

Prepared for:
Stantec Architecture Inc.

DOCUMENT IS FOR INTERIM REVIEW AND NOT INTENDED FOR CONSTRUCTION BIDDING, OR PERMIT PURPOSES.

RYAN M. EUREK, P.E.

115640

TEXAS SERIAL NO.

4/30/2020

DATE

Prepared by:

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11700 Katy Freeway, Suite 800
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281-597-9300

April 2020

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I. EXECUTIVE SUMMARY

A traffic impact analysis was completed to identify and address traffic impacts of the Bunker Hill Elementary School reconstruction to roadways and intersections in the study area and provide mitigation measures to help improve site circulation. The elementary school is generally located south of Barryknoll Lane, north of Taylorcrest Road, and west of Bunker Hill Road within City of Bunker Hill Village.

As part of the reconstruction, designated pick-up and drop-off locations for both parents and buses will be modified to help improve operations and optimize traffic flow. In addition, some parking infrastructure will also be modified to maximize parking supply.

Traffic analysis of the study area was done to determine the existing peak hour level-of-service (LOS) at study intersections, identify any deficiencies in the roadway network, and recommend mitigation improvements, if necessary. The existing intersections were shown to operate at a LOS of C or better. With the proposed redevelopment, no additional trips are expected at the campus in future conditions. Driveway locations, parent and bus drop-off/pick up locations, existing traffic patterns, and use in parking lots are not expected to change so no redistribution of existing site trips is expected.

Based on this analysis, the proposed elementary school reconstruction is not expected to change ingress to and egress from the campus. Vehicle trips of parents, faculty, and visitors to the campus are expected to originate from the same areas as existing conditions when they are assigned to the roadway network. As such, the redevelopment is expected to have minor impacts on study area intersections.

The proposed redevelopment does improve operations as it shows an increase in storage space allowing all vehicle queuing to be contained or stored on-site. On-site traffic flow and queuing for parent drop-off/pick-up operations and bus staging will be improved by increasing the on-site vehicle storage space, maintaining separate parent drop-off/pick-up areas with adequate building frontage and exclusive bus operations. Parking capacity will also be increased.

In addition to the improvements that the proposed redevelopment achieves, improvements to the intersection of Strey Lane at Taylorcrest Road are recommended to ensure safety and efficiency of operation. These recommendations include adjusting the radii and skewed crosswalk to help square-up the intersection, relocating the existing stop bars to help with sight distance, and adding detectable warning surfaces to pedestrian ramps for ADA compliance.

II. INTRODUCTION

A. PURPOSE

Kimley-Horn and Associates, Inc. was retained by Stantec Architecture Inc. to perform a Traffic Impact Analysis (TIA) for a proposed elementary school expansion and renovation in Bunker Hill Village, TX. The purpose of this study is to identify and address potential traffic impacts of the proposed school renovation. The study will determine the existing Levels-of-Service (LOS) at intersections in the study area and recommend mitigation measures. This study will also identify potential traffic concerns in and around the school and provide recommendations to improve on-site operations and traffic flow.

B. PROPOSED DEVELOPMENT

The elementary school is generally located south of Barryknoll Lane, north of Taylorcrest Road, and west of Bunker Hill Road within City of Bunker Village. As part of the reconstruction, designated pick-up and drop-off locations for both vehicles and buses will be modified to help improve operations and optimize traffic flow. In addition, some parking infrastructure will also be modified to maximize parking supply. A vicinity map is provided as **EXHIBIT 1**. The existing site plan layout is shown as **EXHIBIT 2.**

The existing driveway off Kimberley Lane (Driveway 1) that connects parents to the student drop-off/pick-up area will remain in the same location with the proposed site plan. The driveway will still serve as the route for parent drop-off/pick-up operations. The existing driveway at the intersection of Strey Lane and Taylorcrest Road (Driveway 2) will also remain in the same location. It will still serve as the primary bus drop-up/pick-up and faculty parking access. There are no other proposed site driveways. Both existing driveways will remain in the same locations while maintaining their designations. A conceptual site plan is provided as **EXHIBIT 3.** A complete description of the proposed development is provided in Section IV: Projected Traffic.

C. STUDY AREA

The study area analyzed as part of this TIA was developed based on discussions with City of Bunker Hill Village. A list of intersections and associated traffic control analyzed within the study area are as follows.

Signalized Intersections:

- Barryknoll Lane at Plantation Road
- Barryknoll Lane at Bunker Hill Road

Unsignalized Intersections:

- Kimberley Lane at Plantation Road
- Taylorcrest Road at Strey Lane / Bunker Hill Elementary Driveway
- Taylorcrest Road at Riedel Drive
- Taylorcrest Road at Bunker Hill Road
- Memorial Drive at Strey Lane
- Kimberley Lane at Bunker Hill Elementary Driveway / Bettina Lane

N.T.S.

LEGEND:

- Study intersection
- Analyzed site driveway
- Bunker Hill Elementary School

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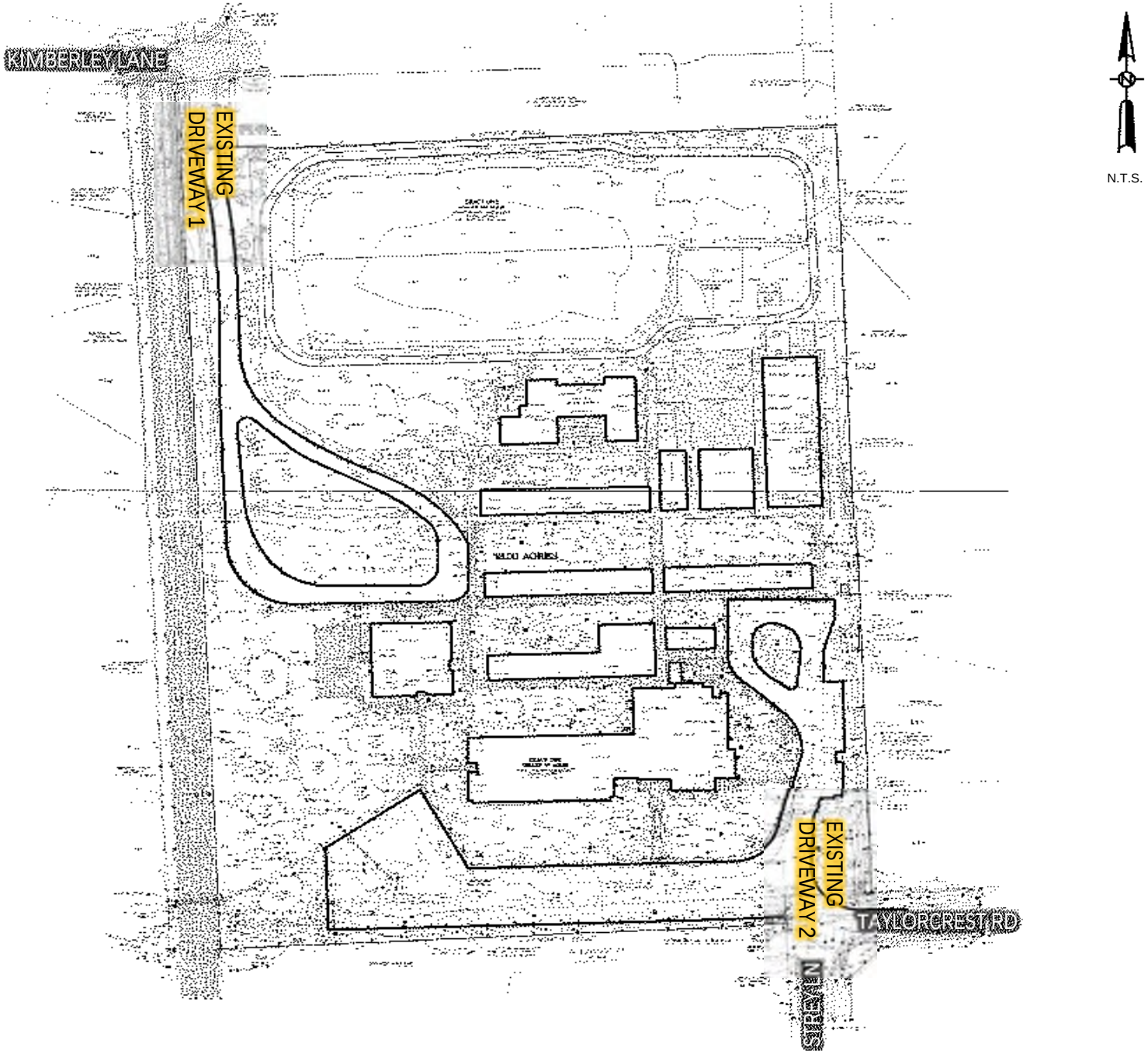
SITE LOCATION MAP

EXHIBIT 1



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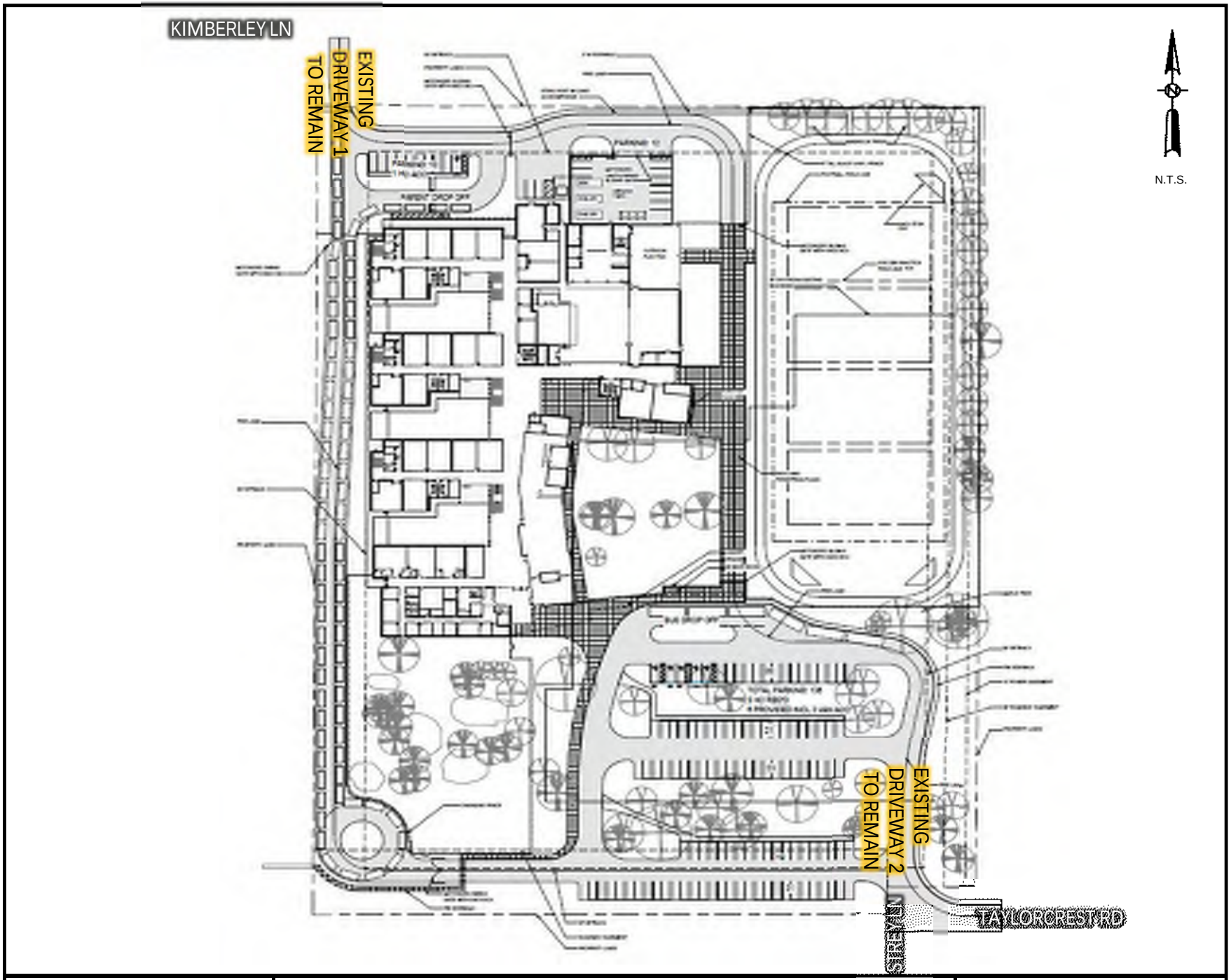
EXISTING SITE PLAN

EXHIBIT 2



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CONCEPTUAL SITE PLAN

EXHIBIT 3

III. ROADWAY SYSTEM

A. STREET SYSTEM

The transportation network in the immediate vicinity of the proposed development includes Barryknoll Lane, Bunker Hill Road, Plantation Road, Kimberley Lane, Strey Lane, Taylorcrest Road, and Memorial Drive.

Barryknoll Lane is an east-west roadway located north of Bunker Hill Elementary School. Barryknoll Lane is approximately 40' wide and consists of four travel lanes with 4-5' sidewalks on the north and south sides. West to east, Barryknoll Lane intersects Gessner Road and Plantation Road and terminates at Bunker Hill Road.

Bunker Hill Road is a north-south roadway located to the east of Bunker Hill Elementary School. Bunker Hill Road is approximately 32' wide and consists of two travel lanes with a two-way left turn lane and sidewalk on the east side. There is also a sidewalk on the west side north of Joan of Arc Drive. The posted speed limit along Bunker Hill Road is 30 mph with a school zone speed limit of 20 mph that extends from approximately 350' north of Barryknoll Lane to 350' south of Barryknoll Lane. In the study area, Bunker Hill Road continues from north of IH 10 Frontage Road to the south where it ends at Taylorcrest Road to form a three-legged stop-controlled intersection.

Plantation Road is a north-south roadway located to the west of Bunker Hill Elementary School. Plantation Road is approximately 26' wide and consists of two travel lanes with 4-5' sidewalks on the east and west sides. The posted speed limit on Plantation Road is 30 mph. Plantation Road begins at the signalized intersection at Barryknoll Lane and continues south through residential neighborhoods where it terminates at Memorial Drive. It intersects Kimberley Lane making it a popular route for parents traveling from the north or south to the elementary school's main parent drop-off and pick-up location.

Kimberley Lane is an east-west roadway located to the west of Bunker Hill Elementary School and is the only route option to get to the elementary school's existing designated parent drop-off and pick-up location. Kimberley Lane is approximately 24' wide and consists of two travel lanes with speed bumps and sidewalks on both the north and south sides. Kimberley Lane intersects Plantation Road to form a four-legged stop-controlled intersection. The posted speed limit on Kimberley Lane is 30 mph with a school zone speed limit of 20 mph.

Strey Lane is a north-south roadway located to the south of Bunker Hill Elementary. Strey Lane is approximately 20' wide with a sidewalk along the west side. Strey Lane intersects Taylorcrest Road and a driveway for the elementary school which serves as the designated entrance for school buses. Strey Lane continues south through residential neighborhoods until it intersects with Memorial Drive with a stop-controlled approach. The posted speed limit on Strey Lane is 30 mph with a school zone speed limit of 20 mph.

Taylorcrest Road is an east-west roadway located to the south of Bunker Hill Elementary School. Taylorcrest Road is approximately 22' wide with a sidewalk on the south side. Taylorcrest Road intersects Strey Lane, Taylorcrest Court, and the elementary school driveway forming a four-legged stop-controlled intersection. The posted speed limit on Taylorcrest Road is 30 mph with a school zone speed limit of 20 mph.

Memorial Drive is an east-west roadway located to the south of Bunker Hill Elementary School. Memorial Drive is approximately 22' wide in the study area with a sidewalk on the north side.

Memorial Drive intersects Strey Lane forming a skewed three-legged intersection where Strey Lane is the stop-controlled approach. The posted speed limit on the study segment of Memorial Drive is 35 mph with a school zone speed limit of 20 mph west of Strey Lane for Frostwood Elementary School.

Existing lane assignments and traffic control at study intersections are provided as **EXHIBIT 4**.

B. EXISTING OPERATIONS AND OBSERVATIONS

During school peak periods, several observations were made regarding access to the campus. The primary parent drop-off and pick-up location is located on the north side of campus off of Kimberley Lane and Bettina Lane. Vehicles turn right off of Kimberley Lane and into Driveway 1. During the AM and PM school peak periods, the queue for drop-off/pick-up extends beyond the on-site storage and onto Kimberley Lane. During the PM school peak period, the queue extends the length of Kimberley Lane with about 4 vehicles in queue on Plantation Road. The queue on Kimberley Lane dissipated by approximately 3:15 P.M. Minimal pedestrian activity was observed at this driveway location. During the AM school peak, approximately 70% of vehicles traveling to the school for drop-off came from the north on Plantation Road and turned left onto Kimberley Lane. The other 30% came from the south and turned right from Plantation Road onto Kimberley Lane.

Access to the driveway on the south side of campus off the intersection of Strey Lane and Taylorcrest Road is exclusive for buses and faculty only during the AM and PM school peak hours. Pedestrian and bicycle activity were observed at this location with students arriving to and leaving from school. No queue was observed extending from this driveway location into the intersection.

C. EXISTING INTERSECTION OPERATION

The intersection of Taylorcrest Road and Strey Lane / Bunker Hill Elementary Driveway was observed as part of the study. Currently, the intersection is skewed leading to a skewed crosswalk configuration. The existing pedestrian ramps are not ADA compliant. A police officer was parked along Taylorcrest Court observing the intersection noting that northbound and westbound vehicles will run the stop signs. The current stop bar locations could be contributing to this by causing a sight distance issue.

D. EXISTING ON-SITE TRAFFIC FLOW AND QUEUING

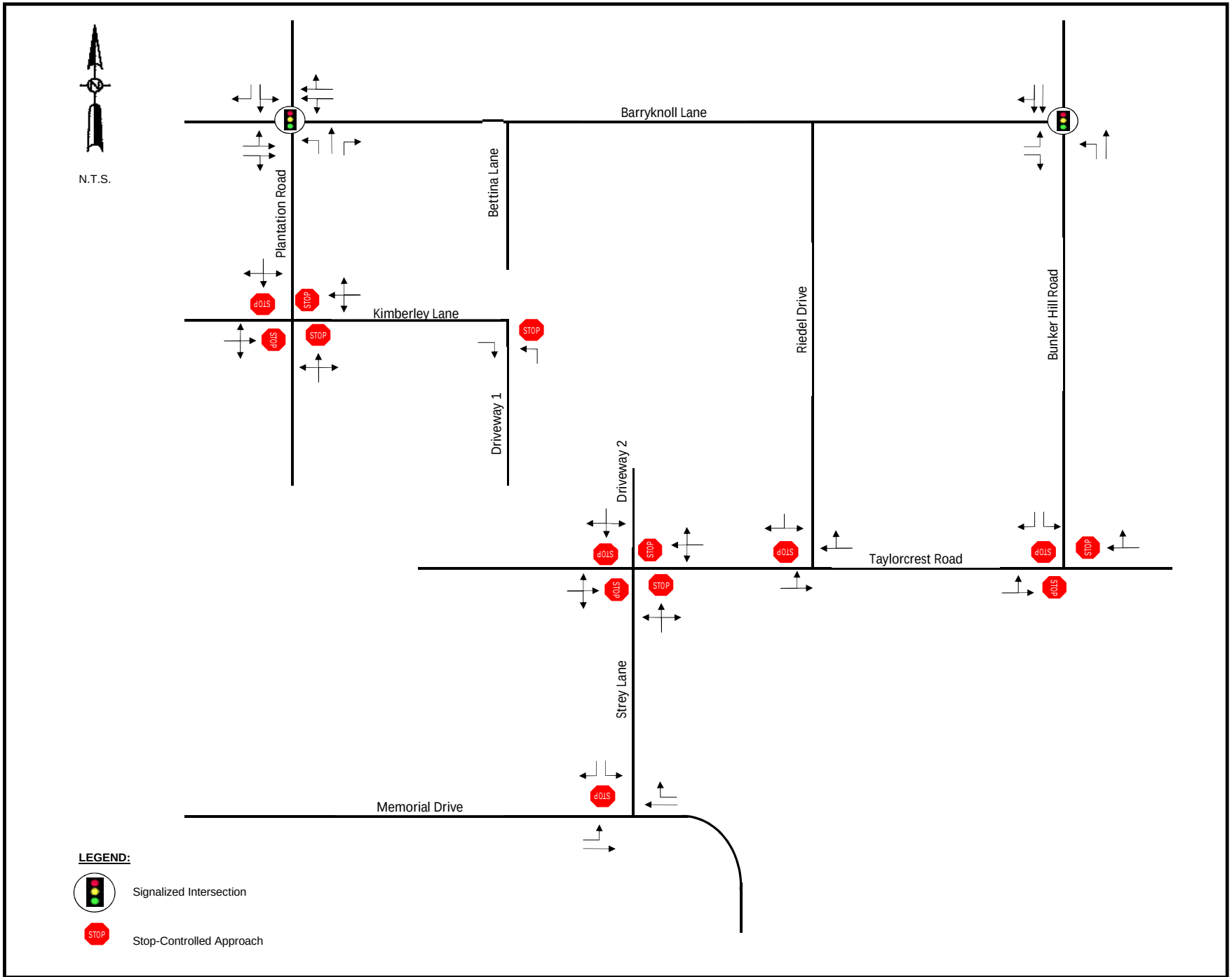
Currently, the primary parent drop-off/pick-up entrance is located off of Kimberley Lane. Minimal parent drop-off/pick-up occurs at the south driveway location as it is reserved for buses. The driveway off of Kimberley Lane provides a total stacking length for queuing traffic of approximately 850 feet for drop-off/pick-up operations which are single-stack. During the PM school peak, the queue extends beyond the school property and along Kimberley Lane which extends approximately an additional 800 feet.

E. EXISTING PARKING

Currently, Bunker Hill Elementary School has a total of 110 parking spaces. Of this 15 are on the north side of campus and 95 are on the south side of campus. The parking lot counts are approximate.

F. EXISTING TRAFFIC VOLUMES

AM and PM peak hour turning movement counts were collected at study intersections on Tuesday, January 28, 2020 from 7:00 – 9:00 am and 2:00 – 5:00 pm and on Tuesday, February 4, 2020 from 7:00 – 9:00 am and 2:00 – 5:00 pm. Generally, the school AM peak hour was calculated to be from 7:15 – 8:15 am and the school PM peak hour was calculated to be from 3:00 – 4:00 pm. However, to be conservative, the peak hour for each individual intersection was used for the analysis. 2020 Existing AM and PM peak hour volumes are provided in **EXHIBIT 5.** Raw traffic count data is provided as an **APPENDIX**.



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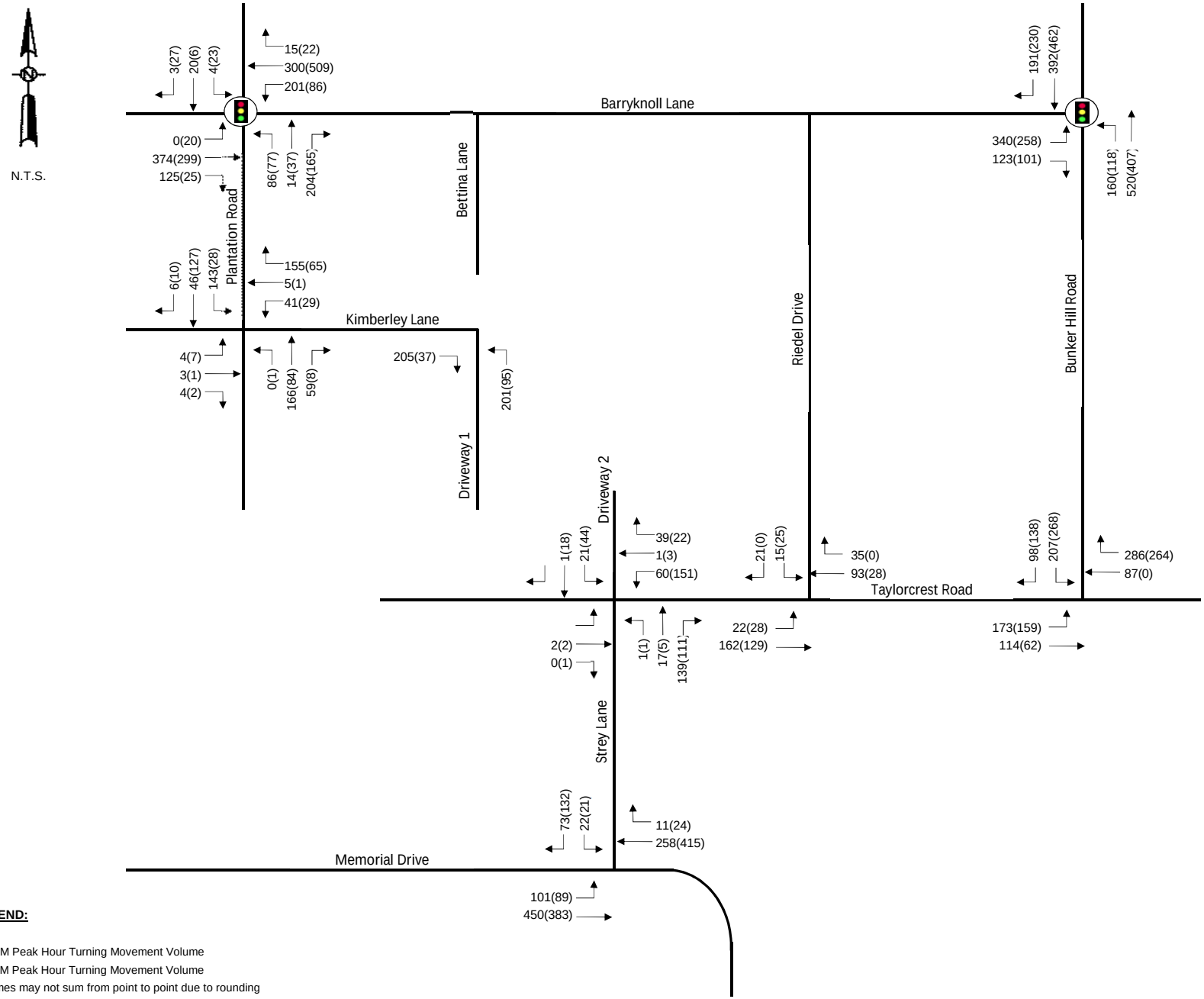
2020 EXISTING LANE ASSIGNMENTS AND TRAFFIC CONTROL

EXHIBIT 4



LEGEND:

X (Y)

X = AM Peak Hour Turning Movement Volume

Y = PM Peak Hour Turning Movement Volume

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

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2020 EXISTING PEAK HOUR VOLUMES

EXHIBIT 5

IV. PROJECTED TRAFFIC

A. SITE ACCESS

The existing driveway on Kimberley Lane which provides access for parents to the student drop-off/pick-up area will remain in the same location with the proposed site plan. The driveway will continue to serve as the route for parent drop-off/pick-up operations in proposed conditions. The existing driveway forms the north leg of the intersection of Strey Lane and Taylorcrest Road and will remain at this same location. It will continue to serve as the primary bus drop-up/pick-up route as well as faculty parking entrance/exit. There are no proposed changes to existing lane assignments and traffic control at any of the study intersections or driveways.

B. PROPOSED IMPROVEMENTS

1. Operations

Based on observation of existing operations, the majority of school traffic is coming from the north side of the site. Therefore, the optimal location for a drop-off/pick-up operation should remain on the north side of campus. As the existing queue extends onto Kimberley Lane, the proposed site development requires additional on-site storage compared to existing.

The proposed site plan keeps the primary parent drop-off/pick-up area on the north end of the site. Buses and faculty will continue to enter the site from the south end using Taylorcrest Road and Strey Lane. With the operations and driveway locations being maintained, little impact to the surrounding roadway network is expected as part of the redevelopment. The proposed site plan increases the amount of available on-site storage space for drop-off/pick-up operations, which allows stacking to remain on-site and no longer extend to Kimberley Lane.

2. On-Site Traffic Flow and Queuing

Based on the existing vehicle queues, the required storage space to keep all vehicle stacking on-site would be approximately 1,800 feet. Separate designated drop-off/pick-up location is required for parents and buses. The physical routes provided for the basic modes (buses, cars, and pedestrians) of the traffic pattern should be separated as much as possible. The designated parent and bus drop-off/pick-up locations should have adequate frontage at the proposed buildings and also maximize fronting curb space. Bus pick-up/drop off areas should be one-way in a counterclockwise direction to assure the loading and unloading of students occurs from the right-hand side of the vehicle adjacent to the building with an additional lane on the outside for travel.

The proposed site plan achieves approximately 2,100 feet of vehicle stacking storage for parent drop-off/pick up operations. This is an approximate 1,250 feet increase from existing conditions. The proposed on-site traffic flow can be seen in **EXHIBIT 6**. This increase in on-site storage should satisfy the existing need by removing vehicle stacking on nearby roadways including Kimberley Lane and Plantation Road as well as allow for some future growth. The proposed site plan has separate areas for parent and bus drop-off/pick up. To promote safe operations, the proposed parent drop-off/pick-up loop is separated from the bus/visitor traffic flow and has adequate building frontage. Additionally, both the parent and bus drop-off/pick up locations are in a counterclockwise direction.

3. Parking

Based on concerns expressed by the District, additional parking is needed on-site. The proposed parking configuration will provide approximately 136 parking spaces with 22 parking spaces at the north end of campus and approximately 114 parking spaces at the sound end. This is an increase of approximately 30 spaces from the existing conditions allowing for greater parking capacity for faculty, parents, and visitors.

4. Internal Cross-Access

The proposed site plan includes the use of gates which can restrict access at designated times. For typical drop-off/pick-up operations, the gates will remain closed for efficiency. The proposed gates can be opened to allow additional access for emergency vehicles with a fire lane. Gates may also be opened for various events.

C. TRIP GENERATION

Traffic volumes were collected at existing campus driveways to determine the existing trip generation to Bunker Hill Elementary School. As the proposed redevelopment does not intend to change the student enrollment capacity, no additional trips are expected at the campus in future conditions. Driveway locations, parent and bus drop-off/pick up locations and operations, existing traffic patterns, and use in parking lots are not expected to change as a result of the redevelopment, so redistribution of existing site trips is not necessary.

D. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment of site-generated traffic to the study area roadway network were developed to reflect the existing local traffic patterns. Distribution percentages were determined based upon existing traffic counts, knowledge of the study area network and proposed site access. A single distribution applies to both peak hours because travel patterns to/from the site is not expected to vary by time of day.

Inbound Trip Distribution (Origin)

Inbound (destined to the site) trip distribution percentages are as follows:

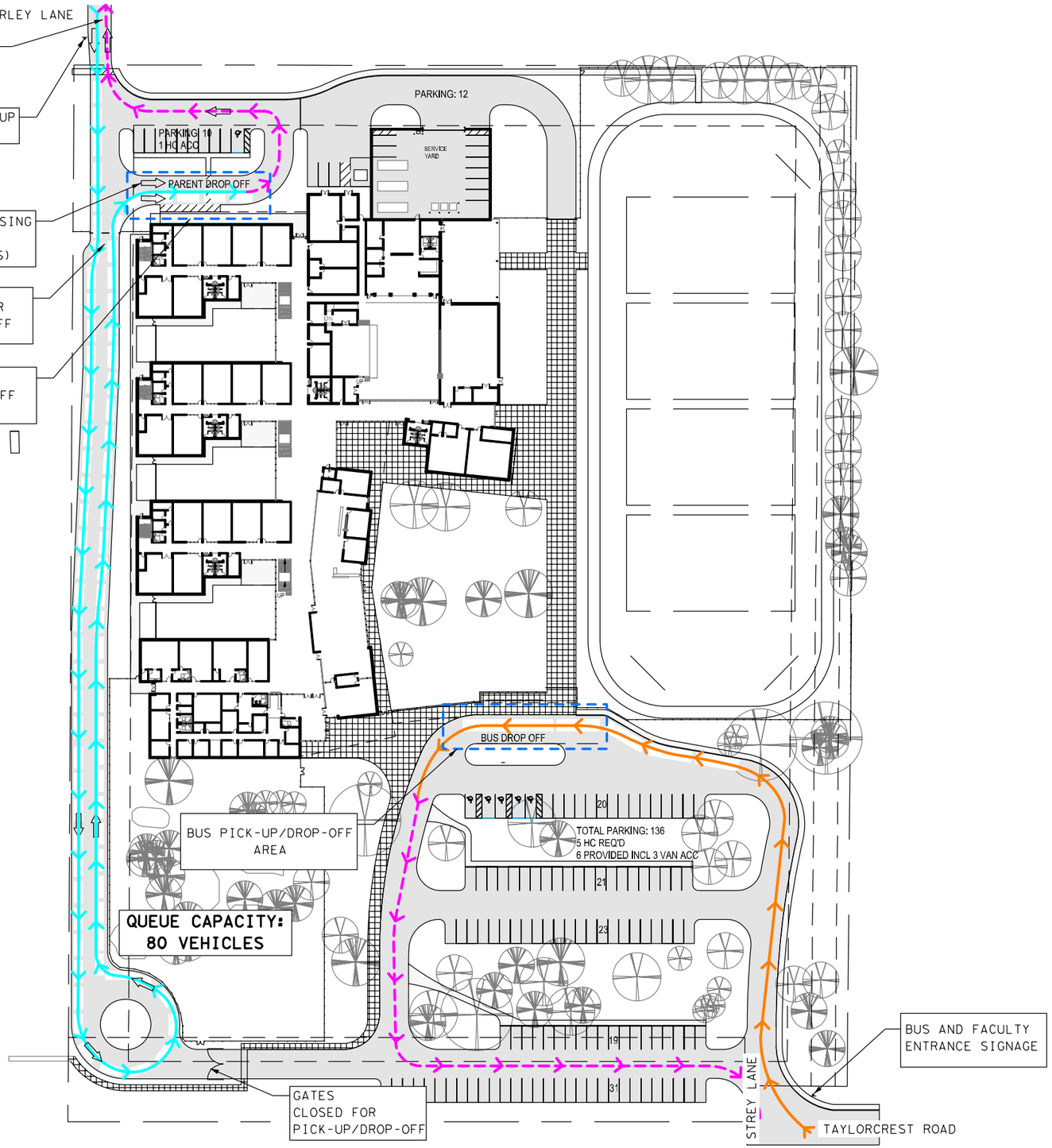
- From the north via Plantation Road.....55%
- From the south via Plantation Road 25%
- From the south via Strey Lane 5%
- From the east via Taylorcrest Road.....15%

Outbound Trip Distribution (Destination)

Outbound (leaving the site) is similar to inbound and generally follows an inverse pattern (vehicles return to the location of origin). Outbound trip distribution percentages are as follows:

- From the north via Plantation Road.....55%
- From the south via Plantation Road 25%
- From the south via Strey Lane 5%
- From the east via Taylorcrest Road..... 15

DATE: 3/17/2020



LEGEND

- INBOUND VEHICLE PATH
- INBOUND BUS PATH
- OUTBOUND VEHICLE PATH
- DIRECTION OF TRAFFIC
- VEHICLE IN QUEUE
- SIGN ON POST

0 25 50 75 100

APPROX. SCALE: 1"=100'

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BUNKER HILL ELEMENTARY SCHOOL RENOVATION
TRAFFIC MANAGEMENT PLAN

V. TRAFFIC ANALYSIS

A. LEVEL-OF-SERVICE EVALUATIONS

Traffic analysis of the study area consists of AM and PM peak hour LOS analyses. The purpose of this analysis is to determine the existing and future LOS at study intersections, identify deficiencies in the roadway network and recommend mitigation improvements, if necessary.

Traffic operations are affected by various geometric factors including roadway type (e.g. divided or undivided), number of lanes, lane widths, and grades. LOS, which is a measure of the degree of congestion, ranges from LOS A (free flowing) to LOS F (a congested, forced flow condition). LOS thresholds for both unsignalized and signalized intersections are presented in **TABLE 1**.

Table 1 – LOS Thresholds

Level of Service	Average Control Delay per Vehicle (sec/veh)		Description
	Signalized	Unsignalized	
A	≤ 10	≤ 10	No delays at intersections with continuous flow traffic. Uncongested operations; high frequency of long gaps available for all left and right-turning traffic; no observable queues.
B	> 10 and ≤ 20	> 10 and ≤ 15	
C	> 20 and ≤ 35	> 15 and ≤ 25	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	> 35 and ≤ 55	> 25 and ≤ 35	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No long-standing lines formed.
E	> 55 and ≤ 80	> 35 and ≤ 50	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 80	> 50	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

For both unsignalized and signalized intersection LOS, if the volume-to-capacity ratio is greater than one, then the intersection/approach LOS is LOS F. LOS D or better is generally deemed as acceptable operations for an urban/suburban area.

B. 2020 EXISTING LOS

2020 Existing LOS results are based on 2020 Existing peak hour volumes (**EXHIBIT 5**) and 2020 Existing street system (**EXHIBIT 4**). Traffic signal timings for the intersections were provided by City of Houston. Approach delays at study intersections for 2020 Existing Scenario are compiled in **TABLE 2.** All of the study intersections show operations at a LOS C or better.

Table 2 – 2020 Existing LOS Results

INTERSECTION	APPROACH	AM Peak Hour		PM Peak Hour	
		DELAY (Sec/Veh)	LOS	DELAY (Sec/Veh)	LOS
SIGNALIZED INTERSECTIONS					
Barryknoll Lane at Plantation Road	NB	8.2	A	11.0	B
	SB	10.1	B	12.8	B
	EB	7.0	A	5.6	A
	WB	13.9	B	6.9	A
	Inter.	**9.8**	**A**	**7.8**	**A**
Bunker Hill Road at Barryknoll Lane	NB	5.2	A	14.9	B
	SB	13.3	B	18.8	B
	EB	34.2	C	13.2	B
	Inter.	**17.3**	**B**	**16.2**	**B**
UNSIGNALIZED INTERSECTIONS					
Plantation Road at Kimberley Lane	NB	17.6	C	8.8	A
	SB	19.6	C	9.5	A
	EB	10.3	B	8.2	A
	WB	16.2	C	9.2	A
Taylorcrest Road at Strey Lane	NB	7.8	A	8.2	A
	SB	7.8	A	8.8	A
	EB	7.6	A	7.8	A
	WB	8.1	A	10.4	B
Rieder Drive at Taylorcrest Lane	SB	10.2	B	10.4	B
Bunker Hill Road at Taylorcrest Road	SB	14.1	B	13.9	B
	EB	16.7	C	12.7	B
	WB	16.4	C	11.4	B
Memorial Drive at Strey Lane	SB	13.2	B	15.8	C

As the trip assignment and traffic operations are not expected to change on the external network with the development, the study intersections are not expected to be impacted and will therefore continue to operate at an acceptable LOS.

VI. CONCLUSIONS AND RECOMMENDATIONS

Operations on the external network are not expected to change with the development. Therefore, it is recommended to focus on the following to improve pedestrian safety and operations:

- Maximize on-site stacking
- Update intersection of Strey Lane at Taylorcrest Road
- Update existing school signage

Based on the existing vehicle queues, the required storage space to keep all vehicle stacking on-site and not on Kimberley Lane would be approximately 1,800 feet. There should be separate locations for parent and bus drop-off/pick-up operations. It is recommended that the parent drop-off/pick-up location remain on the north side of campus. In addition, the designated parent and bus drop-off/pick-up locations should have adequate frontage at the proposed buildings, maximum fronting curb space, and be one-way in a counterclockwise direction to assure the loading and unloading of students occurs from the right-hand side of the vehicle adjacent to the building.

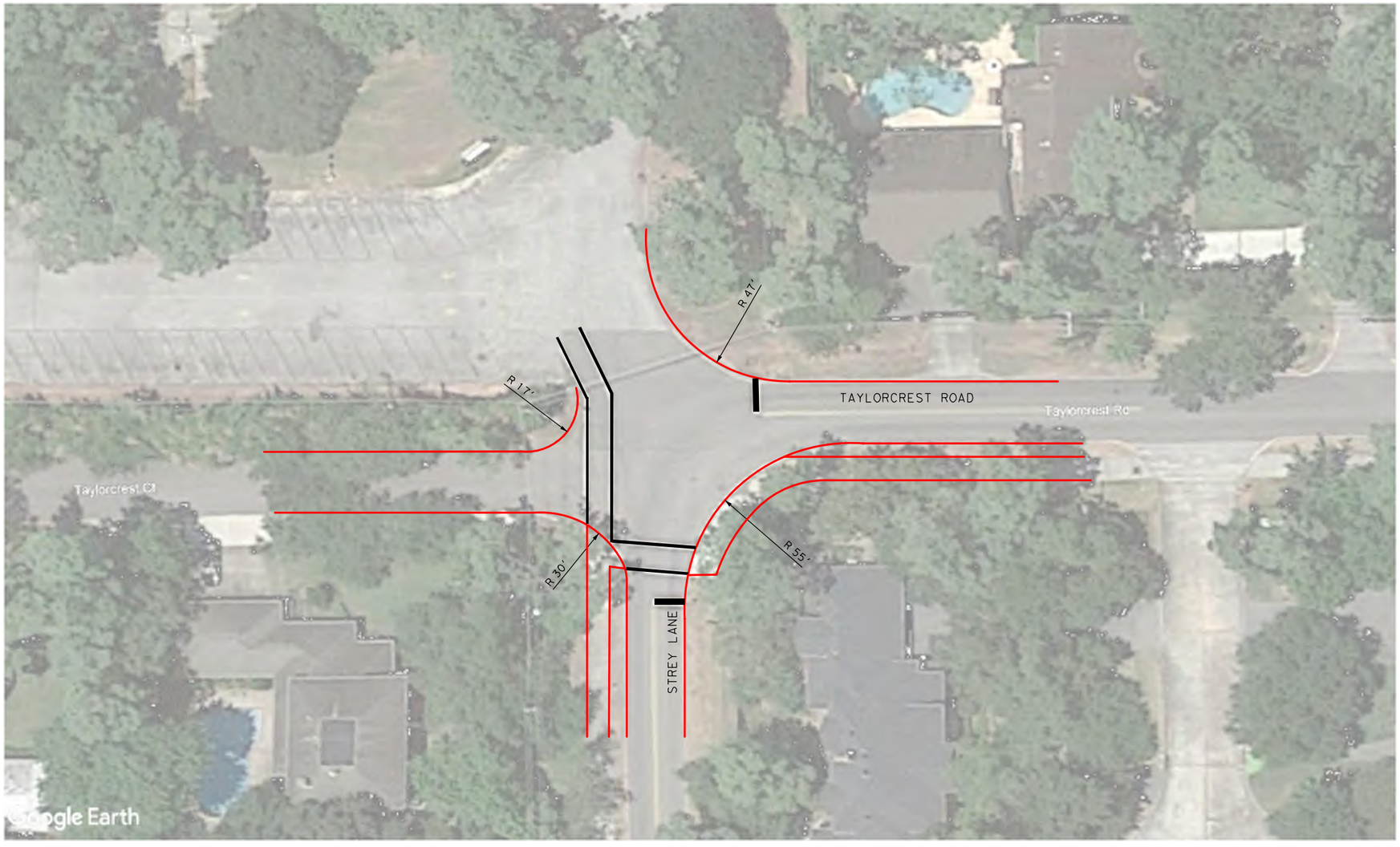
The study intersection of Strey Lane at Taylorcrest Road should be modified to improve safety operations. The intersection could be improved by adjusting the radii and skewed crosswalk to help square-up the intersection, relocating the existing stop bars to help with sight distance, and adding detectable warning surfaces to pedestrian ramps to ensure ADA compliance. Exhibits showing these recommendations are provided as an **APPENDIX**.

Existing crosswalks at unsignalized intersections in school zones need to have adequate signage. These include the crosswalks at the study intersection of Strey Lane at Taylorcrest Road. Based on TMUTCD standards, school crossing sign “S1-1” with supplemental arrow plaque “SW16-7P” should be placed at the school crossing. In addition, school crossing sign “S1-1” with supplemental “AHEAD” plaque “SW16-9P” should be placed in advance of the crosswalk approximately 200’.

APPENDIX

Intersection Improvements Exhibits

DATE: 4/29/2020



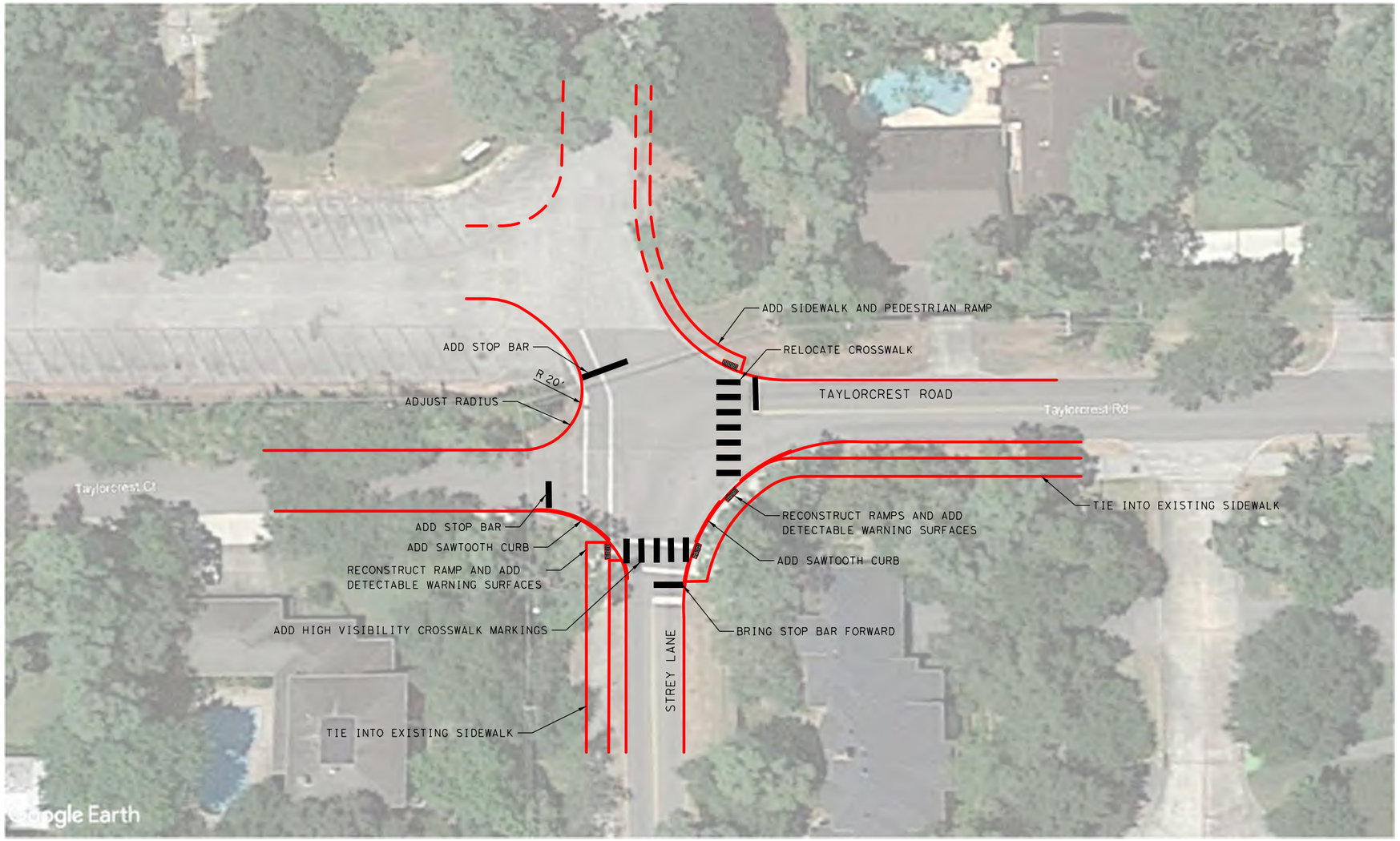
0 20 40
APPROX. SCALE: 1"=40'

NOTE:
THIS EXHIBIT IS NOT INTENDED FOR ANY CONSTRUCTION USE.

Kimley»Horn

TAYLORCREST ROAD AT STREY LANE INTERSECTION EXHIBIT
EXISTING

DATE: 4/30/2020



0 20 40

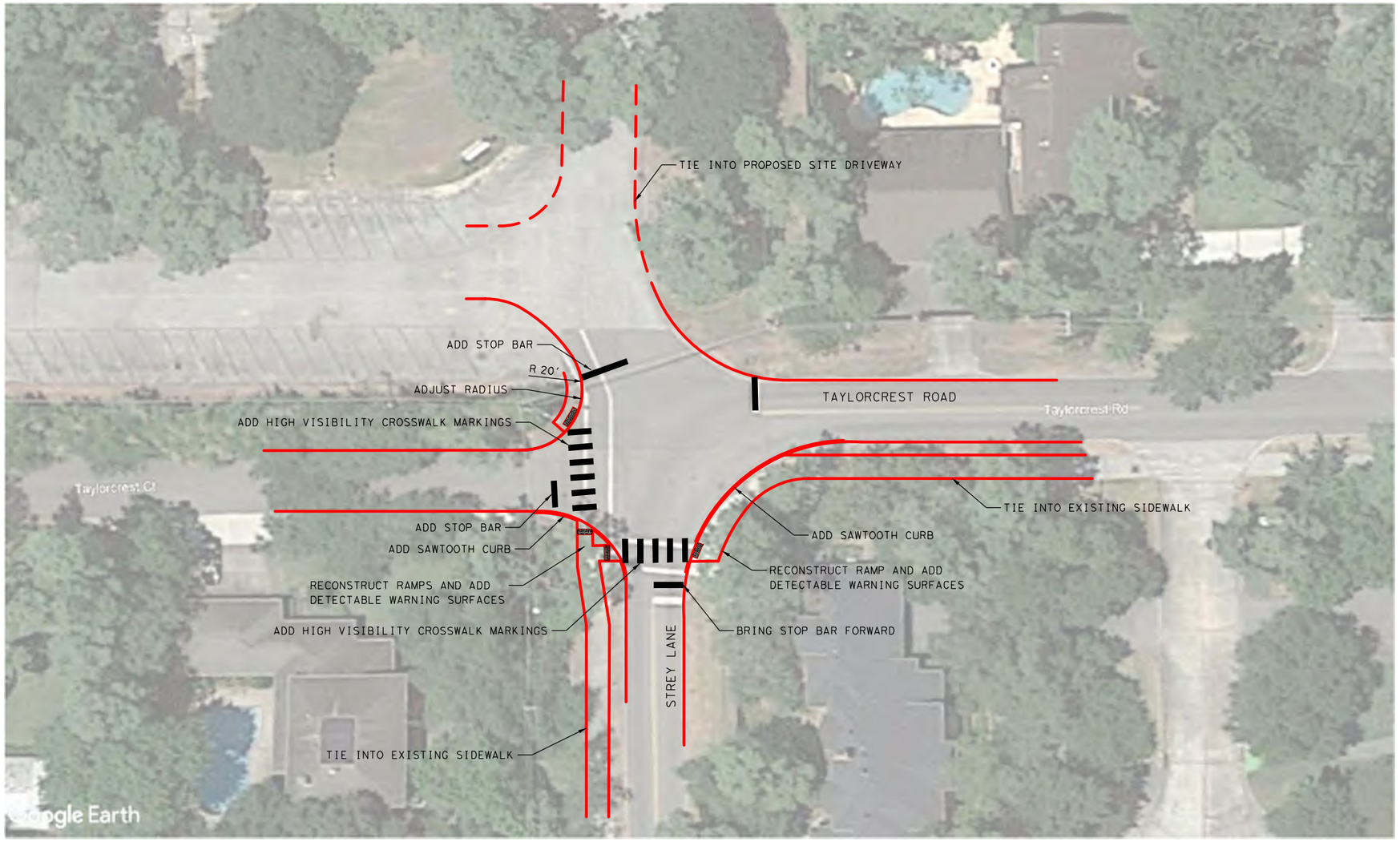
APPROX. SCALE: 1"=40'

NOTE:
THIS EXHIBIT IS NOT INTENDED FOR ANY CONSTRUCTION USE.

Kimley»Horn

TAYLORCREST ROAD AT STREY LANE INTERSECTION EXHIBIT
OPTION 1

DATE: 4/30/2020



0 20 40

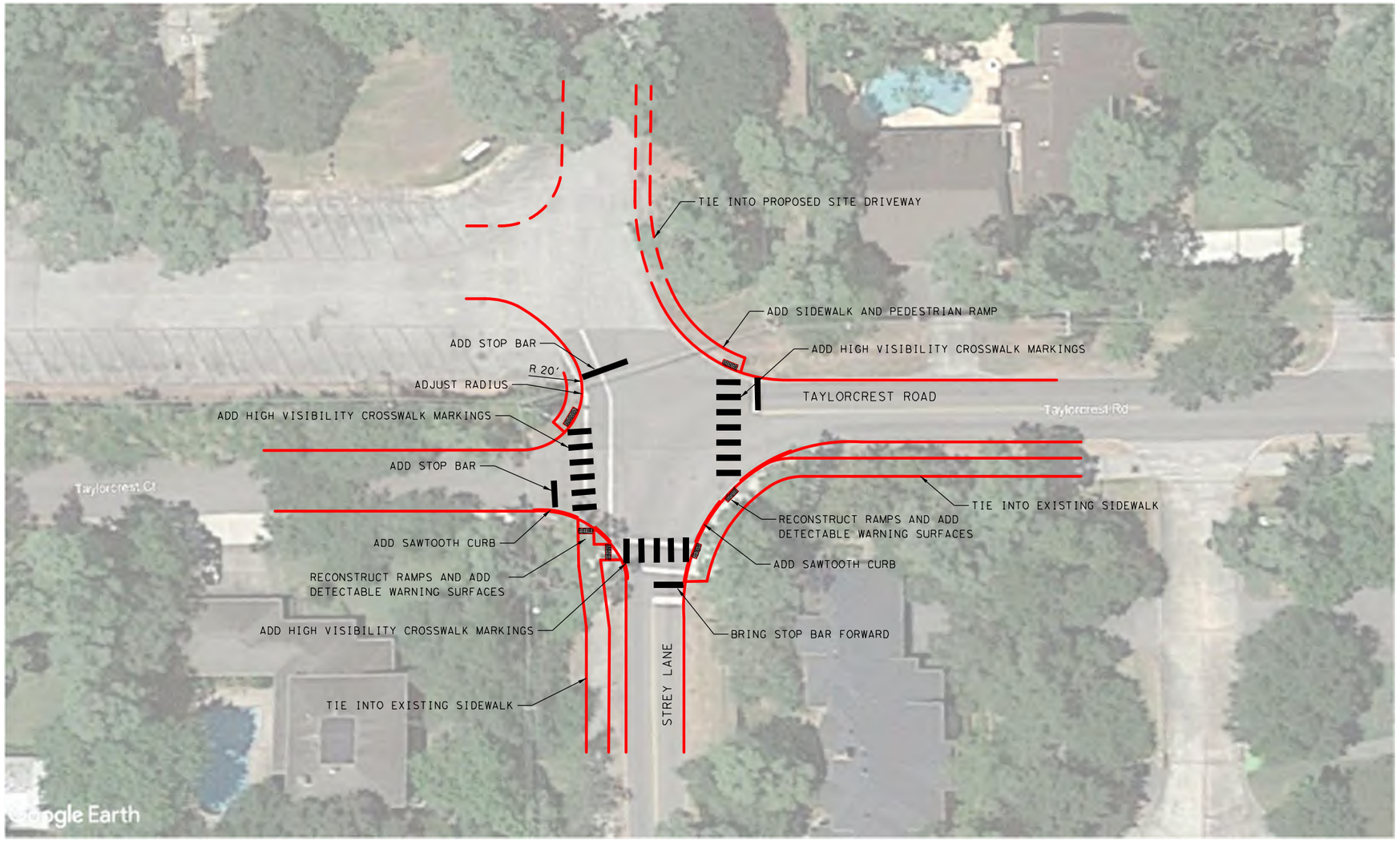
APPROX. SCALE: 1"=40'

NOTE:
THIS EXHIBIT IS NOT INTENDED FOR ANY CONSTRUCTION USE.

Kimley»Horn

TAYLORCREST ROAD AT STREY LANE INTERSECTION EXHIBIT
OPTION 2

DATE: 4/30/2020



0 20 40

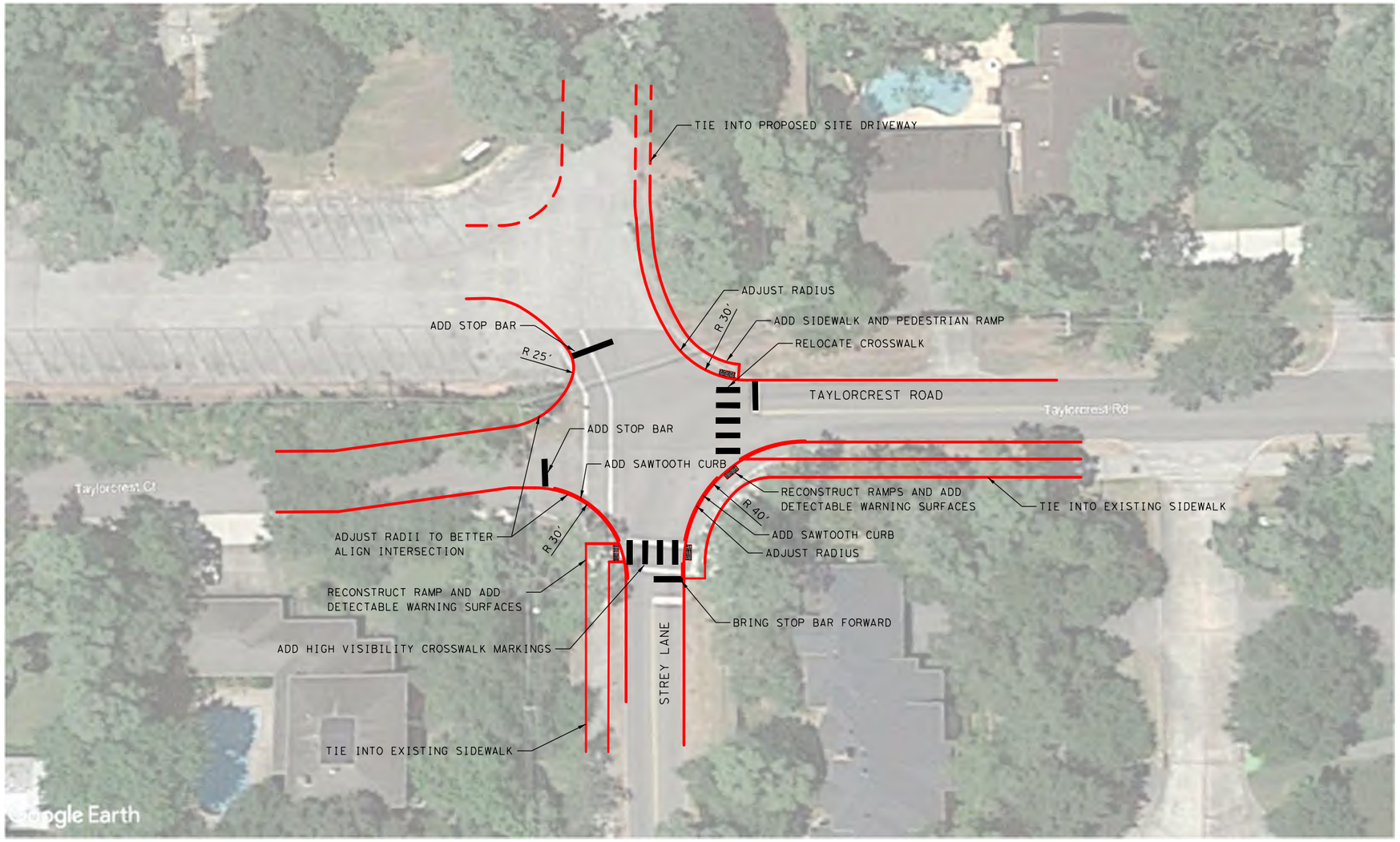
APPROX. SCALE: 1"=40'

NOTE:
THIS EXHIBIT IS NOT INTENDED FOR ANY CONSTRUCTION USE.

Kimley»Horn

TAYLORCREST ROAD AT STREY LANE INTERSECTION EXHIBIT
OPTION 3

DATE: 4/30/2020



0 20 40

APPROX. SCALE: 1"=40'

NOTE:
THIS EXHIBIT IS NOT INTENDED FOR ANY CONSTRUCTION USE.

Kimley»Horn

TAYLORCREST ROAD AT STREY LANE INTERSECTION EXHIBIT
OPTION 4

Traffic Counts

1. Barryknoll Ln at Plantation Rd - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744210, Location: 29.778166, -95.542268

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Plantation Rd						Barryknoll Ln						Plantation Rd						Barryknoll Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 7:00AM	0	0	0	0	**0**	0	3	11	0	0	**14**	0	0	0	8	0	**8**	0	0	10	3	0	**13**	0	**35**
7:05AM	0	0	0	0	**0**	0	8	14	0	0	**22**	0	1	0	7	0	**8**	0	0	25	3	0	**28**	0	**58**
7:10AM	0	0	0	0	**0**	0	7	9	0	0	**16**	0	1	1	17	0	**19**	0	0	28	9	0	**37**	0	**72**
7:15AM	0	1	1	0	**2**	0	7	19	0	0	**26**	0	0	0	7	0	**7**	0	0	27	3	0	**30**	0	**65**
7:20AM	0	0	0	0	**0**	0	14	22	0	0	**36**	0	4	0	20	0	**24**	0	0	48	12	0	**60**	0	**120**
7:25AM	0	1	0	0	**1**	1	15	10	1	0	**26**	0	7	1	22	0	**30**	0	0	44	6	0	**50**	1	**107**
7:30AM	0	2	0	0	**2**	0	13	25	1	0	**39**	0	6	0	30	0	**36**	0	0	49	20	0	**69**	0	**146**
7:35AM	0	7	0	0	**7**	0	27	26	2	0	**55**	0	9	3	27	0	**39**	0	0	44	16	0	**60**	0	**161**
7:40AM	0	1	1	0	**2**	0	33	29	2	0	**64**	2	12	1	30	0	**43**	0	0	30	21	0	**51**	0	**160**
7:45AM	1	0	0	0	**1**	0	23	36	1	0	**60**	0	19	3	20	0	**42**	0	0	30	15	0	**45**	0	**148**
7:50AM	0	2	0	0	**2**	1	16	38	0	0	**54**	0	13	1	23	0	**37**	0	0	21	7	0	**28**	0	**121**
7:55AM	2	2	1	0	**5**	0	13	35	4	0	**52**	0	9	2	10	0	**21**	0	0	25	6	0	**31**	0	**109**
Hourly Total	3	16	3	0	**22**	2	179	274	11	0	**464**	2	81	12	221	0	**314**	0	0	381	121	0	**502**	1	**1302**
8:00AM	1	0	0	0	**1**	0	13	22	1	0	**36**	0	4	1	3	0	**8**	0	0	17	5	0	**22**	0	**67**
8:05AM	0	4	0	0	**4**	0	12	16	3	0	**31**	0	1	1	7	0	**9**	1	0	18	6	0	**24**	0	**68**
8:10AM	0	0	0	0	**0**	0	15	22	0	0	**37**	0	2	1	5	0	**8**	0	0	21	8	0	**29**	0	**74**
8:15AM	1	0	0	0	**1**	0	12	16	0	0	**28**	0	0	0	2	0	**2**	1	0	29	6	0	**35**	1	**66**
8:20AM	1	1	0	0	**2**	0	8	11	0	0	**19**	0	1	0	9	0	**10**	0	1	33	6	0	**40**	0	**71**
8:25AM	1	0	0	0	**1**	0	14	14	4	0	**32**	0	1	1	6	0	**8**	0	0	21	12	0	**33**	0	**74**
8:30AM	1	0	0	0	**1**	0	12	20	1	0	**33**	1	3	1	4	0	**8**	0	0	21	10	0	**31**	0	**73**
8:35AM	0	2	0	0	**2**	0	6	23	2	0	**31**	0	0	0	6	0	**6**	0	0	20	11	0	**31**	0	**70**
8:40AM	1	2	0	0	**3**	2	12	17	4	0	**33**	0	1	2	9	0	**12**	0	0	15	6	0	**21**	0	**69**
8:45AM	1	1	0	0	**2**	0	8	23	1	0	**32**	0	2	0	3	0	**5**	1	0	5	6	0	**11**	0	**50**
8:50AM	0	0	1	0	**1**	0	14	15	0	0	**29**	0	1	0	2	0	**3**	0	1	14	8	0	**23**	0	**56**
8:55AM	0	2	0	0	**2**	0	8	12	0	0	**20**	0	2	0	5	0	**7**	0	0	21	6	0	**27**	0	**56**
Hourly Total	7	12	1	0	**20**	2	134	211	16	0	**361**	1	18	7	61	0	**86**	3	2	235	90	0	**327**	1	**794**
2:00PM	3	3	1	0	**7**	0	6	23	3	0	**32**	0	1	1	6	0	**8**	0	3	11	5	0	**19**	0	**66**
2:05PM	1	1	3	0	**5**	0	6	25	5	0	**36**	0	2	0	3	0	**5**	0	0	25	3	0	**28**	0	**74**
2:10PM	0	1	3	0	**4**	0	5	39	1	0	**45**	0	1	0	9	0	**10**	0	1	26	5	0	**32**	0	**91**
2:15PM	1	1	0	0	**2**	0	15	43	1	0	**59**	0	2	0	6	0	**8**	0	4	17	5	0	**26**	1	**95**
2:20PM	0	1	1	0	**2**	0	3	34	1	0	**38**	0	1	0	4	0	**5**	0	0	13	2	0	**15**	0	**60**
2:25PM	2	0	2	0	**4**	0	2	26	0	0	**28**	0	0	1	8	0	**9**	0	1	17	1	0	**19**	0	**60**
2:30PM	1	0	2	0	**3**	0	8	23	1	0	**32**	0	0	0	5	0	**5**	0	0	19	1	0	**20**	0	**60**
2:35PM	0	1	2	0	**3**	0	5	27	0	0	**32**	0	2	2	5	0	**9**	0	2	15	5	0	**22**	0	**66**
2:40PM	2	0	2	0	**4**	0	9	33	3	0	**45**	0	3	0	9	0	**12**	0	1	22	6	0	**29**	0	**90**
2:45PM	1	1	1	0	**3**	0	8	33	1	0	**42**	0	3	0	15	0	**18**	0	1	13	6	0	**20**	0	**83**
2:50PM	1	3	3	0	**7**	0	7	26	1	0	**34**	0	2	2	5	0	**9**	0	1	29	4	0	**34**	1	**84**
2:55PM	1	0	4	0	**5**	0	8	32	1	0	**41**	0	2	1	8	0	**11**	0	1	26	6	0	**33**	0	**90**
Hourly Total	13	12	24	0	**49**	0	82	364	18	0	**464**	0	19	7	83	0	**109**	0	15	233	49	0	**297**	2	**919**
3:00PM	0	3	2	0	**5**	0	5	28	0	0	**33**	0	5	2	10	0	**17**	0	1	21	4	0	**26**	0	**81**
3:05PM	1	0	2	0	**3**	0	9	38	2	0	**49**	0	9	4	26	0	**39**	0	1	23	3	0	**27**	0	**118**
3:10PM	3	0	0	0	**3**	0	15	46	6	0	**67**	0	13	2	22	0	**37**	0	0	30	3	0	**33**	0	**140**
3:15PM	2	1	3	0	**6**	0	12	52	2	0	**66**	0	9	10	13	0	**32**	0	1	26	3	0	**30**	0	**134**
3:20PM	1	1	3	0	**5**	0	13	59	2	0	**74**	0	5	1	8	0	**14**	0	2	25	2	0	**29**	0	**122**
3:25PM	0	1	0	0	**1**	0	12	55	3	0	**70**	0	4	7	10	0	**21**	0	1	17	1	0	**19**	1	**111**
3:30PM	1	3	2	0	**6**	0	6	37	1	0	**44**	0	3	3	7	0	**13**	0	1	8	1	0	**10**	0	**73**
3:35PM	1	1	2	0	**4**	0	8	38	2	0	**48**	0	6	2	6	0	**14**	1	1	19	1	0	**21**	1	**87**
3:40PM	2	2	0	0	**4**	1	4	35	4	0	**43**	0	4	4	10	0	**18**	0	4	24	4	0	**32**	0	**97**
3:45PM	2	1	0	0	**3**	0	2	34	0	0	**36**	0	2	4	15	0	**21**	0	0	31	3	0	**34**	0	**94**
3:50PM	1	0	1	0	**2**	0	3	31	2	0	**36**	0	6	2	18	0	**26**	0	2	29	1	0	**32**	0	**96**
3:55PM	2	0	3	0	**5**	0	9	36	2	0	**47**	0	3	1	11	0	**15**	0	1	25	1	0	**27**	0	**94**
Hourly Total	16	13	18	0	**47**	1	98	489	26	0	**613**	0	69	42	156	0	**267**	1	15	278	27	0	**320**	2	**1247**
4:00PM	3	0	2	0	**5**	0	4	39	2	0	**45**	0	6	3	10	0	**19**	0	1	25	4	0	**30**	0	**99**
4:05PM	0	1	3	0	**4**	0	6	47	2	0	**55**	0	8	4	21	0	**33**	1	4	32	1	0	**37**	1	**129**
4:10PM	2	2	4	0	**8**	0	7	47	2	0	**56**	0	4	5	12	0	**21**	0	1	26	2	0	**29**	0	**114**
4:15PM	4	0	1	0	**5**	0	9	32	2	0	**43**	0	9	0	11	0	**20**	0	1	23	4	0	**28**	0	**96**
4:20PM	2	2	2	0	**6**	0	10	39	2	0	**51**	0	5	3	8	0	**16**	0	0	23	0	0	**23**	0	**96**
4:25PM	4	1	4	0	**9**	0	11	42	3	0	**56**	0	4	1	11	0	**16**	1	1	22	1	0	**24**	1	**105**
4:30PM	2	0	0	0	**2**	1	6	47	1	0	**54**	0	5	3	12	0	**20**	0	0	21	3	0	**24**	0	**100**
4:35PM	3	0	3	0	**6**	0	11	35	2	0	**48**	1	6	7	21	0	**34**	1	4	26	2	0	**32**	0	**120**
4:40PM	0	0	4	0	**4**	0	8	46	2	0	**56**	1	7	0	16	0	**23**	0	0	22	2	0	**24**	0	**107**
4:45PM	0	0	2	0	**2**	0	2	52	2	0	**56**	0	10	7	16	0	**33**	0	5	28	1	0	**34**	0	**125**
4:50PM	1	0	1	0	**2**	0	7	52	1	0	**60**	0	8	2	12	0	**22**	0	2	24	4	0	**30**	0	**114**
4:55PM	2	0	1	0	**3**	0	5	31	1	0	**37**	0	5	2	15	0	**22**	0	1	27	1	0	**29**	0	**91**
Hourly Total	23	6	27	0	**56**	1	86	509	22	0	**617**	2	77	37	165	0	**279**	3	20	299	25	0	**344**	2	**1296**
Total	62	59	73	0	**194**	6	579	1847	93	0	**2519**	5	264	105	686	0	**1055**	7	52	1426	312	0	**1790**	8	**5558**
% Approach	32.0%	30.4%	37.6%	0%	**-**	-	23.0%	73.3%	3.7%	0%	**-**	-	25.0%	10.0%	65.0%	0%	**-**	-	2.9%	79.7%	17.4%	0%	**-**	-	-
% Total	1.1%	1.1%	1.3%	0%	**3.5%**	-	10.4%	33.2%	1.7%	0%	**45.3%**	-	4.7%	1.9%	12.3%	0%	**19.0%**	-	0.9%	25.7%	5.6%	0%	**32.2%**	-	-
Lights	62	58	72	0	**192**	-	575	1810	89	0	**2474**	-	262	103	674	0	**1039**	-	52	1409	304	0	**1765**	-	5470
% Lights	100%	98.3%	98.6%	0%	**99.0%**	-	99.3%	98.0%	95.7%	0%	**98.2%**	-	99.2%	98.1%	98.3%	0%	**98.5%**	-	100%	98.8%	97.4%	0%	**98.6%**	-	98.4%

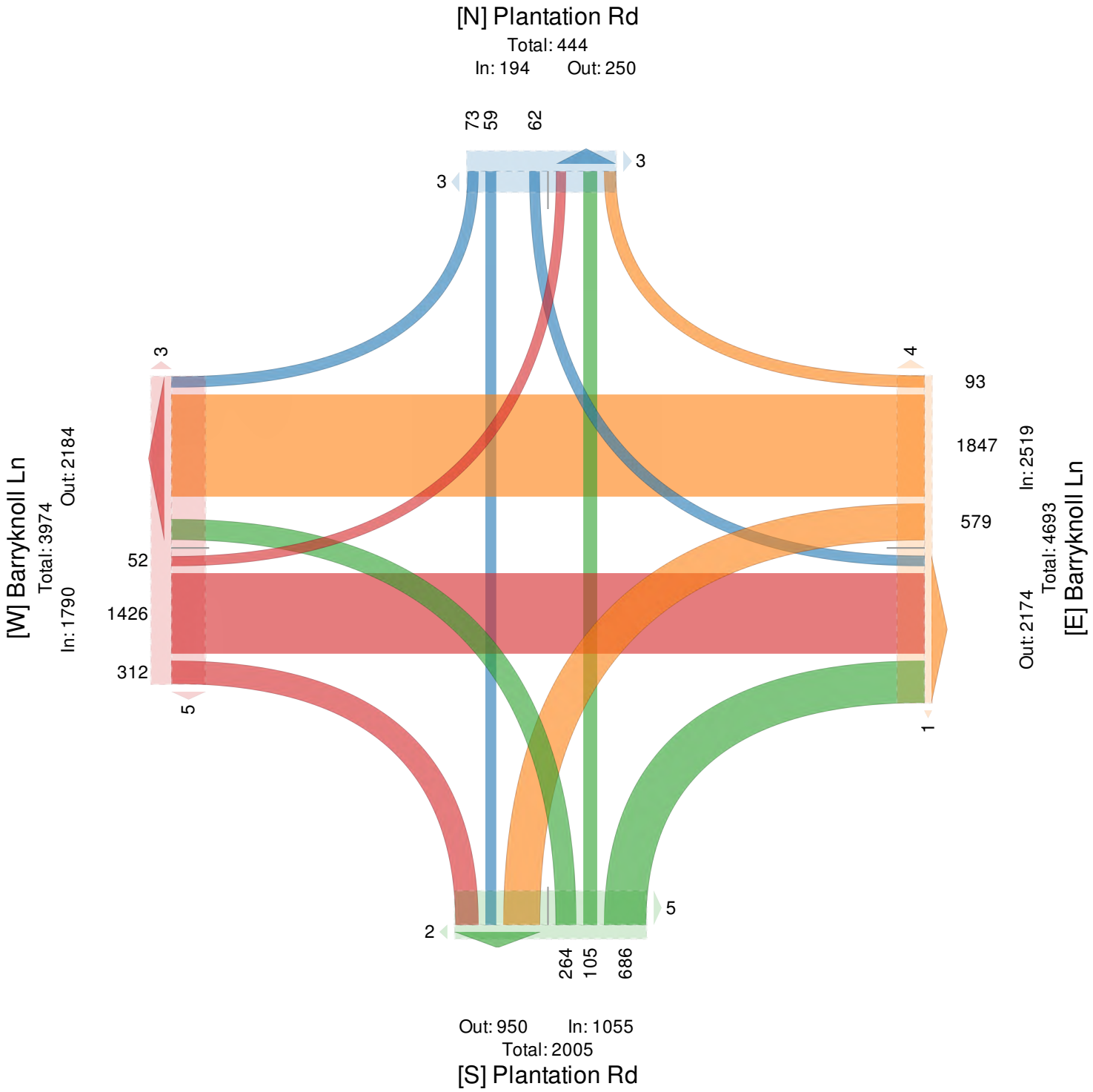
Leg	Plantation Rd						Barryknoll Ln						Plantation Rd						Barryknoll Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	4	37	4	0	**45**	-	2	1	11	0	**14**	-	0	16	8	0	**24**	-	85
% Buses and Single-Unit Trucks	0%	1.7%	1.4%	0%	**1.0%**	-	0.7%	2.0%	4.3%	0%	**1.8%**	-	0.8%	1.0%	1.6%	0%	**1.3%**	-	0%	1.1%	2.6%	0%	**1.3%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0.1%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	80.0%	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	20.0%	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Barryknoll Ln at Plantation Rd - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744210, Location: 29.778166, -95.542268

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Barryknoll Ln at Plantation Rd - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744210, Location: 29.778166, -95.542268

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

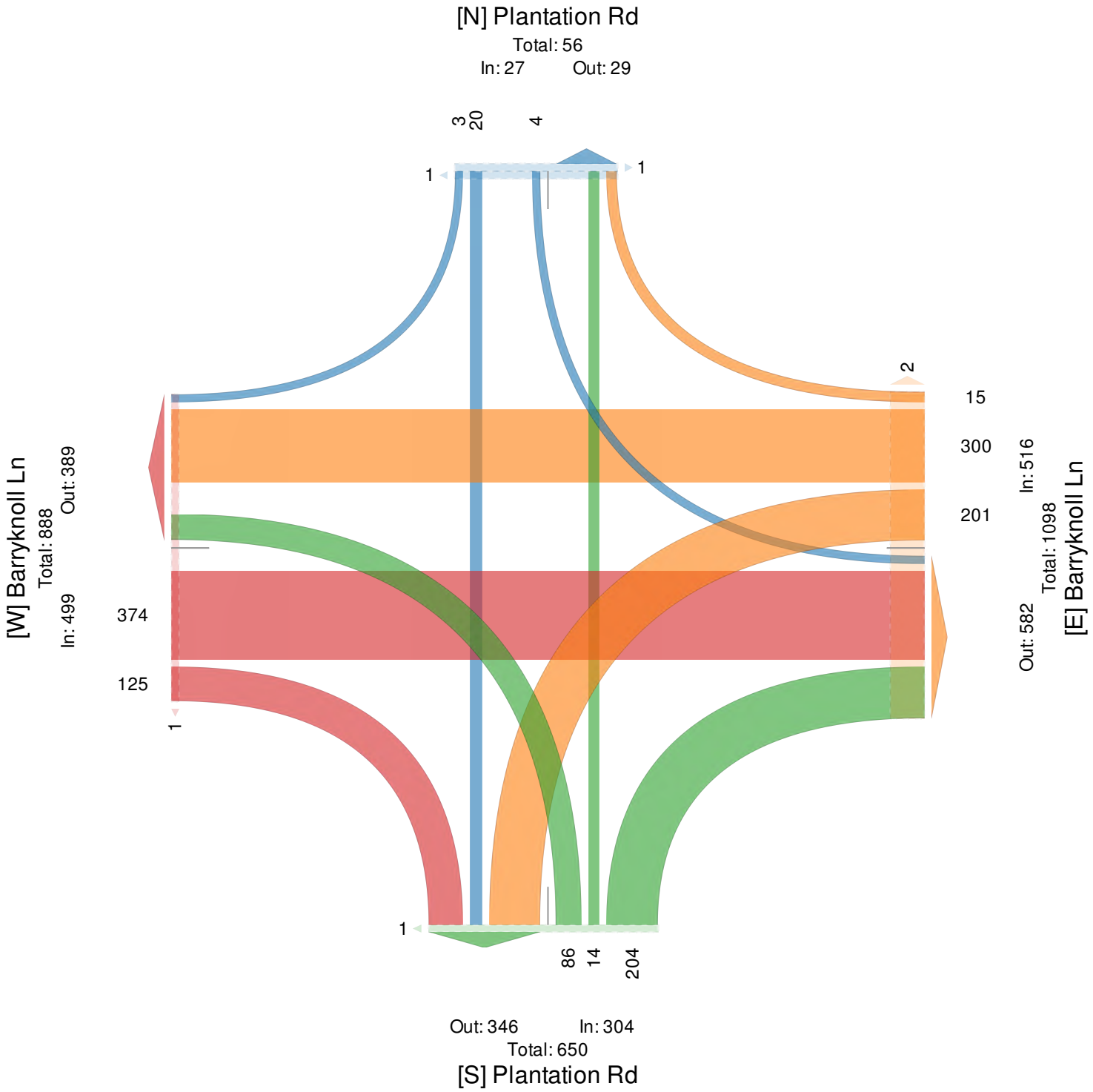
Leg Direction	Plantation Rd Southbound						Barryknoll Ln Westbound						Plantation Rd Northbound						Barryknoll Ln Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2020-01-28 7:15AM	0	2	1	0	**3**	1	36	51	1	0	**88**	0	11	1	49	0	**61**	0	0	119	21	0	**140**	1	**292**
7:30AM	0	10	1	0	**11**	0	73	80	5	0	**158**	2	27	4	87	0	**118**	0	0	123	57	0	**180**	0	**467**
7:45AM	3	4	1	0	**8**	1	52	109	5	0	**166**	0	41	6	53	0	**100**	0	0	76	28	0	**104**	0	**378**
8:00AM	1	4	0	0	**5**	0	40	60	4	0	**104**	0	7	3	15	0	**25**	1	0	56	19	0	**75**	0	**209**
Total	4	20	3	0	**27**	2	201	300	15	0	**516**	2	86	14	204	0	**304**	1	0	374	125	0	**499**	1	**1346**
% Approach	14.8%	74.1%	11.1%	0%	**-**	-	39.0%	58.1%	2.9%	0%	**-**	-	28.3%	4.6%	67.1%	0%	**-**	-	0%	74.9%	25.1%	0%	**-**	-	**-**
% Total	0.3%	1.5%	0.2%	0%	**2.0%**	-	14.9%	22.3%	1.1%	0%	**38.3%**	-	6.4%	1.0%	15.2%	0%	**22.6%**	-	0%	27.8%	9.3%	0%	**37.1%**	-	**-**
PHF	0.333	0.500	0.750	-	**0.614**	-	0.688	0.688	0.750	-	**0.777**	-	0.524	0.583	0.586	-	**0.644**	-	-	0.760	0.548	-	**0.693**	-	0.721
Lights	4	20	2	0	**26**	-	200	293	15	0	**508**	-	85	14	198	0	**297**	-	0	372	124	0	**496**	-	1327
% Lights	100%	100%	66.7%	0%	**96.3%**	-	99.5%	97.7%	100%	0%	**98.4%**	-	98.8%	100%	97.1%	0%	**97.7%**	-	0%	99.5%	99.2%	0%	**99.4%**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	1	7	0	0	**8**	-	1	0	6	0	**7**	-	0	2	1	0	**3**	-	19
% Buses and Single-Unit Trucks	0%	0%	33.3%	0%	**3.7%**	-	0.5%	2.3%	0%	0%	**1.6%**	-	1.2%	0%	2.9%	0%	**2.3%**	-	0%	0.5%	0.8%	0%	**0.6%**	-	1.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Barryknoll Ln at Plantation Rd - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744210, Location: 29.778166, -95.542268

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Barryknoll Ln at Plantation Rd - TMC
Tue Jan 28, 2020
PM Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744210, Location: 29.778166, -95.542268

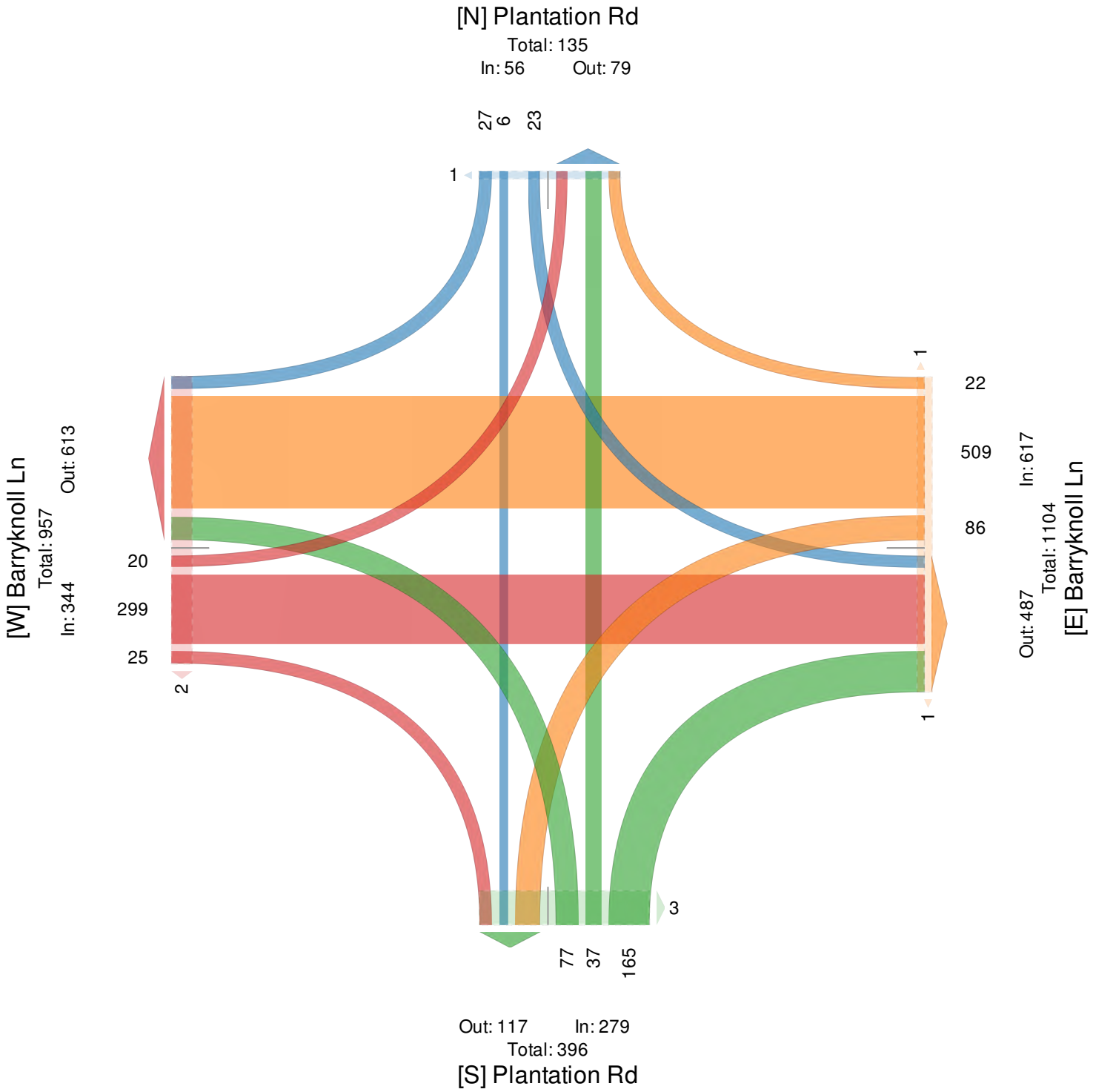
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Plantation Rd Southbound						Barryknoll Ln Westbound						Plantation Rd Northbound						Barryknoll Ln Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2020-01-28 4:00PM	5	3	9	0	**17**	0	17	133	6	0	**156**	0	18	12	43	0	**73**	1	6	83	7	0	**96**	1	**342**
4:15PM	10	3	7	0	**20**	0	30	113	7	0	**150**	0	18	4	30	0	**52**	1	2	68	5	0	**75**	1	**297**
4:30PM	5	0	7	0	**12**	1	25	128	5	0	**158**	2	18	10	49	0	**77**	1	4	69	7	0	**80**	0	**327**
4:45PM	3	0	4	0	**7**	0	14	135	4	0	**153**	0	23	11	43	0	**77**	0	8	79	6	0	**93**	0	**330**
Total	23	6	27	0	**56**	1	86	509	22	0	**617**	2	77	37	165	0	**279**	3	20	299	25	0	**344**	2	**1296**
% Approach	41.1%	10.7%	48.2%	0%	**-**	-	13.9%	82.5%	3.6%	0%	**-**	-	27.6%	13.3%	59.1%	0%	**-**	-	5.8%	86.9%	7.3%	0%	**-**	-	**-**
% Total	1.8%	0.5%	2.1%	0%	**4.3%**	-	6.6%	39.3%	1.7%	0%	**47.6%**	-	5.9%	2.9%	12.7%	0%	**21.5%**	-	1.5%	23.1%	1.9%	0%	**26.5%**	-	**-**
PHF	0.575	0.500	0.750	-	**0.700**	-	0.717	0.943	0.786	-	**0.976**	-	0.837	0.750	0.842	-	**0.903**	-	0.625	0.901	0.893	-	**0.896**	-	0.947
Lights	23	6	27	0	**56**	-	85	502	22	0	**609**	-	76	36	161	0	**273**	-	20	296	25	0	**341**	-	1279
% Lights	100%	100%	100%	0%	**100%**	-	98.8%	98.6%	100%	0%	**98.7%**	-	98.7%	97.3%	97.6%	0%	**97.8%**	-	100%	99.0%	100%	0%	**99.1%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	7	0	0	**8**	-	1	0	4	0	**5**	-	0	3	0	0	**3**	-	16
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.2%	1.4%	0%	0%	**1.3%**	-	1.3%	0%	2.4%	0%	**1.8%**	-	0%	1.0%	0%	0%	**0.9%**	-	1.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.7%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Barryknoll Ln at Plantation Rd - TMC
Tue Jan 28, 2020
PM Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744210, Location: 29.778166, -95.542268

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Kimberley Ln at Plantation Rd - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744211, Location: 29.776102, -95.542219

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

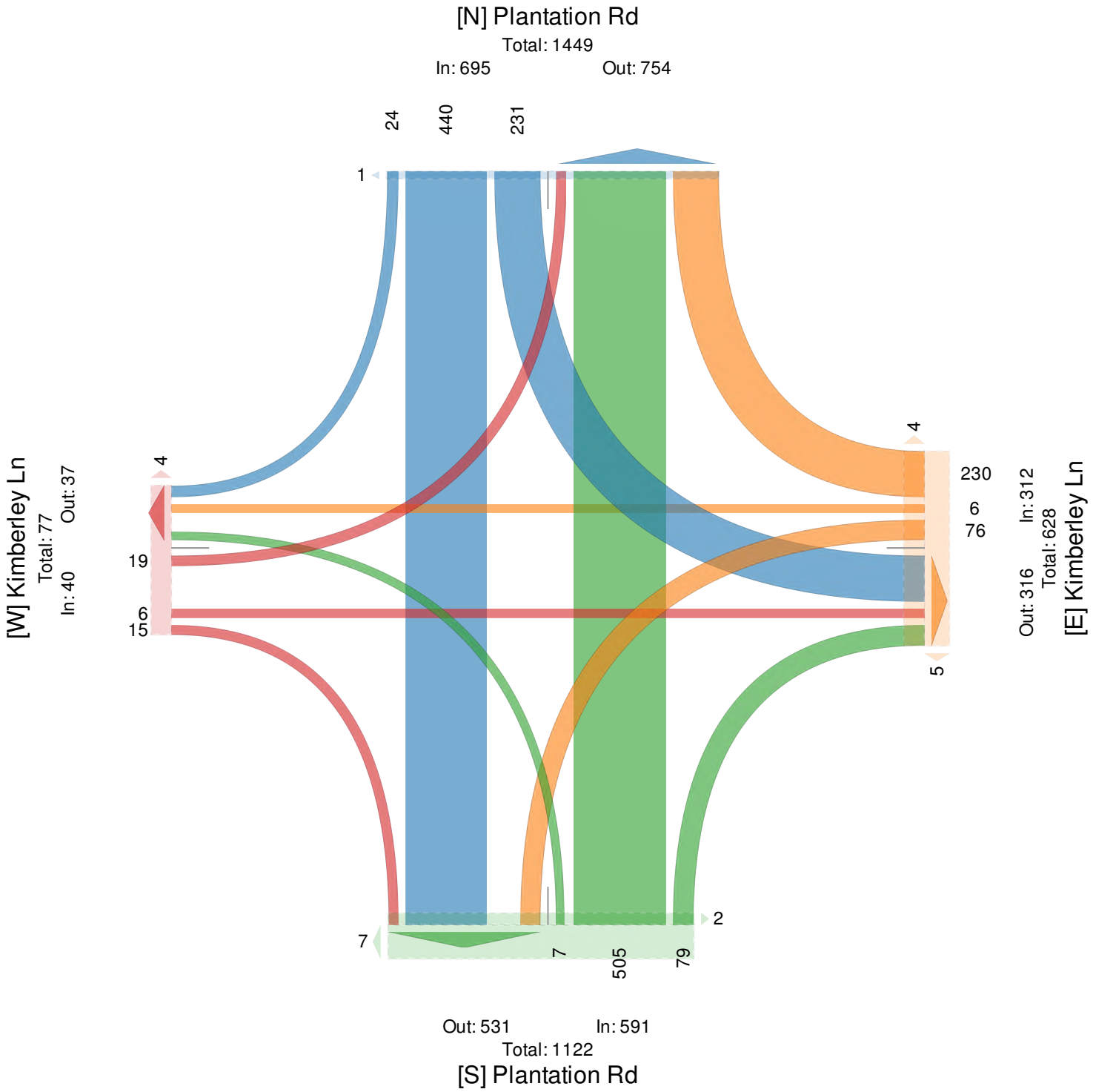
Leg	Plantation Rd						Kimberley Ln						Plantation Rd						Kimberley Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 7:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	9	0	0	**9**	0	0	0	1	0	**1**	0	**11**
7:05AM	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	7	1	0	**8**	0	0	0	0	0	**0**	0	**11**
7:10AM	5	0	0	0	**5**	0	0	0	0	0	**0**	0	0	17	0	0	**17**	0	0	0	1	0	**1**	0	**23**
7:15AM	5	1	0	0	**6**	0	1	0	0	0	**1**	0	0	7	2	0	**9**	0	0	1	0	0	**1**	0	**17**
7:20AM	10	6	0	0	**16**	0	2	0	10	0	**12**	0	0	17	1	0	**18**	0	0	0	0	0	**0**	0	**46**
7:25AM	13	2	0	0	**15**	0	4	0	14	0	**18**	0	0	15	8	0	**23**	0	0	1	0	0	**1**	0	**57**
7:30AM	17	4	0	0	**21**	0	3	1	13	0	**17**	0	0	26	6	0	**32**	0	0	1	0	0	**1**	0	**71**
7:35AM	35	3	2	0	**40**	0	4	1	20	0	**25**	0	0	19	17	0	**36**	0	0	0	0	0	**0**	0	**101**
7:40AM	31	9	0	0	**40**	0	7	1	28	0	**36**	2	0	17	16	0	**33**	0	1	0	1	0	**2**	0	**111**
7:45AM	26	7	0	0	**33**	0	9	0	34	0	**43**	0	0	11	7	0	**18**	0	0	0	0	0	**0**	0	**94**
7:50AM	2	5	1	0	**8**	0	10	2	30	0	**42**	0	0	13	1	0	**14**	0	0	0	1	0	**1**	0	**65**
7:55AM	2	2	1	0	**5**	0	1	0	4	0	**5**	0	0	11	0	0	**11**	0	0	0	1	0	**1**	0	**22**
Hourly Total	146	43	4	0	**193**	0	41	5	153	0	**199**	2	0	169	59	0	**228**	0	1	3	5	0	**9**	0	**629**
8:00AM	2	3	1	0	**6**	0	0	0	0	0	**0**	0	0	8	0	0	**8**	0	1	0	1	0	**2**	0	**16**
8:05AM	0	1	0	0	**1**	0	0	0	1	0	**1**	0	0	12	1	0	**13**	0	1	0	0	0	**1**	0	**16**
8:10AM	0	3	1	0	**4**	0	0	0	1	0	**1**	0	0	10	0	0	**10**	0	1	0	0	0	**1**	0	**16**
8:15AM	0	2	0	0	**2**	0	0	0	1	0	**1**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**6**
8:20AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	17	0	0	**17**	0	0	0	0	0	**0**	0	**18**
8:25AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	12	0	0	**12**	0	1	0	0	0	**1**	0	**15**
8:30AM	1	2	1	0	**4**	0	0	0	0	0	**0**	0	0	7	0	0	**7**	0	1	0	0	0	**1**	0	**12**
8:35AM	0	1	1	0	**2**	0	0	0	1	0	**1**	0	1	9	0	0	**10**	0	0	0	0	0	**0**	0	**13**
8:40AM	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	12	0	0	**12**	0	0	0	2	0	**2**	0	**17**
8:45AM	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	**11**
8:50AM	1	5	0	0	**6**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	**10**
8:55AM	0	5	0	0	**5**	0	0	0	0	0	**0**	0	0	7	0	0	**7**	0	0	0	1	0	**1**	0	**13**
Hourly Total	4	31	4	0	**39**	0	0	0	4	0	**4**	0	1	109	1	0	**111**	0	5	0	4	0	**9**	0	**163**
2:00PM	3	5	0	0	**8**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	0	0	0	0	**0**	0	**14**
2:05PM	1	6	0	0	**7**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**9**
2:10PM	2	4	0	0	**6**	0	0	0	0	0	**0**	0	1	7	0	0	**8**	0	0	0	0	0	**0**	0	**14**
2:15PM	2	13	0	0	**15**	0	0	0	2	0	**2**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	0	**24**
2:20PM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	1	6	2	0	**9**	0	1	0	0	0	**1**	0	**11**
2:25PM	1	1	1	0	**3**	0	0	0	0	0	**0**	0	0	5	1	0	**6**	0	0	0	0	0	**0**	0	**9**
2:30PM	2	6	0	0	**8**	0	1	0	0	0	**1**	0	0	5	1	0	**6**	0	0	0	0	0	**0**	0	**15**
2:35PM	8	4	0	0	**12**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**14**
2:40PM	12	5	0	0	**17**	0	1	0	0	0	**1**	0	0	7	1	0	**8**	0	0	0	1	0	**1**	0	**27**
2:45PM	9	5	0	0	**14**	0	1	0	0	0	**1**	0	0	6	1	0	**7**	0	1	1	0	0	**2**	0	**24**
2:50PM	5	6	0	0	**11**	0	0	0	1	0	**1**	0	1	5	1	0	**7**	1	0	0	0	0	**0**	0	**19**
2:55PM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	1	5	0	0	**6**	0	0	0	0	0	**0**	0	**7**
Hourly Total	46	56	1	0	**103**	0	3	0	3	0	**6**	0	4	63	7	0	**74**	1	2	1	1	0	**4**	0	**187**
3:00PM	2	6	0	0	**8**	0	0	0	6	0	**6**	0	0	4	3	0	**7**	0	0	0	0	0	**0**	0	**21**
3:05PM	18	10	0	0	**28**	0	10	0	16	0	**26**	2	0	16	1	0	**17**	1	0	0	1	0	**1**	0	**72**
3:10PM	1	14	2	0	**17**	0	7	1	17	0	**25**	0	0	10	3	0	**13**	0	0	1	0	0	**1**	0	**56**
3:15PM	2	18	1	0	**21**	0	5	0	14	0	**19**	0	0	7	0	0	**7**	0	1	0	0	0	**1**	0	**48**
3:20PM	1	14	0	0	**15**	0	1	0	2	0	**3**	0	0	2	1	0	**3**	0	0	0	0	0	**0**	0	**21**
3:25PM	0	13	3	0	**16**	1	1	0	1	0	**2**	0	0	10	0	0	**10**	2	1	0	1	0	**2**	2	**30**
3:30PM	0	16	1	0	**17**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	1	1	0	0	0	**1**	0	**21**
3:35PM	1	9	1	0	**11**	0	0	0	1	0	**1**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	**18**
3:40PM	1	7	1	0	**9**	0	1	0	3	0	**4**	0	1	6	0	0	**7**	3	1	0	0	0	**1**	0	**21**
3:45PM	1	6	0	0	**7**	0	1	0	2	0	**3**	0	0	11	0	0	**11**	0	0	0	0	0	**0**	0	**21**
3:50PM	0	4	0	0	**4**	0	2	0	1	0	**3**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	**13**
3:55PM	1	10	1	0	**12**	0	1	0	2	0	**3**	0	0	5	0	0	**5**	0	1	0	0	0	**1**	0	**21**
Hourly Total	28	127	10	0	**165**	1	29	1	65	0	**95**	2	1	84	8	0	**93**	7	7	1	2	0	**10**	2	**363**
4:00PM	1	7	0	0	**8**	0	0	0	0	0	**0**	1	1	2	1	0	**4**	1	0	0	0	0	**0**	1	**12**
4:05PM	0	20	0	0	**20**	0	0	0	1	0	**1**	1	0	11	0	0	**11**	0	1	0	0	0	**1**	0	**33**
4:10PM	0	17	0	0	**17**	0	0	0	0	0	**0**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**20**
4:15PM	1	14	3	0	**18**	0	0	0	0	0	**0**	0	0	9	0	0	**9**	0	0	1	2	0	**3**	0	**30**
4:20PM	0	15	0	0	**15**	0	0	0	0	0	**0**	1	0	6	0	0	**6**	0	1	0	0	0	**1**	0	**22**
4:25PM	1	17	0	0	**18**	0	0	0	0	0	**0**	1	0	6	0	0	**6**	0	0	0	1	0	**1**	0	**25**
4:30PM	1	12	0	0	**13**	0	2	0	0	0	**2**	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0	**24**
4:35PM	0	21	1	0	**22**	0	0	0	1	0	**1**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	**31**
4:40PM	0	19	0	0	**19**	0	0	0	0	0	**0**	1	0	6	0	0	**6**	0	0	0	0	0	**0**	1	**25**
4:45PM	2	17	0	0	**19**	0	0	0	0	0	**0**	0	0	11	0	0	**11**	0	1	0	0	0	**1**	0	**31**
4:50PM	0	14	0	0	**14**	0	0	0	1	0	**1**	0	0	6	1	0	**7**	0	1	0	0	0	**1**	0	**23**
4:55PM	1	10	1	0	**12**	0	1	0	2	0	**3**	0	0	3	2	0	**5**	0	0	0	0	0	**0**	0	**20**
Hourly Total	7	183	5	0	**195**	0	3	0	5	0	**8**	5	1	80	4	0	**85**	1	4	1	3	0	**8**	2	**296**
Total	231	440	24	0	**695**	1	76	6	230	0	**312**	9	7	505	79	0	**591**	9	19	6	15	0	**40**	4	**1638**
% Approach	33.2%	63.3%	3.5%	0%	**-**	-	24.4%	1.9%	73.7%	0%	**-**	-	1.2%	85.4%	13.4%	0%	**-**	-	47.5%	15.0%	37.5%	0%	**-**	-	-
% Total	14.1%	26.9%	1.5%	0%	**42.4%**	-	4.6%	0.4%	14.0%	0%	**19.0%**	-	0.4%	30.8%	4.8%	0%	**36.1%**	-	1.2%	0.4%	0.9%	0%	**2.4%**	-	-

Leg	Plantation Rd						Kimberley Ln						Plantation Rd						Kimberley Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Lights	231	434	24	0	**689**	-	76	6	230	0	**312**	-	7	491	79	0	**577**	-	18	6	15	0	**39**	-	1617
% Lights	100%	98.6%	100%	0%	**99.1%**	-	100%	100%	100%	0%	**100%**	-	100%	97.2%	100%	0%	**97.6%**	-	94.7%	100%	100%	0%	**97.5%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	1	0	0	0	**1**	-	18
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	2.4%	0%	0%	**2.0%**	-	5.3%	0%	0%	0%	**2.5%**	-	1.1%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Kimberley Ln at Plantation Rd - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744211, Location: 29.776102, -95.542219

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Kimberley Ln at Plantation Rd - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744211, Location: 29.776102, -95.542219

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

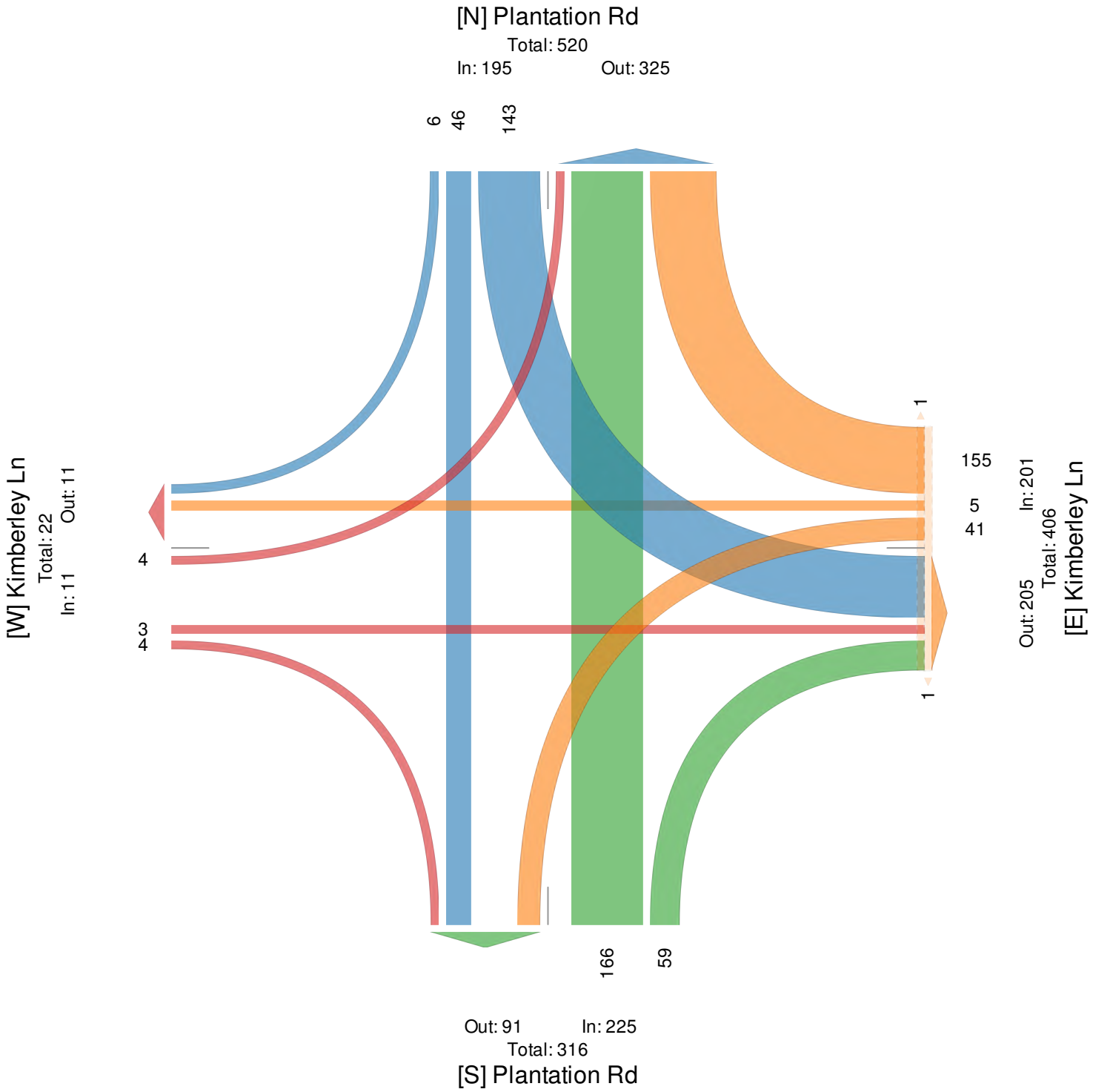
Leg Direction	Plantation Rd Southbound						Kimberley Ln Westbound						Plantation Rd Northbound						Kimberley Ln Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2020-01-28 7:15AM	28	9	0	0	**37**	0	7	0	24	0	**31**	0	0	39	11	0	**50**	0	0	2	0	0	**2**	0	**120**
7:30AM	83	16	2	0	**101**	0	14	3	61	0	**78**	2	0	62	39	0	**101**	0	1	1	1	0	**3**	0	**283**
7:45AM	30	14	2	0	**46**	0	20	2	68	0	**90**	0	0	35	8	0	**43**	0	0	0	2	0	**2**	0	**181**
8:00AM	2	7	2	0	**11**	0	0	0	2	0	**2**	0	0	30	1	0	**31**	0	3	0	1	0	**4**	0	**48**
Total	143	46	6	0	**195**	0	41	5	155	0	**201**	2	0	166	59	0	**225**	0	4	3	4	0	**11**	0	**632**
% Approach	73.3%	23.6%	3.1%	0%	**-**	-	20.4%	2.5%	77.1%	0%	**-**	-	0%	73.8%	26.2%	0%	**-**	-	36.4%	27.3%	36.4%	0%	**-**	-	-
% Total	22.6%	7.3%	0.9%	0%	**30.9%**	-	6.5%	0.8%	24.5%	0%	**31.8%**	-	0%	26.3%	9.3%	0%	**35.6%**	-	0.6%	0.5%	0.6%	0%	**1.7%**	-	-
PHF	0.431	0.719	0.750	-	**0.483**	-	0.513	0.417	0.570	-	**0.558**	-	-	0.669	0.378	-	**0.557**	-	0.333	0.375	0.500	-	**0.688**	-	0.558
Lights	143	46	6	0	**195**	-	41	5	155	0	**201**	-	0	160	59	0	**219**	-	4	3	4	0	**11**	-	626
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	0%	96.4%	100%	0%	**97.3%**	-	100%	100%	100%	0%	**100%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	3.6%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Kimberley Ln at Plantation Rd - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744211, Location: 29.776102, -95.542219

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Kimberley Ln at Plantation Rd - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744211, Location: 29.776102, -95.542219

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

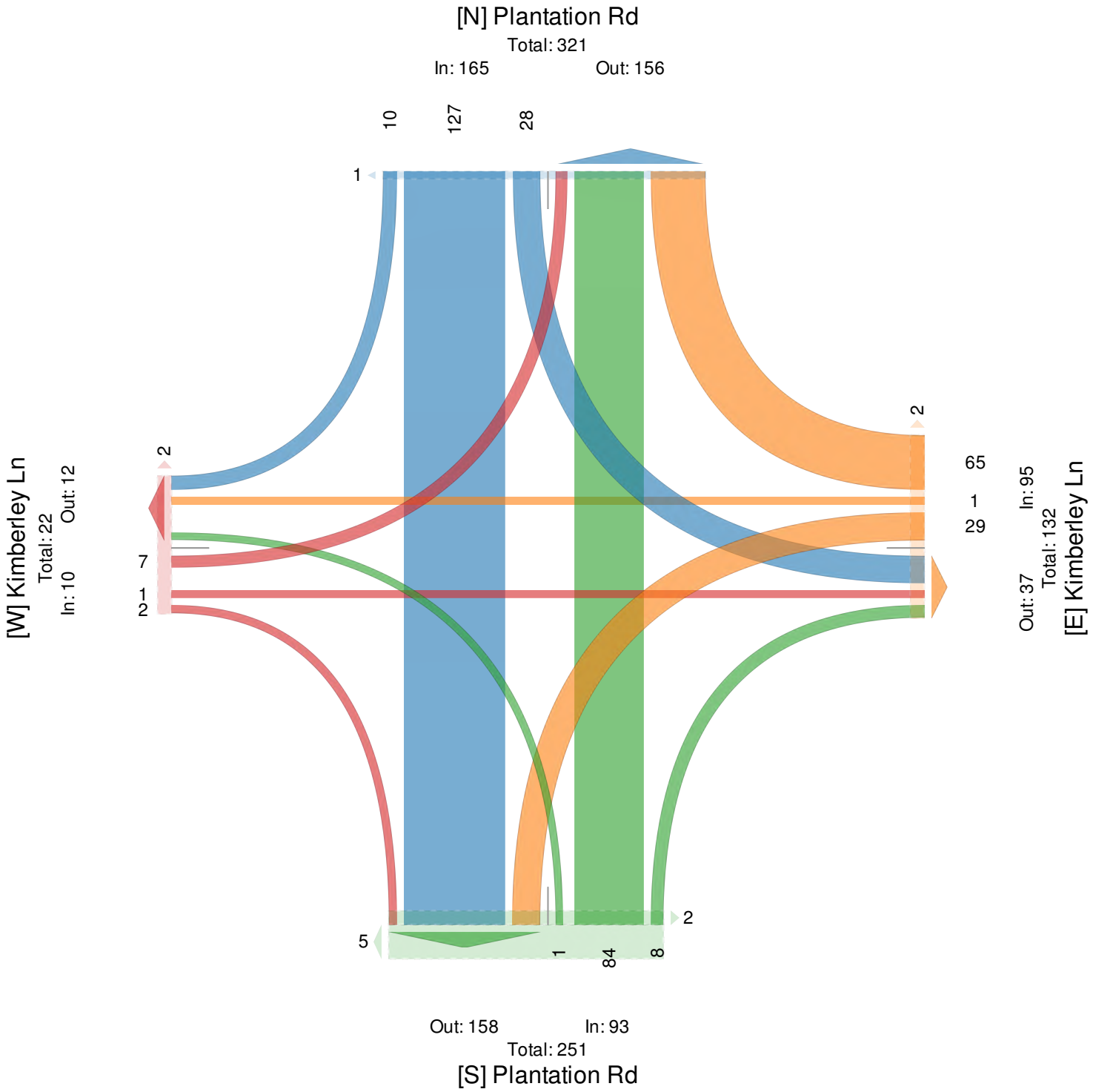
Leg	Plantation Rd						Kimberley Ln						Plantation Rd						Kimberley Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 3:00PM	21	30	2	0	**53**	0	17	1	39	0	**57**	2	0	30	7	0	**37**	1	0	1	1	0	**2**	0	**149**
3:15PM	3	45	4	0	**52**	1	7	0	17	0	**24**	0	0	19	1	0	**20**	2	2	0	1	0	**3**	2	**99**
3:30PM	2	32	3	0	**37**	0	1	0	4	0	**5**	0	1	14	0	0	**15**	4	3	0	0	0	**3**	0	**60**
3:45PM	2	20	1	0	**23**	0	4	0	5	0	**9**	0	0	21	0	0	**21**	0	2	0	0	0	**2**	0	**55**
Total	28	127	10	0	**165**	1	29	1	65	0	**95**	2	1	84	8	0	**93**	7	7	1	2	0	**10**	2	**363**
% Approach	17.0%	77.0%	6.1%	0%	**-**	-	30.5%	1.1%	68.4%	0%	**-**	-	1.1%	90.3%	8.6%	0%	**-**	-	70.0%	10.0%	20.0%	0%	**-**	-	**-**
% Total	7.7%	35.0%	2.8%	0%	**45.5%**	-	8.0%	0.3%	17.9%	0%	**26.2%**	-	0.3%	23.1%	2.2%	0%	**25.6%**	-	1.9%	0.3%	0.6%	0%	**2.8%**	-	**-**
PHF	0.333	0.700	0.625	-	**0.774**	-	0.426	0.250	0.417	-	**0.417**	-	0.250	0.700	0.286	-	**0.628**	-	0.583	0.250	0.500	-	**0.833**	-	0.607
Lights	28	123	10	0	**161**	-	29	1	65	0	**95**	-	1	82	8	0	**91**	-	6	1	2	0	**9**	-	356
% Lights	100%	96.9%	100%	0%	**97.6%**	-	100%	100%	100%	0%	**100%**	-	100%	97.6%	100%	0%	**97.8%**	-	85.7%	100%	100%	0%	**90.0%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	6
% Buses and Single-Unit Trucks	0%	2.4%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	2.4%	0%	0%	**2.2%**	-	14.3%	0%	0%	0%	**10.0%**	-	1.7%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Kimberley Ln at Plantation Rd - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744211, Location: 29.776102, -95.542219

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Taylorcrest Ln at Strey Ln - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744212, Location: 29.773042, -95.538021

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

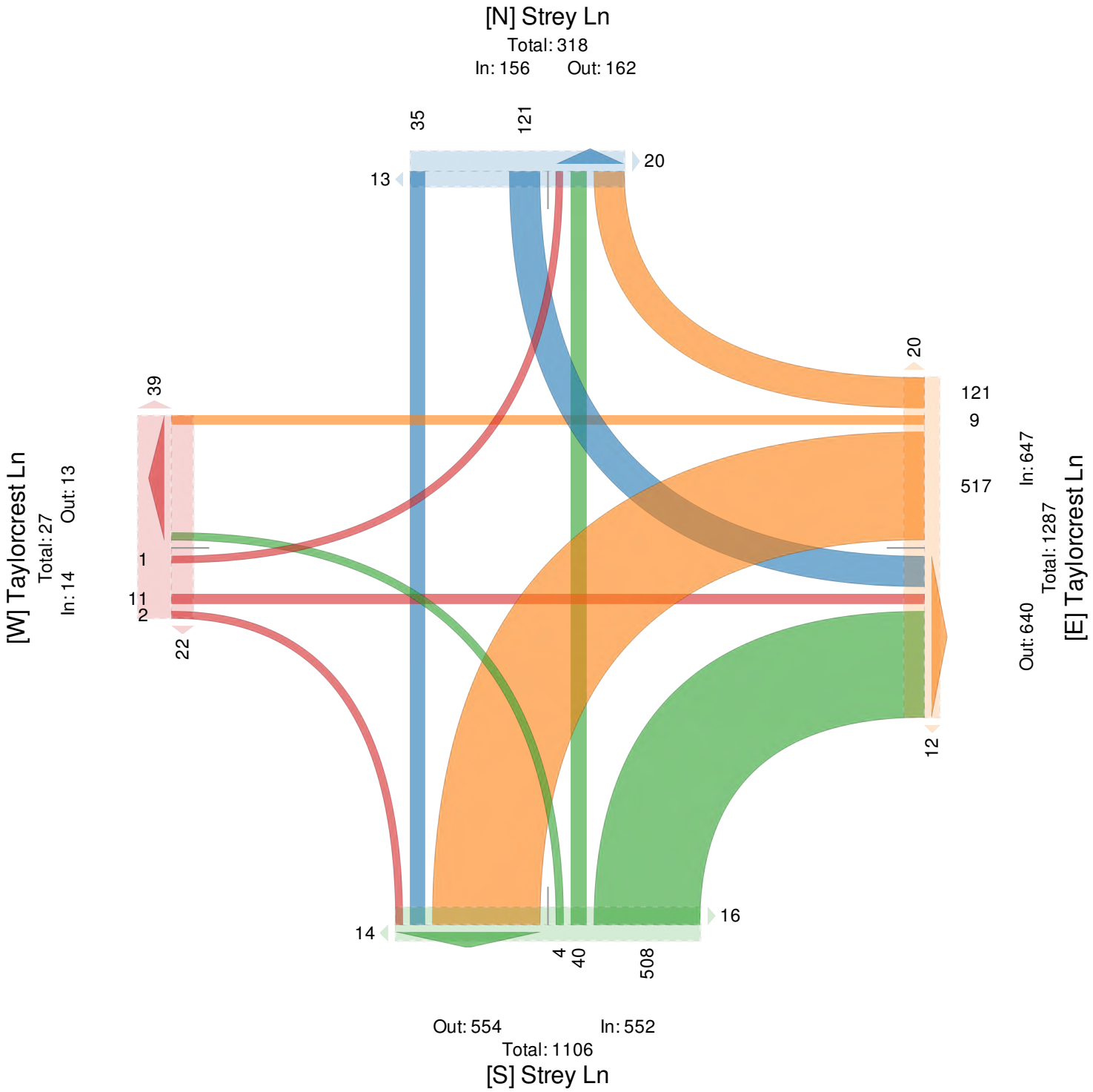
Leg	Strey Ln						Taylorcrest Ln						Strey Ln						Taylorcrest Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 7:00AM	0	0	0	0	**0**	0	5	0	2	0	**7**	0	0	0	9	0	**9**	0	0	0	0	0	**0**	0	**16**
7:05AM	0	0	0	0	**0**	0	5	0	1	0	**6**	0	0	0	5	0	**5**	0	0	0	0	0	**0**	0	**11**
7:10AM	0	0	0	0	**0**	0	2	0	3	0	**5**	0	0	0	6	0	**6**	0	0	1	0	0	**1**	0	**12**
7:15AM	1	0	0	0	**1**	0	1	1	3	0	**5**	0	0	3	14	0	**17**	1	0	0	0	0	**0**	1	**23**
7:20AM	4	0	0	0	**4**	0	7	0	5	0	**12**	0	0	2	12	0	**14**	0	0	0	0	0	**0**	0	**30**
7:25AM	3	0	0	0	**3**	1	6	0	2	0	**8**	0	0	4	18	0	**22**	0	0	1	0	0	**1**	3	**34**
7:30AM	1	0	0	0	**1**	2	6	0	5	0	**11**	2	0	3	18	0	**21**	0	0	1	0	0	**1**	7	**34**
7:35AM	0	1	0	0	**1**	3	6	0	5	0	**11**	3	0	1	10	0	**11**	2	0	0	0	0	**0**	5	**23**
7:40AM	1	0	0	0	**1**	0	5	0	6	0	**11**	6	0	0	9	0	**9**	0	0	0	0	0	**0**	7	**21**
7:45AM	2	0	0	0	**2**	6	6	0	1	0	**7**	8	0	2	7	0	**9**	0	0	0	0	0	**0**	8	**18**
7:50AM	1	0	0	0	**1**	2	3	0	1	0	**4**	2	0	0	8	0	**8**	0	0	0	0	0	**0**	0	**13**
7:55AM	1	0	0	0	**1**	1	8	0	2	0	**10**	0	0	1	8	0	**9**	1	0	0	0	0	**0**	1	**20**
Hourly Total	14	1	0	0	**15**	15	60	1	36	0	**97**	21	0	16	124	0	**140**	4	0	3	0	0	**3**	32	**255**
8:00AM	4	0	0	0	**4**	0	5	0	5	0	**10**	0	0	0	12	0	**12**	1	0	0	0	0	**0**	2	**26**
8:05AM	1	0	0	0	**1**	0	3	0	4	0	**7**	0	0	0	13	0	**13**	0	0	0	0	0	**0**	0	**21**
8:10AM	2	0	0	0	**2**	0	4	0	0	0	**4**	0	1	1	10	0	**12**	3	0	0	0	0	**0**	2	**18**
8:15AM	1	0	0	0	**1**	0	4	0	0	0	**4**	0	0	0	16	0	**16**	0	0	1	0	0	**1**	0	**22**
8:20AM	1	0	0	0	**1**	0	0	0	1	0	**1**	0	0	1	7	0	**8**	1	0	0	0	0	**0**	0	**10**
8:25AM	2	0	0	0	**2**	0	5	0	1	0	**6**	0	0	0	5	0	**5**	0	0	0	0	0	**0**	0	**13**
8:30AM	1	1	0	0	**2**	0	3	0	0	0	**3**	0	0	0	9	0	**9**	3	0	0	0	0	**0**	0	**14**
8:35AM	2	0	0	0	**2**	0	2	0	0	0	**2**	0	0	1	5	0	**6**	0	0	0	0	0	**0**	0	**10**
8:40AM	0	0	0	0	**0**	0	7	0	2	0	**9**	0	0	0	11	0	**11**	1	0	0	0	0	**0**	0	**20**
8:45AM	1	0	0	0	**1**	0	8	0	0	0	**8**	0	0	1	6	0	**7**	0	0	0	0	0	**0**	0	**16**
8:50AM	2	0	0	0	**2**	0	3	1	0	0	**4**	0	0	0	5	0	**5**	0	0	0	0	0	**0**	0	**11**
8:55AM	0	0	0	0	**0**	0	8	0	1	0	**9**	0	1	0	7	0	**8**	0	0	1	0	0	**1**	0	**18**
Hourly Total	17	1	0	0	**18**	0	52	1	14	0	**67**	0	2	4	106	0	**112**	9	0	2	0	0	**2**	4	**199**
2:00PM	0	0	0	0	**0**	0	8	0	4	0	**12**	0	0	1	7	0	**8**	0	0	0	0	0	**0**	0	**20**
2:05PM	1	1	0	0	**2**	0	5	1	2	0	**8**	0	0	0	5	0	**5**	0	0	0	0	0	**0**	0	**15**
2:10PM	1	0	0	0	**1**	0	8	0	1	0	**9**	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	**13**
2:15PM	1	1	0	0	**2**	0	19	0	1	0	**20**	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	**29**
2:20PM	1	0	0	0	**1**	0	12	0	1	0	**13**	0	0	1	7	0	**8**	0	0	0	0	0	**0**	0	**22**
2:25PM	0	0	0	0	**0**	0	9	0	1	0	**10**	0	0	2	9	0	**11**	0	0	0	0	0	**0**	0	**21**
2:30PM	0	0	0	0	**0**	0	3	0	2	0	**5**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**7**
2:35PM	2	0	0	0	**2**	0	6	0	0	0	**6**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**18**
2:40PM	0	1	0	0	**1**	0	8	0	3	0	**11**	0	0	1	3	0	**4**	0	0	0	0	0	**0**	0	**16**
2:45PM	3	0	0	0	**3**	0	8	0	5	0	**13**	0	1	0	7	0	**8**	0	1	0	1	0	**2**	0	**26**
2:50PM	2	0	0	0	**2**	0	6	1	4	0	**11**	0	0	3	11	0	**14**	0	0	0	0	0	**0**	0	**27**
2:55PM	2	0	0	0	**2**	0	13	0	5	0	**18**	0	0	1	8	0	**9**	0	0	1	0	0	**1**	0	**30**
Hourly Total	13	3	0	0	**16**	0	105	2	29	0	**136**	0	1	10	78	0	**89**	0	1	1	1	0	**3**	0	**244**
3:00PM	13	2	0	0	**15**	15	0	1	3	0	**4**	11	0	0	8	0	**8**	0	0	1	1	0	**2**	13	**29**
3:05PM	7	4	0	0	**11**	0	12	0	2	0	**14**	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	**32**
3:10PM	1	1	0	0	**2**	0	8	1	1	0	**10**	0	0	0	11	0	**11**	0	0	1	0	0	**1**	0	**24**
3:15PM	5	2	0	0	**7**	0	17	0	3	0	**20**	0	0	1	11	0	**12**	0	0	0	0	0	**0**	0	**39**
3:20PM	2	2	0	0	**4**	0	22	0	1	0	**23**	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	**30**
3:25PM	2	0	0	0	**2**	1	24	0	3	0	**27**	0	0	0	8	0	**8**	2	0	0	0	0	**0**	0	**37**
3:30PM	2	1	0	0	**3**	0	12	0	2	0	**14**	0	0	0	7	0	**7**	0	0	0	0	0	**0**	0	**24**
3:35PM	2	0	0	0	**2**	0	9	0	0	0	**9**	0	0	0	10	0	**10**	0	0	0	0	0	**0**	0	**21**
3:40PM	3	1	0	0	**4**	0	13	0	2	0	**15**	0	0	1	10	0	**11**	0	0	0	0	0	**0**	0	**30**
3:45PM	2	4	0	0	**6**	0	12	1	1	0	**14**	0	0	1	15	0	**16**	3	0	0	0	0	**0**	3	**36**
3:50PM	4	0	0	0	**4**	1	11	0	2	0	**13**	0	0	0	17	0	**17**	1	0	0	0	0	**0**	0	**34**
3:55PM	1	1	0	0	**2**	0	11	0	2	0	**13**	0	1	2	4	0	**7**	0	0	0	0	0	**0**	0	**22**
Hourly Total	44	18	0	0	**62**	17	151	3	22	0	**176**	11	1	5	111	0	**117**	6	0	2	1	0	**3**	16	**358**
4:00PM	4	1	0	0	**5**	0	9	0	2	0	**11**	0	0	1	6	0	**7**	2	0	1	0	0	**1**	1	**24**
4:05PM	3	2	0	0	**5**	0	8	0	2	0	**10**	0	0	1	3	0	**4**	0	0	0	0	0	**0**	0	**19**
4:10PM	7	1	0	0	**8**	0	12	0	2	0	**14**	0	0	0	8	0	**8**	0	0	1	0	0	**1**	0	**31**
4:15PM	6	1	0	0	**7**	0	10	0	2	0	**12**	0	0	0	3	0	**3**	1	0	1	0	0	**1**	0	**23**
4:20PM	2	0	0	0	**2**	0	20	0	0	0	**20**	0	0	0	7	0	**7**	2	0	0	0	0	**0**	0	**29**
4:25PM	0	0	0	0	**0**	0	7	1	2	0	**10**	0	0	0	10	0	**10**	2	0	0	0	0	**0**	1	**20**
4:30PM	3	0	0	0	**3**	0	13	0	1	0	**14**	0	0	0	8	0	**8**	1	0	0	0	0	**0**	0	**25**
4:35PM	0	1	0	0	**1**	0	16	0	2	0	**18**	0	0	1	10	0	**11**	1	0	0	0	0	**0**	1	**30**
4:40PM	2	3	0	0	**5**	0	17	0	3	0	**20**	0	0	0	9	0	**9**	2	0	0	0	0	**0**	3	**34**
4:45PM	3	3	0	0	**6**	0	11	0	1	0	**12**	0	0	0	11	0	**11**	0	0	0	0	0	**0**	1	**29**
4:50PM	1	0	0	0	**1**	1	17	1	1	0	**19**	0	0	0	6	0	**6**	0	0	0	0	0	**0**	0	**26**
4:55PM	2	0	0	0	**2**	0	9	0	2	0	**11**	0	0	2	8	0	**10**	0	0	0	0	0	**0**	2	**23**
Hourly Total	33	12	0	0	**45**	1	149	2	20	0	**171**	0	0	5	89	0	**94**	11	0	3	0	0	**3**	9	**313**
Total	121	35	0	0	**156**	33	517	9	121	0	**647**	32	4	40	508	0	**552**	30	1	11	2	0	**14**	61	**1369**
% Approach	77.6%	22.4%	0%	0%	**-**	-	79.9%	1.4%	18.7%	0%	**-**	-	0.7%	7.2%	92.0%	0%	**-**	-	7.1%	78.6%	14.3%	0%	**-**	-	-
% Total	8.8%	2.6%	0%	0%	**11.4%**	-	37.8%	0.7%	8.8%	0%	**47.3%**	-	0.3%	2.9%	37.1%	0%	**40.3%**	-	0.1%	0.8%	0.1%	0%	**1.0%**	-	-

Leg	Strey Ln						Taylorcrest Ln						Strey Ln						Taylorcrest Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
Lights	98	32	0	0	**130**	-	506	9	101	0	**616**	-	4	36	504	0	**544**	-	1	11	2	0	**14**	-	1304
% Lights	81.0%	91.4%	0%	0%	**83.3%**	-	97.9%	100%	83.5%	0%	**95.2%**	-	100%	90.0%	99.2%	0%	**98.6%**	-	100%	100%	100%	0%	**100%**	-	95.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	16	3	0	0	**19**	-	11	0	17	0	**28**	-	0	4	4	0	**8**	-	0	0	0	0	**0**	-	55
% Buses and Single-Unit Trucks	13.2%	8.6%	0%	0%	**12.2%**	-	2.1%	0%	14.0%	0%	**4.3%**	-	0%	10.0%	0.8%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	4.0%
Bicycles on Road	7	0	0	0	**7**	-	0	0	3	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	10
% Bicycles on Road	5.8%	0%	0%	0%	**4.5%**	-	0%	0%	2.5%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	31	-	-	-	-	-	27	-	-	-	-	-	46	
% Pedestrians	-	-	-	-	-	78.8%	-	-	-	-	-	96.9%	-	-	-	-	-	90.0%	-	-	-	-	-	75.4%	-
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	15	
% Bicycles on Crosswalk	-	-	-	-	-	21.2%	-	-	-	-	-	3.1%	-	-	-	-	-	10.0%	-	-	-	-	-	24.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Taylorcrest Ln at Strey Ln - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744212, Location: 29.773042, -95.538021

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Taylorcrest Ln at Strey Ln - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744212, Location: 29.773042, -95.538021

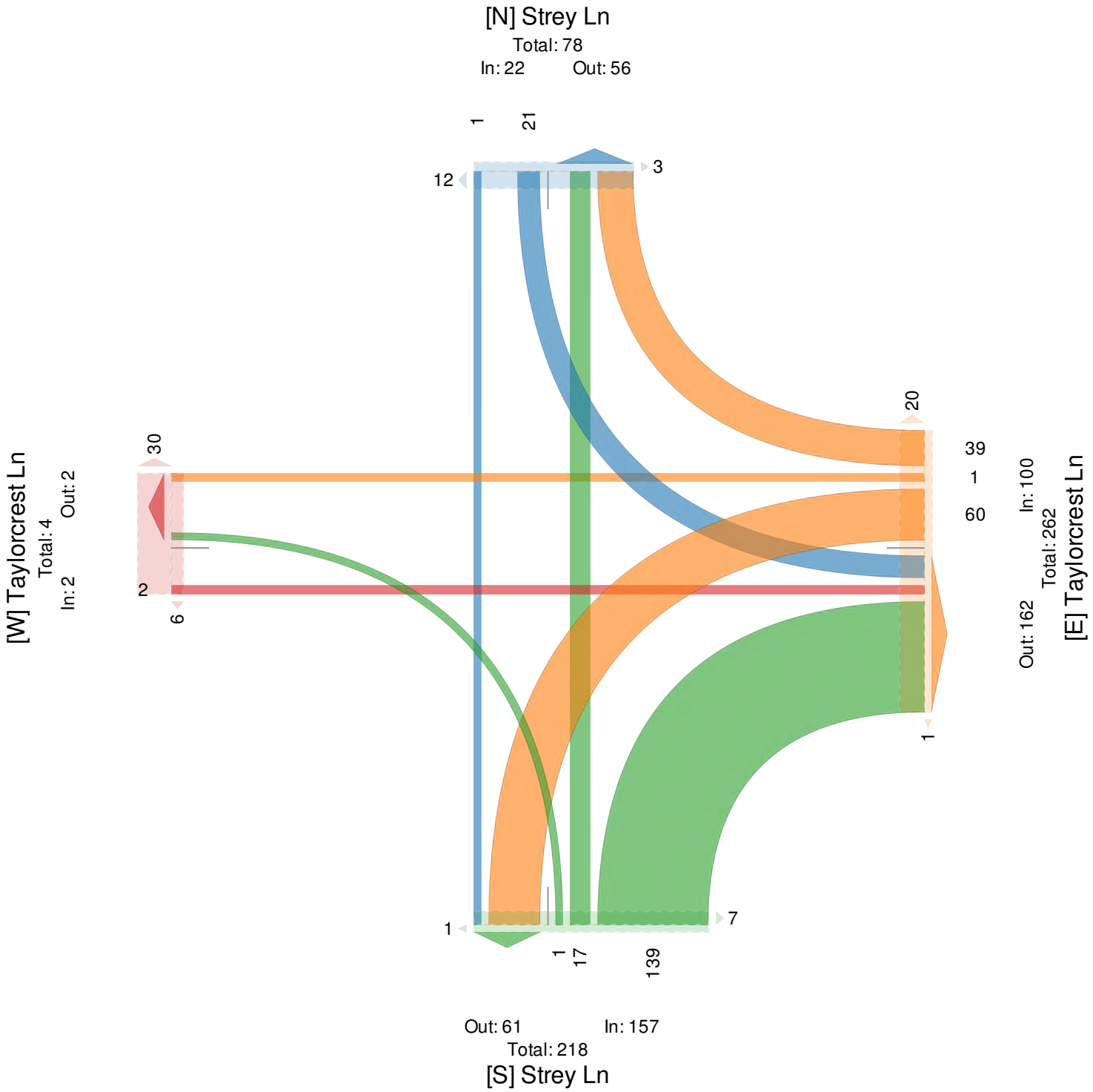
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Strey Ln						Taylorcrest Ln						Strey Ln						Taylorcrest Ln						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 7:15AM	8	0	0	0	**8**	1	14	1	10	0	**25**	0	0	9	44	0	**53**	1	0	1	0	0	**1**	4	**87**
7:30AM	2	1	0	0	**3**	5	17	0	16	0	**33**	11	0	4	37	0	**41**	2	0	1	0	0	**1**	19	**78**
7:45AM	4	0	0	0	**4**	9	17	0	4	0	**21**	10	0	3	23	0	**26**	1	0	0	0	0	**0**	9	**51**
8:00AM	7	0	0	0	**7**	0	12	0	9	0	**21**	0	1	1	35	0	**37**	4	0	0	0	0	**0**	4	**65**
Total	21	1	0	0	**22**	15	60	1	39	0	**100**	21	1	17	139	0	**157**	8	0	2	0	0	**2**	36	**281**
% Approach	95.5%	4.5%	0%	0%	**-**	-	60.0%	1.0%	39.0%	0%	**-**	-	0.6%	10.8%	88.5%	0%	**-**	-	0%	100%	0%	0%	**-**	-	-
% Total	7.5%	0.4%	0%	0%	**7.8%**	-	21.4%	0.4%	13.9%	0%	**35.6%**	-	0.4%	6.0%	49.5%	0%	**55.9%**	-	0%	0.7%	0%	0%	**0.7%**	-	-
PHF	0.656	0.250	-	-	**0.688**	-	0.882	0.250	0.578	-	**0.742**	-	0.250	0.472	0.790	-	**0.741**	-	-	0.500	-	-	**0.500**	-	0.802
Lights	15	0	0	0	**15**	-	59	1	31	0	**91**	-	1	15	137	0	**153**	-	0	2	0	0	**2**	-	261
% Lights	71.4%	0%	0%	0%	**68.2%**	-	98.3%	100%	79.5%	0%	**91.0%**	-	100%	88.2%	98.6%	0%	**97.5%**	-	0%	100%	0%	0%	**100%**	-	92.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	6	1	0	0	**7**	-	1	0	6	0	**7**	-	0	2	2	0	**4**	-	0	0	0	0	**0**	-	18
% Buses and Single-Unit Trucks	28.6%	100%	0%	0%	**31.8%**	-	1.7%	0%	15.4%	0%	**7.0%**	-	0%	11.8%	1.4%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	6.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	5.1%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	21	-	-	-	-	-	8	-	-	-	-	-	33	
% Pedestrians	-	-	-	-	-	93.3%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	91.7%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	6.7%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	8.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Taylorcrest Ln at Strey Ln - TMC
Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744212, Location: 29.773042, -95.538021

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Taylorcrest Ln at Strey Ln - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744212, Location: 29.773042, -95.538021

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

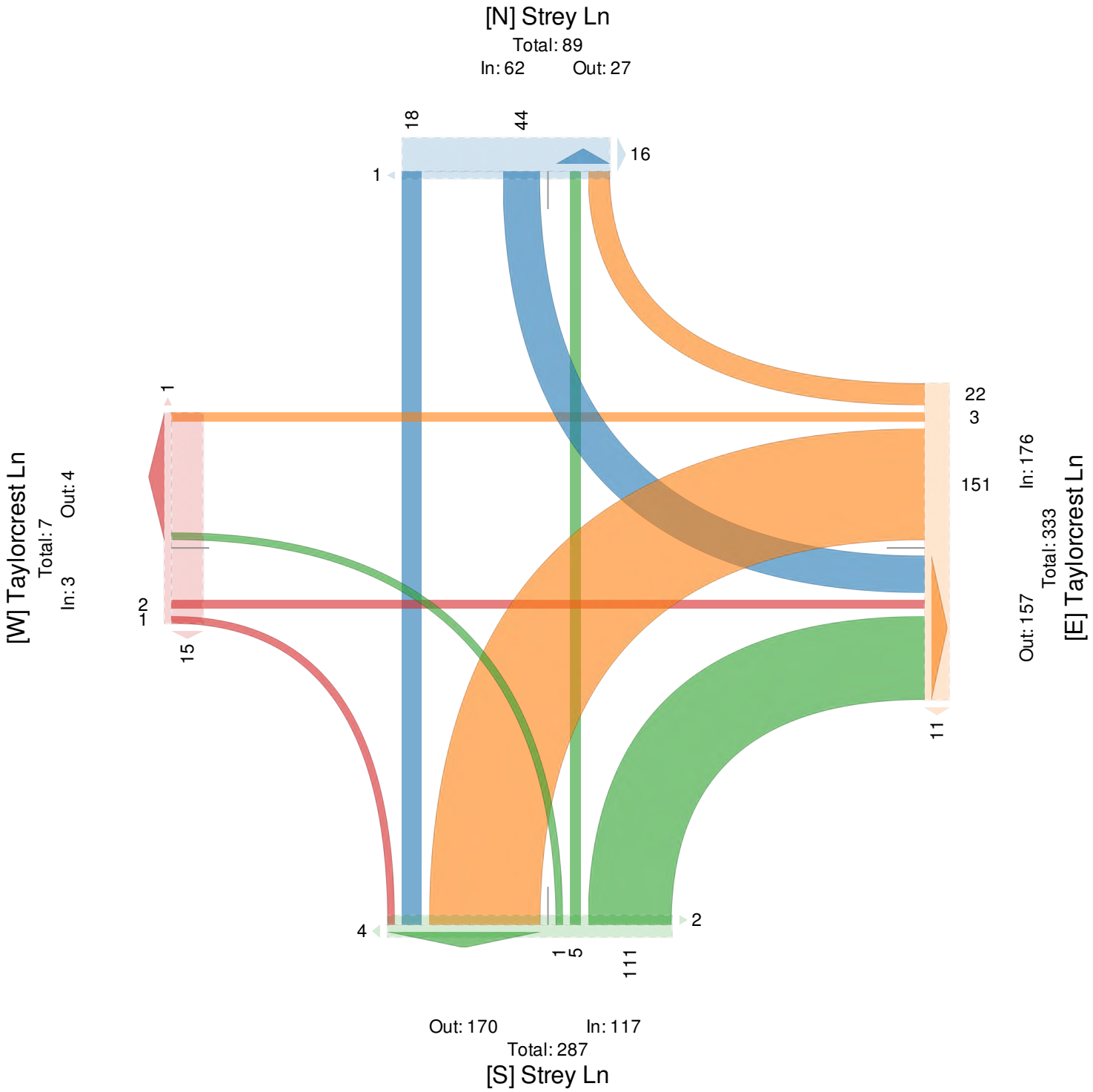
Leg Direction	Strey Ln Southbound						Taylorcrest Ln Westbound						Strey Ln Northbound						Taylorcrest Ln Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2020-01-28 3:00PM	21	7	0	0	**28**	15	20	2	6	0	**28**	11	0	0	26	0	**26**	0	0	2	1	0	**3**	13	**85**
3:15PM	9	4	0	0	**13**	1	63	0	7	0	**70**	0	0	1	22	0	**23**	2	0	0	0	0	**0**	0	**106**
3:30PM	7	2	0	0	**9**	0	34	0	4	0	**38**	0	0	1	27	0	**28**	0	0	0	0	0	**0**	0	**75**
3:45PM	7	5	0	0	**12**	1	34	1	5	0	**40**	0	1	3	36	0	**40**	4	0	0	0	0	**0**	3	**92**
Total	44	18	0	0	**62**	17	151	3	22	0	**176**	11	1	5	111	0	**117**	6	0	2	1	0	**3**	16	**358**
% Approach	71.0%	29.0%	0%	0%	**-**	-	85.8%	1.7%	12.5%	0%	**-**	-	0.9%	4.3%	94.9%	0%	**-**	-	0%	66.7%	33.3%	0%	**-**	-	-
% Total	12.3%	5.0%	0%	0%	**17.3%**	-	42.2%	0.8%	6.1%	0%	**49.2%**	-	0.3%	1.4%	31.0%	0%	**32.7%**	-	0%	0.6%	0.3%	0%	**0.8%**	-	-
PHF	0.588	0.643	-	-	**0.604**	-	0.599	0.375	0.750	-	**0.625**	-	0.250	0.417	0.771	-	**0.731**	-	-	0.250	0.250	-	**0.250**	-	0.833
Lights	32	16	0	0	**48**	-	148	3	19	0	**170**	-	1	4	110	0	**115**	-	0	2	1	0	**3**	-	336
% Lights	72.7%	88.9%	0%	0%	**77.4%**	-	98.0%	100%	86.4%	0%	**96.6%**	-	100%	80.0%	99.1%	0%	**98.3%**	-	0%	100%	100%	0%	**100%**	-	93.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	8	2	0	0	**10**	-	3	0	2	0	**5**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	18.2%	11.1%	0%	0%	**16.1%**	-	2.0%	0%	9.1%	0%	**2.8%**	-	0%	20.0%	0.9%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	4.7%
Bicycles on Road	4	0	0	0	**4**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	5
% Bicycles on Road	9.1%	0%	0%	0%	**6.5%**	-	0%	0%	4.5%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.4%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	10	-	-	-	-	-	3	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	64.7%	-	-	-	-	-	90.9%	-	-	-	-	-	50.0%	-	-	-	-	-	31.3%	-
Bicycles on Crosswalk	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	11	
% Bicycles on Crosswalk	-	-	-	-	-	35.3%	-	-	-	-	-	9.1%	-	-	-	-	-	50.0%	-	-	-	-	-	68.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Taylorcrest Ln at Strey Ln - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744212, Location: 29.773042, -95.538021

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Rieder Dr at Taylorcrest Ln - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744213, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

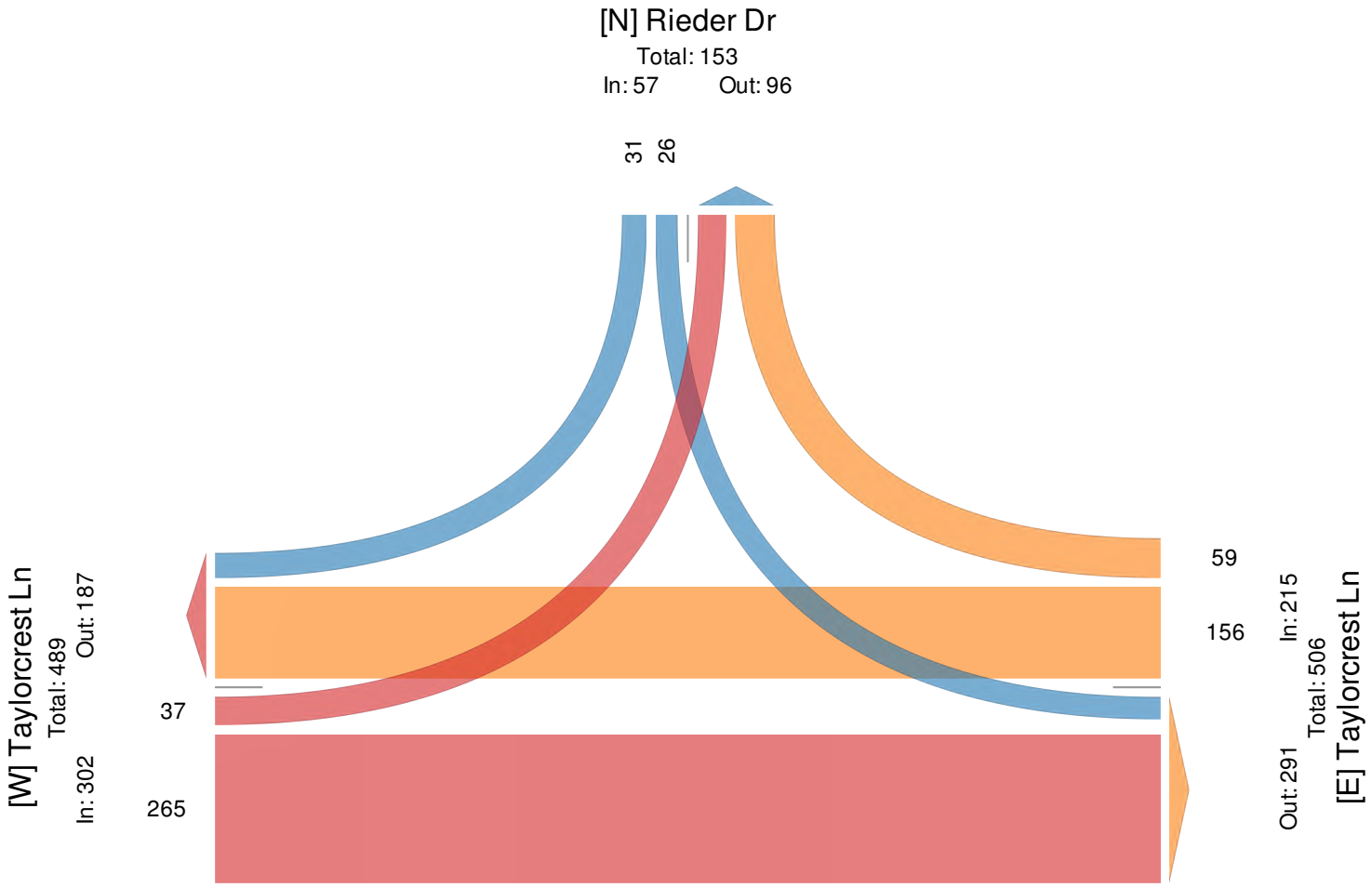
Leg Direction	Rieder Dr Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2020-01-28 7:00AM	0	0	0	**0**	0	7	0	0	**7**	0	1	7	0	**8**	0	**15**
7:05AM	1	0	0	**1**	0	6	0	0	**6**	0	1	8	0	**9**	0	**16**
7:10AM	2	1	0	**3**	0	6	0	0	**6**	0	1	6	0	**7**	0	**16**
7:15AM	1	1	0	**2**	0	2	3	0	**5**	0	0	13	0	**13**	0	**20**
7:20AM	0	3	0	**3**	0	9	1	0	**10**	0	0	17	0	**17**	0	**30**
7:25AM	1	1	0	**2**	0	11	3	0	**14**	0	1	23	0	**24**	0	**40**
7:30AM	0	3	0	**3**	0	6	5	0	**11**	0	3	22	0	**25**	0	**39**
7:35AM	1	3	0	**4**	0	15	4	0	**19**	0	3	14	0	**17**	0	**40**
7:40AM	0	1	0	**1**	0	12	4	0	**16**	0	1	10	0	**11**	0	**28**
7:45AM	2	3	0	**5**	0	8	1	0	**9**	0	2	12	0	**14**	0	**28**
7:50AM	1	1	0	**2**	0	4	5	0	**9**	0	2	8	0	**10**	0	**21**
7:55AM	2	2	0	**4**	0	9	3	0	**12**	0	2	6	0	**8**	0	**24**
Hourly Total	11	19	0	**30**	0	95	29	0	**124**	0	17	146	0	**163**	0	**317**
8:00AM	1	1	0	**2**	0	7	0	0	**7**	0	3	15	0	**18**	0	**27**
8:05AM	1	1	0	**2**	0	6	2	0	**8**	0	3	10	0	**13**	0	**23**
8:10AM	5	1	0	**6**	0	4	4	0	**8**	0	2	12	0	**14**	0	**28**
8:15AM	1	2	0	**3**	0	3	2	0	**5**	0	5	14	0	**19**	0	**27**
8:20AM	1	1	0	**2**	0	1	1	0	**2**	0	0	9	0	**9**	0	**13**
8:25AM	2	1	0	**3**	0	6	2	0	**8**	0	1	9	0	**10**	0	**21**
8:30AM	3	0	0	**3**	0	3	5	0	**8**	0	3	11	0	**14**	0	**25**
8:35AM	0	1	0	**1**	0	3	3	0	**6**	0	1	5	0	**6**	0	**13**
8:40AM	0	0	0	**0**	0	8	2	0	**10**	0	1	11	0	**12**	0	**22**
8:45AM	1	2	0	**3**	0	6	5	0	**11**	0	1	6	0	**7**	0	**21**
8:50AM	0	1	0	**1**	0	5	1	0	**6**	0	0	8	0	**8**	0	**15**
8:55AM	0	1	0	**1**	0	9	3	0	**12**	0	0	9	0	**9**	0	**22**
Hourly Total	15	12	0	**27**	0	61	30	0	**91**	0	20	119	0	**139**	0	**257**
2:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:05PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:10PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:20PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:25PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:35PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:40PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:50PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:55PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:05PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:10PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:20PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:25PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:35PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:40PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:50PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:55PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**

Leg Direction	Rieder Dr Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
4:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:05PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:10PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:20PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:25PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:35PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:40PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:50PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:55PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	26	31	0	**57**	0	156	59	0	**215**	0	37	265	0	**302**	0	**574**
% Approach	45.6%	54.4%	0%	**-**	-	72.6%	27.4%	0%	**-**	-	12.3%	87.7%	0%	**-**	-	-
% Total	4.5%	5.4%	0%	**9.9%**	-	27.2%	10.3%	0%	**37.5%**	-	6.4%	46.2%	0%	**52.6%**	-	-
Lights	25	28	0	**53**	-	147	59	0	**206**	-	36	257	0	**293**	-	552
% Lights	96.2%	90.3%	0%	**93.0%**	-	94.2%	100%	0%	**95.8%**	-	97.3%	97.0%	0%	**97.0%**	-	96.2%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	3	0	**4**	-	9	0	0	**9**	-	1	8	0	**9**	-	22
% Buses and Single-Unit Trucks	3.8%	9.7%	0%	**7.0%**	-	5.8%	0%	0%	**4.2%**	-	2.7%	3.0%	0%	**3.0%**	-	3.8%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Rieder Dr at Taylorcrest Ln - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744213, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Rieder Dr at Taylorcrest Ln - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744213, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

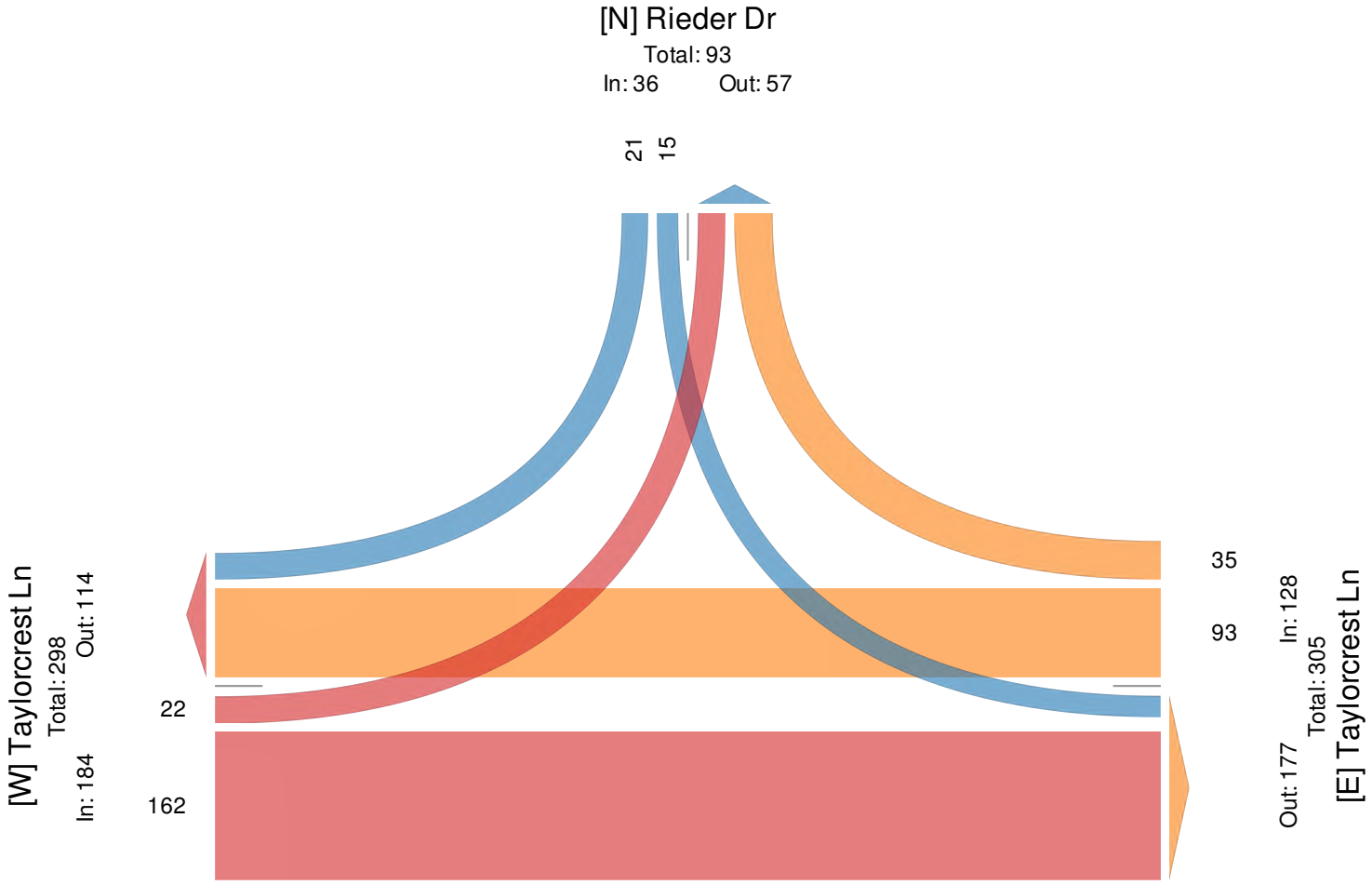
Leg Direction	Rieder Dr Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2020-01-28 7:15AM	2	5	0	**7**	0	22	7	0	**29**	0	1	53	0	**54**	0	**90**
7:30AM	1	7	0	**8**	0	33	13	0	**46**	0	7	46	0	**53**	0	**107**
7:45AM	5	6	0	**11**	0	21	9	0	**30**	0	6	26	0	**32**	0	**73**
8:00AM	7	3	0	**10**	0	17	6	0	**23**	0	8	37	0	**45**	0	**78**
Total	15	21	0	**36**	0	93	35	0	**128**	0	22	162	0	**184**	0	**348**
% Approach	41.7%	58.3%	0%	**-**	-	72.7%	27.3%	0%	**-**	-	12.0%	88.0%	0%	**-**	-	-
% Total	4.3%	6.0%	0%	**10.3%**	-	26.7%	10.1%	0%	**36.8%**	-	6.3%	46.6%	0%	**52.9%**	-	-
PHF	0.536	0.750	-	**0.818**	-	0.705	0.673	-	**0.696**	-	0.688	0.764	-	**0.852**	-	0.813
Lights	15	18	0	**33**	-	89	35	0	**124**	-	21	155	0	**176**	-	333
% Lights	100%	85.7%	0%	**91.7%**	-	95.7%	100%	0%	**96.9%**	-	95.5%	95.7%	0%	**95.7%**	-	95.7%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	3	0	**3**	-	4	0	0	**4**	-	1	7	0	**8**	-	15
% Buses and Single-Unit Trucks	0%	14.3%	0%	**8.3%**	-	4.3%	0%	0%	**3.1%**	-	4.5%	4.3%	0%	**4.3%**	-	4.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Rieder Dr at Taylorcrest Ln - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744213, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Rieder Dr at Taylorcrest Ln - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744630, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

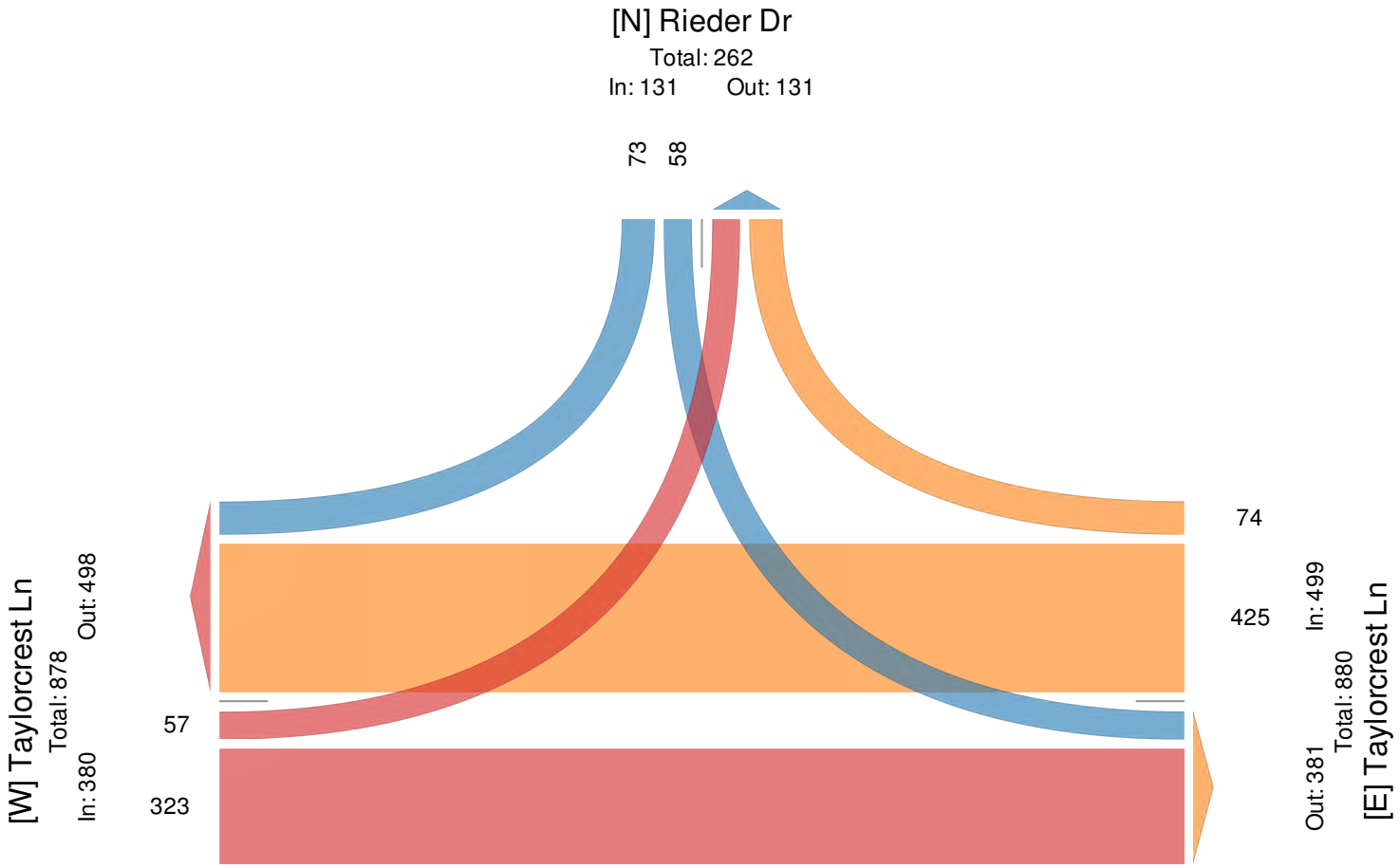
Leg Direction	Rieder Dr Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2020-01-28 7:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:05AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:10AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:20AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:25AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:35AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:40AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:50AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
7:55AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:05AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:10AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:20AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:25AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:35AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:40AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:50AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
8:55AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:00PM	1	2	0	**3**	0	8	1	0	**9**	0	0	6	0	**6**	0	**18**
2:05PM	0	1	0	**1**	0	8	2	0	**10**	0	0	8	0	**8**	0	**19**
2:10PM	1	0	0	**1**	0	7	2	0	**9**	0	2	4	0	**6**	0	**16**
2:15PM	1	2	0	**3**	0	20	0	0	**20**	0	1	6	0	**7**	0	**30**
2:20PM	0	0	0	**0**	0	13	0	0	**13**	0	0	8	0	**8**	0	**21**
2:25PM	0	1	0	**1**	0	10	0	0	**10**	0	0	8	0	**8**	0	**19**
2:30PM	3	0	0	**3**	0	5	2	0	**7**	0	1	2	0	**3**	0	**13**
2:35PM	0	2	0	**2**	0	6	2	0	**8**	0	0	9	0	**9**	0	**19**
2:40PM	0	1	0	**1**	0	8	5	0	**13**	0	0	6	0	**6**	0	**20**
2:45PM	1	3	0	**4**	0	12	0	0	**12**	0	3	6	0	**9**	0	**25**
2:50PM	1	2	0	**3**	0	10	2	0	**12**	0	0	13	0	**13**	0	**28**
2:55PM	1	2	0	**3**	0	14	2	0	**16**	0	2	10	0	**12**	0	**31**
Hourly Total	9	16	0	**25**	0	121	18	0	**139**	0	9	86	0	**95**	0	**259**
3:00PM	0	1	0	**1**	0	5	3	0	**8**	0	3	13	0	**16**	0	**25**
3:05PM	2	1	0	**3**	0	14	1	0	**15**	0	2	15	0	**17**	0	**35**
3:10PM	1	3	0	**4**	0	6	2	0	**8**	0	3	11	0	**14**	0	**26**
3:15PM	3	5	0	**8**	0	18	3	0	**21**	0	2	15	0	**17**	0	**46**
3:20PM	2	2	0	**4**	0	27	2	0	**29**	0	1	5	0	**6**	0	**39**
3:25PM	4	4	0	**8**	0	20	2	0	**22**	0	4	7	0	**11**	0	**41**
3:30PM	1	2	0	**3**	0	12	2	0	**14**	0	2	7	0	**9**	0	**26**
3:35PM	2	1	0	**3**	0	8	2	0	**10**	0	1	10	0	**11**	0	**24**
3:40PM	3	2	0	**5**	0	14	2	0	**16**	0	1	13	0	**14**	0	**35**
3:45PM	0	1	0	**1**	0	12	3	0	**15**	0	6	9	0	**15**	0	**31**
3:50PM	4	0	0	**4**	0	13	5	0	**18**	0	3	19	0	**22**	0	**44**
3:55PM	3	5	0	**8**	0	8	1	0	**9**	0	0	5	0	**5**	0	**22**
Hourly Total	25	27	0	**52**	0	157	28	0	**185**	0	28	129	0	**157**	0	**394**

Leg Direction	Rieder Dr Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
4:00PM	0	3	0	**3**	0	8	2	0	**10**	0	5	8	0	**13**	0	**26**
4:05PM	3	2	0	**5**	0	10	3	0	**13**	0	1	7	0	**8**	0	**26**
4:10PM	2	3	0	**5**	0	11	3	0	**14**	0	2	10	0	**12**	0	**31**
4:15PM	1	4	0	**5**	0	9	3	0	**12**	0	2	10	0	**12**	0	**29**
4:20PM	0	4	0	**4**	0	15	4	0	**19**	0	2	8	0	**10**	0	**33**
4:25PM	4	3	0	**7**	0	9	1	0	**10**	0	1	9	0	**10**	0	**27**
4:30PM	1	2	0	**3**	0	13	1	0	**14**	0	0	11	0	**11**	0	**28**
4:35PM	2	3	0	**5**	0	18	1	0	**19**	0	1	10	0	**11**	0	**35**
4:40PM	2	2	0	**4**	0	16	4	0	**20**	0	1	9	0	**10**	0	**34**
4:45PM	1	0	0	**1**	0	10	1	0	**11**	0	3	10	0	**13**	0	**25**
4:50PM	4	2	0	**6**	0	17	1	0	**18**	0	1	6	0	**7**	0	**31**
4:55PM	4	2	0	**6**	0	11	4	0	**15**	0	1	10	0	**11**	0	**32**
Hourly Total	24	30	0	**54**	0	147	28	0	**175**	0	20	108	0	**128**	0	**357**
Total	58	73	0	**131**	0	425	74	0	**499**	0	57	323	0	**380**	0	**1010**
% Approach	44.3%	55.7%	0%	**-**	-	85.2%	14.8%	0%	**-**	-	15.0%	85.0%	0%	**-**	-	-
% Total	5.7%	7.2%	0%	**13.0%**	-	42.1%	7.3%	0%	**49.4%**	-	5.6%	32.0%	0%	**37.6%**	-	-
Lights	57	72	0	**129**	-	412	73	0	**485**	-	54	316	0	**370**	-	984
% Lights	98.3%	98.6%	0%	**98.5%**	-	96.9%	98.6%	0%	**97.2%**	-	94.7%	97.8%	0%	**97.4%**	-	97.4%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	1	0	**2**	-	13	1	0	**14**	-	3	7	0	**10**	-	26
% Buses and Single-Unit Trucks	1.7%	1.4%	0%	**1.5%**	-	3.1%	1.4%	0%	**2.8%**	-	5.3%	2.2%	0%	**2.6%**	-	2.6%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Rieder Dr at Taylorcrest Ln - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744630, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Rieder Dr at Taylorcrest Ln - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744630, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

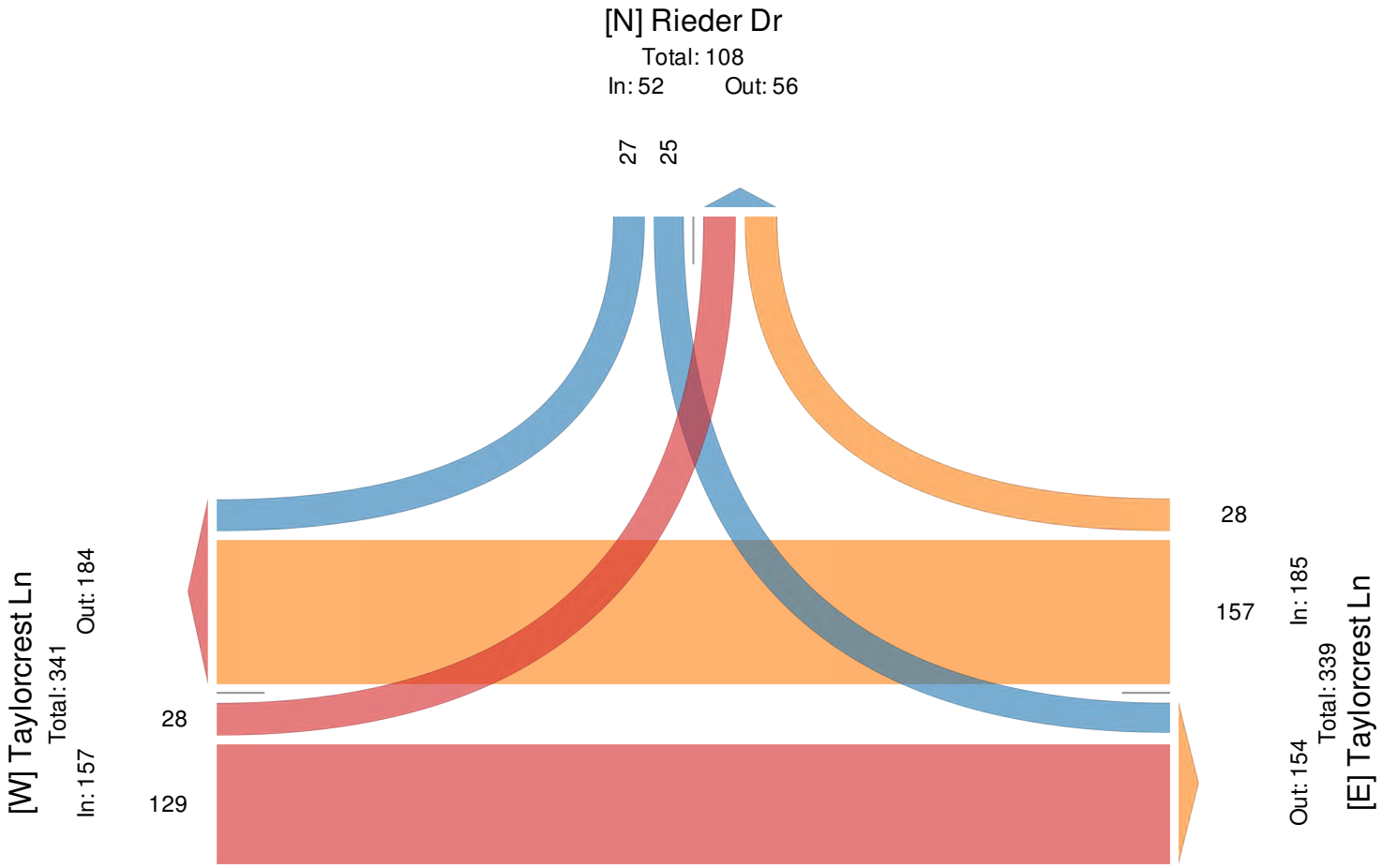
Leg Direction	Rieder Dr Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2020-01-28 3:00PM	3	5	0	**8**	0	25	6	0	**31**	0	8	39	0	**47**	0	**86**
3:15PM	9	11	0	**20**	0	65	7	0	**72**	0	7	27	0	**34**	0	**126**
3:30PM	6	5	0	**11**	0	34	6	0	**40**	0	4	30	0	**34**	0	**85**
3:45PM	7	6	0	**13**	0	33	9	0	**42**	0	9	33	0	**42**	0	**97**
Total	25	27	0	**52**	0	157	28	0	**185**	0	28	129	0	**157**	0	**394**
% Approach	48.1%	51.9%	0%	**-**	-	84.9%	15.1%	0%	**-**	-	17.8%	82.2%	0%	**-**	-	-
% Total	6.3%	6.9%	0%	**13.2%**	-	39.8%	7.1%	0%	**47.0%**	-	7.1%	32.7%	0%	**39.8%**	-	-
PHF	0.694	0.614	-	**0.650**	-	0.604	0.778	-	**0.642**	-	0.778	0.827	-	**0.835**	-	0.782
Lights	25	27	0	**52**	-	153	28	0	**181**	-	25	124	0	**149**	-	382
% Lights	100%	100%	0%	**100%**	-	97.5%	100%	0%	**97.8%**	-	89.3%	96.1%	0%	**94.9%**	-	97.0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	4	0	0	**4**	-	3	5	0	**8**	-	12
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	2.5%	0%	0%	**2.2%**	-	10.7%	3.9%	0%	**5.1%**	-	3.0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Rieder Dr at Taylorcrest Ln - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744630, Location: 29.773158, -95.535339

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Bunker Hill Rd at Taylorcrest Ln - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744215, Location: 29.773195, -95.531571

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

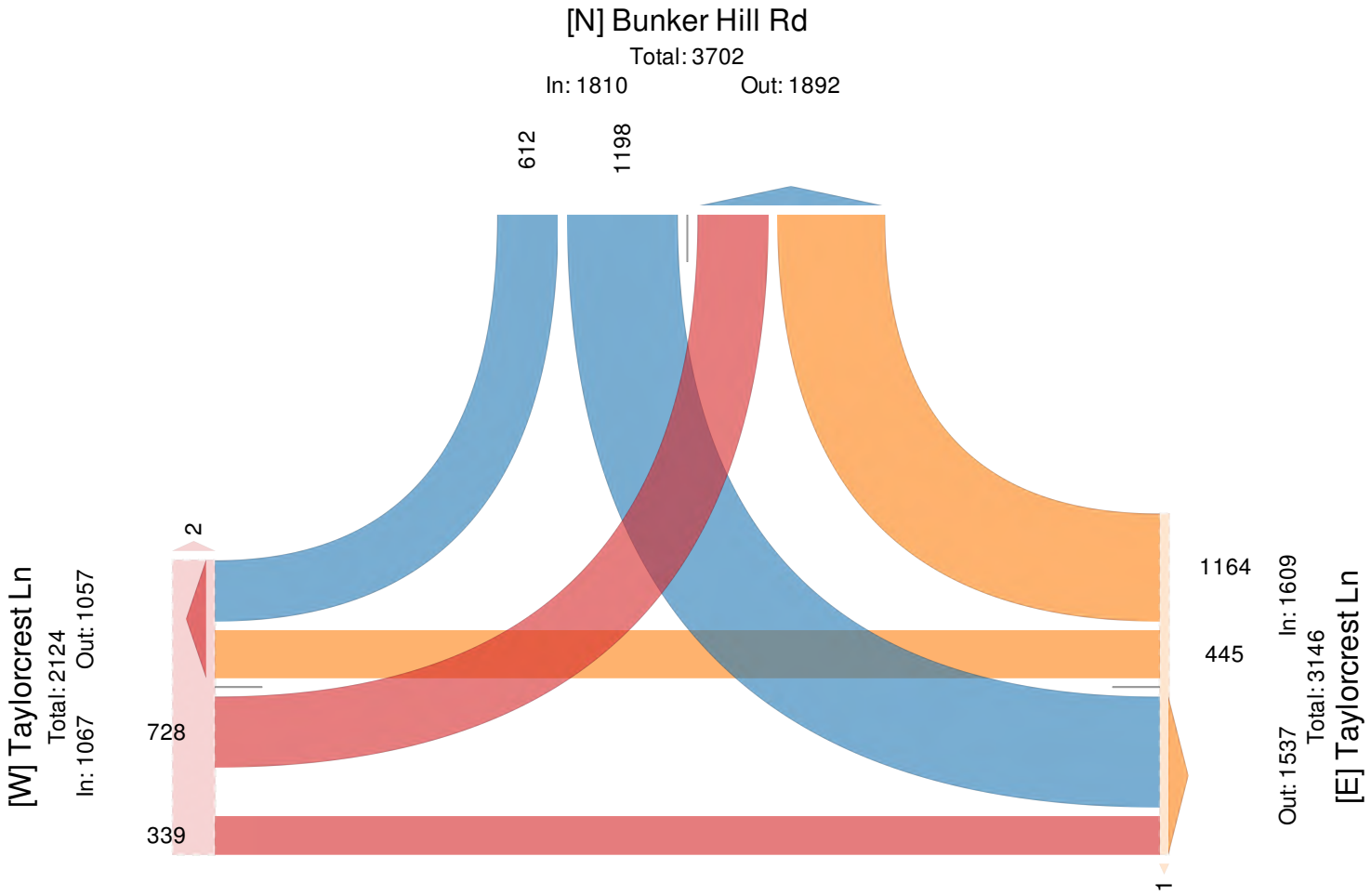
Leg	Bunker Hill Rd					Taylorcrest Ln					Taylorcrest Ln					
Direction	Southbound					Westbound					Eastbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2020-01-28 7:00AM	10	7	0	**17**	0	4	10	0	**14**	0	10	4	0	**14**	0	**45**
7:05AM	11	6	0	**17**	0	1	17	0	**18**	0	12	7	0	**19**	0	**54**
7:10AM	7	9	0	**16**	0	4	13	0	**17**	0	10	6	0	**16**	0	**49**
7:15AM	13	1	0	**14**	0	5	17	0	**22**	0	10	9	0	**19**	0	**55**
7:20AM	13	5	0	**18**	0	8	17	0	**25**	0	13	11	0	**24**	0	**67**
7:25AM	10	12	0	**22**	0	10	22	0	**32**	0	31	17	0	**48**	0	**102**
7:30AM	22	4	0	**26**	0	5	24	0	**29**	0	24	20	0	**44**	0	**99**
7:35AM	15	11	0	**26**	0	13	21	0	**34**	0	13	16	0	**29**	0	**89**
7:40AM	24	12	0	**36**	0	6	39	0	**45**	0	6	7	0	**13**	0	**94**
7:45AM	16	2	0	**18**	0	13	21	0	**34**	0	12	11	0	**23**	0	**75**
7:50AM	19	12	0	**31**	0	7	30	0	**37**	0	7	5	0	**12**	0	**80**
7:55AM	16	11	0	**27**	0	5	30	0	**35**	0	9	2	0	**11**	0	**73**
Hourly Total	176	92	0	**268**	0	81	261	0	**342**	0	157	115	0	**272**	0	**882**
8:00AM	22	9	0	**31**	0	3	24	0	**27**	0	11	7	0	**18**	0	**76**
8:05AM	23	11	0	**34**	0	7	21	0	**28**	0	15	4	0	**19**	0	**81**
8:10AM	14	8	0	**22**	0	5	20	0	**25**	0	22	5	0	**27**	0	**74**
8:15AM	23	6	0	**29**	0	5	17	0	**22**	0	16	6	0	**22**	0	**73**
8:20AM	17	8	0	**25**	0	1	14	0	**15**	0	8	8	0	**16**	0	**56**
8:25AM	25	10	0	**35**	0	3	19	0	**22**	0	13	4	0	**17**	0	**74**
8:30AM	27	8	0	**35**	0	5	11	0	**16**	0	12	7	0	**19**	0	**70**
8:35AM	16	7	0	**23**	0	4	21	0	**25**	0	8	4	0	**12**	0	**60**
8:40AM	24	9	0	**33**	0	2	18	0	**20**	0	11	5	0	**16**	0	**69**
8:45AM	24	11	0	**35**	0	7	20	0	**27**	0	12	5	0	**17**	0	**79**
8:50AM	25	6	0	**31**	0	3	15	0	**18**	0	15	5	0	**20**	0	**69**
8:55AM	24	9	0	**33**	0	6	10	0	**16**	0	9	5	0	**14**	0	**63**
Hourly Total	264	102	0	**366**	0	51	210	0	**261**	0	152	65	0	**217**	0	**844**
2:00PM	15	9	0	**24**	0	5	13	0	**18**	0	4	6	0	**10**	0	**52**
2:05PM	20	3	0	**23**	0	11	16	0	**27**	0	6	4	0	**10**	0	**60**
2:10PM	11	6	0	**17**	0	6	17	0	**23**	0	6	1	0	**7**	0	**47**
2:15PM	12	11	0	**23**	0	16	21	0	**37**	0	11	1	0	**12**	0	**72**
2:20PM	19	12	0	**31**	0	9	14	0	**23**	0	5	4	0	**9**	0	**63**
2:25PM	19	13	0	**32**	0	4	14	0	**18**	0	8	2	0	**10**	0	**60**
2:30PM	17	7	0	**24**	0	6	14	0	**20**	0	8	4	0	**12**	0	**56**
2:35PM	14	12	0	**26**	0	6	12	0	**18**	0	15	2	0	**17**	0	**61**
2:40PM	12	4	0	**16**	0	9	16	0	**25**	0	10	3	0	**13**	0	**54**
2:45PM	9	13	0	**22**	0	3	18	0	**21**	0	15	7	0	**22**	0	**65**
2:50PM	18	9	0	**27**	0	5	13	0	**18**	0	17	5	0	**22**	0	**67**
2:55PM	16	15	0	**31**	0	9	18	0	**27**	0	19	5	0	**24**	0	**82**
Hourly Total	182	114	0	**296**	0	89	186	0	**275**	0	124	44	0	**168**	0	**739**
3:00PM	21	9	0	**30**	0	8	26	0	**34**	0	11	4	0	**15**	0	**79**
3:05PM	19	14	0	**33**	0	9	16	0	**25**	0	22	4	0	**26**	0	**84**
3:10PM	18	14	0	**32**	0	14	24	0	**38**	0	16	8	0	**24**	0	**94**
3:15PM	19	14	0	**33**	0	15	26	0	**41**	0	18	7	0	**25**	0	**99**
3:20PM	23	14	0	**37**	0	22	14	0	**36**	0	11	1	0	**12**	0	**85**
3:25PM	22	17	0	**39**	0	13	22	0	**35**	0	15	6	0	**21**	0	**95**
3:30PM	23	11	0	**34**	0	8	32	0	**40**	0	6	1	0	**7**	0	**81**
3:35PM	30	4	0	**34**	0	8	20	0	**28**	0	9	4	0	**13**	0	**75**
3:40PM	21	11	0	**32**	0	12	22	0	**34**	0	18	6	0	**24**	0	**90**
3:45PM	33	14	0	**47**	0	13	21	0	**34**	0	7	7	0	**14**	0	**95**
3:50PM	25	9	0	**34**	0	10	21	0	**31**	0	14	9	0	**23**	0	**88**
3:55PM	14	7	0	**21**	0	8	20	0	**28**	0	12	5	0	**17**	0	**66**
Hourly Total	268	138	0	**406**	0	140	264	0	**404**	0	159	62	0	**221**	0	**1031**

Leg Direction	Bunker Hill Rd Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
4:00PM	27	6	0	**33**	0	5	23	0	**28**	0	11	5	0	**16**	0	**77**
4:05PM	27	11	0	**38**	0	6	23	0	**29**	0	10	6	0	**16**	0	**83**
4:10PM	25	20	0	**45**	0	8	23	0	**31**	0	9	6	0	**15**	0	**91**
4:15PM	25	11	0	**36**	0	9	31	0	**40**	0	15	3	0	**18**	0	**94**
4:20PM	22	20	0	**42**	0	6	25	0	**31**	0	7	2	0	**9**	0	**82**
4:25PM	28	12	0	**40**	0	7	18	0	**25**	0	10	7	0	**17**	0	**82**
4:30PM	25	16	0	**41**	0	5	18	0	**23**	0	13	6	0	**19**	0	**83**
4:35PM	24	15	0	**39**	0	12	23	0	**35**	0	11	8	0	**19**	0	**93**
4:40PM	27	16	0	**43**	0	8	11	0	**19**	0	8	3	0	**11**	0	**73**
4:45PM	24	9	0	**33**	0	7	14	0	**21**	1	11	1	0	**12**	0	**66**
4:50PM	28	17	0	**45**	0	8	17	0	**25**	0	15	3	0	**18**	0	**88**
4:55PM	26	13	0	**39**	0	3	17	0	**20**	0	16	3	0	**19**	2	**78**
Hourly Total	308	166	0	**474**	0	84	243	0	**327**	1	136	53	0	**189**	2	**990**
Total	1198	612	0	**1810**	0	445	1164	0	**1609**	1	728	339	0	**1067**	2	**4486**
% Approach	66.2%	33.8%	0%	**-**	-	27.7%	72.3%	0%	**-**	-	68.2%	31.8%	0%	**-**	-	**-**
% Total	26.7%	13.6%	0%	**40.3%**	-	9.9%	25.9%	0%	**35.9%**	-	16.2%	7.6%	0%	**23.8%**	-	**-**
Lights	1185	595	0	**1780**	-	437	1154	0	**1591**	-	714	326	0	**1040**	-	4411
% Lights	98.9%	97.2%	0%	**98.3%**	-	98.2%	99.1%	0%	**98.9%**	-	98.1%	96.2%	0%	**97.5%**	-	98.3%
Articulated Trucks	1	1	0	**2**	-	0	1	0	**1**	-	0	0	0	**0**	-	3
% Articulated Trucks	0.1%	0.2%	0%	**0.1%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	12	16	0	**28**	-	8	9	0	**17**	-	14	13	0	**27**	-	72
% Buses and Single-Unit Trucks	1.0%	2.6%	0%	**1.5%**	-	1.8%	0.8%	0%	**1.1%**	-	1.9%	3.8%	0%	**2.5%**	-	1.6%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Bunker Hill Rd at Taylorcrest Ln - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744215, Location: 29.773195, -95.531571

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Bunker Hill Rd at Taylorcrest Ln - TMC

Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744215, Location: 29.773195, -95.531571

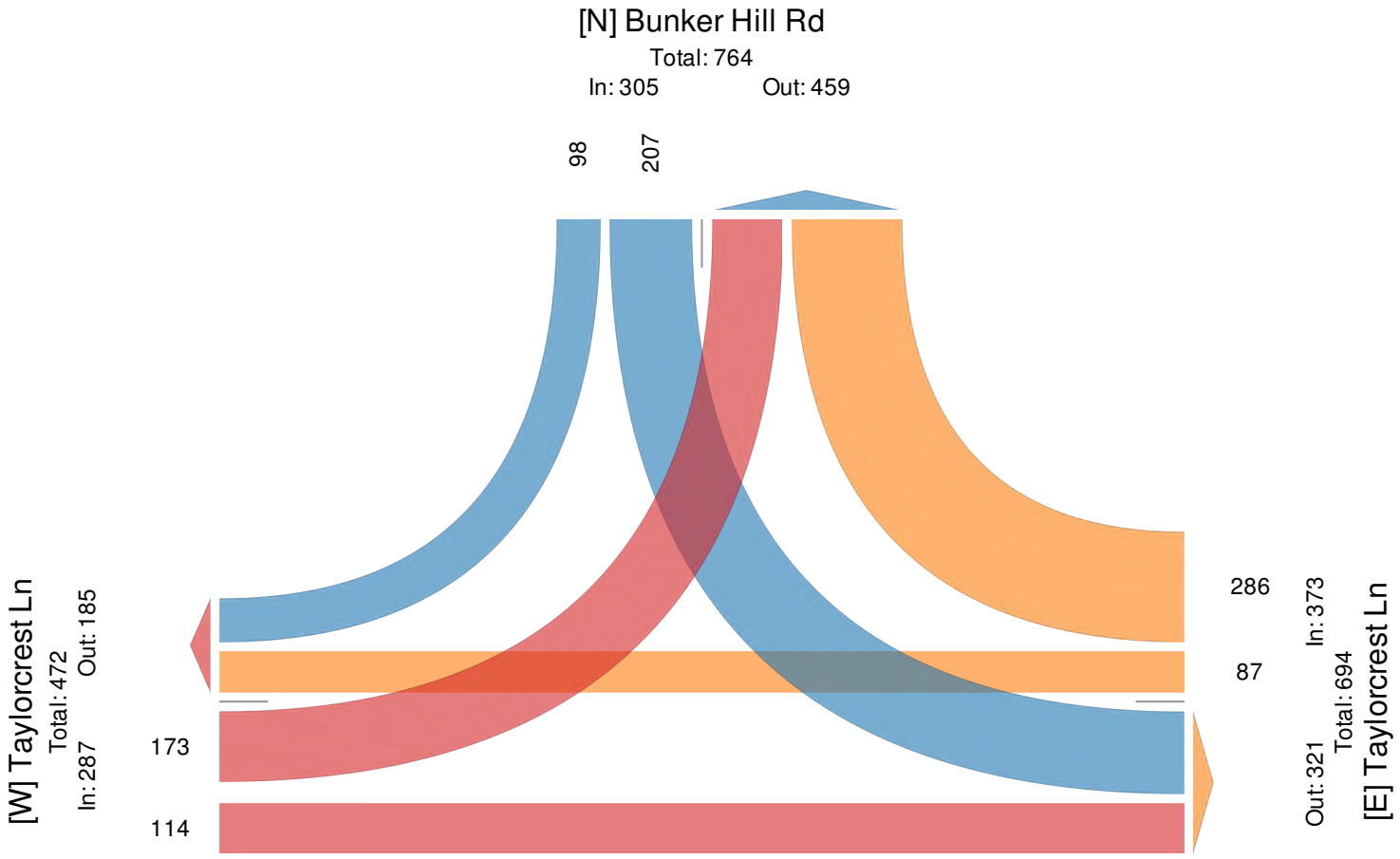
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bunker Hill Rd Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2020-01-28 7:15AM	36	18	0	**54**	0	23	56	0	**79**	0	54	37	0	**91**	0	**224**
7:30AM	61	27	0	**88**	0	24	84	0	**108**	0	43	43	0	**86**	0	**282**
7:45AM	51	25	0	**76**	0	25	81	0	**106**	0	28	18	0	**46**	0	**228**
8:00AM	59	28	0	**87**	0	15	65	0	**80**	0	48	16	0	**64**	0	**231**
Total	207	98	0	**305**	0	87	286	0	**373**	0	173	114	0	**287**	0	**965**
% Approach	67.9%	32.1%	0%	**-**	-	23.3%	76.7%	0%	**-**	-	60.3%	39.7%	0%	**-**	-	-
% Total	21.5%	10.2%	0%	**31.6%**	-	9.0%	29.6%	0%	**38.7%**	-	17.9%	11.8%	0%	**29.7%**	-	-
PHF	0.848	0.875	-	**0.866**	-	0.870	0.851	-	**0.863**	-	0.801	0.663	-	**0.788**	-	0.855
Lights	204	95	0	**299**	-	85	286	0	**371**	-	167	110	0	**277**	-	947
% Lights	98.6%	96.9%	0%	**98.0%**	-	97.7%	100%	0%	**99.5%**	-	96.5%	96.5%	0%	**96.5%**	-	98.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	3	0	**6**	-	2	0	0	**2**	-	6	4	0	**10**	-	18
% Buses and Single-Unit Trucks	1.4%	3.1%	0%	**2.0%**	-	2.3%	0%	0%	**0.5%**	-	3.5%	3.5%	0%	**3.5%**	-	1.9%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Bunker Hill Rd at Taylorcrest Ln - TMC
Tue Jan 28, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744215, Location: 29.773195, -95.531571

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Bunker Hill Rd at Taylorcrest Ln - TMC

Tue Jan 28, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744215, Location: 29.773195, -95.531571

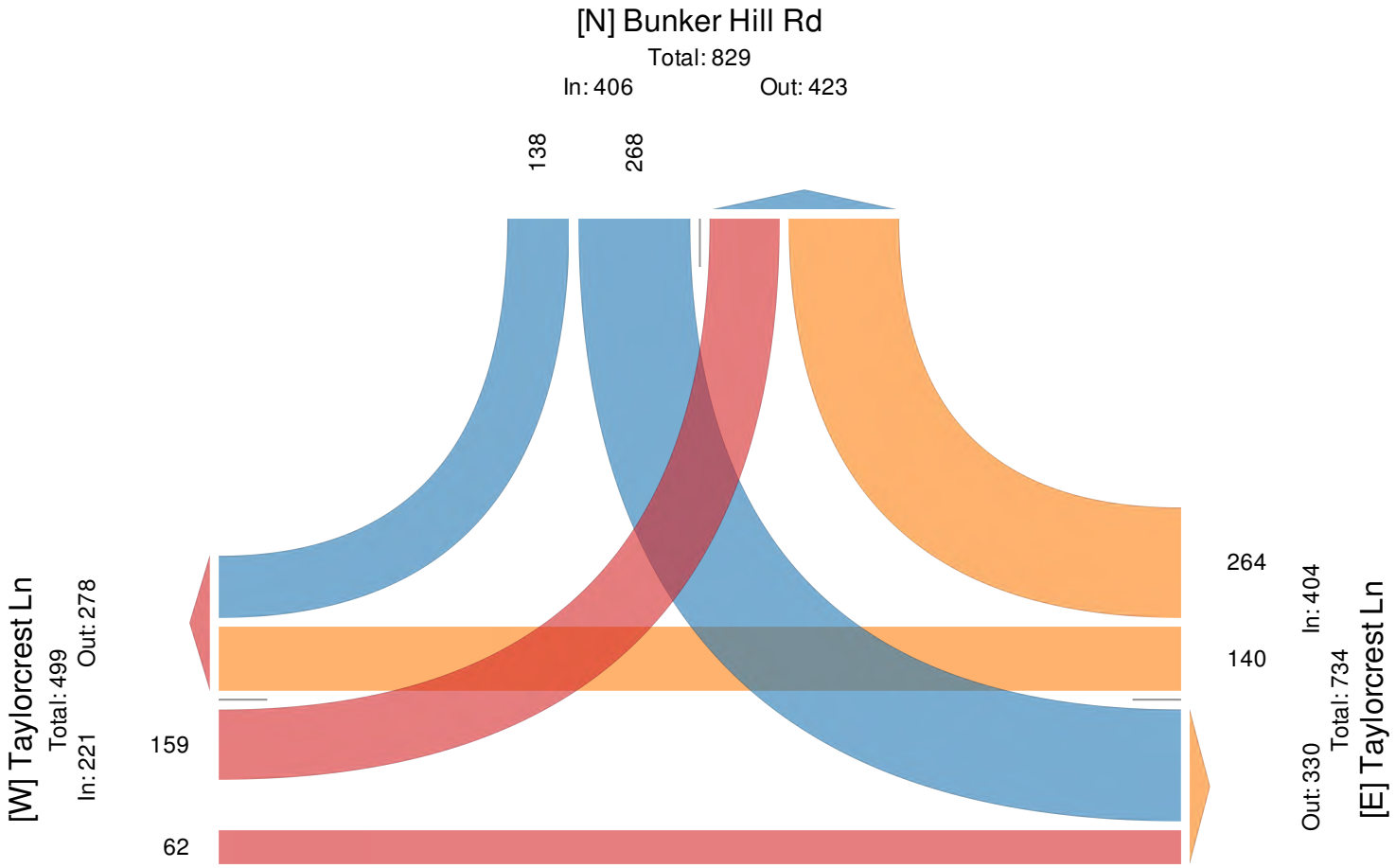
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bunker Hill Rd Southbound					Taylorcrest Ln Westbound					Taylorcrest Ln Eastbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2020-01-28 3:00PM	58	37	0	**95**	0	31	66	0	**97**	0	49	16	0	**65**	0	**257**
3:15PM	64	45	0	**109**	0	50	62	0	**112**	0	44	14	0	**58**	0	**279**
3:30PM	74	26	0	**100**	0	28	74	0	**102**	0	33	11	0	**44**	0	**246**
3:45PM	72	30	0	**102**	0	31	62	0	**93**	0	33	21	0	**54**	0	**249**
Total	268	138	0	**406**	0	140	264	0	**404**	0	159	62	0	**221**	0	**1031**
% Approach	66.0%	34.0%	0%	**-**	-	34.7%	65.3%	0%	**-**	-	71.9%	28.1%	0%	**-**	-	-
% Total	26.0%	13.4%	0%	**39.4%**	-	13.6%	25.6%	0%	**39.2%**	-	15.4%	6.0%	0%	**21.4%**	-	-
PHF	0.905	0.767	-	**0.931**	-	0.700	0.892	-	**0.902**	-	0.811	0.738	-	**0.850**	-	0.924
Lights	265	135	0	**400**	-	137	261	0	**398**	-	154	57	0	**211**	-	1009
% Lights	98.9%	97.8%	0%	**98.5%**	-	97.9%	98.9%	0%	**98.5%**	-	96.9%	91.9%	0%	**95.5%**	-	97.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	3	0	**6**	-	3	3	0	**6**	-	5	5	0	**10**	-	22
% Buses and Single-Unit Trucks	1.1%	2.2%	0%	**1.5%**	-	2.1%	1.1%	0%	**1.5%**	-	3.1%	8.1%	0%	**4.5%**	-	2.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Bunker Hill Rd at Taylorcrest Ln - TMC
Tue Jan 28, 2020
PM Peak (3 PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744215, Location: 29.773195, -95.531571

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Bunker Hill Rd at Barryknoll Ln - TMC

Tue Feb 4, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744216, Location: 29.778668, -95.531738

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

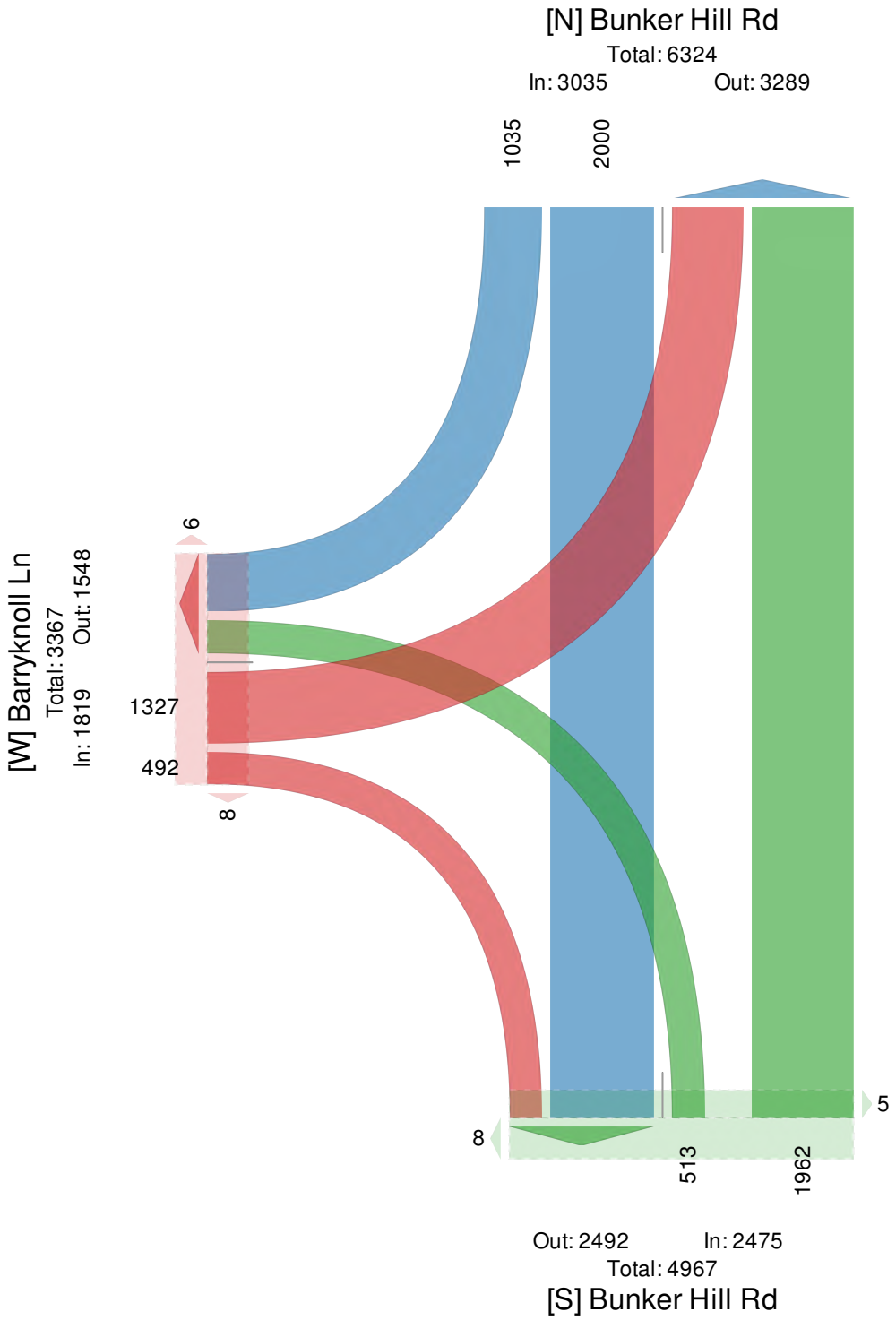
Leg Direction	Bunker Hill Rd Southbound					Bunker Hill Rd Northbound					Barryknoll Ln Eastbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2020-02-04 7:00AM	22	8	0	**30**	0	4	34	0	**38**	0	15	5	0	**20**	0	**88**
7:05AM	21	9	0	**30**	0	6	29	0	**35**	0	18	3	0	**21**	0	**86**
7:10AM	29	12	0	**41**	0	4	30	0	**34**	0	31	7	0	**38**	0	**113**
7:15AM	28	13	0	**41**	0	6	32	0	**38**	0	36	6	0	**42**	0	**121**
7:20AM	32	10	0	**42**	0	8	53	0	**61**	0	34	15	0	**49**	0	**152**
7:25AM	33	15	0	**48**	0	8	54	0	**62**	0	47	12	0	**59**	0	**169**
7:30AM	25	21	0	**46**	0	11	57	0	**68**	0	44	11	0	**55**	0	**169**
7:35AM	33	17	0	**50**	0	22	52	0	**74**	0	43	17	0	**60**	0	**184**
7:40AM	41	26	0	**67**	0	22	39	0	**61**	0	33	19	0	**52**	0	**180**
7:45AM	43	13	0	**56**	0	18	50	0	**68**	0	25	15	0	**40**	0	**164**
7:50AM	35	17	0	**52**	0	23	53	0	**76**	0	17	4	0	**21**	0	**149**
7:55AM	39	21	0	**60**	0	14	42	0	**56**	0	17	6	0	**23**	0	**139**
Hourly Total	381	182	0	**563**	0	146	525	0	**671**	0	360	120	0	**480**	0	**1714**
8:00AM	36	9	0	**45**	0	7	25	0	**32**	0	16	8	0	**24**	0	**101**
8:05AM	28	17	0	**45**	0	12	30	0	**42**	0	20	5	0	**25**	0	**112**
8:10AM	19	12	0	**31**	0	9	33	0	**42**	0	8	5	0	**13**	0	**86**
8:15AM	37	24	0	**61**	0	2	29	0	**31**	1	11	10	0	**21**	0	**113**
8:20AM	34	14	0	**48**	0	8	32	0	**40**	1	16	8	0	**24**	1	**112**
8:25AM	30	16	0	**46**	0	5	28	0	**33**	1	17	7	0	**24**	0	**103**
8:30AM	22	16	0	**38**	0	4	27	0	**31**	0	13	8	0	**21**	1	**90**
8:35AM	35	10	0	**45**	0	4	38	0	**42**	0	18	1	0	**19**	0	**106**
8:40AM	28	13	0	**41**	0	4	25	0	**29**	0	12	4	0	**16**	0	**86**
8:45AM	36	22	0	**58**	0	6	27	0	**33**	0	12	0	0	**12**	0	**103**
8:50AM	35	12	0	**47**	0	10	39	0	**49**	1	10	5	0	**15**	0	**111**
8:55AM	40	17	0	**57**	0	8	27	0	**35**	0	8	9	0	**17**	0	**109**
Hourly Total	380	182	0	**562**	0	79	360	0	**439**	4	161	70	0	**231**	2	**1232**
2:00PM	33	11	0	**44**	0	5	21	0	**26**	0	16	2	0	**18**	1	**88**
2:05PM	27	13	0	**40**	0	4	25	0	**29**	0	14	9	0	**23**	0	**92**
2:10PM	21	23	0	**44**	0	12	24	0	**36**	0	10	9	0	**19**	0	**99**
2:15PM	33	20	0	**53**	0	10	26	0	**36**	0	17	9	0	**26**	0	**115**
2:20PM	21	15	0	**36**	0	6	29	0	**35**	0	11	6	0	**17**	1	**88**
2:25PM	23	17	0	**40**	0	11	26	0	**37**	0	16	8	0	**24**	0	**101**
2:30PM	17	14	0	**31**	0	3	36	0	**39**	0	13	7	0	**20**	0	**90**
2:35PM	28	16	0	**44**	0	4	22	0	**26**	0	18	9	0	**27**	0	**97**
2:40PM	30	21	0	**51**	0	7	29	0	**36**	0	19	4	0	**23**	0	**110**
2:45PM	34	13	0	**47**	0	5	28	0	**33**	0	23	2	0	**25**	0	**105**
2:50PM	35	17	0	**52**	0	8	35	0	**43**	0	29	8	0	**37**	0	**132**
2:55PM	49	22	0	**71**	0	6	34	0	**40**	0	27	7	0	**34**	0	**145**
Hourly Total	351	202	0	**553**	0	81	335	0	**416**	0	213	80	0	**293**	2	**1262**
3:00PM	44	10	0	**54**	0	7	26	0	**33**	0	23	6	0	**29**	0	**116**
3:05PM	32	28	0	**60**	0	10	34	0	**44**	1	23	12	0	**35**	0	**139**
3:10PM	58	20	0	**78**	0	8	35	0	**43**	0	19	13	0	**32**	0	**153**
3:15PM	37	21	0	**58**	0	16	35	0	**51**	0	16	11	0	**27**	0	**136**
3:20PM	39	21	0	**60**	0	18	47	0	**65**	0	23	13	0	**36**	1	**161**
3:25PM	41	24	0	**65**	0	11	43	0	**54**	0	11	10	0	**21**	1	**140**
3:30PM	25	17	0	**42**	0	14	27	0	**41**	0	19	5	0	**24**	0	**107**
3:35PM	38	21	0	**59**	0	7	32	0	**39**	0	23	8	0	**31**	0	**129**
3:40PM	30	16	0	**46**	0	8	31	0	**39**	0	22	6	0	**28**	0	**113**
3:45PM	24	15	0	**39**	0	7	29	0	**36**	0	26	6	0	**32**	0	**107**
3:50PM	34	30	0	**64**	0	10	36	0	**46**	0	30	8	0	**38**	0	**148**
3:55PM	35	18	0	**53**	0	6	24	0	**30**	1	27	9	0	**36**	0	**119**
Hourly Total	437	241	0	**678**	0	122	399	0	**521**	2	262	107	0	**369**	2	**1568**

Leg Direction	Bunker Hill Rd Southbound					Bunker Hill Rd Northbound					Barryknoll Ln Eastbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
4:00PM	26	15	0	**41**	0	11	21	0	**32**	0	20	9	0	**29**	0	**102**
4:05PM	24	21	0	**45**	0	4	35	0	**39**	0	24	9	0	**33**	0	**117**
4:10PM	24	21	0	**45**	0	5	17	0	**22**	0	22	10	0	**32**	0	**99**
4:15PM	40	20	0	**60**	0	3	32	0	**35**	3	22	9	0	**31**	3	**126**
4:20PM	30	26	0	**56**	0	7	27	0	**34**	0	25	11	0	**36**	0	**126**
4:25PM	41	17	0	**58**	0	7	30	0	**37**	3	21	13	0	**34**	3	**129**
4:30PM	35	16	0	**51**	0	12	31	0	**43**	0	36	13	0	**49**	0	**143**
4:35PM	41	19	0	**60**	0	12	32	0	**44**	1	26	3	0	**29**	1	**133**
4:40PM	54	13	0	**67**	0	7	28	0	**35**	0	40	7	0	**47**	1	**149**
4:45PM	42	22	0	**64**	0	6	37	0	**43**	0	30	10	0	**40**	0	**147**
4:50PM	51	15	0	**66**	0	7	21	0	**28**	0	36	11	0	**47**	0	**141**
4:55PM	43	23	0	**66**	0	4	32	0	**36**	0	29	10	0	**39**	0	**141**
Hourly Total	451	228	0	**679**	0	85	343	0	**428**	7	331	115	0	**446**	8	**1553**
Total	2000	1035	0	**3035**	0	513	1962	0	**2475**	13	1327	492	0	**1819**	14	**7329**
% Approach	65.9%	34.1%	0%	**-**	-	20.7%	79.3%	0%	**-**	-	73.0%	27.0%	0%	**-**	-	**-**
% Total	27.3%	14.1%	0%	**41.4%**	-	7.0%	26.8%	0%	**33.8%**	-	18.1%	6.7%	0%	**24.8%**	-	**-**
Lights	1954	1020	0	**2974**	-	510	1930	0	**2440**	-	1312	486	0	**1798**	-	7212
% Lights	97.7%	98.6%	0%	**98.0%**	-	99.4%	98.4%	0%	**98.6%**	-	98.9%	98.8%	0%	**98.8%**	-	98.4%
Articulated Trucks	5	0	0	**5**	-	0	1	0	**1**	-	0	0	0	**0**	-	6
% Articulated Trucks	0.3%	0%	0%	**0.2%**	-	0%	0.1%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	41	15	0	**56**	-	3	31	0	**34**	-	15	6	0	**21**	-	111
% Buses and Single-Unit Trucks	2.1%	1.4%	0%	**1.8%**	-	0.6%	1.6%	0%	**1.4%**	-	1.1%	1.2%	0%	**1.2%**	-	1.5%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	11	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	-	-	-	-	84.6%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	15.4%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Bunker Hill Rd at Barryknoll Ln - TMC
Tue Feb 4, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744216, Location: 29.778668, -95.531738

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Bunker Hill Rd at Barryknoll Ln - TMC

Tue Feb 4, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744216, Location: 29.778668, -95.531738

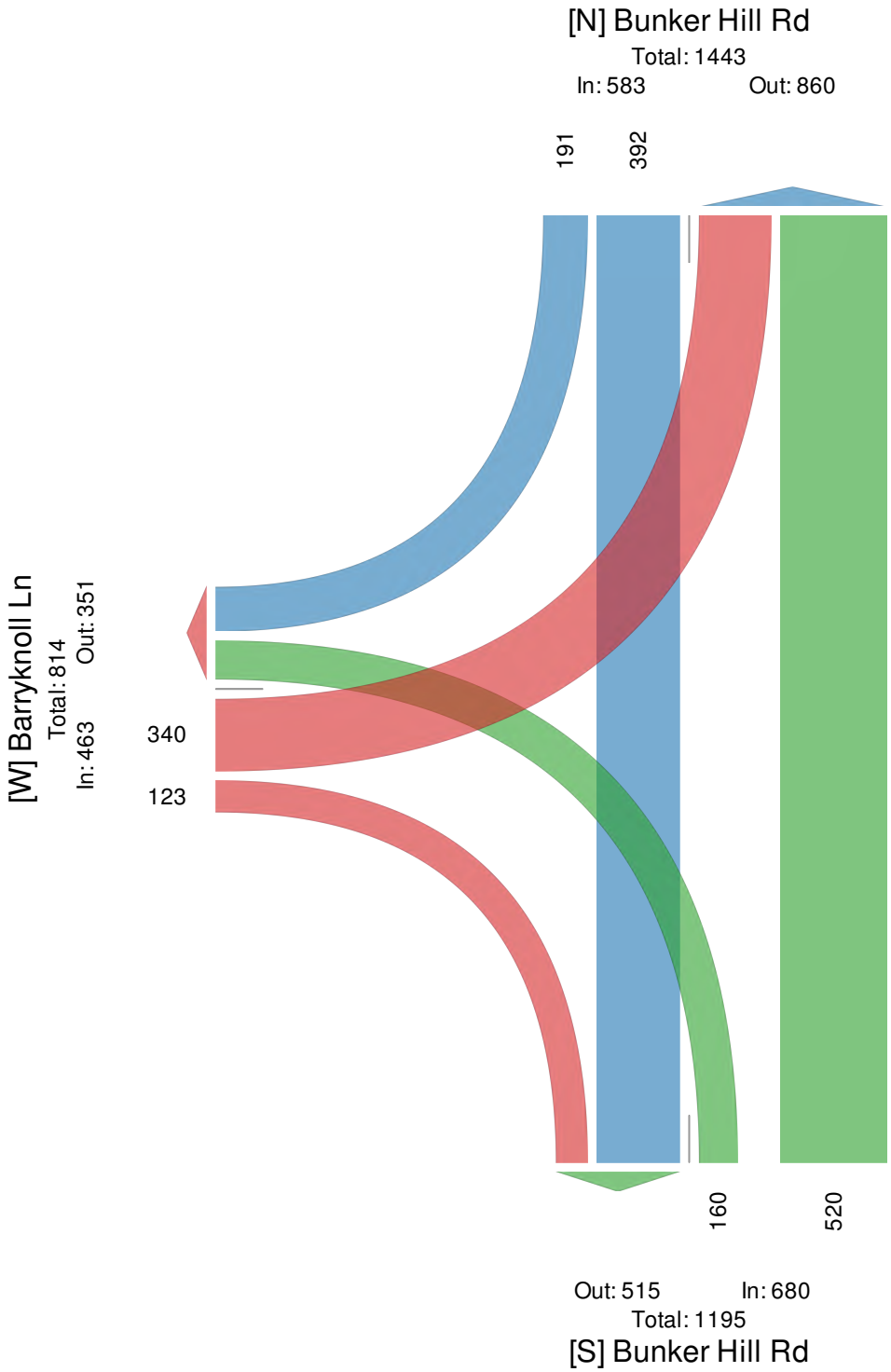
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bunker Hill Rd Southbound					Bunker Hill Rd Northbound					Barryknoll Ln Eastbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2020-02-04 7:15AM	93	38	0	**131**	0	22	139	0	**161**	0	117	33	0	**150**	0	**442**
7:30AM	99	64	0	**163**	0	55	148	0	**203**	0	120	47	0	**167**	0	**533**
7:45AM	117	51	0	**168**	0	55	145	0	**200**	0	59	25	0	**84**	0	**452**
8:00AM	83	38	0	**121**	0	28	88	0	**116**	0	44	18	0	**62**	0	**299**
Total	392	191	0	**583**	0	160	520	0	**680**	0	340	123	0	**463**	0	**1726**
% Approach	67.2%	32.8%	0%	**-**	-	23.5%	76.5%	0%	**-**	-	73.4%	26.6%	0%	**-**	-	-
% Total	22.7%	11.1%	0%	**33.8%**	-	9.3%	30.1%	0%	**39.4%**	-	19.7%	7.1%	0%	**26.8%**	-	-
PHF	0.838	0.746	-	**0.868**	-	0.727	0.878	-	**0.837**	-	0.708	0.654	-	**0.693**	-	0.810
Lights	383	189	0	**572**	-	159	513	0	**672**	-	337	121	0	**458**	-	1702
% Lights	97.7%	99.0%	0%	**98.1%**	-	99.4%	98.7%	0%	**98.8%**	-	99.1%	98.4%	0%	**98.9%**	-	98.6%
Articulated Trucks	3	0	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Articulated Trucks	0.8%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	6	2	0	**8**	-	1	7	0	**8**	-	3	2	0	**5**	-	21
% Buses and Single-Unit Trucks	1.5%	1.0%	0%	**1.4%**	-	0.6%	1.3%	0%	**1.2%**	-	0.9%	1.6%	0%	**1.1%**	-	1.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Bunker Hill Rd at Barryknoll Ln - TMC
Tue Feb 4, 2020
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744216, Location: 29.778668, -95.531738

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Bunker Hill Rd at Barryknoll Ln - TMC

Tue Feb 4, 2020
PM Peak (2:45 PM - 3:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744216, Location: 29.778668, -95.531738

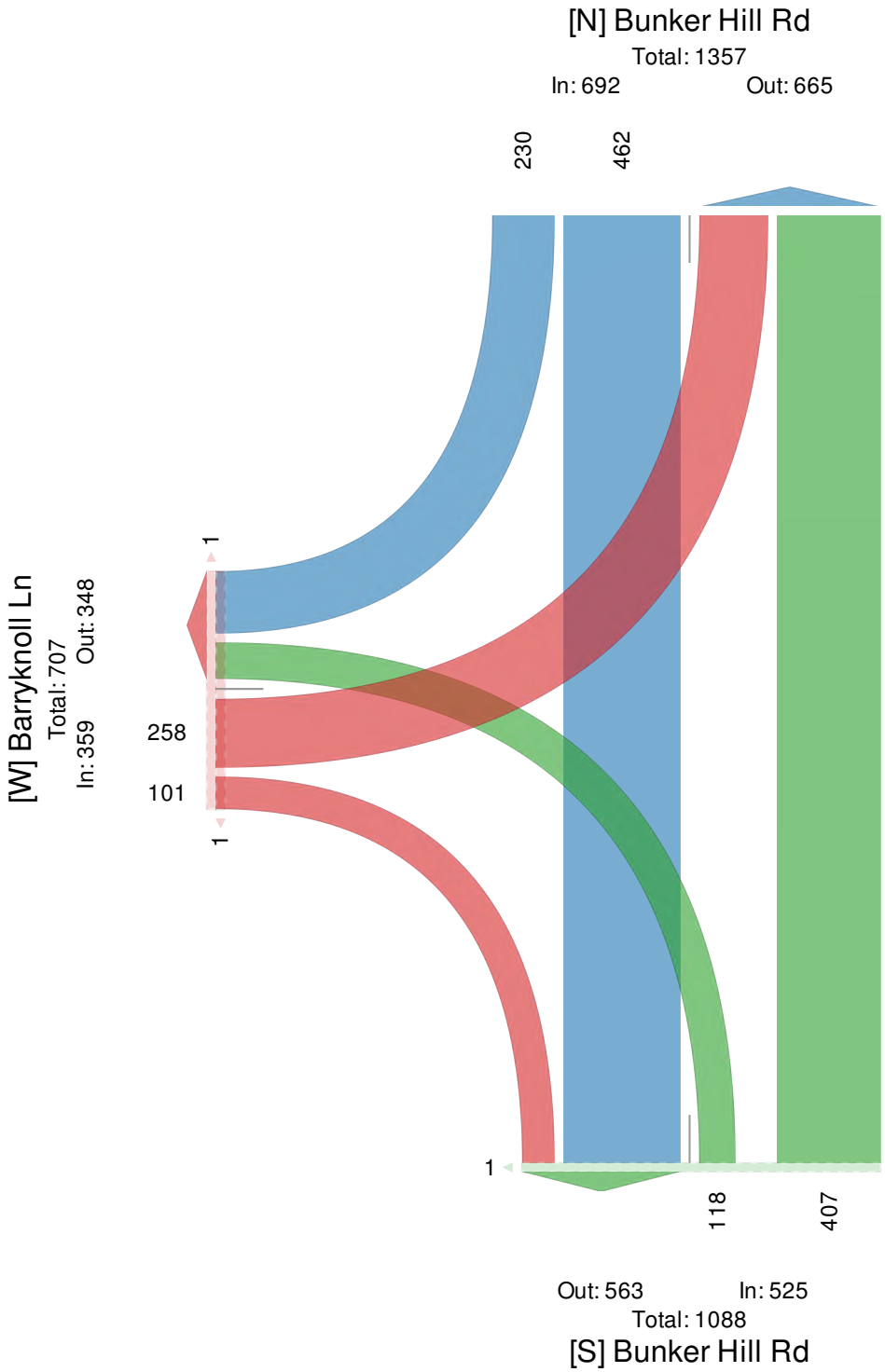
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Bunker Hill Rd Southbound					Bunker Hill Rd Northbound					Barryknoll Ln Eastbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2020-02-04 2:45PM	118	52	0	**170**	0	19	97	0	**116**	0	79	17	0	**96**	0	**382**
3:00PM	134	58	0	**192**	0	25	95	0	**120**	1	65	31	0	**96**	0	**408**
3:15PM	117	66	0	**183**	0	45	125	0	**170**	0	50	34	0	**84**	2	**437**
3:30PM	93	54	0	**147**	0	29	90	0	**119**	0	64	19	0	**83**	0	**349**
Total	462	230	0	**692**	0	118	407	0	**525**	1	258	101	0	**359**	2	**1576**
% Approach	66.8%	33.2%	0%	**-**	-	22.5%	77.5%	0%	**-**	-	71.9%	28.1%	0%	**-**	-	-
% Total	29.3%	14.6%	0%	**43.9%**	-	7.5%	25.8%	0%	**33.3%**	-	16.4%	6.4%	0%	**22.8%**	-	-
PHF	0.862	0.871	-	**0.901**	-	0.656	0.814	-	**0.772**	-	0.816	0.743	-	**0.935**	-	0.902
Lights	450	224	0	**674**	-	117	403	0	**520**	-	254	98	0	**352**	-	1546
% Lights	97.4%	97.4%	0%	**97.4%**	-	99.2%	99.0%	0%	**99.0%**	-	98.4%	97.0%	0%	**98.1%**	-	98.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	12	6	0	**18**	-	1	4	0	**5**	-	4	3	0	**7**	-	30
% Buses and Single-Unit Trucks	2.6%	2.6%	0%	**2.6%**	-	0.8%	1.0%	0%	**1.0%**	-	1.6%	3.0%	0%	**1.9%**	-	1.9%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Bunker Hill Rd at Barryknoll Ln - TMC
Tue Feb 4, 2020
PM Peak (2:45 PM - 3:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744216, Location: 29.778668, -95.531738

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Memorial Dr at Strey Ln - TMC

Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744217, Location: 29.763211, -95.538113

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

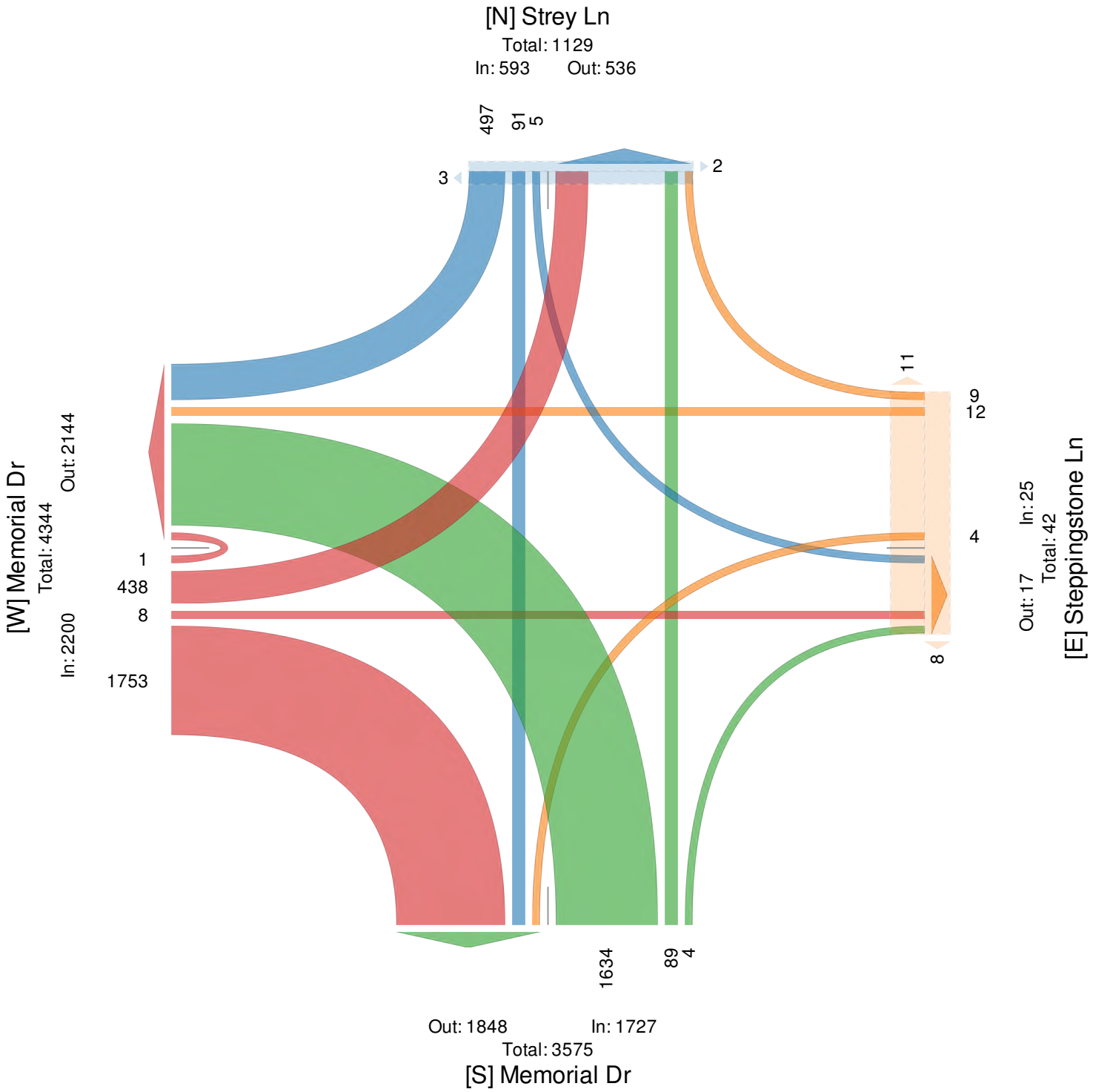
Leg Direction	Strey Ln Southbound						Steppingstone Ln Westbound						Memorial Dr Northbound						Memorial Dr Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 7:00AM	0	1	3	0	**4**	0	0	0	0	0	**0**	0	12	1	0	0	**13**	0	6	0	21	0	**27**	0	**44**
7:05AM	0	0	4	0	**4**	0	0	0	0	0	**0**	0	13	2	0	0	**15**	0	1	0	20	0	**21**	0	**40**
7:10AM	0	1	4	0	**5**	0	0	0	0	0	**0**	0	9	1	0	0	**10**	0	11	0	26	0	**37**	0	**52**
7:15AM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	14	1	0	0	**15**	0	10	0	34	0	**44**	0	**61**
7:20AM	0	4	4	0	**8**	0	0	2	0	0	**2**	0	14	3	0	0	**17**	0	16	1	24	0	**41**	0	**68**
7:25AM	0	2	8	0	**10**	0	0	1	2	0	**3**	0	26	3	0	0	**29**	0	21	0	28	0	**49**	0	**91**
7:30AM	0	3	9	0	**12**	1	0	0	0	0	**0**	1	14	1	0	0	**15**	0	12	1	23	0	**36**	0	**63**
7:35AM	0	0	7	0	**7**	1	1	0	0	0	**1**	1	26	2	0	0	**28**	0	3	0	31	0	**34**	0	**70**
7:40AM	0	1	11	0	**12**	1	0	1	0	0	**1**	1	30	2	0	0	**32**	0	12	0	30	0	**42**	0	**87**
7:45AM	1	3	5	0	**9**	0	0	0	0	0	**0**	0	25	0	0	0	**25**	0	9	0	36	0	**45**	0	**79**
7:50AM	0	2	5	0	**7**	0	0	0	0	0	**0**	1	19	1	1	0	**21**	0	4	0	36	0	**40**	0	**68**
7:55AM	0	1	6	0	**7**	0	1	0	0	0	**1**	0	29	1	0	0	**30**	0	8	0	40	0	**48**	0	**86**
Hourly Total	1	18	68	0	**87**	3	2	4	2	0	**8**	4	231	18	1	0	**250**	0	113	2	349	0	**464**	0	**809**
8:00AM	0	3	6	0	**9**	0	0	0	0	0	**0**	1	26	0	0	0	**26**	0	11	0	36	0	**47**	0	**82**
8:05AM	1	1	6	0	**8**	1	0	0	0	0	**0**	1	22	1	0	0	**23**	0	10	0	38	0	**48**	0	**79**
8:10AM	0	2	4	0	**6**	0	1	0	0	0	**1**	1	16	0	0	0	**16**	0	12	0	48	0	**60**	0	**83**
8:15AM	0	2	6	0	**8**	0	0	1	0	0	**1**	1	16	2	0	0	**18**	0	7	1	41	0	**49**	0	**76**
8:20AM	0	1	3	0	**4**	1	0	0	0	0	**0**	1	21	0	0	0	**21**	0	7	0	50	0	**57**	0	**82**
8:25AM	0	3	5	0	**8**	0	0	0	1	0	**1**	0	14	1	0	0	**15**	0	6	0	41	0	**47**	0	**71**
8:30AM	0	1	3	0	**4**	0	0	0	0	0	**0**	0	17	0	0	0	**17**	0	3	0	37	0	**40**	0	**61**
8:35AM	0	1	3	0	**4**	0	0	0	0	0	**0**	1	20	0	0	0	**20**	0	9	0	30	0	**39**	0	**63**
8:40AM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	20	1	0	0	**21**	0	5	0	32	0	**37**	0	**60**
8:45AM	0	3	6	0	**9**	0	0	0	0	0	**0**	0	16	0	0	0	**16**	0	5	0	38	0	**43**	0	**68**
8:50AM	0	2	6	0	**8**	0	0	0	0	0	**0**	0	26	1	0	0	**27**	0	6	0	44	0	**50**	0	**85**
8:55AM	0	2	7	0	**9**	0	0	0	0	0	**0**	0	21	0	0	0	**21**	0	7	0	35	0	**42**	0	**72**
Hourly Total	1	21	57	0	**79**	2	1	1	1	0	**3**	6	235	6	0	0	**241**	0	88	1	470	0	**559**	0	**882**
2:00PM	0	1	7	0	**8**	0	0	0	0	0	**0**	0	23	1	0	0	**24**	0	2	0	25	0	**27**	0	**59**
2:05PM	0	2	5	0	**7**	0	0	0	0	0	**0**	0	29	1	0	0	**30**	0	3	0	20	0	**23**	0	**60**
2:10PM	0	3	7	0	**10**	0	0	0	0	0	**0**	0	34	1	0	0	**35**	0	5	0	34	0	**39**	0	**84**
2:15PM	0	1	8	0	**9**	0	0	0	0	0	**0**	0	31	1	0	0	**32**	0	8	0	18	0	**26**	0	**67**
2:20PM	0	1	17	0	**18**	0	0	1	0	0	**1**	0	32	2	0	0	**34**	0	6	1	22	0	**29**	0	**82**
2:25PM	0	1	7	0	**8**	0	0	0	0	0	**0**	0	22	3	0	0	**25**	0	3	0	15	0	**18**	0	**51**
2:30PM	0	1	5	0	**6**	0	0	0	0	0	**0**	0	16	1	0	0	**17**	0	2	1	21	0	**24**	0	**47**
2:35PM	0	0	8	0	**8**	0	0	0	0	0	**0**	0	36	1	0	0	**37**	0	10	0	22	0	**32**	0	**77**
2:40PM	0	3	8	0	**11**	0	0	0	0	0	**0**	0	36	0	0	0	**36**	0	4	0	20	0	**24**	0	**71**
2:45PM	0	1	10	0	**11**	0	0	0	0	0	**0**	0	41	2	0	0	**43**	0	9	0	19	0	**28**	0	**82**
2:50PM	0	0	5	0	**5**	0	1	1	0	0	**2**	0	31	3	0	0	**34**	0	15	0	10	0	**25**	0	**66**
2:55PM	0	0	7	0	**7**	0	0	1	0	0	**1**	0	36	3	0	0	**39**	0	4	0	14	0	**18**	0	**65**
Hourly Total	0	14	94	0	**108**	0	1	3	0	0	**4**	0	367	19	0	0	**386**	0	71	2	240	0	**313**	0	**811**
3:00PM	0	0	9	0	**9**	0	0	0	1	0	**1**	0	25	1	0	0	**26**	0	5	0	28	0	**33**	0	**69**
3:05PM	0	2	8	0	**10**	0	0	0	0	0	**0**	0	31	4	0	0	**35**	0	13	0	30	0	**43**	0	**88**
3:10PM	0	0	14	0	**14**	0	0	0	0	0	**0**	0	20	3	1	0	**24**	0	5	2	24	0	**31**	0	**69**
3:15PM	0	3	11	0	**14**	0	0	0	0	0	**0**	0	47	1	0	0	**48**	0	11	0	20	0	**31**	0	**93**
3:20PM	1	1	18	0	**20**	0	0	0	0	0	**0**	0	30	3	0	0	**33**	0	3	0	25	0	**28**	0	**81**
3:25PM	0	2	19	0	**21**	0	0	0	0	0	**0**	0	23	0	0	0	**23**	0	3	0	21	0	**24**	0	**68**
3:30PM	1	3	17	0	**21**	0	0	0	0	0	**0**	0	35	1	0	0	**36**	0	6	0	21	0	**27**	0	**84**
3:35PM	0	0	7	0	**7**	0	0	2	0	0	**2**	0	36	3	1	0	**40**	0	10	0	22	0	**32**	0	**81**
3:40PM	0	2	11	0	**13**	0	0	0	0	0	**0**	0	39	3	0	0	**42**	0	8	0	20	0	**28**	0	**83**
3:45PM	0	2	14	0	**16**	0	0	0	1	0	**1**	1	40	2	0	0	**42**	0	14	0	42	0	**56**	0	**115**
3:50PM	0	1	14	0	**15**	0	0	1	0	0	**1**	0	32	3	0	0	**35**	0	8	0	32	0	**40**	0	**91**
3:55PM	0	0	9	0	**9**	0	0	0	1	0	**1**	2	36	3	0	0	**39**	0	3	0	25	0	**28**	0	**77**
Hourly Total	2	16	151	0	**169**	0	0	3	3	0	**6**	3	394	27	2	0	**423**	0	89	2	310	0	**401**	0	**999**
4:00PM	0	3	5	0	**8**	0	0	1	0	0	**1**	0	32	2	0	0	**34**	0	13	0	25	0	**38**	0	**81**
4:05PM	0	1	10	0	**11**	0	0	0	0	0	**0**	0	31	0	0	0	**31**	0	5	0	20	0	**25**	0	**67**
4:10PM	0	2	11	0	**13**	0	0	0	1	0	**1**	0	22	1	0	0	**23**	0	5	1	29	0	**35**	0	**72**
4:15PM	0	2	11	0	**13**	0	0	0	0	0	**0**	0	37	2	0	0	**39**	0	3	0	39	0	**42**	0	**94**
4:20PM	0	1	16	0	**17**	0	0	0	0	0	**0**	0	30	2	0	0	**32**	0	5	0	41	1	**47**	0	**96**
4:25PM	0	1	6	0	**7**	0	0	0	0	0	**0**	1	21	1	1	0	**23**	0	10	0	37	0	**47**	0	**77**
4:30PM	0	2	10	0	**12**	0	0	0	0	0	**0**	0	46	2	0	0	**48**	0	12	0	30	0	**42**	0	**102**
4:35PM	1	3	10	0	**14**	0	0	0	1	0	**1**	1	42	1	0	0	**43**	0	7	0	26	0	**33**	0	**91**
4:40PM	0	3	16	0	**19**	0	0	0	1	0	**1**	0	46	5	0	0	**51**	0	4	0	37	0	**41**	0	**112**
4:45PM	0	1	14	0	**15**	0	0	0	0	0	**0**	1	33	2	0	0	**35**	0	6	0	30	0	**36**	0	**86**
4:50PM	0	2	9	0	**11**	0	0	0	0	0	**0**	2	21	1	0	0	**22**	0	6	0	29	0	**35**	0	**68**
4:55PM	0	1	9	0	**10**	0	0	0	0	0	**0**	1	46	0	0	0	**46**	0	1	0	41	0	**42**	0	**98**
Hourly Total	1	22	127	0	**150**	0	0	1	3	0	**4**	6	407	19	1	0	**427**	0	77	1	384	1	**463**	0	**1044**
Total	5	91	497	0	**593**	5	4	12	9	0	**25**	19	1634	89	4	0	**1727**	0	438	8	1753	1	**2200**	0	**4545**
% Approach	0.8%	15.3%	83.8%	0%	-	-	16.0%	48.0%	36.0%	0%	-	-	94.6%	5.2%	0.2%	0%	-	-	19.9%	0.4%	79.7%	0%	-	-	-

Leg	Strey Ln						Steppingstone Ln						Memorial Dr						Memorial Dr						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Total	0.1%	2.0%	10.9%	0%	**13.0%**	-	0.1%	0.3%	0.2%	0%	**0.6%**	-	36.0%	2.0%	0.1%	0%	**38.0%**	-	9.6%	0.2%	38.6%	0%	**48.4%**	-	**-**
Lights	5	90	485	0	**580**	-	4	12	9	0	**25**	-	1616	89	4	0	**1709**	-	430	8	1724	1	**2163**	-	4477
% Lights	100%	98.9%	97.6%	0%	**97.8%**	-	100%	100%	100%	0%	**100%**	-	98.9%	100%	100%	0%	**99.0%**	-	98.2%	100%	98.3%	100%	**98.3%**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.1%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	12	0	**13**	-	0	0	0	0	**0**	-	18	0	0	0	**18**	-	8	0	28	0	**36**	-	67
% Buses and Single-Unit Trucks	0%	1.1%	2.4%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0%	0%	0%	**1.0%**	-	1.8%	0%	1.6%	0%	**1.6%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	19	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Memorial Dr at Strey Ln - TMC
Tue Jan 28, 2020
Full Length (7 AM-9 AM, 2 PM-5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744217, Location: 29.763211, -95.538113

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Memorial Dr at Strey Ln - TMC

Tue Jan 28, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744217, Location: 29.763211, -95.538113

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

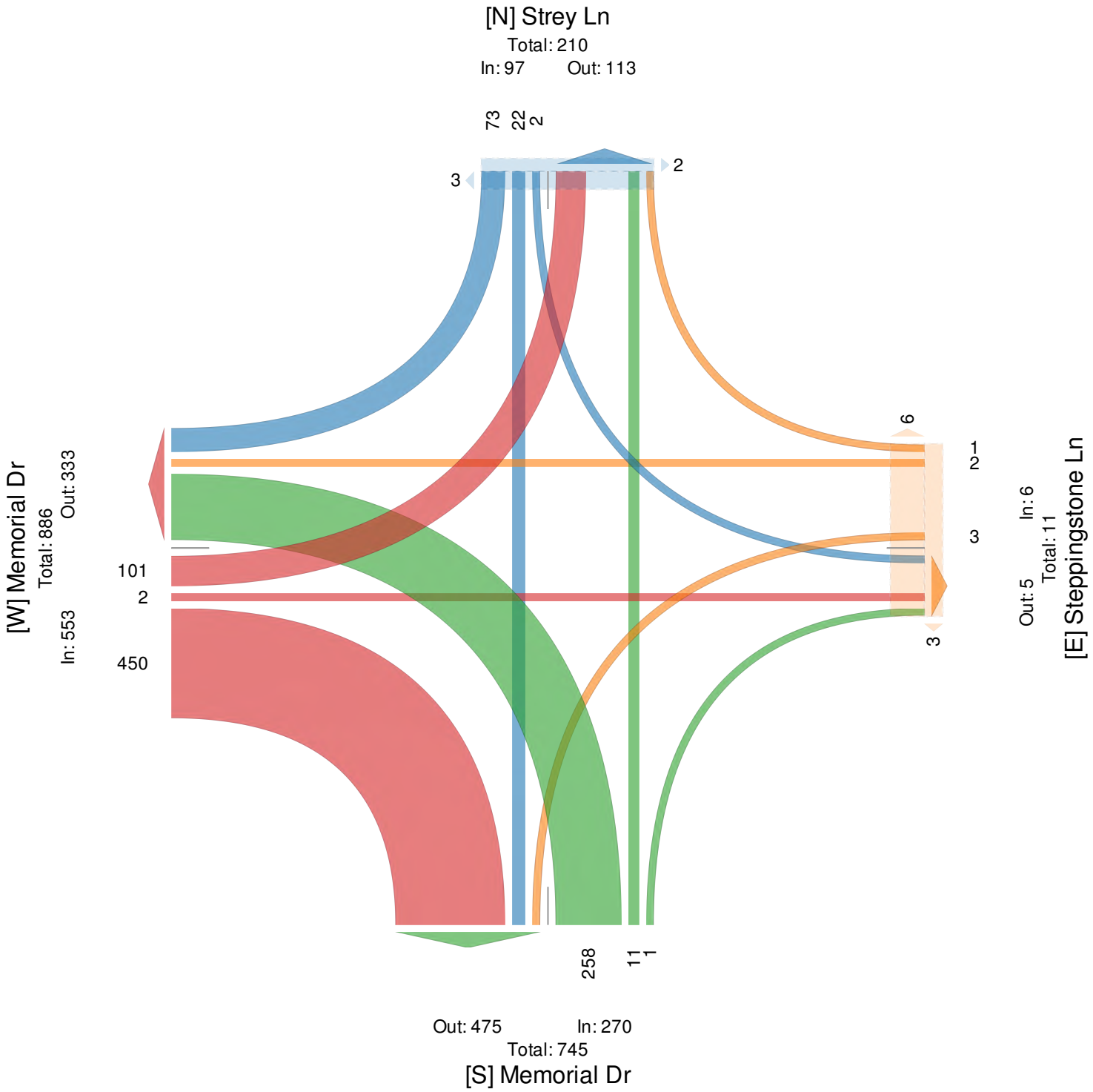
Leg	Strey Ln						Steppingstone Ln						Memorial Dr						Memorial Dr						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2020-01-28 7:30AM	0	4	27	0	**31**	3	1	1	0	0	**2**	3	70	5	0	0	**75**	0	27	1	84	0	**112**	0	**220**
7:45AM	1	6	16	0	**23**	0	1	0	0	0	**1**	1	73	2	1	0	**76**	0	21	0	112	0	**133**	0	**233**
8:00AM	1	6	16	0	**23**	1	1	0	0	0	**1**	3	64	1	0	0	**65**	0	33	0	122	0	**155**	0	**244**
8:15AM	0	6	14	0	**20**	1	0	1	1	0	**2**	2	51	3	0	0	**54**	0	20	1	132	0	**153**	0	**229**
Total	2	22	73	0	**97**	5	3	2	1	0	**6**	9	258	11	1	0	**270**	0	101	2	450	0	**553**	0	**926**
% Approach	2.1%	22.7%	75.3%	0%	**-**	-	50.0%	33.3%	16.7%	0%	**-**	-	95.6%	4.1%	0.4%	0%	**-**	-	18.3%	0.4%	81.4%	0%	**-**	-	-
% Total	0.2%	2.4%	7.9%	0%	**10.5%**	-	0.3%	0.2%	0.1%	0%	**0.6%**	-	27.9%	1.2%	0.1%	0%	**29.2%**	-	10.9%	0.2%	48.6%	0%	**59.7%**	-	-
PHF	0.500	0.917	0.676	-	**0.782**	-	0.750	0.500	0.250	-	**0.750**	-	0.884	0.550	0.250	-	**0.888**	-	0.765	0.500	0.852	-	**0.892**	-	0.949
Lights	2	22	70	0	**94**	-	3	2	1	0	**6**	-	252	11	1	0	**264**	-	100	2	443	0	**545**	-	909
% Lights	100%	100%	95.9%	0%	**96.9%**	-	100%	100%	100%	0%	**100%**	-	97.7%	100%	100%	0%	**97.8%**	-	99.0%	100%	98.4%	0%	**98.6%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	3	0	**3**	-	0	0	0	0	**0**	-	6	0	0	0	**6**	-	1	0	7	0	**8**	-	17
% Buses and Single-Unit Trucks	0%	0%	4.1%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	2.3%	0%	0%	0%	**2.2%**	-	1.0%	0%	1.6%	0%	**1.4%**	-	1.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Memorial Dr at Strey Ln - TMC

Tue Jan 28, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744217, Location: 29.763211, -95.538113

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Memorial Dr at Strey Ln - TMC

Tue Jan 28, 2020
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744217, Location: 29.763211, -95.538113

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

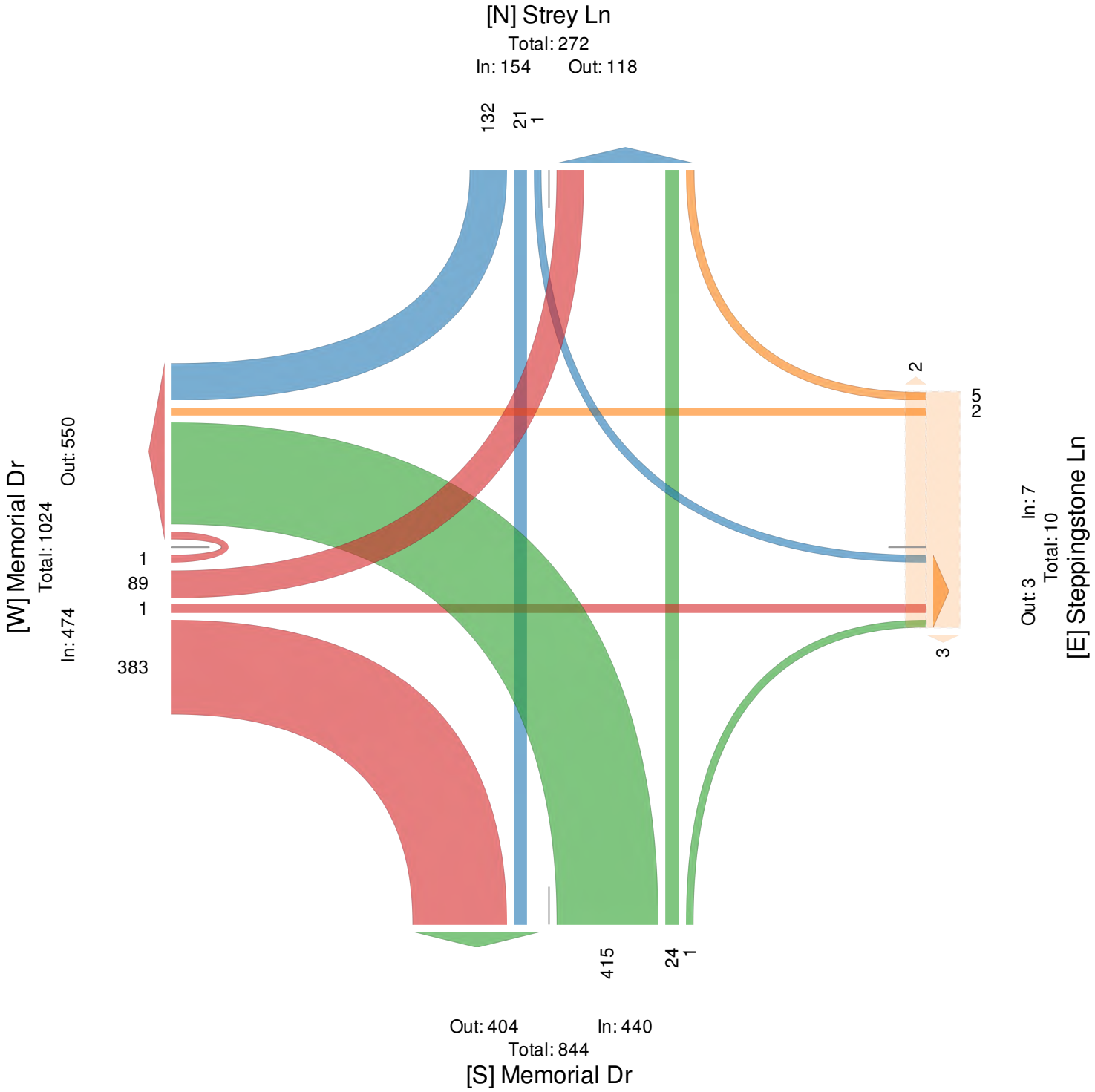
Leg	Strey Ln						Steppingstone Ln						Memorial Dr						Memorial Dr						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2020-01-28 3:45PM	0	3	37	0	**40**	0	0	1	2	0	**3**	3	108	8	0	0	**116**	0	25	0	99	0	**124**	0	**283**
4:00PM	0	6	26	0	**32**	0	0	1	1	0	**2**	0	85	3	0	0	**88**	0	23	1	74	0	**98**	0	**220**
4:15PM	0	4	33	0	**37**	0	0	0	0	0	**0**	1	88	5	1	0	**94**	0	18	0	117	1	**136**	0	**267**
4:30PM	1	8	36	0	**45**	0	0	0	2	0	**2**	1	134	8	0	0	**142**	0	23	0	93	0	**116**	0	**305**
Total	1	21	132	0	**154**	0	0	2	5	0	**7**	5	415	24	1	0	**440**	0	89	1	383	1	**474**	0	**1075**
% Approach	0.6%	13.6%	85.7%	0%	**-**	-	0%	28.6%	71.4%	0%	**-**	-	94.3%	5.5%	0.2%	0%	**-**	-	18.8%	0.2%	80.8%	0.2%	**-**	-	-
% Total	0.1%	2.0%	12.3%	0%	**14.3%**	-	0%	0.2%	0.5%	0%	**0.7%**	-	38.6%	2.2%	0.1%	0%	**40.9%**	-	8.3%	0.1%	35.6%	0.1%	**44.1%**	-	-
PHF	0.250	0.656	0.892	-	**0.856**	-	-	0.500	0.625	-	**0.583**	-	0.774	0.750	0.250	-	**0.775**	-	0.890	0.250	0.818	0.250	**0.871**	-	0.881
Lights	1	21	128	0	**150**	-	0	2	5	0	**7**	-	411	24	1	0	**436**	-	87	1	377	1	**466**	-	1059
% Lights	100%	100%	97.0%	0%	**97.4%**	-	0%	100%	100%	0%	**100%**	-	99.0%	100%	100%	0%	**99.1%**	-	97.8%	100%	98.4%	100%	**98.3%**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	4	0	**4**	-	0	0	0	0	**0**	-	4	0	0	0	**4**	-	2	0	6	0	**8**	-	16
% Buses and Single-Unit Trucks	0%	0%	3.0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	1.0%	0%	0%	0%	**0.9%**	-	2.2%	0%	1.6%	0%	**1.7%**	-	1.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Memorial Dr at Strey Ln - TMC

Tue Jan 28, 2020
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 744217, Location: 29.763211, -95.538113

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



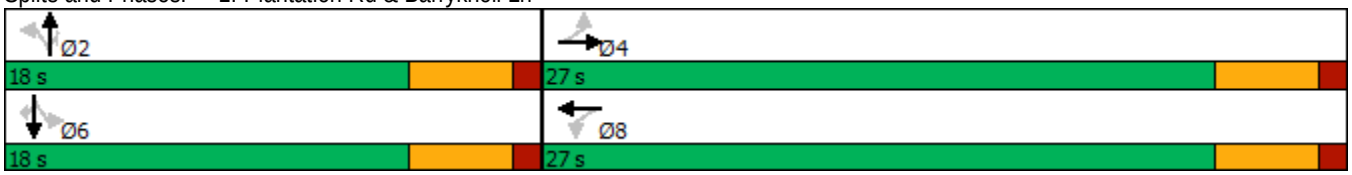
Synchro 10™ Output - 2020 Existing

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	374	201	300	86	14	204	4	20	3
Future Volume (vph)	374	201	300	86	14	204	4	20	3
Turn Type	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	4		8		2			6	
Permitted Phases		8		2		2	6		6
Detector Phase	4	8	8	2	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	27.0	27.0	27.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (s)	27.0	27.0	27.0	18.0	18.0	18.0	18.0	18.0	18.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	17.6		17.6	13.7	13.7	13.7		13.7	13.7
Actuated g/C Ratio	0.44		0.44	0.34	0.34	0.34		0.34	0.34
v/c Ratio	0.46		0.91dl	0.29	0.03	0.45		0.07	0.01
Control Delay	7.0		13.9	13.7	11.2	5.7		11.3	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	7.0		13.9	13.7	11.2	5.7		11.3	0.0
LOS	A		B	B	B	A		B	A
Approach Delay	7.0		13.9		8.2			10.1	
Approach LOS	A		B		A			B	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 40.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

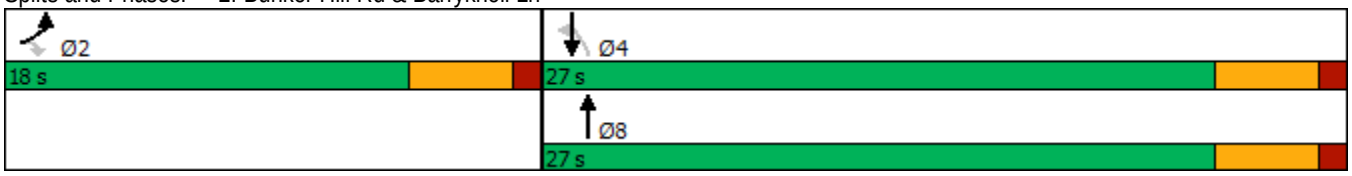
Splits and Phases: 1: Plantation Rd & Barryknoll Ln



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	340	123	160	520	392
Future Volume (vph)	340	123	160	520	392
Turn Type	Prot	Perm	D.Pm	NA	NA
Protected Phases	2			8	4
Permitted Phases		2	4		
Detector Phase	2	2	4	8	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	27.0	27.0	27.0
Total Split (s)	18.0	18.0	27.0	27.0	27.0
Total Split (%)	40.0%	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	None	Max	None
Act Effct Green (s)	13.5	13.5	22.5	22.5	22.5
Actuated g/C Ratio	0.30	0.30	0.50	0.50	0.50
v/c Ratio	0.93	0.30	0.54	0.66	0.37
Control Delay	45.0	4.2	14.8	12.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	4.2	14.8	12.8	5.2
LOS	D	A	B	B	A
Approach Delay	34.2			13.3	5.2
Approach LOS	C			B	A

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Bunker Hill Rd & Barryknoll Ln



Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	3	4	41	5	155	0	166	59	143	46	6
Future Vol, veh/h	4	3	4	41	5	155	0	166	59	143	46	6
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.56	0.56	0.56	0.48	0.48	0.48
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	4	6	73	9	277	0	296	105	298	96	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	16.2	17.6	19.6
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	36%	20%	73%
Vol Thru, %	74%	27%	2%	24%
Vol Right, %	26%	36%	77%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	11	201	195
LT Vol	0	4	41	143
Through Vol	166	3	5	46
RT Vol	59	4	155	6
Lane Flow Rate	402	16	359	406
Geometry Grp	1	1	1	1
Degree of Util (X)	0.624	0.031	0.569	0.659
Departure Headway (Hd)	5.592	7.032	5.709	5.844
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	639	512	628	613
Service Time	3.671	5.032	3.79	3.923
HCM Lane V/C Ratio	0.629	0.031	0.572	0.662
HCM Control Delay	17.6	10.3	16.2	19.6
HCM Lane LOS	C	B	C	C
HCM 95th-tile Q	4.3	0.1	3.6	4.9

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	60	1	39	1	17	139	21	1	0
Future Vol, veh/h	0	2	0	60	1	39	1	17	139	21	1	0
Peak Hour Factor	0.50	0.50	0.50	0.74	0.74	0.74	0.74	0.74	0.74	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	81	1	53	1	23	188	30	1	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.1	7.8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	60%	95%
Vol Thru, %	11%	100%	1%	5%
Vol Right, %	89%	0%	39%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	2	100	22
LT Vol	1	0	60	21
Through Vol	17	2	1	1
RT Vol	139	0	39	0
Lane Flow Rate	212	4	135	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.216	0.005	0.159	0.041
Departure Headway (Hd)	3.67	4.581	4.245	4.642
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	961	786	835	776
Service Time	1.76	2.583	2.322	2.642
HCM Lane V/C Ratio	0.221	0.005	0.162	0.041
HCM Control Delay	7.8	7.6	8.1	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0	0.6	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	162	93	35	15	21
Future Vol, veh/h	22	162	93	35	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	70	70	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	191	133	50	18	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	183	0	-	0	401	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1392	-	-	-	605	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1392	-	-	-	592	887
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1392	-	-	-	734
HCM Lane V/C Ratio	0.019	-	-	-	0.06
HCM Control Delay (s)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	173	114	87	286	207	98
Future Vol, veh/h	173	114	87	286	207	98
Peak Hour Factor	0.79	0.79	0.86	0.86	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	219	144	101	333	238	113
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	16.7	16.4	14.1
HCM LOS	C	C	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	60%	0%	100%	0%
Vol Thru, %	40%	23%	0%	0%
Vol Right, %	0%	77%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	373	207	98
LT Vol	173	0	207	0
Through Vol	114	87	0	0
RT Vol	0	286	0	98
Lane Flow Rate	363	434	238	113
Geometry Grp	2	2	7	7
Degree of Util (X)	0.584	0.621	0.47	0.184
Departure Headway (Hd)	5.784	5.154	7.104	5.883
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	621	698	507	608
Service Time	3.84	3.209	4.861	3.638
HCM Lane V/C Ratio	0.585	0.622	0.469	0.186
HCM Control Delay	16.7	16.4	16.1	10
HCM Lane LOS	C	C	C	A
HCM 95th-tile Q	3.8	4.3	2.5	0.7

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	101	450	258	11	22	73
Future Vol, veh/h	101	450	258	11	22	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	75	-	-	100	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	506	290	12	28	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	302	0	-	0	1022	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	732	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1259	-	-	-	261	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1259	-	-	-	238	749
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1259	-	-	-	238	749
HCM Lane V/C Ratio	0.09	-	-	-	0.119	0.125
HCM Control Delay (s)	8.1	-	-	-	22.1	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	20	299	86	509	77	37	165	23	6	27
Future Volume (vph)	20	299	86	509	77	37	165	23	6	27
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	2	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)		35.5		35.5	15.5	15.5	15.5		15.5	15.5
Actuated g/C Ratio		0.59		0.59	0.26	0.26	0.26		0.26	0.26
v/c Ratio		0.20		0.36	0.25	0.09	0.34		0.11	0.09
Control Delay		5.6		6.9	19.9	17.5	5.4		17.9	7.2
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		5.6		6.9	19.9	17.5	5.4		17.9	7.2
LOS		A		A	B	B	A		B	A
Approach Delay		5.6		6.9		11.0			12.8	
Approach LOS		A		A		B			B	

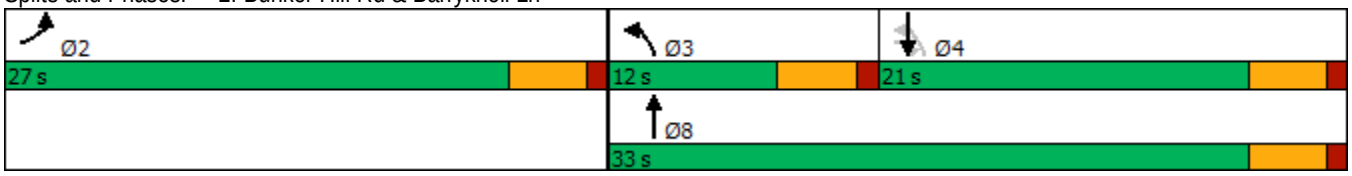
Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Plantation Rd & Barryknoll Ln

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	258	101	118	407	462
Future Volume (vph)	258	101	118	407	462
Turn Type	Prot	Perm	D.P+P	NA	NA
Protected Phases	2		3	8	4
Permitted Phases		4	4		
Detector Phase	2	4	3	8	4
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	27.0	21.0	12.0	33.0	21.0
Total Split (s)	27.0	21.0	12.0	33.0	21.0
Total Split (%)	45.0%	35.0%	20.0%	55.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5
Lead/Lag		Lag	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	Max	None	None	Max	None
Act Effct Green (s)	22.5	18.9	24.9	28.5	18.9
Actuated g/C Ratio	0.38	0.32	0.42	0.48	0.32
v/c Ratio	0.41	0.19	0.47	0.60	0.66
Control Delay	16.3	5.3	14.4	15.1	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	5.3	14.4	15.1	18.8
LOS	B	A	B	B	B
Approach Delay	13.2			14.9	18.8
Approach LOS	B			B	B

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Bunker Hill Rd & Barryknoll Ln



Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1	2	29	1	65	1	84	8	28	127	10
Future Vol, veh/h	7	1	2	29	1	65	1	84	8	28	127	10
Peak Hour Factor	0.83	0.83	0.83	0.42	0.42	0.42	0.63	0.63	0.63	0.77	0.77	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	2	69	2	155	2	133	13	36	165	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	9.2	8.8	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	70%	31%	17%
Vol Thru, %	90%	10%	1%	77%
Vol Right, %	9%	20%	68%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	10	95	165
LT Vol	1	7	29	28
Through Vol	84	1	1	127
RT Vol	8	2	65	10
Lane Flow Rate	148	12	226	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.017	0.279	0.277
Departure Headway (Hd)	4.685	5.085	4.446	4.653
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	700	808	769
Service Time	2.729	3.141	2.483	2.694
HCM Lane V/C Ratio	0.194	0.017	0.28	0.278
HCM Control Delay	8.8	8.2	9.2	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	1.1	1.1

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	151	3	22	1	5	111	44	18	0
Future Vol, veh/h	0	2	1	151	3	22	1	5	111	44	18	0
Peak Hour Factor	0.25	0.25	0.25	0.62	0.62	0.62	0.73	0.73	0.73	0.60	0.60	0.60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	4	244	5	35	1	7	152	73	30	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	10.4	8.2	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	86%	71%
Vol Thru, %	4%	67%	2%	29%
Vol Right, %	95%	33%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	3	176	62
LT Vol	1	0	151	44
Through Vol	5	2	3	18
RT Vol	111	1	22	0
Lane Flow Rate	160	12	284	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.188	0.016	0.366	0.143
Departure Headway (Hd)	4.218	4.681	4.643	4.974
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	761	775	720
Service Time	2.25	2.73	2.678	3.011
HCM Lane V/C Ratio	0.188	0.016	0.366	0.143
HCM Control Delay	8.2	7.8	10.4	8.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.7	0	1.7	0.5

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	129	28	0	25	0
Future Vol, veh/h	28	129	28	0	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	64	64	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	155	44	0	38	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	267	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1564	-	-	-	722	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1564	-	-	-	705	1026
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	705
HCM Lane V/C Ratio	0.022	-	-	-	0.055
HCM Control Delay (s)	7.4	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	159	62	0	264	268	138
Future Vol, veh/h	159	62	0	264	268	138
Peak Hour Factor	0.85	0.85	0.90	0.90	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	73	0	293	288	148
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	12.7	11.4	13.9
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	72%	0%	100%	0%
Vol Thru, %	28%	0%	0%	0%
Vol Right, %	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	264	268	138
LT Vol	159	0	268	0
Through Vol	62	0	0	0
RT Vol	0	264	0	138
Lane Flow Rate	260	293	288	148
Geometry Grp	2	2	7	7
Degree of Util (X)	0.413	0.405	0.52	0.218
Departure Headway (Hd)	5.712	4.967	6.5	5.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	725	556	680
Service Time	3.749	3.003	4.232	3.016
HCM Lane V/C Ratio	0.413	0.404	0.518	0.218
HCM Control Delay	12.7	11.4	16.1	9.5
HCM Lane LOS	B	B	C	A
HCM 95th-tile Q	2	2	3	0.8

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	383	415	24	21	132
Future Vol, veh/h	89	383	415	24	21	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	75	-	-	100	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	78	78	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	440	532	31	24	153

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	563	0	-	0	1176	532
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	644	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1008	-	-	-	211	547
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1008	-	-	-	190	547
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	523	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1008	-	-	-	190	547
HCM Lane V/C Ratio	0.101	-	-	-	0.129	0.281
HCM Control Delay (s)	9	-	-	-	26.7	14.1
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4	1.1